
Railway Safety

- Institutional development
- Promote rail through improved safety
- Create safe and secure railway environment
- Conclude co-operative agreements
- Promote harmonisation within SADC

Main Thrusts

Railway Safety

- Main thrusts of this strategy
- Challenges
- Key strategic objectives
- Organisational issues
- State of safety
- Budget
- Conclusion


Contents

Railway Safety

Railway Safety Regulator
Strategic Plan:
2006/-07 to 2008/09

Presentation to the
Portfolio Committee on Transport
17 March 2006

Railway Safety



Key Strategic Objective: Regulatory Framework

- New passenger rail developments
 - Gautrain
 - monitor processes for development of standards
- Reduce Human Factors
 - Level crossings
 - Trespassing on rail reserve
 - Unlawful occupation of land
- Transportation of dangerous goods by rail
 - Freight Logistics Implementation Plan

Railway Safety

Key Strategic Objective: Regulatory Framework

- Development of regulations
 - Exemption: March 2007
 - Fee structure for permits: March 2007
- Railway Safety Standards
 - General Technical Standard: March 2009
 - Human Factors: March 2009
- Fee structure for Safety Permits by March 2007

Railway Safety

Key Challenges

1. State of infrastructure & rolling stock
2. Security
3. Enforcement of the RSR Act
4. Publishing investigation findings
5. Gautrain Rapid Rail Project
6. Harmonisation with SANDC
7. Freight Logistics Strategy
8. MTEF Budget

Railway Safety

Key Strategic Objective (4)
Institutional Development

- Corporate communications
- Legal compliance by the RSR
- ICT
- Organisational development
- Human capital management
- Financial Management

Railway Safety

Key Strategic Objective
Cooperate with stakeholders to ensure improved railway safety

- Conclude MOU's and Cooperative Agreements with relevant state agencies namely, SAPS, DfL, DAF, NNR by March 2007
- Engage in regional efforts to ensure the harmonisation of rail safety regime within the SAIC region

Railway Safety

Key Strategic Objective:
Monitoring and compliance

- Monitor compliance with conditions of Safety Permits
- Monitor and ensure compliance (ongoing)
 - Occurrence investigations (as and when)
 - Conduct Safety Audits (as programmed)
 - Conduct Inspections
 - Safety analysis reports quarterly (SARs)
- Enforce compliance (on going)
 - Issue notices and directives
- Implementation of occurrence investigation findings
- State of Safety Reports
- National Information and Monitoring System

Railway Safety

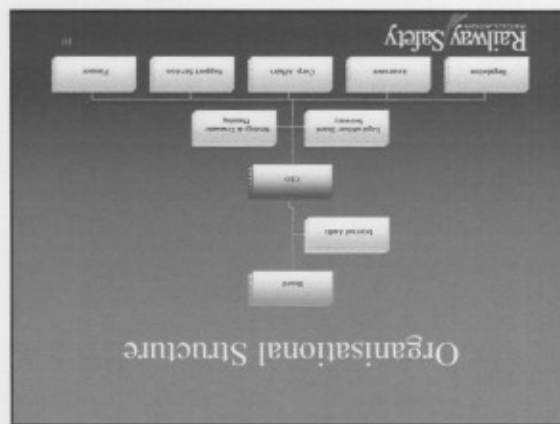
Occupational Levels	A	C	I	W	A	C	I	W	Male	Female	Total
Top Mngt	2	0	0	1	2	0	0	1	6	0	6
Snr. Mngt	2	0	0	0	0	0	1	1	4	0	4
Mid. Mngt	2	0	1	2	1	0	0	0	6	0	6
Jnr. Mngt.	4	0	0	0	1	1	0	0	6	0	6
Semi-skilled	0	0	0	0	5	2	0	0	7	0	7
Unskilled	0	0	0	0	1	0	0	0	1	0	1
Tot. Perm. staff	0	0	0	0	0	0	0	0	30	0	30
Temp. Staff	0	0	0	4	0	0	0	0	4	0	4
TOTAL	10	0	1	7	10	3	1	2	34	0	34

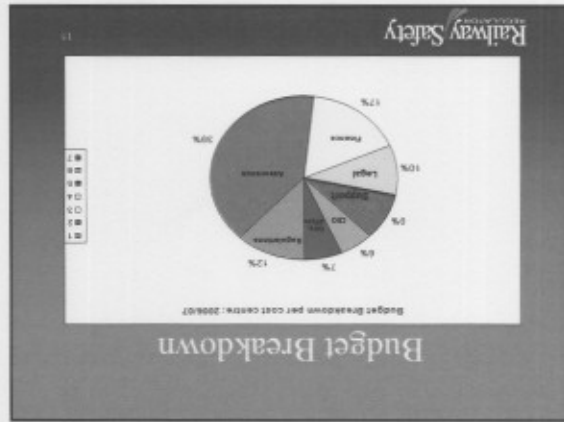
Railway Safety

Organisation

- Current demographics
 - Permanent Staff: 30
 - Non-permanent staff (Temp. staff): 4
 - Total 34
 - Black: 76%
 - Female: 36%
 - Disabled: 0%

See next slide for detail





Budget
Budget Summary per division: 2006/07 to 2008/09

	REG	ASS	CFO	LEG	SLP	CEO	CA	TOT
Yr 1	6.9	23.1	9.8	5.8	5.3	3.3	4.0	58.3
Yr 2	6.7	24.1	10.3	5.5	5.7	3.5	4.1	59.9
Yr 3	6.8	25.3	10.9	5.8	6.2	3.8	4.6	63.3

Budget

	2006/07	2007/08	2008/09
Voted funds	21,200,000	22,171,000	23,295,000
Projected Adjusted Budget	58,284,908	59,903,018	63,345,261

Railway Safety

State of Safety

- Statistics and trends
- Pictures illustrating some causes

Railway Safety

Conclusion

- Staffing and organisational management systems in place (RSR now fully operational)
- Key Challenges
- consolidate development of the regulatory framework
- Ensure compliance with the Act
- Develop appropriate systems to support safety monitoring by RSR
- Actively support govt policy initiatives
- Secure sufficient resources to support the work of the RSR

Railway Safety

Budget

Budget breakdown per item: 2006/07

Category	Percentage
Capex	40%
Opex	20%
Safety	15%
Regulatory	10%
Other	5%

