RAILWAY SAFETY REGULATOR

RAIL SAFETY ON THE RIGHT TRACK

10 NOVEMBER 2026

REQUEST FOR QUOTATIONS FOR THE RAILWAY SAFETY REGULATOR STANDARD FOR ROLLONG STOCK

1. Purpose

1.1. To appoint a suitably qualified and experienced Service Provider to independently review the RSR-developed Draft Railway Safety Regulator Standard for Rolling Stock and recommend technically justified improvements.

1.2. The review shall determine whether the Draft Standard is technically complete, risk-informed, clear, consistent, enforceable and practical for the South African rail environment, and whether it provides appropriate assurance for rolling stock through its lifecycle.

1.3. The RSR retains ownership of the Draft Standard and the authority to accept or reject proposed changes, authorise consultation text, approve the proposed final standard and manage its publication.

2. Considerations/background

2.1. The Railway Safety Act, 2024 (Act No. 30 of 2024), and the National Rail Policy of 2022 provide the framework for safe, harmonised and interoperable railway operations, including open access arrangements and interfaces between train operators, network owners, rolling stock owners and maintenance entities.

2.2. Rolling stock is a safety-critical element of rail transport. Its design, condition, maintenance and compatibility affect braking, wheel–rail interaction, structural integrity, passenger and crew safety, freight containment and safe operation in normal, degraded and emergency conditions.

2.3. South African railway entities rely on RSR and SABS/SANS standards, vehicle acceptance arrangements, specifications, original equipment manufacturer (OEM) instructions, maintenance procedures and operational practices. Inconsistent or incomplete requirements may undermine safety assurance, interoperability and regulatory oversight.

2.4. As part of its Regulator Standards Development Programme, the RSR has developed an initial Draft Railway Safety Regulator Standard for Rolling Stock (the Draft Standard) and will provide it to the appointed Service Provider as the baseline for this assignment.

2.5. The appointment is for an independent, evidence-based review and targeted refinement of the RSR-developed Draft Standard. It is not for development of an unrelated standard from first principles, nor for amendment of an existing SABS/SANS standard.

3. Scope of work / Specification

3.1 Project Objectives

The objectives of this assignment are to:

3.1.1 Assess the draft standard (to be provided by the RSR) against the Railway Safety Act, 2024, applicable regulatory instruments, RSR standards, relevant SABS/SANS requirements and established local rolling stock safety requirements.

3.1.2 Identify safety-critical omissions, gaps, contradictions, overlaps, ambiguities and implementation or enforcement risks in the RSR Draft Standard.

3.1.3 Review provisions for the design, manufacture, modification, testing, commissioning, vehicle acceptance, operation, inspection, maintenance, refurbishment, return to service of rolling stock, decommissioning and disposal.

3.1.4 Assess vehicle and route compatibility, safety-critical systems, maintenance assurance, configuration management and auditable compliance requirements.

3.1.5 Assess regulatory submission requirements by Train Operating Companies, Rolling Stock Owners and Original Equipment Manufacturers throughout the life cycle phases of the rolling stock.Assess applicability to locomotives, passenger coaches, EMUs, DMUs, freight wagons, on-track machines, maintenance vehicles and other rail-bound vehicles, including heavy-haul and open access interfaces where applicable.

3.1.6 Provide an evidence-based, clause-referenced findings matrix, prioritised recommendations and edited versions of the RSR Draft Standard for consideration

and decision by RSR.

3.1.7 Support technical working group engagements, RSR governance review and, when authorised, stakeholder/public consultation comment resolution and finalisation.

3.2 Scope of work

3.2.1 **Project Inception:** Convene an inception meeting with the RSR; confirm the RSR-developed document baseline, assessment criteria, review methodology, information requirements, stakeholder interfaces, timetable, deliverable acceptance criteria and quality assurance arrangements.

3.2.2 Regulatory and Technical Alignment Assessment: Assess the RSR-developed Rolling Stock Standard against applicable South African railway legislation, regulatory requirements, existing RSR and SABS/SANS standards, rolling stock specifications, vehicle acceptance requirements, OEM and maintenance manuals, inspection procedures and established local industry practices. Identify gaps, inconsistencies, overlaps and areas requiring alignment or improvement, taking into account rolling stock owners, operators, manufacturers, maintenance entities, network interface requirements, open access and interoperability.

3.2.3 Clause-by-clause review: Test all material draft provisions for safety purpose, completeness, technical validity, unambiguous wording, internal consistency, proportionality, implementability, inspection and audit feasibility, allocation of operators and evidence of compliance. Record precise clause references and findings.

3.2.4 Technical coverage review: Undertake an explicit clause-by-clause review of all sections of the RSR Rolling Stock Safety Standard Draft as provided by the RSR, including the following subject areas and associated subclauses, lists, approvals, records and supporting deliverables:

- Purpose: stated minimum lifecycle safety requirements, safety outcomes, scope, operators, interoperability and asset-management objectives.
- Legislative and Standards Framework: accuracy, currency, legal applicability and hierarchy of references, distinction between mandatory local requirements and informative international standards, and infrastructure-manager-specific requirements.
- Life-Cycle Safety Governance: SMS, hazard log, risk register,

change/configuration management, verification and validation, competence, independent review, accountable approvals, risk-based controls and ongoing monitoring.

- Feasibility and Concept Phase: business case, concept of operations, URS, preliminary hazard analysis, feasibility and environmental assessment; route/axle load/curve/tunnel/bridge/station/climate compatibility; energy, signalling, telecoms, wayside and depot interfaces; concept safety evidence, independent evaluation, regulator submissions, vehicle registration and NIIMS provisions.
- Design Phase: structures, fatigue, crashworthiness, lifting, corrosion, fire/smoke/evacuation,wheels/axles/bearings/suspension/derailment, brakes/parking/redundancy, coupling, train control and traction, EMC, electrical and functional safety, cyber security, pantograph interface, ergonomics/accessibility, shunting visibility, software assurance and design safety deliverables.
- Manufacturing Phase: conformity to approved design, quality management, supplier qualification, material traceability, inspection and non-conformance control, critical welding/running gear/brakes/couplers/electrical/control/software manufacture and the required manufacturing, inspection, hazard, RAMS and verification records.
- Inspection, Testing and Commissioning: FAT, SAT, static/dynamic and route compatibility tests, evidence of braking, stability, gauge, signalling and telecommunications compatibility, certification, final safety case, independent assessment and RSR submission/approval interfaces.
- Operational Phase: operating/driver/emergency procedures, occurrence management, pre-service train fitness certification, coordination with infrastructure managers, defect/failure and maintenance information, reliability/performance monitoring and ongoing hazard review.
- Maintenance Phase: asset-management framework, corrective/preventive/predictive maintenance, condition monitoring, control of safety-critical wheels, axles, bearings, brakes, couplers, doors and train-control equipment, personnel competence/authorisation and maintenance records.
- Modification Phase: minor/major change classification, safety and interface impact thresholds, engineering and RAMS assessments, hazard and

configuration updates, independent verification and regulatory re-approval of major modifications.

- Continuous Safety Assurance: reliability, availability, maintainability, safety, cybersecurity and environmental performance monitoring; audits, inspection, internal review and independent assessment.
- Decommissioning and Disposal Phase: decommissioning plans, risk assessment, disposal/environmental controls, prevention of unauthorised use or reintroduction, hazardous-material handling, safe recovery/reuse, asset-register closure, regulator notification and disposal evidence.
- Mandatory Safety Deliverables Across the Life Cycle: evaluate the phase-to-deliverable table for completeness and consistency with the provided detailed requirements; identify missing deliverables, duplicate submissions, timing, acceptance criteria, accountable parties and auditable evidence.
- rolling stock lifecycle governance, design and maintenance authority, procurement, manufacture, import, change control, refurbishment, storage, transfer and decommissioning;
- Also consider the following possible requirements:
    - vehicle acceptance and route compatibility, including gauge, loading gauge, kinematic envelope, axle loads, braking, platform, traction power and infrastructure interfaces;
    - locomotives, passenger vehicles, EMUs, DMUs, freight wagons, on-track machines, maintenance vehicles and other rail-bound vehicles
    - brakes, wheels, axles, bearings, bogies, suspension, couplers, drawgear, vehicle structure, doors, fire protection, onboard electrical and control equipment, software and communication interfaces
    - wheel–rail interaction, running dynamics, stability, derailment risk, wheel profiles, wear and component condition limits
    - safety-critical components, spares, material traceability, modifications, configuration management, maintenance records, retention and safety assurance evidence
    - inspection and maintenance regimes, testing, NDT, condition monitoring, defect identification, out-of-service criteria, overhaul and safe return to service

- personnel competence, authorisation, maintenance facilities, calibration, supervision, quality assurance and independent verification where required
- passenger and freight safety, dangerous goods interfaces, heavy-haul and special operations, rescue, evacuation and abnormal/degraded conditions
- Operator and organisational interfaces in open access arrangements, compliance monitoring, audits, occurrences, transition provisions and enforceability

3.2.5 Interfaces and consistency: Identify inconsistent or duplicate obligations, omissions, unclear regulatory powers or operator accountabilities and potential conflicts with other RSR and SABS/SANS instruments, including perway, signalling, telecommunications, operating rules and methods, human factors and safety management. Record proposed resolutions for RSR consideration.

3.2.6 Findings and recommendations: Recommend proportionate amendments to address material safety gaps and strengthen technical accuracy, enforceability, practical implementation, interoperability, vehicle acceptance and maintenance assurance. Regional or international references may be used selectively to inform unresolved technical issues, but local regulatory and operational alignment is the primary assessment basis.

3.2.7 Controlled Review and Traceability Matrix: For each finding, document the affected clause, source evidence, issue and safety consequence, severity/priority, proposed remedy or drafting, rationale, responsible operator, RSR decision and closure status. Distinguish regulatory requirements from guidance and operator/OEM procedures.

3.2.8 Working Group and governance support: Facilitate technical sessions with the RSR-appointed Rolling Stock Industry Working Group, record recommendations and decisions, and present results to the Technical Committee, OPCO, EXCO and Board as applicable. Working Group inputs are advisory, and RSR remains the decision maker.

3.2.9 Consultation support (if authorised by the RSR): Review stakeholder or public submissions, provide a comment-response matrix, propose technically supported amendments and prepare the final proposed reviewed standard containing only RSR-

approved changes. The RSR remains responsible for public consultation and approval

3.2.10 Draft revisions: Supply an annotated/track-changes version of the existing RSR Draft Standard and a clean version for RSR consideration. Changes shall remain recommendations unless approved in writing by the RSR.

3.2.11 Project close-out: Transfer all editable reports, review matrices, evidence registers, presentations, tracked and clean drafts, comment logs, supporting references and version histories to the RSR. Formal approval and publication remain the responsibility of the RSR.

3.3 Project Deliverables

All deliverables shall be supplied in editable electronic format and searchable PDF, with written RSR acceptance. Scope and review-cycle dates shall be agreed in the inception phase.

No	Deliverables	Minimum contents
3.3.1	Inception Report and Project Execution Plan	Baseline document register, methodology, scope, assessment criteria, quality controls, programme, responsibilities and working group sessions.
3.3.2	Independent Rolling Stock Technical and Regulatory Review Report	Structured findings against each of sections of the draft Rolling Stock standards provided by the RSR, including lifecycle-stage controls, route compatibility, design/manufacturing/ commissioning assurance, operational and maintenance safety, modification, end-of-life controls, compliance/enforcement, local regulatory alignment and prioritised recommendations.
3.3.3	Review and Traceability Matrix	Complete section/clause crosswalk for draft Rolling Stock standards sections (RSR provided Draft), including the Section 13 lifecycle deliverable table. For each requirement: evidence/source, issue, safety risk and priority, affected party, proposed revised wording, reason, interface, RSR disposition and closure status.
3.3.4	First Reviewed Draft Standard	Tracked changes and clean versions of the RSR October 2026 Draft 4.0, maintaining traceability to its

		original headings and section numbers, plus a substantive change schedule.
3.3.5	Technical Engagement and Consultation Records	Meeting notes, presentations, recommendations/decision log and, where commissioned, stakeholder or public comment-response matrix.
3.3.6	Final Proposed Reviewed Rolling Stock Standard	Clean and marked-up versions incorporating only RSR-approved technical, consultation and governance changes.
3.3.7	Executive Summary and Close-out Report	Summary of key findings and changes, outstanding issues, implementation considerations, source list and handover of all approved files.

4. Administrative / Compliance Requirements

4.1. Registration on National Treasury CSD report
4.2. Comprehensive quotation (prices must be VAT Inclusive)
4.3. Tax Pin & Tax clearance certificate
4.4. Fully Completed and signed Standard Bidding Documents (SBD) forms documents
4.5. A valid BBBEE certificate or sworn affidavit (on sworn affidavit indicate the day, month and year of the financial year period ie, 31 March 2022)
4.6. Valid company registration documentation that are issued by Companies & Intellectual Property Commission (CIPC)
4.7. A Copy of the identity document of the company owner(s)
4.8. Valid Medical Certificate
4.9. Valid South African Social Security Agency (SASSA) registration
4.10. Valid National Council for Persons with Physical Disability in South Africa registration (NCPPDSA)

*Failure to submit valid documents listed above (**No - 4.5, 4.6, 4.7, 4.8, 4.9, 4.10**) for proof of claim specific goals as stipulated in Section 6 below will lead to the service provider not*

being awarded points for specific goal.

5. Functionality Evaluation Criteria

5.1. The bidder shall demonstrate experience in independent assessment, development, implementation or safety assurance of rolling stock standards, technical requirements, vehicle acceptance, inspection or maintenance regimes, or railway safety regulatory tools.

5.2. The minimum project team shall comprise two separate, suitably qualified specialists:

a. Project Lead / Rolling Stock Engineering and Safety Assurance Specialist; and

b. Rolling Stock Engineering / Maintenance Specialist

The same individual shall not be counted for both positions.

5.3. Each specialist shall have at least an NQF Level 7 qualification in mechanical engineering, electrical engineering, mechatronics, electro-mechanical engineering or a closely related discipline, or a SAQA-verified international equivalent, together with relevant experience.

5.4. ECSA professional registration, or recognised international equivalent accepted by the RSR, shall be supported by documentary evidence where claimed.

5.5. Knowledge of South African network/operator interfaces, degraded modes, movement authorities, shunting, possessions, emergencies and relevant regulatory oversight is required.

NO	CRITERIA	POINTS
1	**COMPANY'S EXPERIENCE ON SIMILAR PROJECTS SUCCESSFULLY COMPLETED** Signed and contactable references for completed comparable rolling stock standards, safety assurance, vehicle acceptance, technical assessment or regulatory review projects during the previous 15 years 5 References = 20 points 4 Reference = 16 points 3 Reference = 12 points 2 Reference = 8 points 1 Reference = 4 points 0 Reference = 0 points	**20**
2	**BIDDER'S TEAM QUALIFICATION & EXPERIENCE** 1. Copies of CVs. (clearly indicating number of years' experience with a specific employer working on relevant or similar project) 2. Certified Copies of original certificates of academic qualifications (Certified copies to be not older than 6 months) <u>The CV and certificates of individuals will be used for evaluation of each of the key personnel for this section</u> The scoring of the key personnel will be as below: **Project Lead Qualifications** The CV and certificates of individuals will be used for evaluation of each of the key personnel for this section Qualifications to be in mechanical engineering, electrical engineering, mechatronics, electro-mechanical engineering or a closely related discipline, or a SAQA-verified international equivalent. [It is the responsibility of the bidder to secure the verification] **Relevant NQF Qualifications Assessment:**	**15**

	NQF Level 9 or above =15 points NQF Level 8 =12 points NQF Level 7 =9 points below NQF Level 7 = 0 points .	
	2. Project Lead Relevant Experience **(experience in independent assessment, development, implementation or safety assurance of rolling stock standards, technical requirements, vehicle acceptance, or railway safety regulatory tools).** The CV will be used for evaluation (must be submitted by the Bidder) • 10 years or more = 10 points • Greater or equal to 5 years but less than 10 years = 8 points • Greater or equal to 2 years but less than 5 years = 6 points • Greater or equal to 1 year but less than 2 years = 4 points • Less than 1 year = 0 points	**10**
	3 **Rolling Stock Engineering / Maintenance Specialist** **Qualifications to be in in mechanical engineering, electrical engineering, mechatronics, electro-mechanical engineering or a closely related discipline, or a SAQA-verified international equivalent [It is the responsibility of the bidder to secure the verification]** **Relevant NQF Qualifications Assessment:** NQF Level 9 or above =15 points NQF Level 8 =12 points NQF Level 7 =9 points below NQF Level 7 = 0 points . This is Certificates and SAQA equivalence where relevant.	**15**
	4 **Railway Operations Specialist Experience** **(Rolling Stock Engineering / Maintenance)** The CV will be used for evaluation (must be submitted by the Bidder) • 10 years or more = 10 points • Greater or equal to 5 years but less than 10 years = 8 points	**10**

	• Greater or equal to 2 years but less than 5 years = 6 points • Greater or equal to 1 year but less than 2 years = 4 points • Less than 1 year = 0 points	
3.	**APPROACH TO WORK** Demonstrable capacity to deliver in response to the project scope (**Max 30 points)**	
	3.1 Review methodology (Comprehensive Methodology that highlights techniques that will be employed for the project. It must address all deliverables as per project scope, and it must include the approach and alignment to best practice) **a)** Well defined approach methodology aligned with project plan and project deliverables = 15 points **b)** Moderately defined approach methodology aligned with project plan and project deliverables = 10 points **c)** Poorly defined approach methodology = 05 points **d)** No approach methodology =0 points	**15**
	3.2 Project Implementation Plan Project Deliverables must be aligned scope, timelines and cost and the applicable Project Plan to also covering management of the scope with milestones/phases and timelines. •Well defined Project Plan with milestones and timelines aligned with project timelines = 15 points • Moderately defined Project Plan with milestones and timelines = 10 points • Poorly defined Project Plan = 5 points • No project plan = 0 points.	**15**

Service Providers must attain a minimum threshold of 70 points or more to be considered for evaluation on price and specific goals.

Failure to attain the set minimum threshold will result in a disqualification.

6. Evaluation 80/20 Preference Point System

6.1. The price quotations will be evaluated in accordance with the pre-scripts of the Preferential Procurement Policy Framework Act (PPPFA) and its regulations, in particular Preference Procurement Regulation 2022 which stipulate **80/20 preference point system for acquisition of goods or services with Rand value equal to or below R50 million (inclusive of all applicable tax).**

6.2. **A maximum of 80 points for price and 20 points for the specific goal specified on the request for quotation may be awarded to a Service Provider.**

6.3. **Points for the specific goal will be awarded as specified on the table below:**

NO	SPECIFIC GOALS	PREFERENCE POINT (OUT OF 20)	PROOF OF CLAIM
1	An Exempt Micro Enterprises (EME) or Qualifying Small Enterprise (QSE) which is ***at least 51% owned by black people***	10	• Copy of the identity document of the owner(s) • A valid SANAS accredited BBBEE certificate or a valid BBEEE sworn affidavit (whichever is applicable) • Central Supplier Database (CSD) report • Valid company registration documentation that are issued by

			Companies & Intellectual Property Commission (CIPC)
2	An Exempt Micro Enterprises (EME) or Qualifying Small Enterprise (QSE) which is ***at least 51% owned by black women***	5	• Copy of the identity document of the owner(s) • A valid SANAS accredited BBBEE certificate or a valid BBEEE sworn affidavit (whichever is applicable) • Central Supplier Database (CSD) report • Valid company registration documentation that are issued by Companies & Intellectual Property Commission (CIPC)
3	An Exempt Micro Enterprises (EME) or Qualifying Small Enterprise (QSE) which is ***at least 51% owned by youth***	3	• Copy of the identity document of the owner(s) • A valid SANAS accredited BBBEE certificate or a valid BBEEE sworn affidavit (whichever is applicable) • Central Supplier Database (CSD) report • Valid company registration documentation that are issued by Companies & Intellectual Property Commission (CIPC)

4	An Exempt Micro Enterprises (EME) or Qualifying Small Enterprise (QSE) which is ***at least 51% owned by person(s) with disabilities***	2	• Copy of the identity document of the owner(s) • A valid SANAS accredited BBBEE certificate or a valid BBEEE sworn affidavit (whichever is applicable) • Central Supplier Database (CSD) report • Valid company registration documentation that are issued by Companies & Intellectual Property Commission (CIPC) • Valid Medical Certificate • Valid South African Social Security Agency (SASSA) registration • Valid National Council for Persons with Physical Disability in South Africa registration (NCPPDSA)

6.4. **For Points to be awarded for the specific goals the proof for the claim for such goal must be submitted.**

7. Technical Enquiries

7.1. SCM

Doris Letsholo

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7.2. Project Manager

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8. Closing Date and Time for responses to this request for quotation

8.1. The request will be **closed on the 19 November 2026 at 16h00 pm.** Responses may be emailed to doris.letsholo@rsr.org.za