
GOVERNMENT NOTICE

SOUTH AFRICAN QUALIFICATIONS AUTHORITY (SAQA)

No. 111

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SOUTH AFRICAN QUALIFICATIONS AUTHORITY (SAQA)

In accordance with Regulation 24(c) of the National Standards Bodies Regulations of 28 March 1998, the Standards Generating Body (SGB) for

Transport and Logistics Operations

registered by Organising Field 11 - Services, publishes the following Qualification and Unit Standards for public comment.

This notice contains the titles, fields, sub-fields, NQF levels, credits, and purpose of the Qualification and Unit Standards. The full Qualification and Unit Standards can be accessed via the SAQA web-site at www.saq.org.za. Copies may also be obtained from the Directorate of Standards Setting and Development at the SAQA offices, SAQA House, 1067 Arcadia Street, Hatfield, Pretoria.

Comment on the Qualification and Unit Standards should reach SAQA at the address below and **no later than 10 March 2009**. All correspondence should be marked **Standards Setting – SGB for Transport and Logistics Operations** and addressed to

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ACTING DIRECTOR: STANDARDS SETTING AND DEVELOPMENT



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

QUALIFICATION:

Further Education and Training Certificate: High speed inter-city commuter railway operations

SAQA QUAL ID	QUALIFICATION TITLE		
65589	Further Education and Training Certificate: High speed inter-city commuter railway operations		
ORIGINATOR		PROVIDER	
SGB Transport and Logistics Operations			
QUALIFICATION TYPE	FIELD	SUBFIELD	
Further Ed and Training Cert	11 - Services	Transport, Operations and Logistics	
ABET BAND	MINIMUM CREDITS	NQF LEVEL	QUAL CLASS
Undefined	145	Level 4	Regular-Unit Stds Based

This qualification does not replace any other qualification and is not replaced by another qualification.

PURPOSE AND RATIONALE OF THE QUALIFICATION**Purpose:**

The purpose of this qualification is to ensure service excellence with a focus on safe working in the field of operating a high speed inter-city railway operation. The qualification forms the learning pathway for personnel employed in the high speed inter-city railway operation. This qualification provides for the recognition of foundational knowledge, skills and values required and will facilitate access to, and mobility and progression within the industry.

A learner certified as competent in terms of this qualification will be able to manage a high speed inter-city railway operation, in accordance with the Principles of Safe Movement on Rail (POSMOR) and company-specific policies, procedures and instructions.

A learner obtaining this qualification will be able to:

- > Coordinate the commercial activities at high speed inter-city railway station.
- > Operate an Electrical Multiple Unit (EMU)/Motor coaches with a signal controlled system in normal and degraded mode.
- > Control the operations of a high speed inter-city railway system in normal and degraded mode.

The skills, knowledge, values and understanding in this qualification are essential for national competitiveness and will have a positive impact on social and economic transformation.

Learning programmes directed towards this qualification will also contribute to the full personal development of each learner and the social and economic development of the society at large, by making individuals aware of the importance of:

- > Reflecting on and exploring a variety of strategies to learn more effectively.
- > Participating as responsible citizens in the life of local, national and global communities.
- > Being culturally and aesthetically sensitive across a range of social contexts.
- > Exploring education and career opportunities; and developing entrepreneurial opportunities.

Rationale:

The South African government has set as a priority to improve the transport system in the Gauteng Province and South Africa. The following reasons can be noted:

- > Stimulation of economic growth, regional development, tourism and jobs.
- > Creation of a nodal link between Johannesburg, Pretoria and Johannesburg International Airport (ORTIA).
- > Promote the image and use of public transport.
- > Relieve road congestion on the major arterials between Johannesburg and Pretoria.
- > Provide a safe, secure, comfortable, reliable and predictable service to local and international passengers.
- > Support development and strengthen economic development nodes in the area.
- > Enhance black economic empowerment and creation of SMEs.
- > Encourage private sector participation and investment.
- > Develop the image, standing and performance of Gauteng Province and South Africa in the world.
- > In addition to stimulating economic development and alleviating severe traffic congestion, Gautrain Rapid Link will also create distinct environmental and socio-economic benefits for the whole of the Gauteng Province.

Persons operating within this industry, as well as other transport services, will benefit from this qualification and its competence standards, which are instrumental to the development and recognition of the foundational, practical and reflexive competence (applied competence) needed to render effective and efficient rail transport services.

Central to the qualification is the development of a culture of safe working and providing excellent customer service.

RECOGNIZE PREVIOUS LEARNING?

Y

LEARNING ASSUMED IN PLACE

It is assumed that the learner entering this qualification will be competent in:

- > Mathematical Literacy at NQF Level 3.
- > Communication at NQF Level 3.

Recognition of Prior Learning:

This qualification may be achieved in part through the recognition of prior learning, which includes formal, informal and non-formal learning and work experience.

Access to the Qualification:

Access to this Qualification is open to all learners taking into consideration learning assumed to be in place.

QUALIFICATION RULES

The Qualification consists of a Fundamental, a Core and an Elective Component.

To be awarded the Qualification learners are required to obtain a minimum of 145 credits as detailed below.

Fundamental component:

The Fundamental Component consists of Unit Standards in:

- > Mathematical Literacy at NQF Level 4 to the value of 16 credits.
- > Communication at NQF Level 4 in a First South African Language to the value of 20 credits.
- > Communication in a Second South African Language at NQF Level 3 to the value of 20 credits.

It is compulsory therefore for learners to do Communication in two different South African languages, one at NQF Level 4 and the other at NQF Level 3.

All Unit Standards in the Fundamental Component are compulsory.

Core component:

The Core Component consists of Unit Standards to the value of 67 credits all of which are compulsory.

Elective component:

The Elective Component consists of individual unit standards from which the learner must choose unit standards totalling a minimum of 22 credits.

EXIT LEVEL OUTCOMES

1. Coordinate the commercial activities at high speed inter-city railway station.
2. Operate an Electrical Multiple Unit (EMU)/Motor coaches with a signal controlled system in normal and degraded mode.
3. Control the operations of a high speed inter-city railway system in normal and degraded mode.

Critical Cross-field Outcomes:

This qualification addresses the following critical cross-field outcomes, as detailed in the associated unit standards:

- > Communicating effectively using visual, mathematical and/or language skills in the modes of oral/written persuasion.
- > Identifying and solving problems in which responses indicate that responsible decisions using critical and creative thinking have been made.
- > Collecting, analysing, organising and critically evaluating information.
- > Demonstrating and understanding of the world as a set of related systems by recognising that problem-solving contexts do not exist in isolation.
- > Organising and managing oneself and one's activities responsibly and effectively.
- > Working effectively with others as a member of a team, group, organisation or community.
- > Using science and technology effectively and critically, showing responsibility towards the environment and health of others.

ASSOCIATED ASSESSMENT CRITERIA

Associated Assessment Criteria for Exit Level Outcome 1:

- 1.1 A station is managed in normal and degraded mode using the Station and Tunnel Management System.
 - > Range: Station includes but it is not limited to the lifts, escalators, parkade, tunnel, fare gates.
- 1.2 Tickets sales are managed according to passenger requirement.

1.3 Customers are informed of high speed inter-city railway services.

> Range: Customers include but it is not limited to bus and train passengers, staff, parkade users, bus operator's personnel.

> Range: Services include but it is not limited to fare, timetable, delay, cancellation, places of interest in proximity information, events.

Associated Assessment Criteria for Exit Level Outcome 2:

2.1 The components of an EMU are described in terms of their application and purpose.

2.2 The ATP information system (Wayside and On-board) is interpreted in terms of the required response.

2.3 A high speed train is operated according to rules & procedures.

2.4 Information is reported to the Operation Control Centre.

> Range: Information includes but it is not limited to failure, obstructions, passenger incident, wash-aways.

2.5 Component failures on an EMU is corrected in accordance with organizational policies and instructions.

Associated Assessment Criteria for Exit Level Outcome 3:

3.1 The Train Traffic system is managed in normal and degraded mode using the Centralized Traffic Control (CTC) system.

3.2 The Traction Power system is managed in normal and degraded mode using the Supervisory Control And Data Acquisition (SCADA) system.

3.3 Communication with staff, emergency services, and third parties are conducted in terms of company policies and procedures.

> Range: Third parties include but is not limited to Airports Company South Africa (ACSA), South.

3.4 African Rail Commuter Corporation (SARCC) ESKOM, TELKOM, South African Police Service (SAPS).

Integrated Assessment:

Assessment should take place within the context of:

> Given Quality Assurance policies, procedures and processes.

> A guided and supported learning environment.

Assessment will take place according to the detailed specifications indicated in the unit standards above.

Over and above the achievement of the specified unit standards, evidence of integration will be required as per the following broad criteria, all within the context of an active learning environment.

Assessors should note that the evidence of integration (as above) could well be presented by candidates when being assessed against the unit standards - thus there should not necessarily be separate assessments for each unit standard and then further assessment for integration. Well designed assessments should make it possible to gain evidence against each unit standard while at the same time gain evidence of integration.

INTERNATIONAL COMPARABILITY

Similar Rail Systems:

The following countries that run systems similar to the high speed inter-city operation in South Africa were sourced for a comparison:

Source: National Learners' Records Database

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- > France.
- > Algeria.
- > Philippines.
- > South Korea.
- > Greece.
- > Arab Emirates.

The countries were selected as they are rail service providers who operate with the ATP system and are most relevant to the South African context in terms of infrastructure, equipment, rolling stock, and skills requirements and development. In addition, these examples are recognized internationally as quality providers of rail services.

Paris (France):

RATP (Régie Autonome des Transports Parisiens) has been in the transport industry since 1900 and is the operator of the Paris Metropolitan as well as suburban trains in the Paris Region. It represents 14 metro lines and 2 sub-urban lines.

RATP has developed, updated and improved over the years a complete set of training materials to train their operating staff. There is no qualification body in France that specifically certifies training materials, but they are part of the safety cases of our transport systems and have therefore been approved by the French Transport Department.

Algeria (North Africa): Algiers Metro Line 1:

In Algeria there is no qualification authority for the training as in South Africa (SA), but the City of Algiers chose the RATP training process for their hundred years old expertise to elaborate the training plan and the training material.

The Line 1 is a railway system similar to the High-Speed Intercity operation which will initially be operated in Gauteng, it will commence operations in 2009 and includes the following aspects:

- > ATP control.
- > Operation Control System.
- > SCADA.
- > Station management System.
- > 9 underground stations and 1 at-grade station

Different profiles exist:

- > Passenger train driver.
- > Control centre supervisor.
- > Versatile managers - to be compared with Route Supervisor and Customer Service Officer in SA.
- > Station manager - to be compared with Customer Service Assistant in SA.

The RATP trainers are training the future managers who will then train the new employees themselves.

The training process includes:

- > Classroom training.
- > Company procedures.
- > Emergency procedures.
- > Safe working practices.

> Practice on equipments.

Manila (Philippines): MRT 3:

The Department of Transport and Communication (DOTC) in the Philippines is the operator of the second line in Manila opened in December 1999. This system is also similar to the High-speed Intercity operation that is being implemented in South Africa.

No unit standards are in use in Philippines for the content of training programs as well as the certification process.

Currently the training starts with the training of managers and then cascades down to all staff (Train Drivers, Signalling Operators, and Station Supervisors).

Formal certification is delivered by the DOTC for the completion of the training process.

Seoul (South Korea): Incheon International Airport Link (Airport Railroad Co - AREX).

This railroad operator was chosen for their similarity to the high speed inter-city operation in South Africa.

AREX and other Korean railroad companies do not have unit standard based qualifications for comparison purposes. The learning programmes, though, correlate with the contents of learning programmes and syllabus in the South African context.

Different profiles exist in this company, for example:

- > Passenger Train Driver vs Train Driver in the Republic of South Africa (RSA).
- > Control Centre Officer vs Train Control Officer in RSA.
- > There is no Conductor (Train Assistant) in these trains.
- > Station staff vs Customer Service Staff.

The training, provided by railway operating companies, lasts between 2- 4 months. This includes classroom training, company procedures, safe working practices and emergency procedures. It also offers the opportunity to practice equipments under expert supervision.

The Training process is under the control of the Korea Railroad Research Institute (KRRI) who provides the "Permit to Operate".

Athens (Greece): Proastiakos:

In Athens (Greece), the training is conducted by RATP Expert Trainers. This training was based on the French Parisian RATP model.

There was no equivalent of South Africa's Standard Units or Standard Generating Bodies.

As far as the system is concerned, the Train Control is based on the ERTMS European standard. The Rolling stock is of EMU type and the whole operation is supervised and controlled from a unique Operation Control Centre.

Certification of the train drivers: The certification is awarded by a Committee made of three Representatives:

- > A Representative of the Ministry of Transport.
- > A Representative of the Greek National Railways (OZE), i.e. the Infrastructure Manager (OZE owns the infrastructure).

> A Representative of the training entity (RATP Development).

Some specific training is given by specific entities for:

- > Electricity Level 1.
- > Safety Induction.

Dubai (Arab Emirates) Red and Green Lines:

In Dubai, the design and construction of the Red and Green Lines driverless system is supervised by Systra, a RATP subsidiary.

The Rules & Procedures as well as all the Training material are drafted by the future Operator (Serco), with the assistance of RATP Experts.

For the time being, there is no equivalent of South Africa's Standard Units.

However, the RTA (Road and Transport Authority) is entering into a corporation with the Office of Rail Regulation (ORR) to support the Certification/regulation of railway lines in Dubai.

This certification process may be based on UK standards.

In the UK the Modular Rule Book has been introduced where employers can select from a suite of modules the particular task instructions applicable to the role of their staff. There are 50 modules containing task based instructions and a module specifically to publish small amounts of changes to the Rule Book that do not justify the reissue of the module concerned

The modules below are likely to be applicable to typical roles within the railway industry:

- > PTS = PTS competency only
- > HSM = Handsignaller competency. This requires PTS and at least IWA competency.
- > P/O = Points operator competency. This requires PTS and at least IWA unless person is restricted to working with a RSA.
- > RSA = Route setting agent. This requires PTS and at least IWA, if working with a P/O must be COSS.
- > LCA = Level crossing attendant. This requires PTS and at least IWA.
- > Lookout = Lookout and site warden competency. This requires PTS.
- > IWA = Individual working alone competency. This requires PTS.
- > COSS = Controller of site safety competency. This requires PTS.
- > PC = Protection Controller competency. This requires PTS and COSS.
- > ES = Engineering Supervisor. This requires PTS and COSS.
- > PICOP = Person in charge of possession competency. This requires PTS and at least IWA.
- > M/C = Machine controller competency. This requires PTS and COSS.
- > M/O = Machine operator. This requires PTS.
- > Sig/Tech = Signalling Technician competency. This requires PTS.
- > TSR = A person who sets up Emergency and temporary speed restrictions. This requires PTS.
- > Ctlr = Operations Controller.
- > Pilot/n = Pilotman competency. This requires PTS and at least IWA competency.
- > DP = Designated Person competency.
- > Sig'r = Signaller.

New Zealand

Qualifications from New Zealand were sourced for a comparison as they are a major rail service provider and are linked to a National Qualifications Framework.

New Zealand has registered qualifications for rail which cover similar outcomes:

Qualifications include:

National Certificate in Rail Transport (Ref: 0958): Level 2, 70 Credits.

This is an introductory certificate for people entering a career in rail transport. The aim of this qualification is to provide recognition for the attainment of a basic level of competence across the range of skills that comprise rail transport. The certificate offers the following compulsory areas:

- > Occupational Health and Safety Practices.
- > Interpersonal Communications.
- > Reading, Writing and problem-solving.
- > Basic knowledge of railway signals.
- > Knowledge of rail transport.

The certificate includes specialization areas:

- > Engineering Core Skills.
- > Passenger Service.
- > Powered Industrial Lift Trucks.

National Certificate in Rail Infrastructure (Ref: 1112): Level 3, 110 Credits.

This is a certificate for people working within rail infrastructure. The aim of this qualification is to provide recognition for the attainment of a broad range of competencies related to the maintenance of track, structures and signals within the rail industry.

This certificate is the second in a series of qualifications in the rail industry, it includes all of the unit standards contained in the National Certificate in Rail Transport (Level 2) [Ref: 0958]. Therefore, candidates who have already gained the level 2 certificate need only complete the additional unit standards required. The certificate offers the following compulsory areas:

- > Occupational Health and Safety Practices.
- > Interpersonal Communications.
- > Reading, Writing and problem-solving.
- > Basic knowledge of railway signals.
- > Knowledge of rail transport.
- > Operate under track protection rules.
- > Knowledge of rail network centres used to control the movement of rail service vehicles.

The certificate includes specialization areas:

- > Engineering Core Skills.
- > Passenger Service.
- > Powered Industrial Lift Trucks.

Conclusion:

Most international rail operators working within the High-speed Intercity system do not have separate qualifications for train operations under defined working conditions, however training is based on expertise in the industry and regulated either by Government or Rail Regulating bodies. The qualifications in New Zealand and this qualification are similar in concept where

staff is given the opportunity to receive a qualification that includes the management of passenger services and traffic control centres. There is every indication that the competence envisaged as outcomes for this qualification have their parallel in other countries.

The South African context, with its emphasis on transformation, and particularly the provision of routes to qualification, fully justifies this qualification as part of a career and learning pathway for Train Operational staff within the High-speed Inter-city rail operation.

ARTICULATION OPTIONS

The qualification lends itself to both horizontal and vertical articulation possibilities, which allow mobility and progression for the learner in the railway environment in particular, and the transport sector in general.

Horizontal articulation possibilities lie with:

ID 49489: Further Education and Training Certificate: Road Transport Management in the Public Sector, NQF Level 4.

ID 24498: Further Education and Training Certificate: Rail Operations (Train Control), NQF Level 4.

ID 57849: Further Education and Training Certificate: Dangerous Goods: Multi-modal Transportation, NQF Level 4.

Vertical articulation possibilities lie with:

ID 57407: National Diploma: Train Driving (Mainline Operations), NQF Level 5.

MODERATION OPTIONS

Providers offering learning towards this qualification or the component unit standards must be accredited by the relevant ETQA.

Moderation of assessment will be overseen by the relevant ETQA according to moderation principles and the agreed ETQA procedures.

The moderator has the following functions:

- > Monitoring and evaluating the standard of all summative assessments in terms of the ETQA policy.
- > Reviewing both substantive and process related matters in the case of an appeal against an assessment decision.
- > Maintaining standards by exercising appropriate influence and control over assessors to ensure good standards of practice.
- > Exercising a moderation function in case of a dispute between assessors, or between any assessor and learner.
- > Giving written feedback to Workplace Education and Training Committees the relevant ETQA and when required.
- > Submitting reports to the ETQA in terms of the ETQA policy.

CRITERIA FOR THE REGISTRATION OF ASSESSORS

> Assessors must be registered in terms of the requirements of SAQA and the relevant ETQA. Assessors are assumed to have competence in rail transport above the level of this qualification.

> Anyone assessing a learner or moderating the assessment of a learner against this qualification must be must be registered with relevant ETQA.

> Assessment and moderation of assessment will be overseen by the ETQA according to the ETQA's policies and guidelines for assessment and moderation; in terms of agreements

reached around assessment and moderation between ETQA's (including professional bodies); and in terms of the moderation guideline detailed immediately below.

> Anyone wishing to be assessed against this Qualification may apply to be assessed by any assessment agency, assessor or provider institution that is accredited by the ETQA for this purpose.

NOTES

N/A

UNIT STANDARDS

	ID	UNIT STANDARD TITLE	LEVEL	CREDITS
Fundamental	119472	Accommodate audience and context needs in oral/signed communication	Level 3	5
Fundamental	119457	Interpret and use information from texts	Level 3	5
Fundamental	119467	Use language and communication in occupational learning programmes	Level 3	5
Fundamental	119465	Write/present/sign texts for a range of communicative contexts	Level 3	5
Fundamental	9015	Apply knowledge of statistics and probability to critically interrogate and effectively communicate findings on life related problems	Level 4	6
Fundamental	119462	Engage in sustained oral/signed communication and evaluate spoken/signed texts	Level 4	5
Fundamental	119469	Read/view, analyse and respond to a variety of texts	Level 4	5
Fundamental	9016	Represent analyse and calculate shape and motion in 2- and 3-dimensional space in different contexts	Level 4	4
Fundamental	119471	Use language and communication in occupational learning programmes	Level 4	5
Fundamental	7468	Use mathematics to investigate and monitor the financial aspects of personal, business, national and international issues	Level 4	6
Fundamental	119459	Write/present/sign for a wide range of contexts	Level 4	5
Core	256199	Comply with employer requirements to perform railway duties	Level 3	4
Core	117733	Handle rail passenger emergency plan	Level 3	3
Core	260918	Operate a radio transceiver	Level 3	3
Core	242815	Apply the organisation's code of conduct in a work environment	Level 4	5
Core	262337	Manage a railway control centre	Level 4	16
Core	262357	Operate an Automatic Train Protection Signalling System	Level 4	9
Core	260919	Operate near and underneath high-voltage equipment	Level 4	4
Core	262358	Operate the movement of Electrical Multiple Unit (EMU) or Motor Coaches	Level 4	12
Core	262339	Operate, and regulate a Railway station	Level 4	4
Core	262338	Provide a ticket service	Level 4	7
Elective	256202	Compile a duty roster	Level 3	3
Elective	260957	Compile a train	Level 3	12
Elective	262446	Despatch a train	Level 3	5
Elective	262449	Devise strategies for the maintenance of a healthy lifestyle	Level 3	4
Elective	256195	Operate a diesel locomotive	Level 3	16
Elective	262445	Provide on-track protection	Level 3	5
Elective	260937	Utilise a Radio Train Token system of train control for safe movement on rail	Level 3	3
Elective	260917	Administer a Radio Train Token System for safe movement on rail	Level 4	8
Elective	242816	Conduct a structured meeting	Level 4	5
Elective	120344	Demonstrate knowledge and understanding of relevant current occupational health and safety legislation	Level 4	4
Elective	14667	Describe and apply the management functions of an organization	Level 4	10
Elective	260920	Explain the topographical concepts of a trajectory within the rail environment	Level 4	10

	ID	UNIT STANDARD TITLE	LEVEL	CREDITS
Elective	242821	Identify responsibilities of a team leader in ensuring that organisational standards are met	Level 4	6
Elective	242810	Manage Expenditure against a budget	Level 4	6
Elective	11473	Manage individual and team performance	Level 4	8
Elective	242829	Monitor the level of service to a range of customers	Level 4	5
Elective	242819	Motivate and Build a Team	Level 4	10
Elective	256200	Observe and repeat signals and train authorisations	Level 4	3
Elective	230418	Operate, and regulate the safe movement of locomotive/s	Level 4	10
Elective	256194	Prepare a locomotive for service	Level 4	5
Elective	242817	Solve problems, make decisions and implement solutions	Level 4	8
Elective	255496	Manage a training intervention	Level 5	8

LEARNING PROGRAMMES RECORDED AGAINST THIS QUALIFICATION

None



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UNIT STANDARD:

Manage a railway control centre

SAQA US ID	UNIT STANDARD TITLE		
262337	Manage a railway control centre		
ORIGINATOR	PROVIDER		
SGB Transport and Logistics Operations			
FIELD	SUBFIELD		
11 - Services	Transport, Operations and Logistics		
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 4	16

This unit standard does not replace any other unit standard and is not replaced by another unit standard.

SPECIFIC OUTCOME 1

Start and end railway control centre operations.

SPECIFIC OUTCOME 2

Set up routes for the movement of trains on signalling system.

SPECIFIC OUTCOME 3

Manage the train authority in case of incidents.

SPECIFIC OUTCOME 4

Manage the failure of equipment.

SPECIFIC OUTCOME 5

Manage train movements according to service requirements during degraded circumstances.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL
Core	65589	Further Education and Training Certificate: High speed inter-city commuter railway operations	Level 4



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UNIT STANDARD:

Provide a ticket service

SAQA US ID		UNIT STANDARD TITLE	
262338		Provide a ticket service	
ORIGINATOR		PROVIDER	
SGB Transport and Logistics Operations			
FIELD		SUBFIELD	
11 - Services		Transport, Operations and Logistics	
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 4	7

This unit standard does not replace any other unit standard and is not replaced by another unit standard.

SPECIFIC OUTCOME 1

Handle payments at a ticket sales point.

SPECIFIC OUTCOME 2

Operate ticket-issuing equipment.

SPECIFIC OUTCOME 3

Comply with safety procedures and policies when handling cash at a sales point.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL
Core	65589	Further Education and Training Certificate: High speed inter-city commuter railway operations	Level 4



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UNIT STANDARD:

Operate, and regulate a Railway station

SAQA US ID	UNIT STANDARD TITLE		
262339	Operate, and regulate a Railway station		
ORIGINATOR	PROVIDER		
SGB Transport and Logistics Operations			
FIELD	SUBFIELD		
11 - Services	Transport, Operations and Logistics		
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 4	4

This unit standard does not replace any other unit standard and is not replaced by another unit standard.

SPECIFIC OUTCOME 1

Conduct opening and closing operation of the station.

SPECIFIC OUTCOME 2

Manage a railway station in normal mode.

SPECIFIC OUTCOME 3

Manage the station in a degraded (abnormal) situation.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL
Core	65589	Further Education and Training Certificate: High speed inter-city commuter railway operations	Level 4



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UNIT STANDARD:

Operate an Automatic Train Protection Signalling System

SAQA US ID	UNIT STANDARD TITLE		
262357	Operate an Automatic Train Protection Signalling System		
ORIGINATOR		PROVIDER	
SGB Transport and Logistics Operations			
FIELD		SUBFIELD	
11 - Services		Transport, Operations and Logistics	
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 4	9

This unit standard does not replace any other unit standard and is not replaced by another unit standard.

SPECIFIC OUTCOME 1

Demonstrate knowledge of railway signalling system.

SPECIFIC OUTCOME 2

Explain the Automatic Train Protection (ATP) signalling system.

SPECIFIC OUTCOME 3

Use the ATP signalling system in normal and degraded mode.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL
Core	65589	Further Education and Training Certificate: High speed inter-city commuter railway operations	Level 4



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UNIT STANDARD:

Operate the movement of Electrical Multiple Unit (EMU) or Motor Coaches

SAQA US ID	UNIT STANDARD TITLE		
262358	Operate the movement of Electrical Multiple Unit (EMU) or Motor Coaches		
ORIGINATOR	PROVIDER		
SGB Transport and Logistics Operations			
FIELD	SUBFIELD		
11 - Services	Transport, Operations and Logistics		
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 4	12

This unit standard does not replace any other unit standard and is not replaced by another unit standard.

SPECIFIC OUTCOME 1

Prepare and stable a train.

SPECIFIC OUTCOME 2

Operate a train in normal mode.

SPECIFIC OUTCOME 3

Operate a train in degraded (abnormal) mode.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL
Core	65589	Further Education and Training Certificate: High speed inter-city commuter railway operations	Level 4