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THE RAILWAYS (SAFETY STANDARDS OF INFRASTRUCTURE AND ROLLING STOCK) REGULATIONS, 2018

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GOVERNMENT NOTICE NO. 401 Published on 27-7-2018

THE RAILWAYS ACT
(NO.10 OF 2017)

REGULATIONS

(Made under section 95)

THE RAILWAYS (SAFETY STANDARDS OF INFRASTRUCTURE AND ROLLING STOCK) REGULATIONS, 2018

PART I
PRELIMINARY PROVISIONS

Citation

1. These Regulations may be cited as the Railways (Safety standards of Infrastructure and Rolling stock) Regulations, 2018.

Interpretation

2.-(1) In these Regulations, unless the context otherwise requires:

Act. No. 10 of 2017

"Act" means The Railways Act;

"Corporation" means the Tanzania Railways Corporation established under section 4 of the Act;

"cant" means the change in elevation between the two rails or edges;

"Minister" means the Minister responsible for railways;

"occurrence" means an accident or incident that is reportable to the Regulator in accordance with the Railways (Accident, Incident Reporting and Investigation) Regulations, 2018;

"service brake" means brake device usually used for braking and stopping the rolling stock during operation;

"event recorder" means a recording device that is fitted in the train to monitor movement parameters;

"train" means a locomotive with a vehicle attached or a light locomotive or motor trolleys which is designated as a train;

"block" means a section or a length of track exclusively occupied by one train;

"track gauge" means clear minimum perpendicular distance between the inner faces of the two rails;

"station" means a place used for passengers to board or alight or for freight to load or unload;

"Standard Gauge Rail" or in its acronym "SGR" means a railway with a track gauge of 1435mm;

"vehicle" means any wagon, coach, trolley, van or other conveyance used for transport by the Corporation;

PART II
RAILWAY SAFETY STANDARDS FOR INFRASTRUCTURE

Components of safety standards for infrastructure

3. The Corporation shall develop, implement and maintain safety standards in relation to infrastructure that includes the following components:

(a) design survey and mapping;
(b) track way clearances;
(c) track geometry;
(d) track works;
(e) rolling stock and vehicle intrusion protection;
(f) civil, drainage and utilities;
(g) geotechnical, seismic;
(h) structures, tunnels, stations;
(i) support facilities, facility power and lighting systems;
(j) traction power supply systems;
(k) overhead contact system and traction power return system;
(l) grounding and bonding requirements;
(m) corrosion control mechanisms;
(n) automatic train control and yard signaling;
(o) electromagnetic compatibility and interface;
(p) supervisory control and data acquisition subsystems;
(q) communications, rolling stock–core systems interfaces; and
(r) safety and security.

Standardization

4.-(1) The Corporation shall design infrastructure using standardized materials and equipment.

(2) The standardization materials under regulation (1) shall-

(a) be easily of procured and managed;

(b) ensure minimal staff training;
(c) ensure optimal maintenance; and
(d) ensure avoidance of long lead times for materials, equipment, and components;
(e) meet industry best standards;
(f) be available off the shelf; and
(g) supplied by established manufacturers.

(3) The Corporation shall, when selecting equipment and materials, consider long-term reduced costs, ease of construction and maintenance and readily available technical support.

Track gauge

5.-(1) The Corporation shall maintain track gauge which is able to maintain the safe and stable train operation, given the structure of rolling stock, the maximum design speed and other relevant factors.

(2) For the purpose of sub regulation (1), the Corporation shall maintain track gauge as follows-

(a) gauge of ordinary railway line shall be 1000 mm; and
(b) gauge of SGR shall be 1435 mm.

Radius of curvature

6.-(1) The Corporation shall maintain radius of curvature of the main track, excluding the curves inside a turnout and in the vicinity of a turnout, and the gradient of the main track, taking into consideration the performance of the rolling stock and other factors, so as to attain at least approximately 80% of the maximum design speed of the line, excluding cases that are prohibited by topography,

provided that, the curve radius of ordinary lines may be a value corresponding to the curving performance of the rolling stock when the curve radius is prohibited by topography where the value-

(a) calculated by the formula prescribed under sub regulation (2) is 1.2 or greater; or
(b) is smaller than 1.2, but an anti-derailment guard or other similar guard is installed.

(2) The formula for estimated derailment coefficient ratio is as follows:

derailment coefficient=Y/Q

Where,

Y=lateral wheel load

Q=vertical wheel load

(3) radius of curvature along a platform on the main track shall be set as large as possible.

(4) curve radius that does not impede safe operation of vehicle on a main track shall, by taking into consideration the amount of cant, the operation speed and other factors, comply with the following criteria:

(a) curve radius (excluding a curve incidental to a turnout of ordinary line (excluding SGR) shall not be less than 160 m and the radius of a curve incidental to a turnout shall not be less than 100 m;

(b) curve radius of ordinary line shall not be less than 100 m and, the and radius of a curve incidental to a turnout shall not be less than 40 m;

(c) curve radius of SGR shall not be less than 400 m (the radius of a curve incidental to a turnout on the line only for dead-head vehicle trains operation shall not be less than 200 m).

(5) Notwithstanding the provisions of sub-regulation 3(a) and (b), on sections where only rolling stock having a construction that takes passing through sharp curves into consideration, the minimum curve radius may be a value corresponding to the curving performance of such rolling stock.

(6) Notwithstanding this regulation, the minimum curve radius along the platform on railways other than those for trackless electric vehicle shall not be less than the value calculated during the design.

Cant

7.-(1) The Corporation shall, for the purpose of preventing overturning of rolling stock, maintain cant-

(a) provided to the track gauge, save for switches and curves incidental;

(b) gradually decreased over a considerable distance, taking into consideration the value of cant and the speed of rolling stock.

(c) provided to the circular curves of railways in compliance with the design criteria, taking into consideration the centrifugal force exerted on the rolling stock during traveling and where the center of gravity of a rolling stock is disproportionately high in relation to the track gauge, or where the rolling stock is light in weight, safety shall be verified against overturning due to wind forces

while the rolling stock is not moving, or when it is traveling at a restricted speed in a curve;

(d) value calculated by the following formula-

$C=GV^2 / 127R$

where: C, G, V and R represent the following values respectively.

G: Gauge (unit: mm)

V: Average speed of the train passing through the curve (unit: km/h)

R: Curve radius (unit: m).

(2) The formula prescribed under paragraph (d) shall not apply in the case of a curve incidental to a turnout, provided that it has been verified that there is no danger of the rolling stock overturning.

Gauge widening

8. For the purposes of maintaining track, the Corporation shall fix/install gauge widening-

(a) at circular curve sections to prevent excessive lateral forces to the track; and

(b) gradually decreased over the considerable distance in order not to interfere with safe vehicle operations.

Transition curve

9.-(1) The Corporation shall provide transition curve between tangent track and circular curve track to secure the safe operation of the vehicle, taking into consideration the structure of the rolling stock, the amount of cant and operation speed.

(2) Sub-regulation (1) shall not apply to curves incidental to switch, circular curves with a small cant and other cases where it is difficult to provide transition curve.

(3) In the performance of activities under this regulation, the Corporation shall take preventive measures which include speed restriction, installation of derailment prevention device that shall not impair the safe vehicle operation.

Gradients

10.-(1) There shall be allowable gradients on the main track set in the manner that a vehicle can be started, operated continuously at a designated speed and brought to a stop within a designated braking distance;

(2) Subject to sub regulation (1) an area where-

(a) a train comes to a stop shall be set not to interfere

with train departure and arrival; and

(b) rolling stock are dwelled or coupled and decoupled shall be set to keep a vehicle from rolling out.

Structure gauge

11.-(1) The Corporation shall specify a structure gauge and ensure that-

(a) buildings and other structures are not be erected within the structure gauge;

(b) structure gauge at a tangent line shall provide an adequate distance from the vehicle clearance and shall not impair train operations and the safety of passengers and crew, taking into consideration the vibration caused by vehicle operation;

(c) structure gauge at a tangent line where electric locomotive hauled or electric multiple units are operated, shall be determined in such a way as to provide a sufficient distance from the vehicle clearance to prevent electric shock or fire;

(d) structure gauge at a curve shall be larger than those specified under regulation 5(1) and (2) depending upon the deviation of rolling stock, and shall be slanted according to the amount of the cant;

(e) an object other than a train or vehicle shall not be placed within the construction gauge. This regulation shall not apply, to inevitable cases like carrying out necessary construction work, as long as appropriate precautions like speed restriction, are taken to secure safety;

(f) nothing shall be placed even outside of the structure gauge that could fall into the structure gauge; and

(g) standard drawings of structure gauge at a tangent line are as per standard specifications for the design and construction of railway infrastructure,

Provided that within the basic structure gauge, some construction as stipulated in the structure gauge provisions may be built if they are necessary for the traveling of rolling stock or the maintenance of railway facilities and if there is no possibility of impeding the safe travel of the rolling stock. In such a case;

(h) structure gauge at a curve, including the structure gauge for platforms along curves, shall be increased according to the deviation of the rolling

stock; or

(i) structures such as earthwork, bridge, and tunnel shall be able to withstand the anticipated load. They shall be free from any impediment for the safe vehicle operation like the deviation of structures caused by the load and impact of the train.

Formation

12. The width of formation level shall be such that can maintain the function of the track, taking into consideration the gauge, track structure, permanent way appurtenance, maintenance work and other factors, and shall meet the following criteria-

(a) the width of formation level for embankment and cutting sections (distance from the center of the track to the outer edge of the formation) shall be such that it can transmit the load exerted on the track smoothly to the roadbed in a manner compatible with the structure of the track and can maintain the function of the track;

(b) on the side where the trackmen will work or take shelter, the width shall be arranged in such a manner as to increase the structure gauge of the said section by 0.6m or more;

(c) in above, the width of formation level at a curve shall be increased by a substantial amount;

(d) The standard for the amount of the increment shall use the value attained by the following formula.

$y=\alpha \cdot C$

Where, α and C represent the following values respectively.

y: Dimension of increment (unit: mm)

α: Standard values calculated in the standard cross-section for each gauge

(3.35 for gauge 1000 mm)

(3.06 for gauge 1435mm)

C: Actual cant (unit: mm)

Track centers

13. The distance between track centers shall be such that there is no possibility to impeding safe vehicle operation and the safety of passengers and trackmen, and shall conform to the following criteria-

(a) the distance between track centers at a tangent line of the main track (for a train traveling at 160km/h)

shall not be less than the maximum width of the basic rolling stock gauge plus 600mm;

(b) the distance between track centers shall not be less than the maximum width of the basic rolling stock gauge plus 400mm on lines that have limited the travel of trains having a structure that prevents passengers from extending of their bodies from the windows of the train; and

(c) the distance between track centers at a tangent line of the main track (to be limited to the track for a train traveling at 300km/h or less speed) shall not be less than the maximum width of the basic rolling stock gauge plus 800mm (600mm for the sections where the train will travel at 160km/h or less).

Track

14.-(1) The railway track shall conform to the following standards-

(a) structure of a rolling stock shall be able to guide it to a specified direction;

(b) shall withstand the anticipated load;

(c) shall not deform to the extent to jeopardize the safe operation; and

(d) shall not impede the maintenance of way.

(2) Protective devices shall be installed to prevent derailment or to minimize the consequence of derailment at critical areas where derailment may occur or the damage of derailment could be detrimental.

(3) At the linear motor railway system, the above ground facilities together with its accessories and fastening devices shall be equipped with the necessary capabilities to operate the train or vehicle, installed at the location that shall not impair the safe vehicle operation and have the safe structure to withstand the tractive or suction forces that accompanies the motive power generation.

Facilities to prevent disasters

15.-(1) The Corporation shall erect facilities or devices to prevent or detect any fallen or falling objects that shall be installed at the cut sections where traffic on the line may be impaired as a result of an object dropping onto the track, or entrance of tunnels.

(2) At stations and tunnels, relevant facilities or devices shall be installed to prevent immersion and also drain

appropriately if needed.

(3) Bridges that span the busy road, guide way or rivers and could constitute a hazard to the traffic beneath them shall be equipped with the protective devices to prevent any danger to those that pass under these bridges.

(4) If overhead bridges spanning the busy road or river are vulnerable from the impact of the automobiles underneath, they shall be equipped with relevant protective devices to minimize the impact from them.

(5) Save for cases that are accessible to sufficient natural ventilation, underground railway stations that are built mainly with underground structure and tunnels leading to stations or long tunnels shall be equipped with ventilators of adequate ventilating capability.

(6) Underground stations, shall be equipped with fire extinguishers, evacuation facilities and other necessary fire-prevention equipment, depending upon the structure and facility.

Track layout at station

16.-(1) The Corporation shall ensure that-

(a) track layout at station and halt conforms to the train operation;

(b) the effective length of a main track to be provided as passing track at station and halt shall be long enough to accommodate the longest train;

(c) necessary facilities shall be provided at stations for passengers and freights, depending upon the number of passengers and the volume of freight to be loaded or unloaded;

(d) each station shall be provided with facilities to make useful and relevant information available to passengers.

(2) Track layout at station have necessary station facilities for handling passengers includes platforms, facilities for passenger flow (passageways, concourses, stairs, passengers' overpasses, elevators and escalators), facilities for serving passengers (ticket offices or gates), queue facilities (ticket offices, and waiting rooms), business facilities (station office facilities), toilets, lighting facilities.

Platforms

17. The Corporation shall ensure-

(a) the effective length of a platform is longer than the distance between the forefront passenger vehicle

and the rearmost passenger vehicle of the train that departs from or arrives at the platform.

(b) the effective length is able to provide the safe and smooth getting off and on of passengers save for exceptional cases due to topographic conditions;

(c) the platform width and the distance between the edge of the platform and other structures such as columns, entrance to passenger over-bridge, entrance to underpass and waiting rooms are adequately set not to interfere with the safe and smooth movement of passengers;

(d) platforms are equipped with appropriate safety measures to secure passengers, depending upon the train speed, frequency and operational patterns.

Electric line facilities

18. The Corporation shall ensure that on SGR line-

(a) catenary line, feeder line and their accessories including apparatus, wire and protection equipment is installed according to the location, and installation method so as not to cause electric shock or fire;

(b) overhead contact line and feeder line is installed at an appropriate height depending upon the location, installation method and standard voltage to make them free from risk of electric shock or other impediment to train traffic;

(c) contact line withstands the predictable maximum wind pressure load and tension of electric wire is installed appropriately to collect electricity without any impediment according to the train speed and feeder system;

(d) contact line and feeder line is installed in such a manner as to prevent failures caused by an inadvertent contact or confusion with other contact line or feeder line that differs in standard voltage and frequency; and

(e) in order to avoid breakage or electric shock, a contact line shall not be sectionalized in the area where electric locomotives or electric trains usually make stops.

Signaling facilities

19. The Corporation shall ensure that-

(a) devices to a block are capable of providing the signal aspect that comply with the condition of the block sections on the route or assuring the block is not occupied;
(b) devices that ensure the interval between trains are capable of retarding or stopping the speed of the respective train; and
(c) where the devices prescribed under paragraph (a) and (b) are used on a single line, they shall be able to prevent two opposite trains coming into the same section at the same time.

PART III
RAILWAY SAFETY STANDARDS FOR ROLLING STOCK

Rolling stock gauge

20. The Corporation shall establish the rolling stock gauge that fulfils the following conditions:

(a) standard for the rolling stock gauge on a straight track shall comply with the specification of standards for electric locomotives, 2018;
(b) rolling stock shall not exceed the loading gauge;
(c) rolling stock shall not exceed the loading capacity of the track and structure;
(d) rolling stock shall be able to maintain a safe and reliable operation under any conceivable operational conditions including the track maintenance;
(e) rolling stock shall have stable structure that will not cause overturn in curved track;
(f) rolling stock shall be capable of ensuring stable running even under the following conditions-
    (i) passenger loading conditions from empty to maximum loaded capacity;
    (ii) running conditions including running speed, acceleration and deceleration;
    (iii) wheel wear;
    (iv) weather conditions;
(g) rolling stock, when stopped on a curved track, shall not be overturned by forces acting toward the inside of the curved track;
(h) rolling stock, when passing through a curve at high speed, shall not be overturned by forces acting toward the outside of the curved track; and

(i) when it is empty, the rolling stock shall not overturn when tilted up to 35 degrees to the right or left side.

Safety critical elements

21. The Corporation shall ensure safety critical elements of the rolling stock are maintained to standards and includes-

(a) brake system;
(b) system protecting rolling stock from colliding or minimising the impact of a collision;
(c) fire protection or control system;
(d) anything that affects the control movement of rolling stock such as windscreen wipers and demisters, lights and anti-glare equipment;
(e) anything used to exit, enter or move through the rolling stock, including doors, steps, walkways, hand-holds;
(f) alarm system; and
(g) equipment used to deal with an emergency.

Running gear

22. Running gear shall comply with the following standards-

(a) wheels of a running vehicle shall not damage the track;
(b) axles shall be arranged appropriately without imposing any problem for a train to negotiate the curve of the minimum radius of the line on which it is supposed to run;
(c) the suspension system shall have sufficient capacity to withstand the shock from the track;
(d) the front part of the leading vehicle of a train shall be equipped with the device to remove any obstacle left on the top of rails;
(e) running gear shall be made robust with sufficient strength and shall be able to secure safe and stable vehicle operations; and
(f) shall be capable of passing through turnouts, check rails and guard rails without causing damage.

Brake device

23. Rolling stock shall be equipped with the brake devices that comply with the following standards-

(a) able to decelerate or stop the rolling stock without failure;

(b) free from failure caused by vibration, impact and other related factors;
(c) able to apply braking force continuously;
(d) applied automatically at the time when consisted vehicles are separated;
(e) equipped with independent braking capability that can be utilized in case of failure of brake devices;
(f) able to bring a train to a rapid stop;
(g) save for vehicle used exclusively for shunting and special vehicles, applied to the consisted vehicles in conjunction with the control from the crew cabin;
(h) save for steam locomotive with a warning device installed, able to prevent the vehicle from departing when the braking effort would be adversely affected without securing the braking power supply source; and
(i) save for cases when a rolling stock is prevented from rolling by being fixedly coupled to other rolling stock, capable of preventing rolling of the parked vehicles from moving and complying with the stopping conditions.

Vehicle body structure

24. The vehicle body of rolling stock shall have sufficient strength, rigidity and durability to withstand the anticipated loads during normal operation.

Crew cabin

25. Crew cabin of vehicle shall comply with the following conditions:

(a) crew cabin shall separated from passenger's cabin and shall be provided with necessary entrance and exit;
(b) window of crew cabin shall be able to provide the view necessary for driving;
(c) wind screen shall have sufficient strength to protect a driver from gravel, wind pressure and other objects;
(d) door of an entrance and exit on the side of rolling stock shall be an inward-opening hinged door or a sliding door;
(e) outward-opening door may be used only for the driving cab, when a device is provided to indicate that the door is open.

(f) when an outward-opening door is used, a clearance of 75 mm or more shall be maintained between the opened door and the structure gauge;
(g) on passenger vehicles having a crew cabin, an entrance and exit with a sliding door or hinged door structure shall be provided between the crew room and passenger room; and
(h) windows necessary for operation shall be provided on both sides of the crew cabin.

Passenger room structure

26. A vehicle passenger rooms shall comply with the following-

(a) windows with sufficient strength, and when open, shall be free from the chance of contacting other facilities or endangering passengers to fall out;
(b) shall have sufficient ventilation;
(c) lightening facilities shall be installed for operation at night or in tunnels to keep passenger rooms properly illuminated;
(d) aisles shall provide safe and smooth passage of passengers; and
(e) shall have seats or standing spaces for passengers and toilets.

Entrance and exit

27. Entrance and exit for passengers shall provide safe and smooth getting on and off of passengers, and the doors shall be equipped with automatic opening and closing devices that comply with the following standards-

(a) able to open or close simultaneously;
(b) make it possible for crew to check and confirm the open or closed condition;
(c) prevent the train from departing when the door is opened;
(d) able to be open manually for emergency;
(e) gap between the floor surface of entrance and exit for passengers' getting on and off and the edge of the platform shall be as small as possible within the range so that there is no danger of travelling of rolling stock being impeded;
(f) the height of the floor surface of entrance and exit for passengers' getting on and off and the height of the edge of the platform shall be as flat as possible; and

(g) the floor surface of entrance and exit shall have a patterned-indented surface or a material, used for the surface shall be slip resistant.

Structure of gangway

28.-(1) Passenger vehicles shall be equipped with gangway entrance and gangways for passengers to pass through to the next coach.

(2) Save for locomotive hauling a train which shall provide evacuation from the rear end of the train, a train that runs through the section that does not allow an emergency evacuation from the side of the train because of the facilities, shall be able to provide evacuation from the front part of the first coach and the rear part of the last coach.

Emergency exits

29. Rolling stock that does not provide easy evacuation for passengers in case of an emergency-

(a) shall be equipped with an emergency exit to accommodate an easy evacuation of passengers; and

(b) shall enable crews to confirm easily whether it is open or closed.

Coupling device

30. Coupling devices shall be made robust with sufficient strength to be able to withstand vibration, impact and capability of coupling vehicles and shall-

(a) not release due to vibration and impact;

(b) automatically coupled by the tight contact of rolling stock to rolling stock; and

(c) have a shock absorbing function;

Crew cabin facilities

31. A crew cabin to be used for vehicle operation shall be-

(a) provided with the facilities for power running, braking and other necessary controls for vehicle operations;

(b) easily operated and confirmed by the train crew; and

(c) equipped with the devices that are capable of stopping the train automatically when a train driver becomes incapable of driving.

Devices attached to rolling stock

32. Rolling stock shall be equipped with the following attached devices that comply with the relevant standards-

(a) sign device for crew to warn;
(b) communication device for smooth communication between crew;
(c) whistle device for warning danger;
(d) communication devices for every passenger coach;
(e) emergency alarm device for passengers to notify crew in case of emergency; and
(f) emergency stopping device easily available for passengers to stop the train in case of emergency;
(g) marker light secured from behind of the train to confirm the direction the train.

Rolling stock indication

33.-(1) Rolling stock shall have indication necessary to be properly identified.

(2) Identification marks under this regulation includes type, code, number, the maximum passenger capacity, maximum loading capacity, periodical examination chart and related identities.

Fire alarms

34. Sleeping vehicles shall be equipped with fire alarms that are automatically triggered in case of fire.

Devices for recording

35. Rolling stock shall comprise of recording devices which shall include:

(a) time;
(b) speed;
(c) location;
(d) status of operating devices for control facilities;
(e) status of operating devices for service brake devices;
(f) communications between operating dispatch center and driver; and
(g) operation of automatic train stopping device and automatic train control device.

PART IV
MAINTENANCE

Maintenance of facilities and rolling stock

36.-(1) The Corporation shall maintain-

(a) rail tracking system and electric facilities to operate trains in an appropriate condition to provide a safe train operation at the designated speed;
(b) in case the main track and the electric overhead

lines installed over the main track are not in the best condition, necessary measures including speed restriction shall be taken to maintain a safe train operation;

(c) sections that need special attention shall be carefully monitored and update the Regulator;

(d) train protection facilities so as to operate accurately;

(e) rolling stock to function accurately and safely; and

(f) newly installed, reconstructed, renovated or repaired tracks and electric facilities shall be inspected and tested by the Regulator.

(2) The Corporation shall carry out the inspection of trains pursuant to the pre-determined content of the inspection at the pre-determined timing in consideration of the usage of the rolling stock, design method, the management method applied to them, and the traffic condition of the trains.

(3) Regulator shall verify the inspection conducted under this regulation;

(4) When there is likelihood of occurrence of disaster that may influence or interfere with the operation of trains, the Corporation shall monitor the main line, and where necessary, limit the running speed of trains, or stop the operation of trains on the line or the relevant section block.

Periodic inspection of facilities and rolling stock

37.-(1) The Corporation shall maintain pertinent cycle, item and method of periodic inspection for facilities and rolling stock that determined according to their type, structure and usage.

(2) Where the Minister issues a public notice to stipulate the items for the periodic inspection mentioned in sub-regulation (1), periodic inspection shall be carried out according to the notice.

Records

38.-(1) The Corporation shall keep all the records of inspections, conversions, renovations and repairs of the facility for the pre-determined period of time.

(2) The records of the deformations of bridges, tunnels, and other structures shall be kept in such manner that the history of such deformations can be understood.

(3) The results of the periodic inspections of the tunnel shall be recorded in the development diagram.

(4) All the records of the inspection of the newly built

rolling stock and of the periodic inspections shall be kept until the first overall inspection.

Loading limitation of vehicle

39.-(1) The Corporation shall ensure that vehicles are not overloaded.

(2) In loading goods on vehicle, the Corporation shall ensure that weight is balanced to prevent goods from falling or rolling, during operation.

(3) Goods shall not be loaded onto a vehicle beyond its rolling stock clearance.

(4) Where an extra large cargo is transported by rolling stock the Corporation shall-

(a) check in advance all possible hindrances along the route and any necessary measures shall be taken to ensure safety; and

(b) notify the Regulator.

(5) Where possible, hazardous cargos shall be loaded on vehicles with sealed containers.

Maximum number of coupled vehicles

40.-(1) The Corporation shall determine the maximum number of vehicles to be coupled to make a train that shall comply with the performance, structure and strength of the rolling stock.

(2) Save for vehicles with hermetically sealed structure, when a vehicle loaded with hazardous goods is coupled to a train, pertinent preventive measures shall be taken so as not to endanger passengers and crew.

PART V
OFFENCES AND PENALTIES

Offences and penalties

41. A person who fails to comply with any conditions under these Regulations commits an offence and shall, on conviction be liable to a fine of not less than five million shillings and not exceeding ten million shillings or to imprisonment for a term of not less than two years and not exceeding five years or to both.

Compound of offences

42.-(1) Notwithstanding the provisions of these Regulations relating to penalties, where a person admits in writing that he has committed an offence under these

Regulations, the Director General or any other person authorised by him in writing may, at any time prior to the commencement of the proceedings by a court of competent jurisdiction compound such offence and order such person to pay sums of money, not exceeding one half of the amount of the fine to which such person would otherwise have been liable to pay if he had been convicted of such offence.

(2) Where an offence is compounded in accordance with sub regulation (1) and proceedings are brought against the offender for the same offence, it shall be a good defence for the offender to prove to the satisfaction of the court that the offence with which the offender is charged has been compounded under sub regulation (1).

(3) Where the person fails to comply with the compounding order issued under this regulation within the prescribed period, the Corporation may-

(a) in addition to the sum ordered, require the person to pay an interest at the rate prescribed in the regulations; and

(b) enforce the compounding order in the same manner as a decree of a court for the payment of the amount stated in the order.

Dodoma,
30th July, 2018

ISACK A. KAMWELWE
Minister for Works, Transport and Communication