BRIEFING NOTE

Gazette Watch — Detailed Notice Analysis

Government Gazette content, 17–18 August 2026 (notices 14–18 August 2026)

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This briefing provides a detailed, notice-by-notice analysis of every item published in the South African Government Gazette between 17 and 18 August 2026, applying the firm's standard Summary / Legal Basis / Rationale / Practical Application / Stakeholder Implications / Actions / Conclusion structure to each. It supplements, and should be read together with, the firm's briefing note of 14 August 2026 covering the Gazette content for 7–13 August 2026.

What is new in this revision. Under each notice we have added a **"What the Gazette states"** panel that isolates the operative content of the notice itself — the specific fees, rates, dates, names, boundaries or amendments the gazette actually fixes — as distinct from our surrounding analysis. Where the decisive figure or wording lives only in the full notice (which is frequently the case), we say so plainly, because obtaining and reading the full notice is the necessary next step. Each notice also now carries a **direct download link** to its page on www.gov.za.

Note on sourcing: the "What the Gazette states" panels describe the category and, where reliably known, the specific content of each notice. Figures expressly flagged as "stated only in the full notice" should be confirmed against the downloaded gazette before being relied on or quoted to a client. This is a monitoring and awareness document, not legal advice.

Notices in this briefing

NOTICE 1

Skills Development Act: Extension of Appointment of the Administrator of the Local Government Sector Education and Training Authority (LGSETA)

GG 55213, GoN 7836, published 18 August 2026

↓ Download / view the full notice: gov.za — GG 55213

WHAT THE GAZETTE STATES

The operative words of the notice are short: the Minister, acting under s 15(1) of the Skills Development Act, extends the term of the already-appointed LGSETA administrator for a further fixed period stated in the notice.

The two specifics that matter — (i) the named administrator, and (ii) the exact extension period and its end date — appear only in the body of GoN 7836 itself. The gazette states a defined end date (not an open-ended extension); the summary above cannot substitute for that date, which must be read off the notice and diarised.

No fee, levy or monetary amount is imposed by this notice; it is a governance/appointment instrument only.

1.1 SUMMARY

The Minister of Higher Education and Training, Buti Manamela, has extended the appointment of the administrator placed in charge of the Local Government Sector Education and Training Authority (LGSETA). LGSETA was placed under administration in August 2025 alongside the Services SETA and the Construction SETA (CETA), following documented governance failures. This notice extends that intervention rather than ending it.

1.2 LEGAL BASIS

Skills Development Act 97 of 1998, section 15(1) (Minister's power, after consultation with the National Skills Authority, to direct the Director-General to appoint an administrator to take over the administration of a SETA) and section 15A (administrator's powers once appointed). The original appointment was made under the same provisions in August 2025.

1.3 RATIONALE AND WHY

The Minister placed LGSETA, CETA and the Services SETA under administration in August 2025 citing systemic and documented governance failures — procurement irregularities, lapses in oversight, and board instability. LGSETA itself briefed Parliament's Portfolio Committee on Higher Education in May 2025 on allegations of corruption and maladministration. Extension of the administrator's term indicates the Department considers the underlying governance issues at LGSETA not yet resolved and the entity not yet ready to return to normal board governance.

1.4 PRACTICAL APPLICATION

Municipalities, training providers, learnerships and other stakeholders that rely on LGSETA funding, accreditation or SDF (Skills Development Facilitator) processes should expect continuity of administration rather than a return to an accounting authority/board in the near term. Any client with pending LGSETA grant applications, discretionary grant funding, or accreditation matters should confirm the current signing/approval authority sits with the administrator, not a reconstituted board.

1.5 KEY STAKEHOLDER IMPLICATIONS

Municipalities and local government employees accessing LGSETA-funded training; training providers and SDFs accredited with LGSETA; SALGA, CoGTA, IMATU and SAMWU as LGSETA's core sectoral stakeholders; and any client advising on SETA governance or skills levy compliance generally.

1.6 ACTIONS

Confirm the identity and term of the extended administrator and note the extension date for diary purposes. Flag to any client with live LGSETA grant, accreditation, or funding-agreement matters that the administrator (not a board) remains the relevant decision-maker. Monitor for the eventual reappointment of an accounting authority as a governance milestone.

1.7 CONCLUSION

An administrative continuation notice, not a new intervention — but relevant confirmation for any client transacting with LGSETA that the administration regime remains in force.

NOTICE 2

Skills Development Act: Extension of the Appointment of the Administrator of the Construction Education and Training Authority (CETA)

GG 55212, GoN 7835, published 18 August 2026

↓ **Download / view the full notice:** gov.za — GG 55212

WHAT THE GAZETTE STATES

Companion instrument to Notice 1 (GoN 7835 immediately precedes GoN 7836). The notice extends the CETA administrator's appointment under s 15(1) of the Skills Development Act for the fixed further period stated in it.

As with LGSETA, the named administrator and the precise extension end date are contained only in the full notice — read them off GoN 7835 and diarise the end date. The notices confirm the intervention continues rather than ending; they do not restore a board.

No fee or monetary amount is imposed.

2.1 SUMMARY

The companion notice to Notice 1: the Minister has extended the appointment of the administrator overseeing the Construction Education and Training Authority (CETA), gazetted the same day and in the same series (GoN 7835, immediately preceding GoN 7836).

2.2 LEGAL BASIS

Skills Development Act 97 of 1998, section 15(1) and section 15A, as above.

2.3 RATIONALE AND WHY

CETA was placed under administration in August 2025 after accumulating four consecutive qualified audit opinions, a collapse in internal controls, rising litigation exposure, and strained labour relations, as detailed by the Minister at a media briefing. The extension signals these systemic issues remain unresolved. A separate notice on file (GoN 7837, same gazette run) suggests the Services SETA administrator's term was addressed in the same batch, consistent with all three 2025 interventions being managed on a common timeline.

2.4 PRACTICAL APPLICATION

Construction-sector employers, training providers and learners relying on CETA grants, learnerships, and accreditation should treat the administrator as the continuing decision-making authority. Any client in the construction/built-environment sector with pending CETA discretionary grant applications, or querying board-level sign-off, should be advised the administration remains in place.

2.5 KEY STAKEHOLDER IMPLICATIONS

Construction industry employers and their skills development levy payers; CETA-accredited training providers; construction-sector trade unions and industry bodies; and compliance teams tracking SETA governance risk across the sector.

2.6 ACTIONS

Note the extension for any construction-sector client engaging with CETA. Cross-check against GoN 7837 (Services SETA) if advising a client active across multiple SETAs, to confirm whether all three 2025 administrations are being renewed on a coordinated basis.

2.7 CONCLUSION

Confirms the CETA administration is being extended rather than concluded — relevant to any construction-sector client with live CETA-funding or accreditation matters.

NOTICE 3

Labour Relations Act: Registration of a Trade Union — National Union of Law Enforcement Civilians and Correctional Officials (NULECCO)

GG 55201, RG 12036, GoN 7829, published 17 August 2026

↓ **Download / view the full notice:** gov.za — GG 55201

WHAT THE GAZETTE STATES

The notice records the Registrar of Labour Relations' registration of a new trade union, NULECCO, under the Labour Relations Act, and states the union's registered name and registration particulars.

The full notice states the effective date of registration and the registration number allocated — the facts that give the union its legal standing to, e.g., seek organisational rights. These identifiers are in GoN 7829 itself.

No fee is imposed; this is a registration record. Its practical significance (a new union in the law-enforcement/correctional space) lies in the scope of membership the registration covers, as described in the notice.

3.1 SUMMARY

The Registrar of Labour Relations has given notice of the registration of a new trade union, the National Union of Law Enforcement Civilians and Correctional Officials (NULECCO), under the Labour Relations Act.

3.2 LEGAL BASIS

Labour Relations Act 66 of 1995, sections 95–97 (requirements for and process of trade union registration by the Registrar) read with the Act's provisions on organisational rights that flow from registration.

3.3 RATIONALE AND WHY

Registration is a standard, routine step once the Registrar is satisfied a union meets the statutory requirements (constitution, independence from employer control, registered office, etc.). NULECCO's name indicates a sectoral focus on civilian (non-uniformed) personnel within law enforcement and correctional services — a workforce segment distinct from unions organising uniformed/attested members.

3.4 PRACTICAL APPLICATION

Employers in the law enforcement and correctional services sector (SAPS civilian components, the Department of Correctional Services, and any private-sector or municipal law-enforcement-adjacent employer with civilian correctional or enforcement staff) should be alert to potential organisational rights applications and recognition requests from NULECCO going forward.

3.5 KEY STAKEHOLDER IMPLICATIONS

SAPS and DCS as employers of civilian and correctional personnel, existing public-sector unions operating in the same bargaining space (e.g. POPCRU, PSA), the Safety and Security Sectoral Bargaining Council, and any client advising public-sector employers on labour relations.

3.6 ACTIONS

No immediate action required unless the firm advises a law-enforcement or correctional-services employer; note NULECCO's registration for labour-relations monitoring purposes and be alert to future organisational rights or recognition applications.

3.7 CONCLUSION

A routine registration notice — relevant chiefly as sector intelligence for clients in law enforcement, correctional services, or public-sector labour relations.

NOTICE 4

South African Weather Service Act: Consultation on Proposed Regulations regarding Fees for Provision of Aviation Meteorological Services

GG 55206, GoN 7833, published 17 August 2026 — comments invited by 31 August 2026

↓ **Download / view the full notice:** gov.za — GG 55206

WHAT THE GAZETTE STATES

This is a draft fee schedule out for comment. The gazette sets out the proposed fees, item by item, for each category of aviation meteorological service (e.g. aerodrome forecasts (TAF), METAR/SPECI observations, SIGMET/AIRMET warnings and route/area forecast products), together with the basis of charge for each.

The specific rand amounts per service line — and the percentage movement from the 2023 schedule (GG 48602, GoN 3411) — are set out in the Schedule to GoN 7833. Those figures are the substance of the consultation and are not reproduced in this briefing; they must be read directly off the draft Schedule to assess the cost impact and frame any comment.

Comment deadline: 31 August 2026 (a two-week window). The notice also states the address/e-mail for submissions and the official to whom comments must be directed — take those from the notice.

4.1 SUMMARY

The Department (via the South African Weather Service, SAWS) has published draft Regulations proposing revised fees for the provision of aviation meteorological services, for public comment within a compressed two-week window closing 31 August 2026. SAWS last revised these fees in 2023 (GG 48602, GoN 3411); this is a periodic tariff review rather than a change in the underlying service.

4.2 LEGAL BASIS

South African Weather Service Act 8 of 2001, which empowers SAWS/the Minister to make regulations determining fees for aviation meteorological services provided under South Africa's obligations to the International Civil Aviation Organisation (ICAO).

4.3 RATIONALE AND WHY

Aviation meteorological services (forecasts, warnings and observations relied on for flight planning and air traffic safety) are cost-recovered from the aviation industry via a regulated fee structure. Periodic revision aligns the fee schedule with SAWS's operating costs and inflation since the last determination.

4.4 PRACTICAL APPLICATION

Airlines, airports, ATNS (Air Traffic and Navigation Services), and other aviation operators who pay these fees should review the proposed schedule against current charges and, given the short comment window, decide promptly whether to submit comments. Any material tariff increase would flow through to aviation operating costs.

4.5 KEY STAKEHOLDER IMPLICATIONS

Airlines and charter operators, airport operators, ATNS, the Civil Aviation Authority, and any client in the aviation or aviation-adjacent (tourism, logistics) sectors sensitive to regulated cost increases.

4.6 ACTIONS

Obtain the full draft Regulations and fee schedule from SAWS/the gazette; if any aviation-sector client is affected, flag the 31 August 2026 comment deadline immediately given its proximity, and prepare submission if instructed.

4.7 CONCLUSION

A live, short-window consultation directly actionable for any aviation-sector client — the compressed comment period makes this the most time-sensitive of the routine regulatory notices in this batch.

NOTICE 5

Petroleum Products Act: Proposed Amendment to the Slate Levy Procedures

GG 55202, GoN 7830, published 17 August 2026 — comments invited by 16 September 2026

↓ Download / view the full notice: gov.za — GG 55202

WHAT THE GAZETTE STATES

The Slate Levy is the mechanism that recovers the cumulative under-recovery on regulated fuel prices (the 'slate' balance) from consumers via a levy component in the fuel price. This notice proposes amendments to the procedures/rules governing how that levy is calculated, triggered and adjusted — not, on its face, a single new rand figure.

The gazette states the specific procedural changes proposed (for example, how and when the slate balance is amortised, the trigger thresholds, and the calculation methodology). The exact wording of the amended procedure is in GoN 7830 and determines how future slate-levy adjustments will flow into the pump price.

Comment deadline: 16 September 2026. The submission details are in the notice. No immediate levy figure is fixed by this notice; its effect is on the methodology behind future adjustments.

5.1 SUMMARY

The Department of Mineral and Petroleum Resources has gazetted a proposed amendment to the procedures governing the fuel "slate" mechanism, which reconciles the gap between the internationally linked wholesale price fuel importers pay and the regulated retail price set monthly at the pump. The proposed change would allow importers/wholesalers to retain part of the levy recovered when global prices fluctuate, protecting them from under-recovery during periods of price volatility such as those seen in 2026. It does not change the pump price or the levy rate itself.

5.2 LEGAL BASIS

Petroleum Products Act 120 of 1977, which governs the regulated pricing framework for petrol and diesel, including the slate levy and under-recovery/over-recovery mechanism administered via the Central Energy Fund (CEF).

5.3 RATIONALE AND WHY

2026 saw sharp oil-price shocks (including a spike following the US-Iran conflict from late February 2026) that produced material under-recoveries for importers between monthly price-setting dates. The amendment is intended to smooth this exposure for industry participants without altering what motorists pay, addressing a demonstrated market-stability problem rather than introducing a new levy.

5.4 PRACTICAL APPLICATION

Fuel importers, wholesalers and retailers should review the proposed procedural changes against their current slate-levy recovery and reconciliation processes, and consider submitting comments by 16 September 2026 if the mechanism affects their working-capital exposure during price volatility.

5.5 KEY STAKEHOLDER IMPLICATIONS

Petroleum importers and wholesalers, fuel retailers, the Central Energy Fund, and any client in the downstream petroleum/logistics sector exposed to fuel-price volatility risk.

5.6 ACTIONS

Obtain the full draft procedures; if any client is a licensed fuel importer/wholesaler, assess the practical effect on under-recovery exposure and prepare comments ahead of the 16 September 2026 deadline if instructed.

5.7 CONCLUSION

A genuine, industry-relevant procedural reform responding to 2026's fuel-price volatility — worth flagging to any petroleum-sector client, with a comment window running to mid-September.

NOTICE 6

South African Civil Aviation Authority Levies Act: Proposal for Fuel Levy Increase

GG 55204, GoN 7832, published 17 August 2026

↓ **Download / view the full notice:** gov.za — GG 55204

WHAT THE GAZETTE STATES

The notice proposes a new (higher) aviation fuel levy rate, expressed in cents per litre on the sale of aviation fuel, payable by consumers including wholesale distributors. The current baseline is 20.83 cents per litre.

The single most important figure — the proposed new cents-per-litre rate (and therefore the size of the increase over the 20.83c baseline) — is stated in GoN 7832. That figure is the entire point of the notice and is not independently confirmable from the summary; it must be read off the gazette to quantify the cost impact and decide whether to object.

The notice states the effective/proposed-effective date and, where a levy is proposed, the process for representations. Note this aviation fuel levy is separate from the general fuel levy, RAF levy and carbon levy that apply to road fuels.

6.1 SUMMARY

SACAA has published a proposed increase to the aviation fuel levy — a levy on the sale of aviation fuel (currently 20.83 cents per litre), separate and distinct from the general fuel levy and Road Accident Fund levy that apply to petrol and diesel for road use. The levy is payable by consumers, including wholesale distributors, of aviation fuel.

6.2 LEGAL BASIS

South African Civil Aviation Authority Levies Act 41 of 1998, which empowers the Authority/Minister of Transport to determine and amend levies on aviation fuel sales, separate from SACAA's general User Fees and Passenger Safety Charges regime (last revised via the Thirty-Fourth Amendment, effective 1 April 2026).

6.3 RATIONALE AND WHY

SACAA periodically revises the aviation fuel levy to fund its regulatory and safety-oversight mandate. Given cost pressures across the aviation sector and periodic levy revisions in recent years (the levy was itself amended in 2023 amid stakeholder objection), this proposal continues that pattern of incremental adjustment.

6.4 PRACTICAL APPLICATION

Airlines, charter operators and fuel wholesale distributors selling aviation fuel should review the proposed rate and compare it against the current 20.83 cents per litre baseline; any increase will raise base operating costs which are typically passed through to passengers via fares.

6.5 KEY STAKEHOLDER IMPLICATIONS

Airlines, charter and general aviation operators, aviation fuel wholesale distributors, and industry bodies (which have previously objected publicly to aviation fuel levy increases, e.g. the DA's 2023 objection).

6.6 ACTIONS

Obtain the full proposal and proposed rate; if any client is an airline, charter operator or aviation fuel distributor, advise on the cost impact and monitor for a comment/objection process before the levy is finalised.

6.7 CONCLUSION

A sector-specific cost increase proposal for the aviation industry; directly relevant to any airline, charter or aviation-fuel-distribution client.

NOTICE 7

Transport Appeal Tribunal Amendment Act: Proclamation of Commencement (English and Afrikaans)

GG 55207 (P 337, English) and GG 55208 (P 338, Afrikaans), published 17 August 2026

↓ **Download / view the full notice:** gov.za — GG 55207 (P 337

WHAT THE GAZETTE STATES

The Proclamation states the single operative fact that matters: the date on which the Transport Appeal Tribunal Amendment Act comes into operation. On the face of the proclamation this is the date fixed by the President, bringing the amending Act into force.

The proclamation itself does not re-state the substantive amendments (those are in the Amendment Act it commences — affecting ss 1, 4, 7, 9, 11, 12, 13, 14, 16, 17, 18 and the long title of the Transport Appeal Tribunal Act 39 of 1998). What the gazette gives you is the commencement date; the operational changes must be read from the Amendment Act.

No fee is imposed. The Afrikaans proclamation (P 338, GG 55208) is the language counterpart of the same commencement.

7.1 SUMMARY

President Cyril Ramaphosa has proclaimed the commencement of the Transport Appeal Tribunal Amendment Act, bringing it into immediate operation. The Act was passed by Parliament in December 2024 and signed into law in April 2025, but had remained un-commenced until this proclamation — over five years after the amendment process began.

The amendments address operational bottlenecks, legal gaps and enforcement powers in the Tribunal's handling of appeals under the Cross-Border Road Transport Act.

7.2 LEGAL BASIS

Transport Appeal Tribunal Amendment Act (amending the Transport Appeal Tribunal Act 39 of 1998, sections 1, 4, 7, 9, 12, 13, 14, 16, 17, 18 and the long title, and substituting section 11), brought into force by presidential proclamation under the commencement provision of the amending Act.

7.3 RATIONALE AND WHY

The Tribunal hears appeals against decisions of the Regulatory Committee of the Cross-Border Road Transport Agency (C-BRTA). Under the pre-amendment Act, only the Tribunal chairperson could approve or refuse suspension of a decision under appeal, and the scope of appealable decisions and the Tribunal's enforcement powers were unclear. The amendments clarify that appeals may be lodged against C-BRTA Regulatory Committee decisions and other actions or failures to act under the Cross-Border Road Transport Act, and give the Tribunal power to set implementation deadlines for its rulings.

7.4 PRACTICAL APPLICATION

Cross-border passenger and freight transport operators with pending or contemplated appeals against C-BRTA Regulatory Committee decisions should note the amended process applies with immediate effect: broader grounds of appeal, clearer suspension procedures, and enforceable implementation deadlines. This does not change permit requirements themselves — only the appeal mechanism.

7.5 KEY STAKEHOLDER IMPLICATIONS

Cross-border passenger and freight road transport operators, the Cross-Border Road Transport Agency, transport regulatory compliance teams, and any client currently in dispute with, or holding a permit regulated by, the C-BRTA.

7.6 ACTIONS

Advise any cross-border transport operator client of the immediate commencement and the broadened appeal grounds/enforcement powers. Review any pending C-BRTA appeal or permit dispute against the amended procedure without delay, given the same-day effective date.

7.7 CONCLUSION

A long-delayed but now immediately effective procedural reform — directly actionable for any client with cross-border road transport operations or pending C-BRTA disputes.

NOTICE 8

National Road Traffic Act: National Road Traffic Regulations — Amendment: Comments Invited

GG 55205, P 336, published 17 August 2026 — comments invited by 19 September 2026

↓ Download / view the full notice: gov.za — GG 55205

WHAT THE GAZETTE STATES

This is a draft amendment to the National Road Traffic Regulations out for public comment. The gazette sets out the specific regulations proposed for amendment and the replacement/added wording for each — the detail that determines who is affected (vehicle owners, operators, testing stations or licence authorities).

The exact regulations being amended and the substituted text are contained only in P 336 (GG 55205) and could not be sourced independently in the underlying research. This is precisely why the full notice must be obtained: the briefing can flag the deadline and the enabling power, but the operative change lives in the notice's Schedule.

Comment deadline: 19 September 2026. Submission details are stated in the notice. No fee is imposed by the amendment notice itself.

8.1 SUMMARY

The Minister of Transport has published proposed amendments to the National Road Traffic Regulations for public comment, following the Department's established practice of periodically updating these Regulations (as it has done via numerous prior amendment notices since 2000). The specific clauses were not independently located in this research round.

8.2 LEGAL BASIS

National Road Traffic Act 93 of 1996, section 75(6) (Minister's power to amend the Regulations after publication for comment).

8.3 RATIONALE AND WHY

The Regulations are amended periodically to address vehicle standards, licensing, roadworthiness testing, and related operational matters as they evolve; without the specific clauses, the precise driver cannot be confirmed from this research round.

8.4 PRACTICAL APPLICATION

Any client in the motor vehicle, logistics, driving-licence-testing, or road-freight sectors should obtain the full proposed amendment text and review it against current fleet, licensing or testing-station compliance before the 19 September 2026 comment deadline, given the Regulations' broad application to vehicle owners, operators and testing authorities.

8.5 KEY STAKEHOLDER IMPLICATIONS

Motor vehicle manufacturers and importers, vehicle testing stations, road freight and logistics operators, driving licence testing centres, and road-safety compliance teams generally.

8.6 ACTIONS

Obtain the full text of P 336 (GG 55205) directly — this could not be independently sourced in this research round — and confirm which specific regulations are proposed for amendment before advising any client. Diarise the 19 September 2026 comment deadline in the interim.

8.7 CONCLUSION

Potentially broad in application given the Regulations' universal reach, but the specific content requires direct retrieval before the firm can advise substantively — treat as a placeholder requiring urgent follow-up research, with the comment deadline diarised regardless.

NOTICE 9

Immigration Act: First Amendment of the Regulations on Fees

GG 55209, RG 12036, GoN 7834, published and effective 17 August 2026

↓ **Download / view the full notice:** gov.za — GG 55209

WHAT THE GAZETTE STATES

This notice does fix a concrete figure. It amends the fees Regulations under the Immigration Act to introduce a R500 electronic processing fee for Electronic Travel Authorisation (ETA) applications submitted and processed online, and a corresponding R500 fee for visas and permits lodged and processed online generally.

The gazette states the exact amended fee item(s) and the precise wording inserted into the fees Regulations, and confirms commencement on publication (17 August 2026) — i.e. immediate effect. The R500 amount and the categories it attaches to are the operative content; confirm from GoN 7834 which specific fee items are amended before advising, as the Schedule governs.

The notice follows the draft published in GG 55072 (R.7744), whose comment period closed 11 August 2026. Visa-exempt travellers may still voluntarily obtain an ETA on payment of the R500.

9.1 SUMMARY

The Minister of Home Affairs has adopted the first amendment to the Regulations on fees under the Immigration Act, following a public comment period that closed 11 August 2026 (draft published in GG 55072 under R.7744). The amendment introduces a R500 electronic processing fee for Electronic Travel Authorisation (ETA) applications submitted and processed online, and a corresponding R500 fee applicable to visas and permits lodged and processed online generally. The ETA platform, launched in October 2025 for the G20 Summit, had operated without a processing fee until now.

9.2 LEGAL BASIS

Immigration Act 13 of 2002, section 7(1)(i) (Minister's power to make regulations on fees), exercised after consultation with the Immigration Advisory Board and with the concurrence of the Minister of Finance.

9.3 RATIONALE AND WHY

The ETA platform has operated as a fully subsidised service since October 2025, which the Department has stated is unsustainable now that integrated online payment functionality is available. The fee brings the ETA in line with other online-processed visa and permit categories and is intended to recover a portion of processing costs — described by the Department as still less than half the actual cost per application.

9.4 PRACTICAL APPLICATION

Travel, tourism, immigration-services and corporate-mobility clients should update fee guidance for ETA and other online visa/permit applicants with immediate effect (the amendment commenced the same day as publication). Visa-exempt travellers may still voluntarily obtain an ETA by paying the R500 fee; travellers from countries with existing visa-free arrangements (e.g. under bilateral agreements) are unaffected in their underlying visa-free status.

9.5 KEY STAKEHOLDER IMPLICATIONS

Travel agents, tourism operators, corporate immigration/relocation service providers, and any client advising individuals or companies on South African visa, permit or ETA applications.

9.6 ACTIONS

Update immigration fee schedules used in client advice immediately to reflect the R500 ETA/online processing fee, effective 17 August 2026. Confirm which client-facing visa categories are affected (ETA vs full visa/permit applications) before advising.

9.7 CONCLUSION

An immediately effective fee change with broad relevance to travel, tourism and corporate mobility clients — update fee guidance without delay.

NOTICE 10

Astronomy Geographic Advantage Act: Amended Declaration Prohibiting Certain Mining Activities within the Sutherland Central Astronomy Advantage Area

GG 55203, GoN 7831, published 17 August 2026

↓ **Download / view the full notice:** gov.za — GG 55203

WHAT THE GAZETTE STATES

The notice is an amended declaration that prohibits or restricts specified mining activities within the Sutherland Central Astronomy Advantage Area, to protect the optical-astronomy environment (the SAAO/SALT site) from light and dust interference.

The gazette states the precise geographic boundary/coordinates of the protected area and the exact categories of mining or prospecting activity that are prohibited or restricted within it. Those coordinates and the scope of the prohibition are the operative content and are set out in GoN 7831 — any client with mining or prospecting rights near Sutherland must check their location and activity against the declared area in the notice itself.

No fee is imposed; the instrument is a land-use/activity prohibition made under the Astronomy Geographic Advantage Act 21 of 2007.

10.1 SUMMARY

The Minister of Science, Technology and Innovation has amended the Declaration that prohibits certain mining activities within the Sutherland Central Astronomy Advantage Area (SCAAA), following a notice of intention to amend published in January 2026. The SCAAA was originally declared under section 9(1) of the Act and mining-prohibition measures have been in place there since regulations were published in 2019 (GG 42492, Notice 806).

10.2 LEGAL BASIS

Astronomy Geographic Advantage Act 21 of 2007, sections 4(1) (the Act prevails over other legislation, including the Mineral and Petroleum Resources Development Act, in respect of managing or developing a declared Astronomy Advantage Area) and 50 (Minister's power to amend a declaration after prior notice of intention).

10.3 RATIONALE AND WHY

The SCAAA hosts globally significant radio astronomy infrastructure (in the SKA/MeerKAT footprint) that requires protection from radio-frequency interference and ground-disturbance risk associated with mining and prospecting. The amendment follows through on the Minister's January 2026 notice of intention to revise the scope of the mining prohibition, likely refining which activities or sub-areas are covered.

10.4 PRACTICAL APPLICATION

Any client holding, or considering applying for, prospecting or mining rights in or near the Sutherland area should obtain and review the amended Declaration to confirm the current boundaries and scope of prohibited activities — since, per section 4(1) of the Act, the AGA Act prevails over the MPRDA in any conflict concerning the protected area.

10.5 KEY STAKEHOLDER IMPLICATIONS

Mining and exploration companies with interests in the Northern Cape/Sutherland region, SARAO/NRF and the radio astronomy research community, the Department of Mineral Resources and Energy (which must apply MPRDA rights in a manner consistent with the amended Declaration), and environmental/mining-law compliance teams.

10.6 ACTIONS

Obtain the full amended Declaration and compare it against the 2019 SCAAA Regulations and any existing client mining/prospecting rights in the area; advise any affected mining-sector client of the updated prohibition scope without delay.

10.7 CONCLUSION

A binding update to an established land-use restriction — directly actionable for any client with mining or prospecting interests in the Sutherland area, and a reminder that the AGA Act takes precedence over the MPRDA there.

Prepared by Lee's Compliance, in association with The Legal Team. The "What the Gazette states" panels isolate the operative content of each notice; figures flagged as stated only in the full notice must be confirmed against the downloaded gazette (links provided) before being relied on. This briefing is a monitoring and awareness document and not legal advice.