



**THE INSTITUTE OF TRAFFIC, LICENSING AND METRO POLICE
OFFICERS OF SOUTHERN AFRICA**

CONCEPT PAPER

**RE-CONFIGURATION AND RE-ENGINEERING OF THE TRAINING OF ROAD TRAFFIC
SAFETY PERSONNEL FOR GREATER EFFICACY AND EFFICIENCY**

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1. CONCEPT DOCUMENT TITLE

Re-configuration and re-engineering of the training of road traffic safety personnel for greater efficacy and efficiency

2. INTRODUCTION AND BACKGROUND

The Corporation's Road Traffic Training Academy (RTTA) has implemented the all-inclusive NQF level 6 Traffic Officer's Curriculum, SAQA ID: 97639, since 2019 to date. A need was identified to review and evaluate the implementation of the NQF level 6 Traffic Officer's qualification after the graduation of the 1st cohort in March 2019.

3. PROBLEM STATEMENT

South Africa has a very high crash fatality rate and this rate shows no signs of dropping. Every year approximately more than a thousand people lose their lives and scores more are seriously injured because of reckless, negligent and inconsiderate road usage. The cost to the economy as estimated by the World Health Organization sits at R 306 billion rand per annum. Tragically, the cost of human suffering because of the loss of a loved one remains incalculable. The demands on today's traffic law enforcement officer and road safety officer are much greater. These practitioners need to be experts at their respective fields, under the five pillars of Road Safety Management, Safer Vehicle, Safer Roads, Safer Road Users, and Post-Crash Care.

The following amongst other challenges prompted the new trajectory for the training of the traffic officers:

- The number of Traffic Officers deployed on our roads to curb the road carnage is a drop in the ocean when one looks at the total population.
- The 3-year duration period to complete the qualification was perceived to be too long to produce an entry level/basic Traffic Officer for deployment on the public road; and
- The persistent immediate need for qualified Traffic Officers and Metro Police Officer in the country to curtail the growing number of road fatalities.

4. MANDATE OF THE SHAREHOLDERS' COMMITTEE

In response to the above-mentioned challenges, on the 20 April 2023 Shareholders Committee took the following resolution:

- All 14 Traffic Colleges across SA may enrol traffic trainees on another 12 months course for Course, i.e.: (the very last NQF level 4 one-year Traffic Officers course – this was done on 30 June 2024);

- To develop exit levels in the NQF level 6 Traffic Officer's Qualification inclusive of an Exit Level for a Metro Police Officer Qualification.
- The RTMC to be allowed to review the current implementation of the NQF level 6 Traffic Officer qualification to address the challenges mentioned above; and
- Introduce an Assistant Traffic Officer.

5. ABSTRACT

The purpose of this concept paper is to give expression to the paradigm shift required for the new trajectory regarding the training of traffic personnel. To action the resolution of the Shareholders, the RTMC adopted a two-prong approach, namely a three-point exit levels of the NQF level 6 Occupational Diploma: Traffic Officer and an introduction of a separate Assistant Traffic Officer.

Three point exit staggered approach to the training of traffic officers:

- **1st Year Exit Point:** Traffic Officer – 12 month duration **Occupational Higher Certificate NQF level 5** as fully qualified Traffic Officer with all the Powers and Duties as prescribed in the National Road Traffic Act;
- **2nd Year Exit Point:** Traffic Officer – 12 month duration **Advanced Occupational Certificate, NQF level 6** inclusive of all the revised Modules in the Metro Police Skills Programme e.g. Crime prevention, Client Service Centre amongst others; and
- **3rd Year Exit Point:** Traffic Officer – 12 month duration **Occupational Diploma, NQF level 6** inclusive of all the remaining Modules, i.e. Examiner for Driving Licences (EDL), Examiner of Vehicles (EOV), Traffic Criminology, Crash Investigation amongst others.

N.B: The above is subject to the following:

- robust consultative sessions with stakeholders in the industry during the development process
- approval by Quality Council for Trades & Occupations (QCTO) and the South African Qualifications Authority (SAQA)

Introduction of the Assistant Traffic Officer (ATO):

- It is proposed not to be an exit level of the NQF level 6 Traffic Officer's qualification, however, to be a totally independent/separate skills programme for the Assistant Traffic Officer (ATO).
- This separate skills programme (ATO) should include all the functions and powers of current Traffic Wardens, and reserve traffic officers.

- ATO to be an assistant role to a fully-fledged Traffic Officer, be used to replace the current Traffic Warden and reserve Traffic Officer in all relevant legislation.
- The normal legislative amendment processes to be followed to consider the introduction of the ATO into the NRTA as per the Shareholders Resolution.
- The powers and duties of the ATO to be extensively consulted on before amendment of the NRTA

6. PROJECT CONSULTATION

The introduction of the 3-point exit levels of was robustly consulted and tabled with the following stakeholders for comments, inputs and buy-in:

- The Training Committee for Traffic Personnel (the “TCTP” consists of the Heads of all Traffic Training Centres) x 2
- The Metro Police and SAPS National Training Forum
- The Metro Police Chiefs Forum
- The Institute of Traffic, Licensing and Metro Police Officers (ITLMPO) x 2
- Cross Border Road Agency x 1
- Internal RTMC Units/Management Committee – several sessions
- Department of Transport x 2
- National Parks (Kruger Park) x 1

The introduction of the Assistant Traffic Officer was highlighted during the above-mentioned stakeholder consultations. Formal consultative sessions in this regard are yet to be conducted with all stakeholders by the RTMC Legal Service Unit as it might require some legislative amendments of the existing legislative framework.

RELATIONSHIP BETWEEN THE ATO AND DIFFERENT EXIT POINT OF THE NQF LEVEL 6 TRAFFIC OFFICER CURRICULUM

