

DAM TECHNICAL COLLEGE

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REGISTRATION AND AFFILIATION:

- Register of companies Ref 2003/019999/07
- DHET Provisional Reg. No. 2008/FE07/018
- UMALUSI REF. FET00018PA
- MICT SETA LPA No. 01000876
- QCTO NATED/14/0078

National Certificate:	Professional Driving
SAQA Qualification ID	50285
NQF Level	3

ENTRANCE REQUIREMENT

Grade 10, FETC Level 2 or equivalent

Mathematical Literacy and Communication competence.

- **Duration : 1 Year**

PURPOSE AND RATIONALE OF THE QUALIFICATION

Purpose:

The purpose of the qualification is to ensure competent professional driving competence in the road transport sector, thus improving earning capacity of professional drivers as well as transport sector professionalism and economic growth. The qualification is set to create an environment for growth and development of learners, by improving the employment prospects and marketable competence of drivers, and accelerating the redress of past unfair discrimination in education, training and employment opportunities. By setting the minimum standards contained in this qualification, professional driving education and training will also improve.

The professional status of drivers of commercial vehicles will be enhanced by awarding a formal qualification in recognition of their professional competence. This qualification is designed to allow maximum access to, mobility and progression within education and training, and within a career path in the transport sector. Competence achieved in this qualification provides building blocks towards NQF level 4 qualifications, and the inclusion of communication and language, and mathematic literacy requirements contributes to learner development beyond simply the requirements for professional driving.

Qualified learners are capable of:

- Obtaining and communicating road transport operational information.
- Assessing loads against given permissible load requirements.
- Planning road transport service delivery that meets specified requirements.
- Driving a vehicle conveying a specific freight commodity or category of passengers.

Qualified learners also elect to achieve at least one of the following specialisations:

- Using computerised spreadsheets and word processing.
- Planning the establishment of a small business according to relevant business principles.
- Conducting vehicle maintenance according to specified procedures.
- Operating lifting equipment according to specified procedures.

Rationale:

Learners credited with this qualification are working, or intend working, in the commercial road transport industry as drivers. This qualification builds on light vehicle driving competence, and credits competent drivers, who are driving vehicles carrying freight or passengers for commercial purposes.

The demand for this qualification lies primarily in the transport industry's requirement for drivers to have employable competence beyond that of a basic driving license and professional driving permit. Currently, more than 7000 individuals work in the sector that would benefit from this qualification. Learners can be persons entering the sector, persons already working in the sector as drivers, persons already working in the field in a non-driving capacity, and/or self-employed persons within the sector.

There is a critical need in the industry to recognize learner competence regarding professional driving, and to ensure that legal requirements are adhered to. In South Africa, the transport industry is experiencing a shortage of competence in and good training for professional driving. Direct costs of poor driving include human and economic costs. Improved professional driving could influence the South African economy in direct transport, social and economic costs alone to the value of millions of Rands each year. By improving professional driving competence, road safety is improved and social and economic costs associated with road accidents are decreased.

INTERNATIONAL COMPARABILITY

Many countries implement training programmes according to standards set by The International Road Transport Union (IRU), a world-wide organisation representing the operators of trucks, buses and taxis through its network of 156 members in 66 countries. Member countries include: Albania; Argentina; Armenia; Austria; Azerbaijan; Bahrain; Belarus; Belgium; Bosnia-Herzegovina; Brazil; Bulgaria; Canada; Chile; Croatia; Cyprus; Czech Republic; Denmark; Estonia; Finland; France; Georgia; Germany; Greece; Hungary; Iran; Ireland; Israel; Italy; Japan; Jordan; Kazakhstan; Kuwait; Kyrgyz Republic; Latvia; Lebanon; Lithuania; Luxembourg; Macedonia, former Yugoslav Republic of; Malta; Moldova; Mongolia; Morocco; Netherlands; New Zealand; Norway; Pakistan; Peoples Republic of China; Poland; Portugal; Republic of Korea; Romania; Russia; Serbie et Montenegro; Slovakia; Slovenia; Spain; Sweden; Switzerland; Syria; Tajikistan; Tunisia; Turkey; Turkmenistan; Ukraine; United Arab Emirates; United Kingdom; United States of America; Uruguay; Uzbekistan.

The IRU established training standards for a Certificate of Professional Competence for professional driving (CPC for National and International Road Haulage and Passenger Transport). Four modules are included, namely international road haulage, national road haulage, international passenger transport, and national passenger transport. The IRU requires the following components in all accredited programmes:

- Civil Law, including contracts, contract negotiations, claims, and the CMR Convention.
- Commercial Law, including business organisations and legal obligations, constitution and operation and dissolution of commercial companies.
- Social Law, including codes of practice in industrial relations, role and function of various social institutions (trade unions, arbitrators, government agencies, etc.), rights of employers and employees, social security legislation, employment law and industry codes of practice, driving and working time regulations.

- Fiscal law, including motor vehicle tax, infrastructure user charges, tolls and taxes, corporate and personal income tax, double taxation, international and national rules on VAT.
- Business and financial management of the undertaking, including payments, bank credit, guarantee deposits, mortgages, leases, hire purchase, content and layout of balance sheets, profit and loss account assessment of undertakings profitability and financial standings, budgets, financial ratio analysis, cash flow management and cost management, organisational structure, work planning, marketing and public relations, financial risk management and insurance, electronic data transmissions, GPS utilisation, route and load planning, invoicing, quotations, Incoterms, strategic partnerships, relationships and interface with other transport modes, freight forwarders, trade facilitation organisations, travel agents and hotels, fares, pricing and invoicing in passenger transport, stock control, quality management and human resources management, control, quality management and human resources management.
- Access to the market, including operator licensing, renting, sub-contracting, admission to the occupation, authorisations, inspections and sanctions, registration requirements, required documents and legal compliance, cabotage and third country traffic, ECMT quota, customs rules, TIR system and Community Common Transit system, ATA carnets, procedures at frontiers, rules and regulations of passenger transport, passenger transport plan.
- Technical standards and aspects of operation, including national and international legislation governing the weights and dimensions of vehicles, vehicle requirements according to the needs of the undertaking, legislation and regulation to type approval, measures and practices for reducing noise and combatting air pollution, vehicle construction, technical inspection, periodic maintenance, cargo handling and loading, piggy-back, roll-on roll-off combined transport, safety issues, legislation on the carriage of dangerous goods and waste, regulations and procedures on the carriage of perishable foodstuffs, rules on the transport of live animals, routeing and scheduling vehicles, traffic management.
Road safety, including driving licences and permits, medical certificates, vocational driving and theory tests, minimum age, penalties and appeals, harmonisation of social legislation, driving and working times, AETR rules, current practice in safe driving, traffic and parking restrictions, special zones, traffic rules, main provisions of the Convention on Road Traffic, safe working practices and risk assessment procedures and systems, traffic accidents and offences, main route network, driving techniques and driver assessment and incentives.

In the United States of America (USA), professional driver training, at the level of this qualification, takes place during classroom and behind-the-wheel instruction, the latter both on the road and in training yards. Programmes vary in length, from about three to fifteen weeks, depending on whether specialisations are included or not, and with driving experience constituting on average 30% of learning time. Learners are required to pass a national physical test, drug screen and permit testing (Commercial Driver Licence), and may be disqualified based on a driving record inconsistent with industry standards for entry level driving positions, any alcohol related violations on motor vehicle record in the preceding three years, recent felony convictions or criminal background, a history of drug or alcohol abuse, or of mental disorder, or permanent disability of physical limitations.

USA programmes address knowledge of legal requirements (permits and endorsements), rules and regulations, combination vehicles, air brakes, special rigs, control systems, vehicle management and systems, hours of service requirements, accident procedures, public and employer relations, driver-dispatcher relations, preventive maintenance and servicing, safety and mechanical issues, hazardous materials regulations (optional), double and triple trailers (optional) and tankers (optional). Practical skills required include communication, career planning, job search and job procurement, vehicle inspection, pre-trip inspections, air brake testing, diagnosing and reporting malfunctions, map reading, trip planning, keeping logs, vehicle control, shifting

techniques, backing and turning, parking, hill driving, ramp driving, lane changes, speed management, space management, accident prevention, accident reporting, safe driving techniques, defensive driving techniques (including observing driving environments, and handling emergencies), visual search, hazard perception, skid control and recovery, coupling and uncoupling, handling cargo and cargo documentation, night operation, extreme driving conditions, and personal health and safety maintenance. All these aspects are addressed in the South African qualification. However, in addition to these components, the South African qualification allows for specialisation in the elective component, and address life skills, mathematic literacy, and language and communication competence. Also, the time reflected in the credit allocation for driving competence is generally higher in the South African qualification. Some USA programmes also address double trailers coupling and uncoupling, vehicle inspection, truck maintenance and repair, sliding fifth-wheels and tandems, flatbed and specialized hauling, truck towing, and special equipment operations as specialisations - of these aspects, only double trailers, coupling and uncoupling, and vehicle inspection are covered in the South African qualification.

In the United Kingdom, separate short courses are offered for various vehicle types. Training programmes are about 6 days per vehicle type (light goods vehicles between 3.5 and 7.5 tonnes; minibuses with between 8 and 17 seats; buses or coaches). This South African qualification includes both goods and passenger transport options, whereas separate qualifications are awarded in the United Kingdom for goods transportation, and passenger transportation. For goods transportation, the equivalent of the South African qualification is a Level 3 NVQ in Driving Goods Vehicles, of equal duration. The qualification requires learners to be capable of monitoring the loading of the vehicles by others, unloading the vehicle, completing pre-driving preparations, maintaining the safety and the security of the load, self and property, maintaining awareness of driving conditions, operating the vehicle systems, driving the vehicle in restricted spaces, driving the vehicle safely and efficiently on public roads. In addition, learners have to select two of the following areas of competence: obtaining information on the delivery and collection of loads, planning the route and timings for the delivery and collection of loads, loading the vehicle, and coupling and uncoupling the vehicle. The South African qualification addresses all aspects included in this qualification.

Regarding transport of passengers, the equivalent United Kingdom qualification, the NVQ in Road Passenger Transport, is at a level lower on the framework (Level 2). This qualification requires learners to be able to contribute to effective working relationships with colleagues, contribute to health and safety in your work environment, and provide professional customer care. In addition learners have to achieve seven of the following units to qualify: agree tour itineraries with clients, help passengers with special needs, contribute to the operation of the service, deal effectively with difficult passengers, drive passenger carrying vehicles safely, operate passenger systems and services, operate the passenger service, prepare for passenger carrying journeys, process fares, provide a chauffeur transport service, provide a transport service for passengers with special needs, receive and match fare payments to tickets, sort out emergencies and incidents during a journey, transport parcels and luggage, deliver reliable customer service, develop customer relationships, process customer service information, promote additional products or services to customers, resolve customer service problems, support customer service improvements, provide a security transport service, drive passenger carrying vehicles within Europe. A separate qualification (Certificate in Transporting Passengers by Bus and Coach) exists that is shorter than the NVQ and South African qualifications, and certifies professional competence at the same level as this South African qualification, for driving buses and coaches safely, bus and coach regulations, bus and coach incidents and emergencies, bus and coach vehicle safety, customer service for passenger transport, passenger transport and equal opportunities, passenger transport and disability awareness, tickets and cash handling, working within the bus and coach depot, preparing and operating the service. An important difference between this and the South African qualification is that the latter addresses business management/entrepreneurship competence.

In Canada, a distinction is made between truck drivers (semi-trailer trucks, or vehicles with more than two axles including any combination of vehicles or trucks with not more than 2 axles towing a vehicle with a registered gross vehicle weight of more than 4500 kg) and bus drivers. Equivalent programmes do not include light trucks (courier services), which is an elective in the South African qualification. Truck driver training programmes range from 3 weeks to 7 weeks for driving competence only.

Truck driver programmes include compliance with applicable Acts and regulations, vehicle definitions, vehicle systems (inc. brakes and the air brake system, engines and the fuel system, electrical system), pre-trip, en-route and post trip inspection, road signs and route following, reading maps, measurement, time and distance calculations, inspection stations (for equipment and loads), minor repairs, diagnosing and reporting malfunctions, safe vehicle operation, control systems, coupling and uncoupling, starting the engine and moving the truck, common driver mistakes and dangers, brakes and the air brake systems (inc. brake adjustment), upshifting and downshifting, care of the drivetrain, fuel conservation, backing, visual search, hazard perception, speed and space management, night operation, high-density traffic driving, adverse conditions driving, emergency manoeuvres, accident procedures, scene of accident and accident reports, ensuring safety and road worthiness, hours of service, occupational health and safety, first aid, carriage of goods, loading, weight distribution and unloading (handling cargo), dispatching, the transportation of dangerous goods, customs and immigration and weights and dimensions, securing loads, recording and maintenance of required documentation (inc. driver logbook, bills of lading etc.) by manual or electronic means, communication with the public, customers, and co-workers both verbally and in written form, employment preparation and procedures, using on-board computer and communication devices, scheduling, budgeting, and customer service. Most of these aspects are addressed in the South African qualification, as well as additional specialisations, and the South African qualification achieves more credits as a result. The South African qualification does not include dispatching, using on-board computers, and customs, immigration, and weights and dimensions specifically, although it does not explicitly exclude these.

Bus driver training in Canada generally distinguishes between different types of bus drivers, for example, those that drive buses to transport passengers along established routes to local destinations, those that drive buses to intercity or long distance destinations, those that drive sightseeing tour buses to transport passengers locally or over long distances, and those that drive buses equipped for wheelchair accessibility and aid passengers in boarding. Generic requirements include that learners are able to provide passengers with information on fares, schedules and stops, collect fares, issue transfers, check bus passes and record transactions, report delays, mechanical problems and accidents, respond in emergency situations, communicate, deal with stress, load and unload passenger luggage (optional). Specifically, school bus drivers learn to drive school buses to transport children between school and home or on excursions and ensure children's safety when boarding and leaving buses and crossing street while the bus is stopped; subway train and light rail transit operators learn to operate subway or rail transit vehicles as part of a crew, observe signals at crossings and arrival and departure points, operate controls to open and close transit vehicle doors, report delays, malfunctions and accidents to control units, and direct passengers during emergency evacuation procedures. Highway and tour bus drivers are required to be able to provide information on points of interest during trips, administer first aid, read instructions, schedules, passenger lists, and cargo waybills. The Canadian programmes are generally shorter than the South African qualification's credits imply, as training is divided into areas of specialisation.

On the New Zealand framework, a number of similar qualifications exist, namely:

National Certificate in Commercial Road Transport (Goods Service) with strands in Rigid heavy vehicle Driver, and Heavy Combination Vehicle Driver, and optional strands in Dairy Industry

Transport, Log Transport, Overdimension and Overweight Load Transport, Bulk Flammable Liquids Transport, Bulk Gases Transport, Bulk Liquefied Petroleum Gas Transport, and Civil Construction Transport. National Certificate in Commercial Road Transport (Large Passenger Service Driver) with strands in School Bus, Urban and Local Route, and Long Distance.

- National Certificate in Commercial Road Transport (Livestock Transport Driver).
- National Certificate in Commercial Road Transport (Logging Truck Driver).

The first two qualifications are the closest to this South African qualification, and are discussed in more detail.

Both New Zealand qualifications contain many lower level credits (only between 29% and 44% are at or above the level of the qualification). The National Certificate in Commercial Road Transport (Goods Service), at an equivalent level, requires learners to be able to describe and evaluate the application of road usage law, communicate information in a specified workplace, apply listening techniques, fill in a form, write an incident report, select and record routes as a road transport operator, carry out start up and shutdown procedures on a heavy motor vehicle and make ready for use, demonstrate knowledge of driving hours law and complete driving hours log book, demonstrate knowledge of heavy motor vehicle systems and components, load and unload a goods service vehicle, demonstrate knowledge of stress and health for driving, demonstrate knowledge of traffic law for the purpose of safe driving, describe driving hazards and risk reduction responses to driving hazards, apply risk reduction techniques while driving, maintain personal presentation in the workplace, and perform calculations for the workplace.

These compulsory units are spread across four levels of the framework. All these aspects are also addressed in the South African qualification, some as learning assumed to be in place. In addition to the compulsory units, between 20% and 30% of credits are selected from two lists, with between 12% and 19% of credits must be selected from the following: demonstrate knowledge of the code of practice relating to chainsaw use, operate a chainsaw, demonstrate knowledge of the log loading process, load logs using a vehicle mounted hydraulic loader in a forestry situation, operate a bell machine in a forestry or log yard situation, operate a knuckle boom loader in a forestry situation, operate a forked loader in a forestry or log yard situation, load a logging truck, operate a loader in a forestry production situation, describe effects of hydration and nutrition on safety, health and performance of forestry workers, demonstrate knowledge of factors which impair the performance of forestry workers, demonstrate knowledge of the general requirements for employment in a plantation forest, suppress fire with hand extinguishers and fixed hose reels, explain the principles of fire science, convey civil construction plant by transporter, deliver, stockpile, and spread aggregates with truck and trailer, maintain, transport, and store roadwork signs for civil construction works, service an automotive battery, demonstrate knowledge of the dangers of bitumen handling and the need for safety, and work safely with others in a petrochemical environment.

The remainder of the so-called core elective credits (between 8% and 18% of the 20% to 30%) are elected from the following domains: civil plant operation, bitumen surfacing, interpersonal communications, commercial road transport skills, goods service, transportation of waste and recoverable resources, crane operation, core driving knowledge and skills, driver licence classes, driver licence endorsements, and powered industrial lift trucks. The remainder of the qualification is composed of the strands, and includes the following compulsory units for one of the following strands:

Rigid heavy vehicle Driver Strand: Demonstrate knowledge of heavy rigid motor vehicle dynamics and handling for safe driving, Drive a heavy rigid motor vehicle, Meet requirements for full Class 4 driver licence and demonstrate knowledge of licence requirements, Operate a heavy rigid motor vehicle for a Class 4 driver licence.

- Heavy Combination Vehicle Driver Strand: Drive a heavy combination motor vehicle, Demonstrate knowledge of heavy combination motor vehicle dynamics and handling for safe driving, Meet requirements for full Class 5 driver licence and demonstrate knowledge of licence requirements, Operate a heavy combination motor vehicle for a Class 5 driver licence.

Optional strands in addition to one of the above complete the qualification, and include:

- Dairy Industry Transport Optional Strand: Demonstrate pathogen control in the dairy industry, Explain cleaning processes and safe handling of cleaning chemicals in the dairy industry, Explain milk production, collection and reception in the dairy industry, Explain clean in place systems used in the dairy industry.
- Log Transport Optional Strand: Demonstrate knowledge of the log loading process, Demonstrate knowledge of the general requirements for employment in a plantation forest, Drive heavy vehicle on unsealed road surfaces, Transport logs by heavy motor vehicle.
- Overdimension and Overweight Load Transport Optional Strand: Drive heavy vehicle in off-road environments, Transport overdimension or overweight loads by road, Transport building structures by road.
- Bulk Flammable Liquids Transport Optional Strand: Load, convey and unload dangerous goods by road transport, Transport flammable bulk liquids by road, Demonstrate knowledge of law and practice for transport of Dangerous Goods by road.
- Bulk Gases Transport Optional Strand: Load, convey and unload dangerous goods by road transport, Transport bulk gases by road, Demonstrate knowledge of law and practice for transport of Dangerous Goods by road.
- Bulk Liquefied Petroleum Gas Transport Optional Strand: Load, convey and unload dangerous goods by road transport, Transport bulk liquefied petroleum gas by road tanker, Demonstrate knowledge of law and practice for transport of Dangerous Goods by road.
- Civil Construction Transport Optional Strand: Convey civil construction plant by transporter, Deliver, stockpile, and spread aggregates with truck and trailer, Maintain, transport, and store roadwork signs for civil construction works.

The structure of this qualification including credits for specific units is similar to the South African qualification, with the main difference being that the New Zealand qualification contains more options for specialisation, and the South African qualification contains entrepreneurship unit standards, and combines passenger and goods transport competence in one qualification.

The New Zealand National Certificate in Commercial Road Transport (Large Passenger Service Driver) contains fewer credits than the South African qualification, and can be at a level lower, depending on the elective component. However, most of the driving units are at an equivalent level. Compulsory units are required per strand for between 39% and 61% of credits, and elective units are required per strand for between 39% and 61% of credits as follows:

- All Strands: Protect health and safety in the workplace, Write an incident report, Carry out start up and shutdown procedures on a heavy motor vehicle and make ready for use, Demonstrate knowledge of driving hours law and complete driving hours logbook, Demonstrate knowledge of heavy rigid motor vehicle dynamics and handling for safe driving, Drive a large passenger service vehicle in a fuel efficient manner, Demonstrate knowledge of stress and health for driving, Demonstrate knowledge of traffic law for the purpose of safe driving, Describe driving hazards and risk reduction responses to driving hazards, Apply risk reduction techniques while driving, Demonstrate knowledge and skills required for full Class 2 driver licence.
- School Bus Strand: compulsory units are Provide first aid, Provide resuscitation level 2, Drive a school bus; elective units include Apply driving risk management techniques in extreme conditions, Plan to manage personal use of alcohol and other drugs, Demonstrate time management, Demonstrate care and timeliness as an employee, Manage first aid in emergency situations, Communicate with people from other cultures, Drive heavy vehicle on unsealed road surfaces, Provide assistance to passengers with special needs, Maintain coach presentation on the road, Attend to coach passenger enquiries and requests, Demonstrate

- knowledge and skills required for full Class 4 driver licence, Operate a heavy rigid motor vehicle for a Class 2 driver licence, Demonstrate knowledge of driver licensing requirements for endorsement P (passenger).
- Urban and Local Route Strand: compulsory units are Communicate information in a specified workplace, Provide assistance to passengers with special needs, Protect personal safety while operating a passenger service vehicle, Foster effective passenger relations, Drive scheduled passenger route service, Perform calculations as a bus driver, Operate a heavy rigid motor vehicle for a Class 2 driver licence, Maintain personal presentation in the workplace; elective units include Apply driving risk management techniques in extreme conditions, Plan to manage personal use of alcohol and other drugs, Demonstrate time management, Demonstrate care and timeliness as an employee, Manage first aid in emergency situations, Provide first aid, Provide resuscitation level 2, Communicate with people from other cultures, Demonstrate knowledge of the New Zealand road transport industry, Drive heavy vehicle on unsealed road surfaces, Maintain coach presentation on the road, Identify categories of, and communicate information to, coach passengers en route, Attend to coach passenger enquiries and requests, Deliver commentaries to passengers, Meet requirements for full Class 4 driver licence and demonstrate knowledge of licence requirements, Operate a heavy rigid motor vehicle for a Class 4 driver licence, Demonstrate knowledge of driver licensing requirements for endorsement P (passenger), Demonstrate knowledge of communication and customer service skills in tourism and travel workplaces, Provide customer service in the tourism and travel industry, Demonstrate knowledge of the tourism industry in New Zealand.
- Long Distance Strand: compulsory units are Communicate information in a specified workplace, Communicate with people from other cultures, Provide assistance to passengers with special needs, Protect personal safety while operating a passenger service vehicle, Foster effective passenger relations, Maintain coach presentation on the road, Identify categories of, and communicate information to, passengers en route, Load, unload, account for, and describe drivers' responsibility for, passengers' luggage, Demonstrate knowledge and skills required for full Class 4 driver licence, Operate a heavy rigid motor vehicle for a Class 2 driver licence, Maintain personal presentation in the workplace; elective units include Apply driving risk management techniques in extreme conditions, Plan to manage personal use of alcohol and other drugs, Demonstrate time management, Demonstrate care and timeliness as an employee, Manage first aid in emergency situations, Provide first aid, Provide resuscitation level 2, Express own ideas in writing, Solve problems which require calculation with whole numbers, Read and interpret information presented in tables and graphs, Demonstrate knowledge of the New Zealand road transport industry, Drive heavy vehicle on unsealed road surfaces, Drive a heavy commercial vehicle on tidal sands, Drive scheduled passenger route service, Maintain coach presentation on the road, Attend to coach passenger enquiries and requests, Perform calculations as a bus driver, Deliver commentaries to passengers, Operate a heavy rigid motor vehicle for a Class 4 driver licence, Demonstrate knowledge of driver licensing requirements for endorsement P (passenger), Demonstrate knowledge of communication and customer service skills in tourism and travel workplaces, Provide customer service in the tourism and travel industry, Demonstrate knowledge of the tourism industry in New Zealand.

The main difference, in addition to the credits, between the South African and New Zealand qualifications is that the latter contains more options for specialisation, and the South African qualification contains entrepreneurship unit standards, and combines passenger and goods transport competence in one qualification.

On the Australian framework, the equivalent of the South African qualification spans two qualifications, one at a level below and one at the equivalent level of the South African qualification. The lower level qualification addresses driver competence, and the higher level qualification requires transport operational competence. The two Certificates in Transport and Distribution (Road Transport) address competence in vehicle operations, transport sector specific operations, depot operations, supervision and leadership, and road transport small business management. The South African qualification does not address depot operations, supervision and leadership.

- The lower level qualification (Certificate II in Transport and Distribution (Road Transport) focuses on safety and performance of the driver, enhancing professionalism and awareness, encouraging a positive driving attitude, and achieving Light Rigid (LR), Medium Rigid (MR), Heavy Rigid (HR) or Heavy Combination (HC) endorsements. Areas of competence required include licence test, road law, system of vehicle control, demonstration drive, pre-trip inspection, cabin checks, starting and stopping sequence, mirror checks, vehicle positioning, left and right turns, roundabouts, lane changing, overtaking, reversing, park or trailer brake start, coupling and uncoupling, occupational health and safety issues, fatigue management principles, dangerous goods, loading and unloading, tarping and tying, mechanical appreciation, route planning, and use of gears. All of these aspects are also addressed in the South African qualification.

The Certificate III in Transport and Distribution (Road Transport) requires learners to maintain container/cargo records, process receipt and delivery of containers and cargo, transfer cargo, coordinate goods to bond premises, complete receipt/dispatch documentation, apply product knowledge to organise work operations, organise dispatch operations, organise receipt operations, coordinate stocktakes, organise warehouse records operations, control and order stock, receive and store stock, test equipment and isolate faults, carry out maintenance of vehicles designed to carry special loads, carry out inspection of vehicles designed to carry special loads, set up and rig crane for lift, plan job and set up work areas, maintain mobile cranes, load and unload wheeled or tracked crane, undertake site inspection, de-rig, and pack and store tools and equipment. Similar to the South African qualification, it is aimed at bus drivers and truck drivers. In addition, the Australian qualification also incorporates competence required of truck offside drivers, delivery drivers, furniture removalists, storepersons, transport clerks, transport managers, and transport operations officers. Therefore, the South African qualification does not address many of the above areas of competence, and is limited to the following: maintain container/cargo records, complete receipt/dispatch documentation, apply product knowledge to organise work operations, carry out maintenance of vehicles designed to carry special loads, carry out inspection of vehicles designed to carry special loads, plan job and set up work areas.

ARTICULATION OPTIONS

Vertical articulation is possible with NQF Level 4 qualifications through the Fundamental component.

Horizontal articulation on the NQF is possible with all NQF Level 3 qualifications through the Fundamental component, as well as:

- 14574: "National Certificate: Freight Handling", NQF Level 3.
- 48437: "National Certificate: Road Transport", NQF Level 3.
- 24456: "National Certificate: Maintaining Vehicles", NQF Level 3.

