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**SOUTH AFRICAN QUALIFICATIONS AUTHORITY**  
**REGISTERED UNIT STANDARD:**

**Provide close protection to designated persons whilst in transit**

<b>SAQA US ID</b>	<b>UNIT STANDARD TITLE</b>			
244319	Provide close protection to designated persons whilst in transit			
<b>ORIGINATOR</b>		<b>ORIGINATING PROVIDER</b>		
SGB Security				
<b>QUALITY ASSURING BODY</b>				
-				
<b>FIELD</b>			<b>SUBFIELD</b>	
Field 08 - Law, Military Science and Security			Safety in Society	
<b>ABET BAND</b>	<b>UNIT STANDARD TYPE</b>	<b>OLD NQF LEVEL</b>	<b>NEW NQF LEVEL</b>	<b>CREDITS</b>
Undefined	Regular	Level 5	New Level Assignment Pend.	15
<b>REGISTRATION STATUS</b>		<b>REGISTRATION START DATE</b>	<b>REGISTRATION END DATE</b>	<b>SAQA DECISION NUMBER</b>
Reregistered		2009-07-01	2012-06-30	SAQA 0480/09
<b>LAST DATE FOR ENROLMENT</b>		<b>LAST DATE FOR ACHIEVEMENT</b>		
2013-06-30		2016-06-30		

*In all of the tables in this document, both the old and the new NQF Levels are shown. In the text (purpose statements, qualification rules, etc), any reference to NQF Levels are to the old levels unless specifically stated otherwise.*

This unit standard replaces:

US ID	Unit Standard Title	Old NQF Level	New NQF Level	Credits	Replacement Status
11510	Provide close protection of designated persons	Level 5	New Level Assignment Pend.	40	Complete

**PURPOSE OF THE UNIT STANDARD**

The purpose of this unit standard is to enable relevant personnel who are tasked with the protection of designated persons such as principals in a close protection environment whilst in transit. Learners will be able to plan operations and provide inner-perimeter protection. Transit refers to operations that make use of motor vehicles and other methods of transport.

Person credited with this unit will be able to:

- Plan and reconnoitre routes according to a transit risk profile.
- Set-up a convoy according to a transit risk profile.
- Manage tactical convoy movements.

**LEARNING ASSUMED TO BE IN PLACE AND RECOGNITION OF PRIOR LEARNING**

- Communication at NQF Level 4.
- Mathematical Literacy at NQF Level 4.

Learners attempting this unit standard are assumed to be competent in the following unit standards:

- ID 117705: "Demonstrate an understanding of the Firearms Control Act, 60 of 2000".
- ID 123257: "Operate a rigid light vehicle".
- ID 119649: "Handle and use a handgun".
- ID 123515: "Handle and use a handgun for business purpose".
- ID 123510: "Apply tactical knowledge in the use of firearms".
- ID 123513: "Demonstrate tactical proficiency using a handgun".

### **UNIT STANDARD RANGE**

For purposes of this unit standard the term transit may refer to but is not limited to the following transit modes:

- Aircraft.
- Watercraft.
- Rail transport.
- Motor vehicles.

The unit standard applies to the protection of designated persons against potential threats, whether physical or electronic, direct and indirect thus preventing harm to their safety, general well-being and/or dignity.

For the purpose of this unit standard venue operation centre may include but is not limited to a static, mobile or temporary venue operation centre:

- The term: "principal" refers to designated persons (such as clients) to be protected.
- The term: "risk" also includes but is not limited to specific and non-specific threats.
- The term: "counter surveillance" only refers to the detection and deterrence of illicit observation of the principal with the purpose of forwarding any information gathered to the applicable authorities.

## **Specific Outcomes and Assessment Criteria:**

### **SPECIFIC OUTCOME 1**

Plan and reconnoitre routes according to a transit risk profile.

#### **OUTCOME RANGE**

Plan includes:

Collate, determine/confirm factual correctness:

- Transit risk analysis.
- Routes and alternative routes.
- Determine transit communication plans.
- Determine resources (human, logistic and financial).
- In-transit media management.
- Contingency and emergency planning.
- Formulation of a written route plan.
- Briefing/de-briefing of transit team.
- Drawing of a linear map.

Reconnoitre includes:

- Principal's instruction in preparation of the route.
- Relevant threat information on the route gained to date.
- Relevant information available on the means of transport to be utilized.
- Reconnoitering routes and alternative routes.
- Searching and securing possible danger points (choke-points).
- Performing observations/surveillance and counter surveillance.
- Navigation physical (maps) and/or satellite (Global Positioning Systems).

Transit Risk Profile includes:

- Ambient threats dictated by the choice of route and mode of transport.
- Specific and non specific threats relating to vehicle transit including but not limited to:
  - > Mechanical breakdown, motor vehicle accident, refueling, medical emergency, moving ambush and static ambush.

### **ASSESSMENT CRITERIA**

#### **ASSESSMENT CRITERION 1**

Information is evaluated to generate the probability of specific and non-specific threats that could/would have an impact on the close protection of the principal.

#### **ASSESSMENT CRITERION 2**

A route plan is formulated in accordance with the transit risk profile to ensure the inner-parameter protection of the

principal(s) whilst en route.

### **ASSESSMENT CRITERION 3**

A route plan is explained to empower close protection team members in order to implement the route plan.

### **ASSESSMENT CRITERION 4**

Contingency plans are compiled to counter specific and non-specific threats in transit.

### **ASSESSMENT CRITERION 5**

Routes are inspected to identify and record probable choke points and hazards in order to formulate a linear or descriptive map.

### **ASSESSMENT CRITERION 6**

An ability to orientate oneself on a map is demonstrated in order to implement proactive measures.

## **SPECIFIC OUTCOME 2**

Set-up a convoy according to a transit risk profile.

### **OUTCOME RANGE**

Set-up includes:

- Selection of vehicles according to the transit risk profile.
- Selection of an appropriate convoy formation according to the transit risk profile.
- Deployment of human resources in a convoy (e.g. seating and arcs observation and intervention).
- Deployment of logistical resources/equipment in a convoy.
- Deployment of command, tracking, navigation and communication infrastructure.
- Searching of vehicles prior to deployment in a convoy.
- Physical deployment in the predetermined convoy formation.
- Testing of communication, tracking and navigation equipment and codes.

Convoy may include:

- Principal's vehicles.
- Follow vehicles.
- Lead vehicles.
- Reconnaissance vehicles.
- Pilot vehicle e.g. traffic escort.
- Principal back-up vehicles.
- Command and support vehicles.
- Counter surveillance vehicles.
- Counter assault vehicles.
- Medical support vehicles.
- Air support.
- Entourage vehicles.

## **ASSESSMENT CRITERIA**

### **ASSESSMENT CRITERION 1**

Convoy formations are selected in accordance with the transit risk profile.

### **ASSESSMENT CRITERION RANGE**

Convoy formations refer to two or more vehicles.

### **ASSESSMENT CRITERION 2**

Call signs are identified and explained in relation to vehicle positions in order to facilitate tactical communication in transit.

### **ASSESSMENT CRITERION 3**

Observation and intervention arcs are assigned to facilitate all-round defense of the convoy.

### **ASSESSMENT CRITERION 4**

A pre-trip inspection of all vehicles in the convoy is conducted to ensure comfort, protocol and roadworthiness.

**ASSESSMENT CRITERION RANGE**

Roadworthiness includes but is not limited to the current standard K53.

**ASSESSMENT CRITERION 5**

Vehicles in the principal's convoy are searched and sanitized for potential threats prior to formation.

**ASSESSMENT CRITERION RANGE**

Potential threats refer to but are not limited to explosive devices, surveillance devices, tracking devices and sabotage.

**SPECIFIC OUTCOME 3**

Manage tactical convoy movements.

**OUTCOME RANGE**

Tactical convoy movements include but are not limited to:

- Choke-point navigation e.g. boom gates, traffic lights, intersections, four-way stops, traffic congestion, traffic accidents, roadblocks, road works and traffic stops.
- Driving in the normal traffic environment:
  - > Lane changes.
  - > Lane selection.
  - > Road conditions.
  - > Bridges and tunnels.
  - > Speed management.
  - > Poor visibility.
  - > Following distances.
  - > Traffic circles.
- Stagger formations.
- Handle intruders in the convoy formation.
- Maintain vigilance when stationary or navigating choke-points.

**ASSESSMENT CRITERIA****ASSESSMENT CRITERION 1**

A motor vehicle is driven in accordance with pre-determined route.

**ASSESSMENT CRITERION 2**

Latent hazards/threats are identified and neutralized through the use of tactical movements.

**ASSESSMENT CRITERION 3**

Contingencies and emergencies with the likelihood of occurrence are managed during transit of the principal.

**ASSESSMENT CRITERION 4**

Tactical convoy movements are applied in a real or simulated environment.

**ASSESSMENT CRITERION RANGE**

Simulation must be a minimum of two vehicles and must include:

- Lane changes.
- Lane selection.
- Bridges and tunnels.
- Speed management.
- Poor visibility (low light).
- Following distances.

**UNIT STANDARD ACCREDITATION AND MODERATION OPTIONS**

- An individual wishing to be assessed (including through RPL) against this unit standard may apply to an assessment agency, assessor or provider institution accredited by the relevant ETQA, or an ETQA that has a Memorandum of Understanding with the relevant ETQA.
- Anyone assessing a learner against this Unit Standard must be registered as an assessor with the relevant ETQA or with an ETQA that has a Memorandum of Understanding with the relevant ETQA.

- Any institution offering learning that will enable achievement of this unit standard or assessing this unit standard must be accredited as a provider with the relevant ETQA or with an ETQA that has a Memorandum of Understanding with the relevant ETQA.
- Moderation of assessment will be conducted by the relevant ETQA at its discretion.

#### **UNIT STANDARD ESSENTIAL EMBEDDED KNOWLEDGE**

- Emergency/non-emergency incidents and procedures.
- Transit dynamic pertaining to a principal.
- Client relations.
- Preparedness for lethal/non-lethal confrontations within the transit environment.
- Observational techniques.
- Counter surveillance techniques.

Current sections of the following Acts as amended:

- Constitution, Chapter Two, Bill of Rights.
- Road Traffic Act, 1996 (Act 93 of 1996) sections dealing with inconsiderate driving, failure to obey road traffic signs, driving under the influence, reckless driving, duties of a driver involved in an accident, public/professional driving permits, road worthiness and fitness of vehicles including permits and certificates.
- Firearms Control Act, 2000 (Act 60 of 2000) sections dealing with storage and transport of firearms and ammunition as well as the carrying of firearms in a public place. Section dealing with firearm free zones.
- Criminal Procedures Act, 1977 (Act 51 of 1977) sections dealing with search and seizure, arrest and restraining and use of force.
- Dangerous Weapons Act, 1968 (Act 71 of 1968) sections dealing with the prohibition of possession of dangerous weapons, firearms and certain other objects.
- National Key Points Act, 1980 (Act 102 of 1980) sections dealing with identification of Key Points and prohibitions at Key Points.
- PSIRA Act, 2001 (Act 56 of 2001) sections dealing with registration of close protection officers/security service providers, exemptions pertaining to close protection officers, code of conduct and relevant penalties.
- Control of Access to Public Premises and Vehicles Act, 1985 (Act 53 of 1985) sections dealing with access and exemptions of certain persons to public premises.
- Occupational Health and Safety Act, 1993 (Act 85 of 1993) sections dealing with general duties of employers and other persons, duty to inform, duties of employees in the workplace and duty not to interfere or misuse of safety equipment.

Common Law principles pertaining to:

- Common criminal law principles pertaining to private defense, necessity, spontaneous agency.
- Moral and humanitarian considerations (proportionality of force).
- Vicarious liability.
- Civil liability.

Standards and procedures relating to:

- Minimum Information Security Standards (M.I.S.S).
- Safety equipment (Personal Protection Equipment).
- Transport mode specific standard operational procedures.

#### **UNIT STANDARD DEVELOPMENTAL OUTCOME**

N/A

#### **UNIT STANDARD LINKAGES**

N/A

### **Critical Cross-field Outcomes (CCFO):**

#### **UNIT STANDARD CCFO IDENTIFYING**

Identify and solve problems related to the transit of the principal(s).

#### **UNIT STANDARD CCFO WORKING**

Work effectively with others as a member of a transit close protection team.

#### **UNIT STANDARD CCFO ORGANISING**

Organize oneself and one's activities so that all requirements are met in achieving effective transit protection of designated persons.

**UNIT STANDARD CCFO COLLECTING**

Collect, analyze, validate, organize and incorporate information related to the transit risk profile.

**UNIT STANDARD CCFO COMMUNICATING**

Communicate effectively when dealing with role-players during transit.

**UNIT STANDARD CCFO DEMONSTRATING**

Understand the world as a set of related systems within which close protection functions to provide a safe environment for designated persons.

**QUALIFICATIONS UTILISING THIS UNIT STANDARD:**

	ID	QUALIFICATION TITLE	OLD LEVEL	NEW LEVEL	STATUS	END DATE	QUALITY ASSURING BODY
Core	<a href="#">58696</a>	National Certificate: Close Protection	Level 5	New Level Assignment Pend.	Reregistered	2012-06-30	SAS SETA
Elective	<a href="#">61729</a>	National Diploma: Policing	Level 6	NQF Level 06	Reregistered	2012-06-30	SAS SETA

**PROVIDERS CURRENTLY ACCREDITED TO OFFER THIS UNIT STANDARD:**

*This information shows the current accreditations (i.e. those not past their accreditation end dates), and is the most complete record available to SAQA as of today. Some Quality Assuring Bodies have a lag in their recording systems for provider accreditation, in turn leading to a lag in notifying SAQA of all the providers that they have accredited to offer qualifications and unit standards, as well as any extensions to accreditation end dates. The relevant Quality Assuring Body should be notified if a record appears to be missing from here.*

1. AIM TRAINING
2. AIM TRAINING ACADEMY CAMP LETABA
3. AIM TRAINING ACADEMY CAMP SKUKUZA
4. BRADBURY PROTECTION SERVICES
5. CHIPPA INVESTMENT HOLDINGS CC
6. DIFFERENT SECURITY TRAINING AND SERVICES
7. HJN TRAINING CC
8. HOLGOUN SECURITY (PTY) LTD
9. IPELENG RISK MANAGEMENT SERVICES PTY LTD
10. TRIOTIC PROTECTION SERVICES CC
11. ZENZELE TRAINING SCHOOL CC

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