Corruption within the Traffic Police Environment: Challenges and Possible Solutions

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Abstract

Corruption is the abuse of public resources for personal gain at the expense of the people. The inability of the traffic police environment to root out corruption contributes to lawlessness on the road, and it disadvantages all the efforts of the government in achieving their 2030 goal of ensuring a safe and secure environment for the people of South Africa. This article focuses on corruption within the traffic law enforcement environment in South Africa. The article is based on a qualitatively rooted methodology including a wide range of secondary sources such as documents from the South African Police Service, Traffic Police agencies, academic books, articles, dissertations, thesis, and reports from non-governmental organizations focusing on corruption in South Africa. The article further draws on the findings from the world on corruption and formulates steps to counteract it. The research-based key steps leading to the prevention of corruption within the traffic law enforcement environment in South Africa. The first step is related to providing anti-corruption strategies within the law enforcement agencies, professionalising law enforcement agencies, increasing pay to deter petty forms of corruption and advancing technology in curbing corruption.

Keywords: Corruption, SAPS, Traffic Police, Law enforcement, and South Africa

Introduction

Addressing traffic police corruption is essential to building public trust in institutions and creating an atmosphere where the rule of law principle could be applied the fight against corruption in state institutions and strong control of public

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funds expenditures are keystones in restoring public trust in the democratic process and all public institutions are at risk, therefore, of being seen as non-transparent and prone to corruption (Council of Europe, 2015). Moreover, it is not difficult to conclude that law enforcement organisations are at the top of this list given the nature of their work and the challenges to which they are exposed. South African police and the Metropolitan Police Departments have been faced with several allegations relating to police corruption. This is said to be the long-standing aspect that has not changed in the history of Law enforcement agencies. This is reflected in the History of Law enforcement agencies dating back from the 40s to 90s (Benson, 2008). Moreover, this history indicates that Corruption within Law enforcement agencies hasn't changed and it's not a new phenomenon in 1996 the SAPS established what was called the first Internal anti-corruption to tackle what was identified as the growing problem of police corruption. However, twenty-five years down the line, eradicating corruption in law enforcement agencies seems to be an impossible task. Corruption has outlived the establishment of anti-corruption itself. Since it was later closed due to its members being integrated into the organised crime unit (Newham & Gomomo, 2003).

Corruption within law enforcement agencies has many negative impacts that affect several things such as the fight against crime, the reporting of crime, and the trust of the citizens (Modipa & Motseki, 2022). It compromises all the efforts of the government in terms of the National Development Plan to ensure a safe and secure environment. The Constitution of the Republic of South Africa states that Law enforcement agencies have the responsibility to protect and secure the inhabitants of the Republic and their property (Constitution, 1996). However, if the citizen has lost trust in the police this provision cannot be met. This will then mean that corruption undermines democracy and social justice, thereby deepening poverty, fuelling organised crime, and hindering the efforts to promote human security. Corruption takes many forms and prospers in all manner of environments. The media in democratic South Africa publish almost daily new instances of the abuse of entrusted power for private benefit. The recent one was that of the recruitment processes used by law enforcement agencies where allegations of corruption prevailed during the process. These abuses range from bribes involving law enforcement officials being paid to give access to certain individuals who did not meet the criteria while sideling those who have undergone the whole process of recruitment without fail. This undermines the effort put in by the applicants who intended to join the traffic departments and to serve the road users at their utmost best. This article aimed to explore corruption within the traffic law enforcement environment as well as to identify challenges and possible solutions to root out corruption.

Research Methodology

The methodology utilised in this study was qualitative in nature. The collected data was sourced from relevant sources and also analysed contextually without necessarily involving any quantitative techniques. The researcher read an overview of the literature on this subject from March 2022 to July 2023, this was done to examine the following facets: to explore corruption within the traffic law enforcement environment as well as identifying, and discussing challenges and providing possible solutions. Predicated on the nature of data required in this study; the presented discourse relied mainly on secondary data sources in the process of amassing germane information. In this process, documented and archival data were extracted from regime gazettes, texts, periodicals, and other pertinent sources. Data generated from these sources were condensed and critically analysed through content and context analysis where germane and concrete information were distilled from the collections. The deductive synthesis was consequently applied in this process. Synthesised outputs from the analysis are presented as different sections in this study in accordance with the set-out objectives of the discourse.

Theoretical framework: Criminal opportunity theory

Hannon (2011) suggests that offenders make rational choices and thus choose targets that offer a high reward with little effort and risk. The occurrence of a crime depends on two things: the presence of at least one motivated offender who is ready or willing to engage in a crime, and the conditions of the environment in which that offender is situated, to wit, opportunities for crime. All crimes require opportunity but not every opportunity is followed by crime. Similarly, a motivated offender is necessary for the commission of a crime but not sufficient (Cohen & Felson, 1979). For example, traffic police officials use their power to solicit bribes from road users for private benefit and this practice contributes to lawlessness on the road. Corruption within the traffic police enforcement environment is exacerbated by unethical law enforcement officials. A large part of this theory focuses on how variations in lifestyle or routine activities affect the opportunities for crime (Cohen & Felson, 1979). The opportunity thus becomes the limiting factor that determines the outcome in environments prone to crime because the offender generally has little or no control over the conditions of the environment, and the conditions that permit particular crimes are often rare, unlikely, or preventable, Hannon (2011:364). The criminal opportunity perspective extends some of these traditional ideas by emphasizing that a criminal event requires more than an initially motivated and unrestrained offender. It also requires a suitable victim. Thus, the criminal-opportunity theory of crime elaborates on previous theories of criminal involvement by simultaneously examining the characteristics of both offenders and

victims and the characteristics of the space in which offenders and victims are likely to interact (Robinson, 1999). This dual emphasis on offenders and victims has led to the assertion that economic deprivation has two countervailing effects on crime, particularly property crime (Van Dijk, 1994). Poverty causes social strain and disorganisation, which may encourage some individuals to offend but, it also simultaneously weakens criminal opportunity by reducing the supply of worthwhile targets in the community (i.e., victims with resources worth taking given the inherent risks of criminal behaviour). In South Africa traffic police law enforcement officials took advantage of the system and enriched themselves using the powers bestowed to them as law enforcement officials. It is of paramount importance for traffic officials to refrain from enriching themselves with road users' money while there is a dire need to ensure a safe and secure transportation system in South Africa as most of the road users lose their lives on the road as a result of corrupt activities. The traffic police law enforcement environment needs to be well-capacitated to investigate and apprehend the officials who are involved in corrupt activities. Felson (1998) suggests that crime can be prevented by reducing opportunities. The opportunity-reducing methods of situational crime prevention fit systematic patterns and rules that cut across every walk of life, even though prevention methods must be tailored to each situation. Traffic law enforcement needs to strengthen their systems, procedures, and regulations to guard against criminals in their institutions as their actions impact negatively on the people of South Africa and their basic needs as prescribed in the constitution. A right to life is compromised by corrupt activities in the traffic environment as it produces incompetent drivers who acquired driver's licenses through corrupt means.

Challenges of corruption in the traffic police environment
Corruption in the recruitment process

Traffic police structures have been commonly viewed as one of the public entities most exposed to the risk of corruption since considerable powers are entrusted to police officers, it is generally assumed that these powers can easily be manipulated for private benefit or even political purposes (Council of Europe, 2015). Moreover, the reduction of corruption in traffic police is a necessary precondition for pursuing tangible reforms and progress in achieving this long-term goal also depends on the introduction of sets of anti-corruption mechanisms applied not only within law enforcement but also across the entire public administration. Corruption is one of the most convincing threats to security organizations because it is a problem related to ethics and is usually generated from outside by the actions of people who from their own perspectives, recruit and corrupt public servants to serve their purposes and in many cases, these activities are done in secrecy and

cannot be easily detected (Fernandez, 2013). Because of high unemployment in South Africa, many people are desperate to enter into the job market and participate in the economy and to enter into the law enforcement agencies is one of the easiest ways as they only need matric qualification and driver's license. This requirement allows many people to qualify and as a result, it creates an opportunity for corrupt officials within law enforcement agencies to exploit candidates by requesting them to pay bribes to get jobs. A special task team to investigate corruption in the SAPS recruitment process has led to the arrest of several people, including police officials and members of the public in 2014 after getting the information from the public (South African Police Service, 2022). The syndicate members would personally accept money or use agents to accept money from the victims and the victims would either pay personally or use the money market at Checkers/Shoprite (Mthupha, 2014). In other instances, the amounts involved, sometimes thousands of rand, would be paid in cash or in installments and police believe that there are still members of the public or even employees of the South African Police Service who are victims of this recruiting scam. The South African Police Service (2019) states that the management of the police in Gauteng has taken note of acts of corruption that have surfaced during the national recruitment drive for the South African Police Service with worry. Additionally, in accordance with the SAPS Anti-Corruption Strategy unveiled in 2018, the provincial Anti-Corruption Investigating Unit on Monday, 14 October 2019 detained a 39-year-old Constable from Florida on charges of corruption and fraud after he was discovered selling application forms to prospective trainees for R3000 each. Two days later, the ACIU detained a 25-year-old man from Freedom Park, Soweto, after management at the Provincial Head Office were outraged. The Provincial Commissioner of Police in Gauteng Lieutenant General Elias Mawela has reiterated the province's zero tolerance to corruption and commitment to rooting out any corruption within the SAPS ranks, this was after an administration clerk from Jabulani Police Station tried to bribe a recruitment officer based at the Provincial Head Office to favour her children's applications for the new trainee's recruitment drive (South African Police Service, 2022). Additionally, on June 30, 2022—the deadline for submissions for the Basic Development Learnership Program recruitment—the administrative assistant entered the recruitment offices and gave a recruitment officer an envelope containing applications. When the officer opened the envelope, another envelope containing R10, 000 was inside. The recruitment officer reported this to her commanders, and the administrative assistant was demoted. According to the researchers, there are numerous instances of corruption in law enforcement agencies, particularly when it comes to the hiring of traffic police officials. It also appears that bribing the police to get a job with the police has become the standard.

In recent recruitment, more than 1,000 South African Police Service (SAPS) trainees nationwide who passed all their assessment criteria tests but were omitted from the final list of recruits selected claim their names were replaced with the names of people who had allegedly paid bribes to recruitment officers (Cruywagen, 2023) and this was confirmed by Brigadier Athlenda Mathe, the national police spokesperson, who said that three people had been arrested following a preliminary report that indicated they were involved in collusion. Moreover, the arrests relate to allegations that recruitment officers at SAPS academies accepted bribes from recruits so they could attend the academies without having to pass rigorous tests and some of those who slipped through the cracks illegally were among the 10,000 new constables who marched out to the streets in December last year (Cruywagen, 2023) and this presents a skewed impression of the openness and reliability of the SAPS recruitment processes. It also begs the question of how this organization recruits honorable individuals (potential police officers) if the recruitment process itself is dishonest. Police corruption spreads throughout hostile societies, prolonging the war against crime and undermining the authority of the government and law enforcement environment.

Driving License Testing Centres

Studies on crime in South Africa revealed that corruption was most evident in encounters with traffic officials, followed by the police, and then during interactions with officials over employment opportunities (Arrive Alive, 2015). Moreover, this supports the perception that corruption is a problem in local government traffic departments, municipal police services, and the SAPS, and highlights the discretionary power of some of these officials. For example, the public largely interacts with traffic officials on the road where the actions of corrupt officials are difficult to monitor. This is also prevalent at driving license testing centres where corruption is rife which leads to producing incompetent drivers as a result, they contribute to a high rate of road traffic accidents as they do not understand the rules of the road and are unable to interpret them. Corruption at DLTC is disadvantaging the efforts of road traffic authorities in ensuring road safety in South Africa. Mitchley (2020) stated that fifteen people, including five traffic officers, were arrested in the Free State for fraud and corruption activities that allegedly took place at the Harrismith and Bethlehem driving license testing centres (DLTC). Furthermore, in an operation led by the Road Traffic Management Corporation (RTMC), together with the assistance of the Hawks, crime intelligence, and the National Prosecuting Authority, five traffic officers, three administration clerks, four jockeys, two examiners and one driving school instructor were arrested. This shows that DLTC centres across South Africa are in dire need of law

enforcement officials of integrity who will serve the community with a high level of ethical principles as enshrined in their code of ethics. The involvement of driving school instructors contributes to capturing examiners as they are in the pockets of owners of driving schools and learners are benefiting from fraudulent activities as a result they end up having documents of driving while not knowing the rules of the road and are unable to drive. It has become common practice amongst driving schools to collude with corrupt officials at DLTCs and then use this relationship to ensure a pass on the first try for their clients. Candidates who pay a bribe through their driving school to a corrupt DLTC official can secure some "assistance" on their learner's test and this is achieved by the official strategically seating them in an inconspicuous spot in the testing room, where they cannot draw public attention when scanning the applicant's test prior to submitting, to ensure the correctness of their answers and once the official is satisfied, the candidate is then instructed to submit and thereafter issued with their learner's license (Corruption Watch, 2022). Furthermore, in the next phase of this now-established corrupt relationship, the driving test, the testing official may ignore faults, comfortable in their knowledge that the bribe has already been secured, again with the facilitation of the driving school official to help disguise the true nature of the corruption in place, instructors propose a larger fee than that advertised in their packages, for candidates who wish to have a wholly smooth experience and some driving schools have the bribe already included in their price, thus easing the learner's conscience and making this package more attractive to a candidate ambivalent to engaging in corrupt activities. In this kind of corrupt activity, the candidate does not engage with examiners or testing centre officials to ensure that the operation runs smoothly between the driving school instructor and examiner, and as a result, the candidate would get a driver's license without being tested adequately. Young drivers are desperate to get a driver's license as one of the requirements to be employed in the private and public sector but it disadvantages most of them as they are not competent to drive on the road and they are unable to interpret the rules of the road and as a result, they end up being involved in road traffic accidents. KwaZulu-Natal MEC for Transport, Community Safety, and Liaison Bheki Ntuli has commended the sterling work done by the Department of Transport's internal investigative unit which has uncovered a learners' and driving licence syndicate in the province and the syndicate, which is operating in most Driver Licence Testing Centres (DLTC's), mainly involves defrauding the process of learners and drivers' licences (Berea Mail, 2020). Furthermore, this high-level investigation, spanning several months, has resulted in 80 drivers being blacklisted on the National Traffic Information System (NaTIS) after they were tracked and traced as part of the department's ongoing efforts to curb corruption and as part of the syndicate, people who are known as "jockeys"

charge a fee to impersonate the applicant in order to write for them using the applicant's details. This kind of conduct at Driving License Testing Centres across South Africa is common and it disadvantages the road traffic authorities in curbing road traffic accidents.

Inadequate law enforcement

Modipa & Olutola (2023), noted that traffic enforcement is threatened by the crime of corruption, and it is important to understand the nature of such corruption and the strategies to fight this evil. The National Traffic Anti-Corruption Unit (NTACU), was established in November 2012 as a response to the challenges of ethical conduct facing the road traffic fraternity and the Unit's key mandate is to eliminate fraud and corruption within national, provincial, and local road traffic fraternity by ensuring the safety of all drivers, vehicles, and road users who are using the country's roads (Road Traffic Management Corporation, 2021). Furthermore, NTACU investigates cases of alleged corruption within the road traffic fraternity at the Driver Learner Testing Centres, Vehicle Testing Centres, Vehicle Registration Centres, and Officer Corruption amongst others. Traffic law enforcement is experiencing a major problem concerning corruption in their ranks where most of the traffic officials are caught soliciting bribes from motorists. This kind of behavior taints the image of traffic law enforcement as motorists no longer respect the rules of the road, knowing very well that they will pay bribes if they are caught infringing the rules of the road. Fraud and corruption are prevalent in law enforcement agencies, specifically in driver and vehicle licensing, vehicle roadworthiness testing, enforcement, and the public transport licensing environment (Modipa, 2022). The impact of corruption increases the risk of unsafe conditions on both the road and transport systems and on a grand scale, money intended for the maintenance of roads or service provision and the upgrading or provision of facilities is diverted for private gain (Arrive Alive, 2023). Moreover, on an immediate level, unqualified drivers and unroadworthy vehicles are granted licenses and this is clearly illustrated by the revelation from the Road Accident Fund that up to an estimated R500 million per annum that could be used to compensate claimants was in fact lost to fraud and corruption and the Road Accident Fund has since invested millions in the fight against fraud and corruption as a management tool. The effect of corruption is not only a loss of state revenue when corrupt officials allow motorists who speed, or who are driving vehicles that are not roadworthy, to proceed with their journey, but the consequences for other road users are also potentially disastrous (Arrive Alive, 2015). A breakdown in public trust of the integrity of traffic police officials is also likely to result in an increase in lawlessness among road users. For example, three officials, an examiner of licenses, a traffic

officer, and an examiner of vehicles were given sentences ranging from R600 to two years' imprisonment, South African Government, 2023). Moreover, the examiner of licences was arrested at Temba Driving Licence Testing Centre in Gauteng in July last year, after it was discovered that she had taken a learner license test on behalf of an applicant who was in Bloemfontein in the Free State. These are some of the cases that contribute to driver incompetence as they compromise on the project of road safety and taint the image of traffic law enforcement. Key to these should be joint operations by working together with other law enforcement agencies and interventions should be executed in the most impacted and highly susceptible areas such as the Driver License Testing Centre (DLTC) and Vehicle Testing Station (VTS) focusing on the process of fraudulent issuance of license (Road Traffic Management Corporation, 2019). As long as there is no respect for the rule of the laws of the road, the road will be an unsafe place and it is important for all road users to be aware of the dangers of corruption and not to endorse corruption through their own conduct (Arrive Alive, 2023). Moreover, corruption not only is to be found in the actions of the official who asks for or receives the bribe or benefit but also on the part of him who offers the bribe. This type of conduct on the road disadvantages the project of road safety as it promotes lawlessness on the road.

Low salaries

There is a growing consensus that low government wages combined with weak monitoring systems are breeding grounds for corruption and misuse of public resources and in the past two decades, public service wages have been declining at a rapid pace in many developing countries as a consequence of fiscal adjustment policies in stabilisation programmes (Transparency International, 2009). Moreover, low wages in the public sector are likely to attract less qualified, poorly motivated, and potentially disloyal staff, resulting in an inefficient and potentially corrupt civil service. The first level of police corruption involves acts of bribery in everyday interactions with citizens whereby police officers use their power to obtain money from members of the public in exchange for not reporting misdemeanors or expediting bureaucratic procedures and this is typical for traffic police because of low salaries and it has become a common practice which contributes to lawlessness on the road (Council for Europe, 2015). Furthermore, Traffic police officers are usually given powers and discretion to punish and/or report such misdemeanors and these powers can be easily abused for personal benefits, there are strong risks of traffic police officers being engaged in corrupt practices. Low salaries and large-scale bribery of traffic police officials are among the main reasons for the breakdown in law enforcement and road behaviour in South Africa. Due to low salaries in the law enforcement environment, officials solicit bribes from those who

infringe on the laws on the road so that they could avoid traffic fines. Bribery has become such an entrenched practice that it would only be rooted out with difficulty. Traffic officials justify taking bribes with the argument that it is the only way to survive since they are earning low salaries. Corruption within the traffic law enforcement is one of the biggest obstacles to improving road safety in South Africa and it contributes to a high rate of fatalities on the road. Corruption is rampant on the road where traffic officials interact with road users, as well as in the issuing of driving licenses and roadworthy certificates. It seemed to be common practice for truck drivers to receive between R200 and R1000 (R6000 for cross-border trips) from their employers before departing with their deliveries and the money is intended to be used as bribes along the route to ensure that deliveries are made on time and money left over is a bonus for the driver. Traffic officials benefit from this kind of bribe and make a lot of money on a daily basis, and this is the reason why most of the trucks are operating on the road while not in good condition. This kind of practice contributes to a high rate of road traffic accidents on the road, recently many trucks have been involved in road traffic accidents in South Africa and some of the reasons could be operating on the road with unroadworthy trucks. The traffic police officials are making the roads unsafe as they are condoning the conduct of infringers of the rules of the road by accepting bribes. Law enforcement reform advocates say history shows that paying officers poorly can lead to more of them attempting to boost their incomes with bribes, or competing with criminals for dirty money while properly paid police are an important part of improving relations between communities, politicians, and law enforcement (Dizard, 2015). Motivated and properly paid traffic police law enforcement officials are the backbone of road safety projects, and they could assist road safety authorities in overcoming the high rate of road traffic accidents and ensure that the rules of the road are respected by road users. Public officials need to act with integrity and avoid engagements that may entail a conflict of interest and increased risk of corruption (Council of Europe, 2021). Moreover, it is equally important to ensure a robust, well-functioning, and adequately funded system of oversight of traffic police misconduct and conduct regular training of members of law enforcement on integrity and ethics despite low salaries, they still need to conduct themselves in line with the law.

Steps leading to the prevention of corruption in the traffic law enforcement environment.
Incorporated Anti-corruption strategy

Anti-corruption strategies of government institutions must comprehend each other in order to counteract corruption in the public institutions and private sector. Anti-corruption measures are about changing human behavior and restoring

ethical conduct in the public and private sectors where corruption is very rife. There should be a ministerial committee on corruption in South Africa and their primary aim should be advocating for an anti-corruption state and ensuring transparency and accountability. The necessity for a coordinated anti-corruption committee should involve the South African Police Services, the National Prosecuting Authority, The Asset Forfeiture Unit, the Special Investigative Unit, the South African Revenue Services, the Auditor General, the Chief Procurement Officer in the National Treasury, the Financial Intelligence and all other major stakeholders working together to counteract corruption in the traffic law enforcement environment with the endorsement by the Presidency. It is important to gather all support from all role players to ensure the successful implementation of anti-corruption strategies in South Africa. Paying attention to resource constraints is important, but the principal obstacle to the effective implementation of anti-corruption reforms is usually not technical or resource-based, but political will. Individuals and organizations profiting from corruption will resist changes that leave them worse off, and they will therefore try to thwart the implementation of an anti-corruption strategy (United Nations Office on Drugs and Crime, 2015). Therefore, it is of paramount importance to build a corrupt-free government and ensure that all the anti-corruption strategies are implemented and monitored as well as being evaluated to check whether they are working or not. The traffic law enforcement environment is the most affected by corruption in the traffic fines, issuing of driver's licenses, and roadworthy testing centers. In order to successfully reduce the number of fatalities on the road by 2030 as per the National Development Plan, this Anti-Corruption strategy should be considered and implemented nationwide.

Professionalising law enforcement

South African government should professionalise law enforcement agencies including traffic police to attract highly qualified, knowledgeable, and skilled candidates to enforce the law and ensure road safety. Professionalism in traffic police is of extraordinary importance because of the authority vested in law enforcement officers, it reflects an implicit guarantee that the experience, education, and training of officers uniquely qualify them to meet the challenges present in a changing and dynamic society. Tertiary education and the development of a body of discipline and knowledge through research are crucial components of this aspect and this could help law enforcement agencies in restoring their institutions as those who will be entering into the system will be highly qualified with a public safety diploma or related law enforcement qualifications. This practice could eliminate corruption, nepotism, and political interference in the recruitment process as only qualified candidates would be shortlisted and go through interview processes.

Traffic police officers are expected to successfully operate within many demanding and conflicting roles, and along these lines, are presumed to possess ethical qualities and competence far superior to those of the nonprofessional whose attitudes are misaligned with the goals of high standards. Unethical conduct within the traffic police environment could be eliminated by professionalising the sector and this could help in reducing the number of fatalities on the road caused by lawlessness as traffic police officials are compromised by corruption. Therefore, the goal of the United Nations Decade of Action for Road Safety 2016-2030 to halve the number of fatalities on the road could be achieved if road traffic authorities are professionalised and this approach will change the behaviour of road users as they would know that law enforcement officials do not tolerate corrupt practices.

Advancement of technology in curbing corruption in the traffic police

In the field of anti-corruption, Information Communication Technology has been widely perceived to offer new effective means for the prevention, detection, and prosecution of corruption as numerous studies assert, ICT can promote transparency, accountability, and citizen participation and it can also facilitate advocacy and closer interaction of government and citizens (Adam and Fazekas, 2021). Furthermore, the most widely praised tools include websites and mobile phone applications as well as newly emerging Distributed Ledger Technology (DLT), big data analysis, and artificial intelligence (AI) and these tools serve the fight against corruption by enhancing access to public information, monitoring officials' activities, digitalising public services and enabling corruption reporting. Body-worn cameras, surveillance cameras, and dash cameras could help traffic law enforcement curb corruption at Driving License Testing Centres, issuing of traffic fines, and issuing of roadworthy certificates as all of these have a significant impact on road safety in South Africa and if they are applied correctly the number of fatalities on the road will reduce significantly as the conduct of law enforcement officials will be monitored on the road through body-worn cameras and dash cam while at DLTC surveillance cameras will assist to ensure that only competent drivers get drivers licenses. The National Traffic Information System should be more advanced to detect those who cancel the infringements of their colleagues, friends, and families. This system should be able to detect that Officer A or B cancelled an infringement as well as capturing the date and time of the incident. This will eliminate corrupt practices within the traffic law enforcement environment. In relation to road safety, technological systems around the world proved to be effective. These systems enable you to control traffic, catch lawbreakers, and provide road safety. A split second is all it takes for an accident to happen, keeping your eyes on the road, your hands on the wheel and your mind on

your driving remain the most basic and crucial rules of the road for your safety and that of other road users. In recent years, it has been found that the problem does not always lie in what the driver can or cannot do but in what he/she actually decides to do and the crucial issue is therefore to understand what motivates road users to commit an act, which puts both themselves and others at risk. Technology should be improved by the road traffic authorities and be maintained to assist in getting accurate results and ensure compliance with the rules of the road. There is a need for effective collaboration between technology providers and road traffic authorities in overcoming road traffic accidents. Training should be provided to law enforcement officials on the use of advanced technology to ensure efficient and effective use of those devices.

Conclusion

Corruption within the traffic police environment is very rife where officials are abusing their powers by soliciting bribes from motorists, candidates for leaner licenses, driver's licenses, issuing of traffic fines, roadworthy certificates, etc. All of these practices have a negative impact on the project of road safety, and it disadvantage the goal of the National Development Plan to reduce the number of fatalities on the road by 2030. Traffic police structures have been commonly viewed as one of the public entities most exposed to the risk of corruption since considerable powers are entrusted to law enforcement officials, it is generally assumed that these powers can easily be manipulated for private benefit or even political purposes (Council of Europe, 2015). Furthermore, the reduction of corruption in law enforcement is a necessary precondition for pursuing tangible reforms and progress in achieving this long-term goal also depends on the introduction of sets of anti-corruption mechanisms applied not only within law enforcement but also across the entire public administration. Corruption is one of the most convincing threats to security organizations because it is a problem related to ethics and is usually generated from outside by the actions of people who from their own perspectives, recruit and corrupt public servants to serve their purposes and in many cases, these activities are done in secrecy and cannot be easily detected (Fernandez, 2013). The government must provide traffic police environment with enough funding so that they can train and equip their officers with the tools they need to perform their duties. Of course, traffic police should also be given a living wage because law enforcement officials do not make enough money, the government should at the very least exempt them from paying taxes. In order to prevent law enforcement officials from acting as a law unto themselves and instead serving the people in accordance with the law, appropriate monitoring measures must be implemented. Traffic police authorities must create a robust code of ethics as a standard, ensure

that all personnel are familiar with it through training, and emphasize the value of the code through leadership.

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Institutional Review Board Statement: Ethical review and approval were waived for this study, due to the research does not dealing with vulnerable groups or sensitive issues.

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