



Road Traffic
Management Corporation

State of Road Safety Report: Quarter 1

April - June 2023



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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List of acronyms and abbreviations

CHOCOR	:	CULPABLE HOMICIDE CRIME: OBSERVATION REPORT
EC	:	EASTERN CAPE
GA	:	GAUTENG
FS	:	FREE STATE
LI	:	LIMPOPO
MP	:	MPUMALANGA
NC	:	NORTHERN CAPE
NW	:	NORTH WEST
WC	:	WESTERN CAPE
KZN	:	KWAZULU NATAL
SAPS	:	SOUTH AFRICAN POLICE SERVICE
NATIS	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM

1. OBJECTIVE OF THE REPORT

This report aims at achieving the following objectives:

- To provide road traffic fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Report (CHoCOR) Forms and provincial inputs; and
- To present statistics on registered vehicles, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.

2. EXECUTIVE SUMMARY

The purpose of the report is to provide final road crash statistics for the period April to June 2023. The performance is as provided below.

Road Crashes Data

A total number of 3 001 fatalities were recorded for the period April – June 2023 from 2 587 fatal crashes. A decrease of 0.4% has been recorded for fatal crashes and 4.9% decrease in fatalities.

Vehicle and driver population

The number of registered vehicles decreased by 59 378 (0.45%) from 13 145 163 on 30 June 2022 to 13 094 785 vehicles as on the 30 June 2023.

The number of learner driving licenses issued increased by 2 753 (0.25%) from 1 096 580 end June 2022 to 1 099 333 end June 2023.

The number of driving licenses issued increased by 477 618 (3,26%) from 14 652 958 on 30 June 2022 to 15 130 576 as of 30 June 2023.

The number of Professional Driving Permits (PrDP's) issued increased by 83 770 (8.07%) from 1 038 027 on 30 June 2022 to 1 121 797 on 30 June 2023.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between April and June of 2022 and 2023 using the CHoCOR Forms and input from provinces. In addition, the report includes information about registered vehicles, learner driving licence, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS).

2. METHODOLOGY

2.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is used to collect fatal road crash data on daily basis. South African Police Service (SAPS) is the primary source of the fatal crash data. SAPS provide the Corporation with a list of all recorded fatal crashes (CAS list) and further to this, the Corporation receive the CHoCOR forms from various police stations and takes input from provinces. Road Traffic Management Corporation captures, processes, and verifies the data to compile a report.

2.2 Crash Data Flow

The data is collected through the CHoCOR forms which are submitted to the Corporation either by fax, email or through the phone. Input is also given by provinces on fatal crashes and fatalities.

2.3 Data processing

The data is captured, verified and the consolidated statistics are compiled. There is a continuous engagement with provinces for validation purpose.

2.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is still a need for in-depth research to be conducted to collect scientific base facts to complement the administrative data.

3. FATAL ROAD CRASH ANALYSIS

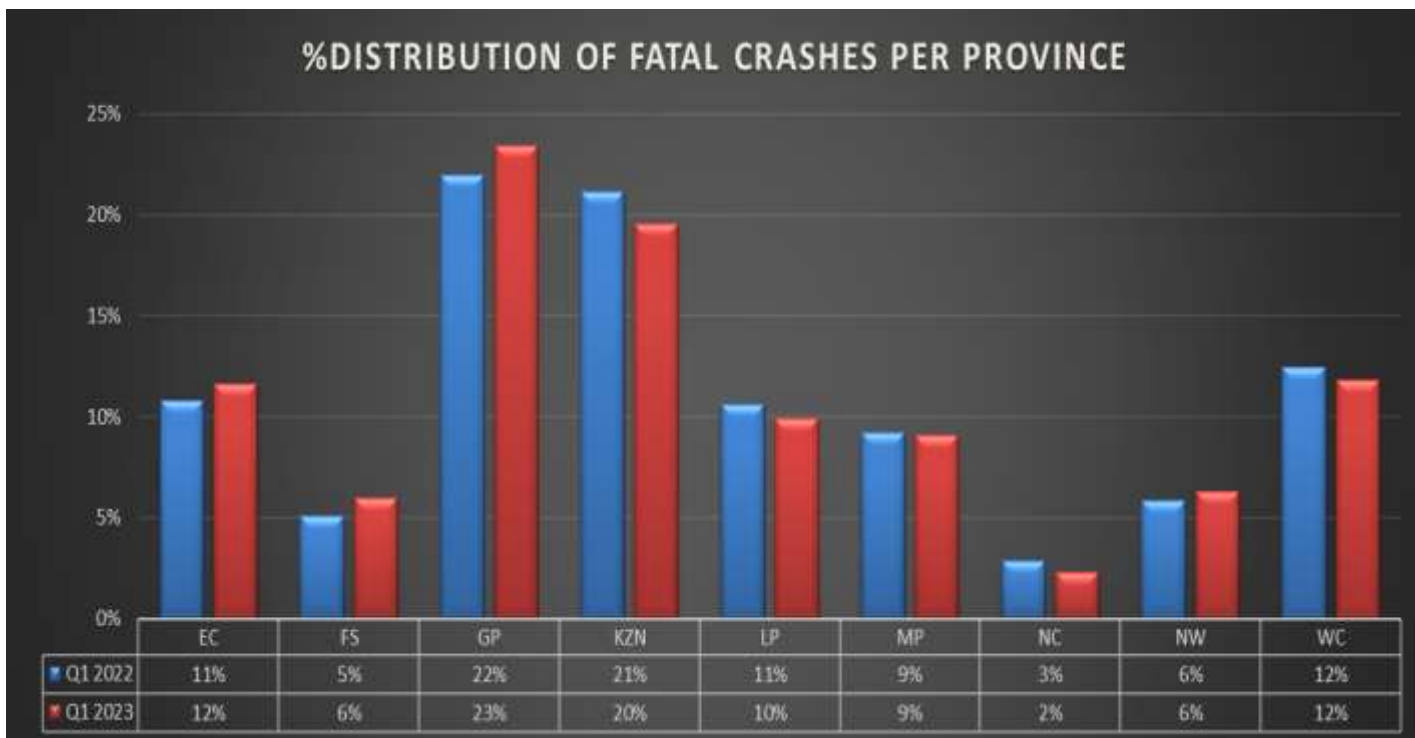
The section covers the data in relation to fatal road crashes, which encompasses the number of fatal crashes and fatalities, contributory factors, fatality information per road user group and major crashes.

3.1 Number of fatal crashes

The table below is a comparison between the first quarter of financial year 2022/23 and first quarter of financial year 2023/24. A decrease of 72 (2.7%) has been recorded for the period under review. The highest percentage decrease was in Northern Cape at 21.1% followed by Kwa-Zulu Natal at 10.0% and Limpopo at 9.5%. The highest increase was in Free State at 14.1% followed by Eastern Cape and North West at 4.5% each.

FATAL CRASHES PER PROVINCE											
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA	
Q1 2022		287	135	584	562	283	245	76	156	331	2659
Q1 2023		300	154	607	506	256	235	60	163	306	2587
CHANGE		13	19	23	-56	-27	-10	-16	7	-25	-72
% CHANGE		4,5%	14,1%	3,9%	-10,0%	-9,5%	-4,1%	-21,1%	4,5%	-7,6%	-2,7%

Table 1: Number of fatal crashes per province



Graph 1: Percentage distribution of fatal crashes for the two quarters

The graph above indicates the percentage distribution per province of fatal crashes for the first quarters of 2022/23 and 2023/24. The highest contributors to fatal crashes during the first quarter of financial year 2023/24 in percentage are Gauteng at 23%, Kwa-Zulu Natal at 20%, Eastern Cape and Western Cape at 12%.

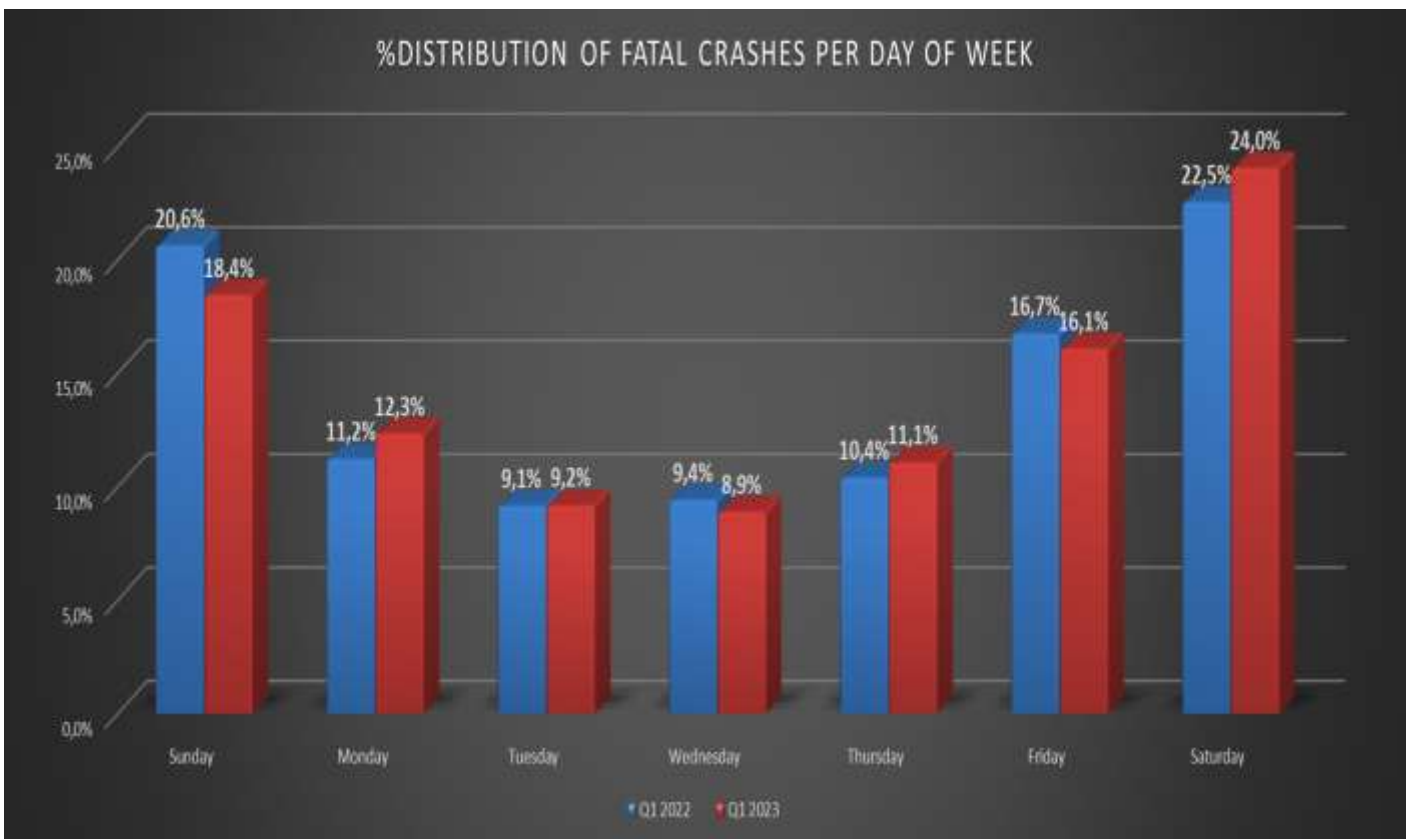
3.1.1 Fatal Crashes per Day of Week

The details of the fatal crashes per day week is given in the table below. Friday, Saturday, and Sunday are days with most fatal crashes recorded compared to other days. For both years these days contribute 58% of weekly fatal crashes.

DAY OF WEEK	Q1 2022	Q1 2023
Sunday	20,6%	18,4%
Monday	11,2%	12,3%
Tuesday	9,1%	9,2%
Wednesday	9,4%	8,9%
Thursday	10,4%	11,1%
Friday	16,7%	16,1%
Saturday	22,5%	24,0%

Table 2: Percentage distribution of fatal crashes per day of week

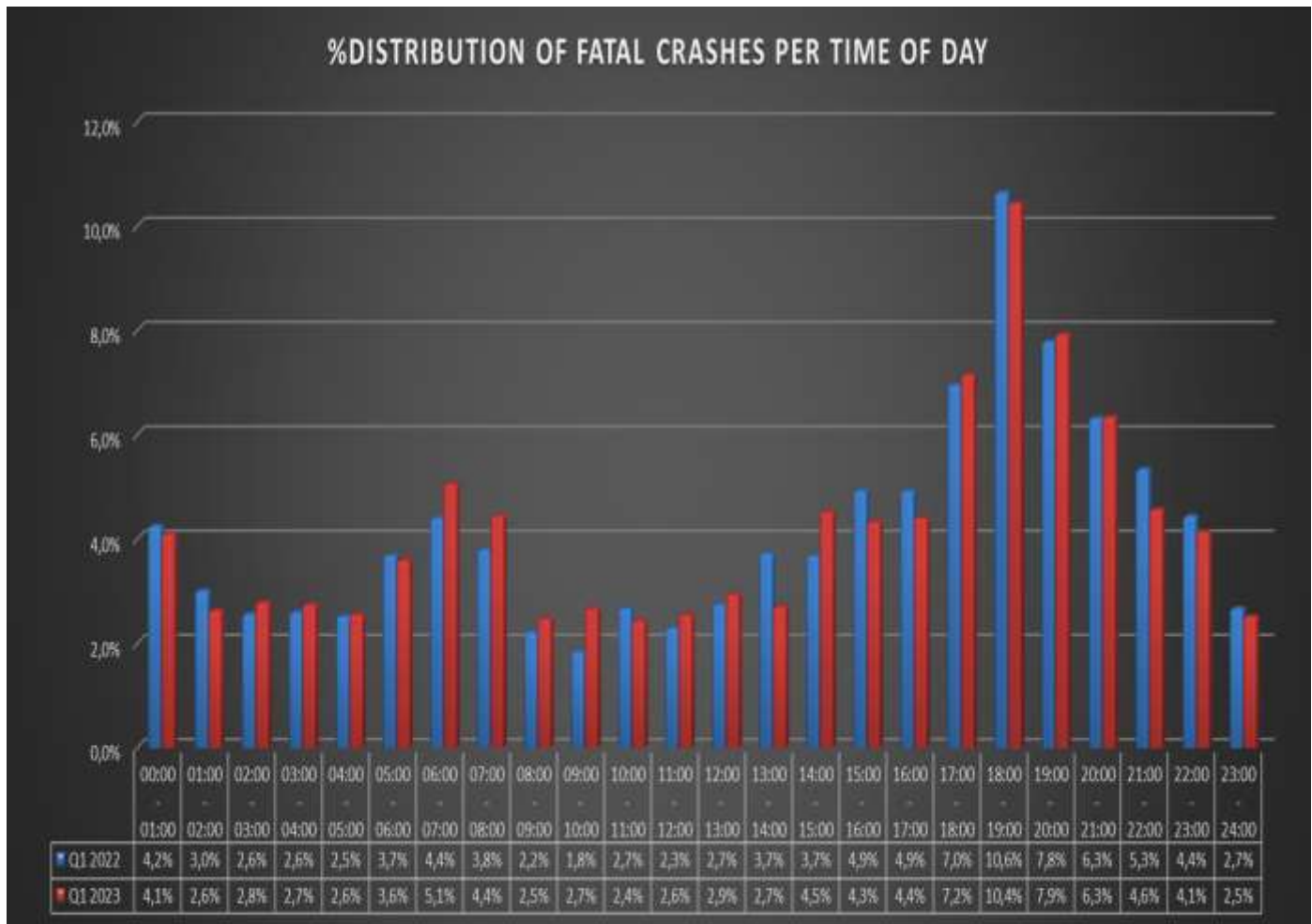
The percentage of fatal crashes per day of the week are reflected in the graph below. Fatal crashes start increasing from Friday and were at their highest on Saturday and Sunday for quarter one of both years.



Graph 2: Percentage distribution of fatal crashes per day of week

3.1.2 Fatal Crashes per time of day

The percentage of fatal crashes per time of day for the period under review is reflected in the graph below.



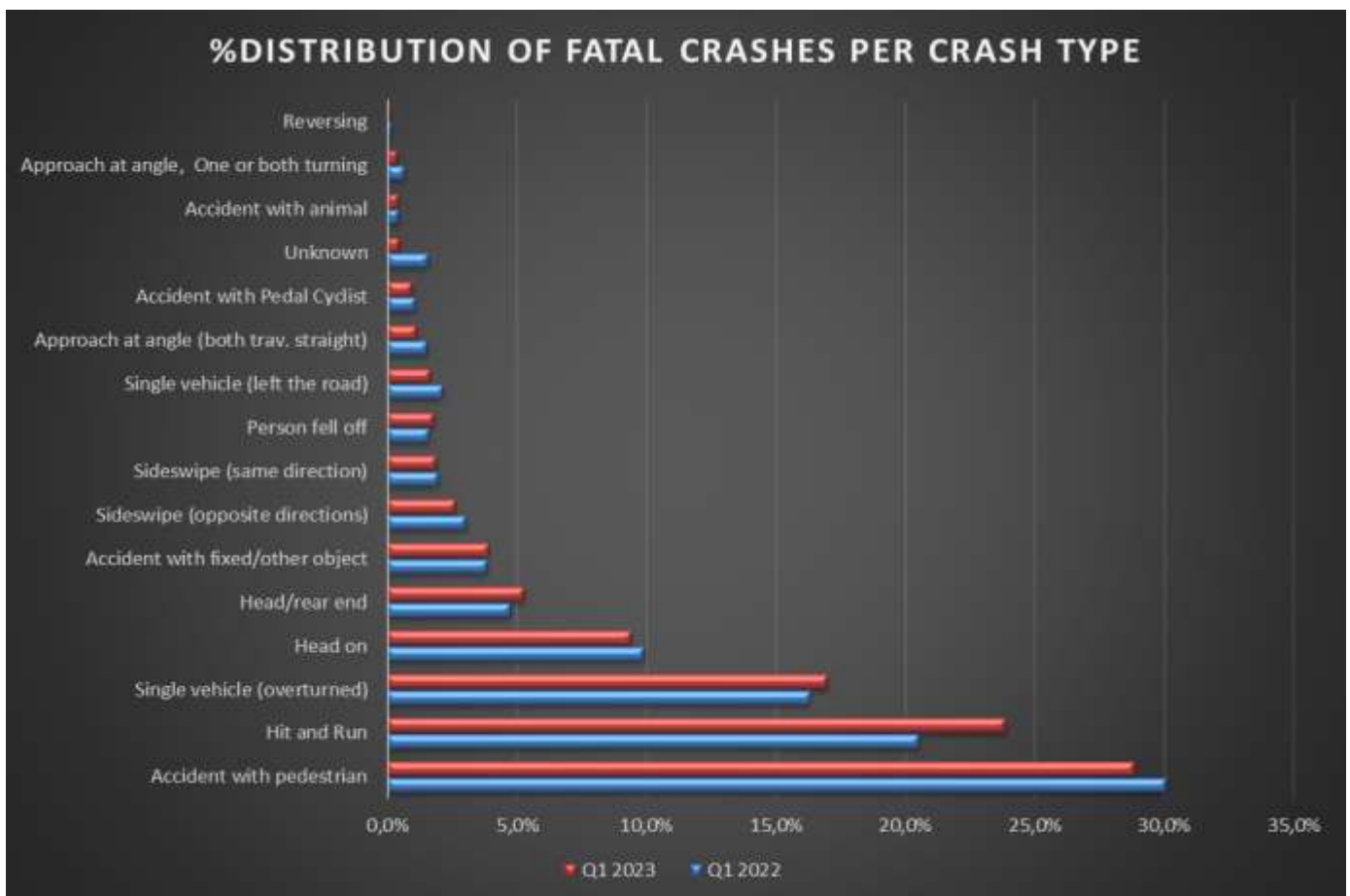
Graph 3: Percentage distribution of fatal crashes per time of day

The above graph shows a comparison between fatal crashes per time of day for quarter one of 2022/23 and 2023/24. From the above graph crashes started going up from 15h00 until 23:00. The peak being between 18:00 to 19:00 time slot with 10.6% contribution in 2022/23 and 10.4% in 2023/24; this is followed by the time periods between 19:00 and 20:00 at 7.8% in 2022/23

and 7.9% in 2023/24; then 17:00 to 18:00 at 7.0% in 2022/23 and 7.2% in 2023/24.

3.1.3 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type is reflected in the graph below.

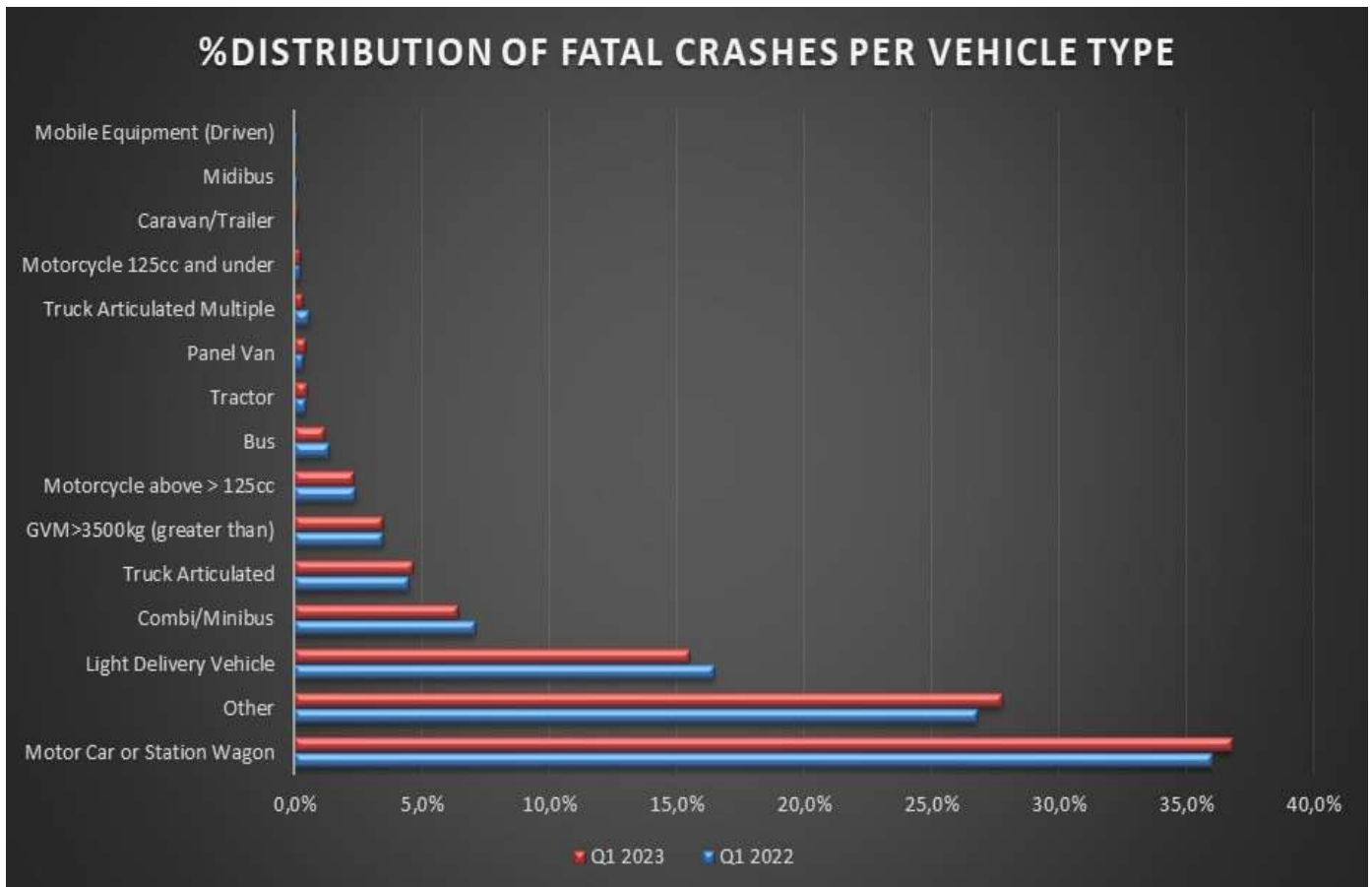


Graph 4: Percentage distribution of fatal crashes per crash type

The above graph shows that the top four crash types were with pedestrians at 28.9%, Hit and Run at 23.9%, single vehicle overturned at 17.0% and head on collisions at 9.4% in first quarter of 2023/24 financial year. Hit and runs and accident with pedestrians accounted for 52.8% of crash types in that period.

3.1.4 Fatal crashes per vehicle type

The percentage contribution of various vehicles involved in the fatal crashes are reflected in the graph below.

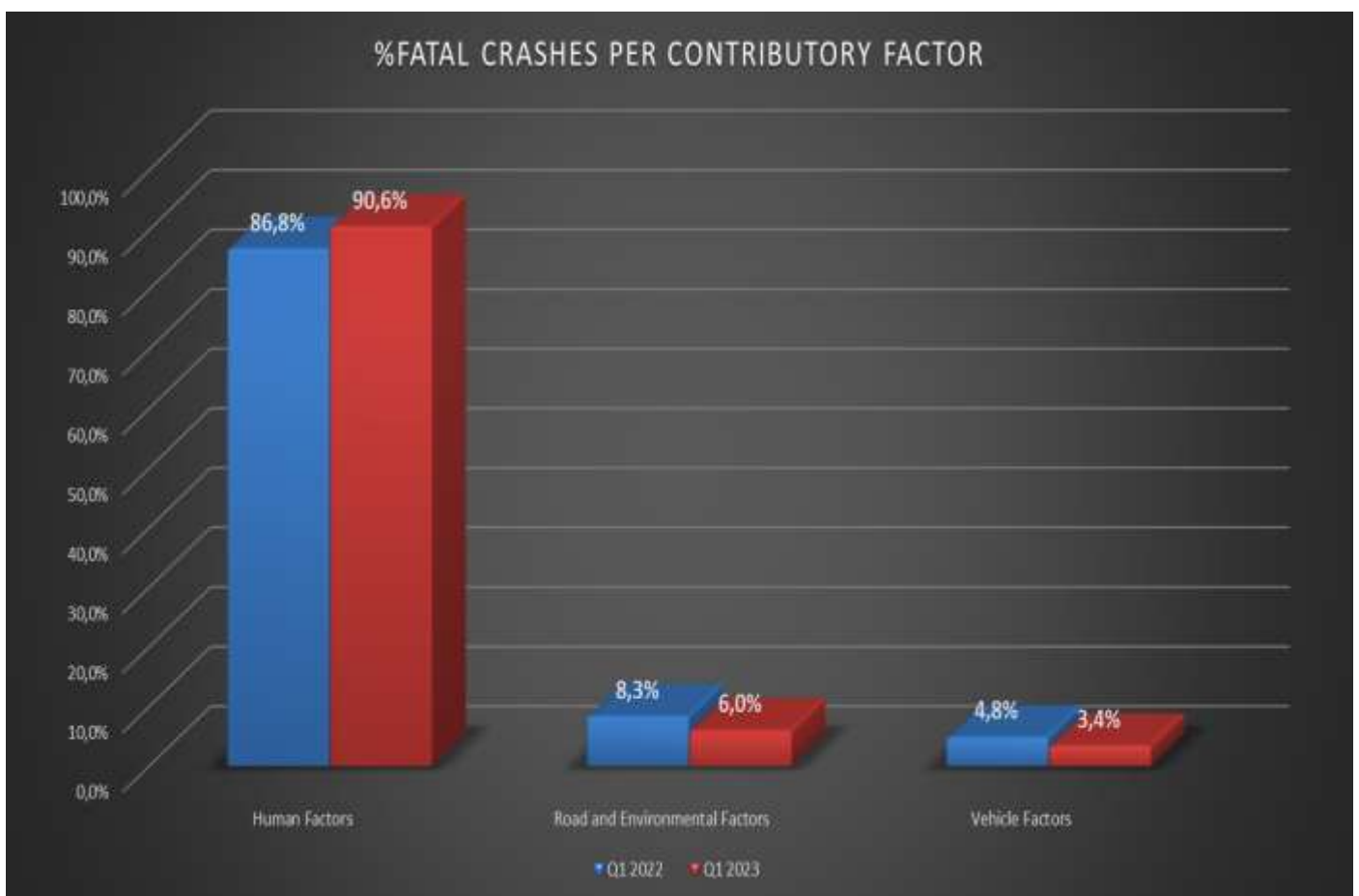


Graph 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that were mostly involved in fatal crashes are the motorcars and station wagons at 36.8% and light delivery vehicles at 15.5%.

3.2 Contributory factors

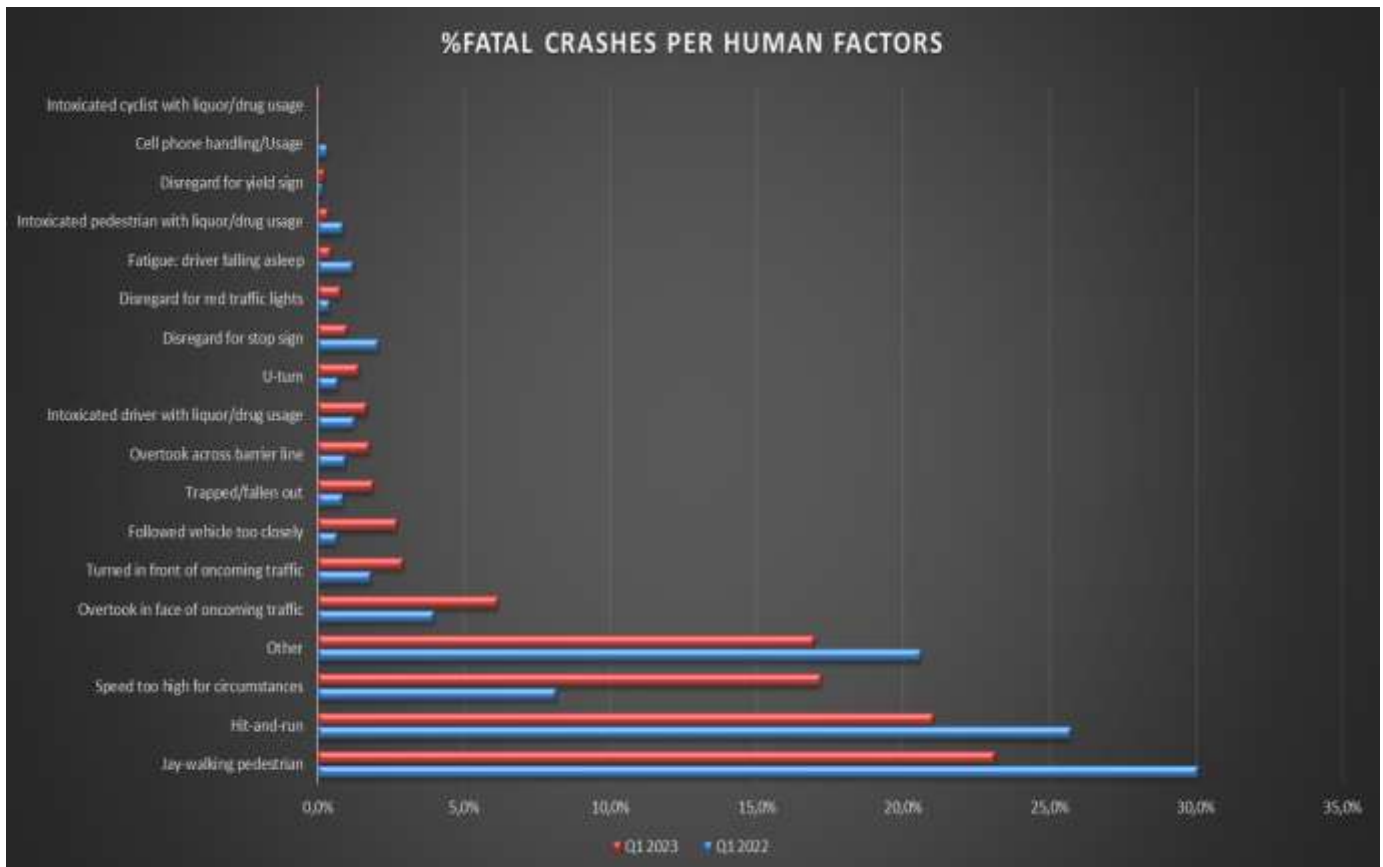
The contributory factors for fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and environment (include limited visibility, poorly marked roads, missing road signs, sudden changes in road infrastructure, gravel road, the state of the road and weather conditions).



Graph 6: Comparison of contributory factors

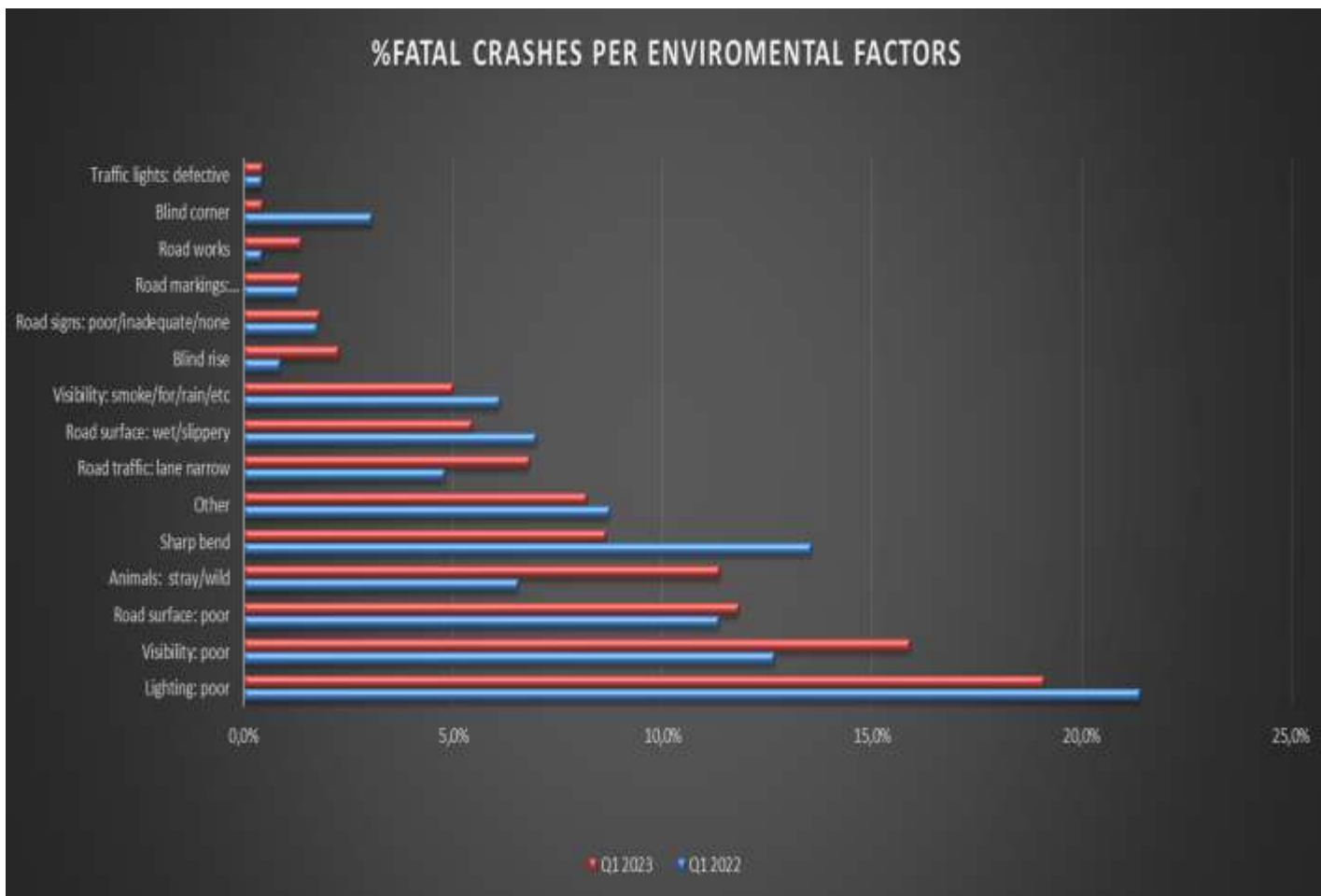
The above graph shows that most fatal crashes occur due to human factors. In 2022/23 human factors contributed 86.8% to fatal crashes and 90.6% in

2023/24. The roads and environmental factors contribute 8.3% to fatal crashes in 2022/23 and 6.0% in 2023/24. Vehicle factors contribute 3.4% to fatal crashes in 2022/23 and 4.8% in 2023/24.



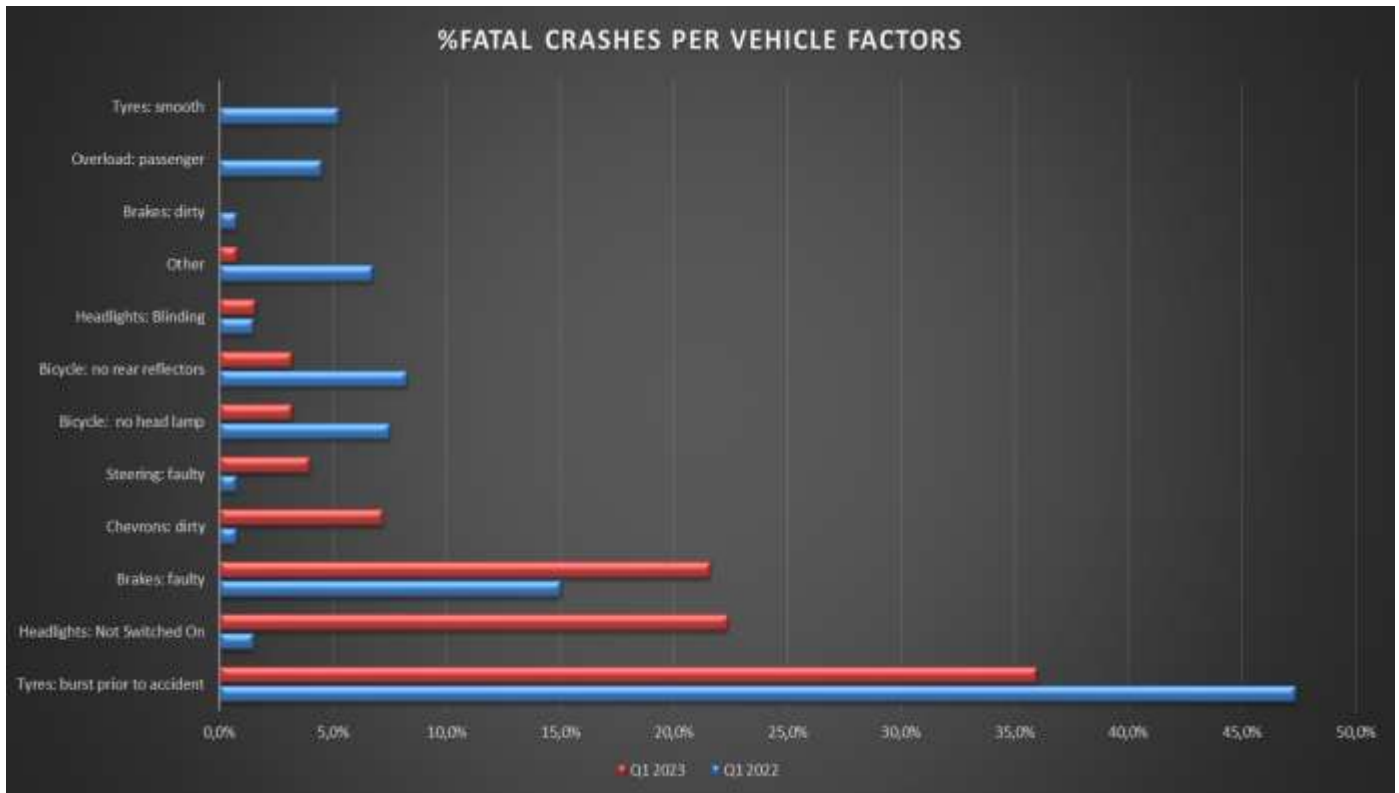
Graph 7: Percentage distribution of human factors

The top two human factors contributing 55.8% in 2022/23 and 44.2% in 2023/24 were Jay-walking at 30.1% in 2022/23 and 23.1% in 2023/24 and Hit-and-run at 25.7% in 2022/23 and 21.0% in 2023/24. Speed as a contributory factor to fatal crashes went up by 9.0% from 8.2% in 2022/23 to 17.2% in 2023/24.



Graph 8: Percentage distribution of road and environmental factors

The above graph shows the top five environmental and road factors being poor lighting at 19.1%, poor visibility at 15.9% and poor road surface at 11.8%, stray animals at 11.4% and sharp bend at 8.6% in 2023/24.



Graph 9: Percentage distribution for vehicle factor

The above graph shows that within the vehicle factors most crashes occurred due to tyre burst (at 47.4% in 2022/23 and 36.0% in 2023/24). The second factor was faulty brakes at 15.0% in 2022/23 and 21.6% in 2023/24.

4. ROAD FATALITIES ANALYSIS

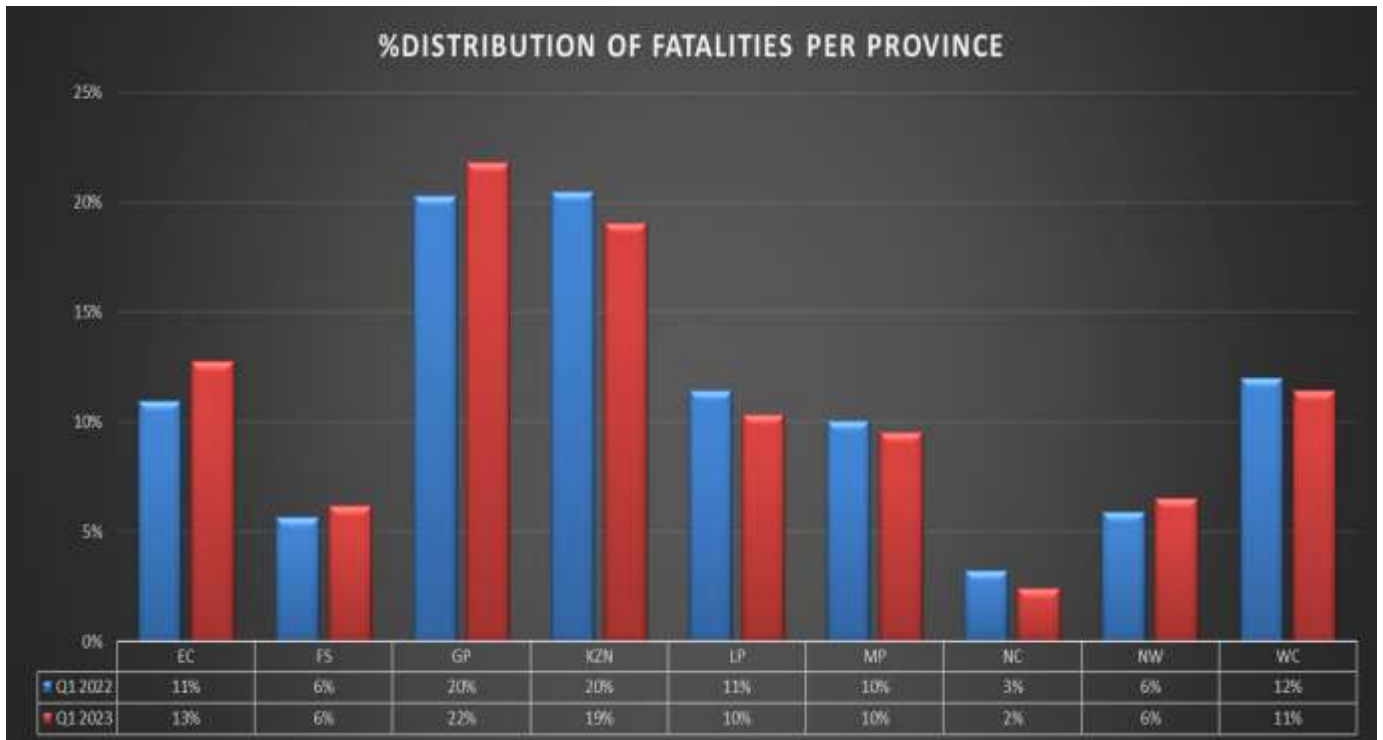
The section covers road fatalities for the first quarter of 2022/23 and 2023/24. Fatalities are defined as when a person or persons are killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result on such crash. This section will encompass the number of fatalities and percentage distribution per road user group, gender, race and per age.

4.1 Number of fatalities per province

FATALITIES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q1 2022	346	178	641	646	361	317	102	186	379	3156
Q1 2023	383	185	655	572	310	286	72	195	343	3001
CHANGE	37	7	14	-74	-51	-31	-30	9	-36	-155
% CHANGE	10,69%	3,93%	2,18%	-11,46%	-14,13%	-9,78%	-29,41%	4,84%	-9,50%	-4,91%

Table 3: Comparison of fatalities per province for the two quarters

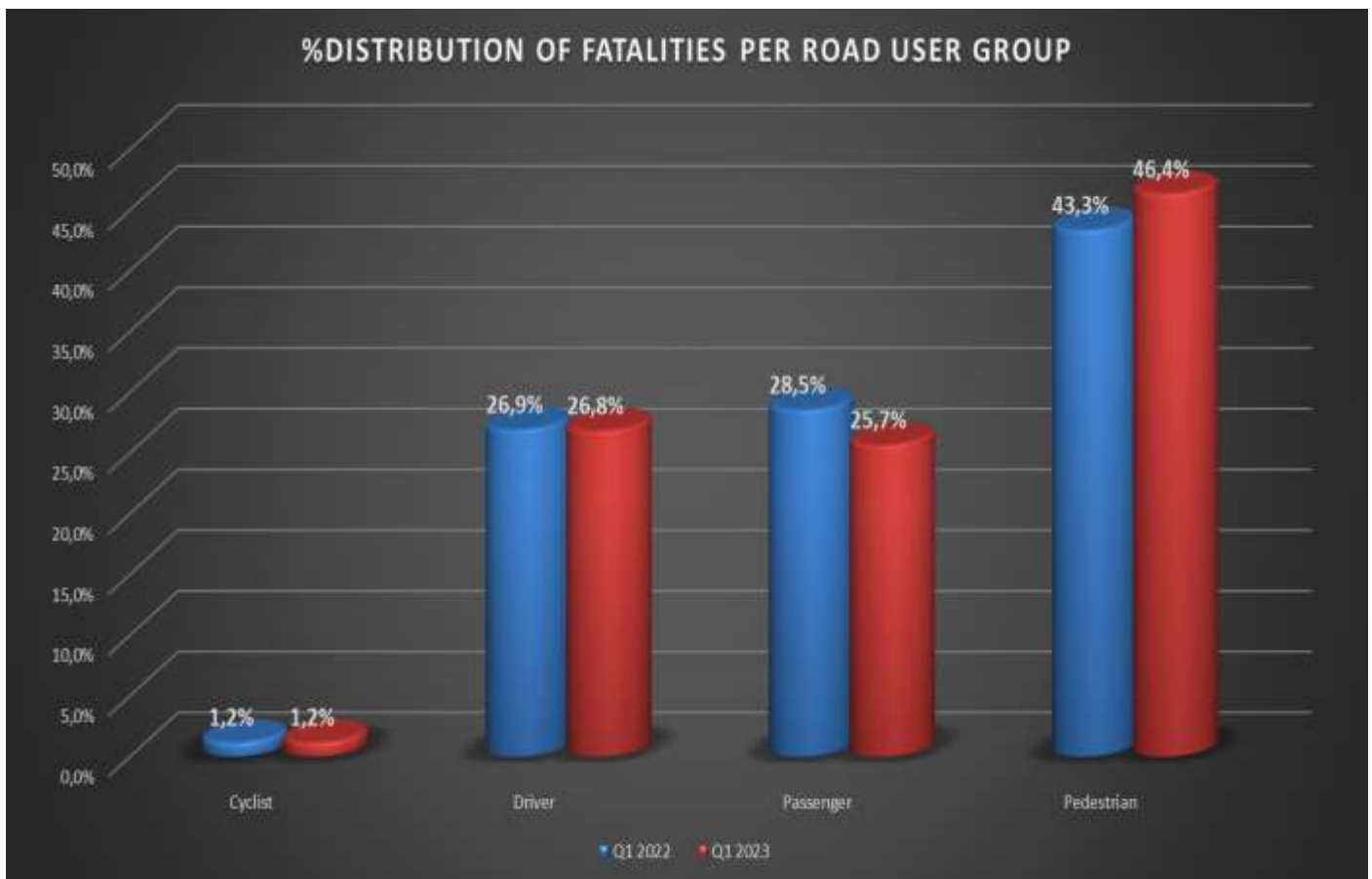
The table below is a comparison of the first quarter of financial year 2022/23 and first quarter of financial year 2023/24. A decrease of 155 (4.91%) has been recorded for the periods under review. Northern Cape had the highest percentage decrease of 29.4% followed by Limpopo at 14.1%, then Kwa-Zulu Natal at 11.5%. The highest percentage increase was in Eastern Cape at 10.7% increase.



Graph 10: Percentage distribution of fatalities per province

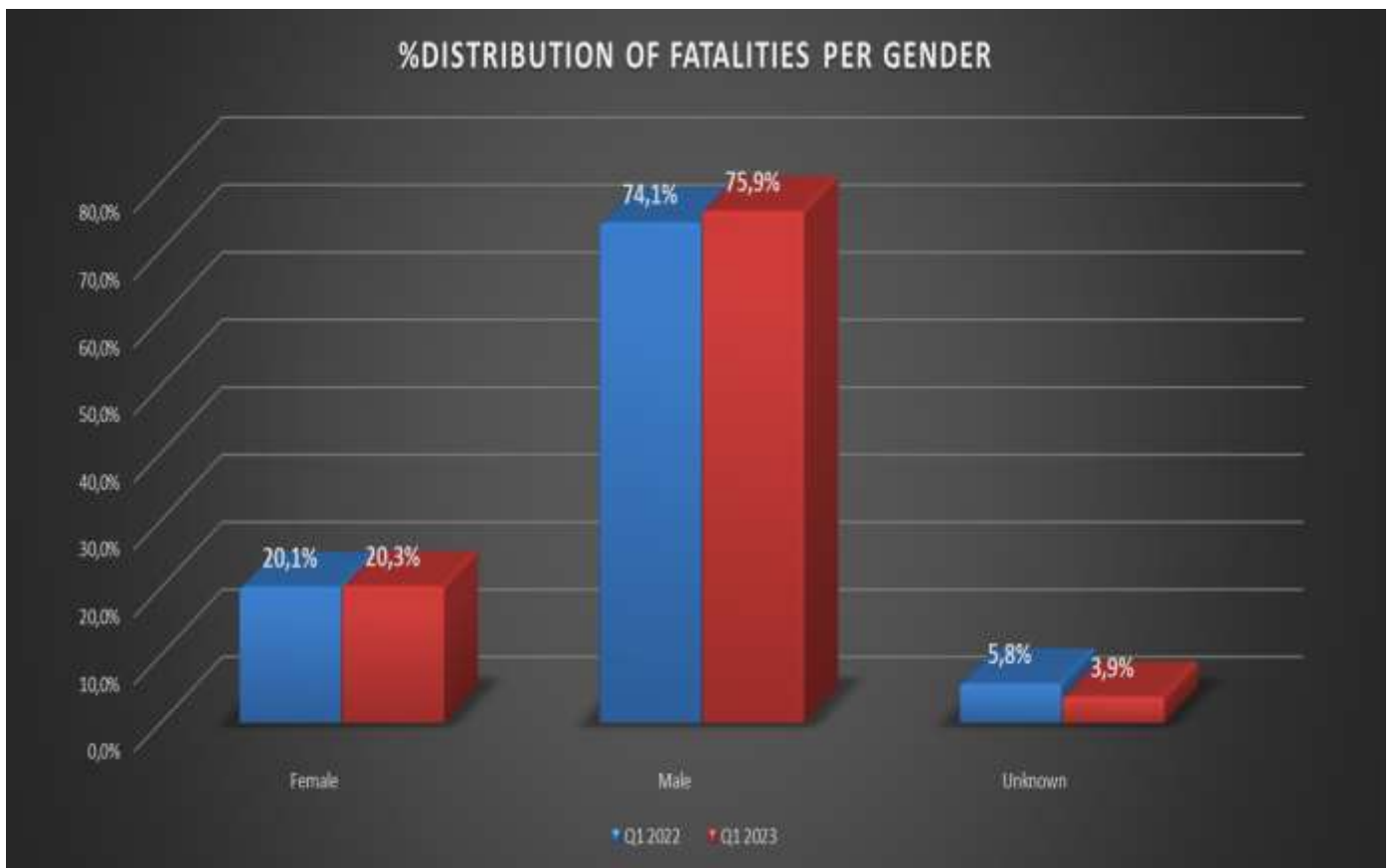
The graph above indicates percentage distribution per province of fatalities for the two quarters. The highest contributors to fatalities during quarter one of financial year 2023/24 in percentage are Gauteng at 22%, Kwa-Zulu Natal at 19% and Eastern Cape at 13%.

4.2 Number of Fatalities per Road User Group



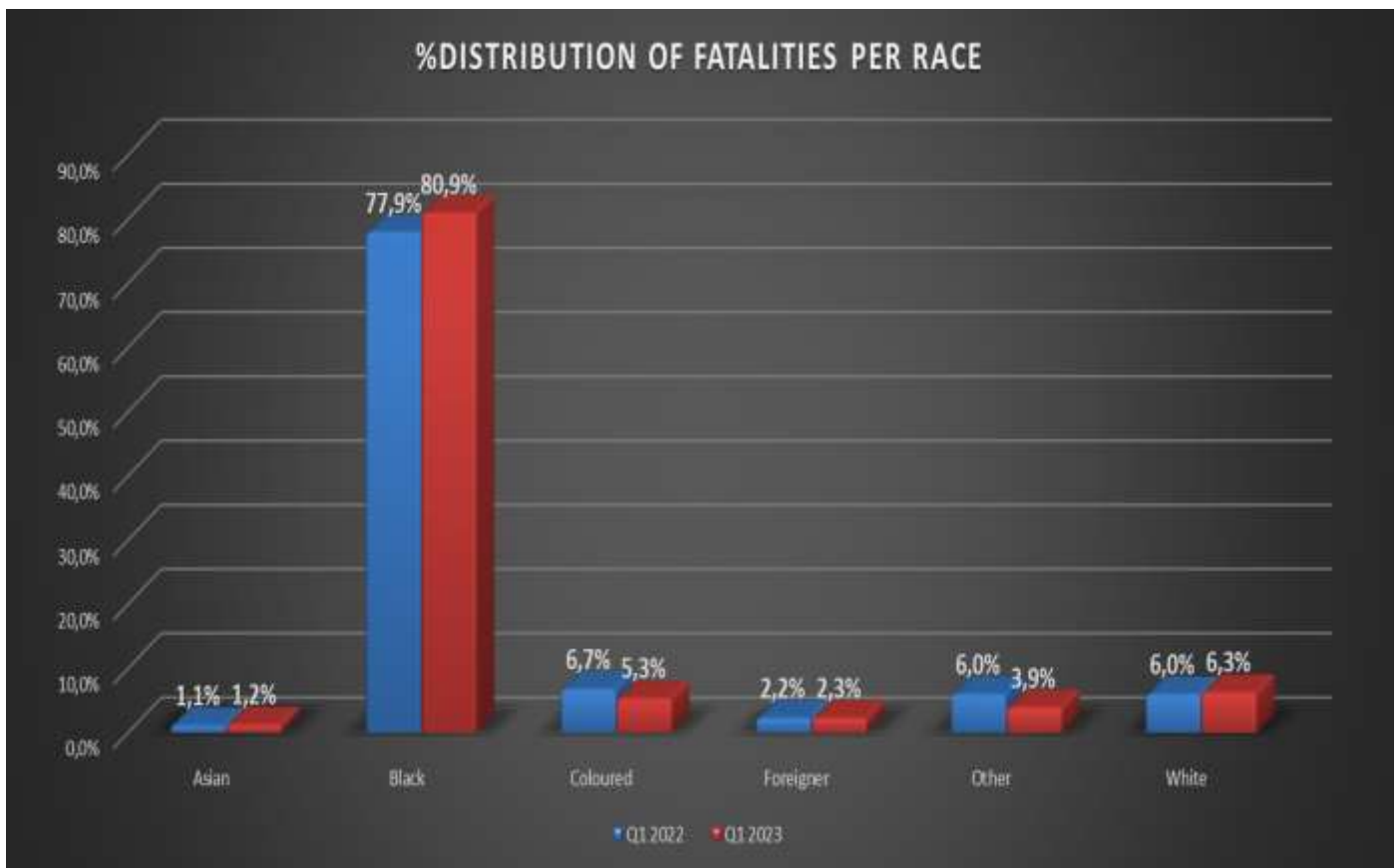
Graph 11: Percentage distribution of fatalities per road user

The percentage distributions of fatalities for various road user groups are reflected in the graph above. Pedestrians make more than 40% of road fatalities year on year. Drivers average at 26% contribution to road fatalities and passengers average 27% of fatalities.



Graph 12: Percentage distribution of fatalities per gender

The graph above depicts trends for fatalities per gender for the two quarters. Males make up more than three quarters of road fatalities.

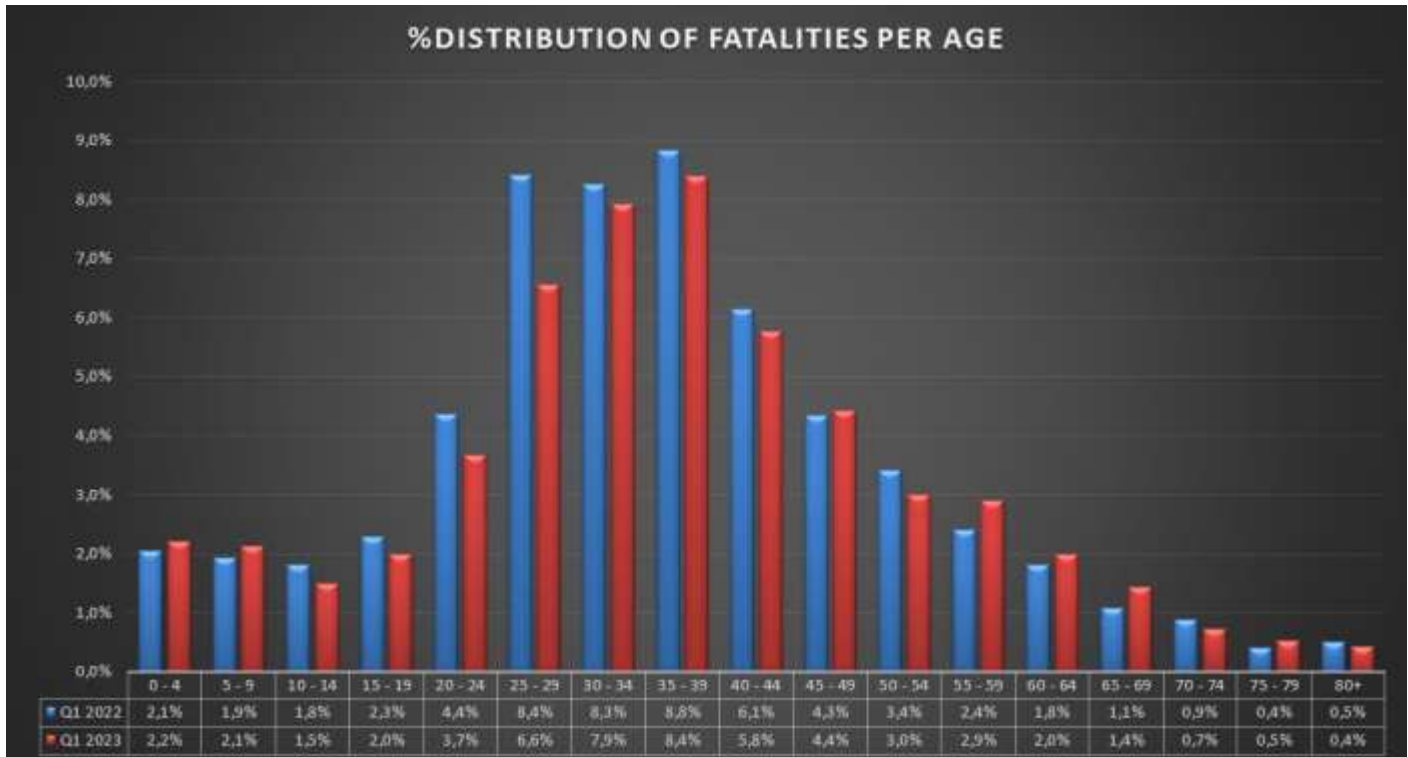


Graph 13: Percentage distribution of fatalities per race

The graph above shows trends for fatalities per race for the two quarters. More than three quarters of road fatalities were blacks.

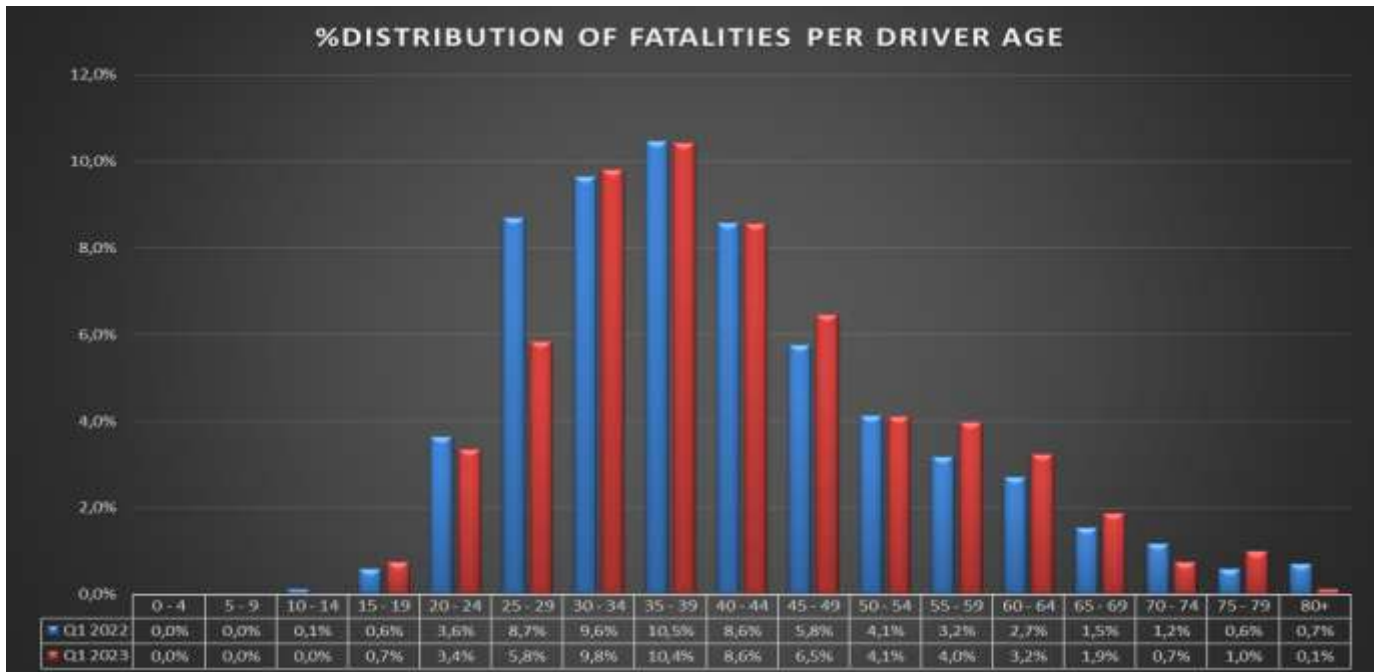
4.3 Road user group fatalities per age group

The graphs below provide information regarding the fatalities per age and per road user group for the period April to June 2022 and 2023.



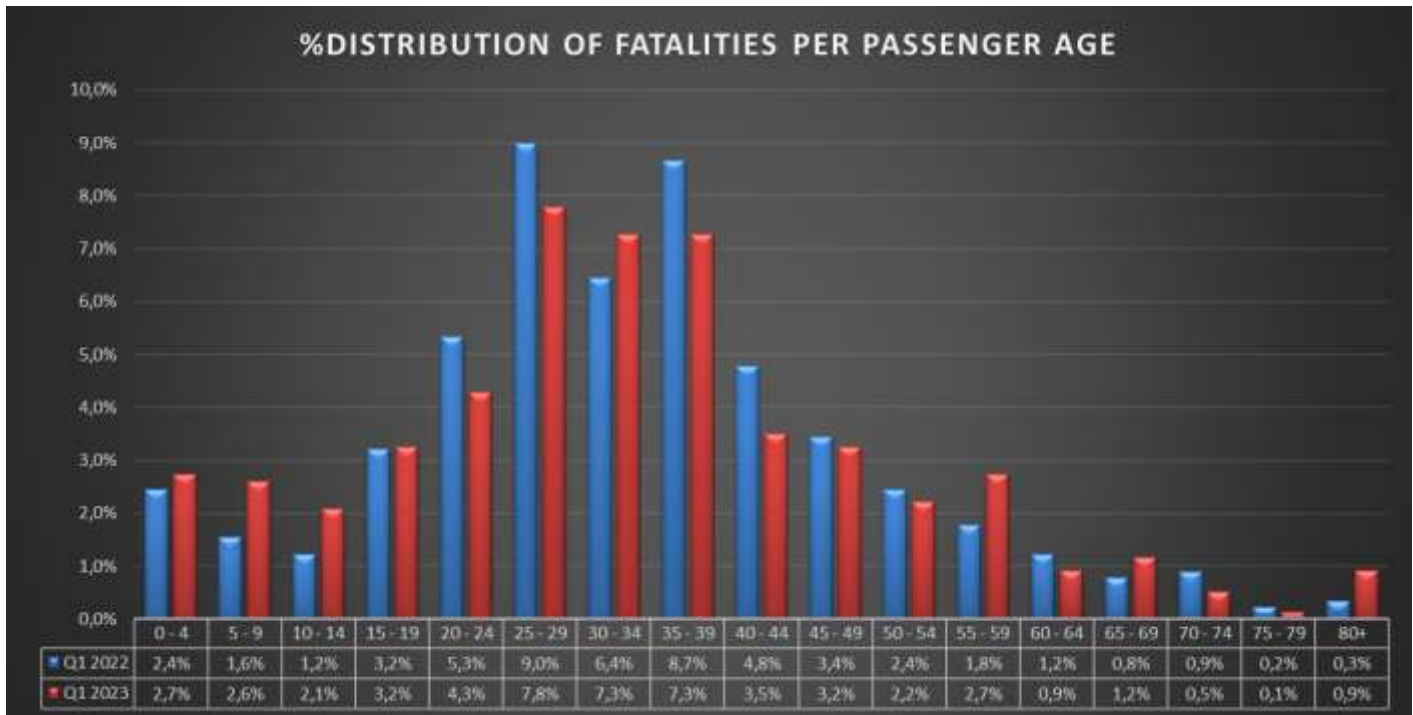
Graph 14: Percentage distribution of fatalities per age

The graph above shows more nearly a quarter of road user fatalities are between the ages of 25 and 39 for Q1 of both 2022/23 and 2023/24.



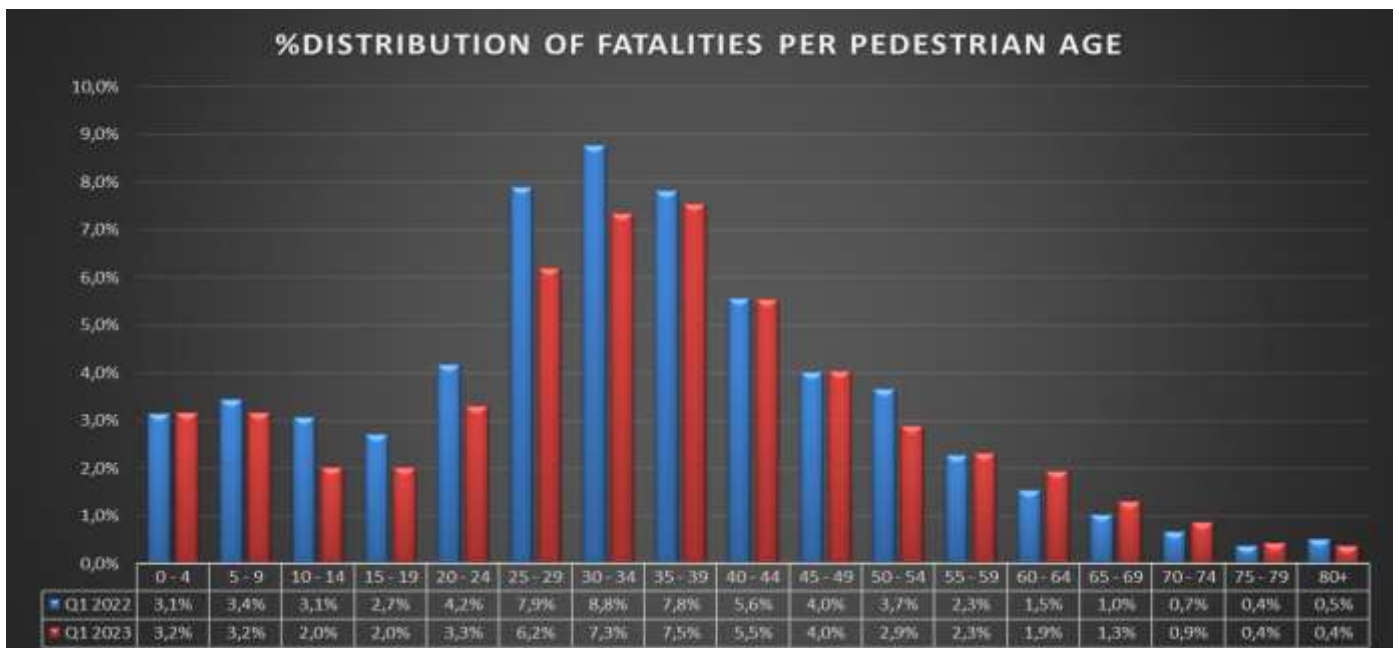
Graph 15: Percentage distribution of fatalities per age for drivers

The graph above shows more than 35% of driver fatalities were between the ages of 25 and 44 in both 2022/23 and 2023/24. Ages between 35 and 39 constitutes 10% of driver fatalities.



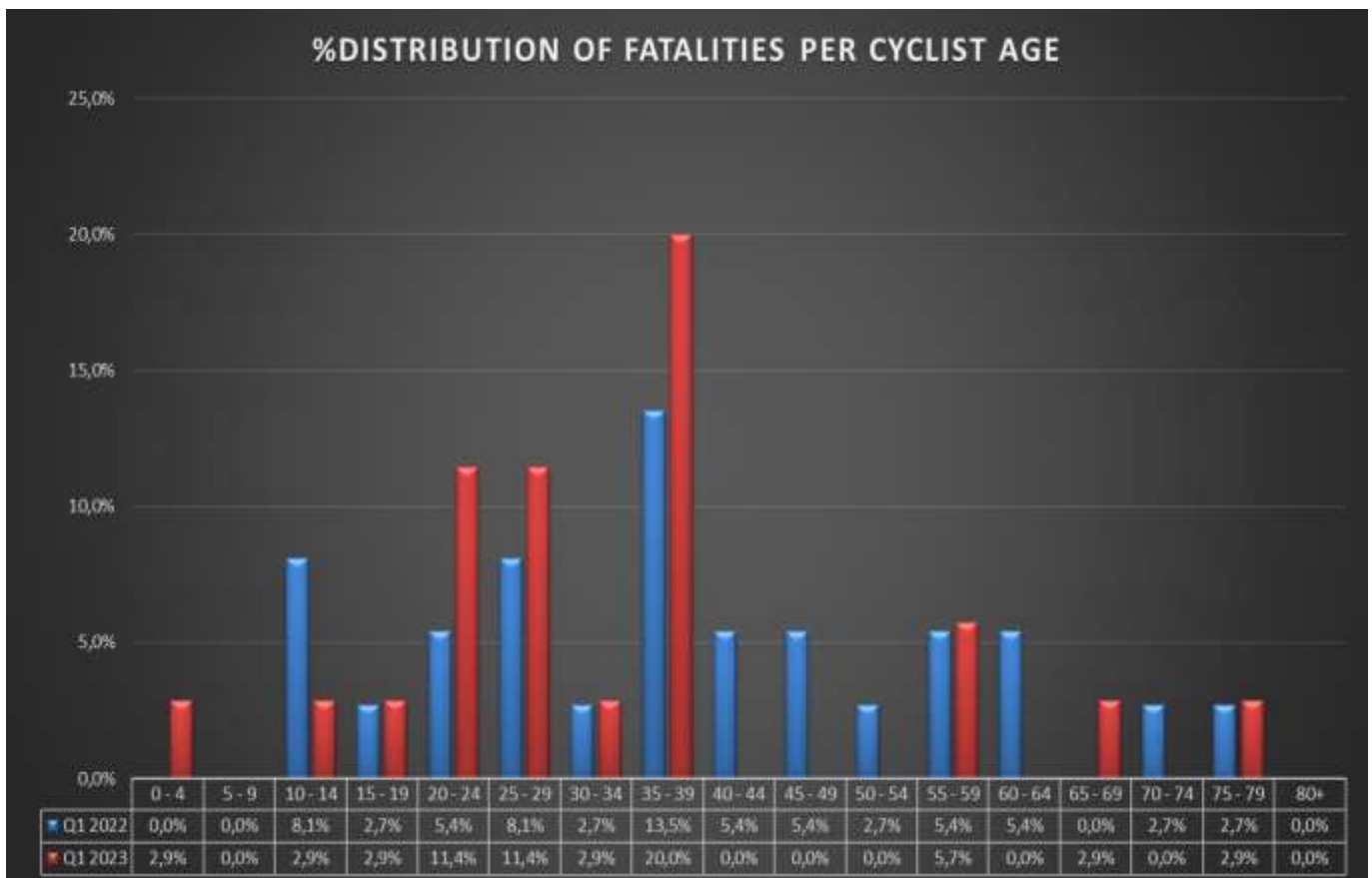
Graph 16: Percentage distribution of fatalities per age for passenger

The above graph shows 24% of passenger fatalities were between the ages of 25 and 39 in 2022/23 and 22% in 2023/24.



Graph 177: Percentage distribution of fatalities per age for pedestrians

The above graph shows that most fatalities for pedestrians were recorded between the age group 25 to 44 years. In 2022/23 the percentage of death in the pedestrian category for this age group was 30% and in 2023/24 it was 27%.



Graph 18: Percentage distribution of fatalities per age for cyclists

The above graph shows that in 2022/23 most cyclist fatalities were recorded between age group 25 to 29 and 35 to 39 years at 8% and 14%. In 2023/24 the age groups with the highest fatalities are 35 to 39 at 20% and 20 to 24 and 25 to 29 at 11% each.

SECTION B

5. INTRODUCTION

The section covers the vehicle population and human mobility data, as well as driver population. The vehicle population data will encompass the number of registered vehicles inclusive of the status of their roadworthiness and licencing, as well as human mobility in terms of the number of persons per vehicle. The driver population data covers the number of registered drivers including the status and categories of licences.

6. VEHICLE POPULATION

6.1 Number of Registered Vehicles

The number of registered vehicles decreased by 59 378 (0.45%) from 13 154 163 on 30 June 2022 to 13 094 785 vehicles as on the 30 June 2023. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
	Jun-22	Jun-23			Jun-23	Jun-23
Motorised Vehicles						
Motorcars	7 784 293	7 770 146	-14 147	-0,18%	65,57%	59,34%
Minibuses	354 465	352 636	-1 829	-0,52%	2,98%	2,69%
Buses	64 701	64 679	-22	-0,03%	0,55%	0,49%
Motorcycles	354 644	349 356	-5 288	-1,49%	2,95%	2,67%
LDV's - Bakkies	2 704 936	2 686 547	-18 389	-0,68%	22,67%	20,52%
Trucks	393 849	389 012	-4 837	-1,23%	3,28%	2,97%
Other & Unknown	255 001	238 223	-16 778	-6,58%	2,01%	1,82%
Total Motorised	11 911 889	11 850 599	- 61 290	-0,51%	100,00%	90,50%
Towed Vehicles						
Caravans	97 896	95 605	-2 291	-2,34%	7,68%	0,73%
Heavy Trailers	225 820	891 929	666 109	294,97%	71,69%	6,81%
Light Trailers	904 198	229 111	-675 087	-74,66%	18,41%	1,75%
Other & Unknown	14 360	27 541	13 181	91,79%	2,21%	0,21%
Total Towed	1 242 274	1 244 186	1 912	0,15%	100,00%	9,50%
All Vehicles	13 154 163	13 094 785	- 59 378	-0,45%		100%

Table 4: Number of registered vehicles per type

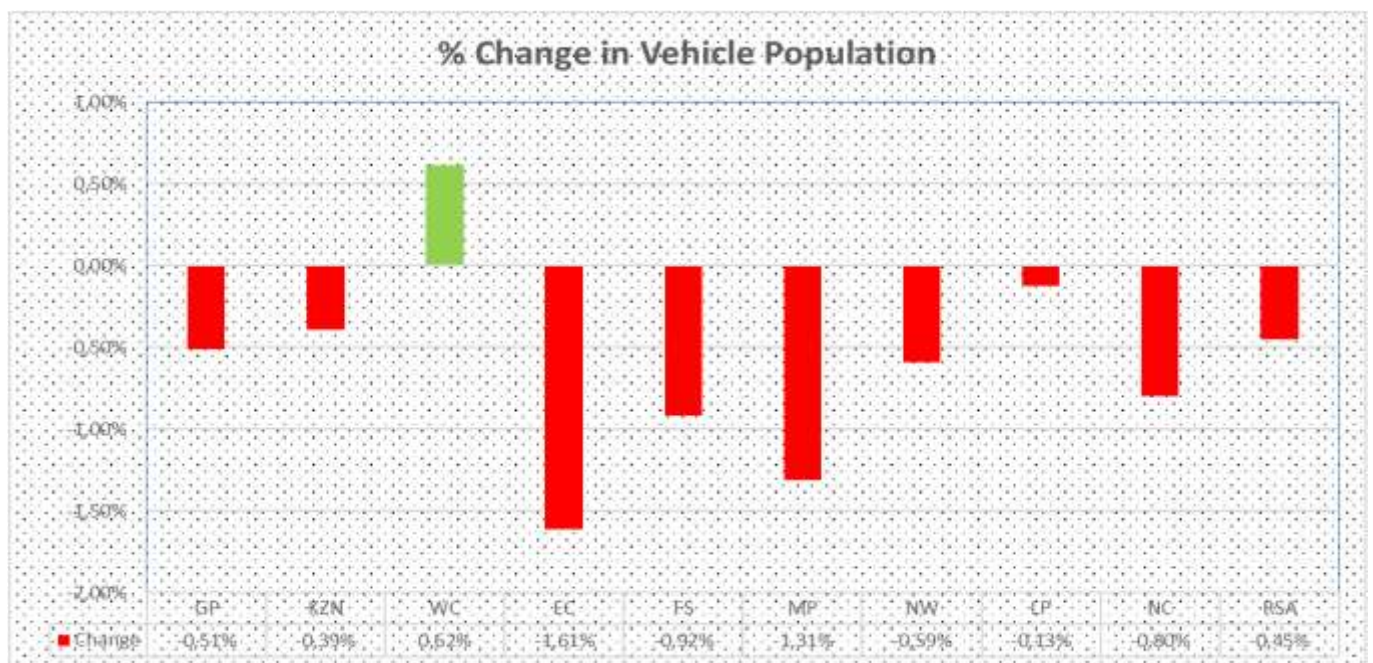
The table above shows that the highest percentage change within the motorized vehicles category is the reduction of other and unknown vehicles. There were no increases in the motorized vehicles.

The total motor vehicle population per Province for June 2022 and June 2023 is given in table and reflected in the graph below.

Number of Registered Vehicles per Province	Number registered Jun-22	Number registered Jun-23	Change	% Change	% of Total Jun-23
Gauteng	5 053 223	5 027 400	-25 823	-0,51%	38,39%
KwaZulu-Natal	1 764 026	1 757 175	-6 851	-0,39%	13,42%
Western Cape	2 115 405	2 128 418	13 013	0,62%	16,25%
Eastern Cape	875 137	861 068	-14 069	-1,61%	6,58%
Free State	656 269	650 264	-6 005	-0,92%	4,97%
Mpumalanga	938 867	926 537	-12 330	-1,31%	7,08%
North West	669 176	665 235	-3 941	-0,59%	5,08%
Limpopo	784 763	783 772	-991	-0,13%	5,99%
Northern Cape	297 297	294 916	-2 381	-0,80%	2,25%
RSA	13 154 163	13 094 785	-59 378	-0,45%	100,00%

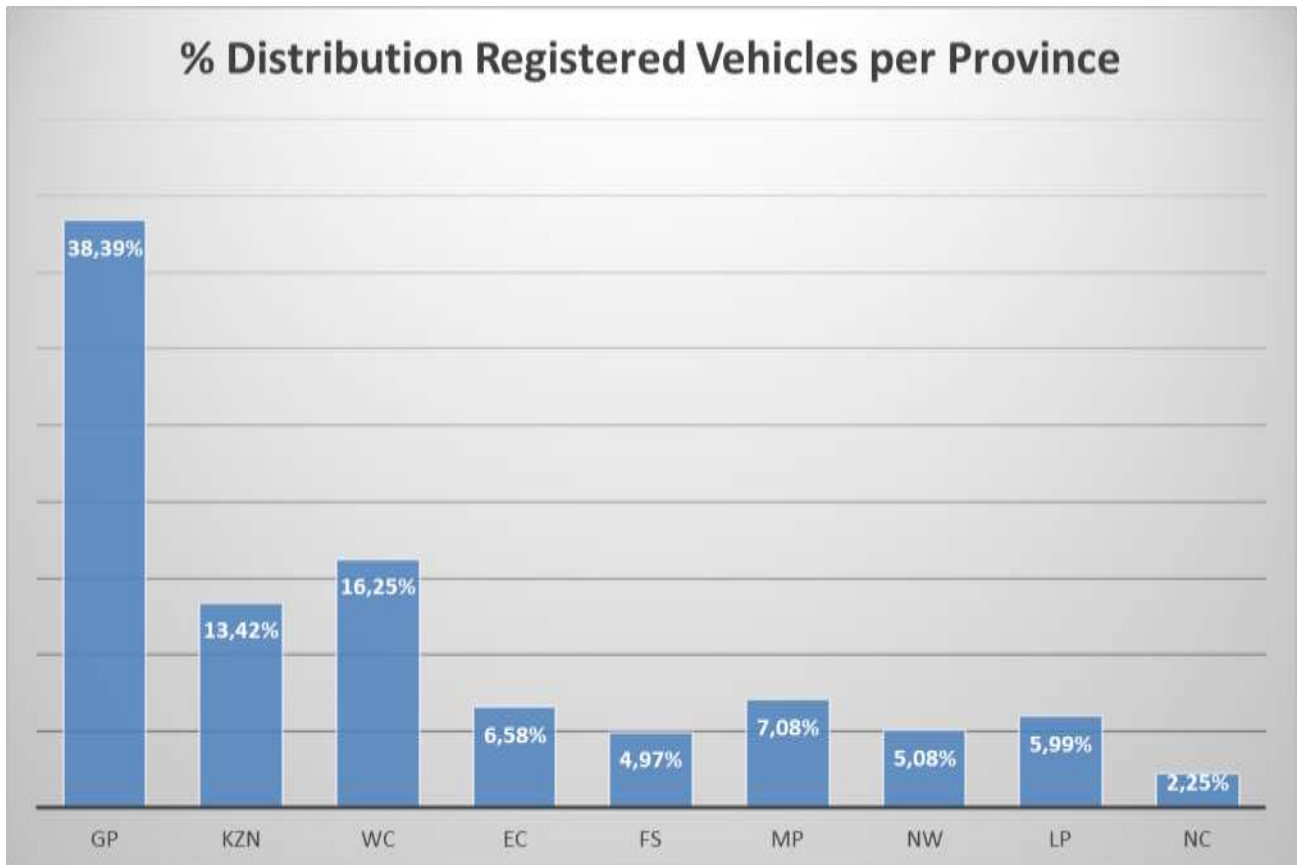
Table 5: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Western Cape had a 0.62% increase and all other provinces decreased in the number of registered vehicles.



Graph 16: Percentage Annual Growth in Vehicle Population

The percentage vehicles registered per province as on 30 June 2023 is reflected in the graph below.



Graph 19: Percentage Vehicles Registered per Province

The information contained in the above graph shows that 38.39% of vehicles were registered in Gauteng, 16.25% in Western Cape and 13.42% in Kwa-Zulu Natal. These three provinces share a contribution of 68.07%, the remainder are in the other six provinces.

7. DRIVER POPULATION

7.1 Learner Driving Licences

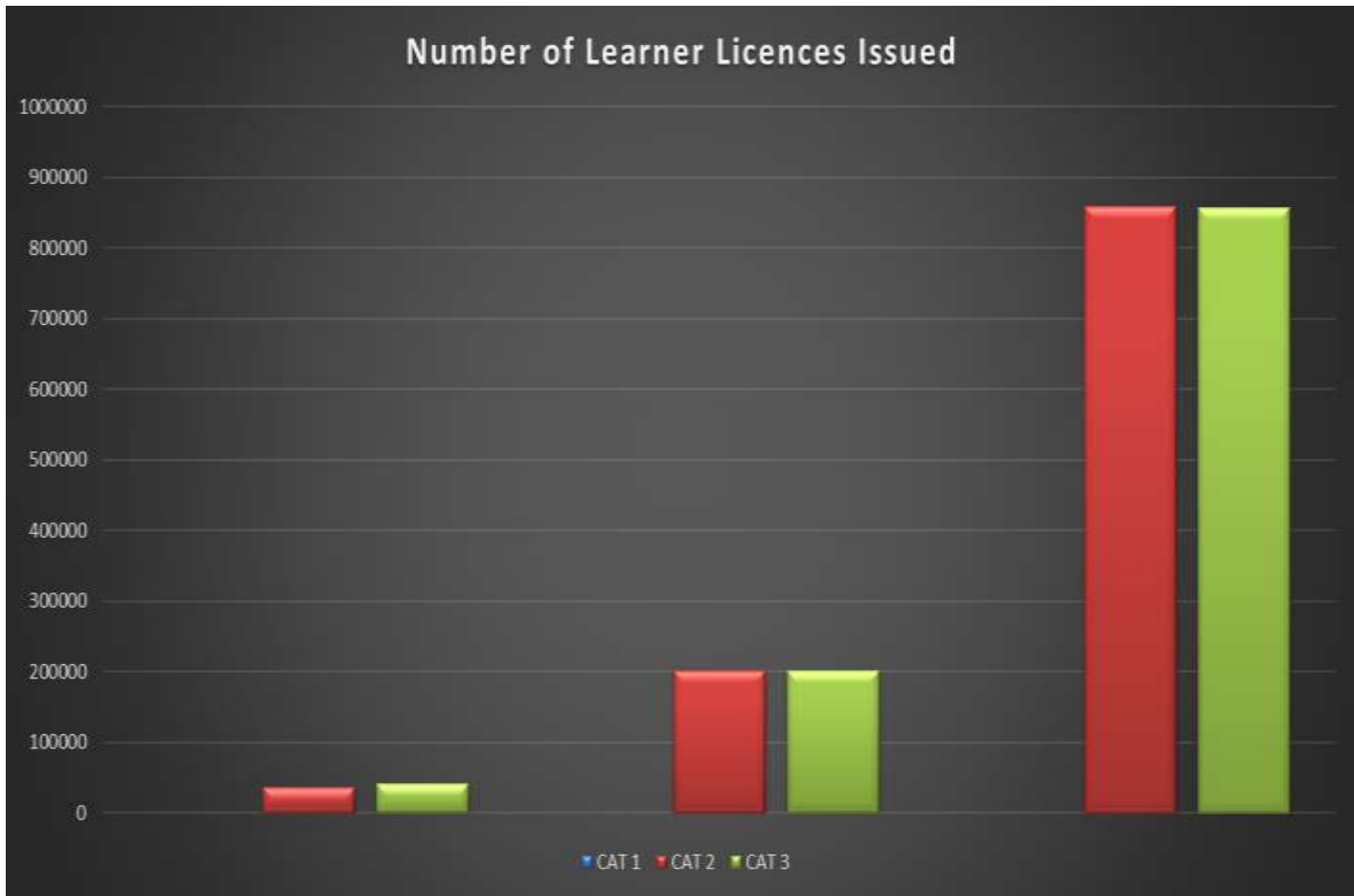
The number of learner driving licenses issued increased by 2 753 (0.25%) from 1 096 580 end June 2022 to 1 099 333 end June 2023. Detail of the number of learner driving licenses issued per category is given in table below and graphically reflected in the graph below.

Number of Learner Licences Issued				
Category	Jun-22	Jun-23	Change	% Change
1	36 142	41 904	5 762	15,94%
2	201 390	201 148	-242	-0,12%
3	859 048	856 281	-2 767	-0,32%
Total	1 096 580	1 099 333	2 753	0,25%

Table 6: Number of learner licences issued

Learner driving licences are categorised as follows:

- Category 1 : Motorcycle
- Category 2 : Light Motor Vehicle
- Category 3 : Heavy Motor Vehicle



Graph 20: Number of learner licenses issues

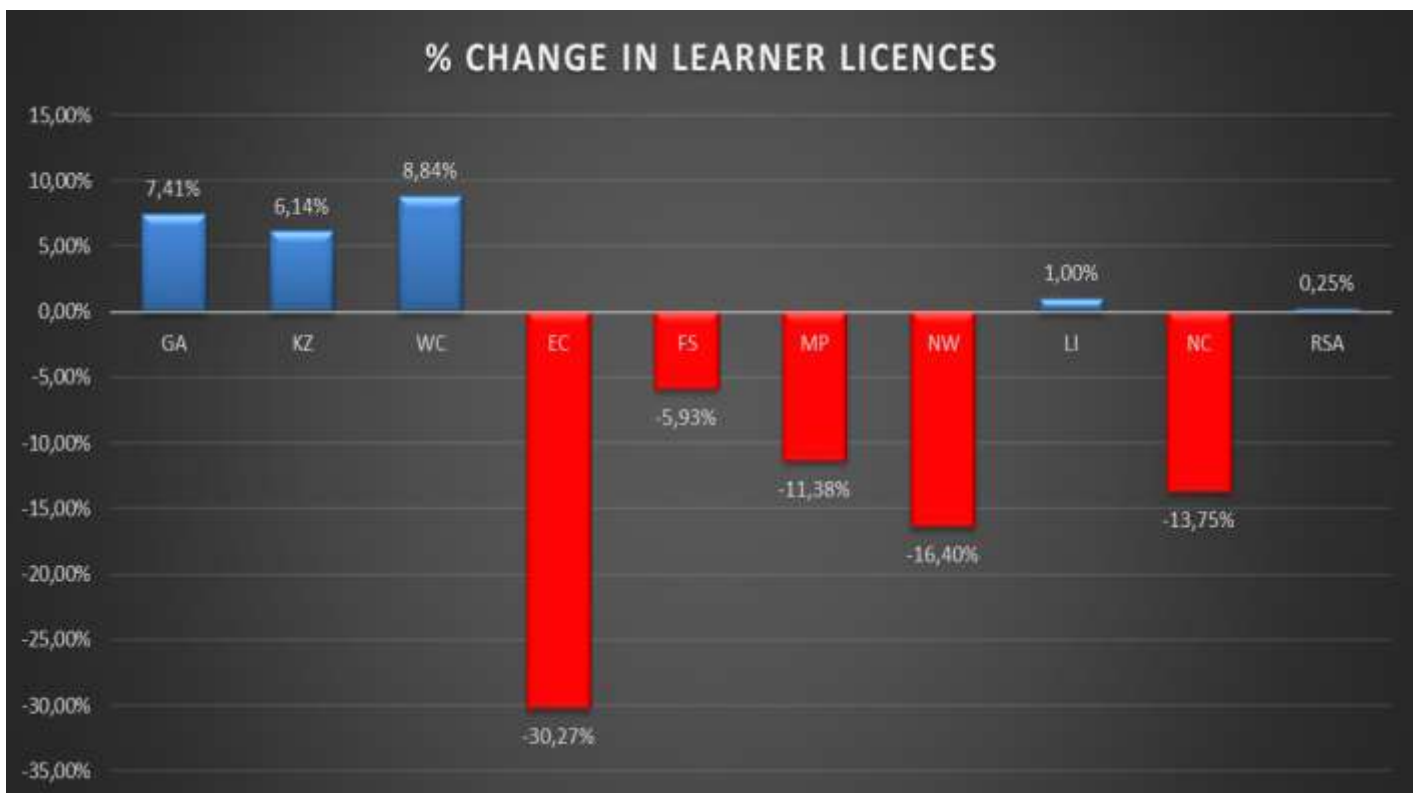
The table and the graph above show that the highest increase of learners enrolled was for category 1 (motorcycle, 5 762 at 15.94%). The enrolment of category 2 (Light Motor Vehicles) and category 3 (Heavy Motor Vehicles) decreased as compared to the same period in the previous year.

Provincial breakdown of the learner license enrolment and the percentage change are given in the table below reflected in the graph.

Number of Learners Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jun-22	331 792	194 083	166 340	72 524	53 025	103 387	57 100	95 159	23 170	1 096 580
Jun-23	356 383	205 998	181 050	50 568	49 880	91 619	47 736	96 114	19 985	1 099 333
Change	24 591	11 915	14 710	-21 956	-3 145	-11 768	-9 364	955	-3 185	2 753
% Change	7,41%	6,14%	8,84%	-30,27%	-5,93%	-11,38%	-16,40%	1,00%	-13,75%	0,25%

Table 7: Number of learner licences issued per province

Four provinces recorded increases with the highest percentage increase being Western Cape at 8.84% followed by Gauteng at 7.41% and Kwa-Zulu Natal at 6.14%. The highest percentage decrease was Eastern Cape at 30.27%.



Graph 21: Percentage change in learner licenses issued per province

7.2 Driving Licences Issued

The number of driving licenses issued increased by 476 135 (3,27%) from 14 538 687 on 30 June 2022 to 15 014 802 as of 30 June 2023. Details on the number of driving licenses issued per category is given in table and graphically reflected in the graph below.

Number of Driving Licences Issued				
tegorý	Jun-22	Jun-23	Change	% Change
A	508 446	515 811	7 365	1,45%
A1	122 526	122 414	-112	-0,09%
B	3 311 223	3 411 715	100 492	3,03%
C	25 105	25 538	433	1,72%
C1	5 212 499	5 520 874	308 375	5,92%
EB	3 649 450	3 652 356	2 906	0,08%
EC	1 241 310	1 300 462	59 152	4,77%
EC1	582 399	581 406	-993	-0,17%
Total	14 652 958	15 130 576	477 618	3,26%

Table 8: Number of driving licences issued

Driving licenses:

A	Motorcycle > 125 cub.cm	A1	Motorcycle < 125 cub.cm	B	Motor vehicle < 3,5000 kg
C	Motor vehicle > 16,000 kg	C1	Motor vehicle 3,500 – 16,000 kg	EB	Articulated motor vehicle <16,000 kg
		EC	Articulated vehicle > 16,000 kg	EC1	Articulated vehicle 3,500 – 16,000 kg



Graph 22: Number of driving licenses issued

The highest percentage change was in the C1 category 5.92% increase followed by EC at 4.77% then B at 3.11%.

The number and percent of driving licenses issued per category at the end of June 2023 is reflected in the table below.

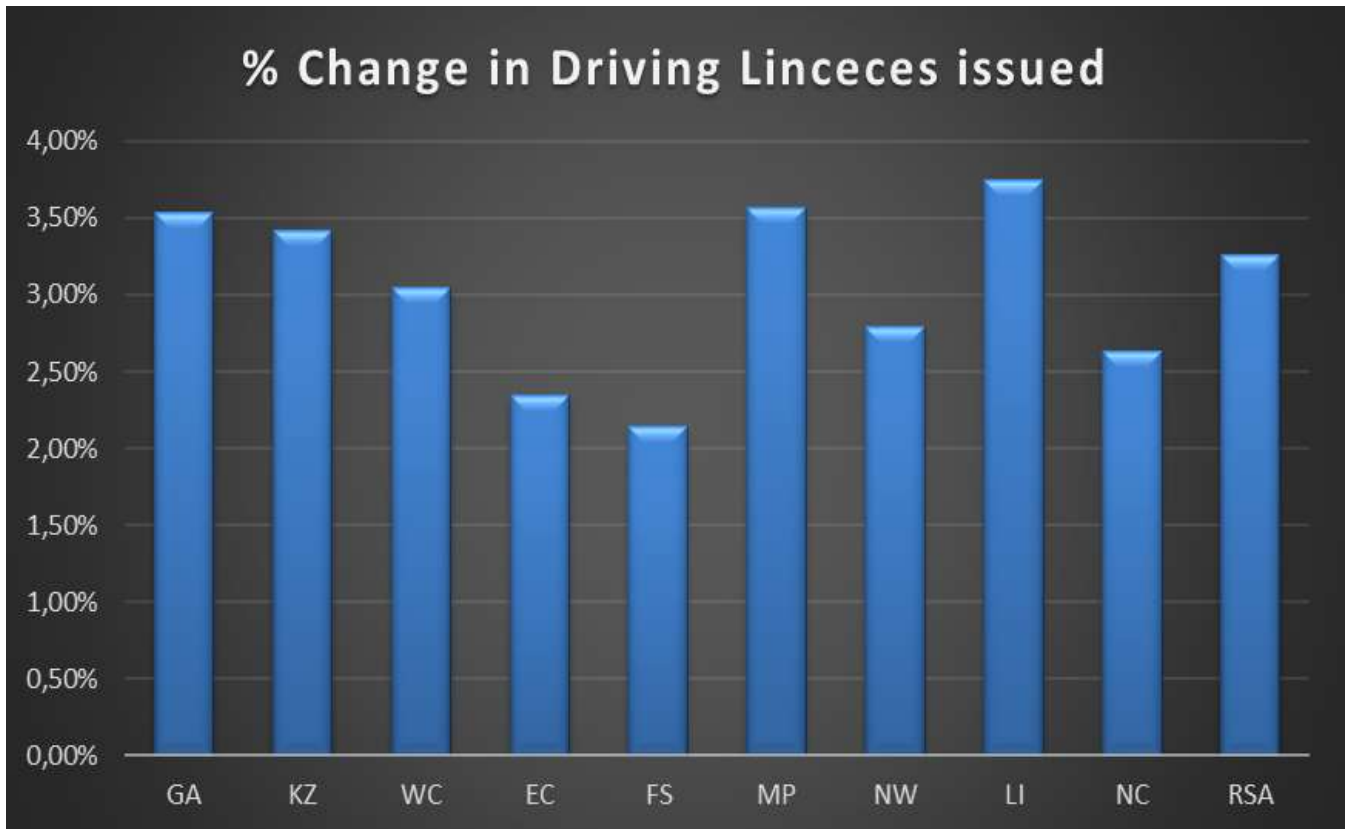
Number and % of Driving Licences Issued per Category			
Category	Description	Number	%
A	Motorcycle > 125 cub.cm	515 811	3,41%
A1	Motorcycle < 125 cub.cm	122 414	0,81%
B	Motor vehicle < 3,5000 kg	3 411 715	22,55%
C	Motor vehicle >16,000 kg	25 538	0,17%
C1	Motor vehicle 3,500 - 16,000 kg	5 520 874	36,49%
EB	Articulated motor vehicle < 16,000 kg	3 652 356	24,14%
EC	Articulated vehicle > 16,000 kg	1 300 462	8,59%
EC1	Articulated vehicle 3,500 - 16,000 kg	581 406	3,84%
Total		15 130 576	100,00%

Table 9: Number and percentage of driving licences issued per category

Provincial information including percentage changes are given in the table and graph below.

Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jun-22	5 123 402	2 351 992	2 189 383	1 064 724	708 640	1 109 907	685 710	1 148 006	271 194	14 652 958
Jun-23	5 304 732	2 432 420	2 256 150	1 089 742	723 821	1 149 524	704 879	1 190 984	278 324	15 130 576
Change	181 330	80 428	66 767	25 018	15 181	39 617	19 169	42 978	7 130	477 618
% Change	3,54%	3,42%	3,05%	2,35%	2,14%	3,57%	2,80%	3,74%	2,63%	3,26%

Table 10: Number of driving licences issued per province



Graph 23: Percentage change in driving licenses issued

All the provinces had increases in the number of driving licenses as shown in the table and graph above. Limpopo had 3.74% increase, Mpumalanga 3.57% Gauteng 3.54% and Kwa-Zulu Natal at 3.42%.

7.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 83 770 (8.07%) from 1 038 027 on 30 June 2022 to 1 121 797 on 30 June 2023. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	Jun-22	Jun-23	Change	% Change
G	6 143	6 619	476	7,75%
P G	980 930	1 060 440	79 510	8,11%
D G	149	152	3	2,01%
D P G	50 805	54 586	3 781	7,44%
Total	1 038 027	1 121 797	83 770	8,07%

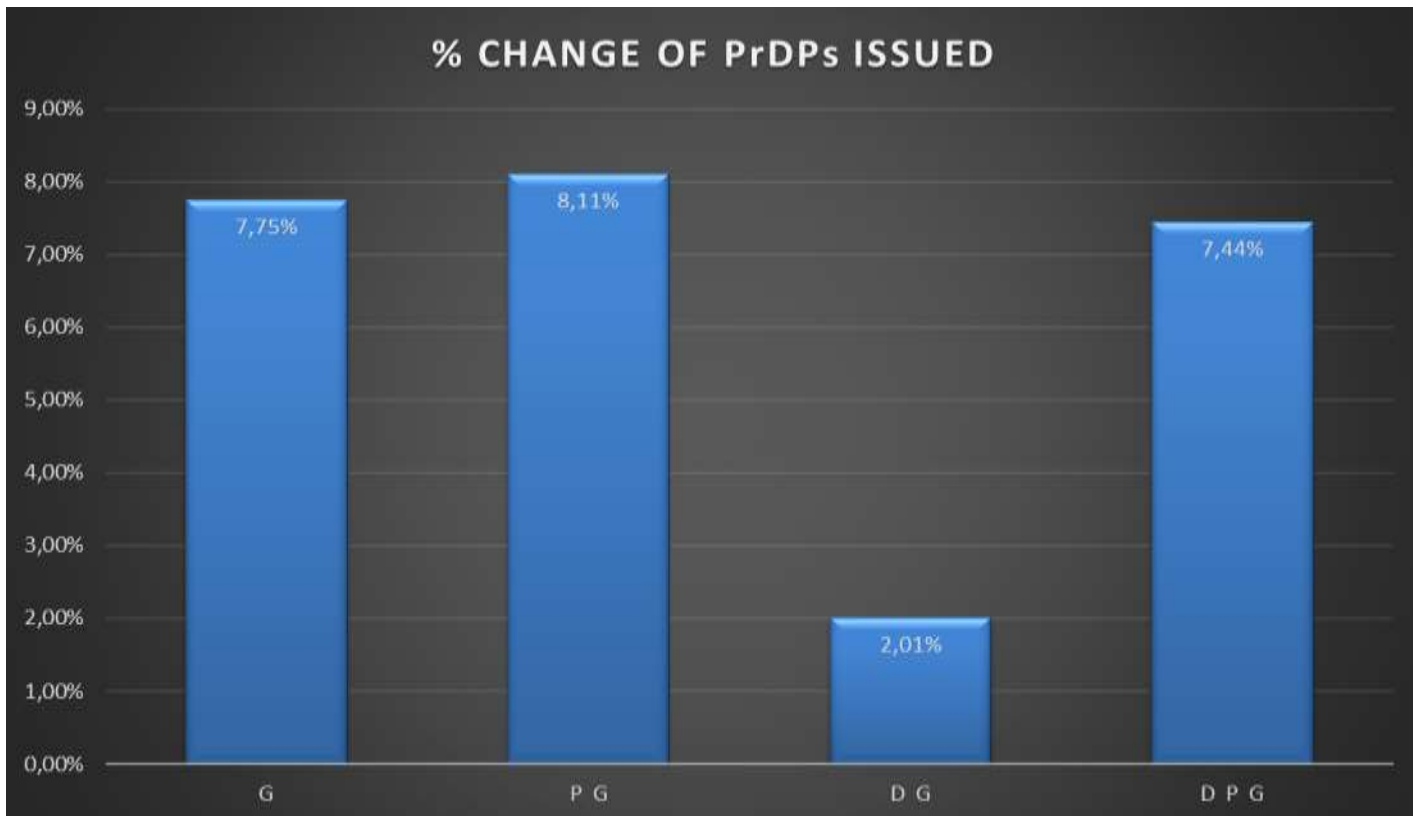
Table 11: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods



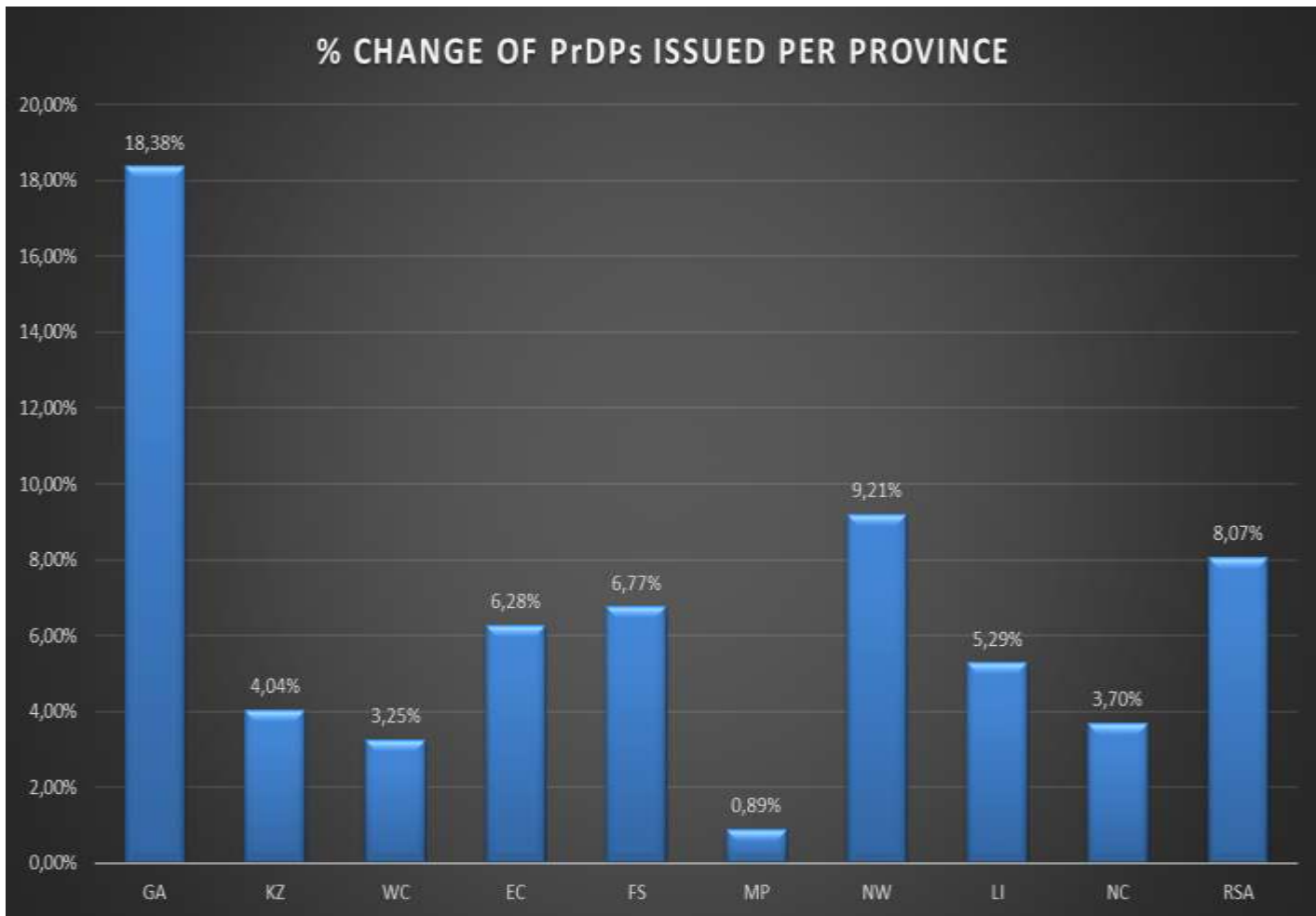
Graph 24: Number of PrDP's issued

All categories increased with the highest increase being of Passengers and Goods at 8.11% followed by Goods at 17.75%.

Provincial information is contained in the table and graph below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jun-22	272 438	198 610	151 459	77 180	57 680	105 646	56 501	92 859	25 654	1 038 027
Jun-23	322 502	206 632	156 388	82 027	61 583	106 589	61 705	97 767	26 604	1 121 797
Change	50 064	8 022	4 929	4 847	3 903	943	5 204	4 908	950	83 770
Change	18,38%	4,04%	3,25%	6,28%	6,77%	0,89%	9,21%	5,29%	3,70%	8,07%

Table 12: Number of professional driving permits (PrDP's) issued per province



Graph 25: Percentage change in PrDP's issued

At a provincial level, all provinces have increased the issuing of PrDP's. Gauteng has the highest numerical increase of PrDP's followed by Kwa-Zulu Natal then Western Cape.

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