State of Road Safety Report: Quarter 2

July - Septemeber

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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 July to September 2023. The performance is as provided below.

Road Crashes Data

During the period July 2023 to September 2023 a total of 3 228 fatalities and 2 780 fatal crashes were recorded. During the period July 2022 to September 2022 a total of 3 182 fatalities and 2 705 fatal crashes were recorded. This s a 1.5% increase in fatalities and 2.8% increase in fatal crashes.

Vehicle and driver population

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

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

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

SECTION A

1.   INTRODUCTION

This report is based on fatal crashes that were reported and recorded by South African Police Services stations throughout the country. It covers the period between July and September of 2023 and compares it to the same period in 2022. The information is collected using the CHoCOR Forms and input from provincial departments. 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 second quarter of financial year 2022/23 and second quarter of financial year 2023/24. An increase of 75 (2.8%) has been recorded for the period under review. The highest percentage increase was in Limpopo at 29.3% followed by Kwa-Zula Natal at 9.3%. The highest decrease was in Eastern Cape at 5.8% followed by Gauteng at 3.1% each.

PERIOD	FATAL CRASHES PER PROVINCE									
	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q2 2022	311	137	643	528	239	279	80	174	314	2705
Q2 2023	293	143	623	577	309	271	84	172	308	2780
CHANGE	-18	6	-20	49	70	-8	4	-2	-6	75
% CHANGE	-5,8%	4,4%	-3,1%	9,3%	29,3%	-2,9%	5,0%	-1,1%	-1,9%	2,8%

Table 1: Number of fatal crashes per province

%DISTRIBUTION OF FATAL CRASHES PER PROVINCE

	EC	FS	GP	KZN	LP	MP	NC	NW	WC
Q2 2022	11%	5%	24%	20%	9%	10%	3%	6%	12%
Q2 2023	11%	5%	22%	21%	11%	10%	3%	6%	11%
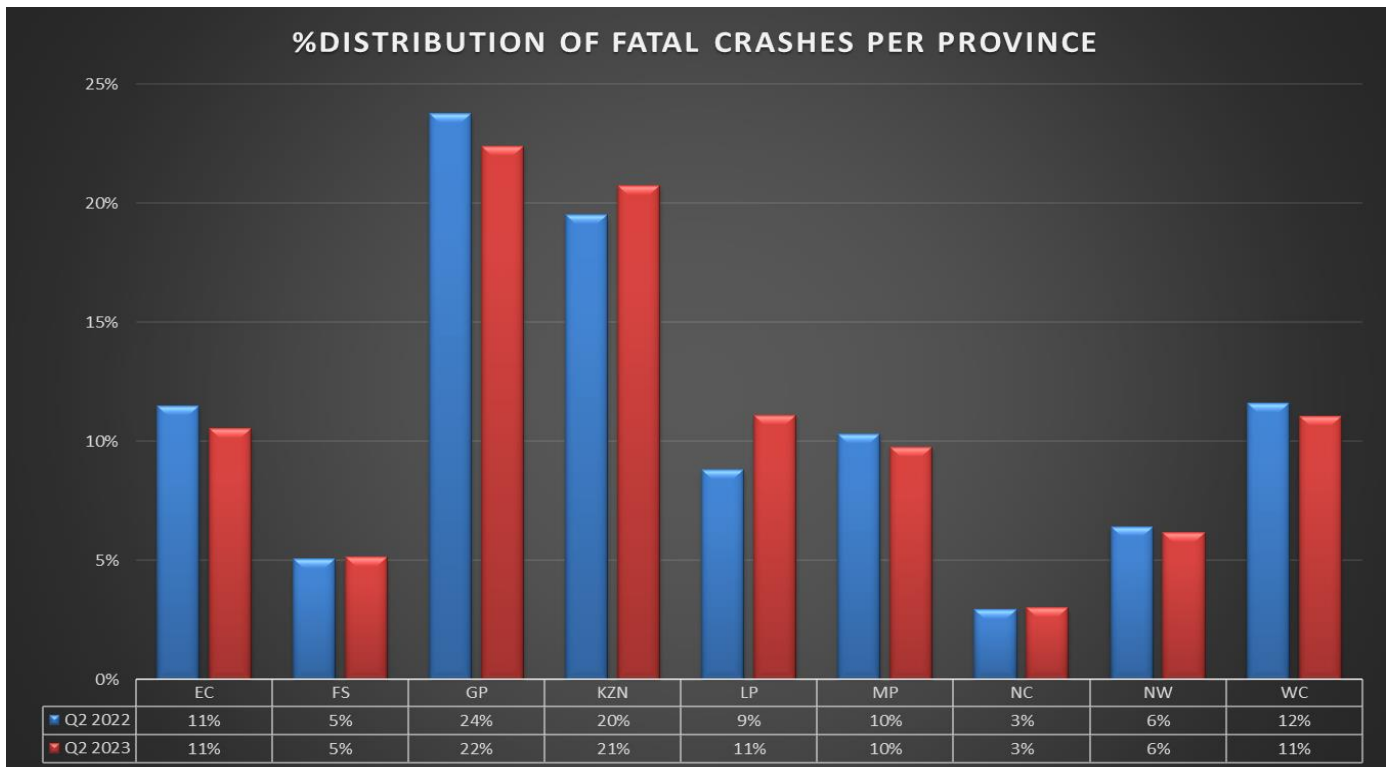
Graph 1: Percentage distribution of fatal crashes for the two quarters

The graph above indicates the percentage distribution per province of fatal crashes for the second quarters of 2022/23 and 2023/24. The highest contributors to fatal crashes during the second quarter of financial year 2023/24 in percentage are Gauteng at 22%, Kwa-Zulu Natal at 21%, Eastern Cape and Western Cape at 11%.

3.1.1 Fatal Crashes per Day of Week

The details of the fatal crashes per day week is given in the graph below. Saturdays and Sundays are days with most fatal crashes recorded compared to other days. For Q2 of 2023/24 financial year these two days contributes 50.3% of all fatal crashes.

Monday and Friday contributed 24.6% of fatal crashes.

%DISTRIBUTION OF FATAL CRASHES PER DAY OF WEEK

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Q2 2022	22,6%	11,6%	9,1%	7,7%	8,7%	14,7%	25,6%
Q2 2023	22,2%	12,0%	8,1%	8,3%	8,8%	12,6%	28,1%
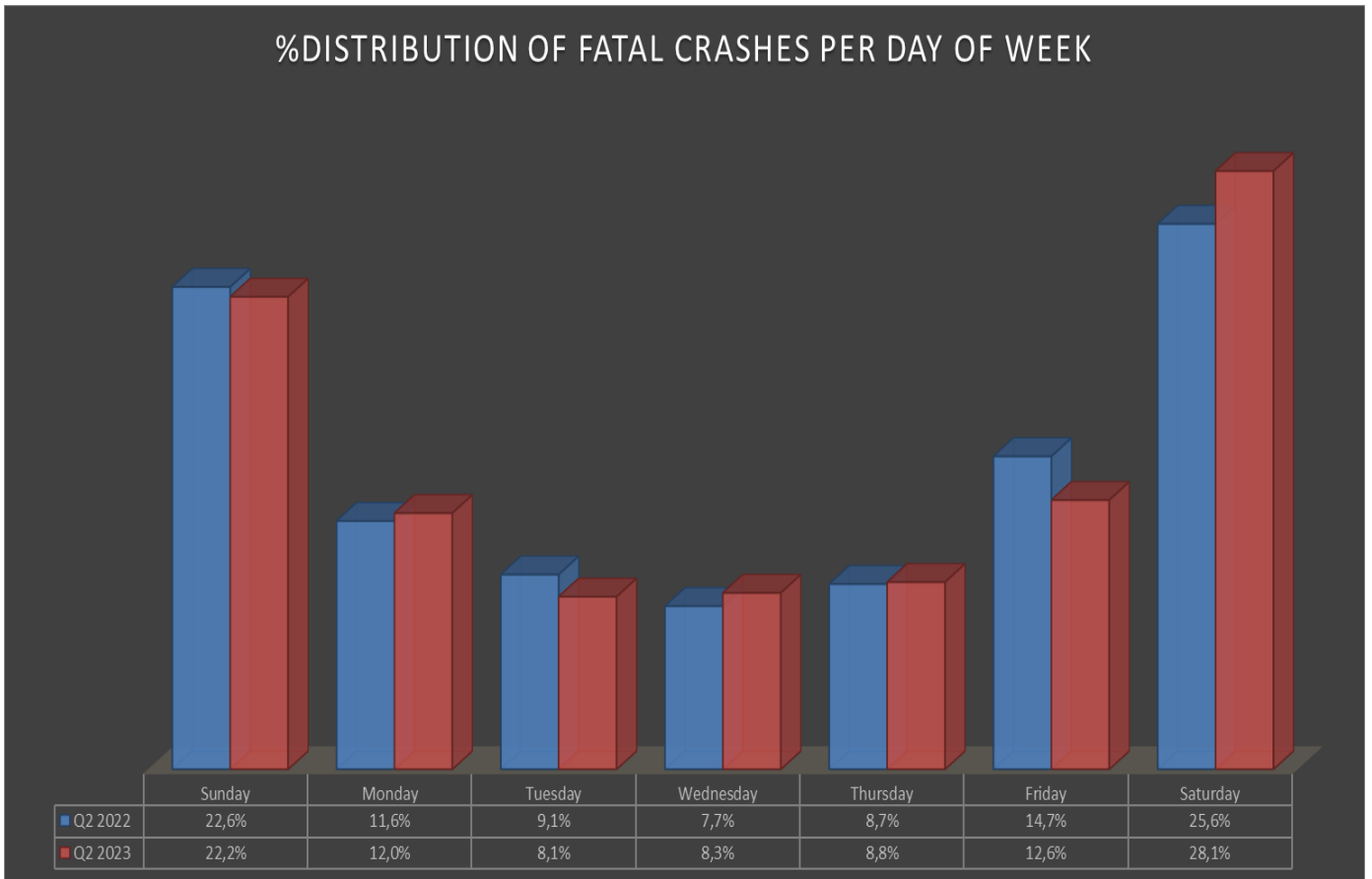
Graph 2: Percentage distribution of fatal crashes per day of week

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.

%DISTRIBUTION OF FATAL CRASHES PER TIME OF DAY

	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
Q2 2022	4,2%	2,8%	3,0%	1,9%	2,7%	3,7%	4,1%	3,7%	2,7%	2,5%	2,5%	2,9%	2,1%	3,1%	3,3%	4,5%	5,0%	6,4%	10,5%	8,9%	6,2%	5,5%	4,4%	3,5%
Q2 2023	3,4%	3,1%	3,2%	2,4%	3,1%	3,8%	4,7%	4,2%	2,6%	2,6%	2,7%	2,5%	2,4%	3,5%	3,7%	3,8%	5,1%	5,8%	8,3%	9,0%	7,1%	5,5%	4,2%	3,2%

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

The above graph shows a comparison of fatal crashes per time of day for quarter two of 2022/23 and 2023/24. From the above graph crashes started increasing from 16h00 until 22:00. The peak being between 19:00 to 20:00 time slot with 8.9% contribution in 2022/23 and 9.0% 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.

%DISTRIBUTION OF FATAL CRASHES PER CRASH TYPE

Crash Type	Q2 2023
ACCIDENT WITH PEDESTRIAN	27,9%
HIT AND RUN	25,1%
SINGLE VEHICLE (OVERTURNED)	18,1%
HEAD ON	8,6%
HEAD/REAR END	5,1%
SIDESWIPE (OPPOSITE DIRECTIONS)	3,6%
ACCIDENT WITH FIXED/OTHER OBJECT	3,5%
SINGLE VEHICLE (LEFT THE ROAD)	1,7%
PERSON FELL OFF	1,5%
SIDESWIPE (SAME DIRECTION)	1,4%
APPROACH AT ANGLE (BOTH TRAV. STRAIGHT)	1,1%
ACCIDENT WITH PEDAL CYCLIST	1,1%
UNKNOWN	0,6%
APPROACH AT ANGLE, ONE OR BOTH TURNING	0,5%
ACCIDENT WITH ANIMAL	0,1%
REVERSING	0,1%

Legend: ■ Q2 2022 ■ Q2 2023

Graph 4: Percentage distribution of fatal crashes per crash type

The above graph shows that the top four crash types were with pedestrians at 27.9%, Hit and Run at 25.1%, single vehicle overturned at 18.1% and head on collisions at 8.6% in second quarter of 2023/24 financial year. Hit and runs and accident with pedestrians accounted for 53.0% 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.

%DISTRIBUTION OF FATAL CRASHES PER CRASH TYPE

Vehicle Type	Percentage
MOTOR CAR OR STATION WAGON	36.6%
OTHER	28.2%
LIGHT DELIVERY VEHICLE	15.7%
COMBI/MINIBUS	6.6%
TRUCK ARTICULATED	4.4%
GVM>3500KG (GREATER THAN)	3.3%
MOTORCYCLE ABOVE > 125CC	2.4%
BUS	
TRUCK ARTICULATED MULTIPLE	0.5%
TRACTOR	0.5%
PANEL VAN	0.3%
MOTORCYCLE 125CC AND UNDER	0.1%
MOBILE EQUIPMENT (DRIVEN)	0.1%
MIDIBUS	0.1%

■ Q2 2022　■ Q2 2023
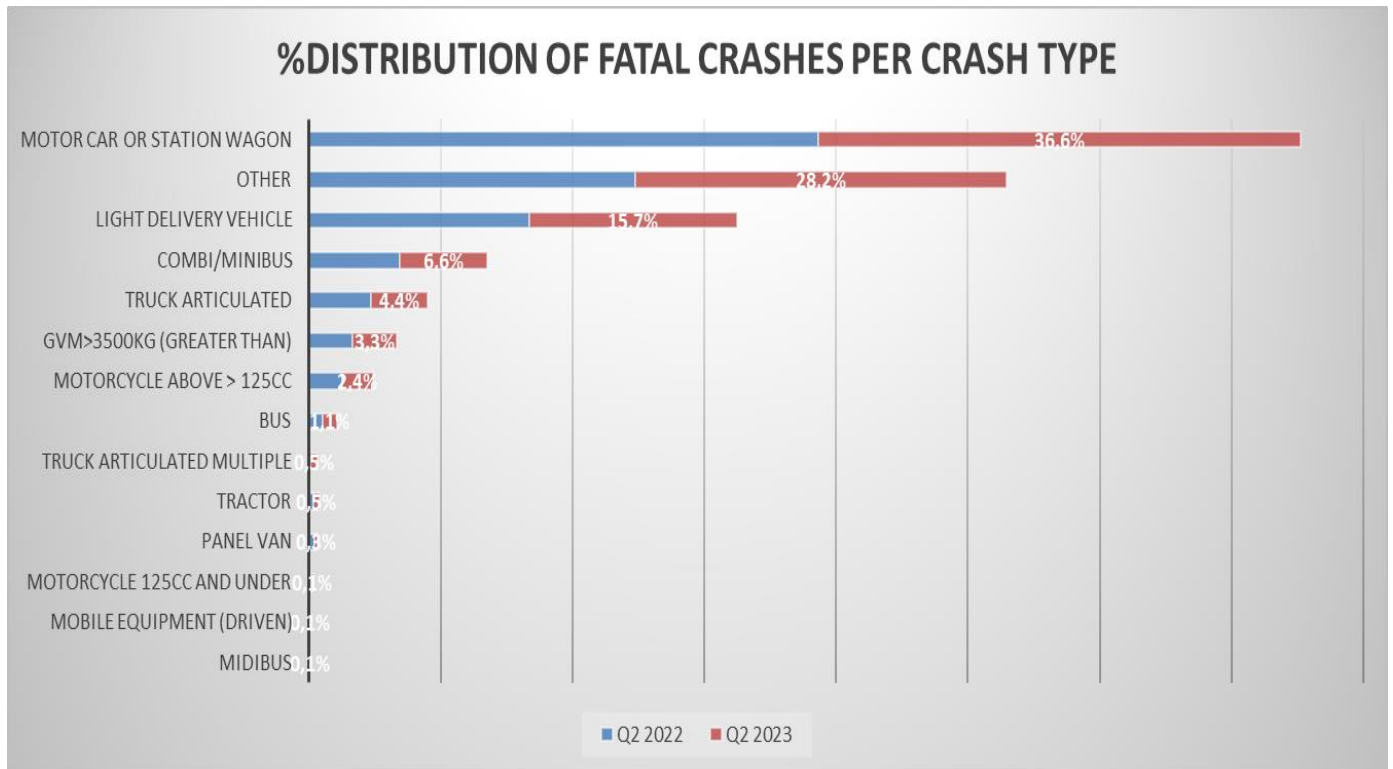
Graph 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that were mostly involved in fatal crashes are the motorcars and station wagons at 36.6% and light delivery vehicles at 15.7%.

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).
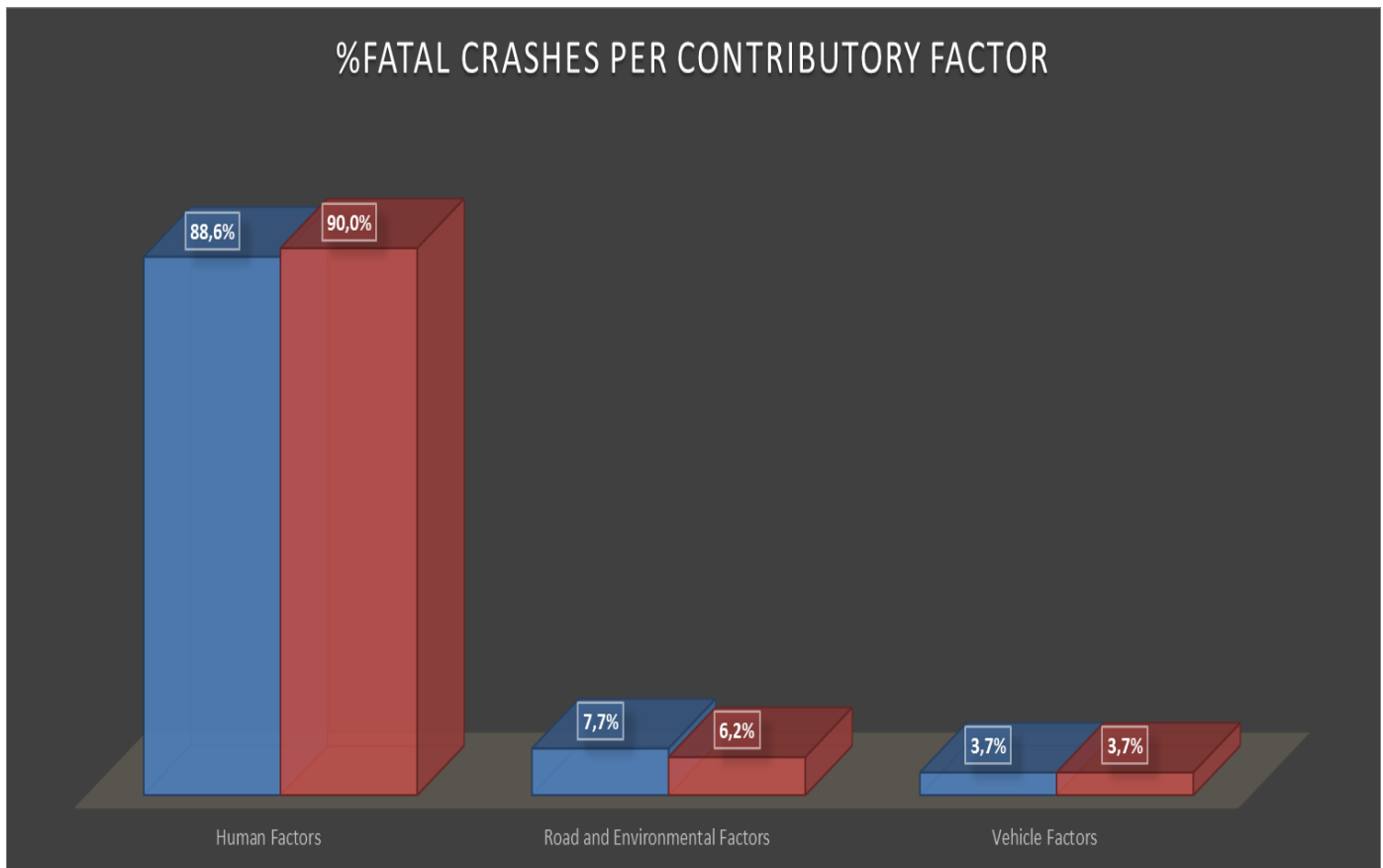
Graph 6: Comparison of contributory factors

The above graph shows that most fatal crashes occur due to human factors. In 2022/23 human factors contributed 88.6% to fatal crashes and 90.0% in 2023/24. The roads and environmental factors contribute 7.7% to fatal crashes in 2022/23 and 6.2% in 2023/24. Vehicle factors contribute 3.7% to fatal crashes in 2022/23 and 3.7% in 2023/24.

%FATAL CRASHES PER HUMAN FACTORS

Factor	Q2 2023
Jay-walking pedestrian	23,1%
Hit-and-run	23,1%
Other	19,7%
Speed too high for circumstances	14,8%
Overtook in face of oncoming traffic	6,4%
Followed vehicle too closely	3,2%
Disregard for stop sign	1,7%
Trapped/fallen out	1,3%
Intoxicated driver with liquor/drug usage	1,2%
Turned in front of oncoming traffic	1,0%
Fatigue: driver falling asleep	1,0%
Overtook across barrier line	0,8%
U-turn	0,7%
Disregard for yield sign	0,6%
Intoxicated cyclist with liquor/drug usage	0,5%
Intoxicated pedestrian with liquor/drug usage	0,5%
Disregard for red traffic lights	0,3%
Cell phone handling/Usage	0,3%

Legend: ■ Q2 2023 ■ Q2 2022

Graph 7: Percentage distribution of human factors

The top two human factors contributing a combined 56.7% in 2022/23 and 46.2% in 2023/24. These were Jay-walking at 29.0% in 2022/23 and 23.1% in 2023/24 and Hit-and-run at 27.7% in 2022/23 and 23.1% in 2023/24. Speed as a contributory factor to fatal crashes went up by 7.8% from 7.1% in 2022/23 to 14.8% in 2023/24.
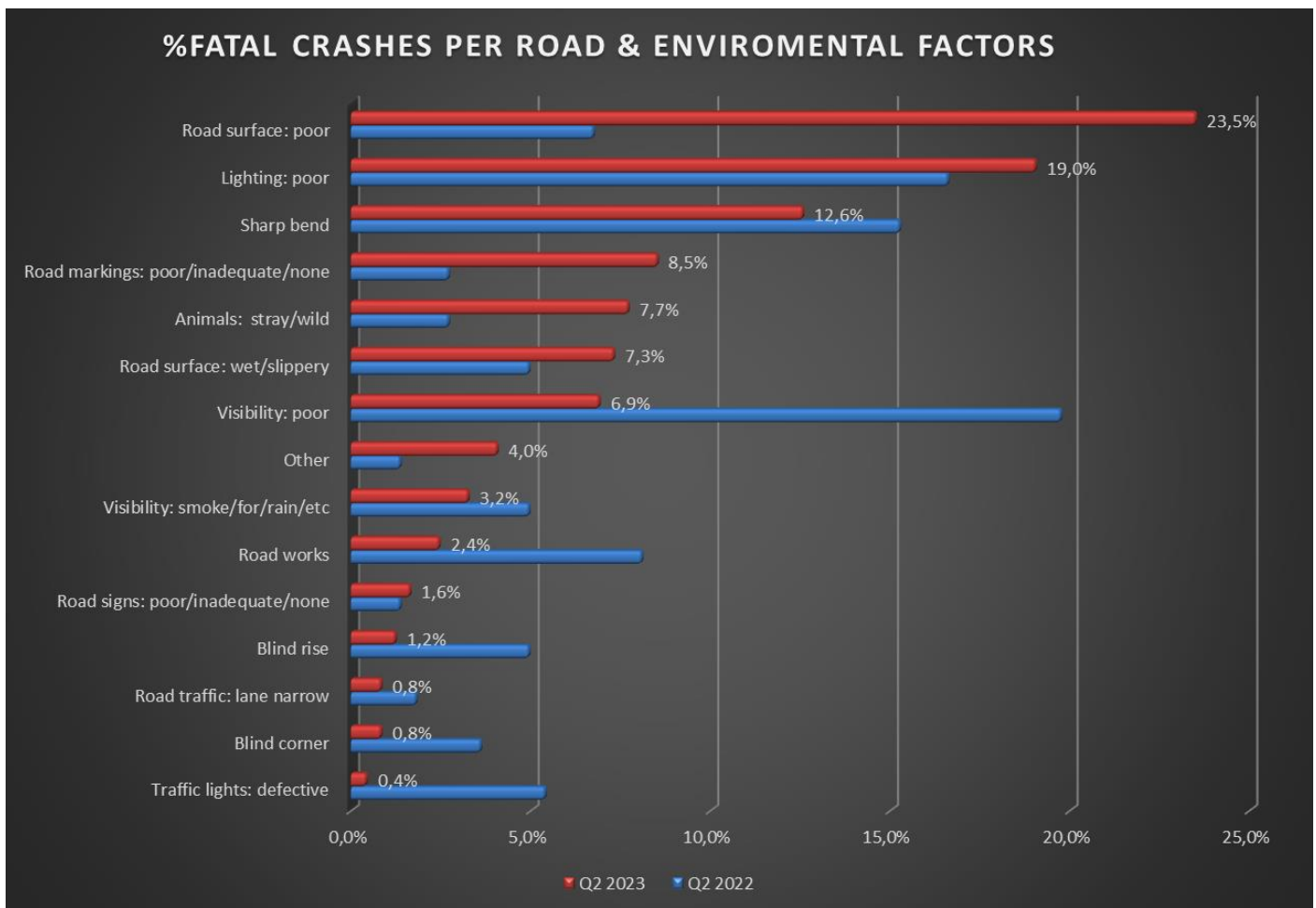
Graph 8: Percentage distribution of road and environmental factors

The above graph shows the top six environmental and road factors being poor road surface at 23.5%, poor lighting at 19.0%, sharp bend at 12.6%, poor road markings at 8.5%, stray animals at 7.7% and wet and slippery road surface at 7.3% in 2023/24.

%FATAL CRASHES PER VEHICLE FACTORS

Vehicle Factor	Q2 2023
Tyres: burst prior to accident	39,5%
Brakes: faulty	13,6%
Overload: passenger	4,1%
Other	6,8%
Tyres: smooth	4,8%
Headlights: Blinding	0,7%
Bicycle: no rear reflectors	24,5%
Bicycle: no head lamp	2,0%
Overload: cargo	1,4%
Headlights: Not Switched On	1,4%
Steering: faulty	0,7%
Brakes: dirty	0,0%
Chevrons: no reflective stripes	0,0%
Headlights: Faulty	0,7%

Q2 2023 ■ Q2 2022

Graph 9: Percentage distribution for vehicle factor

The above graph shows that within the vehicle factors most crashes occurred due to tyre burst at 59.3% in 2022/23 and 39.5% in 2023/24.

4.   ROAD FATALITIES ANALYSIS

The section covers road fatalities for the second 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
Q2 2022	363	166	718	636	304	341	97	203	354	3182
Q2 2023	342	179	669	637	399	329	115	216	342	3228
CHANGE	-21	13	-49	1	95	-12	18	13	-12	46
% CHANGE	-5,8%	7,8%	-6,8%	0,2%	31,3%	-3,5%	18,6%	6,4%	-3,4%	1,4%

Table 2: Comparison of fatalities per province for the two quarters

The table above is a comparison of the second quarter of financial year 2022/23 and second quarter of financial year 2023/24. An increase of 46 (1.4%) has been recorded for the period under review. Gauteng had the highest percentage decrease of 6.8% followed by Eastern Cape at 5.8%. The highest percentage increase was in Eastern Cape at 18.6%.

DISTRIBUTION OF FATALITIES PER PROVINCE

	EC	FS	GP	KZN	LP	MP	NC	NW	WC
Q2 2022	11%	5%	23%	20%	10%	11%	3%	6%	11%
Q2 2023	11%	6%	21%	20%	12%	10%	4%	7%	11%
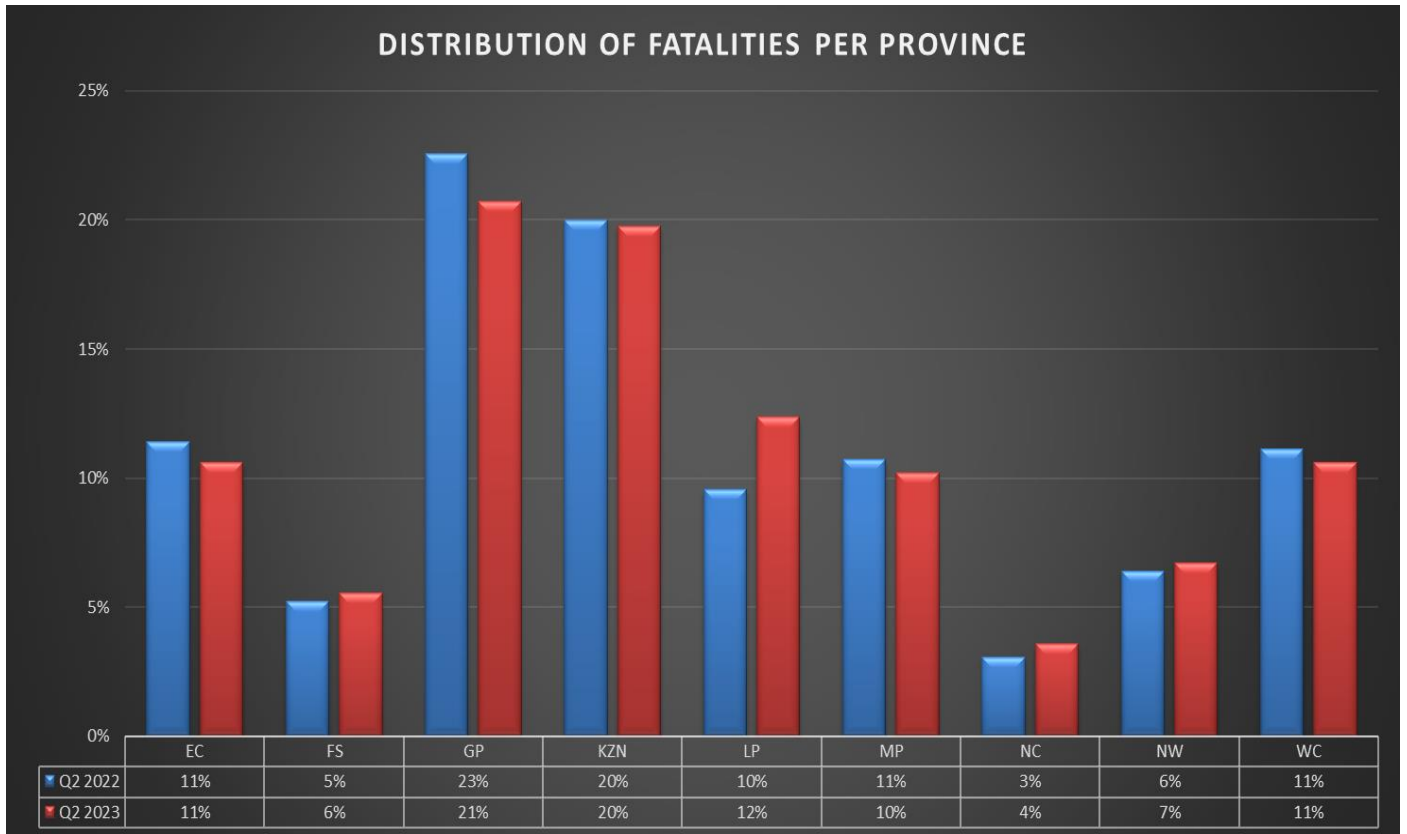
Graph 10: Percentage distribution of fatalities per province

The graph above indicates percentage distribution per province of fatalities for the two quarters. The highest contributors to fatalities during quarter two of financial year 2023/24 in percentage are Gauteng at 21%, Kwa-Zulu Natal at 20%.

4.2 Number of Fatalities per Road User Group
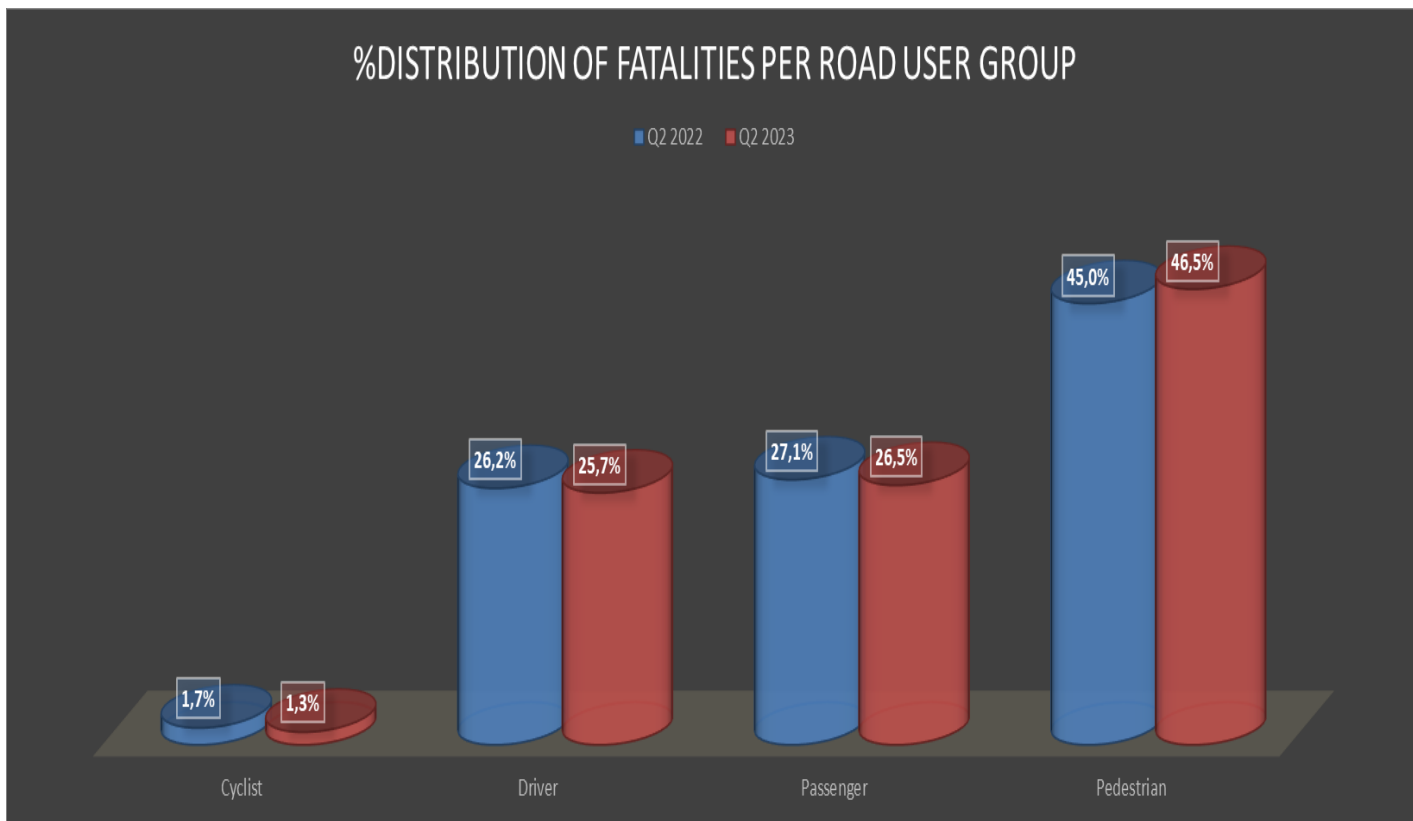
Graph 11: Percentage distribution of fatalities per road user

The percentage distributions of fatalities for various road user groups are reflected in the graph above. Pedestrians make more than 45% of road fatalities year on year. Drivers average at 26% contribution to road fatalities and passengers average 27% of fatalities.

4.3 Number of Fatalities per Gender
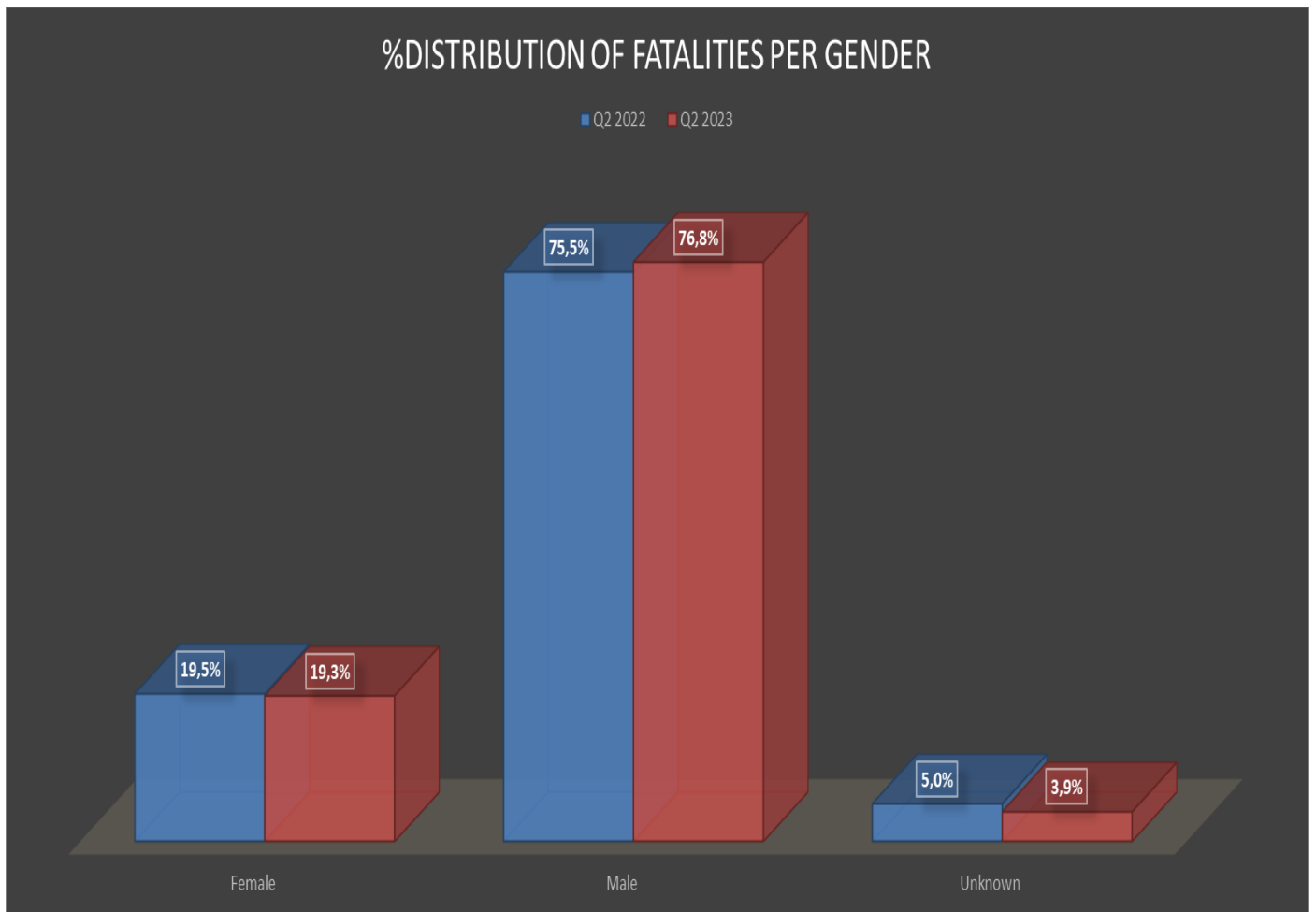
Graph 12: Percentage distribution of fatalities per gender

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

4.4 Number of Fatalities per Race Group
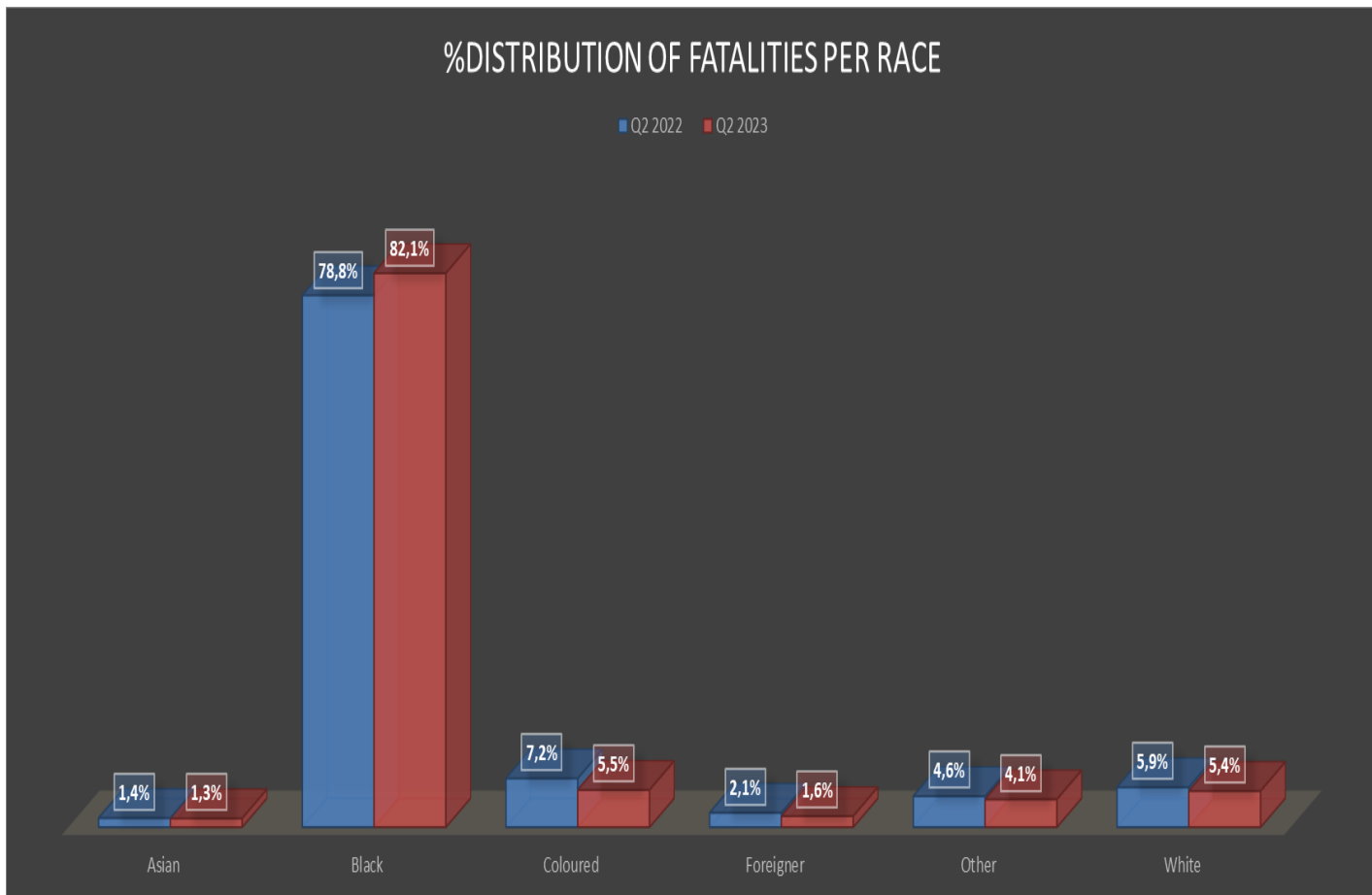
Graph 13: Percentage distribution of fatalities per race

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

4.5 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 July to September 2022 and 2023.

%DISTRIBUTION OF FATALITIES PER AGE

	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
Q2 2022	3,9%	3,7%	2,9%	3,6%	7,8%	11,6%	14,8%	15,0%	10,4%	7,3%	6,3%	4,9%	3,6%	1,7%	1,2%	0,5%	0,8%
Q2 2023	3,6%	3,2%	2,8%	3,8%	8,0%	11,7%	14,4%	14,5%	11,6%	7,6%	5,9%	5,2%	2,7%	1,9%	1,6%	0,6%	0,9%
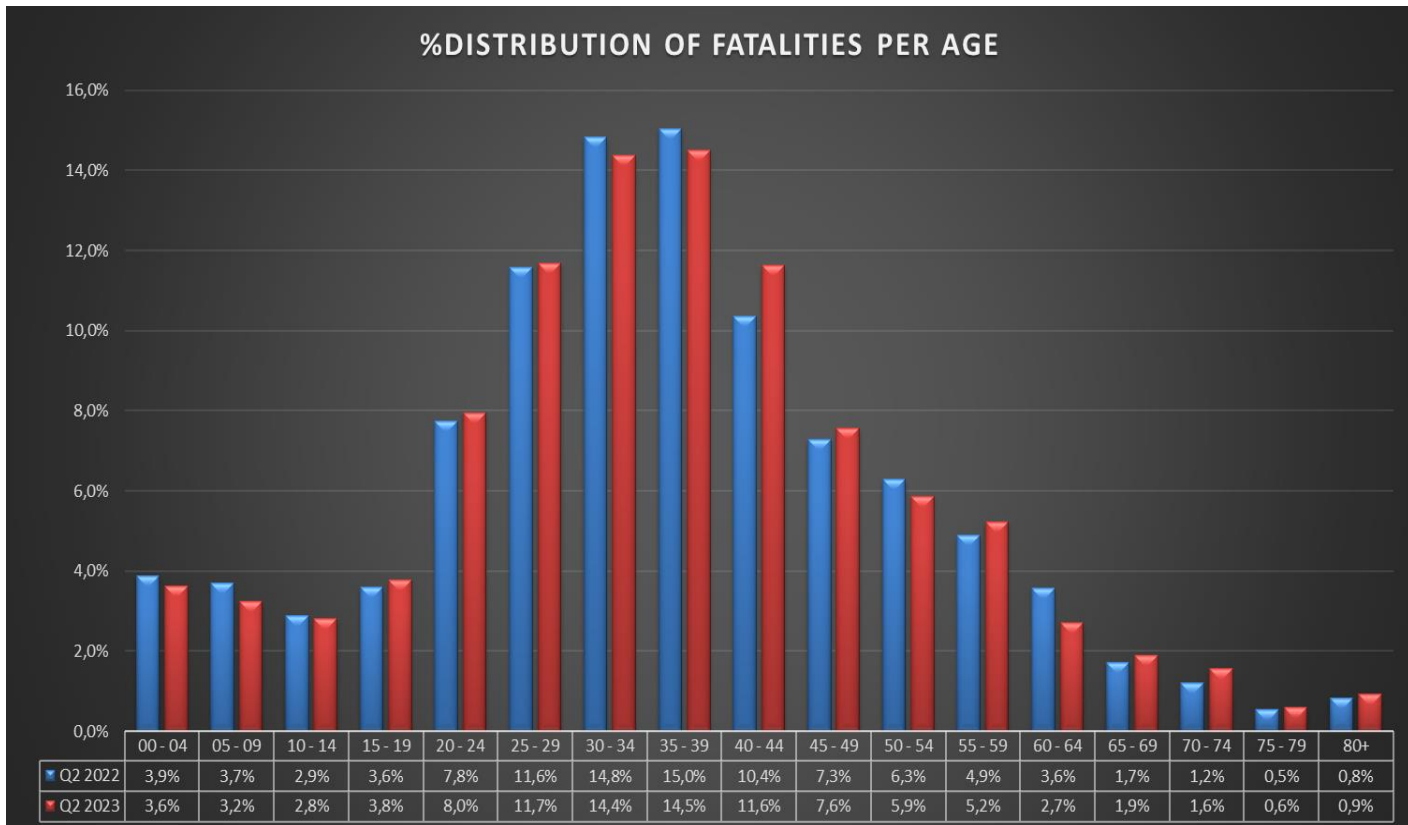
Graph 14: Percentage distribution of fatalities per age

The graph above shows more nearly a quarter of road user fatalities are between the ages of 25 and 44 for Q2 of both 2022/23 and 2023/24.

%DISTRIBUTION OF FATALITIES PER DRIVER AGE

	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
Q2 2022	0,7%	4,3%	7,8%	9,5%	10,4%	9,1%	6,2%	4,9%	3,5%	1,8%	2,0%	0,8%	0,2%	0,6%
Q2 2023	0,5%	3,4%	6,7%	9,9%	11,9%	10,2%	5,5%	4,3%	4,1%	2,5%	1,4%	1,0%	0,4%	0,5%
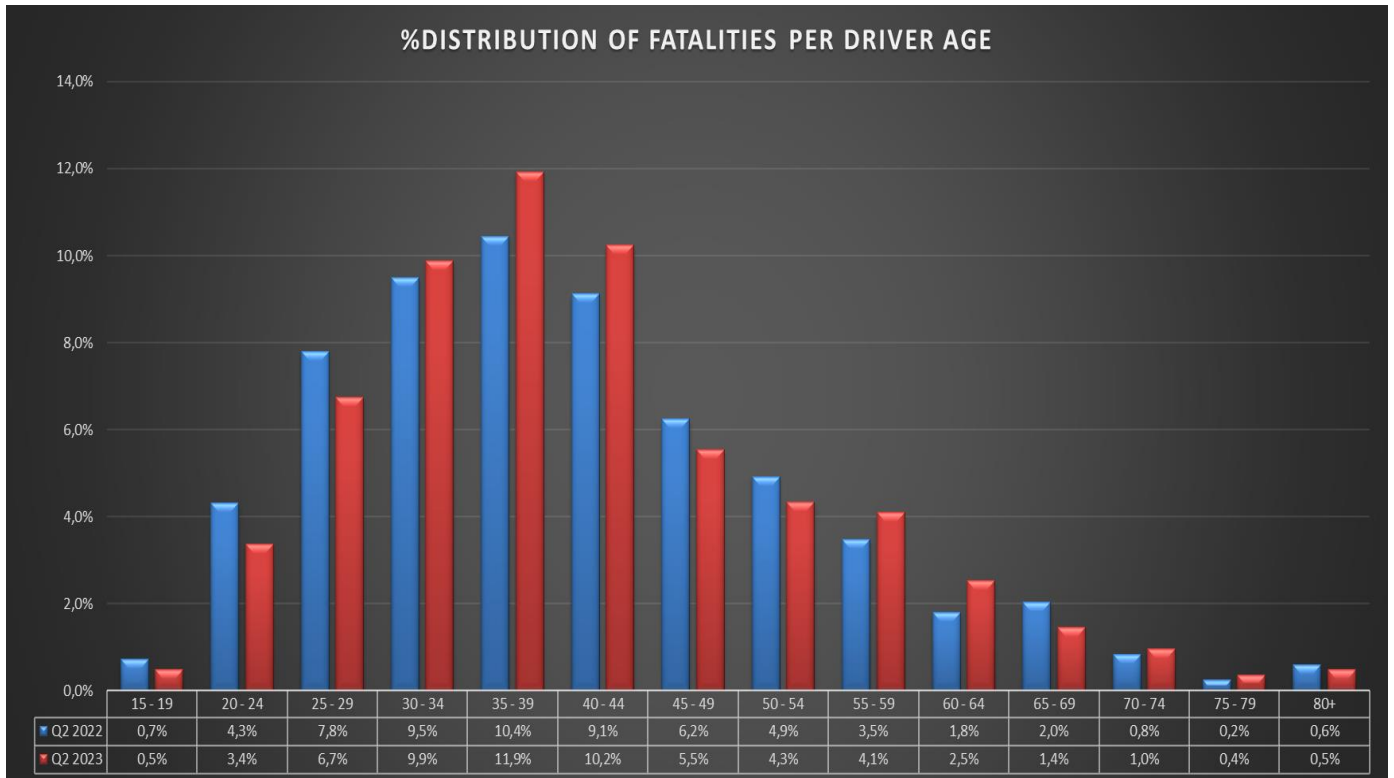
Graph 15: Percentage distribution of fatalities per age for drivers

The graph above shows that 36.9.1% of driver fatalities were between the ages of 25 and 44 in 2022/23 and 38.8% 2023/24. Ages between 35 and 39 constitutes 10.4% of driver fatalities in 2022/23 and 11% in 2023/24 quarter 2.

%DISTRIBUTION OF FATALITIES PER PASSENGER AGE

	0 - 4	5 - 9	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
Q2 2022	3,6%	1,9%	2,6%	3,0%	6,4%	6,3%	6,6%	8,4%	6,3%	3,7%	4,1%	1,9%	0,7%	0,3%	0,5%	0,2%	0,8%
Q2 2023	3,2%	2,1%	1,3%	2,9%	4,7%	7,7%	8,5%	5,1%	4,2%	2,8%	2,5%	2,1%	0,4%	0,7%	0,7%	0,5%	0,4%
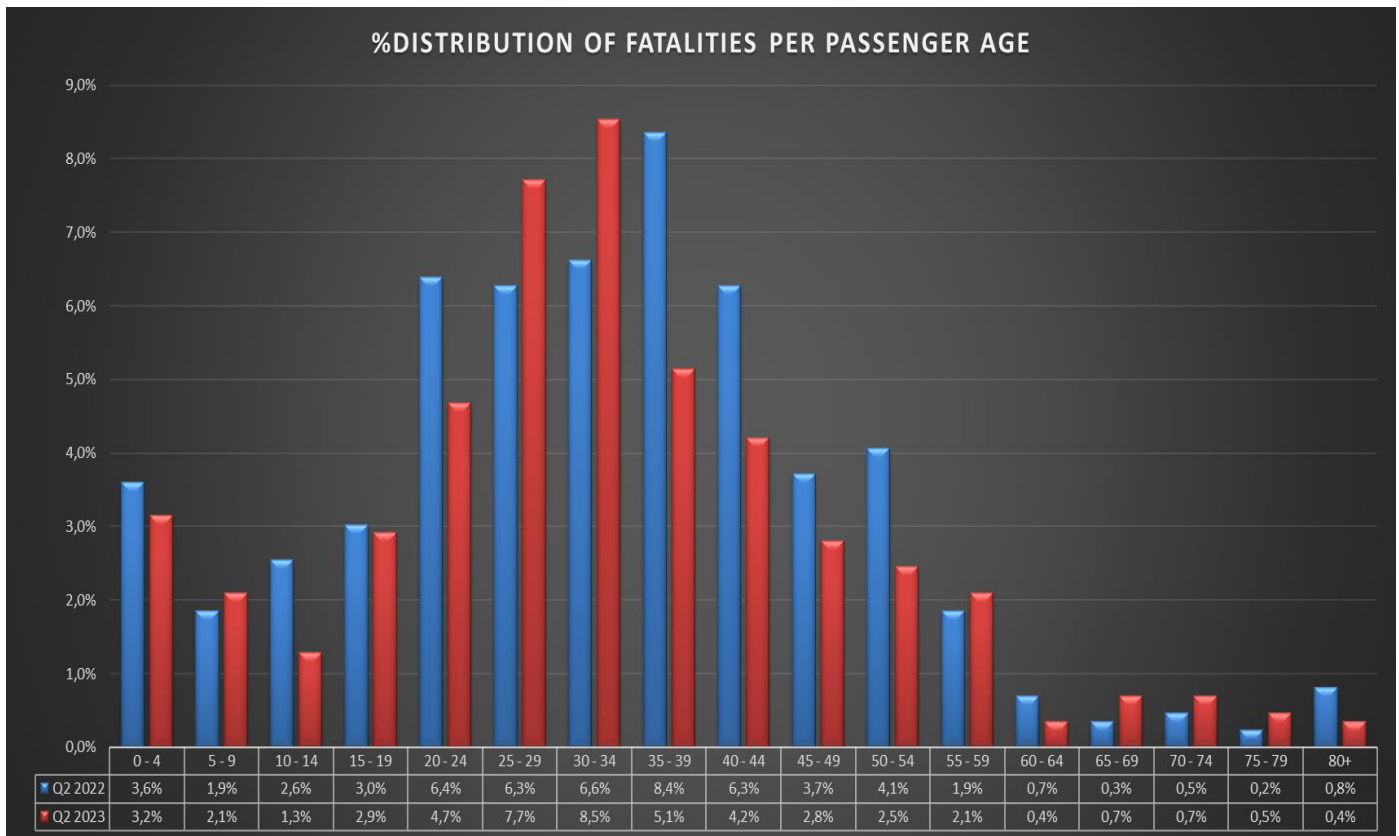
Graph 16: Percentage distribution of fatalities per age for passenger

The above graph shows 27.5% of passenger fatalities were between the ages of 25 and 44 in 2022/23 and 25.6% in 2023/24.

%DISTRIBUTION OF FATALITIES PER PEDESTRIAN AGE

	0 - 4	5 - 9	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
Q2 2022	2,7%	3,1%	2,5%	2,3%	4,3%	5,7%	8,6%	6,6%	5,7%	4,3%	2,9%	3,7%	2,2%	0,8%	1,1%	0,5%	0,6%
Q2 2023	2,3%	2,6%	2,1%	2,3%	4,6%	6,6%	6,7%	8,5%	5,8%	3,7%	2,5%	2,5%	1,1%	1,3%	0,9%	0,3%	0,4%
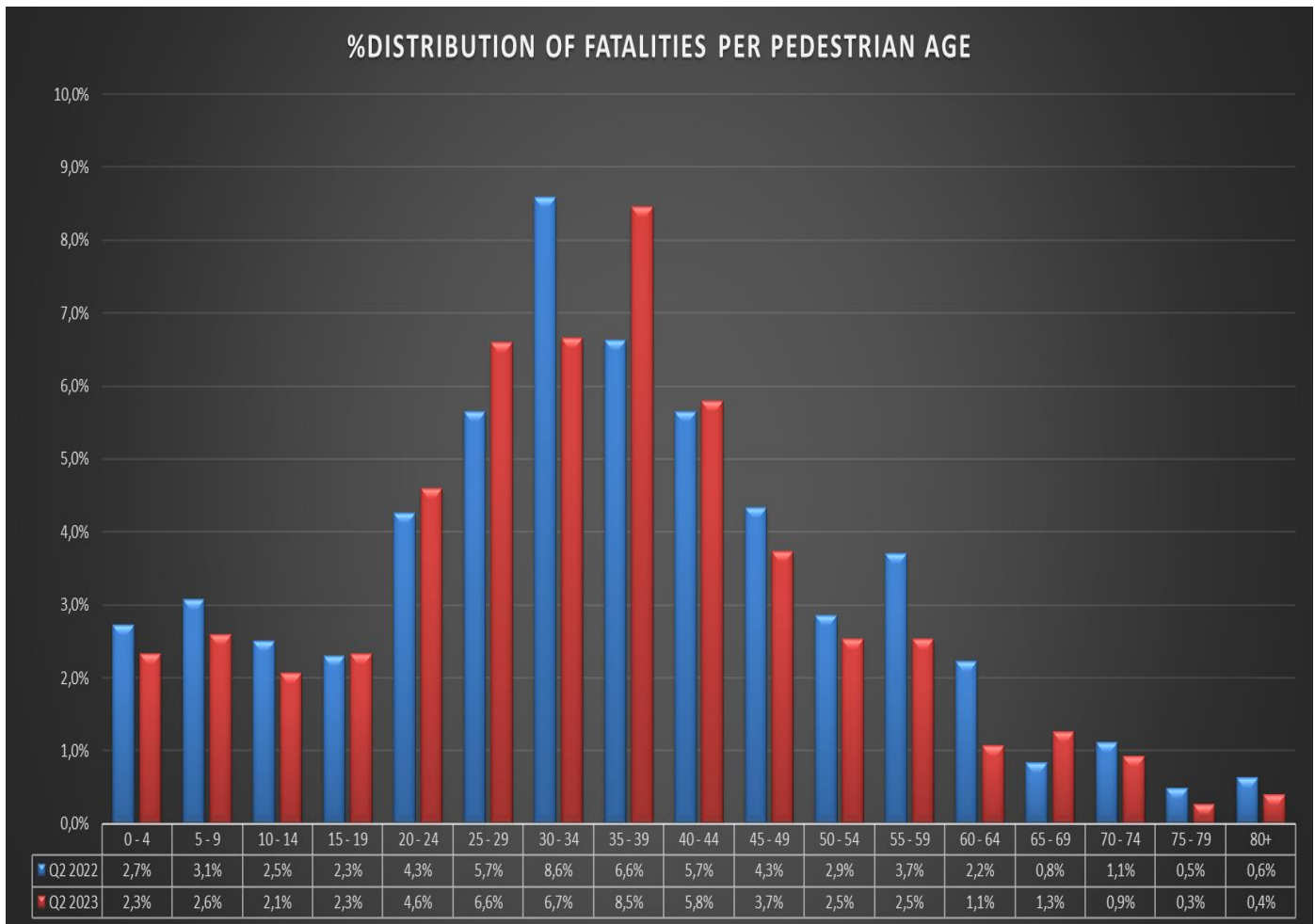
Graph 17: Percentage distribution of fatalities per age for pedestrians

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 26.5% and in 2023/24 it was 27.5%.

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 82 527 (-0.62%) from 13 216 546 on 30 September 2022 to 13 134 019 vehicles as on the 30 September 2023. Detail per type of vehicle is given in table below.

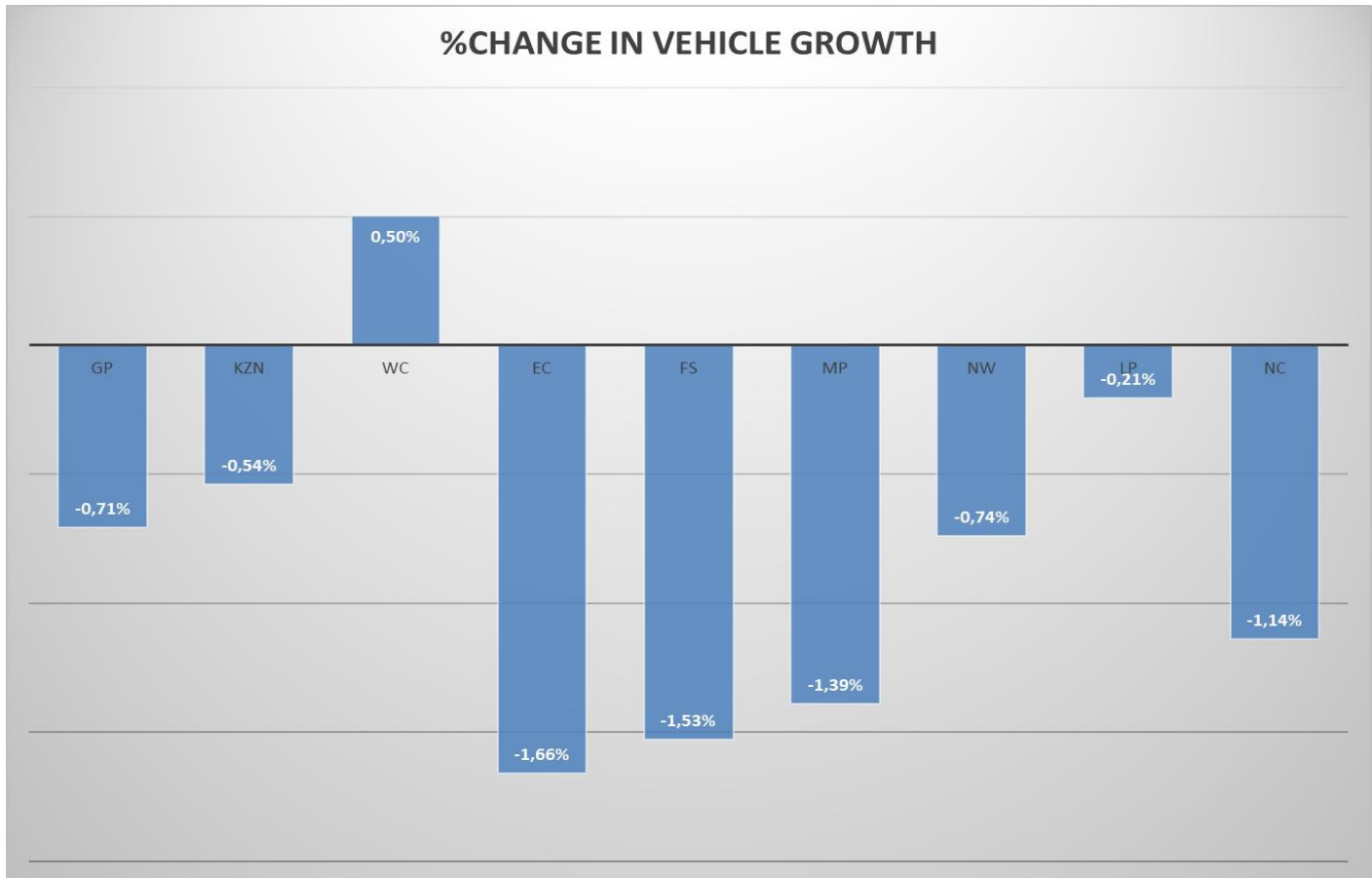| Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorised Vehicles	Sep-22	Sep-23			Sep-22	Sep-23
Motorcars	7 826 452	7 794 965	(31 487)	-0,40%	65,57%	59,35%
Minibuses	356 485	354 475	(2 010)	-0,56%	2,98%	2,70%
Buses	65 329	64 916	(413)	-0,63%	0,55%	0,49%
Motorcycles	356 830	349 395	(7 435)	-2,08%	2,94%	2,66%
LDV's - Bakkies	2 713 384	2 693 721	(19 663)	-0,72%	22,66%	20,51%
Trucks	395 972	391 091	(4 881)	-1,23%	3,29%	2,98%
Other & Unknown	242 013	238 542	(3 471)	-1,43%	2,01%	1,82%
Total Motorised	11 956 465	11 887 105	(69 360)	-0,58%	100,00%	90,51%
Towed Vehicles						
Caravans	97 720	95 388	(2 332)	-2,39%	7,65%	0,73%
Heavy Trailers	227 975	231 834	3 859	1,69%	18,59%	1,77%
Light Trailers	905 838	892 278	(13 560)	-1,50%	71,56%	6,79%
Other & Unknown	28 548	27 414	(1 134)	-3,97%	2,20%	0,21%
Total Towed	1 260 081	1 246 914	-13 167	-1,04%	100,00%	9,49%
All Vehicles	13 216 546	13 134 019	-82 527	-0,62%		100,00%

Table 3: Number of registered vehicles per type

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

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

| Number of Registered Vehicles per Province	Number registered Sep-22	Number registered Sep-23	Change	% Change	% of Total Sep-23
GP	5 079 795	5 043 883	(35 912)	-0,71%	38,40%
KZN	1 773 526	1 763 947	(9 579)	-0,54%	13,43%
WC	2 125 946	2 136 603	10 657	0,50%	16,27%
EC	875 833	861 305	(14 528)	-1,66%	6,56%
FS	660 286	650 186	(10 100)	-1,53%	4,95%
MP	941 166	928 081	(13 085)	-1,39%	7,07%
NW	671 888	666 928	(4 960)	-0,74%	5,08%
LP	789 492	787 870	(1 622)	-0,21%	6,00%
NC	298 614	295 216	(3 398)	-1,14%	2,25%
RSA	13 216 546	13 134 019	(82 527)	-0,62%	100,00%

Table 4: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Western Cape had a 0.50% increase and all other provinces decreased in the number of registered vehicles.

%CHANGE IN VEHICLE GROWTH

Province	% Change
GP	-0,71%
KZN	-0,54%
WC	0,50%
EC	-1,66%
FS	-1,53%
MP	-1,39%
NW	-0,74%
LP	-0,21%
NC	-1,14%

Graph 18: Percentage Annual Growth in Vehicle Population

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

% DISTIBUTION VEHICLES PER PROVINCE

GP	38,40%
KZN	13,43%
WC	16,27%
EC	6,56%
FS	4,95%
MP	7,07%
NW	5,08%
LP	6,00%
NC	2,25%
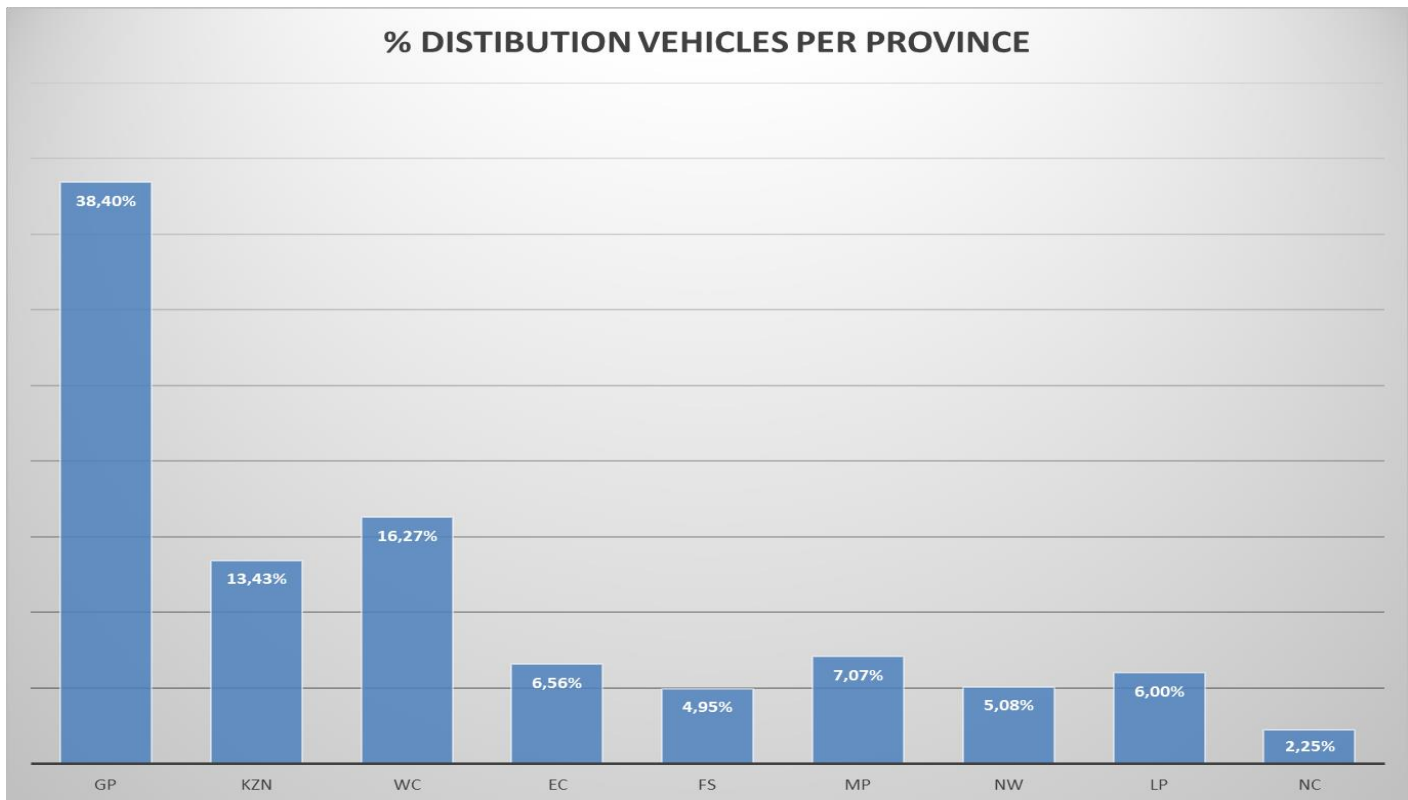
Graph 19: Percentage Vehicles Registered per Province

The information contained in the above graph shows that 38.40% of vehicles were registered in Gauteng, 16.27% in Western Cape and 13.43% in Kwa-Zulu Natal. These three provinces share a contribution of 68.10%, the remainder are in the other six provinces.

7.   DRIVER POPULATION

7.1 Learner Driving Licences

The number of learner driving licenses issued decreased by 2 548(-0.23%) from 1 110 596 end September 2022 to 1 108 048 end September 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	Sep-22	Sep-23	Change	% Change
1	38 946	42 504	3 558	9,14%
2	200 532	199 215	-1 317	-0,66%
3	871 118	866 329	-4 789	-0,55%
Total	1 110 596	1 108 048	(2 548)	-0,23%

Table 5: 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
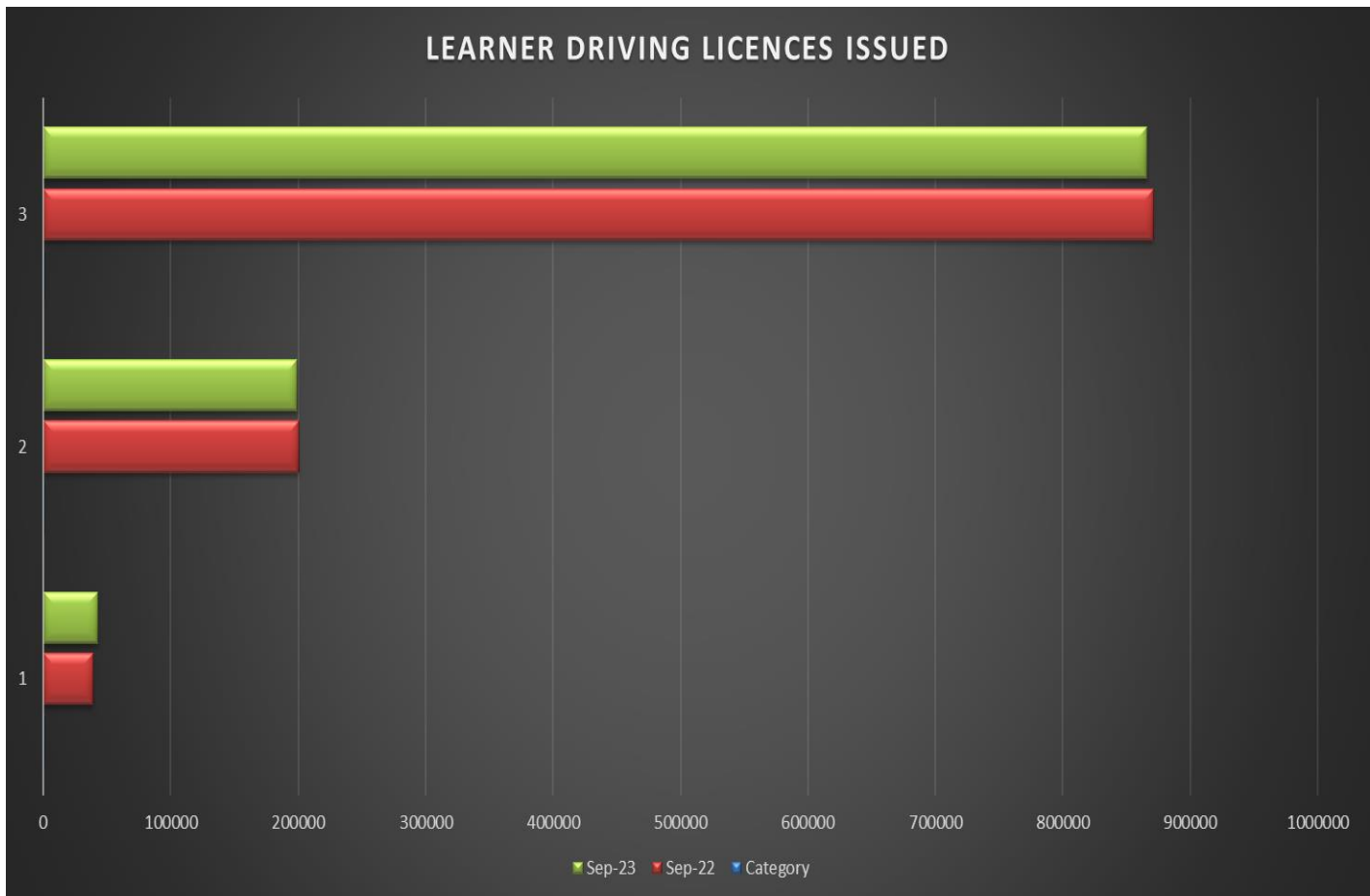
Graph 20: Number of learner licenses issues

The table and the graph above show that the increase of learners enrolled was for category 1 (motorcycle, 3 558 at 9.14%). 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	GP	KZ	WC	EC	FS	MP	NW	LP	NC	RSA
Sep-22	339 234	205 766	173 236	64 604	52 466	99 180	56 629	96 332	23 149	**1 110 596**
Sep-23	370 573	201 830	185 134	51 105	49 365	87 290	46 367	95 368	21 016	**1 108 048**
Change	31 339	-3 936	11 898	-13 499	-3 101	-11 890	-10 262	-964	-2 133	**(2 548)**
% Change	9,24%	-1,91%	6,87%	-20,89%	-5,91%	-11,99%	-18,12%	-1,00%	-9,21%	**-0,23%**

Table 6: Number of learner licences issued per province

Only Gauteng and Western Cape had increases of 9.24% and 6.87% respectively. All other provinces recorded decreases with the highest percentage decrease being Eastern Cape at 20.89% followed by North West at 18.12% and Mpumalanga at 11.99% as shown on the graph below.
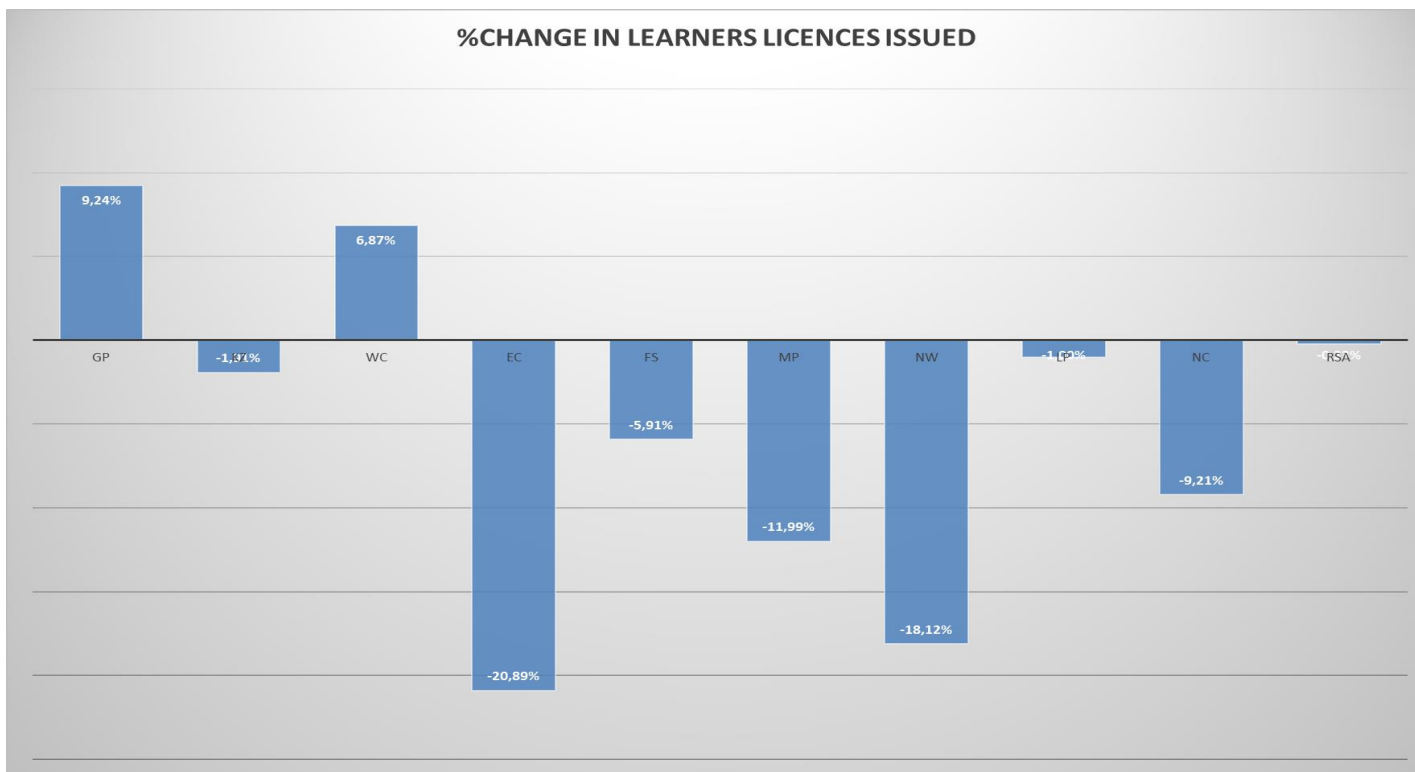
Graph 21: Percentage change in learner licenses issued per province
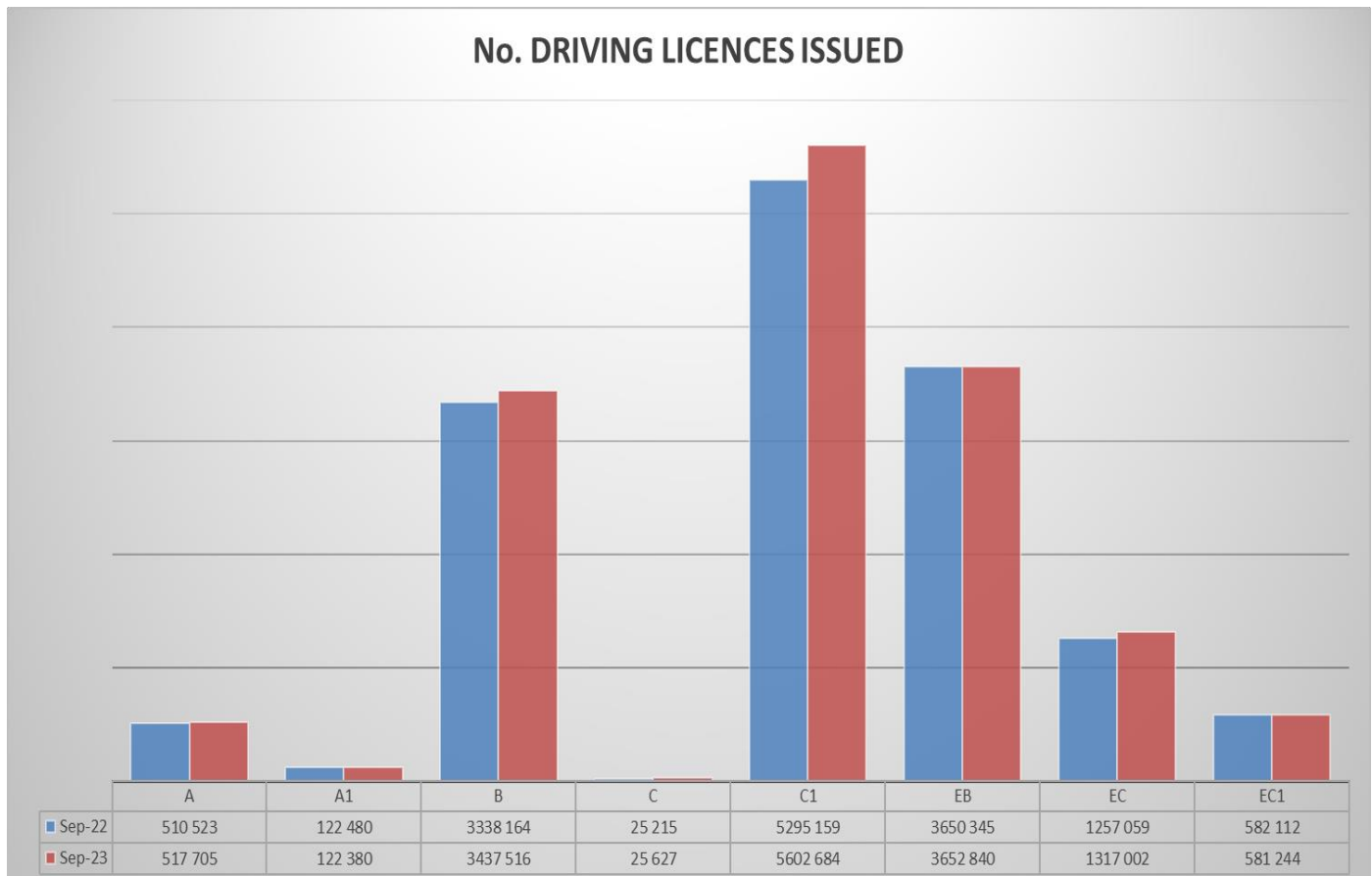
7.2 Driving Licences Issued

The number of driving licenses issued increased by 475 941 (3,22%) from 14 781 057 on 30 September 2022 to 15 256 998 as of 30 September 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				
Category	Sep-22	Sep-23	Change	% Change
A	510 523	517 705	7 182	1,41%
A1	122 480	122 380	(100)	-0,08%
B	3 338 164	3 437 516	99 352	2,98%
C	25 215	25 627	412	1,63%
C1	5 295 159	5 602 684	307 525	5,81%
EB	3 650 345	3 652 840	2 495	0,07%
EC	1 257 059	1 317 002	59 943	4,77%
EC1	582 112	581 244	(868)	-0,15%
Total	14 781 057	15 256 998	475 941	3,22%

Table 7: 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

No. DRIVING LICENCES ISSUED

	A	A1	B	C	C1	EB	EC	EC1
Sep-22	510 523	122 480	3338 164	25 215	5295 159	3650 345	1257 059	582 112
Sep-23	517 705	122 380	3437 516	25 627	5602 684	3652 840	1317 002	581 244

Graph 22: Number of driving licenses issued

The highest percentage change was in the C1 category 5.81% increase followed by EC at 4.77% then B at 2.98%.

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

Category	Description	Number	%
A	Motorcycle > 125 cub.cm	59 231	3,16%
A1	Motorcycle < 125 cub.cm	13 494	0,72%
B	Motor vehicle < 3,5000 kg	384 172	20,52%
C	Motor vehicle >16,000 kg	2 801	0,15%
C1	Motor vehicle 3,500 - 16,000 kg	724 177	38,68%
EB	Articulated motor vehicle < 16,000 kg	478 515	25,56%
EC	Articulated vehicle > 16,000 kg	132 022	7,05%
EC1	Articulated vehicle 3,500 - 16,000 kg	77 966	4,16%
Total		**1 872 378**	**100%**

Table 8: 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	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Sep-22	4 993 240	2 290 898	2 139 147	1 044 031	694 994	1 077 993	669 701	1 116 041	263 977	**14 290 022**
Sep-23	5 353 635	2 453 932	2 272 908	1 095 485	727 742	1 159 549	710 327	1 203 297	280 123	**15 256 998**
Change	360 395	163 034	133 761	51 454	32 748	81 556	40 626	87 256	16 146	**966 976**
% Change	7,22%	7,12%	6,25%	4,93%	4,71%	7,57%	6,07%	7,82%	6,12%	**6,77%**

Table 9: Number of driving licences issued per province
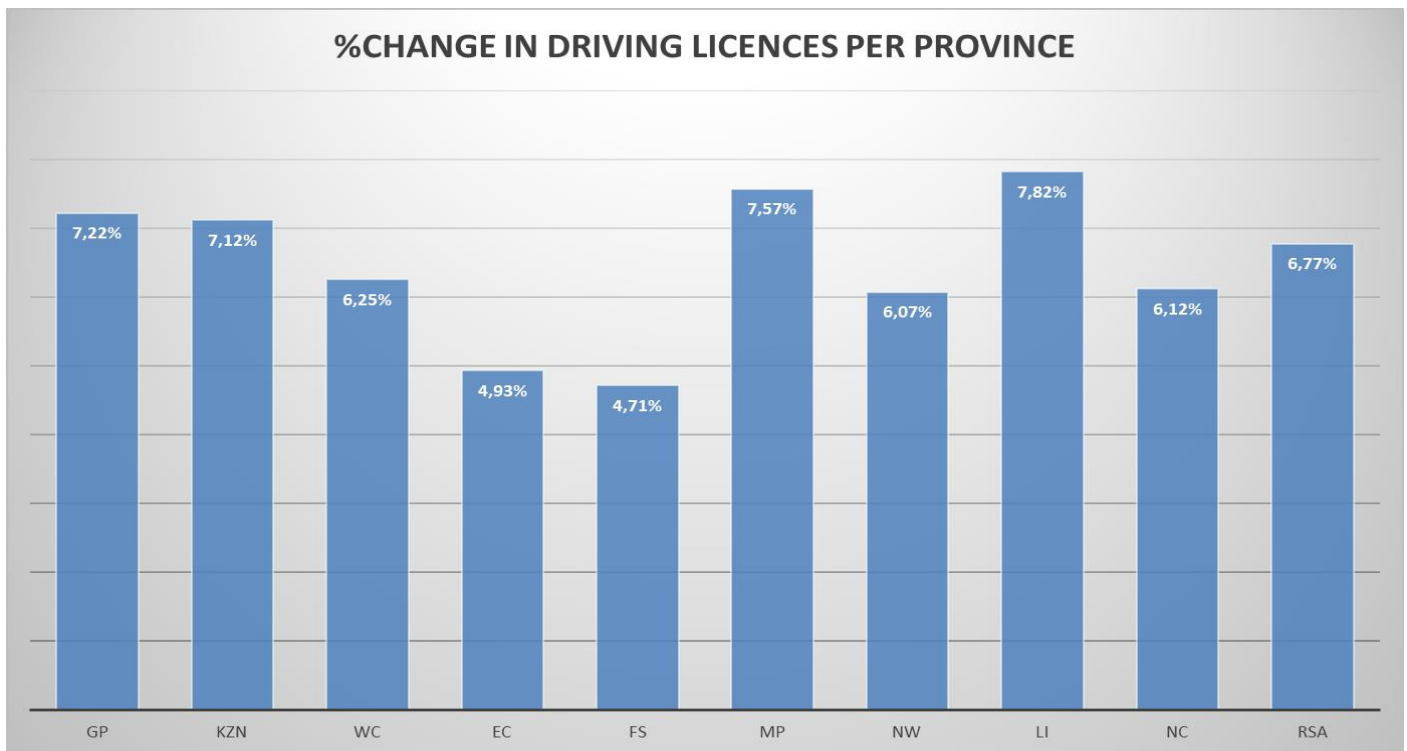
Graph 23: Percentage change in driving licenses issued

All the provinces had increases in the number of driving licenses as shown in the table and graph above. Limpopo had 7.8% increase, Mpumalanga 7.5% Gauteng 7.22% and Kwa-Zulu Natal at 7.12%.

7.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 73 041(6.76%) from 1 079 691 on 30 September 2022 to 1 152 732 on 30 September 2023. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	Sep-22	Sep-23	Change	% Change
G	6 336	6 749	413	6,52%
P G	1 021 065	1 089 361	68 296	6,69%
D G	162	145	-17	-10,49%
D P G	52 128	56 477	4 349	8,34%
Total	1 079 691	1 152 732	73 041	6,76%

Table 10: Number of PrDP's issued

Professional Driving Permits (PrDPs)
G: Goods
P: Passengers
D: Dangerous goods

Only the Dangerous Goods category had a decrease at 10.5%. All other categories had increases.

Provincial information is contained in the table and graph below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Sep-22	315299	204104	162438	93754	64984	112646	54636	110575	27048	**1 145 484**
Sep-23	337 594	208 432	161 641	85 449	62 607	106 929	63 307	99 398	27 375	**1 152 732**
Change	22 295	4 328	-797	-8 305	-2 377	-5 717	8 671	-11 177	327	**7 248**
% Change	7,07%	2,12%	-0,49%	-8,86%	-3,66%	-5,08%	15,87%	-10,11%	1,21%	**0,63%**

Table 11: Number of professional driving permits (PrDP's) issued per province
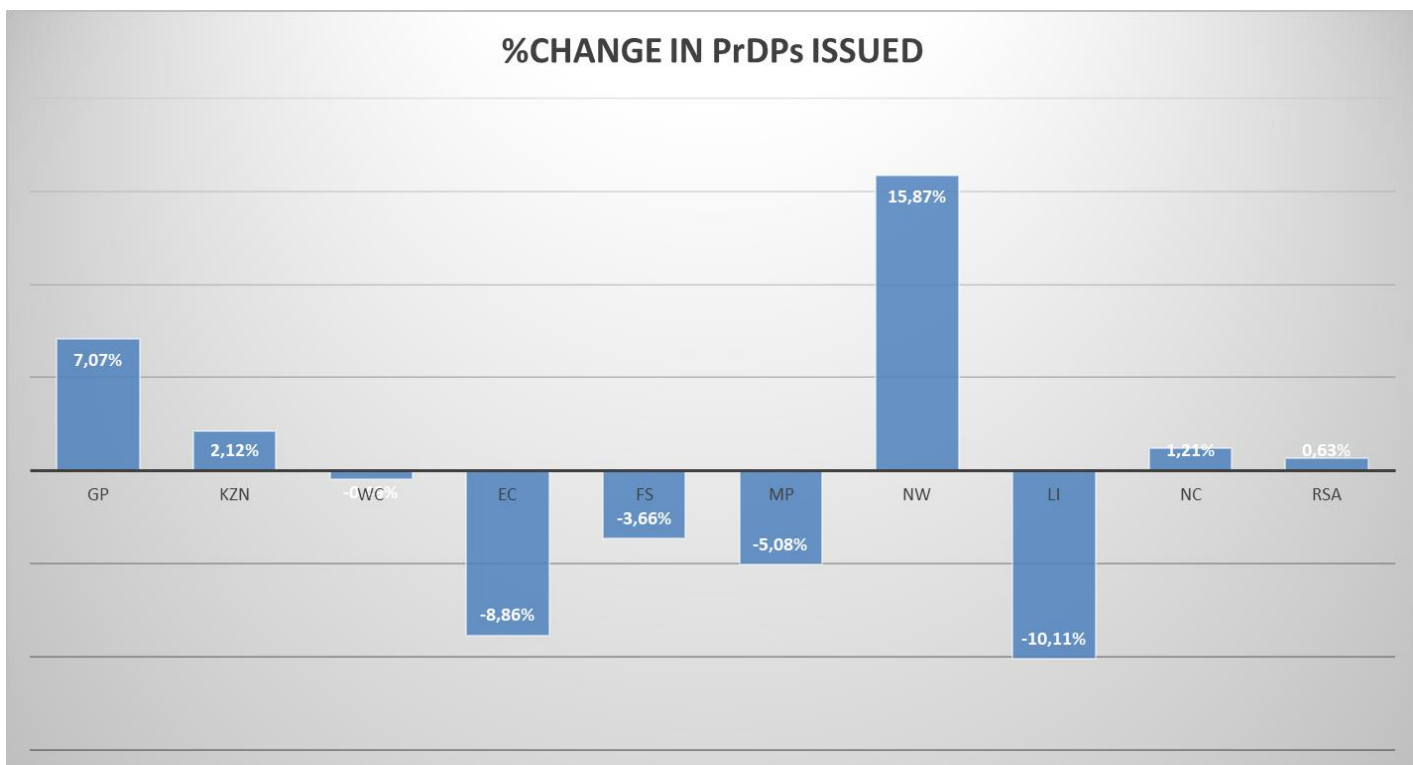
Graph 24: Percentage change in PrDP's issued

At a provincial level, four provinces had increases in the issued PrDP's. Gauteng has the highest numerical increase of PrDP's followed by North West.

Compiled by

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Mr Emmanuel Phasha

General Manager: Road Traffic Information

Date:

Recommended by

....

Mr Kevin Kara-Vala

Executive Manager: Road Traffic Information & Technology

Date:

Approved by

....

Advocate Makhosini Msibi

Chief Executive Officer

Date:

Road Traffic Management Corporation
Eco Origin Office Park, Block F
349 Witch-Hazel Street
Highveld Ext 79
Tell: 012 999 5200

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