Road Traffic Management Corporation

State of Road Safety in South Africa

'January 2022 to December 2022'

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

Table of Content

List of Tables

List of Figures

List of Acronyms and Abbreviations

ABBREVIATION / ACRONYM	INTERPRETATION
AR	Accident Report
CBRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CHoCOR	Culpable Homicide Crash Observation Report
Corporation	Road Traffic Management Corporation
CSIR	Council for Scientific and Industrial Research
DOT	National Department of Transport
EMS	Emergency Medical Services
NaTIS	National Traffic Information System
NCDMS	National Crash Data Management System
NRSS	National Road Safety Strategy (2016-2030)
NRTA	National Road Traffic Act
RAF	Road Accident Fund
RIMS	Road Incident Management System
RTI	Road Traffic Information
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
SAIA	South African Insurance Association
SAMRC	South African Medical Research Council
SANRAL	South African National Roads Agency
SAPS	South African Police Service
UNDA	United Nations Decade of Action
SAIA	South African Insurance Association
SAMRC	South African Medical Research Council

SANRAL	South African National Roads Agency

1 EXECUTIVE SUMMARY

This review of the State of Road Safety covers a 12-month period, 1 January 2022 to 31 December 2022. For the sake of proper analysis, the report compares the 2021 and 2022 calendar year road crash statistics.

The vehicle population increased by 2.04% from 12 697 733 in 2021 to 12 957 208 in 2022.

A total of 52 648 Speed Operations with 275 595 notices issued and 1 089 arrests. 7 280 alcohol operations were conducted resulting in 11 217 arrests.

A total of 5 992 awareness interventions (vs. 3 860 in 2021) and 4 403 school interventions (vs. 2 115 in 2021) were carried out.

The implementation of the National Road Safety Strategy remains a priority in the country; funding of the operationalisation of the strategy remains a key challenge. There is a continuous effort to engage private sector for collaboration on implementation of road safety initiatives.

Fatal crashes decreased by 1,5% (from 10 607 in 2021 to 10 446 in 2022).

Fatalities decrease by 0,8% (from 12 541 in 2021 to 12 436 in 2022).

Forty-three percentage (43%) of road user fatalities are pedestrians. Male fatalities account for ¾ of total road fatalities. Death of children between 0 to 14 years account for 10,2% of fatalities, and 41,4% for the age group 25 to 39. 60,8% of road fatalities occur over weekends (Friday to Sunday).

2 INTRODUCTION

This report aims to provide an overview of the state of road safety in South Africa from 1 January 2022 to 31 December 2022. The Road Traffic Management Corporation is mandated by the Road Traffic Management Corporation Act, No. 20 of 1999 to report on road crashes in South Africa.

Over the last five years, South Africa has seen a decline in the number of road crash fatalities; however, the reduction has not been significant to meet the 2010 - 2020 Decade of Action goals. Performance thus far is slightly below the set targets for the 2016 - 2030 National Road Safety Strategy (NRSS). Therefore, if the set rate of reduction is consistently met then the NRSS targets will be met. (see figure 1 below)

2.1 NRSS TARGET

The NRSS 2016-2030 set a target of reducing fatalities in the country by 50% by 2030 from 13,967 fatalities that were recorded in 2010. The graph below shows the rate of reduction which ramps up as systems and operations are streamlined.

The other NRSS 2016-2030 target is the reduction of serious injuries by 50% by 2030. Due to the limited data that is currently collect this target is not measured. The intention is to implement a methodology that will collect all road crashes regardless of their severity and then classify them accordingly. Once this methodology is implemented it will be possible to measure progress towards attaining the 50% reduction of serious injuries.

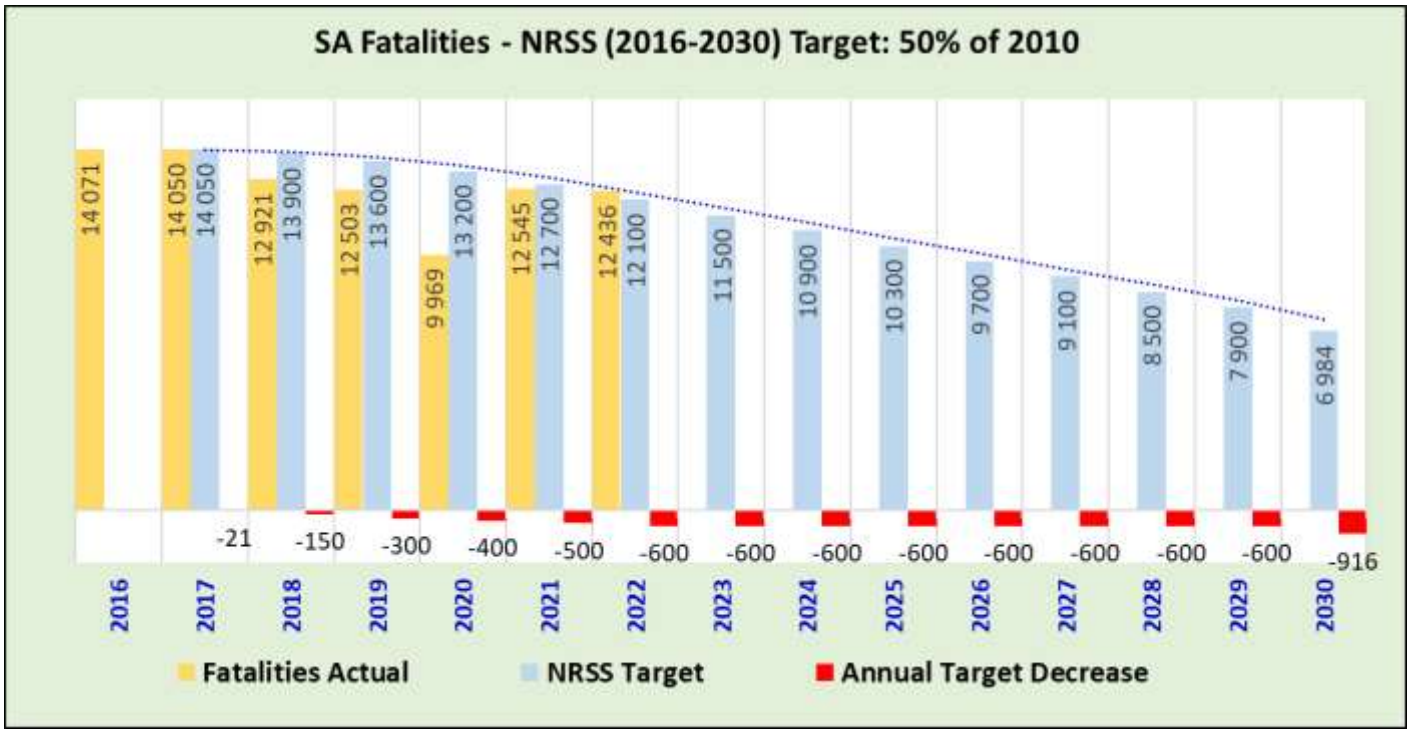


Figure 1: Progression towards NRSS Target

There are key focus areas that when combined, will lead to the attainment of the target and this report is structured to provide an update, challenges, and planned interventions within that focus area.

2.2 METHODOLOGIES AND DATA LIMITATION

2.2.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is utilised to collect fatal road crash data on daily basis. South African Police Service (SAPS) and the Provincial Transport Departments are the main sources of the fatal crash data. SAPS provide the Corporation with a list of all recorded fatal crashes (CAS list) and, the Corporation receive the CHoCOR forms from various police stations. Provincial Departments send their fatal crash data to the Corporation. The data

from both sources is consolidated and any discrepancies are sorted with the data providers. Road Traffic Management Corporation captures, processes and verifies the data to compile reports.

2.2.2 Crash Data Flow

The CAS List is sent from SAPS Head Quarters, SAPS stations send the data that is collected through the CHoCOR forms and provincial departments send details of the fatal crashes too. All this data is consolidated into one occurrence for purposes of further processing.

2.2.3 Data processing

The data is captured and verified for compilation of consolidated statistical report. There is a continuous engagement with SAPS and provinces for validation purpose.

2.2.4 Limitations

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

3 ROAD SAFETY COLLECTION METHODOLOGY

3.1 BACKGROUND

In previous editions of the State of Road Safety reports, the RTMC focused on the fatal road crash information, with the key Road Safety initiatives, Law Enforcement interventions and progress on the implementation of the NRSS.

Countries with similar road safety challenges have elevated the matter of road safety and amongst others, these countries publish comprehensive annual State of Road Safety reports with an objective to drive the road safety agenda at the highest level possible.

However, key challenges remain a hindrance in the South African context including:

- Limited data collection and information processing to understand macro and micro societal factors affecting the set targets in road safety;
- The various platforms that exist in the fraternity, noting that multiple stakeholders are interlinked with Road Safety in South Africa - including and not limited to the South African Police Service, provincial and local government, non-governmental agencies and the private sector – each pursuing their priority activities aligned to their mandate;
- The inherent corruption associated with the road traffic fraternity, which extends from the acquisition of a driver's license to road traffic law transgressions and limited implications thereafter;
- Road user behaviour remains a challenge in the country including:
    - Driving at an inappropriately high speeds in certain sections of the road;
    - Driving under the influence of alcohol;
    - Intoxicated pedestrians, jay walking, not using demarcated crossing spaces and
    - Distracted driving notably, the use of a mobile phone whilst driving.

4 Structure and Culture

4.1 CHARACTERISTICS

South Africa, the southernmost country on the African continent, renowned for its varied topography, great natural beauty, and cultural diversity, all of which have made the country a favoured destination for travellers since the dawn of democracy in 1994. The vast majority of black South Africans were not enfranchised until 1994.

South Africa is a developing country and ranks 114th on the Human Development Index, the seventh highest in Africa. It has been classified by the World Bank as a newly industrialized country, with the second-largest economy in Africa, and the 33rd-largest in the world. South Africa also has the most UNESCO World Heritage Sites in Africa. The country is a middle power in international affairs; it maintains significant regional influence and is a member of the G20.

Today South Africa enjoys a relatively stable mixed economy that draws on its fertile agricultural lands, abundant mineral resources, tourist attractions, and highly evolved intellectual capital. Greater political equality and economic stability, however, do not necessarily mean social tranquillity. South African society at the start of the 21st century continued to face steep challenges: rising crime rates, ethnic tensions, great disparities in housing and educational opportunities, and the AIDS pandemic.

South Africa is bordered by Namibia to the northwest, by Botswana and Zimbabwe to the north, and by Mozambique and Swaziland to the northeast and east. Lesotho, an independent country, is an enclave in the eastern part of the republic, surrounded by South African territory. South Africa's coastlines border the Indian Ocean to the southeast and the Atlantic Ocean to the southwest.

4.2 POPULATION

According to Statistics South Africa (Stats SA), the midyear population of South Africa has increased to an estimated 60,6 million people in 2022. The population of Gauteng is approximately 16 million, the province with the highest portion of the county's population. KwaZulu-Natal follows with the second highest portion of the population with 11,5 million people with the Northern Cape province having the smallest portion of the population of only 1,3 million. Stats SA estimates the female population to be 30,98 million females (51,1%) of the total population.

An estimated 28% of the population is aged younger than 15 years and approximately 9,2% (5 million) is 60 years or older. Of those younger than 15 years of age, the majority reside in KwaZulu-Natal (21,8%) and Gauteng (21,4%). Of the elderly (those aged 60 years and older), the highest percentage 24,1% (1,31 million) reside in Gauteng.

Table 1
NATIONAL AND PROVINCIAL MID-2022 POPULATION ESTIMATES

Province	2022 Mid-Year Estimated Population	
	n	*% of total*
Eastern Cape	6 702 364	11,1
Free State	2 939 597	4,8
Gauteng	16 092 474	26,5
Kwazulu-Natal	11 541 670	19,0
Limpopo	5 911 362	9,8
Mpumalanga	4 755 159	7,8
North-West	4 132 915	6,8
Northern Cape	1 306 227	2,2
Western Cape	7 243 208	11,9
Total	**60 624 976**	**100,0**

Figure 2: South African population per province

4.3 CLIMATE

South Africa's long coastline – some 2,800 kilometres – influences much of the climate. On the west coast is the cold Atlantic Ocean, and the warmer Indian Ocean on the south and east. Starting at the hot and arid desert border with Namibia in the northwest, South Africa's coastline runs south down the cold Skeleton Coast, around the Cape Peninsula to Cape Agulhas. This is the southernmost tip of Africa, said to be where the Atlantic and Indian oceans meet. In fact, it is here, slightly offshore, that two coastal currents meet, currents that determine the different coastal climates. The cold Benguela current sweeps the west coast, and the warm Agulhas current the east.

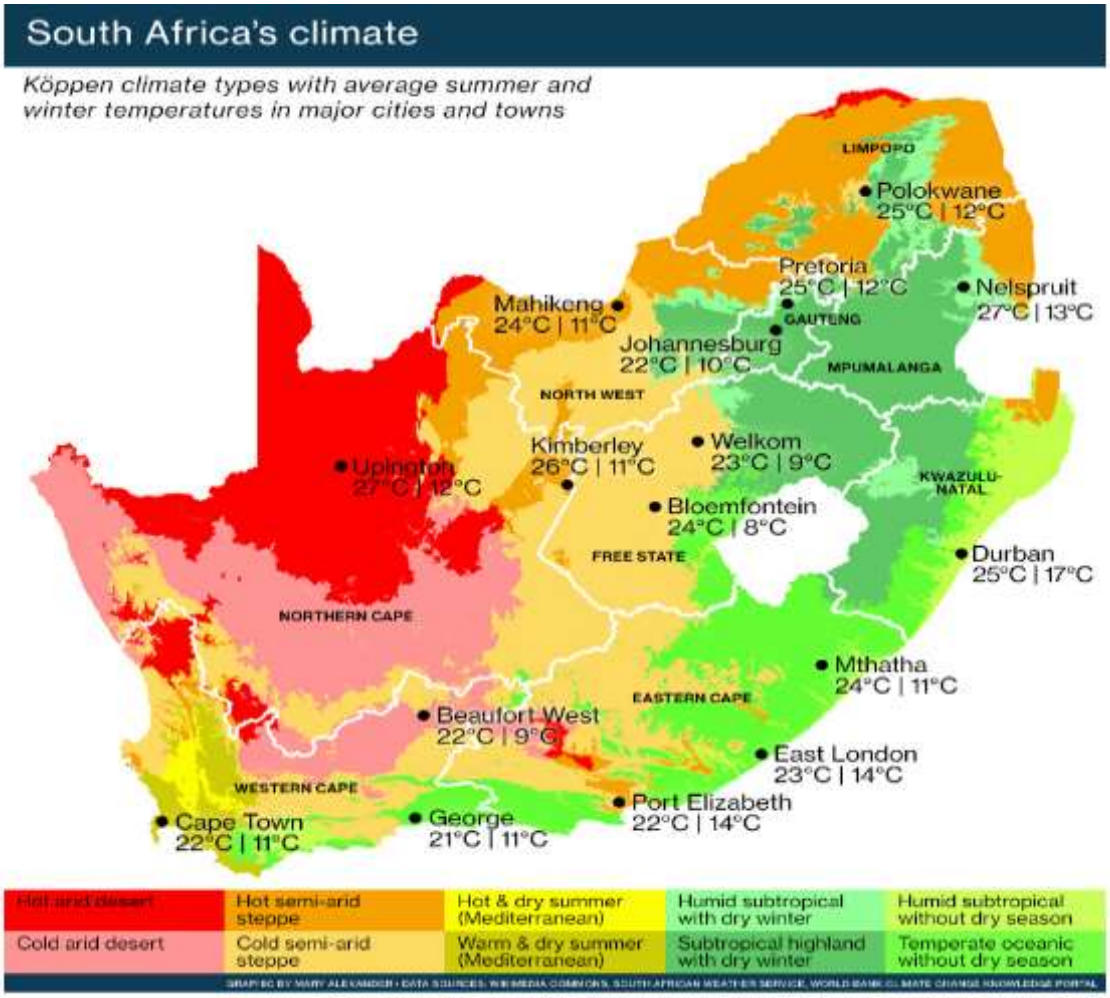


Figure 3: South African climate

From Cape Agulhas the coastline moves east and slowly northwards, and the climate becomes warmer and wetter. The Western Cape's pretty green Garden Route gives way to the forested Wild Coast in the Eastern Cape, and then humid subtropical KwaZulu-Natal coast, famous for its beaches. In the northeast, the coast reaches the border of Mozambique.

Running along most of the coast is a narrow low-lying strip of land, which soon gives way to a higher plateau – the Great Escarpment. The high altitude of South Africa's interior means the country is generally much cooler than southern hemisphere countries at the same latitude, such as Australia.

4.4 ROAD NETWORK

The South African Road Network consists of approximately 750,000 km of road and is estimated to be the tenth largest road network in the world. The following table illustrates the breakdown of the road network of road authorities within the country.

Table 1: Breakdown of South African road network in km

Road Authority	Surfaced	Unsurfaced	Total
SANRAL	21 946	0	21 946
Provinces - 9	42 411	226 273	268 684
Metros - 8	51 682	14 461	66 143
Local Municipalities	37 691	219 223	256 914
Total	153 730	459 957	613 687
Un-Proclaimed (Estimate)		133 291	133 291
Estimated Total	153 730	593 248	746 978

The National, or roads under the jurisdiction of the South African Roads Agency (SANRAL) accounts for 3.6% of proclaimed roads with the road network of the

9 provincial road authorities accounting for 43.8% of the network (see graph below).

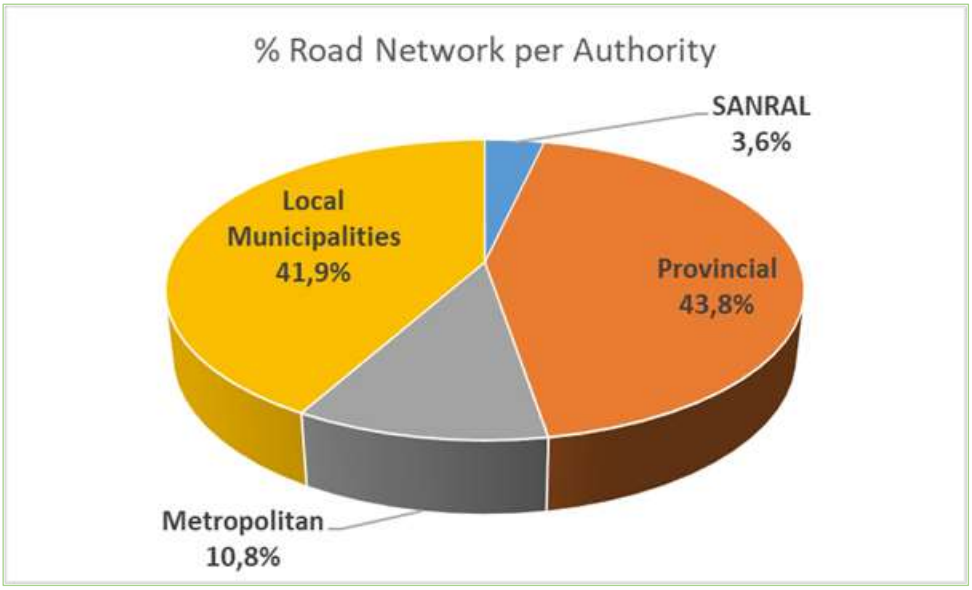


Figure 4: Percentage vehicles per road authority

Surfaced roads in South Africa consists of 25.1% of proclaimed roads and unsurfaced (earth/gravel) roads 74.9%.

4.5 VEHICLE POPULATION

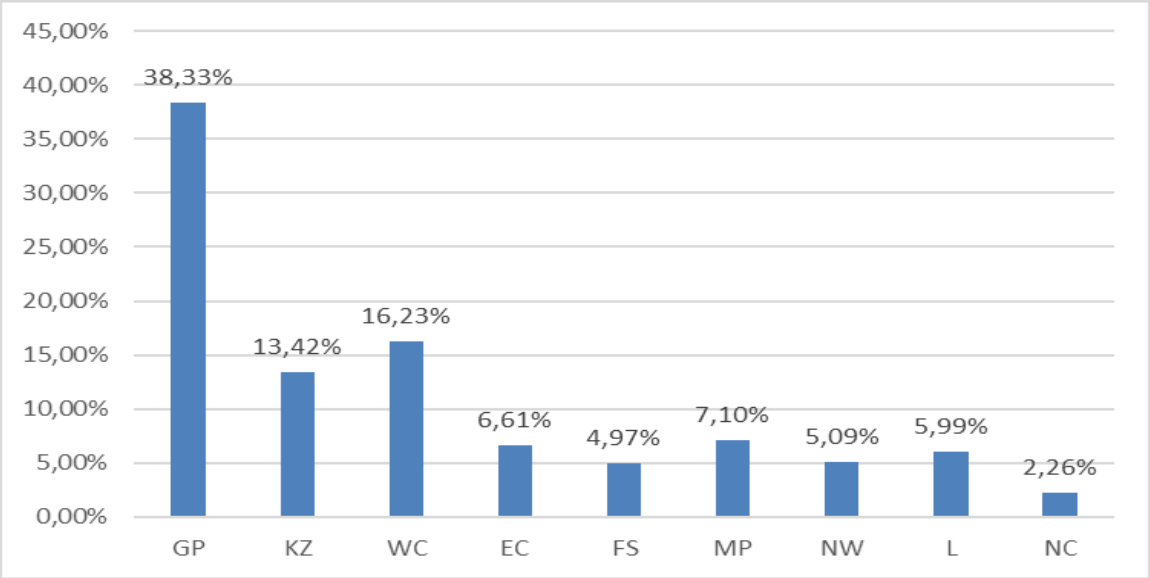
South Africa is the middle-income country with a high number of registered vehicles. Based on July 2022 mid-year population estimates South Africa has 60 624 976 people.

Table 2: Number of registered vehicles per type

Number of Registered Vehicles	Number registered Dec 2021	Number registered Dec 2022	Change	% Change	% of Group Dec 2022	% of Total Dec 2022
Motorised Vehicles						
Motorcars	7 652 077	7 685 153	33 076	0,43	65,54	59,28
Minibuses	349 671	349 335	- 336	-0,10	2,98	2,69
Buses	64 340	64 170	- 170	-0,26	0,55	0,49
Motorcycles	347 631	346 153	- 1 478	-0,43	2,95	2,67
LDV's - Bakkies	2 671 314	2 658 416	- 12 898	-0,48	22,67	20,51
Trucks	389 112	385 845	- 3 267	-0,84	3,29	2,98
Other & Unknown	237 872	237 199	- 673	-0,28	2,02	1,83
Total Motorised	**11 712 017**	**11 726 271**	**14 254**	**0,12**	**100,00**	**90,45**
Towed Vehicles						
Caravans	97 824	95 885	- 1 939	-1,98	7,92	0,74
Heavy Trailers	221 267	224 580	3 313	1,50	18,55	1,73
Light Trailers	897 181	889 977	- 7 204	-0,80	73,52	6,86
Total Towed	**1 216 272**	**1 210 442**	**- 5 830**	**-0,48**	**100,00**	**9,34**
All other unknown	28 920	27 717	- 1 203	-4,16	100,00	0,21
All Vehicles	**12 957 209**	**12 964 430**	**7 221**	**0,06**		**100,00**

As at the end of December 2022 the number of registered vehicles increased by 0,06% from 12.957 million in 2021 to 12.964 million in 2022 as depicted in the table above. Within the motorised vehicles category, there has been a decrease except for Motorcars which increased by 0,43%.

Figure 5: Percentage vehicles registered per province on 31 December 2022.



At a provincial level in South Africa as at the end of December 2022; most vehicles are registered in Gauteng with a distribution of 38,33% followed by Western Cape at 16,23% and KZN at 13,42%. The three provinces Gauteng, Western Cape and KwaZulu Natal share a percentage distribution of 67,98%.

4.6 STRUCTURE OF ROAD SAFETY MANAGEMENT

The National Department of Transport is responsible for the policy and legislation governing roads and public transport. This is implemented through provincial departments, local government and public entities. In terms of Schedule 5 of the Constitution, provincial roads and traffic are an exclusive provincial function, while municipal roads, traffic and parking are exclusive Schedule 5B municipal functions. Public transport is a concurrent Schedule 4A function of both national and provincial government. While municipal public transport is a Schedule 4B concurrent municipal function.

The strategy of the DoT has been guided by five strategic priorities that define the work of the Department and the political agenda over the term of this administration. The following key five (5) priorities have been identified which will guide the effort of the sector:

- Safety as an enabler of service delivery;
- Public transport that enables social emancipation and an economy that works;
- Infrastructure build that stimulates economic growth and job creation;
- Building a maritime nation, elevating the oceans economy; and
- Accelerating transformation towards greater economic participation

The Department of Transport Road Agencies:

Figure 6: Entities of the Department of Transport

4.6.1 Road Accident Fund

The Road Accident Fund (RAF) is a juristic person established by an Act of Parliament, namely, the Road Accident Fund Act, 1996 (Act No. 56 of 1996) as amended (”RAF Act”). It commenced operations on 1 May 1997, assuming at the time, all the rights, obligations, assets and liabilities of the Multilateral Motor Vehicle Accidents Fund.

The RAF is responsible for providing appropriate cover to all road users within the borders of South Africa; rehabilitating and compensating persons injured as a result of motor vehicles in a timely and caring manner; and actively promoting the safe use of all South African roads. Section 3 of the RAF Act stipulates, “the object of the Fund shall be the payment of compensation in accordance with this Act for loss or damage wrongfully caused by the driving of a motor vehicle”.

4.6.2 South African National Roads Agency Limited

The South African National Roads Agency SOC Ltd (SANRAL) is a South African parastatal responsible for the management, maintenance and development of South Africa's proclaimed National Road network which includes many (but not all) National ("N") and some Provincial and Regional ("R") route segments

4.6.3 Cross-Border Road Transport Agency

The Cross-Border Road Transport Agency (C-BRTA) exists to improve the cross-border flow of commuters and freight operators who make use of road transport. Its function as an interstate operations agency is to reduce mobility constraints for road transport operators, in the form of regulating market access and issuing cross-border permits, while facilitating sustainable social and economic development in the Southern African Development Community (SADC) region.

4.6.4 Road Traffic Infringement Agency

The Road Traffic Infringement Agency (RTIA) performs its functions in terms of subsection (1)(a) of the AARTO Act. The objectives of the agency are, to administer a procedure to discourage the contravention of road traffic laws and to support the adjudication of infringements; to enforce penalties imposed against persons contravening road traffic laws; to provide specialised prosecution support services; and to undertake community education and community awareness programmes to ensure that individuals understand their rights and options.

4.6.5 ROAD TRAFFIC MANAGEMENT CORPORATION

The RTMC operates under the stewardship of the Department and facilitates an effective partnership between national, provincial and local spheres of government in the management of road traffic matters.

The overriding aim of the Road Traffic Management Corporation (RTMC) is to overcome the current fragmentation of traffic management functions across hundreds of provincial and local jurisdictions, and to bring a new professional coherence and improved morale into the entire system; in support of enhanced co-operative and co-ordinated road traffic strategic planning, regulation, facilitation and law enforcement; strengthening national and provincial governments' collective capacity to govern road traffic through partnerships with local government bodies and the private sector; and focussing government on effective strategic planning, regulation, facilitation and monitoring.

5 Road Safety Performance Indicators

5.1 SPEED OPERATIONS

A total of 52 648 Speed Operations were conducted from the period of January to December 2022.

For the first quarter 5 708, second quarter 17 559, third quarter 12 779 and fourth quarter 16 602 speed operations were conducted.

Speed is a critical risk factor for road traffic injuries. As average traffic speed increases so too do the likelihood of a crash. If a crash does happen, the risk of death and serious injury is greater at higher speed as the amount of available time needed to avoid a crash / to stop the vehicle is reduced and the ability of the driver to steer safely around curves or objects on the road is also reduced.

The National Road Traffic Act, 1996 regulates speed limit according to different routes where road users can operate vehicles on:

- 60 km/h on a public road within an urban area
- 100 km/h on public road outside an urban area which is not a freeway; and
- 120 km/h on every freeway.

Provision is also made that certain vehicles (minibuses, buses and goods vehicles) shall not exceed the speed limits imposed on tyres by SABS 1550 or as approved by the manufacturer of such tyres. A maximum speed limit of 80 km/h for a goods vehicle with a GVM exceeding 9000 kg, a combination vehicle consisting of a goods vehicle (i.e drawing vehicle and one or two trailers) of which the sum of the GVM of the goods vehicle and of the trailer(s) exceeds 9000 kg and an articulated vehicle of which the GCM exceeds 9000 kg.

Most road users transgress with the speed regulations and the law enforcement operations were intensified to curb reckless and negligent driving, thus ensuring that South African roads are safe. A total of **52 648** speed operations were conducted from the period of January to December 2022. For the first quarter, **5 708**, second quarter **17 559**, third quarter **12 779** and fourth quarter **16 602** speed operations were conducted. From all operations conducted, **275 595** notices were issued, and **1 089** arrests were reported**.**

About 58% of the arrests were recorded in Gauteng (all Gauteng Authorities including National Traffic Police), **16 %** of the cases were recorded in Free State while **14%** of cases in Western Cape and North West recorded the lowest arrests with **0,5%**. Figure 7 below provides a breakdown of speed arrests reported.

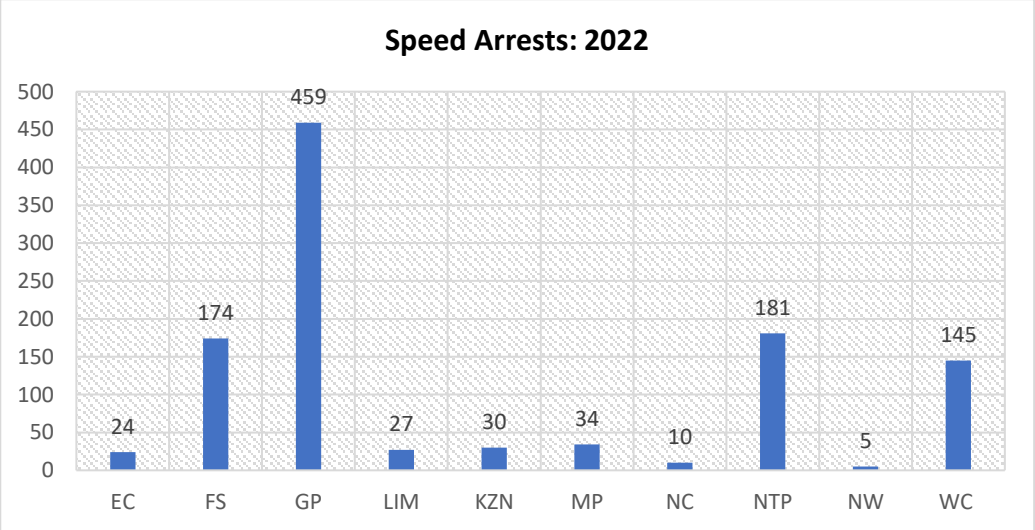


Figure 7: Speed arrests

5.2 ALCOHOL OPERATIONS CONDUCTED

Road users who are impaired by alcohol have a significantly higher risk of driving recklessly and being involved in a crash as result of impaired vision, reduced hearing ability and slow reaction. Not only road users get affected when crash happened, but infrastructure, families get affected by the loss of loved ones, traffic slow down due to road closure by the time crash is given attention.

Section 65 of the National Road Traffic Act; 1996 (Act No. 93 of 1996) (the "NRA"') sets out the legal limits and prohibitions for driving whilst under the influence. It provides that no one shall drive or even occupy the driver's seat of a motor vehicle (with the engine running) on a public road if their blood alcohol content is over the legal limit. For normal drivers, the concentration of alcohol in any blood specimen must be less than 0,05 gram per 100 millilitres, and in the case of a professional driver, less than 0,02 gram per 100 millilitres. The concentration of alcohol in any specimen of breath exhaled must be less than 0,24 milligrams per 1 000 millilitres, and in the case of a professional driver, less than 0,10 milligrams per 1 000 millilitres. Based on the said regulation and non-compliance of the road-users on the use of alcohol while driving, the Law Enforcement Authorities deemed it prudent and extremely important to mount "Driving Under the Influence" (DIU) operations to clamp down on motorist operating their vehicles under the influence of alcohol as a mitigation strategy as well as to send a stern warning accordingly.

More than **11 000** drivers were arrested for driving under the influence of alcohol in 2022 when **7 280** alcohol operations were conducted from January until December 2022. A total of **360** operations were conducted in the first quarter, **1 305** in the second quarter, while **2 997** and **2 618** operations were conducted in the third and fourth quarter respectively.

From the total of **11 217** arrests reported, Gauteng lead with **49%,** Western Cape follow with **23%** and East Cape with **9%** while Northern Cape reported least cases with **0,09%** of arrests. Figure 8 below provides a breakdown of drunken driving arrests reported.

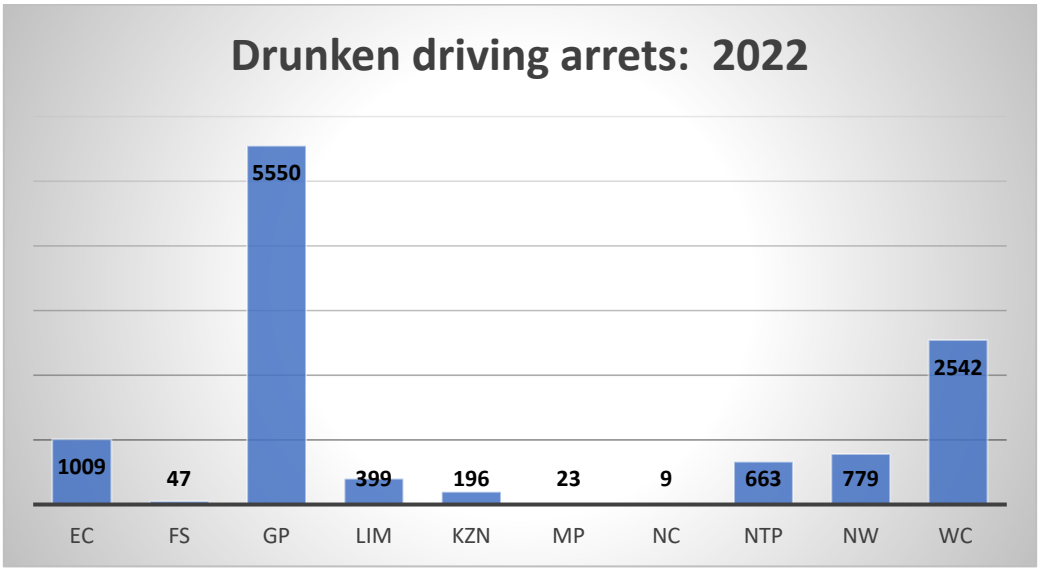


Figure 8: Drunken driving arrests

5.3 AWARENESS INTERVENTIONS

A total of 5 992 Road Safety Awareness Interventions were implemented from January until December 2022. Comparably from the previous year, there is an increase of 2 132 Road Safety awareness interventions implemented, which resulted in 64% increase.

For the period starting from January to March 2022, a total of 1 193 Road Safety awareness interventions were implemented, and 4 799 in the period from April to December 2022.

Most number of interventions were undertaken during October to December 2022, and this can be attributed to heightened awareness during peak traffic periods. Driver interventions were predominantly undertaken followed by pedestrian safety. Youth activations were noted however this did not seem to be a primary focus area even though the target audience are considered high risk.

The successful implementation of road safety awareness initiatives can be attributed to collaborative effort with private sector stakeholders.

5.4 SCHOOLS INTERVENTIONS IN ROAD SAFETY PROGRAMMES

A total of 4 403 schools were involved in Road Safety Programmes from January until December 2023. There is an increase of 2 115 Schools Involved in Road Safety Programmes compared to the previous year which resulted in 52% increase.

Many of the interventions have been part of structured road safety school programmes with once- off awareness activities also recorded. The heightened focus of interventions from April to June 2022 could be due to stakeholders investing more efforts in the beginning of the new financial year due to the availability of funding.

6 PERFORMANCE ON NATIONAL ROAD SAFETY STRATEGY

For the period starting from October to December most schools were not involved in Road Safety programmes due to extra curriculum activities for the Learners to prepare for the end of the year examinations.

The period 2022 marked the first year of the 2nd Decade of Action for Road Safety 2021 – 2030, as per the UN General Assembly resolution A/RES/74/299 themed "Improving global road safety".

The objectives of the decade remained the reduction of road fatalities and injuries by 50% by the end of 2030. The emphasis is on the importance of a holistic approach to road safety and calling on continued improvements in the design of roads and vehicles, enhancement of road traffic laws and traffic law enforcement, and provision of timely, life-saving emergency care for the injured.

The implementation of the National Road Safety Strategy (NRSS) 2016-2030 is in line with the Global Action Plan for Road Safety as supported by the 82 outlined initiatives.

The National Road Safety Strategy 2021 – 2030 has identified Pillar 1 which is Road Safety Management as an overarching competency that cut across 5 Pillars.
These Pillars are as follows:

- Pillar 1: Road Safety Management - which is led by the Department of Transport (DOT)

- Pillar 2: Safer Roads – which is led by the South African Road Agency Limited (SANRAL),
- Pillar 3: Safer Vehicles – which is led by the Department of Trade, Industry and Competition,
- Pillar 4: Safer Road User – which is led by the Road Traffic Management Corporation, and
- Pillar 5: Post Crash Care – which is led by the Road Accident Fund.

This section aims to provide a summary on progress to date per Pillar on the implementation of the National Road Safety Strategy and some hurdles towards the realisation of halving the fatalities and injuries by 2030.

6.1 PILLAR 1: ROAD SAFETY MANAGEMENT

This pillar is key in enabling the ease of development of interventions of the strategic intentions of the National Road Safety Strategy by bringing in the necessary legislative amendments, resourcing of the coordinating Agencies as well as mobilisation of support within the Government Departments and the Private Sector.

There are 25 interventions under this Pillar and are separated into 6 strategic themes, with the following implementation status:

- 12, representing 48% of the interventions of the Pillar are being implemented,
- 7, representing 28% of the interventions of this Pillar are undergoing various stages of development before approval for implementation.
- 6, representing 24% of the interventions of the Pillar are still to undergo development phases.

The 6 interventions that are still to be developed requires multisectoral leadership engagements and consensus.

6.2 PILLAR 2: SAFER ROADS AND MOBILITY

The focus of this Pillar is ensuring that engineers and planners design forgiving roads, that is, roads which will ensure road users are not killed and serious injuries are minimised as a result of an error by a road user. This pillar is largely led by SANRAL and Provincial Authorities responsible for road construction and rehabilitation.

There are 10 interventions under this Pillar and are separated into 6 strategic themes, with the following implementation status:

- 9, representing 90% of the interventions of the Pillar are being implemented,
- 1, representing 10% of the interventions of this Pillar is undergoing various stages of development before full implementation.
- There is no outstanding intervention under this Pillar.

Notwithstanding that road authorities such as SANRAL determine hazardous Location Programmes on their respective road networks, the RTMC assists on a macro level where Hazardous Road Segments or segments of road within a defined SAPS Area.

The RTMC through the National Road Traffic Engineering Committee (NRTETC) promote the development of road safety assessment capacity within road authorities as well as the implementation of the iRAP road safety assessment programme on a national level.

6.3 PILLAR 3: SAFER VEHICLES

This pillar focuses on introducing technology to improve vehicle safety, which aims to actively prevent road crashes (e.g. stability control) and passively to minimise the impact of the crash on the fallible human beings and frail human structure.

There are 6 interventions under this Pillar and are separated into 3 strategic themes, with the following implementation status:

- 6, representing 100% of the interventions of the Pillar are being implemented by the Road Traffic Law Enforcement Agencies.

6.4 PILLAR 4: SAFER ROAD USERS

The strategic objective of this pillar aims to improve the road user behaviour through road safety education and awareness programmes.

There are 29 interventions under this Pillar and are separated into 3 strategic themes, with the following implementation status:

- 17, representing 59% of the interventions of the Pillar are being implemented,
- 7, representing 24% of the interventions of this Pillar are undergoing various stages of development before approval for implementation.
- 5, representing 17% of the interventions of the Pillar are still to undergo development phases.

The 5 interventions that are still to be developed requires some additional resources and the other 2 interventions are in the long term phase.

6.5 PILLAR 5: POST-CRASH RESPONSE

If Pillars 2 - 4 did not provide the adequate protection required to prevent a road crash, pillar 5 focuses on preventing fatalities (by saving injured lives) and to reduce to impact of serious injuries when a crash has occurred. As such, the immediate response for medical assistance and treatment thereafter is largely led by the Department of Health and much later, by the Road Accident Fund (RAF). The key initiatives under the pillar are:

There are 12 interventions under this Pillar and are separated into 2 strategic themes, with the following implementation status:

- 3, representing 25% of the interventions of the Pillar are being implemented,
- 2, representing 17% of the interventions of this Pillar are undergoing various stages of development before approval for implementation.
- 7, representing 58 % of the interventions of the Pillar are still to undergo development phases.

The 7 interventions that are still to be developed comprise of 4 that are for long term phase and the 3 are for the short-term phase. These interventions are a subject of discussion between the Coordination Agent and the Department of Transport.

6.6 SUMMARY OF THE IMPLEMENTATION STATUS

The table below is derived from the summation of performance updates from the Roads Entities and Department of Transport.

Table 3: Summary of NRSS implementation status

IMPLEMENTATION STATUS	SHORT TERM	MEDIUM TERM	LONG TERM	%	TOTAL
Being Implemented	35	11	1	57%	47
Undergoing Development Phases	6	6	4	20%	16
To be developed	9	3	7	23%	19
TOTAL	**50**	**20**	**12**		**82**

A total of 57% of the interventions are being implemented, 20% are in the development phase and 23% still to be developed.

A total of 70% of the Short-Term intervention are being implemented, 55% of the Medium-Term Interventions are being implemented and 8% of the Long-Term interventions are being implemented.

6.7 CHALLENGES TO DATE

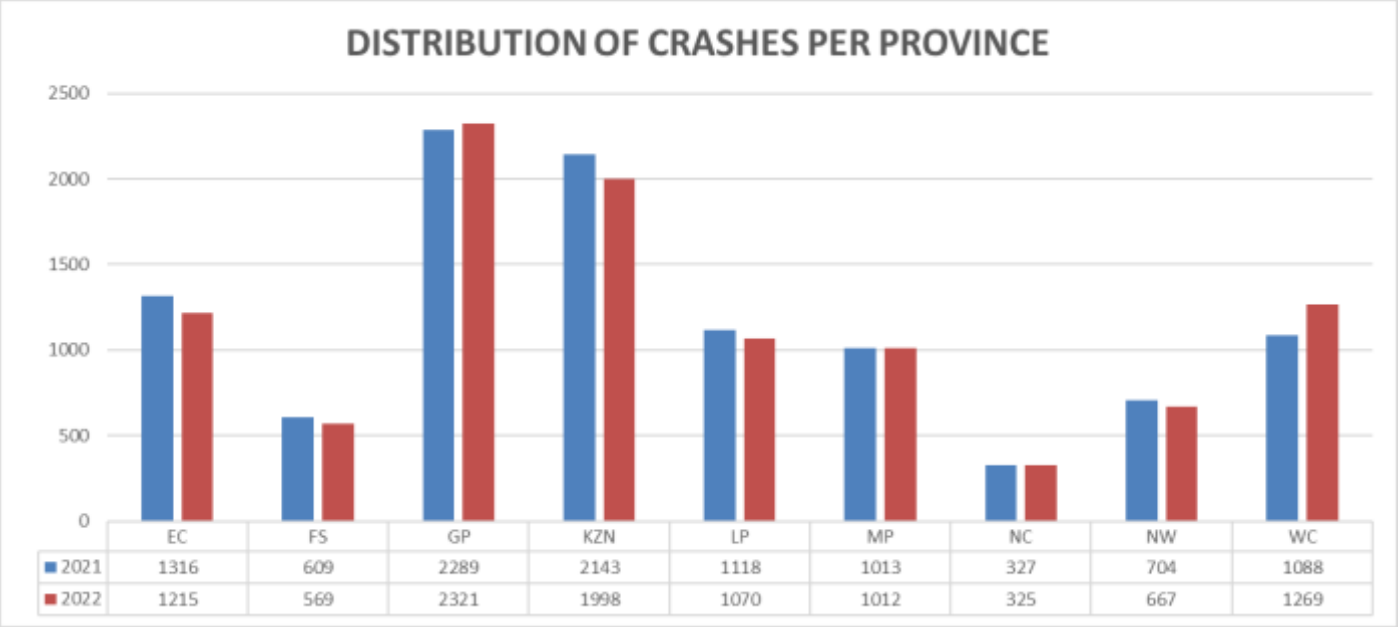
- Funding for road safety remains a challenge. This therefore requires a review of priorities, improved planning, targeted interventions. There has been continuous effort towards engagement of private sector for collaboration on implementation of road safety initiatives.
- There is still opportunity for better coordination of effort towards road safety to realize greater impact.

7 ROAD SAFETY OUTCOMES

7.1 FATAL CRASHES AND FATALITIES

At least 10 466 fatal crashes were reported by end of year 2022. This is a reduction of 1.5% when compared to 2021 figures.

Table 4: Fatal crashes per province



Year	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2021	1316	609	2289	2143	1118	1013	327	704	1088	10607
2022	1215	569	2321	1998	1070	1012	325	667	1269	10446
Change	-101	-40	32	-145	-48	-1	-2	-37	181	-161
% Change	-7,7%	-6,6%	1,4%	-6,8%	-4,3%	-0,1%	-0,6%	-5,3%	16,6%	-1,5%

When considering the changes per province between the year 2022 and 2021; the highest percentage decrease is in Easter Cape at -7.,7% followed by Kwazulu-Natal at -6,6% and Free Sate at -6,6%. The only increases are in Western Cape at 16,6% and Gauteng at 1,4%.

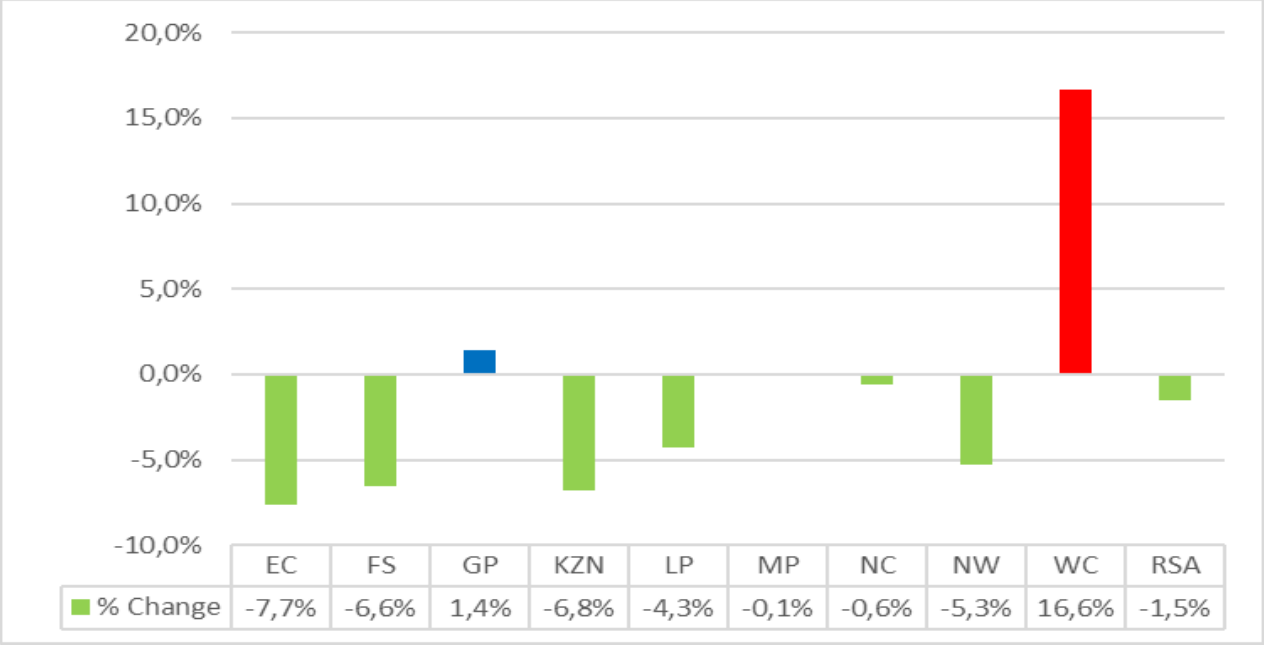


Figure 9: Percentage change in number of fatal crashes per province from 2021 to 2022

Table 5: Fatalities per province

Year	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2021	1533	799	2557	2409	1400	1261	403	908	1271	**12541**
2022	1471	740	2561	2308	1376	1293	417	832	1438	**12436**
Change	-62	-59	4	-101	-24	32	14	-76	167	-105
% Change	-4,0%	-7,4%	0,2%	-4,2%	-1,7%	2,5%	3,5%	-8,4%	13,1%	-0,8%

The table above depicts the number and percentage changes in the number of road fatalities between the years 2021 and 2022. In 2022 10 466 fatal crashes resulted in 12 436 fatalities. Road fatalities decreased by 0,8% from year 2021 to 2022.

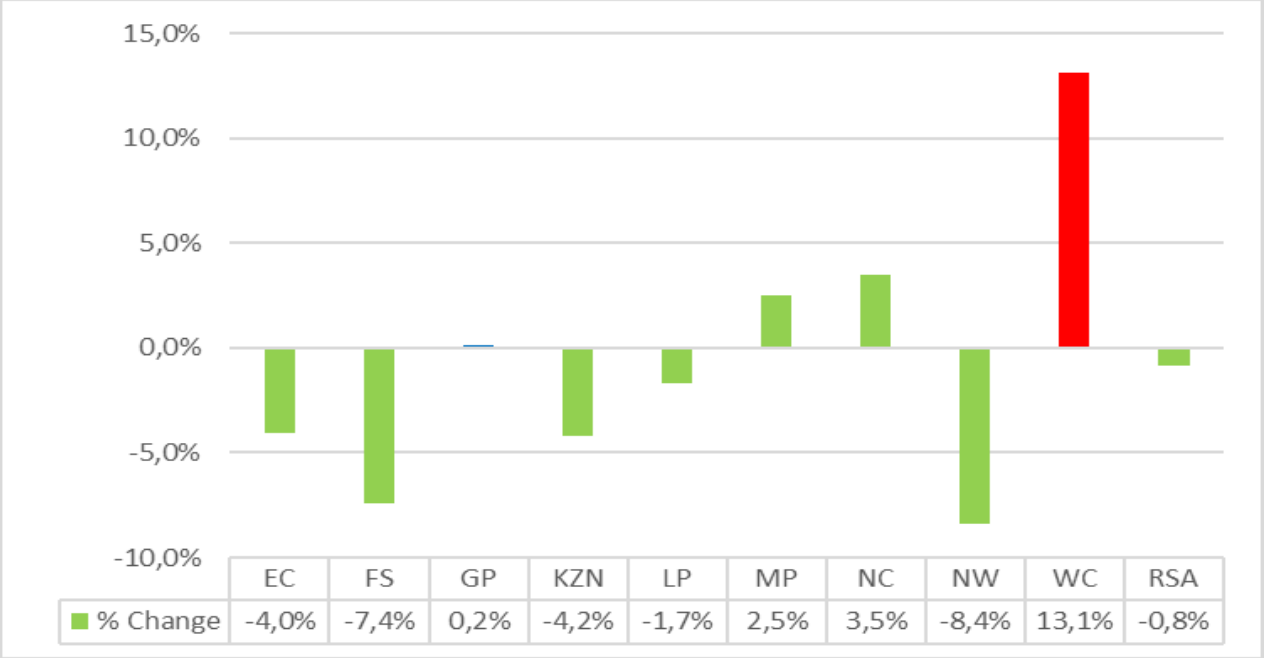


Figure 10: Annual Percentage change in fatalities per province from 2021 to 2022

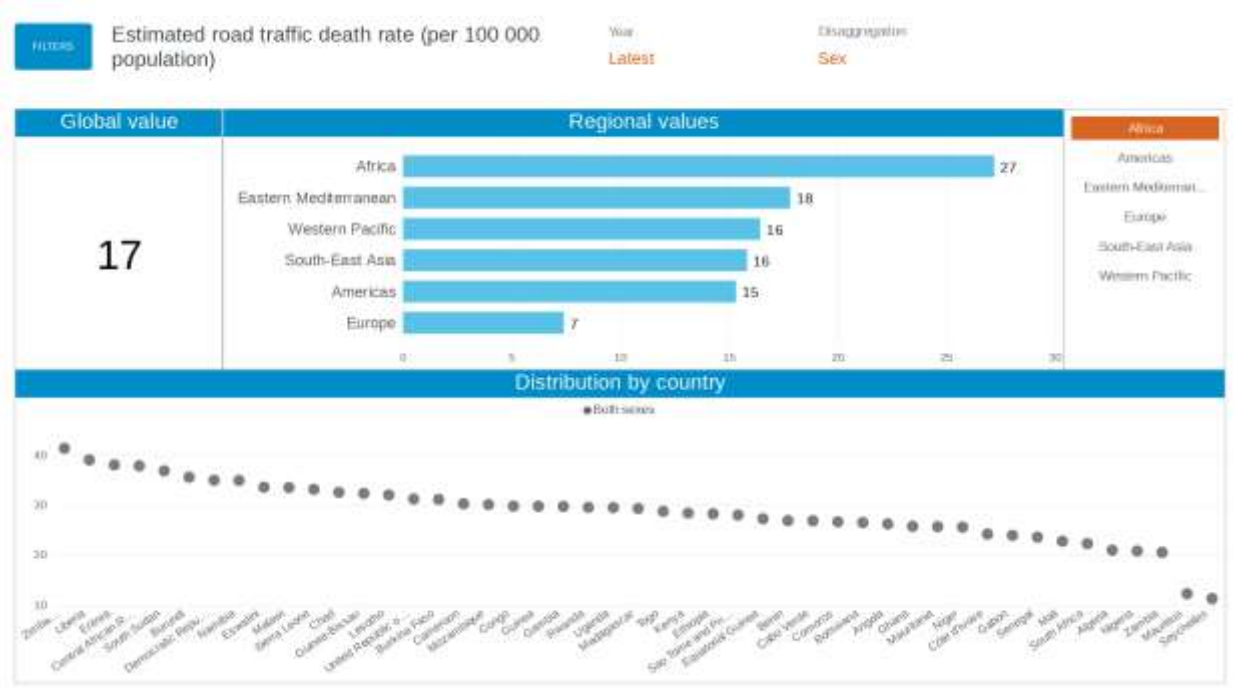


Figure 11: Estimated road traffic death rate (per 100 000 population)

According to WHO:

- Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years.
- Approximately 1.3 million people die each year as a result of road traffic crashes.
- More than half of all road traffic deaths are among vulnerable road users: pedestrians, cyclists, and motorcyclists.
- 93% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 60% of the world's vehicles.
- Road traffic crashes cost most countries 3% of their gross domestic product.
- From the figure above the fatality rate per 100 000 of human population or the Death Rate for Africa is 27.21 and 17 for 20.85

Ratio of fatalities per 100 000 people reduced from 20.7 in 2021 to 20.5 in 2022 which is a .2 decrease. Meaning that although the population grew the fatality rate per 100 000 people decreased. Ratio of fatalities per 10 000 registered motorised vehicles reduced from 10.7 (2021) to 10.6 (2022) which is a decline of 0.1 meaning that although the number of registered vehicles increased the fatality 10 000 registered motorised vehicles decreased.

The figure below depicts the distribution of fatalities per road user type. The percentage of passenger fatalities remained similar at 28%.

The driver fatalities decreased from 28,9% in 2021 to 26,8% in 2022.

Pedestrians' fatalities increased from 41,5% to 43% and cyclist fatalities remained at 1,4%.

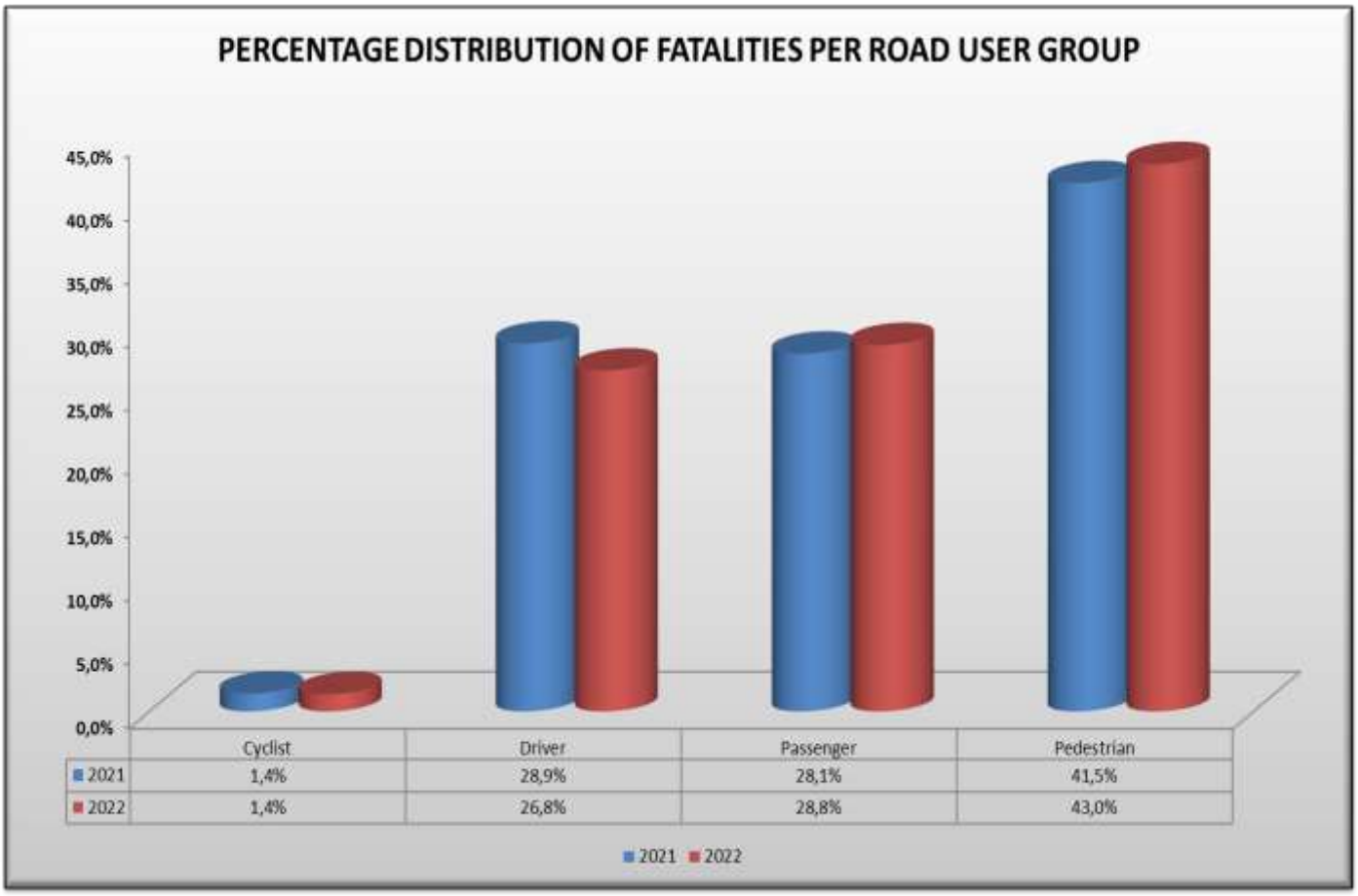


Figure 12: Percentage distribution of fatalities per road user type

The figure below shows the percentage of fatal crashes per day for each year. From year to year it can be seen that fatal crashes start peaking from Fridays (14,5%), Saturdays at 24,1%) until Sunday at 22,1%. On average fatal crashes over the weekend contribute 60% of all crashes. The remaining 40% is distributed throughout the other four days of the week (i.e. Monday to Thursday).

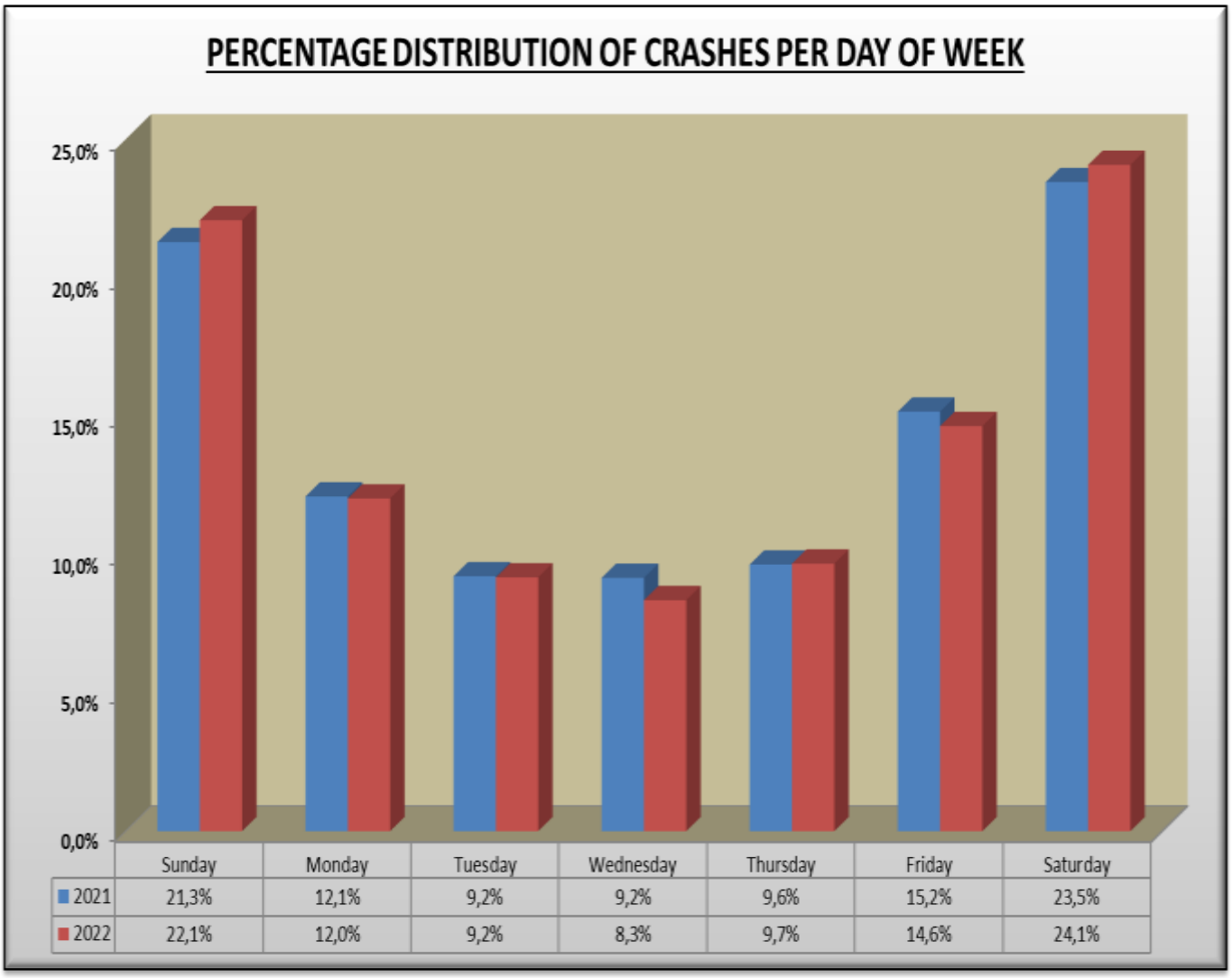


Figure 13: Fatal crashes per day of the week

From figure 11 below the trend remains same year on year with the largest proportion of fatalities within the age group 25 to 39 totalling 41,4% of all fatalities. The percentage fatalities for children up to an age of 14 is 10,2% year on year.

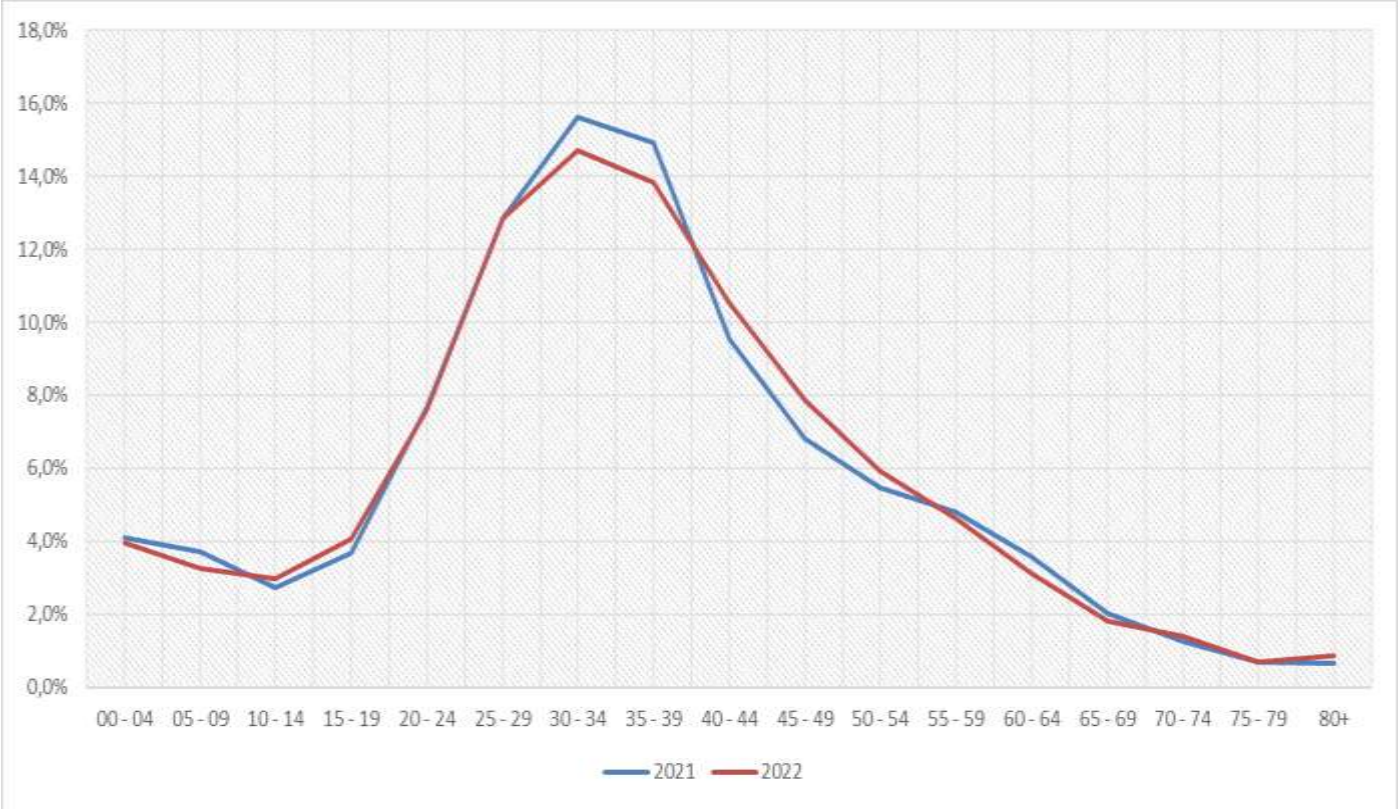


Figure 14: Percentage distribution of fatalities per age group for 2021 - 2022

No significant changes were observed in the gender split for fatalities; three quarters of road fatalities are males. Driver's license card holders registered on the NaTIS System constitutes a 61,1/38,9 per cent male/female split; it could thus be argued that more males are killed as drivers in context of licenced drivers.

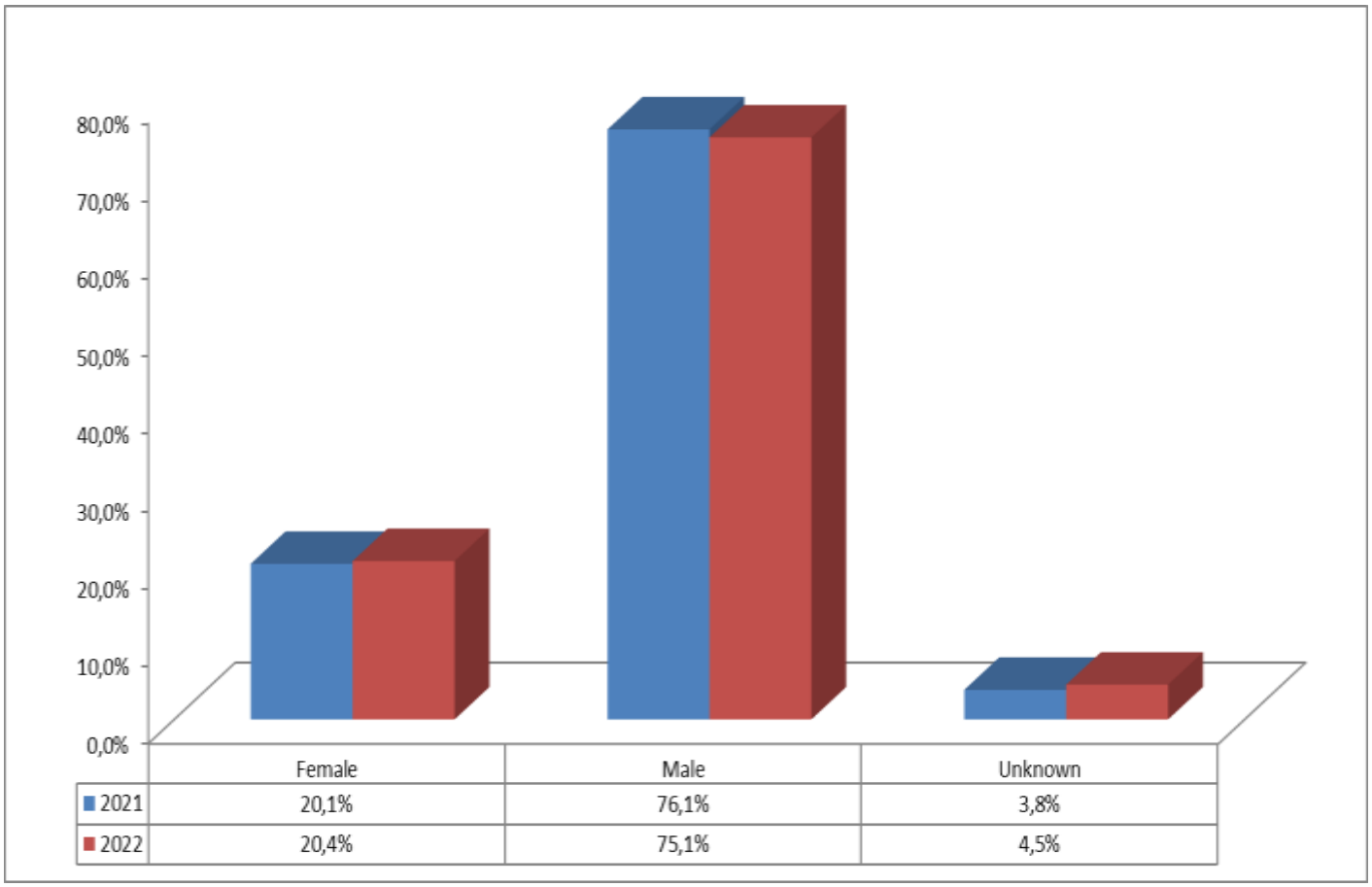
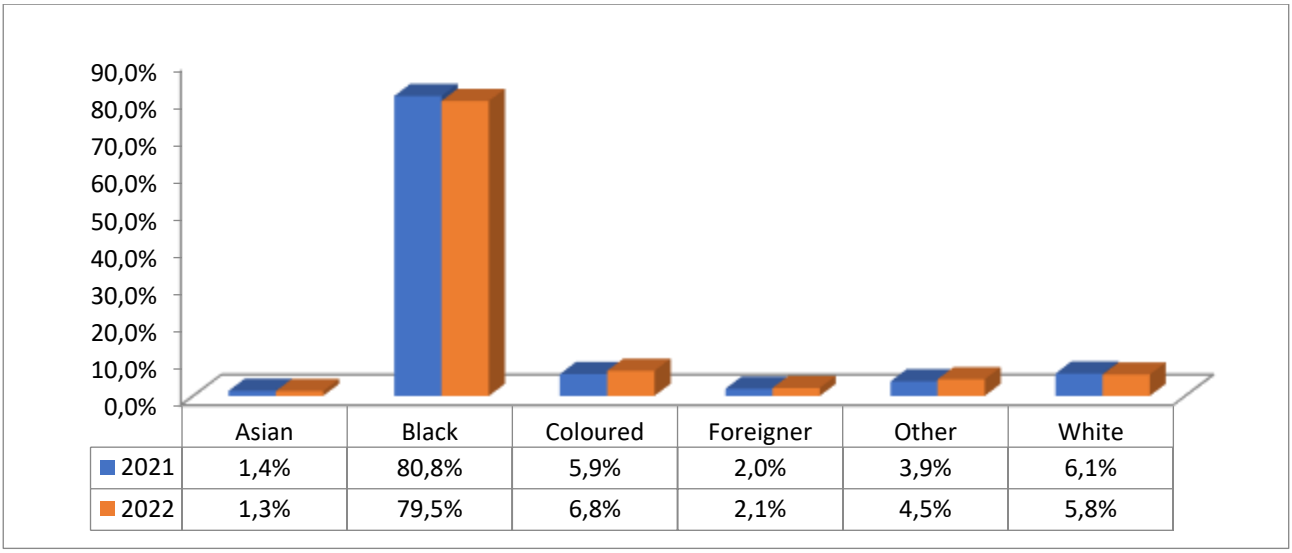


Figure 15: Percentage distribution of fatalities per gender for 2021 - 2022

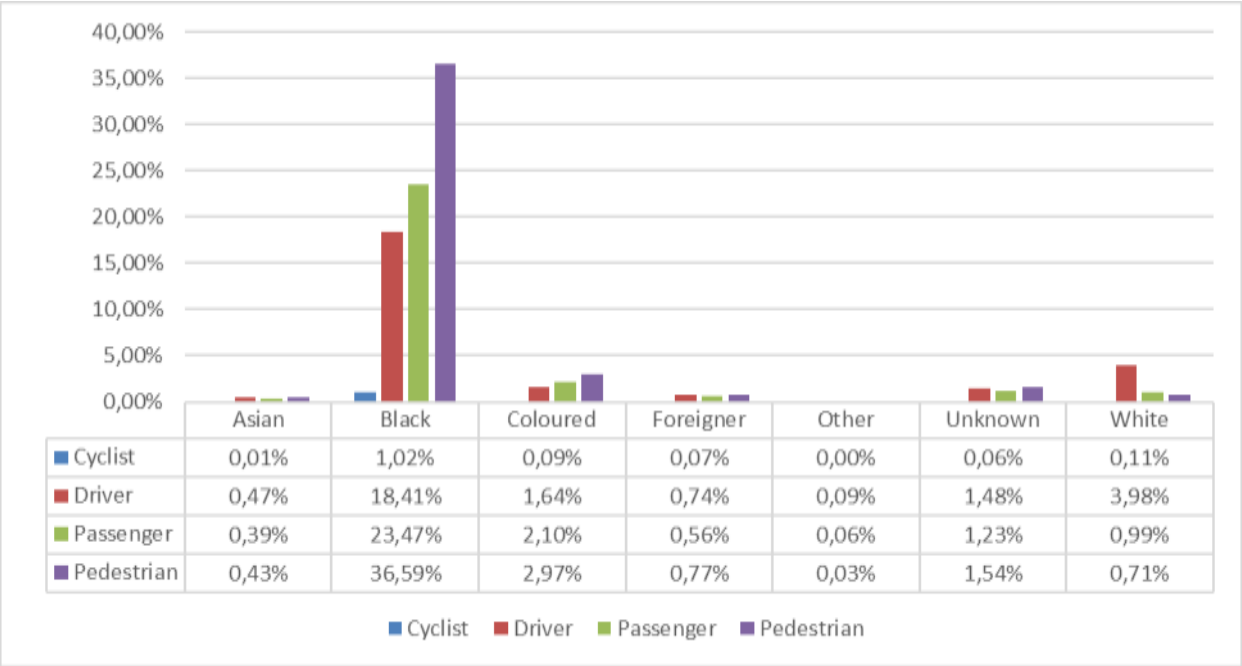
From the figure below the distribution of fatalities per population group indicates on average 80% of all road fatalities are black persons with the rest taking up the remaining 20%.



	Asian	Black	Coloured	Foreigner	Other	White
2021	1,4%	80,8%	5,9%	2,0%	3,9%	6,1%
2022	1,3%	79,5%	6,8%	2,1%	4,5%	5,8%

Figure 16: Percentage distribution of fatalities per population group

From the figure below 87% of pedestrians killed on the road are black, 84% of passengers are black, 69% of drivers are black and 62% of cyclists are also black.



	Asian	Black	Coloured	Foreigner	Other	Unknown	White
Cyclist	0,01%	1,02%	0,09%	0,07%	0,00%	0,06%	0,11%
Driver	0,47%	18,41%	1,64%	0,74%	0,09%	1,48%	3,98%
Passenger	0,39%	23,47%	2,10%	0,56%	0,06%	1,23%	0,99%
Pedestrian	0,43%	36,59%	2,97%	0,77%	0,03%	1,54%	0,71%

Figure 17: Percentage distribution of fatalities per population group per road user

The trend throughout the years is that human factors are a major contribution to road fatalities. As shown on the figure below human factors are constantly in the 85% region.

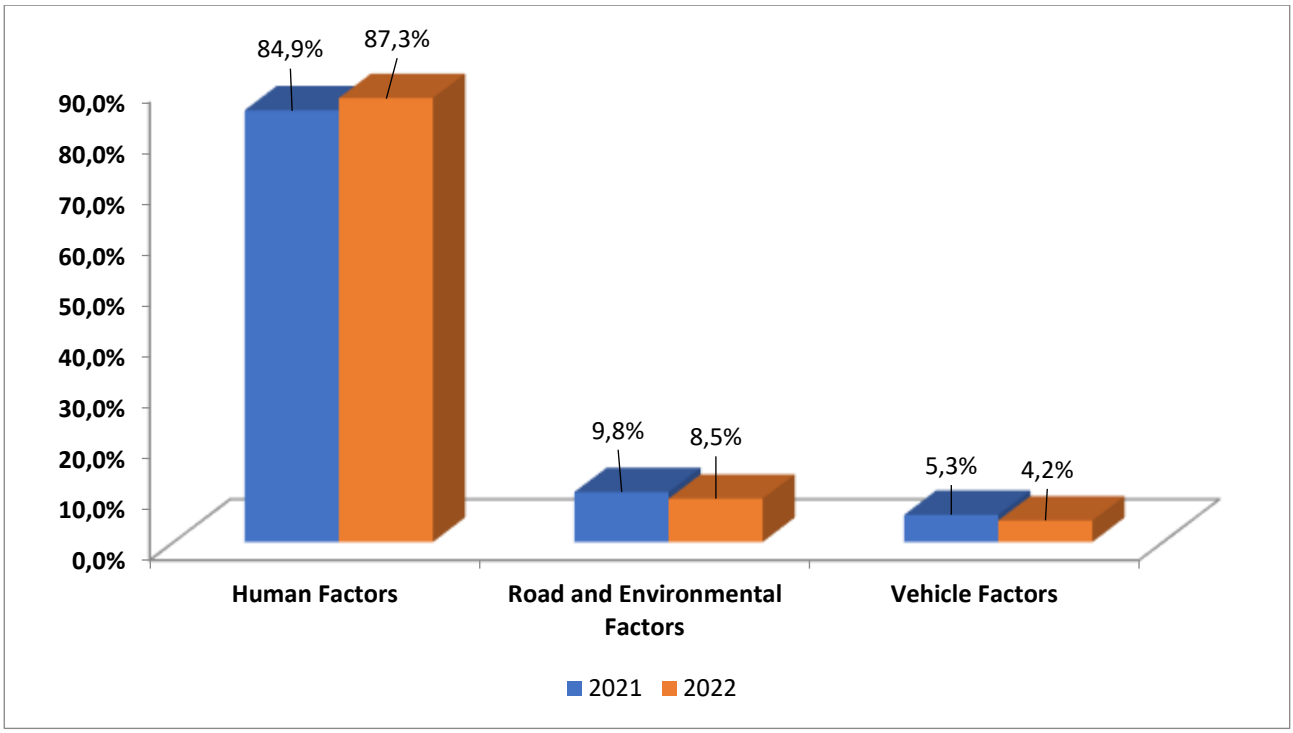


Figure 18: Percentage distribution of fatalities per major contributory factors

The Figure below illustrate a breakdown of the top 15 contributory factors which constitutes 96% of all the 41 types of contributory factors reported.

The largest contributor to any type of fatal crash in 2022 is Accident with pedestrian at 25,2% from 25,6% in 2021. This is followed by single vehicle overturned at 18,5% in 2022, and 19,8% in 2021.

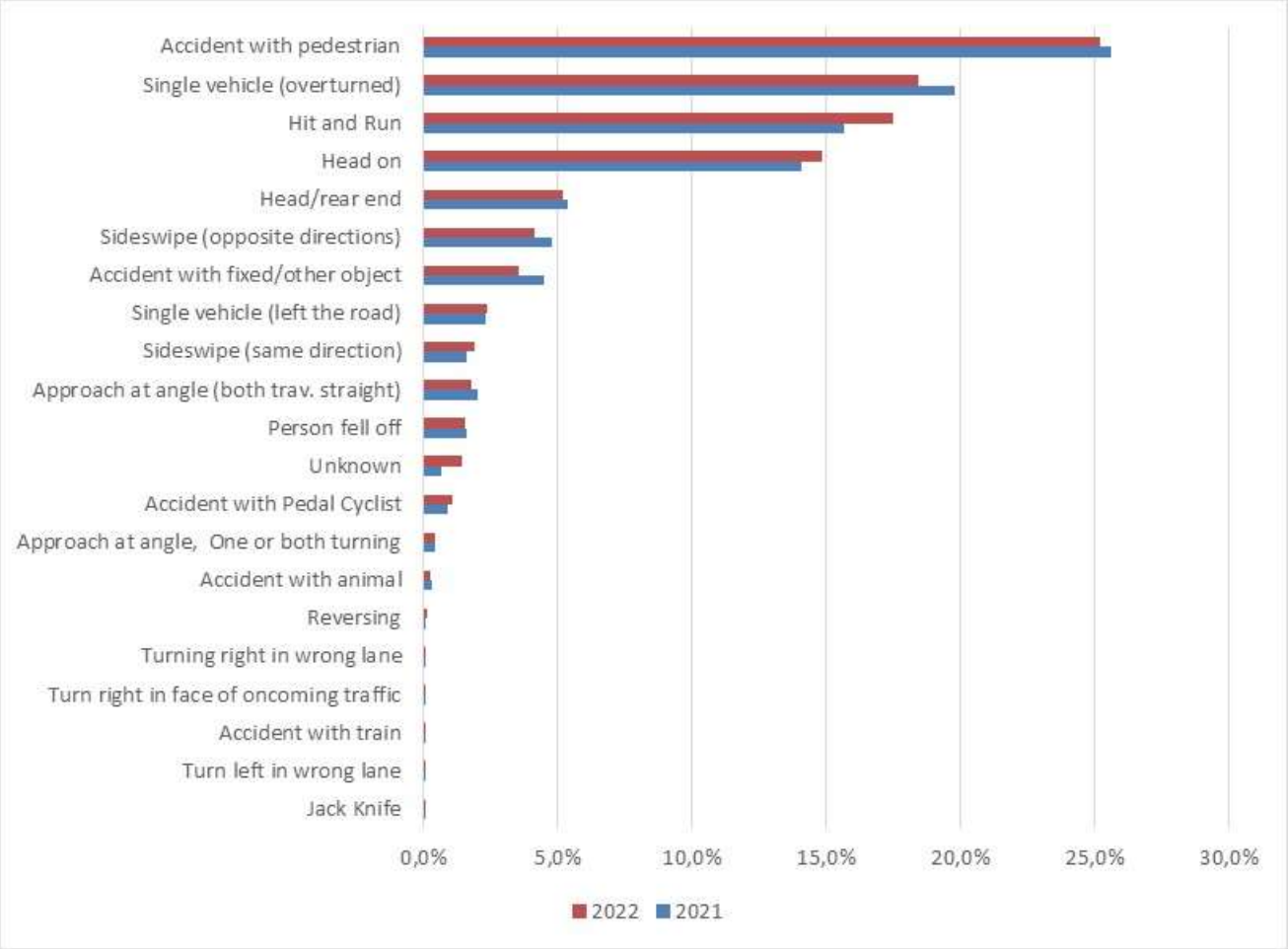


Figure 19: Percentage distribution of fatalities per contributory factor

From the figure above, the top six contributory factors are reported as being human factors with the highest in 2022 Road Environmental factor being road surface being slippery or wet at 2.5% The highest Vehicle Factor i.e., Tyres burst prior to crash at 2.4% in 2022.

8 PEDESTRIAN SAFETY

8.1 PEDESTRIAN FATALITIES

Pedestrian safety remains the most significant road safety challenge in South Africa with an average of 40% of all fatalities being pedestrians.

Table 6: Pedestrian fatalities

YEAR	Pedestrian Fatalities	Percentage
2020	3875	46%
2021	5210	42%
2022	5352	43%

Table 7: Pedestrian fatal crashes per province

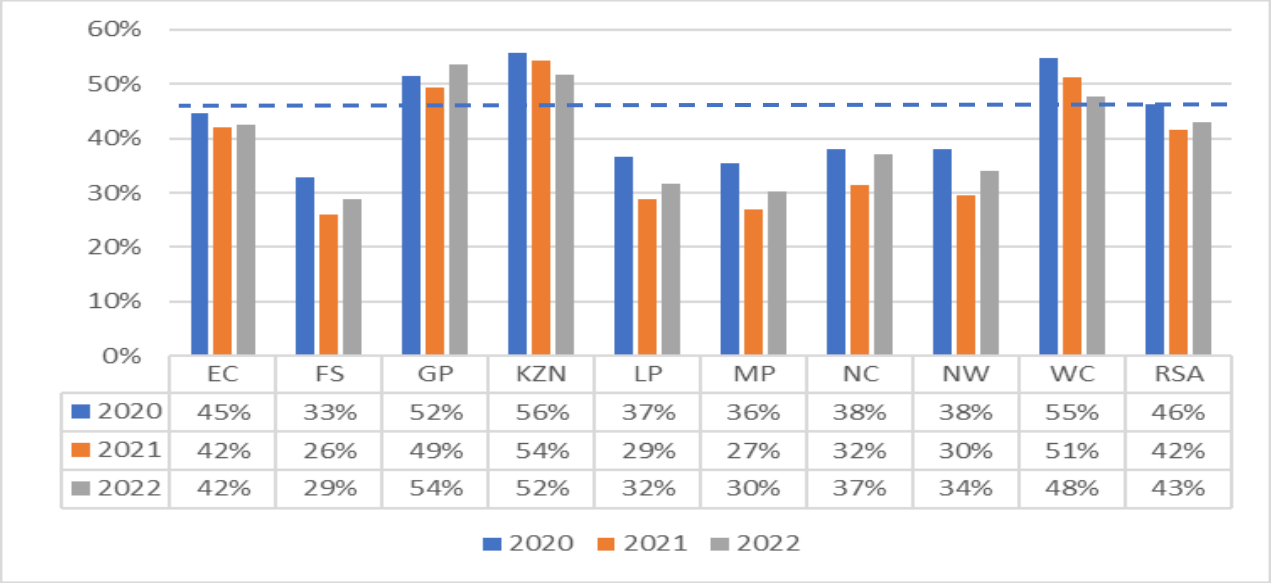


Figure 20: % Pedestrian fatal crashes of all fatal crashes per province

From the figure above, most pedestrian fatalities in the respective province, were reported in Gauteng, KwaZulu-Natal and Western Cape. The three provinces are consistently above the national percentage throughout the three years. On average for the three years 47% of fatal crashes involve pedestrians.

The table below shows pedestrian deaths per province during the period analysed. In line with the recorded fatal pedestrian crashes above, KwaZulu-Natal, Western Cape and Gauteng provinces have the highest pedestrian deaths with more than 50% recorded in the three provinces. The province with the lowest number of pedestrian fatalities is Northern Cape, however the province with the lowest percentage of pedestrian fatalities (that is in relation to the total fatalities for that province) is Free State.

Table 8: Pedestrian fatalities per province

YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2020	479	163	847	989	336	301	87	231	442	3875
2021	644	208	1259	1308	402	341	127	269	652	5210
2022	625	214	1372	1191	435	390	155	283	687	5352

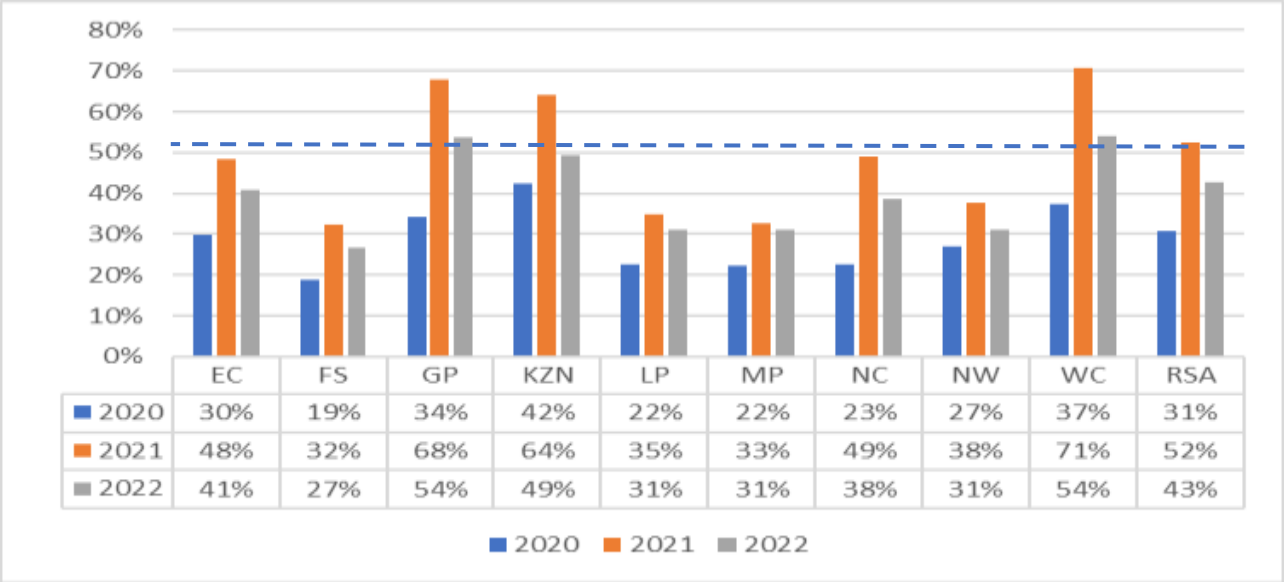
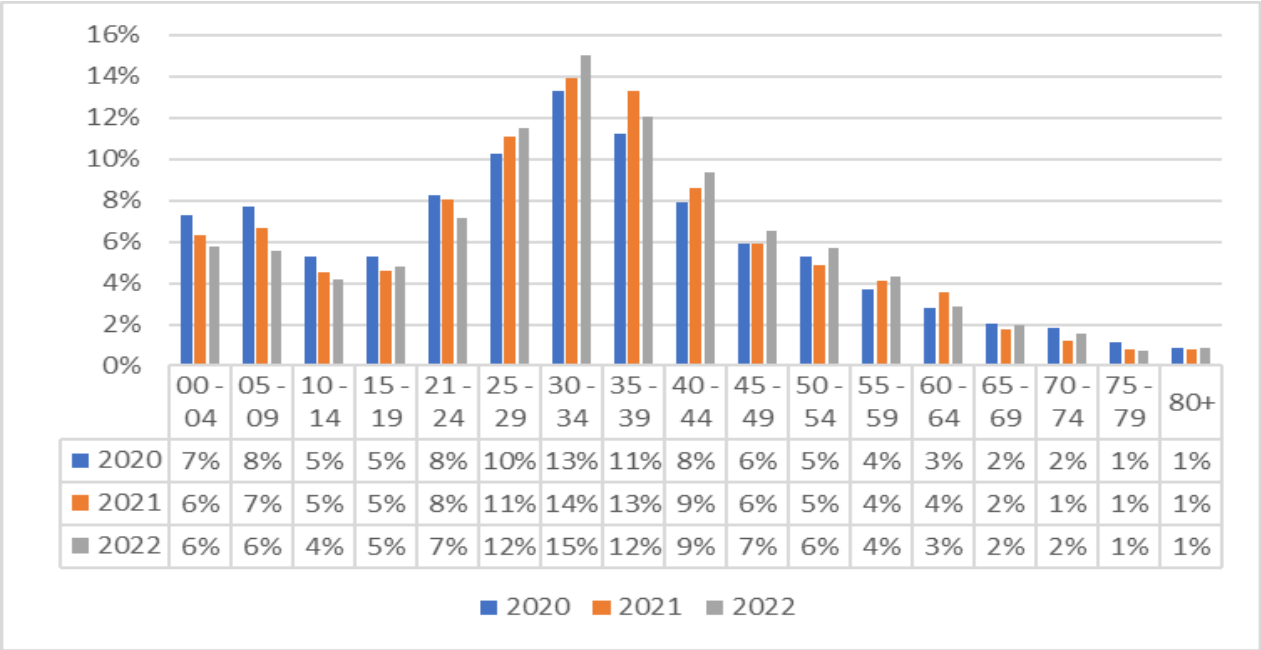


Figure 21: % Pedestrian fatalities of all fatalities per province

From the figure above, KwaZulu-Natal, Western Cape and Gauteng are the main contributors to pedestrian fatalities. The three provinces exceed the national average year on year.

From the figure below it can be observed that similar to the country profile on age of pedestrian road crash fatalities, most pedestrians killed on pedestrian road crashes are between the ages of 25 and 39; 41,4% of all pedestrian fatalities are in this age bracket. An average of 10,2% of pedestrian fatalities are of the 0 to 14 age bracket.



	00 - 04	05 - 09	10 - 14	15 - 19	21 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2020	7%	8%	5%	5%	8%	10%	13%	11%	8%	6%	5%	4%	3%	2%	2%	1%	1%
2021	6%	7%	5%	5%	8%	11%	14%	13%	9%	6%	5%	4%	4%	2%	1%	1%	1%
2022	6%	6%	4%	5%	7%	12%	15%	12%	9%	7%	6%	4%	3%	2%	2%	1%	1%

Figure 22: Pedestrian fatalities per age group

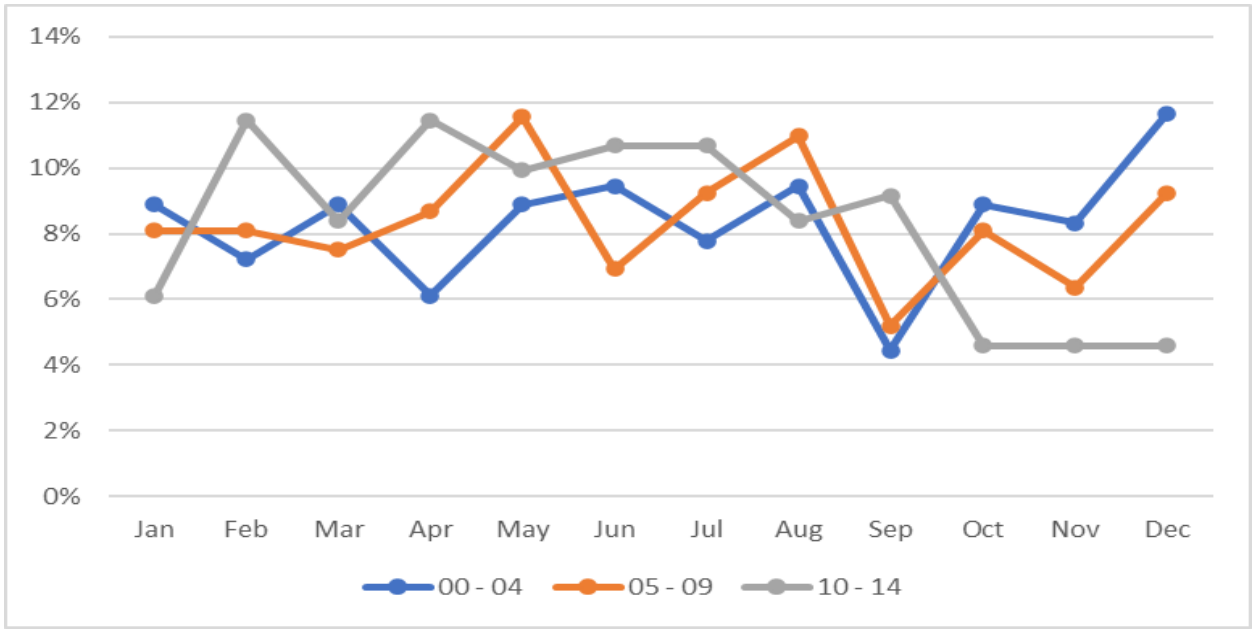


Figure 23: Pedestrian fatalities (age 0 – 14 years)

Based on the figure above the highest percentages of pedestrian fatalities for pedestrians from ages between 0 and 14 occurred in May 2022 (30%) followed by August (29%) and July 2022 (28%). The highest pedestrian fatalities percentage for age group 0-4 years is 12% in December 2022. The highest pedestrian fatalities

percentage for age group 5-9 is 12% in May 2022. The highest pedestrian fatalities percentage for age group 10-14 is 11.

From the figure below 60% of age group 10-14 are involved in fatal crashes as pedestrians between the hours 12:00 and 19:00; during the same period 63% and 58% of age groups 5-9 and 0-4 respectively are also involved in fatal crashes as pedestrians.

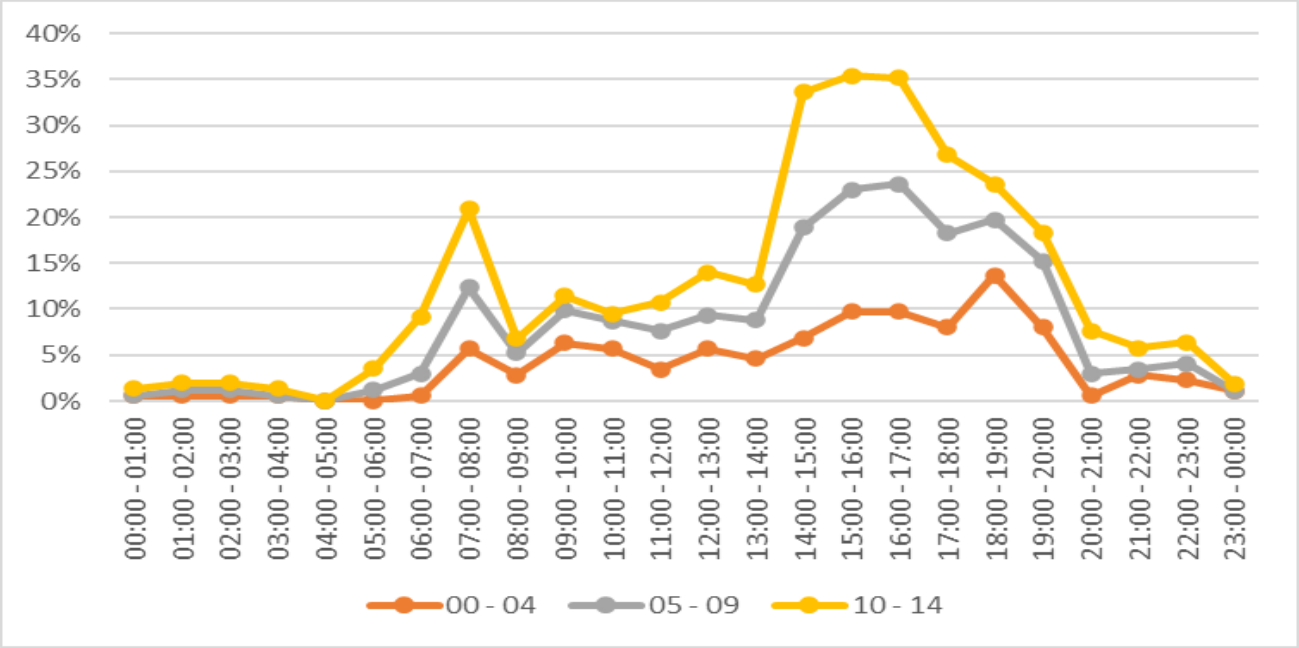


Figure 24: Crashes distribution per time of day for Pedestrian (age 0 – 14 years)

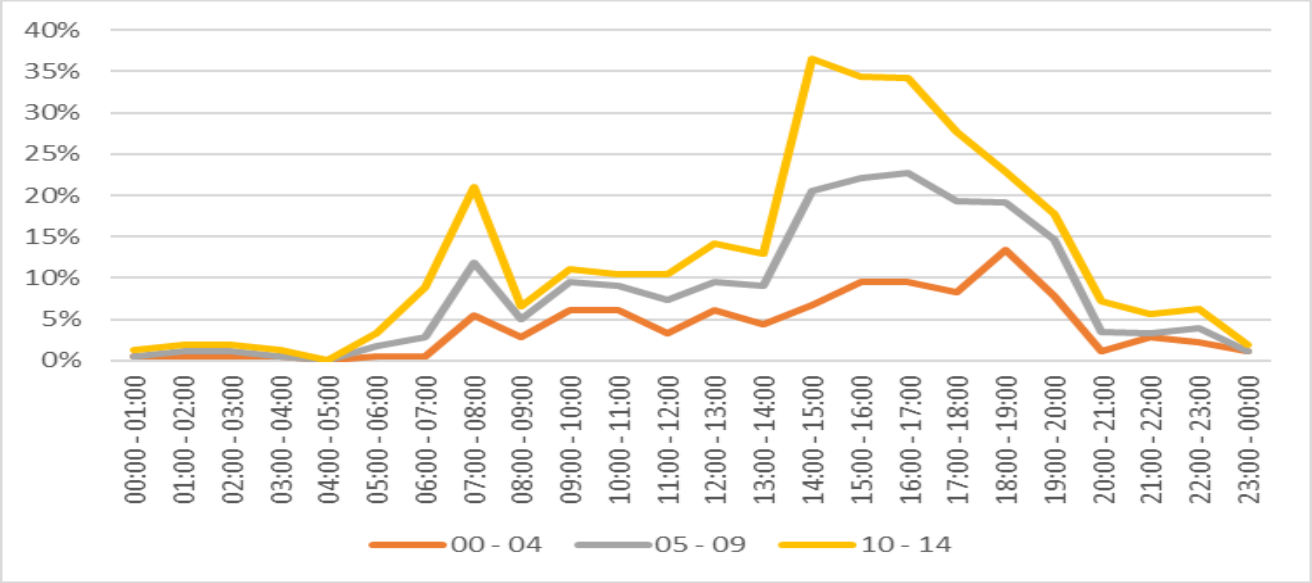


Figure 25: Fatalities distribution per time of day for Pedestrian (age 0 – 14 years)

The above figure and the table below show percentage fatalities of ages 0 to 14 years distribution per time of day. The patterns are the same for different age groups. These patterns match the fatal crashes with pedestrians between the ages of 0 to 14 years per time of day.

Table 9: Pedestrian fatalities per time of day (age 0-14 years)

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

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

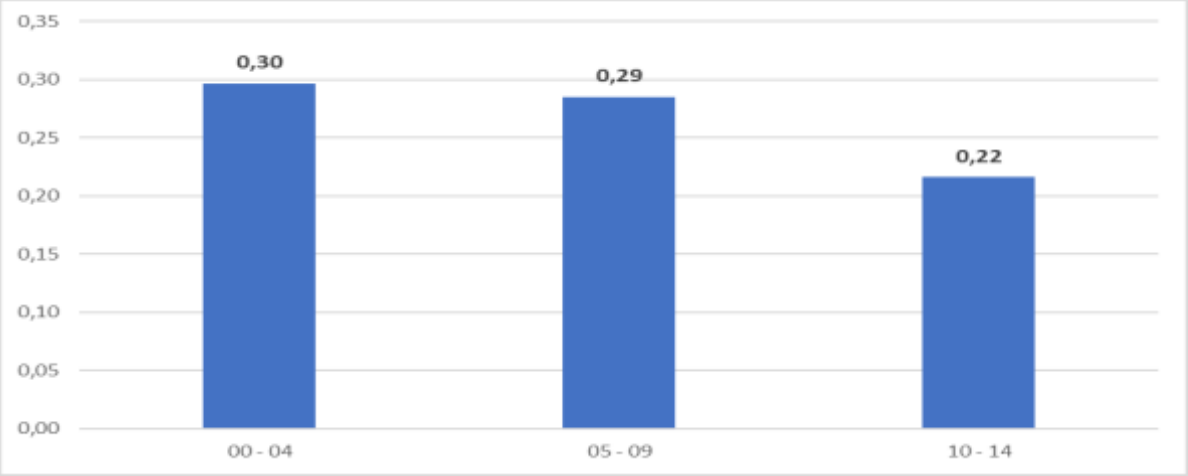
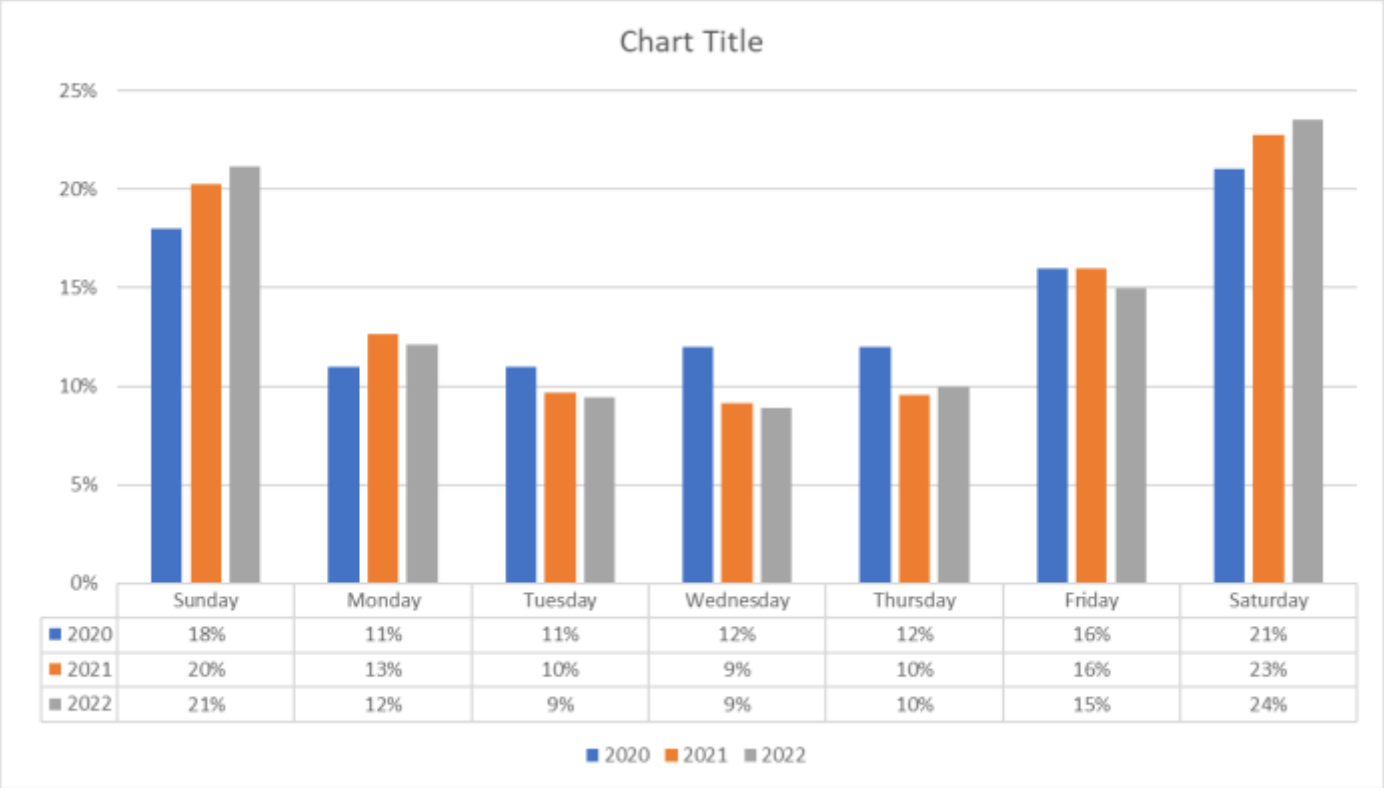


Figure 26: Average number of fatalities per 100 000 population (age 0 – 14 years)

The above figure shows that out of every 100 000 children in the age group 0-4 0.30 are highly likely to die as pedestrians and in age group 5-9 0.29 and in the age group 10-14 0.22.

The figure below illustrates the percentage of pedestrian deaths per day of the week. Most pedestrian fatalities occur over the weekend days (Friday, Saturday and Sunday). The three days average 60% of total pedestrian deaths in a week, with Saturday being the main contributing day at an average of 24%.



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2020	18%	11%	11%	12%	12%	16%	21%
2021	20%	13%	10%	9%	10%	16%	23%
2022	21%	12%	9%	9%	10%	15%	24%

Figure 27: Pedestrian fatalities per day of the week

The table below shows analysis of the time and day of pedestrian fatal crashes. are depicted in the table below. The top 10% time-bins in which pedestrian fatal crashes occur per day of week are indicated in red.

As can be seen the top 10% are within the same time slot, which is 17:00 to 22:00 Friday to Sunday.

Table 10: Percentage of fatal pedestrian crashes per day of the week and time bin

Time/Day	Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday
00:00 - 01:00	1,5%	0,5%	0,2%	0,2%	0,3%	0,2%	0,9%
01:00 - 02:00	1,3%	0,3%	0,1%	0,2%	0,2%	0,1%	0,6%
02:00 - 03:00	1,2%	0,2%	0,2%	0,1%	0,1%	0,1%	0,6%
03:00 - 04:00	0,9%	0,3%	0,1%	0,1%	0,1%	0,1%	0,6%
04:00 - 05:00	0,8%	0,5%	0,1%	0,1%	0,2%	0,3%	0,6%
05:00 - 06:00	0,5%	0,6%	0,4%	0,4%	0,3%	0,3%	0,6%
06:00 - 07:00	0,7%	0,6%	0,6%	0,5%	0,5%	0,6%	0,5%
07:00 - 08:00	0,7%	0,6%	0,6%	0,4%	0,5%	0,6%	0,4%
08:00 - 09:00	0,3%	0,4%	0,3%	0,3%	0,3%	0,4%	0,6%
09:00 - 10:00	0,3%	0,3%	0,2%	0,3%	0,3%	0,3%	0,3%
10:00 - 11:00	0,4%	0,3%	0,5%	0,3%	0,4%	0,4%	0,4%
11:00 - 12:00	0,5%	0,3%	0,2%	0,3%	0,4%	0,4%	0,3%
12:00 - 13:00	0,4%	0,3%	0,2%	0,3%	0,2%	0,5%	0,7%
13:00 - 14:00	0,4%	0,4%	0,4%	0,4%	0,4%	0,6%	0,5%
14:00 - 15:00	0,6%	0,3%	0,6%	0,4%	0,5%	0,5%	0,5%
15:00 - 16:00	0,7%	0,8%	0,5%	0,4%	0,5%	0,8%	0,8%
16:00 - 17:00	0,9%	0,7%	0,6%	0,5%	0,5%	0,6%	0,9%
17:00 - 18:00	1,0%	0,6%	0,7%	0,6%	0,7%	0,9%	1,2%
18:00 - 19:00	2,0%	1,2%	1,1%	0,8%	1,3%	1,7%	2,7%
19:00 - 20:00	2,1%	1,0%	0,5%	0,9%	0,8%	1,8%	3,0%
20:00 - 21:00	1,5%	0,8%	0,3%	0,6%	0,6%	1,3%	2,5%
21:00 - 22:00	1,0%	0,6%	0,5%	0,3%	0,5%	0,8%	1,8%
22:00 - 23:00	0,8%	0,3%	0,2%	0,5%	0,3%	0,9%	1,4%
23:00 - 24:00	0,5%	0,2%	0,2%	0,2%	0,2%	0,5%	1,3%
% Total	**21,2%**	**12,1%**	**9,4%**	**8,9%**	**10,0%**	**14,9%**	**23,5%**

9 COST OF CRASHES

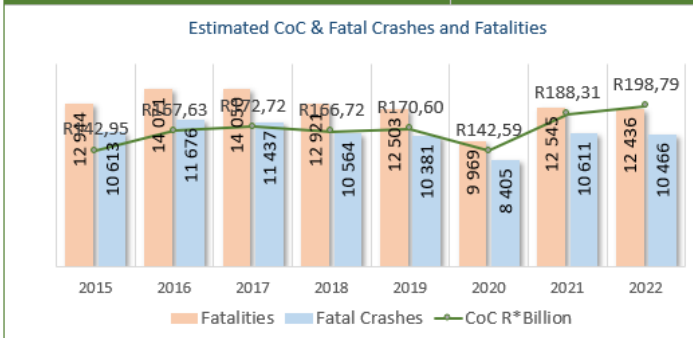
The high number of road traffic crashes and their associated consequences has a significant impact on South African society, which in turn continues to hamper socio-economic development and affects the well-being of all South Africans. This impact is measured in terms of human lives lost, "pain, grief and suffering", as well as an increasing cost to the economy.

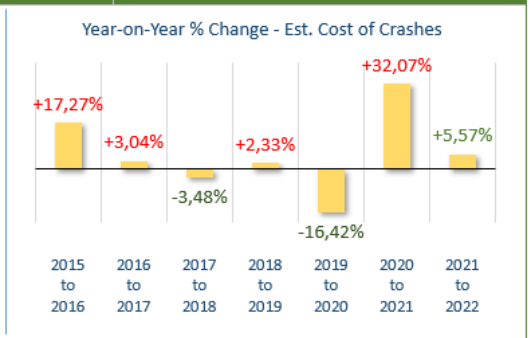
A study to determine the Cost of Crashes for South Africa for 2015 was published in September 2016. Calculating the cost of crashes included human casualty costs, vehicle repair costs and incident costs which was and estimated R142.6 billion for 2015. The RTMC calculate/adjust the cost of crashes on annual basis with respective annual Consumer Price Index (CPI) and the number of fatal crashes and fatalities per year.

The estimated adjusted cost of crashes for 2022 is R198.79 billion (Estimated 3.29% of the GDP for 2022) as indicated in the table below.

Estimated Cost of Crashes (CoC) per Calendar Year (Nominal) - Base Year 2015

[1]Year	Period	Days	[2]Fatalities	Fatalities per Day	[2]Fatal Crashes	CoC R*Billion	Change R*Billion	% Change	[3]Est. Unit Cost Death R*Million	[4]Est. Unit Cost Fatal Crash R*Million
2015	1Jan15 - 31Dec15	365	12 944	35	10 613	142,95	-	-	R3,92	R5,44
2016	1Jan16 - 31Dec16	365	14 071	39	11 676	167,63	+24,68	+17,27%	R4,17	R5,79
2017	1Jan17 - 31Dec17	365	14 050	38	11 437	172,72	+5,09	+3,04%	R4,39	R6,09
2018	1Jan18 - 31Dec18	365	12 921	35	10 564	166,72	-6,00	-3,48%	R4,59	R6,37
2019	1Jan19 - 31Dec19	365	12 503	34	10 381	170,60	+3,88	+2,33%	R4,78	R6,63
2020	1Jan20 - 31Dec20	366	9 969	27	8 405	142,59	-28,01	-16,42%	R4,93	R6,85
2021	1Jan21 - 31Dec21	365	12 545	34	10 611	188,31	+45,72	+32,07%	R5,16	R7,16
2022	1Jan22 - 31Dec22	365	12 436	34	10 466	**198,79**	+10,48	+5,57%	R5,52	R7,66
Est. Average annual CoC (8 yrs) = R168,79 bn				Est. Total CoC (8 yrs) = R1,35 bn				Est. % of GDP (2022) = 3,5 %		





[1]Adjusted with CPI from Base Year 2015 , 'Cost of Crashes in South Africa - Published September 2016 (CoC, 2015)
[2]Actual fatal crashes & fatalities recorded + 5% in calculation underreporting in line with published CoC, 2015
[3]Estimated Unit Cost of one Death for respective year - Note: CoC calculations include serious, slight and no injuries
[4]Estimated Unit Cost of one Fatal Crash for respective year - Note: CoC calculation include major, minor and damage only crashes.

Figure 28: Estimated Cost of Crashes

10 Road Safety Research and Engineering

10.1 ROAD SAFETY RESEARCH

The RTMC did not publish research in the 2022 calendar year. A research Report on the analysis of 'Heavy vehicles and Buses involved in Fatal Crashes' will be published in March 2023.

10.2 ROAD SAFETY ENGINEERING

In line with the Safe System approach, providing safe road infrastructure is essential to, in an event of a crash, provide forgiving roads to reduce serious injury and fatalities. The RTMC, through the National Road Traffic Engineering Technical Committee (NRTETC) which, resorts under the National Road Safety Steering Committee (NRSSC) coordinate road traffic and safety engineering in South Africa.

Various subcommittees and working groups resort under the NRTETC which, meets on a quarterly basis and reports to the NRSSC. The NRTETC membership include road traffic engineering officials from the Department of Transport (DoT), the South African National Road Agency, the South African Local Government Association (SALGA), the 9 provincial road authorities and the 8 Metropolitan Municipalities.

The structuring of the NRTETC (Chairmanship of the RTMC) include the following Fora:

Subcommittees (Chairmanship):

- Road Safety Engineering and Road Signs Subcommittee (DoT)
- Loads Subcommittee (Abnormal Loads Chaired by DoT and Overloading which resorts under the Law Enforcement Technical Committee Chaired by the RTMS)

Working Groups (Chairmanship):

- Road Safety Audits Subcommittee (RTMC)
- Tourism Signage Working Group (DoT)
- Speed Limits Working Group (RTMC)
- Outdoor Advertising Working Group (RTMC)
- Traffic Calming Working Group (RTMC)
- Innovative Road Safety Engineering Solutions Working Group (RTMC)

In addition to coordinating road traffic and safety engineering amongst the three spheres of government, the NRTETC and its Fora identify the need for engineering related research and updating of road safety related standards and guidelines.

11 POST-CRASH

Table 11: Registered emergency vehicles

There are 30 341 registered emergency type vehicles categorised as emergency vehicles in South Africa with the highest number, 11 756 or 38.7% registered in the Gauteng province and the lowest number, 618 or 2.0% registered in the Northern Cape province. 13 187 or 43.5% are breakdown vehicles with the number ambulances 8 864 or 29.2% of registered emergency type vehicles. Excluding registered breakdown vehicles from emergency type vehicles means that leaves a mere 17 154 emergency type vehicles to cater for the needs of all people living in South Africa.

NaTIS - Registered Self-Propelled Emergency Type Vehicles (December 2022)

Province	Ambulance	Breakdown	Fire engine	Hearse	Rescue vehicle	Total	% of Total
GP	3 468	5 228	606	1 379	1 075	11 756	38,7%
KZN	1 397	2 784	1 094	189	130	5 594	18,4%
WC	785	1 116	585	294	263	3 043	10,0%
EC	992	842	230	165	244	2 473	8,2%
MP	445	1 125	643	75	126	2 414	8,0%
LIM	421	801	161	141	85	1 609	5,3%
NW	570	642	158	117	81	1 568	5,2%
FS	516	473	115	92	70	1 266	4,2%
NC	270	176	68	72	32	618	2,0%
Total	8 864	13 187	3 660	2 524	2 106	30 341	100,0%
% of Total	29,2%	43,5%	12,1%	8,3%	6,9%	100,0%	

Considering the number of emergency type vehicles in South Africa relevant to human population and the total number of registered self-propelled vehicles in the country provides an indication of the availability of emergency type vehicles to cater for the needs of the people of South Africa.

Towards establishing the estimated availability of emergency type vehicles, the following table provides the total number of self-propelled vehicles (NaTIS Self - propelled vehicles, December 2022) and the mid-year population (STATSSA, Mid-year Population, July 2022).

Province	Total Self-propelled Vehicle Population (NaTIS)	% of Total	Mid-year Human Population (STATSSA)	% of Total
GP	4 528 036	38,6%	16 098 571	26,6%
KZN	1 621 355	13,8%	11 538 325	19,0%
WP	1 897 014	16,2%	7 212 142	11,9%
EC	781 888	6,7%	6 676 691	11,0%
MP	802 540	6,8%	4 720 497	7,8%
LIM	709 789	6,1%	5 941 439	9,8%
NW	583 610	5,0%	4 186 984	6,9%
FS	549 575	4,7%	2 921 611	4,8%
NC	252 464	2,2%	1 308 734	2,2%
Total	11 726 271	100,0%	60 604 994	100,0%

The table below is an indication of the spread / availability of the different emergency type vehicles per relevant indicator per province, and per type of emergency vehicle.

Province	1 Ambulance per 'x' persons	1 Fire Engine per 'x' persons	1 Hearse per 'x' persons	1 Rescue Vehicle per 'x' persons	1 Breakdown per 'x' vehicles
GP	4 642	26 565	11 674	14 975	866
KZN	8 259	10 547	61 049	88 756	582
WP	9 187	12 328	24 531	27 423	1 700
EC	6 731	29 029	40 465	27 363	929
MP	10 608	7 341	62 940	37 464	713
LIM	14 113	36 903	42 138	69 899	886
NW	7 346	26 500	35 786	51 691	909
FS	5 662	25 405	31 757	41 737	1 162
NC	4 847	19 246	18 177	40 898	1 434
Total	6 837	16 559	24 011	28 777	889

There are 8 864 registered ambulances to cater for the needs of all persons living in South Africa, or 1 ambulance for every 6 837 persons. There are 1 fire engine for every 16 559 persons and 1 rescue vehicle for every 1 997 persons.

Relevant to the vehicle population of South Africa, there are 1 breakdown type vehicle for every 889 registered vehicles which constitutes 43.5% of all emergency type vehicle.

Reviewed and Supported by:

…… **……**

Mr Thabiso Ndebele **Date**

Executive Manager: RSM & S

Reviewed and Supported by:

…… **……**

Mr Stephen Podile **Date**

Executive Manager: LE

Reviewed and Supported by:

…… **……**

Mr Kevin Kara-Vala **Date**

Executive Manager: RTI & T

Recommended by:

…… **……**

Adv. Makhosini Msibi **Date**

CEO

Approved by:

…… **……**

Ms. Nomusa Mufamadi **Date**

Chairperson of the Board

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

www.rtmc.co.za