



Road Traffic
Management Corporation

State of Road Safety Report

January – December 2017



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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List of acronyms and abbreviations

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

1. OBJECTIVE OF THE REPORT

This report is aimed 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
- To present statistics on registered vehicles, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.
- To present Road Safety programmes and Law Enforcement operations executed during the period under review.

2. EXECUTIVE SUMMARY

The report seeks to provide the road crash statistics, law enforcement and road safety programme information. The performance is for the period between January – December 2017. The performance per each focus areas has been provided below

Road Crashes Data

A total number of 14 050 fatalities were recorded for the period January – December 2017. That resulted in a decrease of 0.1% from 2016. The most affected road users were pedestrians and passengers.

A total number of one-hundred and forty-five (145) major crashes were reported and investigated during this period under review. Approximately eight-hundred and thirty-eight (838) people were killed and eight-hundred and five (805) people sustained injuries as a result of the major crashes.

Vehicle and driver population

The number of registered vehicles increased by 240 878 (2.01%) from 11 964 234 on 31 December 2016 to 12 205 112 vehicles on 31 December 2017. On a national basis the total number of vehicles that are either un-roadworthy, un-licensed or both increased by 29 174 (2.82%) from 1 035 449 vehicles as on 31 December 2016 to 1 064 623 vehicles on 31 December 2017.

The number of learner driving licences issued decreased by 48 557 (3.85%) from 1 262 261 on 31 December 2016 to 1 213 704 on 31 December 2017. The number of driving licences issued increased by 495 322 (4.07%) from 12 162 813 on 31 December 2016 to 12 658 135 as of 31 December 2017.

Law Enforcement and Road Safety performance

Road Safety unit conducted the following activities during the period under review (quarter 3). In relation to Youth program the conducted driver education workshop with young drivers from 9 provinces.

Furthermore, the unit monitored the implementation of Community based structure which are aimed at addressing contributory factors to hazardous locations within identified communities.

Over and above the unit coordinated the implementation of the driver awareness with interest group more especially the Freight industry which was identified as a priority during quarter 3.

A total number of vehicles stopped for 2016 were 2 159 833 compared to 2 914 906 in 2017 with an an icrease of 26%.

Out of a total of vehicles stopped, a total of 506 405 and 912 985 traffic notices were issued in the same period during 2016/17 and 2017/18.

Over and above notices issued, arrests were made following the severity of offences, total of 42 044 and 52 088 arrests were reported during the period

under review in 2016 and 2017 calendar year. These arrests and offences issued were as a result of joint operations conducted between provincial authorities, SAPS and all other stakeholders involved in the operations of law enforcement.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between January and December 2017 using the CHoCOR Forms. In addition, the report includes information about registered vehicles, un-roadworthy and un-licenced vehicles, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS), Law Enforcement and Road Safety information. Furthermore, it includes information about population growth using the 2017 mid-year population estimates from Statistics South Africa (Stats SA).

2. METHODOLOGY

2.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is used to collect fatal crashes data on daily basis. South African Police Service (SAPS) is the primary source of the fatal crashes 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. Road Traffic Management Corporation captures, processes and verifies the data to compile a report.

2.2 Crash Data Flow

Data is collected through the CHoCOR forms. The forms are then submitted to the Corporation either by fax, email or through the phone.

2.3 Data processing

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

2.4 Limitations

The road traffic information contained in the report is mainly 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.

2.5 Road Safety

The Corporation develop programmes to coordinate and monitor the implementation of the programmes across the nine (9) provinces. The reports compiled by the different implementing agents namely youth structure, community-based structure and interest group (Freight company, etc) are used as the source of data.

2.6 Law Enforcement

The Law Enforcement Unit is primarily responsible for the harmonization and alignment of road traffic enforcement operations within the three spheres of government. The data is collected through reporting templates.

2.7 Sample

Sampling is not applicable for fatal crashes routine or administrative data as the data is collected as they occurred within the country from all nine (9) provinces. There is no sampling for Road Safety and Law Enforcement.

2.8 Instruments

The Culpable Homicide Crash Observation Report (CHoCOR) forms are being used by Road Traffic Information unit to record fatality data on daily basis.

Road Safety and Enforcement use the following tools among others for administrative data collection questionnaires, templates, reports, registers and presentations. Provinces record information on National Rollout Enforcement Plan (NREP) and EMISA forms while Road Traffic Inspectorate records information on Inspectorate forms, these reports are submitted to RTMC on monthly basis for consolidation of a National report.

3. ROAD FATAL CRASHES ANALYSIS

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

3.1 Number of fatal crashes

The table above provides a comparison between two years. There was a reduction of 239 (2.0%) in comparison to 2016 and 2017. However, on a provincial level all provinces recorded a reduction in this regard with except of Gauteng, Limpopo and Northern Cape. The highest decrease was recorded for North West with 9.3% followed by Eastern Cape with 8.2%.

| Number of Fatal Crashes per Province | | | | | | | | | | |
|--------------------------------------|-------|------|-------|-------|-------|-------|-----|------|-------|--------|
| Year | EC | FS | GP | KZN | LI | MP | NC | NW | WC | RSA |
| 2016 | 1 398 | 751 | 2 385 | 2 367 | 1 261 | 1 233 | 318 | 892 | 1 071 | 11 676 |
| 2017 | 1 284 | 742 | 2 398 | 2 284 | 1 326 | 1 182 | 349 | 809 | 1 063 | 11 437 |
| change | -114 | -9 | 13 | -83 | 65 | -51 | 31 | -83 | -8 | -239 |
| % change | -8.2 | -1.2 | 0.5 | -3.5 | 5.2 | -4.1 | 9.7 | -9.3 | -0.7 | -2.0 |

Table 1: Number of fatal crashes per province

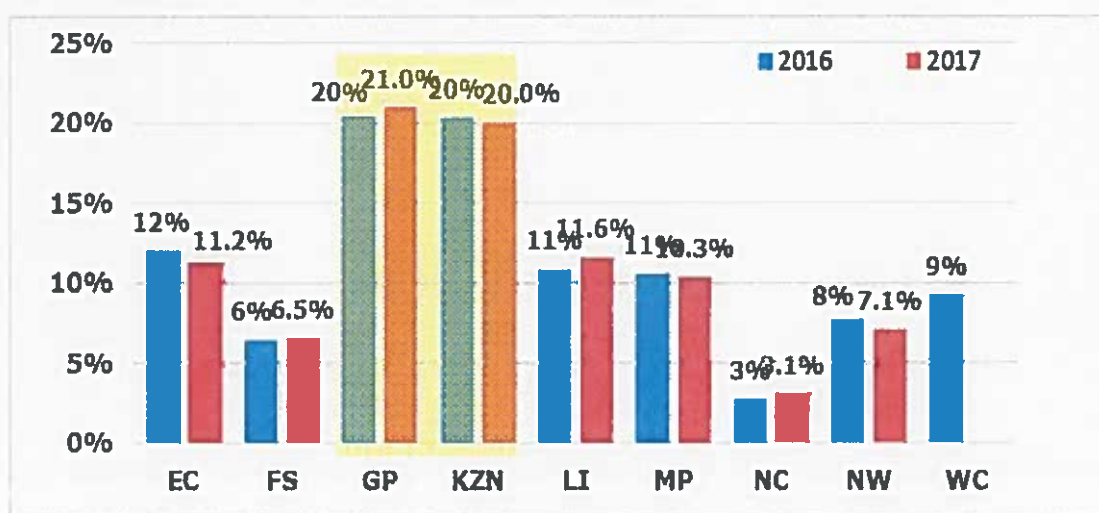


Figure 1: Percentage distribution of fatal crashes for the two quarters

3.1.1 Fatal Crashes per Day of Week

The details of the crashes per day of the week are given in the Table below. Friday, Saturday and Sunday remain the most affected days of the week by fatal crashes for both 2016 and 2017.

| Year | Sun | Mon | Tue | Wed | Thurs | Fri | Sat |
|------|-------|-------|------|------|-------|-------|-------|
| 2016 | 21.4% | 10.6% | 8.1% | 8.5% | 9.5% | 16.2% | 25.6% |
| 2017 | 22.6% | 10.8% | 8.8% | 8.5% | 9.5% | 14.8% | 25.1% |

Table 2: Comparison of Number of Fatal Crashes per day of week for the year 2016 and 2017

3.2 Fatal Crashes per day of the week

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

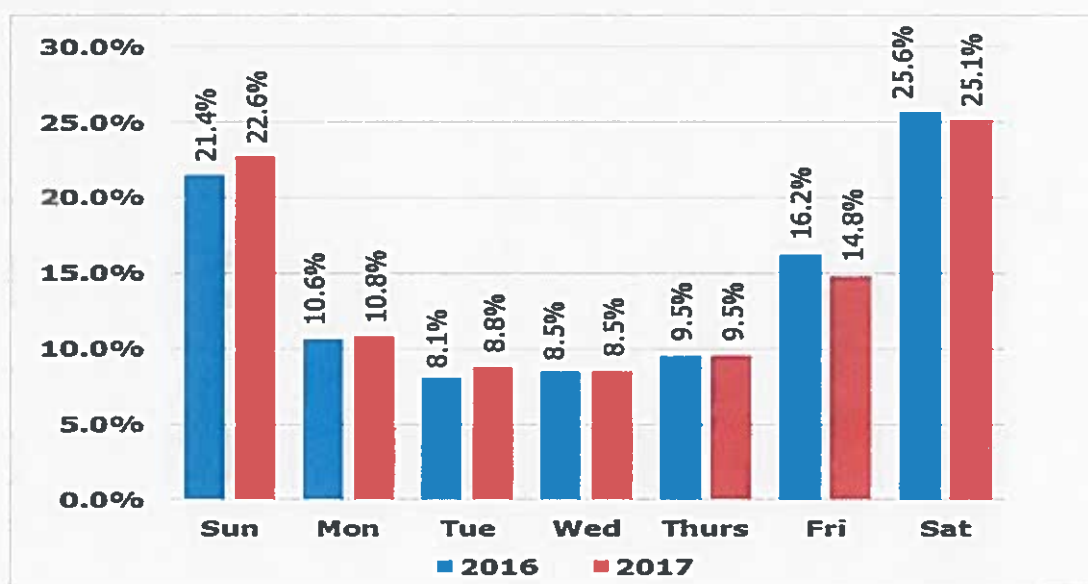


Figure 2: Percentage distribution of fatal crashes per day of week

3.2.1 Fatal Crashes per time of day

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

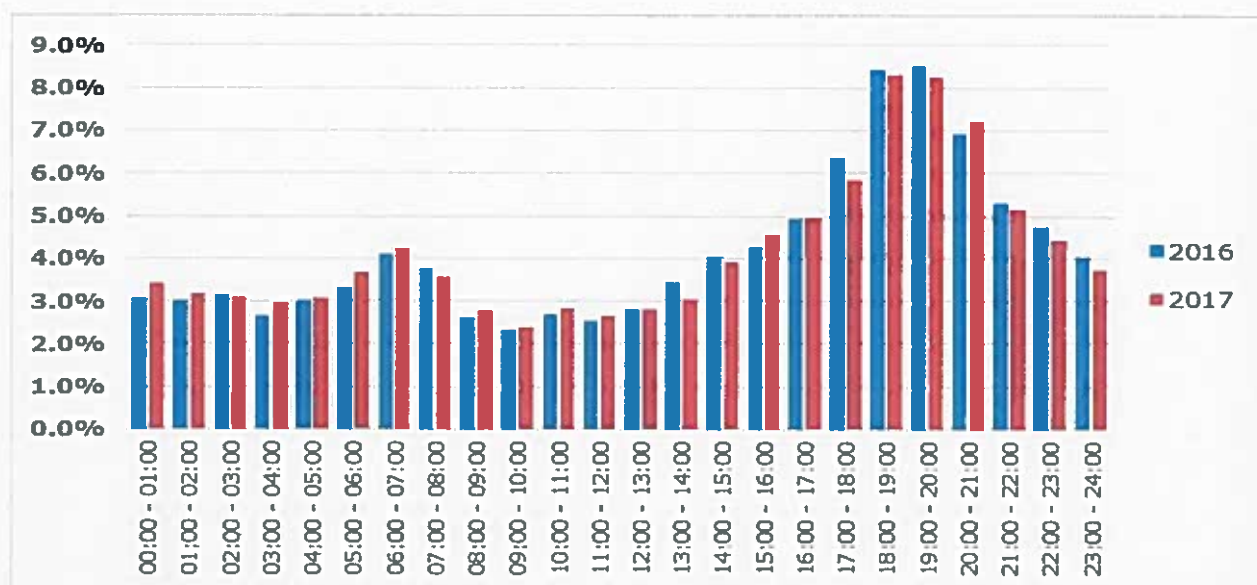


Figure 3: % distribution of fatal crashes per time of day for two years 2016 and 2017

The figure above depicts a comparison between fatal crashes per time of day comparing the year 2016 and 2017. In comparison, slot 19:00 to 20:00 remained the highest however with a slight decrease compared to the previous year. The same picture was observed whereby a downward trend was observed for slots 21:00 to 24:00, and a slight increase for slot 20:00 to 21:00.

3.2.2 Fatal crashes per crash type

The percentage distribution of crash types involved in fatal crashes are reflected in the figure below.

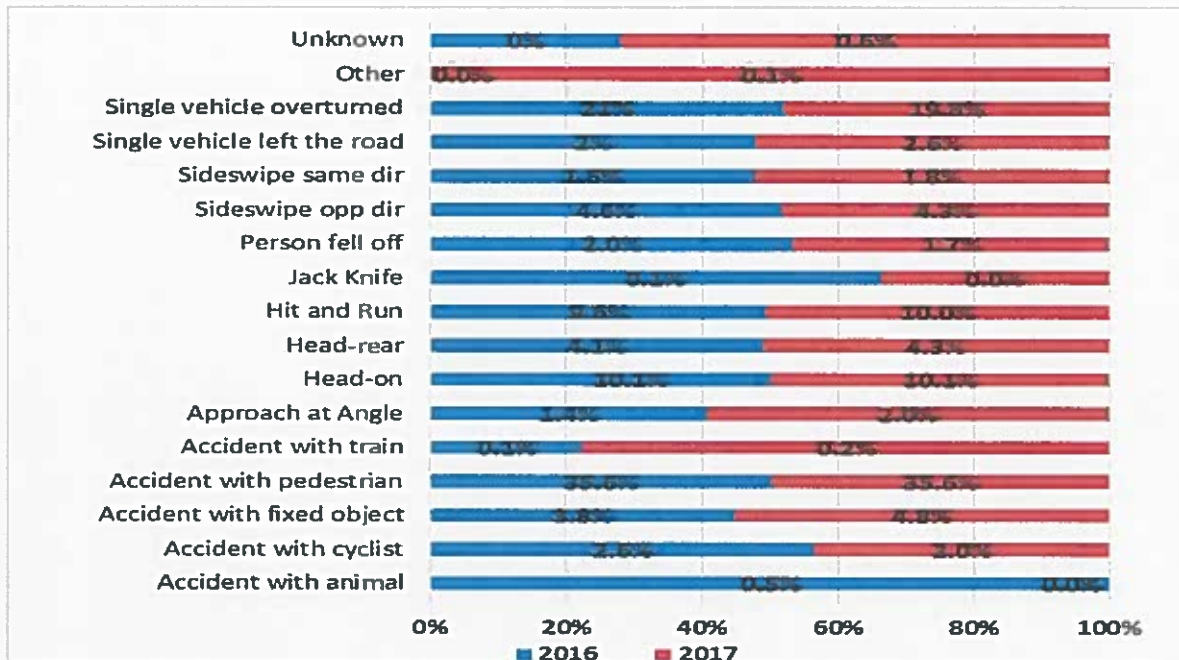


Figure 4: Percentage distribution of fatal crashes per crash type

The figure above depicts that most crashes occurred due to crashes with pedestrians and single vehicle overturned. A contribution of 35.6% was recorded for crashes involving pedestrians for the two calendar years 2016 and 2017. Followed by single vehicle overturned with a contribution of 21% for 2016 and 19.8% for 2017 which shows a slight decrease of 1.2%.

3.2.3 Fatal crashes per vehicle type

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

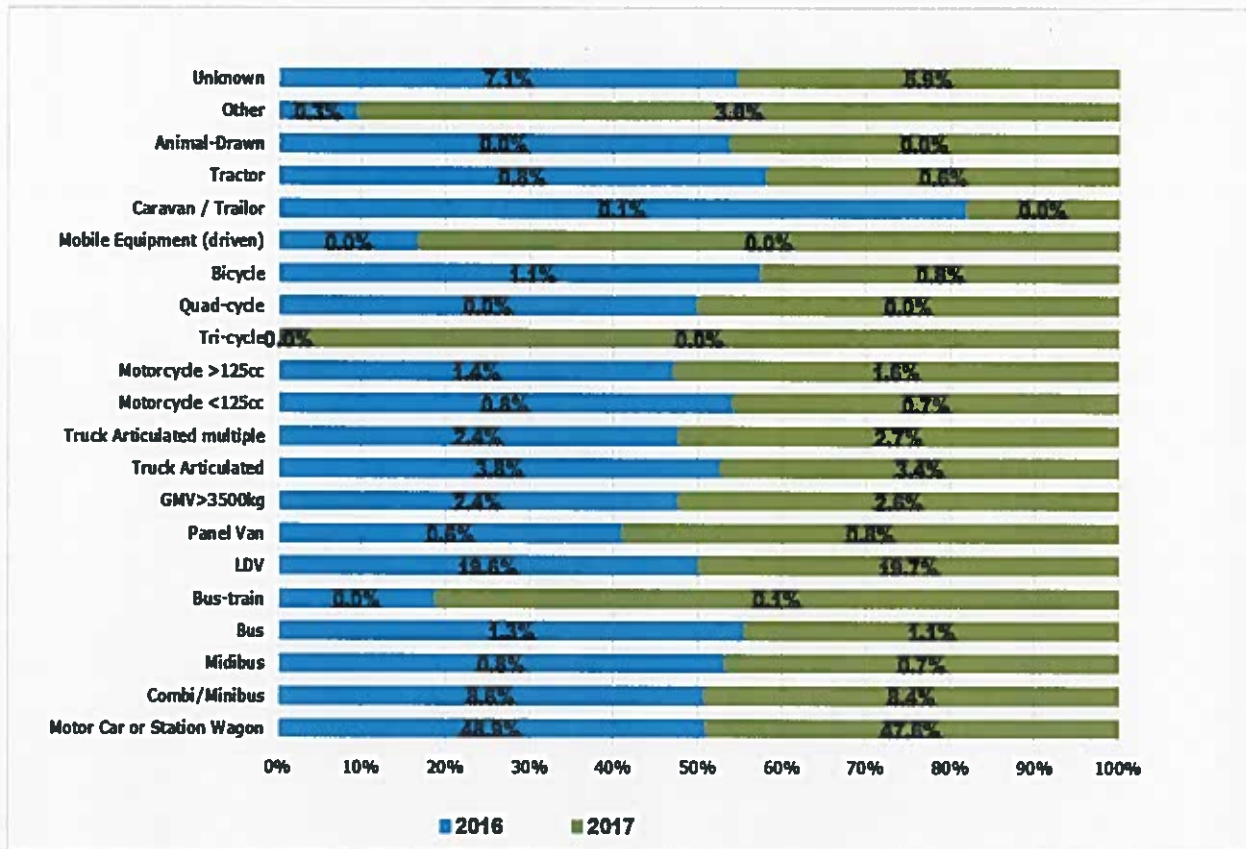


Figure 5: Percentage distribution of vehicle type

The vehicle types that contributed the highest to fatal crashes were motorcars and LDV's with contributions of 47.6% and 19.7% respectively. The two vehicle types may contribute to high number of fatalities for passengers.

3.3 Contributory factors

To determine the contributory factors for fatal crashes, the contributory factors are classified 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).

The fatal crashes for Jan-Dec 2017 showed that human factors contributed 91% to the occurrence of fatal crashes followed by roads and environmental factors at 5%; and vehicle factors with a contribution of 3%.

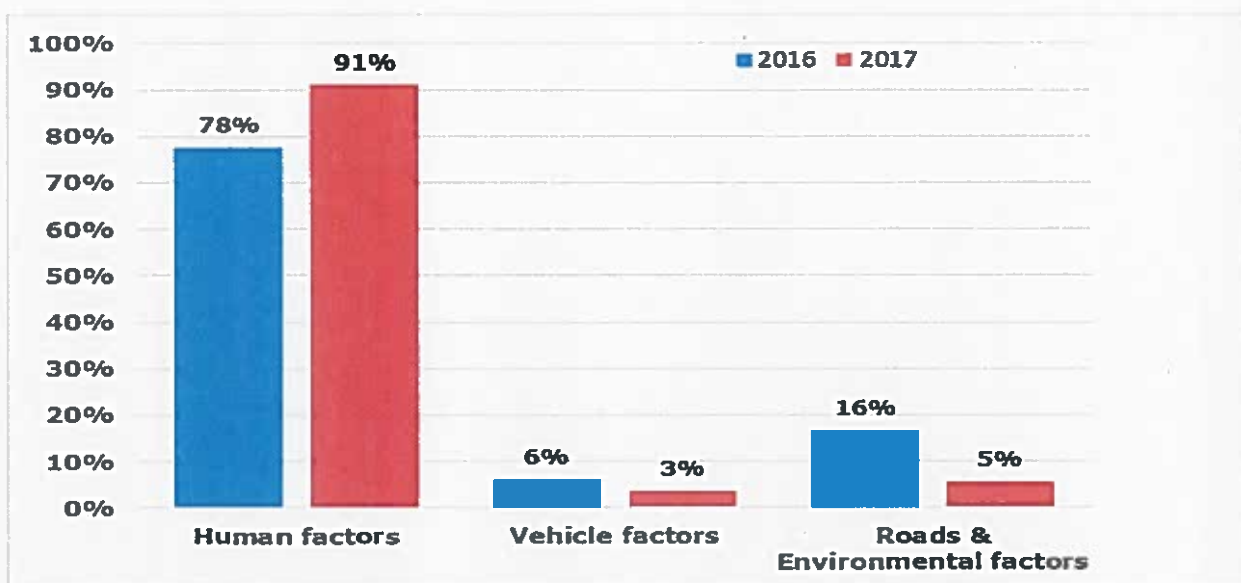


Figure 6: Comparison of contributory factors for 2016 and 2017

The figure above depicts trends for contributory factors for the two years. The human factors remain a challenge compared to other factors. There is an increase of 13% for human factors and a decrease of 11% for roads and environmental factors, while vehicles factors recorded a decrease of 3%.

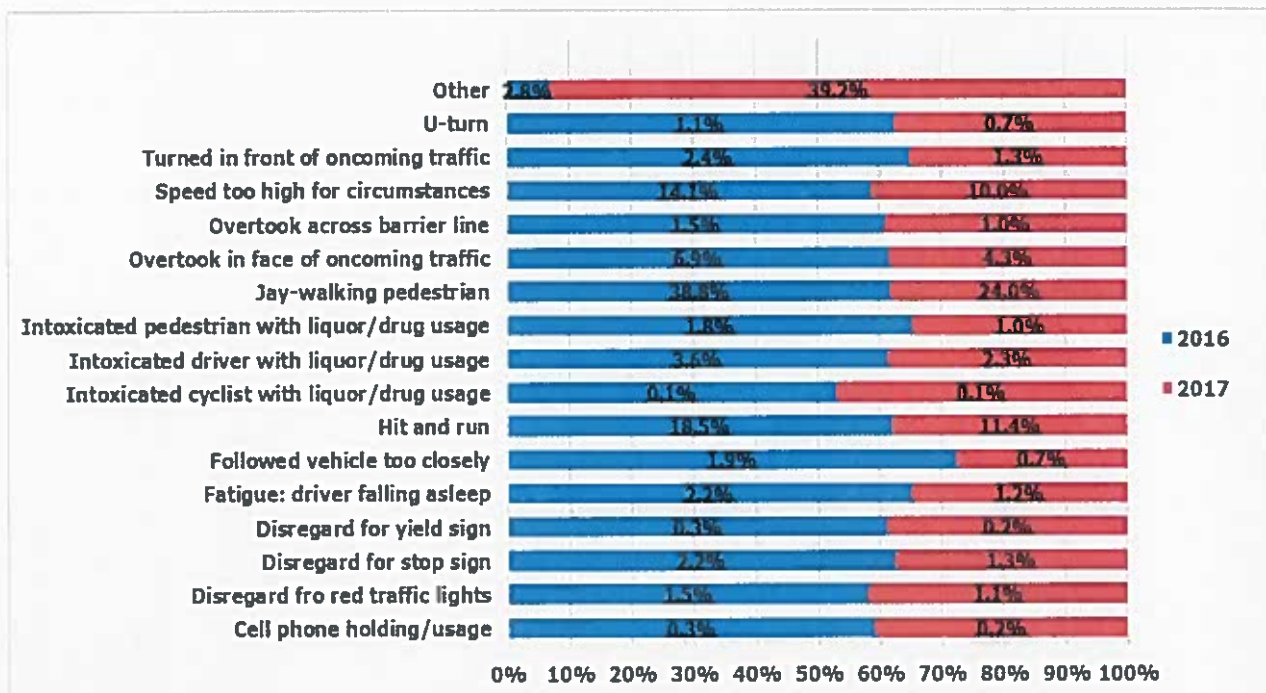


Figure 7: Percentage distribution of human factors

The figure above shows that jay-walking contributed 24% to the occurrence of crashes, followed by hit and run with 11.4% and speeding with 10% during 2017. The jay-walking and hit and run as depicted above correlate to a high number of fatalities for pedestrians.

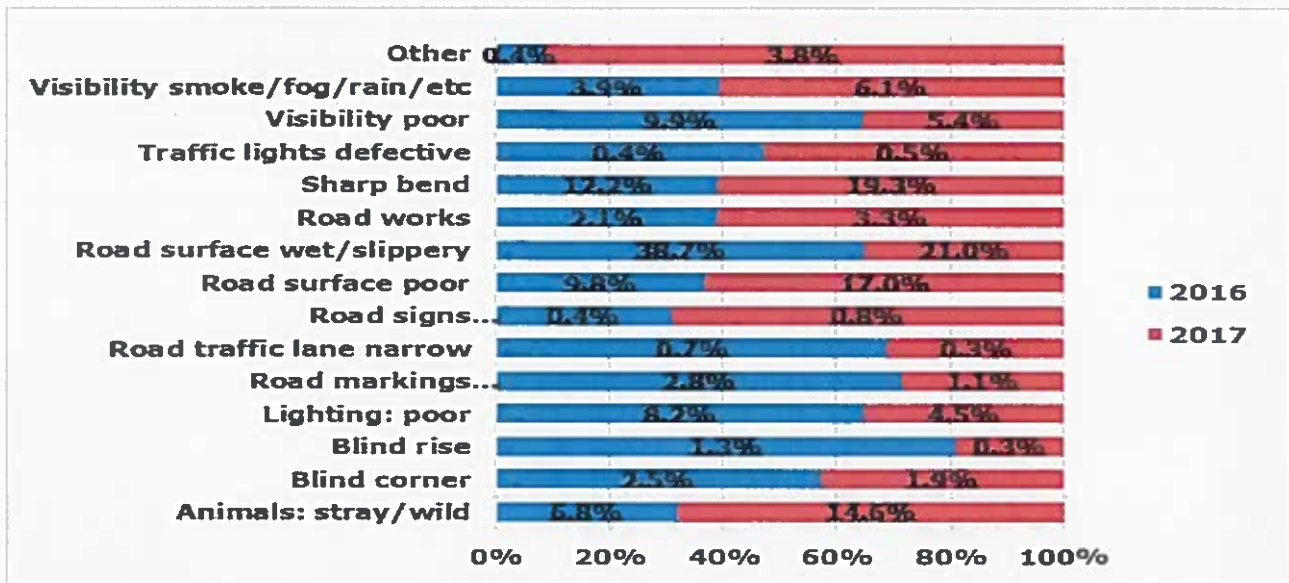


Figure 8: Percentage distribution of road and environmental factors

The figure above depicts that about 21% of crashes occurred as a result of wet/slippery road surface followed by sharp bend with 19.3% which is a reduction of 17.7% from the previous year. Poor road surface contributed 17% to the total road crashes.

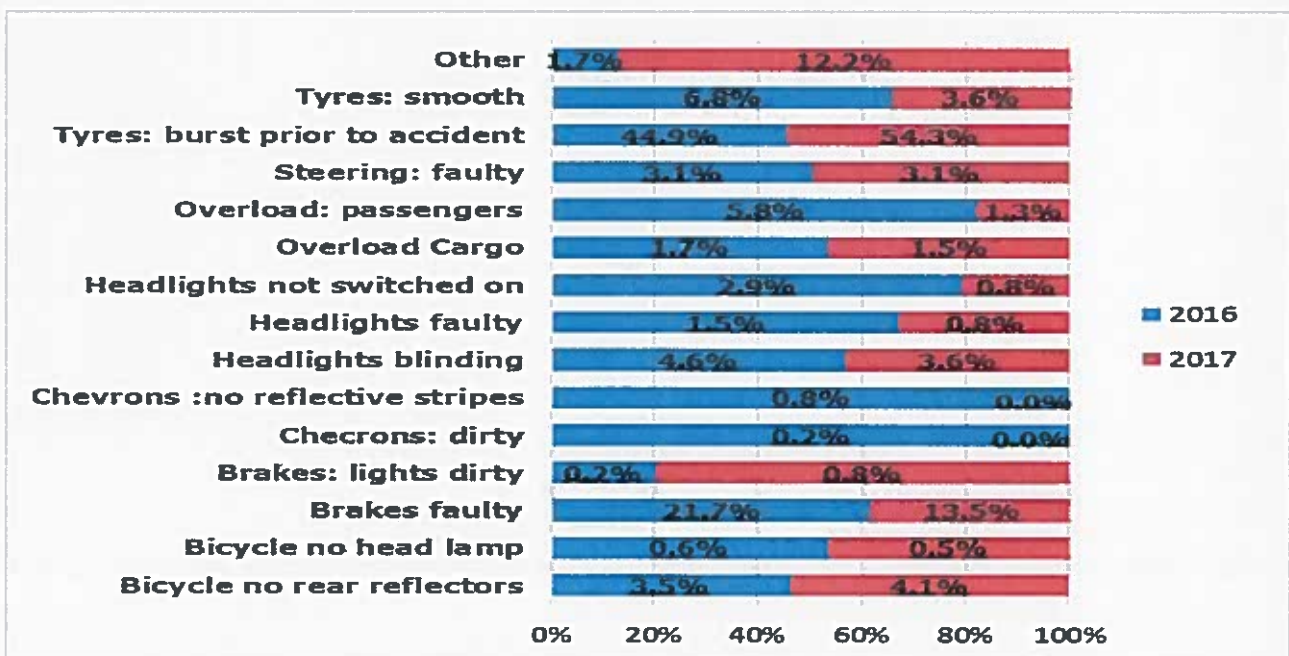


Figure 9: Percentage distribution for vehicle factor

The figure above shows that most crashes occurred as a result of a tyre burst prior to the crash with a contribution of 54.3% during 2017, followed by brakes faulty with a contribution of 13.5% and bicycle without rear reflectors with a contribution of 4.1%.

4. ROAD FATALITIES ANALYSIS

The section covers the data in relation to road fatalities. Fatalities are defined as when a person or persons that are killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result on such crash. The section will encompass the number of fatalities and percentage distribution per road user, gender, race and per age.

4.1 Number of fatalities per province

| Number of Fatalities per Province | | | | | | | | | | |
|-----------------------------------|-------------|-------------|------------|------------|------------|------------|------------|-------------|-------------|--------------|
| Year | EC | FS | GP | KZN | LI | MP | NC | NW | WC | RSA |
| 2016 | 1 705 | 992 | 2 700 | 2 715 | 1 644 | 1 562 | 409 | 1 084 | 1 260 | 14071 |
| 2017 | 1 613 | 922 | 2 800 | 2 734 | 1 705 | 1 577 | 434 | 1 029 | 1 236 | 14050 |
| change | -92 | -70 | 100 | 19 | 61 | 15 | 25 | -55 | -24 | -21 |
| % change | -5.4 | -7.1 | 3.7 | 0.7 | 3.7 | 1.0 | 6.1 | -5.1 | -1.9 | -0.1 |

Table 3: Comparison of fatalities per province for the two years 2016 and 2017

The table above shows a comparison of fatalities per province for the two years. A reduction in the number of fatalities is depicted from 14 071 in 2016 to 14 050 in 2017. Five provinces recorded a reduction while the other four recorded increases. The reduction was recorded by Northern Cape with 6.1 % and followed by Eastern Cape with 5.4%.

4.2 Number of Fatalities per Road User Group

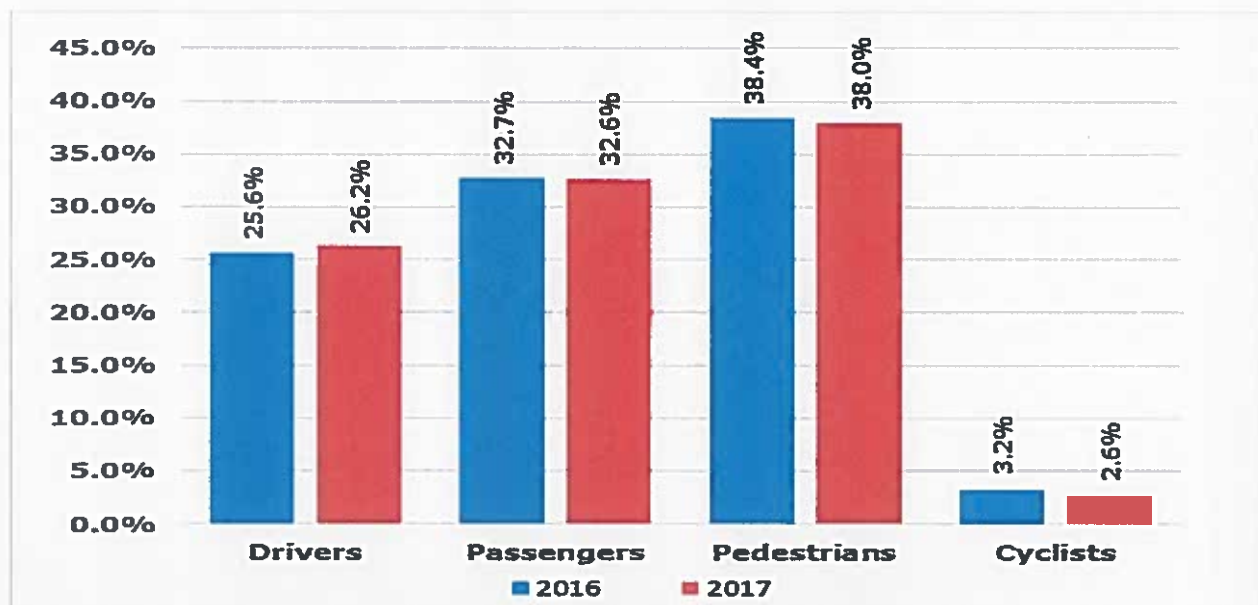


Figure 10: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road users group are reflected in the figure above. During the period under review pedestrians contributed 38%, followed by passengers with 33% and drivers with 26% to the total number of fatalities. All road user groups with exception of drivers and pedestrians, recorded a light reduction compared to the previous year.

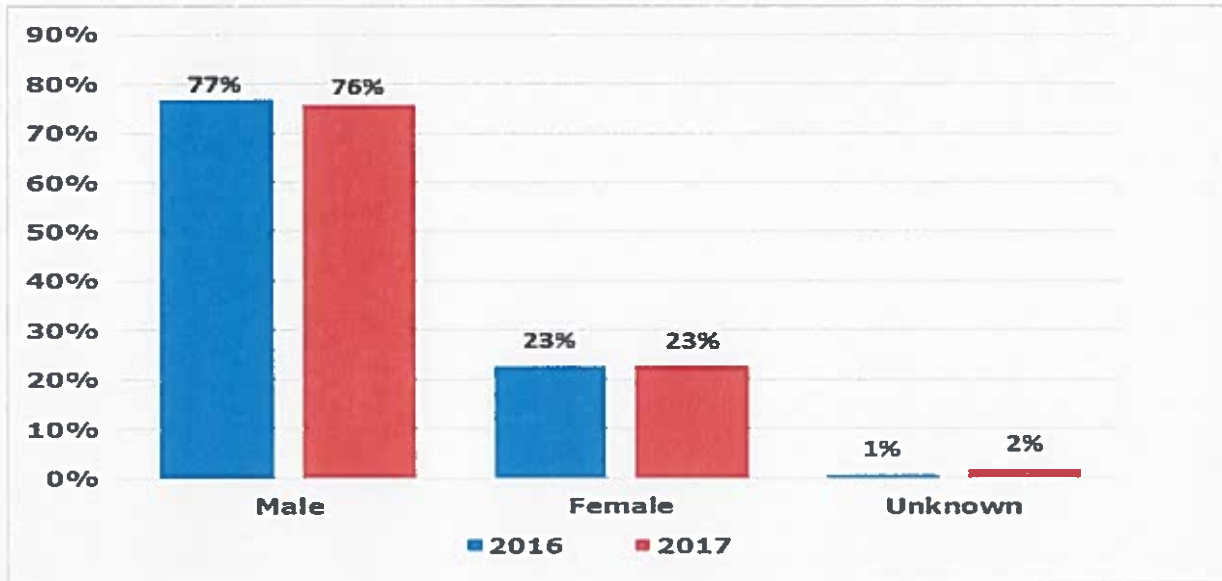


Figure 11: Percentage distribution of fatalities per gender

The figure above depicts trends for fatalities per gender for the two years. The trends shows that there was a decrease of 1% for males while female fatalities remained the same in comparison of the two years.

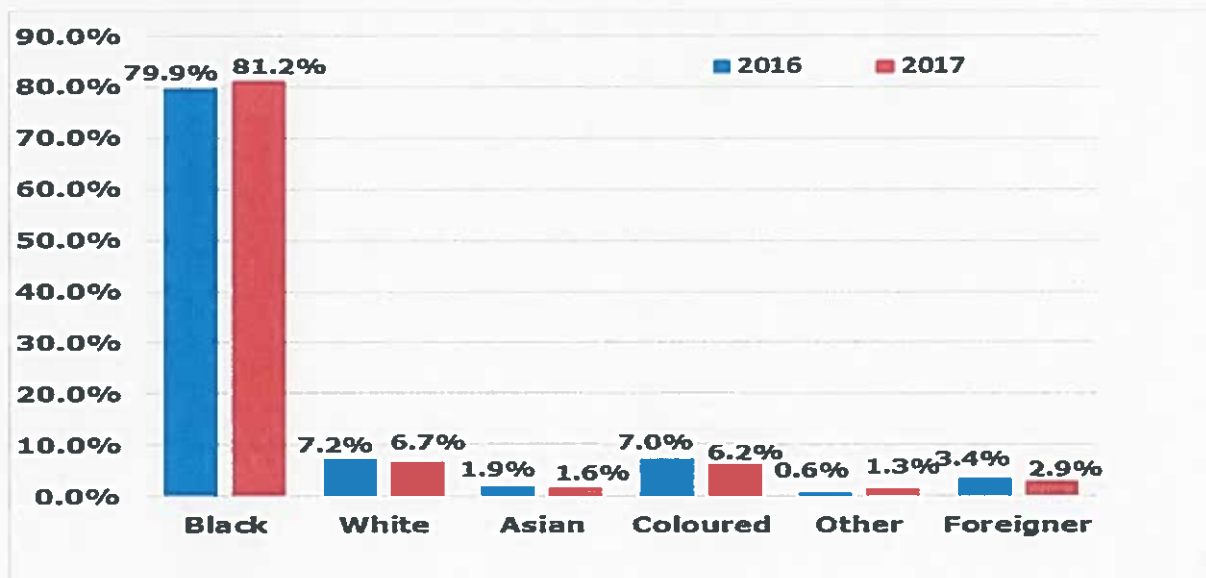


Figure 12: Percentage distribution of fatalities per race

4.3 Road user group fatalities per age group

The figures below provide information with regard to the fatalities per age and per road user type for the period January to December 2017. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists).

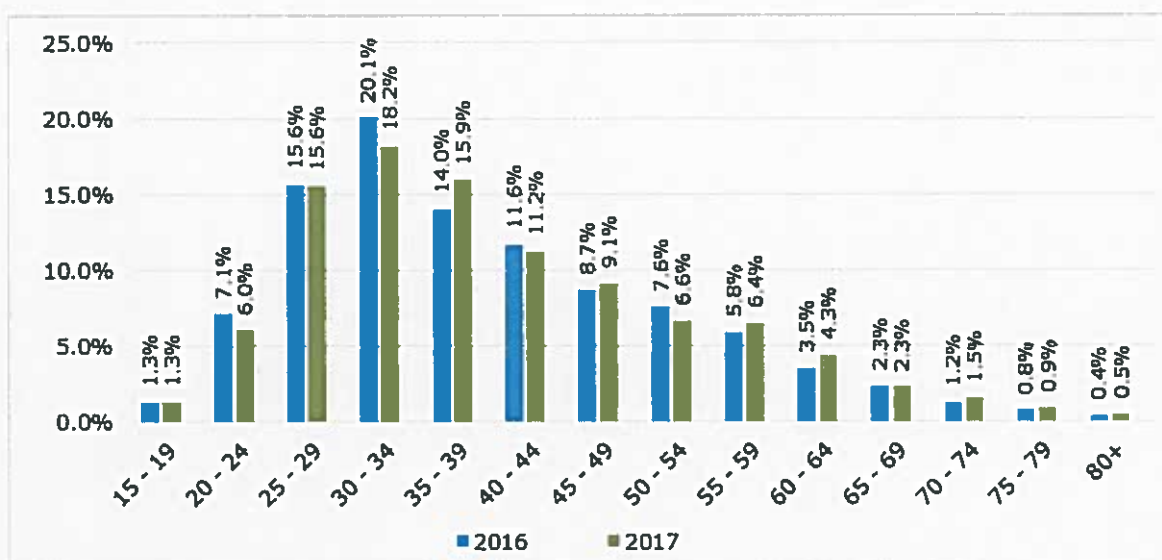


Figure 13: Percentage distribution of fatalities per age for drivers

The figure above shows that the highest fatalities for drivers were recorded from age group 25 to 44 years. Age group between 25 to 39 years being the peak age groups with a contribution above 15%, followed by the age group between 40 to 44 years with a contribution of 11%.

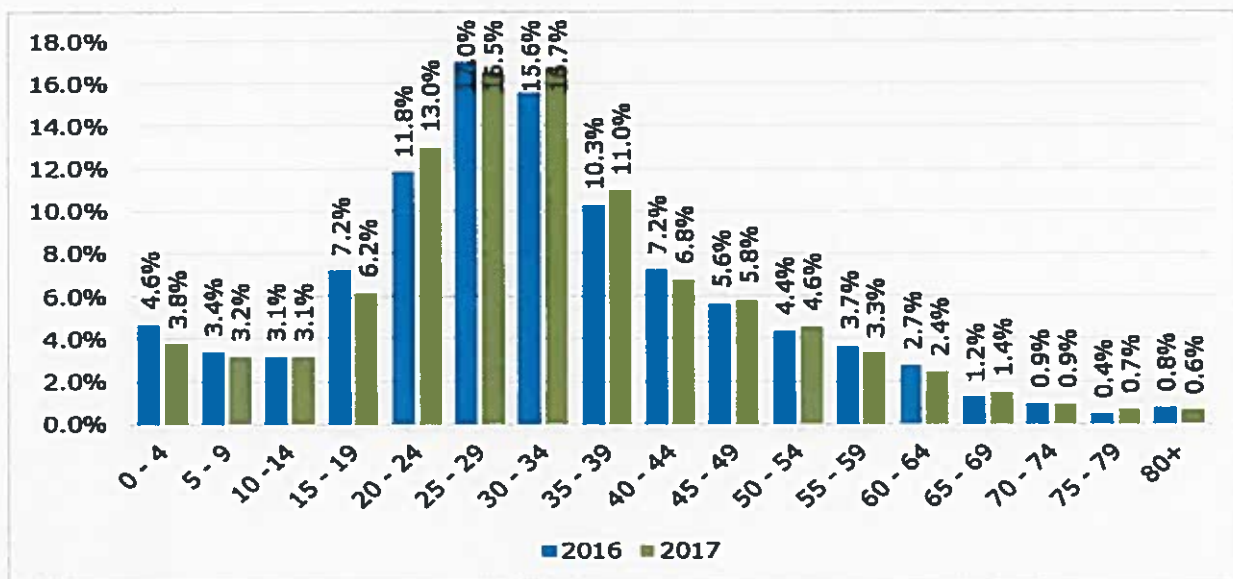


Figure 14: Percentage distribution of fatalities per age for passengers

The figure above indicates that most fatalities for passengers were recorded between age 20 and 34 years, having the age group between 25 to 34 years being the age group contributing the highest with above 16%. Followed by the age group between 20 to 24 years with a contribution of 13%.

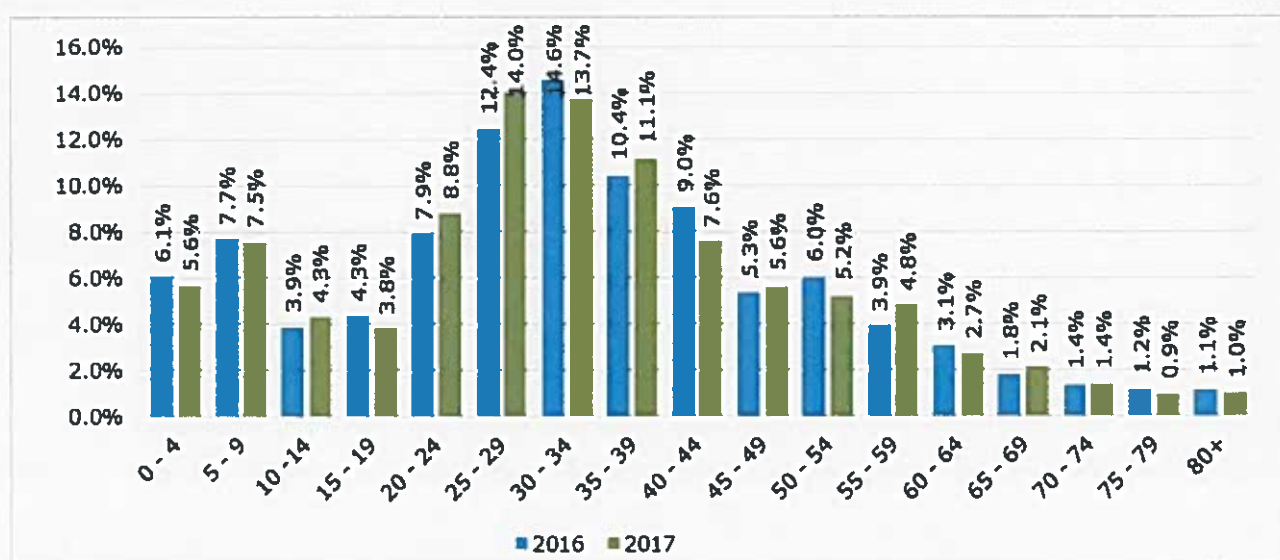


Figure 15: Percentage distribution of fatalities per age for pedestrians

The figure above indicates that most fatalities for pedestrians were recorded between the ages 25 to 39 years. The age group between 25 to 29 being the highest with a contribution of 14%, followed by age group between 30 to 34 and 35 to 39 with a contribution of 13.7% and 11.1%, respectively.

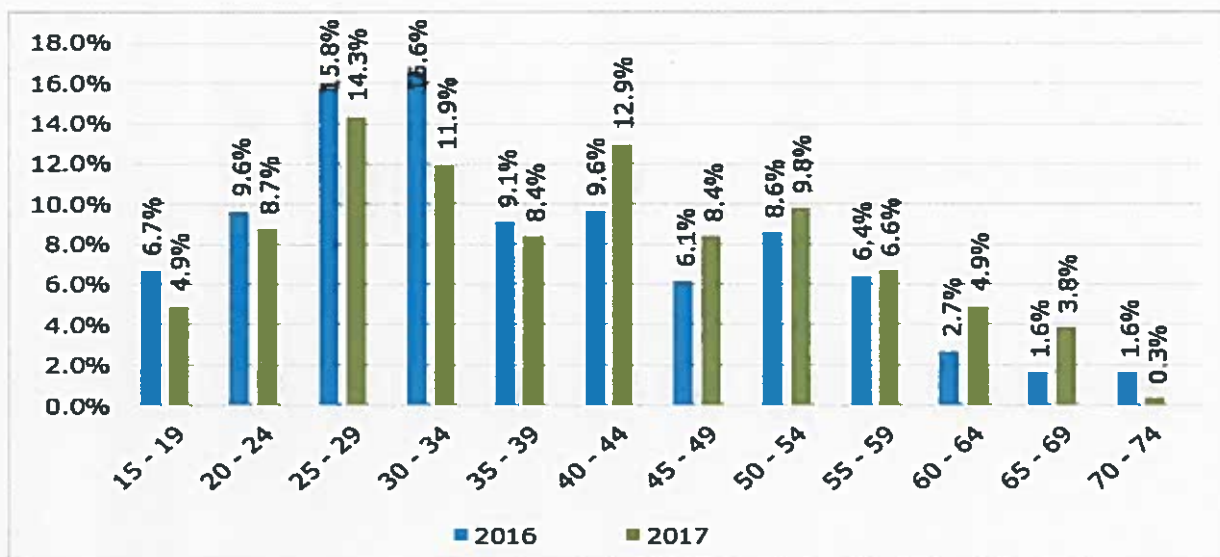


Figure 16: Percentage distribution of fatalities per age for cyclists

The figure above indicates that most fatalities for cyclists were recorded between ages 25 to 29 with 14.3% followed by age group 40 to 44 with 12.9% during 2017. The age groups 30 to 34 recorded the next highest percentage at 11.9%.

5. MAJOR CRASHES

This section provides for all the major crashes for the period under review. Major crashes are defined as Crashes where five (5) or more people died, Crashes involving vehicles carrying dangerous goods/ hazardous chemicals where there is a fatality and a spillage of the dangerous goods/ hazardous chemicals and any crash that the Corporation deems necessary to investigate.

5.1 Number of major crashes

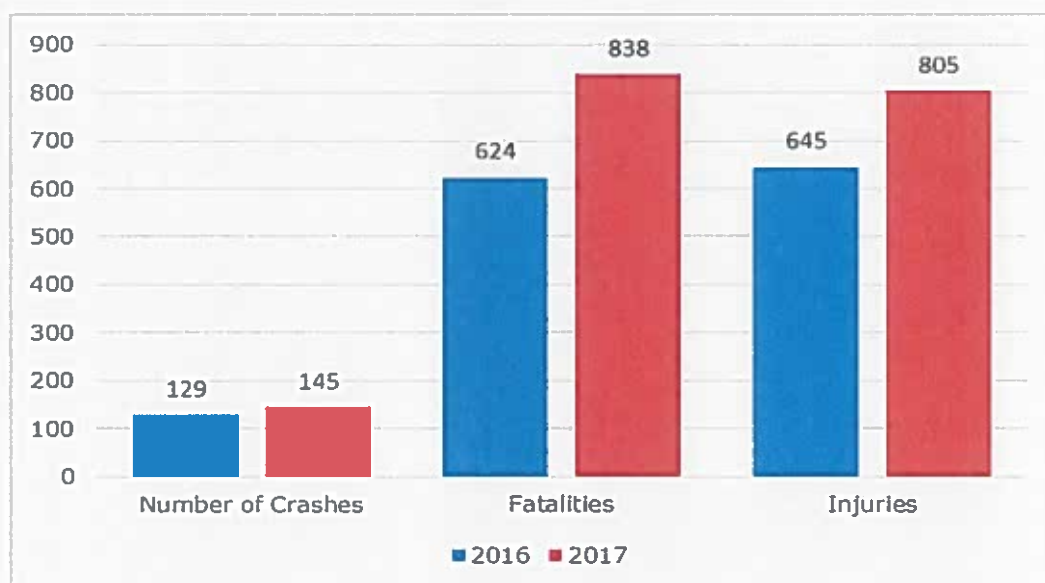


Figure 17: Number of major crashes, fatalities and injuries

The above figure indicates the annual number of major crashes reported, fatalities and injuries sustained during the calendar year 2017. A total number of one hundred and forty five (145) major crashes were reported and investigated for the period under review. Eight hundred and thirty eight (838)

people were killed and eight-hundred and five (805) people sustained injuries because of these major crashes.

5.2 Major crashes per province

The map below indicates the spread of major crashes and fatalities across the provinces for the period under review.

The highest number of crashes were reported and investigated in Mpumalanga and KwaZulu Natal Provinces with twenty six (26) crashes each with 165 and 185 fatalities respectively.

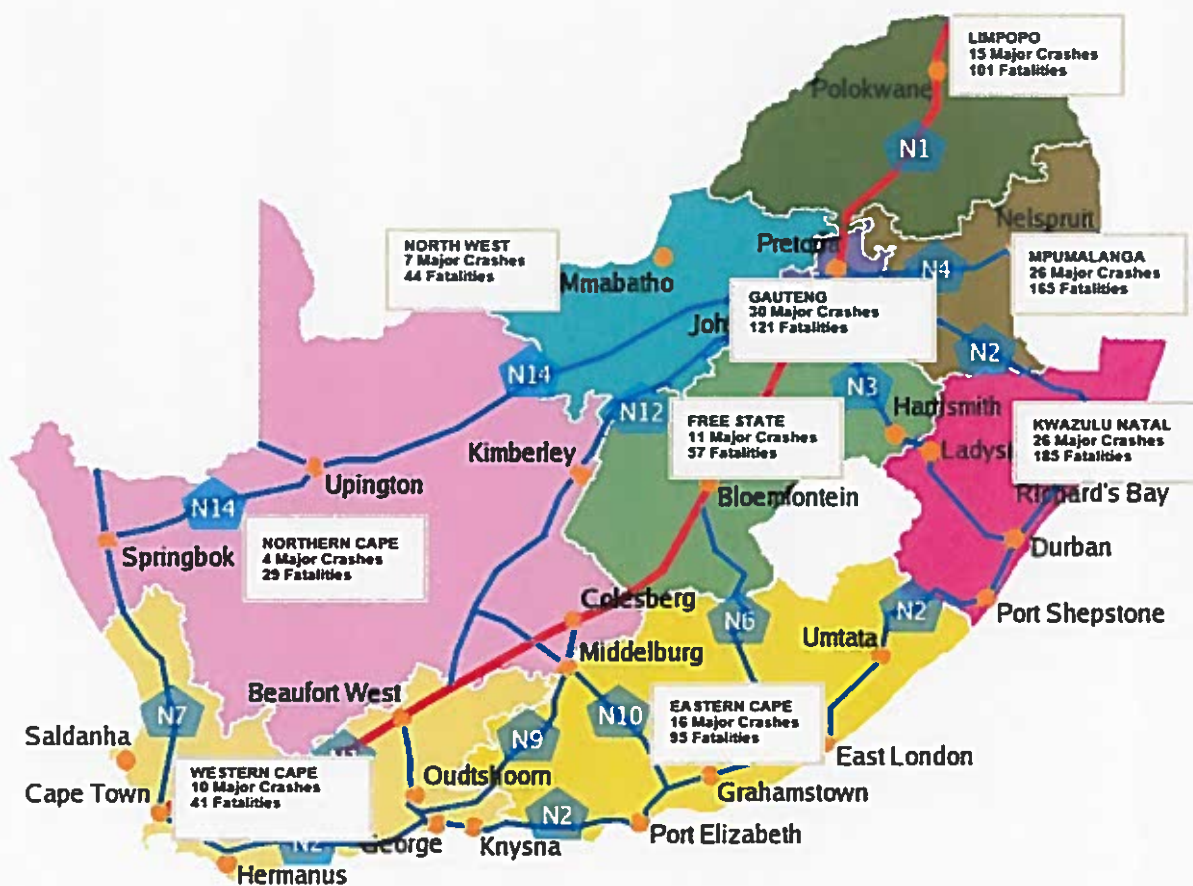


Figure 18: Crashes and fatalities per province

5.3 Crash Types

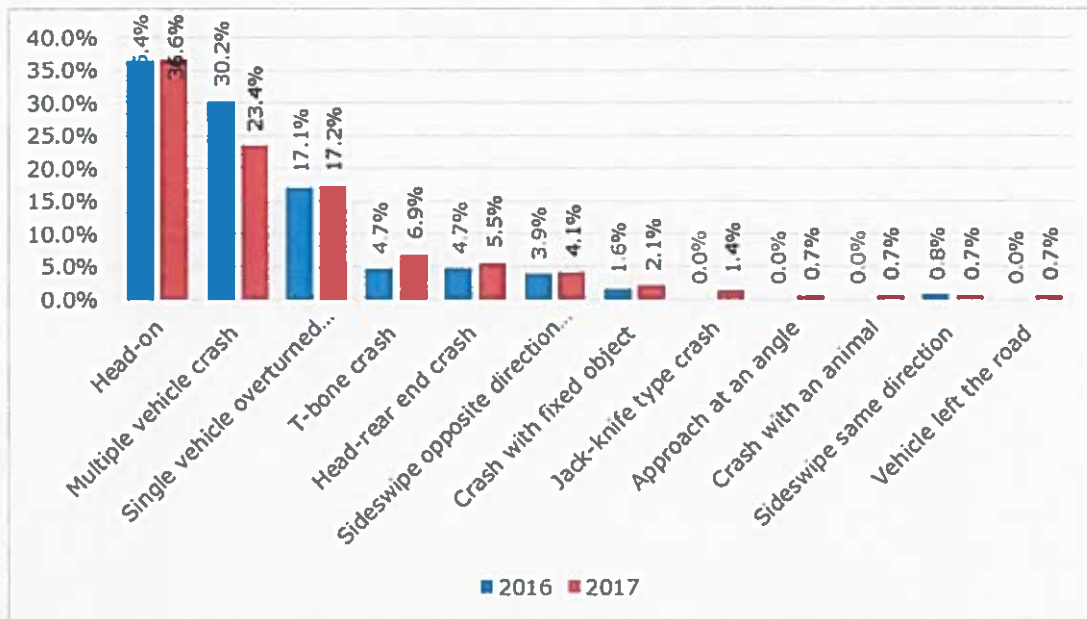


Figure 19: Major crashes per crash types

The above figure depicts the major crash types that occurred during the period under review. Fifty three (53) of the one hundred and forty-five (145) major crashes reported and investigated were head-on type crashes. This crash type was followed by multiple vehicle crash and single vehicle crash with 34 and 25 respectively.

5.4 Vehicle Involved in Major Crashes

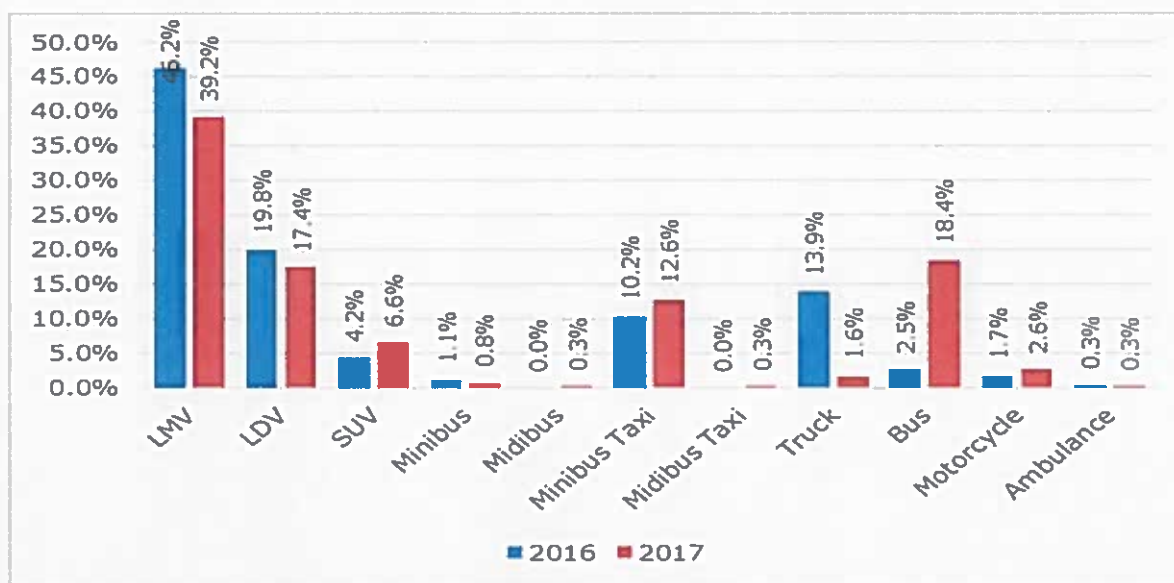


Figure 20: Vehicles involved in major crashes

The figure above depicts the vehicle types involved in the major crashes reported and investigated during the 2017 calendar year. A total of three-hundred and seventy-nine (379) vehicles were involved in the one-hundred and forty-five (145) major crashes investigated. The vehicle type mostly involved were Light Motor Vehicles (LMV's- 149), followed by Trucks (70), Light Delivery Vehicles (LDV's-66) and Minibus Taxi's (48).

5.5 Contributory Factors

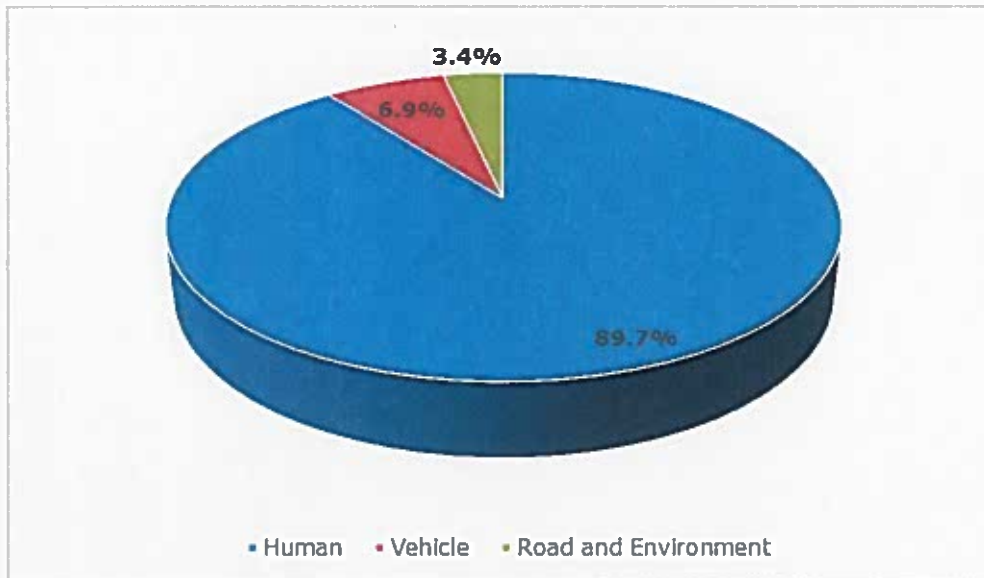


Figure 21: Percentage distribution of the contributory

The figure above provides information for all the contributory factors. About 89.7% of the contributing factors to the major crashes that occurred during the 2017 calendar year were as a result of Driver/ Human Error. These crashes occurred as a direct result of drivers:

- Failing to keep vehicles under control;
- Driving at a speed too high for circumstances;
- Failing to keep a proper lookout;
- Driving in oncoming traffic lane;
- Intoxicated driver;
- Overtook in face of oncoming traffic/ overtook across barrier line;

- Turned in face of oncoming traffic;
- Drove in wrong lane;
- Followed vehicle too closely;
- Drove in wrong lane/ veered over into oncoming traffic lane; and
- Driver made an illegal U-turn.

About 6.9% of the contributing factors to the major crashes that occurred during the period under review were attributed to Vehicle Error. These crashes occurred as a result of the following:

- Tyres bursting prior to crash;
- Faulty brakes;
- Unroadworthy vehicle; and
- Tyre failure- thread separation from wheel.

About 3.4% of the contributing factors to the major crashes that occurred during the 2017 Calendar Year were due to Road or Environmental factors. These crashes occurred as a direct result of:

- Slippery/ wet road surface;
- Poor condition of road surface- potholes; and
- Stray/ Wild animals

SECTION B

1. 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

2. VEHICLE POPULATION

2.1 Number of Registered Vehicles

The number of registered vehicles increased by 240 878 (2.01%) from 11 964 234 on 31 December 2016 to 12 205 112 vehicles on 31 December 2017. Detail per type of vehicle is given in table below.

| Number of Registered Vehicles | Number registered Dec 2016 | Number registered Dec 2017 | Change | % Change | % of Group Dec 2017 | % of Total Dec 2017 |
|-------------------------------|----------------------------|----------------------------|----------------|-------------|---------------------|---------------------|
| Motorised Vehicles | | | | | | |
| Motorcars | 6 996 599 | 7 172 283 | 175 684 | 2.51 | 65.04 | 58.76 |
| Minibuses | 308 151 | 318 282 | 10 131 | 3.29 | 2.89 | 2.61 |
| Buses | 61 435 | 63 400 | 1 965 | 3.20 | 0.57 | 0.52 |
| Motorcycles | 358 351 | 351 756 | -6 595 | -1.84 | 3.19 | 2.88 |
| LDV's - Bakkies | 2 435 078 | 2 498 602 | 63 524 | 2.61 | 22.66 | 20.47 |
| Trucks | 371 008 | 372 678 | 1 670 | 0.45 | 3.38 | 3.05 |
| Other & Unknown | 270 936 | 251 192 | -19 744 | -7.29 | 2.28 | 2.06 |
| Total Motorised | 10 801 558 | 11 028 193 | 226 635 | 2.10 | 100.00 | 90.36 |
| Towed Vehicles | | | | | | |
| Caravans | 103 058 | 102 001 | -1 057 | -1.03 | 8.67 | 0.84 |
| Heavy Trailers | 188 210 | 193 492 | 5 282 | 2.81 | 16.44 | 1.59 |
| Light Trailers | 855 227 | 865 578 | 10 351 | 1.21 | 73.55 | 7.09 |
| Other & Unknown | 16 181 | 15 848 | -333 | -2.06 | 1.35 | 0.13 |
| Total Towed | 1 162 676 | 1 176 919 | 14 243 | 1.23 | 100.00 | 9.64 |
| All Vehicles | 11 964 234 | 12 205 112 | 240 878 | 2.01 | | 100.00 |

Table 4: Number of registered vehicles per type

The table above shows that on a percentage basis the biggest change was for minibuses and buses with an increase of 3.29% and 3.20% respectively. The number of registered minibuses increased from 308 151 to 318 282 and followed by buses which increased from 61 435 to 63 400, respectively.

The monthly percentage change over the past year for motorised vehicles are shown in the figure below.

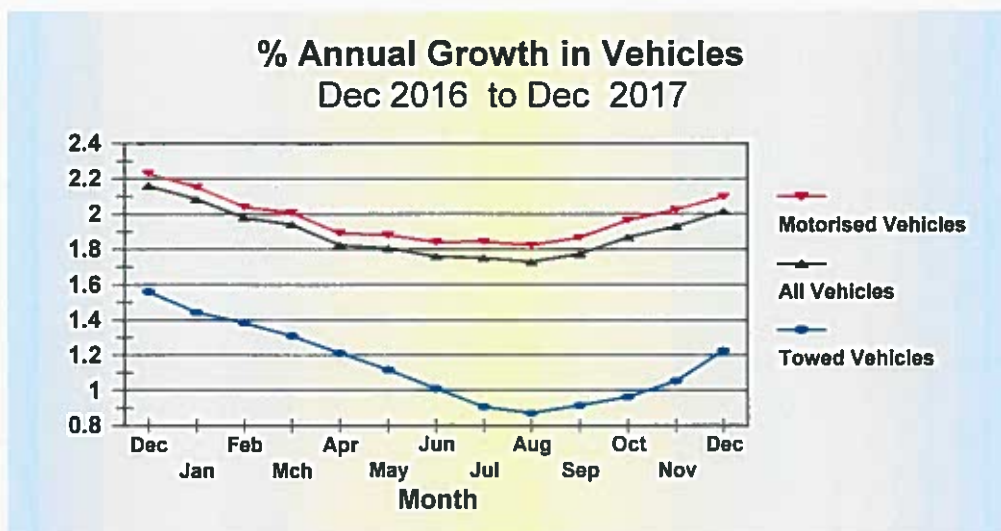


Figure 22: Percentage Annual Growth in Vehicles

The total motor vehicle population per Province for December 2016 and December 2017 respectively, is given in table and reflected in the figure below.

| Number of Registered Vehicles per Province | Number registered Dec 2016 | Number registered Dec 2017 | Change | % Change | % of Total Dec 2017 |
|--|----------------------------|----------------------------|----------------|-------------|---------------------|
| Gauteng | 4 613 986 | 4 698 524 | 84 538 | 1.83 | 38.50 |
| KwaZulu-Natal | 1 600 930 | 1 627 245 | 26 315 | 1.64 | 13.33 |
| Western Cape | 1 923 765 | 1 977 518 | 53 753 | 2.79 | 16.20 |
| Eastern Cape | 796 339 | 811 344 | 15 005 | 1.88 | 6.65 |
| Free State | 621 169 | 626 744 | 5 575 | 0.90 | 5.14 |
| Mpumalanga | 854 321 | 875 868 | 21 547 | 2.52 | 7.18 |
| North West | 608 146 | 617 908 | 9 762 | 1.61 | 5.06 |
| Limpopo | 672 438 | 693 109 | 20 671 | 3.07 | 5.68 |
| Northern Cape | 273 140 | 276 852 | 3 712 | 1.36 | 2.27 |
| RSA | 11 964 234 | 12 205 112 | 240 878 | 2.01 | 100 |

Table 5: Number of registered vehicles per province

The number of registered vehicles per province show the highest increase recorded for Limpopo with an increase of 3.07% from 672 438 in 2016 to 693 109 followed closely by Western Cape, with an increase of 2.79% from 1 923 765 to 1 977 518.

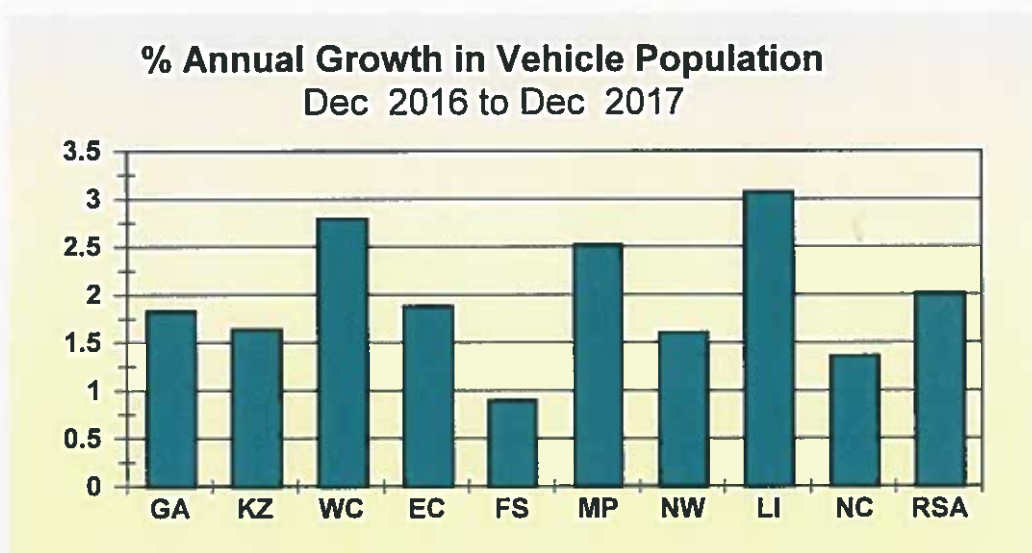


Figure 23: Percentage Annual Growth in Vehicle Population

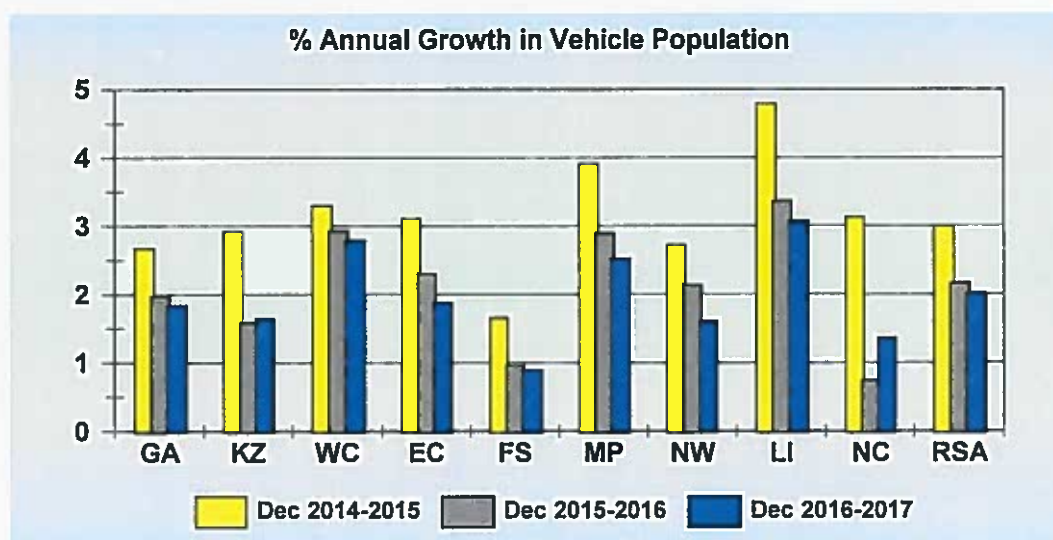


Figure 24: Percentage Annual Growth in Vehicle Population

Over the past year from December 2016 to December 2017 the highest percentage growth in total vehicles was recorded in Limpopo with a growth of 3.07% followed by Western Cape with a growth of 2.79%.

The percentage vehicles registered per province as on 31 December 2017 is reflected in the figure below.

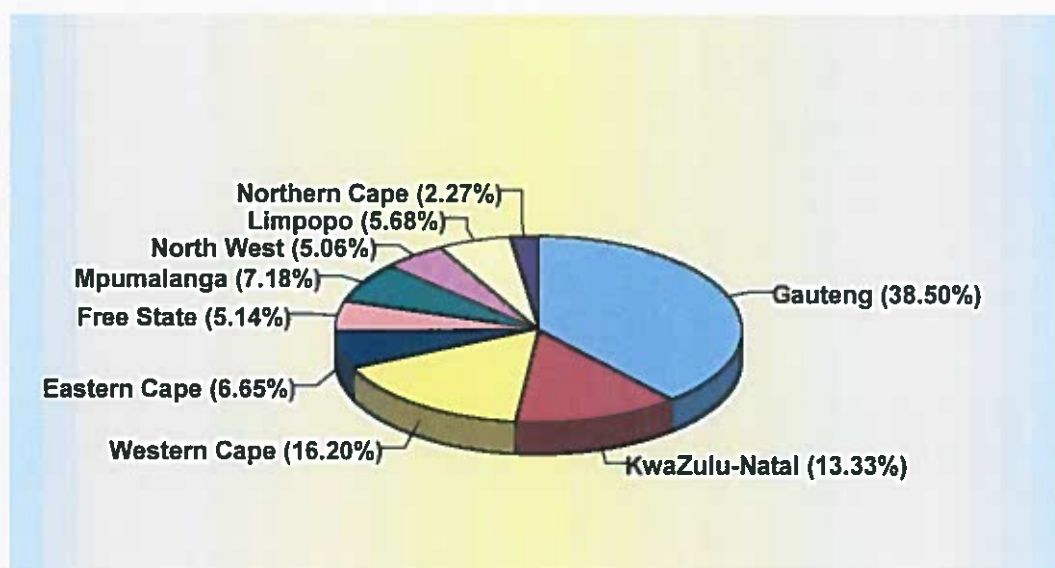


Figure 25: Percentage Vehicles Registered per Province

The information in the figure above shows that 38.50% of all vehicles were registered in Gauteng; 16.20% in Western Cape and 13.33% in Kwa-Zulu Natal.

More detailed information on the number of vehicles per type registered per Province for December 2016 and December 2017 is given in the table under **Appendix A**.

5.1.2 Human Population and Mobility

The estimated human population for each year from 2014 to 2017 is given in table below. (These figures are estimates from the mid-year estimates released annually by Stats SA).

| Month | Province | | | | | | | | | Total RSA |
|-----------------|----------|-------|------|------|------|------|------|------|------|--------------|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | |
| Dec 2014 | 13.03 | 10.78 | 6.17 | 6.84 | 2.80 | 4.27 | 3.71 | 5.68 | 1.17 | 54.44 |
| Dec 2015 | 13.28 | 11.00 | 6.27 | 6.97 | 2.83 | 4.34 | 3.76 | 5.78 | 1.18 | 55.41 |
| Dec 2016 | 13.58 | 11.28 | 6.34 | 7.14 | 2.87 | 4.40 | 3.79 | 5.89 | 1.20 | 56.48 |
| Dec 2017 | 13.61 | 11.24 | 6.34 | 7.14 | 2.87 | 4.38 | 3.80 | 5.87 | 1.20 | 56.45 |

Table 6: Estimated mid-month human population per province - million

Based on the information on human and vehicle populations, the average number of persons per vehicle per Province (excluding trucks, towed vehicles and "other" and "unknown" vehicles) at the end of December 2014, 2015, 2016 and 2017 is shown in the table and reflected in the figure below.

| Month | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|-----------------|------|------|------|-------|------|------|------|-------|------|-------------|
| Dec 2014 | 3.42 | 8.07 | 3.95 | 10.53 | 6.13 | 6.81 | 7.99 | 10.78 | 5.64 | 5.65 |
| Dec 2015 | 3.39 | 8.06 | 3.89 | 10.43 | 6.09 | 6.69 | 7.85 | 10.45 | 5.52 | 5.58 |
| Dec 2016 | 3.39 | 8.10 | 3.82 | 10.42 | 6.10 | 6.59 | 7.69 | 10.29 | 5.57 | 5.56 |
| Dec 2017 | 3.33 | 7.85 | 3.71 | 10.19 | 6.03 | 6.39 | 7.56 | 9.92 | 5.47 | 5.43 |

Table 7: Average number of persons per vehicle (excluding trucks, other, unknown and towed vehicles)

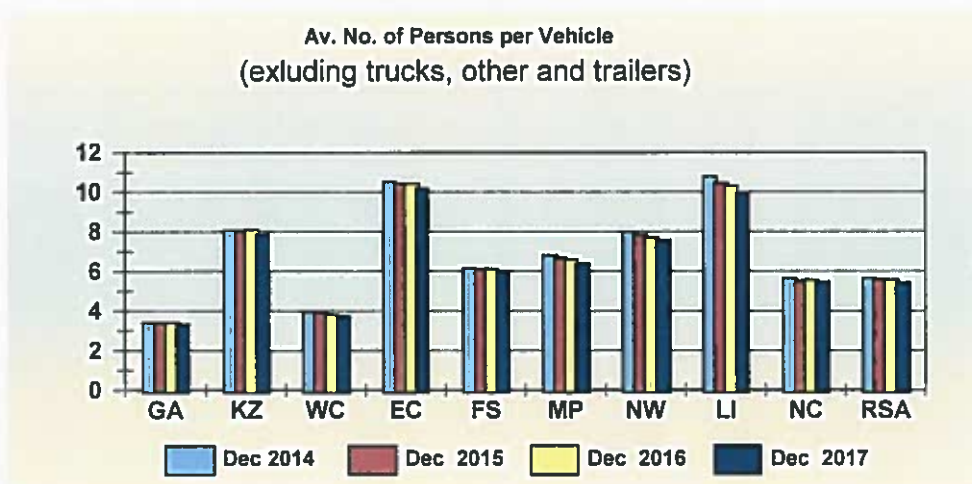


Figure 26: Average number of persons per vehicle (excluding trucks, other and trailer)

The percentage annual change or improvement in human mobility per province is reflected in table below.

| Month | Province | | | | | | | | | Total |
|----------------------|----------|-------|------|------|-------|------|------|------|-------|-------------|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | |
| Dec 2014-2015 | 0.90 | 0.21 | 1.50 | 0.97 | 0.69 | 1.81 | 1.75 | 3.02 | 2.12 | 1.14 |
| Dec 2015-2016 | -0.09 | -0.50 | 1.69 | 0.03 | -0.27 | 1.51 | 2.00 | 1.58 | -0.96 | 0.41 |
| Dec 2016-2017 | 1.88 | 3.03 | 2.81 | 2.27 | 1.23 | 3.00 | 1.66 | 3.55 | 1.90 | 2.41 |

Table 8: Percentage improvement in mobility per province

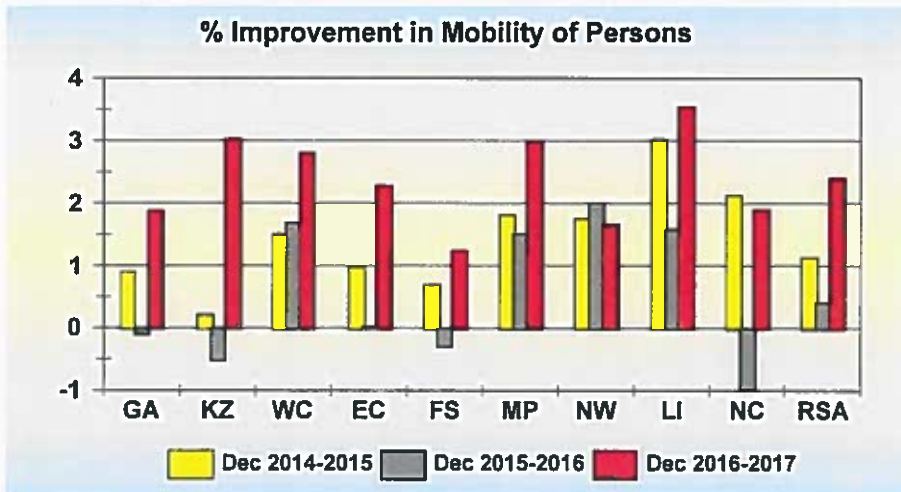


Figure 27: Percentage improvement in mobility of persons

The information in tables and figures above shows that on a national basis the general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV’s “bakkies”), improved by 0.07% from a national average of 5.65 persons per vehicle at the end of December 2014 to 5.58 persons per vehicle at the end of December 2015. From the end of December 2016 to December 2017 the improvement shows a decrease of 0.13%, from 5.56 to 5.43 persons per vehicle.

Although they do show some improvement, the “least mobile” Provinces remain Eastern Cape with 10.19 persons per vehicle; followed by the Limpopo with 9.92 persons per vehicle at the end of December 2017. The “most mobile” Provinces are Kwa-Zulu Natal and the North West with an average of 7.85 and 7.56 persons per vehicle respectively at the end of December 2017.

The average number of persons per "heavy" road passenger transport vehicle (buses and minibuses) is shown in table below and reflected in the figure below.

| Month | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|-----------------|----|-----|-----|-----|-----|-----|-----|-----|-----|------------|
| Dec 2014 | 97 | 200 | 163 | 273 | 191 | 151 | 181 | 220 | 192 | 158 |
| Dec 2015 | 99 | 198 | 162 | 271 | 190 | 148 | 174 | 215 | 188 | 158 |
| Dec 2016 | 97 | 192 | 155 | 262 | 186 | 145 | 167 | 208 | 183 | 153 |
| Dec 2017 | 95 | 185 | 149 | 254 | 182 | 140 | 165 | 199 | 175 | 148 |

Table 9: Average number of persons per "heavy" passenger transport vehicle (buses and minibuses)

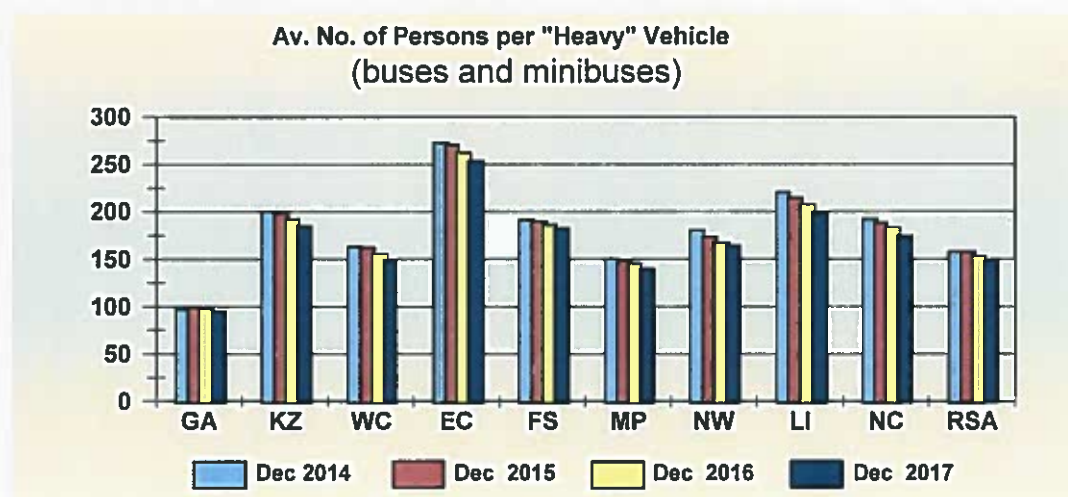


Figure 28: Average number of persons per " heavy vehicles" (buses and minibuses)

The percentage annual change or improvement in the number of persons per "heavy" passenger road transport vehicle per province is reflected in the table below.

| Month | Province | | | | | | | | | Total RSA |
|----------------------|----------|------|------|------|------|------|------|------|------|--------------|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | |
| Dec 2014-2015 | -1.95 | 0.95 | 0.64 | 0.73 | 0.98 | 1.47 | 3.97 | 2.34 | 2.06 | 0.05 |
| Dec 2015-2016 | 1.36 | 2.99 | 4.01 | 3.16 | 1.87 | 2.06 | 3.53 | 3.60 | 2.62 | 3.27 |
| Dec 2016-2017 | 2.46 | 3.89 | 4.37 | 3.23 | 2.07 | 3.96 | 1.68 | 4.03 | 4.74 | 3.22 |

Table 10: Percentage improvement in average number of persons per

" heavy" passenger transport vehicles (buses and minibuses)

The information in tables and figure above show that, since the previous year-on-year improvement, the national overall mobility and quality of public road transport in terms of the number of persons per "heavy" passenger road transport vehicle from December 2016 to December 2017 increased by 3.22% from 153 persons per vehicle to 148 persons per vehicle.

On a Provincial percentage basis the highest improvement was in the Northern Cape where the average number of persons per vehicle changed by 4.74% from about 183 persons per vehicle in December 2016 to 175 persons per vehicle at the end of December 2017. In Western Cape the improvement was 4.37% from 155 to 149.

The average number of "heavy" road passenger transport vehicle (buses and minibuses) per 10,000 human population per Province is shown in the table below and reflected in the figure below.

| Month | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|----------|-----|----|----|----|----|----|----|----|----|-----|
| Dec 2014 | 103 | 50 | 61 | 37 | 52 | 66 | 55 | 45 | 52 | 63 |
| Dec 2015 | 101 | 50 | 62 | 37 | 53 | 67 | 58 | 46 | 53 | 63 |
| Dec 2016 | 103 | 52 | 64 | 38 | 54 | 69 | 60 | 48 | 55 | 65 |
| Dec 2017 | 105 | 54 | 67 | 39 | 55 | 72 | 61 | 50 | 57 | 68 |

Table 11: Average number of public transport vehicles (buses and minibuses) per 10,000 human population

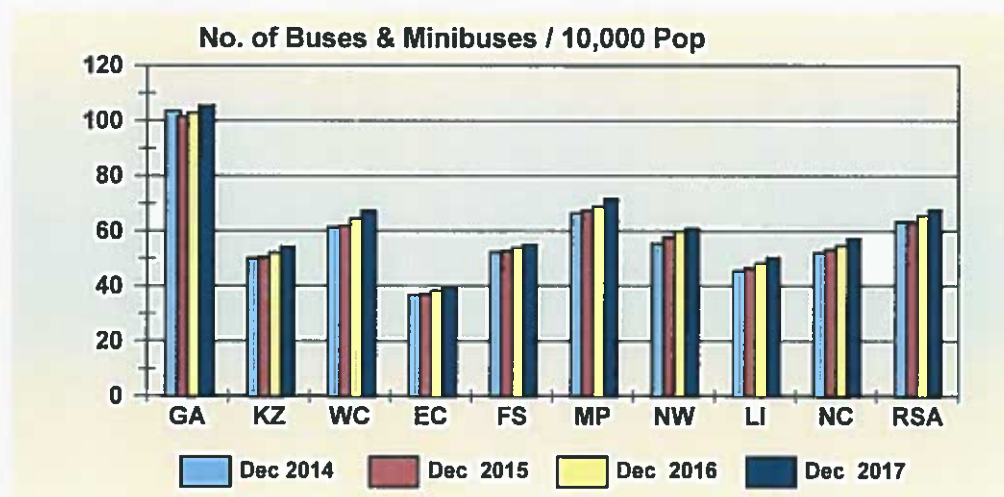


Figure 29: Number of buses and minibuses / 10,000 human population

5.2 Un-Roadworthy and Un-Licensed Vehicles

5.2.1 General

Un-roadworthy vehicles is defined as those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership. Un-

licenced vehicles are those of which the owners failed to renew the vehicle licences within the time frame allowed.

On a national basis the total number of vehicles that are either un-roadworthy, un-licenced or both increased by 29 174 (2.82%) from 1 035 449 vehicles as on 31 December 2016 to 1 064 623 vehicles as on 31 December 2017. Detail in this regard per type of vehicle is provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

| Vehicle Type | Dec 2016 | Dec 2017 | Change | % Change |
|------------------------|------------------|------------------|---------------|-------------|
| Motorcars | 559 873 | 570 754 | 10 881 | 1.94 |
| Minibuses | 46 930 | 55 209 | 8 279 | 17.64 |
| Buses | 9 276 | 8 993 | -283 | -3.05 |
| Motorcycles | 57 336 | 65 228 | 7 892 | 13.76 |
| LDV's - Bakkies | 176 452 | 180 440 | 3 988 | 2.26 |
| Trucks | 79 871 | 62 009 | -17 862 | -22.36 |
| Caravans | 6 072 | 7 035 | 963 | 15.86 |
| Heavy Trailers | 33 620 | 23 984 | -9 636 | -28.66 |
| Light Trailers | 39 247 | 61 860 | 22 613 | 57.62 |
| Unknown | 26 772 | 29 111 | 2 339 | 8.74 |
| All Vehicles | 1 035 449 | 1 064 623 | 29 174 | 2.82 |

Table 12: Number of un-roadworthy, un-licenced vehicles or both

With an exception of buses, trucks and heavy trailers, increases were recorded for most types of vehicles in this regard. The biggest increase was recorded for light trailers with 57.62% followed minibuses with 17.64%.

Detail on the number of vehicles that are either un-roadworthy, un-licenced or both per Province is provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

| Year | GA | KZN | WC | EC | FS | MP | NW | LI | NC | RSA |
|-----------------|---------|---------|---------|--------|--------|--------|--------|--------|--------|------------------|
| Dec 2016 | 516 548 | 117 521 | 125 520 | 53 220 | 50 089 | 71 251 | 47 407 | 39 877 | 14 016 | 1 035 449 |
| Dec 2017 | 445 565 | 130 986 | 135 421 | 68 569 | 60 350 | 84 121 | 57 141 | 60 747 | 21 723 | 1 064 623 |
| Change | -70 983 | 13 465 | 9 901 | 15 349 | 10 261 | 12 870 | 9 734 | 20 870 | 7 707 | 29 174 |
| % Change | -13.74 | 11.46 | 7.89 | 28.84 | 20.49 | 18.06 | 20.53 | 52.34 | 54.99 | 2.82 |

Table 13: Number of vehicles that are un-roadworthy or un-licenced or both

The information in tables and figures above shows that most provinces recorded an increase in this regard with the exception of Gauteng. The highest percentage change increase has been recorded for Northern Cape with 54.99% followed by Limpopo with 52.34%.

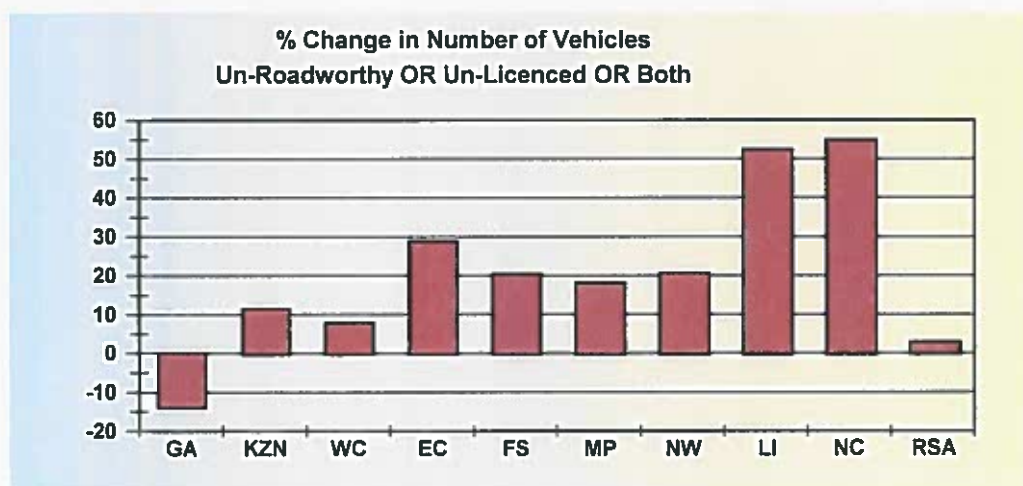


Figure 30: Percentage change in number of vehicles un-roadworthy or un-licensed or both

On a provincial level the highest percentage (%) change was recorded for Gauteng province followed by North West with 3.67% and 3.12% respectively.

5.2.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 8 966 (1.66%) from 539 854 vehicles as on 31 December 2016 to 548 820 vehicles as on 31 December 2017. Detail in this regard is given in the table below and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the figure below.

| Vehicle Type | Dec 2016 | Dec 2017 | Change | % Change |
|------------------------|----------------|----------------|--------------|-------------|
| Motorcars | 257 308 | 266 143 | 8 835 | 3.43 |
| Minibuses | 35 718 | 35 970 | 252 | 0.71 |
| Buses | 6 591 | 7 097 | 506 | 7.68 |
| Motorcycles | 37 415 | 37 161 | -254 | -0.68 |
| LDV's - Bakkies | 87 571 | 86 430 | -1 141 | -1.30 |
| Trucks | 49 234 | 48 319 | -915 | -1.86 |
| Caravans | 3 732 | 3 747 | 15 | 0.40 |
| Heavy Trailers | 20 211 | 19 848 | -363 | -1.80 |
| Light Trailers | 23 734 | 24 731 | 997 | 4.20 |
| Unknown | 18 340 | 19 374 | 1 034 | 5.64 |
| All Vehicles | 539 854 | 548 820 | 8 966 | 1.66 |

Table 14: Number of un-roadworthy vehicles

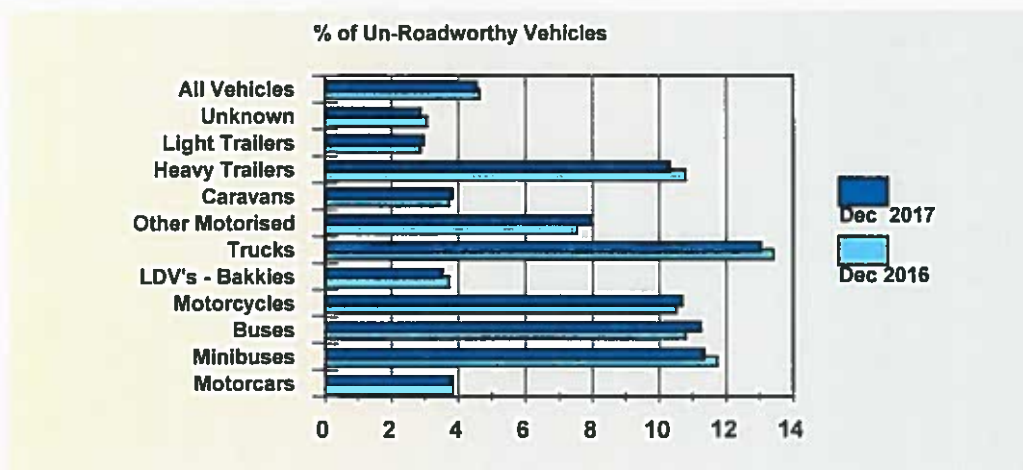


Figure 31: Percentage of un-roadworthy vehicles

The information in the table and figure above shows that with exception of motorcycles, LDV's and heavy trailers, all other vehicle types recorded an increase in this regard. The highest increase for un-roadworthy vehicles was recorded for buses with an increase of 506 (7.68%) from 6 591 at the end of December 2016 to 7 097 at the end of December 2017.

Details with regards to the number of vehicles that are un-roadworthy per Province are provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

| Year | GA | KZN | WC | EC | FS | MP | NW | LI | NC | RSA |
|-----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|----------------|
| Dec 2016 | 237 183 | 66 702 | 65 304 | 30 256 | 33 648 | 43 137 | 27 592 | 26 016 | 10 016 | 539 854 |
| Dec 2017 | 240 086 | 66 540 | 70 213 | 30 636 | 34 291 | 42 387 | 28 099 | 25 822 | 10 746 | 548 820 |
| Change | 2 903 | -162 | 4 909 | 380 | 643 | -750 | 507 | -194 | 730 | 8 966 |
| % Change | 1.22 | -0.24 | 7.52 | 1.26 | 1.91 | -1.74 | 1.84 | -0.75 | 7.29 | 1.66 |

Table 15: Number of un-roadworthy vehicles

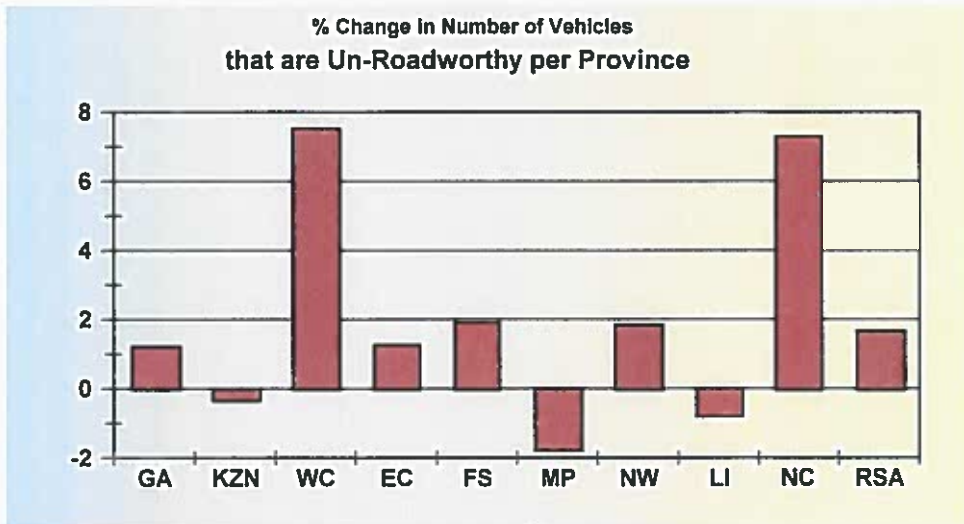


Figure 32: Percentage change in number of vehicles that are un-roadworthy per province

The information in the table and figure above shows that with exception of Kwa-Zulu Natal, Mpumalanga and Limpopo, all other provinces recorded increase in the number of un-roadworthy vehicles. On a percentage basis the highest increase was recorded in Western Cape where the number of un-roadworthy vehicles increased by 4 909 (7.52%) from 65 304 in 2016 to 70 213 at the end of December 2017. Other increase in this regard were recorded in: Northern Cape with an increase of 7.29%.

The percentage of un-roadworthy vehicles per Province, expressed as a percentage of the total number of vehicles registered per province, is shown in the figure below.

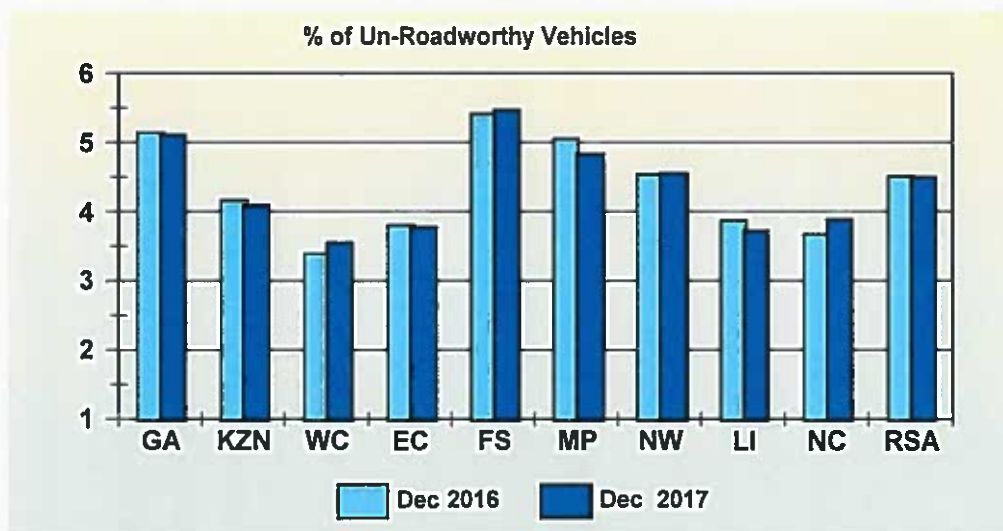


Figure 33: Percentage of un-roadworthy vehicles

5.2.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles increased by 147 149 (47.20%) from 311 789 vehicles as on 31 December 2016 to 458 938 vehicles as on 31 December 2017.

Detail per type of vehicle in this regard is given in the table below and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the figure below.

| Vehicle Type | Dec 2016 | Dec 2017 | Change | % Change |
|---------------------|----------------|----------------|----------------|--------------|
| Motorcars | 188 275 | 273 732 | 85 457 | 45.39 |
| Minibuses | 6 494 | 14 839 | 8 345 | 128.50 |
| Buses | 1 639 | 1 467 | -172 | -10.49 |
| Motorcycles | 13 087 | 23 647 | 10 560 | 80.69 |
| LDV's - Bakkies | 54 914 | 84 397 | 29 483 | 53.69 |
| Trucks | 18 095 | 10 852 | -7 243 | -40.03 |
| Caravans | 1 644 | 3 012 | 1 368 | 83.21 |
| Heavy Trailers | 7 861 | 3 368 | -4 493 | -57.16 |
| Light Trailers | 13 309 | 34 911 | 21 602 | 162.31 |
| Unknown | 6 471 | 8 713 | 2 242 | 34.65 |
| All Vehicles | 311 789 | 458 938 | 147 149 | 47.20 |

Table 16: Number of un-licenced vehicles

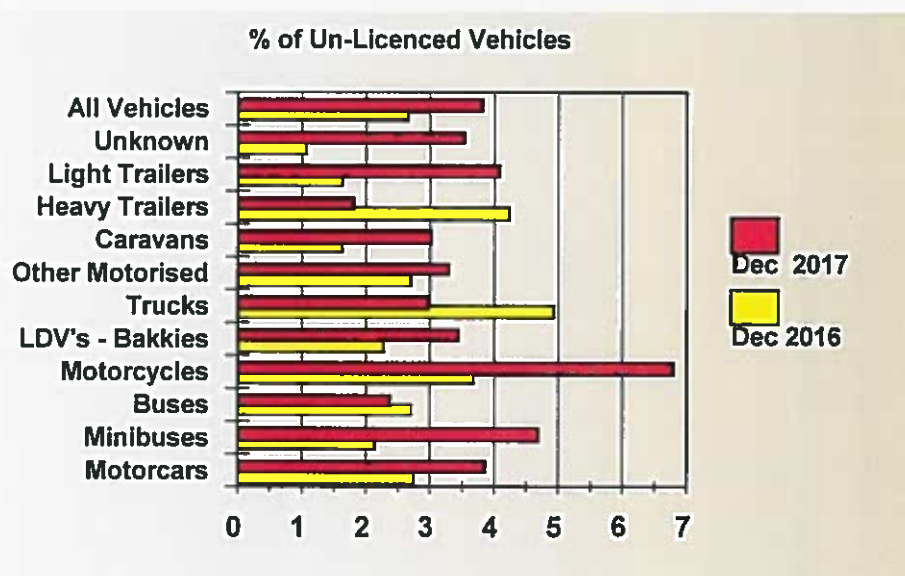


Figure 34: Percentage of un-licenced vehicles

The information in the table and figure above shows that with exception of motorcars, buses, motorcycles and unknown, all other vehicle types recorded an increase with regard to the number of un-licensed vehicles. On a percentage basis the highest increase was recorded for heavy trailer with 162.31% from 13 309 to 34 911, followed by minibuses with 129%.

Detail on the number of vehicles that are un-licensed per Province is provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

| Year | GA | KZN | WC | EC | FS | MP | NW | LI | NC | RSA |
|-----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|----------------|
| Dec 2016 | 165 754 | 35 056 | 42 037 | 16 300 | 10 182 | 17 597 | 12 349 | 9 635 | 2 879 | 311 789 |
| Dec 2017 | 184 767 | 57 141 | 57 906 | 33 615 | 22 501 | 36 349 | 25 908 | 30 950 | 9 801 | 458 938 |
| Change | 19 013 | 22 085 | 15 869 | 17 315 | 12 319 | 18 752 | 13 559 | 21 315 | 6 922 | 147 149 |
| % Change | 11.47 | 63.00 | 37.75 | 106.23 | 120.99 | 106.56 | 109.80 | 221.22 | 240.43 | 47.20 |

Table 17: Number of un-licensed vehicles

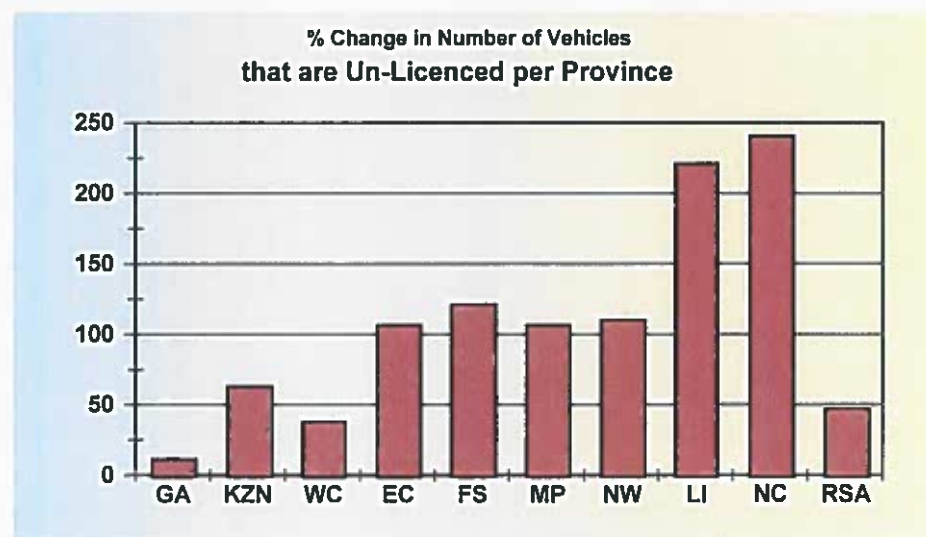


Figure 35: Percentage change in number of vehicle that are un-licensed per province

The information in the table and figure above shows that the highest increase in the number of un-licensed vehicles were recorded in Northern Cape with 240.43%, followed by Limpopo with 221.22%).

The percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered per Province, is reflected in the figure below.

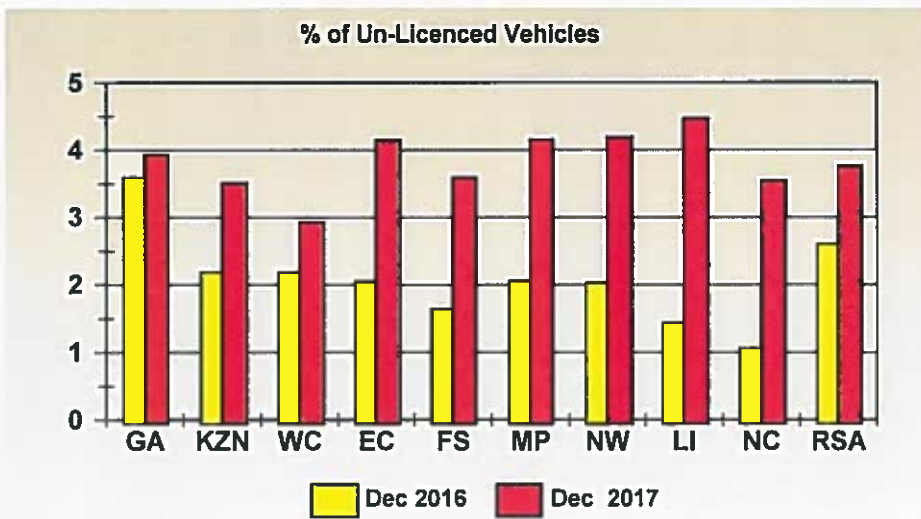


Figure 36: Percentage of un-licensed vehicles

Detailed information on the number of un-roadworthy and un-licensed vehicles per type of vehicle per Province is provided in the tables under **Appendix B**.

6 Driver Population

6.1 Learner Driving Licences

The number of learner driving licences issued decreased by 48 557 (3.85%) from 1 262 261 on 31 December 2016 to 1 213 704 on 31 December 2017. Detail on the number of learner driving licences issued per category is given in table below and graphically reflected in the figure below.

| Category | Dec 2016 | Dec 2017 | Change | % Change |
|--------------|------------------|------------------|----------------|--------------|
| 1 | 46 183 | 42 253 | -3 930 | -8.51 |
| 2 | 273 449 | 252 568 | -20 881 | -7.64 |
| 3 | 942 629 | 918 883 | -23 746 | -2.52 |
| Total | 1 262 261 | 1 213 704 | -48 557 | -3.85 |

Table 18: Number of learner licences issued

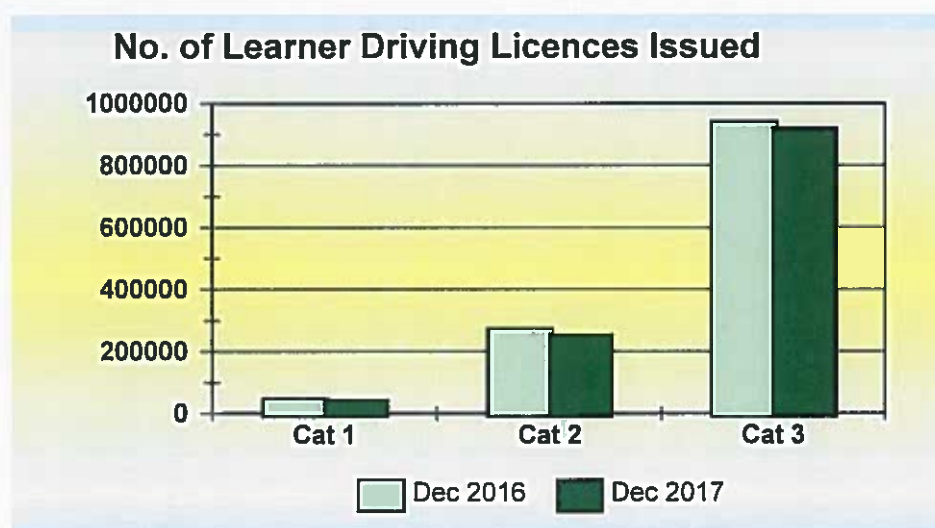


Figure 37: Number of learner licenses issues

Provincial information in this regard is given in the table below and the percentage change per Province over the 12-month period is reflected in the figure below.

| Year | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|----------|---------|---------|---------|---------|--------|---------|--------|---------|--------|-----------|
| Dec 2016 | 362 890 | 207 867 | 188 726 | 104 585 | 70 332 | 113 758 | 73 210 | 110 932 | 29 961 | 1 262 261 |
| Dec 2017 | 345 297 | 197 852 | 183 711 | 103 019 | 66 826 | 107 499 | 65 380 | 113 207 | 30 913 | 1 213 704 |
| Change | -17 593 | -10 015 | -5 015 | -1 566 | -3 506 | -6 259 | -7 830 | 2 275 | 952 | -48 557 |
| % Change | -4.85 | -4.82 | -2.66 | -1.50 | -4.98 | -5.50 | -10.70 | 2.05 | 3.18 | -3.85 |

Table 19: Number of learners licences issued per province

With exception of Limpopo and Northern Cape, other provinces recorded a decrease with regards to the number of Learner Licences issued. The highest decrease was recorded for North West with 10.70% followed by Mpumalanga with 5.50%.

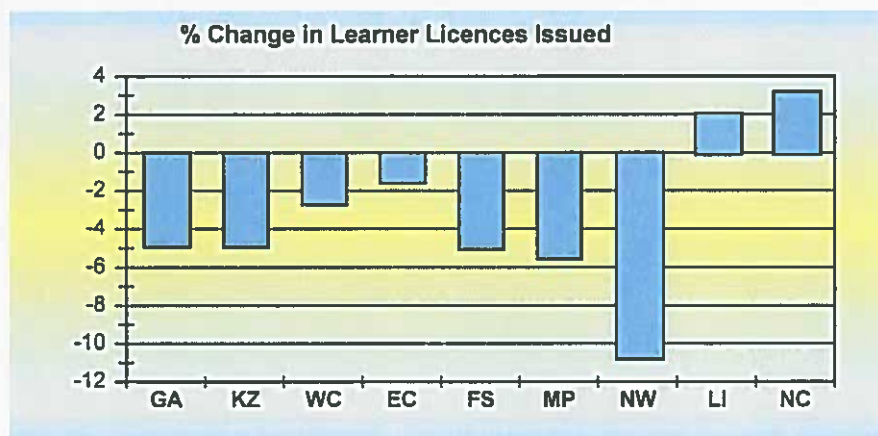


Figure 38: Percentage change in learner licenses issued per province

6.2 Driving Licences Issued and Expired

6.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 495 322 (4.07%) from 12 162 813 on 31 December 2016 to 12 658 135 as of 31 December 2017. Details on the number of driving licences issued per category is given in table and graphically reflected in the figure below.

| Category | Dec 2016 | Dec 2017 | Change | % Change |
|--------------|-------------------|-------------------|----------------|-------------|
| A | 473 927 | 481 271 | 7 344 | 1.55 |
| A1 | 123 417 | 123 333 | -84 | -0.07 |
| B | 2 726 094 | 2 846 573 | 120 479 | 4.42 |
| C | 22 105 | 22 880 | 775 | 3.51 |
| C1 | 3 550 500 | 3 880 157 | 329 657 | 9.28 |
| EB | 3 649 426 | 3 653 260 | 3 834 | 0.11 |
| EC | 1 023 432 | 1 058 307 | 34 875 | 3.41 |
| EC1 | 593 912 | 592 354 | -1 558 | -0.26 |
| Total | 12 162 813 | 12 658 135 | 495 322 | 4.07 |

Table 20: Number of driving licences issued

Driving licences:

| | | | | | |
|----------|-----------------------------|-----------|------------------------------------|------------|--|
| A | Motorcycle > 125 cub.cm | A1 | Motorcycle < 125 cub.cm | B | Motor vehicle < 3,500 kg |
| C | Motorvehicle > 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 |

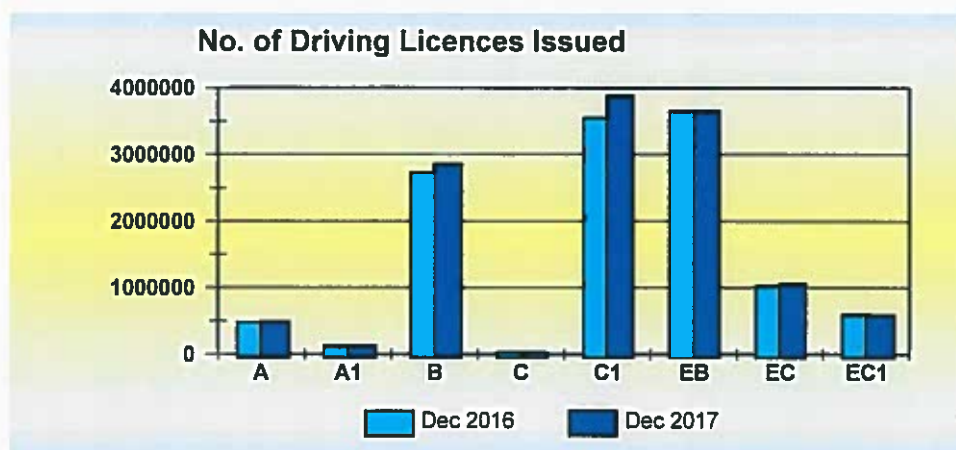


Figure 39: Number of driving licenses issued

The information contained in the table above depict that the highest percentage change was recorded for Categories C1, B, C and EC with percentages of 9.28%, 4.42%, 3.51% and 3.41% respectively.

The number and percentage (%) of driving licences issued per category at the end of December 2017 is reflected in the table below.

| Category | Description | Number | % |
|--------------|---------------------------------------|-------------------|------------|
| A | Motorcycle < 125 cub.cm | 481 271 | 3.80 |
| A1 | Motorcycle > 125 cub.cm | 123 333 | 0.97 |
| B | Motor vehicle < 3,5000 kg | 2 846 573 | 22.49 |
| C | Articulated motor vehicle <16,000 kg | 22 880 | 0.18 |
| C1 | Motor vehicle 3,500 - 16,000 kg | 3 880 157 | 30.65 |
| EB | Articulated vehicle 3,500 - 16,000 kg | 3 653 260 | 28.86 |
| EC | Motorvehicle > 16,000 kg | 1 058 307 | 8.36 |
| EC1 | Articulated vehicle > 16,000 kg | 592 354 | 4.68 |
| Total | | 12 658 135 | 100 |

Table 21: Number and percentage of driving licences issued per category

Provincial information in this regard is given in the table below and the percentage change with regard to all licences issued per province is reflected in the figure below.

| Year | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|-----------------|-----------|-----------|-----------|---------|---------|---------|---------|---------|---------|-------------------|
| Dec 2016 | 4 279 141 | 1 933 851 | 1 872 170 | 887 233 | 614 850 | 865 713 | 576 234 | 904 969 | 228 652 | 12 162 813 |
| Dec 2017 | 4 448 774 | 2 016 231 | 1 929 967 | 922 543 | 632 311 | 914 952 | 599 180 | 958 395 | 235 782 | 12 658 135 |
| Change | 169 633 | 82 380 | 57 797 | 35 310 | 17 461 | 49 239 | 22 946 | 53 426 | 7 130 | 495 322 |
| % Change | 3.96 | 4.26 | 3.09 | 3.98 | 2.84 | 5.69 | 3.98 | 5.90 | 3.12 | 4.07 |

Table 22: Number of driving licences issued per province

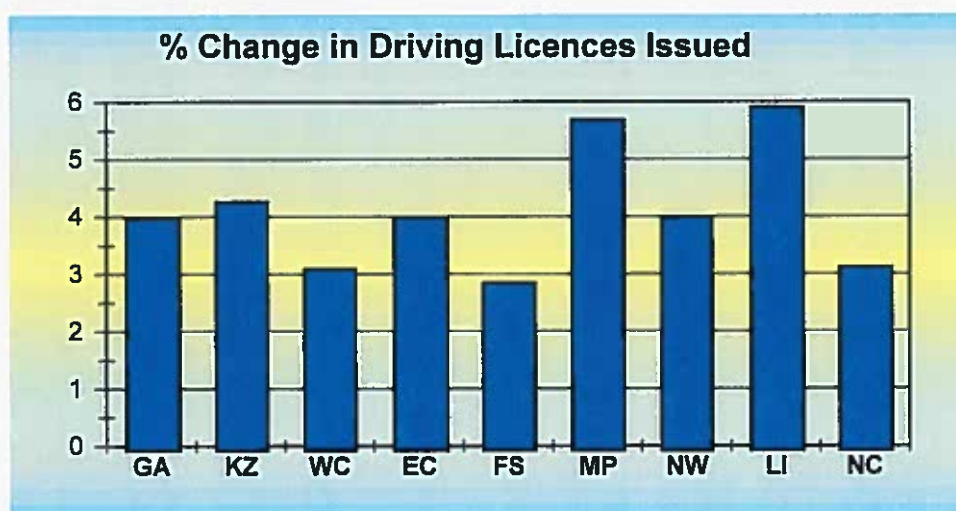


Figure 40: Percentage change in driving licenses issued

6.3 Number of Driving Licence Cards Expired

The information in Table below shows that as on 31 December 2017 there were 2 314 157 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 18.28% of all driving licences issued. This information is also reflected in the figure below.

| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|-------------|-----------|-----------|-----------|---------|---------|---------|---------|---------|---------|------------|
| On system | 4 448 774 | 2 016 231 | 1 929 967 | 922 543 | 632 311 | 914 952 | 599 180 | 958 395 | 235 782 | 12 658 135 |
| Not expired | 3 646 743 | 1 623 459 | 1 597 021 | 699 961 | 498 343 | 771 586 | 493 132 | 817 681 | 196 052 | 10 343 978 |
| Expired | 802 031 | 392 772 | 332 946 | 222 582 | 133 968 | 143 366 | 106 048 | 140 714 | 39 730 | 2 314 157 |
| % Expired | 18.03 | 19.48 | 17.25 | 24.13 | 21.19 | 15.67 | 17.70 | 14.68 | 16.85 | 18.28 |

Table 23: Number of driving licences cards issued and expired per province 2017

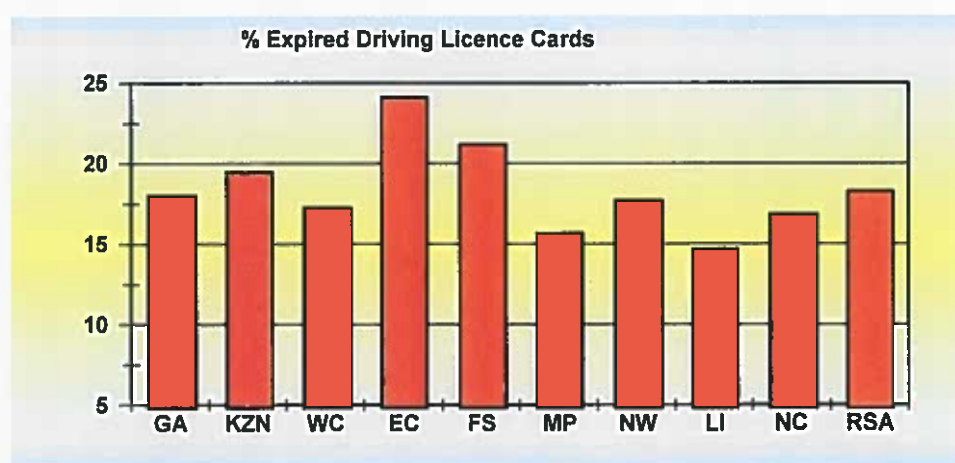


Figure 41: Percentage expired driving license cards

6.3.1 Professional Driving Permits Issued and Expired

6.3.1.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 25 210 (2.38%) from 1 060 874 on 31 December 2016 to 1 086 084 on 31 December 2017. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

| Category | Dec 2016 | Dec 2017 | Change | % Change |
|--------------|------------------|------------------|---------------|-------------|
| G | 9 375 | 9 122 | -253 | -2.70 |
| P G | 1 012 660 | 1 035 866 | 23 206 | 2.29 |
| D G | 165 | 177 | 12 | 7.27 |
| D P G | 38 674 | 40 919 | 2 245 | 5.80 |
| Total | 1 060 874 | 1 086 084 | 25 210 | 2.38 |

Table 24: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

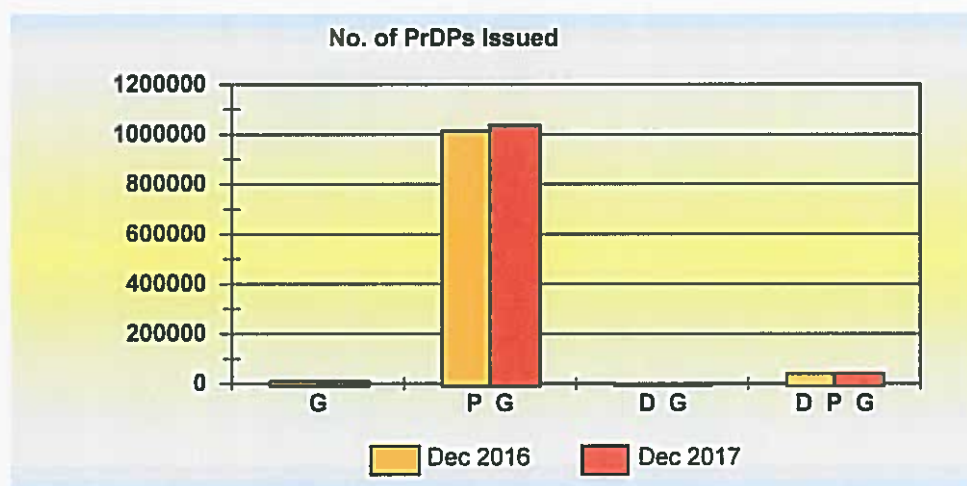


Figure 42: Number of PrDP's issued

Provincial information in this regard is given in the table below and the percentage change with regard to all categories of PrDP's issued per Province is reflected in the figure below.

| Number of Professional Driving Permits (PrDP's) Issued per Province | | | | | | | | | | |
|---|---------|---------|---------|--------|--------|---------|--------|---------|--------|-----------|
| Year | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Dec 2016 | 287 690 | 182 048 | 150 289 | 86 171 | 65 862 | 102 051 | 54 105 | 107 998 | 24 660 | 1 060 874 |
| Dec 2017 | 293 807 | 190 440 | 154 348 | 87 763 | 66 847 | 103 878 | 53 877 | 109 513 | 25 611 | 1 086 084 |
| Change | 6 117 | 8 392 | 4 059 | 1 592 | 985 | 1 827 | -228 | 1 515 | 951 | 25 210 |
| % Change | 2.13 | 4.61 | 2.70 | 1.85 | 1.50 | 1.79 | -0.42 | 1.40 | 3.86 | 2.38 |

Table 25: Number of professional driving permits (PrDP's) issued per province

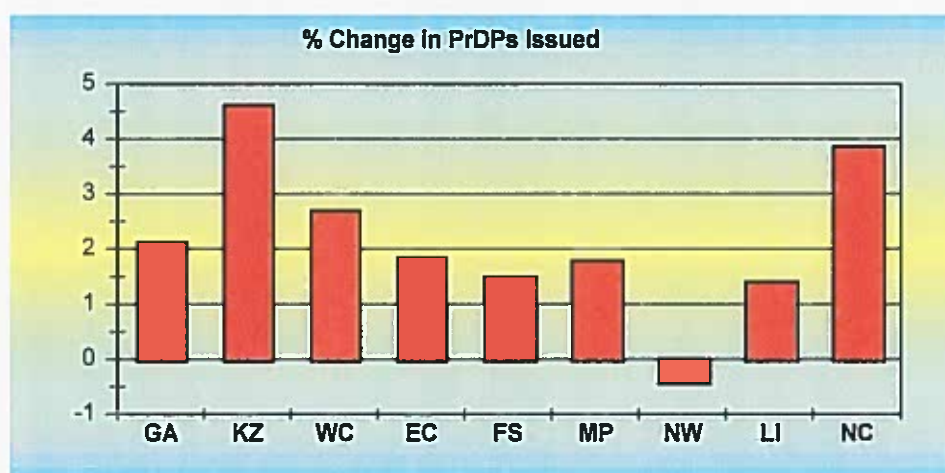


Figure 43: Percentage in PrDP's issued

6.3.2 Number of Expired PrDPs

The information in the table below shows that on 31 December 2017 there 478 919 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 44.10% of all PrDPs issued. This information is also reflected in the figure below.

| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
|--------------------|---------|---------|---------|--------|--------|---------|--------|---------|--------|------------------|
| On system | 293 807 | 190 440 | 154 348 | 87 763 | 66 847 | 103 878 | 53 877 | 109 513 | 25 611 | 1 086 084 |
| Not expired | 154 057 | 106 995 | 92 888 | 47 801 | 41 941 | 57 936 | 28 246 | 62 857 | 14 444 | 607 165 |
| Expired | 139 750 | 83 445 | 61 460 | 39 962 | 24 906 | 45 942 | 25 631 | 46 656 | 11 167 | 478 919 |
| % Expired | 47.57 | 43.82 | 39.82 | 45.53 | 37.26 | 44.23 | 47.57 | 42.60 | 43.60 | 44.10 |

Table 26: Number of professional driving permits (PrDP's) issued and expired per province 2017



Figure 44: Percentage expired professional driving permits

Provinces recorded the highest increase of expired PrDPs were recorded in Gauteng and North West with 47.57% respectively.

Detailed information on the number of learner licences, driving licences and PrDPs per Province is provided in the tables under **Appendix C**.

SECTION C

1 INTRODUCTION

The report covered Road Safety activities under taken during the 2017 calendar year. The activities were implemented by the Provincial Departments, Local Municipalities as well as Transport entities namely: RTIA, RAF and Cross Boarder. Road Safety activities conducted include amongst others the following:

- Pedestrians awareness
- Driver safety Programme
- Stray animal Programme
- Safe vehicles program
- School education safety Programme
- Community base Road Safety Programme
- Youth programme

This section also covers the Law Enforcement operation undertaken during the period under review. The information is collated from all the provinces.

2 ROAD SAFETY

2.1 Development of the National Road Safety Strategy

The Road Safety division jointly with other division within the Corporation, developed and coordinated the National Road Safety Strategy together with provinces and local authorities. The strategy was presented and approved by the Transport portfolio committee during the

month of March in 2017. A steering committee which comprises of the following all nine provinces, SALGA, SAPS, RTIA, RAF, Department of Health and the Department of Justice was established to steer and champion the implementation of the NRSS. Road Safety unit developed the monitoring framework for the implementation of the NRSS and the alignment thereof with the annual performance plan of the provinces.

2.2 Youth programme developed, implemented, monitored

During the period under review, Road safety unit develop, monitor the implementation of the youth program. The focus of the program was on youth aged 15-29 years old since this age group was clearly identified as a high risk population globally because of their association with social ills and risk. Furthermore, the purpose of program is to promote safer road conduct in the broader communities utilizing the children in schools and adult structures. The established national youth structure together with provinces conducted driver training workshop at schools and institutions of higher learnings in the below listed provinces:

- Eastern Cape
- Western Cape
- Northern Cape
- Free State
- North West
- Limpopo
- Mpumalanga

Road Safety unit further conducted pilot learner licence project in two schools in Gauteng. The aim of the project is to impart the earners with skills and knowledge and promote safe road usage. Two hundred learners were targeted 173 learner completed the learner licence course and 95 learners passed and 19 learners failed and 5 abstained.

2.3 Road safety educational programmes implemented with interest groups

Road Safety unit coordinated and implemented the road safety educational programme with interest group. The following identified interest group partnered with Road Safety unit during the period 2017 Fleetwatch and the SANTACO. Special focuses of road safety activities jointly with interest group were on driver awareness campaign as well as on vehicle safety which includes tyres and etc.

These campaigns were conducted in the following areas: Mdloti Weigh Bridge, KwaZulu-Natal; Kimberley Weigh Bridge, Northern Cape and Bapong weigh Bridge in North West.

2.4 Community based programmes developed, coordinated and monitored

Road Safety unit developed, coordinate, enhance and monitor the implementation of established community structures in all the nine provinces. The main focus of the community structure is to promote safe road usage through community mobilization and stakeholder management in order to address road safety matters in an identified hazardous locations. The focus of the community based road safety is on the following activities stray animals, pedestrians, speeding, road environment (speed hump) and pedestrian safety. A monitoring report

on the implementation of the community based structures was conducted by the Road Safety unit at Limpopo and Eastern Cape during quarter 1 and quarter 2 respectively.

2.5 Road Safety Transversal Indicators

Various programmes that target different categories of road users have been implemented as well as programmes that are aimed at changing the behaviour and attitude of road users. Key amongst these programmes is the transversal indicators for road safety as defined by the Department of Transport (DOT). The aim of the indicators is ensure a synergized approach to road safety and will be implemented in all provinces the indicators include: the number of schools involved in road safety programmes and the number of road safety awareness programmes.

2.6 Below is a summary of Road Safety activities conducted during the 2017 calendar year

- Road Safety awareness campaigns were conducted in various communities within the identified hazardous location.
- Heighten Road Safety Campaigns: special focuses on Pedestrian, Passengers as well driver Safety;
- The key Road Safety messaging were on Drunken driving, use of cell or texting while driving, Fatigue, Speeding, Overloading and Safety Belts;
- The Educational campaigns were conducted at the below places of areas in different Provinces (R101 and N12 Informal settlement in

Gauteng, Bela-Bela in Limpopo, Taung Circle in North West ,
Mpumalanga, Half Price Tavern at R41and N2) .

2.7 Easter Campaign

A road safety awareness session was conducted with the Deputy Minister of Transport at the Engen 1 Stop North bound at Kranskop, Limpopo province on 15 April.

2.8 Global Road Safety Week (GRSW)

The South African Launch of the Global Road Safety Week was held at Acacia Primary School in Verulam, Durban on the 8th May 2017.

2.9 Festive season 2017/2018 Road Safety

During the festive period the Corporation supported Provinces and entities with:

Promotional material like: Emergency Breakdown kits, First Aid kits, Car chargers, reflective vests, alcohol re-usable Breathalyzer tests, reflectable clip-ons and strips, and educational posters with road safety messages

3 LAW ENFORCEMENT

The 365 Road Safety Plan prescribes targets for stop and check as well as drunken driving arrests per province. It is through this report the unit can measure performance of provinces against the set targets as well as be able to evaluate impact and possible intervention seeking areas. It also assists in identifying areas of best practices which can be followed up for possible roll-out to other provinces and authorities. The target set for the for traffic law enforcement authorities to stop and check vehicles for roadworthy status is 1 100 000 per month and has been divided amongst provinces following the vehicle population as well as number of authorities per province.

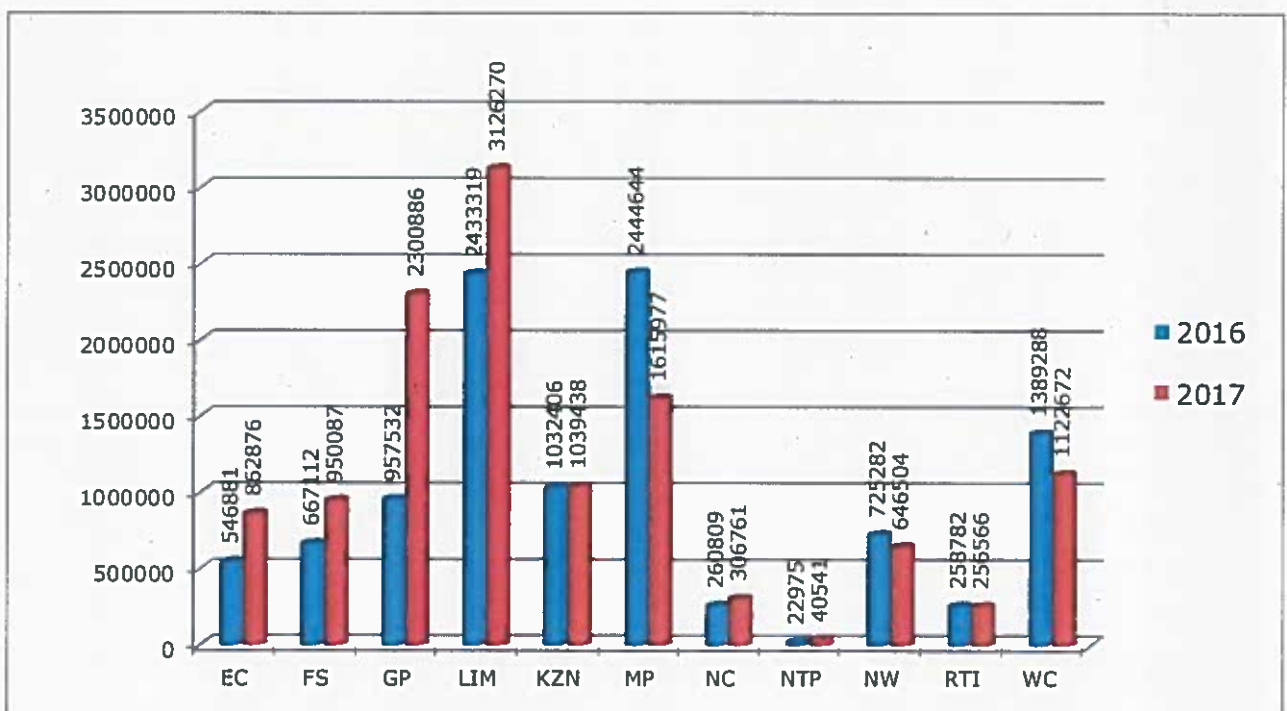


Figure 45: Vehicles stopped and checked

Through this operations, it became evident that road users are not complying with the rules of the road as 4 715 294 notices were issued in

2017, showing 20 % increase comparatively with 2016 where 3 751 235 notices were issued. The most common offences registered were people driving on high speed, drivers driving without fastening seatbelt, worn-out tyres, people driving without driving' licences and unlicensed vehicles. These offences are seen to have gone up in 2017 and intensified operations need to focus on them to ensure compliance and promotion of road safety moving forward. Figure below provides a breakdown of offences recorded as the highest in the country.

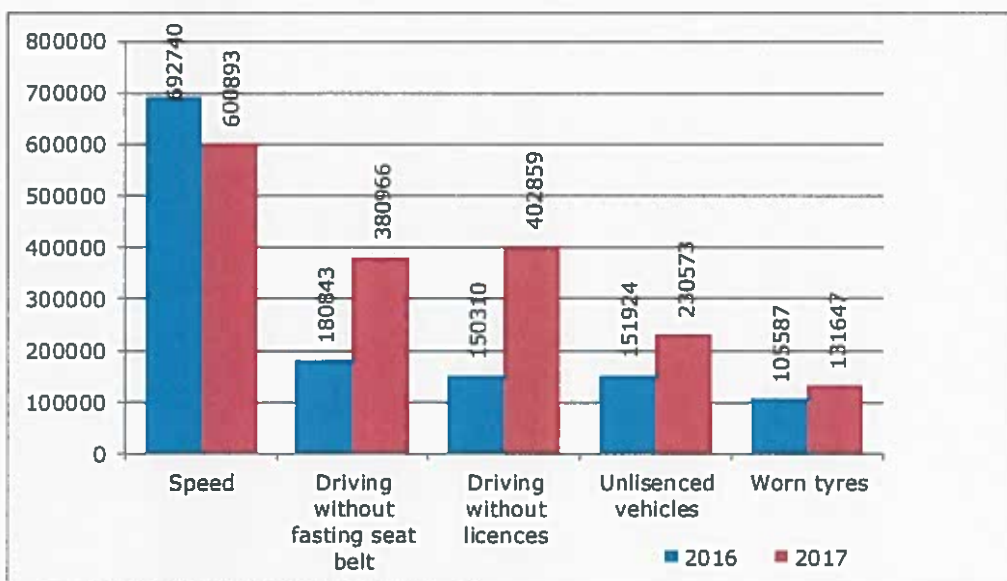


Figure 46: Highest offences reported

Law Enforcement Arrests

Following non-compliance with the road traffic rules; Law Enforcement Agencies took it upon themselves to curb lawlessness on the road by ensuring that those who break the laws are arrested. Driving under the influence of alcohol is the biggest threats to Road Safety in the country since it slows human reaction time and distorts the driver's vision. This offence has implications where one could lose life, be prosecuted, vehicle

damaged, or imprisonment depending on alcohol levels found in the blood when tested by law enforcement officers. In order to reduce the high rate of drunk and driving, a total of 17 088 and 15 347 arrests were effected in the 2016 and 2017 respectively. Gauteng was the leading Province on drunken driving arrests in both years.

Another element which contributed to a number of road crashes in the country is speed. Unfortunately; many people do not view obeying speed limits as an important way to avoid crashes. Speed reduces the amount of available time needed to avoid a crash / to stop the vehicle. It also extends the distance a vehicle travels while the driver reacts to a dangerous situation and ultimately increases the likelihood of crashing. The year 2017 gave rise of 43% i.e 5 984 in number of speed arrests reported when compared to 2016/17 where 3 423 arrests were recorded in 2017/18. Most speedsters were reported in Free State and Gauteng on both years. All offenders were arrested and granted bail depending on the volume of speed they were driving on.

Some motorists are deliberately taking chances of driving on the routes without having permits, this tendency is seen to be increasing in Kwa-Zulu Natal due to busy public transport corridors in the Province as it caters for people from Gauteng, Kwa-Zulu Natal, Limpopo, Free State as well as neighboring countries i.e., Swaziland and Mozambique. A dedicated team of Public Transport Inspectors took it upon themselves to conduct operations focusing on ensuring that all operators travelling in the province have the necessary documentation and arrest those who do not comply, giving them fines varying from one offence to another. Most operations were conducted in week days, weekends and public holidays and resulted into 931 and 2871 arrests reported in 2016 and 2017

respectively. Figure below provides breakdown of all arrests reported in 2016 and 2017

| Arrests | Year | EC | FS | GP | LIM | KZN | MP | NC | NTP | NW | WC | Total |
|-----------------------------|------|------|------|-------|------|------|------|------|------|------|------|-------|
| Drunken Driving | 2016 | 358 | 207 | 6746 | 1758 | 626 | 1029 | 38 | 1248 | 543 | 1532 | 17088 |
| | 2017 | 364 | 301 | 6722 | 2373 | 642 | 667 | 38 | 174 | 518 | 1559 | 15347 |
| No Driving Licence | 2016 | 92 | 0 | 294 | 3 | 46 | 9 | 1 | 26 | 0 | 302 | 773 |
| | 2017 | 101 | 0 | 2826 | 6 | 31 | 9 | 2 | 0 | 7 | 4 | 2986 |
| Speed | 2016 | 125 | 1033 | 1514 | 85 | 212 | 150 | 152 | 0 | 42 | 110 | 3473 |
| | 2017 | 65 | 2615 | 1536 | 161 | 337 | 355 | 44 | 0 | 7 | 171 | 3666 |
| Overload Goods | 2016 | 0 | 0 | 28 | 761 | 34 | 132 | 0 | 0 | 18 | 25 | 998 |
| | 2017 | 0 | 0 | 25 | 96 | 54 | 184 | 12 | 0 | 26 | 50 | 447 |
| Overload Passengers | 2016 | 1 | 2 | 1 | 0 | 2 | 67 | 0 | 0 | 3 | 1 | 77 |
| | 2017 | 0 | 5 | 2 | 0 | 2 | 146 | 0 | 0 | 0 | 7 | 162 |
| Inco, Rec. & Neg | 2016 | 8 | 18 | 279 | 63 | 29 | 15 | 2 | 7 | 6 | 78 | 505 |
| | 2017 | 114 | 12 | 477 | 99 | 26 | 9 | 2 | 26 | 2 | 83 | 850 |
| Permits / Operating Permits | 2016 | 0 | 2 | 3 | 7 | 502 | 95 | 0 | 0 | 2 | 28 | 533 |
| | 2017 | 0 | 19 | 4 | 1 | 893 | 1772 | 19 | 0 | 659 | 4 | 2871 |
| Warrants Executed | 2016 | 1390 | 0 | 993 | 3620 | 2037 | 2351 | 3165 | 0 | 2741 | 19 | 16316 |
| | 2017 | 3568 | 1128 | 1133 | 6289 | 2068 | 1141 | 1683 | 0 | 3556 | 9 | 20575 |
| False Documentation | 2016 | 12 | 2 | 72 | 11 | 51 | 25 | 10 | 6 | 10 | 99 | 298 |
| | 2017 | 46 | 6 | 50 | 4 | 46 | 3 | 11 | 0 | 38 | 107 | 311 |
| Other Arrests | 2016 | 176 | 12 | 899 | 58 | 184 | 86 | 7 | 0 | 25 | 188 | 1635 |
| | 2017 | 262 | 55 | 1350 | 322 | 205 | 40 | 9 | 145 | 23 | 144 | 2555 |
| Total arrests | 2016 | 2162 | 1276 | 13832 | 6366 | 3723 | 4251 | 3375 | 1287 | 3390 | 2382 | 42044 |
| | 2017 | 4520 | 4141 | 16807 | 9351 | 4304 | 3826 | 1820 | 345 | 4836 | 2138 | 52088 |

Table 27: Law Enforcement arrests

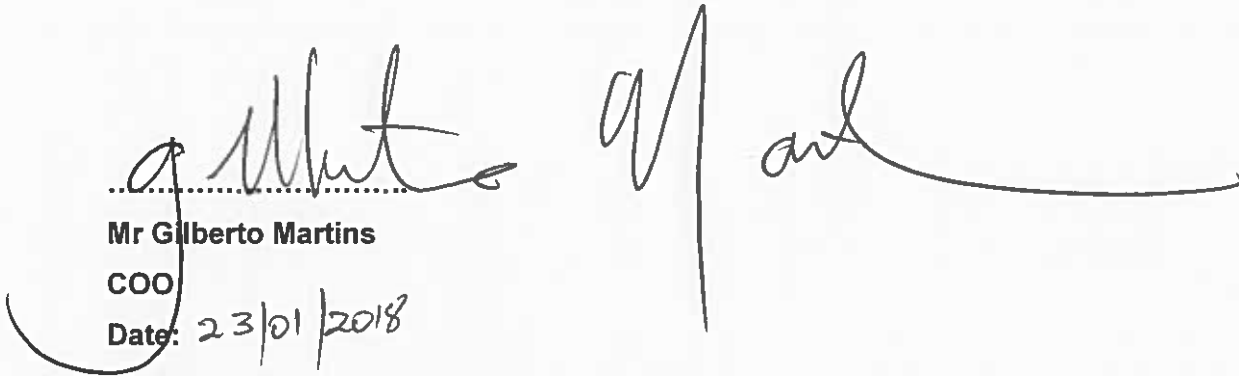
4 RECOMMENDATIONS

| Challenges | Recommendations | Responsible unit |
|---|---|------------------|
| More crashes occurred as from Friday to Monday | Road Safety unit to increase awareness campaigns targeting driver and pedestrians. | Road Safety |
| More crashes do occurred as from 16:00 to 22:00 | Road Safety unit heighten awareness campaigns targeting driver, passengers and pedestrians. | Road Safety |
| Crashes involving Motorcars and LDV's | Road Safety to conduct workshops on vehicles safety education as well as safe road usage. | Road Safety |
| <p>Most contributory factors are as follows:</p> <ul style="list-style-type: none"> • Jay-walking • Speed too high for circumstances • Hit and run • Tyre burst | <p>Road Safety unit to conduct awareness campaign focusing on pedestrian safety, driver fitness as well as vehicle safety</p> <p>Research to be conducted to understand the root cause.</p> | Road Safety |
| Pedestrians and | Interventions for | Law Enforcement |

| | | |
|--|---|--|
| <p>passengers fatalities makes a contribution of more than 30% respectively.</p> | <p>pedestrians:</p> <ul style="list-style-type: none"> - Road Safety unit to develop and monitor the implementation of intervention targeting areas with pedestrian fatalities. | <p>Road Safety</p> |
| <p>Drunken driving and high-speed driving remain a challenge on the South African routes.</p> <p>Drunken driving cases taking long to be finalized</p> | <p>Operations focusing on drunken driving be intensified and more stakeholders be involved to reduce the usage of alcohol while driving.</p> <p>RTMC to enter into MoU with the National Health Laboratory services to fast-track the process of blood specimen testing</p> | <p>Law Enforcement Road Safety</p> |
| <p>Road users disrespecting the law and ultimately cause harm to the lives of law enforcers</p> | <p>Penalties be increased on speed offences as well as road users endangering the lives of law enforcers.</p> | <p>Law Enforcement Road Safety</p> |
| <p>A huge disparity exists between Magistrate courts and Prosecuting Authorities around the country in how traffic</p> | <p>Department of Justice to be engaged to provide convictions for all other road traffic cases enrolled in courts</p> | <p>Law Enforcement</p> |

| | | |
|---|--|--|
| <p>related prosecutions are handled</p> | <p>Increase supervision to monitor performance of traffic officers. In some cases, officers spent long hours on the roads for which they get paid overtime but performance is low.</p> | |
|---|--|--|

Reviewed and Supported by



.....
Mr Gilberto Martins
COO
Date: 23/01/2018

Recommended by

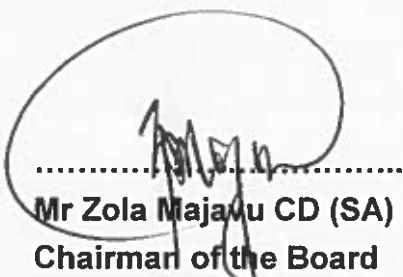


.....
Adv. Makhosini Msibi
CEO

31/01/2018
.....

Date

Approved by



.....
Mr Zola Majavu CD (SA)
Chairman of the Board

31/01/2018
.....

Date

APPENDIX A

| Dec 2016 | Number of Registered Vehicles per Province | | | | | | | | | Total RSA |
|------------------------|--|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | |
| Motorised Veh's | | | | | | | | | | |
| Motorcars | 2 919 821 | 955 811 | 1 217 822 | 438 884 | 306 871 | 409 458 | 307 820 | 318 051 | 124 660 | 6 996 599 |
| Minibuses | 119 870 | 50 862 | 33 948 | 23 040 | 12 393 | 22 415 | 18 572 | 22 164 | 4 889 | 308 151 |
| Buses | 19 831 | 7 773 | 6 828 | 4 221 | 3 017 | 7 849 | 4 037 | 6 201 | 1 680 | 61 435 |
| Motorcycles | 145 336 | 33 208 | 85 273 | 22 511 | 19 983 | 19 555 | 14 320 | 9 838 | 8 328 | 358 351 |
| LDV's - Bakkies | 799 777 | 345 140 | 315 308 | 196 512 | 127 601 | 208 582 | 147 524 | 217 950 | 76 686 | 2 435 078 |
| Trucks | 137 146 | 48 921 | 42 864 | 22 558 | 22 089 | 45 198 | 18 052 | 24 853 | 9 327 | 371 008 |
| Other & Unkwn | 41 348 | 45 380 | 42 322 | 18 787 | 39 075 | 30 323 | 25 147 | 18 415 | 10 142 | 270 936 |
| Sub-Total | 4 183 127 | 1 486 896 | 1 744 159 | 726 513 | 530 829 | 743 381 | 535 472 | 615 472 | 235 710 | 10 801 558 |
| Towed Veh's | | | | | | | | | | |
| Caravans | 39 900 | 7 499 | 17 513 | 5 236 | 7 758 | 10 135 | 6 498 | 5 634 | 2 884 | 103 058 |
| Heavy Trailers | 59 115 | 23 574 | 19 832 | 7 414 | 17 831 | 35 155 | 10 931 | 8 696 | 5 682 | 188 210 |
| Light Trailers | 329 342 | 81 380 | 140 001 | 55 707 | 62 731 | 63 632 | 52 894 | 41 349 | 28 191 | 855 227 |
| Unknown | 2 503 | 1 581 | 2 260 | 1 469 | 2 019 | 2 018 | 2 351 | 1 288 | 693 | 16 181 |
| Sub-Total | 430 860 | 114 034 | 179 606 | 69 826 | 90 340 | 110 940 | 72 674 | 56 967 | 37 430 | 1 162 676 |
| All Vehicles | 4 613 986 | 1 600 930 | 1 923 765 | 796 339 | 621 169 | 854 321 | 608 146 | 672 438 | 273 140 | 11 964 234 |

| Dec 2017 | Province | | | | | | | | | Total RSA |
|------------------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | |
| Motorised Veh's | | | | | | | | | | |
| Motorcars | 2 986 823 | 981 448 | 1 253 348 | 449 134 | 311 864 | 420 686 | 314 703 | 327 410 | 126 866 | 7 172 283 |
| Minibuses | 122 887 | 52 834 | 35 649 | 23 811 | 12 628 | 23 344 | 18 969 | 23 009 | 5 151 | 318 282 |
| Buses | 20 622 | 7 962 | 6 986 | 4 344 | 3 137 | 8 038 | 4 111 | 6 471 | 1 729 | 63 400 |
| Motorcycles | 142 535 | 32 114 | 85 444 | 22 103 | 19 280 | 18 977 | 13 784 | 9 425 | 8 094 | 351 756 |
| LDV's - Bakkies | 816 657 | 356 736 | 325 347 | 201 348 | 129 513 | 214 646 | 150 857 | 225 400 | 78 098 | 2 498 602 |
| Trucks | 136 675 | 48 951 | 44 048 | 22 255 | 21 855 | 46 518 | 18 000 | 25 166 | 9 210 | 372 678 |
| Other & Unkwn | 39 050 | 33 604 | 40 785 | 17 795 | 37 822 | 29 575 | 24 328 | 18 286 | 9 969 | 251 192 |
| Sub-Total | 4 265 249 | 1 513 650 | 1 791 587 | 740 790 | 536 099 | 761 784 | 544 752 | 635 167 | 239 117 | 11 028 193 |
| Towed Veh's | | | | | | | | | | |
| Caravans | 39 092 | 7 306 | 17 947 | 5 196 | 7 612 | 10 088 | 6 377 | 5 591 | 2 792 | 102 001 |
| Heavy Trailers | 60 036 | 23 366 | 21 215 | 7 303 | 18 071 | 37 678 | 11 152 | 8 945 | 5 726 | 193 492 |
| Light Trailers | 331 694 | 81 375 | 144 546 | 56 568 | 62 997 | 64 365 | 53 350 | 42 145 | 28 538 | 865 578 |
| Unknown | 2 454 | 1 549 | 2 224 | 1 487 | 1 965 | 1 953 | 2 277 | 1 262 | 679 | 15 848 |
| Sub-Total | 433 276 | 113 596 | 185 932 | 70 554 | 90 645 | 114 084 | 73 156 | 57 943 | 37 735 | 1 176 919 |
| All Vehicles | 4 698 524 | 1 627 246 | 1 977 519 | 811 344 | 626 744 | 875 868 | 617 908 | 693 109 | 276 852 | 12 205 112 |

| % Change Dec 2016-2017 | Number of Registered Vehicles per Province | | | | | | | | | Total RSA |
|---------------------------|--|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 2.29 | 2.70 | 2.93 | 2.34 | 1.69 | 2.74 | 2.24 | 3.59 | 1.77 | 2.51 |
| Minibuses | 2.52 | 3.88 | 5.02 | 3.35 | 1.90 | 4.14 | 2.14 | 3.81 | 5.36 | 3.29 |
| Buses | 3.99 | 2.43 | 2.34 | 2.91 | 3.98 | 2.41 | 1.83 | 4.35 | 2.92 | 3.20 |
| Motorcycles | -1.93 | -3.30 | 0.20 | -1.81 | -3.52 | -2.96 | -3.74 | -4.20 | -2.79 | -1.84 |
| LDV's - Bakkies | 2.11 | 3.36 | 3.18 | 2.46 | 1.50 | 2.91 | 2.26 | 3.42 | 1.84 | 2.61 |
| Trucks | -0.34 | 0.06 | 2.76 | -1.34 | -1.06 | 2.92 | -0.29 | 1.26 | -1.25 | 0.45 |
| Other & Unknown | -5.55 | -25.95 | -3.68 | -5.28 | -3.21 | -2.47 | -3.26 | -0.70 | -1.71 | -7.29 |
| Sub-Total | 1.96 | 1.80 | 2.72 | 1.97 | 0.99 | 2.48 | 1.73 | 3.20 | 1.45 | 2.10 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | -2.03 | -2.57 | 2.48 | -0.76 | -1.89 | -0.46 | -1.86 | -0.76 | -3.19 | -1.03 |
| Heavy Trailers | 1.56 | -0.88 | 6.97 | -1.50 | 1.35 | 7.18 | 2.02 | 2.86 | 1.13 | 2.81 |
| Light Trailers | 0.71 | -0.01 | 3.25 | 1.55 | 0.42 | 1.15 | 0.86 | 1.93 | 1.23 | 1.21 |
| Unknown | -1.96 | -2.06 | -1.62 | 1.23 | -2.67 | -3.22 | -3.15 | -2.02 | -2.02 | -2.06 |
| Sub-Total | 0.56 | -0.38 | 3.52 | 1.04 | 0.34 | 2.83 | 0.66 | 1.71 | 0.81 | 1.23 |
| All Vehicles | 1.83 | 1.64 | 2.79 | 1.88 | 0.90 | 2.62 | 1.61 | 3.07 | 1.36 | 2.01 |

APPENDIX B-1

| Number of Un-Roadworthy Vehicles | | | | | | | | | | |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Dec 2016 | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 124 408 | 30 498 | 36 084 | 14 169 | 13 338 | 15 363 | 11 193 | 9 105 | 3 150 | 257 308 |
| Minibuses | 17 093 | 5 645 | 2 645 | 2 182 | 1 583 | 2 150 | 1 995 | 1 997 | 426 | 35 748 |
| Buses | 2 535 | 825 | 587 | 395 | 325 | 750 | 397 | 538 | 231 | 6 591 |
| Motorcycles | 16 897 | 3 718 | 5 870 | 1 675 | 2 104 | 3 162 | 1 881 | 1 358 | 749 | 37 415 |
| LDV's - Bakkies | 37 941 | 11 941 | 8 893 | 5 503 | 4 599 | 7 054 | 4 432 | 5 569 | 1 633 | 87 571 |
| Trucks | 18 888 | 5 909 | 4 006 | 2 778 | 3 697 | 5 985 | 2 814 | 3 333 | 1 823 | 49 234 |
| Other & Unkwn | 2 765 | 2 195 | 1 561 | 1 184 | 3 123 | 2 592 | 1 684 | 1 698 | 584 | 17 386 |
| Sub-Total | 220 527 | 60 733 | 59 652 | 27 890 | 28 773 | 37 057 | 24 397 | 23 598 | 8 596 | 491 223 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 1 305 | 377 | 498 | 153 | 349 | 445 | 231 | 249 | 125 | 3 732 |
| Heavy Trailers | 6 871 | 2 515 | 1 562 | 757 | 2 211 | 3 457 | 1 267 | 910 | 661 | 20 211 |
| Light Trailers | 8 345 | 2 929 | 3 514 | 1 354 | 2 190 | 2 051 | 1 561 | 1 191 | 599 | 23 734 |
| Unknown | 135 | 149 | 78 | 102 | 125 | 127 | 135 | 68 | 35 | 954 |
| Sub-Total | 16 656 | 5 969 | 5 652 | 2 366 | 4 875 | 6 080 | 3 195 | 2 418 | 1 420 | 48 631 |
| All Vehicles | 237 183 | 66 702 | 65 304 | 30 256 | 33 648 | 43 137 | 27 592 | 26 016 | 10 016 | 539 854 |
| Dec 2017 | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 129 539 | 30 769 | 38 910 | 14 334 | 13 679 | 15 194 | 11 343 | 8 989 | 3 388 | 266 143 |
| Minibuses | 17 127 | 5 520 | 2 844 | 2 123 | 1 571 | 2 121 | 2 083 | 2 089 | 493 | 35 970 |
| Buses | 2 795 | 853 | 635 | 440 | 305 | 797 | 442 | 549 | 278 | 7 097 |
| Motorcycles | 16 667 | 3 604 | 6 153 | 1 666 | 2 084 | 3 110 | 1 851 | 1 245 | 781 | 37 161 |
| LDV's - Bakkies | 36 636 | 11 547 | 9 411 | 5 700 | 4 772 | 6 783 | 4 482 | 5 373 | 1 725 | 86 430 |
| Trucks | 18 141 | 5 972 | 4 192 | 2 794 | 3 689 | 5 610 | 2 763 | 3 289 | 1 869 | 48 319 |
| Other & Unkwn | 2 828 | 2 237 | 1 766 | 1 199 | 3 324 | 2 768 | 1 851 | 1 841 | 687 | 18 501 |
| Sub-Total | 223 736 | 60 582 | 63 911 | 28 256 | 29 424 | 36 383 | 24 815 | 23 374 | 9 220 | 499 621 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 1 340 | 340 | 565 | 151 | 335 | 414 | 252 | 227 | 123 | 3 747 |
| Heavy Trailers | 6 387 | 2 495 | 1 675 | 767 | 2 198 | 3 422 | 1 275 | 921 | 707 | 19 848 |
| Light Trailers | 8 505 | 3 053 | 3 987 | 1 385 | 2 224 | 2 045 | 1 641 | 1 238 | 652 | 24 731 |
| Unknown | 117 | 149 | 75 | 77 | 110 | 123 | 116 | 62 | 44 | 873 |
| Sub-Total | 16 359 | 6 038 | 6 302 | 2 380 | 4 867 | 6 004 | 3 284 | 2 448 | 1 526 | 49 199 |
| All Vehicles | 240 095 | 66 620 | 70 213 | 30 636 | 34 291 | 42 387 | 28 099 | 25 822 | 10 746 | 548 820 |
| % Change | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 4.12 | 0.89 | 7.83 | 1.16 | 2.56 | -1.10 | 1.34 | -1.27 | 7.49 | 3.43 |
| Minibuses | 0.20 | -2.23 | 7.52 | -2.70 | -0.75 | -1.35 | 4.36 | 4.56 | 15.73 | 0.71 |
| Buses | 10.37 | 3.27 | 8.18 | 10.55 | -7.29 | 6.27 | 11.34 | 2.04 | 20.35 | 7.68 |
| Motorcycles | -1.35 | -3.07 | 4.82 | -0.60 | -0.95 | -1.64 | -1.59 | -8.32 | 4.27 | -0.68 |
| LDV's - Bakkies | -3.44 | -3.30 | 5.75 | 3.58 | 3.76 | -3.84 | 1.13 | -3.52 | 5.70 | -1.30 |
| Trucks | -3.95 | 1.07 | 4.64 | 0.58 | -0.22 | -6.28 | -1.81 | -1.32 | 2.52 | -1.86 |
| Other & Unkwn | 2.28 | 1.91 | 13.13 | 1.27 | 6.44 | 6.79 | 9.92 | 8.42 | 17.64 | 6.41 |
| Sub-Total | 1.46 | -0.38 | 7.14 | 1.31 | 2.26 | -1.82 | 1.71 | -0.95 | 7.26 | 1.71 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 2.68 | -9.81 | 13.45 | -1.31 | -4.01 | -6.97 | 9.09 | -8.84 | -1.60 | 0.40 |
| Heavy Trailers | -7.04 | -0.76 | 7.23 | 1.32 | -0.59 | -1.01 | 0.63 | 1.27 | 6.96 | -1.80 |
| Light Trailers | 1.93 | 4.23 | 13.46 | 2.29 | 1.55 | -0.29 | 5.12 | 3.95 | 8.85 | 4.20 |
| Unknown | -13.33 | 0.68 | -3.85 | -24.51 | -12.00 | -3.19 | -14.71 | -8.82 | 25.71 | -8.49 |
| Sub-Total | -1.84 | 1.16 | 11.50 | 0.59 | -0.16 | -1.25 | 2.79 | 1.24 | 7.46 | 1.77 |
| All Vehicles | 1.22 | -0.24 | 7.52 | 1.28 | 1.91 | -1.74 | 1.34 | -0.75 | 7.29 | 1.86 |

APPENDIX B-2

| Number of Un-Licensed Vehicles | | | | | | | | | | |
|--------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Dec 2016 | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 101 028 | 21 385 | 27 835 | 10 209 | 5 397 | 8 498 | 7 207 | 5 079 | 1 637 | 188 275 |
| Minibuses | 4 419 | 515 | 546 | 246 | 129 | 180 | 214 | 204 | 41 | 6 494 |
| Buses | 1 048 | 189 | 106 | 48 | 31 | 129 | 34 | 47 | 7 | 1 639 |
| Motorcycles | 6 110 | 1 254 | 2 610 | 891 | 410 | 733 | 541 | 329 | 209 | 13 087 |
| LDVs - Bakkies | 27 857 | 6 315 | 6 357 | 3 097 | 2 098 | 3 198 | 2 581 | 2 772 | 639 | 54 914 |
| Trucks | 11 005 | 2 001 | 1 228 | 585 | 424 | 2 002 | 354 | 423 | 73 | 18 095 |
| Other & Unkwn | 2 757 | 650 | 777 | 291 | 483 | 531 | 359 | 224 | 65 | 6 137 |
| Sub-Total | 154 224 | 32 305 | 39 458 | 15 367 | 8 972 | 15 271 | 11 290 | 9 078 | 2 671 | 288 641 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 829 | 126 | 213 | 75 | 65 | 142 | 73 | 90 | 31 | 1 644 |
| Heavy Trailers | 4 208 | 743 | 524 | 160 | 664 | 1 310 | 174 | 70 | 8 | 7 861 |
| Light Trailers | 6 353 | 1 863 | 1 771 | 658 | 462 | 859 | 797 | 380 | 166 | 13 309 |
| Unknown | 140 | 15 | 70 | 40 | 19 | 15 | 15 | 17 | 3 | 334 |
| Sub-Total | 11 530 | 2 747 | 2 578 | 933 | 1 210 | 2 326 | 1 059 | 557 | 208 | 23 148 |
| All Vehicles | 165 754 | 35 052 | 42 037 | 16 300 | 10 182 | 17 597 | 12 349 | 9 635 | 2 879 | 311 789 |
| Dec 2017 | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 117 010 | 33 556 | 37 724 | 19 177 | 12 610 | 19 216 | 13 788 | 15 495 | 5 156 | 273 732 |
| Minibuses | 7 495 | 1 937 | 1 152 | 1 042 | 490 | 801 | 850 | 883 | 189 | 14 839 |
| Buses | 503 | 145 | 120 | 116 | 72 | 185 | 132 | 111 | 82 | 1 467 |
| Motorcycles | 10 234 | 2 211 | 4 740 | 1 315 | 1 250 | 1 443 | 1 123 | 831 | 486 | 23 647 |
| LDVs - Bakkies | 27 452 | 12 232 | 7 840 | 8 159 | 3 847 | 7 940 | 5 542 | 9 157 | 2 228 | 84 397 |
| Trucks | 3 696 | 1 361 | 716 | 822 | 511 | 1 709 | 687 | 1 114 | 236 | 10 852 |
| Other & Unkwn | 1 210 | 1 149 | 683 | 504 | 1 040 | 1 163 | 836 | 745 | 267 | 7 603 |
| Sub-Total | 167 600 | 52 592 | 52 981 | 31 139 | 19 830 | 32 457 | 22 958 | 28 336 | 8 644 | 416 531 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 1 286 | 211 | 330 | 143 | 195 | 333 | 189 | 227 | 98 | 3 012 |
| Heavy Trailers | 1 060 | 402 | 177 | 106 | 262 | 789 | 271 | 205 | 96 | 3 368 |
| Light Trailers | 14 665 | 3 787 | 4 319 | 2 147 | 2 093 | 2 615 | 2 266 | 2 101 | 918 | 34 911 |
| Unknown | 156 | 149 | 99 | 80 | 121 | 155 | 224 | 81 | 45 | 1 110 |
| Sub-Total | 17 167 | 4 549 | 4 925 | 2 476 | 2 671 | 3 892 | 2 950 | 2 614 | 1 157 | 42 401 |
| All Vehicles | 184 767 | 57 141 | 57 906 | 33 615 | 22 501 | 36 349 | 25 908 | 30 950 | 9 801 | 458 938 |
| % Change | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 15.82 | 56.91 | 35.53 | 87.84 | 133.65 | 126.12 | 91.31 | 205.08 | 214.97 | 45.39 |
| Minibuses | 69.61 | 276.12 | 110.99 | 323.58 | 279.84 | 345.00 | 297.20 | 332.84 | 360.98 | 128.50 |
| Buses | -52.00 | -22.75 | 13.21 | 141.67 | 132.26 | 43.41 | 288.24 | 136.17 | 1071.43 | -10.49 |
| Motorcycles | 67.50 | 76.32 | 81.61 | 48.04 | 207.32 | 96.86 | 107.58 | 152.58 | 132.54 | 80.69 |
| LDVs - Bakkies | -1.45 | 93.70 | 23.33 | 163.45 | 83.37 | 148.28 | 114.72 | 230.34 | 248.67 | 53.69 |
| Trucks | -66.42 | -31.98 | -41.69 | 40.51 | 20.52 | -14.64 | 94.07 | 163.36 | 223.29 | -40.03 |
| Other & Unkwn | -56.11 | 76.77 | -11.33 | 73.20 | 115.32 | 119.02 | 132.87 | 232.59 | 310.77 | 23.89 |
| Sub-Total | 8.67 | 62.78 | 34.27 | 102.64 | 121.02 | 112.54 | 103.35 | 212.14 | 223.62 | 44.31 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 55.13 | 67.46 | 54.93 | 90.67 | 200.00 | 134.51 | 158.90 | 152.22 | 216.13 | 83.21 |
| Heavy Trailers | -74.81 | -45.90 | -66.22 | -33.75 | -60.54 | -39.77 | 55.75 | 192.86 | 1100.00 | -57.16 |
| Light Trailers | 130.84 | 103.27 | 143.87 | 226.29 | 353.03 | 204.42 | 184.32 | 452.89 | 453.01 | 162.31 |
| Unknown | 11.43 | 893.33 | 41.43 | 100.00 | 536.84 | 933.33 | 1393.33 | 376.47 | 1400.00 | 232.34 |
| Sub-Total | 48.89 | 65.60 | 91.04 | 165.38 | 120.74 | 67.33 | 178.56 | 369.30 | 456.25 | 83.17 |
| All Vehicles | 11.47 | 63.00 | 37.75 | 106.23 | 120.99 | 106.56 | 109.80 | 221.22 | 240.43 | 47.20 |

APPENDIX B-3

| Number of Both Un-Roadworthy & Un-Licensed Vehicles | | | | | | | | | | |
|---|----------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|----------------|
| Dec 2016 | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 71 834 | 9 425 | 12 630 | 4 199 | 3 421 | 5 219 | 4 640 | 2 300 | 622 | 114 290 |
| Minibuses | 3 574 | 296 | 255 | 122 | 82 | 115 | 156 | 103 | 15 | 4 718 |
| Buses | 637 | 141 | 72 | 23 | 24 | 93 | 29 | 24 | 3 | 1 046 |
| Motorcycles | 4 007 | 496 | 728 | 288 | 243 | 440 | 358 | 166 | 108 | 6 834 |
| LDV's - Bakkies | 20 247 | 3 039 | 3 026 | 1 361 | 1 316 | 1 861 | 1 619 | 1 221 | 277 | 33 967 |
| Trucks | 7 920 | 1 376 | 750 | 328 | 262 | 1 446 | 217 | 210 | 33 | 12 542 |
| Other & Unkwn | 636 | 248 | 117 | 123 | 276 | 223 | 146 | 78 | 17 | 1 864 |
| Sub-Total | 108 855 | 15 021 | 17 578 | 6 444 | 5 624 | 9 397 | 7 165 | 4 102 | 1 075 | 175 261 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 413 | 36 | 65 | 13 | 31 | 69 | 26 | 27 | 16 | 696 |
| Heavy Trailers | 3 170 | 508 | 282 | 90 | 482 | 865 | 118 | 28 | 5 | 5 548 |
| Light Trailers | 1 144 | 191 | 243 | 95 | 112 | 184 | 149 | 61 | 25 | 2 204 |
| Unknown | 29 | 7 | 11 | 22 | 10 | 2 | 8 | 8 | 0 | 97 |
| Sub-Total | 4 756 | 742 | 601 | 220 | 635 | 1 120 | 301 | 124 | 46 | 8 545 |
| All Vehicles | 113 611 | 15 763 | 18 179 | 6 664 | 6 259 | 10 517 | 7 466 | 4 226 | 1 121 | 183 806 |
| Dec 2017 | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | 11 432 | 3 808 | 4 581 | 2 489 | 2 052 | 2 597 | 1 494 | 1 849 | 577 | 30 879 |
| Minibuses | 2 189 | 640 | 319 | 267 | 169 | 232 | 253 | 291 | 40 | 4 400 |
| Buses | 148 | 49 | 40 | 28 | 24 | 57 | 35 | 26 | 22 | 429 |
| Motorcycles | 1 929 | 443 | 689 | 183 | 255 | 395 | 244 | 188 | 94 | 4 420 |
| LDV's - Bakkies | 2 854 | 1 537 | 990 | 940 | 493 | 1 015 | 568 | 969 | 247 | 9 613 |
| Trucks | 831 | 302 | 249 | 205 | 189 | 456 | 214 | 304 | 88 | 2 838 |
| Other & Unkwn | 183 | 126 | 57 | 49 | 140 | 170 | 90 | 121 | 33 | 969 |
| Sub-Total | 19 566 | 6 905 | 6 925 | 4 161 | 3 322 | 4 922 | 2 898 | 3 748 | 1 101 | 53 548 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | 106 | 21 | 29 | 12 | 19 | 40 | 16 | 26 | 7 | 276 |
| Heavy Trailers | 191 | 92 | 48 | 24 | 62 | 202 | 73 | 56 | 20 | 768 |
| Light Trailers | 842 | 275 | 298 | 119 | 143 | 216 | 136 | 142 | 47 | 2 218 |
| Unknown | 7 | 12 | 2 | 2 | 12 | 5 | 11 | 3 | 1 | 55 |
| Sub-Total | 1 146 | 400 | 377 | 157 | 236 | 463 | 236 | 227 | 75 | 3 317 |
| All Vehicles | 20 712 | 7 305 | 7 302 | 4 318 | 3 558 | 5 385 | 3 134 | 3 975 | 1 176 | 56 865 |
| % Change | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorised Vehicles | | | | | | | | | | |
| Motorcars | -84.09 | -59.60 | -63.73 | -40.72 | -40.02 | -50.24 | -67.80 | -19.61 | -7.23 | -72.98 |
| Minibuses | -38.75 | 116.22 | 25.10 | 118.85 | 106.10 | 101.74 | 62.18 | 182.52 | 166.67 | -6.74 |
| Buses | -76.77 | -65.25 | -44.44 | 21.74 | 0.00 | -38.71 | 20.69 | 8.33 | 633.33 | -58.99 |
| Motorcycles | -51.86 | -10.69 | -5.36 | -36.46 | 4.94 | -10.23 | -31.84 | 13.25 | -12.96 | -35.32 |
| LDV's - Bakkies | -85.90 | -49.42 | -67.28 | -30.93 | -62.54 | -45.46 | -64.92 | -20.64 | -10.83 | -71.70 |
| Trucks | -89.51 | -78.05 | -66.80 | -37.50 | -27.86 | -68.46 | -1.38 | 44.76 | 166.67 | -77.37 |
| Other & Unkwn | -71.23 | -49.19 | -51.28 | -60.16 | -49.28 | -23.77 | -38.36 | 55.13 | 94.12 | -48.02 |
| Sub-Total | -82.03 | -54.03 | -60.60 | -35.43 | -40.93 | -47.62 | -59.55 | -8.63 | 2.42 | -69.45 |
| Towed Vehicles | | | | | | | | | | |
| Caravans | -74.33 | -41.67 | -55.38 | -7.69 | -38.71 | -42.03 | -38.46 | -3.70 | -56.25 | -60.34 |
| Heavy Trailers | -93.97 | -81.89 | -82.98 | -73.33 | -87.14 | -76.65 | -38.14 | 100.00 | 300.00 | -86.16 |
| Light Trailers | -26.40 | 43.98 | 22.63 | 25.26 | 27.68 | 17.39 | -8.72 | 132.79 | 88.00 | 0.64 |
| Unknown | -75.86 | 71.43 | -81.82 | -90.91 | 20.00 | 150.00 | 37.50 | -62.50 | ERR | -43.30 |
| Sub-Total | -75.90 | -46.09 | -37.27 | -28.64 | -62.83 | -58.66 | -21.59 | 83.06 | 63.04 | -61.18 |
| All Vehicles | -81.77 | -53.66 | -59.83 | -35.20 | -43.15 | -48.80 | -58.02 | -5.94 | 4.91 | -69.06 |

APPENDIX C-1

| Dec 2016 | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|---------------|------------------|
| Number of Learners Licences Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| 1 | 15 668 | 4 512 | 13 904 | 2 703 | 2 338 | 2 536 | 1 947 | 1 537 | 1 038 | 46 183 |
| 2 | 74 060 | 38 581 | 85 077 | 28 357 | 15 230 | 9 410 | 10 996 | 5 905 | 5 833 | 273 449 |
| 3 | 273 162 | 164 774 | 89 745 | 73 525 | 52 764 | 101 812 | 60 267 | 103 490 | 23 090 | 942 629 |
| Total | 362 890 | 207 867 | 188 726 | 104 585 | 70 332 | 113 758 | 73 210 | 110 932 | 29 961 | 1 262 261 |

| Dec 2017 | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|---------------|------------------|
| Number of Learners Licences Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| 1 | 14 356 | 3 828 | 12 826 | 2 749 | 2 080 | 2 290 | 1 667 | 1 466 | 991 | 42 253 |
| 2 | 67 836 | 33 194 | 80 524 | 27 313 | 14 351 | 8 887 | 9 542 | 5 516 | 5 405 | 252 568 |
| 3 | 263 105 | 160 830 | 90 361 | 72 957 | 50 395 | 96 322 | 54 171 | 106 225 | 24 517 | 918 883 |
| Total | 345 297 | 197 852 | 183 711 | 103 019 | 66 826 | 107 499 | 65 380 | 113 207 | 30 913 | 1 213 704 |

| % Change | | | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-------------|-------------|--------------|
| Number of Learners Licences Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| 1 | -8.37 | -15.16 | -7.75 | 1.70 | -11.04 | -9.70 | -14.38 | -4.62 | -4.53 | -8.51 |
| 2 | -8.40 | -13.96 | -5.35 | -3.68 | -5.77 | -5.56 | -13.22 | -6.59 | -7.34 | -7.64 |
| 3 | -3.68 | -2.39 | 0.69 | -0.77 | -4.49 | -5.39 | -10.11 | 2.64 | 6.18 | -2.52 |
| Total | -4.85 | -4.82 | -2.66 | -1.50 | -4.98 | -5.50 | -10.70 | 2.05 | 3.18 | -3.85 |

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

APPENDIX C-2

| Dec 2016 | | | | | | | | | | |
|--|------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| Number of Driving Licences Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| A1 | 175 610 | 60 331 | 111 044 | 33 999 | 26 213 | 22 729 | 19 676 | 14 925 | 9 400 | 473 927 |
| A | 44 553 | 13 032 | 28 241 | 9 191 | 9 017 | 6 620 | 6 449 | 3 874 | 2 440 | 123 417 |
| B | 1 004 200 | 445 772 | 560 863 | 223 592 | 138 473 | 117 428 | 112 007 | 73 810 | 49 949 | 2 726 094 |
| EB | 4 641 | 4 892 | 4 581 | 1 100 | 510 | 2 555 | 1 866 | 1 732 | 428 | 22 105 |
| C1 | 1 211 390 | 592 929 | 197 177 | 191 182 | 150 167 | 397 639 | 202 810 | 542 837 | 64 369 | 3 550 500 |
| EC1 | 1 310 560 | 576 581 | 799 612 | 311 142 | 175 777 | 159 690 | 141 558 | 108 965 | 65 541 | 3 649 426 |
| C | 302 518 | 170 424 | 120 147 | 70 872 | 79 341 | 106 858 | 54 801 | 93 373 | 25 098 | 1 023 432 |
| EC | 225 669 | 69 890 | 50 505 | 46 155 | 35 352 | 52 194 | 37 267 | 65 453 | 11 427 | 593 912 |
| Total | 4 279 141 | 1 933 851 | 1 872 170 | 887 233 | 614 850 | 865 713 | 576 234 | 904 969 | 228 652 | 12 162 813 |
| Dec 2017 | | | | | | | | | | |
| Number of Driving Licences Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| A1 | 177 804 | 60 952 | 114 284 | 34 498 | 26 342 | 23 036 | 19 812 | 15 099 | 9 444 | 481 271 |
| A | 44 422 | 12 989 | 28 599 | 9 180 | 8 945 | 6 566 | 6 361 | 3 847 | 2 424 | 123 333 |
| B | 1 052 093 | 461 783 | 590 902 | 234 248 | 143 358 | 121 150 | 115 272 | 75 989 | 51 778 | 2 846 573 |
| EB | 4 776 | 4 917 | 4 819 | 1 130 | 527 | 2 782 | 1 696 | 1 786 | 447 | 22 880 |
| C1 | 1 328 062 | 651 695 | 211 691 | 211 952 | 161 232 | 437 490 | 221 516 | 569 052 | 69 467 | 3 880 157 |
| EC1 | 1 307 982 | 576 115 | 806 324 | 312 236 | 175 607 | 159 365 | 141 241 | 109 079 | 65 311 | 3 653 260 |
| C | 311 627 | 177 968 | 122 939 | 72 995 | 81 052 | 112 327 | 56 098 | 97 802 | 25 501 | 1 058 307 |
| EC | 224 008 | 69 812 | 50 409 | 46 304 | 35 248 | 52 236 | 37 186 | 65 741 | 11 410 | 592 354 |
| Total | 4 448 774 | 2 016 231 | 1 929 967 | 922 543 | 632 311 | 914 952 | 599 180 | 958 395 | 235 782 | 12 658 135 |
| % Change | | | | | | | | | | |
| Number of Driving Licences Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| A1 | 1.25 | 1.03 | 2.92 | 1.47 | 0.48 | 1.35 | 0.69 | 1.17 | 0.47 | 1.55 |
| A | -0.29 | -0.33 | 1.27 | -0.12 | -0.80 | -0.82 | -1.36 | -0.70 | -0.66 | -0.07 |
| B | 4.77 | 3.59 | 5.36 | 4.77 | 3.53 | 3.17 | 2.91 | 2.95 | 3.66 | 4.42 |
| EB | 2.91 | 0.51 | 5.20 | 2.73 | 3.33 | 8.88 | 1.80 | 3.12 | 4.44 | 3.51 |
| C1 | 9.47 | 9.91 | 7.36 | 10.86 | 7.37 | 10.02 | 9.22 | 8.51 | 7.92 | 9.28 |
| EC1 | -0.20 | -0.08 | 0.84 | 0.35 | -0.10 | -0.20 | -0.22 | 0.10 | -0.35 | 0.11 |
| C | 3.01 | 4.43 | 2.32 | 3.00 | 2.16 | 5.12 | 2.36 | 4.74 | 1.61 | 3.41 |
| EC | -0.74 | -0.11 | -0.19 | 0.32 | -0.29 | 0.08 | -0.22 | 0.44 | -0.15 | -0.26 |
| Total | 3.96 | 4.26 | 3.09 | 3.98 | 2.84 | 5.69 | 3.98 | 5.90 | 3.12 | 4.07 |

Driving Licences:

| | | | | | |
|----------|--------------------------|-----------|---------------------------------|------------|---------------------------------------|
| A | Motorcycle > 125 cub.cm | A1 | Motorcycle < 125 cub.cm | B | Motor vehicle < 3,5000 kg |
| C | Motorvehicle > 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 |

APPENDIX C-3

| Dec 2016 | | | | | | | | | | |
|---|----------------|----------------|----------------|---------------|---------------|----------------|---------------|----------------|---------------|------------------|
| Number of Professional Driving Permits (PrDP's) Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| G | 1 817 | 1 799 | 1 606 | 719 | 872 | 978 | 404 | 865 | 317 | 9 378 |
| P G | 273 055 | 170 455 | 144 415 | 83 381 | 62 064 | 97 897 | 52 447 | 105 293 | 23 673 | 1 012 660 |
| D G | 37 | 27 | 13 | 6 | 21 | 17 | 29 | 10 | 5 | 165 |
| D P G | 12 781 | 9 787 | 4 255 | 2 085 | 2 905 | 3 161 | 1 225 | 1 830 | 665 | 38 674 |
| Total | 287 690 | 182 048 | 150 289 | 86 171 | 65 862 | 102 051 | 54 105 | 107 998 | 24 660 | 1 060 874 |
| Dec 2017 | | | | | | | | | | |
| Number of Professional Driving Permits (PrDP's) Issued per Province | | | | | | | | | | |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| G | 1 896 | 1 836 | 1 532 | 705 | 842 | 965 | 394 | 838 | 314 | 9 122 |
| P G | 276 539 | 178 177 | 148 436 | 84 774 | 62 936 | 99 495 | 52 234 | 108 697 | 24 578 | 1 035 866 |
| D G | 47 | 22 | 13 | 8 | 17 | 16 | 20 | 30 | 4 | 177 |
| D P G | 13 525 | 10 405 | 4 367 | 2 276 | 3 052 | 3 402 | 1 229 | 1 948 | 715 | 40 919 |
| Total | 293 807 | 190 440 | 154 348 | 87 763 | 66 847 | 103 878 | 53 877 | 109 513 | 25 611 | 1 086 084 |
| % Change | 291 368 | 185 108 | 151 721 | 86 433 | 66 031 | 103 018 | 54 025 | 108 685 | 24 836 | 1 071 225 |
| Category | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| G | -6.66 | 2.06 | -4.61 | -1.95 | -3.44 | -1.13 | -2.48 | -3.12 | -0.95 | -2.70 |
| P G | 2.01 | 4.53 | 2.78 | 1.70 | 1.41 | 1.63 | -0.41 | 1.33 | 3.82 | 2.29 |
| D G | 27.03 | -18.52 | 0.00 | 33.33 | -19.05 | -5.88 | -31.03 | 200.00 | -20.00 | 7.27 |
| D P G | 5.82 | 6.53 | 2.63 | 9.16 | 5.06 | 7.62 | 0.33 | 6.45 | 7.52 | 5.80 |
| Total | 2.13 | 4.61 | 2.70 | 1.85 | 1.50 | 1.79 | -0.42 | 1.40 | 3.86 | 2.38 |

Professional Driving Permits (PrDPs)

- G : Goods
- P : Passengers
- D : Dangerous goods



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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