



**Road Traffic**  
Management Corporation

**Easter 2012** >  
Road Traffic Report



**transport**

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



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## 1. Introduction

The Road Traffic Management Corporation (RTMC) derives its mandate from the Road Traffic Management Corporation Act 20 of 1999. One of the key functions of the Corporation as listed in Section 18 (1) of the Act is Road Traffic Information. In this regard the corporation publishes periodicals that promote road safety in line with Section 52 of the National Road Traffic Act 93 of 1996.

The Easter report is a compilation of the road safety statistics over the Easter duration that started on the 05 to 09 of April 2012. The report is compiled annually by the RTMC which receives the data from all affected stakeholders who execute on the Easter plans; these include the provincial authorities who implement the national rolling enforcement plan on the law enforcement targets.

The primary source of the statistical data about the fatal crashes is received from South African Police Service (SAPS) CAS list. The Corporation receives the Quick response forms from various police stations on the fatal crashes and captures, processes and verifies all the statistics in order to compile a consolidated report.

The communication and education awareness campaigns that ensued during the period provided an opportunity to stakeholders for participation in road safety. This takes the form of direct communication with road users at rest stops and toll-gates during the journeys and there were other platforms in the form of television, radio, social networks, SMSes and print media throughout the festive season.

The Easter plan is informed by the activities that take place during the specified period, and in the period under consideration the following key patterns and activities were highlighted:

- Increased traffic volumes along major arterial routes during the school closure;  
The industry closure;
- Christmas and New Year long weekends;
- Subsequently long weekends ahead of school re-opening;
- Assumption that most people take holidays mostly to the Coastal areas;
- Migrant workers returning back to their respective homes to their families;
- Churches holding their prayer gatherings;

The 30 day international practice which entails taking into account all people who die within 30 days after the occurrence of a road crash has been taken into consideration. These standards enable accountability and comparability for purposes of reporting against the Decade of Action targets.

## 2. Decade of Action for Road Safety 2011 -2020

The Decade of Action for Road Safety 2011-2020 is supported by the global plan that has considered all effective road safety implementation methods in reducing fatalities. The Decade of action is anchored on Five Pillars.

### 2.1 Pillar 1: Road Safety Management

The Road Safety Management pillar ensures that the machinery that is required for road safety is in place and that all role players contribute their efforts in a funded and agreed environment. The RTMC as a lead agency on road safety has played a role towards the Easter periods by providing leadership to the authorities in the development and execution of the National Rolling Enforcement Plan (NREP), which is a key strategic instrument in law enforcement. The following existing methods of operation were used to drive the plan:

- Roadblocks;
- Roadside checks;
- Patrols;

The vehicles were stopped, searched and checked with specific emphasis placed on driver and vehicle fitness in order to ensure safe journeys. The target of stopping and checking a million vehicles a month was applied during this period as per the agreed NREP monthly targets which apply throughout the year.

The Corporation also coordinated all provincial traffic communicators in order to streamline the communication messages throughout the Easter period.

### 2.2 Pillar 2: Safer Roads

This pillar places a focus on the safety of the road network. In the period under review emphasis was placed on enforcing those areas where the infrastructure was identified as inadequate for safe journeys. This relates to the identified hazardous locations which are notorious for high fatal crashes and in this regard law enforcement officers were deployed to such areas.

### 2.3 Pillar 3: Safer Vehicles

This pillar addresses the safety of the vehicle in line with the prescribed minimum standards. In this regard the law enforcement authorities guided by the NREP placed emphasis on all un-roadworthy, private and public transport motor vehicles. The results show the number of reported impounded and discontinued vehicles during the period.



## **2.4 Pillar 4: Safer Road Users**

The Safer Roads Pillar focuses on the following categories of users:

- Drivers;
- Passengers;
- Pedestrians;
- Motorcyclists; and
- Cyclists.

The National Rolling Enforcement Plan continued and was intensified by various Law Enforcement Authorities. One of the targets was to stop and check a million vehicles per month. Driver fitness and compliance of the road traffic law remained part of the activities throughout the period.

Other arrests that were registered included reckless and negligent driver behaviour, driving without having a driver's licence, false documentation, goods overloading and other road traffic violations.

## **2.5 Pillar 5: Post Crash Responses**

This pillar focuses on the post effect of a crash. The availability of quick medical assistance could be a difference between life and death or a curable condition and one which leaves the injured permanently disabled. In this regard the emergency medical care practitioners were deployed on major arterial routes and provided the required assistance to the injured.

## **3. Driver Population**

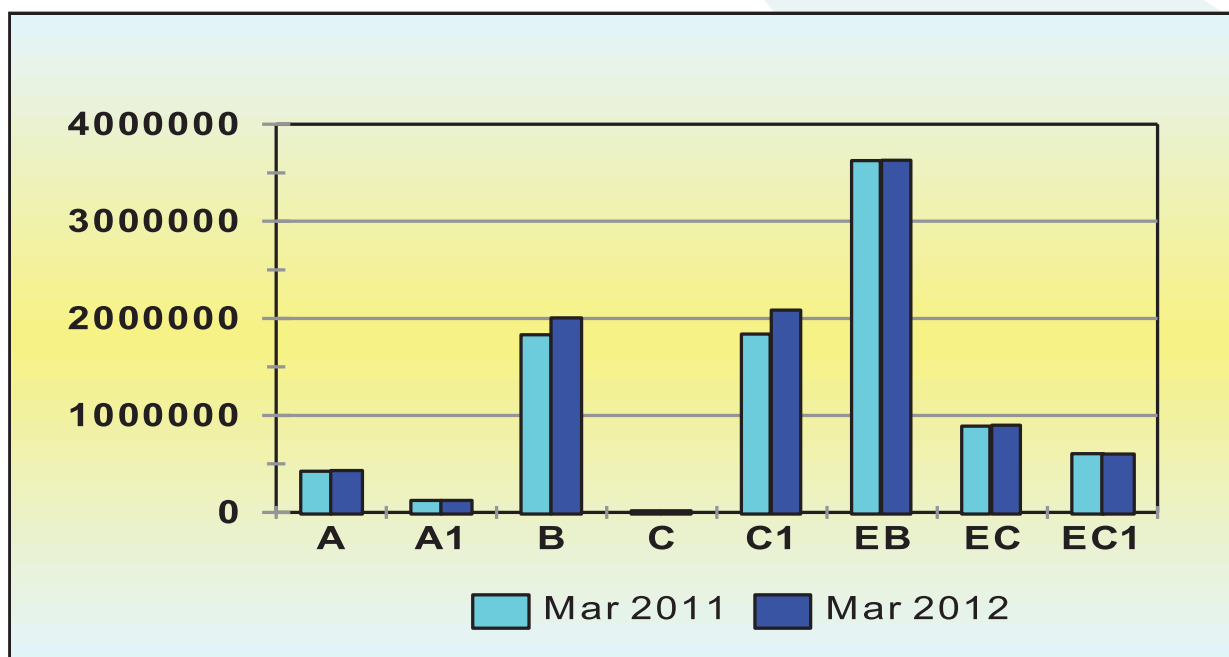
The number of registered driving licences is the number as registered on the National Traffic Information System (NaTIS), usually at 00:00 on the last day of each month. This figure takes cognisance of the number of new registrations and the number of deregistrations (cancellations) during the month.

### 3.1 Number of Driving Licences Issued

The number of driving licences issued increased by 443,921 (4,75%) from 9,350,889 on 31 March 2011 to 9,794,810 on 31 March 2012. Detail on the number of driving licences issued per category is given in table 1 and figure 1.

Table 1 : Number of Driving Licences Issued				
Category	Mar 2011	Mar 2012	Change	% Change
A1	425 040	431 566	6 526	1.54
A	123 044	123 310	266	0.22
B	1 832 860	2 005 112	172 252	9.40
EB	16 099	17 094	995	6.18
C1	1 836 842	2 085 976	249 134	13.56
EC1	3 625 203	3 629 285	4 082	0.11
C	887 691	899 840	12 149	1.37
EC	604 110	602 627	-1 483	-0.25
<b>Total</b>	<b>9 350 889</b>	<b>9 794 810</b>	<b>443 921</b>	<b>4.75</b>

Figure 1: Number of Driving Licenses Issued

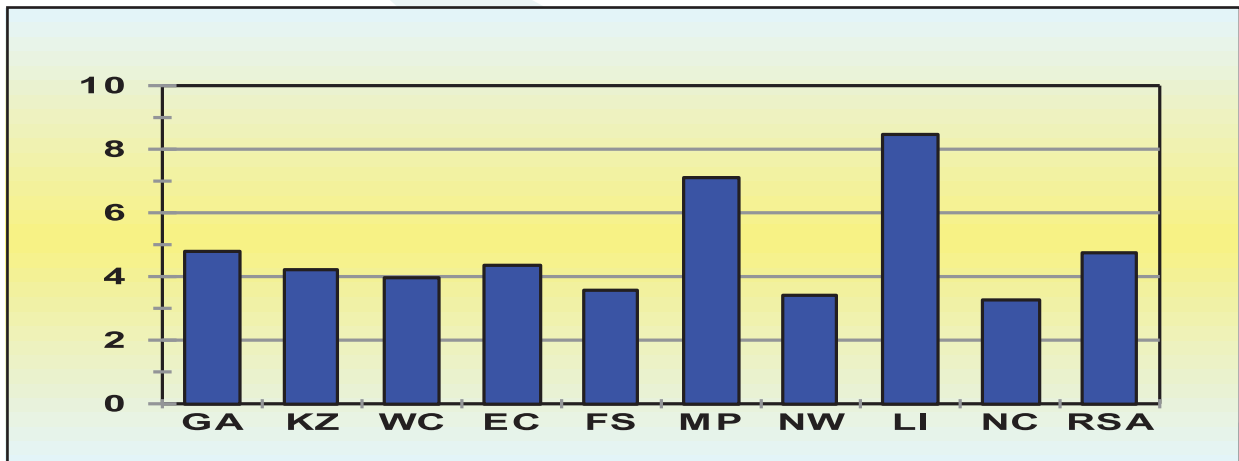




Provincial break down is given in table 2.

Table 2 : Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2011	3 303 569	1 492 116	1 535 430	685 102	511 368	588 785	457 456	596 271	180 792	<b>9 350 889</b>
Mar 2012	3 461 898	1 555 050	1 596 213	714 936	529 621	630 629	473 034	646 742	186 687	<b>9 794 810</b>
Change	158 329	62 934	60 783	29 834	18 253	41 844	15 578	50 471	5 895	<b>443 921</b>
% Change	4.79	4.22	3.96	4.35	3.57	7.11	3.41	8.46	3.26	<b>4.75</b>

**Figure 2: Percentage change in Driving Licenses Issued**



#### 4. Vehicle Population

The number of registered vehicles is the number as registered on the National Traffic Information System (NaTIS), usually at 00:00 on the last day of each month. This figure takes cognisance of the number of new or re-registrations and the number of vehicle deregistration's during the month. It should be noted that vehicles that were written-off because of a crash, are not necessarily scrapped or de-registered during the same month that the crash happened.

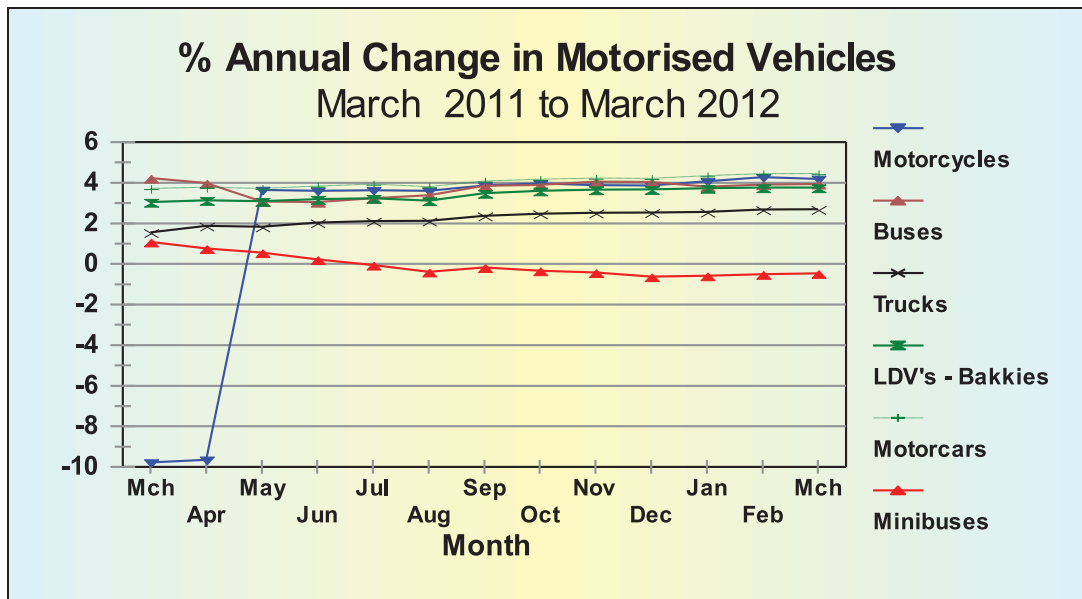
The national number of registered vehicles increased by 387 675 (3.90%) from 9 945 021 on 31 March 2011 to 10 332 696 vehicles on 31 March 2012. Detail per type of vehicle is given in table 3.

<b>Table 3: Number of Registered Vehicles</b>						
<b>Motorised Vehicles</b>	<b>Number registered March 2011</b>	<b>Number registered March 2012</b>	<b>Change</b>	<b>% Change</b>	<b>% of Group Mar 2012</b>	<b>% of Total Mar 2012</b>
<b>Motorcars</b>	5 675 488	5 928 415	252 927	4.46	63.86	57.38
<b>Minibuses</b>	285 858	284 533	-1 325	-0.46	3.06	2.75
<b>Buses</b>	47 799	49 678	1 879	3.93	0.54	0.48
<b>Motorcycles</b>	331 271	345 162	13 891	4.19	3.72	3.34
<b>LDV's - Bakkies</b>	2 025 074	2 101 319	76 245	3.77	22.63	20.34
<b>Trucks</b>	326 721	335 518	8 797	2.69	3.61	3.25
<b>Other &amp; Unknown</b>	234 337	238 968	4 631	1.98	2.57	2.31
<b>Total Motorised</b>	<b>8 926 548</b>	<b>9 283 593</b>	<b>357 045</b>	<b>4.00</b>	<b>100.00</b>	<b>89.85</b>
<b>Towed Vehicles</b>						
<b>Caravans</b>	105 135	104 850	-285	-0.27	9.99	1.01
<b>Heavy Trailers</b>	151 740	159 277	7 537	4.97	15.18	1.54
<b>Light Trailers</b>	744 718	768 156	23 438	3.15	73.22	7.43
<b>Other &amp; Unknown</b>	16 880	16 821	-60	-0.35	1.60	0.16
<b>Total Towed</b>	<b>1 018 473</b>	<b>1 049 104</b>	<b>30 631</b>	<b>3.01</b>	<b>100.00</b>	<b>10.15</b>
<b>All Vehicles</b>	<b>9 945 021</b>	<b>10 332 696</b>	<b>387 675</b>	<b>3.90</b>		<b>100.00</b>

The information in table 3 shows that on a percentage basis the biggest change was for heavy trailers which increased by 4.97% from 151 740 to 159 277, followed by motorcars which increased by 4.46% from 5 675 488 to 5 928 415 and motorcycles which increased by 4.19% from 331 271 to 345 162.



Figure 3: Percentage of Annual Change in Motorised Vehicles

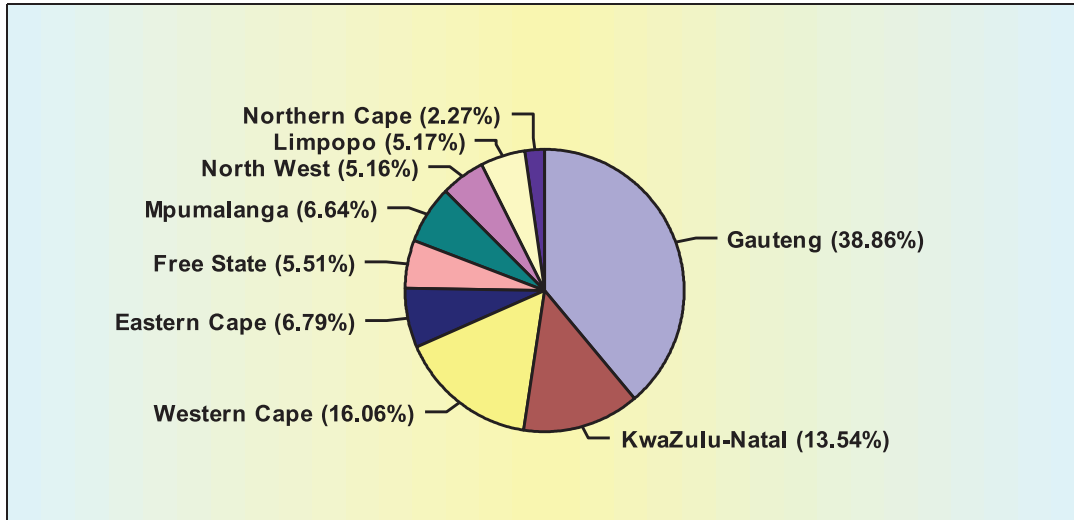


The total motor vehicle population per province for March 2011 and March 2012 respectively, is given in the table below

Table 4: Number of Registered Vehicles per Province	Number registered March 2011	Number registered March 2012	Change	% Change	% of Total March 2012
Gauteng	3 865 050	4 015 348	150 298	3.89	38.86
KwaZulu-Natal	1 348 053	1 399 385	51 332	3.81	13.54
Western Cape	1 610 098	1 659 067	48 969	3.04	16.06
Eastern Cape	685 159	701 681	16 522	2.41	6.79
Free State	552 880	569 667	16 787	3.04	5.51
Mpumalanga	645 862	686 233	40 371	6.25	6.64
North West	516 632	533 200	16 568	3.21	5.16
Limpopo	498 925	533 873	34 948	7.00	5.17
Northern Cape	222 362	234 242	11 880	5.34	2.27
<b>RSA</b>	<b>9 945 021</b>	<b>10 332 696</b>	<b>387 675</b>	<b>3.90</b>	<b>100</b>

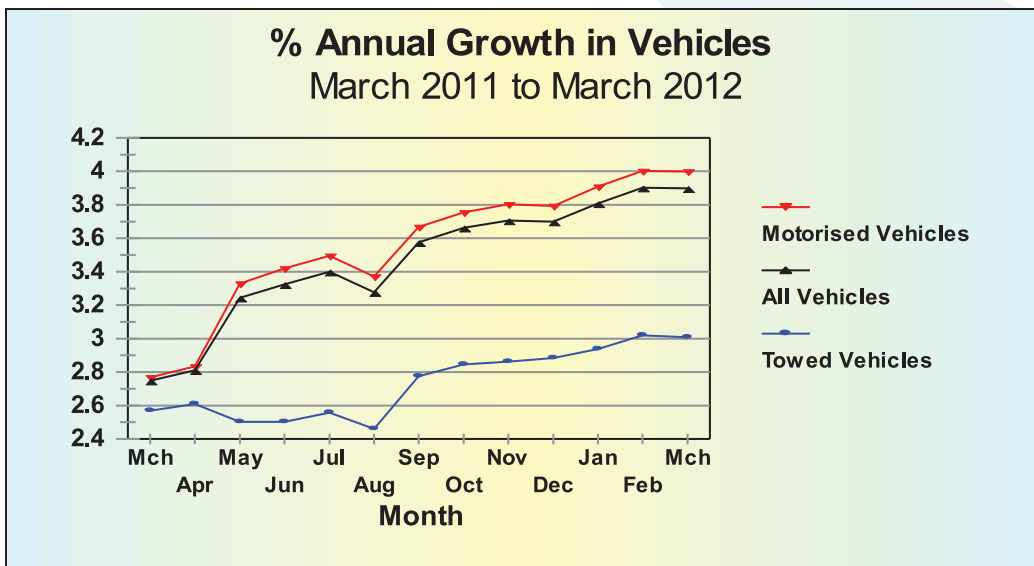
Over the past year from March 2011 to March 2012 the biggest percentage growth in total vehicles was recorded in Limpopo with a growth of 7.00%, followed by Mpumalanga with a growth of 6.25%.

**Figure 4: Percentage of Vehicles Registered per Province**



The information in the graph above shows that 38.86% of all vehicles are registered in Gauteng, 16.06% in Western Cape and 13.54% in KwaZulu-Natal.

**Figure 5: Percentage of Annual Growth in Motorised Vehicles**



The graph above shows the percentage of the annual growth in the vehicles per vehicle category. The entire vehicle categories follow the same trend which shows a slight upward trend.



## 5. Traffic Volume

Traffic volumes on the main routes over Easter for the years 2008 to 2012 are given in the table 5 below.

**Table 5: Traffic Volume over Easter**

Traffic Volumes over Easter								
Route	Site Name	2008	2009	2010	2011	2012	Change 2011-12	% change 2011-12
N1	Carousel plaza	101 152	126 279	136 450	129 404	137 225	7,821	6.04
N1	Kranskop plaza	75 756	105 469	126 419	117 801	110 318	-7,483	-6.35
N1	Huguenot plaza	61 762	74 850	75 318	76 653	71 000	-5,653	-7.37
N1	Verkeerdevlei	43 594	45 591	51 306	60 063	51 407	-8,656	-14.41
N2	Groot Brak	32 103	54 929	68 300	67 369	63 724	-3,645	-5.41
N3	Tugela plaza	64 296	85 577	88 626	95 853	91 590	-4,263	-4.45
N4	Middelburg	90 632	118 859	123 770	150 170	128 744	-21,426	-14.27
<b>Total</b>		<b>469 295</b>	<b>611 554</b>	<b>670 189</b>	<b>697 313</b>	<b>654 008</b>	<b>-43,305</b>	<b>-6.21</b>

With exception of Carousel plaza, other counting stations have recorded a decrease. A decrease was from 697 313 vehicles in 2011 to 654 008 vehicles during 2012. The decrease was about 43,305 vehicles (6,21%).

On a percentage basis the only increase was recorded at Carousel on the N1 where an increase was in the order of 6,04%. The highest decrease was recorded at the Verkeerdevlei toll plaza with 14,41% for 2011 and 2012.



## 6. Number of Fatal Crashes

The number of fatal crashes per province over Easter 2012 in comparison with the number of fatal crashes over Easter 2011 is given in the table below:

Table 6: Number of Fatal Crashes per Province over Easter										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2011	37	43	9	25	18	29	12	32	10	215
2012	32	38	15	21	19	28	22	35	4	214
change	-5	-5	6	-4	1	-1	10	3	-6	-1
% change	-14	-12	67	-16	6	-3	83	9	-60	0

The information in the table above shows that the number of fatal crashes over Easter 2012 decreased by 1 (0%) from 215 during 2011 to 214 in 2012.

On a provincial basis, the changes from Easter 2011 to Easter 2012 were as follows:

- Gauteng: decrease of 5 ( 14%) from 37 to 32;
- KwaZulu-Natal: decrease of 5 (12%) from 43 to 38;
- Western Cape: increase of 6 ( 67%) from 9 to 15;
- Eastern Cape: decrease of 4 ( 16%) from 25 to 21;
- Free State: increase of 1 ( 6%) from 18 to 19;
- Mpumalanga: decrease of 1 ( 3%) from 29 to 28;
- North West: increase of 10 ( 83%) from 12 to 22;
- Limpopo: increase of 3 ( 9%) from 32 to 35; and
- Northern Cape: decrease of 6 (60%) from 10 to 4.

## 7. Number of Fatalities

The number of fatalities per Province over Easter 2012 in comparison with the number of fatalities over Easter 2011 is given in the table below:

Table 7: Number of Fatalities per Province over Easter										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2011	40	51	9	27	34	62	18	41	14	296
2012	32	46	22	21	24	36	24	52	4	260
change	-8	-6	13	-6	-10	-26	6	11	-10	-37
% change	-20	-11	141	-23	-30	-42	33	27	-72	-12



On a provincial basis the changes from Easter 2011 to 2012 were as follows:

- Gauteng : decrease of 8 ( 20%) from 40 to 32;
- KwaZulu-Natal : decrease of 6 ( 11%) from 51 to 46;
- Western Cape : increase of 13 ( 141%) from 9 to 22;
- Eastern Cape : decrease of 6 ( 23%) from 27 to 21;
- Free State : decrease of 10 ( 30%) from 34 to 24;
- Mpumalanga : decrease of 26 ( 42%) from 62 to 36;
- North West : increase of 6 ( 33%) from 18 to 24;
- Limpopo : increase of 11 ( 27%) from 41 to 52;
- Northern Cape: decrease of 10 ( 72%) from 14 to 4.

### 8. Fatalities per Road User Group

The number of fatalities per road user group over the Easter period for the past 9 years, from 2004 to 2012, together with the percentage of fatalities for each user group (drivers, passengers and pedestrians), are shown in the table below.

Table 8: Number of Fatal Crashes & Fatalities per User Group						% of Annual Total		
Year	Fatal Crashes	Drivers	Passengers	Pedestrians	Total	Drivers	Passengers	Pedestrians
2004	187	46	58	101	205	22.44	28.29	49.27
2005	196	48	102	93	243	19.75	41.98	38.27
2006	197	60	114	84	258	23.26	44.19	32.56
2007	251	74	128	118	320	23.13	40.00	36.88
2008	219	77	137	83	297	25.93	46.13	27.95
2009	173	73	105	96	197	37.06	53.30	48.73
2010	184	62	105	77	244	25.41	43.03	31.56
2011	215	75	138	83	296	25.34	46.62	28.04
2012	214	75	93	92	260	28.85	35.77	35.38

The information in the table above, amongst others, shows the percentage contributed by each road user to the total Easter weekend fatalities during 2012 as follows:

- Driver fatalities: 75(28.85%);
- Passenger fatalities : 93 (35.77%); and
- Pedestrian fatalities: 92 (35.38%).

The information provided on the number of fatalities per road user group is also reflected in the graphs below:

Figure 6: Easter Driver Fatalities

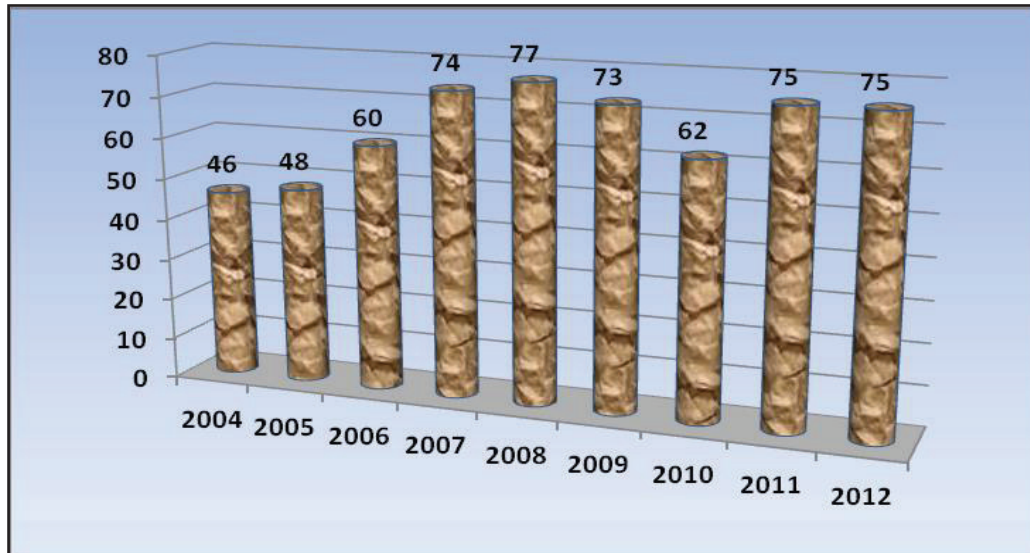
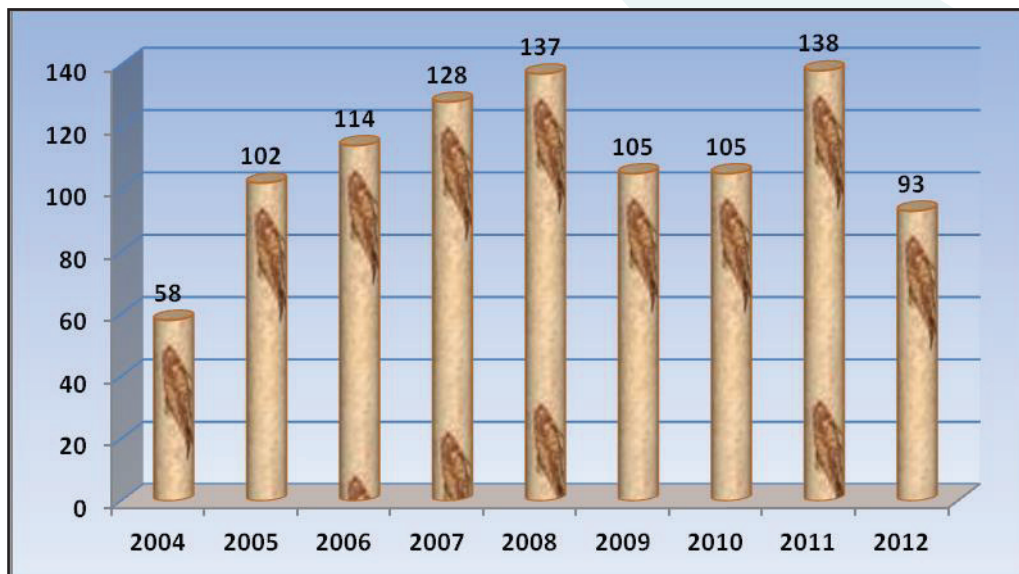
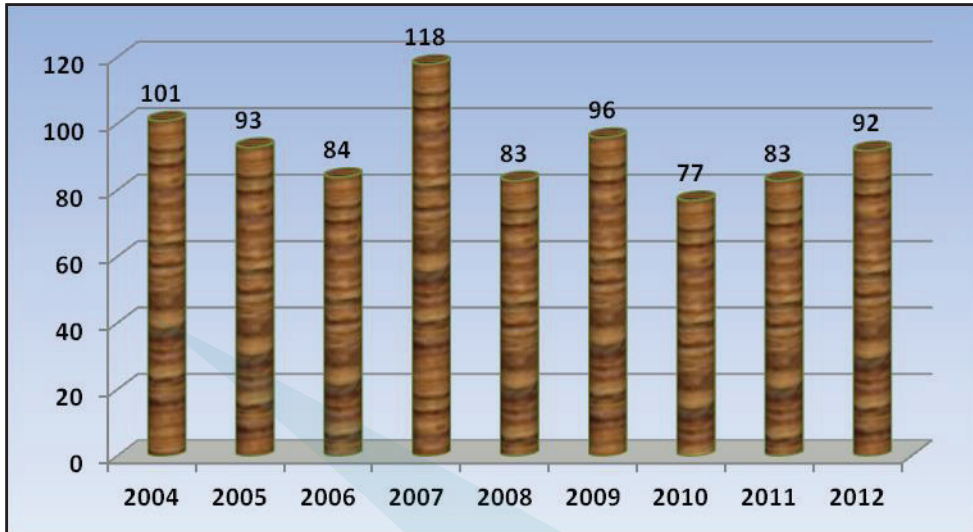


Figure 7: Easter Passenger Fatalities

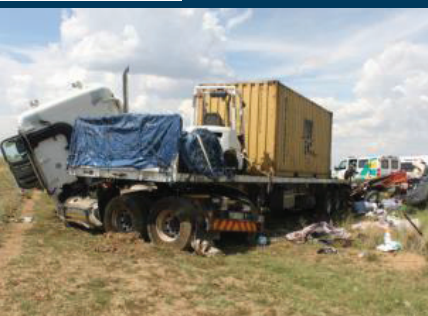
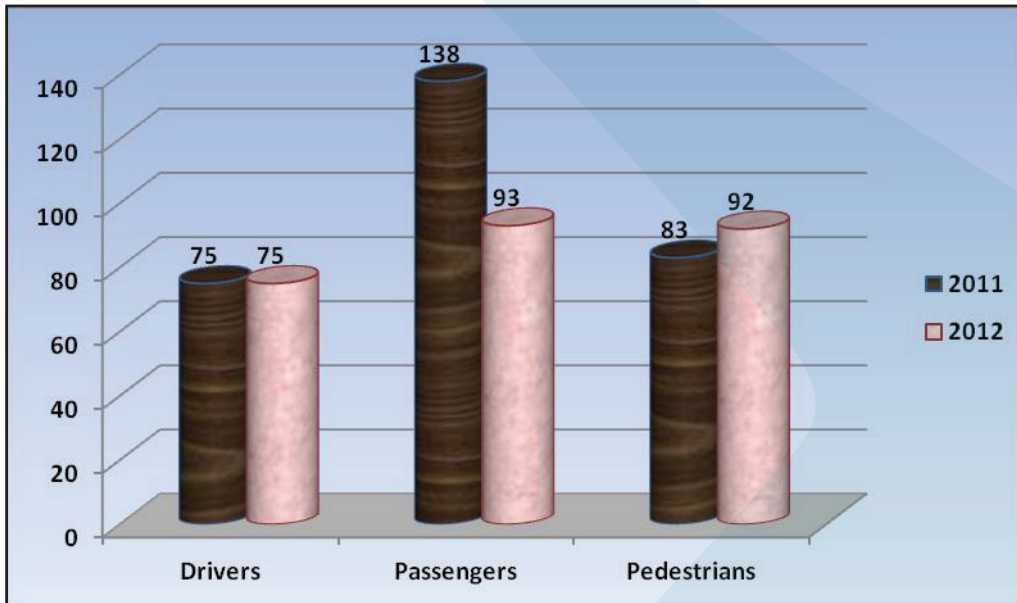




**Figure 8: Easter Pedestrian Fatalities**



**Figure 9: Easter Fatalities per Road User Group – (2011 & 2012)**



## 9. Major Fatal Crashes over Easter

The Corporation conducted crash investigations on crashes that fall within set criteria, as presented below:

- a) crashes in which five (5) or more persons are killed;
- b) Fatal crashes in which four (4) or more vehicles are involved;
- c) Any high profile crashes that the Corporation feels necessary to investigate; or
- d) Fatal crashes in which vehicles carrying hazardous substances are involved

Based on the above four (4) criteria's there were no major crashes that were investigated during the Easter weekend as from 05 to 09 April 2012. However there were five (5) that were recorded before and after Easter weekend whereby thirty two (32) fatalities were recorded out of the above mentioned five major crashes.

The following contributory factors led to the occurrence of crashes:

- a) Human
  - i) Driving in the wrong lane;
  - ii) Driver failed to keep a proper lookout; and
  - iii) Driver failed to control the car.

- b) Vehicle
  - i) Tyre burst prior to crash

The types of crashes were recorded as follows:

- a) Single vehicle overturned = 3
- b) Head on = 2

Compared to last year, three (3) major crashes were investigated with 22 fatalities. This shows that the road users are changing their attitude on the roads.







## 10. Severity of Fatal Crashes over Easter

The severity, or the average number of fatalities per fatal crash per province over Easter 2011, in comparison with Easter 2012, is shown in the table below:

<b>Table 9: Severity of Crashes per Province (Av no. of fatalities/crash) over Easter</b>										
<b>Year</b>	<b>GA</b>	<b>KZ</b>	<b>WC</b>	<b>EC</b>	<b>FS</b>	<b>MP</b>	<b>NW</b>	<b>LI</b>	<b>NC</b>	<b>RSA</b>
<b>2011</b>	1.08	1.19	1.00	1.09	1.89	2.13	1.50	1.27	1.43	<b>1.38</b>
<b>2012</b>	1.00	1.21	1.47	1.00	1.26	1.29	1.09	1.49	1.00	<b>1.21</b>
<b>change</b>	-0.08	0.02	0.47	-0.09	-0.63	-0.85	-0.41	0.21	-0.43	<b>-0.16</b>
<b>% change</b>	-7.14	1.42	46.67	-8.33	-33.13	-39.73	-27.27	16.73	-30.00	<b>-11.85</b>

The information in the table above shows a decrease of 0,16 (11,85%) from an average of 1,38 fatalities per crash in 2011 to an average of 1,21 fatalities per crash over Easter 2012. On a percentage basis the biggest decrease was recorded in the Mpumalanga where the severity decreased by 0,85 (39.73%) from 2,13 to 1,29. Western Cape recorded a highest increase of 46.67% in this regard.

## 11. Law Enforcement

### 11.1 The objectives of the Law Enforcement were as follows:

- To reduce critical offence rates that lead to crashes.
- To reduce crashes, fatalities and serious injuries.
- To inculcate safe road user behaviour and encourage voluntary compliance.
- To create heightened awareness of road traffic safety issues.
- To increase detection and prosecution of critical road traffic offences.
- To harmonise and co-ordinate common operations at all three tiers of service delivery.
- To maximise communications and publicity exposure on enforcement issues.
- To improve the image of the enforcement fraternity.

### 11.2 Target Road Users:

All road users were targeted especially drivers, riders and public transport, freight and passenger vehicles. Pedestrians remain an on-going area of surveillance in support of road safety education initiatives.

### 11.3 Messages:

The following road safety communications messages were reinforced by enforcement activities:

- If you drink and drive, you are a bloody fool! (**Alcohol**);
- Speed kills – don't fool yourself. (**Excessive Speed**);
- Buckle up and save a life. (**Seatbelts**);
- A roadworthy vehicle is a safe vehicle. (**Vehicle Fitness**);
- Do not board a taxi that is unsafe. (**Public Passenger Transport**);
- Friends do not let friends drive drunk. (**Alcohol**);
- Do not drink and walk. (**Pedestrian and Alcohol**);
- Be visible, be alert and do not jay walk. (**Pedestrian**);
- Overloading of goods and/or passengers is dangerous. (**Freight Transport**);
- Conduct a full pre-trip inspection before undertaking any long journey. (**Vehicle Fitness**);
- Take sufficient rest stops. (**Fatigue**);
- Talking on you cell while driving is a killer. (**Moving Violations**); and
- Dangerous overtaking and red light infringements can lead to fatal crashes. (**Reckless and Negligent Driving**).

### 11.4 Enforcement Activities were as follows:

The key enforcement priorities, according to the NREP for the Easter Holidays and school holidays and public holidays were as follows:

- **Moving violations:** seatbelts, cell phone usage, no overtaking/dangerous overtaking, red light infringements, overloading.
- **Vehicle and driver fitness:** brakes, tyres, steering, lights and driver documentation.
- **Public transport vehicles (freight and passenger):** documentation; loads management and roadworthiness.
- **Alcohol enforcement:** driver and pedestrian.
- **Excessive speed:** all vehicles on all roads.

### 11.5 Special Easter Holiday Enforcement Interventions

During the build up towards the Easter holidays, Law Enforcement Technical Committee (LETCOM ) authorities were requested to conduct as many high visibility, high impact enforcement roadblocks with a view to “clean sweep” before the critical Easter holidays.

This included enforcement visits to taxi ranks, bus depots, weighbridges, truck stops, bus terminus, and toll gates. While enforcement officers examined the driver and vehicle for safety, the road safety officers engaged with the passengers. Special, compulsory “rest stops” were conducted along major arterial routes to ensure that drivers undertaking long distances are sufficiently rested.

Special pilot projects included the provincial-wide blitzes on the following critical transport modes:

- Alcohol blitzes, for all road users every weekend;
- Blitz on long distance/luxury coaches;
- Blitz on public transport freight vehicles;
- Blitz on mini-bus taxis;
- Blitz on learner transport vehicles;
- Blitz on super-bikers and illegal drag racers;
- Blitz on high speedsters; and
- Blitz on number plates.

Traffic Officers worked with Road Safety Education and Promotion personnel to add value at road safety presentations, workshops, radio broadcasts and community outreach programmes.

Traffic officers joined hands with organised transport stakeholders and various transport Non-Government Organisations (NGO's) for joint projects in respect of driver and vehicle fitness issues.

The personnel from the Cross Border Roads Transport Agency (CBRTA) also participated in various provincial joint operations, particularly those closest to international boundaries.

Volunteers Volunteers from the Red Cross were mobilised along key hazardous locations

## 12. Media Liaison

The media relations that were established during the previous Easter Season were further strengthened in both, the electronic and print media.





### 13. Conclusion

The 2012 Easter painted a different picture which was the wish of the Corporation, whereby the number of fatal crashes showed a slight decrease and fatalities a decrease of 12%. There were no major crashes recorded for investigation during the Easter weekend. The traffic volume shows a decrease of 6,21% for the same weekend.

The assumption is that the road users might have changed their attitude on the South African roads.

The other assumption is that the following Law Enforcement Activities together with the special Easter Holiday intervention might have also contributed to the reduction of crashes and fatalities:

- **Moving violations:** seatbelts, cell phone usage, no overtaking/dangerous overtaking, red light infringements, overloading.
- **Vehicle and driver fitness:** brakes, tyres, steering, lights and driver documentation.
- **Public transport vehicles (freight and passenger):** documentation; loads management and roadworthiness.
- **Alcohol enforcement:** driver and pedestrian.
- **Excessive speed:** all vehicles on all roads.

The Corporation will need to maintain the good activities and interventions that contribute to the reduction of crashes and fatalities on South African roads.





**Road Traffic**  
Management Corporation

**Easter 2012** >  
Road Traffic Report



## Road Traffic Management Corporation

Physical Address

Boardwalk office park

Boardwalk Boulevard

Faerie Glen, 0043

Postal Address

Private Bag X147

Pretoria

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Telephone Number

012 999 5200

Website Address

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