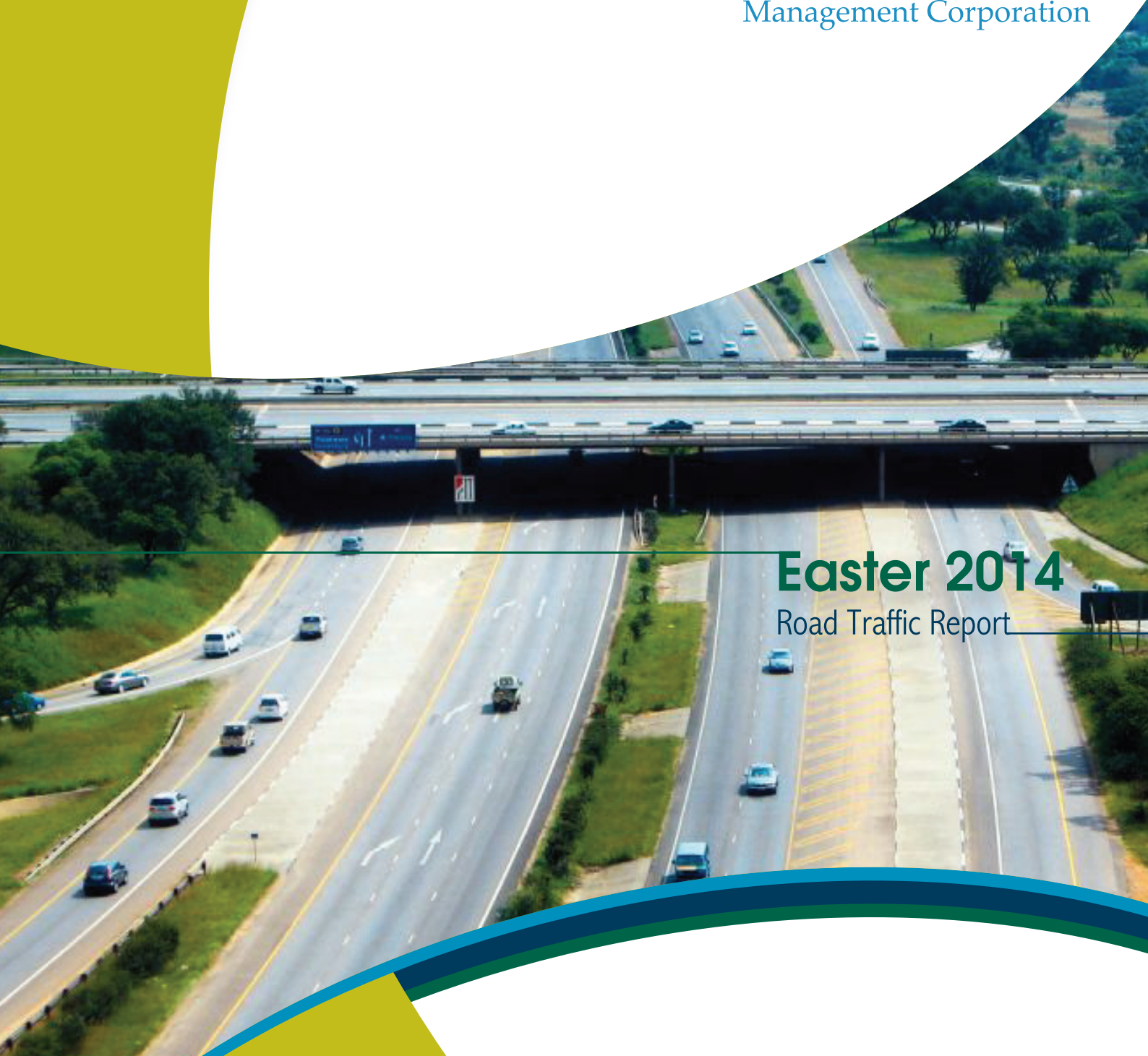




Road Traffic Management Corporation



Easter 2014 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 period that started on 17 to 21 of April 2014. The report is compiled annually by the RTMC which receives 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 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 consolidate 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 Easter period.

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 volume along major arterial routes during the few days of school closure;
- The industry closure;
- Assumption that some people take holidays mostly to the Coastal areas;
- Migrant workers returning back to their respective homes to their families; and
- 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; and
- 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 unroadworthy, 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 Safe Roads Pillar focuses on the following categories of users

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

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

Other arrests that were registered included reckless and negligent driver behaviour, driving without 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 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 de-registrations (cancellations) during the month.

3.1 Number of Driving Licences Issued

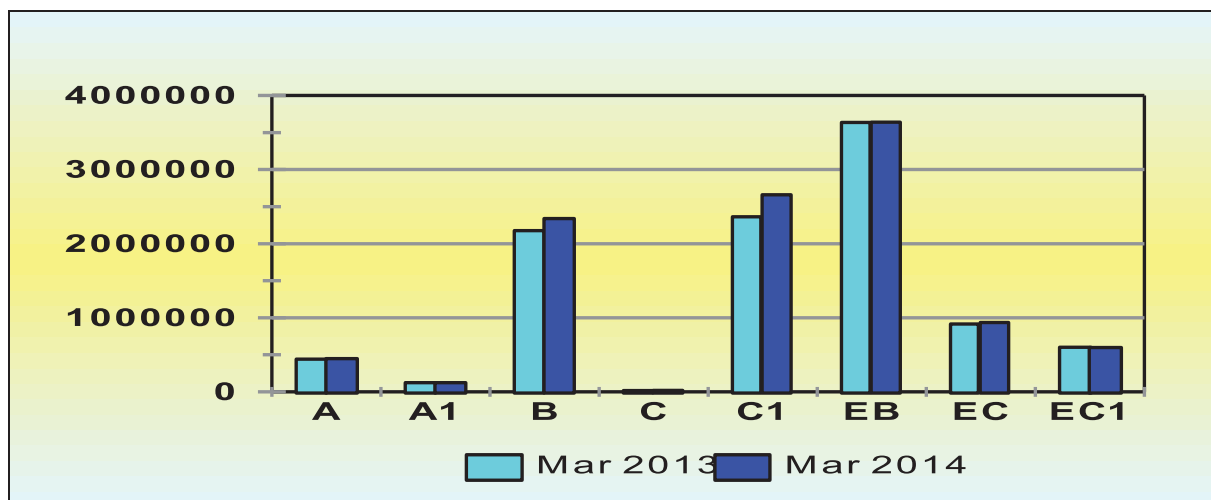
The number of driving licences issued increased by 495,162 (4.82%) from 10,271,066 on 31 March 2013 to 10,766,228 on 31 March 2014. Details of the number of driving licences issued per category are given in the table and figure below:

Table 1: Number of Driving Licences Issued per category

Category	Mar 2013	Mar 2014	Change	% Change
A	440,076	449,172	9,096	2.07
A1	123,382	123,471	89	0.07
B	2,177,108	2,340,822	163,714	7.52
C	18,311	19,334	1,023	5.59
C1	2,362,738	2,660,045	297,307	12.58
EB	3,634,387	3,639,852	5,465	0.15
EC	914,462	934,921	20,459	2.24
EC1	600,602	598,611	-1,991	-0.33
Total	10,271,066	10,766,228	495,162	4.82



Figure 1: Number of Driving Licences Issued per category

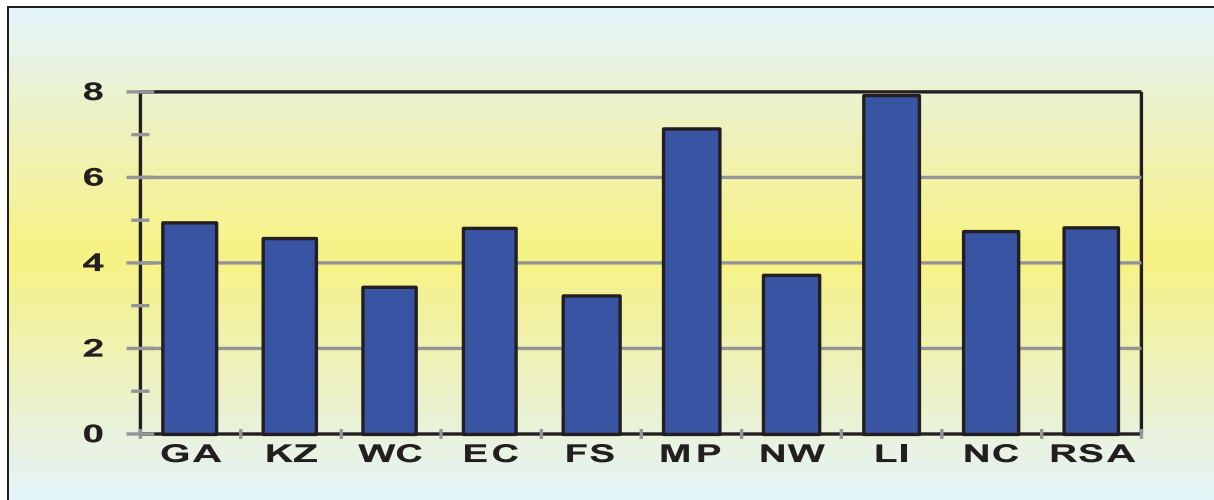


Provincial break down is given in the table below:

Table 2: Number of Driving Licences Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2013	3,634,206	1,626,541	1,654,678	747,657	545,731	677,077	491,152	699,414	194,610	10,271,066
Mar 2014	3,813,637	1,700,909	1,711,405	783,626	563,330	725,367	509,364	754,767	203,823	10,766,228
Change	179,431	74,368	56,727	35,969	17,599	48,290	18,212	55,353	9,213	495,162
% Change	4.94	4.57	3.43	4.81	3.22	7.13	3.71	7.91	4.73	4.82

Figure 2: Percentage Change in Driving Licences Issued per Province



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 into cognisance the number of new or re-registrations and the number of vehicle de-registrations 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.

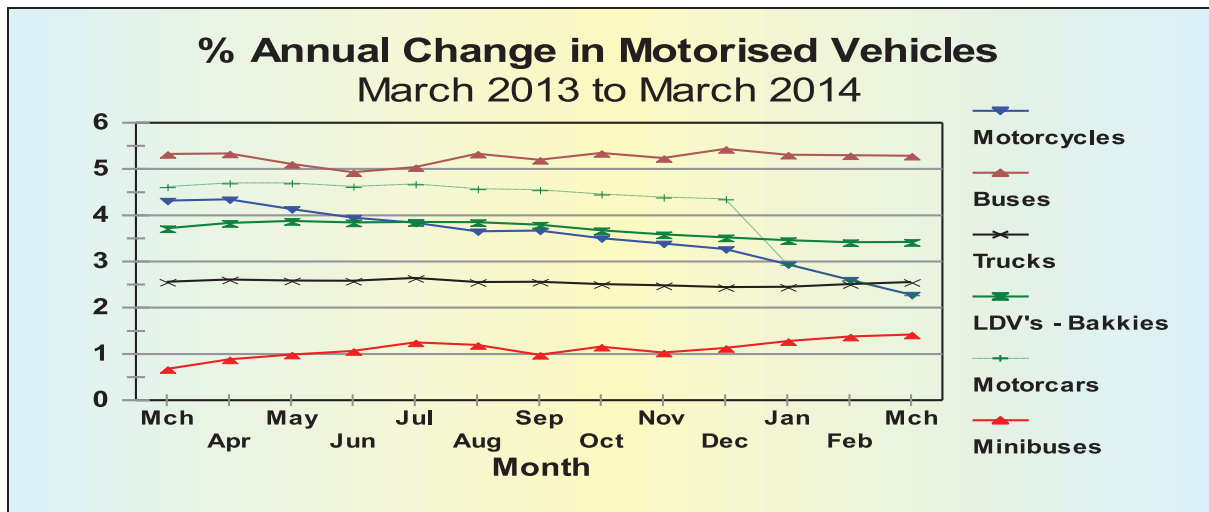
The national number of registered vehicles increased by 386,033 (3.59%) from 10,741,892 on 31 March 2013 to 11,127,925 vehicles on 31 March 2014. Detail per type of vehicle is given in the table below:

Table 3: Number of Registered Vehicles

Motorised Vehicles	Number registered March 2013	Number registered March 2014	Change	% Change	% of Group March 2014	% of Total March 2014
Motorcars	6,202,228	6,461,478	259,250	4.18	64.44	55.74
Minibuses	286,454	290,520	4,066	1.42	2.90	2.57
Buses	52,324	55,090	2,766	5.29	0.55	0.47
Motorcycles	360,052	368,271	8,219	2.28	3.67	3.24
LDV's - Bakkies	2,179,503	2,254,054	74,551	3.42	22.48	19.59
Trucks	344,112	352,902	8,790	2.55	3.52	3.09
Other & Unknown	241,380	244,994.5	3,615	1.50	2.44	2.17
Total Motorised	9,666,053	10,027,310	361,257	3.74	100.00	90.11
Towed Vehicles						
Caravans	104,728	104,606	-122	-0.12	9.50	0.94
Heavy Trailers	165,985	172,942	6,957	4.19	15.71	1.55
Light Trailers	788,374	806,401	18,027	2.29	73.27	7.25
Other & Unknown	16,753	16,667	-86	-0.51	1.51	0.15
Total Towed	1,075,840	1,100,616	24,776	2.30	100.00	9.89
All Vehicles	10,741,892	11,127,925	386,033	3.59		100.00

The information above shows that on a percentage basis the biggest change was for buses which increased by 5.29% from 52,324 to 55,090, followed by heavy trailers which increased by 4.19% from 165,985 to 172,942 and motorcars which increased by 4.18% from 6,202,228 to 6,461,478.

Figure 3: Percentage of Annual Change in Motorised Vehicles



The total motor vehicle population per province for March 2013 and March 2014 respectively, is given in the table below:

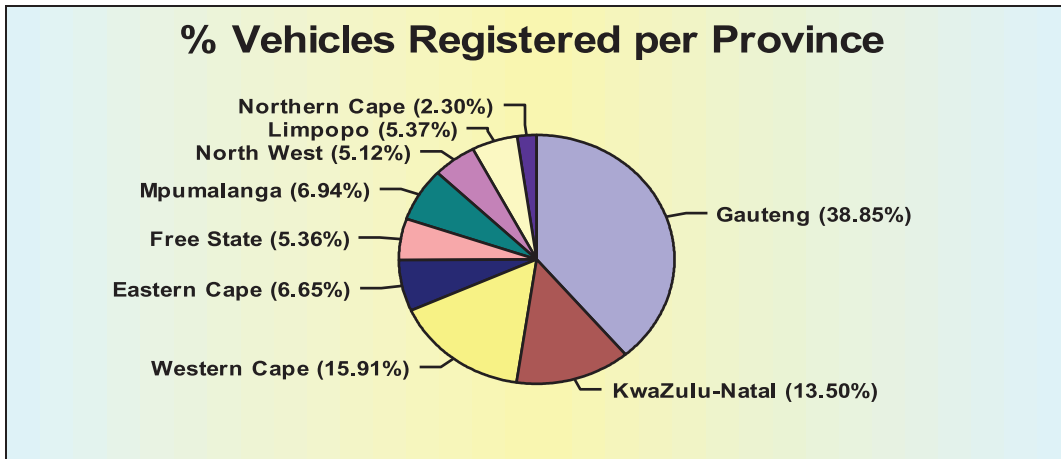
Table 4: Number of Registered Vehicles per Province

Province	Number registered March 2013	Number registered March 2014	Change	% Change	% of Total March 2014
Gauteng	4,168,142	4,323,562	155,420	3.73	38.85
KwaZulu-Natal	1,455,173	1,502,048	46,875	3.22	13.50
Western Cape	1,715,766	1,770,434	54,668	3.19	15.91
Eastern Cape	722,994	740,324	17,330	2.40	6.65
Free State	583,910	596,447	12,537	2.15	5.36
Mpumalanga	729,784	771,906	42,122	5.77	6.94
North West	552,816	569,606	16,790	3.04	5.12
Limpopo	567,437	597,846	30,409	5.36	5.37
Northern Cape	245,870	255,752	9,882	4.02	2.30
RSA	10,741,892	11,127,925	386,033	3.59	100

Over the past year from March 2013 to March 2014 the biggest percentage growth in total vehicles was recorded in Mpumalanga with a growth of 5.77%, followed by Limpopo with a growth of 5, 36%.

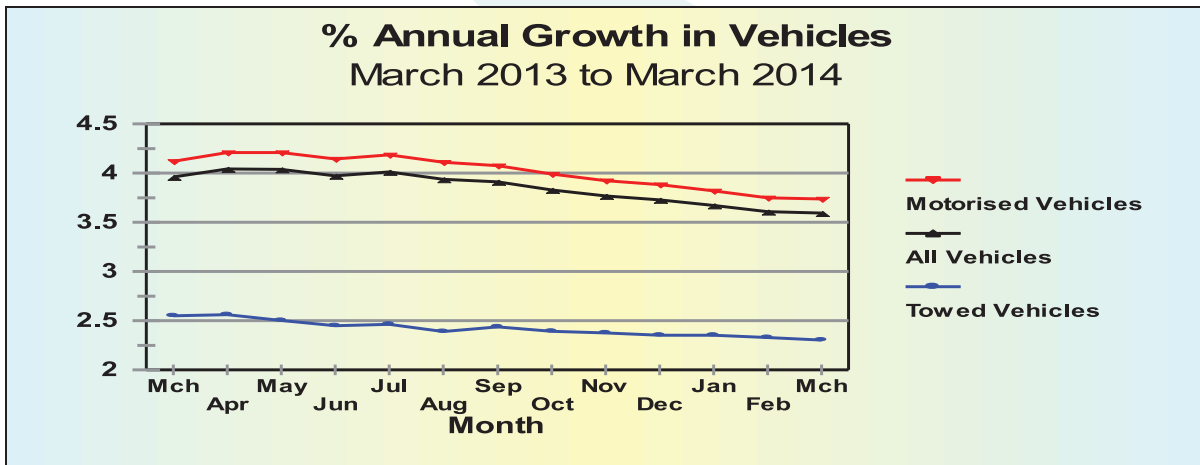


Figure 4: Percentage of Vehicle registered per Province



The information in the graph above shows that 38.85% of all vehicles are registered in Gauteng; 15, 31% in Western Cape and 13, 50% in KwaZulu-Natal.

Figure 5: Percentage of Annual Growth in vehicles per month



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 2013 and 2014 are given in table 5 below:

Table 5: Traffic Volume per Counting Station over Easter

Route	Site Name	2013	2014	Change	% change
N1	Kranskop plaza	130,942	122,689	-8253	-6.3
N1	Nyl Plaza	72,708	72,170	-538	-0.7
N1	Huguenot plaza	71,850	68,056	-3794	-5.3
N1	Verkeerdevlei	51,238	46,672	-4566	-8.9
N2	Groot Brak	70,043	56,717	-13326	-19.0
N4	Middelburg	130,803	125,168	-5635	-4.3
N3	De Hoek	110,943	102,452	-8491	-7.7
N3	Wilge	98,427	87,109	-11318	-11.5
N3	N3TC Harrismith WIM	108,797	95,851	-12946	-11.9
N3	Van Reenen	109,823	98,335	-11488	-10.5
N3	Mooi River	133,779	120,734	-13045	-9.8
N3	Marianhill	103,733	94,948	-8785	-8.5
Total		119,308.6	109,090.1	-102185	-8.6

All the counting stations have recorded a decrease. A decrease was from 1,193,086 vehicles in 2013 to 1,090,901 vehicles during 2014. The decrease was about 102,185 vehicles (8.6%).

On a percentage basis the highest decrease was recorded at Groot Brak on the N2 with a decrease 19,0% followed by N3TC Harrismith WIM and Wilge on the N3 which decreased by 11,9% and 11,5 respectively for 2014.



6. Number of Fatal Crashes and Fatalities

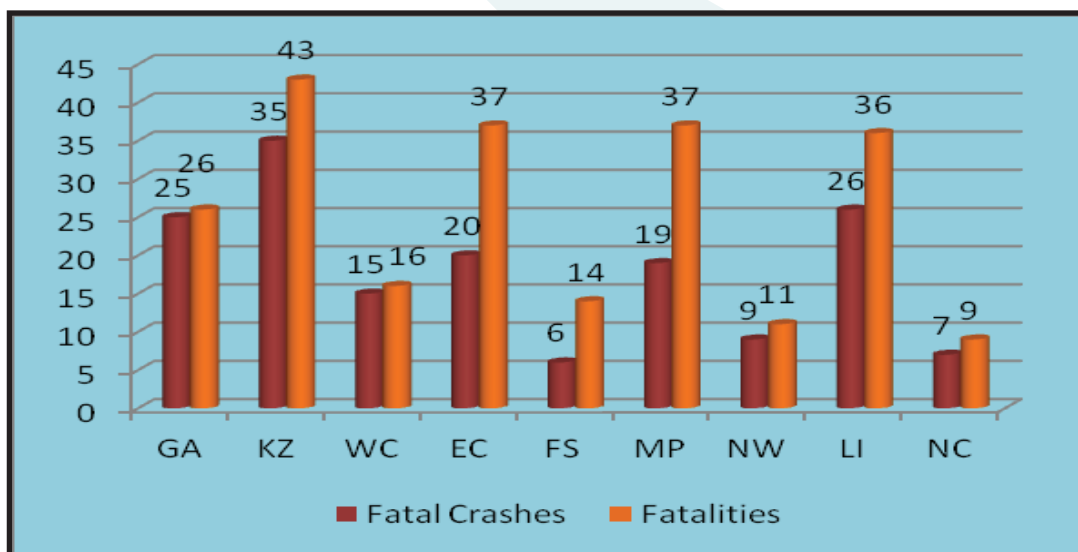
6.1 Fatal Crashes and Fatalities

The number of fatal crashes and fatalities per province over Easter 2014 is given in the table 6 below.

Table 6: Number of Fatal Crashes and Fatalities per Province over Easter 2014

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Fatal Crashes	25	35	15	20	6	19	9	26	7	162
Fatalities	26	43	16	37	14	37	11	36	9	229

Figure 6: Number of Fatal Crashes and Fatalities per Province



The information in the table above shows that the number of fatal crashes over Easter 2014 was 162. There were 229 fatalities recorded for the period under review.

6.2 Fatalities per Road User Group

The number of fatalities per road user group over the Easter period for 2014, together with the percentage of fatalities for each user group (drivers, passengers and pedestrians) are shown in the table 7 below:

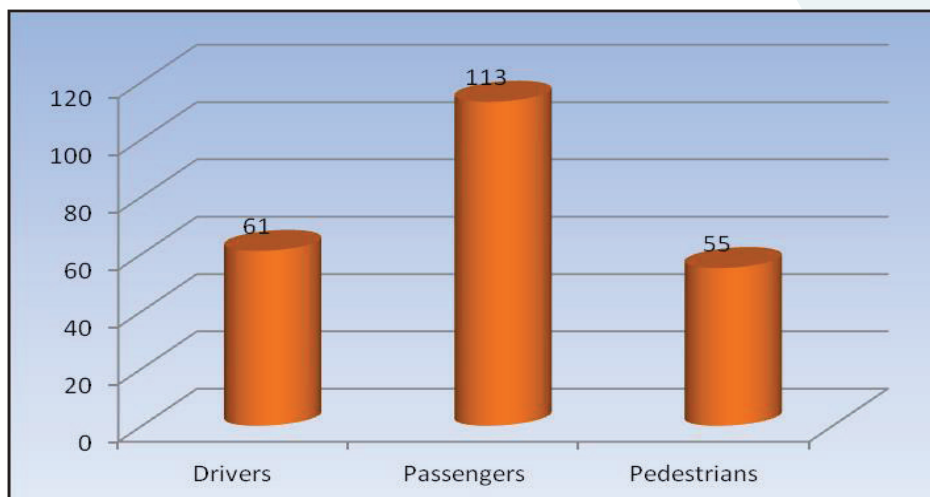
Table 7: Number of Fatal Crashes & Fatalities per User Group						% of Annual Total		
Year	Fatal Crashes	Drivers	Passengers	Pedestrians	Total	Drivers	Passengers	Pedestrians
2014	162	61	113	55	229	26.64	49.34	24.02

The Information in the table above, amongst others, shows the percentage contributed by each road user to the total Easter weekend fatalities during 2014 as follows:

- Driver fatalities: 61 (26.64%);
- Passenger fatalities : 113 (49.34%); and
- Pedestrian fatalities: 55 (24.02%).

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

Figure 7 : Easter Fatalities per Road User Group – 2014





7. Major Fatal Crashes over Easter

The Corporation has been conducting 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 there were no major crashes that were investigated during the Easter weekend as from the 17 April 2014 to 21 April 2014. However there were four (4) that were recorded for the Easter weekend. Whereby twenty three (23) fatalities and 30 injuries were recorded out of the four major crashes.

The following contributory factors lead to the occurrence of crashes:

- a) Human**
 - i) Failure to keep vehicle under control;
 - ii) Driver failed to keep a proper lookout; or
 - iii) Overtook when unlawful or unsafe.
- b) Vehicle**
 - i) Tyre burst prior to crash.
- c) Road and Environmental**
 - i) Road Works.

The types of crashes were recorded as follows:

- a) Single vehicle overturned = 2
- b) Head on = 1
- c) Fixed object = 1

The types of vehicles were recorded as follows:

- a) Minibus/Taxi = 3
- b) Light Motor Vehicle = 1

8 Severity of Fatal Crashes over Easter

The severity or the average number of fatalities per fatal crash per province over Easter 2014 is shown in the table below:

Table 8: Severity of Crashes per Province (Av no. of fatalities/crash)										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2014	0.9	1.2	1.6	1.9	2.7	2	1.6	1.4	1.3	1.5

The information in the table above shows a severity rate of 1.5 for South Africa over Easter 2014. The highest provincial average was recorded for Free State with 2.7.

9 Law Enforcement



9.1 Introduction

As part of its Rolling Enforcement Plan; the RTMC in collaboration with Provincial and Municipal traffic departments embarked on a National Road Safety Programme that commenced weeks before the weekend itself.

Once again the National Traffic Police(NTP) were deployed along major routes across the country to assist provinces at identified hazardous locations during this busy period. The aim of this programme was to concentrate on all un-roadworthy, private and public transport motor vehicles as well as paying special attention to preventing crashes in hazardous locations and thus attempting to curb the fatality rate on our roads.

Roadblocks, roadside checks, patrols and awareness campaigns were launched by various authorities during the month of April in preparation for the Easter weekend. Vehicles were stopped, searched and checked with specific emphasis placed on illegal and unroadworthy vehicles, drivers and crime related issues, to clear our roads of these killer offences before the Easter weekend.

9.2 Law Enforcement Interventions

RTMC deployed NTP staff to provinces to beef up enforcement operations planned by various provinces and reports were submitted to RTMC on a daily basis through e-mail and a whatsapp link established for Road Safety Action Group (ROSAG) members. The deployment schedule is highlighted in Table 9 and achievements are recorded on Table 9 below.

Table 9: Number of Officers per Province

Number of officers	Provinces	Date
Limpopo		
14 Traffic Officers	Modimolle	14-23 April 2014
14 Traffic Officers	Polokwane	14-23 April 2014
12 Traffic Officers	Musina	14-23 April 2014
Free State		
32 Traffic Officers	Bloemfontein	14-23 April 2014
Eastern Cape		
16 Traffic Officers	Mthatha	15-23 April 2014
12 Traffic Officers	Queenstown	15-23 April 2014
9 Traffic Officers	Graff-Reinette	15-23 April 2014



Table 10: National Achievements

	Achievements	Total
1	Number of vehicles stopped and checked	283,323
2	Number of notices issued out	43,433
3	Number of vehicles discontinued	1,094
4	Number of vehicles impounded	1,457
5	Number of arrests for drunk and driving	330
6	Number of arrests for dangerous/negligent driving	10
7	Number of arrests for others	533
8	Warrants of arrests	112

Other Enforcement achievements

- A person in possession of dagga was arrested in Free State;
- Enforcement Coordination staff was also deployed to provinces for support;
- 3 stolen vehicles were recovered in Gauteng; and
- A person was arrested in Middleburg driving 171 km/h on a 120 km zone in Mpumalanga.

9.3 Way Forward

The RTMC in conjunction with provinces and municipalities made a commitment that Traffic Law Enforcement Officers across the country would stop and check no less than one million vehicles and drivers every month, as part of South Africa's *Make Roads Safe* campaign and new National Rolling Enforcement Plan. Furthermore, a minimum of 10 000 drivers were to be screened for alcohol per month nation-wide as part of *Operation Tshwara-Setagwa*.

There was a relentless road safety campaign on public passenger transport vehicles which included long distance coaches, luxury buses, commuter buses, learner transport and Minibus taxis.

10 Media Liaison

For the period of 17 April 2014 - 21 April 2014, a total of 350 interviews were conducted on various local, regional, print and electronic media, including Press Releases and Press Statements.





Easter 2014

Road Traffic Report



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