



Road Traffic
Management Corporation

Easter
2015
Road Traffic Report



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



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ABREVIATION

QR	:	QUICK RESPONSE FORM
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
ENATIS	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM

DEFINITIONS

NO.	TERM	DEFINITION
1	Road traffic crash	A road traffic crash is an accident, event, collision or crash between two or more vehicles, a vehicle and a train, a vehicle and a cyclist, a vehicle and a pedestrian, a vehicle and an animal, a vehicle and a fixed object, such as a bridge, building, tree, post, etc., or a single vehicle that overturned on or near a public road. A road traffic crash is a single road traffic incident, regardless of the number of vehicles or persons involved in any particular crash.
2	Crash scene	An area where a crash has occurred.
3	Crash categories	<p>Categories or degrees of crashes : Road traffic crashes are classified in the following four categories in accordance with the severity thereof :</p> <ul style="list-style-type: none"> • Fatal crash: a crash resulting in the death of one or more persons. The persons killed may be drivers and passengers of vehicles, or cyclists and pedestrians. Such crashes can include serious and slight injuries. • Major crash: a crash in which one or more persons are seriously injured and can include slight injuries. • Minor crash: a crash in which one or more persons are slightly injured. <p>The above three categories of crashes are jointly referred to as casualty crashes.</p> <ul style="list-style-type: none"> • Damage only crash : a crash in which no-one was killed or injured and resulted in damage to the vehicle or vehicles and/or other property only. •
4	Casualty categories	<p>Categories or Degrees of Casualties : Road traffic casualties or injuries are classified in the following three categories in accordance with the severity thereof :</p> <ul style="list-style-type: none"> • Fatality: person or persons killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result of such a crash.



		<ul style="list-style-type: none"> • Serious injury: person/s sustained injuries to such an extent that hospitalisation is required. Serious injuries include fractures, crushings, concussion, internal injuries, severe cuts and lacerations, severe shock, etc. which require medical treatment, hospitalisation and/or confinement to a bed. • Slight injury: person/s sustained minor cuts and bruises, sprains and light shock which may be treated at the scene of the crash or at home.
5	Accident report form	An electronically generated form or a manually printed form on which the details of a crash are recorded.
6	Driver	Any person who drives or attempts to drive any vehicle or who rides or attempts to ride any pedal cycle or who leads any draught, pack or saddle animal or herd or flock of animals, and "drive" or any like word has a corresponding meaning.
7	Data	Raw, unprocessed numbers
8	Information	Processed or analysed data that adds context through relationships between data to allow for interpretation and use

1. INTRODUCTION

1.1 Introduction

The purpose of this report is to provide the 2015 Easter statistics. The Easter period launch was held at Bushbuckridge in Mpumalanga on 27 March 2015. The Easter weekend commenced on Thursday, 2 April 2015 and continued until Monday, 6 April 2015. During this period road users travel to and from various destinations, including amongst others, cross-border migrants visiting their families, religious people travelling to various places of worship and workers visiting their homes. The report includes the road crash data, major crashes investigated, law enforcement operations and road safety activities.

The traffic volumes along the major arterial routes increased from Monday the 30 March going into Good Friday morning and the home-ward bound journeys commence mainly from Easter Sunday afternoon and all of Easter Monday. The highest increase of traffic are usually experienced on the main routes leading out of Gauteng, with the N1 between Pretoria and Beit-Bridge both North and South, N1 between Johannesburg and Free State, the N3 between Johannesburg and Durban towards KwaZulu-Natal, N4 between Pretoria and Nelspruit in Mpumalanga, N1 between Bloemfontein and Cape Town, N2 between Port Elizabeth and Cape Town.

1.2 Road crash data collection methodology

The primary source of the fatal crashes data is South African Police Service (SAPS). Furthermore SAPS provides the Road Traffic Management Corporation (RTMC) with a list of all recorded fatal crashes (CAS list) and further to this the Corporation receives the Quick response forms from various police stations on the fatal crashes. Provinces assist with data validations with various Provincial Forensic Pathologists.

1.3 Crash Data Flow

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

1.4 Data processing

The RTMC captures, processes and verifies all the statistics in order to compile a consolidated report. Data from provincial pathologists is also used for validation purposes.



2. VEHICLE POPULATION

2.1 Number of Registered Vehicles

The number of registered vehicles increased by 365 683 (3, 29%) from 11 127 925 on 31 March 2014 to 11 493 608 vehicles on 31 March 2015. Detail per type of vehicle is given in Table 1 below:

Table 1: Number of registered vehicles per vehicle type

Motorised Vehicles	Number registered March 2014	Number registered March 2015	Change	% Change	% of Group March 2015	% of Total March 2015
Motorcars	6 461 478	6 707 107	245 629	3.80	64.69	58.36
Minibuses	290 520	295 139	4 619	1.59	2.85	2.57
Buses	55 090	57 538	2 448	4.44	0.55	0.50
Motorcycles	368 271	368 516	245	0.07	3.55	3.21
LDV's - Bakkies	2 254 054	2 329 671	75 617	3.35	22.47	20.27
Trucks	352 902	361 891	8 989	2.55	3.49	3.15
Other & Unknown	244 995	247 508	2 513	1.03	2.39	2.15
Total Motorised	10 027 310	10 367 370	340 060	3.39	100.00	90.20
Towed Vehicles						
Caravans	104 606	104 045	-561	-0.54	9.24	0.91
Heavy Trailers	172 942	180 121	7 179	4.15	15.99	1.57
Light Trailers	806 401	825 538	19 137	2.37	73.30	7.18
Other & Unknown	16 667	16 535	-132	-0.79	1.47	0.14
Total Towed	1 100 616	1 126 239	25 623	2.33	100.00	9.80
All Vehicles	11 127 925	11 493 608	365 683	3.29	-	100.00

Source: eNatis

The table above shows that on a percentage basis the biggest change was for buses and motorcars which both increased by 4.44% from 55 090 to 57 538 followed by motorcars with 3.80% from 6 461 478 to 6 707 107, respectively.

The total motor vehicle population per province for March 2014 and March 2015 respectively, is given in Table 2 and reflected in the figure below:

Table 2: Number of registered vehicles per Province

Table 2 : Number of Registered Vehicles per Province	Number registered March 2014	Number registered March 2015	Change	% Change	% of Total March 2015
Gauteng	4 323 562	4 456 919	133 357	3.08	38.78
KwaZulu-Natal	1 502 048	1 547 824	45 776	3.05	13.47
Western Cape	1 770 434	1 828 425	57 991	3.28	15.91
Eastern Cape	740 324	764 253	23 929	3.23	6.65
Free State	596 447	608 758	12 311	2.06	5.30
Mpumalanga	771 906	808 532	36 626	4.74	7.03
North West	569 606	584 269	14 663	2.57	5.08
Limpopo	597 846	629 049	31 203	5.22	5.47
Northern Cape	255 752	265 579	9 827	3.84	2.31
RSA	11 127 925	11 493 608	365 683	3.29	100

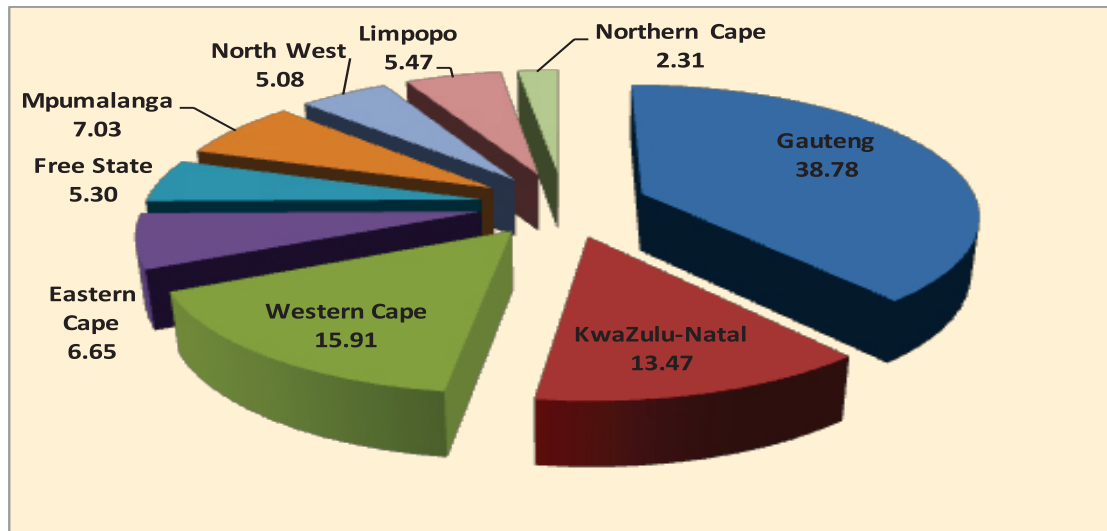
Source: eNatis

The number of registered vehicles per province show the highest increase to be for Limpopo with an increase of 5.22% from 597 846 in 2014 to 629 049 followed closely by Mpumalanga, with an increase of 4.74% from 771 906 to 808 532.



The percentage of vehicles registered per province on 31 March 2015 is reflected in the graph below:

Figure 1: Percentage contribution of vehicles population per province



The information in the graph above shows that 38.78% of all vehicles are registered in Gauteng; 15.91% in Western Cape and 13.47% in KwaZulu-Natal.

3. TRAFFIC VOLUME

Traffic volumes on the main routes over the Easter period for the years 2014 and 2015 are given in table 3 below:

Table 3: Traffic Volume per Counting Station over Easter

Route	Site Name	2014	2015	Change	% Change
N1	Carousel plaza	135186	141148	5962	4.4
N1	Kranskop plaza	122689	137360	14671	12.0
N1	Nyl Plaza	72170	79916	7746	10.7
N1	Huguenot plaza	68056	78520	10464	15.4
N4	Middelburg	125168	134283	9115	7.3
N3	De Hoek	102452	111574	9122	8.9
N3	Wilge	87109	95797	8688	10.0
N3	N3TC Harrismith WIM	95851	54607	-41244	-43.0
N3	Van Reenen	98335	110383	12048	12.3
N3	Marianhill	94948	103192	8244	8.7
	Total	1 001 964	1 046 780	44816	4.5

With an exception of N3TC Harrismith WIM plaza, all the counting stations have recorded an increase. An increase of 4.5% recorded from 1,001,964 vehicles in 2014 to 1,046,780 vehicles during 2015.

On a percentage basis the highest increase was recorded at Huguenot plaza on the N1 with an increase of 15,4% followed by Van Reenen on N3 and Kranskop plaza on the N1 with an increase of 12.3% and 12.0 respectively.

4. DRIVER POPULATION

4.1 Learner's Licences

The number of Learner's Licences issued increased by 170 (0.01%) from 1 244 119 on 31 March 2014 to 1 244 289 on 31 March 2015. Detail on the number of Learner's Licences issued per category is given in Table 4 below and graphically reflected in the figure below:

Table 4: Number of learner Licences Issued per category

Category	Mar 2014	Mar 2015	Change	% Change
1	55 909	52 746	-3 163	-5.66
2	317 052	301 832	-15 220	-4.80
3	871 158	889 711	18 553	2.13
Total	1 244 119	1 244 289	170	0.01

Source: eNatis

Learner Licences:

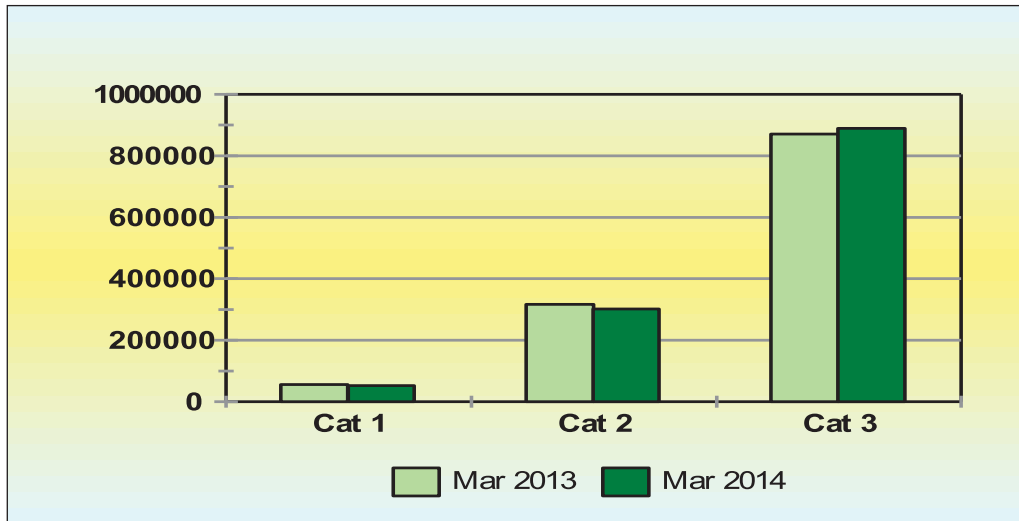
Category 1: Motorcycle

Category 2: Light Motor Vehicle

Category 3: Heavy Motor Vehicle



Figure 2: Number of learner’s licences issued



Provincial information in this regard is given in Table 5 and the percentage change per province over the 12 month period is reflected in the graph below:

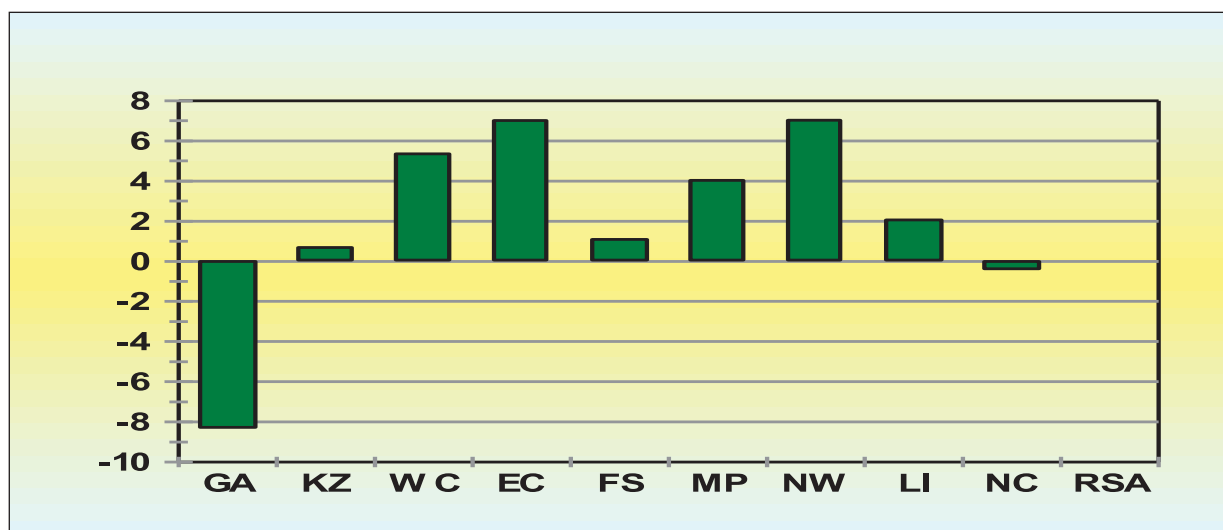
Table 5: Number of Learner’s Licences issued per province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2014	366 182	208 112	181 424	106 592	70 170	104 611	64 406	111 962	30 660	1 244 119
Mar 2015	335 988	209 546	191 144	114 077	70 937	108 832	68 936	114 275	30 554	1 244 289
Change	-30 194	1 434	9 720	7 485	767	4 221	4 530	2 313	-106	170
% Change	-8.25	0.69	5.36	7.02	1.09	4.03	7.03	2.07	-0.35	0.01

Source: eNatis

With exception of Gauteng and Northern Cape Province, other provinces recorded an increase in the number of Learner Licences issued. The highest increase was recorded for North West with 7.03% followed by Eastern Cape with 7.02%.

Figure 3: Percentage change in learner's licences issued per province



4.2 Driving Licences Issued and Expired

4.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 507,097 (4.71%) from 10 766 228 on 31 March 2014 to 11 273 325 as of 31 March 2015. Details on the number of driving licences issued per category are given in Table 6 and graphically reflected in the figure below:

Table 6: Number of Driving Licences Issued

Category	Mar 2014	Mar 2015	Change	% Change
A	449 172	458 607	9 435	2.10
A1	123 471	123 468	-3	-0.00
B	2 340 822	2 490 430	149 608	6.39
C	19 334	20 503	1 169	6.05
C1	2 660 045	2 975 828	315 783	11.87
EB	3 639 852	3 643 790	3 938	0.11
EC	934 921	964 105	29 184	3.12
EC1	598 611	596 594	-2 017	-0.34
Total	10 766 228	11 273 325	507 097	4.71

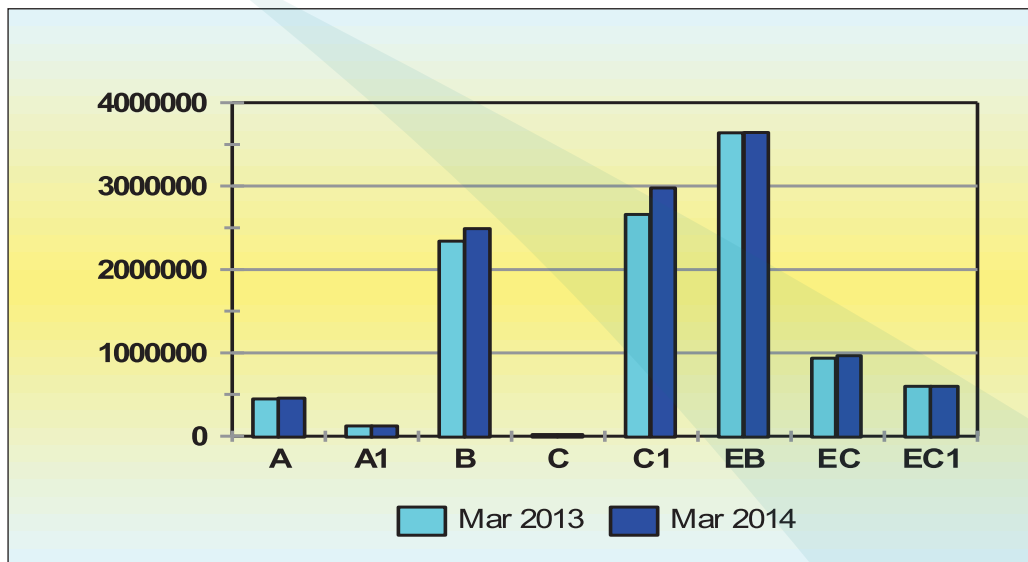
Source: eNatis



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

Figure 4: Number of driving licences issued



The information contained in the table above depicts that the highest percentage change was recorded for Categories C1, B and C, with percentages of 11.87%, 6.39% and 6.05%, respectively. Category EC1 recorded a decrease of 0.34%.

The number and percentage (%) of driving licences issued per category at the end of March 2015 is reflected in Table 7 below:

Table 7: Number and % of Driving Licences Issued per Category

Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	458 607	4.07
A	Motorcycle > 125 cub.cm	123 468	1.10
B	Motor vehicle < 3,5000 kg	2 490 430	22.09
EB	Articulated motor vehicle <16,000 kg	20 503	0.18
C1	Motor vehicle 3,500 - 16,000 kg	2 975 828	26.40
EC1	Articulated vehicle 3,500 - 16,000 kg	3 643 790	32.32
C	Motorvehicle > 16,000 kg	964 105	8.55
EC	Articulated vehicle > 16,000 kg	596 594	5.29
Total		11 273 325	100

Source: eNatis

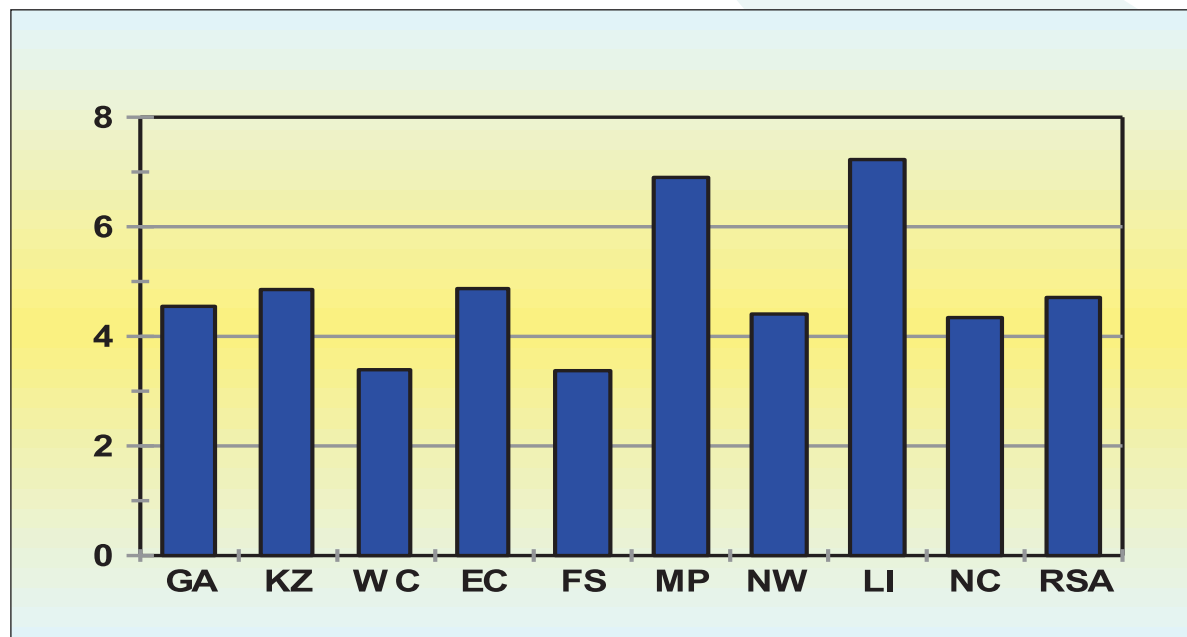
Provincial information in this regard is given in Table 8 and the percentage change with regard to all licences issued per Province is reflected in the graph below.

Table 8: Number of Driving Licences Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
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
Mar 2015	3 987 010	1 783 512	1 769 420	821 806	582 328	775 437	531 804	809 331	212 677	11 273 325
Change	173 373	82 603	58 015	38 180	18 998	50 070	22 440	54 564	8 854	507 097
% Change	4.55	4.86	3.39	4.87	3.37	6.90	4.41	7.23	4.34	4.71

Source: eNatis

Figure 5: Percentage change in Driving Licences issued





4.2.2 Number of Driving Licence Cards Expired

The information in Table 8 below shows that on 31 March 2015 there were a total of 1 859 157 expired driving licence cards recorded on the National Traffic Information System (NaTIS).

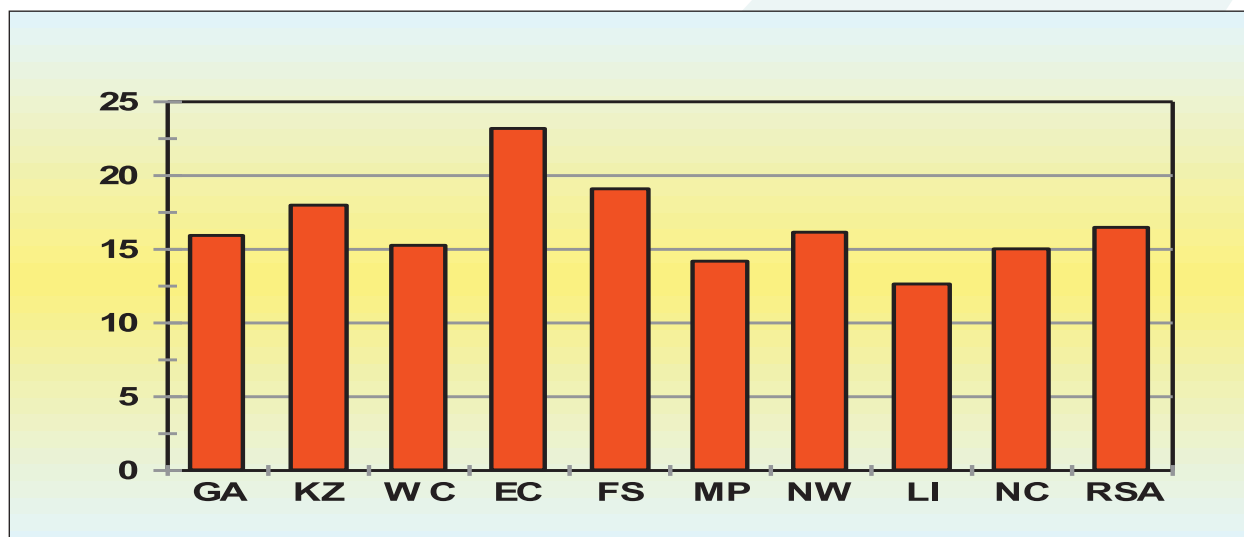
This Table represents 16.49% of all driving licences issued. This information is also reflected in the graph below:

Table 9: Number of Driving Licence Cards Issued and Expired per Province

Mar 2015	Number of Driving Licence Cards Issued and Expired per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	3 987 010	1 783 512	1 769 420	821 806	582 328	775 437	531 804	809 331	212 677	11 273 325
Not expired	3 351 166	1 462 576	1 499 207	631 086	471 123	665 322	445 925	707 032	180 731	9 414 168
Expired	635 844	320 936	270 213	190 720	111 205	110 115	85 879	102 299	31 946	1 859 157
% Expired	15.95	17.99	15.27	23.21	19.10	14.20	16.15	12.64	15.02	16.49

Source: eNatis

Figure 6: Percentage of expired Driving Licence cards per province



4.3 Professional Driving Permits Issued and Expired

4.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 46,553 (4.78%) from 974 298 on 31 March 2014 to 1 020 851 on 31 March 2015. Detail on the number of PrDPs issued per category is given in Table 10 and graphically reflected in the figure below:

Table 10: Number of PrDPs Issued

Category	Mar 2014	Mar 2015	Change	% Change
G	11 045	10 694	-351	-3.18
P	-	-	-	-
P G	933 021	976 487	43 466	4.66
D G	170	187	17	10.00
D P G	30 062	33 483	3 421	11.38
Total	974 298	1 020 851	46 553	4.78

Source: eNatis

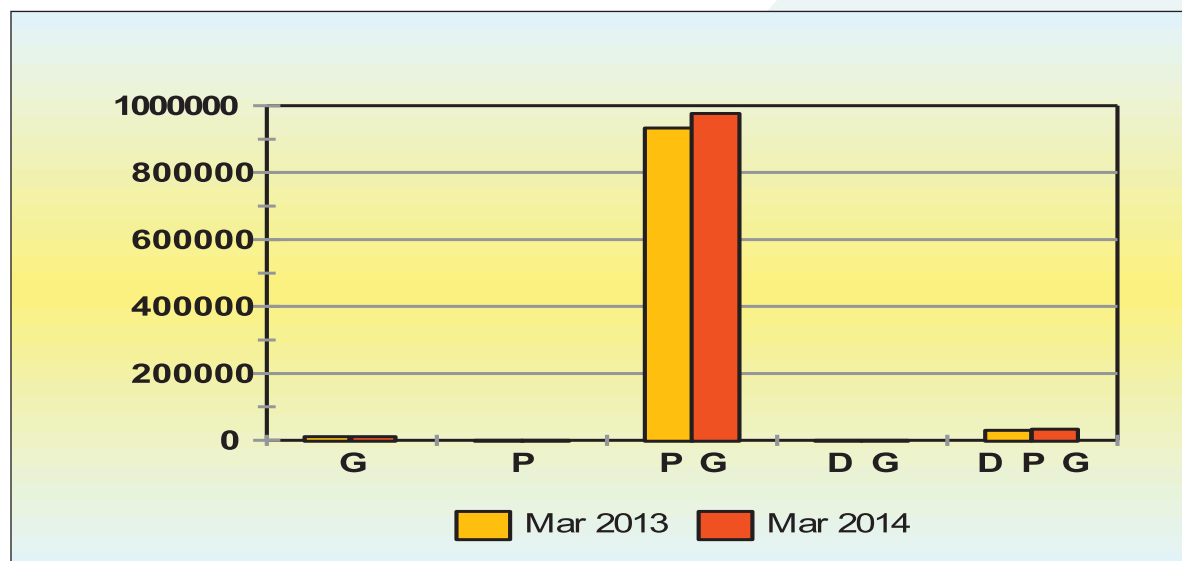
Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

Figure 7: Number of PrDPs issued





Provincial information in this regard is given in Table 11 below:

Table 11: Number of Professional Driving Permits (PrDPs) issued per Province

Table 11 : Number of Professional Driving Permits (PrDPs) Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2014	268 000	163 906	135 843	75 504	62 107	92 543	51 798	100 911	23 686	974 298
Mar 2015	276 360	173 682	143 065	82 736	64 625	97 823	52 955	105 015	24 590	1 020 851
Change	8 360	9 776	7 222	7 232	2 518	5 280	1 157	4 104	904	46 553
% Change	3.12	5.96	5.32	9.58	4.05	5.71	2.23	4.07	3.82	4.78

Source: eNatis

4.3.2 Number of Expired PrDPs

The information in Table 11 below shows that on 31 March 2015 there were a total of 438 675 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS).

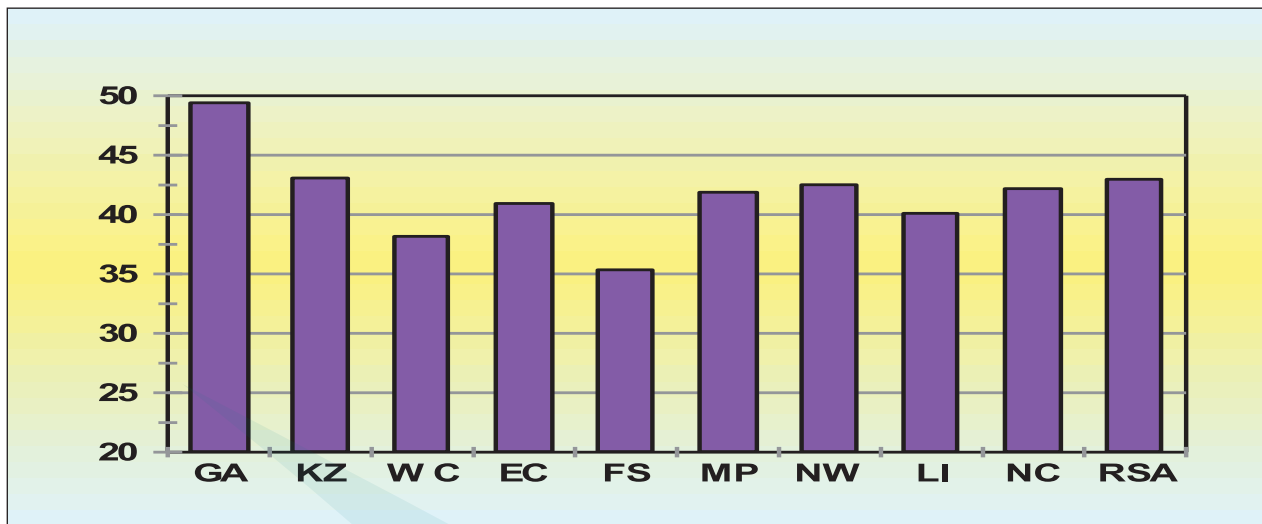
This figure represents 42.97% of all PrDPs issued. This information is also reflected in the graph below:

Table 12: Number of Professional Driving Permits (PrDPs) issued and expired per province

Table 12 : Number of Professional Driving Permits (PrDPs) Issued and Expired per Province										
Mar 2015	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	276 360	173 682	143 065	82 736	64 625	97 823	52 955	105 015	24 590	1 020 851
Not expired	139 796	98 868	88 457	48 869	41 780	56 847	30 440	62 903	14 216	582 176
Expired	136 564	74 814	54 608	33 867	22 845	40 976	22 515	42 112	10 374	438 675
% Expired	49.42	43.08	38.17	40.93	35.35	41.89	42.52	40.10	42.19	42.97

Source: eNatis

Figure 8: Percentage of expired professional driving permits



The provinces that recorded the highest increase of expired PrDPs is Gauteng, with a 49.42%, followed by KwaZulu-Natal and North West, with 43.08% and 42.52%, respectively.





5. FATAL CRASHES

The number of fatal crashes per Province as from 2 - 6 April 2015 is given in the table and figure below:

Table 13: Number of Fatal Crashes per Province over Easter : 2 - 6 April 2015

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2014	25	35	15	20	6	19	9	26	7	162
2015	37	40	31	20	19	23	26	35	3	234
change	12	5	16	0	13	4	17	9	-4	72
% change	48.0	14.3	106.7	0.0	216.7	21.1	188.9	34.6	-57.1	44.4

The number of fatal crashes increased by 72 (44.4%) from 162 crashes over the same period the previous year to 234.

With the exception of Northern Cape an increase in the number of fatal crashes was recorded in all other provinces. On a provincial percentage basis the biggest increase was recorded as follows:

- Free State: increase of 13 (2116.7%) from 6 to 19;
- North West: increase of 17 (188.9%) from 9 to 26;
- Western Cape: increase of 16 (106.7%) from 15 to 31

A decrease for number of fatal crashes was recorded for Northern Cape with a decrease of 4 (57.1%) from 7 in 2014 to 3 in 2015.



Figure 9: Number of Fatal Crashes per Province over the two Easter period: 2 - 6 April 2015

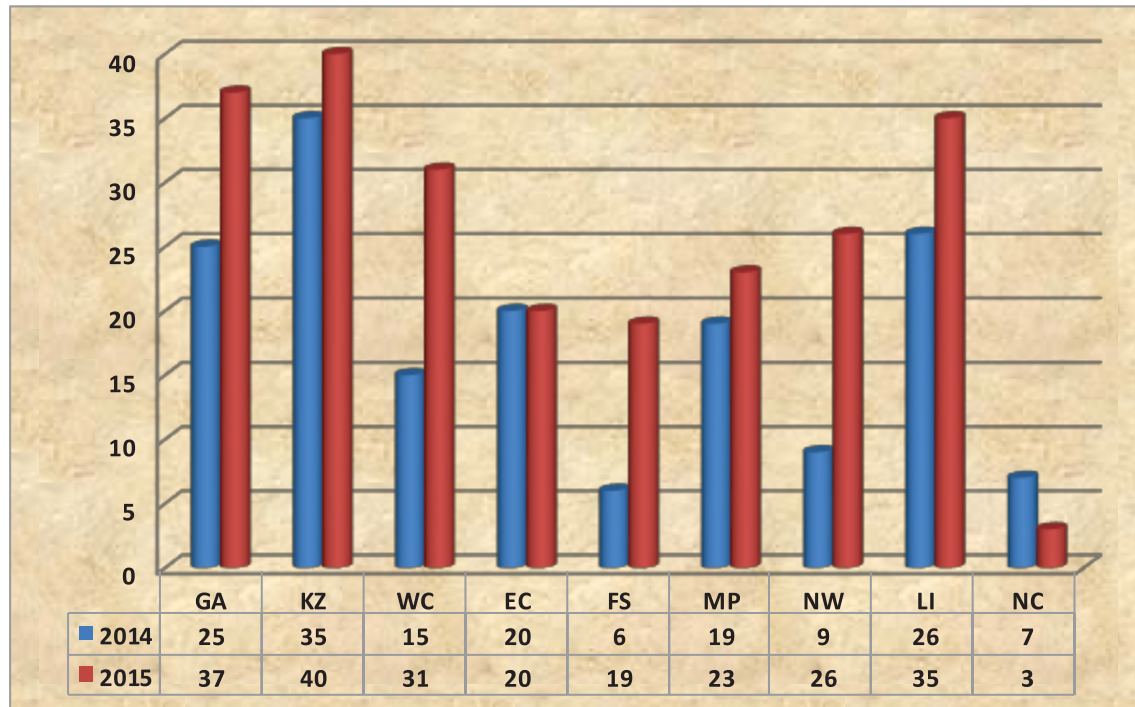
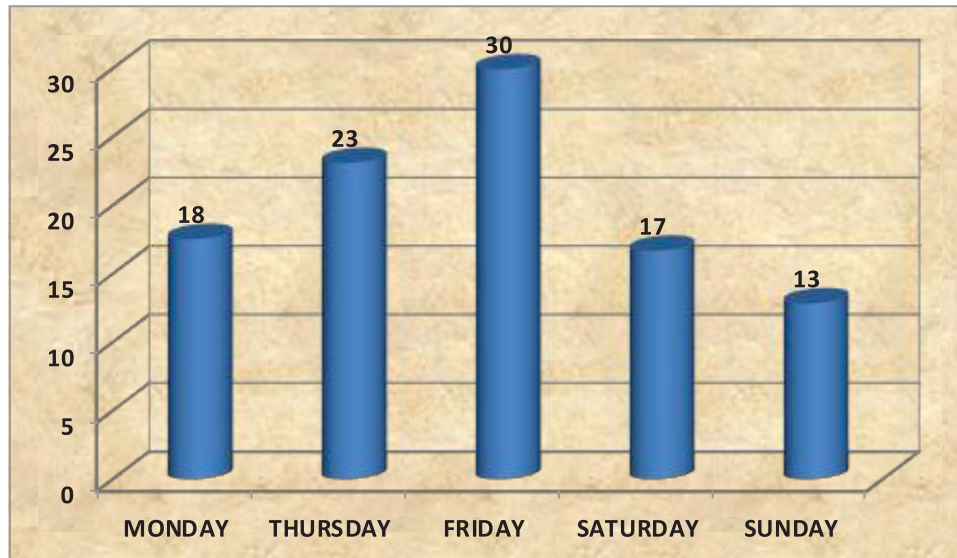


Table 14: Number and percentage contribution of Fatal Crashes per Province: 2 - 6 April 2015

Province	Number of Crashes	% Contribution
KWAZULU-NATAL	40	17
GAUTENG	37	16
LIMPOPO	35	15
WESTERN CAPE	31	13
NORTH WEST	26	11
MPUMALANGA	23	10
EASTERN CAPE	20	9
FREE STATE	19	8
NORTHERN CAPE	3	1
RSA	234	100

Figure 11: Percentage contribution of fatal crashes per day of the week: 2 - 6 April 2015



7. FATALITIES

The number of fatalities per province over Easter 2014 and 2015 is given in the table and figure below:

Table 16: Number of Fatalities per Province over Easter: 2 - 6 April 2015

Number of Fatalities per Province over Easter										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2014	26	43	16	37	14	37	11	36	9	229
2015	45	58	32	35	31	41	32	56	3	333
change	19	15	16	-2	17	4	21	20	-6	104
% change	73.1	34.9	100.0	-5.4	121.4	10.8	190.9	55.6	-66.7	45.4

The number of fatalities increased by 104 (45.4%) from 229 over the same period the previous year to 333.

With the exception of Eastern Cape and Northern Cape all other Provinces recorded an increase in fatalities.

On a provincial percentage basis the highest increases were recorded as follows:

- North West : increase of 21 (190.9%) from 11 to 32;
- Free State : increase of 17 (121.4%) from 14 to 31;and
- Western Cape : increase of 16 (100.0%) from 16 to 32.

The highest decrease was recorded in Northern Cape with a decreased of 6 (66.7%) from 9 to 3.

Figure :12 Percentage contribution of Fatalities per Province: 2 - 6 April 2015

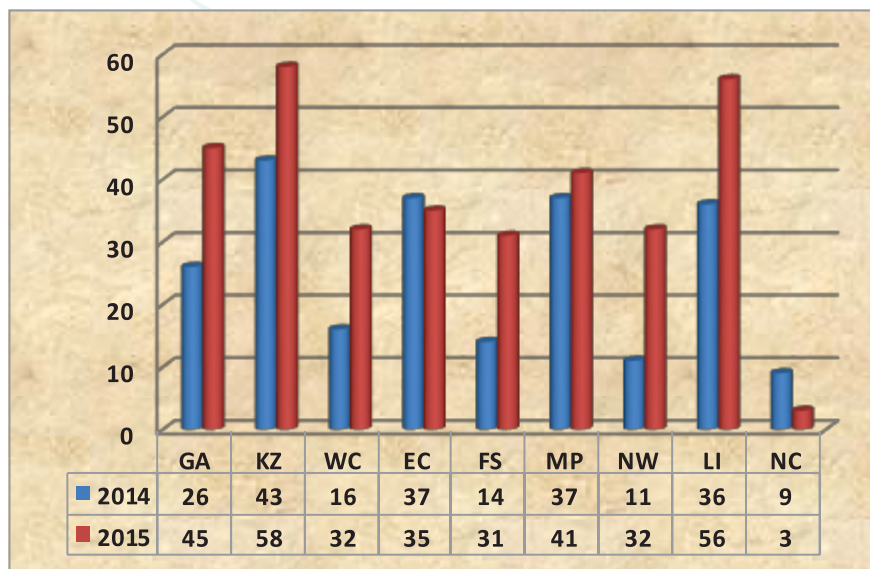
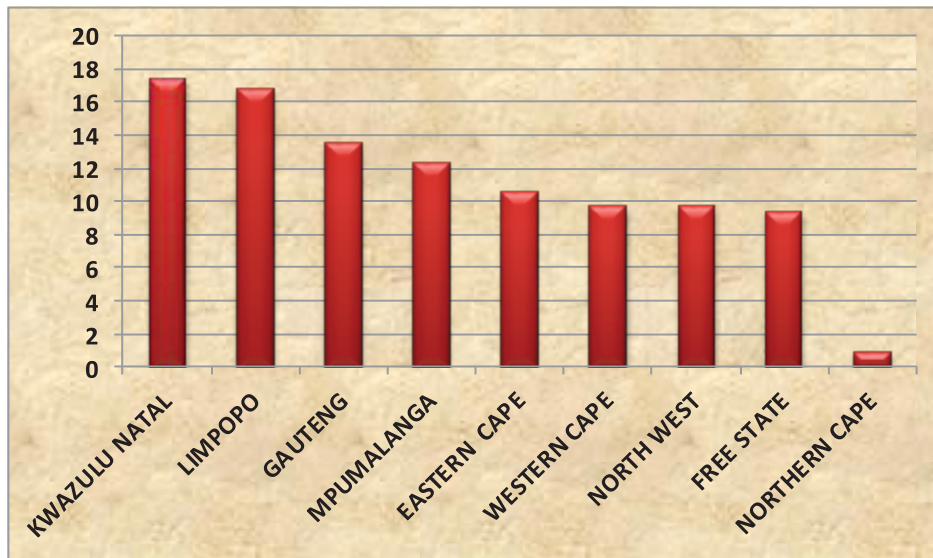


Table 17: Number and percentage contribution of Fatal Fatalities per Province : 2 - 6 April 2015

PROVINCE	NUMBER OF FATALITIES	% Contributions
KWAZULU-NATAL	58	17
LIMPOPO	56	17
GAUTENG	45	14
MPUMALANGA	41	12
EASTERN CAPE	35	11
WESTERN CAPE	32	10
NORTH WEST	32	10
FREE STATE	31	9
NORTHERN CAPE	3	1
RSA	333	100



Figure 13: Percentage contribution of Fatalities per Province: 2 - 6 April 2015



Most fatalities were recorded in KwaZulu-Natal and Limpopo with 17% respectively, followed by Gauteng and Mpumalanga with 14% and 12% respectively.

8. FATALITIES PER ROAD USER GROUP

The percentage contribution of fatalities per road user group for the period 2 – 6 April 2015 is given in the table and figure below.

Table 18: Percentage contribution of Fatalities per Road User group: 2- 6 April 2015

Road Users	Number of Fatalities	% Contribution
PASSENGERS	130	39
PEDESTRIANS	103	31
DRIVERS	90	27
CYCLISTS	6	2
UNKNOWN	4	1
TOTAL FATALITIES	333	100

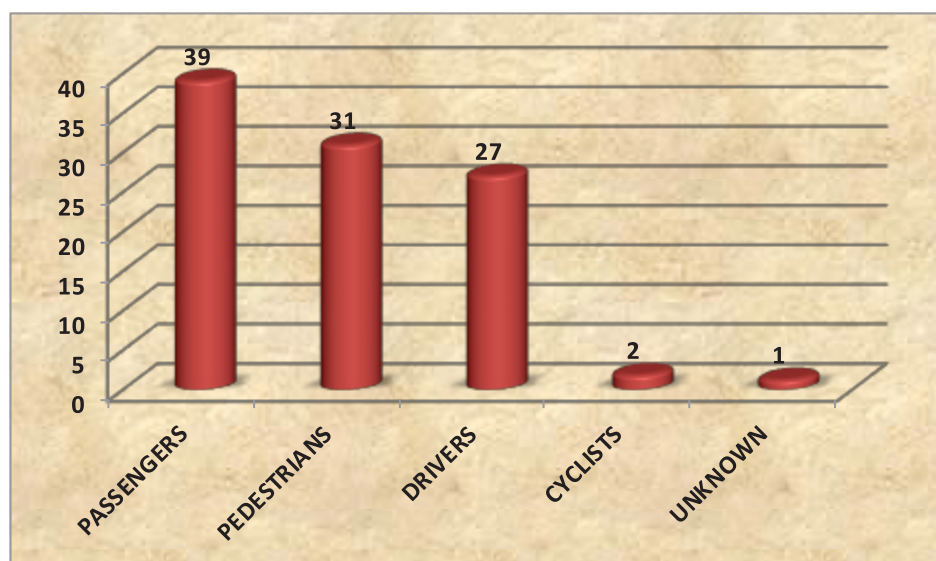
Most fatalities were recorded for passengers followed by pedestrians. The passengers contributed 39% followed by the pedestrians with 31% to the total fatalities. The following factors might have contributed to the high number of fatalities recorded for passengers:

- Vehicles involved in crashes motor cars with 47.4%, LDV with 13% and combi with 10.9%;
- Single vehicle overturned with 24.4%; and
- Intoxicated drivers with 14%.

With regards to the pedestrians the contribution might be as a result of the following factors:

- Accident with pedestrians with 36,8%;
- Jay walking with 21.1%; and
- Hit and run with 11.3%.

Figure 14: Percentage contribution of Fatalities per Road User group: 2 - 6 April 2015



9. FATALITIES PER GENDER AND RACE

The table below and a figure provide the percentage contribution of fatalities per gender and race.

Table 19: Percentage contribution of Fatalities per Gender: 2 - 6 April 2015

GENDER	Number of Fatalities	% Contribution
MALES	206	61.9
FEMALES	78	23.4
UNKNOWN	49	14.7
TOTAL	333	100

The most gender category involved in fatal crashes and contribute to fatalities were male category with 61.9%. While the female category contributed 23.4% to the total number of fatalities.



Figure 15: Percentage contribution of Fatalities per Gender: 2 - 6 April 2015

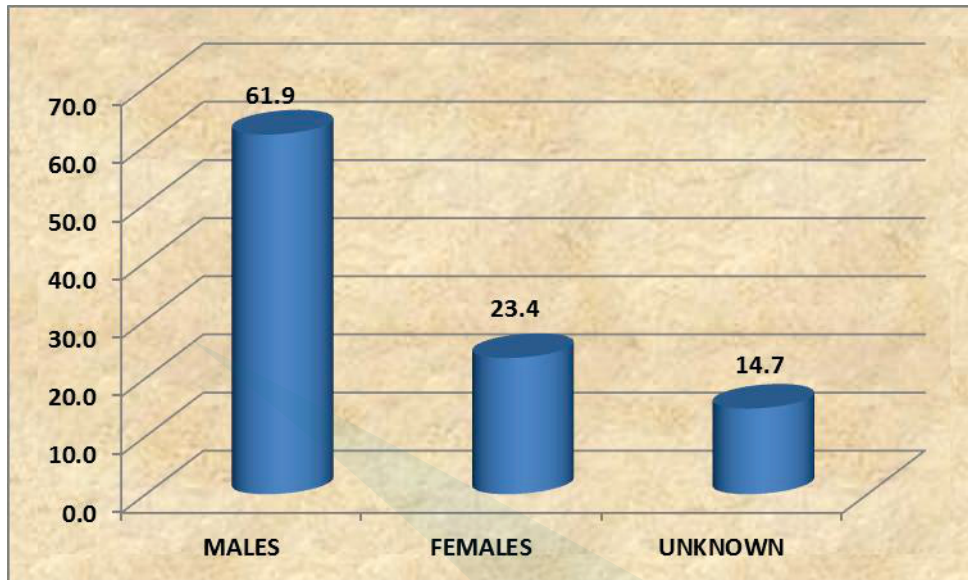
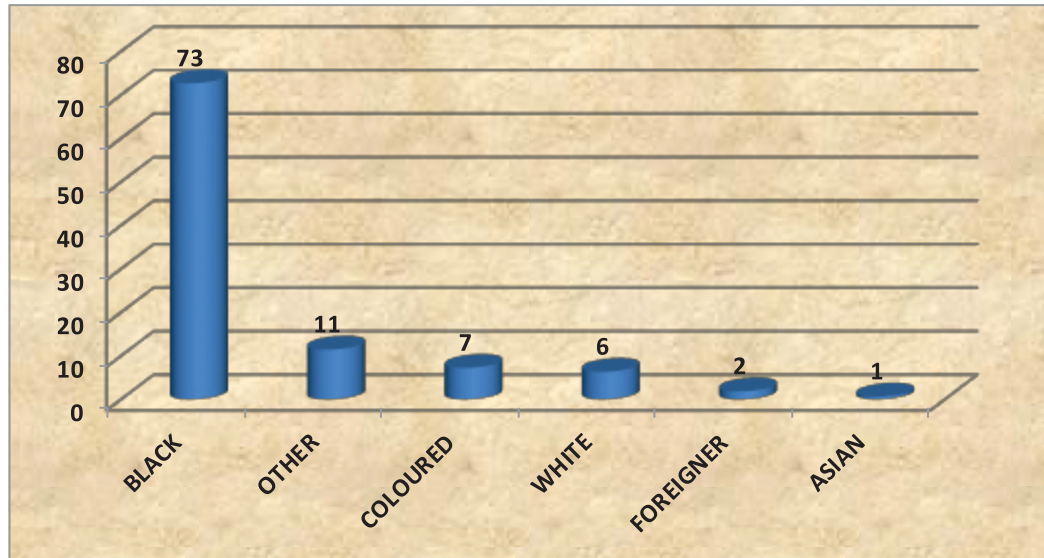


Table 20: Percentage contribution of Fatalities per Race: 2 - 6 April 2015

RACE	Number of Fatalities	% Contribution
BLACK	242	73
OTHER	38	11
COLOURED	24	7
WHITE	21	6
FOREIGNER	6	2
ASIAN	2	1
TOTAL	333	100

The table above and figure below shows that the most race involved in fatal crashes are Black which contribution of 73% followed by Coloured with 11% to the total fatalities.

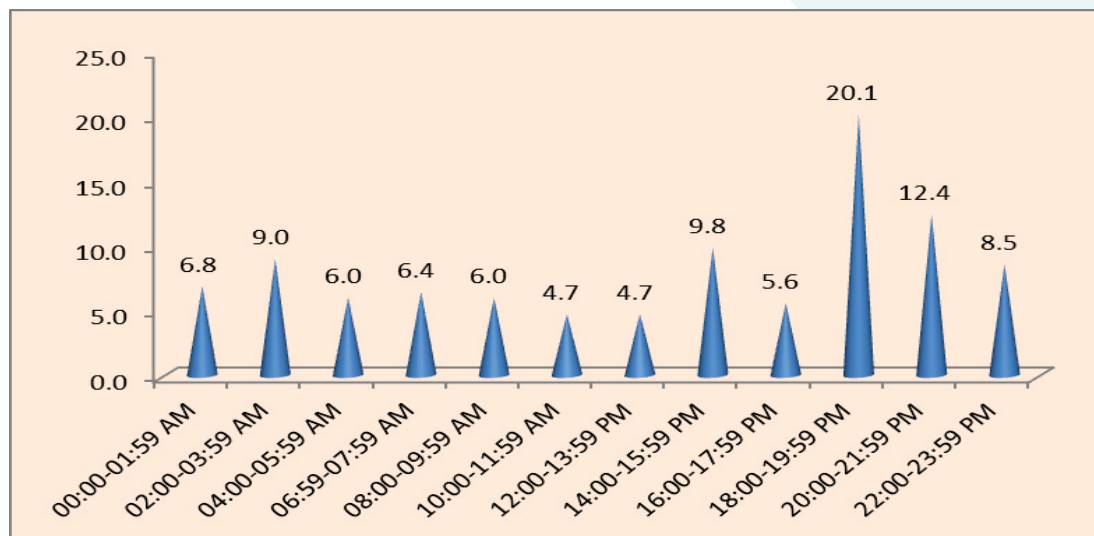
Figure 16: Percentage contribution of Fatalities per Race: 2 - 6 April 2015



10. FATAL CRASHES PER TIME OF DAY

The figure below indicates that most crashes occurred during the evening between 18:00 and 22:00. These might be as a result of not all provinces rendering a 24/7 Law Enforcement service. It might be as a result of most people commencing their Easter travelling after work.

Figure 17: Percentage contribution of crashes per time of day

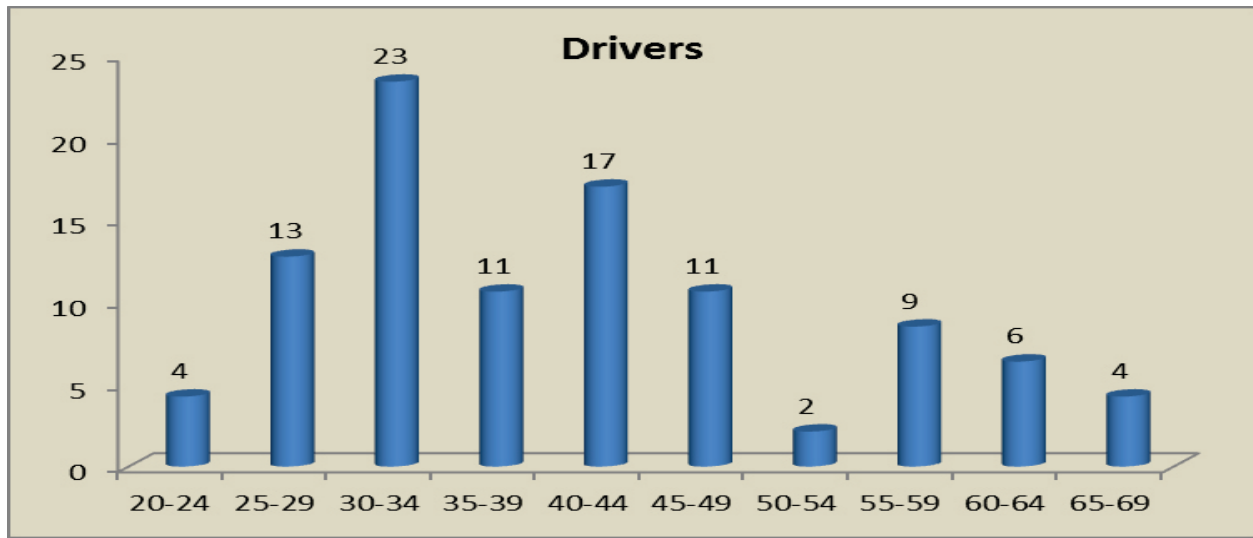




11. FATALITIES PER AGE

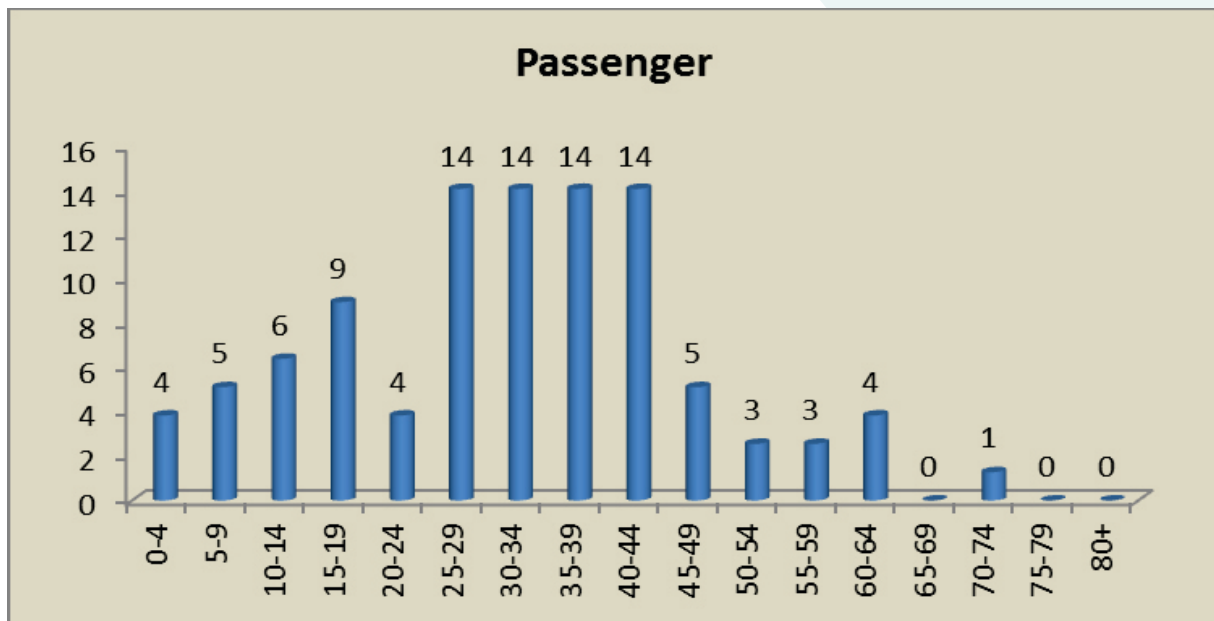
The three figures below provide information with regards to the fatalities per age and per road user type.

Figure 18: Percentage contribution of fatalities per age for drivers



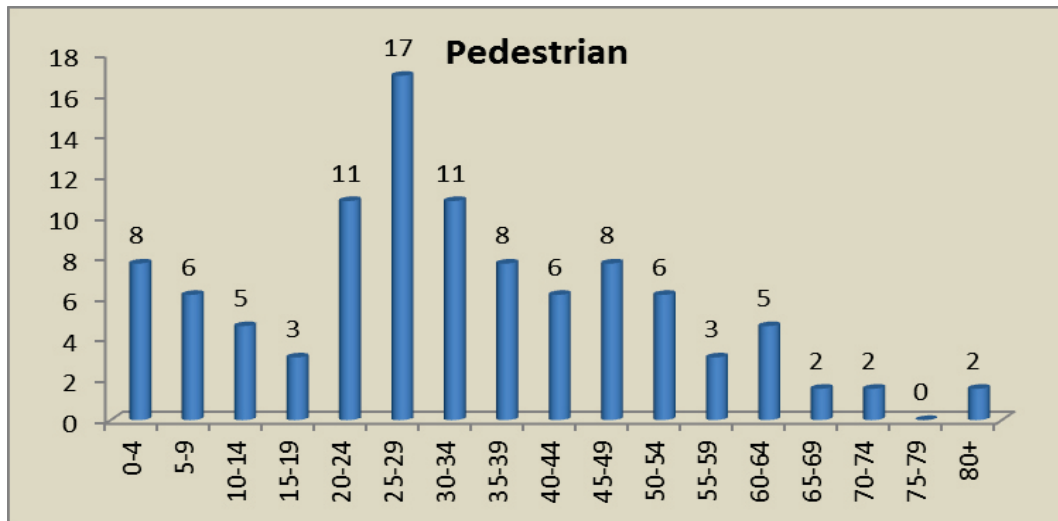
The figure above shows that the highest fatalities for drivers were recorded for age group 25 to 44 years.

Figure 19: Percentage contribution of fatalities per age for passengers



The figure above indicates that most fatalities for passengers were recorded between age 25 and 44 years. The same trend is observed for all road user types.

Figure 20: Percentage contribution of fatalities per age for pedestrian

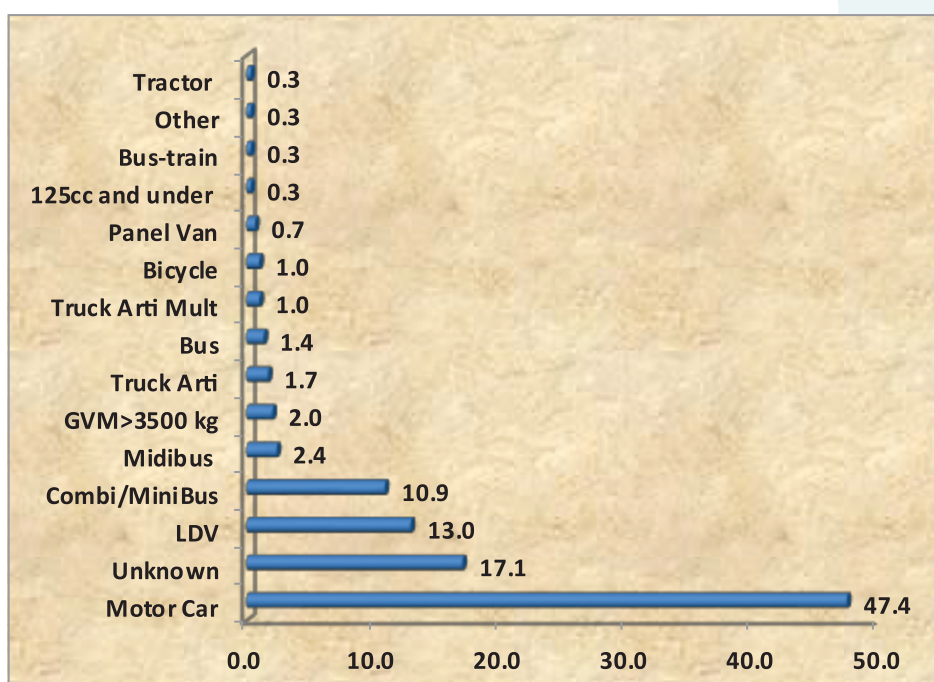


The figure above indicates that most fatalities for pedestrians were recorded between age 20 and 49 years.

12. CRASHES PER VEHICLE TYPE

The figure below indicates that most vehicles involved in fatal crashes are the motor cars, followed by Light Delivery Vehicle (LDV's) and combis. Motorcars contributed 47.4% followed by LDV's with 13.0% and combis with 10.9%.

Figure 21: Percentage contribution of crashes per vehicle type: 2 - 6 April 2015





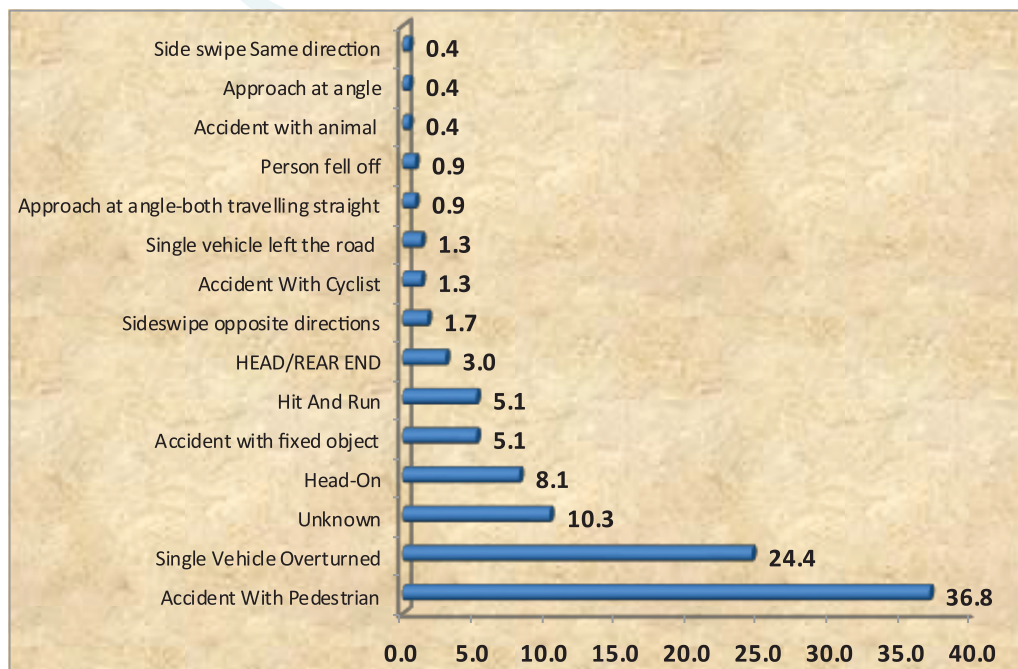
13. CRASH TYPE

The figure below indicates that most crash types were the following:

- accident with pedestrians,
- single vehicle overturned; and
- Head-on.

They all contributed 36.8%, 24, 4% and 8.1% respectively.

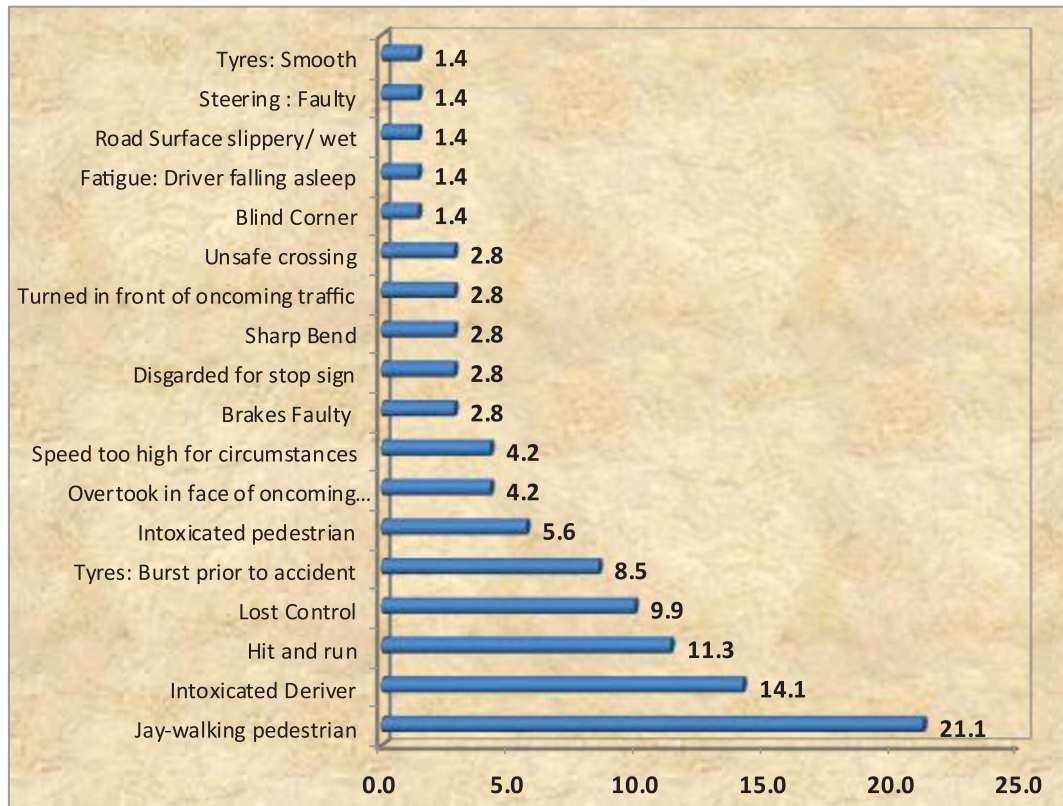
Figure 22: Percentage contribution of crash types



14. CONTRIBUTORY FACTORS

The figure below shows that most crashes occurred as a result of jay walking with a contribution of 21.1%, followed by intoxicated drivers with 14.1% and hit and run with 11.3%.

Figure 23: Percentage contribution of the contributory factors





15. MAJOR CRASHES INVESTIGATED AND FATALITIES



During the period 2 – 6 April 2015 there were five (5) major crashes that were investigated by the Corporation. The major crashes refer to the crashes that meet the following criteria:

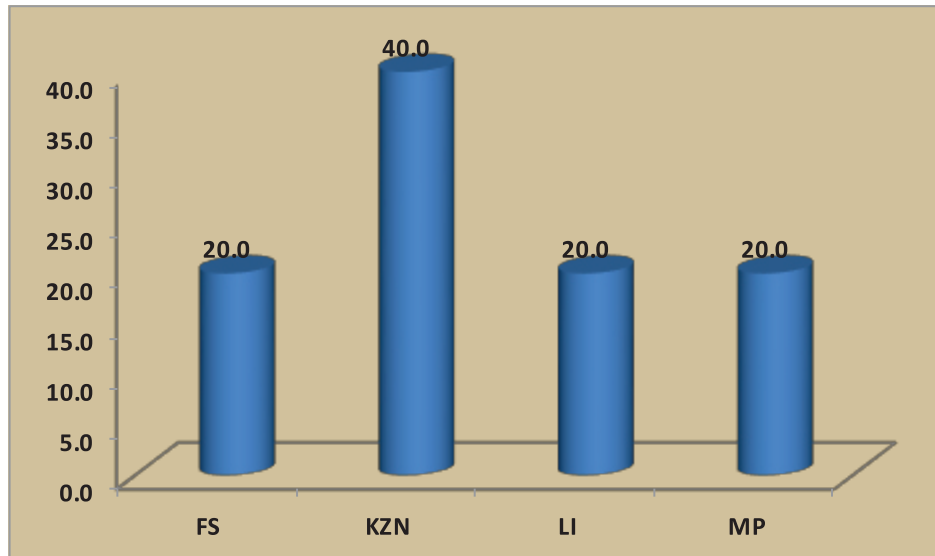
- a. Fatal crashes in which five (5) or more persons are killed;
- b. Fatal crashes in which four (4) or more vehicles are involved;
- c. Fatal crashes in which vehicles carrying hazardous substances are involved or
- d. Any high profile crash that the Corporation deemed necessary to investigate.

The table and figure below shows the number of major fatal crashes investigated per province. The information below shows that there were 5 major fatal crashes during the Easter period. On a provincial level KwaZulu-Natal contributed 40% and Free State, Limpopo and Mpumalanga contributed 20% respectively.

Table 22: Number of major crashes investigated

Province	Major Crashes	% Contribution
Free State	1	20.0%
KwaZulu-Natal	2	40.0%
Limpopo	1	20.0%
Mpumalanga	1	20.0%
Total	5	100%

Figure 24: Percentage distribution of crashes per province for 2 -6 April 2015

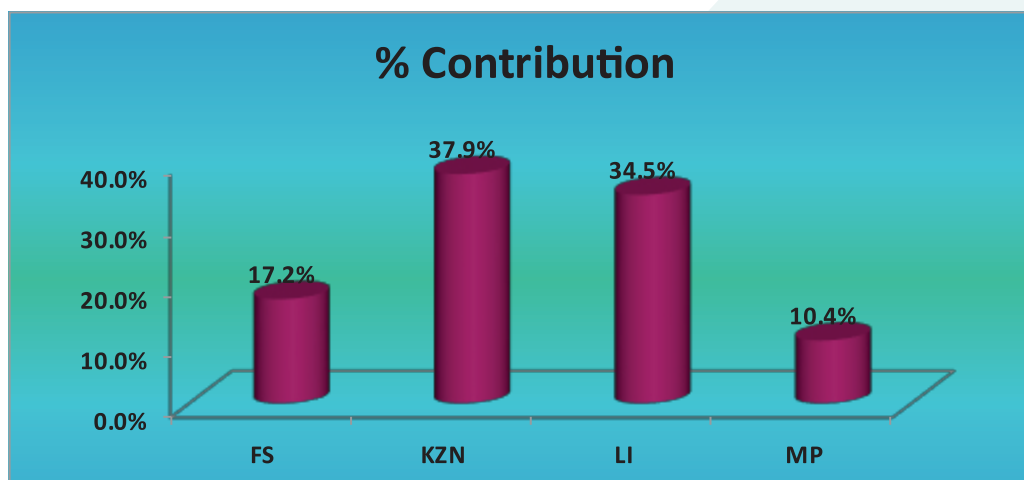


The table and figure below shows the number of fatalities per Province. There were 29 fatalities recorded and 11 injuries during Easter period.

Table 23: Number of fatalities per province

Province	Fatalities	% Contribution
Free State	5	17.2%
KwaZulu-Natal	11	37.9%
Limpopo	10	34.5%
Mpumalanga	3	10.4%
Total	29	100.0%

Figure 25: Percentage contribution of fatalities per province





16. MAJOR FATAL CRASHES PER DAY-OF-WEEK

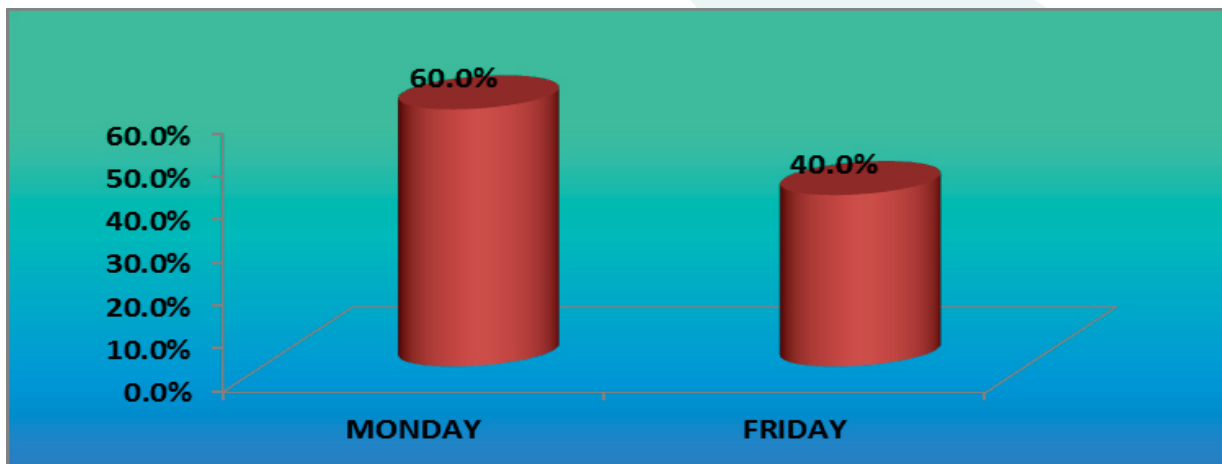
16.1 Crashes per Day of Week

The number of major fatal crashes per day of the week per province during Easter period is given in the table below and is graphically reflected in the figure below:

Table 24: Number of major crashes per day of week

Day of Week	Major Fatal Crashes	% Contribution
MONDAY	3	60.0%
FRIDAY	2	40.0%
Total	5	100%

Figure 26: Percentage contribution of major fatal crashes per day of week



The information above shows that 60.0% of the major crashes happened on a Monday, followed by Friday with 40.0%.

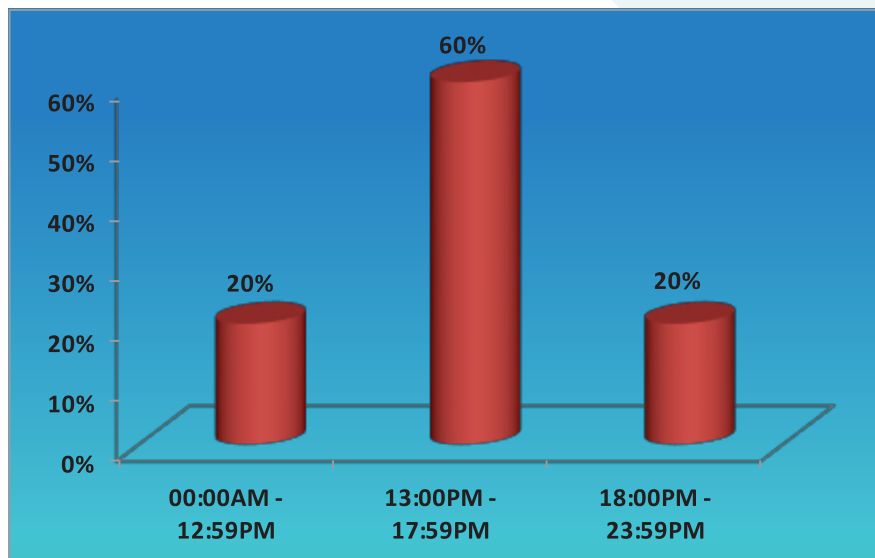
17. MAJOR FATAL CRASHES PER TIME OF DAY

The table and figure below show that most fatal crashes occurred during the day as from 13:00 to 17:59.

Table 23: Number of major fatal crashes per time of day

Time of Day	Number	% Contribution
00:00AM - 12:59PM	1	20%
13:00PM - 17:59PM	3	60%
18:00PM - 23:59PM	1	20%
Total	5	100%

Figure 27: Percentage contribution of major fatal crashes per time of day





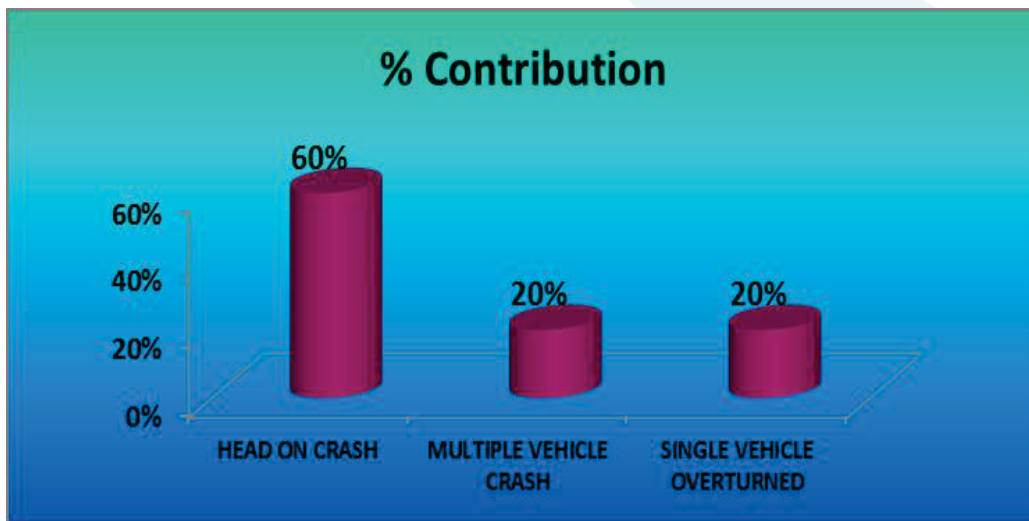
18. CRASH TYPES

The information below shows that most major crashes occurred as head on collisions with a contribution of 60%.

Table 24: Number of crash types

Type of crash	Number	% Contribution
HEAD ON CRASH	3	60%
MULTIPLE VEHICLE CRASH	1	20%
SINGLE VEHICLE OVERTURNED	1	20%
Total	5	100%

Figure 28: Percentage contribution per crash types



Source: RTMC

19. VEHICLES INVOLVED IN MAJOR CRASHES

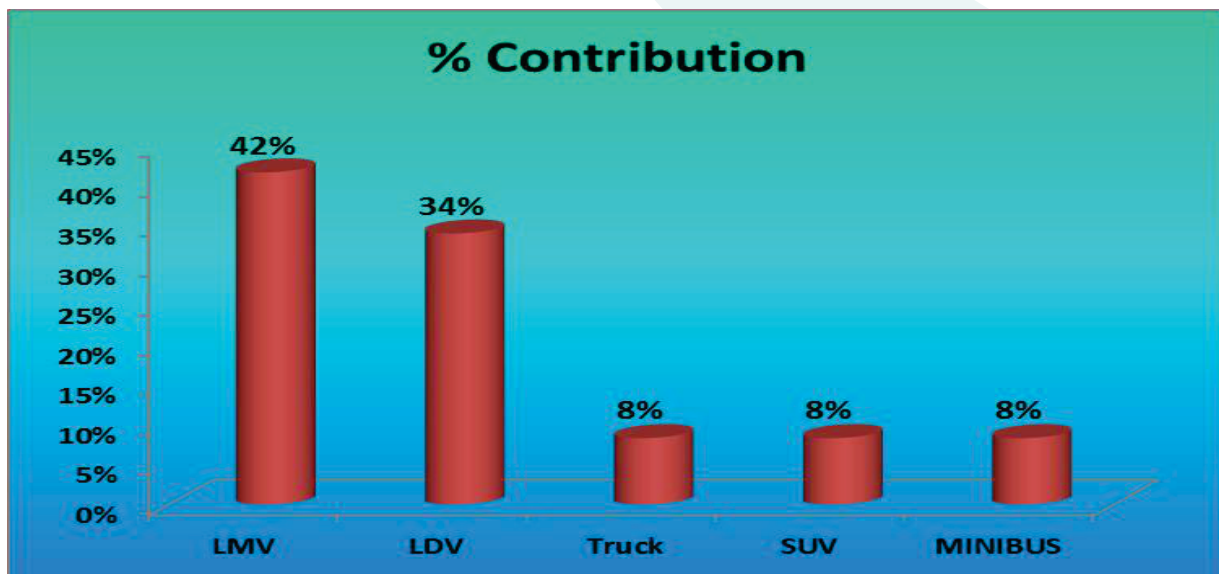
The figure below shows in most case the light motor vehicles contributed 42% to the occurrence of the crashes, followed by LDV's contributing 34%.

Table 25: Number of vehicle types involved in major fatal crashes

Vehicle Type	Number	% Contribution
Truck	1	8%
SUV	1	8%
LMV	5	42%
LDV	4	34%
MINIBUS	1	8%
Total	12	100%

Source: RTMC

Figure 29: Percentage distribution of vehicle type involved in major crashes





20. ROAD SAFETY EDUCATION

- On 19 March 2015 Road Safety Education visited Edendale, Pietermaritzburg. The role of the Road Safety Education Unit was to visit schools in the Edendale area to bring the message of road safety to the community.
- Amakholwa Primary School and Nicholls Primary School were visited. Reflective slap straps were distributed as well as pencil cases, pens, pencils and rulers.
- On 6 March 2015 Lembede Primary School in Parys was visited by the Road Safety Unit.
- On 13 March 2015 the Road Safety Education Unit visited Kroonstad, Free State. A school visit was done and the team took part in road safety activities focussing on pedestrians.

20.1 Mafikizolo Concerts

Three Road safety awareness concerts took place with the South African music group, Mafikizolo. The concerts were held as follows:

- 14 March 2015, Tshwane
- 28 March 2015, Limpopo
- 4 April 2015, Newcastle

20.2 PUTCO visits, Roseville depot

Driver awareness presentations were offered to bus drivers from 16 March 2015 to 18 March 2015, two sessions of two and a half hours were conducted.

20.3 Fun Walk, Paarl, Western Cape

The Road Safety Education Unit participated in a Long Short Walk activity in Paarl on 21 March 2015.

20.4 Road Safety activities in Limpopo, 22 March 2015 – 24 March 2015

A church service was attended by RTMC in Polokwane. Road safety activations took place at Thoyandou, Khoroni robots and at a school in Makwarela.

20.5 Road Safety presentation to Lóreal, 24 March 2015

Road safety awareness activation for women was held with LOreal.

20.6 Road Safety activities in Mpumalanga, 25 March 2015 – 27 March 2015

Two activations at a taxi rank and one at an informal business area were held. The focus was on drivers, pedestrians and passengers.

20.7 Petroport, N3 and Kranskop N1

The Road Safety Education unit held driver awareness and passenger awareness at both venues during the Easter weekend.

21. LAW ENFORCEMENT

As part of its Rolling Enforcement Plan; the Road Traffic Management Corporation in collaboration with Provincial and Municipal traffic departments embarked on a National Road Safety Programme that commenced on the 27 March 2015. The launch was held in Bushbuckridge, Mpumalanga where a roadblock was attended by the Minister of Transport, Honourable Dipuo Peters, MEC for Community Safety and Roads and Transport Ms Dikeledi Mahlangu, CEOs from Transport Entities as well as Department of transport officials. The roadblock was conducted in 3 (three) shifts and reports were provided to the Law Enforcement unit upon return from the roadblock.

Once again the National Traffic Police was deployed along major routes across the country to assist provinces at identified hazardous locations during this busy period. The aim of this project is to concentrate on all unroadworthy, 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. SAPS recorded the fatal crashes and fatalities, and thereafter sent the data to the RTMC for capturing, processing and verifying all the statistics in order to compile a consolidated report. This report provided a preliminary overview of the enforcement activities which took place on our roads from midnight of 23 March to midnight of Monday, 06 April 2015

21.1 Law Enforcement Interventions

RTMC has deployed NTP staff to Provinces to beef up enforcement operations planned by various provinces and reports are submitted to RTMC on daily basis through e-mail and WhatsApp link established for Law Enforcement Technical Committee members. A consolidated report highlighting enforcement achievements is drafted daily as per table below and be sent to the RTMC Senior Officials for communication with the office of the Minister of Transport and the media. The table below is for reports which have been received from provinces, outlining overall performance for Law Enforcement from 02-06 April 2015 with the exception of report from North West which did not submit. Table 2 below gives a breakdown of Law Enforcement performance.

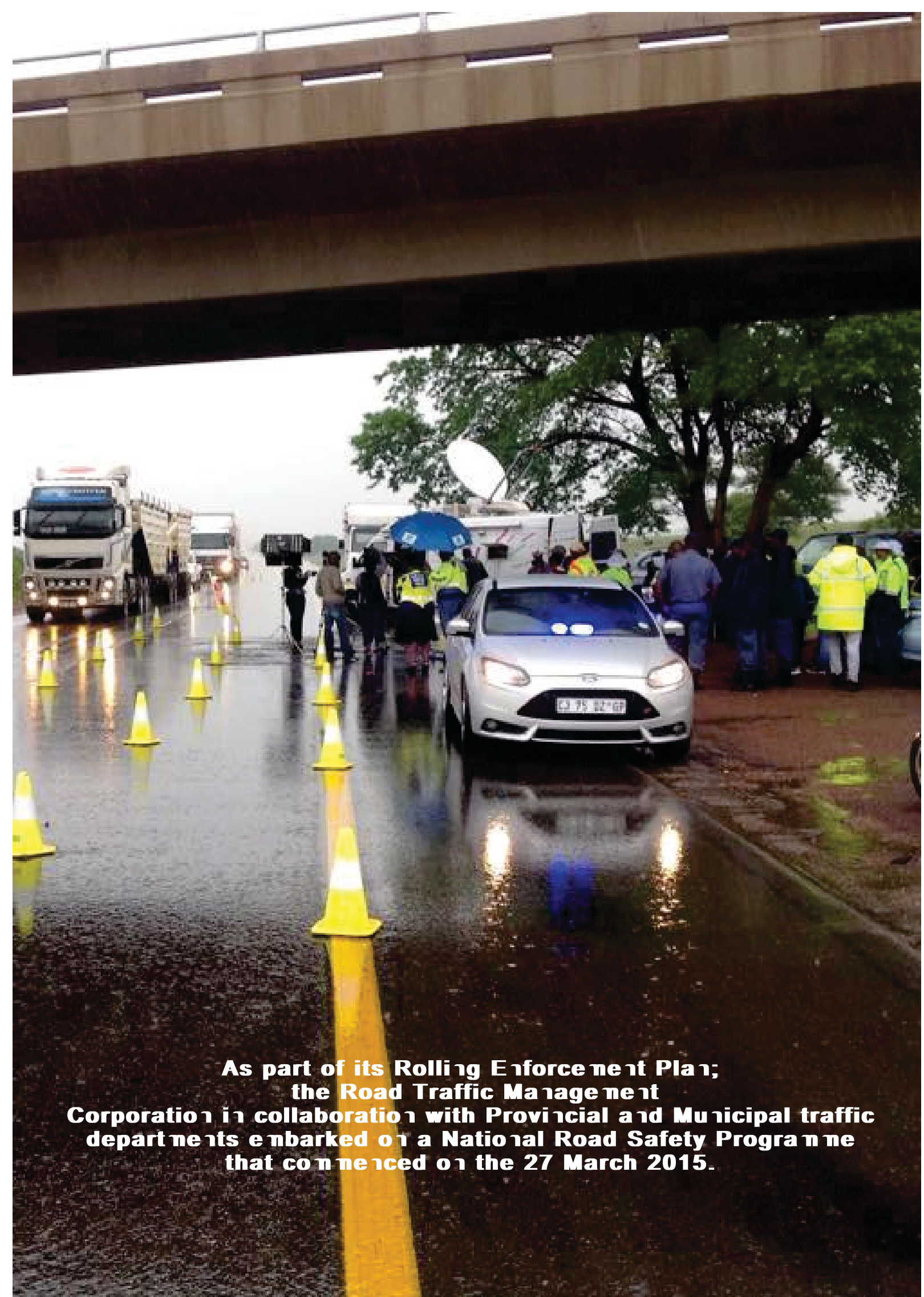


Table 26

No.	Achievements	Total
1.	Number of vehicles stopped and checked	126,012
2.	Number of drivers breath tested for alcohol	36,355
3.	Number of notices issued	27,466
4.	Number of vehicles discontinued	449
5.	Number of vehicles impounded	1,501
6.	Number of arrests for drunk and driving	820
7.	Number of arrests for dangerous/negligent driving	48
8.	Number of speed arrests	58
9.	Warrants of arrests	109
10.	Overload arrests	3
11.	Arrest for false documentation	51
12.	Number of arrests for miscellaneous offences	101

- The highest speed of 160 km/h was recorded on a 120km zone in Eastern Cape on 2 April 2015.
- The highest speed of 160 km/h was recorded on a 120km zone in Eastern Cape on 3 April 2015.
- The highest speed of 178 km/h was recorded on a 120km zone in Limpopo on the 5 April 2015.
- The highest speed of 160 km/h was recorded on a 120km zone in Eastern Cape on the 5th April 2015.





**As part of its Rolling Enforcement Plan;
the Road Traffic Management
Corporation in collaboration with Provincial and Municipal traffic
departments embarked on a National Road Safety Programme
that commenced on the 27 March 2015.**



Road Traffic Management Corporation

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