



Road Traffic
Management Corporation

EASTER REPORT

13 – 17 APRIL 2017



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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 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 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	A form generated electronically 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 Minister with an update with regards to the Easter fatal crashes. The recording of the Easter fatal crashes commenced on Thursday, 13 April and continued until Monday, 17 April 2017. During this period road users travelled to and from various destinations, which includes amongst others, cross-border migrants visiting their families, religious people travelling to various places of worship and workers visiting their homes.

The traffic volumes along the major arterial routes increased from Monday the 10 April going into Good Friday morning and the home-ward bound journeys commenced in the main from Sunday afternoon and all of Easter Monday. The highest increase of traffic were 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 CHoCOR or quick response 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 provides the Corporation with a list of all recorded fatal crashes (CAS list) and further to this the Corporation receives the CHoCOR forms from various police stations. Road Traffic Management Corporation captures, processes and verifies the data in order to compile a report.

1.3 Crash Data Flow

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

1.4 Data processing

Road Traffic Management Corporation captures, processes and verifies all the statistics in order to compile a consolidate report. Data from provincial pathologists is also used for validation purpose.

2. VEHICLE POPULATION

2.1 Number of Registered Vehicles

The number of registered vehicles increased by 229 270 (1, 94%) from 11 818 134 on 31 March 2016 to 12 047 404 vehicles on 31 March 2017. Details per type of vehicle is given in table below.

Table 1: Number of registered vehicles per vehicle type

Number of Registered Vehicles	Number registered March 2016	Number registered March 2017	Change	% Change	% of Group March 2017	% of Total March 2017
Motorised Vehicles						
Motorcars	6 905 939	7 058 198	152 259	2.20	64.85	58.59
Minibuses	300 876	310 187	9 311	3.09	2.85	2.57
Buses	59 843	61 836	1 993	3.33	0.57	0.51
Motorcycles	364 960	356 005	-8 955	-2.45	3.27	2.96
LDV's - Bakkies	2 397 369	2 455 098	57 729	2.41	22.56	20.38
Trucks	367 975	371 442	3 467	0.94	3.41	3.08
Other & Unknown	272 448	270 879	-1 569	-0.58	2.49	2.25
Total Motorised	10 669 410	10 883 645	214 235	2.01	100.00	90.34
Towed Vehicles						
Caravans	103 483	102 740	-743	-0.72	8.83	0.85
Heavy Trailers	185 035	189 268	4 233	2.29	16.26	1.57
Light Trailers	843 843	855 684	11 841	1.40	73.53	7.10
Other & Unknown	16 363	16 067	-296	-1.81	1.38	0.13
Total Towed	1 148 724	1 163 759	15 035	1.31	100.00	9.66
All Vehicles	11 818 134	12 047 404	229 270	1.94		100.00

Source: eNaTIS

The table above shows that on a percentage basis the biggest change was for buses with an increase of by 3.33% from 59 843 to 61 836, followed by minibuses with 3.09% from 300 876 to 310 187.

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

Table 2: Number of registered vehicles per Province

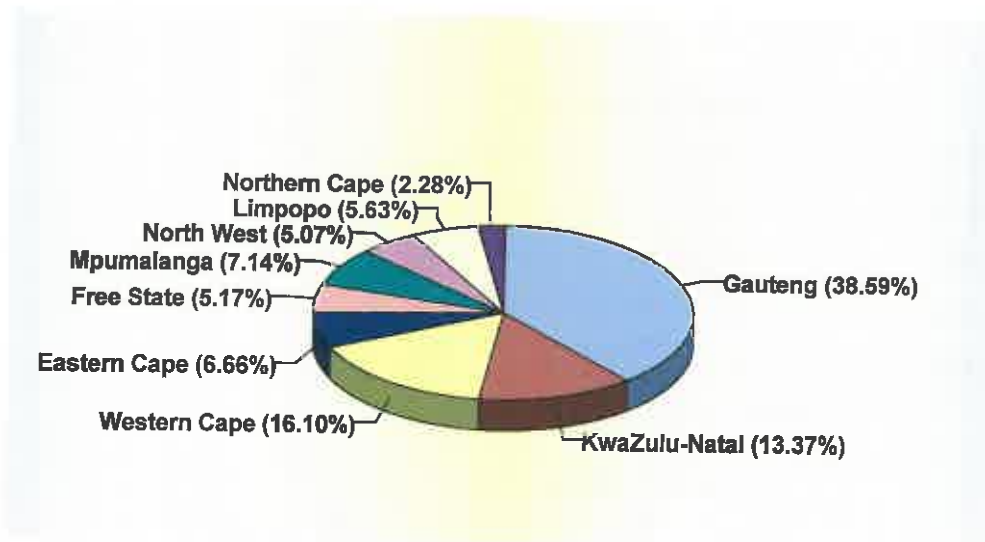
Number of Registered Vehicles per Province	Number registered March 2016	Number registered March 2017	Change	% Change	% of Total March 2017
Gauteng	4 576 601	4 648 786	72 185	1.58	38.59
KwaZulu-Natal	1 585 770	1 610 144	24 374	1.54	13.37
Western Cape	1 886 544	1 939 657	53 113	2.82	16.10
Eastern Cape	786 403	801 885	15 482	1.97	6.66
Free State	617 573	623 264	5 691	0.92	5.17
Mpumalanga	837 429	859 840	22 211	2.65	7.14
North West	599 196	611 025	11 829	1.97	5.07
Limpopo	656 771	678 843	22 072	3.36	5.63
Northern Cape	271 847	274 160	2 313	0.85	2.28
RSA	11 818 134	12 047 404	229 270	1.94	100

Source: eNaTIS

The number of registered vehicles per province show the highest increase to be for Limpopo with an increase of 3.36% from 656 771 in 2016 to 678 843 in 2017 followed closely by Western Cape, with an increase of 2.82% from 1 886 544 to 1 939 657.

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

Figure 1: Percentage contribution of vehicles population per province



The information in the graph above shows that 39% of all vehicles are registered in Gauteng; about 16% in Western Cape and 13% in KwaZulu-Natal.

3. DRIVER POPULATION

3.1 Learner Driving Licences

The number of learner driving licences issued decreased by 3 535 (0.28%) from 1 255 623 as on 31 March 2016 to 1 252 088 on 31 March 2017. Details on the number of learner driving licences issued per category is given in the table below and graphically reflected in the figure below.

Table 3: Number of learner Licences Issued per category

Number of Learner Licences Issued				
Category	Mar 2016	Mar 2017	Change	% Change
1	47 987	45 333	-2 654	-5.53
2	284 228	267 399	-16 829	-5.92
3	923 408	939 356	15 948	1.73
Total	1 255 623	1 252 088	-3 535	-0.28

Source: eNaTIS

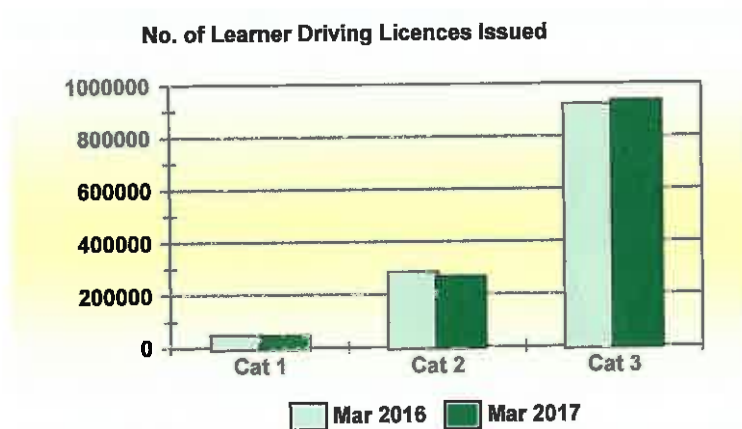
Learner Licences:

Category 1: Motorcycle

Category 2: Light Motor Vehicle

Category 3: Heavy Motor Vehicle

Figure 2: Number of learner driving license issued



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 graph below.

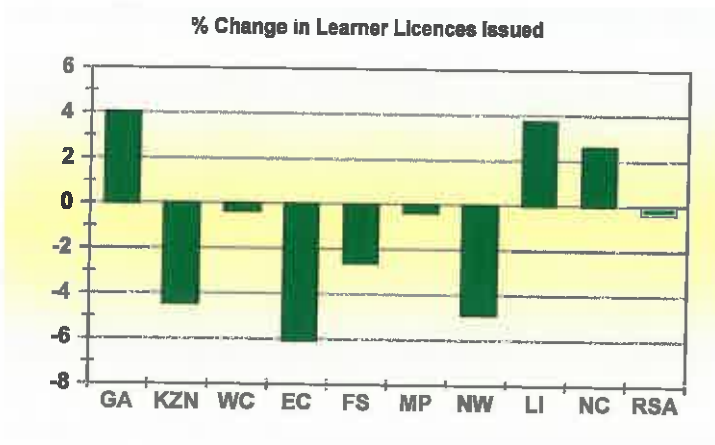
Table 4: Number of Learners Licences Issued per Province

Number of Learners Licences issued per Province										
Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2016	343 678	215 595	187 224	110 377	70 387	113 116	74 358	111 986	28 902	1 255 623
Mar 2017	357 498	206 020	186 805	103 693	68 618	112 860	70 773	116 170	29 651	1 252 088
Change	13 820	-9 575	-419	-6 684	-1 769	-256	-3 585	4 184	749	-3 535
% Change	4.02	-4.44	-0.22	-6.06	-2.51	-0.23	-4.82	3.74	2.59	-0.28

Source: eNaTIS

With the exception of Gauteng, Limpopo, and Northern Cape, other provinces recorded a decrease in the number of Learner Licences issued. The highest increase was recorded for Gauteng with 4.02% followed by Limpopo with 3.74%.

Figure 3: Percentage change in learner licences issued per province



3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 507 002 (4,31%) from 11 776 775 as on 31 March 2016 to 12 283 777 as on 31 March 2017. Details on the number of driving licences issued per category is given in the table and graphically reflected in the figure below.

Table 5: Number of Driving Licences Issued

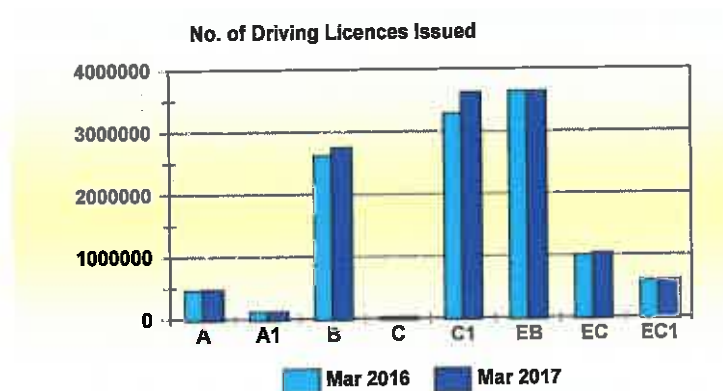
Number of Driving Licences Issued				
Category	Mar 2016	Mar 2017	Change	% Change
A	467 465	475 817	8 352	1.79
A1	123 462	123 395	-67	-0.05
B	2 628 457	2 757 351	128 894	4.90
C	21 493	22 279	786	3.66
C1	3 297 099	3 629 376	332 277	10.08
EB	3 647 094	3 650 311	3 217	0.09
EC	996 714	1 031 700	34 986	3.51
EC1	594 991	593 548	-1 443	-0.24
Total	11 776 775	12 283 777	507 002	4.31

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 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 10%, 5%, 4% and 4%, respectively.

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

Table 6: Number and percentage of Driving Licences Issued per Category

Number and % of Driving Licences Issued per Category			
Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	475 817	3.87
A	Motorcycle > 125 cub.cm	123 395	1.00
B	Motor vehicle < 3,5000 kg	2 757 351	22.45
EB	Articulated motor vehicle <16,000 kg	22 279	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 629 376	29.55
EC1	Articulated vehicle 3,500 - 16,000 kg	3 650 311	29.72
C	Motorvehicle > 16,000 kg	1 031 700	8.40
EC	Articulated vehicle > 16,000 kg	593 548	4.83
Total		12 283 777	100

Source: eNaTIS

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

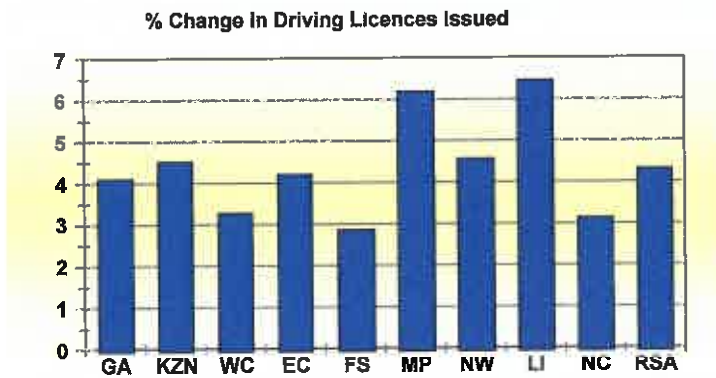
Table 7: Number of Driving Licences Issued per Province

Number of Driving Licences Issued per Province										
Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2016	4 148 513	1 869 948	1 827 104	859 680	601 413	826 497	556 550	863 865	223 205	11 776 775
Mar 2017	4 318 596	1 954 395	1 886 913	895 805	618 627	877 687	581 943	919 602	230 209	12 283 777
Change	170 083	84 447	59 809	36 125	17 214	51 190	25 393	55 737	7 004	507 002
% Change	4.10	4.52	3.27	4.20	2.86	6.19	4.56	6.45	3.14	4.31

Source: eNaTIS

All provinces recorded an increase in the number of driving Licences issued. The highest increase was recorded for Limpopo with 6.45% followed by Mpumalanga with 6.19%.

Figure 5: Percentage change in driving licences issued



3.2.2 Number of Driving Licence Cards Expired

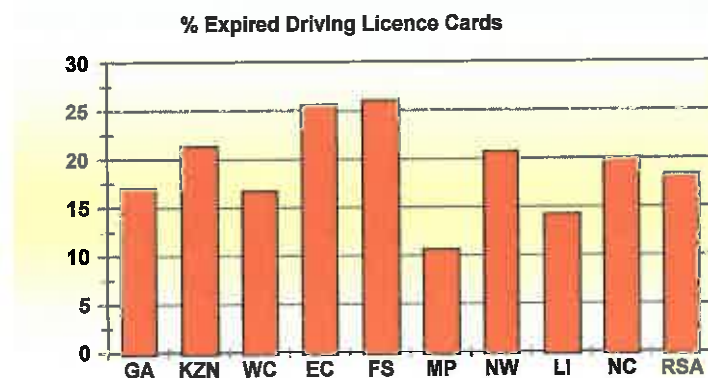
The information in the table below shows that on 29 February 2016 there were a total of 2 068 657 expired driving licence cards recorded on the electronic National Traffic Information System (eNaTIS). This figure represents 17.62% of all driving licences issued. This information is also reflected in the graph below.

Table 8: Number of Driving Licence Cards Issued and Expired per Province

Mar 2017	Number of Driving Licence Cards Issued and Expired per Province									
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
On system	4 318 596	1 954 395	1 886 913	895 805	618 627	877 687	581 943	919 602	230 209	12 283 777
Not expired	3 583 289	1 536 515	1 571 320	666 691	457 041	784 235	461 126	788 575	184 141	10 032 933
Expired	735 307	417 880	315 593	229 114	161 586	93 452	120 817	131 027	46 068	2 250 844
% Expired	17.03	21.38	16.73	25.58	26.12	10.65	20.76	14.25	20.01	18.32

Source: eNaTIS

Figure 6: Percentage of expired driving license cards per province



3.3 Professional Driving Permits Issued and Expired

3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 34 816 (3.39%) from 1 027 763 as on 31 March 2016 to 1 062 579 as on 31 March 2017. Detail on the number of PrDPs issued per category is given in table and graphically reflected in the figure below.

Table 9: Number of PrDP's Issued

Category	Mar 2016	Mar 2017	Change	% Change
G	9 856	9 246	-610	-6.19
P G	981 520	1 013 946	32 426	3.30
D G	181	156	-25	-13.81
D P G	36 206	39 231	3 025	8.35
Total	1 027 763	1 062 579	34 816	3.39

Source: eNaTIS

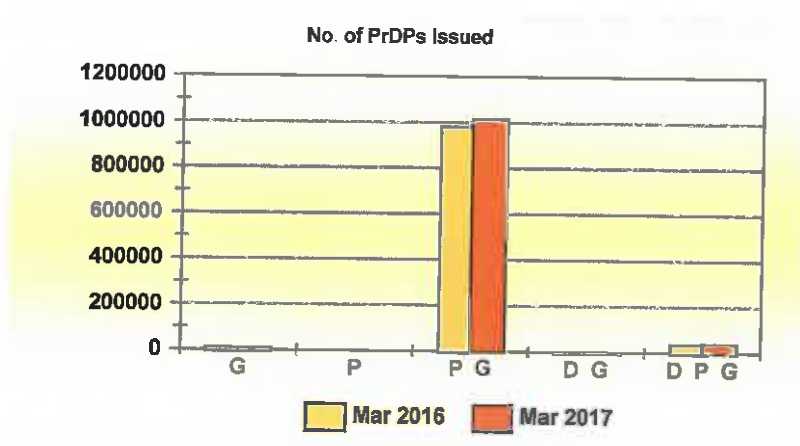
Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

Figure 7: Number of PrDPs issued



The information contained in the table above depicts that the highest percentage change was recorded for Categories DPG with percentages of 8.35%.

The number and percentage (%) of professional driving permits issued per category at the end of March 2016 and 2017 is reflected in table below.

Table 10: Number of Professional Driving Permits (PrDP's) Issued per Province

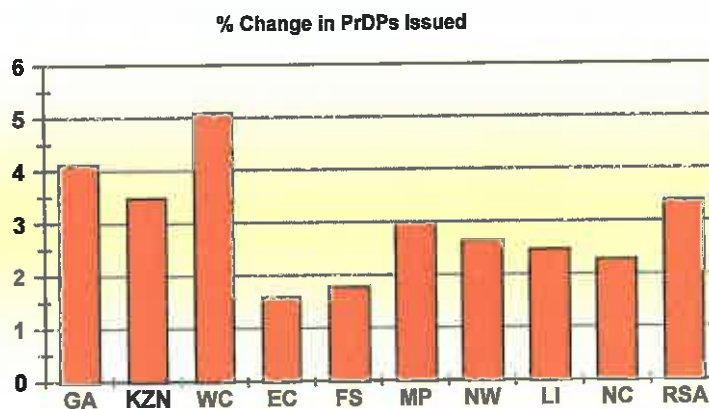
Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2016	277 124	176 751	143 078	84 363	64 551	99 589	52 481	105 684	24 142	1 027 763
Mar 2017	288 511	182 910	150 351	85 697	65 700	102 560	53 869	108 290	24 691	1 062 579
Change	11 387	6 159	7 273	1 334	1 149	2 971	1 388	2 606	549	34 816
% Change	4.11	3.48	5.08	1.58	1.78	2.98	2.64	2.47	2.27	3.39

Source: eNaTIS

Provincial information in this regard is given in table and the percentage change with regard to all Professional Driving Permits Issued per Province is reflected in the graph below.

All provinces recorded an increase in the number of Professional Driving Permits issued. The highest increase was recorded for Western Cape with 5.08% followed by Gauteng with 4.11%.

Figure 8: Percentage change in Professional Driving Permits issued



3.3.2 Number of Expired PrDPs

The information in table below shows that as on 31 March 2017 there were a total of 473 802 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (eNaTIS).

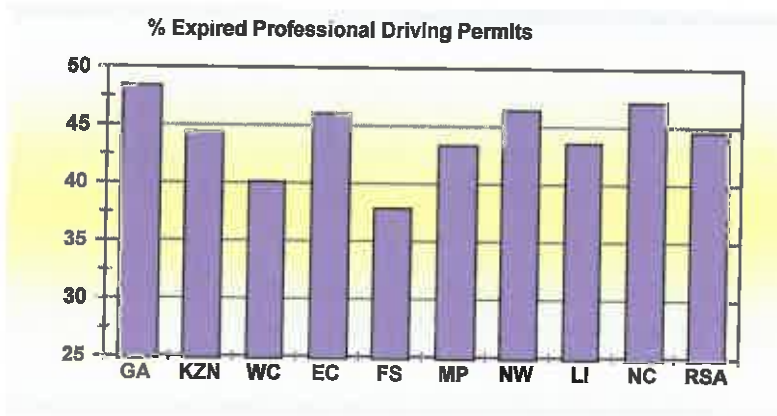
This figure represents 44.59% of all PrDPs issued. This information is also reflected in the graph below.

Table 11: Number of Professional Driving Permits (PrDPs) Issued and Expired per Province

Mar 2017	Number of Professional Driving Permits (PrDPs) Issued and Expired per Province									
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
On system	288 511	182 910	150 351	85 697	65 700	102 560	53 869	108 290	24 691	1 062 579
Not expired	148 844	101 664	90 074	46 226	40 841	58 104	28 861	61 111	13 052	588 777
Expired	139 667	81 246	60 277	39 471	24 859	44 456	25 008	47 179	11 639	473 802
% Expired	48.41	44.42	40.09	46.06	37.84	43.35	46.42	43.57	47.14	44.59

Source: eNaTIS

Figure 9: Percentage of expired professional driving permits



The provinces that recorded the highest increase of expired PrDPs is Gauteng, with a 48%, followed by Northern Cape and North West, with 47% and 46%, respectively.

4. FATAL CRASHES

The number of fatal crashes per Province as from 24 – 28 March 2016 and 13 – 17 April 2017 is given in the table below.

Table 12: Number of Fatal Crashes per Province over Easter : 24 – 28 March 2016 and 13 – 17 April 2017

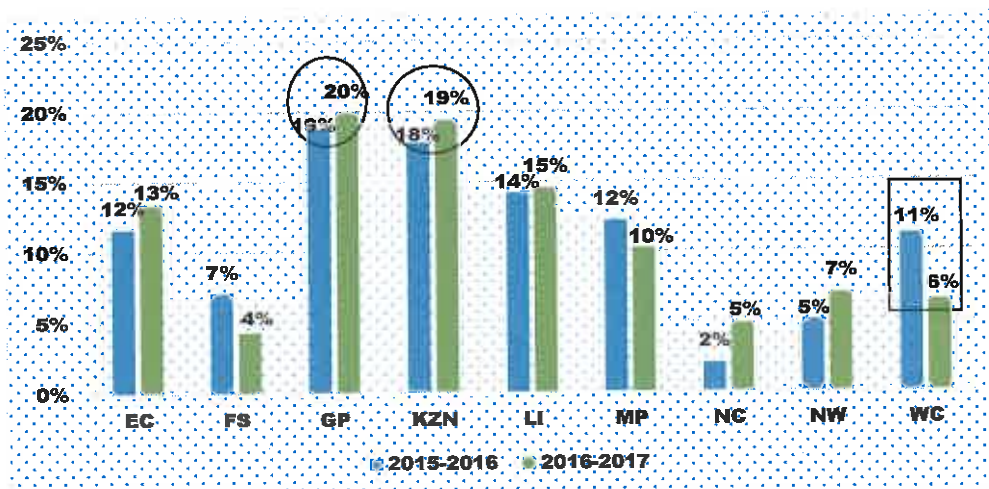
Number of Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2016	37	35	22	23	14	24	10	28	4	197
2017	37	36	12	25	8	19	13	27	9	186
change	0	1	-10	2	-6	-5	3	-1	5	-11
% change	0.0	2.9	-45.5	8.7	-42.9	-20.8	30.0	-3.6	125.0	-5.6

The number of fatal crashes decreased by 11 (5.6%) from 197 crashes over the same period the previous year to 186 this year.

With the exception of Western Cape, Free State, Mpumalanga and Limpopo all other provinces recorded an increase for the number of fatal crashes. On a provincial percentage basis the highest increases have been recorded for the following:

- Northern Cape: an increase of 5 (125%) from 4 to 9
- North West: an increase of 3 (30%) from 10 to 13
- Eastern Cape: an increase of 2 (8.7%) from 23 to 25

Figure 10: Percentage distribution of Fatal Crashes per Province: 2016 and 2017

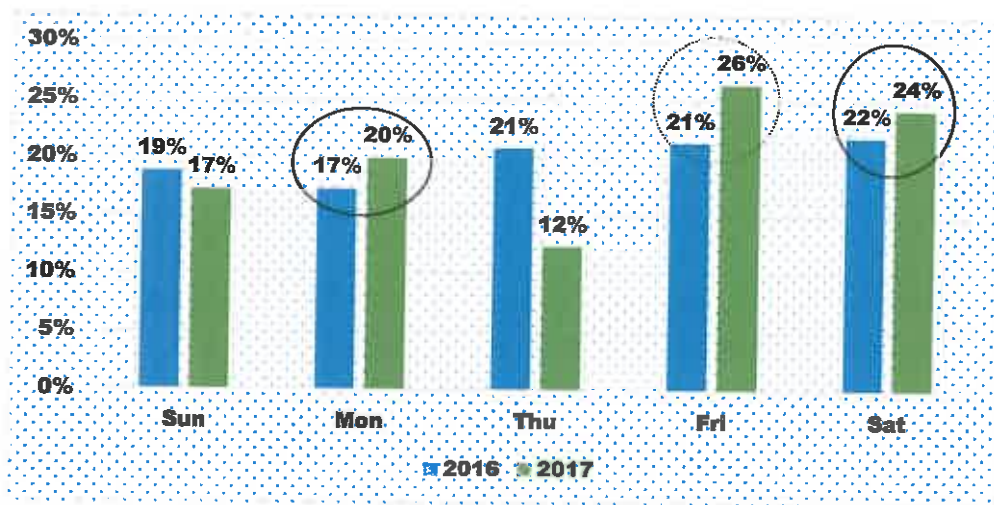


The figure above provides percentage distribution of fatal crashes per province. The provinces with the highest contributions more than 15% for the two periods under review are Gauteng and Kwa-Zulu Natal. However, the highest reduction has been recorded for Western Cape from 11% to 6%.

5. FATAL CRASHES PER DAY OF WEEK

The graph below provides percentage distribution of fatal crashes per day of week.

Figure 11: Percentage distribution of fatal crashes per day of week: 2016 & 2017

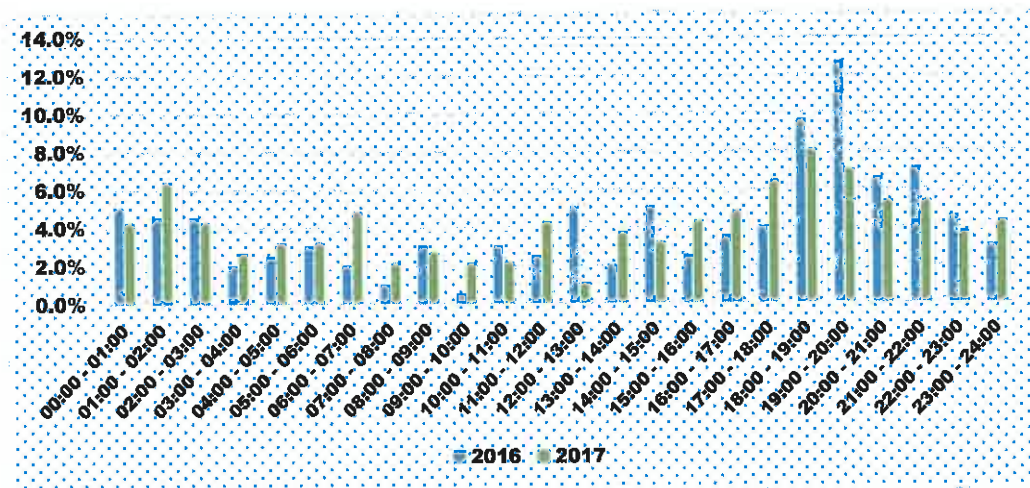


The information depicts that most fatal crashes during 2017 were recorded on Friday, Saturday and Monday with 26%, 24% and 20% respectively. The highest reduction has been recorded for Thursday from 21% in 2016 to 12% in 2017.

6. FATAL CRASHES PER TIME OF DAY

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

Figure 12: Percentage distribution of fatal crashes per time of day: 2016 & 2017



The above information shows the following percentage of crashes for the respective hours of the day to be time that most crashes occurred for 2017:

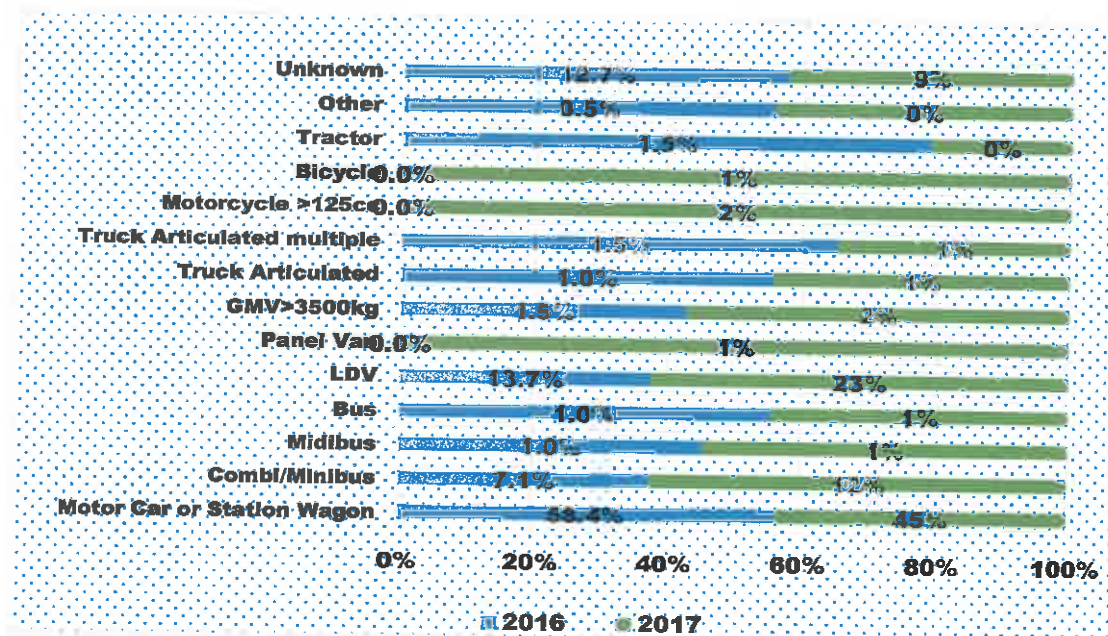
- From 18:00 to 19:00 8.1%
- From 19:00 to 20:00 : 7.0%;
- From 20:00 to 21:00 : 5.4%;
- From 21:00 to 22:00 : 5.4%;
- From 01:00 to 02:00: 6.5%

It was evident that most fatal crashes happened in the after-hours of the day during 2017, especially from 17:00 to 22:00 to the early hours. About 32.3% of the daily crashes happened between 17:00 to 22:00. However, other peaks were recorded between 18:00 – 19:00.

7. FATAL CRASHES PER VEHICLE TYPE

The percentage distribution of various vehicles involved in the fatal crashes are reflected in the graph below.

Figure 13: Percentage distribution of fatal crashes per vehicle type: 2016 & 2017



The vehicle types with a high contribution to fatal crashes were motorcars and LDV's with contributions of 58% and 45% respectively. The two vehicle types contribute to high number of fatalities for passengers.

8. FATALITIES

The number of fatalities per Province for the period 24 – 28 March 2016 and 13 – 17 April 2017 is given in the figure below.

Table 13: Number of Fatalities per Province over Easter: 24 – 28 March 2016 and 13 – 17 April 2017

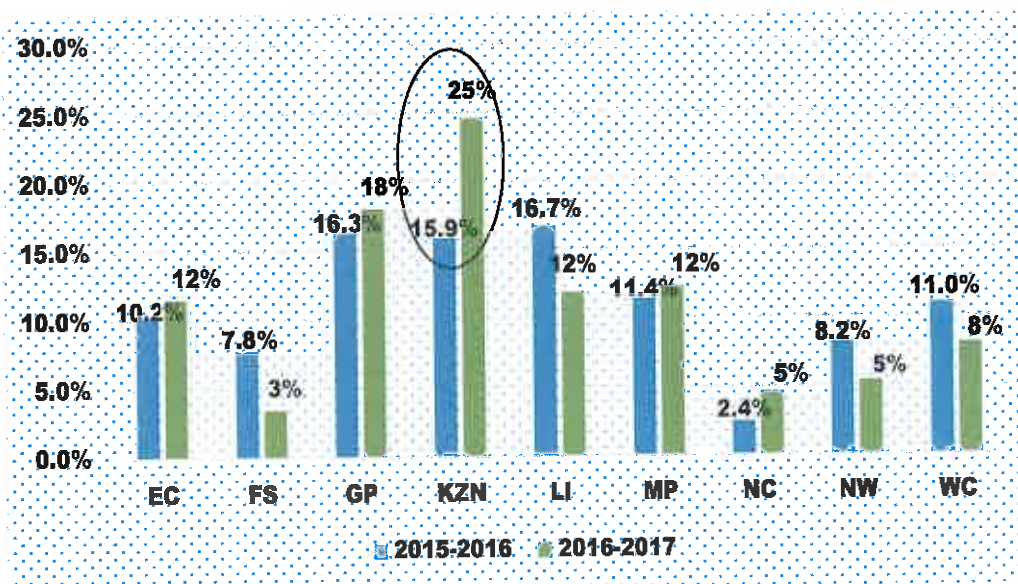
Number of Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2016	40	39	27	25	19	28	20	41	6	245
2017	47	64	21	30	9	32	14	31	12	260
change	7	25	-6	5	-10	4	-6	-10	6	15
% change	17.50	64.10	-22.22	20.00	-52.63	14.29	-30.00	-24.39	100.00	6.12

The number of fatalities increased by 15 (6.12%) from 245 over the same period the previous year to 260 this year.

With the exception of Western Cape, Free State, North West and Limpopo all other Provinces recorded an increase in this regard. On a provincial percentage basis the highest increases have been recorded for the following provinces:

- Northern Cape : an increase of 6 (100%) from 6 to12;
- Kwa-Zulu Natal : an increase of 25 (64.1%) from 39 to 64; and
- Eastern Cape : an increase of 5 (20%) from 25 to 30

Figure 14: Percentage distribution of fatalities per province: 2016 and 2017

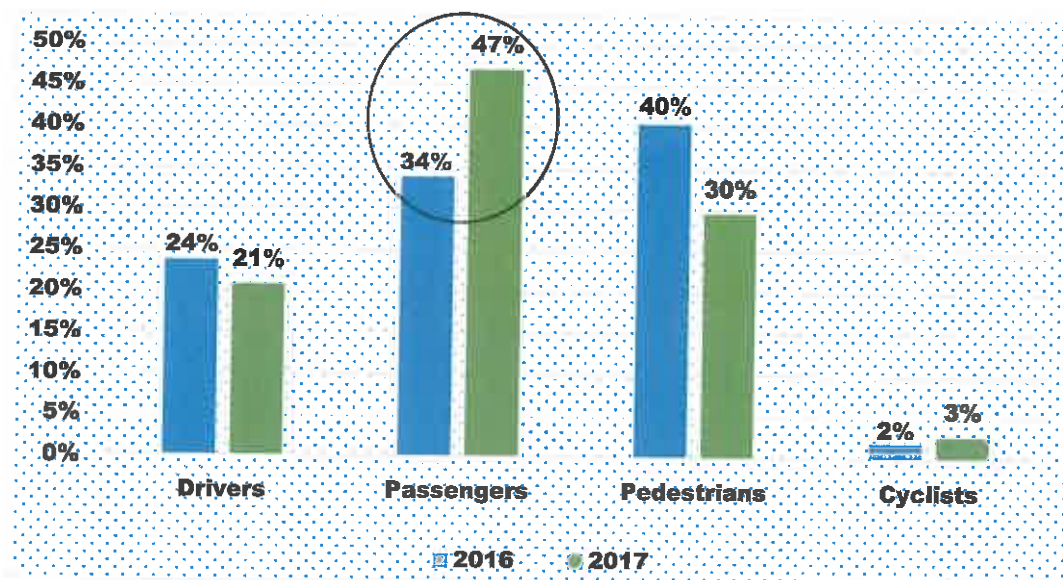


The figure above provides percentage distribution of fatalities per province. The provinces with the highest contributions above 10% for 2017 are Eastern Cape, Gauteng, Kwa-Zulu Natal and Mpumalanga. However, the highest increase has been recorded for Kwa-Zulu Natal from 15.9% to 25%.

9. NUMBER OF FATALITIES PER ROAD USER GROUP

The percentage distribution of fatalities per road user group is reflected in the figure below. During the period under review passengers contributed 47%, followed by pedestrians with 30% and drivers with 21% to the total number of fatalities. A better performance has been observed for drivers and pedestrians with a reduction compared to 2016. However, the highest increase of 13% has been recorded for passengers between 2016 and 2017.

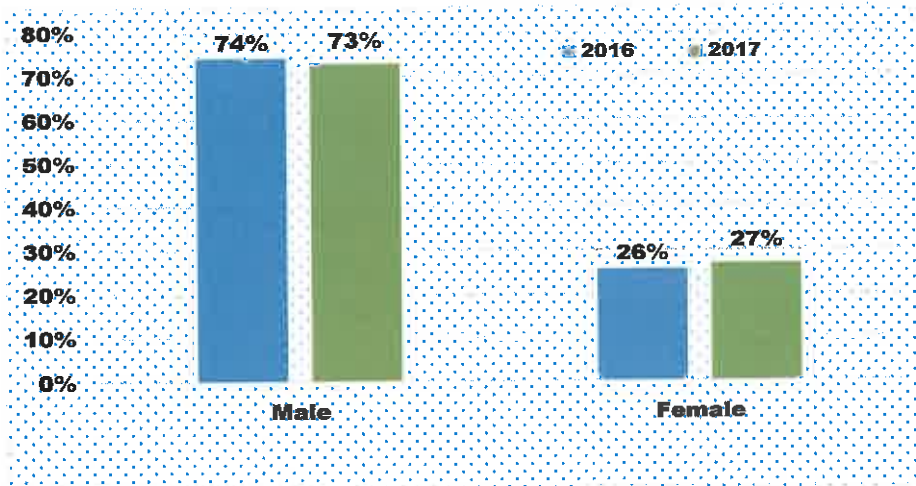
Figure 15: Percentage distribution of Fatalities per road users: 2016 & 2017



10. FATALITIES PER GENDER AND RACE

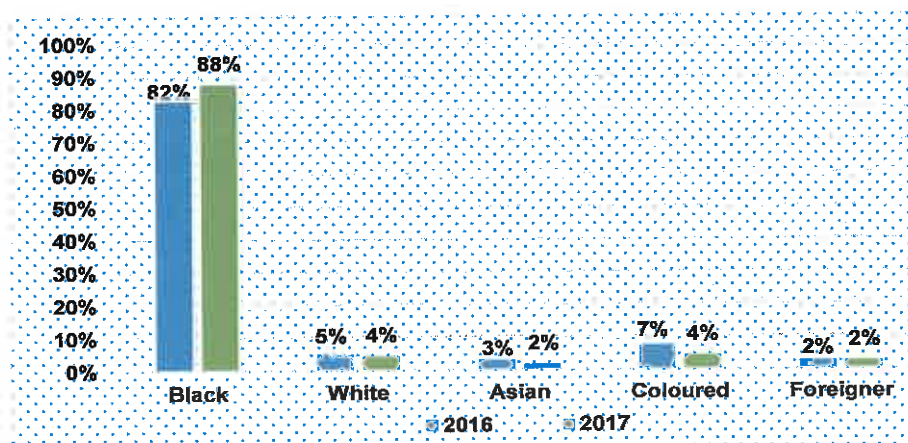
The table and figure below provide the number and percentage distribution of fatalities per gender and race.

Figure 16: Percentage distribution of Fatalities per Gender: 2016 & 2017



The gender category mostly involved in fatal crashes and contributing more to the total number of fatalities is the male category with 74% in 2016 and 73% in 2017. While the female category contributed 26% in 2016 to 27% in 2017 to the total number of fatalities.

Figure 17: Percentage distribution of Fatalities per Race:2016 & 2017

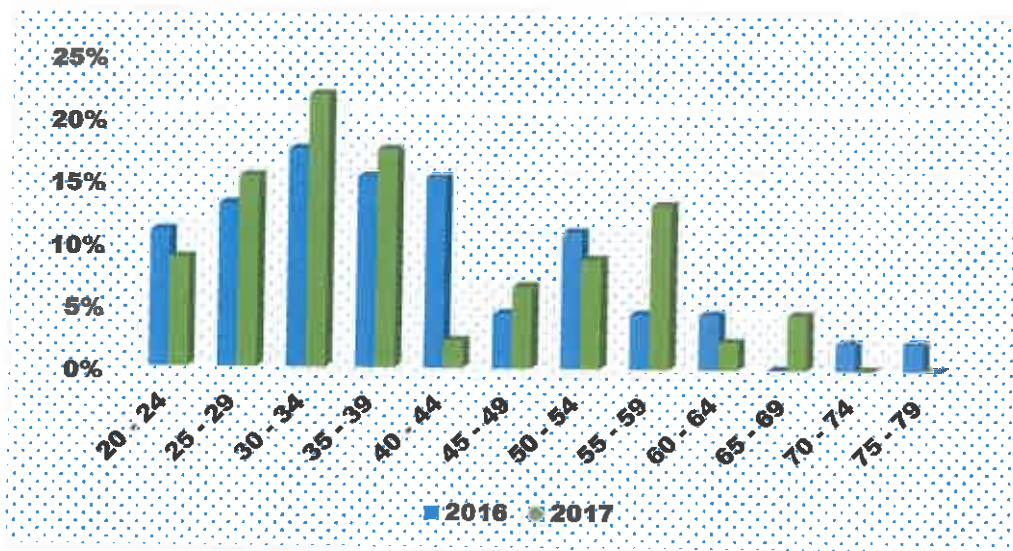


The figure above shows that most fatalities were recorded for black race with 82% in 2016 and 88% in 2017. Followed by coloureds and whites.

11. ROAD USER GROUP FATALITIES PER AGE GROUP

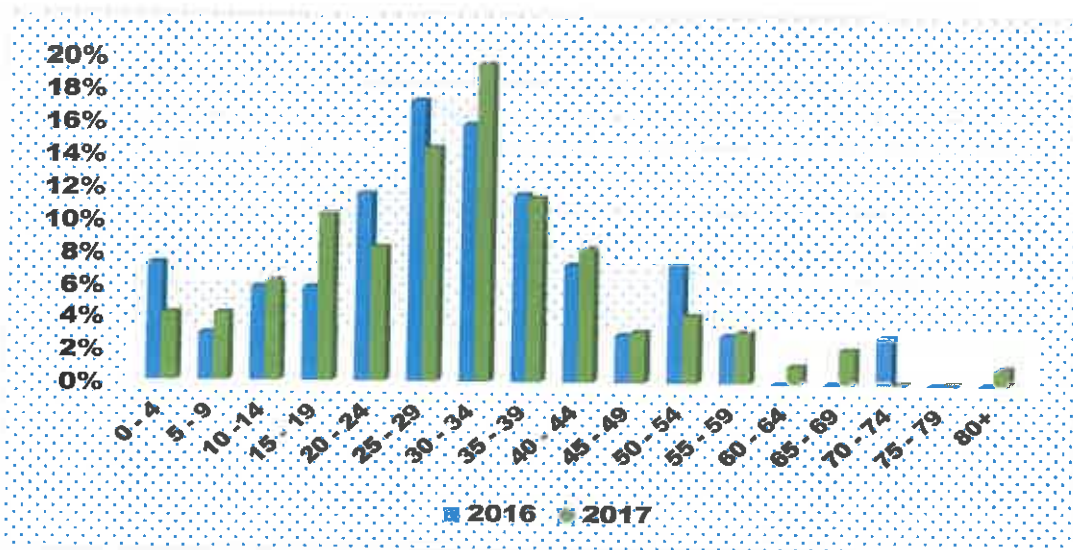
The figures below provide information with regards to the fatalities per age and per road user type for Easter 2016 and 2017.

Figure 18: Percentage distribution of fatalities per age for drivers: 2016 & 2017



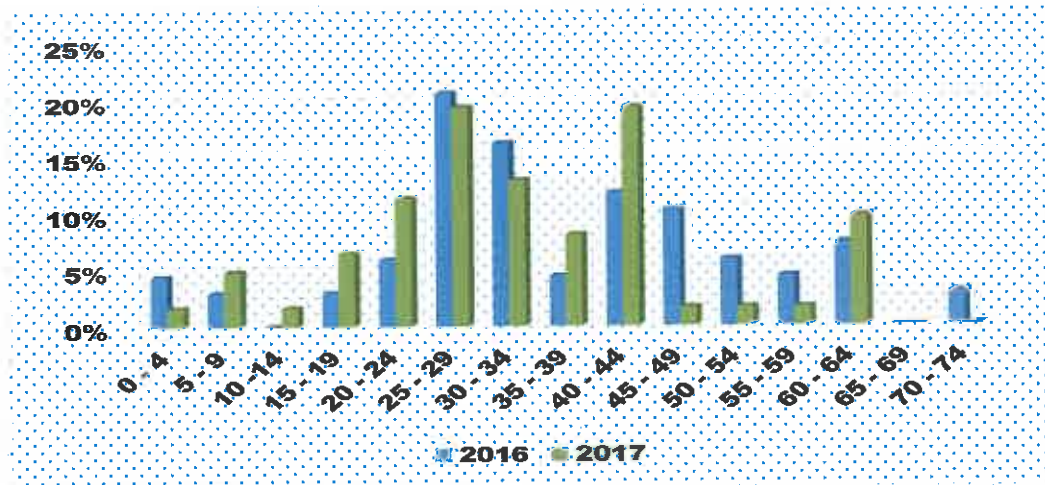
The figure above shows that the highest fatalities for drivers were recorded from age group 25 to 39 and between ages 55 - 59 years with more than 10%. Age group between 30 to 34 years being the peak age group with a contribution of about 17% in 2016 and 22% in 2017, followed by the age group between 35 to 39 with 15% in 2016 and 17% in 2017.

Figure 19: Percentage contribution of fatalities per age for passengers: 2016 & 2017



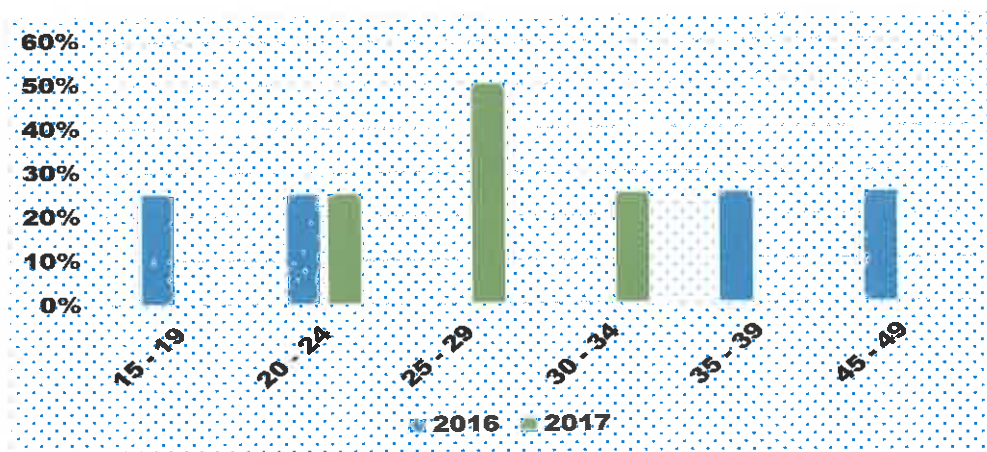
The figure above indicates that most fatalities for passengers were recorded between age 20 and 44 years, having the age group between 30 to 34 years being the age group contributing more with 16% in 2016 and 19% in 2017 to the passenger's fatalities. Followed by the age group between 25 to 29 years with a contribution of 17% in 2016 and 14% in 2017.

Figure 20: Percentage contribution of fatalities per age for pedestrians: 2016 & 2017



The figure above indicates that most fatalities for pedestrians were recorded between the ages 20 to 44 years with the exception of age 35 – 39 interval with less than 10% for both years under review. The age group between 25 and 29 being the highest with a contribution of 21% in 2016 and 19% in 2017.

Figure 21: Percentage contribution of fatalities per age for Cyclist: 2016 & 2017



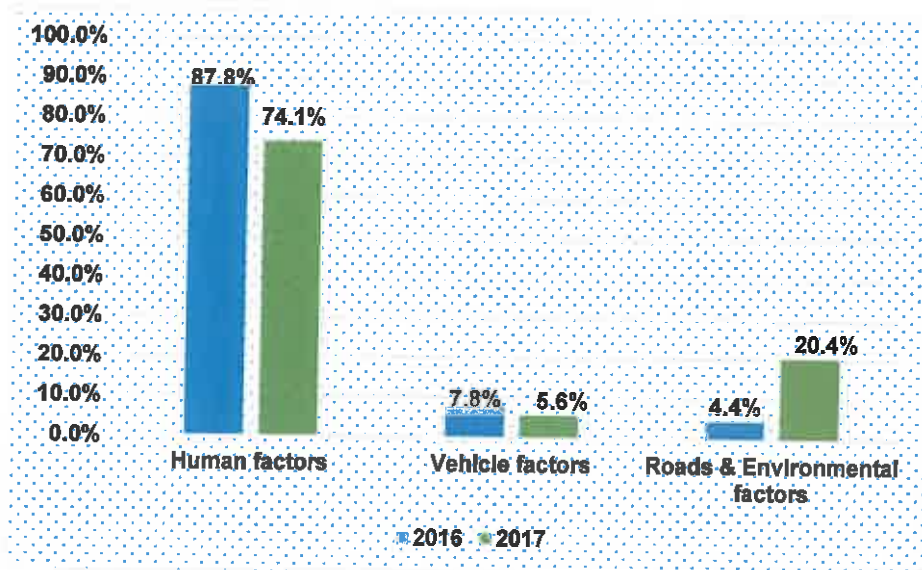
The figure above indicates that most fatalities for cyclist were recorded between ages 25 to 29 with 50 % during 2017.

12. CONTRIBUTORY FACTORS

The figure below provides percentage contribution per contributory factors category:

- The human factors contributed 87% in 2016 and 74% in 2017 to the occurrence of fatal crashes, followed by;
- Road and environment factors with a contribution of 4.4% in 2016 and 20.4% in 2017; and
- Vehicle factors with a contribution of 7.8% in 2016 and 5.6% in 2017.

Figure 22: Comparison of contributory factors for 2016 and 2017



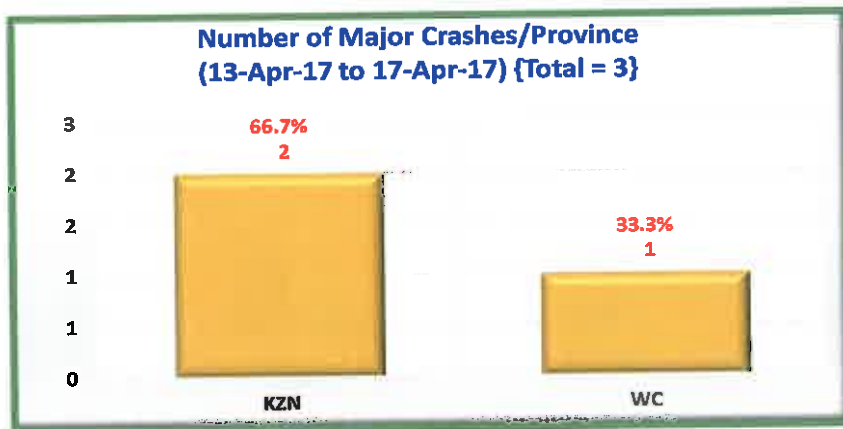
13. MAJOR ACCIDENTS INVESTIGATED

The Corporation set the criteria to investigate major crashes as follows:

- Crashes where five (5) or more people died,
- Crashes where there are four (4) or more vehicles involved with a fatality,
- Dangerous Goods crashes with a fatality and
- Any crash that the Corporation deems necessary to investigate

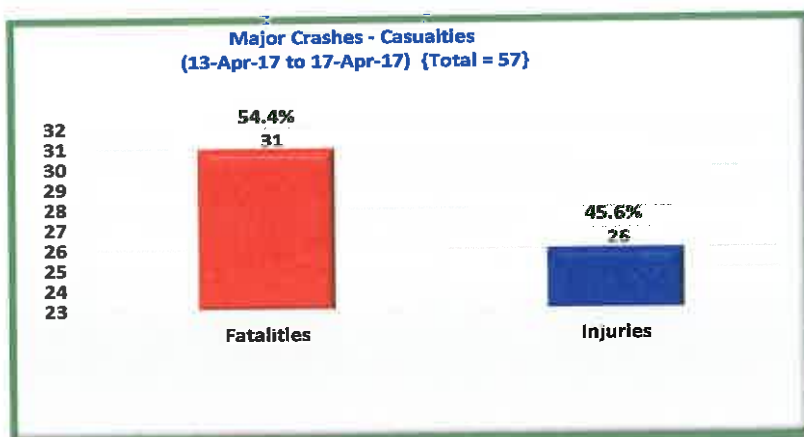
A total number of three (3) major crashes were reported and investigated for the period under review. Thirty one (31) people were killed and two-hundred and twenty six (26) people sustained injuries as a result of these major crashes.

Figure 23: Number and percentage distribution of Major Crashes per Province



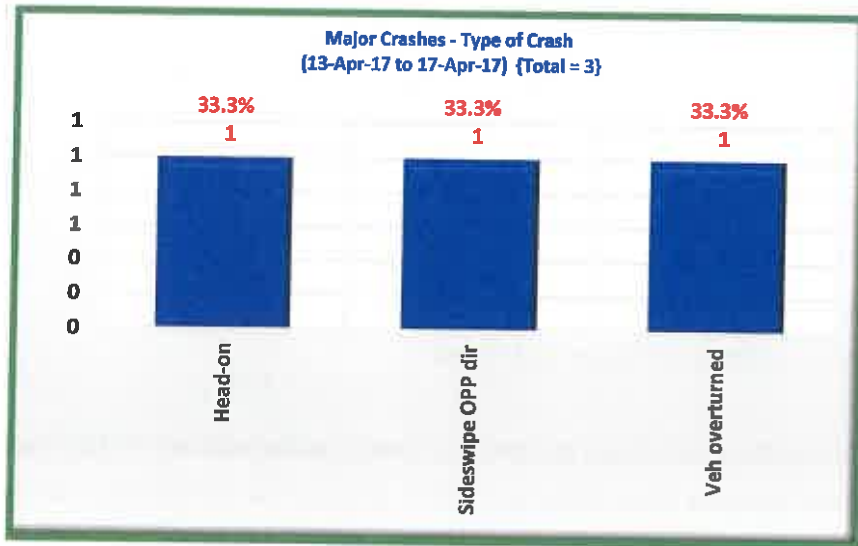
The number of major fatal crashes were reported and investigated in the Kwa-Zulu Natal and Western Cape, with 67% and 33% respectively.

Figure 24: Number and percentage distribution of casualties



13.1 Crash Types

Figure 25: Major crashes per crash types

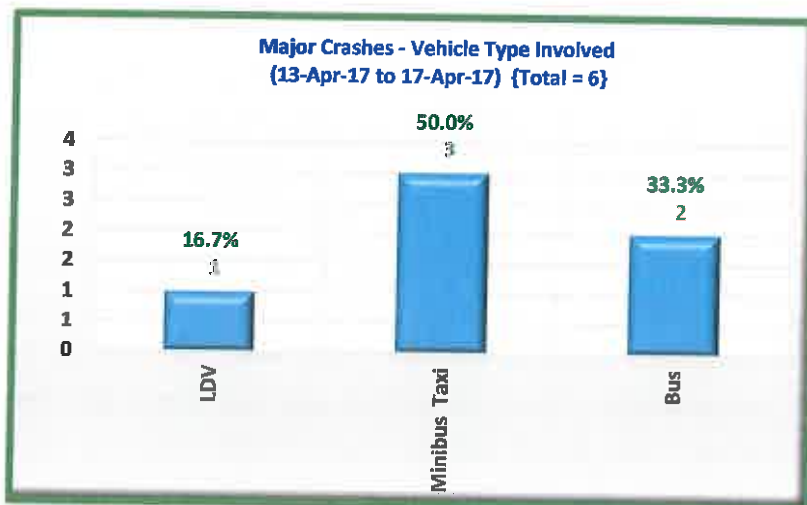


The above graph depicts the major crash types that occurred during the Easter period. The three (3) major crashes recorded occurred as a result of Head-on, Sideswipe opposite direction and vehicle overturned.

13.1.1 Vehicle Involved in Major Crashes

The figure below depicts the vehicle types involved in the major crashes reported and investigated during Easter. The vehicle types mostly involved were minibus taxis and buses.

Figure 26: Vehicles involved in major crashes



14. LAW ENFORCEMENT

In order to reduce crashes on our roads, visibility and traffic monitoring become key to ensure compliance with traffic rules, leading to Law Enforcement Agencies conducting operations in order to:

- ensure total compliance of all road users with all road traffic regulations;
- create a safe road traffic environment for all road users;
- stabilise hazardous location throughout the country;
- ensure intelligence driven deployment;
- promote zonal policing in villages and towns

In order to ensure that the goals above are communicated, liaison with the RTMC becomes critical where regular reporting takes place and RTMC ensures the consolidation of national reports to give the picture on the status of traffic in the country. A decline in terms of Law Enforcement outputs has been recorded when comparing it with same period (Easter Monday) of the previous year. The break down below outlines Law Enforcement performance for 2016 comparatively to 2017.

Table 14: 2016 and 2017 output

Outputs	Vehicles stopped and checked	Notices issued	Vehicles discontinued	Vehicles impounded	Arrests
2016	254 208	112 586	866	400	2 970
2017	174 253	61 340	1 097	951	2 846
Variance	-79955	-51246	231	551	-124

The report on the vehicles which were stopped and checked depicts that road users are not complying with the road traffic laws, following the notices which were issued. Speed fines, overloading, driving without licenses and PrDP are the leading offences with the total of 9 969(speed), 1 112(overloading of goods), 3 934 for road users driving without licenses and 1 363 notices for drivers who were driving without PRDP.

Driving vehicles which are not roadworthy is another aspect resulting into crashes which ultimately claim the lives of many people in the country. During the operations conducted by law enforcers, the vehicles were inspected and road users were given notices for driving vehicles which are un-roadworthy. Tyres, faulty front and rear lamps are the leading offences where notices have been issued with the total of 2 946 notices for tyres, 1 332

notices for faulty rear lamps and 1 007 for faulty front lamps. All these notices were issued and some arrests were made as results of operations conducted in various

Figure 27: Number of vehicles stopped.

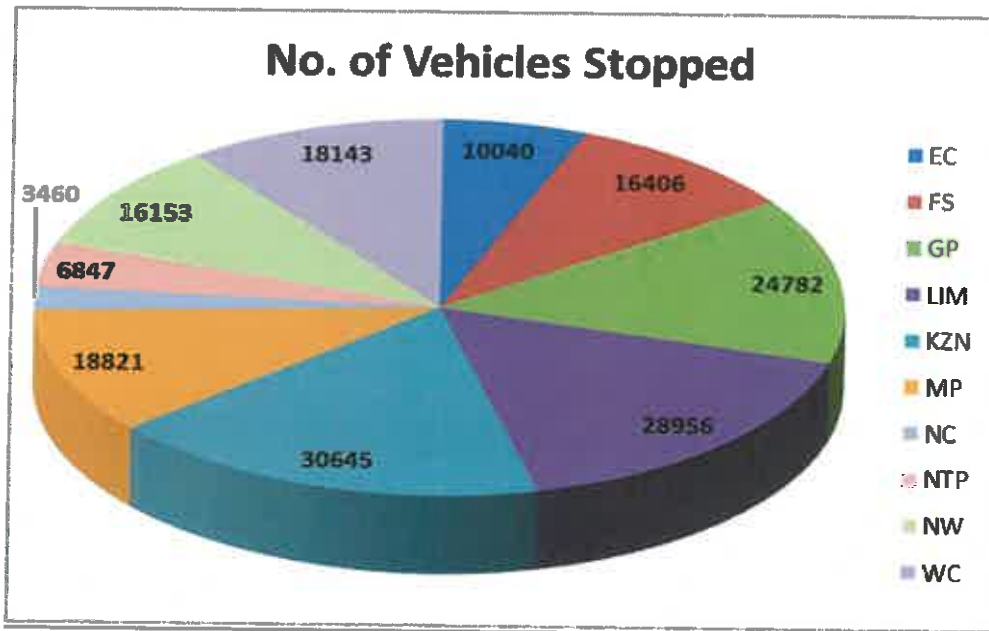


Table 15: Number of arrests per Province

Arrests	EC	FS	GP	LIM	KZN	MP	NC	NTP	NW	WC	Total
Drunken Driving	7	9	939	48	88	189	17	90	19	51	1457
No Driving Licence	3	0	1	0	2	0	0	17	0	0	23
Speed	0	107	117	1	15	20	0	0	1	0	261
Overload Goods	0	0	0	2	0	2	0	2	0	0	6
Overload Passengers	0	0	0	0	0	54	0	0	0	0	54
Inco, Rec. & Neg.	0	0	19	2	0	2	0	4	1	0	28
Permits / Operating Permits	0	0	0	0	72	596	0	0	0	0	668
Warrants Executed	21	0	0	12	162	0	0	0	83	0	278
False Documentation	1	0	0	0	3	0	0	2	1	1	8
Other Arrests	3	0	9	26	16	0	0	2	4	3	63
Total	35	116	1085	91	358	863	17	117	109	55	2846

Table 16: Highest speed arrest per province

Date	Province	Location	Actual Speed	Speed Limit	Bail
14/04/2017	Mpumalanga	N4 Middleburg	192 km/h	120 km/h	Detained
14/04/2017	Kwa-Zulu Natal	N2 N/B Ifafa	163km/h	120 km/h	Detained
14/04/2017	Gauteng	N1 Pretoria	225 km/h	120 km/h	Detained
14/04/2017	Gauteng	N1 Hammanskraal	219 km/h	120 km/h	Detained
15/04/2017	Gauteng	N1 Honeydew	194 km/h	120 km/h	Detained
15/04/2017	Limpopo	N1 Waterkuil	176 km/h	120km/h	R1 000
17/04/2017	Free State	N6 Reddersburg	227 km/h	120 km/h	R3000

HIGHLIGHTS

- a. **Gauteng:** Saturation Unit recovered **3 (three)** stolen vehicles from Soweto during their operation which was conducted on the 14th April 2017. It was a Toyota FunCargo with Botswana plates, a Nissan P200 and a Toyota Quantum.
- b. **Western Cape:** Provincial Inspector Mutota arrested a passenger who interfered with his job as he was conducting an alcohol test on one of the taxi drivers in Caledon. An offender has been detained in Caledon SAPS, and the incident took place on the 16th April 2017.
- c. **Eastern Cape:** Traffic Officer Slinger arrested an offender for driving on 123km/h on 100km/h zone, for offering him a bribe of R150 and for producing false documentation. The arrest took place in Aliwal North where a case was opened with the SAPS. The incident took place on 17th April 2017.
- d. **Eastern Cape:** Traffic Officer Nongauza of Mthatha was approached by a woman who was robbed at gun point of her hand bag and a cell phone. She pointed out the man and Officer Nongauza apprehended him. He recovered an unlicensed fire arm and all the woman's belongings from the man. The incident took place on the 17th April 2017 and a case was opened at Mthatha SAPS

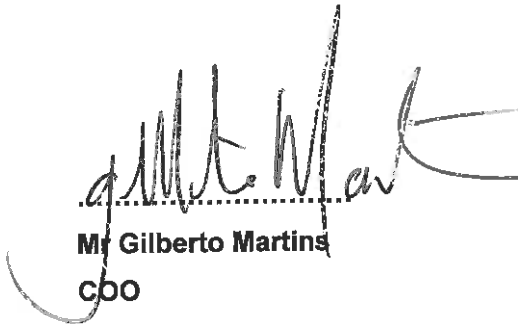
15. CONCLUSION

During 2017, there were 186 fatal crashes recorded during the period under review with 260 fatalities. Most fatalities were recorded for passenger with a contribution of 47% followed by passengers with a contribution of 30%. The information depicts that of the total number of fatalities there were 73% representing fatalities for males and 27% for females. Most of crashes occurred between 17:00 to 22:00 and 32.2%. Most vehicles involved in the crashes were motorcars and LDV with 45% and 23% respectively.

There were 3 major crashes were reported and investigated during this period and 31 persons were killed and 26 sustained injuries.

There is a need to strengthen the Law Enforcement operations to address among others the vehicle roadworthiness and passenger's safety. The information shows that more road users that are vanishing are the passengers and pedestrians. The Road Safety awareness must focus on the safety of the above mentioned two road users.

Reviewed and Supported by


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COO

24/05/2017
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Date

Recommended by


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29/05/2017
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Date

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Chairman of the Board

29/05/2017
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Date



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