transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Road Traffic
Management Corporation

EASTER REPORT

24 – 28 MARCH 2016

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

CONTENTS

Vision

Safe roads in South Africa

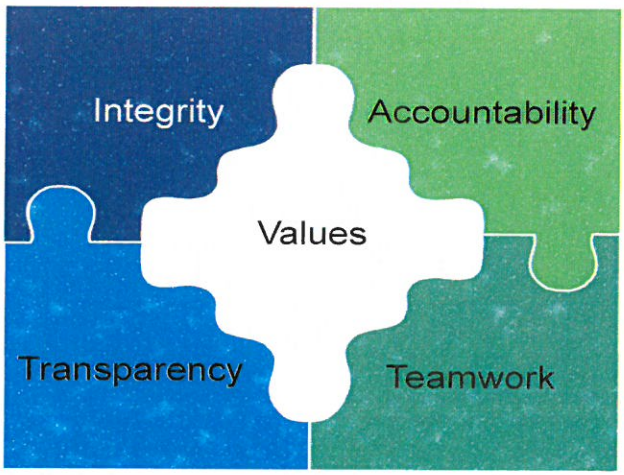
Mission

Ensure safe, secure and responsible use of Roads in South Africa through:

- Education
- Enforcement
- Coordination
- Partnership
- Planning
- Engineering

Values

The values of the Corporation emanate from the Constitution of the republic, and place emphasis on the commitment to law and order and service delivery:



Values	**Meaning**
Integrity	The pledge to execute the responsibilities of the Corporation in an ethical, truthful, and accurate manner consistent with the professional discipline of law enforcement, order, discipline and mobility on our roads
Accountability	The undertaking to be open, honest and accountable as law enforcers and road safety champions.
Transparency	The subscription to the principles of good governance and the facilitation of free and reasonable access to information within the confines of applicable prescripts.
Teamwork	The establishment and maintenance of shared goals by building internal and external relationships, furthermore by placing emphasis on working together by providing support through collaboration while upholding dignity and respect between and among partners

ABREVIATION

RTMC	:	ROAD TRAFFIC MANAGEMENT CORPORATION
CHoCOR	:	CULPABLE HOMICIDE CRASH: OBSERVATION REPORT
EC	:	EASTERN CAPE
GA	:	GAUTENG
FS	:	FREE STATE
LI	:	LIMPOPO
MP	:	MPUMALANGA
NC	:	NORTHERN CAPE
NW	:	NORTH WEST
WC	:	WESTERN CAPE
KZN	:	KWAZULU NATAL
SAPS	:	SOUTH AFRICAN POLICE SERVICE
ENATIS	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM
NSS	:	NATIONAL STATISTICS 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**	**Categories or Degrees of Crashes :** Road traffic crashes are classified in the following four categories in accordance with the severity thereof : • **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. The above three categories of crashes are jointly referred to as **casualty crashes**. • **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**	**Categories or Degrees of Casualties :** Road traffic casualties or injuries are classified in the following three categories in accordance with the severity thereof : • **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.

		• **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 information for Easter 2016. The Easter period launch was held at Mankweng in Limpopo on 18 March 2016. Law enforcement and public awareness campaigns were held. This culminated in numerous law enforcement and road safety initiatives throughout the country. The Easter weekend commenced on Thursday, 24 March 2016 and continued until Monday, 28 March 2016. The report includes the road crash information, Major crashes investigated, Law Enforcement Operations and Road Safety Activities.

During this period road users travel 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 homes.

The traffic volumes along the major arterial routes increased from Monday the 21 March going into Good Friday morning and the home-ward bound journeys commence in the main from 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 leading out to Limpopo, 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 Data Management

1.2.1 Road crash data collection methodology

The Culpable Homicide Crash: Observation Report (CHoCOR) form is used to collect fatal crashes data on daily basis. South African Police Service (SAPS) is the primary source of the fatal crashes data. SAPS provides the Corporation with a list of all recorded fatal crashes (CAS list) and further to this the Corporation receive the CHoCOR forms from various police stations. Road Traffic Management Corporation captures, processes and verifies the data in order to compile a report.

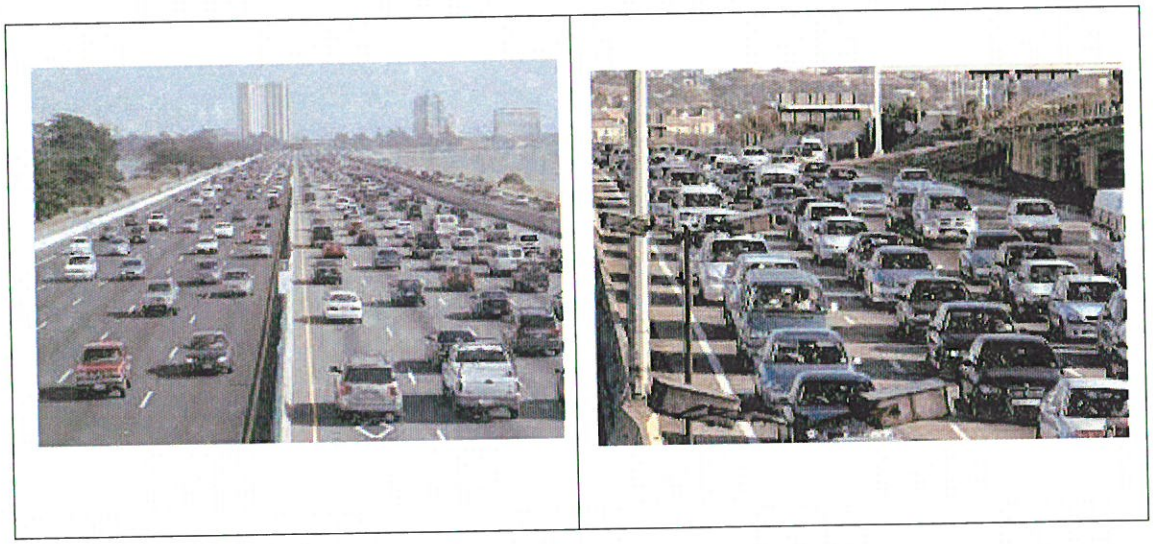
1.2.2 Crash Data Flow

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

1.2.3 Data processing

Road Traffic Management Corporation (RTMC) captures, processes and verifies all the data received and captured in order to compile a consolidate report. There is a continuous engagement with provinces for validation purpose.

2. VEHICLE POPULATION



2.1 Number of Registered Vehicles

The number of registered vehicles increased by 324 526 (2, 82%) from 11 493 608 on 31 March 2015 to 11 818 134 vehicles on 31 March 2016. Table 1 below provide details of vehicles registered per vehicle type.

Table 1: Number of registered vehicles per vehicle type

Number of Registered Vehicles	Number registered Mar 2015	Number registered Mar 2016	Change	% Change	% of Group Mar 2016	% of Total Mar 2016
Motorised Vehicles						
Motorcars	6 707 107	6 905 939	198 832	2.96	64.73	58.44
Minibuses	295 139	300 876	5 737	1.94	2.82	2.55
Buses	57 538	59 843	2 305	4.01	0.56	0.51
Motorcycles	368 516	364 960	-3 556	-0.96	3.42	3.09
LDV's - Bakkies	2 329 671	2 397 369	67 698	2.91	22.47	20.29
Trucks	361 891	367 975	6 084	1.68	3.45	3.11
Other & Unknown	247 508	272 448	24 941	10.08	2.55	2.31
Total Motorised	**10 367 370**	**10 669 410**	**302 041**	**2.91**	**100.00**	90.28
Towed Vehicles						
Caravans	104 045	103 483	-562	-0.54	9.01	0.88
Heavy Trailers	180 121	185 035	4 914	2.73	16.11	1.57
Light Trailers	825 538	843 843	18 305	2.22	73.46	7.14
Other & Unknown	16 535	16 363	-172	-1.04	1.42	0.14
Total Towed	**1 126 239**	**1 148 724**	**22 486**	**2.00**	**100.00**	**9.72**
All Vehicles	**11 493 608**	**11 818 134**	**324 526**	**2.82**		**100.00**

Source: eNatis

The table above shows that on a percentage basis the biggest change was for buses with an increase of 4.01% from 57 538 to 59 843 and followed by motorcars with 2.96% from 6 707 107 to 6 905 939.

The total motor vehicle population per Province for March 2015 and 2016 respectively, is given in table and reflected in the figure below.

Table 2: Number of registered vehicles per Province

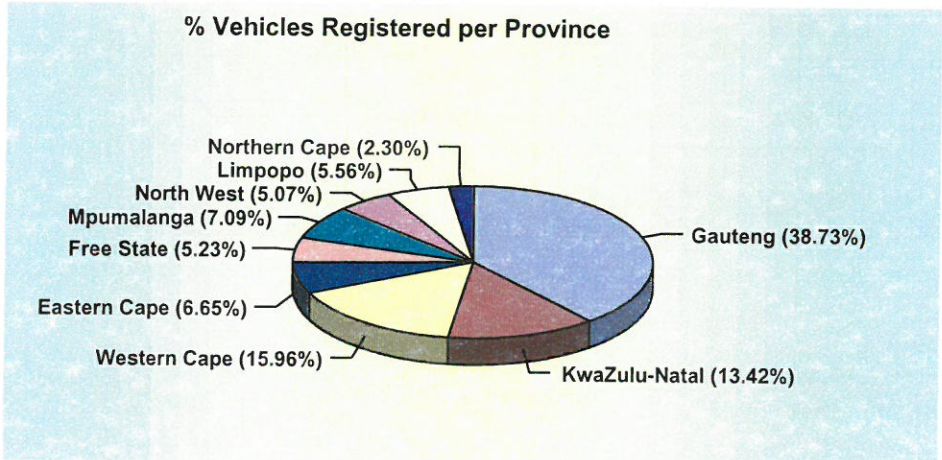
Province Name	Number registered Mar 2015	Number registered Mar 2016	Change	% Change	% of Total Mar 2016
Gauteng	4 456 919	4 576 601	119 682	2.69	38.73
KwaZulu-Natal	1 547 824	1 585 770	37 946	2.45	13.42
Western Cape	1 828 425	1 886 544	58 119	3.18	15.96
Eastern Cape	764 253	786 403	22 150	2.90	6.65
Free State	608 758	617 573	8 815	1.45	5.23
Mpumalanga	808 532	837 429	28 897	3.57	7.09
North West	584 269	599 196	14 927	2.55	5.07
Limpopo	629 049	656 771	27 722	4.41	5.56
Northern Cape	265 579	271 847	6 268	2.36	2.30
RSA	11 493 608	11 818 134	324 526	2.82	100

Source: eNatis

The table above indicates that the highest increase in the number of registered vehicles were recorded in the Limpopo with an increase of 4.41% from 629 049 in 2015 to 656 771 by Mpumalanga, with an increase of 3.57% from 808 532 to 837 429.

The percentage vehicles registered per province on 31 March 2016 is reflected in the graph below.

Figure 1: Percentage contribution of vehicles population per province



The information in the graph above shows that 38.73% of all vehicles were registered in Gauteng, 15.96% in Western Cape and 13.42% in KwaZulu-Natal as at 31 March 2016.

3. DRIVER POPULATION

3.1 Learner Driving Licences

The number of learner driving licences issued increased by 11 334 (0.91%) from 1 244 289 on 31 March 2015 to 1 255 623 on 31 March 2016. The information depicts that a huge number of learner licenses for category 3 (heavy motor vehicle) has been issued meaning the majority of people prefer this category as compared to category 1 and 2. There is a significant difference between category 2 and 3 for the period under review of 639 180. Table below presents the number of learner driving licences issued per category and also presented graphical on figure 2.

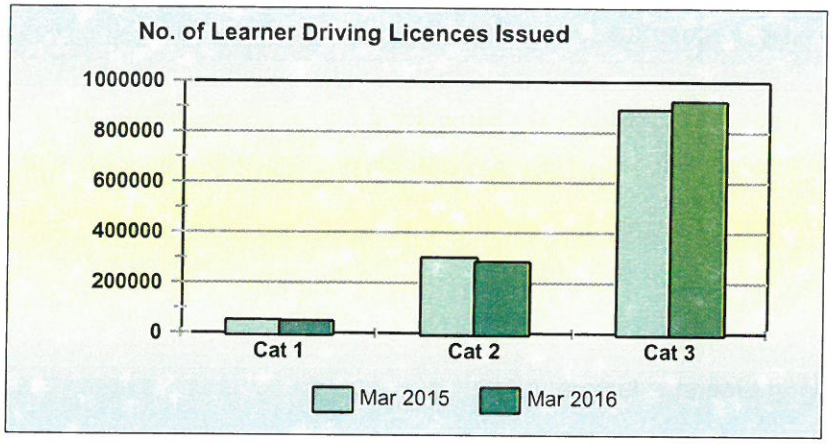
Table 3: Number of leaner Licences Issued per category

Category	Mar 2015	Mar 2016	Change	% Change
1	52 746	47 987	-4 759	-9.02
2	301 832	284 228	-17 604	-5.83
3	889 711	923 408	33 697	3.79
Total	**1 244 289**	**1 255 623**	**11 334**	**0.91**

Source: eNatis

Learner Licences :
Category 1 : Motorcycle
Category 2 : Light Motor Vehicle
Category 3 : Heavy Motor Vehicle

Figure 2: Number of Learner Licence issued



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

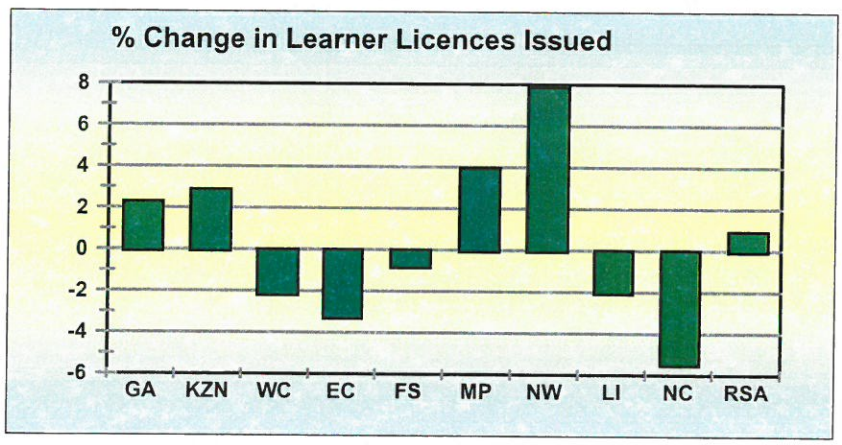
Table 4: Number of Learner Licences Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2015	335 988	209 546	191 144	114 077	70 937	108 832	68 936	114 275	30 554	**1 244 289**
Mar 2016	343 678	215 595	187 224	110 377	70 387	113 116	74 358	111 986	28 902	**1 255 623**
Change	7 690	6 049	-3 920	-3 700	-550	4 284	5 422	-2 289	-1 652	**11 334**
% Change	2.29	2.89	-2.05	-3.24	-0.78	3.94	7.87	-2.00	-5.41	**0.91**

Source: eNatis

With exception of Gauteng, KwaZulu Natal, Mpumalanga and North West, other provinces recorded a decrease in the number of Learner Licences issued. The highest increase was recorded for North West with 7.87% followed by Mpumalanga with 3.94%.

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 503 450 (4, 47%) from 11 273 325 in March 2015 to 11 776 775 of 31 March 2016. 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

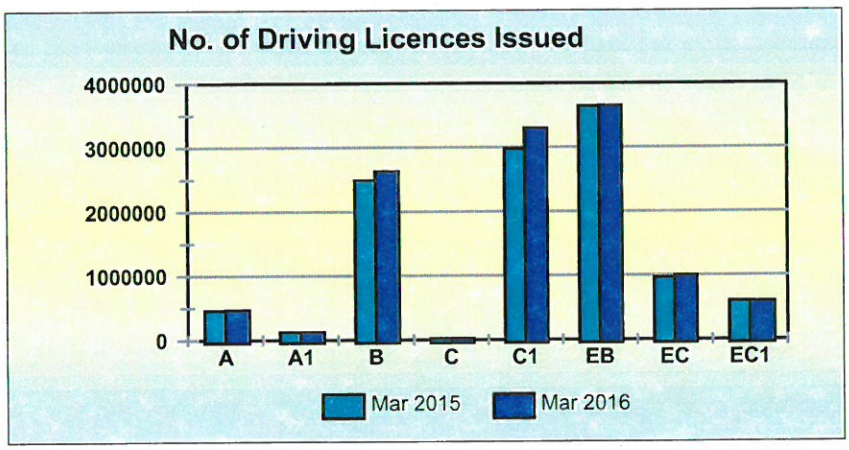
Category	Mar 2015	Mar 2016	Change	% Change
A	458 607	467 465	8 858	1.93
A1	123 468	123 462	-6	-0.00
B	2 490 430	2 628 457	138 027	5.54
C	20 503	21 493	990	4.83
C1	2 975 828	3 297 099	321 271	10.80
EB	3 643 790	3 647 094	3 304	0.09
EC	964 105	996 714	32 609	3.38
EC1	596 594	594 991	-1 603	-0.27
Total	**11 273 325**	**11 776 775**	**503 450**	**4.47**

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 depicts that the highest percentage change was recorded for Categories C1, B and C, with percentages of 10.80%, 5.54% and 4.83%, respectively. A decrease in this regard was recorded for category EC1 and A1 with 0.27% and 0.005% respectively.

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

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

Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	467 465	3.97
A	Motorcycle > 125 cub.cm	123 462	1.05
B	Motor vehicle < 3,5000 kg	2 628 457	22.32
EB	Articulated motor vehicle <16,000 kg	21 493	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 297 099	28.00
EC1	Articulated vehicle 3,500 - 16,000 kg	3 647 094	30.97
C	Motorvehicle > 16,000 kg	996 714	8.46
EC	Articulated vehicle > 16,000 kg	594 991	5.05
Total		**11 776 775**	**100**

Source: eNatis

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

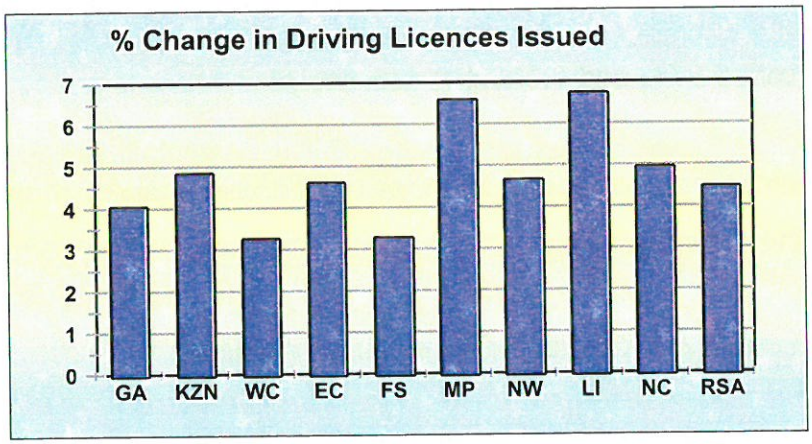
Table 7: Number of Driving Licences Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
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**
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**
Change	161 503	86 436	57 684	37 874	19 085	51 060	24 746	54 534	10 528	**503 450**
% Change	4.05	4.85	3.26	4.61	3.28	6.58	4.65	6.74	4.95	**4.47**

Source: eNatis

All provinces recorded an increase in this regard. The highest increase was recorded for Limpopo with 6.74% followed by Mpumalanga with 6.58%.

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 as on 31 March 2016 there were a total of 2 095 074 expired driving licence cards recorded on the Electronic National Traffic Information System (eNaTIS).

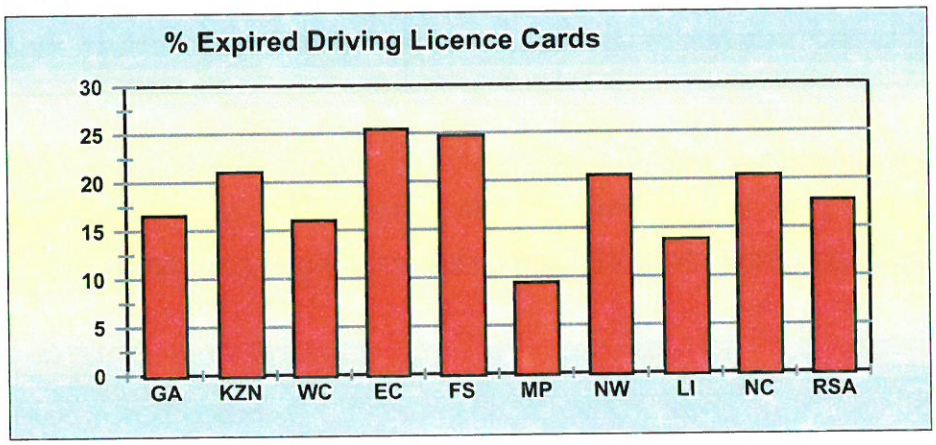
This figure represents 17.79% of all driving licences issued. This information is also reflected in the graph below.

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

March 2016										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	4 148 513	1 869 948	1 827 104	859 680	601 413	826 497	556 550	863 865	223 205	**11 776 775**
Not expired	3 462 051	1 476 767	1 534 953	641 242	452 758	748 769	442 683	744 827	177 651	**9 681 701**
Expired	686 462	393 181	292 151	218 438	148 655	77 728	113 867	119 038	45 554	**2 095 074**
% Expired	16.55	21.03	15.99	25.41	24.72	9.40	20.46	13.78	20.41	**17.79**

Source: eNatis

Figure 6: Percentage of expired driving license cards per province



Provinces which recorded the highest increase of expired PrDPs are Eastern Cape, with 25.41%, followed by Free State and KwaZulu Natal, with 24.72% and 21.03%, respectively.

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 6 912 (0.68%) from 1 020 851 as on 31 March 2015 to 1 027 763 on 31 March 2016. Detail on the number of PrDPs issued per category is given in the table and graphically reflected in the figure below.

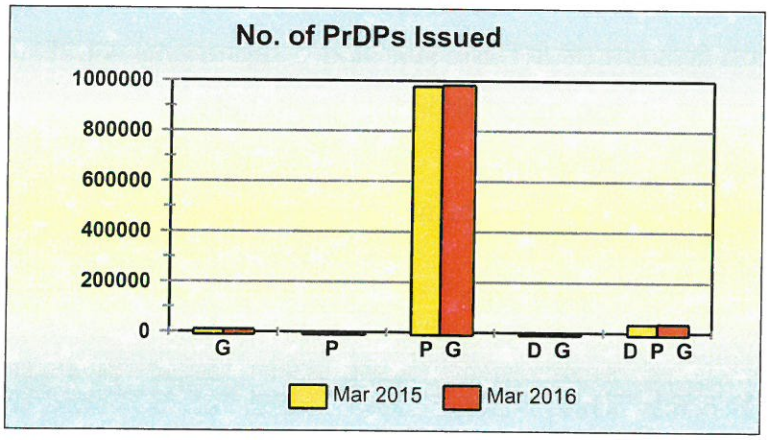
Table 9: Number of PrDP's Issued

Category	Mar 2015	Mar 2016	Change	% Change
G	10 694	9 856	-838	-7.84
P G	976 487	981 520	5 033	0.52
D G	187	181	-6	-3.21
D P G	33 483	36 206	2 723	8.13
Total	**1 020 851**	**1 027 763**	**6 912**	**0.68**

Source: eNatis

Professional Driving Permits (PrDPs)
G: Goods
P: Passengers
D: Dangerous goods

Figure 7: Number of PrDPs issued



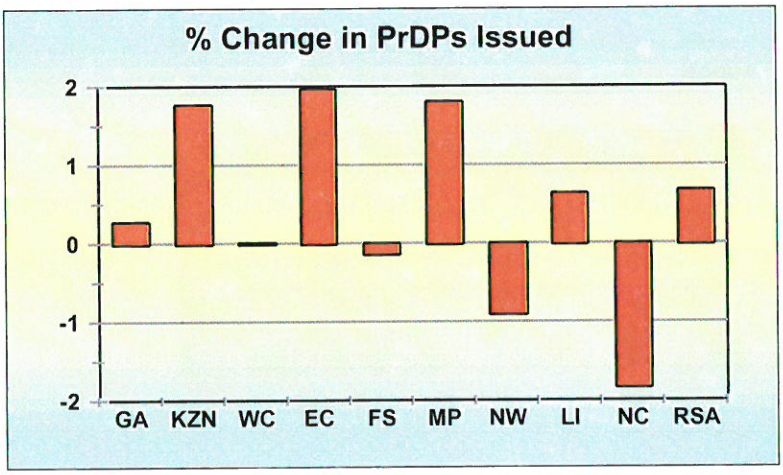
Provincial information in this regard is given in the table below.

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

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2015	276 360	173 682	143 065	82 736	64 625	97 823	52 955	105 015	24 590	**1 020 851**
Mar 2016	277 124	176 751	143 078	84 363	64 551	99 589	52 481	105 684	24 142	**1 027 763**
Change	764	3 069	13	1 627	-74	1 766	-474	669	-448	**6 912**
% Change	0.28	1.77	0.01	1.97	-0.11	1.81	-0.90	0.64	-1.82	**0.68**

Source: eNatis

Figure 8: Percentage change in driving licences issued



3.3.2 Number of Expired PrDPs

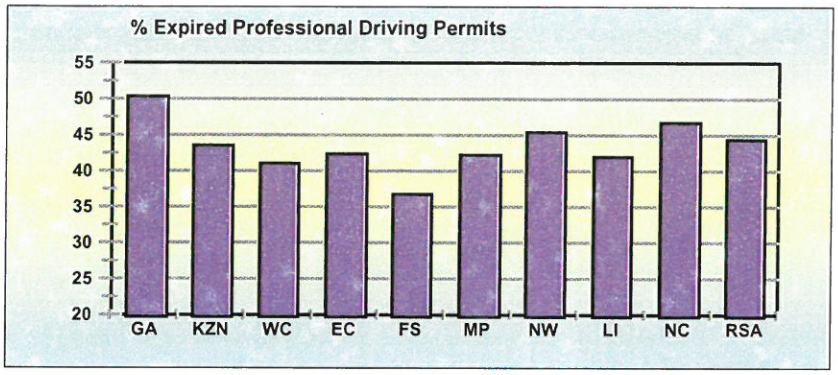
The information in the table below shows that as on 31 March 2016 there were 455 856 expired Professional Driving Permits (PrDPs) recorded on the Electronic National Traffic Information System (eNaTIS). This figure represents 44.35% of all PrDPs issued. This information is also reflected in the graph below.

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

	March 2016									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	277 124	176 751	143 078	84 363	64 551	99 589	52 481	105 684	24 142	**1 027 763**
Not expired	137 728	99 849	84 438	48 648	40 835	57 547	28 676	61 319	12 867	**571 907**
Expired	139 396	76 902	58 640	35 715	23 716	42 042	23 805	44 365	11 275	**455 856**
% Expired	50.30	43.51	40.98	42.33	36.74	42.22	45.36	41.98	46.70	**44.35**

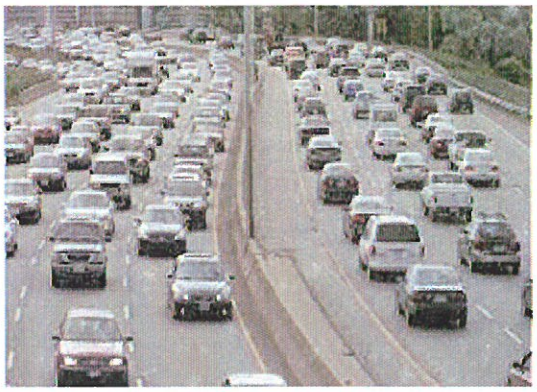
Source: eNatis

Figure 9: Percentage of expired professional driving permits



Provinces which recorded the highest increase of expired PrDPs are Gauteng, with 50.30%, followed by Northern Cape and North West, with 46.70% and 45.36%, respectively.

4 TRAFFIC VOLUME



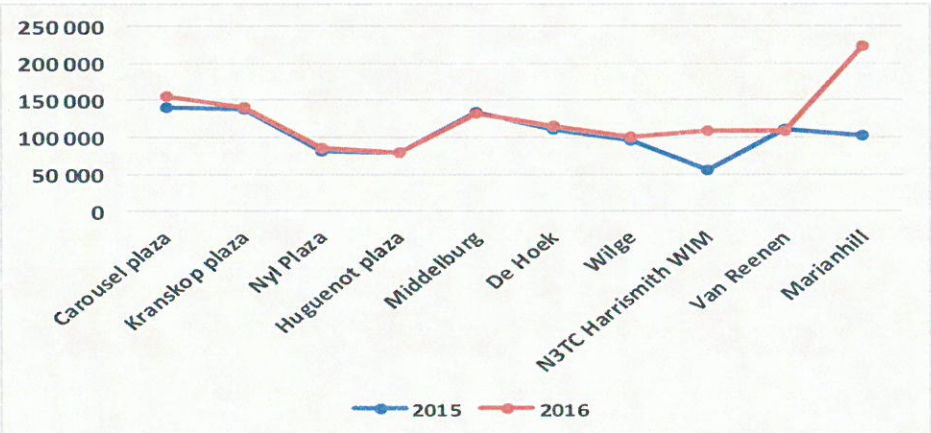
Traffic volumes on the main routes over Easter for 2015 and 2016 are given in the table below.

Table 12: Traffic Volume per Counting Station over Easter

Route	Site Name	2015	2016	Change	% Change
N1	Carousel plaza	141 148	155 861	14 713	10.4
N1	Kranskop plaza	137 360	140 573	3 213	2.3
N1	Nyl Plaza	79 916	86 013	6 097	7.6
N1	Huguenot plaza	78 520	79 652	1 132	1.4
N4	Middelburg	134 283	131 370	-2 913	-2.2
N3	De Hoek	111 574	115 201	3 627	3.3
N3	Wilge	95 797	99 770	3 973	4.1
N3	N3TC Harrismith WIM	54 607	107 892	53 285	97.6
N3	Van Reenen	110 383	108 064	-2 319	-2.1
N3	Marianhill	103 192	222 412	119 220	115.5
Total		**1 046 780**	**1 248 824**	**202 044**	**19.3**

Source: SANRAL

Figure 10: Traffic Volume per Counting Station over Easter



With an exception of Middelburg and Van Reenen, all other counting stations have recorded an increase. An increase of 19,3% vehicles recorded from 1 046 780 vehicles in Easter 2015 to 1 248 824 vehicles during Easter 2016.

On a percentage change basis the highest increase was recorded at Marianhill plaza on the N3 with an increase of 115,5% followed by N3TC Harrismith WIM plaza on N3 and Carousel plaza on the N1 with an increase of 97,6% and 10,4 respectively.

There was a difference in the travel trend, in some roads the traffic volume has decreased as for other roads it has increased by more than 50 % and 100%. More than 100% traffic increase was recorded in Marianhill plaza whereas this has not been the case for 2014 and 2015 Easter with an increase of 8.7%. Simultaneously, there was an increase of 98% on N3TC Harrismith WIM plaza in comparison to 2015 and 2016, whereas between 2014 and 2015 there was a decrease of 43.0%.

In 2014 and 2015 most traffic volume was recorded at Kranskop plaza (N1) with an increase of 12%. However, for the 2016 Easter period more traffic volume was recorded at Carousel plaza with an increase of 10.4%.

5 FATAL CRASHES

The number of fatal crashes per Province for Easter periods 2015 and 2016 is given in the table and figure below.

Table 13: Number of Fatal Crashes per Province over Easter : Easter 2015 and 2016

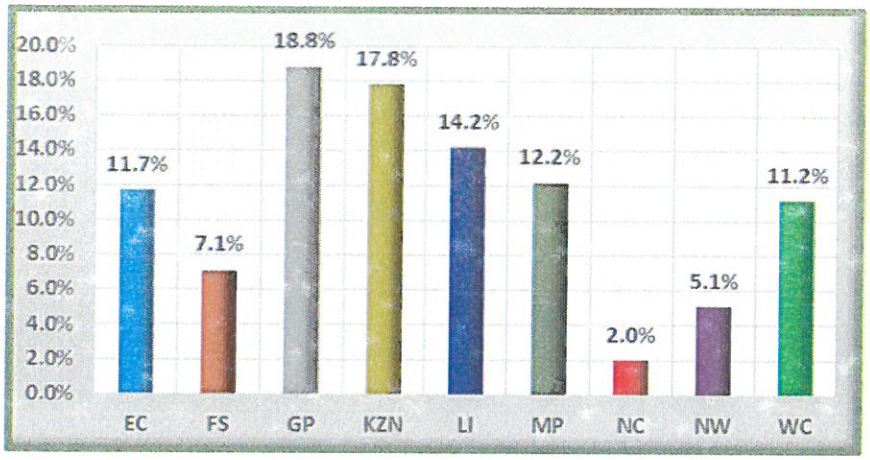
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2015	37	40	31	20	19	23	26	35	3	**234**
2016	37	35	22	23	14	24	10	28	4	**197**
change	0	-5	-9	3	-5	1	-16	-7	1	**-37**
% change	0.0	-12.5	-29.0	15.0	-26.3	4.3	-61.5	-20.0	33.3	**-15.8**

The number of fatal crashes decreased by 37 (15.8%) from 234 crashes over the same period the previous year to 197. On the absolute figures the highest decrease in the number of fatal crashes was recorded for North West with a decrease of 16, Western Cape with 9 and Limpopo with 7.

With exception of Gauteng, Eastern Cape, Mpumalanga and Northern Cape the remaining provinces recorded a decrease in the number of fatal crashes. On a provincial percentage change basis the highest decreases were recorded as follows:

- North West: decrease of (61.5%) from 26 to 10
- Western Cape: decrease of 9 (29.0%) from 31 to 22
- Free State: decrease of 5 (26.3%) from 19 to 14

Figure 11: Percentage distribution of Fatal Crashes per Province: Easter 2015 and 2016

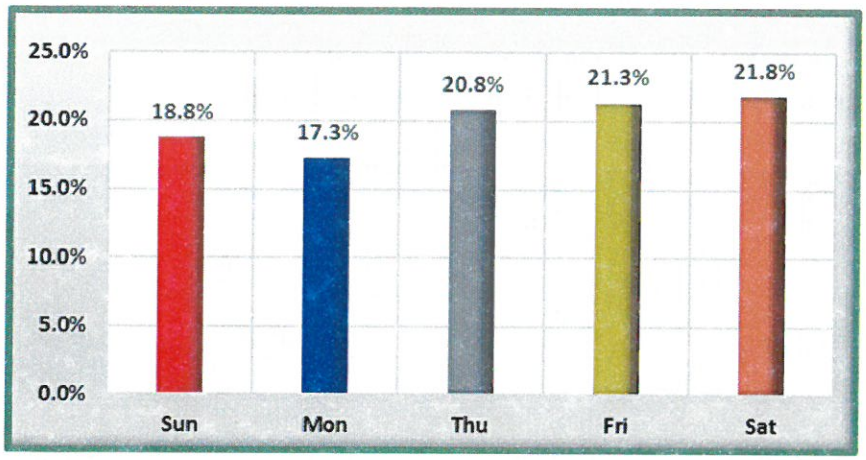


The figure above shows that Gauteng contributed 18.8% to the occurrence of fatal crashes, followed by KwaZulu Natal with 17.8%. KwaZulu Natal trend may be as a result of the fact that the province is one of the holiday destinations. Limpopo and Mpumalanga followed with 14.2% and 12.2% respectively.

6 CRASHES PER DAY

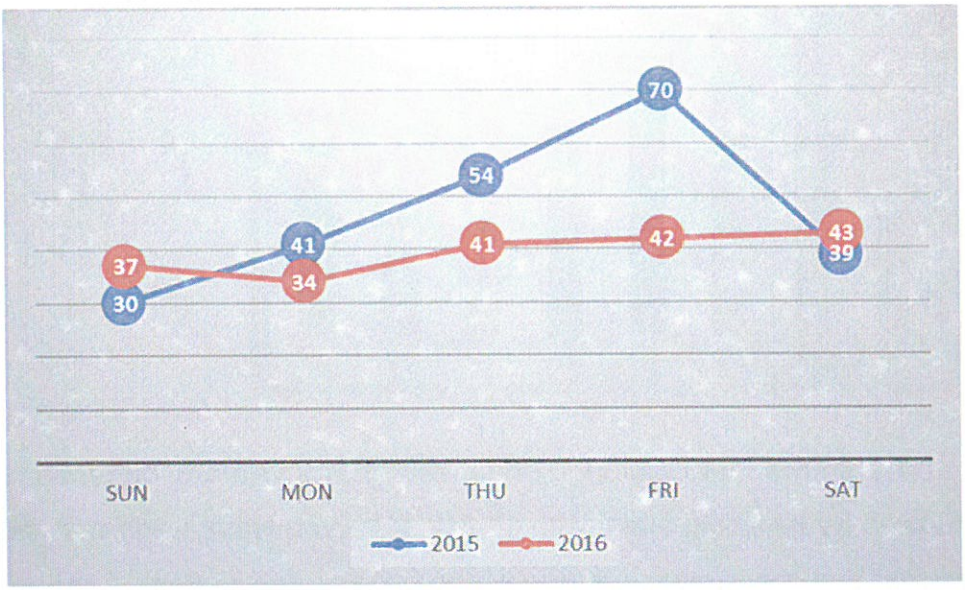
The percentage distribution of fatal crashes per day of the week for the Easter 2016 is given in table and figure below.

Figure 12: Percentage contribution of fatal crashes per day of the week: Easter 2016



Most crashes occurred as from Thursday to Saturday. The highest fatal crashes were recorded on Saturday with a percentage contribution of 21.8%, followed by Friday and Thursday at 21.3% and 20.8% respectively.

Figure 13: Number of fatal crashes per day of the week: Easter 2015 and 2016

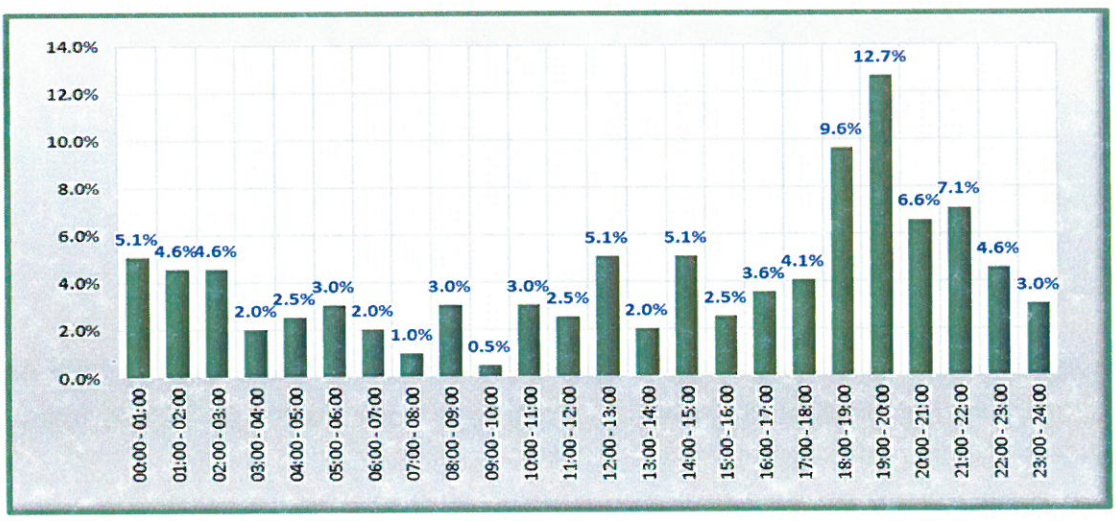


The figure above provides the comparison of Easter 2015 and 2016. With exception of Sunday and Saturday, other days have a decrease during 2016 in comparison with 2015.

7 CRASHES PER TIME OF DAY

The percentage distribution of fatal crashes per time of the day for Easter 2016 is given in the figure below.

Figure 14: Percentage distribution of fatal crashes per time of day: Easter 2016

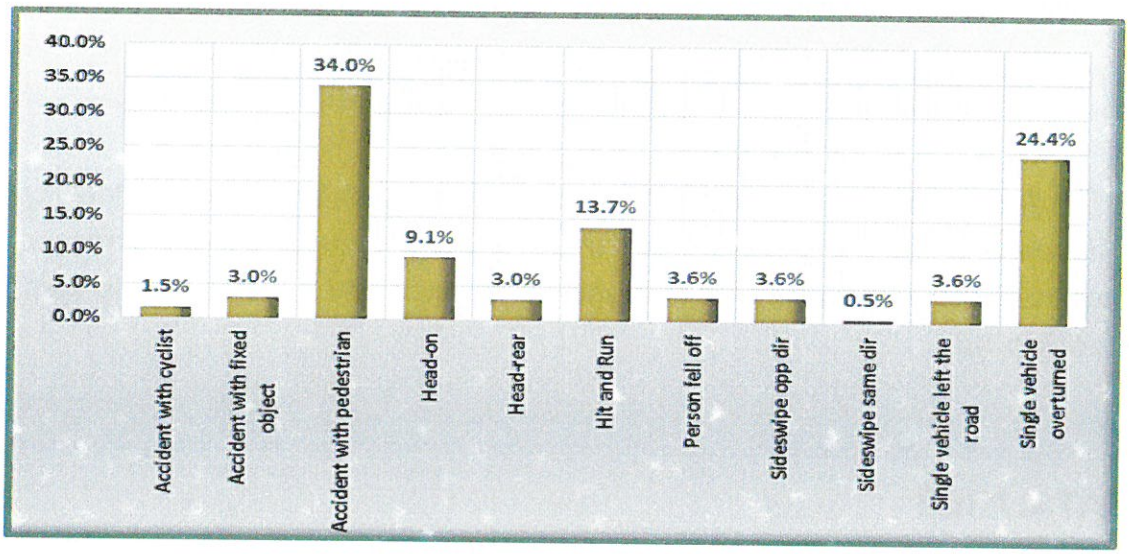


The figure above shows that there has been a slight increase for different time slots. Most crashes were recorded between 19:00 – 20:00 with a contribution of 12.7%. Second highest contribution was recorded between 18:00 – 19:00 with a contribution of 9.6%. The figure depicts that most crashes were recorded between 18:00 – 22:00 with a contribution of 36%.

8 FATAL CRASHES PER CRASH TYPE

The percentage contribution of crashes per type for Easter 2016 is given in figure below.

Figure 15: Percentage contribution of fatal crashes per crash type: Easter 2016

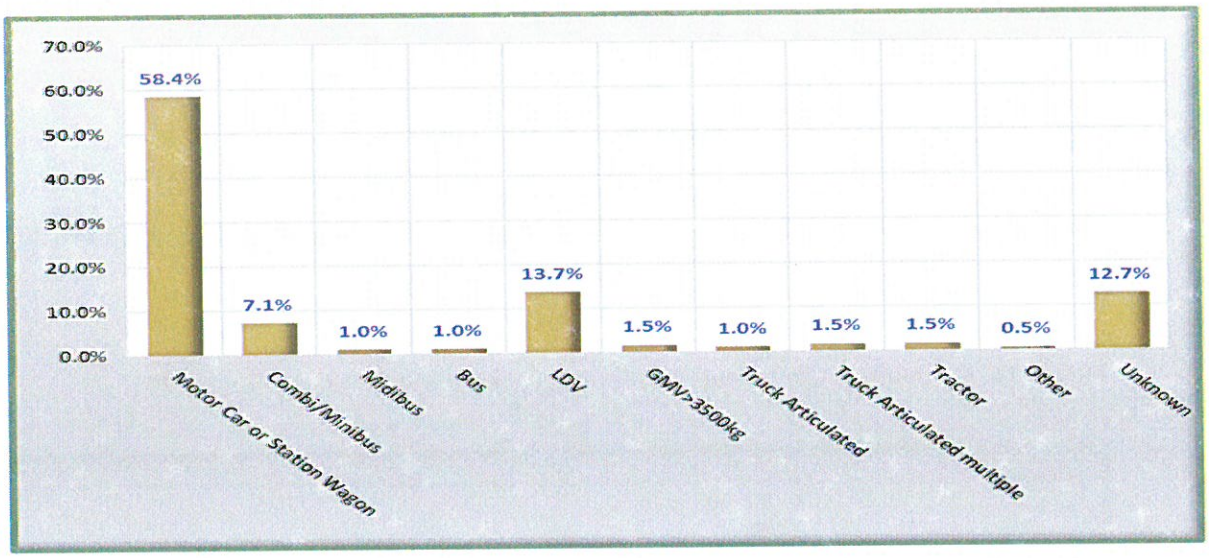


The figure above shows that most crashes occurred due to crashes with pedestrian and single vehicle overturned. A contribution of 34.0% was recorded for crashes involving pedestrians followed by single vehicle overturned with 24.4%.

9 CRASHES PER VEHICLE TYPE

The percentage distribution of vehicle types for Easter 2016 is given in figure below.

Figure 16: Percentage contribution of vehicle type: Easter 2016



The figure above shows that motor cars contributed 58.4% to the total crashes, followed by LDV with a contribution of 13.7% %. About 12.7% of the unknown vehicles are as a result of the hit-and-run crashes and it is not easy to identify the vehicle type.

10 FATALITIES

The number of fatalities per Province over Easter periods 2015 and 2016 is given in the table and figure below.

Table 14: Number of Fatalities per Province : Easter 2015 and 2016

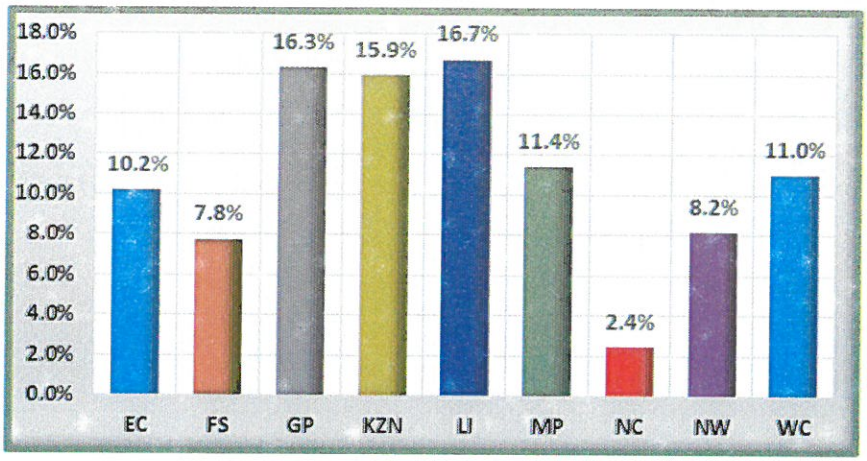
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2015	45	58	32	35	31	41	32	56	3	333
2016	40	39	27	25	19	28	20	41	6	245
change	-5	-19	-5	-10	-12	-13	-12	-15	3	-88
% change	-11.11	-32.76	-15.63	-28.57	-38.71	-31.71	-37.50	-26.79	100.00	-26.43

The number of fatalities decreased by 88 (26.43%) from 333 over the same period the previous year to 245. On the absolute figures the highest decrease in the number of fatalities was recorded for KwaZulu Natal with a decrease of 19, Limpopo with 15 and Mpumalanga with 13.

With exception of Northern Cape, all other provinces recorded a decrease in the number of fatalities. On a provincial percentage change basis the highest decrease was recorded for the following provinces:

- Free State: decrease of 12 (38.71%) from 31 to 19
- North West: decrease of 12 (37.50%) from 32 to 20
- KwaZulu-Natal: decrease of 19 (32.76.%) from 58 to 39

Figure 17: Percentage distribution of Fatalities per Province: Easter Jan 2016

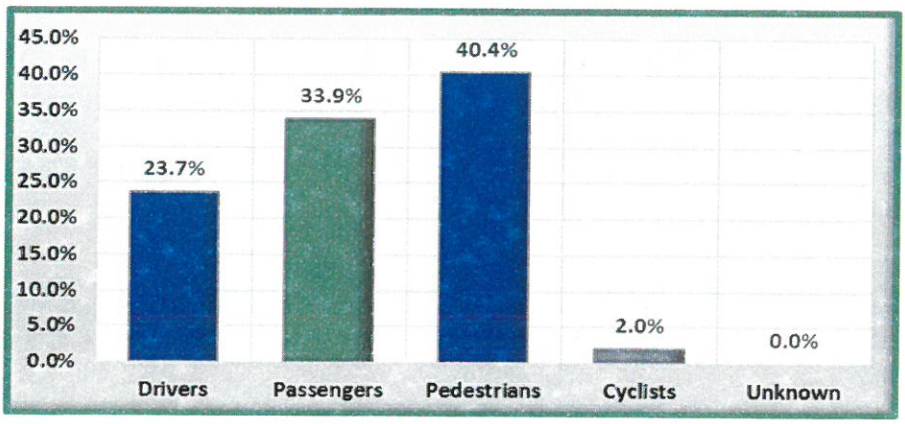


The figure above shows that most fatalities were recorded in Limpopo with a contribution of 16.7%, followed by Gauteng with 16.3%. Kwa-Zulu Natal made a contribution of 15.9% to the total number of fatalities.

11 FATALITIES PER ROAD USER GROUP

The percentage distribution of fatalities per road user group for Easter 2016 is given in the table and figure below.

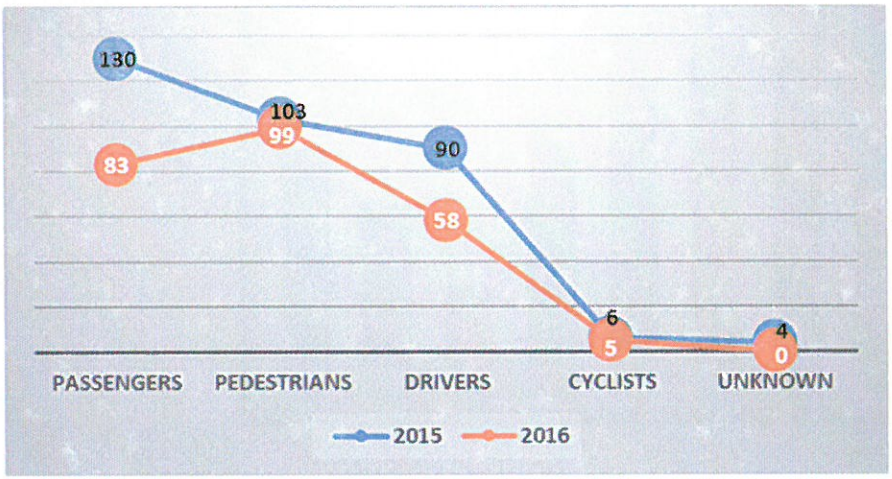
Figure 18: Percentage contribution of Fatalities per Road User group: Easter 2016



Most fatalities have been recorded for pedestrians followed by passengers. Following are the percentage distribution per road users:

- Pedestrians: 40.4%
- Passengers: 33.9%; and
- Drivers: 23.7%

Figure 19: Number of Fatalities per Road User group: Easter 2015 and 2016



The figure above depicts a slight decrease with regards to the number of fatalities per road users. However, the fatalities for passengers and pedestrians remains a challenge.

12 FATALITIES PER GENDER AND RACE

The figures below provide the percentage distribution of fatalities per gender and race.

The most gender category involved in fatal crashes is the male category with a contribution of 74.3% while the female category contributed 25.7% to the total number of fatalities.

Figure 20: Percentage contribution of Fatalities per Gender: Easter 2016

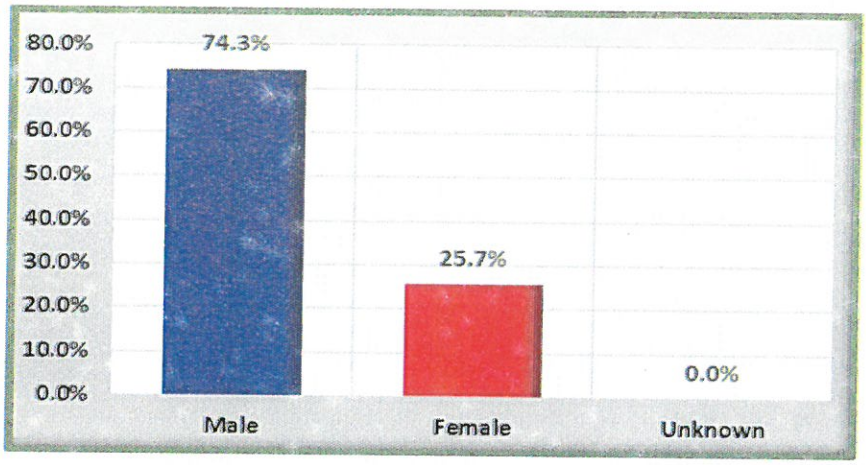
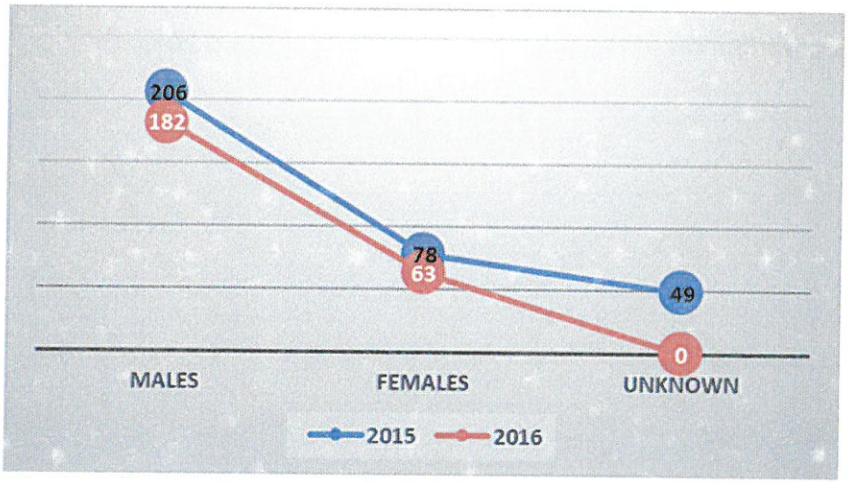


Figure 21: Number of Fatalities per Gender: Easter 2015 & 2016



The figure above depicts a slight decrease with regards to the number of fatalities per gender. The fatalities for unknown category are as a results of vehicles burned beyond recognition.

The figure below depicts that the race that is mostly involved in fatal crashes is blacks with a contribution of 82.4% followed by coloured with a contribution of 7.3%.

Figure 22: Percentage contribution of Fatalities per Race: Easter 2016

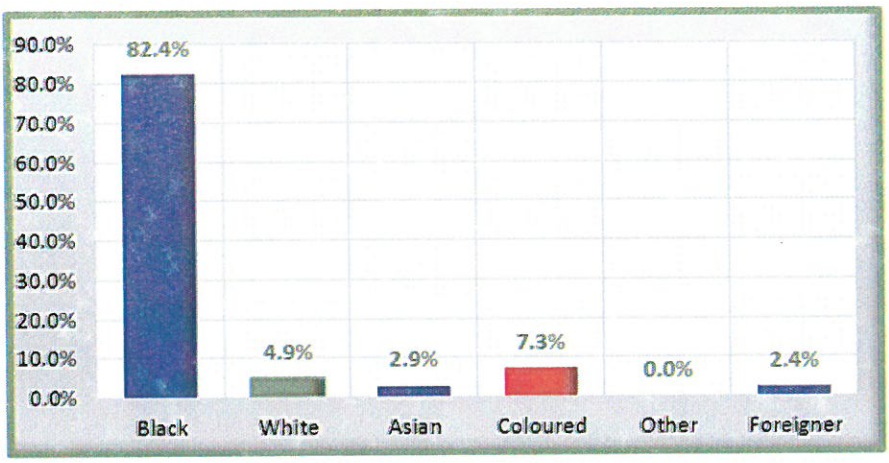
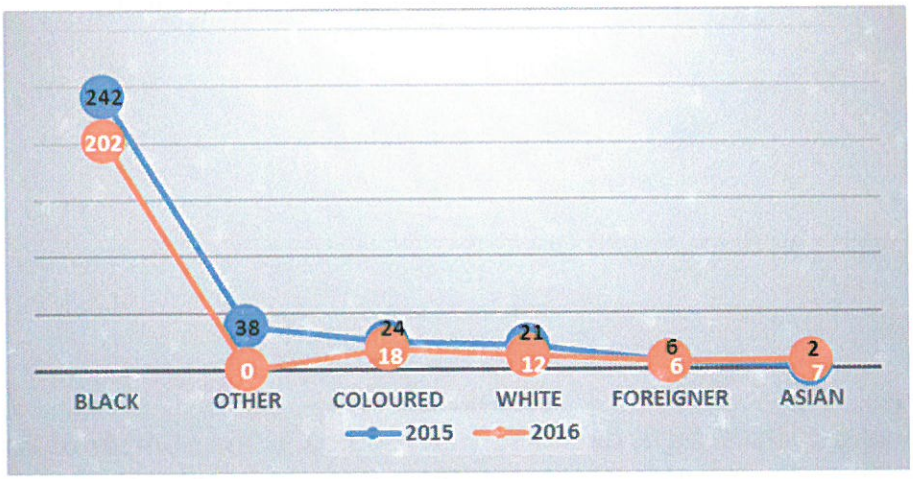


Figure 23: Percentage contribution of Fatalities per Race: Easter 2015 & 2016

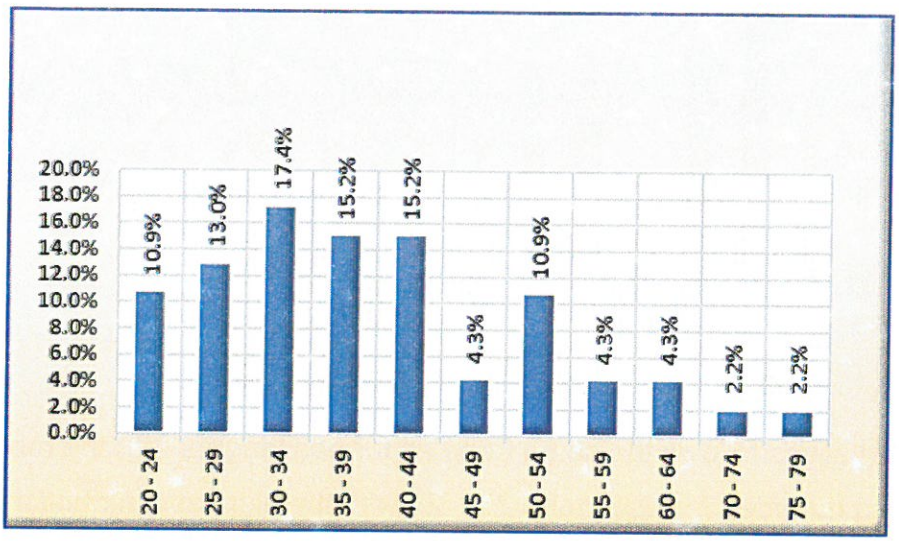


The figure above depicts a slight decrease with regards to the number of fatalities per race. The fatalities for blacks remains a challenge in the country.

13 FATALITIES PER AGE

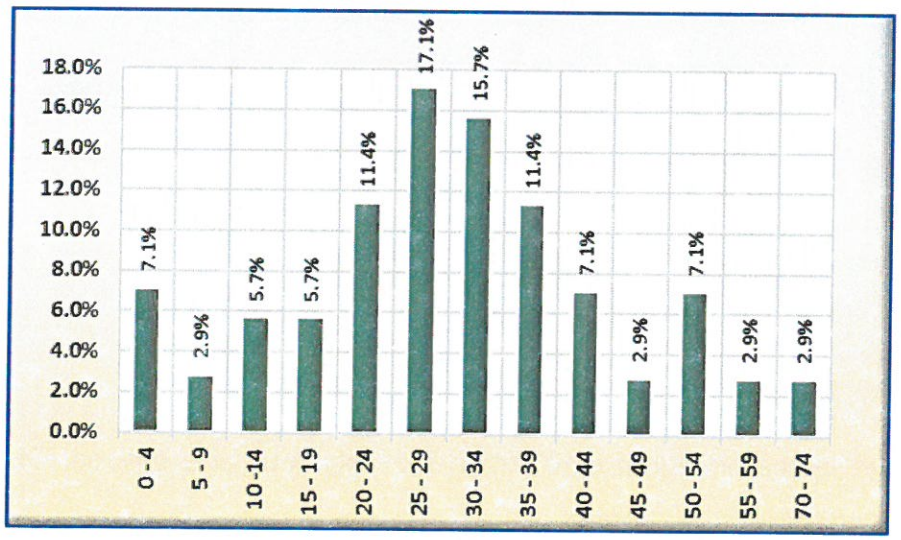
The four figures below provide information with regards to the fatalities per age and per road user type.

Figure 24: Percentage distribution of fatalities per age for drivers



The figure above shows that the highest fatalities for drivers were recorded for age group between 30 to 44 years with a contribution of 47.8% combined.

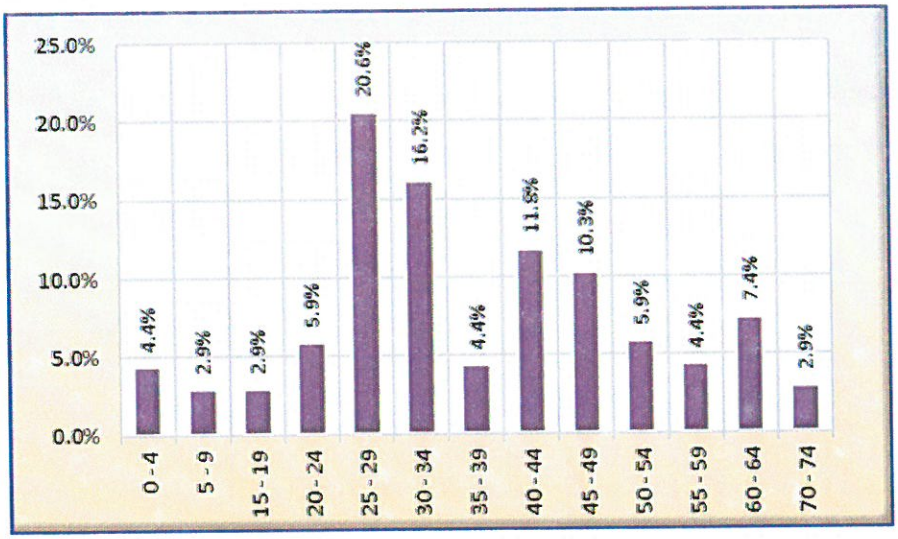
Figure 25: Percentage distribution of fatalities per age for passengers



The figure above indicates that most fatalities for passengers were recorded between age 20 and 39 years with a contribution 55.6% combined. The highest

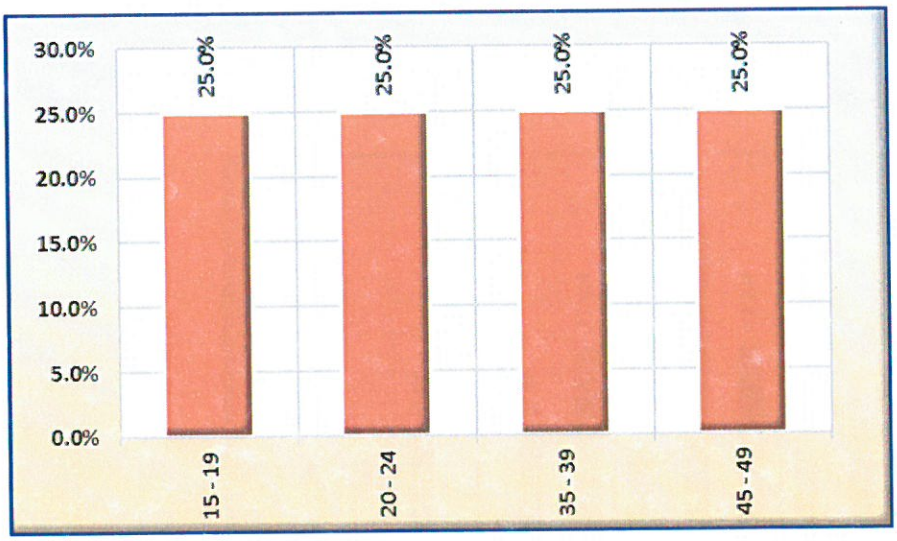
contribution was recorded between age group 25 to 29 years with 17.1%, followed by age group 30 to 34 with 15.7%.

Figure 26: Percentage distribution of fatalities per age for pedestrian



The pedestrian fatalities follows the same trend as for passengers with the most contribution being recorded for age group 25 – 29 with the highest contribution of 20.6%.

Figure 27: Percentage distribution of fatalities per age for cyclist



The figure above indicates equal distribution for only four age groups. There is nothing recorded for other age groups.

14 CONTRIBUTORY FACTORS

The figure below shows that on a national level human factors contributed 87.8% to the occurrence of fatal crashes. The vehicle factors and road & environment factors contributed 7.8% and 4.4% respectively.

Figure 28: Percentage distribution of contributory factors per category

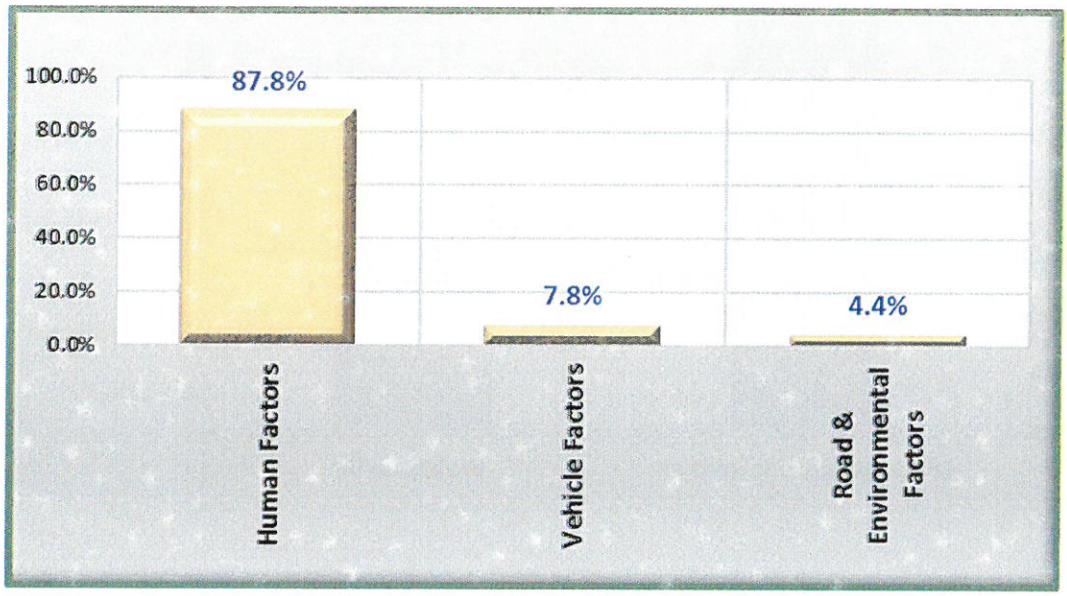
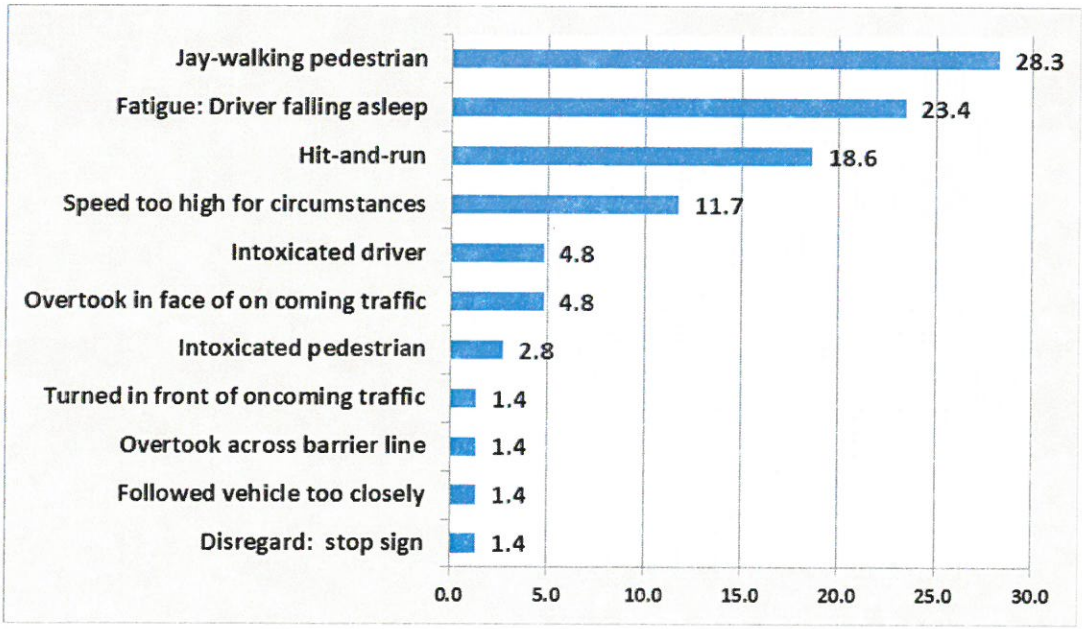
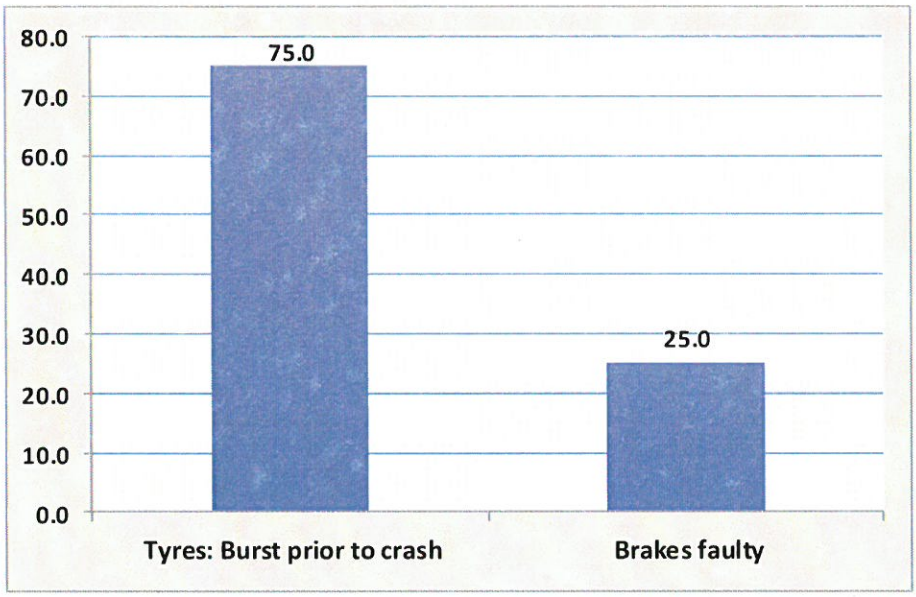


Figure 29: Percentage distribution of human factors



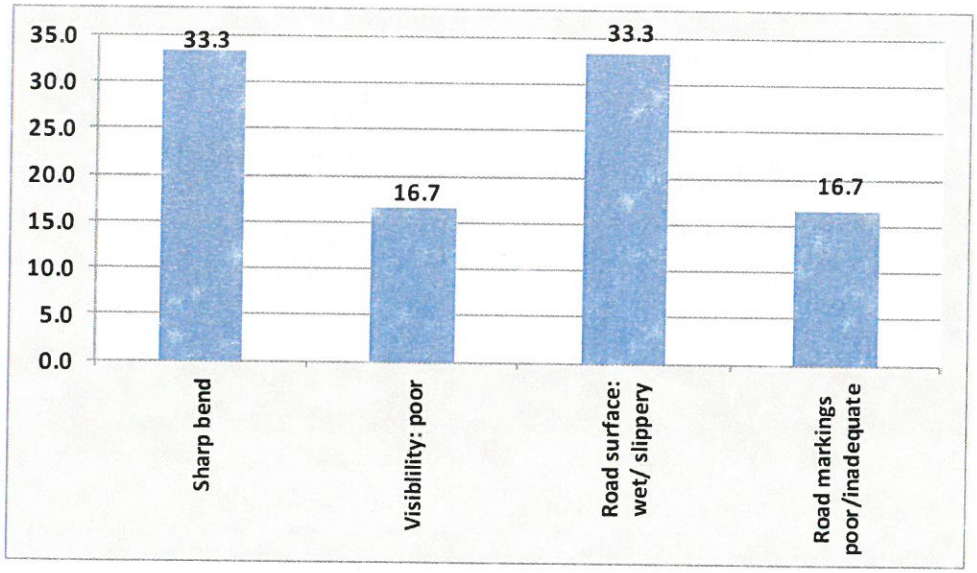
The figure above shows that most crashes occurred as a result of jay walking with a contribution of 28.3%, followed by fatigue with a contribution of 23.4%. Hit and run contributed 18.6% to the occurrence of crashes.

Figure 30: Percentage distribution of vehicle factors



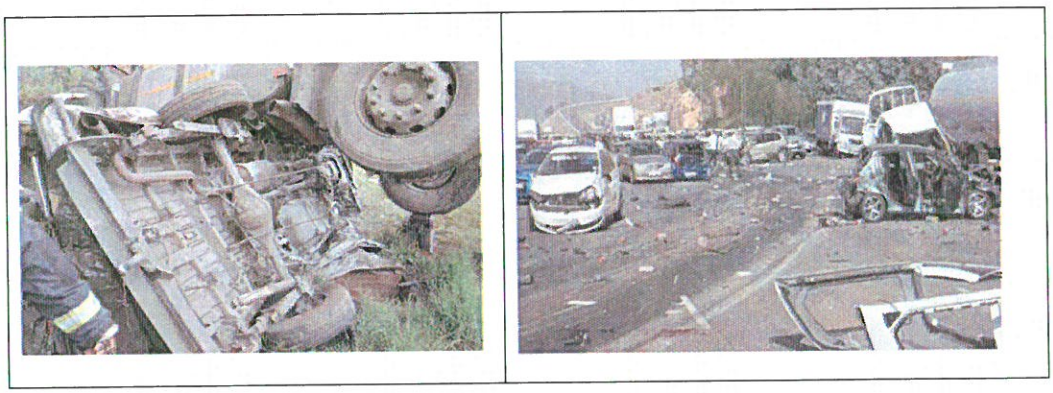
The figure above shows that most crashes occurred as a result of tyre burst prior to crashes with a contribution of 75%, followed by brakes faulty with a contribution of 25%. The tyre burst might be as a result of vehicle drivers failing to check tyres prior to their journey to ensure that they are in good condition.

Figure 31: Percentage distribution of road and environment factors



The figure above shows that most crashes occurred as a result of sharp bends with a contribution of 33.3%. It might be attributed to the fact that drivers drive at a high speed and failed to control the vehicles around the sharp bends areas. Furthermore crashes occurred due to the road surface being wet with a contribution 33.3% to the total crashes.

15 MAJOR CRASHES INVESTIGATED AND FATALITIES



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.

There were four(4) major crashes reported and investigated during Easter 2016 that resulted in 24 fatalities and 30 injuries.

Table 15: Number of major crashes and fatalities per province

Province	Crashes	Fatalities
Free State	1	8
Limpopo	3	16
Total	**4**	**24**

Figure 32: Percentage distribution of major crashes per province

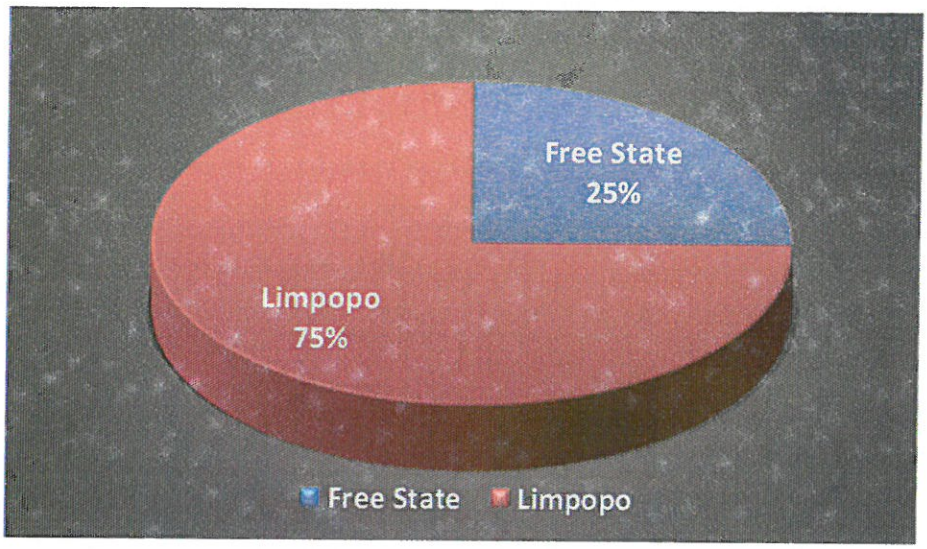
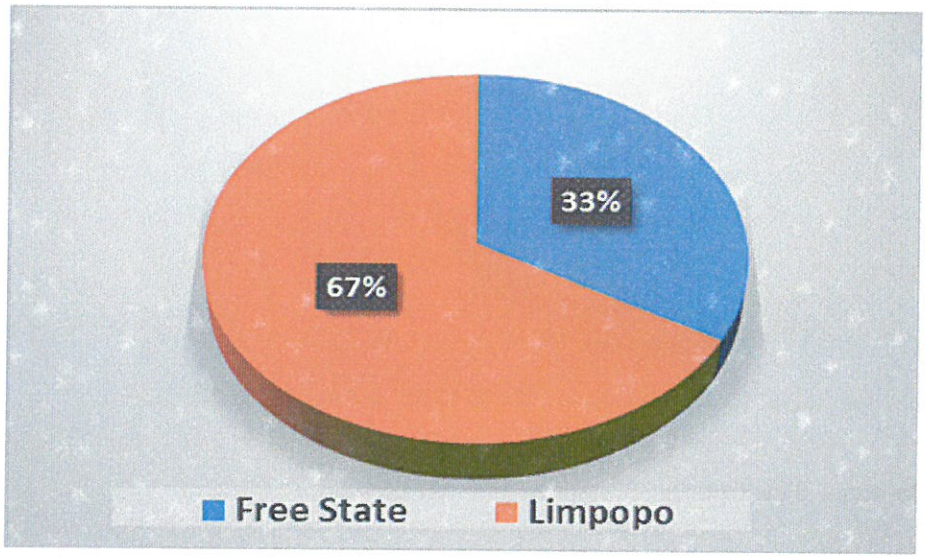


Figure 33: Percentage distribution of fatalities per province



Out of the four major crashes reported and investigated during the Easter 2016 period, three happened in Limpopo whereby 16 persons were killed. The fourth one happened in Free State with 8 persons killed.

Table 16: Number of major crashes and fatalities per day of week

Day	Crashes	Fatalities
Thursday	1	2
Friday	1	6
Monday	2	16
Total	**4**	**24**

Figure 34: Percentage distribution of major crashes per day

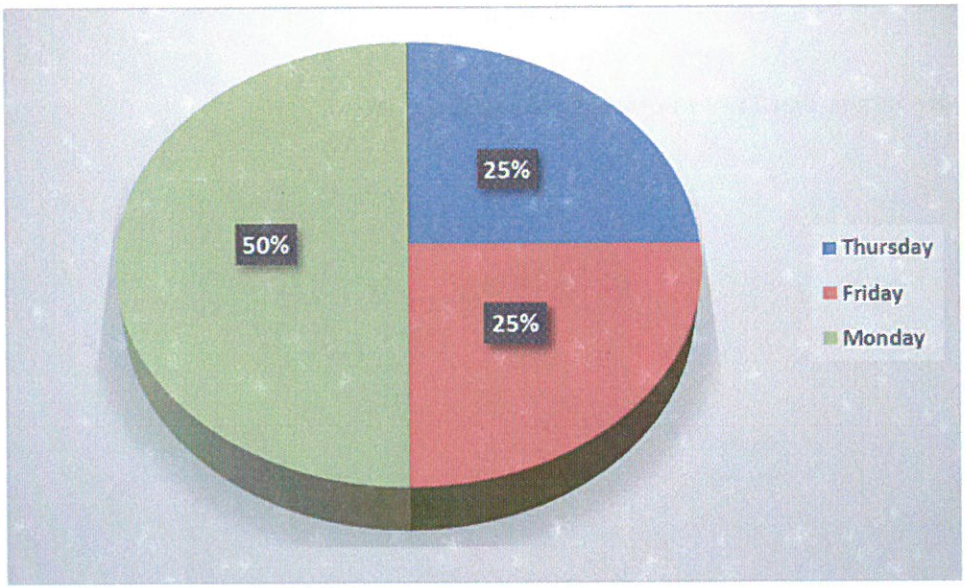
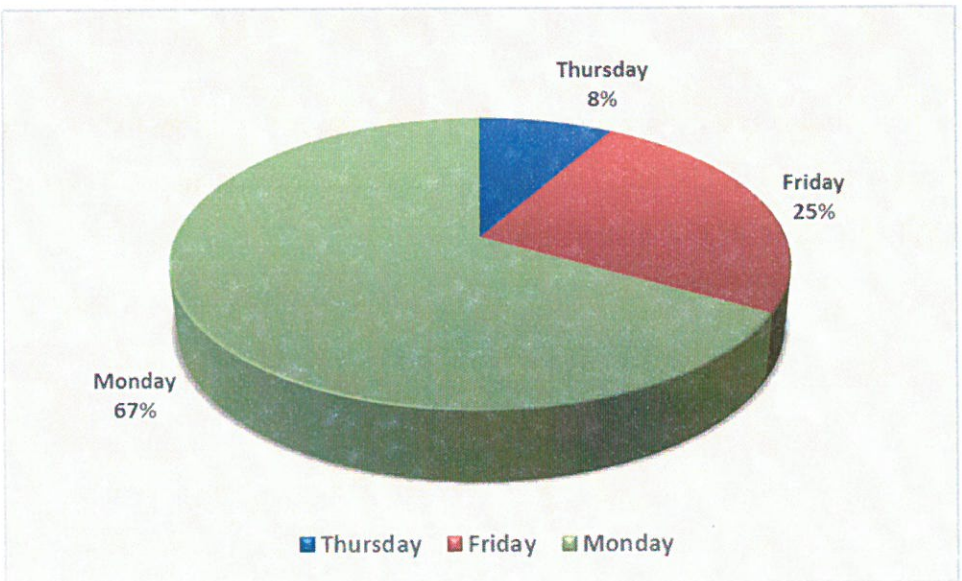
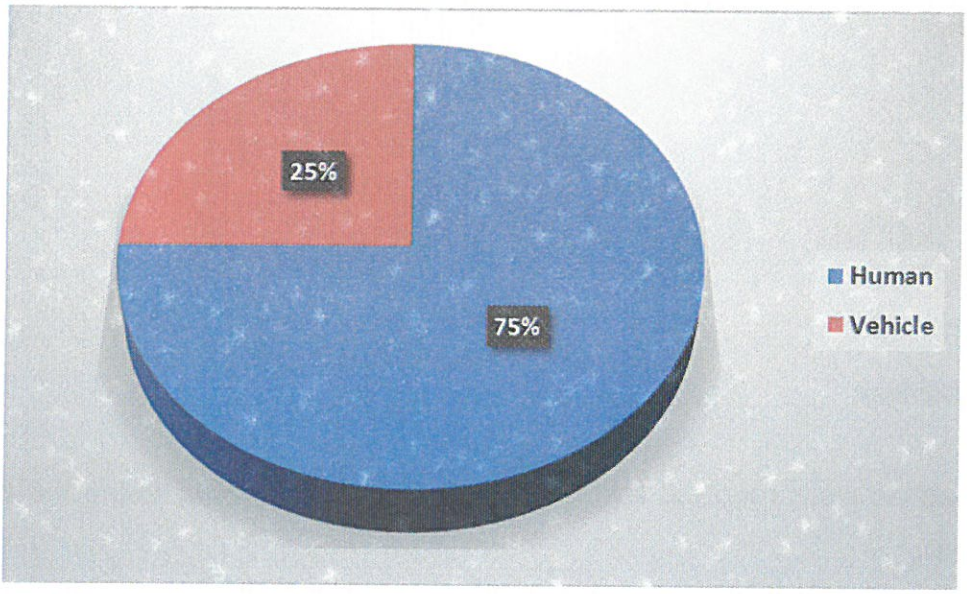


Figure 35: Percentage distribution of fatalities per day of week



Only 1 major crash occurred on Thursday 24 March 2016 and 2 persons were killed in the multiple vehicle crash that occurred in Limpopo. Another major crash occurred on the Friday 25 March 2016 with 6 persons killed in Limpopo. Two (2) major crashes occurred on Monday 28 March 2016 with 16 persons killed.

Figure 36: Percentage distribution of the contributory factors



About 75% of the major crashes reported and investigated during the Easter 2016 period were as a result of Human/ Driver Error. The results as per investigation were as follows:

- Overtaking when unlawful and unsafe in the face of oncoming traffic
- Driving at a speed too high for the circumstances
- Failing to keep vehicle under control

About 25% of the major crashes reported and investigated during the Easter 2016 period were as a result of vehicle factors. The occurrence as per investigation results were as follows:

- Tyre bursting prior to the crash occurring

Figure 37: Major crashes map for Easter period 2016

Limpopo Province

3 major crashes were reported and investigated in the Province during the Easter 2016 period.

Figure 38: Major crashes mapper for Limpopo during Easter period 2016

2 persons were killed in a multiple vehicle crash involving 8 vehicles on the N1 in Polokwane.

(Data sourced from the RTMC Major Crash Investigation Report MCI 16859)

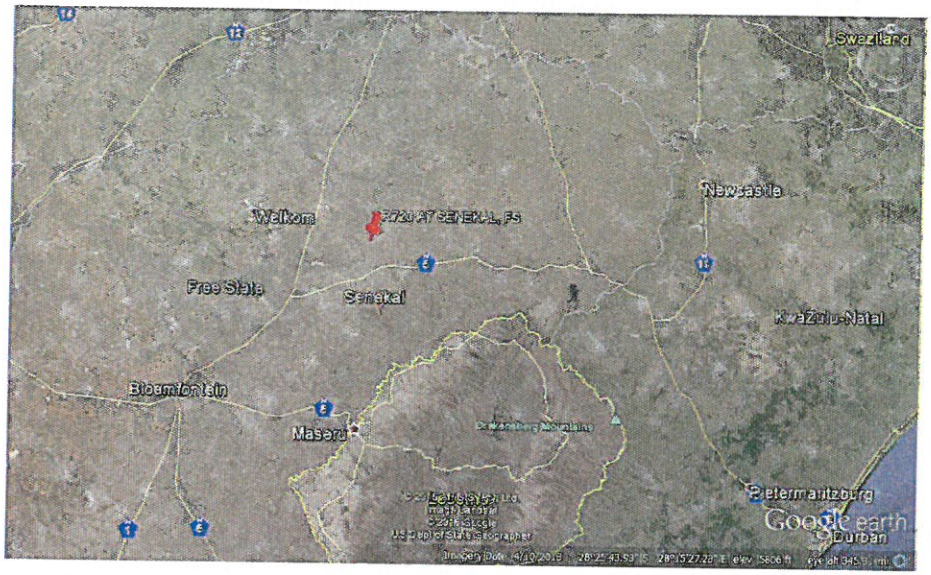
6 persons killed in a single vehicle overturned type crash on the R36 at Modjadjiskloof.

(Data sourced from the RTMC Major Crash Investigation Report MCI 16860)

8 persons killed in a T-bone type crash on the D4100 at Motetema

(Data sourced from the RTMC Major Crash Investigation Report MCI 16861)

Figure 39: Major crashes mapped for Free State during Easter period 2016



8 people killed in a single vehicle overturned type crash on the R720 at Senekal.

(Data sourced from the RTMC Major Crash Investigation Report MCI 16862)

16 ROAD SAFETY

Easter Campaign

16.1 Easter Launch

The Easter Launch took place at Mankweng in Polokwane, Limpopo on 18 March 2016. Pre-event road safety activities were undertaken at the University of Turfloop on 18 March 2016 and Paledi Mall. The focus of the activiites was pedestrian, passenger and motorist safety with educational material was also handed out to road users.

16.2 Rest Stop

As part of the Easter Campaign, road safety awareness was undertaken at the N1 Petroport Kranskop on 24 and 28 March and N3 Petroport on 14 and 28 March, as well as the N1 Engen Pit Stop enroute to Bloemfontein on 30 March 2016. Driver, passenger and pedestrian safety was promoted at the rest stops with road users handed road safety educational material. At the N3 Petroport the Road Safety unit was joined by Highway Ministries, SANCA, Driver Cam and Unitrans.

16.3 Interfaith Programme

The Road Safety unit joined the Communication and Marketing Unit on Saturday 26 March to undertake road safety promotions at the Tirano Church service in De Deur, Gauteng where more than 10 000 people attended the church service. Road Safety educational material was handed to patrons and a special road safety message was given to the congregation.

16.4 Rand Show

On Sunday 27 and 30 March 2016 the Road safety unit supported the Communication and Marketing team at the Rand Easter Show as part of the RTMCs road safety advocacy campaign. Road safety was promoted at the

exhibition where patrons were handed educational material and messaging reinforced.

16.5 Road Safety Presentations

The unit conducted road safety presentations directed at high school learners on 9 March 2016. The schools targeted were Tshinavhe and Sam Mavhinha Secondary in Limpopo. Drug/drinking and walking is a problem at the schools and road safety promotions consistent to these problems were undertaken at the schools. Road Safety educational material was also handed to the learners to supplement the education efforts.

16.6 Joyous Celebrations 20th Anniversary Tour

The unit as part of its efforts to use entertainment platforms to promote road safety collaborated with Joyous Celebration as part of its 20th Anniversary Tour to promote road safety. The first leg of the tour was from 25 - 27 March 2016 at the Carnival City, Gauteng.

Furthermore, as a preamble to the road safety educational efforts, the Unit on 24 March 2016 hosted a road safety workshop with the Joyous Celebration cast members with the intent of enhancing their road safety knowledge as road safety ambassadors.

On the same day Joyous Celebration together with the Unit undertook road safety promotions at N1 (Polokwane) Petroport – Panorama. Road users were handed educational material and demonstrations undertaken especially on the use of the disposal breathalysers and tyre gauges.

Furthermore from 25 - 27 March 2016 at the concert, the Entity undertook road safety promotions directed at the Joyous Celebration patrons. Exhibitions formed part of the proceedings with colleagues promoting road safety by engaging the public and encouraging them to sign a road safety pledge.

Educational materials were also handed to patrons and were encouraged to follow the RTMC's social media pages. The RTMC was acknowledged as a partner with its logo flighted on the LED screens.

16.7 Taxi Driver Road Safety Education Workshops

The Unit as part of its strategic deliverables of educating drivers initiated the first leg of the Taxi Driver Educational programme. The programme which takes the form of educational workshops is an on-going initiative undertaken in collaboration with SANTACO. Road Safety Taxi Driver Education Workshops were held in Polokwane from 14 - 15 March and in Rustenburg from 16 - 17 March 2016.

The aim of the workshop was to empower drivers on road safety with the aim of changing attitudes and conduct on the road. The focus of the programme was on passenger and driver safety. The workshop was attended by the president of SANTACO, executive and management members of SANTACO. A total of 40 taxi drivers from each province attended the workshop respectively. The format of the workshop included presentations, demonstrations and breakaway discussions.

16.8 STRAY ANIMAL PROJECT

The unit undertook three stray animal campaigns in three provinces, the Limpopo Department of Transport on 19 February 2016 in Maja, North West Department of Community Safety and Transport Management on 17 March 2016 in Monakato, Rustenburg and Eastern Cape Department of Transport, Safety and Liaison on 16 March 2016 in Idutywa.

The campaigns were directed at livestock owners and road users with particular focus on visibility. Owners were educated on the safe keeping of their livestock together with providing them with tools to make the livestock visible especially at night. Retro-reflective belts and earrings were tagged on animals. The stakeholders in attendance of the campaigns were the Department of Agriculture, farmers, local councilors, SANRAL, RAF, traditional leaders and the South African Police Services.

17 LAW ENFORCEMENT

The RTMC through its coordinating structure, the National Road Safety Steering Committee led the traffic authorities in the country in facilitating the 2016 National Easter Operation Plan. This plan is part of the 365 Road Safety Plan running throughout the year as holistic approach to road safety. The plan contains operations, monthly themes and targets based on the road traffic intelligence, informing the Road Safety Awareness and Education, Road Traffic Engineering, Road Traffic Law Enforcement and Road Safety Stakeholder Engagement of all Transport Agencies.

Table 17: Law Enforcement Intervention

Critical Outcomes	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
Vehicles stopped and checked	25822	38221	12519	36844	62756	27055	4829	12002	27023	7137	254208
No. of Drivers Tested for Alcohol	25	0	320	1851	34970	4210	318	285	4803	268	43261
No. of Vehicles Weighed	0	18	519	7874	593	7020	0	1067	4184	0	21275

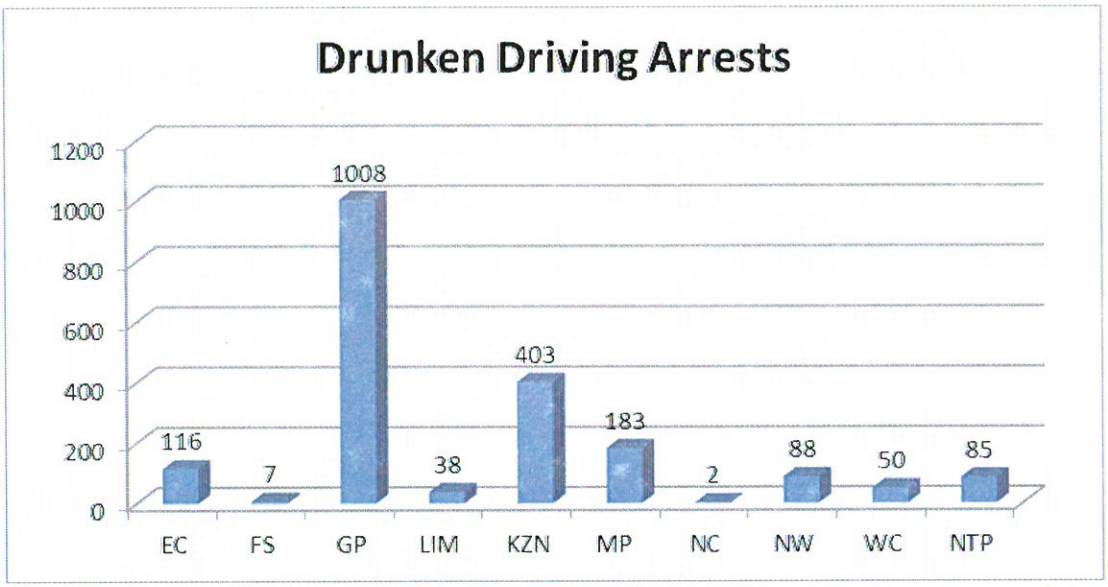
Table 18: Arrests reported by Law Enforcement

Drunken Driving Arrests	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
	116	7	1008	38	403	183	2	88	50	85	1980
No Driving Licence	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
	4	0	143	0	0	0	0	3	0	0	150
Speed Arrests	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
	8	41	170	5	21	0	8	2	1	0	256
Warrants Executed	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
	18	0	0	53	146	4	1	64	0	0	286
False Documentation	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
	1	0	0	0	6	0	2	0	13	4	26
Other Arrests	EC	FS	GP	LIM	KZN	MP	NC	NW	WC	NTP	Total
	2	0	9	12	14		13	3	5	2	60

As operations were planned for the Easter Period, National Traffic Police was also deployed to assist Provinces during operations and reports were sent daily for consolidation and reporting. Below is a graph showing performance per province

on drunken driving arrests with Gauteng having reported the highest arrests and Northern Cape with the least arrests.

Figure 40: Drunken driving arrests



Highlights

- **Western Cape**: A driver was arrested with mandrax and dagga in Worcester.
- **Limpopo**: Arrest driver with illegal cigarettes in Bela-Bela
- **Gauteng**: Arrested more than 1000 compared to the others followed by KwaZulu Natal with 403 arrests

Monitoring and Support

RTMC through the coordinating structures under the umbrella of the National Road Safety Steering Committee – NRSCC deployed Monitoring and Support teams throughout the nine provinces to ensure total implementation of the Operational plans.

The support teams were made out of NTP officers who were deployed as force multiply for the provinces and the local municipal traffic including Metros.

The Monitoring team from the RTMC assisted by Chief Directors from the different provinces ensured that operations are carried out as planned.

The following issues were identified during the monitoring exercise:

- Unlicensed motorbikes and drivers took advantage of the high traffic volume thinking that they won't be detected;
- Motorists disregarded the manufacturer's specifications in relation to allowable towing limit taking into account vehicle engine and brake capacity;
- Law Enforcement resources diverted from roadblocks dint translate to increased visible traffic patrol specifically during critical identified accidents timeslots
- Increase in night travelling;
- Increased public cooperation;
- Tyres not as per manufacturers' specification especially by public transport operators;
- Increased anti-corruption unit operations and
- National Road Traffic Operation Joint Centre – NATRAFJOC facilitated traffic control by assisting officers on the road with stranded motorists, stray animals and vehicle's ownership information.

18 CONCLUSION

Most people obtain learner licence for category 3 (heavy motor vehicle), subsequently most driver licences issued are for category B (motor vehicle < 3,5000 kg), C1 (motor vehicle <3,5000 kg) and EB (articulated motor vehicle < 16,000kg). Taking cognisance that not everyone with learner licence and driver licence issued own vehicles and drive more often.

There were 197 fatal crashes recorded during the period under review with 245 fatalities. Most fatalities were recorded for pedestrians with a contribution of 40.4% followed by passengers with a contribution of 34%. The information depicts that of the total number of fatalities there were 74.3%% representing fatalities for males and 26.7% for females. Most of crashes occurred between 18:00 to 22:00 and 63.9% of the crashes occurred as from Thursday to Sunday. Most vehicles involved in the crashes were motorcars and LDV with 53.8% and 22.3% respectively.

There were 4 major crashes were reported and investigated during this period and 24 persons were killed and 30 sustained injuries. With regard to the contributory factors human factors contributed 75% and vehicle contributed 25% to the occurrence of major crashes.

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.

Compiled by

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Want to know more about the RTMC - visit www.rtmc.co.za

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