



**Road Traffic**  
Management Corporation

***State of Road Safety Report***

***Easter Period***

***29 March 2018 – 02 April 2018***



**transport**

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA

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## List of acronyms and abbreviations

CHOCOR	:	CULPABLE HOMICIDE CRIME: 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
NATIS	:	NATIONAL TRAFFIC INFORMATION SYSTEM
NREP	:	NATIONAL ROLLOUT ENFORCEMENT PLAN

## **1. OBJECTIVE OF THE REPORT**

This report is aimed at achieving the following objectives:

- To provide road traffic fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Report (CHoCOR) Forms; and
- To present statistics on registered vehicles.
- To present Road Safety programmes and Law Enforcement operations executed during the Easter Period from 29 March to 02 April 2018.



## 2. EXECUTIVE SUMMARY

The report seeks to provide the road crash statistics, law enforcement and road safety programme information. The performance is for the Easter Period from 29 March to 02 April 2018. The performance per each focus area are provided below.

### ***Road Crashes Data***

During the 2018 Easter Period, which started 29 March until the 02 April 2018 there were two hundred and sixty-eight (268) fatal crashes, which resulted into three hundred and thirty-two (332) fatalities recorded. The period was characterised by the following major incidents, which were recorded from the 29 March to 02 April 2018.

- Four (4) major crashes reported and investigated which contributed to thirty-six (36) fatalities and nine (9) injuries.
- Analysis from the above-mentioned data indicate that the most affected road user groups were passengers and pedestrians.

In comparison with the previous 2017 Easter period, a total number of one hundred and eighty-six (186) fatal crashes were recorded which resulted in two hundred and sixty (260) fatalities recorded. The above indicates that there was an increase of 44% with regards to the fatal crashes in comparison with the previous Easter Period. In relation to fatalities, there was an increase of 28% in comparison to the same period in 2018.

In relation to the major fatal crashes investigated during the 2017 Easter period there was three (3) fatal crashes recorded which resulted into thirty-five (35) fatalities and thirty (30) serious injuries. In Easter 2018 there were four

(4) major crashes reported and investigated with thirty-six (36) fatalities and nine (9) injuries.

### ***Vehicle and driver population***

The total number of registered vehicles from 31 March 2017 to 31 March 2018 increased by 245 808 (2.04%) from 12 047 404 to 12 293 212 vehicles.

### ***Road Safety***

The RTMC as a Lead Agency in road safety matters coordinated the development of the Road Safety multi agency Easter Plan jointly with the following role players:

- provincial departments,
- local authorities,
- Department of Transport entities as well as
- private sector.

The focus of road safety educational programmes were the following:

- Driver Workshops (targeting public transport)
- Road Safety Awareness at Churches, Taxi Ranks, Schools, places of entertainment, as well as filling stations along the major routes
- Pedestrian Awareness Campaigns at communities which are within the identified hazardous locations
- Conduct Youth Road Safety Programmes at Institutions of higher learning focusing on alcohol abuse and destructive driving

- Conducted Road Safety Activations at major routes known for high traffic volumes

The Road Safety Educational plan was coordinated and implemented during the Easter Period as per below:

#### *Driver Workshops (targeting public transport)*

It is commonly known that during the Easter period public transport vehicles are the most used mode of transport to ferry mainly church followers to various destinations of church pilgrims. It is against this background that road safety conducted driver workshops targeting the majority of bus companies affiliated to the South African Bus Companies Association that were scheduled to transport church travellers to various church pilgrims destinations.

The desired outcome of the workshop was to emphasise on the issues of fatigue, safe vehicles, impaired driving as well as reckless driving. Drivers were exposed to public transport accident scenes that took place during the 2017 Easter period and further interactions and engagements were on the issues of pre-trip inspections, as well as fatigue management. Over and above, the department of Health and the Road Accident Fund provided engagements on issues related to health fitness and wellbeing.

#### *Road Safety Awareness at Churches*

Road Safety Education conducted road safety awareness activities, which were targeted at churches, Taxi Ranks, Schools, places of entertainment, as well as filling stations along the major routes.

The purpose of the awareness activities was to increase knowledge and skills among travellers in relation to vehicle safety, overloading of passengers and

goods, as well as substance abuse. These activities were conducted in churches, by means of educational programmes during the church service by road safety officials from different provinces. Added to the above, road safety officials were deployed at various transport public hubs which are known to be congested during Easter period as a result of travellers. Road safety promotional material, pamphlets, loud hailing and exhibitions were executed during this phase.

### *Pedestrian Awareness Campaigns*

The RTMC Road Safety unit together with provincial departments, local authorities, as well as road transport entities conducted heightened pedestrian awareness activities in areas which are identified as hazardous locations. The focuses of the pedestrian activity were primarily on visibility, safe crossing of roads, impaired walking as well as jay walking.

### *Youth Road Safety Programmes*

An analysis of road fatalities data indicate that, young people aged between 18 and 35 are the most vulnerable group involved in road crashes and fatalities. This age group is therefore a high risk category of the global population. It is further indicated that young people are the most road user group involved in substance abuse as well as reckless and negligent driving due to their attitudes towards safe road usage.

During phase 1 of the Easter period which commenced on 1 March 2018 road safety education was conducted at institutions of higher learning and the focus of the educational programmes were on substance abuse (impaired walking and driving, dangerous walking and driving and visibility of pedestrians).

### *Road Safety Activations*

Over and above, road safety education conducted road safety awareness activations on major routes which were identified as a priority during the 2018 Easter Period. These activations were aimed at increasing awareness in the form of educational awareness activities focusing on safer road use.

### *Law Enforcement*

RTMC as the Lead Agency in road safety matters coordinated the implementation of the following programmes jointly with provinces, transport department entities, as well as the private sectors:

A total number of vehicles stopped for Easter Period 2018 was 150 103, a decrease of about 14 996 compared to the previous year where 165 099 vehicles were stopped.

Out of a total of vehicles stopped, a total of 60 025 and 109 771 traffic notices were issued in the same period during 2017 and 2018, respectively.

Over and above notices issued, arrests were made following the severity of offences, with a total of 2 798 and 1 598 arrests reported during the period under review in 2017 and 2018 respectively. These arrests and offences issued were as a result of joint operations conducted by provincial authorities, SAPS and all other stakeholders involved in the operations of law enforcement.

## **SECTION A**

### **1. INTRODUCTION**

This section is based on information on fatal crashes reported at police stations from the 29 March 2018 until the 02 April 2018. In addition, the section includes information on registered vehicles, un-roadworthy and un-licenced vehicles from the National Traffic Information System (NaTIS), Law Enforcement and Road Safety information.

#### **1.1 Road crash data collection methodology**

The Culpable Homicide Crash Observation Report (CHoCOR) form is used to collect fatal crashes data on daily basis. The South African Police Services (SAPS) is the primary source of the fatal crashes data. SAPS provide 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 to compile a report.

#### **1.2 Crash Data Flow**

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

### **1.3 Data processing**

The data is captured, processed and verified for the compilation of the consolidated statistical report. There is a continuous engagement with provinces for validation purpose.

### **1.4 Limitations**

The road traffic information contained in the report is mainly based on the fatal crashes only. There is still a need for in-depth research to be conducted to collect scientific based facts to complement the administrative data.

### **1.5 Road Safety**

The RTMC coordinates the development of the Easter Period programmes and activities with the following:

- All nine (9) provincial departments
- Local authorities and
- Transport entities

The developed plan is influenced by the statistics provided by the RTMC Road Traffic Information unit and special focuses are at areas or communities which are close to identified hazardous locations.

### **1.6 Law Enforcement**

The Law Enforcement Unit is primarily responsible for the harmonization and alignment of road traffic enforcement operations within the three spheres of government. The data is collected through reporting templates.

## **1.7 Instruments**

The Culpable Homicide Crash Observation Report (CHoCOR) forms are being used by Road Traffic Information unit to record fatality data on daily basis.

Road Safety and Law Enforcement use the following tools among others for administrative data collection questionnaires, templates, reports, registers and presentations. Provinces record information on National Rollout Enforcement Plan (NREP) and EMISA forms while Road Traffic Inspectorate records information on Inspectorate forms. These reports are submitted to RTMC on monthly basis for consolidation of a National report.



## 2. ROAD FATAL CRASHES

The section covers the data in relation to fatal road crashes. The section will encompass the number of fatal crashes, crash type, crashes per vehicle type and contributory factors.

### 2.1 Number of fatal crashes

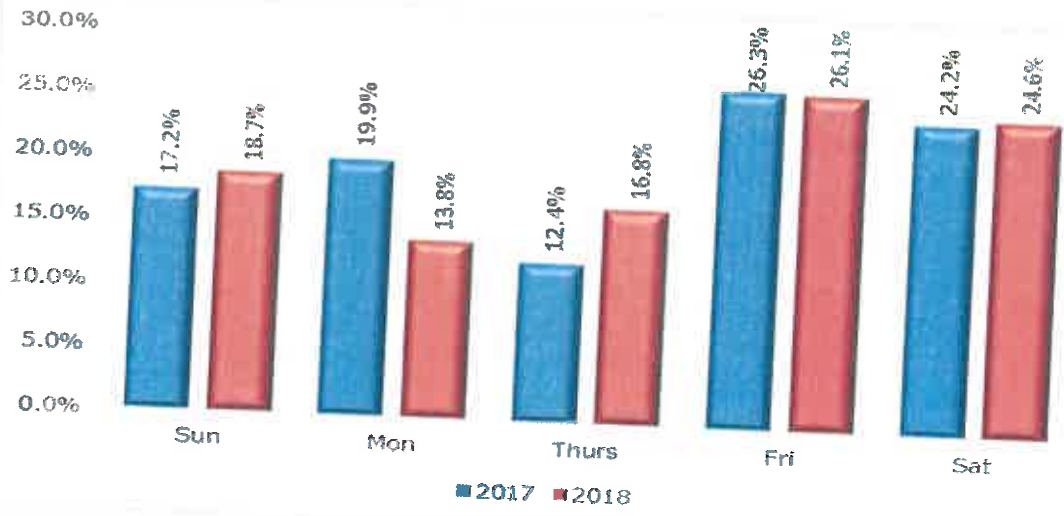
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2017	37	36	12	25	8	19	13	27	9	186
2018	46	56	19	33	14	25	15	49	11	268
change	9	20	7	8	6	6	2	22	2	82
% change	24	56	58	32	75	32	15	81	22	44

**Table 1: Number of fatal crashes per province**

Table 1 above provides a comparison of the Easter Periods of 2017 and 2018. The observation is that the number of fatal crashes increased by 44% in comparison to the previous Easter period from 186 to 268 fatal crashes. All the provinces recorded increases with Limpopo recording the highest increase of 81% and followed by Free State with 75%. The provinces that recorded the lowest increases are Northern Cape with 22% and North West with 15%.

#### 2.1.1 Fatal Crashes per Day of Week

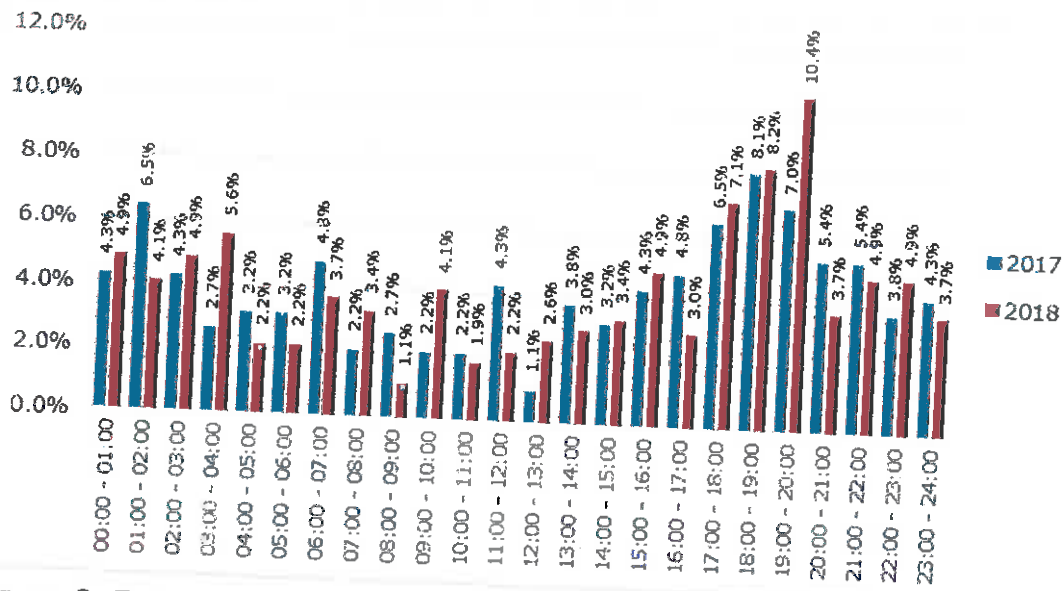
The below figure illustrates details of crashes per day in the week. Further analysis indicates that Friday, Saturday and Sunday remain the most affected day of the week by fatal crashes for both 2017 and 2018 Easter. The crashes have slightly increased for almost all the Easter days except for Easter Monday where there was a decrease of 6.1% in comparison of the two periods.



**Figure 1: Fatal crashes per day of week**

### 2.1.2 Fatal Crashes per time of day

The percentage of fatal crashes per time of day for the period under review is reflected in figure 2 below.



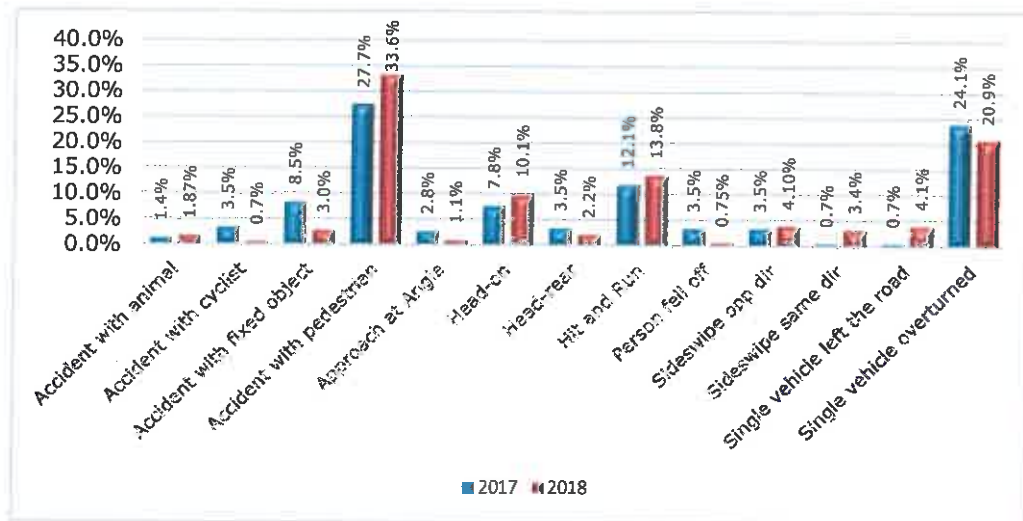
**Figure 2: Fatal crashes per time of day**

Figure 2 above depicts a comparison of fatal crashes per time of day for Easter Periods of 2017 and 2018. In comparison, slot 19:00 to 20:00 recorded the

highest fatal crashes of 10.4% as compared to 7.0% the previous year. There was also a significant increase observed for slot 03:00 to 04:00 and 09:00 to 10:00.

### 2.1.3 Fatal crashes per crash type

The percentage contribution of fatal crashes per type are reflected in figure 3 below.

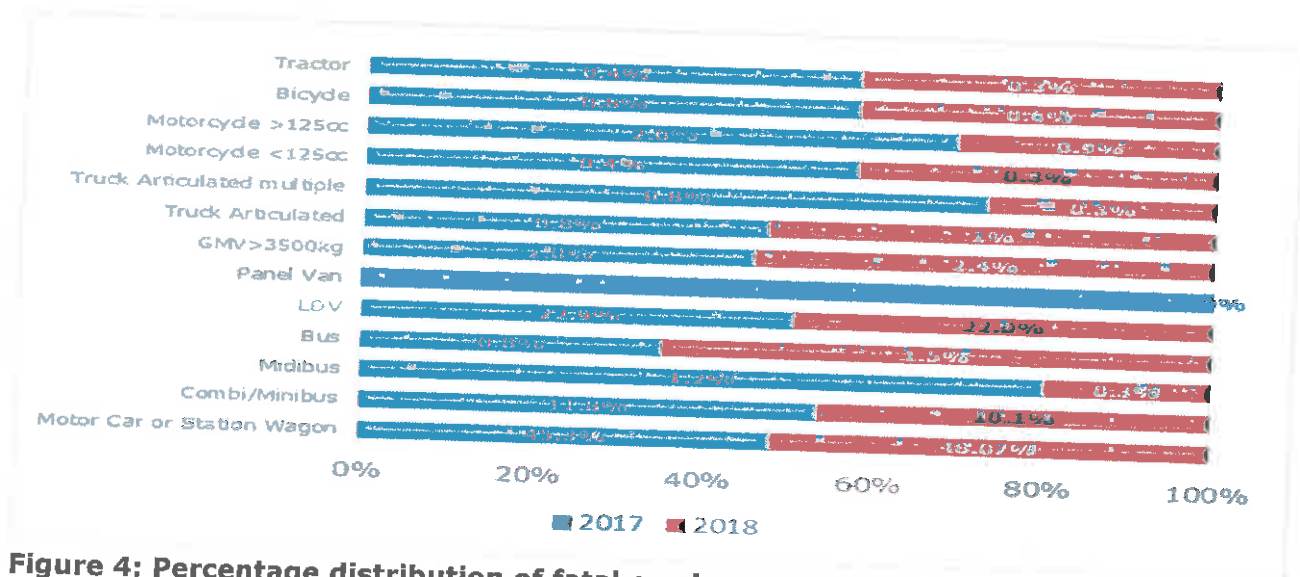


**Figure 3: Percentage distribution of fatal crashes per crash type**

The figure depicts that most crashes occurred due to crashes with pedestrians and single vehicle overturned. A contribution of 27.7% for crashes involving pedestrians was recorded for Easter 2017 and 33.6% for Easter 2018 of which shows a slight increase of 5.9%. The single vehicle overturned contributed 24.1% in Easter 2017 and 20.9% in Easter 2018 which is a reduction of 3.2%.

### 2.1.4 Fatal crashes per vehicle type

The percentage contribution of various vehicles involved in the fatal crashes are reflected in the figure 4 below.



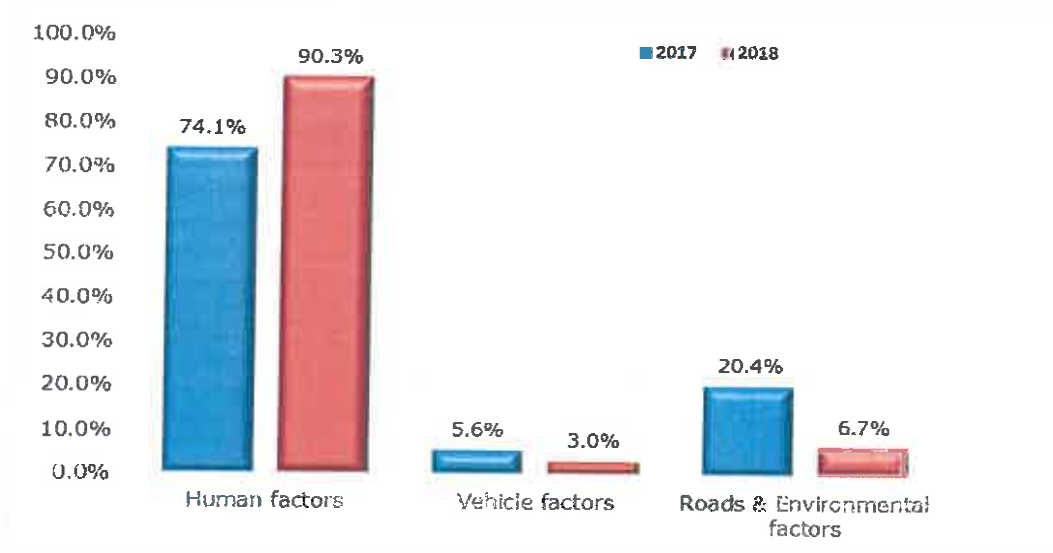
**Figure 4: Percentage distribution of fatal crashes per vehicle type**

The vehicle types that contributed the highest to fatal crashes were motorcars and LDV's. Motorcars recorded an increase from 45.3% in Easter 2017 to 48.1% in Easter 2018. The light delivery vehicles decreased by 1.7% from 11.8% in Easter 2017 to 10.1% during Easter 2018. The two vehicle types contribute to the high number of fatalities for passengers.

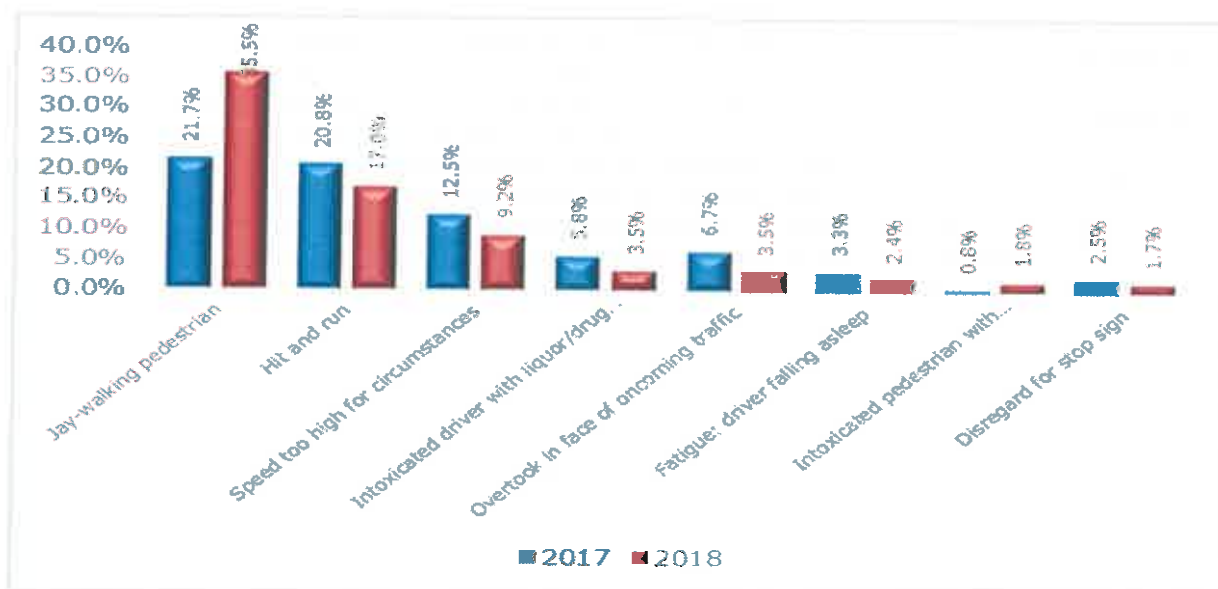
## 2.2 Contributory factors

To determine the contributory factors for fatal crashes, the contributory factors are classified human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and environment (include limited visibility, poorly marked roads, missing road signs, sudden changes in road infrastructure, gravel road, the state of the road and weather conditions).

The figure 5 below depicts trends for contributory factors for the two Easter Periods of 2017 and 2018. The human factors remain a challenge compared to other factors. The human factors contributed 90.3% to the occurrence of fatal crashes, which is an increase of 16.2% from 74.1% of Easter 2017 period followed by roads, and environmental factors, which decreased from 20.4% in Easter 2017 to 6.7% in Easter 2018.

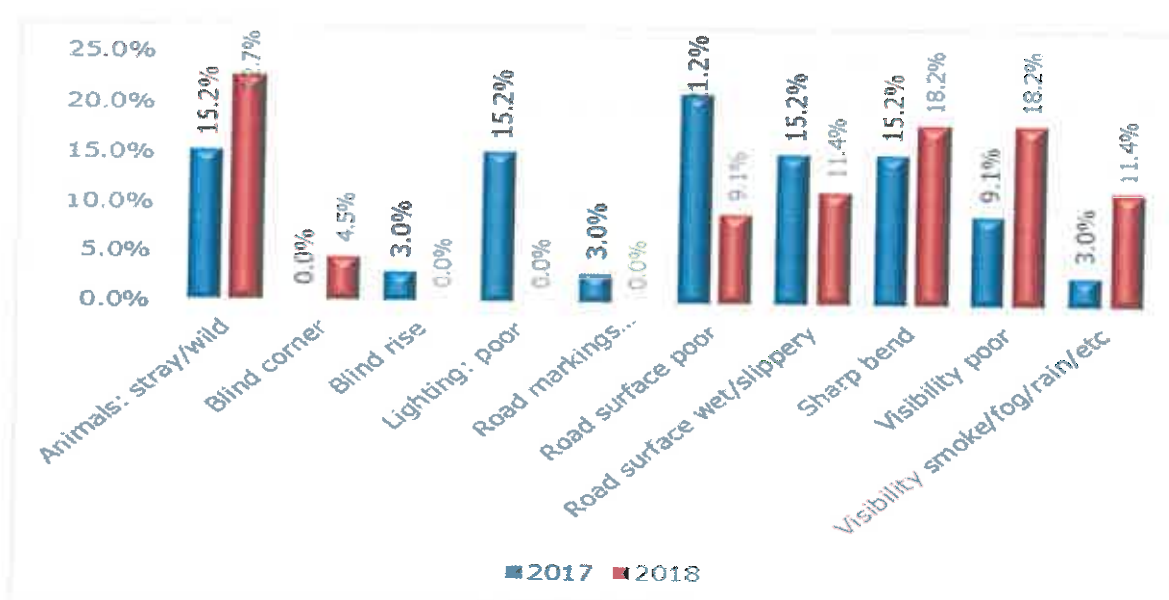


**Figure 5: Comparison of contributory factors**



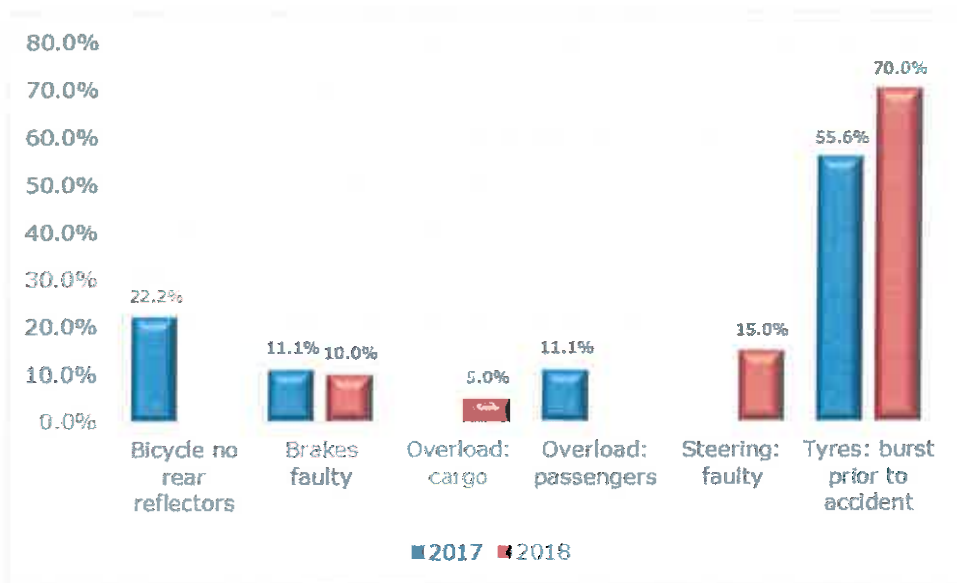
**Figure 6: Percentage distribution of human factors**

The figure 6 above shows that jaywalking contributed 35.5% to the occurrence of crashes during Easter 2018 which shows an increase of 14% as compared to Easter 2017. Hit and run recorded a decrease from 20.8% in Easter 2017 to 17% in Easter 2018. Furthermore, speed too high decreased from 12.5% in 2017 to 9.2% during 2018. Jaywalking, and hit and run as depicted above correlate to a high number of fatalities for pedestrians.



**Figure 7: Percentage distribution of road and environmental factors**

The figure above depicts that crashes relating to stray animals has increased by 7.5% from 15.2% in 2017 to 22.7% in 2018. The fatal crashes that happened as a result of sharp bend also increased by 3% from 15.2% in 2017 to 18.2% in 2018. There was a significant decrease for fatal crashes relating to road surface poor which decreased by 12.1%. The following factors did not contribute to fatal crashes during the Easter 2018: Blind rise, poor lighting and road markings.



**Figure 8: Percentage distribution of vehicle factors**

Analysis from the above road crashes indicate that, tyre burst is the major contributor to road crashes in comparison of the Easter of 2017 and 2018 where there was 55.6% incidents related to tyre burst, as compared to 70%, this translates that there was an increase of 25.6% of tyre burst related incidents during the 2018 Easter Period. It must be further noted that during the previous Easter period, the following categories, bicycle with no rear reflectors, overload passengers were amongst the vehicle contributory factors to fatal crashes and in relation to 2018 Easter Period these categories did not record any incidents to date.

### 3. ROAD FATALITIES

The section covers the data in relation to road fatalities. Fatalities are defined as a person or persons that are killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result of such a crash. The section will encompass the number of fatalities and percentage distribution per road user, gender, race and age group.

#### 3.1 Number of fatalities per province

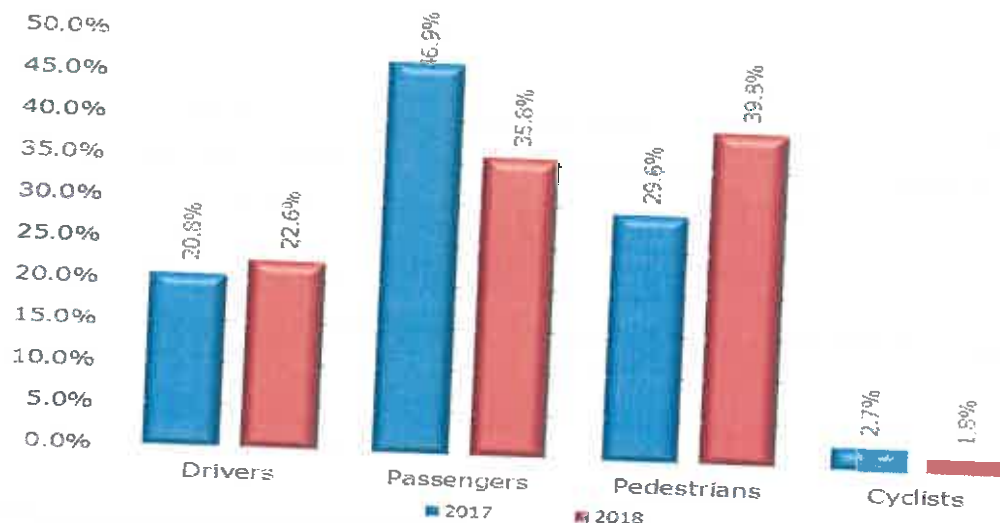
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2017	47	64	21	30	9	32	14	31	12	260
2018	48	76	22	41	15	28	17	69	16	332
change	1	12	1	11	6	-4	3	38	4	72
% change	2	19	5	37	67	-13	21	123	33	28

**Table 2: Number of fatalities per province**

The table 2 above shows a comparison of fatalities per province for the two Easter periods. The number of fatalities increased by 28% from 260 in 2017 to 332 in 2018. All the provinces except for Mpumalanga recorded increases in the number of fatalities. The highest percentage increase in fatalities was recorded by Limpopo with 123% followed by Free State with 67%. Mpumalanga recorded a decrease of 13% fatalities in comparison of the two Easter period.

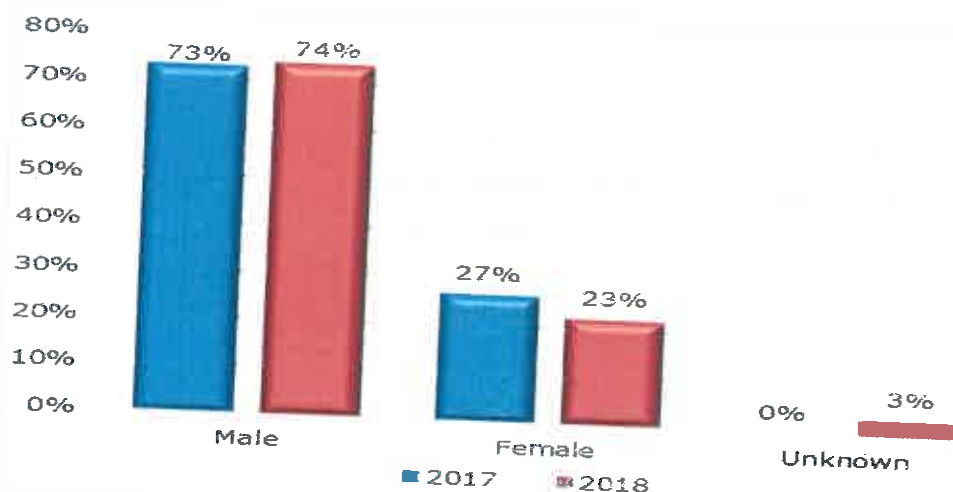


### 3.2 Fatalities per Road User Group



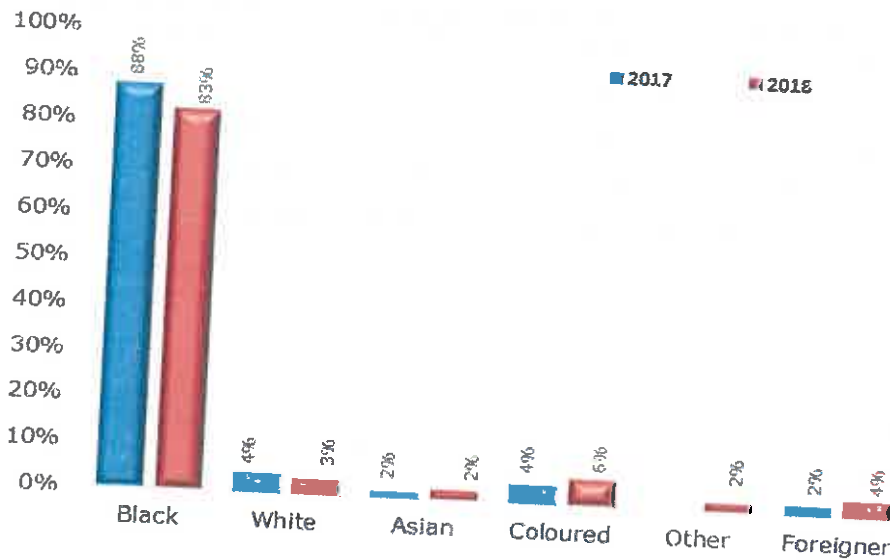
**Figure 9: Percentage distribution of fatalities per road user**

The percentage distribution of fatalities per road users group are reflected in the figure 9 above. During the period under review pedestrians contributed 39.8% which is an increase of 10.2% from 29.6% in 2017. Fatalities relating to passengers decreased by 11.1% from 46.9% in 2017 to 35.8% in 2018. The road user group contributing the highest percentage is the passengers even though a reduction was recorded for 2018, while pedestrians and drivers recorded an increase compared to the previous year.



**Figure 10: Percentage distribution of fatalities per gender**

The figure 10 above depicts trends for fatalities per gender for the Easter Periods of 2017 and 2018. The trend shows that there was a slight increase of 1% for males from 73% to 74% and a decrease of 4% for females from 27% to 23% in comparison of the periods.

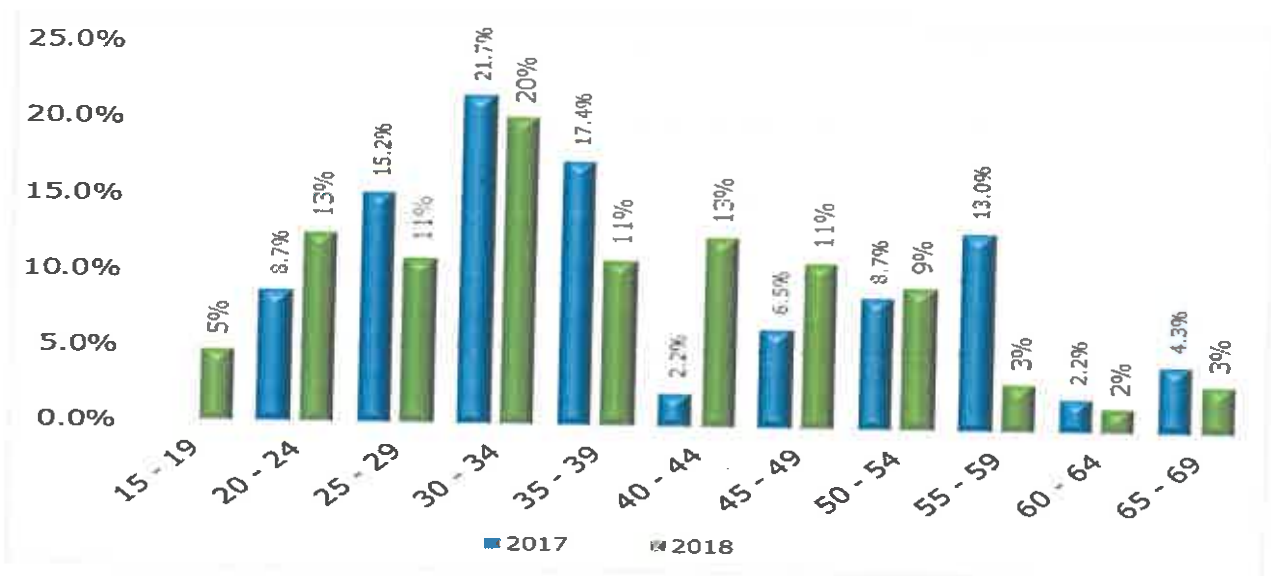


**Figure 11: Percentage distribution of fatalities per race**

The figure 11 above depicts trends for fatalities per race group for the Easter Periods 2017 and 2018. The trend shows that there was a slight decrease of 5% for Blacks and 1% for Whites. The other races recorded increases as compared to the previous Easter. The other race categories recorded slight increases as compared to the two Easter periods.

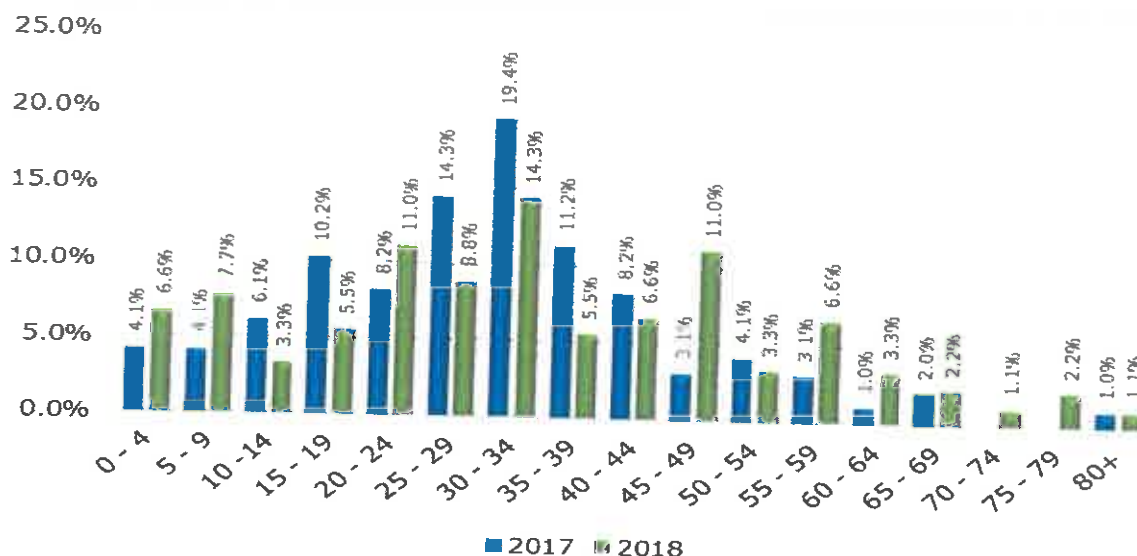
### 3.3 Road user group fatalities per age group

The figures below provide information with regard to the fatalities per age and per road user group for the Easter period 29 March – 02 April 2018. The information is categorised per road user groups (Driver, Passenger, Pedestrian and Cyclists)



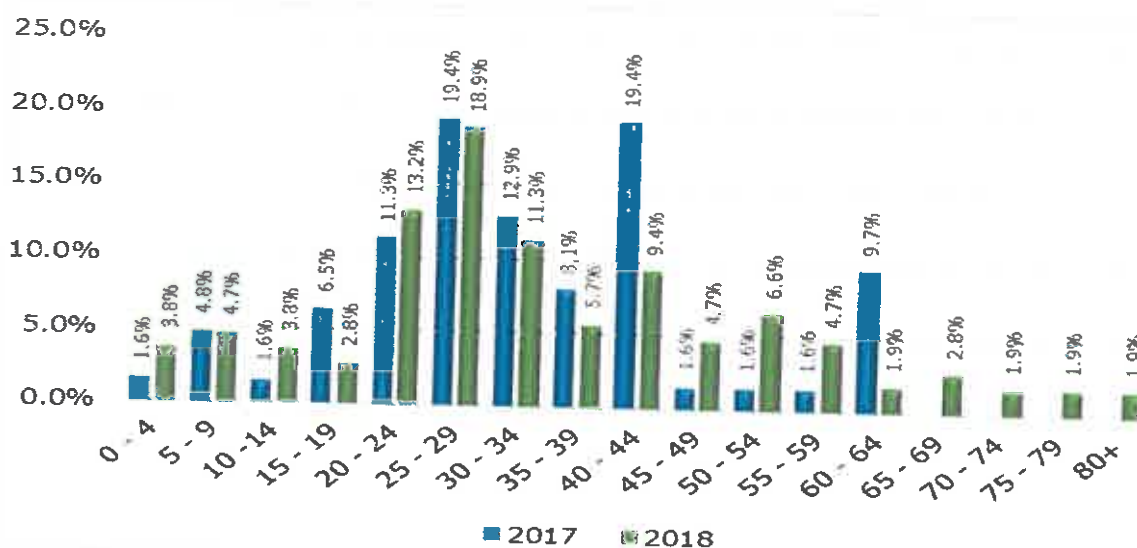
**Figure 12: Percentage distribution of fatalities per age for drivers**

The figure 12 above shows that the highest fatalities for drivers were recorded for the age group 30-34 years which decreased by 1.7% from 21.7% in 2017 to 20% in 2018. There has been a significant increase of 10.8% for the age group 40-44 years from 2.2% in 2017 to 13% in 2018 followed by the age group 45-49 which increased by 4.5% from 6.5% in 2017 to 11% in 2018.



**Figure 13: Percentage distribution of fatalities per age for passengers**

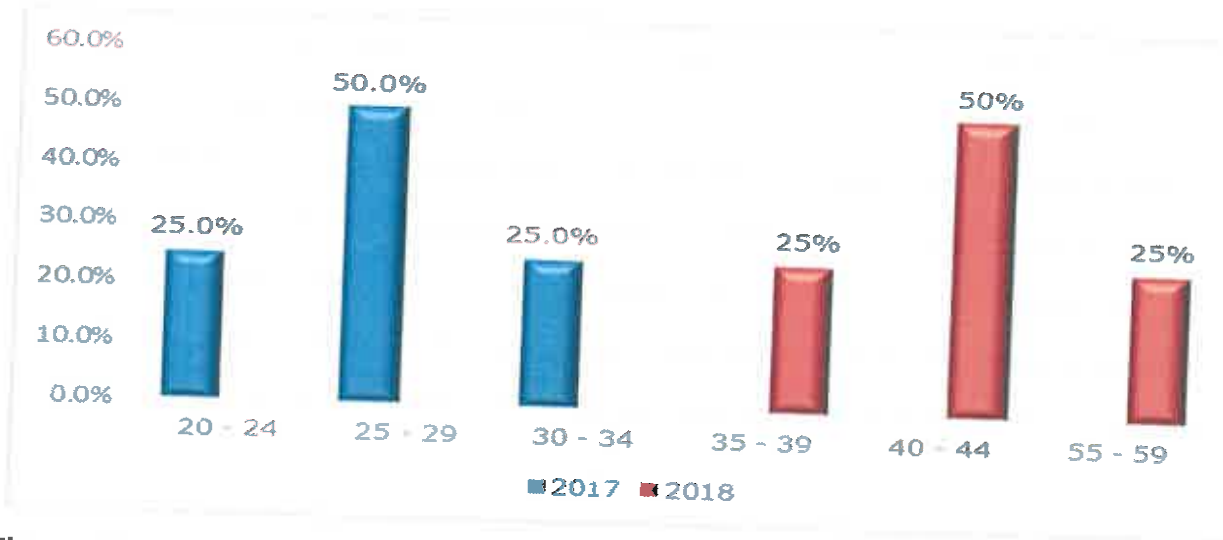
The figure above indicates that passenger fatalities decreased from 19.4% in Easter 2017 to 14.3% in Easter 2018, resulting in a decrease of 5.1% for the age group 30 to 34 years. In relation to age group 45 to 49, an increase of 7.9% was recorded from 3.1% in Easter 2017 to 11.0% in Easter 2018.



**Figure 14: Percentage distribution of fatalities per age for pedestrians**

The figure above indicates that pedestrian fatalities decreased by 0.5% from 19.4% in Easter 2017 to 18.9% in Easter 2018 for the age group 25 to 29 years.

Furthermore, the age group between 40 and 44 years recorded a significant decrease of 10% from 19.4% in Easter 2017 to 9.4% in Easter 2018. Furthermore, we observed the age categories 65+ contributing to the pedestrian fatalities during the Easter 2018 which was not the case during Easter 2017.



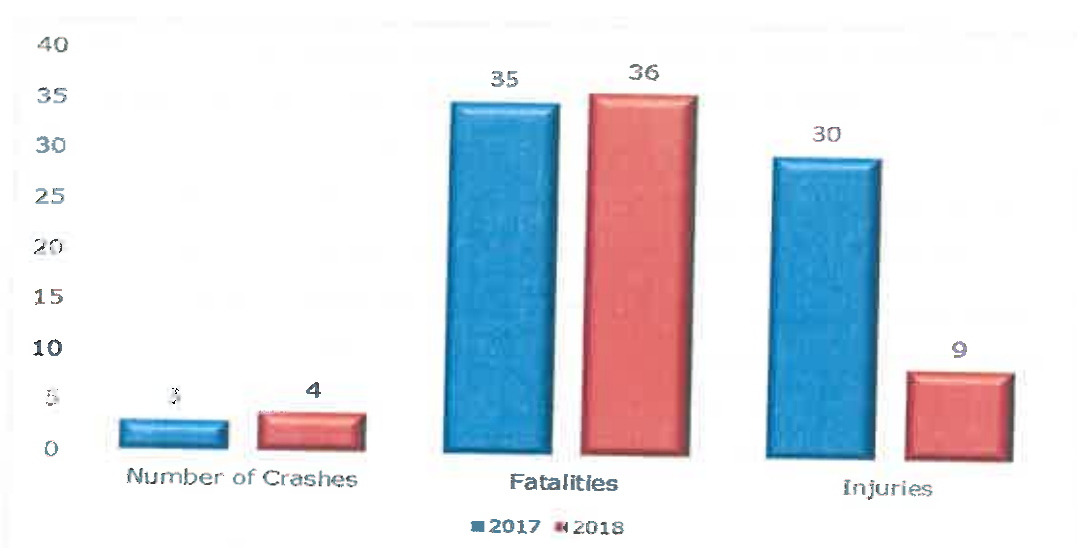
**Figure 15: Percentage distribution of fatalities per age for cyclists**

The figure 15 above indicates that during the 2018 Easter period there are fatalities recorded for cyclists for the age groups 35-39, 40-44 and 55-59 years with a contribution of 50% and 25% respectively while during the 2017 Easter the categories did not record any incidents. Similarly, during 2017 Easter period the following age categories 20-24, 25-29 and 30-34 contributed to the number of fatalities while during 2018 Easter period they have not recorded any incidents to date.

## 4. MAJOR CRASHES

This section provides for all the major crashes for the period under review. A Major crash is defined as a crash where five (5) or more people died, crashes involving vehicles carrying dangerous goods/ hazardous chemicals where there is a fatality and a spillage of the dangerous goods/ hazardous chemicals and any crash that the Corporation deems necessary to investigate.

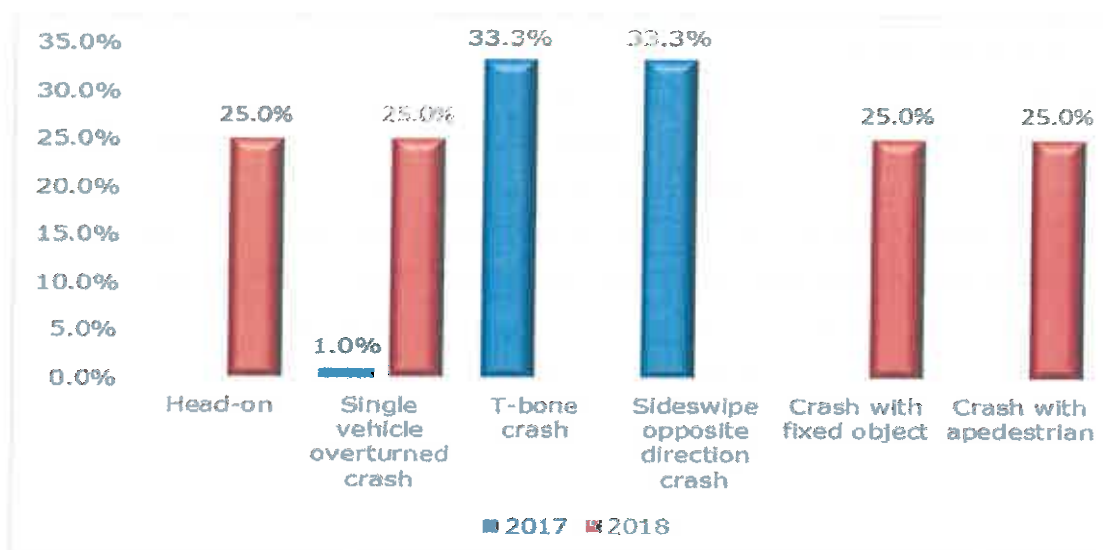
### 4.1 Number of major crashes, fatalities and injuries



**Figure 16: Number of major crashes, fatalities and injuries**

A total number of four (4) major crashes were reported and investigated for the period under review as compared to three (3) major crashes reported during Easter 2017. There were thirty-six (36) fatalities and nine (9) injuries recorded from the four major crashes investigated in Easter 2018 while in Easter 2017 there were thirty-five (35) fatalities and thirty (30) injuries.

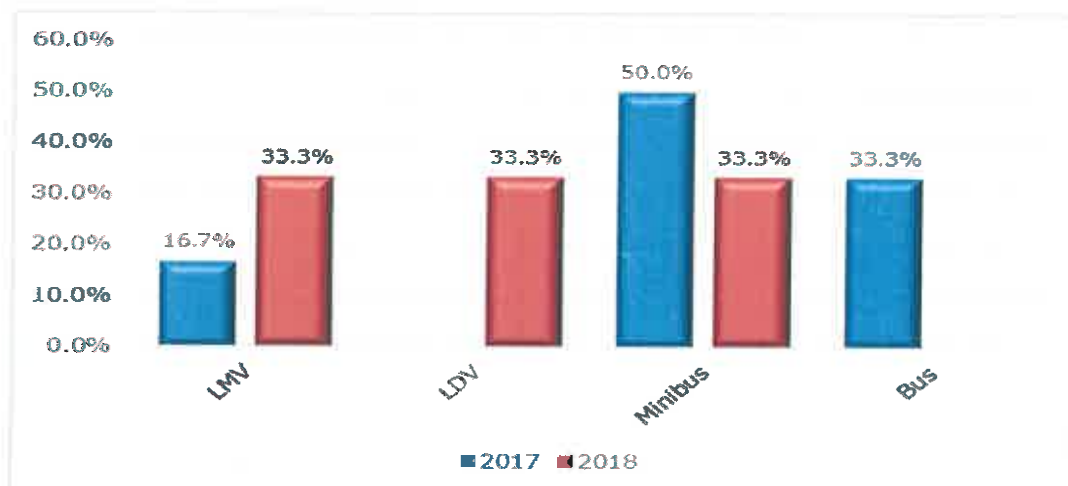
## 4.2 Crash Types



**Figure 18: Major crashes per crash types**

The above figure depicts the major crash types that occurred during the two Easter of 2017 and 2018. All the crash types contributed equally to the major crashes for the two period under review.

## 4.3 Vehicle Type Involved in Major Crashes



**Figure 19: Vehicle type involved in major crashes**

The table above depicts the vehicle types involved in the major crashes reported and investigated during the Easter period of 2017 and of 2018. A total of six (6) vehicles were involved in the four (4) major crashes investigated. The three (3) vehicle types involved contributed equally with the exception of buses, which did not record or contribute to the major crashes during the 2018 Easter period.



## SECTION B

### 1. INTRODUCTION

The section covers the vehicle population and human mobility data, as well as driver population. The vehicle population data will encompass the number of registered vehicles inclusive of the status of their roadworthiness and licencing, as well as human mobility in terms of the number of persons per vehicle. The driver population data covers the number of registered drivers including the status and categories of licences

### 2. VEHICLE POPULATION

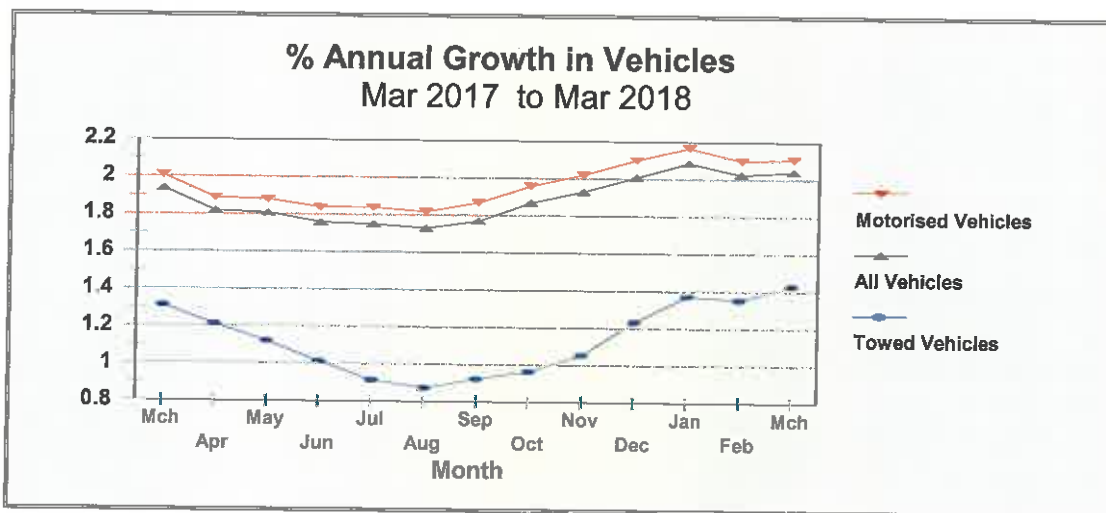
#### 2.1 Number of Registered Vehicles

The number of registered vehicles increased by 245 808 (2.04%) from 12 047 404 on 31 March 2017 to 12 293 212 vehicles on 31 March 2018. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered Mar 2017	Number registered Mar 2018	Change	% Change	% of Group Mar 2018	% of Total Mar 2018
<b>Motorised Vehicles</b>						
Motorcars	7 058 198	7 234 517	176 319	2.50	65.10	58.85
Minibuses	310 187	321 057	10 870	3.50	2.89	2.61
Buses	61 836	63 776	1 940	3.14	0.57	0.52
Motorcycles	356 005	350 295	-5 710	-1.60	3.15	2.85
LDV's - Bakkies	2 455 098	2 518 698	63 600	2.59	22.66	20.49
Trucks	371 442	373 342	1 900	0.51	3.36	3.04
Other & Unknown	270 879	251 155	-19 725	-7.28	2.26	2.04
<b>Total Motorised</b>	<b>10 883 645</b>	<b>11 112 840</b>	<b>229 195</b>	<b>2.11</b>	<b>100.00</b>	<b>90.40</b>
<b>Towed Vehicles</b>						
Caravans	102 740	101 699	-1 041	-1.01	8.62	0.83
Heavy Trailers	189 268	195 067	5 799	3.06	16.53	1.59
Light Trailers	855 684	867 900	12 216	1.43	73.53	7.06
Other & Unknown	16 067	15 707	-361	-2.24	1.33	0.13
<b>Total Towed</b>	<b>1 163 759</b>	<b>1 180 373</b>	<b>16 614</b>	<b>1.43</b>	<b>100.00</b>	<b>9.60</b>
<b>All Vehicles</b>	<b>12 047 404</b>	<b>12 293 212</b>	<b>245 808</b>	<b>2.04</b>		<b>100.00</b>

Table 3: Number of registered vehicles per type

The table 5 above shows that on a percentage basis the biggest change was for minibuses and buses with an increase by 3.50% and 3.14% respectively. The number of registered minibuses increased from 310 187 to 321 057 and followed by buses with increased from 61 836 to 63 776, respectively. The monthly percentage change over the past year for motorised vehicles are shown in the figure below.



**Figure 20: Percentage Annual Growth in Vehicles**

The total motor vehicle population per Province for March 2017 and March 2018 respectively, is given in table and reflected in the figure below.

Number of Registered Vehicles per Province	Number registered Mar 2017	Number registered Mar 2018	Change	% Change	% of Total Mar 2018
Gauteng	4 648 786	4 737 590	88 804	1.91	38.54
KwaZulu-Natal	1 610 144	1 638 774	28 630	1.78	13.33
Western Cape	1 939 657	1 991 566	51 909	2.68	16.20
Eastern Cape	801 885	816 898	15 013	1.87	6.65
Free State	623 264	628 885	5 621	0.90	5.12
Mpumalanga	859 640	882 585	22 945	2.67	7.18
North West	611 025	620 392	9 367	1.53	5.05
Limpopo	678 843	698 340	19 497	2.87	5.68
Northern Cape	274 160	278 182	4 022	1.47	2.26
<b>RSA</b>	<b>12 047 404</b>	<b>12 293 212</b>	<b>245 808</b>	<b>2.04</b>	<b>100</b>

**Table 4: Number of registered vehicles per province**

The number of registered vehicles per province show the highest increase recorded for Limpopo with an increase of 2.87% from 678 843 in 2017 to 698 340 in 2018 followed closely by Western Cape, with an increase of 2.68% from 1 939 657 to 1 991 566.

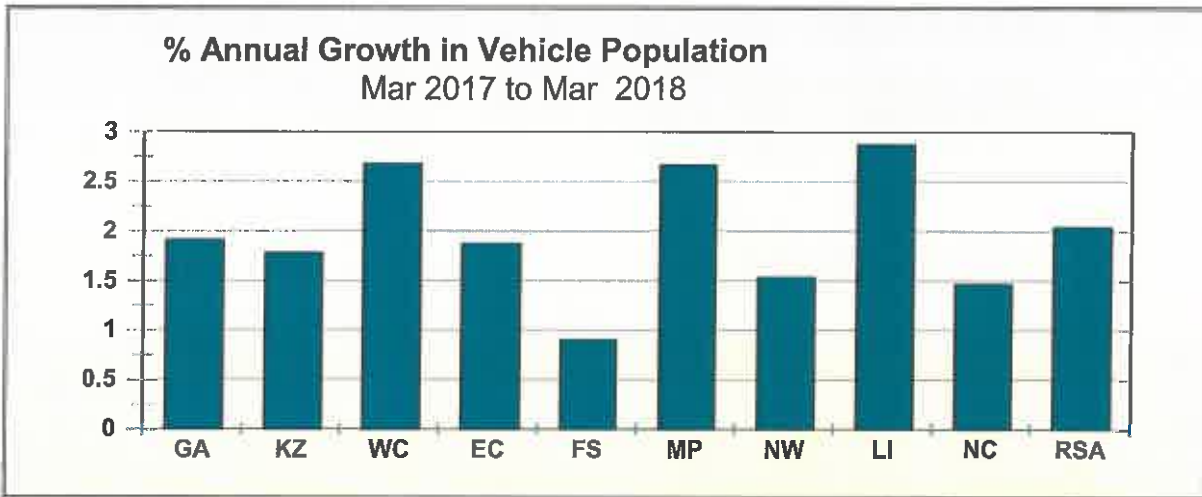


Figure 21: Percentage Annual Growth in Vehicle population per province

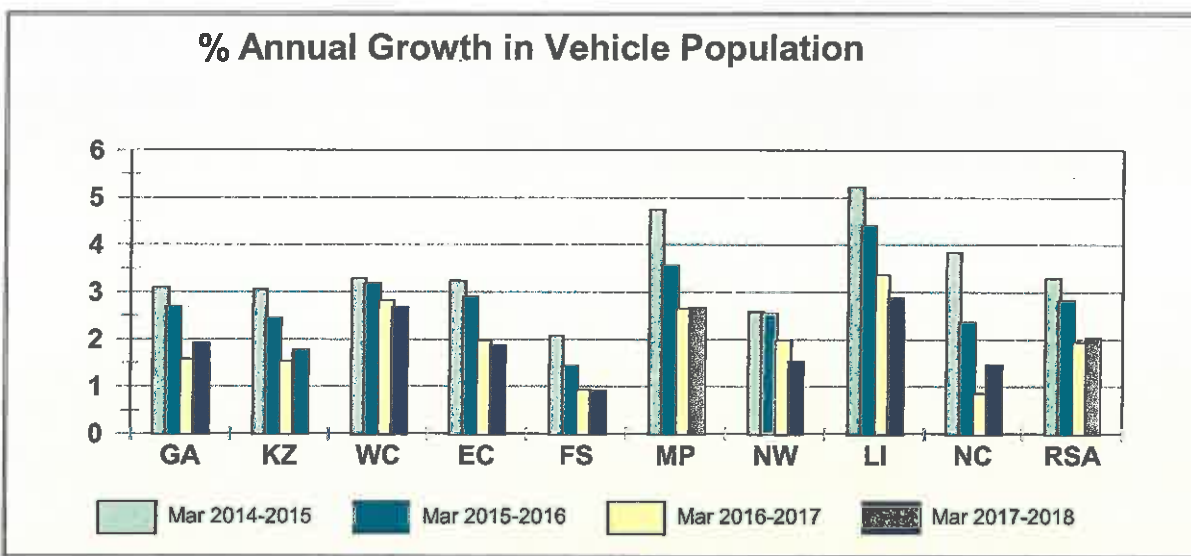
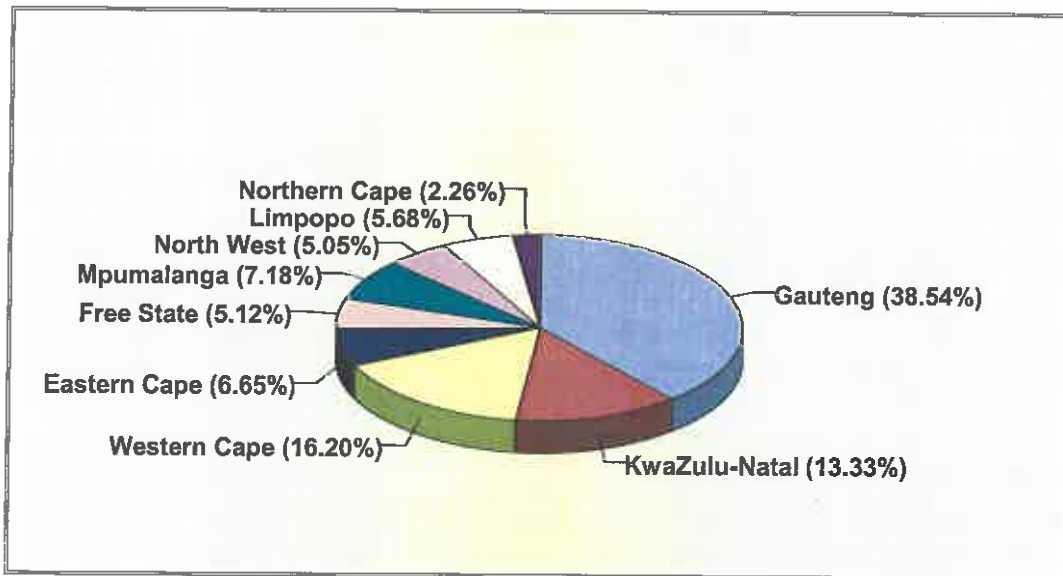


Figure 22: Percentage Annual Growth in Vehicle population four year comparison

Over the past year from March 2017 to March 2018 the highest percentage growth in total vehicles was recorded in Limpopo with a growth of 2.87% followed by Western Cape with a growth of 2.68%.

The percentage vehicles registered per province as on 31 March 2018 is reflected in the figure below.



**Figure 23: Percentage Vehicles Registered per Province**

The information in the figure above shows that 38.54% of all vehicles were registered in Gauteng; 16.20% in Western Cape and 13.33% in Kwa-Zulu Natal.

More detailed information on the number of vehicles per type registered per Province for March 2017 and March 2018 is given in the table under **Appendix A**.

## 2.1.2. Human Population and Mobility

The estimated human population for each year from 2014 to 2017 is given in table below. (These figures are estimates from the mid-year estimates released annually by Stats SA).

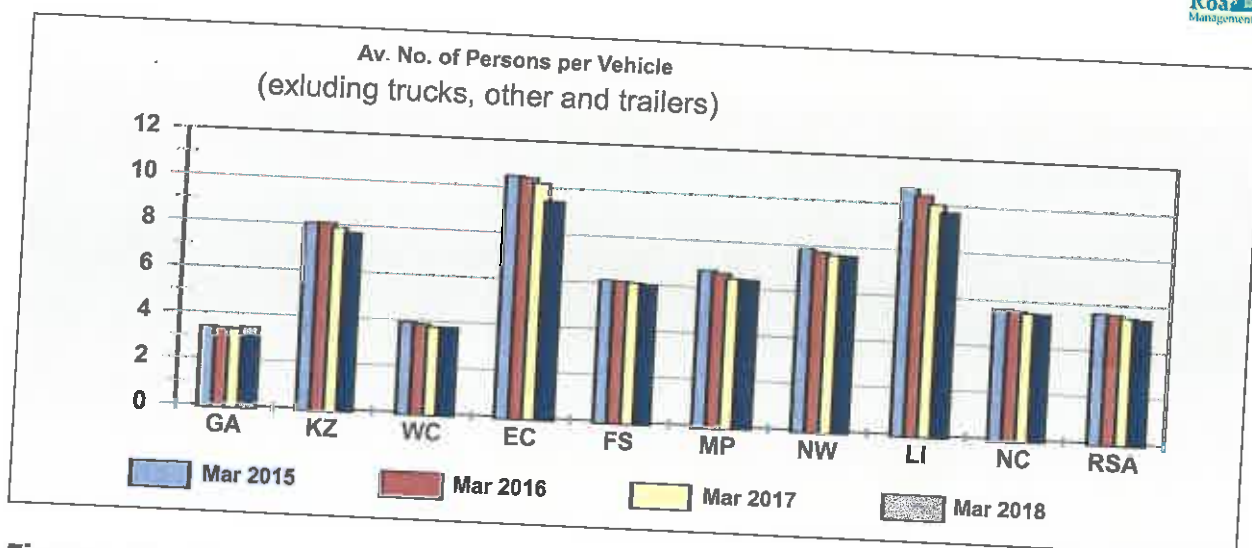
Month	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Mar 2015	13.13	10.86	6.18	6.88	2.81	4.27	3.70	5.70	1.18	54.72
Mar 2016	13.38	11.10	6.27	7.03	2.84	4.34	3.75	5.81	1.19	55.72
Mar 2017	13.42	11.04	6.27	7.03	2.85	4.32	3.77	5.78	1.19	55.67
Mar 2018	14.08	11.08	6.46	6.64	2.87	4.42	3.84	5.78	1.21	56.37

**Table 5: Estimated mid-month human population per province**

Based on the information on human and vehicle populations, the average number of persons per vehicle per Province (excluding trucks, towed vehicles and "other" and "unknown" vehicles) at the end of March 2015, 2016, 2017 and 2018 is shown in the table and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2015	3.40	8.04	3.91	10.46	6.12	6.73	7.88	10.68	5.63	5.61
Mar 2016	3.37	8.07	3.85	10.40	6.10	6.63	7.75	10.40	5.55	5.56
Mar 2017	3.32	7.87	3.75	10.17	6.04	6.41	7.61	10.00	5.48	5.44
Mar 2018	3.41	7.68	3.76	9.40	5.99	6.38	7.60	9.69	5.47	5.37

**Table 6: Average number of persons per vehicle (excluding trucks, other, unknown and towed vehicles)**

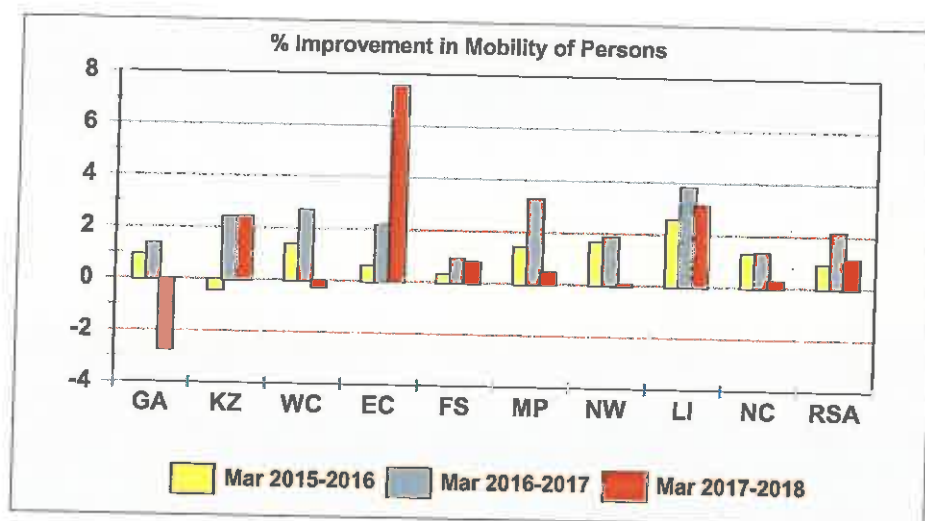


**Figure 24: Average number of persons per vehicle (excluding trucks, other and trailer)**

The percentage annual change or improvement in human mobility per province is reflected in table below.

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Mar 2015-2016	0.92	-0.34	1.40	0.61	0.34	1.44	1.66	2.57	1.31	0.92
Mar 2016-2017	1.38	2.41	2.72	2.17	0.95	3.29	1.87	3.83	1.34	2.16
Mar 2017-2018	-2.66	2.44	-0.20	7.57	0.81	0.47	0.07	3.12	0.27	1.13

**Table 7: Percentage improvement in mobility per province**



**Figure 25: Percentage improvement in mobility of persons**

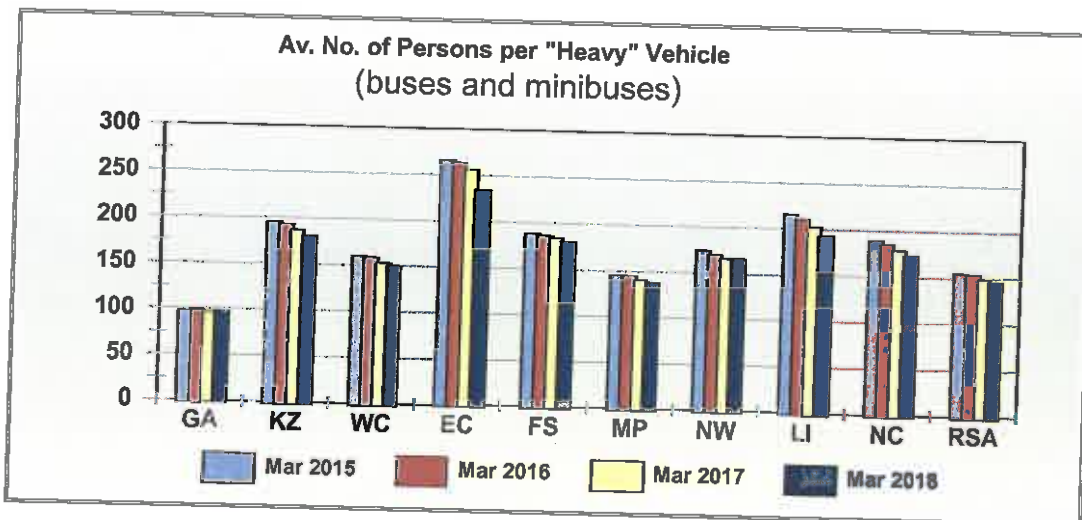
The information in tables and figures above shows that on a national basis the general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV’s “bakkies”), declined by 0.05% from a national average of 5.61 persons per vehicle at the end of March 2015 to 5.56 persons per vehicle at the end of March 2016. From the end of March 2017 to March 2018 the improvement shows a decrease of 0.07%, from 5.44 to 5.37 persons per vehicle.

Although they do show some improvement, the “least mobile” Provinces is Limpopo with 9.69 persons per vehicle; followed by Eastern Cape with 9.40 persons per vehicle at the end of March 2018. The “most mobile” Provinces are Gauteng and Western Cape with an average of 3.41 and 3.76 persons per vehicle respectively at the end of March 2018.

The average number of persons per “heavy” road passenger transport vehicle (buses and minibuses) is shown in table below and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2015	97	195	160	267	189	146	175	216	189	155
Mar 2016	98	193	159	265	186	146	170	211	185	154
Mar 2017	95	187	153	256	184	141	166	203	179	150
Mar 2018	97	181	150	235	180	139	167	193	173	146

**Table 8: Average number of persons per "heavy" passenger transport vehicle (buses and minibuses)**



**Figure 26: Average number of persons per "heavy vehicles"(buses and minibus)**

The percentage annual change or improvement in the number of persons per "heavy" passenger road transport vehicle per province is reflected in the table below.

Month	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Mar 2015-2016	-0.86	1.23	0.84	0.75	1.15	0.23	2.63	2.11	2.13	0.44
Mar 2016-2017	2.95	2.99	3.77	3.23	1.13	3.19	2.18	4.01	3.42	3.12
Mar 2017-2018	-2.00	3.42	1.74	8.43	2.20	1.37	-0.12	4.57	3.16	2.12

**Table 9: Percentage improvement in average number of persons per "heavy" passenger transport vehicles (buses and minibuses)**



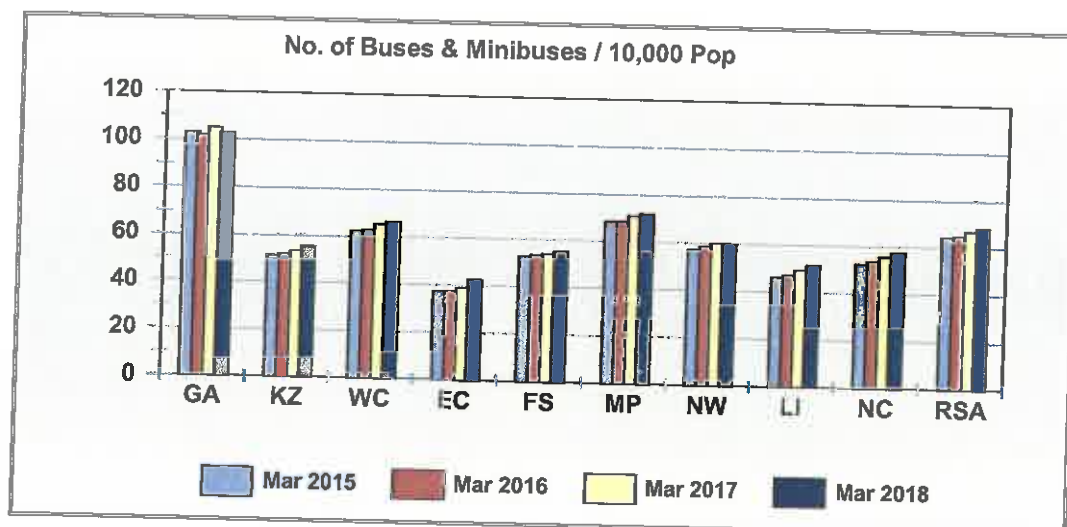
The information in tables and figure above show that, since the previous year-on-year improvement, the national overall mobility and quality of public road transport in terms of the number of persons per “heavy” passenger road transport vehicle from March 2017 to March 2018 increased to 2.12% from 150 persons per vehicle to 146 persons per vehicle.

On a Provincial percentage basis the highest improvement was in the EC where the average number of persons per vehicle changed by 8.43% from about 256 persons per vehicle in March 2017 to 235 persons per vehicle at the end of March 2018. In Limpopo the improvement was 4.37% from 203 to 193

The average number of “heavy” road passenger transport vehicle (buses and minibuses) per 10,000 human population per Province is shown in the table below and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2015	103	51	62	37	53	68	57	46	53	64
Mar 2016	102	52	63	38	54	69	59	47	54	65
Mar 2017	105	53	65	39	54	71	60	49	56	67
Mar 2018	103	55	67	43	55	72	60	52	58	68

**Table 10: Average number of public transport vehicles (buses and minibuses) per 10 000 human population**



**Figure 27: Number of buses and minibuses/10 000 human population**

## 2.2 Un-Roadworthy and Un-Licensed Vehicles

### 2.2.1 General

Un-roadworthy vehicles are defined as those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership. Un-licensed vehicles are those of which the owners failed to renew the vehicle licences within the time frame allowed.

On a national basis the total number of vehicles that are either un-roadworthy, un-licensed or both increased by 51 545 (4.87%) from 1 059 196 vehicles as on 31 March 2017 to 1 110 741 vehicles as on 31 March 2018. Detail in this regard per type of vehicle is provided in the table below and the percentage (%) change from 2017 to 2018 reflected in the figure below.

Vehicle Type	Mar 2017	Mar 2018	Change	% Change
Motorcars	582 814	603 374	20 560	3.53
Minibuses	47 072	56 475	9 403	19.98
Buses	9 315	9 164	-151	-1.62
Motorcycles	57 292	65 093	7 801	13.62
LDV's - Bakkies	177 146	187 923	10 777	6.08
Trucks	78 667	62 367	-16 300	-20.72
Caravans	6 123	7 240	1 117	18.24
Heavy Trailers	33 614	25 040	-8 574	-25.51
Light Trailers	39 844	65 238	25 394	63.73
Unknown	27 309	28 827	1 518	5.56
<b>All Vehicles</b>	<b>1 059 196</b>	<b>1 110 741</b>	<b>51 545</b>	<b>4.87</b>

**Table 11: Number of un-roadworthy, un-licenced vehicles or both**

With an exception of buses, trucks and heavy trailers, increases were recorded for most types of vehicles in this regard. The biggest increase was recorded for light trailers with 63.73% followed minibuses with 19.98%.

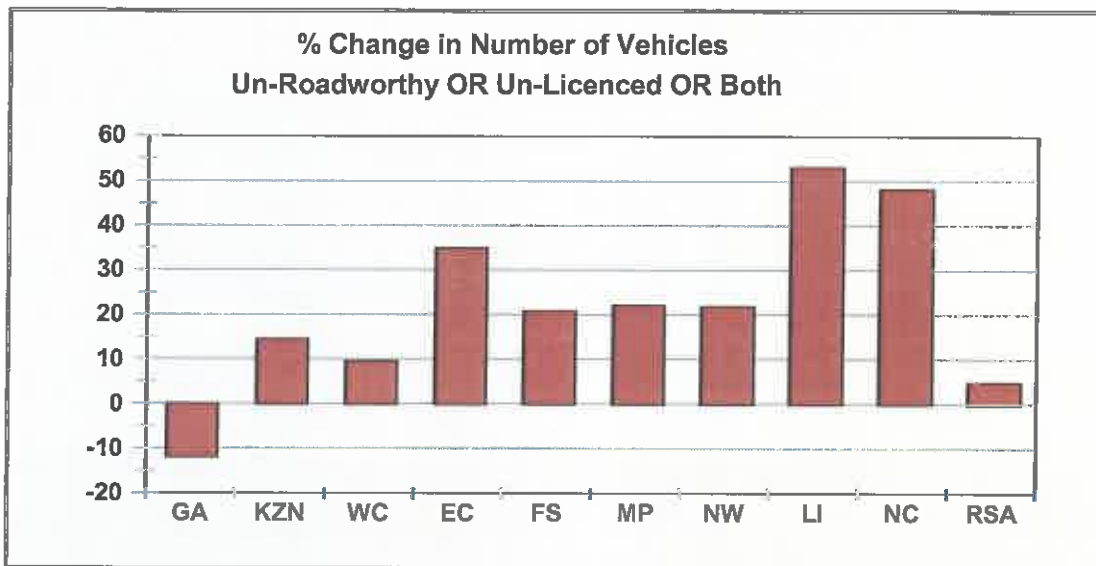
Detail on the number of vehicles that are either un-roadworthy, un-licenced or both per Province is provided in the table below and the percentage (%) change from 2017 to 2018 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2017	531 978	118 955	127 602	53 434	51 244	71 727	48 320	41 094	14 842	<b>1 059 196</b>
Mar 2018	469 505	136 177	139 760	72 101	61 897	87 536	58 874	62 900	21 991	<b>1 110 741</b>
Change	-62 473	17 222	12 158	18 667	10 653	15 809	10 554	21 806	7 149	<b>51 545</b>
% Change	-11.74	14.48	9.53	34.93	20.79	22.04	21.84	53.06	48.17	<b>4.87</b>

**Table 12: Number of vehicles that are un-roadworthy or un-licenced or both**

The information in tables and figures above shows that most provinces recorded an increase in this regard with the exception of Gauteng. The highest

percentage change increase has been recorded for Limpopo with 53.06% followed by Northern Cape with 48.17%.



**Figure 28: Percentage change in number of vehicles un-roadworthy or un-licensed or both**

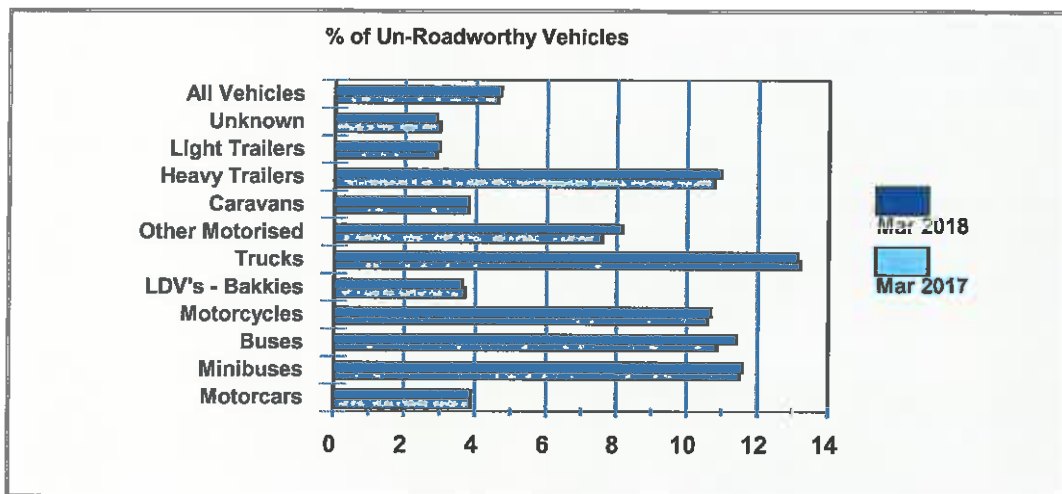
On a provincial level the highest percentage (%) change was recorded for Gauteng province followed by North West with 3.67% and 3.12% respectively.

### 2.2.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 15 660 (2.86%) from 548 307 vehicles as on 31 March 2017 to 563 967 vehicles as on 31 March 2018. Detail in this regard is given in the table below and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the figure below.

Vehicle Type	Mar 2017	Mar 2018	Change	% Change
Motorcars	265 549	275 550	10 001	3.77
Minibuses	35 494	36 723	1 229	3.46
Buses	6 649	7 236	587	8.83
Motorcycles	37 433	37 200	-233	-0.62
LDV's - Bakkies	87 701	88 497	796	0.91
Trucks	48 746	48 750	4	0.01
Caravans	3 778	3 784	6	0.16
Heavy Trailers	20 286	21 116	830	4.09
Light Trailers	24 224	25 387	1 163	4.80
Unknown	18 447	19 724	1 277	6.92
<b>All Vehicles</b>	<b>548 307</b>	<b>563 967</b>	<b>15 660</b>	<b>2.86</b>

**Table 13: Number of un-roadworthy vehicles per vehicle type**



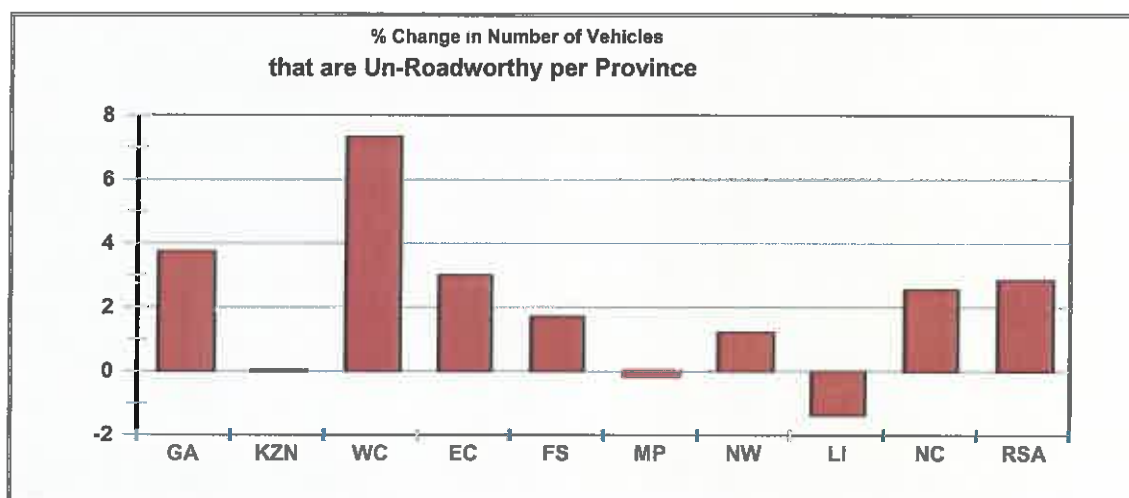
**Figure 29: Percentage of un-roadworthy vehicles**

The information in the table and figure above shows that with exception of motorcycles, all other vehicle types recorded an increase in this regard. The highest increase for un-roadworthy vehicles was recorded for buses with an increase of 587 (8.8%) from 6 649 at the end of March 2017 to 7 236 at the end of March 2018.

Details with regards to the number of vehicles that are un-roadworthy per Province are provided in the table below and the percentage (%) change from 2017 to 2018 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2017	241 533	67 199	66 766	30 356	33 940	43 372	28 113	26 556	10 472	548 307
Mar 2018	250 575	67 222	71 662	31 268	34 521	43 327	28 455	26 197	10 740	563 967
Change	9 042	23	4 896	912	581	-45	342	-359	268	15 660
% Change	3.74	0.03	7.33	3.00	1.71	-0.10	1.22	-1.35	2.56	2.86

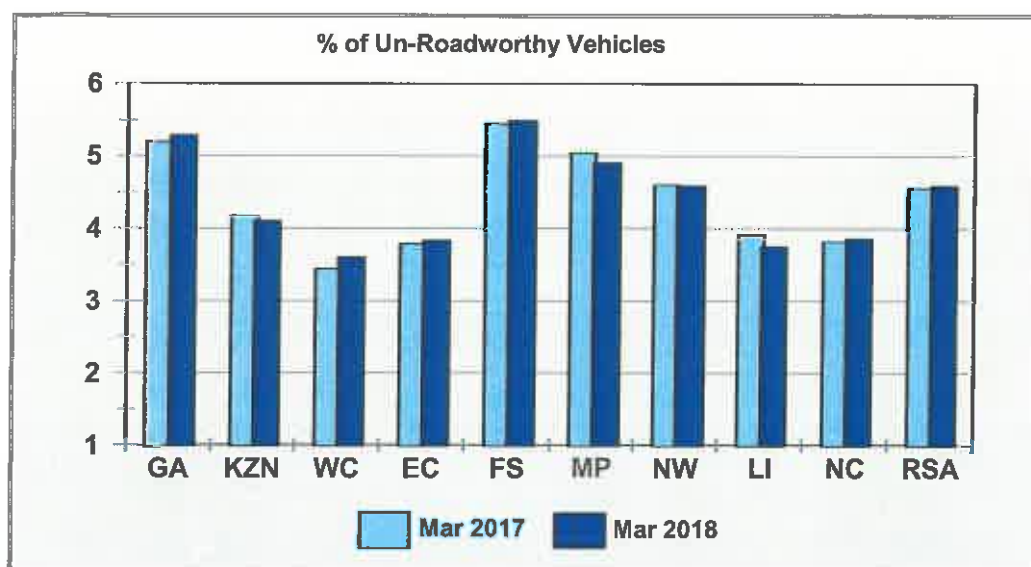
**Table 14: Number of un-roadworthy vehicles per province**



**Figure 30: Percentage change in number of vehicles that are un-roadworthy per province**

The information in the table and figure above shows that with exception of Mpumalanga and Limpopo, all other provinces recorded increase in the number of un-roadworthy vehicles. On a percentage basis the highest increase was recorded in Western Cape where the number of un-roadworthy vehicles increased by 4 896 (7.33%) from 66 766 in 2017 to 71 662 at the end of March 2018. Other increase in this regard were recorded in Gauteng with an increase of 3.74%.

The percentage of un-roadworthy vehicles per Province, expressed as a percentage of the total number of vehicles registered per province, is shown in the figure below.



**Figure 31: Percentage of un-roadworthy vehicles**

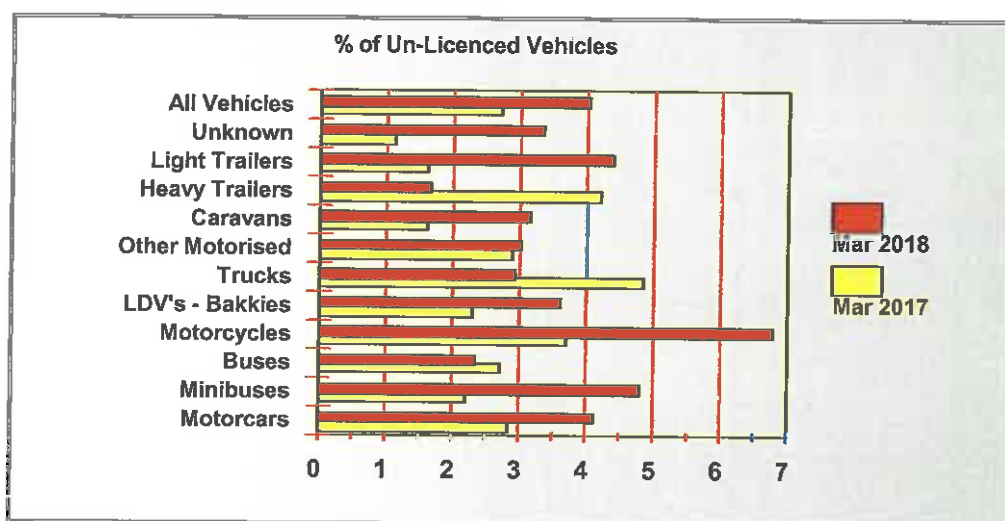
### 2.2.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles increased by 165 804 (51.49%) from 322 029 vehicles as on 31 March 2017 to 487 833 vehicles as on 31 March 2018.

Detail per type of vehicle in this regard is given in the table below and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the figure below.

Vehicle Type	Mar 2017	Mar 2018	Change	% Change
Motorcars	197 095	295 569	98 474	49.96
Minibuses	6 771	15 266	8 495	125.46
Buses	1 657	1 480	-177	-10.68
Motorcycles	13 048	23 554	10 506	80.52
LDV's - Bakkies	55 627	89 384	33 757	60.68
Trucks	17 889	10 709	-7 180	-40.14
Caravans	1 644	3 172	1 528	92.94
Heavy Trailers	7 904	3 202	-4 702	-59.49
Light Trailers	13 407	37 468	24 061	179.47
Unknown	6 987	8 029	1 042	14.91
<b>All Vehicles</b>	<b>322 029</b>	<b>487 833</b>	<b>165 804</b>	<b>51.49</b>

**Table 15: Number of un-licensed vehicles per vehicle type**



**Figure 32: Percentage of un-licensed vehicles**

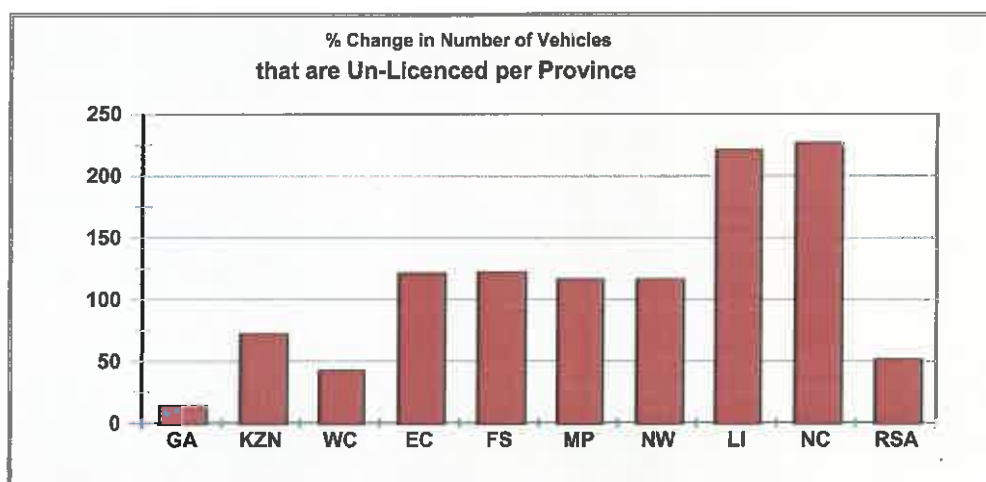
The information in the table and figure above shows that with exception of buses, trucks and heavy trailers, all other vehicle types recorded an increase with regard to the number of un-licensed vehicles. On a percentage basis the highest increase was recorded for light trailers with 179.47% from 13 407 to 37 468, followed by minibuses with 125.46%.



Detail on the number of vehicles that are un-licensed per Province is provided in the table below and the percentage (%) change from 2017 to 2018 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2017	173 127	35 686	42 455	16 429	10 670	17 856	12 564	10 165	3 077	322 029
Mar 2018	197 334	61 410	60 543	36 369	23 705	38 631	27 168	32 622	10 051	487 833
Change	24 207	25 724	18 088	19 940	13 035	20 775	14 604	22 457	6 974	165 804
% Change	13.98	72.08	42.61	121.37	122.16	116.35	116.24	220.92	226.65	51.49

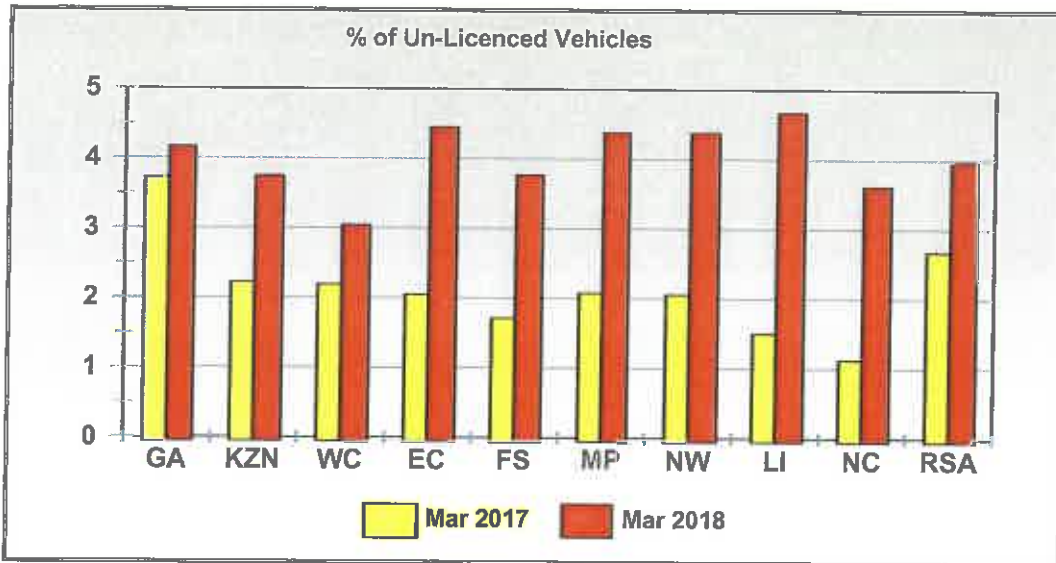
**Table 16: Number of un-licensed vehicles per province**



**Figure 33: Percentage change in number of vehicle that are un-licensed per province**

The information in the table and figure above shows that the highest increase in the number of un-licensed vehicles were recorded in Northern Cape with 226.65%, followed by Limpopo with 220.92%).

The percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered per Province, is reflected in the figure below.



**Figure 34: Percentage of un-licensed vehicles per province**

Detailed information on the number of un-roadworthy and un-licensed vehicles per type of vehicle per Province is provided in the tables under **Appendix B**.

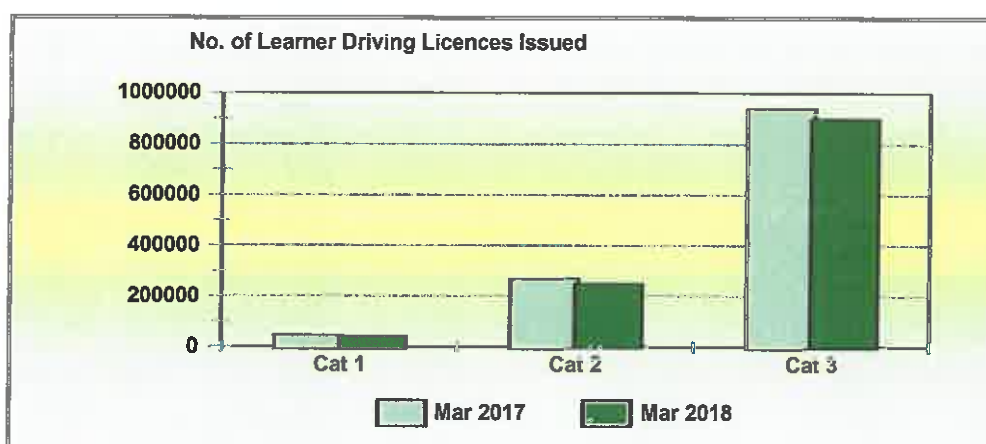
### 3. DRIVER POPULATION

#### 3.1 Learner Driving Licences

The number of learner driving licences issued decreased by 63 063 (5.04%) from 1 252 088 on 31 March 2017 to 1 189 025 on 31 March 2018. Detail on the number of learner driving licences issued per category is given in table below and graphically reflected in the figure below.

Category	Mar 2017	Mar 2018	Change	% Change
1	45 333	40 947	-4 386	-9.68
2	267 399	247 672	-19 727	-7.38
3	939 356	900 406	-38 950	-4.15
Total	1 252 088	1 189 025	-63 063	-5.04

**Table 17: Number of learner licences issued**



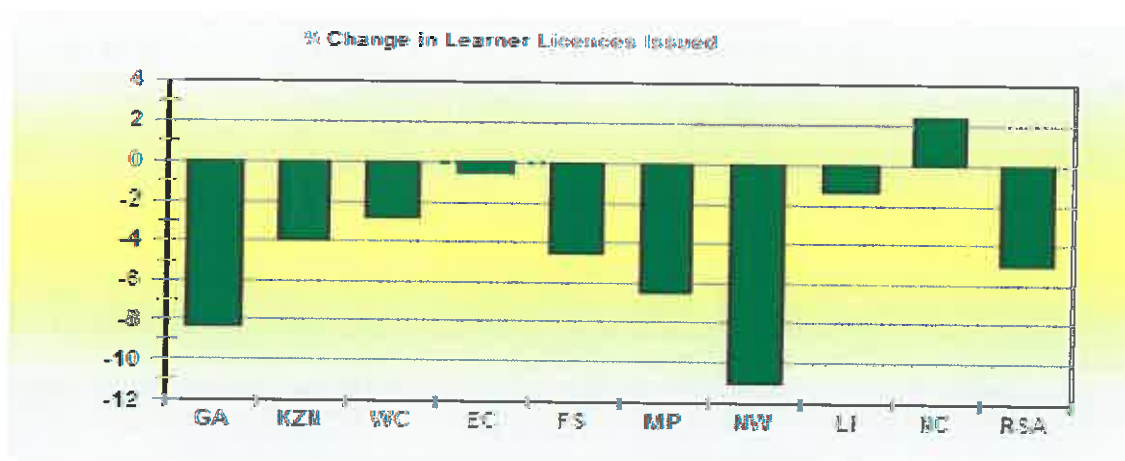
**Figure 35: Number of learner licences issued**

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 figure below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2017	357 498	206 020	186 805	103 693	68 618	112 860	70 773	116 170	29 651	1 252 088
Mar 2018	327 756	197 745	181 548	103 161	65 520	105 565	62 912	114 466	30 352	1 189 025
Change	-29 742	-8 275	-5 257	-532	-3 098	-7 295	-7 861	-1 704	701	-63 063
% Change	-8.32	-4.02	-2.81	-0.51	-4.51	-6.46	-11.11	-1.47	2.36	-5.04

**Table 18: Number of learner licences issued per province**

With exception of Northern Cape, all other provinces recorded a decrease with regards to the number of Learner Licences issued. The highest decrease was recorded for North West with 11.11% followed by Gauteng with 8.3%.



**Figure 36: Percentage change in learner licences issued**

## 3.2 Driving Licences Issued and Expired

### 3.2.1 Number of Driving Licences Issued

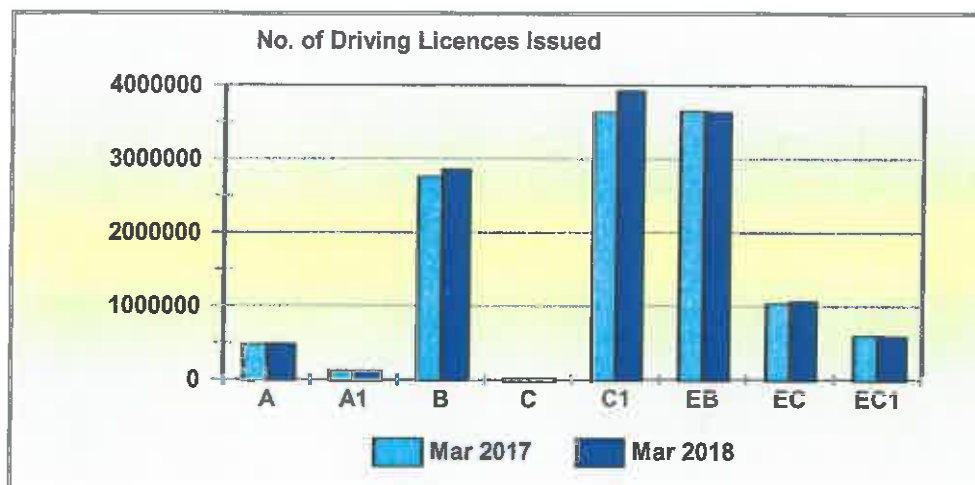
The number of driving licences issued increased by 403 211 (3.28%) from 12 283 777 on 31 March 2017 to 12 686 988 on 31 March 2018. Details on the number of driving licences issued per category is given in table and graphically reflected in the figure below.

Category	Mar 2017	Mar 2018	Change	% Change
A	475 817	480 124	4 307	0.91
A1	123 395	122 717	-678	-0.55
B	2 757 351	2 857 823	100 472	3.64
C	22 279	22 955	676	3.03
C1	3 629 376	3 923 110	293 734	8.09
EB	3 650 311	3 633 833	-16 478	-0.45
EC	1 031 700	1 058 949	27 249	2.64
EC1	593 548	587 477	-6 071	-1.02
Total	12 283 777	12 686 988	403 211	3.28

**Table 19: Number of driving licences issued per category**

#### Driving licences categories:

<b>A</b>	Motorcycle > 125 cub.cm	<b>A1</b>	Motorcycle < 125 cub.cm	<b>B</b>	Motor vehicle < 3,5000 kg
<b>C</b>	Motorvehicle > 16,000 kg	<b>C1</b>	Motor vehicle 3,500 – 16,000 kg	<b>EB</b>	Articulated motor vehicle <16,000 kg
		<b>EC</b>	Articulated vehicle > 16,000 kg	<b>EC1</b>	Articulated vehicle 3,500 – 16,000 kg



**Figure 37: Number of driving licences 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 8.09%, 3.64%, 3.03% and 2.64% respectively.

The number and percentage (%) of driving licences issued per category at the end of March 2018 is reflected in the table below.

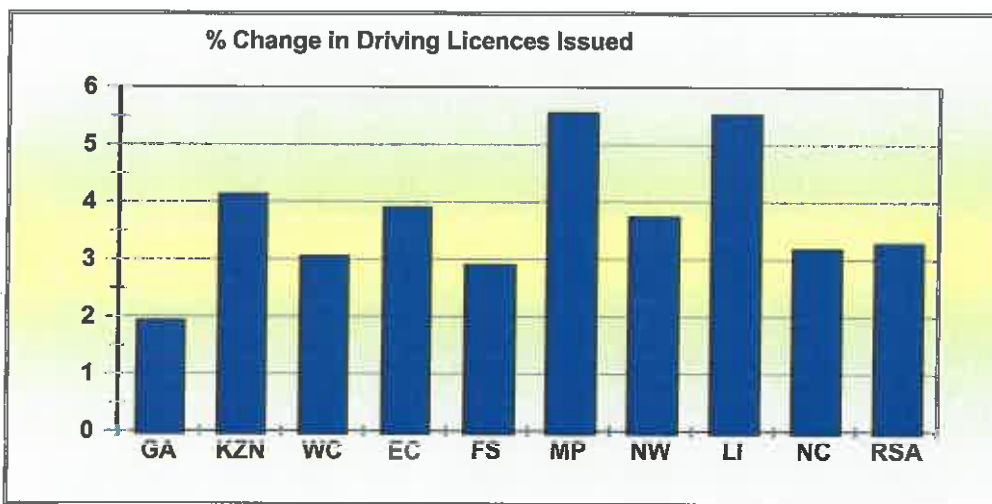
Category	Description	Number	%
A	Motorcycle < 125 cub.cm	481 271	3.80
A1	Motorcycle > 125 cub.cm	123 333	0.97
B	Motor vehicle < 3,5000 kg	2 846 573	22.49
C	Articulated motor vehicle <16,000 kg	22 880	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 880 157	30.65
EB	Articulated vehicle 3,500 - 16,000 kg	3 653 260	28.86
EC	Motorvehicle > 16,000 kg	1 058 307	8.36
EC1	Articulated vehicle > 16,000 kg	592 354	4.68
<b>Total</b>		<b>12 658 135</b>	<b>100</b>

**Table 20: Number and percentage of driving licences issued per category**

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 figure below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Mar 2017</b>	4 318 596	1 954 395	1 886 913	895 805	618 627	877 687	581 943	919 602	230 209	<b>12 283 777</b>
<b>Mar 2018</b>	4 401 889	2 035 173	1 944 490	930 749	636 572	926 430	603 756	970 393	237 536	<b>12 686 988</b>
<b>Change</b>	83 293	80 778	57 577	34 944	17 945	48 743	21 813	50 791	7 327	<b>403 211</b>
<b>% Change</b>	1.93	4.13	3.05	3.90	2.90	5.55	3.75	5.52	3.18	<b>3.28</b>

**Table 21: Number of driving licences issued per province**



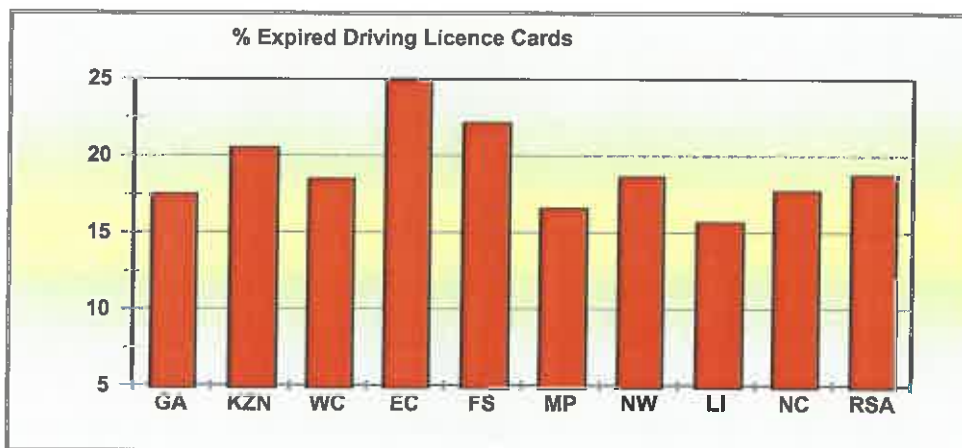
**Figure 38: Percentage change in driving licences issued**

### 3.2.2 Number of Driving Licence Cards Expired

The information in Table below shows that as on 31 March 2017 there were 2 379 183 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 18.75% of all driving licences issued. This information is also reflected in the figure below.

Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
On system	4 401 889	2 035 173	1 944 490	930 749	636 572	926 430	603 756	970 393	237 536	12 686 988
Not expired	3 632 500	1 617 370	1 585 313	698 860	495 679	772 933	491 310	818 387	195 453	10 307 805
Expired	769 389	417 803	359 177	231 889	140 893	153 497	112 446	152 006	42 083	2 379 183

**Table 22: Number of driving licence cards issued and expired per province in 2018**



**Figure 39: Percentage expired driving licence cards**



### 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 25 009 (2.35%) from 1 062 579 on 31 March 2017 to 1 087 588 on 31 March 2018. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

Category	Mar 2017	Mar 2018	Change	% Change
G	9 246	9 043	-203	-2.20
P G	1 013 946	1 037 152	23 206	2.29
D G	156	173	17	10.90
D P G	39 231	41 220	1 989	5.07
<b>Total</b>	<b>1 062 579</b>	<b>1 087 588</b>	<b>25 009</b>	<b>2.35</b>

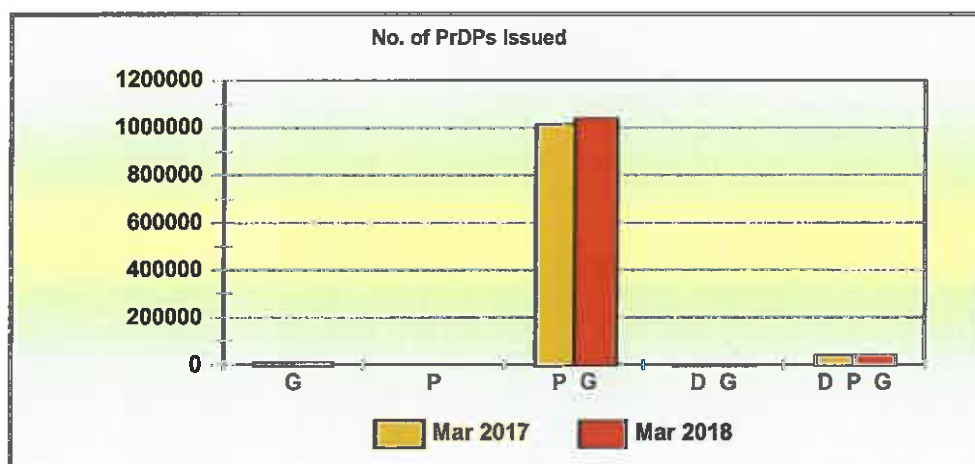
**Table 23: Number of PrDP's issued**

#### Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

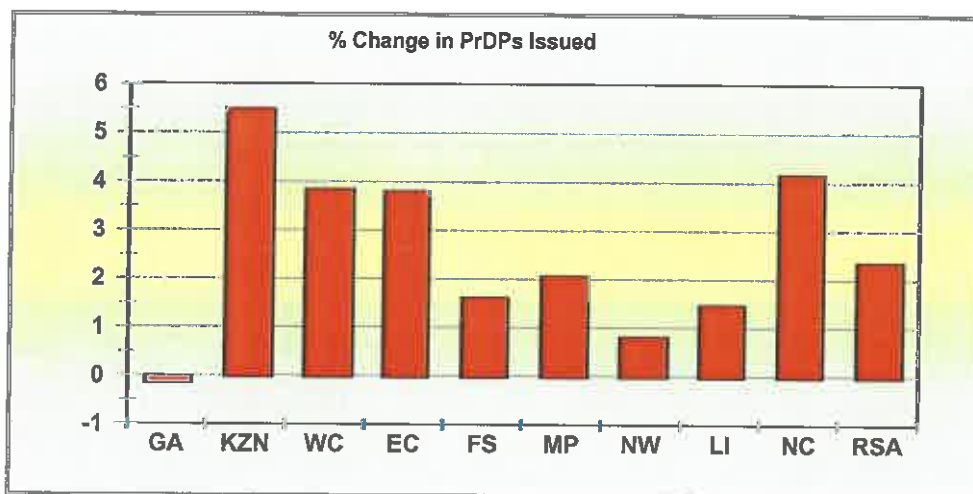


**Figure 40: Number of PrDP's issued**

Provincial information in this regard is given in the table below and the percentage change with regard to all categories of PrDP's issued per Province is reflected in the figure below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2017	288 511	182 910	150 351	85 697	65 700	102 560	53 869	108 290	24 691	1 062 579
Mar 2018	288 156	192 972	156 135	88 962	66 763	104 685	54 307	109 888	25 720	1 087 588
Change	-355	10 062	5 784	3 265	1 063	2 125	438	1 598	1 029	25 009
% Change	-0.12	5.50	3.85	3.81	1.62	2.07	0.81	1.48	4.17	2.35

**Table 24: Number of professional driving permits (PrDP's) issued per province**



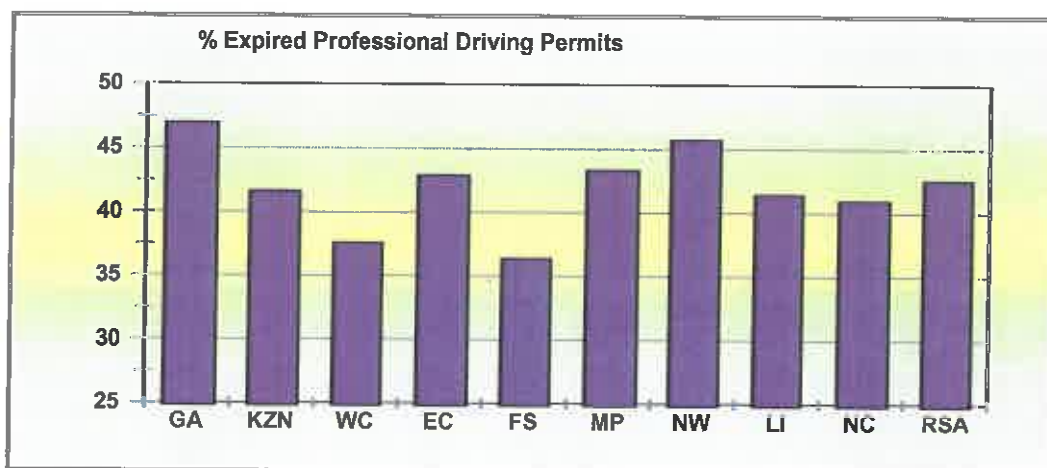
**Figure 41: Percentage change in PrDPs issued per province**

### 3.3.2 Number of Expired PrDPs

The information in Table below shows that on 31 March 2018 there were 463 149 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 42.58% of all PrDPs issued. This information is also reflected in the figure below.

Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	288 156	192 972	156 135	88 962	66 763	104 685	54 307	109 888	25 720	1 087 589
Not expired	152 727	112 657	97 458	50 799	42 468	59 336	29 466	64 344	15 184	624 439
Expired	135 429	80 315	58 677	38 163	24 295	45 349	24 841	45 544	10 536	463 149
% Expired	47.00	41.62	37.58	42.90	36.39	43.32	45.74	41.45	40.96	42.58

**Table 25: Number of professional driving permits (PrDP's) issued and expired per province in 2018**



**Figure 42: Percentage expired professional driving permits**

Provinces that recorded the highest increase of expired PrDPs were Gauteng and North West with 47.00% and 45.74% respectively.

Detailed information on the number of learner licences, driving licences and PrDPs per Province is provided in the tables under **Appendix C**.

## **SECTION C**

### **1 INTRODUCTION**

This section covers the Law Enforcement operations and Road Safety Awareness Activities undertaken during the Easter Period 29 March to 02 April 2018.

The Road Safety activities were implemented by the Provincial Departments, Local Municipalities as well as Transport entities namely: RTIA, RAF and Cross Boarder. Road Safety activities conducted included amongst others the following:

- Pedestrian awareness
- Driver safety Programme
- Passenger Programme
- Stray animal Programme
- Safe vehicles and occupancy safety

## 2 ROAD SAFETY

The Easter Plan was developed by the Road Safety Unit which consisted of three (3) pillars:

### Pillar 1: Pre-Easter Road Safety awareness activities

Bus Drivers workshops

Churches

### Pillar 2: Mid-Easter Road Safety awareness activities

Road Safety awareness at N1 PetroPort; North and South Bound Kranskop Engen Garage; and R71 Paledi Mall Limpopo

Youth Road Safety Programmes at institutions of higher learning

### Pillar 3: Post-Easter Road Safety awareness activities

Continuation of bus driver workshops

### 2.1 Religious Denominations

From the 11 March to 30 March 2018 Road Safety awareness activities were undertaken at various churches.

Date	Province	Place	Activity
11 March 2018	Gauteng	Change Bible Church, Katlehong	Road Safety Awareness presentation on safer road conduct was done in a time slot allocated during a church service to Road Safety Education.
18 March 2018	Free State	The United	Road Safety Awareness

Date	Province	Place	Activity
		Methodist Trinity Church of South Africa in Phuthaditjhaba	presentation on safer road conduct was done in a time slot allocated during a church service to Road Safety Education.
18 March	Northern Cape	AME Church, Kimberley	Road Safety Awareness presentation on safer road conduct was done in a time slot allocated during a church service to Road Safety Education.
30 March	Gauteng	Believers in Christ Church, Kibler Park Recreation Centre	Leadership of the church provided the RTMC Road Safety an opportunity to address the congregation on safer road conduct

**Table 26: Road Safety activities per province**

## 2.2 The Bus Driver Workshops

It was reported that twenty-seven 27 % of drivers lost their lives on the road in Easter 2017. Therefore, the Road Safety Education Unit targeted drivers of bus companies affiliated to the South African Bus Companies Association and the aim of the programme was to equip bus drivers with knowledge on safer driving skills. Workshops with bus drivers were undertaken as part of the pre-

Easter road safety awareness activities to create awareness on safe road conduct.

DATE	PROVINCE	ACTIVITY
27 February 2018	Polokwane Limpopo	Bus driver workshop
7 March 2018	Gauteng	Bus driver workshop: Mabopane
8 March 2018	Gauteng	Bus driver workshop: Eikenhof
12 March 2018	Rustenburg North West	Bus driver workshop: Rustenburg (Kgaswane)
13 March 2018	North West	Bus driver workshop: Mahikeng
14 March 2018	Gauteng	Bus Driver Workshop North West Star Bus Depot, Hammanskraal
16 March 2018	Gauteng	Easter meeting: Limpopo Bus driver workshop Braamfontein, JHB
20 March 2018	Gauteng	Bus driver workshop PUTCO
26 March 2018	Limpopo	Bus driver workshop : Greater Giyani

**Table 27: Bus driver workshop per province**

The following Easter Weekend activities were undertaken where the focus was mainly on driver, passenger and pedestrian activities:

DATE	PROVINCE	Routes	ACTIVITY
29 March 2018	Limpopo: Paledi Mall	R71	Road Safety awareness
29 March 2018	Limpopo: Kranskop	N1	Road Safety awareness
29 March 2018	Gauteng: N1 PetroPort	N1	Road Safety awareness
30 March 2018	Limpopo: Paledi Mall	R71	Road Safety awareness
30 March 2018	Gauteng: Kibler Park		Church Service Road Safety Awareness Presentation
31 March 2018	Limpopo: Paledi Mall	R71	Road Safety awareness
1 April 2018	Limpopo: Paledi Mall	R71	Road Safety awareness
1 April 2018	Limpopo: Kranskop	N1	Road Safety awareness
2 April 2018	Gauteng: N1 PetroPort	N1	Road Safety awareness
2 April 2018	Limpopo: Paledi Mall	R71	Road Safety awareness
2 April 2018	KZN Estcourt Shell Ultra City	N3	Road Safety awareness

**Table 28: Easter Weekend Road Safety Activities**



***Youth programmes at Institutions of higher learning***

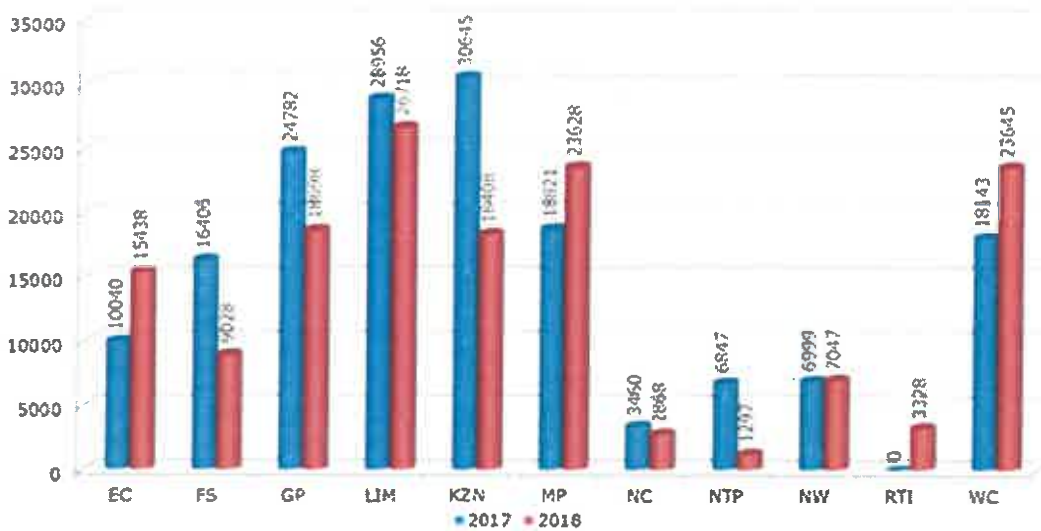
<b>Date</b>	<b>Prov</b>	<b>Venue</b>	<b>Activity</b>
2 March 2018	LI	TVET Mokopane	Road Safety awareness
9 March 2018	EC	Ingwe TVET College, Bizana	Road Safety awareness
13 March 2018	FS	Maluti TVET, Phuthaditjhaba	Road Safety awareness
14 March 2018	FS	Maluti TVET, Bethlehem	Road Safety awareness
15 March 2018	KZN	Amajuba TVET, Dundee	Road Safety awareness

**Table 29: Youth programmes at institutions of higher learning**

### 3 Law Enforcement

The 365 Road Safety Plan prescribes targets for stop and check as well as drunken driving arrests per province. It is through this report the unit can measure performance of provinces against the set targets as well as be able to evaluate impact and possible intervention seeking areas. It also assists in identifying areas of best practices which can be followed up for possible roll-out to other provinces and authorities.

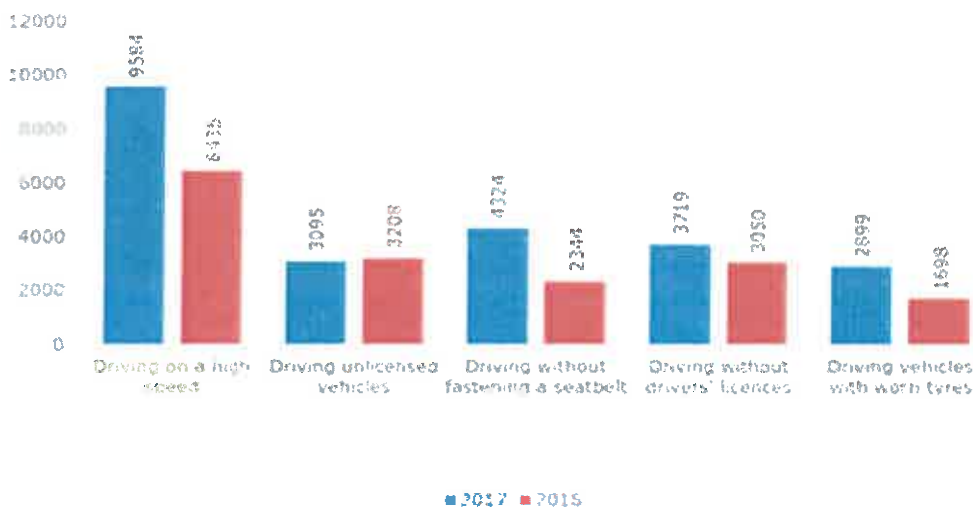
The target set for traffic law enforcement authorities to stop and check vehicles for roadworthy status is 1 100 000 per month and has been divided amongst provinces based on the vehicle population as well as number of authorities per province.



**Figure 43: Vehicles stopped and checked**

As a result of 150 103 vehicles which were stopped and checked, driving at high speed was the highest offence recorded for the period, although the number recorded decreased from 9 584 in 2017 to 6 435 in 2018 and remains

the leading offence. High speed offences are followed by drivers driving unlicensed vehicles, which increased from 3 095 in 2017 to 3 208 in 2018. All of the highest offences recorded a decrease with the exception of driving unlicensed vehicles with the highest reduction recorded for driving without fastening a seatbelt, from 4 324 in 2017 to 2 348 in 2018. The figure below provides a breakdown of the highest offences reported.



**Figure 44: Highest offences reported**

### 3.1 Law Enforcement Arrests

Drunk and driving is one of the biggest threats to Road Safety in the country since as alcohol slows reaction time and distorts the driver's vision. This offence has implications where one could lose their life, be prosecuted, cause damage to property, or imprisonment depending on alcohol levels found in the blood when tested by law enforcement officers. In order to reduce high rate of drunk and driving, law enforcement agencies took the responsibility to conduct operations, targeting areas and events where alcohol is mostly consumed, as well as routes used by motorist when travelling to various destinations. In

terms of statistics, Gauteng was the leading Province in terms of drunken driving arrests while Free State has reported to have made more arrests on speed. Due to the increased number of public transport violence incidents in Kwa-Zulu Natal, the province focused on increasing public transport operations and the said operations resulted into the province arresting more road users for driving without permits. A figure below provides breakdown of arrests per province per arrests.

Arrests	EC	FS	GP	LIM	KZN	MP	NC	NTP	NW	WC	Total
Drunken Driving	18	11	489	86	22	165	0	18	32	97	922
No Driving Licence	4	0	0	0	4	0	0	0	0	0	8
Speed	0	174	127	2	18	45	0	0	1	0	367
Overload Goods	0	0	0	1	0	5	0	1	1	1	9
Overload Passengers	0	0	181	0	0	0	0	0	0	0	181
Inco, Rec. & Neg.	0	0	0	1	2	1	0	2	0	3	9
Permits/ Operating Permits	0	0	0	2	118	0	0	0	0	1	121
Warrants Executed	114	0	0	26	32	0	2	0	107	0	281
False Documentation	16	0	5	1	5	1	0	0	0	8	36
Other Arrests	12	0	6	3	6	5	0	1	0	16	49
<b>Total</b>	<b>164</b>	<b>185</b>	<b>802</b>	<b>122</b>	<b>207</b>	<b>222</b>	<b>2</b>	<b>22</b>	<b>141</b>	<b>126</b>	<b>1993</b>

**Table 30: Law Enforcement arrests**

### 3.2 Top 5 highest Speed Recorded

Date	Province	Location	Actual Speed	Speed Limit	Bail
01/04/2018	Gauteng	N12 Tom Jones Bridge Benoni	206km/h	120km/h	Accused sentenced to R12 000.00 or 2years imprisonment
29/03/2018	Free State	N1 Glen	212km/h	120km/h	R1000
29/03/2018	Free State	R57 Reitz	200km/h	100km/h	Free Bail
30/03/2018	Kwa-Zulu Natal	N3 Hilton	224km/h	120km/h	R1000
30/03/2018	Free State	N3 Warden	208km/h	120km/h	R1000

**Table 31: Highest speed recorded**

## Highlights of the Easter period

During the Easter period of 2018, Law Enforcers noted the following as the highlights or achievements:

### **On Saturday: 31 March**

1. A man was arrested for being in possession of dagga in Knysna
2. A man was arrested in Beaufort West for producing a fraudulent licence

### **Sunday: 01 April**

1. Two people were arrested in Knysna for hindering a traffic officer to execute his duties
2. A man was arrested in Brackenfell for being in a possession of Mandrax
3. A foreign national man was arrested for being in possession of a fresh Rhino horn during Operation Fiela held at Coopersdal on N4.

### **Monday: 02 April**

Two men were arrested on N7 Frankdale by Western Cape Provincial Traffic Officers for being in possession 36 parcels of dagga.

## 4 CONCLUSIONS

Analysis from the above road fatalities data indicate that, majority of fatal crashes happened within municipalities and rural areas. Pedestrians recorded the highest contributor in comparison with the previous Easter period 2017. In conclusion, the following were noted:

- Most fatalities occurred on routes which were not identified as priority routes, namely our HAZLOC routes.
- Road Safety education intervention plan targeting pedestrians needs to be strengthened, and target implementations where high pedestrian fatalities occurred. Consideration on the activity type will also be done.
- Intensified marketing and Communication campaign in Community radio stations to reach rural communities and pedestrians so as to improve their level of awareness.
- The need to intensify monitoring and evaluation system during the peak periods
- Increase Law Enforcement capacity to ensure intelligence deployment in all identified critical areas and alternative routes

Reviewed and Supported by



.....  
Mr Gilberto Martins  
COO  
Date: 24/04/2018

Recommended by




.....  
Adv. Makhosini Msibi  
CEO

30/04/2018  
.....

Date

Approved by



.....  
Mr Zola Majavu CD (SA)  
Chairman of the Board

30/04/2018  
.....  
Date

## APPENDIX A

Mar 2017										
Number of Registered Vehicles per Province										Total
GA	KZ	WC	EC	FS	MP	NW	LI	NC		RSA
<b>Motorised Veh's</b>										
Motorcars	2949096	962552	1228148	442489	308604	412570	309944	319550	125245	7058198
Minibuses	120782	51148	34156	23159	12427	22692	18602	22255	4966	310187
Buses	19952	7815	6838	4266	3033	7918	4046	6287	1681	61836
Motorcycles	144138	32830	85238	22426	19799	19399	14167	9761	8247	356005
LDV's - Bakkies	805067	348300	318518	198266	128233	210517	148676	220462	77059	2455098
Trucks	137307	48990	43184	22501	22173	45125	18004	24893	9265	371442
Other & Unkwn	41954	45006	42428	18847	38819	30226	24887	18556	10160	270789
<b>Sub-Total</b>	<b>4218296</b>	<b>1496641</b>	<b>1758510</b>	<b>731954</b>	<b>533088</b>	<b>748447</b>	<b>538326</b>	<b>621764</b>	<b>236623</b>	<b>10883645</b>
<b>Towed Veh's</b>										
Caravans	39697	7405	17652	5228	7709	10136	6454	5609	2850	102740
Heavy Trailers	59401	23434	20258	7389	17937	35293	11005	8780	5771	189268
Light Trailers	328898	81091	140994	55837	62529	63763	52929	41415	28228	855684
Unknown	2495	1574	2244	1478	2002	2002	2312	1275	689	16067
<b>Sub-Total</b>	<b>430491</b>	<b>113504</b>	<b>181148</b>	<b>69932</b>	<b>90177</b>	<b>111194</b>	<b>72700</b>	<b>57079</b>	<b>37538</b>	<b>1163759</b>
<b>All Vehicles</b>	<b>4648787</b>	<b>1610145</b>	<b>1939658</b>	<b>801886</b>	<b>623265</b>	<b>859641</b>	<b>611026</b>	<b>678843</b>	<b>274161</b>	<b>12047404</b>
Mar 2018										
Province										Total
GA	KZ	WC	EC	FS	MP	NW	LI	NC		RSA
<b>Motorised Veh's</b>										
Motorcars	3017277	989898	1262630	452600	313295	424296	316678	330352	127491	7234517
Minibuses	124079	53330	35880	23993	12739	23596	18912	23299	5229	321057
Buses	20684	7925	7080	4313	3150	8144	4129	6611	1740	63776
Motorcycles	141931	31925	85522	21957	19109	18881	13557	9302	8111	350295
LDV's - Bakkies	823616	359332	328002	203279	130124	216693	151717	227390	78545	2518698
Trucks	137112	48875	44259	22243	21956	46720	17890	25119	9168	373342
Other & Unkwn	38696	33737	41035	17785	37694	29580	24293	18325	10013	251155
<b>Sub-Total</b>	<b>4303395</b>	<b>1525022</b>	<b>1804408</b>	<b>746178</b>	<b>538067</b>	<b>767910</b>	<b>547176</b>	<b>640398</b>	<b>240297</b>	<b>11112840</b>
<b>Towed Veh's</b>										
Caravans	38811	7258	18044	5178	7582	10120	6353	5578	2775	101699
Heavy Trailers	60518	23356	21557	7288	18216	38192	11229	8962	5749	195067
Light Trailers	332415	81600	145339	56773	63065	64436	53405	42180	28687	867900
Unknown	2452	1538	2219	1489	1956	1928	2230	1223	675	15707
<b>Sub-Total</b>	<b>434196</b>	<b>113752</b>	<b>187159</b>	<b>70728</b>	<b>90819</b>	<b>114676</b>	<b>73217</b>	<b>57943</b>	<b>37886</b>	<b>1180373</b>
<b>All Vehicles</b>	<b>4776591</b>	<b>1638774</b>	<b>1991567</b>	<b>816906</b>	<b>628886</b>	<b>882586</b>	<b>620393</b>	<b>698341</b>	<b>278183</b>	<b>12293213</b>
% Change										
Number of Registered Vehicles per Province										Total
GA	KZ	WC	EC	FS	MP	NW	LI	NC		RSA
<b>Motorised Vehicles</b>										
Motorcars	2.31	2.84	2.81	2.29	1.52	2.84	2.17	3.38	1.79	2.50
Minibuses	2.73	4.27	5.05	3.60	2.51	3.98	1.67	4.69	5.30	3.50
Buses	3.67	1.41	3.54	1.10	3.86	2.85	2.05	5.15	3.51	3.14
Motorcycles	-1.53	-2.76	0.33	-2.09	-3.49	-2.67	-4.31	-4.70	-1.65	-1.60
LDV's - Bakkies	2.30	3.17	2.98	2.53	1.47	2.93	2.05	3.14	1.93	2.59
Trucks	-0.14	-0.23	2.49	-1.15	-0.98	3.53	-0.63	0.91	-1.05	0.51
Other & Unknown	-7.77	-25.04	-3.28	-5.63	-2.90	-2.14	-2.39	-1.25	-1.45	-7.28
<b>Sub-Total</b>	<b>2.02</b>	<b>1.90</b>	<b>2.61</b>	<b>1.94</b>	<b>0.93</b>	<b>2.60</b>	<b>1.64</b>	<b>2.00</b>	<b>1.55</b>	<b>2.11</b>
<b>Towed Vehicles</b>										
Caravans	-2.23	-1.99	2.22	-0.96	-1.65	-0.16	-1.56	-0.55	-2.63	-1.01
Heavy Trailers	1.88	-0.33	6.41	-1.37	1.56	8.21	2.04	2.07	-0.38	3.06
Light Trailers	1.07	0.63	3.08	1.68	0.86	1.06	0.90	1.85	1.63	1.43
Unknown	-1.72	-2.26	-1.11	0.78	-2.30	-3.70	-3.55	-4.12	-2.03	-2.24
<b>Sub-Total</b>	<b>0.86</b>	<b>0.22</b>	<b>3.32</b>	<b>1.14</b>	<b>0.71</b>	<b>3.13</b>	<b>0.71</b>	<b>1.51</b>	<b>0.93</b>	<b>1.43</b>
<b>All Vehicles</b>	<b>1.91</b>	<b>1.72</b>	<b>2.68</b>	<b>1.87</b>	<b>0.90</b>	<b>2.67</b>	<b>1.53</b>	<b>1.87</b>	<b>1.44</b>	<b>2.04</b>



## APPENDIX B-1

Number of Un-Roadworthy Vehicles										
Mar 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	129577	31049	36828	14411	13610	15786	11479	9401	3408	<b>265549</b>
Minibuses	16962	5638	2650	2157	1448	2158	1977	2039	465	<b>35494</b>
Buses	2545	794	674	410	300	744	402	552	228	<b>6649</b>
Motorcycles	16876	3652	5974	1687	2140	3201	1835	1332	736	<b>37433</b>
LDV's - Bakkies	37515	11936	8979	5463	4664	7110	4576	5702	1756	<b>87701</b>
Trucks	18453	5968	4054	2723	3705	5775	2878	3363	1827	<b>48746</b>
Other & Unkwn	2750	2190	1574	1190	3128	2644	1716	1733	605	<b>17530</b>
<b>Sub-Total</b>	<b>224678</b>	<b>61227</b>	<b>60733</b>	<b>28041</b>	<b>28995</b>	<b>37418</b>	<b>24863</b>	<b>24122</b>	<b>9025</b>	<b>499102</b>
<b>Towed Vehicles</b>										
Caravans	1340	366	537	160	347	431	235	247	115	<b>3778</b>
Heavy Trailers	6885	2497	1679	738	2276	3352	1295	901	663	<b>20286</b>
Light Trailers	8496	2961	3732	1339	2203	2044	1594	1227	628	<b>24224</b>
Unknown	134	148	85	78	119	127	126	59	41	<b>917</b>
<b>Sub-Total</b>	<b>16855</b>	<b>5972</b>	<b>6033</b>	<b>2215</b>	<b>4945</b>	<b>5954</b>	<b>3250</b>	<b>2434</b>	<b>1447</b>	<b>49205</b>
<b>All Vehicles</b>	<b>241533</b>	<b>67199</b>	<b>66766</b>	<b>30256</b>	<b>33940</b>	<b>43372</b>	<b>28113</b>	<b>26556</b>	<b>10472</b>	<b>541307</b>
Mar 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	136263	31391	39834	14708	13762	15594	11465	9097	3436	<b>275550</b>
Minibuses	17878	5450	2867	2166	1573	2139	2067	2105	478	<b>36723</b>
Buses	2865	844	636	465	308	791	444	607	276	<b>7236</b>
Motorcycles	16766	3593	6164	1649	2088	3100	1803	1241	796	<b>37200</b>
LDV's - Bakkies	38139	11520	9566	5854	4730	6927	4606	5443	1712	<b>88497</b>
Trucks	18557	6022	4185	2775	3606	5613	2825	3336	1831	<b>48750</b>
Other & Unkwn	2909	2283	1852	1213	3360	2766	1891	1874	694	<b>18842</b>
<b>Sub-Total</b>	<b>233377</b>	<b>61103</b>	<b>65104</b>	<b>28830</b>	<b>29427</b>	<b>36930</b>	<b>25101</b>	<b>23703</b>	<b>9223</b>	<b>512798</b>
<b>Towed Vehicles</b>										
Caravans	1343	331	590	141	348	431	240	239	121	<b>3784</b>
Heavy Trailers	6848	2603	1813	816	2349	3734	1308	934	711	<b>21116</b>
Light Trailers	8885	3048	4078	1404	2279	2109	1687	1254	643	<b>25387</b>
Unknown	122	137	77	77	118	123	119	67	42	<b>882</b>
<b>Sub-Total</b>	<b>17198</b>	<b>6119</b>	<b>6558</b>	<b>2438</b>	<b>5094</b>	<b>6397</b>	<b>3354</b>	<b>2494</b>	<b>1517</b>	<b>51169</b>
<b>All Vehicles</b>	<b>250575</b>	<b>67222</b>	<b>71662</b>	<b>31268</b>	<b>34521</b>	<b>43327</b>	<b>28455</b>	<b>26197</b>	<b>10740</b>	<b>563967</b>
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised vehicles</b>										
Motorcars	5.16	1.10	8.16	2.06	1.12	-1.22	-0.12	-3.23	0.82	<b>3.77</b>
Minibuses	5.40	-3.33	8.19	0.42	8.63	-0.88	4.55	3.24	2.80	<b>3.46</b>
Buses	12.57	6.30	-5.64	13.41	2.67	6.32	10.45	9.96	21.05	<b>8.83</b>
Motorcycles	-0.65	-1.62	3.18	-2.25	-2.43	-3.16	-1.74	-6.83	8.15	<b>-0.62</b>
LDV's - Bakkies	1.66	-3.49	6.54	7.16	1.42	-2.57	0.66	-4.54	-2.51	<b>0.91</b>
Trucks	0.56	0.90	3.23	1.91	-2.67	-2.81	-1.84	-0.80	0.22	<b>0.01</b>
Other & Unkwn	5.78	4.25	17.66	1.93	7.42	4.61	10.20	8.14	14.71	<b>7.48</b>
<b>Sub-Total</b>	<b>3.87</b>	<b>-0.20</b>	<b>7.20</b>	<b>2.81</b>	<b>1.49</b>	<b>-1.30</b>	<b>0.96</b>	<b>-1.74</b>	<b>2.19</b>	<b>2.74</b>
<b>Towed Vehicles</b>										
Caravans	0.22	-9.56	9.87	-11.88	0.29	0.00	2.13	-3.24	5.22	<b>0.16</b>
Heavy Trailers	-0.54	4.25	7.98	10.57	3.21	11.40	1.00	3.66	7.24	<b>4.09</b>
Light Trailers	4.58	2.94	9.27	4.85	3.45	3.18	5.83	2.20	2.39	<b>4.80</b>
Unknown	-8.96	-7.43	-9.41	-1.28	-0.84	-3.15	-5.56	13.56	2.44	<b>-3.82</b>
<b>Sub-Total</b>	<b>2.04</b>	<b>2.46</b>	<b>8.70</b>	<b>5.31</b>	<b>3.01</b>	<b>7.44</b>	<b>3.20</b>	<b>2.47</b>	<b>4.84</b>	<b>3.99</b>
<b>All Vehicles</b>	<b>3.74</b>	<b>0.03</b>	<b>7.33</b>	<b>3.00</b>	<b>1.71</b>	<b>-0.10</b>	<b>1.22</b>	<b>-1.28</b>	<b>2.56</b>	<b>2.06</b>

## APPENDIX B-2

Number of Un-Licensed Vehicles										
Mar 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	107478	21911	28226	10243	5696	8943	7407	5415	1776	<b>197095</b>
Minibuses	4653	533	580	257	115	198	217	187	31	<b>6771</b>
Buses	1072	192	117	52	25	133	28	34	4	<b>1657</b>
Motorcycles	6086	1217	2529	972	457	736	547	328	176	<b>13048</b>
LDV's - Bakkies	27875	6527	6365	3129	2143	3399	2586	2882	721	<b>55627</b>
Trucks	10993	1991	1189	579	482	1829	323	426	77	<b>17889</b>
Other & Unkwn	3311	640	760	272	473	494	352	268	63	<b>6633</b>
<b>Sub-Total</b>	<b>161468</b>	<b>33011</b>	<b>39766</b>	<b>15504</b>	<b>9391</b>	<b>15732</b>	<b>11460</b>	<b>9540</b>	<b>2848</b>	<b>298720</b>
<b>Towed Vehicles</b>										
Caravans	832	130	233	85	61	127	62	95	19	<b>1644</b>
Heavy Trailers	4279	716	638	168	709	1125	187	67	15	<b>7904</b>
Light Trailers	6416	1814	1754	647	494	848	839	406	189	<b>13407</b>
Unknown	132	15	64	25	15	24	16	57	6	<b>354</b>
<b>Sub-Total</b>	<b>11659</b>	<b>2675</b>	<b>2689</b>	<b>925</b>	<b>1279</b>	<b>2124</b>	<b>1104</b>	<b>625</b>	<b>229</b>	<b>23309</b>
<b>All Vehicles</b>	<b>173127</b>	<b>35686</b>	<b>46455</b>	<b>16429</b>	<b>10670</b>	<b>17856</b>	<b>12564</b>	<b>10165</b>	<b>3177</b>	<b>322029</b>
Mar 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	126442	37010	39630	21165	13480	20888	14845	16565	5544	<b>295569</b>
Minibuses	7469	2008	1233	1151	503	843	905	946	208	<b>15266</b>
Buses	507	126	131	108	83	207	137	121	60	<b>1480</b>
Motorcycles	10444	2117	4587	1368	1254	1467	1060	795	462	<b>23554</b>
LDV's - Bakkies	29459	13172	8027	8613	3985	8540	5723	9658	2207	<b>89384</b>
Trucks	3605	1338	768	808	525	1700	650	1109	206	<b>10709</b>
Other & Unkwn	1108	1005	593	445	981	1167	743	716	228	<b>6986</b>
<b>Sub-Total</b>	<b>179034</b>	<b>56776</b>	<b>54969</b>	<b>33658</b>	<b>20811</b>	<b>34812</b>	<b>24063</b>	<b>29910</b>	<b>8915</b>	<b>442948</b>
<b>Towed Vehicles</b>										
Caravans	1252	239	415	168	236	314	209	242	97	<b>3172</b>
Heavy Trailers	1033	379	200	104	244	680	278	188	96	<b>3202</b>
Light Trailers	15840	3866	4844	2351	2298	2732	2440	2197	900	<b>37468</b>
Unknown	175	150	115	88	116	93	178	85	43	<b>1043</b>
<b>Sub-Total</b>	<b>18300</b>	<b>4634</b>	<b>5574</b>	<b>2711</b>	<b>2894</b>	<b>3819</b>	<b>3105</b>	<b>2712</b>	<b>1136</b>	<b>44885</b>
<b>All Vehicles</b>	<b>197334</b>	<b>61410</b>	<b>60543</b>	<b>36369</b>	<b>23705</b>	<b>38631</b>	<b>27168</b>	<b>32622</b>	<b>3051</b>	<b>487833</b>
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	17.64	68.91	40.40	106.63	136.66	133.57	100.42	205.91	212.16	<b>49.96</b>
Minibuses	60.52	276.74	112.59	347.86	337.39	325.76	317.05	405.88	570.97	<b>125.46</b>
Buses	-52.71	-34.38	11.97	107.69	232.00	55.64	389.29	255.88	1400.00	<b>-10.68</b>
Motorcycles	71.61	73.95	81.38	40.74	174.40	99.32	93.78	142.38	162.50	<b>80.52</b>
LDV's - Bakkies	5.68	101.81	26.11	175.26	85.95	151.25	121.31	235.11	206.10	<b>60.68</b>
Trucks	-67.21	-32.80	-35.41	39.55	8.92	-7.05	101.24	160.33	167.53	<b>-40.14</b>
Other & Unkwn	-66.54	57.03	-21.97	63.60	107.40	136.23	111.08	167.16	261.90	<b>5.32</b>
<b>Sub-Total</b>	<b>10.88</b>	<b>71.99</b>	<b>38.23</b>	<b>117.09</b>	<b>121.61</b>	<b>121.28</b>	<b>109.97</b>	<b>213.52</b>	<b>213.03</b>	<b>48.28</b>
<b>Towed Vehicles</b>										
Caravans	50.48	83.85	78.11	97.65	286.89	147.24	237.10	154.74	410.53	92.94
Heavy Trailers	-75.86	-47.07	-68.65	-38.10	-65.59	-39.56	48.66	180.60	540.00	-59.49
<b>Light Trailers</b>	<b>146.88</b>	<b>113.12</b>	<b>176.17</b>	<b>263.37</b>	<b>365.18</b>	<b>222.17</b>	<b>190.82</b>	<b>441.13</b>	<b>376.19</b>	<b>179.47</b>
Unknown	32.58	900.00	79.69	252.00	673.33	287.50	1012.50	49.12	616.67	194.63
<b>Sub-Total</b>	<b>56.96</b>	<b>73.23</b>	<b>107.29</b>	<b>193.08</b>	<b>126.27</b>	<b>79.80</b>	<b>181.25</b>	<b>333.92</b>	<b>396.07</b>	<b>92.57</b>
<b>All Vehicles</b>	<b>33.90</b>	<b>72.08</b>	<b>42.61</b>	<b>121.57</b>	<b>122.19</b>	<b>116.10</b>	<b>118.24</b>	<b>220.97</b>	<b>213.68</b>	<b>51.49</b>

### APPENDIX B-3

Number of Both Un-Roadworthy & Un-Licensed Vehicles										
Mar 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	76112	9751	12810	4245	3712	5474	4833	2471	762	120170
Minibuses	3648	291	259	131	78	135	156	94	15	4807
Buses	628	134	84	25	19	81	22	15	1	1009
Motorcycles	3990	479	744	297	264	460	335	149	93	6811
LDV's - Bakkies	19879	3087	3007	1339	1358	1944	1647	1235	322	33818
Trucks	7651	1355	697	303	294	1300	192	197	43	12032
Other & Unkwn	644	233	112	111	257	204	148	84	16	1809
<b>Sub-Total</b>	<b>112552</b>	<b>15330</b>	<b>17713</b>	<b>6451</b>	<b>5982</b>	<b>9598</b>	<b>7333</b>	<b>4245</b>	<b>1252</b>	<b>180456</b>
<b>Towed Vehicles</b>										
Caravans	442	43	65	15	32	52	28	17	7	701
Heavy Trailers	3155	495	324	94	503	682	132	32	7	5424
Light Trailers	1149	196	264	83	111	166	145	73	26	2213
Unknown	20	6	15	6	6	1	5	6	1	66
<b>Sub-Total</b>	<b>4766</b>	<b>740</b>	<b>668</b>	<b>198</b>	<b>652</b>	<b>901</b>	<b>310</b>	<b>128</b>	<b>41</b>	<b>8404</b>
<b>All Vehicles</b>	<b>117318</b>	<b>16070</b>	<b>18381</b>	<b>6649</b>	<b>6634</b>	<b>10499</b>	<b>7643</b>	<b>4373</b>	<b>1293</b>	<b>188860</b>
Mar 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	11945	4102	4675	2605	2100	2726	1578	1889	635	32255
Minibuses	2185	639	350	270	169	246	279	299	49	4486
Buses	146	36	46	33	30	69	33	32	23	448
Motorcycles	1919	410	697	203	257	381	212	161	99	4339
LDV's - Bakkies	3099	1531	1016	937	507	1098	575	1069	210	10042
Trucks	882	303	257	188	205	471	206	305	91	2908
Other & Unkwn	189	140	61	50	147	163	109	131	22	1012
<b>Sub-Total</b>	<b>20365</b>	<b>7161</b>	<b>7102</b>	<b>4286</b>	<b>3415</b>	<b>5154</b>	<b>2992</b>	<b>3886</b>	<b>1129</b>	<b>55490</b>
<b>Towed Vehicles</b>										
Caravans	101	22	37	9	21	39	19	28	8	284
Heavy Trailers	185	93	49	26	73	154	85	40	17	722
Light Trailers	932	253	364	142	151	224	146	126	45	2383
Unknown	13	16	3	1	11	7	9	1	1	62
<b>Sub-Total</b>	<b>1231</b>	<b>384</b>	<b>453</b>	<b>178</b>	<b>256</b>	<b>424</b>	<b>259</b>	<b>195</b>	<b>71</b>	<b>3451</b>
<b>All Vehicles</b>	<b>21596</b>	<b>7545</b>	<b>7555</b>	<b>4464</b>	<b>3671</b>	<b>5578</b>	<b>3251</b>	<b>4081</b>	<b>1200</b>	<b>58941</b>
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	-84.31	-57.93	-63.51	-38.63	-43.43	-50.20	-67.35	-23.55	-16.67	-73.16
Minibuses	-40.10	119.59	35.14	106.11	116.67	82.22	78.85	218.09	226.67	-6.68
Buses	-76.75	-73.13	-45.24	32.00	57.89	-14.81	50.00	113.33	2200.00	-55.60
Motorcycles	-51.90	-14.41	-6.32	-31.65	-2.65	-17.17	-36.72	8.05	6.45	-36.29
LDV's - Bakkies	-84.41	-50.40	-66.21	-30.02	-62.67	-43.52	-65.09	-13.44	-34.78	-70.31
Trucks	-88.47	-77.64	-63.13	-37.95	-30.27	-63.77	7.29	54.82	111.63	-75.83
Other & Unkwn	-70.65	-39.91	-45.54	-54.95	-42.80	-20.10	-26.35	55.95	37.50	-44.06
<b>Sub-Total</b>	<b>-81.91</b>	<b>-53.29</b>	<b>-59.91</b>	<b>-33.56</b>	<b>-42.91</b>	<b>-46.30</b>	<b>-59.20</b>	<b>-8.46</b>	<b>-9.82</b>	<b>-69.25</b>
<b>Towed Vehicles</b>										
Caravans	-77.15	-48.84	-43.08	-40.00	-34.38	-25.00	-32.14	64.71	14.29	-59.49
Heavy Trailers	-94.14	-81.21	-84.88	-72.34	-85.49	-77.42	-35.61	25.00	142.86	-86.69
Light Trailers	-18.89	29.08	37.88	71.08	36.04	34.94	0.69	72.60	73.08	7.68
Unknown	-35.00	166.67	-80.00	-83.33	83.33	600.00	80.00	-83.33	0.00	-6.06
<b>Sub-Total</b>	<b>-74.17</b>	<b>-48.11</b>	<b>-32.19</b>	<b>-10.10</b>	<b>-60.74</b>	<b>-52.94</b>	<b>-16.45</b>	<b>52.34</b>	<b>73.17</b>	<b>-58.94</b>
<b>All Vehicles</b>	<b>-81.85</b>	<b>-53.05</b>	<b>-58.90</b>	<b>-33.88</b>	<b>-44.66</b>	<b>-48.37</b>	<b>-53.46</b>	<b>-6.68</b>	<b>-7.19</b>	<b>-68.79</b>

## APPENDIX C-1

Mar-17												
Number of Learners Licences Issued per Province												
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA		
1	15365	4882	1361*	2724	2236	2458	1692	1546	1018	45333		
2	72299	37843	8393	28087	34518	9033	18524	5725	5537	267399		
3	269734	143896	89056	72882	51864	101370	58557	186899	25088	939356		
<b>Total</b>	<b>357498</b>	<b>206020</b>	<b>165805</b>	<b>103693</b>	<b>88618</b>	<b>112860</b>	<b>70773</b>	<b>116170</b>	<b>29651</b>	<b>1252060</b>		
Mar-18												
Number of Learners Licences Issued per Province												
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA		
1	13629	3652	12734	2767	2630	2233	1594	1367	941	40947		
2	65319	33911	79909	26860	33788	8594	8963	8286	5082	247672		
3	248808	160182	88905	73534	49702	94776	52355	107813	24329	900406		
<b>Total</b>	<b>327756</b>	<b>197745</b>	<b>181548</b>	<b>103161</b>	<b>85520</b>	<b>105583</b>	<b>62912</b>	<b>114466</b>	<b>30352</b>	<b>1189025</b>		
% Change												
Number of Learners Licences Issued per Province												
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA		
1	-11.30	-14.71	-7.82	1.58	-9.21	-9.15	-15.75	-11.58	-7.38	-9.68		
2	-9.78	-10.39	-4.80	-4.37	-5.03	-5.29	-13.18	-7.67	-8.22	-7.38		
3	-7.76	-2.27	-0.17	0.89	-4.17	-6.50	-10.59	-1.00	5.33	-4.15		
<b>Total</b>	<b>-8.32</b>	<b>-4.02</b>	<b>-2.81</b>	<b>-0.51</b>	<b>-4.51</b>	<b>-6.46</b>	<b>-11.11</b>	<b>-1.47</b>	<b>2.36</b>	<b>-5.04</b>		

### Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

## APPENDIX C-2

Mar 2017											
Number of Driving Licences Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
<b>A</b>	176132	60501	111884	34168	26222	22806	19726	14973	9405	<b>475817</b>	
<b>A1</b>	44509	13022	28338	9190	9006	6602	6429	3862	2437	<b>123395</b>	
<b>B</b>	1016535	450450	568541	226252	139440	118470	112891	74446	50326	<b>2757351</b>	
<b>C</b>	4677	4893	4633	1101	511	2613	1672	1745	434	<b>22279</b>	
<b>C1</b>	1237803	606910	200597	195993	152631	407156	207321	555451	65514	<b>3629376</b>	
<b>EB</b>	1309393	576524	801556	311478	175718	159641	141547	108989	65465	<b>3650311</b>	
<b>EC</b>	304376	172239	120868	71417	79770	108173	55106	94544	25207	<b>1031700</b>	
<b>EC1</b>	225171	69856	50496	46206	35329	52226	37251	65592	11421	<b>593548</b>	
<b>Total</b>	<b>4319595</b>	<b>1954395</b>	<b>1986913</b>	<b>895805</b>	<b>618627</b>	<b>877687</b>	<b>581943</b>	<b>919602</b>	<b>230209</b>	<b>12283777</b>	
Mar 2018											
Number of Driving Licences Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
<b>A</b>	175449	61067	115166	34639	26340	23046	19791	15152	9474	<b>480124</b>	
<b>A1</b>	43777	12984	28683	9163	8941	6560	6350	3841	2418	<b>122717</b>	
<b>B</b>	1046375	465680	598084	236577	144521	122029	115976	76385	52196	<b>2857823</b>	
<b>C</b>	4721	4915	4871	1138	533	2832	1696	1798	451	<b>22955</b>	
<b>C1</b>	1319185	665039	215506	216939	163920	446815	225419	599633	70654	<b>3923110</b>	
<b>EB</b>	1286804	575967	808243	312504	175679	159239	141039	109087	65271	<b>3633833</b>	
<b>EC</b>	306253	179776	123580	73453	81424	113725	56363	98714	25661	<b>1058949</b>	
<b>EC1</b>	219325	69745	50357	46336	35214	52184	37122	65783	11411	<b>587477</b>	
<b>Total</b>	<b>4401889</b>	<b>2035173</b>	<b>1944490</b>	<b>930749</b>	<b>638572</b>	<b>926430</b>	<b>663756</b>	<b>970393</b>	<b>237536</b>	<b>12686988</b>	
% Change											
Number of Driving Licences Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
<b>A</b>	-0.39	0.94	2.93	1.38	0.45	1.05	0.33	1.20	0.73	<b>0.91</b>	
<b>A1</b>	-1.64	-0.29	1.22	-0.29	-0.72	-0.64	-1.23	-0.54	-0.78	<b>-0.55</b>	
<b>B</b>	2.94	3.38	5.20	4.56	3.64	3.00	2.73	2.60	3.72	<b>3.64</b>	
<b>C</b>	0.94	0.45	5.14	3.36	4.31	8.38	1.44	3.04	3.92	<b>3.03</b>	
<b>C1</b>	6.57	9.58	7.43	10.69	7.40	9.74	8.73	7.95	7.85	<b>8.09</b>	
<b>EB</b>	-1.73	-0.10	0.83	0.33	-0.02	-0.25	-0.36	0.09	-0.30	<b>-0.45</b>	
<b>EC</b>	0.62	4.38	2.24	2.85	2.07	5.13	2.28	4.41	1.80	<b>2.64</b>	
<b>EC1</b>	-2.60	-0.16	-0.28	0.28	-0.33	-0.08	-0.35	0.29	-0.09	<b>-1.02</b>	
<b>Total</b>	<b>1.93</b>	<b>4.13</b>	<b>3.05</b>	<b>3.90</b>	<b>2.90</b>	<b>5.55</b>	<b>3.75</b>	<b>5.52</b>	<b>3.18</b>	<b>3.28</b>	

### Driving Licences:

<b>A</b>	Motorcycle > 125 cub.cm	<b>A1</b>	Motorcycle < 125 cub.cm	<b>B</b>	Motor vehicle < 3,5000 kg
<b>C</b>	Motorvehicle > 16,000 kg	<b>C1</b>	Motor vehicle 3,500 – 16,000 kg	<b>EB</b>	Articulated motor vehicle <16,000 kg
		<b>EC</b>	Articulated vehicle > 16,000 kg	<b>EC1</b>	Articulated vehicle 3,500 – 16,000 kg

## APPENDIX C-3

Mar 2017										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
G	1771	1805	1538	699	858	978	413	865	319	9246
P										0
P G	273727	171205	144536	82881	61855	98314	52202	105528	23698	1013946
D G	39	25	9	7	21	16	24	11	4	156
D P G	12974	9875	4268	2110	2966	3252	1230	1886	670	39231
<b>Total</b>	<b>288511</b>	<b>182910</b>	<b>150351</b>	<b>85697</b>	<b>65700</b>	<b>102560</b>	<b>53869</b>	<b>108290</b>	<b>24691</b>	<b>1062579</b>
Mar 2018										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
G	1628	1840	1520	713	842	965	396	823	316	9043
P										0
P G	273096	180520	150207	85910	62818	100234	52636	107067	24664	1037152
D G	42	18	15	10	18	14	20	32	4	173
D P G	13390	10594	4393	2329	3085	3472	1255	1966	736	41220
<b>Total</b>	<b>288156</b>	<b>192972</b>	<b>156135</b>	<b>88962</b>	<b>66763</b>	<b>104685</b>	<b>54307</b>	<b>109998</b>	<b>25720</b>	<b>1087588</b>
% Change										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
G	-8.07	1.94	-1.17	2.00	-1.86	-1.33	-4.12	-4.86	-0.94	-2.20
P										
P G	-0.23	5.44	3.92	3.65	1.56	1.95	0.83	1.46	4.08	2.29
D G	7.69	-28.00	66.67	42.86	-14.29	-12.50	-16.67	190.91	0.00	10.90
D P G	3.21	7.28	2.93	10.38	4.01	6.77	2.03	4.24	9.85	5.07
<b>Total</b>	<b>-0.12</b>	<b>5.50</b>	<b>3.85</b>	<b>3.81</b>	<b>1.62</b>	<b>2.07</b>	<b>0.81</b>	<b>1.48</b>	<b>4.17</b>	<b>2.35</b>

### Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods



Road Traffic Management Corporation  
Eco Origin Office Park, Block F  
349 Witch-Hazel Street  
Highveld Ext 79  
Tell: 012 999 5200

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