



Road Traffic
Management Corporation

State of Road Safety Report
2022-2023 Festive



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	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM

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, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.

2. EXECUTIVE SUMMARY

The report seeks to provide the road crash statistics for the period 1 December 2022 to 11 January 2023. The performance is as provided below.

Road Crashes Data

The fatal crashes decreased by 7% from 1 395 during 2021/22 to 1 299 in 2022/23. Whilst the number of fatalities decreased by 14% from 1 808 during festive period 2021/22 to 1 560 during festive period 2022/23. The most affected road user group during festive period 2022/23 were pedestrians moving from 36% to 41% of all road users.

Vehicle and driver population

Number of registered vehicles decreased by 7,222 (0.06%) from 12,957,208 in December 2021 to 12,964,430 vehicles in December 2022.

Number of learner driving licences issued increased by 8,079 (25.74%) from 1 081,615 in December 2021 to 1,089,694 in December 2022.

Number of driving licences issued increased by 481 231 (3.34%) from 14,416,294 in December 2021 to 14,897,525 in December 2022.

The number of Professional Driving Permits (PrDP's) issued decreased by 256,404 (18.92%) from 1,355,241 in December 2021 to 1,098,837 in December 2022.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations during festive period 2021/2022 and 2022/2023 using the CHoCOR Form across the country. In addition, the report includes information about registered vehicles, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS).

2. METHODOLOGY

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 provide 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 to compile a report.

2.2 Crash Data Flow

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

2.3 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.

2.4 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 base facts to complement the administrative data.

2.5 Instruments

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

3. ROAD FATAL CRASHES

The section covers the data in relation to fatal road crashes. The section will encompass the number of fatal crashes and fatalities, contributory factors, fatality data per road user group and major crashes.

3.1 Number of fatal crashes

The table below provides the number of fatal crashes per province in comparing the two festive periods. On national basis a decrease of 7% has been recorded for the period under review. The provinces that have recorded the highest decrease with regards to the absolute figures are Western Cape and Kwa-Zulu Natal both with 37 less fatal. Gauteng and Eastern Cape had increases of 16 and 7 fatal crashes respectively. On percentage basis Western Cape recorded the highest decrease of 22% followed by North-West at 17% and Kwa-Zulu Natal at 15%.

FATAL CRASHES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2021/2022 Festive	184	84	261	255	152	139	49	99	172	1395
2022/2023 Festive	191	84	277	218	142	124	46	82	135	1299
CHANGE	7	0	16	-37	-10	-15	-3	-17	-37	-96
%CHANGE	4%	0%	6%	-15%	-7%	-11%	-6%	-17%	-22%	-7%

Table 1: Number of fatal crashes per Province for the festive periods

The table below provides the percentage distribution of fatal crashes per province when comparing the two festive periods. The highest percentage distribution is from Gauteng at 19% during 2021/2022 and 21% during 2022/2023 followed by KwaZulu Natal at 18% during 2022/22 and 17% during 2022/2023.

FATAL CRASHES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	
2021/2022 Festive		13%	6%	19%	18%	11%	10%	4%	7%	12%
2022/2023 Festive		15%	6%	21%	17%	11%	10%	4%	6%	10%

Table 2: Percentage distribution of fatal crashes per province

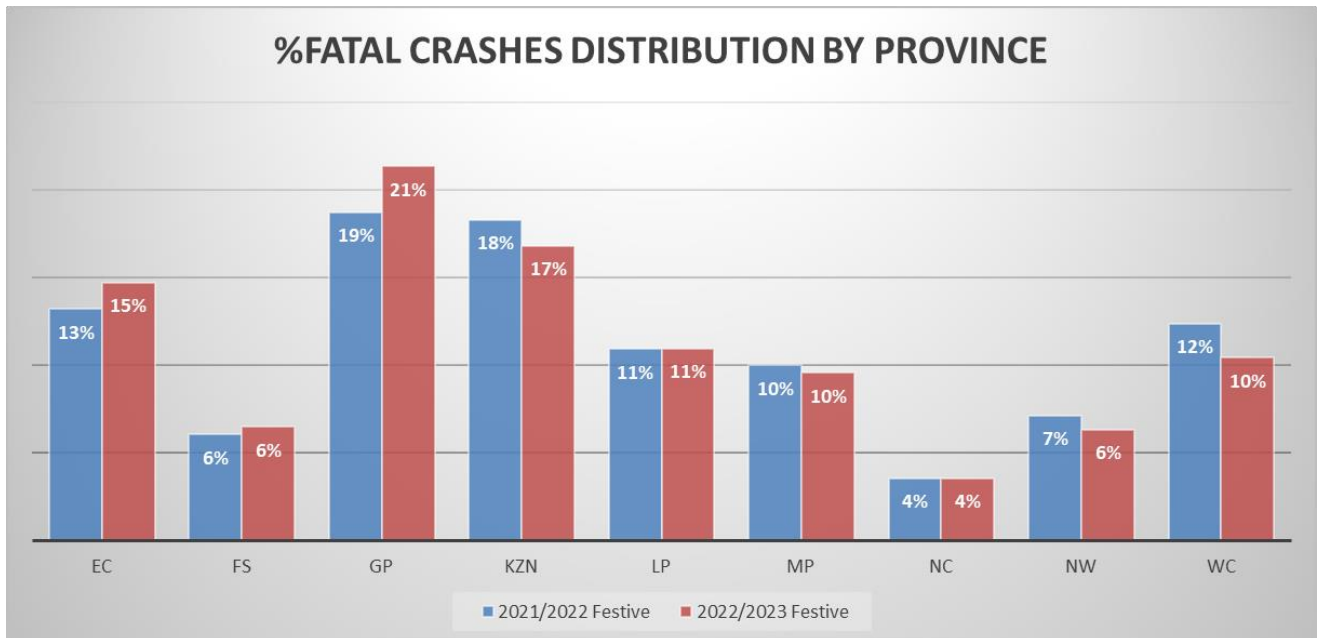


Figure 1: Percentage distribution of fatal crashes

3.2 Fatal Crashes per Day of Week

The details of the fatal crashes per day of the week is given in the table below. Friday, Saturday, and Sunday were the most affected days of the week. The three-days contributed 59% of fatal crashes in both 2021/2022 and 2022/2023 festive periods.

DAY OF WEEK	2021/2022 FESTIVE	2022/2023 FESTIVE
Sunday	19%	21%
Monday	10%	13%
Tuesday	9%	9%
Wednesday	10%	7%
Thursday	12%	11%
Friday	16%	16%
Saturday	23%	23%

Table 3: Percentage distribution of Fatal Crashes per day of week

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

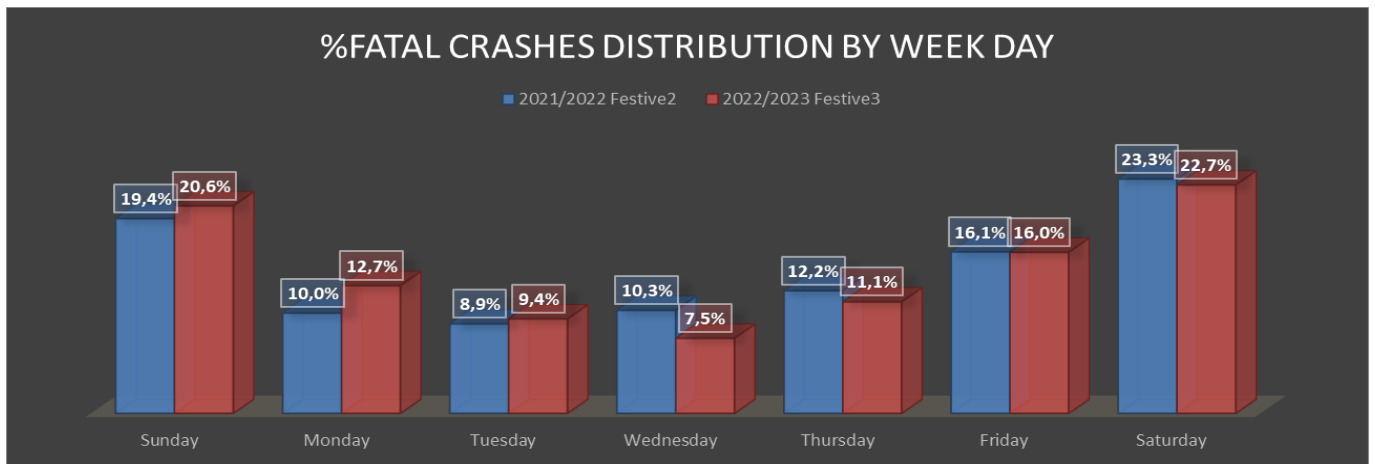


Figure 2: Percentage distribution of fatal crashes per day of week

3.3 Fatal Crashes per time of day

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

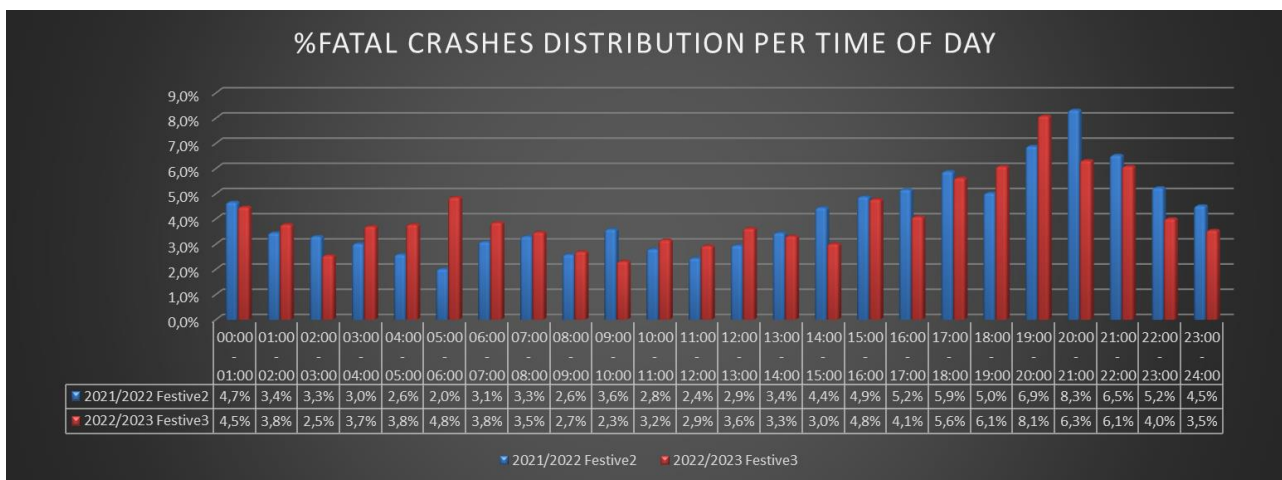


Figure 3: Percentage distribution of fatal crashes per time of day for two festive periods

The figure above shows a comparison of fatal crashes recorded per time of day between 2021/2022 and 2022/2023 festive period. In both periods 32% of

fatal crashes happened between the hours of 17:00 and 22:00. The pattern is the same from year to year.

3.4 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type is reflected in the figure below.

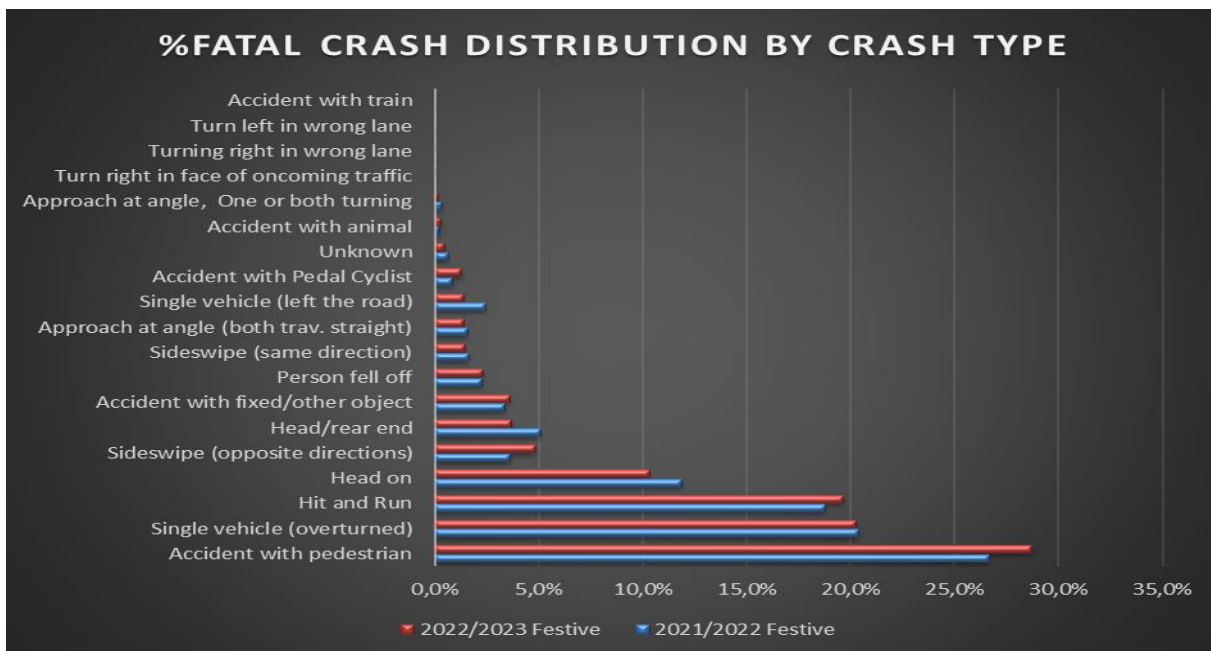


Figure 4: Percentage distribution of fatal crashes per crash type

The top three crash types are accident with pedestrians, single vehicle overturned and hit and runs remained the most contributors to the fatal crashes. These three contributed 65.8% to fatal crashes in the 2021/2022 festive period and 68.6% to fatal crashes in the 2022/2023 festive period.

3.5 Fatal crashes per vehicle type

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

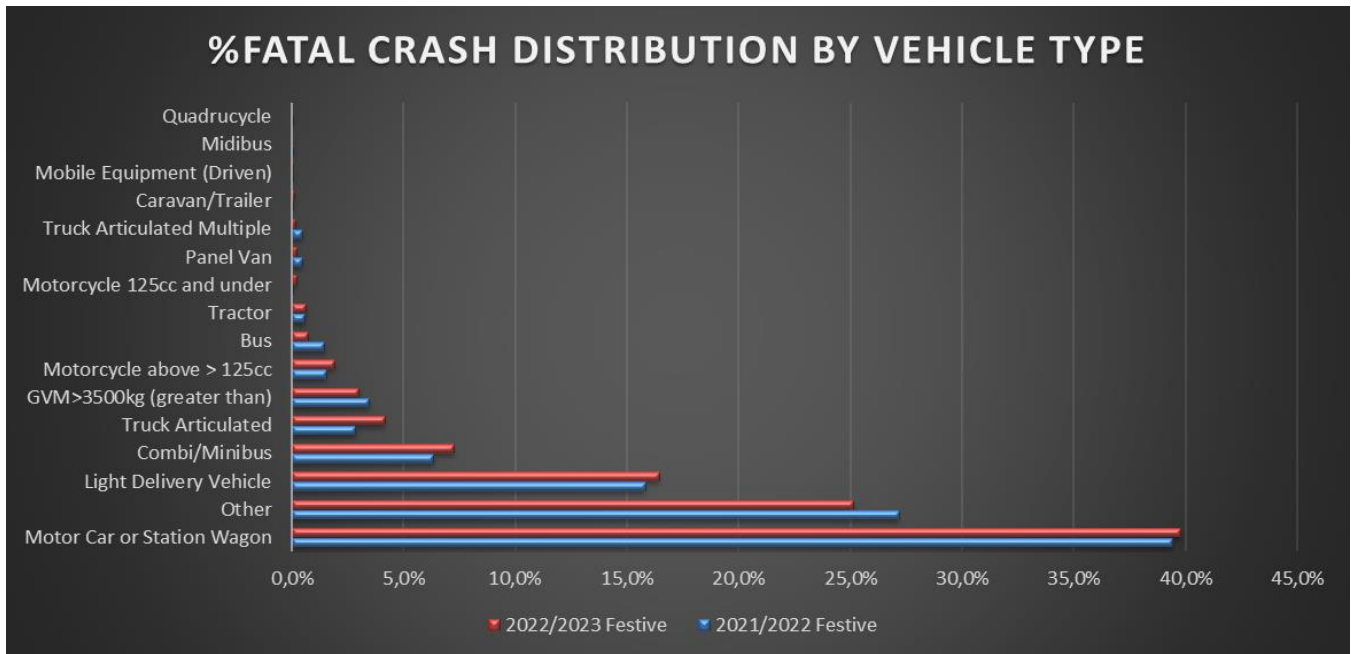


Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed most to fatal crashes remain motorcars and LDV's with contributions of 39% and 16% during festive period 2021/2022 and contributions of 40% and 16% during festive period 2022/2023.

3.6 Contributory factors

Contributory factors for fatal road crashes are determined as follows: 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).

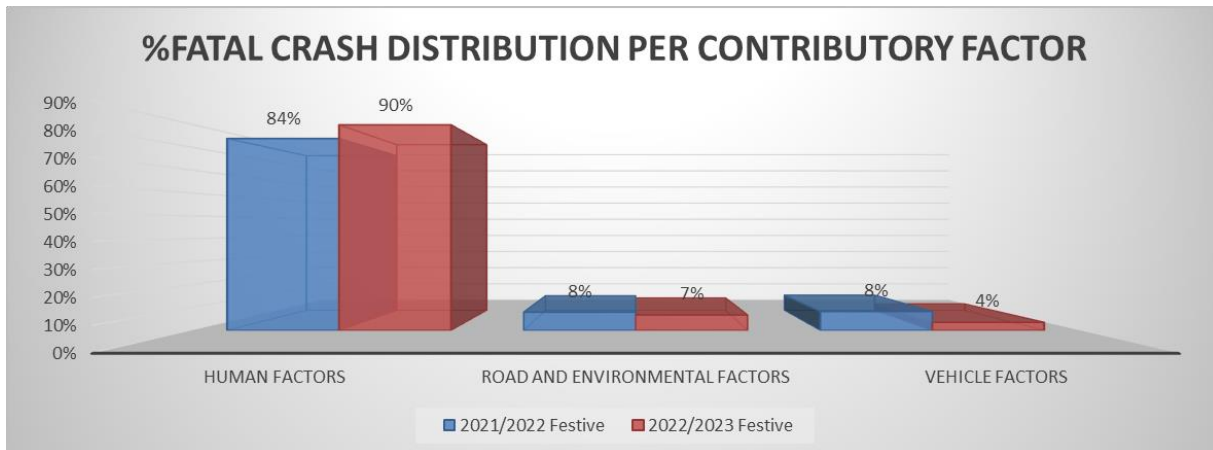


Figure 6: Comparison of contributory factors for festive

The figure above shows that human factors contributed 84% during the 2021/2022 and 90% during the 2022/2023 festive period. to the occurrence of fatal crashes for both years during festive period. Road and Environmental factors contributed 8% during the 2021/2022 and 7% during the 2022/2023 festive period.

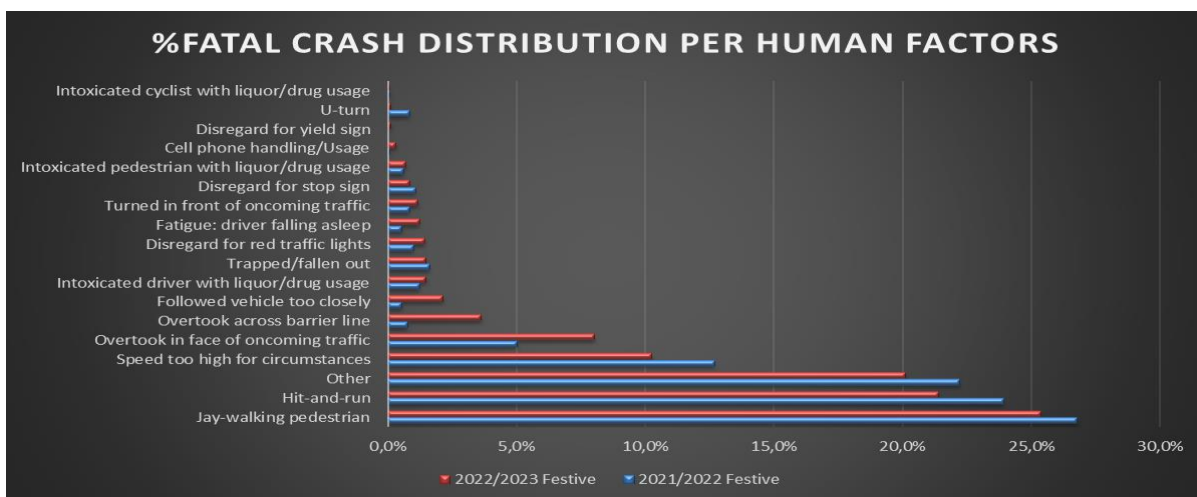


Figure 7: Percentage distribution of human factors

From the above graph jaywalking contributed 27% and hit and run contributed 24% of human factors during the 2021/2022 festive season. During the 2022/2023 festive season jaywalking contributed 25% and hit and run contributed 21% of human factors.

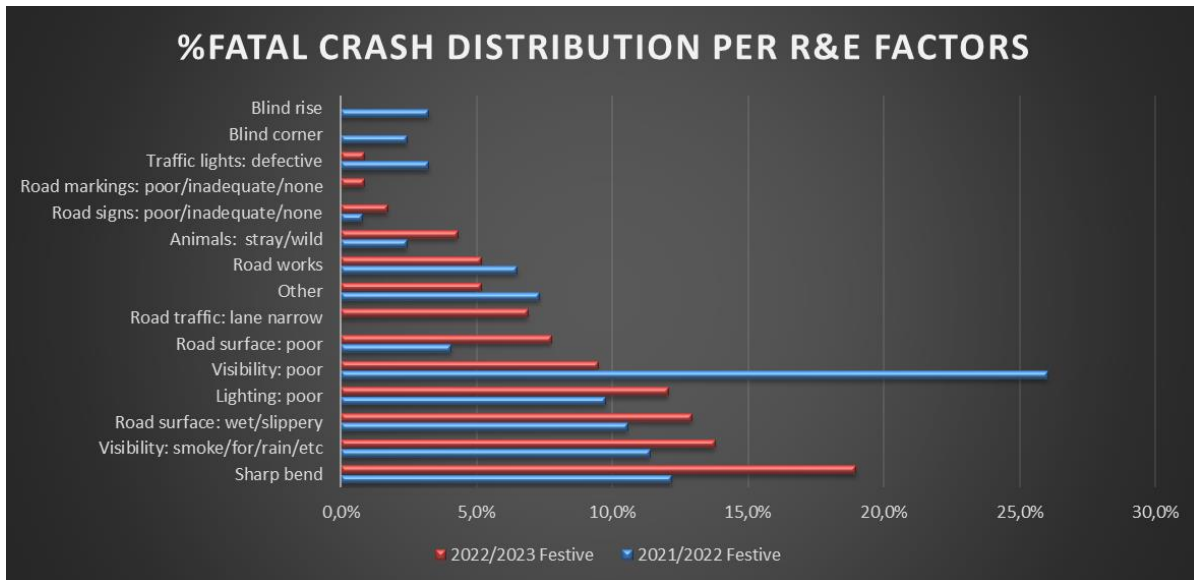


Figure 8: Percentage distribution of road and environmental factors

During the 2021/2022 festive period the top road and environmental factors were poor visibility at 26%, sharp bends at 12% and Visibility: smoke/rain etc at 11%.

During the 2022/2023 festive period the top road and environmental factors were sharp bends at 19% and Visibility: smoke/rain etc at 14% and Wet/Slippery Road surface at 13%.

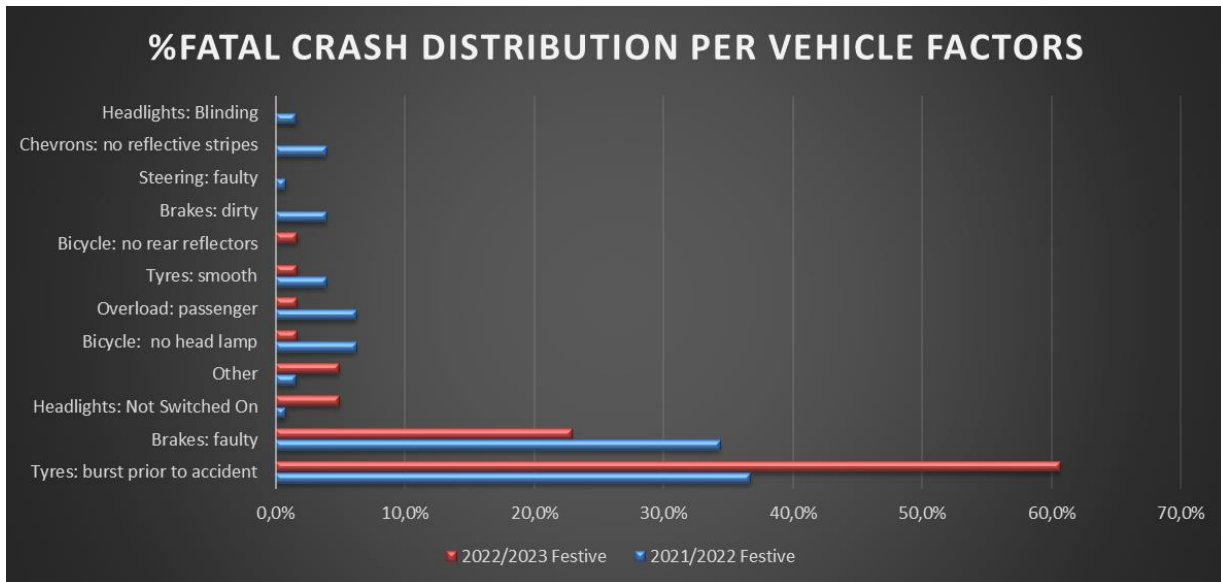


Figure 9: Percentage distribution for vehicle factor

Tyres: burst prior to accident	36,7%	60,7%
Brakes: faulty	34,4%	23,0%

The above graph shows that the top two top causes of road crashes within the vehicle factors were tyre burst prior (at 37% during 2021/2022 festive period and 61% during the 2022/2023 festive period) and brakes (at 34% during 2021/2022 festive period and 23% during the 2022/2023 festive period)

4. ROAD FATALITIES ANALYSIS

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

4.1 Fatalities per province

The table below shows the number of fatalities per province comparing the 2021/2022 and the 2022/2023 festive periods. There was a 14% increase in fatalities from the 2021/22 to the 2022/23 festive period. Seven provinces recorded a decrease in fatalities.

FATALITIES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2021/2022 Festive	231	129	291	300	231	194	65	142	225	1808
2022/2023 Festive	248	125	295	258	191	146	53	95	149	1560
CHANGE	17	-4	4	-42	-40	-48	-12	-47	-76	-248
%CHANGE	7,4%	-3,1%	1,4%	-14,0%	-17,3%	-24,7%	-18,5%	-33,1%	-33,8%	-13,7%

Table 4: Number of fatalities per province

Western Cape recorded the highest percentage decrease of 34% followed by North West at 33% then Mpumalanga at 25%. Eastern Cape recorded the highest percentage increase at 7% followed by Gauteng at 1%. The highest number of decrease in fatalities was in Western Cape (-76), followed by Mpumalanga (-48) then North West (-47).

PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2021/2022 Festive	12,8%	7,1%	16,1%	16,6%	12,8%	10,7%	3,6%	7,9%	12,4%
2022/2023 Festive	15,9%	8,0%	18,9%	16,5%	12,2%	9,4%	3,4%	6,1%	9,6%

Table 5: Percentage distribution of fatalities per province for the two festive period

The table above shows the percentage distribution of fatalities per province for the two festive periods.

The highest percentage distribution was in Gauteng and KwaZulu Natal at 16% during 2022/2021 and in 2022/2023 it was Gauteng at 19% then Easter Cape 16%.

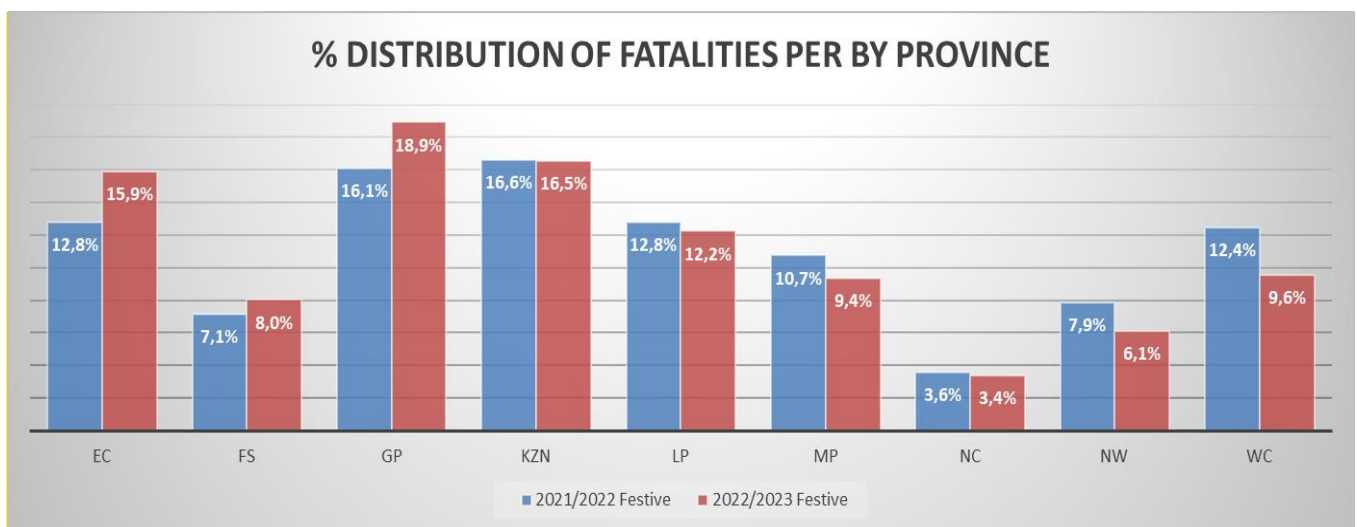


Figure 10: Percentage distribution fatalities per province during festive

4.2 Number of Fatalities per Road User Group

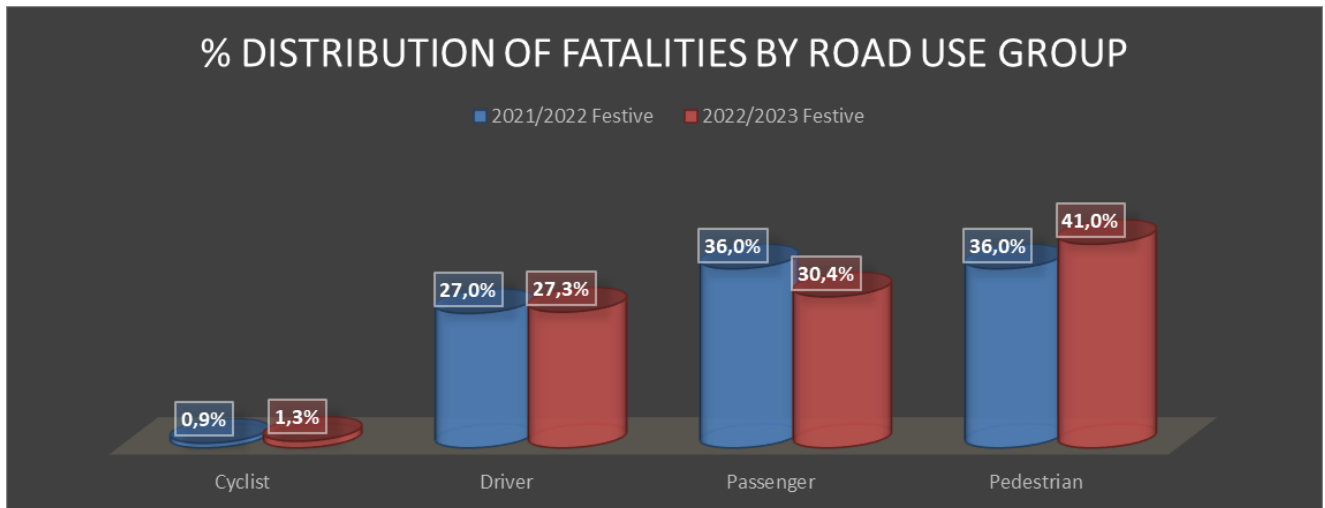


Figure 11: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road users group is reflected in the graph above. During the period under review pedestrians were at 41%, passengers at 30% drivers at 27% and cyclist at 1%.

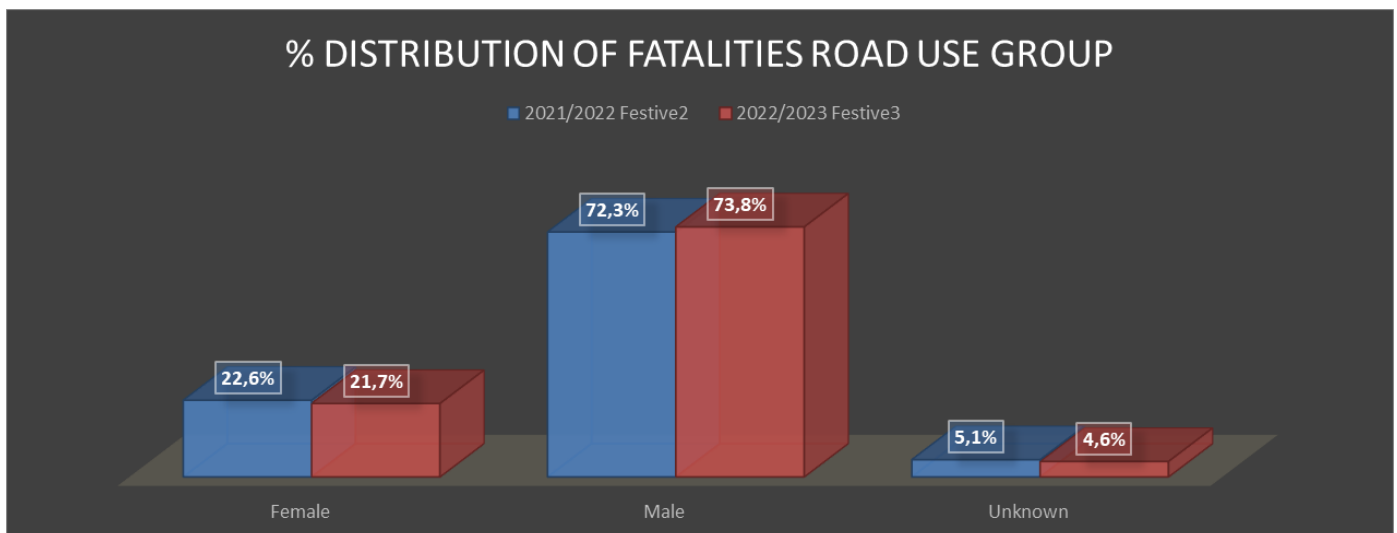


Figure 12: Percentage distribution of fatalities per gender

The graph above depicts trends for fatalities per gender for the two festive periods. The trends show that male fatalities remained above 70% during the two festive periods, whilst female fatalities remained around 22%.

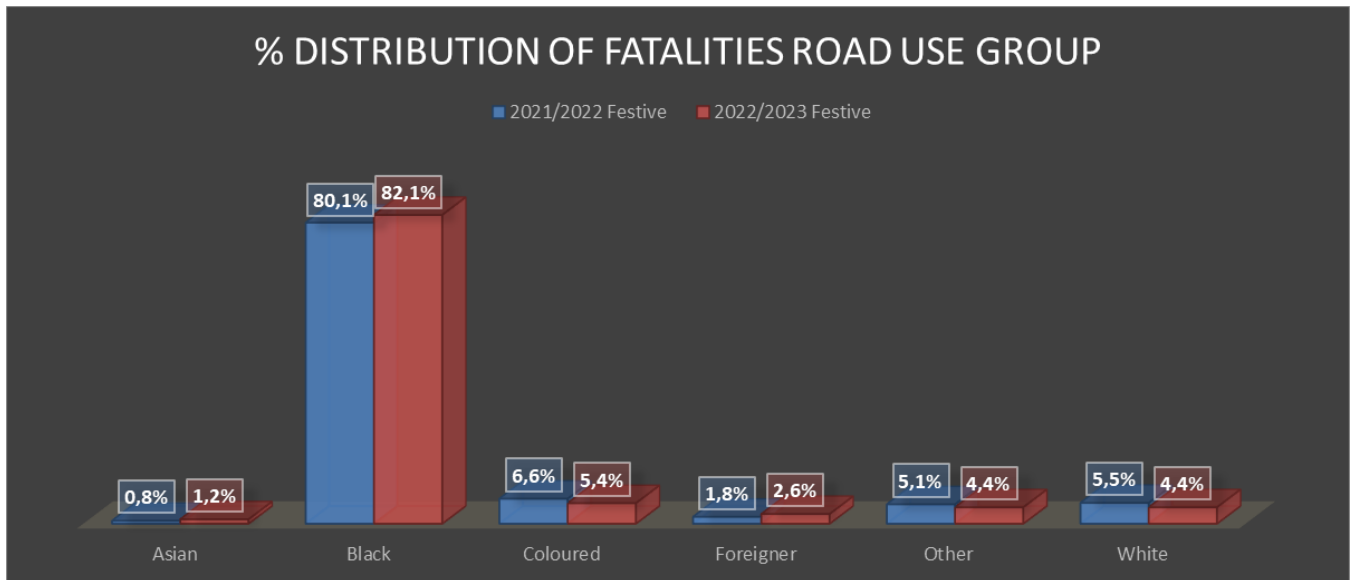


Figure 13: Percentage distribution of fatalities per race

The graph above depicts trends for fatalities per race for the two festive periods. The trend shows that the contributions by blacks remained above 80%.

4.3 Road user group fatalities per age group

The figures below provide information regarding the fatalities per age and per road user group for the period 2021/2022 and 2022/2023 festive period. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists).

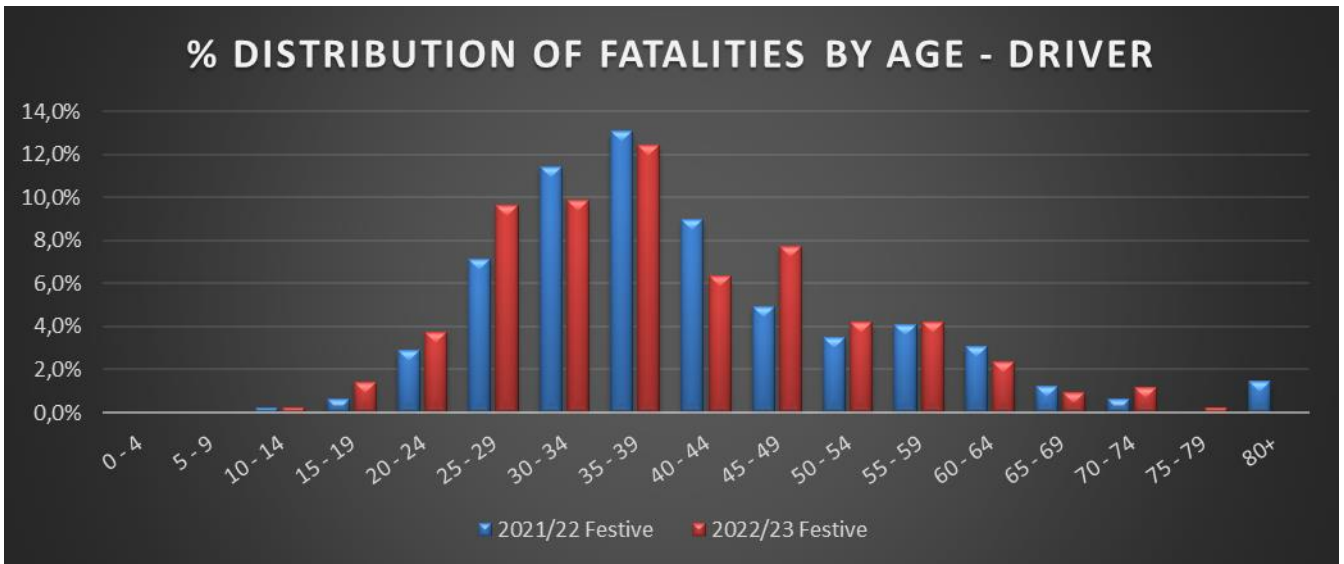


Figure 14: Percentage distribution of fatalities per age for drivers

The figure above shows that the highest fatalities for drivers were recorded from age group 25 to 44 years during 2022/2023. Age group between 35 to 39 years remained to be the peak age groups with contributions of 13% for two years. Age between 25 – 49 years contributed of 50% in 2021/21 whilst a contribution of 45% has been recorded for 2022/22. However, there are some reductions for some age groups compared to the previous year.

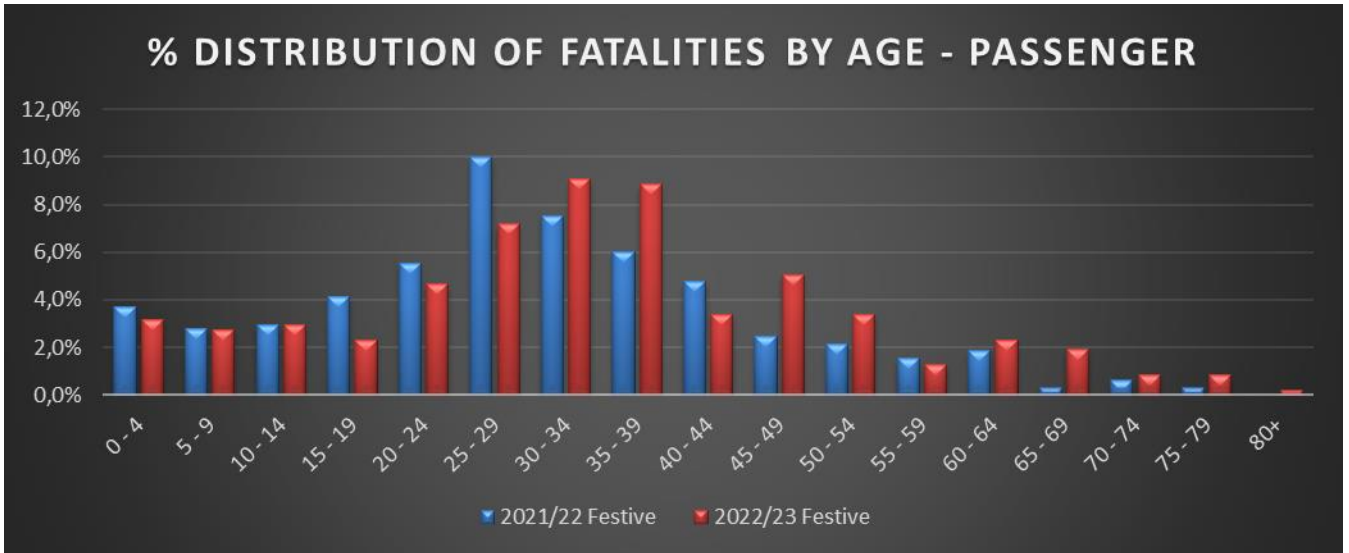


Figure 15: Percentage distribution of fatalities per age for passengers

The figure above indicates that most fatalities for passengers were recorded between age group 20 and 44 years, having the age group between 25 to 29 years being the age group with the highest contribution of 10% for the period under review. Followed by the age group between 30 to 34 years with a contribution of 8% during the period under review. At least reductions have been observed for most age groups.

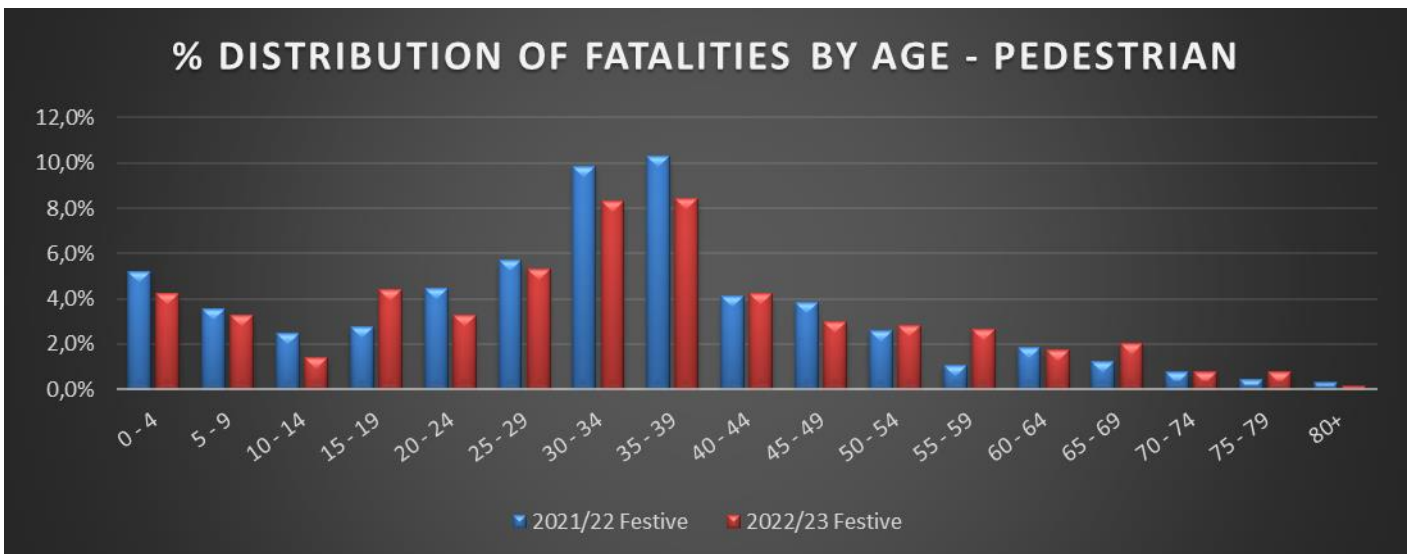


Figure 16: Percentage distribution of fatalities per age for pedestrians

The figure above indicates that most fatalities for pedestrians were recorded between the age groups 25 to 39 years. The age group between 30 to 39 being the highest with a contribution of 20% during 2022/2023 period. The highest decrease has been observed for age group between 5 – 9 years.

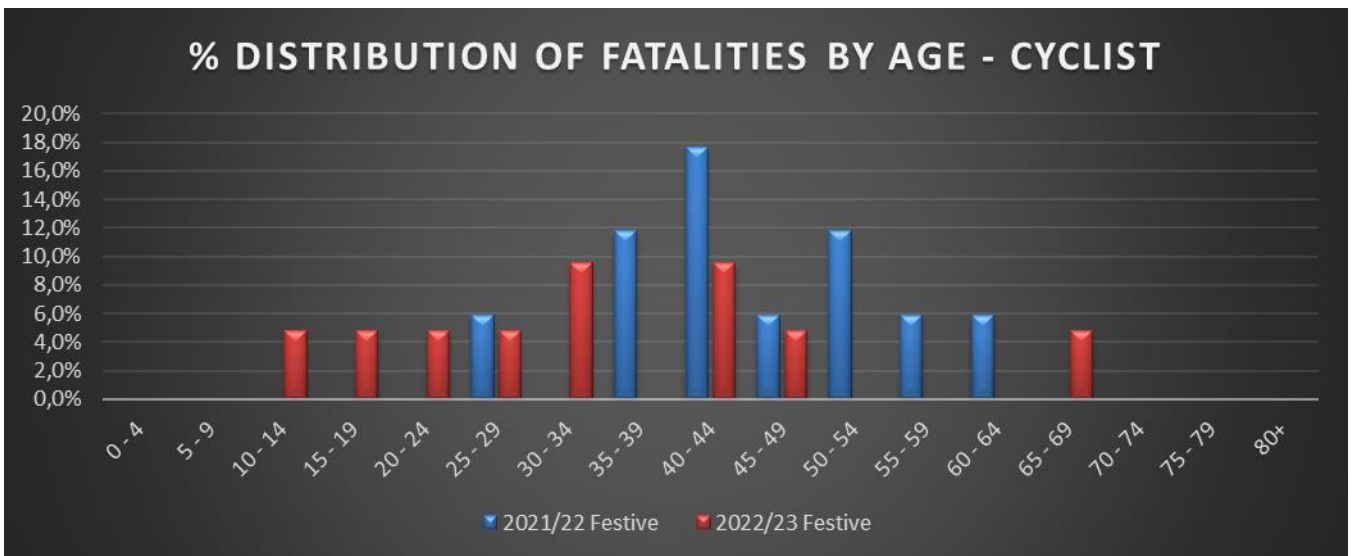


Figure 17: Percentage distribution of fatalities per age for cyclists

The figure above indicates that most fatalities for cyclists were recorded between age 40 to 44 with 18% during 2022/2023 period followed by the age group between 35 to 39 and between age group 50 – 54 years with 12% respectively.

SECTION B

5. INTRODUCTION

The section covers 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,

6. VEHICLE POPULATION

6.1 Number of Registered Vehicles

The number of registered vehicles decreased by 7,222 (0.06%) from 12,957,208 in December 2021 to 12,964,430 vehicles in December 2022. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered Dec-21	Number registered Dec-22	Change	% Change	% of Group Dec-22	% of Total Dec-22
Motorised Vehicles						
Motorcars	7 652 045	7 685 153	33108	0,43%	65,54%	59,28%
Minibuses	349 671	349 335	-336	-0,10%	2,98%	2,69%
Buses	64 339	64 170	-169	-0,26%	0,55%	0,49%
Motorcycles	347 624	346 153	-1471	-0,42%	2,95%	2,67%
LDV's - Bakkies	2 671 293	2 658 416	-12877	-0,48%	22,67%	20,51%
Trucks	389 112	385 845	-3267	-0,84%	3,29%	2,98%
Other & Unknown	252 392	237 199	-15193	-6,02%	2,02%	1,83%
Total Motorised	11 726 476	11 726 271	(205)	0,00%	100,00%	90,45%
Towed Vehicles						
Caravans	97 824	95 885	(1 939)	-1,98%	7,74%	0,74%
Heavy Trailers	221 267	224 580	3 313	1,50%	18,14%	1,73%
Light Trailers	897 181	889 977	(7 204)	-0,80%	71,88%	6,86%
Other & Unknown	14 460	27 717	13 257	91,68%	2,24%	0,21%
Total Towed	1 230 732	1 238 159	7 427	0,60%	100,00%	9,55%
All Vehicles	12 957 208	12 964 430	7 222	0,06%		100,00%

Table 6: Number of registered vehicles per type

The table above shows that the only increase was a marginal one of .043% in motorcars. All other vehicles declined.

The total motor vehicle population per province for December 2021 and December 2022 is given in table below and the vehicle population percentage growth is reflected in the figure below.

Number of Registered Vehicles per Province	Number registered Dec-21	Number registered Dec-22	Change	% Change	% of Total Dec-22
Gauteng	4 964 003	4 969 400	5 397	0,11%	38,33%
KwaZulu-Natal	1 735 994	1 739 686	3 692	0,21%	13,42%
Western Cape	2 086 956	2 104 157	17 201	0,82%	16,23%
Eastern Cape	865 899	856 465	(9 434)	-1,09%	6,61%
Free State	649 808	644 766	(5 042)	-0,78%	4,97%
Mpumalanga	930 907	920 320	(10 587)	-1,14%	7,10%
North West	658 540	660 140	1 600	0,24%	5,09%
Limpopo	771 272	776 163	4 891	0,63%	5,99%
Northern Cape	293 829	293 333	(496)	-0,17%	2,26%
RSA	12 957 208	12 964 430	7 222	0,00	100,00%

Table 7: Number of registered vehicles per province

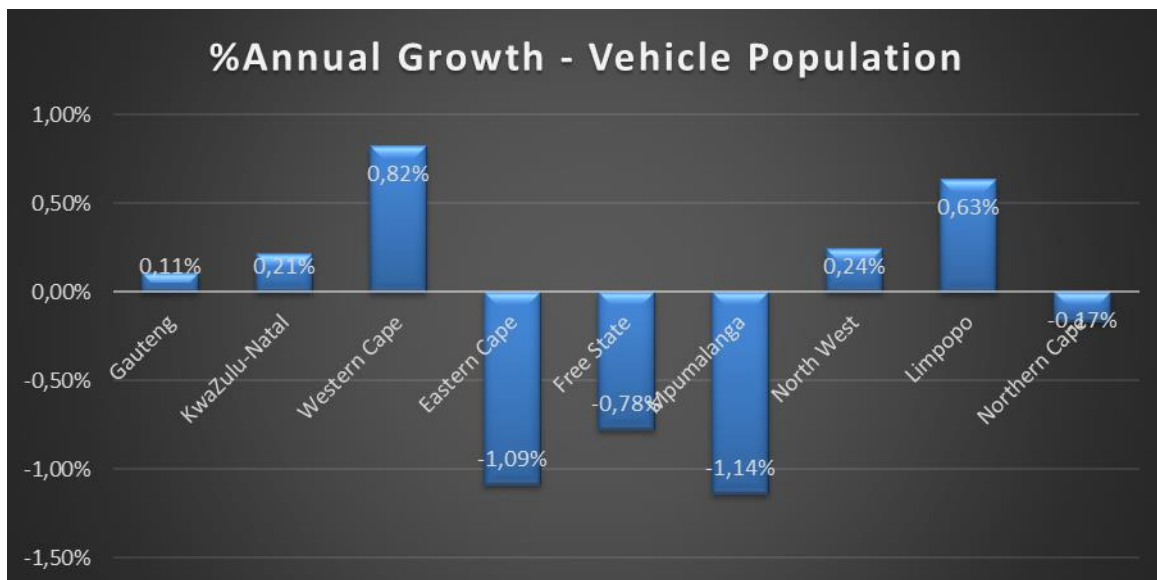


Figure 18: Percentage Annual Growth in Vehicle Population

The percentage vehicles registered per province as at 31 December 2022 is reflected in the figure below.

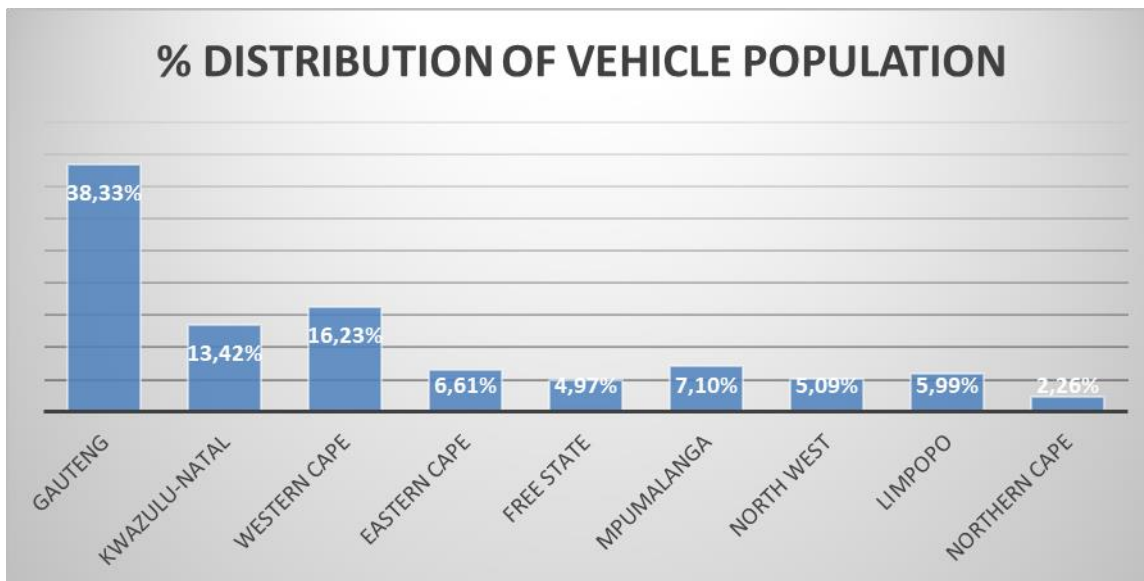


Figure 19: Percentage Vehicle Registered per province

The information in the figure above shows that 38.33% of vehicle's population were registered in Gauteng, 16.23% in Western Cape and 13.42% in KwaZulu-Natal.

7. DRIVER POPULATION

7.1 Learner Driving Licences

The number of learner driving licences issued increased by 8,079 (25.74%) from 1 081,615 in December 2021 to 1,089,694 in December 2022. Details on the number of learner driving licences issued per category is given in table below and graphically reflected in the figure below.

Number of Learner Licences Issued				
Category	Dec-21	Dec-22	Change	% Change
1	32 816	40 197	7 381	22,49%
2	191 444	199 256	7 812	4,08%
3	857 355	850 241	-7 114	-0,83%
Total	1 081 615	1 089 694	8 079	25,74%

Table 8: Number of learner licences issued

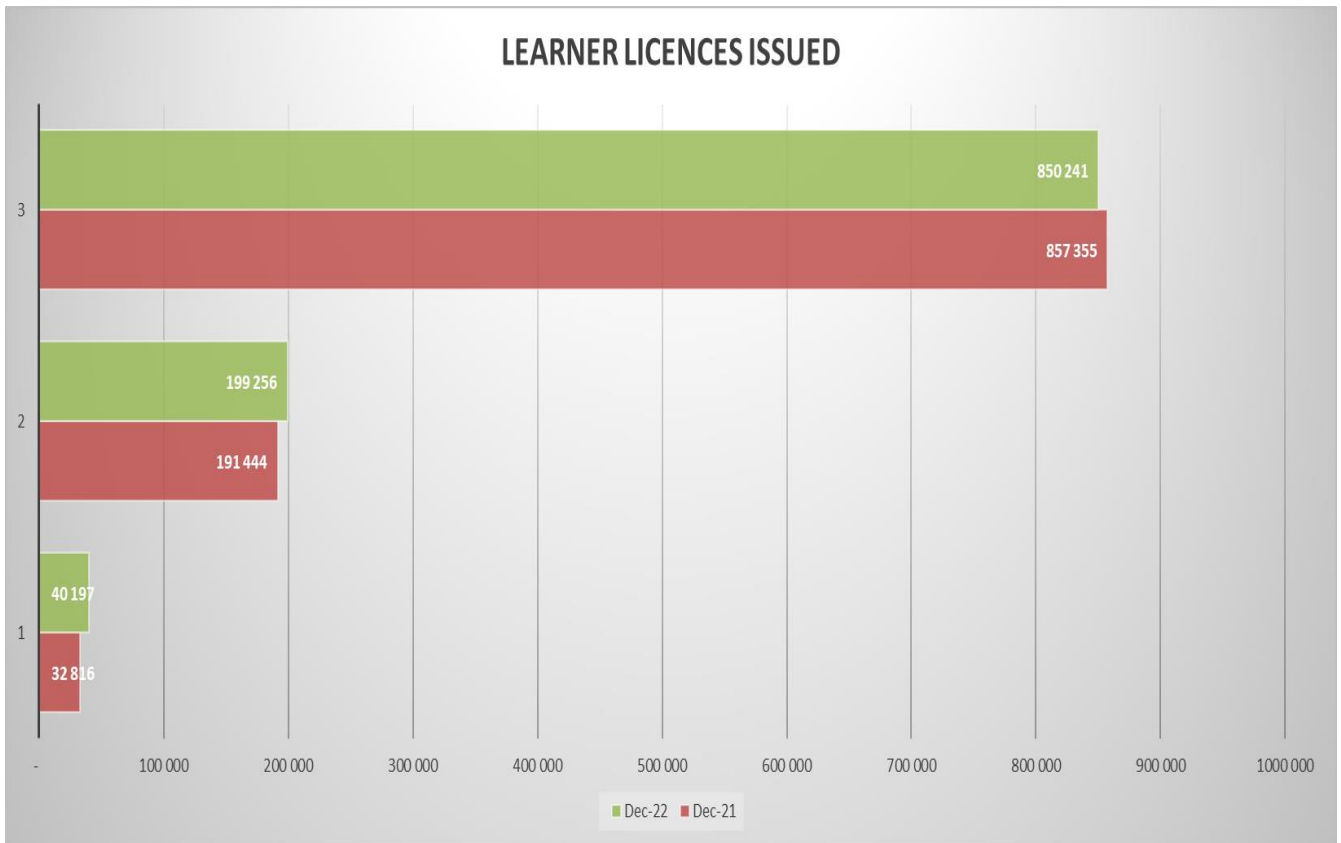


Figure 20: Number of learner license issued

The table below shows the number and percentage change per Province of learner licences issued.

Number of Learners Licences Issued per Province											
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Dec-21	335 114	171 090	163 225	82 230	52 760	101 305	60 028	91 667	24 196	1 081 615	
Dec-22	340 863	204 795	172 975	56 736	50 751	94 664	53 315	93 719	21 876	1 089 694	
Change	5 749	33 705	9 750	(25 494)	(2 009)	(6 641)	(6 713)	2 052	(2 320)	8 079	
% Change	1,72%	19,70%	5,97%	-31,00%	-3,81%	-6,56%	-11,18%	2,24%	-9,59%	0,75%	

Table 9: Number of learner licences issued per province

Gauteng, Kwa-Zulu Natal, Western Cape and Limpopo had increased in the number of learner licences issued for the period under review. The highest increase learner licences issued was KwaZulu-Natal at 19.7% followed.

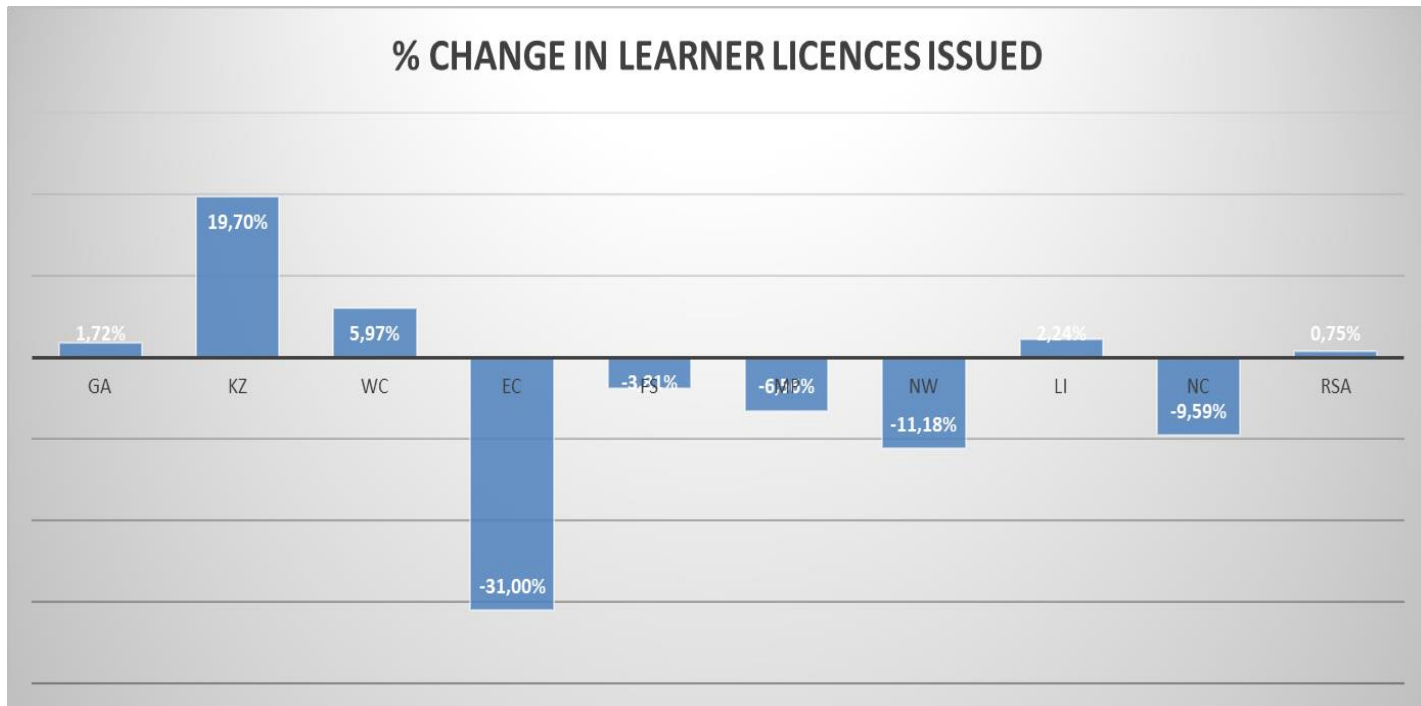


Figure 21: Percentage change in learner licences issued per province

7.2 Driving Licences Issued

3.3 Number of Driving Licences Issued

The number of driving licences issued increased by 481 231 (3.34%) from 14,416,294 in December 2021 to 14,897,525 in December 2022. Details on the number of driving licences issued per category is given in table and graphically presented below.

Number of Driving Licences Issued				
Category	Dec-21	Dec-22	Change	% Change
A	504 923	512 280	7 357	1,46%
A1	122 513	122 452	(61)	-0,05%
B	3 258 375	3 362 380	104 005	3,19%
C	24 844	25 338	494	1,99%
C1	5 060 561	5 371 227	310 666	6,14%
EB	3 647 457	3 650 806	3 349	0,09%
EC	1 214 705	1 271 121	56 416	4,64%
EC1	582 916	581 921	(995)	-0,17%
Total	14 416 294	14 897 525	481 231	3,34%

Table 10: Number of driving licences issued

Driving licences:

A	Motorcycle > 125 cub.cm	A1	Motorcycle < 125 cub.cm	B	Motor vehicle < 3,500 kg
C	Motor vehicle > 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

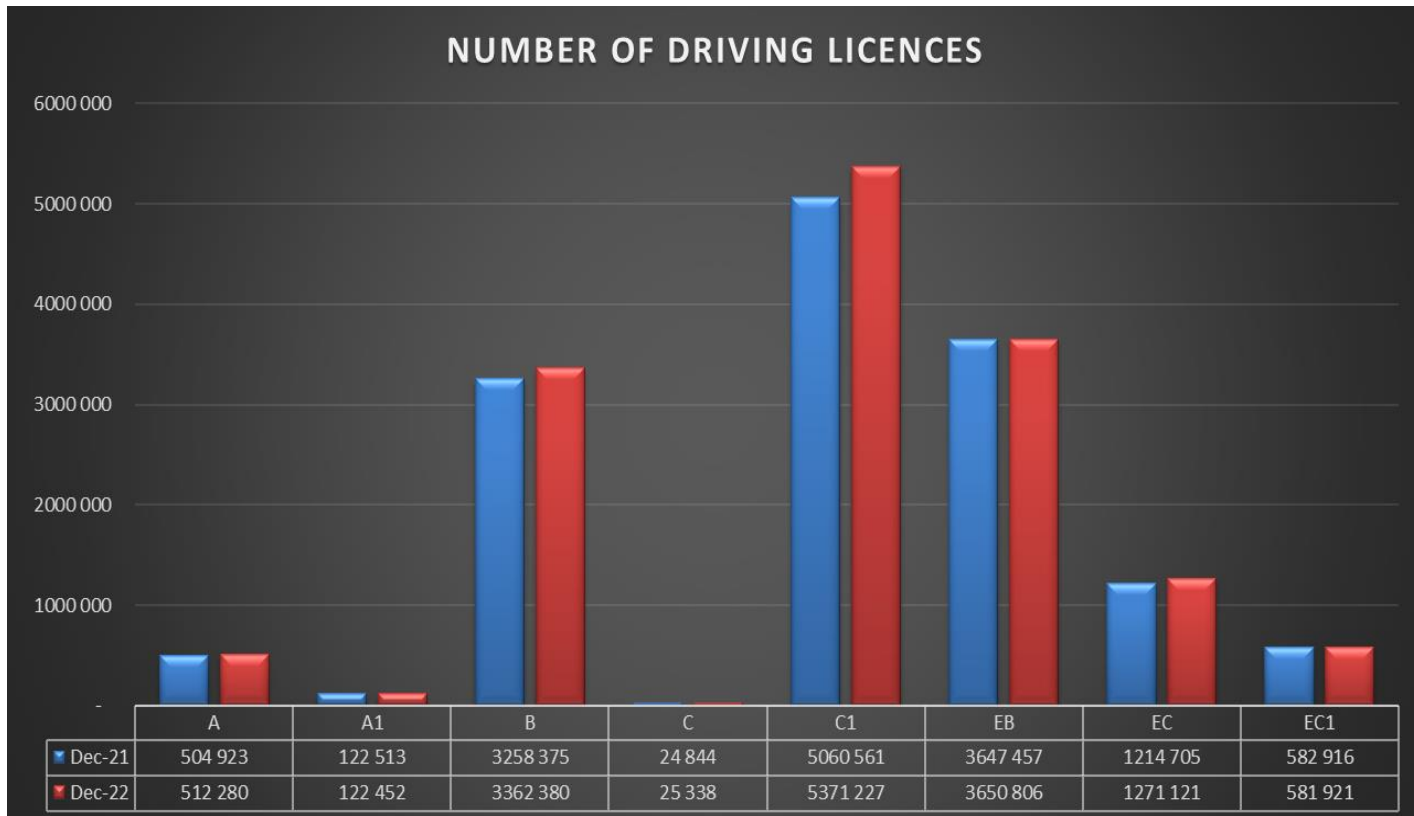


Figure 22: Number of driving licences issued

From the above table the highest percentage change is for Categories C1 with percentage of 6.14%, followed by category EC and B with 4.64% and 3.19% respectively.

The number and percentage of driving licences issued per category as at the end of December 2022 is reflected in the table below.

The total number of driving licences issued per province for December 2021 and December 2022 is given in table below and the driving licences issued percentage change is reflected in the figure below.

Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec-21	5 041 171	2 311 310	2 155 751	1 051 583	699 627	1 088 865	675 490	1 125 903	266 594	14 416 294
Dec-22	5 214 392	2 393 808	2 222 888	1 078 480	716 713	1 129 764	696 195	1 169 934	275 351	14 897 525
Change	173 221	82 498	67 137	26 897	17 086	40 899	20 705	44 031	8 757	481 231
% Change	3,44%	3,57%	3,11%	2,56%	2,44%	3,76%	3,07%	3,91%	3,28%	3,34%

Table 11: Number of driving licences issued per province

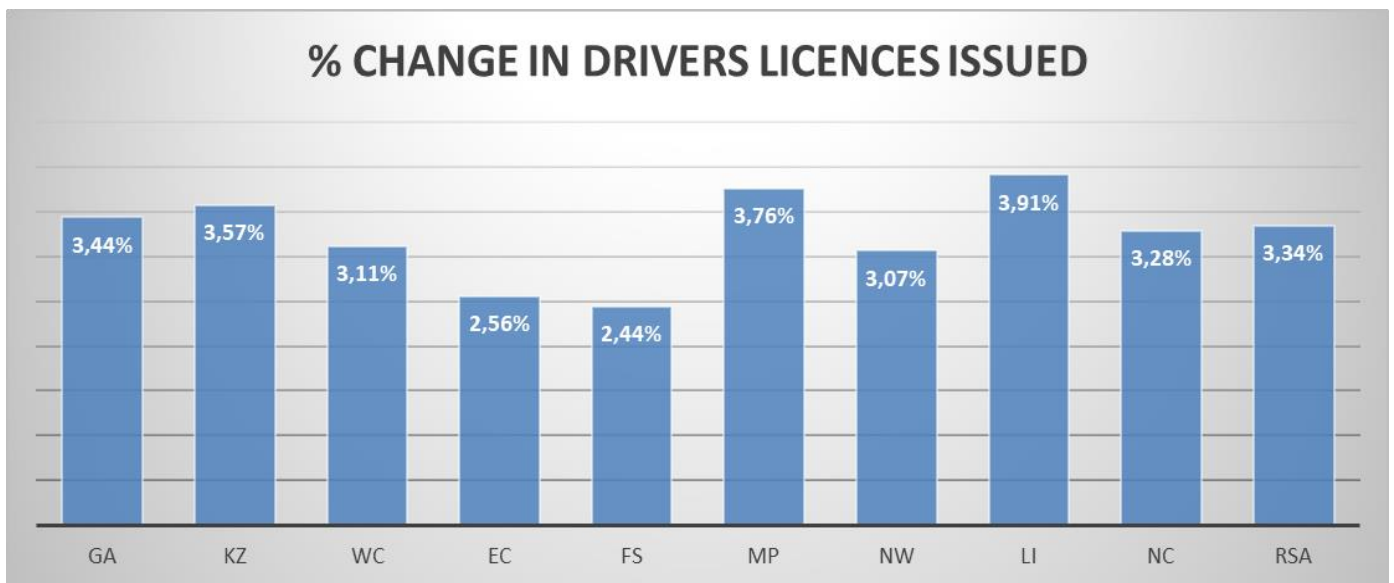


Figure 23: Percentage change in driving licences issued

3.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued decreased by 256,404 (18.92%) from 1,355,241 in December 2021 to 1,098,837 in

December 2022. Detail on the number of PrDPs issued per category is given in table below and graphically represented in the figure below.

Number of PrDP's Issued				
Category	Dec-21	Dec-22	Change	% Change
G	9 172	6 466	-2 706	-29,50%
P G	1 292 660	1 039 200	-253 460	-19,61%
D G	164	158	-6	-3,66%
D P G	53 245	53 013	-232	-0,44%
Total	1 355 241	1 098 837	(256 404)	-18,92%

Table 12: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods
P: Passengers
D: Dangerous goods

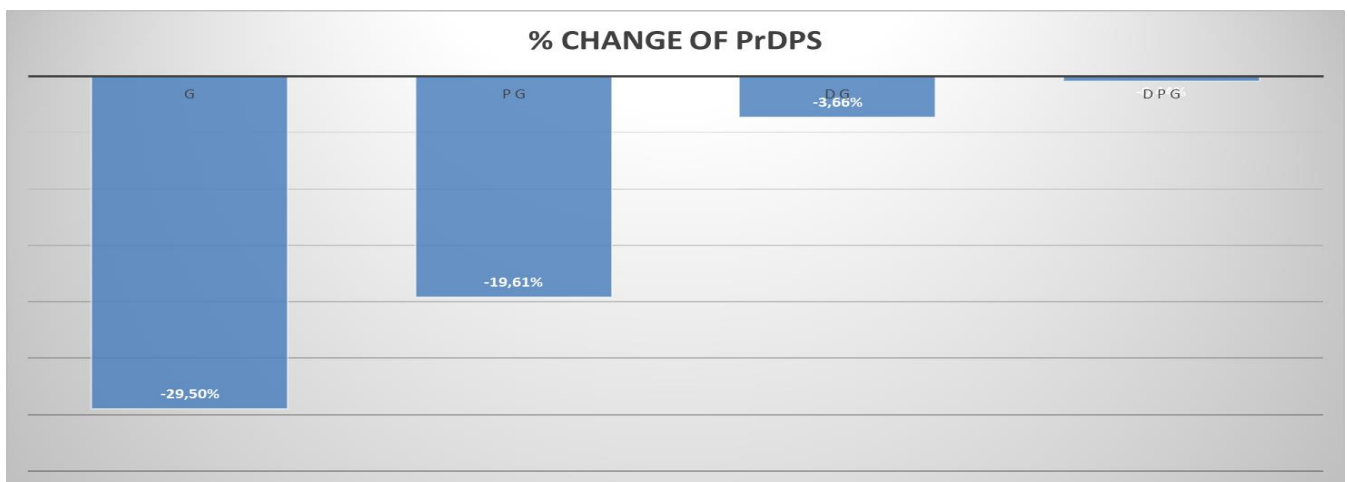


Figure 24: Number of PrDP's issued

The total number of professional driving permits issued per province for December 2021 and December 2022 is given in table below and the professional driving permits issued percentage change is reflected in the figure below.

Number of Professional Driving Permits (PrDP's) Issued per Province											
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Dec-21	378097	239827	189966	110728	75814	132632	64711	131455	32011	1 355 241	
Dec-22	306 389	204 910	155 881	81 866	60 391	106 928	59 248	96 633	26 591	1 098 837	
Change	-71 708	-34 917	-34 085	-28 862	-15 423	-25 704	-5 463	-34 822	-5 420	-256 404	
% Change	-18,97%	-14,56%	-17,94%	-26,07%	-20,34%	-19,38%	-8,44%	-26,49%	-16,93%	-18,92%	

Table 13: Number of professional driving permits (PrDP's) issued per province

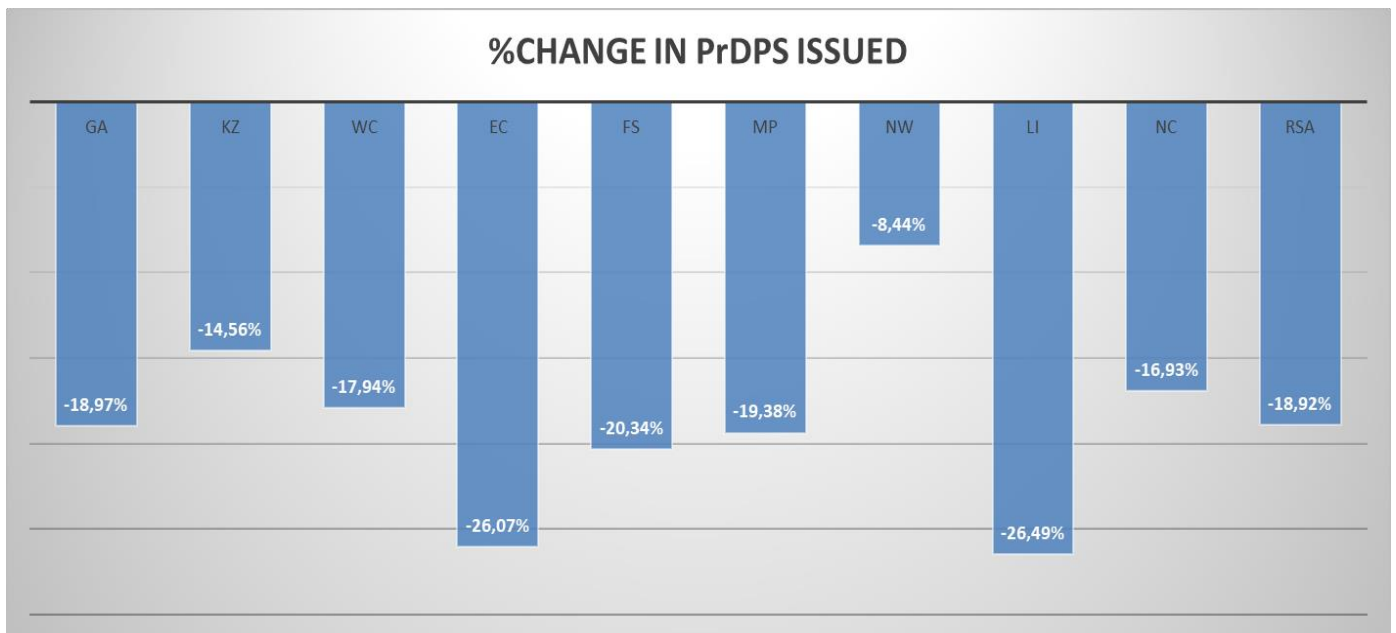


Figure 25: Percentage in PrDP's issued per province

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