



Road Traffic
Management Corporation

FESTIVE SEASON ROAD TRAFFIC REPORT

1 DECEMBER 2011 - 11 JANUARY 2012



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



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1. Introduction

The 2011/12 Festive Season commenced on Thursday 1 December 2011 and continued until Wednesday, 11 January 2012. During this six-week period there were increased traffic volumes along major arterial routes during the school closure periods, the industry closure periods, the Christmas and New Year long weekends and all the subsequent long weekends ahead of school re-opening. The biggest increase of traffic was experienced on the main routes leading out of Gauteng, with the N1 north and south, the N3 towards KwaZulu-Natal and the N4 towards Mpumalanga having the highest traffic volumes.

Apart from the people taking holidays mostly to the coastal areas, migrant workers return home to their families while some major churches hold prayer gatherings around the country. The ANC Centenary Celebrations also led to increased traffic volumes leading to and from the host city of Mangaung in the Free State Province. That period saw an increase in traffic Law Enforcement across the country.

As part of its Rolling Enforcement Plan the Road Traffic Management Corporation (RTMC) in collaboration with its provincial and municipal traffic departments embarked on a major clean-up campaign that targeted public passenger transport vehicles from September 2011 onwards. The aim of this project was to concentrate on all unroadworthy, private and public transport motor vehicles as well as paying special attention to preventing crashes in hazardous locations and thus attempting to curb the fatality rate on our roads. Roadblocks, roadside checks, patrols and awareness campaigns were launched by various authorities during the months of November and December 2011 as a build-up to the Festive Season. Vehicles were stopped, searched and checked with specific emphasis placed on driver and vehicle fitness to clear our roads of killer offences before the critical, high traffic volume period.

During periods of peak traffic volumes, over the December/ January festive holidays, the issuing of information about fatal road traffic accidents, weather and road conditions and law enforcement actions, serves as a platform in the mass media to get road traffic safety information across to road users. Informing road users about the dangers of unsafe road usage and educating them on correct traffic participation is of vital importance in changing the perceptions and ultimately the behaviour of road users.

As in the past, the South African Police Service (SAPS) records the fatal crashes and fatalities including major crashes (high profile), and thereafter sends the data to the RTMC who capture, process and verify all the statistics in order to compile consolidated reports.

The 30 day international practice which entails taking into account all people who die within 30 days after the occurrence of a road crash has been taken into consideration. This move will enable accountability and comparability for purposes of reporting against the Decade of Action targets.

2. EXECUTIVE SUMMARY

The number of driving licences issued increased by 445, 098 (4.82%) from 9,237, 354 at the end of 31 December 2010 to a total of 9,682, 452 driving licences issued at the end of 31 December 2011.

The number of registered vehicles increased by 363 650 (3.70%) from 9 829 400 on 31 December 2010 to 10 193 050 vehicles on 31 December 2011.

The overall vehicle population increased by 363 650 (3.70%) from 9 829 400 on 31 December 2010 to 10 193 050 vehicles on 31 December 2011.

The number of fatal crashes over the Festive Season 2011/12 as on 11 January 2012 was as 1316.

The number of fatalities over Festive Season 2011/12 as on the 11 Jan 2012 was 1771.

3. LAW ENFORCEMENT ACHIEVEMENTS

The Law Enforcement activities continued and intensified their National Rolling Enforcement Plan (NREP), which included the stopping and checking of a million vehicles. The target of stopping and screening one million vehicles for the month of December was exceeded **by 506 958**.

Nationally, the figures supplied by authorities indicated that emphasis was placed on the roadworthiness of vehicles, and the prevention of crashes in hazardous locations. The following were achieved for the period 1 December 2011 to 8 January 2012:

- Number of vehicles stopped: **1 506 958**;
- Number of vehicles discontinued: **5599**; and
- Number of vehicles impounded: **485**.

Driver fitness and compliance of the road traffic law remained part of the activities. The following numbers of arrests were achieved to that effect:

- Drinking and driving : **2492**;
- Warrants of arrest: **9222**; and
- Taxi/ Public transport permits: **635**.

Other arrests were made included reckless and negligent driver behaviour, driving without a driver's licence, false documentation, goods overloading and other road traffic violations. A total of **1 506 958** vehicles were stopped and a total of **13 439** arrests were made.

Table 1: Summary of Law Enforcement Activity Report for the Period December 2011/12

Summary of Law Enforcement Activities : 1 December 2011 - 8 January 2011						
Authority	Vehicles stopped	Notices issued	Notices issued - Seatbelt Front	Notices issued - Seatbelt Rear	Vehicles Discontinued	Vehicles Impounded
Limpopo	178 009	29 553	964	2	1 168	263
Gauteng	301 423	160 733	13 239	12	1 475	0
North West	92 377	23 834	1 125	85	110	0
Mpumalanga	144 744	29 306	1 916	31	953	112
Free State	40 441	35 931	282	88	12	0
Kwa-Zulu Natal	337 496	54 768	3 132	88	1 180	0
Eastern Cape	120 724	28 817	614	0	428	0
Western Cape	256 286	159 743	4 527	1 071	227	35
Northern Cape	35 458	4 050	0		46	75
RSA total	1 506 958	526 735	25 799	1 377	5 599	485

Table 2: Number of Arrests

Number of Arrests Reported										
Drink & Drive	Reckless & Negligent Driving	Excessive Speed	Passenger Overloading	Goods Overloading	warrant of arrests	Taxi/Public Transport Permits	False Documentation	No drivers licence	Other	TOTAL
283	5	45	0	20	3 716	11	8	0	11	4 099
702	57	43	0	4	3 564	0	2	93	20	4 485
53	2	5	0	8	367	8	1	0	3	447
106	5	28	0	8	215	462	7	0	19	850
24	10	111	0	0	0	9	1	4	13	172
215	16	61	0	6	836	69	25	17	65	1 310
541	48	8	0	0	440	23	3	1	148	1 212
545	19	10	0	3	84	52	2	2	61	778
23	0	3			0	1	1		58	86
2 492	162	314	0	49	9 222	635	50	117	398	13 439

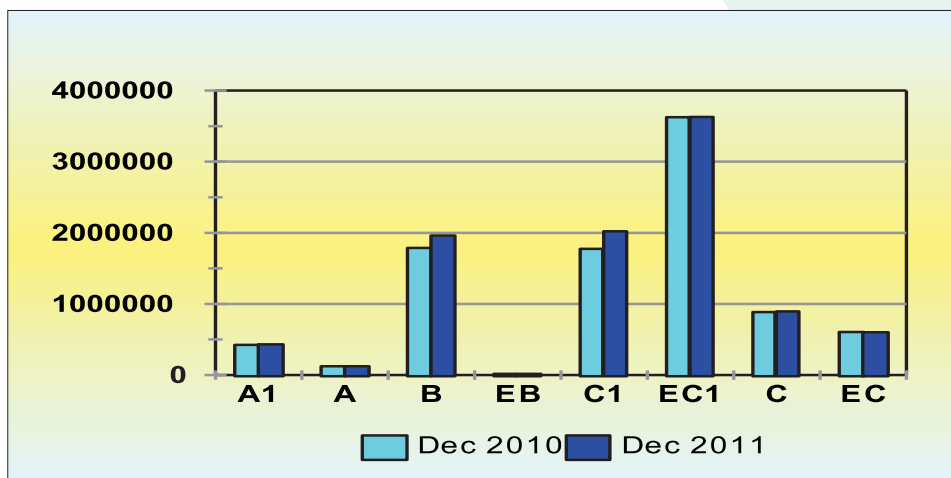
4. DRIVER POPULATION

4.1 Driving Licences Issued

The number of driving licences issued increased by 445,098 (4.82%) from 9237 354 on 31 December 2010 to 9682 452 on 31 December 2011. Details on the number of driving licence issued per category are given in table and graphically reflected in the figure below:

Table 3: Number of Driving Licences Issued				
Category	Dec 2010	Dec 2011	Change	% Change
A1	423 023	429 872	6 849	1.62
A	122 897	1232 72	375	0.31
B	1 787 976	1 961 788	173 812	9.72
EB	15 881	16 822	941	5.93
C1	1 773 858	2 022 779	248 921	14.03
EC1	3 624 088	3 628 141	4 053	0.11
C	885 165	896 723	11 558	1.31
EC	604 466	603 055	-1 411	-0.23
Total	9 237 354	9 682 452	445 098	4.82

Figure 1: No of Driving Licences Issued per category



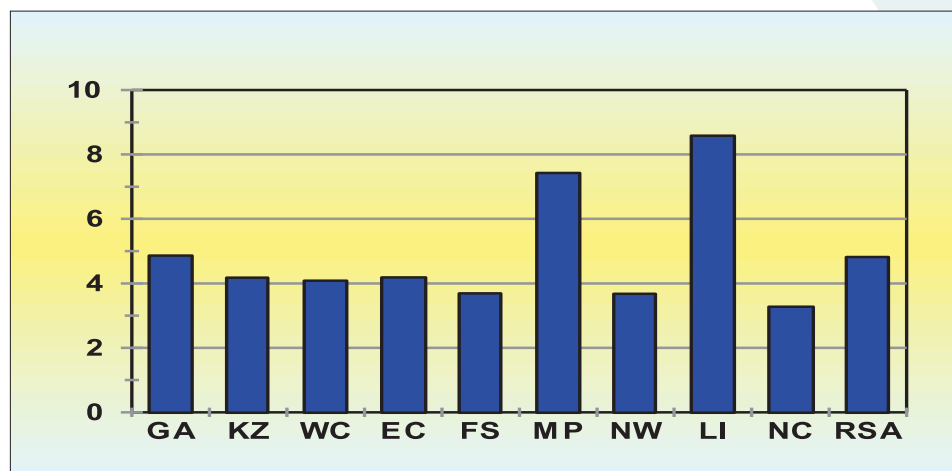
The number and percentage (%) of driving licences issued per category at the end of December 2011 is reflected in table below:

Table 4: Number and % of Driving Licences Issued per Category			
Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	429 872	4.44
A	Motorcycle > 125 cub.cm	123 272	1.27
B	Motor vehicle < 3,5000 kg	1 961 788	20.26
EB	Articulated motor vehicle <16,000 kg	16 822	0.17
C1	Motor vehicle 3,500- 16,000 kg	2 022 779	20.89
EC1	Articulated vehicle 3,500-16,000 kg	3 628 141	37.47
C	Motorvehicle > 16,000 kg	896 723	9.26
EC	Articulated vehicle > 16,000 kg	603 055	6.23
Total		9 682 452	100

Provincial information in this regard is given in table 5 and the percentage change with regard to all licences issued per province is reflected in the graph below

Table 5: Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2010	3 262 916	1 476 979	1 519 127	678 516	506 962	577 264	452 595	583 685	179 310	9 237 354
Dec 2011	3 421 668	1 538 708	1 581 157	706 922	525 664	620 130	469 228	633 787	185 188	9 682 452
Change	158 752	61 729	62 030	28 406	18 702	42 866	16 633	50 102	5 878	445 098
% Change	4.87	4.18	4.08	4.19	3.69	7.43	3.68	8.58	3.28	4.82

Figure 2: Percentage Change in Driving Licences Issued per Province



5. VEHICLE POPULATION

The number of registered vehicles increased by 363 650 (3.70%) from 9 829 400 on 31 December 2010 to 10 193 050 vehicles on 31 December 2011. Detail per type of vehicle is given in table below:

Table 6: Number of Registered Vehicles	Number registered Dec 2010	Number registered Dec 2011	Change	% Change	% of Group Dec 2011	% of Total Dec 2011
Motorised Vehicles						
Motorcars	5 596 343	5 832 078	235 735	4.21	63.73	57.22
Minibuses	285 983	284 184	-1 799	-0.63	3.11	2.79
Buses	47 341	49 253	1 912	4.04	0.54	0.48
Motorcycles	327 275	339 913	12 638	3.86	3.71	3.33
LDV's - Bakkies	2 000 827	2 074 363	73 536	3.68	22.67	20.35
Trucks	324 997	333 245	8 248	2.54	3.64	3.27
Other & Unknown	233 600	237 769	4 170	1.78	2.60	2.33
Total Motorised	8 816 366	9 150 805	334 440	3.79	100.00	89.77
Towed Vehicles						
Caravans	105 251	104 825	-426	-0.40	10.06	1.03
Heavy Trailers	150 496	157 140	6 644	4.41	15.08	1.54
Light Trailers	740 443	763 461	23 018	3.11	73.25	7.49
Other & Unknown	16 845	16 819	-26	-0.15	1.61	0.17
Total Towed	1 013 035	1 042 245	29 211	2.88	100.00	10.23
All Vehicles	9 829 400	10 193 050	363 650	3.70		100.00

The information above shows that percentage wise the biggest change was for heavy trailers which increased by 4.41% to 157 140, followed by motorcars which increased by 4.21% to 5 832 078. Buses increased by 4.04% to 49 253.

The monthly percentage change over the past year for specific types of vehicles as well as for motorised and towed vehicles, are shown in the figures below:

Figure 3: Annual Percentage Change in Motorised Vehicles per month

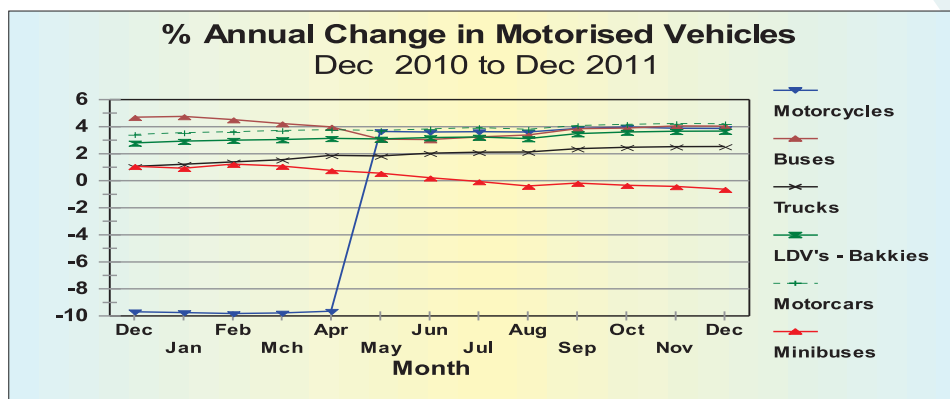
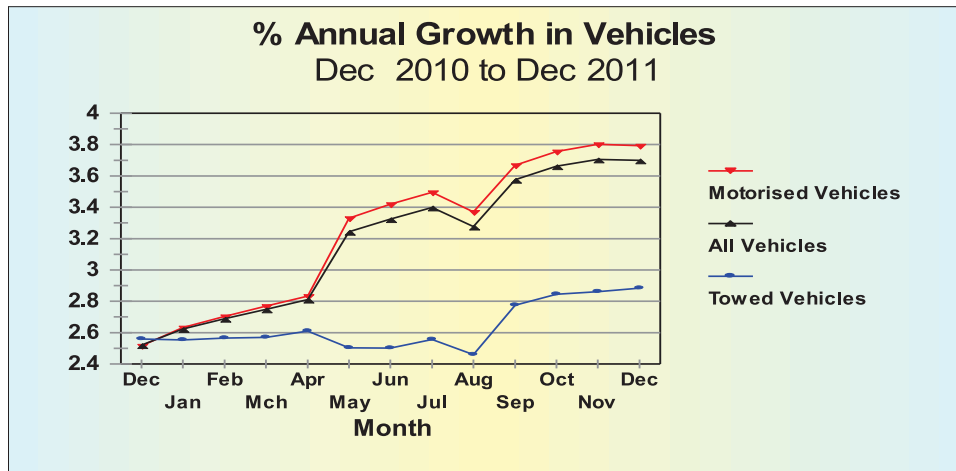


Figure 4: Annual Percentage Growth in Motorised Vehicles per month



The total motor vehicle population per province for December 2010 and December 2011 respectively, is given in table and reflected in the figure below:

Table 7: Number of Registered Vehicles per Province	Number registered Dec 2010	Number registered Dec 2011	Change	% Change	% of Total Dec 2011
Gauteng	3 817 291	3 960 078	142 787	3.74	38.85
KwaZulu-Natal	1 334 316	1 381 721	47 405	3.55	13.56
Western Cape	1 594 785	1 640 723	45 938	2.88	16.10
Eastern Cape	677 597	694 821	17 224	2.54	6.82
Free State	548 098	563 594	15 496	2.83	5.53
Mpumalanga	635 718	672 481	36 763	5.78	6.60
North West	511 092	527 402	16 310	3.19	5.17
Limpopo	490 843	523 452	32 609	6.64	5.14
Northern Cape	219 660	228 778	9 118	4.15	2.24
RSA	9 829 400	10 193 050	363 650	3.70	100

Figure 5: Annual Percentage Growth in Vehicle Population

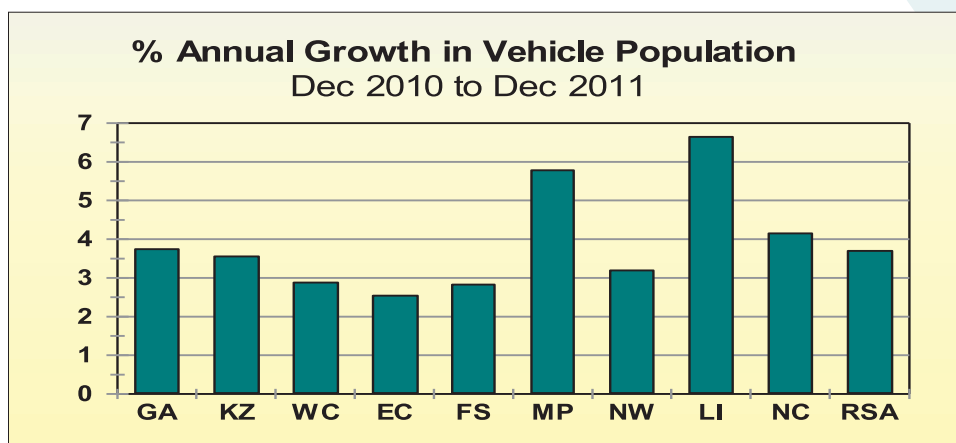
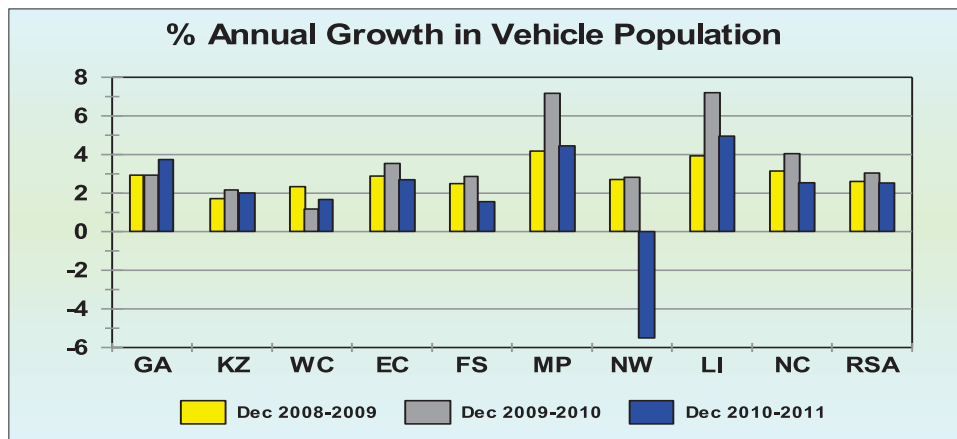


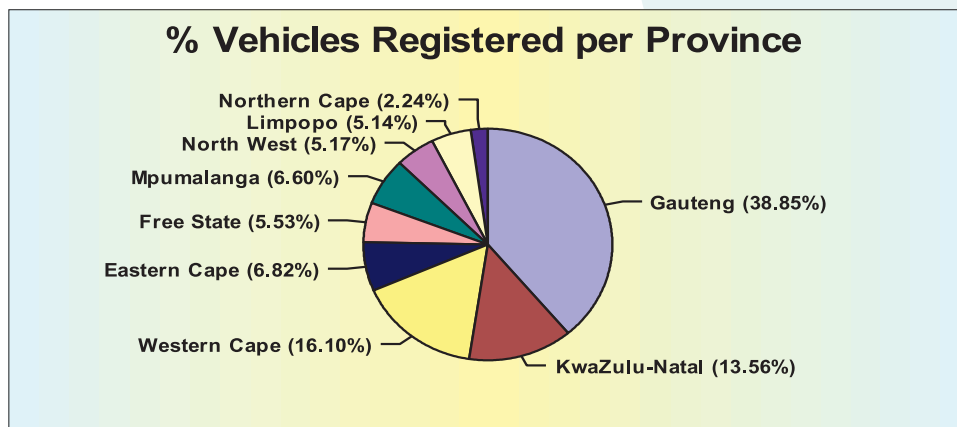
Figure 6: Annual Percentage Growth in Vehicle Population



Over the past year from December 2010 to December 2011 the biggest percentage growth in total vehicles was recorded in Mpumalanga with a growth of 5.21% followed by Limpopo with a growth of 4.22% and Northern Cape with 4.21%.

The percentage of vehicles registered per province on 31 December 2011 is reflected in the graph below:

Figure 7: Percentage of Vehicles Registered per province



The information in the graph above shows that 38.85% of all vehicles are registered in Gauteng, 16.10 in Western Cape and 13.56% in KwaZulu-Natal.

6. TRAFFIC VOLUMES

Traffic volumes on the main routes over the Festive Season for the years 2007, 2008, 2009, 2010 and 2011 are given in the table below:

Traffic Volumes over Festive 2010/2011							
Route	Site Name	2007/08	2008/09	2009/10	2010/11	Change 2009/10	% Change 2010/11
N1	Carousel	807 023	816 430	834 418	887 835	53 417	6.4
N1	Kranskop plaza	657 805	692 101	729 906	789 513	59 607	8.2
N1	Huguenot Plaza	572 594	543 422	564 922	578 118	13 196	2.3
N1	Verkeerdevlei plaza	389 199	375 837	443 833	483 139	39 306	8.9
N2	Groot Brak	684 634	659 312	656 994	662 839	5 845	0.9
N3	Tugela plaza	571 584	555 863	579 176	630 305	51 129	8.8
N4	Middelburg	777 868	843 302	886 423	1 011 163	124 740	14.1
Average traffic		637 244	640 895	670 810	720 416	49 606	7.4

The information in the table above shows an overall increase in traffic volumes of about 49,606 vehicles (7.4%) from an average of 670,810 vehicles at 7 counting stations in 2009/10 to an average of 720,416 vehicles during 2010/11. On a percentage basis the biggest increase was recorded at Middleburg on the N4 in Mpumalanga where the increase was 14.1%. On the N1 the increase was 8.9% at the Verkeerdevlei toll plaza. Most roads follow the same trend every year with little increases or decrease.



7. NUMBER OF FATAL CRASHES

The number of fatal crashes per province over the Festive Season 2011/12 is given in the Table below:

Table 9: Number of Fatal Crashes per Province over Festive										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2010/11	201	248	142	173	125	132	105	165	62	1 353
2011/12	235	275	129	163	104	125	96	144	45	1 316
change	34	27	-13	-10	-21	-7	-9	-21	-17	-37
% change	16.92	10.89	-9.15	-5.78	-16.80	-5.30	-8.57	-12.73	-27.42	-2.73

The number of fatal crashes decreased by 37 (2.73%) from 1353 crashes over the same period the previous year to 1316.

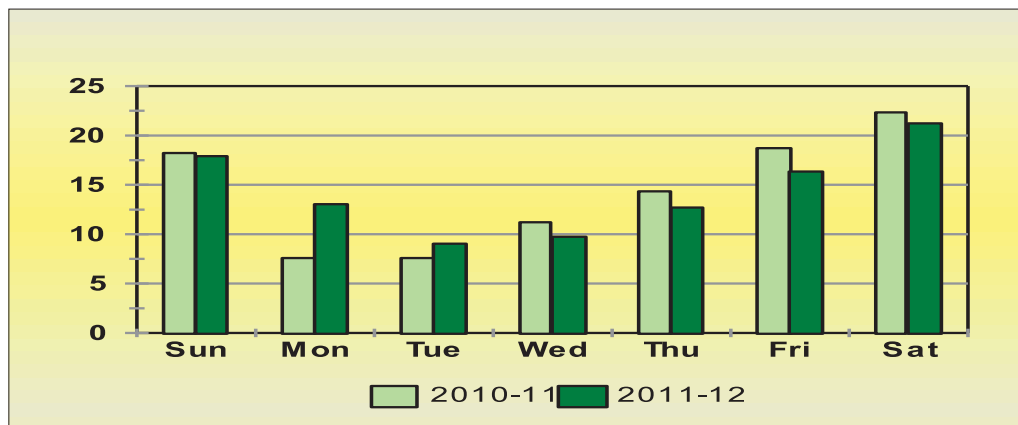
With the exception of Gauteng and KwaZulu-Natal, a decrease in the number of fatal crashes was recorded in all other provinces. On a provincial percentage basis the biggest decrease were recorded as follows:

- Northern Cape: decrease of 17 (27.42%) from 62; and
- Free State: decrease of 21 (16.80%) from 125 to 104.

8. CRASHES PER DAY OF THE WEEK

The percentage of fatal crashes per day of the week per province during the 2011/2012 Festive Season is given in the table below and the national figures in this regard.

Table 10: Percentage of Fatal Crashes per Day-of-Week								
Province	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Gauteng	6.98	13.95	6.98	4.65	16.28	20.93	30.23	100
KwaZulu-Natal	20.44	13.14	5.84	8.03	15.33	17.52	19.71	100
Western Cape	30.00	8.00	18.00	10.00	10.00	14.00	10.00	100
Eastern Cape	19.28	14.46	13.25	8.43	9.64	14.46	20.48	100
Free State	6.25	18.75	12.50	31.25	6.25	6.25	18.75	100
Mpumalanga	15.63	25.00	3.13	21.88	15.63	12.50	6.25	100
North West	21.18	11.76	8.24	7.06	11.76	16.47	23.53	100
Limpopo	15.38	12.50	9.62	8.65	11.54	17.31	25.00	100
Northern Cape	4.00	4.00	4.00	16.00	16.00	20.00	36.00	100
Total	17.91	13.04	9.04	9.74	12.70	16.35	21.22	100

Figure 8: Percentage of Fatal Crashes per Day of week

The information above shows that 21.22% of the weekly crashes happened on a Saturday during the 2011/12 Festive Season. During 2010-2011 59.27% of all fatal crashes happened over weekends from Friday to Sunday. During 2011/12 55.48% of all fatal crashes happened over weekends from Friday to Sunday.

The province with the highest percentage of fatal crashes on a Friday was the Gauteng at 20.93% followed by the Northern Cape with 20.00%.

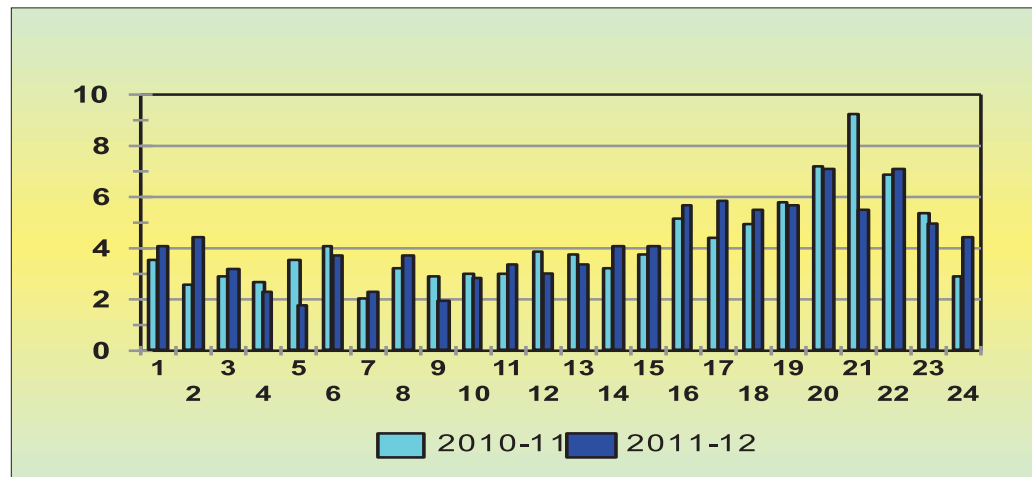
The province with the highest percentage of fatal crashes on a Saturday is the Northern Cape at 36.00% followed by Gauteng with 30.23%.

The province with the highest percentage of fatal crashes on a Sunday is the Western Cape at 30.00% followed by Northern Cape with 21.18%.

9. NUMBER OF CRASHES PER TIME OF DAY

The percentage of fatal crashes per time of day during 2011-2012 is reflected in the graph below:

Figure 9: Percentage of Fatal Crashes per Time of Day



The above information shows the following percentage of crashes for the respective hours of the day during the 2010/2011 festive season.

- From 06:00 to 12:00 : 17.19%;
- From 12:00 to 18:00 : 28.55%; and
- From 18:00 to 00:00 : 34.74%,

Which totals to 80.48% of all daily fatal crashes.

During 2011/2012 15.77% of the daily fatal crashes happened during the early hours of the morning, between midnight and 06:00 in the morning.

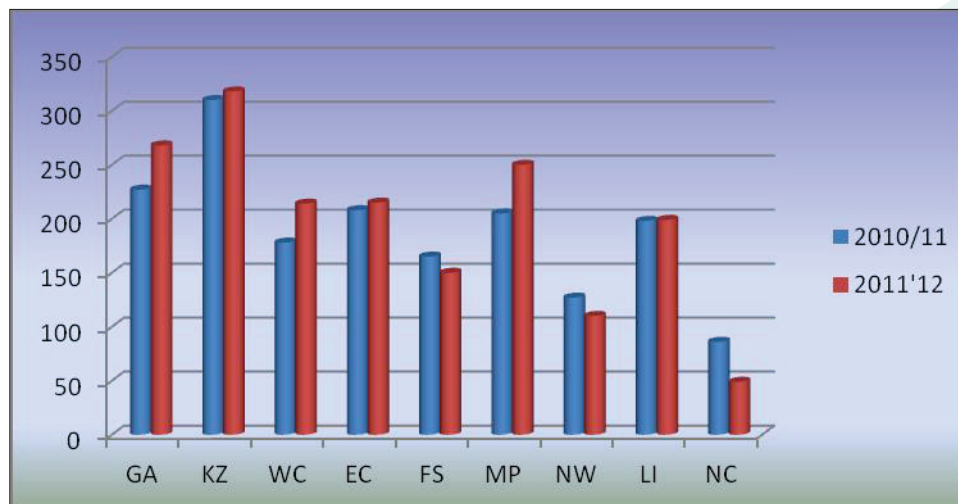
34.74% of the daily crashes happened between 18:00 in the evening and midnight (00:00). About 59.73% of the daily crashes happened generally during hours of darkness, between 18:00 in the evening and 06:00 the next morning.

10. NUMBER OF FATALITIES

The number of fatalities per province over Festive Season 2011/12 is given in the table and figure below:

Table 11: Number of Fatalities per Province over Festive										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2010/11	227	310	178	208	165	205	127	198	86	1 704
2011/12	268	318	214	215	150	250	110	199	49	1 771
change	41	8	36	7	-15	45	-17	1	-37	67
% change	18.06	2.58	20.22	3.37	-9.09	21.95	-13.39	0.51	-43.02	3.93

Figure 10 Number of Fatalities per Province for 2012/13 and 2013/14



The number of fatalities increased by 67 (3.93%) from 1704 fatalities over the same period the previous year to 1771.

With the exception of Gauteng, KwaZulu-Natal, Western Cape, Eastern Cape and Limpopo; all other provinces recorded decreases in fatalities. Provincially the biggest increases were recorded as follows:

- Gauteng: increase of 41 (18.06%) from 227 to 268,
- Western Cape: increase of 36 (20.22%) from 178 to 214,
- Mpumalanga: increase of 45 (21.95%) from 205 to 250 and
- KwaZulu-Natal and Eastern Cape recorded increase of 2.58% and 3.37% increases, respectively.

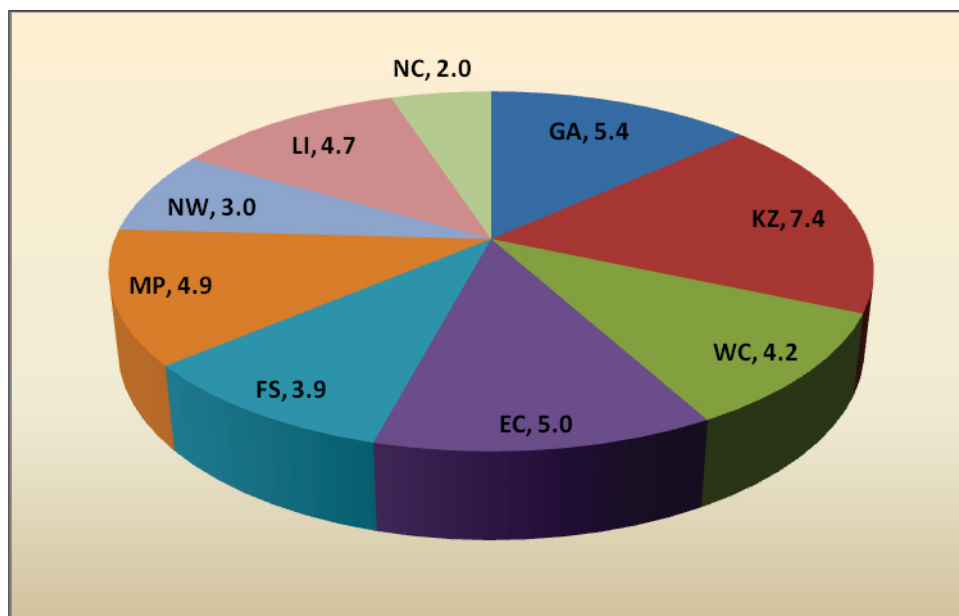
The biggest decrease was recorded for the Northern Cape with 37 (43.02%) from 86 to 49, followed by the North West with a decrease of 17 (13.39%) from 127 to 110.

11. AVERAGE NUMBER OF FATALITIES PER PROVINCE PER FESTIVE SEASON

The table and figure below show the average number of fatalities per province during the festive period for two years. It clearly shows that KwaZulu-Natal has the highest average of 7 for two years.

Table 12: Average Number of Fatalities per Province over Festive										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2010/11	5.4	7.4	4.2	5.0	3.9	4.9	3.0	4.7	2.0	40.6
2011/12	6.4	7.6	5.1	5.1	3.6	6.0	2.6	4.7	1.2	42.2

Figure 11: Percentage of Driver Fatalities per Province



12. FATALITIES PER ROAD USER GROUP

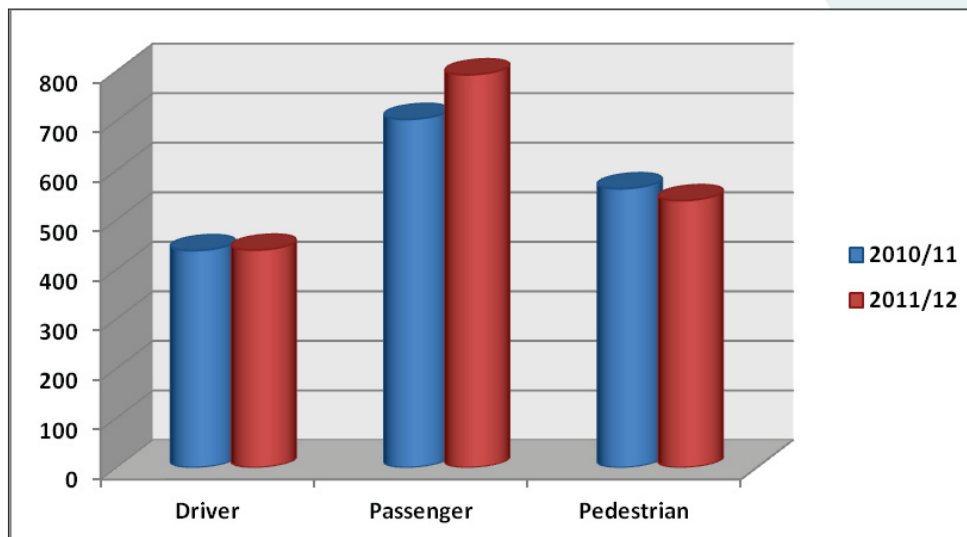
The number of fatalities per road user group (drivers, passengers and pedestrians) over the Festive period for 2011/12 is shown in the table below:

Table 13: Fatalities per user group

Year	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2010/11	Driver	68	59	44	30	57	58	39	56	27	438
	Passenger	57	123	77	88	78	110	52	70	48	703
	Pedestrian	102	128	57	90	30	37	36	72	11	563
	Total	227	310	178	208	165	205	127	198	86	1 704
2011/12	Driver	60	74	55	60	33	60	43	44	11	439
	Passenger	93	107	93	89	117	149	30	96	18	793
	Pedestrian	115	138	66	66	-	40	36	59	20	539
	Total	268	318	214	215	150	250	110	199	49	1 771
Change	Driver	-8	15	11	30	-25	2	4	-12	-16	1
	Passenger	36	-16	16	1	39	39	-22	26	-30	90
	Pedestrian	13	10	9	-24	-30	3	0	-13	9	-24
	Total	41	8	36	7	-16	45	-17	1	-37	67
% Change	Driver	-12	25	25	99	-43	4	10	-22	-60	27
	Passenger	63	-13	21	2	50	36	-41	37	-63	92
	Pedestrian	13	7	16	-27	-100	9	0	-18	80	-20
	Total	18	3	20	3	-9	22	-14	1	-43	-0

The above information on the number of fatalities per road user group is also reflected in the graph below.

Figure 12: Fatalities per user group



The number of fatalities per user group were recorded and with an increase in the passenger fatalities. For the year 2010/11, 703 passenger fatalities were recorded and the fatalities in this group for the year 2011/12 recorded an increase of 90 fatalities, from 703 to 793. Pedestrian fatalities showed a decrease of 23 from 563 to 540.

Figure 13: % Driver Fatalities per province 2010

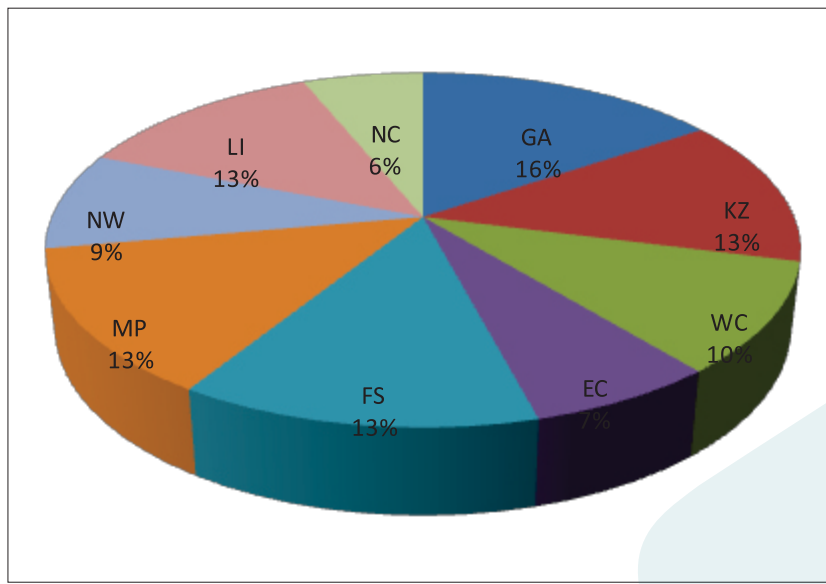


Figure 14: % Driver fatalities per province 2011

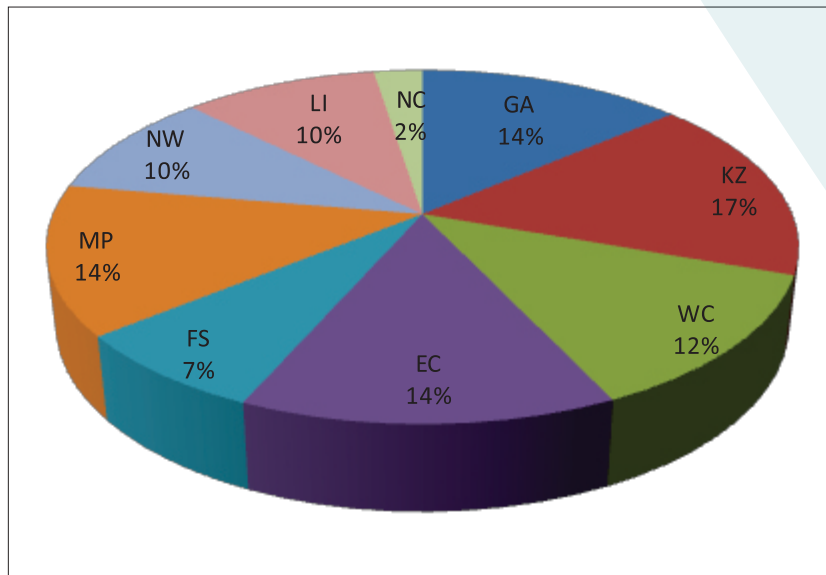


Figure 15: % Passenger fatalities per province 2010

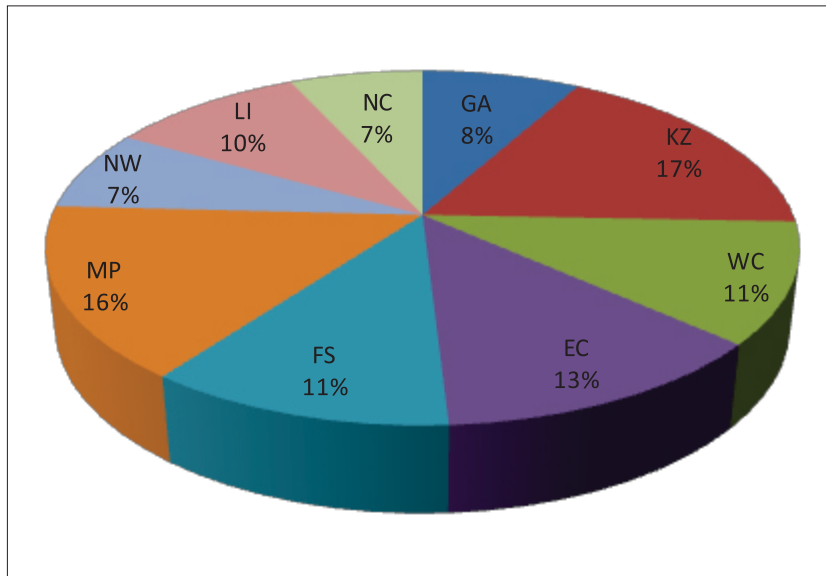


Figure 16: % Passenger fatalities per province 2011

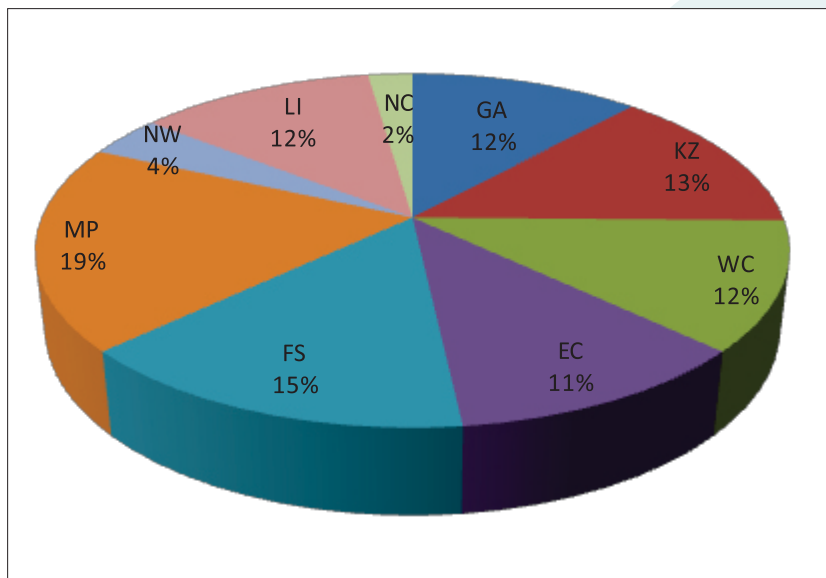


Figure 17: % Pedestrian fatalities per province 2010

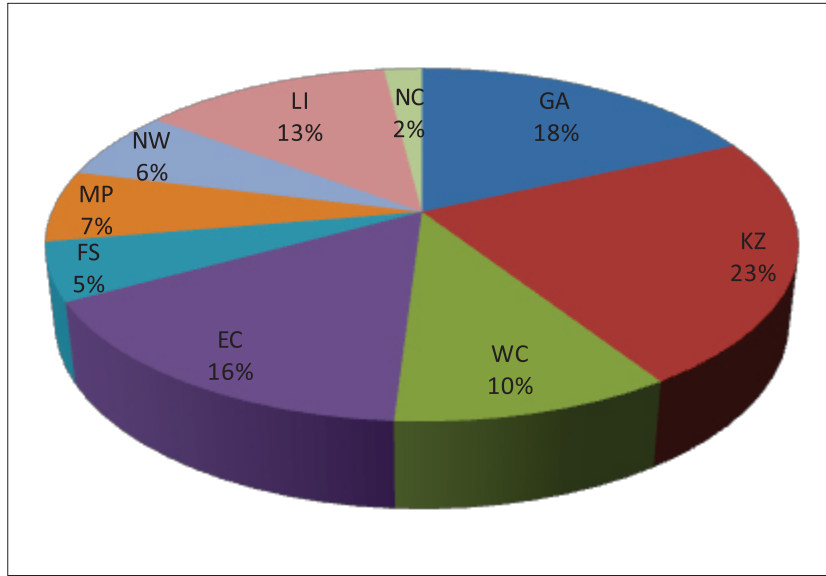
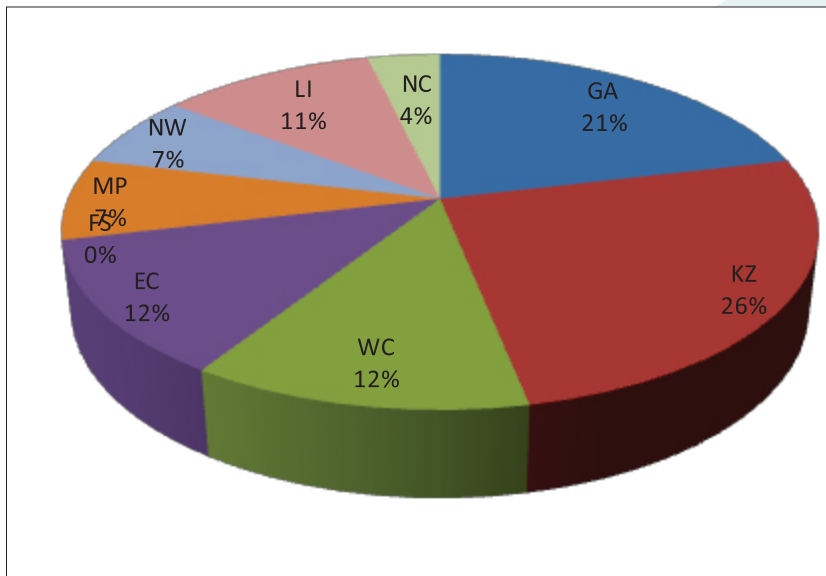


Figure 18: % Pedestrian fatalities per province 2011



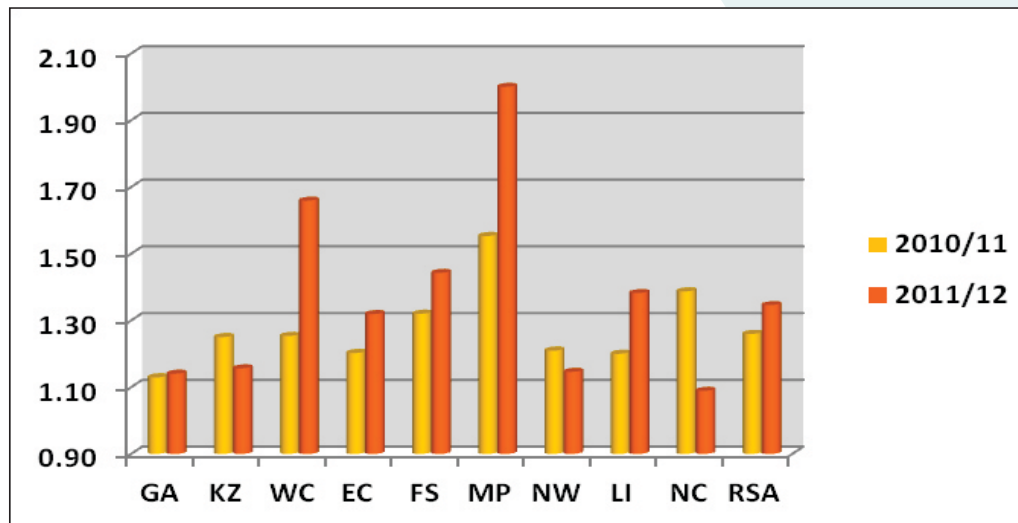
13. SEVERITY OF FATAL CRASHES

The severity of fatal crashes increased by 0.09 (6.85%) from 1.26 during 2010/2011 Festive Season to 1.35 during 2011/2012. The individual provincial severity rates are shown in table below:

Table 14: Severity of Crashes per Province (Ave no. of fatalities/crashes) over Festive										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2010/11	1.13	1.25	1.25	1.20	1.32	1.55	1.21	1.20	1.39	1.26
2011/12	1.14	1.16	1.66	1.32	1.44	2.00	1.15	1.38	1.09	1.35
change	0.01	-0.09	0.41	0.12	0.12	0.45	-0.06	0.18	-0.30	0.09
% change	0.98	-7.49	32.34	9.71	9.27	28.78	-5.27	15.16	-21.50	6.85

The information in the table above shows that the severity rate in Western Cape increased by 32.34% with Mpumalanga being second with 28,78%. The rate in Northern Cape decreased by 21.50%. The provincial rates for the two comparative years in this regard are also reflected in the figure below:

Figure 19: The provincial rates for the two comparative years



14. MAJOR FATAL CRASHES OVER FESTIVE SEASON 2011/2012

During the last festive period (2010/11) 14 major crashes were investigated whereby 105 fatalities were recorded and 109 injuries. For the current festive under review the Corporation investigated twenty (20) major crashes during the festive season in which one hundred and fifty-six (156) people lost their lives and seventy three (73) people were injured. It is clear that the number of crashes and fatalities increased in this regard.

Three of the worst crashes happened in the Free State and Mpumalanga. Two of the crashes were in the Free State and the third in Mpumalanga. One of the worst that happened in the Free State happened on the N3 near Harrismith, with thirty (30) fatalities and six (6) injuries. The collision happened between a minibus and a heavy goods truck.

The second worst major crash, also in the Free State, happened on the R26 between Frankfort and Tweeling, between a minibus and a light Motor Vehicle, which resulted in nineteen (19) fatalities and seven (7) injuries.

The third worst major crash was in Mpumalanga on the road between Belfast and Machadodorp. The crash happened between a minibus and a truck, resulting in eighteen (18) fatalities with no injuries.

The causes and trends that were identified are the following have been found to have been among the most common causes of the crashes:

- Speeds too high for conditions, especially, during inclement weather and at night;
- Dangerous, reckless and/or inconsiderate driving, particularly barrier line infringements;
- Abuse of alcohol by drivers and pedestrians;
- Fatigue, especially amongst public passenger drivers;
- Vehicle fitness, particularly tyre failure and defective brakes, and
- Pedestrian negligence (jay walking, walking on freeways, not visible at night and drunken walking).

The non-wearing of seatbelts, whilst not a contributor to crashes, has been found to have been a major contributor to fatalities or serious injuries following a crash.

The following common fatal crash trends have been recorded during the past Festive Season:

Most vulnerable road user group/s:	Pedestrians and public transport passengers
Most vulnerable ages:	19 - 29
Most common occurrence per time of the day:	From 19h00 – 23h00
Most fatal crashes per day of the week:	Thursday evening, Friday, Saturday and Sunday
Most common road types for crashes:	Urban and semi-urban (unmarked tar)
Top three road factors:	Sharp bend, poor road surface and visibility

15. MEDIA LIAISON

A total of 273 interviews were conducted on various local, regional, and national print and electronic media.

The following comment was made by Mr. Collins Letsoalo, Acting CEO of the Road Traffic Management Corporation:

“The Festive Season road crash fatalities have shown a reduction of 5% compared to the same period last year.

Whilst there is a small, but significant, year-on-year reduction in the Festive Season fatalities, a great deal of work must still be done to ensure that South Africa complies with the objectives of the United Nations “Make Roads Safe” Decade of Action Campaign. Key to this campaign are the critical pillars of safer roads, safer vehicles and safer road users.

In this regard, our key focal areas for the coming year will be to remove rogue drivers, dangerous vehicles and corrupt officials from the public road network. This we will do through confiscation and suspension of licenses, discontinuation and impoundment of vehicles and arrests of corrupt officials, be they at the road-sides, vehicle testing stations or driving license centres. Together with sister enforcement agencies we will focus on the briber and the bribee. We call on the public to report fraudulent and corrupt practices so that we may root out this cancer that is undermining our efforts.

The reduction in the Festive Season fatality figures demonstrate the results that can be achieved when government, the private sector, civil society, and, most importantly, the media, work together towards a common objective. The Road Traffic Management Corporation, together with its provincial and municipal traffic enforcement partners as well as the SAPS would like to thank the high level of compliance demonstrated by road users this season.

In particular, we would like to thank our sponsors, Scania (SA), Global Road safety Partnership, Shell (SA), General Motors, Pick 'n Pay and Hazard Bonako. We would like to request that collectively, we make 2012 the beginning of the end of bad driving. People die on South African roads daily and we need a paradigm shift in our approach to road safety because road safety is everyone's responsibility.

It was unfortunate that this Festive Season was also characterised by unwarranted and totally unnecessary negative reports. I was attacked personally by individuals with a clear, ulterior motive which had little or nothing to do with our focus on road safety. Given that a new way of doing business has begun to bite, it is inevitable that enemies will be made. However, we want to make it very clear that we remain steadfast in our resolve to bring down the fatality rate on South African roads. We are determined to ensure all road-users, especially, the most vulnerable ones, feel safe when travelling on our roads.

Going forward we will strengthen the National Rolling Enforcement Plan (NREP), which is a living, dynamic plan that provides a seamless, year-round enforcement plan that responds to the needs and demands of the prevailing circumstances in a smart, effective and efficient fashion in order to make the biggest impact on the carnage on our roads.

Through the NREP, we will continue stopping and checking one million vehicles per month nationally; aggressively pursue dangerous drivers who drink and drive, drive recklessly or drive inconsiderately. It is time that all right-thinking and like-minded South Africans say: "Enough is enough – we need to take back our roads!"

We are on the side of all law abiding road users and would like to appeal to the rest to comply or feel the heat. We also want to make a special appeal to ALL road users to buckle up at ALL times. Research has proven conclusively that if we can get the seat belt wearing rate up from the current 60% for front seat occupants and the dismally low 3% for rear seat passengers up to 80%, there is an automatic 30% reduction in fatalities. Emergency Services personnel can testify that far too many people have been killed or seriously injured for not buckling up.

Finally, the RTMC would like to thank the Minister, Sibusiso Ndebele for providing leadership and guidance through some challenging times, the provincial and municipal traffic authorities for the sacrifices made by the officers, who against all odds, and through very trying conditions, have spent time away from their loved ones to ensure that others reached their destinations safely. Heartfelt gratitude also goes to our emergency services personnel as well as the SAPS for their commitment to road safety.

Thank you also to the media who have diligently reported road safety issues. We trust that you will continue to help us fight this scourge as people die daily on our roads. Thank you also to our various role-players, stakeholders and sponsors who silently, and sometimes, vocally ensure that we remain focused on our mandate. But most of all, thank you to the millions of road users of South Africa who heeded the messages and made our task so much easier. Our preparations for Easter and Festive Season 2012 will start now. Expect to hear more from us this year as we unveil our Road safety Strategy: “Towards Safer Roads in South Africa – 2015”

16. CONCLUSION

Despite most efforts by the Corporation an upward trend is still being observed for fatalities.

The major crashes investigated show an increase as well, despite the law enforcement achievements. It simply shows that the law enforcement activities don't have an impact on the reduction of major crashes.

The Corporation should re-visit their strategies to ensure that they contribute to the reduction of fatalities.

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