



***FESTIVE SEASON REPORT  
1 DECEMEBR 2015 – 11 JANUARY 2016***



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## **ABBREVIATION**

CHoCOR	:	CULPABLE HOMICIDE CRASH: OBSERVATION REPORT
EC	:	EASTERN CAPE
GA	:	GAUTENG
FS	:	FREE STATE
LI	:	LIMPOPO
MP	:	MPUMALANGA
NC	:	NORTHERN CAPE
NW	:	NORTH WEST
WC	:	WESTERN CAPE
KZN	:	KWAZULU NATAL
SAPS	:	SOUTH AFRICAN POLICE SERVICE
ENATIS	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM

## DEFINITIONS

NO.	TERM	DEFINITION
1	<b>Road traffic crash</b>	A road traffic crash is an accident, event, collision or crash between two or more vehicles, a vehicle and a train, a vehicle and a cyclist, a vehicle and a pedestrian, a vehicle and an animal, a vehicle and a fixed object, such as a bridge, building, tree, post, etc, or a single vehicle that overturned on or near a public road. A road traffic crash is a single road traffic incident, regardless of the number of vehicles or persons involved in any particular crash.
2	<b>Crash Scene</b>	An area where a crash has occurred.
3	<b>Crash categories</b>	<p><b>Categories or Degrees of Crashes</b> : Road traffic crashes are classified in the following four categories in accordance with the severity thereof :</p> <ul style="list-style-type: none"> <li>• <b>Fatal crash</b> : a crash resulting in the death of one or more persons. The persons killed may be drivers and passengers of vehicles, or cyclists and pedestrians. Such crashes can include serious and slight injuries.</li> <li>• <b>Major crash</b> : a crash in which one or more persons are seriously injured and can include slight injuries.</li> <li>• <b>Minor crash</b> : a crash in which one or more persons are slightly injured.</li> </ul> <p>The above three categories of crashes are jointly referred to as <b>casualty crashes</b>.</p> <ul style="list-style-type: none"> <li>• <b>Damage only crash</b> : a crash in which no-one was killed or injured and resulted in damage to the vehicle or vehicles and/or other property only.</li> </ul>
4	<b>Casualty categories</b>	<p><b>Categories or Degrees of Casualties</b> : Road traffic casualties or injuries are classified in the following three categories in accordance with the severity thereof :</p> <ul style="list-style-type: none"> <li>• <b>Fatality</b> : person or persons killed during or immediately after a crash, or death <b>within 30 days</b> after a crash happened as a direct result of such crash.</li> </ul>

		<ul style="list-style-type: none"> <li>• <b>Serious injury</b> : person/s sustained injuries to such an extent that hospitalisation is required. Serious injuries include fractures, crushings, concussion, internal injuries, severe cuts and lacerations, severe shock, etc which require medical treatment, hospitalisation and/or confinement to bed.</li> <li>• <b>Slight injury</b> : person/s sustained minor cuts and bruises, sprains and light shock which may be treated at the scene of the crash or at home.</li> </ul>
5	<b>Accident Report Form</b>	A form generated electronically or a manually printed form on which the details of a crash are recorded.
6	<b>Driver</b>	Any person who drives or attempts to drive any vehicle or who rides or attempts to ride any pedal cycle or who leads any draught, pack or saddle animal or herd or flock of animals, and "drive" or any like word has a corresponding meaning.
7	<b>Data</b>	Raw, unprocessed numbers
8	<b>Information</b>	Processed or analysed data that adds context through relationships between data to allow for interpretation and use

## **1. INTRODUCTION**

### **1.1 Introduction**

The purpose of this report is to provide the Minister with an update with regards to the Festive Season progress. The Festive Season started on Monday, 1 December 2015 and will continue until Monday, 11 January 2016. The report includes the road crash data, Major crashes investigated, Law Enforcement Operations and Road Safety Activities.

### **1.2 Road crash data collection methodology**

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

### **1.3 Crash Data Flow**

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

### **1.4 Data processing**

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

## 2. VEHICLE POPULATION

### 2.1 Number of Registered Vehicles

The number of registered vehicles increased by 340 831 (3,00%) from 11 369 925 on 31 December 2014 to 11 710 756 vehicles on 31 December 2015. Table 1 below provide details of vehicles registered per vehicle. type.

**Table 1: Number of registered vehicles per vehicle type**

Number of Registered Vehicles	Number registered Dec 2014	Number registered Dec 2015	Change	% Change	% of Group Dec 2015	% of Total Dec 2015
<b>Motorised Vehicles</b>						
Motorcars	6 620 822	6 829 497	208 675	3.15	64.64	58.32
Minibuses	293 758	298 263	4 505	1.53	2.82	2.55
Buses	56 814	59 238	2 424	4.27	0.56	0.51
Motorcycles	368 029	365 582	-2 447	-0.66	3.46	3.12
LDV's - Bakkies	2 303 072	2 374 062	70 990	3.08	22.47	20.27
Trucks	359 758	366 754	6 996	1.94	3.47	3.13
Other & Unknown	247 251	272 571	25 321	10.24	2.58	2.33
<b>Total Motorised</b>	<b>10 196 531</b>	<b>10 565 967</b>	<b>369 437</b>	<b>3.62</b>	<b>100.00</b>	90.22
<b>Towed Vehicles</b>						
Caravans	104 061	103 582	-479	-0.46	9.05	0.88
Heavy Trailers	178 681	184 424	5 743	3.21	16.11	1.57
Light Trailers	821 066	840 374	19 308	2.35	73.41	7.18
Other & Unknown	16 614	16 409	-205	-1.23	1.43	0.14
<b>Total Towed</b>	<b>1 120 422</b>	<b>1 144 789</b>	<b>24 368</b>	<b>2.17</b>	<b>100.00</b>	<b>9.78</b>
<b>All Vehicles</b>	<b>11 369 925</b>	<b>11 710 756</b>	<b>340 831</b>	<b>3.00</b>		<b>100.00</b>

Source: eNatis

The table above shows that on a percentage basis the biggest change was for buses and heavy trailers which both increased by 4.27% from 56 814 to 59 238 and followed by heavy trailers with 3.21% from 178 681 to 184 424, respectively.

The total motor vehicle population per Province for December 2014 and December 2015 respectively, is given in Table 2 and reflected in the figure below.

**Table 2: Number of registered vehicles per Province**

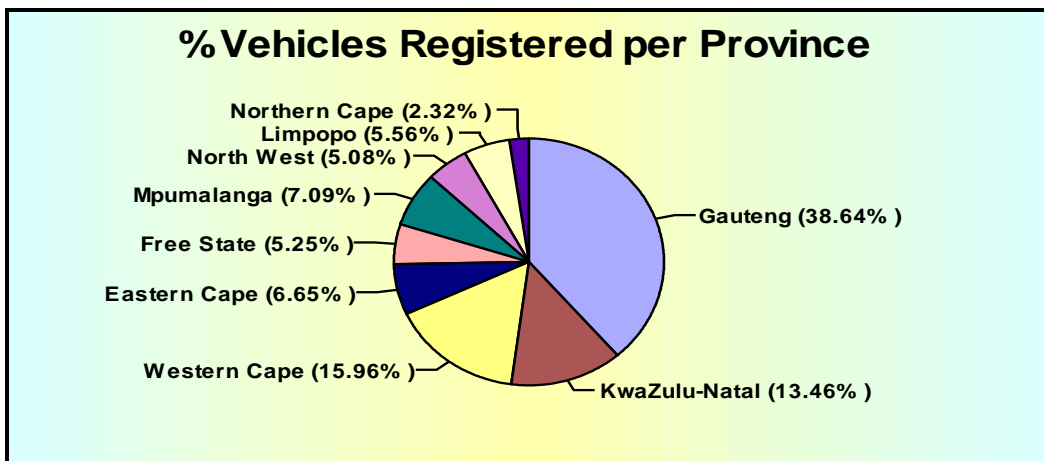
Number of Registered Vehicles per Province	Number registered Dec 2014	Number registered Dec 2015	Change	% Change	% of Total Dec 2015
Gauteng	4 406 786	4 524 810	118 024	2.68	38.64
KwaZulu-Natal	1 531 270	1 575 967	44 697	2.92	13.46
Western Cape	1 809 276	1 868 946	59 670	3.30	15.96
Eastern Cape	754 966	778 420	23 454	3.11	6.65
Free State	605 229	615 266	10 037	1.66	5.25
Mpumalanga	799 014	830 253	31 239	3.91	7.09
North West	579 618	595 403	15 785	2.72	5.08
Limpopo	620 857	650 551	29 694	4.78	5.56
Northern Cape	262 909	271 140	8 231	3.13	2.32
<b>RSA</b>	<b>11 369 925</b>	<b>11 710 756</b>	<b>340 831</b>	<b>3.00</b>	<b>100</b>

Source: eNatis

The table above indicates that the highest increase in the number of registered vehicles were recorded in the Limpopo with an increase of 4.78% from 620 857 in 2014 to 650 551 followed closely by Mpumalanga, with an increase of 3.91% from 799 014 to 830 253.

The percentage vehicles registered per province on 31 December 2015 is reflected in the graph below.

**Figure 1: Percentage contribution of vehicles population per province**



The information in the graph above shows that 38.64% of all vehicles are registered in Gauteng, 15.96% in Western Cape and 13.46% in KwaZulu-Natal.



### 3. DRIVER POPULATION

#### 3.1 Learner Driving Licences

The number of learner driving licences issued increased by 21 563 (1.74%) from 1 241 497 on 31 December 2014 to 1 263 060 on 31 December 2015. Table 3 below presents the number of learner driving licences issued per category and also presented graphical on figure 2.

**Table 3: Number of learner Licences Issued per category**

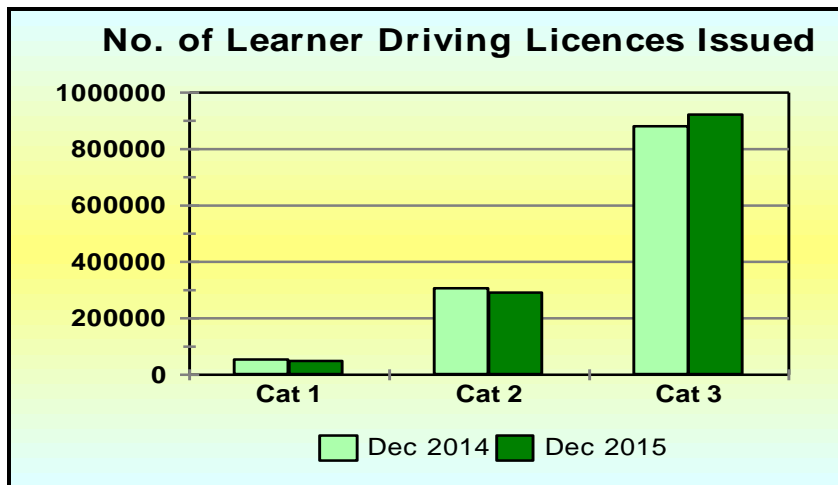
Category	Dec 2014	Dec 2015	Change	% Change
1	53 906	49 023	-4 883	-9.06
2	306 366	291 675	-14 691	-4.80
3	881 225	922 362	41 137	4.67
<b>Total</b>	<b>1 241 497</b>	<b>1 263 060</b>	<b>21 563</b>	<b>1.74</b>

Source: eNatis

**Learner Licences :**

- Category 1 : Motorcycle
- Category 2 : Light Motor Vehicle
- Category 3 : Heavy Motor Vehicle

**Figure 2: Number of learner driving license issued**



Provincial information in this regard is given in Table 4 and the percentage change per Province over the 12-month period is reflected in the graph below.

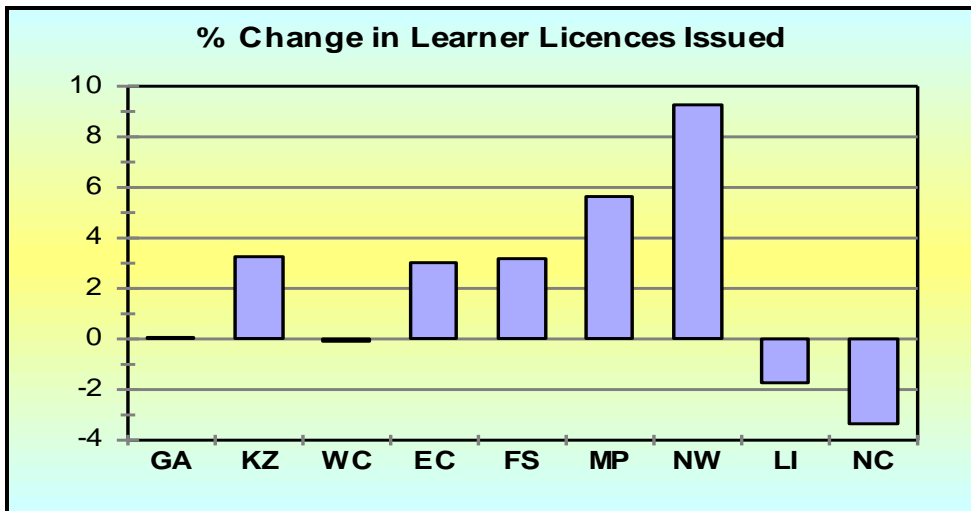
**Table 4: Number of Learners Licences Issued per Province**

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2014	342 953	208 903	190 884	110 438	70 263	106 567	67 643	112 378	31 468	1 241 497
Dec 2015	343 170	215 721	190 617	113 769	72 497	112 578	73 912	110 389	30 407	1 263 060
Change	217	6 818	-267	3 331	2 234	6 011	6 269	-1 989	-1 061	21 563
% Change	0.06	3.26	-0.14	3.02	3.18	5.64	9.27	-1.77	-3.37	1.74

Source: eNatis

With exception of Western Cape, Limpopo and Northern Cape, other provinces recorded an increase in the number of Learner Licences issued. The highest increase was recorded for North West with 9.27% followed by Mpumalanga with 5.64%.

**Figure 3: Percentage change in learner licences issued per province**



### 3.2 Driving Licences Issued and Expired

#### 3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 508,054 (4,56%) from on 31 11 148 372 December 2014 to 11 656 426 as of 31 December 2015. Details on the number of driving licences issued per category is given in Table 5 and graphically reflected in the figure below.

**Table 5: Number of Driving Licences Issued**

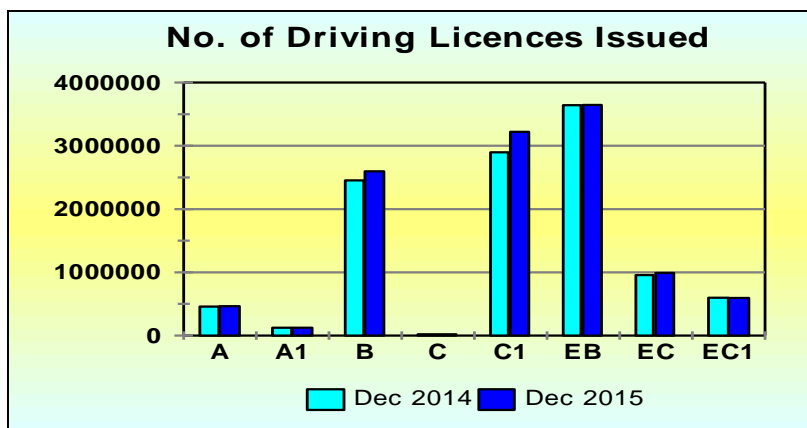
Category	Dec 2014	Dec 2015	Change	% Change
A	456 239	465 279	9 040	1.98
A1	123 456	123 458	2	0.00
B	2 453 514	2 595 699	142 185	5.80
C	20 218	21 264	1 046	5.17
C1	2 898 583	3 220 352	321 769	11.10
EB	3 642 676	3 646 264	3 588	0.10
EC	956 580	988 715	32 135	3.36
EC1	597 106	595 395	-1 711	-0.29
<b>Total</b>	<b>11 148 372</b>	<b>11 656 426</b>	<b>508 054</b>	<b>4.56</b>

Source: eNatis

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

**Figure 4: Number of driving licenses issued**



The information contained in the table above depict that the highest percentage change was recorded for Categories C1, B and C, with percentages of 11.10%, 5.80% and 5.17%, respectively.

The number and percentage (%) of driving licences issued per category at the end of December 2015 is reflected in Table 6 below.

**Table 6: Number and % of Driving Licences Issued per Category**

Category	Description	Number	%
A	Motorcycle < 125 cub.cm	465 279	3.99
A1	Motorcycle > 125 cub.cm	123 458	1.06
B	Motor vehicle < 3,5000 kg	2 595 699	22.27
C	Articulated motor vehicle <16,000 kg	21 264	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 220 352	27.63
EB	Articulated vehicle 3,500 - 16,000 kg	3 646 264	31.28
EC	Motorvehicle > 16,000 kg	988 715	8.48
EC1	Articulated vehicle > 16,000 kg	595 395	5.11
<b>Total</b>		<b>11 656 426</b>	<b>100</b>

Source: eNatis

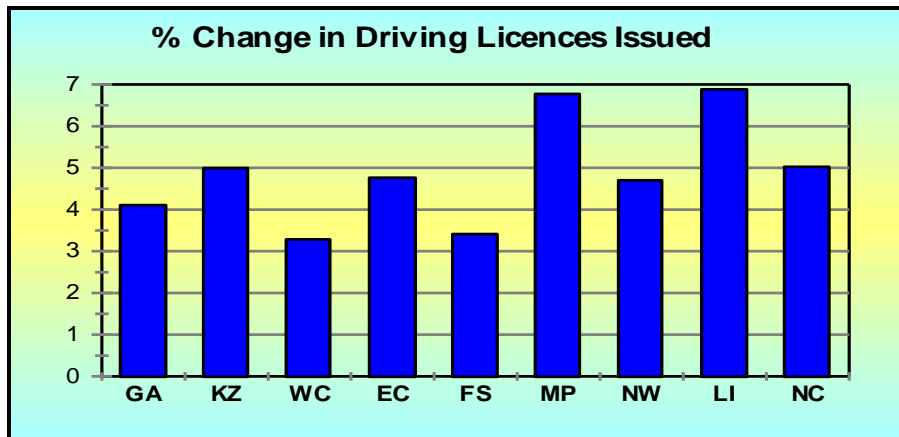
Provincial information in this regard is given in Table 7 and the percentage change with regard to all licences issued per Province is reflected in the graph below.

**Table 7: Number of Driving Licences Issued per Province**

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2014	3 945 033	1 762 693	1 755 020	812 333	577 602	763 033	526 112	795 929	210 617	11 148 372
Dec 2015	4 107 132	1 850 784	1 812 673	851 051	597 310	814 734	550 841	850 699	221 202	11 656 426
Change	162 099	88 091	57 653	38 718	19 708	51 701	24 729	54 770	10 585	508 054
% Change	4.11	5.00	3.29	4.77	3.41	6.78	4.70	6.88	5.03	4.56

Source: eNatis

**Figure 5: Percentage change in driving licences issued**



### 3.2.2 Number of Driving Licence Cards Expired

The information in Table 8 below shows that on 31 December 2015 there were a total of 2 009 201 expired driving licence cards recorded on the National Traffic Information System (NaTIS).

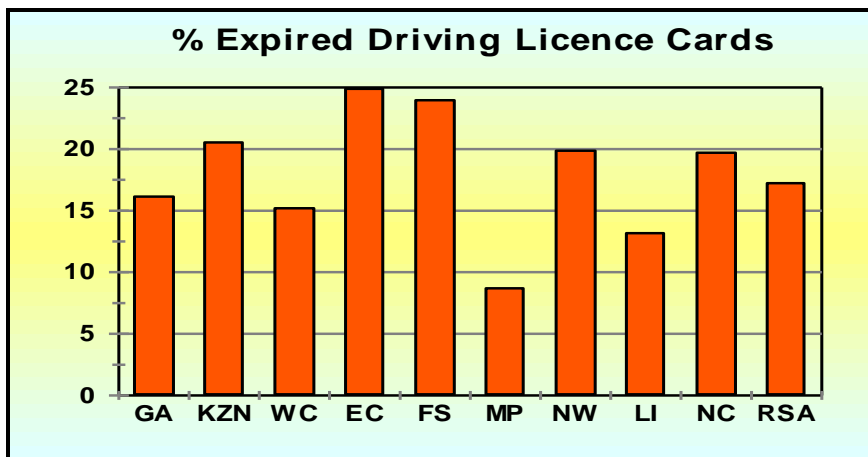
This figure represents 17.24% of all driving licences issued. This information is also reflected in the graph below.

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

Dec 2015										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	4 107 132	1 850 784	1 812 673	851 051	597 310	814 734	550 841	850 699	221 202	11 656 426
Not expired	3 444 390	1 470 713	1 537 226	639 228	454 206	743 917	441 352	738 565	177 628	9 647 225
Expired	662 742	380 071	275 447	211 823	143 104	70 817	109 489	112 134	43 574	2 009 201
% Expired	16.14	20.54	15.20	24.89	23.96	8.69	19.88	13.18	19.70	17.24

Source: eNatis

**Figure 6: Percentage of expired driving license cards per province**



### 3.3 Professional Driving Permits Issued and Expired

#### 3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 32,601 (3.26%) from 1 001 026 on 31 December 2014 to 1 033 627 on 31 December 2015. Detail on the number of PrDPs issued per category is given in Table 10 and graphically reflected in the figure below.

**Table 9: Number of PrDP's Issued**

Category	Dec 2014	Dec 2015	Change	% Change
G	10 717	10 128	-589	-5.50
P G	957 711	987 447	29 736	3.10
D G	170	180	10	5.88
D P G	32 428	35 872	3 444	10.62
<b>Total</b>	<b>1 001 026</b>	<b>1 033 627</b>	<b>32 601</b>	<b>3.26</b>

Source: eNatis

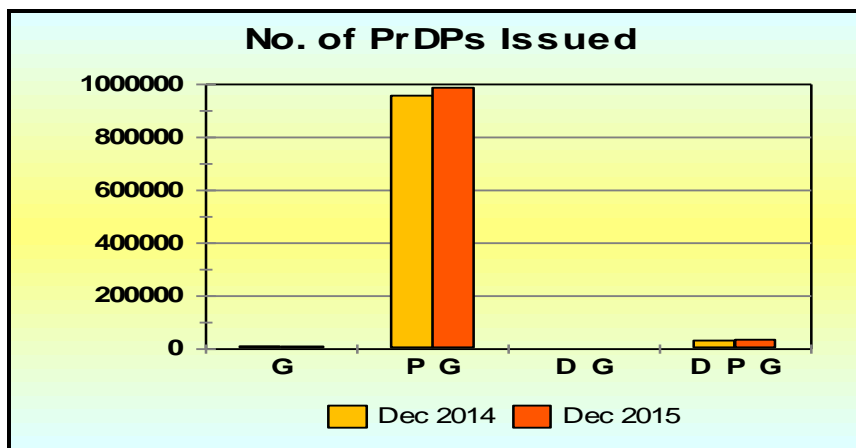
**Professional Driving Permits (PrDPs)**

G: Goods

P: Passengers

D: Dangerous goods

**Figure 7: Number of PrDPs issued**



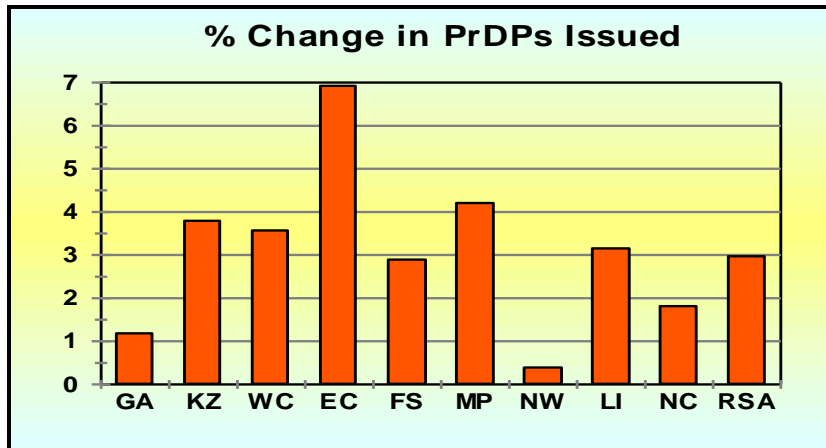
Provincial information in this regard is given in Table 10 below.

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

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2014	271 581	169 764	139 879	80 471	63 735	95 871	52 234	103 360	24 131	<b>1 001 026</b>
Dec 2015	277 434	177 828	144 515	85 457	65 171	99 774	52 776	106 296	24 376	<b>1 033 627</b>
Change	5 853	8 064	4 636	4 986	1 436	3 903	542	2 936	245	<b>32 601</b>
% Change	2.16	4.75	3.31	6.20	2.25	4.07	1.04	2.84	1.02	<b>3.26</b>

Source: eNatis

**Figure 8: Percentage change in driving licences issued**



### 3.3.2 Number of Expired PrDPs

The information in Table 12 below shows that on 31 December 2015 there were a total of 435 015 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS).

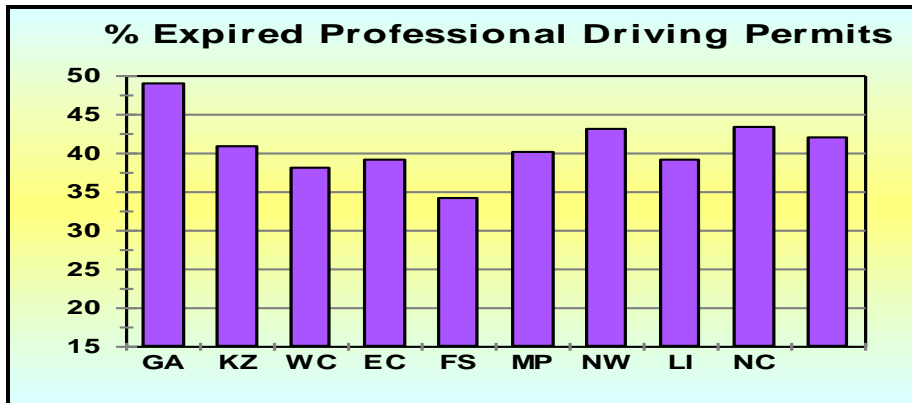
This figure represents 42.09% of all PrDPs issued. This information is also reflected in the graph below.

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

Dec 2015										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	277 434	177 828	144 515	85 457	65 171	99 774	52 776	106 296	24 376	1 033 627
Not expired	141 321	105 021	89 377	51 954	42 855	59 669	29 993	64 631	13 791	598 612
Expired	136 113	72 807	55 138	33 503	22 316	40 105	22 783	41 665	10 585	435 015
% Expired	49.06	40.94	38.15	39.20	34.24	40.20	43.17	39.20	43.42	42.09

Source: eNatis

**Figure 9: Percentage of expired professional driving permits**



Provinces which recorded the highest increase of expired PrDPs are Gauteng, with 49.06%, followed by Northern Cape and North West, with 43.42% and 43.17%, respectively.

#### 4. FATAL CRASHES

The number of fatal crashes per Province as from 1 December 2015 to 11 January 2016 is given in the table and figure below.

**Table 12: Number of Fatal Crashes per Province over Festive : 1 Dec 2015 to 11 Jan 2016**

Number of Fatal Crashes per Province over Festive										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2014/15	220	265	111	189	94	124	89	156	45	1293
2015/16	249	272	135	197	116	140	97	175	53	1434
change	29	7	24	8	22	16	8	19	8	141
% change	13.18	2.64	21.62	4.23	23.40	12.90	8.99	12.18	17.78	10.90

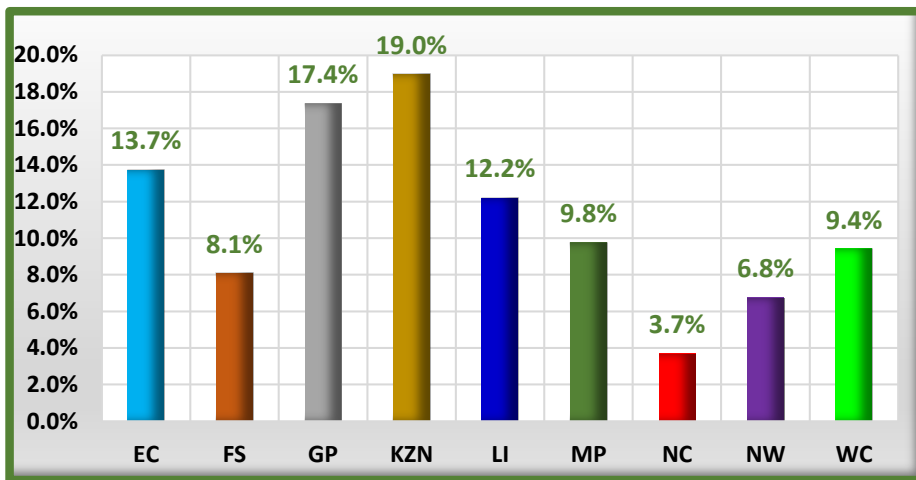
The number of fatal crashes increased by 141 (10.90%) from 1 293 crashes over the same period the previous year to 1 434. On the absolute figures the highest increase in the number of fatal crashes was recorded for Gauteng with an increase of 29, Western Cape with 24 and Free State with 22.



All provinces recorded an increase in the number of fatal crashes. On a provincial percentage change basis the biggest increase was recorded as follows:

- Free State: increase of 22 (23.40%) from 94 to 116
- Western Cape: increase of 24 (21.62%) from 111 to 135
- Northern Cape: increase of 8 (17.78%) from 45 to 53

**Figure 10: Percentage contribution of Fatal Crashes per Province: 1 Dec 2015 to 11 Jan 2016**

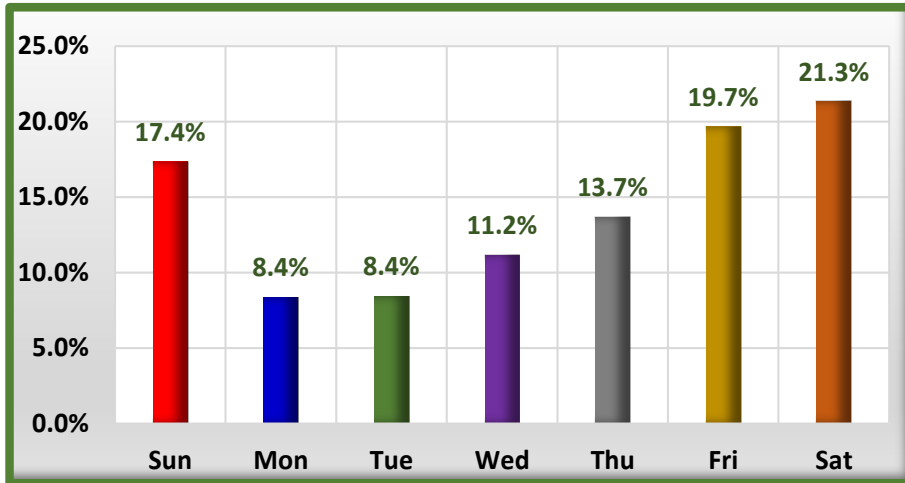


The figure above shows that KwaZulu Natal contributed 19.0% to the occurrence of fatal crashes, followed by Gauteng with 17.4%. KwaZulu Natal trend may be as a result of the fact that the province is one of the holiday destinations. Eastern Cape and Limpopo followed with 13.7% and 12.2% respectively.

## 5. CRASHES PER DAY

The percentage contribution of fatal crashes per day of the week for the period 1 Dec 2015 to 11 Jan 2016 is given in table and figure below.

**Figure 11: Percentage contribution of fatal crashes per day of the week:  
1 Dec 2015 to 11 Jan 2016**

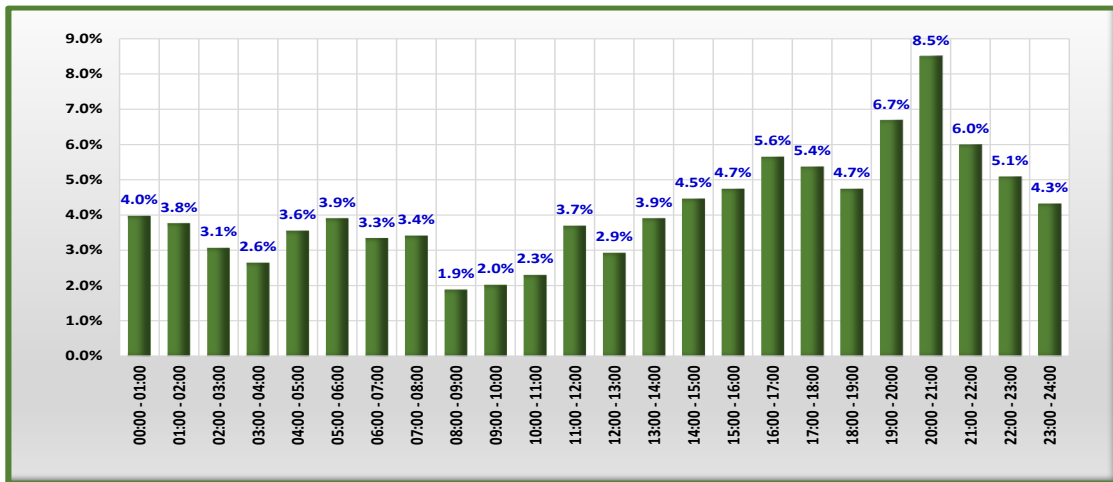


Most crashes occurred as from Thursday to Sunday. The highest fatal crashes were recorded on Saturday at a percentage contribution of 21.3% of the total fatal crashes, followed by Friday and Sunday with 19.7% and 17.4% respectively.

## 6. CRASHES PER TIME OF DAY

The percentage contribution of fatal crashes per time of the day for the period 1 December 2015 – 11 January 2016 is given in the figure below.

**Figure 12: Percentage contribution of fatal crashes per time of day: 1 Dec 2015 - 11 Jan 2016**

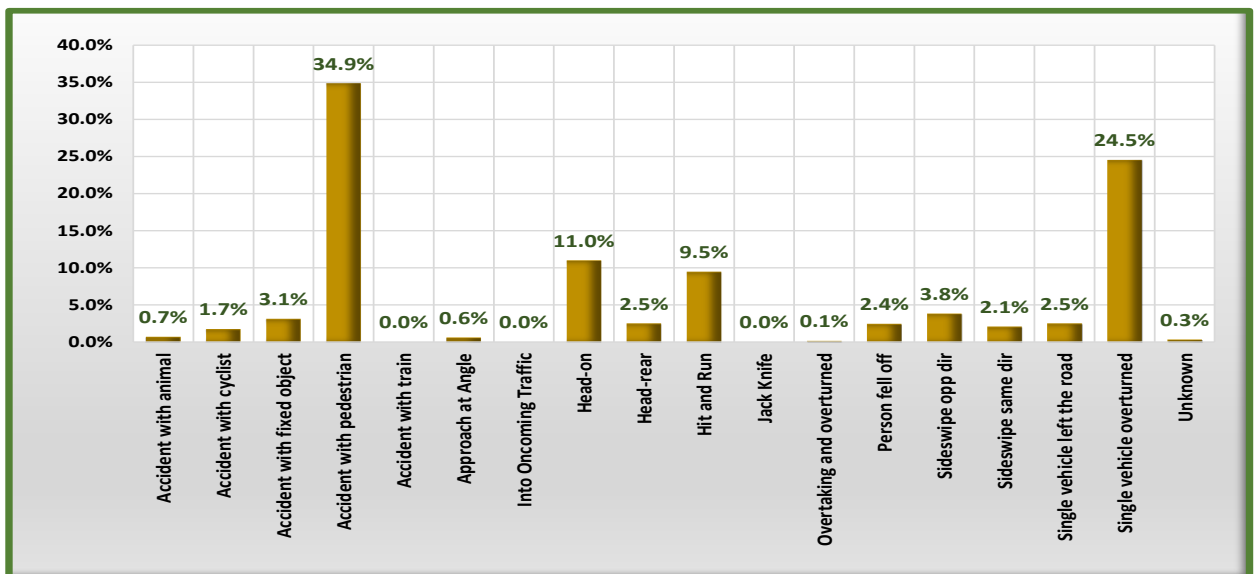


The figure above shows that there has been a slight increase per different time slots. A high percentage of crashes were recorded between 20:00 – 21:00 with a contribution of 8.5%. Second highest contribution was recorded between 19:00 – 20:00 with a contribution of 6.7%.

**7. FATAL CRASHES PER CRASH TYPE**

The percentage contribution of crashes per type for the period 1 December 2015 to 11 January 2016 is given in figure below.

**Figure 13: Percentage contribution of fatal crashes per crash type: 1 Dec 2015 – 11 Jan 2016**

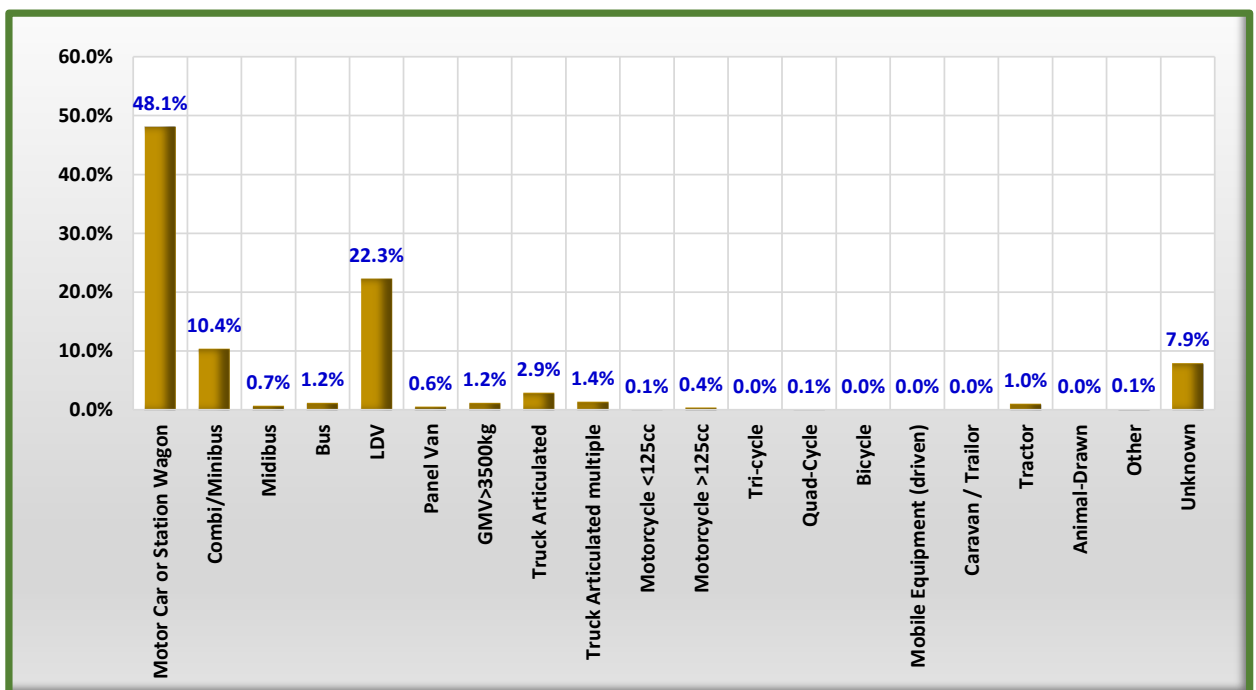


The figure above shows that most crashes occurred due to crashes with pedestrian and single vehicle overturned. A contribution of 34.9% was recorded for crashes involving pedestrians followed by single vehicle overturned with 24.5%.

### 8. CRASHES PER VEHICLE TYPE

The percentage contribution of vehicle types for the period 1 December 2015 to 11 January 2016 is given in figure below.

**Figure 14: Percentage contribution of vehicle type: 1 Dec 2015 – 11 Jan 2016**



The figure above shows that motor cars contributed 48.1% to the total crashes, followed by LDV with a contribution of 22.3% and combi/minibus with 10.4%. The 7.9% of the unknown vehicle types are as a result of the hit-and-run crashes.

### 9. FATALITIES

The number of fatalities per Province over Festive 2014/15 and 2015/16 is given in the table and figure below.

**Table 13: Number of Fatalities per Province : 1 Dec 2015 to 11 Jan 2016**

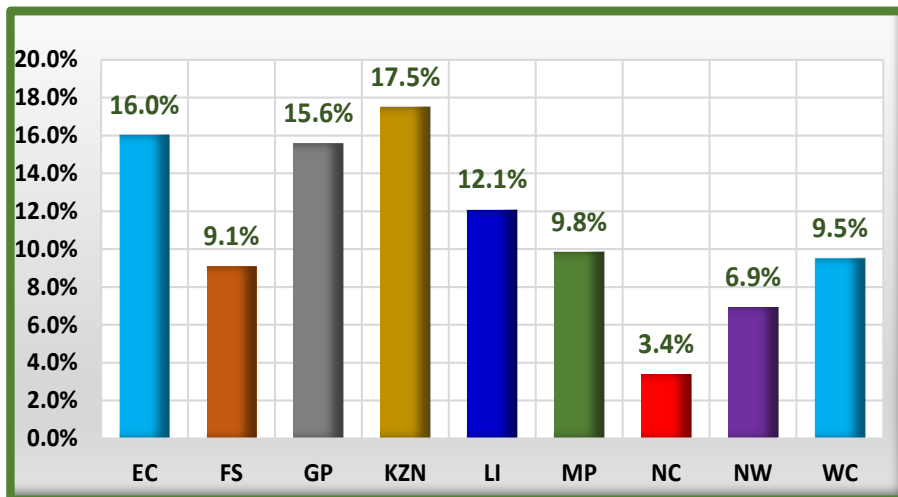
Number of Fatalities per Province over Festive										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2014/15	239	310	125	229	140	168	115	199	62	1 587
2015/16	285	320	174	293	166	180	127	221	62	1 828
change	46	10	49	64	26	12	12	22	0	241
% change	19.25	3.23	39.20	27.95	18.57	7.14	10.43	11.06	0.00	15.19

The number of fatalities increased by 241 (15.19%) from 1 587 over the same period the previous year to 1 828. On the absolute figures the highest increase in the number of fatalities was recorded for Eastern Cape with an increase of 64, Western Cape with 49 and Gauteng with 46.

All other provinces recorded an increase in the number of fatalities. On a provincial percentage change basis the biggest increase was recorded as follows:

- Western Cape: increase of 49 (39.20%) from 125 to 174
- Eastern Cape: increase of 64 (27.95%) from 229 to 293
- Gauteng: increase of 46 (19.25%) from 239 to 285

**Figure 15: Percentage contribution of Fatalities per Province: 1 Dec 2015 to 11 Jan 2016**

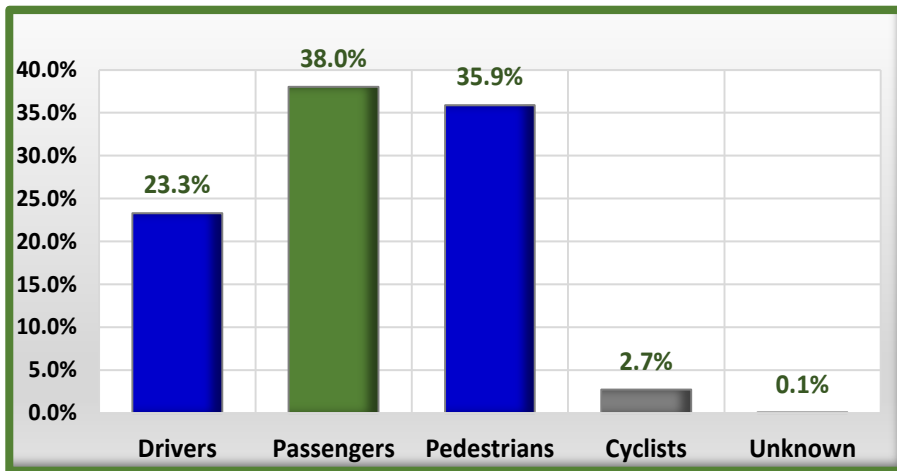


The figure above shows that most fatalities were recorded in KwaZulu Natal with a contribution of 17.5%, followed by Eastern Cape with 16.0%. Gauteng contributed about 15.6% to the total number of fatalities.

### 10. FATALITIES PER ROAD USER GROUP

The percentage contribution of fatalities per road user group for the period 1 December 2015 to 11 January 2016 is given in the table and figure below.

**Figure 16: Percentage contribution of Fatalities per Road User group: 1 Dec 2015 to 11 Jan 2016**



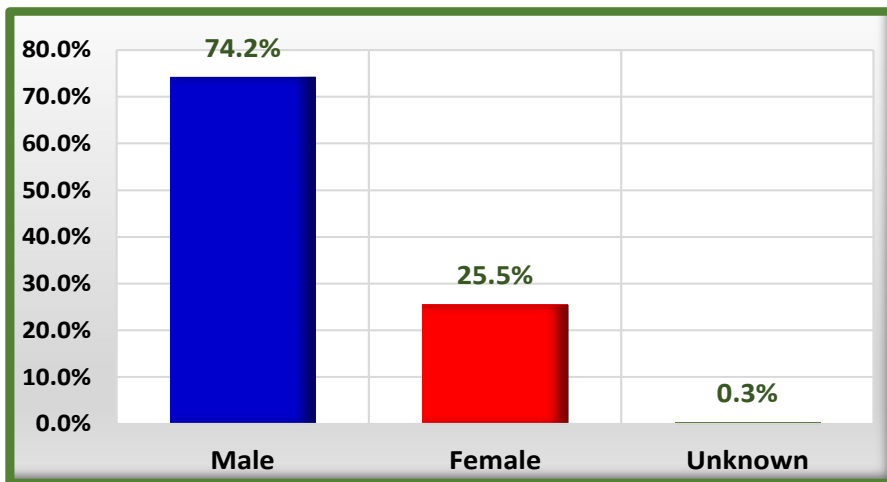
Most fatalities have been recorded for passengers followed by pedestrians. The passenger’s fatalities contributed 38.0% followed by pedestrians with 35.9% to the total fatalities.

### 11. FATALITIES PER GENDER AND RACE

The figure below provides the percentage contribution of fatalities per gender and race.

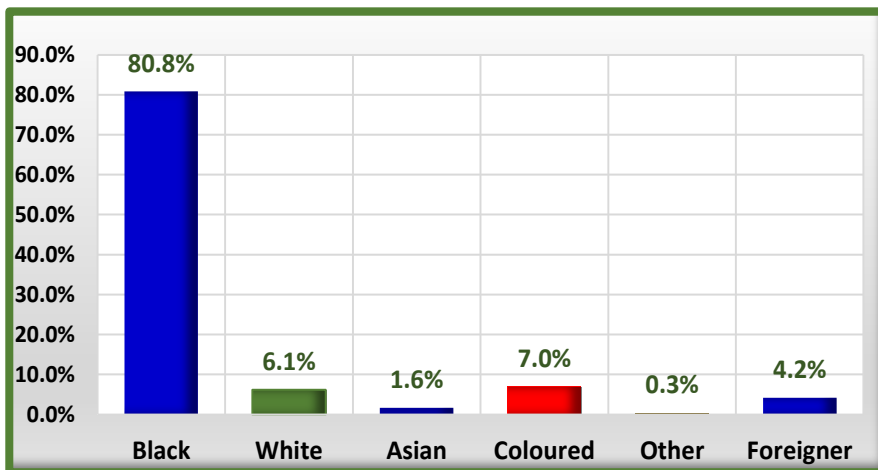
The most gender category involved in fatal crashes and contributed to fatalities is the male category with 74.2% while the female category contributed 25.5% to the total fatalities.

**Figure 17: Percentage contribution of Fatalities per Gender: 1 Dec 2015 – 11 Jan 2016**



The figure below shows that most race involved in fatal crashes is blacks with a contribution of 80.8% followed by coloured with a contribution of 7.0%.

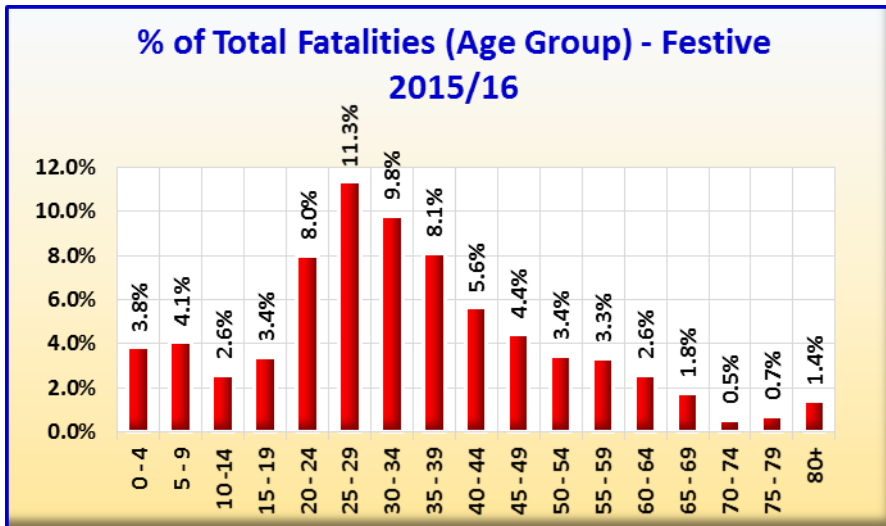
**Figure 18: Percentage contribution of Fatalities per Race: 1 Dec 2015 – 11 Jan 2016**



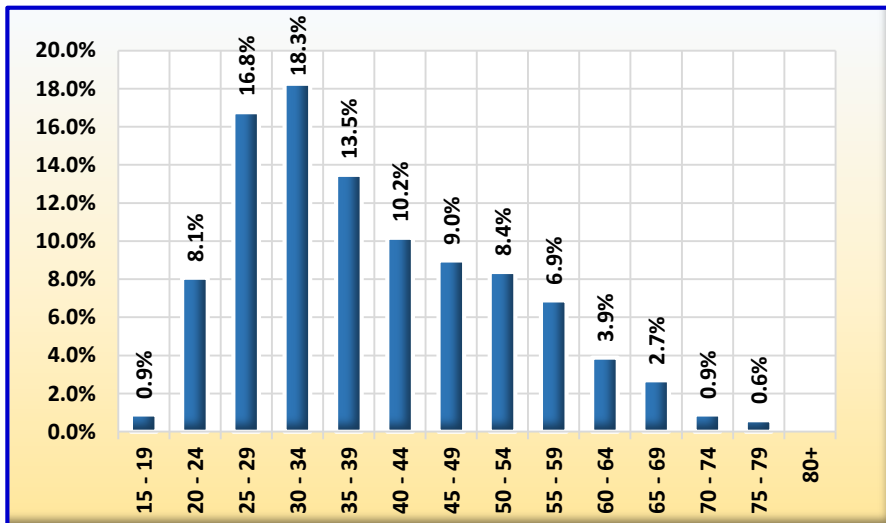
## 12. FATALITIES PER AGE

The five figures below provide information with regards to the fatalities per age and per road user type. Figure 19 below provides fatalities for all road users. The most affected age group is 20 – 39 with a total contribution of 37.2%.

**Figure 19: Percentage contribution of fatalities per age for all road users**



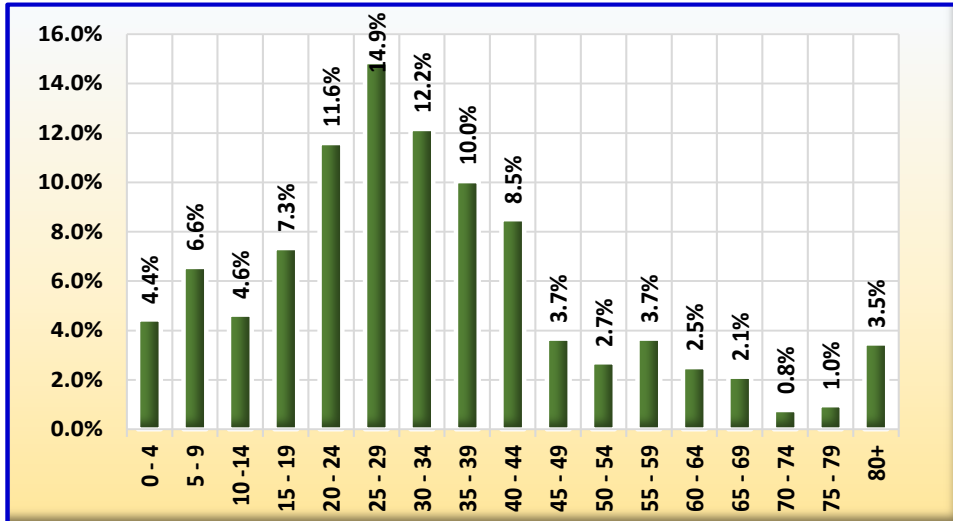
**Figure 20: Percentage contribution of fatalities per age for drivers**



The figure above shows that the highest fatalities for drivers were recorded for age group between 25 to 39 years with a contribution of 48.6%.

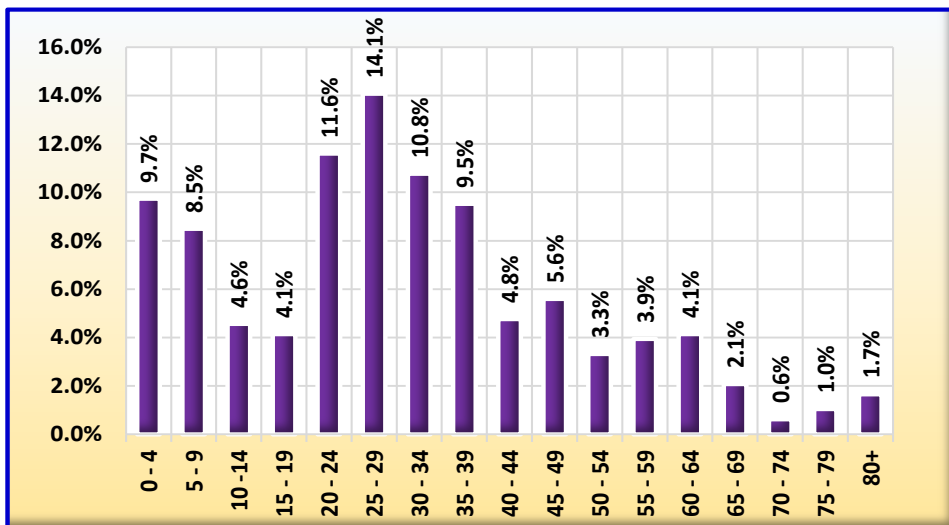


**Figure 21: Percentage contribution of fatalities per age for passengers**



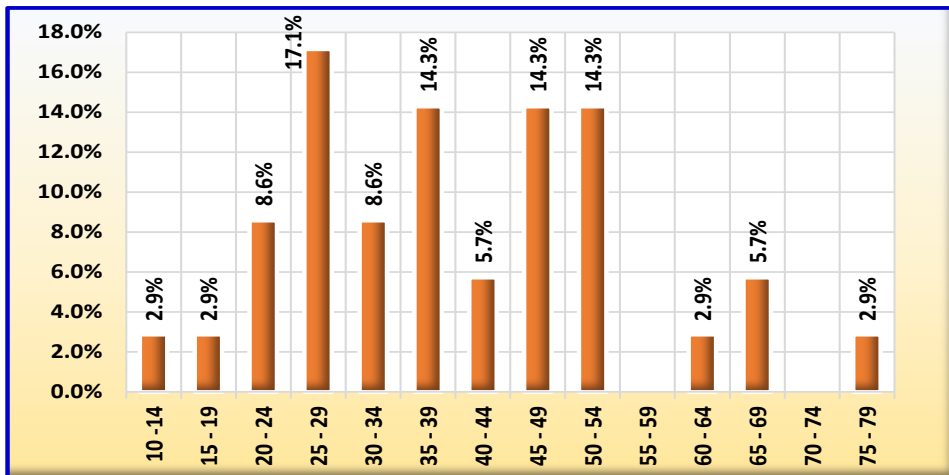
The figure above indicates that most fatalities for passengers were recorded between age 20 and 39 years with a contribution 48.7% combined. Age 25 to 29 years being the highest with 14.9%, followed by age group 30 to 34 with 12.2%.

**Figure 22: Percentage contribution of fatalities per age for pedestrian**



The pedestrian fatalities follows the same trend as for passengers with the most contribution being recorded for age group 25 – 29 with the highest contribution of 14.1%.

**Figure 23: Percentage contribution of fatalities per age for cyclist**

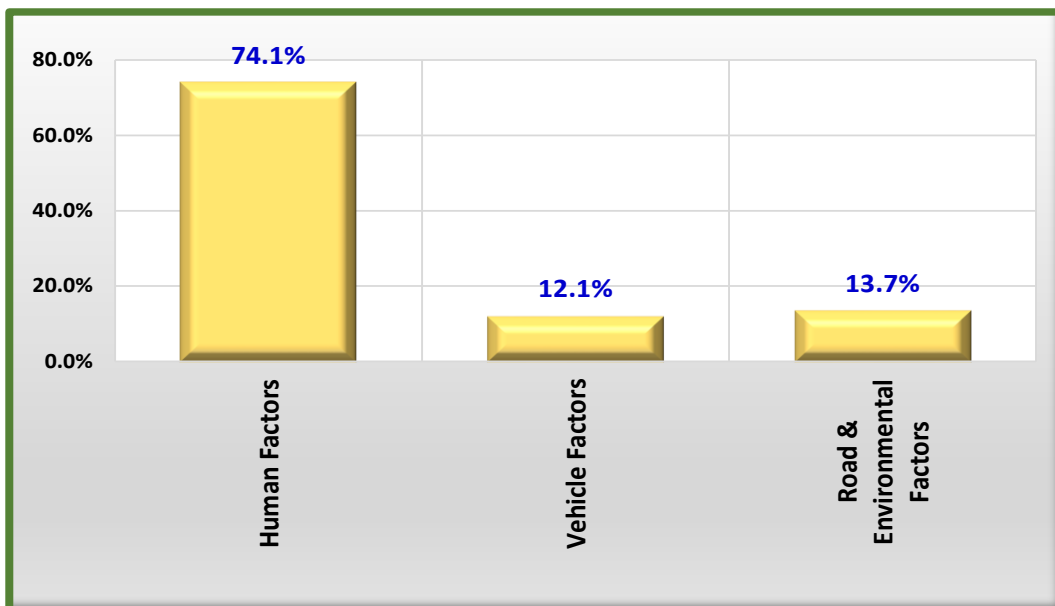


The figure above indicates that most fatalities for cyclist were recorded between age 25 and 29 years with a contribution of 17.1%. The second highest contribution was recorded for the following age groups 35 to 39, 45 to 49 and 50 – 54 with contribution of 14.3% respectively.

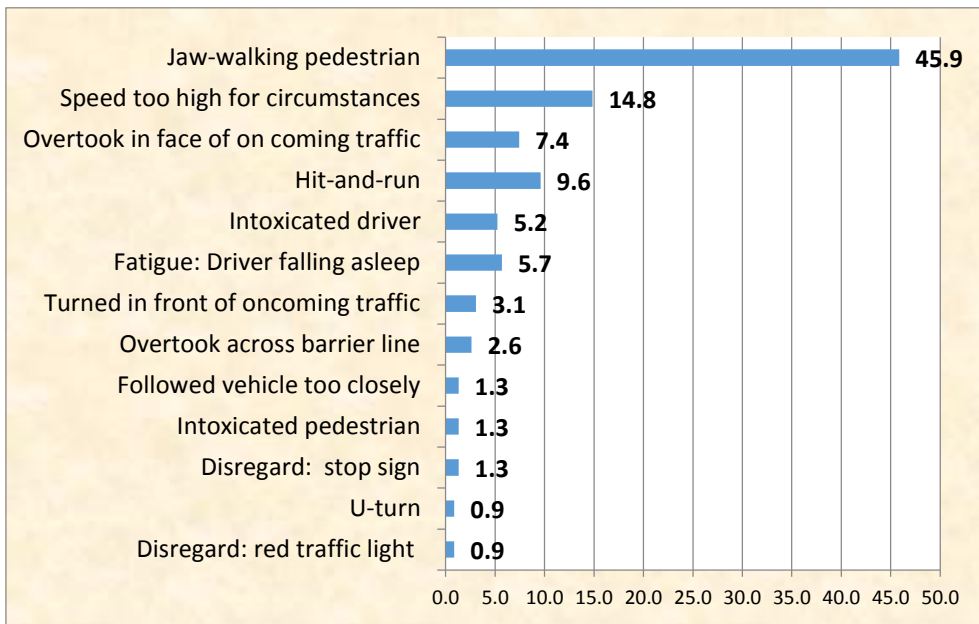
### 13. CONTRIBUTORY FACTORS

The figure below shows that on a national level human factors contributed 74.1% to the occurrence of fatal crashes. The vehicle factors and road & environment factors contributed 12.3% and 13.7% respectively.

**Figure 24: Percentage contribution of all contributory factors per category**

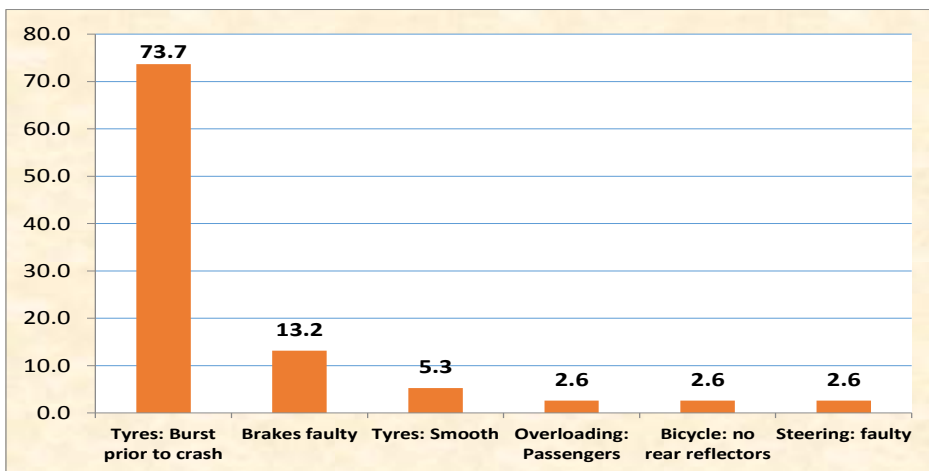


**Figure 25: Percentage contribution of human factors**



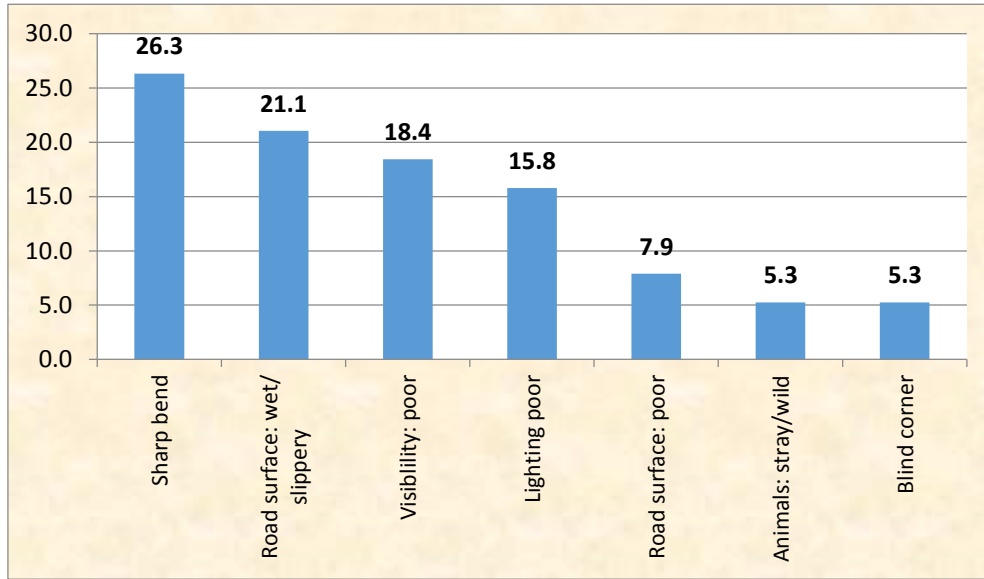
The figure above shows that most crashes occurred as a result of jay walking with a contribution of 45.9%, followed by speed too high for circumstances with a contribution of 14.8%.

**Figure 26: Percentage contribution of vehicle factors**



The figure above shows that most crashes occurred as a result of tyre burst prior to crashes with a contribution of 73.7%, followed by brakes faulty with a contribution of 13.2%. The tyre burst might be as a result of vehicle owner failing to check tyres prior to their journey to ensure that they are not smooth and have the right pressure.

**Figure 27: Percentage contribution of road and environment factors**



The figure above shows that most crashes occurred as a result of sharp bends with a contribution of 26.3%. It might be attributed to the fact that drivers drive at a high speed and failed to control the vehicles around the sharp bend areas. Furthermore crashes occurred due to the road surface being wet resulting in poor visibility for road users as festive is a rainy season and that contributed 21.1% to the total crashes.

## 14. MAJOR CRASHES INVESTIGATED AND FATALITIES

During the festive period 2015/16 there were thirty (30) major crashes investigated by the Corporation. The major crashes refer to the crashes that meet the following criteria:

- a. Fatal crashes in which five (5) or more persons are killed;
- b. Fatal crashes in which four (4) or more vehicles are involved;
- c. Fatal crashes in which vehicles carrying hazardous substances are involved; or
- d. Any high profile crash that the Corporation deemed necessary to investigate.

There were 30 major fatal crashes investigated during the 2015/16 festive period with 153 fatalities and 180 injuries. The details are presented on the table below:

**Table: Major Crashes investigated per province**

Number of Major Crashes									
Province	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	% of Tot
EC	0	1	2	1	0	3	4	11	36.7%
FS	1	1	0	1	0	0	2	5	16.7%
GP	1	0	0	1	2	1	0	5	16.7%
KZN	0	0	0	0	1	1	1	3	10.0%
LI	0	0	0	0	0	0	0	-	
MP	0	0	0	0	0	0	0	-	
NC	0	0	0	0	0	0	0	-	
NW	0	0	1	0	1	0	0	2	6.7%
WC	1	1	0	0	0	1	1	4	13.3%
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>30</b>	<b>100.0%</b>
<b>% of Tot</b>	<b>10.0%</b>	<b>10.0%</b>	<b>10.0%</b>	<b>10.0%</b>	<b>13.3%</b>	<b>20.0%</b>	<b>26.7%</b>	<b>100.0%</b>	

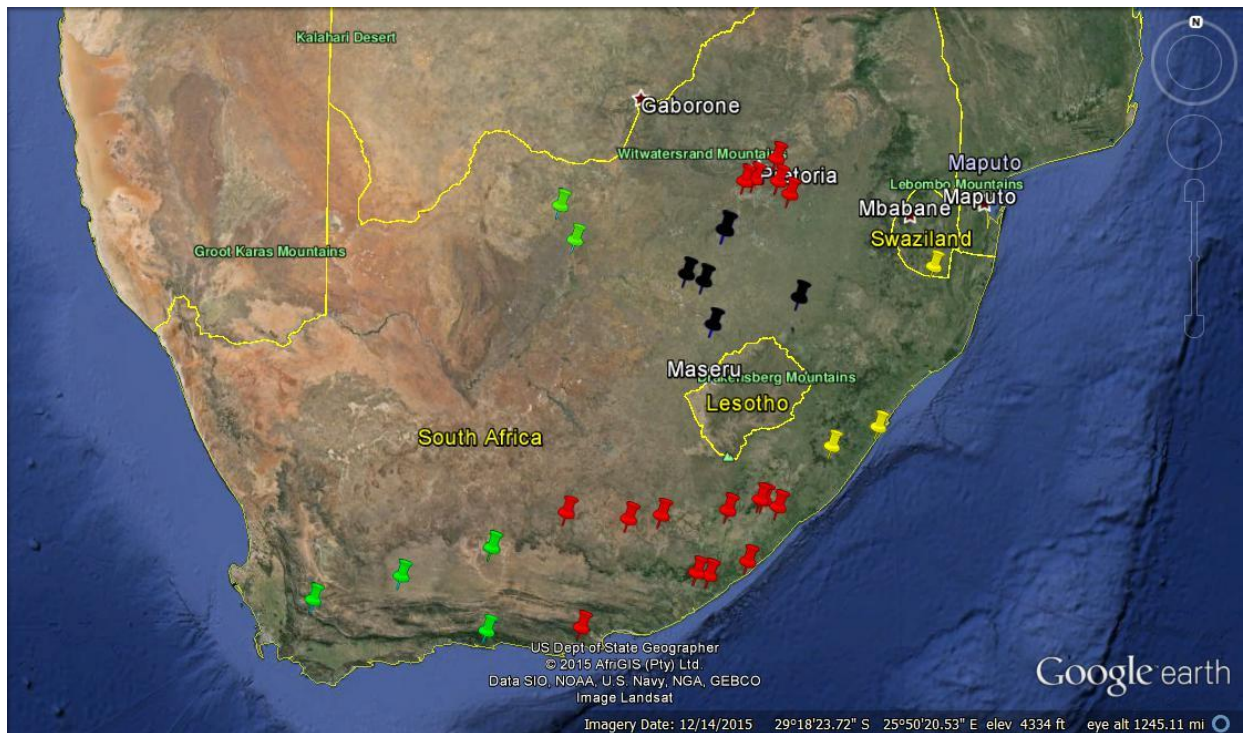
The above table indicates the number of major crashes per province. Most crashes investigated occurred in the Eastern Cape with 11, followed by Gauteng with 5 and Free State with 5.

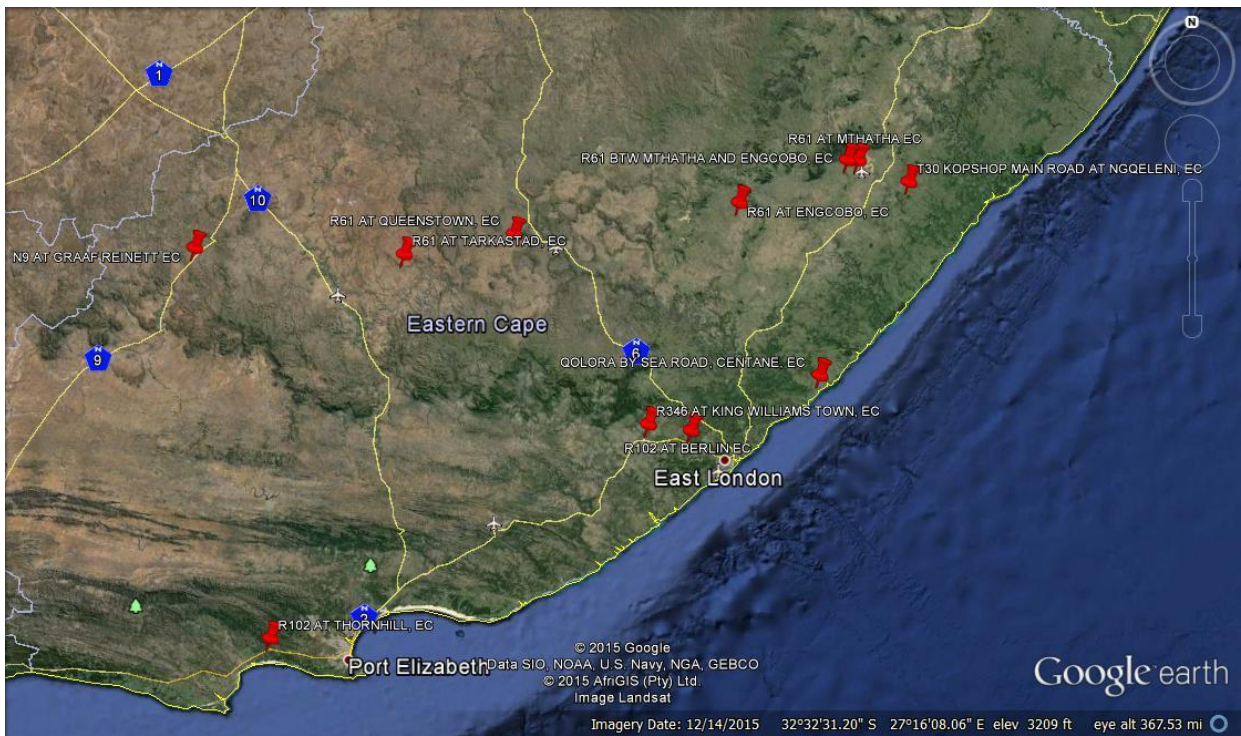
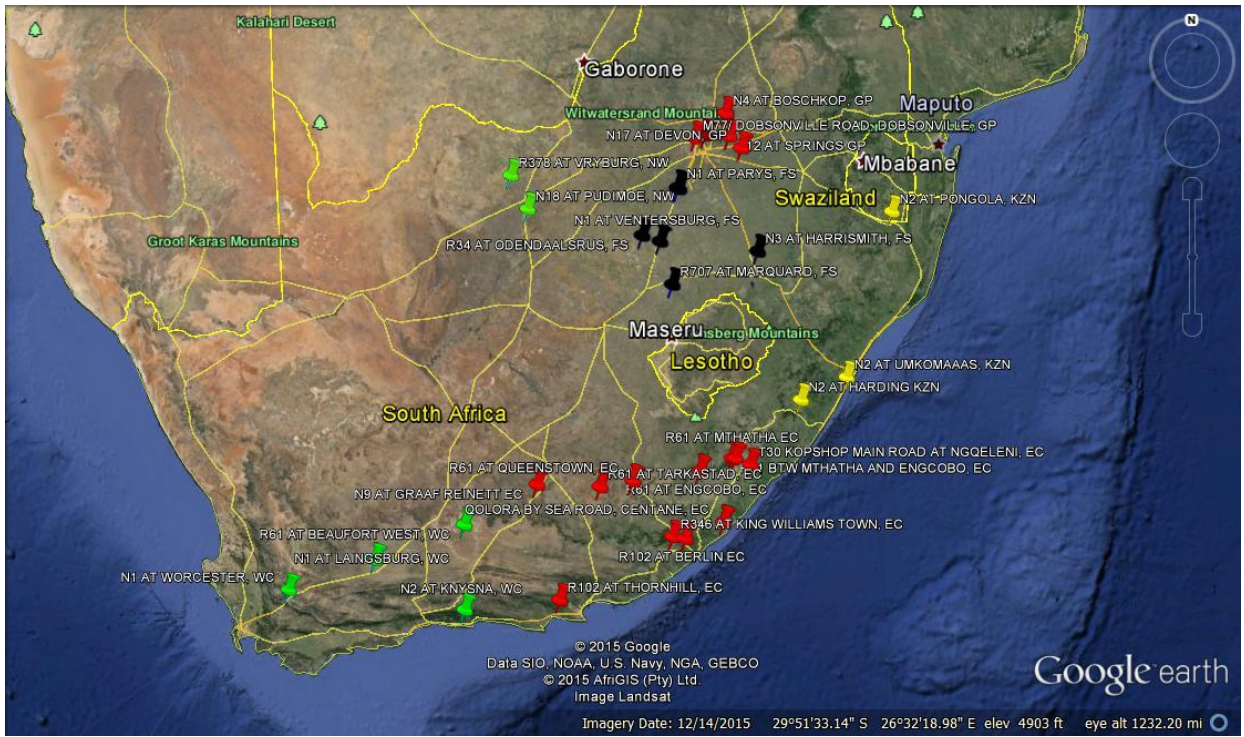
On a National level Eastern Cape contributed 36.7% followed by Free State and Gauteng with 16.7% respectively. Of the 30 major crashes investigated over festive, 22 were recorded during the month of December 2015 and 8 crashes during the month of January 2016.

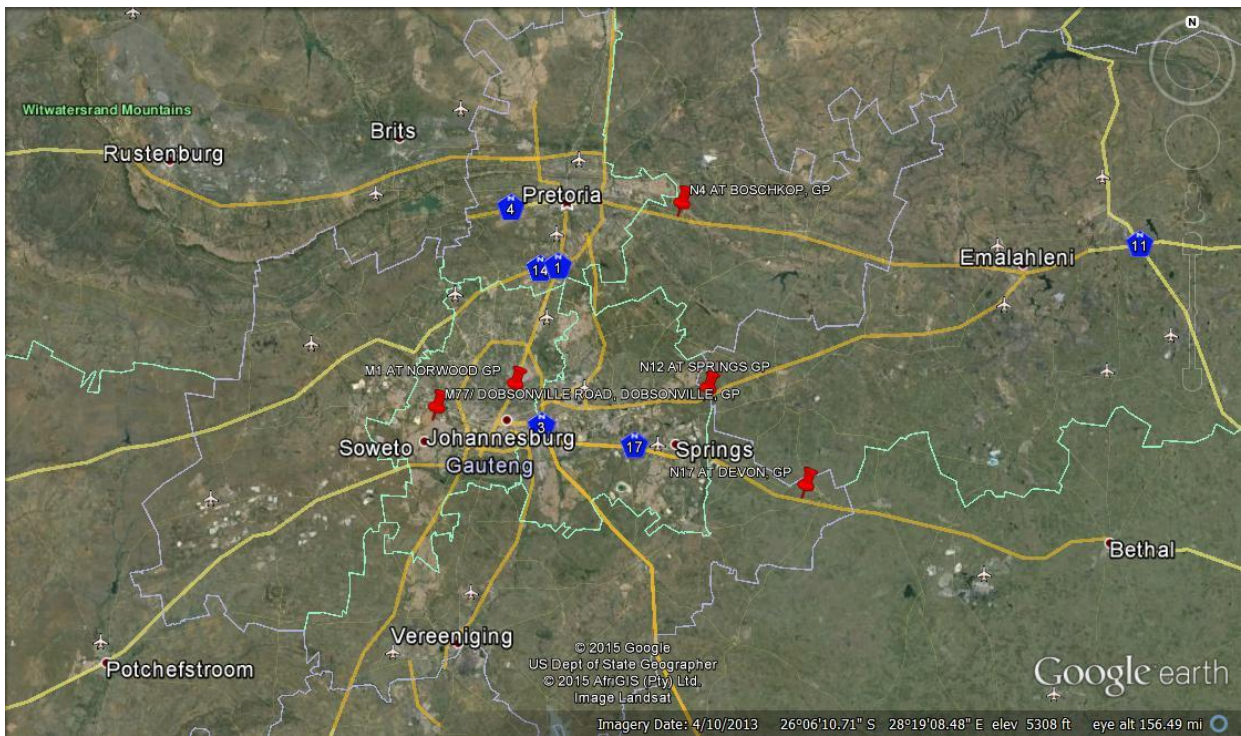
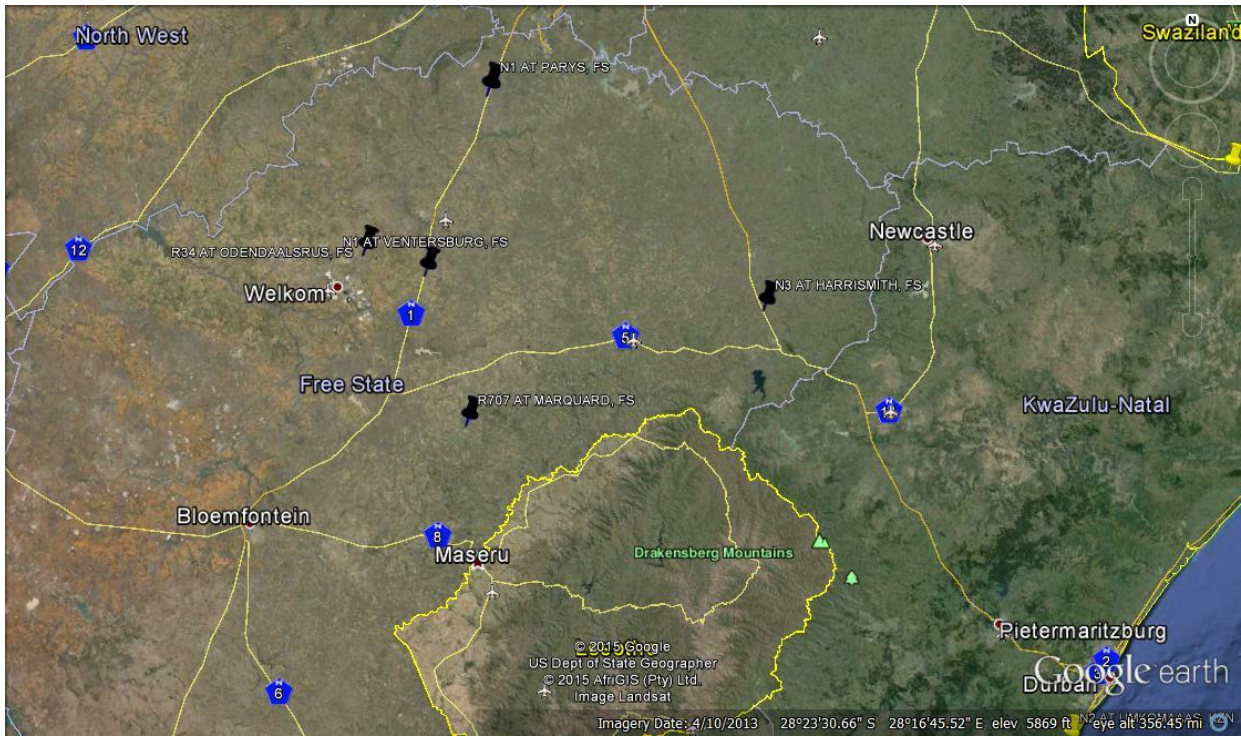
The comparison of the number of major fatal crashes investigated over the last 3 festive periods is tabulated below.

**Table: Comparison of the last 3 festive periods major crashes investigated**

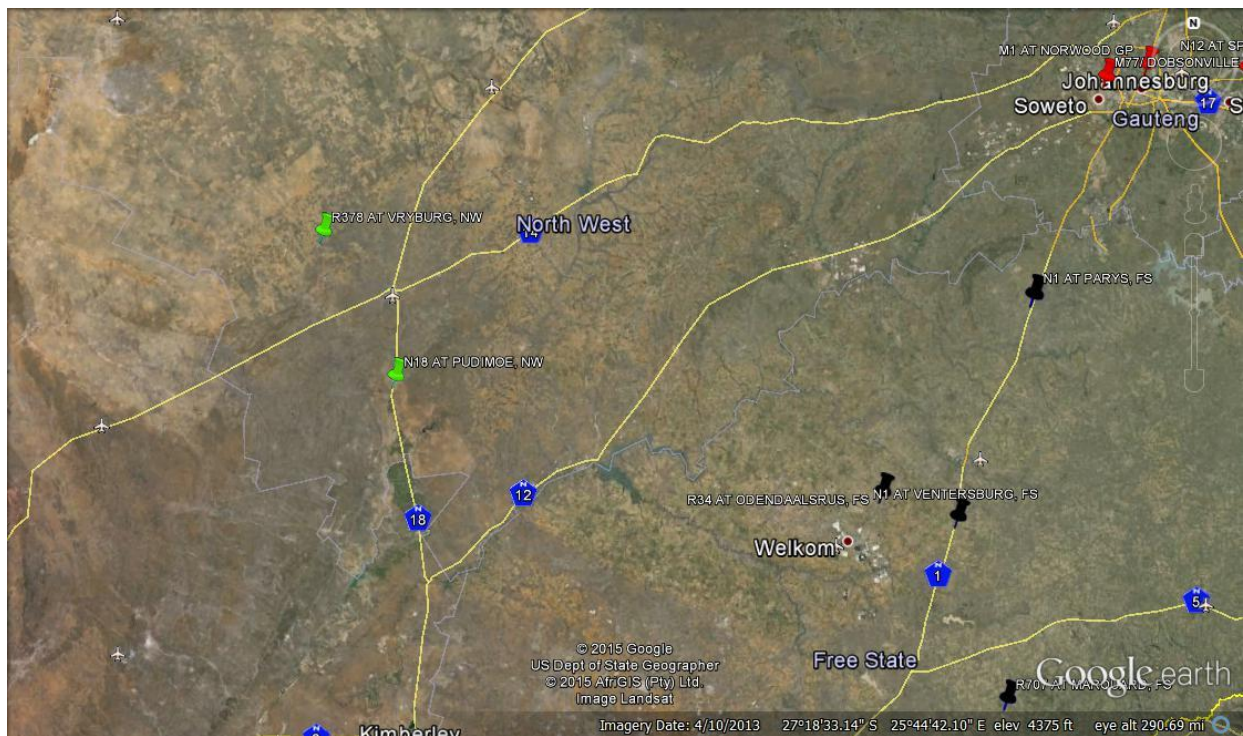
<u>FESTIVE 2013/14</u>	<u>FESTIVE 2014/15</u>	<u>FESTIVE 2015/16</u>
13 crashes investigated	20 crashes investigated	30 crashes investigated
98 persons killed	104 persons killed	153 persons killed
84 persons injured	145 persons injured	180 persons injured

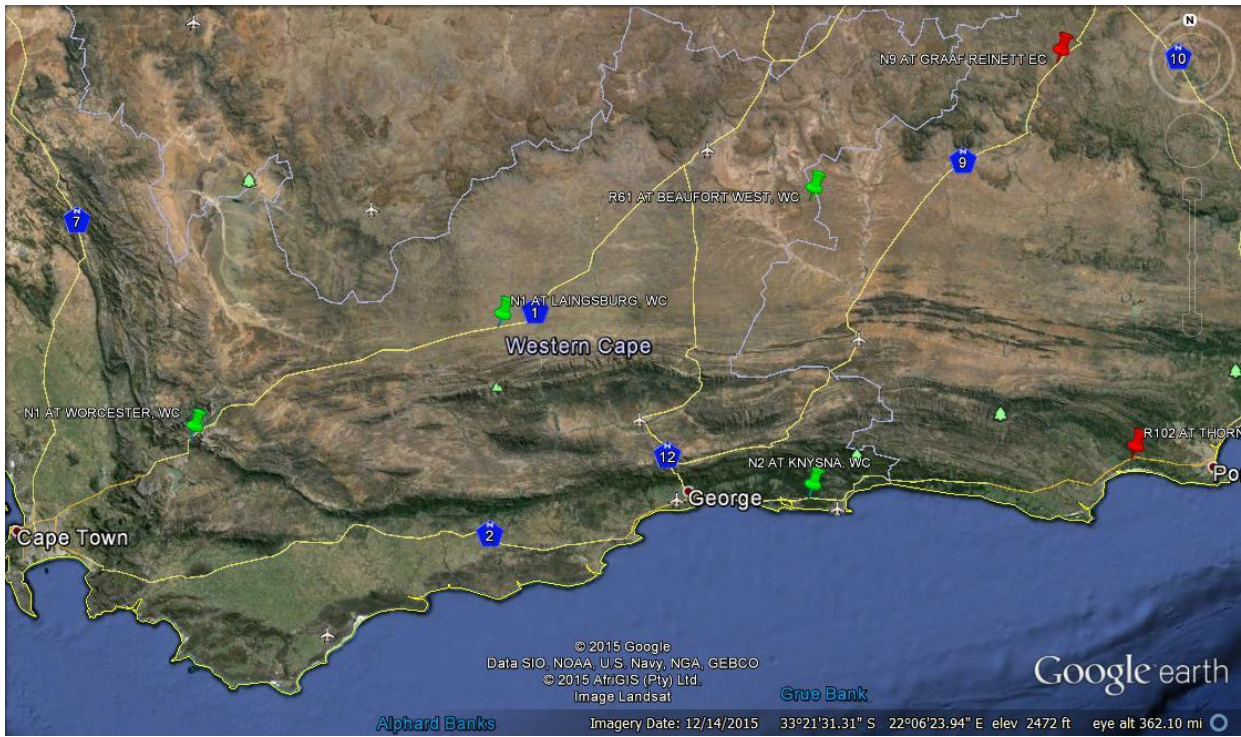






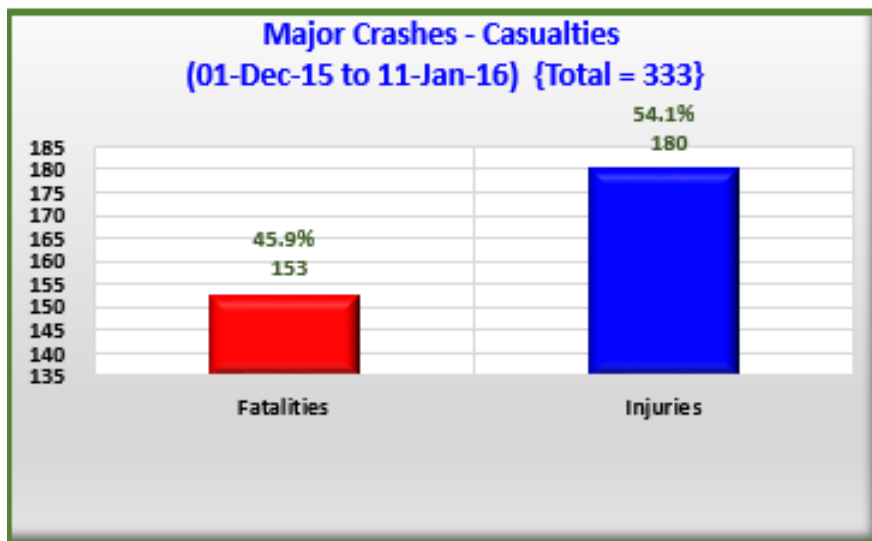






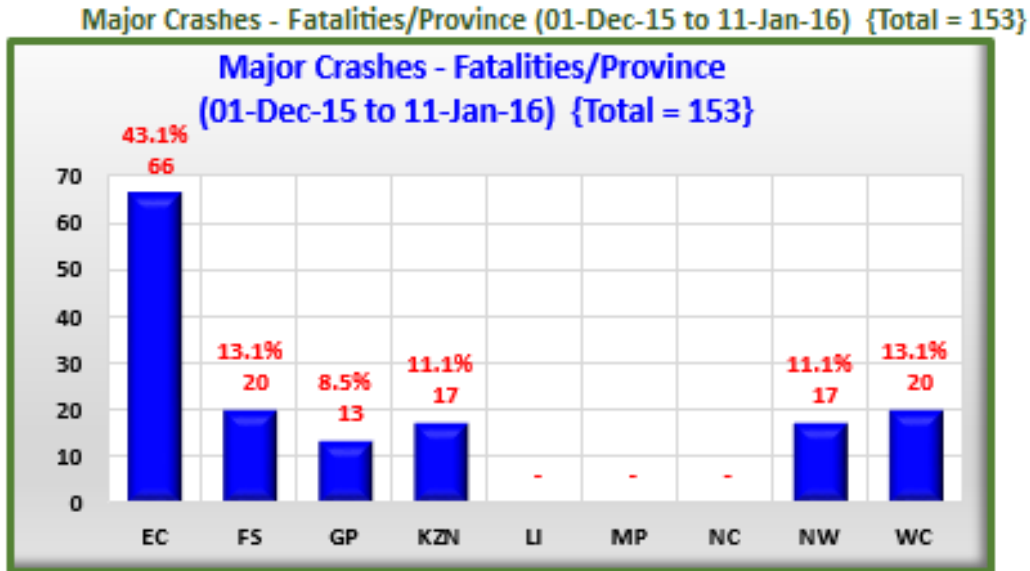
### 14.1 Major crash casualties

Major Crashes - Casualties (01-Dec-15 to 11-Jan-16) {Total = 333}



Of the 30 major crashes investigated during the Festive 2015/16 period, there was a total of 333 casualties: 153 persons killed and 180 persons injured.

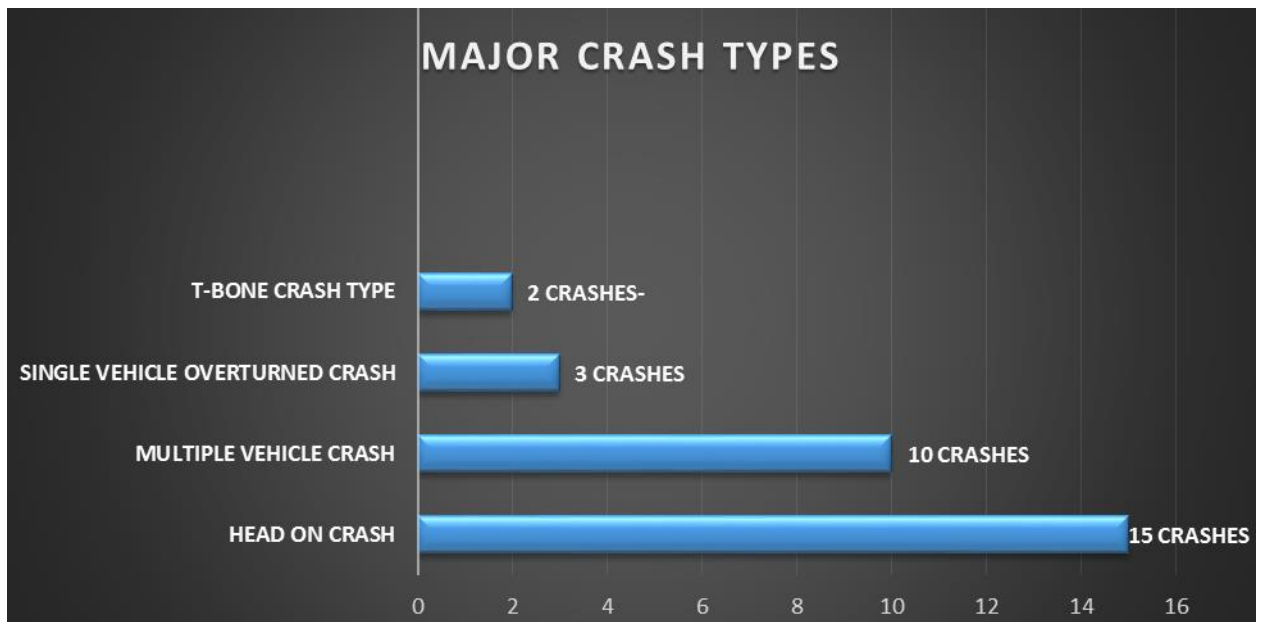
**14.2 Major crash fatalities per province**



The graph above indicates the number of fatalities per province. The Eastern Cape had the highest number of major crashes investigated with 11 crashes that resulted in 66 fatalities. There were 5 major crashes investigated in the Free State that resulted in 20 fatalities and 4 major crashes investigated in Western Cape also with 20 fatalities.

**15. CRASH TYPES**

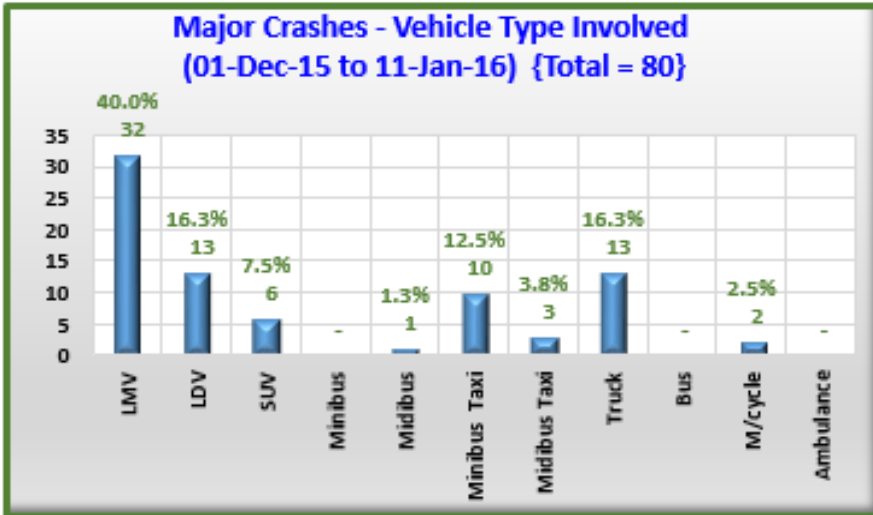
The figure below indicates that majority of major crashes occurred as a result of head-on crashes (15) followed by multiple vehicle crashes (10), 3 single vehicle overturned type crashes and 2 T-bone/ 90 degree crash types.



## 16. VEHICLES INVOLVED IN MAJOR CRASHES

There was a total of 80 vehicles involved in 30 major crashes investigated during the Festive 2015/16 period. The majority of vehicle type involved was light motor vehicles (32), followed by 13 trucks and light delivery vehicles.

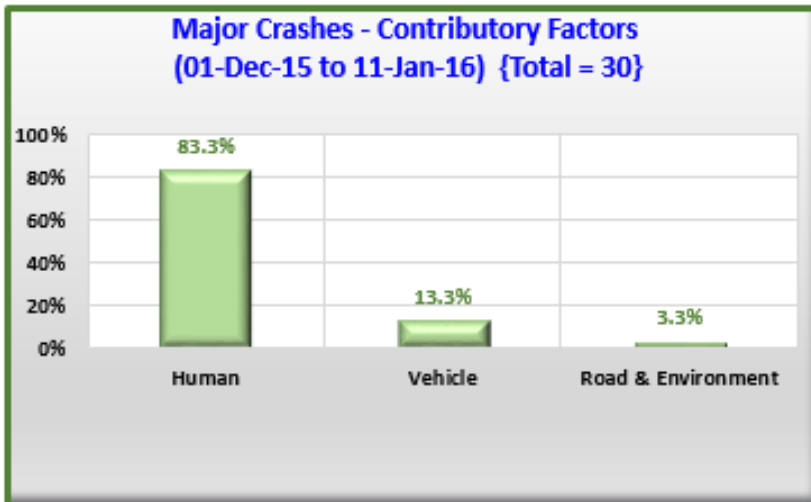
Major Crashes - Vehicle Type Involved (01-Dec-15 to 11-Jan-16) {Total = 80}



### 17.CONTRIBUTORY FACTORS

The figure below shows that on a national level human factors contributed 83.3% to the occurrence of fatal crashes. The vehicle factors and road & environment factors contributed 13.3% and 3.3% respectively.

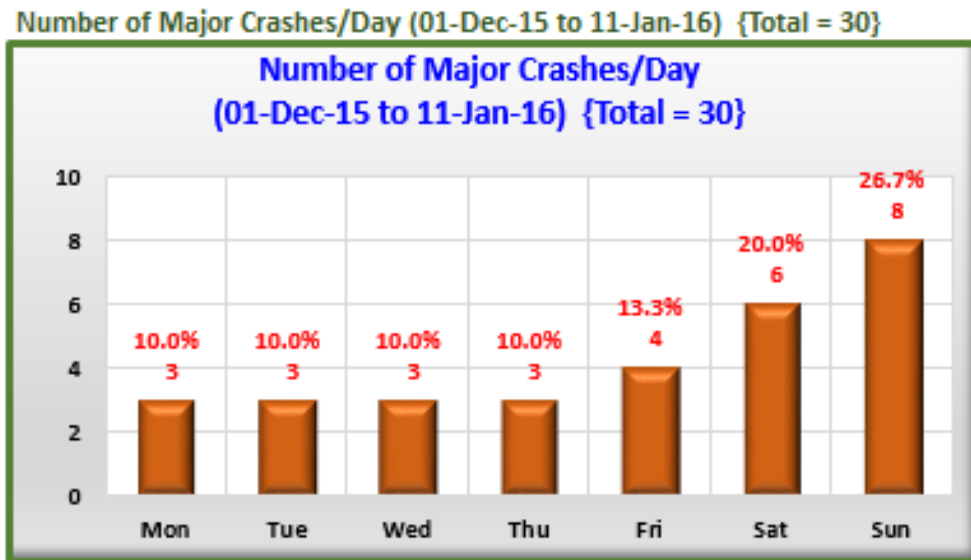
Major Crashes - Contributory Factors (01-Dec-15 to 11-Jan-16) {Total = 30}



**Table: Contributory Factors details as per investigation**

HUMAN/ DRIVER	VEHICLE	ROAD AND ENVIRONMENT	OTHER
Driving Under The Influence Of Alcohol	Vehicle Condition- Poor Brakes Condition	Poor Condition Of Road Surface And Road Rutting	Stray Animals
Speeding	Tires Burst Prior To Crash	No Traffic Signs	
Driving In Wrong Lane	Tires In Poor Condition		
Overtaking When Unsafe/ Unlawfull	Overloaded Vehicle		
Failing To Stop At A Stop Street			
Failing To Keep Vehicle Under Control			
Distracted Driving- Using Cellphone While Driving			

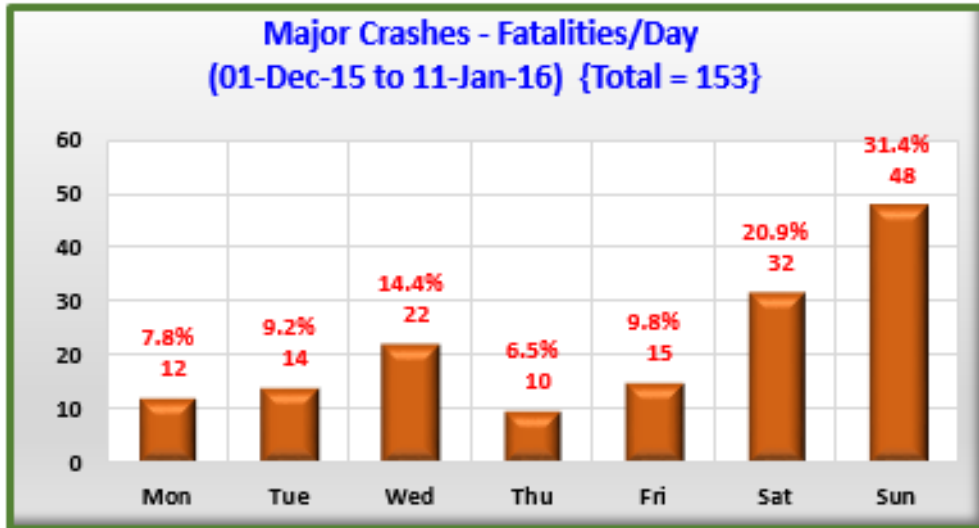
**17.1 Major crash day and time occurrence**



Source: RTMC Major crash investigation spreadsheet data

The graph indicates the number of crashes per day. Majority crashes occurred on a Sunday (8) followed by Saturday (6) and Friday (4).

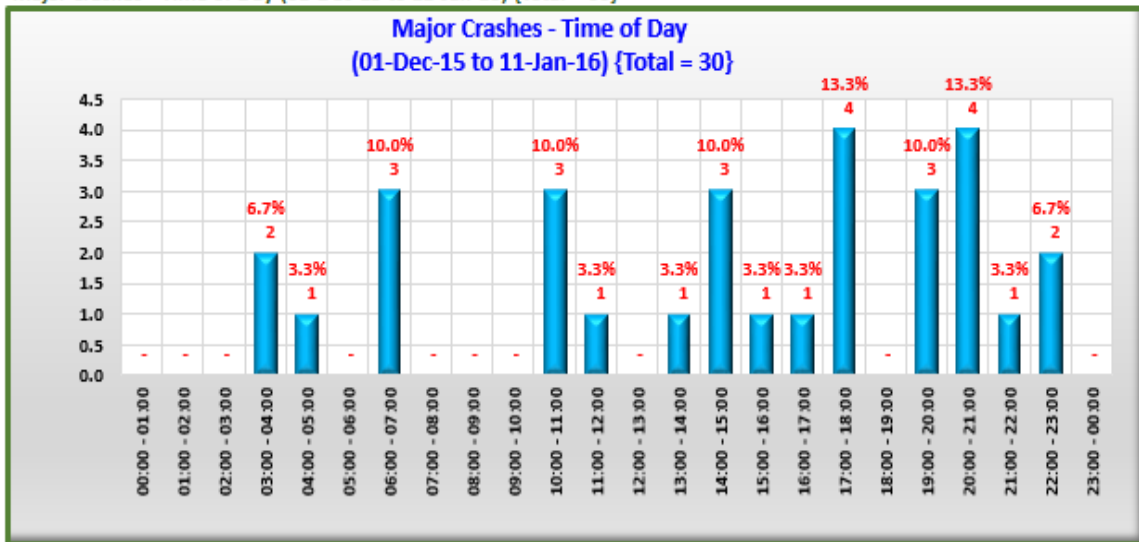
Major Crashes - Fatalities/Day (01-Dec-15 to 11-Jan-16) {Total = 153}



Source: RTMC Major crash investigation spreadsheet data

The graph above indicates the number of fatalities per day. Majority fatalities were recorded on a Sunday (48) followed by Saturday (32) and Wednesday (22)

Major Crashes - Time of Day (01-Dec-15 to 11-Jan-16) {Total = 30}



Source: RTMC Major crash investigation spreadsheet data

The graph indicates the crash occurrence by time. The majority of crashes occurred between 17:00-18:00 and 20:00- 21:00.

## 18. MAJOR CRASHES DETAILS

**18.1** Friday 4 December 2015 on the N12 National Road, between Benoni and Delmas, near the R555 Etwata/Springs off-ramp, Springs, GP. 4 Vehicles involved in multiple vehicle crash- SAPS sedan, 2 Trucks and a LDV, 2 killed and 12 persons injured. The LDV suffered a tyre burst and the driver over steered and the LDV started to roll (overturned).

Prior to this multiple-vehicle collision occurring, the LDV was travelling in an easterly direction towards Delmas. At the relevant section the LDV experienced a left-rear tyre failure in the form of a full tread/belt separation. See photograph below.



The latter tyre failure would have resulted in a sudden loss of air.

The left-rear tyre failure and subsequent sudden loss of air would have resulted in the LDV to experience a pull to the left. The driver of the LDV subsequently reacted to the latter pull to the left by steering to the right.

The driver of the LDV however over steered and started to go in a clockwise rotational yaw movement.

The LDV moved across the grass median, separating the eastbound lanes of travel from the westbound lanes of travel, and subsequently started to roll over.

The LDV, whilst rolling over, landed on-top/rolled over the SAPS Vehicle. The Freightliner-combination and the Nissan Truck were also damaged in this collision. LCRC Photographs are being awaited before comments can be made on the damage sustained to the latter two



Trucks and the involvement of the latter two Trucks.



**18.2** Friday 4 December 2015 on N2 at Harding KZN. 1 SAPS vehicle and 1 Quantum Minibus involved in a head on crash. 5 persons killed and 10 injured. Alcohol use and suspected and excessive speed.

The black VW Golf listed as vehicle 1 was travelling towards Kokstad in the direction of Harding, it is suspected that the driver of this vehicle was under the influence of alcohol as:

- Several alcohol containers were located inside the vehicle and in a cooler box
- The occupants allegedly attended a Christmas / year end function and were returning from the function
- 

The driver veered over the white center line and collided head on with the Toyota Quantum. The evidence on scene indicates that impact took place on the port Shepstone bound lane. The accident would be described as head on, however the Golf had extensive impact damages centralized to the front middle section of the vehicle and impact damage is straight rearwards. The damage to the Toyota is mainly concentrated to the front right side and impact damages are angled. It appeared that the Golf did not just stray over onto the oncoming lane, but veered off at an angle towards the right. The damage to the Golf indicates that this vehicle travelled at a very high speed, this is supported by the fact that the Toyota Quantum was displaced rearwards of the lane it was traveling on, onto the grass verge.

It was noted that the seatbelts in the golf were not in use at the time of the crash. The seatbelts in the Toyota need to be completely checked still, however it was noted that the driver and front passenger seatbelts were extended and locked in place, friction marks were visible on the two seatbelts. This indicated that they were in use at the time.



**18.3** N9 between Graaf Reinett and Middelburg, Eastern Cape on Saturday 12 December 2015. 1 Midibus taxi and 1 Truck involved in a Head on crash that occurred as a result of the taxi hitting a stray cow and the driver losing control, colliding head on with the Truck. 9 persons were killed and 6 injured.

The Fuso truck and trailer combination was travelling in a generally southern direction on the N9 carrying three (3) occupants, i.e. the driver and two (2) passengers, the load being carried at the time is to be confirmed.

The Mercedes Benz Sprinter was travelling in a generally northern direction on the N9 carrying twelve (12) occupants, i.e. the driver and eleven (11) passengers.

It has been indicated that whilst the Sprinter was travelling along the N9, the vehicle collided with a stray animal (cow) that was standing in the road and in the Sprinter's direct path of travel.

Subsequently, the driver of the Sprinter lost control of the vehicle, where the vehicle veered to its right hand side into the oncoming traffic lane (south bound), moving towards the roadside verge of the south bound lane; however the driver appears to have corrected the path of the Sprinter, where the vehicle began to veer back across the south bound lane moving back towards its correct lane of travel (north bound lane).

The driver of the Fuso combination noticed the impending danger of the Sprinter in his lane and path of travel (south bound), as such applied brakes so as to avoid colliding with the Sprinter; however the Sprinter and Fuso combination subsequently collided head on in the south bound lane.

The collision resulted in nine (9) fatalities (8x Sprinter; 1x Fuso), six (6) serious injuries (4x Sprinter; 2x Fuso) and extensive collision damages to either vehicle.



**18.4** Sunday 6 December 2015 at 22:53 on the R61 between Mthatha and Ncgobo, Mthatha, Eastern Cape. 5 persons killed in a Head on crash between an Iveco and VW Polo.

The VW Polo Vivo was travelling in a generally eastern direction on the R61, carrying five (5) occupants, i.e. the driver and four (4) passengers. The Iveco Daily & trailer were travelling in a generally western direction on the R61, carrying an unconfirmed number of occupants.

For a reason yet to be confirmed, the VW Polo Vivo lost control and veered to its right hand side and into the west bound lane and path of travel of the Iveco. From evidence noted on the scene during the writer's inspection on location as well as from evidence on the vehicle during inspection of vehicle, it appears that the VW Polo may have suffered sudden deflation of its Rear Left tyre, as such causing the vehicle to lose control (this will be

considered further).

Subsequently, the VW Polo and Iveco Daily collided head on. The VW Polo and Iveco came to rest as depicted in the supplied SAPS on-scene photographs, as well as in the writer's diagram. The collision resulted in five (5) fatalities (all from the VW Polo), unconfirmed number of injuries and collision damage to both vehicles.



**18.5** Thursday 10 December 2015 at 13:15 on the M1 Road, between Glenhove Drive and 11<sup>th</sup> Avenue, Norwood, GP. Multiple vehicle crash involving 4 vehicles (1 truck, 2 LDV's and a Midibus) resulted in 1 fatality.

Prior to the collision occurring the Nissan LDV and the Hino-combination were travelling in a southerly direction towards Johannesburg CBD. The Sprinter and the Isuzu LDV were travelling in the opposite direction, i.e. in a northerly direction towards Sandton. At the relevant section of the M1 Road, the Hino-combination was travelling straight along the left-hand southbound lane of travel at a speed of approximately 55 km/h.

The Nissan LDV then collided with the side of the Hino-combination which resulted in the driver of the Hino-combination to lose control. The Hino-combination veered sharply to the right, collided with and moved over the Armco barriers at the centre median and overturned onto its left-hand side. The Hino-combination ended up with its front portion partially on top of the front of the Sprinter which was travelling along the far right-hand lane of the northbound lanes of travel. The Isuzu LDV that was also travelling in a northerly direction, in the second lane from the right, sustained damaged on its right-hand side when it also came into contact with part of the Hino-combination.





**18.6** Friday 11 December 2015 at 11:15 on the N18 National Road, between Vryburg and Pudimoe, approximately 45 km South of Vryburg, North West. 1 truck and 1 BMW involved in a Head-On crash that resulted in 5 fatalities.

Prior to the collision occurring the BMW was travelling in a northerly direction along the N18 National Road, i.e. towards Vryburg. The Scania-combination was travelling in the opposite direction, i.e. in a southerly direction towards Pudimoe. At the relevant section, the driver of the BMW was in the process of overtaking a TLB whilst the Scania-combination approached from the front. The driver of the BMW could not move back to his lane in time and applied brakes and swerved harshly to his right. The BMW however started to go into a severe clockwise rotation (yaw movement), which resulted in the BMW to suddenly veer over into the oncoming southbound lane of travel. The rear of the BMW faced the oncoming Scania-combination and a collision subsequently occurred between the front of the Scania Truck-tractor and the rear of the BMW.

Prior to the collision occurring the driver of the Scania-combination applied brakes and attempted to steer to his left.





**18.7** Saturday 12 December 2015 at 10:45 on the R102 between King Williams Town and East London, Eastern Cape. 5 persons killed in a Head on crash between a Toyota Tazz and a Truck

The Nissan UD Rigid truck was travelling in a generally eastern direction on the R102, carrying a single occupant (i.e. driver only) and the tipper was empty (not carrying a load). The Toyota Tazz was travelling in a generally western direction on the R102, carrying five (5) occupants, i.e. the driver and four (4) passengers.

The writer is unable to confirm at this stage which vehicle had deviated from its original path of travel, where from the evidential marks found at the scene, it appears that impact between the two vehicles occurred in the centre of the road (on the centre median line). It is however suggested in the SAPS A1 attending members statement that the driver of the Nissan truck suggested to him on the scene that the driver of the Toyota Tazz has left his original lane of travel (west bound) and moved into his path of travel (east bound) where subsequently he collided with the Toyota Tazz; however this version will be considered further.

The collision resulted in five (5) fatalities (all from the Toyota) and extensive damages to either vehicle.



**18.8** Saturday 12 December 2015 at 21:50 on the N2 at Mlogo, Pongola, KZN. 6 persons killed and 1 injured in a T-bone type crash between a breakdown vehicle and a BMW.

The BMW sedan was travelling towards Pongola in the right lane, the truck driver was travelling in the opposite direction on his way to a call out for an accident that had occurred at the bottom of the decline section of road. The driver of the truck suddenly applied brakes hard causing the truck to go into a broad side slide. The BMW Collided into the front left side of the truck, as a result the BMW appears to have gone in under the cab, the result of this was the truck cab and engine becoming dislodged.

The truck rotated and came to rest in against the Armco barrier on the left side of the double lane. The cab rolled along the road and went over the Armco barrier. It continued down a very steep embankment before coming to rest about 30 meters down. The driver and passenger were still in the cab at the time. The BMW rotated and came to rest diagonally across the double lanes. It caught alight and was completely gutted. It was noted that brain matter was located spayed across the deck of the truck. The spray pattern was diagonally across the deck from the mid rear section to the rear right corner. This indicating that one of



more of the occupants died instantly on impact.



**18.9** Sunday 13 December 2015 at 19:30 on the N2 between Knysna and Plettenberg Bay, Western Cape Province. 6 persons killed in a Head On crash involving a Hyundai and Mazda LDV.

The Mazda was travelling in a generally northern direction on the N2, carrying four (4) occupants, i.e. the driver and three (3) passengers.

The Hyundai H100 was travelling in a generally southern direction on the N2 carrying nine (9) occupants, i.e. the driver and eight (8) passengers, where the vehicle also appears to have been heavily loaded.

It is suggested by an independent eyewitness who was travelling behind the Mazda Drifter that while he and the Mazda Drifter were negotiating a sharp right hand bend, he noticed the Hyundai H100 travelling in the opposite direction (south bound) travelling at a high speed, when the Hyundai H100 then left its lane of travel and moved into the path of travel of the

Mazda Drifter (north bound lane).

Subsequently the Hyundai H100 and Mazda Drifter collided head on in the north bound lane. It is noted that the independent eyewitness' vehicle was hit by debris from the collision, as well as that it appears that he may have struck and or driven over some of the bodies that were flung into the road during the phase of initial accident.

The Mazda Drifter came to rest in the concrete water culvert to the left hand side of the north bound lane. The Hyundai H100 came to rest across the north bound emergency lane and partially across the north bound lane.

The collision resulted in six (6) fatalities, five (5) serious injuries, two (2) slight injuries and extensive collision damages to either vehicle.



**18.10** Tuesday 15 December 2015 at approximately [15:35](#) on the R61 between Engcobo and Mthatha, Eastern Cape Province. 9 persons killed and 5 injured in a Head- on crash

between a Mercedes Benz sedan and Toyota Minibus.

Prior to the collision occurring the Mercedes was travelling in an easterly direction along the R61 Road, i.e. towards Mthatha. The Minibus was travelling in the opposite direction, i.e. in a westerly direction towards Engcobo. At the relevant section, the driver of the Mercedes left his lane of travel and veered over into the oncoming lane of travel. A partial head-on collision subsequently occurred between the right-front of the Minibus and the right-front of the Mercedes.

The driver of the Mercedes allegedly attempted to overtake another vehicle at the time of the collision.



**18.11** Wednesday 16 December 2015 at approximately 19:30 on the R61 between Cofimvaba and Engcobo, Eastern Cape. 5 persons killed in a Head On crash between a Toyota Corolla and an Isuzu LDV.

Prior to the collision occurring the Sprinter and the Isuzu LDV were travelling in a northerly

direction along the R61 Road, i.e. towards Engcobo.

The Corolla was travelling in the opposite direction, i.e. in a southerly direction towards Cofimvaba. At the relevant section, the driver of the Corolla left his lane of travel and veer over into the oncoming northbound lane of travel. A slight impact occurred between the right-front/right-hand side of the Sprinter and the right-hand side of the Corolla.

The Corolla subsequently collided head-on with the Isuzu LDV that was travelling behind the Sprinter.



**18.12** Thursday 17 December 2015 at approximately 17:00 at the intersection of R707 and S671 at Marquard, Free State. 5 vehicles involved in a multiple vehicle crash as a result of a driver crashing into a roadblock that resulted in the death of 4 persons.

The VW Polo (carrying two (2) occupants, i.e. the driver and one (1) passenger); the Toyota Corolla (carrying four (4) occupants, i.e. the driver and three (3) passengers); and the

Renault Clio (carrying a single occupant, i.e. driver only) were travelling in a generally southern direction on the R707.

The Local traffic police Toyota Yaris and SAPS Toyota Hilux are indicated to have been stationary on the road surface across the R707, forming a blockade in an attempt to stop the VW Polo.

It has been indicated that the driver of the VW Polo had murdered his wife, where he is wanted for murder under Namahadi CAS 104/12/2015. As such, the driver of the VW Polo had taken his 2 year old daughter and was running away from the police.

When in the Senekal area, the driver of the VW was stopped by traffic officers for travelling at a high speed. After handing the traffic officer his driver's licence, he sped off in attempt to evade the traffic officers. The traffic officers that had stopped the driver of the VW radioed that the driver of the VW had "run away" from them and requested assistance in stopping him.

As such, the Local traffic police Toyota Yaris and SAPS Toyota Hilux formed a blocked on the R707 approximately 3km outside Marquard in an attempt to stop the VW Polo.

Due to the blockade across the R707, the driver of the Renault Clio and the Toyota Corolla came to a stop in the south bound lane to await the road to be reopened. The Toyota Corolla had stopped behind the Renault Clio.

The VW Polo, approaching the stationary vehicles ahead of it, was travelling at a high speed, where subsequently the VW collided into the rear of the Corolla, pushing the Corolla forward into the rear of the Renault. The VW, which was still "connected" to the Corolla continued forward, pushing the Corolla with it, until it came to rest.

After the Corolla collided into the Renault, the Renault was pushed forward into the SAPS Toyota Hilux where the Renault then rotated and came to rest. The SAPS Toyota Hilux was pushed into the Local traffic Toyota Yaris where the Hilux and Yaris came to rest.

The collision resulted in four (4) fatalities (all from the Toyota Corolla); two (2) serious injuries (from the VW) and extensive collision damages to the various vehicles.

It is noted that a case of “defeating the ends of justice” against the driver of the VW has been opened at Senekal SAPS for his evading the original traffic officers that has stopped him. The case docket number for this case is yet to be supplied.





**18.13** Saturday 19 December 2015 at approximately 22:30 on the N4 at Boschkop, Gauteng. Multiple vehicle crash involving 2 LMV's, 1 LDV and 2 Motorcycles resulted in 1 fatality and 4 serious injuries.

Prior to the collision occurring the Jetta was travelling in a westerly direction along the N4 National Road Westbound, towards Pretoria. The Black Suzuki, Blue Suzuki, Maserati and the Isuzu LDV were all travelling in an easterly direction along the N4 National Road Eastbound.

At the relevant section of the N4 National Road the driver of the Jetta lost control over the Jetta and veered over, across the centre median and into the oncoming eastbound lanes of travel.

A head-on collision subsequently occurred between the Jetta and the Black Suzuki. The Blue Suzuki was also slightly involved in a collision with the Jetta.

The Maserati and the Isuzu LDV, which were following some distance behind the two Motorcycles, subsequently collided with the Jetta. The Maserati collided with the Jetta after which the Isuzu LDV also collided with the Jetta.







**18.14** Monday 21 December 2015 at approximately 03:30 on the N1 approximately 52 km's from Laingsburg Western Cape. 2x Toyota Quantum Minibuses with trailers and 2x Toyota Minibuses involved in a multiple vehicle crash that resulted in 5 fatalities and 26 injuries.

Toyota Quantum 1 & trailer (CA889-353 & CA940-832) was travelling in a generally eastern direction on the N1, suggested to have been carrying fourteen (14) occupants (i.e. the driver and thirteen (13) passengers) and towing a trailer. Toyota Quantum 2 & trailer (CF148-312 & CF176-699); Toyota Quantum 3 (CA953-738) and Toyota Quantum 4 & trailer (CF106-422 & CF120-711) were all travelling in a westerly direction on the N1.

It has been suggested that whilst Toyota Quantum 1 was travelling along the N1, for a reason yet to be confirmed, it lost control veering towards its right hand side towards the oncoming traffic lane (west bound lane). Subsequently, Toyota Quantum 1 sideswiped the rear right hand side panel / corner of Toyota Quantum 2 and continued forward to sideswipe the right hand side of Toyota Quantum 3.

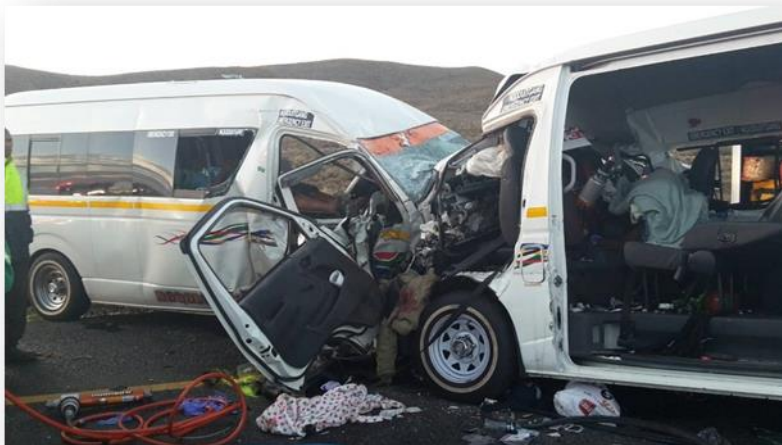
After impact with Toyota Quantum 1, Toyota Quantum 2 veered to its right hand side into

the oncoming traffic lane (east bound lane) and rolled onto its left hand side, where it came to rest.

After impact with Toyota Quantum 1, Toyota Quantum 3 “spun around” 180 degrees towards the roadside verge of the west bound lane where it came to rest. (3.3) as well as the writer’s diagram (3.4) on the grass roadside verge of the west bound lane.

Toyota Quantum 1 continued forward, where it subsequently collided head on with Toyota Quantum 4 in the east bound lane, where Toyota Quantum 1 and Toyota Quantum 4 came to rest with both front ends connected to one another.

This collision resulted in five (5) fatalities (x3 from Quantum 1; 2x from Quantum 4); various injuries and extensive collision damages to all vehicles.





**18.15** Tuesday 23 December 2015 at approximately 06:00 on the N1 in the Kanetvlei area, between Worcester and De Doorns, Western Cape. 4 vehicles involved in a Head- On crash that resulted in 3 fatalities.

The Ford Focus was travelling in a generally southern direction on the N1, carrying four (4) occupants, i.e. the driver and three (3) passengers. The Opel (carrying two (2) occupants), as well as the Hyundai IX35 (carrying four (4) occupants) and Isuzu FRR500 were travelling in a generally northern direction on the N1.

It has been suggested that whilst travelling on the N1, while negotiating a right hand bend, the driver of the Ford Focus moved from her original lane of travel (south bound) and moved into the oncoming traffic lane (north bound) in an attempt to overtake a truck travelling ahead of her. Subsequently, the Ford Focus and Opel collided head on in the right hand lane of the north bound carriageway.

After impact the Ford rotated and moved to rest to the left hand side of the south bound lane. The Opel rolled onto its roof and came to rest in the emergency lane to the left hand side of the north bound carriageway.

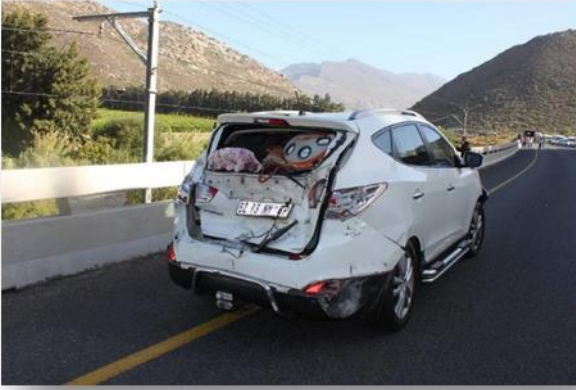
The driver Hyundai IX35 which was travelling behind the Opel saw the impending danger of the accident occurring ahead of him, as such applied brakes so as to avoid colliding with the Opel and/or Ford.

Subsequently, the Isuzu truck which was travelling behind the Hyundai was unable to avoid the Hyundai which had come to a sudden stop in front of it, as such collided into the rear of the Hyundai.

The Hyundai and Isuzu both came to relatively controlled stops ahead of the initial scene of accident.

The collision resulted in three (3) fatalities (1x Opel; 2x Ford); three injuries (2x Ford; 1x Opel) and extensive collision damages to the various vehicles.





**18.16** Wednesday 23 December 2015 at approximately 03:15 on the R346 Reserve Road, between Stutterheim and King Williams Town, Eastern Cape. 1x Opel Corsa vehicle type involved in a single vehicle overturned type crash that resulted in 5 fatalities.

Prior to the collision occurring the Corsa was travelling in a southerly direction along the R346 Road, towards King William's Town. At the relevant bend, the driver of the Corsa exceeded the critical sideslip velocity of the bend and veered towards the outside of the bend.

In the vicinity of the apex of the bend the Corsa collided with the Armco barrier. An entire section of Armco barrier and wooden pole was ripped out after which the Corsa moved down a relatively steep embankment on the eastern side of the road. The Corsa rolled over several times before coming to rest on the eastern side of the road, in the field.



**18.17** Wednesday 23 December 2015 at approximately 17:27 on the R378 Vryburg Ganyesa Road, North West Province. 12 persons died in a Head On crash between a Chevrolet Captiva and a LDV.

The Toyota Hilux was travelling in a generally southern direction on the R378, carrying three (3) occupants, i.e. the driver and two (2) passengers.

The Chevrolet Captiva was travelling in a generally northern direction on the R378, carrying ten (10) occupants, i.e. the driver and nine (9) passengers where seven (7) of these passengers were children between the ages of 5months and 12 years of age.

When entering a left hand bend, for a reason yet to be confirmed, the Toyota left its original lane of travel (south bound) and moved into the lane of travel of the Chevrolet (north bound); where subsequently the Toyota and Chevrolet collided head on.

After the collision the Toyota and Chevrolet moved to their respective final positions of rest. The collision resulted in twelve (12) fatalities (2x Toyota; 10x Chevrolet), one (1) serious injury (1x Toyota) and extensive collision damages to either vehicle.



**18.18** Saturday 26 December 2015 at approximately 21:05 on the Qolora By Sea road between Centane and Qolora Beach, Eastern Cape. 1x Toyota Quantum, 1x Nissan Micra, 1x Toyota Avanza and 1x Corsa LDV type of vehicle involved in a multiple vehicle crash that resulted in 5 persons being killed.

The Toyota Quantum was travelling in a generally southern direction carrying four (4) occupants, i.e. the driver and three (3) passengers.

The Nissan Micra (carrying two (2) occupants); Opel Corsa (carrying five (5) occupants) and the Toyota Avanza (carrying six (6) occupants) were all travelling in a generally northern direction. From the evidential factors noted on the scene, it appears that whilst travelling towards Qolora By Sea, one of the right side tyres on the Toyota Quantum suffered sudden deflation; thus causing the Quantum to lose control and veer towards its right hand side towards the oncoming traffic (north bound) lane.

Subsequently, the Quantum clipped / glanced the front right quarter panel of the Nissan Micra, causing the Nissan Micra to veer to its right hand side; across the south bound lane moving to rest where the Nissan came to rest facing in a generally north eastern direction across the south bound lane. After impact with the Nissan, the Quantum continued forward colliding head on / partial overlap and sideswipe type collision with the Opel Corsa. The Opel Corsa subsequently rotated 180 degrees to rest where the Opel came to rest facing in a generally south eastern direction partially in the water culvert at the north bound lane roadside verge and partially on the north bound lane road surface.

After having collided with the Opel, the Quantum also rotated 180 degrees, where subsequently the Toyota Avanza collided with the undercarriage of the Quantum. The Quantum subsequently “rolled” over the right hand side of the Avanza while moving to rest.

From evidence noted in the supplied SAPS on-scene photographs, it is likely that the Quantum came to rest on its left hand side across the south bound lane, where this vehicle was then subsequently place back onto its tyres prior to the SAPS LCRC photographing the scene (however this will be considered further).

The Avanza came to rest on the north bound lane facing in a generally northern direction (as depicted in the supplied SAPS on-scene photographs (3.3) as well as the writer’s diagram (3.4)).

The collision resulted in five (5) fatalities (all from the Opel), twelve (12) serious injuries (4x Quantum; 2x Nissan & 6x Avanza) and extensive collision damage to all vehicles.







**18.19** Sunday 27 December 2015 at approximately 10:50 on the T30 Kopshop Main Road, Ngqeleni, Eastern Cape. 1x Toyota LDV, 1x Toyota Etios, 1x Nissan Sani vehicle, and 1 x truck involved in a multiple vehicle crash that resulted in 5 fatalities.

Prior to this collision occurring the Sani was travelling in a northerly direction along the Canzibe-gravel road, approaching the relevant T-junction from a southerly direction.

The Hino-combination was travelling in an approximate westerly direction along the Mthatha/Ngqeleni main road (also referred to as the Kopshop Road or T301 Road).

At the relevant intersection the Sani entered the main road without stopping at the T-junction/yielding to the approaching Hino-combination.

A collision subsequently occurred between the front of the Hino Truck-tractor and the right-hand side of the Sani.

The Hino-combination and the Sani moved off together in a north-westerly direction and left the T-junction on the northern side. The Hino-combination and the Sani collided with the LDV and the Etios that were parked off the road surface on the northern side of the T-junction.



**18.20** Sunday 27 December 2015 at approximately 20:30 on the Tarkastad Road, Queenstown, Eastern Cape. 1x Toyota Hilux LDV and 1x BMW motor vehicle involved in a head on crash that resulted in 7 fatalities.

Prior to this collision occurring the LDV was travelling in a westerly direction towards Tarkastad. The BMW was travelling in the opposite direction, i.e. in an easterly direction towards Queenstown. At the relevant section of the R61 Road, the LDV suffered a left-rear tyre failure in the form of a partial tread/belt separation.

As a result of the latter tyre failure the LDV would have experienced a pull towards the left.

The driver of the LDV subsequently reacted to the latter pull by steering to the right. The driver of the LDV however, oversteered, and the LDV started to go into a clockwise rotational movement. Whilst experiencing a clockwise rotational yaw-movement the LDV started to veer over into the oncoming eastbound lane of travel.

An opposite direction collision subsequently occurred between the front of the BMW and the front left-hand side of the LDV in the BMW's correct lane of travel.



**18.21** Sunday 27 December 2015 at approximately 19:00 on the N1 between Ventersburg and Kroonstad, Free State. 2x sedan type vehicles involved in a head on crash that resulted in 7 fatalities.

The Ford Figo was travelling in a generally northern direction on the N1, carrying four (4) occupants, i.e. the driver and three (3) passengers.

The Kia Picanto was travelling in a generally southern direction on the N1, carrying two (2) occupants, i.e. the driver and one (1) passenger.

The Kia Picanto was said to have overtaken an articulated vehicle (details unknown), thereafter travelling on/in the lane of travel of oncoming vehicles, where subsequently the Ford Figo travelling in the oncoming lane, noticed the oncoming Kia and although took evasive action by moving further left to avoid the Kia was unable to do so and a head on collision occurred between these two vehicles.

After the collision the Ford and Kia moved to their respective final positions of rest. The collision resulted in seven (07) fatalities (2x Kia; 5 x Ford), and extensive collision damages to both vehicles.



**18.22** Monday 28 December 2015 at approximately 04:00 on the N17 towards Secunda, just before Devon, Gauteng. 1x Toyota Hiace Minibus and 1x Truck involved in a Head on crash that resulted in 6 fatalities and 14 injuries.

Prior to the collision occurring the UD-combination was travelling in an approximate easterly direction towards Leandra. The Minibus was travelling in the opposite direction, i.e. in an approximate westerly direction toward Springs. At the relevant section of the N17 National Road the driver of the UD-combination veered over into the Minibus's correct lane of travel. A partial head-on collision subsequently occurred between the right-front of the Minibus and the right-front of the UD-combination in the Minibus's correct lane of travel.



**18.23** Sunday 03 January 2016 at approximately 15:55 on the R102 Thornhill Road, Jeffreys Bay, Eastern Cape. 1x Ford Bantam LDV involved in a single vehicle overturned type crash that resulted in 6 fatalities.

Ford Bantam was travelling in a generally western direction on the R102 carrying nine (9) occupants, i.e. the driver and eight (8) passengers. Whilst negotiating a right hand bend, for a reason yet to be confirmed, the Ford Bantam lost control, veering towards its right hand side, across the oncoming traffic lane (east bound lane) and onto the roadside verge to the northern side of the road (roadside verge of east bound lane).

Subsequently the Ford collided with a tree before coming to rest. The Ford came to rest as depicted in the supplied SAPS on-scene photographs. The collision resulted in six (6) fatalities, three (3) serious injuries and extensive damages to the Ford.

The investigating officer and attending SAPS LCRC member suggested to the writer that it is suspected that the driver of the Ford was driving under the influence of alcohol, where the results of the post mortem conducted on the deceased driver are awaited.



**18.24** Sunday 03 January 2016 at approximately 06:00 on the N1 approximately 200m from the Vredefort/ Heilbronn off ramp, Parys Free State. 1x Nissan Almera and 1x Kia type vehicles involved in a T-bone type crash that resulted in 6 fatalities.

Prior to the collision occurring the Almera was travelling in a northerly direction towards Parys/Johannesburg. The Kia was travelling in the opposite direction, i.e. in a southerly direction towards Kroonstad. At the relevant section of the N1 National Road the driver of the Almera left the road surface on the western side and moved slightly onto the western grass verge.

The driver of the Almera subsequently steered back onto the road surface. The driver of the Almera however oversteered, and the Almera started to go into a clockwise rotational yaw-movement. The Almera moved into the oncoming southbound lanes of travel and an opposite direction collision occurred between the front of the Kia and the left-hand side of the Almera, in the Kia's correct lanes of travel, i.e. on the southbound lanes of travel.



**18.25** Sunday 03 January 2016 at approximately 22:00 on the N2 in the Umkomaas area, Umkomaas KZN. 1x VW Polo and 1x Articulated truck involved in a Head-On crash that resulted in 6 fatalities.

It has been established that Vehicle 1 (Polo) was travelling north along the N2, in the fast lane. The vehicle passed the Umkomaas turnoff and whilst travelling on a straight section of roadway opposite the on ramp from Umkomaas, at the start of a medium right hand bend in the road, the driver lost control / swerved, towards the right. The vehicle veered off the roadway and went through the grass centre median, it entered onto the south bound carriageway and proceeded into the slow lane. The articulated vehicle (vehicle2) was travelling south along the N2 in the slow lane. The Polo as a result collided head on with the articulated motor vehicle.



**18.26** Monday 04 January 2016 at approximately 11:45 on the R34 between Odendaalsrus and Kroonstad, Free State. 1x Truck carrying Dangerous Goods was involved in a crash with a Sedan type vehicle and it resulted in 1 fatality.

The Mercedes Benz sedan was travelling in a generally western direction on the R34, carrying a single occupant, i.e. driver only.

The Scania truck tractor and trailer combination was travelling in a generally eastern direction on the R34, carrying three (3) occupants (i.e. the driver and two (2) passengers) and a load of Polythene balls (where the weight of the load is to be confirmed).

For a reason yet to be confirmed the Mercedes Benz veered from its original lane and path of travel (west bound), across the double solid barrier line into the oncoming traffic lane (east bound) and into the path of travel of the Scania combination. Subsequently, the Mercedes Benz and Scania combination collided head on in the left hand lane of the east bound carriageway.



Both vehicles moved to rest after impact and subsequently caught alight. The Mercedes Benz came to rest on the roadside verge of the west bound lane facing in a generally western direction.

The Scania combination came to rest with the horse on the roadside verge of the west bound lane and trailers across the left and right hand lanes of the west bound carriageway. The collision resulted in one (1) fatality (1x Mercedes Benz) and three injuries (Scania combination), as well as extensive conflagration damages to both vehicles.

A suggestion was made to the writer by the I/O that the family of the driver of the Mercedes Benz suggests that she may have suffered a heart condition / heart problems.



**18.27** Tuesday 05 January 2016 at approximately 17:50 on the N3 approximately 20km from Harrismith towards Warden, Free State. 1x BMW, 1x Mercedes Benz, 1x Toyota RAV 4 and 1x truck involved in a multiple vehicle crash that resulted in 2 fatalities and 7 injuries.

Prior to the collision occurring the C200 and the BMW were both travelling in a northerly direction towards Warden. The RAV4, followed by the Renault-combination, were both travelling in a southerly direction towards Harrismith.

At the relevant section the driver of the BMW drifted over into the oncoming southbound lanes of travel. A slight impact occurred between the right-hand side of the RAV4 and the right-hand side of the BMW.

A collision subsequently occurred between the right-front/front right-hand side of the BMW and the right-front/front right-hand side of the Renault Truck-tractor. A further slight collision occurred between the RAV 4 and the C200.

It has been alleged by the surviving occupant of the BMW that the driver of the BMW was busy on his cell-phone at the time of the collision.





**18.28** Thursday 07 January 2016 on the R61 between Cradock and Tarkastad, Eastern Cape. 1x Toyota Corolla Sedan involved in a single vehicle overturned type crash that resulted in 5 fatalities (2 girls age 5 and 10, 1 5 year old boy, a 21 year old man and a 40 year old woman). There is 1 serious injury.

**18.29.** Friday 8 January 2016 at approximately 20:18 on the c/o Elias Motsoaledi and Marie Louis roads, Dobsonville, Soweto, Johannesburg, GP. 4 vehicles involved in a multiple vehicle crash that resulted in 3 fatalities and 12 injuries.

**18.30.** Saturday 9 January 2016 at approximately 14:35 on the R61 between Aberdeen and Beaufort West WC. 1x Minibus and 1x Sedan involved in a head on crash that resulted in 6 fatalities.

## **19. ROAD SAFETY**

Road safety unit embarked on various educational activities jointly with other entities and provinces. Below are the various educational activities:

### **19.1 Mahika Mahikeng Music Festival**

The Unit used the edutainment platform to promote road safety at the Mahika Music Festival in Mafikeng on from 12-13 December 2015. Pre-event activities were undertaken with the Provincial Department of Community Safety and Transport Management and in particular educational stop and check road blocks were held on the N8 Vryburg road with the intention of creating awareness on road safety. Educational material was handed to road users.

At the Festival the unit participated in an exhibition where road safety messaging was conducted with educational material handed out to patrons signing the road safety pledge. Demonstration on the use of the disposal breathalyzer and tyre pressure gauge was also conducted. The RTMC branded the event and was also acknowledged as a supporter of the festival with their logo flighted on the LED screens.

### **19.2 Durban Beach Festival**

The Unit joined the Ethekeini Transport Authority to create awareness with holiday makers at the Durban Beach Front on 16 December 2105. Music and dance was used as a medium to promote road safety with beach goers participating in road safety question and answer session. The RTMC road safety ambassador, Gabriel Temudzani addressed the audience and educational material was also handed to patrons. The unit was also joined by the Department of Transport and Kasi Road Safety and national youth structures.

### **19.3 2015/16 Telkom Knockout Cup Final**

The Entity undertook an awareness initiative at Telkom Knockout Cup Final between Kaiser Chief and Mamelodi Sundowns on 16 December 2015 at the Moses Mabhida stadium. An exhibition was conducted outside the stadium where patrons were handed educational material together with demonstrations undertaken on the use of the disposal breathalyzer. The Minister of Transport, MECs and the RTMC board chair was also in attendance.

### **19.4 Taxi Rank Awareness**

On 17 and 18 December 2015, the unit undertook road safety awareness at the Maphumalo, Ballito, Workshop and Warrick Taxi ranks in collaboration with the Provincial Department of Transport. Educational material was handed to commuters and drivers together with road safety demonstrations undertaken. At the Workshop and Warrick activation, Joyous Celebration joined the team to enhance road safety awareness. The initiative was also supported by the National Department of Transport, Kasi Road Safety and Department of Social Development.

### **19.5 Joyous Celebration 20<sup>th</sup> Anniversary Concert**

As part of the Joyous Celebration 20<sup>th</sup> Anniversary concert the Entity on the evening 19 December 2015 at the Moses Mabhida Stadium in Durban undertook an integrated targeted oriented activity directed at the Joyous Celebration patrons. Exhibitions formed part of the proceedings with colleagues promoting road safety by engaging the public and encouraging them to sign road safety pledge. Educational materials were also handed to patrons with them encouraged to follow the RTMC's social media pages. The RTMC was acknowledged as a partner with its logo lighted on the LED screens. At the concert MEC: Komphela from the Department of Police and Transport in Free State and MEC: Mokaba-Phukwana from the Limpopo Department of Roads and Transport, and MEC Sizakele Nkosi-Malobane from Gauteng Community Safety and Liaison graced the event with their presence together with being acknowledged by the organisers. The Department of Transport, Kasi Road Safety and youth structures were also present at the event.

The unit also undertook pre-event activities with Joyous Celebration at the Escourt Shell Ultra City and Engen One Stop Shop, en-route to the Durban concert on 17 December 2015. The Deputy Minister participated in the activations with road users, handed educational material and also demonstrated the use of the disposal breathalyzers and tyre gauges. The RTMC also sponsored the branded bus which transported Joyous Celebrations to Durban.

### **19.6 MTM Soccer Tournament**

The Road Safety Unit participated in MTM community soccer tournament which is annually championed by the RTMC road safety ambassador, Mpho Makola . The tournament was held at Tafelkop Stadium, Elias Motsoaledi Local Municipality, Limpopo from 22-25 December 2015. Elimination rounds were held from 22-24 December 2015 involving 16 teams with the finals on 25 December 2015. The unit undertook an exhibition with the aim of promoting road safety awareness. Educational material was handed to patrons with road safety pledges signed and road safety demonstrations undertaken.

### **19.7 IBeach xperience festival**

The Unit participated in the IBeach Festival at the Dokodweni Lagoon Beach from 27-29 December 2015. Road safety was promoted at the exhibition stand together with messaging flighted on the LED screens. A road safety presentation was undertaken with children with the unit also sponsoring educational items to participants of the sporting activities. The Deputy Minister of Transport also provided a road safety message at the concert and was also interviewed by KZNTV and Mzansi Magic.

### **19.8 Tollgate Road Safety Awareness**

The Unit with Department of Social Development undertook road safety awareness at the Gosforth Park and Grasmere Toll Plazas on 24 December 2015. Drivers and passengers were handed educational material and also provided with road safety messages. Tolplan a concessionary of SANRAL was part of the project.

### **19.9 Stray Animal Project**

The RTMC together with the North West Provincial Department of Community Safety and Transport Management undertook the stray animal campaigns on 21 and 22 December 2015 in Taung and Mafikeng respectively. It was directed at livestock owners and road users with the particular focus on the importance of visible animals on the road. Owners were educated on the safe keeping of their livestock together with providing them with tools to make the livestock visible especially at night. Retro-reflective belts and earrings were tagged on animals. The campaigns were attended by the Department of Agriculture, North West Veterinary Department, Road Accident Fund, farmers, local councilors, traditional leaders and the South African Police Services.

### **19.10 Festive Season Campaign – Rustenburg**

The Unit together with the North West Provincial Department of Community Safety and Transport Management and Department of Transport undertook an awareness campaign in the Province. The interventions included:-

Taxi Rank Awareness was undertaken in Mogwase on 4 January and at Mokapanstad, Hammanskraal on 5 January 2016 where taxi drivers and passengers were educated on road safety with particular focus on fatigue, drinking and driving, speeding, seat belt and passenger safety. Demonstrations were undertaken on the use of the disposal breathalysers, educational material handed out and pledges on road safety were signed.

### **19.11 Educational Awareness and Road Block**

From 6-8 January 2016 an integrated road safety awareness campaign was undertaken on the R565 – Phokeng Road to Sun City. Interaction took place with road users handed educational material and pledges signed. The activation was a multi-disciplinary effort with the Disability People South Africa, Provincial/National Traffic, Home Affairs, Rustenburg Municipality amongst the stakeholders. On 8 January 2016 the media (viz SABC) attended the activation with the MEC: North West Provincial Department of Community Safety and Transport Management, Mr. Gaoage Saliva Molapisi being interviewed.



## **20. CONCLUSION**

There were 1 434 fatal crashes recorded during the period under review with 1 828 fatalities. Most fatalities were recorded for passengers with a contribution of 38.0% followed by pedestrian's contribution of 35.9%. The information depicts that of the total number of fatalities there were 74.2%% representing fatalities for males during the crashes and 25.5% for females. Most of crashes occurred between 20:00 to 21:00 and over 72.1% of the crashes occurred from Thursday to Sunday. Most vehicles involved in the crashes were motorcars and LDV with 53.8% and 22.3% respectively.

There were 30 major crashes were reported and investigated during this period and 153 persons were killed and 180 sustained injuries in the crashes. Out of 30 major crashes, 15 were head on followed by multiple vehicle crashes with 10.

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

## 21.LAW ENFORCEMENT

Law Enforcement unit embarked on various operations jointly with other entities and provinces. Below are the various operations:

Achievements	Additional Information	EC	FS	GP	KZN	LIM	MP(Public Transport)	MP(Traffic Mngmnt)	NC	NW	WC	NTP	CBRTA	Total
<b>CRITICAL OUTCOMES</b>														
No of k78 Roadblocks Held		0	37	45	0	0	0	0	76	1262	0	0	0	1420
No. of Vehicles Stopped		88557	95939	198910	256987	336002	9102	155523	31856	74389	383442	103956	15961	1750624
No. of Drivers Tested for Alcohol		225	679	4785	187204	12097	0	259	8858	340	139239	741	0	354427
No. of Vehicles Weighed		216	3303	19697	14942	25621	0	53	5427	8129	29436	0	0	106824
<b>DRIVING DOCUMENT CHARGES(WRITTEN NOTICE CHARGES ONLY)</b>	<b>Additional Information</b>	<b>EC</b>	<b>FS</b>	<b>GP</b>	<b>KZN</b>	<b>LIM</b>	<b>MP(Public Transport)</b>	<b>MP(Traffic Mngmnt)</b>	<b>NC</b>	<b>NW</b>	<b>WC</b>	<b>NTP</b>	<b>CBRTA</b>	<b>Total</b>
Driving Licence	NONE	1212	1737	6745	4641	1137	0	912	478	1720	5098	114	11	23805
Driving Licence	FAIL to CARRY	440	0	4951	4414	228	0	1672	185	350	3056	33	6	15335
PrDP	NONE	454	472	2393	1748	158	0	328	65	119	724	78	236	6775
PrDP	FAIL to CARRY	207	0	1354	1407	49	0	105	14	25	362	9	0	3532
Dangerous Goods Vehicles		6	0	260	26	1	0	6	2	1	4	0	13	319
Public Passenger Transport Permit Condition		490	394	342	147	151	0	4	91	405	222	12		2258
<b>MOVING OFFENCE CHARGES (WRITTEN NOTICE CHARGES)</b>	<b>Additional Information</b>	<b>EC</b>	<b>FS</b>	<b>GP</b>	<b>KZN</b>	<b>LIM</b>	<b>MP(Public Transport)</b>	<b>MP(Traffic Mngmnt)</b>	<b>NC</b>	<b>NW</b>	<b>WC</b>	<b>NTP</b>	<b>CBRTA</b>	<b>Total</b>
Inconsiderate Driving		50	19	721	86	35	0	50	2	19	82	0	0	1064
Overtaking in Face / Barrier line		418	114	2015	481	235	0	2652	39	195	126	0	0	6275
Road Sign / Marking - Traffic Signal Violations		170	115	6753	875	374	0	1123	26	580	19	18	1	10054
Stopping on Freeway		6	95	2887	150	486	0	187	14	20	79	0	0	3924
Speed - Manual (Hand held camera)		474	0	146696	11090	5115	0	9262	1305	13753	1449	109	0	189253
Speed - Camera (Fixed Camera)		87	0	123688	0	89	0	87	131	101	32419	4	0	156606
Seat Belt	Drivers	1111	329	14357	3981	3481	0	5288	18	907	1385	133	0	30990
Seat Belt	Front Seat Passengers	44	156	647	563	88	0	141	13	26	735	0	0	2413
Seat Belt	Rear Seat Passengers	13	38	1146	152	27	0	119	5	22	350	0	0	1872
Unlicensed Vehicles		699	112	10481	4689	371	0	1476	508	891	3076	85	57	22445
Fail to Display Licence Disc		228	391	2969	3106	111	0	476	49	125	1714	11	26	9206
Operator Card		27	66	0	0	0	0	0	0	0	64	0	0	157
Overloading	GOODS	95	25	951	840	346	0	48	128	328	9730	3	168	12662
Overloading	PASSENGERS	678	216	834	1719	370	0	561	61	275	556	24	16	5310
Held Cell phone in Hand Whilst Driving		70	38	2057	214	38	0	136	8	173	657	19	0	3410
Other Moving Offences		340	2319	5710	1633	104	0	572	75	5216	496	15	6	16486

VEHICLE DEFECT CHARGES (WRITTEN NOTICE CHARGES)	Additional Information	EC	FS	GP	KZN	LIM	MP(Public Transport)	MP(Traffic Mngmnt)	NC	NW	WC	NTP	CBRTA	Total	
Steering		52	12	162	16	18	0	20	4	3	0	0	0	287	
Windscreen Wipers		70	0	2598	96	154	0	910	3	133	3	0	18	3985	
Brakes	SERVICE	126	183	427	101	13	0	47	2	38	26	5	3	971	
Brakes	PARKING	0	0	1188	937	234	0	798	19	97	119	6	0	3398	
Tyres		486	1053	5734	4605	426	0	3389	117	439	981	46	23	17299	
Front Lamps / Headlamps		51	228	2366	1387	142	0	870	20	135	64	11	1	5275	
Rear Lamps / Stop Lamps		174	207	3689	2219	358	0	1806	59	228	490	29	0	9259	
Direction Indicators		86	370	1138	758	92	0	702	13	44	353	16	3	3575	
Number Plate		154	157	2946	1803	153	0	554	53	121	455	11	0	6407	
Side and Rear Retro Reflective Markings		21	0	801	183	21	0	73	1	5	75	4	0	1184	
Other Defects		363	1374	6360	2520	674	0	3988	53	269	3238	32	126	18997	
<b>TOTAL WRITTEN NOTICE CHARGE</b>		<b>8902</b>	<b>10220</b>	<b>365366</b>	<b>56587</b>	<b>15279</b>	<b>0</b>	<b>38362</b>	<b>3561</b>	<b>25623</b>	<b>68207</b>	<b>827</b>	<b>714</b>	<b>593648</b>	
<b>Vehicles Discontinued</b>		<b>114</b>	<b>14</b>	<b>1549</b>	<b>1182</b>	<b>441</b>	<b>4</b>	<b>984</b>	<b>37</b>	<b>34</b>	<b>354</b>	<b>997</b>	<b>0</b>	<b>5710</b>	
<b>Vehicles impounded</b>		<b>35</b>	<b>413</b>	<b>760</b>	<b>0</b>	<b>738</b>	<b>1262</b>	<b>4</b>	<b>10</b>	<b>22</b>	<b>108</b>	<b>0</b>	<b>1</b>	<b>3353</b>	
<b>Arrests</b>	Drunken Driving	60	35	3461	476	605	0	518	43	128	283	410	0	6019	
	No Driving Licence	7	0	5	28	10	0	2	0	1	0	15	0	68	
	Speed	14	163	510	54	21	0	32	5	4	5	0	0	808	
	Overload Goods	3	0	2	8	296	0	0	0	1	0	0	0	310	
	Overload Passengers	0	0	0	0	0	243	0	0	0	2	0	0	245	
	Inco.Rec. & Neg.	1	2	78	18	6	0	4	0	2	11	14	0	136	
	Permits / Operating Permits	0	0	0	318	7	953	0	0	2	0	0	1	1	1282
	Warrants Executed	154	0	196	634	334	0	0	0	352	0	0	0	0	1670
	False Documentation	6	1	92	24	10	0	2	2	17	31	10	0	0	195
Other Arrests	28	0	163	108	12	66	16	4	4	15	3	0	0	419	
<b>Total Arrests</b>		<b>273</b>	<b>201</b>	<b>4507</b>	<b>1668</b>	<b>1301</b>	<b>1262</b>	<b>574</b>	<b>54</b>	<b>511</b>	<b>347</b>	<b>453</b>	<b>1</b>	<b>11152</b>	
Pedestrians Arrested		0	0	365	0	0	0	0	0	0	0	0	0	365	
<b>Grand Total (Charges+Suspensions+Arrests)</b>		<b>9289</b>	<b>6207</b>	<b>237663</b>	<b>0</b>	<b>4580</b>	<b>1266</b>	<b>37975</b>	<b>3652</b>	<b>26168</b>	<b>68908</b>	<b>2277</b>	<b>715</b>	<b>398700</b>	
<b>Kilometers Travelled</b>		<b>0</b>	<b>2157</b>	<b>0</b>	<b>59465</b>	<b>2649</b>	<b>0</b>	<b>3684</b>	<b>2096</b>	<b>0</b>	<b>69246</b>	<b>0</b>	<b>0</b>	<b>139297</b>	



Road Traffic Management Corporation  
Boardwalk Office Park: Phase 5  
Boardwalk Boulevard: Faerie Glen  
Pretoria East, Tshwane  
Tell: 012 999 5200

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Want to know more about the RTMC - visit [www.rtmc.co.za](http://www.rtmc.co.za)

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