Road Traffic
Management Corporation

FESTIVE SEASON REPORT
1 DECEMBER 2016 –17 JANUARY 2017

CONTENTS

ABREVIATION

QR	:	QUICK RESPONSE FORM
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	**Road traffic crash**	A road traffic crash is an accident, event, collision or crash between two or more vehicles, a vehicle and a train, a vehicle and a cyclist, a vehicle and a pedestrian, a vehicle and an animal, a vehicle and a fixed object, such as a bridge, building, tree, post, etc, or a single vehicle that overturned on or near a public road. A road traffic crash is a single road traffic incident, regardless of the number of vehicles or persons involved in any particular crash.
2	**Crash Scene**	An area where a crash has occurred.
3	**Crash categories**	**Categories or Degrees of Crashes :** Road traffic crashes are classified in the following four categories in accordance with the severity thereof : • **Fatal crash :** a crash resulting in the death of one or more persons. The persons killed may be drivers and passengers of vehicles, or cyclists and pedestrians. Such crashes can include serious and slight injuries. • **Major crash :** a crash in which one or more persons are seriously injured and can include slight injuries. • **Minor crash :** a crash in which one or more persons are slightly injured. The above three categories of crashes are jointly referred to as **casualty crashes**. • **Damage only crash :** a crash in which no-one was killed or injured and resulted in damage to the vehicle or vehicles and/or other property only.
4	**Casualty categories**	**Categories or Degrees of Casualties :** Road traffic casualties or injuries are classified in the following three categories in accordance with the severity thereof : • **Fatality :** person or persons killed during or immediately after a crash, or death **within 30 days** after a crash happened as a direct result of such crash.

		• **Serious injury :** person/s sustained injuries to such an extent that hospitalisation is required. Serious injuries include fractures, crushings, concussion, internal injuries, severe cuts and lacerations, severe shock, etc which require medical treatment, hospitalisation and/or confinement to bed. • **Slight injury :** person/s sustained minor cuts and bruises, sprains and light shock which may be treated at the scene of the crash or at home.
5	**Accident Report Form**	A form generated electronically or a manually printed form on which the details of a crash are recorded.
6	**Driver**	Any person who drives or attempts to drive any vehicle or who rides or attempts to ride any pedal cycle or who leads any draught, pack or saddle animal or herd or flock of animals, and "drive" or any like word has a corresponding meaning.
7	**Data**	Raw, unprocessed numbers
8	**Information**	Processed or analysed data that adds context through relationships between data to allow for interpretation and use

1. INTRODUCTION

1.1 Introduction

The purpose of this report is to provide Strategy, Monitoring and Evaluation Committee with an update with regards to the Festive Season Operations and performance. The Festive Season started on Thursday, 1 December 2016 and continued until Wednesday, 11 January 2017. The report includes amongst others the road crash data, major crashes investigated and evaluation of the challenges and weaknesses identified.

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 receives 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 then 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 in order to compile a consolidated report. There is a continuous engagement with provinces for data validation purpose.

2. VEHICLE POPULATION

2.1 Number of Registered Vehicles

The number of registered vehicles increased by 253 478 (2.16%) from 11 710 756 on 31 December 2015 to 11 964 234 vehicles on 31 December 2016. Details per type of vehicle is given in Table 1 below.

Table 1: Number of registered vehicles per vehicle type as at end of Dec 2015 and Dec 2016

Number of Registered Vehicles	Number registered Dec 2015	Number registered Dec 2016	Change	% Change	% of Group Dec 2016	% of Total Dec 2016
Motorised Vehicles						
Motorcars	6 829 497	6 996 599	167 102	2.45	64.77	58.48
Minibuses	298 263	308 151	9 888	3.32	2.85	2.58
Buses	59 238	61 435	2 197	3.71	0.57	0.51
Motorcycles	365 582	358 351	-7 231	-1.98	3.32	3.00
LDV's - Bakkies	2 374 062	2 435 078	61 016	2.57	22.54	20.35
Trucks	366 754	371 008	4 254	1.16	3.43	3.10
Other & Unknown	272 571	270 936	-1 635	-0.60	2.51	2.26
Total Motorised	**10 565 967**	**10 801 558**	**235 591**	**2.23**	**100.00**	90.28
Towed Vehicles						
Caravans	103 582	103 058	-524	-0.51	8.86	0.86
Heavy Trailers	184 424	188 210	3 786	2.05	16.19	1.57
Light Trailers	840 374	855 227	14 853	1.77	73.56	7.15
Other & Unknown	16 409	16 181	-228	-1.39	1.39	0.14
Total Towed	1 144 789	1 162 676	**17 887**	**1.56**	**100.00**	**9.72**
All Vehicles	**11 710 756**	**11 964 234**	**253 478**	**2.16**		**100.00**

Source: eNatis

The table above shows that on a percentage basis the biggest change was for buses which increased by 3.71% from 59 238 to 61 435, followed by minibuses with 3.32% from 298 263 to 308 151 respectively.

The total motor vehicle population per Province for December 2015 and December 2016 respectively, is given in Table 2 and reflected in the figure below.

Table 2: Number of registered vehicles per Province as at end of Dec 2015 and Dec 2016

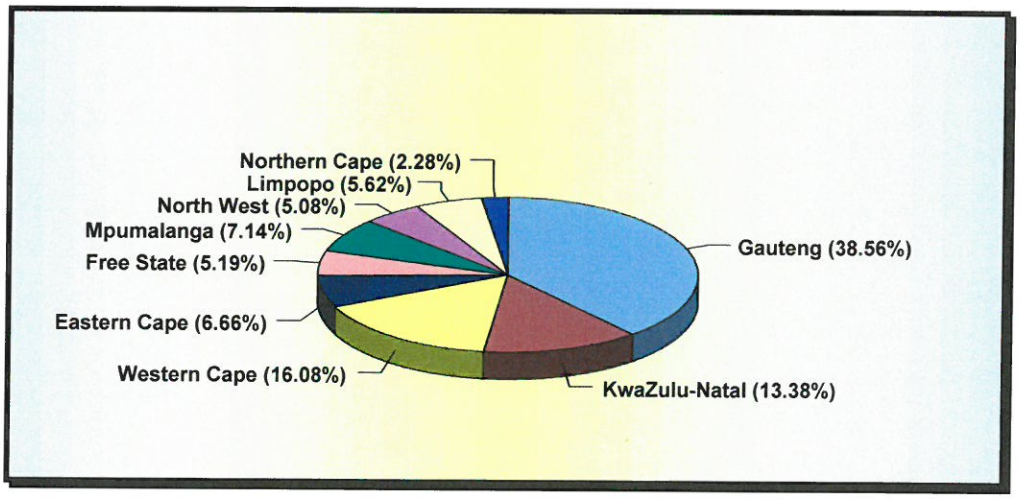
Number of Registered Vehicles per Province	Number registered Dec 2015	Number registered Dec 2016	Change	% Change	% of Total Dec 2016
Gauteng	4 524 810	4 613 986	89 176	1.97	38.56
KwaZulu-Natal	1 575 967	1 600 930	24 963	1.58	13.38
Western Cape	1 868 946	1 923 765	54 819	2.93	16.08
Eastern Cape	778 420	796 339	17 919	2.30	6.66
Free State	615 266	621 169	5 903	0.96	5.19
Mpumalanga	830 253	854 321	24 068	2.90	7.14
North West	595 403	608 146	12 743	2.14	5.08
Limpopo	650 551	672 438	21 887	3.36	5.62
Northern Cape	271 140	273 140	2 000	0.74	2.28
RSA	**11 710 756**	**11 964 234**	**253 478**	**2.16**	**100**

Source: eNatis

The number of registered vehicles per province show the highest increase to be for Limpopo with an increase of 3.36% from 650 551 in 2015 to 672 438 followed closely by Western Cape, with an increase of 2.93% from 1 868 946 to 1 923 765.

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

Figure 1: Percentage contribution of vehicles population per province: Dec 2016



The information in the graph above shows that 38.56% of all vehicles were registered in Gauteng; 16.08% in Western Cape and 13.38% in KwaZulu-Natal.

3. DRIVER POPULATION

3.1 Learner Driving Licences

The number of learner driving licences issued decreased by 799 (0.06%) from 1 263 060 on 31 December 2015 to 1 262 261 on 31 December 2016. Details on the number of learner driving licences issued per category is given in Table 3 below and graphically reflected in the figure below.

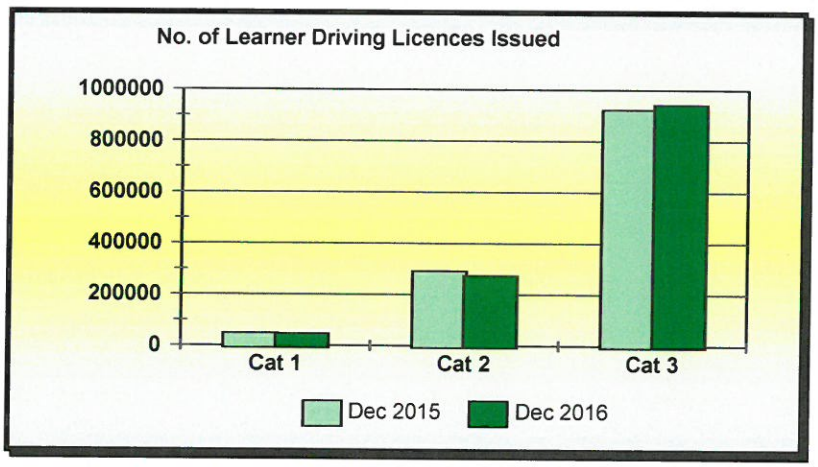
Table 3: Number of Leaner Licences Issued per category as at end of Dec 2015 and Dec 2016

Category	Dec 2015	Dec 2016	Change	% Change
1	49 023	46 183	-2 840	-5.79
2	291 675	273 449	-18 226	-6.25
3	922 362	942 629	20 267	2.20
Total	**1 263 060**	**1 262 261**	**-799**	**-0.06**

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 as at end of Dec 2015 and Dec 2016



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.

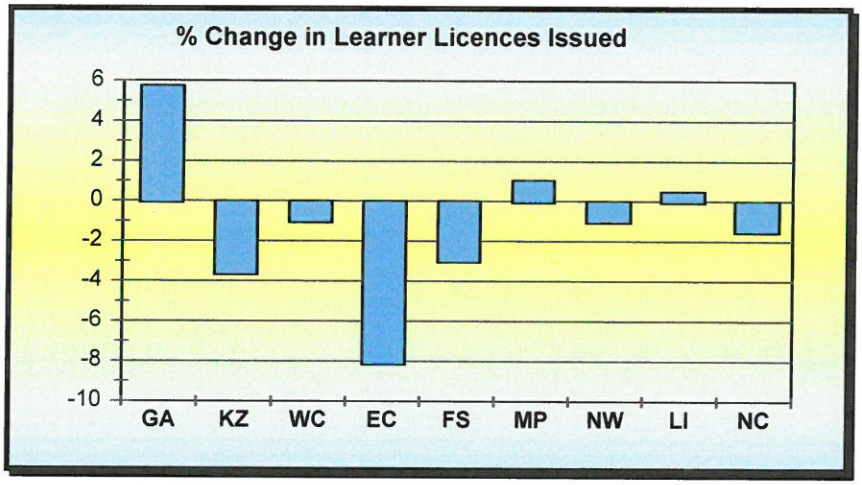
Table 4: Number of Learner Licences Issued per Province as at end of Dec 2015 and Dec 2016

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2015	343 170	215 721	190 617	113 769	72 497	112 578	73 912	110 389	30 407	**1 263 060**
Dec 2016	362 890	207 867	188 726	104 585	70 332	113 758	73 210	110 932	29 961	**1 262 261**
Change	19 720	-7 854	-1 891	-9 184	-2 165	1 180	-702	543	-446	**-799**
% Change	5.75	-3.64	-0.99	-8.07	-2.99	1.05	-0.95	0.49	-1.47	**-0.06**

Source: eNatis

With exception of Gauteng, Mpumalanga and Limpopo, other provinces recorded a decrease with regards to the number of Learner Licences issued. The highest decrease was recorded for Eastern Cape with 8.07% followed by Kwa-Zulu Natal with 3.64%.

Figure 3: Percentage change in Learner Licences issued per province: Dec 2015 & 2016



3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 506 387 (4.34%) from 11 656 426 on 31 December 2015 to 12 162 813 as of 31 December 2016. 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 as at end of Dec 2015 and Dec 2016

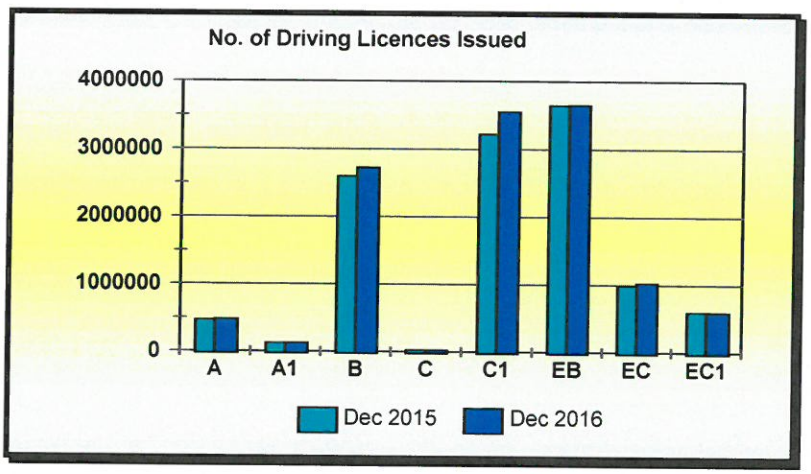
Category	Dec 2015	Dec 2016	Change	% Change
A	465 279	473 927	8 648	1.86
A1	123 458	123 417	-41	-0.03
B	2 595 699	2 726 094	130 395	5.02
C	21 264	22 105	841	3.96
C1	3 220 352	3 550 500	330 148	10.25
EB	3 646 264	3 649 426	3 162	0.09
EC	988 715	1 023 432	34 717	3.51
EC1	595 395	593 912	-1 483	-0.25
Total	**11 656 426**	**12 162 813**	**506 387**	**4.34**

Source: eNatis

Driving licences:

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

Figure 4: Number of driving licenses issued as at end of Dec 2015 and Dec 2016



The information contained in the table above depict that the highest percentage change was recorded for Categories C1, B and C, with percentages of 10.25%, 5.02% and 3.96%, respectively.

The number and percentage (%) distribution of driving licences issued per category at the end of December 2016 is reflected in Table 6 below.

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

Category	Description	Number	%
A	Motorcycle < 125 cub.cm	473 927	3.90
A1	Motorcycle > 125 cub.cm	123 417	1.01
B	Motor vehicle < 3,5000 kg	2 726 094	22.41
C	Articulated motor vehicle <16,000 kg	22 105	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 550 500	29.19
EB	Articulated vehicle 3,500 - 16,000 kg	3 649 426	30.00
EC	Motorvehicle > 16,000 kg	1 023 432	8.41
EC1	Articulated vehicle > 16,000 kg	593 912	4.88
Total		12 162 813	100

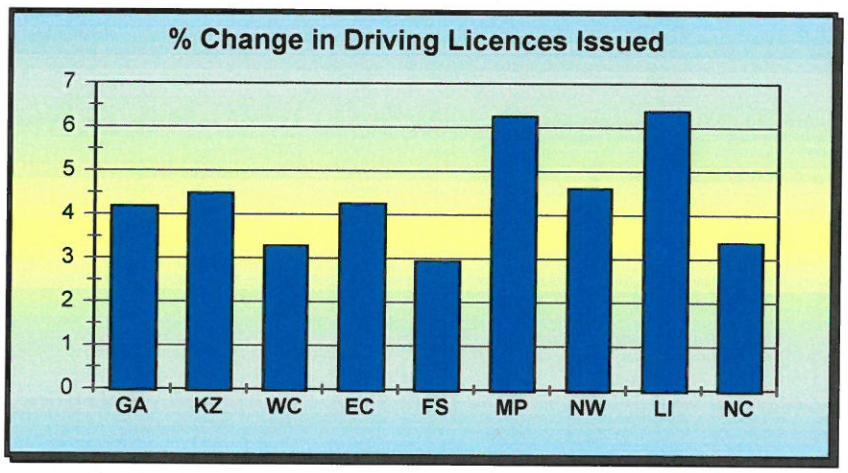
Provincial information in this regard is given in Table 7 and the percentage change with regard to all licences issued per Province is reflected in the graph below.

Table 7: Number of Driving Licences Issued per Province as at end of Dec 2015 and Dec 2016

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
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**
Dec 2016	4 279 141	1 933 851	1 872 170	887 233	614 850	865 713	576 234	904 969	228 652	**12 162 813**
Change	172 009	83 067	59 497	36 182	17 540	50 979	25 393	54 270	7 450	**506 387**
% Change	4.19	4.49	3.28	4.25	2.94	6.26	4.61	6.38	3.37	**4.34**

Source: eNatis

Figure 5: Percentage change in driving licences issued per province



3.2.2 Number of Driving Licence Cards Expired

The information in Table 8 below shows that on 31 December 2016 there were a total of 2 163 804 expired driving licence cards recorded on the National Traffic Information System (NaTIS).

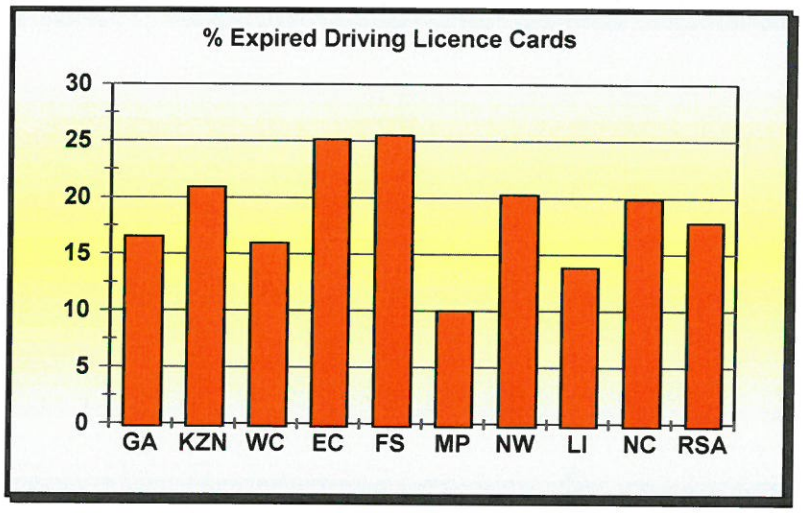
This figure represents 17.79% of all driving licences issued. This information is also reflected in the graph below.

Table 8: Number of Driving Licence Cards Issued and Expired per Province: Dec 2016

Dec 2016										
Category	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
On system	4 279 141	1 933 851	1 872 170	887 233	614 850	865 713	576 234	904 969	228 652	**12 162 813**
Not expired	3 572 780	1 529 234	1 573 570	664 119	457 912	779 033	459 452	779 721	183 188	**9 999 009**
Expired	706 361	404 617	298 600	223 114	156 938	86 680	116 782	125 248	45 464	**2 163 804**
% Expired	16.51	20.92	15.95	25.15	25.52	10.01	20.27	13.84	19.88	**17.79**

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 27 247 (2.64%) from 1 033 627 on 31 December 2015 to 1 060 874 on 31 December 2016. Details on the number of PrDPs issued per category is given in Table 10 and graphically reflected in the figure below.

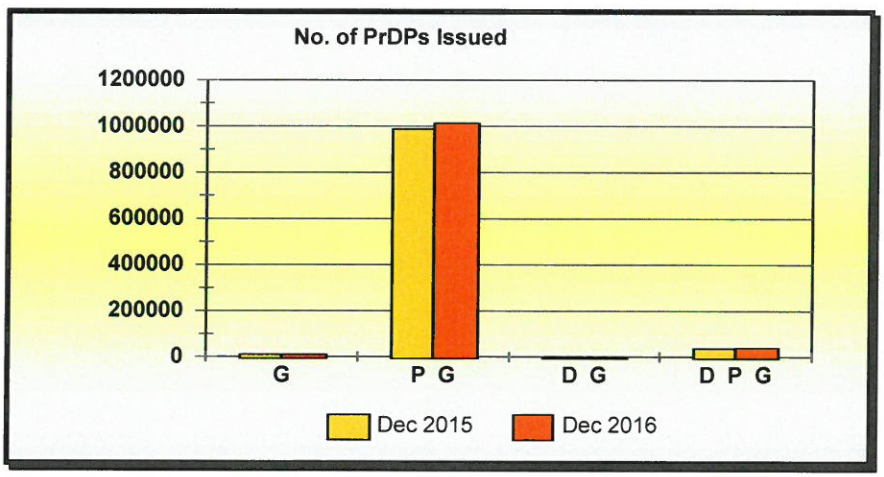
Table 9: Number of PrDP's Issued as at end of Dec 2015 and Dec 2016

Category	Dec 2015	Dec 2016	Change	% Change
G	10 128	9 375	-753	-7.43
P G	987 447	1 012 660	25 213	2.55
D G	180	165	-15	-8.33
D P G	35 872	38 674	2 802	7.81
Total	**1 033 627**	**1 060 874**	**27 247**	**2.64**

Source: eNatis

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

Figure 7: Number of PrDPs issued as at end of Dec 2015 and Dec 2016



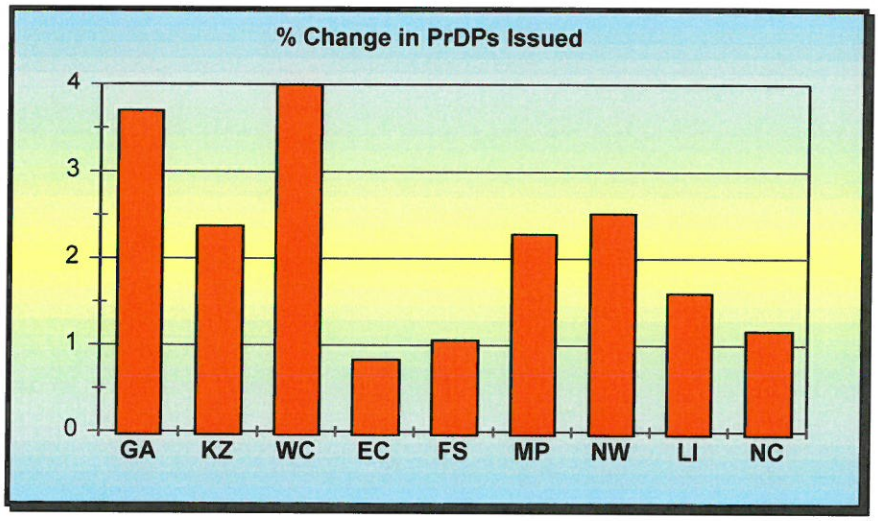
Provincial information in this regard is given in table below.

Table 10: Number of Professional Driving Permits (PrDP's) Issued per Province as at end of Dec 2015 and Dec 2016

Table 16 : Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Dec 2015	277 434	177 828	144 515	85 457	65 171	99 774	52 776	106 296	24 376	**1 033 627**
Dec 2016	287 690	182 048	150 289	86 171	65 862	102 051	54 105	107 998	24 660	**1 060 874**
Change	10 256	4 220	5 774	714	691	2 277	1 329	1 702	284	**27 247**
% Change	3.70	2.37	4.00	0.84	1.06	2.28	2.52	1.60	1.17	**2.64**

Source: eNatis

Figure 8: Percentage change in PrDPs issued



3.3.2 Number of Expired PrDPs

The information in Table 11 below shows that on 31 December 2016 there were a total of 453 903 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS).

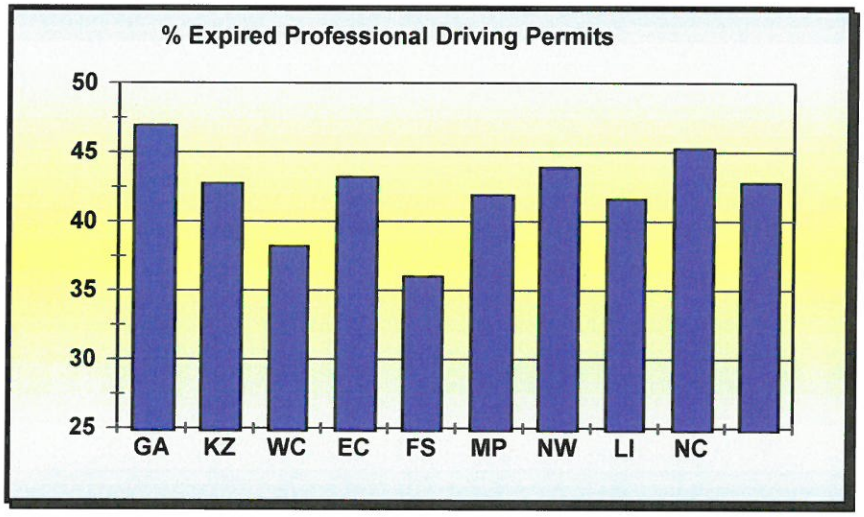
This figure represents 42.79% of all PrDPs issued. This information is also reflected in the graph below.

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

Dec 2016	Number of Professional Driving Permits (PrDPs) Issued and Expired per Province									
Category	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
On system	287 690	182 048	150 289	86 171	65 862	102 051	54 105	107 998	24 660	**1 060 874**
Not expired	152 654	104 224	92 870	48 922	42 139	59 275	30 352	63 045	13 490	**606 971**
Expired	135 036	77 824	57 419	37 249	23 723	42 776	23 753	44 953	11 170	**453 903**
% Expired	46.94	42.75	38.21	43.23	36.02	41.92	43.90	41.62	45.30	**42.79**

Source: eNatis

Figure 9: Percentage of expired professional driving permits



Provinces with the highest increase of expired PrDPs recorded are Gauteng, with 46.94%, followed by Northern Cape and North West, with 45.30% and 43.90%, respectively.

4. FATAL CRASHES

The number of fatal crashes per Province as from 1 December 2015 - 11 January 2016 and 1 December 2016 - 11 January 2017 is given in the table and figure below.

Table 12: Number of Fatal Crashes per Province over Festive : 1 Dec 2015 - 11 Jan 2016 & 1 Dec 2016 - 11 Jan 2017

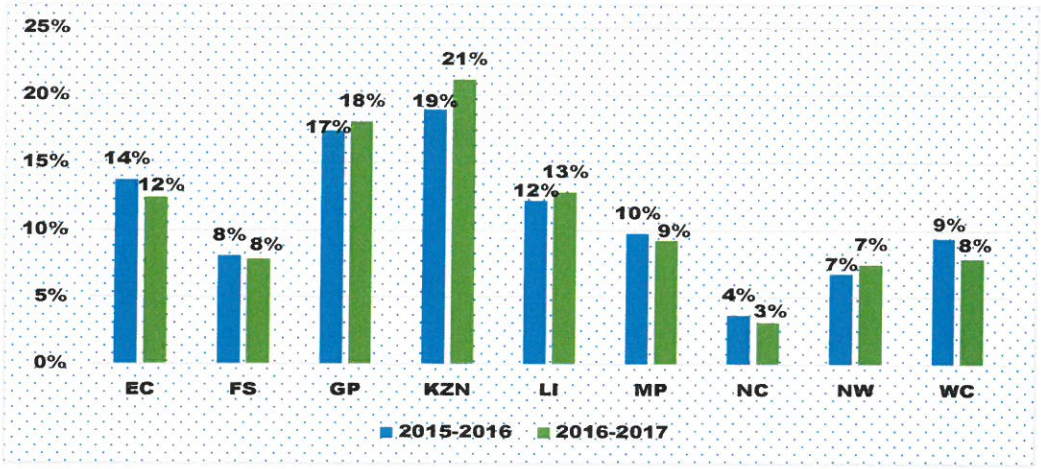
Number of Fatal Crashes per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2015-2016	249	272	135	197	116	140	97	175	53	**1 434**
2016-2017	283	332	124	195	123	145	117	201	49	**1 569**
change	34	60	-11	-2	7	5	20	26	-4	**135**
% change	**13.7**	**22.1**	**-8.1**	**-1.0**	**6.0**	**3.6**	**20.6**	**14.9**	**-7.5**	**9.4**

The number of fatal crashes increased by 135 (9.4%) from 1, 434 crashes over the same period the previous year to 1, 569.

With an exception of Western Cape, Eastern Cape and Northern Cape all other provinces recorded an increase with regards to the number of fatal crashes. On a provincial percentage basis the highest increase was recorded as follows:

- Kwa-Zulu Natal: increase of 60 (22%) from 272 to 332
- North West: increase of 20 (21%) from 97 to 117
- Limpopo: increase of 26 (15%) from 175 to 201

Figure 10: Percentage distribution of Fatal Crashes per Province: 1 Dec 2015 to 11 Jan 2016 & 1 Dec 2016 to 11 Jan 2017

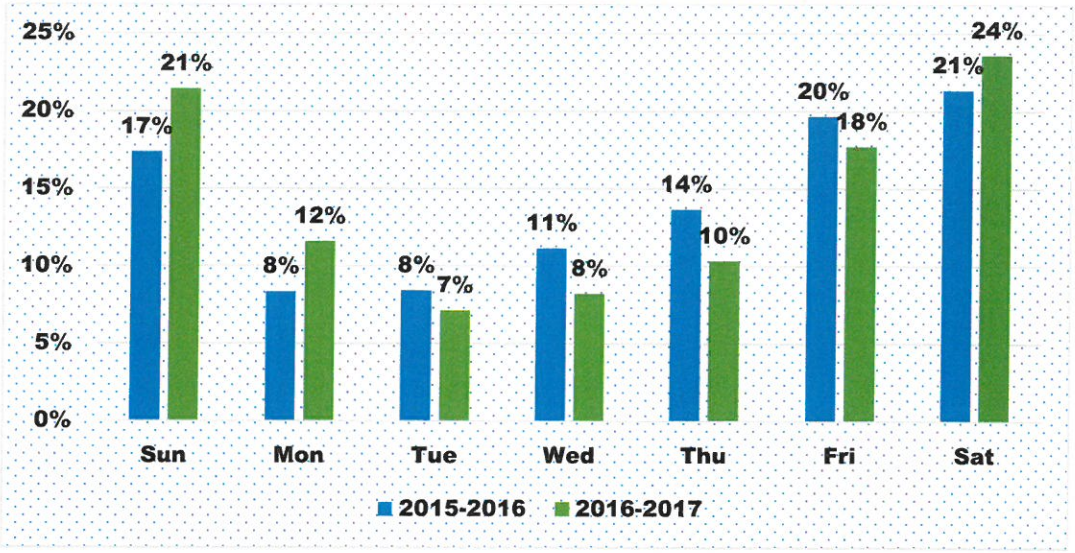


The figure above shows that Kwa-Zulu Natal contributed 21% to the occurrence of fatal crashes compared to a contribution of 19% the previous year. This is followed by Gauteng with a contribution of 18% for 2016-17 compared to 17% the previous year.

5. CRASHES PER DAY

The percentage distribution of fatal crashes per day of the week for the period 1 December 2015 - 11 January 2016 and 1 December 2016 - 11 January 2017 is given in table and figure below.

Figure 11: Percentage distribution of fatal crashes per day of the week: 1 Dec 2015 -11 Jan 2016 & 1 Dec 2016 - 11 Jan 2017

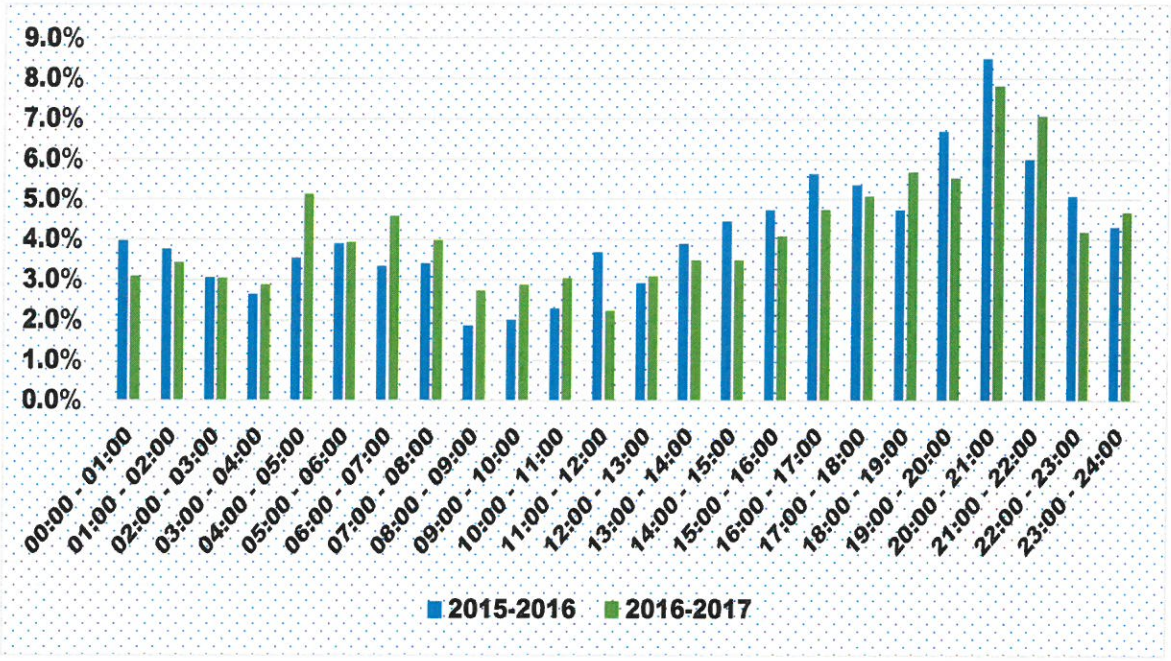


Most crashes occurred between Thursday and Sunday. The highest fatal crashes for 2016-17 were recorded on Saturday at a percentage contribution of 24%, followed by Sunday and Friday with 21% and 18% respectively for 2016-17. In comparison for the periods under review there were more crashes recorded as from Thursday to Sunday for 2015-16 as well.

6. CRASHES PER TIME OF DAY

The percentage distribution of fatal crashes per time of the day for the period 1 December 2015 – 11 January 2016 and 1 December 2016 - 11 January 2017 is given in the figure below.

Figure 12: Percentage distribution of fatal crashes per time of day: 1 Dec 2015 – Jan 2016 and 1 Dec 2016 - 11 Jan 2017

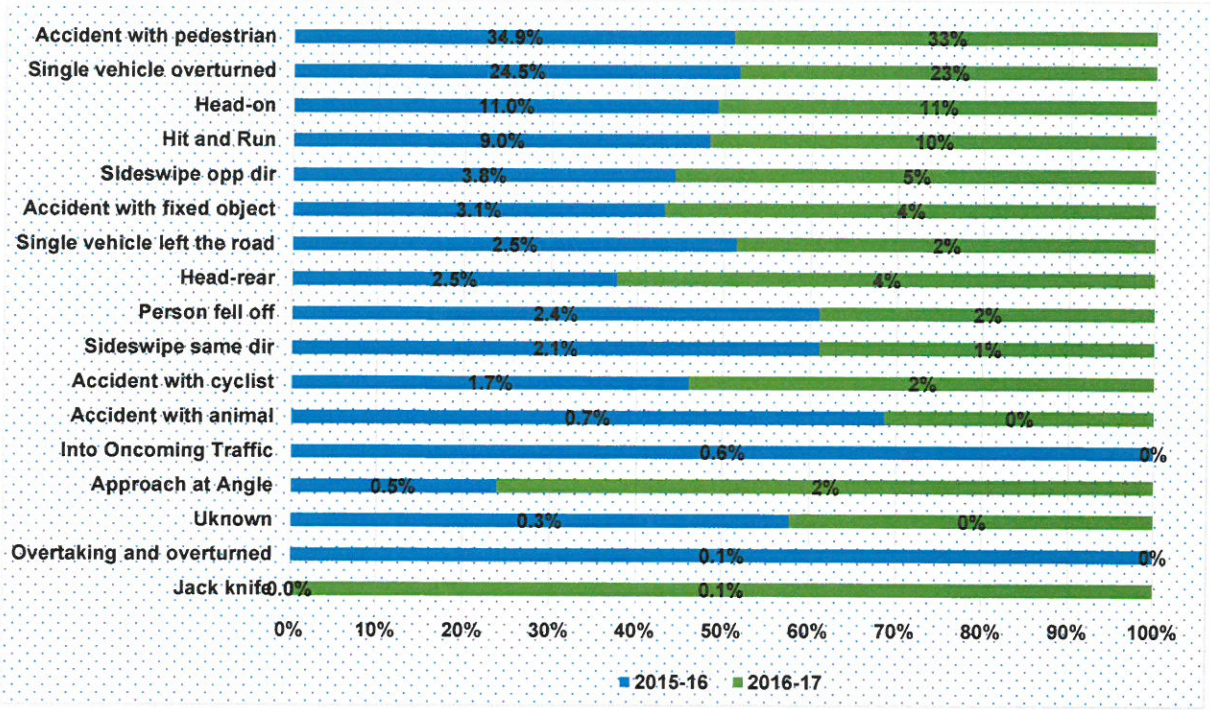


The figure above shows that most crashes for 2016-17 were recorded as from 17:00 to 24:00 with more than 5% per time slot. A high percentage of crashes were recorded between 20:00 – 21:00 with a contribution of 9% for 2015-16 and 8% for 2016-17.

7. FATAL CRASHES PER CRASH TYPE

The percentage distribution of crashes per type for the period 1 December 2015 – 11 January 2016 to1 December 2016 - 11 January 2017 is given in figure below.

Figure 13: Percentage distribution of fatal crashes per crash type: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017

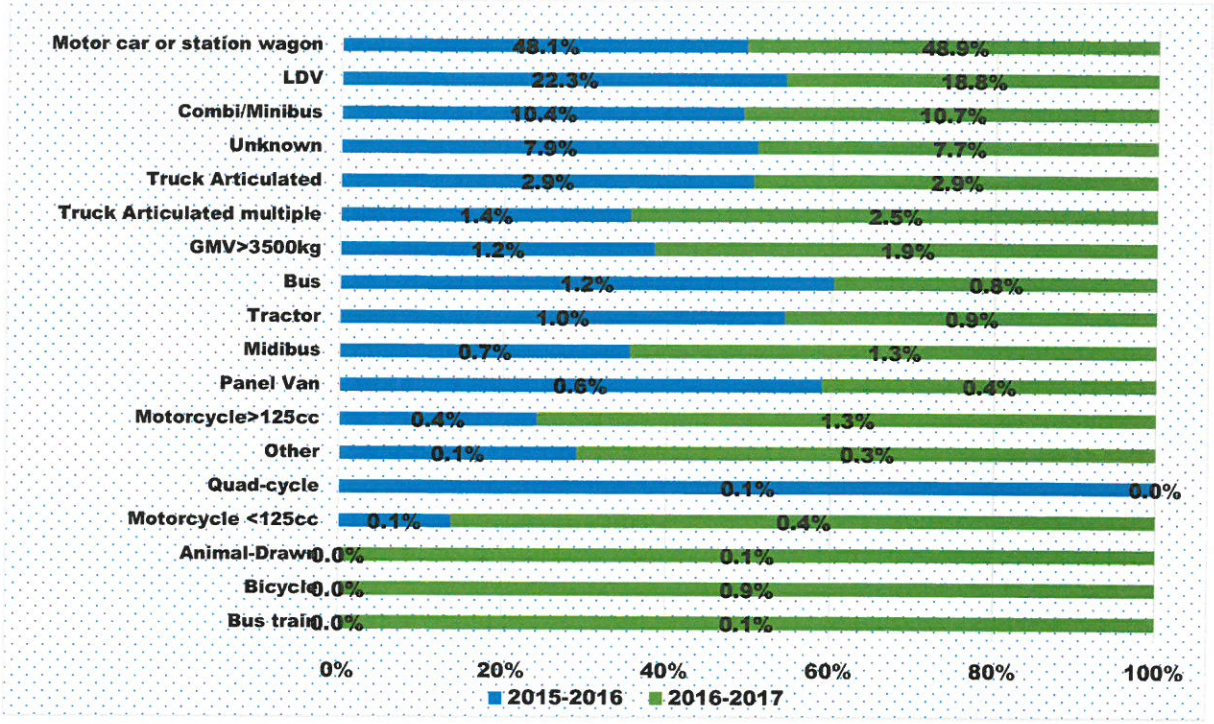


The figure above depicts that most crashes occurred due to crashes with pedestrian and single vehicle overturned. A contribution of 34.9% for 2015-16 was recorded for crashes involving pedestrians and 33% for 2016-17 of which shows a slight decrease of 1.9%. Followed by single vehicle overturned with a contribution of 25% for 2015-16 and 23% for 2016-17.

8. CRASHES PER VEHICLE TYPE

The percentage distribution of vehicle types for the period 1 December 2015 – 11 January 2016 and 1 December 2016 to 11 January 2017 is given in figure below.

Figure 14: Percentage distribution of vehicle type: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure above shows that motor cars contributed 49% during 2016-17 compared to 48% in 2015-16 of which indicates an increase of 0.8%. LDV made a contribution of 19% during 2016-17 compared to 22% in 2015-16. An increase of 0.3% has been recorded for combi from 10.4% in 2015-16 to 10.7% in 2016-17.

9. FATALITIES

The number of fatalities per Province over Festive 2015/16 and 2016/17 is given in the table and figure below.

Table 13: Number of Fatalities per Province : 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 - 11 Jan 2017

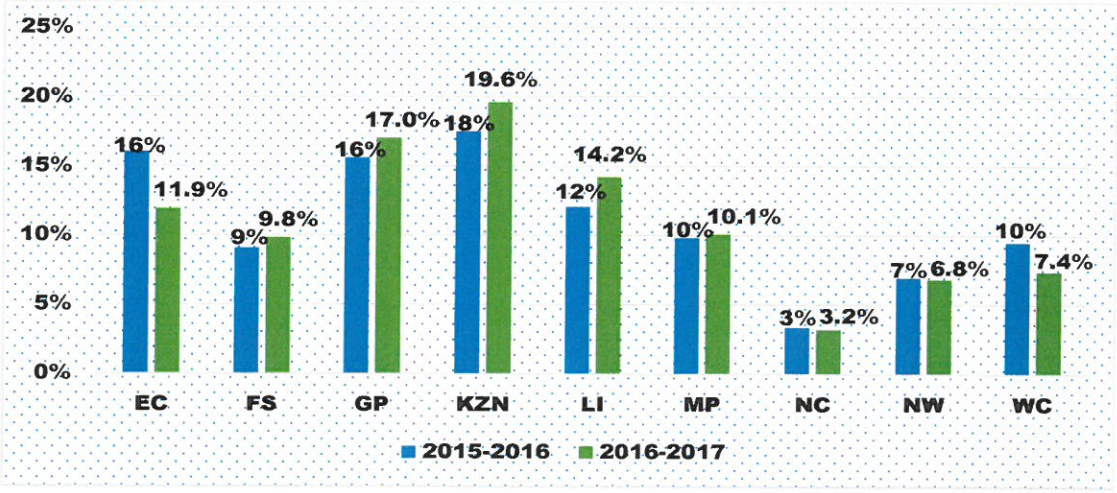
Number of Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2015-2016	285	320	174	293	166	180	127	221	62	1828
2016-2017	341	393	148	239	197	202	137	285	64	2006
change	56	73	-26	-54	31	22	10	64	2	178
% change	19.65	22.81	-14.94	-18.43	18.67	12.22	7.87	28.96	3.23	9.74

The number of fatalities increased by 178 (9.74%) from 1 828 over the same period the previous year to 2 006 in 2016-17.

With an exception of Western Cape and Eastern Cape all other provinces recorded an increase with regards to the number of fatalities. On a provincial percentage basis the highest increase were recorded as follows:

- Limpopo: increase of 64 (29%) from 221 to 285
- Kwa-Zulu Natal: increase of 73 (23%) from 320 to 393
- Gauteng: increase of 56 (20%) from 285 to 341
- Free State: increase of 31 (19%) from 166 to 197

Figure 15: Percentage distribution of Fatalities per Province: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 - 11 Jan 2017

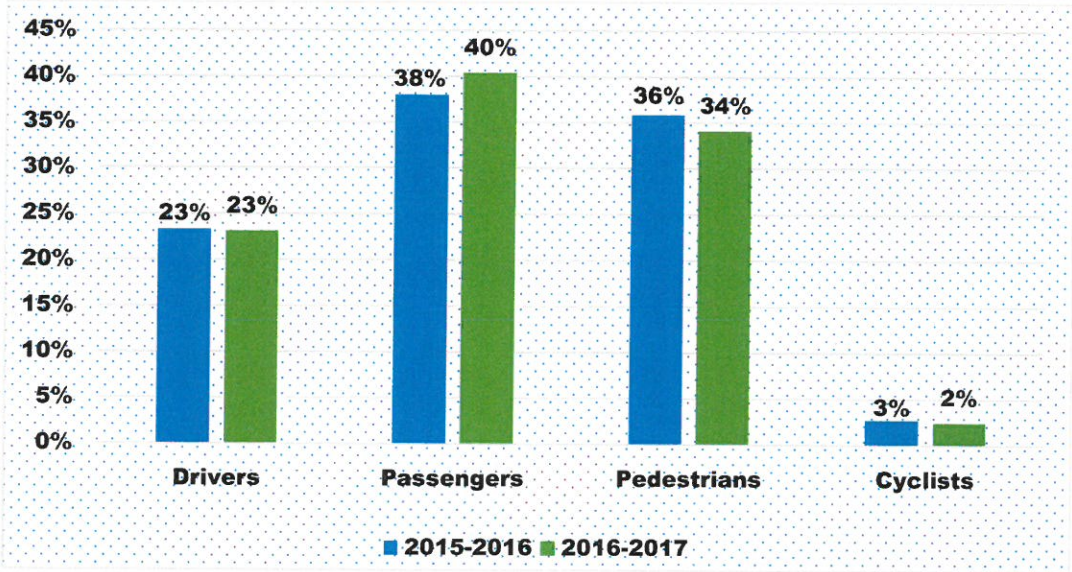


The figure above indicates that most fatalities were recorded in Kwa-Zulu Natal with a contribution of 20%, followed by Gauteng with 17% and Limpopo with 14% during 2016-17. Only Western Cape and Eastern Cape have recorded a decrease for the two periods under review with 15% and 18%, respectively.

10. FATALITIES PER ROAD USER GROUP

The percentage distribution of fatalities per road user group for the period 1 December 2015 – 11 January 2016 and 1 December 2016 - 11 January 2017 is given in the table and figure below.

Figure 16: Percentage distribution of Fatalities per Road User group: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 - 11 Jan 2017



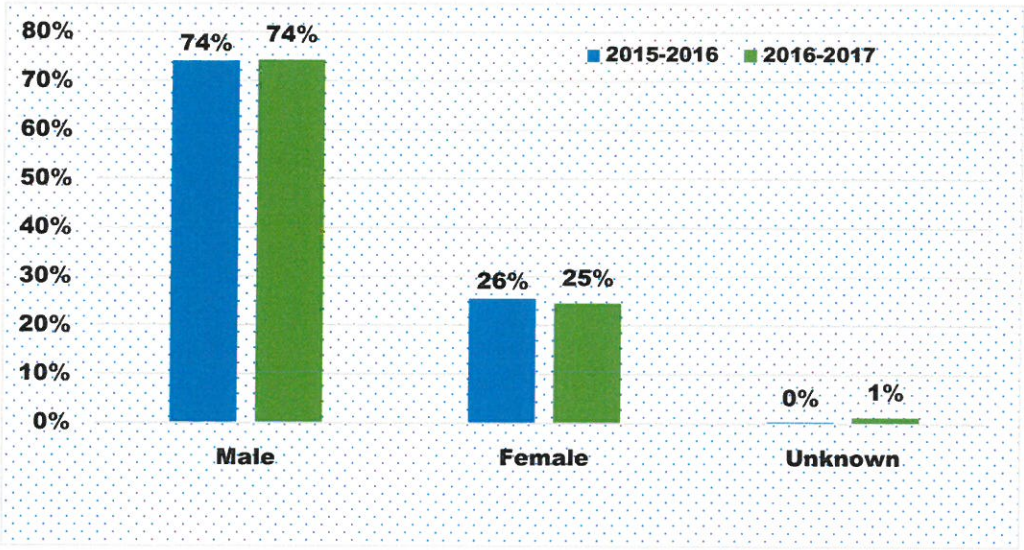
Most fatalities have been recorded for passengers during 2016-17 with a contribution of 40% compared to 38% during 2015-2016. This depicts an increase of 2%. A slight decrease of 2% has been recorded for pedestrians from 36% in 2015-16 to 34% in 2016-17. The percentage contribution for drivers remained constant for the two periods under review with 23%.

11. FATALITIES PER GENDER AND RACE

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

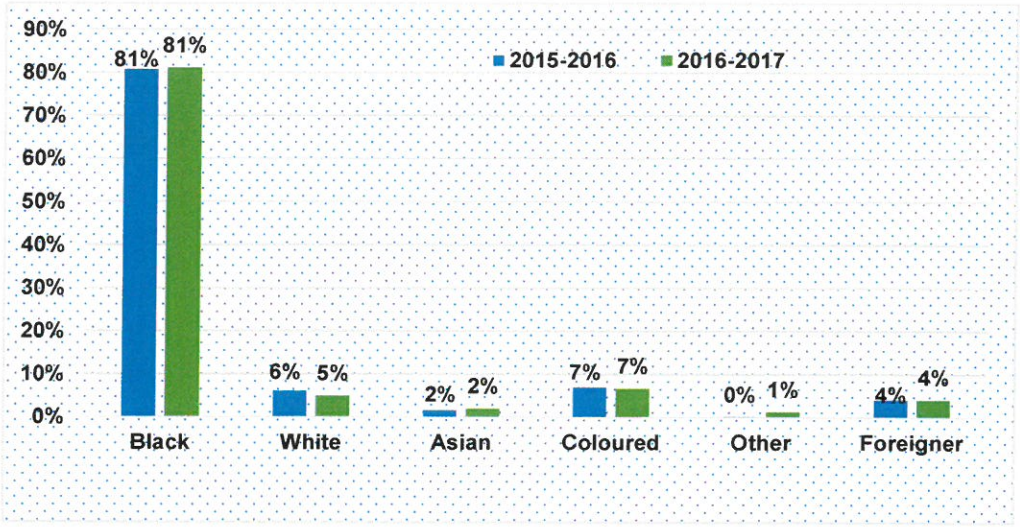
The most gender category involved in fatal crashes and had the highest contribution to fatalities is the male category with 74% for 2016-17. The figure remained the same for the two periods under review. Meanwhile the female category contributed 25% to the total fatalities during 2016-17 compared to 26% the previous year of which indicates a decrease of 1%.

Figure 17: Percentage distribution of Fatalities per Gender: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure below shows that most fatalities were recorded for blacks with a contribution of 81% for 2015-16 and 2016-17. The coloured race made a contribution of 7% for the two years.

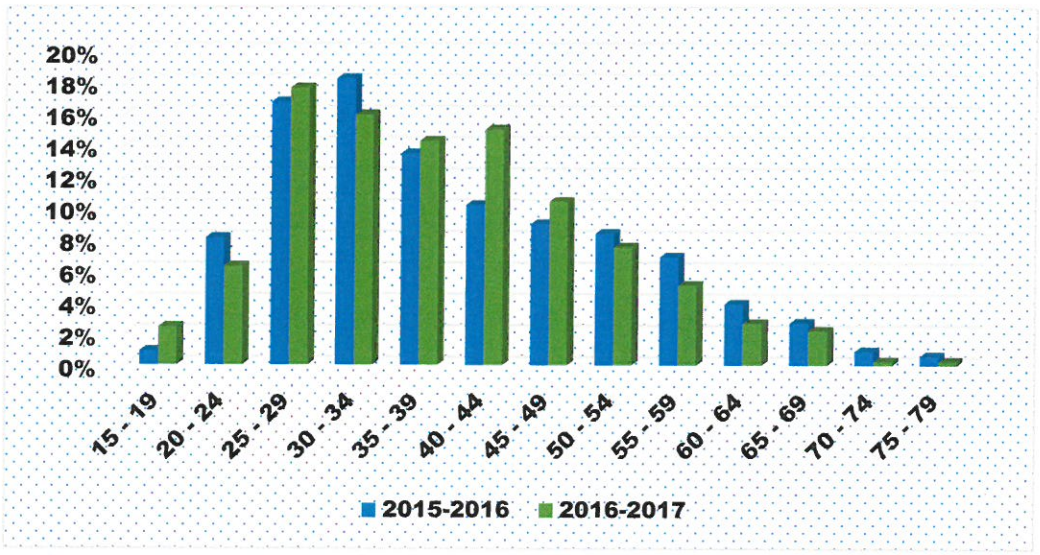
Figure 18: Percentage distribution of Fatalities per Race: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



12. FATALITIES PER AGE

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

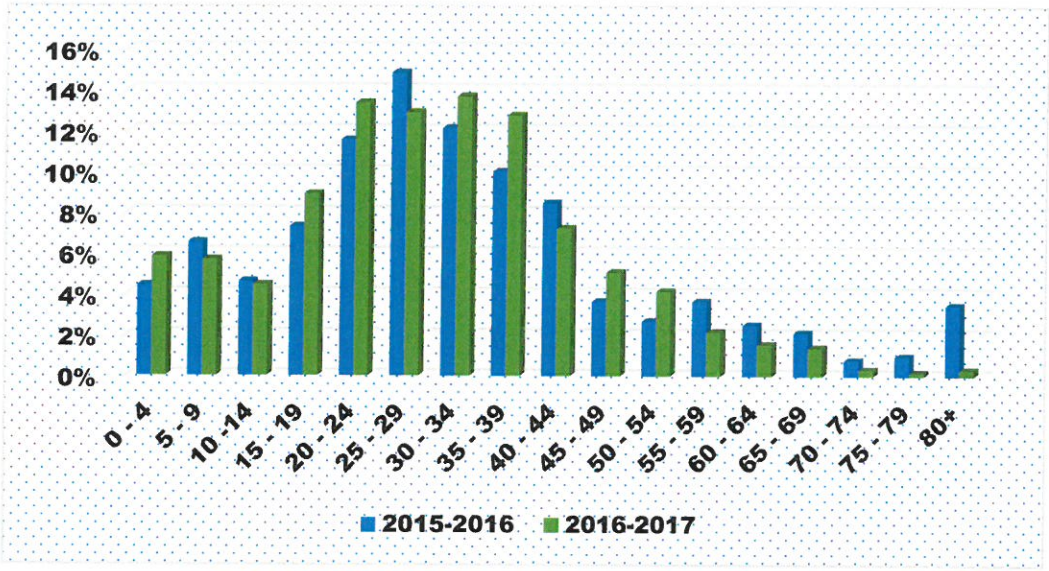
Figure 19: Percentage distribution of fatalities per age for drivers: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure above shows that the highest fatalities for drivers were recorded for age group between 25 to 44 years for the two years under review.

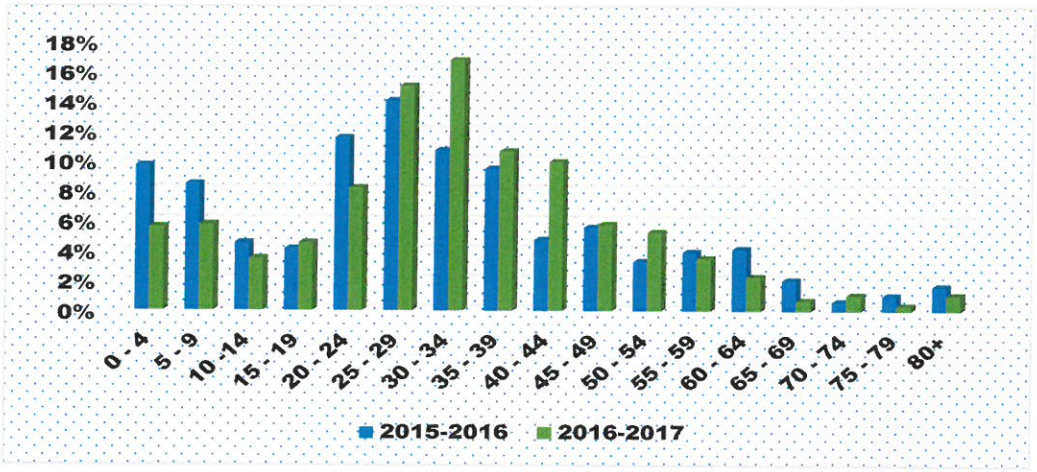
However, a contribution of more than 14% has been recorded for 2016-17 per age group interval from 25 – 44 years. With exception of the following age groups intervals (15 -19, 25 - 29, 35 – 39, 40 – 44 and 45 – 49), all others have recorded a decrease in comparison to the previous year.

Figure 20: Percentage distribution of fatalities per age for passengers: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



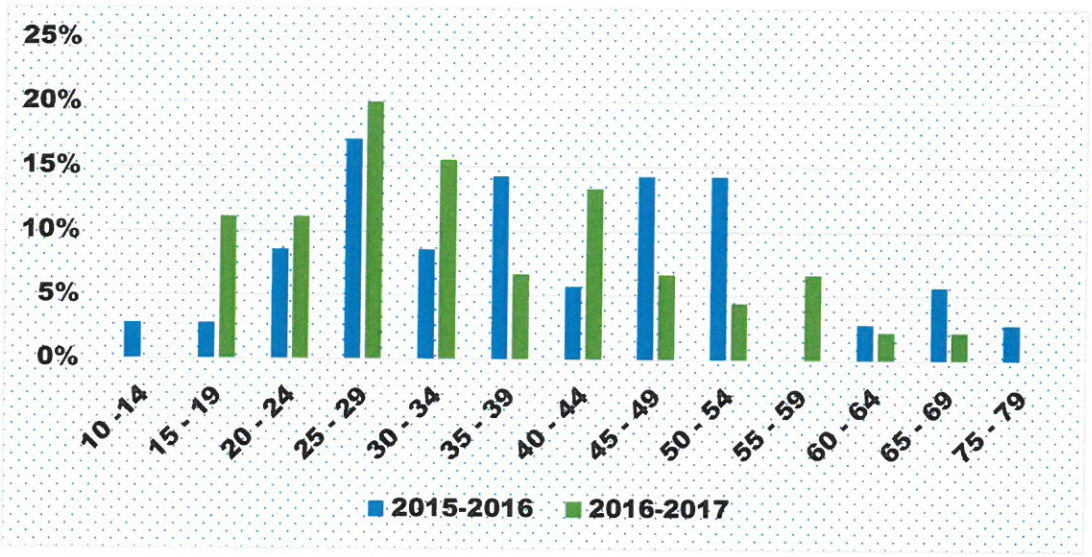
The figure above indicates that most fatalities for passengers were recorded between age 20 and 39 years, with more than 8% per age group interval for the two periods under review. With exception of the following age groups intervals (0 – 4, 15 – 19, 20 – 24, 30 – 34, 35 – 39 and 45 – 54), all others have recorded a decrease compared to the previous year.

Figure 21: Percentage distribution of fatalities per age for pedestrian: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure above indicates that most fatalities for pedestrians were recorded between age 20 and 44 years with more than 8% per age interval. The highest contribution for 2016-17 has been recorded between age 30 – 34 years. With exception of the following age groups intervals (15 – 19 and 25 - 54), all others have recorded a decrease compared to the previous year.

Figure 22: Percentage distribution of fatalities per age for cyclist: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure above indicates that most fatalities for cyclist were recorded between age 15 and 44 years for 2016-17 with a contribution of more than 10% per interval.

13. CONTRIBUTORY FACTORS

The figure below shows that on a national level for 2016-17 human factors contributed 76% to the occurrence of fatal crashes. The vehicle factors and road & environment factors contributed 8.5% and 16% respectively for 2016-17.

Human factors recorded an increase from 74% in 2015-16 to 76% in 2016-17, while the road and environmental factors recorded an increase of 2.3% from 13.7% in 2015-16 to 16% in 2016-17.

Figure 23: Percentage distribution of all contributory factors per category: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017

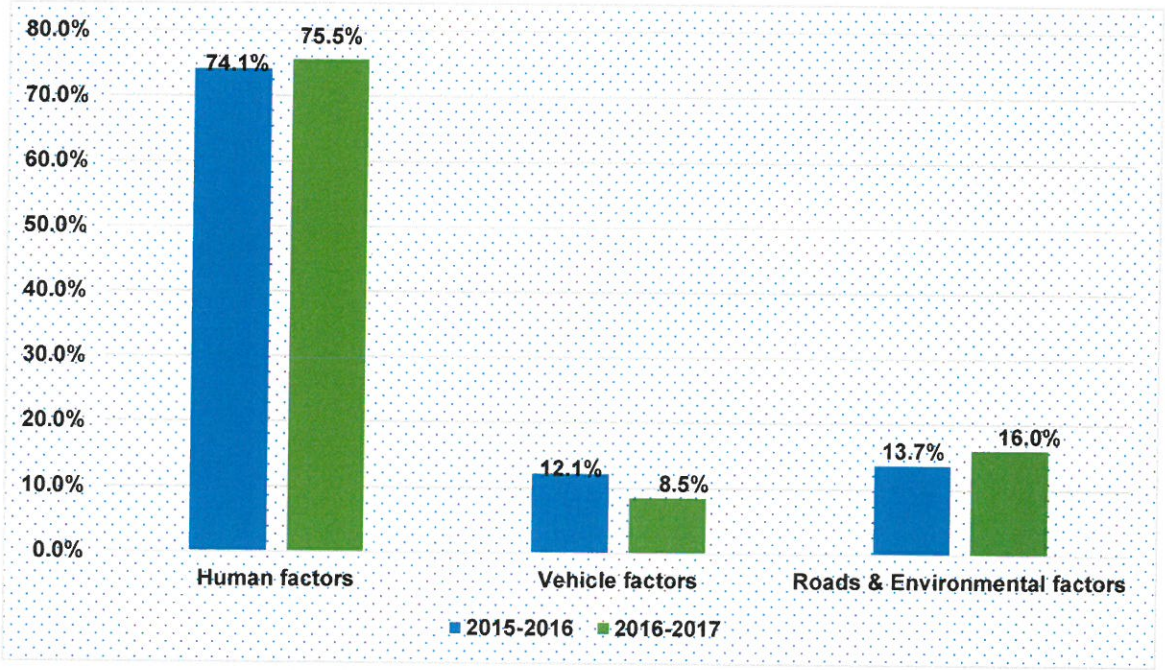
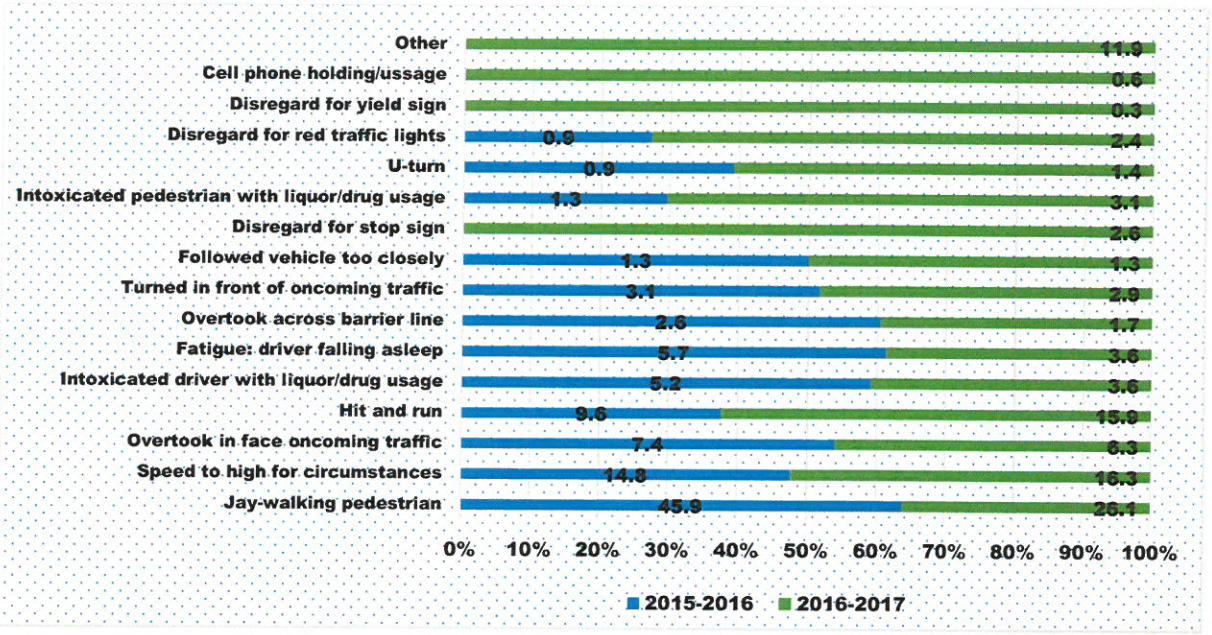
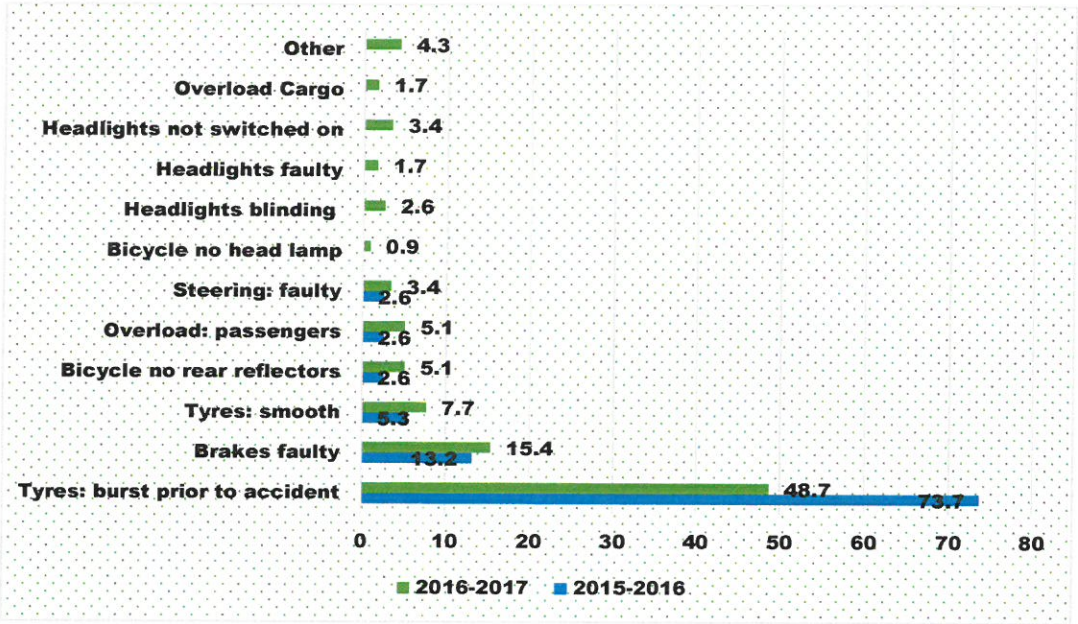


Figure 24: Percentage distribution of human factors: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



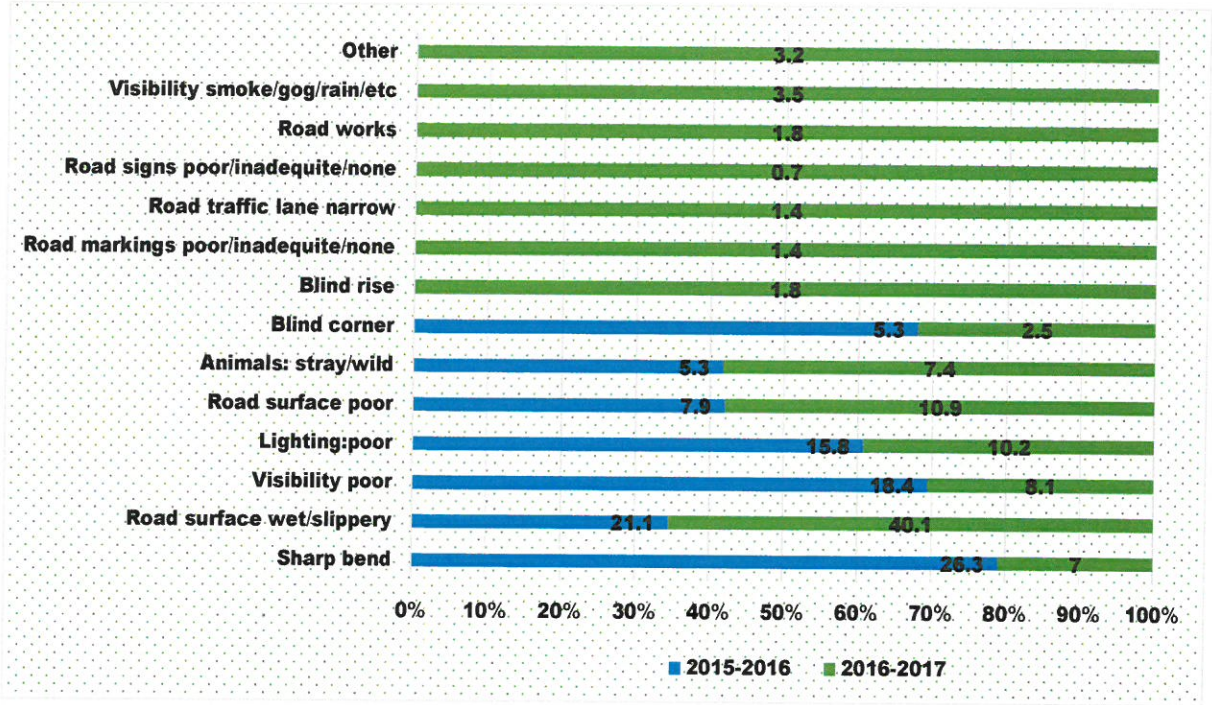
The figure above shows that most crashes occurred as a result of jay-walking for the two years under review. However, a 26% has been recorded for jay-walking for 2016-17 of which is better than 46% that was recorded in 2015-16. Speed being too high for circumstance became the second factor with a contribution of 16% in 2016-17 and 15% in 2015-16.

Figure 25: Percentage distribution of vehicle factors: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure above shows that most crashes occurred as a result of tyres burst prior to the crashes with a contribution of 49% for 2016-17, of which it is lower than 74% recorded in 2015-16. This is followed by brakes being faulty with a contribution of 15% for 2016-17 and 13% for 2015-16.

Figure 26: Percentage contribution of road and environment factors: 1 Dec 2015 – 11 Jan 2016 & 1 Dec 2016 – 11 Jan 2017



The figure above shows that most crashes occurred as a result of road surface being wet/slippery during 2016-17 with a contribution of 40% compared to 21% recorded in 2015-16. A decrease of 19.3% has been recorded for sharp bends between 2015-16 and 2016-17.

14. MAJOR CRASHES INVESTIGATED AND FATALITIES

During the period 1 December 2016 to 11 January 2017 there were twenty (20) 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.

Table 14: Major crashes for festive period 2013 - 2016

FESTIVE 2013	FESTIVE 2014	FESTIVE 2015	FESTIVE 2016
13 crashes investigated	20 crashes investigated	31 crashes investigated	20 crashes investigated
98 persons killed	104 persons killed	168 persons killed	139 persons killed
84 persons injured	145 persons injured	190 persons injured	80 persons injured

The above table shows an overview of the number of crashes investigated over the last four (4) Festive periods (2013, 2014, 2015 and 2016) as well as the increase in the number of crashes and fatalities and injuries sustained in the crashes over the years. However, a slight decrease occurred for the period 2016/17, compared to the previous 2015/16 period.

Figure 27: Number major crashes, fatalities and injuries per province

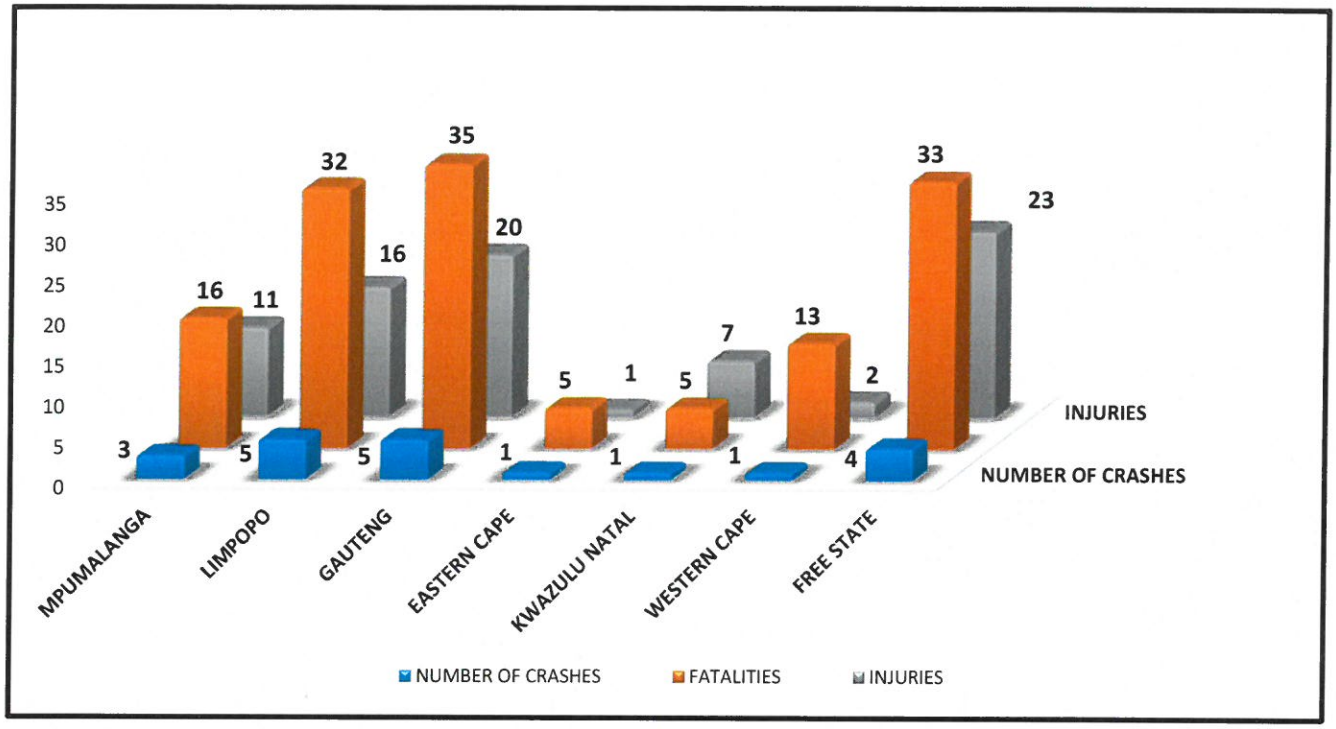


Table 15: Summary of major fatal crashes investigated per province

PROVINCE	CRASHES	FATALITIES	INJURIES
Mpumalanga	3	16	11
Limpopo	5	32	16
Gauteng	5	35	20
Eastern Cape	1	5	1
Kwa-Zulu Natal	1	5	7
Western Cape	1	13	2
Free State	4	33	23
TOTAL	**20**	**139**	**80**

The table above indicate the number of major crashes, fatalities and injuries per province sustained over the 2016/17 Festive Period. The majority of major crashes occurred in Limpopo Province (5 crashes with 32 fatalities), followed by Gauteng Province (5 crashes with 35 fatalities) and Free State Province (4 crashes with 33 fatalities).

Figure 28: Geographical plotting of the major crashes

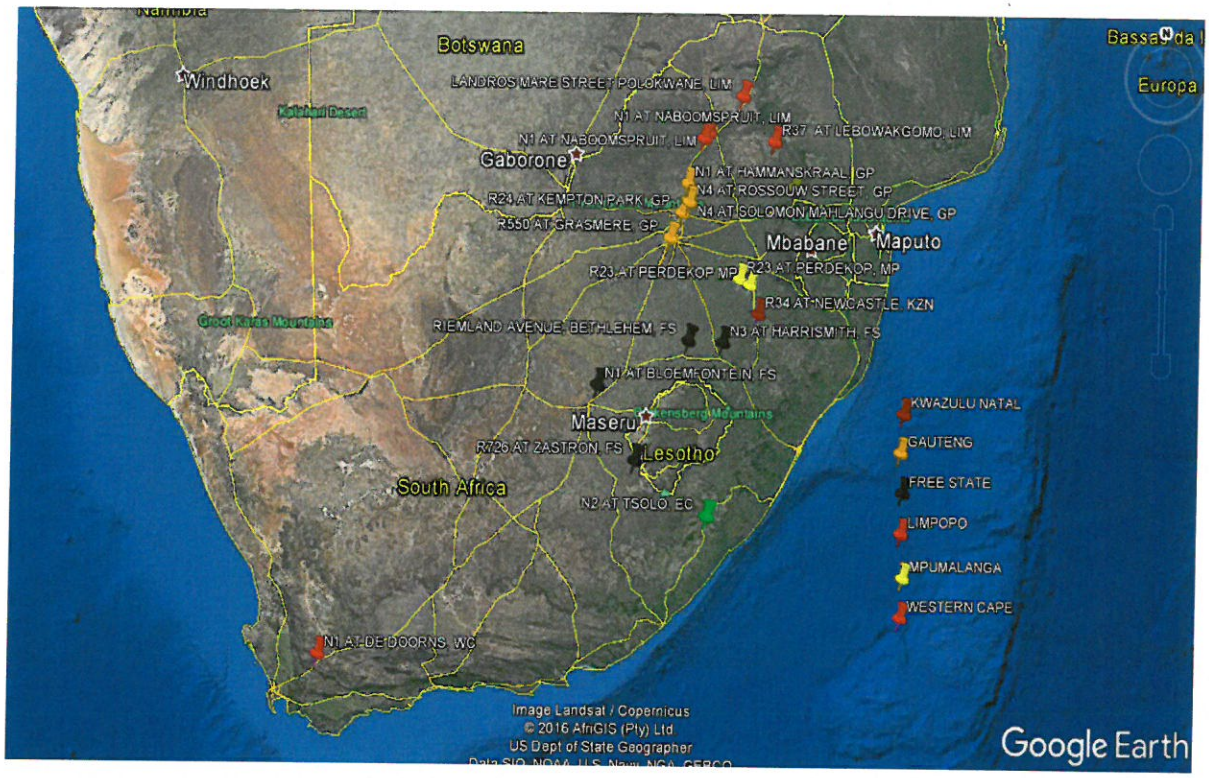
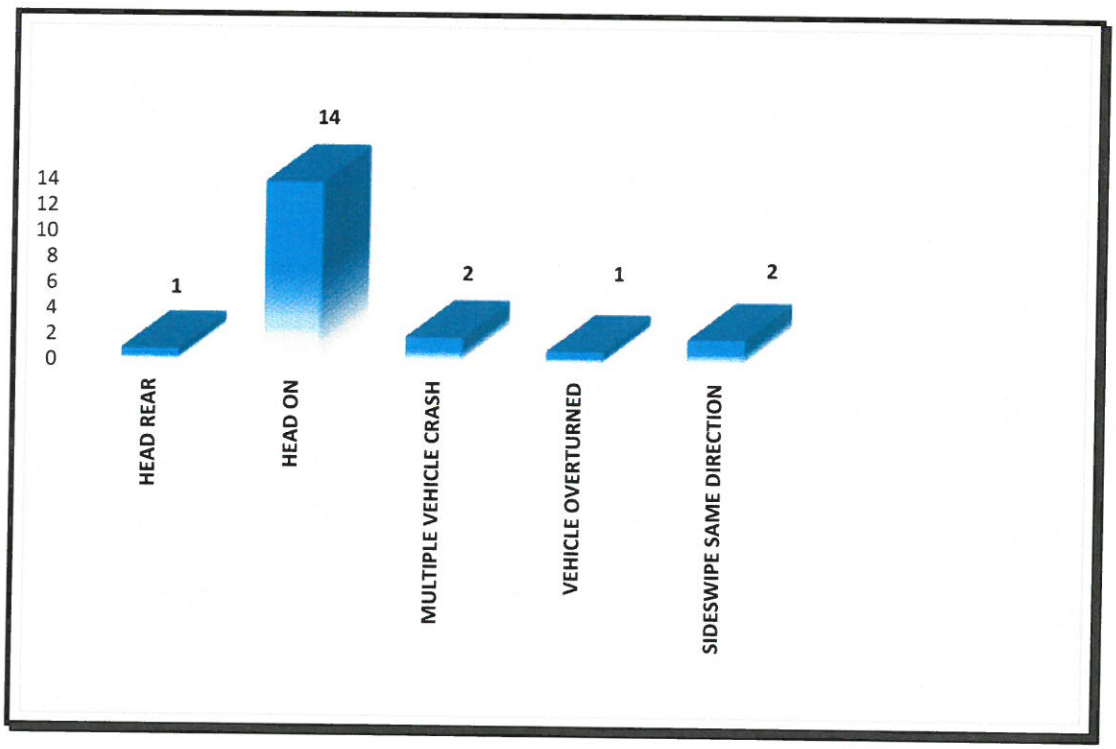
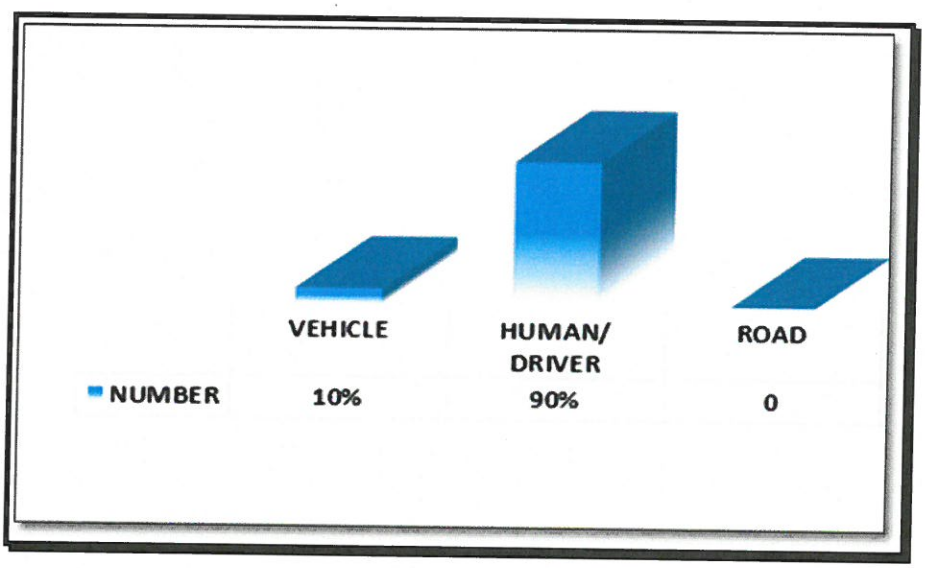


Figure 29: Major crash types



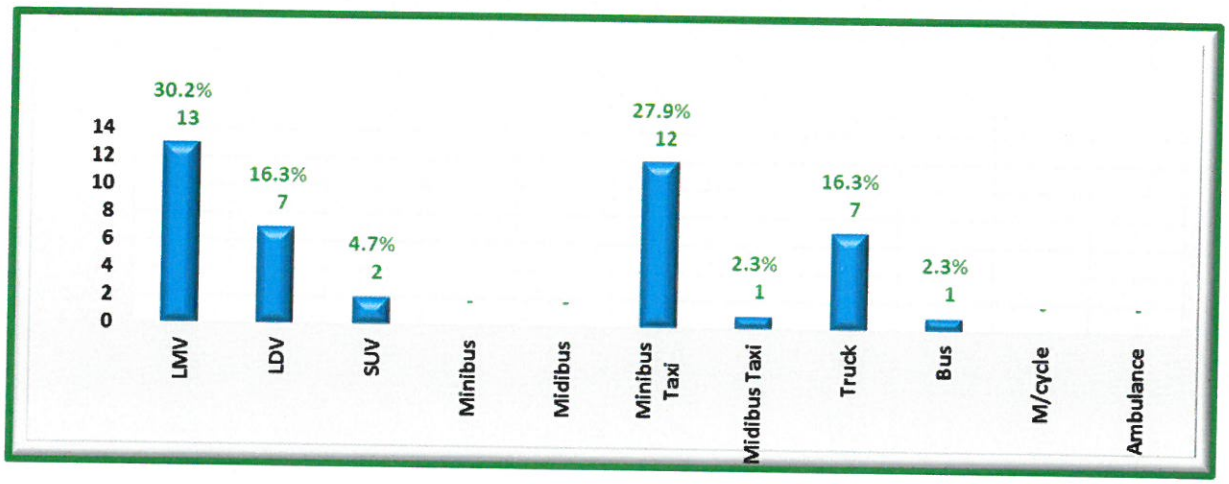
The figure above indicates that the majority of major crashes investigated during the 2016/17 Festive period were Head-On crashes (14) followed by Multiple Vehicle crashes (2) and Sideswipe Same Direction crashes (2).

Figure 30: Contributory factors to major crashes



The figure above indicates the contributory factors to major crashes investigated during the 2016/17 Festive period, were 90% of the crashes were as a result of Human/ Driver error and 10% of the crashes were attributed to Vehicle error.

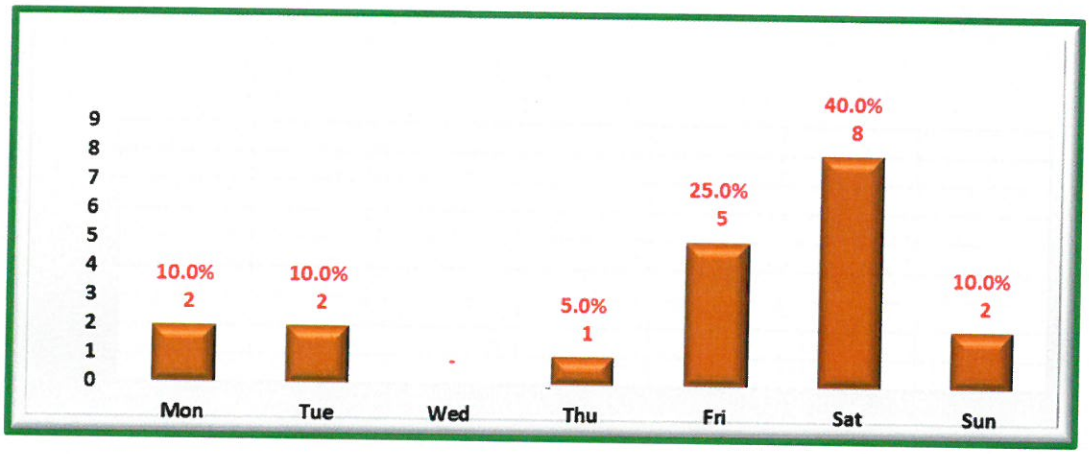
Figure 31: Vehicle types involved in the major crashes



The figure above indicates the number of vehicles and vehicle types involved in the major crashes during the 2016/17 Festive Period. A total of forty-three (43) vehicles were involved in the twenty (20) crashes.

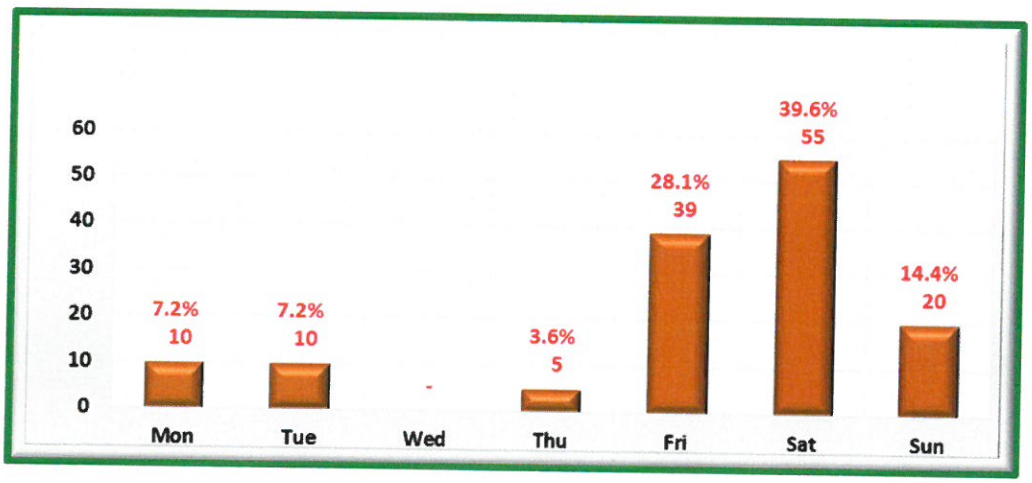
The majority of vehicles involved were thirteen (13) Light Motor Vehicles (LMV's), followed by twelve (12) Minibus Taxi's. There were also seven (7) Trucks and seven (7) Light Delivery Vehicles (LDV's) involved in the crashes.

Figure 32: Number of major crashes per day



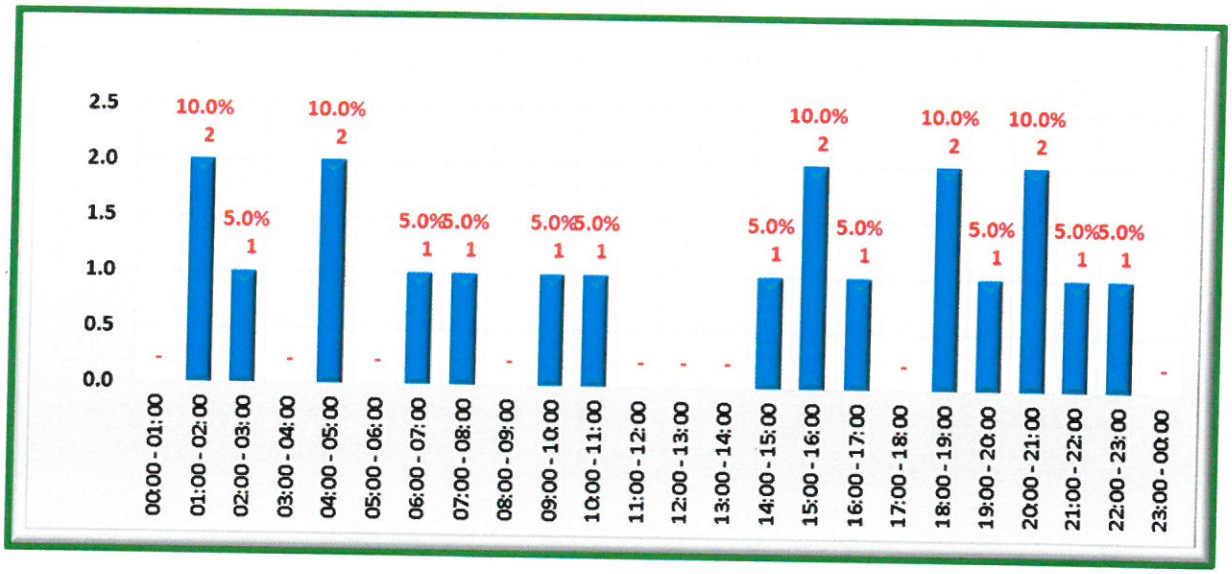
The figure above indicates the number of crashes as they occurred per day during the 2016/17 Festive Period. The highest number of crashes occurred on Saturdays with eight (8) crashes, followed by Fridays with five (5) crashes and Sundays with two (2) crashes.

Figure 33: Number of fatalities in major crashes per day



The figure above indicates the number of fatalities as they occurred per day during the 2016/17 Festive Period. The highest number of fatalities were sustained on Saturdays with fifty five (55), followed by Fridays with thirty nine (39) and Sundays with twenty (20).

Figure 34: Major crash time occurrence



The figure above indicates that the majority of major crashes investigated during the 2016/17 Festive Period occurred between:

- 01:00- 02:00 (2 crashes);
- 04:00- 05:00 (2 crashes);
- 15:00- 16:00 (2 crashes)
- 18:00- 19:00 (2 crashes) and
- 20:00- 21:00 (2 crashes)

15. THE OBSERVATION AND ANALYSIS OF THE OVERALL PERFORMANCE

Midway the festive season and in-particular post the 18th December 2016 a peculiar trend was noticed of the abnormal escalation of both the fatal crashes and fatalities warranting a decisive and urgent attention in six provinces. The observation led to the convening of a meeting on the 20th of December 2016 addressed by the Honorable Minister and canvassed very pertinent root causes for the unusual escalation of the figures that were so alarming.

The assessment identified a number of major causes for the increase of the fatal crashes and fatalities, key amongst included:

- Lack of supervision caused by the costs containment measures
- Lack of funding for overtime operations
- Lack of necessary resources such as the vehicles availability
- Flagrant deviation from the approved festive season plan
- Lack of visibility by traffic officers
- Abdication of responsibility for prioritization of the major routes.

One of the critical phenomenon that warrants urgent investigation is the quality of drivers on our roads underpinned by rampant corruption in our Driver Learner Testing Centre's (DLTC's).The point is buttressed by the high number of single Vehicles that overturned and the incessant rains that we experienced during the period under review.

The intervention made on the 20th of December yielded some positive results as figures dwindled significantly amplifying the need for consistent intervention and provision of decisive Leadership that seem to be lacking in the fraternity.

Compiled by

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Ms Magadi Gainewe
Head: RTI

14/03/2017
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Date

Reviewed and Supported by

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Mr Gilberto Martins
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16/03/2017
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Date

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CEO

20/03/2017
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Date

Approved by

.....

Mr Zola Majavu
Chairman of the Board

20/03/2017
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Date

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