



Road Traffic
Management Corporation

State of Road Safety Report: Quarter 4

January - March 2023



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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List of acronyms and abbreviations

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

1. OBJECTIVE OF THE REPORT

This report aims at achieving the following objectives:

- To provide road traffic fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Report (CHoCOR) Forms and provincial inputs; and
- To present statistics on registered vehicles, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.

2. EXECUTIVE SUMMARY

The purpose of the report is to provide final road crash statistics for the period January to March 2023. The performance is as provided below.

Road Crashes Data

A total number of 2 498 fatalities were recorded for the period January – March 2023 from 2 132 fatal crashes. A decrease of 10.16% has been recorded for fatal crashes and 12.5% decrease in fatalities.

Vehicle and driver population

The number of registered vehicles decreased by 10 161 (0.08%) from 13 033 995 on 31 March 2022 to 13 023 834 vehicles as on the 31 March 2023.

The number of learner driving licenses issued decreased by 11 075 (1.0%) from 1 102 285 end March 2022 to 1 091 210 end March 2023.

The number of driving licenses issued increased by 476 135 (3,27%) from 14 538 687 on 31 March 2022 to 15 014 802 as of 31 March 2023.

The number of Professional Driving Permits (PrDP's) issued increased by 194 098 (20.78%) from 933 894 on 31 March 2022 to 1 127 992 on 31 March 2023.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between January and March of 2022 and 2023 using the CHoCOR Forms and input from provinces. In addition, the report includes information about registered vehicles, learner driving licence, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS).

2. METHODOLOGY

2.1 Road crash data collection methodology

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

2.2 Crash Data Flow

The data is collected through the CHoCOR forms which are submitted to the Corporation either by fax, email or through the phone. Input is also given by provinces on fatal crashes and fatalities.

2.3 Data processing

The data is captured, verified and the consolidated statistics are compiled. There is a continuous engagement with provinces for validation purpose.

2.4 Limitations

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

3. FATAL ROAD CRASH ANALYSIS

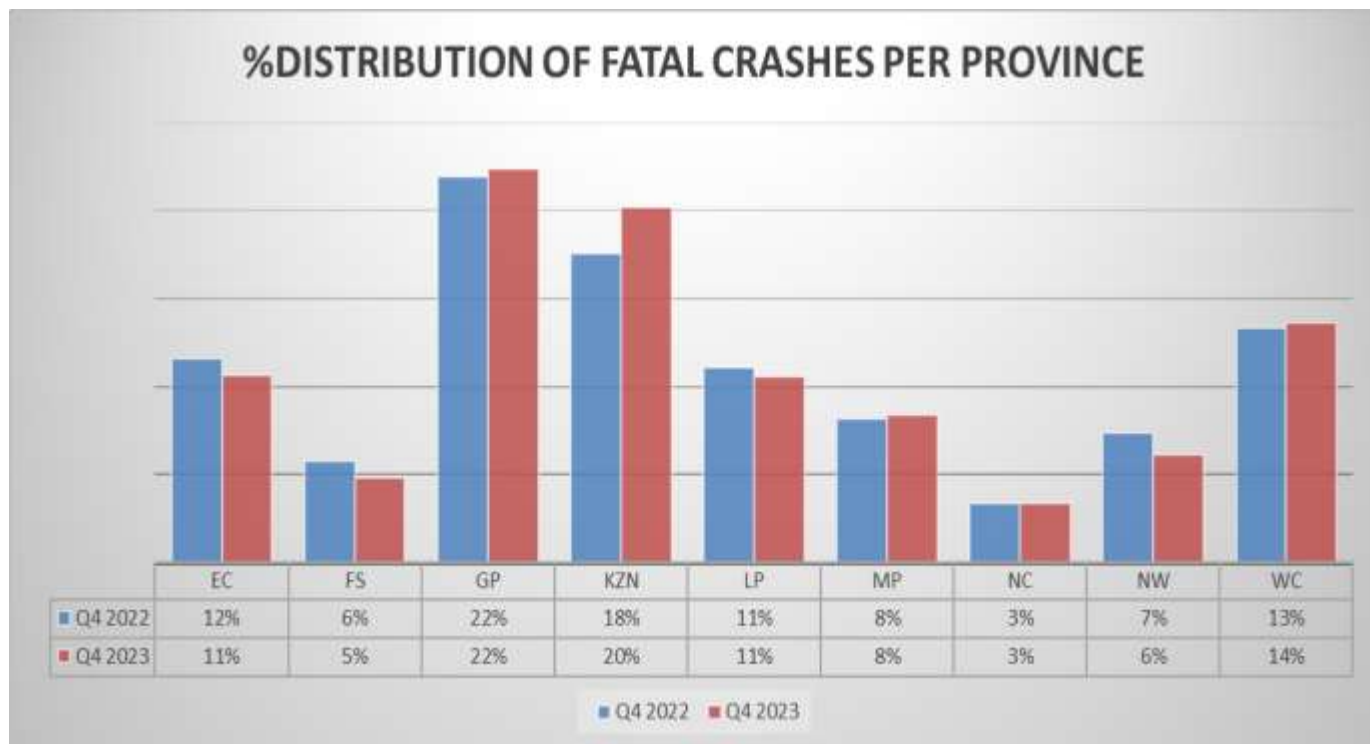
The section covers the data in relation to fatal road crashes, which encompasses the number of fatal crashes and fatalities, contributory factors, fatality information per road user group and major crashes.

3.1 Number of fatal crashes

The table below is a comparison between the fourth quarter of financial year 2021/22 and fourth quarter of financial year 2022/23. A decrease of 241 (10.2%) has been recorded for the periods under review. With exception of Kwa-Zulu Natal (at 3.37% increase) other provinces recorded a decrease in fatal crashes. The highest percentage decreases are North-West 25.14%, Free State 25.00% and Eastern Cape at 17.15%.

FATAL CRASHES PER PROVINCE										
Row Labels	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q4 2022	274	136	520	416	262	193	80	175	317	2373
Q4 2023	227	102	477	430	225	178	71	131	291	2132
Diff	-47	-34	-43	14	-37	-15	-9	-44	-26	-241
%Diff	-17,15%	-25,00%	-8,27%	3,37%	-14,12%	-7,77%	-11,25%	-25,14%	-8,20%	-10,16%

Table 1: Number of fatal crashes per province



Graph 1: Percentage distribution of fatal crashes for the two quarters

The graph above indicates the percentage distribution per province of fatal crashes for the two quarters. The highest contributors to fatal crashes during the fourth of financial year 2022/23 in percentage are Gauteng at 22%, Kwa-Zulu Natal at 20%, Western Cape at 14%.

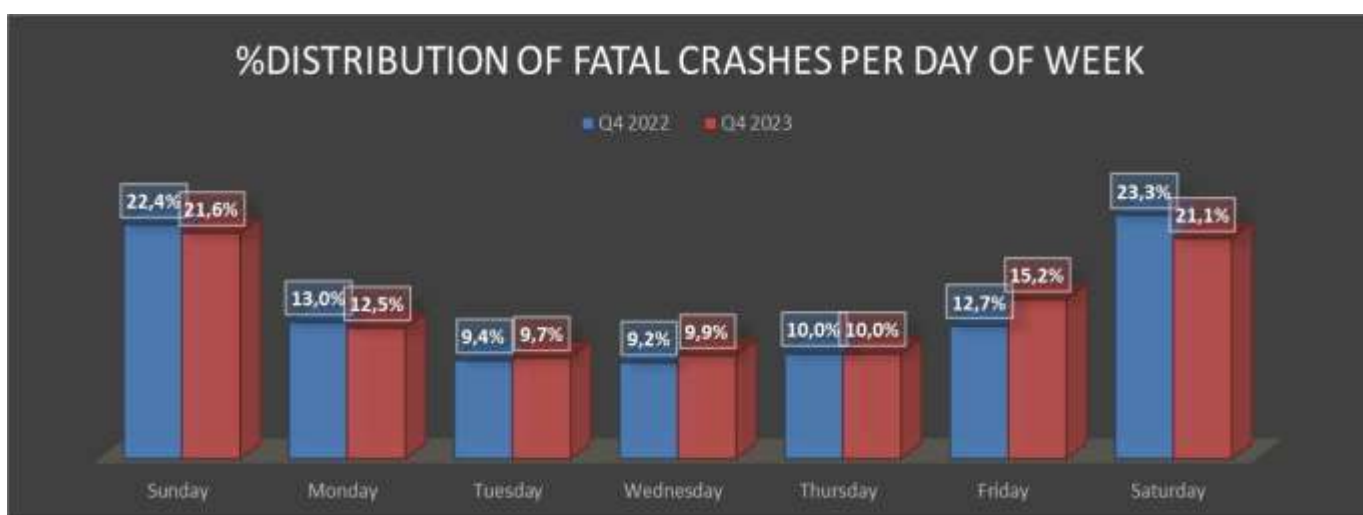
3.1.1 Fatal Crashes per Day of Week

The details of the fatal crashes per day week is given in the table below. Friday, Saturday, and Sunday are days with most fatal crashes recorded compared to other days. For both years these days contribute 58% of weekly fatal crashes.

Day Of Week	Q4 2022	Q4 2023
Sunday	22,4%	21,6%
Monday	13,0%	12,5%
Tuesday	9,4%	9,7%
Wednesday	9,2%	9,9%
Thursday	10,0%	10,0%
Friday	12,7%	15,2%
Saturday	23,3%	21,1%

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

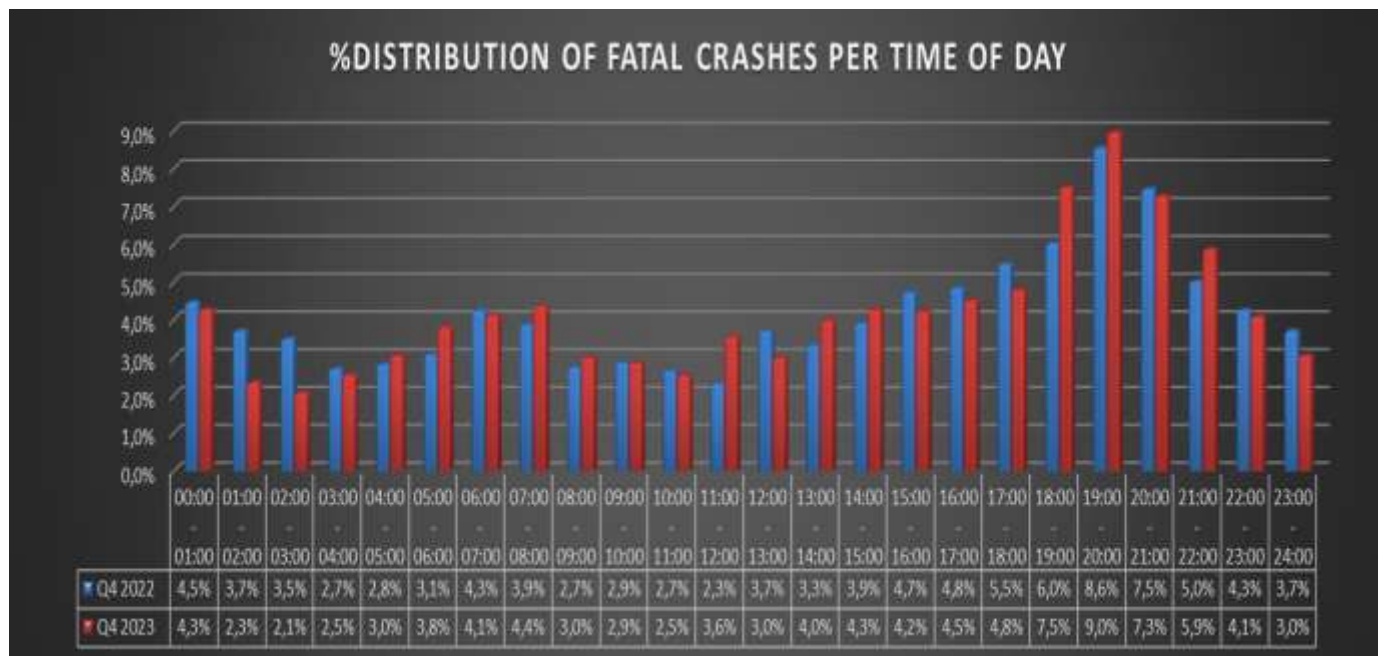
The percentage of fatal crashes per day of the week are reflected in the graph below.



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

3.1.2 Fatal Crashes per time of day

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

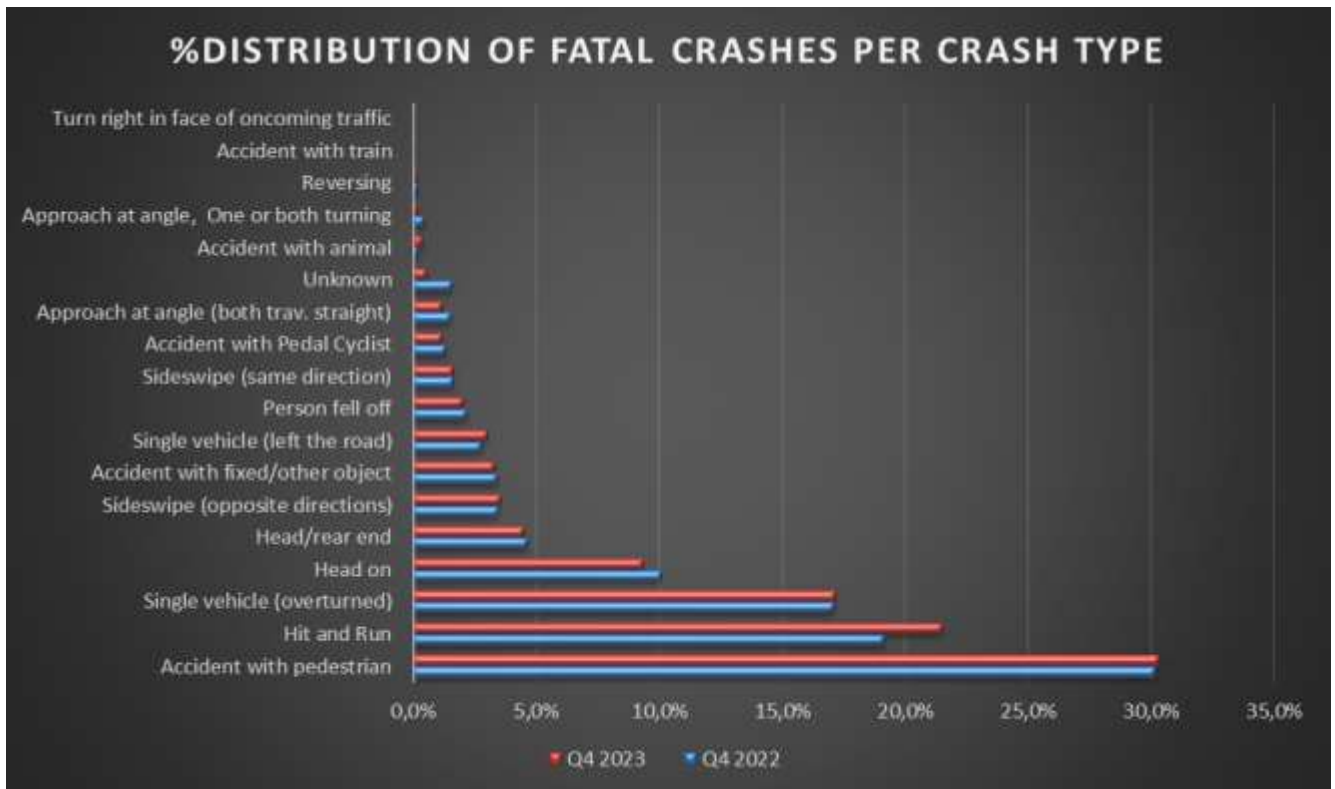


Graph 3: Percentage distribution of fatal crashes per time of day

The above graph shows a comparison between fatal crashes per time of day for quarter four of 2022 and 2023. From the above graph crashes started going up from 13h00 until 22:00. The highest pick being between 19:00 to 20:00 time slot with 9% contribution in 2022 and 2023; this is followed by the time period between 18:00 and 19:00 at 7.5% in 2023 then 20:00 to 21:00 time slot with 7% in 2023.

3.1.3 Fatal crashes per crash type

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

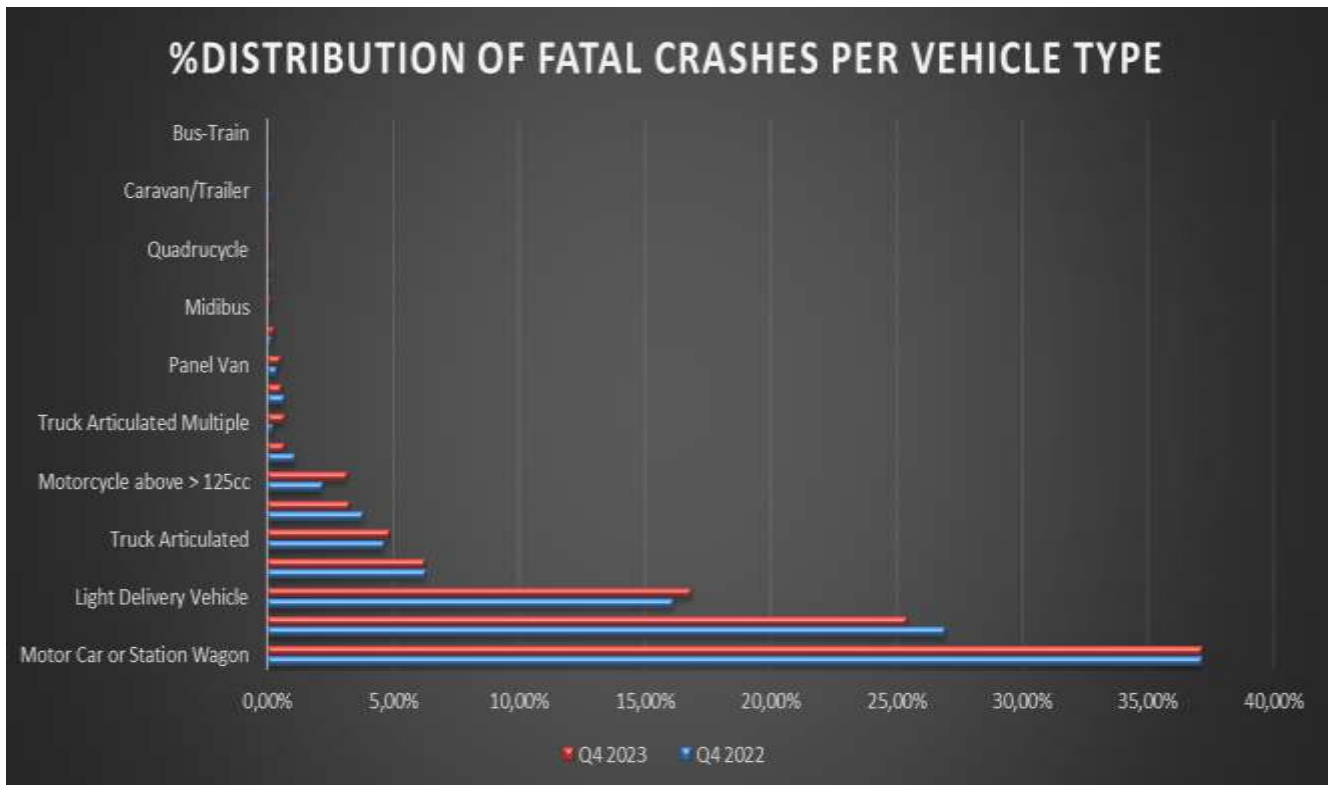


Graph 4: Percentage distribution of fatal crashes per crash type

The above graph shows that the top four crash types are with pedestrians at 30%, Hit and Run at 22%, single vehicle overturned at 17% and head on collisions at 9% in fourth quarter of 2022/23 financial year. Hit and runs and accident with pedestrians accounted for 52% of crash types in that period.

3.1.4 Fatal crashes per vehicle type

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

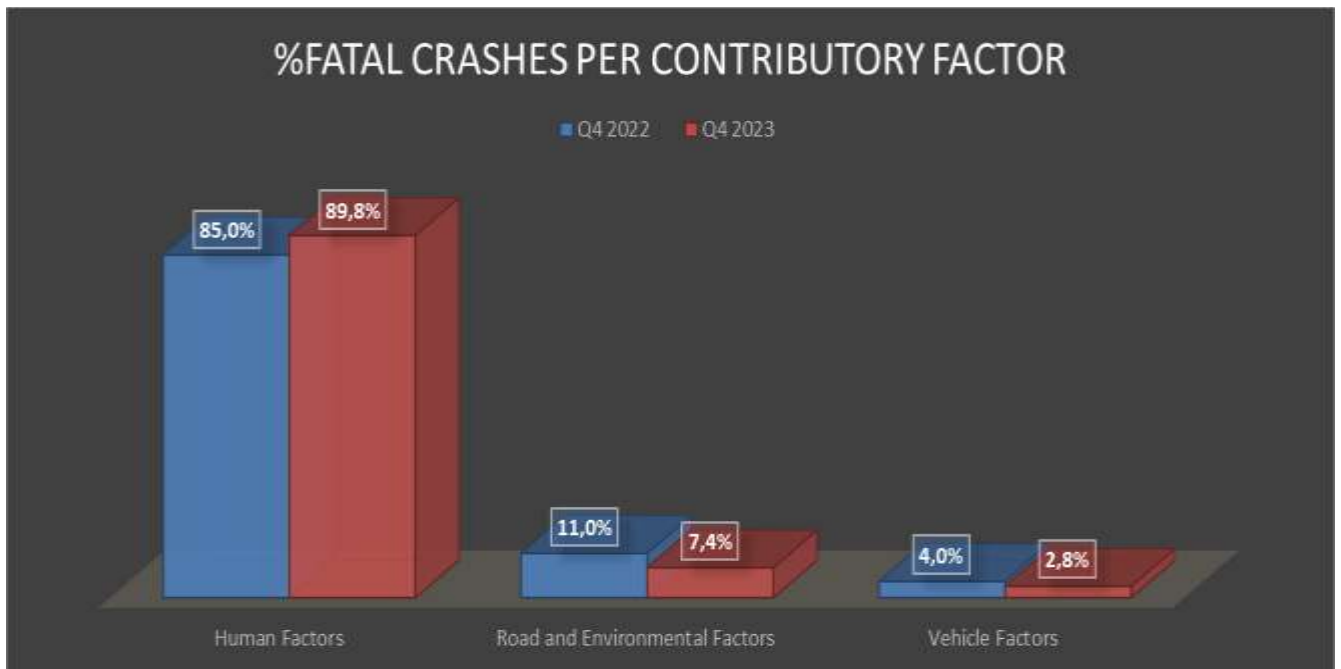


Graph 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that are mostly involved in fatal crashes are the motorcars at 37% and light delivery vehicles at 17%.

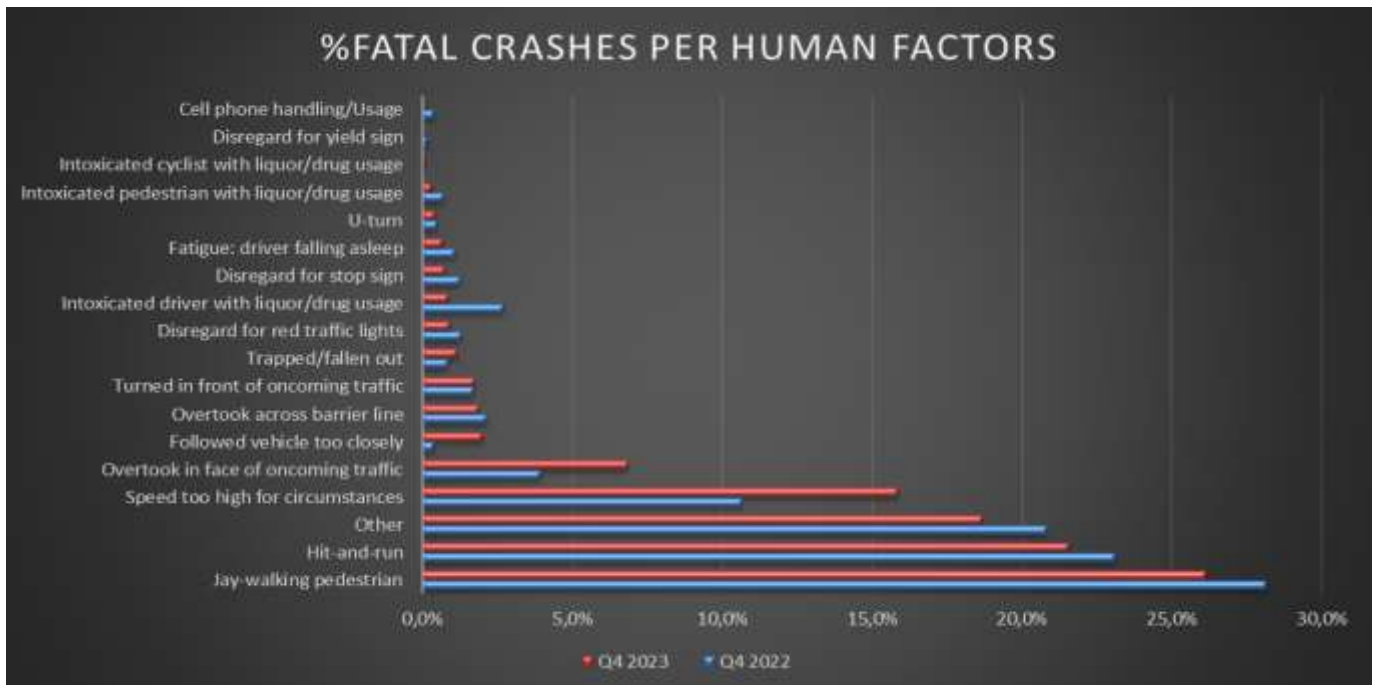
3.2 Contributory factors

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



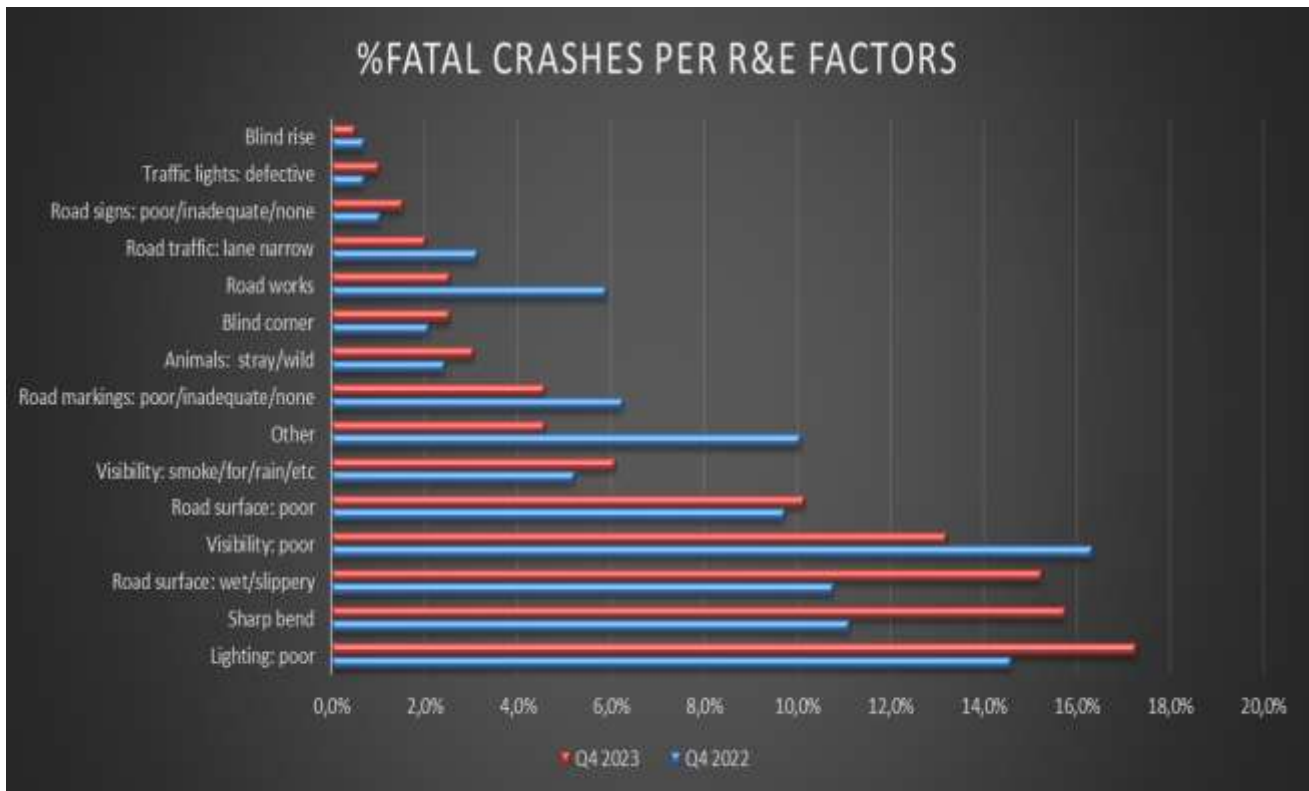
Graph 6: Comparison of contributory factors

The above graph shows that most fatal crashes occur due to human factors. In 2021/22 human factors contributed 85% to fatal crashes and 90% in 2022/23. The roads and environmental factors contribute 11% to fatal crashes in 2021/22 and 7% in 2022/23. Vehicle factors contribute 4% to fatal crashes in 2021/22 and 3% in 2022/23.



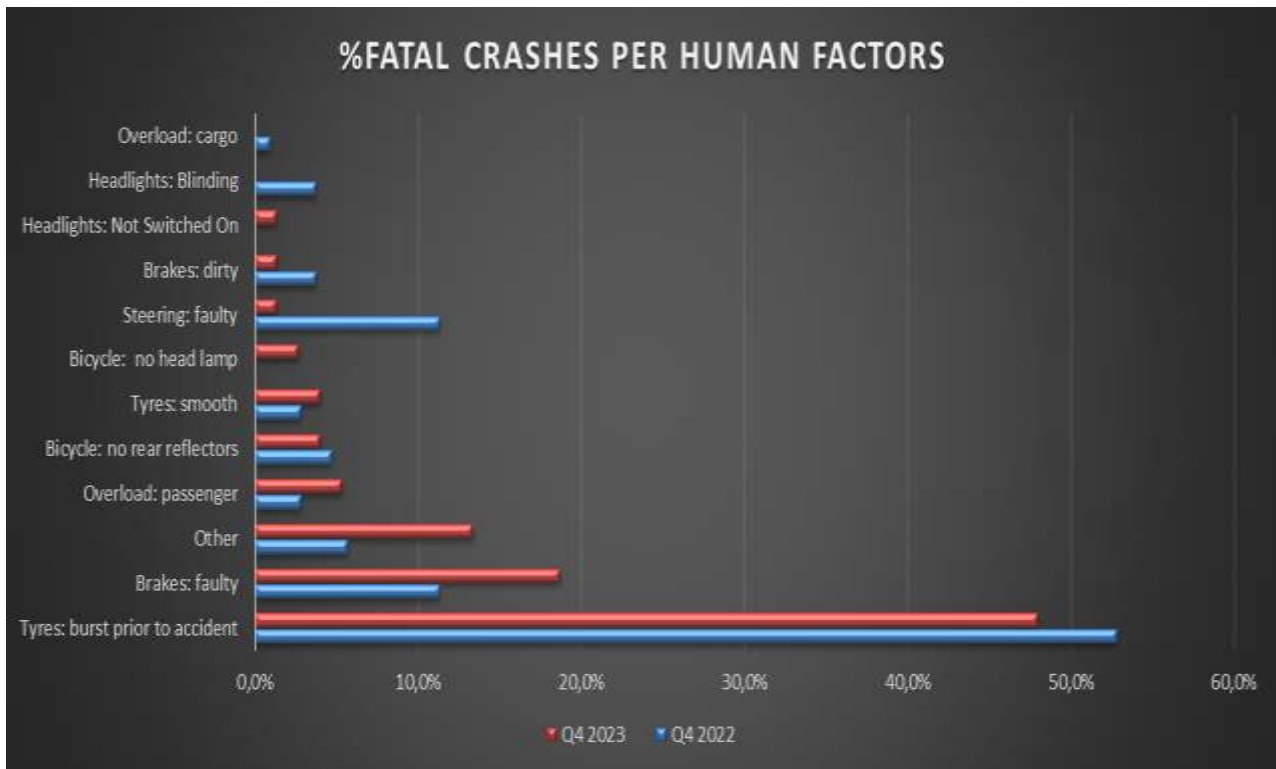
Graph 7: Percentage distribution of human factors

The top two human factors contributing 51% in 2021/22 and 48% in 2022/23 were Jay-walking at 28% in 2021/22 and 26% in 2022/23 and Hit-and-run at 23% in 2021/22 and 22% in 2022/23. Speed went up by 5% from 11% to 16%.



Graph 8: Percentage distribution of road and environmental factors

The above graph shows the top five factors in this category to be poor lighting at 17%, sharp bend at 16%, slippy road surface at 15%, poor visibility at 13% and poor road surface at 10% in 2022/23.



Graph 9: Percentage distribution for vehicle factor

The above graph shows that within the vehicle factors most crashes occurred due to tyre burst (at 53% in 2021/22 and 48% in 2022/23). The second factor was faulty brakes at 11% in 2021/22 and 19% in 2022/23.

4. ROAD FATALITIES ANALYSIS

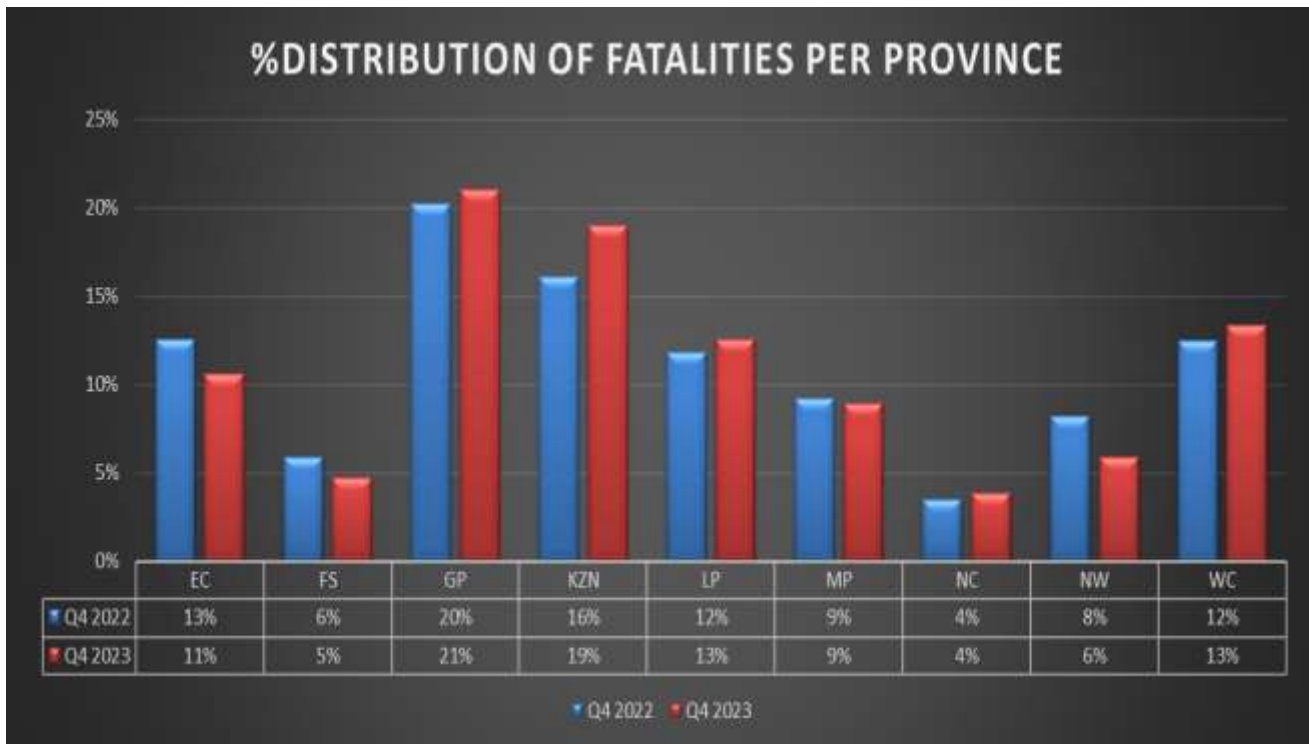
The section covers road fatalities for the fourth quarter of 2021/22 and 2022/23. Fatalities are defined as when a person or persons are killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result on such crash. This section will encompass the number of fatalities and percentage distribution per road user group, gender, race and per age.

4.1 Number of fatalities per province

FATALITIES PER PROVINCE										
Row Labels	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q4 2022	358	169	578	459	337	263	100	235	356	2855
Q4 2023	264	119	526	475	314	224	96	147	333	2498
Diff	-94	-50	-52	16	-23	-39	-4	-88	-23	-357
%Diff	-26,26%	-29,59%	-9,00%	3,49%	-6,82%	-14,83%	-4,00%	-37,45%	-6,46%	-12,50%

Table 3: Comparison of fatalities per province for the two quarters

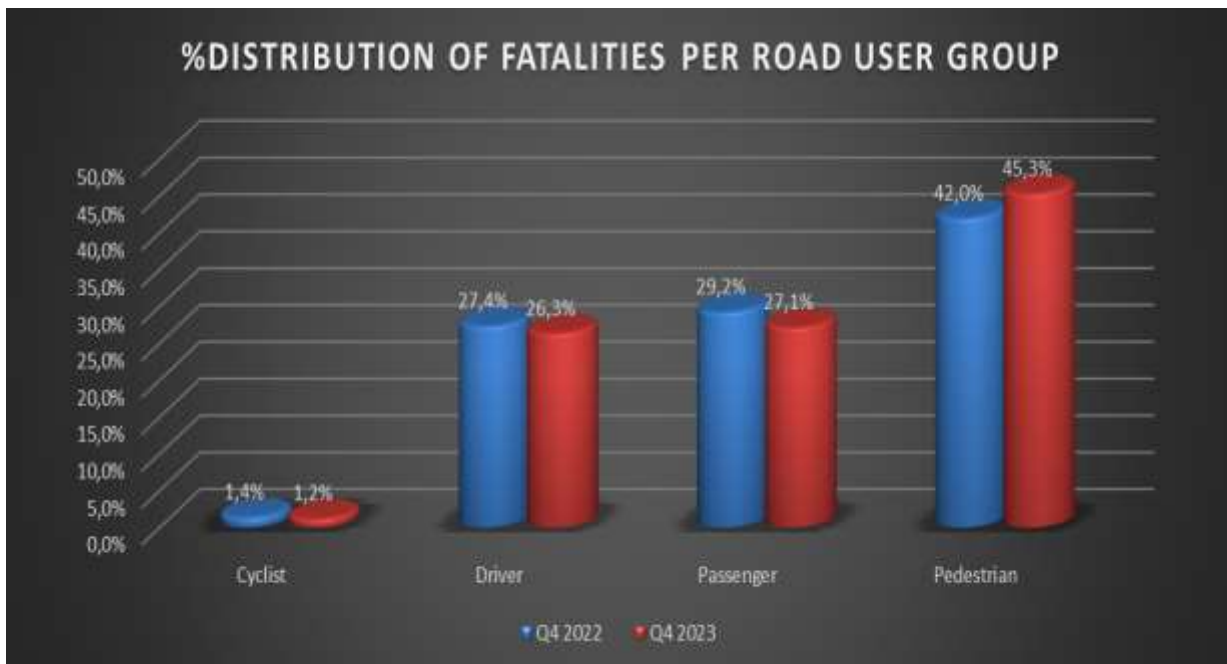
The table below is a comparison between the fourth quarter of financial year 2021/22 and fourth quarter of financial year 2022/23. A decrease of 357 (10.2%) has been recorded for the periods under review. With exception of Kwa-Zulu Natal (at 3.49% increase) other provinces recorded a decrease in fatalities. The highest percentage decreases are North-West 37.45%, Free State 29.59% and Eastern Cape at 26.26%.



Graph 10: Percentage distribution of fatalities per province

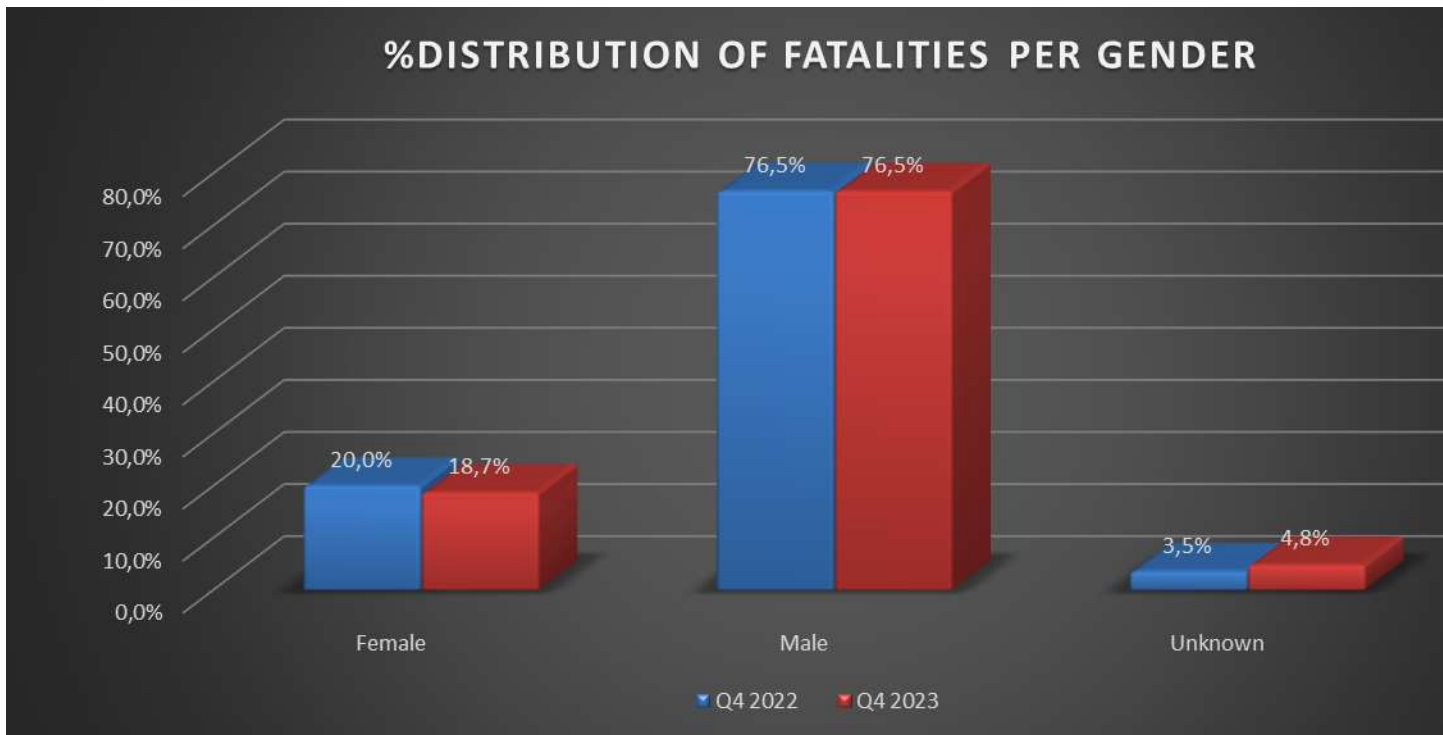
The graph above indicates the percentage distribution per province of fatalities crashes for the two quarters. The highest contributors to fatalities during quarter four of financial year 2022/23 in percentage are Gauteng at 21%, Kwa-Zulu Natal at 19%, Limpopo and Western Cape at 13%.

4.2 Number of Fatalities per Road User Group



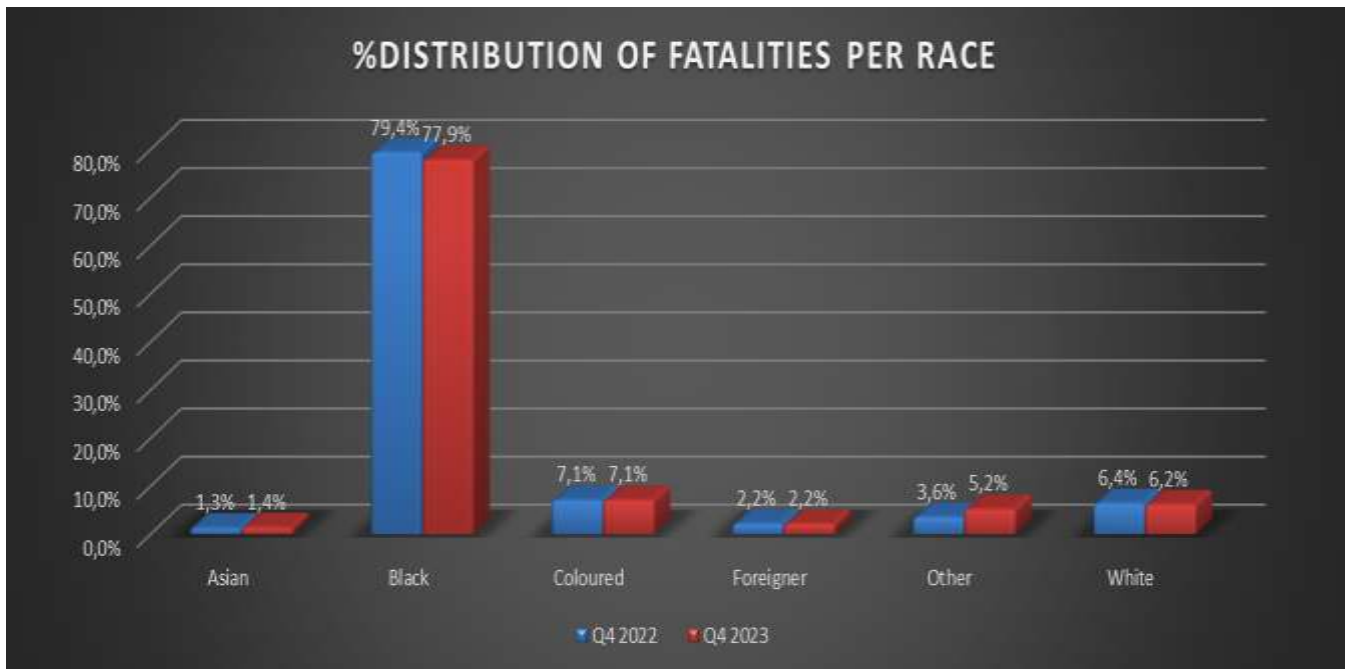
Graph 11: Percentage distribution of fatalities per road user

The percentage distributions of fatalities for various road user groups are reflected in the graph above. Pedestrians make more than 40% of road fatalities year on year. Drivers and passengers average 29% of fatalities each.



Graph 12: Percentage distribution of fatalities per gender

The graph above depicts trends for fatalities per gender for the two quarters. Males make up more than three quarters of road fatalities.

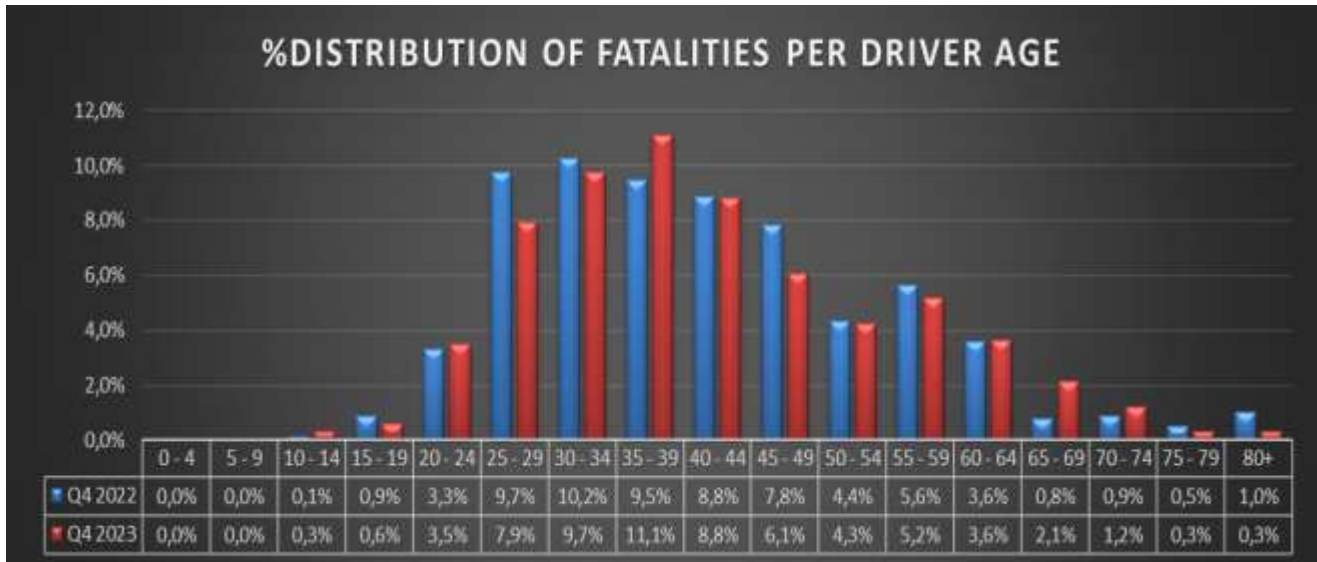


Graph 13: Percentage distribution of fatalities per race

The graph above shows trends for fatalities per race for the two quarters. More than three quarters of road fatalities were blacks.

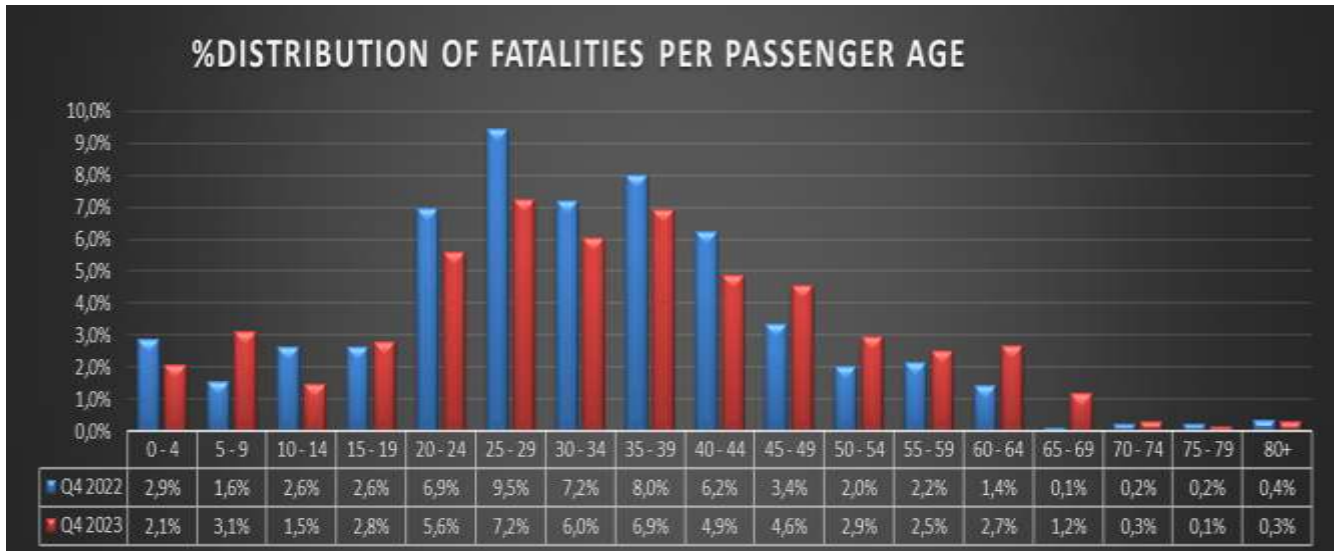
4.3 Road user group fatalities per age group

The graphs below provide information regarding the fatalities per age and per road user group for the period January to March 2022 and 2023.



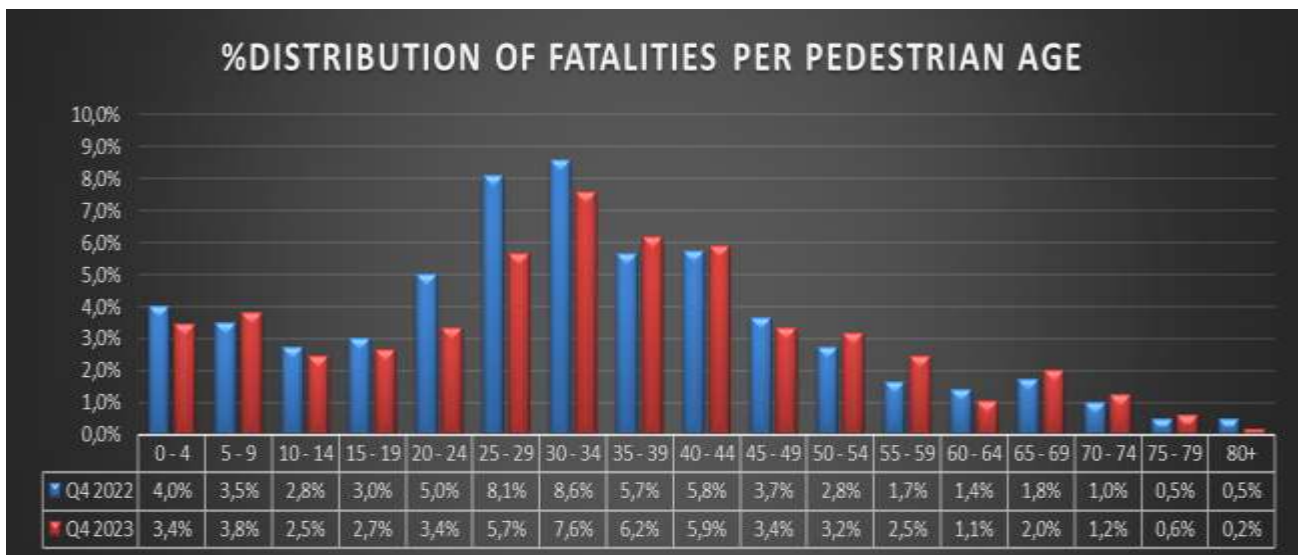
Graph 14: Percentage distribution of fatalities per age for drivers

The graph above shows 38% of driver fatalities were between the ages of 25 and 44 in both 2021/22 and 2022/23. Ages between 30 and 39 constitutes 20% of driver fatalities.



Graph 15: Percentage distribution of fatalities per age for passenger

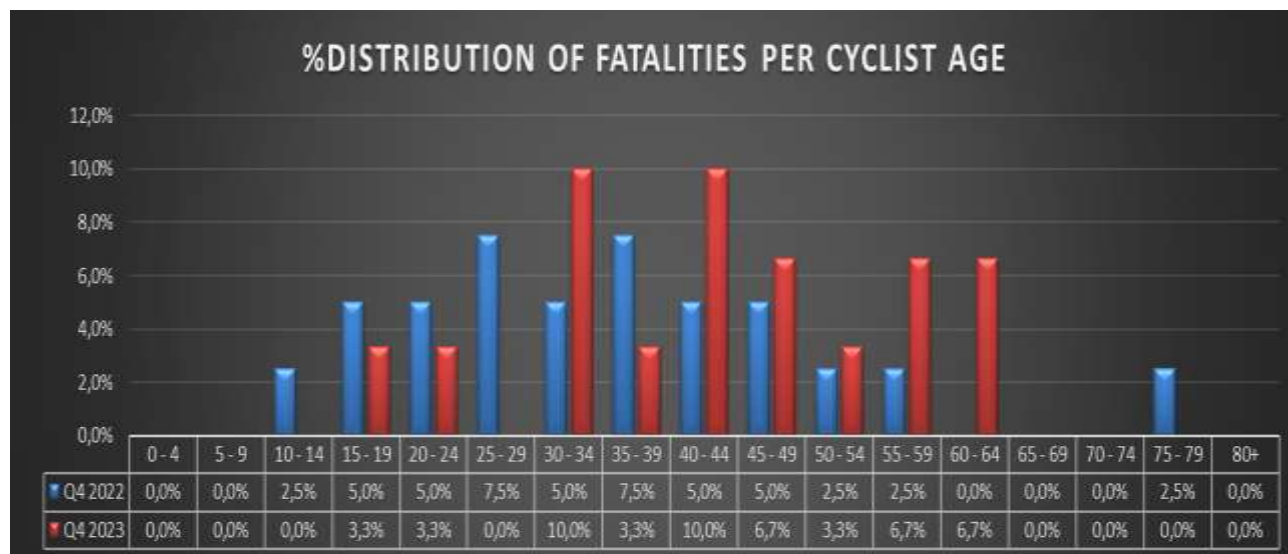
The above graph shows 38% of passenger fatalities were between the ages of 20 and 44 in 2021/22 and 41% in 2022/23, with 25 to 39 years old making up 25% of passenger fatalities in 2021/22 and at 29% in 2022/23.



Graph 16: Percentage distribution of fatalities per age for pedestrians

The above graph shows that most fatalities for pedestrians were recorded between the age group 25 to 44 years. In 2021/22 the percentage of death in

the pedestrians category for this age group was 28% and in 2022/23 it was 25%.



Graph 17: Percentage distribution of fatalities per age for cyclists

The above graph shows that in 2021/22 most cyclist fatalities were recorded between age group 25 to 29 and 35 to 39 years at 8% each and in 2022/23 the age groups with the highest fatalities are 30 to 34 and 40 to 44 at 10% each.

SECTION B

5. INTRODUCTION

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

6. VEHICLE POPULATION

6.1 Number of Registered Vehicles

The number of registered vehicles decreased by 10 161 (0.08%) from 13 033 995 on 31 March 2022 to 13 023 834 vehicles as on the 31 March 2023. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorised Vehicles	Mar-22	Mar-23			Mar-22	Mar-23
Motorcars	7 707 210	7 727 988	20778	0,27%	65,57%	59,34%
Minibuses	351 426	350 680	-746	-0,21%	2,98%	2,69%
Buses	64 106	64 298	192	0,30%	0,55%	0,49%
Motorcycles	350 038	347 621	-2417	-0,69%	2,95%	2,67%
LDV's - Bakkies	2 684 247	2 670 338	-13909	-0,52%	22,66%	20,50%
Trucks	390 403	386 641	-3762	-0,96%	3,28%	2,97%
Other & Unknown	253 144	237 504	-15640	-6,18%	2,02%	1,82%
Total Motorised	11 800 574	11 785 070	(15 504)	-0,13%	100,00%	90,49%
Towed Vehicles						
Caravans	97 635	95 669	(1 966)	-2,01%	7,72%	0,73%
Heavy Trailers	223 157	226 291	3 134	1,40%	18,27%	1,74%
Light Trailers	898 247	889 240	(9 007)	-1,00%	71,78%	6,83%
Other & Unknown	14 382	27 564	13 182	91,66%	2,23%	0,21%
Total Towed	1 233 421	1 238 764	5 343	0,43%	100,00%	9,51%
All Vehicles	13 033 995	13 023 834	-10 161	-0,08%		100,00%

Table 4: Number of registered vehicles per type

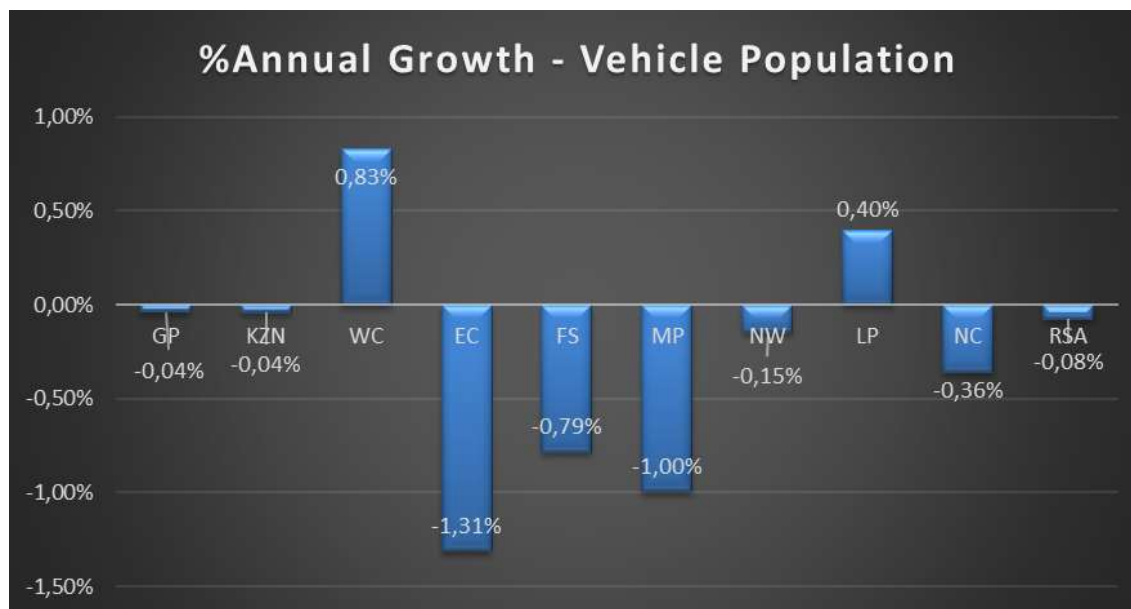
The table above shows that the highest percentage change within the motorized vehicles category is the reduction of other and unknown vehicles. Buses increased by .3% followed by motorcars at .27% increase. All other motorized vehicles decreased.

The total motor vehicle population per Province for March 2022 and March 2023 is given in table and reflected in the graph below.

Number of Registered Vehicles per Province	Number registered Mar-22	Number registered Mar-23	Change	% Change	% of Total Mar-23
GP	4 999 007	4 997 033	(1 974)	-0,04%	38,37%
KZN	1 748 097	1 747 336	(761)	-0,04%	13,42%
WC	2 098 846	2 116 228	17 382	0,83%	16,25%
EC	869 062	857 643	(11 419)	-1,31%	6,59%
FS	651 374	646 258	(5 116)	-0,79%	4,96%
MP	933 099	923 790	(9 309)	-1,00%	7,09%
NW	663 174	662 205	(969)	-0,15%	5,08%
LP	776 606	779 682	3 076	0,40%	5,99%
NC	294 730	293 659	(1 071)	-0,36%	2,25%
RSA	13 033 995	13 023 834	(10 161)	-0,08%	100,00%

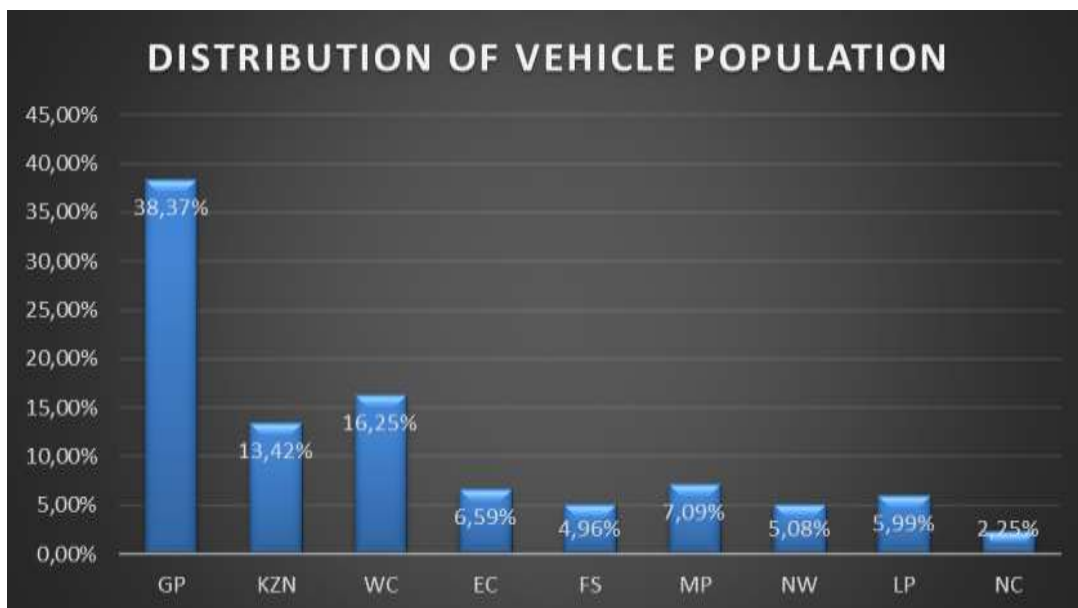
Table 5: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Increases were in Western Cape 0.83% and Limpopo 0.4%, the rest of the provinces decreased in the number of registered vehicles.



Graph 16: Percentage Annual Growth in Vehicle Population

The percentage vehicles registered per province as on 31 March 2023 is reflected in the graph below.



Graph 17: Percentage Vehicles Registered per Province

The information contained in the above graph shows that 38.37% of vehicles were registered in Gauteng, 16.25% in Western Cape and 13.42% in Kwa-Zulu Natal. 68.03% of registered vehicles are in these three provinces share a contribution of 68.03%, the remainder are in the other six provinces.

7. DRIVER POPULATION

7.1 Learner Driving Licences

The number of learner driving licenses issued decreased by 11 075 (1.0%) from 1 102 285 end March 2022 to 1 091 210 end March 2023. Detail of the number of learner driving licenses issued per category is given in table below and graphically reflected in the graph below.

Number of Learner Licences Issued				
Category	Mar-22	Mar-23	Change	% Change
1	34 905	41 193	6 288	18,01%
2	202 545	203 099	554	0,27%
3	864 835	846 918	-17 917	-2,07%
Total	1 102 285	1 091 210	(11 075)	-1,00%

Table 6: Number of learner licences issued

Learner driving licences are categorised as follows:

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



Graph 18: Number of learner licenses issues

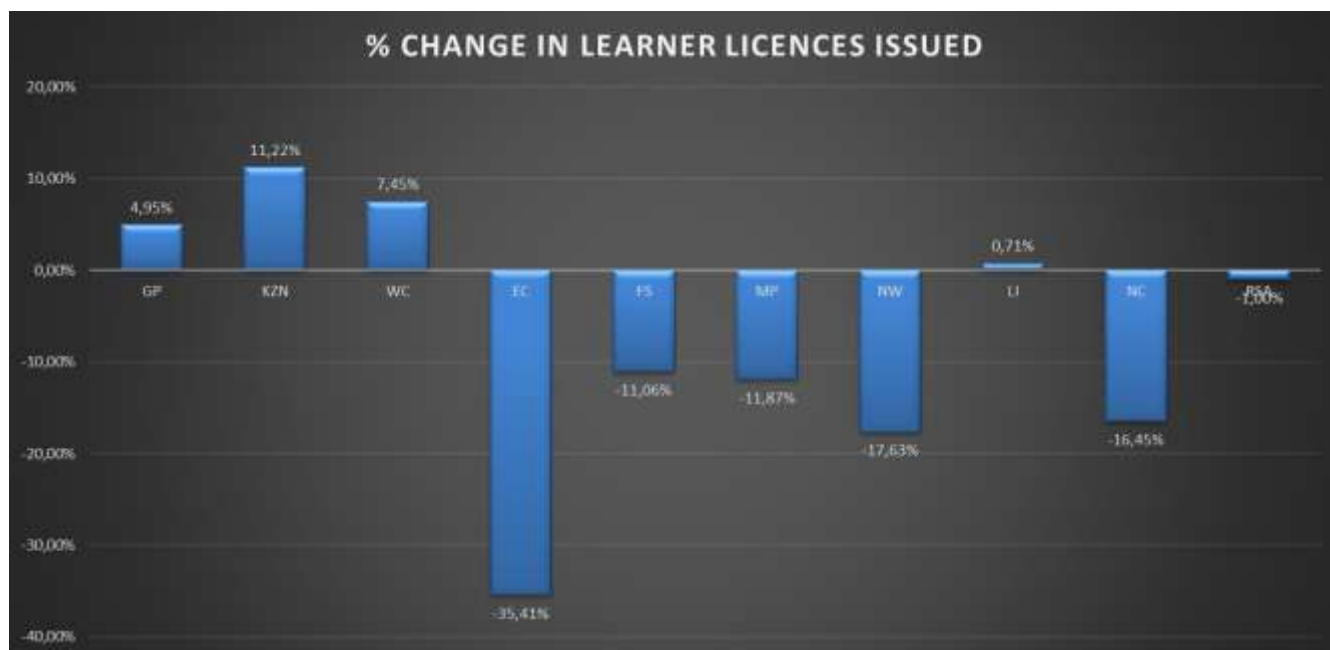
The table and the graph above show that the highest increase of learners enrolled was for category 1 (motorcycle, 6 288 at 18.01%). The enrolment of category 3 (heavy motor vehicle) decreased as compared to the same period in the previous year.

Provincial breakdown of the learner license enrolment and the percentage change are given in the table below reflected in the graph.

Number of Learners Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar-22	332 568	186 849	164 108	79 275	55 902	104 768	60 730	93 733	24 352	1 102 285
Mar-23	349 018	207 816	176 342	51 207	49 720	92 337	50 022	94 402	20 346	1 091 210
Change	16 450	20 967	12 234	-28 068	-6 182	-12 431	-10 708	669	-4 006	(11 075)
% Change	4,95%	11,22%	7,45%	-35,41%	-11,06%	-11,87%	-17,63%	0,71%	-16,45%	-1,00%

Table 7: Number of learner licences issued per province

Four provinces recorded increases with the highest percentage increase being Kwa-Zulu Natal at 11.22% followed by Western Cape at 7.45%. The highest percentage decrease was Eastern Cape at 35.41%.



Graph 19: Percentage change in learner licenses issued per province

7.2 Driving Licences Issued

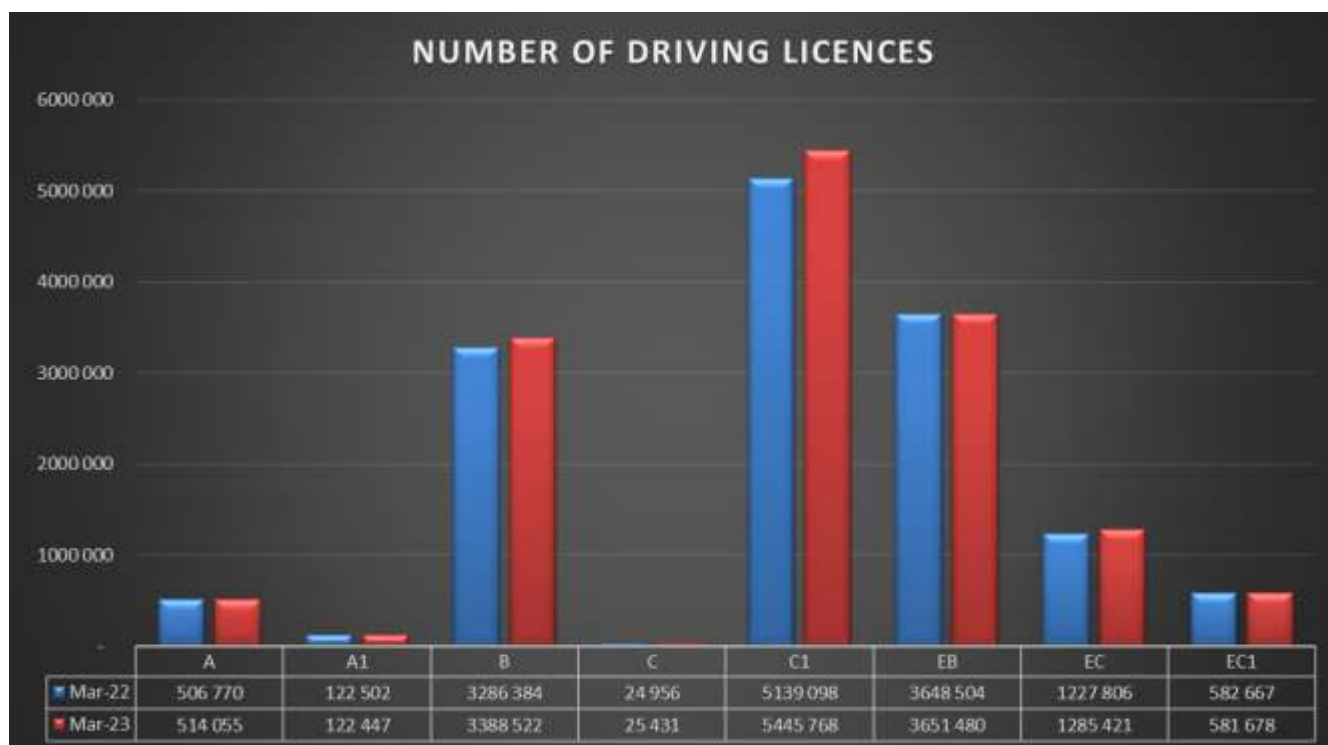
The number of driving licenses issued increased by 476 135 (3,27%) from 14 538 687 on 31 March 2022 to 15 014 802 as of 31 March 2023. Details on the number of driving licenses issued per category is given in table and graphically reflected in the graph below.

Number of Driving Licences Issued				
Category	Mar-22	Mar-23	Change	% Change
A	506 770	514 055	7 285	1,44%
A1	122 502	122 447	(55)	-0,04%
B	3 286 384	3 388 522	102 138	3,11%
C	24 956	25 431	475	1,90%
C1	5 139 098	5 445 768	306 670	5,97%
EB	3 648 504	3 651 480	2 976	0,08%
EC	1 227 806	1 285 421	57 615	4,69%
EC1	582 667	581 678	(989)	-0,17%
Total	14 538 687	15 014 802	476 115	3,27%

Table 8: Number of driving licences issued

Driving licences:

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



Graph 18: Number of driving licenses issued

The highest percentage change was in the C1 category 5.97% increase followed by EC at 4.69% then B at 3.11%.

The number and percent of driving licenses issued per category at the end of March 2023 is reflected in the table below.

Number of Driving Licences Issued			
Category	Description	Number	%
A	Motorcycle > 125 cub.cm	514 055	3,42%
A1	Motorcycle < 125 cub.cm	122 447	0,82%
B	Motor vehicle < 3,5000 kg	3 388 522	22,57%
C	Motor vehicle >16,000 kg	25 431	0,17%
C1	Motor vehicle 3,500 - 16,000 kg	5 445 768	36,27%
EB	Articulated motor vehicle < 16,000 kg	3 651 480	24,32%
EC	Articulated vehicle > 16,000 kg	1 285 421	8,56%
EC1	Articulated vehicle 3,500 - 16,000 kg	581 678	3,87%
Total		15 014 802	100,00%

Table 9: Number and percentage of driving licences issued per category

Provincial information including percentage changes are given in the table and graph below.

Number of Driving Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar-22	5 081 144	2 332 828	2 172 732	1 059 217	704 466	1 100 111	680 929	1 138 229	269 031	14 538 687
Mar-23	5 260 211	2 412 612	2 240 097	1 084 152	720 097	1 139 627	700 269	1 180 939	276 798	15 014 802
Change	179 067	79 784	67 365	24 935	15 631	39 516	19 340	42 710	7 767	476 115
% Change	3,52%	3,42%	3,10%	2,35%	2,22%	3,59%	2,84%	3,75%	2,89%	3,27%

Table 10: Number of driving licences issued per province



Graph 19: Percentage change in driving licenses issued

All the provinces had increases in the number of driving licenses as shown in the table and graph above. Limpopo had 3.75% increase, Mpumalanga 3.59% Gauteng 3.52%.

7.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 194 098 (20.78%) from 933 894 on 31 March 2022 to 1 127 992 on 31 March 2023. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	Mar-22	Mar-23	Change	% Change
G	5 613	6 646	1 033	18,40%
P G	880 394	1 067 085	186 691	21,21%
D G	136	158	22	16,18%
D P G	47 751	54 103	6 352	13,30%
Total	933 894	1 127 992	194 098	20,78%

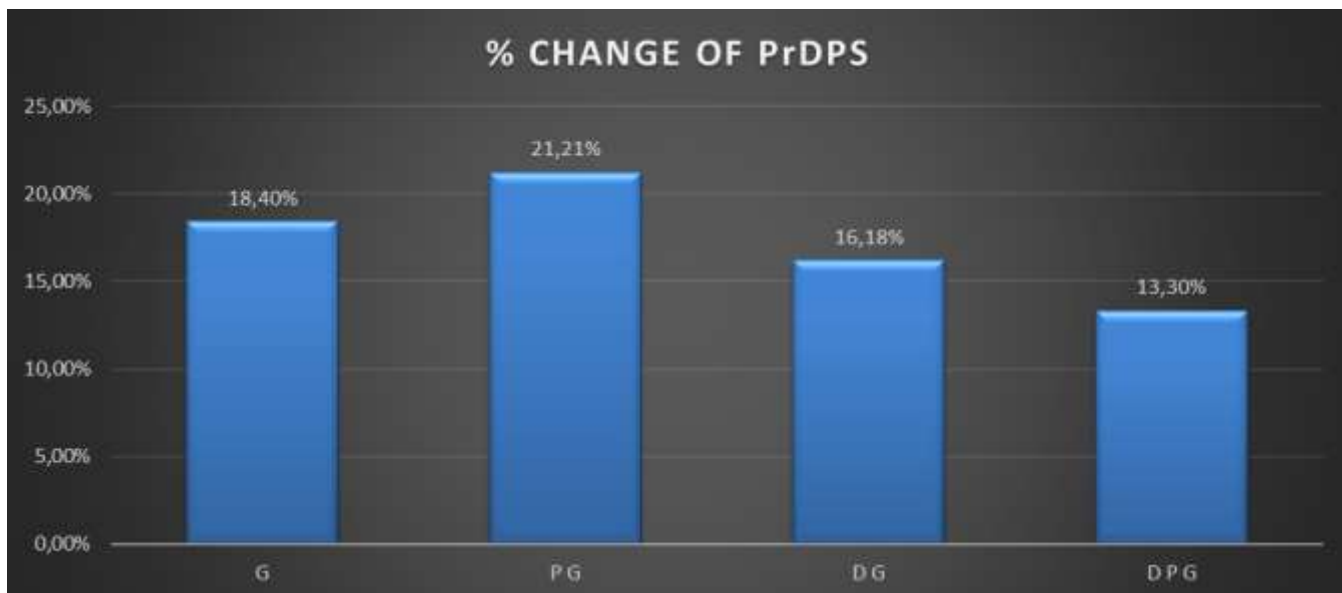
Table 11: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods



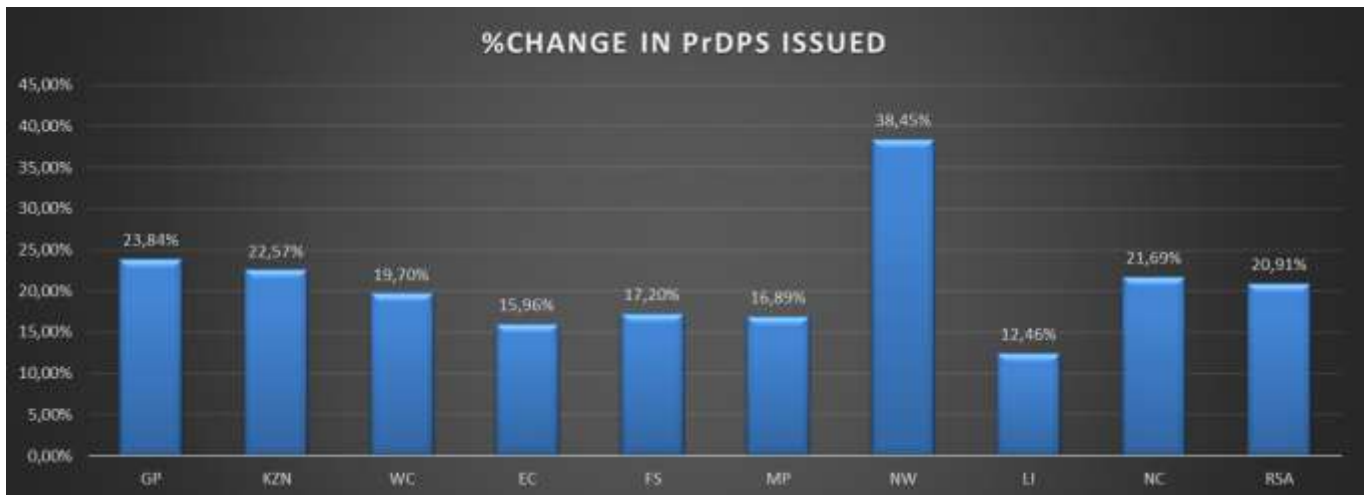
Graph 20: Number of PrDP's issued

All categories increased with the highest increase being of Passengers and Goods at 21.21% followed by Goods at 18.40%.

Provincial information is contained in the table and graph below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar-22	257628	170932	133013	71942	52369	92307	44212	88112	22379	932 894
Mar-23	319 048	209 505	159 212	83 421	61 376	107 898	61 212	99 087	27 233	1 127 992
Change	61 420	38 573	26 199	11 479	9 007	15 591	17 000	10 975	4 854	195 098
% Change	23,84%	22,57%	19,70%	15,96%	17,20%	16,89%	38,45%	12,46%	21,69%	20,91%

Table 12: Number of professional driving permits (PrDP's) issued per province



Graph 21: Percentage in PrDP's issued

At a provincial level, all provinces have increased the issuing of PrDP's. Gauteng has the highest numerical increase of PrDP's followed by Kwa-Zulu Natal then Western Cape. North West has the highest percentage increase then Gauteng, Kwa-Zulu Natal.

Compiled by

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Mr Emmanuel Phasha

General Manager: Road Traffic Information

Date:

Recommended by

.....

Mr Kevin Kara-Vala

Executive Manager: Road Traffic Information & Technology

Date:

Approved by

.....

Advocate Makhosini Msibi

Chief Executive Officer

Date:



Road Traffic
Management Corporation

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

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