



**Road Traffic**  
Management Corporation

***State of Road Safety Report***

***October – December 2017***



**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
NREP	:	NATIONAL ROLLOUT ENFORCEMENT PLAN

## **1. OBJECTIVE OF THE REPORT**

This report is aimed at achieving the following objectives:

- To provide road traffic fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Report (CHoCOR) Forms; and
- To present statistics on registered vehicles, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.
- To present Road Safety programmes and Law Enforcement operations executed during the period under review.



## 2. EXECUTIVE SUMMARY

The report seeks to provide the road crashes statistics, law enforcement and road safety programme information. The performance is for the period between October – December 2017. The performance per each focus areas had been provided below

### *Road Crashes Data*

A total number of 3 781 fatalities were recorded for the period between Oct-Dec. That resulted a decrease of 3.15% from 2016. The most affected road users were pedestrians and passengers.

A total number of thirty-nine (39) major crashes were reported and investigated during this period. Approximately two hundred and thirty-one (231) people were killed and one hundred and ninety-eight (198) people sustained injuries as a result of the major crashes.

### *Vehicle and driver population*

The number of registered vehicles increased by 240 878 (2.01%) from 11 964 234 on 31 December 2016 to 12 205 112 vehicles on 31 December 2017. On a national basis the total number of vehicles that are either un-roadworthy, un-licenced or both increased by 29 174 (2.82%) from 1 035 449 vehicles as on 31 December 2016 to 1 064 623 vehicles as on 31 December 2017.

The number of learner driving licences issued decreased by 48 557 (3.85%) from 1 262 261 on 31 December 2016 to 1 213 704 on 31 December 2017. The number of driving licences issued increased by 495 322 (4.07%) from 12 162 813 on 31 December 2016 to 12 658 135 as of 31 December 2017.

### *Law Enforcement and Road Safety performance*

Road Safety unit conducted the following activities during the period under review (quarter 3). In relation to Youth program the conducted driver education workshop with young drivers from 9 provinces.

Furthermore, the unit monitored the implementation of Community based structure which are aimed at addressing contributory factors to hazardous locations within identified communities.

Over and above the unit coordinated the implementation of the driver awareness with interest group more especially the Freight industry which was identified as a priority during quarter 3.

A total number of vehicles stopped for 2016 were 2 159 833 compared to 2 914 906 in 2017 with an an icrease of 26%.

Out of a total of vehicles stopped, a total of 506 405 and 912 985 traffic notices were issued in the same period during 2016 and 2017.

Over and above notices issued, arrests were made following the severity of offences, total of 10 255 and 13 982 arrests were reported during the period under review in 2016 and 2017 calendar year. These arrests and offences

issued were as a result of joint operations conducted between provincial authorities, SAPS and all other stakeholders involved in the operations of law enforcement.

## **SECTION A**

### **1. INTRODUCTION**

This report is based on information about fatal crashes that were reported to police stations between October and December 2017 using the CHoCOR Forms. In addition, the report includes information about registered vehicles, un-roadworthy and un-licenced vehicles, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS), Law Enforcement and Road Safety information. Furthermore, its includes information about population growth using the 2017 mid-year population estimates from Statistics South Africa (Stats SA).

### **2. METHODOLOGY**

#### **2.1 Road crash data collection methodology**

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

#### **2.2 Crash Data Flow**

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

### **2.3 Data processing**

The data is captured, processed and verified for the compilation of the consolidated statistical report. There is a continuous engagement with provinces for validation purpose.

### **2.4 Limitations**

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

### **2.5 Road Safety**

The Corporation develops programmes to coordinate and monitor the implementation of the programmes across the 9 provinces. The reports compiled by the different implementing agents namely youth structure, community-based structure and interest group (Freight company, etc) are used as the source of data.

### **2.6 Law Enforcement**

The Law Enforcement Unit is primarily responsible for the harmonization and alignment of road traffic enforcement operations within the three spheres of government. The data is collected through reporting templates.

### **2.7 Sample**

Sampling is not applicable for fatal crashes routine or administrative data as the data is collected as they occurred within the country from all nine (9) provinces. There is no sampling for Road Safety and Law Enforcement.

## **2.8 Instruments**

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

Road Safety and Enforcement use the following tools among others for administrative data collection questionnaires, templates, reports, registers and presentations. Provinces record information on National Rollout Enforcement Plan (NREP) and EMISA forms while Road Traffic Inspectorate records information on Inspectorate forms, these reports are submitted to RTMC on monthly basis for consolidation of a National report.

### 3. ROAD FATAL CRASHES ANALYSIS

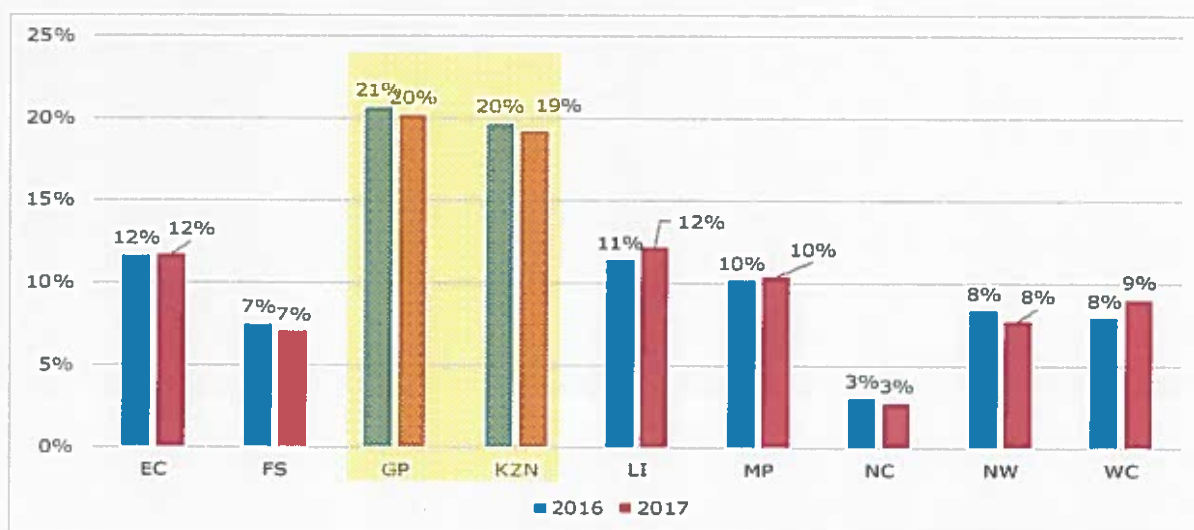
The section covers the data in relation to fatal road crashes. The section will encompass the number of fatal crashes and fatalities, contributory factors, fatality data per road user group and major crashes.

#### 3.1 Number of fatal crashes

The table above provides a comparison between two quarters. There was a reduction of 100 (3.1%) in comparison to Quarter 3 of 2016 and 2017. However, on a provincial level all provinces recorded a reduction in this regard with except of Limpopo and Western Cape. The highest decrease was recorded for Northern Cape with 12.6% followed by North West with 10.2%.

Number of Fatal Crashes per Province										
Year	EC	FS	GP	KZN	LI	MP	NC	NW	WC	RSA
2016	370	238	658	627	362	324	95	265	251	3 190
2017	362	216	623	593	376	321	83	238	278	3 090
change	-8	-22	-35	-34	14	-3	-12	-27	27	-100
<b>% change</b>	<b>-2.2</b>	<b>-9.2</b>	<b>-5.3</b>	<b>-5.4</b>	<b>3.9</b>	<b>-0.9</b>	<b>-12.6</b>	<b>-10.2</b>	<b>10.8</b>	<b>-3.1</b>

**Table 1: Number of fatal crashes per province**



**Figure 1: Percentage distribution of fatal crashes for the two quarters**

### 3.1.1 Fatal Crashes per Day of Week

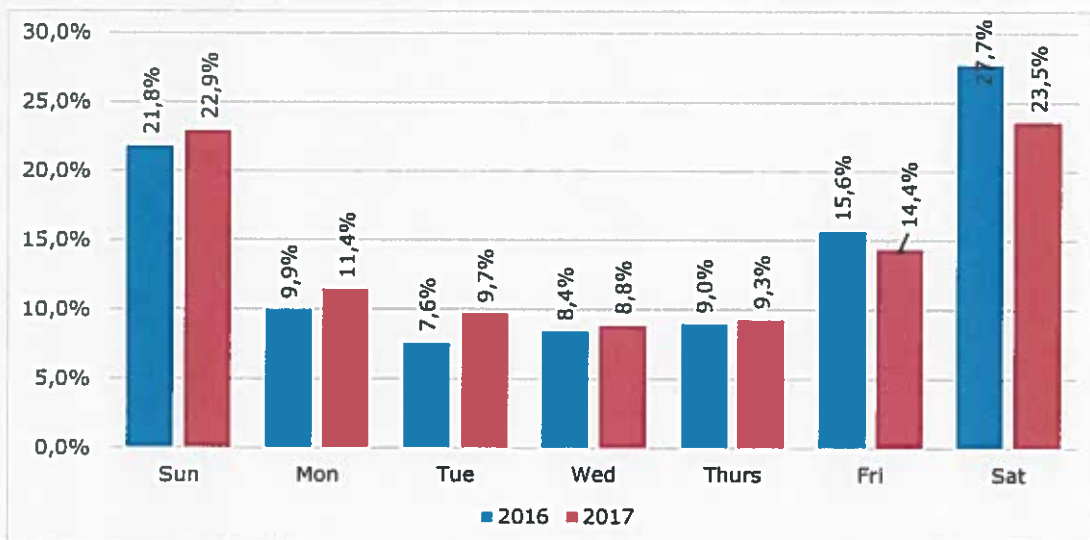
The details of the crashes per day of the week is given in the Table below. Friday, Saturday and Sunday remain the most affected day of the week by fatal crashes for both 2016 and 2017.

Quarter 3	Sun	Mon	Tue	Wed	Thurs	Fri	Sat
2016	21.8%	9.9%	7.6%	8.4%	9.0%	15.6%	27.7%
2017	22.9%	11.4%	9.7%	8.8%	9.3%	14.4%	23.5%

**Table 2: Comparison of Number of Fatal Crashes per day of week for Quarter 3 of 2016 and 2017**

### 3.2 Fatal Crashes per day of the week

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

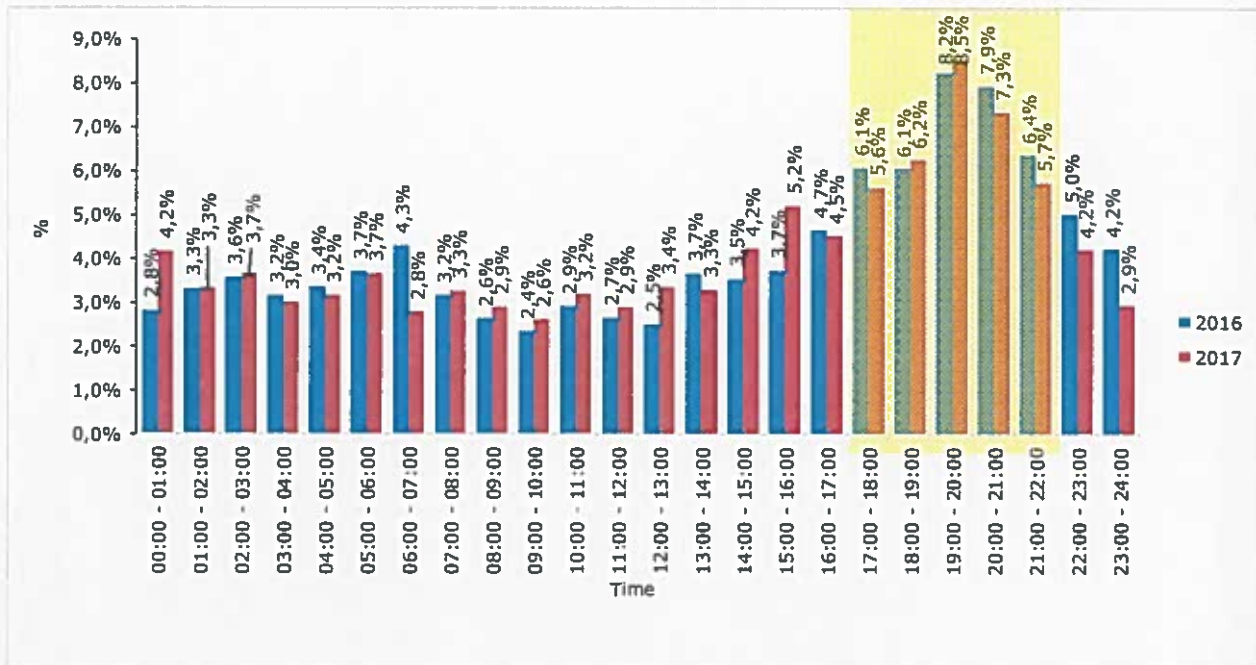


**Figure 2: % distribution of fatal crashes per day of week**



### 3.2.1 Fatal Crashes per time of day

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

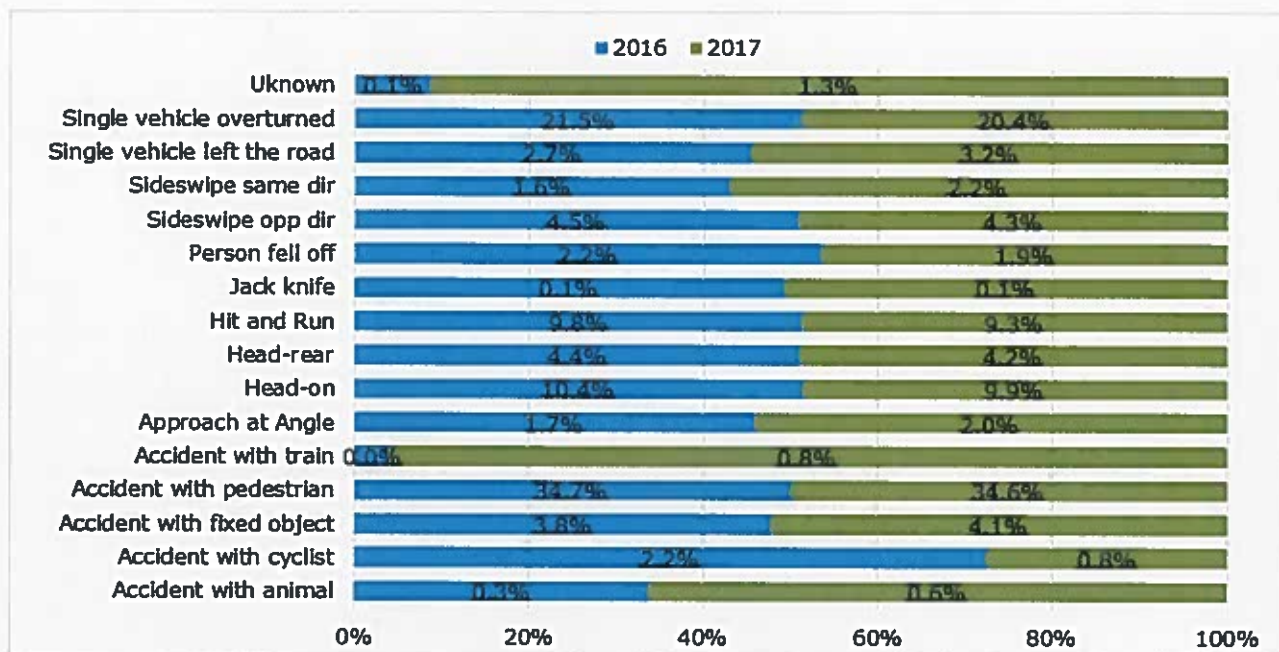


**Figure 3: % distribution of fatal crashes per time of day for two quarters 2016 and 2017**

The figure above depicts a comparison between fatal crashes per time of day comparing Quarter 3 of 2016 and 2017. In comparison, slot 19:00 to 20:00 remained the highest however with a slight decrease compared to the previous year. The same picture was observed whereby a downward trend was observed for slots 20:00 to 24:00, and a slight increase from 00:00 to 02:00.

### 3.2.2 Fatal crashes per crash type

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

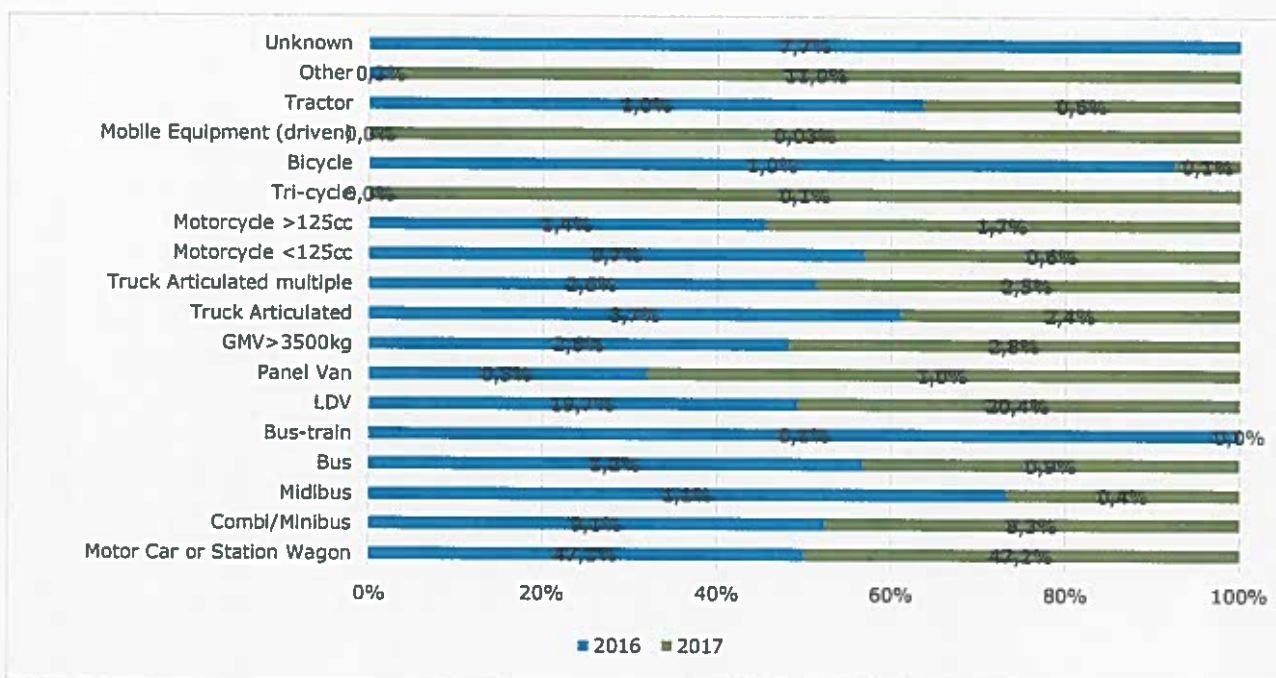


**Figure 4: Percentage distribution of crash types**

The figure above depicts that most crashes occurred due to crashes with pedestrians and single vehicle overturned. A contribution of 34.7% for 2016 was recorded for crashes involving pedestrians and 34.6% for 2017 of which shows a slight decrease of 0.1%. Followed by single vehicle overturned with a contribution of 21.5% for 2016 and 20.4% for 2017.

### 3.2.3 Fatal crashes per vehicle type

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



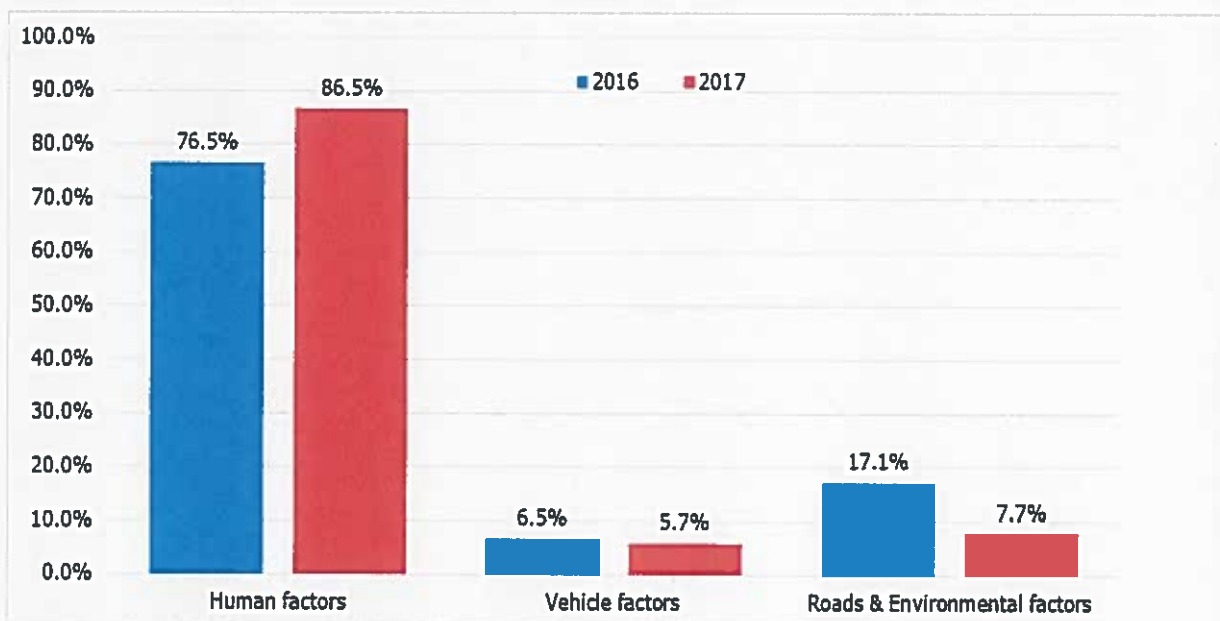
**Figure 5: Percentage distribution of vehicle type**

The vehicle types that contributed the highest to fatal crashes were motorcars and LDV's with contributions of 47.2% and 20.4% respectively. The two vehicle types may contribute to high number of fatalities for passengers.

### 3.3 Contributory factors

To determine the contributory factors for fatal crashes, the contributory factors are classified 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).

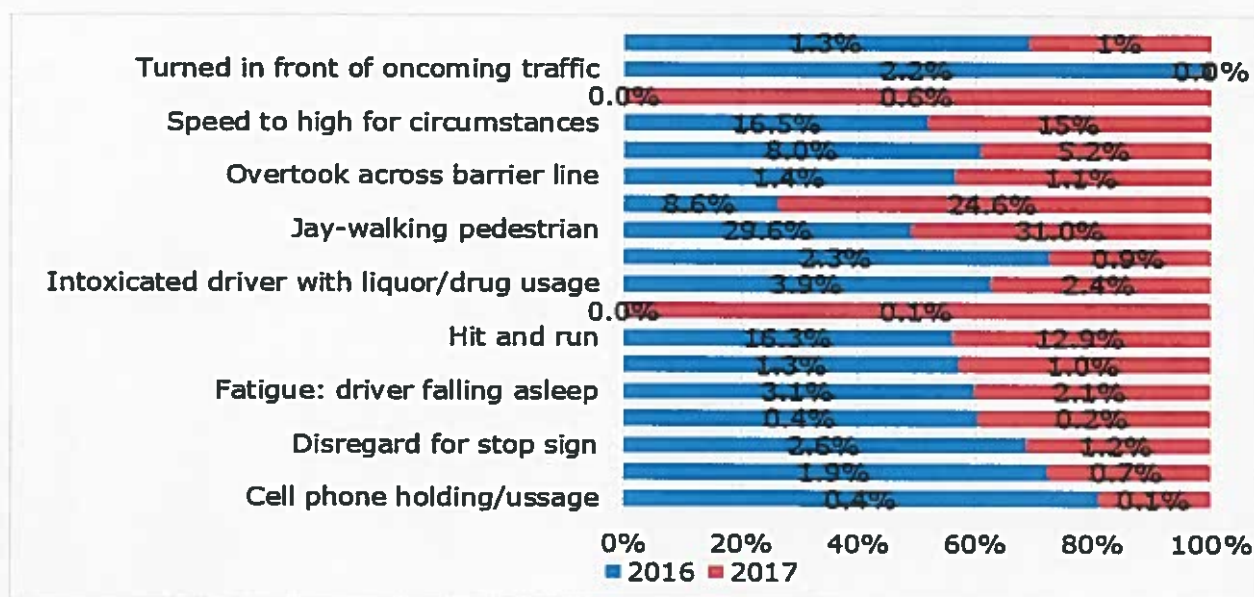
The fatal crashes for Oct-Dec 2017 showed that human factors contributed 86.5% to the occurrence of fatal crashes followed by roads and environmental factors at 7.7%; and vehicle factors with a contribution of 5.7%



**Figure 6: Comparison of contributory factors for 2016 and 2017**

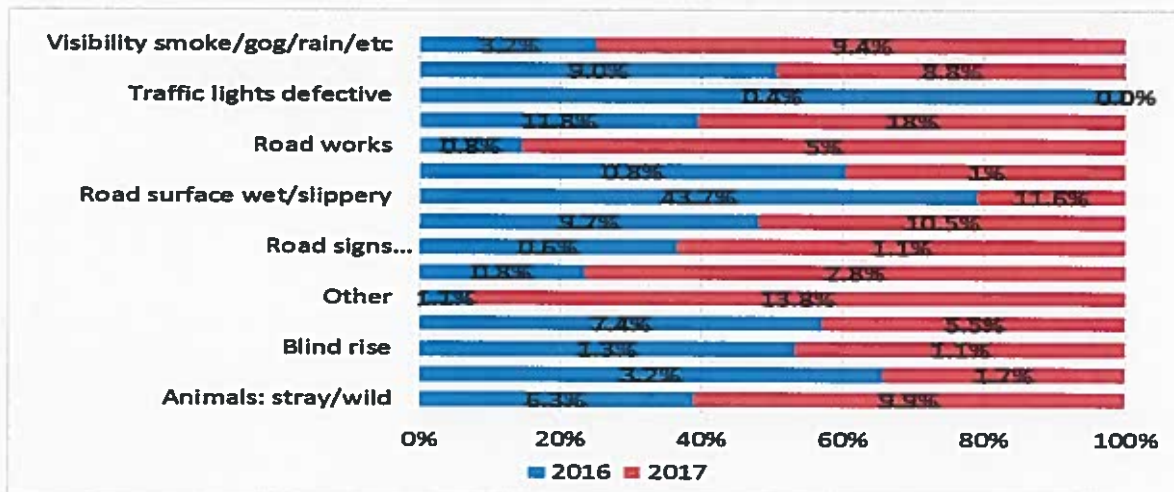
The figure above depicts trends for contributory factors for the two quarters. The human factors remain a challenge compared to other factors. There is an

increase of 10% for human factors and a decrease of 9.4% for roads and environmental factors, while vehicles factors recorded a decrease of 0.8%.



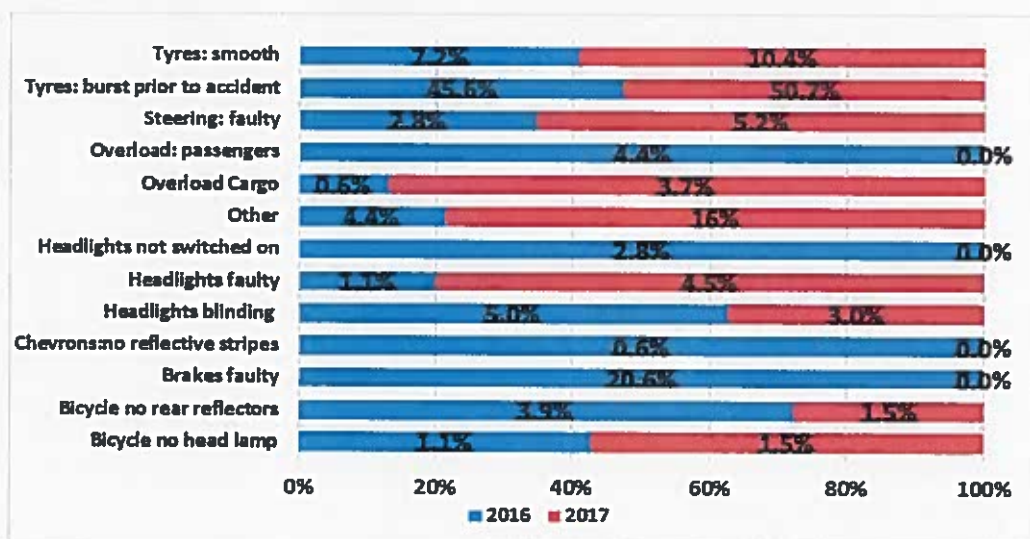
**Figure 7: Percentage distribution of human factors**

The figure above shows that jay-walking contributed 31% to the occurrence of crashes, followed by speeding with 15%; and hit and run with 12.9% during 2017. The jay-walking and hit and run as depicted above correlate to a high number of fatalities for pedestrians.



**Figure 8: Percentage distribution of road and environmental factors**

The figure depicts that about 18% of crashes occurred as a result of a sharp bend followed by wet/slippery road surface with 11.6% which is a reduction of 32.1% from the previous year. Poor road surface contributed more than 10.5% to the total road crashes.



**Figure 9: Percentage distribution for vehicle factor**

The figure above shows that most crashes occurred as a result of a tyre burst prior to the crash with a contribution of 50.7% during 2017, followed by

smooth tyres with a contribution of 10.4% and steering faulty at 5.2% contribution.

#### 4. ROAD FATALITIES ANALYSIS

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

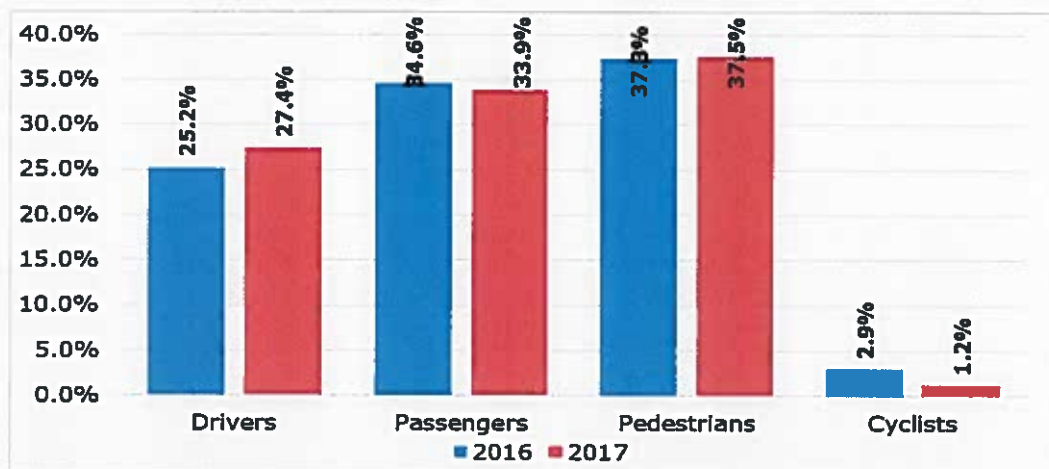
##### 4.1 Number of fatalities per province

Number of Fatalities per Province										
Year	EC	FS	GP	KZN	LI	MP	NC	NW	WC	RSA
2016	448	336	746	719	484	414	127	325	305	3904
2017	453	256	712	713	493	405	115	309	325	3781
change	5	-80	-34	-6	9	-9	-12	-16	20	-123
% change	1.12	-23.81	-4.56	-0.83	1.86	-2.17	-9.45	-4.92	6.56	-3.15

**Table 3: Comparison of fatalities per province for the two quarters of 2016 and 2017**

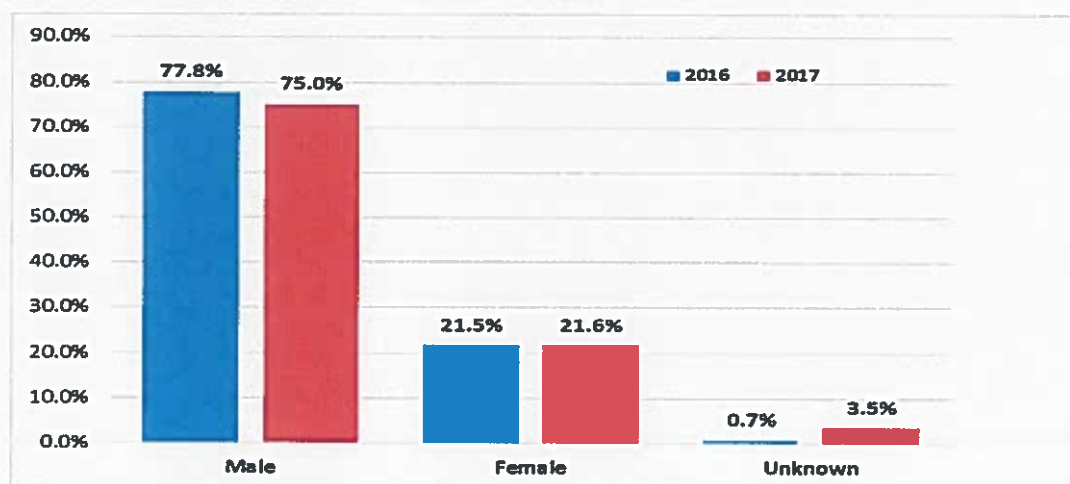
The table above shows a comparison of fatalities per province for the two quarters. A reduction in the number of fatalities is depicted from 3 904 in 2016 to 3 781 in 2017. All the provinces except for Eastern Cape, Limpopo and Western Cape recorded a reduction with the highest reduction recorded for Free State by 23.81% followed by Northern Cape 9.45%.

## 4.2 Number of Fatalities per Road User Group



**Figure 10: Percentage distribution of fatalities per road user**

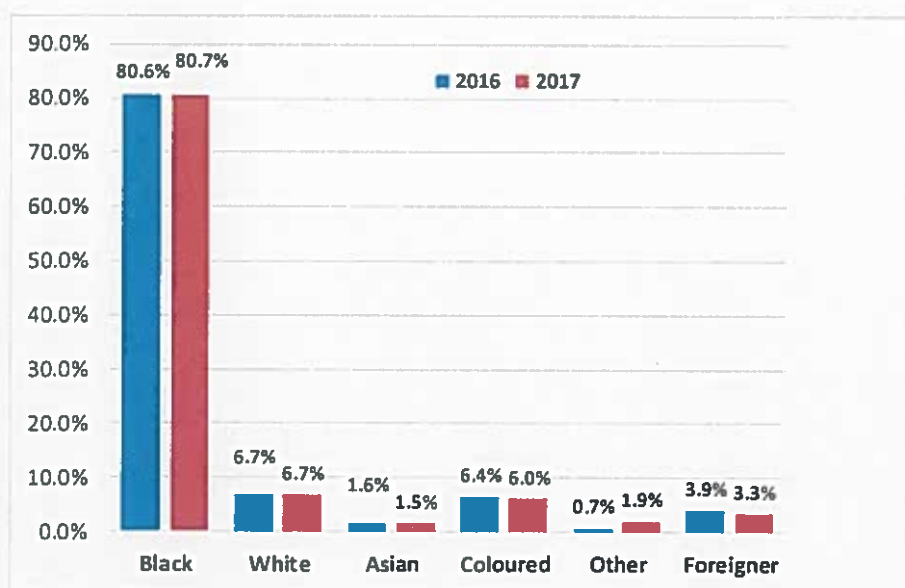
The percentage distribution of fatalities per road users group are reflected in the figure above. During the period under review pedestrians contributed 38%, followed by passengers with 34% and drivers with 27% to the total number of fatalities. All road user groups with exception of drivers and pedestrians, recorded a reduction compared to the previous year.



**Figure 11: Percentage distribution of fatalities per gender**



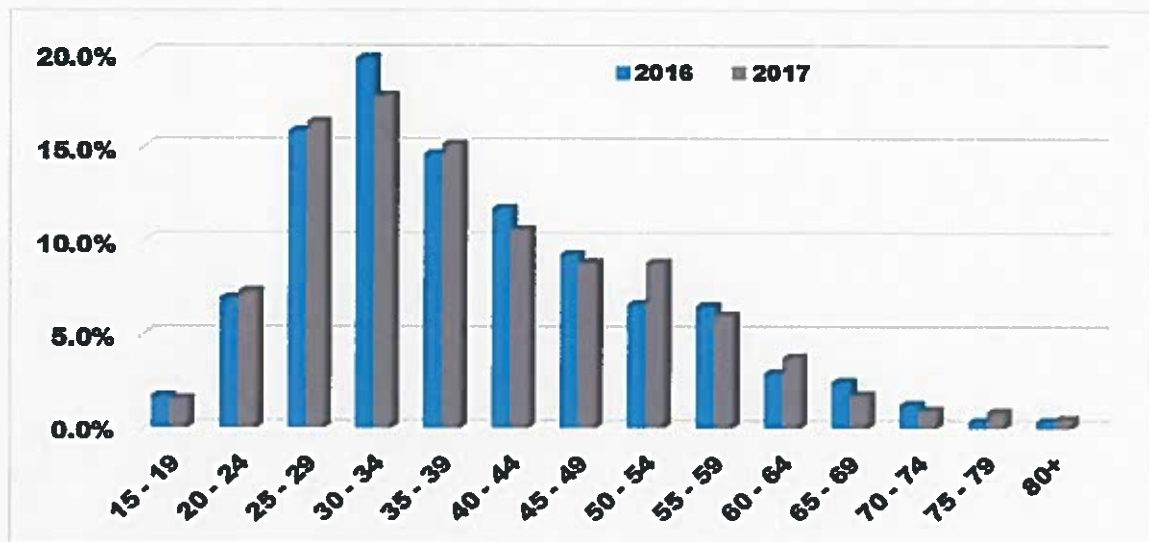
The figure above depicts trends for fatalities per gender for the two quarters. The trends shows that there was a decrease of 2.8% for males and 0.1% increase for females in comparison of the two quarters.



**Figure 12: Percentage distribution of fatalities per race**

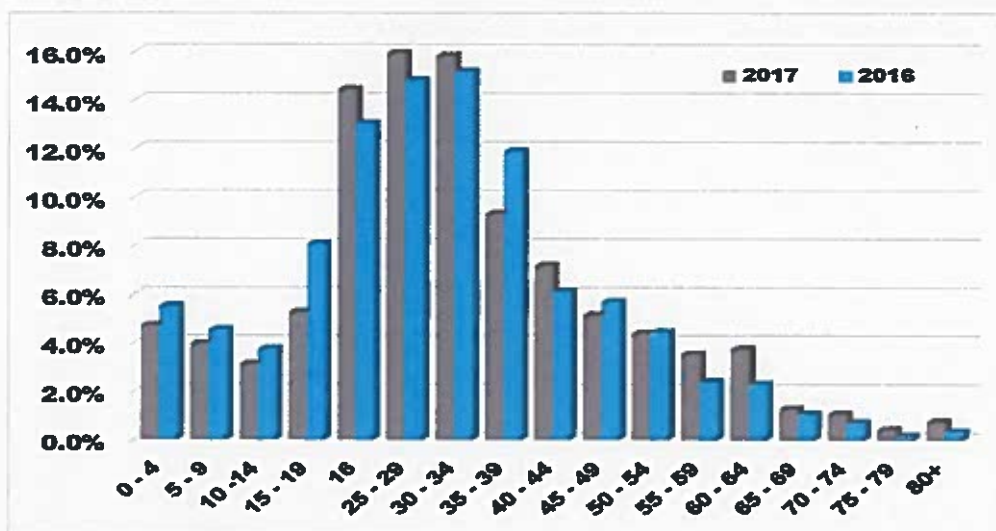
### 4.3 Road user group fatalities per age group

The figures below provide information with regard to the fatalities per age and per road user type for the period October to December 2017. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists)



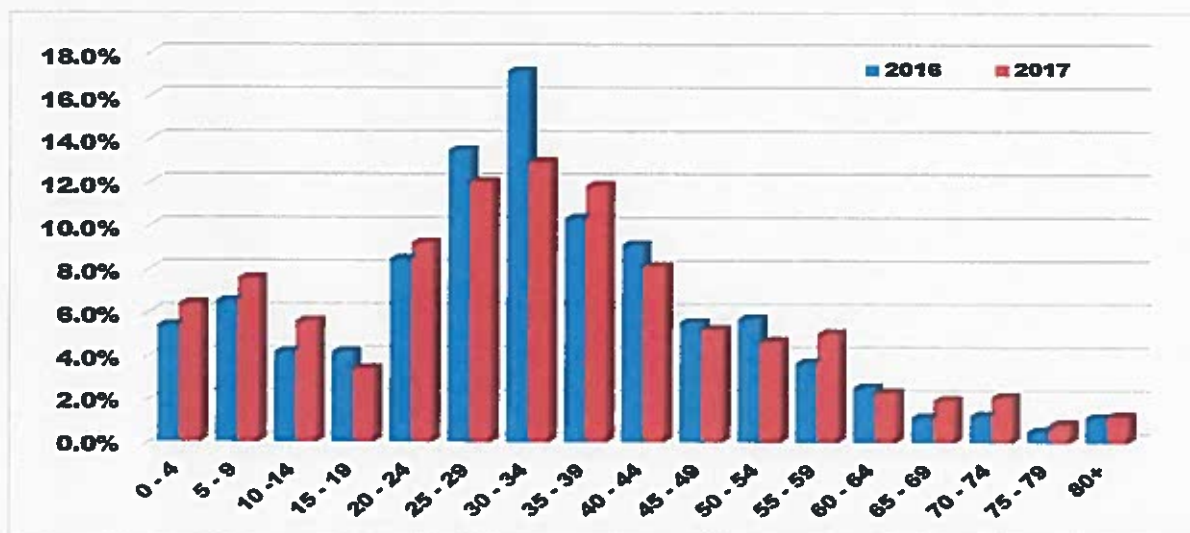
**Figure 13: Percentage distribution of fatalities per age for drivers**

The figure above shows that the highest fatalities for drivers were recorded from age group 25 to 44 years. Age group between 25 to 34 years being the peak age groups with a contribution above 15%, followed by the age group between 35 to 39 years slightly below 15% and 40 to 44 slightly above 10% contribution.



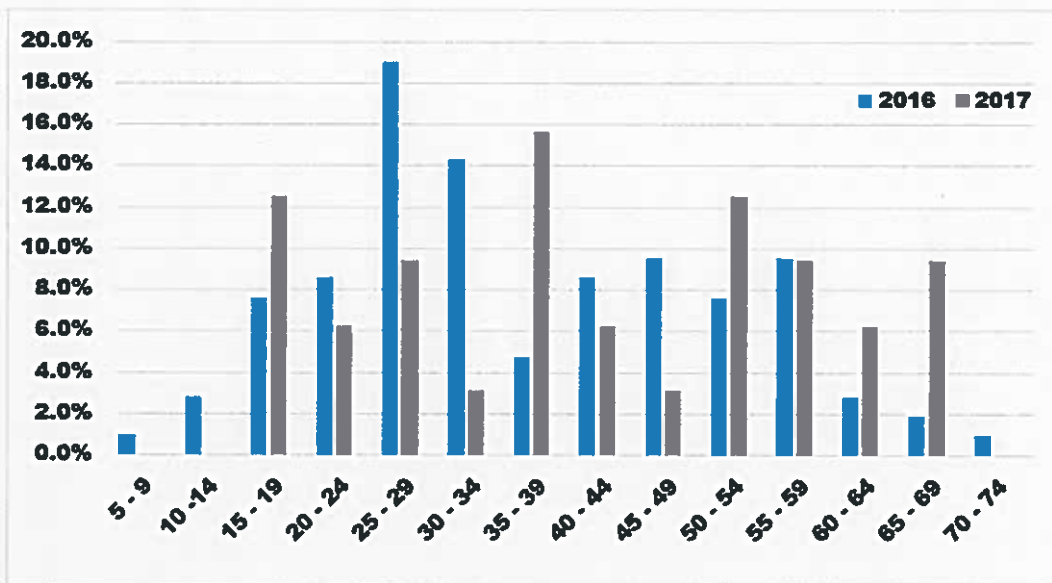
**Figure 14: Percentage distribution of fatalities per age for passengers**

The figure above indicates that most fatalities for passengers were recorded between age 20 and 34 years, having the age group between 25 to 29 years being the age group contributing the highest with 15.9%. Followed by the age group between 30 to 34 years with a contribution of 15.8%.



**Figure 15: Percentage distribution of fatalities per age for pedestrians**

The figure above indicates that most fatalities for pedestrians were recorded between the ages 25 to 39 years. The age group between 30 and 34 being the highest with a contribution of 12.9%, followed by age group between 25 - 29 and 35 to 39 with a contribution of 12.0% and 11.8%, respectively.



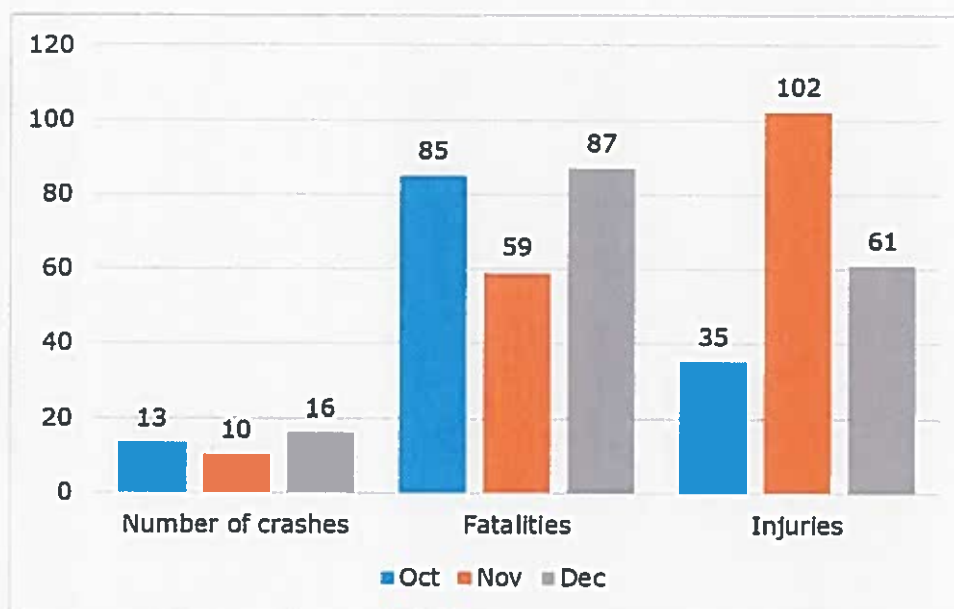
**Figure 16: Percentage distribution of fatalities per age for cyclists**

The figure above indicates that most fatalities for cyclists were recorded between ages 35 to 39 with 16% during 2017. The age groups 15 to 19 and 50 to 55 years recorded the next highest percentage at 13% respectively.

## 5. MAJOR CRASHES

This section provides for all the major crashes for the period under review. Major crashes are defined as Crashes where five (5) or more people died, Crashes where there are four (4) or more vehicles involved with a fatality, Dangerous Goods crashes with a fatality and any crash that the Corporation deems necessary to investigated.

### 5.1 Number of major crashes



**Figure 17: Number of major crashes, fatalities and injuries**

A total number of thirty-nine (39) major crashes were reported and investigated for the period under review. Two-hundred and thirty-one (231) people were killed and one-hundred and ninety-eight (198) people sustained injuries because of these major crashes. The above figures indicate the monthly number of major crashes reported and fatalities sustained during the third quarter of the 2017 calendar year. During this quarter, December month had 16 major crashes investigated with eighty-four (84) fatalities followed by

October with thirteen (13) major crashes investigated with 85 fatalities. November month only had ten (10) major crashes investigated with 59 fatalities.

## 5.2 Major crashes per province

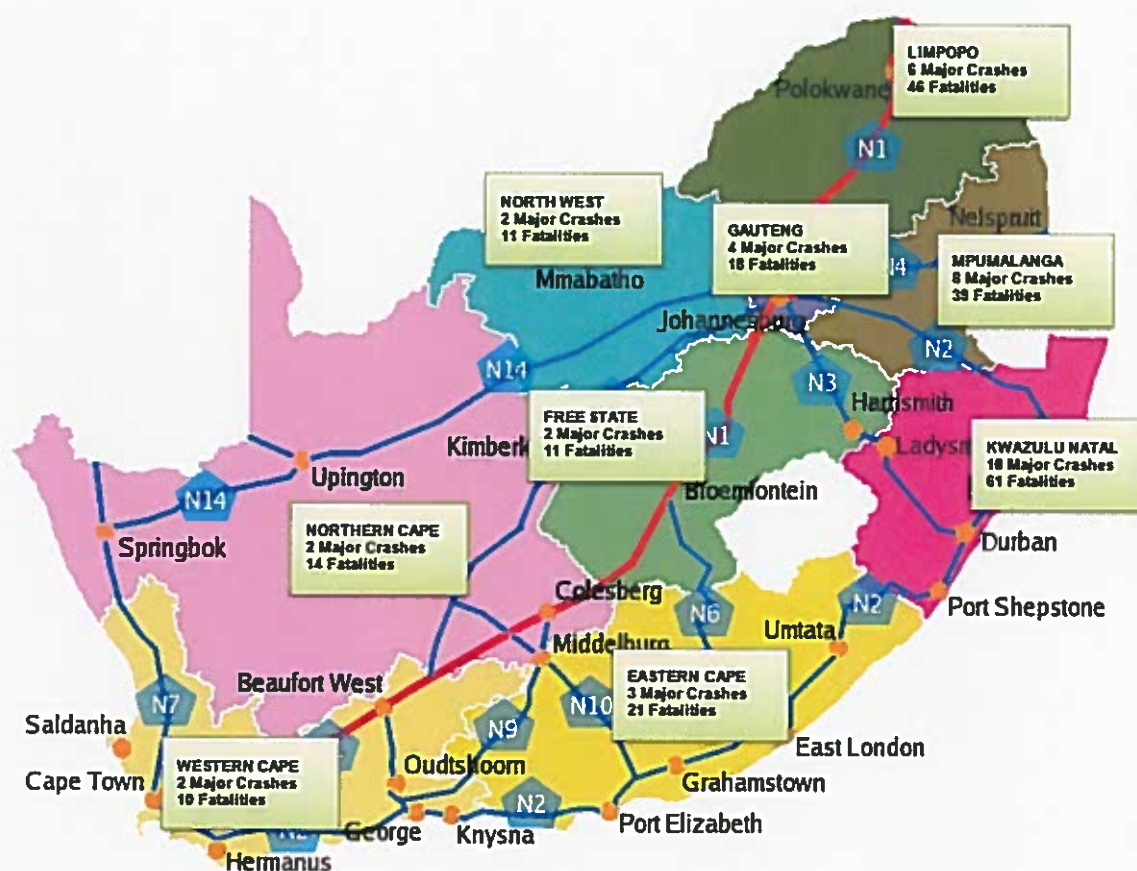
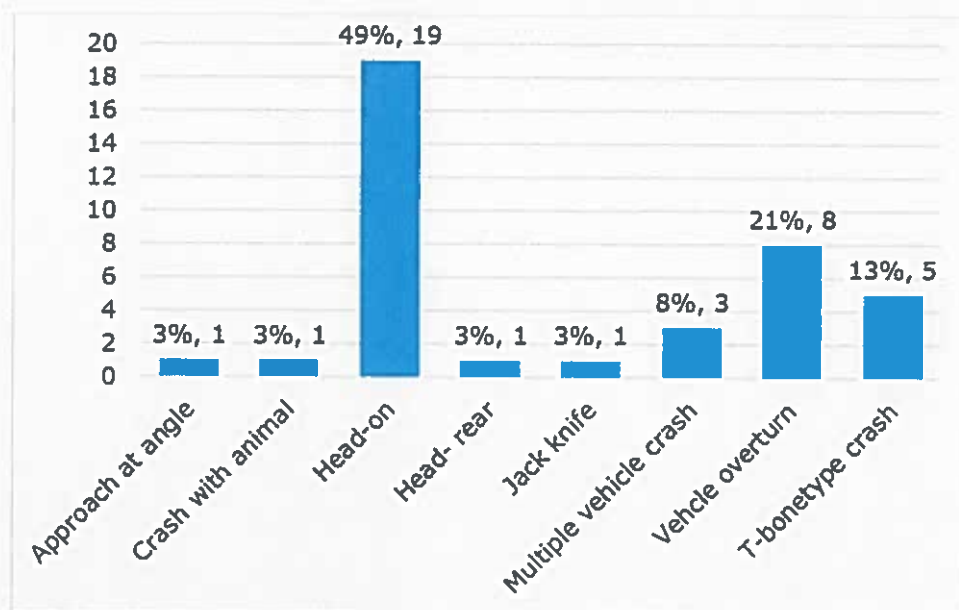


Figure 18: Crashes and fatalities per province

### 5.3 Crash Types



**Figure 19: Major crashes per crash types**

The above figure depicts the major crash types that occurred during the third quarter of the 2017 calendar year. Nineteen (19) of the thirty-nine (39) major crashes reported and investigated were head-on type crashes. Eight (8) of the major crashes reported and investigated during the third quarter of the 2017 calendar year were single vehicle overturned.

## 5.4 Vehicle Involved in Major Crashes

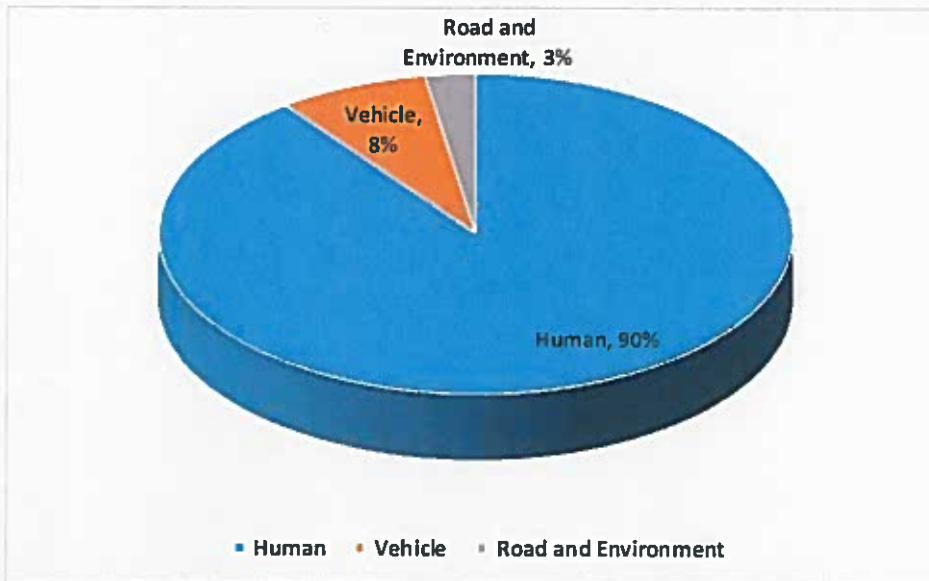
Major Crashes - Vehicle Type Involved										
Province	LMV	LDV	SUV	Minibus Taxi	Midibus Taxi	Truck	Bus	Ambulance	Total	% of Tot
EC	2	0	1	0	0	1	0	1	5	6.6%
FS	1	1	0	0	1	1	0	0	4	5.3%
GP	4	0	0	2	0	0	0	0	6	7.9%
KZN	11	2	1	2	0	5	0	0	21	27.6%
LI	4	4	1	2	0	2	1	0	14	18.4%
MP	6	3	0	1	0	4	0	0	14	18.4%
NC	1	2	0	0	0	1	0	0	4	5.3%
NW	1	2	0	2	0	0	0	0	5	6.6%
WC	1	0	0	0	0	2	0	0	3	3.9%
<b>Total</b>	<b>31</b>	<b>14</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>100.0%</b>
<b>% of Tot</b>	<b>40.8%</b>	<b>18.4%</b>	<b>3.9%</b>	<b>11.8%</b>	<b>1.3%</b>	<b>21.1%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>100.0%</b>	

**Table 4: Vehicles involved in major crashes**

The table above depicts the vehicle types involved in the major crashes reported and investigated during the third quarter of the 2017 calendar year. A total of seventy-six (76) vehicles were involved in the thirty-nine (39) major crashes investigated. The vehicle type mostly involved were Light Motor Vehicles (LMV's- 33), followed by Trucks (16), Light Delivery Vehicles (LDV's- 14) and Minibus Taxi's (9).



## 5.5 Contributory Factors



**Figure 20: Percentage distribution of the contributory**

The figure below provides information for all the contributory factors. About 89.7% of the contributing factors to the major crashes that occurred during the third quarter of the 2017 calendar year were as a result of Driver/ Human Error. These crashes occurred as a direct result of drivers:

- Turned in the face of oncoming traffic;
- Intoxicated driver with liquor/drug usage;
- Drove in oncoming traffic lane/ Drove in wrong lane;
- Driver failed to keep a proper lookout;
- Driver failed to keep vehicle under control;
- Speed too high for circumstances;
- Overtook in face of oncoming traffic; and
- Overtook across barrier line.

About 7.7% of the contributing factors to the major crashes that occurred during the third quarter of the 2017/ 2018 financial year were attributed to Vehicle Error. These crashes occurred as a result of the following:

- Tyres bursting prior to crash occurring;
- Tyre thread separation prior to crash occurring

## **SECTION B**

### **1. 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

### **2. VEHICLE POPULATION**

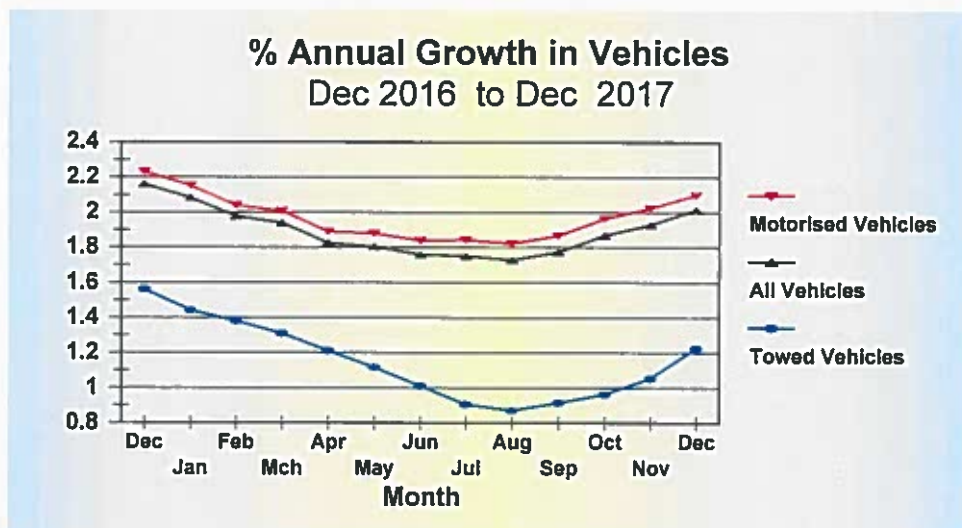
#### **2.1 Number of Registered Vehicles**

The number of registered vehicles increased by 240 878 (2.01%) from 11 964 234 on 31 December 2016 to 12 205 112 vehicles on 31 December 2017. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of	% of
	Dec 2016	Dec 2017			Group	Total
Motorised Vehicles	Dec 2016	Dec 2017			Dec 2017	Dec 2017
<b>Motorcars</b>	6 996 599	7 172 283	175 684	2.51	65.04	58.76
<b>Minibuses</b>	308 151	318 282	10 131	3.29	2.89	2.61
<b>Buses</b>	61 435	63 400	1 965	3.20	0.57	0.52
<b>Motorcycles</b>	358 351	351 756	-6 595	-1.84	3.19	2.88
<b>LDV's - Bakkies</b>	2 435 078	2 498 602	63 524	2.61	22.66	20.47
<b>Trucks</b>	371 008	372 678	1 670	0.45	3.38	3.05
<b>Other &amp; Unknown</b>	270 936	251 192	-19 744	-7.29	2.28	2.06
<b>Total Motorised</b>	<b>10 801 558</b>	<b>11 028 193</b>	<b>226 635</b>	<b>2.10</b>	<b>100.00</b>	<b>90.36</b>
<b>Towed Vehicles</b>						
<b>Caravans</b>	103 058	102 001	-1 057	-1.03	8.67	0.84
<b>Heavy Trailers</b>	188 210	193 492	5 282	2.81	16.44	1.59
<b>Light Trailers</b>	855 227	865 578	10 351	1.21	73.55	7.09
<b>Other &amp; Unknown</b>	16 181	15 848	-333	-2.06	1.35	0.13
<b>Total Towed</b>	<b>1 162 676</b>	<b>1 176 919</b>	<b>14 243</b>	<b>1.23</b>	<b>100.00</b>	<b>9.64</b>
<b>All Vehicles</b>	<b>11 964 234</b>	<b>12 205 112</b>	<b>240 878</b>	<b>2.01</b>		<b>100.00</b>

**Table 5: Number of registered vehicles per type for 2016 and 2017**

The table above shows that on a percentage basis the biggest change was for minibuses and buses with an increase by 3.29% and 3.20% respectively. The number of registered minibuses increased from 308 151 to 318 282 and followed by buses with increased from 61 435 to 63 400, respectively. The monthly percentage change over the past year for motorised vehicles are shown in the figure below.



**Figure 21: Percentage Annual Growth in Vehicles**

The total motor vehicle population per Province for December 2016 and December 2017 respectively, is given in table and reflected in the figure below.

Number of Registered Vehicles per Province	Number registered Dec 2016	Number registered Dec 2017	Change	% Change	% of Total Dec 2017
<b>Gauteng</b>	4 613 986	4 698 524	84 538	1.83	38.50
<b>KwaZulu-Natal</b>	1 600 930	1 627 245	26 315	1.64	13.33
<b>Western Cape</b>	1 923 765	1 977 518	53 753	2.79	16.20
<b>Eastern Cape</b>	796 339	811 344	15 005	1.88	6.65
<b>Free State</b>	621 169	626 744	5 575	0.90	5.14
<b>Mpumalanga</b>	854 321	875 868	21 547	2.52	7.18
<b>North West</b>	608 146	617 908	9 762	1.61	5.06
<b>Limpopo</b>	672 438	693 109	20 671	3.07	5.68
<b>Northern Cape</b>	273 140	276 852	3 712	1.36	2.27
<b>RSA</b>	<b>11 964 234</b>	<b>12 205 112</b>	<b>240 878</b>	<b>2.01</b>	<b>100</b>

**Table 6: Number of registered vehicles per province**

The number of registered vehicles per province show the highest increase recorded for Limpopo with an increase of 3.07% from 672 438 in 2016 to 693 109 followed closely by Western Cape, with an increase of 2.79% from 1 923 765 to 1 977 518.

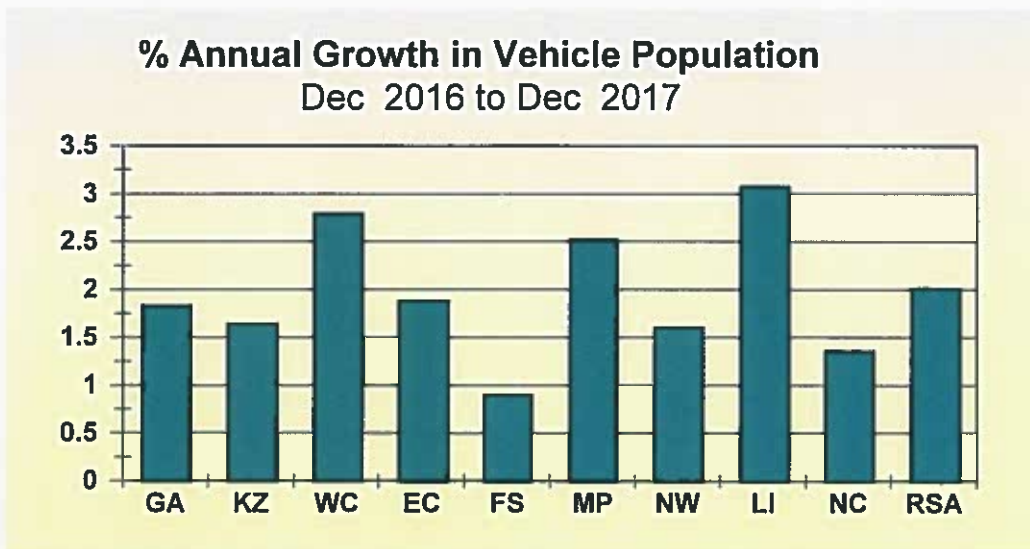


Figure 22: Percentage Annual Growth in Vehicle Population

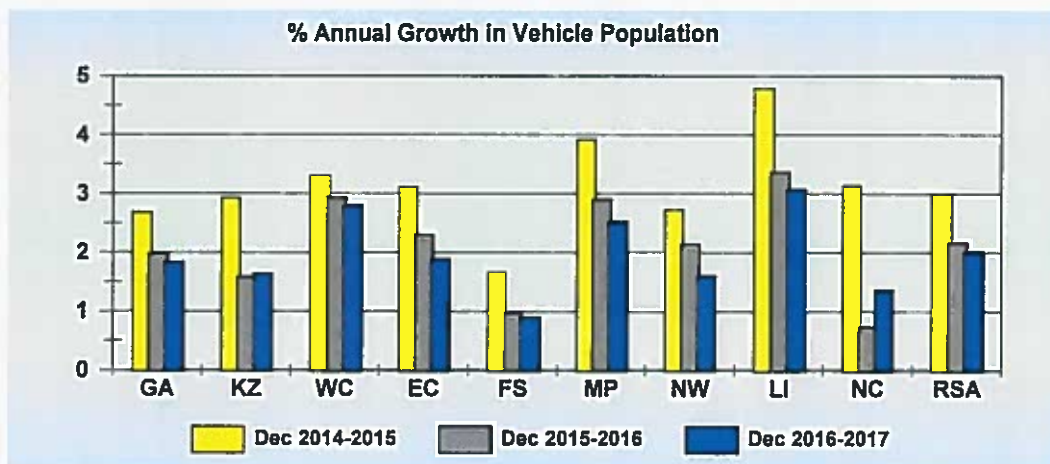
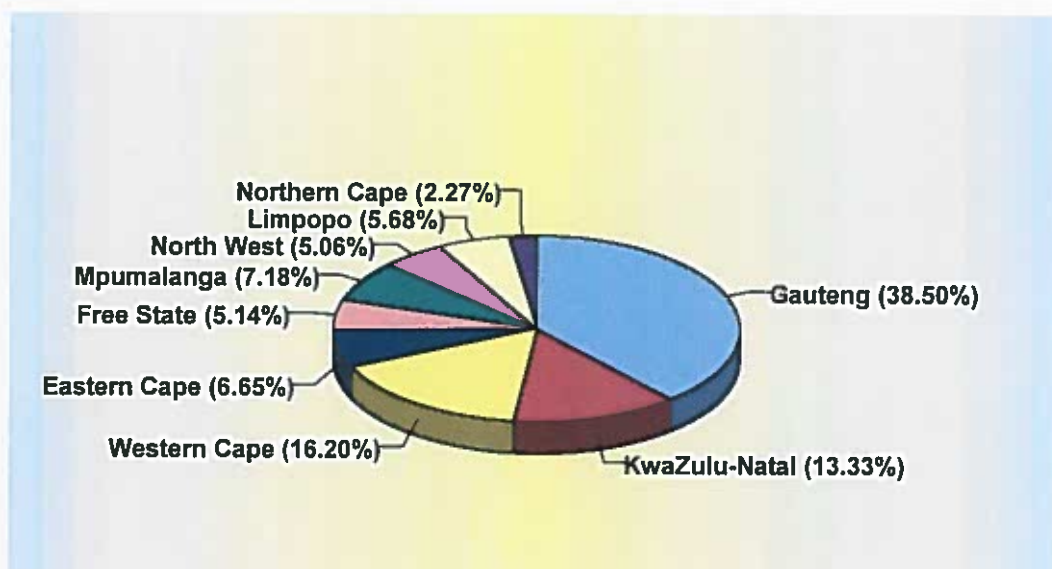


Figure 23: Percentage Annual Growth in Vehicle Population

Over the past year from December 2016 to December 2017 the highest percentage growth in total vehicles was recorded in Limpopo with a growth of 3.07% followed by Western Cape with a growth of 2.79%.

The percentage vehicles registered per province as on 31 December 2017 is reflected in the figure below.



**Figure 24: Percentage Vehicles Registered per Province**

The information in the figure above shows that 38.50% of all vehicles were registered in Gauteng; 16.20% in Western Cape and 13.33% in Kwa-Zulu Natal.

More detailed information on the number of vehicles per type registered per Province for December 2016 and December 2017 is given in the table under **Appendix A**.

### 5.1.2 Human Population and Mobility

The estimated human population for each year from 2014 to 2017 is given in table below. (These figures are estimates from the mid-year estimates released annually by Stats SA).

Month	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
<b>Dec 2014</b>	13.03	10.78	6.17	6.84	2.80	4.27	3.71	5.68	1.17	<b>54.44</b>
<b>Dec 2015</b>	13.28	11.00	6.27	6.97	2.83	4.34	3.76	5.78	1.18	<b>55.41</b>
<b>Dec 2016</b>	13.58	11.28	6.34	7.14	2.87	4.40	3.79	5.89	1.20	<b>56.48</b>
<b>Dec 2017</b>	13.61	11.24	6.34	7.14	2.87	4.38	3.80	5.87	1.20	<b>56.45</b>

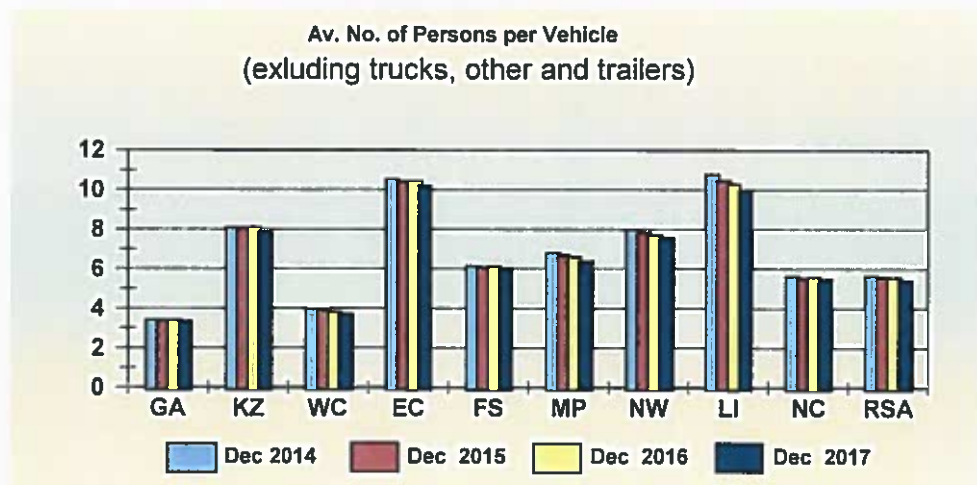
**Table 7: Estimated mid-month human population per province - million**

Based on the information on human and vehicle populations, the average number of persons per vehicle per Province (excluding trucks, towed vehicles and "other" and "unknown" vehicles) at the end of December 2014, 2015, 2016 and 2017 is shown in the table and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Dec 2014</b>	3.42	8.07	3.95	10.53	6.13	6.81	7.99	10.78	5.64	<b>5.65</b>
<b>Dec 2015</b>	3.39	8.06	3.89	10.43	6.09	6.69	7.85	10.45	5.52	<b>5.58</b>
<b>Dec 2016</b>	3.39	8.10	3.82	10.42	6.10	6.59	7.69	10.29	5.57	<b>5.56</b>
<b>Dec 2017</b>	3.33	7.85	3.71	10.19	6.03	6.39	7.56	9.92	5.47	<b>5.43</b>

**Table 8: Average number of persons per vehicle (excluding trucks, other, unknown and towed vehicles)**



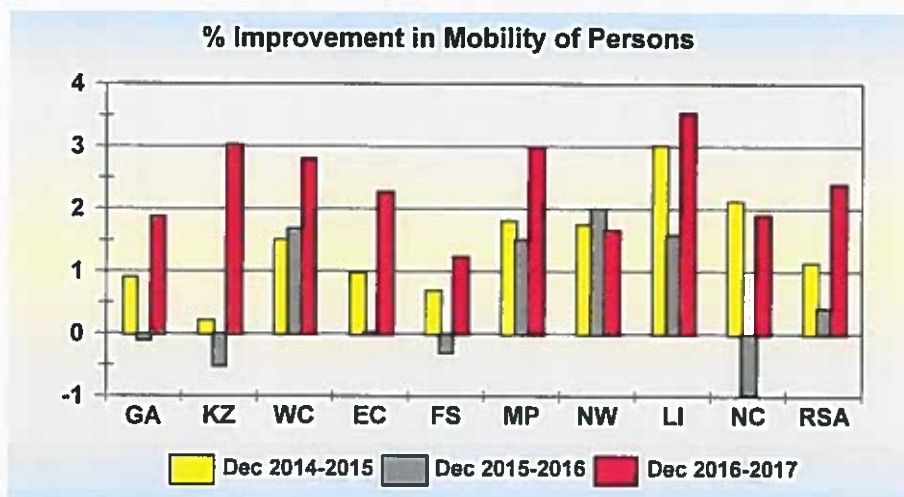


**Figure 25: Average number of persons per vehicle (excluding trucks, other and trailer)**

The percentage annual change or improvement in human mobility per province is reflected in table below.

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
<b>Dec 2014-2015</b>	0.90	0.21	1.50	0.97	0.69	1.81	1.75	3.02	2.12	<b>1.14</b>
<b>Dec 2015-2016</b>	-0.09	-0.50	1.69	0.03	-0.27	1.51	2.00	1.58	-0.96	<b>0.41</b>
<b>Dec 2016-2017</b>	1.88	3.03	2.81	2.27	1.23	3.00	1.66	3.55	1.90	<b>2.41</b>

**Table 9: Percentage improvement in mobility per province**



**Figure 26: Percentage improvement in mobility of persons**

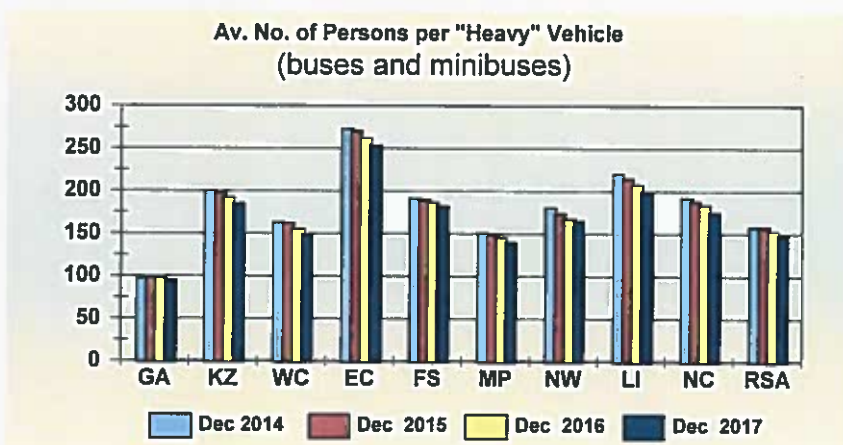
The information in tables and figures above shows that on a national basis the general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV’s “bakkies”), improved by 0.07% from a national average of 5.65 persons per vehicle at the end of December 2014 to 5.58 persons per vehicle at the end of December 2015. From the end of December 2016 to December 2017 the improvement shows a decrease of 0.13%, from 5.56 to 5.43 persons per vehicle.

Although they do show some improvement, the “least mobile” Provinces remain Eastern Cape with 10.19 persons per vehicle; followed by the Limpopo with 9.92 persons per vehicle at the end of December 2017. The “most mobile” Provinces are Kwa-Zulu Natal and the North West with an average of 7.85 and 7.56 persons per vehicle respectively at the end of December 2017.

The average number of persons per "heavy" road passenger transport vehicle (buses and minibuses) is shown in table below and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2014	97	200	163	273	191	151	181	220	192	158
Dec 2015	99	198	162	271	190	148	174	215	188	158
Dec 2016	97	192	155	262	186	145	167	208	183	153
Dec 2017	95	185	149	254	182	140	165	199	175	148

**Table 10: Average number of persons per "heavy" passenger transport vehicle (buses and minibuses)**



**Figure 27: Average number of persons per " heavy vehicles" (buses and minibuses)**

The percentage annual change or improvement in the number of persons per "heavy" passenger road transport vehicle per province is reflected in the table below.

Month	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
<b>Dec 2014-2015</b>	-1.95	0.95	0.64	0.73	0.98	1.47	3.97	2.34	2.06	<b>0.05</b>
<b>Dec 2015-2016</b>	1.36	2.99	4.01	3.16	1.87	2.06	3.53	3.60	2.62	<b>3.27</b>
<b>Dec 2016-2017</b>	2.46	3.89	4.37	3.23	2.07	3.96	1.68	4.03	4.74	<b>3.22</b>

**Table 11: Percentage improvement in average number of persons per**

**" heavy" passenger transport vehicles (buses and minibuses)**

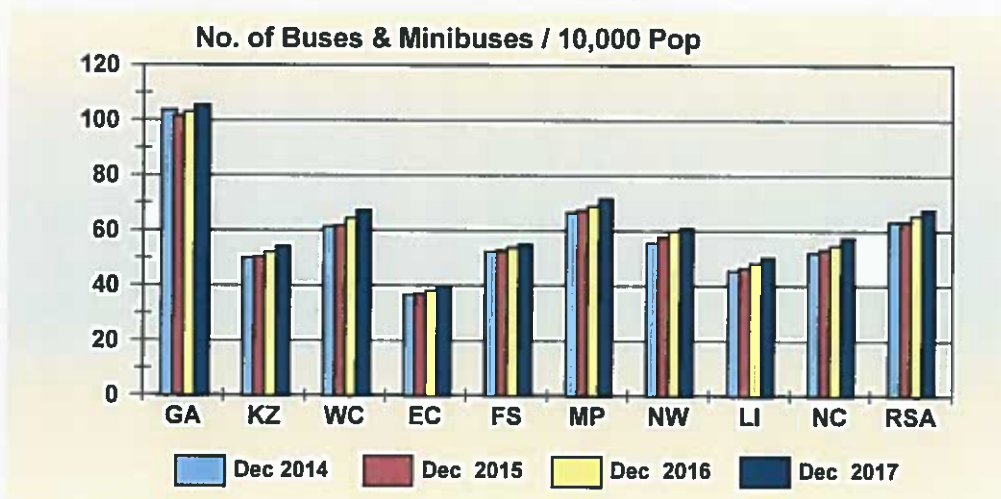
The information in tables and figure above show that, since the previous year-on-year improvement, the national overall mobility and quality of public road transport in terms of the number of persons per "heavy" passenger road transport vehicle from December 2016 to December 2017 increased by 3.22% from 153 persons per vehicle to 148 persons per vehicle.

On a Provincial percentage basis the highest improvement was in the Northern Cape where the average number of persons per vehicle changed by 4.74% from about 183 persons per vehicle in December 2016 to 175 persons per vehicle at the end of December 2017. In Western Cape the improvement was 4.37% from 155 to 149.

The average number of "heavy" road passenger transport vehicle (buses and minibuses) per 10,000 human population per Province is shown in the table below and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2014	103	50	61	37	52	66	55	45	52	63
Dec 2015	101	50	62	37	53	67	58	46	53	63
Dec 2016	103	52	64	38	54	69	60	48	55	65
Dec 2017	105	54	67	39	55	72	61	50	57	68

**Table 12: Average number of public transport vehicles (buses and minibuses) per 10,000 human population**



**Figure 28: Number of buses and minibuses / 10,000 human population**

## 5.2 Un-Roadworthy and Un-Licensed Vehicles

### 5.2.1 General

Un-roadworthy vehicles is defined as those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership. Un-

licenced vehicles are those of which the owners failed to renew the vehicle licences within the time frame allowed.

On a national basis the total number of vehicles that are either un-roadworthy, un-licenced or both increased by 29 174 (2.82%) from 1 035 449 vehicles as on 31 December 2016 to 1 064 623 vehicles as on 31 December 2017. Detail in this regard per type of vehicle is provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

Vehicle Type	Dec 2016	Dec 2017	Change	% Change
<b>Motorcars</b>	559 873	570 754	10 881	1.94
<b>Minibuses</b>	46 930	55 209	8 279	17.64
<b>Buses</b>	9 276	8 993	-283	-3.05
<b>Motorcycles</b>	57 336	65 228	7 892	13.76
<b>LDV's - Bakkies</b>	176 452	180 440	3 988	2.26
<b>Trucks</b>	79 871	62 009	-17 862	-22.36
<b>Caravans</b>	6 072	7 035	963	15.86
<b>Heavy Trailers</b>	33 620	23 984	-9 636	-28.66
<b>Light Trailers</b>	39 247	61 860	22 613	57.62
<b>Unknown</b>	26 772	29 111	2 339	8.74
<b>All Vehicles</b>	<b>1 035 449</b>	<b>1 064 623</b>	<b>29 174</b>	<b>2.82</b>

**Table 13: Number of un-roadworthy, un-licenced vehicles or both**

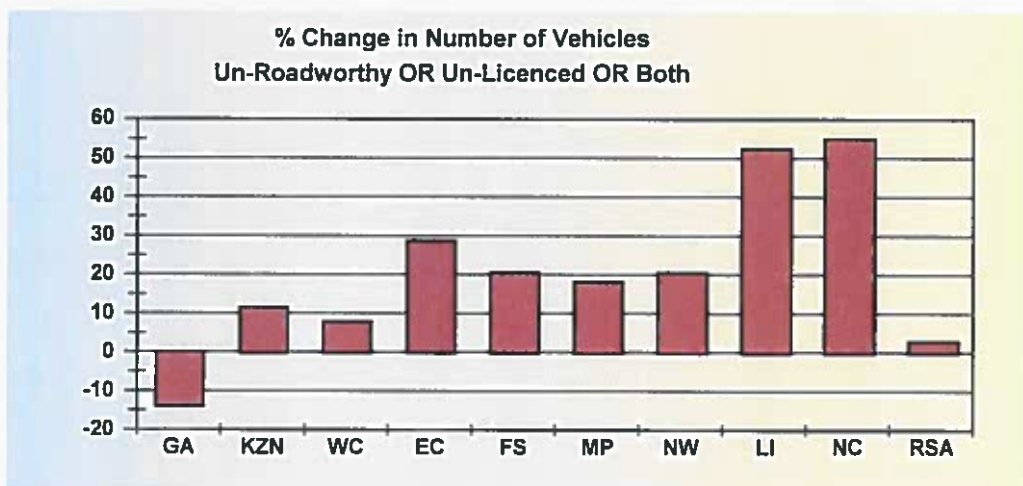
With an exception of buses, trucks and heavy trailers, increases were recorded for most types of vehicles in this regard. The biggest increase was recorded for light trailers with 57.62% followed minibuses with 17.64%.

Detail on the number of vehicles that are either un-roadworthy, un-licenced or both per Province is provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Dec 2016</b>	516 548	117 521	125 520	53 220	50 089	71 251	47 407	39 877	14 016	<b>1 035 449</b>
<b>Dec 2017</b>	445 565	130 986	135 421	68 569	60 350	84 121	57 141	60 747	21 723	<b>1 064 623</b>
<b>Change</b>	-70 983	13 465	9 901	15 349	10 261	12 870	9 734	20 870	7 707	<b>29 174</b>
<b>% Change</b>	-13.74	11.46	7.89	28.84	20.49	18.06	20.53	52.34	54.99	<b>2.82</b>

**Table 14: Number of vehicles that are un-roadworthy or un-licenced or both**

The information in tables and figures above shows that most provinces recorded an increase in this regard with the exception of Gauteng. The highest percentage change increase has been recorded for Northern Cape with 54.99% followed by Limpopo with 52.34%.



**Figure 29: Percentage change in number of vehicles un-roadworthy or un-licenced or both**

On a provincial level the highest percentage (%) change was recorded for Gauteng province followed by North West with 3.67% and 3.12% respectively.

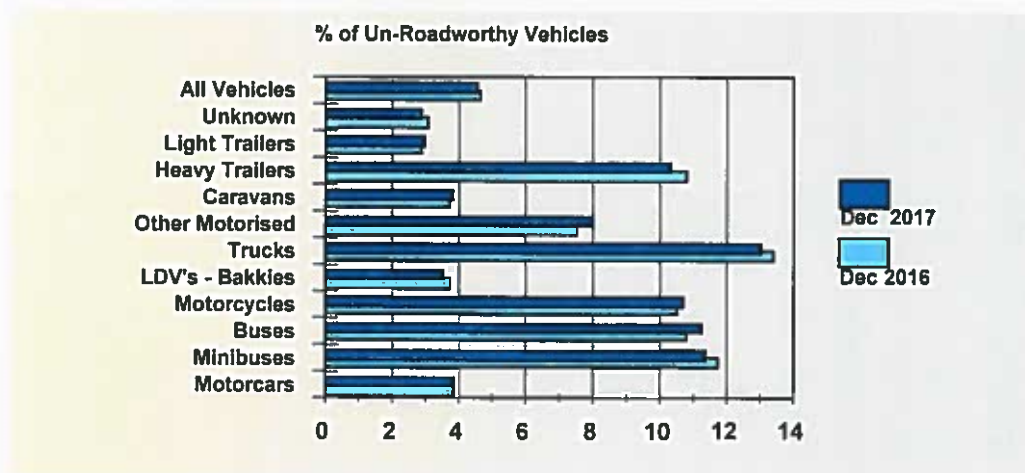
## 5.2.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 8 966 (1.66%) from 539 854 vehicles as on 31 December 2016 to 548 820 vehicles as on 31 December 2017. Detail in this regard is given in the table below and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the figure below.

Vehicle Type	Dec 2016	Dec 2017	Change	% Change
<b>Motorcars</b>	257 308	266 143	8 835	3.43
<b>Minibuses</b>	35 718	35 970	252	0.71
<b>Buses</b>	6 591	7 097	506	7.68
<b>Motorcycles</b>	37 415	37 161	-254	-0.68
<b>LDV's - Bakkies</b>	87 571	86 430	-1 141	-1.30
<b>Trucks</b>	49 234	48 319	-915	-1.86
<b>Caravans</b>	3 732	3 747	15	0.40
<b>Heavy Trailers</b>	20 211	19 848	-363	-1.80
<b>Light Trailers</b>	23 734	24 731	997	4.20
<b>Unknown</b>	18 340	19 374	1 034	5.64
<b>All Vehicles</b>	<b>539 854</b>	<b>548 820</b>	<b>8 966</b>	<b>1.66</b>

**Table 15: Number of un-roadworthy vehicles**





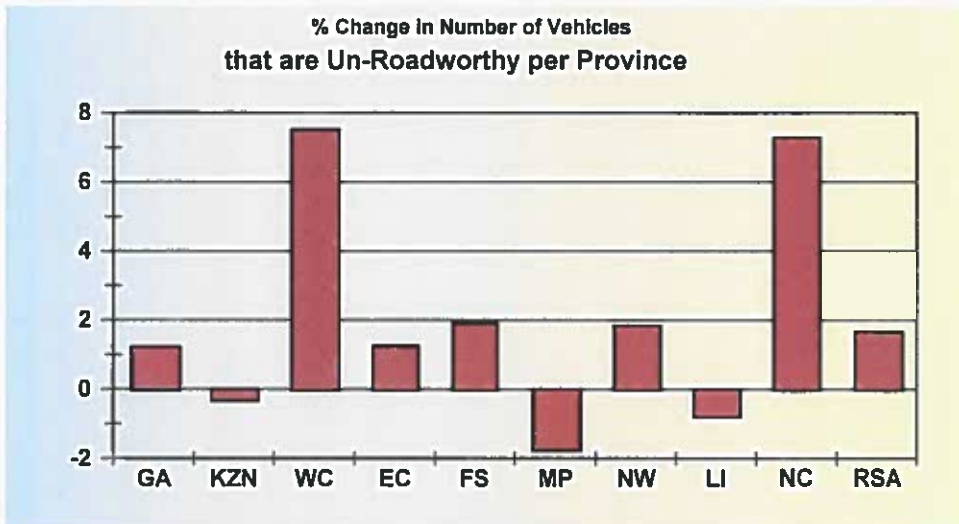
**Figure 30: Percentage of un-roadworthy vehicles**

The information in the table and figure above shows that with exception of motorcycles, LDV's and heavy trailers, all other vehicle types recorded an increase in this regard. The highest increase for un-roadworthy vehicles was recorded for buses with an increase of 506 (7.68%) from 6 591 at the end of December 2016 to 7 097 at the end of December 2017.

Details with regards to the number of vehicles that are un-roadworthy per Province are provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Dec 2016</b>	237 183	66 702	65 304	30 256	33 648	43 137	27 592	26 016	10 016	<b>539 854</b>
<b>Dec 2017</b>	240 086	66 540	70 213	30 636	34 291	42 387	28 099	25 822	10 746	<b>548 820</b>
<b>Change</b>	2 903	-162	4 909	380	643	-750	507	-194	730	<b>8 966</b>
<b>% Change</b>	1.22	-0.24	7.52	1.26	1.91	-1.74	1.84	-0.75	7.29	<b>1.66</b>

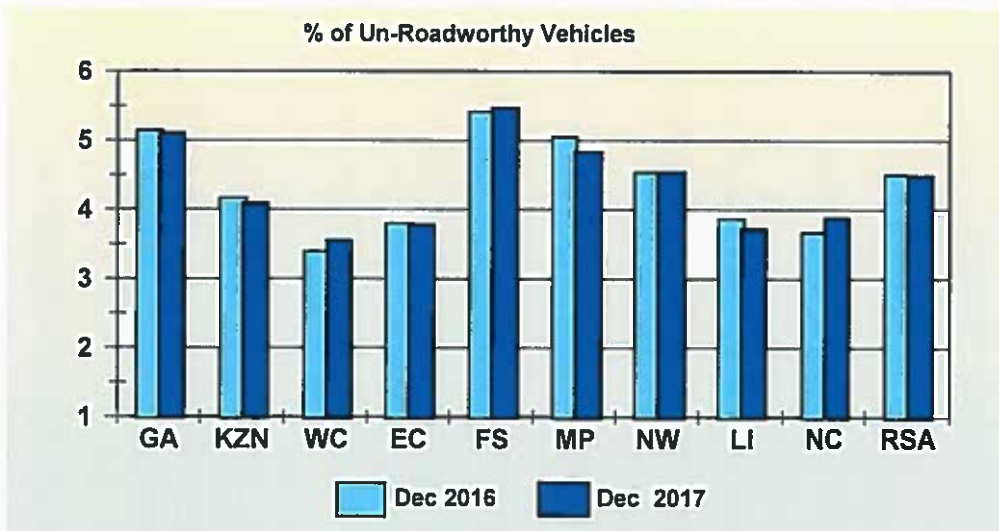
**Table 16: Number of un-roadworthy vehicles**



**Figure 31: Percentage change in number of vehicles that are un-roadworthy per province**

The information in the table and figure above shows that with exception of Kwa-Zulu Natal, Mpumalanga and Limpopo, all other provinces recorded increase in the number of un-roadworthy vehicles. On a percentage basis the highest increase was recorded in Western Cape where the number of un-roadworthy vehicles increased by 4 909 (7.52%) from 65 304 in 2016 to 70 213 at the end of December 2017. Other increase in this regard were recorded in: Northern Cape with an increase of 7.29%.

The percentage of un-roadworthy vehicles per Province, expressed as a percentage of the total number of vehicles registered per province, is shown in the figure below.



**Figure 32: Percentage of un-roadworthy vehicles**

### 5.2.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles increased by 147 149 (47.20%) from 311 789 vehicles as on 31 December 2016 to 458 938 vehicles as on 31 December 2017.

Detail per type of vehicle in this regard is given in the table below and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the figure below.

Vehicle Type	Dec 2016	Dec 2017	Change	% Change
Motorcars	188 275	273 732	85 457	45.39
Minibuses	6 494	14 839	8 345	128.50
Buses	1 639	1 467	-172	-10.49
Motorcycles	13 087	23 647	10 560	80.69
LDV's - Bakkies	54 914	84 397	29 483	53.69
Trucks	18 095	10 852	-7 243	-40.03
Caravans	1 644	3 012	1 368	83.21
Heavy Trailers	7 861	3 368	-4 493	-57.16
Light Trailers	13 309	34 911	21 602	162.31
Unknown	6 471	8 713	2 242	34.65
<b>All Vehicles</b>	<b>311 789</b>	<b>458 938</b>	<b>147 149</b>	<b>47.20</b>

Table 17: Number of un-licensed vehicles

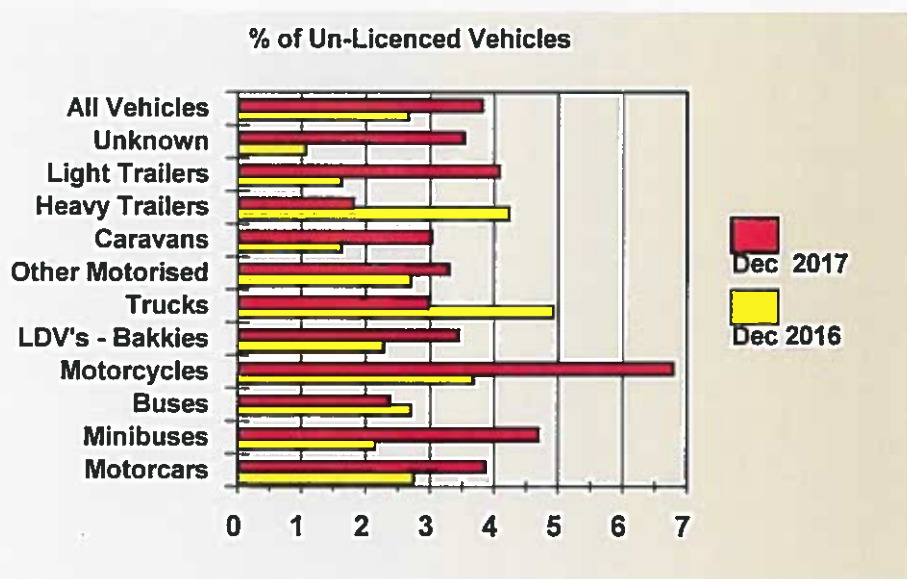


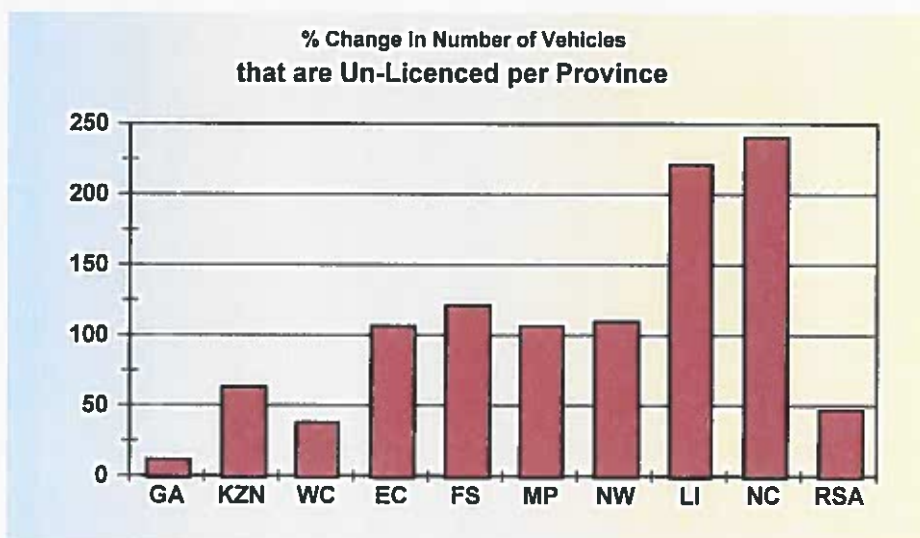
Figure 33: Percentage of un-licensed vehicles

The information in the table and figure above shows that with exception of motorcars, buses, motorcycles and unknown, all other vehicle types recorded an increase with regard to the number of un-licenced vehicles. On a percentage basis the highest increase was recorded for heavy trailer with 162.31% from 13 309 to 34 911, followed by minibuses with 129%.

Detail on the number of vehicles that are un-licenced per Province is provided in the table below and the percentage (%) change from 2016 to 2017 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Dec 2016</b>	165 754	35 056	42 037	16 300	10 182	17 597	12 349	9 635	2 879	<b>311 789</b>
<b>Dec 2017</b>	184 767	57 141	57 906	33 615	22 501	36 349	25 908	30 950	9 801	<b>458 938</b>
<b>Change</b>	19 013	22 085	15 869	17 315	12 319	18 752	13 559	21 315	6 922	<b>147 149</b>
<b>% Change</b>	11.47	63.00	37.75	106.23	120.99	106.56	109.80	221.22	240.43	<b>47.20</b>

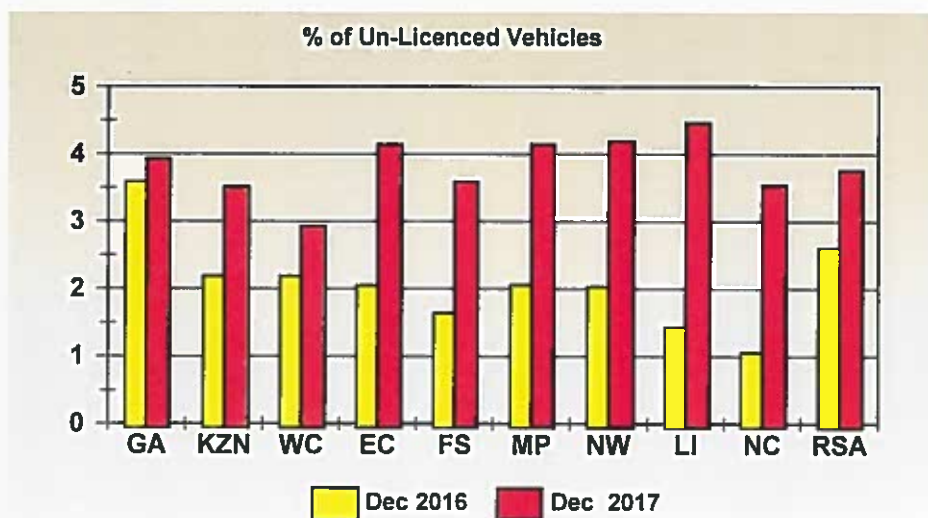
**Table 18: Number of un-licenced vehicles**



**Figure 34: Percentage change in number of vehicle that are un-licensed per province**

The information in the table and figure above shows that the highest increase in the number of un-licenced vehicles were recorded in Northern Cape with 240.43%, followed by Limpopo with 221.22%).

The percentage of un-licenced vehicles per type of vehicle, as a percentage of the number registered per Province, is reflected in the figure below.



**Figure 35: Percentage of un-licensed vehicles**

Detailed information on the number of un-roadworthy and un-licenced vehicles per type of vehicle per Province is provided in the tables under **Appendix B**.

## 6 Driver Population

### 6.1 Learner Driving Licences

The number of learner driving licences issued decreased by 48 557 (3.85%) from 1 262 261 on 31 December 2016 to 1 213 704 on 31 December 2017. Detail on the number of learner driving licences issued per category is given in table below and graphically reflected in the figure below.

Category	Dec 2016	Dec 2017	Change	% Change
<b>1</b>	46 183	42 253	-3 930	-8.51
<b>2</b>	273 449	252 568	-20 881	-7.64
<b>3</b>	942 629	918 883	-23 746	-2.52
<b>Total</b>	<b>1 262 261</b>	<b>1 213 704</b>	<b>-48 557</b>	<b>-3.85</b>

Table 19: Number of learner licences issued

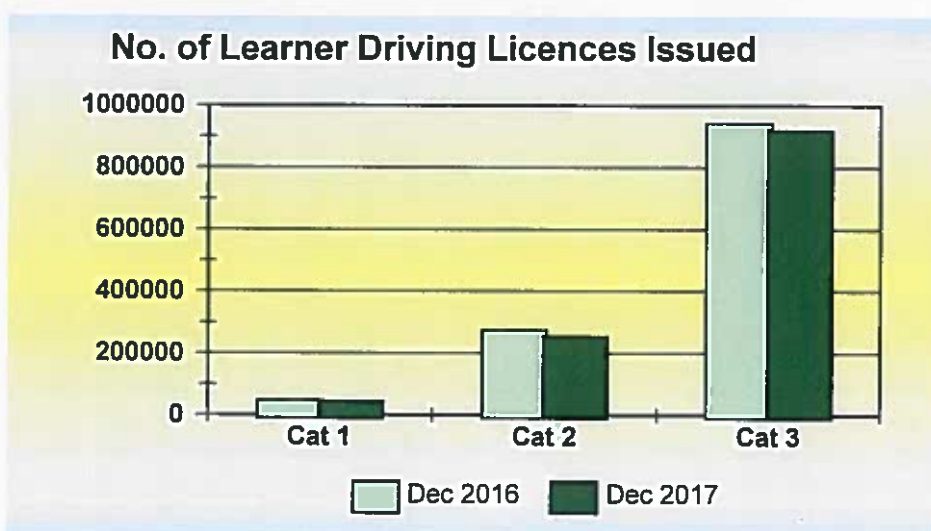


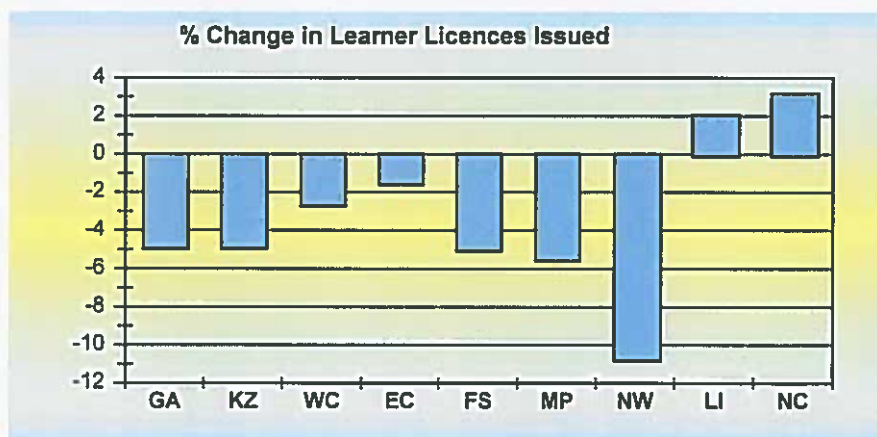
Figure 36: Number of learner licenses issues

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

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Dec 2016</b>	362 890	207 867	188 726	104 585	70 332	113 758	73 210	110 932	29 961	<b>1 262 261</b>
<b>Dec 2017</b>	345 297	197 852	183 711	103 019	66 826	107 499	65 380	113 207	30 913	<b>1 213 704</b>
<b>Change</b>	-17 593	-10 015	-5 015	-1 566	-3 506	-6 259	-7 830	2 275	952	<b>-48 557</b>
<b>% Change</b>	-4.85	-4.82	-2.66	-1.50	-4.98	-5.50	-10.70	2.05	3.18	<b>-3.85</b>

**Table 20: Number of learners licences issued per province**

With exception of Limpopo and Northern Cape, other provinces recorded a decrease with regards to the number of Learner Licences issued. The highest decrease was recorded for North West with 10.70% followed by Mpumalanga with 5.50%.



**Figure 37: Percentage change in learner licenses issued per province**



## 6.2 Driving Licences Issued and Expired

### 6.2.1 Number of Driving Licences Issued

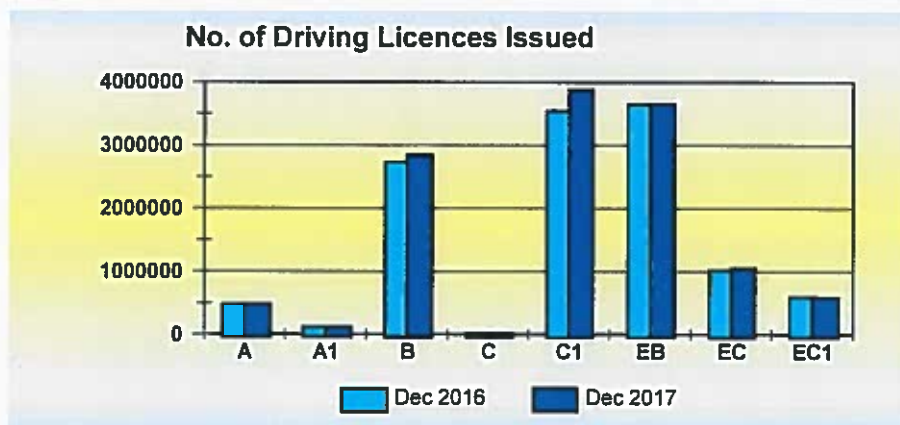
The number of driving licences issued increased by 495 322 (4.07%) from 12 162 813 on 31 December 2016 to 12 658 135 as of 31 December 2017. Details on the number of driving licences issued per category is given in table and graphically reflected in the figure below.

Category	Dec 2016	Dec 2017	Change	% Change
<b>A</b>	473 927	481 271	7 344	1.55
<b>A1</b>	123 417	123 333	-84	-0.07
<b>B</b>	2 726 094	2 846 573	120 479	4.42
<b>C</b>	22 105	22 880	775	3.51
<b>C1</b>	3 550 500	3 880 157	329 657	9.28
<b>EB</b>	3 649 426	3 653 260	3 834	0.11
<b>EC</b>	1 023 432	1 058 307	34 875	3.41
<b>EC1</b>	593 912	592 354	-1 558	-0.26
<b>Total</b>	<b>12 162 813</b>	<b>12 658 135</b>	<b>495 322</b>	<b>4.07</b>

**Table 21: Number of driving licences issued**

### Driving licences:

<b>A</b>	Motorcycle > 125 cub.cm	<b>A1</b>	Motorcycle < 125 cub.cm	<b>B</b>	Motor vehicle < 3,500 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 38: Number of driving licenses issued**

The information contained in the table above depict that the highest percentage change was recorded for Categories C1, B, C and EC with percentages of 9.28%, 4.42%, 3.51% and 3.41% respectively.

The number and percentage (%) of driving licences issued per category at the end of December 2017 is reflected in the table below.

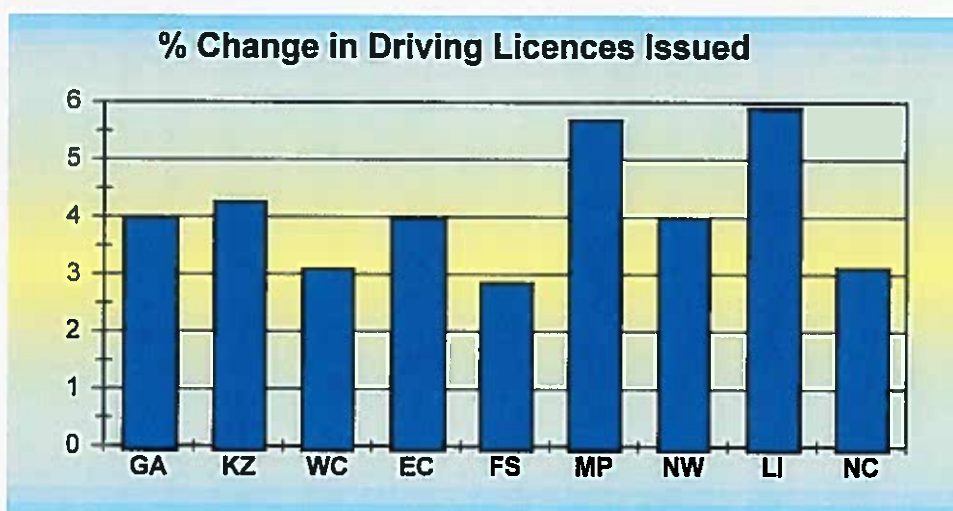
Category	Description	Number	%
A	Motorcycle < 125 cub.cm	481 271	3.80
A1	Motorcycle > 125 cub.cm	123 333	0.97
B	Motor vehicle < 3,500 kg	2 846 573	22.49
C	Articulated motor vehicle <16,000 kg	22 880	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 880 157	30.65
EB	Articulated vehicle 3,500 - 16,000 kg	3 653 260	28.86
EC	Motorvehicle > 16,000 kg	1 058 307	8.36
EC1	Articulated vehicle > 16,000 kg	592 354	4.68
<b>Total</b>		<b>12 658 135</b>	<b>100</b>

**Table 22: Number and percentage of driving licences issued per category**

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

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Dec 2016</b>	4 279 141	1 933 851	1 872 170	887 233	614 850	865 713	576 234	904 969	228 652	<b>12 162 813</b>
<b>Dec 2017</b>	4 448 774	2 016 231	1 929 967	922 543	632 311	914 952	599 180	958 395	235 782	<b>12 658 135</b>
<b>Change</b>	169 633	82 380	57 797	35 310	17 461	49 239	22 946	53 426	7 130	<b>495 322</b>
<b>% Change</b>	3.96	4.26	3.09	3.98	2.84	5.69	3.98	5.90	3.12	<b>4.07</b>

**Table 23: Number of driving licences issued per province**



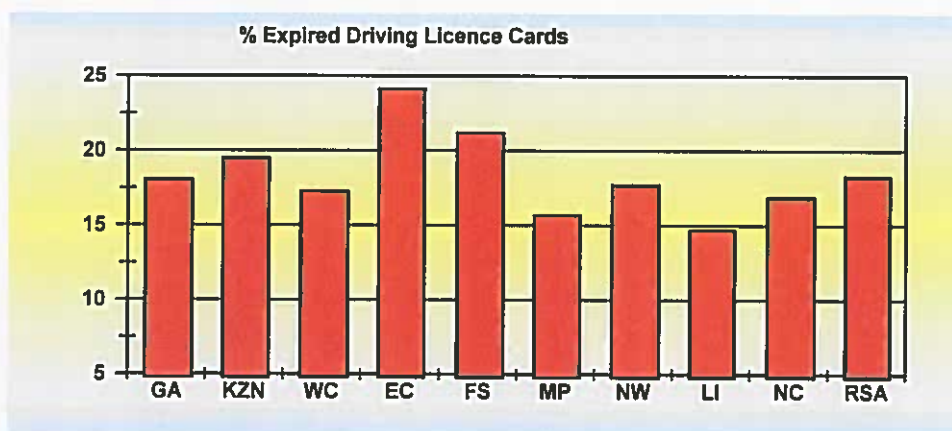
**Figure 39: Percentage change in driving licenses issued**

### 6.3 Number of Driving Licence Cards Expired

The information in Table 8 below shows that as on 31 December 2017 there were 2 314 157 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 18.28% of all driving licences issued. This information is also reflected in the figure below.

Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>On system</b>	4 448 774	2 016 231	1 929 967	922 543	632 311	914 952	599 180	958 395	235 782	<b>12 658 135</b>
<b>Not expired</b>	3 646 743	1 623 459	1 597 021	699 961	498 343	771 586	493 132	817 681	196 052	<b>10 343 978</b>
<b>Expired</b>	802 031	392 772	332 946	222 582	133 968	143 366	106 048	140 714	39 730	<b>2 314 157</b>
<b>% Expired</b>	18.03	19.48	17.25	24.13	21.19	15.67	17.70	14.68	16.85	<b>18.28</b>

**Table 24: Number of driving licences cards issued and expired per province 2017**



**Figure 40: Percentage expired driving license cards**

### 6.3.1 Professional Driving Permits Issued and Expired

#### 6.3.1.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 25 210 (2.38%) from 1 060 874 on 31 December 2016 to 1 086 084 on 31 December 2017. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

Category	Dec 2016	Dec 2017	Change	% Change
<b>G</b>	9 375	9 122	-253	-2.70
<b>P G</b>	1 012 660	1 035 866	23 206	2.29
<b>D G</b>	165	177	12	7.27
<b>D P G</b>	38 674	40 919	2 245	5.80
<b>Total</b>	<b>1 060 874</b>	<b>1 086 084</b>	<b>25 210</b>	<b>2.38</b>

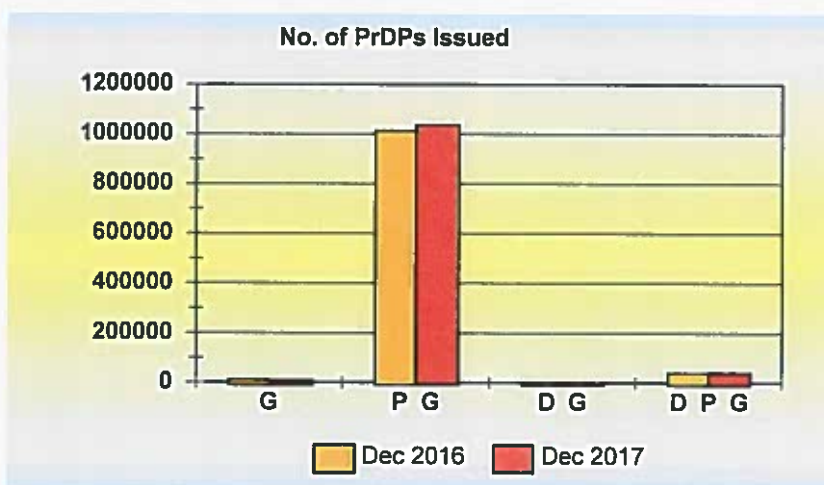
**Table 25: Number of PrDP's issued**

**Professional Driving Permits (PrDPs)**

G: Goods

P: Passengers

D: Dangerous goods

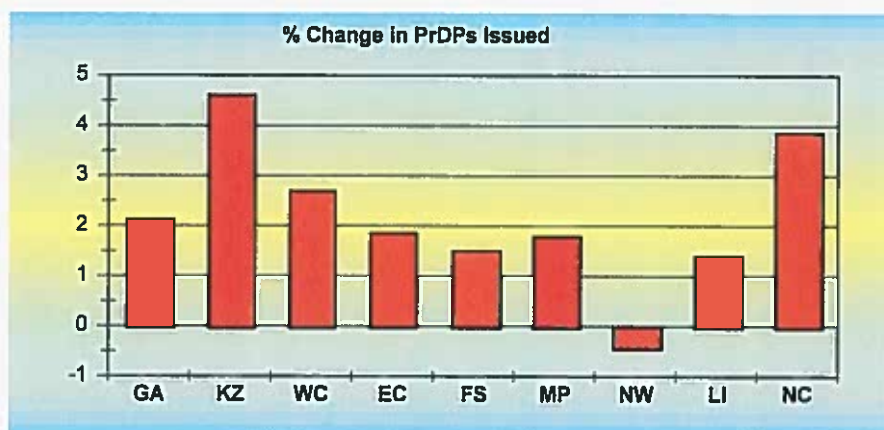


**Figure 41: Number of PrDP's issued**

Provincial information in this regard is given in the table below and the percentage change with regard to all categories of PrDP's issued per Province is reflected in the figure below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2016	287 690	182 048	150 289	86 171	65 862	102 051	54 105	107 998	24 660	<b>1 060 874</b>
Dec 2017	293 807	190 440	154 348	87 763	66 847	103 878	53 877	109 513	25 611	<b>1 086 084</b>
Change	6 117	8 392	4 059	1 592	985	1 827	-228	1 515	951	<b>25 210</b>
% Change	2.13	4.61	2.70	1.85	1.50	1.79	-0.42	1.40	3.86	<b>2.38</b>

**Table 26: Number of professional driving permits (PrDP's) issued per province**



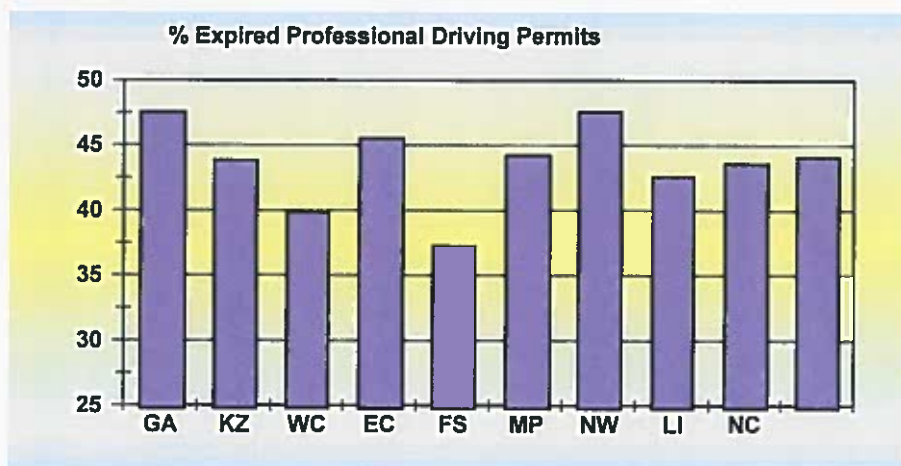
**Figure 42: Percentage in PrDP's issued**

### 6.3.2 Number of Expired PrDPs

The information in Table 11 below shows that on 31 December 2017 there 478 919 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 44.10% of all PrDPs issued. This information is also reflected in the figure below.

Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>On system</b>	293 807	190 440	154 348	87 763	66 847	103 878	53 877	109 513	25 611	<b>1 086 084</b>
<b>Not expired</b>	154 057	106 995	92 888	47 801	41 941	57 936	28 246	62 857	14 444	<b>607 165</b>
<b>Expired</b>	139 750	83 445	61 460	39 962	24 906	45 942	25 631	46 656	11 167	<b>478 919</b>
<b>% Expired</b>	47.57	43.82	39.82	45.53	37.26	44.23	47.57	42.60	43.60	<b>44.10</b>

**Table 27: Number of professional driving permits (PrDP's) issued and expired per province 2017**



**Figure 43: Percentage expired professional driving permits**

Provinces recorded the highest increase of expired PrDPs were recorded in Gauteng and North West with 47.57% respectively.

Detailed information on the number of learner licences, driving licences and PrDPs per Province is provided in the tables under **Appendix C**.



## **SECTION C**

### **1 INTRODUCTION**

The report covered Road Safety activities under taken during the implementation of the quarter 3 performance plan. Activities were implemented by the Provincial Departments, Local Municipalities as well as Transport entities namely: RTIA, RAF and Cross Boarder. Road Safety activities conducted include amongst others the following:

- Pedestrians awareness
- Driver safety Programme
- Stray animal Programme
- Safe vehicles program
- School education safety Programme
- Community base Road Safety Programme
- Youth programme

This section also covers the Law Enforcement operation undertaken during the period under review. The information is collated from all the provinces.

## 2 ROAD SAFETY

### 2.1 Youth programme developed, implemented, monitored

The youth programme for this quarter focused on young drivers. The Youth for Road Safety members together with the Provincial Road Safety Officials conducted driver education sessions with their peers in the following provinces:

- ✚ Eastern Cape
- ✚ Western Cape
- ✚ Northern Cape
- ✚ Free State
- ✚ North West
- ✚ Limpopo
- ✚ Mpumalanga

The presentations focused on the following topics as highlighted in the concept document:

- ✚ Generic road safety information including statistical background
- ✚ Alcohol impairment for both drivers and pedestrians
- ✚ Vehicle occupant safety with regard to wearing of seatbelts
- ✚ Vehicle fitness particularly tyres.
- ✚ Distracted driving, in particular using a hand held device such as a cell phone either on voice or texting whilst driving.

RTMC's role was to monitor and to make sure that the logistics for the workshops such as a data projector and laptop computer and venue are in place and the Youth members travel and accommodation are in place.

## **2.2 Road safety educational programmes implemented with interest groups**

The focus for the reporting period was on Road Safety in the Freight Industry. Three road safety awareness activities were conducted in Mdloti Weigh Bridge, KwaZulu-Natal; Kimberley Weigh Bridge, Northern Cape and Bapong weigh Bridge in North West.

FleetWatch conducted an awareness session for the officers in Bapong on the truck Tractor and semi-trailer cables of the articulated truck braking system as well as tyres.

## **2.3 Community based programmes developed, coordinated and monitored**

1 x Monitoring report on the implementation of the community based programme in the following provinces:

- 📍 Limpopo
- 📍 Eastern Cape

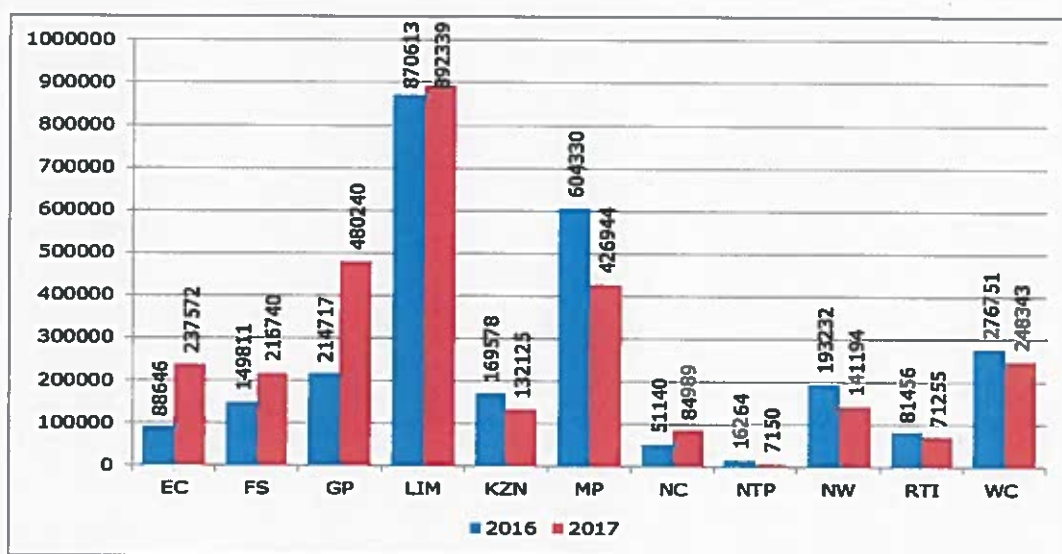
## **2.4 Below it's a summary of Road Safety activities conducted during festive:**

- 📍 Road Safety awareness campaigned were conducted in various communities within the identified hazardous location.
- 📍 Heighten Road Safety Campaigned special focuses on Pedestrian, Passengers as well driver Safety

- ✦ The key Road Safety messaging were on Drunken driving, use of cell or texting while driving, Fatigue Speeding, Overloading Safety Belts as well
- ✦ The Educational campaigns were conducted at the below places of areas in different Provinces (R101 and N12 Informal settlement in Gauteng, Bele-bela in Limpopo, Taung Circle in North West , Mpumalanga, Half Price Tavern at R41and N2

### 3 LAW ENFORCEMENT

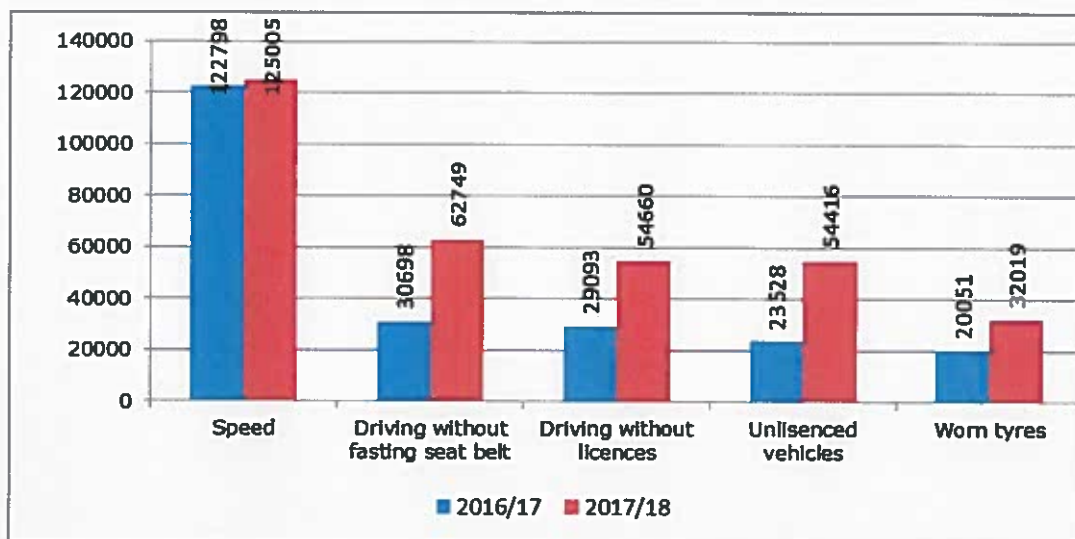
The 365 Road Safety Plan prescribes targets for stop and check as well as drunken driving arrests per province. It is through this report the unit can measure performance of provinces against the set targets as well as be able to evaluate impact and possible intervention seeking areas. It also assists in identifying areas of best practices which can be followed up for possible roll-out to other provinces and authorities. The target set for the for traffic law enforcement authorities to stop and check vehicles for roadworthy status is 1 100 000 per month and has been divided amongst provinces following the vehicle population as well as number of authorities per province.



**Figure 44: Vehicles stopped and checked**

As result of all vehicles which were stopped and checked roadworthiness, it is evident that road users do not comply with the National Road Traffic Act, Act 93 of 1996 as the total of 506 405 and 912

985 traffic notices were issued in the same period during 2016 and 2017. A figure below provides a breakdown of the highest offences reported.



**Figure 45: Highest offences reported**

### 3.1 Law Enforcement Arrests

Drunk and driving is one of the biggest threats to Road Safety in the country since it slows reaction time and distorts the driver's vision. This offence has implications where one could lose life, be prosecuted, vehicle damage, or imprisonment depending on alcohol levels found in the blood when tested by law enforcement officers. In order to reduce high rate of drunk and driving, law enforcement agencies took responsibility to conduct operations, targeting areas and events where most alcohol is consumed, as well as routes used by motorist when travelling to various destinations. In terms of statistics, Gauteng was the leading Province in terms of drunken driving arrests while Free State has reported to have made more arrests on speed. Due to increased number of public

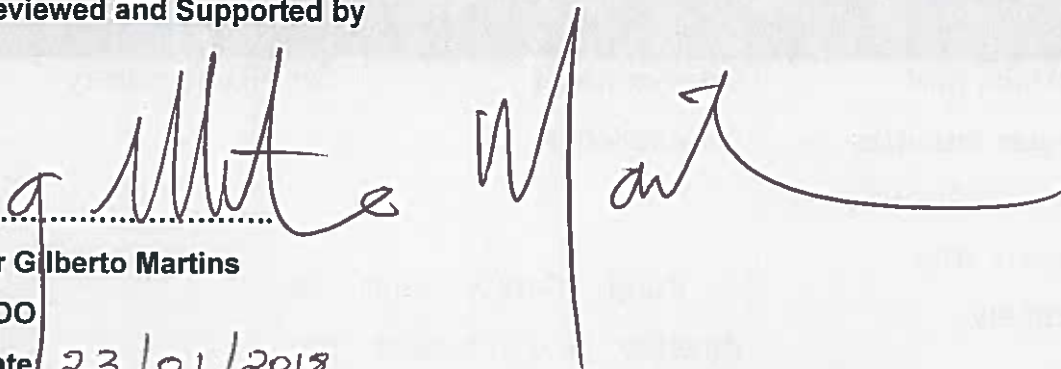
### 3 RECOMMENDATIONS

Challenges	Recommendations	Responsible unit
More crashes occurred as from Friday to Sunday	Road Safety unit to increase awareness campaigns targeting driver and pedestrians.	Road Safety
More crashes do occurred as from 14:00 to 23:00	Road Safety unit heighten awareness campaigns targeting driver, passengers and pedestrians.	Road Safety
Crashes involving Motorcars and LDV's	Road Safety to conduct workshops on vehicles safety education as well as safe road usage.	Road Safety
<p>Most contributory factors are as follows:</p> <ul style="list-style-type: none"> <li>✚ Jay-walking</li> <li>✚ Speed too high for circumstances</li> <li>✚ Hit and run</li> <li>✚ Tyre burst</li> </ul>	<p>Road Safety unit to conduct awareness campaign focusing on pedestrian safety, driver fitness as well as vehicle safety</p> <p>Research to be conducted to understand the root cause.</p>	Road Safety

Challenges	Recommendations	Responsible unit
<p>Pedestrians and passenger fatalities makes a contribution of more than 30% respectively.</p>	<p>Interventions for pedestrians:</p> <ul style="list-style-type: none"> <li>- Road Safety unit to develop and monitor the implementation of intervention targeting areas with pedestrians' fatalities.</li> </ul>	<p>Road Safety</p>
<p>Drunken driving and excessive speed are the main challenges in the country</p>	<p>Courts to apply uniformity approach when dealing with reckless and negligence offences</p>	<p>Law Enforcement</p>
<p>Road users disrespecting laws and ultimately cause harm to the lives of enforcers</p>	<p>Department of Justice to be engaged to provide convictions for all road traffic cases enrolled in courts</p>	<p>Law Enforcement</p>



**Reviewed and Supported by**

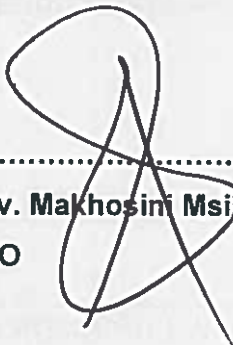


.....  
**Mr Gilberto Martins**

**COO**

**Date** 23 / 01 / 2018

**Recommended by**



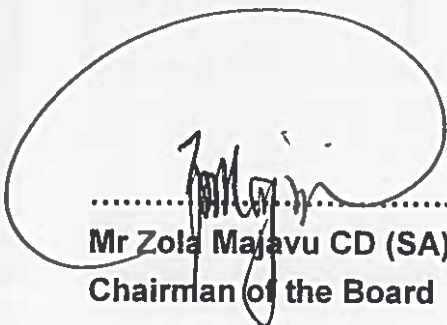
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**Adv. Makhosini Msibi**

**CEO**

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31 / 01 / 2018

**Date**

**Approved by**



.....  
**Mr Zola Majavu CD (SA)**  
**Chairman of the Board**

.....  
31 / 01 / 2018

**Date**

## APPENDIX A

Dec 2016	Number of Registered Vehicles per Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Veh's</b>										
Motorcars	2 919 821	955 611	1 217 822	438 884	308 671	409 459	307 820	316 051	124 660	6 996 599
Minibuses	119 870	50 862	33 946	23 040	12 393	22 416	18 572	22 184	4 889	308 151
Buses	19 831	7 773	6 826	4 221	3 017	7 848	4 037	6 201	1 680	61 435
Motorcycles	145 336	33 209	85 273	22 511	19 983	19 555	14 320	9 838	8 328	358 351
LDV's - Bakkies	799 777	345 140	315 306	198 512	127 601	208 582	147 524	217 950	76 686	2 435 078
Trucks	137 148	48 921	42 864	22 558	22 089	45 198	18 052	24 853	9 327	371 008
Other & Unkwn	41 348	45 380	42 322	18 787	39 075	30 323	25 147	18 415	10 142	270 936
<b>Sub-Total</b>	<b>4 183 127</b>	<b>1 486 896</b>	<b>1 744 159</b>	<b>726 513</b>	<b>530 829</b>	<b>743 381</b>	<b>535 472</b>	<b>615 472</b>	<b>235 710</b>	<b>10 801 558</b>
<b>Towed Veh's</b>										
Caravans	39 900	7 499	17 513	5 236	7 759	10 135	6 498	5 634	2 884	103 058
Heavy Trailers	59 115	23 574	19 832	7 414	17 831	35 155	10 931	8 696	5 662	188 210
Light Trailers	329 342	81 380	140 001	55 707	62 731	63 632	52 894	41 349	28 191	855 227
Unknown	2 503	1 581	2 280	1 469	2 019	2 018	2 351	1 288	693	16 181
<b>Sub-Total</b>	<b>430 860</b>	<b>114 034</b>	<b>179 606</b>	<b>69 826</b>	<b>90 340</b>	<b>110 940</b>	<b>72 674</b>	<b>56 967</b>	<b>37 430</b>	<b>1 162 676</b>
<b>All Vehicles</b>	<b>4 613 986</b>	<b>1 600 930</b>	<b>1 923 765</b>	<b>796 339</b>	<b>621 169</b>	<b>854 321</b>	<b>608 146</b>	<b>672 439</b>	<b>273 140</b>	<b>11 964 234</b>

Dec 2017	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Veh's</b>										
Motorcars	2 986 823	981 449	1 253 348	449 134	311 884	420 886	314 703	327 410	126 868	7 172 283
Minibuses	122 887	52 834	35 649	23 811	12 828	23 344	18 969	23 009	5 151	318 282
Buses	20 822	7 982	6 986	4 344	3 137	8 038	4 111	6 471	1 729	63 400
Motorcycles	142 535	32 114	85 444	22 103	19 280	18 977	13 784	9 425	8 094	351 756
LDV's - Bakkies	816 657	356 736	325 347	201 348	129 513	214 646	150 857	225 400	78 098	2 498 602
Trucks	138 875	48 951	44 048	22 255	21 855	48 518	18 000	25 186	9 210	372 678
Other & Unkwn	39 050	33 604	40 785	17 795	37 822	29 575	24 326	18 286	9 969	251 192
<b>Sub-Total</b>	<b>4 265 249</b>	<b>1 513 650</b>	<b>1 791 587</b>	<b>740 790</b>	<b>536 099</b>	<b>761 784</b>	<b>544 752</b>	<b>635 167</b>	<b>239 117</b>	<b>11 028 193</b>
<b>Towed Veh's</b>										
Caravans	39 092	7 308	17 947	5 196	7 612	10 088	6 377	5 591	2 792	102 001
Heavy Trailers	60 036	23 366	21 215	7 303	18 071	37 678	11 152	8 945	5 726	193 492
Light Trailers	331 694	81 375	144 546	56 588	62 997	64 369	53 350	42 145	28 538	865 578
Unknown	2 454	1 549	2 224	1 487	1 965	1 953	2 277	1 282	679	15 848
<b>Sub-Total</b>	<b>433 276</b>	<b>113 598</b>	<b>185 932</b>	<b>70 554</b>	<b>90 645</b>	<b>114 084</b>	<b>73 156</b>	<b>57 943</b>	<b>37 735</b>	<b>1 176 919</b>
<b>All Vehicles</b>	<b>4 698 524</b>	<b>1 627 248</b>	<b>1 977 519</b>	<b>811 344</b>	<b>626 744</b>	<b>875 868</b>	<b>617 908</b>	<b>693 109</b>	<b>276 852</b>	<b>12 205 112</b>

% Change	Number of Registered Vehicles per Province									Total
Dec 2016-2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	2.29	2.70	2.93	2.34	1.66	2.74	2.24	3.59	1.77	2.51
Minibuses	2.52	3.88	5.02	3.35	1.90	4.14	2.14	3.81	5.36	3.29
Buses	3.99	2.43	2.34	2.91	3.98	2.41	1.83	4.35	2.92	3.20
Motorcycles	-1.93	-3.30	0.20	-1.81	-3.52	-2.96	-3.74	-4.20	-2.79	-1.84
LDV's - Bakkies	2.11	3.36	3.18	2.46	1.50	2.91	2.26	3.42	1.84	2.61
Trucks	-0.34	0.06	2.76	-1.34	-1.06	2.92	-0.29	1.26	-1.25	0.45
Other & Unknown	-5.55	-25.95	-3.68	-5.28	-3.21	-2.47	-3.25	-0.70	-1.71	-7.29
<b>Sub-Total</b>	<b>1.96</b>	<b>1.80</b>	<b>2.72</b>	<b>1.97</b>	<b>0.99</b>	<b>2.48</b>	<b>1.73</b>	<b>3.20</b>	<b>1.45</b>	<b>2.10</b>
<b>Towed Vehicles</b>										
Caravans	-2.03	-2.57	2.48	-0.76	-1.89	-0.46	-1.86	-0.76	-3.19	-1.03
Heavy Trailers	1.56	-0.88	6.97	-1.50	1.35	7.18	2.02	2.86	1.13	2.81
Light Trailers	0.71	-0.01	3.25	1.55	0.42	1.15	0.85	1.93	1.23	1.21
Unknown	-1.96	-2.06	-1.62	1.23	-2.67	-3.22	-3.15	-2.02	-2.02	-2.06
<b>Sub-Total</b>	<b>0.56</b>	<b>-0.38</b>	<b>3.52</b>	<b>1.04</b>	<b>0.34</b>	<b>2.83</b>	<b>0.66</b>	<b>1.71</b>	<b>0.81</b>	<b>1.23</b>
<b>All Vehicles</b>	<b>1.83</b>	<b>1.64</b>	<b>2.79</b>	<b>1.88</b>	<b>0.99</b>	<b>2.52</b>	<b>1.61</b>	<b>3.07</b>	<b>1.36</b>	<b>2.01</b>

## APPENDIX B-1

Number of Un-Roadworthy Vehicles										
Dec 2016	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	124 405	30 498	36 084	14 169	13 338	15 363	11 193	9 105	3 150	257 308
Minibuses	17 093	5 646	2 645	2 182	1 583	2 150	1 996	1 997	426	35 718
Buses	2 535	826	587	398	329	750	397	538	231	6 591
Motorcycles	16 897	3 718	5 870	1 676	2 104	3 162	1 881	1 358	749	37 415
LDVs - Bakkies	37 941	11 941	8 893	5 503	4 593	7 064	4 432	5 663	1 633	87 571
Trucks	18 888	5 909	4 006	2 778	3 697	5 986	2 814	3 333	1 823	49 234
Other & Unkwn	2 765	2 195	1 561	1 184	3 123	2 592	1 684	1 698	584	17 386
<b>Sub-Total</b>	<b>220 527</b>	<b>60 733</b>	<b>59 652</b>	<b>27 890</b>	<b>28 773</b>	<b>37 057</b>	<b>24 397</b>	<b>23 598</b>	<b>8 596</b>	<b>491 223</b>
<b>Towed Vehicles</b>										
Caravans	1 305	377	498	153	343	446	231	246	125	3 732
Heavy Trailers	6 871	2 515	1 562	757	2 211	3 457	1 267	910	661	20 211
Light Trailers	8 345	2 923	3 514	1 354	2 190	2 051	1 561	1 191	599	23 734
Unknown	135	148	78	102	125	127	136	68	35	954
<b>Sub-Total</b>	<b>16 656</b>	<b>5 963</b>	<b>5 652</b>	<b>2 366</b>	<b>4 875</b>	<b>6 080</b>	<b>3 195</b>	<b>2 418</b>	<b>1 420</b>	<b>48 631</b>
<b>All Vehicles</b>	<b>237 183</b>	<b>66 702</b>	<b>65 304</b>	<b>30 256</b>	<b>33 648</b>	<b>43 137</b>	<b>27 592</b>	<b>26 016</b>	<b>10 016</b>	<b>539 854</b>
Dec 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	129 533	30 769	38 910	14 334	13 675	15 194	11 343	8 989	3 386	266 143
Minibuses	17 127	5 520	2 844	2 123	1 571	2 121	2 083	2 088	493	35 970
Buses	2 798	853	635	440	305	797	442	549	276	7 897
Motorcycles	16 667	3 604	6 153	1 665	2 084	3 110	1 851	1 245	781	37 161
LDVs - Bakkies	36 636	11 547	9 411	5 700	4 772	6 783	4 482	5 373	1 726	86 430
Trucks	18 141	5 972	4 192	2 794	3 689	5 610	2 763	3 289	1 869	48 319
Other & Unkwn	2 828	2 237	1 768	1 199	3 324	2 768	1 851	1 841	687	18 501
<b>Sub-Total</b>	<b>223 736</b>	<b>60 502</b>	<b>63 911</b>	<b>28 256</b>	<b>29 424</b>	<b>36 383</b>	<b>24 815</b>	<b>23 374</b>	<b>9 220</b>	<b>499 621</b>
<b>Towed Vehicles</b>										
Caravans	1 340	340	565	151	335	414	252	227	123	3 747
Heavy Trailers	6 387	2 496	1 675	767	2 198	3 422	1 275	921	707	19 848
Light Trailers	8 506	3 053	3 987	1 385	2 224	2 045	1 641	1 236	652	24 731
Unknown	117	143	75	77	110	123	115	62	44	873
<b>Sub-Total</b>	<b>16 350</b>	<b>6 036</b>	<b>6 302</b>	<b>2 366</b>	<b>4 867</b>	<b>6 004</b>	<b>3 284</b>	<b>2 448</b>	<b>1 526</b>	<b>49 199</b>
<b>All Vehicles</b>	<b>240 086</b>	<b>66 540</b>	<b>70 213</b>	<b>30 622</b>	<b>34 291</b>	<b>42 387</b>	<b>28 099</b>	<b>25 822</b>	<b>10 746</b>	<b>548 820</b>
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	4.12	0.89	7.83	1.16	2.56	-1.10	1.34	-1.27	7.49	3.43
Minibuses	0.20	-2.23	7.52	-2.70	-0.76	-1.35	4.36	4.56	15.73	0.71
Buses	10.37	3.27	8.16	10.55	-7.29	6.27	11.34	2.04	20.39	7.68
Motorcycles	-1.36	-3.07	4.82	-0.60	-0.95	-1.64	-1.59	-8.32	4.27	-0.68
LDVs - Bakkies	-3.44	-3.30	5.79	3.58	3.76	-3.84	1.13	-3.52	5.70	-1.30
Trucks	-3.95	1.07	4.64	0.58	-0.22	-6.28	-1.81	-1.32	2.52	-1.86
Other & Unkwn	2.28	1.97	13.13	1.27	6.44	6.73	9.92	8.42	17.64	6.41
<b>Sub-Total</b>	<b>1.46</b>	<b>-0.38</b>	<b>7.14</b>	<b>1.31</b>	<b>2.26</b>	<b>-1.82</b>	<b>1.71</b>	<b>-0.95</b>	<b>7.26</b>	<b>1.71</b>
<b>Towed Vehicles</b>										
Caravans	2.68	-9.81	13.45	-1.31	-4.01	-6.97	9.09	-8.84	-1.60	0.40
Heavy Trailers	-7.04	-0.76	7.23	1.32	-0.59	-1.01	0.63	1.21	6.96	-1.80
Light Trailers	1.93	4.23	13.46	2.29	1.55	-0.29	5.12	3.95	8.85	4.20
Unknown	-13.33	0.68	-3.85	-24.51	-12.00	-3.15	-14.71	-8.82	25.71	-8.49
<b>Sub-Total</b>	<b>-1.84</b>	<b>1.16</b>	<b>11.58</b>	<b>0.58</b>	<b>-0.16</b>	<b>-1.25</b>	<b>2.79</b>	<b>1.24</b>	<b>7.46</b>	<b>1.17</b>
<b>All Vehicles</b>	<b>1.22</b>	<b>-0.24</b>	<b>7.52</b>	<b>1.26</b>	<b>1.91</b>	<b>-1.74</b>	<b>1.84</b>	<b>-0.75</b>	<b>7.26</b>	<b>1.66</b>

## APPENDIX B-2

Number of Un-Licensed Vehicles										
Dec 2016	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	101 028	21 388	27 835	10 203	5 397	8 498	7 207	5 079	1 637	188 275
Minibuses	4 419	519	546	243	129	180	214	204	41	6 494
Buses	1 048	189	106	48	31	129	34	47	7	1 639
Motorcycles	6 110	1 254	2 610	891	410	733	541	329	209	13 087
LDVs - Bakkies	27 857	6 319	6 357	3 097	2 098	3 198	2 581	2 772	639	54 914
Trucks	11 005	2 001	1 228	585	424	2 002	354	423	73	18 095
Other & Unkwn	2 757	650	777	291	483	531	359	224	65	6 137
<b>Sub-Total</b>	<b>154 224</b>	<b>32 309</b>	<b>39 459</b>	<b>15 367</b>	<b>8 972</b>	<b>15 271</b>	<b>11 290</b>	<b>9 078</b>	<b>2 671</b>	<b>288 641</b>
<b>Towed Vehicles</b>										
Caravans	829	126	213	75	65	142	73	90	31	1 644
Heavy Trailers	4 208	743	524	160	664	1 310	174	70	8	7 861
Light Trailers	6 353	1 863	1 771	658	462	859	797	380	168	13 309
Unknown	140	15	70	40	19	15	15	17	3	334
<b>Sub-Total</b>	<b>11 530</b>	<b>2 747</b>	<b>2 578</b>	<b>933</b>	<b>1 210</b>	<b>2 326</b>	<b>1 059</b>	<b>557</b>	<b>208</b>	<b>23 148</b>
<b>All Vehicles</b>	<b>165 754</b>	<b>35 056</b>	<b>42 037</b>	<b>16 300</b>	<b>10 182</b>	<b>17 597</b>	<b>12 349</b>	<b>9 635</b>	<b>2 879</b>	<b>311 789</b>
Dec 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	117 010	33 568	37 724	19 177	12 610	19 218	13 788	15 495	5 158	273 732
Minibuses	7 495	1 937	1 152	1 042	490	801	850	883	183	14 839
Buses	503	146	120	116	72	185	132	111	82	1 467
Motorcycles	10 234	2 211	4 740	1 318	1 260	1 443	1 123	831	486	23 647
LDVs - Bakkies	27 452	12 232	7 840	8 159	3 847	7 940	5 542	9 157	2 228	84 397
Trucks	3 695	1 361	716	822	511	1 709	687	1 114	236	10 852
Other & Unkwn	1 210	1 143	689	504	1 040	1 163	836	745	267	7 603
<b>Sub-Total</b>	<b>167 600</b>	<b>52 692</b>	<b>52 981</b>	<b>31 139</b>	<b>19 430</b>	<b>32 457</b>	<b>22 958</b>	<b>28 336</b>	<b>8 644</b>	<b>416 537</b>
<b>Towed Vehicles</b>										
Caravans	1 298	211	330	143	195	333	189	227	98	3 012
Heavy Trailers	1 060	402	177	106	262	789	271	205	96	3 368
Light Trailers	14 665	3 787	4 319	2 147	2 093	2 615	2 266	2 101	918	34 911
Unknown	156	143	99	80	121	155	224	81	45	1 110
<b>Sub-Total</b>	<b>17 167</b>	<b>4 549</b>	<b>4 925</b>	<b>2 476</b>	<b>2 671</b>	<b>3 892</b>	<b>2 950</b>	<b>2 614</b>	<b>1 157</b>	<b>42 401</b>
<b>All Vehicles</b>	<b>184 767</b>	<b>57 141</b>	<b>57 906</b>	<b>33 615</b>	<b>22 501</b>	<b>36 349</b>	<b>25 908</b>	<b>30 950</b>	<b>9 801</b>	<b>458 938</b>
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	15.82	56.91	35.53	87.84	133.66	126.12	91.31	205.08	214.97	45.39
Minibuses	69.61	276.12	110.99	323.58	279.84	345.00	297.20	332.84	360.98	128.50
Buses	-52.00	-22.75	13.21	141.67	132.26	43.41	288.24	136.17	1071.43	-10.49
Motorcycles	67.50	76.32	81.61	48.04	207.32	96.86	107.58	152.58	132.54	80.69
LDVs - Bakkies	-1.45	93.70	23.33	163.45	83.37	148.28	114.72	230.34	248.67	53.69
Trucks	-66.42	-31.98	-41.69	40.51	20.52	-14.64	94.07	163.36	223.29	-40.03
Other & Unkwn	-56.11	76.77	-11.33	73.20	115.32	119.02	132.87	232.59	310.77	23.89
<b>Sub-Total</b>	<b>8.67</b>	<b>62.78</b>	<b>34.27</b>	<b>102.64</b>	<b>121.02</b>	<b>112.54</b>	<b>103.35</b>	<b>212.14</b>	<b>223.62</b>	<b>44.31</b>
<b>Towed Vehicles</b>										
Caravans	55.13	67.46	54.93	90.67	200.00	134.51	158.90	152.22	216.13	83.21
Heavy Trailers	-74.81	-45.90	-66.22	-33.75	-60.54	-39.77	55.75	192.86	1100.00	-57.16
Light Trailers	130.84	103.27	143.87	225.29	353.03	204.42	184.32	452.89	453.01	162.31
Unknown	11.43	893.33	41.43	100.00	536.84	933.33	1393.33	376.47	1400.00	232.34
<b>Sub-Total</b>	<b>48.89</b>	<b>65.60</b>	<b>91.84</b>	<b>165.38</b>	<b>120.74</b>	<b>67.33</b>	<b>178.58</b>	<b>369.36</b>	<b>456.25</b>	<b>83.17</b>
<b>All Vehicles</b>	<b>11.47</b>	<b>63.00</b>	<b>37.75</b>	<b>106.23</b>	<b>120.99</b>	<b>106.56</b>	<b>109.80</b>	<b>221.22</b>	<b>240.43</b>	<b>47.20</b>

## APPENDIX B-3

Number of Both Un-Roadworthy & Un-Licensed Vehicles										
Dec 2016	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	71 834	9 425	12 630	4 199	3 421	5 219	4 640	2 300	622	114 290
Minibuses	3 574	296	255	122	82	115	156	103	15	4 718
Buses	637	141	72	23	24	93	29	24	3	1 046
Motorcycles	4 007	496	728	288	243	440	358	166	108	6 834
LDV's - Bakkies	20 247	3 039	3 026	1 361	1 316	1 861	1 619	1 221	277	33 967
Trucks	7 920	1 376	750	328	262	1 446	217	210	33	12 542
Other & Unkwn	636	248	117	123	276	223	146	78	17	1 864
<b>Sub-Total</b>	<b>108 855</b>	<b>15 021</b>	<b>17 578</b>	<b>6 444</b>	<b>5 624</b>	<b>9 397</b>	<b>7 165</b>	<b>4 102</b>	<b>1 075</b>	<b>175 261</b>
<b>Towed Vehicles</b>										
Caravans	413	36	65	13	31	69	26	27	16	696
Heavy Trailers	3 170	508	282	90	482	865	118	28	5	5 548
Light Trailers	1 144	191	243	95	112	184	149	61	25	2 204
Unknown	29	7	11	22	10	2	8	8	0	97
<b>Sub-Total</b>	<b>4 756</b>	<b>742</b>	<b>601</b>	<b>220</b>	<b>635</b>	<b>1 120</b>	<b>301</b>	<b>124</b>	<b>46</b>	<b>8 545</b>
<b>All Vehicles</b>	<b>113 611</b>	<b>15 763</b>	<b>18 179</b>	<b>6 664</b>	<b>6 259</b>	<b>10 517</b>	<b>7 466</b>	<b>4 226</b>	<b>1 121</b>	<b>183 806</b>
Dec 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	11 432	3 808	4 581	2 489	2 052	2 597	1 494	1 849	577	30 879
Minibuses	2 189	640	319	267	169	232	253	291	40	4 400
Buses	148	49	40	28	24	57	35	26	22	429
Motorcycles	1 929	443	689	183	255	395	244	188	94	4 420
LDV's - Bakkies	2 854	1 537	990	940	493	1 015	553	969	247	9 613
Trucks	831	302	249	205	189	456	214	304	88	2 838
Other & Unkwn	183	126	57	49	140	170	90	121	33	969
<b>Sub-Total</b>	<b>19 586</b>	<b>6 905</b>	<b>6 925</b>	<b>4 161</b>	<b>3 322</b>	<b>4 922</b>	<b>2 898</b>	<b>3 748</b>	<b>1 101</b>	<b>53 548</b>
<b>Towed Vehicles</b>										
Caravans	106	21	29	12	19	40	16	26	7	276
Heavy Trailers	191	92	48	24	62	202	73	56	20	768
Light Trailers	842	275	298	119	143	216	136	142	47	2 218
Unknown	7	12	2	2	12	5	11	3	1	55
<b>Sub-Total</b>	<b>1 146</b>	<b>400</b>	<b>377</b>	<b>157</b>	<b>236</b>	<b>463</b>	<b>236</b>	<b>227</b>	<b>75</b>	<b>3 317</b>
<b>All Vehicles</b>	<b>20 732</b>	<b>7 305</b>	<b>7 302</b>	<b>4 318</b>	<b>3 558</b>	<b>5 385</b>	<b>3 134</b>	<b>3 975</b>	<b>1 176</b>	<b>56 865</b>
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Motorised Vehicles</b>										
Motorcars	-84.09	-59.60	-63.73	-40.72	-40.02	-50.24	-67.80	-19.61	-7.23	-72.98
Minibuses	-38.75	116.22	25.10	118.85	106.10	101.74	62.18	182.52	166.67	-6.74
Buses	-76.77	-65.25	-44.44	21.74	0.00	-38.71	20.69	8.33	633.33	-58.99
Motorcycles	-51.86	-10.69	-5.36	-36.46	4.94	-10.23	-31.84	13.25	-12.96	-35.32
LDV's - Bakkies	-85.90	-49.42	-67.28	-30.93	-62.54	-45.46	-64.92	-20.64	-10.83	-71.70
Trucks	-89.51	-78.05	-66.80	-37.50	-27.86	-68.46	-1.38	44.76	166.67	-77.37
Other & Unkwn	-71.23	-49.19	-51.28	-60.16	-49.28	-23.77	-38.36	55.13	94.12	-48.02
<b>Sub-Total</b>	<b>-82.03</b>	<b>-54.03</b>	<b>-60.60</b>	<b>-35.43</b>	<b>-40.93</b>	<b>-47.62</b>	<b>-59.55</b>	<b>-8.63</b>	<b>2.42</b>	<b>-69.45</b>
<b>Towed Vehicles</b>										
Caravans	-74.33	-41.67	-55.38	-7.69	-38.71	-42.03	-38.46	-3.70	-56.25	-60.34
Heavy Trailers	-93.97	-81.89	-82.98	-73.33	-87.14	-76.65	-38.14	100.00	300.00	-86.16
Light Trailers	-26.40	43.98	22.63	25.26	27.66	17.39	-8.72	132.79	88.00	0.64
Unknown	-75.86	71.43	-81.82	-90.91	20.00	150.00	37.50	-62.50	ERR	-43.30
<b>Sub-Total</b>	<b>-75.90</b>	<b>-46.09</b>	<b>-37.27</b>	<b>-28.64</b>	<b>-62.83</b>	<b>-58.66</b>	<b>-21.59</b>	<b>83.06</b>	<b>63.04</b>	<b>-61.18</b>
<b>All Vehicles</b>	<b>-81.77</b>	<b>-53.66</b>	<b>-59.83</b>	<b>-35.20</b>	<b>-43.15</b>	<b>-48.86</b>	<b>-58.02</b>	<b>-5.94</b>	<b>4.91</b>	<b>-69.06</b>

## APPENDIX C-1

Dec 2016										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	15 668	4 512	13 904	2 703	2 338	2 536	1 947	1 537	1 038	46 183
2	74 060	38 581	85 077	28 357	15 230	9 410	10 996	5 905	5 833	273 449
3	273 162	164 774	89 745	73 525	52 764	101 812	60 267	103 490	23 090	942 629
<b>Total</b>	<b>362 890</b>	<b>207 867</b>	<b>188 726</b>	<b>104 585</b>	<b>70 332</b>	<b>113 758</b>	<b>73 210</b>	<b>110 932</b>	<b>29 961</b>	<b>1 262 261</b>
Dec 2017										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	14 356	3 828	12 826	2 749	2 080	2 290	1 667	1 466	991	42 253
2	67 836	33 194	80 524	27 313	14 351	8 887	9 542	5 516	5 405	252 568
3	263 105	160 830	90 361	72 957	50 395	96 322	54 171	106 225	24 517	918 883
<b>Total</b>	<b>345 297</b>	<b>197 852</b>	<b>183 711</b>	<b>103 019</b>	<b>66 826</b>	<b>107 499</b>	<b>65 380</b>	<b>113 207</b>	<b>30 913</b>	<b>1 213 704</b>
% Change										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	-8.37	-15.16	-7.75	1.70	-11.04	-9.70	-14.38	-4.62	-4.53	-8.51
2	-8.40	-13.96	-5.35	-3.68	-5.77	-5.56	-13.22	-6.59	-7.34	-7.64
3	-3.68	-2.39	0.69	-0.77	-4.49	-5.39	-10.11	2.64	6.18	-2.52
<b>Total</b>	<b>-4.85</b>	<b>-4.82</b>	<b>-2.66</b>	<b>-1.50</b>	<b>-4.98</b>	<b>-5.50</b>	<b>-10.70</b>	<b>2.05</b>	<b>3.18</b>	<b>-3.85</b>

**Learner Licences :**

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

## APPENDIX C-2

Dec 2016										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	175 810	60 331	111 044	33 999	26 213	22 729	19 676	14 925	9 400	473 927
A	44 553	13 032	28 241	9 191	9 017	6 620	6 449	3 874	2 440	123 417
B	1 004 200	445 772	560 863	223 592	138 473	117 428	112 007	73 810	49 949	2 726 094
EB	4 641	4 892	4 581	1 100	510	2 555	1 666	1 732	428	22 105
C1	1 211 390	592 929	197 177	191 182	150 167	397 639	202 810	542 837	64 369	3 550 500
EC1	1 310 560	576 581	799 612	311 142	175 777	159 690	141 558	108 965	65 541	3 649 426
C	302 518	170 424	120 147	70 872	79 341	106 858	54 801	93 373	25 098	1 023 432
EC	225 669	69 890	50 505	48 155	35 352	52 194	37 267	65 453	11 427	593 912
<b>Total</b>	<b>4 279 141</b>	<b>1 933 851</b>	<b>1 872 170</b>	<b>887 233</b>	<b>614 850</b>	<b>865 713</b>	<b>576 234</b>	<b>904 969</b>	<b>228 652</b>	<b>12 162 813</b>
Dec 2017										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	177 804	60 952	114 284	34 498	26 342	23 036	19 812	15 099	9 444	481 271
A	44 422	12 989	28 599	9 180	8 945	6 566	6 361	3 847	2 424	123 333
B	1 052 093	461 783	590 902	234 248	143 358	121 150	115 272	75 989	51 778	2 846 573
EB	4 776	4 917	4 819	1 130	527	2 782	1 696	1 786	447	22 880
C1	1 326 082	651 695	211 691	211 952	161 232	437 490	221 516	589 052	69 467	3 880 157
EC1	1 307 982	576 115	806 324	312 236	175 607	159 365	141 241	109 079	65 311	3 653 260
C	311 627	177 968	122 939	72 895	81 052	112 327	56 085	97 802	25 501	1 058 307
EC	224 008	69 812	50 409	46 304	35 248	52 236	37 186	65 741	11 410	592 354
<b>Total</b>	<b>4 448 774</b>	<b>2 016 231</b>	<b>1 929 967</b>	<b>922 543</b>	<b>632 311</b>	<b>914 952</b>	<b>599 180</b>	<b>958 395</b>	<b>236 782</b>	<b>12 668 135</b>
% Change										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	1.25	1.03	2.92	1.47	0.49	1.35	0.69	1.17	0.47	1.55
A	-0.29	-0.33	1.27	-0.12	-0.80	-0.82	-1.36	-0.70	-0.66	-0.07
B	4.77	3.59	5.36	4.77	3.53	3.17	2.91	2.95	3.66	4.42
EB	2.91	0.51	5.20	2.73	3.33	8.88	1.80	3.12	4.44	3.51
C1	9.47	9.91	7.36	10.86	7.37	10.02	9.22	8.51	7.92	9.28
EC1	-0.20	-0.08	0.84	0.35	-0.10	-0.20	-0.22	0.10	-0.35	0.11
C	3.01	4.43	2.32	3.00	2.16	5.12	2.36	4.74	1.61	3.41
EC	-0.74	-0.11	-0.19	0.32	-0.29	0.08	-0.22	0.44	-0.15	-0.26
<b>Total</b>	<b>3.96</b>	<b>4.26</b>	<b>3.09</b>	<b>3.98</b>	<b>2.84</b>	<b>5.69</b>	<b>3.98</b>	<b>5.90</b>	<b>3.12</b>	<b>4.07</b>

### 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

### APPENDIX C-3

Dec 2016										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 817	1 799	1 608	719	872	976	404	865	317	9 375
P G	273 055	170 455	144 415	83 361	62 084	97 897	52 447	105 293	23 673	1 012 660
D G	37	27	13	6	21	17	29	10	5	165
D P G	12 781	9 767	4 255	2 085	2 905	3 161	1 225	1 830	665	38 674
<b>Total</b>	<b>287 690</b>	<b>182 048</b>	<b>150 289</b>	<b>86 171</b>	<b>65 862</b>	<b>102 051</b>	<b>54 105</b>	<b>107 998</b>	<b>24 660</b>	<b>1 060 874</b>
Dec 2017										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 696	1 838	1 532	705	842	965	394	838	314	9 122
P G	278 538	178 177	148 438	84 774	62 938	99 495	52 234	106 697	24 578	1 035 868
D G	47	22	13	6	17	16	20	30	4	177
D P G	13 525	10 405	4 367	2 276	3 052	3 402	1 229	1 948	715	40 919
<b>Total</b>	<b>293 807</b>	<b>190 440</b>	<b>154 348</b>	<b>87 763</b>	<b>66 847</b>	<b>103 878</b>	<b>53 877</b>	<b>109 513</b>	<b>25 611</b>	<b>1 086 084</b>
% Change	291 368	185 108	151 721	86 433	66 031	103 018	54 025	108 685	24 835	1 071 225
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	-6.66	2.06	-4.61	-1.95	-3.44	-1.13	-2.48	-3.12	-0.95	-2.70
P G	2.01	4.53	2.78	1.70	1.41	1.63	-0.41	1.33	3.82	2.29
D G	27.03	-18.52	0.00	33.33	-19.05	-5.88	-31.03	200.00	-20.00	7.27
D P G	5.82	6.53	2.63	9.16	5.06	7.62	0.33	6.45	7.52	5.80
<b>Total</b>	<b>2.13</b>	<b>4.61</b>	<b>2.70</b>	<b>1.85</b>	<b>1.50</b>	<b>1.79</b>	<b>-0.42</b>	<b>1.40</b>	<b>3.86</b>	<b>2.38</b>

#### Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods





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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into the province arresting more road users for driving without permits. A figure below provides breakdown of arrests per province per arrests.

Arrests		EC	FS	GP	LIM	KZN	MP	NC	NTP	NW	WC	Total
Drunken Driving:	2016	172	80	3090	402	200	427	6	1141	175	290	5943
	2017	102	91	3217	714	139	492	24	43	178	0	5000
No Driving Licence:	2016	16	0	19	2	14	8	1	26	0	0	86
	2017	32	0	143	1	7	0	2	0	1	0	186
Speed:	2016	6	984	114	16	47	51	12	0	7	27	764
	2017	6	1070	700	41	91	263	16	0	0	0	2183
Overload Goods:	2016	0	0	3	13	3	26	0	0	5	10	60
	2017	0	0	15	50	9	60	1	0	17	0	152
Overload Passengers:	2016	0	2	1	0	2	67	0	0	0	1	73
	2017	0	5	2	0	2	2	0	0	0	0	11
Inco, Rec. & Neg:	2016	2	9	19	24	15	8	1	6	2	17	103
	2017	12	2	75	7	6	5	0	0	1	0	108
Permits / Operating Permits:	2016	0	2	0	7	133	387	0	0	1	3	533
	2017	0	11	1	1	201	0	0	0	15	0	331
Warrants Executed:	2016	182	0	79	666	172	200	446	0	638	12	2395
	2017	986	0	226	1530	384	484	255	0	1318	0	5183
False Documentation:	2016	7	2	35	4	5	3	2	6	3	21	88
	2017	10	1	20	0	19	2	2	0	2	0	56
Other Arrests:	2016	21	3	90	10	38	17	2	0	4	25	210
	2017	110	42	384	37	52	29	1	5	12	0	672
Total arrests:	2016	406	582	3410	1144	629	1194	470	1179	835	406	10255
	2017	1258	1228	4783	2381	1012	1337	301	48	1544	0	13892

**Table 28: Law Enforcement arrests**