



State of Road Safety Report

Quarterly Report

April – June 2018



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 crash statistics, law enforcement and road safety programme information. The performance is for the period between April – June 2018. The performance per each focus areas have been provided below

Road Crashes Data

A total number of 3 303 fatalities were recorded for the period between April to June 2018 from 2 758 fatal crashes. That resulted in a decrease of 6% from 2017. The most affected road users were pedestrians and passengers.

A total number of twenty-five (25) major crashes were reported and investigated during this period. One-hundred and forty-two (142) persons were killed and in one-hundred and three (103) persons sustained injuries in the major crashes.

Vehicle and driver population

The number of registered vehicles increased by 258 456 (2.14%) from 12 090 066 on 30 June 2017 to 12 348 522 vehicles on 30 June 2018.

The number of learner driving licences issued decreased by 51 295 (4.12%) from 1 244 221 on 30 June 2017 to 1 192 926 on 30 June 2018.

The number of driving licences issued increased by 405 307 (3.27%) from 12 402 096 on 30 June 2017 to 12 807 403 as on 30 June 2018.

Law Enforcement and Road Safety performance

Road Safety unit conducted the following activities during the period under review (quarter 1). First activity, the youth programme developed and monitored whereby the Youth concept document was revised and submitted for approval.

Secondly, the Learner Licence project to be piloted in various provinces.

Thirdly, the unit conducted driver education workshops targeting Drivers of scholar transport and the drivers of the Department of Agriculture and Forestry.

Lastly, the unit monitored the implementation of Road Safety programmes by Community Based Structures. The concept document was developed for Pedestrian, Passenger and driver programme with a focus on hazardous locations and it was submitted for approval.

A total of 2 588 902 were stopped and checked in 2018, recording a decline of 9% when compared to 2017 same period where 2 830 606 vehicles were stopped and checked.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between April and June 2018 using the CHoCOR Forms. In addition, the report includes information about registered vehicles, un-roadworthy and un-licenced vehicles, driving licences 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 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

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 below provides a comparison during the 1st quarters in 2017 and 2018. There was a decrease of 122 (4,2%) in comparison to the two quarters of 2017 and 2018 nationally. On a provincial level, six (7) provinces recorded a decrease while the other three (3) provinces recorded an increase in the number of fatal crashes. The highest decrease was recorded for Northern Cape with 22,6% followed by Limpopo and Western Cape with 14% and 8,4% respectively.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2017	641	549	261	320	184	277	212	343	93	2 880
2018	601	558	239	339	186	272	197	294	72	2 758
change	-40	9	-22	19	2	-5	-15	-49	-21	-122
% change	-6,2	1,6	-8,4	5,9	1,1	-1,8	-7,1	-14,3	-22,6	-4,2

Table 1: Number of fatal crashes per Province

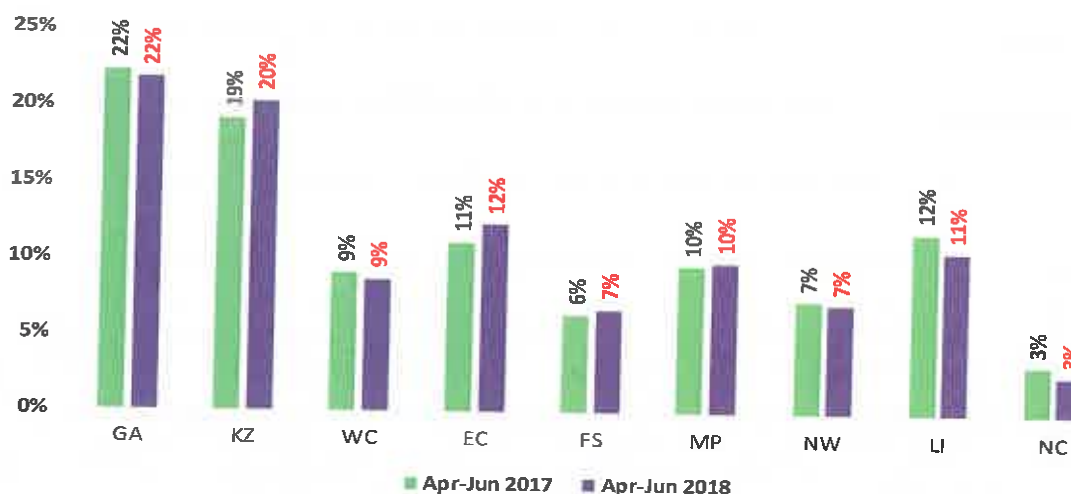


Figure 1: Percentage distribution of fatal crashes per province

The figure above provides percentage distribution of fatal crashes per province. The provinces with the highest contributions of more than 15% for the two periods under review are Gauteng and Kwa-Zulu Natal.

3.1.1 Fatal Crashes per Day of Week

The details of the crashes per day of the week is given in the figure below. Friday, Saturday and Sunday remain the most affected day of the week by fatal crashes for both quarters in 2017 and 2018. More than 20% of fatal crashes were recorded on Saturday and Sunday for both quarters of 2017-2018.

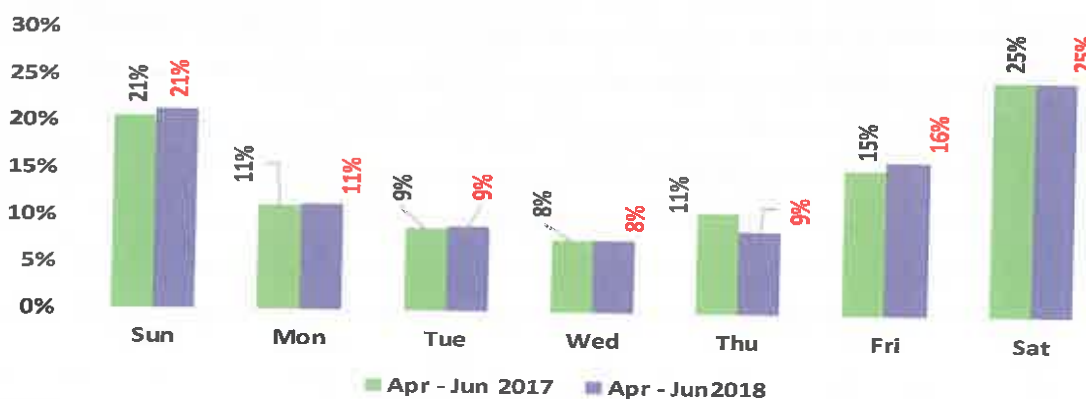


Figure 2: Percentage distribution of fatal crashes per day of week

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 figure below.

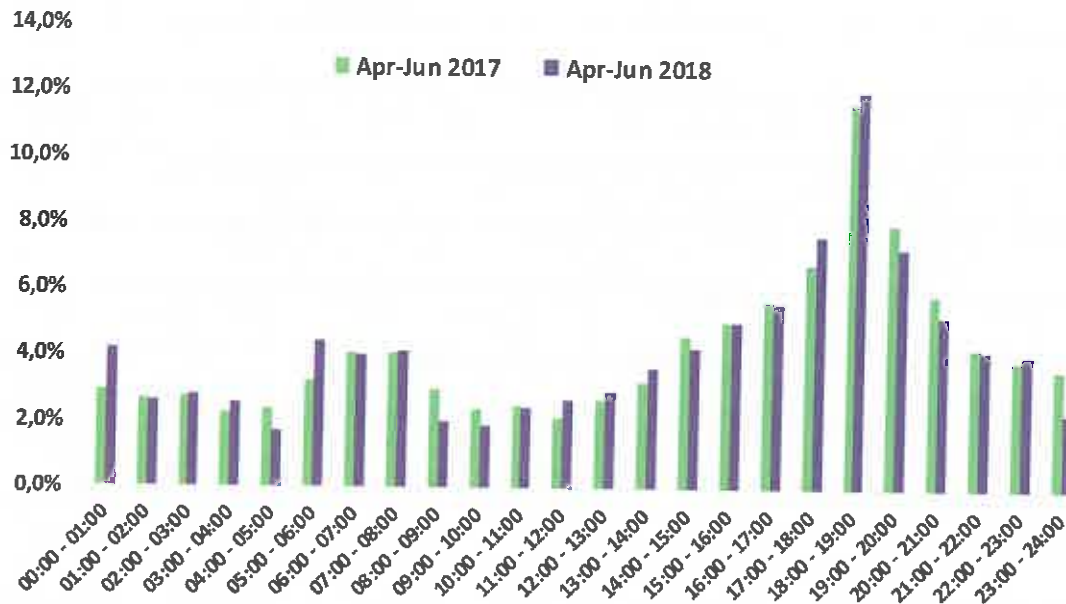


Figure 3: Percentage distribution of fatal crashes per time of day for two quarters of 2017 and 2018

The figure above depicts a comparison between fatal crashes per time of day during the first quarter of 2017 and 2018. In comparison, slot 18:00 to 19:00 recorded the highest fatal crashes of 12% in 2018 that increased by 0,4% from 11,6% in 2017. The time slot between 19:00 to 20:00 has recorded a slight decrease of 0,7% compared to the previous year.

3.1.3 Fatal crashes per crash type

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

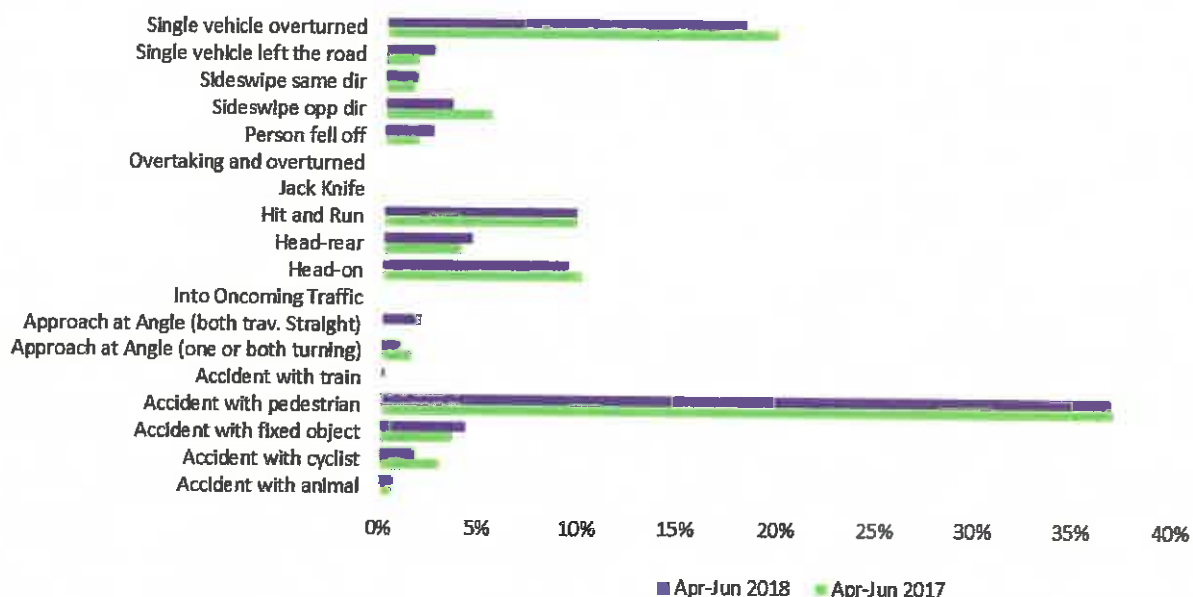


Figure 4: Percentage distribution of fatal crashes per crash types

The figure above depicts that most crashes occurred due to crashes with pedestrians and single vehicle overturned. A contribution of 37% for 2017 was recorded for crashes involving pedestrians and 36,9% for 2018, which shows a slight decrease of 0,1%. It was followed by single vehicle overturned with a contribution of 20% for 2017 and 18,1% for 2018 which decreased by 1,6%.

3.1.4 Fatal crashes per vehicle type

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

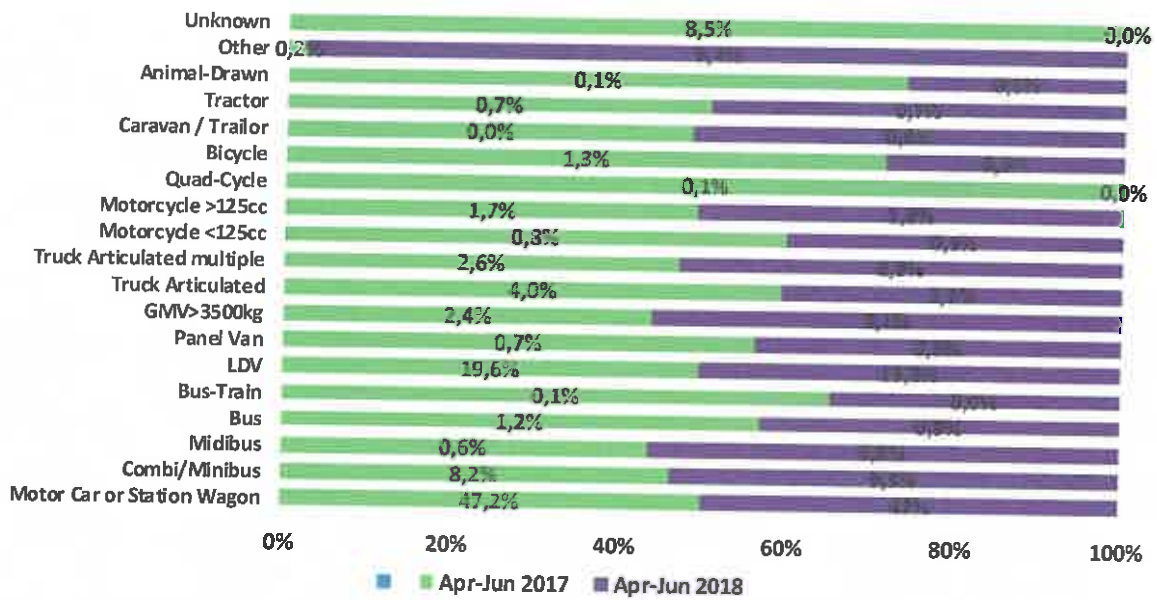


Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were motorcars and LDV's with contributions of 47% and 19,8% respectively during quarter 1 in 2018. Motor cars recorded a decrease of 0,4% while LDV's recorded a decrease of 0,2% in comparison of the two periods. The two vehicle types may contribute to high number of fatalities for passengers.

3.2 Contributory factors

The contributory factors for fatal crashes are classified 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).

The fatal crashes for April to June 2018 showed that human factors contributed 88,5% as compared to 83% recorded during April to June 2017, which depicts an increase of 5,5%. The roads and environmental factors recorded 10,1% in 2017 and 4,8% in 2018 which shows a significant reduction of 5.3%. Human factors remain a challenge compared to other factors.

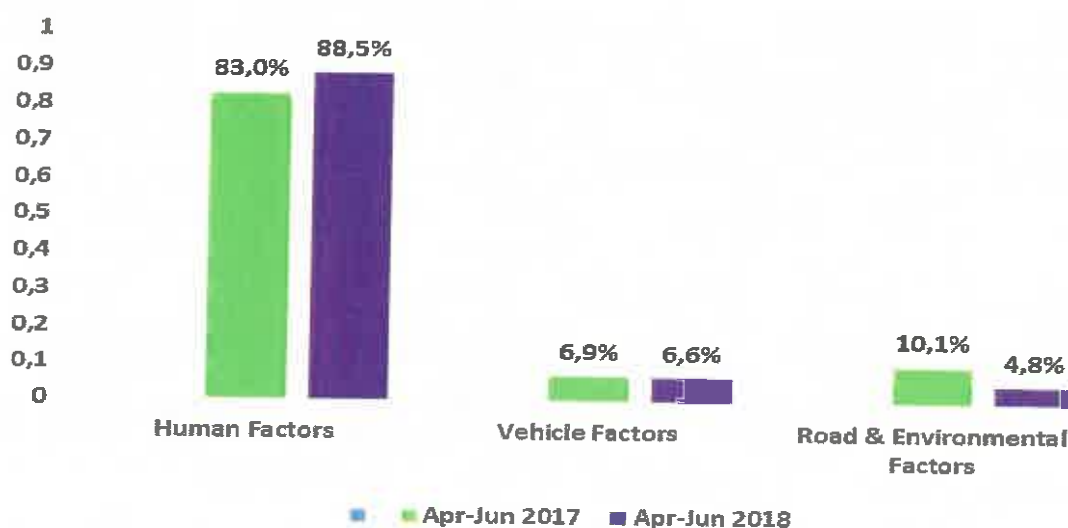


Figure 6: Comparison of contributory factors for 2017 and 2018

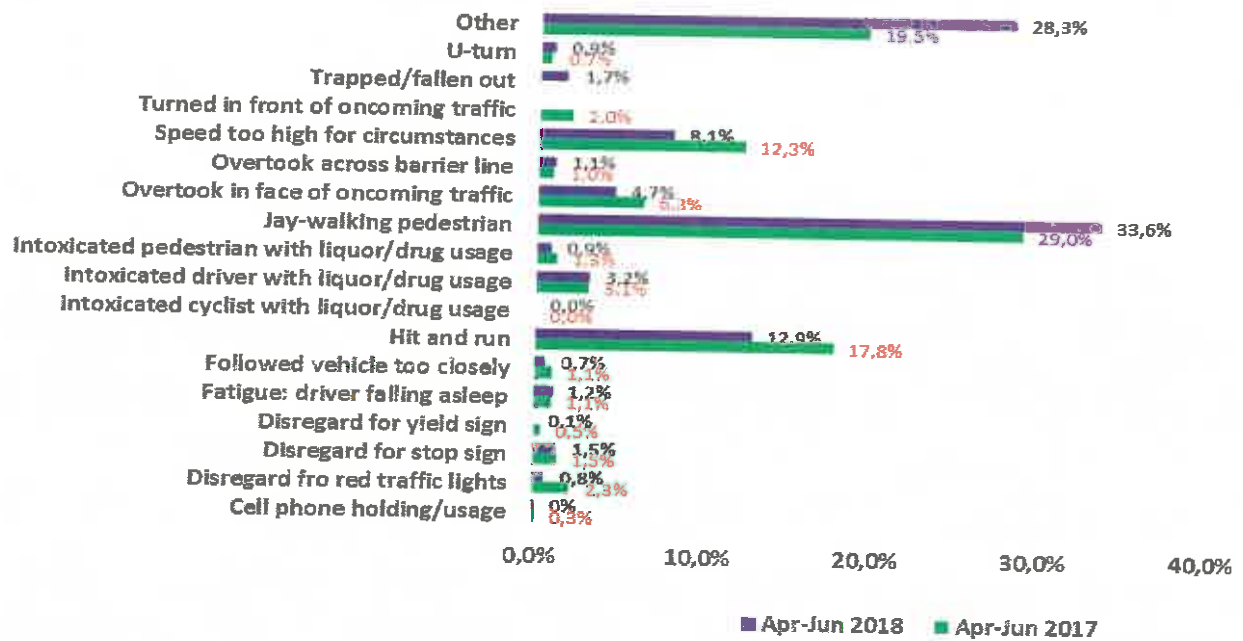


Figure 7: Percentage distribution of human factors

The figure above shows that jay-walking contribution to fatal crashes has increased by 4,6% from 29% in 2017 to 34% in 2018. These was followed by hit and run with a contribution of 18% in 2017 and 13% in 2018 which depicts a decrease of 4,9%. Speed remains a challenge as it also contributed to fatal crashes. The jay-walking and hit and run as depicted above correlate to a high number of fatalities for pedestrians.

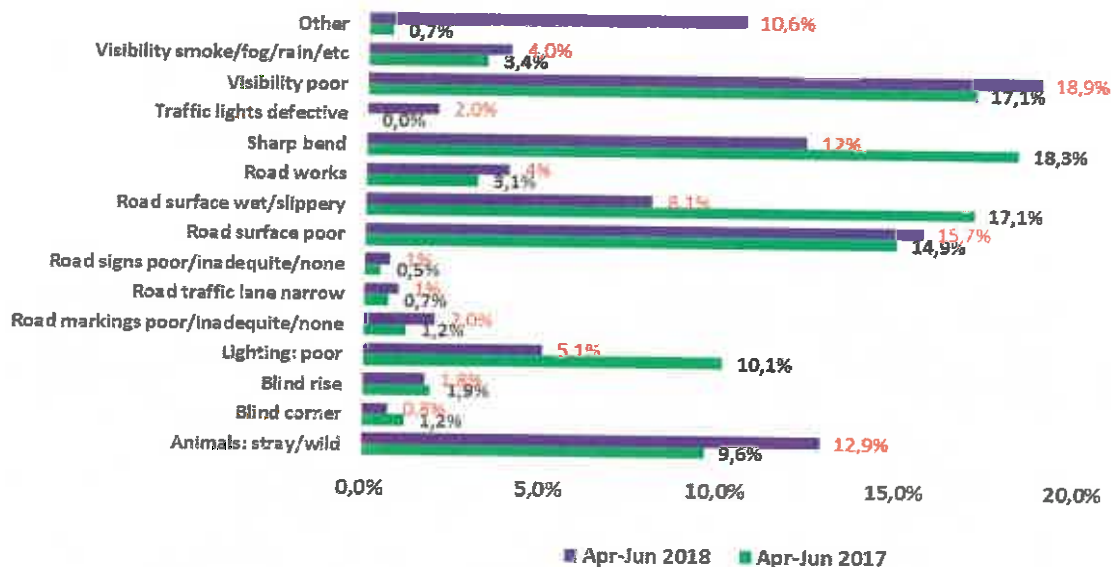


Figure 8: Percentage distribution of road and environmental factors

The figure above depicts that most fatal crashes occurred as a result of visibility being poor which contributed 18,9% in 2017 and 17% in 2018, followed by sharp bend which contributed 18,3% in 2017 and 12% in 2018.

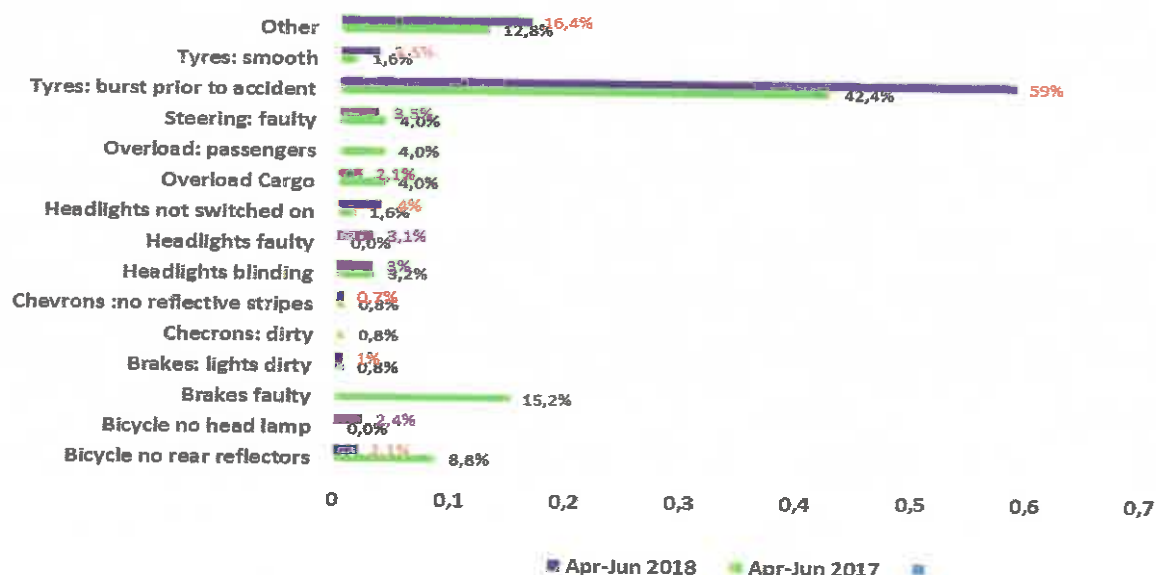


Figure 9: Percentage distribution for vehicle factor

The figure above shows that most crashes occurred as a result of tyre burst prior to accident with a contribution of 59% in 2018 as compared to 42,4% in 2017 which shows an increase of 16%.

4. ROAD FATALITIES

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

The table below provides a comparison of fatalities per province for first quarter in 2017 and 2018. There was a decrease of 206 (5,9%) in comparison to the two quarters of 2017 and 2018 nationally. On a provincial level, seven (7) provinces recorded a decrease while the other two (2) provinces recorded an increase in the number of fatalities. The highest decrease was recorded for Limpopo with 13,7%% followed by Mpumalanga with 11,94%.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2017	722	655	309	407	236	377	267	423	113	3 509
2018	675	632	288	424	240	332	247	365	100	3 303
change	-47	-23	-21	17	4	-45	-20	-58	-13	-206
% change	-6,51	-3,51	-6,80	4,18	1,69	11,94	-7,49	13,71	11,50	-5,87

Table 2: Comparison of fatalities per province for the two quarters of 2017 and 2018

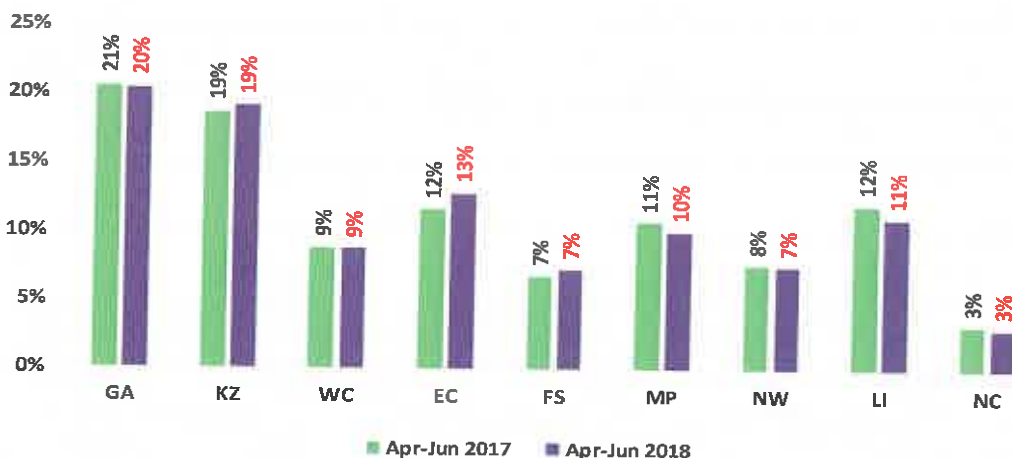


Figure 10: Comparison of fatalities per province for the two quarters of 2017 and 2018

4.2 Number of Fatalities per Road User Group

The percentage distribution of fatalities per road user groups are reflected in the figure below. The pedestrians contributed 39,4% in 2017 and 39,9% in 2018, which is an increase of 0,5% in comparison of the two periods. The passengers followed with a contribution of 31,6% in 2017 and 2018 respectively, which is a stable contribution. The drivers recorded an decrease of 0,1% from 25,2% in 2017 to 25,1% in 2018.



Figure 11: Percentage distribution of fatalities per road user

The figure below depicts trends for fatalities per gender for first quarter in 2017 and 2018. The trends shows that there was a decrease of 1.2% for males from 76,6% in 2017 to 75,4% in 2018 and 0.9% decrease for females from 23,1% in 2017 to 22,2% in 2018.

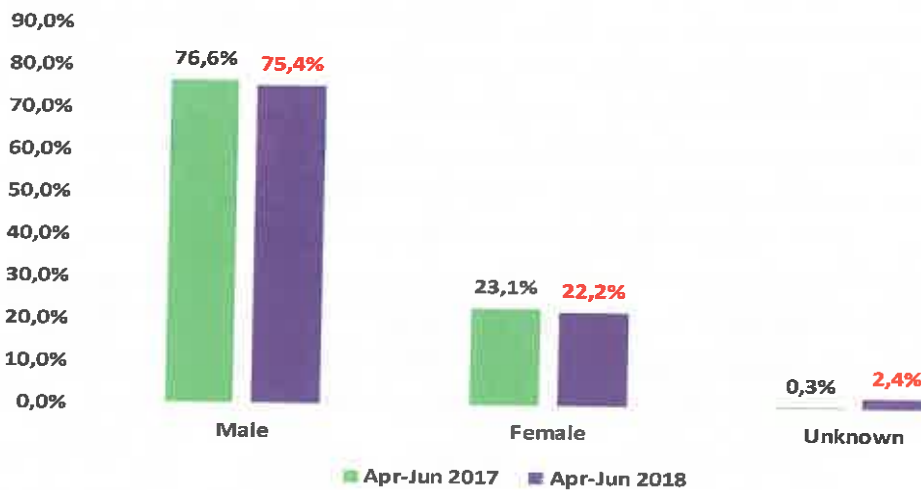


Figure 12: Percentage distribution of fatalities per gender

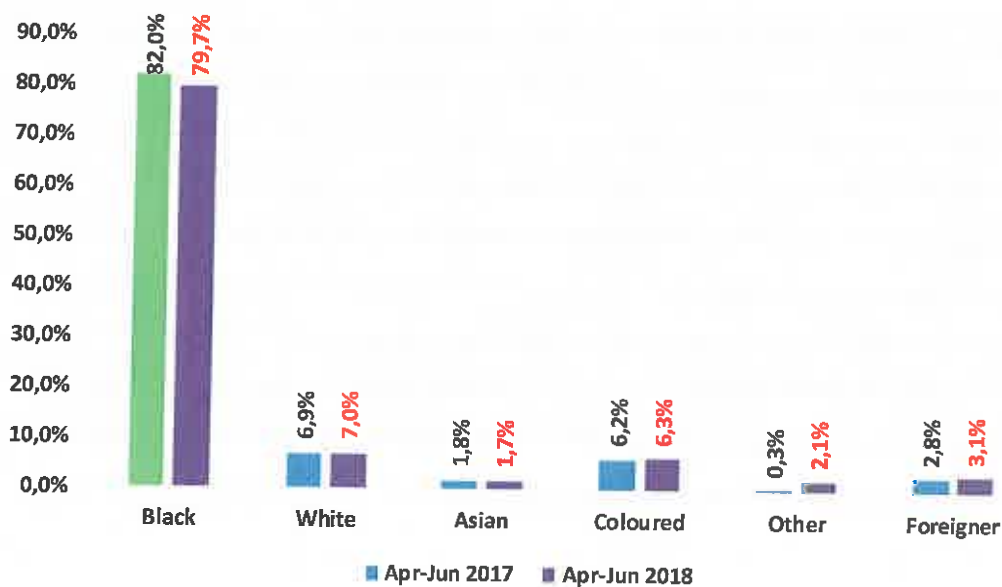


Figure 13: Percentage distribution of fatalities per race

The figure above shows that fatalities relating to blacks are very high in comparison to the other races. Blacks contributed 82% to the total fatalities in 2017 and 79,7% in 2018 which shows a slight decrease of 2,3%. The white race followed with a contribution of 7% in 2018 that is a slight increase of 0.1% as compared to 6,9% in 2017.

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 April to June 2018. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists)

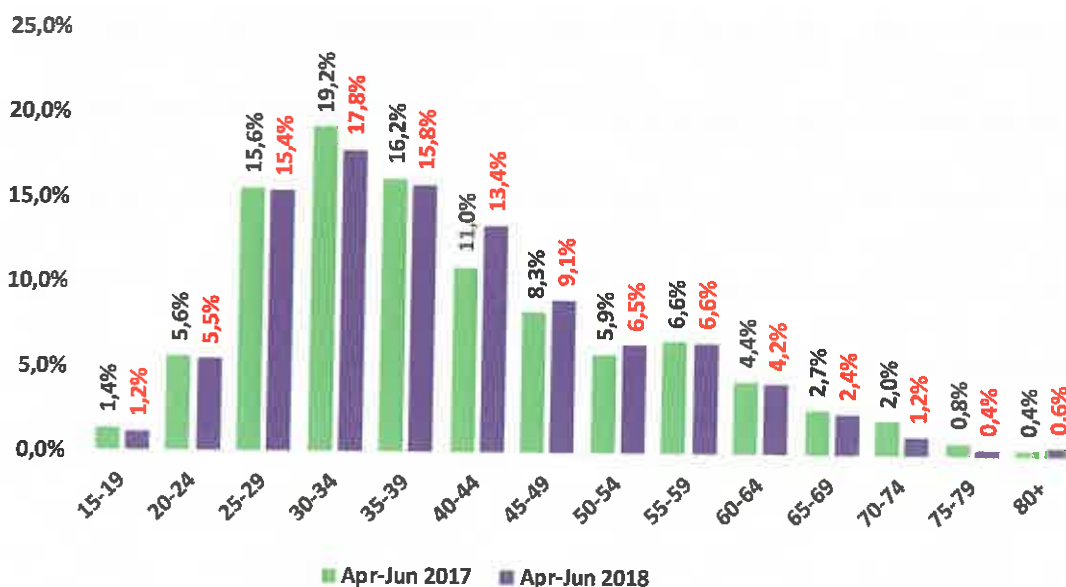


Figure 14: Percentage distribution of fatalities per age for drivers

The figure above shows that the highest percentage distribution of fatalities for drivers were recorded from age group 25 to 39 years. The highest percentage distribution was recorded between age category 30 – 34 years with 19,2% in 2017 and 17,8% in 2018. However, this depicts a slight decrease of 1,3%.

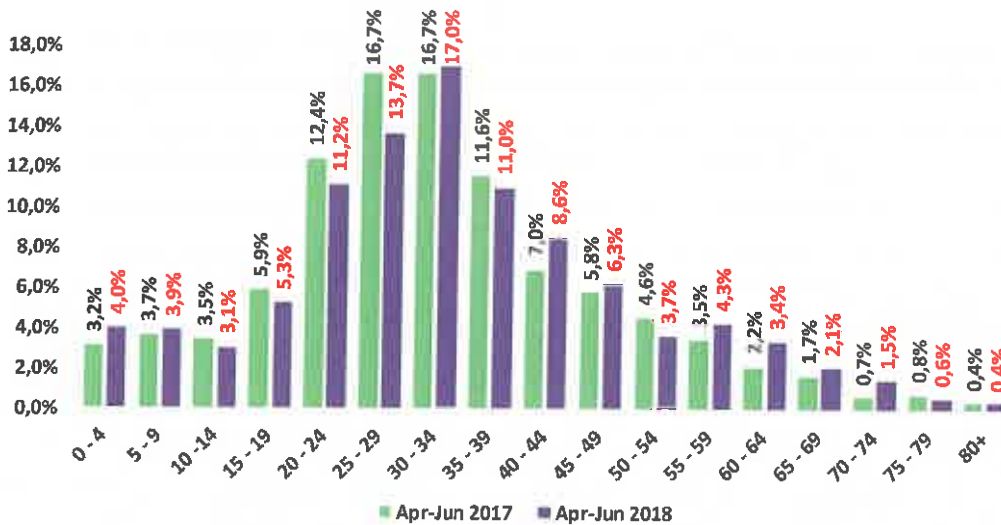


Figure 15: Percentage distribution of fatalities per age for passengers

The figure above indicates that most fatalities for passengers were recorded between age group 20 - 39 years. The highest percentage distribution was recorded between age category 30 – 34 years with 16,7% in 2017 and 17% in 2018. However, this depicts a slight increase of 0,3%. Furthermore, the fatalities for the age groups 25 - 29 years recorded a decrease during the period under review from 16,7% to 13,7%.

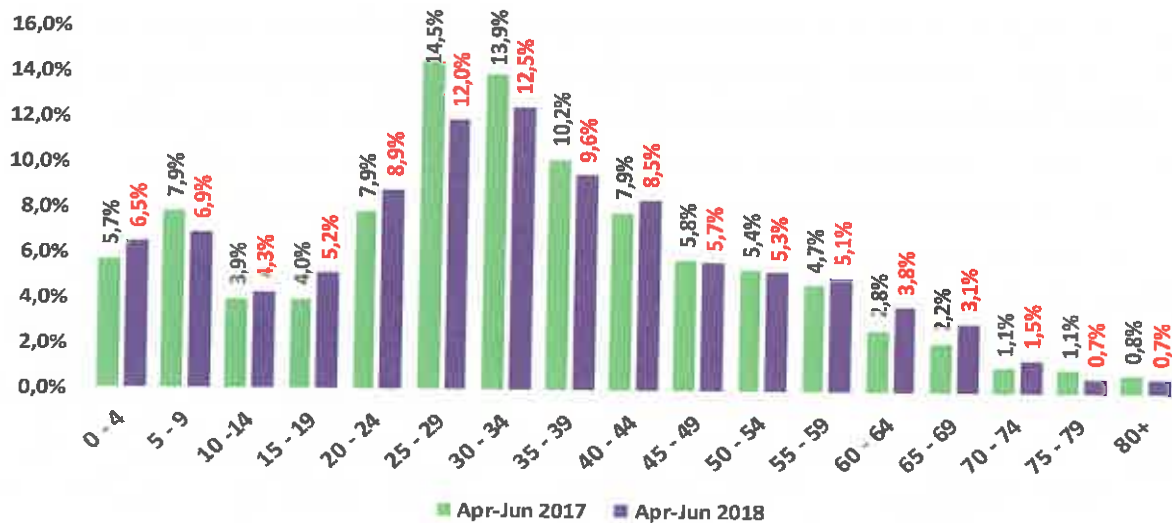


Figure 16: Percentage distribution of fatalities per age for pedestrians

The figure 15 above indicates that most fatalities for pedestrians were recorded between the ages 20 – 44 years with more than 8% contribution. The highest percentage distribution was recorded between age category 30 – 34 years with 13,9% in 2017 and 12,5% in 2018. However, this depicts a slight decrease of 1,4%. Furthermore, the fatalities for the age groups 25 - 29 years recorded a decrease during the period under review from 14,5% to 12,0%.

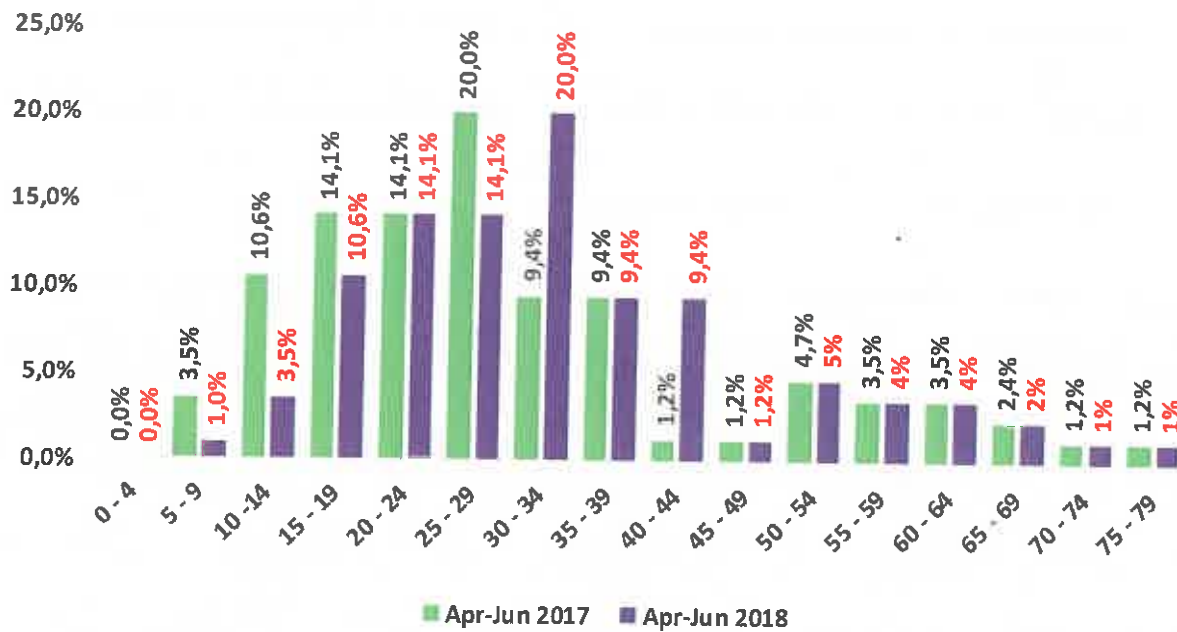


Figure 17: Percentage distribution of fatalities per age for cyclists

The figure above indicates that most fatalities for cyclists were recorded between age group 25 to 29 years with a contribution of 20% in 2017 and 14% in 2018 resulting with a decrease of 5.9%. The age groups 30 – 34 years recorded a contribution of 9,4% in 2017 and 20% for 2018, of which depicts an increase of 10,6%.

5. MAJOR CRASHES INVESTIGATED

A total number of twenty-five (25) major crashes were reported and investigated during this period. One-hundred and forty-two (142) persons were killed and one-hundred and three (103) persons sustained injuries in the major crashes.

The pie chart below indicates the number of casualties, two-hundred and forty-five (245) – consisting of one-hundred and forty-two (142) fatalities and one-hundred and three (103) injuries sustained during the first Quarter of the 2018/ 2019 Financial Year in the twenty-five (25) major crashes reported and investigated.

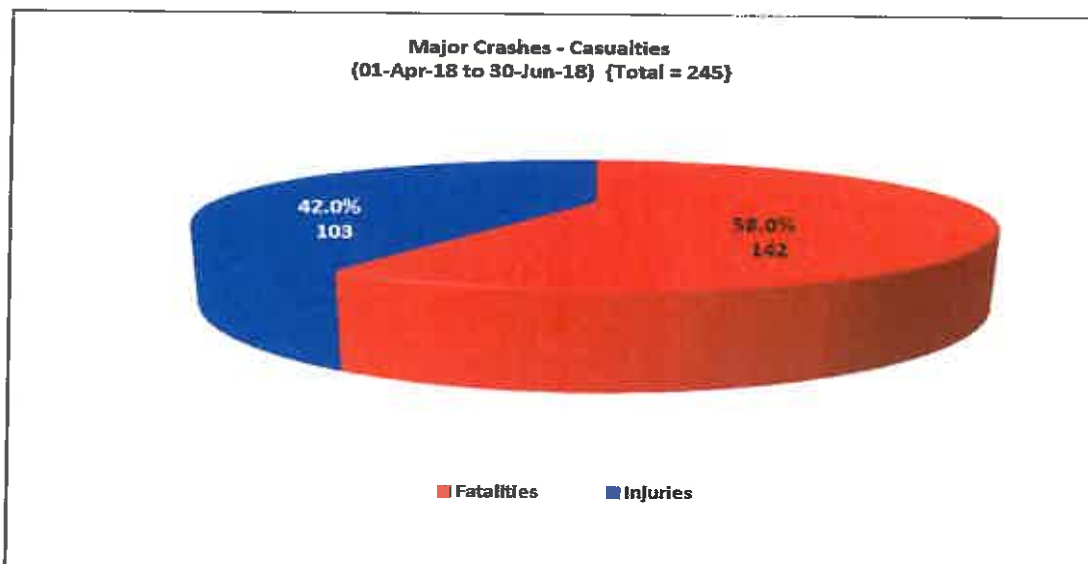


Figure 18: Major crash casualties for the First Quarter of the 2018/ 2019 Financial Year

Figure 2 compares the number of major crashes reported and investigated during the first Quarter of the 2017/ 2018 Financial Year and the first Quarter of the 2018/ 2019 Financial Year.

A decrease has been recorded for the number of crashes from thirty- six (36) in 2017/ 2018 to twenty-five (25) in 2018/ 2019. A downward trend has been observed for the number of fatalities as well from two-hundred and eleven (211) in 2017/ 2018 to one-hundred and forty-two (142) in 2018/ 2019.

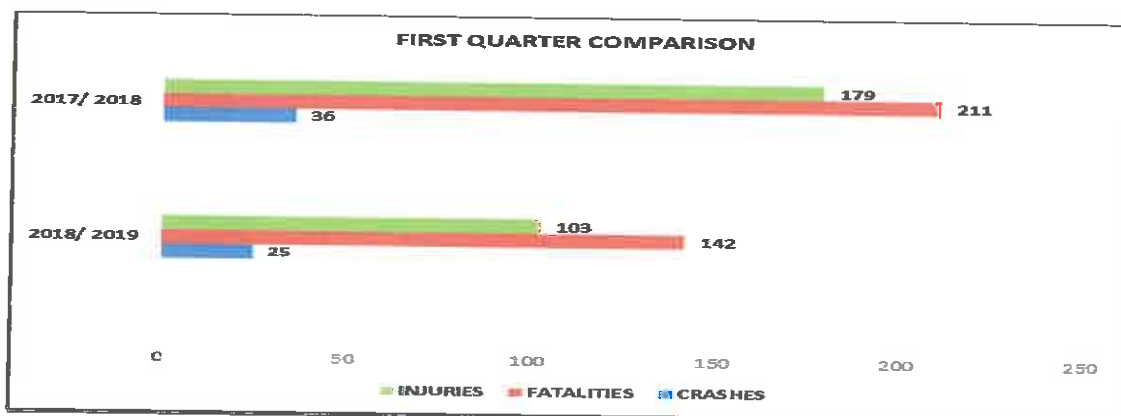


Figure 19: first quarter major crash comparison for the 2017/ 2018 and the 2018/ 2019 financial year

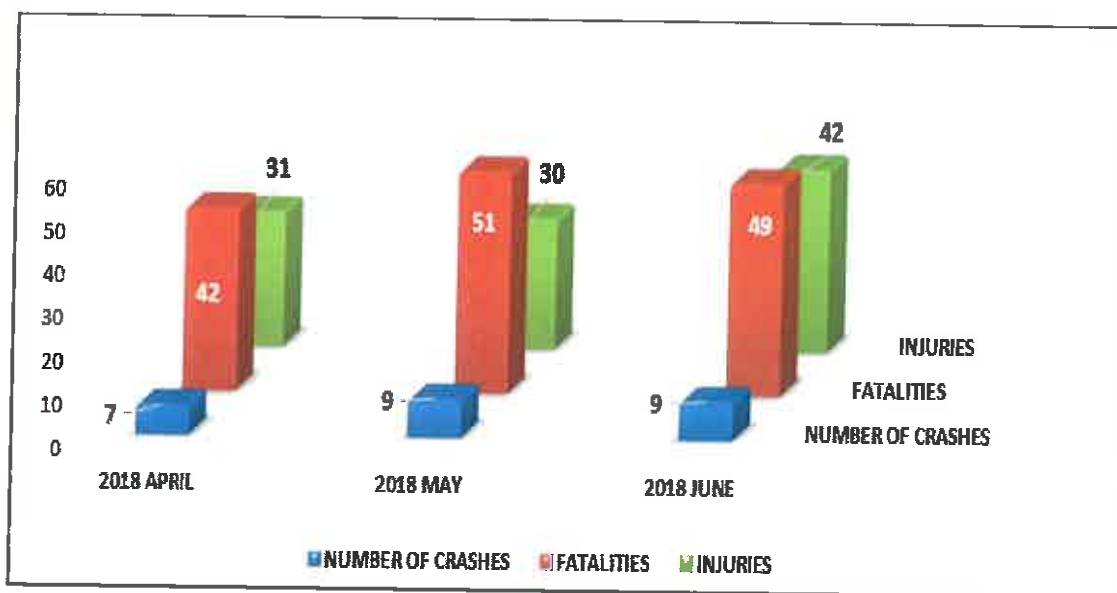


Figure 20: Monthly comparison on the number of major crashes reported and investigated during the First Quarter of the 2018/ 2019 Financial Year

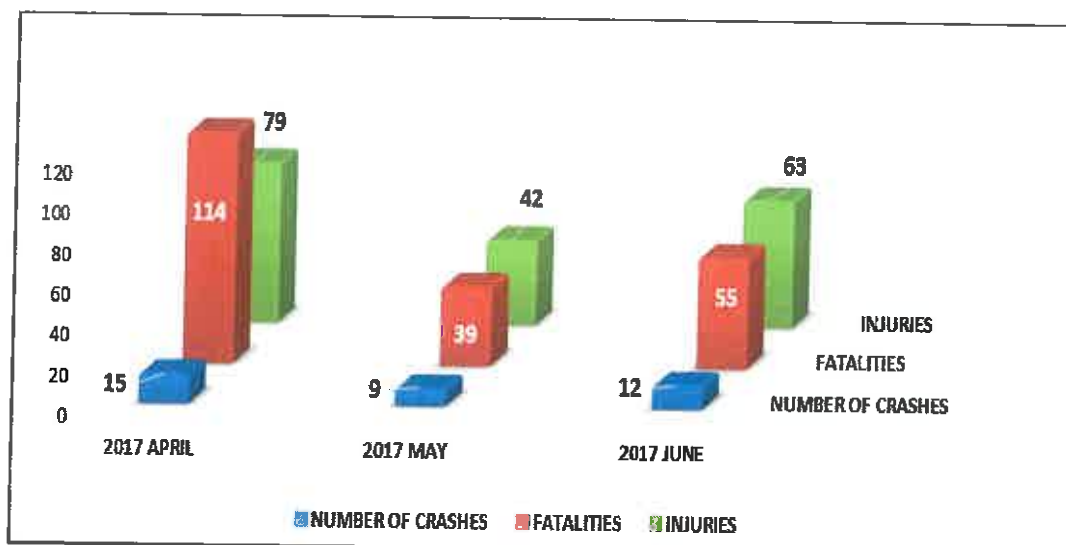


Figure 21: Monthly comparison on the number of major crashes reported and investigated during the first quarter of the 2017/ 2018 Financial Year

The highest number of crashes and fatalities were reported and investigated in the following Provinces:

- ✚ Free State Province (5 crashes and 31 fatalities);
- ✚ North West Province (5 crashes and 29 fatalities) and
- ✚ Kwa-Zulu Natal Province (5 crashes and 27 fatalities).

The following Provinces recorded the highest severity rate of fatalities per crash:

- ✚ Free State Province (6.2 fatalities per crash);
- ✚ Western Cape Province (6.0 fatalities per crash) and
- ✚ North West Province (5.8 fatalities per crash).

5.1 VEHICLE TYPES COMPARISON ON MAJOR CRASHES IN THE FIRST QUARTER OF THE 2017/ 2018 AND 2018/ 2019 FINANCIAL YEARS.

The following table depicts the vehicle types involved in the major crashes reported and investigated during the first quarter of the 2017/ 2018 and 2018/ 2019 Financial Year.

2017/ 2018 FINANCIAL YEAR	2018/ 2019 FINANCIAL YEAR
A total of ninety-three (93) vehicles were involved in thirty-six (36) major crashes	A total of forty-four (44) vehicles were involved in the twenty-five (25) major crashes.
<p>The vehicle types mostly involved in the major crashes were:</p> <ul style="list-style-type: none"> ⚡ Light Motor Vehicles (LMV's) - 35 ⚡ Trucks- 18 ⚡ Light Delivery Vehicles (LDV's) - 13 and ⚡ Minibus Taxi's- 12 	<p>The vehicle types mostly involved in the major crashes were:</p> <ul style="list-style-type: none"> ⚡ Light Motor Vehicles (LMV's)- 24 ⚡ Minibus Taxis- 7 ⚡ Light Delivery Vehicles (LDV's)- 6

Table 3: Vehicle types comparison on major crashes in the first quarter of the 2017/ 2018 and 2018/ 2019 financial years

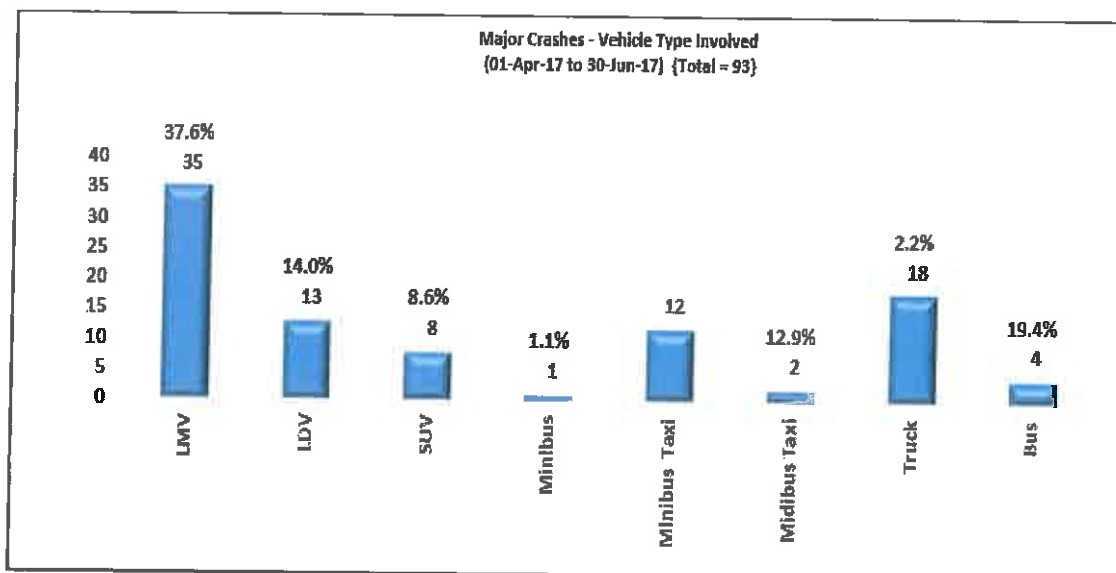


Figure 22: Vehicle types involved in major crashes investigated during the first quarter of the 2017/ 2018 financial year

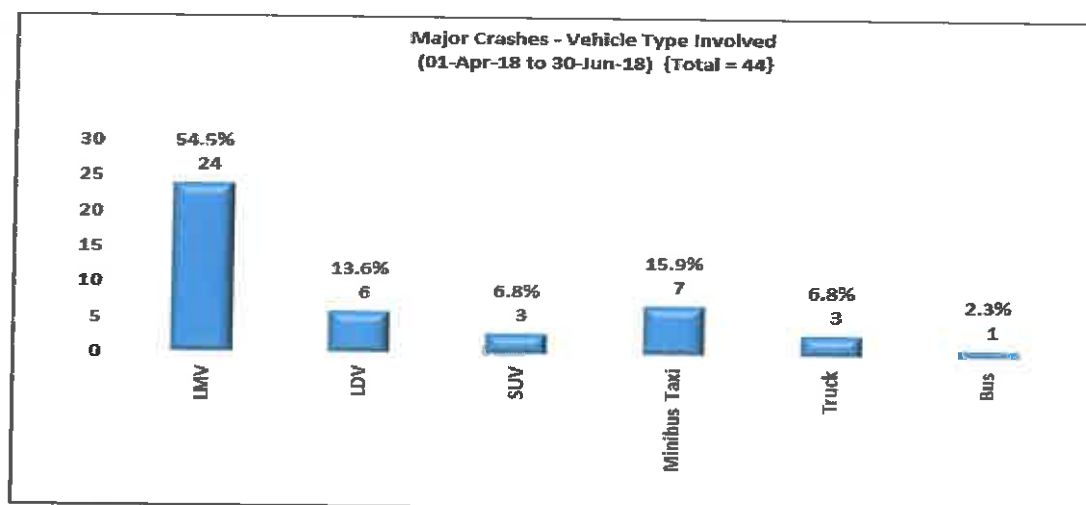


Figure 23: Vehicle types involved in major crashes during the First Quarter of the 2018/ 2019 Financial Year

5.2 MAJOR CRASH TYPE COMPARISON ON MAJOR CRASHES THAT OCCURRED DURING THE FIRST QUARTER OF 2017/ 2018 AND 2018/ 2019

The following table depicts the major crash type comparison on crashes that occurred during the first quarter of the 2017/ 2018 and 2018/ 2019 Financial Year Financial Years.

2017/ 2018 FINANCIAL YEAR	2018/ 2019 FINANCIAL YEAR
<p>The highest number of crash types were:</p> <ul style="list-style-type: none"> ⬇ Head On crash types (12 crashes); ⬇ Multiple Vehicle crash types (7 crashes); ⬇ Single Vehicle Overturned crash types (6 crashes) and ⬇ Sideswipe Opposite Direction type crashes (5 crashes). 	<p>The highest number of crash types were:</p> <ul style="list-style-type: none"> ⬇ Head On crash types (9 crashes); ⬇ Single Vehicle Overturned crash types (5 crashes); ⬇ T-Bone type crashes (5) and ⬇ Multiple Vehicle crash types (2 crashes).

Table 4: major crash type comparison on major crashes that occurred during the first quarters of the 2017/ 2018 2018/ 2019 financial years

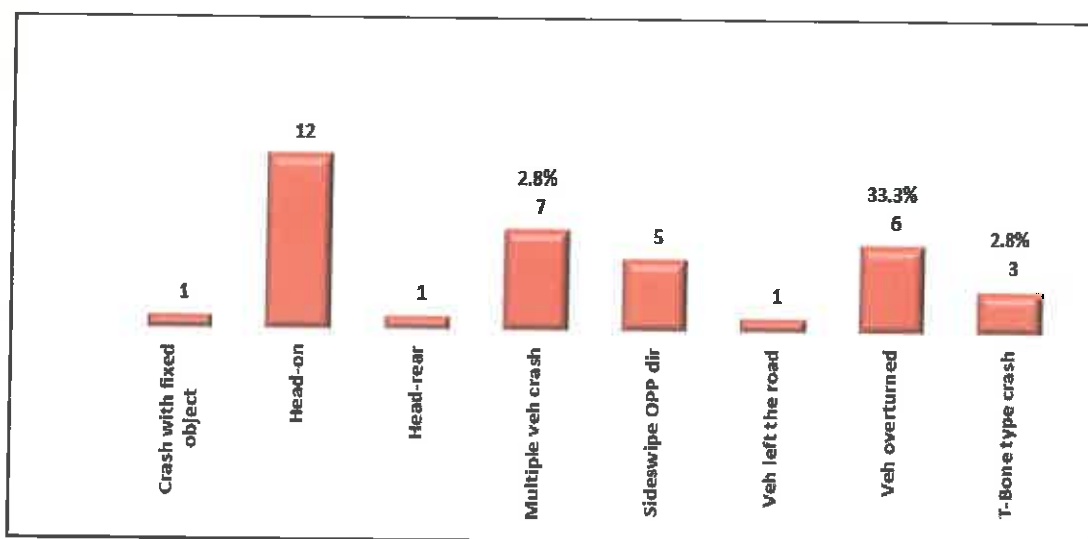


Figure 24: Major crash types that occurred during the First Quarter of the 2017/ 2018 Financial Year

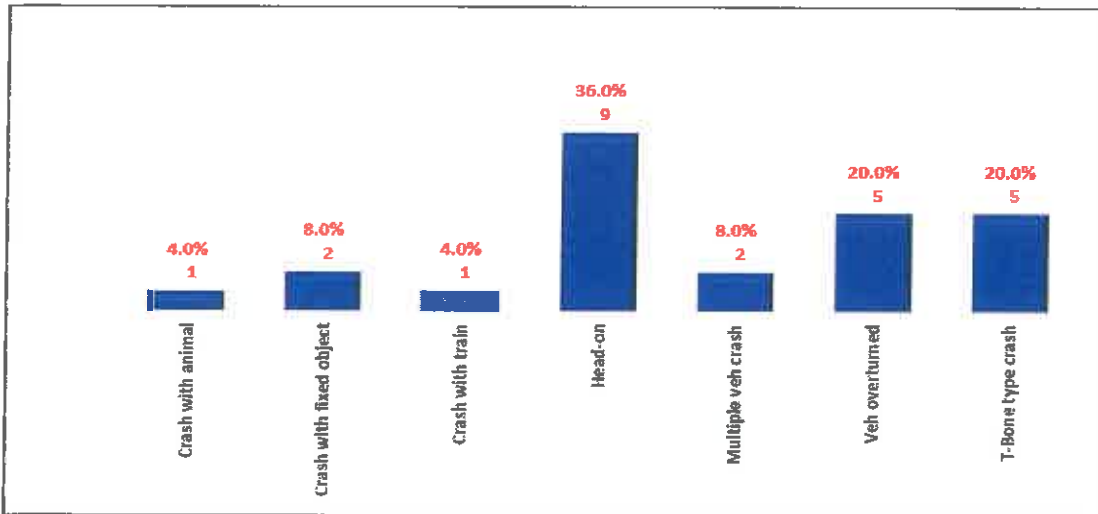


Figure 25: Major crash types that occurred during the First Quarter of the 2018/ 2019 Financial Year

5.3 CONTRIBUTING FACTORS TO THE MAJOR CRASHES DURING THE QUARTER OF THE 2017/ 2018 FINANCIAL YEAR.

About 92.0% of the contributing factors to the major crashes that occurred during the period under review were due to Driver/ Human Error. These crashes occurred as a direct result of:

- ⚠ Speed too high for circumstances;
- ⚠ Disregard stop sign;
- ⚠ Driver failed to keep a proper lookout;
- ⚠ Drove in oncoming traffic lane
- ⚠ Failed to keep vehicle under control
- ⚠ Overtook in face of oncoming traffic

4.0% of the contributing factors to the major crashes that occurred during the period under review were because of Vehicle factors. These crashes occurred as a direct result of:

 **Tyre thread separation**

4.0% of the contributing factors to the major crashes that occurred during the period under review were because of Environmental factors. These crashes occurred as a direct result of:

 **Animals stray/ wild**

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 258 456 (2.14%) from 12 090 066 on 30 June 2017 to 12 348 522 vehicles on 30 June 2018. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered June 2017	Number registered June 2018	Change	% Change	% of Group June 2018	% of Total June 2018
Motorised Vehicles						
Motorcars	7 043 871	7 270 050	226 179	3,21	65,12	58,87
Minibuses	311 556	323 378	11 822	3,79	2,90	2,62
Buses	62 330	63 918	1 588	2,55	0,57	0,52
Motorcycles	348 114	348 602	488	0,14	3,12	2,82
LDV's - Bakkies	2 461 405	2 533 160	71 755	2,92	22,69	20,51
Trucks	371 256	374 490	3 234	0,87	3,35	3,03
Other & Unknown	325 628	250 690	-74 938	-23,01	2,25	2,03
Total Motorised	10 924 160	11 164 288	240 128	2,20	100,00	90,41
Towed Vehicles						
Caravans	102 485	101 444	-1 041	-1,02	8,57	0,82
Heavy Trailers	190 250	196 364	6 114	3,21	16,58	1,59
Light Trailers	857 174	870 776	13 602	1,59	73,53	7,05
Other & Unknown	15 998	15 651	-347	-2,17	1,32	0,13
Total Towed	1 165 907	1 184 235	18 328	1,57	100,00	9,59
All Vehicles	12 090 066	12 348 522	258 456	2,14		100,00

Table 5: Number of registered vehicles per type for 2017 and 2018

The table above shows that on a percentage basis the biggest change was for minibuses, Motorcars and heavy trailers with an increase by 3.79% and 3.21% for the two groups respectively. The number of registered minibuses increased from 311 556 to 323 378 and followed by Motorcars which increased from 7 043 871 to 7 270 050 and Heavy Trailers which increased from 190 250 to 196 364, respectively.

The monthly percentage change over the past year for motorised vehicles are shown in the figure below.

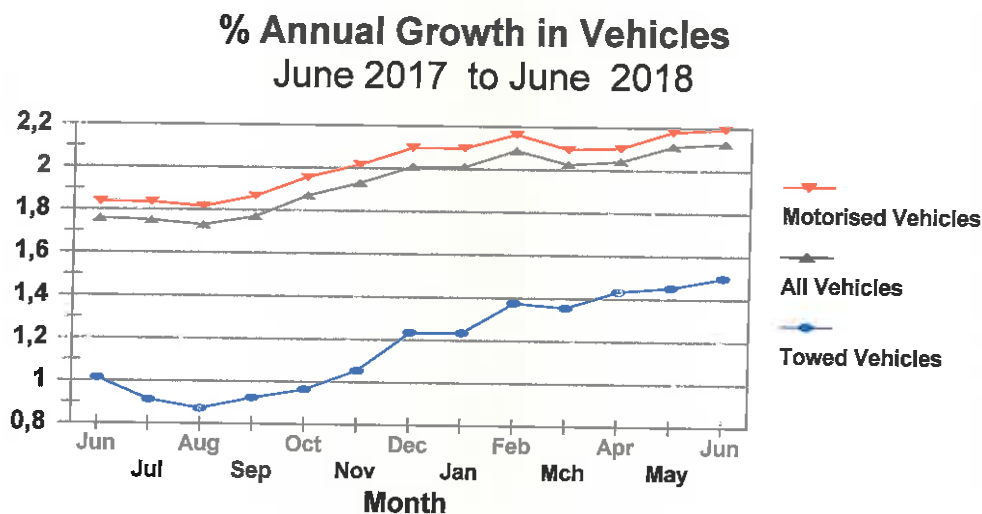


Figure 26: Percentage Annual Growth in Vehicles

The total motor vehicle population per Province for June 2017 and June 2018 respectively, is given in table and reflected in the figure below.

Number of Registered Vehicles per Province	Number registered June 2017	Number registered June 2018	Change	% Change	% of Total June 2018
Gauteng	4 661 489	4 759 704	98 215	2,11	38,54
KwaZulu-Natal	1 614 411	1 646 262	31 851	1,97	13,33
Western Cape	1 951 073	1 999 735	48 662	2,49	16,19
Eastern Cape	804 225	820 291	16 066	2,00	6,64
Free State	624 606	630 213	5 607	0,90	5,10
Mpumalanga	863 486	888 553	25 067	2,90	7,20
North West	612 541	622 255	9 714	1,59	5,04
Limpopo	683 472	702 761	19 289	2,82	5,69
Northern Cape	274 763	278 748	3 985	1,45	2,26
RSA	12 090 066	12 348 522	258 456	2,14	100

Table 6: Number of registered vehicles per province

Mpumalanga has recorded an increase of 2,90% with regards to the number of registered vehicles per province. Followed closely by Limpopo and Western Cape, with an increase of 2.82% and 2,49% respectively.

% Annual Growth in Vehicle Population
June 2017 to June 2018

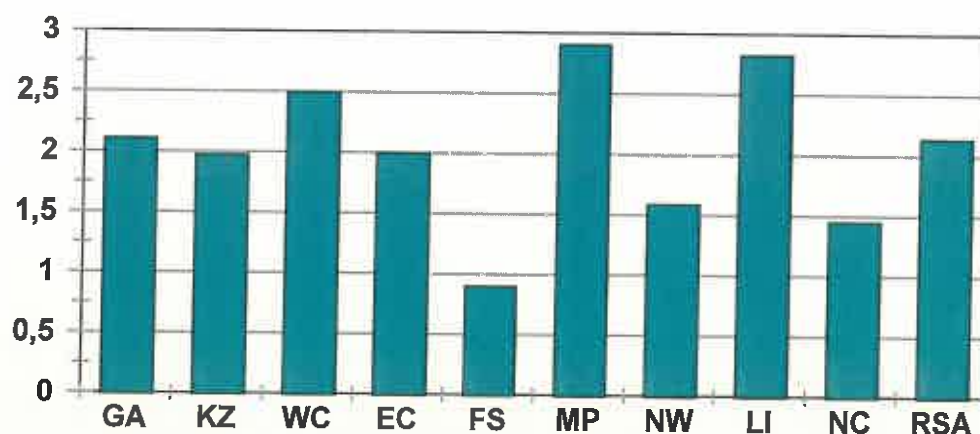


Figure 27: Percentage Annual Growth in Vehicle Population

% Annual Growth in Vehicle Population

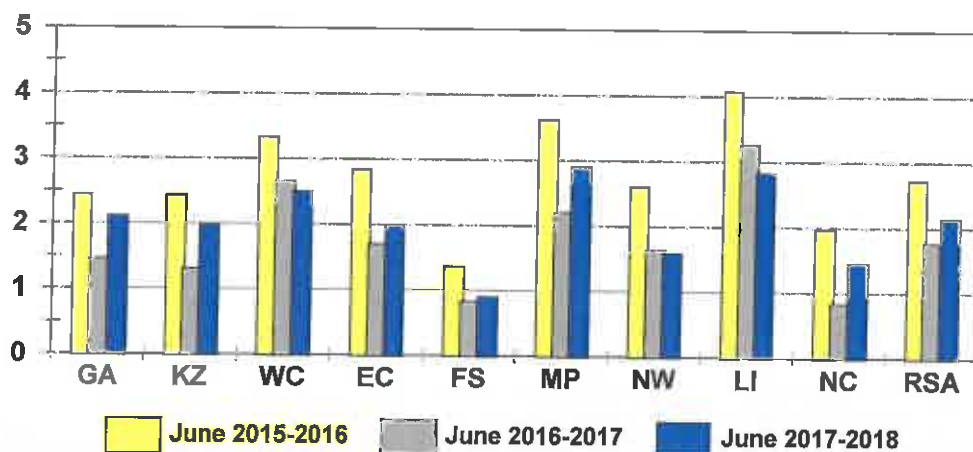


Figure 28: Percentage Annual Growth in Vehicle Population

Over the past year from June 2017 to June 2018 the highest percentage growth in total vehicles was recorded in Mpumalanga with a growth of 2,90% followed by Limpopo with a growth of 2,82%.

The percentage vehicles registered per province as on 31 June 2018 is reflected in the figure below.

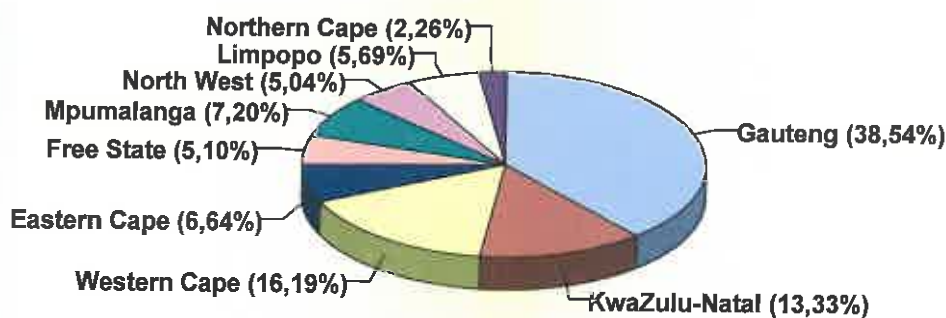


Figure 29: Percentage Vehicles Registered per Province

The information in the figure above shows that 38.54% of all vehicles were registered in Gauteng; 16.19% 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**.

2.2 Human Population and Mobility

The estimated human population for each year from 2015 to 2018 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	
June 2015	13,20	10,92	6,20	6,92	2,82	4,28	3,71	5,73	1,19	54,96
June 2016	13,44	11,16	6,29	7,07	2,85	4,36	3,76	5,83	1,20	55,67
June 2017	13,71	11,40	6,38	7,21	2,88	4,43	3,81	5,94	1,21	56,40
June 2018	13,98	11,64	6,48	7,37	2,92	4,51	3,86	6,05	1,23	57,13

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 June 2015, 2016, 2017 and 2018 is shown in the table and reflected in the figure below.

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
June 2015	3,42	8,12	3,93	10,50	6,17	6,74	7,90	10,65	5,66	5,78
June 2016	3,37	8,06	3,84	10,40	6,09	6,61	7,73	10,37	5,55	5,66
June 2017	3,40	8,16	3,81	10,45	6,14	6,58	7,69	10,23	5,60	5,51
June 2018	3,37	8,03	3,75	10,39	6,08	6,48	7,61	10,06	5,53	5,42

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

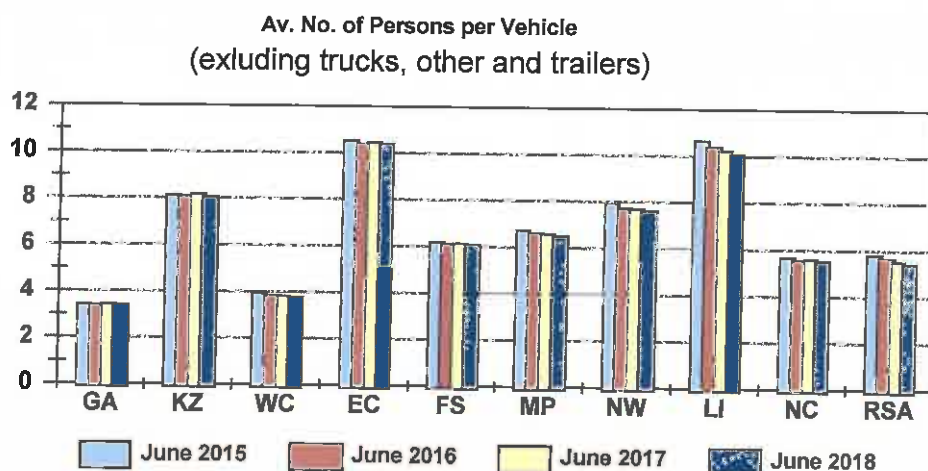


Figure 30: Average number of persons per vehicle (excluding trucks, other and trailer)

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

Period	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
June 2015-2016	1,47	0,71	2,21	0,97	1,22	1,89	2,18	2,69	1,86	2,06
June 2016-2017	-0,93	-1,22	0,64	-0,49	-0,79	0,38	0,48	1,32	-0,88	2,66
June 2017-2018	0,95	1,56	1,60	0,56	0,96	1,57	1,08	1,68	1,28	1,70

Table 9: Percentage improvement in mobility per province

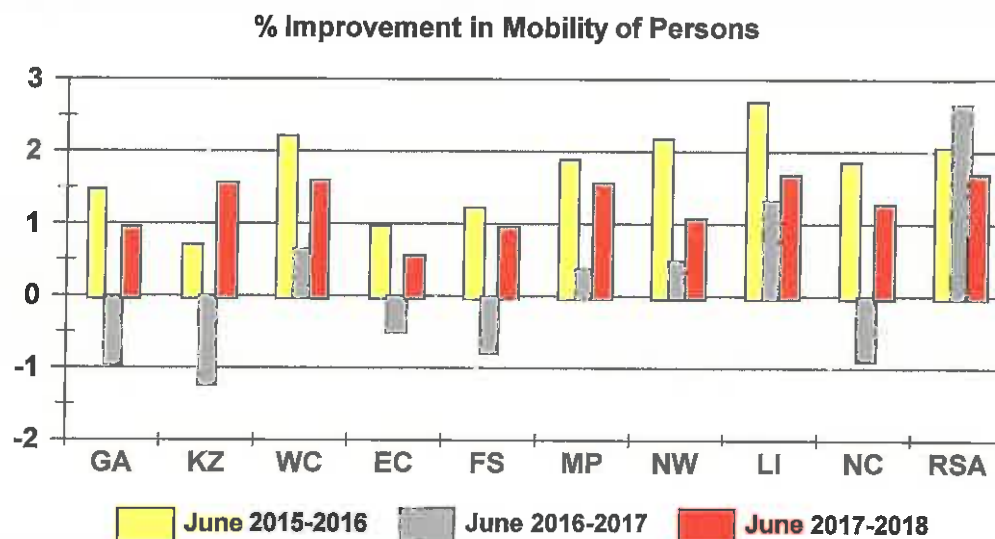


Figure 31: Percentage improvement in mobility of persons

The information in the 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 1.70% from a national average of 5.51 persons per vehicle at the end of June 2017 to 5.42 persons per vehicle at the end of June 2018.

Although they do show some improvement, the “least mobile” Provinces remain Eastern Cape with 10,39 persons per vehicle; followed by the Limpopo with 10,06 persons per vehicle at the end of June 2018. The “most mobile” Provinces are Kwa-Zulu Natal and the North West with an average of 8,03 and 7,61 persons per vehicle respectively at the end of June 2018.

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
June 2015	98	195	160	268	189	147	174	216	189	160
June 2016	98	193	158	264	186	145	169	210	185	157
June 2017	97	192	155	262	186	144	168	206	181	151
June 2018	96	189	150	259	184	140	166	201	175	148

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

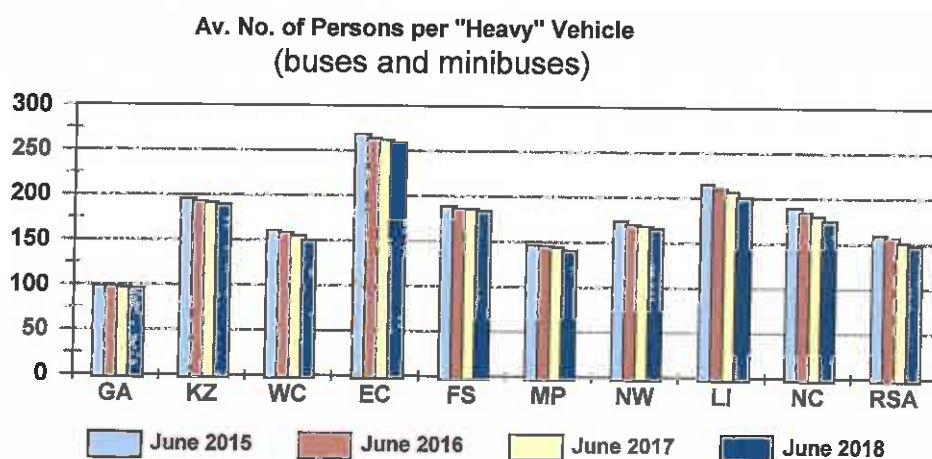


Figure 32: Average number of persons per " heavy vehicles" (buses and minibuses)

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.

Period	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
June 2015-2016	0,32	1,24	1,26	1,68	1,40	0,74	2,44	2,53	2,59	1,60
June 2016-2017	0,62	0,59	2,30	0,74	0,10	0,83	0,92	1,85	2,17	3,97
June 2017-2018	1,24	1,20	3,13	0,95	1,19	2,62	1,39	2,83	2,98	2,21

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 June 2017 to June 2018 improved by 2,21% from 151 to 148 persons per vehicle.

On a Provincial percentage basis the highest improvement was in the Western Cape where the average number of persons per vehicle changed by 3,13% from about 155 persons per vehicle in June 2017 to 150 persons per vehicle at the end of June 2018. In Northern Cape the improvement was 2,98 from 181 to 175 followed by Limpopo with percentage improvement of 2,83.

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
June 2015	102	51	62	37	53	68	58	46	53	63
June 2016	102	52	63	38	54	69	59	48	54	64
June 2017	103	52	65	38	54	69	60	48	55	66
June 2018	104	53	67	39	54	71	60	50	57	68

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

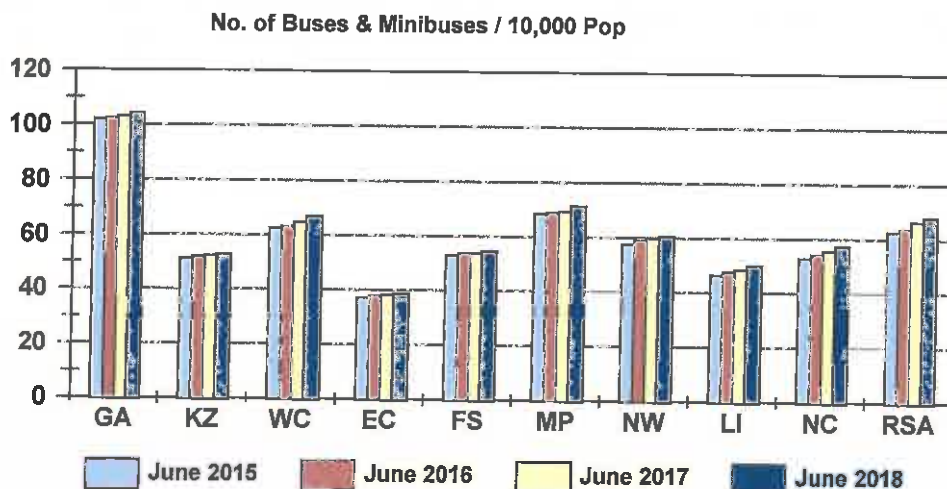


Figure 33: Number of buses and minibuses / 10,000 human population

2.3 Un-Roadworthy and Un-Licensed Vehicles

2.3.1 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-licensed 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-licensed or both increased by 15 989 (1,41%) from 1 130 226 vehicles as on June 2017 to 1 146 215 vehicles as on June 2018. Detail in this regard per type of vehicle is provided in the table below and the percentage (%) change from 2017 to 2018 reflected in the figure below.

Vehicle Type	June 2017	June 2018	Change	% Change
Motorcars	610 432	625 202	14 770	2,42
Minibuses	55 094	57 915	2 821	5,12
Buses	8 624	9 509	885	10,26
Motorcycles	68 820	66 393	-2 427	-3,53
LDV's - Bakkies	190 594	191 808	1 214	0,64
Trucks	63 521	63 564	43	0,07
Caravans	8 106	7 952	-154	-1,90
Heavy Trailers	24 790	25 566	776	3,13
Light Trailers	71 235	68 816	-2 419	-3,40
Unknown	29 010	29 490	480	1,65
All Vehicles	1 130 226	1 146 215	15 989	1,41

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

With an exception of motorcycles, caravans and light trailers increases were recorded for most types of vehicles in this regard. The highest increase was recorded for buses with 10, 26% followed minibuses with 5,12%.

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 2017 to 2018 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
June 2017	472 971	143 404	139 047	75 198	64 780	88 663	60 294	62 493	23 376	1 130 226
June 2018	481 840	141 076	149 634	75 047	64 070	88 417	60 131	62 703	23 297	1 146 215
Change	8 869	-2 328	10 587	-151	-710	-246	-163	210	-79	15 989
% Change	1,88	-1,62	7,61	-0,20	-1,10	-0,28	-0,27	0,34	-0,34	1,41

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 a decrease in this regard with the exception of Gauteng, Western Cape and Limpopo. On a provincial level the highest percentage (%) change was recorded for Western Cape with 7,61% followed by Gauteng with 1,88%.

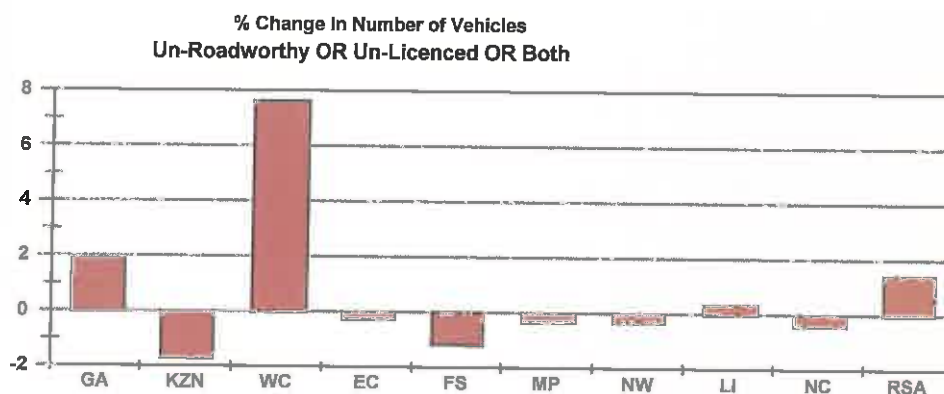


Figure 34: Percentage change in number of vehicles un-roadworthy or un-licensed or both

2.3.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 22 005 (3,94%) from 558 139 vehicles as on 30 June 2017 to 580 144 vehicles as on 30 June 2018. 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	June 2017	June 2018	Change	% Change
Motorcars	272 912	285 997	13 085	4,79
Minibuses	35 339	37 470	2 131	6,03
Buses	6 758	7 488	730	10,80
Motorcycles	37 508	37 393	-115	-0,31
LDV's - Bakkies	88 411	89 705	1 294	1,46
Trucks	49 533	50 180	647	1,31
Caravans	3 847	3 887	40	1,04
Heavy Trailers	20 542	21 841	1 299	6,32
Light Trailers	24 612	26 011	1 399	5,68
Unknown	18 677	20 172	1 495	8,00
All Vehicles	558 139	580 144	22 005	3,94

Table 15: Number of un-roadworthy vehicles

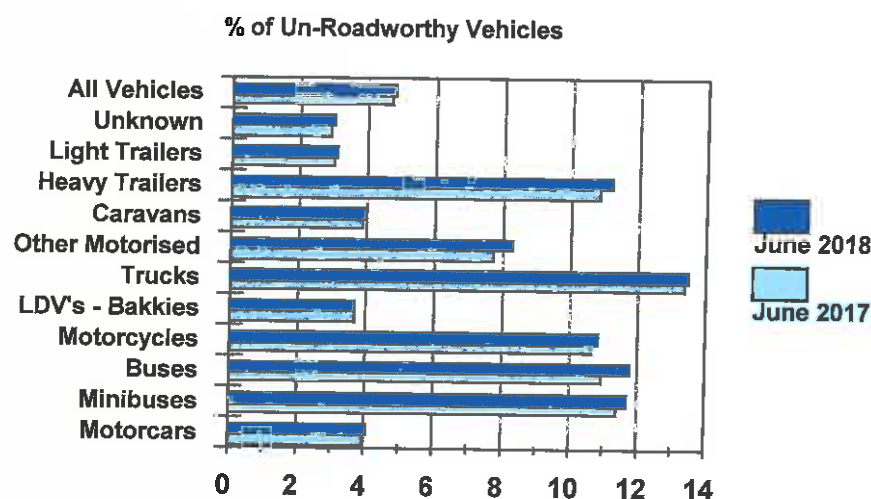


Figure 35: Percentage of un-roadworthy vehicles

The information in the table and figure above shows that with exception of motorcycles 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 730 (10,8%) from 6 758 at the end of June 2017 to 7 488 at the end of June 2018.

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 2017 to 2018 reflected in the figure below.

Month	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
June 2017	246 752	67 877	69 707	30 995	34 471	43 053	28 187	26 573	10 524	558 139
June 2018	260 380	68 255	74 001	31 722	35 427	43 882	29 032	26 467	10 978	580 144
Change	13 628	378	4 294	727	956	829	845	-106	454	22 005
% Change	5,52	0,56	6,16	2,35	2,77	1,93	3,00	-0,40	4,31	3,94

Table 16: Number of un-roadworthy vehicles

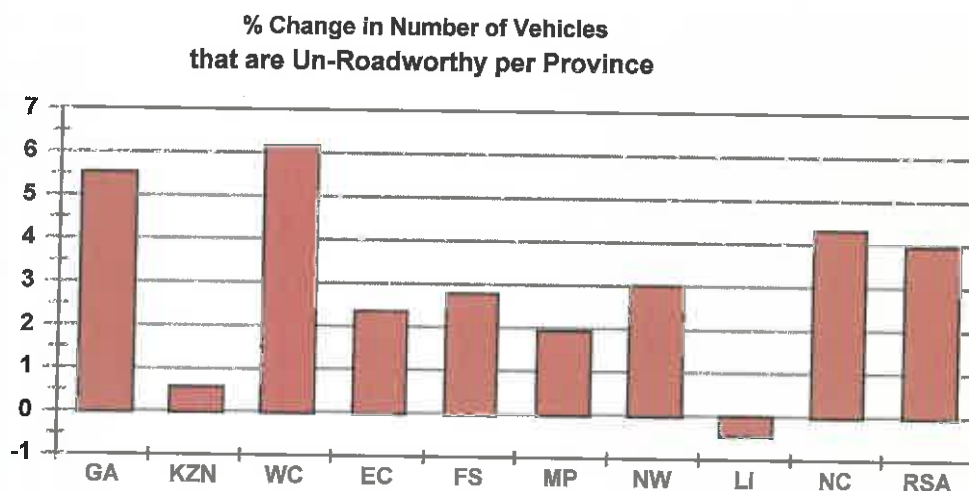


Figure 36: Percentage change in number of vehicles that are un-roadworthy per province

The information in the table and figure above shows that with exception of 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 4 294 (6,16%) from 69 707 in June 2017 to 74 001 at the end of June 2018. Other increase in this regard was recorded in Northern Cape with an increase of 5,52%.

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.

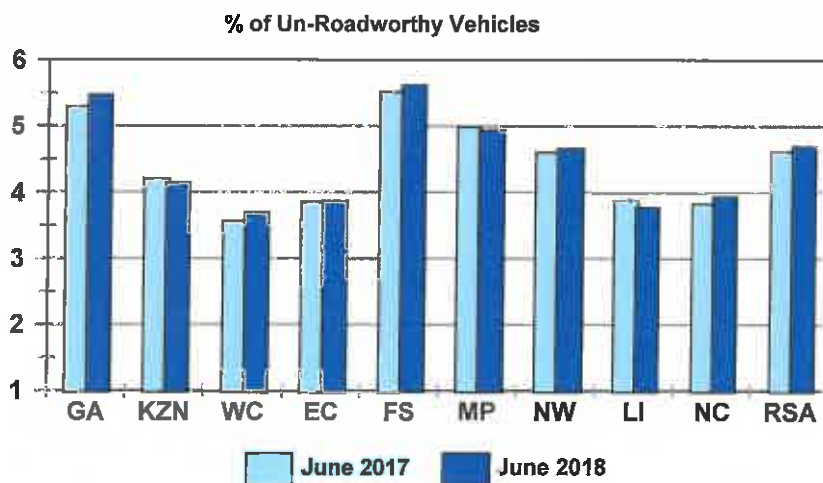


Figure 37: Percentage of un-roadworthy vehicles

2.3.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles decreased by 5 658 (1,10%) from 512 647 vehicles as on 30 June 2017 to 506 989 vehicles as on 30 June 2018.

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	June 2017	June 2018	Change	% Change
Motorcars	305 400	306 855	1 455	0,48
Minibuses	15 262	15 988	726	4,76
Buses	1 410	1 545	135	9,57
Motorcycles	26 581	24 626	-1 955	-7,35
LDV's - Bakkies	92 281	92 128	-153	-0,17
Trucks	10 959	10 495	-464	-4,23
Caravans	3 947	3 762	-185	-4,69
Heavy Trailers	3 337	3 038	-299	-8,96
Light Trailers	44 169	40 347	-3 822	-8,65
Unknown	9 301	8 205	-1 096	-11,78
All Vehicles	512 647	506 989	-5 658	-1,10

Table 17: Number of un-licensed vehicles

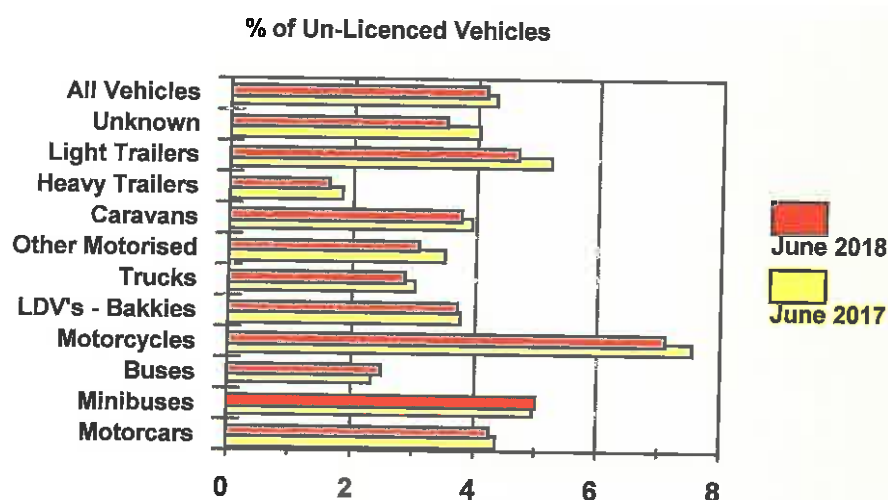


Figure 38: Percentage of un-licensed vehicles

The information in the table and figure above shows that with exception of motorcars, minibuses and buses, all other vehicle types recorded a decrease with regard to the number of un-licensed vehicles. On a percentage basis the highest increase was recorded for buses with 9,57% from 1 410 to 1 545. The

highest decrease was recorded for heavy trailer and light trailer with 8,96% and 8,65% respectively.

Detail on the number of vehicles that are un-licenced per Province is provided in the table below and the percentage (%) change from 2017 to 2018 reflected in the figure below.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
June 2017	204 530	67 670	62 404	39 516	26 477	39 787	28 744	31 939	11 580	512 647
June 2018	200 064	65 181	67 775	38 681	25 011	39 081	27 876	32 328	10 992	506 989
Change	-4 466	-2 489	5 371	-835	-1 466	-706	-868	389	-588	-5 658
% Change	-2,18	-3,68	8,61	-2,11	-5,54	-1,77	-3,02	1,22	-5,08	-1,10

Table 18: Number of un-licenced vehicles

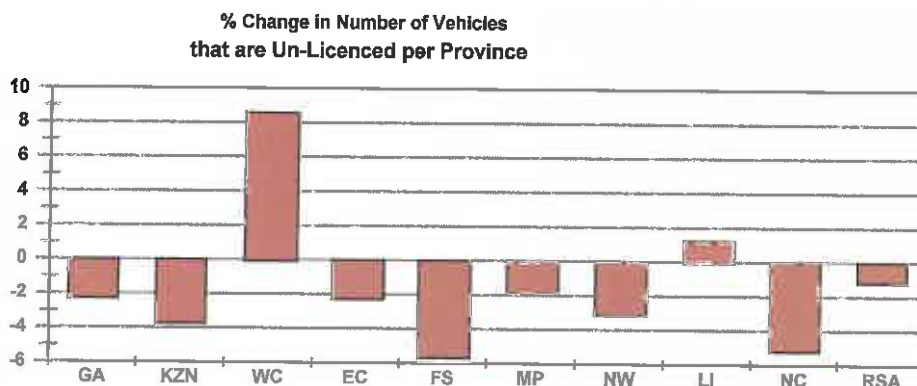


Figure 39: Percentage change in number of vehicle that are un-licensed per province

The information in the table and figure above shows that the highest increase in the number of un-licenced vehicles were recorded in Western Cape with 8,61%. Free State recorded the highest decrease of 5,54%.

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.

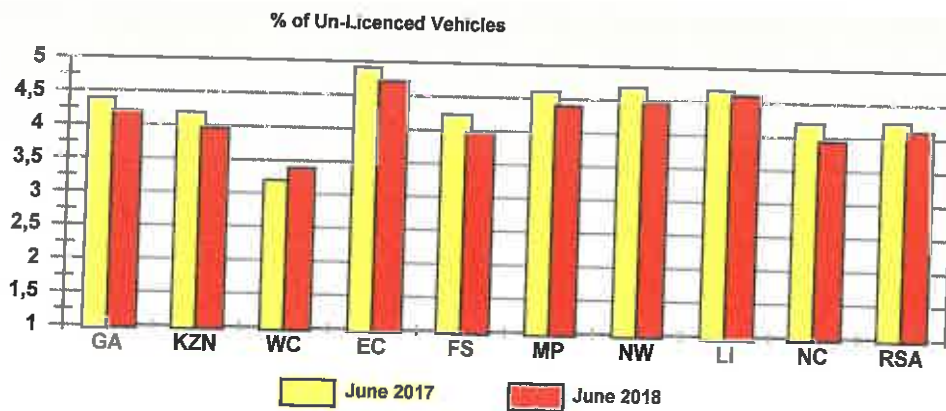


Figure 40: Percentage of un-licensed vehicles

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

3. DRIVER POPULATION

3.1 Learner Driving Licences

The number of learner driving licences issued decreased by 51 295 (4.12%) from 1 244 221 on 30 June 2017 to 1 192 926 on 30 June 2018. Detail on the number of learner driving licences issued per category is given in table below and graphically reflected in the figure below.

Category	June 2017	June 2018	Change	% Change
1	44 073	40 249	-3 824	-8.68
2	258 619	242 963	-15 656	-6.05
3	941 529	909 714	-31 815	-3.38
Total	1 244 221	1 192 926	-51 295	-4.12

Table 19: Number of learner licences issued

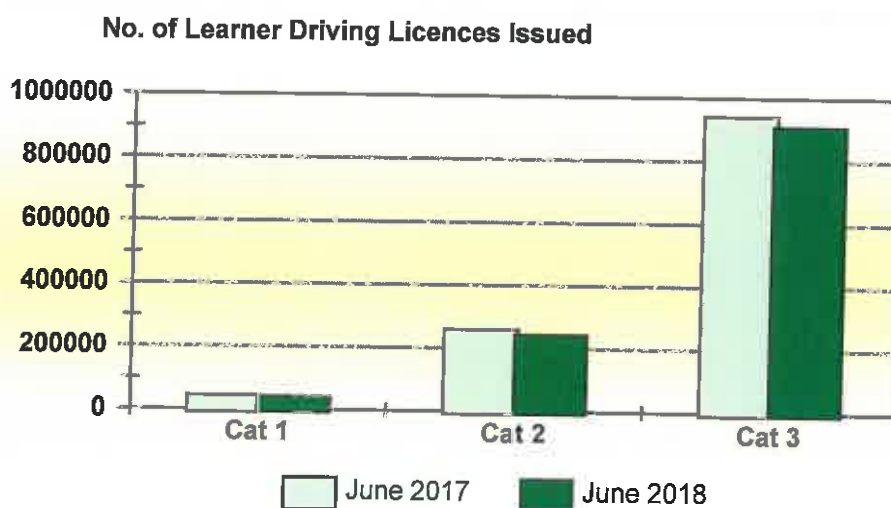


Figure 41: Number of learner license issued

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
June 2017	353 715	205 526	186 381	104 576	67 253	111 022	69 046	116 585	30 117	1 244 221
June 2018	328 293	198 843	182 203	103 811	67 003	106 145	61 775	114 492	30 361	1 192 926
Change	-25 422	-6 683	-4 178	-765	-250	-4 877	-7 271	-2 093	244	-51 295
% Change	-7.19	-3.25	-2.24	-0.73	-0.37	-4.39	-10.53	-1.80	0.81	-4.12

Table 20: Number of learner licences issued per province

With exception of Northern Cape, all other provinces recorded a decrease with regards to the number of Learner Licences issued. The highest decrease was recorded for North West with 10.53% followed by Gauteng with 7.19%.

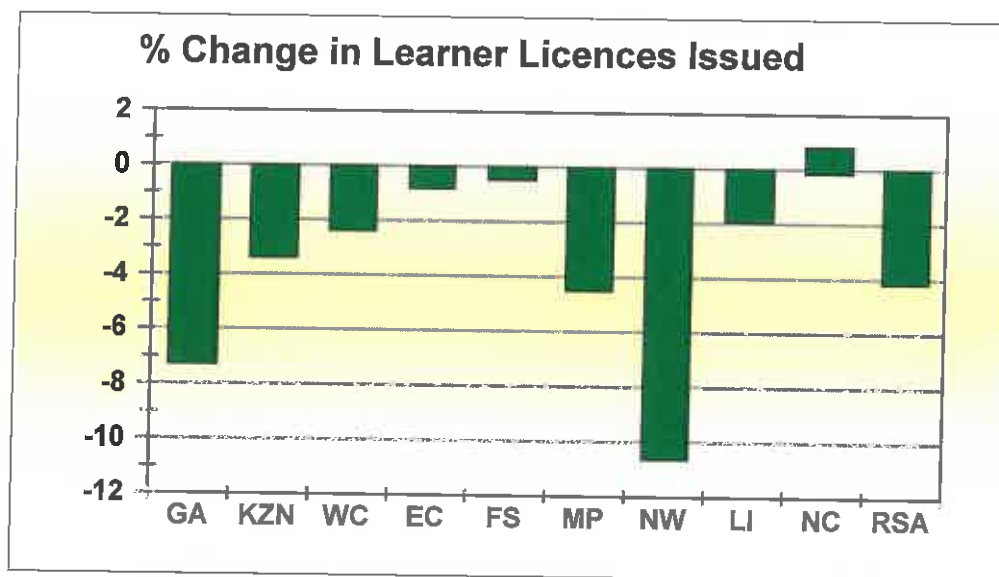


Figure 42: Percentage change in learner licences issued per province

3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 405 307 (3.27%) from 12 402 096 on 30 June 2017 to 12 807 403 on 30 June 2018. Details on the number of driving licences issued per category is given in table and graphically reflected in the figure below.

Category	June 2017	June 2018	Change	% Change
A	477 708	481 974	4 266	0,89
A1	123 366	122 678	-688	-0,56
B	2 785 509	2 885 218	99 709	3,58
C	22 489	23 177	688	3,06
C1	3 708 578	4 003 855	295 277	7,96
EB	3 651 273	3 634 959	-16 314	-0,45
EC	1 040 013	1 068 524	28 511	2,74
EC1	593 160	587 018	-6 142	-1,04
Total	12 402 096	12 807 403	405 307	3,27

Table 21: 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

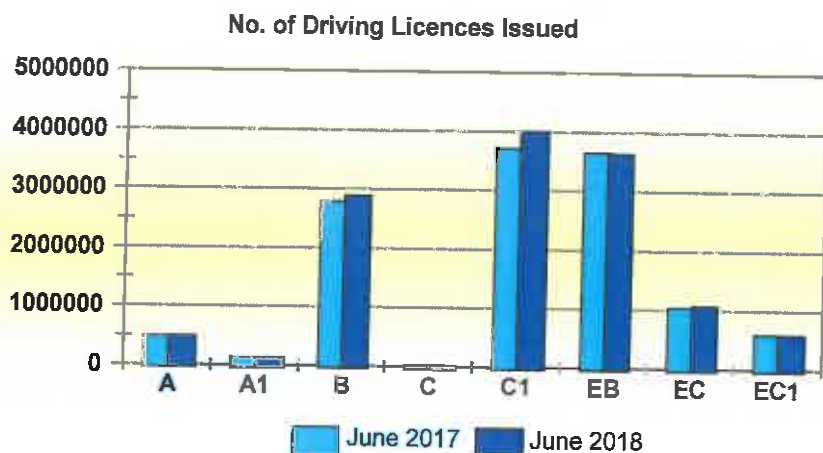


Figure 43: Number of driving licenses issued

The information contained in the table above depicts that the highest percentage change was recorded for Categories C1 with percentages of 7,96%. Followed by category B and C with more than 3% respectively.

The number and percentage (%) of driving licences issued per category at the end of June 2018 is reflected in the table below.

Category	Description	Number	%
A	Motorcycle < 125 cub.cm	481 974	3,76
A1	Motorcycle > 125 cub.cm	122 678	0,96
B	Motor vehicle < 3,5000 kg	2 885 218	22,53
C	Articulated motor vehicle <16,000 kg	23 177	0,18
C1	Motor vehicle 3,500 - 16,000 kg	4 003 855	31,26
EB	Articulated vehicle 3,500 - 16,000 kg	3 634 959	28,38
EC	Motorvehicle > 16,000 kg	1 068 524	8,34
EC1	Articulated vehicle > 16,000 kg	587 018	4,58
Total		12 807 403	100

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
June 2017	4 359 855	1 974 182	1 900 471	904 083	622 647	889 697	587 295	932 105	231 761	12 402 096
June 2018	4 444 689	2 054 427	1 959 128	939 138	641 456	938 025	608 853	982 510	239 177	12 807 403
Change	84 834	80 245	58 657	35 055	18 809	48 328	21 558	50 405	7 416	405 307
% Change	1,95	4,06	3,09	3,88	3,02	5,43	3,67	5,41	3,20	3,27

Table 23: Number of driving licences issued per province

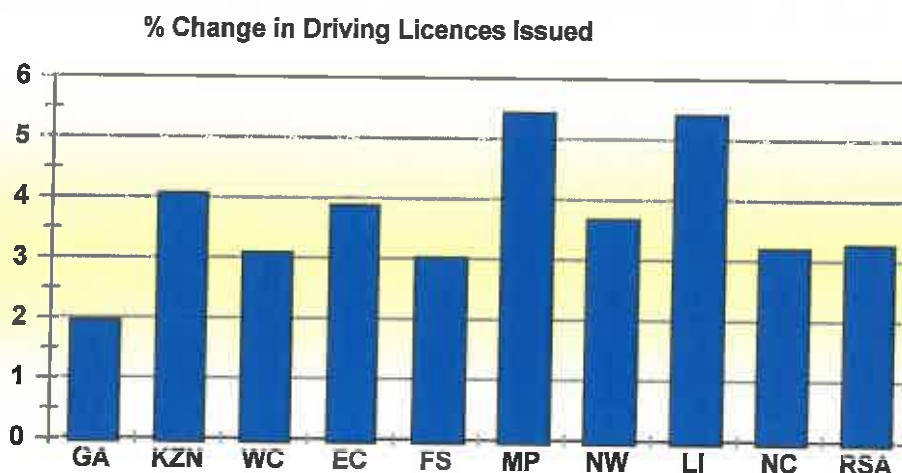


Figure 44: Percentage change in driving licenses issued

3.2.2 Professional Driving Permits Issued and Expired

3.2.2.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 66 273 (6.44%) from 1 029 627 on 30 June 2017 to 1 095 900 on 30 June 2018. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

Category	June 2017	June 2018	Change	% Change
G	9 584	8 971	-613	-6,40
P G	983 062	1 044 778	61 716	6,28
D G	192	171	-21	-10,94
D P G	36 789	41 980	5 191	14,11
Total	1 029 627	1 095 900	66 273	6,44

Table 24: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

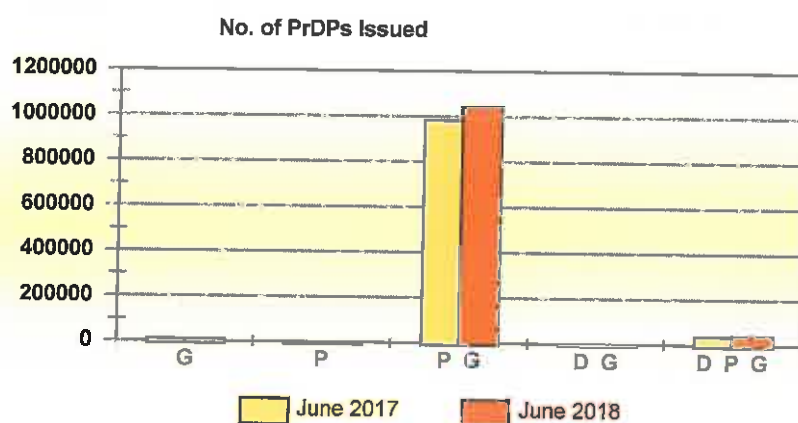


Figure 45: Number of PrDP's issued

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.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
June 2017	277 894	176 890	144 458	83 146	64 286	100 355	52 557	105 837	24 204	1 029 627
June 2018	292 761	193 229	156 630	90 646	67 037	105 357	54 442	110 015	25 783	1 095 900
Change	14 867	16 339	12 172	7 500	2 751	5 002	1 885	4 178	1 579	66 273
% Change	5.35	9.24	8.43	9.02	4.28	4.98	3.59	3.95	6.52	6.44

Table 25: Number of professional driving permits (PrDP's) issued per province

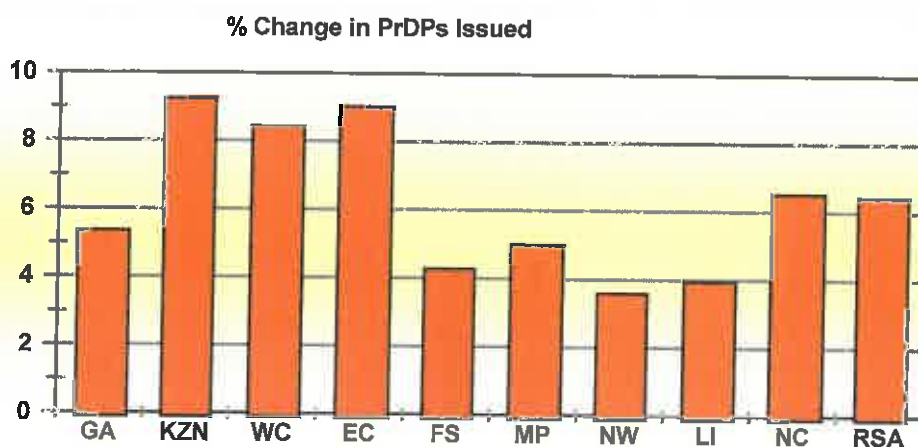


Figure 46: Percentage in PrDP's issued per province

SECTION C

1 INTRODUCTION

The report covered Road Safety activities undertaken during the implementation of the quarter 1 performance plan. Activities were implemented by the Provincial Departments, Local Municipalities as well as Transport entities namely: RTIA, RAF and Cross Border. Road Safety activities conducted include amongst others the following:

- Pedestrians awareness
- Driver safety Programme
- Stray animal Programme
- 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 programmes developed and monitored

The Youth Concept Document was revised and submitted for approval. Impaired driving due to substance abuse, dangerous driving with special focus on high speed, distracted and inattentive driving are some of the content which is dealt with in the Youth Programme.

During the 1st Quarter the following youth Road Safety activities were done:

- A Youth Road Safety Education presentation was conducted at Rosebank TVET College in Polokwane, Limpopo
- As part of the Youth Month celebrations, youth activities took place at Nasrec Expo Centre in Gauteng from the 7th of June to the 17th of June 2018. Activations unfolded in the form of exhibitions and dialogues.
- Phela on Road Safety Organization conducted a Youth Road Safety celebration day in Atteridgeville. RTMC supported the event by conducting a presentation on drinking and driving.
- The main event of the YOURS took place on the 30th June 2018 in Kwaggafontein, Mpumalanga. Road Safety build up activities took place in KwaMhlanga and in Siyabuswa, Mpumalanga. This event was in commemoration of six youth who lost their lives in a vehicle crash.

2.2 Learner License project

The Learner License pilot project is underway in the following Provinces, Eastern Cape, Limpopo, Mpumalanga, North West and the following are the actual activities done during Quarter 1:

Eastern Cape

During quarter 1 the Learner License commenced with 350 learners, from 7 schools, 50 learners per school. RTMC spearheaded the Provincial launch of the Learner-Driver License project in the Eastern Cape.

North West

4 Schools with 50 learners each were identified from two Districts:

- ↓ Dr Ruth Segomotsi
- ↓ Ngaka Modiri Molema

Mpumalanga

4 Schools with a total of 150 learners from 4 Districts:

- ↓ Gert Sibande
- ↓ Ehlanzeni
- ↓ Enkangala

 Bohlabela

Limpopo

4 Schools with 50 learners each were identified from the following Districts:

 Sekhukhune

 Mopani

 Vhembe

 Waterberg

The launch of the Learner License project was held on the 26th June 2018 at Mthatha Airport – The Hangar. It was officiated by the Eastern Cape MEC of Transport, RTMC Board members and stakeholders like TETA, Department of Basic Education and the Provincial Youth Structure. It was attended by 946 learners and TVET colleges targeted by the MEC to be part of the project.

The purpose of the Launch was to introduce the Learner License project to the communities and to motivate the learners to complete the Learner License.

One simulator that would assist the learners to enhance their driving skills was also unveiled by the MEC, as part of the launch.

2.3 Driver Education

Collaboration Agreements with the South African Vehicle Rental and Lease Association (SAVRALA) and South African Bus Operators Association (SABOA) were drafted and submitted to SAVRALA and SABOA for their comments. The main objective is to promote driver education amongst their fleet members.

Driver Education awareness was presented to the drivers of the Checker/Shoprite competition in Western Cape and in Polokwane. The following Driver Education workshops took place

- ✚ Drivers of Scholar Transport at Alma School in Pretoria on the 6th June 2018.
- ✚ Drivers of the Department of Agriculture, Forestry and Fisheries in Umtatha, Eastern Cape on the 25th June 2018.

Community Based Structures

The concept document developed for the Pedestrian, Passenger and Driver Programme with focus on hazardous locations and it was submitted for approval.

Engagement sessions took place with Gauteng Department of Community Safety, Kwa-Zulu Natal Department of Transport to discuss the hazardous

locations and to chart a way forward with a passenger and pedestrian plan of action.

The following community outreach Road Safety activities took place:

↓ Church Visits

Three church visits were conducted to create awareness on safer road conduct.

↓ Visit to Calvary Methodist Church

A Road Safety presentation was done at Calvary Methodist Church on the 4th April 2018. The main message was on driver, passenger and pedestrian safety.

↓ Life Bible Church: Edendale Road – 17 June 2018

Patrons were provided with road safety messaging together with handed educational material

A presentation was also undertaken to the congregation with slides on road safety flighted on the screen.

↓ Visit to the AGM Church in Mtatha on 24 June 2018

RTMC and the Provincial Road Safety Officials attended a church service. Both the Province and RTMC did presentations on safer road conduct by all road user groups.

Road Safety Education in the form of a community outreach was carried out to highlight the importance of Road Safety Education in communities.

- The Edendale Shopping Mall in Pietermaritzburg, Church Street Taxi Rank in Pietermaritzburg and a visit to a tavern along the N2 In Mtatha were visited as part of the community outreach promoting Road Safety Education.
- As part of Community outreach the RTMC supported the May Day Road Safety Plan with the Deputy Minister of Transport at Nqutu taxi rank and Babanango Road.
- For the long weekend of 27 April 2018- 1 May 2018 Road Safety Education and Law Enforcement activities were carried out in Nelson Mandela District in Eastern Cape. These Road Safety Education activities focussed on drivers, passengers and pedestrians.
- A pedestrian safety awareness activity was conducted in Libode, Eastern Cape. The target audience of all conducted activities was drivers, passengers and pedestrians.

Activity	Details
Transport Imbizo	<p>Road safety awareness activities were undertaken as part of the build up to Transport Imbizo in the Edendale area, Pietermaritzburg, KwaZulu-Natal. The focus was on Passengers, Pedestrians and Drivers.</p> <p>School visits were undertaken to conduct Road Safety Education presentations</p>
Trans Kalahari Corridor (TKC) Road Safety and Law Enforcement Operation	<p>Road Safety Educations interventions with Botswana in the form of joint road block operations.</p> <p>The focus was on driver and passenger safety.</p>
3M Meeting	<p>RTMC met with 3M and the meeting resolved that the RTMC should formalize the partnership with a Collaboration Agreement.</p>
365 Days Road Safety Plan	<p>A 365 Road Safety Plan was developed, consolidated and submitted to DoT for input and comments</p>

Table 26: Other performance outside the APP

Province	Pedestrian		Driver		Nr of people reached		Passenger		Nr of people reached		Cyclist		Nr of people reached		Intertain		Nr of people reached		Stray animal		Nr of people reached		Schools		Youth	
	Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached		Nr of people reached	
Free State	2 251		2 582																				3 573		727	
Western Cape	4 466		125																				154	Schools		
North West	1 970		921											112									1 789			
	1 234		859																				3 647			

Table 27: Summary of Road safety programmes performed by the Provinces during Quarter1, 2018

3 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. This is done through the coordination of quarterly technical committee meetings comprising of various Law Enforcement Authorities as well as representatives from South African Police Services. The targets prescribed in the 365 Road Safety Plan (RSP) document are as a result of resolutions of the above mentioned committee Transport Agencies.

The 365 RSP 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. Monthly reports are consolidated to monitor performance and develop intervention strategies where the need arise. A total of 2 588 902 were stopped and checked in 2018, recording a decline 9% when compared to 2017 same period where 2 830 606 vehicles were stopped and checked. Figure below gives a breakdown of provincial targets v/s performance.

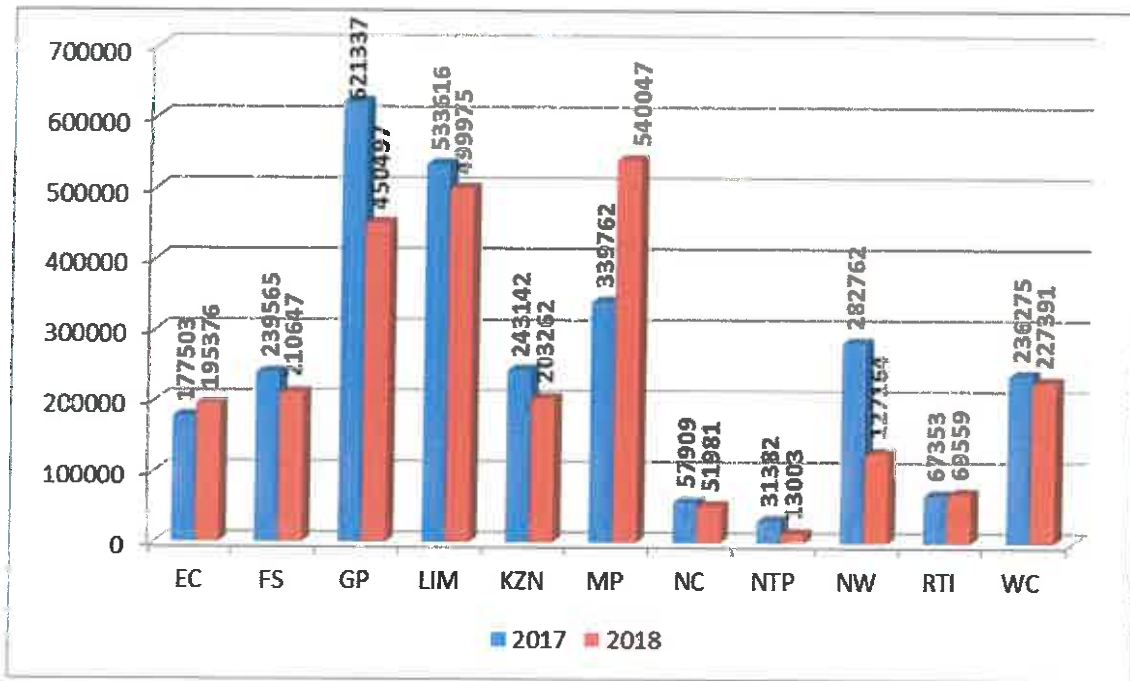


Figure 47: Vehicles stopped and checked

As result of all vehicles which were stopped and checked for roadworthiness, it is evident that road users do not comply with the National Road Traffic Act, Act 93 of 1996. As shown in the table below. The biggest thereof is for speed.

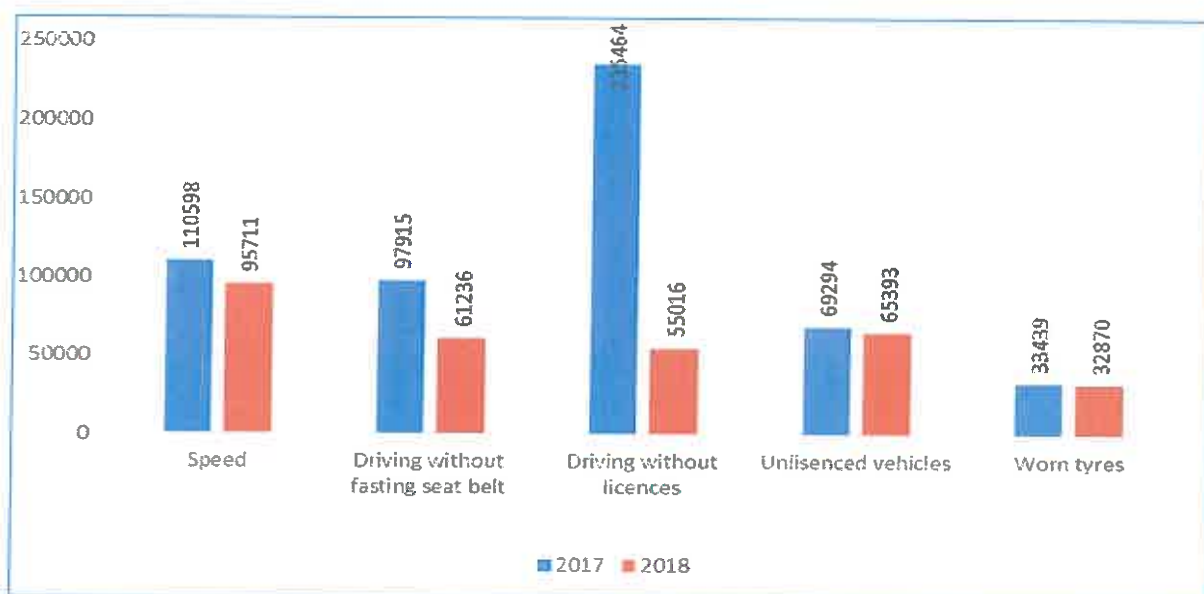


Figure 48: Highest offences reported

Vehicles impounded and discontinued

Un-roadworthy vehicles can contribute to road crashes leading into the loss of lives, this is clearly prescribed in the section 3F(a) or Section 3 I(a) of the National Road Traffic Act, Act 93 of 1996 that when a vehicle is not roadworthy be discontinued for road use and be taken to a testing station to be re-tested for roadworthiness. The picture of reports received between April and June on both 2017 and 2018 depict that most vehicles were discontinued in KwaZulu Natal, Gauteng and Mpumalanga. Mpumalanga and Gauteng also recorded the highest number of impounded vehicles. Reasons below provide indication on discontinuation and impoundments of vehicles:

- ⚠ People travelling from Gauteng via N3 to visit various tourist destinations in KZN
- ⚠ People travelling from KZN to GP due to school closures
- ⚠ People travelling on N3 between GP and KZN to attend various activities during long weekends
- ⚠ Mozambique immigrants travelling back home via N4 (Mpumalanga: Lebombo) during holidays and school closures
- ⚠ Zimbabwean immigrants travelling back home via N1 (Limpopo: Beit Bridge) during holidays and school closures
- ⚠ People visiting tourist destinations in MP travelling via N4

All movements mentioned above results into increased traffic volumes with other road users failing to obtain necessary road permits which ultimately lead to their vehicles being impounded and some being discontinued during operations as they are found to be un-roadworthy. Figures below provides breakdown of vehicles impounded and the discontinued ones.

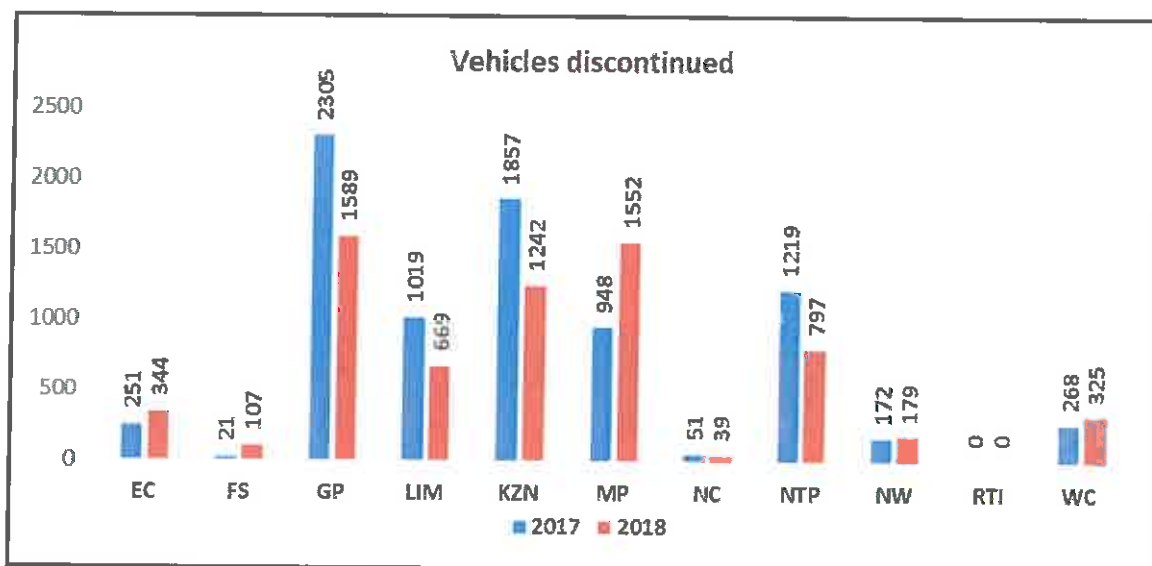


Figure 49: Vehicles discontinued

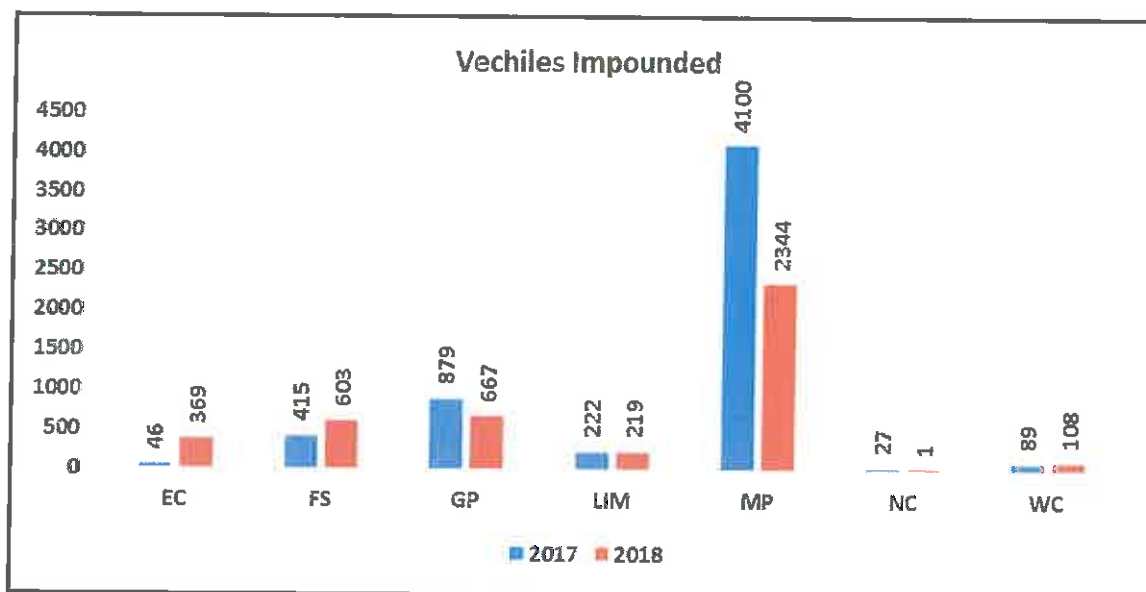


Figure 50: Vehicles impounded

3.1 Law Enforcement Arrests

Drunk and driving is one of the biggest threads 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 transport violence in Kwa-Zulu Natal, the province focused on increasing public transport operations to and the said operations resulted into the province arresting more road users for driving without permits. A figure below provides breakdown of arrests per province per arrests. There is also a sharp increase in Warrents that was executed during this period.

Arrests	EC	EN	GP	DM	DM	FAC	NC	OT	IN	PO	USE	Total	
Drunken Driving:	2017	41	99	2326	509	231	62	5	0	236	0	400	3869
	2018	72	49		260	55	50	4	442	54	0	291	
No Driving Licence:	2017	45	0	187	5	8	1	0	0	3	0	2	251
	2018	18	0	95	0	9	0	0	0	0	0	0	122
Speed:	2017	36	0	508	49	81	16	14	0	7	0	39	750
	2018	16	905		9	90	63	6	0	5	0	29	
Overload Goods:	2017	0	0	5	21	12	46	0	0	3	0	16	108
	2018	0	0	7	15	5	26	0	0	3	0	3	59
Overload Passengers:	2017	0	0	0	0	0	144	0	0	0	0	0	144
	2018	0	0	0	0	0	1	0	0	0	0	0	1
Inco. Rec. & Neg:	2017	2	0	90	20	6	0	1	0	0	0	23	142
	2018	0	2	51	0	3	1	0	1	0	0	15	73
Permits / Operating Permits:	2017	0	1	1	0	175		12	0	644	0	2	1354
	2018	0	2	0	0	254	130	0	0	222	0	1	1309
Warrants Executed:	2017	735	1128	349	1823	728	325	513	0	957	0	9	6567
	2018	552	0	285	907	203	182	66	0	1	0	0	2196
False Documentation:	2017	3	5	13	0	9	1	2	0	2	0	25	60
	2018	36	0		3	7	4	0	0	5	0	24	125
Other Arrests:	2017	44	1	399	45	66	1	2	140	4	0	35	737
	2018	31	18	237	22	17	6	2	0	0	0	34	367
	2017	906	1194	3878	2472	1316	1868	549	140	1856	0	551	14730
	2018	725	976	4654	1214	643	463	78	443	890	0	397	10483

Table 28: Law Enforcement arrests


4. CONCLUSIONS

Based on the road crashes and fatalities provided in this report it indicates that our challenges was driver and passenger fatalities during this period under review. Furthermore, passengers and pedestrians between age group 0-9 is becoming a serious change as they have increased in comparison of the two periods. The time the crashes happens is also of great concerns.

In conclusion, the following are recommended to address the identified challenges:

- Road Safety education intervention plan targeting all road users needs to be strengthened, and target implementations where high pedestrian fatalities occurred. Consideration on the activity type will also be done.
- Intensified marketing and Communication campaign in Community radio stations to reach rural communities and pedestrians so as to improve their level of awareness.
- The need to intensify monitoring and evaluation system during the peak periods
- Increase Law Enforcement capacity to ensure intelligence deployment in all critical areas, and at the right time

Reviewed and Supported by


.....

Mr Kevin Kara-vala

DH: RTIS

20/07/2018

Date

Reviewed and Supported by


.....

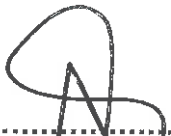
Mr Stephen Podile

GE: LE and RS

24/07/2018

Date

Recommended by


.....

Adv. Makhosini Msibi

CEO

31/07/2018

Date

Approved by


.....

Mr Zola Majavu CD (SA)

Chairman of the Board

31/07/2018

Date

APPENDIX A

Jun 2017	Number of Registered Vehicles per Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Veh's										
Motorcars	2 939 530	958 188	1 228 297	442 364	307 498	412 391	309 818	320 860	124 925	7 043 871
Minibuses	121 102	51 530	34 394	23 272	12 435	22 787	18 632	22 393	5 011	311 556
Buses	20 126	7 901	6 883	4 273	3 065	7 956	4 038	6 381	1 707	62 330
Motorcycles	141 703	31 415	83 686	22 011	19 138	18 950	13 763	9 470	7 978	348 114
LDV's - Bakkies	808 699	347 656	320 472	198 706	127 507	211 317	148 785	221 387	76 876	2 461 405
Trucks	137 130	48 873	43 398	22 381	22 139	45 389	17 927	24 825	9 194	371 256
Other & Unkwn	63 032	55 344	51 374	21 267	42 197	32 963	27 068	20 853	11 532	325 628
Sub-Total	4 231 322	1 500 907	1 768 504	734 274	533 979	751 753	540 031	626 169	237 223	10 924 160
Towed Veh's										
Caravans	39 471	7 406	17 760	5 197	7 691	10 109	6 407	5 606	2 838	102 485
Heavy Trailers	59 362	23 515	20 476	7 375	18 207	35 784	11 010	8 773	5 748	190 250
Light Trailers	328 852	81 021	142 101	55 896	62 731	63 854	52 794	41 657	28 268	857 174
Unknown	2 483	1 562	2 232	1 484	1 998	1 987	2 300	1 267	687	15 998
Sub-Total	430 168	113 504	182 569	69 952	90 627	111 734	72 511	57 303	37 541	1 165 907
All Vehicles	4 661 489	1 614 411	1 951 073	804 225	624 606	863 486	612 541	683 472	274 763	12 090 066

Jun 2018	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Veh's										
Motorcars	3 032 609	995 363	1 267 198	454 554	314 409	427 038	318 173	332 889	127 817	7 270 050
Minibuses	125 077	53 588	36 181	24 037	12 726	23 872	19 095	23 502	5 300	323 378
Buses	20 684	7 866	7 059	4 365	3 142	8 243	4 204	6 652	1 703	63 918
Motorcycles	141 555	31 606	85 260	21 922	18 866	18 753	13 370	9 240	8 030	348 602
LDV's - Bakkies	828 476	361 181	330 321	204 449	130 528	218 035	152 301	228 931	78 938	2 533 160
Trucks	137 746	49 198	44 515	22 113	21 930	46 927	17 836	25 104	9 121	374 490
Other & Unkwn	38 422	33 623	41 253	17 891	37 502	29 644	24 138	18 248	9 971	250 690
Sub-Total	4 324 569	1 532 425	1 811 787	749 331	539 103	772 512	549 117	644 566	240 880	11 164 288
Towed Veh's										
Caravans	38 662	7 210	18 075	5 166	7 565	10 148	6 326	5 531	2 761	101 444
Heavy Trailers	60 799	23 379	21 556	7 225	18 354	39 159	11 155	9 107	5 630	196 364
Light Trailers	333 255	81 720	146 100	57 059	63 243	64 812	53 437	42 346	28 804	870 776
Unknown	2 419	1 529	2 218	1 511	1 949	1 922	2 221	1 211	673	15 651
Sub-Total	435 135	113 838	187 949	70 961	91 111	116 041	73 139	58 195	37 868	1 184 235
All Vehicles	4 759 704	1 646 262	1 999 735	820 291	630 213	888 553	622 255	702 761	278 748	12 348 522

% Change Jun 2017-2018	Number of Registered Vehicles per Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
	Motorised Vehicles									
Motorcars	3,17	3,88	3,17	2,76	2,25	3,55	2,70	3,75	2,31	3,21
Minibuses	3,28	3,99	5,20	3,29	2,34	4,76	2,48	4,95	5,77	3,79
Buses	2,77	-0,44	2,56	2,15	2,51	3,61	4,11	4,25	-0,23	2,55
Motorcycles	-0,10	0,61	1,88	-0,40	-1,42	-1,04	-2,86	-2,43	0,65	0,14
LDV's - Bakkies	2,45	3,89	3,07	2,89	2,37	3,18	2,36	3,41	2,68	2,92
Trucks	0,45	0,66	2,57	-1,20	-0,94	3,39	-0,51	1,12	-0,79	0,87
Other & Unknown	-39,04	-39,25	-19,70	-15,87	-11,13	-10,07	-10,82	-12,49	-13,53	-23,01
Sub-Total	2,20	2,10	2,45	2,05	0,96	2,76	1,68	2,94	1,54	2,20
	Towed Vehicles									
Caravans	-2,05	-2,65	1,77	-0,60	-1,64	0,39	-1,26	-1,34	-2,71	-1,02
Heavy Trailers	2,42	-0,58	5,27	-2,03	0,81	9,43	1,32	3,81	-2,05	3,21
Light Trailers	1,34	0,86	2,81	2,08	0,82	1,50	1,22	1,65	1,90	1,59
Unknown	-2,56	-2,14	-0,65	1,82	-2,48	-3,25	-3,44	-4,42	-1,97	-2,17
Sub-Total	1,15	0,29	2,95	1,44	0,53	3,86	0,87	1,56	0,87	1,57
All Vehicles	2,11	1,97	2,49	2,00	0,90	2,90	1,59	2,82	1,45	2,14

APPENDIX B-1

Number of Un-Roadworthy Vehicles										
June 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	134 158	31 654	38 902	14 667	13 860	15 527	11 448	9 419	3 277	272 912
Minibuses	16 762	5 570	2 668	2 149	1 470	2 148	2 054	2 048	470	35 339
Buses	2 655	794	606	383	315	774	403	564	264	6 758
Motorcycles	16 873	3 677	6 046	1 729	2 141	3 166	1 843	1 295	738	37 508
LDV's - Bakkies	37 917	11 897	9 196	5 663	4 710	7 041	4 585	5 659	1 743	88 411
Trucks	18 715	5 983	4 373	2 806	3 849	5 715	2 845	3 343	1 904	49 533
Other & Unkwn	2 758	2 227	1 666	1 222	3 153	2 635	1 737	1 755	629	17 782
Sub-Total	229 838	61 802	63 457	28 619	29 498	37 006	24 915	24 083	9 025	508 243
Towed Vehicles										
Caravans	1 377	376	564	151	337	435	246	236	125	3 847
Heavy Trailers	6 854	2 568	1 710	759	2 323	3 426	1 268	939	695	20 542
Light Trailers	8 555	2 985	3 891	1 388	2 203	2 059	1 637	1 254	640	24 612
Unknown	128	146	85	78	110	127	121	61	39	895
Sub-Total	16 914	6 075	6 250	2 376	4 973	6 047	3 272	2 490	1 499	49 896
All Vehicles	246 752	67 877	69 707	30 995	34 471	43 053	28 187	26 573	10 524	558 139
June 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	143 468	32 113	41 215	14 918	14 068	15 686	11 831	9 170	3 528	285 997
Minibuses	18 238	5 475	2 964	2 228	1 616	2 240	2 084	2 134	491	37 470
Buses	2 998	898	671	459	309	800	462	606	285	7 488
Motorcycles	16 930	3 582	6 254	1 644	2 082	3 085	1 743	1 272	801	37 393
LDV's - Bakkies	38 785	11 547	9 884	5 880	4 830	6 858	4 678	5 495	1 748	89 705
Trucks	19 098	6 221	4 535	2 855	3 830	5 575	2 869	3 364	1 833	50 180
Other & Unkwn	3 001	2 255	1 869	1 271	3 460	2 805	1 967	1 891	743	19 262
Sub-Total	242 518	62 091	67 392	29 255	30 195	37 049	25 634	23 932	9 429	527 495
Towed Vehicles										
Caravans	1 385	341	602	143	369	461	228	235	123	3 887
Heavy Trailers	7 152	2 579	1 738	804	2 416	4 114	1 334	980	724	21 841
Light Trailers	9 199	3 102	4 187	1 434	2 331	2 132	1 712	1 258	656	26 011
Unknown	126	142	82	86	116	126	124	62	46	910
Sub-Total	17 862	6 164	6 609	2 467	5 232	6 833	3 398	2 535	1 549	52 649
All Vehicles	260 380	68 255	74 001	31 722	35 427	43 882	29 032	26 467	10 978	580 144
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	6,94	1,45	5,95	1,71	1,50	1,02	3,35	-2,64	7,66	4,79
Minibuses	8,81	-1,71	11,09	3,68	9,93	4,28	1,46	4,20	4,47	6,03
Buses	12,92	13,10	10,73	19,84	-1,90	3,36	14,64	7,45	7,95	10,80
Motorcycles	0,34	-2,58	3,44	-4,92	-2,76	-2,56	-5,43	-1,78	8,54	-0,31
LDV's - Bakkies	2,29	-2,94	7,48	3,83	2,55	-2,60	2,03	-2,90	0,29	1,46
Trucks	2,05	3,98	3,70	1,75	-0,49	-2,45	0,84	0,63	-3,73	1,31
Other & Unkwn	8,81	1,26	12,18	4,01	9,74	6,45	13,24	7,75	18,12	8,32
Sub-Total	5,52	0,47	6,20	2,22	2,36	0,12	2,89	-0,63	4,48	3,79
Towed Vehicles										
Caravans	0,58	-9,31	6,74	-5,30	9,50	5,98	-7,32	-0,42	-1,60	1,04
Heavy Trailers	4,35	0,43	1,64	5,93	4,00	20,08	5,21	4,37	4,17	6,32
Light Trailers	7,53	3,92	7,61	3,31	5,81	3,55	4,58	0,32	2,50	5,68
Unknown	-1,56	-2,74	-3,53	10,26	5,45	-0,79	2,48	1,64	17,95	1,68
Sub-Total	5,60	1,47	5,74	3,83	5,21	13,00	3,85	1,81	3,34	5,52
All Vehicles	5,52	0,56	6,16	2,35	2,77	1,93	3,00	-0,40	4,31	3,94

APPENDIX B-2

Number of Un-Licensed Vehicles											
June 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorised Vehicles											
Motorcars	128 844	40 339	40 454	22 692	14 507	21 235	15 294	16 037	5 998	305 400	
Minibuses	7 470	2 146	1 140	1 155	518	837	912	864	220	15 262	
Buses	463	151	99	101	73	190	127	139	67	1 410	
Motorcycles	11 334	2 697	5 072	1 656	1 551	1 619	1 223	855	574	26 581	
LDV's - Bakkies	29 753	13 911	8 329	8 968	4 464	8 765	6 060	9 427	2 604	92 281	
Trucks	3 685	1 395	672	843	586	1 727	734	1 073	244	10 959	
Other & Unkwn	1 313	1 221	825	591	1 236	934	888	698	324	8 030	
Sub-Total	182 862	61 860	56 591	36 006	22 938	35 307	25 238	29 093	10 031	459 923	
Towed Vehicles											
Caravans	1 614	318	472	206	292	403	273	251	118	3 947	
Heavy Trailers	1 111	422	166	128	271	709	246	190	94	3 337	
Light Trailers	18 764	4 929	5 048	3 046	2 837	3 191	2 751	2 323	1 280	44 169	
Unknown	179	141	127	130	142	177	236	82	57	1 271	
Sub-Total	21 668	5 810	5 813	3 510	3 542	4 480	3 506	2 846	1 549	52 724	
All Vehicles	204 530	67 670	62 404	39 516	26 477	39 787	28 744	31 939	11 580	512 647	
June 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorised Vehicles											
Motorcars	127 981	39 504	44 194	22 470	14 243	21 028	15 219	16 435	5 781	306 855	
Minibuses	7 695	2 181	1 340	1 270	522	880	915	946	239	15 988	
Buses	495	154	121	135	79	210	149	126	76	1 545	
Motorcycles	10 572	2 198	5 184	1 421	1 336	1 540	1 085	777	513	24 626	
LDV's - Bakkies	29 720	13 648	8 897	9 076	4 266	8 446	5 887	9 669	2 519	92 128	
Trucks	3 602	1 330	725	734	513	1 648	608	1 078	257	10 495	
Other & Unkwn	1 051	1 068	644	491	908	1 215	797	690	261	7 125	
Sub-Total	181 116	60 867	61 105	35 597	21 867	34 967	24 660	29 721	9 646	458 762	
Towed Vehicles											
Caravans	1 465	264	583	206	265	369	238	269	103	3 762	
Heavy Trailers	997	407	186	87	183	617	276	190	95	3 038	
Light Trailers	16 334	4 268	5 783	2 682	2 559	3 028	2 518	2 072	1 103	40 347	
Unknown	152	159	118	109	137	100	184	76	45	1 080	
Sub-Total	18 948	5 098	6 670	3 084	3 144	4 114	3 216	2 607	1 346	48 227	
All Vehicles	200 064	65 965	67 775	38 681	25 011	39 081	27 876	32 328	10 992	506 989	
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorised Vehicles											
Motorcars	-0,67	-2,07	9,25	-0,98	-1,82	-0,97	-0,49	2,48	-3,62	0,48	
Minibuses	3,01	1,63	17,54	9,96	0,77	5,14	0,33	9,49	8,64	4,76	
Buses	6,91	1,99	22,22	33,66	8,22	10,53	17,32	-9,35	13,43	9,57	
Motorcycles	-6,72	-18,50	2,21	-14,19	-13,86	-4,88	-11,28	-9,12	-10,63	-7,35	
LDV's - Bakkies	-0,11	-1,89	6,82	1,20	-4,44	-3,64	-2,85	2,57	-3,26	-0,17	
Trucks	-2,25	-4,66	7,89	-12,93	-12,46	-4,57	-17,17	0,47	5,33	-4,23	
Other & Unkwn	-19,95	-12,53	-21,94	-16,92	-26,54	30,09	-10,25	-1,15	-19,44	-11,27	
Sub-Total	-0,95	-2,87	7,91	-1,14	-4,66	-0,96	-2,19	2,16	-3,84	-0,25	
Towed Vehicles											
Caravans	-9,23	-16,98	23,52	0,00	-9,25	-8,44	-12,82	7,17	-12,71	-4,69	
Heavy Trailers	-10,26	-3,55	12,05	-32,03	-32,47	-12,98	12,20	0,00	1,06	-8,96	
Light Trailers	-12,95	-13,41	14,56	-11,95	-9,80	-5,11	-8,47	-10,80	-13,83	-8,65	
Unknown	-15,08	12,77	-7,09	-16,15	-3,52	-43,50	-22,03	-7,32	-21,05	-15,03	
Sub-Total	-12,55	-12,25	14,74	-12,14	-11,24	-8,17	-8,27	-8,40	-13,11	-8,53	
All Vehicles	-2,18	-3,65	8,61	-2,11	-5,54	-1,77	-3,02	1,22	-5,98	-1,10	

APPENDIX B-3

Number of Both Un-Roadworthy & Un-Licensed Vehicles										
June 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	11 864	4 094	4 318	2 678	2 146	2 888	1 646	1 868	618	32 120
Minibuses	2 198	691	264	313	170	281	257	270	49	4 493
Buses	140	52	30	43	27	61	45	50	8	456
Motorcycles	2 036	559	690	232	294	395	242	200	83	4 731
LDV's - Bakkies	2 953	1 553	979	959	545	1 126	590	942	255	9 902
Trucks	949	353	201	189	226	489	203	312	107	3 029
Other & Unkwn	171	115	72	66	144	146	90	110	39	953
Sub-Total	20 311	7 417	6 554	4 480	3 552	5 386	3 073	3 752	1 159	55 684
Towed Vehicles										
Caravans	84	29	39	20	33	46	26	25	10	312
Heavy Trailers	317	93	42	32	74	193	80	53	27	911
Light Trailers	968	306	287	150	161	192	169	148	73	2 454
Unknown	9	12	14	5	12	6	15	3	3	79
Sub-Total	1 378	440	382	207	280	437	290	229	113	3 756
All Vehicles	21 689	7 857	6 936	4 687	3 832	5 823	3 363	3 981	1 272	59 440
June 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	11 936	4 076	4 888	2 693	2 047	2 646	1 584	1 807	673	32 350
Minibuses	2 112	670	351	313	164	256	266	275	50	4 457
Buses	154	48	50	43	24	60	32	40	25	476
Motorcycles	1 904	427	732	203	239	390	217	163	99	4 374
LDV's - Bakkies	3 030	1 496	1 067	978	536	1 089	552	1 006	221	9 975
Trucks	870	329	237	179	207	436	206	302	123	2 889
Other & Unkwn	169	153	65	61	144	168	101	138	45	1 044
Sub-Total	20 175	7 199	7 390	4 470	3 361	5 045	2 958	3 731	1 236	55 565
Towed Vehicles										
Caravans	109	23	34	16	29	28	24	29	11	303
Heavy Trailers	184	99	49	22	56	142	74	36	25	687
Light Trailers	917	302	381	132	177	228	158	111	52	2 458
Unknown	11	17	4	4	9	11	9	1	3	69
Sub-Total	1 221	441	468	174	271	409	265	177	91	3 517
All Vehicles	21 396	7 640	7 858	4 644	3 632	5 454	3 223	3 908	1 327	59 082
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	0,61	-0,44	13,20	0,56	-4,61	-8,38	-3,77	-3,27	8,90	0,72
Minibuses	-3,91	-3,04	32,95	0,00	-3,53	-8,90	3,50	1,85	2,04	-0,80
Buses	10,00	-7,69	66,67	0,00	-11,11	-1,64	-28,89	-20,00	212,50	4,39
Motorcycles	-6,48	-23,61	6,09	-12,50	-18,71	-1,27	-10,33	-18,50	19,28	-7,55
LDV's - Bakkies	2,61	-3,67	8,99	1,98	-1,65	-3,29	-6,44	6,79	-13,33	0,74
Trucks	-8,32	-6,80	17,91	-5,29	-8,41	-10,84	1,48	-3,21	14,95	-4,62
Other & Unkwn	-1,17	33,04	-9,72	-7,58	0,00	15,07	12,22	25,45	15,38	9,55
Sub-Total	-0,67	-2,94	12,76	-0,22	-5,38	-6,33	-3,74	-0,56	6,64	-0,21
Towed Vehicles										
Caravans	29,76	-20,69	-12,82	-20,00	-12,12	-39,13	-7,69	16,00	10,00	-2,88
Heavy Trailers	-41,96	6,45	16,67	-31,25	-24,32	-26,42	-7,50	-32,08	-7,41	-24,59
Light Trailers	-5,27	-1,31	32,75	-12,00	9,94	18,75	-6,51	-25,00	-28,77	0,16
Unknown	22,22	41,67	-71,43	-20,00	-25,00	83,33	-40,00	-66,67	0,00	-12,66
Sub-Total	-11,39	0,23	22,51	-15,94	-3,21	-6,41	-8,62	-22,71	-19,47	-6,36
All Vehicles	-1,35	-2,76	13,29	-0,92	-5,22	-6,34	-4,16	-1,83	4,32	-0,60

APPENDIX C-1

June 2017										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	15 035	4 125	13 333	2 720	2 141	2 384	1 837	1 540	958	44 073
2	70 329	35 383	82 159	27 846	13 816	8 619	9 592	5 512	5 363	258 619
3	268 351	166 018	90 889	74 010	51 296	100 019	57 617	109 533	23 796	941 529
Total	353 715	205 526	186 381	104 576	67 253	111 022	69 046	116 585	30 117	1 244 221
June 2018										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	13 445	3 566	12 555	2 683	2 060	2 126	1 518	1 370	926	40 249
2	64 182	32 376	79 568	26 440	13 830	8 113	8 488	5 035	4 931	242 963
3	250 666	162 901	90 080	74 688	51 113	95 906	51 769	108 087	24 504	909 714
Total	328 293	198 843	182 203	103 811	67 003	106 145	61 775	114 492	30 361	1 192 926
% Change										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	-10,58	-13,55	-5,84	-1,36	-3,78	-10,82	-17,37	-11,04	-3,34	-8,68
2	-8,74	-8,50	-3,15	-5,05	0,10	-5,87	-11,51	-8,65	-8,06	-6,05
3	-6,59	-1,88	-0,89	0,92	-0,36	-4,11	-10,15	-1,32	2,98	-3,38
Total	-7,19	-3,25	-2,24	-0,73	-0,37	-4,39	-10,53	-1,80	0,81	-4,12

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

APPENDIX C-2

June 2017										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	176 772	60 693	112 635	34 278	26 259	22 885	19 765	15 003	9 418	477 708
A	44 462	12 987	28 467	9 199	8 981	6 589	6 403	3 850	2 428	123 366
B	1 028 015	454 223	575 575	228 820	140 477	119 279	113 557	74 876	50 687	2 785 509
EB	4 709	4 909	4 706	1 115	509	2 677	1 675	1 753	436	22 489
C1	1 265 592	621 033	204 020	200 928	155 227	417 000	211 832	566 254	66 692	3 708 578
EC1	1 308 898	576 391	803 172	311 667	175 665	159 565	141 451	109 060	65 404	3 651 273
C	306 617	174 092	121 436	71 844	80 210	109 467	55 415	95 648	25 284	1 040 013
EC	224 790	69 854	50 460	46 232	35 319	52 235	37 197	65 661	11 412	593 160
Total	4 359 855	1 974 182	1 900 471	904 083	622 647	889 697	587 295	932 105	231 761	12 402 096
June 2018										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	176 093	61 187	116 005	34 725	26 351	23 115	19 832	15 183	9 483	481 974
A	43 746	12 993	28 731	9 162	8 923	6 539	6 336	3 831	2 417	122 678
B	1 058 014	468 804	605 378	238 758	145 612	122 726	116 662	76 726	52 538	2 885 218
EB	4 752	4 920	4 940	1 160	527	2 906	1 706	1 816	450	23 177
C1	1 347 517	679 295	219 702	222 241	167 209	456 046	229 636	610 314	71 895	4 003 855
EC1	1 286 447	575 912	809 769	312 719	175 730	159 167	140 932	109 064	65 219	3 634 959
C	309 090	181 590	124 310	74 014	81 913	115 360	56 717	99 752	25 778	1 068 524
EC	219 030	69 726	50 293	46 359	35 191	52 166	37 032	65 824	11 397	587 018
Total	4 444 689	2 054 427	1 959 128	939 138	641 456	938 025	608 853	982 510	239 177	12 807 403
% Change										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	-0,38	0,81	2,99	1,30	0,35	1,01	0,34	1,20	0,69	0,89
A	-1,61	0,05	0,93	-0,40	-0,65	-0,76	-1,05	-0,49	-0,45	-0,56
B	2,92	3,21	5,18	4,34	3,66	2,89	2,73	2,47	3,65	3,58
EB	0,91	0,22	4,97	4,04	3,54	8,55	1,85	3,59	3,21	3,06
C1	6,47	9,38	7,69	10,61	7,72	9,36	8,40	7,78	7,80	7,96
EC1	-1,72	-0,08	0,82	0,34	0,04	-0,25	-0,37	0,00	-0,28	-0,45
C	0,81	4,31	2,37	3,02	2,12	5,38	2,35	4,29	1,95	2,74
EC	-2,56	-0,18	-0,33	0,27	-0,36	-0,13	-0,44	0,25	-0,13	-1,04
Total	1,95	4,06	3,09	3,88	3,02	5,43	3,67	5,41	3,20	3,27

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

June 2017										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 751	1 852	1 540	703	845	962	406	850	314	9 223
P G	276 426	173 157	145 877	83 518	62 217	98 734	52 340	105 870	23 850	1 021 989
D G	41	24	12	9	14	14	21	15	5	155
D P G	13 150	10 075	4 292	2 203	2 955	3 308	1 258	1 950	667	39 858
Total	291 368	185 108	151 721	86 433	66 031	103 018	54 025	108 685	24 836	1 071 225
June 2018										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 617	1 817	1 516	721	843	964	390	779	324	8 971
P G	277 363	180 654	150 681	87 512	63 100	100 824	52 751	107 195	24 698	1 044 778
D G	40	11	18	14	19	13	17	37	2	171
D P G	13 741	10 747	4 415	2 399	3 075	3 556	1 284	2 004	759	41 980
Total	292 761	193 229	156 630	90 646	67 037	105 357	54 442	110 015	25 783	1 095 900
% Change										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	-7,65	-1,89	-1,56	2,56	-0,24	0,21	-3,94	-8,35	3,18	-2,73
P G	0,34	4,33	3,29	4,78	1,42	2,12	0,79	1,25	3,56	2,23
D G	-2,44	-54,17	50,00	55,56	35,71	-7,14	-19,05	146,67	-60,00	10,32
D P G	4,49	6,67	2,87	8,90	4,06	7,50	2,07	2,77	13,79	5,32
Total	0,48	4,39	3,24	4,87	1,52	2,27	0,77	1,22	3,81	2,30

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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