



State of Road Safety Report

July – September 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 executed during the period under review.

2. EXECUTIVE SUMMARY

The report seeks to provide the road crash statistics, law enforcement and road safety programme. The performance is for the period between July – September 2018. The performance per each focus area is provided below.

Road Crashes Data

A total number of 3 350 fatalities were recorded for the period between July – September 2018 from 2 769 fatal crashes. As a result there was a decrease of 13.26% fatalities from 2017 to 2018. The most affected road user group during 2018 was the pedestrians. However, passengers recorded a slight decrease of 1% from 33% to 32%.

A total number of twenty-five (25) major crashes were reported and investigated for the period under review. One-hundred and forty-seven (147) persons were killed and two-hundred and seventy-five (275) persons sustained injuries in these major crashes.

Vehicle and driver population

The number of registered vehicles increased by 267 311 (2.20%) from 12 153 061 as on 30 September 2017 to 12 420 372 vehicles as on 30 September 2018.

On a national basis the total number of vehicles that are either un-roadworthy, un-licenced or both increased by 83 737 (7.66%) from 1 093 760 vehicles as on 30 September 2017 to 1 177 497 vehicles as on 30 September 2018.

The number of learner driving licences issued decreased by 461 013 (28.05%) from 1 643 688 as on 30 September 2017 to 1 182 675 as on 30 September 2018. The number of driving licences issued increased by 402 679(3.21%) from 12 531 296 as on 30 September 2017 to 12 933 975 as on 30 September 2018.

Road Safety performance

Road Safety programmes is based on Key Performance Indicators which are indicated in the Annual Performance Plan 2018/2019 were executed during the 2nd Quarter (July – September) 2018.

During the period under review, the Business unit in the execution of its annual performance plan conducted the below activities.

- A monitoring report was compiled on the activities related to the implementation of the National Road Safety Strategy which indicated areas of emphasis.
- A Monitoring Report was compiled with regard to the implementation of the youth programmes which highlighted critical areas of intervention.
- Road safety educational programmes were implemented with interest groups, which resulted into signing of a number of Memorandum of Understanding amongst the companies, which enter into partnership with RTMC on road safety programmes.
- Community based programme were developed and monitored within the following provinces (Kwa-Zulu Natal, Eastern Cape and Gauteng)
- A report was compiled on the enhancement of the road safety content into *the* Curriculum and Assessment Policy Statement (CAPS) in collaboration with the Department of Basic Education.

Over and above Road Safety business unit in provinces and within transport entities conducted road safety educational and awareness campaign targeted at driver, passengers, pedestrian and vehicle safety.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between July and September 2017 and 2018 using the CHoCOR For. 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, it includes information about population growth using the 2018 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 utilised to collect fatal road crash data on daily basis. South African Police Service (SAPS) is the primary source of the fatal crash data. SAPS provide the Corporation with a list of all recorded fatal crashes (CAS list) and further to this, the Corporation receive the CHoCOR forms from various police stations. Road Traffic Management Corporation captures, processes and verifies the data to compile a report.

2.2 Crash Data Flow

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

2.3 Data processing

The data is captured and verified for 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 based mainly 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 nine (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 fatal road crash data on daily basis.

Road Safety and Law Enforcement use the following tools amongst 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. FATAL ROAD CRASH ANALYSIS

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

3.1 Number of fatal crashes

The table below provides a comparison between two quarters. There was a decrease of 314 (10.2%) from 3 083 to 2 769 in comparison to quarter 2 of 2017 and 2018. However, on a provincial level all provinces recorded a decrease in this regard with the exception of Gauteng and North West. The highest decrease was recorded for Northern Cape with 33.7% followed by Western Cape with 31.7%.

Number of Fatal Crashes per Province										
Year	EC	FS	GP	KZN	LI	MP	NC	NW	WC	RSA
2017	374	186	638	643	355	323	95	201	268	3 083
2018	331	182	643	549	326	280	63	212	183	2 769
change	-43	-4	5	-94	-29	-43	-32	11	-85	-314
% change	-11.5	-2.2	0.8	-14.6	-8.2	-13.3	-33.7	5.5	-31.7	-10.2

Table 1: Number of fatal crashes per province 2017 and 2018

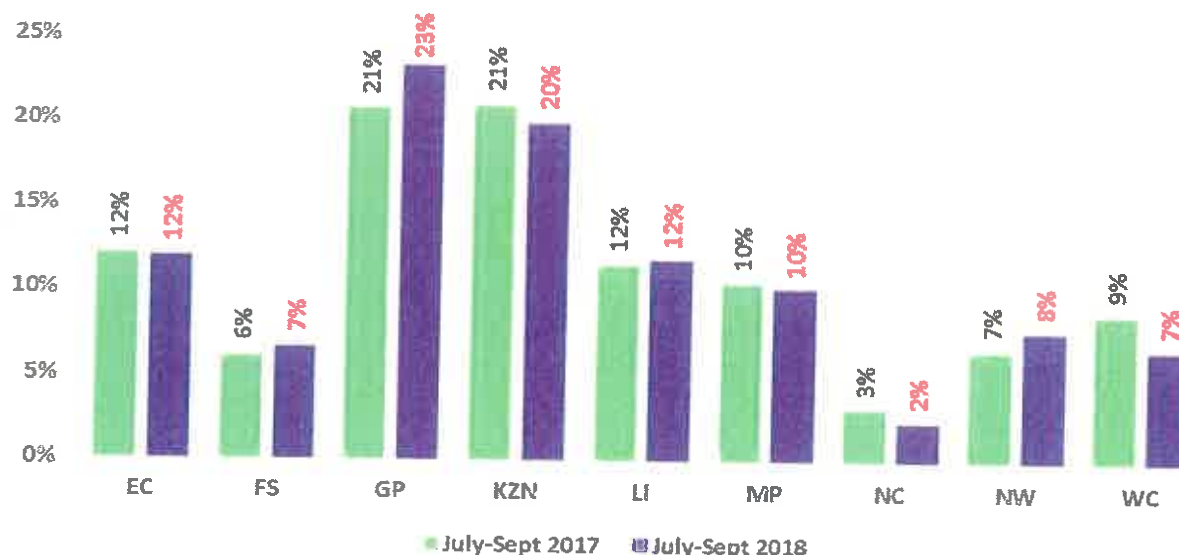


Figure 1: Percentage distribution of fatal crashes for the two quarters

3.1.1 Fatal Crashes per Day of Week

The details of the fatal 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 2017 and 2018. Saturday and Sunday contributed more than 20% respectively for both quarters.

Quarter 2	Sun	Mon	Tue	Wed	Thurs	Fri	Sat
Jul - Sept 2017	23%	10%	8%	8%	9%	15%	27%
Jul - Sept 2018	25%	11%	8%	8%	8%	14%	26%

Table 2: Comparison of Number of Fatal Crashes per day of week for quarter 2 of 2017 and 2018

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

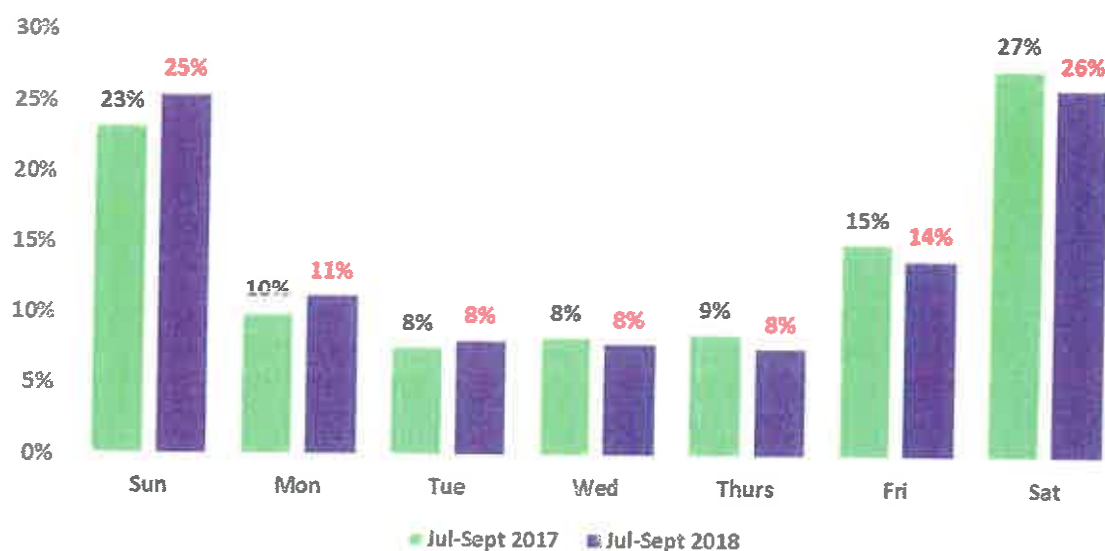


Figure 2: Percentage distribution of fatal crashes per day of week

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.

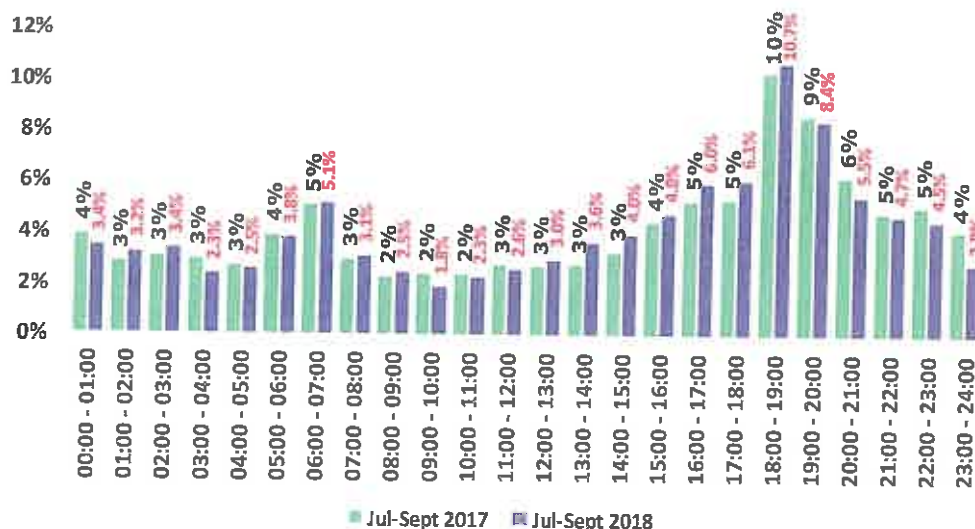


Figure 3: Percentage distribution of fatal crashes per time of day for two quarters 2017 and 2018

The figure above depicts a comparison between fatal crashes per time of day comparing quarter 2 of 2017 and 2018. In comparison, slot 18:00 to 19:00 remained the highest with more than 10% however with a slight increase of 0.7% compared to the previous year. A downward trend was also observed for slots 20:00 to 22:00, and a slight decrease of 0.5% for time slot 22:00 to 23:00.

3.1.3 Fatal crashes per crash type

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

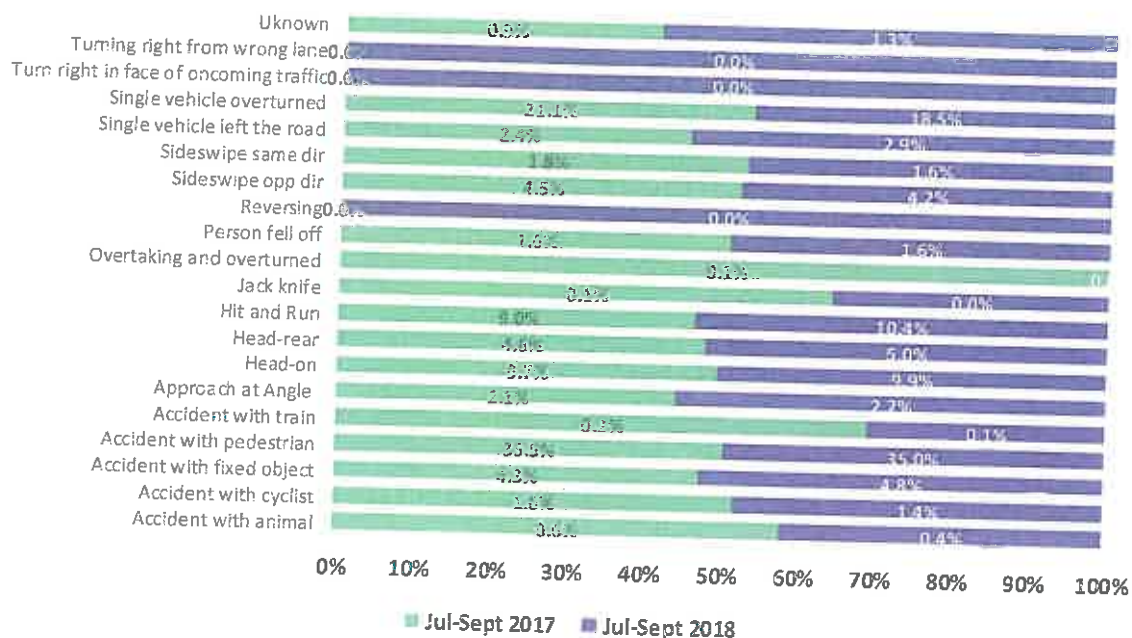


Figure 4: Percentage distribution of fatal crashes per crash type

The figure above depicts that most crashes occurred due to crashes with pedestrians and single vehicle overturned. A contribution of 35.5% for 2017 was recorded for fatal crashes involving pedestrians and 35% for 2018 of which shows a slight decrease of 0.5%. Followed by single vehicle overturned with a contribution of 21.1% for 2017 and 18.5% for 2018, of which shows a decrease of 2.6%.

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.

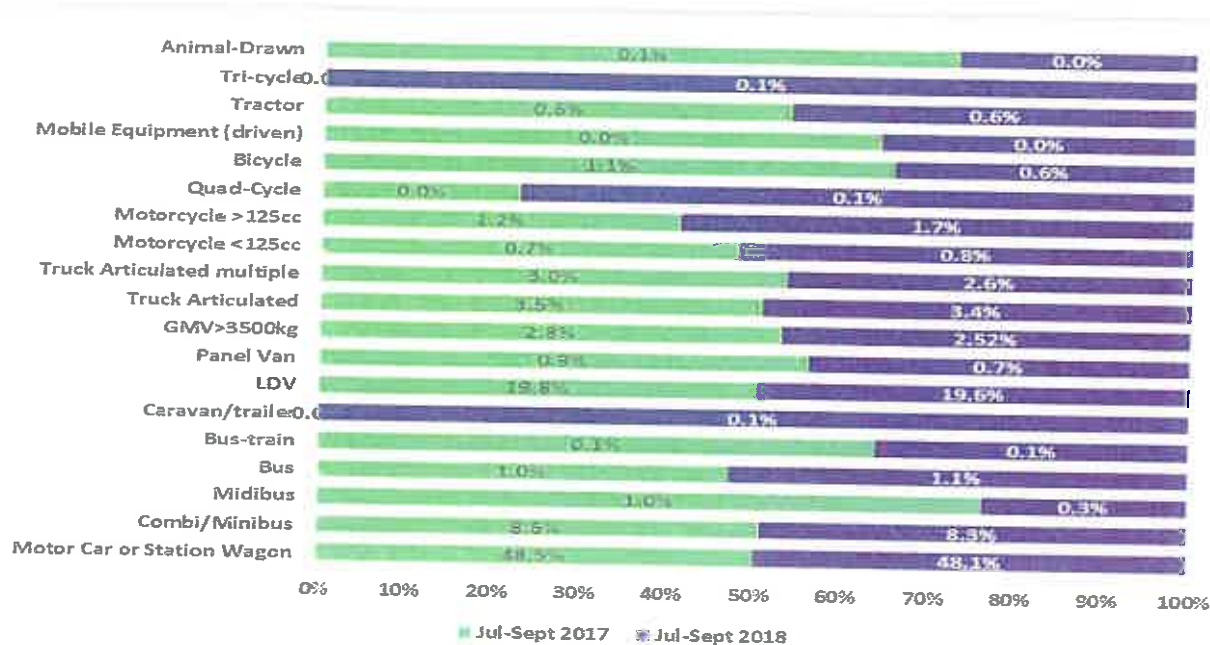


Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were motorcars and LDV's with contributions of 48.1% and 19.6% respectively during 2018. The two vehicle types may contribute to high number of fatalities for passengers.

3.2 Contributory factors

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

The fatal crashes for July - September 2018 showed that human factors contributed 63% to the occurrence of fatal crashes followed by roads and environmental factors at 33.9% and vehicle factors with a contribution of 3.1%.

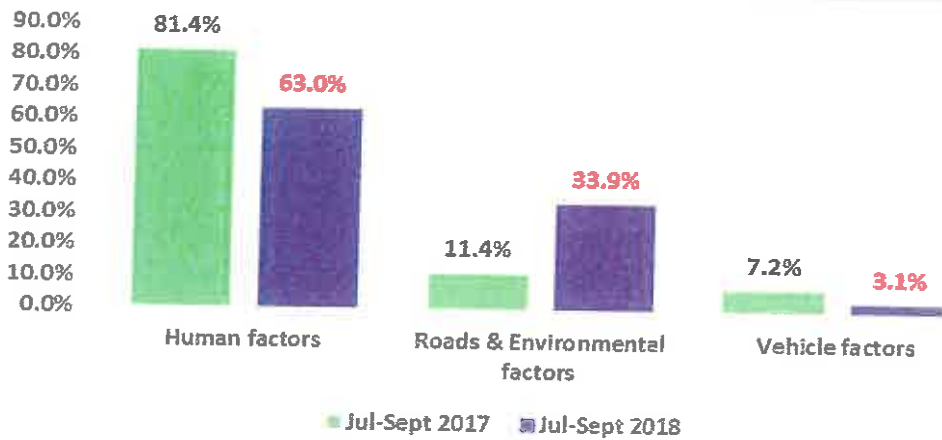


Figure 6: Comparison of contributory factors for 2017 and 2018

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

There was a decrease of 18.4% for human factors and an increase of 22.5% for roads and environmental factors, while vehicles factors recorded a decrease of 4.1%.

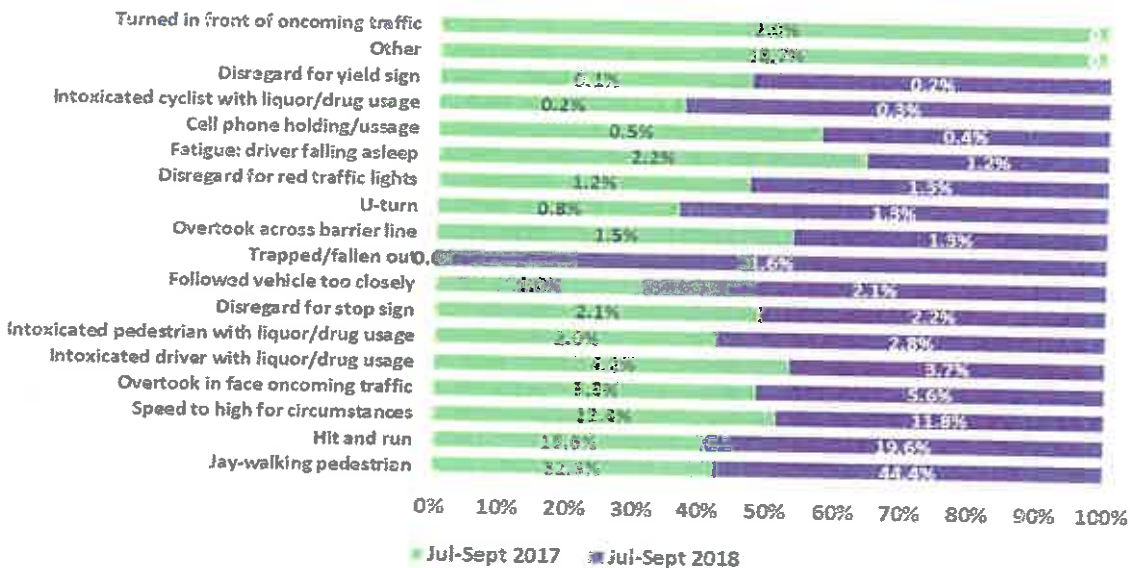


Figure 7: Percentage distribution of human factors

The figure above shows that jay-walking contributed 44.4% to the occurrence of fatal crashes, followed by hit and run and speeding with 19.6% and 11.8% respectively

during 2018. The jay-walking and hit and run as depicted above correlate to a high number of fatalities for pedestrians.

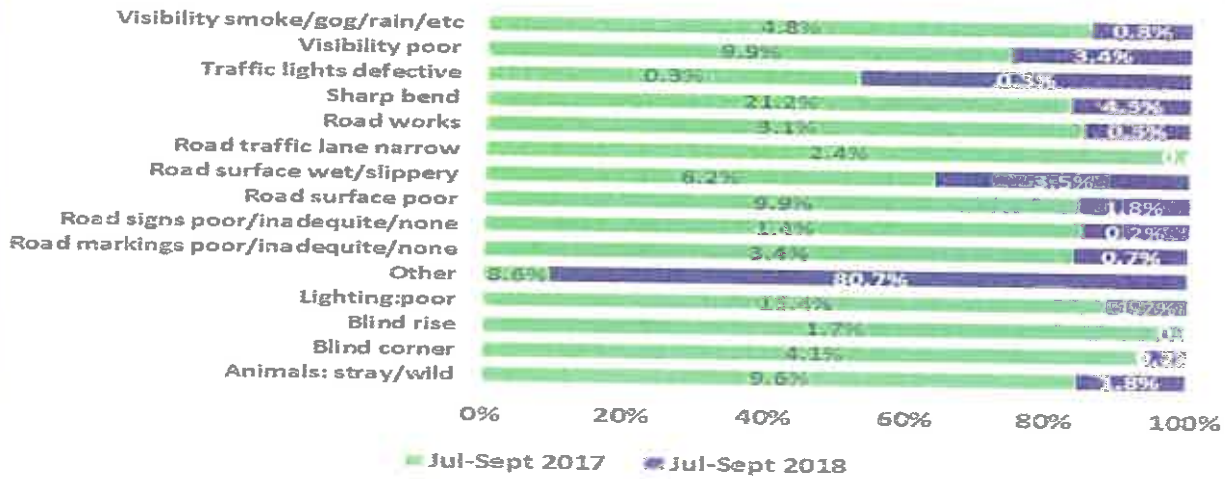


Figure 8: Percentage distribution of road and environmental factors

The figure depicts that about 19% of fatal crashes occurred as a result of visibility being poor during 2018, followed by sharp bend and road surface wet or slippery with 17% and 15% respectively. A decrease of 4.7% has been observed for sharp bend in comparison to the previous year.

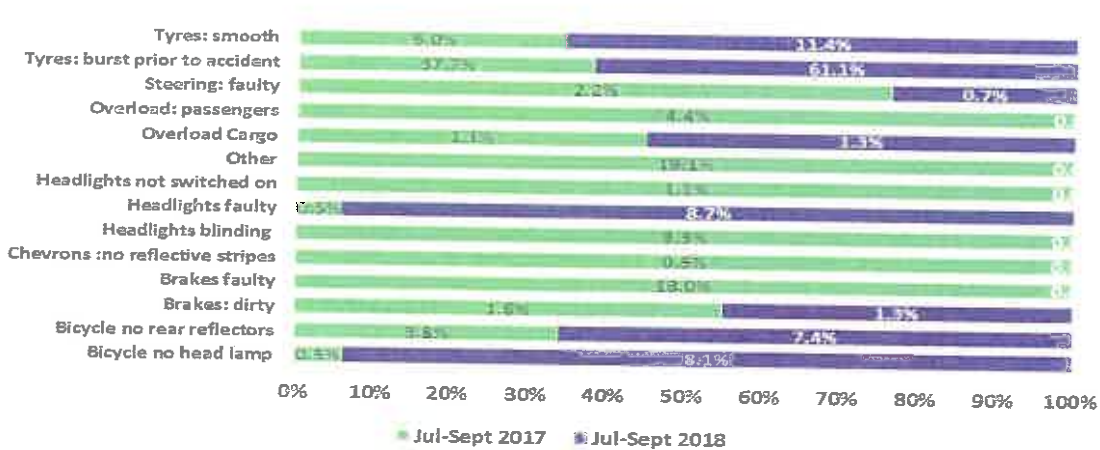


Figure 9: Percentage distribution for vehicle factor

The figure above shows that most crashes occurred as a result of a tyre burst prior to the crash with a contribution of 61.1% during 2018, followed by smooth tyres with a contribution of 11.4% and headlights faults with 8.7% contribution.

4. ROAD FATALITIES ANALYSIS

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

4.1 Number of fatalities per province

Number of Fatalities per Province										
Year	EC	FS	GP	KZN	LI	MP	NC	NW	WC	RSA
2017	487	238	765	769	469	444	116	261	313	3862
2018	418	246	727	648	411	340	91	253	216	3350
change	-69	8	-38	-121	-58	-104	-25	-8	-97	-512
% change	-14.17	3.36	-4.97	-15.73	-12.37	-23.42	-21.55	-3.07	-30.99	-13.26

Table 3: Comparison of fatalities per province for the two quarters of 2017 and 2018

The table above shows a comparison of fatalities per province for the two quarters. A decrease in the number of fatalities is depicted from 3 862 in 2017 to 3 350 in 2018. All the provinces with the exception of Free State recorded a decrease in the number of fatalities. The highest recorded decreases were for Western Cape with 30.99% followed by Mpumalanga with 23.42%.

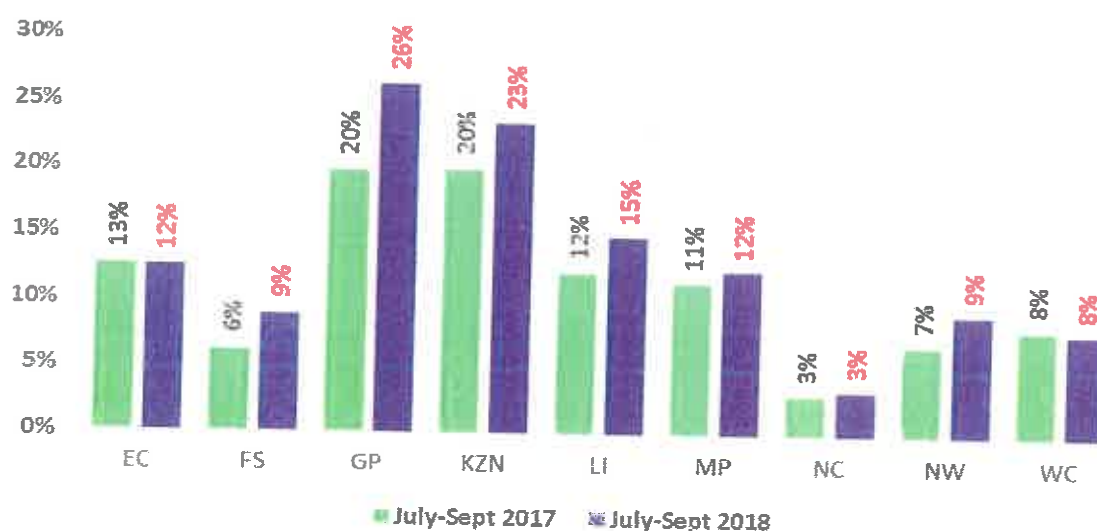


Figure 10: Percentage distribution fatalities per province in 2017 and 2018

4.2 Number of Fatalities per Road User Group

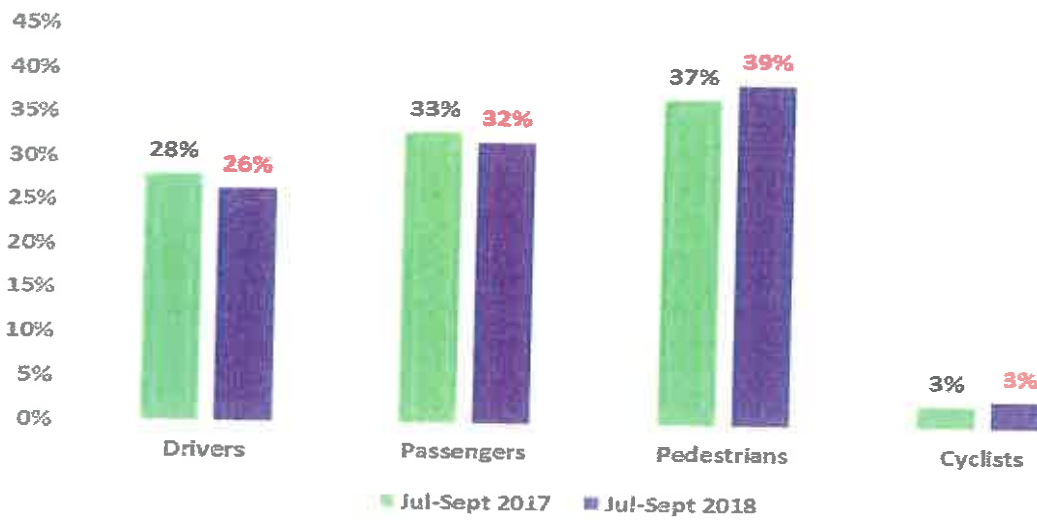


Figure 11: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road user groups is reflected in the figure above. During the period under review, pedestrians contributed 39%, followed by passengers with 32% and drivers with 26% to the total number of fatalities. All road user groups with exception of pedestrians recorded a decrease as compared to the previous year.

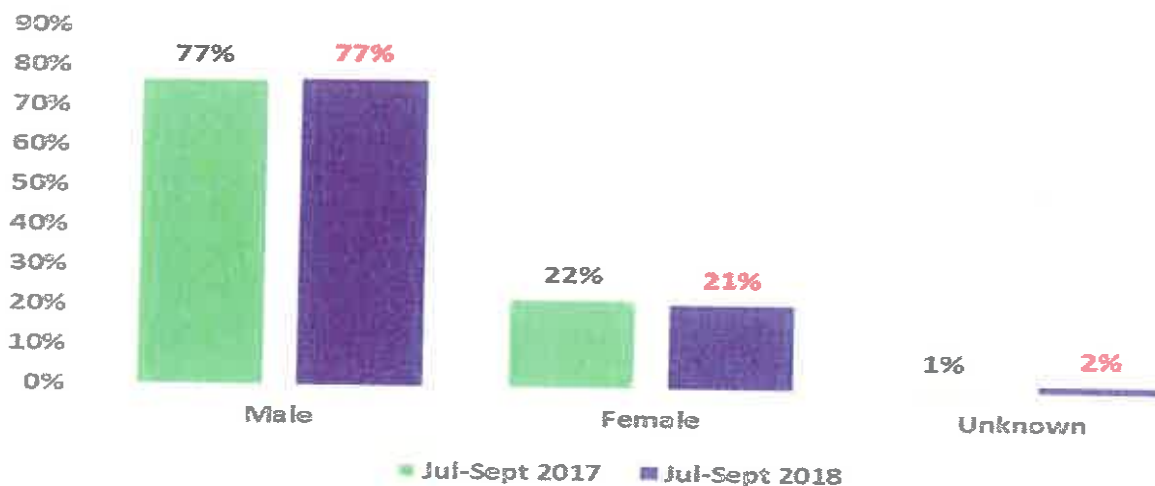


Figure 12: Percentage distribution of fatalities per gender

The figure above depicts trends for fatalities per gender for the two quarters. The trends shows that the male category fatalities remained the same at 77% while the female category recorded a slight decrease of 1% in comparison of the two quarters.

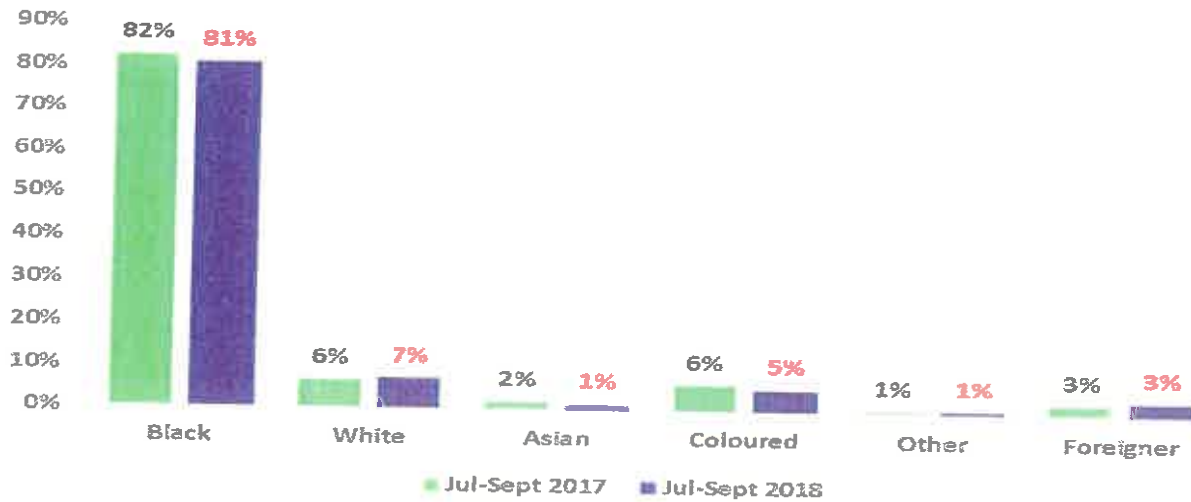


Figure 13: Percentage distribution of fatalities per race

The figure above depicts trends for fatalities per race for the two quarters. The trend shows that there was a slight decrease of 1% for blacks and 1% increase for whites in comparison of the two quarters.

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 group for the period July to September 2017 and 2018. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists)

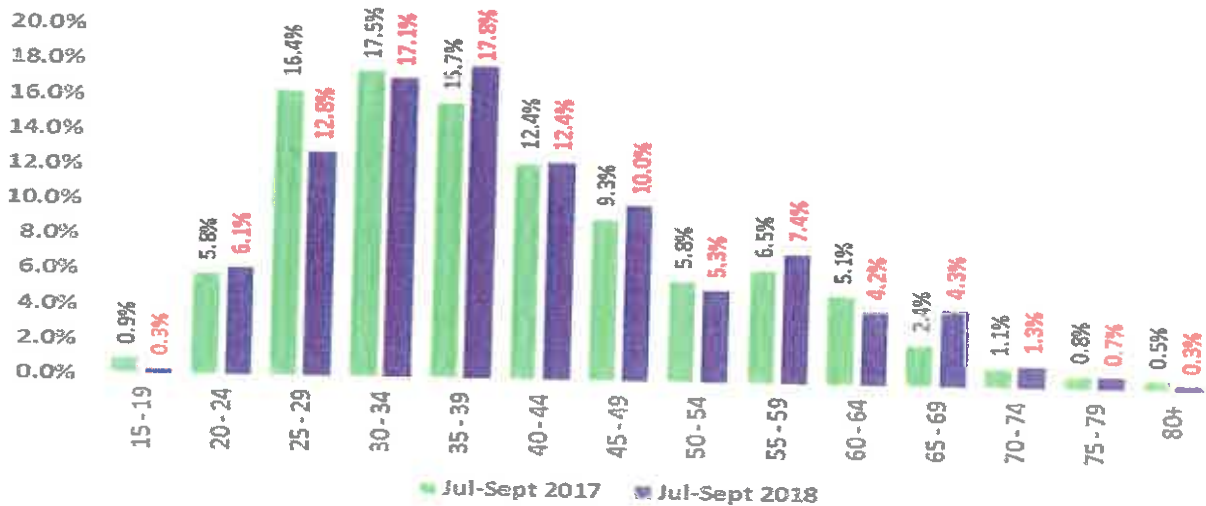


Figure 14: Percentage distribution of fatalities per age for drivers

The figure above shows that the highest fatalities for drivers were recorded from age group 35 to 39 years. Age group between 35 to 39 years being the peak age groups with a contribution 17.8%, followed by the age group 30 to 34 with 17.1% during 2018.



Figure 15: Percentage distribution of fatalities per age for passengers

The figure above indicates that most fatalities for passengers were recorded for age group 25 and 29 years with a contribution of 17.4%. Followed by the age group between 30 to 34 years with a contribution of 16.5% during 2018.



Figure 16: Percentage distribution of fatalities per age for pedestrians

The figure above indicates that the highest fatalities for pedestrians were recorded between the age group 30 to 35 years with a contribution of 13.7%, followed by age group between 35 to 39 with a contribution of 12.2%.

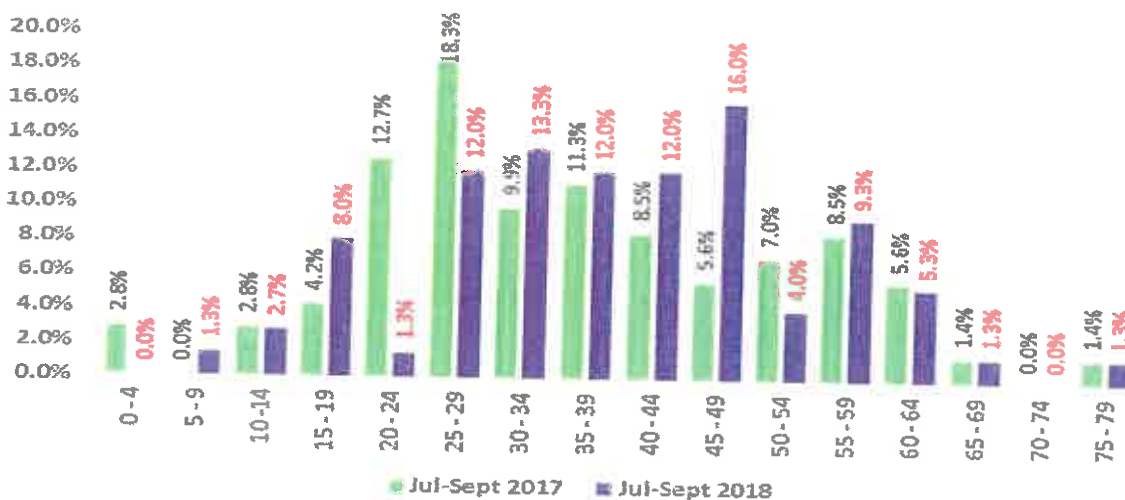


Figure 17: Percentage distribution of fatalities per age for cyclists

The figure above indicates that most fatalities for cyclists were recorded between ages 45 to 49 with a contribution of 16% during 2018. The age group 30 to 35 recorded the next highest percentage at 13.3%.

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 involving vehicles carrying dangerous goods / hazardous chemicals where there is a fatality and a spillage of the dangerous goods / hazardous chemicals, and any crash that the Corporation deems necessary to investigate.

5.1 Number of major crashes

A total number of twenty-five (25) major crashes were reported and investigated for the period under review. One-hundred and forty-seven (147) persons were killed in the major crashes and two-hundred and seven five (275) persons sustained injuries in these major crashes.

The pie chart below indicates the number of casualties, four-hundred and three (403) consisting of one-hundred and thirty-nine (139) fatalities and two-hundred and sixty-four (264) injuries sustained during the Second Quarter of the 2018/ 2019 Financial Year in the twenty-five (25) major crashes reported and investigated.

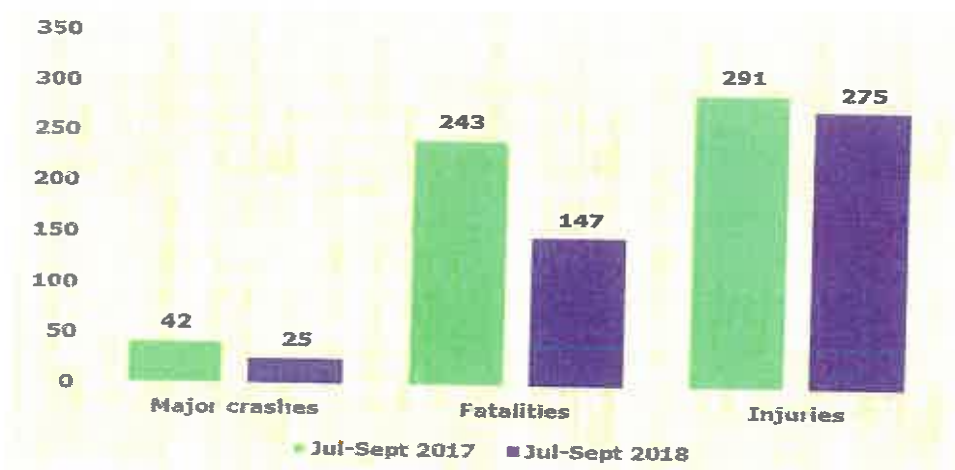


Figure 18: Comparison of major crashes, fatalities and injuries

5.2 MAJOR CRASHES PER PROVINCE

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

- Eastern Cape Province (7 crashes and 35 fatalities);
- Free State Province (4 crashes and 25 fatalities);
- Gauteng Province (2 crashes and 5 fatalities);
- Kwa-Zulu Natal Province (4 crashes and 17 fatalities);
- Limpopo Province (3 crashes and 26 fatalities);
- Mpumalanga Province (2 crashes and 11 fatalities);
- North West Province (1 crash and 5 fatalities); and
- Western Cape Province (2 crashes and 15 fatalities).

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

- Limpopo Province (8.7 fatalities per crash);
- Western Cape Province (7.5 fatalities per crash);
- Free State Province (6.3 fatalities per crash); and
- Mpumalanga Province (5.5 fatalities per crash).

The map below indicates the spread of the number of major crashes and fatalities across the provinces for the period under review.



Figure 19: Map showing crashes and fatalities per province

5.3 Crash Types

The figure below indicates the number of crashes per crash type.

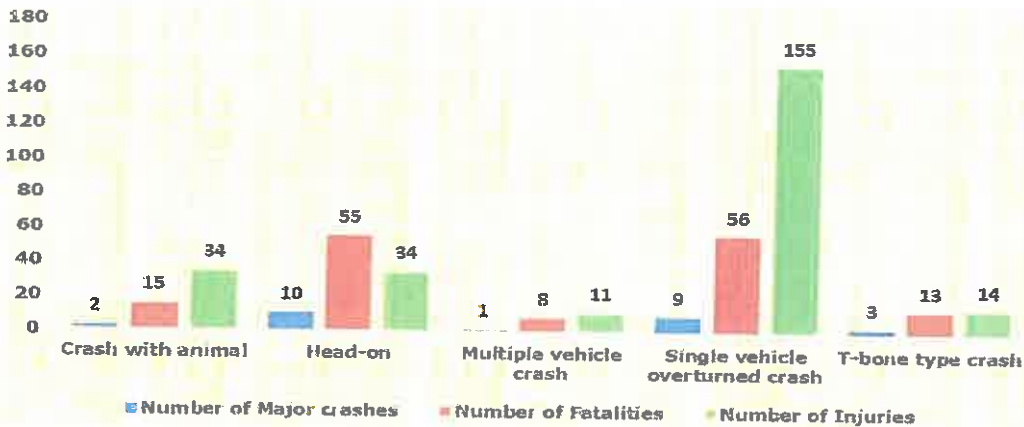


Figure 20: Major crashes per crash type

The crash type that contributed the highest to fatal crashes was Head-on with 10 fatal crashes followed by single vehicle overturned with 9 fatal crashes.

5.4 Vehicle Involved in Major Crashes

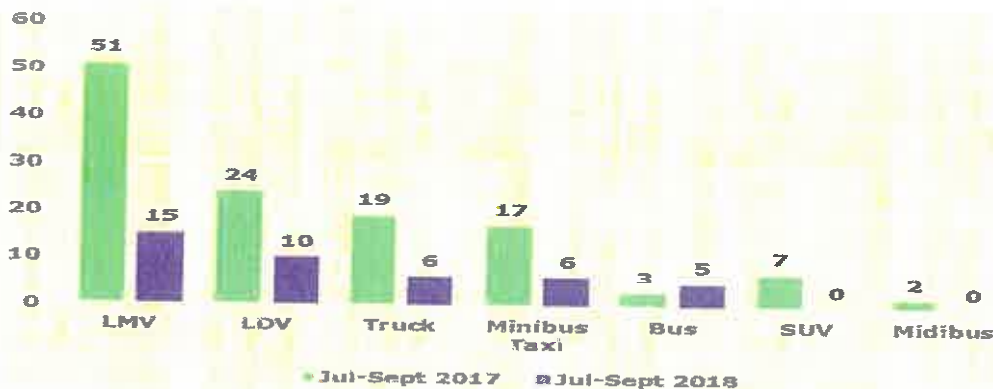


Figure 21: Vehicles involved in major crashes

The figure above depicts the vehicle types involved in the major crashes reported and investigated during the second quarters of 2017 and 2018. A total of thirty-eight (38) vehicles were involved during the second quarter of 2018 while during the second quarter of 2017 there 123 vehicles involved.

The vehicle type mostly involved in the major crashes were:

- Light Motor Vehicles (LMV's) - 13

- Trucks - 6
- Light Delivery Vehicles (LDV's) - 9
- Minibus Taxis - 5
- Busses - 5

5.5 Contributory Factors

The analysis from major fatal crashes report indicates that 83.3% of the contributory factors occurred were due to Driver/ Human Error. The below are the list of human errors associated with the major crashes:

- Intoxicated driver with liquor/drug usage;
- Drove in oncoming traffic lane/ Drove in wrong lane;
- Illegal U-Turn;
- Driver failed to keep vehicle under control;
- Speed too high for circumstances;
- Overtook across barrier line.

The vehicle factor contributed 8.3% to the major crashes that occurred during the period under review. The list of the vehicle factors are as below:

- ✚ Tyres bursting prior to the crash occurring; and
- ✚ Tyre thread separation prior to crash occurring.

The road and environment also contributed 8.3% to the major crashes that occurred during the period under review. The list of road and environment factor is as below:

- 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 267 311 (2.20%) from 12 153 061 on 30 September 2017 to 12 420 372 vehicles on 30 September 2018. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered Sept 2017	Number registered Sept 2018	Change	% Change	% of Group Sept 2018	% of Total Sept 2018
Motorised Vehicles						
Motorcars	7 140 906	7 317 044	176 138	2,47	65,15	58,91
Minibuses	314 987	326 419	11 432	3,63	2,91	2,63
Buses	62 899	64 217	1 318	2,10	0,57	0,52
Motorcycles	352 538	347 418	-5 120	-1,45	3,09	2,80
LDV's - Bakkies	2 489 337	2 548 999	59 662	2,40	22,70	20,52
Trucks	372 181	375 933	3 752	1,01	3,35	3,03
Other & Unknown	250 611	250 906	295	0,12	2,23	2,02
Total Motorised	10 983 459	11 230 936	247 477	2,25	100,00	90,42
Towed Vehicles						
Caravans	102 164	101 204	-960	-0,94	8,51	0,81
Heavy Trailers	191 754	198 073	6 319	3,30	16,65	1,59
Light Trailers	859 793	874 583	14 790	1,72	73,53	7,04
Other & Unknown	15 892	15 577	-315	-1,98	1,31	0,13
Total Towed	1 169 603	1 189 437	19 834	1,70	100,00	9,58
All Vehicles	12 153 061	12 420 373	267 311	2,20		100,00

Table 4: 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 and heavy trailers with an increase of 3.63% and 3.30% respectively. The number of registered minibuses increased from 314 987 to 326 419 and followed by heavy trailers with increased from 191 754 to 198 073, respectively. The monthly percentage change over the past year for motorised vehicles are shown in the figure below.

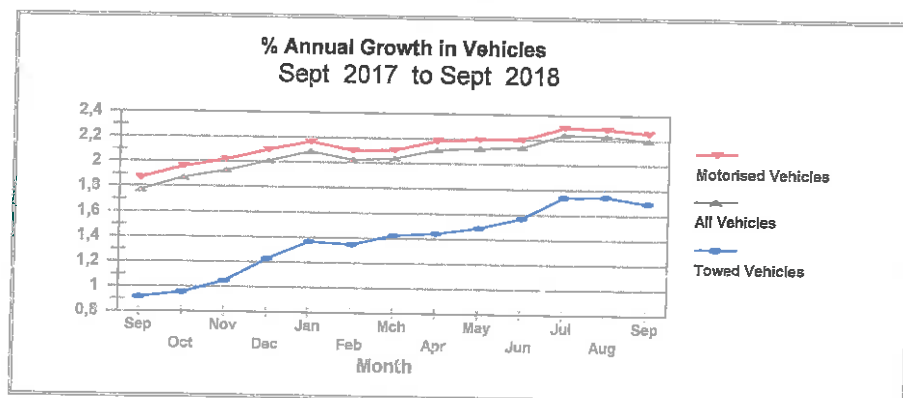


Figure 22: Percentage Annual Growth in Vehicles

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

Number of Registered Vehicles per Province	Number registered Sept 2017	Number registered Sept 2018	Change	% Change	% of Total Sept 2018
Gauteng	4 686 461	4 788 182	101 721	2,17	38,55
KwaZulu-Natal	1 621 446	1 655 265	33 819	2,09	13,33
Western Cape	1 963 625	2 009 304	45 679	2,33	16,18
Eastern Cape	807 494	825 250	17 756	2,20	6,64
Free State	625 919	631 707	5 788	0,92	5,09
Mpumalanga	869 656	895 461	25 805	2,97	7,21
North West	615 429	625 936	10 507	1,71	5,04
Limpopo	687 400	708 770	21 370	3,11	5,71
Northern Cape	275 631	280 497	4 866	1,77	2,26
RSA	12 153 061	12 420 372	267 311	2,20	100

Table 5: Number of registered vehicles per province

The number of registered vehicles per province show the highest increase recorded for Limpopo with an increase of 3.11% from 687 400 in 2017 to 708 770 followed closely by Mpumalanga, with an increase of 2.97% from 869 656 to 895 461.

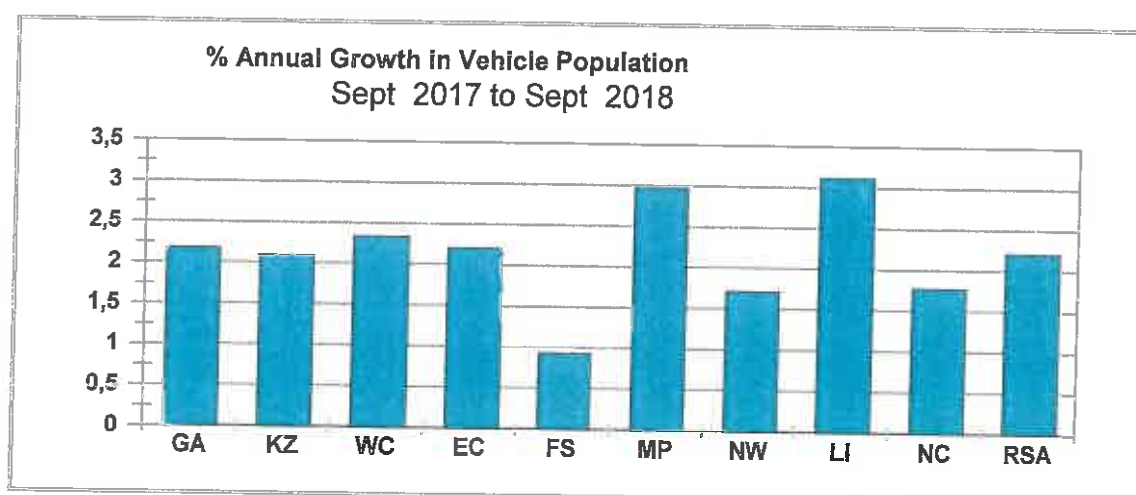


Figure 23: Percentage Annual Growth in Vehicle Population

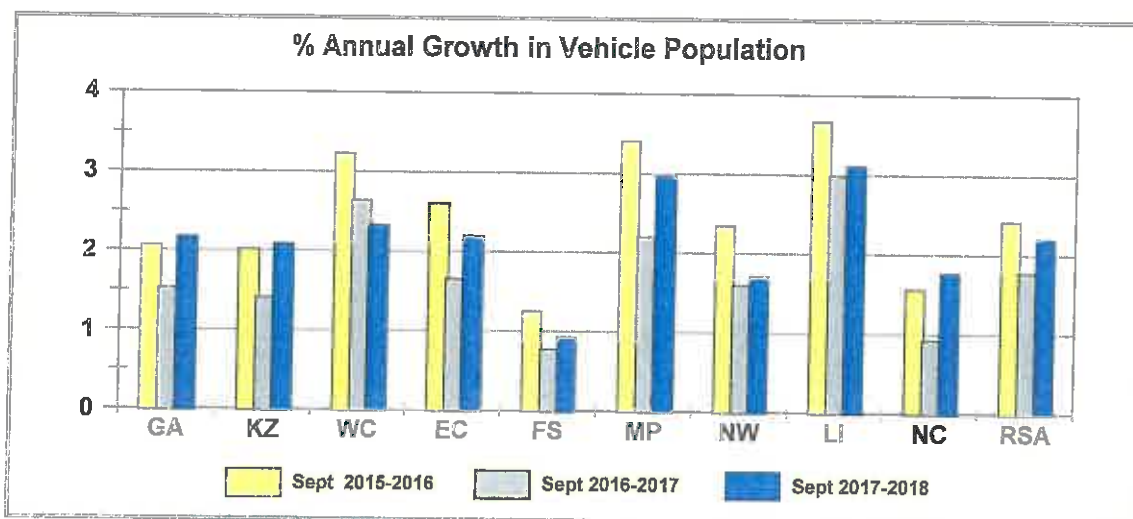


Figure 24: Percentage Annual Growth in Vehicle Population

The percentage vehicles registered per province as on 30 September 2018 is reflected in the figure below.

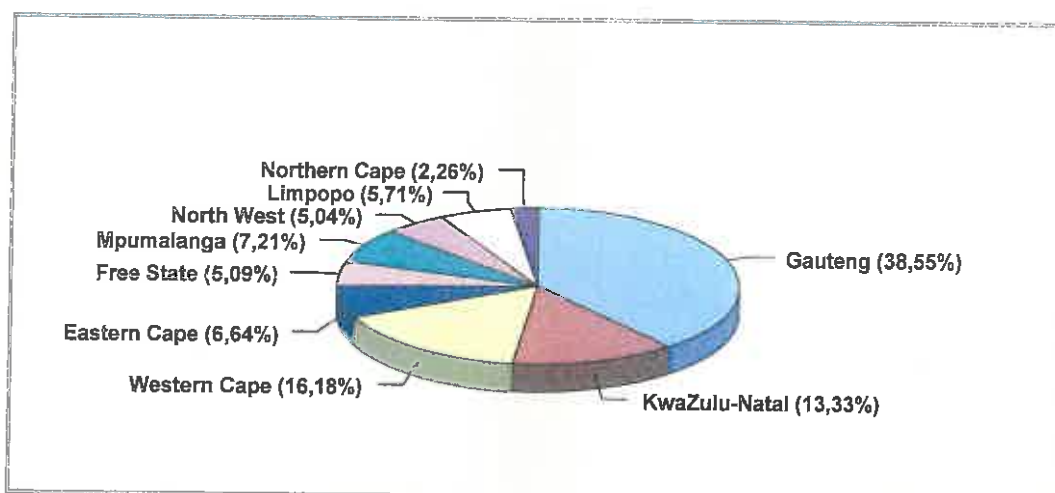


Figure 25: Percentage Vehicles Registered per Province

The information in the figure above shows that 38.55% of all vehicles were registered in Gauteng; 16.18% in Western Cape and 13.33% in Kwa-Zulu Natal.

More detailed information on the number of vehicles per type registered per Province for September 2017 and September 2018 is given in the table under **Appendix A**.

5.1.2 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	
Sept 2015	13,24	10,96	6,23	6,94	2,82	4,31	3,73	5,75	1,18	55,18
Sept 2016	13,51	11,22	6,32	7,11	2,86	4,38	3,77	5,86	1,20	56,23
Sept 2017	13,55	11,16	6,32	7,10	2,87	4,35	3,79	5,84	1,20	56,18
Sept 2018	14,20	11,22	6,50	6,72	2,88	4,46	3,86	5,85	1,22	56,90

Table 6: 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 September 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
Sept 2015	3,40	8,08	3,92	10,47	6,15	6,72	7,88	10,57	5,61	5,61
Sept 2016	3,37	8,07	3,83	10,40	6,09	6,59	7,70	10,32	5,55	5,54
Sept 2017	3,32	7,83	3,72	10,18	6,03	6,39	7,58	9,95	5,47	5,42
Sept 2018	3,40	7,69	3,75	9,41	5,98	6,37	7,55	9,64	5,45	5,37

Table 7: Average number of persons per vehicle (excluding trucks, other, unknown and towed vehicles)

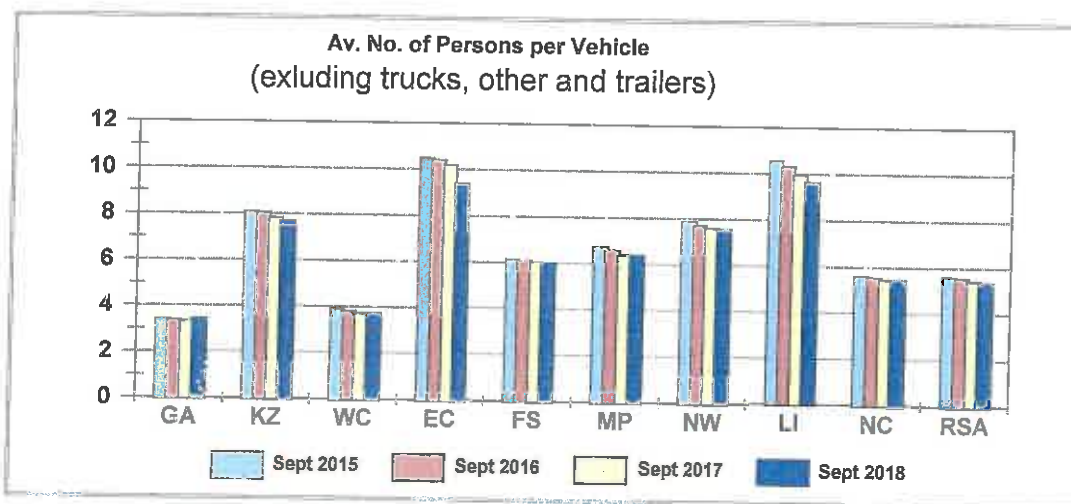


Figure 26: Average number of persons per vehicle (excluding trucks, other and trailer)

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

Month	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Sept 2015-2016	0,81	0,16	2,28	0,65	0,92	1,98	2,34	2,30	0,95	1,16
Sept 2016-2017	1,45	3,00	2,69	2,10	0,93	2,98	1,49	3,66	1,60	2,21
Sept 2017-2018	-2,40	1,74	-0,66	7,60	0,79	0,46	0,44	3,10	0,24	1,04

Table 8: Percentage improvement in mobility per province

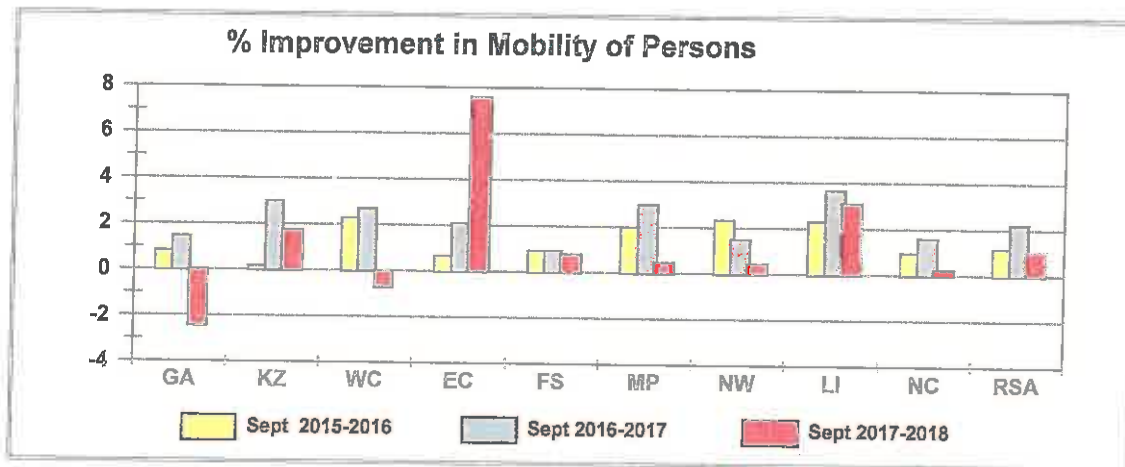


Figure 27: Percentage improvement in mobility of persons

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 1.16% from a national average of 5.61 persons per vehicle at the end of September 2015 to 5.54 persons per vehicle at the end of September 2016. As from the end of September 2017 to September 2018 the improvement shows a decrease of 1.04%, from 5.42 to 5.37 persons per vehicle.

Although they do show some improvement, the “least mobile” Provinces remain Limpopo with 9.64 persons per vehicle; followed by the Eastern Cape with 9.41 persons per vehicle at the end of September 2018. The “most mobile” Provinces are Kwa-Zulu Natal and the North West with an average of 7.69 and 7.55 persons per vehicle respectively at the end of September 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
Sept 2015	98	195	161	267	188	146	173	214	188	155
Sept 2016	97	193	157	264	186	145	168	209	183	153
Sept 2017	95	185	150	256	183	141	166	200	175	149
Sept 2018	97	180	150	235	181	138	164	191	170	146

Table 9: Average number of persons per "heavy" passenger transport vehicle (buses and minibuses)

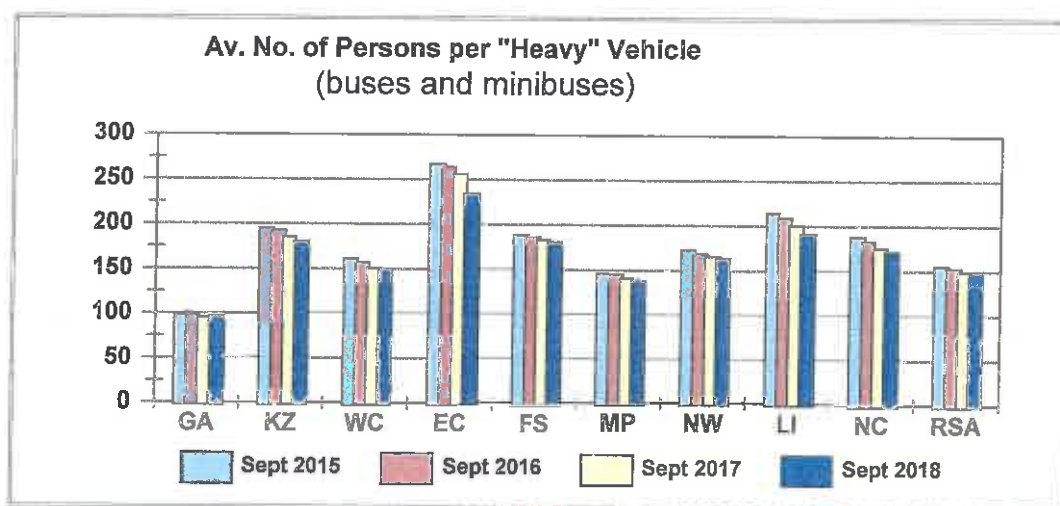


Figure 28: Average number of persons per "heavy vehicles" (buses and minibuses)

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	
Sept 2015-2016	1,12	1,27	2,30	1,13	1,09	0,33	2,56	2,19	2,49	1,40
Sept 2016-2017	2,10	3,76	4,19	2,88	1,66	3,38	1,45	4,18	4,39	2,97
Sept 2017-2018	-1,73	2,75	0,50	8,53	1,19	1,70	1,26	4,66	2,72	2,02

Table 10: 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 September 2017 to September 2018 increased by 2.02% from 149 persons per vehicle to 146 persons per vehicle.

On a Provincial percentage basis the highest improvement was in the Eastern Cape where the average number of persons per vehicle changed by 8.53% from about 256 persons per vehicle in September 2017 to 235 persons per vehicle at the end of September 2018. In Limpopo the improvement was 4.66% from 200 to 191.

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
Sept 2015	102	51	62	37	53	69	58	47	53	64
Sept 2016	103	52	64	38	54	69	59	48	55	65
Sept 2017	105	54	66	39	55	71	60	50	57	67
Sept 2018	103	55	67	43	55	72	61	52	59	69

Table 11: Average number of public transport vehicles (buses and minibuses) per 10,000 human population

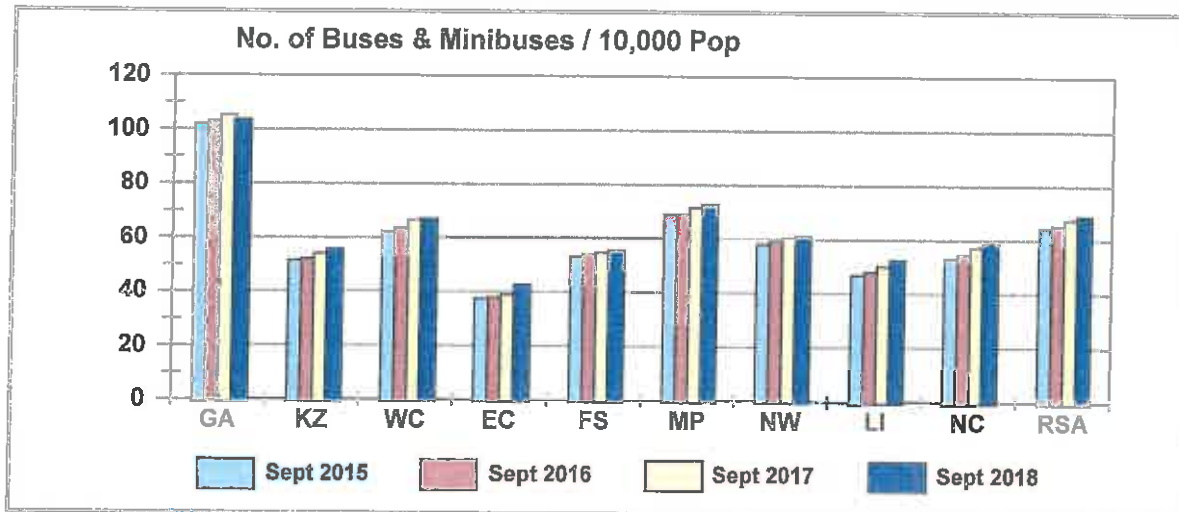


Figure 29: Number of buses and minibuses / 10,000 human population

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-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 83 737 (7.66%) from 1 093 760 vehicles as on 30 September 2017 to 1 177 497 vehicles as on 30 September 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	Sept 2017	Sept 2018	Change	% Change
Motorcars	594 504	641 566	47 062	7,92
Minibuses	54 589	59 209	4 620	8,46
Buses	8 661	9 632	971	11,21
Motorcycles	65 660	67 688	2 028	3,09
LDV's - Bakkies	183 956	197 273	13 317	7,24
Trucks	62 416	64 013	1 597	2,56
Caravans	7 468	8 041	573	7,67
Heavy Trailers	24 004	25 697	1 693	7,05
Light Trailers	65 053	73 710	8 657	13,31
Unknown	27 449	30 668	3 219	11,73
All Vehicles	1 093 760	1 177 497	83 737	7,66

Table 12: Number of un-roadworthy, un-licenced vehicles or both

Increases were recorded for all types of vehicles in this regard. The biggest increase was recorded for light trailers with 13.31% followed buses with 11.21%.

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
Sept 2017	457 562	136 305	140 763	71 731	60 773	84 645	58 140	61 175	22 666	1 093 760
Sept 2018	500 936	146 580	148 688	79 226	63 849	87 810	62 848	64 454	23 106	1 177 497
Change	43 374	10 275	7 925	7 495	3 076	3 165	4 708	3 279	440	83 737
% Change	9,48	7,54	5,63	10,45	5,06	3,74	8,10	5,36	1,94	7,66

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

The information in tables and figures above shows that all provinces recorded an increase in this regard. On a provincial level the highest percentage change increase has been recorded for Eastern Cape with 10.45% followed by Gauteng with 9.48%.

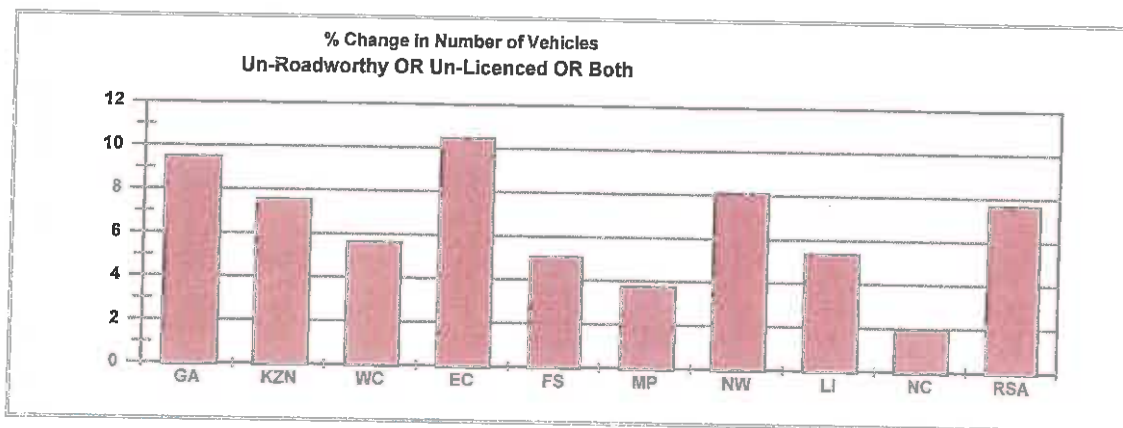


Figure 30: Percentage change in number of vehicles un-roadworthy or un-licensed or both

5.2.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 28 461 (5.12%) from 556 129 vehicles as on 30 September 2017 to 584 590 vehicles as on 30 September 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	Sept 2017	Sept 2018	Change	% Change
Motorcars	272 537	287 116	14 579	5,35
Minibuses	35 089	38 279	3 190	9,09
Buses	6 741	7 607	866	12,85
Motorcycles	37 194	37 564	370	0,99
LDV's - Bakkies	87 515	90 646	3 131	3,58
Trucks	49 221	50 485	1 264	2,57
Caravans	3 806	3 870	64	1,68
Heavy Trailers	20 266	22 028	1 762	8,69
Light Trailers	24 760	26 583	1 823	7,36
Unknown	19 000	20 412	1 412	7,43
All Vehicles	556 129	584 590	28 461	5,12

Table 14: Number of un-roadworthy vehicles

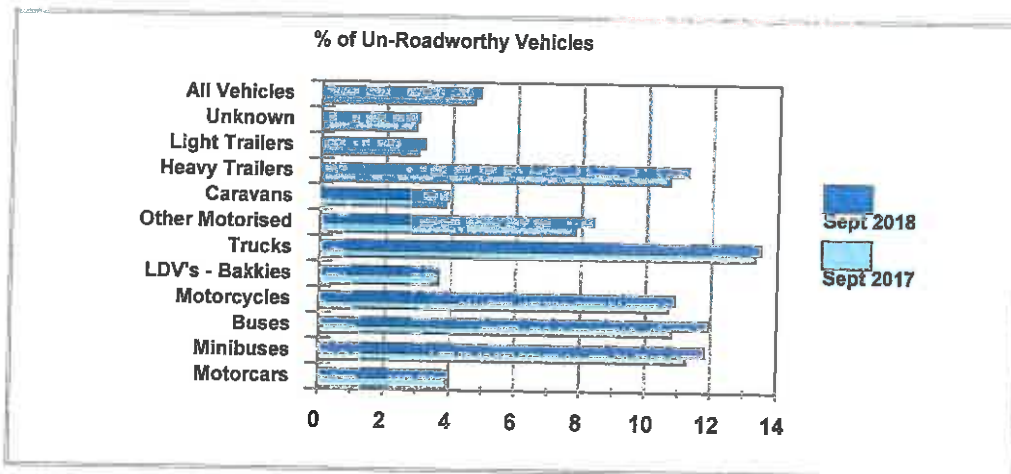


Figure 31: Percentage of un-roadworthy vehicles

The information in the table and figure above shows that all vehicle types recorded an increase in this regard. The highest increase for un-roadworthy vehicles was recorded for buses with an increase of 866 (12.85%) from 6 741 at the end of September 2017 to 7 607 at the end of September 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.

Year	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Sept 2017	244 266	67 886	70 834	31 010	34 569	42 433	28 324	26 081	10 726	556 129
Sept 2018	262 951	68 475	74 125	32 190	35 612	43 926	29 585	26 638	11 088	584 590
Change	18 685	589	3 291	1 180	1 043	1 493	1 261	557	362	28 461
% Change	7,65	0,87	4,65	3,81	3,02	3,52	4,45	2,14	3,37	5,12

Table 15: Number of un-roadworthy vehicles

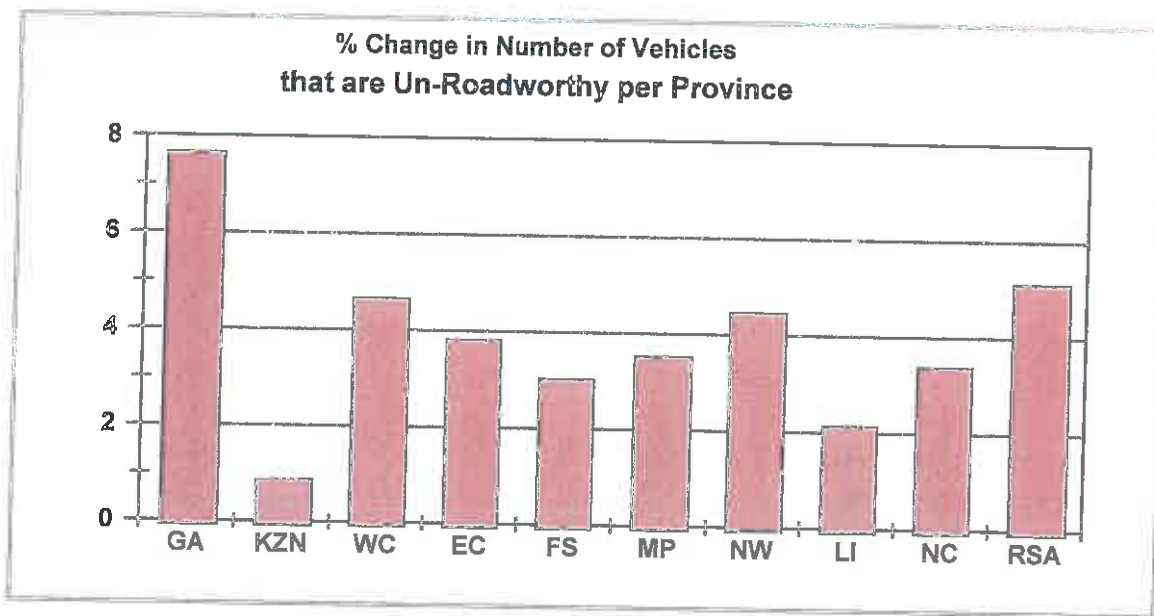


Figure 32: Percentage change in number of vehicles that are un-roadworthy per province

The information in the table and figure above shows that all provinces recorded increase in the number of un-roadworthy vehicles. On a percentage basis the highest increase was recorded in Gauteng where the number of un-roadworthy vehicles increased by 18 685 (7.65%) from 244 266 in 2017 to 262 951 at the

end of September 2018. Other increase in this regard were recorded in Western Cape with an increase of 4.65% and North West with 4.45%.

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.

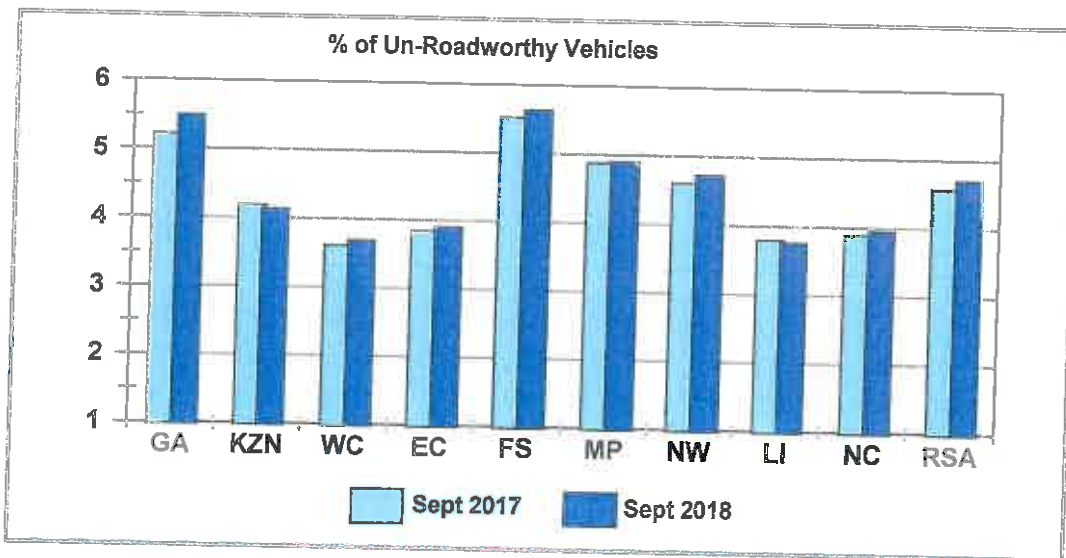


Figure 33: Percentage of un-roadworthy vehicles

5.2.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles increased by 52 281 (10.88%) from 480 432 vehicles as on 30 September 2017 to 532 713 vehicles as on 30 September 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	Sept 2017	Sept 2018	Change	% Change
Motorcars	290 580	321 735	31 155	10,72
Minibuses	15 029	16 406	1 377	9,16
Buses	1 453	1 570	117	8,05
Motorcycles	24 041	25 497	1 456	6,06
LDV's - Bakkies	86 872	96 466	9 594	11,04
Trucks	10 424	10 639	215	2,06
Caravans	3 379	3 846	467	13,82
Heavy Trailers	3 019	3 022	3	0,10
Light Trailers	38 024	44 441	6 417	16,88
Unknown	7 611	9 091	1 480	19,45
All Vehicles	480 432	532 713	52 281	10,88

Table 16: Number of un-licensed vehicles

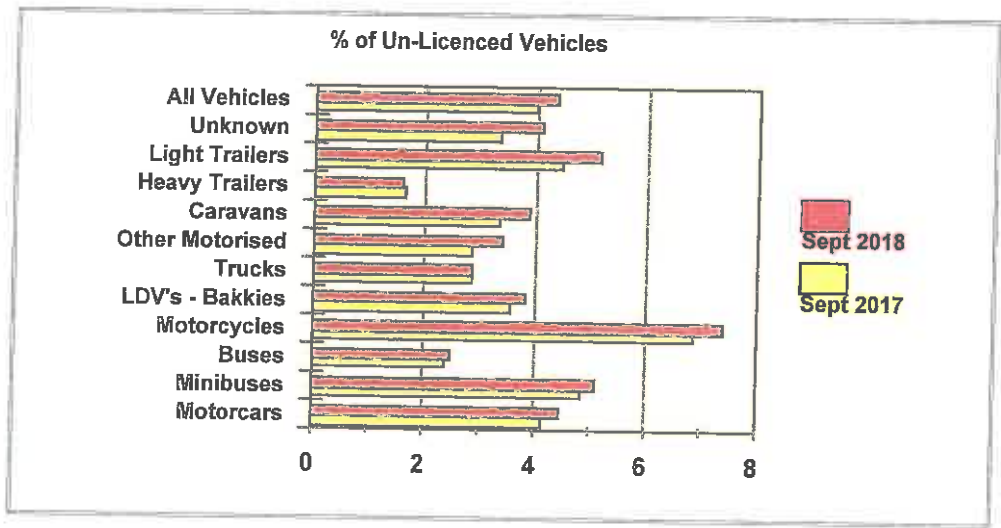


Figure 34: Percentage of un-licensed vehicles

The information in the table and figure above shows that all vehicle types recorded an increase with regard to the number of un-licensed vehicles. On a percentage basis the highest increase was recorded for heavy trailer with 16.88% from 38 024 to 44 441.

Detail on the number of vehicles that are un-licensed 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
Sept 2017	192 458	60 917	62 650	36 186	22 717	36 876	26 656	31 223	10 749	480 432
Sept 2018	215 810	70 491	66 616	42 223	24 556	38 638	29 879	33 805	10 695	532 713
Change	23 352	9 574	3 966	6 037	1 839	1 762	3 223	2 582	-54	52 281
% Change	12,13	15,72	6,33	16,68	8,10	4,78	12,09	8,27	-0,50	10,88

Table 17: Number of un-licensed vehicles

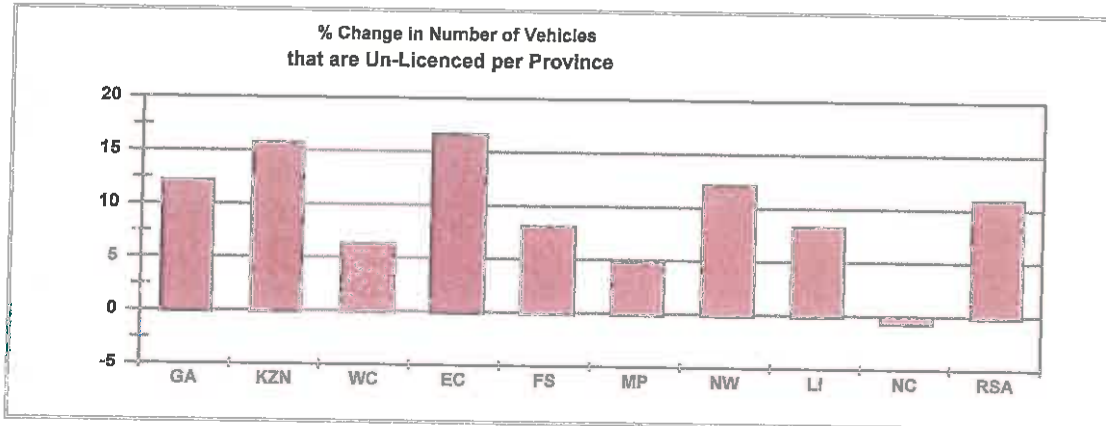


Figure 35: Percentage change in number of vehicle that are un-licensed per province

The information in the table and figure above shows that the highest increase in the number of un-licensed vehicles were recorded in Eastern Cape with 16.68%, followed by Kwa-Zulu Natal with 15.72%). The percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered per Province, is reflected in the figure below.

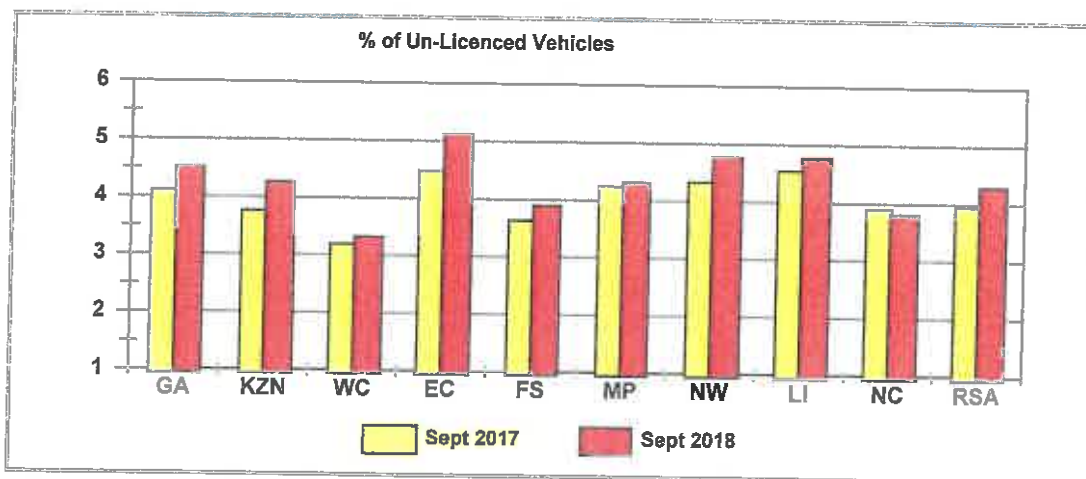


Figure 36: Percentage of un-licensed vehicles

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**.

6 Driver Population

6.1 Learner Driving Licences

The number of learner driving licences issued decreased by 461 013 (28.05%) from 1 643 688 on 30 September 2017 to 1 182 675 on 30 September 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	Sept 2017	Sept 2018	Change	% Change
1	58 453	39 422	-19 031	-32,56
2	345 080	238 596	-106 484	-30,86
3	1 240 155	904 657	-335 498	-27,05
Total	1 643 688	1 182 675	-461 013	-28,05

Table 18: Number of learner licences issued

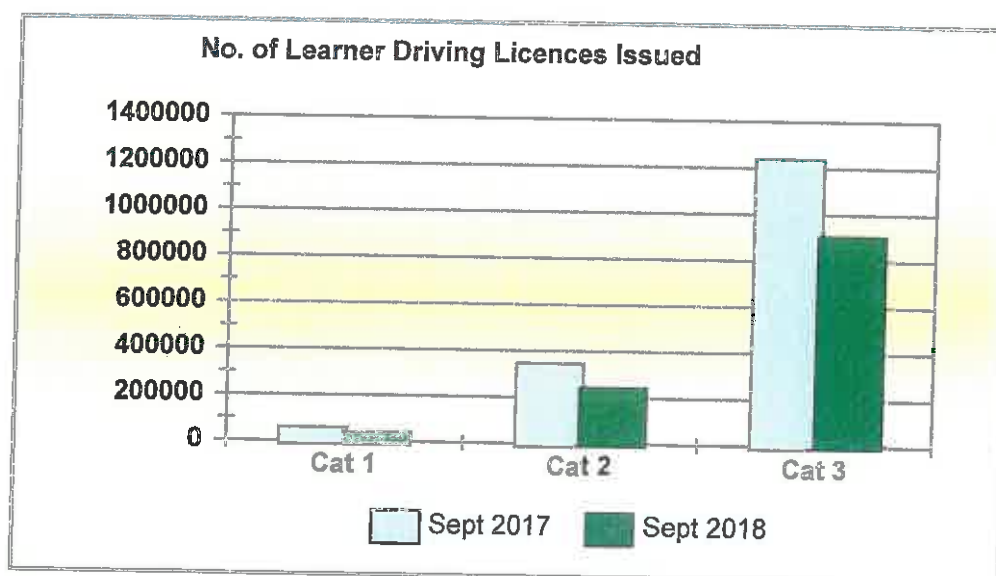


Figure 37: Number of learner licenses issues

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
Sept 2017	467 744	271 961	247 005	139 107	89 712	146 260	91 420	150 525	39 954	1 643 688
Sept 2018	330 565	195 288	182 649	102 446	67 016	105 034	61 808	107 900	29 969	1 182 675
Change	-137 179	-76 673	-64 356	-36 661	-22 696	-41 226	-29 612	-42 625	-9 985	-461 013
% Change	-29,33	-28,19	-26,05	-26,35	-25,30	-28,19	-32,39	-28,32	-24,99	-28,05

Table 19: Number of learners licences issued per province

All provinces recorded a decrease with regards to the number of Learner Licences issued. The highest decrease was recorded for North West with 32.39% followed by Gauteng with 29.33%.

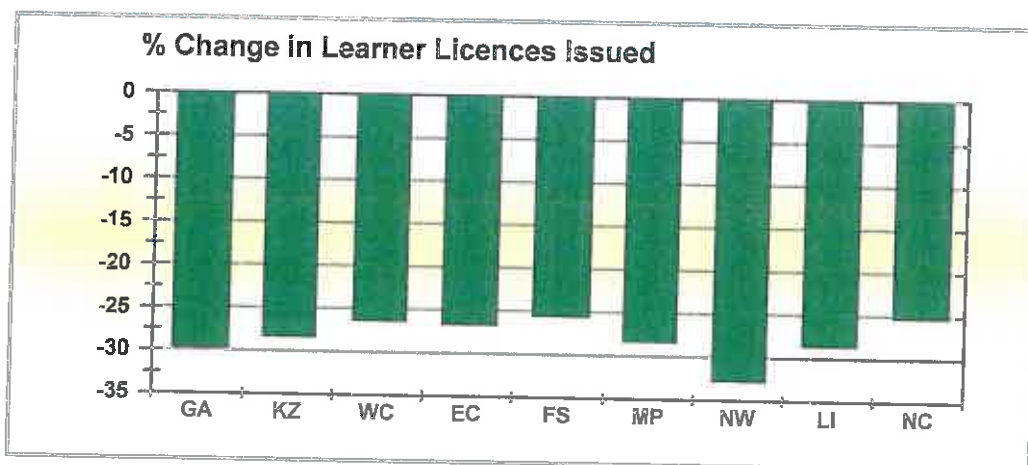


Figure 38: Percentage change in learner licenses issued per province

6.2 Driving Licences Issued and Expired

6.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 402 679(3.21%) from 12 531 296 on 30 September 2017 to 12 933 975 as of 30 September 2018. Details on the number of driving licences issued per category is given in table and graphically reflected in the figure below.

Category	Sept 2017	Sept 2018	Change	% Change
A	479 487	483 698	4 211	0,88
A1	123 356	122 670	-686	-0,56
B	2 816 488	2 915 180	98 692	3,50
C	22 663	23 377	714	3,15
C1	3 794 900	4 088 232	293 332	7,73
EB	3 652 303	3 635 811	-16 492	-0,45
EC	1 049 357	1 078 310	28 953	2,76
EC1	592 742	586 697	-6 045	-1,02
Total	12 531 296	12 933 975	402 679	3,21

Table 20: Number of driving licences issued

Driving licences:

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

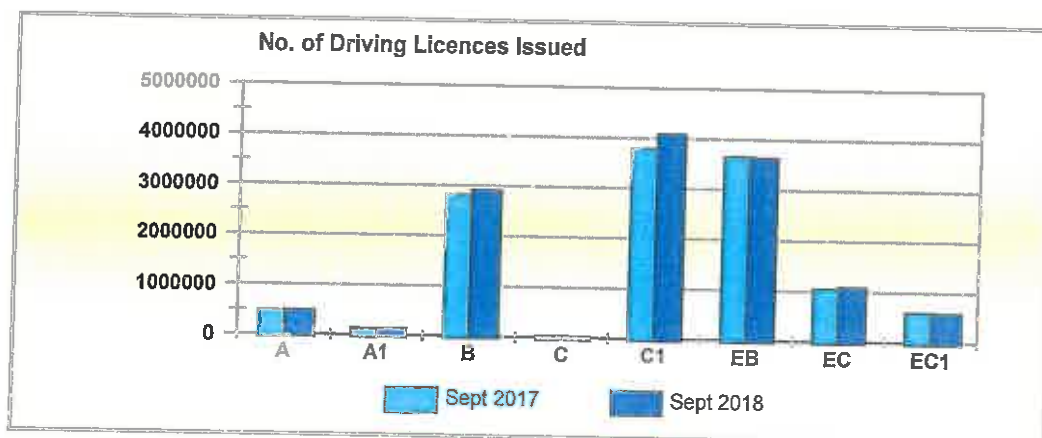


Figure 39: Number of driving licenses issued

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 7.73%, 3.50%, 3.15% and 2.76% respectively.

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

Category	Description	Number	%
A	Motorcycle < 125 cub.cm	483 698	3,74
A1	Motorcycle > 125 cub.cm	122 670	0,95
B	Motor vehicle < 3,5000 kg	2 915 180	22,54
C	Articulated motor vehicle <16,000 kg	23 377	0,18
C1	Motor vehicle 3,500 - 16,000 kg	4 088 232	31,61
EB	Articulated vehicle 3,500 - 16,000 kg	3 635 811	28,11
EC	Motorvehicle > 16,000 kg	1 078 310	8,34
EC1	Articulated vehicle > 16,000 kg	586 697	4,54
Total		12 933 975	100

Table 21: 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
Sept 2017	4 403 902	1 995 657	1 914 969	913 398	627 398	902 907	593 541	945 652	233 872	12 531 296
Sept 2018	4 490 009	2 074 596	1 973 619	947 987	646 618	950 457	615 096	994 437	241 156	12 933 975
Change	86 107	78 939	58 650	34 589	19 220	47 550	21 555	48 785	7 284	402 679
% Change	1,96	3,96	3,06	3,79	3,06	5,27	3,63	5,16	3,11	3,21

Table 22: Number of driving licences issued per province

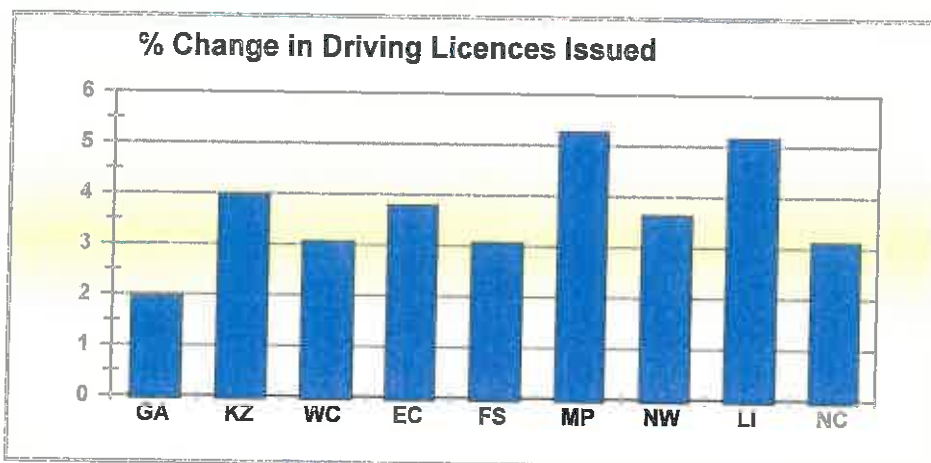


Figure 40: Percentage change in driving licenses issued

6.3 Number of Driving Licence Cards Expired

The information in Table 8 below shows that as on 30 September 2018 there were 2 505 973 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 19.38% 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
On system	4 490 009	2 074 596	1 973 619	947 987	646 618	950 457	615 096	994 437	241 156	12 933 975
Not expired	3 675 428	1 636 308	1 597 293	707 705	500 303	787 473	496 374	830 724	196 394	10 428 002
Expired	814 581	438 288	376 326	240 282	146 315	162 984	118 722	163 713	44 762	2 505 973
% Expired	18,14	21,13	19,07	25,35	22,63	17,15	19,30	16,46	18,56	19,38

Table 23: Number of driving licences cards issued and expired per province 2018

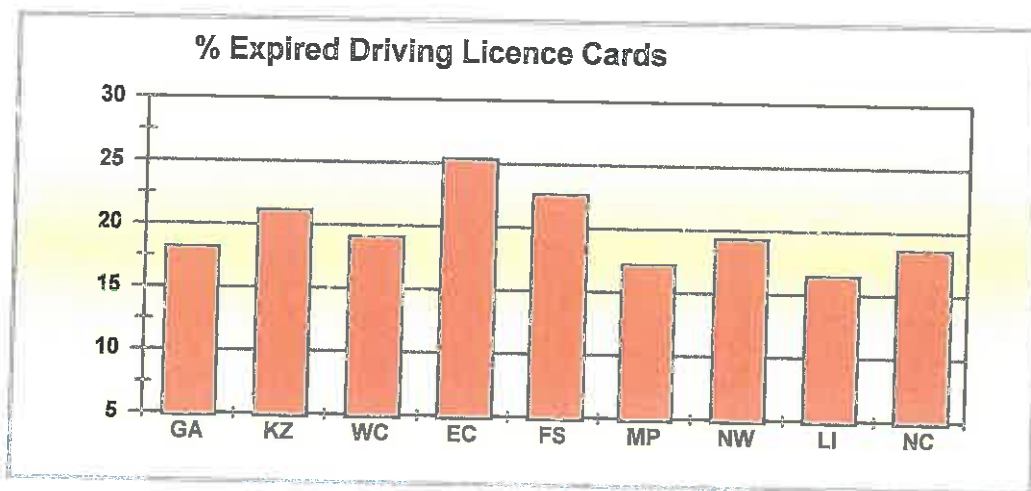


Figure 41: Percentage expired driving license cards

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 8 693 (0.81%) from 1 077 783 on 30 September 2017 to 1 086 476 on 30 September 2018. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

Category	Sept 2017	Sept 2018	Change	% Change
G	9 202	8 687	-515	-5,60
P G	1 028 077	1 035 495	7 418	0,72
D G	158	168	10	6,33
D P G	40 346	42 126	1 780	4,41
Total	1 077 783	1 086 476	8 693	0,81

Table 24: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

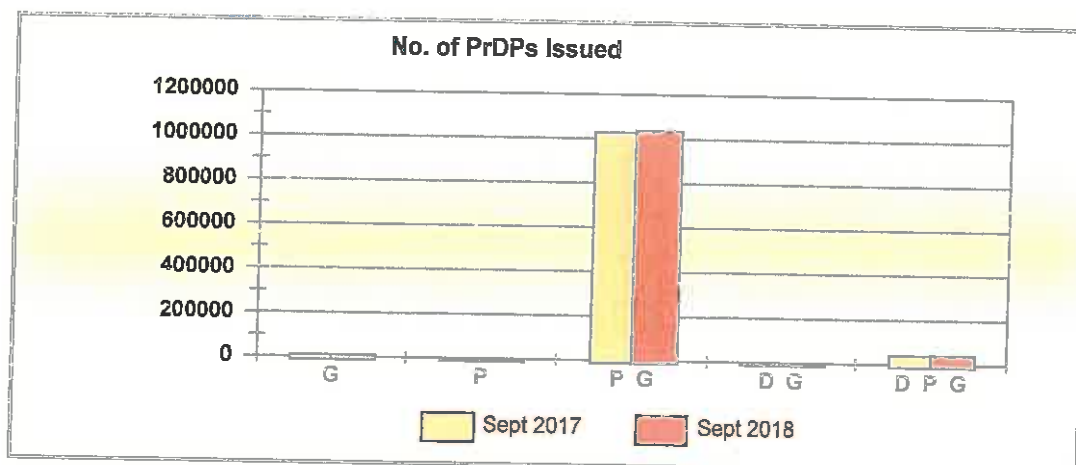


Figure 42: Number of PrDP's issued

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
Sept 2017	290 026	188 603	153 687	87 390	66 542	103 661	53 806	108 705	25 363	1 077 783
Sept 2018	290 358	192 733	154 892	89 524	66 568	105 011	53 701	108 470	25 219	1 086 476
Change	332	4 130	1 205	2 134	26	1 350	-105	-235	-144	8 693
% Change	0,11	2,19	0,78	2,44	0,04	1,30	-0,20	-0,22	-0,57	0,81

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

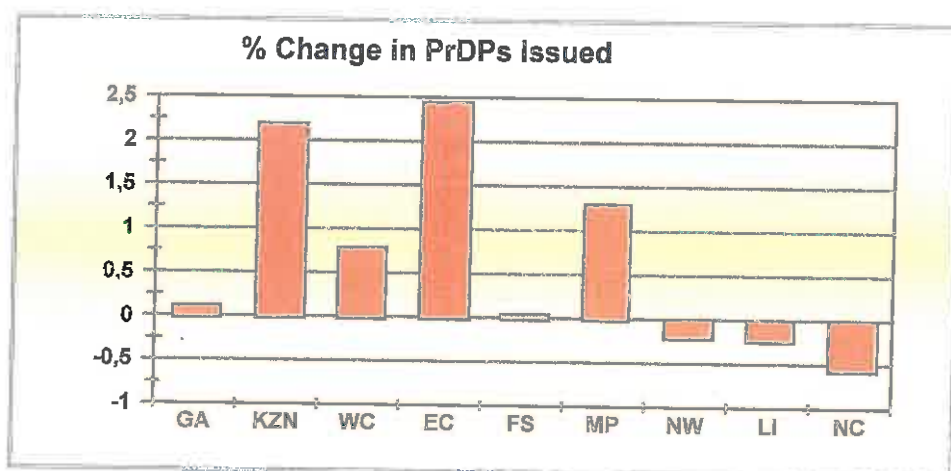


Figure 43: Percentage in PrDP's issued

6.3.2 Number of Expired PrDPs

The information in the table below shows that on 30 September 2018 there 512 582 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 47.18% of all PrDPs issued. This information is also reflected in the figure below.

Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	290 358	192 733	154 892	89 524	66 568	105 011	53 701	108 470	25 219	1 086 476
Not expired	139 909	103 437	86 455	47 829	40 798	56 942	26 172	59 287	13 065	573 894
Expired	150 449	89 296	68 437	41 695	25 770	48 069	27 529	49 183	12 154	512 582
% Expired	51,82	46,33	44,18	46,57	38,71	45,78	51,26	45,34	48,19	47,18

Table 26: Number of professional driving permits (PrDP's) issued and expired per province 2018

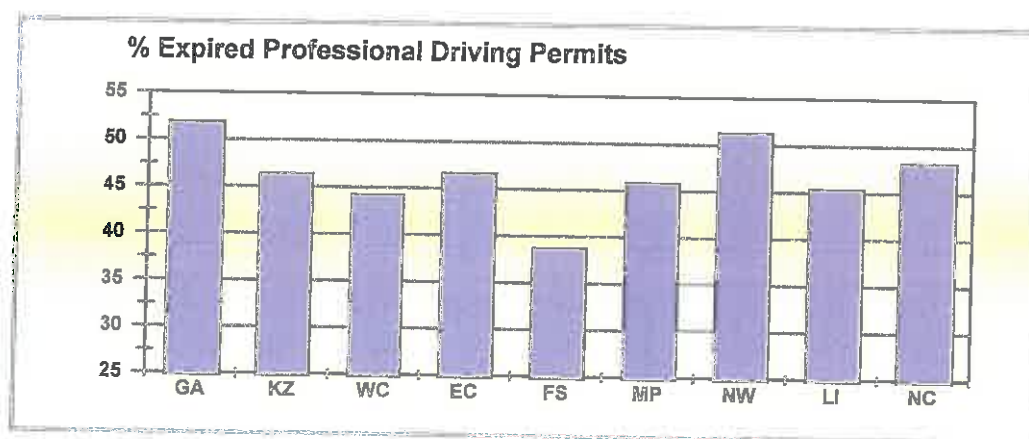


Figure 44: Percentage expired professional driving permits

Provinces recorded the highest increase of expired PrDPs were recorded in Gauteng and North West with 51.82% and 51.26% 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 undertaken during the implementation of the quarter 2 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

2 ROAD SAFETY

2.1 Monitoring the implementation of the National Road Safety

Strategy

The Road Traffic Management Corporation under the stewardship of the Department of Transport is committed to reducing road crashes together with enhancing safe roads in South Africa. As part of this commitment, the RTMC developed the National Road Safety Strategy that embodies the principles of the Safe Systems' approach, NDP and gives effect to the five pillars of the United Nations Decade of Action.

During the financial period 2018/2019 monitoring on the implementation of the National Road Safety Strategy will take place and which will result in two Monitoring Reports.

2.2 Youth programme developed, implemented, monitored

Road safety programmes are undertaken specifically targeting the youth. Road traffic injuries are the leading killer of young people globally. Youth aged 15-29 years old are the most affected. This age group is clearly identified as a high-risk population globally because their behaviour is strongly associated with expectations and social pressures that promote risk taking on the road, such as not using safety devices, speeding and drinking and driving.

Driver safety programmes, Road Safety visits by the Youth to schools, participation in Provincial Road Safety activities and road safety programmes at Institutions of Higher Learning have been identified as programmes directed at this target audience.

2.3 Road safety educational programmes implemented with interest groups

The Learner Driver Education Programme commenced in the Eastern Cape, North West, Limpopo and Mpumalanga Provinces wherein Secondary School learners were equipped with skills to attain Learner Licenses. The aim of the project is to enhance and improve young road user behaviour, skills and knowledge about road safety.

The following is evident at the end of quarter 2 pertaining to the Learner-Driver Education Programme in Eastern Cape, Mpumalanga, Limpopo and North West Provinces.

The total number of learners who wrote and passed the Learner License test is as follows:

Province	Number of learners	Pass rate per province
1. Eastern Cape	133	36%
2. North West	27	27%
3. Mpumalanga	111	74%
4. Limpopo	44	22%

Table 27: Number and pass rate of learners per province

The need to capacitate and enhance the skills of drivers by engaging stakeholders is one of the deliverables of the Corporation. On 24 July 2018, in Verulam, Durban the unit undertook a road safety awareness initiative with heavy vehicle drivers from Shoprite Checkers as part of their internal Driver of Year Competition. The purpose of the effort was to improve the skills of drivers. Similar efforts were undertaken with PRASA on 24 and 26 July 2018 in Pretoria and Johannesburg respectively.

On the 7th and 8th August 2018 a Road Safety activations was conducted jointly with the following interest group namely SANTACO at Randfontein and Bosman taxi ranks in support of Women's Month calendar activities.

Memorandum of Agreement (MOU) with different Stakeholders were drafted and concluded for Driver Education project.

2.4 Community based programmes developed, coordinated and Monitored

Community programmes were monitored on the 13 July 2018 at Bophelong, Sedibeng, on the 16 July at the R566 in Rosslyn, Tshwane and on the 17 July 2018 at Eldorado Park. The programmes were undertaken at hazardous locations by the Gauteng Department of Community Safety in collaboration with community structures, local municipalities and other stakeholders.

A Community Road Safety programme was monitored on the 17 July 2018 at Umlazi – Megacity taxi rank, Kwa-Zulu Natal. The area is considered as a hazardous location and efforts were directed at passenger, drivers and pedestrians. The initiative was undertaken by the Provincial Department of Transport, eThekweni Transport authority and community members. All efforts monitored were undertaken in line with the action plan developed.

Road safety community programme were monitored as per the action plan on the 17 August 2018 near Boxer, corner of Payflair and Andries Potgieter Boulevards in Vanderbijlpark in Emfuleni. The programme was undertaken at hazardous location identified by the Emfuleni municipality in collaboration with community structures, local municipalities and other stakeholders.

An awareness activity was conducted at R80 on the 20 August 2018. The effort was directed to drivers, passengers and pedestrians. The local community members assisted with the activation. A similar road safety activity was undertaken on the 21 August 2018 in Rosslyn which is a hazardous location. The initiative was an integrated approach with enforcement and concentrated on drivers and passengers.

A Community Road Safety Programme was undertaken on the 29 August 2018 at Kwamnyandu shopping centre, Umlazi, Kwa-Zulu Natal. The area was identified as a hazardous location and efforts were directed at passengers, drivers and pedestrians. The initiative was undertaken by the Provincial Department of Transport, eThekweni Transport Authority and community members. All efforts undertaken were in line with the action plan.

On the 30 August 2018, road safety awareness was undertaken at the Mtshebani Taxi Rank, Inanda, Kwa-Zulu Natal as part of the community road safety programme. The above effort was undertaken by the Provincial Department of Transport, eThekweni Transport Authority and community members.

Over and above Road Safety efforts directed at pedestrians were also undertaken in Lebode, Ndyutwa in the OR Tambo district by community road safety councils.

2.5 Number of reports produced on the enhancement of the road safety content into the Curriculum and Assessment Policy Statement (CAPS) in collaboration with the Department of Basic Education.

A report has been compiled in relation to the inclusion of Road Safety curriculum in schools by the Department of Basic Education. Furthermore, a steering committee for the implementation of Road Safety in schools has been approved by Department of Basic Education including the terms of reference.

Special Projects

Road Safety awareness took place jointly with Word of Mouth Pictures in the form of an Industrial Theatre targeting vulnerable youth as a category that contribute to road crashes and fatalities. The emphasis was on pedestrian, driver and passenger safety. This activity was conducted on the 26 - 28 September 2018 as build up activities to the

Ministerial Imbizo, which was scheduled to take place at the Western Cape Province.

Over and above, the unit distributed Road Safety educational material jointly with the South Africa Vehicle Rental and Leasing Association (SAVRALA) from the 26th to 28th September 2018 at Cape Town International Airport, approximately 300 road safety tips were distributed to various vehicle lease associations for distribution to motorists.

In support of Nelson Mandela Month (July), pedestrian crossings were identified which the road markings paintings were faded. This initiative resulted in the coordination of various stakeholders to participate in the repainting of the school crossings at the following schools:

- Sekwala Seswai Primary School situated in Ga-Mamabolo, Segopye Village in Limpopo
- Paardekraal Primary School in Mogale City, Gauteng.

The Road Safety Education unit jointly with National Traffic Police, provided a responsive plan, aimed at reducing road fatalities focusing on the following events:

- Durban July Handicap Weekend. Road Safety Education awareness activities together with the National Traffic Police and the Provinces took place at:
 - N1 Engen, Kranskop, Limpopo
 - N3 Petroport, Gauteng
 - N3 Montrose, Free State

- N3 Marianhill, KwaZulu Natal

The Heritage Holiday Weekend from the 21 September to the 25 September 2018 road safety awareness activities were conducted at the Engen Garage near the N1 Kranskop Tollgate and at Sebokeng Plaza and Madiba Square in Gauteng Province.

3 Law Enforcement

A total of 3 531 430 were stopped and checked in 2018, recording an increase of 5% as compared to 2017 same period where 3 322 755 vehicles were stopped and checked. These vehicles were stopped during various law enforcement operations and resulted into 1 040 462 notices issued in 2017 and 1 968 773 in 2018 with an increase of 47%. Figure below gives a breakdown of vehicles stopped and checked per province in 2017 and 2018.

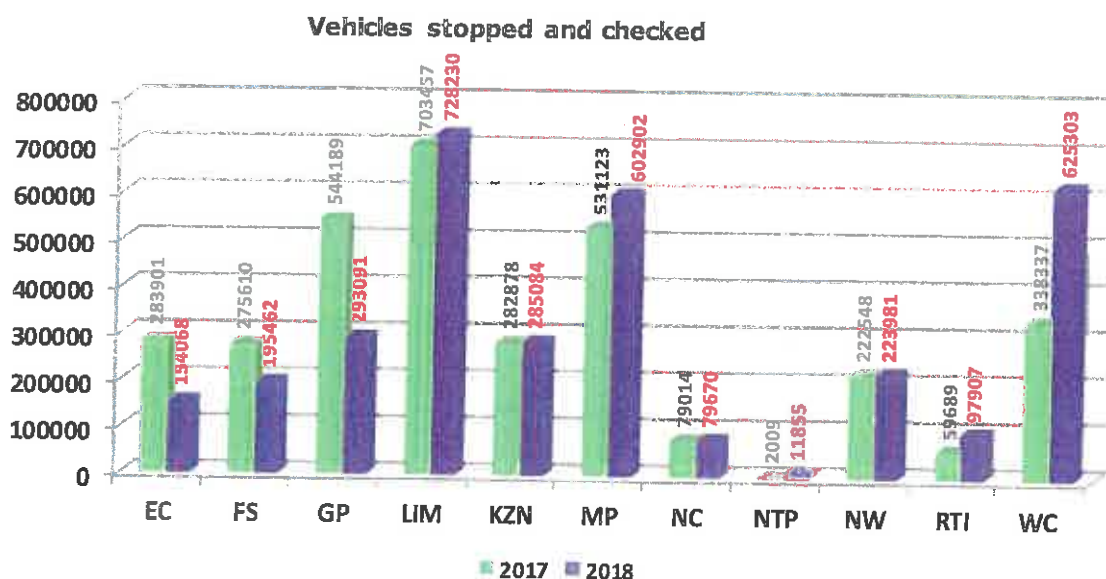


Figure 45: Number of Vehicles stopped and checked

The figure below provides the breakdown of the highest offences reported on during the second quarter in 2017 and 2018.

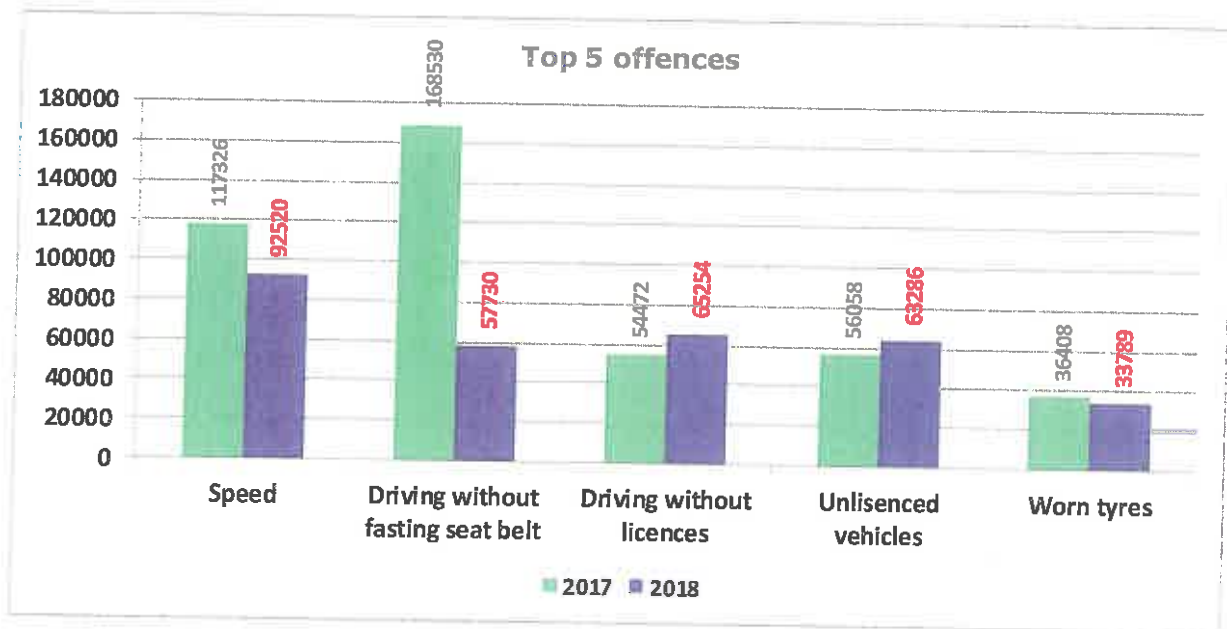


Figure 46: Top five offences

The period of quarter two was characterised by the number activities related to road traffic movement. Added to the above there is a trend of month end bread where by traffic volume increases to various coastal and holiday destinations.

Over and above the period of quarter 2 consists of high number of events and celebrations due to change of season. Amongst those events/ celebrations are the following:

- Nelson Mandela celebration
- Women’s month
- Heritage month
- Durban July

- Annual church pilgrims
- School closures
- Music festivals

Due to the above Law Enforcement authorities developed interventions to address the following contributory factor:

- Vehicles defects
- Human behavior

It is therefore against this background that the figure below illustrate the number of vehicle discontinued and impounded as a result of the above mentioned intervention.

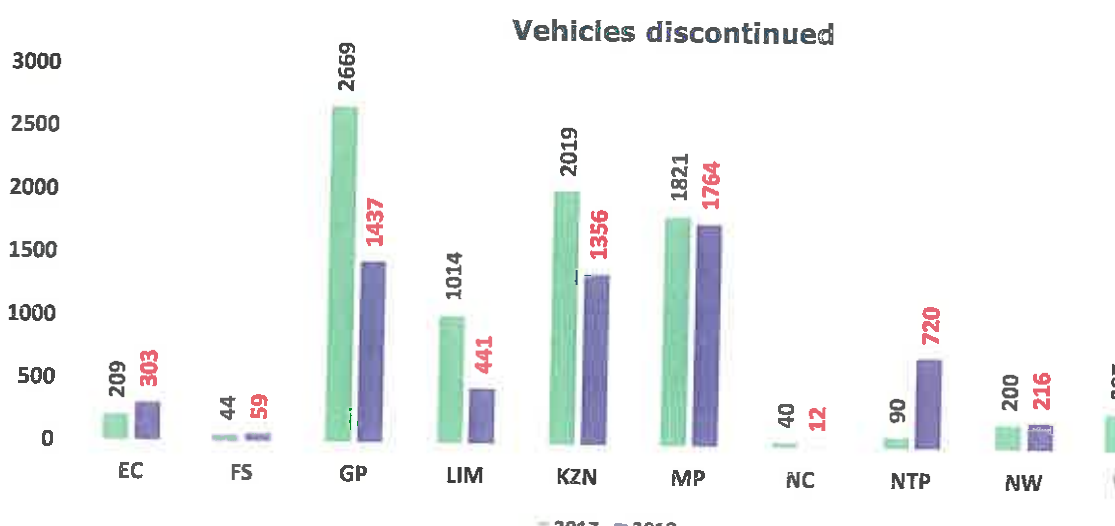


Figure 47: Number of vehicles discontinued per province in 2017 and 2018

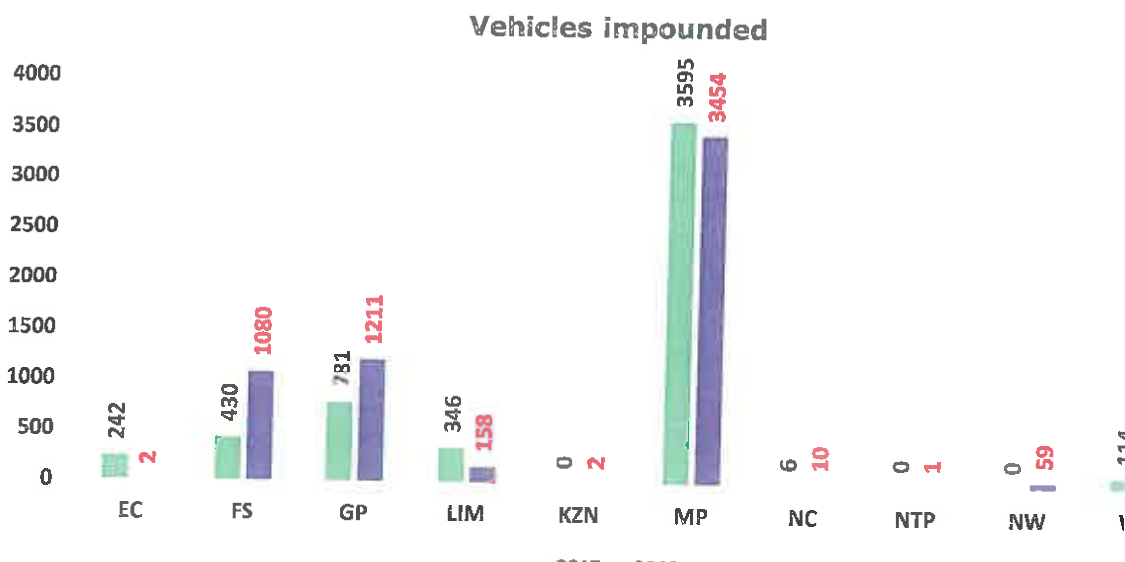


Figure 48: Number of vehicles impounded per province

3.1 Law Enforcement Arrests

Substance abuse contributes significantly to the higher rate of road fatalities and crashes in the country, this is evidence through various statistics and analysis report on road fatalities that majority of drivers of motor vehicles have consumed alcohol prior the actual trips of vehicles. As a result, law enforcement authorities mounted interventions targeting alcohol at various identified hazardous location. This is further illustrated in the below figure in comparison with the same period in the previous year.

In relation to excessive speeding, analysis of the below figure indicate that Free State has recorded the highest arrests followed by Gauteng on excessive speed compared to other provinces. The reason for the high number of arrests in the Free State v/s Gauteng with high number of speed notices as a result of Free state utilizing physical intervention and Gauteng reliant on automation.

In relation to operating permits/licences in Kwa-Zulu Natal, the province focused on increasing public transport operations in order to reduce public transport violence in the province. The said operations resulted into the province arresting more road users for driving without permits.

Due to motorists transporting goods and passengers to foreign countries, a challenge of not paying traffic fines is increasing hence the increased warrants of arrests are issued by the magistrate.

A figure below provides breakdown of arrests per province per arrests. There is also a sharp increase in Warrants that was executed during this period.

Arrests	EC	FS	GP	LIM	KZN	MP	NC	NTP	NW	WC	Total
Drunken Driving:											
2017	77	107	204	700	144	44	3	131	104	474	2000
2018	79	51	225	576	76	47	4	262	109	412	2321
No Driving Licence:											
2017	18	0	2428	0	9	8	0	0	3	1	2467
2018	20	0	21	0	8	0	0	0	5	3	57
Speed:											
2017	2	445	682	55	89	39	5	0	0	50	1283
2018	56	76	628	31	68	68	12	0	2	38	1071
Overload Goods:											
2017	0	0	2	11	14	81	11	0	6	13	138
2018	0	0	15	18	23	32	0	0	15	24	127
Overload Passengers:											
2017	0	0	0	0	0	2	0	0	0	7	9
2018	0	0	0	0	0	0	0	0	0	0	0
Inco, Rec. & Neg:											
2017	39	2	201	27	6	0	0	26	1	17	319
2018	1	3	95	2	13	64	0	7	2	18	205
Permits / Operating Permits:											
2017	0	6	0	0	135	0	7	0	0	1	259
2018	0	0	1	0	131	0	0	0	0	0	262
Warrants Executed:											
2017	1041	0	204	1001	423	436	296	0	1281	0	5664
2018	516	0	383	1645	283	555	73	0	1949	12	5396
False Documentation:											
2017	6	0	9	0	14	0	4	0	34	21	88
2018	9	8	9	0	6	3	2	5	2	50	94
Other Arrests:											
2017	62	9	276	75	50	6	0	0	7	34	519
2018	33	13	319	4	26	11	5	1	15	246	673
Total arrests:											
2017	1245	1109	5818	2851	894	616	326	157	1436	618	15070
2018	714	831	3778	2256	634	780	96	275	2099	803	12266

Table 28: Number of Law Enforcement arrests

Reviewed and Supported by


.....

Mr Kevin Kara-vala

DH: RTIS

29/10/2018
.....

Date

Recommended by


.....


Adv. Makhosini Msibi

CEO

30/10/2018
.....

Date

Approved by


.....

Mr Zola Majavu CD (SA)

Chairman of the Board

30/10/2018
.....

Date

APPENDIX A

Sept 2017		Number of Registered Vehicles per Province									Total
Motorised Veh's	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	2 978 706	977 710	1 244 826	446 825	311 022	417 403	313 364	324 780	126 270	7 140 906	
Minibuses	122 009	52 254	35 046	23 429	12 537	23 104	18 815	22 683	5 110	314 987	
Buses	20 475	7 954	6 946	4 261	3 135	7 885	4 080	6 441	1 722	62 899	
Motorcycles	142 832	32 379	85 183	22 264	19 319	19 112	13 864	9 466	8 119	352 538	
LDV's - Bakkies	815 285	355 432	323 713	200 610	129 254	213 476	150 200	223 603	77 764	2 489 337	
Trucks	137 039	48 720	43 739	22 274	22 139	46 194	17 958	24 948	9 170	372 181	
Other & Unkwn	38 982	33 639	40 522	17 731	37 979	29 459	24 287	18 103	9 912	250 611	
Sub-Total	4 255 328	1 508 088	1 779 975	737 394	535 385	756 633	542 568	630 024	238 067	10 983 459	
Towed Veh's											
Caravans	39 167	7 387	17 853	5 196	7 668	10 086	6 378	5 626	2 803	102 164	
Heavy Trailers	59 668	23 385	20 716	7 360	18 188	36 900	11 114	8 715	5 708	191 754	
Light Trailers	329 827	81 021	142 860	56 078	62 702	64 069	53 087	41 780	28 369	859 793	
Unknown	2 472	1 566	2 222	1 466	1 977	1 969	2 282	1 256	685	15 892	
Sub-Total	431 134	113 359	183 651	70 100	90 535	113 024	72 861	57 377	37 565	1 169 603	
All Vehicles	4 686 461	1 621 446	1 963 625	807 494	625 919	869 656	615 429	687 400	275 631	12 153 061	

Sept 2018		Number of Registered Vehicles per Province									Total
Motorised Veh's	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	3 052 713	1 001 289	1 274 181	457 982	315 368	430 342	320 582	336 018	128 569	7 317 044	
Minibuses	126 040	54 318	36 349	24 273	12 763	24 010	19 351	23 897	5 418	326 419	
Buses	20 760	7 917	7 100	4 362	3 165	8 282	4 216	6 692	1 723	64 217	
Motorcycles	141 396	31 378	84 962	21 906	18 764	18 615	13 244	9 127	8 026	347 418	
LDV's - Bakkies	834 149	363 582	331 666	205 399	131 016	219 544	153 338	230 837	79 468	2 548 999	
Trucks	138 234	48 994	44 612	22 210	21 981	47 716	17 816	25 189	9 181	375 933	
Other & Unkwn	38 326	33 659	41 390	17 974	37 373	29 614	24 092	18 455	10 025	250 906	
Sub-Total	4 351 618	1 541 137	1 820 260	754 106	540 430	778 123	552 639	650 215	242 410	11 230 936	
Towed Veh's											
Caravans	38 507	7 194	18 130	5 167	7 531	10 066	6 327	5 529	2 753	101 204	
Heavy Trailers	60 795	23 480	22 019	7 150	18 478	40 209	11 046	9 177	5 719	198 073	
Light Trailers	334 851	81 950	146 683	57 306	63 314	65 168	53 714	42 651	28 946	874 583	
Unknown	2 411	1 505	2 213	1 521	1 955	1 896	2 210	1 199	669	15 577	
Sub-Total	436 564	114 129	189 045	71 144	91 278	117 339	73 297	58 556	38 087	1 189 437	
All Vehicles	4 788 182	1 655 265	2 009 304	825 250	631 707	895 461	625 936	708 770	280 497	12 420 372	

% Change Sep 2017-2018	Number of Registered Vehicles per Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Vehicles										
Motorcars	2,48	2,41	2,36	2,50	1,40	3,10	2,30	3,46	1,82	2,47
Minibuses	3,30	3,95	3,72	3,60	1,80	3,92	2,85	5,35	6,03	3,63
Buses	1,39	-0,47	2,22	2,37	0,96	5,03	3,33	3,90	0,06	2,10
Motorcycles	-1,01	-3,09	-0,26	-1,61	-2,87	-2,60	-4,47	-3,58	-1,15	-1,45
LDV's - Bakkies	2,31	2,29	2,46	2,39	1,36	2,84	2,09	3,24	2,19	2,40
Trucks	0,87	0,56	2,00	-0,29	-0,71	3,29	-0,79	0,97	0,12	1,01
Other & Unknown	-1,68	0,06	2,14	1,37	-1,60	0,53	-0,80	1,94	1,15	0,12
Sub-Total	2,26	2,19	2,26	2,27	0,94	2,84	1,86	3,20	1,82	2,25
Towed Vehicles										
Caravans	-1,69	-2,61	1,55	-0,56	-1,79	-0,20	-0,80	-1,72	-1,78	-0,94
Heavy Trailers	1,89	0,41	6,29	-2,85	1,59	8,97	-0,61	5,30	0,19	3,30
Light Trailers	1,52	1,15	2,68	2,19	0,98	1,72	1,18	2,08	2,03	1,72
Unknown	-2,45	-3,90	-0,41	3,75	-1,11	-3,71	-3,16	-4,54	-2,26	-1,98
Sub-Total	1,26	0,68	2,94	1,49	0,82	3,82	0,60	2,05	1,39	1,70
All Vehicles	2,17	2,09	2,33	2,20	0,92	2,97	1,71	3,11	1,77	2,20

APPENDIX B-1

Number of Un-Roadworthy Vehicles										
Sept 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	133 587	31 535	39 498	14 660	13 787	15 326	11 535	9 221	3 388	272 537
Minibuses	16 525	5 450	2 735	2 133	1 544	2 139	2 023	2 050	490	35 089
Buses	2 652	807	635	378	324	724	415	540	266	6 741
Motorcycles	16 681	3 641	6 080	1 717	2 093	3 114	1 854	1 259	755	37 194
LDV's - Bakkies	37 007	11 916	9 507	5 630	4 831	6 860	4 584	5 454	1 726	87 515
Trucks	18 513	6 120	4 296	2 885	3 788	5 588	2 808	3 344	1 879	49 221
Other & Unkwn	2 738	2 240	1 687	1 208	3 269	2 692	1 822	1 788	680	18 124
Sub-Total	227 703	61 709	64 438	28 611	29 635	36 443	25 041	23 656	9 184	506 421
Towed Vehicles										
Caravans	1 345	348	585	152	348	429	249	230	120	3 806
Heavy Trailers	6 470	2 662	1 789	789	2 272	3 384	1 258	923	719	20 266
Light Trailers	8 617	3 018	3 948	1 378	2 206	2 056	1 660	1 215	662	24 760
Unknown	131	149	74	80	107	121	116	57	41	876
Sub-Total	16 563	6 177	6 396	2 399	4 933	5 990	3 283	2 425	1 542	49 708
All Vehicles	244 266	67 886	70 834	31 010	34 569	42 433	28 324	26 081	10 726	556 129
Sept 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	144 092	31 832	41 435	15 178	14 091	15 535	12 116	9 245	3 592	287 116
Minibuses	18 584	5 641	2 979	2 293	1 607	2 311	2 176	2 171	517	38 279
Buses	3 116	895	624	440	335	809	464	617	307	7 607
Motorcycles	17 205	3 500	6 271	1 650	2 049	3 060	1 785	1 258	786	37 564
LDV's - Bakkies	39 480	11 650	9 802	5 932	4 805	6 935	4 789	5 490	1 763	90 646
Trucks	19 395	6 257	4 310	2 897	3 919	5 655	2 856	3 395	1 801	50 485
Other & Unkwn	2 984	2 319	1 935	1 275	3 445	2 839	2 024	1 921	766	19 508
Sub-Total	244 856	62 094	67 356	29 665	30 251	37 144	26 210	24 097	9 532	531 205
Towed Vehicles										
Caravans	1 380	339	599	147	354	449	243	236	123	3 870
Heavy Trailers	7 159	2 762	1 829	822	2 491	4 035	1 260	951	719	22 028
Light Trailers	9 424	3 131	4 257	1 467	2 398	2 197	1 747	1 288	674	26 583
Unknown	132	149	84	89	118	101	125	66	40	904
Sub-Total	18 095	6 381	6 769	2 525	5 361	6 782	3 375	2 541	1 556	53 385
All Vehicles	262 951	68 475	74 125	32 190	35 612	43 926	29 585	26 638	11 088	584 590
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	7,86	0,94	4,90	3,53	2,20	1,36	5,04	0,26	6,02	5,35
Minibuses	12,46	3,50	8,92	7,50	4,08	8,04	7,56	5,90	5,51	9,09
Buses	17,50	10,90	-1,73	16,40	3,40	11,74	11,81	14,26	15,41	12,85
Motorcycles	3,14	-3,87	3,14	-3,90	-2,10	-1,73	-3,72	-0,08	4,11	0,99
LDV's - Bakkies	6,68	-2,23	3,10	5,36	-0,54	1,09	4,47	0,66	2,14	3,58
Trucks	4,76	2,24	0,33	0,42	3,46	1,20	1,71	1,53	-4,15	2,57
Other & Unkwn	8,98	3,53	14,70	5,55	5,38	5,46	11,09	7,44	12,65	7,64
Sub-Total	7,53	0,62	4,53	3,68	2,08	1,92	4,67	1,86	3,79	4,89
Towed Vehicles										
Caravans	2,60	-2,59	2,39	-3,29	1,72	4,66	-2,41	2,51	2,50	1,68
Heavy Trailers	10,65	3,76	2,24	4,18	9,64	19,24	0,16	3,03	0,00	8,69
Light Trailers	9,37	3,74	7,83	6,46	8,70	6,86	5,24	6,01	1,81	7,36
Unknown	0,76	0,00	13,51	11,25	10,28	-16,53	7,76	15,79	-2,44	3,20
Sub-Total	9,25	3,30	5,83	5,25	8,68	13,22	2,80	4,78	0,91	7,40
All Vehicles	7,65	0,87	4,65	3,81	3,02	3,52	4,45	2,14	3,37	5,12

APPENDIX B-2

Number of Un-Licensed Vehicles										
Sept 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	122 565	36 395	41 310	21 092	12 966	20 042	14 525	15 947	5 738	290 580
Minibuses	7 555	2 005	1 165	1 088	455	794	860	900	207	15 029
Buses	489	162	131	110	62	188	127	110	74	1 453
Motorcycles	10 246	2 359	4 902	1 371	1 306	1 431	1 114	798	514	24 041
LDV's - Bakkies	28 080	12 853	8 338	8 416	3 855	8 140	5 649	9 167	2 374	86 872
Trucks	3 558	1 322	665	777	437	1 698	660	1 052	255	10 424
Other & Unkwn	1 119	1 055	711	464	862	752	718	642	246	6 569
Sub-Total	173 612	56 151	57 222	33 318	19 943	33 045	23 653	28 616	9 408	434 968
Towed Vehicles										
Caravans	1 392	233	429	178	254	329	213	245	106	3 379
Heavy Trailers	930	386	173	115	212	703	239	160	101	3 019
Light Trailers	16 363	4 052	4 701	2 481	2 207	2 656	2 352	2 132	1 080	38 024
Unknown	161	95	125	94	101	143	199	70	54	1 042
Sub-Total	18 846	4 766	5 428	2 868	2 774	3 831	3 003	2 607	1 341	45 464
All Vehicles	192 458	60 917	62 650	36 186	22 717	36 876	26 656	31 223	10 749	480 432
Sept 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	137 683	42 581	43 557	24 336	13 927	20 815	16 124	17 064	5 648	321 735
Minibuses	7 937	2 309	1 353	1 258	504	883	961	955	246	16 406
Buses	537	144	118	130	69	222	159	125	66	1 570
Motorcycles	11 327	2 506	4 872	1 582	1 292	1 466	1 120	827	505	25 497
LDV's - Bakkies	31 774	14 515	8 679	9 851	4 273	8 518	6 229	10 177	2 450	96 466
Trucks	3 697	1 333	773	773	539	1 525	655	1 080	264	10 639
Other & Unkwn	1 242	1 260	726	622	890	1 140	990	719	250	7 839
Sub-Total	194 197	64 648	60 078	38 552	21 494	34 569	26 238	30 947	9 429	480 152
Towed Vehicles										
Caravans	1 586	305	548	233	250	326	269	227	102	3 846
Heavy Trailers	916	415	221	99	213	572	281	215	90	3 022
Light Trailers	18 906	4 962	5 648	3 190	2 470	3 057	2 862	2 311	1 035	44 441
Unknown	205	161	121	149	129	114	229	105	39	1 252
Sub-Total	21 613	5 843	6 538	3 671	3 062	4 069	3 641	2 858	1 266	52 561
All Vehicles	215 810	70 491	66 616	42 223	24 556	38 638	29 879	33 805	10 695	532 713
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	12,33	17,00	5,44	15,38	7,41	3,86	11,01	7,00	-1,57	10,72
Minibuses	5,06	15,16	16,14	15,63	10,77	11,21	11,74	6,11	18,84	9,16
Buses	9,82	-11,11	-9,92	18,18	11,29	18,09	25,20	13,64	-10,81	8,05
Motorcycles	10,55	6,23	-0,61	15,39	-1,07	2,45	0,54	3,63	-1,75	6,06
LDV's - Bakkies	13,16	12,93	4,09	17,05	10,84	4,64	10,27	11,02	3,20	11,04
Trucks	3,91	0,83	16,24	-0,51	23,34	-10,19	-0,76	2,66	3,53	2,06
Other & Unkwn	10,99	19,43	2,11	34,05	3,25	51,60	37,88	11,99	1,63	19,33
Sub-Total	11,86	15,13	4,99	15,71	7,78	4,61	10,93	8,15	0,22	10,39
Towed Vehicles										
Caravans	13,94	30,90	27,74	30,90	-1,57	-0,91	26,29	-7,35	-3,77	13,82
Heavy Trailers	-1,51	7,51	27,75	-13,91	0,47	-18,63	17,57	34,38	-10,89	0,10
Light Trailers	15,54	22,46	20,14	28,58	11,92	15,10	21,68	8,40	-4,17	16,88
Unknown	27,33	69,47	-3,20	58,51	27,72	-20,28	15,08	50,00	-27,78	20,15
Sub-Total	14,68	22,60	20,45	28,00	10,38	6,21	21,25	9,63	-5,59	15,61
All Vehicles	12,13	15,72	6,33	16,68	8,10	4,78	12,09	8,27	-0,50	10,88

APPENDIX B-3

Number of Both Un-Roadworthy & Un-Licensed Vehicles										
Sept 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	11 552	3 889	4 570	2 670	2 019	2 700	1 548	1 849	590	31 387
Minibuses	2 219	669	296	290	160	253	251	284	49	4 471
Buses	157	61	40	40	24	50	41	35	19	467
Motorcycles	1 930	480	697	193	249	364	248	180	84	4 425
LDV's - Bakkies	2 820	1 541	1 018	912	524	1 037	561	920	236	9 569
Trucks	846	337	204	181	172	444	203	290	94	2 771
Other & Unkwn	140	112	57	56	118	96	61	106	35	781
Sub-Total	19 664	7 089	6 882	4 342	3 266	4 944	2 913	3 664	1 107	53 871
Towed Vehicles										
Caravans	87	24	40	14	26	41	15	29	7	283
Heavy Trailers	186	90	51	36	53	172	68	43	20	719
Light Trailers	889	289	300	138	135	175	155	134	54	2 269
Unknown	12	10	6	5	7	4	9	1	3	57
Sub-Total	1 174	413	397	193	221	392	247	207	84	3 328
All Vehicles	20 838	7 502	7 279	4 535	3 487	5 336	3 160	3 871	1 191	57 199
Sept 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	12 223	3 979	4 916	2 798	2 080	2 585	1 628	1 842	664	32 715
Minibuses	2 182	679	354	285	162	250	285	271	56	4 524
Buses	144	41	46	43	21	59	40	40	21	455
Motorcycles	2 088	470	735	231	228	375	228	177	95	4 627
LDV's - Bakkies	3 144	1 455	1 082	1 000	567	1 089	558	1 032	234	10 161
Trucks	877	331	262	187	214	381	214	308	115	2 889
Other & Unkwn	206	167	62	70	148	135	128	139	35	1 090
Sub-Total	20 864	7 122	7 457	4 614	3 420	4 874	3 081	3 809	1 220	56 461
Towed Vehicles										
Caravans	105	28	49	18	31	31	26	22	15	325
Heavy Trailers	172	86	53	20	59	114	73	39	31	647
Light Trailers	1 022	360	382	156	164	221	191	139	51	2 686
Unknown	12	18	6	5	7	6	13	2	6	75
Sub-Total	1 311	492	490	199	261	372	303	202	103	3 733
All Vehicles	22 175	7 614	7 947	4 813	3 681	5 246	3 384	4 011	1 323	60 194
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	5,81	2,31	7,57	4,79	3,02	-4,26	5,17	-0,38	12,54	4,23
Minibuses	-1,67	1,49	19,59	-1,72	1,25	-1,19	13,55	-4,58	14,29	1,19
Buses	-8,28	-32,79	15,00	7,50	-12,50	18,00	-2,44	14,29	10,53	-2,57
Motorcycles	8,19	-2,08	5,45	19,69	-8,43	3,02	-8,06	-1,67	13,10	4,56
LDV's - Bakkies	11,49	-5,58	6,29	9,65	8,21	5,01	-0,53	12,17	-0,85	6,19
Trucks	3,66	-1,78	28,43	3,31	24,42	-14,19	5,42	6,21	22,34	4,26
Other & Unkwn	47,14	49,11	8,77	25,00	25,42	40,63	109,84	31,13	0,00	39,56
Sub-Total	6,10	0,47	8,36	6,26	4,72	-1,42	5,77	3,96	10,21	4,81
Towed Vehicles										
Caravans	20,69	16,67	22,50	28,57	19,23	-24,39	73,33	-24,14	114,29	14,84
Heavy Trailers	-7,53	-4,44	3,92	-44,44	11,32	-33,72	7,35	-9,30	55,00	-10,01
Light Trailers	14,96	24,57	27,33	13,04	21,48	26,29	23,23	3,73	-5,56	18,38
Unknown	0,00	80,00	0,00	0,00	0,00	50,00	44,44	100,00	100,00	31,58
Sub-Total	11,67	19,13	23,43	3,11	18,10	-5,10	22,67	-2,42	22,62	12,17
All Vehicles	6,42	1,49	9,18	6,13	5,56	-1,69	7,09	3,62	11,08	5,24

APPENDIX C-1

Sept 2017										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	19 848	5 522	17 742	3 623	2 870	3 182	2 395	1 965	1 306	58 453
2	93 283	47 452	109 174	37 032	18 869	11 740	13 094	7 252	7 184	345 080
3	354 613	218 987	120 089	98 452	67 973	131 338	75 931	141 308	31 464	1 240 155
Total	467 744	271 961	247 005	139 107	89 712	146 260	91 420	150 525	39 954	1 643 688

Sept 2017										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	13 227	3 436	12 333	2 557	2 084	2 040	1 467	1 338	940	39 422
2	63 250	30 535	79 120	25 388	13 916	8 167	8 459	4 949	4 812	238 596
3	254 088	161 317	91 196	74 501	51 016	94 827	51 882	101 613	24 217	904 657
Total	330 565	195 288	182 649	102 446	67 016	105 034	61 808	107 900	29 969	1 182 675

% Change										
Number of Learners Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	-33,36	-37,78	-30,49	-29,42	-27,39	-35,89	-38,75	-31,91	-28,02	-32,56
2	-32,20	-35,65	-27,53	-31,44	-26,25	-30,43	-35,40	-31,76	-33,02	-30,86
3	-28,35	-26,33	-24,06	-24,33	-24,95	-27,80	-31,67	-28,09	-23,03	-27,05
Total	-29,33	-28,19	-26,05	-26,35	-25,30	-28,19	-32,39	-28,32	-24,99	-28,05

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

APPENDIX C-2

Sept 2017										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	177 300	60 877	113 360	34 388	26 297	22 950	19 810	15 068	9 437	479 487
A	44 449	12 999	28 531	9 192	8 964	6 569	6 370	3 855	2 427	123 356
B	1 040 312	458 200	583 161	231 662	141 815	120 254	114 427	75 454	51 203	2 816 488
EB	4 737	4 916	4 778	1 117	515	2 705	1 683	1 769	443	22 663
C1	1 295 315	636 395	207 838	206 456	158 257	427 705	216 821	577 923	68 190	3 794 900
EC1	1 308 354	576 292	804 767	311 923	175 635	159 497	141 415	109 066	65 354	3 652 303
C	309 075	176 162	122 127	72 389	80 655	110 958	55 789	96 806	25 396	1 049 357
EC	224 360	69 816	50 407	46 271	35 260	52 269	37 226	65 711	11 422	592 742
Total	4 403 902	1 995 657	1 914 969	913 398	627 398	902 907	593 541	945 652	233 872	12 531 296

Sept 2018										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	176 630	61 347	116 656	34 861	26 392	23 159	19 881	15 255	9 517	483 698
A	43 668	13 018	28 821	9 156	8 889	6 544	6 338	3 813	2 423	122 670
B	1 070 348	472 191	612 757	241 248	147 055	123 692	117 623	77 220	53 046	2 915 180
EB	4 783	4 915	5 033	1 178	532	2 944	1 706	1 833	453	23 377
C1	1 377 714	693 994	223 850	227 680	170 546	466 071	234 569	620 614	73 194	4 088 232
EC1	1 285 931	575 854	811 196	312 897	175 597	159 140	140 914	109 094	65 188	3 635 811
C	312 113	183 589	125 050	74 582	82 484	116 764	57 043	100 762	25 923	1 078 310
EC	218 822	69 688	50 256	46 385	35 123	52 143	37 022	65 846	11 412	586 697
Total	4 490 009	2 074 596	1 973 619	947 987	646 618	950 457	615 096	994 437	241 156	12 933 975

% Change										
Number of Driving Licences Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	-0,38	0,77	2,91	1,38	0,36	0,91	0,36	1,24	0,85	0,88
A	-1,76	0,15	1,02	-0,39	-0,84	-0,38	-0,50	-1,09	-0,16	-0,56
B	2,89	3,05	5,08	4,14	3,69	2,86	2,79	2,34	3,60	3,50
EB	0,97	-0,02	5,34	5,46	3,30	8,84	1,37	3,62	2,26	3,15
C1	6,36	9,05	7,70	10,28	7,77	8,97	8,19	7,39	7,34	7,73
EC1	-1,71	-0,08	0,80	0,31	-0,02	-0,22	-0,35	0,03	-0,25	-0,45
C	0,98	4,22	2,39	3,03	2,27	5,23	2,25	4,09	2,08	2,76
EC	-2,47	-0,18	-0,30	0,25	-0,39	-0,24	-0,55	0,21	-0,09	-1,02
Total	1,96	3,96	3,06	3,79	3,06	5,27	3,63	5,16	3,11	3,21

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

Sept 2017										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 718	1 854	1 544	706	835	967	408	848	322	9 202
P G	274 989	176 471	147 813	84 419	62 676	99 345	52 119	105 902	24 343	1 028 077
D G	48	22	11	7	13	16	19	17	5	158
D P G	13 271	10 256	4 319	2 258	3 018	3 333	1 260	1 938	693	40 346
Total	290 026	188 603	153 687	87 390	66 542	103 661	53 806	108 705	25 363	1 077 783
Sept 2018										
Number of Professional Driving Permits (PrDP's) Issued per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 566	1 728	1 499	703	798	921	386	759	327	8 687
P G	274 907	180 164	149 004	86 405	62 651	100 534	52 014	105 672	24 144	1 035 495
D G	39	10	17	17	19	10	13	41	2	168
D P G	13 846	10 831	4 372	2 399	3 100	3 546	1 288	1 998	746	42 126
Total	290 358	192 733	154 892	89 524	66 568	105 011	53 701	108 470	25 219	1 086 476
% Change	291 368	185 108	151 721	86 433	66 031	103 018	54 025	108 685	24 836	1 071 225
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	-8,85	-6,80	-2,91	-0,42	-4,43	-4,76	-5,39	-10,50	1,55	-5,60
P G	-0,03	2,09	0,81	2,35	-0,04	1,20	-0,20	-0,22	-0,82	0,72
D G	-18,75	-54,55	54,55	142,86	46,15	-37,50	-31,58	141,18	-60,00	6,33
D P G	4,33	5,61	1,23	6,24	2,72	6,39	2,22	3,10	7,65	4,41
Total	0,11	2,19	0,78	2,44	0,04	1,30	-0,20	-0,22	-0,57	0,81

Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods

