



Road Traffic
Management Corporation

State of Road Safety Report

Quarterly Report

January – March 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 January – March 2018. The performance per each focus areas have been provided below

Road Crashes Data

A total number of 2 996 fatalities were recorded for the period between January to March 2018. That resulted in an increase of 5% from 2017. The most affected road users were pedestrians and passengers.

A total number of twenty-nine (29) major crashes were reported and investigated during this period under review. Two hundred and twelve (212) people were killed and five hundred and twenty-nine (529) people sustained injuries as a result of the major crashes.

Vehicle and driver population

The number of registered vehicles increased by 245 808 (2.04%) from 12 047 404 on 31 March 2017 to 12 293 212 vehicles on 31 March 2018. On a national basis the total number of vehicles that are either un-roadworthy, un-licensed or both increased by 51 545 (4.87%) from 1 059 196 vehicles as on 31 March 2017 to 1 110 741 vehicles as on 31 March 2018.

The number of learner driving licences issued decreased by 463 063 (5.04%) from 1 252 088 on 31 March 2017 to 1 189 025 on 31 March 2018. The number of driving licences issued increased by 403 211 (3.08%) from 12 283 777 on 31 March 2017 to 12 686 988 as on 31 March 2018.

Law Enforcement and Road Safety performance

Road Safety unit conducted the following activities during the period under review (quarter 4). First activity, the unit monitored the implementation of the National Road Safety Strategy whereby consultations with all the nine (9) Provinces were made.

Secondly, the unit monitored the Road Safety awareness activities by the Youth targeting institutions of higher learning.

Thirdly, the unit conducted educational programmes implemented with private sector aimed at work shopping of drivers.

Lastly, the unit monitored the implementation of Road Safety programmes by Community Road Safety Structures which are aimed at educating and addressing issues relating to contributory factors to road crash across the country.

A total number of vehicles stopped for 2017 were 3 355 051 compared to 4 450 964 in 2018 with an an increase of 25%.

Out of a total of vehicles stopped, a total of 1 362 981 and 1 677 699 traffic notices were issued in the same period during 2017 and 2018.

Over and above notices issued, arrests were made following the severity of offences, total of 8 417 and 18 127 arrests were reported during the period under review in 2017 and 2018. These arrests and offences issued were as a result of joint operations conducted between provincial authorities, SAPS and all other stakeholders involved in the operations of law enforcement.

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between January and March 2018 using the CHoCOR Forms. In addition, the report includes information about registered vehicles, un-roadworthy and un-licenced vehicles, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS), Law Enforcement and Road Safety information. Furthermore, its includes information about population growth using the 2017 mid-year population estimates from Statistics South Africa (Stats SA).

2. METHODOLOGY

2.1 Road crash data collection methodology

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

2.2 Crash Data Flow

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

2.3 Data processing

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

2.4 Limitations

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

2.5 Road Safety

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

2.6 Law Enforcement

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

2.7 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 4th quarters of 2017 and 2018. There was an increase of 37 (1.6%) in comparison to the two quarters of 2017 and 2018 nationally. On a provincial level five (5) provinces recorded an increase while the other four (4) provinces recorded a decline in the number of fatal crashes. The highest increase was recorded for Eastern Cape with 22.6% followed by North West and Limpopo with 8.9% and 7.8% respectively. The highest decrease was recorded by Northern Cape with 15.8% followed by Mpumalanga with 14.2%.

Year	EC	FS	GP	KZN	LI	MP	NC	NW	WC	RSA
Jan-Mar 2017	229	157	490	493	256	253	76	157	254	2 365
Jan-Mar 2018	283	143	501	520	276	217	64	171	227	2 402
change	54	-14	11	27	20	-36	-12	14	-27	37
% change	23.6	-8.9	2.2	5.5	7.8	-14.2	-15.8	8.9	-10.6	1.6

Table 1: Number of fatal crashes per Province

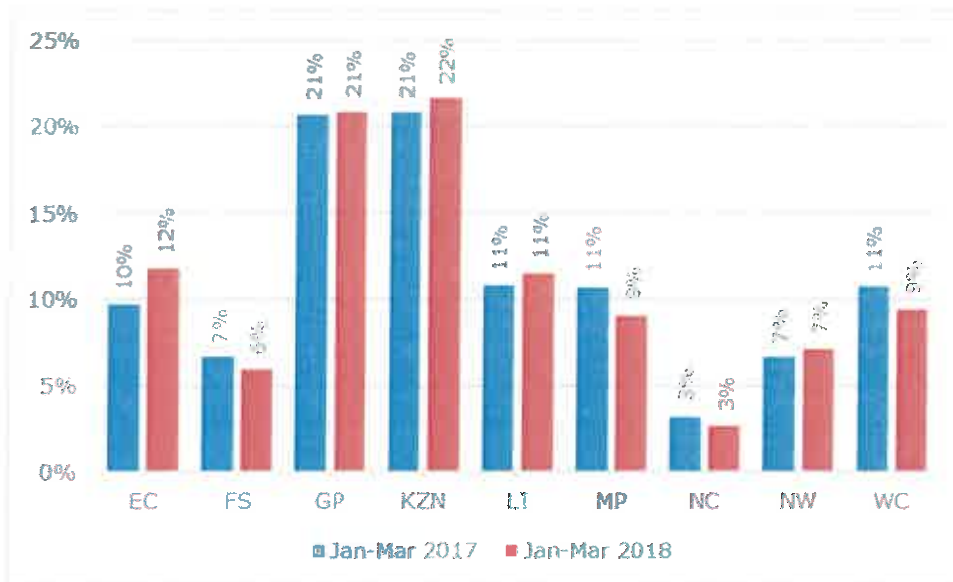


Figure 1: Percentage distribution of fatal crashes per province

The figure above provides percentage distribution of fatal crashes per province. The provinces with the highest contributions of more than 20% 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.

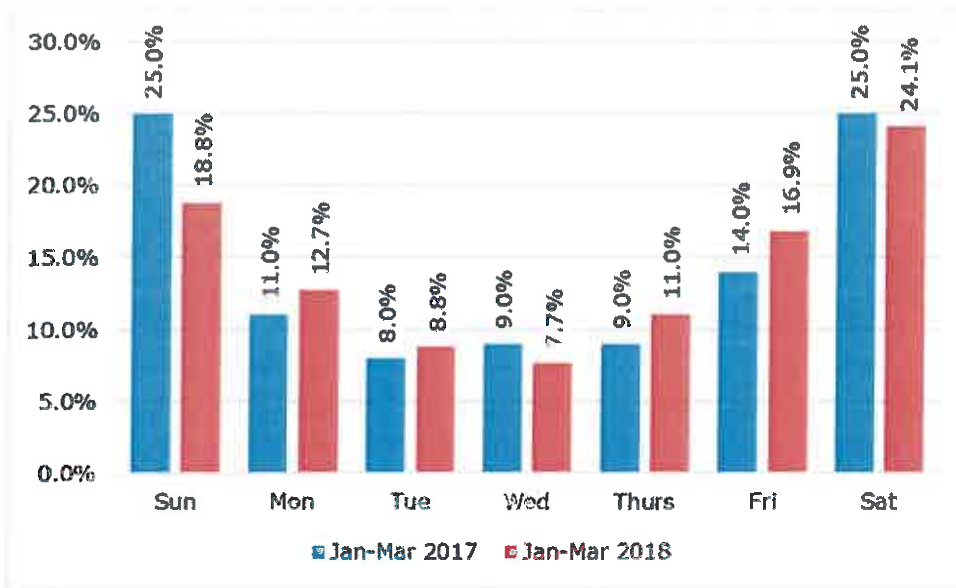


Figure 2: Percentage distribution of fatal crashes per day of week

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.

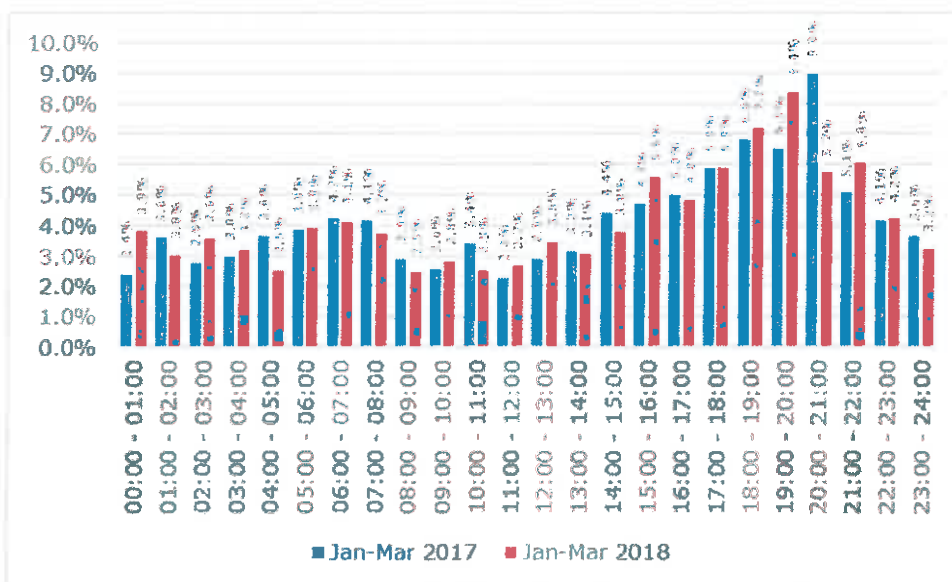


Figure 3: Percentage distribution of fatal crashes per time of day for two quarters of 2017 and 2018

The figure above depicts a comparison between fatal crashes per time of day of quarter 4's of 2017 and 2018. In comparison, slot 19:00 to 20:00 remained the highest with an increase from 6.5% in 2017 to 8.4% in 2018. The time slot between 20:00 to 21:00 has recorded a slight decrease of 3.3% 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.

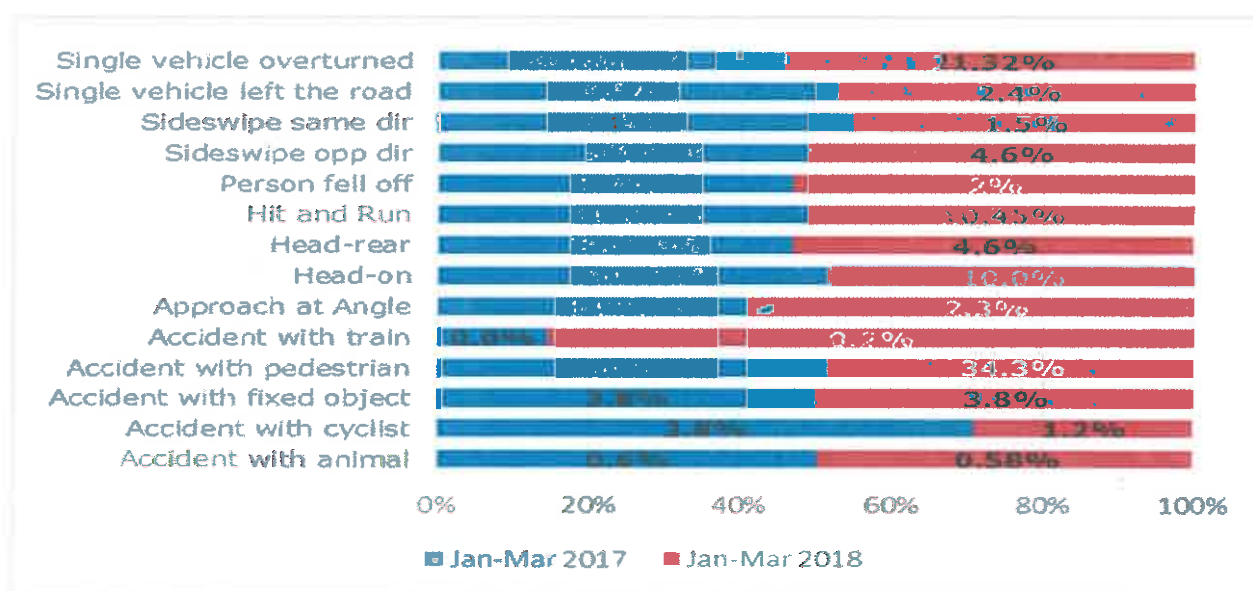


Figure 4: Percentage distribution of crash types

The figure above depicts that most crashes occurred due to crashes with pedestrians and single vehicle overturned. A contribution of 36.6% for 2017 was recorded for crashes involving pedestrians and 34.3% for 2018, which shows a slight decrease of 2.3%. Followed by single vehicle overturned with a contribution of 18.1% for 2017 and 21.3% for 2018 which increased by 3.2%.

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.

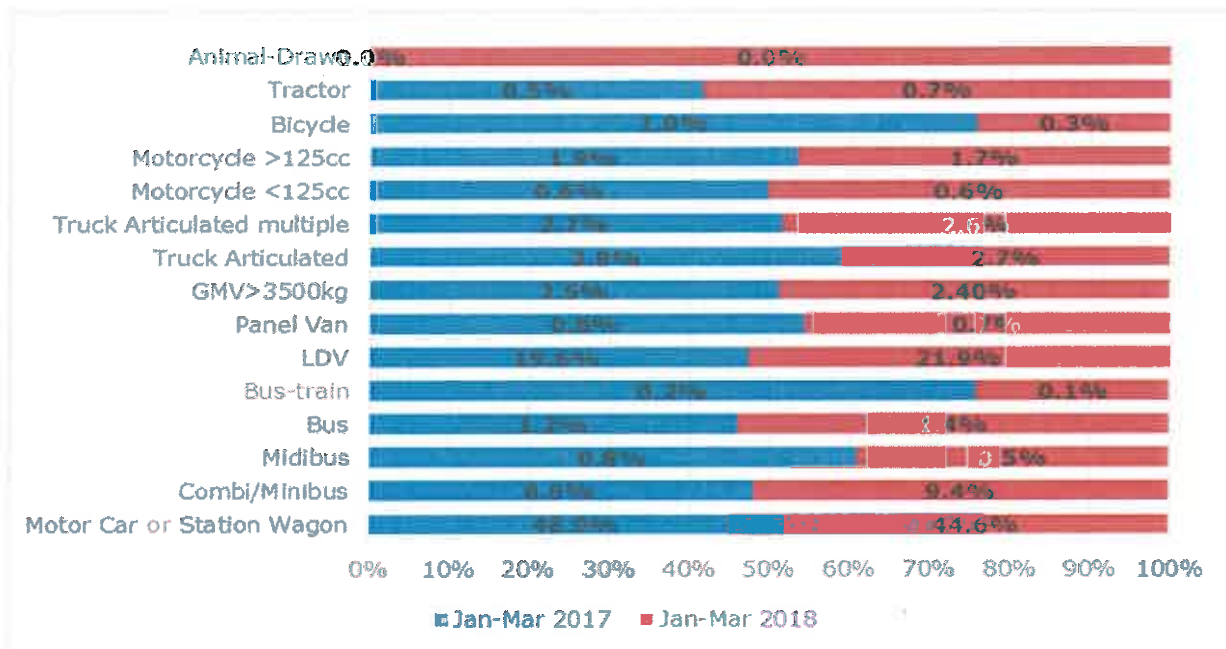


Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were motorcars and LDV's with contributions of 44.6% and 21.9% respectively. Motor cars recorded a decrease of 3.4% while LDV's recorded an increase of 2.3% 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 January to March 2018 showed that human factors contributed 89.2% as compared to 74.8% recorded during January to March 2017. The roads and environmental factors recorded 19.1% in 2017 and 6.4% in 2018 which shows a significant reduction of 12.7%.

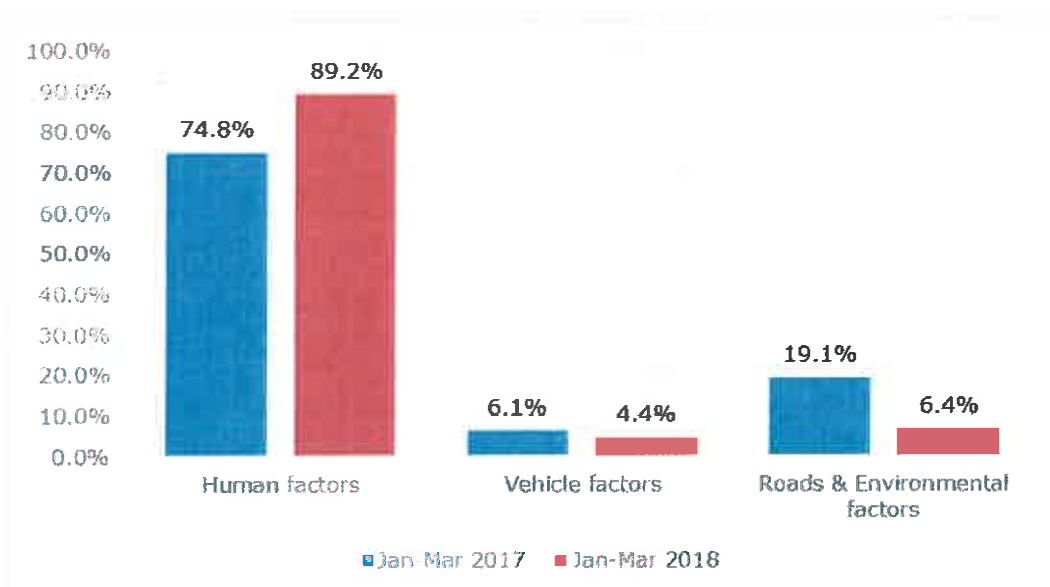


Figure 6: Comparison of contributory factors for 2017 and 2018

The human factors remain a challenge compared to other factors. There is an increase of 14.4% for human factors and a decrease of 1.7% for vehicle factors.

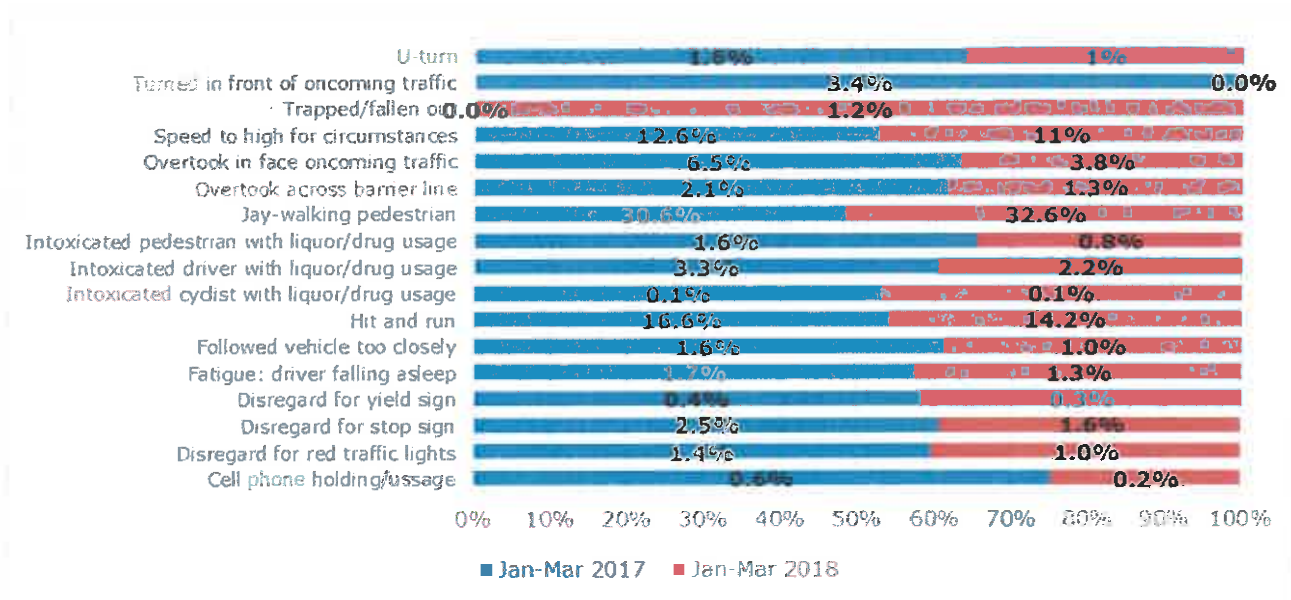


Figure 7: Percentage distribution of human factors

The figure above shows that jay-walking contribution to fatal crashes has increased by 2.1% from 30.6% in 2017 to 32.6% in 2018. This was followed by hit and run with a contribution of 16.6% in 2017 and 14.2% in 2018. Speeding was still 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.

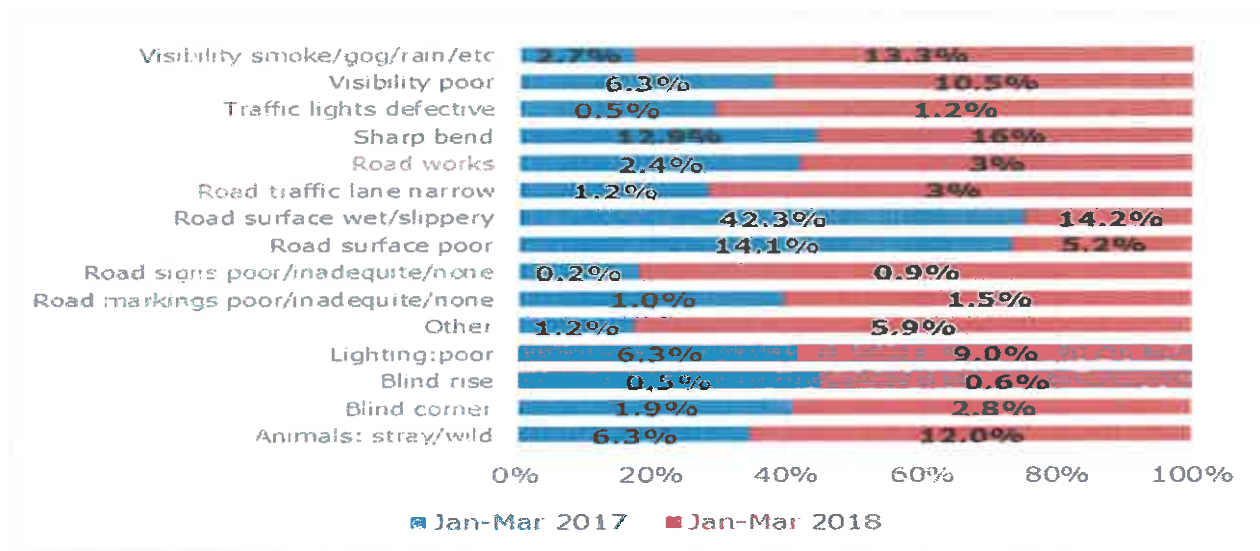


Figure 8: Percentage distribution of road and environmental factors

The figure above depicts that most fatal crashes occurred as a result of sharp bend which contributed 12.9% in 2017 and 16% in 2018, followed by wet/slippery road surface which contributed 42.3% in 2017 and 14.2% in 2018.

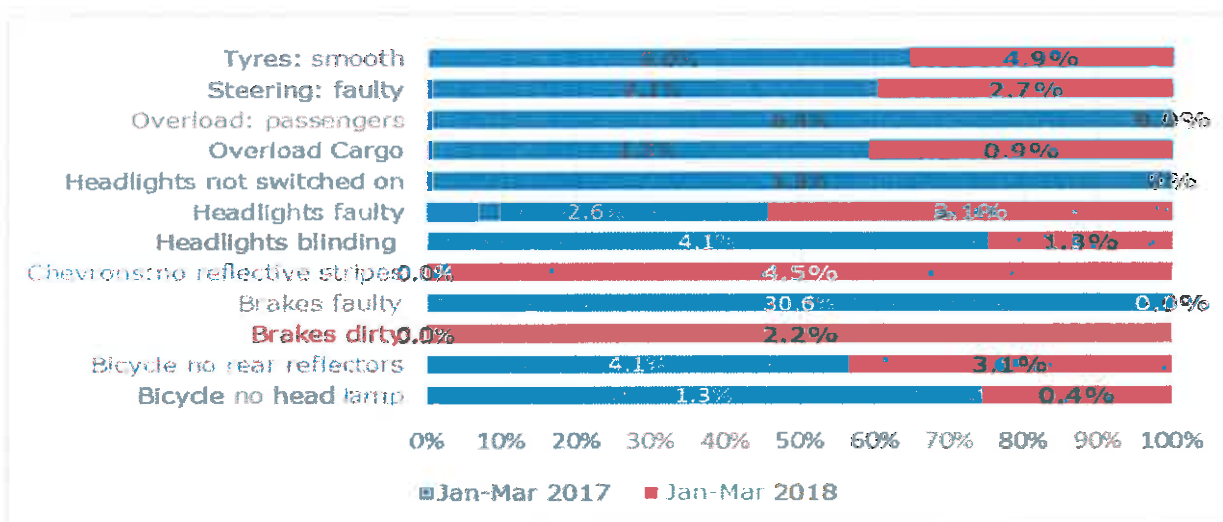


Figure 9: Percentage distribution for vehicle factor

The figure above shows that most crashes occurred as a result of smooth tyres with a contribution of 4.9% in 2018 as compared to 9% in 2017 which shows a reduction of 4.1%. Furthermore, the brakes faulty factor recorded 30.6% in 2017 and has not contributed to crashes during the 2018 period.

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

Year	EC	FS	GP	KZN	LI	MP	NC	NW	WC	RSA
Jan-Mar 2017	263	193	589	583	318	339	87	193	282	2847
Jan-Mar 2018	369	182	554	636	357	277	88	230	290	2983
change	106	-11	-35	53	39	-62	1	37	8	136
% change	40.3	-5.7	-5.9	9.1	12.3	-18.3	1.1	19.2	2.8	4.8

Table 2: 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 in 2017 and 2018. An increase in the number of fatalities is depicted from 2 847 in 2017 to 2 983 in 2018 which resulted with a 4.8% increase nationally. All the provinces except for Free State, Gauteng and Mpumalanga recorded increases with the highest increase recorded by Eastern Cape with 40.3% followed by North West with 19.2%.

4.2 Number of Fatalities per Road User Group

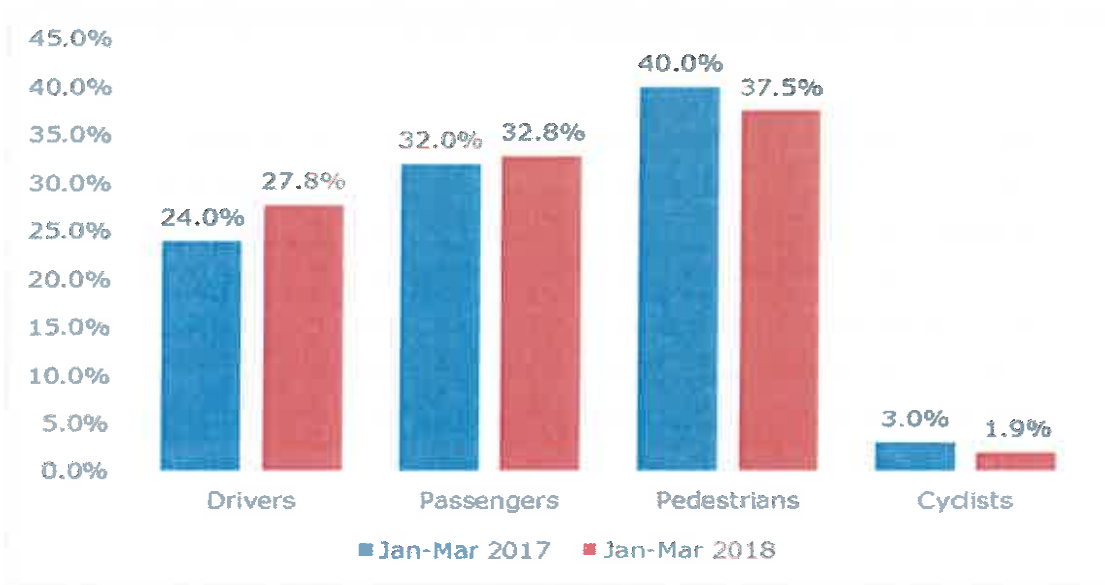


Figure 10: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road users group are reflected in the figure above. The pedestrians contributed 40% in 2017 and 38% in 2018, which is a reduction of 2% in comparison of the two periods. The passengers followed with a contribution of 32% in 2017 and 33% in 2018, which is a slight increase of 1%. The drivers recorded an increase of 4% from 24% in 2017 to 28% in 2018.

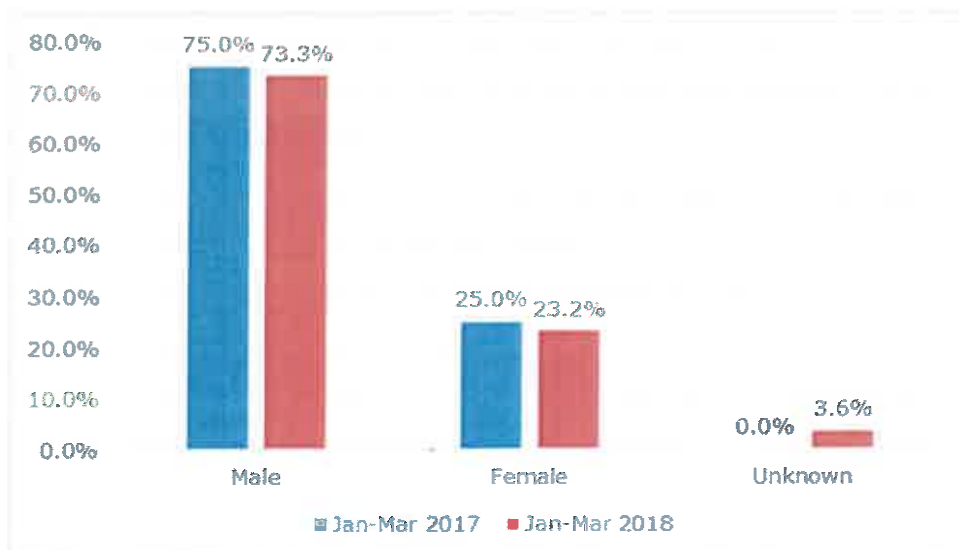


Figure 11: Percentage distribution of fatalities per gender

The figure above depicts trends for fatalities per gender for the two quarters in 2017 and 2018. The trends shows that there was a decrease of 1.7% for males from 75% in 2017 to 73.3% in 2018 and 1.8% decrease for females from 25% in 2017 to 23.2% in 2018.

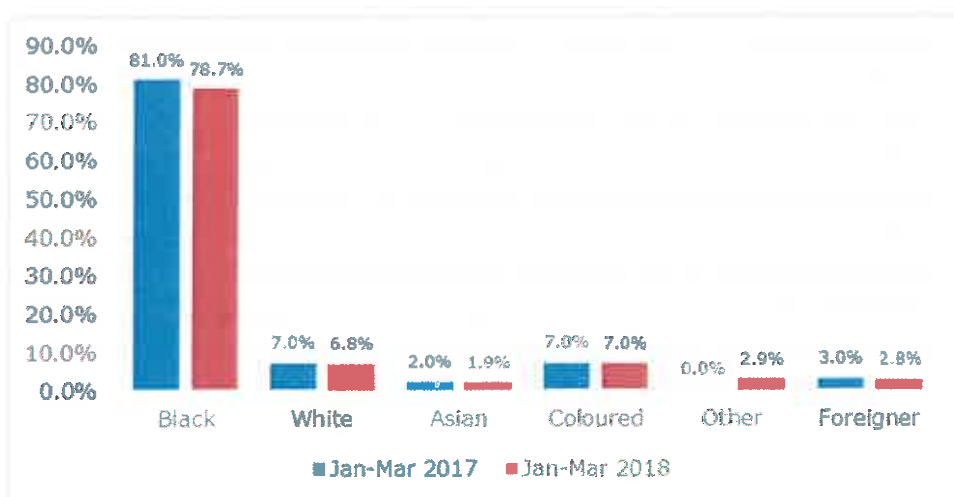


Figure 12: Percentage distribution of fatalities per race

The figure above shows that fatalities relating to blacks are very high in comparison to the other races. Blacks contributed 81% to the total fatalities in 2017 and 78.7% in 2018 which shows a slight decrease of 2.3%. The coloureds followed with contribution of 7% during the two periods of 2017 and 2018.

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

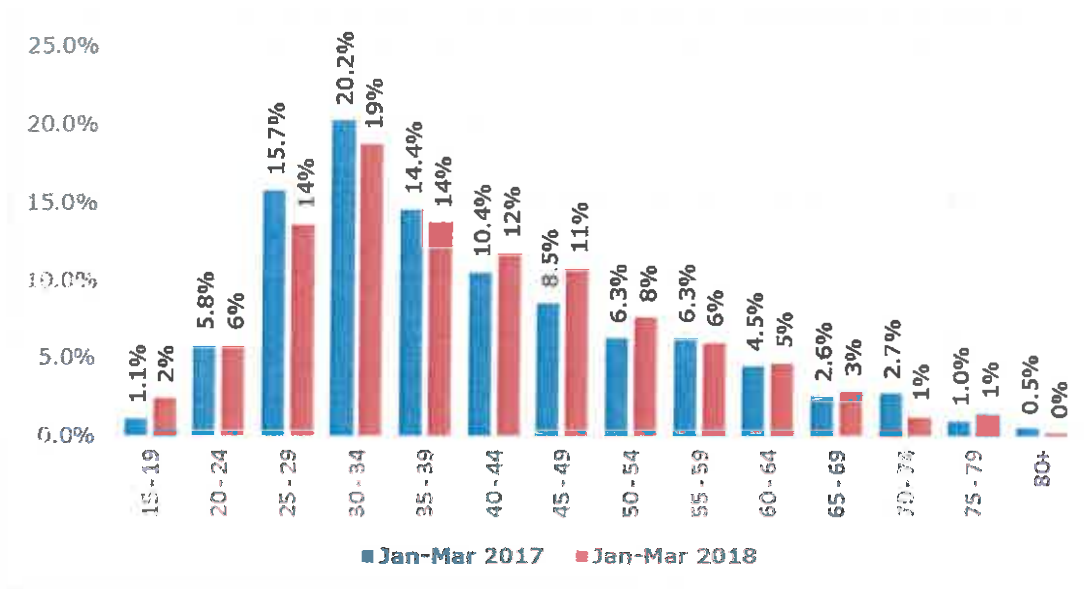


Figure 13: Percentage distribution of fatalities per age for drivers

The figure above shows that the highest fatalities for drivers were recorded from age group 30 to 34 years. The fatalities for this age group is high, however, there was a slight decrease of 1.2% from 20.2% in 2017 to 19% in 2018.

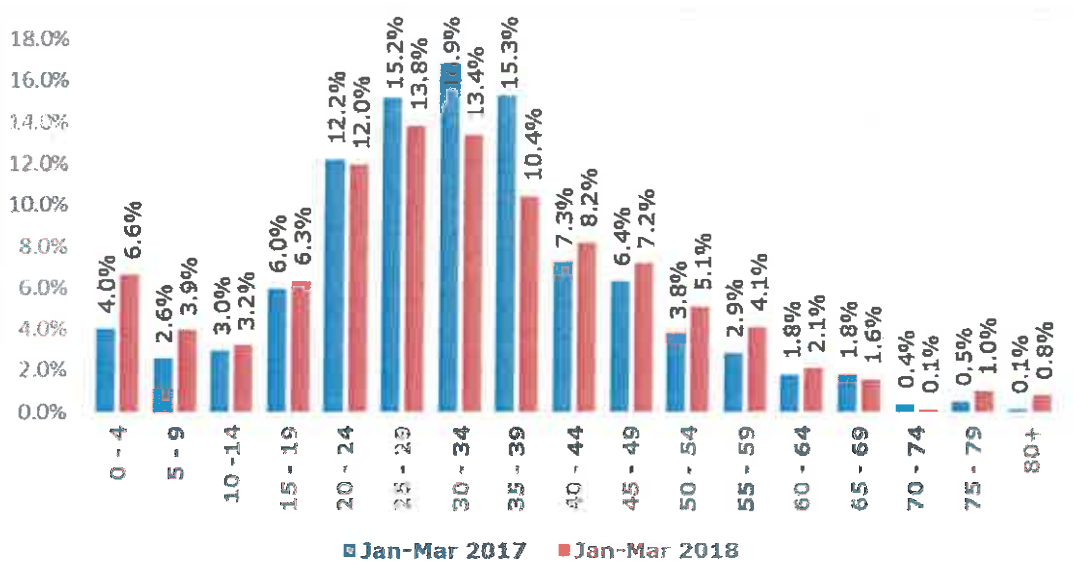


Figure 14: Percentage distribution of fatalities per age for passengers

The figure above indicates that most fatalities for passengers were recorded between age group 25-29 years. However, there has been a decrease in the number of fatalities from 15.2% in 2017 to 13.8% in 2018. Furthermore, the fatalities for the age groups 30-34 and 35-39 years also recorded a reduction during the period under review. The fatalities for the age groups 0 to 4 years and 5 to 9 years recorded increases.

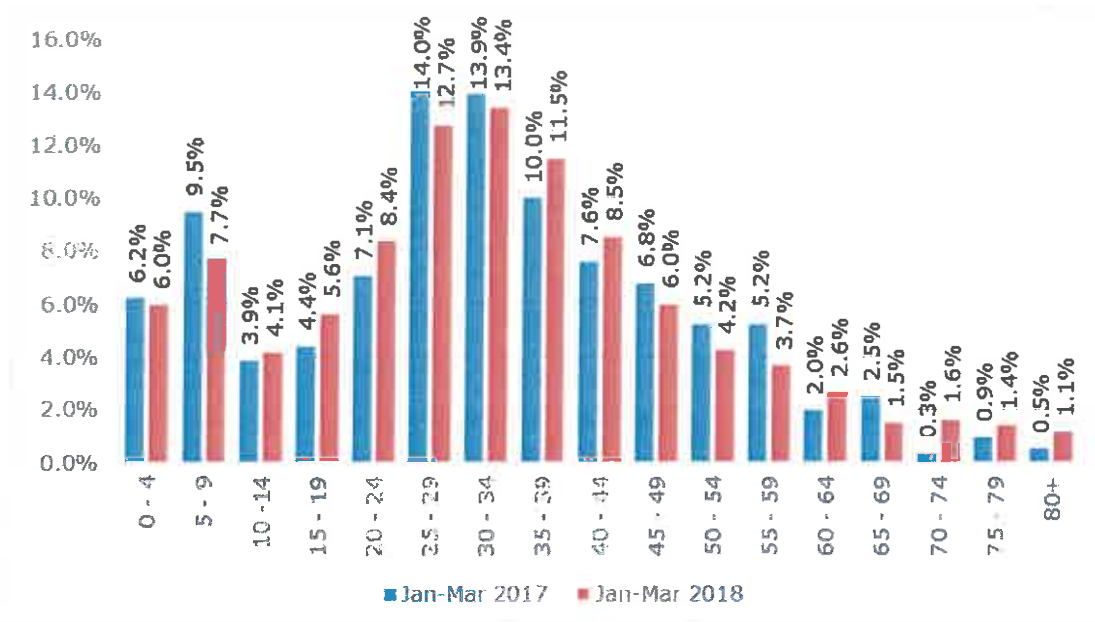


Figure 15: Percentage distribution of fatalities per age for pedestrians

The figure 15 above indicates that most fatalities for pedestrians were recorded between the ages 30 to 34 years which recorded 14% in 2017 and 13% in 2018. The age group 35 to 39 years recorded an increase of 1.5% from 10% in 2017 to 11.5% in 2018. The age group 5 to 9 years recorded a decrease of 1.8% from 9.5% in 2017 to 7.7% in 2018.

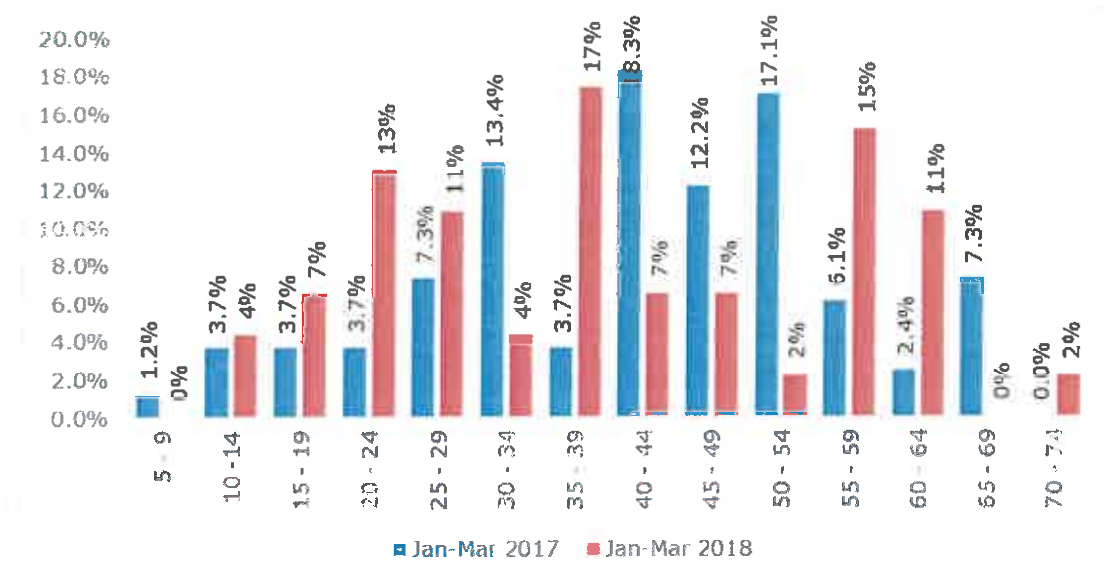


Figure 16: Percentage distribution of fatalities per age for cyclists

The figure above indicates that most fatalities for cyclists were recorded between ages 35 to 39 years and 55 to 59 years with 17% and 15% respectively during 2018. The age group 35 to 39 years recorded a significant increase of 13.3% from 3.7% in 2017 to 17% in 2018 while the age group 55 to 59 years increased from 6.1% in 2017 to 15% in 2018. The same pattern was observed for the age group 20 to 24 years.

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 spillage of the dangerous goods/ hazardous chemicals and any crash that the Corporation deems necessary to investigate.

5.1 Number of major crashes

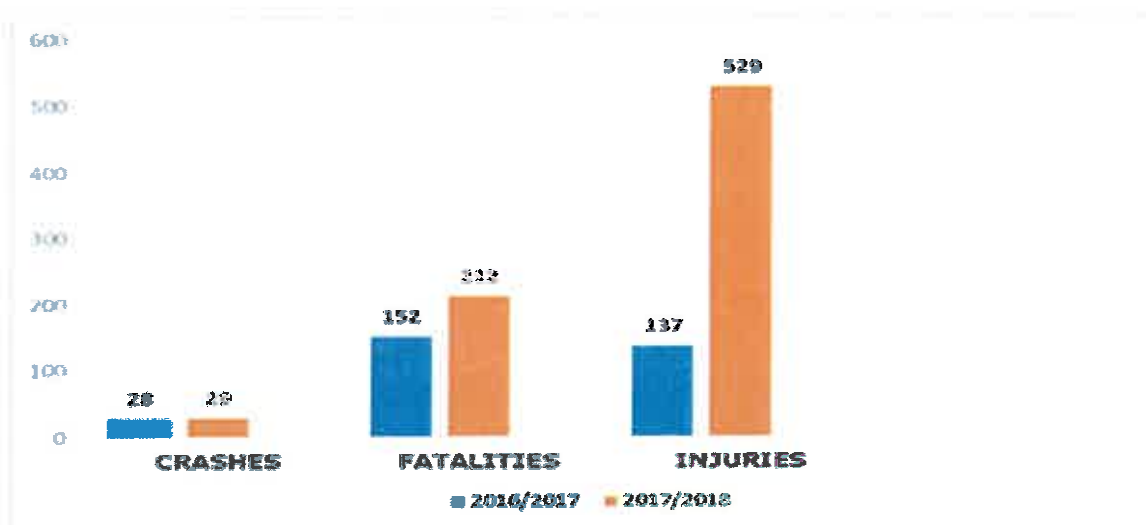


Figure 17: Comparison of major crashes, fatalities and injuries

A total number of twenty-nine (29) major crashes were reported and investigated for the period under review as compared to the same period the previous year where twenty-eight (28) major crashes were reported and investigated. Two-hundred and twelve (212) people were killed and five-hundred and twenty-nine (529) people sustained injuries, which shows an increase in both fatalities and injuries because of these major crashes. The

above figure further indicates that there was a significant increase on injuries from 137 injuries during quarter 4 of 2017 to 529 injuries in quarter 4 of 2018.

5.2 Major crashes per province

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

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

- Kwa-Zulu Natal Province (8 crashes and 63 fatalities);
- North West Province (5 crashes and 30 fatalities);
- Eastern Cape Province (3 crashes and 23 fatalities); and

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

- Free State Province (12.5 fatalities per crash);
- Northern Cape Province (8.0 fatalities per crash);
- KwaZulu-Natal Province (7.9 fatalities per crash);

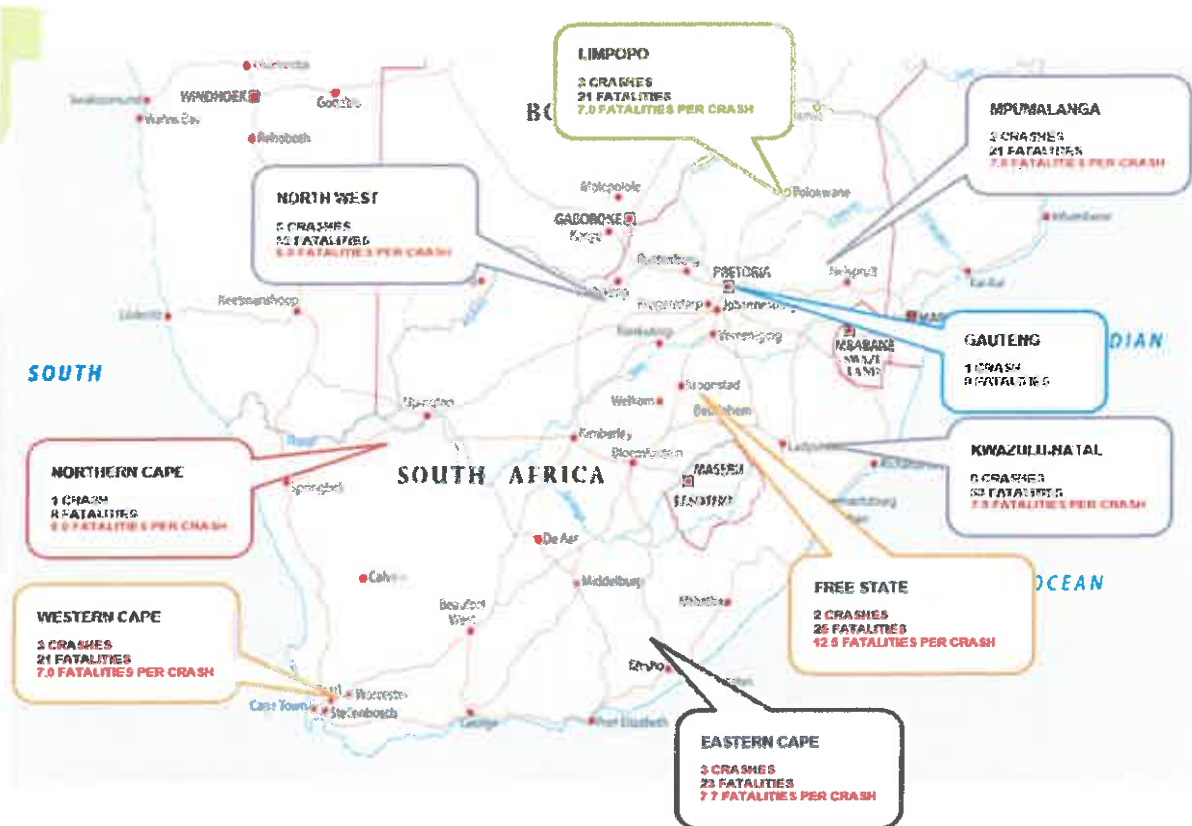


Figure 18: Map showing crashes and fatalities per province

5.3 Crash Types

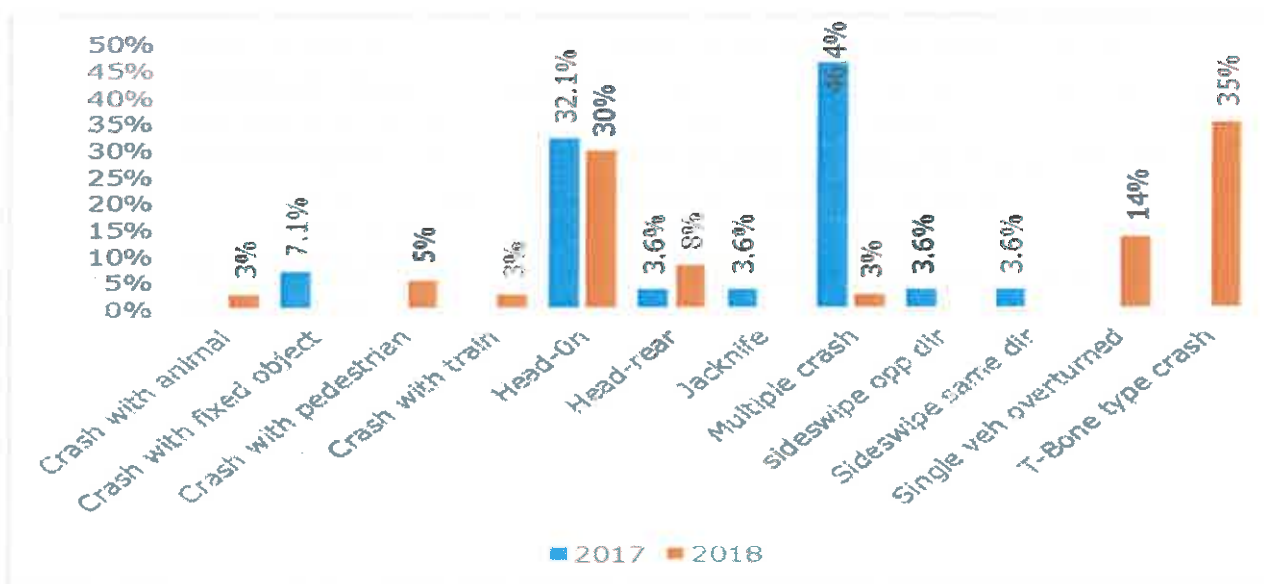


Figure 19: Major crashes per crash type

The above figure depicts the major crash types that occurred during the fourth quarters of 2017 and 2018. Eleven (11) of the twenty-nine (29) major crashes reported and investigated were head-on type crashes followed by T-bone crash type which recorded 35% of the total crash type. Furthermore, it is observed that some crash types did not contribute to the crashes during the period under review in comparison to the same period the previous period and vice versa.

5.4 Vehicle Involved in Major Crashes

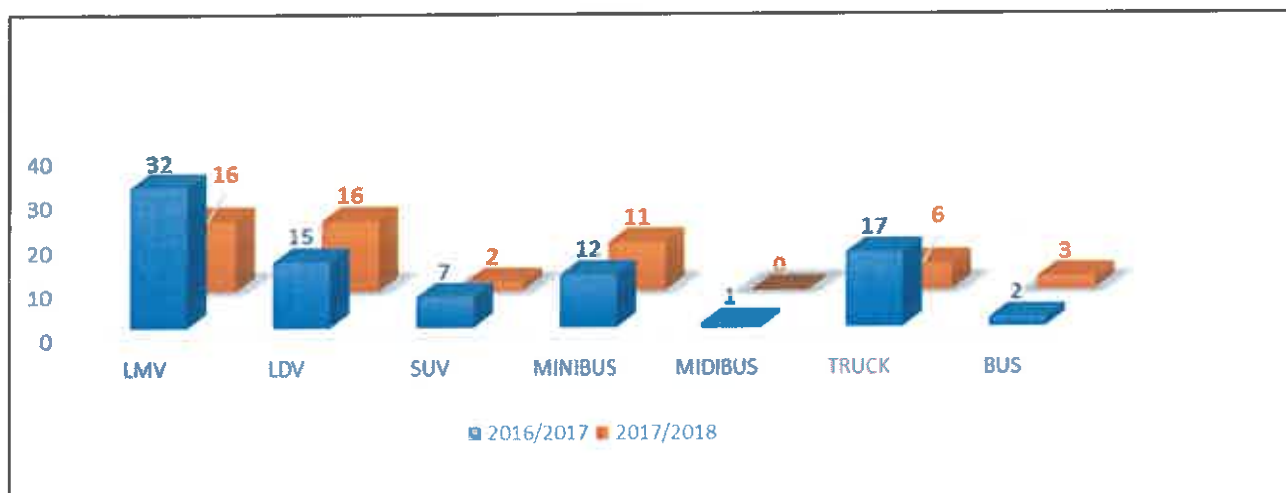


Figure 20: Vehicles involved in major crashes

The figure above depicts the vehicle types involved in the major crashes reported and investigated during the fourth quarters of the 2017 and 2018. Fifty-four (54) vehicles were involved in the twenty-nine (29) major crashes investigated. The vehicle type mostly involved were Light Motor Vehicles, Trucks, Light Delivery Vehicles and Minibus Taxis. During the period under review crashes involving LMV’s decreased from 32 vehicles in quarter 4 of 2017 to 16 vehicles to quarter 4 of 2018 and crashes involving trucks also decreased from 17 trucks in quarter 4 of 2017 to 6 trucks in quarter 4 of 2018. In general we have observed a reduction in terms of the vehicle type crashes with the exception of buses which increased from 2 in 2017 to 3 in 2018.

5.5 Contributory Factors

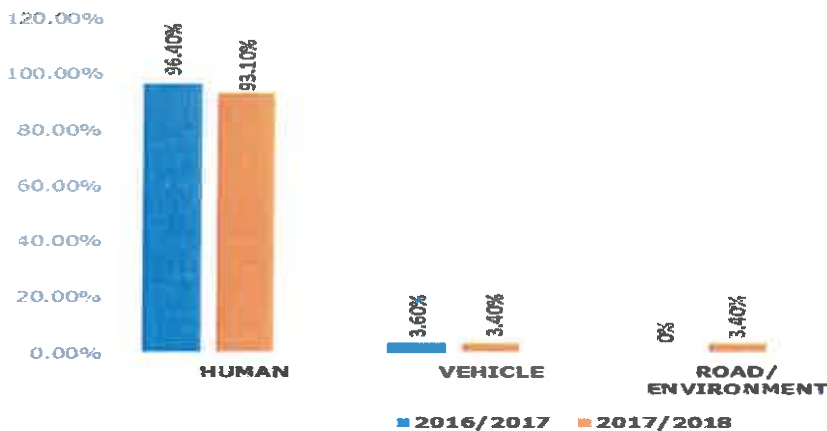


Figure 21: Percentage distribution of contributory factors

The figure above provides information for all the contributory factors. About 93.1% of the contributing factors to the major crashes that occurred during the fourth quarter of 2018 were as a result of Driver/ Human Error. These crashes occurred as a direct result of drivers:

- Speed too high for circumstances;
- Disregard red traffic light;
- Intoxicated driver with liquor/drug usage;
- Driver failed to keep a proper lookout;
- Drove in oncoming traffic lane/ Drove in wrong lane; and
- Illegal U-Turn

About 3.4% of the contributing factors to the major crashes that occurred during the fourth quarters of 2017 and 2018 were attributed to Vehicle Error. These crashes occurred as a result of the following:

- Mechanical failures

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 245 808 (2.04%) from 12 047 404 on 31 March 2017 to 12 293 212 vehicles on 31 March 2018. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered Mar 2017	Number registered Mar 2018	Change	% Change	% of Group Mar 2018	% of Total Mar 2018
Motorised Vehicles						
Motorcars	7 058 198	7 234 517	176 319	2.50	65.10	58.85
Minibuses	310 187	321 057	10 870	3.50	2.89	2.61
Buses	61 836	63 776	1 940	3.14	0.57	0.52
Motorcycles	356 005	350 295	-5 710	-1.60	3.15	2.85
LDV's - Bakkies	2 455 098	2 518 698	63 600	2.59	22.66	20.49
Trucks	371 442	373 342	1 900	0.51	3.36	3.04
Other & Unknown	270 879	251 155	-19 725	-7.28	2.26	2.04
Total Motorised	10 883 645	11 112 840	229 195	2.11	100.00	90.40
Towed Vehicles						
Caravans	102 740	101 699	-1 041	-1.01	8.62	0.83
Heavy Trailers	189 268	195 067	5 799	3.06	16.53	1.59
Light Trailers	855 684	867 900	12 216	1.43	73.53	7.06
Other & Unknown	16 067	15 707	-361	-2.24	1.33	0.13
Total Towed	1 163 759	1 180 373	16 614	1.43	100.00	9.60
All Vehicles	12 047 404	12 293 212	245 808	2.04		100.00

Table 3: Number of registered vehicles per type for 2017 and 2018

The table 5 above shows that on a percentage basis the biggest change was for minibuses and buses with an increase by 3.50% and 3.14% respectively. The number of registered minibuses increased from 310 187 to 321 057 and followed by buses with increased from 61 836 to 63 776, respectively. The monthly percentage change over the past year for motorised vehicles are shown in the figure below.

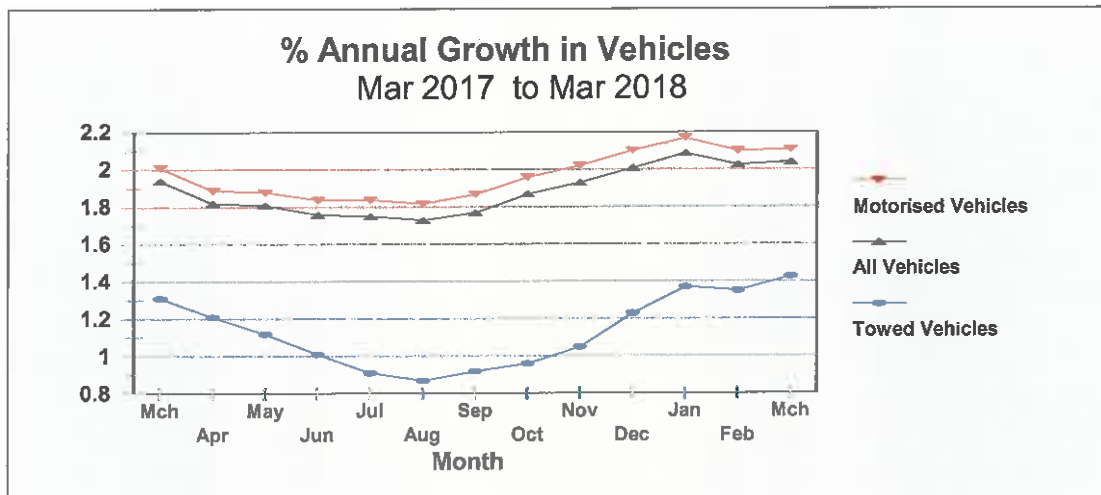


Figure 22: Percentage Annual Growth in Vehicles

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

Number of Registered Vehicles per Province	Number registered Mar 2017	Number registered Mar 2018	Change	% Change	% of Total Mar 2018
Gauteng	4 648 786	4 737 590	88 804	1.91	38.54
KwaZulu-Natal	1 610 144	1 638 774	28 630	1.78	13.33
Western Cape	1 939 657	1 991 566	51 909	2.68	16.20
Eastern Cape	801 885	816 898	15 013	1.87	6.65
Free State	623 264	628 885	5 621	0.90	5.12
Mpumalanga	859 640	882 585	22 945	2.67	7.18
North West	611 025	620 392	9 367	1.53	5.05
Limpopo	678 843	698 340	19 497	2.87	5.68
Northern Cape	274 160	278 182	4 022	1.47	2.26
RSA	12 047 404	12 293 212	245 808	2.04	100

Table 4: Number of registered vehicles per province

The number of registered vehicles per province show the highest increase recorded for Limpopo with an increase of 2.87% from 678 843 in 2017 to 698 340 in 2018 followed closely by Western Cape, with an increase of 2.68% from 1 939 657 to 1 991 566.

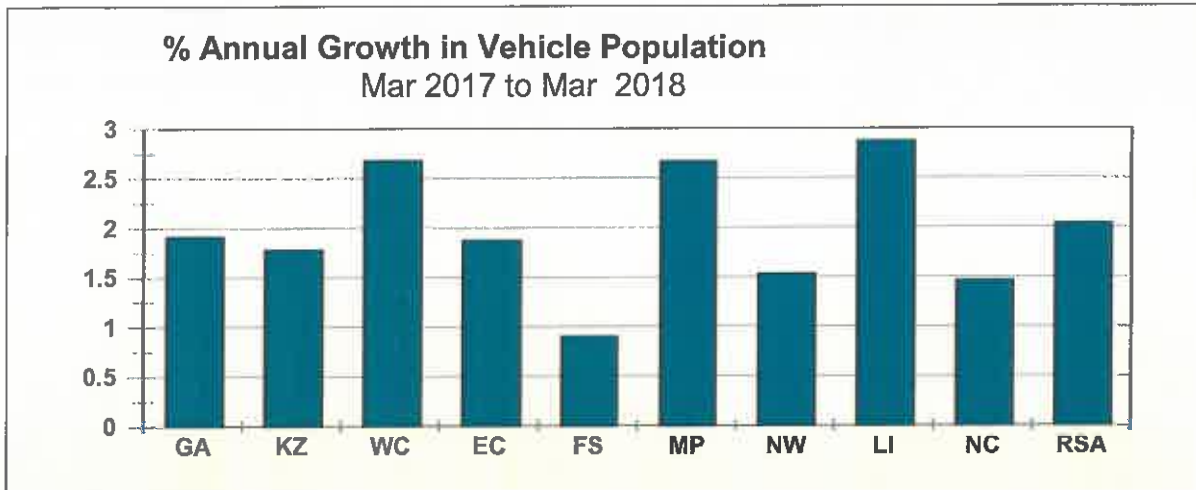


Figure 23: Percentage Annual Growth in Vehicle Population

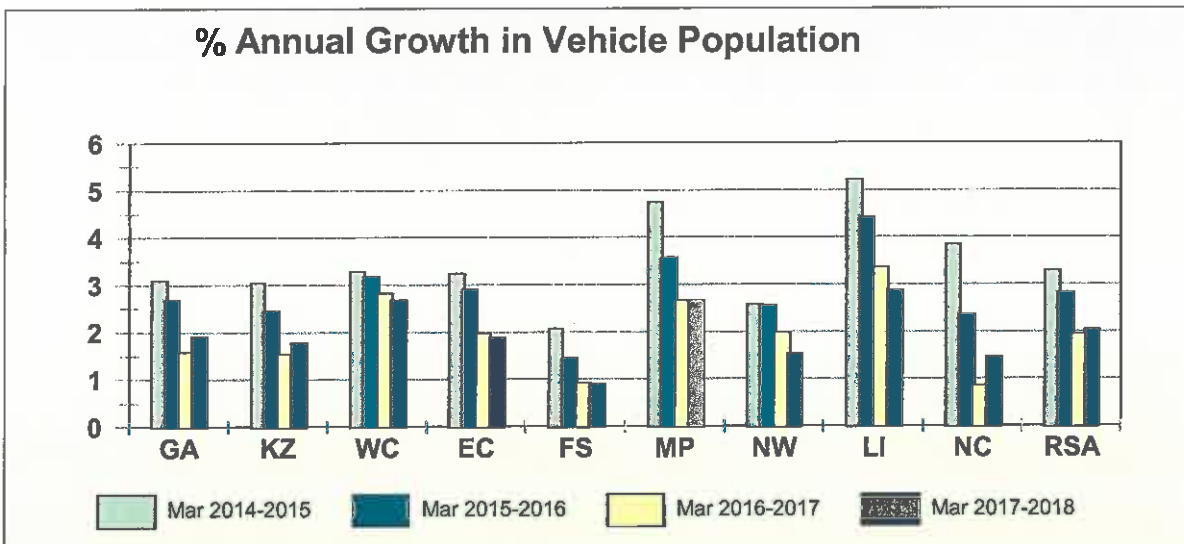


Figure 24: Percentage Annual Growth in Vehicle Population

Over the past year from March 2017 to March 2018 the highest percentage growth in total vehicles was recorded in Limpopo with a growth of 2.87% followed by Western Cape with a growth of 2.68%.

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

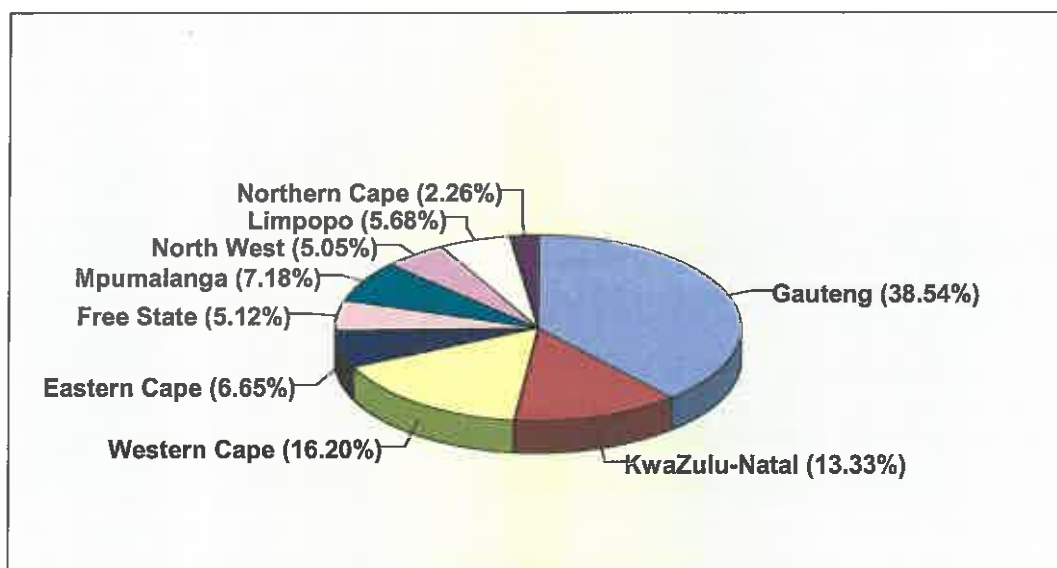


Figure 25: Percentage Vehicles Registered per Province

The information in the figure above shows that 38.54% of all vehicles were registered in Gauteng; 16.20% in Western Cape and 13.33% in Kwa-Zulu Natal.

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

2.2 Human Population and Mobility

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

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Mar 2015	13.13	10.86	6.18	6.88	2.81	4.27	3.70	5.70	1.18	54.72
Mar 2016	13.38	11.10	6.27	7.03	2.84	4.34	3.75	5.81	1.19	55.72
Mar 2017	13.42	11.04	6.27	7.03	2.85	4.32	3.77	5.78	1.19	55.67
Mar 2018	14.08	11.08	6.46	6.64	2.87	4.42	3.84	5.78	1.21	56.37

Table 5: 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 March 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
Mar 2015	3.40	8.04	3.91	10.46	6.12	6.73	7.88	10.68	5.63	5.61
Mar 2016	3.37	8.07	3.85	10.40	6.10	6.63	7.75	10.40	5.55	5.56
Mar 2017	3.32	7.87	3.75	10.17	6.04	6.41	7.61	10.00	5.48	5.44
Mar 2018	3.41	7.68	3.76	9.40	5.99	6.38	7.60	9.69	5.47	5.37

Table 6: Average number of persons per vehicle (excluding trucks, other, unknown and towed vehicles)

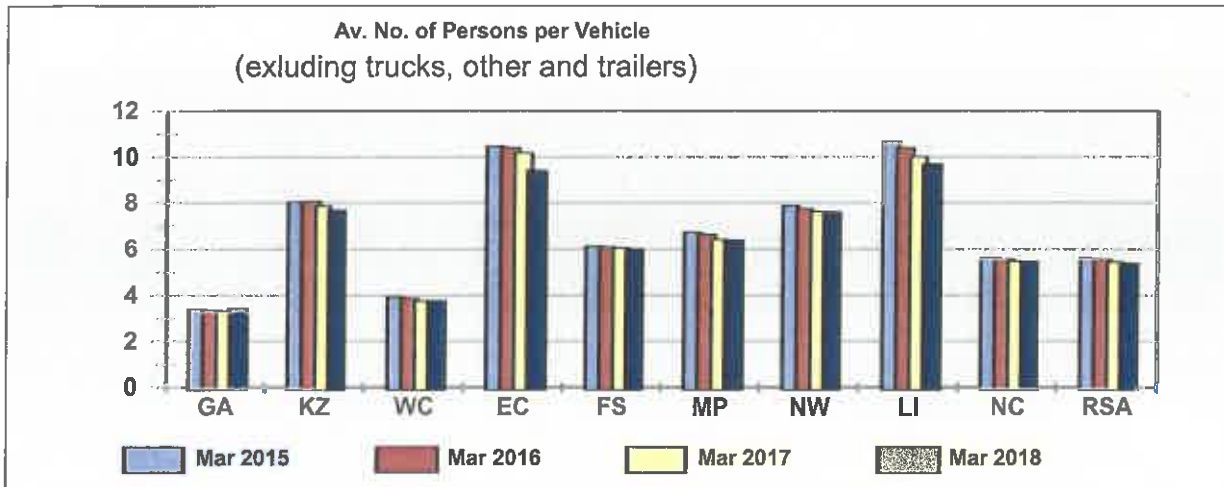


Figure 26: Average number of persons per vehicle (excluding trucks, other and trailer)

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

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Mar 2015-2016	0.92	-0.34	1.40	0.61	0.34	1.44	1.66	2.57	1.31	0.92
Mar 2016-2017	1.38	2.41	2.72	2.17	0.95	3.29	1.87	3.83	1.34	2.16
Mar 2017-2018	-2.66	2.44	-0.20	7.57	0.81	0.47	0.07	3.12	0.27	1.13

Table 7: Percentage improvement in mobility per province

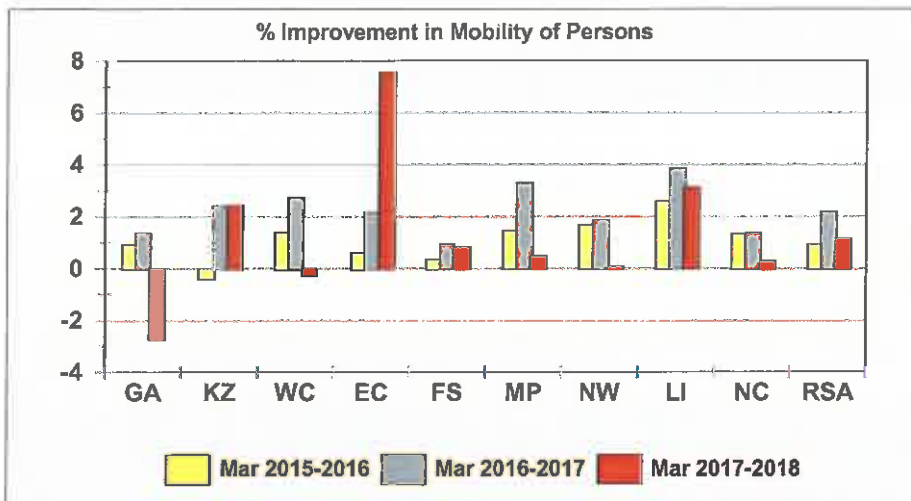


Figure 27: Percentage improvement in mobility of persons

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”), declined by 0.05% from a national average of 5.61 persons per vehicle at the end of March 2015 to 5.56 persons per vehicle at the end of March 2016. From the end of March 2017 to March 2018 the improvement shows a decrease of 0.07%, from 5.44 to 5.37 persons per vehicle.

Although they do show some improvement, the “least mobile” Provinces is Limpopo with 9.69 persons per vehicle; followed by Easter Cape with 9.40 persons per vehicle at the end of March 2018. The “most mobile” Provinces are Gauteng and Western Cape with an average of 3.41 and 3.76 persons per vehicle respectively at the end of March 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
Mar 2015	97	195	160	267	189	146	175	216	189	155
Mar 2016	98	193	159	265	186	146	170	211	185	154
Mar 2017	95	187	153	256	184	141	166	203	179	150
Mar 2018	97	181	150	235	180	139	167	193	173	146

Table 8: Average number of persons per "heavy" passenger transport vehicle (buses and minibuses)

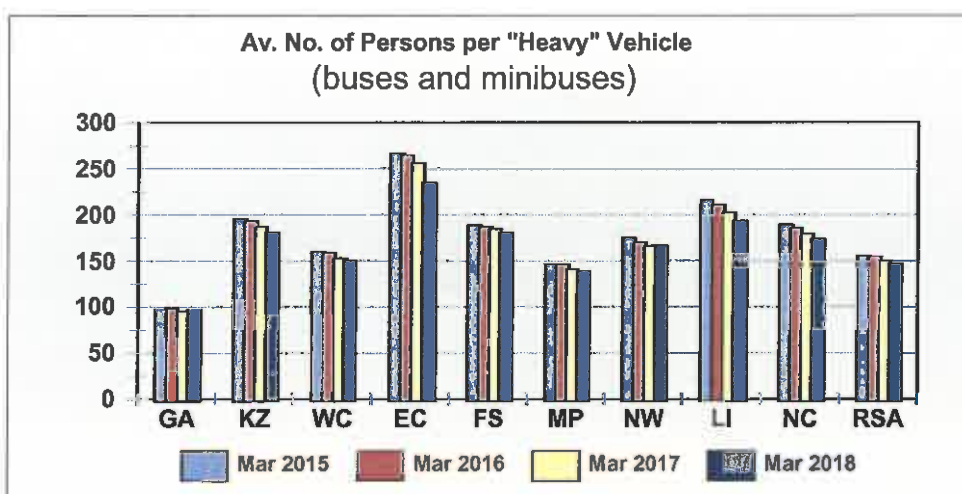


Figure 28: Average number of persons per "heavy vehicles"(buses and minibus)

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	
Mar 2015-2016	-0.86	1.23	0.84	0.75	1.15	0.23	2.63	2.11	2.13	0.44
Mar 2016-2017	2.95	2.99	3.77	3.23	1.13	3.19	2.18	4.01	3.42	3.12
Mar 2017-2018	-2.00	3.42	1.74	8.43	2.20	1.37	-0.12	4.57	3.16	2.12

Table 9: 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 March 2017 to March 2018 increased to 2.12% from 150 persons per vehicle to 146 persons per vehicle.

On a Provincial percentage basis the highest improvement was in the EC where the average number of persons per vehicle changed by 8.43% from about 256 persons per vehicle in March 2017 to 235 persons per vehicle at the end of March 2018. In Limpopo the improvement was 4.37% from 203 to 193

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
Mar 2015	103	51	62	37	53	68	57	46	53	64
Mar 2016	102	52	63	38	54	69	59	47	54	65
Mar 2017	105	53	65	39	54	71	60	49	56	67
Mar 2018	103	55	67	43	55	72	60	52	58	68

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

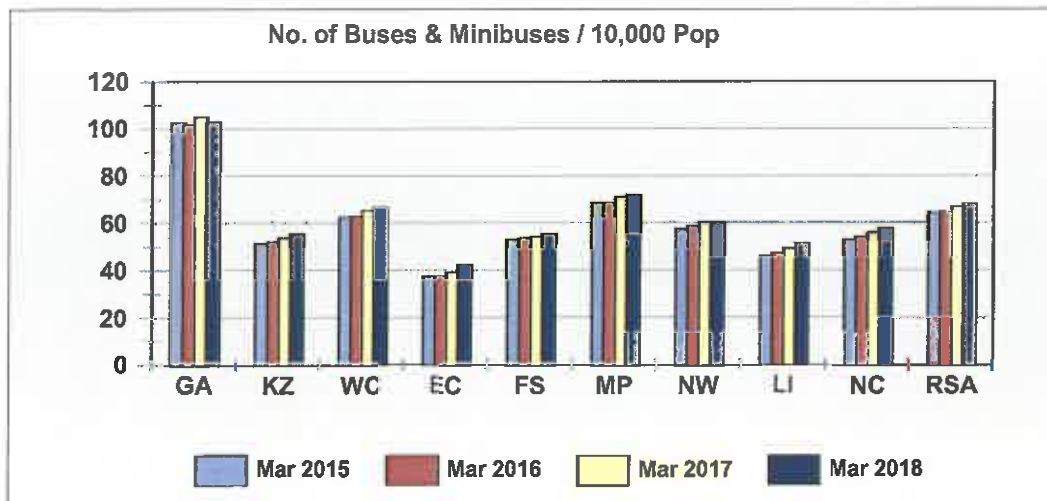


Figure 29: Number of buses and minibuses/10,000 human population

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 51 545 (4.87%) from 1 059 196 vehicles as on 31 March 2017 to 1 110 741 vehicles as on 31 March 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	Mar 2017	Mar 2018	Change	% Change
Motorcars	582 814	603 374	20 560	3.53
Minibuses	47 072	56 475	9 403	19.98
Buses	9 315	9 164	-151	-1.62
Motorcycles	57 292	65 093	7 801	13.62
LDV's - Bakkies	177 146	187 923	10 777	6.08
Trucks	78 667	62 367	-16 300	-20.72
Caravans	6 123	7 240	1 117	18.24
Heavy Trailers	33 614	25 040	-8 574	-25.51
Light Trailers	39 844	65 238	25 394	63.73
Unknown	27 309	28 827	1 518	5.56
All Vehicles	1 059 196	1 110 741	51 545	4.87

Table 11: Number of un-roadworthy, un-licenced vehicles or both

With an exception of buses, trucks and heavy trailers, increases were recorded for most types of vehicles in this regard. The biggest increase was recorded for light trailers with 63.73% followed minibuses with 19.98%.

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
Mar 2017	531 978	118 955	127 602	53 434	51 244	71 727	48 320	41 094	14 842	1 059 196
Mar 2018	469 505	136 177	139 760	72 101	61 897	87 536	58 874	62 900	21 991	1 110 741
Change	-62 473	17 222	12 158	18 667	10 653	15 809	10 554	21 806	7 149	51 545
% Change	-11.74	14.48	9.53	34.93	20.79	22.04	21.84	53.06	48.17	4.87

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

The information in tables and figures above shows that most provinces recorded an increase in this regard with the exception of Gauteng. The highest percentage change increase has been recorded for Limpopo with 53.06% followed by Northern Cape with 48.17%.

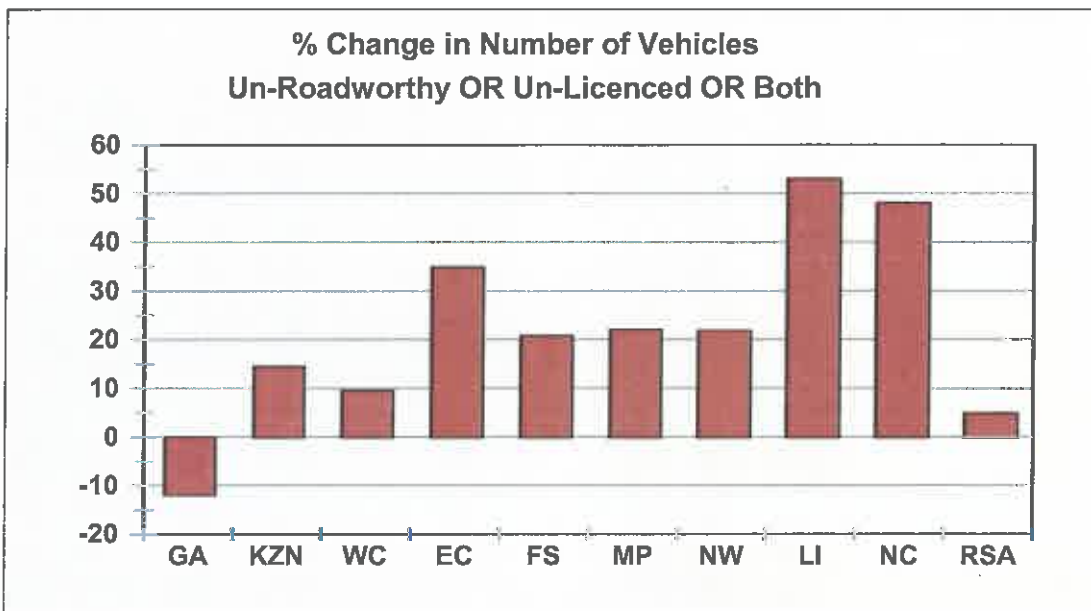


Figure 30: Percentage change in number of vehicles un-roadworthy or un-licensed or both

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

2.3.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 15 660 (2.86%) from 548 307 vehicles as on 31 March 2017 to 563 967 vehicles as on 31 March 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	Mar 2017	Mar 2018	Change	% Change
Motorcars	265 549	275 550	10 001	3.77
Minibuses	35 494	36 723	1 229	3.46
Buses	6 649	7 236	587	8.83
Motorcycles	37 433	37 200	-233	-0.62
LDV's - Bakkies	87 701	88 497	796	0.91
Trucks	48 746	48 750	4	0.01
Caravans	3 778	3 784	6	0.16
Heavy Trailers	20 286	21 116	830	4.09
Light Trailers	24 224	25 387	1 163	4.80
Unknown	18 447	19 724	1 277	6.92
All Vehicles	548 307	563 967	15 660	2.86

Table 13: Number of un-roadworthy vehicles

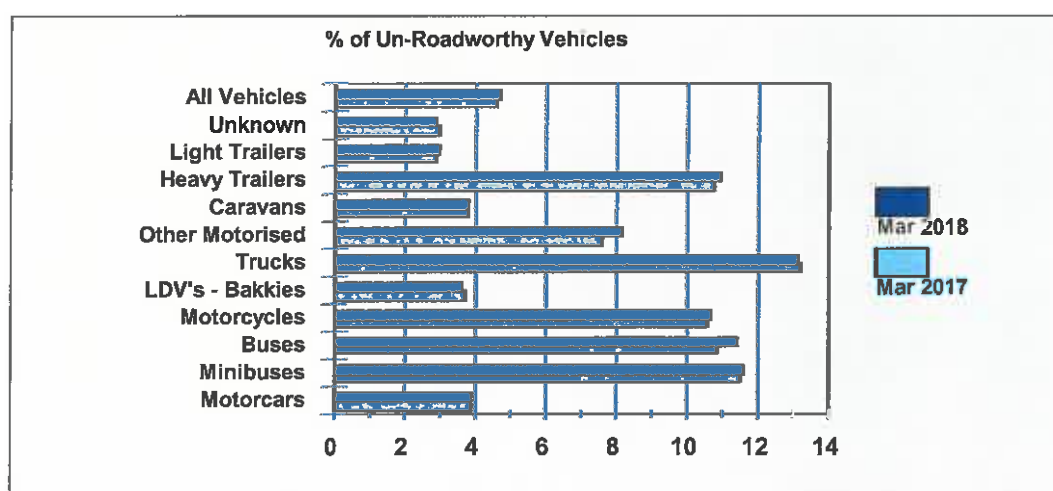


Figure 31: Percentage of un-roadworthy vehicles

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 587 (8.8%) from 6 649 at the end of March 2017 to 7 236 at the end of March 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
Mar 2017	241 533	67 199	66 766	30 356	33 940	43 372	28 113	26 556	10 472	548 307
Mar 2018	250 575	67 222	71 662	31 268	34 521	43 327	28 455	26 197	10 740	563 967
Change	9 042	23	4 896	912	581	-45	342	-359	268	15 660
% Change	3.74	0.03	7.33	3.00	1.71	-0.10	1.22	-1.35	2.56	2.86

Table 14: Number of un-roadworthy vehicles

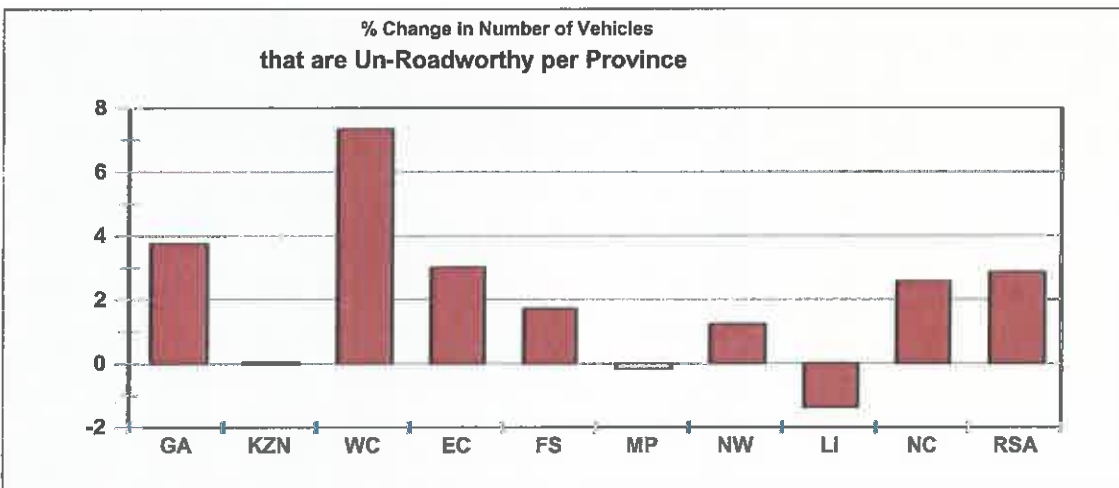


Figure 32: Percentage change in number of vehicles that are un-roadworthy per province

The information in the table and figure above shows that with exception of Mpumalanga and Limpopo, all other provinces recorded increase in the number of un-roadworthy vehicles. On a percentage basis the highest increase was recorded in Western Cape where the number of un-roadworthy vehicles increased by 4 896 (7.33%) from 66 766 in 2017 to 71 662 at the end of March 2018. Other increase in this regard were recorded in Gauteng with an increase of 3.74%.

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.

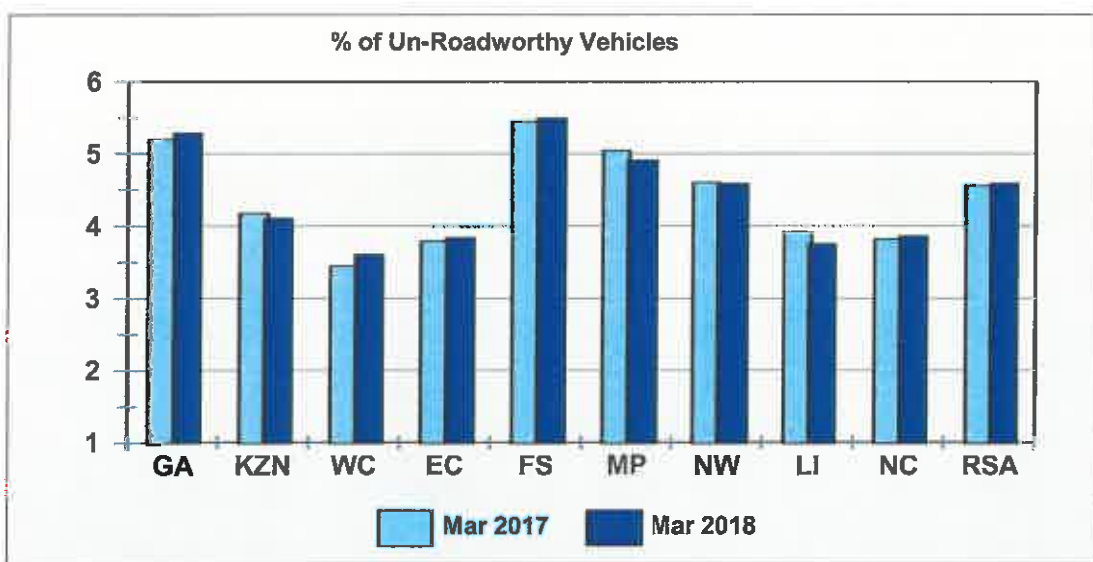


Figure 33: Percentage of un-roadworthy vehicles

2.3.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles increased by 165 804 (51.49%) from 322 029 vehicles as on 31 March 2017 to 487 833 vehicles as on 31 March 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	Mar 2017	Mar 2018	Change	% Change
Motorcars	197 095	295 569	98 474	49.96
Minibuses	6 771	15 266	8 495	125.46
Buses	1 657	1 480	-177	-10.68
Motorcycles	13 048	23 554	10 506	80.52
LDV's - Bakkies	55 627	89 384	33 757	60.68
Trucks	17 889	10 709	-7 180	-40.14
Caravans	1 644	3 172	1 528	92.94
Heavy Trailers	7 904	3 202	-4 702	-59.49
Light Trailers	13 407	37 468	24 061	179.47
Unknown	6 987	8 029	1 042	14.91
All Vehicles	322 029	487 833	165 804	51.49

Table 15: Number of un-licensed vehicles

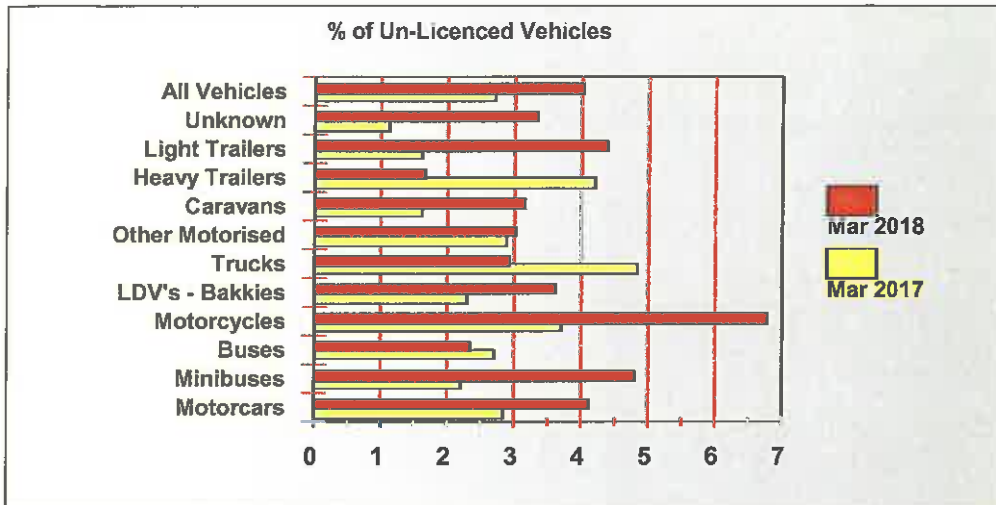


Figure 34: Percentage of un-licensed vehicles

The information in the table and figure above shows that with exception of buses, trucks and heavy trailers, all other vehicle types recorded an increase with regard to the number of un-licensed vehicles. On a percentage basis the highest increase was recorded for light trailers with 179.47% from 13 407 to 37 468, followed by minibuses with 125.46%.

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
Mar 2017	173 127	35 686	42 455	16 429	10 670	17 856	12 564	10 165	3 077	322 029
Mar 2018	197 334	61 410	60 543	36 369	23 705	38 631	27 168	32 622	10 051	487 833
Change	24 207	25 724	18 088	19 940	13 035	20 775	14 604	22 457	6 974	165 804
% Change	13.98	72.08	42.61	121.37	122.16	116.35	116.24	220.92	226.65	51.49

Table 16: Number of un-licensed vehicles

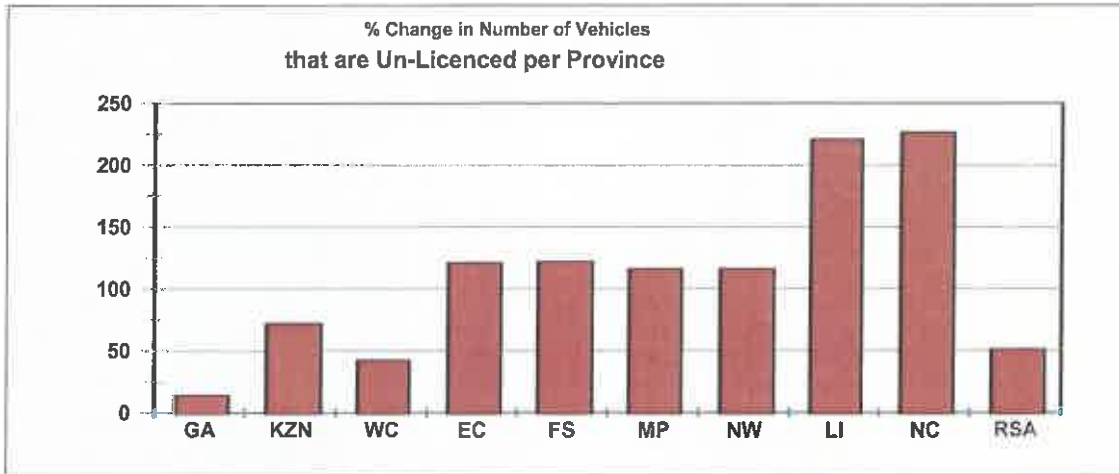


Figure 35: Percentage change in number of vehicle that are un-licensed per province

The information in the table and figure above shows that the highest increase in the number of un-licensed vehicles were recorded in Northern Cape with 226.65%, followed by Limpopo with 220.92%).

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.

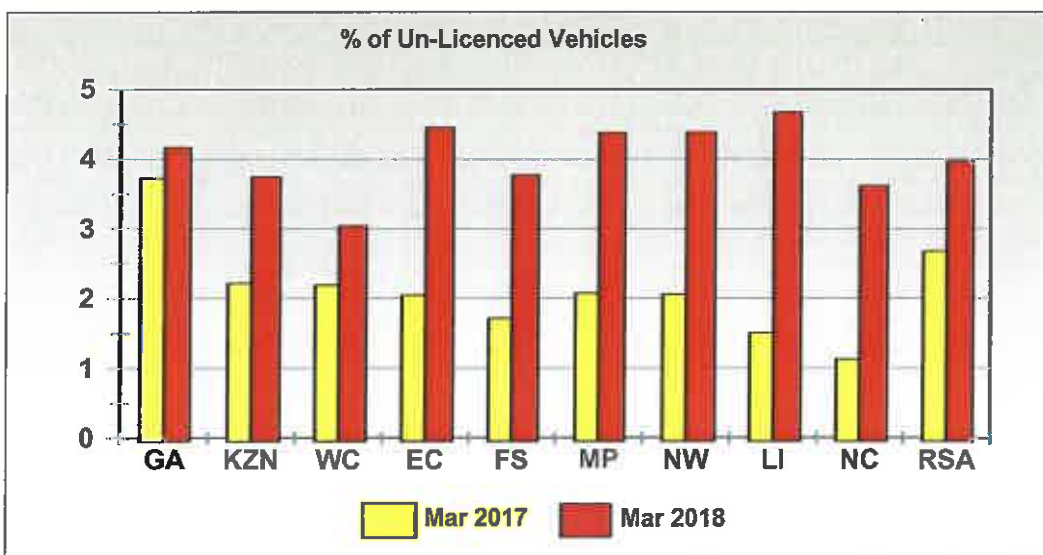


Figure 36: Percentage of un-licensed vehicles per province

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 63 063 (5.04%) from 1 252 088 on 31 March 2017 to 1 189 025 on 31 March 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	Mar 2017	Mar 2018	Change	% Change
1	45 333	40 947	-4 386	-9.68
2	267 399	247 672	-19 727	-7.38
3	939 356	900 406	-38 950	-4.15
Total	1 252 088	1 189 025	-63 063	-5.04

Table 17: Number of learner licences issued

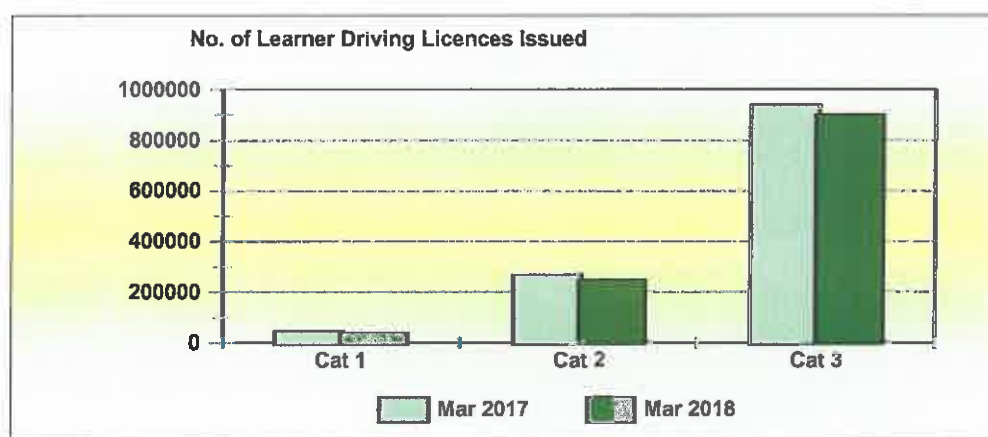


Figure 37: Number of learner license issued

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
Mar 2017	357 498	206 020	186 805	103 693	68 618	112 860	70 773	116 170	29 651	1 252 088
Mar 2018	327 756	197 745	181 548	103 161	65 520	105 565	62 912	114 466	30 352	1 189 025
Change	-29 742	-8 275	-5 257	-532	-3 098	-7 295	-7 861	-1 704	701	-63 063
% Change	-8.32	-4.02	-2.81	-0.51	-4.51	-6.46	-11.11	-1.47	2.36	-5.04

Table 18: 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 11.11% followed by Gauteng with 8.3%.

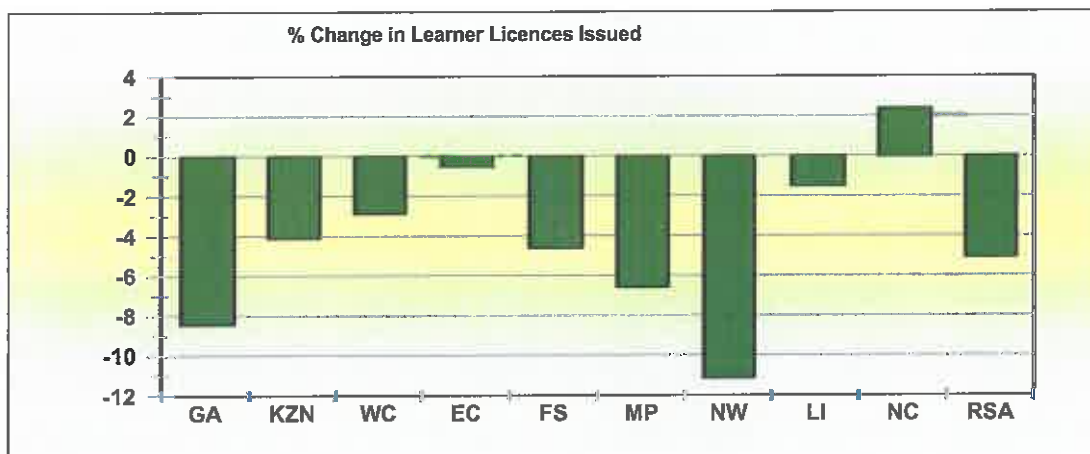


Figure 38: Percentage change in learner licences issued per province

3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 403 211 (3.28%) from 12 283 777 on 31 March 2017 to 12 686 988 on 31 March 2018. Details on the number of driving licences issued per category is given in table and graphically reflected in the figure below.

Category	Mar 2017	Mar 2018	Change	% Change
A	475 817	480 124	4 307	0.91
A1	123 395	122 717	-678	-0.55
B	2 757 351	2 857 823	100 472	3.64
C	22 279	22 955	676	3.03
C1	3 629 376	3 923 110	293 734	8.09
EB	3 650 311	3 633 833	-16 478	-0.45
EC	1 031 700	1 058 949	27 249	2.64
EC1	593 548	587 477	-6 071	-1.02
Total	12 283 777	12 686 988	403 211	3.28

Table 19: 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

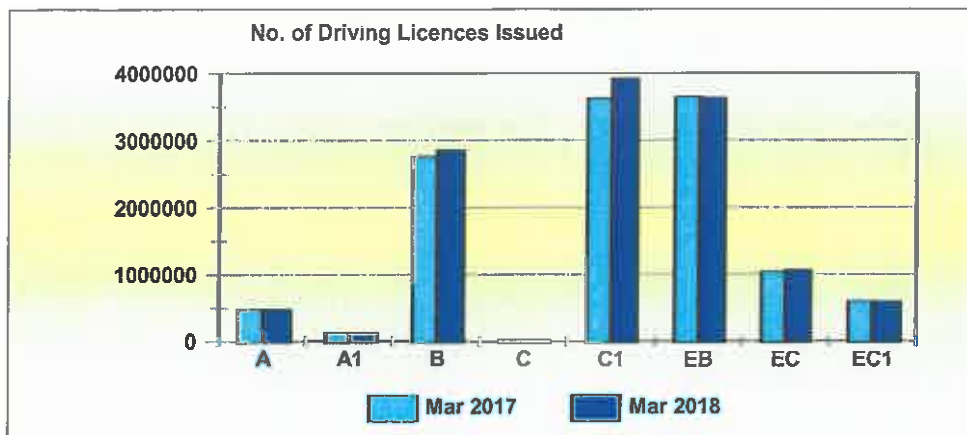


Figure 39: Number of driving licenses issued

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 8.09%, 3.64%, 3.03% and 2.64% respectively.

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

Category	Description	Number	%
A	Motorcycle < 125 cub.cm	481 271	3.80
A1	Motorcycle > 125 cub.cm	123 333	0.97
B	Motor vehicle < 3,5000 kg	2 846 573	22.49
C	Articulated motor vehicle <16,000 kg	22 880	0.18
C1	Motor vehicle 3,500 - 16,000 kg	3 880 157	30.65
EB	Articulated vehicle 3,500 - 16,000 kg	3 653 260	28.86
EC	Motorvehicle > 16,000 kg	1 058 307	8.36
EC1	Articulated vehicle > 16,000 kg	592 354	4.68
Total		12 658 135	100

Table 20: 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
Mar 2017	4 318 596	1 954 395	1 886 913	895 805	618 627	877 687	581 943	919 602	230 209	12 283 777
Mar 2018	4 401 889	2 035 173	1 944 490	930 749	636 572	926 430	603 756	970 393	237 536	12 686 988
Change	83 293	80 778	57 577	34 944	17 945	48 743	21 813	50 791	7 327	403 211
% Change	1.93	4.13	3.05	3.90	2.90	5.55	3.75	5.52	3.18	3.28

Table 21: Number of driving licences issued per province

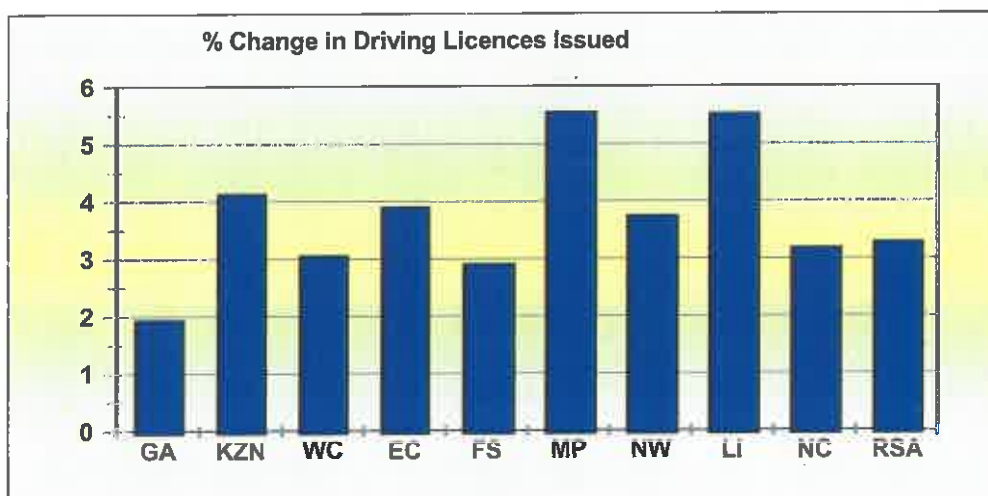


Figure 40: Percentage change in driving licenses issued

3.2.2 Number of Driving Licence Cards Expired

The information in Table below shows that as on 31 March 2017 there were 2 379 183 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 18.75% 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
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
On system	4 401 889	2 035 173	1 944 490	930 749	636 572	926 430	603 756	970 393	237 536	12 686 988
Not expired	3 632 500	1 617 370	1 585 313	698 860	495 679	772 933	491 310	818 387	195 453	10 307 805
Expired	769 389	417 803	359 177	231 889	140 893	153 497	112 446	152 006	42 083	2 379 183

Table 22: Number of driving licences cards issued and expired per province 2018

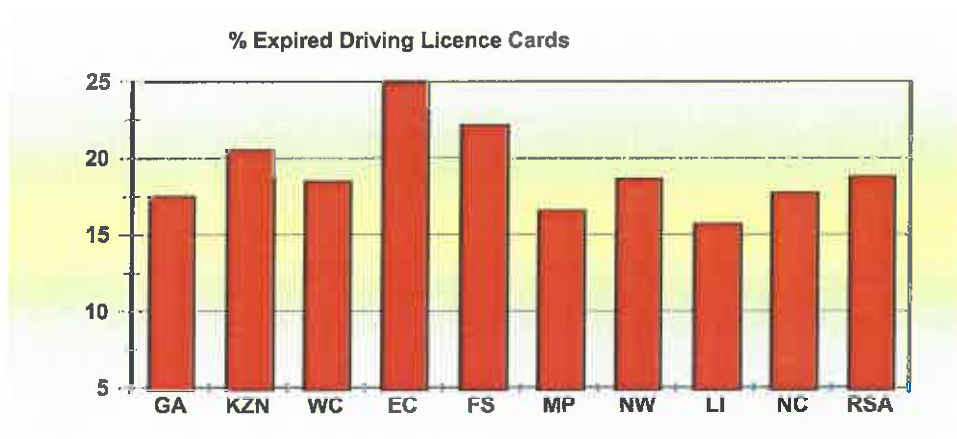


Figure 41: Percentage expired driving license cards

3.2.3 Professional Driving Permits Issued and Expired

3.2.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 25 009 (2.35%) from 1 062 579 on 31 March 2017 to 1 087 588 on 31 March 2018. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

Category	Mar 2017	Mar 2018	Change	% Change
G	9 246	9 043	-203	-2.20
P G	1 013 946	1 037 152	23 206	2.29
D G	156	173	17	10.90
D P G	39 231	41 220	1 989	5.07
Total	1 062 579	1 087 588	25 009	2.35

Table 23: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

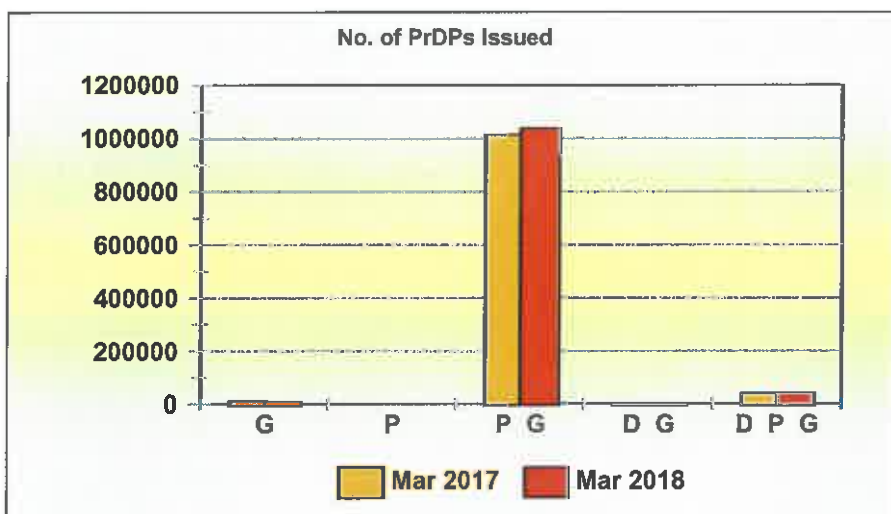


Figure 42: Number of PrDP's issued

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
Mar 2017	288 511	182 910	150 351	85 697	65 700	102 560	53 869	108 290	24 691	1 062 579
Mar 2018	288 156	192 972	156 135	88 962	66 763	104 685	54 307	109 888	25 720	1 087 588
Change	-355	10 062	5 784	3 265	1 063	2 125	438	1 598	1 029	25 009
% Change	-0.12	5.50	3.85	3.81	1.62	2.07	0.81	1.48	4.17	2.35

Table 24: Number of professional driving permits (PrDP's) issued per province

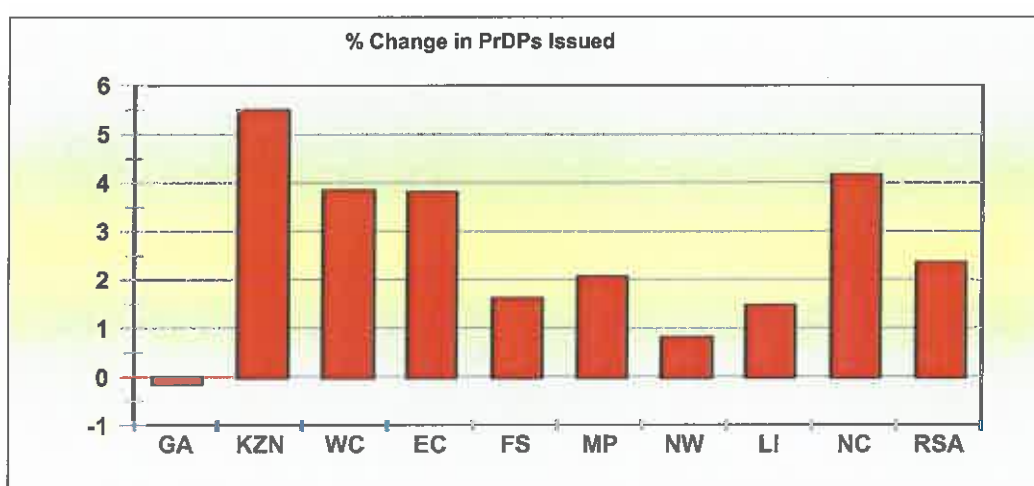


Figure 43: Percentage in PrDP's issued per province

3.2.4 Number of Expired PrDPs

The information in Table below shows that on 31 March 2018 there were 463 149 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 42.58% 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	288 156	192 972	156 135	88 962	66 763	104 685	54 307	109 888	25 720	1 087 588
Not expired	152 727	112 657	97 458	50 799	42 468	59 336	29 466	64 344	15 184	624 439
Expired	135 429	80 315	58 677	38 163	24 295	45 349	24 841	45 544	10 536	463 149
% Expired	47.00	41.62	37.58	42.90	36.39	43.32	45.74	41.45	40.96	42.58

Table 25: Number of professional driving permits (PrDP's) issued and expired per province 2018

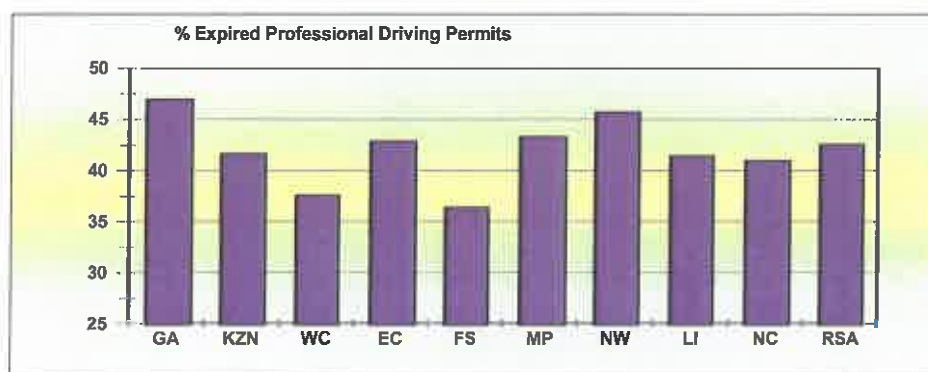


Figure 44: Percentage expired professional driving permits

Provinces that recorded the highest increase of expired PrDPs were Gauteng and North West with 47.00% and 45.74% respectively.

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

SECTION C

1 INTRODUCTION

The report covered Road Safety activities under taken during the implementation of the quarter 4 performance plan. Activities were implemented by the Provincial Departments, Local Municipalities as well as Transport entities namely: RTIA, RAF and Cross Borderer. 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 The National Road Safety Strategy implemented, monitored

The report on monitoring of the implementation of the road safety strategy was compiled and submitted.

2.2 Youth programmes developed and monitored

As guided by the Youth Programme, Road Safety awareness activities took place at Institutions of Higher Learning during Quarter 4 in all Provinces. A monitoring report was compiled and submitted.

Date	Institution of Higher Learning	Province
13/02/2018	Upington TVET College	Northern Cape
15/02/2018	Sol Plaatje University in Kimberley	Northern Cape
16/02/2018	UFS	Free State
13/03/2018	Maluti TVET Phuthaditjhaba	Free State
14/03/2018	Maluti TVET, Betlehem	Free State
21/02/2018	Northlink College, Bellville	Western Cape
22/02/2018	False Bay College, Khayelitsha	Western Cape
28/02/2018	Taletso FET College, Lehurutse	North West
02/03/2018	TVET Mokopane	Limpopo
09/03/2018	Ingwe TVET College, Bizana	Eastern Cape
15/03/2018	Amajuba TVET College, Dundee	KwaZulu Natal

2.3 Driver workshops with Phakisa World

The driver workshops conducted with Phakisa World were in support of KPI 3 on educational programmes implemented with private sector.

Date	Venue	Province
01/02/2018	Isando	Gauteng
09/02/2018	Hartbeespoort Dam	North West
15/02/2018	Bloemfontein	Free State
16/02/2018	Kimberley	Northern Cape
19/02/2018	Polokwane	Limpopo
26/02/2018	Nelspruit	Mpumalanga
02/03/2018	Westville	KZN
14/03/2018	East London	Eastern Cape

2.4 Other performance outside the APP

2.4.1 A National Youth Road Safety campaign was done in Eastern Cape

Below is a list of Road Blocks that were conducted:

- R72
- Bleny Intersection
- Keibridge
- N2 Ndabakazi Turn off

2.5.2 Road Safety awareness activities for drivers, passengers and cyclists

were conducted by the Provincial Youth Structure and the Northern Cape Road Safety Officials at:

- Kuruman Taxi rank
- Cyclist safety at Seoding
- Learner Transport

2.5.3 Shova Kahlula

Shova Kahlula is a cyclist programme in support of Department Transport Deputy Minister. Road Safety Education was responsible for the distribution of reflective bibs to the recipients of bicycles. This activity was also done in support of the Province of KZN Back to School campaign.

2.5.4 Back to School Road Safety Campaign

The Youth also participated in the Back to School campaign in Kuruman, Northern Cape. The following schools were visited and a Road Safety message was brought in all the schools:

- Manyeding Primary School
- KP Toto Secondary School
- Mohole Primary School
- Robanyane Primary School

2.5.5 Religious Denominations

From the 11 March to 31 March 2018 Road Safety awareness activities were undertaken at various churches.

Date	Province	Place	Activity
11 Mar 2018	Gauteng	Change Bible Church, Katlehong	Road Safety Awareness presentation on safer road conduct was done in a time slot allocated during a church service to Road Safety Education.
18 Mar 2018	Free State	The United Methodist Trinity Church of South Africas in Phuthaditjhaba	Road Safety Awareness presentation on safer road conduct was done in a time slot allocated during a church service to Road Safety Education.
18 Mar 2018	Northern Cape	AME Church, Kimberley	Road Safety Awareness presentation on safer road conduct was done in a time slot allocated during a church service to Road Safety Education.
30 Mar 2018	Gauteng	Believers in Christ Church, Kibler	Leadership of the church provided the RTMC Road

Date	Province	Place	Activity
		Park Recreation Centre	Safety an opportunity to address the congregation on safer road conduct

2.5.6 Bus driver workshops

The Road Safety Education Unit targeted drivers of bus companies affiliated to the South African Bus Companies Association and the aim of the programme was to equip bus drivers with knowledge on safer driving skills. Workshops with bus drivers were undertaken as part of the pre-Easter road safety awareness activities to create awareness on safe road conduct.

Date	Province	Activity
27 February 2018	Polokwane Limpopo	Bus driver workshop
7 March 2018	Gauteng	Bus driver workshop: Mabopane
8 March 2018	Gauteng	Bus driver workshop: Eikenhof
12 March 2018	Rustenburg North West	Bus driver workshop: Rustenburg (Kgaswane)
13 March 2018	North West	Bus driver workshop: Mahikeng
14 March 2018	Gauteng	Bus Driver Workshop North West Star Bus Depot, Hammanskraal
16 March 2018	Gauteng	Easter meeting: Limpopo Bus driver workshop Braamfontein, JHB
20 March 2018	Gauteng	Bus driver workshop PUTCO
26 March 2018	Limpopo	Bus driver workshop : Greater Giyani

2.5.7 Easter weekend activities

The following Easter Weekend activities were undertaken where the focus was mainly on driver, passenger and pedestrian activities:

Date	Province	Activity
29 March 2018	Limpopo: Paledi Mall	Road Safety awareness
29 March 2018	Limpopo:Kranskop	Road Safety awareness
29 March 2018	Gauteng: N1 PetroPort	Road Safety awareness
30 March 2018	Limpopo: Paledi Mall	Road Safety awareness
30 March 2018	Gauteng	Church Service, Kibler Park
31 March 2018	Limpopo: Paledi Mall	Road Safety awareness

3 LAW ENFORCEMENT

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

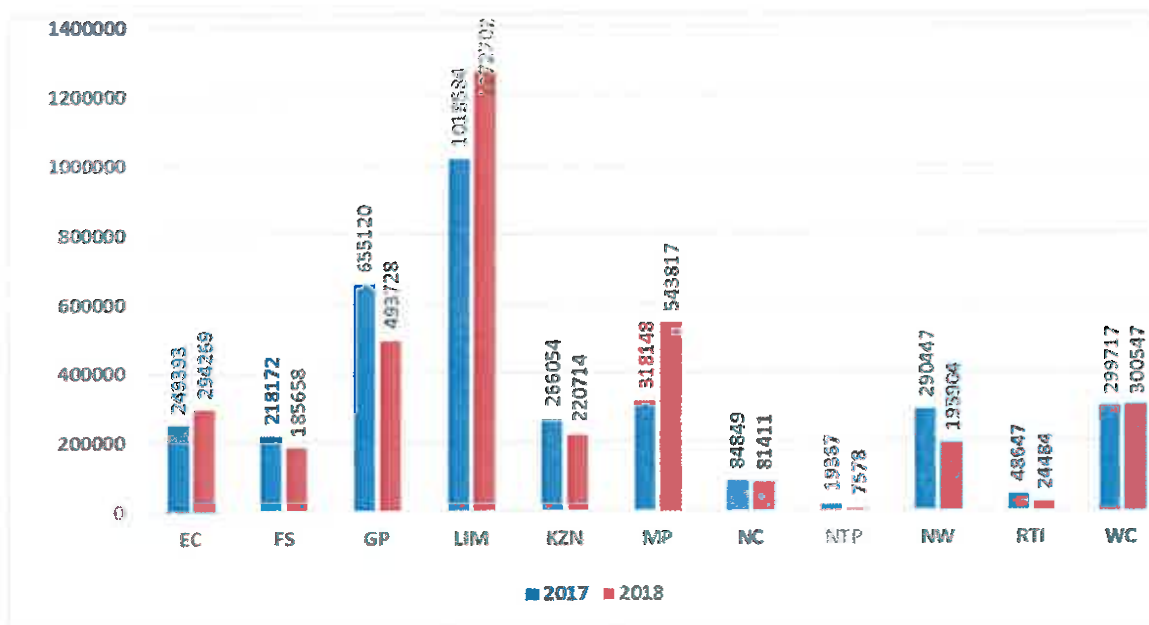


Figure 45: Vehicles stopped and checked

As result of all 3 468 498 and 3 620 812 vehicles which were stopped and checked for roadworthiness in 2017 and 2018 respectively, 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 analysis indicate that speed, driving without a

drivers licence, fastening of seat belt, driving unlicensed vehicles and driving vehicles with worn tyres are the biggest challenges in the country. Despite all forms of campaigns conducted in the country road users continually commit offences on various routes and law enforcement agencies ensure that offenders carry responsibility of their wrong doings. A figure below provides a breakdown of the highest offences reported.

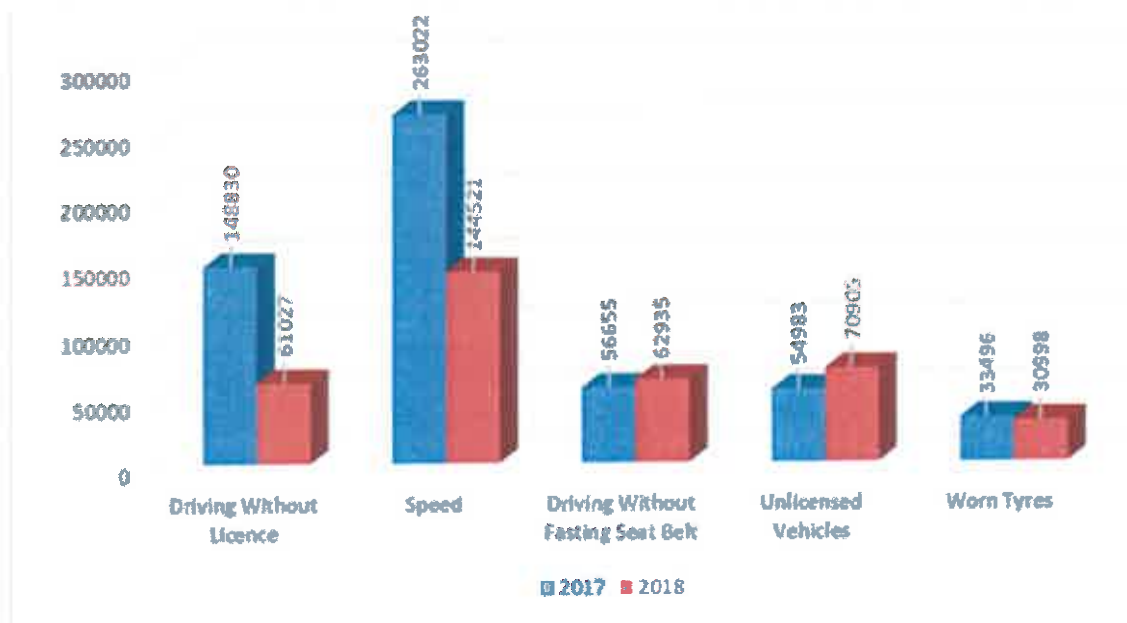


Figure 46: Highest offences reported

Vehicles impounded and discontinued

Un-roadworthy vehicles 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 report of the period under review depicts that most vehicles were discontinued in KwaZulu Natal, Gauteng and Mpumalanga while Limpopo and Mpumalanga 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 schools re-opening
- people travelling on N1,N3 and N4 between GP, KZN and to attend religious pilgrims during Easter
- 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 discontinued.

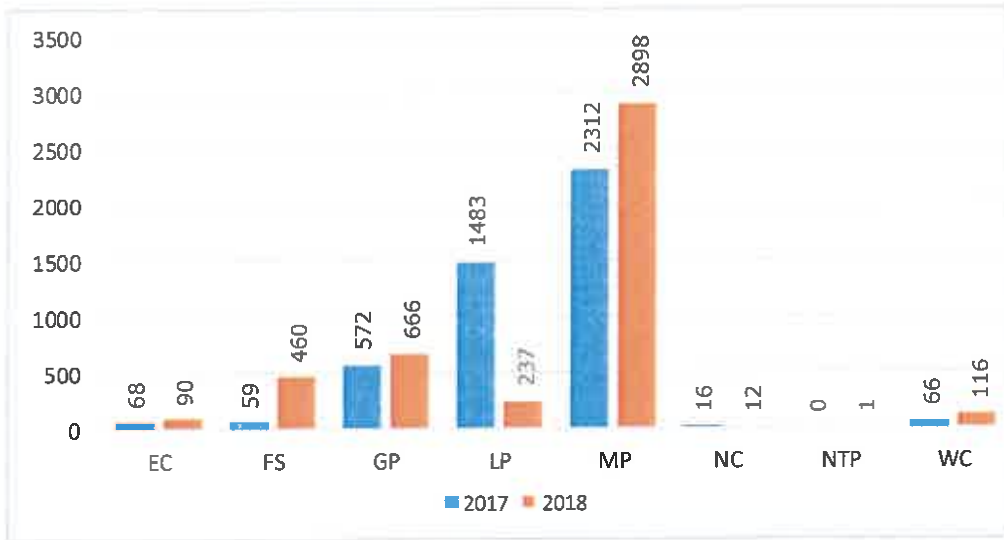


Figure 47: Vehicles impounded

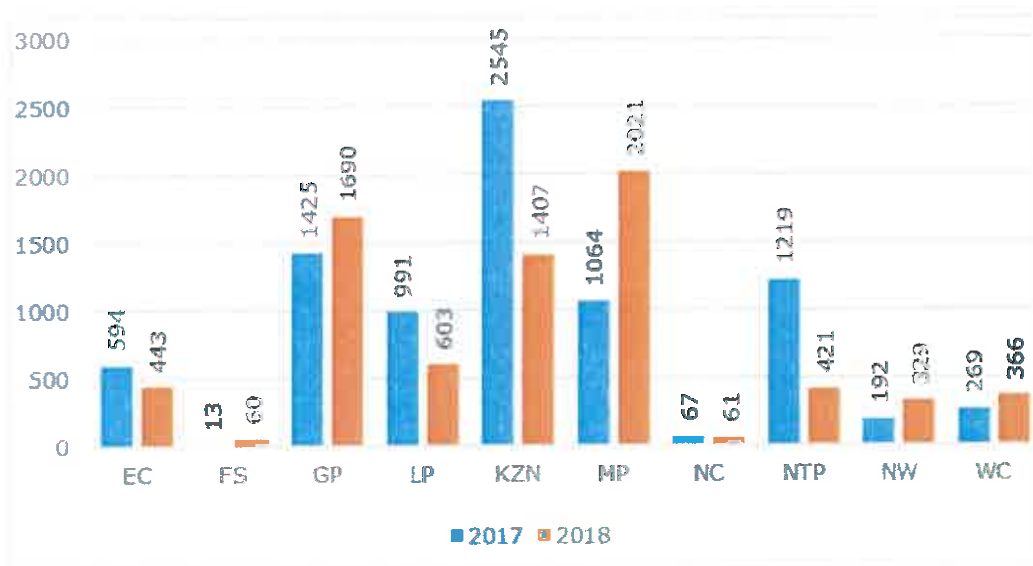


Figure 48: Vehicles discontinued

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 motorists 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 Warrants that was executed during this period. A figure below provides breakdown of arrests per province.

Period	Arrests	CP	DP	CP + DP	AP	LP	MP	CP + DP + AP + LP + MP	Other	Total	Total	Total
2017	Drunken Driving	173	44	217	450	133	101	6	0	275	253	528
2018	Drunken Driving	85	49	134	347	122	196	4	82	178	308	476
2017	No Driving Licence	35	0	68	0	9	0	0	0	1	0	113
2018	No Driving Licence	44	0	10	0	24	0	0	0	0	2	80
2017	Speed	35	554	339	16	80	72	9	0	19	53	227
2018	Speed	103	681	1126	14	163	128	13	1	14	38	203
2017	Overload Goods	0	0	3	14	9	4	0	0	8	17	55
2018	Overload Goods	0	0	32	15	11	20	0	3	5	8	94
2017	Overload Passengers	0	0	0	0	0	0	0	0	0	0	0
2018	Overload Passengers	2	0	0	11	0	0	0	0	0	0	13
2017	Inco, Rec. & Neg.	61	8	111	45	7	4	1	0	1	17	255
2018	Inco, Rec. & Neg.	4	4	79	1	10	19	0	3	0	20	140
2017	Permits / Operating Permits	0	1	2	0	114	0	0	0	15	1	133
2018	Permits / Operating Permits	0	1	0	0	283	0	4	0	0	5	293
2017	Warrants Executed	0	0	354	194	536	94	619	0	570	0	1289
2018	Warrants Executed	0	1	130	127	320	673	296	1	521	1	1119
2017	False Documentation	29	0	8	4	14	0	3	0	3	28	89
2018	False Documentation	5	0	14	3	11	7	4	1	6	32	83
2017	Other Arrests	76	3	291	165	53	6	6	0	1	30	631
2018	Other Arrests	157	11	377	4	38	8	2	4	9	28	638
2017	Totals	1547	610	2328	1647	955	281	644	0	893	405	9310
2018	Totals	1213	747	5086	1649	982	1051	323	95	1520	442	13108

Table 26: Law Enforcement arrests

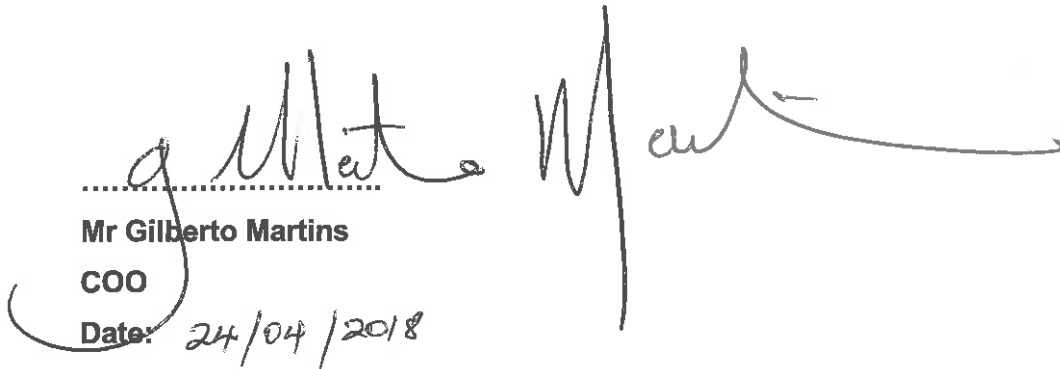
4. CONCLUSIONS

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 Gilberto Martins
COO
Date: 24/04/2018


Recommended by



.....
Adv Makhosini Msibi
CEO

30/04/2018
.....
Date

Approved by



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

30/04/2018
.....
Date

APPENDIX A

Mar 2017	Number of Registered Vehicles per Province										Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorised Veh's											
Motorcars	2949096	962552	1228148	442489	308604	412570	309944	319550	125245	7058198	
Minibuses	120782	51148	34156	23159	12427	22692	18602	22255	4966	310187	
Buses	19952	7815	6838	4266	3033	7918	4046	6287	1681	61836	
Motorcycles	144138	32830	85238	22426	19799	19399	14167	9761	8247	356005	
LDV's - Bakkies	805067	348300	318518	198266	128233	210517	148676	220462	77059	2455098	
Trucks	137307	48990	43184	22501	22173	45125	18004	24893	9265	371442	
Other & Unkwn	41954	45006	42428	18847	38819	30226	24887	18556	10160	270879	
Sub-Total	4218296	1496641	1758510	731954	533088	748447	538326	621764	236623	16883645	
Non-Motorised Veh's											
Caravans	39697	7405	17652	5228	7709	10136	6454	5609	2850	102740	
Heavy Trailers	59401	23434	20258	7389	17937	35293	11005	8780	5771	189268	
Light Trailers	328898	81091	140994	55837	62529	63763	52929	41415	28228	855684	
Unknown	2495	1574	2244	1478	2002	2002	2312	1275	689	16067	
Sub-Total	430491	113504	181148	69932	90177	111194	72700	67079	37538	1163759	
All Vehicles	4648786	1610144	1939657	801886	623265	859641	611026	688843	274161	18047404	
Mar 2018	Province										Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorised Veh's											
Motorcars	3017277	989898	1262630	452600	313295	424296	316678	330352	127491	7234517	
Minibuses	124079	53330	35880	23993	12739	23596	18912	23299	5229	321057	
Buses	20684	7925	7080	4313	3150	8144	4129	6611	1740	63776	
Motorcycles	141931	31925	85522	21957	19109	18881	13557	9302	8111	350295	
LDV's - Bakkies	823616	359332	328002	203279	130124	216693	151717	227390	78545	2518698	
Trucks	137112	48875	44259	22243	21956	46720	17890	25119	9168	373342	
Other & Unkwn	38696	33737	41035	17785	37694	29580	24293	18325	10013	251155	
Sub-Total	4303395	1525022	1804408	746170	538067	767910	547176	640398	240297	11112840	
Non-Motorised Veh's											
Caravans	38811	7258	18044	5178	7582	10120	6353	5578	2775	101699	
Heavy Trailers	60518	23356	21557	7288	18216	38192	11229	8962	5749	195067	
Light Trailers	332415	81600	145339	56773	63065	64436	53405	42180	28687	867900	
Unknown	2452	1538	2219	1489	1956	1928	2230	1223	675	15707	
Sub-Total	434196	113752	187159	70728	90819	114676	73217	67943	37886	1180373	
All Vehicles	4737591	1638774	1991567	816898	628886	882586	620392	708341	278183	12293213	
% Change	Number of Registered Vehicles per Province										Total
Mch 2017-2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorised Vehicles											
Motorcars	2.31	2.84	2.81	2.29	1.52	2.84	2.17	3.38	1.79	2.50	
Minibuses	2.73	4.27	5.05	3.60	2.51	3.98	1.67	4.69	5.30	3.50	
Buses	3.67	1.41	3.54	1.10	3.86	2.85	2.05	5.15	3.51	3.14	
Motorcycles	-1.53	-2.76	0.33	-2.09	-3.49	-2.67	-4.31	-4.70	-1.65	-1.60	
LDV's - Bakkies	2.30	3.17	2.98	2.53	1.47	2.93	2.05	3.14	1.93	2.59	
Trucks	-0.14	-0.23	2.49	-1.15	-0.98	3.53	-0.63	0.91	-1.05	0.51	
Other & Unknown	-7.77	-25.04	-3.28	-5.63	-2.90	-2.14	-2.39	-1.25	-1.45	-7.28	
Sub-Total	2.02	1.90	2.61	1.94	0.93	2.60	1.64	3.00	1.55	2.11	
Non-Motorised Vehicles											
Caravans	-2.23	-1.99	2.22	-0.96	-1.65	-0.16	-1.56	-0.55	-2.63	-1.01	
Heavy Trailers	1.88	-0.33	6.41	-1.37	1.56	8.21	2.04	2.07	-0.38	3.06	
Light Trailers	1.07	0.63	3.08	1.68	0.86	1.06	0.90	1.85	1.63	1.43	
Unknown	-1.72	-2.26	-1.11	0.78	-2.30	-3.70	-3.55	-4.12	-2.03	-2.24	
Sub-Total	0.86	0.22	3.32	1.14	0.71	3.13	0.71	1.51	0.93	1.43	
All Vehicles	1.91	1.78	2.46	1.82	0.90	2.67	1.51	1.87	1.47	2.04	

APPENDIX B-1

Number of Un-Roadworthy Vehicles										
Mar 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	129577	31049	36828	14411	13610	15786	11479	9401	3408	265549
Minibuses	16962	5638	2650	2157	1448	2158	1977	2039	465	35494
Buses	2545	794	674	410	300	744	402	552	228	6649
Motorcycles	16876	3652	5974	1687	2140	3201	1835	1332	736	37433
LDV's - Bakkies	37515	11936	8979	5463	4664	7110	4576	5702	1756	87701
Trucks	18453	5968	4054	2723	3705	5775	2878	3363	1827	48746
Other & Unkwn	2750	2190	1574	1190	3128	2644	1716	1733	605	17530
Sub-Total	224678	61227	60733	28041	28995	37418	24863	24122	9025	499102
Towed Vehicles										
Caravans	1340	366	537	160	347	431	235	247	115	3778
Heavy Trailers	6885	2497	1679	738	2276	3352	1295	901	663	20286
Light Trailers	8496	2961	3732	1339	2203	2044	1594	1227	628	24224
Unknown	134	148	85	78	119	127	126	59	41	917
Sub-Total	16855	5972	6033	2315	4945	5954	3250	2434	1447	49205
All Vehicles	241533	67199	66766	30356	33940	43372	28113	26556	10472	548307
Mar 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	136263	31391	39834	14708	13762	15594	11465	9097	3436	275550
Minibuses	17878	5450	2867	2166	1573	2139	2067	2105	478	36723
Buses	2865	844	636	465	308	791	444	607	276	7236
Motorcycles	16766	3593	6164	1649	2088	3100	1803	1241	796	37200
LDV's - Bakkies	38139	11520	9566	5854	4730	6927	4606	5443	1712	88497
Trucks	18557	6022	4185	2775	3606	5613	2825	3336	1831	48750
Other & Unkwn	2909	2283	1852	1213	3360	2766	1891	1874	694	18842
Sub-Total	233377	61102	65104	28830	29427	36930	25101	23703	9223	512798
Towed Vehicles										
Caravans	1343	331	590	141	348	431	240	239	121	3784
Heavy Trailers	6848	2603	1813	816	2349	3734	1308	934	711	21116
Light Trailers	8885	3048	4078	1404	2279	2109	1687	1254	643	25387
Unknown	122	137	77	77	118	123	119	67	42	882
Sub-Total	17198	6119	6558	2438	5094	6397	3354	2494	1517	51169
All Vehicles	250575	67222	71662	31268	34521	43327	28455	26197	10740	563967
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	5.16	1.10	8.16	2.06	1.12	-1.22	-0.12	-3.23	0.82	3.77
Minibuses	5.40	-3.33	8.19	0.42	8.63	-0.88	4.55	3.24	2.80	3.46
Buses	12.57	6.30	-5.64	13.41	2.67	6.32	10.45	9.96	21.05	8.83
Motorcycles	-0.65	-1.62	3.18	-2.25	-2.43	-3.16	-1.74	-6.83	8.15	-0.62
LDV's - Bakkies	1.66	-3.49	6.54	7.16	1.42	-2.57	0.66	-4.54	-2.51	0.91
Trucks	0.56	0.90	3.23	1.91	-2.67	-2.81	-1.84	-0.80	0.22	0.01
Other & Unkwn	5.78	4.25	17.66	1.93	7.42	4.61	10.20	8.14	14.71	7.48
Sub-Total	3.87	-0.20	7.20	2.81	1.49	-1.30	0.96	-1.74	2.19	2.74
Towed Vehicles										
Caravans	0.22	-9.56	9.87	-11.88	0.29	0.00	2.13	-3.24	5.22	0.16
Heavy Trailers	-0.54	4.25	7.98	10.57	3.21	11.40	1.00	3.66	7.24	4.09
Light Trailers	4.58	2.94	9.27	4.85	3.45	3.18	5.83	2.20	2.39	4.80
Unknown	-8.96	-7.43	-9.41	-1.28	-0.84	-3.15	-5.56	13.56	2.44	-3.82
Sub-Total	2.04	2.46	8.70	5.31	3.01	7.44	3.20	2.47	4.84	3.99
All Vehicles	3.74	0.03	7.33	3.00	1.71	-0.10	1.22	-1.35	2.56	2.86

APPENDIX B-2

Number of Un-Licensed Vehicles										
Mar 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	107478	21911	28226	10243	5696	8943	7407	5415	1776	197095
Minibuses	4653	533	580	257	115	198	217	187	31	6771
Buses	1072	192	117	52	25	133	28	34	4	1657
Motorcycles	6086	1217	2529	972	457	736	547	328	176	13048
LDV's - Bakkies	27875	6527	6365	3129	2143	3399	2586	2882	721	55627
Trucks	10993	1991	1189	579	482	1829	323	426	77	17889
Other & Unkwn	3311	640	760	272	473	494	352	268	63	6633
Sub-Total	161468	33011	39766	15504	9391	15732	11460	9540	2848	298720
Towed Vehicles										
Caravans	832	130	233	85	61	127	62	95	19	1644
Heavy Trailers	4279	716	638	168	709	1125	187	67	15	7904
Light Trailers	6416	1814	1754	647	494	848	839	406	189	13407
Unknown	132	15	64	25	15	24	16	57	6	354
Sub-Total	11659	2675	2689	925	1279	2124	1104	625	229	23309
All Vehicles	173127	35686	42455	16429	10670	17856	12564	10165	3077	322029
Mar 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	126442	37010	39630	21165	13480	20888	14845	16565	5544	295569
Minibuses	7469	2008	1233	1151	503	843	905	946	208	15266
Buses	507	126	131	108	83	207	137	121	60	1480
Motorcycles	10444	2117	4587	1368	1254	1467	1060	795	462	23554
LDV's - Bakkies	29459	13172	8027	8613	3985	8540	5723	9658	2207	89384
Trucks	3605	1338	768	808	525	1700	650	1109	206	10709
Other & Unkwn	1108	1005	593	445	981	1167	743	716	228	6986
Sub-Total	179034	56776	54969	33658	20811	34812	24063	29910	8915	442948
Towed Vehicles										
Caravans	1252	239	415	168	236	314	209	242	97	3172
Heavy Trailers	1033	379	200	104	244	680	278	188	96	3202
Light Trailers	15840	3866	4844	2351	2298	2732	2440	2197	900	37468
Unknown	175	150	115	88	116	93	178	85	43	1043
Sub-Total	18300	4634	5574	2711	2894	3819	3105	2712	1136	46885
All Vehicles	197334	61410	60543	36369	23705	38631	27168	32622	10051	489833
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	17.64	68.91	40.40	106.63	136.66	133.57	100.42	205.91	212.16	49.96
Minibuses	60.52	276.74	112.59	347.86	337.39	325.76	317.05	405.88	570.97	125.46
Buses	-52.71	-34.38	11.97	107.69	232.00	55.64	389.29	255.88	1400.00	-10.68
Motorcycles	71.61	73.95	81.38	40.74	174.40	99.32	93.78	142.38	162.50	80.52
LDV's - Bakkies	5.68	101.81	26.11	175.26	85.95	151.25	121.31	235.11	206.10	60.68
Trucks	-67.21	-32.80	-35.41	39.55	8.92	-7.05	101.24	160.33	167.53	-40.14
Other & Unkwn	-66.54	57.03	-21.97	63.60	107.40	136.23	111.08	167.16	261.90	5.32
Sub-Total	10.88	71.99	38.23	117.09	121.61	121.28	109.97	213.52	213.03	48.28
Towed Vehicles										
Caravans	50.48	83.85	78.11	97.65	286.89	147.24	237.10	154.74	410.53	92.94
Heavy Trailers	-75.86	-47.07	-68.65	-38.10	-65.59	-39.56	48.66	180.60	540.00	-59.49
Light Trailers	146.88	113.12	176.17	263.37	365.18	222.17	190.82	441.13	376.19	179.47
Unknown	32.58	900.00	79.69	252.00	673.33	287.50	1012.50	49.12	616.67	194.63
Sub-Total	56.96	73.23	107.29	193.08	126.27	79.80	181.25	333.92	396.07	92.57
All Vehicles	13.98	72.08	42.61	121.37	122.16	116.35	116.24	220.92	226.65	51.49

APPENDIX B-3

Number of Both Un-Roadworthy & Un-Licensed Vehicles										
Mar 2017	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	76112	9751	12810	4245	3712	5474	4833	2471	762	120170
Minibuses	3648	291	259	131	78	135	156	94	15	4807
Buses	628	134	84	25	19	81	22	15	1	1009
Motorcycles	3990	479	744	297	264	460	335	149	93	6811
LDV's - Bakkies	19879	3087	3007	1339	1358	1944	1647	1235	322	33818
Trucks	7651	1355	697	303	294	1300	192	197	43	12032
Other & Unkwn	644	233	112	111	257	204	148	84	16	1809
Sub-Total	112552	15330	17713	6451	5982	9598	7333	4245	1252	180456
Towed Vehicles										
Caravans	442	43	65	15	32	52	28	17	7	701
Heavy Trailers	3155	495	324	94	503	682	132	32	7	5424
Light Trailers	1149	196	264	83	111	166	145	73	26	2213
Unknown	20	6	15	6	6	1	5	6	1	66
Sub-Total	4766	740	668	198	652	901	310	128	41	8404
All Vehicles	117318	16070	18381	6649	6634	10499	7643	4372	1293	188860
Mar 2018	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	11945	4102	4675	2605	2100	2726	1578	1889	635	32255
Minibuses	2185	639	350	270	169	246	279	299	49	4486
Buses	146	36	46	33	30	69	33	32	23	448
Motorcycles	1919	410	697	203	257	381	212	161	99	4339
LDV's - Bakkies	3099	1531	1016	937	507	1098	575	1069	210	10042
Trucks	882	303	257	188	205	471	206	305	91	2908
Other & Unkwn	189	140	61	50	147	163	109	131	22	1012
Sub-Total	20365	7161	7102	4286	3415	5154	2992	3886	1129	55490
Towed Vehicles										
Caravans	101	22	37	9	21	39	19	28	8	284
Heavy Trailers	185	93	49	26	73	154	85	40	17	722
Light Trailers	932	253	364	142	151	224	146	126	45	2383
Unknown	13	16	3	1	11	7	9	1	1	62
Sub-Total	1231	384	453	178	256	424	259	195	71	3451
All Vehicles	21596	7545	7555	4464	3671	5578	3251	4081	1200	58941
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	-84.31	-57.93	-63.51	-38.63	-43.43	-50.20	-67.35	-23.55	-16.67	-73.16
Minibuses	-40.10	119.59	35.14	106.11	116.67	82.22	78.85	218.09	226.67	-6.68
Buses	-76.75	-73.13	-45.24	32.00	57.89	-14.81	50.00	113.33	2200.00	-55.60
Motorcycles	-51.90	-14.41	-6.32	-31.65	-2.65	-17.17	-36.72	8.05	6.45	-36.29
LDV's - Bakkies	-84.41	-50.40	-66.21	-30.02	-62.67	-43.52	-65.09	-13.44	-34.78	-70.31
Trucks	-88.47	-77.64	-63.13	-37.95	-30.27	-63.77	7.29	54.82	111.63	-75.83
Other & Unkwn	-70.65	-39.91	-45.54	-54.95	-42.80	-20.10	-26.35	55.95	37.50	-44.06
Sub-Total	-81.91	-53.29	-59.91	-33.56	-42.91	-46.30	-59.20	-8.46	-9.82	-69.25
Towed Vehicles										
Caravans	-77.15	-48.84	-43.08	-40.00	-34.38	-25.00	-32.14	64.71	14.29	-59.49
Heavy Trailers	-94.14	-81.21	-84.88	-72.34	-85.49	-77.42	-35.61	25.00	142.86	-86.69
Light Trailers	-18.89	29.08	37.88	71.08	36.04	34.94	0.69	72.60	73.08	7.68
Unknown	-35.00	166.67	-80.00	-83.33	83.33	600.00	80.00	-83.33	0.00	-6.06
Sub-Total	-74.17	-48.11	-32.19	-10.10	-60.74	-52.94	-16.45	52.34	73.17	-58.94
All Vehicles	-81.91	-53.29	-59.91	-33.56	-42.91	-46.30	-59.20	-8.46	-9.82	-69.25

APPENDIX C-1

Mar-17												
Number of Learners Licences Issued per Province												
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	SA		
1	15365	4282	13814	2724	2236	2458	1892	1546	1016			45333
2	72399	37847	83935	28067	14518	9032	10324	5725	5537			267399
3	269734	163896	89056	72882	51864	101370	58557	108899	23008			939356
Total	357498	206020	186805	103693	68618	112800	70773	116170	29651			1252088
Mar-18												
Number of Learners Licences Issued per Province												
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	SA		
1	13629	3652	12734	2767	2030	2233	1594	1367	941			40947
2	65319	33911	79909	26860	13788	8554	8963	5286	5082			247672
3	246808	160182	88905	73534	49702	94778	52355	107813	24329			900406
Total	327756	197745	181548	103161	65520	105965	62912	114466	30352			1189025
% Change												
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	SA		
1	-11.30	-14.71	-7.82	1.58	-9.21	-9.15	-15.75	-11.58	-7.38			-9.68
2	-9.78	-10.39	-4.80	-4.37	-5.03	-5.29	-13.18	-7.67	-8.22			-7.38
3	-7.76	-2.27	-0.17	0.89	-4.17	-6.50	-10.59	-1.00	5.33			-4.15
Total	-8.32	-4.02	-2.81	-0.51	-4.81	-6.46	-11.11	-1.47	2.36			-5.04

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

APPENDIX C-2

Mar 2017											
Number of Driving Licences Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
A	176132	60501	111884	34168	26222	22806	19726	14973	9405	475817	
A1	44509	13022	28338	9190	9006	6602	6429	3862	2437	123395	
B	1016535	450450	568541	226252	139440	118470	112891	74446	50326	2757351	
C	4677	4893	4633	1101	511	2613	1672	1745	434	22279	
C1	1237803	606910	200597	195993	152631	407156	207321	555451	65514	3629376	
EB	1309393	576524	801556	311478	175718	159641	141547	108989	65465	3650311	
EC	304376	172239	120868	71417	79770	108173	55106	94544	25207	1031700	
EC1	225171	69856	50496	46206	35329	52226	37251	65592	11421	593548	
Total	4318596	1954395	1886913	895805	618627	877687	581943	919602	230209	12283777	

Mar 2018											
Number of Driving Licences Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
A	175449	61067	115166	34639	26340	23046	19791	15152	9474	480124	
A1	43777	12984	28683	9163	8941	6560	6350	3841	2418	122717	
B	1046375	465680	598084	236577	144521	122029	115976	76385	52196	2857823	
C	4721	4915	4871	1138	533	2832	1696	1798	451	22955	
C1	1319185	665039	215506	216939	163920	446815	225419	599633	70654	3923110	
EB	1286804	575967	808243	312504	175679	159239	141039	109087	65271	3633833	
EC	306253	179776	123580	73453	81424	113725	56363	98714	25661	1058949	
EC1	219325	69745	50357	46336	35214	52184	37122	65783	11411	587477	
Total	4401889	2025173	1944490	930749	636572	926430	603756	970393	237536	12686998	

% Change											
Number of Driving Licences Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
A	-0.39	0.94	2.93	1.38	0.45	1.05	0.33	1.20	0.73	0.91	
A1	-1.64	-0.29	1.22	-0.29	-0.72	-0.64	-1.23	-0.54	-0.78	-0.55	
B	2.94	3.38	5.20	4.56	3.64	3.00	2.73	2.60	3.72	3.64	
C	0.94	0.45	5.14	3.36	4.31	8.38	1.44	3.04	3.92	3.03	
C1	6.57	9.58	7.43	10.69	7.40	9.74	8.73	7.95	7.85	8.09	
EB	-1.73	-0.10	0.83	0.33	-0.02	-0.25	-0.36	0.09	-0.30	-0.45	
EC	0.62	4.38	2.24	2.85	2.07	5.13	2.28	4.41	1.80	2.64	
EC1	-2.60	-0.16	-0.28	0.28	-0.33	-0.08	-0.35	0.29	-0.09	-1.02	
Total	1.93	4.13	3.05	3.90	2.90	5.55	3.75	5.52	3.18	3.28	

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

Mar 2017											
Number of Professional Driving Permits (PrDP's) Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
G	1771	1805	1538	699	858	978	413	865	319		9246
P											0
P G	273727	171205	144536	82881	61855	98314	52202	105528	23698		1013946
D G	39	25	9	7	21	16	24	11	4		156
D P G	12974	9875	4268	2110	2966	3252	1230	1886	670		39231
Total	288511	182910	150351	85697	65700	102560	53869	108290	24691		1062579
Mar 2018											
Number of Professional Driving Permits (PrDP's) Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
G	1628	1840	1520	713	842	965	396	823	316		9043
P											0
P G	273096	180520	150207	85910	62818	100234	52636	107067	24664		1037152
D G	42	18	15	10	18	14	20	32	4		173
D P G	13390	10594	4393	2329	3085	3472	1255	1966	736		41220
Total	288156	192972	156135	88962	66763	104685	54307	109822	25720		1087588
% Change											
Number of Professional Driving Permits (PrDP's) Issued per Province											
Category	GA	KZN	WC	EC	FS	MP	NW	LI	NC	RSA	
G	-8.07	1.94	-1.17	2.00	-1.86	-1.33	-4.12	-4.86	-0.94		-2.20
P											
P G	-0.23	5.44	3.92	3.65	1.56	1.95	0.83	1.46	4.08		2.29
D G	7.69	-28.00	66.67	42.86	-14.29	-12.50	-16.67	190.91	0.00		10.90
D P G	3.21	7.28	2.93	10.38	4.01	6.77	2.03	4.24	9.85		5.07
Total	-0.12	5.50	3.85	3.81	1.62	2.07	0.81	1.48	4.17		2.35

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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