Road Traffic Management Corporation

State of Road Safety Report
Quarterly Report
April 2025 to June 2025

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

ARRIVE ALIVE

DECADE OF ACTION FOR ROAD SAFETY
2021 - 2030

Table of contents

List of Tables

List of Figures

Acronyms and abbreviations

ABBREVIATION / ACRONYM	INTERPRETATION
AR	Accident Report
CAS	Crime Administration System
CBRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CHoCOR	Culpable Homicide Crash Observation Report
CSIR	Council for Scientific and Industrial Research
DUI	Driving under the Influence
DOT	National Department of Transport
EC	Eastern Cape
EMS	Emergency Medical Services
FS	Free State
GP	Gauteng
KZN	KwaZulu Natal
LP	Limpopo
MP	Mpumalanga
NaTIS	National Traffic Information System
NC	Northern Cape
NCDMS	National Crash Data Management System
NRSS	National Road Safety Strategy (2016–2030)
NRTA	National Road Traffic Act
NRTETC	National Road Traffic Engineering Technical Committee
NW	Northwest
RAF	Road Accident Fund
RIMS	Road Incident Management System
RTI	Road Traffic Information
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
SABS	South African Bureau of Standards
SAIA	South African Insurance Association
SAMRC	South African Medical Research Council
SANRAL	South African National Roads Agency
STATS SA	Statistics South Africa
SAPS	South African Police Service
UNDA	United Nations Decade of Action
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WC	Western Cape
WHO	World Health Organisation

1. Report objective

This report aims to provide an overview of the state of road safety in South Africa from 1 April 2025 to 30 June 2025. The Road Traffic Management Corporation (RTMC), Act No. 20 of 1999, mandates the RTMC to report on road crashes in South Africa.

The report will provide road fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Reports (CHoCOR) and provincial inputs. It will also present statistics on registered vehicles, driver licences and professional driver permits issued.

2. Executive summary

The report provides fatal road crash statistics in South African public roads. The performance is for the period April to June 2025. The performance per each focus areas have been provided below.

Road Crashes Data

A total of 2 845 fatalities were recorded between April and June 2025 compared to 2 836 for the same period in 2024. For the same period 2 442 fatal crashes were recorded in 2025 compared to 2 442 for the same period in 2024. This is an increase of 0.32%(9) in fatalities and no change fatal crashes.

Vehicle and driver population

The number of registered vehicles increased by 265 185 (2.00%) from 13 261 115 in June 2024 to 13 526 300 vehicles in June 2025..

The number of learners driving licences issued increased by 12 982(1.15%) from 1 126 169 in June 2024 to 1 139 151 in June 2025.

The number of driving licences issued increased by 491 056 (3.12%) from 15 739 304 in June 2024 to 16 230 360 in June 2025.

The number of Professional driving permits (PrDP's) issued increased by 44 300 (3.59%) from 1 232 837 in June 2024 to 1 277 137 in June 2025.

Section A

3. Introduction

This section covers road fatal crash data including crashes per day of the week and time of day, crash type and contributory factors. The section also covers road fatalities were the instrument of death was a vehicle. Fatalities are further classified into road user groups and age.

4. Methodology

4.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) forms are used to collect fatal crashes data on daily basis. South African Police Service (SAPS) and Provincial Departments of Road and Transport are the sources of fatal crash data. SAPS provides the Road Traffic Management Corporation (RTMC) with a list of all recorded fatal crashes (called the CAS list) and further to this the RTMC receives CHoCOR forms from various police stations; the provincial departments also submit data on fatal crashes to RTMC. RTMC validates all inputs for consistency, captures, processes, and verifies the data and compiles the report.

4.2 Crash Data Flow

Data is collected through the CHoCOR forms and provincial inputs. The data is then submitted to RTMC.

4.3 Data processing

The data is received from the three areas (SAPS, CHoCOR and provinces), validated, captured, processed, and verified for the compilation of the consolidated statistical report. There is a continuous engagement with SAPS and provinces for validation purpose.

4.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is still a need for collection of all road crashes, traffic volumes, road conditions, weather reports amongst others to complement the data currently collected.

4.5 Instruments

The Culpable Homicide Crash Observation Report (CHoCOR) forms and provincial inputs are used by RTMC record fatality data on daily basis.

5. Road fatal crashes

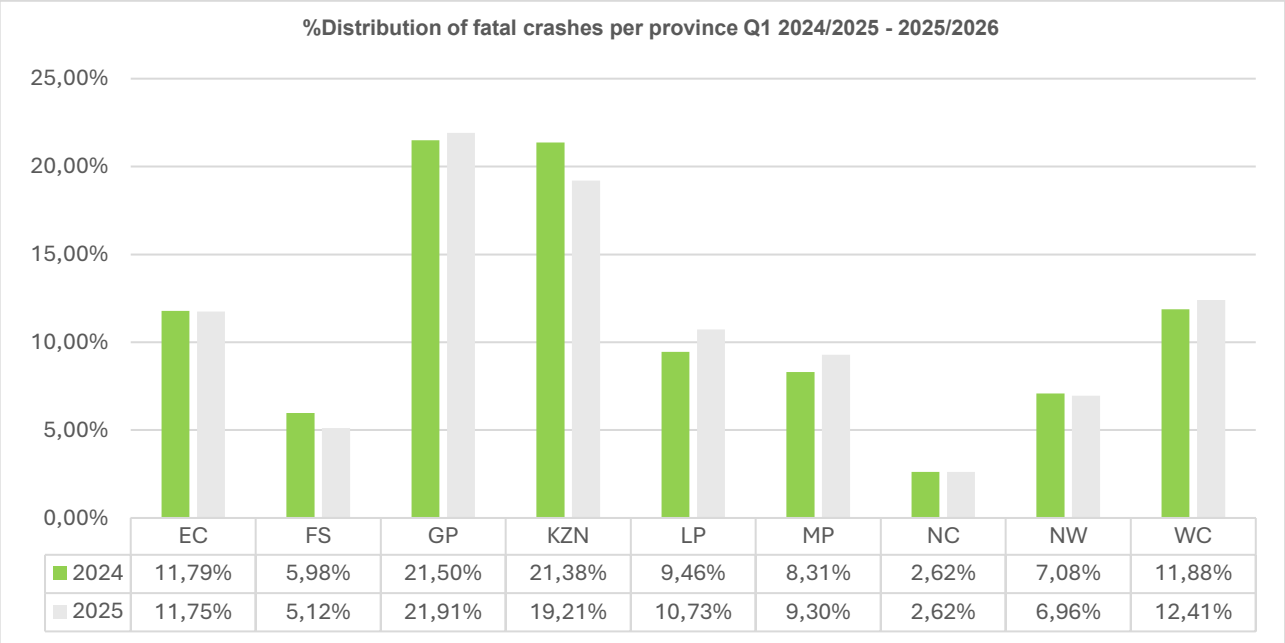
The section covers fatal road crash data. The section encompasses the number of fatal crashes and fatalities, contributory factors, fatality data per road user group and major crashes.

5.1 Number of fatal crashes

Table 1 below provides a comparison between the first quarter of the financial year 2024/25 and first quarter of the financial year 2025/26. Nationally there was no change in fatal crashes. The following provinces recorder increases in fatal crashes: Limpopo +31(+13.42%), Mpumalanga +24(+11.82%), Western Cape +13(+4.48%) and Gauteng +10(+190%). Free State recorded the highest percentage decrease of -21(-14.38%) followed by Kwa-Zulu Natal at -53(10.15%).

FATAL CRASHES										
Period	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
Q1 2024	**288**	**146**	**525**	**522**	**231**	**203**	**64**	**173**	**290**	**2442**
Q1 2025	**284**	**123**	**538**	**462**	**261**	**225**	**64**	**168**	**302**	**2427**
CHANGE	**-1**	**-21**	**10**	**-53**	**31**	**24**	**0**	**-3**	**13**	**0**
%CHANGE	**-0,35%**	**-14,38%**	**1,90%**	**-10,15%**	**13,42%**	**11,82%**	**0,00%**	**-1,73%**	**4,48%**	**0,00%**

Table 1: Number of fatal crashes per Province



	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024	11,79%	5,98%	21,50%	21,38%	9,46%	8,31%	2,62%	7,08%	11,88%
2025	11,75%	5,12%	21,91%	19,21%	10,73%	9,30%	2,62%	6,96%	12,41%

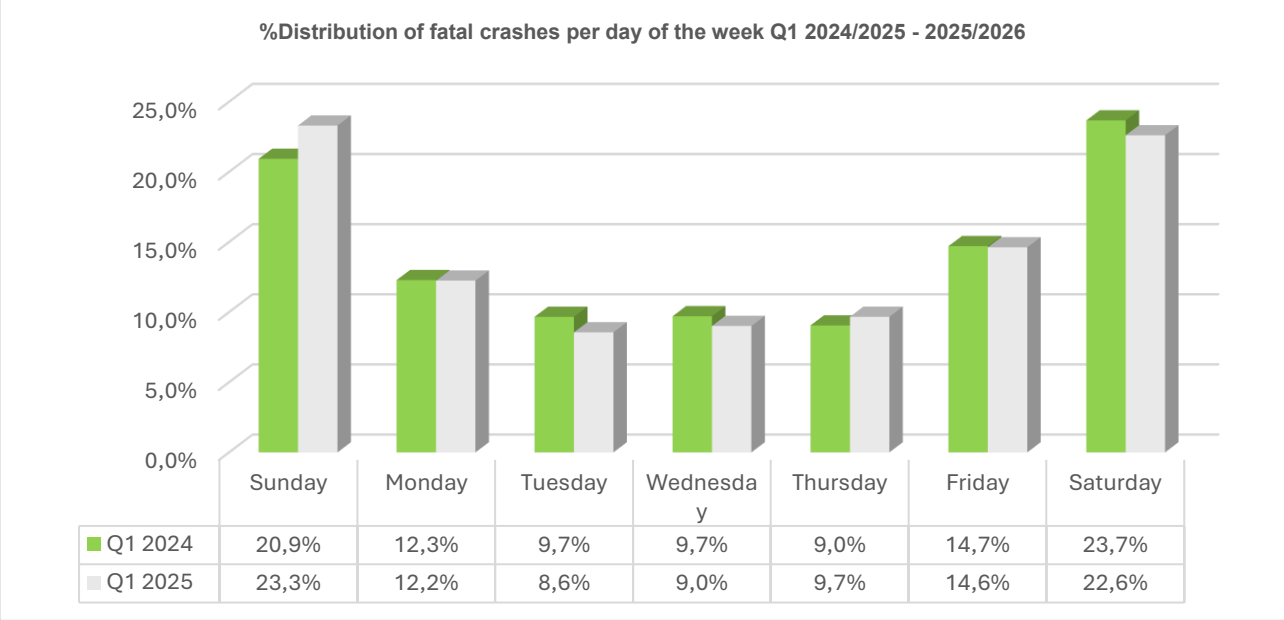
Figure 1: Percentage distribution of fatal crashes per province

Figure 1 above shows percentage distribution of fatal crashes per province. Provinces with the highest contribution to fatal crash were Gauteng and KwaZulu-Natal at 21.50% and 21.38% in 2024 and 21.91% and 19.21% in 2025 respectively. At least forty percent (41%) of fatal crashes for the period under review were from Gauteng and KwaZulu-Natal.

5.1.1 Fatal Crashes per Day of Week

The details of the crashes per day of the week are given in figure 2 below. In the first quarter of both 2024/2025 and 2025/2026, weekend days (Friday, Saturday and Sunday) contributed most of fatal crashes. For 2025/2026 the contribution was 60.5% and for 2024/2025 59.3%.

Saturdays and Sundays contributed 45.9% to fatal crashes in both 2025/2026 and 44.6% 2024/2025.



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Q1 2024	20,9%	12,3%	9,7%	9,7%	9,0%	14,7%	23,7%
Q1 2025	23,3%	12,2%	8,6%	9,0%	9,7%	14,6%	22,6%

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

5.1.2 Fatal Crashes per time of day

The percentage of fatal crashes per time of day for the period under review is reflected in figure 3 below.

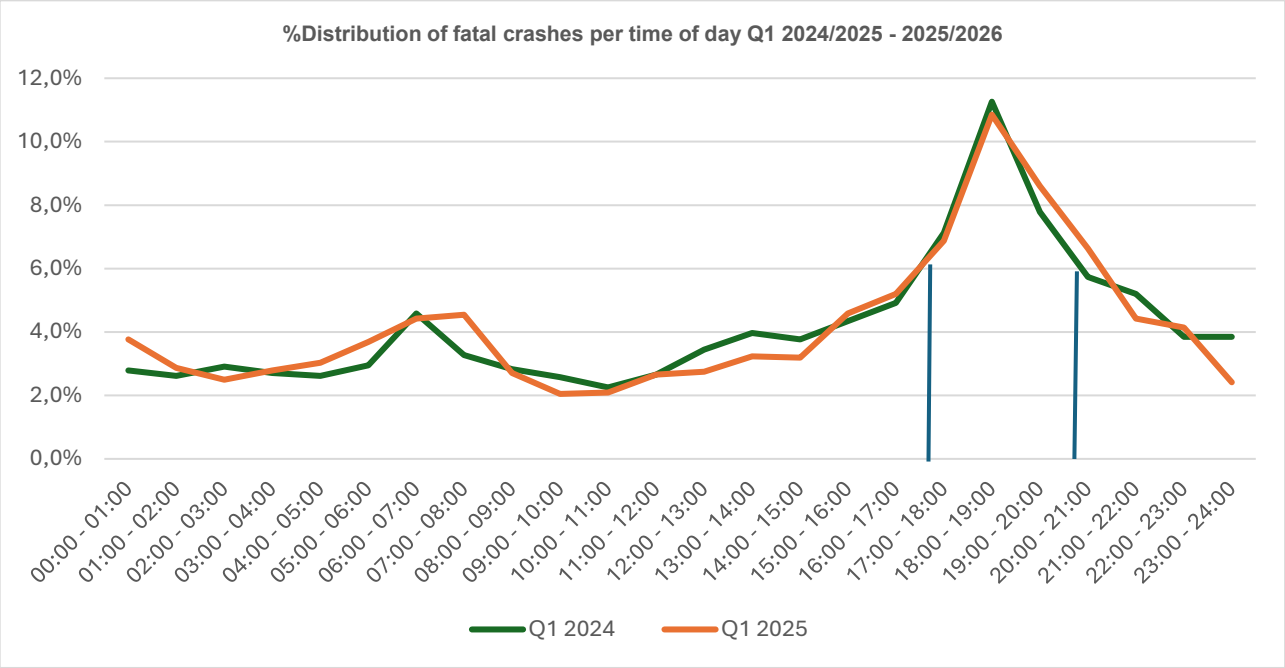


Figure 3: Percentage distribution of fatal crashes per time of day

From figure 3 above the period 17:00 to 21:00 contributed most fatal crashes. This four-hour period contributed 33.0% in 2025/2026 first quarter and 31.9% in 2024/2025 first quarter of all fatal crashes in the time of day. The peak period being 19:00 to 20:00 in both years.

5.1.3 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type are reflected in the figure 4 below.

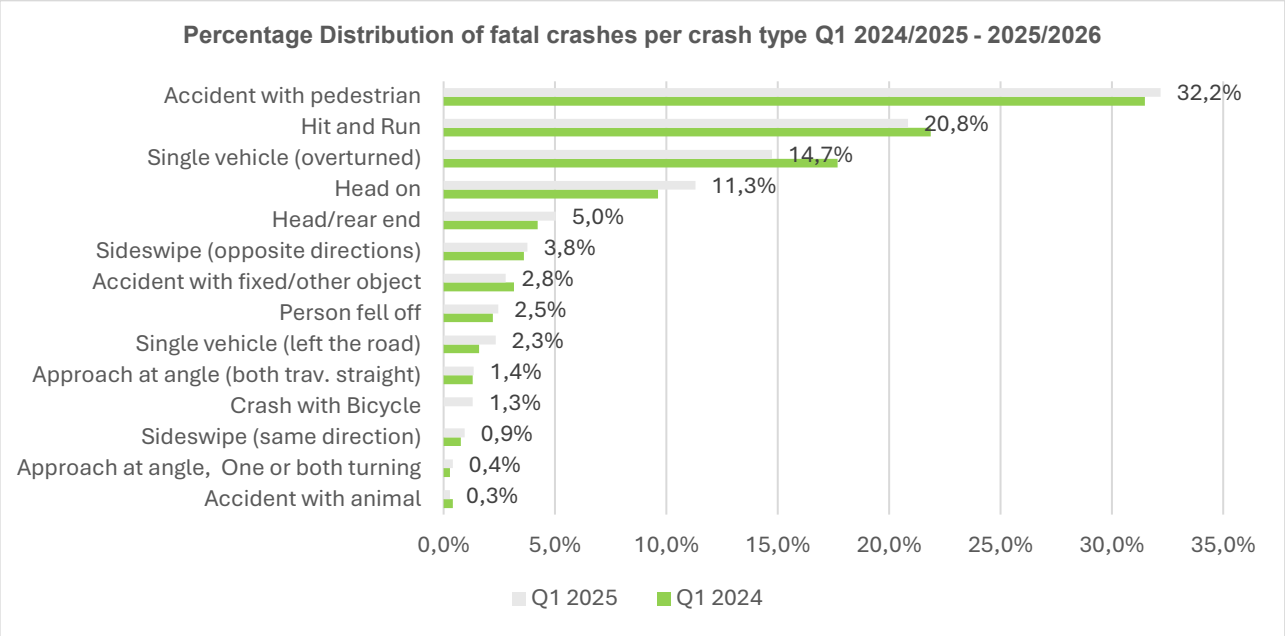


Figure 4: Percentage distribution of crash types

From figure 4 above, most fatal crashes occurred with pedestrians at 32.1% in the first quarter of 2025/2026 and 31.5% in the first quarter 2024/2025, followed by hit and runs at 20.8% 2025/2026 and 21.9% in 2024/2025.

5.1.4 Fatal crashes per vehicle type

The percentage contribution of various vehicles involved in the fatal crashes are reflected in figure 5 below.

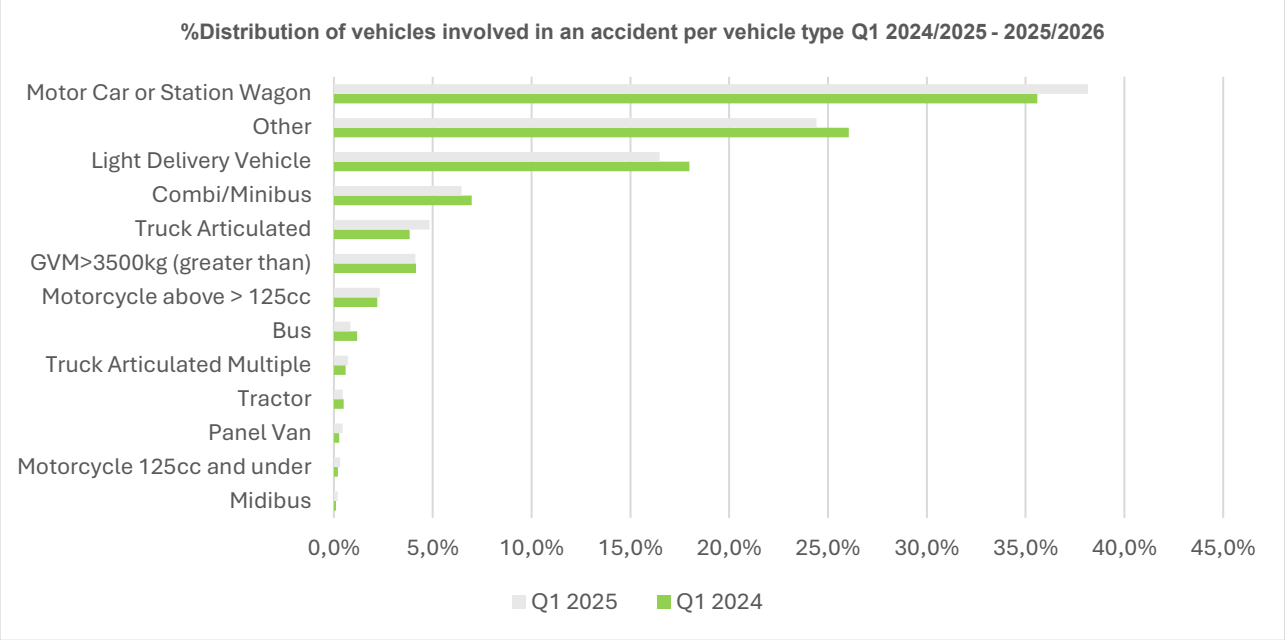


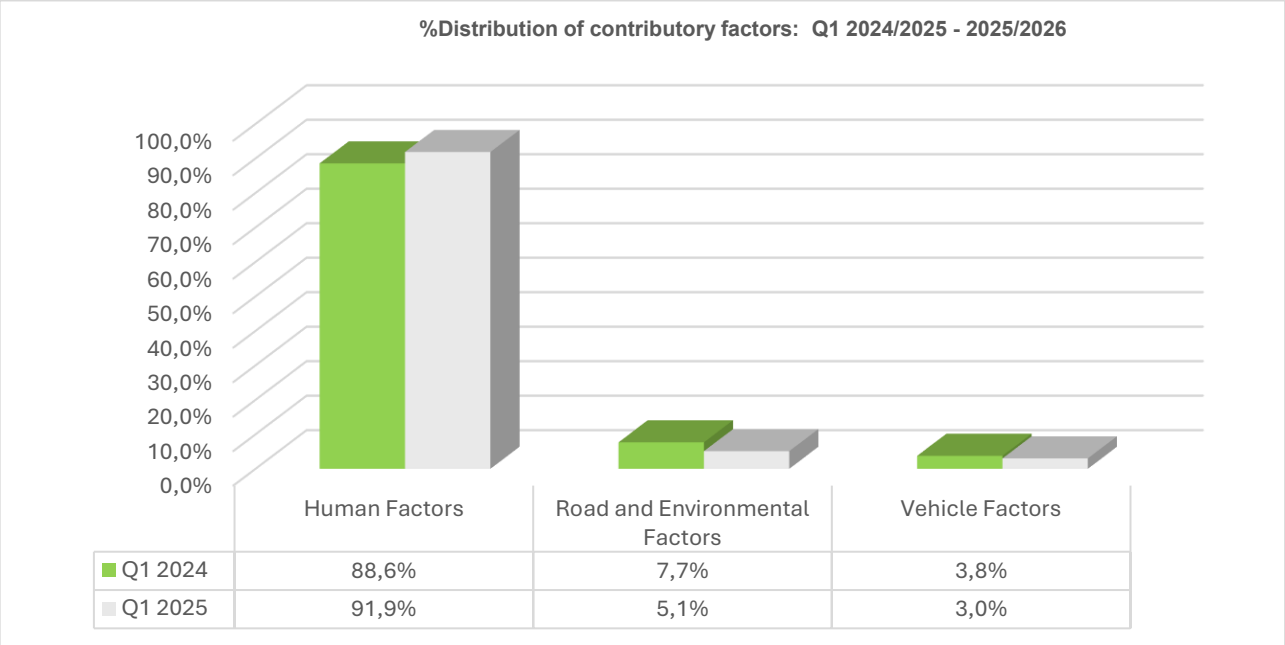
Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were Motor Cars or Station Wagon at 38.2% and Light Delivery Vehicles 16.5% in the first quarter of 2025/2026; and in the first quarter of 2024/2025 Motor Cars or Station Wagon at 35.6% and Light Delivery Vehicles at 18.0% were also highest contributors to fatal crashes.

5.2 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); vehicle factors (are focussed on the vehicle itself covering issues around mechanical failures); and environment factors (include limited visibility, poorly marked roads, missing road signs, sudden changes in road infrastructure, gravel road, the state of the road and weather conditions).

Human factors contribute a high percent to fatal crashes. Human factors contributed 91.9% in the first quarter of 2025/2026 and 88.6% in the first quarter of 2024/2025 to fatal crashes. Human factors in fatal crashes remain a big concern.



	Human Factors	Road and Environmental Factors	Vehicle Factors
Q1 2024	88,6%	7,7%	3,8%
Q1 2025	91,9%	5,1%	3,0%

Figure 6: Comparison of contributory factors

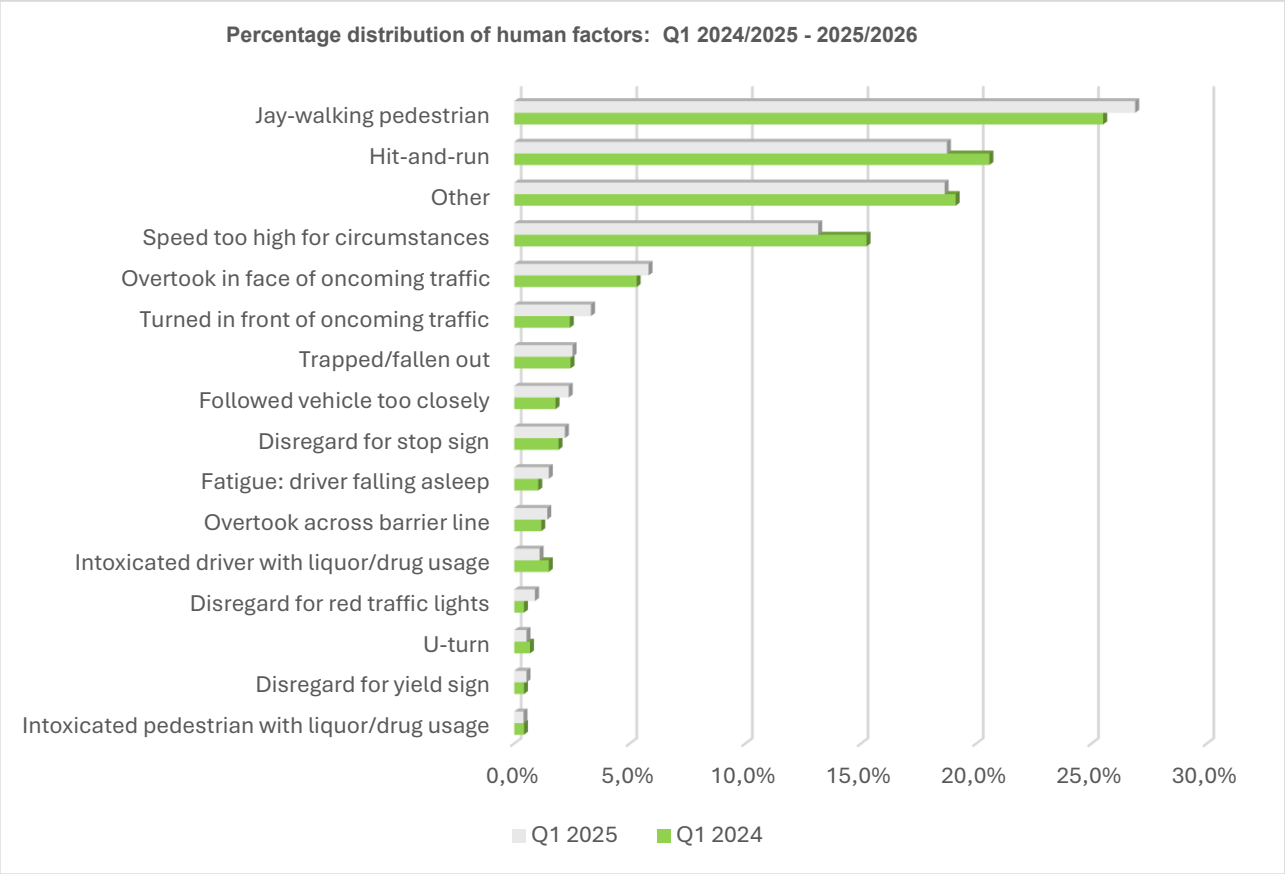


Figure 7: Percentage distribution of human factors

Figure 7 above shows that hit and runs and jaywalking are the major contributory factors within the human factors at 26.9% and 18.7% respectively in the first quarter of 2025/2026 and at 25.5% and 20.6% in the first quarter of 2024/2025.

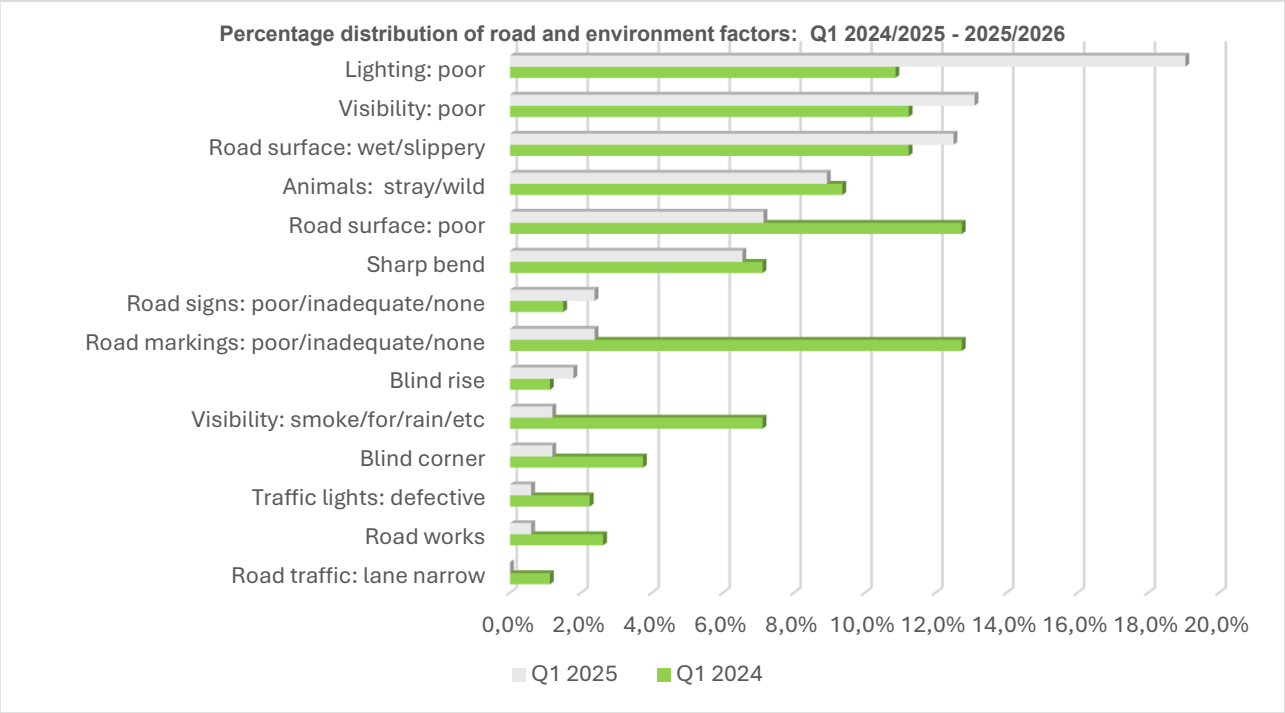


Figure 8: Percentage distribution of road and environmental factors

Within the road environmental factors sharp poor lighting, visibility and wet or slippery road surface contributed 19.0%, 13.1% and 12.5% respectively to fatal crashes during the first quarter of 2025/2026. In quarter one of 2024/2025 the top contributors to fatal crashes were poor road markings and poor road surface at 12.7% followed by wet or slippery road surface and poor visibility at 11.2% each.

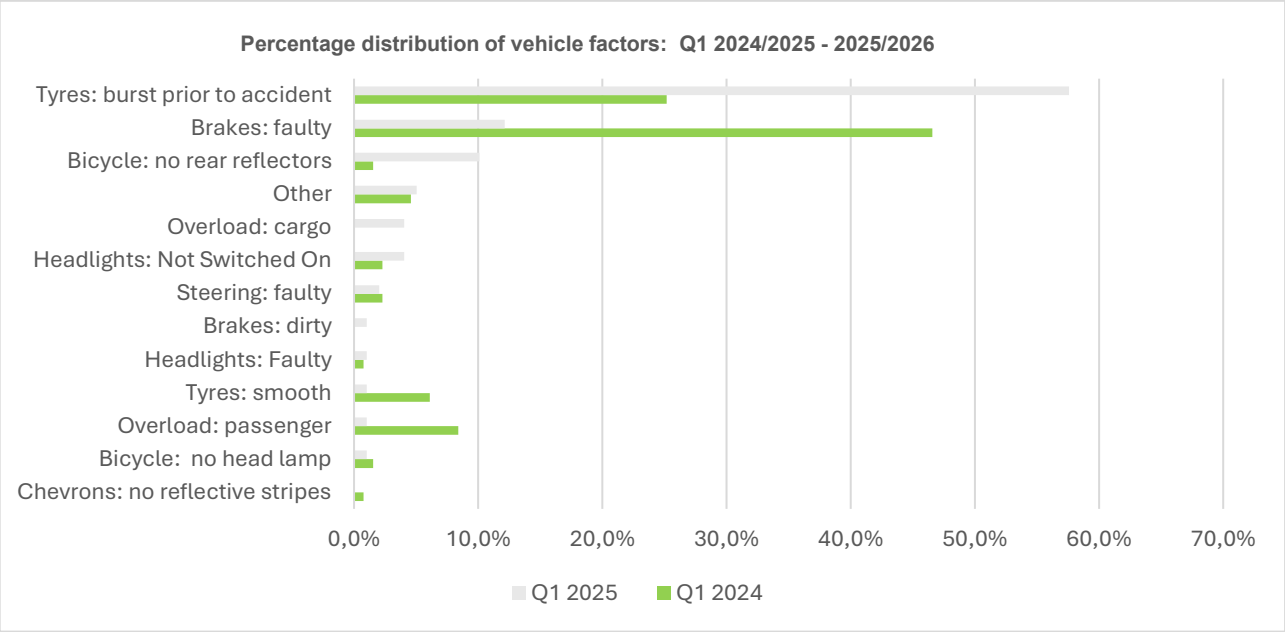


Figure 9: Percentage distribution for vehicle factor

According to figure 9 above tyre burst and faulty brakes were the highest contributors to crashes under the vehicle factors category at 57.6% and 12.1% in quarter one of 2025/2026; and at 25.2% and 46.0% respectively in quarter four of 2024/2025.

6. Road fatalities

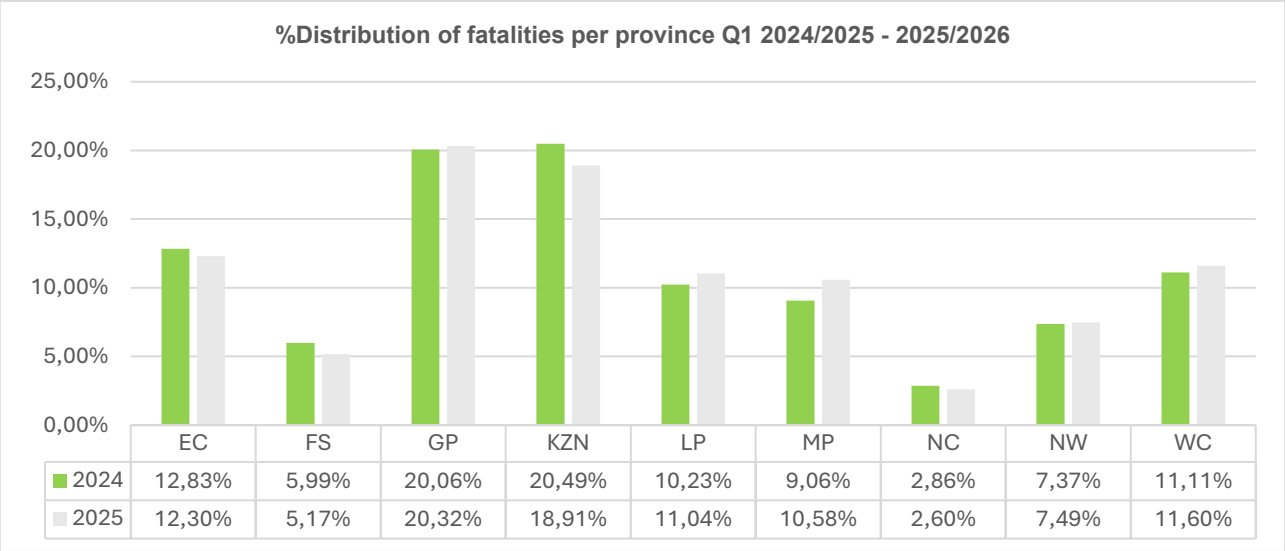
The section covers fatalities data. Fatalities are defined as when a person or persons that are killed during or immediately after a crash, or death occurs within 30 days after a crash as a direct result of such crash. The section encompasses number of fatalities, percentage distribution per road user,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

6.1 Fatalities per province

FATALITIES										
Period	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
Q1 2024	**364**	**170**	**569**	**581**	**290**	**257**	**81**	**209**	**315**	**2836**
Q1 2025	**350**	**147**	**578**	**538**	**314**	**301**	**74**	**213**	**330**	**2845**
CHANGE	**-14**	**-23**	**9**	**-43**	**24**	**44**	**-7**	**4**	**15**	**9**
%CHANGE	**-3,85%**	**-13,53%**	**1,58%**	**-7,40%**	**8,28%**	**17,12%**	**-8,64%**	**1,91%**	**4,76%**	**0,32%**

Table 2: Comparison of fatalities per province

Table 2 above provides a comparison between the first quarter of the financial year 2024/25 and first quarter of the financial year 2025/26. Nationally there was an increase of 9(+0.32%) fatalities. The following provinces recorder increases in fatalities: Mpumalanga +44(17.12%), Limpopo +24(+8.28%), Western Cape +15(4.76%), Gauteng +9(+1.58%) and North-West +4(+1.91%). Free State recorded the highest percentage decrease of -23(-13.53%) followed by Northern Cape at -7(-8.64%) then Kwa-Zulu Natal at -43(7.40%).

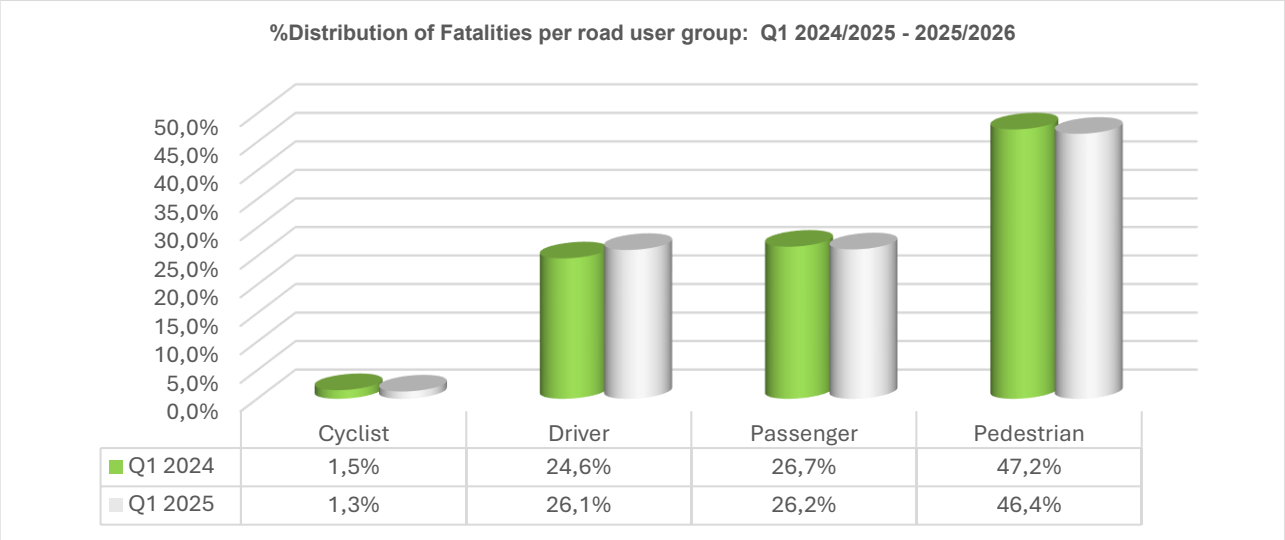


	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024	12,83%	5,99%	20,06%	20,49%	10,23%	9,06%	2,86%	7,37%	11,11%
2025	12,30%	5,17%	20,32%	18,91%	11,04%	10,58%	2,60%	7,49%	11,60%

Figure 10: Percentage distribution of fatalities per province

Figure 10 above shows percentage distribution of fatalities per province. Provinces with the highest contribution to fatalities were Gauteng and KwaZulu-Natal at 20.06% and 20.49% in 2024 and 20.32% and 18.91% in 2025 respectively. At least thirty nine percent (39%) of fatalities for the period under review were from Gauteng and KwaZulu-Natal.

6.2 Fatalities per road user group

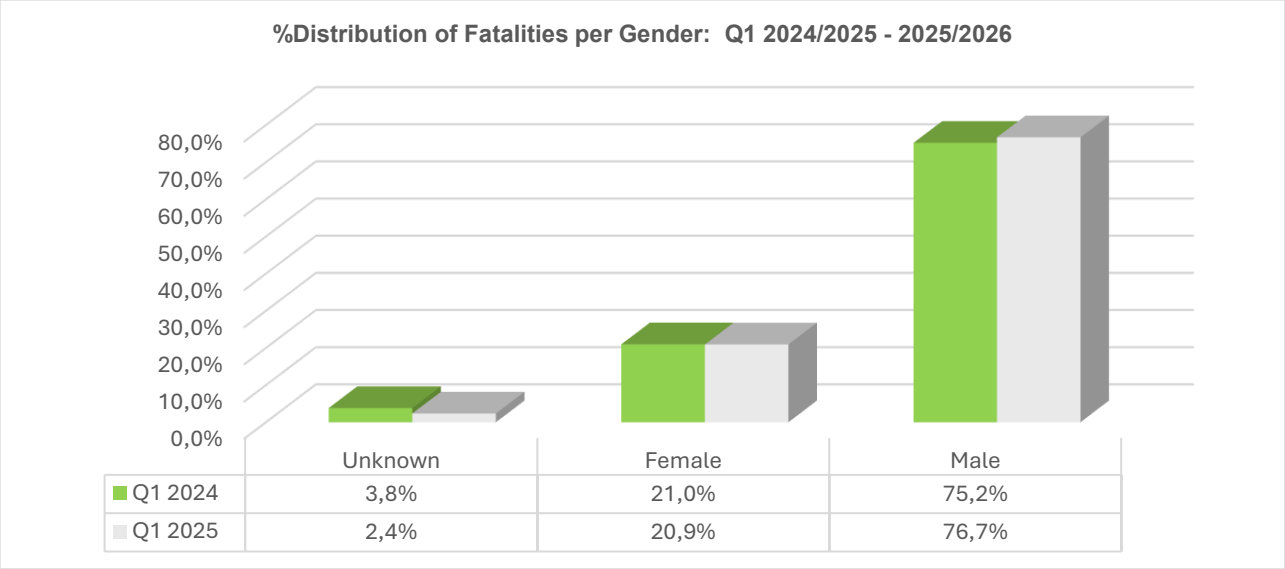


	Cyclist	Driver	Passenger	Pedestrian
Q1 2024	1,5%	24,6%	26,7%	47,2%
Q1 2025	1,3%	26,1%	26,2%	46,4%

Figure 11: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road user groups are reflected in figure 11 above. From the above figure during the period under review 46.4% of road fatalities were pedestrians, 26.2% passengers, 26.1% drivers and 1.3% cyclists. During the first quarter of 2024/2025 47.2% of road fatalities were pedestrians, 26.7% passengers, 24.6% drivers and 1.5% cyclists.

6.3 Fatalities per gender

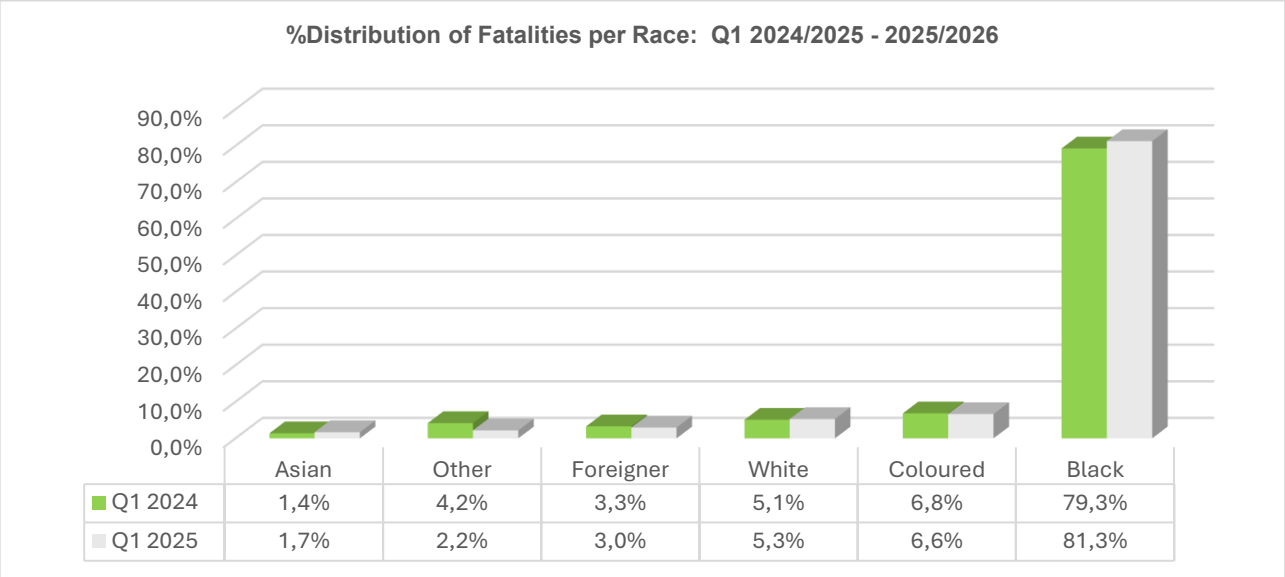


	Unknown	Female	Male
Q1 2024	3,8%	21,0%	75,2%
Q1 2025	2,4%	20,9%	76,7%

Figure 12: Percentage distribution of fatalities per gender

Figure 12 above shows fatalities per gender. From the above figure 76.7% of road fatalities were male during the period under review.

6.4 Fatalities per race



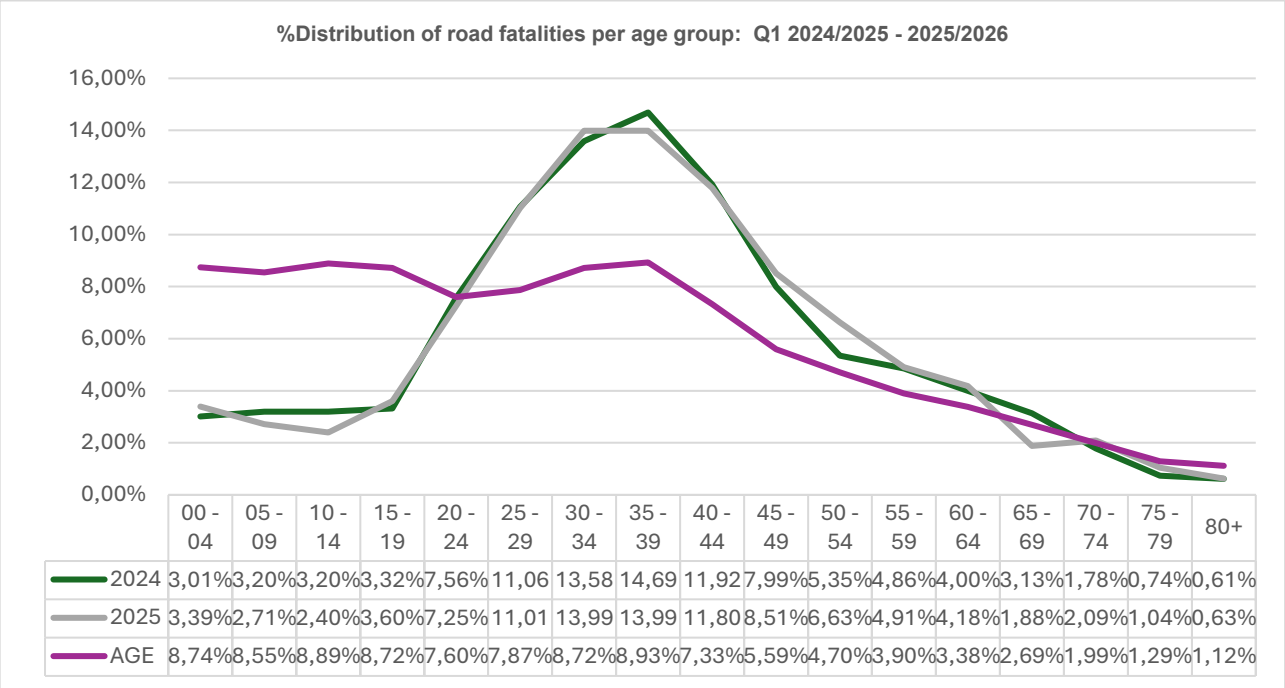
	Asian	Other	Foreigner	White	Coloured	Black
Q1 2024	1,4%	4,2%	3,3%	5,1%	6,8%	79,3%
Q1 2025	1,7%	2,2%	3,0%	5,3%	6,6%	81,3%

Figure 13: Percentage distribution of fatalities per race

From figure 13 above 81.3% of road fatalities for the period under review were blacks, this percentage was 79.3% in the previous period.

6.5 Road fatalities per age group

The figure 14 below provides information on fatalities per age group for the period April to June 2025 and April to June 2024.



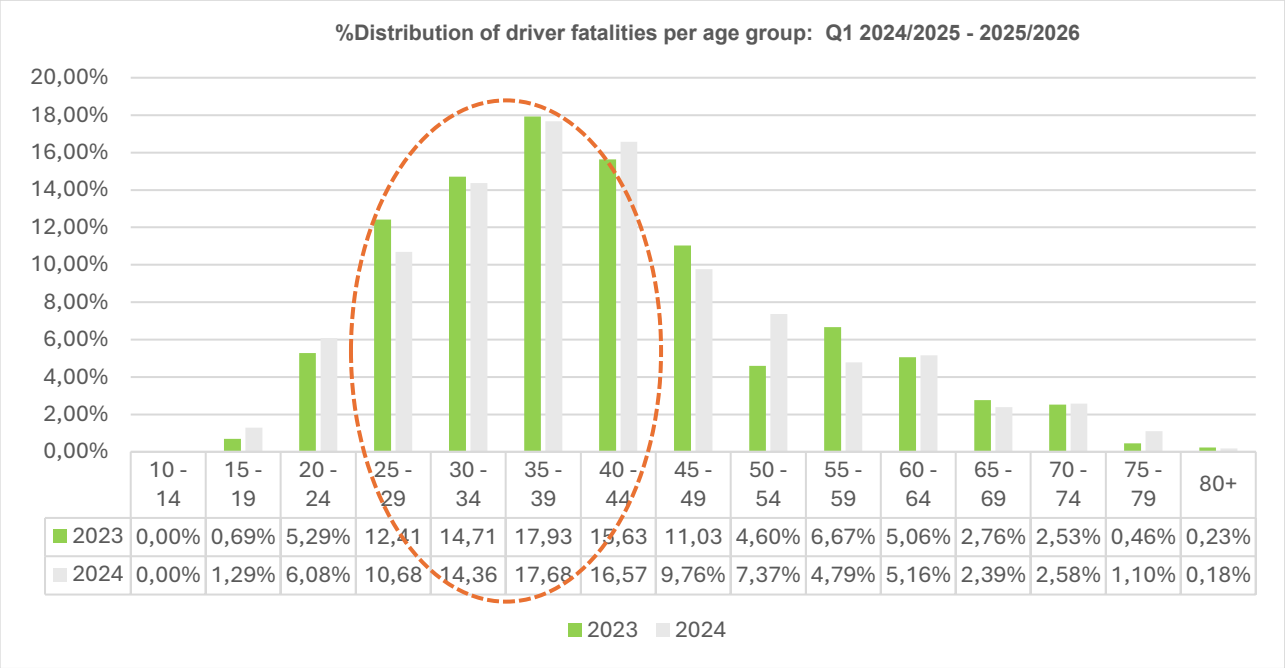
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024	3,01%	3,20%	3,20%	3,32%	7,56%	11,06	13,58	14,69	11,92	7,99%	5,35%	4,86%	4,00%	3,13%	1,78%	0,74%	0,61%
2025	3,39%	2,71%	2,40%	3,60%	7,25%	11,01	13,99	13,99	11,80	8,51%	6,63%	4,91%	4,18%	1,88%	2,09%	1,04%	0,63%
AGE	8,74%	8,55%	8,89%	8,72%	7,60%	7,87%	8,72%	8,93%	7,33%	5,59%	4,70%	3,90%	3,38%	2,69%	1,99%	1,29%	1,12%

Figure 14: Percentage distribution of fatalities per age

In the first quarter of both financial years the highest death rates were in the age range 25 to 44, this age group contributed at least 50% of fatalities for both periods; this age group make up 32.9% of the entire population. Children under the age of 10 made up 6.11% of fatalities and 6.21% in 2025/2026 and 2024/2025 respectively.

6.6 Driver fatalities per age group

Figure 15 below provides information on the driver fatalities per age group for the period April to June 2025 and April to June 2024.



	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023	0,00%	0,69%	5,29%	12,41	14,71	17,93	15,63	11,03	4,60%	6,67%	5,06%	2,76%	2,53%	0,46%	0,23%
2024	0,00%	1,29%	6,08%	10,68	14,36	17,68	16,57	9,76%	7,37%	4,79%	5,16%	2,39%	2,58%	1,10%	0,18%

Figure 15: Percentage distribution of fatalities per age for drivers

In the first quarter of the financial year 2025/2026 the percentage of driver fatalities in the age group 25 to 44 was 59.30% of all driver fatalities and for the same period in financial year 2024/2025 this percentage was 60.69%. More young adults die on the roads as drivers than any other age grouping.

6.7 Passenger fatalities per age group

Figure 16 below provides information on passenger fatalities per age group for the period April to June 2025 and April to June 2024.

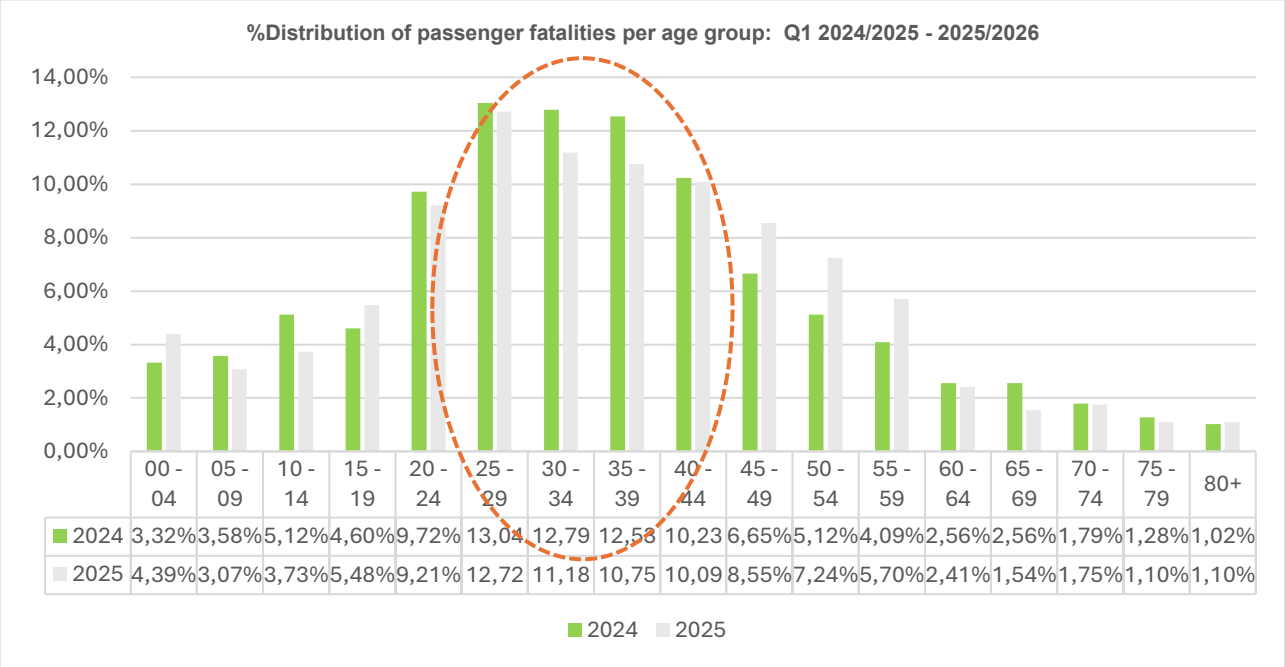
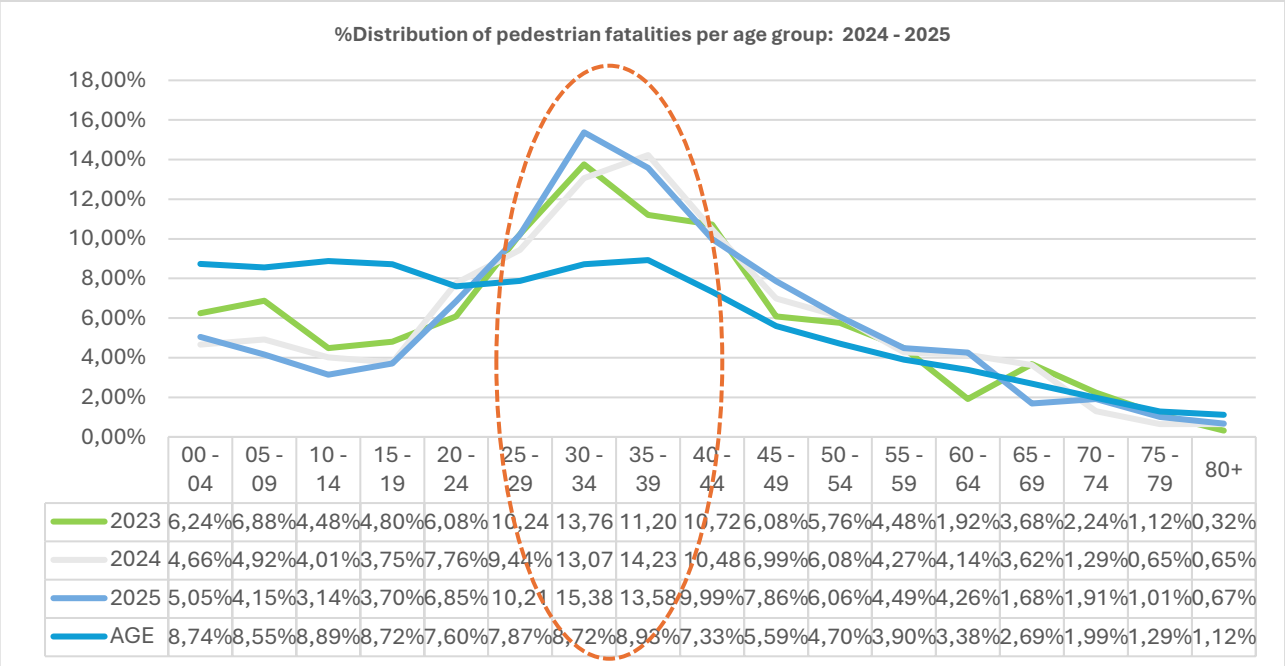


Figure 16: Percentage distribution of fatalities per age for passengers

In the first quarter of the financial year 2025/2026 the percentage of passenger fatalities in the age group 25 to 44 was 44.74% of all passenger fatalities and for the same period in financial year 2024/2025 this percentage was 48.59%. More young adults die on the roads as passengers than any other age grouping.

6.8 Pedestrian fatalities per age group

Figure 17 below provides information on pedestrian fatalities per age group for the period April to June 2025 and April to June 2024.



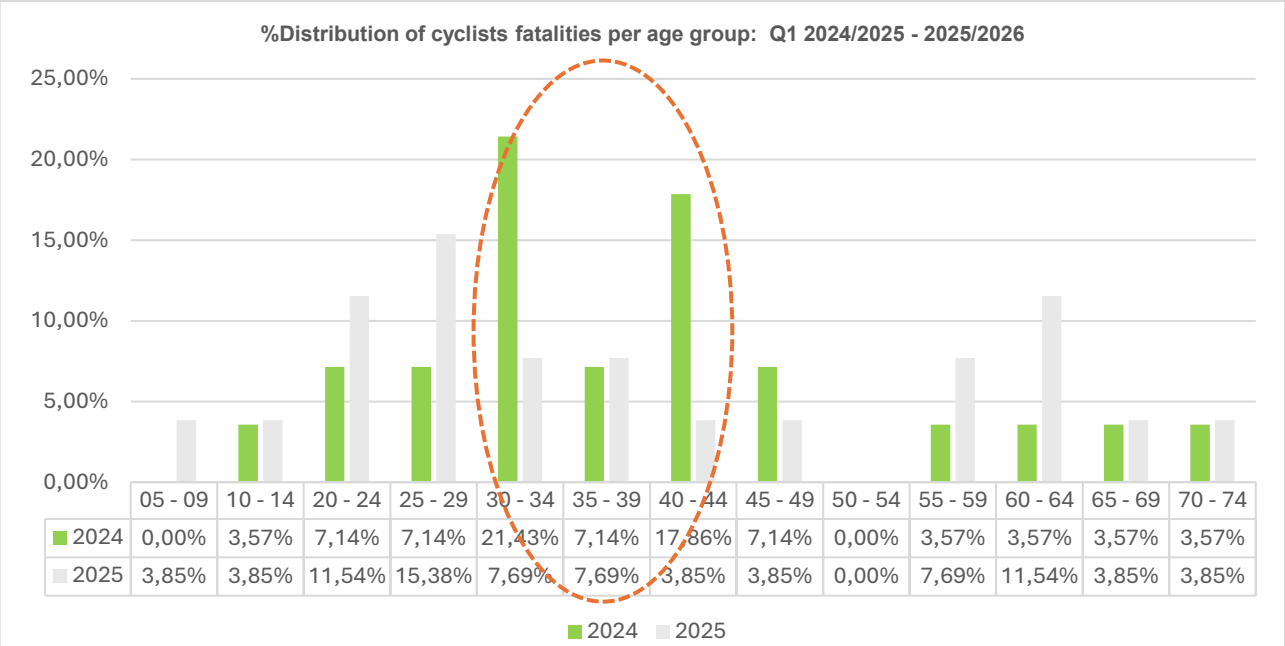
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023	6,24%	6,88%	4,48%	4,80%	6,08%	10,24	13,76	11,20	10,72	6,08%	5,76%	4,48%	1,92%	3,68%	2,24%	1,12%	0,32%
2024	4,66%	4,92%	4,01%	3,75%	7,76%	9,44%	13,07	14,23	10,48	6,99%	6,08%	4,27%	4,14%	3,62%	1,29%	0,65%	0,65%
2025	5,05%	4,15%	3,14%	3,70%	6,85%	10,21	15,38	13,58	9,99%	7,86%	6,06%	4,49%	4,26%	1,68%	1,91%	1,01%	0,67%
AGE	8,74%	8,55%	8,89%	8,72%	7,60%	7,87%	8,72%	8,98%	7,33%	5,59%	4,70%	3,90%	3,38%	2,69%	1,99%	1,29%	1,12%

Figure 17: Percentage distribution of fatalities per age for pedestrians

In the first quarter of the financial year 2025/2026 the percentage of pedestrian fatalities in the age group 25 to 44 was 49.16% of all pedestrian fatalities and for the same period in financial year 2024/2025 this figure was 47.22% and 45.92% in 2023/2024. More young adults die on the roads as pedestrians than any other age grouping. For the age group zero to nine the figures were: 9.20% in 2025/2026, 9.57% in 2024/2025 and 13.12% in 2023/2024.

6.9 Cyclist fatalities per age group

Figure 18 below provides information on cyclist fatalities per group for the period April to June 2025 and April to June 2024.



	05 - 09	10 - 14	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74
2024	0,00%	3,57%	7,14%	7,14%	21,43%	7,14%	17,86%	7,14%	0,00%	3,57%	3,57%	3,57%	3,57%
2025	3,85%	3,85%	11,54%	15,38%	7,69%	7,69%	3,85%	3,85%	0,00%	7,69%	11,54%	3,85%	3,85%

Figure 18: Percentage distribution of fatalities per age for cyclists

In the first quarter of the financial year 2025/2026 the percentage of cyclist fatalities were spread between different age groups with most fatalities being in the 32 to 29 age group at 15.38% followed by age groups 20 to 24 and 60 64 at 11.54% each.

Section B

This section covers 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.

7. Vehicle Population

7.1 Number of Registered Vehicles

The number of registered vehicles increased by 265 185 (2.00%) from 13 261 115 in June 2024 to 13 526 300 vehicles in June 2025. Detail per type of vehicle is given in table 3 below.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorised Vehicles	**Jun-24**	**Jun-25**			**Jun-25**	**Jun-25**
Motorcars	7 877 714	8 073 894	196 180	2,49%	65,86%	59,69%
Minibuses	356 429	354 780	-1 649	-0,46%	2,89%	2,62%
Buses	65 184	66 191	1 007	1,54%	0,54%	0,49%
Motorcycles	352 972	366 298	13 326	3,78%	2,99%	2,71%
LDV's - Bakkies	2 716 667	2 755 010	38 343	1,41%	22,47%	20,37%
Trucks	396 277	400 942	4 665	1,18%	3,27%	2,96%
Other & Unknown	239 957	241 318	1 361	0,57%	1,97%	1,78%
Total Motorised	**12 005 200**	**12 258 433**	**253 233**	**2,11%**	**100,00%**	90,63%
Towed Vehicles						
Caravans	94 796	94 161	-635	-0,67%	7,43%	0,70%
Heavy Trailers	238 321	242 301	3 980	1,67%	19,11%	1,79%
Light Trailers	895 832	904 802	8 970	1,00%	71,36%	6,69%
Other & Unknown	26 966	26 603	-363	-1,35%	2,10%	0,20%
Total Towed	**1 255 915**	**1 267 867**	**11 952**	**0,95%**	**100,00%**	**9,37%**
All Vehicles	**13 261 115**	**13 526 300**	**265 185**	**2,00%**		**100%**

Table 3: Number of registered vehicles per type

The table above shows that all vehicles increased except Caravans and Minibuses.

The total motor vehicle population per province for June 2024 and June 2025 is given in table 4 below and the vehicle population percentage growth is reflected in the figure 19 below.

Number of Registered Vehicles per Province	Number registered Jun-24	Number registered Jun-25	Change	% Change	% of Total Jun-25
GP	5 095 612	5 203 724	108 112	2,12%	38,47%
KZN	1 785 367	1 835 595	50 228	2,81%	13,57%
WC	2 169 186	2 222 690	53 504	2,47%	16,43%
EC	864 045	875 476	11 431	1,32%	6,47%
FS	648 876	652 525	3 649	0,56%	4,82%
MP	934 471	938 791	4 320	0,46%	6,94%
NW	669 987	680 337	10 350	1,54%	5,03%
LP	797 743	818 582	20 839	2,61%	6,05%
NC	295 828	298 580	2 752	0,93%	2,21%
RSA	**13 261 115**	**13 526 300**	**265 185**	**2,00%**	**100,00%**

Table 4: Number of registered vehicles per province

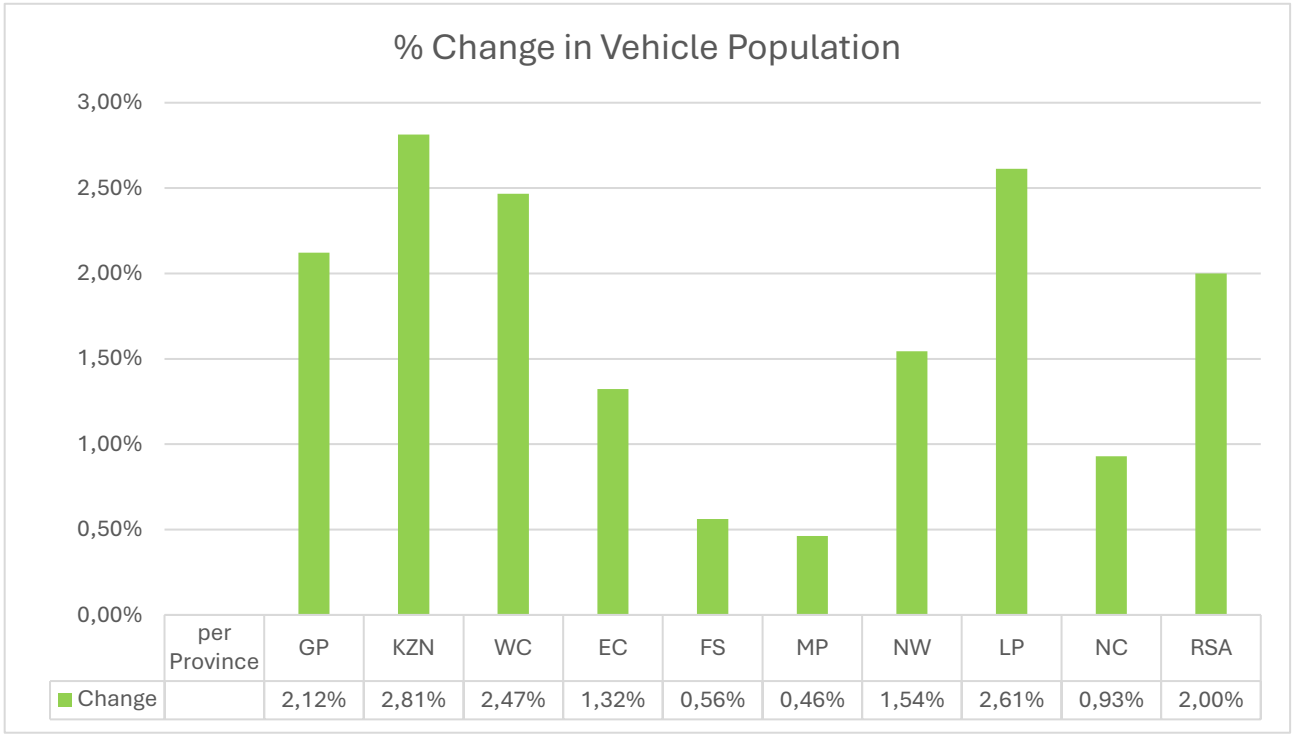


Figure 19: Percentage Annual Growth in Vehicle Population

The percentage distribution of vehicles registered per province as at 30 June 2025 is reflected in the figure 20 below.

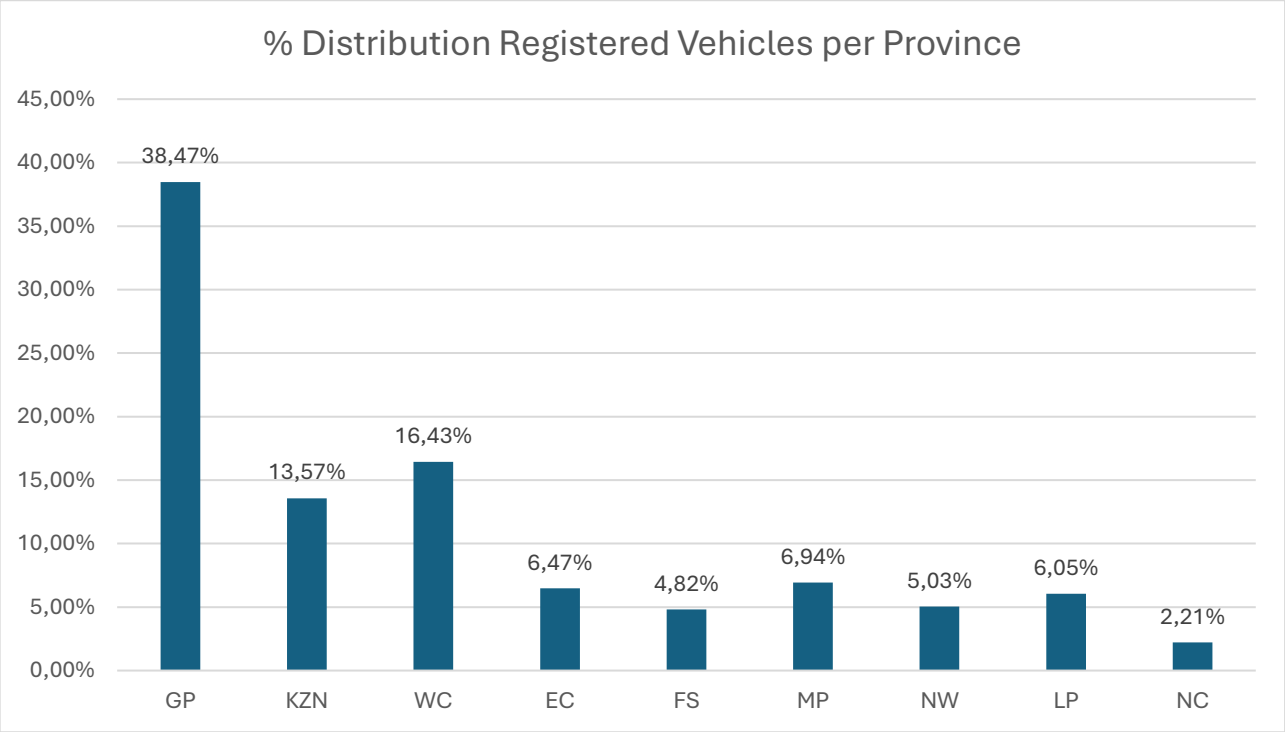


Figure 20: Percentage Vehicle Registered per province

The information in the figure above shows that 38.47% of vehicle's population were registered in Gauteng, 16.43% in Western Cape and 13.57% in KwaZulu-Natal. 68.47% of all registered vehicles in the country were registered in these three provinces.

8. Driver Population

8.1 Learner Driving Licences

The number of learners driving licences issued increased by 12 982(1.15%) from 1 126 169 in June 2024 to 1 139 151 in June 2025. Details on the number of learners driving licences issued per category is given in table 5 below and graphically reflected in the figure 21 below and changes are as reflected on figure 22 below.

Number of Learner Licences Issued				
Category	**Jun-24**	**Jun-25**	**Change**	**% Change**
CAT 1	41 577	42 279	702	1,69%
CAT 2	195 768	188 810	-6 958	-3,55%
CAT 3	888 824	908 062	19 238	2,16%
Total	**1 126 169**	**1 139 151**	**12 982**	**1,15%**

Table 5: Number of learner licences issued

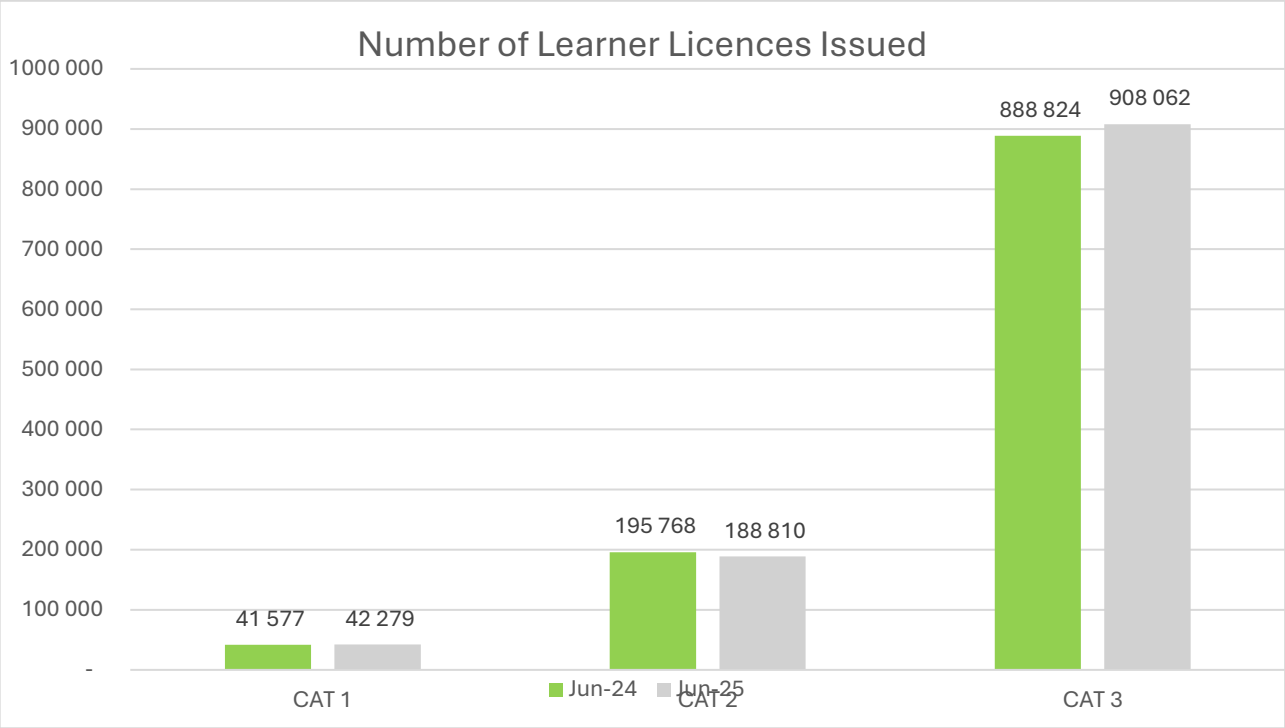


Figure 21: Number of learner license issued

Table 6 below is a breakdown of the learner licences issued per province of.

Number of Learners Licences Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Jun-24	398 213	194 926	174 429	56 234	47 192	87 563	47 699	98 361	21 552	**1 126 169**
Jun-25	425 993	190 638	163 947	59 024	42 526	91 374	49 347	96 759	19 543	**1 139 151**
Change	27 780	-4 288	-10 482	2 790	-4 666	3 811	1 648	-1 602	-2 009	**12 982**
% Change	6,98%	-2,20%	-6,01%	4,96%	-9,89%	4,35%	3,45%	-1,63%	-9,32%	**1,15%**

Table 6: Number of learner licences issued per province

Gauteng, Eastern Cape, North-West and Mpumalanga increased in number of learner licences issued for the period under review. The highest increase in learner licences issued was Gauteng at 6.98% followed by Eastern Cape at 4.96% and Mpumalanga at 4.35%.

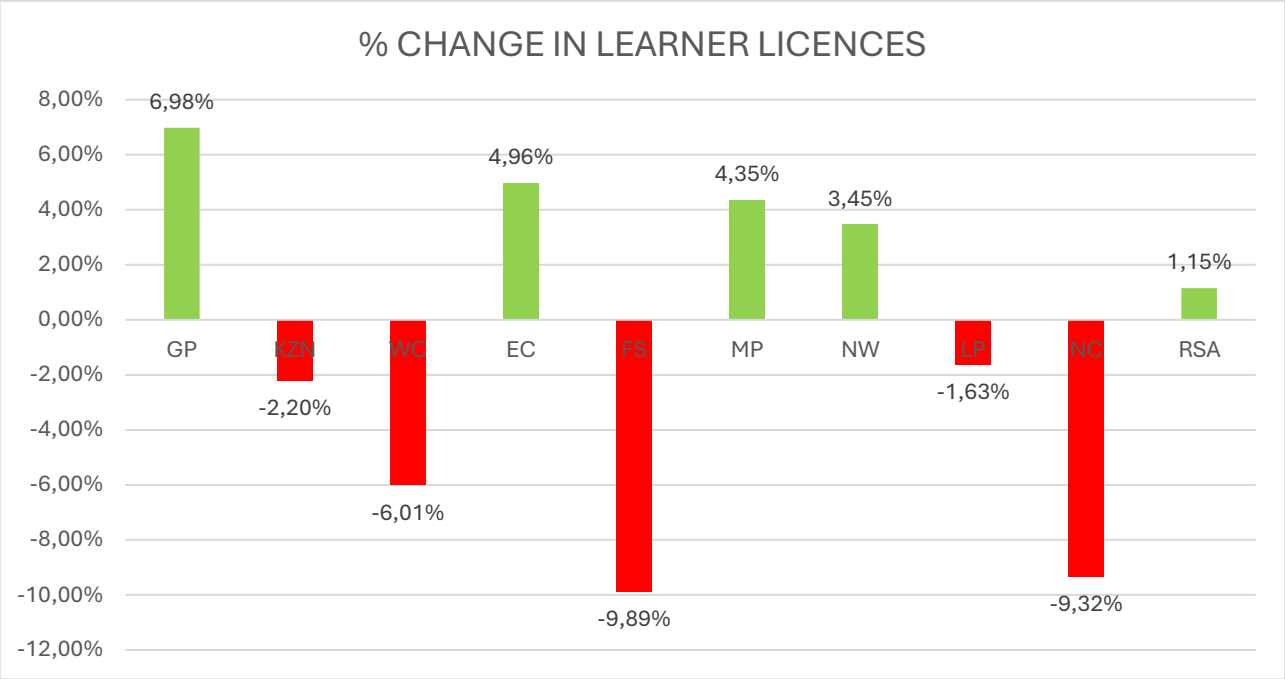


Figure 22: Percentage change in learner licences issued per province

8.2 Driving Licences Issued

8.2.1 Number of Driving Licences Issued

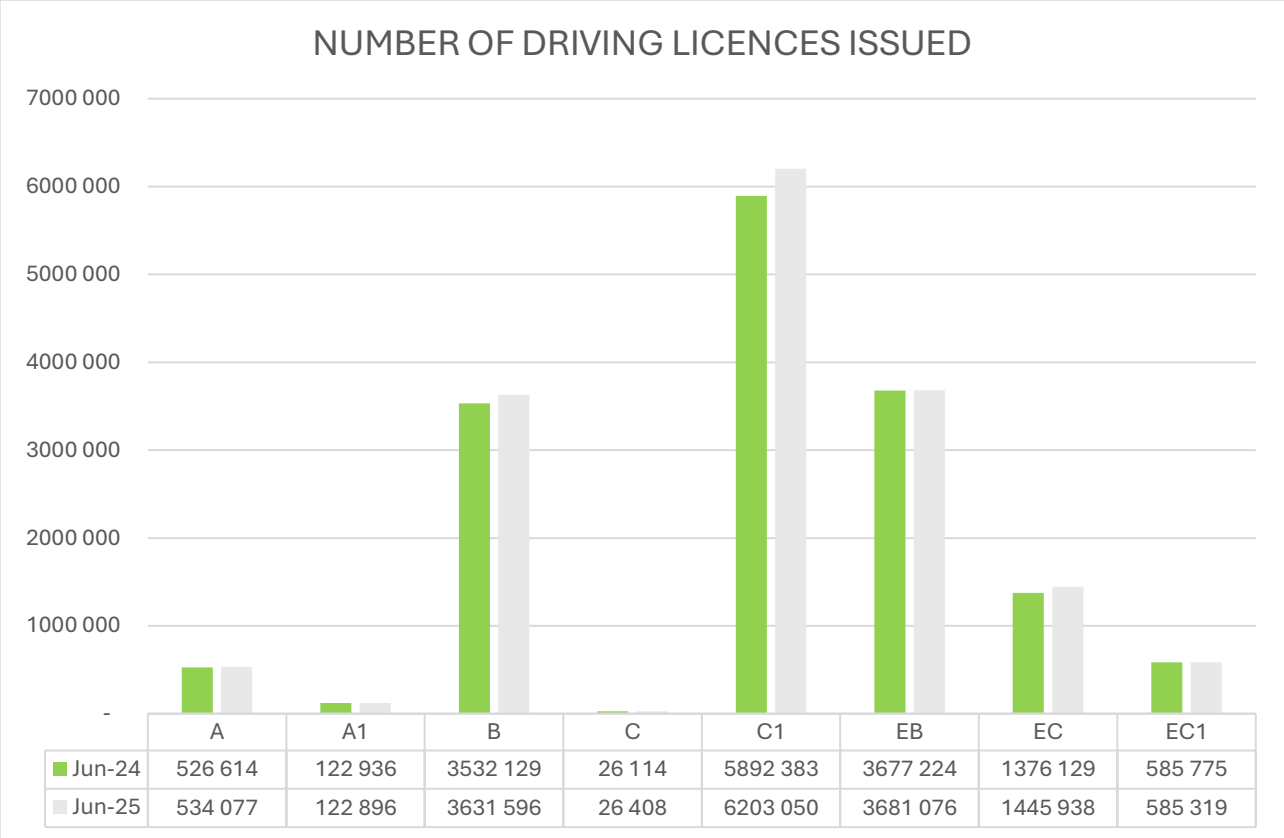
The number of driving licences issued increased by 491 056 (3.12%) from 15 739 304 in June 2024 to 16 230 360 in June 2025. Details on the number of driving licences issued per category is given in table 7 and graphically presented in figure 23 below.

Number of Driving Licences Issued				
Category	**Jun-24**	**Jun-25**	**Change**	**% Change**
A	526 614	534 077	7 463	1,42%
A1	122 936	122 896	-40	-0,03%
B	532 129	3 631 596	99 467	2,82%
C	26 114	26 408	294	1,13%
C1	5 892 383	6 203 050	310 667	5,27%
EB	3 677 224	3 681 076	3 852	0,10%
EC	1 376 129	1 445 938	69 809	5,07%
EC1	585 775	585 319	-456	-0,08%
Total	**15 739 304**	**16 230 360**	**491 056**	**3,12%**

Table 7: Number of driving licences issued

Driving licences:

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



	A	A1	B	C	C1	EB	EC	EC1
Jun-24	526 614	122 936	3532 129	26 114	5892 383	3677 224	1376 129	585 775
Jun-25	534 077	122 896	3631 596	26 408	6203 050	3681 076	1445 938	585 319

Figure 23: Number of driving licences issued

From the above table the highest percentage change is for Categories C1 with a 5.27% increase, followed by category EC and B with 5.27% and 2.82% increases respectively.

The total number of driving licences issued per province for June 2024 and June 2025 are given in table 8 below and the driving licences issued percentage change is reflected in figure 24 below.

Number of Driving Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Jun-24	5 595 955	2 519 539	2 321 490	1 115 924	741 176	1 187 536	736 250	1 236 427	285 007	**15 739 304**
Jun-25	5 802 501	2 596 320	2 386 021	1 140 543	755 947	1 224 046	755 589	1 277 838	291 555	**16 230 360**
Change	206 546	76 781	64 531	24 619	14 771	36 510	19 339	41 411	6 548	**491 056**
% Change	3,69%	3,05%	2,78%	2,21%	1,99%	3,07%	2,63%	3,35%	2,30%	**3,12%**

Table 8: Number of driving licences issued per province

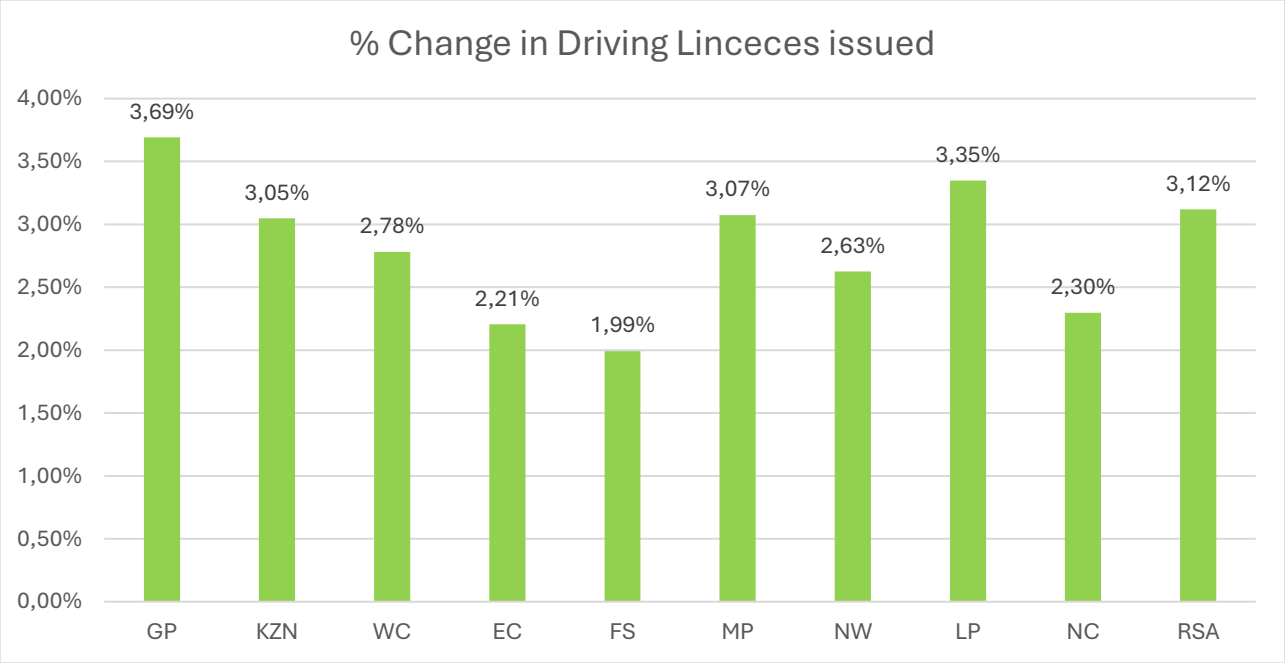


Figure 24: Percentage change in driving licences issued

8.2.2 Professional Driving Permits Issued

The number of Professional driving permits (PrDP's) issued increased by 44 300 (3.59%) from 1 232 837 in June 2024 to 1 277 137 in June 2025. Detail on the number of PrDPs issued per category is given in table 9 below and graphically represented in the figure 25 below.

Number of PrDP's Issued				
Category	**Jun-24**	**Jun-25**	**Change**	**% Change**
G	7 870	8 574	704	8,95%
P G	1 163 429	1 203 705	40 276	3,46%
D G	141	131	-10	-7,09%
D P G	61 397	64 727	3 330	5,42%
Total	**1 232 837**	**1 277 137**	**44 300**	**3,59%**

Table 9: Number of PrDP's issued

Professional Driving Permits (PrDPs)
G: Goods
P: Passengers
D: Dangerous goods

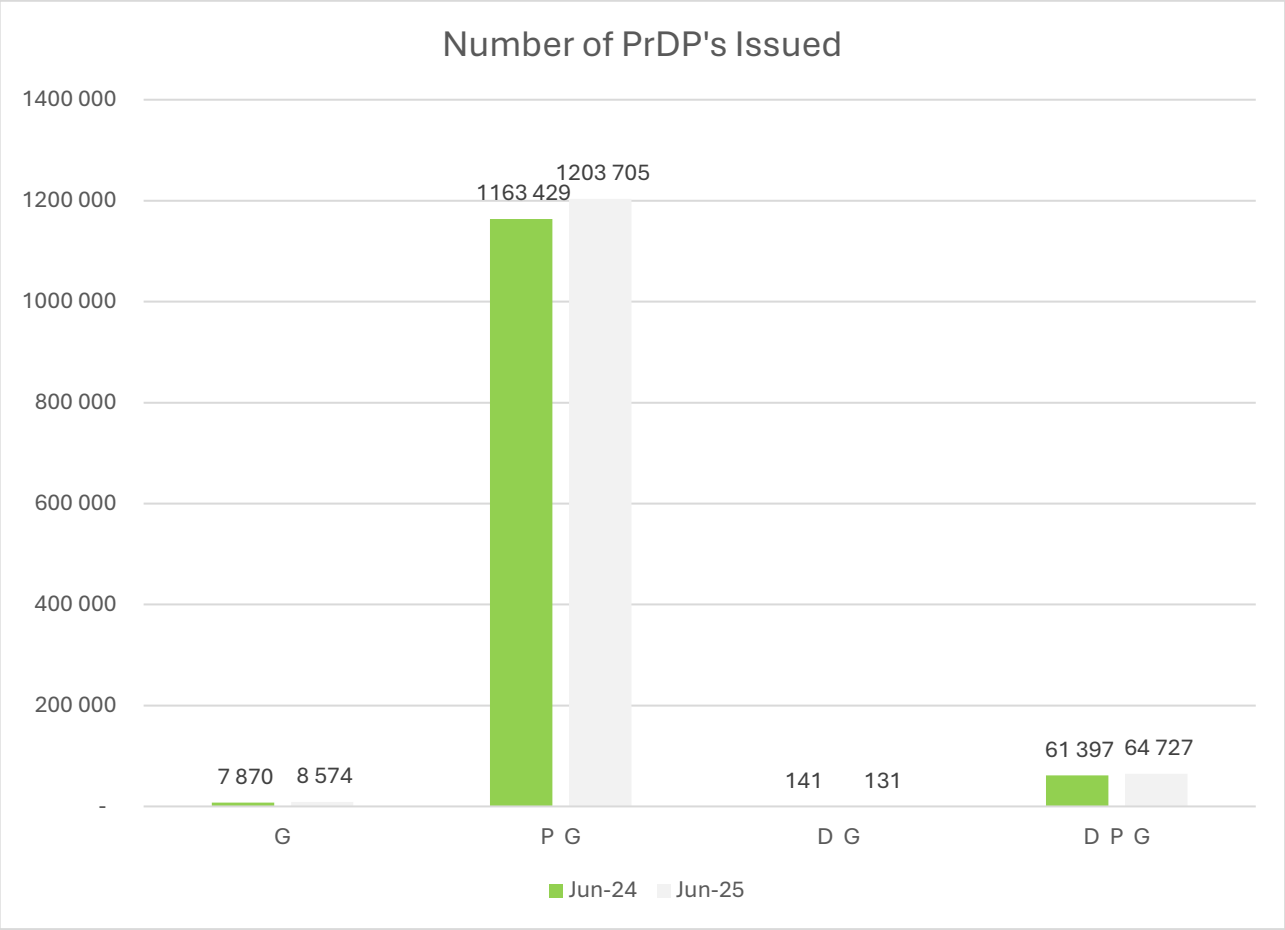


Figure 25: Number of PrDP's issued

The total number of professional driving permits issued per province for June 2024 and June 2025 are given in table 10 below and the professional driving permits issued percentage change is reflected in the figure 26 below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jun-24	90 755	210 664	164 347	94 990	64 686	111 324	57 170	111 762	27 139	**1 232 837**
Jun-25	408 666	215 964	173 304	100 121	65 894	113 381	59 059	112 636	28 129	**1 277 154**
Change	17 911	5 300	8 957	5 131	1 208	2 057	1 889	874	990	**44 317**
% Change	4,58%	2,52%	5,45%	5,40%	1,87%	1,85%	3,30%	0,78%	3,65%	**3,59%**

Table 10: Number of professional driving permits (PrDP's) issued per province

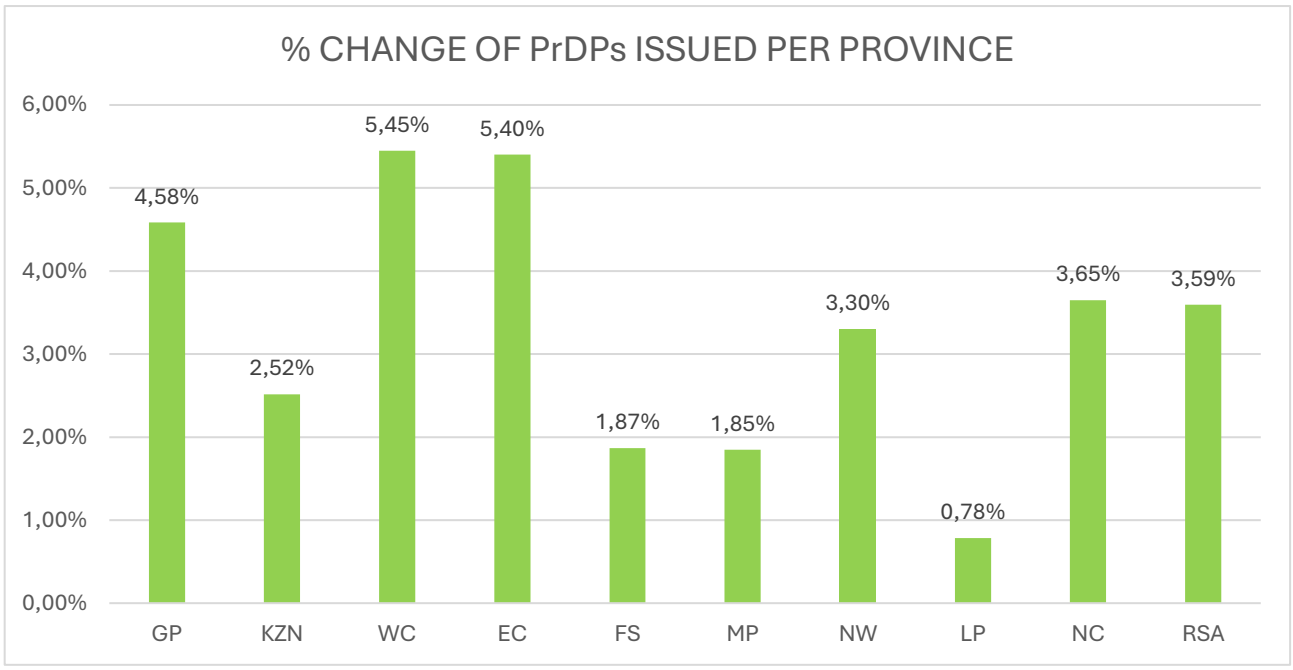


Figure 26: Percentage changes in PrDP's province

9. Approval

Compiled by

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