Road Traffic Management Corporation

State of Road Safety Report
Quarterly Report
July 2025 to September 2025

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

ARRIVE ALIVE

DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

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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 July 2025 to 30 September 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 July to September 2025. The performance per each focus areas have been provided below.

Road Crashes Data

A total of 2 845 fatalities were recorded between July and September 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 297 740 (2.24%) from 13 315 711 in September 2024 to 13 613 451 vehicles in September 2025.

The number of learners driving licences issued increased by 5 330 (0.47%) from 1 134 693 in September 2024 to 1 140 023 in September 2025.

The number of driving licences issued increased by 498 875 (3.14%) from 15 869 073 in September 2024 to 16 367 948 in September 2025.

The number of Professional driving permits (PrDP's) issued increased by 42 006 (3.40%) from 1 236 888 in September 2024 to 1 278 894 in September 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 where 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

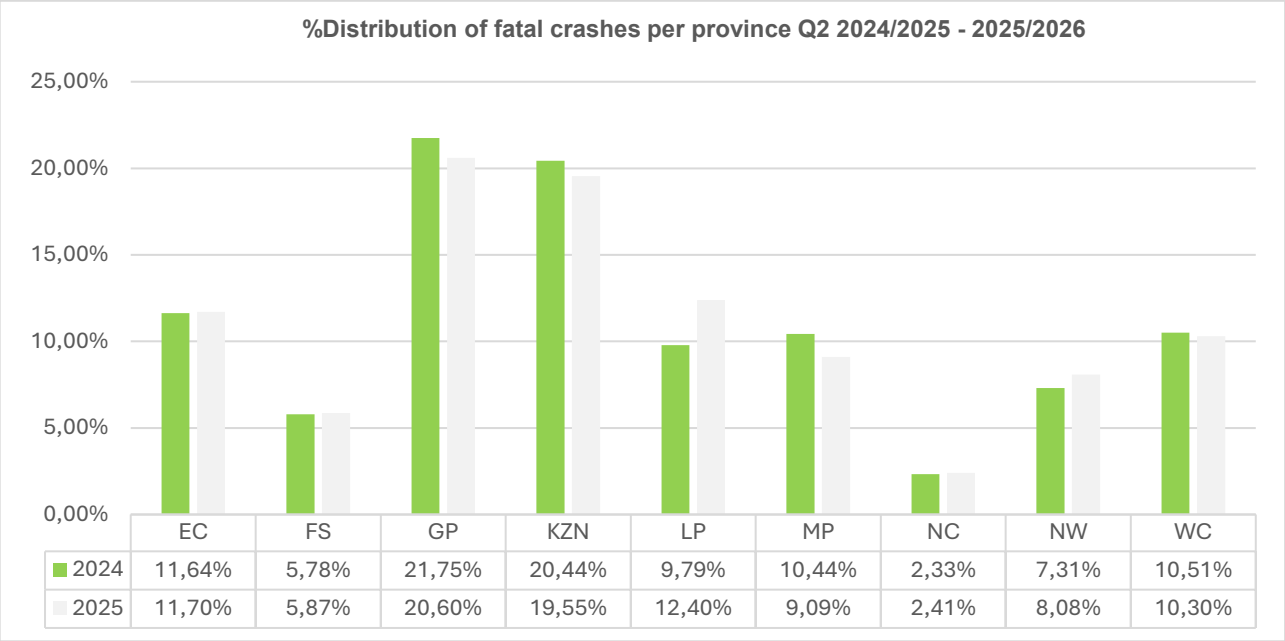
The section covers fatal road crash data. The section encompasses the number of fatal crashes and fatalities, contributory factors, fatality data per road user group and major crashes.

5.1 Number of fatal crashes

Table 1 below provides a comparison between the second quarter of the financial year 2024/25 and second quarter of the financial year 2025/26. Nationally there was a decrease of fatal crashes from 2 749 to 2 573; this represents -6.40%(-176) decrease. The following provinces recorder increases in fatal crashes: Limpopo +50(+18.59%) and Northwest +7(+3.48%). Mpumalanga recorded the highest percentage decrease of -53(-18.47%) followed by Gauteng at -68(-11.37%).

FATAL CRASHES										
Period	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
Q2 2024	**320**	**159**	**598**	**562**	**269**	**287**	**64**	**201**	**289**	**2 749**
Q2 2025	**301**	**151**	**530**	**503**	**319**	**234**	**62**	**208**	**265**	**2 573**
CHANGE	**-19**	**-8**	**-68**	**-59**	**50**	**-53**	**-2**	**7**	**-24**	**-176**
%CHANGE	**-5,94%**	**-5,03%**	**-11,37%**	**-10,50%**	**18,59%**	**-18,47%**	**-3,13%**	**3,48%**	**-8,30%**	**-6,40%**

Table 1: Number of fatal crashes per Province



	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024	11,64%	5,78%	21,75%	20,44%	9,79%	10,44%	2,33%	7,31%	10,51%
2025	11,70%	5,87%	20,60%	19,55%	12,40%	9,09%	2,41%	8,08%	10,30%

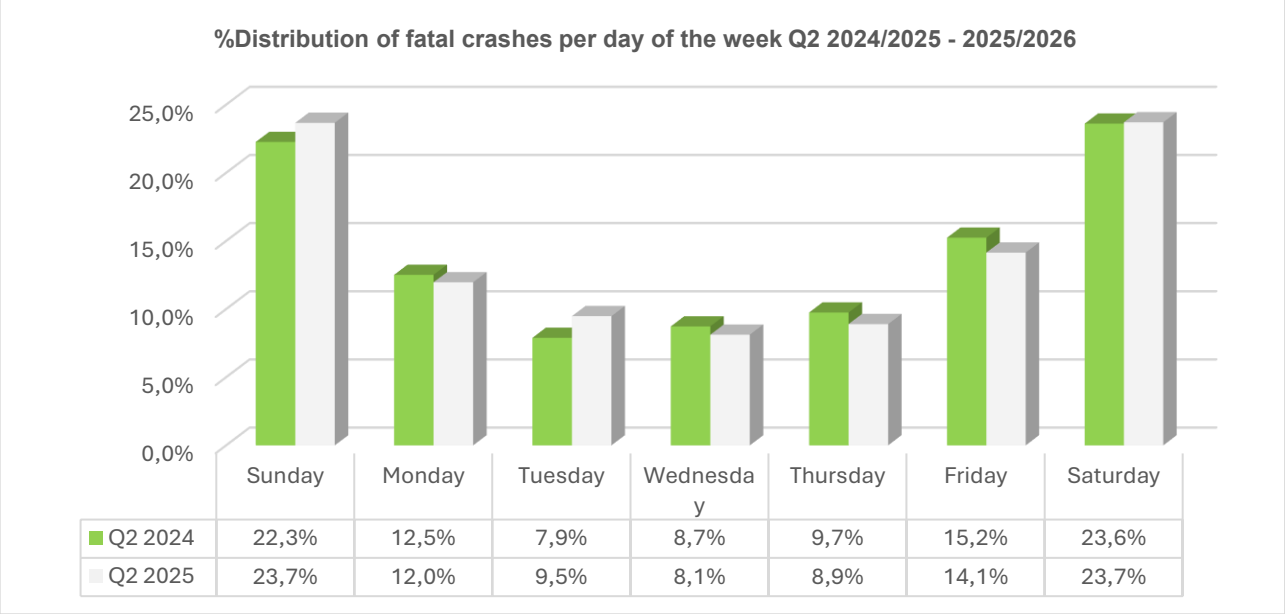
Figure 1: Percentage distribution of fatal crashes per province

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 21.75% and 20.44% in 2024 and 20.60% and 19.55% in 2025 respectively. At least forty percent (40%) 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 second 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 61.5% and for 2024/2025 61.1%.

Saturdays and Sundays contributed 47.45 to fatal crashes in both 2025/2026 and 45.9% 2024/2025.



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Q2 2024	22,3%	12,5%	7,9%	8,7%	9,7%	15,2%	23,6%
Q2 2025	23,7%	12,0%	9,5%	8,1%	8,9%	14,1%	23,7%

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.

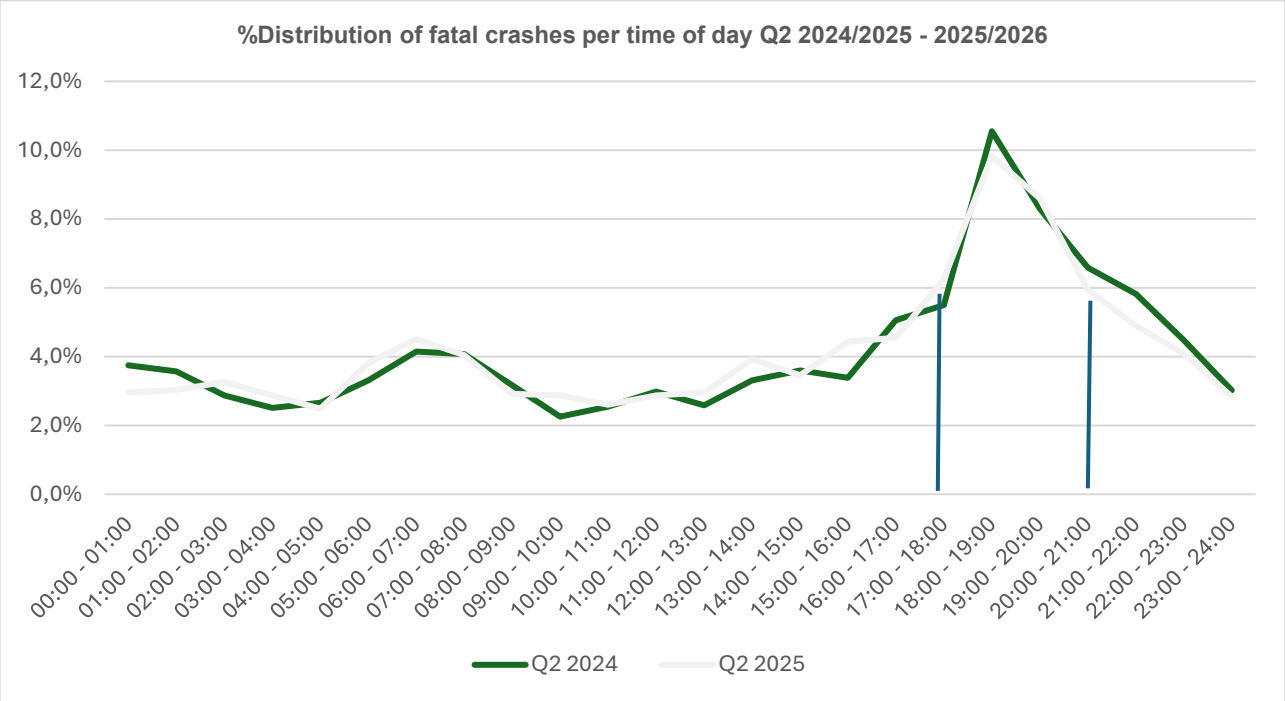


Figure 3: Percentage distribution of fatal crashes per time of day

From figure 3 above the period 17:00 to 21:00 contributed most fatal crashes. This four-hour period contributed 30.6% in 2025/2026 second quarter and 30.9% in 2024/2025 second 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.

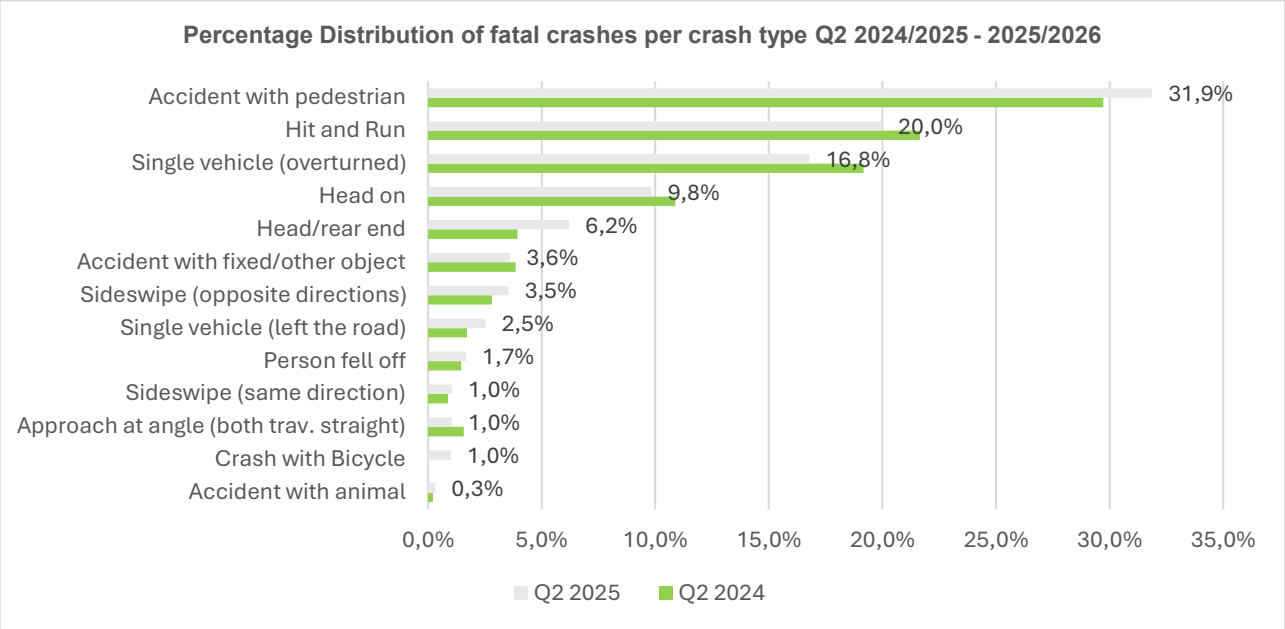


Figure 4: Percentage distribution of crash types

From figure 4 above, most fatal crashes occurred with pedestrians at 31.9% in the second quarter of 2025/2026 and 29.7% in the second quarter 2024/2025, followed by hit and runs at 20.0% 2025/2026 and 21.6% 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.

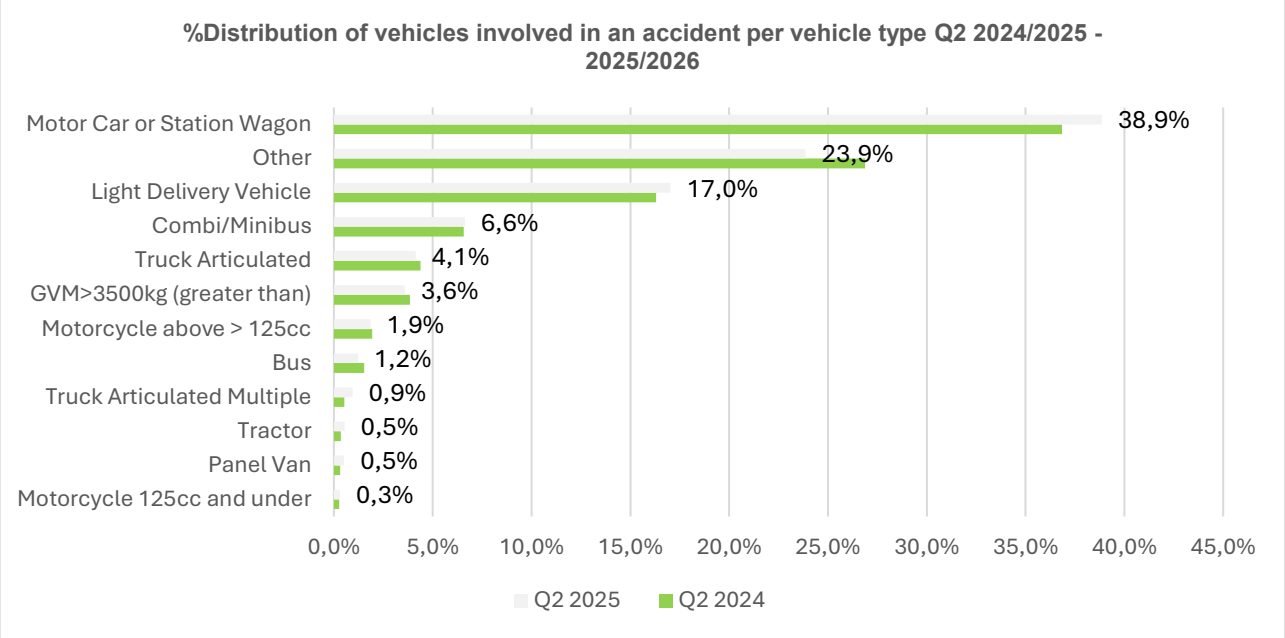


Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were Motor Cars or Station Wagon at 38.9% and Light Delivery Vehicles 17.0% in the second quarter of 2025/2026; and in the second quarter of 2024/2025 Motor Cars or Station Wagon at 36.8% and Light Delivery Vehicles at 16.3% 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 86.9% in the second quarter of 2025/2026 and 93.0% in the second quarter of 2024/2025 to fatal crashes. Human factors in fatal crashes remain a big concern.

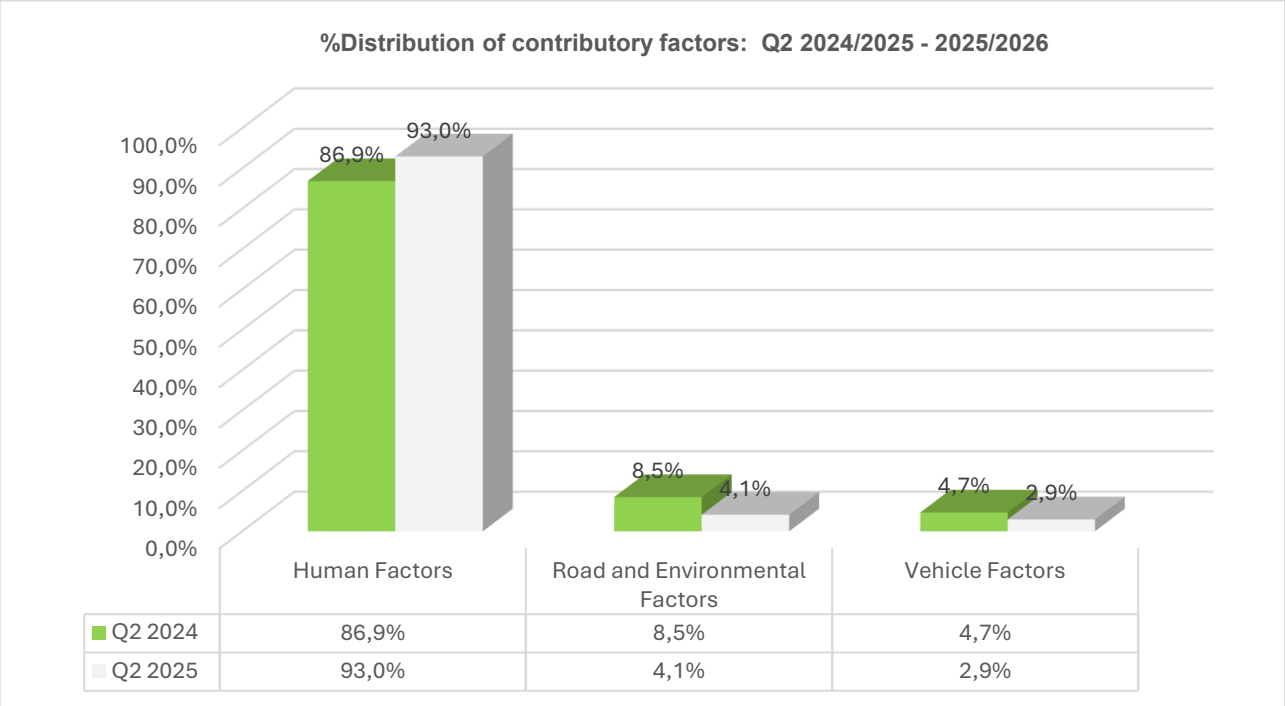


Figure 6: Comparison of contributory factors

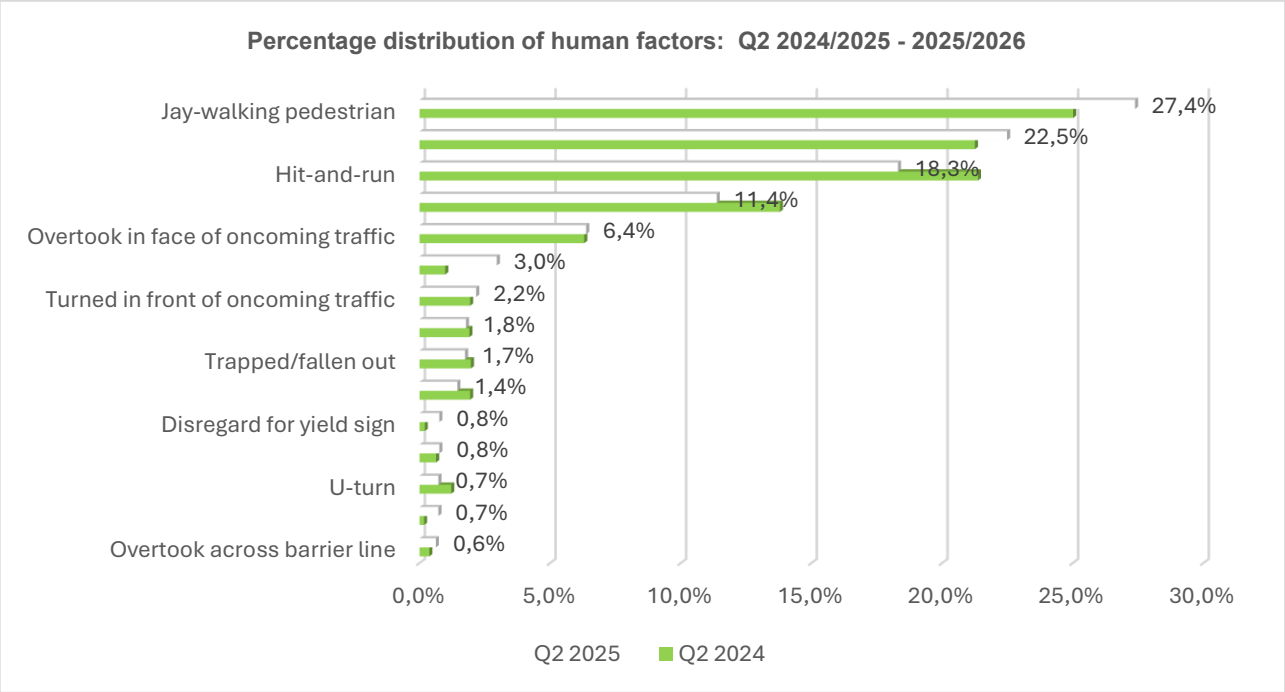


Figure 7: Percentage distribution of human factors

Figure 7 above shows that jaywalking and hit and run are the major contributory factors within the human factors at 27.4% and 18.3% respectively in the second quarter of 2025/2026 and at 25.0% and 21.4% in the second quarter of 2024/2025.

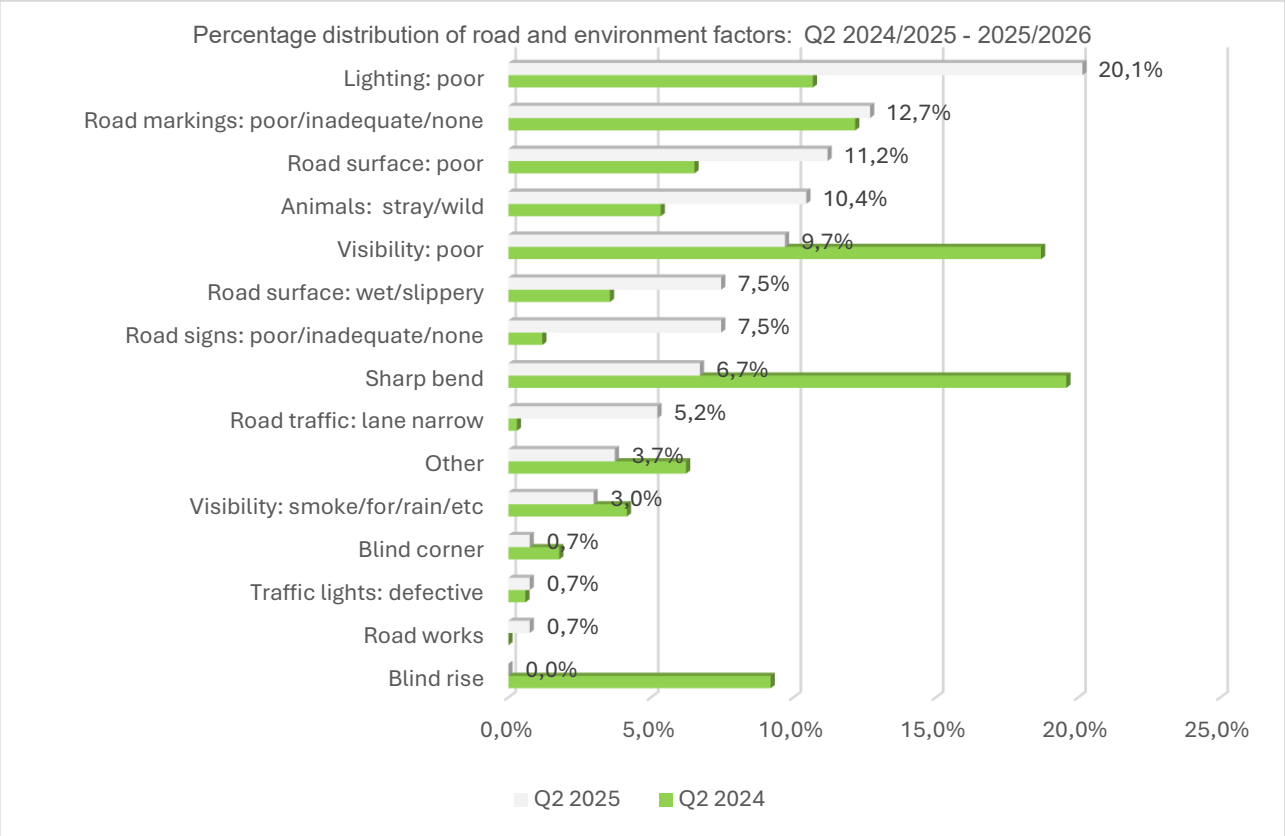


Figure 8: Percentage distribution of road and environmental factors

Within the road environmental factors sharp poor lighting, inadequate road markings and poor road surface contributed 20.1%, 12.7% and 11.2% respectively to fatal crashes during the second quarter of 2025/2026. In quarter two of 2024/2025 the top contributors to fatal crashes were sharp bend at 19.6%, poor visibility at 18.7% and poor road markings at 12.2%.

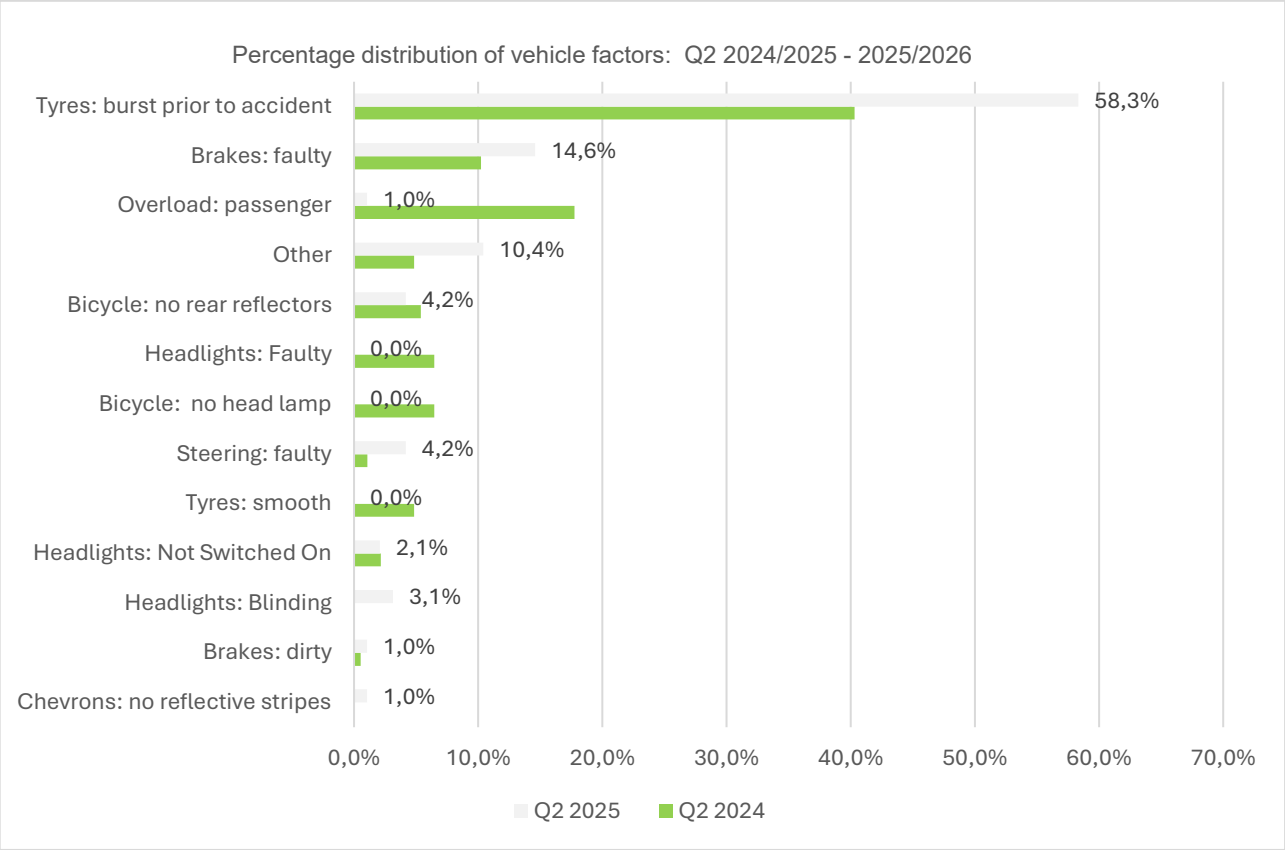


Figure 9: Percentage distribution for vehicle factor

According to figure 9 above tyre burst and faulty brakes were the highest contributors to crashes under the vehicle factors category at 58.3% and 14.6% in quarter two of 2025/2026; and in quarter two of 2024/2025 the main factors were tyre burst at 40.3%, overload at 17.7% and tyre burst at 10.2%.

6. Road fatalities

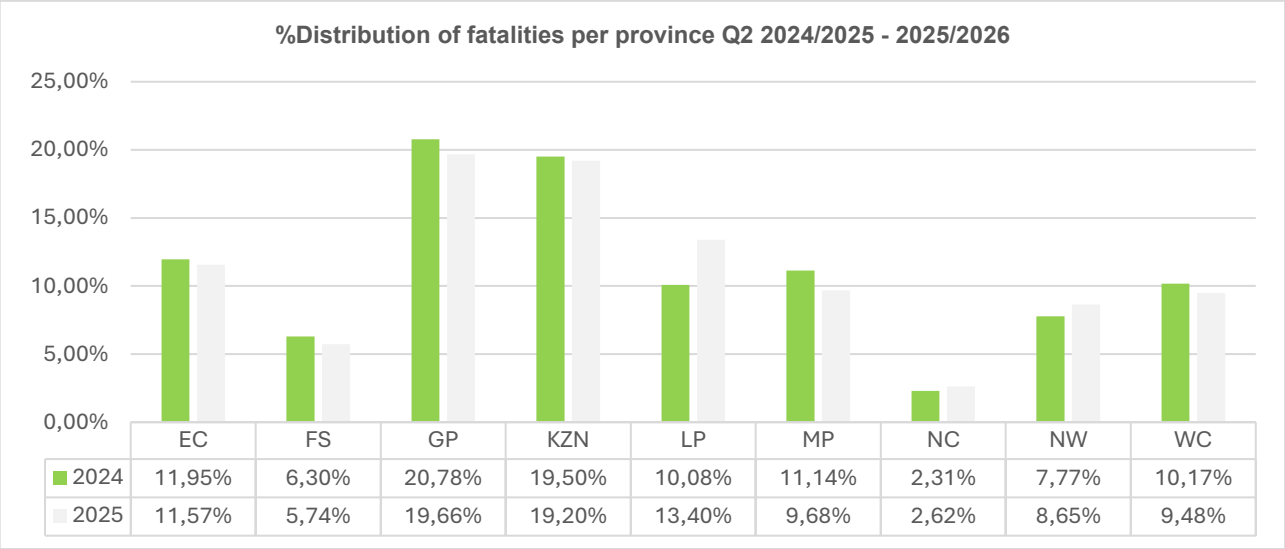
The section covers fatalities data. Fatalities are defined as when a person or persons that are killed during or immediately after a crash, or death occurs within 30 days after a crash as a direct result of such crash. The section encompasses number of fatalities, percentage distribution per road user,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

6.1 Fatalities per province

FATALITIES										
Period	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
Q1 2024	**383**	**202**	**666**	**625**	**323**	**357**	**74**	**249**	**326**	**3205**
Q1 2025	**349**	**173**	**593**	**579**	**404**	**292**	**79**	**261**	**286**	**3016**
CHANGE	**-34**	**-29**	**-73**	**-46**	**81**	**-65**	**5**	**12**	**-40**	**-189**
%CHANGE	**-8,88%**	**-14,36%**	**-10,96%**	**-7,36%**	**25,08%**	**-18,21%**	**6,76%**	**4,82%**	**-12,27%**	**-5,90%**

Table 2: Comparison of fatalities per province

Table 2 above provides a comparison between the second quarter of the financial year 2024/25 and second quarter of the financial year 2025/26. Nationally there was a decrease of fatalities from 3 205 to 3 016; this represents -5.90%(-189) decrease. The following provinces recorder increases in fatalities: Limpopo +81(+25.08%), Northern Cape +5(+6.76%) and Northwest +12(+4.82%). Mpumalanga recorded the highest percentage decrease of -65(-18.21%) followed by Free-State at -29(-14.36%).



	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024	11,95%	6,30%	20,78%	19,50%	10,08%	11,14%	2,31%	7,77%	10,17%
2025	11,57%	5,74%	19,66%	19,20%	13,40%	9,68%	2,62%	8,65%	9,48%

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 20.78% and 19.50% in 2024 and 19.66% and 19.20% 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

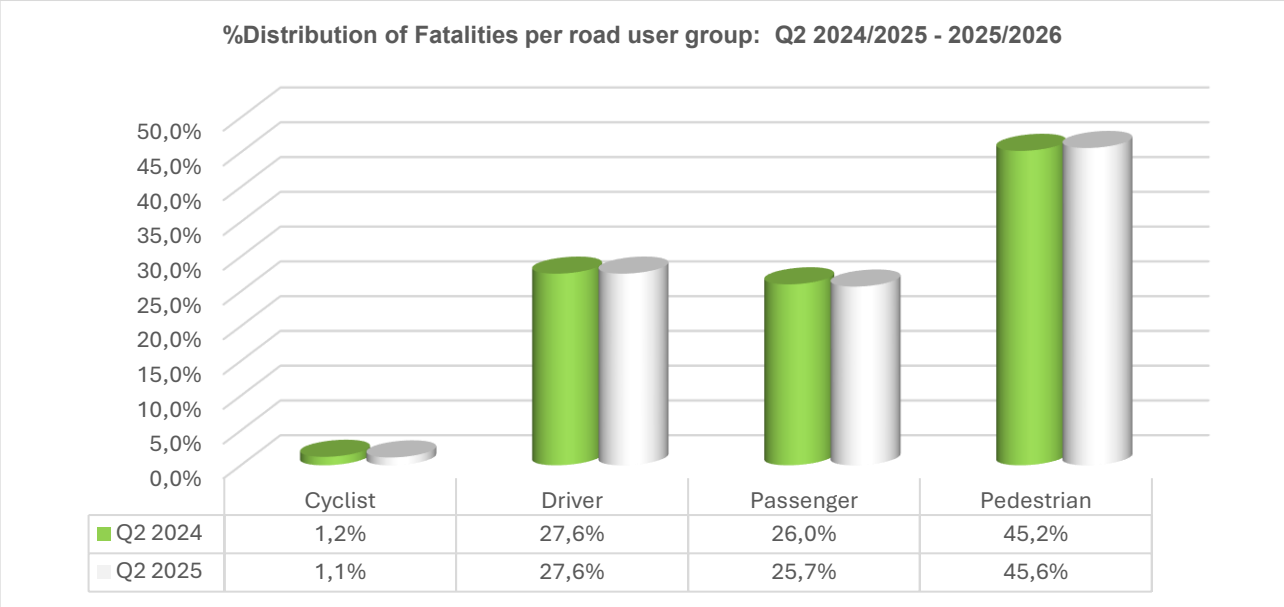


Figure 11: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road user groups are reflected in figure 11 above. From the above figure during the period under review 45.6% of road fatalities were pedestrians, 25.7% passengers, 27.6% drivers and 1.1% cyclists. During the second quarter of 2024/2025 45.2% of road fatalities were pedestrians, 26.0% passengers, 27.6% drivers and 1.2% cyclists.

6.3 Fatalities per gender

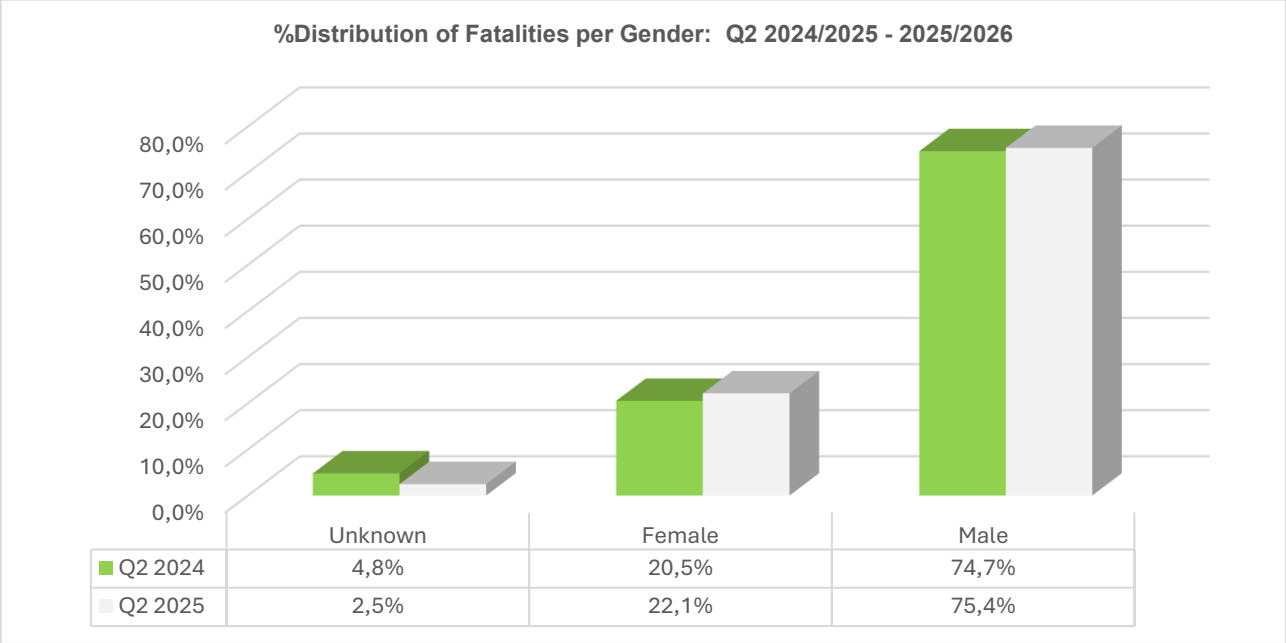
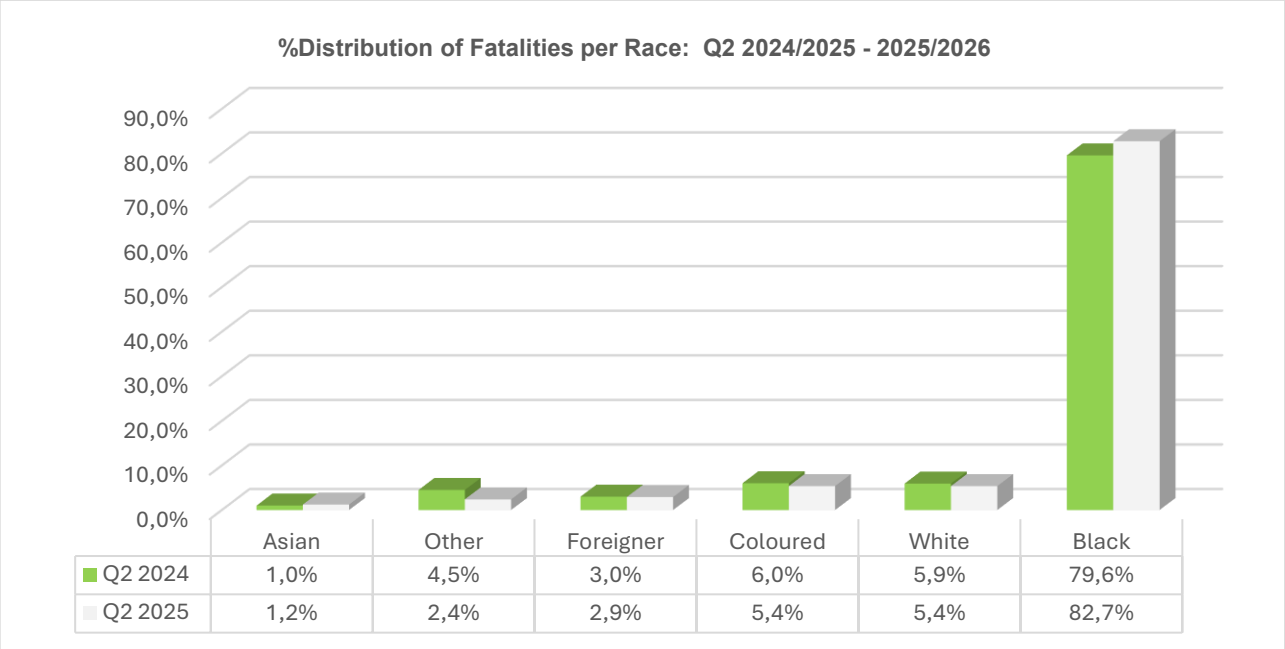


Figure 12: Percentage distribution of fatalities per gender

Figure 12 above shows fatalities per gender. From the above figure 75.4% of road fatalities were male during the period under review.

6.4 Fatalities per race



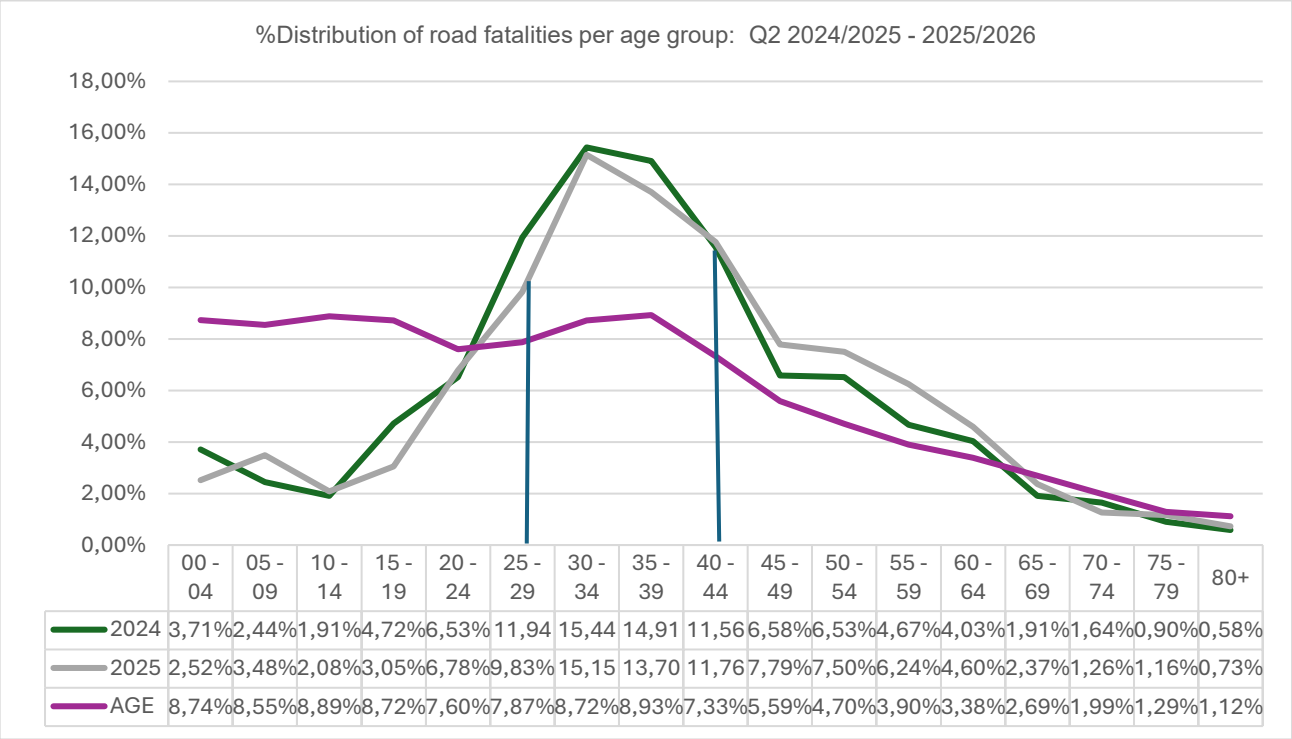
	Asian	Other	Foreigner	Coloured	White	Black
Q2 2024	1,0%	4,5%	3,0%	6,0%	5,9%	79,6%
Q2 2025	1,2%	2,4%	2,9%	5,4%	5,4%	82,7%

Figure 13: Percentage distribution of fatalities per race

From figure 13 above 82.7% of road fatalities for the period under review were blacks, this percentage was 79.6% 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 July to September 2025 and July to September 2024.



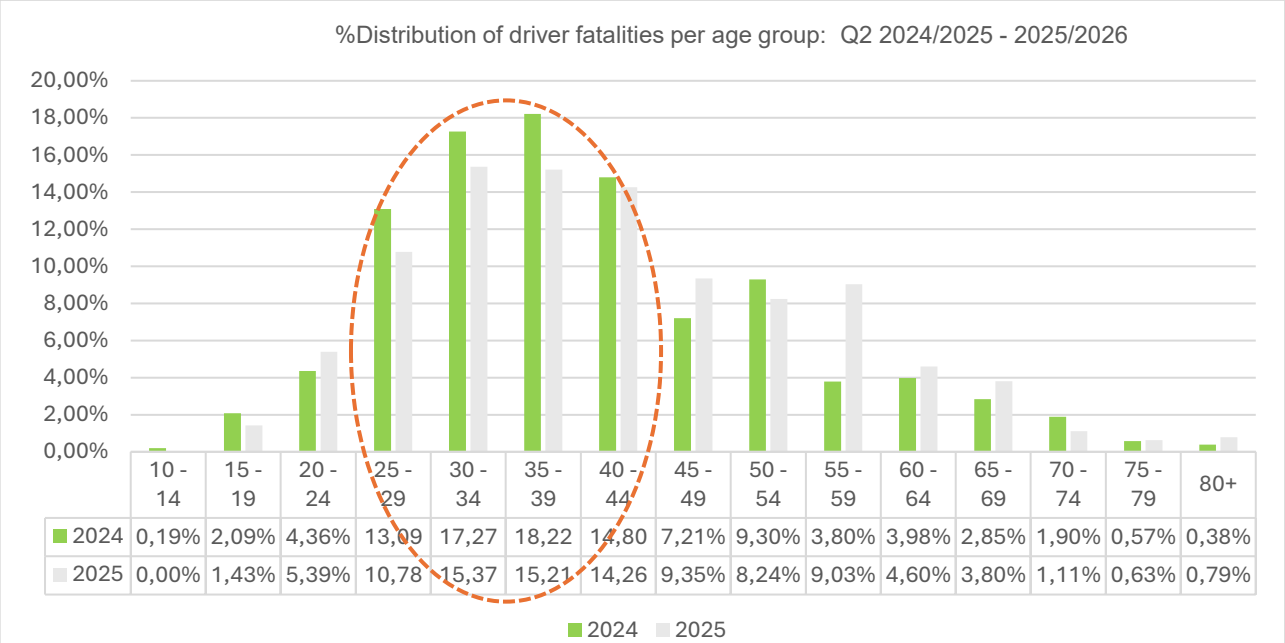
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024	3,71%	2,44%	1,91%	4,72%	6,53%	11,94	15,44	14,91	11,56	6,58%	6,53%	4,67%	4,03%	1,91%	1,64%	0,90%	0,58%
2025	2,52%	3,48%	2,08%	3,05%	6,78%	9,83%	15,15	13,70	11,76	7,79%	7,50%	6,24%	4,60%	2,37%	1,26%	1,16%	0,73%
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 second 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 6.00% of fatalities and 6.15% 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 July to September 2025 and July to September 2024.



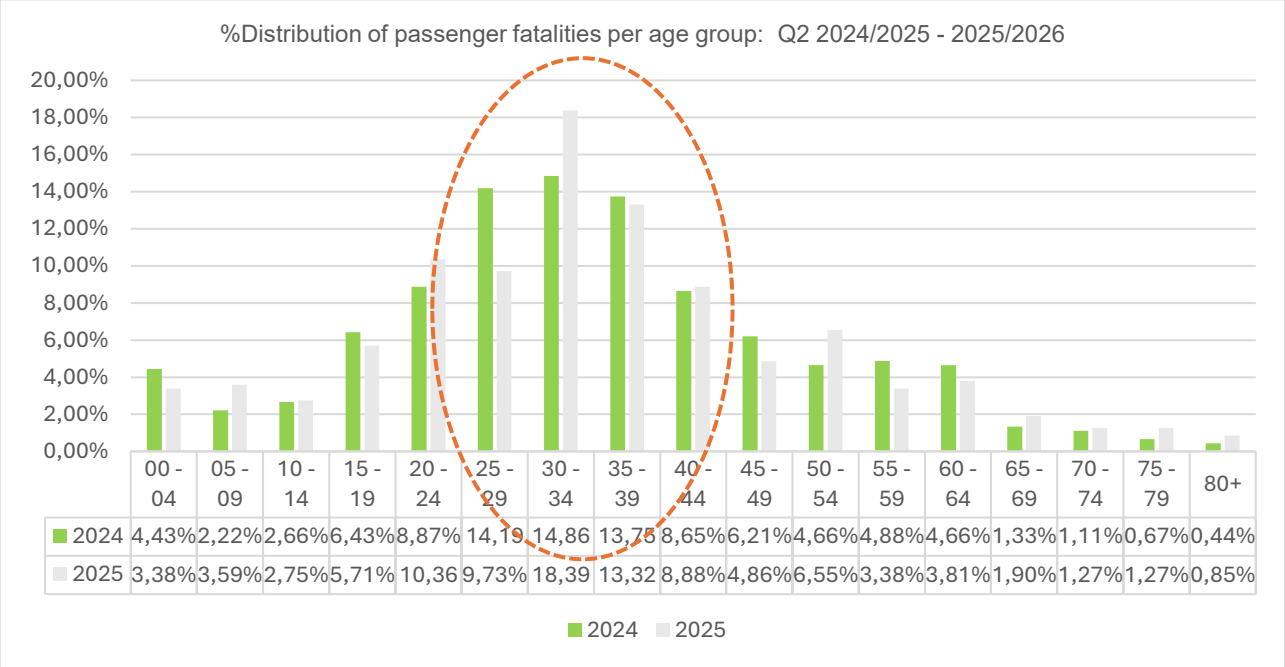
	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024	0,19%	2,09%	4,36%	13,09	17,27	18,22	14,80	7,21%	9,30%	3,80%	3,98%	2,85%	1,90%	0,57%	0,38%
2025	0,00%	1,43%	5,39%	10,78	15,37	15,21	14,26	9,35%	8,24%	9,03%	4,60%	3,80%	1,11%	0,63%	0,79%

Figure 15: Percentage distribution of fatalities per age for drivers

In the second quarter of the financial year 2025/2026 the percentage of driver fatalities in the age group 25 to 44 was 55.63% of all driver fatalities and for the same period in financial year 2024/2025 this percentage was 63.38%. 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 July to September 2025 and July to September 2024.



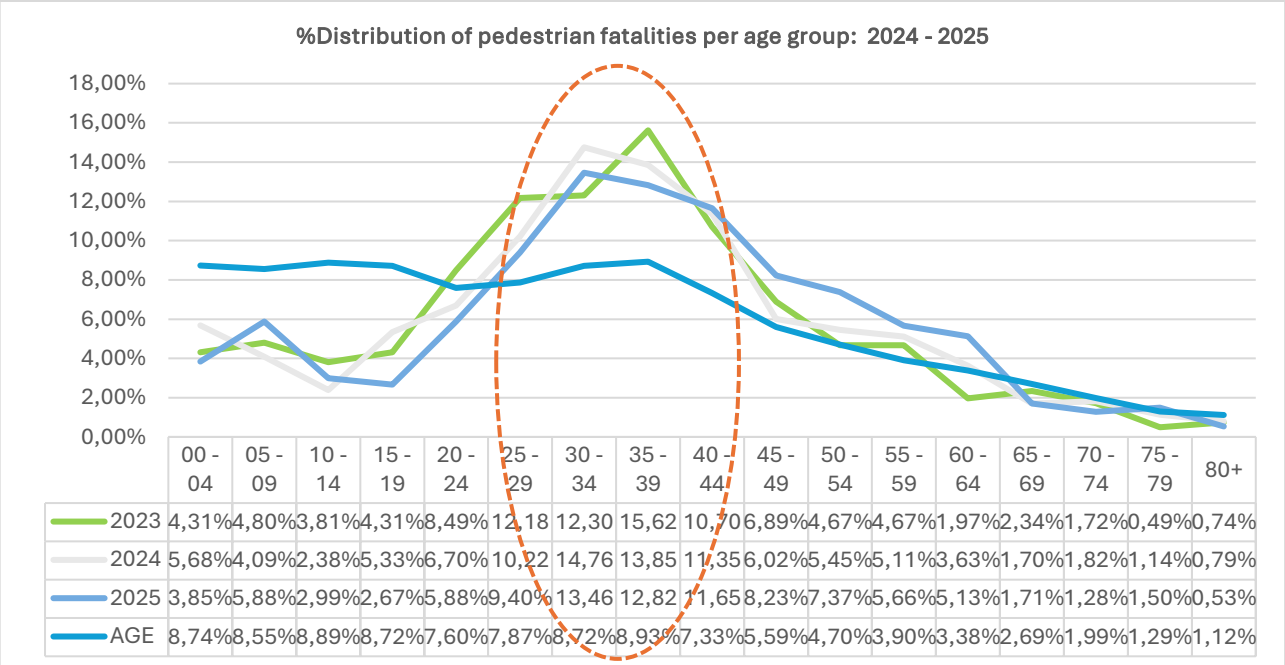
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024	4,43%	2,22%	2,66%	6,43%	8,87%	14,19	14,86	13,75	8,65%	6,21%	4,66%	4,88%	4,66%	1,33%	1,11%	0,67%	0,44%
2025	3,38%	3,59%	2,75%	5,71%	10,36	9,73%	18,39	13,32	8,88%	4,86%	6,55%	3,38%	3,81%	1,90%	1,27%	1,27%	0,85%

Figure 16: Percentage distribution of fatalities per age for passengers

In the second quarter of the financial year 2025/2026 the percentage of passenger fatalities in the age group 25 to 44 was 50.32% of all passenger fatalities and for the same period in financial year 2024/2025 this percentage was 51.44%. 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 July to September 2025 and July to September 2024.



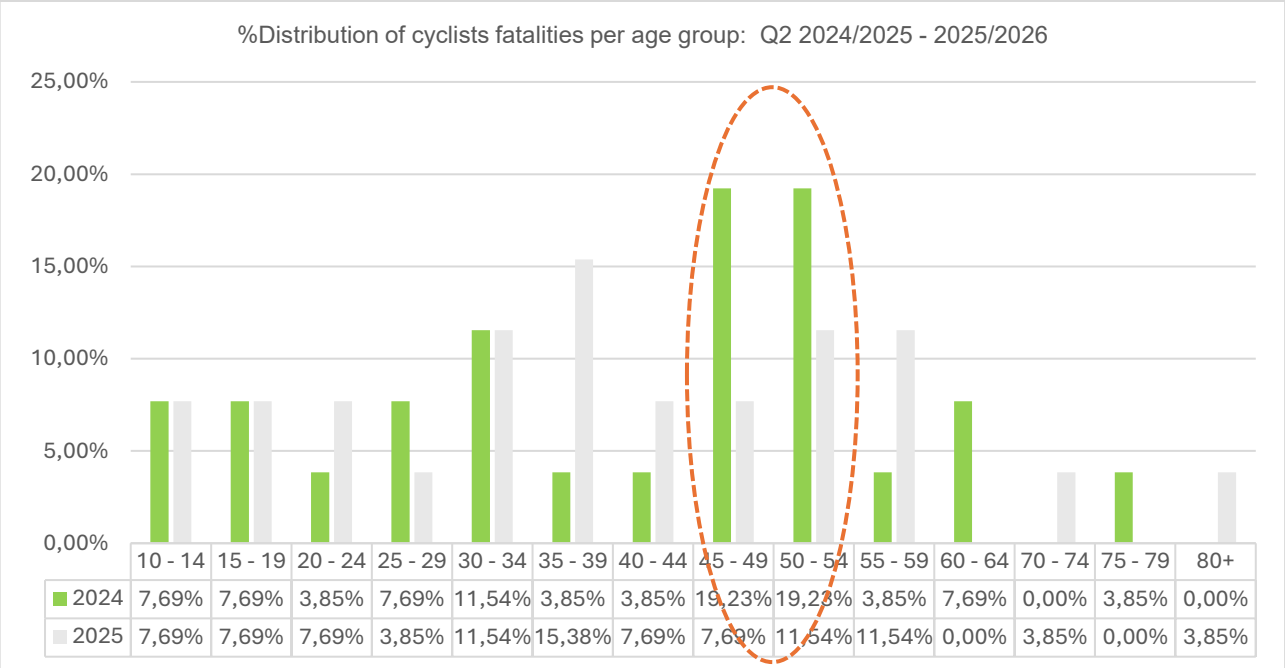
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023	4,31%	4,80%	3,81%	4,31%	8,49%	12,18	12,30	15,62	10,70	6,89%	4,67%	4,67%	1,97%	2,34%	1,72%	0,49%	0,74%
2024	5,68%	4,09%	2,38%	5,33%	6,70%	10,22	14,76	13,85	11,35	6,02%	5,45%	5,11%	3,63%	1,70%	1,82%	1,14%	0,79%
2025	3,85%	5,88%	2,99%	2,67%	5,88%	9,40%	13,46	12,82	11,65	8,23%	7,37%	5,66%	5,13%	1,71%	1,28%	1,50%	0,53%
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 17: Percentage distribution of fatalities per age for pedestrians

In the second quarter of the financial year 2025/2026 the percentage of pedestrian fatalities in the age group 25 to 44 was 47.33% of all pedestrian fatalities and for the same period in financial year 2024/2025 this figure was 50.17% and 50.80% 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: 9.72% in 2025/2026, 9.76% in 2024/2025 and 9.10% in 2023/2024.

6.9 Cyclist fatalities per age group

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



	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	70 - 74	75 - 79	80+
2024	7,69%	7,69%	3,85%	7,69%	11,54%	3,85%	3,85%	19,23%	19,23%	3,85%	7,69%	0,00%	3,85%	0,00%
2025	7,69%	7,69%	7,69%	3,85%	11,54%	15,38%	7,69%	7,69%	11,54%	11,54%	0,00%	3,85%	0,00%	3,85%

Figure 18: Percentage distribution of fatalities per age for cyclists

In the second quarter of the financial year 2025/2026 the percentage of cyclist fatalities were spread between different age groups with most fatalities being in the 35 to 39 age group at 15.38% followed by age groups 30 to 34, 50 to 54 and 55 to 59 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 297 740 (2.24%) from 13 315 711 in September 2024 to 13 613 451 vehicles in September 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	**Sep-24**	**Sep-25**			**Sep-25**	**Sep-25**
Motorcars	7 917 634	8 137 007	219 373	2,77%	65,93%	59,77%
Minibuses	356 003	354 308	-1 695	-0,48%	2,87%	2,60%
Buses	65 576	66 650	1 074	1,64%	0,54%	0,49%
Motorcycles	355 351	369 286	13 935	3,92%	2,99%	2,71%
LDV's - Bakkies	2 724 665	2 769 166	44 501	1,63%	22,44%	20,34%
Trucks	397 660	402 977	5 317	1,34%	3,27%	2,96%
Other & Unknown	240 220	242 103	1 883	0,78%	1,96%	1,78%
Total Motorised	**12 057 109**	**12 341 497**	**284 388**	**2,36%**	**100,00%**	90,66%
Towed Vehicles						
Caravans	94 588	93 999	-589	-0,62%	7,39%	0,69%
Heavy Trailers	239 997	243 840	3 843	1,60%	19,17%	1,79%
Light Trailers	897 174	907 618	10 444	1,16%	71,36%	6,67%
Other & Unknown	26 843	26 497	-346	-1,29%	2,08%	0,19%
Total Towed	**1 258 602**	**1 271 954**	**13 352**	**1,06%**	**100,00%**	**9,34%**
All Vehicles	**13 315 711**	**13 613 451**	**297 740**	**2,24%**		**100%**

Table 3: Number of registered vehicles per type

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

The total motor vehicle population per province for September 2024 and September 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	5 117 325	5 242 216	124 891	2,44%	38,51%
KZN	1 794 578	1 852 234	57 656	3,21%	13,61%
WC	2 179 652	2 235 587	55 935	2,57%	16,42%
EC	866 683	878 881	12 198	1,41%	6,46%
FS	649 544	654 694	5 150	0,79%	4,81%
MP	934 436	941 239	6 803	0,73%	6,91%
NW	674 073	683 933	9 860	1,46%	5,02%
LP	803 495	825 013	21 518	2,68%	6,06%
NC	295 925	299 654	3 729	1,26%	2,20%
RSA	**13 315 711**	**13 613 451**	**297 740**	**2,24%**	**100,00%**

Table 4: Number of registered vehicles per province

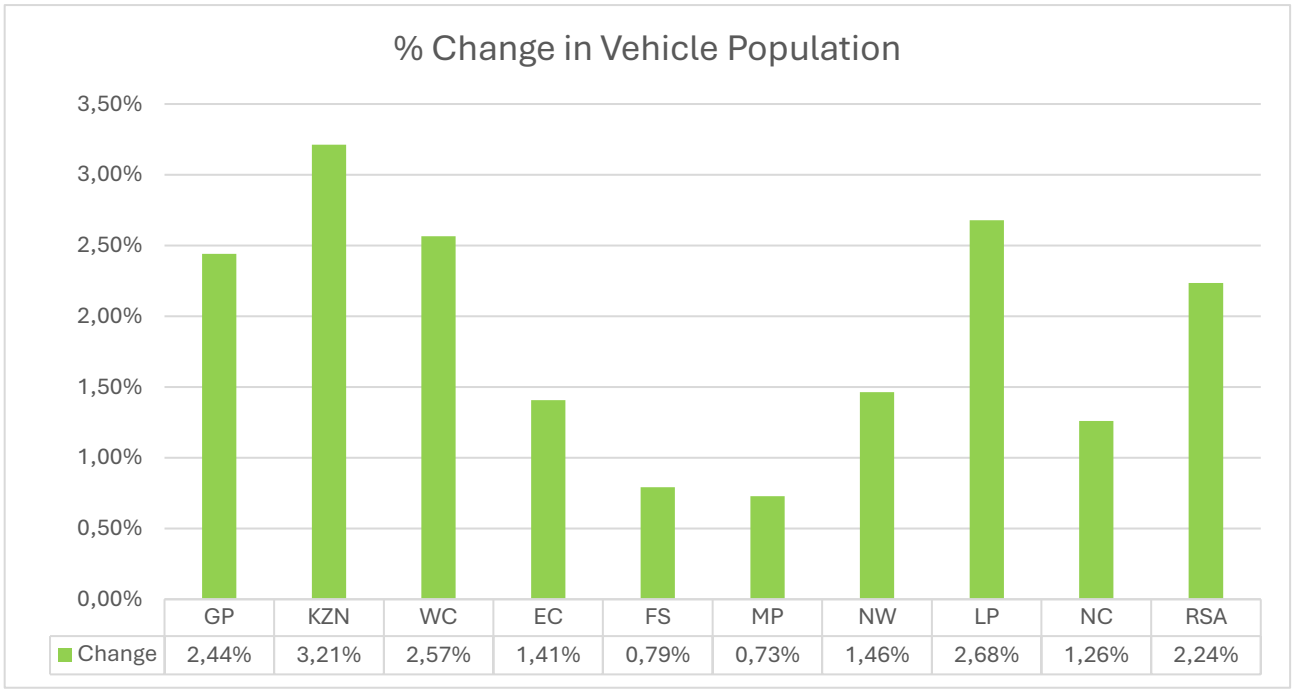


Figure 19: Percentage Annual Growth in Vehicle Population

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

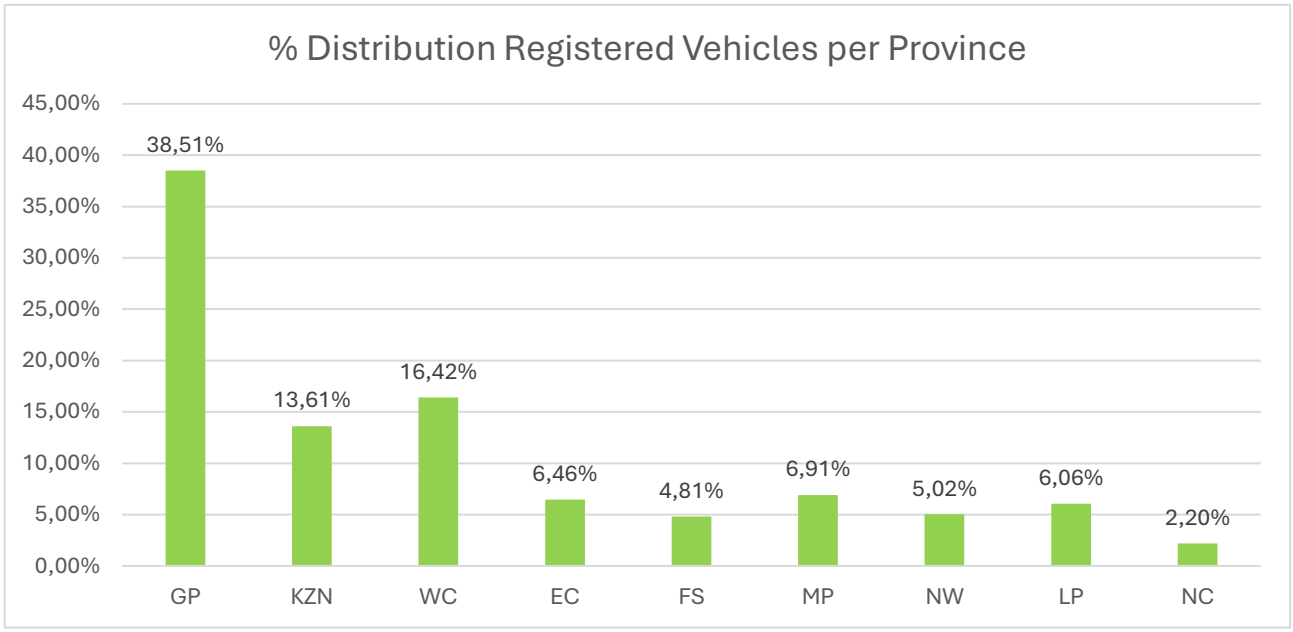


Figure 20: Percentage Vehicle Registered per province

The information in the figure above shows that 38.51% of vehicle's population were registered in Gauteng, 16.42% in Western Cape and 13.61% in KwaZulu-Natal. 68.54% 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 5 330 (0.47%) from 1 134 693 in September 2024 to 1 140 023 in September 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	**Sep-24**	**Sep-25**	**Change**	**% Change**
CAT 1	41 865	42 210	345	0,82%
CAT 2	191 266	185 128	-6 138	-3,21%
CAT 3	901 562	912 685	11 123	1,23%
Total	**1 134 693**	**1 140 023**	**5 330**	**0,47%**

Table 5: Number of learner licences issued

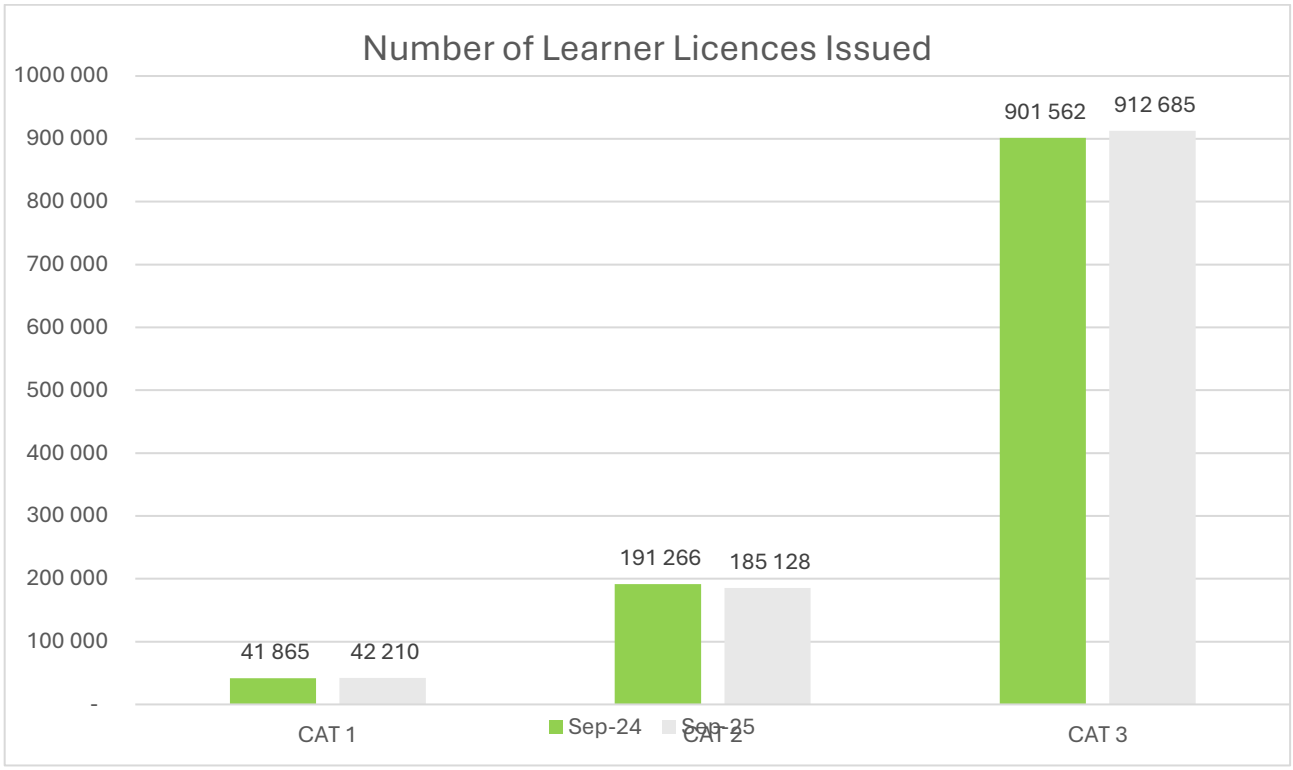


Figure 21: Number of learner license issued

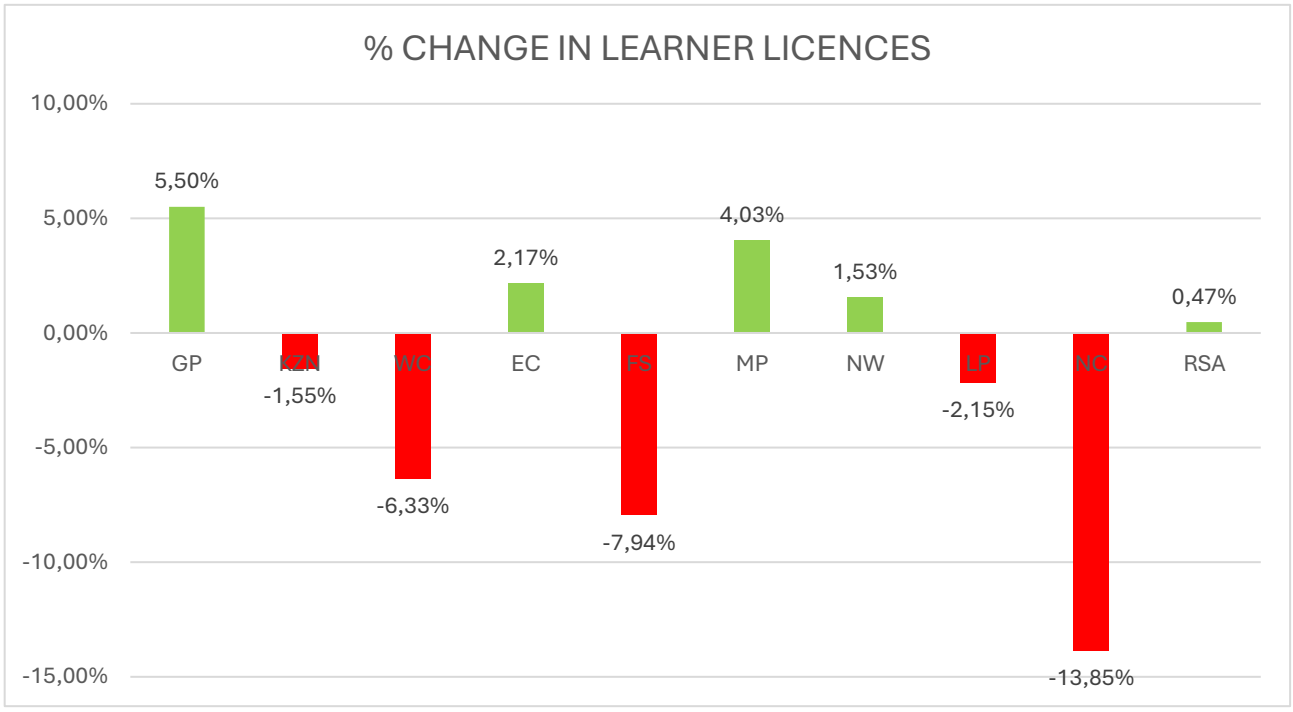


Figure 22: Percentage change in learner licences issued per province

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

Number of Learners Licences Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Sep-24	407 562	193 503	171 381	58 908	45 978	87 899	49 370	97 970	22 122	**1 134 693**
Sep-25	429 986	190 512	160 527	60 185	42 329	91 437	50 127	95 863	19 057	**1 140 023**
Change	22 424	-2 991	-10 854	1 277	-3 649	3 538	757	-2 107	-3 065	**5 330**
% Change	5,50%	-1,55%	-6,33%	2,17%	-7,94%	4,03%	1,53%	-2,15%	-13,85%	**0,47%**

Table 6: Number of learner licences issued per province

Gauteng, Eastern Cape, Mpumalanga and North-West increased in number of learner licences issued for the period under review. The highest increase in learner licences issued was Gauteng at 5.50% followed by Mpumalanga at 4.03% and Easter Cape at 2.17%.

8.2 Driving Licences Issued

8.2.1 Number of Driving Licences Issued

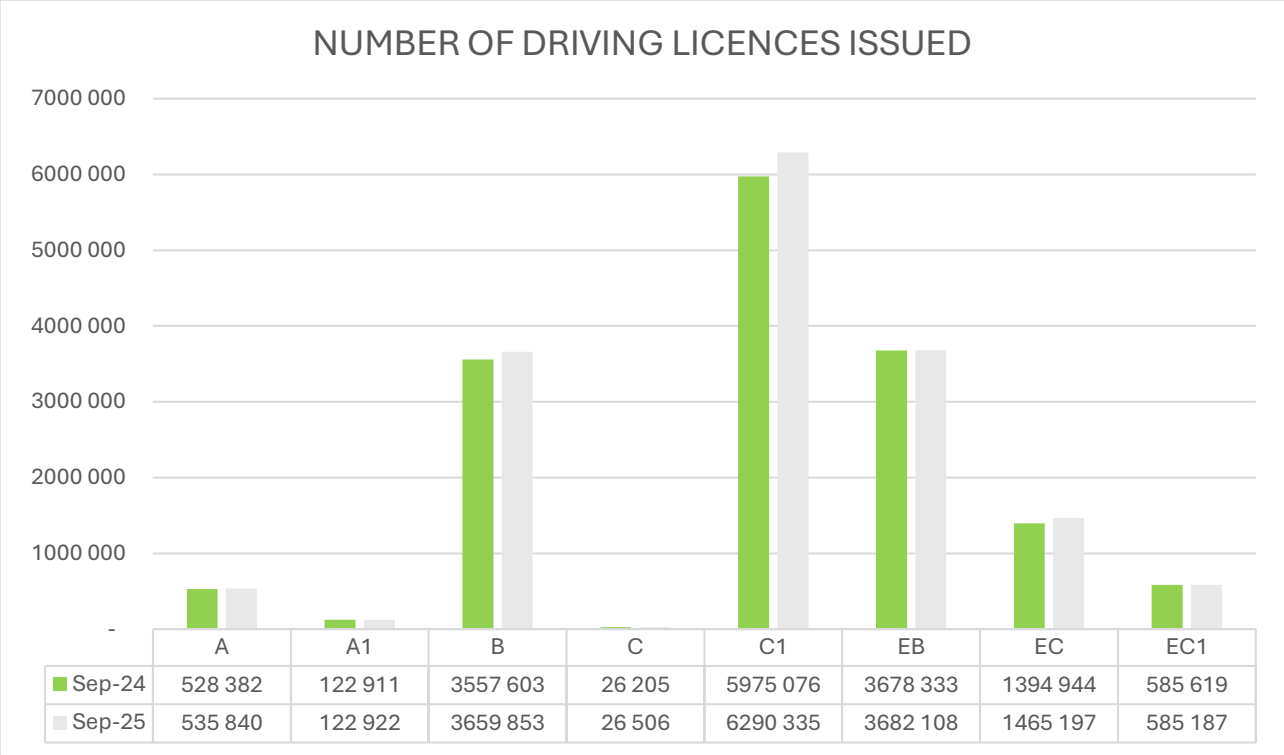
The number of driving licences issued increased by 498 875 (3.14%) from 15 869 073 in September 2024 to 16 367 948 in September 2025. Details on the number of driving licences issued per category is given in table 7 and graphically presented in figure 23 below.

Number of Driving Licences Issued				
Category	**Sep-24**	**Sep-25**	**Change**	**% Change**
A	528 382	535 840	7 458	1,41%
A1	122 911	122 922	11	0,01%
B	3 557 603	3 659 853	102 250	2,87%
C	26 205	26 506	301	1,15%
C1	5 975 076	6 290 335	315 259	5,28%
EB	3 678 333	3 682 108	3 775	0,10%
EC	1 394 944	1 465 197	70 253	5,04%
EC1	585 619	585 187	-432	-0,07%
Total	**15 869 073**	**16 367 948**	**498 875**	**3,14%**

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
Sep-24	528 382	122 911	3557 603	26 205	5975 076	3678 333	1394 944	585 619
Sep-25	535 840	122 922	3659 853	26 506	6290 335	3682 108	1465 197	585 187

Figure 23: Number of driving licences issued

From the above table the highest percentage change is for Categories C1 with a 5.28% increase, followed by category EC and B with 5.04% and 2.87% increases respectively.

The total number of driving licences issued per province for September 2024, and September 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
Sep-24	5 650 758	2 539 897	2 337 456	1 122 470	745 226	1 197 003	741 806	1 247 744	286 713	**15 869 073**
Sep-25	5 859 504	2 617 566	2 404 012	1 147 775	760 335	1 234 182	761 304	1 289 657	293 613	**16 367 948**
Change	208 746	77 669	66 556	25 305	15 109	37 179	19 498	41 913	6 900	**498 875**
% Change	3,69%	3,06%	2,85%	2,25%	2,03%	3,11%	2,63%	3,36%	2,41%	**3,14%**

Table 8: Number of driving licences issued per province

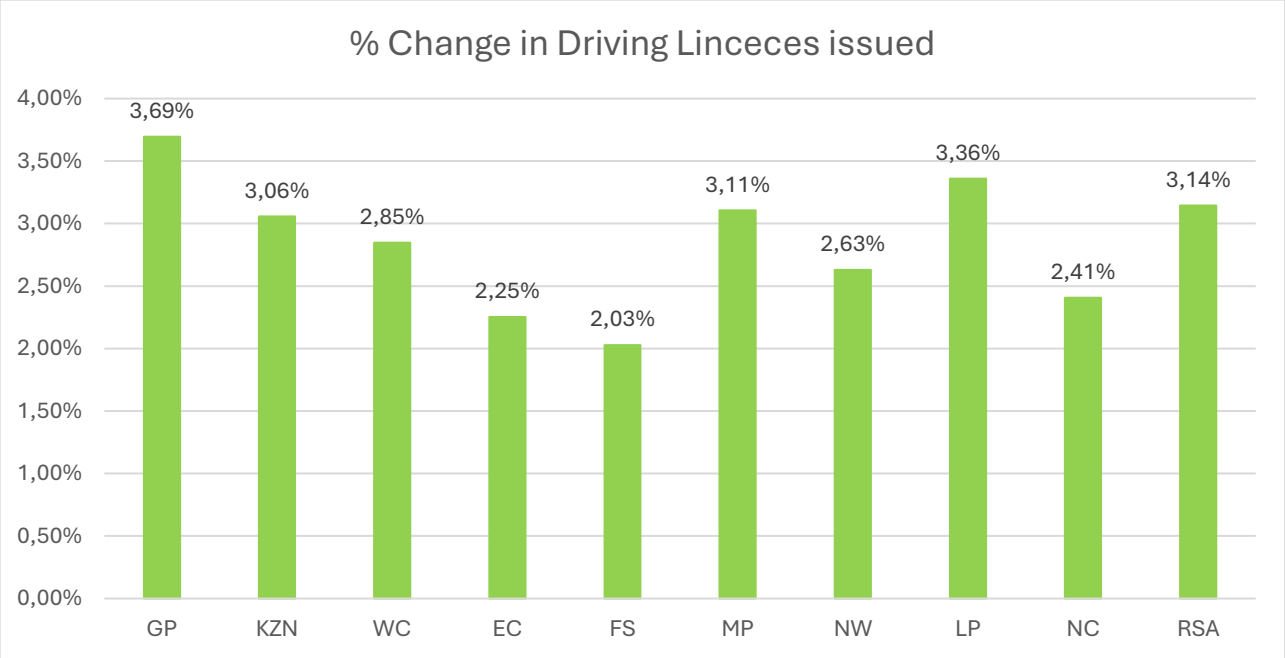


Figure 24: Percentage change in driving licences issued

8.2.2 Professional Driving Permits Issued

The number of Professional driving permits (PrDP's) issued increased by 42 006 (3.40%) from 1 236 888 in September 2024 to 1 278 894 in September 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	**Sep-24**	**Sep-25**	**Change**	**% Change**
G	7 952	8 695	743	9,34%
P G	1 166 788	1 204 690	37 902	3,25%
D G	132	141	9	6,82%
D P G	62 016	65 368	3 352	5,41%
Total	**1 236 888**	**1 278 894**	**42 006**	**3,40%**

Table 9: Number of PrDP's issued

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

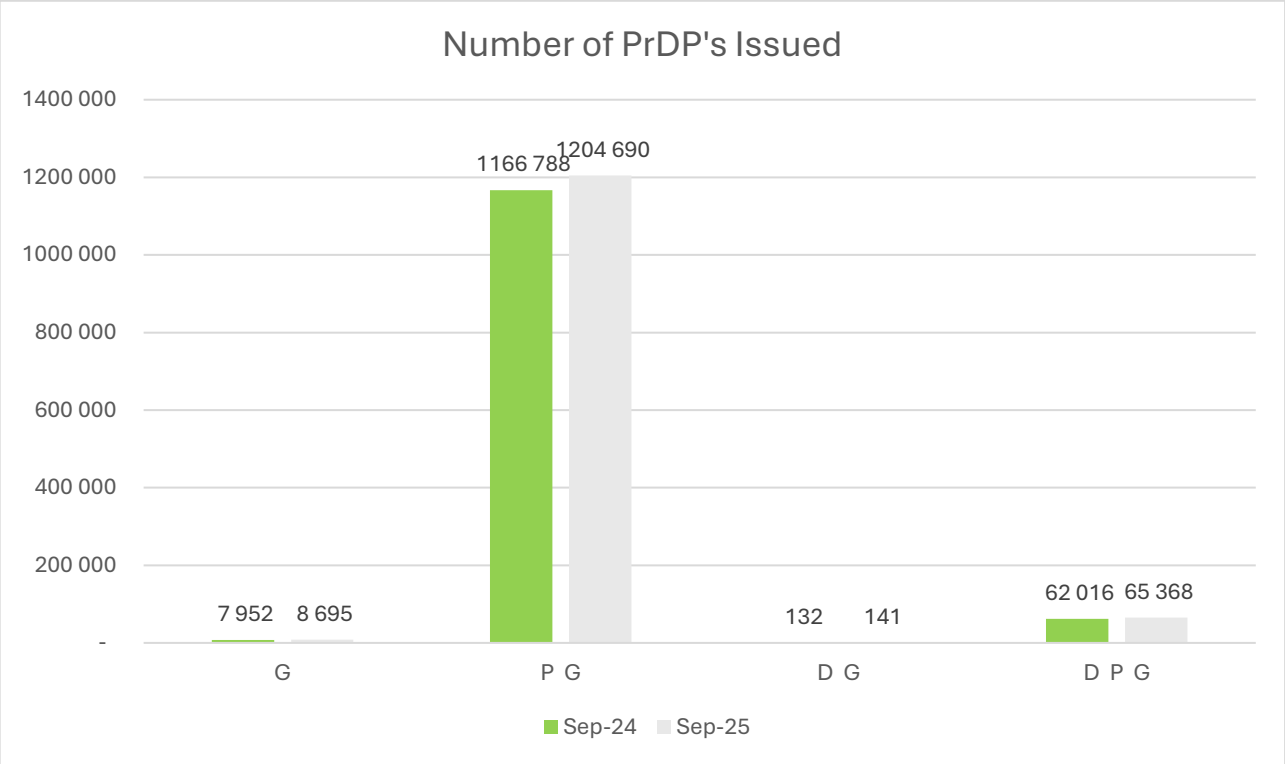


Figure 25: Number of PrDP's issued

The total number of professional driving permits issued per province for September 2024, and September 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**	**LP**	**NC**	**RSA**
Sep-24	393 822	211 659	164 206	94 831	64 969	111 485	57 519	111 714	26 683	**1 236 888**
Sep-25	411 923	219 035	170 424	98 652	65 428	113 962	59 085	112 757	27 644	**1 278 910**
Change	18 101	7 376	6 218	3 821	459	2 477	1 566	1 043	961	**42 022**
% Change	4,60%	3,48%	3,79%	4,03%	0,71%	2,22%	2,72%	0,93%	3,60%	**3,40%**

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

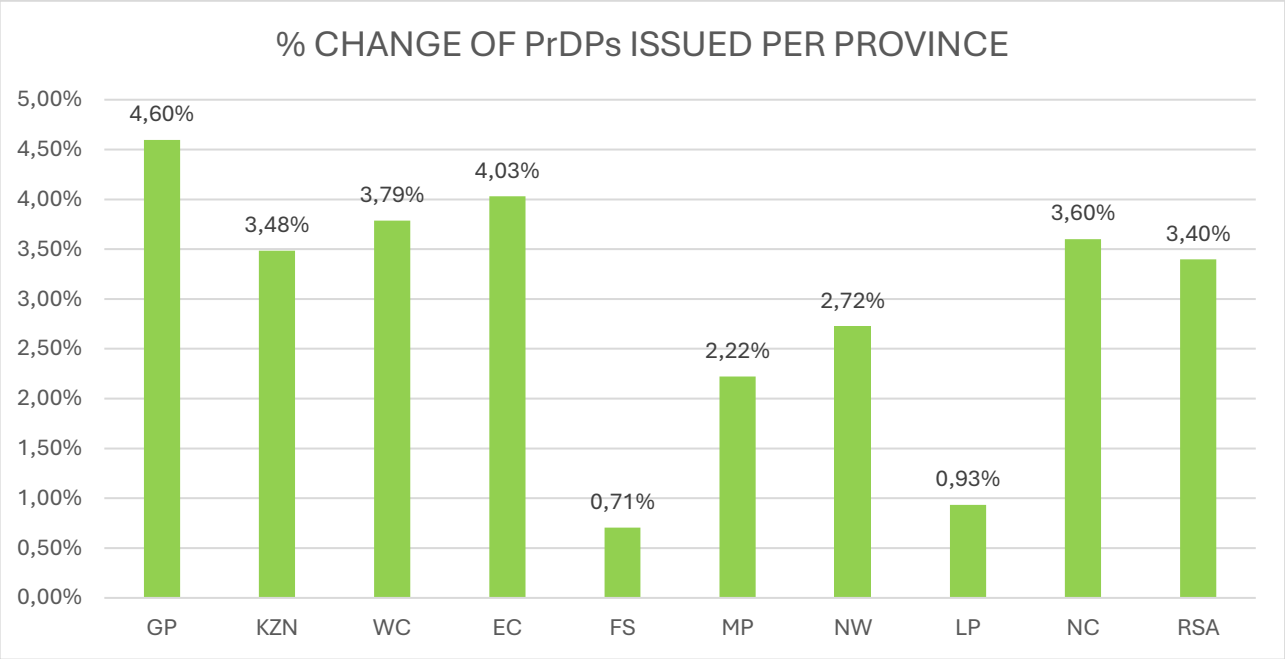


Figure 26: Percentage changes in PrDP's province

9. Approval

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