



Road Traffic Report

31 MARCH 2010



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1. Executive Summary

1.1		Vehicle Population
	1.1.1	The number of registered vehicles increased by 285 070 (3,03%) from 9 393 919 on 31 March 2009 to 9 678 989 vehicles on 31 March 2010.
	1.1.2	On a percentage basis the biggest change was for motorcycles which increased by 9,60% to 367 162, followed by buses which increased by 5,53% to 45 858 and light trailers which increased by 4,64% to 723 629. Light motor vehicles increased by 2,92% and LDV's increased by 2,69%.
	1.1.3	The total number of vehicles that are either un-roadworthy, un-licenced or both increased by 5,721 (0,73%) from 786,008 vehicles at the end of March 2009 to 791,729 vehicles at the end of March 2010.
	1.1.4	The number of vehicles that are un-roadworthy (but licenced) increased by 40,433 (10,15%) from 398,268 vehicles at the end of March 2009 to 438,701 vehicles at the end of March 2010.
	1.1.5	The number of un-licenced vehicles decreased by 30,947 (8,94%) from 346,023 vehicles at the end of March 2009 to 315,076 vehicles at the end of March 2010.
	1.1.6	The general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV's "bakkies"), improved by 6,00% from a national average of 6,45 persons per vehicle at the end of March 2007 to 6,18 persons per vehicle at the end of March 2008. From the end of March 2009 to March 2010 the improvement was only 0,31%, from 6,14 to 6,12 persons per vehicle.
1.2		Driver Population
	1.2.1	The number of learner driving licences issued increased by 42,333 (3,36%) from 1,258,438 at the end of March 2009 to 1,300,771 at the end of March 2010.
	1.2.2	The number of driving licences issued increased by 457,931 (5,41%) from 8,539,484 at the end of March 2009 to 8,915,649 at the end of March 2010.

	1.2.3	At the end of March 2010 there were a total of 1,165,582 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 13,07% of all driving licences issued.
	1.2.4	The number of Professional Driving Permits (PrDP's) issued increased by 53,545 (7,11%) from 759,424 at the end of March 2009 to 806,461 at the end of March 2010.
	1.2.5	At the end of March 2009 there were a total of 269,464 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 33,41% of all PrDPs issued.
1.3		Fatal Road Crashes and Fatalities
	1.3.1	Over the 12-month period from 1 April 2009 to 31 March 2010 the number of fatal crashes increased by 287 (2,69%) from 10,661 crashes over the same period the previous year to 10,948 in 2010.
	1.3.2	Over the 12-month period from 1 April 2009 to 31 March 2010 the number of fatalities decreased by 216 (1,57%) from 13,707 fatalities over the same period the previous year to 13,923.
	1.3.3	The driver fatalities increased by 260 (6,63%) to 4,184; passenger fatalities increased by 72 (1,45%) to 5,022 and pedestrian fatalities decreased by 116 (2,41%) to 4,717 over the 12-month period from 1 March 2009 to 31 March 2010.
	1.3.4	During 2008-2009 and 2009-2010 driver fatalities were (28,62% and 30,05%), passengers (36,12% and 36,07%) and pedestrians (35,26% and 33,88% of all fatalities.
	1.3.5	The severity of fatal crashes decreased by 0,014 (1,09%) from 1,286 during 2008-09 to 1,272 during 2009-10.
	1.3.6	The number of fatal crashes per 10,000 registered motorised vehicles increased by 0,04 (0,27%) from 12,86 during 2008-09 to 12,90 2009-10.

	1.3.7	The number of fatalities per 10,000 registered motorised vehicles decreased by 0,82 (0,14%) from 16,54 during 2008-09 to 16,40 during 2009-10.
	1.3.8	The number of fatalities per 100,000 human population increased by 0,06 (0,21%) from 28,17 during 2008-09 to 28,23 2009-10.
	1.3.9	During 2009-10 in the order of 76,35% road fatalities were male and 23,65% females.
	1.3.10	The number of all types of vehicles involved in fatal crashes decreased by 882 (5,78%) from 15,254 in 2008-09 to 14,372 in 2009-10
1.4		Results of the 2009 Road Traffic Offence Survey
	1.4.1	The independent Road Traffic Offence Survey for 2009 showed a decrease in the overall Road Traffic Offence Index from 6,8 in 2008 to 5,6 in 2009.
	1.4.2	Drivers exceeding the speed limit within a particular road or street in the rural area: increased by 36,2% from an index of 5.8 in 2008 to an index of 7,9. The remaining types of offences showed decreases

1.1 Measuring Progress towards Achieving Target to Reduce Fatalities by 50% by 2015

Based on the 2006 Millennium Development Goals, one of the goals of the 2015 Road Traffic Safety Management Plan is to reduce by half the rate of accident fatalities arising from road and other transport by 2015. In the development of the 2015 Plan it was agreed that the number of fatalities for the year 2007 would be used as the benchmark on which the 50% reduction would be based. Using this benchmark and the 50% target reduction, the maximum allowable number of road fatalities per quarter per province up to the end of 2015 was calculated as continuous reduced target figures over the 8 year period. These set targets for the indicated quarters for each province and the RSA total, are shown in the table below, shown as “Target” figures or maximum allowable number of fatalities.

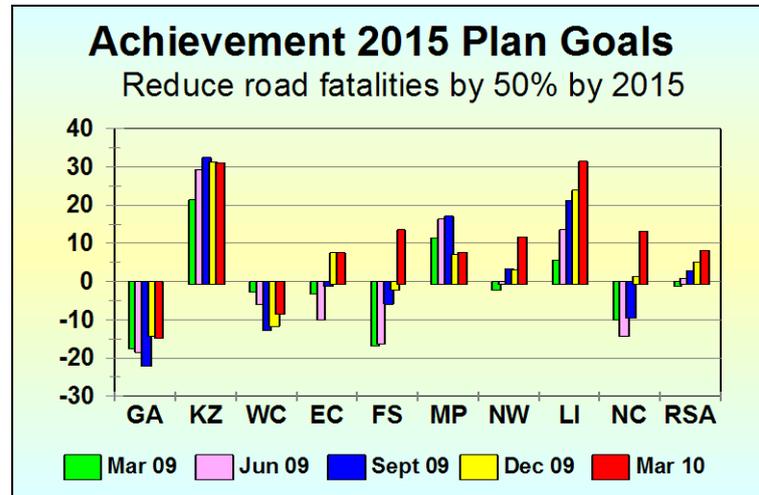
Table 1: Achievement of 2015 Plan Goal to Reduce Road Fatalities by 50% by 2015											
Rolling 12 month Number of Road Fatalities per Province											
Month	Item	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 09	Target	3,023	2,284	1,520	1,509	1,035	1,642	1,154	1,265	350	13,782
	Actual	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
	Difference	-516	489	-37	-44	-171	189	-22	72	-34	-75
	% Diff	-17.07	21.40	-2.45	-2.95	-16.48	11.49	-1.87	5.71	-9.85	-0.54
Jun 09	Target	2,973	2,246	1,495	1,484	1,018	1,615	1,135	1,244	344	13,553
	Actual	2,446	2,904	1,410	1,343	855	1,879	1,132	1,413	297	13,679
	Difference	-527	658	-85	-141	-163	264	-3	169	-47	126
	% Diff	-17.73	29.29	-5.66	-9.48	-16.01	16.37	-0.27	13.54	-13.57	0.93
Sept 09	Target	2,924	2,209	1,470	1,459	1,001	1,588	1,116	1,224	338	13,329
	Actual	2,288	2,926	1,294	1,447	949	1,860	1,154	1,483	308	13,709
	Difference	-636	717	-176	-12	-52	272	38	259	-30	380
	% Diff	-21.75	32.47	-11.97	-0.82	-5.21	17.14	3.43	21.19	-8.93	2.85
Dec 09	Target	2,875	2,172	1,445	1,435	985	1,562	1,097	1,204	333	13,108
	Actual	2,485	2,854	1,285	1,543	967	1,674	1,130	1,492	337	13,768
	Difference	-390	681	-160	108	-17	112	33	288	4	660
	% Diff	-13.58	31.37	-11.08	7.53	-1.74	7.20	3.02	23.95	1.31	5.03
Mar 10	Target	2,824	2,133	1,420	1,410	967	1,534	1,078	1,182	327	12,875
	Actual	2,426	2,795	1,307	1,517	1,098	1,651	1,204	1,554	370	13,923
	Difference	-398	661	-113	107	131	118	126	372	43	1,048
	% Diff	-14.10	31.00	-7.96	7.59	13.58	7.66	11.73	31.43	13.23	8.14

Also shown in the table above are the “Actual” figures, which reflect the real number of road fatalities recorded per province for the respective quarters as indicated. Both the Target and Actual figures represent the 12-month rolling total fatality figures per province and the RSA on a national basis.

The difference; as well as the percentage difference figures in the table shows the difference between the set Target and Actual number of road fatalities. A difference of “0” indicates that the set target of reducing the number of fatalities was met. Differences smaller than “0” (<0) shows achievements better than what is expected

or required and differences larger than "0" (>0) shows that the required targets were not achieved and reflects inadequate performance towards reaching the desired goal per quarter and ultimately the 2015 goal.

The % difference in meeting the set targets per province is also reflected in the figure below.



The information in the table and graph above shows that better performing provinces (Differences less than "0") well on track towards achieving the goal of reducing road fatalities by 50% by the year 2015, amongst others are :

- Gauteng : which is also continuously improving its performance from -17,07% in March 2009 to -14,10% in March 2010;
- Western Cape : shows an improvement performance from -2.95% in March 2009 to -7.96% in March 2010.
- Free State : shows an improved performance from -16.48% in March 2009 to -1.74% in December 2009. Even though for the last quarter the difference percentage was above 10%.
- Northern Cape : shows an improvement from -9.85% in March 2009 to - 8.93% in September 2009.

The provinces that are not performing as required,(Differences larger than "0") are the following:

- KwaZulu-Natal : overall the worst performing province, with even a continuous increase in the quarterly number of road fatalities that exceed the set quarterly targets for the province – ranging from +21,40% in March 2009; +29,29% in June 2009 and +32,47% in September 2009, 31,37% in December 2009 and lastly +31.00% in March 2010. This

province was the biggest contributor to the RSA, on a national basis not achieving its set target towards the end of the review period.

- Limpopo : made no contribution towards achieving the 2015 goals. Over the review period the performance of this province worsened from +5,71% in March 2009 to +31,43% in March 2010.
- Mpumalanga: made no contribution towards achieving the 2015 goals. Over the review period the performance of this province worsened from +11,49% in March 2009 to +7,66% in March 2010.

Gauteng and Western Cape were operating close to the border-line with figures ranging from -7,96% to -14.10% in March 2010 moving in a non-contributory direction.

National - RSA : over the review period the national figures range from -0,54% in March 2009 to +8,14% in March 2010. A better performance can only be observed for March 2009. The country's performance towards the reduction of fatalities by 50% for the assessed period is deteriorating. The worst performing provinces listed above, contributed to this non-achieving trend, with the biggest negative influence from KwaZulu-Natal and Limpopo.

2. Vehicle Population, Fuel Sales and Distance Travelled

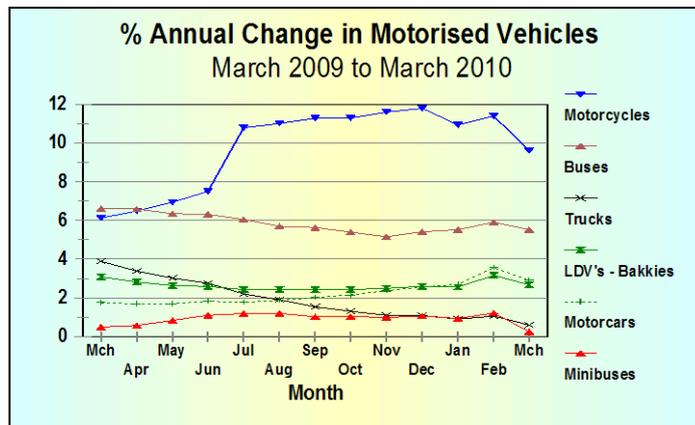
2.1 Number of Registered Vehicles

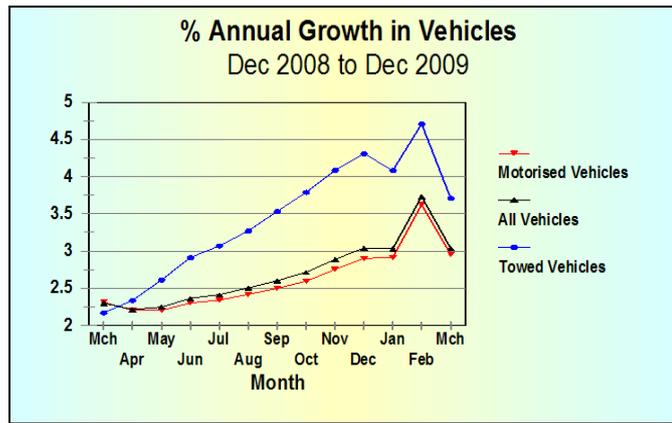
The number of registered vehicles increased by 285 070 (3,03%) from 9 393 919 on 31 March 2009 to 9 678 989 vehicles on 31 March 2010. Detail per type of vehicle is given in Table 2 below.

Table 2 : Number of Registered Vehicles	Number registered Mar 2009	Number registered Mar 2010	Change	% Change	% of Group Mar 2010	% of Total Mar 2010
Motorised Vehicles						
Motorcars	5,316,921	5,472,090	155,169	2.92	63.00	56.54
Minibuses	282,057	282,793	736	0.26	3.26	2.92
Buses	43,456	45,858	2,402	5.53	0.53	0.47
Motorcycles	335,005	367,162	32,157	9.60	4.23	3.79
LDV's - Bakkies	1,913,901	1,965,316	51,415	2.69	22.63	20.30
Trucks	319,800	321,729	1,929	0.60	3.70	3.32
Other & Unknown	225,333	231,084	5,751	2.55	2.66	2.39
Total Motorised	8,436,473	8,686,032	249,559	2.96	100.00	89.74
Towed Vehicles						
Caravans	104,226	105,480	1,254	1.20	10.62	1.09
Heavy Trailers	145,240	146,991	1,751	1.21	14.80	1.52
Light Trailers	691,510	723,629	32,119	4.64	72.88	7.48
Other & Unknown	16,470	16,857	387	2.35	1.70	0.17
Total Towed	957,446	992,957	35,511	3.71	100.00	10.26
All Vehicles	9,393,919	9,678,989	285,070	3.03		100.00

The information above shows that on a percentage basis the biggest change was for motorcycles which increased by 9,60% to 367 162, followed by buses which increased by 5,53% to 45 858 and light trailers which increased by 4,64% to 723 629. Light motor vehicles increased by 2,92% and LDV's increased by 2,69%.

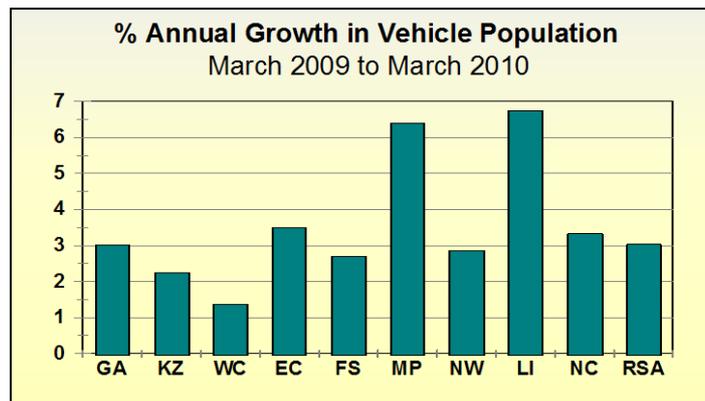
The monthly percentage change over the past year for specific types of vehicles; as well as motorised and towed vehicles, are shown in the figures below.

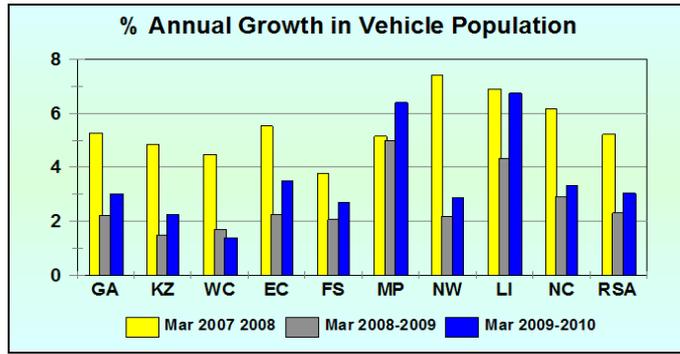




The total motor vehicle population per Province for March 2009 and March 2010 respectively, is given in Table 3 and reflected in the figure below.

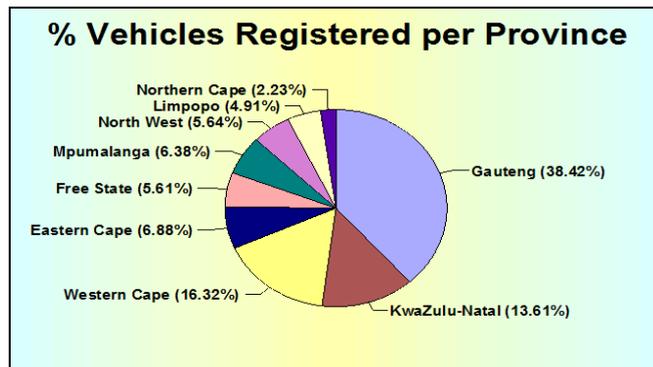
Table 3 : Number of Registered Vehicles per Province	Number registered Mar 2009	Number registered Mar 2010	Change	% Change	% of Total Dec 2009
Gauteng	3,609,740	3,718,277	108,537	3.01	38.42
KwaZulu-Natal	1,288,345	1,317,363	29,018	2.25	13.61
Western Cape	1,557,952	1,579,358	21,406	1.37	16.32
Eastern Cape	643,790	666,304	22,514	3.50	6.88
Free State	529,193	543,472	14,279	2.70	5.61
Mpumalanga	580,403	617,533	37,130	6.40	6.38
North West	530,650	545,864	15,214	2.87	5.64
Limpopo	445,053	475,085	30,032	6.75	4.91
Northern Cape	208,793	215,733	6,940	3.32	2.23
RSA	9,393,919	9,678,989	285,070	3.03	100





Over the past year from March 2009 to March 2010 the biggest percentage growth in total vehicles was recorded in Limpopo with a growth of 6,75%, followed by Mpumalanga with a growth of 6,40%.

The percentage vehicles registered per province on 31 March 2010 is reflected in the graph below.



The information in the graph above shows that 38.42% of all vehicles are registered in Gauteng; 16,32 in Western Cape and 13,61% in KwaZulu-Natal.

More detailed information on the number of vehicles per type registered per Province for March 2009 and March 2010 is given in the Table under **Annexure A**.

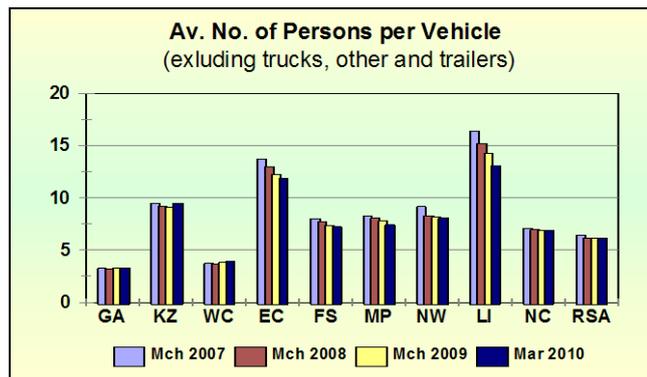
2.2 Human Population and Mobility

The estimated human population on 31 March of each year from 2007 to 2010 is given in Table 4 below. (These figures are estimates from the mid-year estimates released annually by StatsSA).

Table 4 : Estimated Mid-Month Human Population per Province - million											
Month	Province										Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC		
Mch 2007	9.40	9.86	4.72	6.93	2.96	3.44	3.49	5.43	1.05		47.27
Mch 2008	9.65	9.99	4.82	6.90	2.96	3.53	3.39	5.39	1.10		47.74
Mch 2009	10.26	10.08	5.16	6.66	2.90	3.58	3.42	5.31	1.12		48.48
Mch 2010	10.59	10.72	5.43	6.70	2.92	3.62	3.47	5.19	1.16		49.81

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 2007, 2008, 2009 and 2010 is shown in Table 5 and reflected in the graph below.

Table 5 : Average Number of Persons per Vehicle (excluding trucks, other, unknown and towed vehicles)										
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2007	3.27	9.49	3.72	13.75	8.03	8.31	9.14	16.44	7.06	6.45
Mch 2008	3.19	9.18	3.63	12.98	7.70	8.08	8.27	15.22	6.94	6.18
Mch 2009	3.32	9.14	3.82	12.25	7.38	7.80	8.15	14.32	6.88	6.14
Mch 2010	3.33	9.49	3.97	11.89	7.22	7.41	8.06	13.12	6.92	6.12



The % annual change or improvement in human mobility per province is reflected in Table 6 below.

Table 6 : % Improvement in Mobility Per Province											
Month	Province										Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC		
Mch 2007-2008	2.58	3.34	2.51	5.59	4.03	2.81	9.60	7.47	1.64	4.17	
Mch 2008-2009	-4.05	0.41	-5.38	5.63	4.27	3.45	1.38	5.87	0.94	0.67	
Mch 2009-2010	-0.23	-3.85	-3.88	2.95	2.13	5.02	1.17	8.41	-0.67	0.31	

The information in tables 5 and 6 and graph above shows that on a national basis the general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV’s “bakkies”), improved by 6,00% from a national average of 6,45 persons per vehicle at the end of March 2007 to 6,18

persons per vehicle at the end of March 2008. From the end of March 2009 to March 2010 the improvement was only 0,31%, from 6,14 to 6,12 persons per vehicle.

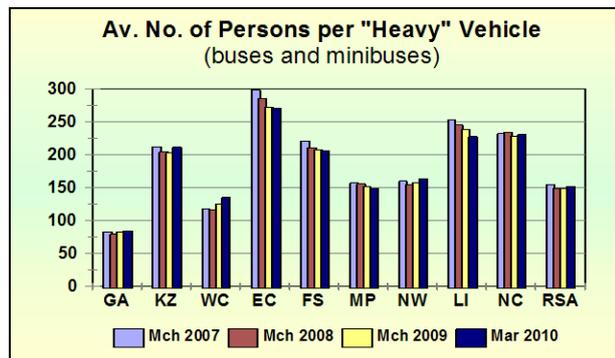
Although they do show some improvement, the “least mobile” Provinces remain Limpopo with 13,12 persons per vehicle; followed by the Eastern Cape with 11,89 persons per vehicle at the end of March 2010. The “most mobile” Provinces are Gauteng and the Western Cape with an average of 3,33 and 3,97 persons per vehicle respectively at the end of March 2010. Four (4) out of the nine (9) provinces experienced a decline in mobility; Gauteng with a decrease of 0,23%, KwaZulu-Natal with 3.85%, Western Cape with 3,88% and the Northern Cape with a decrease of 0,67%.

The provinces with the best improvements in this regard are:

- Limpopo : 8,41% improvement from 14,32 to 13,12 persons per vehicle;
- Mpumalanga : 5,02% improvement from 7,80 to 7,41; and
- Eastern Cape : 2,95% improvement from 12,25 to 11,89 persons per vehicle.

The average number of persons per “heavy” road passenger transport vehicle (buses and minibuses) is shown in Table 7 and reflected in the graph below.

Table 7 : Average Number of Persons per "Heavy" Passenger Transport Vehicle (buses and minibuses)										
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2007	83	213	117	298	221	157	160	253	232	154
Mch 2008	79	204	116	286	211	156	155	245	235	149
Mch 2009	83	203	125	273	208	152	158	239	229	149
Mch 2010	84	211	135	271	207	149	163	227	231	152



The % annual change or improvement in the number of persons per “heavy” road transport vehicle per province is reflected in Table 8 below.

Table 8 : % Improvement in Average Number of Persons per "Heavy" Passenger Transport Vehicle (buses and minibuses)										
Month	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Mch 2007-2008	4.36	4.10	1.07	4.20	4.43	0.78	3.34	3.18	-1.15	3.84
Mch 2008-2009	-4.25	0.44	-7.27	4.52	1.61	2.24	-2.30	2.63	2.51	-0.27
Mch 2009-2010	-1.96	-4.13	-8.39	0.49	0.54	2.28	-3.27	4.74	-0.86	-1.76

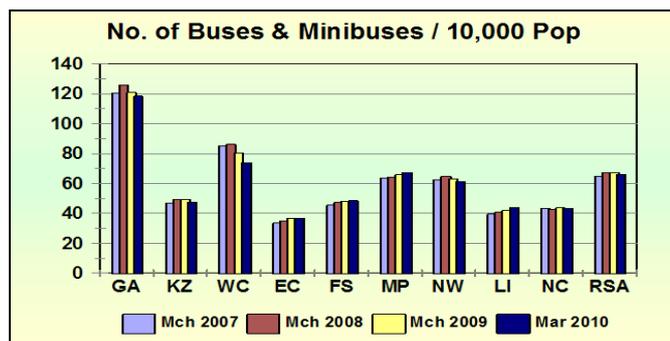
The information in tables 7 and 8 and graph above show that, after a previous year-on-year improvement, the national overall mobility and quality of public road transport in terms of the number of persons per “heavy” passenger road transport vehicle from March 2009 to March 2010 decreased by 1,76% from about 149 persons per vehicle in 2009 to 152 persons per vehicle in 2010.

On a Provincial percentage basis the biggest improvement was in the Limpopo where the average number of persons per vehicle changed by 4,74% from about 239 persons per vehicle in March 2009 to 227 persons per vehicle at the end of March 2009. In Mpumalanga the improvement was 2,28% from 152 to 149.

The biggest decrease in the quality of public passenger transport services was recorded in the Western Cape with a decrease of 8,39% from 125 to 135 persons per “heavy” public transport vehicle; followed by KwaZulu-Natal with a decrease of 4,13% form 203 to 211.

The average number of “heavy” road passenger transport vehicle (buses and minibuses) per 10,000 human population per Province is shown in Table 9 and reflected in the graph below.

Table 9 : Average Number of Public Transport Vehicles (buses and minibuses) per 10,000 Human Population										
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2007	120	47	85	34	45	64	63	40	43	65
Mch 2008	126	49	86	35	47	64	65	41	43	67
Mch 2009	121	49	80	37	48	66	63	42	44	67
Mch 2010	118	47	74	37	48	67	61	44	43	66



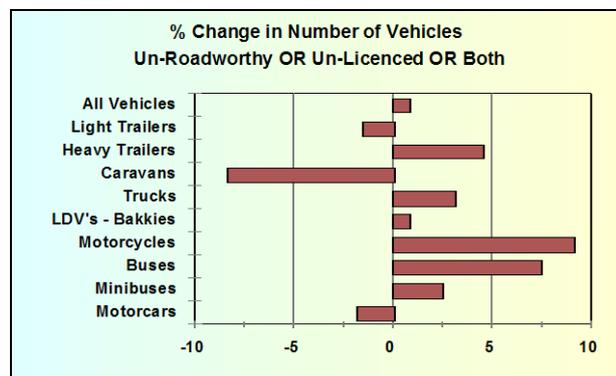
2.3 Un-Roadworthy and Un-Licensed Vehicles

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 5,721 (0,73%) from 786,008 vehicles at the end of March 2009 to 791,729 vehicles at the end of March 2010. Detail in this regard per type of vehicle is provided in Table 10 and the percentage (%) change from 2009 to 2010 reflected in the graph below.

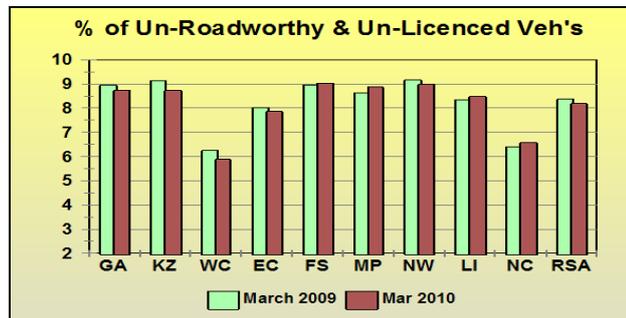
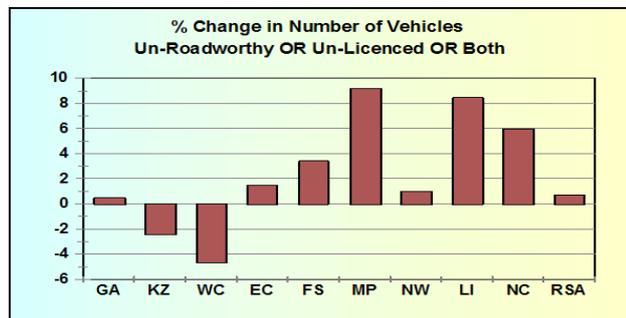
Table 10 : Number of Un-Roadworthy, Un-Licensed Vehicles or Both				
Vehicle Type	March 2009	March 2010	Change	% Change
Motorcars	380,662	373,849	-6,813	-1.79
Minibuses	48,725	49,915	1,190	2.44
Buses	5,451	5,856	405	7.43
Motorcycles	90,617	98,875	8,258	9.11
LDV's - Bakkies	121,833	122,794	961	0.79
Trucks	52,721	54,350	1,629	3.09
Caravans	6,883	6,309	-574	-8.34
Heavy Trailers	20,192	21,097	905	4.48
Light Trailers	41,722	41,104	-618	-1.48
Unknown	17,202	17,580	378	2.20
All Vehicles	786,008	791,729	5,721	0.73



With an exception of light trailers, caravans and motorcars, increases were recorded for most types of vehicles in this regard. The biggest increase was recorded for motorcycle, and the biggest decrease was recorded for caravans.

Detail on the number of vehicles that are either un-roadworthy, un-licenced or both per Province is provided in Table 11 and the percentage (%) change from 2009 to 2010 reflected in the graph below.

Table 11 : Number of Vehicles that is Un-Roadworthy OR Un-Licenced OR Both										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2009	322,831	117,668	97,282	51,588	47,404	50,161	48,570	37,138	13,366	786,008
March 2010	324,394	114,878	92,840	52,352	49,016	54,761	49,051	40,272	14,165	791,729
Change	1,563	-2,790	-4,442	764	1,612	4,600	481	3,134	799	5,721
% Change	0.48	-2.37	-4.57	1.48	3.40	9.17	0.99	8.44	5.98	0.73



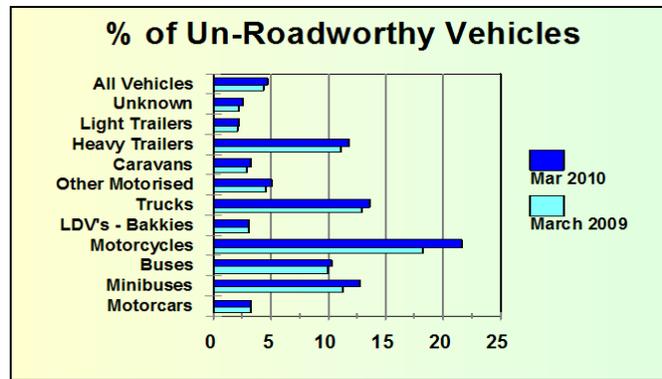
The information in the table and graph above shows that with an exception of Western Cape and KwaZulu-Natal, all other provinces recorded an increase in this regard. On a provincial percentage basis the biggest increase was recorded in Mpumalanga whereby the number on vehicles in this regard increased by 4,600 (9,17%), followed by Limpopo with 8,44%.

2.3.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 40,433 (10,15%) from 398,268 vehicles at the end of March 2009 to 438,701 vehicles at the end of March 2010. Detail in this regard is given in Table 12

and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

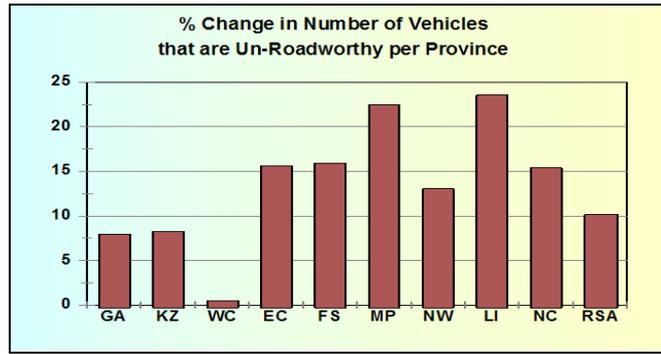
Table 12 : Number of Un-Roadworthy Vehicles				
Vehicle Type	March 2009	March 2010	Change	% Change
Motorcars	165,208	172,292	7,084	4.29
Minibuses	31,665	35,311	3,646	11.51
Buses	4,221	4,662	441	10.45
Motorcycles	60,772	78,332	17,560	28.89
LDV's - Bakkies	54,933	58,519	3,586	6.53
Trucks	40,361	42,978	2,617	6.48
Caravans	2,884	3,319	435	15.08
Heavy Trailers	15,997	17,232	1,235	7.72
Light Trailers	12,687	14,952	2,265	17.85
Unknown	9,540	11,104	1,564	16.39
All Vehicles	398,268	438,701	40,433	10.15



The information in the table and graph above shows that all vehicle types experienced increases in this regard. The biggest increase was recorded for motorcycle which increased by 17,560 (28,89%) from 60,772 at the end of Msrch 2009 to 78,332 un-roadworthy at the end of March 2010. Followed by light trailers with an increase of 17,85%.

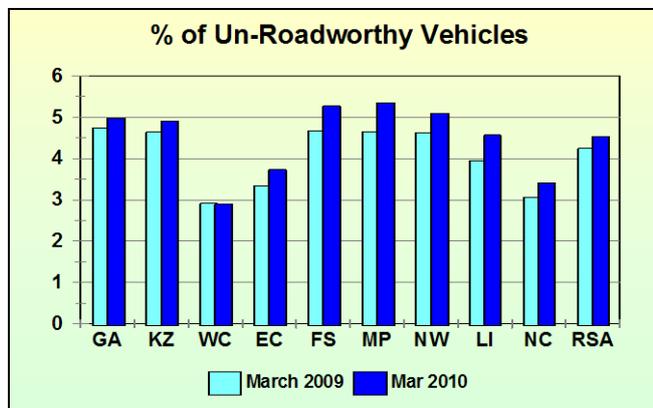
Detail on the number of vehicles that are un-roadworthy per Province is provided in Table 13 and the percentage (%) change from 2009 to 2010 reflected in the graph below.

Table 13 : Number of Un-Roadworthy Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2009	171,407	59,777	45,443	21,498	24,685	26,929	24,586	17,561	6,382	398,268
March 2010	185,002	64,714	45,673	24,851	28,622	32,985	27,792	21,699	7,363	438,701
Change	13,595	4,937	230	3,353	3,937	6,056	3,206	4,138	981	40,433
% Change	7.93	8.26	0.51	15.60	15.95	22.49	13.04	23.56	15.37	10.15



The information in the table and graph above show that all provinces recorded increases in the number of un-roadworthy vehicles. On a percentage basis the biggest increase was recorded in Limpopo where the number of un-roadworthy vehicles increased by 4,138 (23,56%) from 17,561 in 2009 to 21,699 at the end of March 2010. Other large increases in this regard are: Mpumalanga with an increase of 22,49% followed by Free State with an increase of 15,95%.

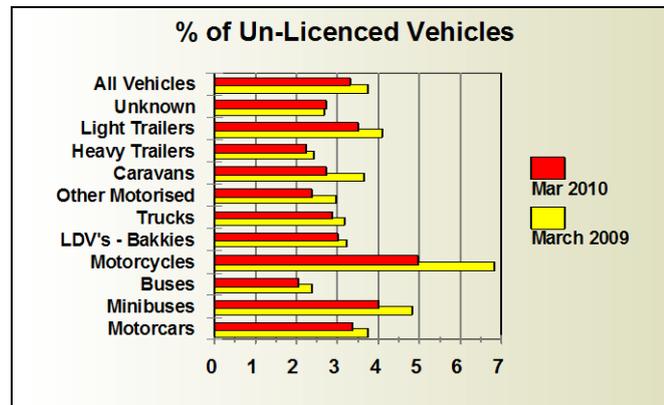
The percentage of un-roadworthy vehicles per Province, expressed as a percentage of the total number of vehicles registered per province, is shown in the graph below.



2.3.3 Number of Un-Licensed Vehicles

On a national basis the number of un-licensed vehicles decreased by 30,947 (8,94%) from 346,023 vehicles at the end of March 2009 to 315,076 vehicles at the end of March 2010. Detail per type of vehicle in this regard is given in Table 14 and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Table 14 : Number of Un-Licensed Vehicles				
Vehicle Type	March 2009	March 2010	Change	% Change
Motorcars	196,036	180,704	-15,332	-7.82
Minibuses	13,426	11,241	-2,185	-16.27
Buses	1,003	910	-93	-9.27
Motorcycles	22,780	18,172	-4,608	-20.23
LDV's - Bakkies	60,760	57,953	-2,807	-4.62
Trucks	9,931	9,088	-843	-8.49
Caravans	3,759	2,802	-957	-25.46
Heavy Trailers	3,480	3,224	-256	-7.36
Light Trailers	27,884	25,094	-2,790	-10.01
Unknown	6,964	5,888	-1,076	-15.45
All Vehicles	346,023	315,076	-30,947	-8.94

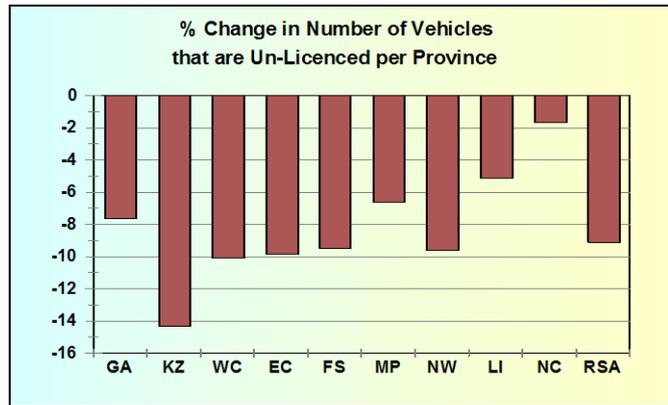


The information in the table and graph above show that decreases in the number of un-licensed vehicles were recorded for all vehicle types. On a percentage basis the biggest decrease were recorded for the following types of vehicles:

- Caravans : 3,759 down to 2,802
- Motorcycles : 22,783 down to 18,172

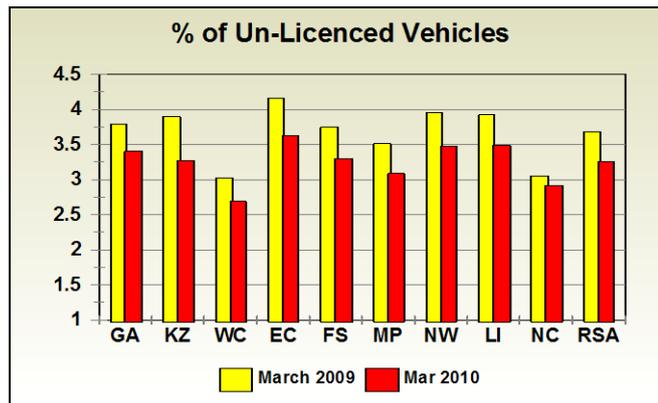
Detail on the number of vehicles that are un-licensed per Province is provided in Table 15 and the percentage (%) change from 2009 to 2010 reflected in the graph below.

Table 15 : Number of Un-Licensed Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2009	136,916	50,185	47,190	26,764	19,802	20,379	20,966	17,443	6,378	346,023
March 2010	126,595	43,077	42,444	24,145	17,945	19,061	18,966	16,564	6,279	315,076
Change	-10,321	-7,108	-4,746	-2,619	-1,857	-1,318	-2,000	-879	-99	-30,947
% Change	-7.54	-14.16	-10.06	-9.79	-9.38	-6.47	-9.54	-5.04	-1.55	-8.94



The information in the table and graph above show that the biggest decrease in the number of un-licensed vehicles were recorded in KwaZulu-Natal (14,16%), followed by Western Cape with 10,06%.

The percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered per Province, is reflected in the graph below.



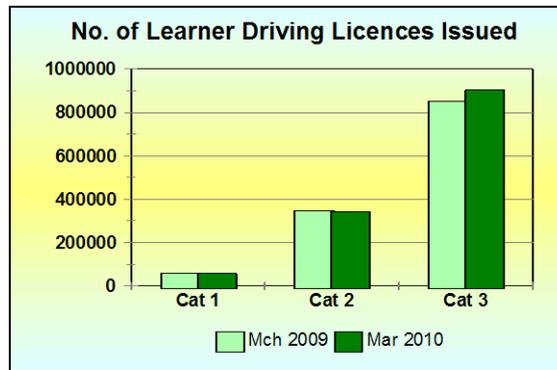
Detailed information on the number of un-roadworthy and un-licensed vehicles per type of vehicle per Province is provided in the tables under **Annexure B**.

3. Driver Population

3.1 Learner Driving Licences

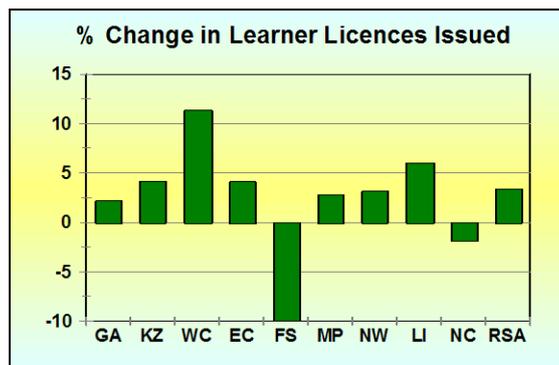
The number of learner driving licences issued increased by 42,333 (3,36%) from 1,258,438 at the end of March 2009 to 1,300,771 at the end of March 2010. Detail on the number of learner driving licences issued per category is given in Table 16 and graphically reflected in the figure below.

Category	Mar 2009	Mar 2010	Change	% Change
1	59,342	55,901	-3,441	-5.80
2	347,268	342,171	-5,097	-1.47
3	851,828	902,699	50,871	5.97
Total	1,258,438	1,300,771	42,333	3.36



Provincial information in this regard is given in Table 17 and the percentage change per Province over the 12-month period is reflected in the graph below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2009	407,044	183,954	170,343	107,203	86,047	90,571	81,293	101,583	30,400	1,258,438
Mar 2010	415,818	191,573	189,644	111,590	77,694	93,052	83,848	107,702	29,850	1,300,771
Change	8,774	7,619	19,301	4,387	-8,353	2,481	2,555	6,119	-550	42,333
% Change	2.16	4.14	11.33	4.09	-9.71	2.74	3.14	6.02	-1.81	3.36

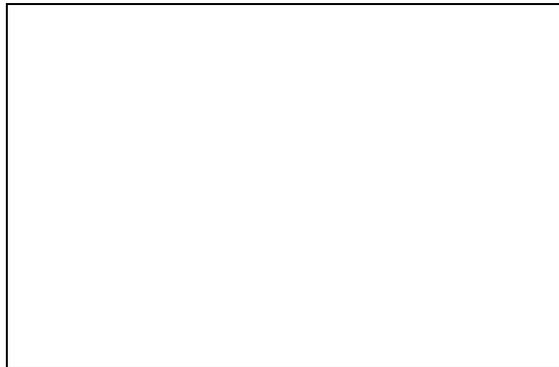


3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 457,931 (5,41%) from 8,539,484 at the end of March 2009 to 8,915,649 at the end of March 2010. Detail on the number of driving licences issued per category is given in Table 18 and graphically reflected in the figure below.

Category	Mar 2009	Mar 2010	Change	% Change
A1	121,576	416,442	295,045	243.04
A	406,175	122,423	-281,566	-69.70
B	1,520,221	1,665,914	175,729	11.79
EB	3,616,887	15,146	-3,600,513	-99.58
C1	1,382,005	1,590,966	255,841	19.16
EC1	606,717	3,621,105	3,013,998	496.45
C	14,278	878,251	864,194	6147.78
EC	871,625	605,402	-264,797	-30.43
Total	8,539,484	8,915,649	457,931	5.41

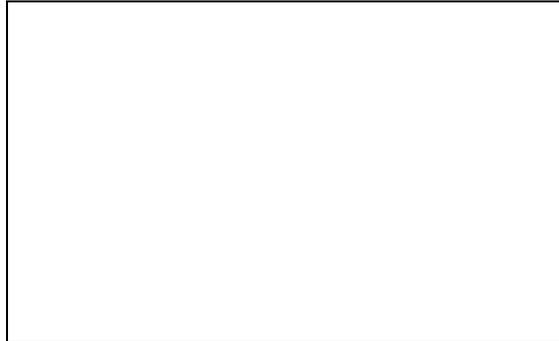


The number and percentage (%) driving licences issued per category at the end of December 2009 is reflected in Table 19 below.

Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	416,442	4.67
A	Motorcycle > 125 cub.cm	122,423	1.37
B	Motor vehicle < 3,5000 kg	1,665,914	18.69
EB	Articulated motor vehicle <16,000 kg	15,146	0.17
C1	Motor vehicle 3,500 - 16,000 kg	1,590,966	17.84
EC1	Articulated vehicle 3,500 - 16,000 kg	3,621,105	40.62
C	Motorvehicle > 16,000 kg	878,251	9.85
EC	Articulated vehicle > 16,000 kg	605,402	6.79
Total		8,915,649	100

Provincial information in this regard is given in Table 20 and the percentage change with regard to all licences issued per Province is reflected in the graph below.

Table 20 : Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2009	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	8,539,484
Mar 2010	3,121,871	1,429,195	1,470,471	657,447	494,474	547,367	469,452	551,188	174,184	8,915,649
Change	119,499	57,556	60,795	24,707	17,415	32,099	17,727	39,993	6,374	376,165
% Change	3.98	4.20	4.31	3.90	3.65	6.23	3.92	7.82	3.80	4.41



3.2.2 Number of Driving Licence Cards Expired

The information in Table 21 below shows that at the end of March 2010 there were a total of 1,165,582 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 13,07% of all driving licences issued. This information is also reflected in the graph below.

Mar 2010	Table 21 : Number of Driving Licence Cards Issued and Expired per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	3,121,871	1,429,195	1,470,471	657,447	494,474	547,367	469,452	551,188	174,184	8,915,649
Not expired	2,741,495	1,226,792	1,301,004	517,469	420,628	483,096	415,050	489,570	154,963	7,750,067
Expired	380,376	202,403	169,467	139,978	73,846	64,271	54,402	61,618	19,221	1,165,582
% Expired	12.18	14.16	11.52	21.29	14.93	11.74	11.59	11.18	11.03	13.07

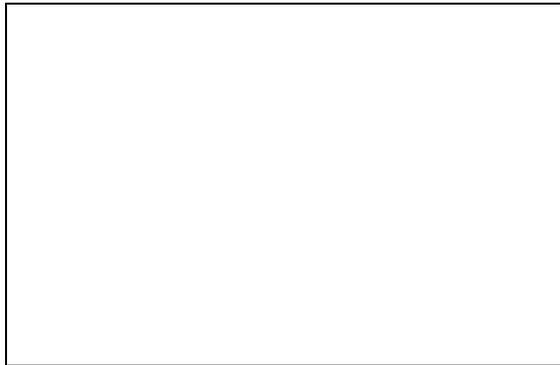


3.3 Professional Driving Permits Issued and Expired

3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 53,545 (7,11%) from 759,424 at the end of March 2009 to 806,461 at the end of March 2010. Detail on the number of PrDPs issued per category is given in Table 22 and graphically reflected in the figure below.

Table 22 : Number of PrDP's Issued				
Category	Mar 2009	Mar 2010	Change	% Change
G	10,903	11,286	522	4.85
P	2,596	2,243	-462	-17.08
P G	657,195	757,096	122,554	19.31
D G	470	168	-386	-69.68
D P G	88,260	35,668	-68,683	-65.82
Total	759,424	806,461	53,545	7.11



Provincial information in this regard is given in Table 23 and the percentage change with regard to all categories of PrDPs issued per Province is reflected in the graph below.

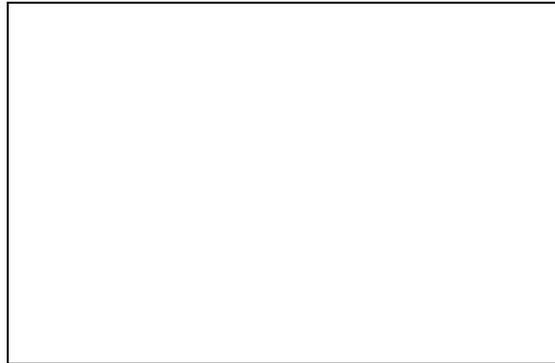
Table 23 : Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2009	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	759,424
Mar 2010	220,851	136,860	111,113	63,138	53,189	71,634	49,824	79,424	20,428	806,461
Change	9,458	9,358	7,802	3,021	1,845	4,583	2,417	8,865	-312	47,037
% Change	4.47	7.34	7.55	5.03	3.59	6.84	5.10	12.56	-1.50	6.19



3.3.2 Number of Expired PrDPs

The information in Table 24 below shows that at the end of March 2009 there were a total of 269,464 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 33,41% of all PrDPs issued. This information is also reflected in the graph below.

Table 24 : Number of Professional Driving Permits (PrDP's) Issued and Expired per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	220,851	136,860	111,113	63,138	53,189	71,634	49,824	79,424	20,428	806,461
Not expired	141,633	88,177	76,406	40,876	36,949	49,164	32,249	59,263	12,280	536,997
Expired	79,218	48,683	34,707	22,262	16,240	22,470	17,575	20,161	8,148	269,464
% Expired	35.87	35.57	31.24	35.26	30.53	31.37	35.27	25.38	39.89	33.41



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

4. Fatal Road Traffic Crashes and Fatalities

4.1 Number of Fatal Crashes

Over the 12-month period from 1 April 2009 to 31 March 2010 the number of fatal crashes increased by 287 (2,69%) from 10,661 crashes over the same period the previous year to 10,948 in 2010. Provincial detail in this regard is given in Table 25 below.

Table 25 : Number of Fatal Crashes per Province over 12 Month Period										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	2,228	2,153	1,259	1,021	678	1,186	833	1,081	222	10,661
2009-10	2,153	2,216	1,085	1,069	762	1,277	940	1,181	265	10,948
change	-75	63	-174	48	84	91	107	100	43	287
% change	-3.37	2.93	-13.82	4.70	12.39	7.67	12.85	9.25	19.37	2.69

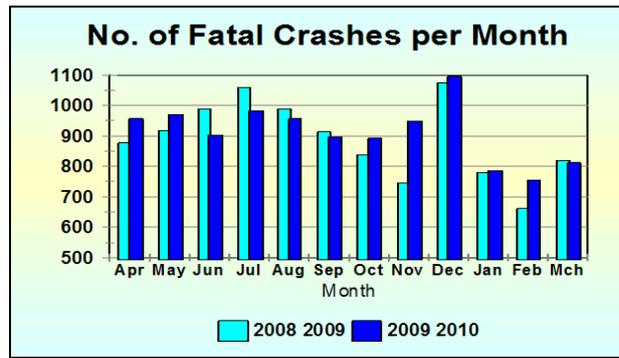
With the exception of KwaZulu-Natal and Western Cape, increases in the number of fatal crashes were recorded in all other Provinces. On a provincial percentage basis the biggest increases over the 12-month period from 1 April 2009 to 31 March 2010 were recorded as follows:

- Northern Cape : an increase of 43 (19,37%) from 222 to 269,
- North West : an increase of 107 (12,85%) from 833 to 940; and
- Free State :an increase of 84 (12,39%) from 678 to 762;

In Western Cape the number of fatal crashes decreased by 174 (13,82%) from 1,259 during 2008-2009 to 1,085 during 2009-2010. In Gauteng the number of fatal crashes decreased by 75 (3,37%) from 2,228 to 2,153.

The monthly number of fatal crashes over the two comparative 2 year periods is graphically reflected in the figure below.

Table 26: Monthly Number of Fatal Crashes				
Month	2008-09	2009-10	Change	% change
Apr	876	956	80	9.13
May	917	970	53	5.78
Jun	988	903	-85	-8.60
Jul	1,060	982	-78	-7.36
Aug	989	956	-33	-3.34
Sep	913	896	-17	-1.86
Oct	838	892	54	6.44
Nov	745	948	203	27.25
Dec	1,075	1,094	19	1.77
Jan	779	785	6	0.77
Feb	661	754	93	14.07
Mch	820	812	-8	-0.98
Total	10,661	10,948	287	2.69



The number of fatal crashes per month per province is given in the table attached under **Annexure D**.

4.2 Number of Fatalities

Over the 12-month period from 1 April 2009 to 31 March 2010 the number of fatalities decreased by 216 (1,57%) from 13,707 fatalities over the same period the previous year to 13,923. Provincial detail in this regard is given in Table 27 below.

Table 27 : Number of Fatalities per Province over 12 Month Period										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
2009-10	2,426	2,795	1,307	1,517	1,098	1,651	1,204	1,554	370	13,923
change	-81	23	-176	52	234	-179	72	216	55	216
% change	-3.23	0.81	-11.86	3.57	27.05	-9.79	6.37	16.15	17.34	1.57

With the exception of KwaZulu-Natal, Western Cape and Mpumalanga all other Provinces recorded increases in fatalities. On a provincial percentage basis the biggest increases were recorded as follows:

- Free State : increase of 234 (27,05%)(from 865 to 1,098
- Northern Cape : increase of 55 (17,34%); and
- Limpopo : increase of 216 (16,15%)

In the Western Cape the number of fatalities decreased by 176 (11,86%) from 1,483 to 1,307 and in Mpumalanga the number of fatalities decreased by 179 (9,79%) from 1,830 to 1,651.

The national monthly number of fatalities over the 12-month period is graphically reflected in the figure below.

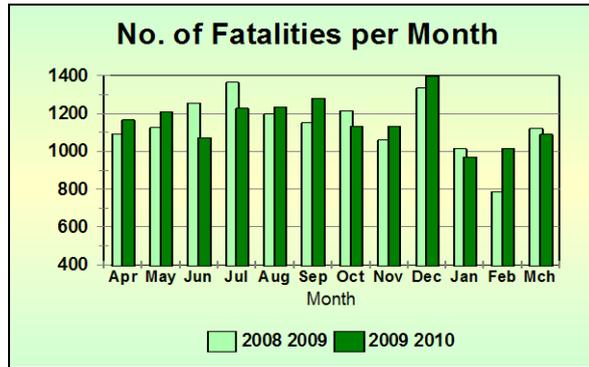
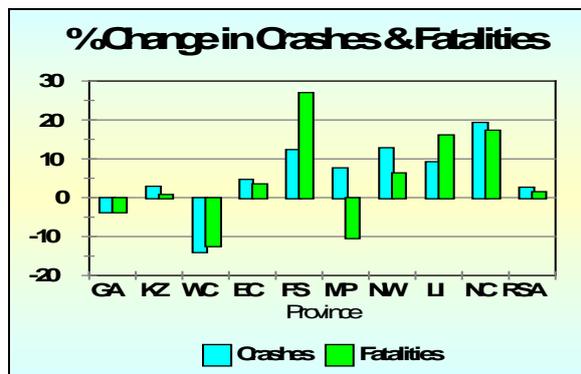


Table 28: Monthly Number of Fatalities

Month	2008-09	2009-10	Change	% change
Apr	1,093	1,165	73	6.64
May	1,125	1,208	83	7.37
Jun	1,255	1,072	-183	-14.60
Jul	1,363	1,227	-137	-10.03
Aug	1,196	1,235	39	3.25
Sep	1,151	1,279	128	11.12
Oct	1,213	1,132	-81	-6.70
Nov	1,058	1,133	75	7.10
Dec	1,333	1,398	65	4.86
Jan	1,013	971	-42	-4.19
Feb	787	1,015	228	29.02
Mch	1,119	1,088	-31	-2.76
Total	13,707	13,923	216	1.57

The percentage change in the number of fatal crashes and fatalities over the 12-month period from 1 April 2009 to 31 March for 2010 in comparison with 2008 per province is reflected in the graph below.



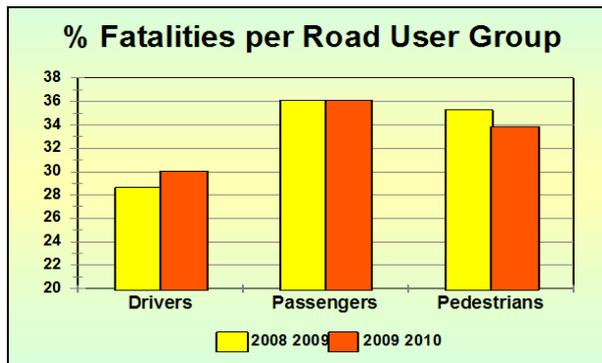
The number of fatalities per month per province is given in the table attached under **Annexure E**.

4.3 Number of Fatalities per Road User Group

The information in Table 29 below shows that driver fatalities increased by 260 (6,63%) to 4,184; passenger fatalities increased by 72 (1,45%) to 5,022 and pedestrian fatalities decreased by 116 (2,41%) to 4,717 over the 12-month period from 1 March 2009 to 31 March 2010.

User Group	2008-09	2009-10	Change	% Change
Drivers	3,923	4,184	260	6.63
Passengers	4,950	5,022	72	1.45
Pedestrians	4,833	4,717	-116	-2.41
Total	13,707	13,923	216	1.57

The percentage fatalities per road user group for the two comparative years are reflected in the figure below. During 2008-2009 and 2009-2010 driver fatalities were (28,62% and 30,05%), passengers (36,12% and 36,07%) and pedestrians (35,26% and 33,88% of all fatalities.



The percentage change in all fatalities per Province is shown in the figure below.



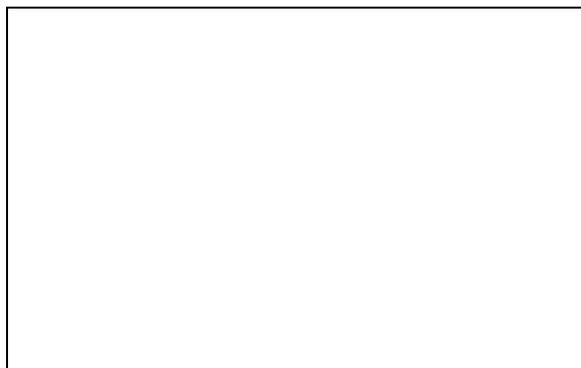
The number of fatalities per road user group per Province for the two respective 12-month periods is shown in Table 30 below.

Table 30: Number of Fatalities per Road User Group over 12 Month Period											
Year	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
200809	Drivers	797	576	464	330	296	574	340	415	132	3,923
	Passengers	563	951	391	701	349	823	480	554	138	4,950
	Pedestrians	1,147	1,245	627	434	220	434	312	369	46	4,833
	Total	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
200910	Drivers	759	725	410	375	377	583	372	449	133	4,184
	Passengers	553	921	401	693	526	636	459	663	170	5,022
	Pedestrians	1,114	1,149	496	449	195	433	373	442	67	4,717
	Total	2,426	2,795	1,307	1,517	1,098	1,651	1,204	1,554	370	13,923
Change	Drivers	-38	149	-54	45	81	9	32	34	1	260
	Passengers	-10	-30	9	-8	177	-187	-21	109	32	72
	Pedestrians	-33	-96	-132	15	-25	-1	61	73	22	-116
	Total	-81	23	-176	52	234	-179	72	216	55	216
% Change	Drivers	-4,76	25,86	-11,58	13,71	27,51	1,60	9,39	8,22	0,95	6,63
	Passengers	-1,78	-3,17	2,42	-1,12	50,84	-22,76	-4,32	19,72	23,08	1,45
	Pedestrians	-2,87	-7,72	-20,96	3,44	-11,32	-0,25	19,56	19,72	47,30	-2,41
	Total	-3,23	0,81	-11,86	3,57	27,05	-9,79	6,37	16,15	17,34	1,57

The percentage (%) changes in fatalities per specific road user group from 2008-2009 to 2009-2010 per province are also reflected in the figures below.

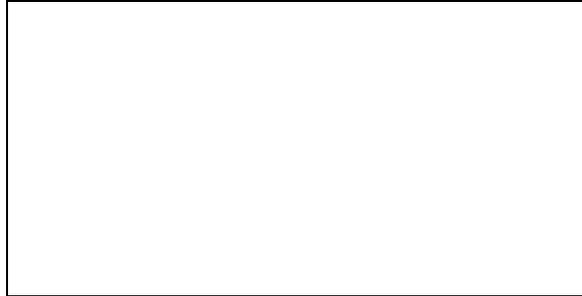


The information in the graph above shows that the biggest increase in the number of driver fatalities was recorded in Free State with 27,51%, followed by KwaZulu-Natal with an increase of 25,51%. The biggest decrease in driver fatalities was recorded in the Western Cape (11,58%).



The information in the graph above shows that the biggest increase in the

number of passenger fatalities was recorded in the Free State with an increase of 50,84%, followed by Northern Cape with an increase of 23,03%. The biggest decrease was recorded in Mpumalanga with 22,76%.



The information in the graph above shows that, on a percentage basis, the biggest increase in the number of pedestrian fatalities was recorded in the Northern Cape with an increase of 47,30% followed by Limpopo with 19.72% and North West with an increase of 19,56%. Decreases of more than 20% were also recorded in the Western Cape.

The combined percentages of road user group fatalities (drivers, passengers and pedestrians) per Province for 2009-2010 is also reflected in the graph below.



The information in the graph above shows that in Gauteng, KwaZulu-Natal and the Western Cape the main fatality groups were pedestrians – on average 41,66% of all fatalities. In the other 6 provinces the main fatality groups were passengers – on average 43,13% of all fatalities. (In these 6 provinces the average pedestrian fatalities were 25,18% of all fatalities).

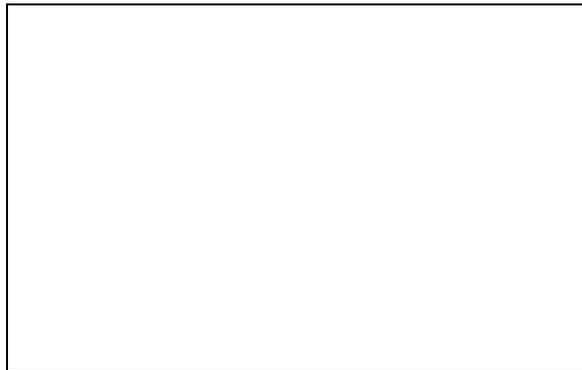
More detail on the number of fatalities per road user group per month per province for 2008-2009 and 2009-2010 is given in the table attached under **Annexure F**.

4.4 Severity of Fatal Crashes

The severity of fatal crashes decreased by 0,014 (1,09%) from 1,286 during 2008-09 to 1,272 during 2009-10. The individual provincial severity rates are shown in Table 31 below.

Table 31 : Severity of Crashes per Province (Av no. of fatalities/crash)										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	1.125	1.288	1.178	1.434	1.275	1.543	1.359	1.237	1.420	1.286
2009-10	1.127	1.261	1.204	1.419	1.442	1.293	1.281	1.316	1.396	1.272
change	0.002	-0.026	0.027	-0.016	0.166	-0.250	-0.078	0.078	-0.024	-0.014
% change	0.14	-2.05	2.28	-1.08	13.04	-16.22	-5.74	6.32	-1.70	-1.09

The information in the table above shows that the severity rate in Free State increased by 0,166 (13,04%) from 1,275 to 1,442; followed by the Limpopo with an increase of 6,32%. The rate in Mpumalanga decreased by 16,22% followed 5,74%. The provincial rates for the two comparative years in this regard are also reflected in the figure below.



The severity rate per month is given in Table 32 and also reflected in the figure below.

Table 32: Monthly Crash Severity				
Month	2008-09	2009-10	Change	% change
Apr	1.247	1.219	-0.029	-2.29
May	1.227	1.245	0.018	1.50
Jun	1.271	1.187	-0.083	-6.56
Jul	1.286	1.249	-0.037	-2.88
Aug	1.209	1.291	0.082	6.82
Sep	1.261	1.427	0.167	13.23
Oct	1.448	1.269	-0.179	-12.35
Nov	1.420	1.195	-0.225	-15.83
Dec	1.240	1.278	0.038	3.04
Jan	1.301	1.237	-0.064	-4.92
Feb	1.190	1.346	0.156	13.10
Mch	1.365	1.340	-0.025	-1.80
Total	1.286	1.272	-0.014	-1.09



The figure above shows that the two months with exceptionally high severity rates were September 2009 and February 2010 with rates of 1,427 and 1,340 respectively. The biggest rate increase was recorded in September 2009 with an increase of 13,23% and February 2010 with an increase of 13,10%. (These high rates could be attributed to a large number of high occupancy vehicles, buses and minibuses, involved in fatal crashes).

4.5 Crash and Fatality Rates and Trends per 10,000 Vehicles

The number of fatal crashes per 10,000 registered motorised vehicles increased by 0,04 (0,27%) from 12,86 during 2008-09 to 12,90 2009-10. Provincial detail in this regard is given in Table 33 and graphically reflected in the figure below.

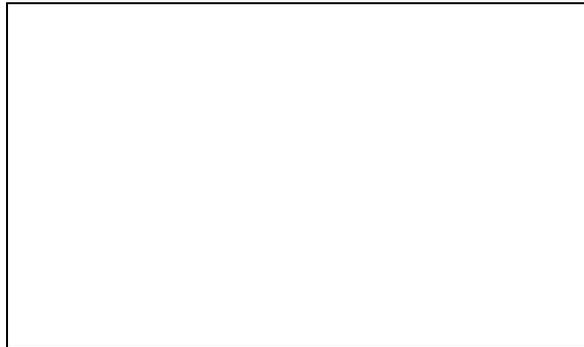
Table 33 : No. of Fatal Crashes per 10,000 Motorised Vehicles per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	6.97	18.37	9.00	17.87	15.28	24.35	18.28	27.82	12.71	12.86
2009-10	6.58	18.63	7.66	18.25	16.77	24.79	20.18	28.82	14.69	12.90
change	-0.39	0.26	-1.35	0.38	1.50	0.45	1.90	1.01	1.98	0.04
% change	-5.56	1.42	-14.94	2.14	9.80	1.84	10.39	3.61	15.58	0.27



With the exception of Gauteng and Western Cape all other Provinces recorded an increase in this regard. On a Provincial percentage basis the biggest increases were recorded as follows:

- Northern Cape : increase of 1,98 (15,58%) from 12,71 to 14,69;
- North West : increase of 1,90 (10,39%) from 18,28 to a rate of 20,18

The number of fatal crashes per 10,000 registered motorised vehicles per month for the two respective years 2008-09 and 2009-10 are shown in the figure below.



The number of fatalities per 10,000 registered motorised vehicles decreased by 0,82 (0,14%) from 16,54 during 2008-09 to 16,40 during 2009-10. Provincial detail in this regard is given in Table 34 and graphically reflected in the figure below.

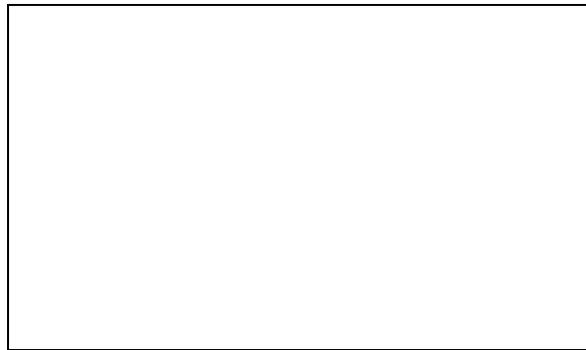
Table 34 : No. of Fatalities per 10,000 Motorised Vehicles per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	7.85	23.65	10.60	25.63	19.48	37.57	24.85	34.42	18.06	16.54
2009-10	7.42	23.50	9.22	25.89	24.18	32.06	25.86	37.92	20.52	16.40
change	-0.43	-0.16	-1.38	0.26	4.70	-5.52	1.01	3.50	2.46	-0.14
% change	-5.43	-0.66	-13.01	1.03	24.12	-14.68	4.06	10.16	13.62	-0.82



With the exception of Gauteng, KwaZulu-Natal, Western Cape and Mpumalanga, all other Provinces recorded increases in the number of fatalities per 10,000 vehicles. On a Provincial percentage basis the biggest increases were recorded as follows:

- Free State : increase of 4,70 (24,12%) from 19,48 to a rate of 24,18;
- Northern Cape : increase of 2,46 (13,62%) from 18,06 to a rate of 20,52; and
- Limpopo : increase of 3,50 (10,16%) from 34,42 to a rate of 37,92.

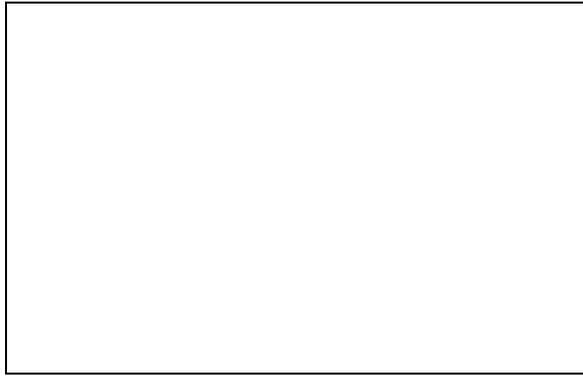
The number of fatalities per 10,000 registered motorised vehicles per month for the two 12-month periods is shown in the figure below.



4.6 Number of Fatalities per 100,000 Human Population

The number of fatalities per 100,000 human population increased by 0,06 (0,21%) from 28,17 during 2008-09 to 28,23 2009-10. Provincial detail in this regard is given in Table 35 and graphically reflected in the figure below.

Table 35 : No. of Fatalities per 100,000 Human Population per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	24.21	27.34	28.41	22.08	29.89	51.06	33.06	25.31	28.01	28.17
2009-10	23.04	26.74	24.39	22.81	37.85	45.78	34.90	29.73	32.24	28.23
change	-1.17	-0.60	-4.02	0.73	7.96	-5.28	1.84	4.42	4.23	0.06
% change	-4.84	-2.19	-14.15	3.32	26.63	-10.33	5.57	17.45	15.09	0.21



With the exception of Gauteng, KwaZulu-Natal, Western Cape and Mpumalanga, all other Provinces recorded decreases in this regard. On a Provincial percentage basis the biggest increases were recorded as follows:

- Free State :an increase of 7,96 (26,63%) from 29,89 to a rate of 37,85;
- Limpopo : an increase of 4,42 (17,45%) from 25,31 to a rate of 29,73; and
- Northern Cape : an increase of 4,23 (15,09%) from 28,01 to a rate of 32,24.

5. Fatalities per Age Group, Gender, Day-of-Week & Time-of-Day

5.1 Fatalities per Age Group and Gender

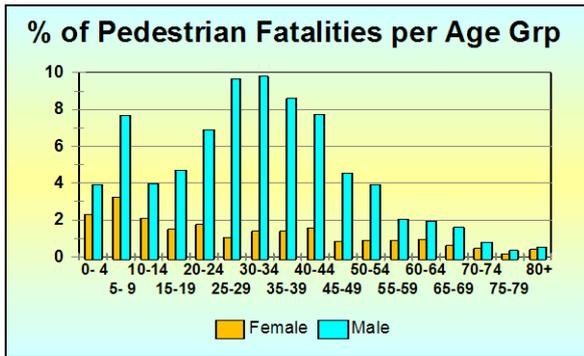
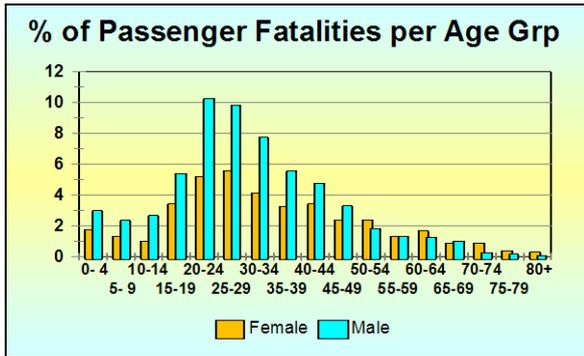
The percentage of fatalities per age group and gender for the year 2009-2010 (only for the cases where this information is available) are given in Table 36 and reflected in the graph below.

Table 36 : % Road User Fatalities per Age and Gender Groups									
Age group	Driver		Passenger		Pedestrian		Total		Total
	Female	Male	Female	Male	Female	Male	Female	Male	
0- 4	0.00	0.08	1.74	2.97	2.31	3.91	1.41	2.42	3.83
5- 9	0.00	0.16	1.31	2.35	3.25	7.68	1.57	3.50	5.07
10-14	0.00	0.47	1.02	2.66	2.09	3.97	1.08	2.45	3.52
15-19	0.35	2.04	3.41	5.40	1.49	4.70	1.84	4.15	5.99
20-24	0.56	8.73	5.23	10.25	1.76	6.88	2.65	8.65	11.30
25-29	0.70	13.37	5.59	9.86	1.05	9.66	2.58	10.85	13.43
30-34	1.48	16.67	4.14	7.75	1.38	9.80	2.40	11.12	13.53
35-39	0.99	12.58	3.27	5.55	1.38	8.61	1.94	8.70	10.64
40-44	1.20	10.46	3.41	4.77	1.54	7.74	2.11	7.49	9.60
45-49	0.70	9.67	2.40	3.29	0.83	4.57	1.36	5.64	6.99
50-54	0.63	6.92	2.40	1.80	0.88	3.91	1.35	4.05	5.40
55-59	0.21	5.03	1.31	1.33	0.88	2.05	0.83	2.69	3.52
60-64	0.28	2.59	1.67	1.25	0.94	1.92	1.00	1.88	2.89
65-69	0.21	2.20	0.87	1.02	0.61	1.59	0.58	1.57	2.15
70-74	0.07	0.94	0.87	0.23	0.44	0.79	0.48	0.64	1.12
75-79	0.07	0.39	0.36	0.16	0.17	0.33	0.21	0.29	0.49
80+	0.00	0.24	0.29	0.08	0.39	0.53	0.24	0.28	0.51
Total	7.46	92.54	39.29	60.71	21.36	78.64	23.65	76.35	100.00



The above information shows that 76,35% fatalities during 2009-10 were male and 23,65% females. 92,54% of all drivers killed in crashes were male and 7,46% female. 78,64% of all pedestrians killed in crashes were male and 21,36% female.

The percentage of fatalities per road user group is also reflected in the graphs below.



5.2 Crashes per Day of Week

The percentage of fatal crashes per day of the week per province during 2009-2010 is given in Table 37 and graphically reflected in the figure below.

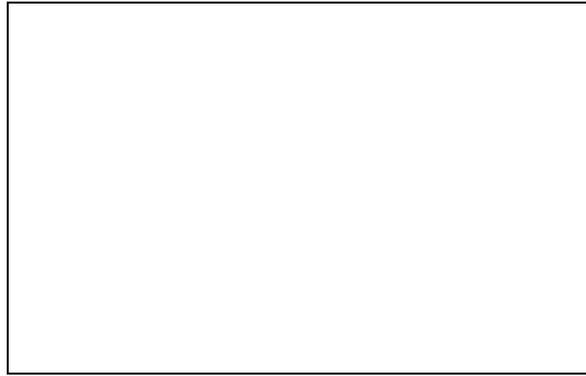
Province	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Gauteng	20.34	10.81	8.79	11.34	11.21	17.25	20.27
Kwa-Zulu Natal	15.20	11.58	11.35	11.70	11.23	15.56	23.39
Western Cape	16.67	8.61	10.24	9.48	10.35	17.43	27.23
Eastern Cape	15.60	10.82	8.69	8.87	11.88	17.73	26.42
Free State	19.15	10.44	8.32	9.28	9.86	19.34	23.60
Mpumalanga	17.38	13.11	7.01	9.30	10.98	18.75	23.48
North West	20.97	7.57	7.18	11.26	10.29	19.42	23.30
Limpopo	21.61	7.59	10.11	9.54	10.46	17.93	22.76
Northern Cape	16.88	13.64	7.14	9.74	12.99	15.58	24.03
Total	18.49	10.19	9.11	10.26	10.89	17.63	23.43



The information above shows that almost one quarter (23,43%) of the weekly crashes happen on a Saturday, and 59,55% of all fatal crashes happened over weekends from Friday to Sunday. The graph above reflects the comparison of day-of-week crashes between 2008 - 09 and 2009-10.

5.3 Number of Crashes per Time of Day

The percentage of fatal crashes per time of day during 2009-09 and 2009-10 is reflected in the graph below.



The above information shows the following percentage of crashes for the respective hours of the day during 2009-2010:

- From 06:00 to 12:00 : 20,96%;
- From 12:00 to 18:00 : 27,45%;
- From 18:00 to 24:00 : 37,10%;

which totals to 85,51% of all daily fatal crashes.

During 2009-2010 in order of 14.49% of fatal crashes happened during the early hours of the morning, between midnight and 06:00 in the morning.

37,10% of the daily crashes happened between 18:00 in the evening and midnight (24:00). About 61,48% of the daily crashes happened generally during hours of darkness, between 18:00 in the evening and 06:00 the next morning.

6. Vehicles involved in Fatal Crashes

6.1 Vehicles per Type in Fatal Crashes

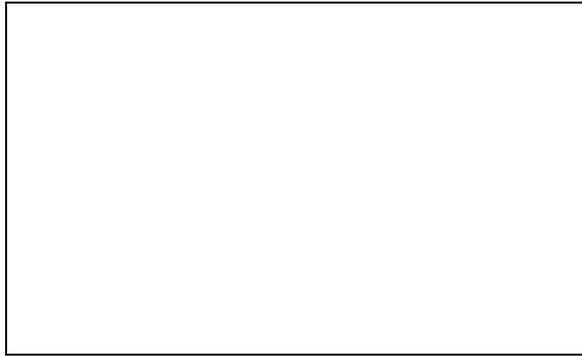
The information in Table 38 below shows that :

- The number of all types of vehicles involved in fatal crashes decreased by 882 (5,78%) from 15,254 in 2008-09 to 14,372 in 2009-10; and
- The number of motorised vehicles involved in fatal crashes decreased by 801 (5,37%) from 14,920 in 2008-09 to 14,119 in 2009-10; and
- The number of bicycles involved in fatal crashes decreased by 81 (24,34%) from 334 to 252.

Table 38: Number of Vehicles involved in Fatal Crashes				
Vehicle Type	2008-09	2009-10	Change	% Change
Motorcars	7,071	6,872	-199	-2.82
Minibuses	1,322	1,225	-97	-7.33
Minibus Taxis	439	602	163	37.14
Buses	385	392	7	1.78
Motorcycles	307	314	7	2.26
LDV's - Bakkies	3,059	2,814	-245	-8.00
Trucks - rigid	408	197	-211	-51.68
Trucks - articulated	524	534	10	1.90
Other and unknown	1,405	1,169	-236	-16.79
Total Motorised	14,920	14,119	-801	-5.37
Bicycle	334	252	-81	-24.34
Animal drawn	0	0	0	0
Total	15,254	14,372	-882	-5.78

The number of all minibuses involved in fatal crashes per province is given in Table 39 and the change reflected in the graph below.

Table 39 : Number of Minibuses Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	273	411	157	273	130	217	129	142	30	1,761
2009-10	255	562	151	228	108	213	137	163	11	1,827
Change	-18	151	-6	-45	-22	-4	8	21	-19	66
% Change	-6.66	36.81	-3.86	-16.57	-17.01	-1.79	6.48	14.50	-63.21	3.75



The information above shows that the number of all minibuses involved in fatal crashes increased by 66 (3,75%) from 1,761 in 2008-09 to 1,827 in 2009-10. With the exception of KwaZulu-Natal, North West and Limpopo, all other provinces show an increase in this regard. On a percentage basis the biggest increase was recorded in KwaZulu-Natal where the number of minibuses increased by 151 (36,81%) from 411 to 562 in 2009. Followed by Limpopo with an increase of 14,50%.

The number of buses involved in fatal crashes per province is given in Table 40 and the change reflected in the graph below.

Table 40 : Number of Buses Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	27	67	47	69	10	130	12	18	6	385
2009-10	31	78	25	57	3	146	24	25	2	392
Change	4	11	-21	-11	-7	16	12	7	-4	7
% Change	14.86	17.17	-45.58	-16.26	-68.39	11.99	97.25	42.10	-63.21	1.78



The information above shows that the number of buses involved in fatal crashes increased by 7 (1,78%) from 385 in 2008-09 to 392 in 2009-10. With the exception of Western Cape, Eastern Cape, Free State and Northern Cape, all other provinces show an increase in this regard. On a percentage basis the biggest increase was recorded in the North West with an increase

of 97,25% followed by Limpopo where the number of buses increased by 7 (42,10%) from 18 in 2008-09 to 25 in 2009-10.

The number of LDVs (bakkies) involved in fatal crashes per province is given in Table 41 and the change reflected in the graph below.

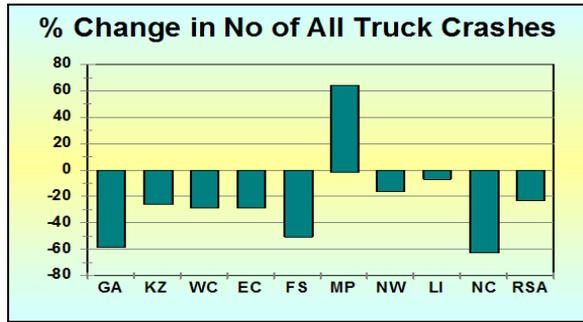
Table 41 : Number of LDVs Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	383	593	334	448	147	405	303	354	91	3,059
2009-10	284	562	223	333	179	455	255	393	129	2,814
Change	-99	-30	-111	-115	32	50	-48	39	38	-245
% Change	-25.89	-5.09	-33.23	-25.70	21.72	12.27	-15.77	10.97	41.56	-8.00



The information above shows that the number of LDVs involved in fatal crashes decreased by 245 (8,00%) from 3,059 in 2008-09 to 2,814 in 2009-10. Four provinces show an increase, while decreases were recorded in five provinces. On a percentage basis the biggest increase was recorded in the Northern Cape with an increase of 38 (41,56%) where the number of LDVs increased from 91 in 2008-09 to 129 in 2009-10.

The number of articulated trucks involved in fatal crashes per province is given in Table 42 and the % change reflected in the graph below.

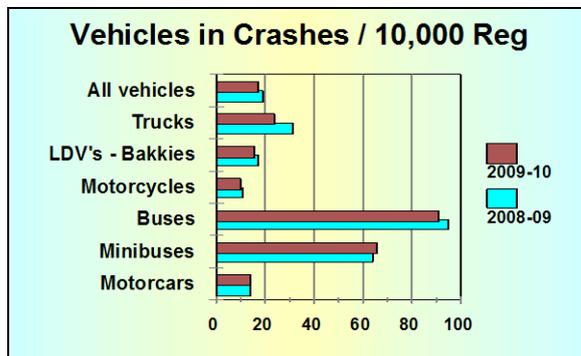
Table 42: Number of All Trucks Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	144	189	110	128	94	112	53	69	34	932
2009-10	61	143	80	93	47	184	45	65	13	732
Change	-83	-46	-30	-35	-47	72	-8	-4	-21	-201
% Change	-57.88	-24.18	-27.05	-27.14	-49.86	64.48	-15.27	-5.67	-61.05	-21.55



The information above shows that the number of All trucks involved in fatal crashes decreased by 201 (21,55%) from 932 in 2008-09 to 732 in 2009-10. With the exception of Mpumalanga, all other provinces show a decrease in this regard. On a percentage basis the only increase was recorded in Mpumalanga with an increase of 72 (64,48%) where the number of All trucks increased from 112 in 2008-09 to 184 in 2009-10.

The number of vehicles involved in fatal crashes per 10,000 registered vehicles per type of vehicle, is shown in Table 43 and graphically reflected in the figure below. The general rate decreased by 7,68% from ,18,13 to 16,74.

Vehicle Type	2008-09	2009-10	Change	% Change
Motorcars	13.56	12.93	-0.64	-4.68
Minibuses	63.21	64.81	1.60	2.53
Buses	94.56	90.15	-4.41	-4.66
Motorcycles	9.71	9.33	-0.38	-3.94
LDV's - Bakkies	16.52	14.72	-1.80	-10.92
Trucks	30.30	22.91	-7.39	-24.39
All vehicles	18.13	16.74	-1.39	-7.68



The information above shows that, with the exception of minibuses, decreases were recorded for all other types of vehicles. The rate in this

regard for minibuses increased by 1,60 (2,53%) from 63,21 to 60,81 buses in fatal crashes per 10,000 registered.

More detailed information on the number of vehicles involved in fatal crashes per Province is given in the tables under **Annexure G**.

6.2 Road User Group Fatalities per Type of Vehicle

The number of fatalities per type of vehicle during 2008-09 and 2009-10 are given in Table 44 below.

Table 44: Number of Fatalities per Type of Vehicle				
Vehicle Type	2008-09	2009-10	Change	% Change
Motorcars	6,324	6,729	405	6.41
Minibuses	1,191	1,188	-4	-0.31
Minibus Taxis	420	565	145	34.44
Buses	360	343	-17	-4.59
Motorcycles	269	311	42	15.67
LDV's - Bakkies	2,786	2,740	-47	-1.67
Trucks - rigid	373	206	-168	-44.87
Trucks - articulated	465	477	13	2.75
Other and unknown	1,224	1,109	-115	-9.39
Total Motorised	13,413	13,669	255	1.90
Bicycle	294	254	-40	-13.53
Animal drawn	0	0	0	0
Total	13,707	13,923	216	1.57

Amongst others, the information in the table above shows that, with the exception of motorcars, minibus taxis, motorcycles and articulated trucks, fatalities for all the other types of vehicles decreased. The recorded increases are briefly summarised as follows:

- Minibus Taxis : fatalities increased by 145 (34,44%) from 420 to 565; and
- Motorcycles : fatalities increased by 42 (15,67%) from 269 to 311.

Some decreases were recorded as follows:

- Rigid trucks : decrease of 168(44,87%) from 373 to 206; and
- Bicycle : decrease of 40 (13,53%) from 295 to 254

The number of driver, passenger and pedestrian fatalities per type of vehicle are respectively given in Tables 45, 46 and 47 below.

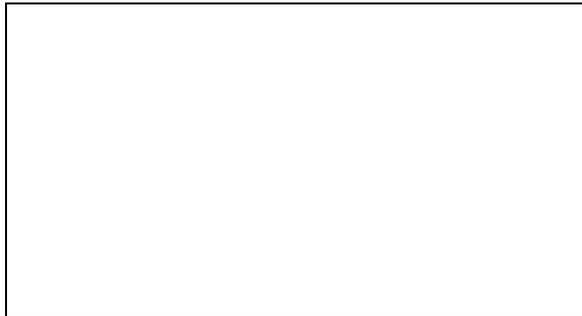
Table 45: Number of Driver Fatalities per Vehicle Type				
Vehicle Type	2008-09	2009-10	Change	% Change
Motorcars	2,095	2,344	250	11.93
Minibuses	209	241	32	15.30
Buses	11	20	8	74.94
Motorcycles	218	276	58	26.54
LDV's - Bakkies	762	803	41	5.33
Trucks	230	160	-70	-30.45
Other and unknown	109	90	-19	-17.20
Total	3,634	3,935	300	8.26

Table 46: Number of Passenger Fatalities per Vehicle Type				
Vehicle Type	2008-09	2009-10	Change	% Change
Motorcars	2,220	2,381	160	7.22
Minibuses	901	978	77	8.55
Buses	230	212	-18	-7.67
Motorcycles	18	18	1	3.03
LDV's - Bakkies	1,140	1,104	-37	-3.24
Trucks	289	219	-70	-24.25
Other and unknown	148	106	-43	-28.75
Total	4,947	5,017	71	1.43

Table 47: Number of Pedestrian Fatalities per Vehicle Type				
Vehicle Type	2008-09	2009-10	Change	% Change
Motorcars	2,009	2,005	-5	-0.24
Minibuses	501	533	32	6.38
Buses	119	112	-7	-6.11
Motorcycles	33	16	-16	-50.28
LDV's - Bakkies	884	833	-50	-5.70
Trucks	319	304	-15	-4.60
Other and unknown	967	913	-54	-5.55
Total	4,832	4,717	-115	-2.38

The number of passenger fatalities in minibus related fatal crashes (minibuses plus minibus taxis) per Province is given in Table 48 and the percentage change reflected in the graph below.

Table 48 : Number of All Minibus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	89	191	51	168	68	158	86	77	14	901
2009-10	115	267	73	144	102	90	89	90	7	978
Change	26	77	22	-23	34	-68	3	13	-7	77
% Change	29.13	40.26	44.03	-13.89	50.01	-42.93	3.52	16.68	-48.00	8.55



The information above shows that the number of all minibus passenger fatalities increased by 77 (8,55%) from 901 in 2008-09 to 978 in 2009-10. Three provinces recorded decreases and six provinces show increases in this regard. The biggest increase was recorded in the Free State where the number of passenger fatalities increased by 34 (50,01%) from 68 to 102 in 2009-10. The biggest decrease of 48,00% was recorded in Northern Cape.

The number of passenger fatalities in bus related fatal crashes is given in Table 49 and the % change reflected in the graph below.

Table 49 : Number of Bus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	7	29	21	44	4	111	3	9	2	230
2009-10	13	43	10	37	0	78	18	13	0	212
Change	6	14	-10	-7	-4	-34	15	4	-2	-18
% Change	79.92	47.30	-49.59	-15.85	-100.00	-30.24	545.81	39.60	-100.00	-7.67



The information above shows that the number of bus passenger fatalities decreased by 18 (7,67%) from 230 in 2008-09 to 212 in 2009-10.

Four provinces recorded increases and five provinces show decreases in this regard. The biggest increase was recorded in North West where the number of bus passenger fatalities increased by 15 (545,81%) from 3 in 2008-09 to 18 in 2009-10. In Gauteng the number of bus passenger fatalities increased by 6 (79,92%) from 7 to 13.

The number of passenger fatalities in LDV (bakkie) related fatal crashes are given in Table 50 and the % change reflected in the graph below.

Table 50 : Number of LDV Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008-09	76	230	86	193	58	179	135	151	32	1,140
2009-10	68	217	66	149	118	113	117	185	72	1,104
Change	-8	-13	-20	-44	60	-67	-18	34	40	-37
% Change	-10.93	-5.58	-23.07	-23.00	102.85	-37.19	-13.29	22.21	122.87	-3.24

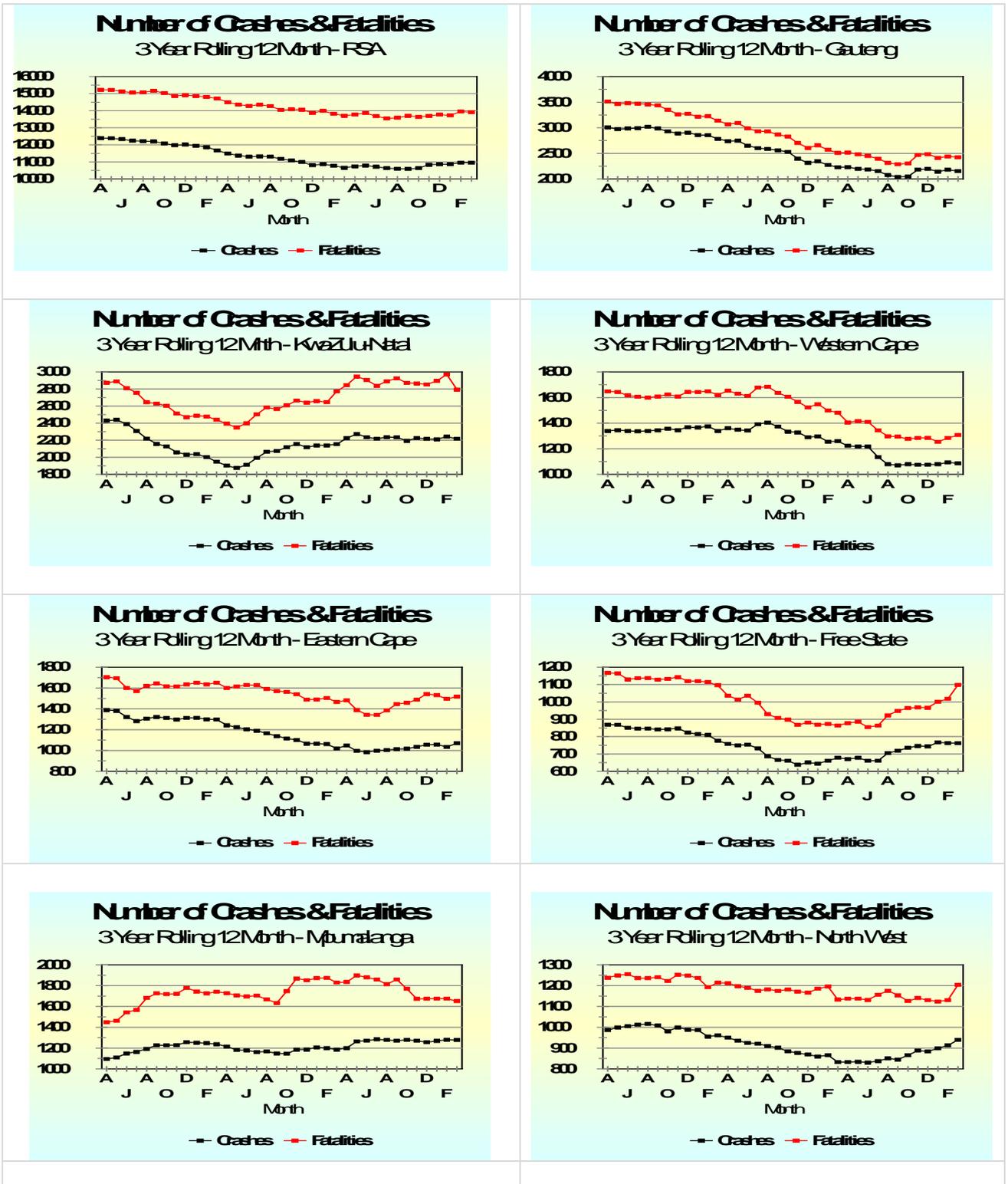


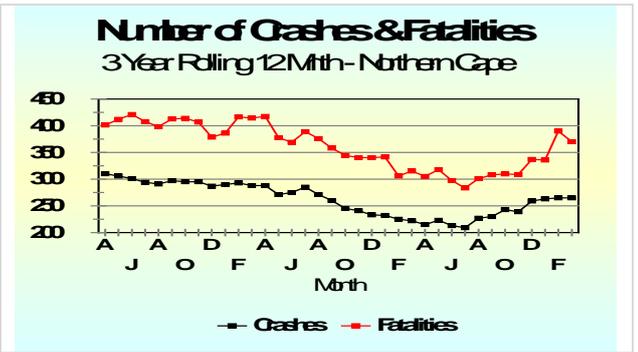
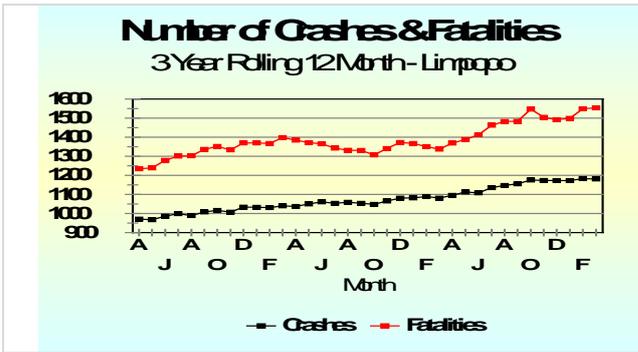
The information above shows that the number of LDV (bakkie) passenger fatalities decreased by 37 (3,24%) from 1,140 in 2008-09 to 1,104 in 2009-10. With the exception of Free State, Limpopo and Northern Cape where an increase was recorded, all other provinces recorded decreases in this regard. On a provincial percentage basis, the biggest increase was recorded in Northern Cape where the number of LDV passenger fatalities increased by 40 (122,87%) from 32 in 2008-09 to 72 in 2009-10. In Free State the number of LDV passenger fatalities increased by 60 (102,85%) from 58 to 118.

More detailed information on the number of fatalities per type of vehicle involved in fatal crashes per Province is given in the tables under **Annexure H**.

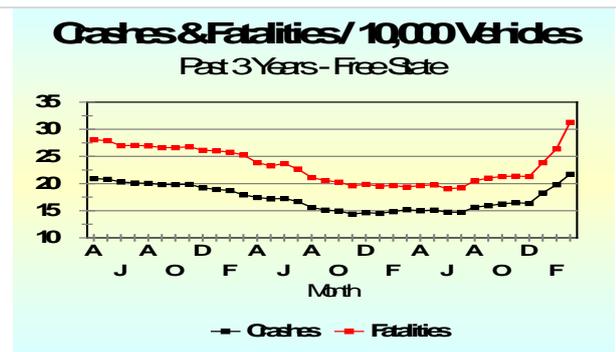
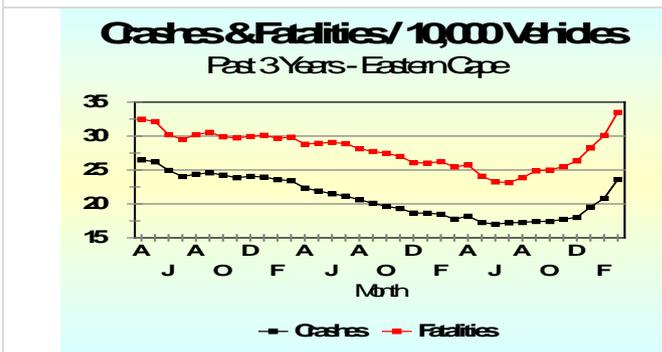
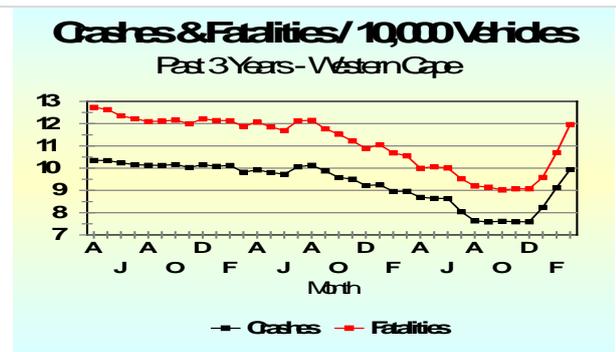
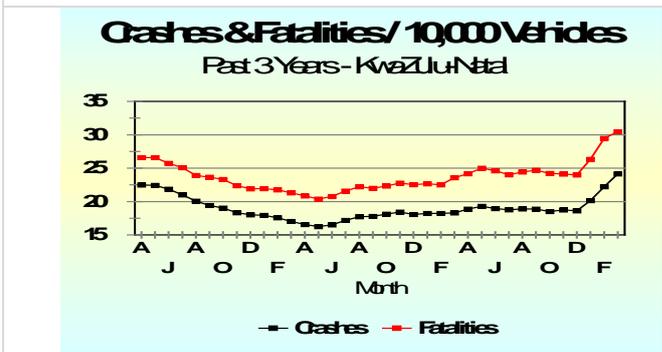
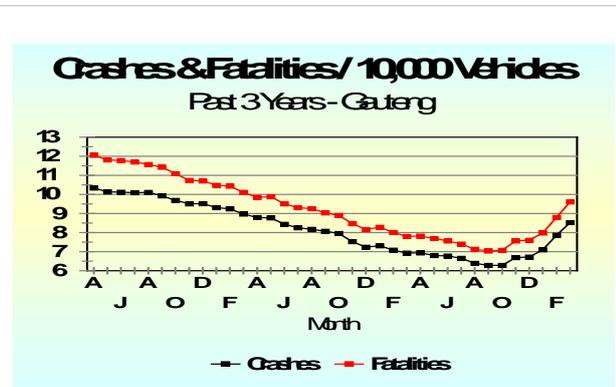
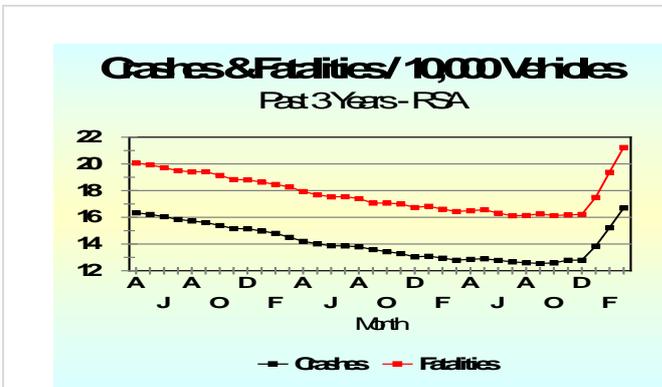
6.3. Summary : Some graphs reflecting Crash Rates and Trends

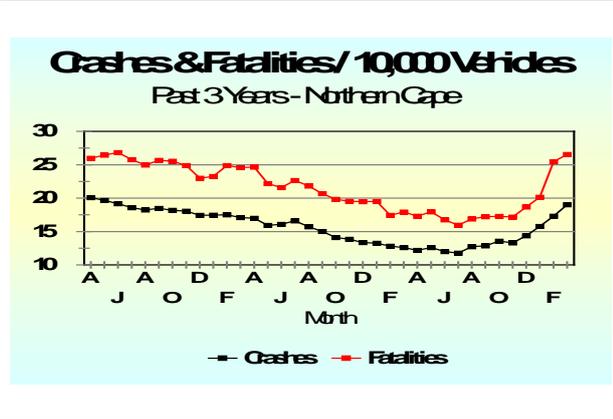
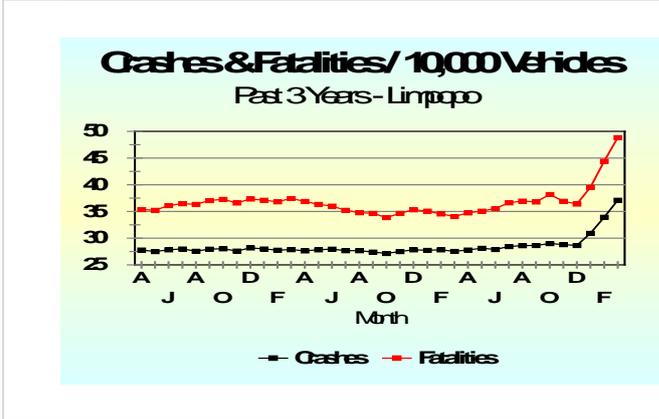
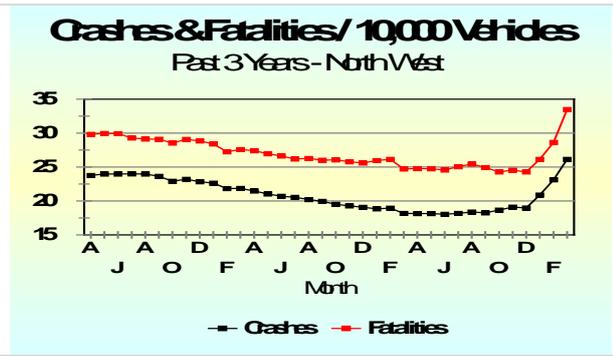
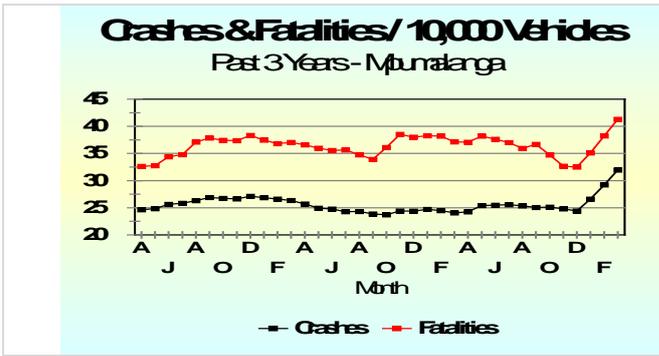
6.3.1 Three (3)-Year Rolling 12-month Number of Fatal Crashes and Fatalities





6.3.2 Number of Fatal Crashes and Fatalities per 10,000 Registered Vehicles over a period of 3 years





7. Results of the 2009 Road Traffic Offence Survey

7.1 Introduction

The Arrive Alive Offence Monitoring Program is part of the comprehensive Arrive Alive road traffic safety program which was launched by the Department of Transport on 1 October 1997. The main goal of the Arrive Alive program is to promote road traffic safety throughout South Africa. The purpose is to reduce road accidents, fatalities and injuries. A comprehensive, multi-disciplinary approach is followed in the Arrive Alive program. One of the methods to reduce accidents, fatalities and injuries is to reduce road traffic offence levels through law enforcement and education interventions. The goal of the Arrive Alive Offence Monitoring Program is to provide the RTMC with management information related to the effectiveness of law enforcement and education intervention in the country. The information obtained from the monitoring program is mainly used for the following purposes:

- a. To complement existing traffic safety information and to clarify the factors that contributes to road accidents;
- b. To measure the effect and impact of road safety and law enforcement programs
- c. To determine the general level of lawlessness on the road network on a year to year basis.

7.2. Combined national offence index

7.2.1. The use of indicators and indexes

An explanation of the concepts of indicators and indexes is provided in Annexure A attached to the detail report. Readers who are not familiar with these concepts should read this annexure before reading the rest of this summary.

7.2.2. Standards that were applied

The value (“size”) of the standards for the different offences is debatable. Whatever the considerations, it is important that offence levels should be really low: Standards for the evaluation of the success of law compliance programs should therefore be strict. The following standards have been applied in this document after consultation with the RTMC:

- ✚ Exceeding the speed limit: Maximum 5% defective rate (i.e. not more than 5% offenders)

- ✚ Exceeding the legal breath alcohol limit: Maximum of 0.4% defective rate at any time of the day or night (i.e. not more than 1 offender in 250 drivers tested found over the legal limit)
- ✚ Crossing on a barrier line: Maximum of 1% barrier line offences (1 offence for every 100 convoys observed)
- ✚ Vehicles disobeying traffic signals: Maximum of 1% of red phases with an offence
- ✚ Wearing of seat belt: Maximum 15% offence rate
- ✚ The use of child restraints: Maximum 15% offence rate
- ✚ Driver licence present and valid: Maximum 1% offence rate
- ✚ The validity of the vehicle registration discs and correlation between the registration disc and number plate: Maximum 1% offence rate
- ✚ Public Driver Permit present and valid: Maximum 1% offence rate
- ✚ Worn vehicle tyres: Maximum 1% defective rate
- ✚ Vehicle lights defective: Maximum 1% defective rate
- ✚ The use of cellular phones while driving a vehicle: Maximum 1% offence rate
- ✚ Pedestrians disobeying traffic signals: Maximum of 1% of red phases with an offence

The indexes in the following sections have been formulated in such a way that all these standards are expressed as 1 (one) index unit. This means that when any of these standards have been reached, the index number of that offence will be equal to 1. For example: An index number of 1 for alcohol offences would mean that an offence rate of 0.4% was observed during the survey (this is exactly on the standard rate of 0.4%). An index number of 0.5 for seat belts would mean that an offence rate of 7.5% was observed during the survey (this is 0.5 times the standard rate of 15%). An index number of 2.0 for speeding offences would mean that an offence rate of 10% was observed during the survey (this is 2 times the standard rate of 5%).

The reason for the development of these indexes is that it allows for comparison of the different types of offences on an equal basis. Without indexes it would be difficult to compare an offence which is measured in terms of, for example, “milligrams per litre” (alcohol) with an offence which is expressed in terms of “kilometres per hour” (speed) or “percentage of red phases with offence” (Disobeying traffic signals). By reducing all these offences to index numbers which relate the offence levels to their respective targets, the rates of the different offences become mutually comparable and can also be used to calculate combined (or joint) indexes for the different offences.

7.3. OVERVIEW: the state of law compliance on the road

Examination of the results of the 2009 survey indicated several major improvements. There were, however, also movements in the opposite direction. In general it must be stated that there is still reason for serious concern about the traffic offence levels in the country. The following sections discuss some of the main indicators which reflect the current situation on our roads.

7.4. Speed Offences

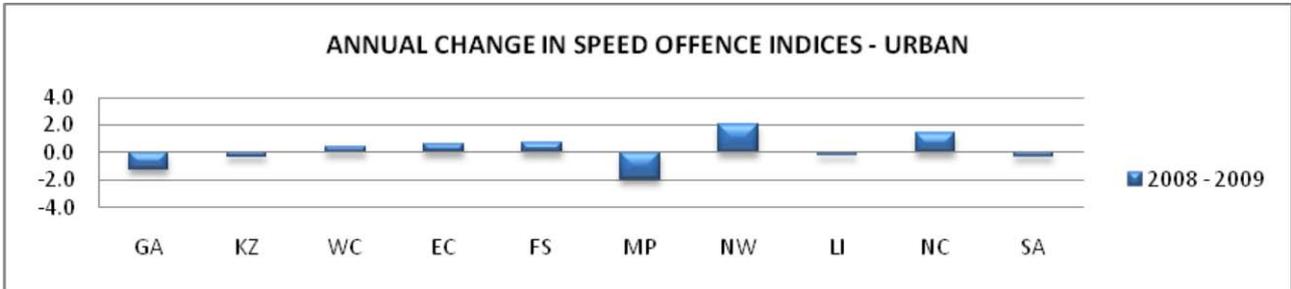
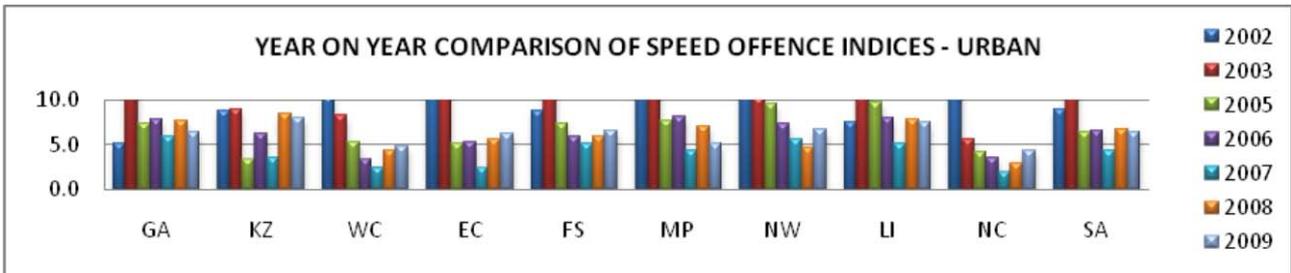
Speed offence levels for 2009 still remain very high. Figures show that night time offence rates are on average higher than those of day time. For urban speed zones, the overall offence index has decreased from 6.7 to 6.3. For rural speed zones, the overall offence index has increased from 5.8 to 7.9. These figures are still very high and very far from reaching the desired maximum offence rate of 5%.

The following sections show the Urban Day, Urban Night, Rural Day, Rural Night, Weekday and Weekend speed offence rates applying to each of the vehicle types. Additional graphs also show the relationship between the different sub categories, including Urban Day versus Urban Night, Rural Day versus Rural Night, and Weekday versus weekend.

7.4.1. Speed Offences Urban

Information on speed offences for a combination of all vehicles in urban areas is given in the following tables and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF SPEED OFFENCE INDICES - URBAN												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	5.2	8.8	10.3	11.1	8.7	14.3	14.0	7.6	11.1	8.9	1 = 5%	
2003	15.3	9.0	8.2	11.1	11.0	13.5	10.2	12.1	5.5	11.7		
2005	7.4	3.4	5.4	5.2	7.3	7.7	9.5	9.6	4.2	6.4		
2006	7.8	6.2	3.4	5.4	5.9	8.1	7.3	8.0	3.6	6.5		
2007	5.8	3.6	2.5	2.5	5.1	4.3	5.6	5.1	1.9	4.4		
2008	7.7	8.4	4.4	5.6	5.8	7.1	4.7	7.8	3.0	6.7		
2009	6.4	8.0	4.9	6.2	6.6	5.1	6.7	7.5	4.4	6.3		
ANNUAL CHANGE IN SPEED OFFENCE INDICES - URBAN												
2006 - 2007	-1.9	-2.6	-0.9	-2.9	-0.8	-3.8	-1.7	-2.8	-1.6	-2.1		
2007 - 2008	1.8	4.8	1.9	3.1	0.7	2.7	-0.9	2.7	1.0	2.3		
2008 - 2009	-1.3	-0.4	0.4	0.6	0.7	-1.9	2.0	-0.2	1.4	-0.4		

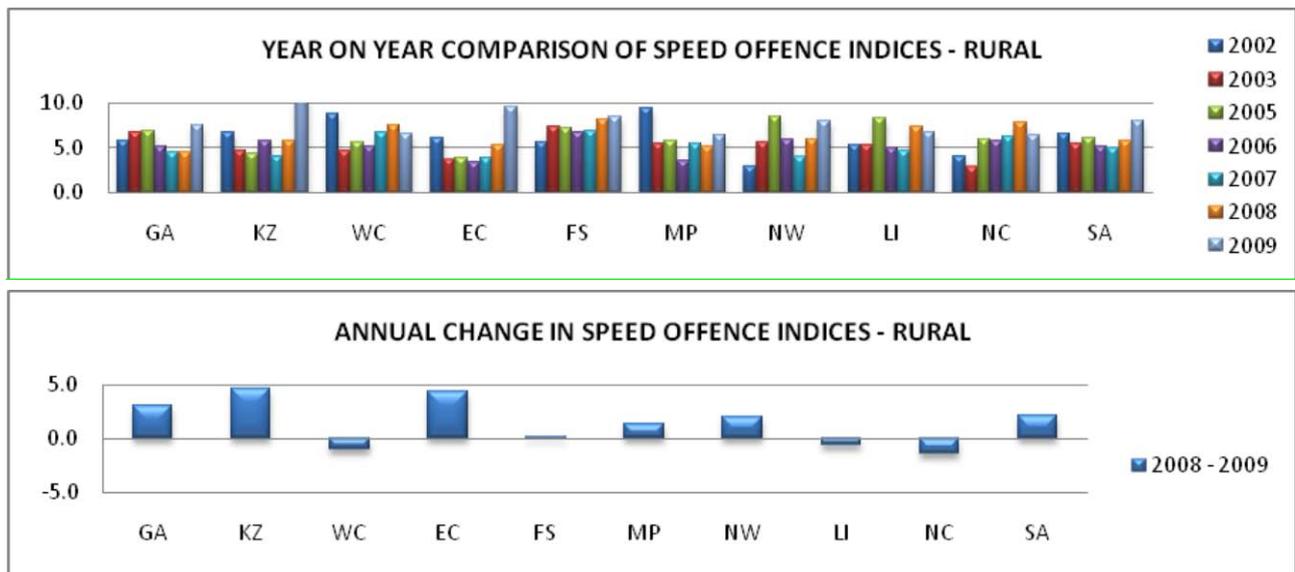


The information above shows that on a national basis the index for urban offences has decreased from 6.7 in 2008 to 6.3 in 2009. The province with the largest increase is North West, where the offence index increased from 4.7 to 6.7, followed by Northern Cape where the offence index increased from 3.0 to 4.4. Kwa-Zulu Natal is the province with the highest offence index in this regard for 2009, with 8.0, followed by Limpopo with 7.5. Mpumalanga shows the largest decrease in its offence index from 7.1 to 5.1, followed by Gauteng from 7.7 to 6.4.

7.4.2. Speed Offences Rural

Information on speed offences for a combination of all vehicles in rural areas is given in the following tables and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF SPEED OFFENCE INDICES - RURAL											
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard
2002	5.7	6.7	8.8	6.0	5.7	9.4	3.0	5.2	4.0	6.5	1 = 5%
2003	6.8	4.6	4.7	3.6	7.3	5.4	5.6	5.2	2.9	5.5	
2005	6.8	4.3	5.7	3.8	7.2	5.8	8.4	8.2	5.9	6.0	
2006	5.2	5.8	5.1	3.5	6.8	3.6	5.9	4.9	5.8	5.1	
2007	4.5	4.0	6.7	3.9	6.8	5.4	4.0	4.7	6.2	5.0	
2008	4.6	5.8	7.5	5.2	8.2	5.1	5.9	7.3	7.8	5.8	
2009	7.6	10.5	6.5	9.5	8.4	6.4	7.9	6.7	6.4	7.9	
ANNUAL CHANGE IN SPEED OFFENCE INDICES - RURAL											
2006 - 2007	-0.6	-1.8	1.6	0.4	0.1	1.9	-2.0	-0.2	0.4	-0.2	
2007 - 2008	0.0	1.8	0.8	1.3	1.4	-0.4	1.9	2.6	1.6	0.9	
2008 - 2009	3.0	4.7	-1.0	4.3	0.2	1.3	2.0	-0.6	-1.4	2.1	



The information above shows that on a national basis the index for rural offences has increased from 5.7 in 2008 to 7.9 in 2009. The province with the largest increase is Kwa-Zulu Natal, where the offence index increased from 5.8 to 10.5, followed by Eastern Cape where the offence index increased from 5.2 to 9.5. Kwa-Zulu Natal is also the province with the highest offence index in this regard for 2009, with 10.5, followed by Eastern Cape with 9.5. Northern Cape shows the largest decrease in its offence index from 7.8 to 6.4, followed by Western Cape from 7.5 to 6.5.

7.5. Alcohol Offences

Both day time and night time national offence indices are higher than the desired standard. The day time national offence index has decreased from 2.41 to 1.27. The night time national offence index has decreased from 3.57 to 2.38.

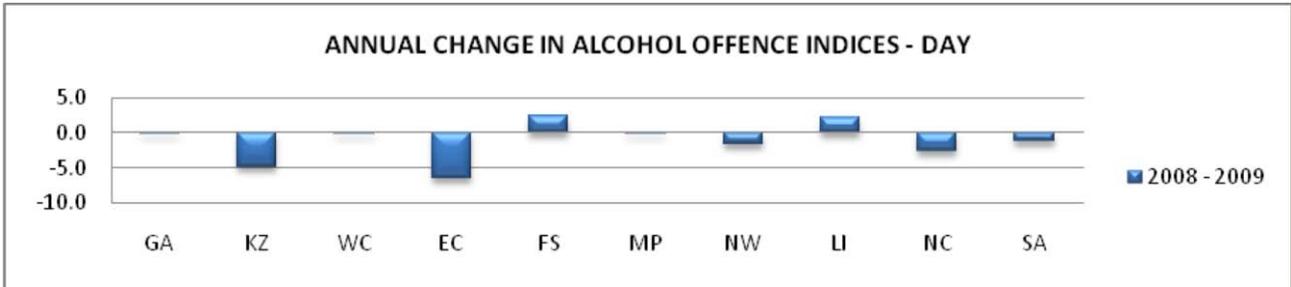
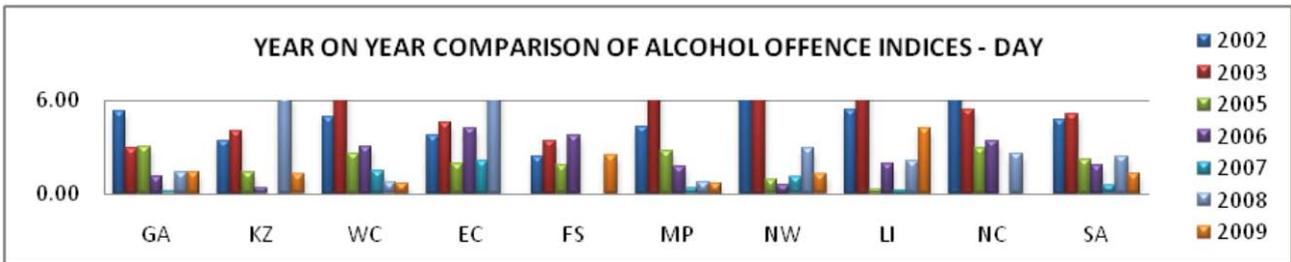
The following sections show the Day and Night offence rates and their indices applying to each of the vehicle types. Additional graphs also show the relationship between the different sub categories, including Day versus Night, and Weekday versus Weekend. As with previous reports, there is no differentiation between Urban and Rural because there is no prescribed sample size for this category.

On average the night time offence levels are higher than the day time offence level, which gives a clear indication that drivers are more likely to be under the influence of alcohol at night than during the day. Both the day and night time offence rates are higher than the desired maximum of 0.4%, once again raising some serious concerns, given the major contribution that driving under the influence of alcohol has towards road accidents and fatalities. When looking at the overall trend line since the start of the 2002 offence survey, it is clear to see a definitive decline in the overall alcohol offence rate.

7.5.1. Alcohol Offences Day Time

Information on alcohol offences for a combination of all vehicles, during the day time, is given in the following tables and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF ALCOHOL OFFENCE INDICES - DAY												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	5.30	3.40	4.90	3.70	2.40	4.30	9.40	5.40	7.90	4.70	1 = 0.4%	
2003	2.90	4.00	6.40	4.60	3.40	12.20	6.60	8.60	5.40	5.10		
2005	3.00	1.40	2.60	1.90	1.80	2.70	0.90	0.30	2.90	2.20		
2006	1.10	0.40	3.00	4.20	3.70	1.70	0.60	1.90	3.40	1.80		
2007	0.16	0.00	1.44	2.12	0.00	0.36	1.09	0.24	0.00	0.55		
2008	1.37	6.16	0.70	6.43	0.00	0.76	2.94	2.11	2.59	2.41		
2009	1.41	1.25	0.68	0.00	2.45	0.68	1.25	4.23	0.00	1.27		
ANNUAL CHANGE IN ALCOHOL OFFENCE INDICES - DAY												
2006 - 2007	-0.9	-0.4	-1.6	-2.1	-3.7	-1.3	0.5	-1.7	-3.4	-1.2		
2007 - 2008	1.2	6.2	-0.7	4.3	0.0	0.4	1.9	1.9	2.6	1.9		
2008 - 2009	0.0	-4.9	0.0	-6.4	2.5	-0.1	-1.7	2.1	-2.6	-1.1		

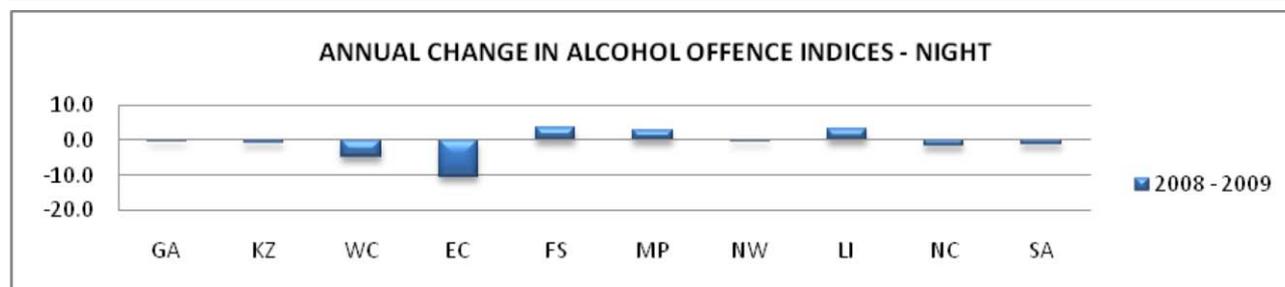
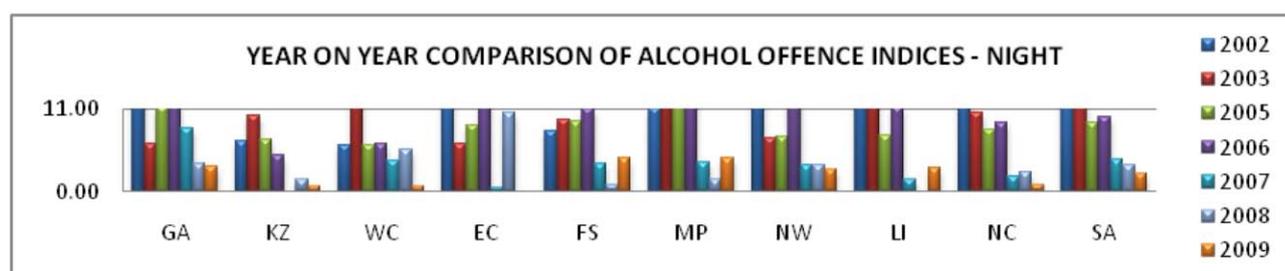


The information above shows that on a national basis the index for day time alcohol offences has decreased from 2.41 in 2008 to 1.27 in 2009. The province with the largest increase is Free State, where the offence index increased from 0.00 to 2.45, followed by Limpopo where the offence index increased from 2.11 to 4.23. Limpopo is the province with the highest offence index in this regard for 2009, with 4.23 followed by the Free State. All provinces, except the Free State and Limpopo, showed decreases in offence indices between 2008 and 2009.

7.5.2. Alcohol Offences Night Time

Information on alcohol offences for a combination of all vehicles, during the night time, is given in the following tables and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF ALCOHOL OFFENCE INDICES - NIGHT												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	17.80	6.80	6.20	13.90	8.00	11.10	19.90	17.90	17.10	12.70	1 = 0.4%	
2003	6.30	10.00	17.70	6.30	9.60	31.00	7.10	19.80	10.50	11.60		
2005	11.20	6.90	6.20	8.80	9.30	12.90	7.20	7.40	8.30	9.10		
2006	11.50	4.80	6.40	12.00	11.00	13.40	12.00	11.20	9.20	9.80		
2007	8.37	0.00	4.18	0.57	3.69	3.94	3.54	1.70	2.10	4.36		
2008	3.77	1.58	5.50	10.48	0.86	1.65	3.52	0.00	2.62	3.57		
2009	3.31	0.81	0.79	0.00	4.46	4.44	2.92	3.13	0.94	2.38		
ANNUAL CHANGE IN ALCOHOL OFFENCE INDICES - NIGHT												
2006 - 2007	-3.1	-4.8	-2.2	-11.4	-7.3	-9.5	-8.5	-9.5	-7.1	-5.4		
2007 - 2008	-4.6	1.6	1.3	9.9	-2.8	-2.3	0.0	-1.7	0.5	-0.8		
2008 - 2009	-0.5	-0.8	-4.7	-10.5	3.6	2.8	-0.6	3.1	-1.7	-1.2		



The information above shows that on a national basis the index for night time alcohol offences has decreased from 3.57 in 2008 to 2.38 in 2009. The province with the largest increase is Free State, where the offence index increased from 0.86 to 4.46, followed by Limpopo where the offence index increased from 0.00 to 3.13. The Free State is the province with the highest offence index in this regard for 2009, with 4.46 followed by Mpumalanga. All provinces, except the Free State, Mpumalanga and Limpopo, showed decreases in offence indices between 2008 and 2009.

7.6. Urban Pedestrian Compliance

Road accidents involving pedestrians is the biggest contributor to fatalities on our roads. Approximately 40% of fatal accidents involve pedestrians. It is therefore important to

obtain an indication of the extent of unlawful (which is per definition unsafe) or informal (i.e. uncontrolled) crossing of pedestrians or presence of pedestrians on roads.

During previous studies, unlawful presence of pedestrians was determined by observing pedestrian “jay-walking” in urban areas. Due to the subjective nature of this type of survey, the survey was changed in 2008 to rather look at the compliance of pedestrians with pedestrian signals at controlled intersections (robots).

Informal or uncontrolled presence of pedestrians on roads is measured by observing the number of pedestrians on or alongside high speed rural roads. The following tables refer to the first of these, namely pedestrian compliance at traffic signals.

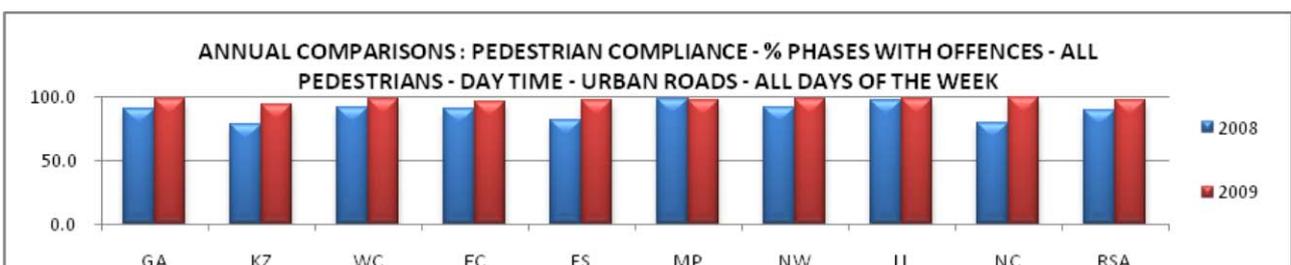
The following section shows the offence figures for urban pedestrian compliance with traffic signals. The graphs are broken down into Urban Day, Urban Night, and Urban Day versus Urban Night offences.

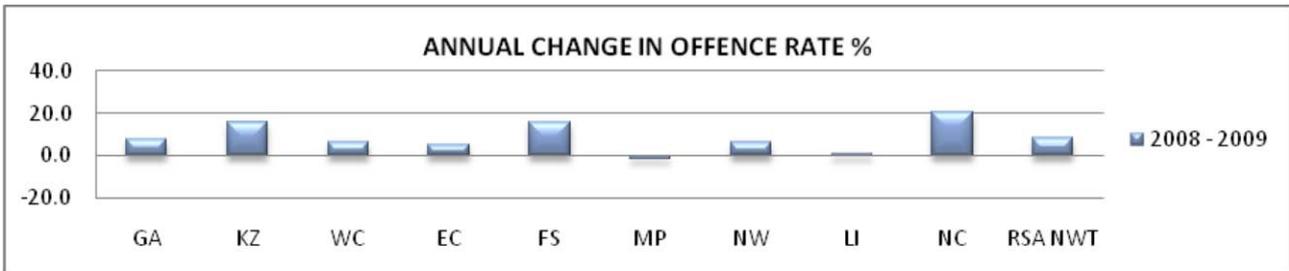
Both the urban day and the urban night categories show extremely high offence rates. This is a matter of serious concern, given the large contribution that pedestrians make towards roads fatalities. This is a clear indication that pedestrians are completely disregarding the road laws set out to govern their movements.

7.6.1. Urban Pedestrian Compliance Day Time

Information on pedestrian compliance during the day time is given in the following table and reflected in the graph below.

ANNUAL COMPARISONS : PEDESTRIAN COMPLIANCE - % PHASES WITH OFFENCES - ALL PEDESTRIANS - DAY TIME - URBAN ROADS - ALL DAYS OF THE WEEK										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	90.9	78.4	91.5	91.0	81.2	98.8	91.8	97.2	79.1	89.2
2009	98.8	94.1	97.8	96.1	96.7	97.0	97.8	98.1	99.7	97.3
ANNUAL CHANGE IN OFFENCE RATE %										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008 - 2009	7.8	15.6	6.3	5.1	15.5	-1.8	6.1	0.9	20.6	8.1



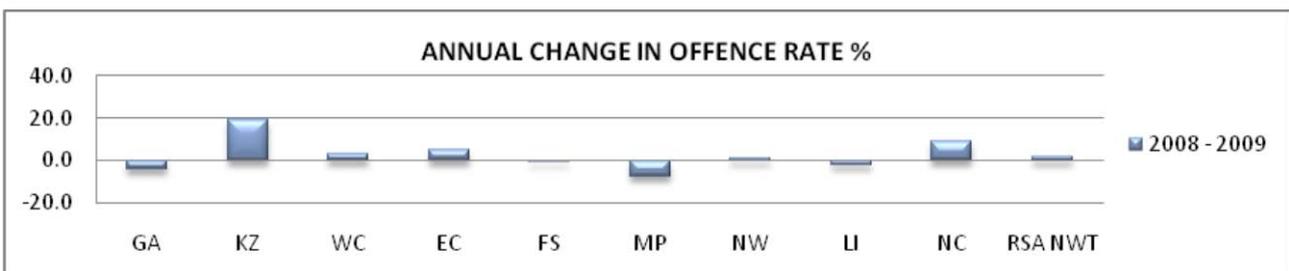
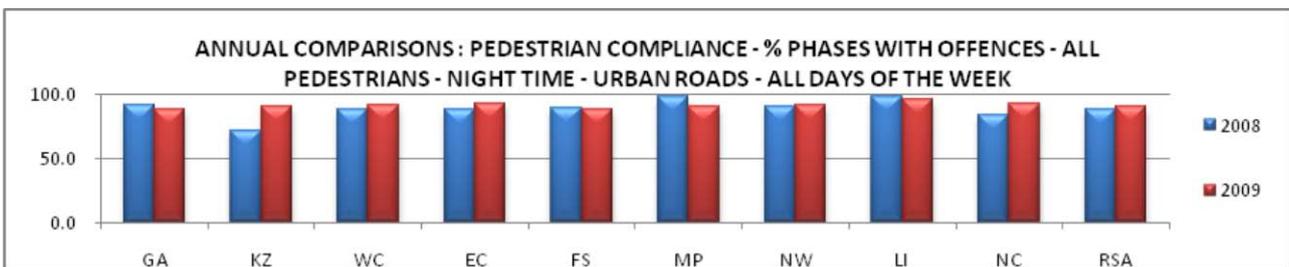


The information above shows that on a national basis the percentage pedestrians that ignore traffic signals during the day time increased from 89.2% in 2008 to 97.3% in 2009. The province with the largest increase is the Northern Cape where the offence rate increased from 79.1% to 99.7%, followed by Kwa-Zulu Natal where the offence rate increased from 78.4% to 94.1%. The Northern Cape is the province with the highest offence rate in this regard for 2009, with 99.7%, followed by Gauteng with 98.8%. Mpumalanga is **the only province that showed a decrease in offence rate percentage.**

7.6.2. Urban Pedestrian Compliance Night Time

Information on pedestrian compliance during the night time is given in the following table and reflected in the graph below.

ANNUAL COMPARISONS : PEDESTRIAN COMPLIANCE - % PHASES WITH OFFENCES - ALL PEDESTRIANS - NIGHT TIME - URBAN ROADS - ALL DAYS OF THE WEEK										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	91.8	71.5	88.3	87.9	89.1	98.0	90.5	98.1	83.8	88.1
2009	87.8	90.6	91.3	92.8	88.8	90.3	91.9	95.9	92.5	90.1
ANNUAL CHANGE IN OFFENCE RATE %										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008 - 2009	-4.0	19.2	3.0	4.9	-0.4	-7.8	1.4	-2.2	8.8	2.0



The information above shows that on a national basis the percentage pedestrians that ignore traffic signals during the night time increased from 88.1% in 2008 to 90.1% in 2009. The province with the largest increase is Kwa-Zulu Natal where the offence rate increased from 71.5% to 90.6%, followed by the Northern Cape where the offence rate increased from 83.8% to 92.5%. Limpopo is the province with the highest offence rate in this regard for 2009, with 95.9%, followed by the Eastern Cape with 92.8%. Mpumalanga, Gauteng, Limpopo and the Free State all show a decrease in offence rate percentage.

7.7. Unobserved Seatbelts

The following section shows the offence figures for Unobserved Seatbelts for light motor vehicles.

Previous surveys looked at the wearing of seatbelts recorded at road blocks. The data gathered for seatbelt wearing at road blocks are however not reliable, as most vehicle occupants that are not wearing seatbelts, will immediately put on a seatbelt when approaching a roadblock. This information can clearly be seen in the 2007 report, where only 7% of drivers observed at roadblocks do not wear seat belts. During a survey done at robots, where the driver and passenger are not aware that they are being checked for seatbelt wearing, this percentage increases drastically to more than 50%.

For the reasons above, the wearing of seatbelts for the front driver and front passenger were not recorded at roadblocks for the 2009 survey. Instead the focus for the 2009, and future surveys, would be for the unobserved recording of seatbelt wearing data.

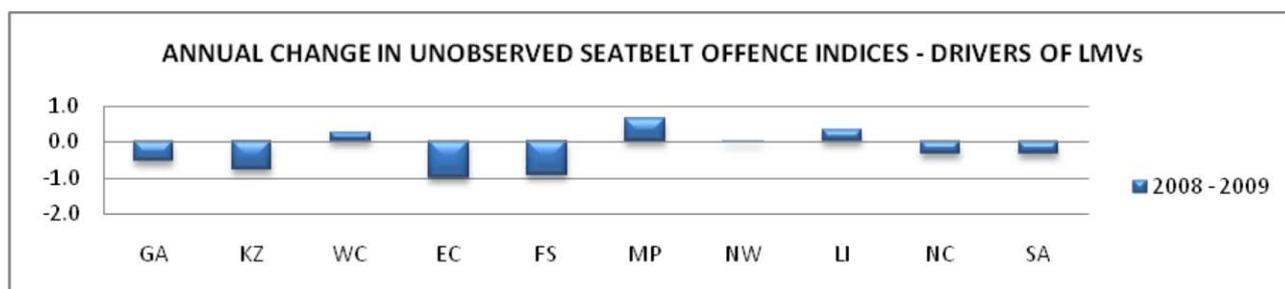
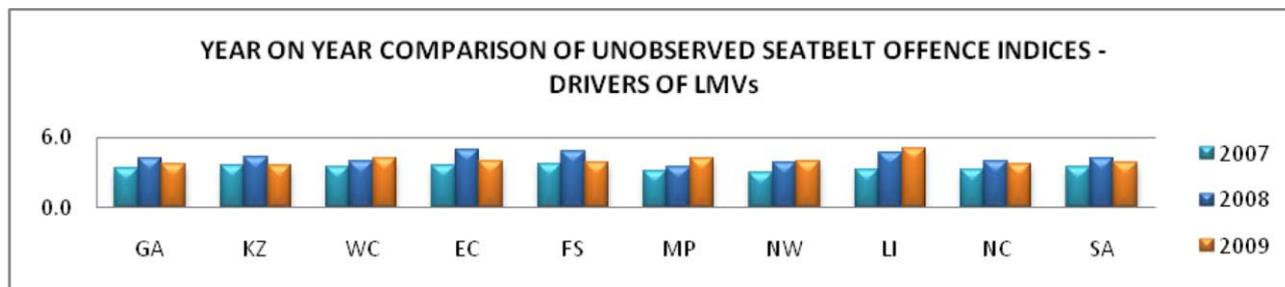
On average, the front passenger offence rates are higher than the front driver offence rates, indicating that the front passenger is much less likely to wear a seatbelt than the driver of the vehicle. Even so, the national offence rate for both these categories is more than 4 times larger than the desired maximum, indicating a serious disregard towards the wearing of seatbelts among drivers and front passengers.

7.7.1. Unobserved Seatbelts Front Drivers

Information on unobserved seatbelts for drivers of light motor vehicles in urban areas during the day is given in the following table and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF UNOBSERVED SEATBELT OFFENCE INDICES - DRIVERS OF LMVs											
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard
2007	3.4	3.7	3.5	3.7	3.8	3.2	3.0	3.3	3.3	3.5	1 = 15%
2008	4.2	4.4	4.0	5.0	4.8	3.5	3.9	4.8	4.0	4.2	
2009	3.7	3.6	4.2	4.0	3.92	4.2	3.9	5.1	3.7	3.9	

ANNUAL CHANGE IN UNOBSERVED SEATBELT OFFENCE INDICES - DRIVERS OF LMVs										
2007 - 2008	0.8	0.7	0.4	1.3	1.0	0.3	0.9	1.5	0.7	0.8
2008 - 2009	-0.5	-0.8	0.2	-1.0	-0.9	0.6	0.0	0.3	-0.3	-0.3

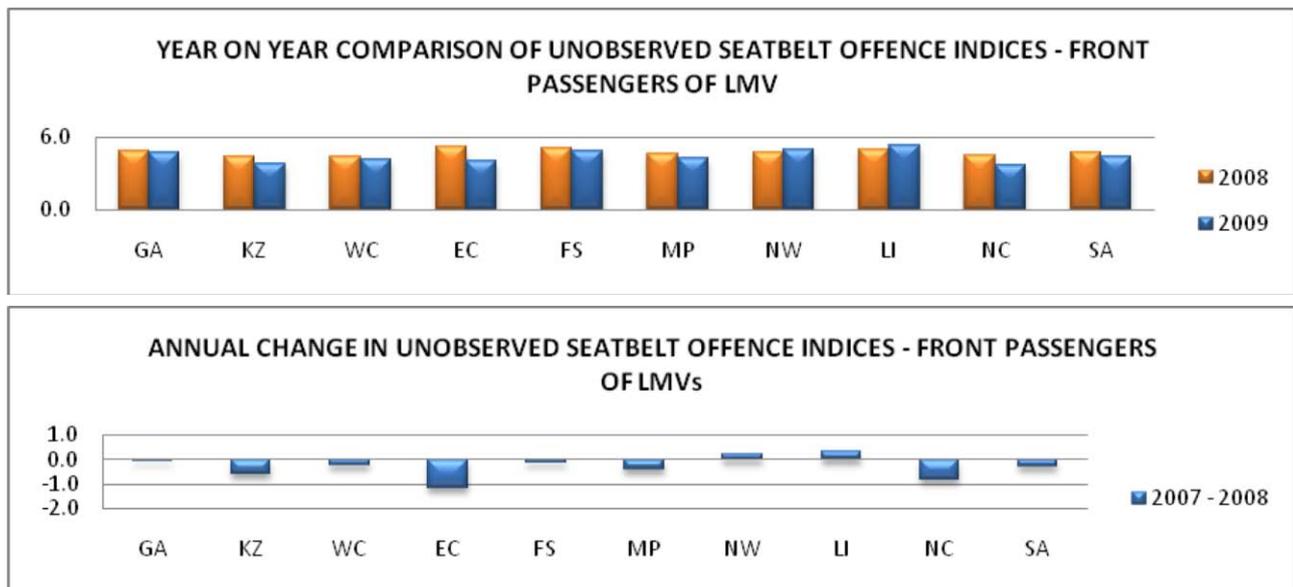


The information above shows that on a national basis the index for drivers of light motor vehicles in urban areas during the day that do not wear a seatbelt has decreased from 4.2 in 2008 to 3.9 in 2009. The province with the largest increase is Mpumalanga, where the offence index increased from 3.5 to 4.2, followed by Limpopo where the offence index increased from 4.8 to 5.1. Limpopo is the province with the highest offence index in this regard for 2009, with 5.1 followed by the Western Cape. Gauteng, Kwa-Zulu Natal, Eastern Cape, Free State and the Northern Cape all showed decreases in offence indices between 2008 and 2009.

7.7.2. Unobserved Seatbelts Front Passengers

Information on unobserved seatbelts for front passengers of light motor vehicles in urban areas during the day is given in the following table and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF UNOBSERVED SEATBELT OFFENCE INDICES - FRONT PASSENGERS OF LMV											
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard
2008	4.8	4.4	4.4	5.3	5.1	4.7	4.8	5.0	4.6	4.7	1 = 15%
2009	4.8	3.8	4.2	4.1	4.9	4.3	5.0	5.3	3.7	4.5	
ANNUAL CHANGE IN UNOBSERVED SEATBELT OFFENCE INDICES - FRONT PASSENGERS OF LMVs											
2007 - 2008	-0.1	-0.6	-0.2	-1.2	-0.2	-0.4	0.2	0.3	-0.8	-0.3	



The information above shows that on a national basis the index for front passengers of light motor vehicles in urban areas during the day that do not wear a seatbelt has decreased from 4.7 in 2008 to 4.5 in 2009. The province with the largest increase is Limpopo, where the offence index increased from 5.0 to 5.3, followed by the North West where the offence index increased from 4.8 to 5.0. Limpopo is also the province with the highest offence index in this regard for 2009, with 5.3, followed by the North West. Kwa-Zulu Natal, Western Cape, Eastern Cape, Free State, Mpumalanga and the Northern Cape all showed decreases in offence indices between 2008 and 2009.

7.8. Red Traffic Signals

The following tables show the figures for Urban Traffic Signal offences. The sections are broken down into Urban Day, Urban Night, and Urban Day versus Urban Night.

Also note that data is shown in two different ways. The first part contained in section 2.9.1 shows the **Average offences per phase**, while the second part contained in section 2.9.2 shows the **Average phases with offences**. This is done in order to adhere to previous report formats.

When considering the **Average offences per phase**, the day time offence rates are on average a little higher than night time offence rates. All provinces, except for Mpumalanga, North West, and Limpopo, showed a decrease in offence rates for both day and night time categories.

When looking at the overall trend line, it is clear to see that since the 2002 survey, there is a slight decrease in the day time offence rates. The opposite is true for the night time offence rates.

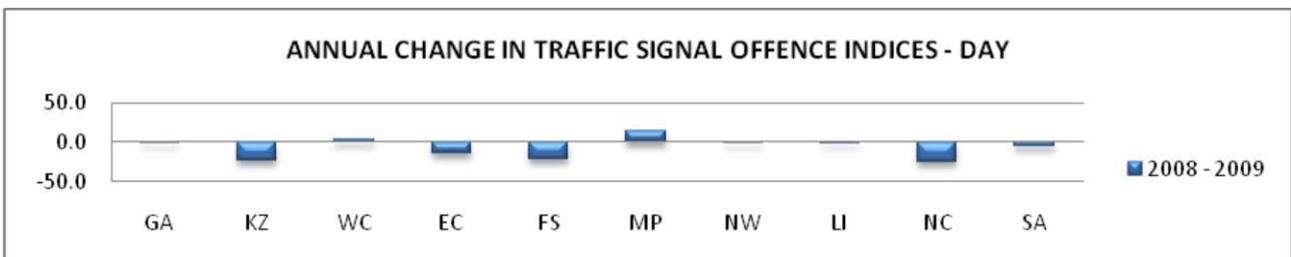
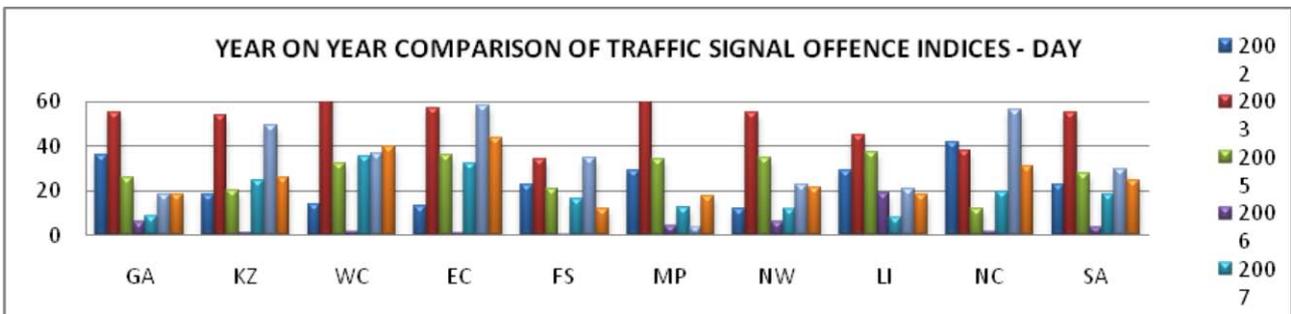
When considering the **Average phases with offences**, the national day and night time offence rates are 24.7% and 19.6% respectively.

With such a **low offence rate per phase**, and such a **high percentage of phases with offences**, it is clear to see that with a lot of opportunity to offend; only a few people would grab the opportunity and commit a traffic signal offence.

7.8.1. Red Traffic Signals Day Time

Information on the percentage of red phases with offences in urban areas during the day time is given in the following table and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF TRAFFIC SIGNAL OFFENCE INDICES - DAY												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	36	18	14	13	23	29	12	29	42	23	1 = 1%	
2003	55	54	66	57	34	62	55	45	38	55		
2005	26	20	32	36	21	34	35	37	12	27.8		
2006	6	1.2	1.7	1	0.3	4.6	6.3	18.9	1.7	4		
2007	8.7	24.9	35.6	32.5	16.3	12.5	11.7	8.1	19.3	18.4		
2008	18.4	49.2	36.5	58.0	34.4	4.0	22.5	20.8	55.9	29.9		
2009	18.5	25.6	40.0	43.6	12.0	17.8	21.6	18.4	30.9	24.7		
ANNUAL CHANGE IN TRAFFIC SIGNAL OFFENCE INDICES - DAY												
2006 - 2007	2.7	23.7	33.9	31.5	16.0	7.9	5.4	-10.8	17.6	14.4		
2007 - 2008	9.7	24.3	0.9	25.5	18.1	-8.5	10.9	12.7	36.6	11.5		
2008 - 2009	0.1	-23.6	3.5	-14.4	-22.4	13.8	-0.9	-2.4	-25.0	-5.2		



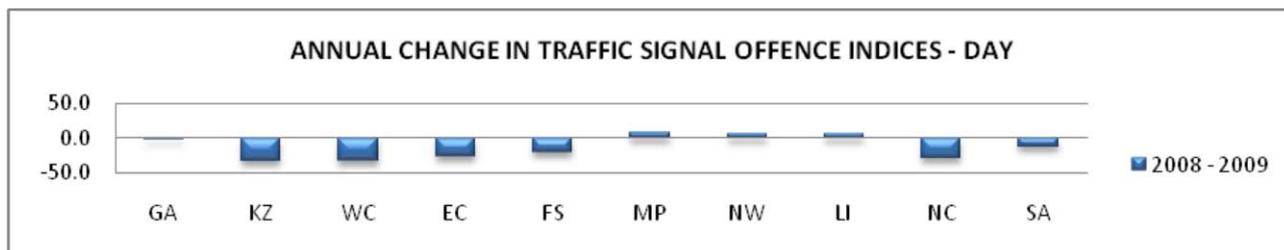
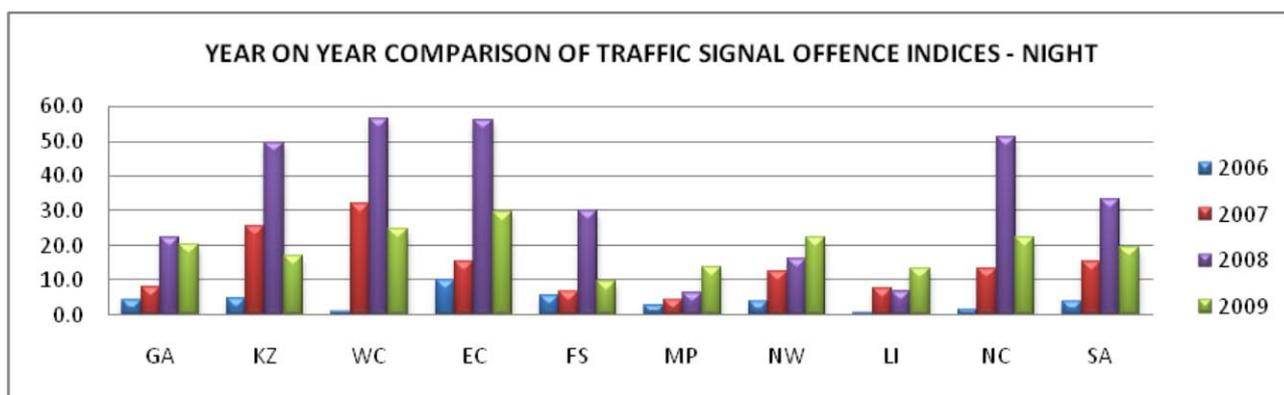
The information above shows that on a national basis the offence index for phases with offences during the day decreased from 29.9 in 2008 to 24.7 in 2009. The Eastern Cape shows the highest offence index for 2009 with 43.6, followed by the Western Cape with an offence index of 40.0. Mpumalanga shows the largest increase in its offence index from

4.0 to 17.8, followed by Western Cape. All other provinces show a decrease in offence indices.

7.8.2. Red Traffic Signals Night Time

Information on the percentage of red phases with offences in urban areas during the night time is given in the following table and reflected in the graphs below.

YEAR ON YEAR COMPARISON OF TRAFFIC SIGNAL OFFENCE INDICES - NIGHT											
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard
2006	4.3	5.0	1.1	10.0	5.7	3.0	4.0	0.7	1.7	4.1	1 = 1%
2007	8.0	25.5	32.0	15.5	6.8	4.5	12.5	7.7	13.4	15.2	
2008	22.5	49.7	56.5	55.9	30.1	6.5	16.3	6.9	50.9	33.1	
2009	20.3	16.9	24.7	29.7	9.7	13.8	22.2	13.4	22.2	19.6	
ANNUAL CHANGE IN TRAFFIC SIGNAL OFFENCE INDICES - DAY											
2006 - 2007	3.7	20.5	30.9	5.5	1.1	1.5	8.5	7.0	11.7	11.1	
2007 - 2008	14.5	24.2	24.5	40.4	23.3	2.0	3.8	-0.8	37.5	17.9	
2008 - 2009	-2.2	-32.8	-31.8	-26.2	-20.4	7.3	5.9	6.6	-28.8	-13.4	



The information above shows that on a national basis the offence index for phases with offences at night decreased from 33.1 in 2008 to 19.6 in 2009. The Eastern Cape shows the highest offence index for 2009 with 29.7, followed by the Western Cape with an offence index of 24.7. Mpumalanga shows the largest increase in its offence index from 6.5 to 13.8, followed by Limpopo and the North West. All other provinces show a decrease in offence indices.

7.9. Overtaking on Barrier Lines

Previous barrier line surveys reported on the average number of vehicles overtaking on a barrier line per 2 minute interval. The data presented with this type of analysis varied greatly from year to year, due to the random nature of the event. Despite various measures that were implemented to try and improve the data accuracy, no reliable trends could be determined for barrier line offences.

The 2008 and 2009 collection of barrier line offence data was changed to record the number of convoys of vehicles passing, and report on the number of convoys where barrier line offences were present. This percentage of convoys with offences was used as the offence rate. This type of analysis yielded results that were more in line between provinces, and should provide better statistics for multi year comparisons.

The following tables show figures for Barrier Line Offences. The tables are broken down into Day and Night categories. A graph showing the relationship between the Day and Night offence rates follows thereafter.

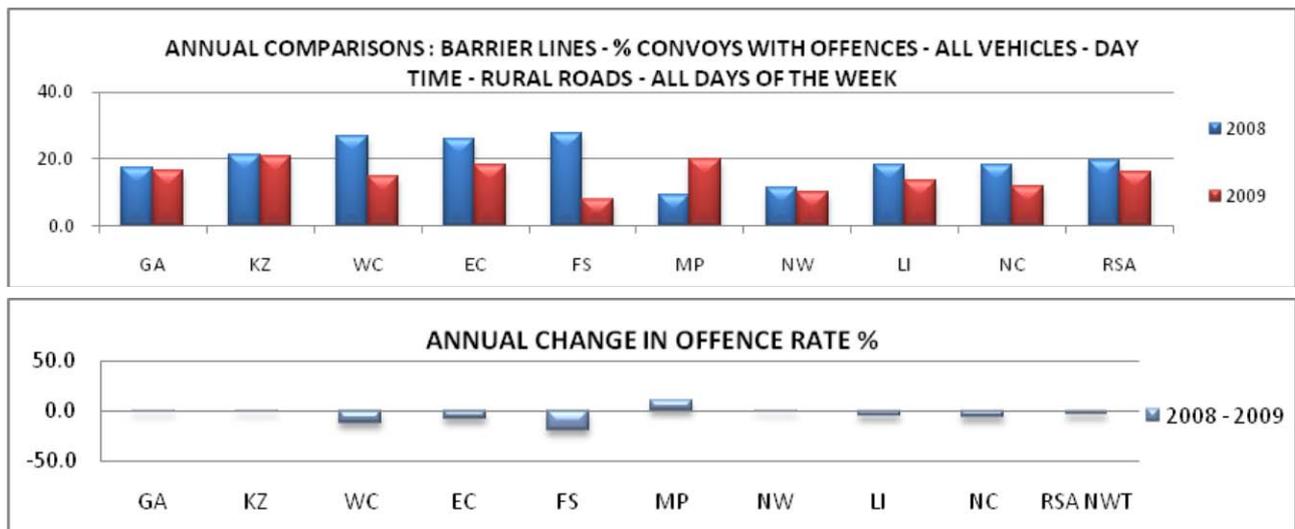
On average, the day time national offence rate is slightly higher than the night time national offence rate. This is a clear indication that drivers are much more cautious during the night than during the day time, resulting from the reduced visibility. Both category offence rates are much higher than the desired maximum.

This high disregard for barrier lines can most likely be attributed to drivers preferring to trust their own instincts when overtaking another vehicle, rather than obeying the barrier line as a means of safe overtaking.

7.9.1. Overtaking on Barrier Lines Day Time

Information on convoys with barrier line offences during the day is given in the following table and reflected in the graphs below.

ANNUAL COMPARISONS : BARRIER LINES - % CONVOYS WITH OFFENCES - ALL VEHICLES - DAY TIME - RURAL ROADS - ALL DAYS OF THE WEEK										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	17.2	21.1	26.9	26.1	27.5	9.2	11.4	18.3	18.2	19.6
2009	16.4	20.6	15.0	18.1	7.8	20.0	10.0	13.4	11.9	16.1
ANNUAL CHANGE IN OFFENCE RATE %										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008 - 2009	-0.8	-0.5	-11.9	-8.0	-19.7	10.8	-1.4	-4.9	-6.3	-3.5

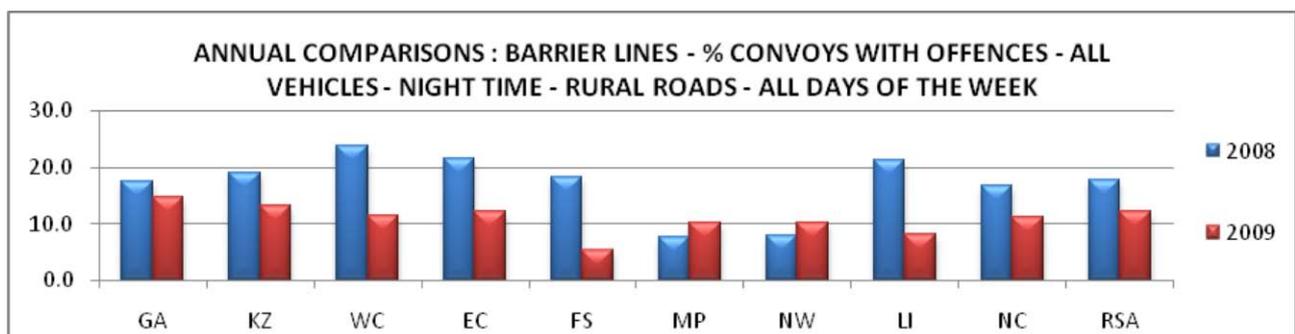


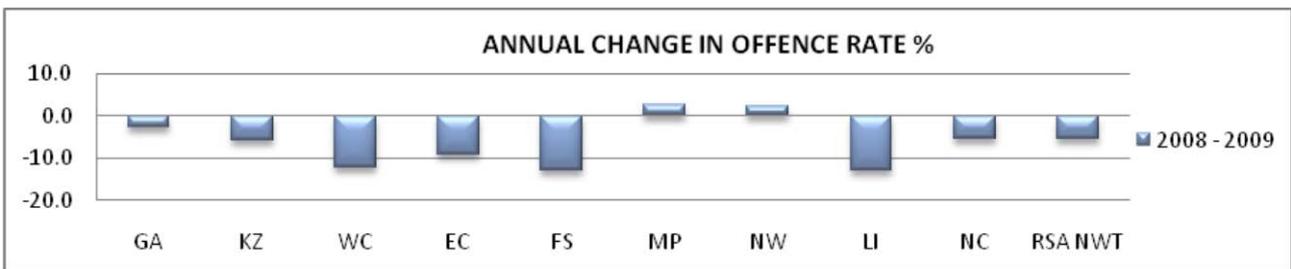
The information above shows that on a national basis the percentage of convoys with barrier line offences during the day has decreased from 19.6% in 2008 to 16.1% in 2009. Mpumalanga shows the highest increase in offence rate from 9.2% to 20.0%. All other provinces show a decrease in offence rate between 2008 and 2009. Kwa-Zulu Natal shows the highest offence rate pertaining to this category for 2009, with 20.6%, followed by Mpumalanga with 20.0%.

7.9.2. Overtaking on Barrier Lines Night Time

Information on convoys with barrier line offences during the night is given in the following table and reflected in the graphs below.

ANNUAL COMPARISONS : BARRIER LINES - % CONVOYS WITH OFFENCES - ALL VEHICLES - NIGHT TIME - RURAL ROADS - ALL DAYS OF THE WEEK										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	17.5	19.1	23.8	21.6	18.3	7.8	8.1	21.3	16.8	17.8
2009	14.8	13.1	11.6	12.2	5.3	10.3	10.3	8.1	11.3	12.2
ANNUAL CHANGE IN OFFENCE RATE %										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008 - 2009	-2.8	-5.9	-12.2	-9.4	-13.0	2.6	2.2	-13.1	-5.5	-5.6





The information above shows that on a national basis the percentage of convoys with barrier line offences during the night has decreased from 17.8% in 2008 to 12.2% in 2009. Mpumalanga shows the highest increases in offence rate from 7.8% to 10.3%, followed by North West with 8.1% to 10.3%. All other provinces show a decrease in offence rate between 2008 and 2009. Gauteng shows the highest offence rate pertaining to this category for 2009, with 14.8%, followed by Kwa-Zulu Natal with 13.1%.

7.10. Absence of Driver Licence

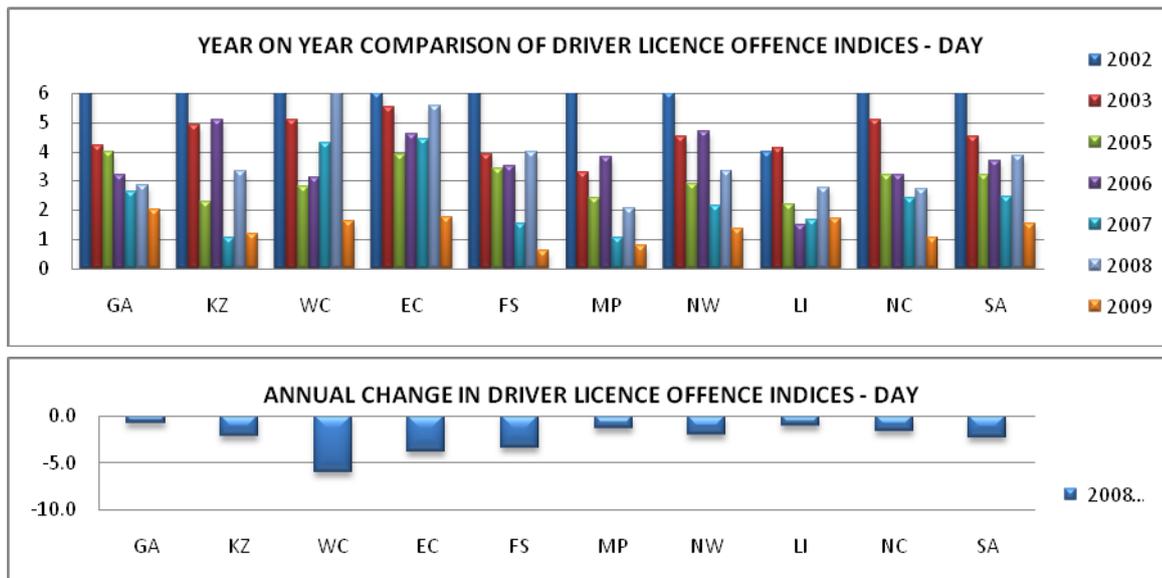
The following section shows the figures for Driver License Offences. The tables are broken down into subsections for each vehicle type.

When comparing the 2008 and 2009 results, it is clear to see a large decrease in the overall offence rate from 3.9% in 2008 to 1.5% in 2009.

Looking at the overall trend since the 2002 survey, it is clear to see a slight improvement on an annual basis.

Information on absent driver licenses for all vehicles, for both urban and rural areas, during daytime and night time, is shown in the following table and reflected in the graph below.

YEAR ON YEAR COMPARISON OF DRIVER LICENCE OFFENCE INDICES - DAY												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	9	8	8	6	9	7	6	4	8	8	1 = 1%	
2003	4.2	4.9	5.1	5.5	3.9	3.3	4.5	4.1	5.1	4.5		
2005	4	2.3	2.8	3.9	3.4	2.4	2.9	2.2	3.2	3.2		
2006	3.2	5.1	3.1	4.6	3.5	3.8	4.7	1.5	3.2	3.7		
2007	2.6	1.1	4.3	4.4	1.5	1.1	2.1	1.7	2.4	2.5		
2008	2.8	3.3	7.6	5.6	4.0	2.1	3.3	2.7	2.7	3.9		
2009	2.0	1.2	1.6	1.8	0.6	0.8	1.4	1.7	1.0	1.5		
ANNUAL CHANGE IN DRIVER LICENCE OFFENCE INDICES - DAY												
2006 - 2007	-0.6	-4.0	1.2	-0.2	-2.0	-2.7	-2.6	0.2	-0.8	-1.2		
2007 - 2008	0.2	2.3	3.3	1.1	2.5	1.0	1.2	1.1	0.3	1.4		
2008 - 2009	-0.8	-2.2	-6.0	-3.8	-3.4	-1.3	-2.0	-1.1	-1.7	-2.4		



The information above shows that on a national basis the index for absent driver licenses for all vehicles has decreased from 3.9 in 2008 to 1.5 in 2009. All provinces show a decrease in their offence indices between the 2008 and 2009. Western Cape shows the largest decrease in its offence index from 7.6 to 1.6. Gauteng has the highest offence index for this category with 2.0, followed by the Eastern Cape with 1.8.

7.11. Absence of Professional Drivers Permit

The following tables show the figures for PrDP offences per vehicle type. Note that PrDP offences are only applicable on Minibus Taxis, Trucks, and Buses.

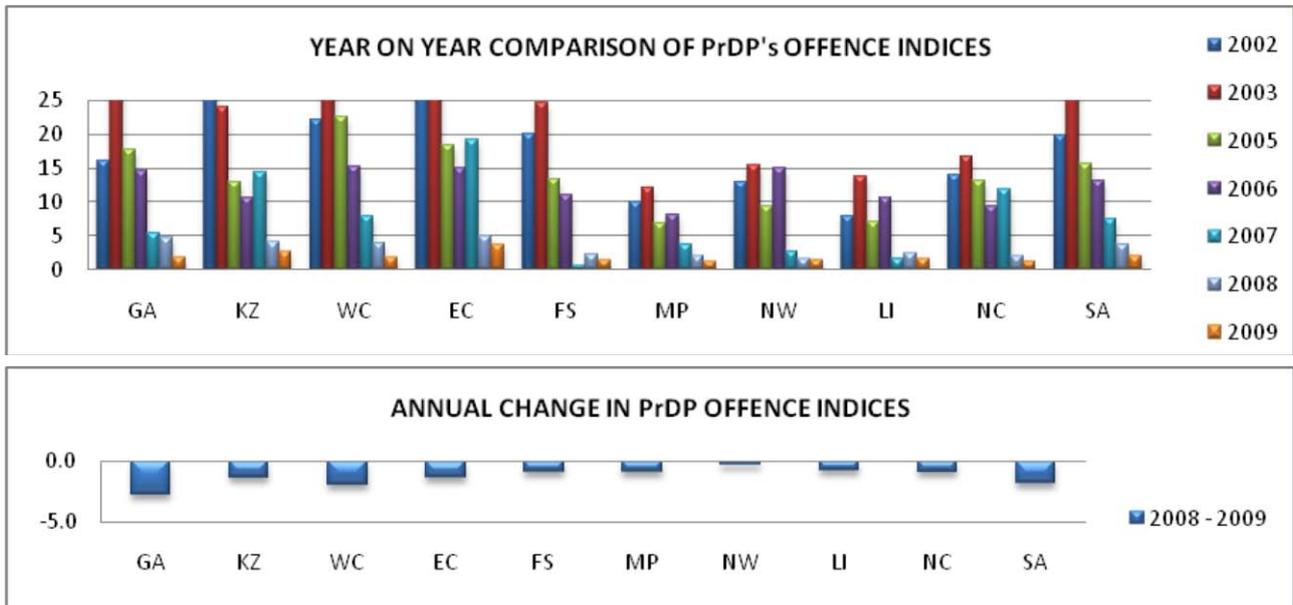
When comparing the 2008 and 2009 results, it is clear to see a slight decrease in the overall offence rate. This is of course an indication that more and more people are indeed carrying a valid PrDP while driving, and that more and more people are presenting a valid PrDP when requested to.

Looking at the overall trend since the 2002 survey, it is easy to see a major improvement regarding this offence category, with the national offence rate decreasing from 19.8% to the current 2.0% offence rate for Minibus Taxis, Trucks, and Buses combined.

The overall offence rate for 2009 is still twice as high as the desired maximum offence rate of 1%.

Information on absent professional driving permits (PrDPs) for trucks, buses, and minibus taxis combined, in both urban and rural areas, during daytime and night time is shown in the following table and reflected in the graph below.

YEAR ON YEAR COMPARISON OF PrDP OFFENCE INDICES												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	16	31	22	28	20	10	13	8	14	19.8	1 = 1%	
2003	32	24	34.3	30.1	24.5	12.1	15.5	13.7	16.6	26.3		
2005	17.7	13	22.6	18.4	13.3	6.9	9.4	7.1	13.1	15.6		
2006	14.6	10.7	15.3	15	11	8.1	15.1	10.6	9.3	13.1		
2007	5.4	14.3	7.8	19.1	0.6	3.7	2.8	1.7	11.8	7.5		
2008	4.7	4.1	3.9	5.0	2.3	2.1	1.7	2.5	2.1	3.8		
2009	1.9	2.7	1.9	3.6	1.4	1.2	1.3	1.7	1.1	2.0		
ANNUAL CHANGE IN PrDP OFFENCE INDICES												
2006 - 2007	-9.2	3.6	-7.5	4.1	-10.4	-4.4	-12.3	-8.9	2.5	-5.6		
2007 - 2008	-0.7	-10.3	-3.9	-14.1	1.7	-1.7	-1.1	0.8	-9.7	-3.7		
2008 - 2009	-2.8	-1.4	-2.0	-1.3	-0.9	-0.9	-0.4	-0.8	-1.0	-1.8		



The information above shows that on a national basis the index for absent PrDPs, for the combination of trucks, buses and minibus taxis, has decreased from 3.8 in 2008 to 2.0 in 2009. All provinces show a decrease in their offence indices between 2008 and 2009. Gauteng shows the largest decrease in its offence index from 4.7 to 1.9. Eastern Cape has the highest offence index for this category with 3.6, followed by Kwa-Zulu Natal with 2.7.

7.12. Worn Tyres

The following tables show the Worn Tyre Offence rates applying to the different vehicle types. Surveys were done during roadblocks.

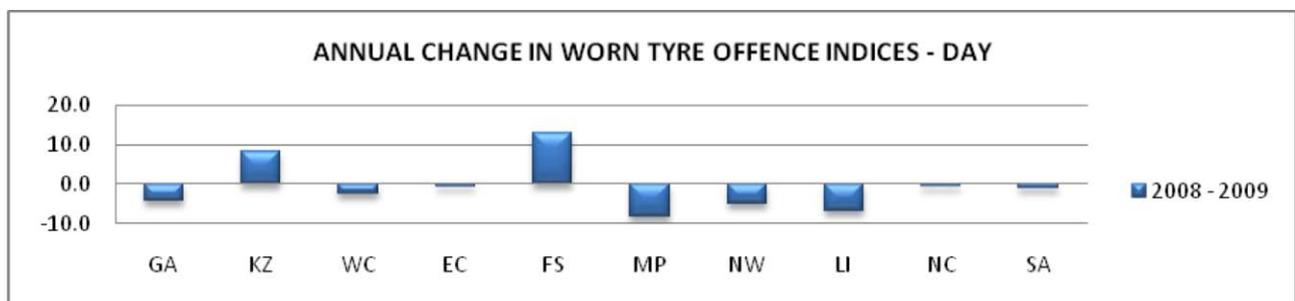
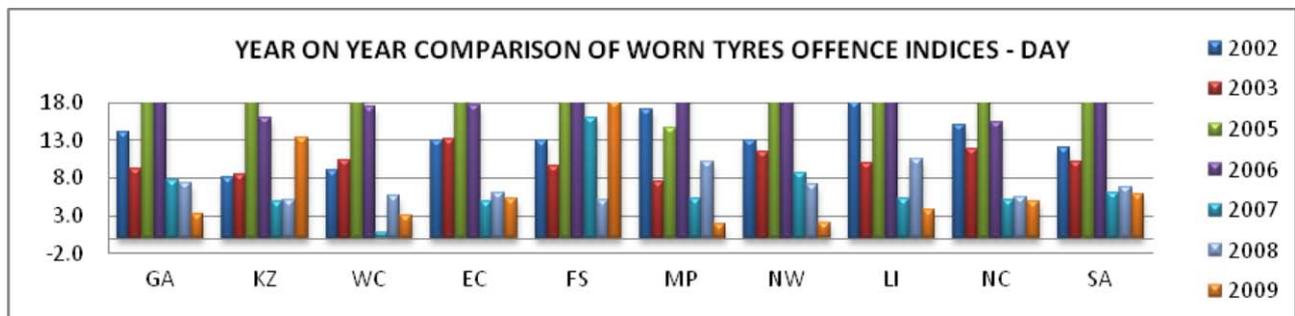
When comparing the 2008 and 2009 offence data, the 2008 offence rates are on average slightly lower than the 2008 offence rates.

When looking at the overall trend line since the 2002 offence survey, it is clear to see a steady decline in the national offence rates, indicating some improvement.

Yet the average national offence rate for 2009 is 5.8 times higher than the desired maximum offence rate for this category, which should raise some serious concerns, given the large contribution that worn tyres has regarding road accidents.

Information on worn tyres for a combination of all vehicles, in both urban and rural areas, during daytime and night time is shown in the following table and reflected in the graph below.

YEAR ON YEAR COMPARISON OF WORN TYRES OFFENCE INDICES - DAY												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	14.0	8.0	9.0	13.0	13.0	17.0	13.0	18.0	15.0	12.0	1 = 1%	
2003	9.2	8.5	10.4	13.2	9.6	7.5	11.5	10.0	11.9	10.1		
2005	19.4	23.9	24.1	20.9	21.7	14.6	23.6	21.7	24.7	21.3		
2006	22.6	15.9	17.4	17.6	20.5	20.6	19.0	19.9	15.3	19.6		
2007	7.6	4.9	0.8	5.0	15.9	5.3	8.7	5.2	5.0	6.1		
2008	7.4	5.1	5.6	6.1	5.2	10.1	7.2	10.5	5.5	6.8		
2009	3.2	13.2	3.1	5.2	18.0	1.9	2.1	3.7	4.9	5.8		
ANNUAL CHANGE IN WORN TYRE OFFENCE INDICES - DAY												
2006 - 2007	-15.0	-11.0	-16.6	-12.6	-4.6	-15.3	-10.3	-14.7	-10.3	-13.5		
2007 - 2008	-0.2	0.1	4.8	1.1	-10.7	4.8	-1.4	5.3	0.4	0.8		
2008 - 2009	-4.2	8.2	-2.5	-0.8	12.8	-8.2	-5.2	-6.7	-0.6	-1.0		



The information above shows that on a national basis the index for worn tyres for all vehicles has decreased from 6.8 in 2008 to 5.8 in 2009. All provinces, except Kwa-Zulu Natal and the Free State, show a decrease in their offence indices between 2008 and 2009. Mpumalanga shows the largest decrease in its offence index from 10.1 to 1.9. The

Free State has the highest offence index for this category with 18.0, followed by Kwa-Zulu Natal with 13.2.

7.13. Damaged Lights

The following tables show the offence rates for Vehicle Lights. The sections are sub divided into vehicle type.

When comparing the 2007 and the 2008 offence survey data, it is clear to see that the offence rates for all vehicle types has decreased, indicating that less vehicles have damaged lights.

When looking at the individual light categories, it is clear to see that the brake light category has the highest offence rate, followed by head lights and tail light respectively.

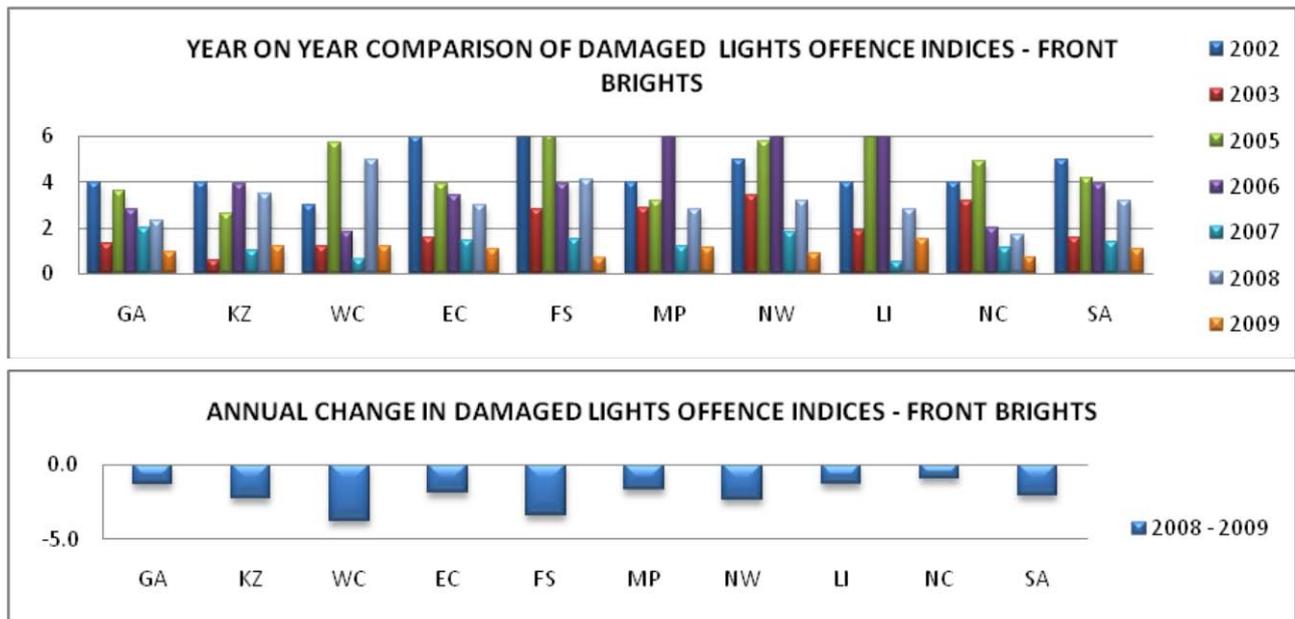
When looking at the different vehicle categories, it is clear to see that the highest offence rate was recorded among Minibus Taxis and Trucks, followed by Light motor vehicles, and Buses respectively.

The national offence rate for all three categories discussed in this section is still much higher than the desired maximum.

7.13.1. Damaged Lights – Head lights

Information on damaged front bright lights for a combination of all vehicles, in both urban and rural areas, during daytime and night time is shown in the following table and reflected in the graph below.

YEAR ON YEAR COMPARISON OF DAMAGED LIGHTS OFFENCE INDICES - FRONT BRIGHTS												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	4	4	3	6	14	4	5	4	4	5	1 = 1%	
2003	1.3	0.6	1.2	1.6	2.8	2.9	3.4	1.9	3.2	1.6		
2005	3.6	2.6	5.7	3.9	6.1	3.2	5.8	6.6	4.9	4.2		
2006	2.8	3.9	1.8	3.4	3.9	8.1	8.7	7.4	2	3.9		
2007	2.0	1.0	0.6	1.5	1.5	1.2	1.8	0.5	1.1	1.4		
2008	2.3	3.5	5.0	3.0	4.1	2.8	3.2	2.8	1.7	3.2		
2009	1.0	1.2	1.2	1.1	0.7	1.1	0.9	1.5	0.7	1.1		
ANNUAL CHANGE IN DAMAGED LIGHTS OFFENCE INDICES - FRONT BRIGHTS												
2006 - 2007	-0.8	-2.9	-1.2	-1.9	-2.4	-6.9	-6.9	-6.9	-0.9	-2.5		
2007 - 2008	0.3	2.5	4.4	1.5	2.6	1.6	1.4	2.3	0.6	1.8		
2008 - 2009	-1.3	-2.3	-3.8	-1.9	-3.4	-1.7	-2.3	-1.3	-1.0	-2.1		

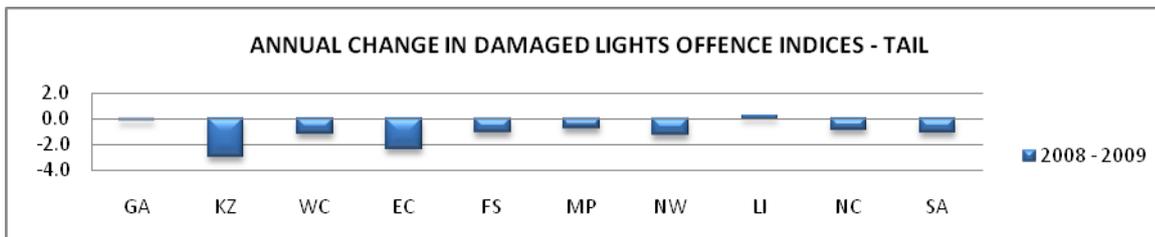
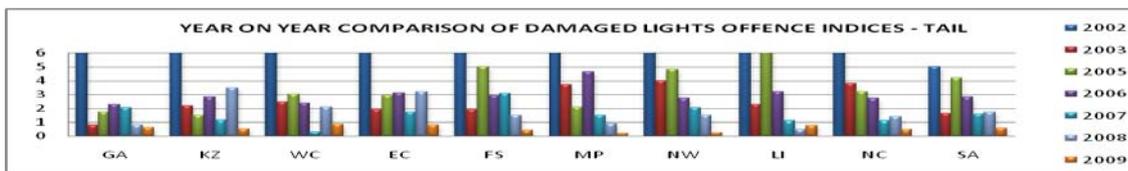


The information above shows that on a national basis the index for damaged front bright lights on all vehicles has decreased from 3.2 in 2008 to 1.1 in 2009. All provinces show a decrease in their offence indices between 2008 and 2009. Western Cape shows the largest decrease in its offence index from 5.0 to 1.2. Limpopo has the highest offence index for this category with 1.5, followed by Kwa-Zulu Natal and Western Cape both with 1.2.

7.13.2. Damaged Lights – Tail lights

Information on damaged rear tail lights for a combination of all vehicles, in both urban and rural areas, during daytime and night time is shown in the following table and reflected in the graph below.

YEAR ON YEAR COMPARISON OF DAMAGED LIGHTS OFFENCE INDICES - TAIL												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	12	9	13	12	10	12	16	11	13	5	1 = 1%	
2003	0.8	2.2	2.5	1.9	1.9	3.7	4	2.3	3.8	1.6		
2005	1.7	1.5	3	2.9	5	2.1	4.8	7.2	3.2	4.2		
2006	2.3	2.8	2.4	3.1	2.9	4.6	2.7	3.2	2.7	2.8		
2007	2.1	1.2	0.3	1.7	3.0	1.5	2.1	1.1	1.1	1.6		
2008	0.8	3.5	2.1	3.2	1.5	0.9	1.5	0.5	1.4	1.7		
2009	0.6	0.5	0.9	0.8	0.4	0.2	0.2	0.8	0.5	0.6		
ANNUAL CHANGE IN DAMAGED LIGHTS OFFENCE INDICES - TAIL												
2006 - 2007	-0.2	-1.6	-2.1	-1.4	0.1	-3.1	-0.7	-2.1	-1.6	-1.2		
2007 - 2008	-1.3	2.3	1.8	1.5	-1.5	-0.6	-0.6	-0.6	0.3	0.1		
2008 - 2009	-0.2	-3.0	-1.2	-2.4	-1.1	-0.7	-1.3	0.3	-0.9	-1.1		



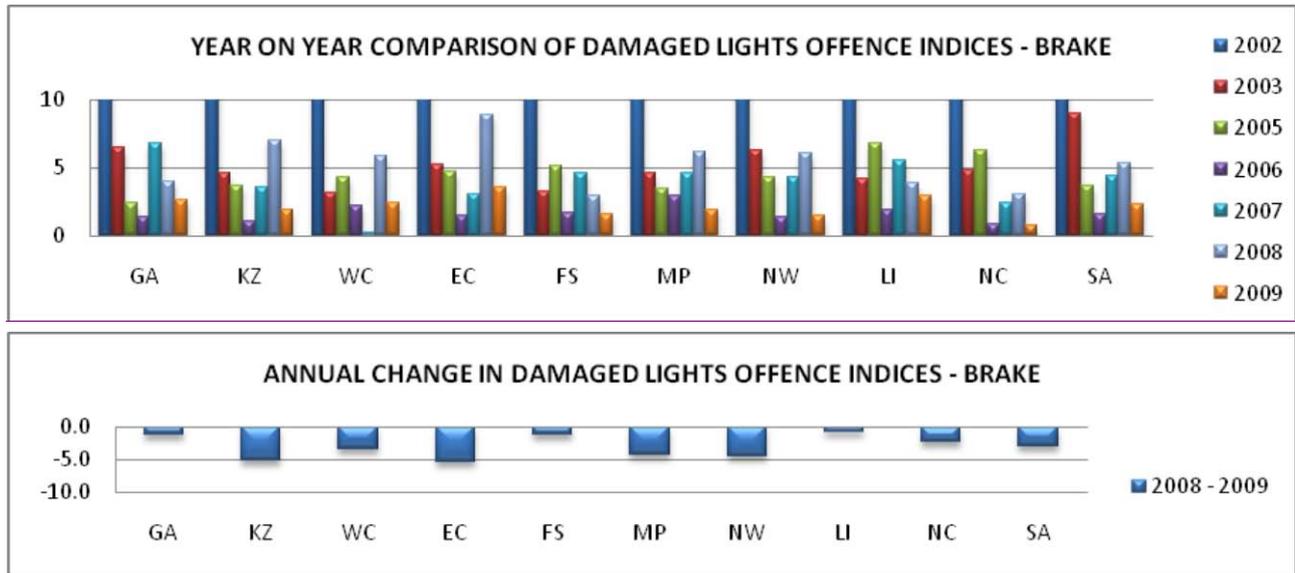
The information above shows that on a national basis the index for damaged tail lights for all vehicles has decreased from 1.7 in 2008 to 0.6 in 2009. All provinces, except Limpopo, show a decrease in their offence indices between 2008 and 2009.

Kwa-Zulu Natal shows the largest decrease in its offence index from 3.5 to 0.5. Western Cape has the highest offence index for this category with 0.9, followed by Eastern Cape and Limpopo both with 0.8.

7.13.3. Damaged Lights – Brake lights

Information on damaged brake lights for a combination of all vehicles, in both urban and rural areas, during daytime and night time is shown in the following table and reflected in the graph below.

YEAR ON YEAR COMPARISON OF DAMAGED LIGHTS OFFENCE INDICES - BRAKE												
YEAR	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA	Standard	
2002	12	16	15	12	14	11	13	11	11	13	1 = 1%	
2003	6.5	4.6	3.2	5.2	3.3	4.6	6.3	4.2	4.8	9		
2005	2.4	3.7	4.3	4.7	5.1	3.5	4.3	6.8	6.3	3.7		
2006	1.4	1.1	2.2	1.5	1.7	2.9	1.4	1.9	0.9	1.6		
2007	6.8	3.6	0.2	3.1	4.6	4.6	4.3	5.5	2.4	4.4		
2008	4.0	7.0	5.9	8.9	2.9	6.2	6.1	3.9	3.1	5.3		
2009	2.6	1.9	2.4	3.5	1.6	1.9	1.5	3.0	0.8	2.3		
ANNUAL CHANGE IN DAMAGED LIGHTS OFFENCE INDICES - BRAKE												
2006 - 2007	5.4	2.5	-2.0	1.6	2.9	1.7	2.9	3.6	1.5	2.8		
2007 - 2008	-2.8	3.4	5.7	5.8	-1.7	1.6	1.8	-1.6	0.7	0.9		
2008 - 2009	-1.4	-5.1	-3.5	-5.4	-1.3	-4.3	-4.6	-0.9	-2.3	-3.0		



The information above shows that on a national basis the index for damaged brake lights for all vehicles has decreased from 5.3 in 2008 to 2.3 in 2009. All provinces show a decrease in their offence indices between 2008 and 2009. Eastern Cape shows the largest decrease in its offence index from 8.9 to 3.5. Eastern Cape also has the highest offence index for this category with 3.5, followed by Limpopo with 3.0.

7.14. Correlation Between Number Plate and License Disc

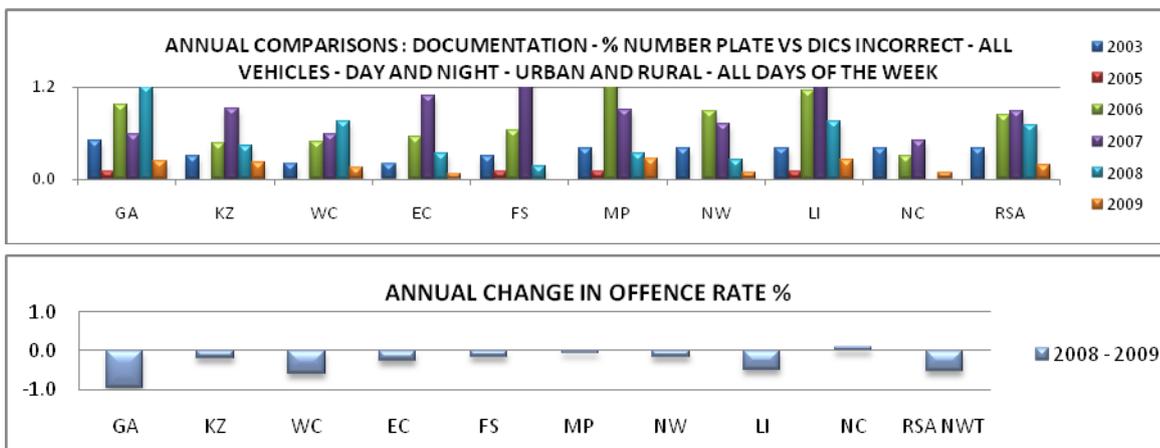
The following tables show the offence rates for Vehicle Documentation. The sub sections are broken down into the different vehicle types. No historic data is available for Buses and Trucks.

On average there is a slight decrease between the 2008 and 2007 offence rates. When looking at the overall trend line since the 2003 offence survey and ignoring the exceptionally low offence rates for the 2009 survey, there seems to be a slight increase in the overall offence rate.

The overall offence rate seems to stay beneath 1%.

Information on correlation between number plate and licence disc information for a combination of all vehicles, in both urban and rural areas, during daytime and night time is shown in the following table and reflected in the graph below.

ANNUAL COMPARISONS : DOCUMENTATION - % NUMBER PLATE VS DICS INCORRECT - ALL VEHICLES - DAY AND NIGHT - URBAN AND RURAL - ALL DAYS OF THE WEEK										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2003	0.5	0.3	0.2	0.2	0.3	0.4	0.4	0.4	0.4	0.4
2005	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0
2006	1.0	0.5	0.5	0.6	0.6	1.9	0.9	1.2	0.3	0.8
2007	0.6	0.9	0.6	1.1	1.8	0.9	0.7	3.2	0.5	0.9
2008	1.2	0.4	0.8	0.3	0.2	0.3	0.3	0.8	0.0	0.7
2009	0.2	0.2	0.1	0.1	0.0	0.3	0.1	0.3	0.1	0.2
ANNUAL CHANGE IN OFFENCE RATE %										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2006 - 2007	-0.4	0.5	0.1	0.5	1.1	-1.0	-0.2	2.1	0.2	0.1
2007 - 2008	0.6	-0.5	0.2	-0.7	-1.6	-0.6	-0.5	-2.5	-0.5	-0.2
2008 - 2009	-1.0	-0.2	-0.6	-0.3	-0.2	-0.1	-0.2	-0.5	0.1	-0.5



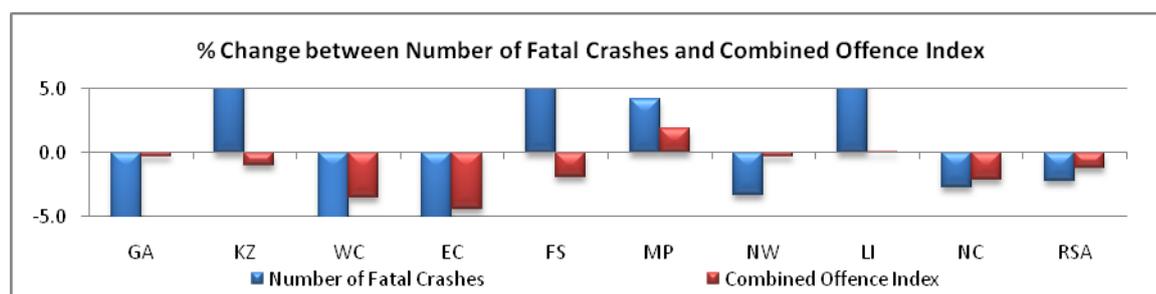
The information above shows that on a national basis the offence percentage regarding number plate and licence disc correlation for a combination of all vehicles has decreased from 0.7% in 2008 to 0.2% in 2009. All provinces, except the Northern Cape, show a decrease between the 2008 and 2009 offence rates. Gauteng shows the largest decrease in offence rate from 1.2% to 0.2%. Mpumalanga and Limpopo have the highest offence rates for this category, both with 0.3%.

7.15. Correlation between Fatal Crash Statistics and Traffic Offence Rates

7.15.1. General overview

Information on the comparison between fatal crashes and road traffic offences for the years 2008 and 2009 is given in the table below and the % change for from 2008 to 2009 reflected in the graph below.

Comparison between Fatal Crashes and Traffic Offence Indices								
Number of Fatal Crashes					Combined Offence Index			
Prov.	2008	2009	Change	% Change	Prov.	2008	2009	Change
GA	2311	2121	-190	-8.2	GA	6.1	5.8	-0.3
KZ	2117	2249	132	6.3	KZ	7	6	-1.0
WC	1290	1055	-235	-18.2	WC	8.5	5	-3.5
EC	1067	993	-74	-6.9	EC	10.3	5.9	-4.4
FS	650	699	49	7.5	FS	6.9	5	-1.9
MP	1187	1236	49	4.1	MP	4.3	6.2	1.9
NW	869	840	-29	-3.3	NW	5.4	5.1	-0.3
LI	1081	1144	63	5.8	LI	5.6	5.7	0.1
NC	233	227	-6	-2.7	NC	6.4	4.3	-2.1
RSA	10805	10564	-241	-2.2	RSA	6.8	5.6	-1.2



The information above shows that, in general, there is some correlation in the change in the number of fatal crashes and the change in the overall combined offence index. For example:

- National level : offence index decreased by 1.2 and fatal crashes decreased by 2.2%
- Gauteng : offence index decreased by 0.3 and fatal crashes decreased by 8.2%
- Western Cape : offence index decreased by 3.5 and fatal crashes decreased by 18.2%
- Eastern Cape : offence index decreased by 4.4 and fatal crashes decreased by 6.9%
- Mpumalanga : offence index increased by 1.9 and fatal crashes increased by 4.1%
- North West : offence index decreased by 0.3 and fatal crashes decreased by 3.3%
- Limpopo : offence index increased by 0.1 and fatal crashes increased by 5.8%;
- Northern Cape : offence index decreased by 2.1 and fatal crashes decreased by 2.7%

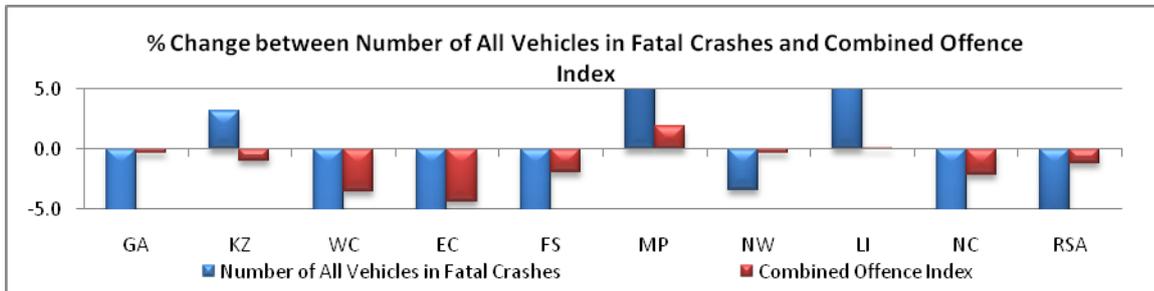
Exceptions in this regard are the following provinces which show a simultaneous increase or decrease in traffic offences and fatal crashes from 2008 to 2009:

- KwaZulu-Natal : offence index decreased by 1.0 and fatal crashes increased by 6.3%
- Free State : offence index decreased by 1.9 and fatal crashes increased by 7.5%

7.15.2. COMPARISON between total Vehicles in Crashes and Offence Indices

Information on the comparison between the number of all vehicle involved in fatal crashes and road traffic offences for the years 2008 and 2009 is given in the table below and the % change for each from 2008 to 2009 is reflected in the graph below.

Comparison between Number of Vehicles in Crashes and Traffic Offence Indices								
Number of All Vehicles in Fatal Crashes					Combined Offence Index			
Prov	2008	2009	Change	% Change	Prov	2008	2009	Change
GA	3075	2440	-635	-20.7	GA	6.1	5.8	-0.3
KZ	2902	2994	93	3.2	KZ	7	6	-1.0
WC	1772	1448	-324	-18.3	WC	8.5	5	-3.5
EC	1689	1471	-218	-12.9	EC	10.3	5.9	-4.4
FS	984	849	-135	-13.7	FS	6.9	5	-1.9
MP	1808	2155	346	19.2	MP	4.3	6.2	1.9
NW	1215	1173	-41	-3.4	NW	5.4	5.1	-0.3
LI	1408	1500	91	6.5	LI	5.6	5.7	0.1
NC	401	342	-59	-14.8	NC	6.4	4.3	-2.1
RSA	15254	14372	-882	-5.8	RSA	6.8	5.6	-1.2



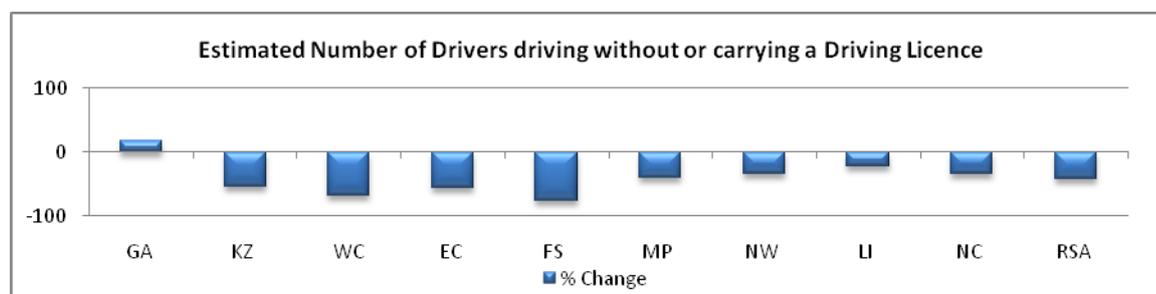
The information above shows that, in general, there is some correlation in the change in the number of vehicles involved in fatal crashes and the change in the overall combined offence index. The change in fatal crashes and the change in offence indices of eight (8) provinces correlate to each other. Only Kwa-Zulu Natal shows a contradiction between an increase in the number of vehicles involved in fatal crashes and a decrease in its' offence index.

7.15.3. ESTIMATED vehicle populations in relation to offence percentages

Based on the offence indices and accompanying percentages of the various types of offences discussed throughout the 2009 report, estimates were made of the number of vehicles, per type of vehicle, on the road that might be committing a specific road traffic offence.

7.15.4. Estimated number of drivers driving without or carrying a driving license

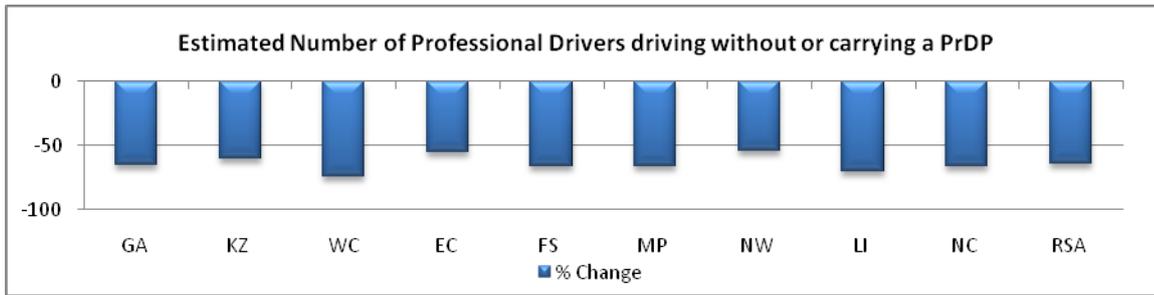
Estimated Number of Drivers driving without or carrying a Driving Licence										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	74870	14374	57941	26623	6819	5285	9010	7944	3827	206692
2008	83389	44852	106178	35125	18898	10653	14787	13553	4490	331924
2009	97741	20650	33780	15445	4442	6231	9755	10391	2923	193211
Change	14352	-24202	-72398	-19680	-14456	-4422	-5032	-3162	-1567	-138713
% Change	17	-54	-68	-56	-76	-42	-34	-23	-35	-42



The information above shows that the overall estimation for the number of drivers driving without or carrying a driving licence in 2009 is 42% lower than the previous estimation. All provinces, except Gauteng, show a decreased estimate for 2009. Free State shows the largest decrease in this regard with 76%. Gauteng has the highest estimated number of vehicles with offences in this regard with 97 741.

7.15.5 Estimated number of professional drivers driving without or carrying a PrDP

Estimated Number of Professional Drivers driving without or carrying a PrDP										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	10656	17058	7360	10412	283	2229	1197	1058	2253	52506
2008	9907	5194	3965	3005	1167	1390	795	1734	432	27591
2009	3458	2060	1008	1357	397	467	363	522	144	9760
Change	-6449	-3134	-2957	-1648	-770	-923	-432	-1212	-288	-17831
% Change	-65	-60	-75	-55	-66	-66	-54	-70	-67	-65



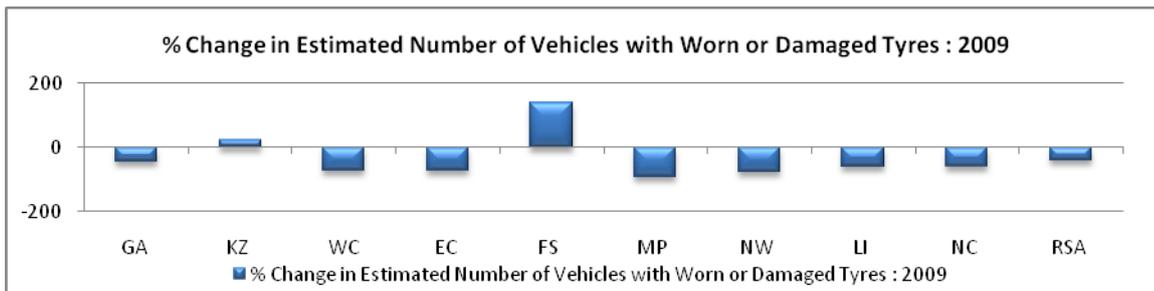
The information above shows that the overall estimation for the number of drivers driving without or carrying a PrDP in 2009 is 65% lower than the previous estimation. All provinces show a decreased estimate for 2009. Western Cape shows the largest decrease in this regard with 75%. Gauteng has the highest estimated number of vehicles with offences in this regard with 3 458.

7.15.6. Estimated number of vehicles with worn or damaged tires

Estimated Number of Vehicles with Worn or Damaged Tyres : 2008										
Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	158729	48095	65948	39342	16786	30946	32279	19298	5684	417107
MB Taxis	2721	1899	1163	944	445	647	744	857	148	9568
Buses	276	258	198	362	85	214	150	132	11	1688
Trucks	18506	4344	3273	1450	1713	5389	1787	4349	956	41767
Total	180233	54596	70582	42098	19030	37197	34961	24636	6799	470130

Estimated Number of Vehicles with Worn or Damaged Tyres : 2009										
Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	89133	44323	14851	7562	35137	1281	6116	7672	2279	212280
MB Taxis	3761	3809	1539	561	1831	394	329	619	27	13875
Buses	1098	7050	1004	1470	4500	497	356	538	0	17353
Trucks	4204	11601	1789	2513	3758	730	531	1144	460	29165
Total	98196	66784	19184	12106	45226	2902	7333	9974	2766	272674

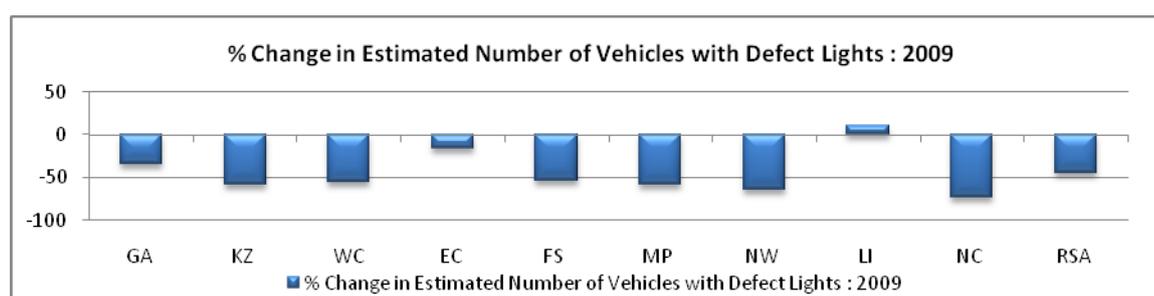
% Change in Estimated Number of Vehicles with Worn or Damaged Tyres : 2009										
Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	-44	-8	-77	-81	109	-96	-81	-60	-60	-49
MB Taxis	38	101	32	-41	311	-39	-56	-28	-82	45
Buses	298	2632	407	306	5194	132	138	308	-100	928
Trucks	-77	167	-45	73	119	-86	-70	-74	-52	-30
Total	-46	22	-73	-71	138	-92	-79	-60	-59	-42



The information above shows that the overall estimation for the number of vehicles with worn or damaged tyres in 2009 is 42% lower than the previous estimation. All provinces, except Kwa-Zulu Natal and Free State, show a decreased estimate for 2009. Mpumalanga shows the largest decrease in this regard with 92%. Gauteng has the highest estimated number of vehicles with offences in this regard with 98 196.

7.15.7. Estimated number of vehicles with defective lights

Estimated Number of Vehicles with Defect Lights : 2008										
Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	233602	151766	167507	66094	30519	42279	48823	25613	11841	778045
MB Taxis	8925	3115	3415	1375	813	952	1107	1186	142	21029
Buses	760	720	705	604	175	266	165	432	104	3930
Trucks	10160	7490	2994	3686	2425	3094	1698	1872	705	34123
Total	253447	163091	174622	71759	33932	46590	51793	29103	12792	837127
Estimated Number of Vehicles with Defect Lights : 2009										
Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	152389	59785	68067	54446	13403	14948	16056	27201	2887	402600
MB Taxis	3761	2424	4939	1890	458	1321	476	1876	50	17839
Buses	4637	3726	3325	1961	750	1466	695	1769	375	19282
Trucks	6969	2554	1861	1869	867	1282	1061	1388	104	17839
Total	167756	68489	78191	60165	15478	19017	18288	32234	3416	457560
% Change in Estimated Number of Vehicles with Defect Lights : 2009										
Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	-35	-61	-59	-18	-56	-65	-67	6	-76	-48
MB Taxis	-58	-22	45	37	-44	39	-57	58	-65	-15
Buses	510	418	372	225	329	451	321	309	260	391
Trucks	-31	-66	-38	-49	-64	-59	-37	-26	-85	-48
Total	-34	-58	-55	-16	-54	-59	-65	11	-73	-45



The information above shows that the overall estimation for the number of vehicles with defective lights in 2009 is 45% lower than the previous estimation. All provinces, except Limpopo, show a decreased estimate for 2009. Northern Cape shows the largest decrease in this regard with 73%. Gauteng has the highest estimated number of vehicles with offences in this regard with 167 756.

8. Conclusion

The road traffic offence survey results shows that the level of lawlessness is improving slightly compared to the previous year.

The information contained in this report clearly indicates an increase in the national number of fatal crashes and fatalities. However, 76% of male fatalities were recorded and most fatalities were recorded between 20 – 39 age groups. Most crashes still occur over the weekend. The number of fatalities for pedestrians has decreased, and increased for drivers and passengers.

Law enforcement, education and communication should be conducted in line with the areas of concern as stipulated in the report to reduce the number of crashes and fatalities in the country.

The recommendations flowing from the 2009 offence monitoring study are as follows:

- a. Although the general trend of law compliance rates has decreased between 2008 and 2009, the study found that, as in the past, offence levels on South African roads and the related levels of risk are still extremely high. The recommendation is repeated that a renewed, innovative, systematic, coordinated law enforcement and education intervention strategy be introduced under the leadership of the national Minister of Transport and the Road Traffic Management Corporation to bring the situation under control. This should be done in cooperation with the provincial and local spheres of government, other relevant departments of state, the passenger and freight transport industries, and research institutions. The aim should be to identify the factors that will bring about change in road user behaviour; and by focussing on those factors, to achieve levels of traffic law compliance that will make a real difference to the traffic safety situation. The implementation of AARTO should be monitored carefully and the data recorded compared to national and local offence levels to determine the effectiveness of the system.
- b. The most important offences to focus on, as identified in the study, are:

- ✚ Driving under the influence of Alcohol: Very high levels of drunk driving were encountered in some provinces, especially during the night, with a national night time offence index of 2.4. Alcohol control should be stepped up and the penalties should be severe.
 - ✚ Barrier line offences. The huge contribution of this offence to the dangerous situation on our roads should be recognised, with a national day time offence index of 16.1.
 - ✚ Smooth and damaged tyres. Serious problems with tyres of vehicles, including trucks and taxis were found on the road, with a national worn tyre index of 6.8. Reasons for serious deterioration of tyres and for the apparent neglect of tyres by a large proportion of vehicle owners, professional drivers and the freight and passenger transport industries should be investigated.
 - ✚ Speeding. High levels of speeding offences were observed. The national rural speed index increased from 5.8 in 2008 to 7.9 in 2009. Speed discipline must be restored on South African roads and community leaders on all levels should set an example.
- c. The recommendation with regard to pedestrian safety that was already made in the 2003 offence monitoring report is repeated. Pedestrian accidents are the single biggest accident category in South Africa. Pedestrians must be protected effectively in all parts of the traffic network. International research has demonstrated that highly reduced speed levels in urban areas (pedestrian sensitive areas) are the most effective and affordable way to reduce pedestrian casualties. ***There is a disproportionate relationship between vehicle speed in pedestrian sensitive areas and the number of pedestrians injured and killed.*** Compared to countries where international best practice in pedestrian safety is applied, the South African urban speed limit of 60km per hour is already high. Add to this that as many as 35% of urban drivers exceed this relatively high speed limit and one of the main reasons for the disastrous level of pedestrian casualties in this country becomes evident.

- d. ***Reduced speed levels via reduced speed limits combined with vigorous speed control measures in pedestrian sensitive areas should be a top priority, and will make a significant contribution to the reduction of pedestrian casualties in the country.***

Annexures

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Annexure A

Number of Registered Vehicles

Mar 2009	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Veh's										
Motorcars	2,219,830	744,910	962,067	338,547	249,098	269,275	252,497	190,604	90,093	5,316,921
Minibuses	109,787	42,833	36,203	20,789	11,997	19,396	18,653	18,598	3,801	282,057
Buses	14,052	6,831	5,171	3,639	1,967	4,091	2,959	3,649	1,097	43,456
Motorcycles	129,683	31,338	72,540	22,685	21,275	19,675	18,604	10,953	8,252	335,005
LDV's - Bakkies	618,434	277,307	272,256	158,196	108,804	146,129	126,478	146,700	59,597	1,913,901
Trucks	121,827	50,136	34,927	24,474	19,273	24,367	17,670	18,630	8,496	319,800
Other & Unkwn	36,755	30,903	33,010	13,499	38,844	24,395	26,510	13,832	7,588	225,333
Sub-Total	3,250,368	1,184,258	1,416,174	581,829	451,258	507,328	463,371	402,966	178,924	8,436,473
Towed Veh's										
Caravans		8,508	16,460	5,794	7,973	9,319	7,632	4,998	2,970	104,226
Heavy Trailers	48,912	26,199	11,611	10,964	13,340	14,134	9,615	6,163	4,302	145,240
Light Trailers	267,266	67,842	111,351	44,021	54,538	47,537	47,360	29,609	21,986	691,510
Unknown	2,623	1,538	2,357	1,182	2,084	2,086	2,673	1,318	612	16,470
Sub-Total	359,373	104,087	141,779	61,961	77,935	73,076	67,280	42,088	29,870	957,446
All Vehicles	3,609,740	1,288,345	1,557,952	643,790	529,193	580,403	530,650	445,053	208,793	9,393,919
Mar 2010										
Mar 2010	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Veh's										
Motorcars	2,284,393	760,682	977,690	350,818	255,756	287,121	258,379	204,369	92,882	5,472,090
Minibuses	110,229	43,741	35,200	20,889	12,110	19,795	18,090	18,886	3,853	282,793
Buses	15,233	6,948	4,992	3,808	2,034	4,527	3,158	3,963	1,195	45,858
Motorcycles	143,571	33,788	75,704	24,605	23,580	23,269	20,876	12,728	9,041	367,162
LDV's - Bakkies	632,643	283,836	272,987	163,668	111,164	153,888	130,143	155,820	61,167	1,965,316
Trucks	121,759	50,259	34,384	24,322	19,270	25,358	18,017	19,696	8,664	321,729
Other & Unkwn	36,760	31,664	33,375	13,978	39,601	25,759	27,173	14,865	7,911	231,084
Sub-Total	3,344,588	1,210,918	1,434,332	602,088	463,515	539,717	475,836	430,327	184,713	8,686,032
Towed Veh's										
Caravans	40,932	8,610	16,485	5,758	8,050	9,818	7,693	5,161	2,973	105,480
Heavy Trailers	50,069	25,483	11,512	10,604	13,470	14,879	10,002	6,499	4,473	146,991
Light Trailers	280,061	70,751	114,670	46,612	56,337	50,948	49,607	31,714	22,929	723,629
Unknown	2,627	1,601	2,360	1,243	2,101	2,172	2,726	1,384	645	16,857
Sub-Total	373,689	106,445	145,027	64,217	79,958	77,817	70,028	44,758	31,020	992,957
All Vehicles	3,718,277	1,317,363	1,579,358	666,304	543,472	617,533	545,864	475,085	215,733	9,678,989
% Change Mar 200-2010										
% Change Mar 200-2010	Number of Registered Vehicles per Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Vehicles										
Motorcars	2.91	2.12	1.62	3.62	2.67	6.63	2.33	7.22	3.10	2.92
Minibuses	0.40	2.12	-2.77	0.48	0.94	2.06	-3.02	1.55	1.37	0.26
Buses	8.40	1.71	-3.46	4.64	3.41	10.66	6.73	8.61	8.93	5.53
Motorcycles	10.71	7.82	4.36	8.46	10.83	18.27	12.21	16.21	9.56	9.60
LDV's - Bakkies	2.30	2.35	0.27	3.46	2.17	5.31	2.90	6.22	2.63	2.69
Trucks	-0.06	0.25	-1.55	-0.62	-0.02	4.07	1.96	5.72	1.98	0.60
Other & Unkwn	0.01	2.46	1.11	3.54	1.95	5.59	2.50	7.47	4.26	2.55
Sub-Total	2.90	2.25	1.28	3.48	2.72	6.38	2.69	6.79	3.24	2.96
Towed Vehicles										
Caravans	0.89	1.20	0.15	-0.62	0.97	5.35	0.80	3.26	0.10	1.20
Heavy Trailers	2.37	-2.73	-0.85	-3.28	0.97	5.27	4.02	5.45	3.97	1.21
Light Trailers	4.79	4.29	2.98	5.89	3.30	7.18	4.74	7.11	4.29	4.64
Unknown	0.17	4.10	0.13	5.12	0.79	4.12	2.00	5.05	5.48	2.35
Sub-Total	3.98	2.27	2.29	3.64	2.60	6.49	4.09	6.35	3.85	3.71
All Vehicles	3.01	2.25	1.37	3.50	2.70	6.40	2.87	6.75	3.32	3.03

Annexure B-1

Number of Vehicles that are Un-Roadworthy

Number of Un-Roadworthy Vehicles										
March 2009	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	79,771	24,756	22,526	8,204	8,335	7,850	7,925	4,571	1,270	165,208
Minibuses	13,581	5,817	3,056	2,077	1,120	1,901	2,064	1,754	295	31,665
Buses	1,325	941	391	421	139	329	262	278	135	4,221
Motorcycles	26,600	4,956	6,529	2,253	4,207	5,741	5,272	3,597	1,617	60,772
LDV's - Bakkies	22,459	10,092	5,828	3,500	2,787	3,821	3,004	2,639	803	54,933
Trucks	14,293	6,733	3,356	2,832	3,101	3,554	2,594	2,526	1,372	40,361
Other & Unkwn	2,010	1,397	552	391	1,587	960	1,078	686	218	8,879
Sub-Total	160,039	54,692	42,238	19,678	21,276	24,156	22,199	16,051	5,710	366,039
Towed Vehicles										
Caravans	1,052	324	329	132	216	322	259	176	74	2,884
Heavy Trailers	5,477	2,939	1,113	1,001	1,809	1,472	1,065	720	401	15,997
Light Trailers	4,687	1,695	1,714	656	1,319	891	966	579	180	12,687
Unknown	152	127	49	31	65	88	97	35	17	661
Sub-Total	11,368	5,085	3,205	1,820	3,409	2,773	2,387	1,510	672	32,229
All Vehicles	171,407	59,777	45,443	21,498	24,685	26,929	24,586	17,561	6,382	398,268
March 2010	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	80,669	26,099	21,674	9,318	9,591	9,530	8,247	5,682	1,482	172,292
Minibuses	15,455	6,081	2,905	2,364	1,375	2,296	2,334	2,155	346	35,311
Buses	1,613	890	391	371	181	418	289	372	137	4,662
Motorcycles	34,386	6,279	7,475	3,086	5,483	7,947	6,896	4,769	2,011	78,332
LDV's - Bakkies	22,757	10,876	5,873	4,030	3,157	4,356	3,349	3,186	935	58,519
Trucks	14,884	7,277	3,281	2,992	3,419	3,987	2,806	2,914	1,418	42,978
Other & Unkwn	1,998	1,799	649	481	1,853	1,162	1,232	847	263	10,284
Sub-Total	171,762	59,301	42,248	22,642	25,059	29,696	25,153	19,925	6,592	402,378
Towed Vehicles										
Caravans	1,201	369	353	165	248	394	305	204	80	3,319
Heavy Trailers	6,381	2,898	1,033	1,214	1,756	1,663	1,103	754	430	17,232
Light Trailers	5,432	2,024	1,969	783	1,482	1,117	1,132	774	239	14,952
Unknown	226	122	70	47	77	115	99	42	22	820
Sub-Total	13,240	5,413	3,425	2,209	3,563	3,289	2,639	1,774	771	36,323
All Vehicles	185,002	64,714	45,673	24,851	28,622	32,985	27,792	21,699	7,363	438,701
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	1.13	5.42	-3.78	13.58	15.07	21.40	4.06	24.31	16.69	4.29
Minibuses	13.80	4.54	-4.94	13.82	22.77	20.78	13.08	22.86	17.29	11.51
Buses	21.74	-5.42	0.00	-11.88	30.22	27.05	10.31	33.81	1.48	10.45
Motorcycles	29.27	26.69	14.49	36.97	30.33	38.43	30.80	32.58	24.37	28.89
LDV's - Bakkies	1.33	7.77	0.77	15.14	13.28	14.00	11.48	20.73	16.44	6.53
Trucks	4.13	8.08	-2.23	5.65	10.25	12.18	8.17	15.36	3.35	6.48
Other & Unkwn	-0.60	28.78	17.57	23.02	16.76	21.04	14.29	23.47	20.64	15.82
Sub-Total	7.33	8.43	0.02	15.06	17.78	22.93	13.31	24.14	15.45	9.93
Towed Vehicles										
Caravans	14.16	13.89	7.29	25.00	14.81	22.36	17.76	15.91	8.11	15.08
Heavy Trailers	16.51	-1.40	-7.19	21.28	-2.93	12.98	3.57	4.72	7.23	7.72
Light Trailers	15.90	19.41	14.88	19.36	12.36	25.36	17.18	33.68	32.78	17.85
Unknown	48.68	-3.94	42.86	51.61	18.46	30.68	2.06	20.00	29.41	24.05
Sub-Total	16.47	6.45	6.86	21.37	4.52	18.61	10.56	17.48	14.73	12.70
All Vehicles	7.93	8.26	0.51	15.60	15.95	22.49	13.04	23.56	15.37	10.15

Annexure B-2

Number of Un-Licensed Vehicles

Number of Un-Licensed Vehicles										
March 2009	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	83,957	27,494	29,067	14,051	10,096	9,919	10,320	8,102	3,030	196,036
Minibuses	5,652	2,214	1,322	1,060	475	733	1,018	792	160	13,426
Buses	303	172	114	108	47	79	71	83	26	1,003
Motorcycles	9,595	2,642	3,673	1,371	1,506	1,320	1,437	833	403	22,780
LDV's - Bakkies	18,683	10,240	6,966	6,284	3,477	4,518	4,153	5,000	1,439	60,760
Trucks	3,465	1,722	773	969	551	872	698	689	192	9,931
Other & Unkwn	923	1,098	594	391	1,025	585	773	474	229	6,092
Sub-Total	122,578	45,582	42,509	24,234	17,177	18,026	18,470	15,973	5,479	310,028
Towed Vehicles										
Caravans	1,535	357	508	245	285	287	277	174	91	3,759
Heavy Trailers	1,134	805	162	428	246	294	208	137	66	3,480
Light Trailers	11,521	3,344	3,910	1,796	1,971	1,708	1,853	1,079	702	27,884
Unknown	148	97	101	61	123	64	158	80	40	872
Sub-Total	14,338	4,603	4,681	2,530	2,625	2,353	2,496	1,470	899	35,995
All Vehicles	136,916	50,185	47,190	26,764	19,802	20,379	20,966	17,443	6,378	346,023
March 2010	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	78,702	23,915	25,450	12,841	9,524	9,751	9,651	7,809	3,061	180,704
Minibuses	4,880	1,766	1,160	860	415	612	765	643	140	11,241
Buses	271	205	96	105	41	56	57	64	15	910
Motorcycles	7,096	1,797	4,048	1,391	1,162	887	922	522	347	18,172
LDV's - Bakkies	18,650	8,967	6,242	5,832	3,258	4,428	3,963	5,050	1,563	57,953
Trucks	3,282	1,666	743	733	501	748	576	655	184	9,088
Other & Unkwn	780	822	460	326	790	479	802	386	135	4,980
Sub-Total	113,661	39,138	38,199	22,088	15,691	16,961	16,736	15,129	5,445	283,048
Towed Vehicles										
Caravans	1,104	242	376	168	191	261	228	150	82	2,802
Heavy Trailers	1,227	776	169	201	234	231	201	121	64	3,224
Light Trailers	10,457	2,821	3,590	1,618	1,733	1,496	1,617	1,091	671	25,094
Unknown	146	100	110	70	96	112	184	73	17	908
Sub-Total	12,934	3,939	4,245	2,057	2,254	2,100	2,230	1,435	834	32,028
All Vehicles	126,595	43,077	42,444	24,145	17,945	19,061	18,966	16,564	6,279	315,076
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	-6.26	-13.02	-12.44	-8.61	-5.67	-1.69	-6.48	-3.62	1.02	-7.82
Minibuses	-13.66	-20.23	-12.25	-18.87	-12.63	-16.51	-24.85	-18.81	-12.50	-16.27
Buses	-10.56	19.19	-15.79	-2.78	-12.77	-29.11	-19.72	-22.89	-42.31	-9.27
Motorcycles	-26.04	-31.98	10.21	1.46	-22.84	-32.80	-35.84	-37.33	-13.90	-20.23
LDV's - Bakkies	-0.18	-12.43	-10.39	-7.19	-6.30	-1.99	-4.58	1.00	8.62	-4.62
Trucks	-5.28	-3.25	-3.88	-24.36	-9.07	-14.22	-17.48	-4.93	-4.17	-8.49
Other & Unkwn	-15.49	-25.14	-22.56	-16.62	-22.93	-18.12	3.75	-18.57	-41.05	-18.25
Sub-Total	-7.27	-14.14	-10.14	-8.86	-8.65	-5.91	-9.39	-5.28	-0.62	-8.70
Towed Vehicles										
Caravans	-28.08	-32.21	-25.98	-31.43	-32.98	-9.06	-17.69	-13.79	-9.89	-25.46
Heavy Trailers	8.20	-3.60	4.32	-53.04	-4.88	-21.43	-3.37	-11.68	-3.03	-7.36
Light Trailers	-9.24	-15.64	-8.18	-9.91	-12.08	-12.41	-12.74	1.11	-4.42	-10.01
Unknown	-1.35	3.09	8.91	14.75	-21.95	75.00	16.46	-8.75	-57.50	4.13
Sub-Total	-9.79	-14.43	-9.31	-18.70	-14.13	-10.75	-10.66	-2.38	-7.23	-11.02
All Vehicles	-7.54	-14.16	-10.06	-9.79	-9.38	-6.47	-9.54	-5.04	-1.55	-8.94

Annexure B-3

Number of Vehicles that are Un-Roadworthy, Un-Licensed or Both

Number of Vehicles : Un-Roadworthy OR Un-Licensed OR Both										
March 2009	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	170,409	55,878	54,381	23,870	19,878	18,874	19,429	13,411	4,532	380,662
Minibuses	20,709	8,838	4,653	3,408	1,745	2,803	3,344	2,737	488	48,725
Buses	1,688	1,171	522	564	195	427	345	375	164	5,451
Motorcycles	39,438	8,322	10,759	3,912	6,214	7,595	7,379	4,856	2,142	90,617
LDV's - Bakkies	42,678	21,819	13,404	10,392	6,645	8,885	7,572	8,075	2,363	121,833
Trucks	18,448	8,972	4,311	4,029	3,815	4,634	3,500	3,400	1,612	52,721
Other & Unkwn	3,064	2,607	1,179	814	2,707	1,633	1,949	1,213	459	15,625
Sub-Total	296,434	107,607	89,209	46,989	41,199	44,851	43,518	34,067	11,760	715,634
Towed Vehicles										
Caravans	2,666	706	864	394	520	633	567	365	168	6,883
Heavy Trailers	6,782	3,919	1,306	1,584	2,099	1,830	1,311	881	480	20,192
Light Trailers	16,642	5,208	5,751	2,527	3,394	2,688	2,905	1,708	899	41,722
Unknown	307	228	152	94	192	159	269	117	59	1,577
Sub-Total	26,397	10,061	8,073	4,599	6,205	5,310	5,052	3,071	1,606	70,374
All Vehicles	322,831	117,668	97,282	51,588	47,404	50,161	48,570	37,138	13,366	786,008
Number of Vehicles : Un-Roadworthy OR Un-Licensed OR Both										
March 2010	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	166,504	53,666	49,996	24,146	20,602	20,693	19,052	14,405	4,785	373,849
Minibuses	21,703	8,488	4,420	3,478	1,903	3,093	3,321	2,991	518	49,915
Buses	1,950	1,183	514	510	233	493	362	452	159	5,856
Motorcycles	42,555	8,329	11,860	4,612	6,784	9,000	7,974	5,371	2,390	98,875
LDV's - Bakkies	43,097	21,284	12,784	10,501	6,777	9,342	7,693	8,703	2,613	122,794
Trucks	18,820	9,450	4,261	3,883	4,060	4,928	3,538	3,756	1,654	54,350
Other & Unkwn	2,891	2,751	1,139	840	2,717	1,671	2,111	1,281	406	15,807
Sub-Total	297,520	105,151	84,974	47,970	43,076	49,220	44,051	36,959	12,525	721,446
Towed Vehicles										
Caravans	2,366	633	747	341	448	686	552	370	166	6,309
Heavy Trailers	7,832	3,863	1,238	1,449	2,032	1,940	1,328	906	509	21,097
Light Trailers	16,290	5,001	5,698	2,472	3,286	2,685	2,827	1,919	926	41,104
Unknown	386	230	183	120	174	230	293	118	39	1,773
Sub-Total	26,874	9,727	7,866	4,382	5,940	5,541	5,000	3,313	1,640	70,283
All Vehicles	324,394	114,878	92,840	52,352	49,016	54,761	49,051	40,272	14,165	791,729
Number of Vehicles : Un-Roadworthy OR Un-Licensed OR Both										
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	-2.29	-3.96	-8.06	1.16	3.64	9.64	-1.94	7.41	5.58	-1.79
Minibuses	4.80	-3.96	-5.01	2.05	9.05	10.35	-0.69	9.28	6.15	2.44
Buses	15.52	1.02	-1.53	-9.57	19.49	15.46	4.93	20.53	-3.05	7.43
Motorcycles	7.90	0.08	10.23	17.89	9.17	18.50	8.06	10.61	11.58	9.11
LDV's - Bakkies	0.98	-2.45	-4.63	1.05	1.99	5.14	1.60	7.78	10.58	0.79
Trucks	2.02	5.33	-1.16	-3.62	6.42	6.34	1.09	10.47	2.61	3.09
Other & Unkwn	-5.65	5.52	-3.39	3.19	0.37	2.33	8.31	5.61	-11.55	1.16
Sub-Total	0.37	-2.28	-4.75	2.09	4.56	9.74	1.22	8.49	6.51	0.81
Towed Vehicles										
Caravans	-11.25	-10.34	-13.54	-13.45	-13.85	8.37	-2.65	1.37	-1.19	-8.34
Heavy Trailers	15.48	-1.43	-5.21	-8.52	-3.19	6.01	1.30	2.84	6.04	4.48
Light Trailers	-2.12	-3.97	-0.92	-2.18	-3.18	-0.11	-2.69	12.35	3.00	-1.48
Unknown	25.73	0.88	20.39	27.66	-9.38	44.65	8.92	0.85	-33.90	12.43
Sub-Total	1.81	-3.32	-2.56	-4.72	-4.27	4.35	-1.03	7.88	2.12	-0.13
All Vehicles	0.48	-2.37	-4.57	1.48	3.40	9.17	0.99	8.44	5.98	0.73

Annexure C-1**Number of Learner Licences Issued**

Dec 2008	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	22,742	4,973	15,043	4,501	3,906	2,674	2,703	1,193	1,607	59,342
2	106,141	46,193	87,557	42,672	20,787	11,289	16,244	8,207	8,178	347,268
3	278,161	132,788	67,743	60,030	61,354	76,608	62,346	92,183	20,615	851,828
Total	407,044	183,954	170,343	107,203	86,047	90,571	81,293	101,583	30,400	1,258,438
Dec 2009	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	20,533	4,407	15,816	3,857	3,174	2,769	2,558	1,317	1,470	55,901
2	102,191	44,637	95,681	38,940	18,500	11,206	15,025	8,234	7,757	342,171
3	293,094	142,529	78,147	68,793	56,020	79,077	66,265	98,151	20,623	902,699
Total	415,818	191,573	189,644	111,590	77,694	93,052	83,848	107,702	29,850	1,300,771
% Change	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	-9.71	-11.38	5.14	-14.31	-18.74	3.55	-5.36	10.39	-8.53	-5.80
2	-3.72	-3.37	9.28	-8.75	-11.00	-0.74	-7.50	0.33	-5.15	-1.47
3	5.37	7.34	15.36	14.60	-8.69	3.22	6.29	6.47	0.04	5.97
Total	2.16	4.14	11.33	4.09	-9.71	2.74	3.14	6.02	-1.81	3.36

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

Annexure C-2**Number of Driving Licences Issued**

Mar 2009	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	44,832	12,964	25,109	9,025	9,334	6,838	7,236	3,876	2,362	121,576
A	150,485	54,159	84,654	30,819	24,651	20,470	19,846	12,732	8,359	406,175
B	510,755	278,914	301,356	126,051	84,333	69,141	79,552	40,294	29,825	1,520,221
EB	1,318,503	578,530	752,777	306,330	177,255	160,856	152,923	105,390	64,323	3,616,887
C1	469,341	234,840	86,072	55,209	75,027	122,564	98,584	211,208	29,160	1,382,005
EC1	237,330	70,875	52,146	44,893	36,558	52,084	39,857	61,949	11,025	606,717
C	2,784	4,369	2,454	635	367	642	1,552	1,172	303	14,278
EC	268,342	136,988	105,108	59,778	69,534	82,673	52,175	74,574	22,453	871,625
Total	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	8,539,484
Mar 2010	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	154,249	54,972	88,530	31,309	24,981	20,857	20,084	12,939	8,521	416,442
A	44,772	12,967	25,851	9,123	9,274	6,868	7,249	3,892	2,427	122,423
B	565,233	298,066	336,905	136,651	91,837	75,832	84,269	44,754	32,367	1,665,914
EB	2,943	4,490	2,648	746	385	803	1,573	1,233	325	15,146
C1	534,979	270,940	100,070	67,144	84,759	146,036	110,351	244,305	32,382	1,590,966
EC1	1,315,729	578,238	758,412	306,955	176,821	161,129	153,446	106,030	64,345	3,621,105
C	268,159	138,805	106,085	60,481	70,239	83,721	52,482	75,564	22,715	878,251
EC	235,807	70,717	51,970	45,038	36,178	52,121	39,998	62,471	11,102	605,402
Total	3,121,871	1,429,195	1,470,471	657,447	494,474	547,367	469,452	551,188	174,184	8,915,649
% Change	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	244.06	324.04	252.58	246.91	167.63	205.02	177.56	233.82	260.75	242.54
A	-70.25	-76.06	-69.46	-70.40	-62.38	-66.45	-63.47	-69.43	-70.97	-69.86
B	10.67	6.87	11.80	8.41	8.90	9.68	5.93	11.07	8.52	9.58
EB	-99.78	-99.22	-99.65	-99.76	-99.78	-99.50	-98.97	-98.83	-99.49	-99.58
C1	13.99	15.37	16.26	21.62	12.97	19.15	11.94	15.67	11.05	15.12
EC1	454.39	715.86	1354.40	583.75	383.67	209.36	284.99	71.16	483.63	496.84
C	9532.15	3077.04	4222.94	9424.57	19038.69	12940.65	3281.57	6347.44	7396.70	6051.08
EC	-12.12	-48.38	-50.56	-24.66	-47.97	-36.96	-23.34	-16.23	-50.55	-30.54
Total	3.98	4.20	4.31	3.90	3.65	6.23	3.92	7.82	3.80	5.41

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

Annexure C-3**Number of Professional Driving Permits (PrDPs) Issued**

Mar 2009	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1,906	2,255	1,990	784	870	1,118	508	985	487	10,903
P	304	304	972	261	308	193	99	86	69	2,596
P G	194,096	90,520	83,155	50,086	47,308	59,609	45,668	67,178	19,575	657,195
D G	123	42	175	9	44	42	15	12	8	470
D P G	14,964	34,381	17,019	8,977	2,814	6,089	1,117	2,298	601	88,260
Total	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	759,424
Mar 2010	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1,915	2,316	2,001	813	969	1,138	522	1,177	435	11,286
P	261	247	886	235	210	157	65	120	62	2,243
P G	210,370	122,736	102,001	58,719	50,236	68,177	48,334	76,973	19,550	757,096
D G	39	10	52	4	16	24	10	10	3	168
D P G	8,266	11,551	6,173	3,367	1,758	2,138	893	1,144	378	35,668
Total	220,851	136,860	111,113	63,138	53,189	71,634	49,824	79,424	20,428	806,461
% Change	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	0.47	2.71	0.55	3.70	11.38	1.79	2.76	19.49	-10.68	3.51
P	-14.14	-18.75	-8.85	-9.96	-31.82	-18.65	-34.34	39.53	-10.14	-13.60
P G	8.38	35.59	22.66	17.24	6.19	14.37	5.84	14.58	-0.13	15.20
D G	-68.29	-76.19	-70.29	-55.56	-63.64	-42.86	-33.33	-16.67	-62.50	-64.26
D P G	-44.76	-66.40	-63.73	-62.49	-37.53	-64.89	-20.05	-50.22	-37.10	-59.59
Total	4.47	7.34	7.55	5.03	3.59	6.84	5.10	12.56	-1.50	7.11

Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods

Annexure D

Monthly Number of Fatal Crashes per Province : 2007 - 2009

Year	Number of Fatal Crashes per Province per Month										
	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	Jan	189	128	84	88	60	70	62	76	17	774
	Feb	209	168	95	85	45	81	75	65	20	843
	Mch	282	230	136	102	80	106	80	82	26	1,124
	Apr	248	184	101	123	75	114	98	92	24	1,059
	May	225	201	125	116	71	95	92	78	27	1,030
	Jun	257	196	113	112	61	118	88	96	23	1,064
	Jul	288	138	107	101	83	120	86	93	13	1,029
	Aug	268	122	118	128	66	120	81	87	20	1,010
	Sep	241	161	126	117	71	127	80	95	30	1,048
	Oct	206	152	118	105	60	106	77	80	28	932
	Nov	199	117	104	83	81	72	81	73	27	837
	Dec	295	235	142	153	70	128	89	117	32	1,261
2008	Jan	141	131	80	89	51	65	59	75	20	711
	Feb	205	135	106	71	40	75	45	63	23	763
	Mch	211	176	100	99	48	99	85	91	21	930
	Apr	203	138	120	69	56	90	87	89	24	876
	May	232	172	114	96	63	62	77	91	10	917
	Jun	162	233	107	94	65	115	78	107	27	988
	Jul	240	220	157	87	62	103	82	86	23	1,060
	Aug	250	193	131	102	19	126	70	92	6	989
	Sep	216	172	94	91	51	109	71	90	19	913
	Oct	176	195	80	82	55	102	61	74	13	838
	Nov	69	157	97	69	57	111	72	90	23	745
	Dec	206	195	104	118	83	130	82	133	24	1,075
2009	Jan	172	154	87	89	46	86	50	76	19	779
	Feb	136	135	65	64	56	68	51	70	16	661
	Mch	166	189	103	60	65	84	52	83	18	820
	Apr	208	208	83	96	49	105	87	103	17	956
	May	194	223	109	44	69	125	79	109	18	970
	Jun	155	194	107	82	49	123	74	102	17	903
	Jul	206	203	75	101	62	114	89	113	19	982
	Aug	169	212	74	107	63	121	82	104	24	956
	Sep	185	169	88	102	65	101	66	98	22	896
	Oct	181	156	86	84	71	112	82	94	26	892
	Nov	205	187	94	89	69	102	94	89	19	948
	Dec	219	184	105	137	79	116	78	132	44	1,094
2010	Jan	121	152	89	92	70	97	65	76	23	785
	Feb	171	164	82	41	52	81	65	80	18	754
	Mar	139	164	93	94	64	80	79	81	18	812

Annexure E

Monthly Number of Fatalities per Province : 2007 - 2009

Year	Number of Fatalities per Province per Month										
	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	Jan	215	139	103	102	80	118	82	100	18	958
	Feb	233	185	119	99	51	115	98	95	23	1,020
	Mch	316	261	162	123	86	141	96	93	38	1,316
	Apr	292	218	124	149	126	150	107	115	28	1,309
	May	252	245	141	141	94	116	112	118	50	1,267
	Jun	295	215	135	133	75	179	119	129	46	1,326
	Jul	325	197	126	121	125	158	112	124	13	1,300
	Aug	284	149	126	161	90	228	96	114	22	1,270
	Sep	293	251	159	156	93	152	103	131	41	1,379
	Oct	222	200	136	129	97	140	103	106	40	1,174
	Nov	218	140	145	124	112	103	108	102	27	1,077
	Dec	326	272	168	196	93	178	113	144	33	1,523
2008	Jan	162	156	102	120	80	86	70	100	26	900
	Feb	237	173	125	81	45	94	54	93	54	955
	Mch	231	223	134	140	67	160	118	123	36	1,231
	Apr	225	172	155	99	67	136	105	102	31	1,093
	May	274	200	118	155	72	94	98	105	10	1,125
	Jun	190	268	118	147	96	166	110	123	37	1,255
	Jul	272	300	191	117	83	168	98	101	33	1,363
	Aug	278	229	133	125	23	192	104	103	9	1,196
	Sep	232	231	110	138	72	119	95	131	23	1,151
	Oct	188	243	106	121	86	252	110	82	26	1,213
	Nov	88	198	106	101	83	227	98	136	23	1,058
	Dec	232	249	124	146	107	160	107	175	33	1,333
2009	Jan	208	173	127	122	67	104	89	95	27	1,013
	Feb	153	158	75	95	50	98	64	77	18	787
	Mch	168	351	118	100	58	116	54	110	45	1,119
	Apr	237	246	80	118	81	140	111	133	21	1,165
	May	236	300	128	62	79	159	98	124	23	1,208
	Jun	155	226	112	99	66	146	104	148	17	1,072
	Jul	223	234	124	115	92	147	123	151	19	1,227
	Aug	192	283	88	170	82	147	123	123	26	1,235
	Sep	209	266	106	199	98	165	74	131	30	1,279
	Oct	204	190	88	131	101	161	82	146	28	1,132
	Nov	252	191	114	132	87	130	112	93	22	1,133
	Dec	248	237	125	200	106	161	97	162	61	1,398
2010	Jan	135	213	97	109	101	105	83	102	26	971
	Feb	181	235	105	60	66	99	70	127	72	1,015
	Mar	154	176	140	121	139	91	128	114	25	1,088

Annexure F-1

Year	Number of Fatalities per Road User Group										
Month	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Apr 2008	Drivers	64	32	42	24	32	49	46	31	11	330
	Passengers	50	57	50	42	15	59	35	32	17	357
	Pedestrians	111	84	63	33	21	29	24	39	4	406
	Total	225	172	155	99	67	136	105	102	31	1,093
May 2008	Drivers	83	50	34	25	21	32	34	43	5	326
	Passengers	79	31	24	82	27	44	34	32	5	358
	Pedestrians	112	119	60	48	24	18	29	30	0	441
	Total	274	200	118	155	72	94	98	105	10	1,125
Jun 2008	Drivers	61	69	42	36	31	62	41	42	19	403
	Passengers	46	71	21	66	46	68	48	46	17	428
	Pedestrians	83	129	55	44	19	37	21	35	2	425
	Total	190	268	118	147	96	166	110	123	37	1,255
Jul 2008	Drivers	95	50	54	30	23	49	27	40	13	381
	Passengers	61	113	50	50	29	92	39	35	10	478
	Pedestrians	116	138	87	37	31	27	32	26	10	504
	Total	272	300	191	117	83	168	98	101	33	1,363
Aug 2008	Drivers	86	48	57	36	8	55	26	30	2	348
	Passengers	58	64	12	49	9	86	52	41	6	377
	Pedestrians	135	117	64	39	6	50	26	32	1	471
	Total	278	229	133	125	23	192	104	103	9	1,196
Sep 2008	Drivers	72	30	35	32	26	64	28	36	15	337
	Passengers	44	81	33	69	30	26	41	65	4	391
	Pedestrians	117	121	43	36	17	29	26	30	4	423
	Total	232	231	110	138	72	119	95	131	23	1,151
Oct 2008	Drivers	64	56	26	25	36	57	27	19	9	319
	Passengers	27	96	36	66	38	166	58	35	13	534
	Pedestrians	96	91	44	31	12	29	24	28	4	360
	Total	188	243	106	121	86	252	110	82	26	1,213
Nov 2008	Drivers	28	32	40	20	33	65	26	34	8	286
	Passengers	30	57	22	58	31	120	29	71	15	433
	Pedestrians	30	108	44	23	18	42	43	32	0	339
	Total	88	198	106	101	83	227	98	136	23	1,058
Dec 2008	Drivers	68	44	35	37	30	65	28	59	9	375
	Passengers	58	96	38	56	42	52	38	80	19	479
	Pedestrians	106	109	51	53	35	43	41	36	5	479
	Total	232	249	124	146	107	160	107	175	33	1,333
Jan 2009	Drivers	72	58	33	24	20	35	14	20	6	283
	Passengers	63	50	50	63	38	39	59	43	13	418
	Pedestrians	73	65	44	34	9	30	16	32	8	312
	Total	208	173	127	122	67	104	89	95	27	1,013
Feb 2009	Drivers	42	20	16	23	17	19	17	32	8	194
	Passengers	29	61	35	49	20	40	34	25	2	295
	Pedestrians	81	76	24	23	13	38	13	20	8	297
	Total	153	158	75	95	50	98	64	77	18	787
Mar 2009	Drivers	63	88	50	17	19	21	25	31	27	341
	Passengers	17	176	21	51	23	32	14	49	18	400
	Pedestrians	87	88	47	31	15	63	16	30	0	378
	Total	168	351	118	100	58	116	54	110	45	1,119
Year Total	Drivers	797	576	464	330	296	574	340	415	132	3,923
	Passengers	563	951	391	701	349	823	480	554	138	4,950
	Pedestrians	1,147	1,245	627	434	220	434	312	369	46	4,833
	Total	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707

Annexure F-2

Year	Number of Fatalities per Road User Group										
Month	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Apr 2009	Drivers	65	55	28	33	26	59	34	38	6	345
	Passengers	49	78	14	46	43	48	40	54	11	382
	Pedestrians	122	113	38	39	13	32	36	41	4	439
	Total	237	246	80	118	81	140	111	133	21	1,165
May 2009	Drivers	85	56	43	14	39	54	41	30	14	375
	Passengers	62	129	40	29	30	51	35	48	5	428
	Pedestrians	89	116	45	19	10	54	22	46	5	405
	Total	236	300	128	62	79	159	98	124	23	1,208
Jun 2009	Drivers	55	107	29	19	21	49	34	47	17	378
	Passengers	25	55	21	30	34	51	47	62	0	326
	Pedestrians	75	63	62	50	11	46	23	38	0	368
	Total	155	226	112	99	66	146	104	148	17	1,072
Jul 2009	Drivers	73	65	45	33	32	52	37	41	7	384
	Passengers	44	65	49	38	42	55	49	75	5	423
	Pedestrians	106	103	30	44	18	40	37	34	7	419
	Total	223	234	124	115	92	147	123	151	19	1,227
Aug 2009	Drivers	58	67	19	33	32	46	21	43	13	332
	Passengers	56	94	26	100	38	53	67	35	7	477
	Pedestrians	78	121	43	37	11	48	36	45	6	426
	Total	192	283	88	170	82	147	123	123	26	1,235
Sep 2009	Drivers	80	54	32	51	33	61	18	41	12	382
	Passengers	46	129	46	116	43	84	26	54	16	561
	Pedestrians	82	83	28	32	22	20	29	36	2	335
	Total	209	266	106	199	98	165	74	131	30	1,279
Oct 2009	Drivers	57	53	35	40	34	66	36	45	11	377
	Passengers	50	46	10	73	54	63	14	73	7	389
	Pedestrians	98	91	43	18	14	33	31	28	10	365
	Total	204	190	88	131	101	161	82	146	28	1,132
Nov 2009	Drivers	54	51	39	43	23	53	37	19	6	324
	Passengers	82	55	35	46	37	49	30	31	6	372
	Pedestrians	117	86	40	43	26	28	46	43	10	438
	Total	252	191	114	132	87	130	112	93	22	1,133
Dec 2009	Drivers	70	37	29	30	30	54	33	51	16	351
	Passengers	60	83	50	92	54	71	35	68	39	552
	Pedestrians	118	117	46	79	22	36	29	43	6	496
	Total	248	237	125	200	106	161	97	162	61	1,398
Jan 2009	Drivers	44	54	27	25	33	32	35	23	11	284
	Passengers	34	91	25	46	48	43	28	53	7	373
	Pedestrians	57	68	45	38	20	30	20	26	8	313
	Total	135	213	97	109	101	105	83	102	26	971
Feb 2009	Drivers	62	80	39	13	30	37	10	30	12	314
	Passengers	30	66	32	30	23	31	26	63	54	356
	Pedestrians	89	89	34	17	13	31	34	33	6	345
	Total	181	235	105	60	66	99	70	127	72	1,015
Mar 2009	Drivers	55	46	47	40	43	21	36	41	7	337
	Passengers	15	30	51	47	81	37	63	45	14	383
	Pedestrians	84	99	42	34	15	34	28	28	4	368
	Total	154	176	140	121	139	91	128	114	25	1,088
Year Total	Drivers	759	725	410	375	377	583	372	449	133	4,184
	Passengers	553	921	401	693	526	636	459	663	170	5,022
	Pedestrians	1,114	1,149	496	449	195	433	373	442	67	4,717
	Total	2,426	2,795	1,307	1,517	1,098	1,651	1,204	1,554	370	13,923

Annexure G

Vehicles Involved in Fatal Crashes

2008-09										
Estimated Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,754	1,156	816	617	514	805	570	664	175	7,071
Minibuses	257	211	154	262	78	207	49	74	30	1,322
Minibus Taxis	16	200	3	11	52	10	80	68	0	439
Buses	27	67	47	69	10	130	12	18	6	385
Motorcycles	114	31	62	19	32	22	17	7	2	307
LDV's - Bakkies	383	593	334	448	147	405	303	354	91	3,059
Trucks	48	133	7	12	90	15	39	39	26	408
Trucks - articulated	96	56	103	116	4	97	15	31	8	524
Other and unknown	288	422	191	125	41	87	74	126	52	1,405
Total Motorised	2,983	2,868	1,717	1,678	970	1,777	1,159	1,380	389	14,920
Bicycle	92	33	55	11	15	32	56	28	12	334
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	3,075	2,902	1,772	1,689	984	1,808	1,215	1,408	401	15,254
2009-10										
Estimated Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,413	1,232	728	658	453	941	583	701	164	6,872
Minibuses	252	125	133	224	99	211	88	85	9	1,225
Minibus Taxis	3	437	18	4	8	2	49	78	2	602
Buses	31	78	25	57	3	146	24	25	2	392
Motorcycles	101	47	68	16	13	36	21	7	4	314
LDV's - Bakkies	284	562	223	333	179	455	255	393	129	2,814
Trucks	19	3	49	2	42	0	28	42	13	197
Trucks - articulated	42	141	31	91	5	184	17	24	0	534
Other and unknown	241	349	133	65	39	146	64	124	9	1,169
Total Motorised	2,385	2,973	1,408	1,450	843	2,119	1,130	1,477	333	14,119
Bicycle	54	21	39	22	7	36	43	22	9	252
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	2,440	2,994	1,448	1,471	849	2,155	1,173	1,500	342	14,372
% Change										
Estimated Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-19.43	6.58	-10.86	6.53	-11.86	16.86	2.32	5.45	-5.94	-2.82
Minibuses	-2.06	-40.80	-13.58	-14.66	27.35	1.88	78.83	14.66	-70.57	-7.33
Minibus Taxis	-80.56	118.72	540.50	-63.18	-84.19	-77.60	-38.14	14.33	0.00	37.14
Buses	14.86	17.17	-45.58	-16.26	-68.39	11.99	97.25	42.10	-63.21	1.78
Motorcycles	-11.69	48.88	10.70	-15.84	-59.76	65.40	24.14	-1.32	120.73	2.26
LDV's - Bakkies	-25.89	-5.09	-33.23	-25.70	21.72	12.27	-15.77	10.97	41.56	-8.00
Trucks	-61.12	-98.05	611.67	-83.64	-52.84	-100.00	-27.65	7.65	-49.06	-51.68
Trucks - articulated	-56.26	153.09	-69.64	-21.23	10.65	90.00	17.37	-22.57	-100.00	1.90
Other and unknown	-16.31	-17.36	-30.37	-47.74	-5.16	67.99	-13.54	-1.50	-83.02	-16.79
Total Motorised	-20.03	3.66	-17.95	-13.62	-13.06	19.26	-2.47	7.04	-14.41	-5.37
Bicycle	-41.04	-37.51	-28.83	102.50	-55.74	13.17	-23.15	-21.05	-26.42	-24.34
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-20.66	3.19	-18.29	-12.88	-13.70	19.16	-3.42	6.48	-14.77	-5.78

Annexure G-1 Vehicles Involved in Fatal Crashes

2008-09											
Number of Vehicles per Type Involved in Fatal Crashes											
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	1,754	1,156	816	617	514	805	570	664	175		7,071
Minibuses	273	411	157	273	130	217	129	142	30		1,761
Buses	27	67	47	69	10	130	12	18	6		385
Motorcycles	114	31	62	19	32	22	17	7	2		307
LDV's - Bakkies	383	593	334	448	147	405	303	354	91		3,059
Trucks	144	189	110	128	94	112	53	69	34		932
Other and unknown	288	422	191	125	41	87	74	126	52		1,405
Total Motorised	2,983	2,868	1,717	1,678	970	1,777	1,159	1,380	389		14,920
2009-10											
Number of Vehicles per Type Involved in Fatal Crashes											
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	1,413	1,232	728	658	453	941	583	701	164		6,872
Minibuses	255	562	151	228	108	213	137	163	11		1,827
Buses	31	78	25	57	3	146	24	25	2		392
Motorcycles	101	47	68	16	13	36	21	7	4		314
LDV's - Bakkies	284	562	223	333	179	455	255	393	129		2,814
Trucks	61	143	80	93	47	184	45	65	13		732
Other and unknown	241	349	133	65	39	146	64	124	9		1,169
Total Motorised	2,385	2,973	1,408	1,450	843	2,119	1,130	1,477	333		14,119
% Change											
Number of Vehicles per Type Involved in Fatal Crashes											
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	-19.43	6.58	-10.86	6.53	-11.86	16.86	2.32	5.45	-5.94		-2.82
Minibuses	-6.66	36.81	-3.86	-16.57	-17.01	-1.79	6.48	14.50	-63.21		3.75
Buses	14.86	17.17	-45.58	-16.26	-68.39	11.99	97.25	42.10	-63.21		1.78
Motorcycles	-11.69	48.88	10.70	-15.84	-59.76	65.40	24.14	-1.32	120.73		2.26
LDV's - Bakkies	-25.89	-5.09	-33.23	-25.70	21.72	12.27	-15.77	10.97	41.56		-8.00
Trucks	-57.88	-24.18	-27.05	-27.14	-49.86	64.48	-15.27	-5.67	-61.05		-21.55
Other and unknown	-16.31	-17.36	-30.37	-47.74	-5.16	67.99	-13.54	-1.50	-83.02		-16.79
Total Motorised	-20.03	3.66	-17.95	-13.62	-13.06	19.26	-2.47	7.04	-14.41		-5.37

AnnexureH-1 Driver Fatalities per Type of Vehicle

2008-09										
Number of DRIVER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	480	280	220	158	163	315	180	225	73	2,095
Minibuses	27	23	23	34	14	27	3	11	2	165
Minibus Taxis	2	20	0	1	6	2	8	7	0	44
Buses	0	2	1	1	3	3	0	1	0	11
Motorcycles	81	23	47	10	20	19	12	4	2	218
LDV's - Bakkies	95	116	80	83	45	130	80	102	32	762
Trucks	5	34	2	2	26	8	3	10	9	100
Trucks - articulated	15	20	26	20	1	36	3	6	2	130
Other and unknown	15	27	17	12	4	5	5	23	0	109
Total Motorised	722	544	416	321	282	545	294	390	121	3,634
Bicycle	75	32	48	9	14	29	46	26	11	289
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	797	576	464	330	296	574	340	415	132	3,923
2009-10										
Number of DRIVER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	462	413	232	195	227	300	199	250	67	2,344
Minibuses	35	16	12	24	21	43	5	19	2	176
Minibus Taxis	0	43	2	0	0	0	7	13	0	65
Buses	0	5	0	4	0	7	0	0	2	20
Motorcycles	95	46	56	15	13	24	19	4	5	276
LDV's - Bakkies	92	122	50	92	78	139	84	100	45	803
Trucks	2	0	12	0	23	0	5	19	2	62
Trucks - articulated	9	27	2	15	4	30	5	6	0	98
Other and unknown	14	30	10	6	2	9	2	17	0	90
Total Motorised	708	703	374	351	368	553	326	428	124	3,935
Bicycle	51	22	36	24	8	30	47	21	10	249
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	759	725	410	375	377	583	372	449	133	4,184
% Change										
Number of DRIVER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-3.77	47.40	5.58	23.71	38.89	-4.91	10.90	11.12	-9.44	11.93
Minibuses	26.04	-29.73	-50.68	-29.72	51.87	60.00	42.64	67.57	9.96	6.67
Minibus Taxis	-100.00	121.46	0.00	-100.00	-100.00	-100.00	-8.30	93.35	0.00	47.46
Buses	0.00	204.51	-100.00	283.37	-100.00	136.53	0.00	-100.00	0.00	74.94
Motorcycles	16.51	99.10	19.20	49.09	-34.91	28.12	55.61	-3.32	119.92	26.54
LDV's - Bakkies	-2.95	5.41	-37.52	11.38	75.60	6.73	5.52	-1.92	39.29	5.33
Trucks	-70.41	-100.00	368.57	-100.00	-12.08	-100.00	42.64	86.19	-72.51	-38.03
Trucks - articulated	-40.82	38.41	-92.56	-25.46	203.74	-17.73	42.64	3.12	-100.00	-24.60
Other and unknown	-11.23	11.65	-44.22	-47.72	-49.38	97.11	-57.21	-26.34	0.00	-17.20
Total Motorised	-1.92	29.29	-10.16	9.53	30.82	1.42	10.56	9.81	2.11	8.26
Bicycle	-32.02	-32.33	-23.91	163.57	-39.25	5.12	1.89	-15.93	-12.03	-13.78
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-4.76	25.86	-11.58	13.71	27.51	1.60	9.39	8.22	0.95	6.63

Annexure H-2

Passenger Fatalities per Type of Vehicle

2008-09										
Number of PASSENGER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	336	385	195	245	179	338	232	257	54	2,220
Minibuses	85	79	50	160	33	151	31	44	14	647
Minibus Taxis	4	112	1	8	35	7	55	33	0	254
Buses	7	29	21	44	4	111	3	9	2	230
Motorcycles	6	6	2	1	2	0	0	0	0	18
LDV's - Bakkies	76	230	86	193	58	179	135	151	32	1,140
Trucks	19	47	1	4	31	5	20	15	12	154
Trucks - articulated	18	14	20	35	1	30	1	15	2	135
Other and unknown	10	49	15	11	5	2	4	30	21	148
Total Motorised	562	951	390	701	349	823	480	554	136	4,947
Bicycle	1	0	1	0	0	0	0	0	2	4
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	563	951	391	701	349	823	480	554	138	4,950
2009-10										
Number of PASSENGER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	332	334	224	311	279	287	210	323	81	2,381
Minibuses	115	62	62	140	93	89	56	48	5	671
Minibus Taxis	0	206	10	4	9	2	32	41	2	307
Buses	13	43	10	37	0	78	18	13	0	212
Motorcycles	2	0	3	2	5	3	2	1	0	18
LDV's - Bakkies	68	217	66	149	118	113	117	185	72	1,104
Trucks	5	0	10	0	14	0	10	14	10	63
Trucks - articulated	0	30	5	50	0	60	2	10	0	157
Other and unknown	17	30	7	0	9	5	12	26	0	106
Total Motorised	552	921	399	693	526	636	459	661	170	5,017
Bicycle	2	0	2	0	0	0	0	1	0	5
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	553	921	401	693	526	636	459	663	170	5,022
% Change										
Number of PASSENGER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-1.31	-13.38	14.69	27.35	55.53	-14.99	-9.54	25.75	51.55	7.22
Minibuses	35.20	-21.51	26.03	-12.39	178.41	-41.35	82.65	11.03	-65.33	3.80
Minibus Taxis	-100.00	83.61	908.22	-45.46	-73.81	-77.22	-41.12	24.09	0.00	20.65
Buses	79.92	47.30	-49.59	-15.85	-100.00	-30.24	545.81	39.60	-100.00	-7.67
Motorcycles	-73.76	-100.00	68.04	63.62	83.35	0.00	0.00	0.00	0.00	3.03
LDV's - Bakkies	-10.93	-5.58	-23.07	-23.00	102.85	-37.19	-13.29	22.21	122.87	-3.24
Trucks	-75.14	-100.00	908.22	-100.00	-56.00	-100.00	-48.75	-4.54	-21.99	-59.35
Trucks - articulated	-100.00	115.96	-73.47	40.24	-100.00	103.67	43.51	-33.18	-100.00	15.68
Other and unknown	73.17	-39.53	-55.19	-100.00	83.35	173.34	187.03	-14.09	-100.00	-28.75
Total Motorised	-1.89	-3.17	2.24	-1.12	50.84	-22.76	-4.32	19.47	24.46	1.43
Bicycle	57.43	0.00	68.04	0.00	0.00	0.00	0.00	0.00	-100.00	32.76
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-1.78	-3.17	2.42	-1.12	50.84	-22.76	-4.32	19.72	23.08	1.45

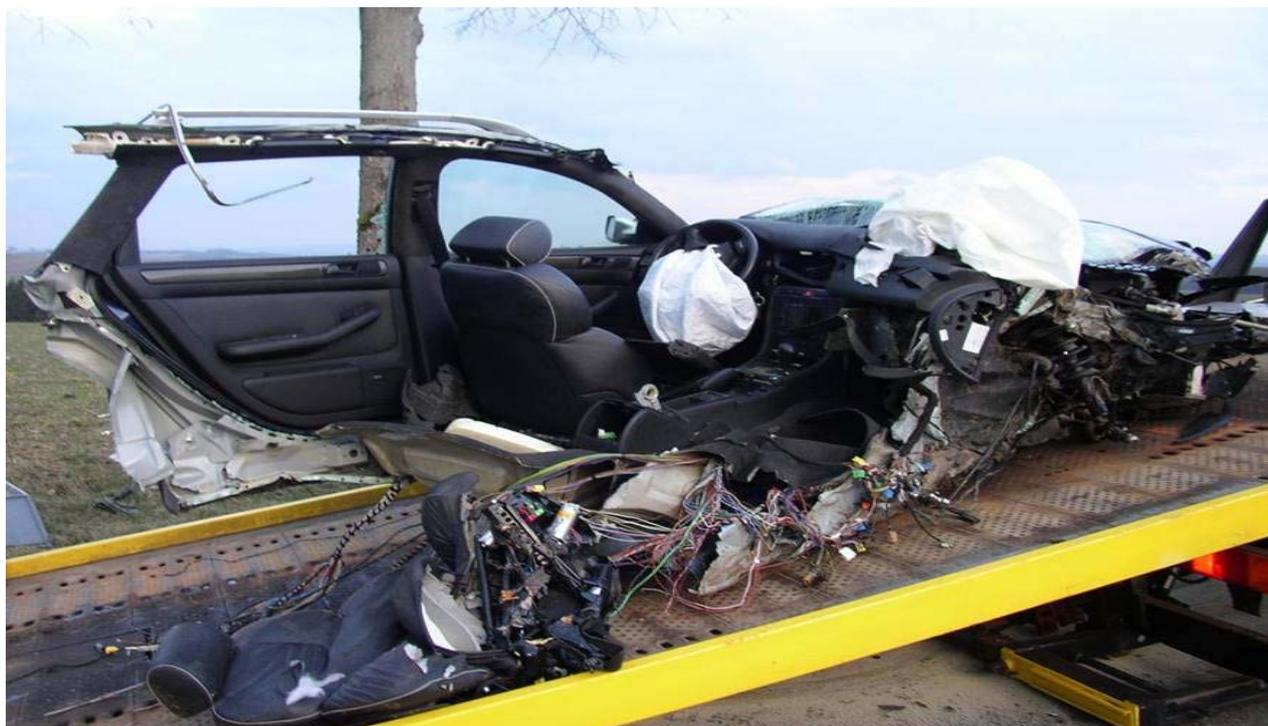
Annexure H-3

Pedestrian Fatalities per Type of Vehicle

2008-09										
Number of PEDESTRIAN Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	614	444	267	133	110	156	119	150	17	2,009
Minibuses	96	100	53	41	20	35	14	16	4	380
Minibus Taxis	7	66	1	1	4	2	17	25	0	122
Buses	15	33	15	16	3	21	8	6	2	119
Motorcycles	7	2	6	4	8	2	2	2	0	33
LDV's - Bakkies	142	226	112	114	27	101	70	84	9	884
Trucks	15	48	2	4	21	2	14	12	1	119
Trucks - articulated	45	20	41	43	1	31	8	9	2	200
Other and unknown	207	308	130	78	27	85	57	65	11	967
Total Motorised	1,147	1,245	627	434	220	434	312	368	46	4,832
Bicycle	0	0	0	0	0	0	0	1	0	1
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	1,147	1,245	627	434	220	434	312	369	46	4,833
2009-10										
Number of PEDESTRIAN Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	611	420	205	174	83	137	193	151	30	2,005
Minibuses	103	36	44	66	18	26	26	21	2	340
Minibus Taxis	3	149	3	0	2	0	9	27	0	193
Buses	19	22	12	17	4	21	5	13	0	112
Motorcycles	2	2	7	0	0	2	2	1	0	16
LDV's - Bakkies	123	182	84	102	37	100	58	123	23	833
Trucks	12	2	22	2	16	0	14	10	2	81
Trucks - articulated	31	72	20	29	2	48	12	9	0	223
Other and unknown	210	264	99	58	34	99	54	87	9	913
Total Motorised	1,114	1,149	496	449	195	433	373	442	67	4,717
Bicycle	0	0	0	0	0	0	0	0	0	0
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	1,114	1,149	496	449	195	433	373	442	67	4,717
% Change										
Number of PEDESTRIAN Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-0.42	-5.45	-23.06	31.06	-24.22	-12.44	61.88	0.78	77.24	-0.24
Minibuses	6.89	-64.00	-17.65	61.57	-12.32	-25.19	78.78	28.19	-48.19	-10.33
Minibus Taxis	-55.12	126.95	185.07	-100.00	-53.24	-100.00	-44.28	7.48	0.00	58.49
Buses	25.68	-34.11	-23.25	8.35	40.28	-0.25	-44.28	106.01	-100.00	-6.11
Motorcycles	-77.56	46.42	14.03	-100.00	-100.00	-0.25	-2.48	-31.33	0.00	-50.28
LDV's - Bakkies	-13.21	-19.36	-24.98	-9.71	40.28	-0.25	-17.36	46.15	159.05	-5.70
Trucks	-16.22	-94.95	826.47	-54.86	-25.73	-100.00	-2.48	-12.60	159.05	-31.91
Trucks - articulated	-30.18	266.04	-51.13	-32.28	40.28	55.16	39.31	3.01	-100.00	11.73
Other and unknown	1.47	-14.33	-23.55	-25.79	26.92	16.03	-6.55	35.05	-13.65	-5.55
Total Motorised	-2.87	-7.72	-20.96	3.44	-11.32	-0.25	19.56	20.07	47.30	-2.38
Bicycle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-100.00	0.00	-100.00
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-2.87	-7.72	-20.96	3.44	-11.32	-0.25	19.56	19.72	47.30	-2.41

Annexure H-4 All Fatalities per Type of Vehicle

2008-09										
Number of TOTAL Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,431	1,109	681	535	453	809	531	632	144	6,324
Minibuses	209	202	126	234	68	213	49	71	20	1,191
Minibus Taxis	13	197	2	10	44	10	79	65	0	420
Buses	22	64	37	61	9	135	11	17	3	360
Motorcycles	94	31	55	16	30	21	14	7	2	269
LDV's - Bakkies	313	572	277	389	129	410	285	337	74	2,786
Trucks	39	129	6	10	79	15	37	37	22	373
Trucks - articulated	78	53	87	98	4	97	13	29	5	465
Other and unknown	232	384	162	102	36	92	67	118	32	1,224
Total Motorised	2,431	2,740	1,434	1,455	851	1,802	1,086	1,311	303	13,413
Bicycle	76	32	49	9	14	29	46	27	12	294
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
2009-10										
Number of TOTAL Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,406	1,166	661	680	589	724	602	724	178	6,729
Minibuses	253	114	118	230	132	158	87	88	9	1,188
Minibus Taxis	3	398	16	4	11	2	49	81	2	565
Buses	31	70	22	59	4	106	23	26	2	343
Motorcycles	98	49	66	17	17	29	23	7	5	311
LDV's - Bakkies	283	522	200	343	234	352	259	408	140	2,740
Trucks	19	2	44	2	53	0	29	43	14	206
Trucks - articulated	40	129	27	94	6	139	18	25	0	477
Other and unknown	241	323	116	64	45	113	68	130	9	1,109
Total Motorised	2,373	2,773	1,269	1,493	1,090	1,621	1,158	1,531	361	13,669
Bicycle	53	22	38	24	8	30	47	23	10	254
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	2,426	2,795	1,307	1,517	1,098	1,651	1,204	1,554	370	13,923
% Change										
Number of TOTAL Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-1.76	5.13	-3.01	27.20	30.15	-10.57	13.44	14.62	23.49	6.41
Minibuses	20.98	-43.50	-6.59	-2.03	95.22	-25.90	78.80	23.81	-53.61	-0.31
Minibus Taxis	-76.04	101.78	609.24	-57.70	-75.35	-84.58	-38.61	24.87	0.00	34.44
Buses	43.10	10.01	-40.40	-4.06	-60.72	-21.72	104.15	55.96	-28.52	-4.59
Motorcycles	3.84	58.06	20.48	9.34	-41.71	41.02	59.96	9.11	119.92	15.67
LDV's - Bakkies	-9.55	-8.80	-28.00	-11.82	80.60	-14.19	-9.03	20.86	90.44	-1.67
Trucks	-52.10	-98.13	648.60	-81.23	-33.01	-100.00	-22.91	17.55	-34.58	-44.87
Trucks - articulated	-48.47	142.93	-68.51	-4.83	54.21	42.59	40.60	-15.53	-100.00	2.75
Other and unknown	3.74	-15.75	-28.75	-36.71	25.81	23.24	1.49	10.44	-71.18	-9.39
Total Motorised	-2.36	1.20	-11.51	2.59	28.13	-10.02	6.56	16.77	18.98	1.90
Bicycle	-30.84	-32.33	-21.97	163.57	-39.25	5.12	1.89	-13.99	-22.96	-13.53
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-3.23	0.81	-11.86	3.57	27.05	-9.79	6.37	16.15	17.34	1.57



Prepared by:



Road Traffic Management Corporation (RTMC)

Private Bag X147, Pretoria, 0001
Hazeldean Office Park,
687 Silver Lakes Road, Tijger Valley,
Pretoria East, Tshwane
www.rtmc.co.za
Tel. : (012) 809-5200