Road Traffic
Management Corporation

Road Traffic Report

31 March 2011

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

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PREAMBLE

Data Sources

The Road Traffic Management Corporation (the Corporation) gathers data from the South African Police Services, Provincial Traffic Authorities, and Metropolitan Municipalities through Accident Report Forms and the Quick Response forms which are obtained from police stations where road accidents have been reported. Upon receipt of these 'Accident Report Forms' the Metropolitan Municipalities, Provincial Traffic Authorities and Corporation then captures the data contained in the forms. The Accident Report forms captures data for all crash types. The Quick Response forms, which are mainly used to record fatal crashes, are captured only by the Corporation.

Other data sources are as follows; Natis for registered vehicles and Statistics South Africa for human population data.

The Corporation also undertakes Road Traffic Offence Surveys on an annual basis. The following are the objectives of these surveys:

- To determine the general level of lawlessness on our roads;
- To assist Corporation to determine the impact of intervention strategies to promote road safety in the country.
- To monitor and evaluate the capacities of the Corporation and traffic authorities to implement efficient and effective road safety interventions.
- To assist the Traffic authorities to determine whether the road users know and understand their rights and obligations to promote road safety in the country.

- To determine the fitness of drivers ~~of~~ and vehicles.
- To determine the management capacity of the Corporation to interpret the results and develop road safety policies and strategies to reduce carnage on the road network.

Targets used for the survey

The target for the evaluation of the success of the level of compliance by the road users are the following:

- 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 of night (i.e. not more than 1 offender in 250 drivers tested found over the legal limit)
- Overtaking 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 belts: Maximum 15% offence rate
- The use of child restraints: Maximum 15% offence rate
- Driving licence present and valid: Maximum 1% offence rate
- The validity of the vehicle licence discs and correlation between the registration disc and number plate: Maximum 1% offence rate
- Professional Driving Permit (PrDP) 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

Note: See annexure K for survey sample sizes

Limitations

The Corporation further receives the CAS Analysis Report from the South African Police Services. This particular report assists with data validation of the data already received from the various Police Stations regarding fatal crashes only.

In the reporting and capturing of road crash data it sometimes happens that crashes are duplicated. The checking, cross-checking and verification of data is a lengthy and time consuming manual process, which amongst others involves the comparison of the initial data received from individual police stations at the time of the crash with that received from individual police stations at the time the crash with that received from the central SAPS data base. The process also involves the identification and elimination of duplicated reports; as well as follow-ups on the un-confirmed crash data.

In most cases the data on the Quick Response Forms are mainly fatalities that are reported are those recorded at the crash scene.

A reduction has been observed for variables for the period under review:

a) Fatal Crashes (0.94%) from 10 948 to 10 845

b) Fatalities (0.86%) from 13 923 to 13 802

c) Un-roadworthy vehicles (7.01%) from 438 701 to 407 930

d) Number of fatal crashes per 10,000 motorised vehicles (3.46%) from 12.80 to 12.36

e) Number of fatalities per 10,000 motorised vehicles (3.38%) from 16.27 to 15.72

f) Number of fatalities per 100,000 Human Population (2.20%) from 28.13 to 27.51

Improve Data Quality

- Expansion of data sources
- Development of the new Crash Data Management System (CDIMS)
- Improve data collection and capturing

The following changes were observed in the SA averages for the different offences used to calculate the overall offence index from the offence survey:

- The urban speed offence index **decreased** from 6.3 to 5.6.
- The rural speed offence index **decreased** from 7.9 to 5.6.
- The night time alcohol offence index **decreased** from 2.4 to 2.3.
- The unobserved seatbelt offence index for drivers **decreased** from 1.5 to 0.8.
- The day time traffic signal offence index **decreased** from 24.7 to 12.3.
- The day time barrier line offence index **decreased** from 16.1 to 10.3.
- The driver's license offence index **decreased** from 1.5 0.8.
- The PDRP offence index **decreased** from 2.0 to 0.8.
- The worn tyres offence index **decreased** from 6.8 to 5.6.
- The front bright light offence index **decreased** from 1.1 to 1.0.
- The tail light offence index **decreased** from 0.6 to 0.5.

The overall offence index has decreased from 5.6 to 4.2.

Correlation between number of vehicles in crashes and traffic offence indices

Comparison between Number of Vehicles in Crashes and Traffic Offence Indices										
Number of vehicles in Fatal Crashes										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	2 153	2 216	1 085	1 069	762	1 277	940	1 181	265	**10 948**
2010-11	2 008	2 247	1 026	1 307	799	1 179	831	1 165	283	**10 845**
change	-145	31	-59	238	37	-98	-109	-16	18	**-103**
% change	-6.73	1.40	-5.44	22.26	4.86	-7.67	-11.60	-1.35	6.79	**-0.94**
Combined Offence Index										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009	5.8	6	5	5.9	5	6.2	5.1	5.7	4.3	**5.6**
2010	3.3	5.9	4.6	5	4.1	3.6	3.6	4.8	4.3	**4.2**
Change	-2.5	-0.1	-0.4	-0.9	-0.9	-2.6	-1.5	-0.9	0	**-1.4**
% Change	-75.8%	-1.7%	-8.7%	-18.0%	-22.0%	-72.2%	-41.7%	-18.8%	0.0%	**-33.3%**

The table above shows that there is a correlation in the change in the number of fatal crashes and the change in the overall combined offence index. With exception of KwaZulu Natal, Eastern Cape, Free State and Northern Cape, other provinces have shown a correlation.

On a National level, the fatal crashes decreased by 0.94% and the offence index decreased by 33.3%.

On a provincial basis the biggest decrease were recorded for:

- Gauteng : Fatal crashes decreased by 6.73% and offence index with 75.8%
- Mpumalanga : Fatal crashes decreased 7.67% and offence index with 72.2%
- North West : Fatal crashes decreased 11.60% and offence index with 41.7%

The down-ward trend of the variables above **may be ATTRIBUTED** to the following programmes undertaken by RTMC for the period under review:

- Number of vehicles stopped and screened = 7 734 766
- Number of notices issued = 2 976 868
- Number of vehicles discontinued / suspended / impounded
- Number of people arrested for all road traffic offences including driving whilst under the influence, dangerous driving, fraudulent public passenger transport documentation and other serious offences

Road Safety Education projects:

- Scholar Patrol programme in all nine provinces : 2520 schools participated
- Road Safety Schools Debates : 618 schools participated
- Participatory Educational Techniques : 169 schools participated

There were other projects that were run such as:-

- Brandhouse RTMC Number One Taxi Driver Campaign : 1380 taxi drivers participated in the competition.
- Professional Drivers Championships (Driver of the year – DOTY): 111 professional drivers participated in the championship.

Road Traffic Law Enforcement

- Effective and efficient co-ordination of road traffic law enforcement across the three tiers of government as per the National Rolling Enforcement Plan.
- Identification of and greater focus on critical offences as per the Offence

Survey results

- Target of stopping and checking million vehicles per month, nation-wide.
- Inclusion of special enforcement blitzes
- Greater media awareness of traffic law enforcement activities and interventions

Note: The report should be read with the above mentioned issues in mind. It should also be noted that with the new approach of reporting according to the 30 days international standard the figures of fatalities in South Africa may increase dramatically as compared to the previous years.

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Annexures

1. Executive Summary

1.1		**Vehicle Population**
	1.1.1	The number of registered vehicles increased by 266 032 (2,75%) from 9 678 989on 31 March 2010 to 9 945 021 vehicles on 31 March 2011.
	1.1.2	On a percentage basis the biggest change was for buses which increased by 4,23% to 47 799, followed by motorcars which increased by 3,72% to 203 398 and heavy trailers which increased by 3,23% to 151 740.
	1.1.3	The total number of vehicles that are either un-roadworthy, un-licenced or both decreased by 15,454 (1,95%) from 791,729 vehicles at the end of 31 March 2010 to 776,275 vehicles at the end of 31 March 2011
	1.1.4	The number of vehicles that are un-roadworthy (but licenced) decreased by 30,771 (7,01%) from 438,701 vehicles at the end of 31 March 2010 to 407,930 vehicles at the end of 31 March 2011.
	1.1.5	The number of un-licenced vehicles increased by 8,052 (2,56%) from 315,076 vehicles at the end of 31 March 2010 to 323,128 vehicles at the end of 31 March 2011.
	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 from a national average of 6,18 persons per vehicle at the end of March 2008 to 6,14 persons per vehicle at the end of March 2009. From the end of March 2010 to March 2011 the improvement was only 1,48%, from 6,12 to 6,03 persons per vehicle.
1.2		**Driver Population**
	1.2.1	The number of learner driving licences issued increased by 49,030 (3,77%) from 1,300,771 at the end of 31 March 2010 to 1,349,801 at the end of 31 March 2011.

	1.2.2	The number of driving licences issued increased by 435,240 (4,88%) from 8,915,649 at the end of 31 March 2010 to 9,350,889 at the end of 31 March 2011.
	1.2.3	At the end of 31 March 2011 there were a total of 1,987,802 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 21,26% of all driving licences issued.
	1.2.4	The number of Professional Driving Permits (PrDP's) issued increased by 31,588 (3, 92%) from 806,461 at the end of 31 March 2010 to 838,049 at the end of 31 March 2011
1.3		**Fatal Road Crashes and Fatalities**
	1.3.1	Over the 12-month period from 1 April 2010 to 31 March 2011 the number of fatal crashes decreased by 103 (0,94%) from 10,948 crashes over the same period the previous year to 10,845 in 2011
	1.3.2	Over the 12-month period from 1 April 2010 to 31 March 2011 the number of fatalities decreased by 120 (0,86%) from 13,923 fatalities over the same period the previous year to 13,802.
	1.3.3	The driver fatalities decreased by 200 (4,79%) to 3,983; passenger fatalities increased by 170 (3,39%) to 5,205 and pedestrian fatalities decreased by 102 (2,17%) to 4,614 over the 12-month period from 1 March 2010 to 31 March 2011.
	1.3.4	During 2009-2010 and 2010-2011 driver fatalities were (30,05% and 28,88%), passengers (36,07% and 37,71%) and pedestrians (33,88% and 33,43% of all fatalities.
	1.3.5	The severity of fatal crashes increased by 0,00 (1,08%) from 1,27

		during 2009-10 to 1,27 during 2010-11.
	1.3.6	The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,44 (3,46%) from 12,80 during 2009-10 to 12,36 during 2010-11.
	1.3.7	The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,44 (3,46%) from 12,80 during 2009-10 to 12,36 during 2010-11.
	1.3.8	The number of fatalities per 100,000 human population decreased by 0,62 (2,20%) from 28,13 during 2009-10 to 27,51 during 2010-11.
	1.3.9	During 2010-11 in the order of 76,36% fatalities were male and 23,64% females.
	1.3.10	The number of all types of vehicles involved in fatal crashes increased by 197 (1,37%) from 14,372 in 2009-10 to 14,568 in 2010-11.
1.4		**Results of the 2009 Road Traffic Offence Survey**
	1.4.1	The independent Road Traffic Offence Survey for 2010 showed a decrease in the overall Road Traffic Offence Index from 5,6 in 2009 to 4,2 in 2010.

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

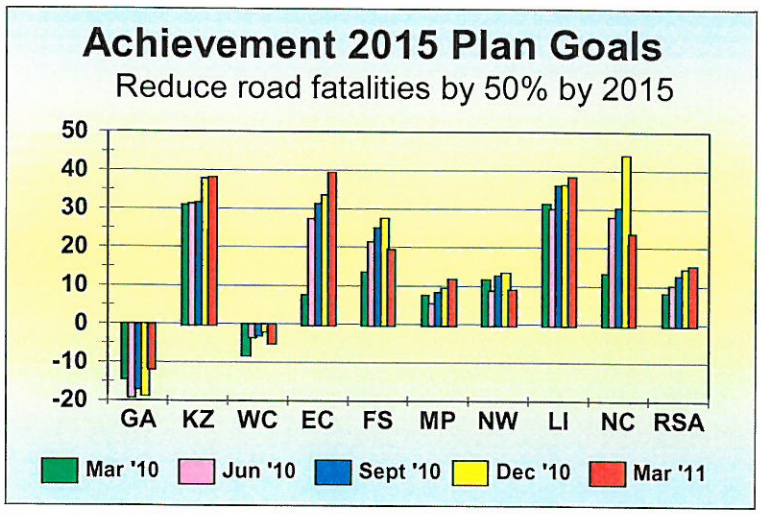
Based on the 2006 Millennium Development Goals, one of the goals of the 2015 Road Traffic Safety Management Plan is to reduce by half the rate of accident fatalities arising from road and other transport by 2015. In the development of the 2015 Plan it was agreed that the number of fatalities for the 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.

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 '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**
Jun '10	Target	2 774	2 096	1 395	1 385	950	1 507	1 059	1 161	321	**12 646**
	Actual	2 248	2 752	1 349	1 763	1 154	1 589	1 152	1 511	411	**13 929**
	Difference	-527	656	-45	379	204	83	93	349	90	**1 282**
	% Diff	**-18.98**	**31.31**	**-3.24**	**27.35**	**21.48**	**5.48**	**8.80**	**30.10**	**28.01**	**10.14**
Sept '10	Target	2 725	2 058	1 370	1 360	933	1 480	1 040	1 141	315	**12 422**
	Actual	2 272	2 709	1 332	1 786	1 167	1 603	1 172	1 553	411	**14 005**
	Difference	-453	651	-38	426	234	124	132	412	96	**1 583**
	% Diff	**-16.64**	**31.63**	**-2.78**	**31.36**	**25.04**	**8.35**	**12.67**	**36.13**	**30.40**	**12.75**
Dec '10	Target	2 677	2 022	1 346	1 336	917	1 454	1 022	1 120	310	**12 201**
	Actual	2 181	2 788	1 323	1 784	1 169	1 591	1 159	1 528	446	**13 967**
	Difference	-496	766	-23	448	253	137	137	407	136	**1 766**
	% Diff	**-18.53**	**37.87**	**-1.71**	**33.57**	**27.58**	**9.43**	**13.43**	**36.35**	**44.03**	**14.47**
Mar '11	Target	2 625	1 983	1 320	1 310	899	1 426	1 002	1 099	304	**11 968**
	Actual	2 318	2 741	1 258	1 827	1 074	1 594	1 093	1 522	376	**13 802**
	Difference	-307	758	-62	516	176	168	91	423	72	**1 834**
	% Diff	**-11.70**	**38.20**	**-4.71**	**39.40**	**19.52**	**11.80**	**9.10**	**38.49**	**23.63**	**15.32**

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 -14,10% in March 2010 to -11,70% in March 2011;
- Western Cape : shows an improvement performance from -7.96% in March 2010 to -4.71% in March 2011.

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 +31,00% in March 2010; +31,31% in June 2010 and +31,63% in September 2010, 37,87% in December 2010 and lastly +38.20% in March 2011.

  The following provinces also were the biggest contributor to the RSA, on a national basis not achieving its set target towards the end of the review period:

- Eastern Cape: made no contribution towards achieving the 2015 goals. Over the review period the performance of this province worsened from +7,59% in March 2010 to +39,40% in March 2011.
- Limpopo: made no contribution towards achieving the 2015 goals. Over the review period the performance of this province worsened from +31,43% in March 2010 to +38,49% in March 2011.

Western Cape were operating close to the border-line with figures ranging from -7,96% to -4.10% in March 2011 moving in a non-contributory direction.

National - RSA : over the review period the national figures range from +8,14% in March 2010 to +15,32% in March 2011.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, Eastern Cape, Limpopo and Northern Cape.

2. Vehicle Population

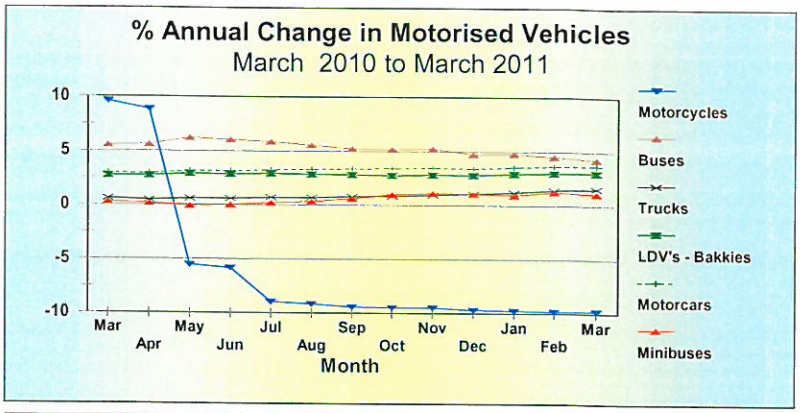
2.1 Number of Registered Vehicles

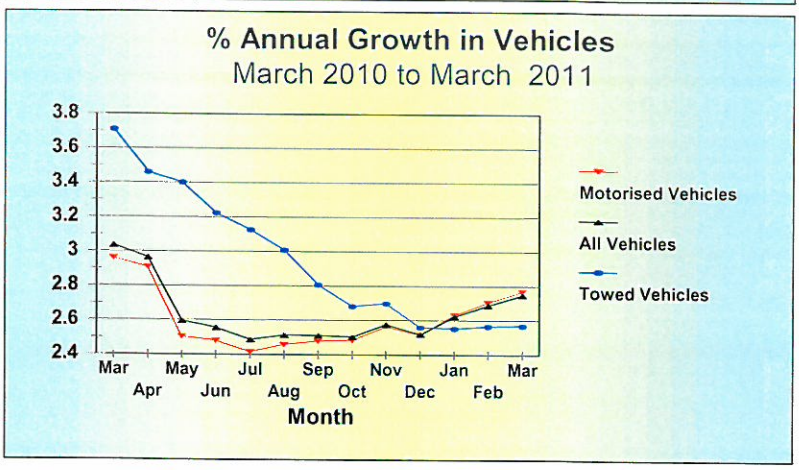
The number of registered vehicles increased by 266 032 (2,75%) from 9 678 989on 31 March 2010 to 9 945 021 vehicles on 31 March 2011. Detail per type of vehicle is given in Table 2 below.

Table 2 : Number of Registered Vehicles Motorised Vehicles	Number registered March 2010	Number registered March 2011	Change	% Change	% of Group Mar 2011	% of Total Mar 2011
Motorcars	5 472 090	5 675 488	203 398	3.72	63.58	57.07
Minibuses	282 793	285 858	3 065	1.08	3.20	2.87
Buses	45 858	47 799	1 941	4.23	0.54	0.48
Motorcycles	367 162	331 271	-35 891	-9.78	3.71	3.33
LDV's - Bakkies	1 965 316	2 025 074	59 758	3.04	22.69	20.36
Trucks	321 729	326 721	4 992	1.55	3.66	3.29
Other & Unknown	231 084	234 337	3 253	1.41	2.63	2.36
Total Motorised	**8 686 032**	**8 926 548**	**240 516**	**2.77**	**100.00**	**89.76**
Towed Vehicles						
Caravans	105 480	105 135	-345	-0.33	10.32	1.06
Heavy Trailers	146 991	151 740	4 749	3.23	14.90	1.53
Light Trailers	723 629	744 718	21 089	2.91	73.12	7.49
Other & Unknown	16 857	16 880	23	0.14	1.66	0.17
Total Towed	**992 957**	**1 018 473**	**25 516**	**2.57**	**100.00**	**10.24**
All Vehicles	**9 678 989**	**9 945 021**	**266 032**	**2.75**		**100.00**

The information above shows that on a percentage basis the biggest change was for buses which increased by 4,23% to 47 799, followed by motorcars which increased by 3,72% to 203 398 and heavy trailers which increased by 3,23% to 151 740.

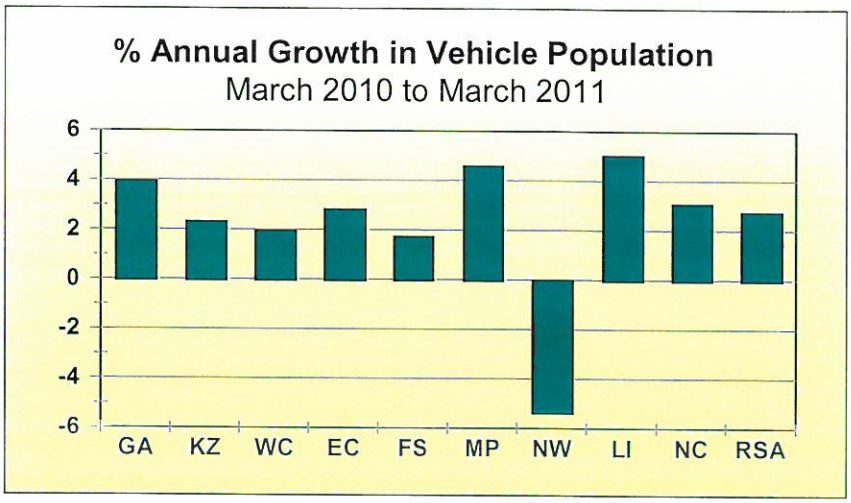
The monthly percentage change over the past year for specific types of vehicles; as well as motorised and towed vehicles, are shown in the figures below.

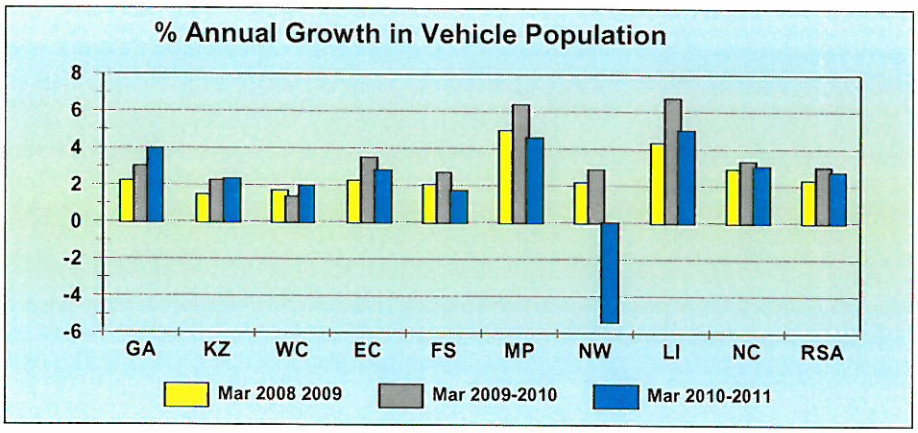




The total motor vehicle population per Province for March 2010 and March 2011 respectively, is given in Table 3 and reflected in the figure below.

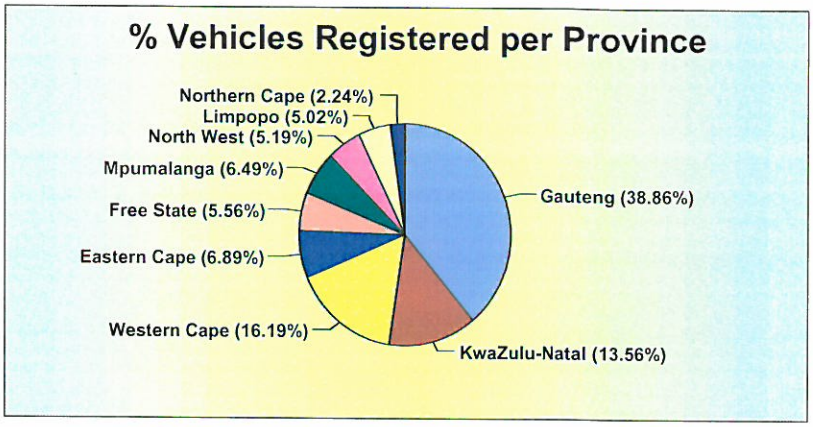
Table 3 : Number of Registered Vehicles per Province	Number registered March 2010	Number registered March 2011	Change	% Change	% of Total March 2011
Gauteng	3 718 277	3 865 050	146 773	3.95	38.86
KwaZulu-Natal	1 317 363	1 348 053	30 690	2.33	13.56
Western Cape	1 579 358	1 610 098	30 740	1.95	16.19
Eastern Cape	666 304	685 159	18 855	2.83	6.89
Free State	543 472	552 880	9 408	1.73	5.56
Mpumalanga	617 533	645 862	28 329	4.59	6.49
North West	545 864	516 632	-29 232	-5.36	5.19
Limpopo	475 085	498 925	23 840	5.02	5.02
Northern Cape	215 733	222 362	6 629	3.07	2.24
RSA	**9 678 989**	**9 945 021**	**266 032**	**2.75**	**100**





Over the past year from March 2010 to March 2011 the biggest percentage growth in total vehicles was recorded in Limpopo with a growth of 5,02%, followed by Mpumalanga with a growth of 4,59%.

The percentage vehicles registered per province on 31 March 2011 is reflected in the graph below.



The information in the graph above shows that 38.86% of all vehicles are registered in Gauteng; 16,19% in Western Cape and 13,56% in KwaZulu-Natal.

More detailed information on the number of vehicles per type registered per Province for March 2010 and March 2011 is given in the Table under ***Annexure A***.

2.2 Human Population and Mobility

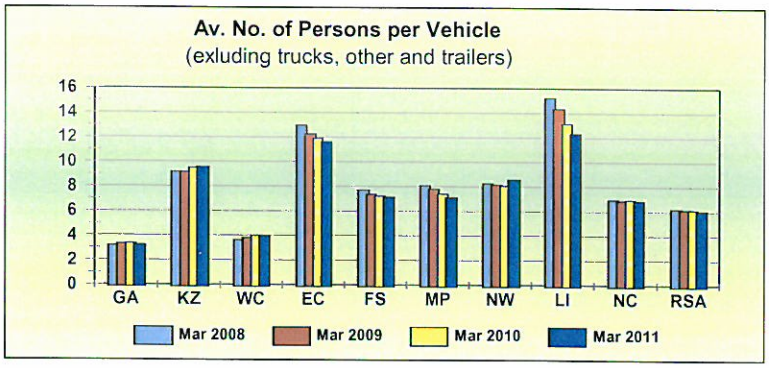
The estimated human population on 31 March of each year from 2008 to 2011 is given in Table 4 below. (These figures are estimates from the mid-year estimates released annually by StatsSA).

Table 4 : Estimated Mid-Month Human Population per Province - million

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	9.65	9.99	4.82	6.90	2.96	3.53	3.39	5.39	1.10	47.74
March 2009	10.26	10.08	5.16	6.66	2.90	3.58	3.42	5.31	1.12	48.48
March 2010	10.59	10.72	5.43	6.70	2.92	3.62	3.47	5.19	1.16	49.81
March 2011	10.68	11.08	5.53	6.77	2.95	3.64	3.50	5.14	1.19	50.47

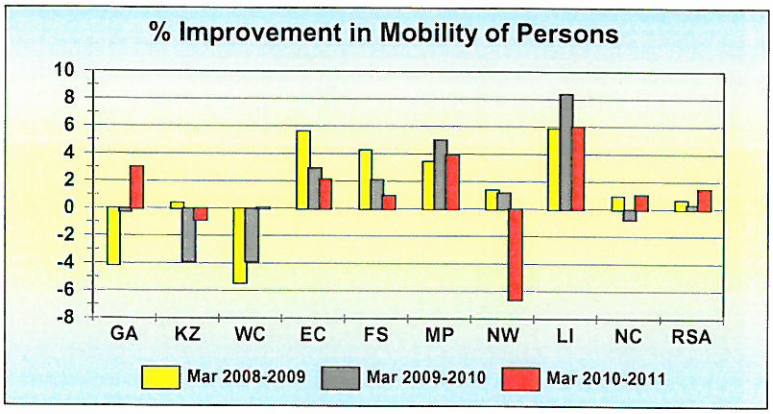
Based on the information on human and vehicle populations, the average number of persons per vehicle per Province (excluding trucks, towed vehicles and "other" and "unknown" vehicles) at the end of March 2008, 2009, 2010 and 2011 is shown in Table 5 and reflected in the graph below.

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
March 2008	3.19	9.18	3.63	12.98	7.70	8.08	8.27	15.22	6.94	6.18
March 2009	3.32	9.14	3.82	12.25	7.38	7.80	8.15	14.32	6.88	6.14
March 2010	3.33	9.49	3.97	11.89	7.22	7.41	8.06	13.12	6.92	6.12
March 2011	3.22	9.57	3.97	11.63	7.15	7.11	8.58	12.33	6.85	6.03



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
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008-2009	-4.05	0.41	-5.38	5.63	4.27	3.45	1.38	5.87	0.94	0.67
March 2009-2010	-0.23	-3.85	-3.88	2.95	2.13	5.02	1.17	8.41	-0.67	0.31
March 2010-2011	3.03	-0.83	0.08	2.14	0.97	3.96	-6.54	6.01	1.06	1.48



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 from a national average of 6,18 persons per vehicle at the end of March 2008 to 6,14 persons per vehicle at the end of March 2009. From the end of March 2010 to March 2011 the improvement was only 1,48%, from 6,12 to 6,03 persons per vehicle.

Although they do show some improvement, the "least mobile" Provinces remain Limpopo with 12,33 persons per vehicle; followed by the Eastern Cape with 11,63 persons per vehicle at the end of March 2011. The "most mobile" Provinces are Gauteng and the Western Cape with an average of 3,22 and 3,97 persons per vehicle respectively at the end of March 2011. Two (2) out of the nine (9) provinces experienced a decline in mobility; Kwa-Zulu Natal with a decrease of 0,83%, North West with 6.54%.

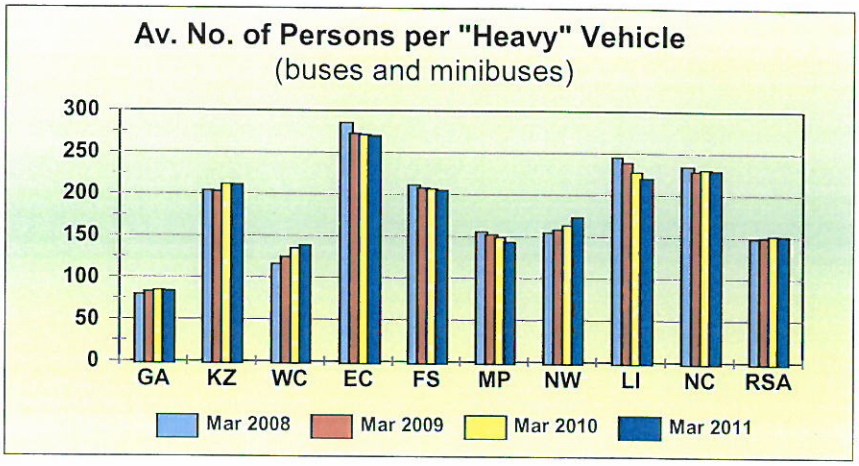
The provinces with the best improvements in this regard during 2010/11 are:

- Limpopo : 6,01% improvement from 13,12 to 12,33 persons per vehicle;
- Mpumalanga : 3,96% improvement from 7,41 to 7,11; and
- Gauteng : 3,03% improvement from 11,89 to 11,63 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
March 2008	79	204	116	286	211	156	155	245	235	**149**
March 2009	83	203	125	273	208	152	158	239	229	**149**
March 2010	84	211	135	271	207	149	163	227	231	**152**
March 2011	84	211	139	270	205	143	173	220	230	**151**



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	
March 2008-2009	-4.25	0.44	-7.27	4.52	1.61	2.24	-2.30	2.63	2.51	-0.27
March 2009-2010	-1.96	-4.13	-8.39	0.49	0.54	2.28	-3.27	4.74	-0.86	-1.76
March 2010-2011	1.08	0.09	-2.87	0.49	0.70	3.66	-5.99	3.21	0.46	0.19

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 2010 to March 2011 increased by 0,19% from about 152 persons per vehicle in 2010 to 151 persons per vehicle in 2011.

On a Provincial percentage basis the biggest improvement was in the Mpumalanga where the average number of persons per vehicle changed by 3,66% from about 149 persons per vehicle in March 2010 to 143 persons per vehicle at the end of March 2011. In Limpopo the improvement was 3,21% from 227 to 220.

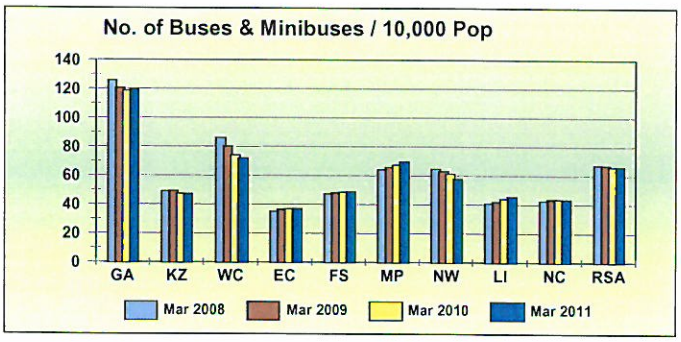
The biggest decrease in the quality of public passenger transport services was recorded in the North West with a decrease of 5,99% from 163 to 173

persons per "heavy" public transport vehicle; followed by Western Cape with a decrease of 2,87% form 135 to 139.

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
March 2008	126	49	86	35	47	64	65	41	43	67
March 2009	121	49	80	37	48	66	63	42	44	67
March 2010	118	47	74	37	48	67	61	44	43	66
March 2011	120	47	72	37	49	70	58	45	44	66



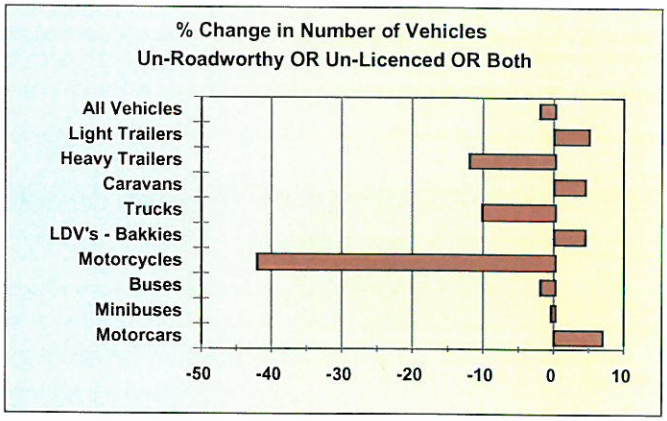
2.3 Un-Roadworthy and Un-Licenced Vehicles

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-licenced 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-licenced or both decreased by 15,454 (1,95%) from 791,729 vehicles on 31 March 2010 to 776,275 vehicles on 31 March 2011. Detail in this regard per type of vehicle is provided in Table 10 and the percentage (%) change from 2010 to 2011 reflected in the graph below.

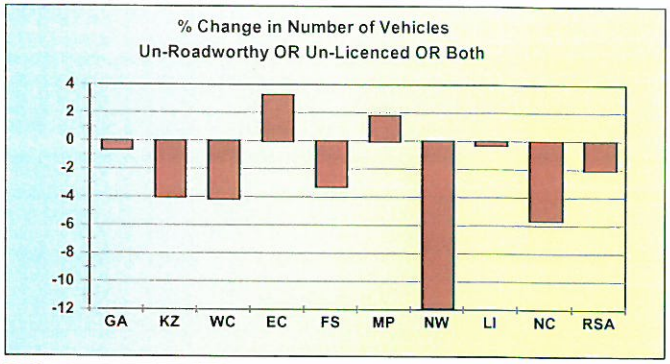
Table 10 : Number of Un-Roadworthy, Un-Licenced Vehicles or Both				
Vehicle Type	March 2010	March 2011	Change	% Change
Motorcars	373 849	399 673	25 824	6.91
Minibuses	49 915	49 735	-180	-0.36
Buses	5 856	5 745	-111	-1.90
Motorcycles	98 875	57 291	-41 584	-42.06
LDV's - Bakkies	122 794	128 142	5 348	4.36
Trucks	54 350	48 836	-5 514	-10.15
Caravans	6 309	6 580	271	4.30
Heavy Trailers	21 097	18 581	-2 516	-11.93
Light Trailers	41 104	43 115	2 011	4.89
Unknown	17 580	18 577	997	5.67
All Vehicles	791 729	776 275	-15 454	-1.95

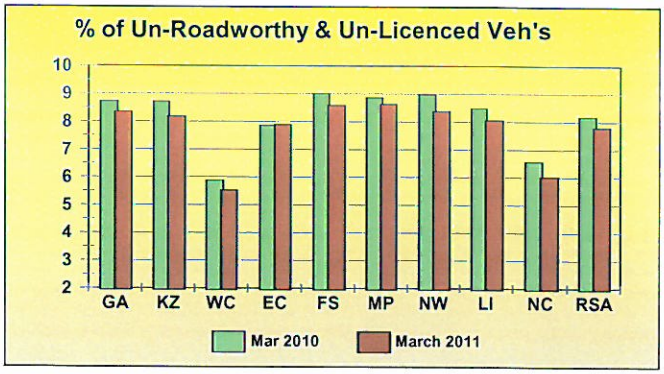


With an exception of heavy trailers, trucks, motorcycles, buses and minibuses, increases were recorded for most types of vehicles in this regard. The biggest increase was recorded for motorcars, and the biggest decrease was recorded for motorcycles.

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 2010 to 2011 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 2010	324 394	114 878	92 840	52 352	49 016	54 761	49 051	40 272	14 165	791 729
March 2011	322 669	110 350	89 080	54 073	47 474	55 752	43 287	40 212	13 378	776 275
Change	-1 725	-4 528	-3 760	1 721	-1 542	991	-5 764	-60	-787	-15 454
% Change	-0.53	-3.94	-4.05	3.29	-3.15	1.81	-11.75	-0.15	-5.56	-1.95



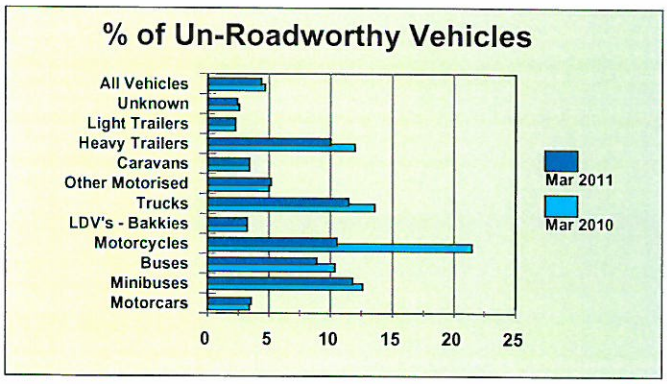


The information in the table and graph above shows that with an exception of Eastern Cape and Mpumalanga, all other provinces recorded a decrease in this regard. On a provincial percentage basis the biggest increase was recorded in Eastern Cape whereby the number on vehicles in this regard increased by 1,721 (3,29%), followed by Mpumalanga with 1,81%.

2.3.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) decreased by 30,771 (7,01%) from 438,701 vehicles on 31 March 2010 to 407,930 vehicles on 31 March 2011. 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.

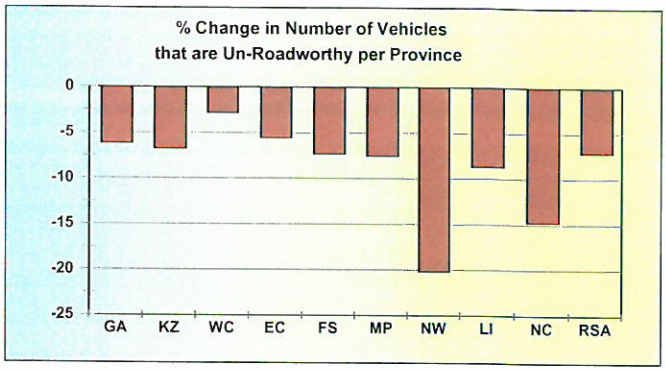
Table 12 : Number of Un-Roadworthy Vehicles				
Vehicle Type	March 2010	March 2011	Change	% Change
Motorcars	172 292	191 505	19 213	11.15
Minibuses	35 311	33 015	-2 296	-6.50
Buses	4 662	4 199	-463	-9.93
Motorcycles	78 332	33 973	-44 359	-56.63
LDV's - Bakkies	58 519	62 642	4 123	7.05
Trucks	42 978	37 083	-5 895	-13.72
Caravans	3 319	3 321	2	0.06
Heavy Trailers	17 232	15 016	-2 216	-12.86
Light Trailers	14 952	15 599	647	4.33
Unknown	11 104	11 577	473	4.26
All Vehicles	438 701	407 930	-30 771	-7.01



The information in the table and graph above shows that with exception of motorcars, LDV's-Bakkie, caravans, light trailer and known all vehicle types experienced a decrease in this regard. The biggest increase was recorded for motorcars which increased by 19,213 (11,15%) from 172,292 at the end of March 2010 to 191,505 un-roadworthy at the end of March 2011. Followed by LDV's-Bakkies with an increase of 7,05%.

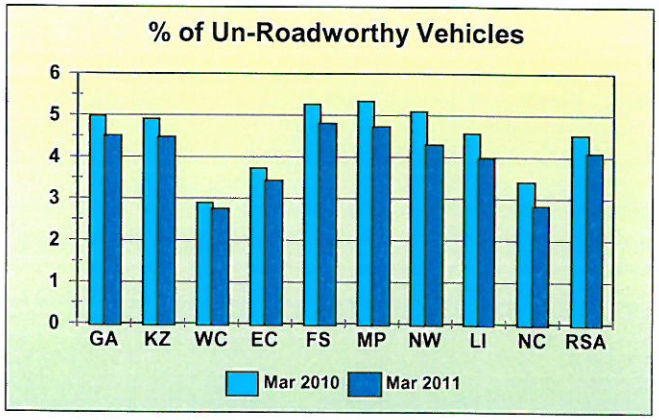
Detail on the number of vehicles that are un-roadworthy per Province is provided in Table 13 and the percentage (%) change from 2010 to 2011 reflected in the graph below.

Table 13 : Number of Un-Roadworthy Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2010	185 002	64 714	45 673	24 851	28 622	32 985	27 792	21 699	7 363	**438 701**
March 2011	174 077	60 412	44 426	23 507	26 573	30 561	22 214	19 868	6 292	**407 930**
Change	-10 925	-4 302	-1 247	-1 344	-2 049	-2 424	-5 578	-1 831	-1 071	**-30 771**
% Change	-5.91	-6.65	-2.73	-5.41	-7.16	-7.35	-20.07	-8.44	-14.55	**-7.01**



The information in the table and graph above show that all provinces recorded a decrease in the number of un-roadworthy vehicles. On a percentage basis the biggest decrease was recorded in North West where the number of un-roadworthy vehicles decreased by 5,578 (20,07%) from 27,792 in 2010 to 22,214 at the end of March 2011. Other large increases in this regard are: Northern Cape with a decrease of 14,55% followed by Limpopo with a decrease of 8,44%.

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.

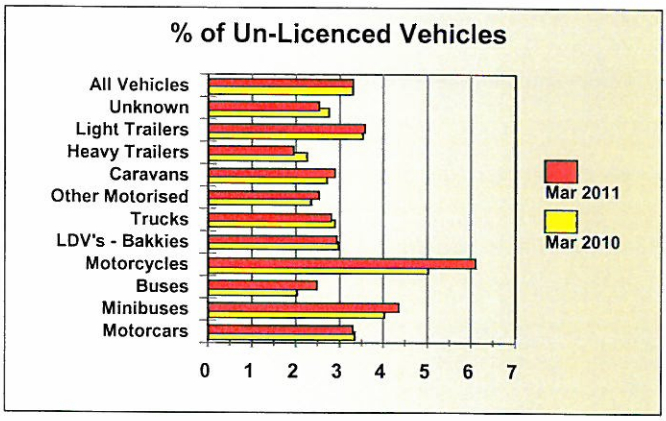


2.3.3 Number of Un-Licenced Vehicles

On a national basis the number of un-licenced vehicles increased by 8,052 (2,56%) from 315,076 vehicles on 31 March 2010 to 323,128 vehicles on 31 March 2011. Detail per type of vehicle in this regard is given in Table 14 and

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

Table 14 : Number of Un-Licenced Vehicles				
Vehicle Type	March 2010	March 2011	Change	% Change
Motorcars	180 704	184 256	3 552	1.97
Minibuses	11 241	12 258	1 017	9.05
Buses	910	1 170	260	28.57
Motorcycles	18 172	20 083	1 911	10.52
LDV's - Bakkies	57 953	58 204	251	0.43
Trucks	9 088	8 978	-110	-1.21
Caravans	2 802	2 986	184	6.57
Heavy Trailers	3 224	2 842	-382	-11.85
Light Trailers	25 094	26 089	995	3.97
Unknown	5 888	6 262	374	6.35
All Vehicles	**315 076**	**323 128**	**8 052**	**2.56**

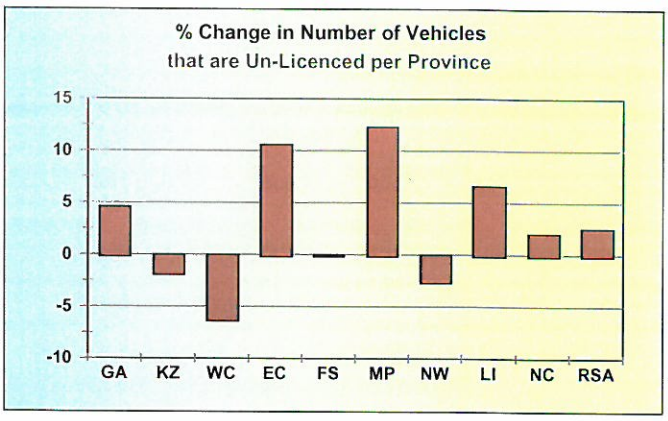


The information in the table and graph above show that with exception of trucks and heavy trailers an increase in the number of un-licenced vehicles were recorded for all other vehicle types. On a percentage basis the biggest increase were recorded for the following types of vehicles:

- Buses: from 910 to 1,170 (28,57%)
- Motorcycles : from 18,172 to 20,083 (10,52%)

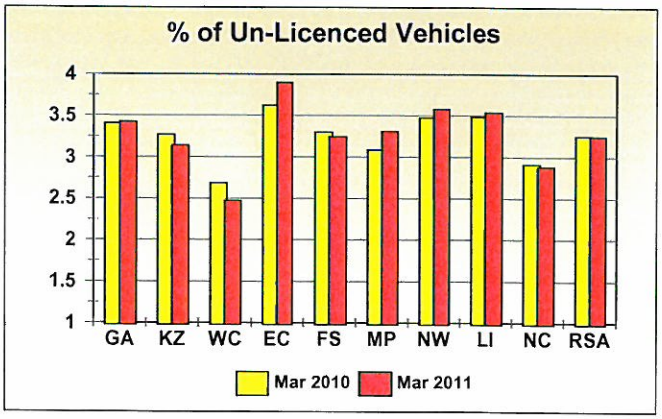
Detail on the number of vehicles that are un-licenced per Province is provided in Table 15 and the percentage (%) change from 2010 to 2011 reflected in the graph below.

Table 15 : Number of Un-Licenced Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2010	126 595	43 077	42 444	24 145	17 945	19 061	18 966	16 564	6 279	315 076
March 2011	132 416	42 337	39 780	26 701	17 941	21 403	18 484	17 659	6 407	323 128
Change	5 821	-740	-2 664	2 556	-4	2 342	-482	1 095	128	8 052
% Change	4.60	-1.72	-6.28	10.59	-0.02	12.29	-2.54	6.61	2.04	2.56



The information in the table and graph above show that the biggest increase in the number of un-licenced vehicles were recorded in Mpumalanga (12,29%), followed by Eastern Cape with 10,59%.

The percentage of un-licenced 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-licenced vehicles per type of vehicle per Province is provided in the tables under ***Annexure B***.

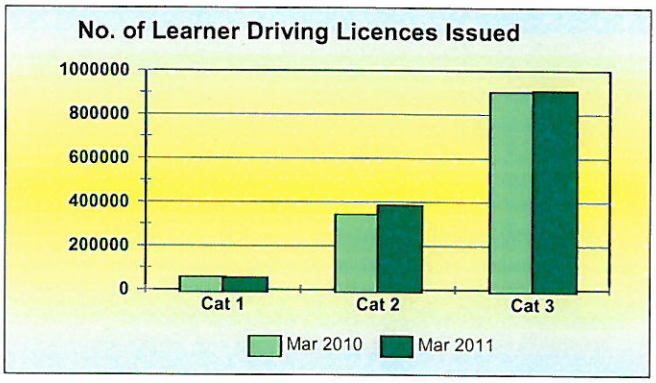
3. Driver Population

3.1 Learner Driving Licences

The number of learner driving licences issued increased by 49,030 (3,77%) from 1,300,771 on 31 March 2010 to 1,349,801on 31 March 2011. Detail on the number of learner driving licences issued per category is given in Table 16 and graphically reflected in the figure below.

Table 16 : Number of Learner Licences Issued

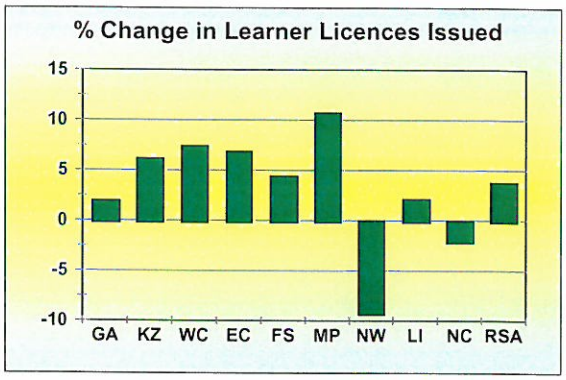
Category	March 2010	March 2011	Change	% Change
1	55 901	54 490	-1 411	-2.52
2	342 171	386 260	44 089	12.89
3	902 699	909 051	6 352	0.70
Total	**1 300 771**	**1 349 801**	**49 030**	**3.77**



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.

Table 17 : Number of Learners Licences Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2010	415 818	191 573	189 644	111 590	77 694	93 052	83 848	107 702	29 850	**1 300 771**
March 2011	423 995	203 400	203 681	119 254	81 119	103 062	76 086	109 983	29 221	**1 349 801**
Change	8 177	11 827	14 037	7 664	3 425	10 010	-7 762	2 281	-629	**49 030**
% Change	1.97	6.17	7.40	6.87	4.41	10.76	-9.26	2.12	-2.11	**3.77**



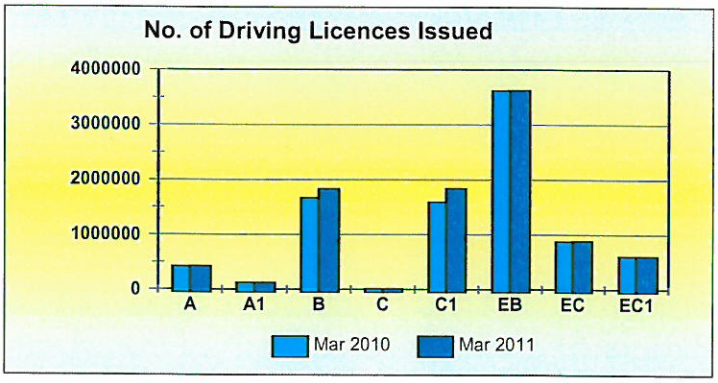
3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 435,240 (4,88%) from 8,915,649 on 31 March 2010 to 9,350,889 on 31 March 2011. Detail on the number of driving licences issued per category is given in Table 18 and graphically reflected in the figure below.

Table 18 : Number of Driving Licences Issued

Category	March 2010	March 2011	Change	% Change
A1	416 442	425 040	8 598	2.06
A	122 423	123 044	621	0.51
B	1 665 914	1 832 860	166 946	10.02
EB	15 146	16 099	953	6.29
C1	1 590 966	1 836 842	245 876	15.45
EC1	3 621 105	3 625 203	4 098	0.11
C	878 251	887 691	9 440	1.07
EC	605 402	604 110	-1 292	-0.21
Total	**8 915 649**	**9 350 889**	**435 240**	**4.88**

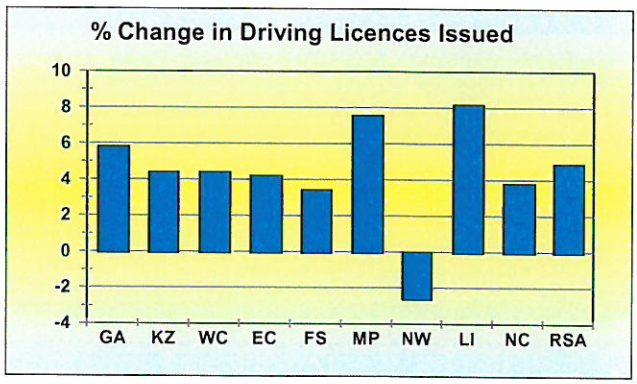


The number and percentage (%) driving licences issued per category at the end of March 2011 is reflected in Table 19 below.

Table 19 : Number and % of Driving Licences Issued per Category			
Category	**Description**	**Number**	**%**
A1	Motorcycle < 125 cub.cm	425 040	4.55
A	Motorcycle > 125 cub.cm	123 044	1.32
B	Motor vehicle < 3,5000 kg	1 832 860	19.60
EB	Articulated motor vehicle <16,000 kg	16 099	0.17
C1	Motor vehicle 3,500 - 16,000 kg	1 836 842	19.64
EC1	Articulated vehicle 3,500 - 16,000 kg	3 625 203	38.77
C	Motorvehicle > 16,000 kg	887 691	9.49
EC	Articulated vehicle > 16,000 kg	604 110	6.46
Total		**9 350 889**	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**
March 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**
March 2011	3 303 569	1 492 116	1 535 430	685 102	511 368	588 785	457 456	596 271	180 792	**9 350 889**
Change	181 698	62 921	64 959	27 655	16 894	41 418	-11 996	45 083	6 608	**435 240**
% Change	5.82	4.40	4.42	4.21	3.42	7.57	-2.56	8.18	3.79	**4.88**

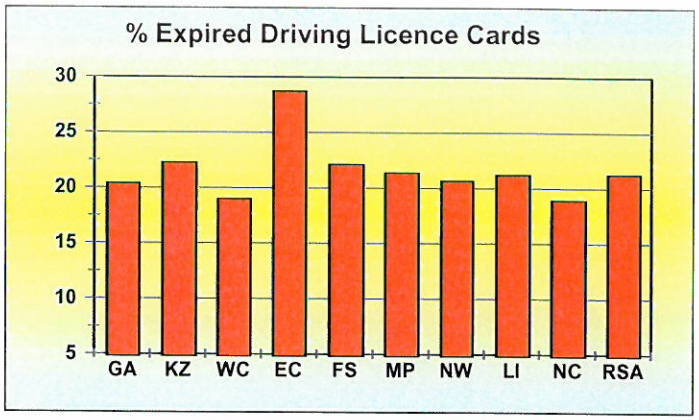


3.2.2 Number of Driving Licence Cards Expired

The information in Table 21 below shows that on 31 March 2011 there were a total of 1,987,802 expired driving licence cards recorded on the National

Traffic Information System (NaTIS). This figure represents 21,26% of all driving licences issued. This information is also reflected in the graph below.

March 2011	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	3 303 569	1 492 116	1 535 430	685 102	511 368	588 785	457 456	596 271	180 792	9 350 889
Not expired	2 630 240	1 159 742	1 243 952	488 404	398 236	463 030	363 013	469 883	146 587	7 363 087
Expired	673 329	332 374	291 478	196 698	113 132	125 755	94 443	126 388	34 205	1 987 802
% Expired	20.38	22.28	18.98	28.71	22.12	21.36	20.65	21.20	18.92	21.26

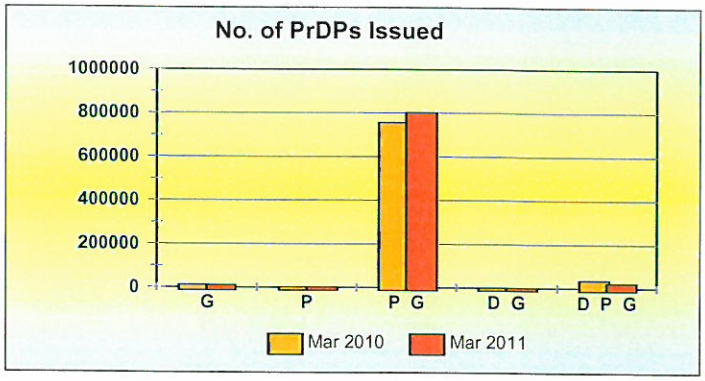


3.3 Professional Driving Permits Issued and Expired

3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 31,588 (3, 92%) from 806,461 on 31 March 2010 to 838,049 on 31 March 2011. Detail on the number of PrDPs issued per category is given in Table 22 and graphically reflected in the figure below.

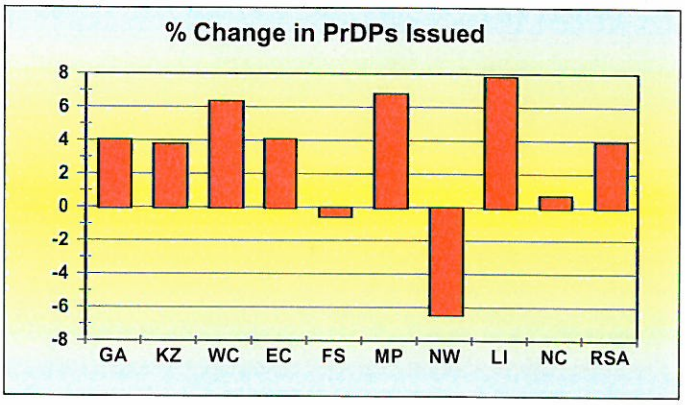
Table 22 : Number of PrDP's Issued				
Category	March 2010	March 2011	Change	% Change
G	11 286	11 255	-31	-0.27
P	2 243	1 482	-761	-33.93
P G	757 096	802 392	45 296	5.98
D G	168	126	-42	-25.00
D P G	35 668	22 794	-12 874	-36.09
Total	**806 461**	**838 049**	**31 588**	**3.92**



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
March 2010	220 851	136 860	111 113	63 138	53 189	71 634	49 824	79 424	20 428	**806 461**
March 2011	229 794	142 052	118 185	65 708	52 909	76 512	46 663	85 652	20 574	**838 049**
Change	8 943	5 192	7 072	2 570	-280	4 878	-3 161	6 228	146	**31 588**
% Change	4.05	3.79	6.36	4.07	-0.53	6.81	-6.34	7.84	0.71	**3.92**



4. Fatal Road Traffic Crashes and Fatalities

4.1 Number of Fatal Crashes

Over the 12-month period from 1 April 2010 to 31 March 2011 the number of fatal crashes decreased by 103 (0,94%) from 10,948 crashes over the same period the previous year to 10,845 in 2011. 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
2009-10	2 153	2 216	1 085	1 069	762	1 277	940	1 181	265	**10 948**
2010-11	2 008	2 247	1 026	1 307	799	1 179	831	1 165	283	**10 845**
change	-145	31	-59	238	37	-98	-109	-16	18	**-103**
% change	-6.73	1.40	-5.44	22.26	4.86	-7.67	-11.60	-1.35	6.79	**-0.94**

With the exception of KwaZulu-Natal, Eastern Cape, Free State and Northern Cape, decreases 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 2010 to 31 March 2011 were recorded as follows:

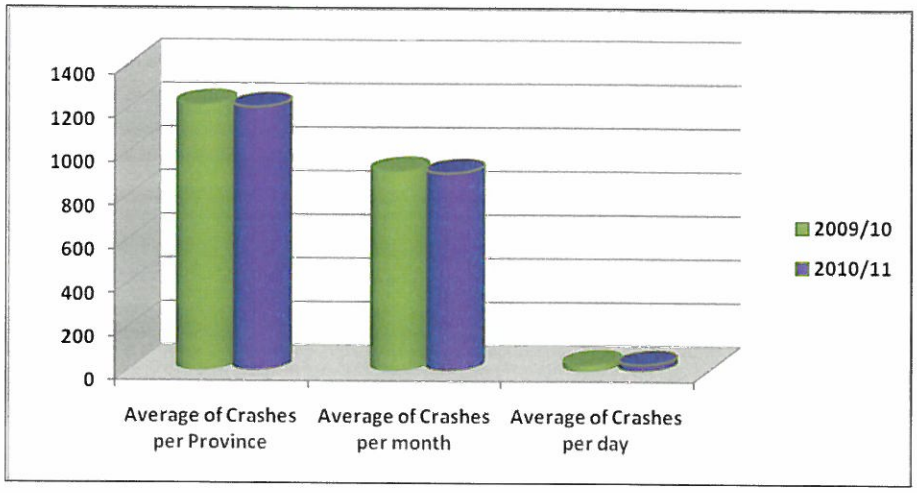
- Eastern Cape : an increase of 238 (22,26%) from 1,069 to 1,307,
- Northern Cape : an increase of 18 (6,79%) from 265 to 283; and
- Free State :an increase of 37 (4,86%) from 762 to 799;

In North West the number of fatal crashes decreased by 109 (11,60%) from 940 during 2009-2010 to 831 during 2010-2011. In Mpumalanga the number of fatal crashes decreased by 98 (7,67%) from 1,277 to 1,179.

The table and figure below shows the different averages of fatal crashes per province, per month and per day. The information shows that during 2010/2011 on average more than 1200 rashes occurred per province, more than 900 crashes occurred per month and 30 per day.

Table 26: Averages of Fatal Crashes

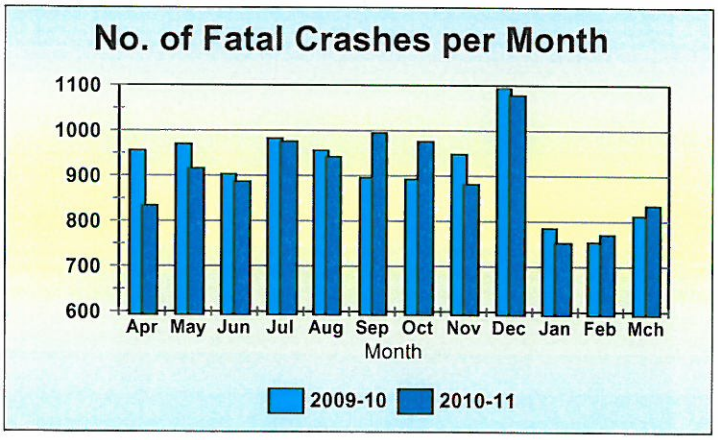
Year	Total Number of Fatal Crashes per year	Average of Crashes per Province	Average of Crashes per month	Average of Crashes per day
2009-10	10948	1216.44	912.33	29.99
2010-11	10845	1205.00	903.75	29.71



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

Table 27: Monthly Number of Fatal Crashes

Month	2009-10	2010-11	Change	% change
Apr	956	834	-122	-12.76
May	970	916	-54	-5.57
Jun	903	887	-16	-1.77
Jul	982	976	-6	-0.61
Aug	956	942	-14	-1.46
Sep	896	995	99	11.05
Oct	892	976	84	9.42
Nov	948	882	-66	-6.96
Dec	1 094	1 078	-16	-1.46
Jan	785	753	-32	-4.08
Feb	754	771	17	2.25
Mar	812	835	23	2.83
Total	**10 948**	**10 845**	**-103**	**-0.94**



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 2010 to 31 March 2011 the number of fatalities decreased by 120 (0,86%) from 13,923 fatalities over the same period the previous year to 13,802. Provincial detail in this regard is given in Table 28 below.

Table 28 : Number of Fatalities per Province over 12 Month Period

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	2 426	2 795	1 307	1 517	1 098	1 651	1 204	1 554	370	**13 923**
2010-11	2 318	2 741	1 258	1 827	1 074	1 594	1 093	1 522	376	**13 802**
change	-108	-54	-49	310	-24	-57	-111	-32	6	**-120**
% change	-4.46	-1.93	-3.75	20.43	-2.18	-3.47	-9.23	-2.05	1.49	**-0.86**

With the exception of Eastern Cape all other Provinces recorded decrease in fatalities. On a provincial percentage basis the biggest decrease were recorded as follows:

- North West : decrease of 111 (9,23%(from 1,204 to 1,093
- Gauteng : decrease of 108 (4,46%); and
- Western Cape: decrease of 49 (3,75%)

In the Eastern Cape the number of fatalities increased by 310 (20,43%) from 1,517 to 1,827.

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

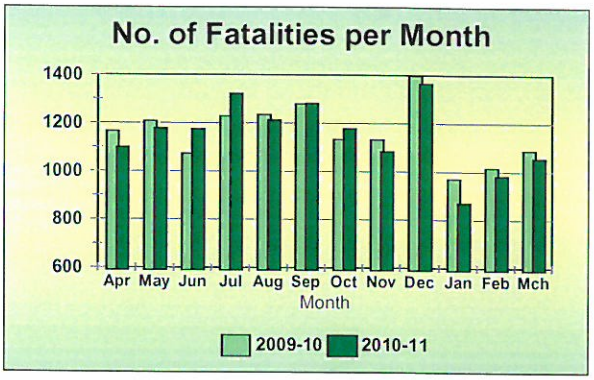
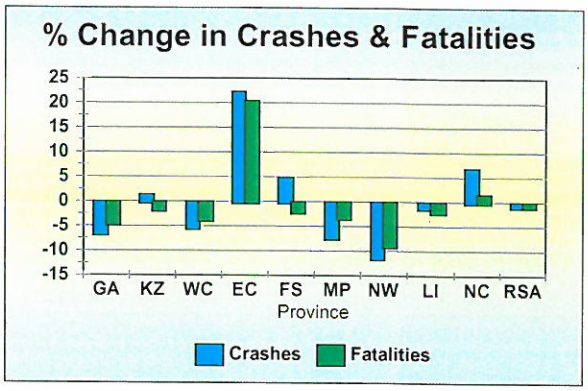


Table 29: Monthly Number of Fatalities				
Month	2009-10	2010-11	Change	% change
Apr	1 165	1 099	-66	-5.66
May	1 208	1 179	-29	-2.43
Jun	1 072	1 174	102	9.48
Jul	1 227	1 322	95	7.73
Aug	1 235	1 213	-22	-1.75
Sep	1 279	1 282	3	0.25
Oct	1 132	1 177	45	3.97
Nov	1 133	1 083	-50	-4.44
Dec	1 398	1 365	-33	-2.33
Jan	971	871	-99	-10.24
Feb	1 015	982	-33	-3.22
Mar	1 088	1 056	-33	-3.01
Total	**13 923**	**13 802**	**-120**	**-0.86**

The percentage change in the number of fatal crashes and fatalities over the 12-month period from 1 April 2010 to 31 March for 2011 in comparison with 2009/10 per province is reflected in the graph below.

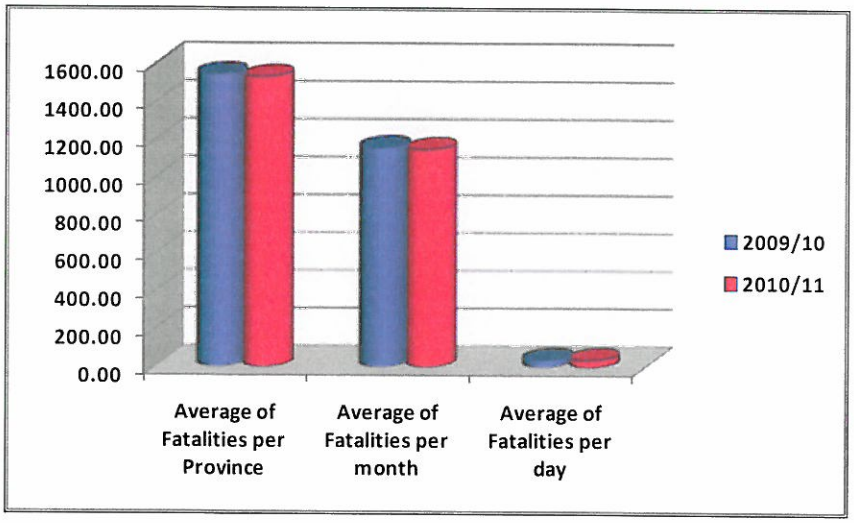


The number of fatalities per month per province is given in the table attached under ***Annexure E***.

The table and figure below shows the different averages of fatalities per province, per month and per day. The information shows that during 2009/2010 on average more than 1500 fatalities were recorded per province, more than 1000 fatalities per month and 38 per day

Table 30: Average of Fatalities

Year	Total Number of Fatalities per year	Average of Fatalities per Province	Average of Fatalities per month	Average of Fatalities per day
2009-10	13923	1547.00	1160.25	38.15
2010-11	13802	1533.56	1150.17	37.81



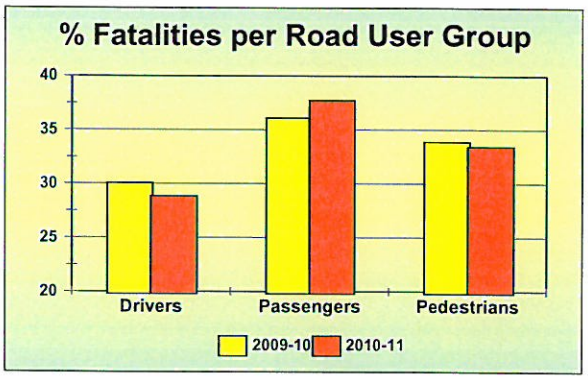
4.3 Number of Fatalities per Road User Group

The information in Table 31 below shows that driver fatalities decreased by 200 (4,79%) to 3,983; passenger fatalities increased by 170 (3,39%) to 5,205 and pedestrian fatalities decreased by 102 (2,17%) to 4,614 over the 12-month period from 1 March 2010 to 31 March 2011.

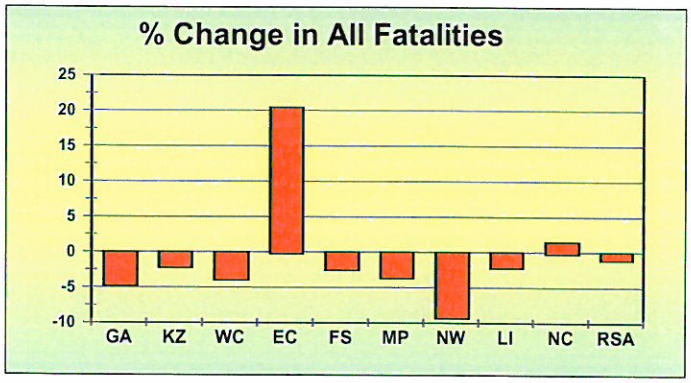
Table 31 : No. of Fatalities per Road User Group

User Group	2009-10	2010-11	Change	% Change
Drivers	4 184	3 983	-200	-4.79
Passengers	5 022	5 205	170	3.39
Pedestrians	4 717	4 614	-102	-2.17
Total	**13 923**	**13 802**	**-120**	**-0.86**

The percentage fatalities per road user group for the two comparative years are reflected in the figure below. During 2009-2010 and 2010-2011 driver fatalities were (30,05% and 28,88%), passengers (36,07% and 37,71%) and pedestrians (33,88% and 33,43% of all fatalities. Congrats



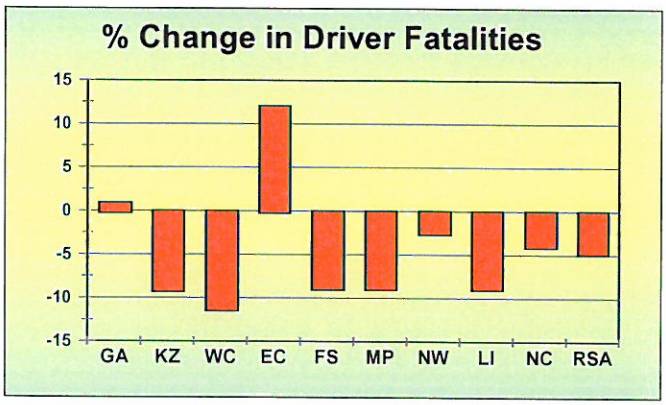
The percentage change in all fatalities per Province is shown in the figure below.



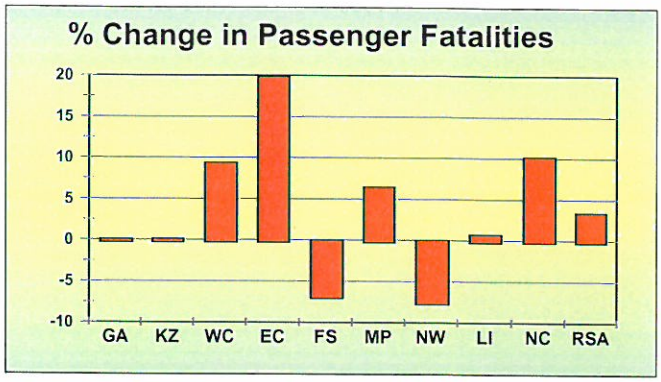
The number of fatalities per road user group per Province for the two respective 12-month periods is shown in Table 32 below.

Table 32: Number of Fatalities per Road User Group over 12 Month Period											
Year	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	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
2010-11	Drivers	766	658	363	420	343	532	363	409	128	3 983
	Passengers	567	922	438	831	491	677	425	668	187	5 205
	Pedestrians	985	1 161	456	575	240	386	305	445	61	4 614
	Total	2 318	2 741	1 258	1 827	1 074	1 594	1 093	1 522	376	13 802
Change	Drivers	7	-67	-47	45	-34	-51	-9	-40	-5	-200
	Passengers	1	1	38	138	-36	41	-35	5	17	170
	Pedestrians	-129	11	-40	127	45	-47	-68	4	-6	-102
	Total	-108	-54	-49	310	-24	-57	-111	-32	6	-120
% Change	Drivers	0.96	-9.19	-11.42	12.08	-8.90	-8.82	-2.42	-8.96	-4.04	-4.79
	Passengers	0.09	0.12	9.40	19.88	-6.78	6.48	-7.52	0.72	10.17	3.39
	Pedestrians	-11.56	0.99	-8.03	28.27	23.20	-10.87	-18.16	0.81	-9.46	-2.17
	Total	-4.46	-1.93	-3.75	20.43	-2.18	-3.47	-9.23	-2.05	1.49	-0.86

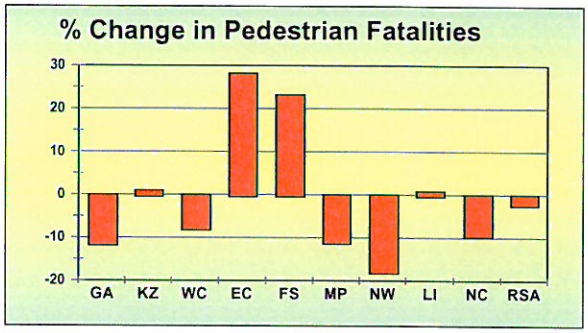
The percentage (%) changes in fatalities per specific road user group from 2009-2010 to 2010-2011 per province are also reflected in the figures below.



The information in the graph above shows that the biggest increase in the number of driver fatalities was recorded in Eastern Cape with 12,08%. The biggest decrease in driver fatalities was recorded in the Western Cape (11,42%).

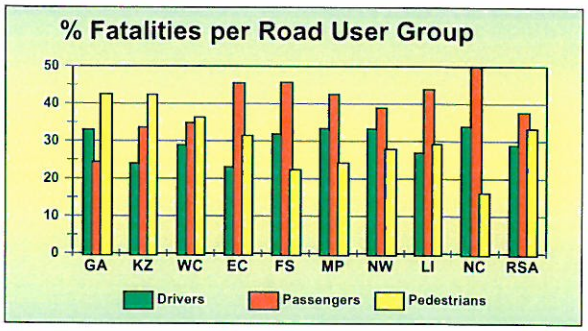


The information in the graph above shows that the biggest increase in the number of passenger fatalities was recorded in the Eastern Cape with an increase of 19,88%, followed by Northern Cape with an increase of 10,17%. The biggest decrease was recorded in North West with 7,52%.



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 Eastern Cape with an increase of 28,27% followed by Free State with 23.20%. A decreases of 18,16% was recorded in the North West.

The combined percentages of road user group fatalities (drivers, passengers and pedestrians) per Province for 2010-2011 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 40,37% of all fatalities. In the other 6 provinces the main fatality groups were passengers – on average 44,36% of all fatalities. (In these 6 provinces the average pedestrian fatalities were 25,24% of all fatalities).

More detail on the number of fatalities per road user group per month per province for 2009-2010 and 2010-2011 is given in the table attached under ***Annexure F***.

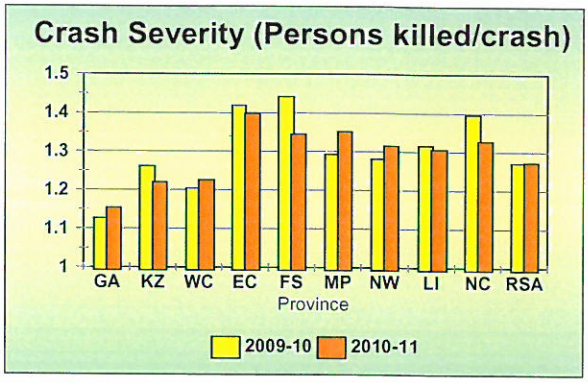
4.4 Severity of Fatal Crashes

The severity of fatal crashes increased by 0,00 (1,08%) from 1,27 during 2009-10 to 1,27 during 2010-11. The individual provincial severity rates are shown in Table 33 below.

Table 33 : Severity of Crashes per Province (Avg no. of fatalities/crash)

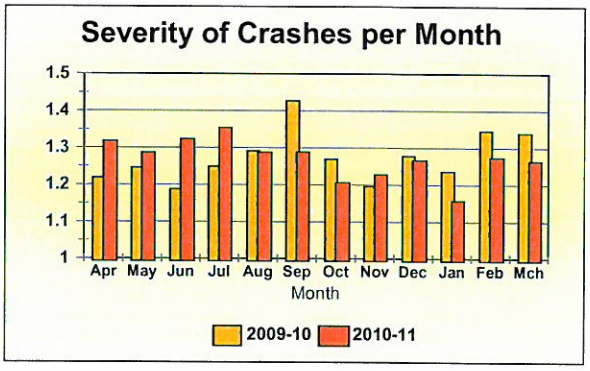
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	1.13	1.26	1.20	1.42	1.44	1.29	1.28	1.32	1.40	**1.27**
2010-11	1.15	1.22	1.23	1.40	1.34	1.35	1.32	1.31	1.33	**1.27**
change	0.03	-0.04	0.02	-0.02	-0.10	0.06	0.03	-0.01	-0.07	**0.00**
% change	2.44	-3.29	1.78	-1.50	-6.71	4.56	2.67	-0.71	-4.96	**0.08**

The information in the table above shows that the severity rate in Mpumalanga increased by 0,06 (4,56%) from 1,29 to 1,35; followed by the North West with an increase of 2,67%. The rate in Free State decreased by 6,71% followed by Northern Cape 4,96%. 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 34 and also reflected in the figure below.

Table 34: Monthly Crash Severity				
Month	2009-10	2010-11	Change	% change
Apr	1.219	1.318	0.099	8.14
May	1.245	1.287	0.041	3.32
Jun	1.187	1.323	0.136	11.45
Jul	1.249	1.354	0.105	8.40
Aug	1.291	1.288	-0.004	-0.29
Sep	1.427	1.288	-0.139	-9.73
Oct	1.269	1.206	-0.063	-4.97
Nov	1.195	1.227	0.032	2.71
Dec	1.278	1.267	-0.011	-0.88
Jan	1.237	1.157	-0.080	-6.43
Feb	1.346	1.274	-0.072	-5.35
Mch	1.340	1.264	-0.076	-5.68
Total	**1.272**	**1.273**	**0.001**	**0.08**



The figure above shows that the three months with exceptionally high severity rates were April 2010, June 2010 and July 2010 with rates of

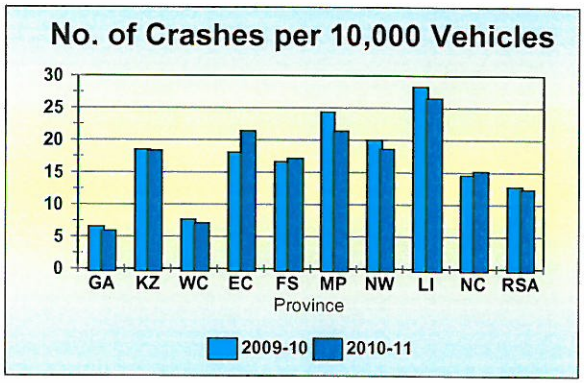
1,318, 1,323 and 1,354 respectively. The biggest rate increase was recorded in June with an increase of 11,45%, July with 8,40 June with an increase of ,814%. (These high rates could be attributed to a large number of high occupancy vehicles, buses and minibuses, involved in fatal crashes).

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

The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,44 (3,46%) from 12,80 during 2009-10 to 12,36 during 2010-11. Provincial detail in this regard is given in Table 35 and graphically reflected in the figure below.

Table 35 : No. of Fatal Crashes per 10,000 Motorised Vehicles per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	6.53	18.52	7.63	18.08	16.65	24.38	20.04	28.32	14.56	**12.80**
2010-11	5.88	18.38	7.11	21.43	17.16	21.45	18.63	26.49	15.15	**12.36**
change	-0.65	-0.14	-0.52	3.35	0.51	-2.93	-1.40	-1.83	0.59	**-0.44**
% change	-10.00	-0.75	-6.80	18.53	3.07	-12.02	-7.00	-6.46	4.04	**-3.46**

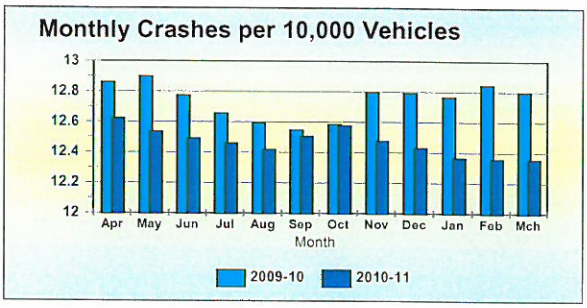


With the exception of Gauteng and Western Cape all other Provinces recorded an increase in this regard. On a Provincial percentage basis the biggest increases were recorded as follows:

- Eastern Cape : increase of 3,35 (18,53%) from 12,08 to 21,43;
- Northern Cape : increase of 0,59 (4,04%) from 14,56 to a rate of 15,15.

The number of fatal crashes per 10,000 registered motorised vehicles per

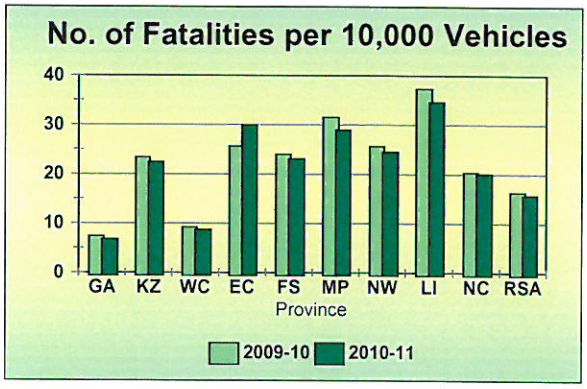
month for the two respective years 2009-10 and 2010-11 are shown in the figure below.



The number of fatalities per 10,000 registered motorised vehicles decreased by 0,55 (3,38%) from 16,27 during 2009-10 to 15,72 during 2010-11. Provincial detail in this regard is given in Table 36 and graphically reflected in the figure below.

Table 36 : No. of Fatalities per 10,000 Motorised Vehicles per Province

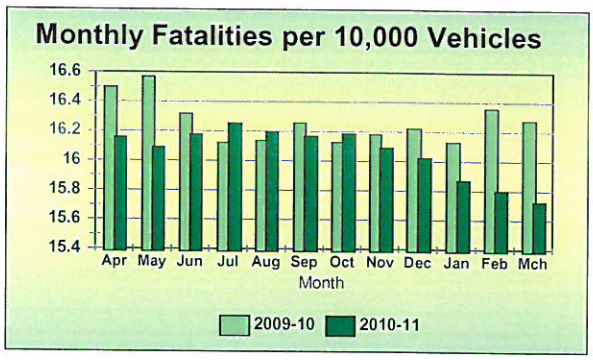
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	7.36	23.36	9.19	25.65	24.00	31.52	25.67	37.27	20.34	**16.27**
2010-11	6.79	22.42	8.72	29.95	23.08	29.00	24.51	34.61	20.11	**15.72**
change	-0.57	-0.94	-0.47	4.30	-0.92	-2.53	-1.16	-2.65	-0.23	**-0.55**
% change	-7.80	-4.01	-5.14	16.75	-3.85	-8.01	-4.51	-7.12	-1.12	**-3.38**



With the exception of Eastern Cape, all other Provinces recorded an increase in the number of fatalities per 10,000 vehicles. On a Provincial percentage basis the biggest decreases were recorded as follows:

- Mpumalanga : decrease of 2,53 (8,01%) from 31,52 to a rate of 29,00;
- Gauteng : decrease of 0,57 (7,80%) from 7,36 to a rate of 6,79; and
- Limpopo : decrease of 3,23 (1,12%) from 37,27 to a rate of 34,61.

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

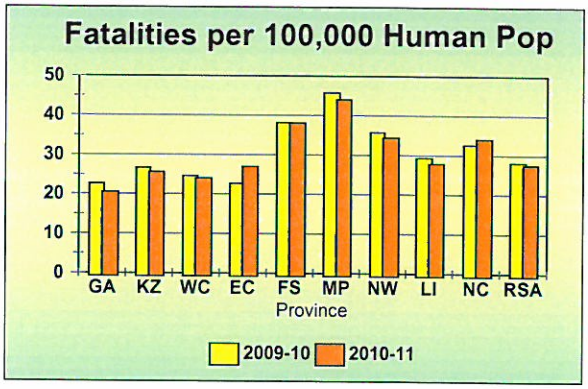


4.6 Number of Fatalities per 100,000 Human Population

The number of fatalities per 100,000 human population decreased by 0,62 (2,20%) from 28,13 during 2009-10 to 27,51 during 2010-11. Provincial detail in this regard is given in Table 37 and graphically reflected in the figure below.

Table 37 : No. of Fatalities per 100,000 Human Population per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	22.64	26.64	24.59	22.73	38.15	45.75	35.66	29.37	32.62	**28.13**
2010-11	20.55	25.57	24.08	27.00	38.10	44.02	34.37	27.89	34.06	**27.51**
change	-2.09	-1.07	-0.51	4.28	-0.05	-1.73	-1.29	-1.48	1.44	**-0.62**
% change	-9.22	-4.00	-2.07	18.82	-0.14	-3.79	-3.61	-5.03	4.40	**-2.20**



With the exception of Eastern Cape and Northern Cape, all other Provinces recorded decreases in this regard. On a Provincial percentage basis the biggest increases were recorded as follows:

- Eastern Cape :an increase of 4,28 (18,82%) from 22,73 to a rate of 27,00;
- Northern Cape: an increase of 1,44 (4, 40%) from 32,62 to a rate of 34,06.

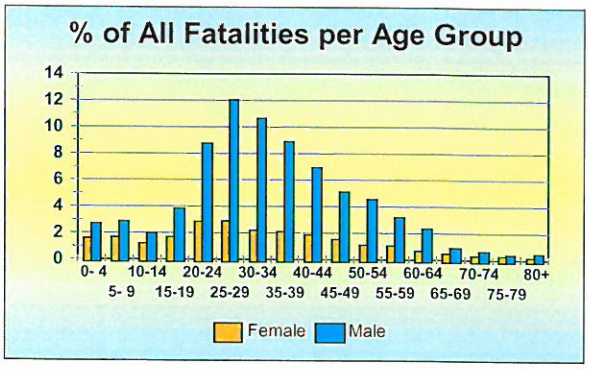
5. Fatalities per Age Group, Gender, Day-of-Week & Time-of-Day

5.1 Fatalities per Age Group and Gender

The percentage of fatalities per age group and gender for the year 2010-2011 (only for the cases where this information is available) are given in Table 38 and reflected in the graph below.

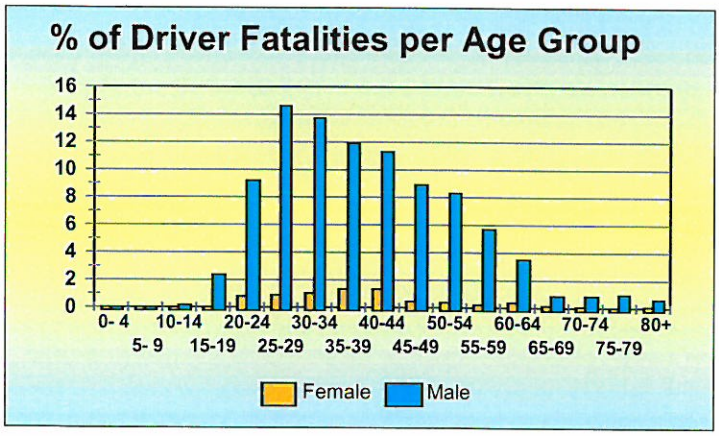
Table 38 : % Road User Fatalities per Age and Gender Groups

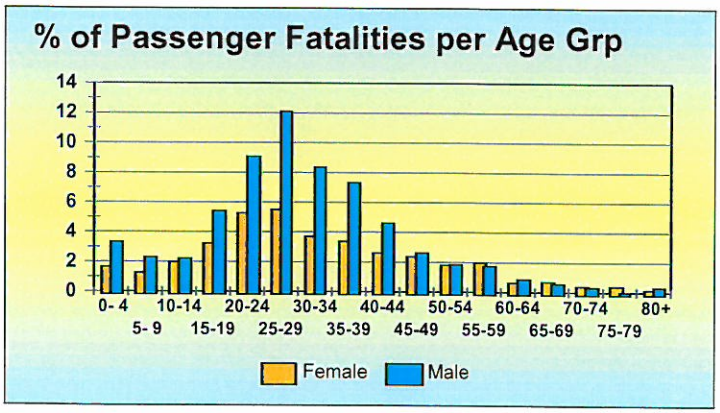
Age group	Driver		Passenger		Pedestrian		Total		Total
	Female	Male	Female	Male	Female	Male	Female	Male	
0- 4	0.00	0.00	1.65	3.34	2.96	4.37	1.60	2.71	4.31
5- 9	0.00	0.00	1.26	2.31	3.60	6.00	1.67	2.86	4.53
10-14	0.00	0.17	1.97	2.23	1.39	3.26	1.20	1.97	3.17
15-19	0.00	2.36	3.22	5.41	1.39	3.33	1.67	3.83	5.50
20-24	0.81	9.18	5.27	9.07	1.86	8.02	2.83	8.76	11.59
25-29	0.88	14.60	5.50	12.10	1.74	9.72	2.90	12.04	14.94
30-34	1.03	13.73	3.70	8.36	1.51	10.57	2.19	10.66	12.85
35-39	1.32	11.89	3.38	7.32	1.33	8.09	2.10	8.91	11.01
40-44	1.32	11.28	2.59	4.62	1.51	5.81	1.86	6.96	8.82
45-49	0.44	8.92	2.36	2.63	1.51	4.57	1.52	5.11	6.63
50-54	0.37	8.31	1.81	1.83	0.99	4.37	1.11	4.57	5.68
55-59	0.22	5.68	1.97	1.75	0.75	2.67	1.05	3.21	4.26
60-64	0.37	3.50	0.63	0.88	0.99	3.07	0.67	2.37	3.04
65-69	0.15	0.87	0.71	0.56	0.52	1.30	0.48	0.90	1.38
70-74	0.07	0.87	0.39	0.32	0.46	0.85	0.32	0.66	0.98
75-79	0.00	0.96	0.39	0.00	0.41	0.26	0.28	0.37	0.65
80+	0.07	0.61	0.16	0.32	0.29	0.52	0.18	0.47	0.65
Total	7.05	92.95	36.96	63.04	23.21	76.79	23.64	76.36	100.00

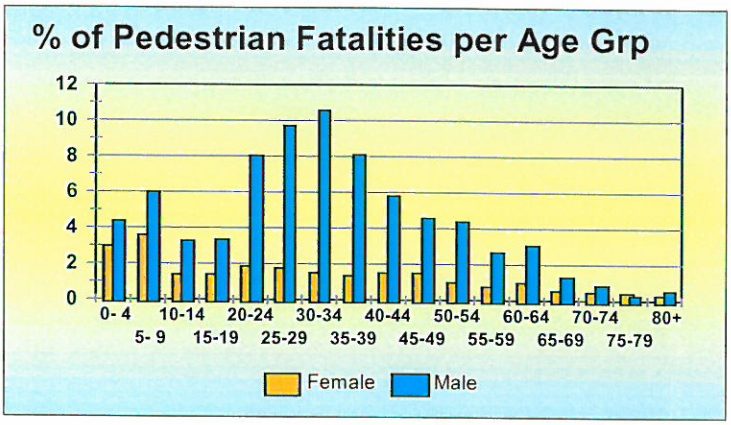


The above information shows that 76,36% fatalities during 2010-11 were male and 23,64% females. About 92,95% of all drivers killed in crashes were male and 7,05% female. 76,79% of all pedestrians killed in crashes were male and 23,21% female.

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





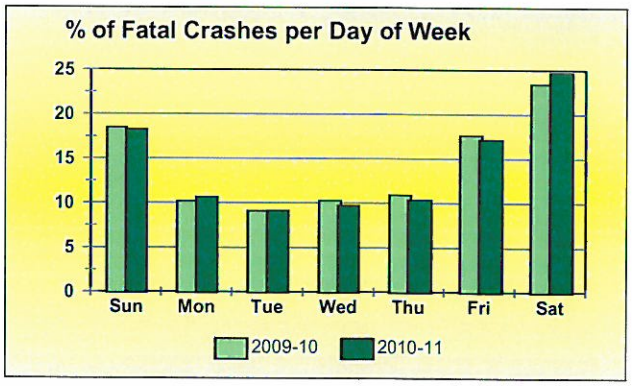


5.2 Crashes per Day of Week

The percentage of fatal crashes per day of the week per province during 2010-2011 is given in Table 39 and graphically reflected in the figure below.

Table 39: Percentage of Fatal Crashes per Day-of-Week

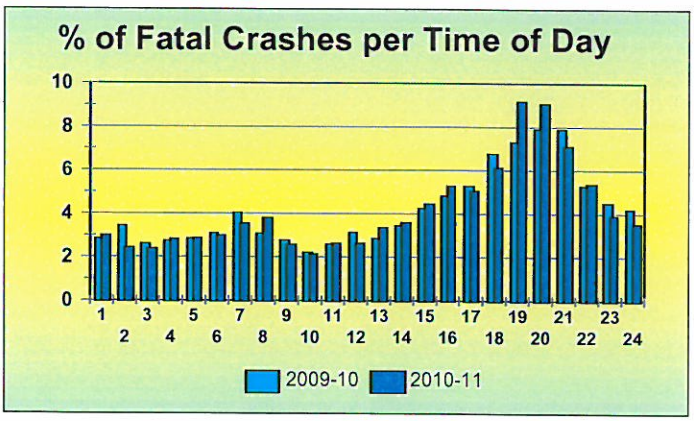
Province	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Gauteng	19.29	11.25	8.60	10.58	9.37	17.53	23.37
Kwa-Zulu Natal	17.30	11.25	9.47	9.54	11.97	16.18	24.28
Western Cape	15.60	9.34	10.23	9.34	10.87	17.77	26.85
Eastern Cape	19.39	9.70	10.27	11.41	8.56	17.49	23.19
Free State	17.60	14.93	6.40	8.00	13.60	15.73	23.73
Mpumalanga	18.42	8.89	9.37	10.50	9.37	17.93	25.53
North West	20.75	8.70	8.50	10.28	8.30	17.98	25.49
Limpopo	18.90	10.69	9.00	7.95	9.78	17.47	26.21
Northern Cape	21.74	15.65	7.83	10.43	9.57	15.65	19.13
Total	18.26	10.66	9.14	9.71	10.36	17.15	24.72



The information above shows that almost (24,72%) of the weekly crashes happen on a Saturday, and 60,13% of all fatal crashes happened over weekends from Friday to Sunday compared to last year with 59,55%. The graph above reflects the comparison of day-of-week crashes between 2009 -10 and 2010-11.

5.3 Number of Crashes per Time of Day

The percentage of fatal crashes per time of day during 2009-10 and 2010-11 is reflected in the graph below.



The above information shows the following percentage of crashes for the respective hours of the day during 2010-2011:

- From 06:00 to 12:00 : 20,38%;
- From 12:00 to 18:00 : 27,89%;
- From 18:00 to 24:00 : 38,19%;
- From 24:00 to 06:00: 13.54%

About 38,19% of the daily crashes happened between 18:00 in the evening and midnight (24:00). About 60,87% 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 40 below shows that :

- The number of all types of vehicles involved in fatal crashes increased by 197 (1,37%) from 14,372 in 2009-10 to 14,568 in 2010-11; and
- The number of motorised vehicles involved in fatal crashes increased by 220 (1,56%) from 14,119 in 2009-10 to 14,339 in 2010-11; and
- The number of bicycles involved in fatal crashes decreased by 30 (12,03%) from 252 to 222.

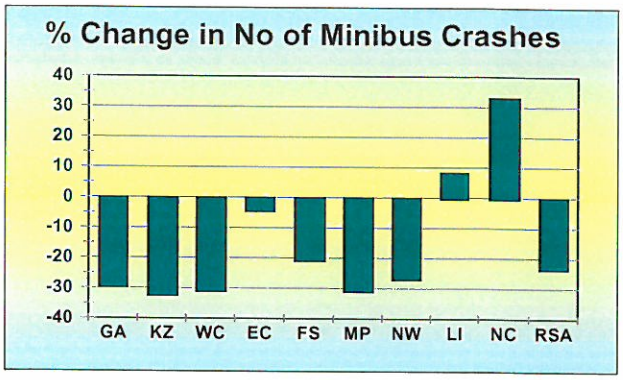
Table 40: Number of Vehicles involved in Fatal Crashes

Vehicle Type	2009-10	2010-11	Change	% Change
Motorcars	6 872	6 649	**-223**	**-3.25**
Minibuses	1 225	1 003	**-222**	**-18.09**
Minibus Taxis	602	405	**-197**	**-32.79**
Buses	392	292	**-100**	**-25.52**
Motorcycles	314	309	**-5**	**-1.50**
LDV's - Bakkies	2 814	2 803	**-12**	**-0.41**
Trucks - rigid	197	305	**108**	**54.87**
Trucks - articulated	534	1 226	**692**	**129.44**
Other and unknown	1 169	1 348	**178**	**15.24**
Total Motorised	**14 119**	**14 339**	**220**	**1.56**
Bicycle	252	222	**-30**	**-12.03**
Animal drawn	0	7	**7**	
Total	**14 372**	**14 568**	**197**	**1.37**

The number of all minibuses involved in fatal crashes per province is given in Table 41 and the change reflected in the graph below.

Table 41 : Number of Minibuses Involved in Fatal Crashes per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	255	562	151	228	108	213	137	163	11	**1 827**
2010-11	180	381	104	218	86	147	100	176	15	**1 408**
Change	-74	-182	-46	-10	-22	-65	-37	14	4	**-419**
% Change	-29.22	-32.33	-30.64	-4.25	-20.34	-30.74	-26.84	8.41	33.03	**-22.93**

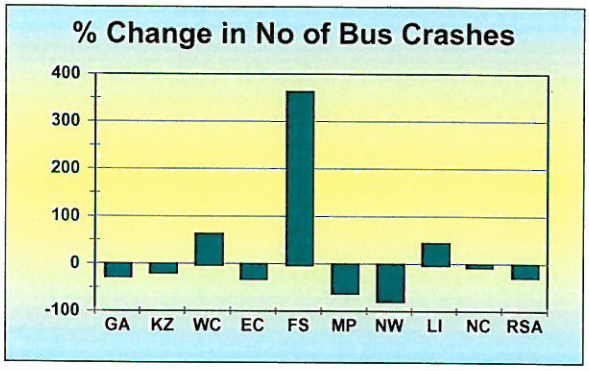


The information above shows that the number of all minibuses involved in fatal crashes decreased by 419 (22,93%) from 1,827 in 2009-10 to 1,408 in 2010-11. With the exception of Limpopo and Northern Cape, all other provinces recorded a decrease in this regard. On a percentage basis the biggest increase was recorded in Northern Cape where the number of minibuses increased by 4 (33,03%) from 11 to 15 in 2010. Followed by Limpopo with an increase of 8,41%.

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

Table 42 : Number of Buses Involved in Fatal Crashes per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	31	78	25	57	3	146	24	25	2	**392**
2010-11	23	67	41	41	15	61	5	36	2	**292**
Change	-8	-11	16	-17	12	-84	-18	11	-0	**-100**
% Change	-26.75	-14.30	63.11	-29.07	363.88	-57.95	-77.60	44.40	-4.98	**-25.52**

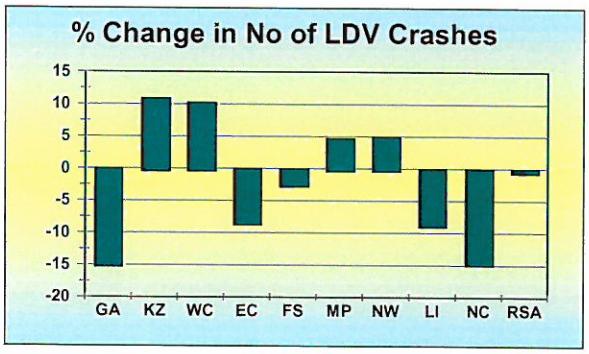


The information above shows that the number of buses involved in fatal crashes decreased by 100 (25,52%) from 392 in 2009-10 to 292 in 2010-11. With the exception of Western Cape, Eastern Cape, Free State and

Limpopo, all other provinces show a decrease in this regard. On a percentage basis the biggest increase was recorded in the Free state with an increase of 363,88% followed by Western Cape where the number of buses increased by 16 (63,11%) from 25 in 2009-10 to 41 in 2010-11.

The number of LDVs (bakkies) involved in fatal crashes per province is given in Table 43 and the change reflected in the graph below.

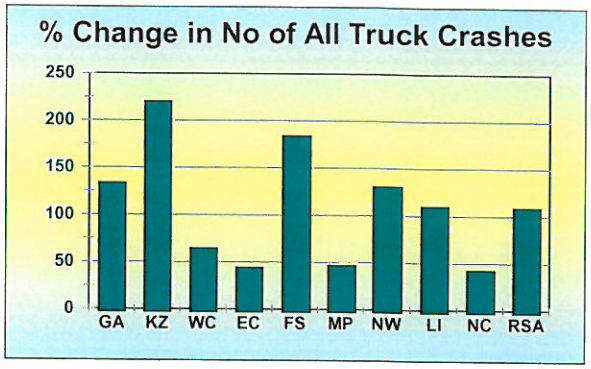
Table 43 : Number of LDVs Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	284	562	223	333	179	455	255	393	129	2 814
2010-11	242	623	246	304	175	476	268	358	110	2 803
Change	-43	61	23	-28	-5	21	13	-35	-19	-12
% Change	-15.02	10.86	10.23	-8.53	-2.54	4.72	4.93	-8.89	-14.64	-0.41



The information above shows that the number of LDVs involved in fatal crashes decreased by 12 (0,41%) from 2,814 in 2009-10 to 2,803 in 2010-11. Four provinces show an increase, while decreases were recorded in five provinces. On a percentage basis the biggest increase was recorded in the Kwa-Zulu Natal with an increase of 61 (10,86%) where the number of LDVs increased from 565 in 2009-10 to 623 in 2010-11.

The number of articulated trucks involved in fatal crashes per province is given in Table 44 and the % change reflected in the graph below.

Table 44: Number of All Trucks Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	61	143	80	93	47	184	45	65	13	732
2010-11	142	459	132	134	134	270	104	137	19	1 531
Change	81	316	52	41	87	86	59	72	6	800
% Change	134.06	220.53	64.74	44.18	184.37	46.90	130.80	110.14	42.54	109.34

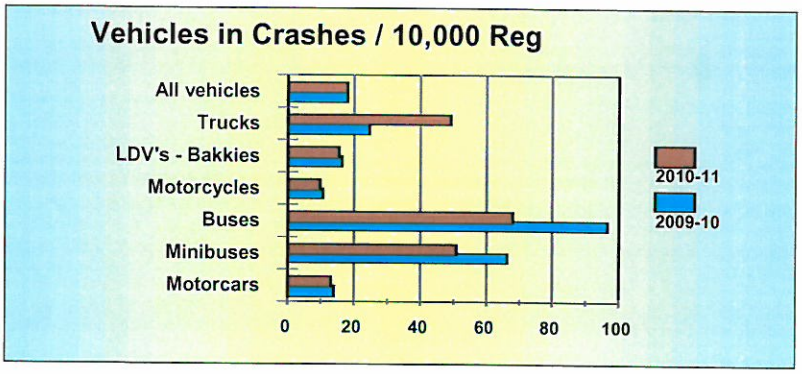


The information above shows that the number of All trucks involved in fatal crashes increased by 800 (109,34%) from 732 in 2008-09 to 1,531 in 2010-11. All provinces recorded an increase in this regard. On a percentage basis the biggest increase was recorded in Kwa-Zulu Natal with an increase of 316 (220,53%) where the number of All trucks increased from 143 in 2009-10 to 459 in 2010-11.

The number of vehicles involved in fatal crashes per 10,000 registered vehicles per type of vehicle, is shown in Table 45 and graphically reflected in the figure below. The general rate decreased by 0,92% from 17,16 to 17,00.

Table 45: Number of Vehicles in Fatal Crashes / 10,000 Registered

Vehicle Type	2009-10	2010-11	Change	% Change
Motorcars	13.18	12.51	-0.67	**-5.10**
Minibuses	65.58	49.95	-15.64	**-23.84**
Buses	96.24	67.15	-29.09	**-30.23**
Motorcycles	9.93	9.18	-0.74	**-7.47**
LDV's - Bakkies	15.20	14.65	-0.54	**-3.57**
Trucks	23.77	47.95	24.18	**101.76**
All vehicles	**17.16**	**17.00**	**-0.16**	**-0.92**



The information above shows that, with the exception of trucks, decreases were recorded for all other types of vehicles. The rate in this regard for trucks increased by 24 (101,76%) from 23,77 to 47,95 trucks 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 2009-10 and 2010-11 are given in Table 46 below.

Table 46: Number of Fatalities per Type of Vehicle

Vehicle Type	2009-10	2010-11	Change	% Change
Motorcars	6 729	6 485	-245	-3.63
Minibuses	1 188	1 311	123	10.39
Minibus Taxis	565	484	-81	-14.40
Buses	343	285	-58	-16.89
Motorcycles	311	314	3	1.12
LDV's - Bakkies	2 740	2 706	-33	-1.22
Trucks - rigid	206	197	-9	-4.46
Trucks - articulated	477	665	187	39.25
Other and unknown	1 109	1 112	3	0.25
Total Motorised	**13 669**	**13 559**	**-109**	**-0.80**
Bicycle	254	216	-38	-14.87
Animal drawn	0	27	27	
Total	**13 923**	**13 802**	**-120**	**-0.86**

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

- Trucks-articulated : fatalities increased by 187 (39,25%) from 477 to 665; and
- Minibuses : fatalities increased by 123 (10,39%) from 1188 to 1311.

Some decreases were recorded as follows:

- Buses : decrease of 58 (16,89%) from 343 to 285
- Bicycle : decrease of 38 (14,87%) from 254 to 216; and
- Minibus Taxis : decrease of 81 (14,40%) from 565 to 484

The number of driver, passenger and pedestrian fatalities per type of vehicle are respectively given in Tables 47, 48 and 49 below.

Table 47: Number of Driver Fatalities per Vehicle Type

Vehicle Type	2009-10	2010-11	Change	% Change
Motorcars	2 344	2 099	-246	**-10.48**
Minibuses	241	247	6	**2.59**
Buses	20	27	7	**35.70**
Motorcycles	276	261	-16	**-5.66**
LDV's - Bakkies	803	790	-12	**-1.54**
Trucks	160	233	74	**46.21**
Other and unknown	90	89	-2	**-2.00**
Total	**3 935**	**3 746**	**-188**	**-4.79**

Table 48: Number of Passenger Fatalities per Vehicle Type

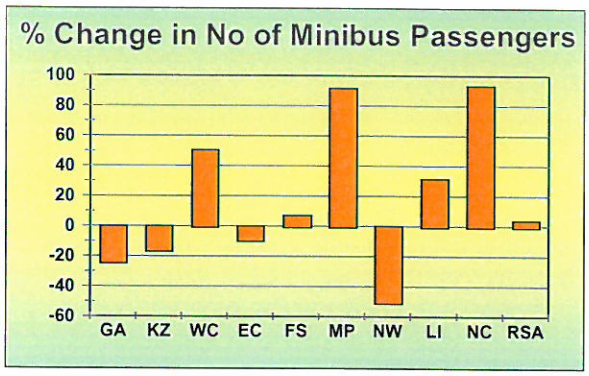
Vehicle Type	2009-10	2010-11	Change	% Change
Motorcars	2 381	2 371	-9	**-0.38**
Minibuses	978	1 015	37	**3.81**
Buses	212	150	-62	**-29.44**
Motorcycles	18	27	9	**49.58**
LDV's - Bakkies	1 104	1 222	118	**10.73**
Trucks	219	299	80	**36.41**
Other and unknown	106	115	10	**9.28**
Total	**5 017**	**5 200**	**183**	**3.64**

Table 49: Number of Pedestrian Fatalities per Vehicle Type

Vehicle Type	2009-10	2010-11	Change	% Change
Motorcars	2 005	2 015	10	**0.50**
Minibuses	533	532	-2	**-0.28**
Buses	112	109	-3	**-2.29**
Motorcycles	16	26	10	**62.18**
LDV's - Bakkies	833	694	-139	**-16.72**
Trucks	304	329	25	**8.07**
Other and unknown	913	908	-5	**-0.57**
Total	**4 717**	**4 613**	**-104**	**-2.20**

The number of passenger fatalities in minibus related fatal crashes (minibuses plus minibus taxis) per Province is given in Table 50 and the percentage change reflected in the graph below.

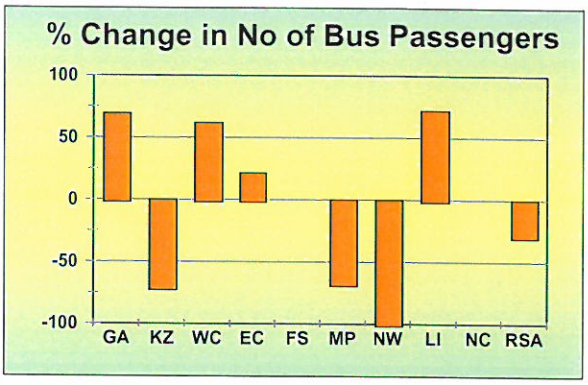
Table 50 : Number of All Minibus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	115	267	73	144	102	90	89	90	7	978
2010-11	88	227	110	132	109	173	44	118	14	1 015
Change	-27	-40	37	-12	7	83	-44	28	7	37
% Change	-23.67	-15.12	50.42	-8.32	7.03	91.57	-50.16	31.47	93.14	3.81



The information above shows that the number of all minibus passenger fatalities increased by 37 (3,81%) from 978 in 2009-10 to 1015 in 2010-11. Four provinces recorded decreases and five provinces show increases in this regard. The biggest increase was recorded in the Northern Cape where the number of passenger fatalities increased by 7 (93,14%) from 7 to 14 in 2010-11. The biggest decrease of 50,16% was recorded in North West.

The number of passenger fatalities in bus related fatal crashes is given in Table 51 and the % change reflected in the graph below.

Table 51 : Number of Bus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	13	43	10	37	0	78	18	13	0	212
2010-11	21	13	17	45	6	25	0	22	0	150
Change	9	-31	6	8	6	-52	-18	9	0	-62
% Change	69.43	-70.76	61.99	21.37		-67.45	-100.00	71.79		-29.44

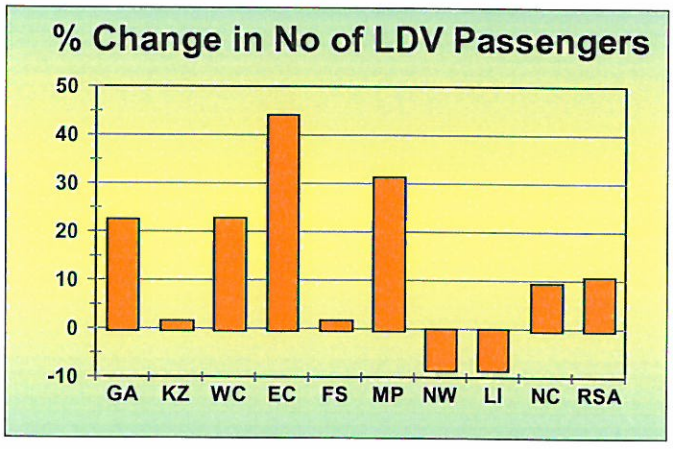


The information above shows that the number of bus passenger fatalities decreased by 62 (29,44%) from 212 in 2009-10 to 150 in 2010-11. Four provinces recorded increases in this regard. The biggest increase was recorded in Limpopo where the number of bus passenger fatalities increased by 9 (71,79%) from 13 in 2009-10 to 22 in 2010-11. In North west the number of bus passenger fatalities decreased by 100%.

The number of passenger fatalities in LDV (bakkie) related fatal crashes are given in Table 52 and the % change reflected in the graph below.

Table 52 : Number of LDV Passenger Fatalities per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009-10	68	217	66	149	118	113	117	185	72	1 104
2010-11	83	221	81	214	120	148	107	170	78	1 222
Change	15	4	15	66	2	35	-10	-15	7	118
% Change	22.59	1.61	22.77	44.12	1.70	31.33	-8.38	-8.25	9.45	10.73



The information above shows that the number of LDV (bakkie) passenger fatalities increased by 118 (10,73%) from 1,104 in 2009-10 to 1,222 in

2010-11. With the exception of North West and Limpopo where a decrease was recorded, all other provinces recorded increase in this regard. On a provincial percentage basis, the biggest increase was recorded in Eastern Cape where the number of LDV passenger fatalities increased by 66 (44,12%) from 149 in 2009-10 to 214 in 2010-11. In North West and Limpopo the number of LDV passenger fatalities decreased by 8,38 and 8,25 respectively.

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***.

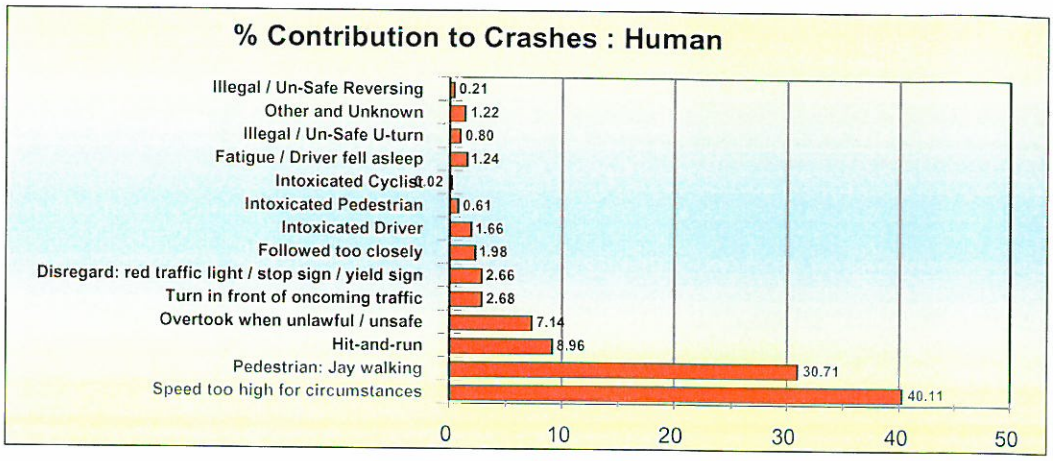
7. Contributory Factors

7.1 Human Factors in Fatal Crashes

The table and figure below shows that pedestrian jay-walking and speed are the human factors that contribute the most towards the occurrence of fatal crashes. Speeding contributed 40.11% compared to 36,77% for the previous year, followed by Pedestrian: jay walking with 30.71% during 2010/2011.

Table 53: Percentage Contribution per Human Factor: 2009/10 and 2010/11

Human Factors	2009/10: % of Group	2010/11: % of Group
Speed too high for circumstances	36.77	40.11
Pedestrian: Jay walking	33.39	30.71
Hit-and-run	8.58	8.96
Overtook when unlawful / unsafe	7.08	7.14
Turn in front of oncoming traffic	3.67	2.68
Disregard: red traffic light / stop sign / yield sign	3.10	2.66
Followed too closely	2.42	1.98
Intoxicated Driver	1.88	1.66
Intoxicated Pedestrian	0.63	0.61
Intoxicated Cyclist	0.06	0.02
Fatigue / Driver fell asleep	1.22	1.24
Illegal / Un-Safe U-turn	0.73	0.80
Other and Unknown	1.02	1.22
Illegal / Un-Safe Reversing	0.52	0.21

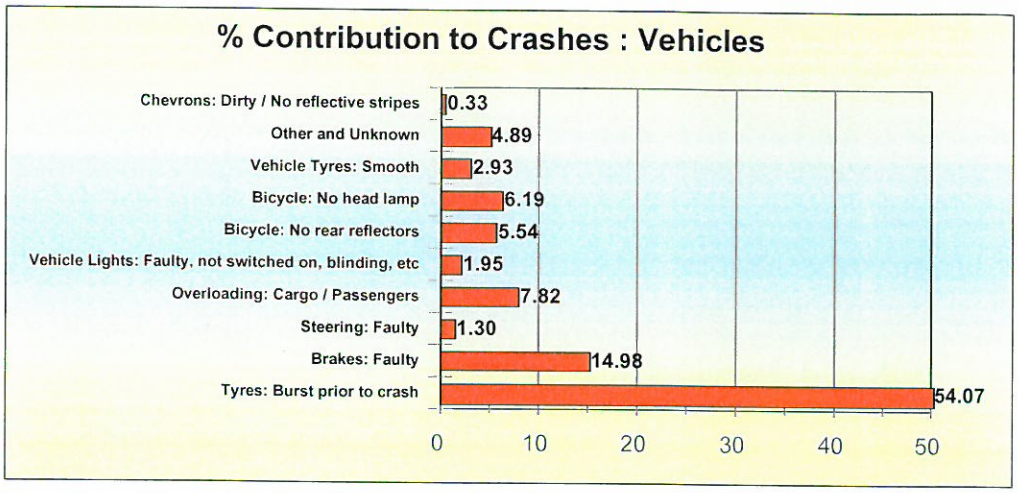


7.2 Vehicle Factors in Fatal Crashes

Tyre burst was the highest compared to other factors with a contribution of 54.07%, compared to 45,85% for the previous year followed by brakes faulty with the contribution of 14.98%. The information below shows that there are more vehicles on the roads that are not roadworthy and are allowed to drive on South African roads despite the high numbers of crashes and fatalities.

Table 54: Percentage Contribution per Vehicle Factor: 2009/10 and 2010/11

Vehicle Factors	2009/10: % of Group	2010/11: % of Group
Tyres: Burst prior to crash	45,85	54.07
Brakes: Faulty	23,75	14.98
Steering: Faulty	21,43	1.30
Overloading: Cargo / Passengers	4,14	7.82
Vehicle Lights: Faulty, not switched on, blinding, etc	2,33	1.95
Bicycle: No rear reflectors	2,49	5.54
Bicycle: No head lamp	5,15	6.19
Vehicle Tyres: Smooth	2,53	2.93
Other and Unknown	3,76	4.89
Chevrons: Dirty / No reflective stripes	0,59	0.33

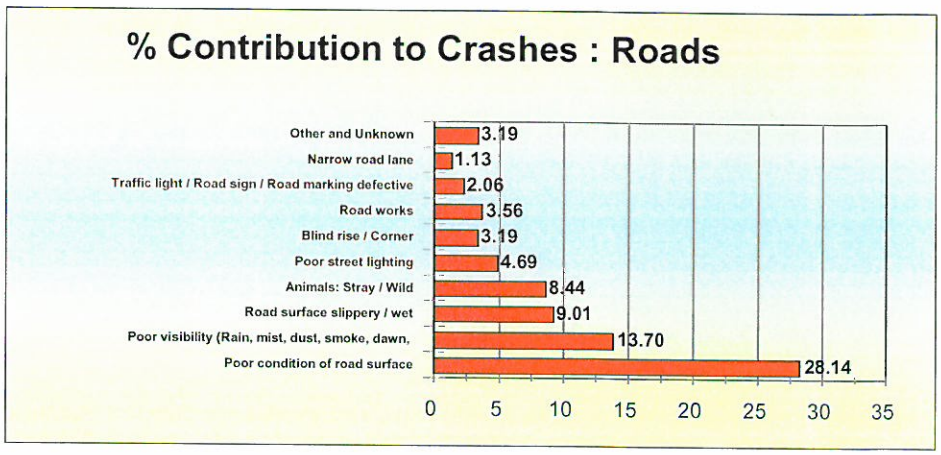


7.3 Road Factors in Fatal Crashes

The information below shows that poor condition of road surface contributed 28,14% to fatal crashes compared to 23,03% last year, and sharp bend contributed 22,89%.

Table 54: Percentage Contribution per Road Factor: 2009/10 and2010/11

Road & Environment Factors	2009/10: % of Group	2010/11: % of Group
Poor condition of road surface	23,03	28.14
Sharp bend	34,14	22.89
Poor visibility (Rain, mist, dust, smoke, dawn,	18,99	13.70
Road surface slippery / wet	14,14	9.01
Animals: Stray / Wild	7.3	8.44
Poor street lighting	6,46	4.69
Blind rise / Corner	3,01	3.19
Road works	3,23	3.56
Traffic light / Road sign / Road marking defective	1,09	2.06
Narrow road lane	1,01	1.13
Other and Unknown	3,01	3.19



8. Major Accidents Investigated

8.1 Number of major crashes

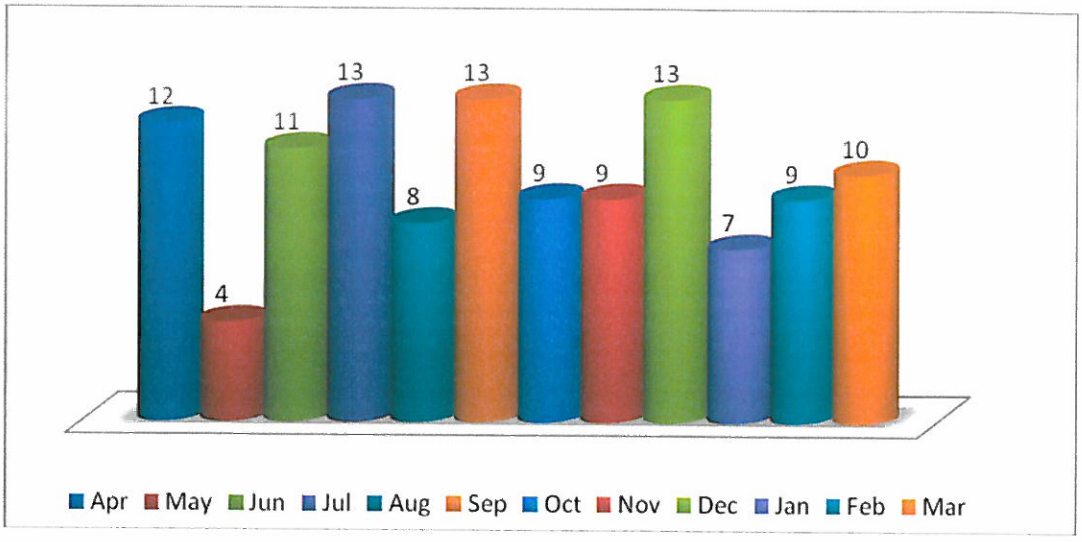
The information below shows that there were one hundred and eight teen (118) major crashes that were investigated by the Corporation. The major crashes we refer to the once that meet the following criteria:

a. Accidents in which five (5) or more persons are killed;
b. Fatal accidents in which four (4) or more vehicles are involved;;
c. Fatal accidents in which vehicles carrying hazardous substances are involved; or
d. Any high profile accident that the Corporation feels necessary to investigate.

July, September and December 2010 had the most crashes accounting to 39 followed by April with 12 and June with 11.

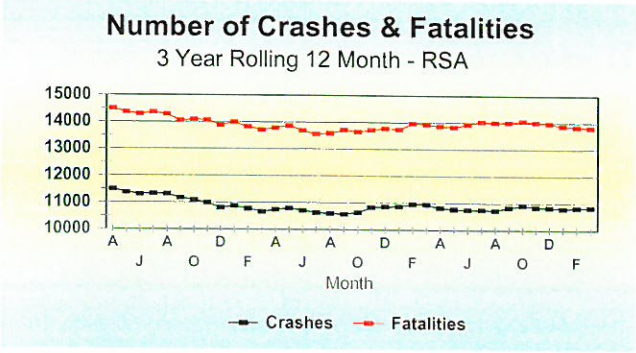
Table 55: Number and Percentage Contribution of Major Crashes per month: 2010/11

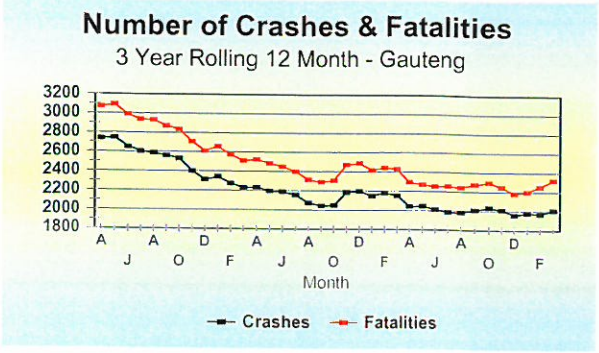
Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Totals
Number of Crashes	12	4	11	13	8	13	9	9	13	7	9	10	118
% Contribution per month	10%	3%	9%	11%	7%	11%	8%	8%	11%	6%	8%	8%	100%

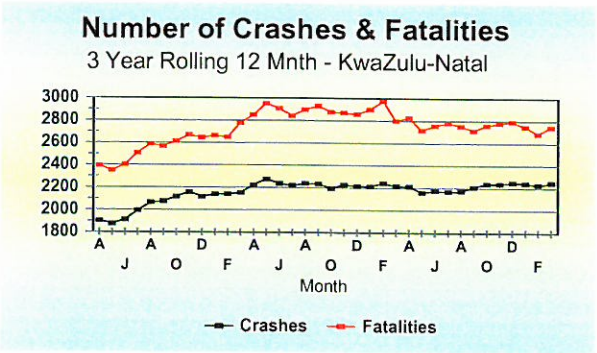


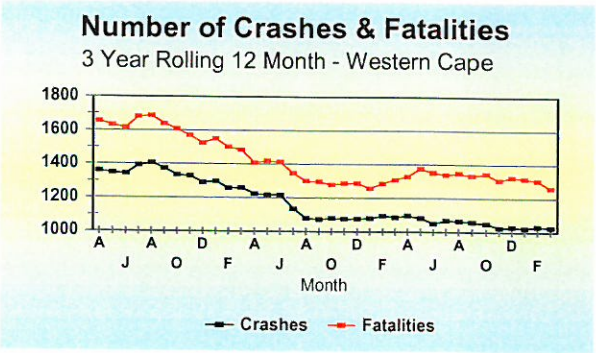
9. Summary: Some graphs reflecting Crash Rates and Trends

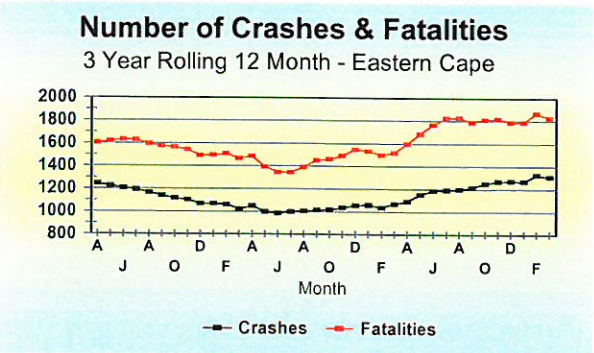
9.1 Three (3)-Year Rolling 12-month Number of Fatal Crashes and Fatalities

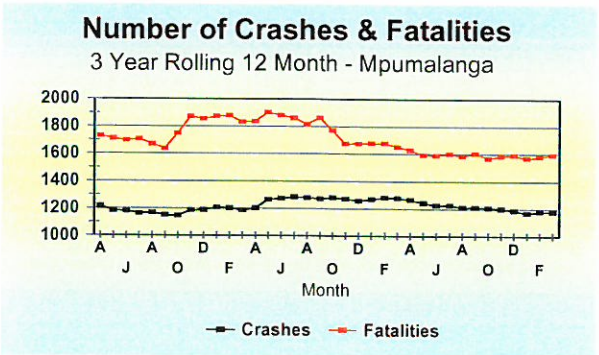


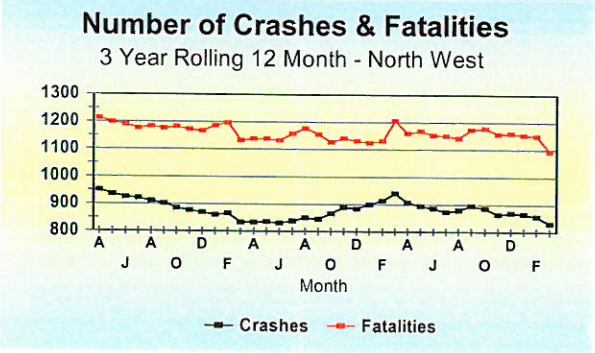


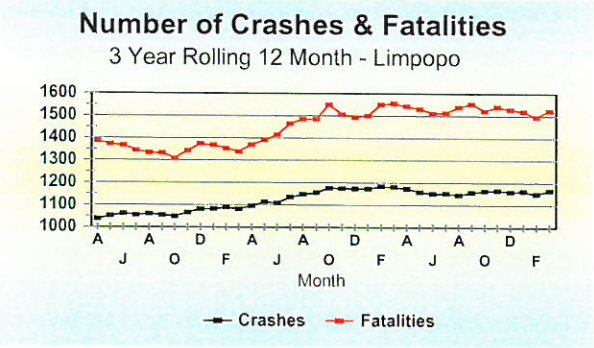




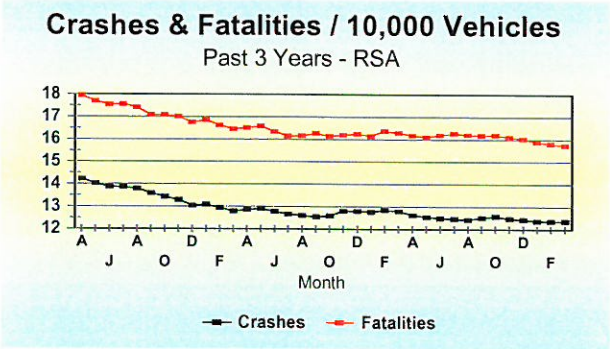


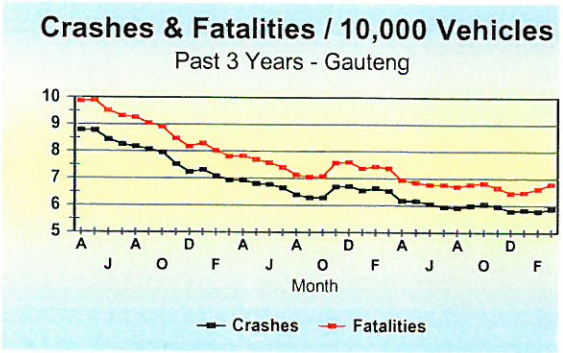


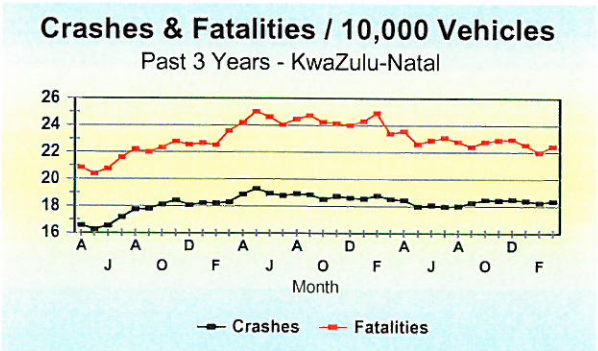


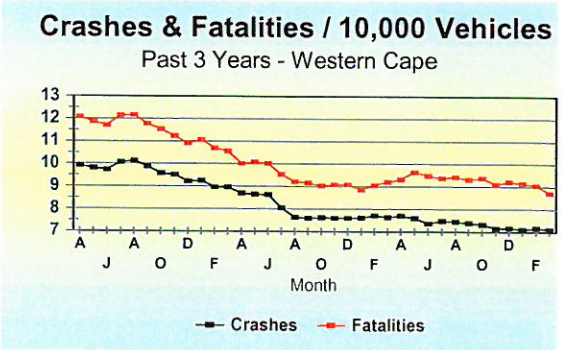


9.2 Number of Fatal Crashes and Fatalities per 10,000 Registered Vehicles over a period of 3 years



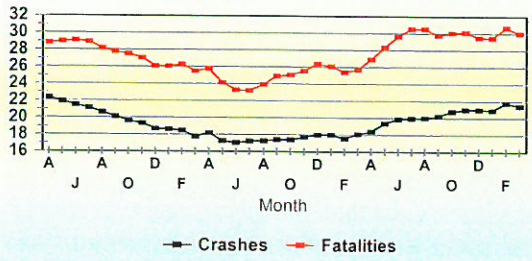






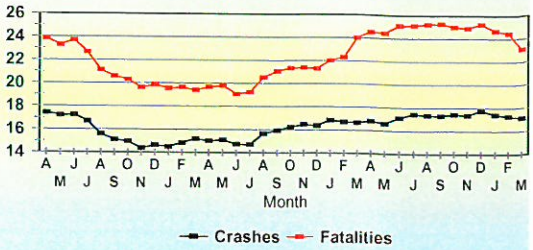
Crashes & Fatalities / 10,000 Vehicles

Past 3 Years - Eastern Cape



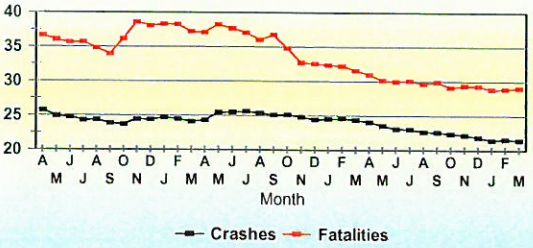
Crashes & Fatalities / 10,000 Vehicles

Past 3 Years - Free State



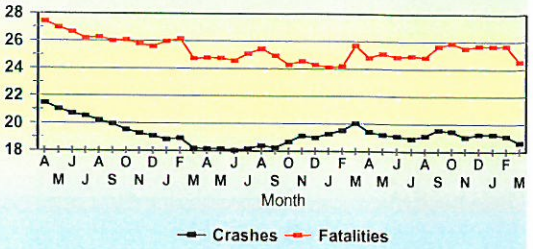
Crashes & Fatalities / 10,000 Vehicles

Past 3 Years - Mpumalanga



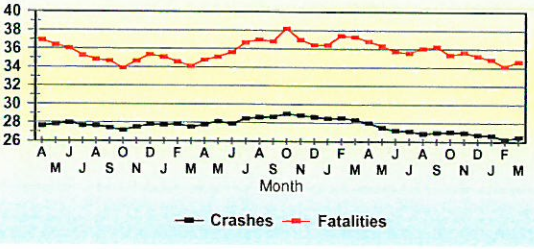
Crashes & Fatalities / 10,000 Vehicles

Past 3 Years - North West



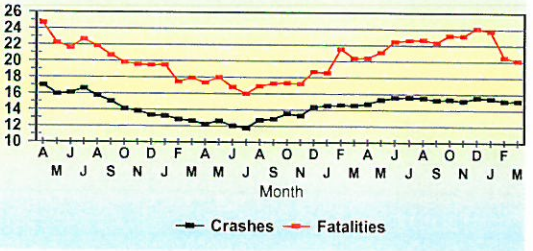
Crashes & Fatalities / 10,000 Vehicles

Past 3 Years - Limpopo



Crashes & Fatalities / 10,000 Vehicles

Past 3 Years - Northern Cape



10. Results of the 2010 Road Traffic Offence Survey

10.1 Introduction

Annually, the Corporation conducts an independent traffic offence survey to determine the level of lawlessness on our roads with regards to selected critical road traffic offences that mostly contribute to the occurrence of road crashes in the country.
The survey focused on the following offences:

- Speed-urban and rural (light, heavy vehicles and taxis);
- Traffic signal offences;
- Overtaking across barrier line;
- Alcohol levels;
- Driving licences present and valid;
- Wearing of seatbelts;
- Vehicle fitness;
- Correlation between vehicle registration plate and license disk;
- Pedestrian compliance; and
- Presence of traffic officers, pedestrians, cyclists and animals on the roads.

The RTMC conducts an independent annual traffic offence survey and the information obtained from the survey is mainly used for the following purposes:

- To determine the level of legal compliance/non compliance amongst road users on a year-on-year basis;
- To measure the effect and impact of road safety intervention strategies such as communication, law enforcement programmes, amongst others;
- To inform and recommend intelligent transport systems;
- To inform and recommend automated law enforcement technologies and
- To complement existing traffic safety information as well as to identify factors that contribute to road traffic crashes.

By comparing these rates on an annual basis, the long-term progress with regard to traffic discipline, law compliance, quality and safety in road traffic can be measured, monitored and evaluated.

A brief summary of the main offence indices for 2010 on a national level, in comparison with those of 2009, is given in the table below:

Summary of 2009-2010 Offence Indices

Offence type	Description	2009	2010	Change	% Change
Speed offences	Urban areas all vehicle types	6.30	5.6	-0.7	-11.1%
	Rural areas all vehicle types	7.9	5.6	-2.3	-29.1%
Alcohol offences	Day-time all vehicle types	1.26	0.68	-1.1	-87.3%
	Night-time all vehicle types	2.40	2.34	-0.1	-4.2%
Seatbelt offences	Drivers	3.9	4.5	0.6	15.4%
	Passengers front eat	4.5	5.0	0.5	11.1%
Traffic signal offences	Day-time all vehicle types	24.6	12.3	-12.3	-50%
	Night-time all vehicle types	19.6	11.8	-7.8	-39.8%
No driving license	All vehicles	1.5	0.8	-0.7	-46.7%
No PrPD	Minibus taxis,buses,trucks	2.0	0.8	-1.2	-60%
Tyre offences	Worn and damaged tyres	6.9	5.6	-1.3	-18.8%
Vehicle light offences	Head-lights	1.1	1.0	-0.1	-9.1%
	Tail-lights	0.6	0.5	-0.1	-16.7%
	Brake-lights	2.3	4.2	1.9	82.6%
Number plate	No plate and disk correlation	0.2	0.3	0.1	-50%
Combined Index		5.6	4.2	-1.4	-25%

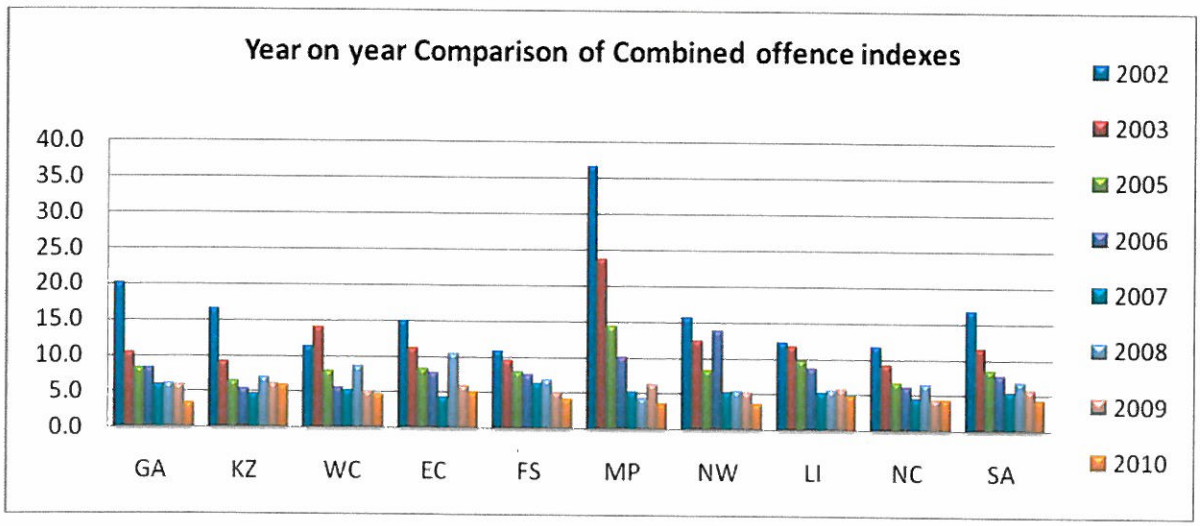
The information in the table above shows that, on a national level, the overall offence index has decreased by 25% from an index of 5.6 in 2009 to an index of 4.2 in 2010. An increase of 15.4%, 11.1% and 82.6% was observed for seatbelt drivers, front passengers and brake lights from 2009 to 2010 respectively. Although a decrease has

been in observed other offences ,it needs to be emphasized that these indices are still very high and very far from reaching the desired maximum offence rate of 5%.
The findings of these annual offence surveys assist prioritization of law enforcement interventions. For instance the 2010 offence survey established that the most important offences to focus on, as identified in the study, are amongst seatbelt drivers, front passengers and brake lights.

Provincial Road Traffic Offence Indices

The combined indexes are shown below. The indexes represent the levels of lawlessness (or traffic offence levels) on South African roads.

Combined offence indexes										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	SA
2002	20.0	16.5	11.3	14.9	10.7	36.6	15.6	12.2	11.6	16.7
2003	10.3	9.2	14.0	11.0	9.5	23.7	12.4	11.6	9.1	11.4
2005	8.2	6.4	7.9	8.2	7.8	14.3	8.2	9.6	6.6	8.4
2006	8.2	5.4	5.5	7.7	7.5	10.1	13.7	8.6	6.0	7.7
2007	5.8	4.7	5.2	4.3	6.3	5.2	5.1	5.1	4.5	5.3
2008	6.1	7.0	8.5	10.3	6.9	4.3	5.4	5.6	6.4	6.8
2009	5.8	6.0	5.0	5.9	5.0	6.2	5.1	5.7	4.3	5.6
2010	3.3	5.9	4.6	5.0	4.1	3.6	3.6	4.8	4.3	4.2



All other provinces show a decrease between their 2009 and 2010 offence indices, except for the Northern Cape, which remained constant on 4.3. Mpumalanga shows the highest offence index for 2009. Northern Cape shows the lowest offence index for 2009.

The following changes were observed in the SA averages for the different offences used to calculate the overall offence index:

- The urban speed offence index **decreased** from 6.3 to 5.6.
- The rural speed offence index **decreased** from 7.9 to 5.6.
- The night time alcohol offence index **decreased** from 2.4 to 2.3.
- The unobserved seatbelt offence index for drivers **decreased** from 1.5 to 0.8.
- The unobserved seatbelt offence index for front passengers **increased** from 4.5 to 5.0.
- The day time traffic signal offence index **decreased** from 24.7 to 12.3.
- The day time barrier line offence index **decreased** from 16.1 to 10.3.
- The driver's license offence index **decreased** from 1.5 0.8.
- The PDRP offence index **decreased** from 2.0 to 0.8.
- The worn tyres offence index **decreased** from 6.8 to 5.6.
- The front bright light offence index **decreased** from 1.1 to 1.0.
- The tail light offence index **decreased** from 0.6 to 0.5.
- The brake light offence index **increased** from 2.3 to 4.2.

The overall offence index has decreased from 5.6 to 4.2.

Information on the comparison between fatal crashes and road traffic offences for the years 209 and 2010 is given in the table below and the % change is reflected in the graph below.

Comparison between Fatal Crashes and Traffic Offence Indices										
Number of Fatal Crashes										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009	2440	2994	1448	1471	849	2155	1173	1500	342	14372
2010	2153	2216	1085	1069	762	1277	940	1181	265	10948
Change	-287	-778	-363	-402	-87	--878	--233	-319	--77	-3424
% Change	-11.76%	-26%	-25.1%	-27%	-10.24%	-40.7%	-19.9%	-21.3%	-22.5%	-23.8%
Combined Offence Index										
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2009	5.8	6	5	5.9	5	6.2	5.1	5.7	4.3	5.6
2010	3.3	5.9	4.6	5	4.1	3.6	3.6	4.8	4.3	4.2
Change	-2.5	-0.1	-0.4	-0.9	-0.9	-2.6	-1.5	-0.9	0	-1.4
% Change	-43.1%	-1.7%	-8.0%	-15.3%	-18.0%	-41.9%	-29.4%	-15.8%	0.0%	-25.0%

The information above shows that there is strong 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 25.0% and fatal crashes decreased by 23.8%
- Gauteng : offence index decreased by 43.1% and fatal crashes decreased by 11.76%
- KwaZulu-Natal : offence index decreased by 1.7% and fatal crashes decreased by 26%
- Western Cape : offence index decreased by 8.0% and fatal crashes decreased by 25.1%
- Eastern Cape : offence index decreased by 15.3% and fatal crashes decreased by 27%
- Free State : offence index decreased by 18.0% and fatal crashes decreased by 10.24%
- Mpumalanga : offence index decreased by 41.9% and fatal crashes decreased by 4O.7%
- North West : offence index decreased by 29.4% and fatal crashes decreased by 19.9%
- Limpopo : offence index decreased by 15.8% and fatal crashes decreased by 21.3%;

11. RECOMMENDATIONS

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 2.3. 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 10.3.
- 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 5.6. 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 for 2010 remains very high on 5.6. Speed discipline must be restored on South African roads and community leaders on all levels should set an example.

The Corporation's Road Traffic Injuries and Research Network (RTIRN) has been established.

The main objectives of the network are:

- To set priorities for road traffic injury research.
- To develop capacity for road traffic injury research
- To promote investments
- To facilitate communication between partners involved in road traffic injury research
- To conduct strategic research on road traffic injuries
- To disseminate and promote the application and utilization of research result.

12. Traffic Engineering and Infrastructure Safety Audit

The Corporation has launched an international road assessment programme (iRAP). The program's main objective is to promote road safety through the improved road infrastructure. The road network in which the project will be conducted is still to be finalized in consultation with stakeholders. The project will help the country to reduce fatal crashes that are caused due to road infrastructure. Such crashes are head-on, brutal side-impacts at intersections, hitting roadside hazards, which kill vehicle occupants. Pedestrians and bicyclists are killed when crossing road and when moving along the road. These types of crashes could be reduced if road infrastructure is addressed, as it is the main contributor. As the Corporation, we were able to solicit the support of some of the key stakeholders.

The Corporation has also completed the road safety audit manual, which will help the road authorities to identify hazardous locations and develop intervention and also use it when planning new road infrastructure project.

Annexures

Annexure A

Number of Registered Vehicles

March 2010	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
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**

March 2011	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Veh's										
Motorcars	2 392 680	782 541	1 003 000	365 571	263 606	304 791	246 239	220 086	96 974	**5 675 488**
Minibuses	111 521	45 784	34 681	21 192	12 234	20 442	16 974	19 107	3 923	**285 858**
Buses	16 331	6 678	5 096	3 887	2 132	4 921	3 222	4 286	1 246	**47 799**
Motorcycles	131 694	31 560	74 043	23 099	20 122	18 766	14 909	9 369	7 709	**331 271**
LDV's - Bakkies	660 036	291 268	275 541	168 431	114 003	162 183	125 846	164 406	63 360	**2 025 074**
Trucks	125 056	50 178	34 720	23 747	19 662	26 868	17 158	20 296	9 036	**326 721**
Other & Unkwn	38 684	31 874	33 950	14 378	39 363	26 535	26 132	15 276	8 147	**234 337**
Sub-Total	**3 476 002**	**1 239 883**	**1 461 031**	**620 305**	**471 122**	**564 506**	**450 480**	**452 826**	**190 395**	**8 926 548**
Towed Veh's										
Caravans	41 484	8 402	16 442	5 657	8 008	9 985	6 958	5 225	2 974	**105 135**
Heavy Trailers	52 265	25 725	12 559	9 889	14 259	15 889	9 952	6 471	4 731	**151 740**
Light Trailers	292 512	72 431	117 743	48 028	57 404	53 309	46 658	33 046	23 587	**744 718**
Unknown	2 787	1 613	2 324	1 280	2 088	2 173	2 584	1 357	676	**16 880**
Sub-Total	**389 048**	**108 171**	**149 068**	**64 854**	**81 759**	**81 356**	**66 152**	**46 099**	**31 968**	**1 018 473**
All Vehicles	**3 865 050**	**1 348 053**	**1 610 098**	**685 159**	**552 880**	**645 862**	**516 632**	**498 925**	**222 362**	**9 945 021**

% Change March 2010-2011	Number of Registered Vehicles per Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	4.74	2.87	2.59	4.21	3.07	6.15	-4.70	7.69	4.41	**3.72**
Minibuses	1.17	4.67	-1.47	1.45	1.02	3.27	-6.17	1.17	1.82	**1.08**
Buses	7.21	-3.89	2.08	2.07	4.82	8.70	2.03	8.15	4.27	**4.23**
Motorcycles	-8.27	-6.59	-2.19	-6.12	-14.66	-19.35	-28.58	-26.39	-14.73	**-9.78**
LDV's - Bakkies	4.33	2.62	0.94	2.91	2.55	5.39	-3.30	5.51	3.59	**3.04**
Trucks	2.71	-0.16	0.98	-2.36	2.03	5.95	-4.77	3.05	4.29	**1.55**
Other & Unkwn	5.23	0.66	1.72	2.87	-0.60	3.01	-3.83	2.76	2.98	**1.41**
Sub-Total	**3.93**	**2.39**	**1.86**	**3.03**	**1.64**	**4.59**	**-5.33**	**5.23**	**3.08**	**2.77**
Towed Vehicles										
Caravans	1.35	-2.42	-0.26	-1.75	-0.52	1.70	-9.55	1.24	0.03	**-0.33**
Heavy Trailers	4.39	0.95	9.09	-6.74	5.86	6.79	-0.50	-0.43	5.77	**3.23**
Light Trailers	4.45	2.37	2.68	3.04	1.89	4.63	-5.94	4.20	2.87	**2.91**
Unknown	6.09	0.72	-1.53	3.02	-0.62	0.07	-5.21	-1.95	4.73	**0.14**
Sub-Total	**4.11**	**1.62**	**2.79**	**0.99**	**2.25**	**4.55**	**-5.53**	**3.00**	**3.05**	**2.57**
All Vehicles	**3.95**	**2.33**	**1.95**	**2.83**	**1.73**	**4.59**	**-5.36**	**5.02**	**3.07**	**2.75**

Annexure B-1

Number of Vehicles that are Un-Roadworthy

Number of Un-Roadworthy Vehicles										
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**
March 2011	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	90 155	27 153	24 324	10 076	10 674	11 625	8 756	6 910	1 832	**191 505**
Minibuses	14 727	5 760	2 590	2 102	1 368	2 118	1 978	2 044	328	**33 015**
Buses	1 522	624	335	361	189	410	258	375	125	**4 199**
Motorcycles	16 529	3 465	3 943	1 324	2 019	2 905	1 967	1 296	525	**33 973**
LDV's - Bakkies	24 090	10 952	6 318	4 612	3 459	4 906	3 317	3 892	1 096	**62 642**
Trucks	12 742	5 976	2 646	2 545	3 078	3 734	2 411	2 604	1 347	**37 083**
Other & Unkwn	2 066	1 671	683	577	2 010	1 373	1 185	956	295	**10 816**
Sub-Total	**161 831**	**55 601**	**40 839**	**21 597**	**22 797**	**27 071**	**19 872**	**18 077**	**5 548**	**373 233**
Towed Vehicles										
Caravans	1 227	346	374	139	282	405	267	204	77	**3 321**
Heavy Trailers	5 129	2 325	1 104	890	1 786	1 732	962	708	380	**15 016**
Light Trailers	5 694	2 038	2 056	828	1 630	1 244	1 017	825	267	**15 599**
Unknown	196	102	53	53	78	109	96	54	20	**761**
Sub-Total	**12 246**	**4 811**	**3 587**	**1 910**	**3 776**	**3 490**	**2 342**	**1 791**	**744**	**34 697**
All Vehicles	**174 077**	**60 412**	**44 426**	**23 507**	**26 573**	**30 561**	**22 214**	**19 868**	**6 292**	**407 930**
% Change	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	11.76	4.04	12.23	8.13	11.29	21.98	6.17	21.61	23.62	**11.15**
Minibuses	-4.71	-5.28	-10.84	-11.08	-0.51	-7.75	-15.25	-5.15	-5.20	**-6.50**
Buses	-5.64	-29.89	-14.32	-2.70	4.42	-1.91	-10.73	0.81	-8.76	**-9.93**
Motorcycles	-51.93	-44.82	-47.25	-57.10	-63.18	-63.45	-71.48	-72.82	-73.89	**-56.63**
LDV's - Bakkies	5.86	0.70	7.58	14.44	9.57	12.63	-0.96	22.16	17.22	**7.05**
Trucks	-14.39	-17.88	-19.35	-14.94	-9.97	-6.35	-14.08	-10.64	-5.01	**-13.72**
Other & Unkwn	3.40	-7.12	5.24	19.96	8.47	18.16	-3.81	12.87	12.17	**5.17**
Sub-Total	**-5.78**	**-6.24**	**-3.34**	**-4.62**	**-9.03**	**-8.84**	**-21.00**	**-9.27**	**-15.84**	**-7.24**
Towed Vehicles										
Caravans	2.16	-6.23	5.95	-15.76	13.71	2.79	-12.46	0.00	-3.75	**0.06**
Heavy Trailers	-19.62	-19.77	6.87	-26.69	1.71	4.15	-12.78	-6.10	-11.63	**-12.86**
Light Trailers	4.82	0.69	4.42	5.75	9.99	11.37	-10.16	6.59	11.72	**4.33**
Unknown	-13.27	-16.39	-24.29	12.77	1.30	-5.22	-3.03	28.57	-9.09	**-7.20**
Sub-Total	**-7.51**	**-11.12**	**4.73**	**-13.54**	**5.98**	**6.11**	**-11.25**	**0.96**	**-3.50**	**-4.48**
All Vehicles	**-5.91**	**-6.65**	**-2.73**	**-5.41**	**-7.16**	**-7.35**	**-20.07**	**-8.44**	**-14.55**	**-7.01**

Number of Un-Licensed Vehicles

Number of Un-Licenced Vehicles										
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**
March 2011	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	81 724	23 223	23 742	14 039	9 602	11 172	9 124	8 474	3 156	**184 256**
Minibuses	5 554	1 730	1 078	1 110	427	650	800	764	145	**12 258**
Buses	355	177	95	212	47	102	72	95	15	**1 170**
Motorcycles	8 271	1 958	4 079	1 453	1 218	1 142	965	632	365	**20 083**
LDV's - Bakkies	18 933	8 856	5 619	6 418	3 200	4 663	3 986	5 033	1 496	**58 204**
Trucks	3 174	1 614	654	791	429	795	558	734	229	**8 978**
Other & Unkwn	862	1 007	455	372	815	527	783	440	160	**5 421**
Sub-Total	**118 873**	**38 565**	**35 722**	**24 395**	**15 738**	**19 051**	**16 288**	**16 172**	**5 566**	**290 370**
Towed Vehicles										
Caravans	1 222	241	359	183	235	278	223	161	84	**2 986**
Heavy Trailers	924	537	190	278	200	291	187	146	89	**2 842**
Light Trailers	11 233	2 912	3 413	1 787	1 673	1 695	1 618	1 124	634	**26 089**
Unknown	164	82	96	58	95	88	168	56	34	**841**
Sub-Total	**13 543**	**3 772**	**4 058**	**2 306**	**2 203**	**2 352**	**2 196**	**1 487**	**841**	**32 758**
All Vehicles	**132 416**	**42 337**	**39 780**	**26 701**	**17 941**	**21 403**	**18 484**	**17 659**	**6 407**	**323 128**
% Change	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	3.84	-2.89	-6.71	9.33	0.82	14.57	-5.46	8.52	3.10	**1.97**
Minibuses	13.81	-2.04	-7.07	29.07	2.89	6.21	4.58	18.82	3.57	**9.05**
Buses	31.00	-13.66	-1.04	101.90	14.63	82.14	26.32	48.44	0.00	**28.57**
Motorcycles	16.56	8.96	0.77	4.46	4.82	28.75	4.66	21.07	5.19	**10.52**
LDV's - Bakkies	1.52	-1.24	-9.98	10.05	-1.78	5.31	0.58	-0.34	-4.29	**0.43**
Trucks	-3.29	-3.12	-11.98	7.91	-14.37	6.28	-3.13	12.06	24.46	**-1.21**
Other & Unkwn	10.51	22.51	-1.09	14.11	3.16	10.02	-2.37	13.99	18.52	**8.86**
Sub-Total	**4.59**	**-1.46**	**-6.48**	**10.44**	**0.30**	**12.32**	**-2.68**	**6.89**	**2.22**	**2.59**
Towed Vehicles										
Caravans	10.69	-0.41	-4.52	8.93	23.04	6.51	-2.19	7.33	2.44	**6.57**
Heavy Trailers	-24.69	-30.80	12.43	38.31	-14.53	25.97	-6.97	20.66	39.06	**-11.85**
Light Trailers	7.42	3.23	-4.93	10.44	-3.46	13.30	0.06	3.02	-5.51	**3.97**
Unknown	12.33	-18.00	-12.73	-17.14	-1.04	-21.43	-8.70	-23.29	100.00	**-7.38**
Sub-Total	**4.71**	**-4.24**	**-4.41**	**12.11**	**-2.26**	**12.00**	**-1.52**	**3.62**	**0.84**	**2.28**
All Vehicles	**4.60**	**-1.72**	**-6.28**	**10.59**	**-0.02**	**12.29**	**-2.54**	**6.61**	**2.04**	**2.56**

Annexure B-3

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

Number of Vehicles : Un-Roadworthy OR Un-Licenced 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-Licenced OR Both										
March 2011	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	180 642	54 219	50 960	26 129	21 987	24 720	19 095	16 629	5 292	**399 673**
Minibuses	22 258	8 242	3 990	3 574	1 953	3 026	3 073	3 098	521	**49 735**
Buses	2 004	865	459	623	256	548	348	498	144	**5 745**
Motorcycles	26 281	5 806	8 450	2 943	3 454	4 290	3 099	2 043	925	**57 291**
LDV's - Bakkies	44 964	21 309	12 631	11 815	7 093	10 320	7 752	9 513	2 745	**128 142**
Trucks	16 760	8 169	3 474	3 578	3 668	4 814	3 154	3 570	1 649	**48 836**
Other & Unkwn	3 061	2 804	1 172	989	2 916	1 971	2 059	1 468	468	**16 908**
Sub-Total	**295 970**	**101 414**	**81 136**	**49 651**	**41 327**	**49 689**	**38 580**	**36 819**	**11 744**	**706 330**
Towed Vehicles										
Caravans	2 545	620	767	333	539	712	512	386	166	**6 580**
Heavy Trailers	6 249	3 002	1 380	1 268	2 023	2 090	1 186	890	493	**18 581**
Light Trailers	17 529	5 119	5 642	2 707	3 406	3 056	2 732	2 005	919	**43 115**
Unknown	376	195	155	114	179	205	277	112	56	**1 669**
Sub-Total	**26 699**	**8 936**	**7 944**	**4 422**	**6 147**	**6 063**	**4 707**	**3 393**	**1 634**	**69 945**
All Vehicles	**322 669**	**110 350**	**89 080**	**54 073**	**47 474**	**55 752**	**43 287**	**40 212**	**13 378**	**776 275**

Number of Vehicles : Un-Roadworthy OR Un-Licenced OR Both										
% Change	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	8.49	1.03	1.93	8.21	6.72	19.46	0.23	15.44	10.60	**6.91**
Minibuses	2.56	-2.90	-9.73	2.76	2.63	-2.17	-7.47	3.58	0.58	**-0.36**
Buses	2.77	-26.88	-10.70	22.16	9.87	11.16	-3.87	10.18	-9.43	**-1.90**
Motorcycles	-38.24	-30.29	-28.75	-36.19	-49.09	-52.33	-61.14	-61.96	-61.30	**-42.06**
LDV's - Bakkies	4.33	0.12	-1.20	12.51	4.66	10.47	0.77	9.31	5.05	**4.36**
Trucks	-10.95	-13.56	-18.47	-7.85	-9.66	-2.31	-10.85	-4.95	-0.30	**-10.15**
Other & Unkwn	5.88	1.93	2.90	17.74	7.32	17.95	-2.46	14.60	15.27	**6.97**
Sub-Total	**-0.52**	**-3.55**	**-4.52**	**3.50**	**-4.06**	**0.95**	**-12.42**	**-0.38**	**-6.24**	**-2.10**
Towed Vehicles										
Caravans	7.57	-2.05	2.68	-2.35	20.31	3.79	-7.25	4.32	0.00	**4.30**
Heavy Trailers	-20.21	-22.29	11.47	-12.49	-0.44	7.73	-10.69	-1.77	-3.14	**-11.93**
Light Trailers	7.61	2.36	-0.98	9.51	3.65	13.82	-3.36	4.48	-0.76	**4.89**
Unknown	-2.59	-15.22	-15.30	-5.00	2.87	-10.87	-5.46	-5.08	43.59	**-5.87**
Sub-Total	-0.65	-8.13	0.99	0.91	3.48	9.42	-5.86	2.41	-0.37	**-0.48**
All Vehicles	**-0.53**	**-3.94**	**-4.05**	**3.29**	**-3.15**	**1.81**	**-11.75**	**-0.15**	**-5.56**	**-1.95**

Annexure C-1

Number of Learner Licences Issued

March 2010	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**
March 2011	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	19 930	4 703	15 605	3 675	3 024	2 720	2 222	1 319	1 292	**54 490**
2	116 630	53 204	104 243	43 064	21 421	13 259	16 538	9 747	8 154	**386 260**
3	287 435	145 493	83 833	72 515	56 674	87 083	57 326	98 917	19 775	**909 051**
Total	**423 995**	**203 400**	**203 681**	**119 254**	**81 119**	**103 062**	**76 086**	**109 983**	**29 221**	**1 349 801**
% Change	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	-2.94	6.72	-1.33	-4.72	-4.73	-1.77	-13.14	0.15	-12.11	**-2.52**
2	14.13	19.19	8.95	10.59	15.79	18.32	10.07	18.38	5.12	**12.89**
3	-1.93	2.08	7.28	5.41	1.17	10.12	-13.49	0.78	-4.11	**0.70**
Total	**1.97**	**6.17**	**7.40**	**6.87**	**4.41**	**10.76**	**-9.26**	**2.12**	**-2.11**	**3.77**

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

Annexure C-2

Number of Driving Licences Issued

March 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
March 2011	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	158 823	55 666	91 830	31 759	25 157	21 163	18 729	13 203	8 710	**425 040**
A	45 238	13 054	26 337	9 163	9 243	6 876	6 736	3 912	2 485	**123 044**
B	638 956	318 353	374 949	148 094	99 046	83 388	85 359	49 940	34 775	**1 832 860**
EB	3 225	4 606	2 825	804	417	1 031	1 562	1 287	342	**16 099**
C1	626 731	311 059	116 169	81 002	93 628	177 498	113 294	281 622	35 839	**1 836 842**
EC1	1 323 138	577 888	764 126	307 635	176 685	161 342	143 266	106 676	64 447	**3 625 203**
C	271 318	140 824	107 400	61 335	71 184	85 233	50 604	76 758	23 035	**887 691**
EC	236 140	70 666	51 794	45 310	36 008	52 254	37 906	62 873	11 159	**604 110**
Total	**3 303 569**	**1 492 116**	**1 535 430**	**685 102**	**511 368**	**588 785**	**457 456**	**596 271**	**180 792**	**9 350 889**
% Change	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	2.97	1.26	3.73	1.44	0.70	1.47	-6.75	2.04	2.22	**2.06**
A	1.04	0.67	1.88	0.44	-0.33	0.12	-7.08	0.51	2.39	**0.51**
B	13.04	6.81	11.29	8.37	7.85	9.96	1.29	11.59	7.44	**10.02**
EB	9.58	2.58	6.68	7.77	8.31	28.39	-0.70	4.38	5.23	**6.29**
C1	17.15	14.81	16.09	20.64	10.46	21.54	2.67	15.27	10.68	**15.45**
EC1	0.56	-0.06	0.75	0.22	-0.08	0.13	-6.63	0.61	0.16	**0.11**
C	1.18	1.45	1.24	1.41	1.35	1.81	-3.58	1.58	1.41	**1.07**
EC	0.14	-0.07	-0.34	0.60	-0.47	0.26	-5.23	0.64	0.51	**-0.21**
Total	**5.82**	**4.40**	**4.42**	**4.21**	**3.42**	**7.57**	**-2.56**	**8.18**	**3.79**	**4.88**

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

March 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**
March 2011	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1 874	2 303	2 132	800	946	1 155	490	1 110	445	**11 255**
P	238	119	508	132	134	143	45	115	48	**1 482**
P G	220 151	133 666	113 201	63 636	49 986	73 423	45 225	83 413	19 691	**802 392**
D G	35	6	21	2	16	13	21	11	1	**126**
D P G	7 496	5 958	2 323	1 138	1 827	1 778	882	1 003	389	**22 794**
Total	**229 794**	**142 052**	**118 185**	**65 708**	**52 909**	**76 512**	**46 663**	**85 652**	**20 574**	**838 049**
% Change	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	-2.14	-0.56	6.55	-1.60	-2.37	1.49	-6.13	-5.69	2.30	**-0.27**
P	-8.81	-51.82	-42.66	-43.83	-36.19	-8.92	-30.77	-4.17	-22.58	**-33.93**
P G	4.65	8.91	10.98	8.37	-0.50	7.69	-6.43	8.37	0.72	**5.98**
D G	-10.26	-40.00	-59.62	-50.00	0.00	-45.83	110.00	10.00	-66.67	**-25.00**
D P G	-9.32	-48.42	-62.37	-66.20	3.92	-16.84	-1.23	-12.33	2.91	**-36.09**
Total	**4.05**	**3.79**	**6.36**	**4.07**	**-0.53**	**6.81**	**-6.34**	**7.84**	**0.71**	**3.92**

Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods

Annexure D

Monthly Number of Fatal Crashes per Province: 2007 - 2011

Year	Month	Number of Fatal Crashes per Province per 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**
	Mar	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**
	Mar	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**
	Mar	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**
	Apr	95	205	94	117	59	94	54	95	21	**834**
	May	197	170	94	105	60	102	66	94	28	**916**
	Jun	125	209	75	116	74	105	66	94	23	**887**
	Jul	176	195	93	107	78	116	76	115	20	**976**
	Aug	166	217	71	114	60	105	88	98	23	**942**
	Sep	214	206	81	119	64	103	82	108	18	**995**
	Oct	207	184	78	119	79	106	73	102	28	**976**
	Nov	181	187	69	107	65	96	71	90	16	**882**
	Dec	167	196	110	141	98	103	84	127	52	**1 078**
2011	Jan	140	146	82	89	56	78	62	78	22	**753**
	Feb	162	148	91	96	46	93	55	67	13	**771**
	Mar	178	184	88	77	60	78	54	97	19	**835**

Annexure E

Monthly Number of Fatalities per Province : 2007 - 2011

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**
	Mar	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**
	Mar	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**
	Mar	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**
	Apr	100	274	98	195	106	117	65	121	23	**1 099**
	May	212	188	175	151	77	122	107	111	36	**1 179**
	Jun	136	266	89	180	98	144	88	130	43	**1 174**
	Jul	228	261	111	174	95	158	121	151	23	**1 322**
	Aug	178	252	98	174	89	131	114	149	28	**1 213**
	Sep	243	227	92	159	102	184	105	147	24	**1 282**
	Oct	226	236	98	153	91	127	87	114	45	**1 177**
	Nov	202	211	75	140	83	147	91	112	22	**1 083**
	Dec	186	248	144	168	123	166	100	151	79	**1 365**
2011	Jan	150	170	88	111	77	84	78	93	20	**871**
	Feb	235	171	93	137	58	107	67	102	13	**982**
	Mar	223	236	96	84	77	107	71	143	19	**1 056**

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**
Sept 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 2010	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 2010	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 2010	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**

Year	Number of Fatalities per Road User Group										
Month	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Apr 2010	Drivers	38	60	35	30	22	41	28	40	6	**299**
	Passengers	15	120	18	117	65	41	11	47	8	**440**
	Pedestrians	48	94	45	48	20	36	26	34	10	**360**
	Total	**100**	**274**	**98**	**195**	**106**	**117**	**65**	**121**	**23**	**1 099**
May 2010	Drivers	55	39	27	25	20	40	30	31	20	**287**
	Passengers	40	50	101	88	41	37	61	42	16	**477**
	Pedestrians	117	99	47	38	16	45	16	39	0	**415**
	Total	**212**	**188**	**175**	**151**	**77**	**122**	**107**	**111**	**36**	**1 179**
Jun 2010	Drivers	43	78	20	52	37	45	35	23	13	**346**
	Passengers	32	83	35	110	46	54	41	64	30	**494**
	Pedestrians	61	105	35	17	15	45	13	43	0	**333**
	Total	136	266	89	180	98	144	88	130	43	1 174
Jul 2010	Drivers	69	66	40	40	23	68	41	45	7	399
	Passengers	73	91	28	85	38	71	48	53	10	**496**
	Pedestrians	86	104	43	49	34	19	31	53	7	**426**
	Total	**228**	**261**	**111**	**174**	**95**	**158**	**121**	**151**	**23**	**1 322**
Aug 2010	Drivers	62	75	28	47	29	60	46	33	11	**391**
	Passengers	28	79	40	77	40	34	40	77	12	**428**
	Pedestrians	88	98	30	50	20	37	28	38	5	**394**
	Total	**178**	**252**	**98**	**174**	**89**	**131**	**114**	**149**	**28**	**1 213**
Sept 2010	Drivers	106	52	33	47	29	43	35	37	6	**388**
	Passengers	48	55	37	65	52	108	39	76	12	**493**
	Pedestrians	89	119	22	47	20	33	31	34	6	**400**
	Total	**243**	**227**	**92**	**159**	**102**	**184**	**105**	**147**	**24**	**1 282**
Oct 2010	Drivers	78	59	27	32	32	43	30	31	8	**340**
	Passengers	31	84	35	72	38	45	34	38	34	**410**
	Pedestrians	118	93	37	49	20	39	24	45	3	**427**
	Total	**226**	**236**	**98**	**153**	**91**	**127**	**87**	**114**	**45**	**1 177**
Nov 2010	Drivers	80	50	25	54	38	63	24	37	7	**379**
	Passengers	49	43	23	40	28	66	29	45	11	**333**
	Pedestrians	73	118	27	47	18	18	38	29	4	**371**
	Total	**202**	**211**	**75**	**140**	**83**	**147**	**91**	**112**	**22**	**1 083**
Dec 2010	Drivers	55	51	34	24	40	47	28	42	20	**341**
	Passengers	46	97	70	69	60	90	40	49	48	**569**
	Pedestrians	85	100	40	76	23	29	32	59	11	**456**
	Total	**186**	**248**	**144**	**168**	**123**	**166**	**100**	**151**	**79**	**1 365**
Jan 2011	Drivers	48	33	29	15	31	12	31	29	11	**239**
	Passengers	34	72	21	59	31	37	31	41	6	**333**
	Pedestrians	68	65	38	37	15	34	16	24	3	**299**
	Total	**150**	**170**	**88**	**111**	**77**	**84**	**78**	**93**	**20**	**871**
Feb 2011	Drivers	85	25	34	27	23	23	19	37	0	**272**
	Passengers	93	63	17	41	12	51	24	51	0	**351**
	Pedestrians	57	83	43	69	23	34	24	14	13	**359**
	Total	**235**	**171**	**93**	**137**	**58**	**107**	**67**	**102**	**13**	**982**
Mar 2011	Drivers	48	68	31	28	20	46	17	25	19	**302**
	Passengers	78	85	16	7	40	43	27	85	0	**381**
	Pedestrians	96	83	49	49	17	17	27	34	0	**372**
	Total	**223**	**236**	**96**	**84**	**77**	**107**	**71**	**143**	**19**	**1 056**
Year Total	Drivers	766	658	363	420	343	532	363	409	128	**3 983**
	Passengers	567	922	438	831	491	677	425	668	187	**5 205**
	Pedestrians	985	1 161	456	575	240	386	305	445	61	**4 614**
	Total	**2 318**	**2 741**	**1 258**	**1 827**	**1 074**	**1 594**	**1 093**	**1 522**	**376**	**13 802**

Annexure G
Vehicles Involved in Fatal Crashes

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**
2010-11	**Estimated Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1 185	1 461	730	743	385	859	566	590	131	**6 649**
Minibuses	180	84	103	213	82	143	69	114	15	**1 003**
Minibus Taxis	0	296	2	5	3	5	32	62	0	**405**
Buses	23	67	41	41	15	61	5	36	2	**292**
Motorcycles	77	48	69	22	10	41	25	16	2	**309**
LDV's - Bakkies	242	623	246	304	175	476	268	358	110	**2 803**
Trucks	51	42	3	0	76	0	37	82	15	**305**
Trucks - articulated	91	417	129	134	59	270	67	55	4	**1 226**
Other and unknown	180	476	192	86	39	93	109	158	15	**1 348**
Total Motorised	**2 028**	**3 515**	**1 515**	**1 548**	**844**	**1 948**	**1 177**	**1 471**	**293**	**14 339**
Bicycle	42	40	28	12	12	39	28	22	0	**222**
Animal drawn	0	2	0	0	0	0	5	0	0	**7**
Total	**2 070**	**3 557**	**1 542**	**1 560**	**855**	**1 986**	**1 210**	**1 493**	**293**	**14 568**
% Change	**Estimated Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-16.16	18.65	0.28	12.99	-15.09	-8.66	-3.05	-15.84	-20.18	**-3.25**
Minibuses	-28.35	-32.67	-22.62	-4.70	-17.19	-32.16	-21.86	34.64	66.29	**-18.09**
Minibus Taxis	-100.00	-32.23	-91.27	21.00	-58.77	102.45	-35.71	-20.17	-100.00	**-32.79**
Buses	-26.75	-14.30	63.11	-29.07	363.88	-57.95	-77.60	44.40	-4.98	**-25.52**
Motorcycles	-23.71	2.02	0.98	36.13	-22.69	13.88	15.01	128.72	-52.49	**-1.50**
LDV's - Bakkies	-15.02	10.86	10.23	-8.53	-2.54	4.72	4.93	-8.89	-14.64	**-0.41**
Trucks	172.35	1516.00	-93.72	-100.00	78.42	0.00	32.70	97.53	10.86	**54.87**
Trucks - articulated	117.04	196.54	312.32	47.31	1102.65	46.90	290.20	132.39	0.00	**129.44**
Other and unknown	-25.11	36.49	44.37	32.00	-1.21	-36.15	69.77	27.33	66.29	**15.24**
Total Motorised	**-14.96**	**18.22**	**7.55**	**6.79**	**0.09**	**-8.08**	**4.13**	**-0.44**	**-11.85**	**1.56**
Bicycle	-22.72	92.82	-29.32	-45.00	80.40	7.55	-34.28	-2.53	-100.00	**-12.03**
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
Total	**-15.14**	**18.80**	**6.56**	**6.02**	**0.71**	**-7.82**	**3.17**	**-0.47**	**-14.11**	**1.37**

Annexure G-1
Vehicles Involved in Fatal Crashes

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**
2010-11	**Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1 185	1 461	730	743	385	859	566	590	131	**6 649**
Minibuses	180	381	104	218	86	147	100	176	15	**1 408**
Buses	23	67	41	41	15	61	5	36	2	**292**
Motorcycles	77	48	69	22	10	41	25	16	2	**309**
LDV's - Bakkies	242	623	246	304	175	476	268	358	110	**2 803**
Trucks	142	459	132	134	134	270	104	137	19	**1 531**
Other and unknown	180	476	192	86	39	93	109	158	15	**1 348**
Total Motorised	**2 028**	**3 515**	**1 515**	**1 548**	**844**	**1 948**	**1 177**	**1 471**	**293**	**14 339**
% Change	**Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-16.16	18.65	0.28	12.99	-15.09	-8.66	-3.05	-15.84	-20.18	**-3.25**
Minibuses	-29.22	-32.33	-30.64	-4.25	-20.34	-30.74	-26.84	8.41	33.03	**-22.93**
Buses	-26.75	-14.30	63.11	-29.07	363.88	-57.95	-77.60	44.40	-4.98	**-25.52**
Motorcycles	-23.71	2.02	0.98	36.13	-22.69	13.88	15.01	128.72	-52.49	**-1.50**
LDV's - Bakkies	-15.02	10.86	10.23	-8.53	-2.54	4.72	4.93	-8.89	-14.64	**-0.41**
Trucks	134.06	220.53	64.74	44.18	184.37	46.90	130.80	110.14	42.54	**109.34**
Other and unknown	-25.11	36.49	44.37	32.00	-1.21	-36.15	69.77	27.33	66.29	**15.24**
Total Motorised	**-14.96**	**18.22**	**7.55**	**6.79**	**0.09**	**-8.08**	**4.13**	**-0.44**	**-11.85**	**1.56**

AnnexureH-1
Driver Fatalities per Type of Vehicle

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**
2010-11	**Number of DRIVER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	469	343	168	247	160	247	208	201	56	**2 099**
Minibuses	54	11	16	27	24	27	9	11	8	**185**
Minibus Taxis	0	37	0	3	0	4	5	14	0	**62**
Buses	0	5	7	5	0	6	0	2	3	**27**
Motorcycles	87	30	54	22	11	33	14	8	3	**261**
LDV's - Bakkies	76	111	50	87	84	144	86	104	49	**790**
Trucks	9	6	1	0	28	0	0	9	3	**56**
Trucks - articulated	7	62	20	14	22	40	5	5	3	**177**
Other and unknown	16	23	0	3	0	0	9	34	5	**89**
Total Motorised	**717**	**628**	**316**	**407**	**328**	**501**	**335**	**386**	**128**	**3 746**
Bicycle	49	29	22	14	15	31	28	23	0	**210**
Animal drawn	0	2	26	0	0	0	0	0	0	**27**
Total	**766**	**658**	**363**	**420**	**343**	**532**	**363**	**409**	**128**	**3 983**
% Change	**Number of DRIVER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1.47	-16.92	-27.47	26.55	-29.47	-17.81	4.43	-19.55	-15.55	**-10.48**
Minibuses	54.80	-34.52	40.42	15.04	12.19	-37.46	86.48	-42.57	222.44	**5.34**
Minibus Taxis	0.00	-15.81	-100.00	0.00	0.00	0.00	-25.41	6.66	0.00	**-4.82**
Buses	0.00	-15.81	0.00	26.55	0.00	-22.95	0.00	0.00	7.48	**35.70**
Motorcycles	-8.17	-33.97	-3.16	44.62	-15.01	34.35	-25.41	77.77	-46.26	**-5.66**
LDV's - Bakkies	-17.32	-8.95	-0.09	-5.83	7.50	4.13	1.53	3.61	7.48	**-1.54**
Trucks	493.38	0.00	-88.30	0.00	20.53	0.00	-100.00	-50.77	7.48	**-9.36**
Trucks - articulated	-25.83	130.12	953.12	-9.61	409.94	34.85	11.89	-20.00	0.00	**81.44**
Other and unknown	15.38	-23.46	-100.00	-57.82	-100.00	-100.00	272.96	95.55	0.00	**-2.00**
Total Motorised	**1.32**	**-10.72**	**-15.39**	**15.74**	**-10.91**	**-9.45**	**3.03**	**-9.75**	**3.35**	**-4.79**
Bicycle	-4.01	33.30	-40.88	-42.48	78.48	2.74	-40.33	6.66	-100.00	**-15.74**
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
Total	**0.96**	**-9.19**	**-11.42**	**12.08**	**-8.90**	**-8.82**	**-2.42**	**-8.96**	**-4.04**	**-4.79**

Annexure H-2
Passenger Fatalities per Type of Vehicle

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**
2010-11	**Number of PASSENGER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	345	344	190	383	229	270	231	292	85	**2 371**
Minibuses	88	24	110	130	107	165	37	79	14	**753**
Minibus Taxis	0	203	0	3	2	8	7	39	0	**262**
Buses	21	13	17	45	6	25	0	22	0	**150**
Motorcycles	12	3	3	0	0	4	3	2	0	**27**
LDV's - Bakkies	83	221	81	214	120	148	107	170	78	**1 222**
Trucks	10	6	2	0	15	0	3	36	0	**72**
Trucks - articulated	2	81	19	51	2	49	14	3	7	**227**
Other and unknown	0	27	17	6	9	8	22	25	2	**115**
Total Motorised	**562**	**922**	**438**	**831**	**491**	**677**	**425**	**668**	**187**	**5 200**
Bicycle	5	0	0	0	0	0	0	0	0	**5**
Animal drawn	0	0	0	0	0	0	0	0	0	**0**
Total	**567**	**922**	**438**	**831**	**491**	**677**	**425**	**668**	**187**	**5 205**
% Change	**Number of PASSENGER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	3.99	3.22	-14.86	22.98	-17.85	-5.78	10.30	-9.51	5.09	**-0.38**
Minibuses	-23.67	-61.42	75.49	-7.64	15.17	86.23	-33.73	62.41	189.71	**12.23**
Minibus Taxis	0.00	-1.23	-100.00	-31.73	-76.39	390.77	-78.91	-4.80	-100.00	**-14.60**
Buses	69.43	-70.76	61.99	21.37	0.00	-67.45	-100.00	71.79	0.00	**-29.44**
Motorcycles	653.03	0.00	-2.80	-100.00	-100.00	22.69	68.69	10.44	0.00	**49.58**
LDV's - Bakkies	22.59	1.61	22.77	44.12	1.70	31.33	-8.38	-8.25	9.45	**10.73**
Trucks	100.81	0.00	-83.80	0.00	10.18	0.00	-66.26	154.01	-100.00	**15.11**
Trucks - articulated	0.00	172.45	256.39	2.40	0.00	-19.28	574.77	-68.45	0.00	**44.93**
Other and unknown	-100.00	-9.18	142.99	0.00	-5.56	63.59	82.75	-1.83	0.00	**9.28**
Total Motorised	**1.84**	**0.12**	**9.87**	**19.88**	**-6.78**	**6.48**	**-7.52**	**0.94**	**10.17**	**3.64**
Bicycle	201.21	0.00	-100.00	0.00	0.00	0.00	0.00	-100.00	0.00	**0.53**
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
Total	**2.41**	**0.12**	**9.40**	**19.88**	**-6.78**	**6.48**	**-7.52**	**0.72**	**10.17**	**3.64**

Annexure H-3
Pedestrian Fatalities per Type of Vehicle

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**
2010-11	**Number of PEDESTRIAN Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	524	445	229	250	106	173	112	151	24	**2 015**
Minibuses	94	33	31	94	22	23	27	46	3	**372**
Minibus Taxis	0	112	1	0	0	0	19	27	0	**160**
Buses	13	24	12	14	4	24	0	16	0	**109**
Motorcycles	2	6	4	5	2	0	5	3	0	**26**
LDV's - Bakkies	114	153	60	92	43	75	47	92	19	**694**
Trucks	17	13	0	0	17	0	6	9	5	**68**
Trucks - articulated	33	84	32	45	6	28	19	13	0	**260**
Other and unknown	188	289	87	75	39	62	69	88	11	**908**
Total Motorised	**985**	**1 159**	**456**	**575**	**240**	**386**	**305**	**445**	**61**	**4 613**
Bicycle	0	1	0	0	0	0	0	0	0	**1**
Animal drawn	0	0	0	0	0	0	0	0	0	**0**
Total	**985**	**1 161**	**456**	**575**	**240**	**386**	**305**	**445**	**61**	**4 614**
% Change	**Number of PEDESTRIAN Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-14.25	5.97	11.50	43.65	27.29	26.59	-41.88	0.47	-20.97	**0.50**
Minibuses	-8.52	-7.97	-29.68	43.49	22.09	-13.04	6.51	122.48	14.15	**9.36**
Minibus Taxis	-100.00	-24.49	-63.43	0.00	-100.00	0.00	106.76	0.47	0.00	**-17.31**
Buses	-29.79	13.37	4.47	-18.69	22.09	17.76	-100.00	22.80	0.00	**-2.29**
Motorcycles	40.41	140.07	-45.15	0.00	0.00	-100.00	106.76	100.95	0.00	**62.18**
LDV's - Bakkies	-7.58	-16.29	-28.33	-10.25	16.28	-25.03	-20.05	-24.95	-20.09	**-16.72**
Trucks	40.41	440.16	-100.00	-100.00	8.53	0.00	-54.05	-13.88	128.31	**-15.81**
Trucks - articulated	5.31	16.03	58.45	54.49	266.28	-41.77	65.41	50.71	0.00	**16.76**
Other and unknown	-10.55	9.67	-11.99	30.10	15.67	-37.07	28.85	0.47	14.15	**-0.57**
Total Motorised	**-11.56**	**0.87**	**-8.03**	**28.27**	**23.20**	**-10.87**	**-18.16**	**0.81**	**-9.46**	**-2.20**
Bicycle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
Total	**-11.56**	**0.99**	**-8.03**	**28.27**	**23.20**	**-10.87**	**-18.16**	**0.81**	**-9.46**	**-2.17**

Annexure H-4
All Fatalities per Type of Vehicle

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
2010-11	**Number of TOTAL Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1 339	1 132	587	880	495	690	551	645	165	**6 485**
Minibuses	236	68	156	251	153	215	73	135	24	**1 311**
Minibus Taxis	0	352	1	6	2	12	31	80	0	**484**
Buses	35	42	36	65	11	56	0	40	3	**285**
Motorcycles	101	39	61	26	13	37	22	12	3	**314**
LDV's - Bakkies	273	484	191	393	248	368	239	365	146	**2 706**
Trucks	36	25	3	0	60	0	10	54	8	**197**
Trucks - articulated	42	227	71	109	30	117	38	21	9	**665**
Other and unknown	203	339	104	84	48	70	100	146	18	**1 112**
Total Motorised	**2 264**	**2 709**	**1 211**	**1 813**	**1 059**	**1 563**	**1 065**	**1 499**	**376**	13 559
Bicycle	54	30	22	14	15	31	28	23	0	**216**
Animal drawn	0	2	26	0	0	0	0	0	0	**27**
Total	**2 318**	**2 741**	**1 258**	**1 827**	**1 074**	**1 594**	**1 093**	**1 522**	**376**	13 802
% Change	**Number of TOTAL Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-4.77	-2.91	-11.11	29.29	-15.93	-4.65	-8.39	-10.90	-7.04	**-3.63**
Minibuses	-6.76	-40.70	32.99	9.33	15.62	36.12	-15.35	54.30	154.93	**10.39**
Minibus Taxis	-100.00	-11.52	-92.16	34.00	-80.25	633.78	-35.58	-1.23	-100.00	**-14.40**
Buses	10.28	-40.74	61.82	9.89	203.32	-47.60	-100.00	52.68	7.48	**-16.89**
Motorcycles	3.27	-18.83	-7.43	54.79	-24.82	25.15	-3.86	69.22	-46.26	**1.12**
LDV's - Bakkies	-3.49	-7.12	-4.43	14.47	5.97	4.51	-7.78	-10.36	3.92	**-1.22**
Trucks	92.23	958.80	-93.07	-100.00	14.24	0.00	-65.83	25.53	-44.94	**-4.46**
Trucks - articulated	4.23	76.15	159.03	16.63	403.20	-15.43	107.70	-14.11	0.00	**39.25**
Other and unknown	-15.55	4.88	-9.99	30.07	5.92	-38.05	46.85	12.58	94.05	**0.25**
Total Motorised	**-4.60**	**-2.32**	**-4.57**	**21.43**	**-2.81**	**-3.58**	**-7.97**	**-2.09**	**4.17**	**-0.80**
Bicycle	2.13	39.93	-43.56	-42.48	78.48	2.74	-40.33	0.03	-100.00	**-14.87**
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
Total	**-4.46**	**-1.93**	**-3.75**	**20.43**	**-2.18**	**-3.47**	**-9.23**	**-2.05**	**1.49**	**-0.86**

ANNEXURE J

DEFINITION OF OFFENCES

For survey purposes, the different offences were defined as follows:

a. Speed offences

For the calculation of the indicators and indexes the offence rates excluding the tolerance were used. The speed limits for all vehicles are the same in the 60 km/h zones. In the higher speed zones, goods vehicles weighing more than 3 500 kg are restricted to 80 km/h; while buses and minibus taxis are restricted to 100 km/h in zones with a higher general speed limit.

b. Alcohol levels

In respect of drivers of light motor vehicles, the legal limit of 0.24 mg/litre of breath were applied. Professional drivers as defined (i.e. drivers needing a Professional Driver Permit) were tested on a level of 0.1 mg/l.

c. Seatbelts and Child Restraints

The survey recorded the wearing of seatbelts by drivers and passengers of Light Motor Vehicles only. The observations of the drivers and front passengers were made at traffic signals in urban areas, without the occupants being aware that they wearing of seatbelts were being checked (unobserved). The wearing of seatbelts by back passengers, and the use of child restraints were recorded during the roadblock surveys (observed).

a. **Traffic signals**

Where vehicles passed the stop line after the signal controlling their movement turned red, it was recorded as an offence. However, where vehicles turned right in the face of the red light after waiting for oncoming traffic during the green or amber phases, the movement was not recorded as an offence if the front wheels were already over the stop line when the light turned red.

b. **Barrier lines**

In the survey of barrier line offences, an offence was recorded when any wheel or wheels of a vehicle crossed the barrier line. Only convoys of vehicles were recorded, thus only recording data where the driver of the vehicle was following another vehicle, and where there was an opportunity to commit an offence.

c. Driver documentation

It was recorded as an offence when a driver could not produce a valid driver's licence for the relevant vehicle type. Learners' licences, temporary licences and valid international licences were recorded separately. PrDPs appear as an inscription on the card licence. The presence of the PrDP inscriptions on the licences of the drivers of the relevant vehicles (goods vehicles with GVM exceeding 3,500 kg, public transport vehicles) was recorded. If a permit was present but expired, it was recorded as a separate category of offence.

d. Vehicle documentation

Agreement between the registration number on the number plate and the licence disk was checked. In some cases the letters on the licence disk were illegible and this was recorded separately. The correlation between the number plate and license disk was also checked.

e. Vehicle fitness

Tyres and lights were covered in this part of the survey. Tyres were recorded as illegal if the treads on a part of more than ±5cm x 5 cm, or a strip of more than ±10cm x 1.5 cm, was worn to less than 1 mm in depth. Tread depth meters were used for the purpose of the survey. As far as damage to tyres was concerned, small dents that would clearly not influence the strength of the tyre were ignored. Any damage (tears, cuts, holes) that the surveyors felt uncomfortable about was recorded as an offence. A subjective element could not be avoided.

Six categories of lights were tested: indicators front and back, head lights dim, head lights bright, tail lights and brake lights. The number working was recorded. An offence was recorded when any of those lights did not function.

f. Pedestrian Compliance with Traffic Signals

Pedestrian compliance with traffic signals was observed in urban areas at traffic signals (robots) where pedestrian signals were present. The number of pedestrians arriving on the red man, vs. the number of pedestrians crossing the red man was recorded.

g. **Use of cell phones while driving**

Drivers of vehicles talking on cell phones were observed at traffic signals (robots) in urban areas. If the driver of a vehicle was using a cell phone while passing through, or stopping at a traffic signal, it was recorded as an offence.

ANNEXURE K:
STRATEGY FOR SAMPLE SIZE DETERMINATION

The determination of sample sizes for a survey is often a complicated issue and various factors need to be taken into account. These factors include:

- *The nature of the relevant parameter to be estimated, which could be the mean, a proportion, etc*
- *The statistical properties of the associated estimators of the parameters*
- *The amount of previous knowledge available.*
- *Specifications for the survey in terms of accuracy, confidence level, etc.*

In addition to the above, in planning phases of the previous surveys some decisions on sampling strategy had to be taken, like where to sample, which environmental / traffic conditions need to be taken into account, etc. With all these factors in mind, certain recommended sample sizes were proposed and implemented in the surveys.

At the end of the 2003 survey the standard errors of estimation were evaluated using a simulation process. This process quantified the observed standard errors relative to standard errors of other usually smaller sample sizes.

Based on the experience and knowledge gained during the previous survey (2002 to date), it was possible to introduce some refinements in the sampling strategy.

The results of the evaluation of the initial sampling strategy are shown in the tables in the rest of this chapter.

In the evaluation of the sampling strategy the actual results of previous surveys were taken into account. By using the more detailed information from the previous surveys, it was possible to make more accurate estimates of the "required" sample sizes. However, the "required" sample sizes were not always practical, considering the realities out on the road. One example of such a situation is where the theoretical "required" sample size for light motor vehicles is much smaller than the samples that were normally taken in the past. Taking the practical situation into account, it turns out that smaller samples for light motor vehicles will not really be less expensive because the survey teams will still have to stay out on the road waiting for the other scarcer vehicle types to appear (taxis, trucks and especially buses). On the other hand, the required sample sizes that are based on an ideal combination of confidence interval and maximum error will be unpractical (read "too expensive") in the case of some of the scarcer vehicle categories on certain roads and during certain times of the day (e.g. buses on rural roads during night time). In such cases it is necessary to lower the standards - in some cases it will be necessary to use much less stringent requirements than those implied by the "required" sample size.

The proposals on the "practical" sample sizes on the next couple of pages have been prepared, taking the relevant issues (statistical requirements, realities on the road and typical cost structures) into account. In most cases the original standards that were set by the Corporation are met and even exceeded with these "practical" sample sizes. There are however some of the "practical" sample sizes where the standards have been lowered substantially – in most cases this is related to the scarcer vehicle types, especially during times of the day when very low volumes of these vehicles are expected.

A new strategy to determine sample sizes for barrier line offences was introduced during the 2008 survey. The number of convoys of vehicles were recorded, with the convoys where barrier lines were crossed being recorded as an offence.

The proposal on the "practical" sample sizes to be used during future surveys are shown in the rest of this section.

Speed
Light motor vehicles
Urban roads: 60 kph, day (Table 6.1-1)

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.452	381	1476		1500	1,680	112%
KZ	1.96	0.05	0.156	202	1430		1500	1,600	107%
WC	1.96	0.05	0.286	314	1268		1500	1,749	117%
EC	1.96	0.05	0.294	319	1455		1500	1,669	111%
FS	1.96	0.05	0.461	382	1254		1500	1,760	117%
MP	1.96	0.05	0.533	382	825		1500	1,520	101%
NW	1.96	0.05	534	382	1232		1500	1,500	100%
LI	1.96	0.05	0.519	384	1246		1500	1,600	107%
NC	1.96	0.05	0.172	219	1254		1500	1,520	101%
SA				2965	11440		13500	14,598	108%

Urban roads: 60 kph, night

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.318	333	1001		1200	1,220	102%
KZ	1.96	0.05	0.215	259	1190		1200	1,280	107%
WC	1.96	0.05	0.264	299	761		1200	1,290	108%
EC	1.96	0.05	0.234	275	1083		600	620	103%
FS	1.96	0.05	0.342	346	572		600	800	133%
MP	1.96	0.05	0.324	337	352		600	800	133%
NW	1.96	0.05	0.448	380	523		600	640	107%
LI	1.96	0.05	0.49	384	388		600	640	107%
NC	1.96	0.05	0.282	311	458		600	810	135%
SA				2924	6328		7200	8,100	113%

Rural roads: 120 kph, day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.318	333	1001		1500	1,600	107%
KZ	1.96	0.05	0.215	259	1190		1500	1,600	107%
WC	1.96	0.05	0.264	299	761		1500	1,553	104%
EC	1.96	0.05	0.234	275	1083		1500	1,520	101%
FS	1.96	0.05	0.342	346	572		1500	2,080	139%
MP	1.96	0.05	0.324	337	352		1500	1,660	111%
NW	1.96	0.05	0.448	380	523		1500	1,537	102%
LI	1.96	0.05	0.49	384	388		1500	1,600	107%
NC	1.96	0.05	0.282	311	458		1500	1,919	128%
SA				2924	6328		13500	15,069	112%

Rural roads: 120 kph, night

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.231	273	1336		1200	1,280	107%
KZ	1.96	0.05	0.191	237	638		1200	1,298	108%
WC	1.96	0.05	0.203	249	966		1200	1,520	127%
EC	1.96	0.05	0.069	99	523		600	825	138%
FS	1.96	0.05	0.159	205	794		600	1,599	267%
MP	1.96	0.05	0.131	175	221		600	640	107%
NW	1.96	0.05	0.254	291	540		600	640	107%
LI	1.96	0.05	0.205	250	604		600	783	131%
NC	1.96	0.05	0.249	287	301		600	647	108%
SA				2066	5923		7200	9,232	128%

Minibus-Taxis
Urban roads: 60 kph, day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.39	366	366	0.05	400	486	122%
KZ	1.96	0.05	0.1	138	138	0.05	400	417	104%
WC	1.96	0.05	0.34	345	345	0.05	400	485	121%
EC	1.96	0.05	0.26	296	296	0.05	400	405	101%
FS	1.96	0.05	0.25	288	288	0.05	400	414	104%
MP	1.96	0.05	0.3	323	323	0.05	400	442	111%
NW	1.96	0.05	0.43	377	377	0.05	400	407	102%
LI	1.96	0.05	0.39	366	366	0.05	400	441	110%
NC	1.96	0.05	0.18	227	227	0.05	400	414	104%
SA				2726	2726		3600	3,911	109%

Urban roads: 60 kph, night

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.32	334	149	0.075	150	150	100%
KZ	1.96	0.05	0.75	288	72	0.1	150	201	134%
WC	1.96	0.05	0.23	272	68	0.1	150	387	258%
EC	1.96	0.05	0.14	185	185	0.05	150	157	105%
FS	1.96	0.05	0.39	366	23	0.2	150	170	113%
MP	1.96	0.05	0.3	323	81	0.1	150	164	109%
NW	1.96	0.05	0.65	350	39	0.15	150	167	111%
LI	1.96	0.05	0.54	382	42	0.15	150	155	103%
NC	1.96	0.05	0.18	227	14	0.2	150	182	121%
SA				2727	673		1350	1,733	128%

Rural roads: 120 kph (effective speed limit: 100 kph), day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.55	380	380	0.05	400	405	101%
KZ	1.96	0.05	0.58	374	374	0.05	400	419	105%
WC	1.96	0.05	0.75	288	288	0.05	400	408	102%
EC	1.96	0.05	0.48	384	170	0.075	200	301	151%
FS	1.96	0.05	0.66	345	153	0.075	200	213	107%
MP	1.96	0.05	0.48	384	170	0.075	200	204	102%
NW	1.96	0.05	0.67	340	340	0.05	200	208	104%
LI	1.96	0.05	0.54	382	382	0.05	200	385	193%
NC	1.96	0.05	0.57	377	94	0.1	200	244	122%
SA				3254	2351		2400	2,787	116%

Rural roads: 120 kph (effective speed limit: 100 kph), night

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.4	369	164	0.075	100	123	123%
KZ	1.96	0.05	0.66	345	38	0.15	100	223	223%
WC	1.96	0.05	0.58	374	94	0.1	100	139	139%
EC	1.96	0.05	0.25	288	72	0.1	100	198	198%
FS	1.96	0.05	0.14	185	82	0.075	100	189	189%
MP	1.96	0.05	0.33	340	21	0.2	100	114	114%
NW	1.96	0.05	0.54	382	95	0.1	100	246	246%
LI	1.96	0.05	0.45	380	95	0.1	100	160	160%
NC	1.96	0.05	0.57	377	24	0.2	100	106	106%
SA				3040	685		900	1,498	166%

Bus
Urban roads: 60 kph, day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.16	207	52	0.1	60	62	103%
KZ	1.96	0.05	0.11	150	67	0.075	60	65	108%
WC	1.96	0.05	0.46	382	42	0.15	60	75	125%
EC	1.96	0.05	0.21	255	64	0.1	60	71	118%
FS	1.96	0.05	0.32	334	84	0.1	60	82	137%
MP	1.96	0.05	0.27	303	34	0.15	60	62	103%
NW	1.96	0.05	0.16	207	52	0.1	60	97	162%
LI	1.96	0.05	0.11	150	67	0.075	60	70	117%
NC	1.96	0.05	0.048	70	31	0.075	60	73	122%
SA				2058	493		540	657	122%

Rural roads: 120 kph (effective speed limit: 100 kph), day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.26	296	74	0.1	50	73	146%
KZ	1.96	0.05	0.24	280	70	0.1	50	66	132%
WC	1.96	0.05	0.18	227	57	0.1	50	52	104%
EC	1.96	0.05	0.31	329	21	0.2	25	58	232%
FS	1.96	0.05	0.62	362	14	0.25	25	185	740%
MP	1.96	0.05	0.46	382	42	0.15	25	56	224%
NW	1.96	0.05	0.18	227	25	0.15	25	64	256%
LI	1.96	0.05	0.65	350	87	0.1	25	106	424%
NC	1.96	0.05	0.5	384	15	0.25	25	92	368%
SA				2837	405		300	752	251%

Trucks
Urban roads: 60 kph, day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.51	384	384		400	422	106%
KZ	1.96	0.05	0.39	366	162		400	406	102%
WC	1.96	0.05	0.47	383	383		400	409	102%
EC	1.96	0.05	0.49	384	171		400	419	105%
FS	1.96	0.05	0.43	377	167		400	437	109%
MP	1.96	0.05	0.49	384	171		400	411	103%
NW	1.96	0.05	0.53	383	170		400	413	103%
LI	1.96	0.05	0.52	384	170		400	410	103%
NC	1.96	0.05	0.39	366	162		400	426	107%
SA				3411	1940		3600	3,753	104%

Urban roads: 60 kph, night

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.47	383	96	0.1	100	120	120%
KZ	1.96	0.05	0.42	374	42	0.15	100	219	219%
WC	1.96	0.05	0.43	377	94	0.1	100	111	111%
EC	1.96	0.05	0.52	384	96	0.1	100	109	109%
FS	1.96	0.05	0.35	350	39	0.15	100	329	329%
MP	1.96	0.05	0.46	382	95	0.1	100	141	141%
NW	1.96	0.05	0.55	380	95	0.1	100	171	171%
LI	1.96	0.05	0.5	384	96	0.1	100	168	168%
NC	1.96	0.05	0.38	362	40	0.15	100	113	113%
SA				3376	693		900	1,481	165%

Rural roads: 120 kph (effective speed limit: 80 kph), day

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.55	380	380	0.05	400	441	110%
KZ	1.96	0.05	0.43	377	377	0.05	400	438	110%
WC	1.96	0.05	0.66	345	345	0.05	400	456	114%
EC	1.96	0.05	0.54	382	170	0.075	400	455	114%
FS	1.96	0.05	0.73	303	303	0.05	400	673	168%
MP	1.96	0.05	0.5	384	171	0.075	400	455	114%
NW	1.96	0.05	0.59	372	372	0.05	400	459	115%
LI	1.96	0.05	0.6	369	369	0.05	400	474	119%
NC	1.96	0.05	0.84	207	207	0.05	400	440	110%
SA				3119	2694		3600	4,291	119%

Rural roads: 120 kph (effective speed limit: 80 kph), night

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.075	0.59	165	372	0.05	400	419	105%
KZ	1.96	0.075	0.57	167	167	0.075	400	415	104%
WC	1.96	0.075	0.61	162	366	0.05	400	504	126%
EC	1.96	0.075	0.34	153	153	0.075	400	401	100%
FS	1.96	0.075	0.55	169	380	0.05	400	657	164%
MP	1.96	0.075	0.4	164	92	0.1	400	400	100%
NW	1.96	0.075	0.55	169	169	0.075	400	400	100%
LI	1.96	0.075	0.61	162	162	0.075	400	440	110%
NC	1.96	0.075	0.72	138	138	0.075	400	406	102%
SA				1449	1999		3600	4,042	112%

Vehicle condition (Tyres, Lights), documents (Driver Licence, PrDP) and Seatbelts
Light motor vehicle

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.14	185	185	0.05	400	469	117%
KZ	1.96	0.05	0.2	246	246	0.05	400	413	103%
WC	1.96	0.05	0.19	236	236	0.05	400	440	110%
EC	1.96	0.05	0.17	217	217	0.05	400	405	101%
FS	1.96	0.05	0.15	196	196	0.05	400	428	107%
MP	1.96	0.05	0.09	126	126	0.05	400	406	102%
NW	1.96	0.05	0.15	196	196	0.05	400	415	104%
LI	1.96	0.05	0.16	207	207	0.05	400	425	106%
NC	1.96	0.05	0.18	227	227	0.05	400	409	102%
SA				1836	1836		3600	3810	106%

Minibus taxi

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.23	272	272	0.05	300	300	100%
KZ	1.96	0.05	0.24	280	280	0.05	300	306	102%
WC	1.96	0.05	0.29	316	316	0.05	300	326	109%
EC	1.96	0.05	0.23	272	272	0.05	300	300	100%
FS	1.96	0.05	0.27	303	303	0.05	300	303	101%
MP	1.96	0.05	0.2	246	246	0.05	300	302	101%
NW	1.96	0.05	0.28	310	310	0.05	300	316	105%
LI	1.96	0.05	0.27	303	303	0.05	300	303	101%
NC	1.96	0.05	0.27	303	303	0.05	300	305	102%
SA				2605	2605		2700	2761	102%

Bus

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.19	236	59	0.1	100	120	120%
KZ	1.96	0.05	0.22	264	66	0.1	100	101	101%
WC	1.96	0.05	0.12	162	72	0.075	100	116	116%
EC	1.96	0.05	0.18	227	57	0.1	100	103	103%
FS	1.96	0.05	0.2	246	109	0.075	100	107	107%
MP	1.96	0.05	0.03	45	45	0.05	100	100	100%
NW	1.96	0.05	0.13	174	43	0.1	100	101	101%
LI	1.96	0.05	0.3	323	143	0.075	100	102	102%
NC	1.96	0.05	0.18	227	57	0.1	100	127	127%
SA				1904	651		900	977	109%

Truck

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.27	303	303	0.05	350	357	102%
KZ	1.96	0.05	0.32	334	334	0.05	350	348	99%
WC	1.96	0.05	0.31	329	329	0.05	350	405	116%
EC	1.96	0.05	0.27	303	303	0.05	350	352	101%
FS	1.96	0.05	0.3	323	323	0.05	350	372	106%
MP	1.96	0.05	0.22	264	264	0.05	350	357	102%
NW	1.96	0.05	0.38	362	362	0.05	350	370	106%
LI	1.96	0.05	0.27	303	303	0.05	350	350	100%
NC	1.96	0.05	0.37	358	358	0.05	350	360	103%
SA				2879	2879		3150	3271	104%

Alcohol
Day time: Light motor vehicle

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.0112	17	17	0.05	100	217	217%
KZ	1.96	0.05	0.0035	5	5	0.05	100	139	139%
WC	1.96	0.05	0.0098	15	15	0.05	100	172	172%
EC	1.96	0.05	0.0074	11	11	0.05	100	128	128%
FS	1.96	0.05	0.0072	11	11	0.05	100	159	159%
MP	1.96	0.05	0.011	17	17	0.05	100	104	104%
NW	1.96	0.05	0.0026	4	4	0.05	100	212	212%
LI	1.96	0.05	0.0072	11	11	0.05	100	102	102%
NC	1.96	0.05	0.0074	11	11	0.05	100	100	100%
SA				102	102		900	1333	148%

Day time: Minibus taxi

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.0221	33	33	0.05	60	125	208%
KZ	1.96	0.05	0.0284	42	42	0.05	60	94	157%
WC	1.96	0.05	0.0074	11	11	0.05	60	154	257%
EC	1.96	0.05	0.0214	32	32	0.05	60	100	167%
FS	1.96	0.05	0.0245	37	37	0.05	60	128	213%
MP	1.96	0.05	0.0227	34	34	0.05	60	66	110%
NW	1.96	0.05	0.0051	8	8	0.05	60	116	193%
LI	1.96	0.05	0.024	36	36	0.05	60	71	118%
NC	1.96	0.05	0.0759	108	108	0.05	60	100	167%
SA				341	341		540	954	177%

Day time: Bus

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.0836	118	29	0.1	60	55	92%
KZ	1.96	0.05	0.038	56	25	0.075	60	36	60%
WC	1.96	0.05	0.038	56	56	0.05	60	64	107%
EC	1.96	0.05	0.038	56	56	0.05	60	59	98%
FS	1.96	0.05	0.625	360	90	0.1	60	67	112%
MP	1.96	0.05	0.038	56	25	0.075	60	42	70%
NW	1.96	0.05	0.038	56	25	0.075	60	45	75%
LI	1.96	0.05	0.038	56	25	0.075	60	50	83%
NC	1.96	0.05	0.0455	67	30	0.075	60	52	87%
SA				881	361		540	470	87%

Day time: Truck

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.0176	27	27	0.05	60	211	352%
KZ	1.96	0.05	0.0078	12	12	0.05	60	130	217%
WC	1.96	0.05	0.0169	26	26	0.05	60	136	227%
EC	1.96	0.05	0.0061	9	9	0.05	60	162	270%
FS	1.96	0.05	0.0112	17	17	0.05	60	139	232%
MP	1.96	0.05	0.0112	17	17	0.05	60	96	160%
NW	1.96	0.05	0.0068	10	10	0.05	60	125	208%
LI	1.96	0.05	0.0112	17	17	0.05	60	70	117%
NC	1.96	0.05	0.0171	26	26	0.05	60	118	197%
SA				161	161		540	1187	220%

Night time: Light motor vehicle

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.0428	63	63	0.05	100	251	251%
KZ	1.96	0.05	0.0301	45	45	0.05	100	173	173%
WC	1.96	0.05	0.0251	38	38	0.05	100	191	191%
EC	1.96	0.05	0.0328	49	49	0.05	100	185	185%
FS	1.96	0.05	0.0392	58	58	0.05	100	198	198%
MP	1.96	0.05	0.0521	76	76	0.05	100	149	149%
NW	1.96	0.05	0.0299	45	45	0.05	100	150	150%
LI	1.96	0.05	0.0282	42	42	0.05	100	148	148%
NC	1.96	0.05	0.0306	46	46	0.05	100	208	208%
SA				462	462		900	1653	184%

Night time: Minibus taxi

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.1212	164	73	0.075	60	175	292%
KZ	1.96	0.05	0.0164	25	25	0.05	60	120	200%
WC	1.96	0.05	0.0638	92	92	0.05	60	100	167%
EC	1.96	0.05	0.0882	124	124	0.05	60	122	203%
FS	1.96	0.05	0.0458	67	67	0.05	60	101	168%
MP	1.96	0.05	0.098	136	60	0.075	60	100	167%
NW	1.96	0.05	0.0326	48	48	0.05	60	117	195%
LI	1.96	0.05	0.0404	60	60	0.05	60	96	160%
NC	1.96	0.05	0.0714	102	45	0.075	60	105	175%
SA				818	594		540	1036	192%

Night time: Bus

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.1111	152	17	0.15	40	65	163%
KZ	1.96	0.05	0.1111	152	38	0.1	40	65	163%
WC	1.96	0.05	0.1111	152	38	0.1	40	52	130%
EC	1.96	0.05	0.1111	152	38	0.1	40	44	110%
FS	1.96	0.05	0.1111	152	38	0.1	40	40	100%
MP	1.96	0.05	0.1111	152	38	0.1	40	58	145%
NW	1.96	0.05	0.1111	152	17	0.15	40	56	140%
LI	1.96	0.05	0.1111	152	9	0.2	40	52	130%
NC	1.96	0.05	0.1111	152	17	0.15	40	75	188%
SA				1368	250		360	507	141%

Night time: Truck

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.0164	25	25	0.05	60	146	243%
KZ	1.96	0.05	0.0096	15	15	0.05	60	101	168%
WC	1.96	0.05	0.0147	22	22	0.05	60	158	263%
EC	1.96	0.05	0.0244	37	37	0.05	60	119	198%
FS	1.96	0.05	0.0131	20	20	0.05	60	134	223%
MP	1.96	0.05	0.016	24	24	0.05	60	66	110%
NW	1.96	0.05	0.0175	26	26	0.05	60	141	235%
LI	1.96	0.05	0.0364	54	54	0.05	60	83	138%
NC	1.96	0.05	0.0364	54	54	0.05	60	129	215%
SA				277	277		540	1077	199%

Pedestrian Compliance
Day Time

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.26	296	296	0.05	300	320	107%
KZ	1.96	0.05	0.2	246	246	0.05	300	320	107%
WC	1.96	0.05	0.32	334	334	0.05	300	320	107%
EC	1.96	0.05	0.36	354	354	0.05	300	320	107%
FS	1.96	0.05	0.21	255	255	0.05	300	440	147%
MP	1.96	0.05	0.34	345	345	0.05	300	400	133%
NW	1.96	0.05	0.35	350	350	0.05	300	440	147%
LI	1.96	0.05	0.37	358	358	0.05	300	320	107%
NC	1.96	0.05	0.12	162	162	0.05	300	300	100%
SA				2700	2700		2700	3180	118%

Night Time

	Conf. fact	Error	Historic proportion	Required number	Suggested number	Varied error	Practical number	Number obtained during 2010 survey	% Complete
GA	1.96	0.05	0.03	45	279	0.02	300	320	107%
KZ	1.96	0.05	0.013	20	123	0.02	300	320	107%
WC	1.96	0.05	0.003	5	29	0.02	300	300	100%
EC	1.96	0.05	0.01	15	95	0.02	300	300	100%
FS	1.96	0.05	0.01	15	95	0.02	300	360	120%
MP	1.96	0.05	0.063	91	91	0.05	300	300	100%
NW	1.96	0.05	0.003	5	29	0.02	300	380	127%
LI	1.96	0.05	0.013	20	123	0.02	300	360	120%
NC	1.96	0.05	0.033	49	306	0.02	300	320	107%
SA				265	1170		2700	2960	110%

Compiled by: Magadi Gainewe
Road Traffic Management Corporation
Boardwalk Office Park: Phase 5
Boardwalk Boulevard: Faerie Glen
Pretoria East, Tshwane
Tell: 087 310 8200

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DECADE OF ACTION FOR ROAD SAFETY
2011-2020