Road Traffic Management Corporation

# State of Road Safety Report
# Quarterly Report
# January 2025 to March 2025

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

ARRIVE ALIVE

DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

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# Acronyms and abbreviations

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

# 1. Report objective

This report aims to provide an overview of the state of road safety in South Africa from 1 January 2025 to 31 March 2025. The Road Traffic Management Corporation (RTMC), Act No. 20 of 1999, mandates the RTMC to report on road crashes in South Africa.

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

# 2. Executive summary

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

***Road Crashes Data***

A total of 2 403 fatalities were recorded between January and March 2025 compared to 2 818 for the same period in 2024. For the same period 2 050 fatal crashes were recorded compared to 2 327 for the same period in 2024. This is a decrease of 14.73%(415) in fatalities and 11.9%(277) fatal crashes.

***Vehicle and driver population***

The number of registered vehicles increased by 252 112 (1.91%) from 13 195 793 in March 2024 to vehicles in March 2025.

The number of learners driving licences issued increased by 29 298 (2.66%) from 1 102 457 in March 2024 to 1 131 755 in March 2025.

The number of Professional driving permits (PrDP's) issued increased by 52 023 (4.31%) from 1 205 669 in March 2024 to 1 257 692 in March 2025.

# Section A

# 3. Introduction

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

# 4. Methodology

## 4.1 Road crash data collection methodology

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

## 4.2 Crash Data Flow

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

## 4.3 Data processing

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

## 4.4 Limitations

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

## 4.5 Instruments

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

# 5. Road fatal crashes

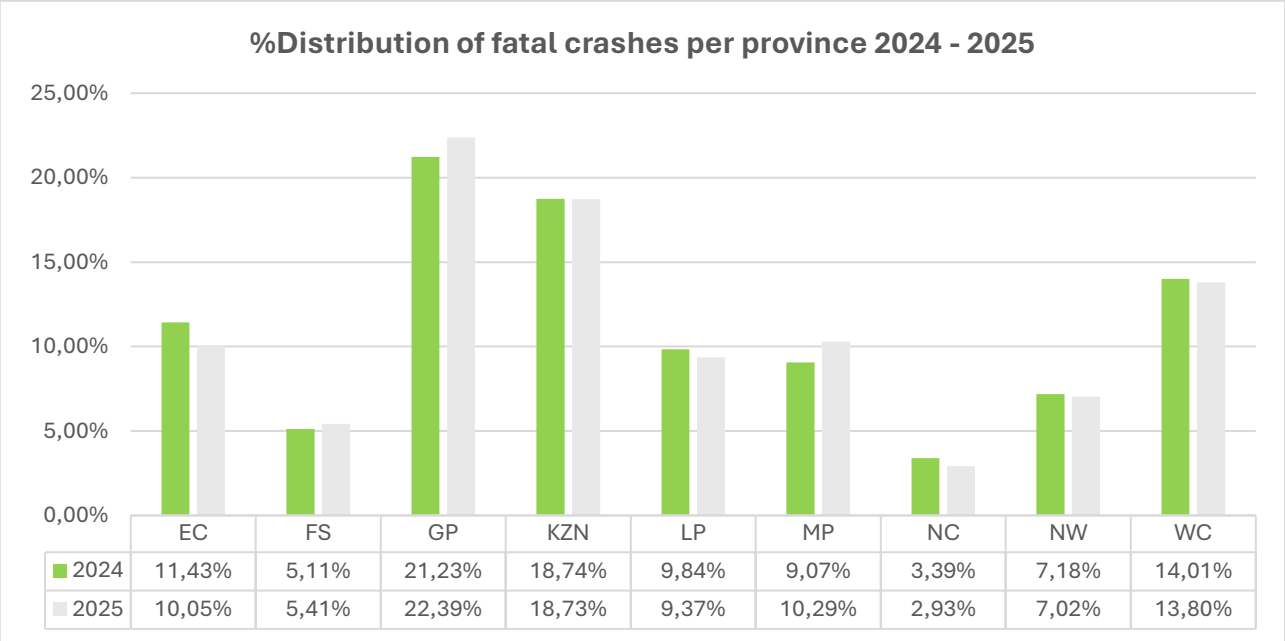
The section covers fatal road crash data. The section encompasses the number of fatal crashes and fatalities, contributory factors, fatality data per road user group and major crashes.

## 5.1 Number of fatal crashes

Table 1 below provides a comparison between the fourth quarter of the financial year 2023/24 and fourth quarter of the financial year 2024/25. Nationally there was a decrease of 277(11.90%) fatal crashes. Only Mpumalanga remained the same in crashes as in the previous reporting period; all other provinces recorded decreases in fatal crashes. Eastern Cape had the highest numerical decrease in fatal crashes of 60(22.56%) followed by Kwa-Zulu Natal 52(11.93%) then Western Cape at 43(13.19%) and Gauteng at 35(7.09%).

| FATAL CRASHES | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Period** | **EC** | **FS** | **GP** | **KZN** | **LP** | **MP** | **NC** | **NW** | **WC** | **RSA** |
| Q4 2024 | 266 | 119 | 494 | 436 | 229 | 211 | 79 | 167 | 326 | 2327 |
| Q4 2025 | 206 | 111 | 459 | 384 | 192 | 211 | 60 | 144 | 283 | 2050 |
| CHANGE | -60 | -8 | -35 | -52 | -37 | 0 | -19 | -23 | -43 | -277 |
| %CHANGE | -22,56% | -6,72% | -7,09% | -11,93% | -16,16% | 0,00% | -24,05% | -13,77% | -13,19% | -11,90% |

**Table 1: Number of fatal crashes per Province**




| | EC | FS | GP | KZN | LP | MP | NC | NW | WC |
|---|---|---|---|---|---|---|---|---|---|
| 2024 | 11,43% | 5,11% | 21,23% | 18,74% | 9,84% | 9,07% | 3,39% | 7,18% | 14,01% |
| 2025 | 10,05% | 5,41% | 22,39% | 18,73% | 9,37% | 10,29% | 2,93% | 7,02% | 13,80% |

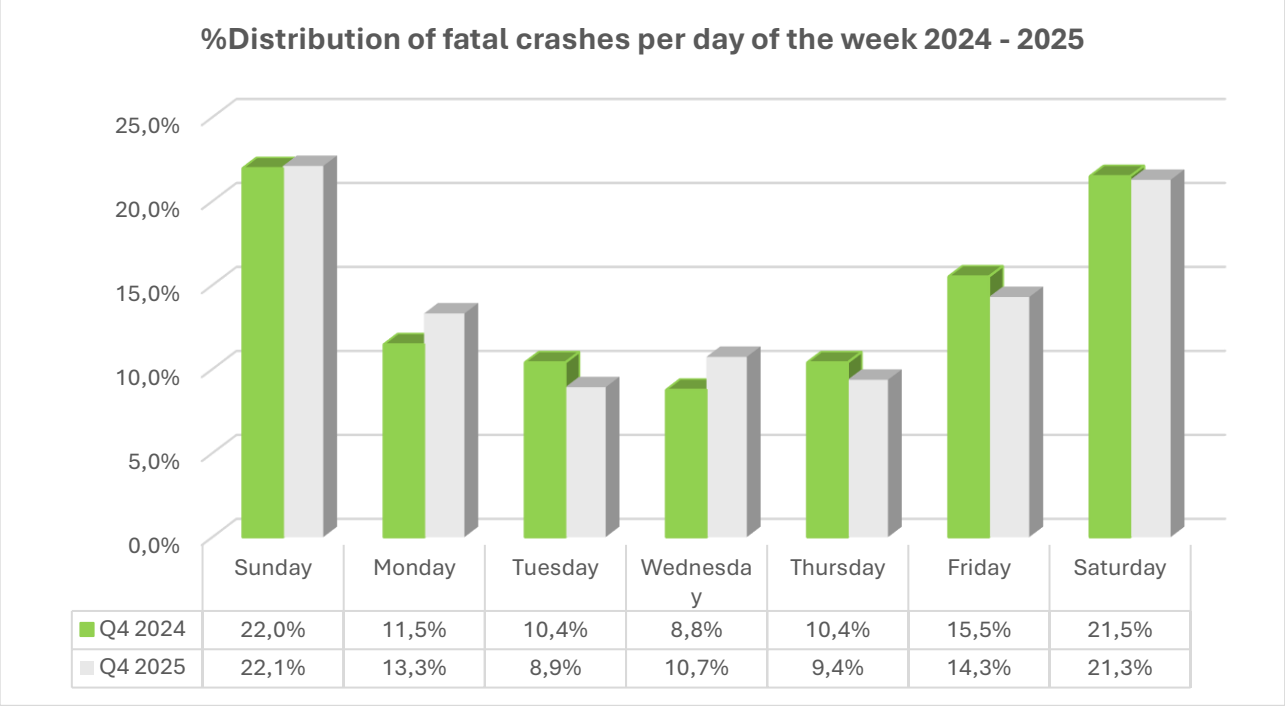
**Figure 1: Percentage distribution of fatal crashes per province**

Figure 1 above shows percentage distribution of fatal crashes per province. Provinces with the highest contribution to fatal crash were Gauteng and KwaZulu-Natal at 21.23% and 18.74% in 2024 and 22.39% and 18.75% in 2025 respectively. At least forty percent (40%) of fatal crashes for the period under review were from Gauteng and KwaZulu-Natal.

### 5.1.1 Fatal Crashes per Day of Week

The details of the crashes per day of the week are given in figure 2 below. In the fourth quarter of both 2023/2024 and 2024/2025, weekend days (Friday, Saturday and Sunday) contributed most of fatal crashes. For 2024/2025 the contribution was 57.7% and for 2023/2024 59.0%.

Saturdays and Sundays contributed 43.4% to fatal crashes in both 2024/2025 and 2023/2024.




| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---|---|---|---|---|---|---|---|
| Q4 2024 | 22,0% | 11,5% | 10,4% | 8,8% | 10,4% | 15,5% | 21,5% |
| Q4 2025 | 22,1% | 13,3% | 8,9% | 10,7% | 9,4% | 14,3% | 21,3% |

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

### 5.1.2 Fatal Crashes per time of day

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

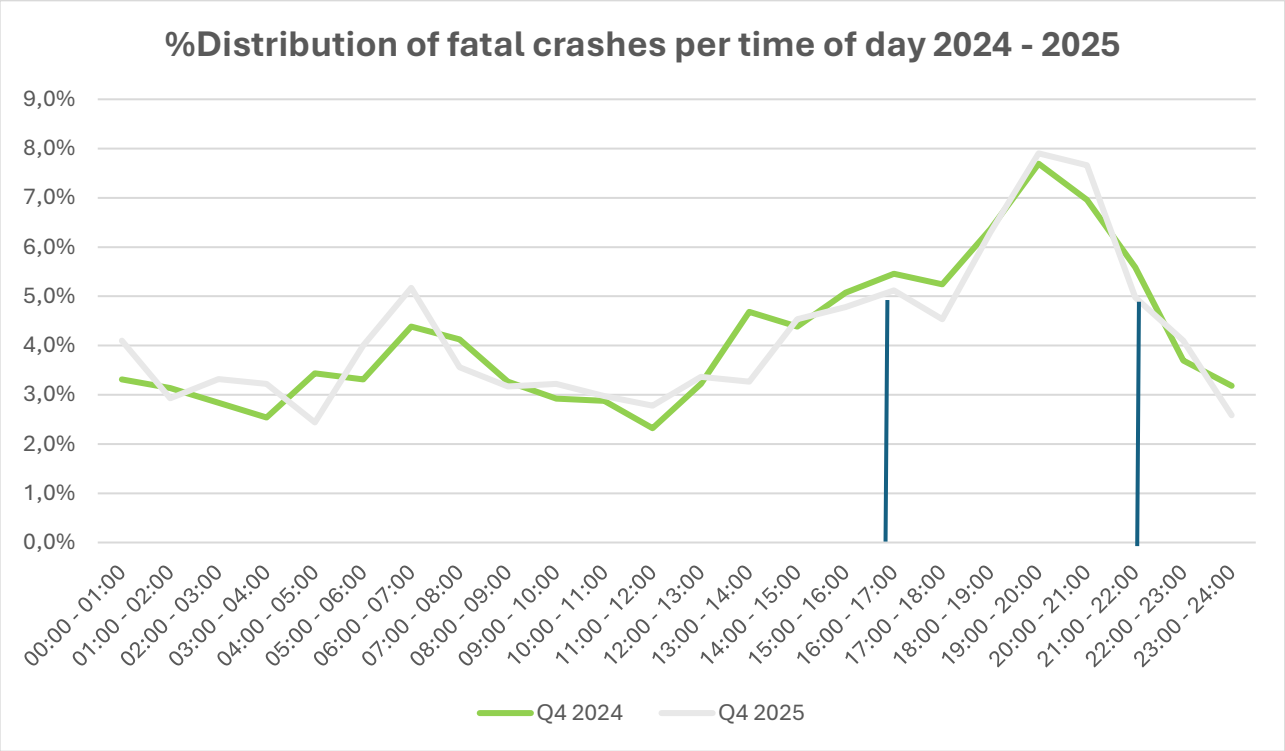



**Figure 3: Percentage distribution of fatal crashes per time of day**

From figure 3 above the period 16:00 to 22:00 is the peak of fatal crashes. This six-hour period contributed 36.5% in 2024/2025 fourth quarter and 37.3% in 2023/2024 fourth quarter of all fatal crashes in the time of day. The highest contributing hour being 19:00 to 20:00 in both years.

### 5.1.3 Fatal crashes per crash type

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

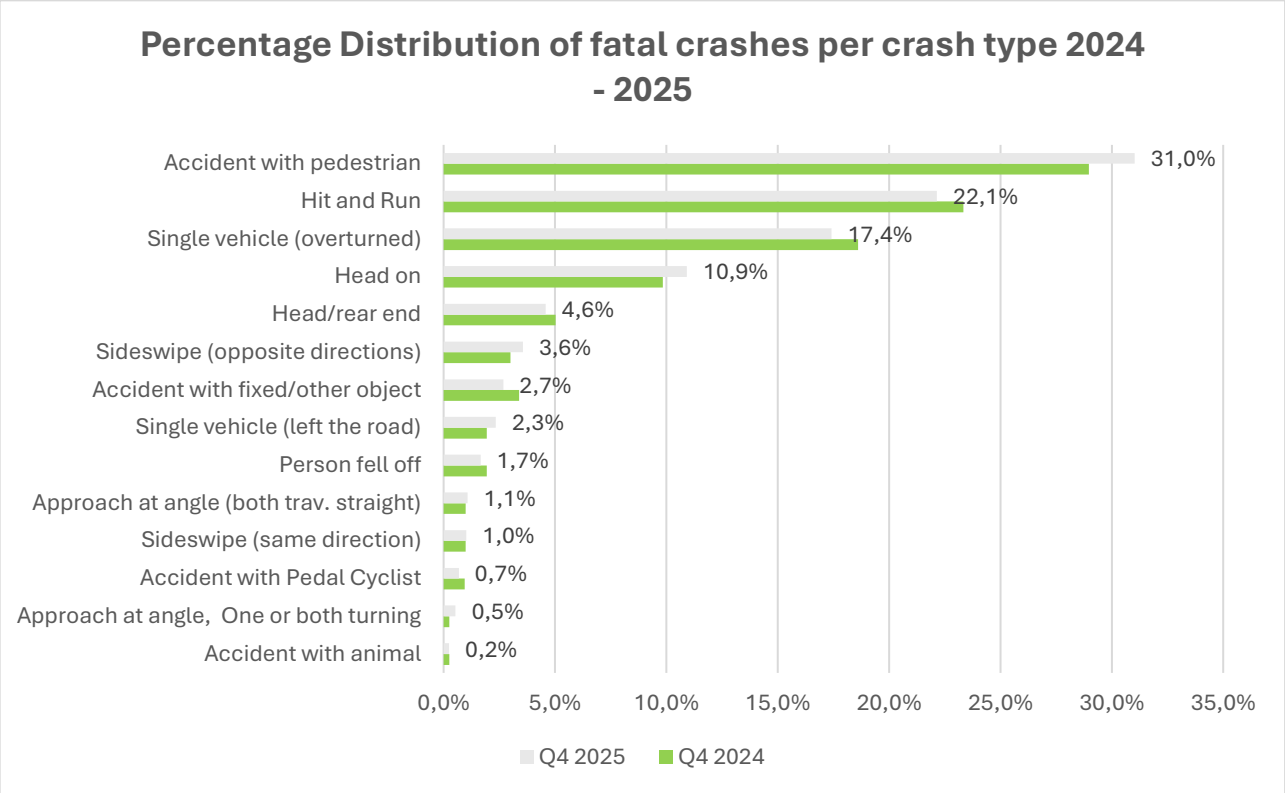



**Figure 4: Percentage distribution of crash types**

From figure 4 above, most fatal crashes occurred with pedestrians at 31.0% in the fourth quarter of 2024/2025 and 29.0% in the fourth quarter 2023/2024, followed by hit and runs at 22.1% 2024/2025 and 22.3% in 2023/2024.

### 5.1.4 Fatal crashes per vehicle type

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

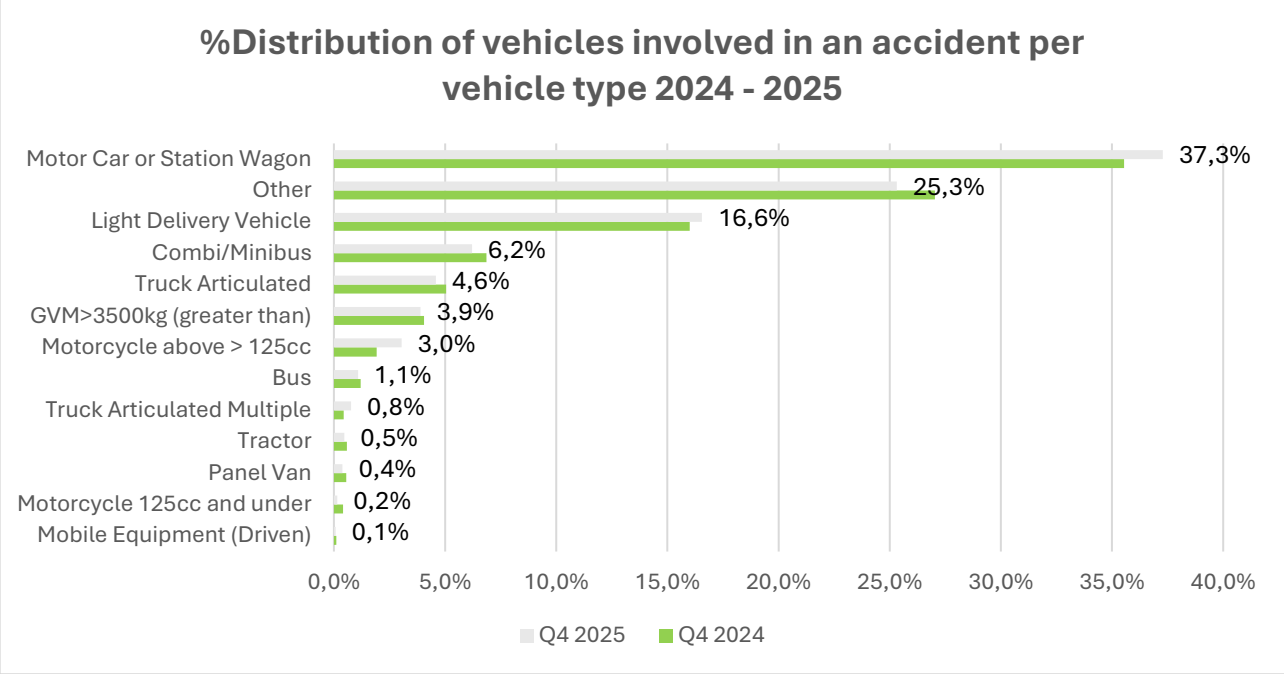


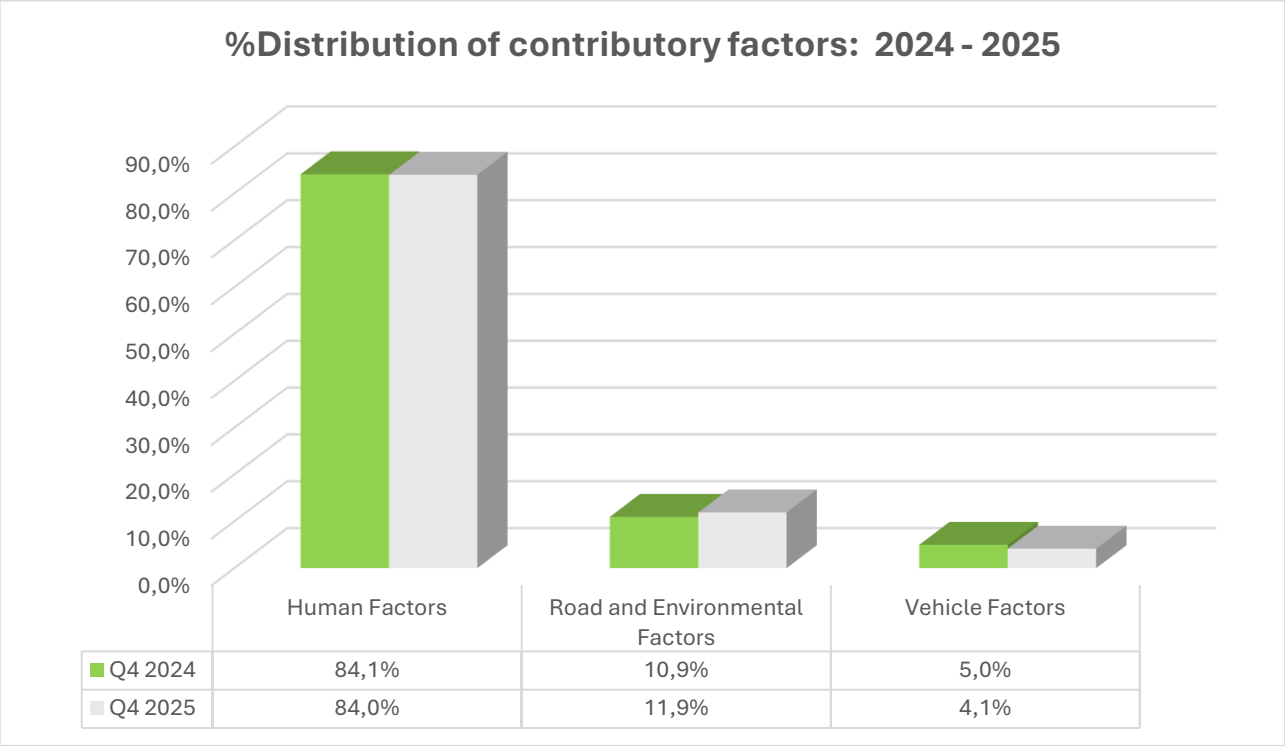

**Figure 5: Percentage distribution of fatal crashes per vehicle type**

The vehicle types that contributed the highest to fatal crashes were Motor Cars or Station Wagon at 37.3% and Light Delivery Vehicles 16.6% in the fourth quarter of 2024/2025; and in the fourth quarter of 2023/2024 Motor Cars or Station Wagon at 35.5% and Light Delivery Vehicles at 16.0% were also highest contributors to fatal crashes.

## 5.2 Contributory factors

The contributory factors for fatal crashes are classified as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users); vehicle factors (are focussed on the vehicle itself covering issues around mechanical failures); and environment factors (include limited visibility, poorly marked roads, missing road signs, sudden changes in road infrastructure, gravel road, the state of the road and weather conditions).

Human factors contribute a high percent to fatal crashes. Human factors contributed 84.0% in the fourth quarter of 2024/2025 and 84.1% in the fourth quarter of 2023/2024 to fatal crashes. Human factors in fatal crashes remain a big concern.




| | Human Factors | Road and Environmental Factors | Vehicle Factors |
|---|---|---|---|
| Q4 2024 | 84,1% | 10,9% | 5,0% |
| Q4 2025 | 84,0% | 11,9% | 4,1% |

**Figure 6: Comparison of contributory factors**

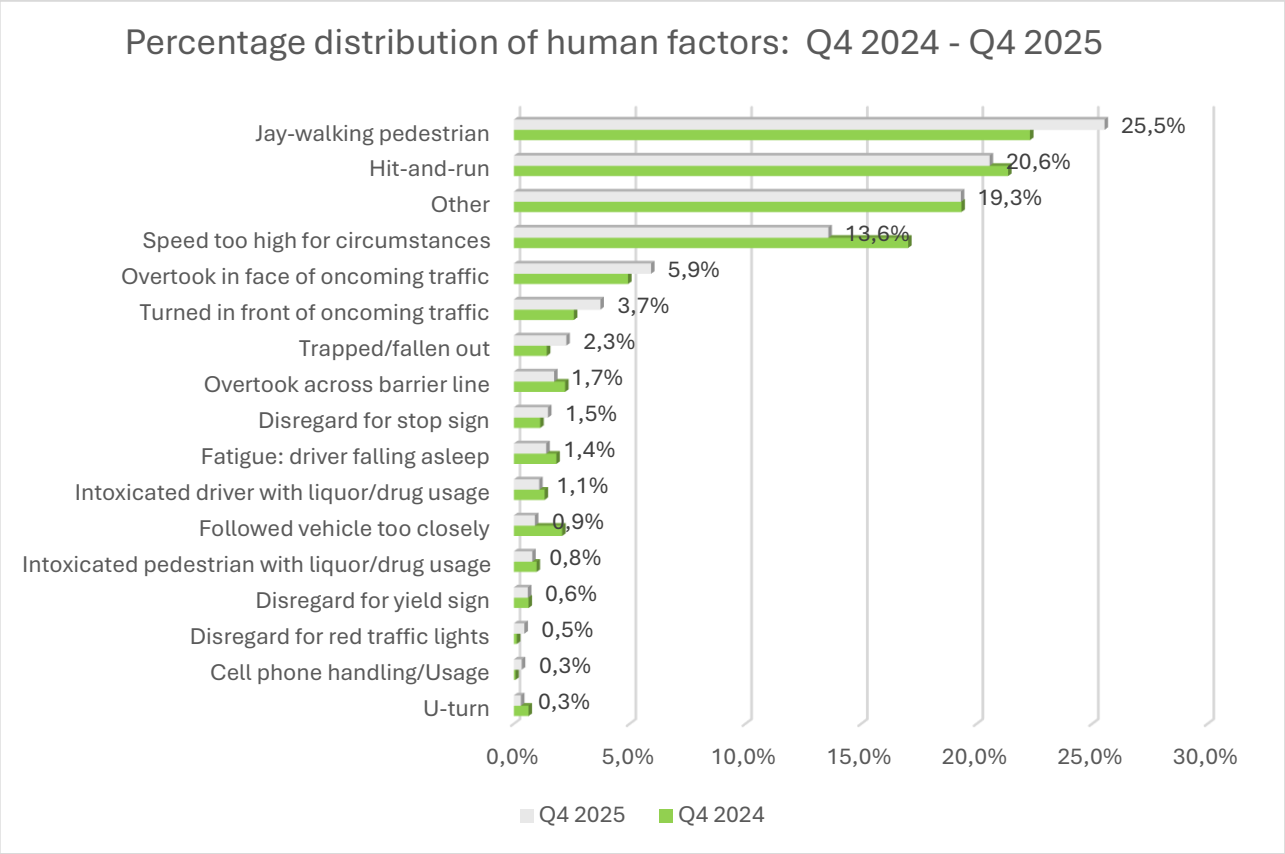



**Figure 7: Percentage distribution of human factors**

Figure 7 above shows that hit and runs and jaywalking are the major contributory factors within the human factors at 25.5% and 20.6% respectively in the fourth quarter of 2024/2025 and at 22.3% and 21.4% in the fourth quarter of 2023/2024.

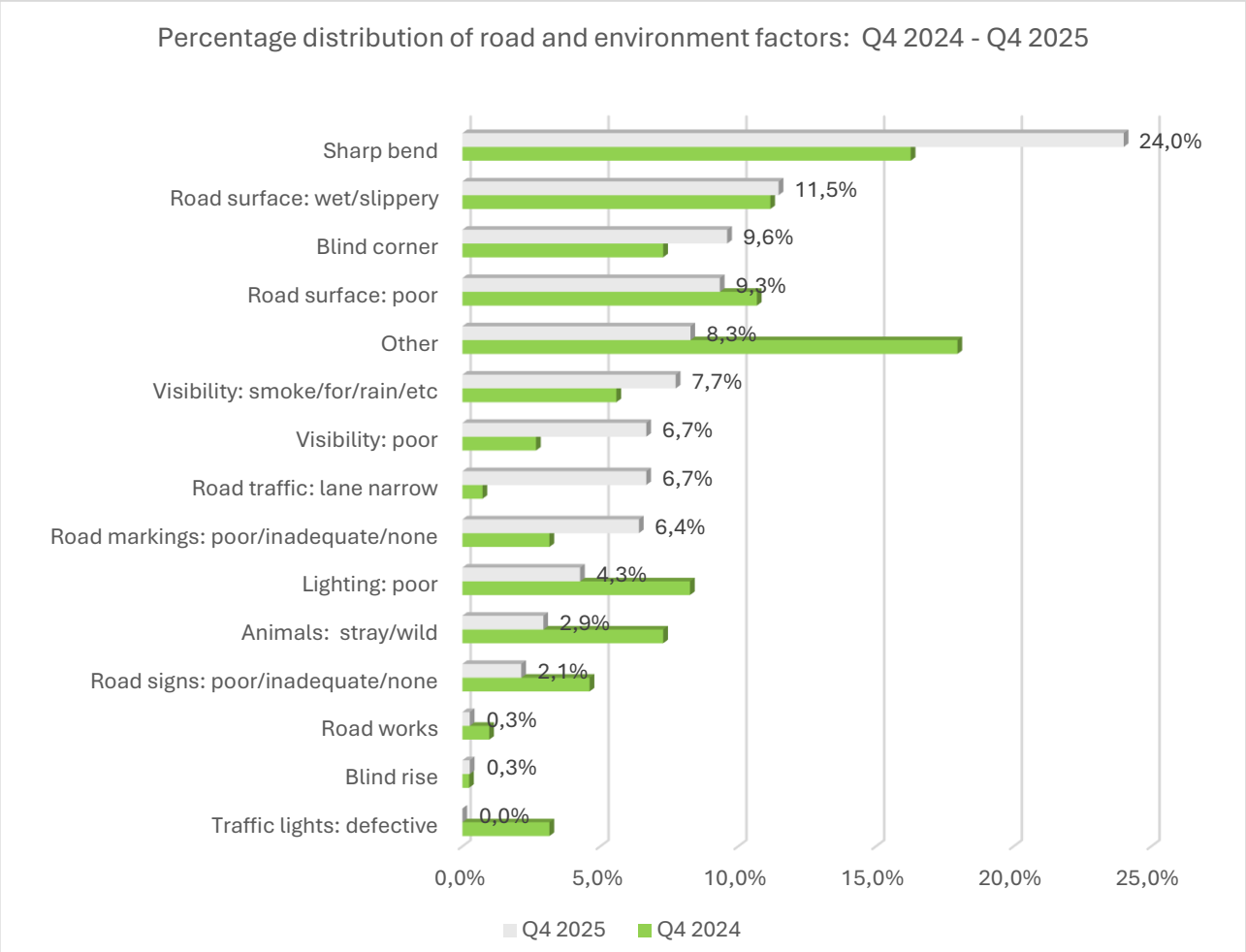



**Figure 8: Percentage distribution of road and environmental factors**

Within the road environmental factors sharp bends contributed 24.0% of fatal crashes during the fourth quarter of 2024/2025 and 16.3% in 2023/2024. In quarter four of both 2024/2025 and 2023/2024 road surface: wet/slippery contributed 11.5% and 11.2% respectively.

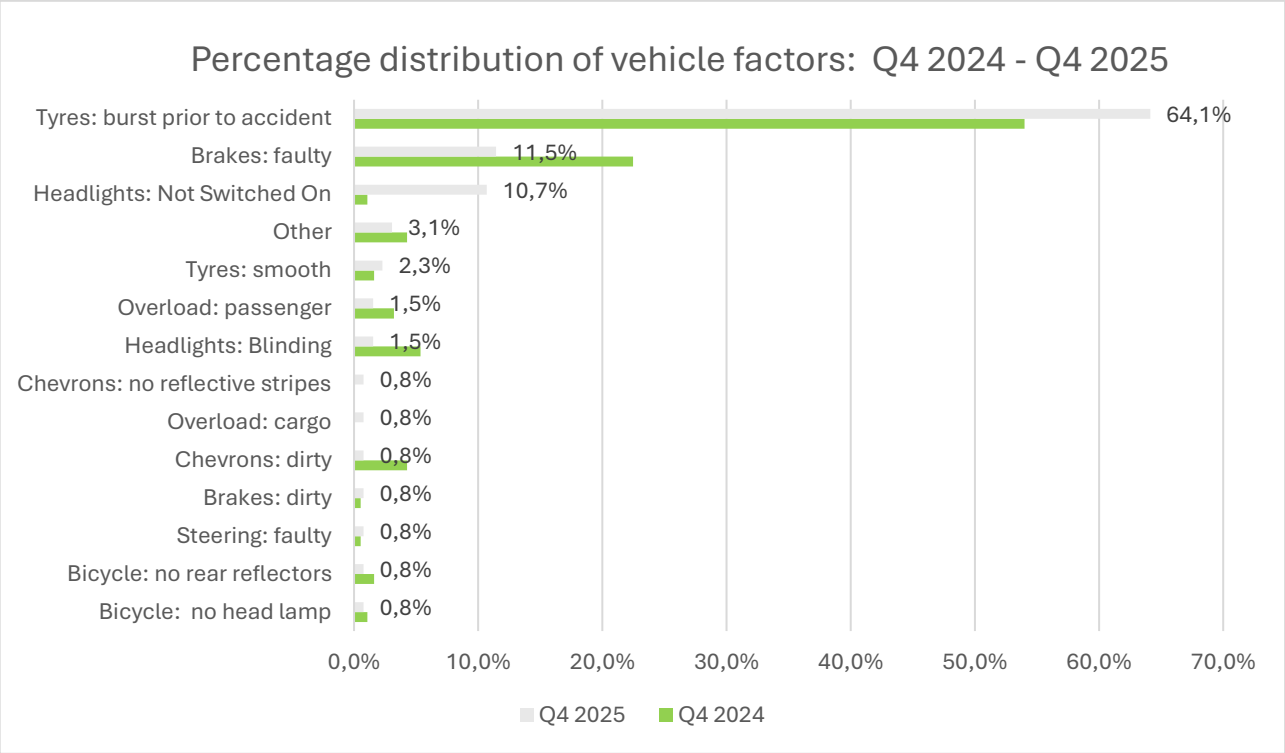



**Figure 9: Percentage distribution for vehicle factor**

According to figure 9 above tyre burst and faulty brakes were the highest contributors to crashes under the vehicle factors category at 64.1% and 11.5% in quarter four of 2024/2025; and at 54.0% and 22.5.0% respectively in quarter four of 2023/2024.

# 6. Road fatalities

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

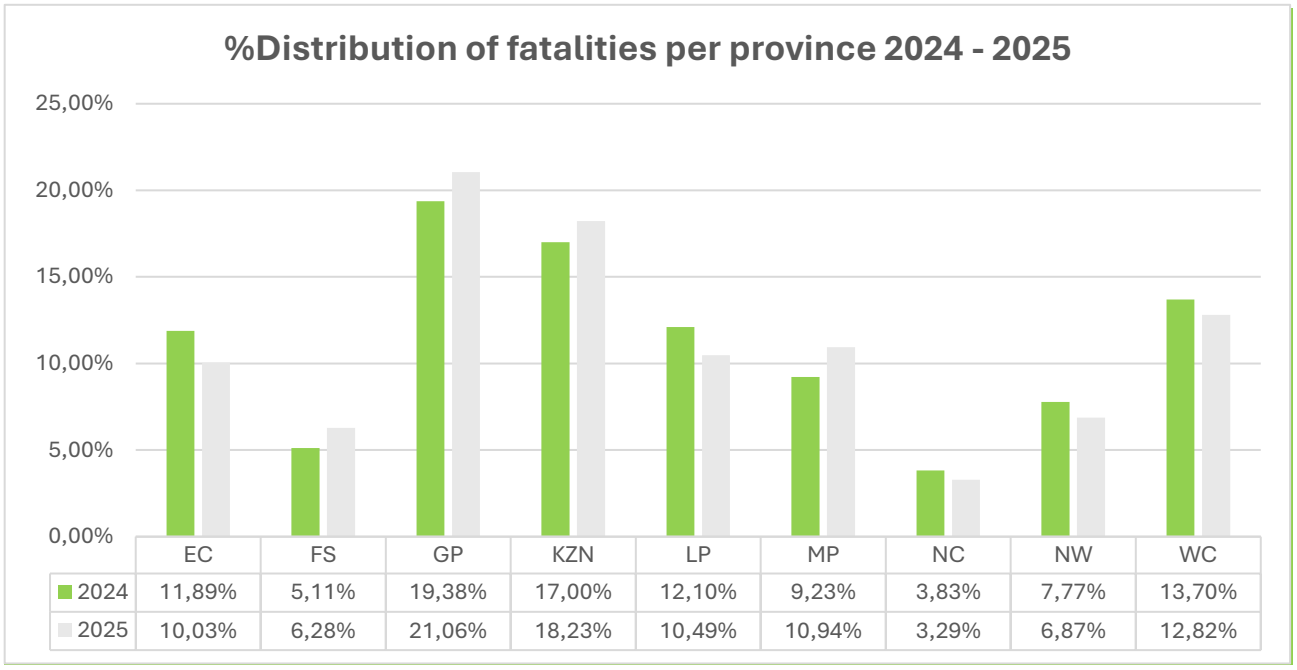
## 6.1 Fatalities per province

| FATALITIES | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Period** | **EC** | **FS** | **GP** | **KZN** | **LP** | **MP** | **NC** | **NW** | **WC** | **RSA** |
| Q4 2024 | 335 | 144 | 546 | 479 | 341 | 260 | 108 | 219 | 386 | 2818 |
| Q4 2025 | 241 | 151 | 506 | 438 | 252 | 263 | 79 | 165 | 308 | 2403 |
| CHANGE | -94 | 7 | -40 | -41 | -89 | 3 | -29 | -54 | -78 | -415 |
| %CHANGE | -28,06% | 4,86% | -7,33% | -8,56% | -26,10% | 1,15% | -26,85% | -24,66% | -20,21% | -14,73% |

**Table 2: Comparison of fatalities per province**

Table 2 above provides a comparison between the fourth quarter of the financial year 2024/2025 and fourth quarter of the financial year 2023/2024. Nationally there has been a decrease of 415(14.73%) fatalities. At a provincial level Free State and Mpumalanga recorded increases of 7(4.86%) and 3(1.15%) respectively; all other provinces recorded decreases in fatalities.

The highest decrease was in Eastern Cape 94(28.06%) followed by Limpopo at 89(26.10%) then Western Cape 78(20.21%).

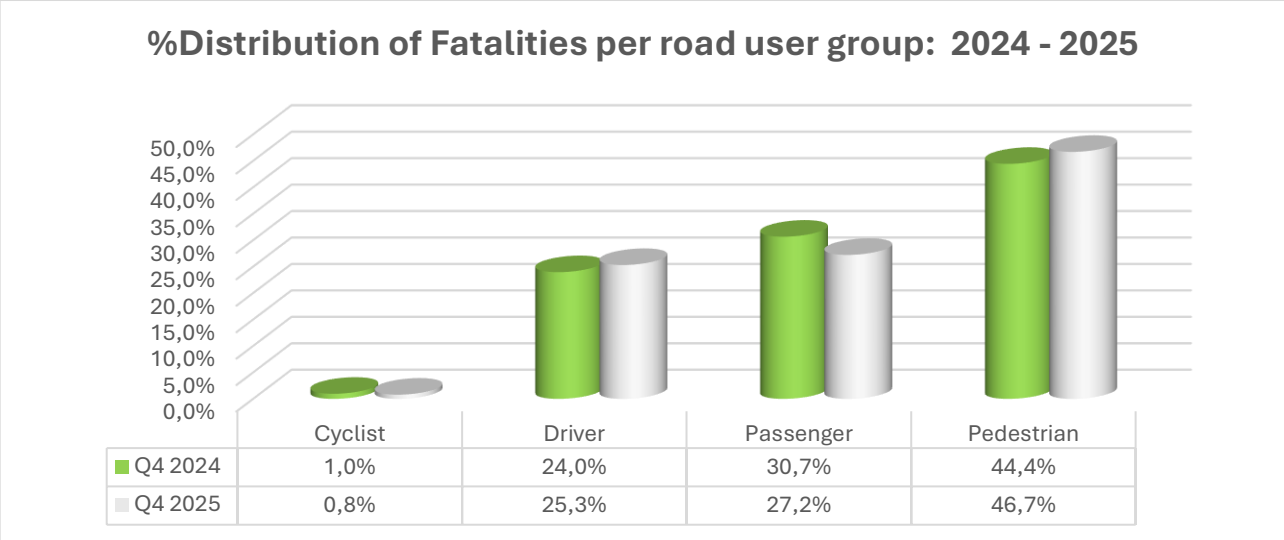



| | EC | FS | GP | KZN | LP | MP | NC | NW | WC |
|---|---|---|---|---|---|---|---|---|---|
| 2024 | 11,89% | 5,11% | 19,38% | 17,00% | 12,10% | 9,23% | 3,83% | 7,77% | 13,70% |
| 2025 | 10,03% | 6,28% | 21,06% | 18,23% | 10,49% | 10,94% | 3,29% | 6,87% | 12,82% |

**Figure 10: Percentage distribution of fatalities per province**

Figure 10 above shows percentage distribution of fatalities per province. Provinces with the highest contribution to fatalities were Gauteng and KwaZulu-Natal at 21.06% and 18.23% in 2025 and 19.38% and 17.00% in 2025 respectively. At least thirty nine percent (39%) of fatalities for the period under review were from Gauteng and KwaZulu-Natal.

## 6.2 Fatalities per road user group




| | Cyclist | Driver | Passenger | Pedestrian |
|---|---|---|---|---|
| Q4 2024 | 1,0% | 24,0% | 30,7% | 44,4% |
| Q4 2025 | 0,8% | 25,3% | 27,2% | 46,7% |

**Figure 11: Percentage distribution of fatalities per road user**

The percentage distribution of fatalities per road user groups are reflected in figure 11 above. From the above figure during the period under review 46.7% of road fatalities were pedestrians, 27.2% passengers, 25.3% drivers and 0.8% cyclists. During the fourth quarter of 2023/2024 44.4% of road fatalities were pedestrians, 30.7% passengers, 24.6% drivers and 1.0% cyclists.

## 6.3 Fatalities per gender

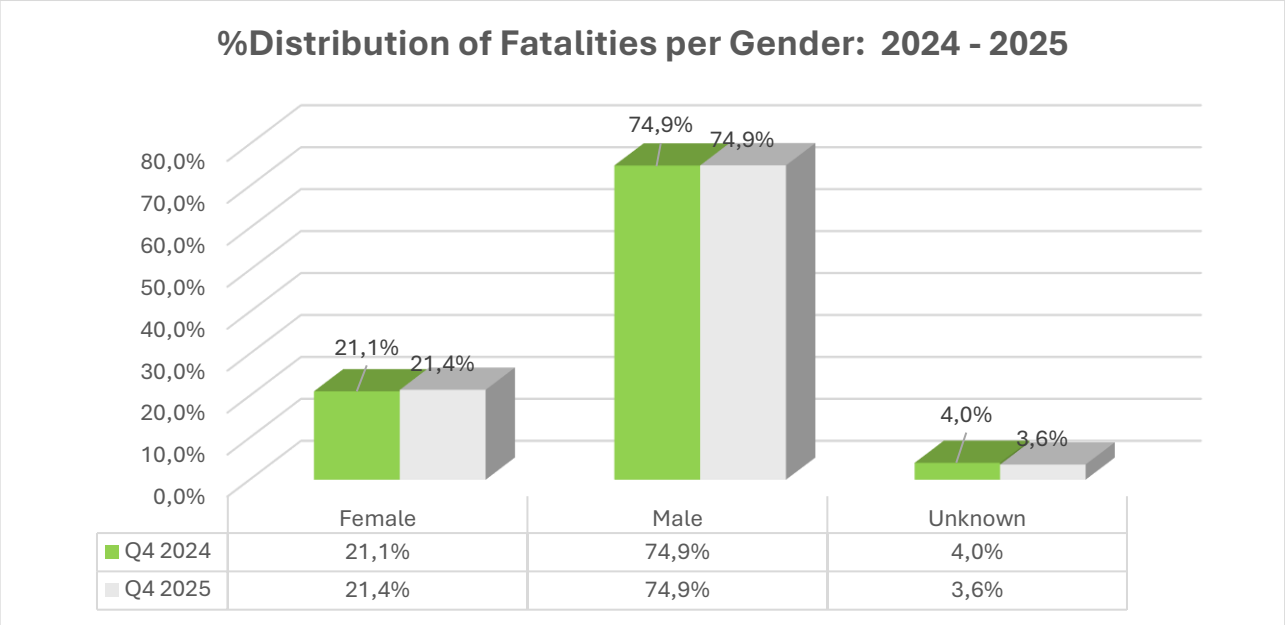
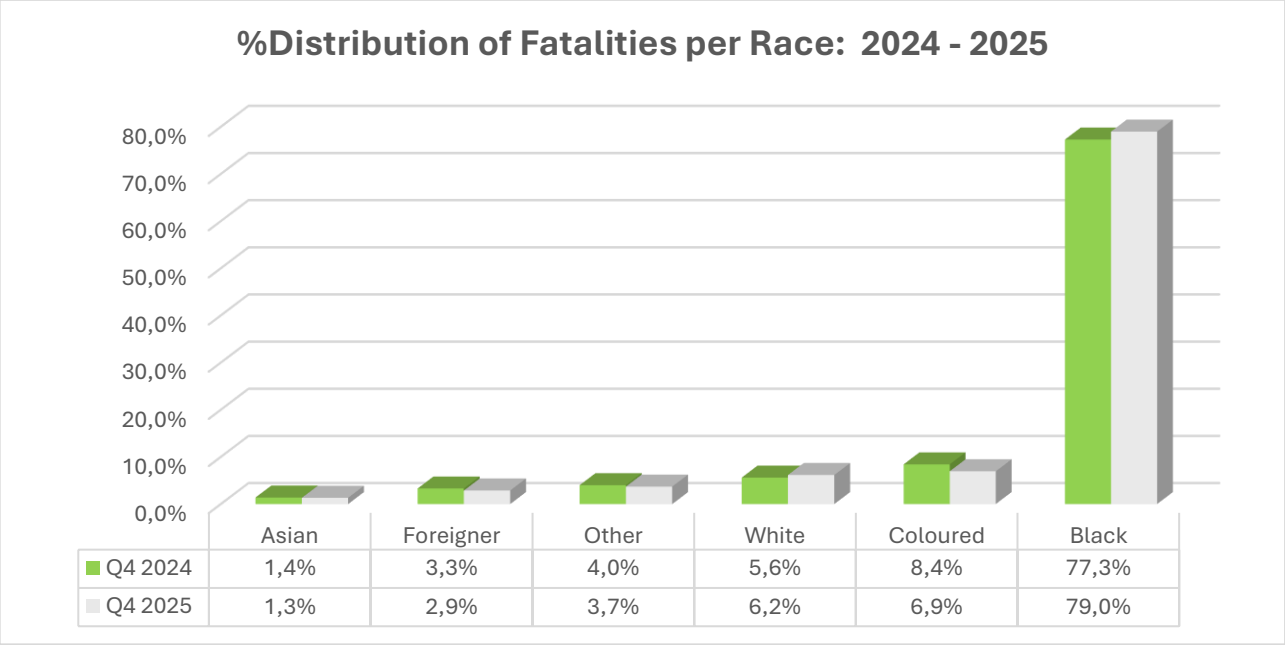



**Figure 12: Percentage distribution of fatalities per gender**

Figure 12 above shows fatalities per gender. From the above figure 74.9% of road fatalities were male during the period under review.

## 6.4 Fatalities per race



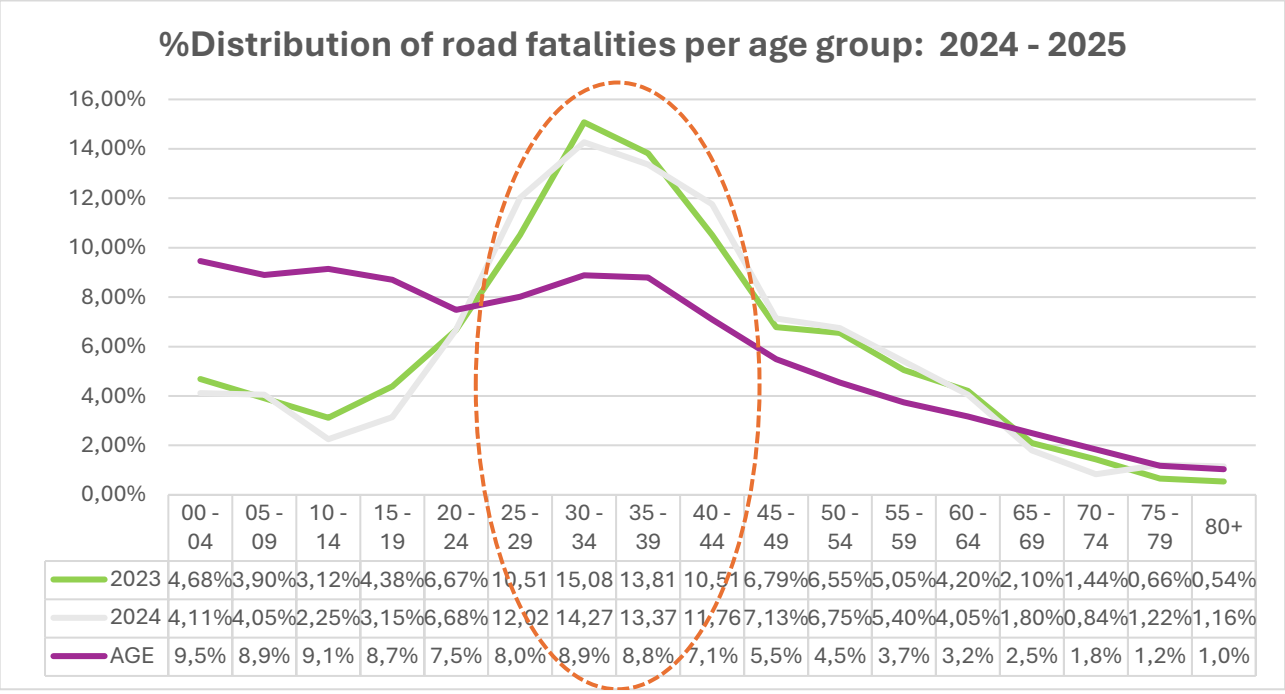

| | Asian | Foreigner | Other | White | Coloured | Black |
|---|---|---|---|---|---|---|
| Q4 2024 | 1,4% | 3,3% | 4,0% | 5,6% | 8,4% | 77,3% |
| Q4 2025 | 1,3% | 2,9% | 3,7% | 6,2% | 6,9% | 79,0% |

**Figure 13: Percentage distribution of fatalities per race**

From figure 13 above 79.0% of road fatalities for the period under review were blacks, this figure was 77.3% in the previous period.

## 6.5 Road fatalities per age group

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



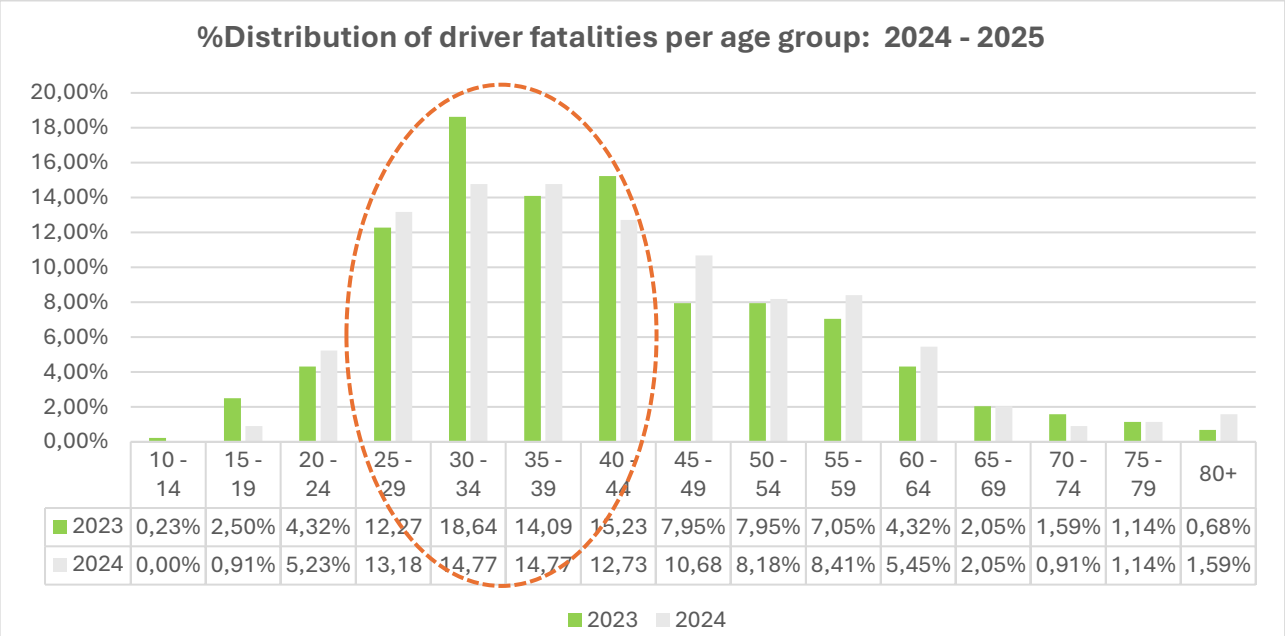

| | 00 - 04 | 05 - 09 | 10 - 14 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 - 74 | 75 - 79 | 80+ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 4,68% | 3,90% | 3,12% | 4,38% | 6,67% | 10,51 | 15,08 | 13,81 | 10,51 | 6,79% | 6,55% | 5,05% | 4,20% | 2,10% | 1,44% | 0,66% | 0,54% |
| 2024 | 4,11% | 4,05% | 2,25% | 3,15% | 6,68% | 12,02 | 14,27 | 13,37 | 11,76 | 7,13% | 6,75% | 5,40% | 4,05% | 1,80% | 0,84% | 1,22% | 1,16% |
| AGE | 9,5% | 8,9% | 9,1% | 8,7% | 7,5% | 8,0% | 8,9% | 8,8% | 7,1% | 5,5% | 4,5% | 3,7% | 3,2% | 2,5% | 1,8% | 1,2% | 1,0% |

**Figure 14: Percentage distribution of fatalities per age**

In the fourth quarter of both financial years the highest death rates were in the age range 25 to 44, this age group contributed at least 50% of fatalities for both periods; this age group make up 32.8% of the entire population. Children under the age of 10 made up 8.16% of fatalities and 8.59% in 2024/2025 and 2023/2024 respectively.

## 6.6 Driver fatalities per age group

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




| | 10 - 14 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 - 74 | 75 - 79 | 80+ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 0,23% | 2,50% | 4,32% | 12,27 | 18,64 | 14,09 | 15,23 | 7,95% | 7,95% | 7,05% | 4,32% | 2,05% | 1,59% | 1,14% | 0,68% |
| 2024 | 0,00% | 0,91% | 5,23% | 13,18 | 14,77 | 14,77 | 12,73 | 10,68 | 8,18% | 8,41% | 5,45% | 2,05% | 0,91% | 1,14% | 1,59% |

**Figure 15: Percentage distribution of fatalities per age for drivers**

In the fourth quarter of the financial year 2024/2025 the percentage of driver fatalities in the age group 25 to 44 was 55.45% of all driver fatalities and for the same period in financial year 2023/2024 was 60.23%. More young adults die on the roads as drivers than any other age grouping.

## 6.7 Passenger fatalities per age group

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

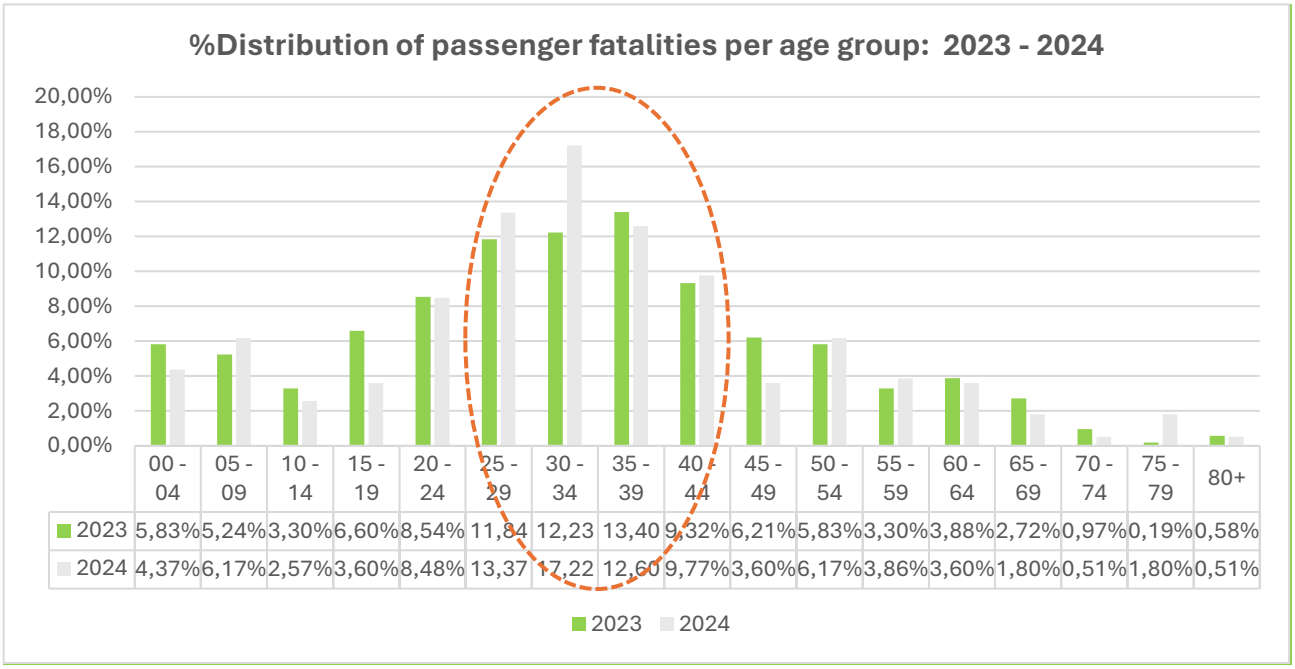
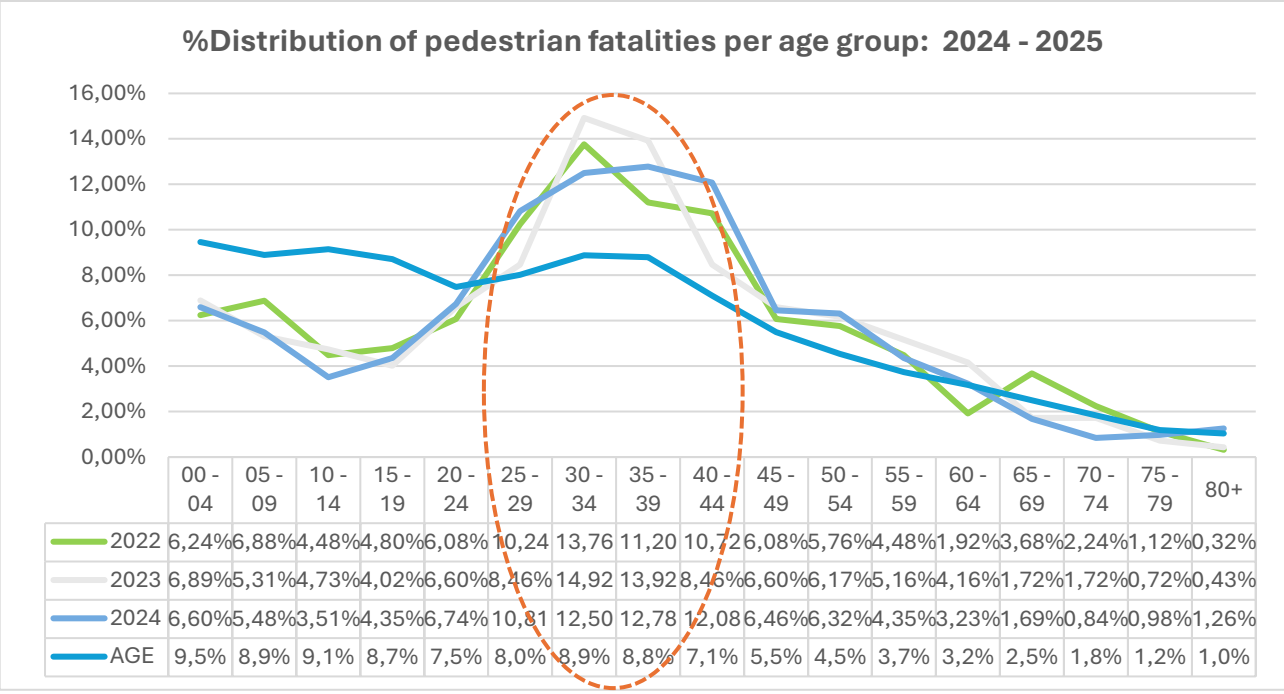



**Figure 16: Percentage distribution of fatalities per age for passengers**

In the fourth quarter of the financial year 2024/2025 the percentage of passenger fatalities in the age group 25 to 44 was 52.96% of all driver fatalities and for the same period in financial year 2023/2024 was 46.80%. More young adults die on the roads as passengers than any other age grouping.

## 6.8 Pedestrian fatalities per age group

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



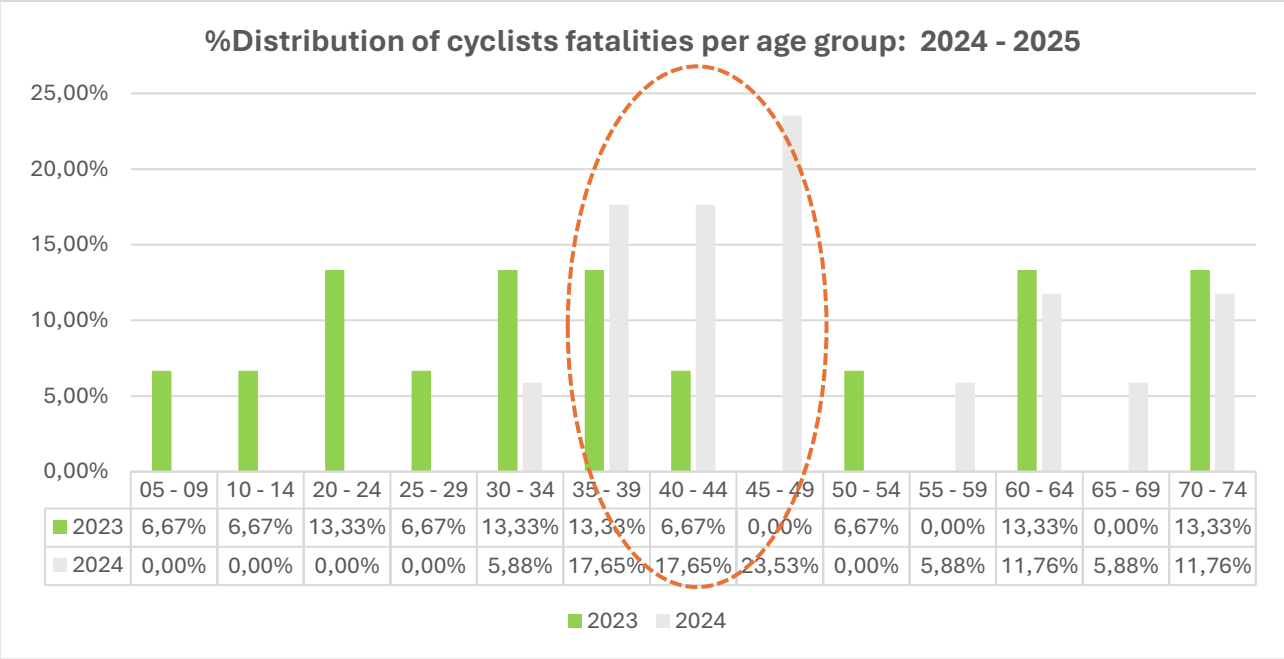

| | 00 - 04 | 05 - 09 | 10 - 14 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 - 74 | 75 - 79 | 80+ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2022 | 6,24% | 6,88% | 4,48% | 4,80% | 6,08% | 10,24 | 13,76 | 11,20 | 10,72 | 6,08% | 5,76% | 4,48% | 1,92% | 3,68% | 2,24% | 1,12% | 0,32% |
| 2023 | 6,89% | 5,31% | 4,73% | 4,02% | 6,60% | 8,46% | 14,92 | 13,92 | 8,46% | 6,60% | 6,17% | 5,16% | 4,16% | 1,72% | 1,72% | 0,72% | 0,43% |
| 2024 | 6,60% | 5,48% | 3,51% | 4,35% | 6,74% | 10,81 | 12,50 | 12,78 | 12,08 | 6,46% | 6,32% | 4,35% | 3,23% | 1,69% | 0,84% | 0,98% | 1,26% |
| AGE | 9,5% | 8,9% | 9,1% | 8,7% | 7,5% | 8,0% | 8,9% | 8,8% | 7,1% | 5,5% | 4,5% | 3,7% | 3,2% | 2,5% | 1,8% | 1,2% | 1,0% |

**Figure 17: Percentage distribution of fatalities per age for pedestrians**

In the fourth quarter of the financial year 2024/2025 the percentage of pedestrian fatalities in the age group 25 to 44 was 48.17% of all pedestrian fatalities and for the same period in financial year 2023/2024 was 45.77% and 45.92% in 2022/2023. More young adults die on the roads as pedestrians than any other age grouping. For the age group zero to nine it was 12.08% in 2024/2025, 12.20% in 2023/2024 and 13.12% in 2022/2023.

## 6.9 Cyclist fatalities per age group

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




| | 05 - 09 | 10 - 14 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 - 74 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 6,67% | 6,67% | 13,33% | 6,67% | 13,33% | 13,33% | 6,67% | 0,00% | 6,67% | 0,00% | 13,33% | 0,00% | 13,33% |
| 2024 | 0,00% | 0,00% | 0,00% | 0,00% | 5,88% | 17,65% | 17,65% | 23,53% | 0,00% | 5,88% | 11,76% | 5,88% | 11,76% |

**Figure 18: Percentage distribution of fatalities per age for cyclists**

In the fourth quarter of the financial year 2024/2025 the percentage of cyclist fatalities were spread between different age groups with most fatalities being in the 35 to 49 age group; 58.82 of all cyclist fatalities were in this age group.

# Section B

This section covers vehicle population and human mobility data, as well as driver population. The vehicle population data will encompass the number of registered vehicles inclusive of the status of their roadworthiness and licencing, as well as human mobility in terms of the number of persons per vehicle. The driver population data covers the number of registered drivers including the status and categories of licences.

# 7. Vehicle Population

## 7.1 Number of Registered Vehicles

The number of registered vehicles increased by 252 112 (1.91%) from 13 195 793 in March 2024 to vehicles in March 2025. Detail per type of vehicle is given in table 3 below.

| Number of Registered Vehicles | Number registered | Number registered | Change | % Change | % of Group | % of Total |
|---|---|---|---|---|---|---|
| **Motorised Vehicles** | **Mar-24** | **Mar-25** | | | **Mar-25** | **Mar-25** |
| Motorcars | 7 837 771 | 8 020 238 | 182 467 | 2,33% | 65,83% | 59,64% |
| Minibuses | 356 164 | 354 401 | -1763 | -0,49% | 2,91% | 2,64% |
| Buses | 64 994 | 65 979 | 985 | 1,52% | 0,54% | 0,49% |
| Motorcycles | 350 405 | 363 428 | 13023 | 3,72% | 2,98% | 2,70% |
| LDV's - Bakkies | 2 701 912 | 2 739 850 | 37 938 | 1,40% | 22,49% | 20,37% |
| Trucks | 393 725 | 399 534 | 5809 | 1,48% | 3,28% | 2,97% |
| Other & Unknown | 239 469 | 240 404 | 935 | 0,39% | 1,97% | 1,79% |
| **Total Motorised** | **11 944 440** | **12 183 834** | **239 394** | **2,00%** | **100,00%** | **90,60%** |
| **Towed Vehicles** | | | | | | |
| **Caravans** | 94 831 | 94 198 | (633) | -0,67% | 7,45% | 0,70% |
| **Heavy Trailers** | 893 082 | 901 842 | 8 760 | 0,98% | 71,34% | 6,71% |
| **Light Trailers** | 236 342 | 241 475 | 5 133 | 2,17% | 19,10% | 1,80% |
| **Other & Unknown** | 27 098 | 26 556 | (542) | -2,00% | 2,10% | 0,20% |
| **Total Towed** | **1 251 353** | **1 264 071** | **12 718** | **1,02%** | **100,00%** | **9,40%** |
| **All Vehicles** | **13 195 793** | **13 447 905** | **252 112** | **1,91%** | | **100,00%** |

**Table 3: Number of registered vehicles per type**

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

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

| Number of Registered Vehicles per Province | Number registered Mar-24 | Number registered Mar-25 | Change | % Change | % of Total Mar-25 |
|---|---|---|---|---|---|
| **GP** | 5 070 287 | 5 172 120 | 101 833 | 2,01% | 38,46% |
| **KZN** | 1 773 639 | 1 821 872 | 48 233 | 2,72% | 13,55% |
| **WC** | 2 155 489 | 2 209 045 | 53 556 | 2,48% | 16,43% |
| **EC** | 860 263 | 871 336 | 11 073 | 1,29% | 6,48% |
| **FS** | 647 154 | 651 224 | 4 070 | 0,63% | 4,84% |
| **MP** | 933 276 | 934 635 | 1 359 | 0,15% | 6,95% |
| **NW** | 667 632 | 677 870 | 10 238 | 1,53% | 5,04% |
| **LP** | 792 815 | 812 420 | 19 605 | 2,47% | 6,04% |
| **NC** | 295 238 | 297 383 | 2 145 | 0,73% | 2,21% |
| **RSA** | **13 195 793** | **13 447 905** | **252 112** | **1,91%** | **100,00%** |

**Table 4: Number of registered vehicles per province**

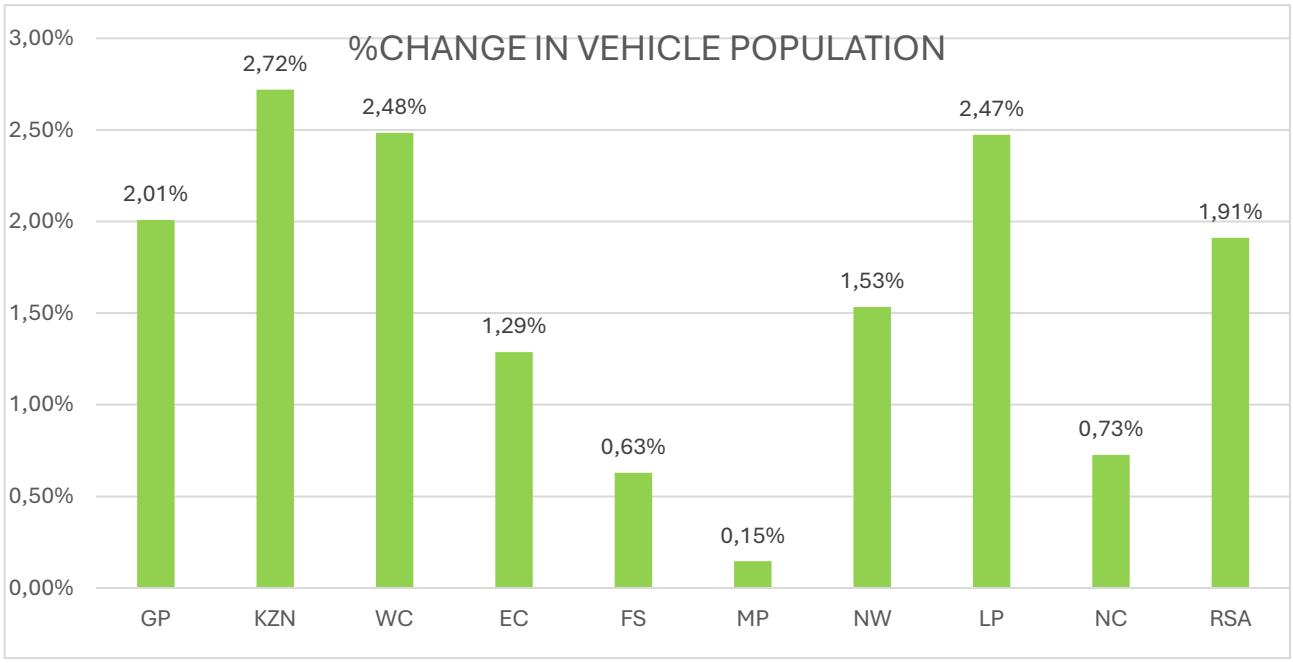



**Figure 19: Percentage Annual Growth in Vehicle Population**

The percentage distribution of vehicles registered per province as at 31 March 2025 is reflected in the figure 20 below.

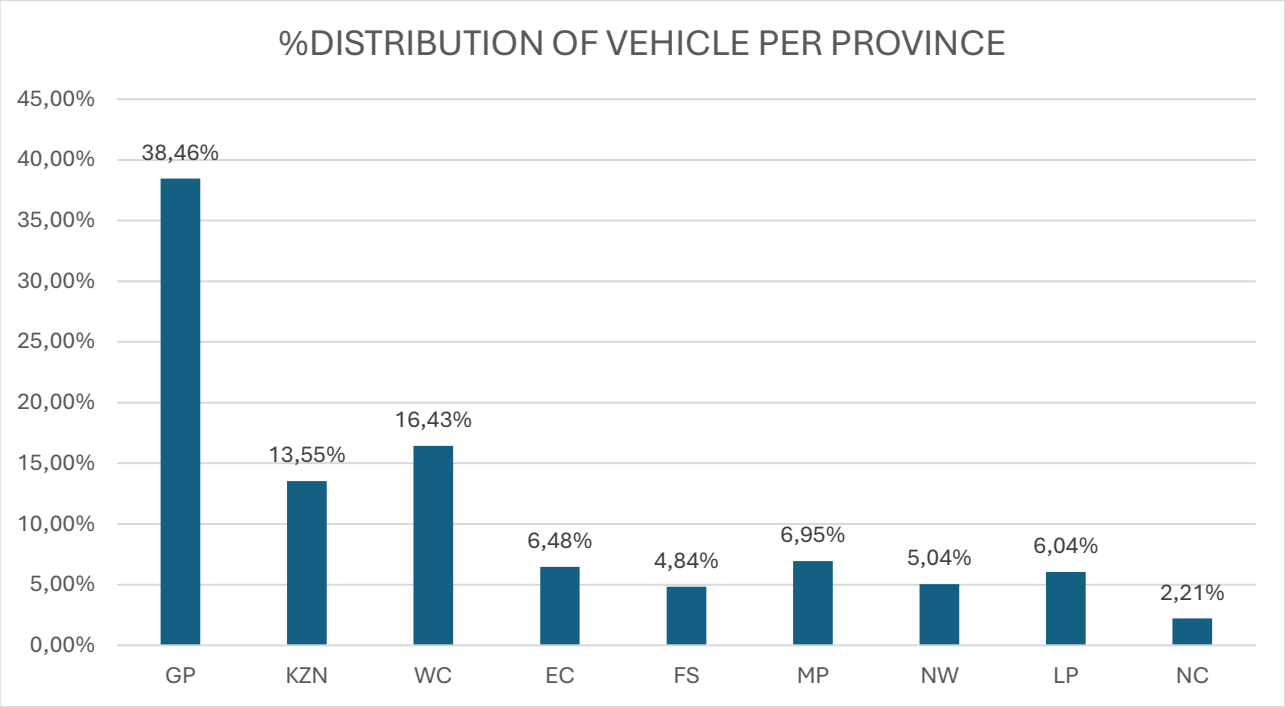



**Figure 20: Percentage Vehicle Registered per province**

The information in the figure above shows that 38.46% of vehicle's population were registered in Gauteng, 16.43% in Western Cape and 13.55% in KwaZulu-Natal. 68.44% of all registered vehicles in the country were registered in these three provinces.

# 8. Driver Population

## 8.1 Learner Driving Licences

The number of learners driving licences issued increased by 29 298 (2.66%) from 1 102 457 in March 2024 to 1 131 755 in March 2025. Details on the number of learners driving licences issued per category is given in table 5 below and graphically reflected in the figure 21 below and changes are as reflected on figure 22 below.

| Number of Learner Licences Issued | | | | |
|---|---|---|---|---|
| **Category** | **Mar-24** | **Mar-25** | **Change** | **% Change** |
| **1** | 41 372 | 42 399 | 1 027 | 2,48% |
| **2** | 198 876 | 191 897 | -6 979 | -3,51% |
| **3** | 862 209 | 897 459 | 35 250 | 4,09% |
| **Total** | **1 102 457** | **1 131 755** | **29 298** | **2,66%** |

**Table 5: Number of learner licences issued**

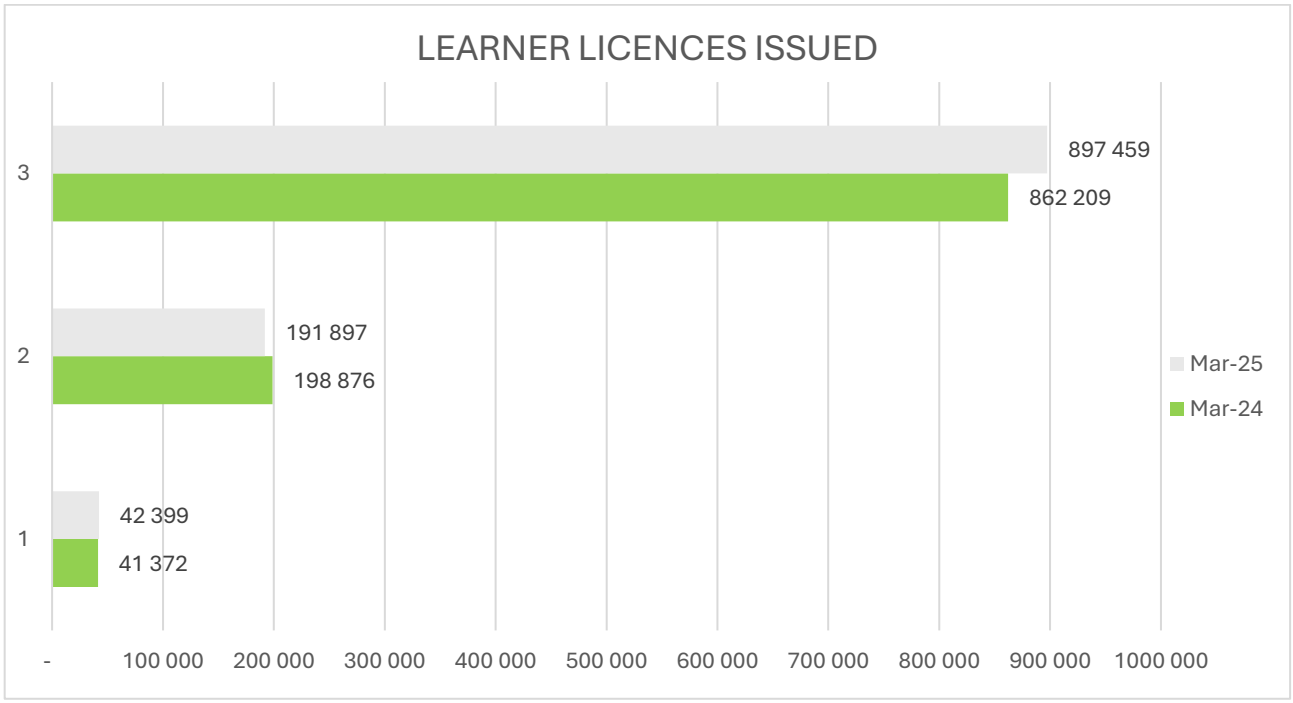



**Figure 21: Number of learner license issued**

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

| Number of Learners Licences Issued per Province | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Year** | **GP** | **KZN** | **WC** | **EC** | **FS** | **MP** | **NW** | **LP** | **NC** | **RSA** |
| **Mar-24** | 382 921 | 190 749 | 175 047 | 54 260 | 48 574 | 86 068 | 46 422 | 97 324 | 21 092 | **1 102 457** |
| **Mar-25** | 418 277 | 187 426 | 166 703 | 59 142 | 43 129 | 89 295 | 49 177 | 98 234 | 20 372 | **1 131 755** |
| **Change** | 35 356 | -3 323 | -8 344 | 4 882 | -5 445 | 3 227 | 2 755 | 910 | -720 | **29 298** |
| **% Change** | 9,23% | -1,74% | -4,77% | 9,00% | -11,21% | 3,75% | 5,93% | 0,94% | -3,41% | **2,66%** |

**Table 6: Number of learner licences issued per province**

Gauteng, Eastern Cape, North-West, Mpumalanga and Limpopo increased in number of learner licences issued for the period under review. The highest increase in learner licences issued was Gauteng at 9.23% followed by Eastern Cape at 9.00%.

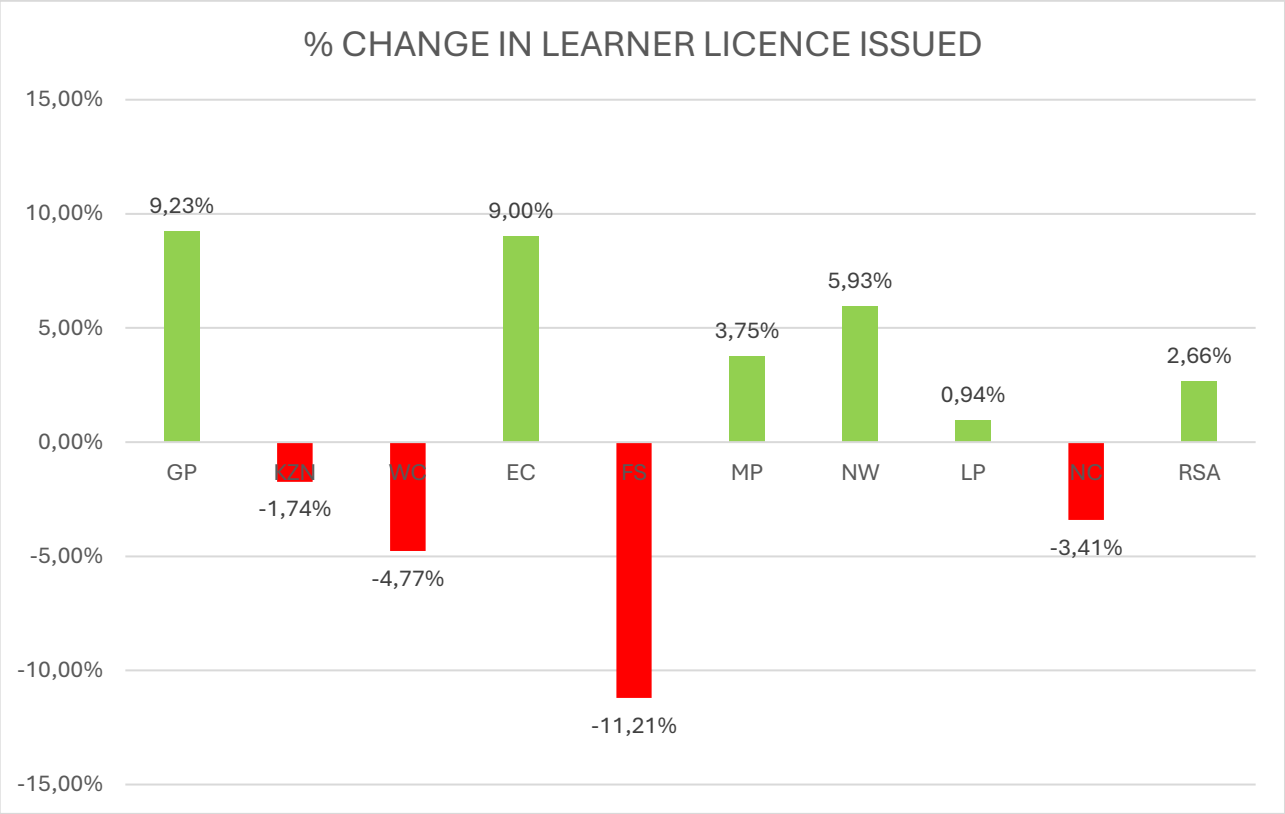



**Figure 22: Percentage change in learner licences issued per province**

## 8.2 Driving Licences Issued

### 8.2.1 Number of Driving Licences Issued

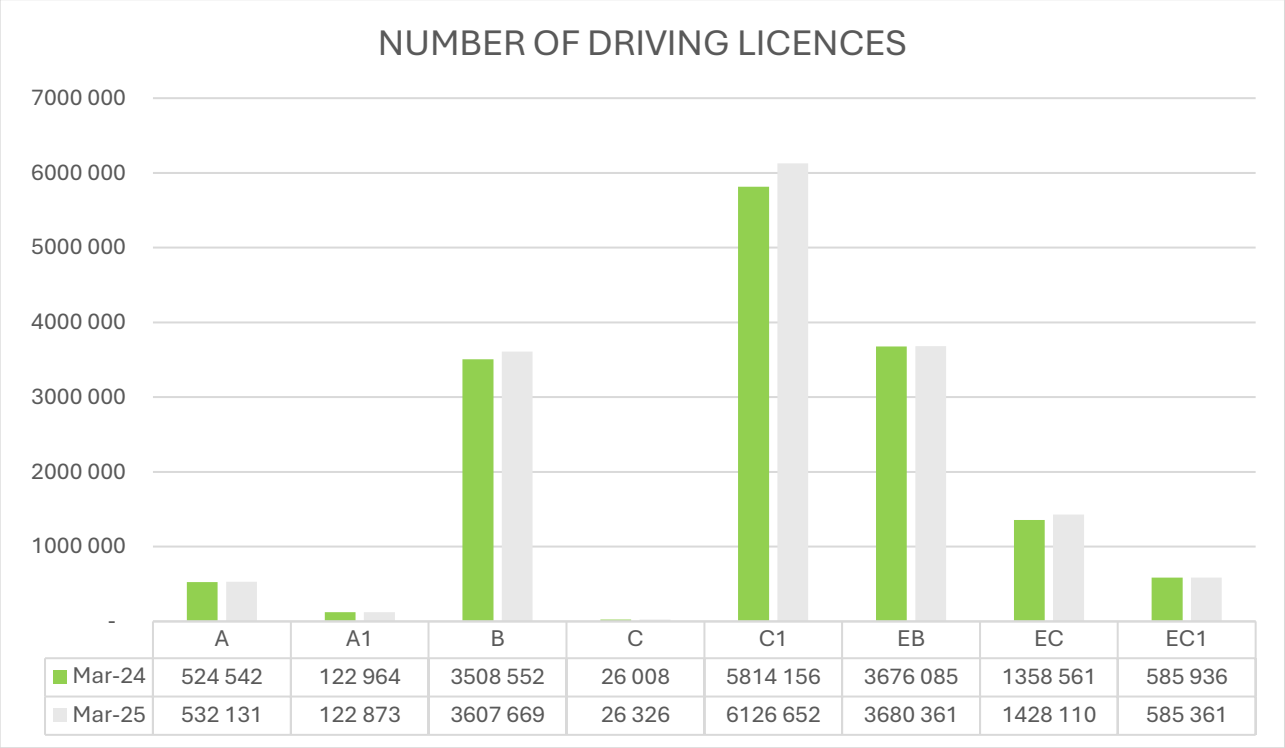
The number of driving licences issued increased by 492 679 (3.15%) from 15 616 804 in March 2024 to 16 109 483 in March 2025. Details on the number of driving licences issued per category is given in table 7 and graphically presented in figure 23 below.

| Number of Driving Licences Issued | | | | |
|---|---|---|---|---|
| **Category** | **Mar-24** | **Mar-25** | **Change** | **% Change** |
| **A** | 524 542 | 532 131 | 7 589 | 1,45% |
| **A1** | 122 964 | 122 873 | (91) | -0,07% |
| **B** | 3 508 552 | 3 607 669 | 99 117 | 2,83% |
| **C** | 26 008 | 26 326 | 318 | 1,22% |
| **C1** | 5 814 156 | 6 126 652 | 312 496 | 5,37% |
| **EB** | 3 676 085 | 3 680 361 | 4 276 | 0,12% |
| **EC** | 1 358 561 | 1 428 110 | 69 549 | 5,12% |
| **EC1** | 585 936 | 585 361 | (575) | -0,10% |
| **Total** | **15 616 804** | **16 109 483** | **492 679** | **3,15%** |

**Table 7: Number of driving licences issued**

## Driving licences:

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




| | A | A1 | B | C | C1 | EB | EC | EC1 |
|---|---|---|---|---|---|---|---|---|
| Mar-24 | 524 542 | 122 964 | 3508 552 | 26 008 | 5814 156 | 3676 085 | 1358 561 | 585 936 |
| Mar-25 | 532 131 | 122 873 | 3607 669 | 26 326 | 6126 652 | 3680 361 | 1428 110 | 585 361 |

**Figure 23: Number of driving licences issued**

From the above table the highest percentage change is for Categories C1 with a 5.37% increase, followed by category EC and B with 5.12% and 2.83% increases respectively.

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

| Number of Driving Licences Issued per Province | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year | GP | KZ | WC | EC | FS | MP | NW | LP | NC | RSA |
| Mar-24 | 5 544 444 | 2 499 545 | 2 305 423 | 1 110 613 | 737 980 | 1 178 314 | 731 526 | 1 225 648 | 283 311 | **15 616 804** |
| Mar-25 | 5 751 227 | 2 577 574 | 370 034 | 1 134 392 | 752 478 | 1 214 685 | 750 887 | 1 268 373 | 289 833 | **16 109 483** |
| Change | 206 783 | 78 029 | 64 611 | 23 779 | 14 498 | 36 371 | 19 361 | 42 725 | 6 522 | **492 679** |
| % Change | 3,73% | 3,12% | 2,80% | 2,14% | 1,96% | 3,09% | 2,65% | 3,49% | 2,30% | **3,15%** |

**Table 8: Number of driving licences issued per province**

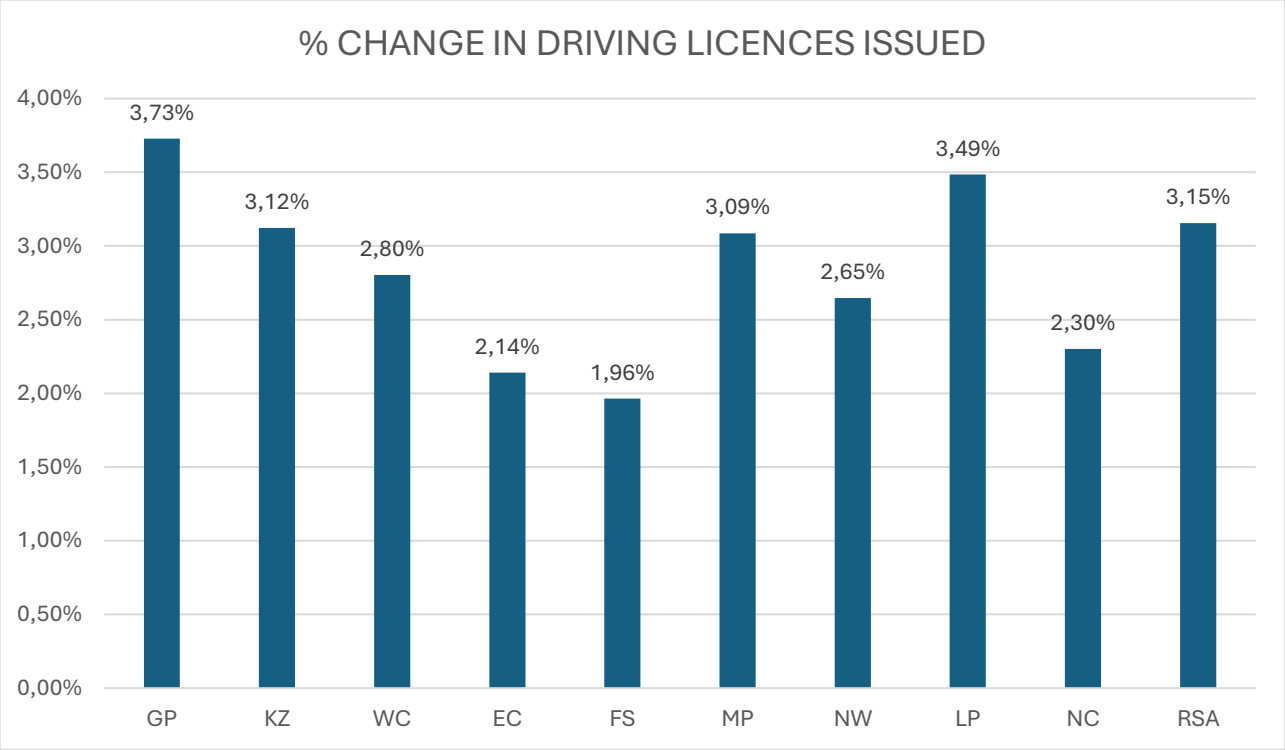



**Figure 24: Percentage change in driving licences issued**

### 8.2.2 Professional Driving Permits Issued

The number of Professional driving permits (PrDP's) issued increased by 52 023 (4.31%) from 1 205 669 in March 2024 to 1 257 692 in March 2025. Detail on the number of PrDPs issued per category is given in table 9 below and graphically represented in the figure 25 below.

| Number of PrDP's Issued | | | | |
|---|---|---|---|---|
| **Category** | **Mar-24** | **Mar-25** | **Change** | **% Change** |
| **G** | 7 423 | 8 449 | 1 026 | 13,82% |
| **P G** | 1 138 797 | 1 185 392 | 46 595 | 4,09% |
| **D G** | 144 | 116 | -28 | -19,44% |
| **D P G** | 59 305 | 63 735 | 4 430 | 7,47% |
| **Total** | **1 205 669** | **1 257 692** | **52 023** | **4,31%** |

**Table 9: Number of PrDP's issued**

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

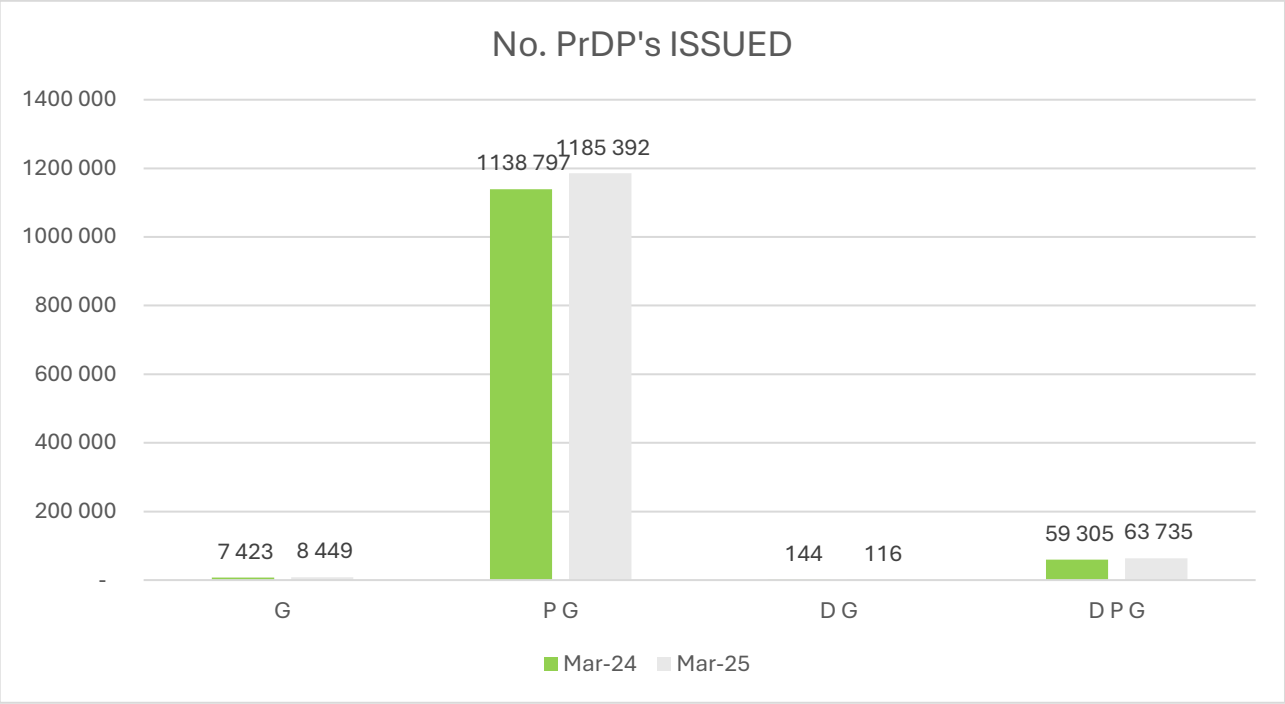



**Figure 25: Number of PrDP's issued**

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

| Number of Professional Driving Permits (PrDP's) Issued per Province | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Year** | **GP** | **KZN** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| **Mar-24** | 378 390 | 205 578 | 162534 | 93 472 | 64064 | 109 117 | 56 150 | 109 608 | 26 756 | **1 205 669** |
| **Mar-25** | 399 820 | 213 489 | 170 491 | 97 786 | 65 765 | 112 157 | 58 666 | 111 905 | 27 630 | **1 257 709** |
| **Change** | 21 430 | 7 911 | 7 957 | 4 314 | 1 701 | 3 040 | 2 516 | 2 297 | 874 | **52 040** |
| **% Change** | 5,66% | 3,85% | 4,90% | 4,62% | 2,66% | 2,79% | 4,48% | 2,10% | 3,27% | **4,32%** |

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

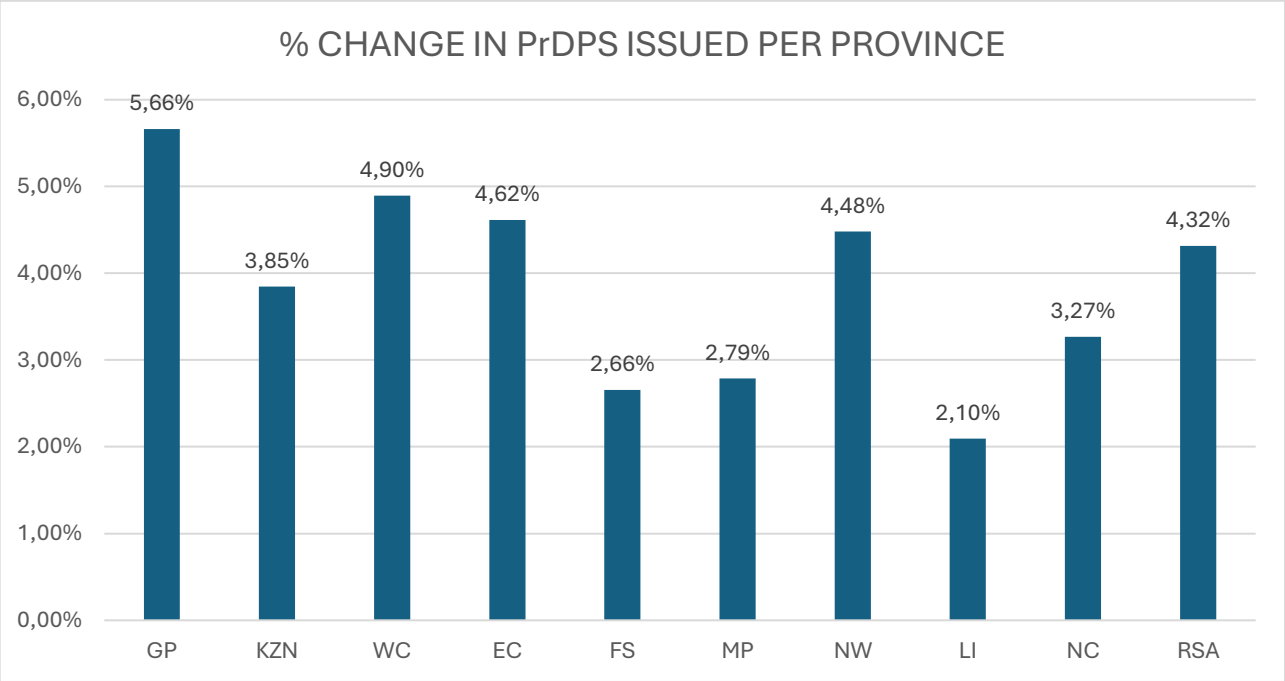



**Figure 26: Percentage changes in PrDP's province**

# 9. Approval

**Compiled by**

**…….**
**Mr Emmanuel Phasha**
**General Manager: Road Traffic Information**
**Date:**

**Recommended by**

**…….**
**Mr Kevin Kara-Vala**
**Executive Manager: Road Traffic Information & Technology**
**Date:**

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**Chief Executive Officer**
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