Road Traffic Management Corporation

State of Road Safety Report Easter 2026

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 Easter 2026. 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 2026 Easter period. The performance per each focus areas have been provided below.

Road Crashes Data

A total of 210 fatalities were recorded during the 2026 Eater long weekend compared to 186 for the same period in 2025. For the same period 176 fatal crashes were recorded compared to 155 period in 2025. This is an increase of 12.90%(24) in fatalities and 13.55%(21) fatal crashes.

Vehicle and driver population

The number of registered vehicles increased by 359 213 (2.67%) from 13 447 905 in March 2025 to 13 807 118 vehicles in March 2026.

The number of learners driving licences issued decreased by 20 723 (1.83%) from 1 131 755 in March 2025 to 1 111 032 in March 2026.

The number of Professional driving permits (PrDP's) issued increased by 61 598 (4.90%) from 1 257 709 in March 2025 to 1 319 307 in March 2026.

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

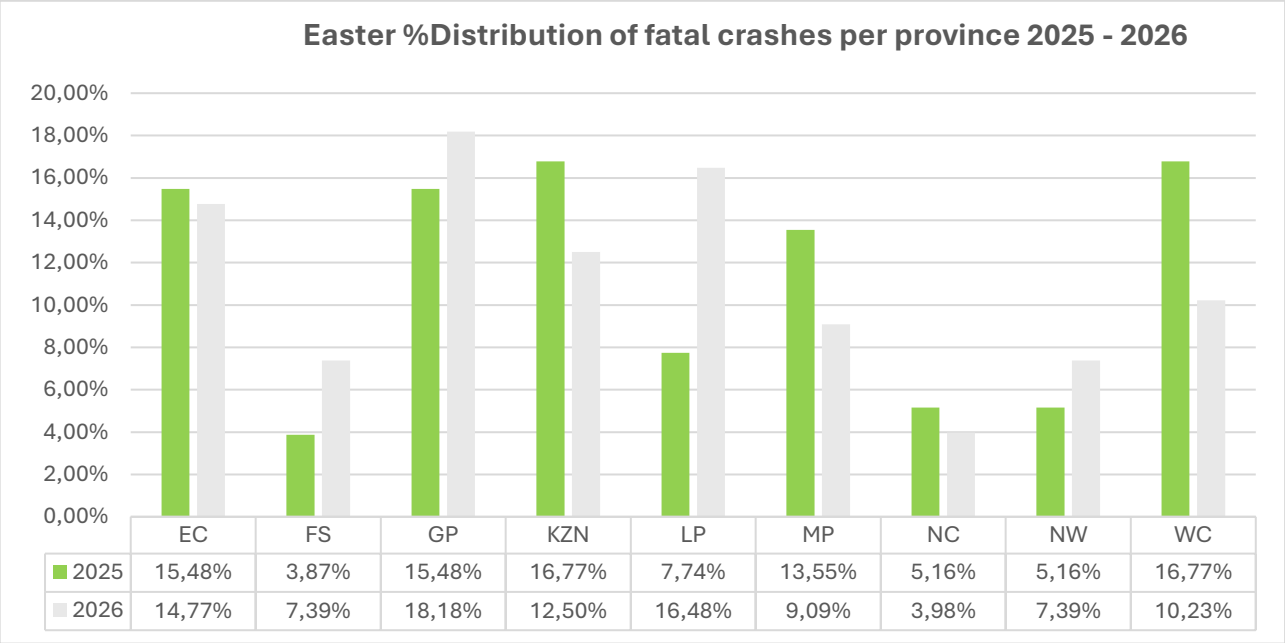
The section covers fatal road crash data. The section encompasses the number of fatal crashes and fatalities, contributory factors, fatality data per road user group and major crashes.

5.1 Number of fatal crashes

Table 1 below provides a comparison between the Easter 2026 Easter 2025. Nationally there was an increase of 21(13.55%) fatal crashes. During 2026 Easter period Kwa-Zulu Natal, Mpumalanga, Northern Cape and Western Cape recorded decreases of 4(15.38%), 5(23.81%, 1(12.50%) and 8(30.77%) fatal crashes respectively compared to Easter 2025; all other provinces recorded increases in fatal crashes. Western Cape had the highest numerical decrease in fatal crashes followed by Mpumalanga.

FATAL CRASHES										
Period	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
Easter 2025	**24**	**6**	**24**	**26**	**12**	**21**	**8**	**8**	**26**	**155**
Easter 2026	**26**	**13**	**32**	**22**	**29**	**16**	**7**	**13**	**18**	**176**
CHANGE	**2**	**7**	**8**	**-4**	**17**	**-5**	**-1**	**5**	**-8**	**21**
%CHANGE	**8,33%**	**116,67%**	**33,33%**	**-15,38%**	**141,67%**	**-23,81%**	**-12,50%**	**62,50%**	**-30,77%**	**13,55%**

Table 1: Number of fatal crashes per Province



	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2025	15,48%	3,87%	15,48%	16,77%	7,74%	13,55%	5,16%	5,16%	16,77%
2026	14,77%	7,39%	18,18%	12,50%	16,48%	9,09%	3,98%	7,39%	10,23%

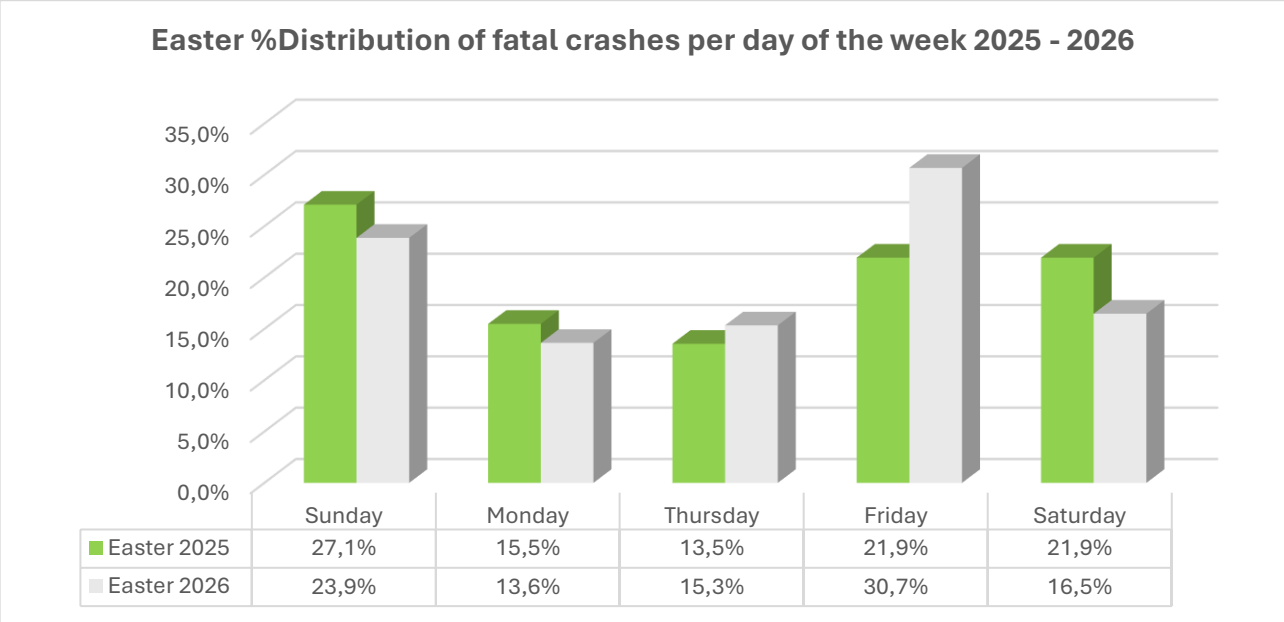
Figure 1: Percentage distribution of fatal crashes per province

Figure 1 above shows percentage distribution of fatal crashes per province. Provinces with the highest contribution to fatal crash were Gauteng at 18.18%, Limpopo at 16.48%, Eastern Cape 14.77% and KwaZulu-Natal at 12.50% during Easter 2026. These four provinces contributed 61.93% of all fatal crashes during Easter 2026.

During Easter 2025 the highest contributing provinces were KwaZulu-Natal contributing 16.77%, Western Cape 16.77%, Gauteng 15.48%; and Eastern Cape 15.48%; with a total of 64.52% contribution to fatal crashes in that period.

5.1.1 Fatal Crashes per Day of Week

The details of crashes for the five (Thursday to Monday) of Easter are given in figure 2 below. During Easter 2026 weekend days (Friday, Saturday and Sunday) contributed most of fatal crashes. Seventy one percent (71%) of fatal crashes were on these three days, during Easter of both years.



	Sunday	Monday	Thursday	Friday	Saturday
Easter 2025	27,1%	15,5%	13,5%	21,9%	21,9%
Easter 2026	23,9%	13,6%	15,3%	30,7%	16,5%

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.

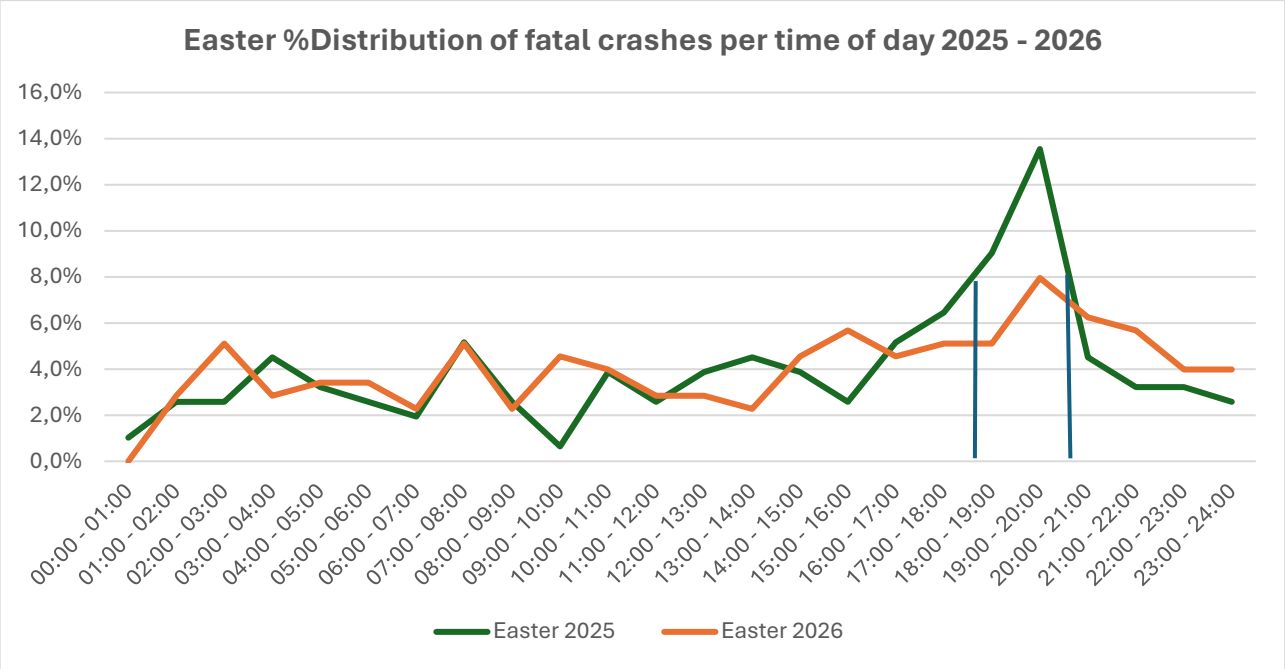


Figure 3: Percentage distribution of fatal crashes per time of day

From figure 3 above the period 18:00 to 20:00 is the peak of fatal crashes. This two-hour period contributed 25.0% of fatal crashes during Easter 2026 and 30.3% during Easter 2025. The highest contributing hour being 19:00 to 20:00 during both Easters.

5.1.3 Fatal crashes per crash type

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

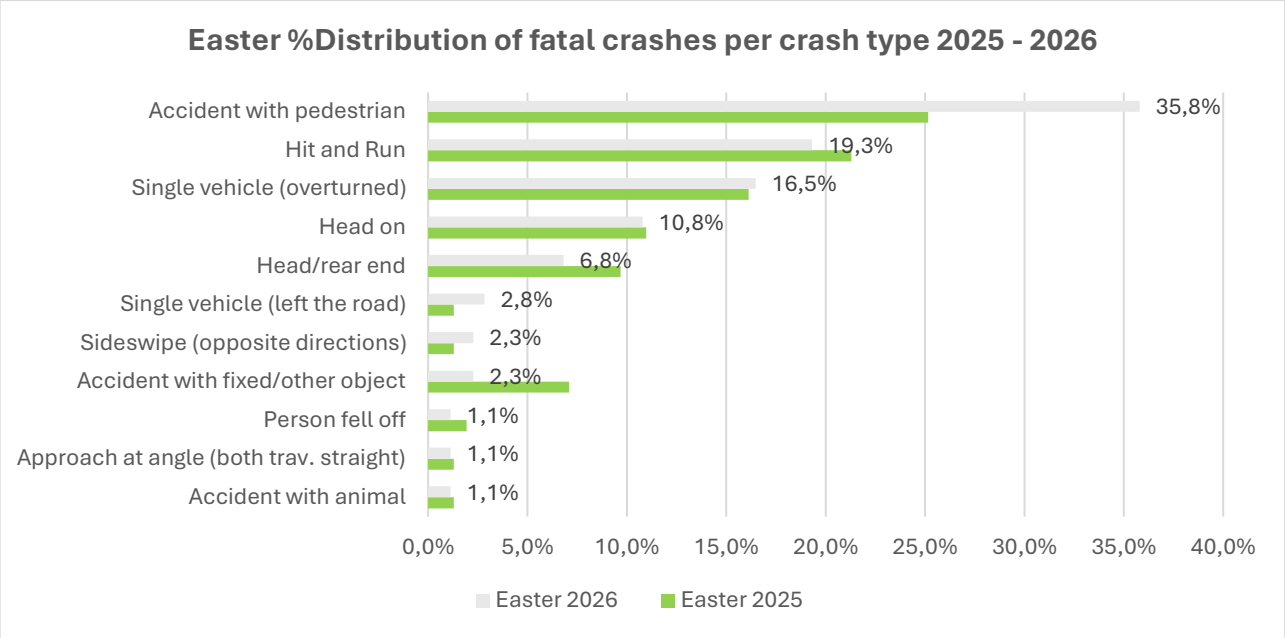


Figure 4: Percentage distribution of crash types

From figure 4 above, most fatal crashes occurred with pedestrians at 35.80% during Easte 2026 and 25.16% during Easter 2025, followed by hit and runs at 19.32% in 2026 and 21.29% in 2025. The top four crash types for both Easters are accidents with pedestrian, hit and runs, single vehicle overturn and head on.

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.

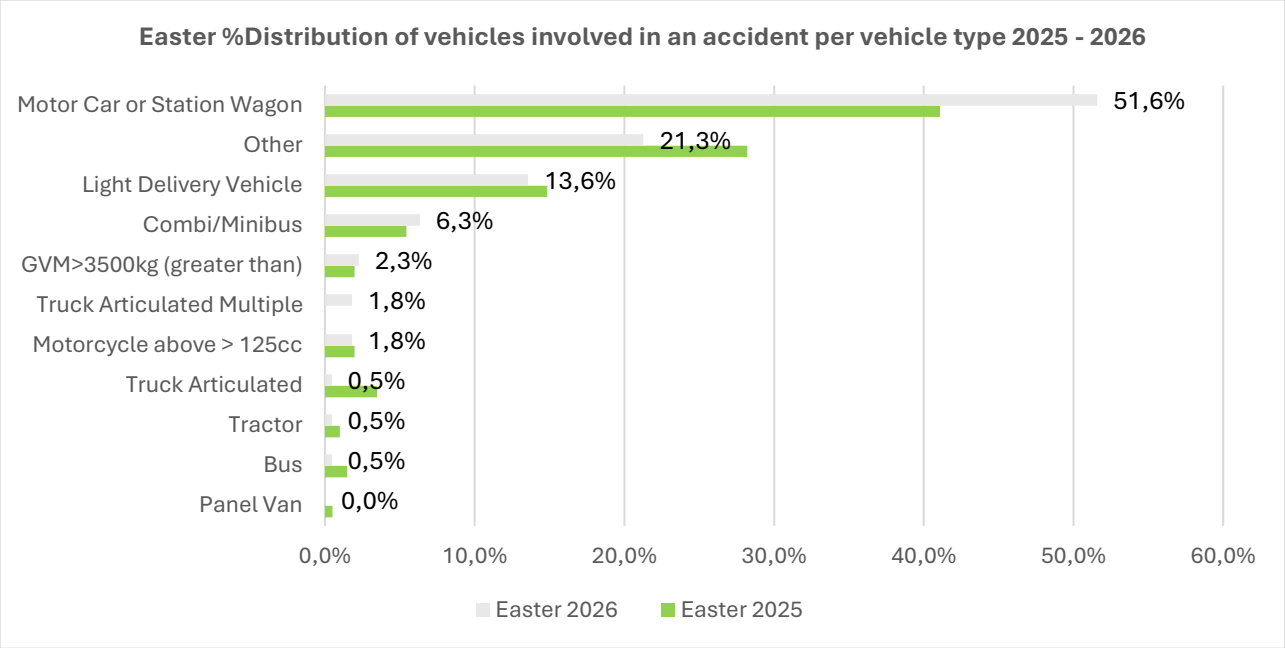


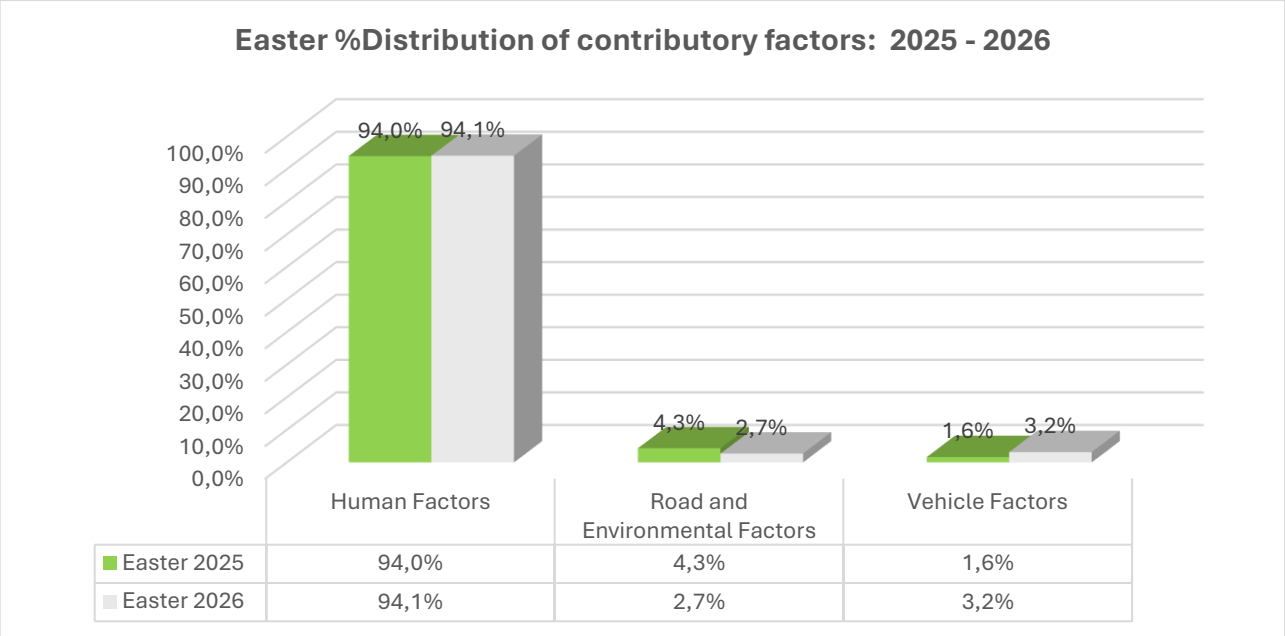
Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were Motor Cars or Station Wagon at 51.58% and Light Delivery Vehicles 13.57% during Easter 2026 and in 2025 Motor Cars or Station Wagon were at 41.09% and Light Delivery Vehicles at 14.85%.

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 94.12% during Easter 2026 and 94.02% during Easter 2025 to fatal crashes. Human factors in fatal crashes remain a big concern.



	Human Factors	Road and Environmental Factors	Vehicle Factors
Easter 2025	94,0%	4,3%	1,6%
Easter 2026	94,1%	2,7%	3,2%

Figure 6: Comparison of contributory factors

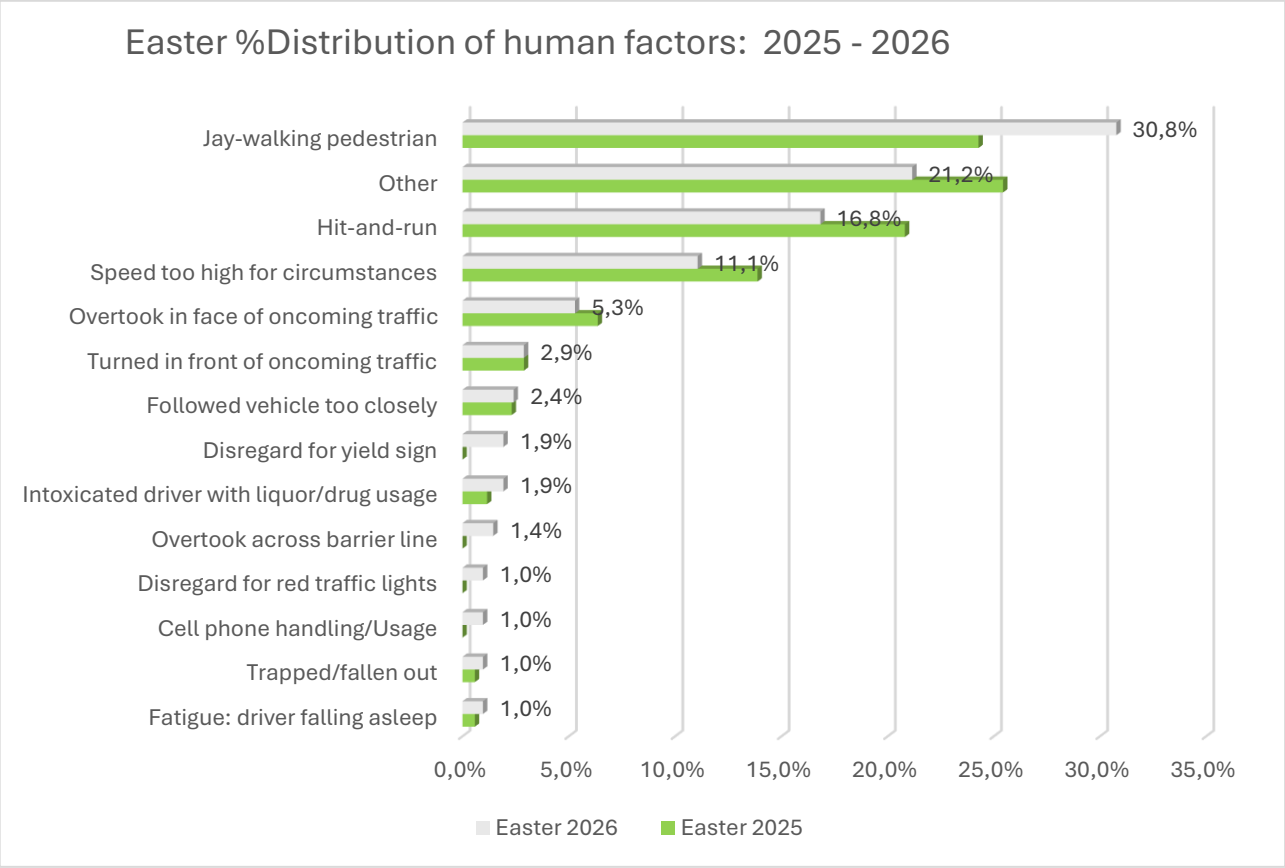


Figure 7: Percentage distribution of human factors

Figure 7 above shows that jaywalking and hit and runs are the major contributory factors within the human factors at 30.77% and 16.83% respectively during Easter 2026 and at 24.28% and 20.81% during Easter 2025.

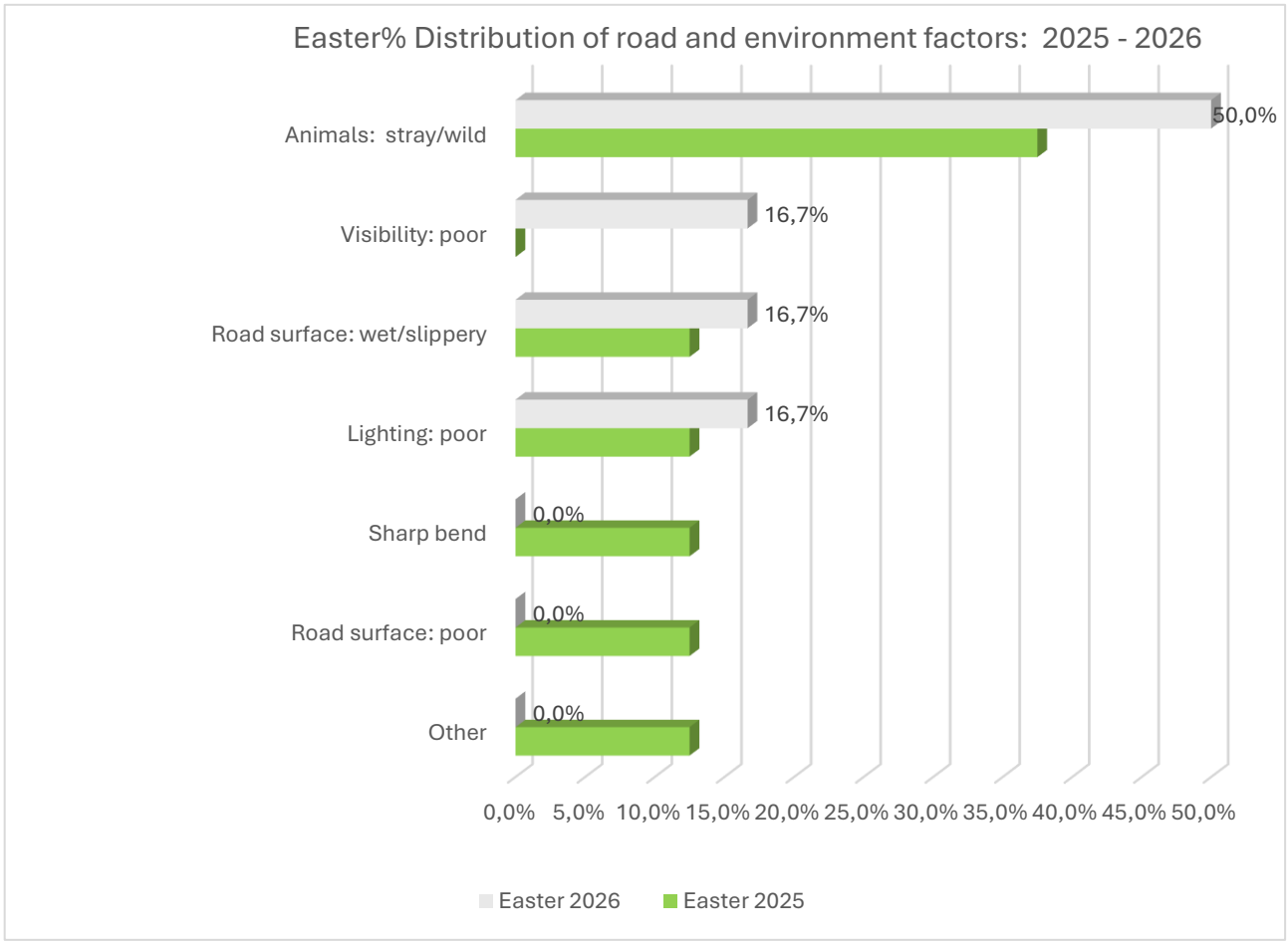


Figure 8: Percentage distribution of road and environmental factors

Within the road environmental factors stray/wild animals contributed 50.00% of fatal crashes during the 2026 Easter; and during the 2025 Easter 37.50%. The second highest contributors were poor visibility, poor lighting and slippery roads all at 16.67% during the 2026 Easter, and during the 2025 Easter the second highest contributors were sharp bends, slippery roads, poor road surfaces and poor lighting all at 12.5%.

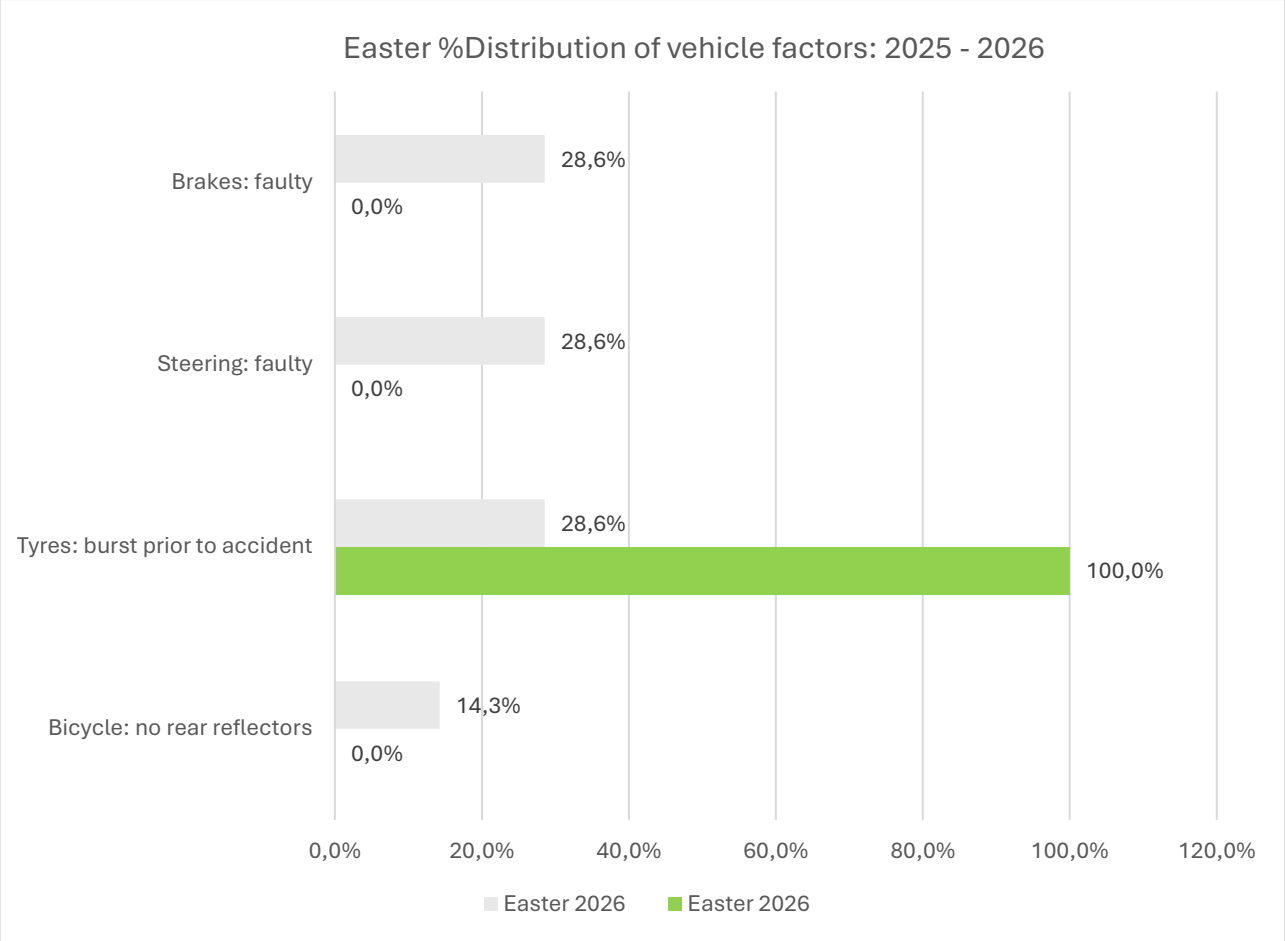


Figure 9: Percentage distribution for vehicle factor

According to figure 9 above during 2026 Easter faulty brakes, faulty steering and tyre bursts were the highest contributors to crashes under the vehicle factors at 28.57% each. During 2025 Easter tyre bursts were the highest contributors to crashes under the vehicle factors category at 100.0%.

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.

5.1 Fatalities per province

FATALITIES										
Period	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
Easter 2025	**28**	**7**	**25**	**29**	**17**	**30**	**8**	**16**	**26**	**186**
Easter 2026	**35**	**14**	**32**	**27**	**37**	**23**	**7**	**14**	**21**	**210**
CHANGE	**7**	**7**	**7**	**-2**	**20**	**-7**	**-1**	**-2**	**-5**	**24**
%CHANGE	**25,00%**	**100,00%**	**28,00%**	**-6,90%**	**117,65%**	**-23,33%**	**-12,50%**	**-12,50%**	**-19,23%**	**12,90%**

Table 2: Comparison of fatalities per province

Table 2 above provides a comparison between the 2026 Easter and 2025 Easter. Nationally there has been an increase of 24(12.90%) fatalities. At a provincial level, five provinces recorded increases; and five provinces recorded decreases in fatalities.

The highest numerical decrease was in Mpumalanga followed by Western Cape.

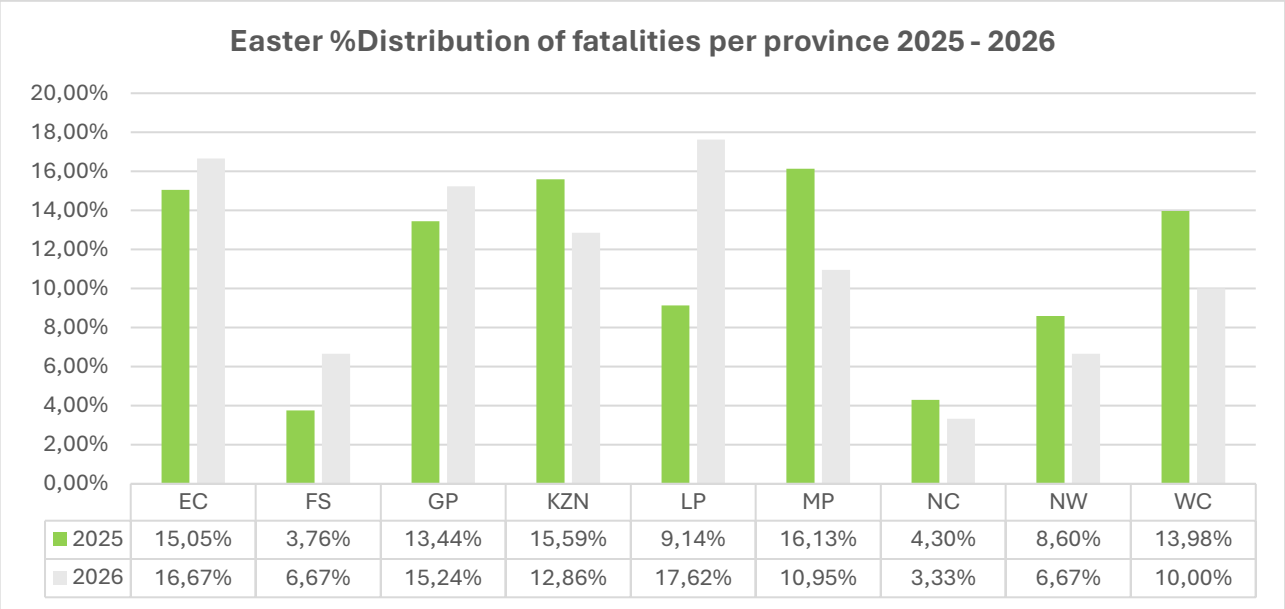
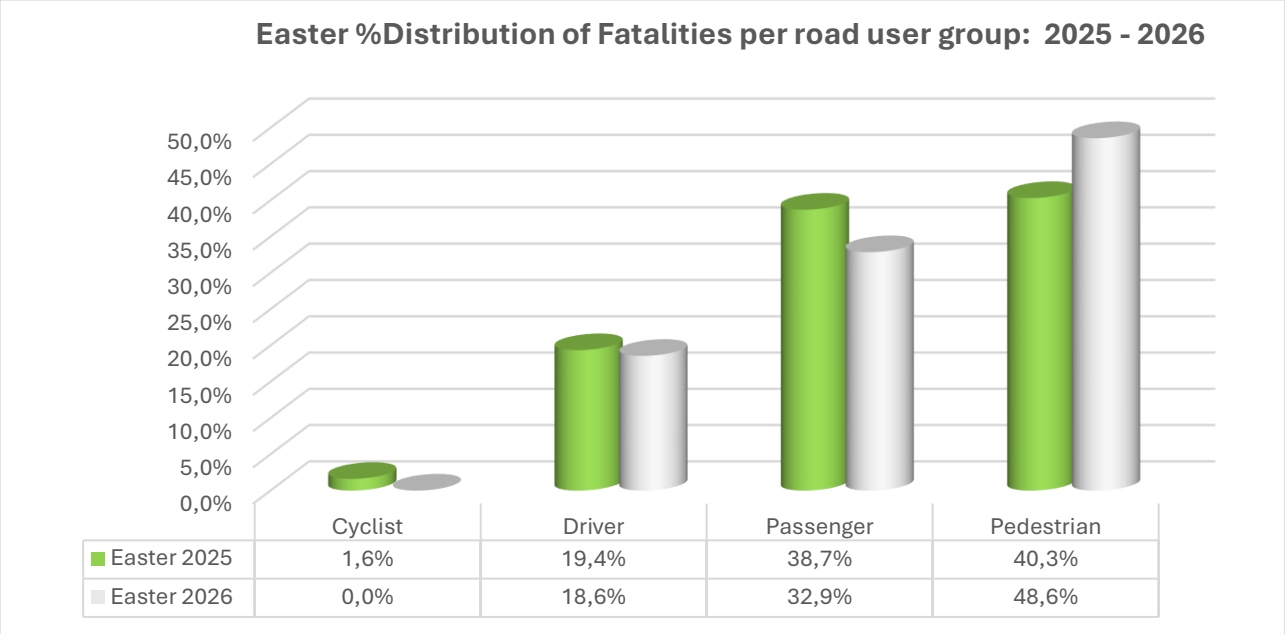


Figure 10: Percentage distribution of fatalities per province

Figure 10 above shows percentage distribution of fatalities per province. The top three contributors to fatalities were Limpopo 17.62%, Easter Cape 16.67%, Gauteng 15.24% during Easter 2026. At least 49.52% of fatalities for the period under review were from these three provinces.

5.2 Fatalities per road user group



	Cyclist	Driver	Passenger	Pedestrian
Easter 2025	1,6%	19,4%	38,7%	40,3%
Easter 2026	0,0%	18,6%	32,9%	48,6%

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 48.57% of road fatalities were pedestrians, 32.86% passengers and 18.57% drivers. During the 2025 Easter weekend 40.32% of road fatalities were pedestrians, 38.71% passengers, 19.35% drivers and 1.61% cyclists.

5.3 Fatalities per gender

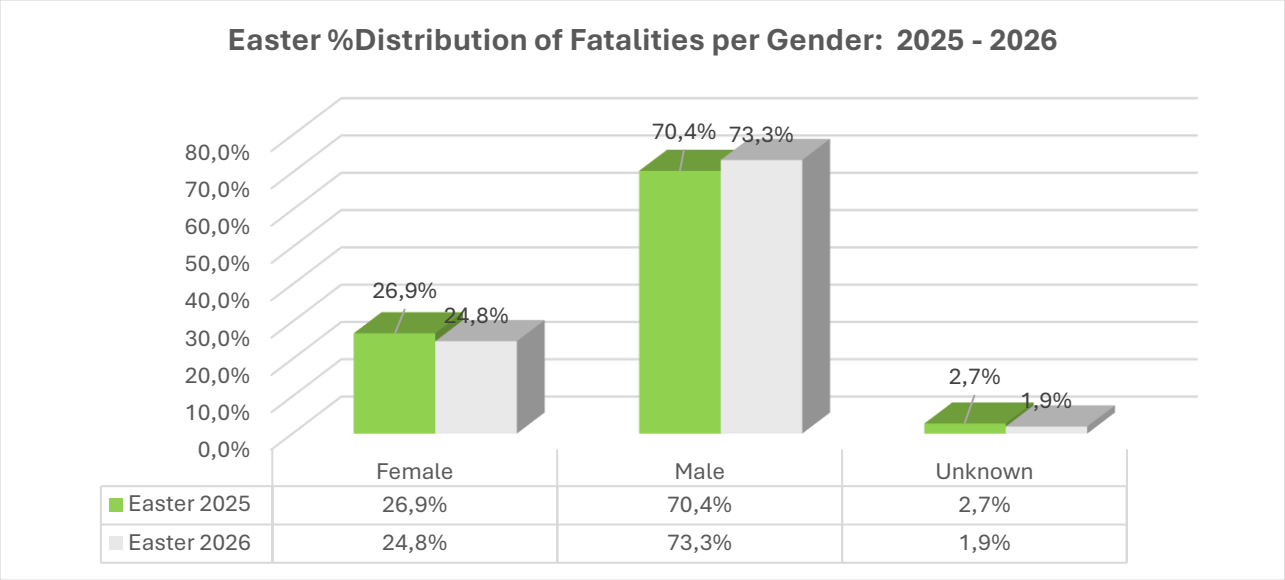
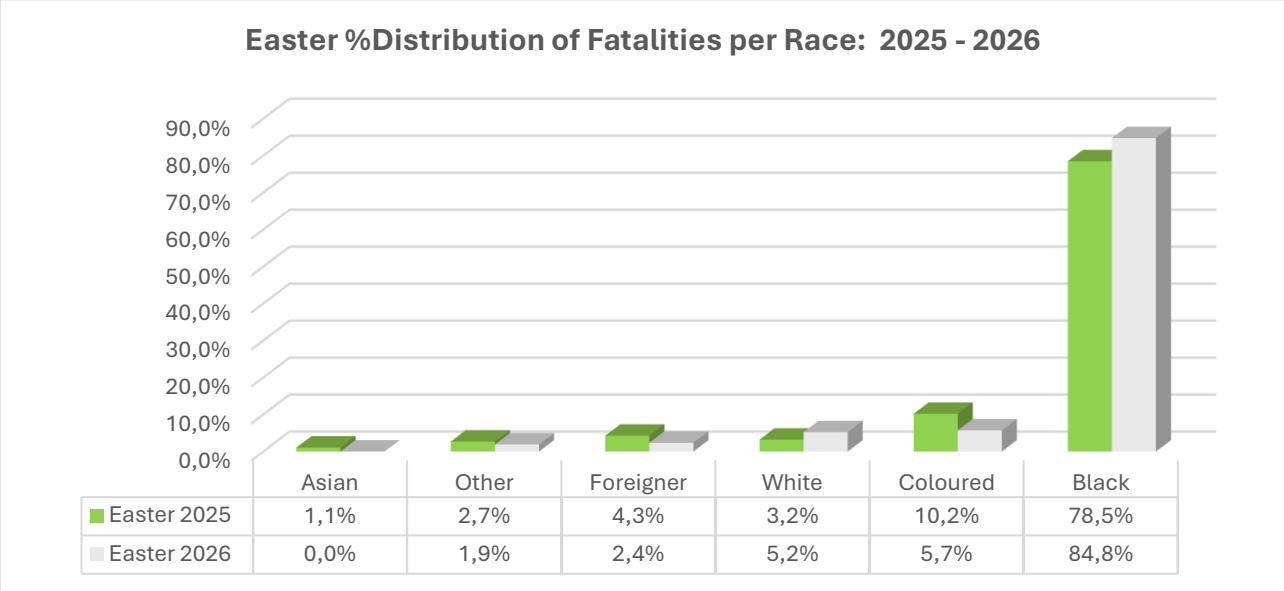


Figure 12: Percentage distribution of fatalities per gender

Figure 12 above shows fatalities per gender. From the above figure 73.33% of road fatalities were male during the period under review, this figure was 70.43% in the previous period.

5.4 Fatalities per race



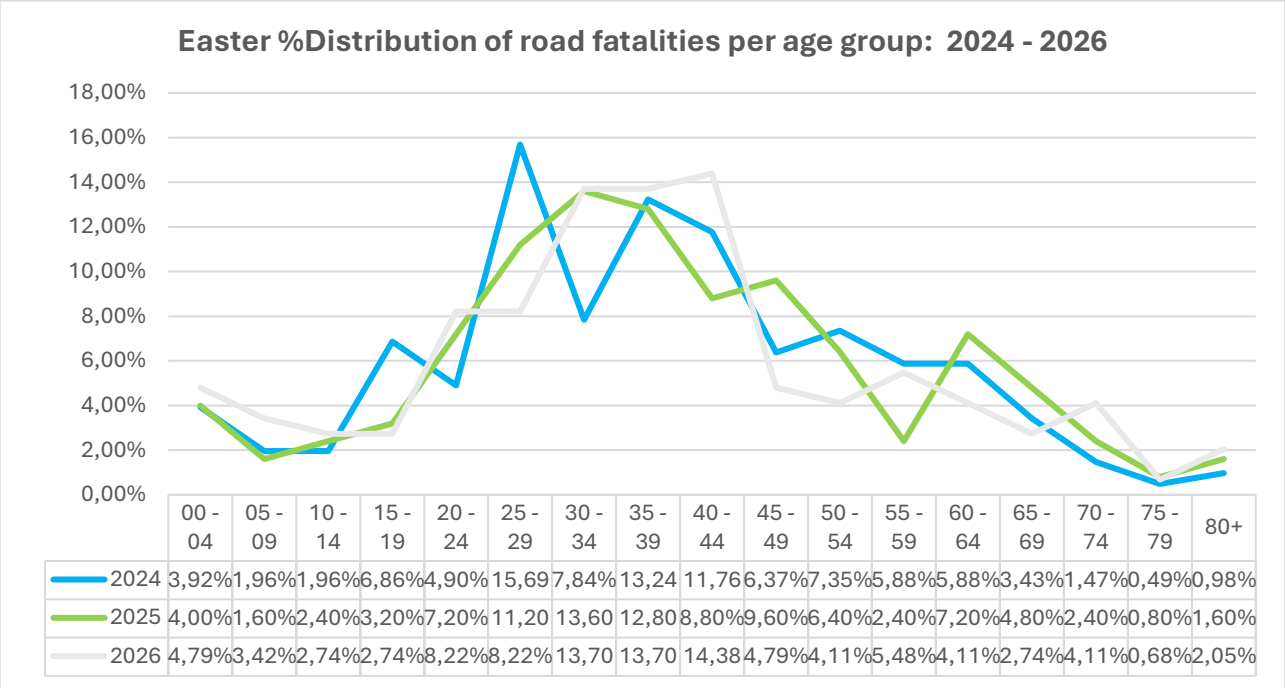
	Asian	Other	Foreigner	White	Coloured	Black
Easter 2025	1,1%	2,7%	4,3%	3,2%	10,2%	78,5%
Easter 2026	0,0%	1,9%	2,4%	5,2%	5,7%	84,8%

Figure 13: Percentage distribution of fatalities per race

From figure 13 above 84.76% of road fatalities for the period under review were blacks, this figure was 78.49% in the previous period.

5.5 Road fatalities per age group

The figure 14 below provides information on fatalities per age group for the period Easter 2026, 2025 and 2024.



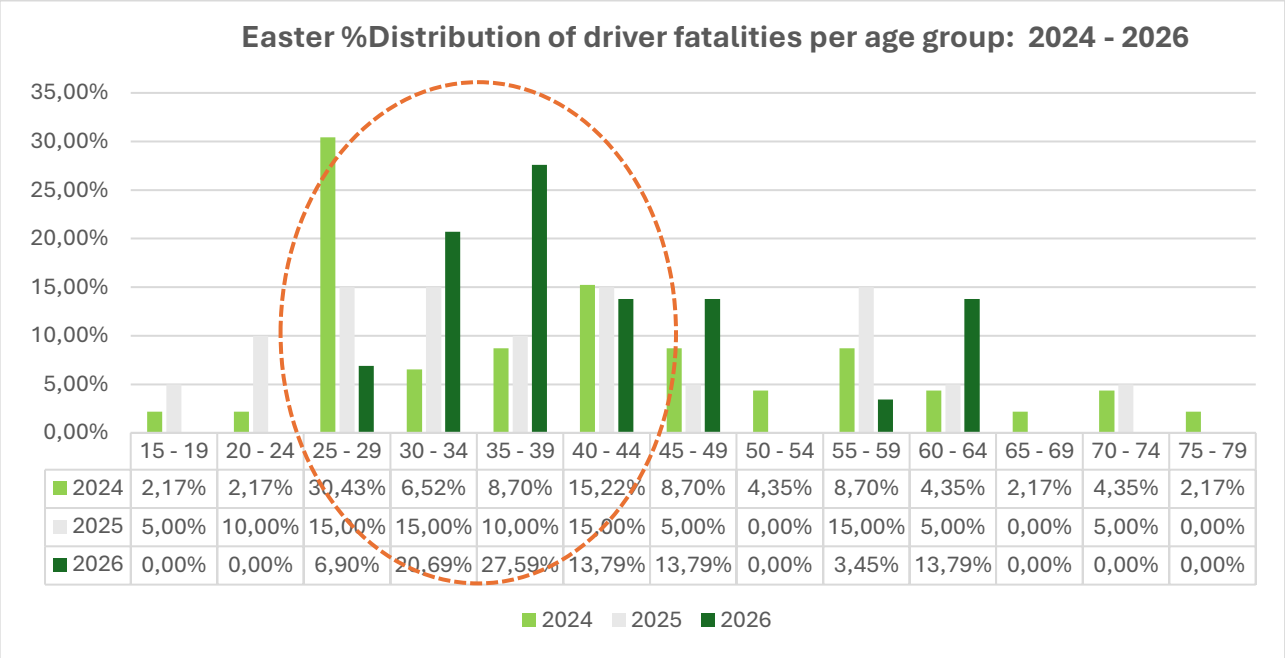
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024	3,92%	1,96%	1,96%	6,86%	4,90%	15,69	7,84%	13,24	11,76	6,37%	7,35%	5,88%	5,88%	3,43%	1,47%	0,49%	0,98%
2025	4,00%	1,60%	2,40%	3,20%	7,20%	11,20	13,60	12,80	8,80%	9,60%	6,40%	2,40%	7,20%	4,80%	2,40%	0,80%	1,60%
2026	4,79%	3,42%	2,74%	2,74%	8,22%	8,22%	13,70	13,70	14,38	4,79%	4,11%	5,48%	4,11%	2,74%	4,11%	0,68%	2,05%

Figure 14: Percentage distribution of fatalities per age

The highest fatality rates were in the age range 25 to 44 during the 2026, 2025 and 2024 Easter periods. This age group contributed at least 50.00% during Easter 2026, 46.40% Easter 2025 and 48.53% Easter 2024. Children under the age of 10 made up 8.22% of fatalities in 2026, 5.60% in 2025 and 5.88% in 2024.

5.6 Driver fatalities per age group

Figure 15 below provides information on the driver fatalities per age group for the 2026, 2025 and 2024 Eater periods.



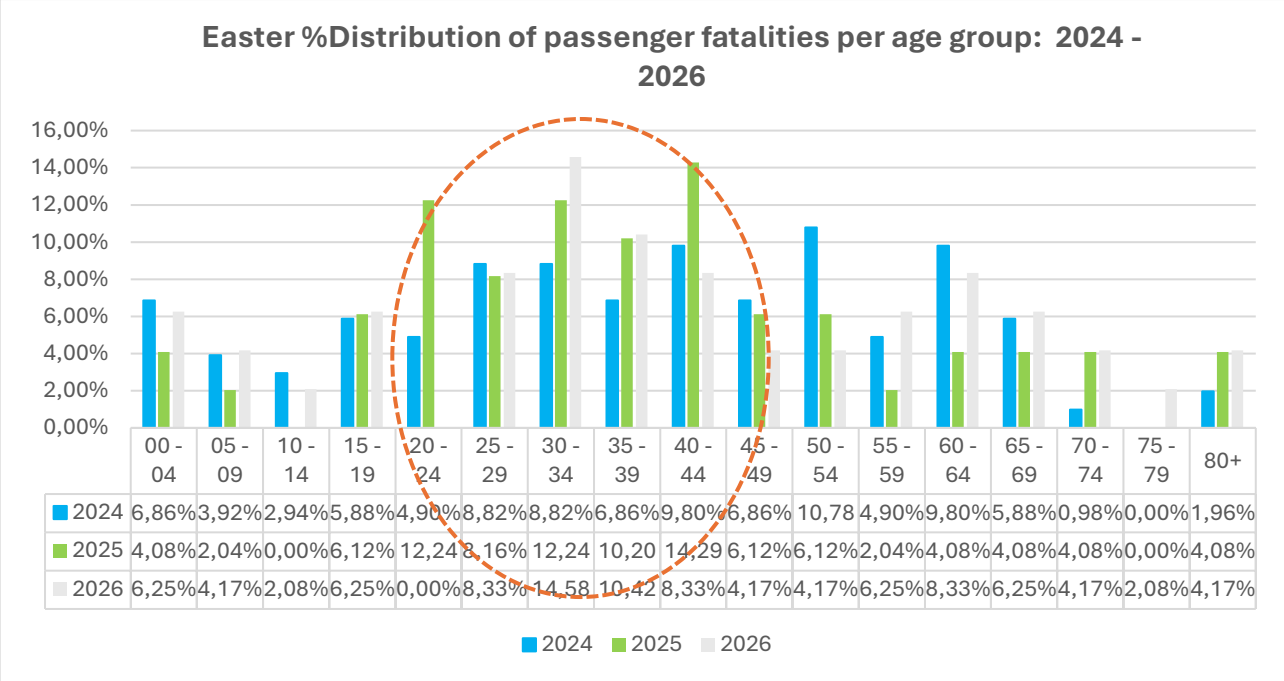
	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79
2024	2,17%	2,17%	30,43%	6,52%	8,70%	15,22%	8,70%	4,35%	8,70%	4,35%	2,17%	4,35%	2,17%
2025	5,00%	10,00%	15,00%	15,00%	10,00%	15,00%	5,00%	0,00%	15,00%	5,00%	0,00%	5,00%	0,00%
2026	0,00%	0,00%	6,90%	20,69%	27,59%	13,79%	13,79%	0,00%	3,45%	13,79%	0,00%	0,00%	0,00%

Figure 15: Percentage distribution of fatalities per age for drivers

During 2026 Easter age group 60 to 64 contributed 13.79% of driver fatalities. The age group 25 to 44 contributed at least 68.97% during Easter 2026, 55.00% Easter 2025 and 60.87% Easter 2024 of all driver fatalities.

5.7 Passenger fatalities per age group

Figure 16 below provides information on passenger fatalities per age group for the 2026, 2025 and 2024 Easter periods.



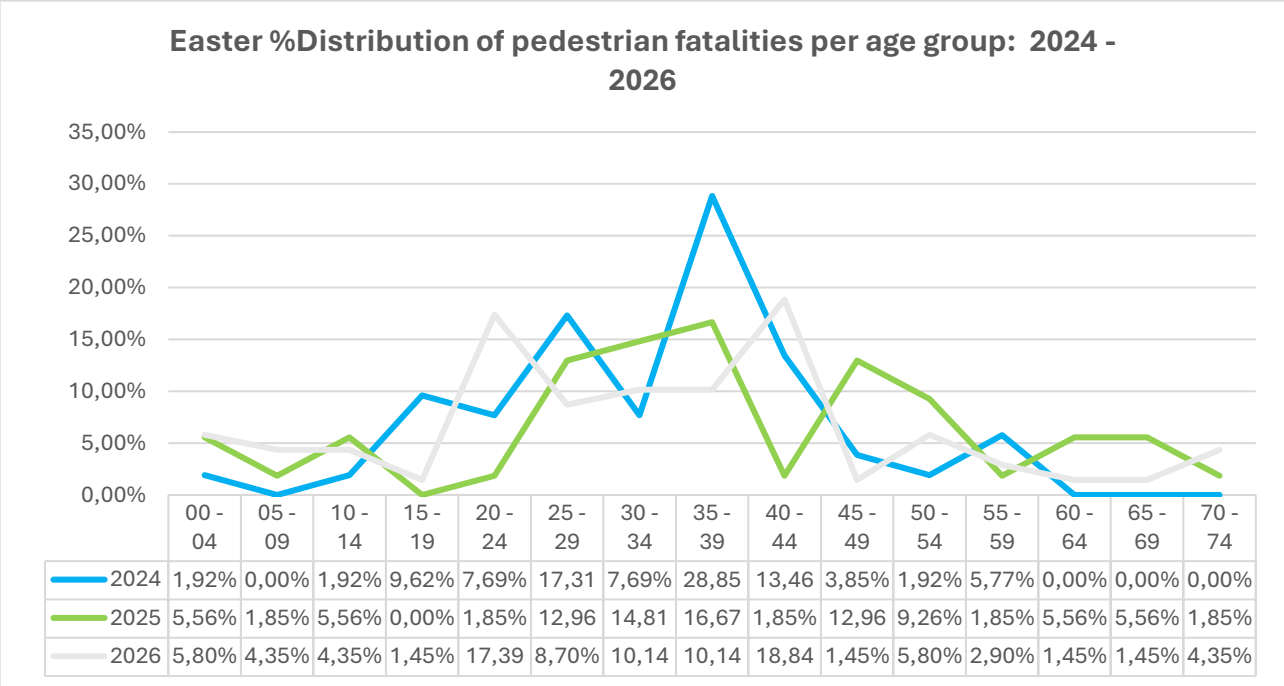
	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024	6,86%	3,92%	2,94%	5,88%	4,90%	8,82%	8,82%	6,86%	9,80%	6,86%	10,78	4,90%	9,80%	5,88%	0,98%	0,00%	1,96%
2025	4,08%	2,04%	0,00%	6,12%	12,24	8,16%	12,24	10,20	14,29	6,12%	6,12%	2,04%	4,08%	4,08%	4,08%	0,00%	4,08%
2026	6,25%	4,17%	2,08%	6,25%	0,00%	8,33%	14,58	10,42	8,33%	4,17%	4,17%	6,25%	8,33%	6,25%	4,17%	2,08%	4,17%

Figure 16: Percentage distribution of fatalities per age for passengers

During 2026 Easter age group 25 to 44 contributed 41.67% of passenger fatalities. This age group contributed at least 44.90% during Easter 2025 and 34.31% in Easter 2024 of all passenger fatalities.

5.8 Pedestrian fatalities per age group

Figure 17 below provides information on pedestrian fatalities per age group for the 2026, 2025 and 2024 Easter periods.



	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
2024	1,92%	0,00%	1,92%	9,62%	7,69%	17,31	7,69%	28,85	13,46	3,85%	1,92%	5,77%	0,00%	0,00%	0,00%
2025	5,56%	1,85%	5,56%	0,00%	1,85%	12,96	14,81	16,67	1,85%	12,96	9,26%	1,85%	5,56%	5,56%	1,85%
2026	5,80%	4,35%	4,35%	1,45%	17,39	8,70%	10,14	10,14	18,84	1,45%	5,80%	2,90%	1,45%	1,45%	4,35%

Figure 17: Percentage distribution of fatalities per age for pedestrians

During 2026 Easter age group 25 to 44 contributed 47.83% of pedestrian fatalities. This age group contributed at least 46.30% during Easter 2025 and 67.31% in Easter 2024 of all pedestrian fatalities.

The percentage of pedestrian fatalities for children under the age of 10 was 10.14% in 2026, 7.41% in 2025 and 1.92% in 2024.

5.9 Cyclist fatalities per age group

Figure 18 below provides information on cyclist fatalities per group for the periods Easter 2026 and 2025.

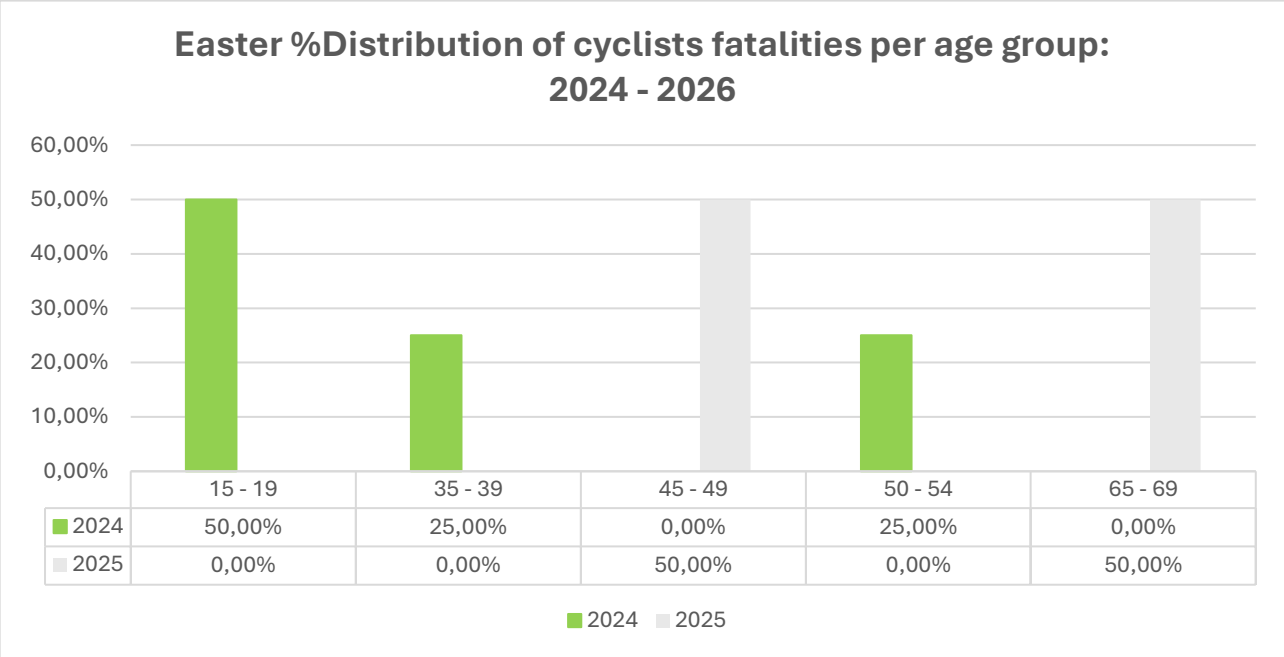


Figure 18: Percentage distribution of fatalities per age for cyclists

Cyclist fatalities do not follow any pattern. In 2026 there were no cyclists' fatalities.

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.

6. Vehicle Population

6.1 Number of Registered Vehicles

The number of registered vehicles increased by 359 213 (2.67%) from 13 447 905 in March 2025 to 12 807 118 vehicles in March 2026. 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-25**	**Mar-26**			**Mar-26**	**Mar-26**
Motorcars	8 020 238	8 275 435	255 197	3,18%	66,07%	59,94%
Minibuses	354 401	356 661	2260	0,64%	2,85%	2,58%
Buses	65 979	66 676	697	1,06%	0,53%	0,48%
Motorcycles	363 428	376 144	12716	3,50%	3,00%	2,72%
LDV's - Bakkies	2 739 850	2 800 471	60621	2,21%	22,36%	20,28%
Trucks	399 534	406 344	6810	1,70%	3,24%	2,94%
Other & Unknown	240 404	243 411	3007	1,25%	1,94%	1,76%
Total Motorised	**12 183 834**	**12 525 142**	**341 308**	**2,80%**	**100,00%**	**90,72%**
Towed Vehicles						
Caravans	94 198	93 766	(432)	-0,46%	7,31%	0,68%
Heavy Trailers	901 842	915 198	13 356	1,48%	71,39%	6,63%
Light Trailers	241 475	246 682	5 207	2,16%	19,24%	1,79%
Other & Unknown	26 556	26 330	(226)	-0,85%	2,05%	0,19%
Total Towed	**1 264 071**	**1 281 976**	**17 905**	**1,42%**	**100,00%**	**9,28%**
All Vehicles	**13 447 905**	**13 807 118**	**359 213**	**2,67%**		**100,00%**

Table 3: Number of registered vehicles per type

The table above shows that all vehicles increased except Caravans.

The total motor vehicle population per province for March 2025 and March 2026 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-25	Number registered Mar-26	Change	% Change	% of Total Mar-26
GP	5 172 120	5 324 047	151 927	2,94%	38,56%
KZN	1 821 872	1 895 095	73 223	4,02%	13,73%
WC	2 209 045	2 266 110	57 065	2,58%	16,41%
EC	871 336	887 975	16 639	1,91%	6,43%
FS	651 224	659 578	8 354	1,28%	4,78%
MP	934 635	945 828	11 193	1,20%	6,85%
NW	677 870	689 467	11 597	1,71%	4,99%
LP	812 420	837 117	24 697	3,04%	6,06%
NC	297 383	301 901	4 518	1,52%	2,19%
RSA	**13 447 905**	**13 807 118**	**359 213**	**2,67%**	**100,00%**

Table 4: Number of registered vehicles per province

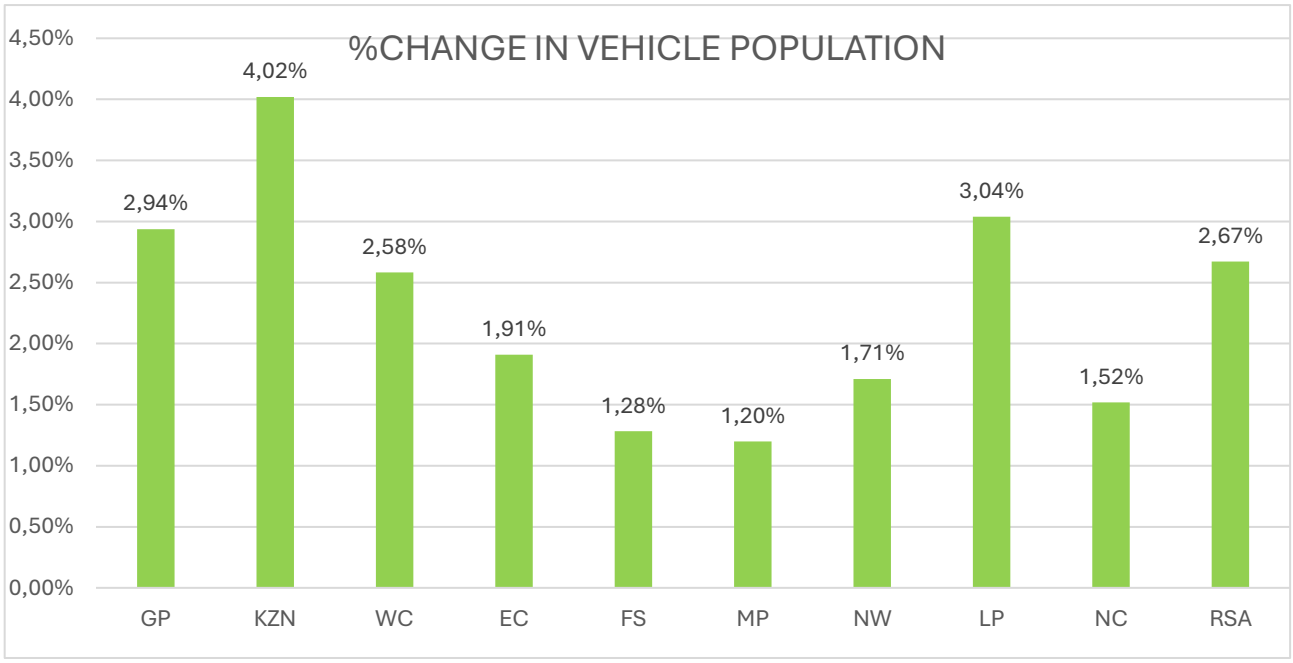


Figure 19: Percentage Annual Growth in Vehicle Population

The percentage distribution of vehicles registered per province as at 31 March 2026 is reflected in the figure 20 below.

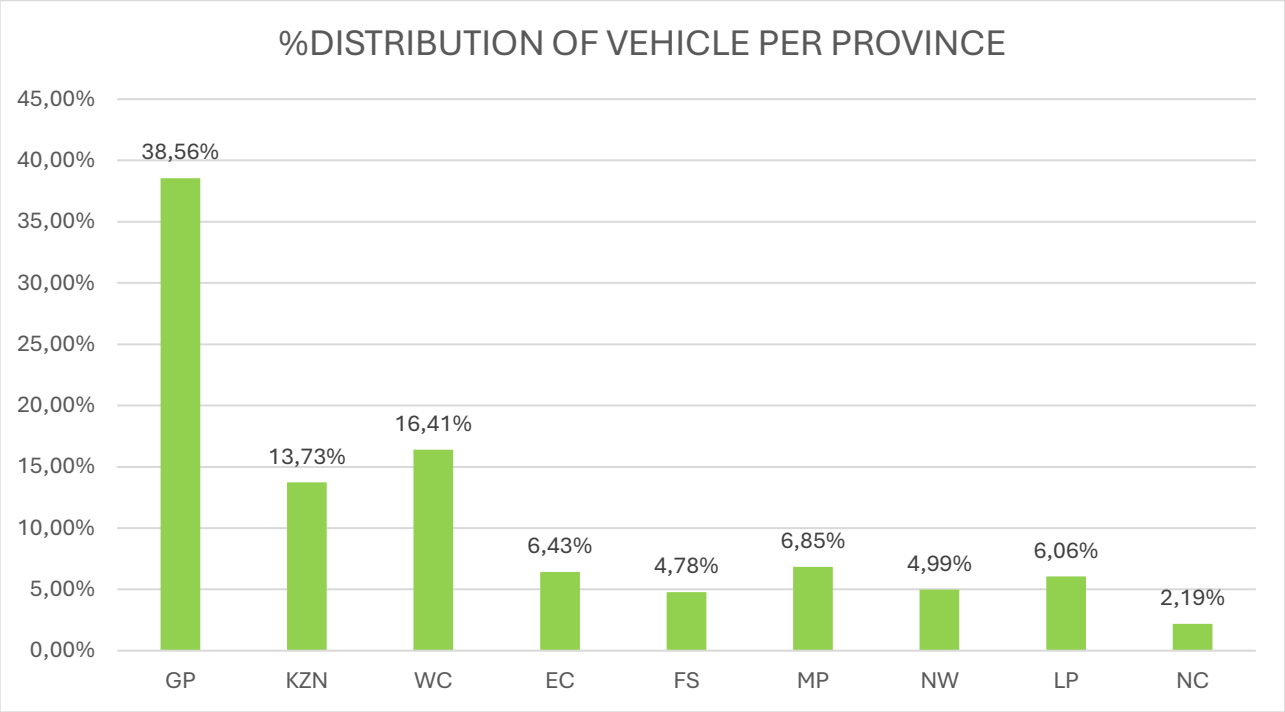


Figure 20: Percentage Vehicle Registered per province

The information in the figure above shows that 38.56% of vehicle's population were registered in Gauteng, 16.41% in Western Cape and 13.73% in KwaZulu-Natal. 68.70% of all registered vehicles in the country were registered in these three provinces.

7. Driver Population

7.1 Learner Driving Licences

The number of learners driving licences issued decreased by 20 723 (1.83%) from 1 131 755 in March 2025 to 1 111 032 in March 2026. 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-25**	**Mar-26**	**Change**	**% Change**
1	42 399	40 791	-1 608	-3,79%
2	191 897	175 314	-16 583	-8,64%
3	897 459	894 927	-2 532	-0,28%
Total	**1 131 755**	**1 111 032**	**(20 723)**	**-1,83%**

Table 5: Number of learner licences issued

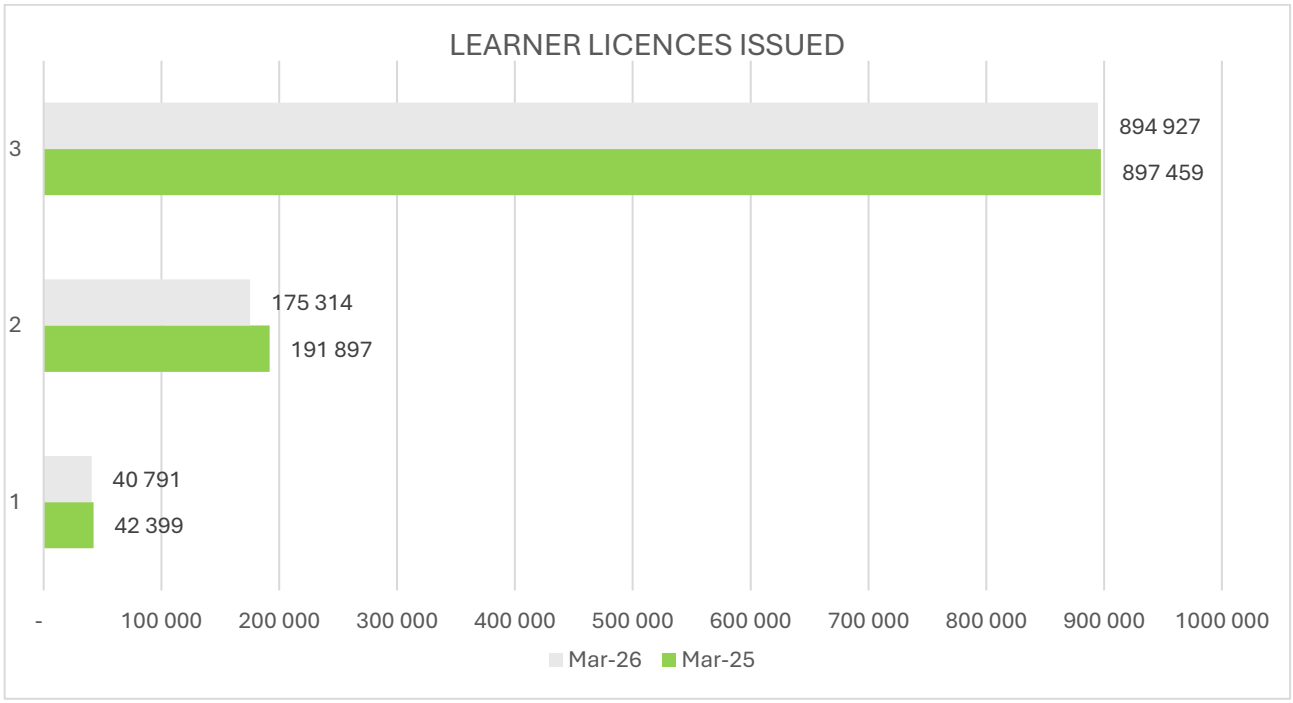


Figure 21: Number of learner license issued

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-25	418 277	187 426	166 703	59 142	43 129	89 295	49 177	98 234	20 372	**1 131 755**
Mar-26	426 874	187 472	137 744	58 783	43 031	93 121	49 698	97 736	16 573	**1 111 032**
Change	8 597	46	-28 959	-359	-98	3 826	521	-498	-3 799	**(20 723)**
% Change	2,06%	0,02%	- 7,37%	-0,61%	-0,23%	4,28%	1,06%	-0,51%	-18,65%	**-1,83%**

Table 6: Number of learner licences issued per province

Four provinces recorded increases in enrolled learner licences. The highest being Mpumalanga at 4.28% followed by Gauteng at 2.06%.

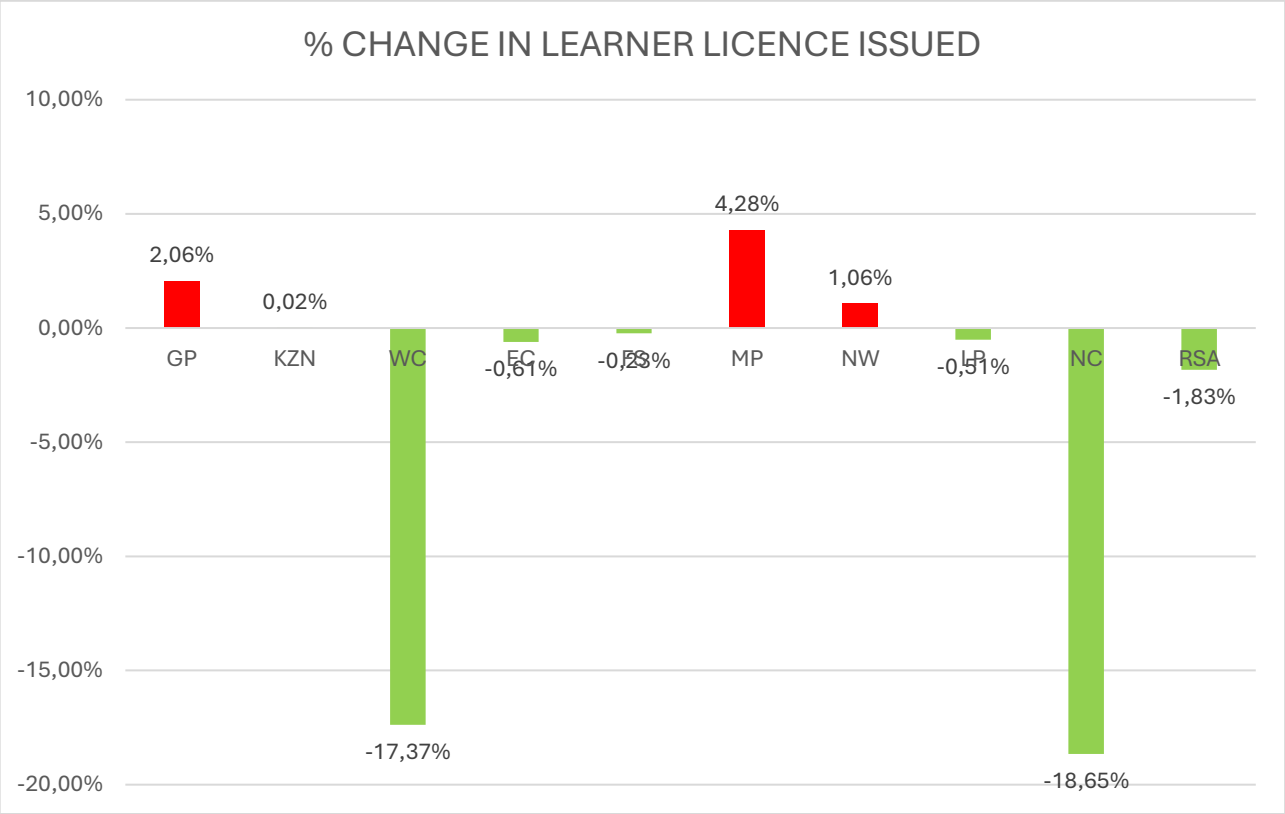


Figure 22: Percentage change in learner licences issued per province

7.2 Driving Licences Issued

7.2.1 Number of Driving Licences Issued

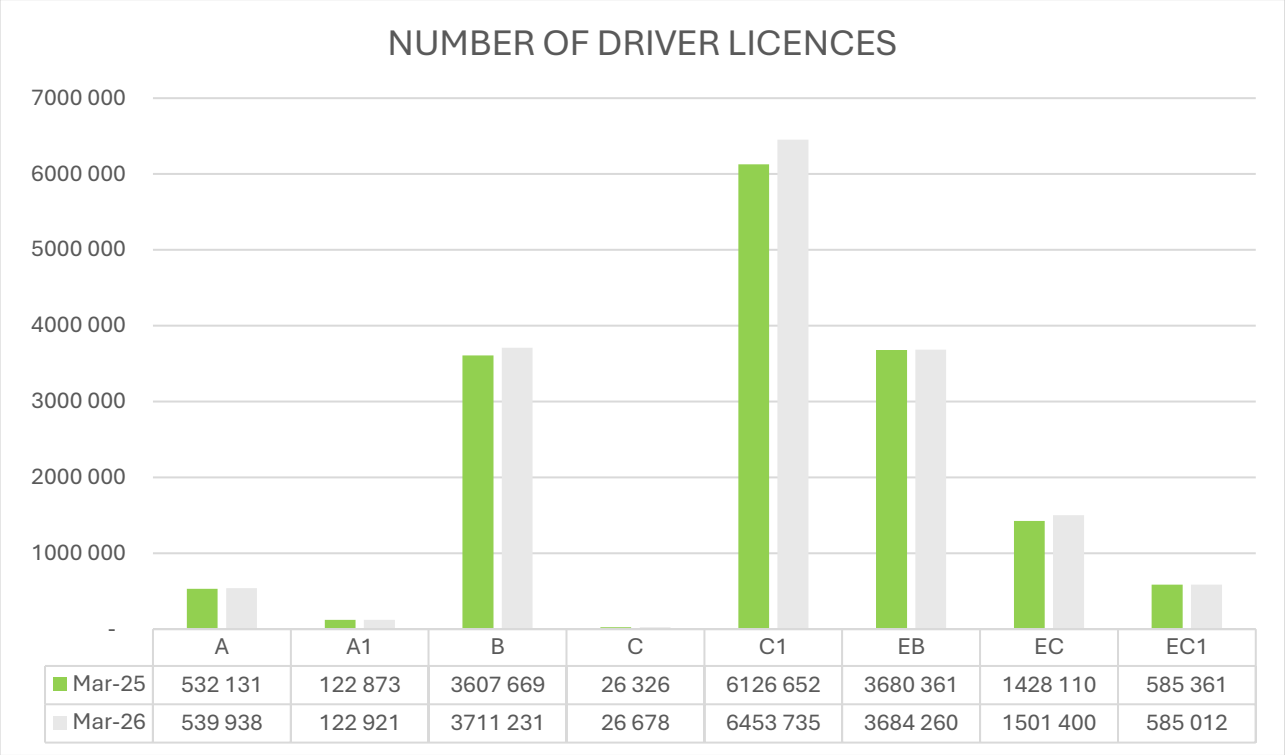
The number of driving licences issued increased by 515 692 (3.20%) from 16 109 483 in March 2025 to 16 625 175 in March 2026. Details on the number of driving licences issued per category is given in table 7 and graphically presented in figure 23 below.

Number of Driving Licences Issued				
Category	**Mar-25**	**Mar-26**	**Change**	**% Change**
A	532 131	539 938	7 807	1,47%
A1	122 873	122 921	48	0,04%
B	3 607 669	3 711 231	103 562	2,87%
C	26 326	26 678	352	1,34%
C1	6 126 652	6 453 735	327 083	5,34%
EB	3 680 361	3 684 260	3 899	0,11%
EC	1 428 110	1 501 400	73 290	5,13%
EC1	585 361	585 012	(349)	-0,06%
Total	**16 109 483**	**16 625 175**	**515 692**	**3,20%**

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-25	532 131	122 873	3607 669	26 326	6126 652	3680 361	1428 110	585 361
Mar-26	539 938	122 921	3711 231	26 678	6453 735	3684 260	1501 400	585 012

Figure 23: Number of driving licences issued

From the above table the highest percentage change is for Categories C1 with a 5.34% increase, followed by category EC 5.13%.

The total number of driving licences issued per province for March 2025, and March 2026 are given in table 8 below and the driving licences issued percentage change is reflected in figure 24 below.

All the provinces recorded increases in the number of driver licenses as shown in the table 8 below. Gauteng increased by 3.73% followed by Limpopo with 3.41%.

Number of Driving Licences Issued per Province										
Year	GP	KZ	WC	EC	FS	MP	NW	LP	NC	RSA
Mar-25	5 751 227	2 577 574	2 370 034	1 134 392	752 478	1 214 685	750 887	1 268 373	289 833	**16 109 483**
Mar-26	5 965 680	2 659 391	2 436 616	1 160 564	768 057	1 254 552	771 849	1 311 587	296 879	**16 625 175**
Change	214 453	81 817	66 582	26 172	15 579	39 867	20 962	43 214	7 046	**515 692**
% Change	3,73%	3,17%	2,81%	2,31%	2,07%	3,28%	2,79%	3,41%	2,43%	**3,20%**

Table 8: Number of driving licences issued per province

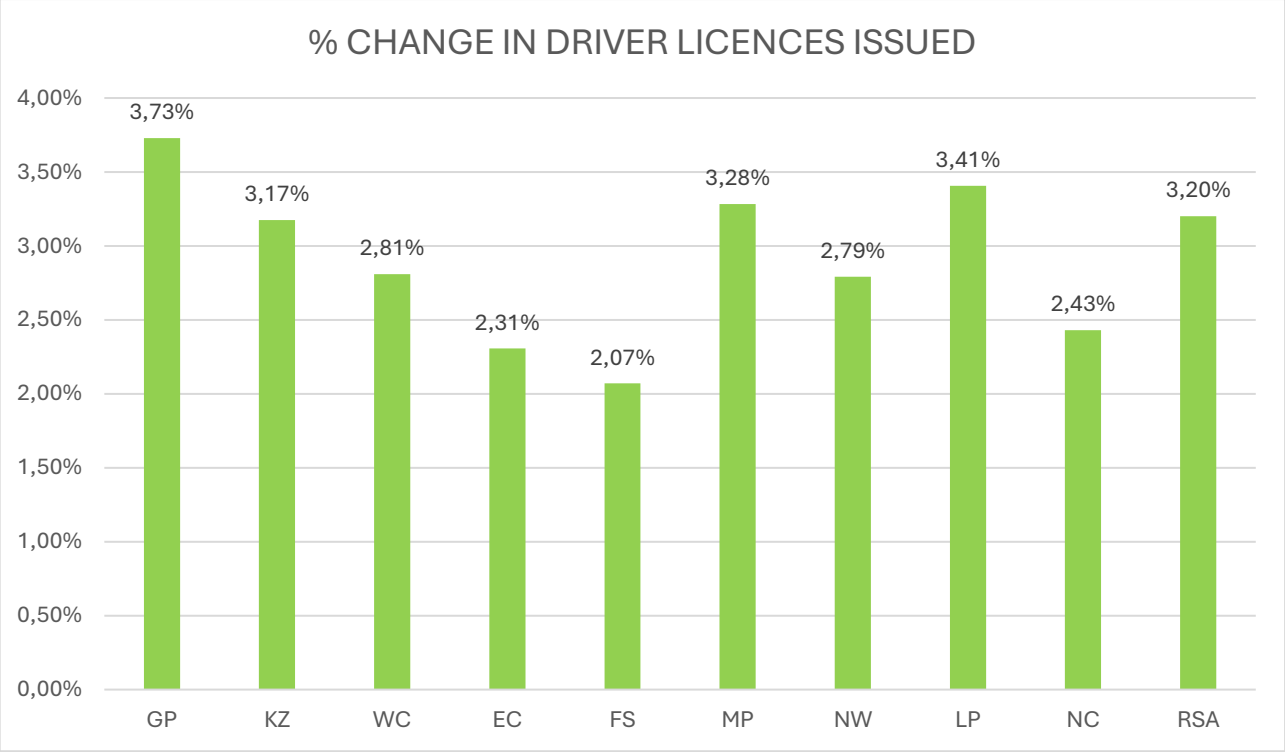


Figure 24: Percentage change in driving licences issued

7.2.2 Professional Driving Permits Issued

The number of Professional driving permits (PrDP's) issued increased by 61 583 (4.90%) from 1 257 709 in March 2025 to 1 319 292 in March 2026. 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-25**	**Mar-26**	**Change**	**% Change**
G	8 449	9 238	789	9,34%
P G	1 185 409	1 243 231	57 822	4,88%
D G	116	163	47	40,52%
D P G	63 735	66 660	2 925	4,59%
Total	**1 257 709**	**1 319 292**	**61 583**	**4,90%**

Table 9: Number of PrDP's issued

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

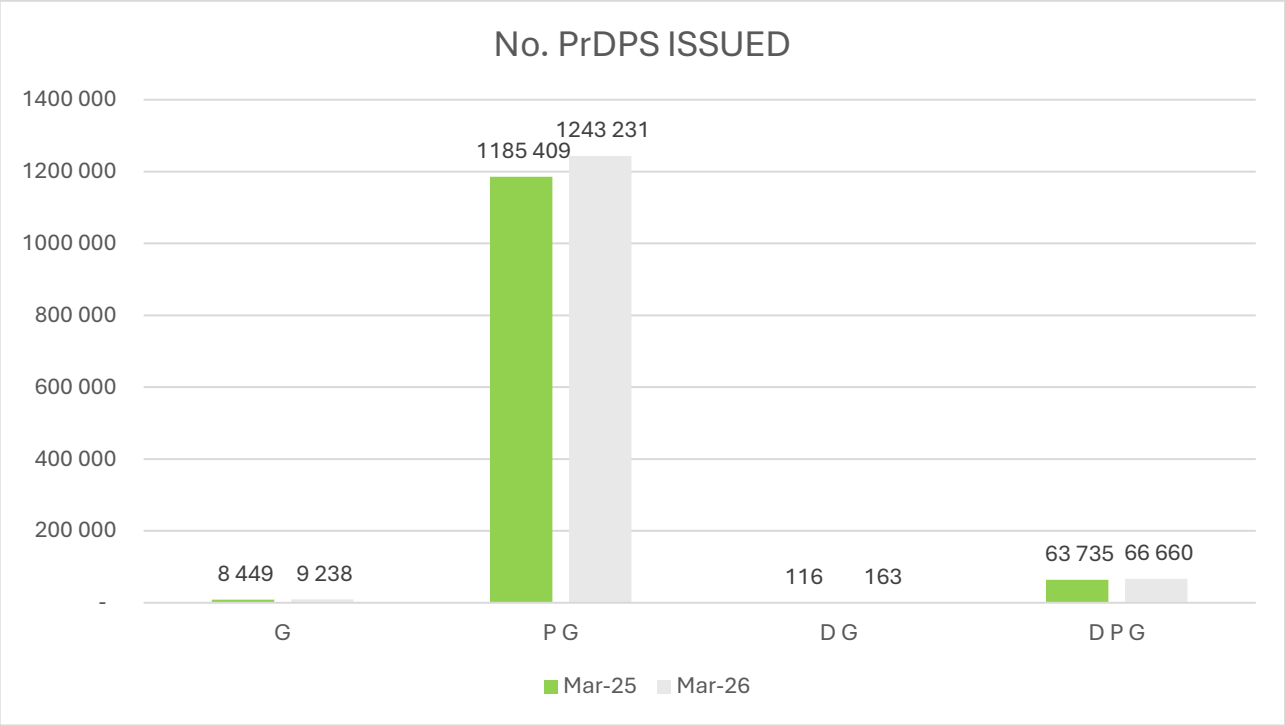


Figure 25: Number of PrDP's issued

The total number of professional driving permits issued per province for March 2025 and March 2026 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-26	399820	213489	170491	97786	65765	112157	58666	111905	27630	**1 257 709**
Mar-25	429 964	227 038	172 977	101 609	66 693	117 048	60 984	114 858	28 136	**1 319 307**
Change	30 144	13 549	2 486	3 823	928	4 891	2 318	2 953	506	**61 598**
% Change	7,54%	6,35%	1,46%	3,91%	1,41%	4,36%	3,95%	2,64%	1,83%	**4,90%**
% 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

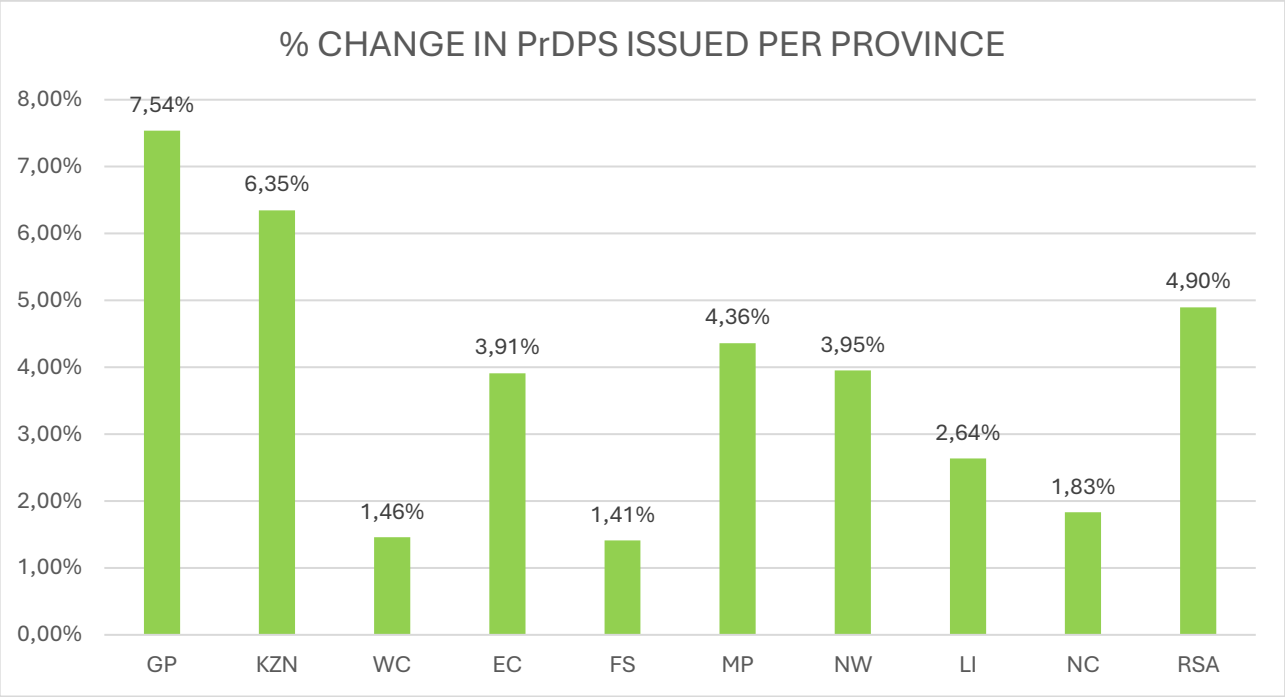


Figure 26: Percentage changes in PrDP's province

8. Approval

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