



Road Traffic
Management Corporation

State of Road Safety Report: Quarter 4

January - March



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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Abbreviations and Acronyms

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
EMS	Emergency Medical Services
NaTIS	National Traffic Information System
NCDMS	National Crash Data Management System
NRSS	National Road Safety Strategy (2016–2030)
NRTA	National Road Traffic Act
NRTETC	National Road Traffic Engineering Committee
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
WHO	World Health Organisation

1. EXECUTIVE SUMMARY

The purpose of the report is to provide final road crash statistics for the period January to March 2026. Road crash statistics are compiled using the following:

Culpable Homicide Crash: Observation Report (CHoCOR) Forms (from South African Police Services (SAPS) stations throughout the country),

Crime Administration System (from SAPS Head Office) and inputs from all nine provincial departments of transport.

Statistics on registered vehicles, driver licences and professional driving permits issued are also presented in the report.

During the period January 2026 to March 2026 a total of 2 331 fatalities and 2 004 fatal crashes were recorded. During the period January 2025 to March 2025 a total of 2 403 fatalities and 2 050 fatal crashes were recorded. This is a 3.00% (72) decrease in fatalities and 2.24% (46) decrease in fatal crashes.

Pedestrian fatalities made up 46.25% in 2026 and 46.69% in 2025. Age group 25 to 44 made up 49.87% of fatalities in 2026 and 51.41% in 2025. Saturday and Sunday crashes contributed 45.06% in 2026 and 43.37% in 2025. Crashes were at their highest between 17h00 and 23:00 in 2026 and 2025. The highest contributing period being 18:00 to 22:00 in both years. In 2026 25.80% of fatal crashes occurred during this period and 26.80% in the same period for 2025.

The number of registered vehicles increased by 359 213(2.67%) from 13 447 905 in 2025 to 13 807 118 in 2026. Gauteng had the highest number of registered vehicles followed by Western Cape and KwaZulu-Natal. The three provinces make up 68.70% of all registered vehicles. Within the motorized vehicles category, the highest increase was 3.5% for Motorcycles.

The number of learner driver licenses issued decreased by 20 723(1.83%) from 1 131 755 end March 2025 to 1 111 032 end March 2026.

The number of driver licenses issued increased by 515 692(3.20%) from 16 109 483 on 31 March 2025 to 16 625 175 on 31 March 2026. Gauteng had the highest number of driver licences at 35.88% followed by KwaZulu Natal at 16.00% and Western Cape at 14.66%.

The number of Professional Driving Permits (PrDP's) issued increased by 61 598 (4.90%) from 1 257 709 on 31 March 2025 to 1 319 307 on 31 March 2026.

SECTION A

2. INTRODUCTION

This report is based on fatal crashes that were reported and recorded by South African Police Services stations throughout the country. It covers the period between January to March of 2026 and compares it to the same period in 2025. The information is collected using the CAS, CHoCOR Forms and input from all nine provincial departments of transport. The report includes information on registered vehicles, learner driver licence, driver licence and professional driving permits issued from the National Traffic Information System (NaTIS).

3. METHODOLOGY

3.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is used to collect fatal road crash data on daily basis. South African Police Service (SAPS) is the primary source of the fatal crash data. SAPS provide the Corporation with a list of all recorded fatal crashes (CAS list), in addition the Corporation receives CHoCOR forms from various police stations and takes input from provinces. The Road Traffic Management Corporation captures, processes, and verifies the data to compile a report.

3.2 Crash Data Flow

The data is collected through the CHoCOR forms which are submitted to the Corporation either by fax, email or through the phone. Input is also given by provinces on fatal crashes and fatalities.

3.3 Data processing

The data is captured, verified and the consolidated statistics are compiled. There is a continuous engagement with provinces for validation purpose.

3.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is still a need for expansion to a) validate this data with the provincial departments of health (pathology) and to collect all road crashes (including crashes with no injuries and crashes with injuries).

4. FATAL ROAD CRASH ANALYSIS

This section compares fatal road crashes for the fourth quarter of 2024/2025 to the fourth quarter of 2025/2026. It includes the number of fatal crashes, fatal crashes per day of week, fatal crashes per time of day, crashes per crash types and crashes per vehicle type and contributory factors. Fatal crashes are crashes which result in one or more person or persons killed during or immediately after an accident, or death within 30 days after an accident happened as a direct result of such accident deaths.

4.1 Number of fatal crashes

Table 1 below compares the fourth quarter of financial year 2024/2025 and fourth quarter of financial year 2025/2026. There was a decrease of 46(2.24%) fatal crashes in fourth quarter of 2025/2026 when compared to the fourth quarter of 2024/2025. Eastern Cape, Free State, Limpopo and Northern Cape recorded increases in fatal crashes of 8(3.88%), 27(24.32%), 11(5.73%) and 2(3.333%) respectively. All other provinces recorded decreases in fatal crashes, with Mpumalanga recorded the highest percentage decrease of 10.43%.

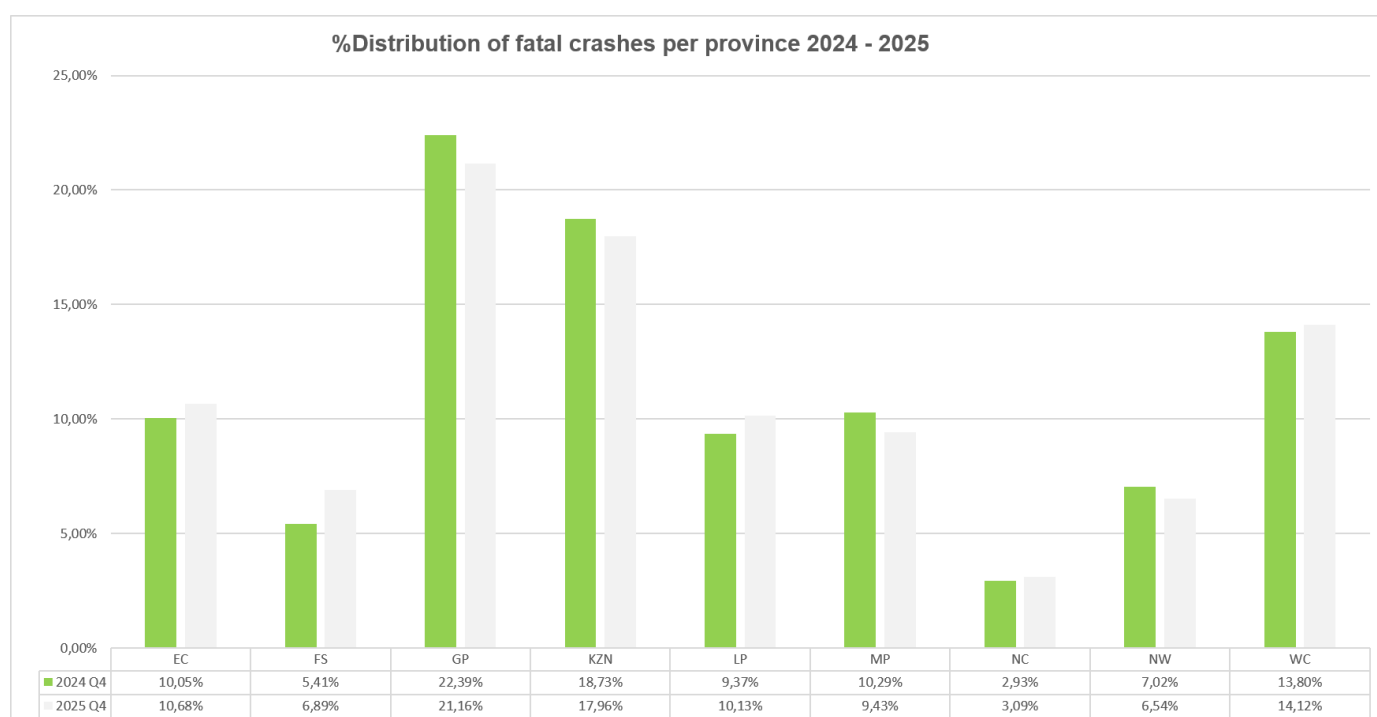
FATAL CRASHES										
Quarter	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2024 Q4	206	111	459	384	192	211	60	144	283	2050
2025 Q4	214	138	424	360	203	189	62	131	283	2004
CHANGE	8	27	-35	-24	11	-22	2	-13	0	-46
%CHANGE	3,88%	24,32%	-7,63%	-6,25%	5,73%	-10,43%	3,33%	-9,03%	0,00%	-2,24%
2024 Q4	10,05%	5,41%	22,39%	18,73%	9,37%	10,29%	2,93%	7,02%	13,80%	100%
2025 Q4	10,68%	6,89%	21,16%	17,96%	10,13%	9,43%	3,09%	6,54%	14,12%	100%

Table 1: Number of fatal crashes per province

Graph 1 below shows the percentage distribution per province of fatal crashes for the fourth quarters of 2024/2025 and 2025/2026. The highest contributors to fatal crashes during the fourth quarter of financial year 2025/2026 in percentage were Gauteng at 21.16%, Kwa-Zulu Natal at 17.96%, Western Cape at 14.12%, Eastern Cape 10.68% and Limpopo at 10.13%. These five provinces contributed 74.05% of crashes during the fourth quarter of financial year 2025/2026.

The highest contributors to fatal crashes during the fourth quarter of previous financial year in percentage were Gauteng at 22.39%, Kwa-Zulu Natal at 18.73%, Western Cape at 13.80%, Limpopo at 10.29% and Eastern Cape 10.05%. These five provinces contributed 75.27% of crashes during the fourth quarter of financial year 2024/2025.

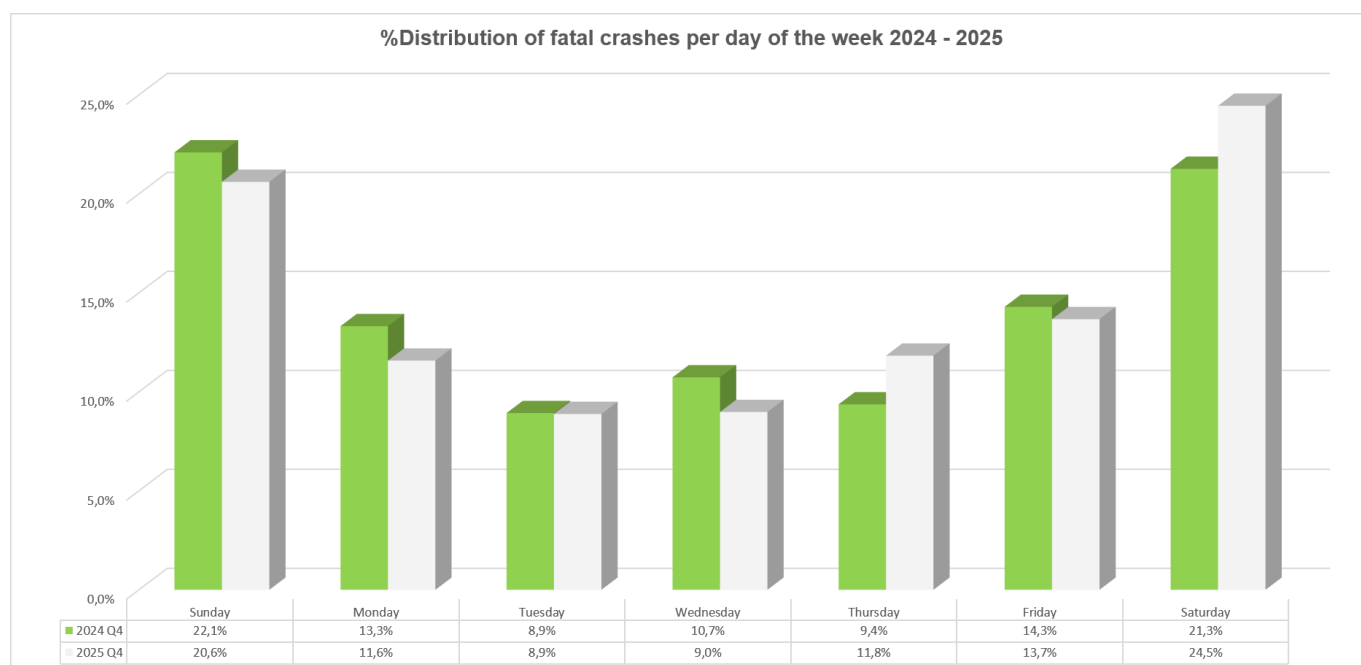
Gauteng and Kwa-Zulu Natal contributed at least 39% of fatal crashes during the fourth quarter of both financial years.



Graph 1: Percentage distribution of fatal crashes for the two quarters

4.2 Fatal Crashes per Day of Week

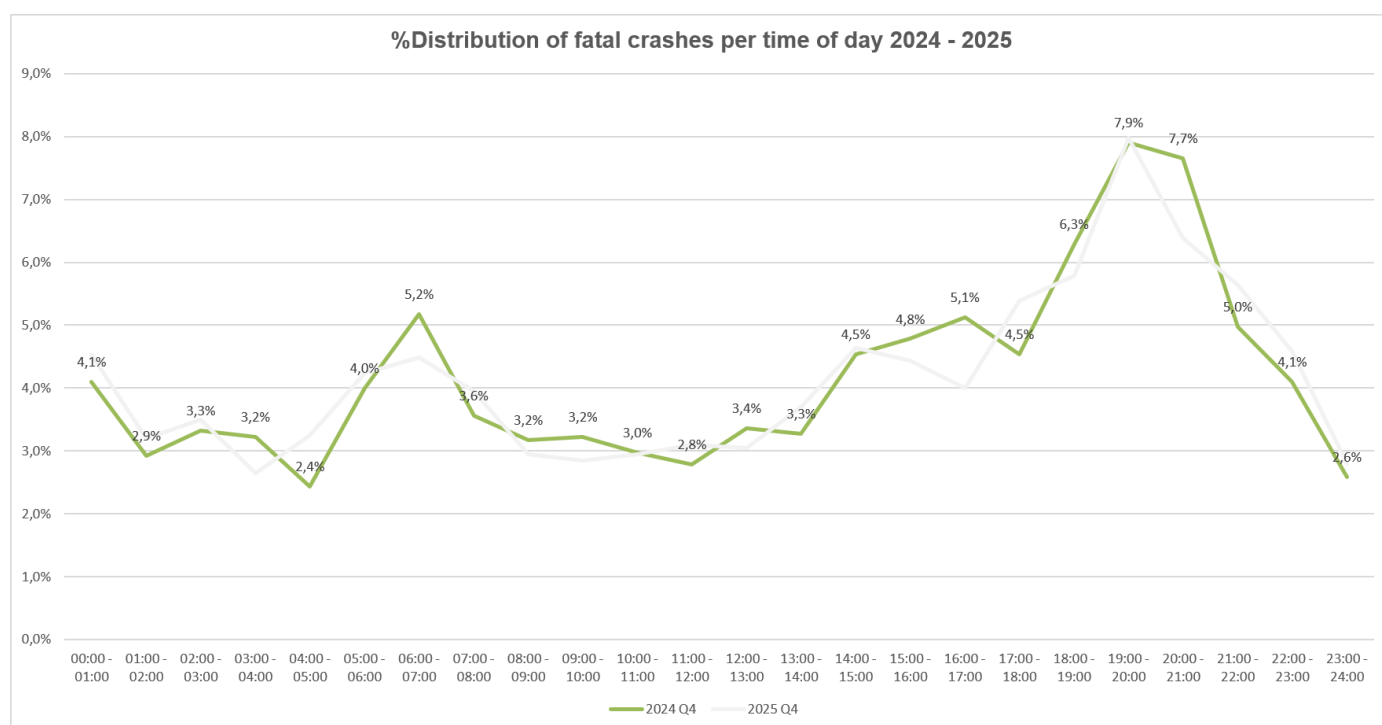
Details of the fatal crashes per day week are given in graph 2 below. Saturdays and Sundays were days with most fatal crashes recorded compared to other days. For the fourth quarter of financial year 2025/2026, 45.10% of fatal crashes were in these two days, and for the same quarter of the previous financial year this figure was 43.40%.



Graph 2: Percentage distribution of fatal crashes per day of week

4.3 Fatal Crashes per time of day

The percentages of fatal crashes per time of day for the period under review are reflected in graph 3 below. From the below graph crashes were at their highest between 17h00 and 23:00. The highest contributing period being 18:00 to 22:00 in both quarter four of 2024/2025 and 2025/226 financial years. 25.80% of fatal crashes occurred during this period in the fourth quarter of financial year 2025/2026 and 26.80% in the same quarter of the previous financial year.

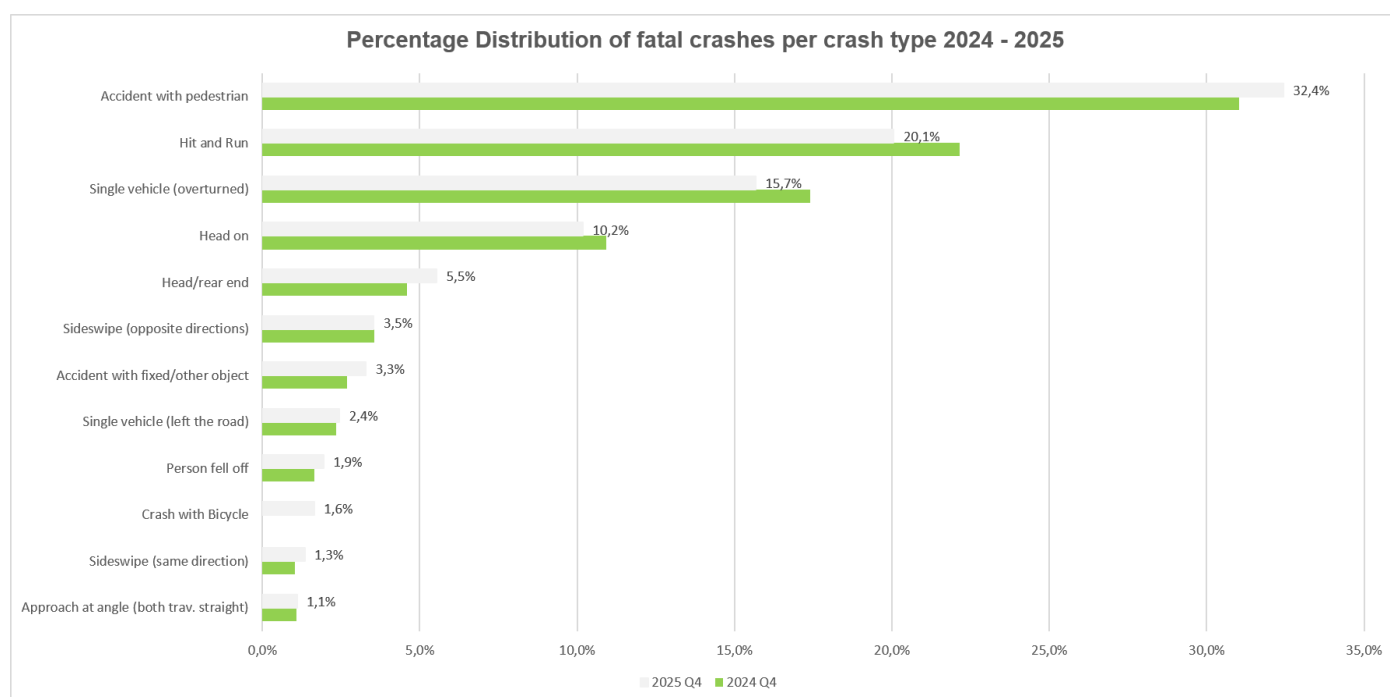


Graph 3: Percentage distribution of fatal crashes per time of day

4.4 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type is reflected in graph 4 below. The graph shows that the top four crash types were with pedestrians at 32.44%, Hit and Run at 20.06%, single vehicle overturned at 15.67%, head on collisions at 10.18% during fourth quarter of 2025/2026 financial year. Hit and runs and accident with pedestrians accounted for 52.50% of crash types during the fourth quarter of 2025/2026.

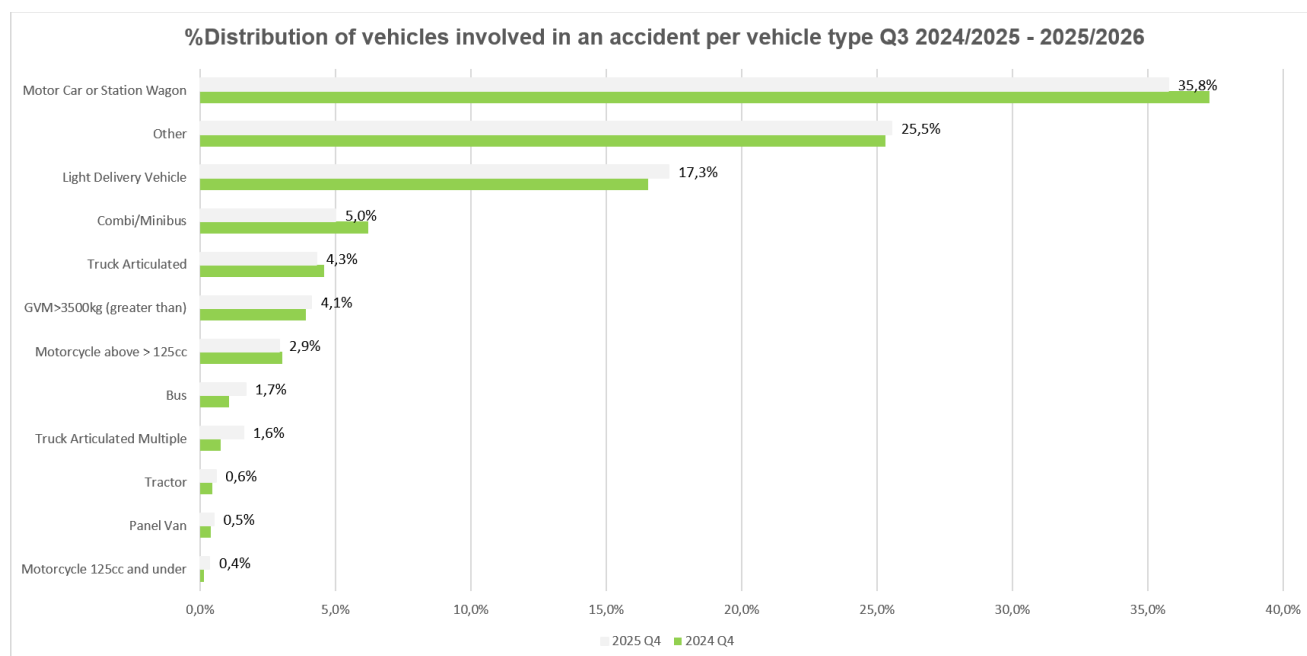
During fourth quarter of 2024/2025 financial year the top four crash types were with pedestrians at 31.02%, Hit and Run at 22.15%, single vehicle overturned at 17.41% and head on collisions at 10.93%. Hit and runs and accident with pedestrians accounted for 53.17% of crash types during the fourth quarter of 2024/2025.



Graph 4: Percentage distribution of fatal crashes per crash type

4.5 Fatal crashes per vehicle type

The percentage contribution of various vehicles involved in the fatal crashes are reflected in graph 5 below. The vehicle types that were mostly involved in fatal crashes are the motorcars and station wagons at 35.76% in the fourth quarter of 2025/2026 and 37.28% in 2024/2025. Light delivery vehicles contributed 17.31% in fourth quarter of 2025/2026 and 16.56% in 2024/2025.

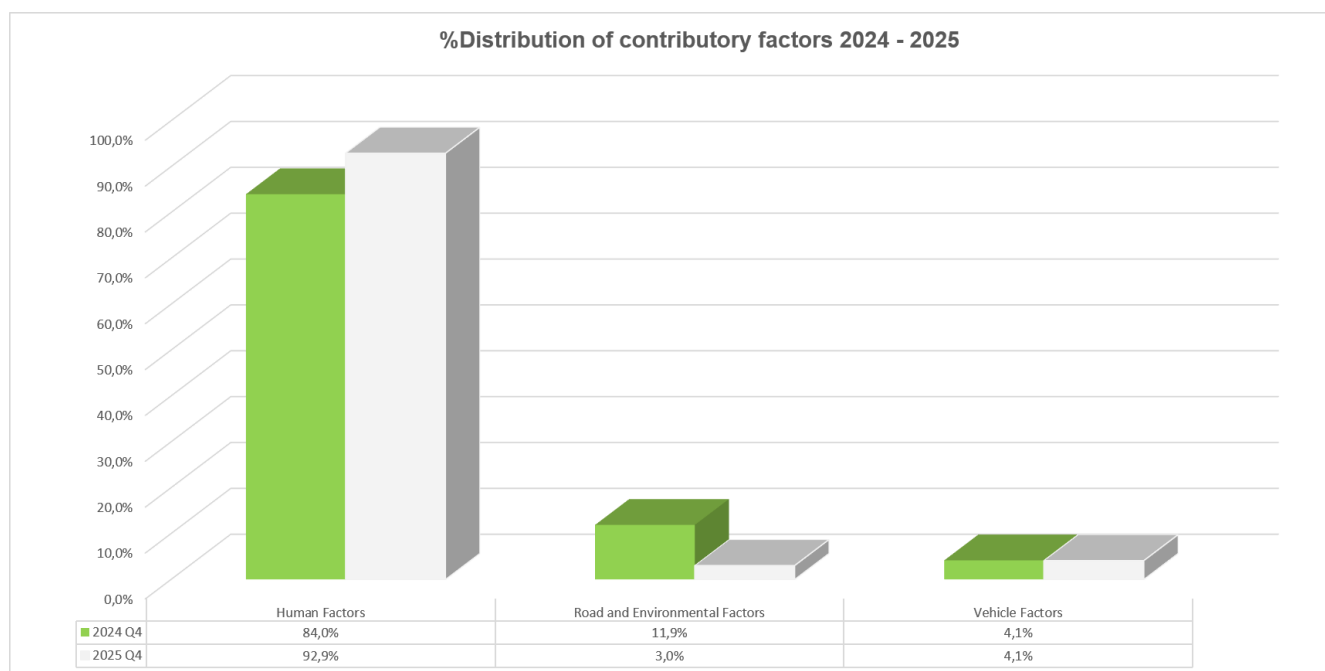


Graph 5: Percentage distribution of fatal crashes per vehicle type

5. CONTRIBUTORY FACTORS

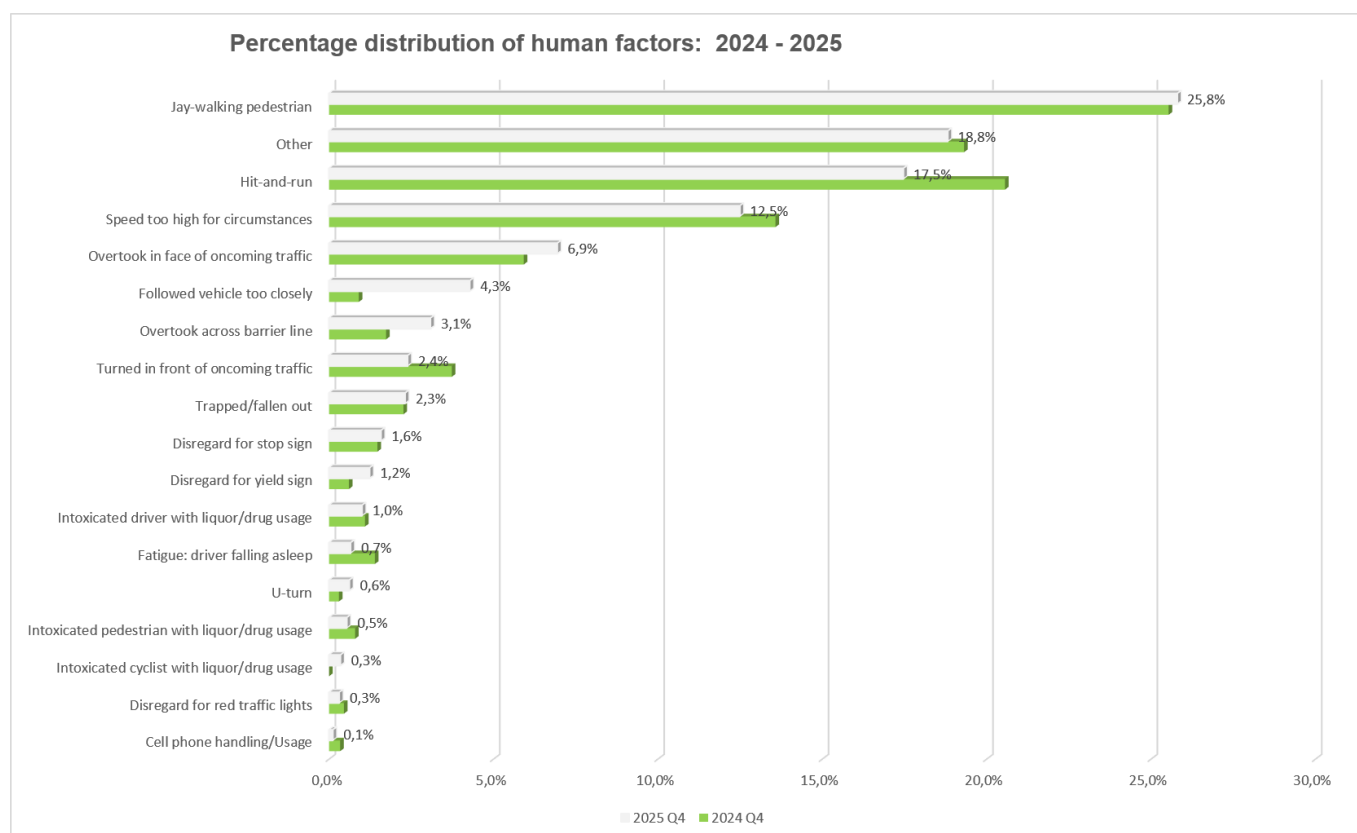
The contributory factors to fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and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

Graph 6 below shows that most fatal crashes occur due to human factors. During the fourth quarter of 2025/2026 human factors contributed 92.91% to fatal crashes and 83.97% in 2024/2025. Roads and environmental factors contributed 3.01% to fatal crashes in 2025/2026 and 11.88% in 2024/2025. Vehicle factors contributed 4.08% to fatal crashes in 2025/2026 and 4.15% in 2024/2025.



Graph 6: Comparison of contributory factors

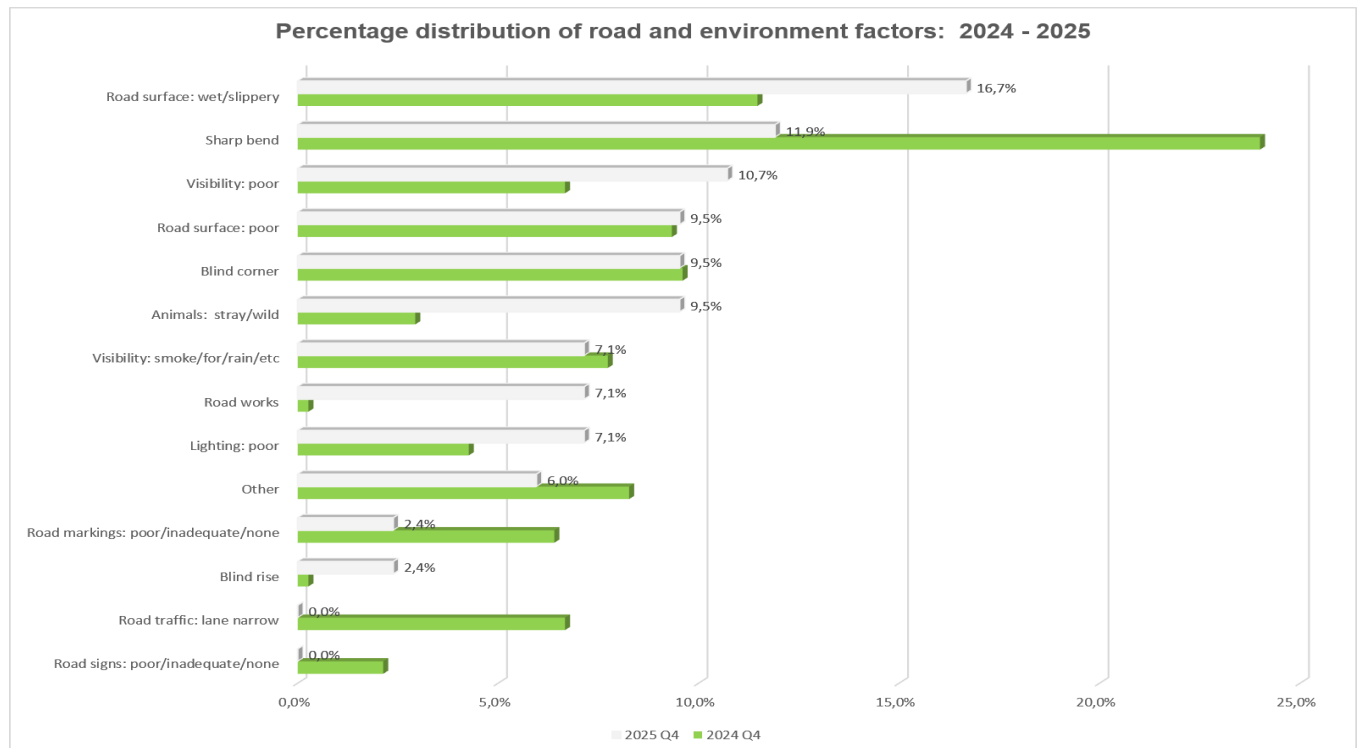
From graph 7 below the top three human factors contributing a combined 55.77% in 2025/2026 and 59.68% in 2024/2025 were jaywalking, hit and run and speed too high for circumstances. Jaywalking was at 25.80% in fourth quarter of 2025/2026 and 25.54% in 2024/2025, Hit-and-run at 17.47% in fourth quarter 2025/2026 and 20.56% in 2024/2025. Speed as a contributory factor to fatal crashes was at 12.50% in 2025/2026 and 13.58% in 2024/2025.



Graph 7: Percentage distribution of human factors

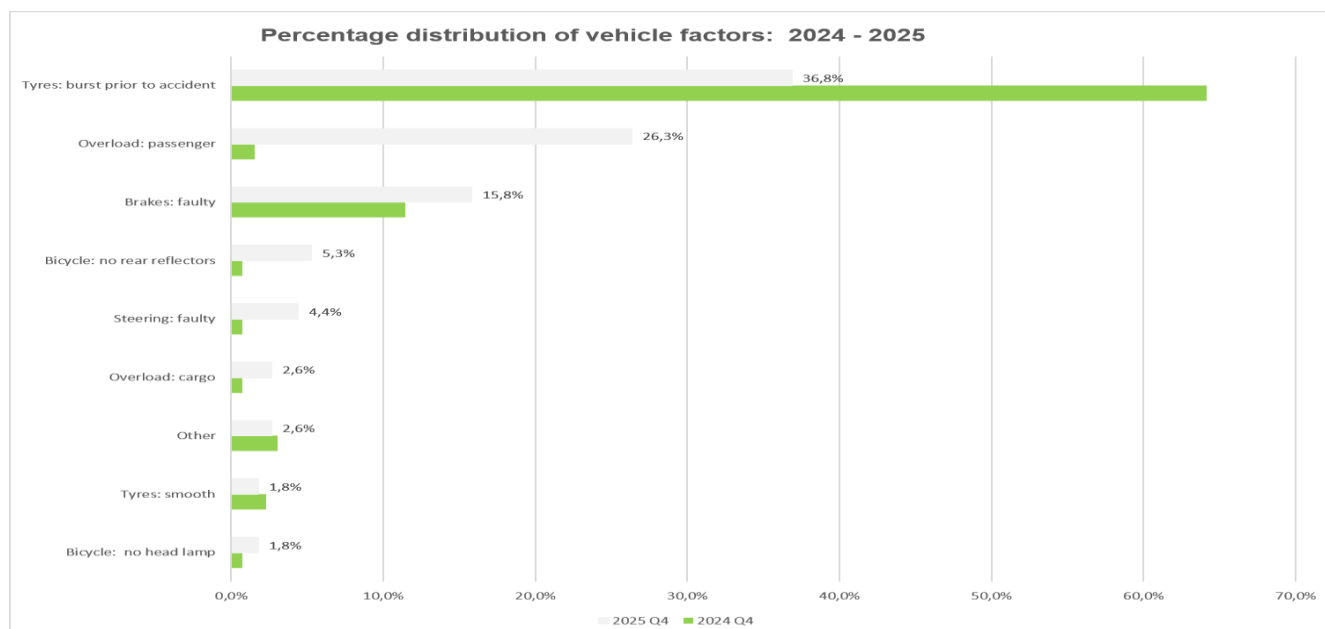
Graph 8 below shows the top five environmental and road factors as: slippery road surface at 16.67%, sharp bends at 11.90%, poor visibility at 10.71%, poor road surface at 9.52% and blind corner at 9.52% in the fourth quarter 2025/2026.

During fourth quarter 2024/2025 the five factors were: sharp bends at 24.00%, slippery road surface at 11.47%, blind corner at 9.60%, poor road surface at 9.33% and poor visibility at 7.73%.



Graph 8: Percentage distribution of road and environmental factors

Graph 9 below shows that within the vehicle factors most crashes occurred due to tyre burst before crash at 36.84% during the fourth quarter of 2025/2026 and 64.12% in 2024/2025. The second highest contributor for 2025/2026 was overloading at 28.32% and in 2024/2025 the second highest contributor faulty brakes at 11.45%.



Graph 9: Percentage distribution for vehicle factor

6. ROAD FATALITIES ANALYSIS

The section covers road fatalities for the fourth quarter of 2025/2026 and 2024/2025. Fatalities are defined as a person or persons killed during or immediately after a crash, or death within 30 days after a crash as a direct result on such crash. This section encompasses the number of fatalities and percentage distribution per road user group, gender, race and per age.

6.1 Number of fatalities per province

Table 2 below compares the fourth quarter of financial year 2024/2025 and fourth quarter of financial year 2025/2026. There was a decrease of 72(3.00%) fatalities in fourth quarter of 2025/2026 when compared to the fourth quarter of 2024/2025. Only three provinces recorded increases in fatalities during the fourth quarter of financial year 2025/2026 compared to the same period in the previous financial year. The provinces with increases are Eastern Cape 3(1.24%), Free State 35(23.18%) and Western Cape 2(0.65%).

FATALITIES										
Quarter	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2024 Q4	241	151	506	438	252	263	79	165	308	2403
2025 Q4	244	186	469	403	249	236	76	158	310	2331
CHANGE	3	35	-37	-35	-3	-27	-3	-7	2	-72
%CHANGE	1,24%	23,18%	-7,31%	-7,99%	-1,19%	-10,27%	-3,80%	-4,24%	0,65%	-3,00%
2024 Q4	10,03%	6,28%	21,06%	18,23%	10,49%	10,94%	3,29%	6,87%	12,82%	100,00%
2025 Q4	10,47%	7,98%	20,12%	17,29%	10,68%	10,12%	3,26%	6,78%	13,30%	100,00%

Table 2: Comparison of fatalities per province for the two quarters

Graph 10 below shows the percentage distribution per province of fatalities for the fourth quarters of 2024/2025 and 2025/2026. The highest contributors to fatalities during the fourth quarter of financial year 2025/2026 in percentage were Gauteng at 20.12%, Kwa-Zulu Natal at 17.29%, Western Cape at 13.30%, Limpopo at 10.68% and Eastern Cape 10.47%. These five provinces contributed 71.86% of fatalities during the fourth quarter of financial year 2025/2026.

The highest contributors to fatalities during the fourth quarter of previous financial year in percentage were Gauteng at 21.06%, Kwa-Zulu Natal at 18.23%, Western Cape at 12.82%. Mpumalanga 10.94% and Limpopo at 10.49%. These five provinces contributed 73.53% of fatalities during the fourth quarter of financial year 2024/2025.

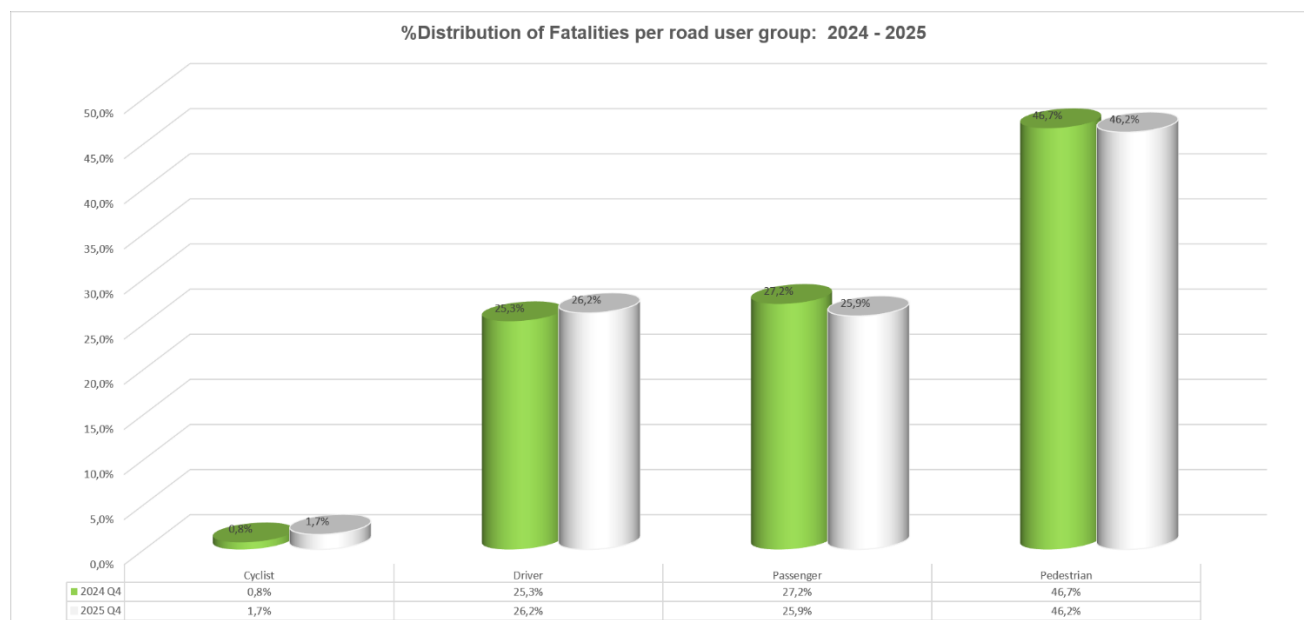
Gauteng and Kwa-Zulu Natal contributed at least 37% of fatalities during the fourth quarter of both financial years.



Graph 10: Percentage distribution of fatalities per province

6.2 Number of Fatalities per Road User Group

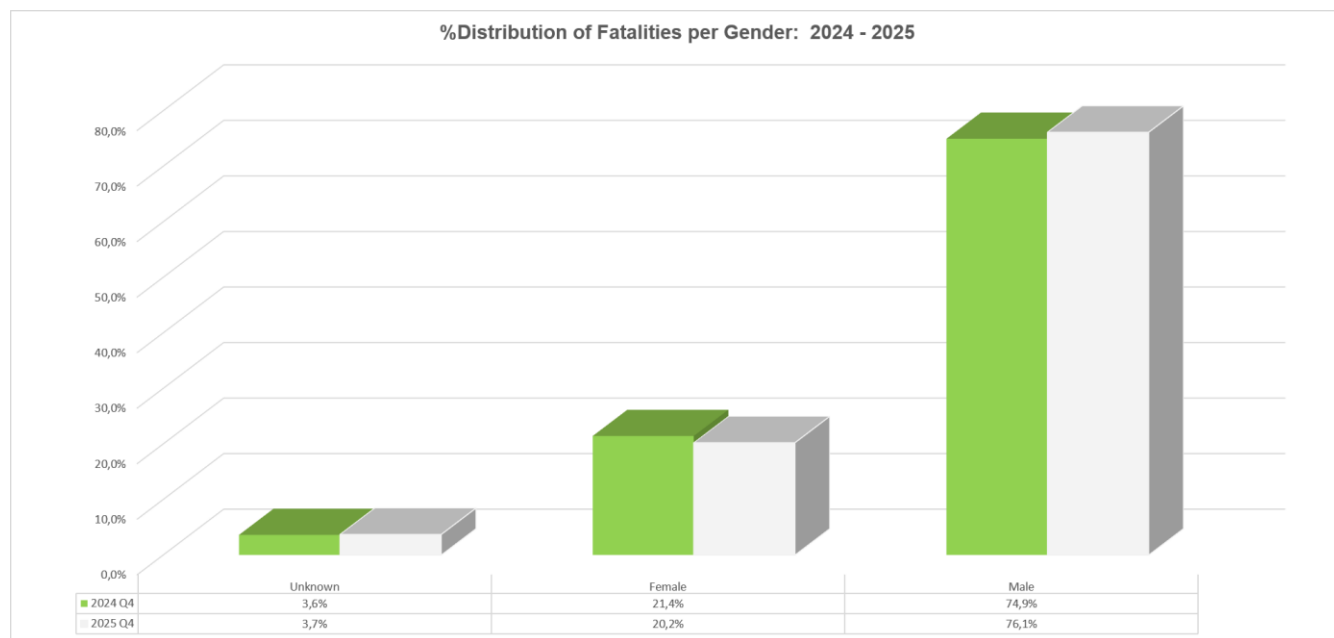
The percentage distribution of fatalities for various road user groups is reflected in graph 11 below. Pedestrians made 46.25%, passenger 25.87%, driver 26.21% and cyclist 1.67% of road fatalities for 2025/2026 and for 2024/205 the breakdown is as follows: pedestrians 46.69%, passenger 27.22%, driver 25.30% and cyclist 0.79% both periods.



Graph 11: Percentage distribution of fatalities per road user

6.3 Number of Fatalities per Gender

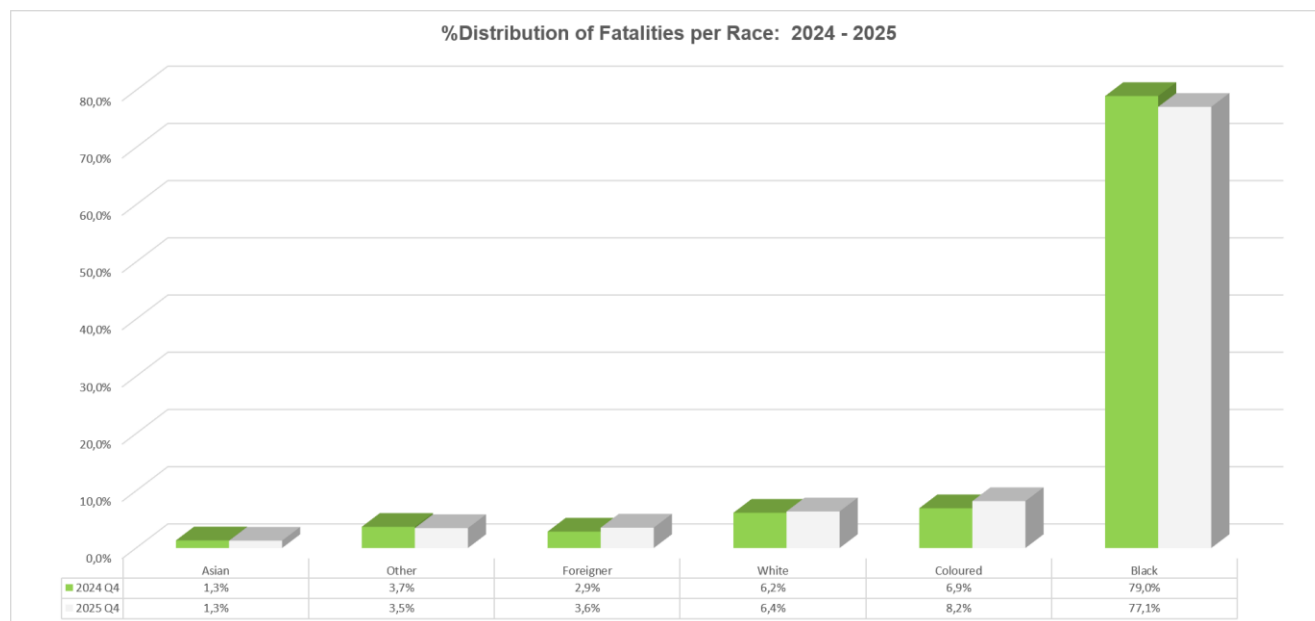
Graph 12 below shows the trends for fatalities per gender for the two quarters under review. Males make up more than three quarters of road fatalities.



Graph 12: Percentage distribution of fatalities per gender

6.4 Number of Fatalities per Race Group

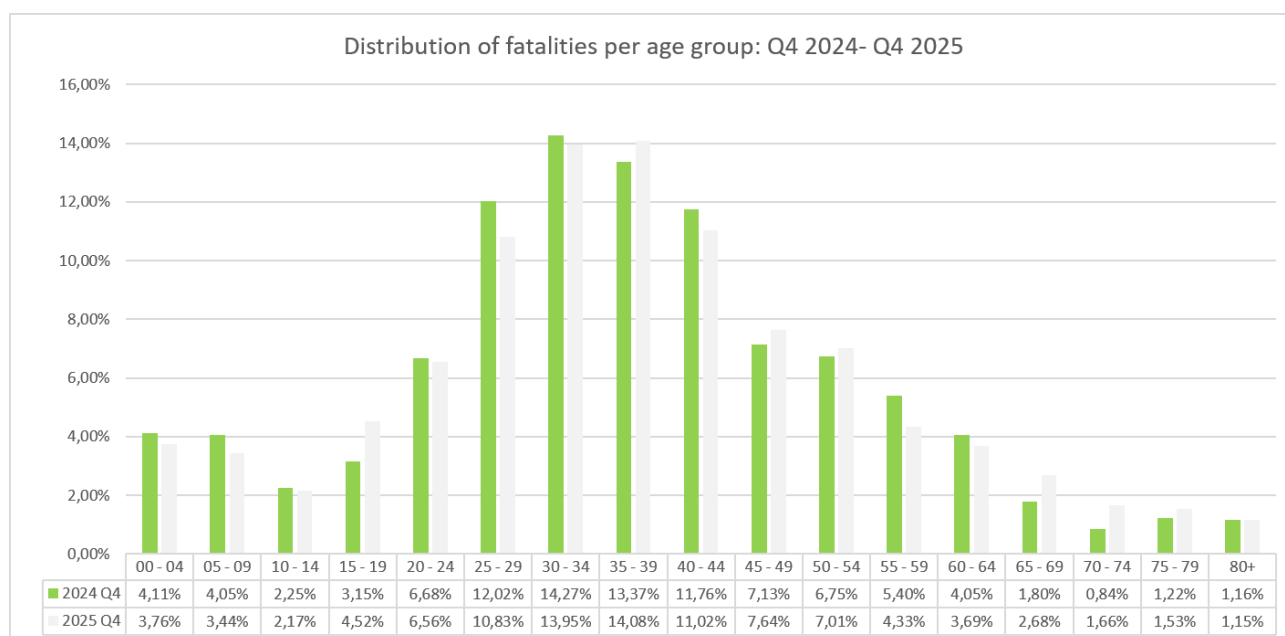
Graph 13 below shows trends for fatalities per race for the two quarters. An average of 78.04% of road fatalities were blacks over the two fourth quarters.



Graph 13: Percentage distribution of fatalities per race

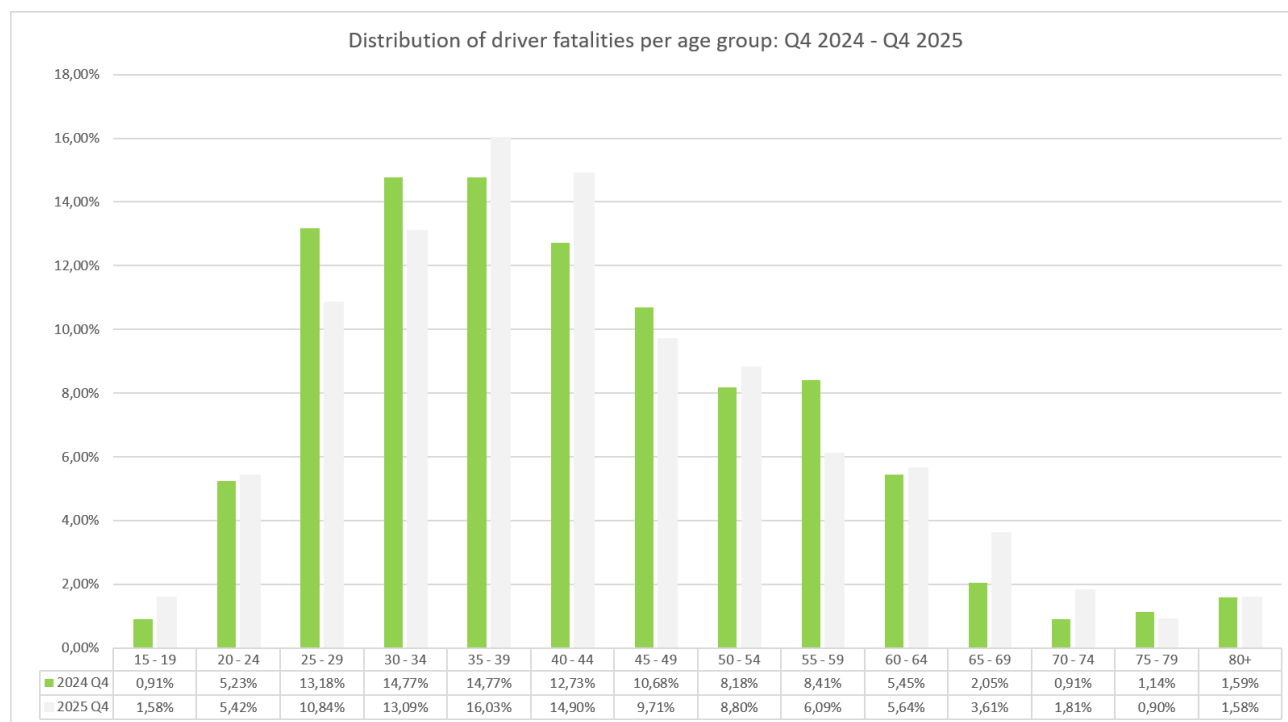
6.5 Road user group fatalities per age group

Graph 14 below shows information on fatalities per age for the period January to March 2025 and 2025. The graph shows that 49.87% of road user fatalities were between the ages of 25 and 44 during the fourth quarter of 2025/2026 and 51.41% during the fourth quarter of 2024/2025.



Graph 14: Percentage distribution of fatalities per age

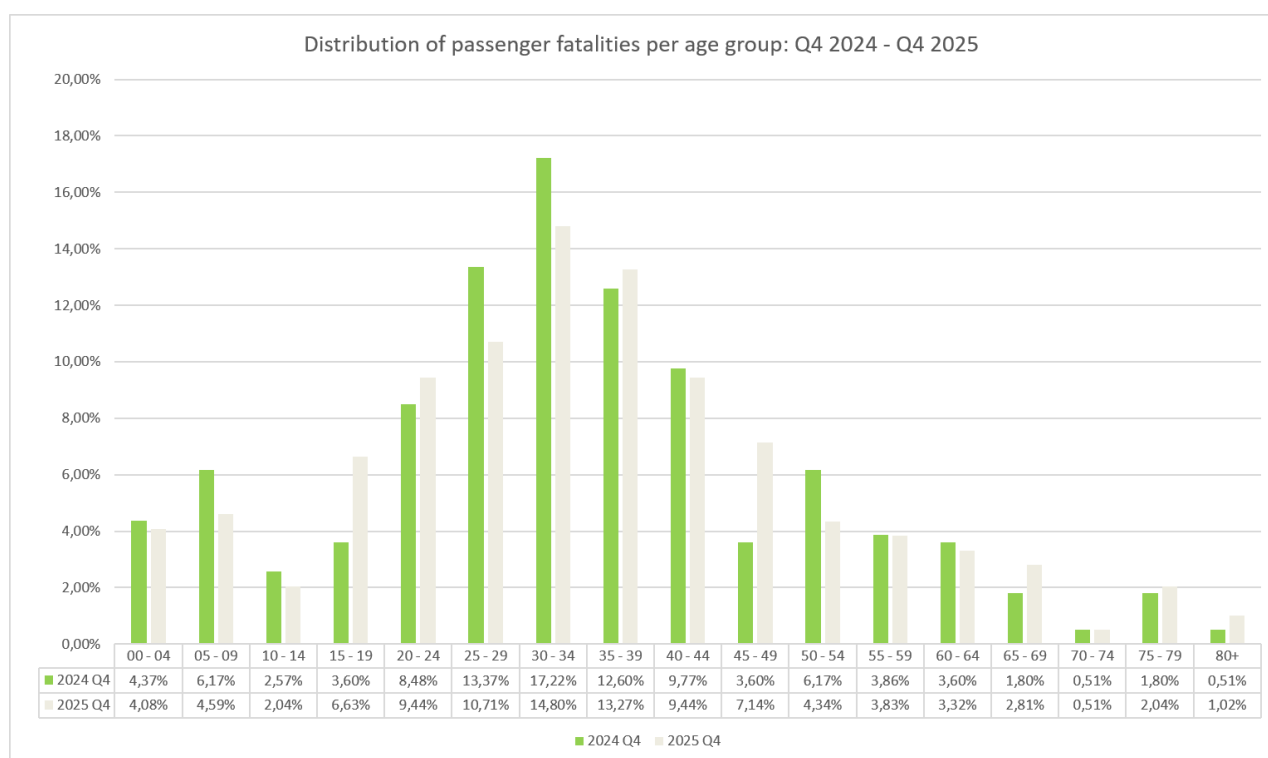
Graph 15 below shows that more than 54.85% of driver fatalities were between the ages of 25 and 44 in the fourth quarter of 2025/2026 and 55.45% in 20244/2025. Ages between 35 and 39 constitutes 16.03% of driver fatalities in 2025/2026 and 14.77% in 2024/2025 quarter three.



Graph 15: Percentage distribution of fatalities per age for drivers

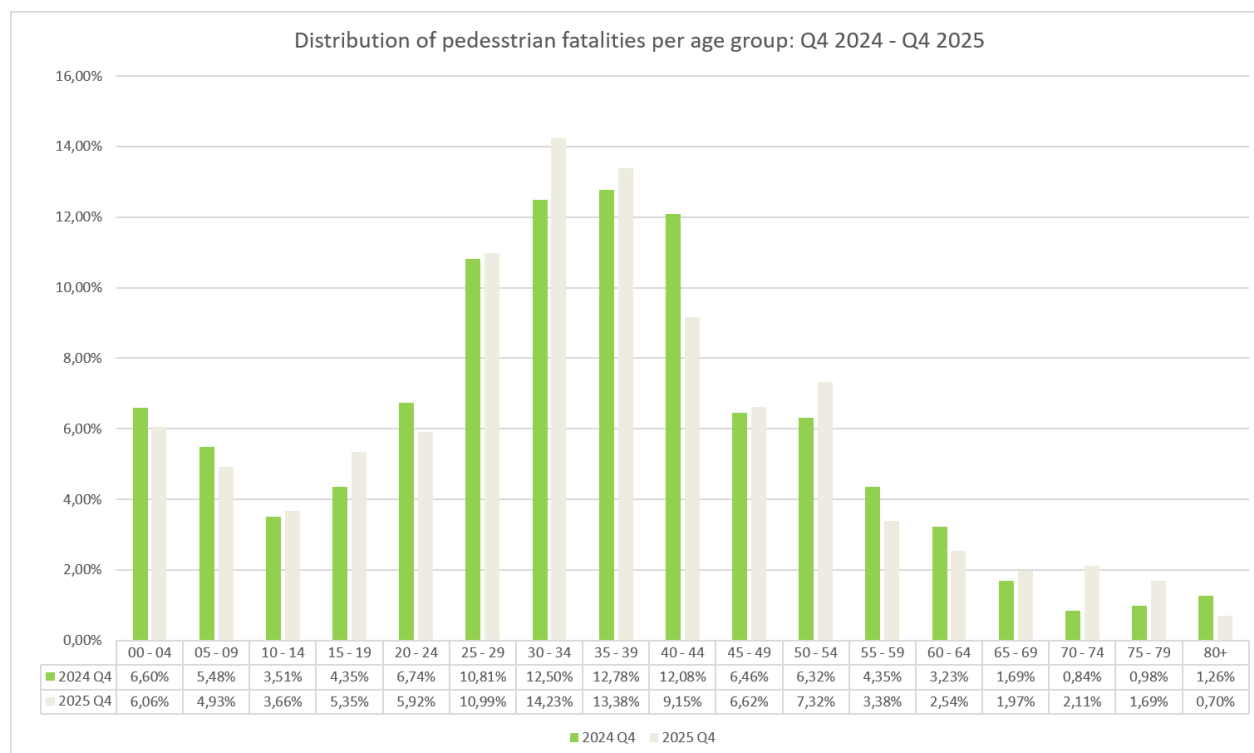
Graph 16 below shows that 48.21% of passenger fatalities were between the ages of 25 and 44 in the fourth quarter of 2025/2026 and 52.96% in 20244/2025. Ages between 30 and 34 constitutes 14.80% of passenger fatalities in 2025/2026 and 17.22% in 2024/2025 quarter three.

Age group less than 10 years decreased from 10.54% to 8.67%, age group 15 to 19 increased 3.60% to 6.63%, age group 20 to 24 increased from 8.48% to 9.44% and age group 45 to 49 increased from 3.60% to 7.14%.



Graph 16: Percentage distribution of fatalities per age for passenger

Graph 17 below shows that 47.75% of pedestrian fatalities were between the ages of 25 and 44 in the fourth quarter of 2025/2026 and 48.17% in 20244/2025. Ages between 30 and 34 constitutes 14.23% of pedestrian fatalities in 2025/2026 and 12.50% in 2024/2025 quarter four.



Graph 17: Percentage distribution of fatalities per age for pedestrians

SECTION B

7. INTRODUCTION

The section covers the vehicle population, and driver population. The vehicle population data will include the number of registered vehicles and licencing. The driver population data covers the number of registered drivers including the status and categories of licences.

8. VEHICLE POPULATION

South Africa is a middle-income country with a high number of registered vehicles. At the end of March 2026 there were 13 807 118 registered vehicles, depicted in Table 3 below, per vehicle type.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorized 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 Motorized	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

At the end of March 2026, the number of registered vehicles increased by 359 213(2.67%) from 13 447 905 in 2025 to 13 807 118 in 2026 as depicted in the table above. Within the motorized vehicles category, the highest increase was 3.5% for Motorcycles.

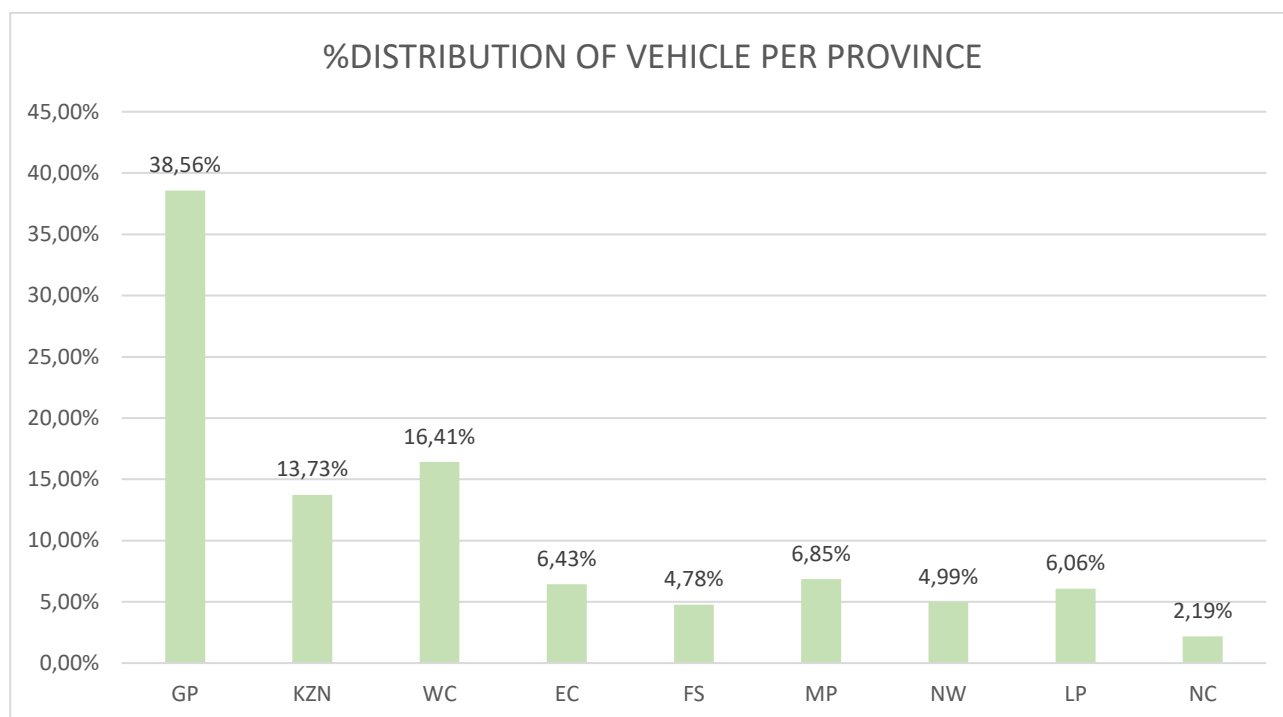
The total motor vehicle population per Province for March 2025 and March 2026 is given in table below.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Total
per Province	Mar-25	Mar-26			Mar-26
GP	5 172 120	5 324 047	151 927	2,94%	38,56%
WC	1 821 872	1 895 095	73 223	4,02%	13,73%
KZN	2 209 045	2 266 110	57 065	2,58%	16,41%
MP	871 336	887 975	16 639	1,91%	6,43%
EC	651 224	659 578	8 354	1,28%	4,78%
LP	934 635	945 828	11 193	1,20%	6,85%
NW	677 870	689 467	11 597	1,71%	4,99%
FS	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

The table above shows the number of registered vehicles per province. Western Cape and Free State had the highest increases 4.02% and 3.04% respectively.

From the graph below Gauteng had the highest number of registered vehicles followed by Western Cape and KwaZulu-Natal. The three provinces make up 68.70% of all register vehicles.



Graph 18: Percentage Vehicles Registered per Province

9. DRIVER POPULATION

9.1 Learner Driver Licences

The number of learner driver licenses issued decreased by 20 723(1.83%) from 1 131 755 end March 2025 to 1 111 032 end March 2026. Detail of the number of learner driver licenses issued per category is given in Table 5 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

Learner driver licences are categorised as follows:

- Category 1 : Motorcycle
- Category 2 : Light Motor Vehicle
- Category 3 : Heavy Motor Vehicle

The table above show that the decrease of learners enrolled was in all three categories.

Provincial breakdown of the learner license enrolment and the percentage change are given in Table 6 below.

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%	-17,37%	-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%.

9.2 Driver Licences Issued

The number of driver licenses issued increased by 515 692(3.20%) from 16 109 483 on 31 March 2025 to 16 625 175 on 31 March 2026. Details on the number of driver licenses issued per category is given in Table 7 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 driver licences issued

Driver licenses:

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

The highest percentage increase was in the C1 category of 5.34% followed by EC at 5.13% then B at 2.87%.

The number and percent of driver licenses issued per category at the end of March 2026 is reflected in Table 8 below.

Category	Description	Number	%
A	Motorcycle > 125 cub.cm	539 938	3,25%
A1	Motorcycle < 125 cub.cm	122 921	0,74%
B	Motor vehicle < 3,5000 kg	3 711 231	22,32%
C	Motor vehicle >16,000 kg	26 678	0,16%
C1	Motor vehicle 3,500 - 16,000 kg	6 453 735	38,82%
EB	Articulated motor vehicle < 16,000 kg	3 684 260	22,16%
EC	Articulated vehicle > 16,000 kg	1 501 400	9,03%
EC1	Articulated vehicle 3,500 - 16,000 kg	585 012	3,52%
Total		16 625 175	100,00%

Table 8: Number and percentage of driver licences issued per category

Provincial distribution including percentage changes are given in Table 9 below.

Number of Driving Licences Issued per Province										
Year	GP	KZN	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 9: Number of driver licences issued per province

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

9.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 61 583 (4.90%) from 1 257 709 on 31 March 2025 to 1 319 292 on 31 March 2026. Detail on the number of PrDPs issued per category is given in table and graph 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 10: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

The dangerous goods category increased by 40.52% followed by goods at 9.34%.

Provincial information is contained in Table 11 below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Mar-26	399 820	213 489	170 491	97 786	65 765	112 157	58 666	111 905	27 630	1 257 709
Mar-25	429 964	27 038	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%

Table 11: Number of professional driving permits (PrDP's) issued per province

All provinces recorded increase in PrDP's with an overall increase of 4.90% The highest increases were in Gauteng at 7.54%, Kwa-Zulu Natal 6.35% and Mpumalanga at 4.36%.

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