Road Traffic Management Corporation

State of Road Safety Report: Quarter 1

April - June 2024

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

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List of acronyms and abbreviations

CHOCOR	:	CULPABLE HOMICIDE CRIME: OBSERVATION REPORT
EC	:	EASTERN CAPE
GA	:	GAUTENG
FS	:	FREE STATE
LI	:	LIMPOPO
MP	:	MPUMALANGA
NC	:	NORTHERN CAPE
NW	:	NORTH WEST
WC	:	WESTERN CAPE
KZN	:	KWAZULU NATAL
SAPS	:	SOUTH AFRICAN POLICE SERVICE
NATIS	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM

1. OBJECTIVE OF THE REPORT

This report aims at achieving the following objectives:

- To provide road traffic fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Report (CHoCOR) Forms and provincial inputs; and
- To present statistics on registered vehicles, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.

2. EXECUTIVE SUMMARY

The purpose of the report is to provide final road crash statistics for the period April to June 2024. The performance is as provided below.

Road Crashes Data

During the period April 2024 to June 2024 a total of 2 836 fatalities and 2 442 fatal crashes were recorded. During the period April 2023 to June 2023 a total of 3 001 fatalities and 2 587 fatal crashes were recorded. This is a 5.5% decrease in fatalities and 5.6% decrease in fatal crashes.

Vehicle and driver population

The number of registered vehicles increased by 166 330 (1.27%) from 13 094 785 on 30 June 2023 to 13 261 115 vehicles on the 30 June 2024.

The number of learner driving licenses issued increased by 28 836 (2.44%) from 1 099 333 end June 2023 to 1 126 169 end June 2024.

The number of driving licenses issued increased by 608 728 (4.02%) from 15 130 576 on 30 June 2023 to 15 739 304 on 30 June 2024.

The number of Professional Driving Permits (PrDP's) issued increased by 111 040 (9.9%) from 1 121 797 on 30 June 2023 to 1 232 837 on 30 June 2024.

SECTION A

1. 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 April and June of 2024 and compares it to the same period in 2023. The information is collected using the CHoCOR Forms and input from provincial departments. The report includes information about registered vehicles, learner driving licence, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS).

2. METHODOLOGY

2.1 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) and further to this, the Corporation receive the CHoCOR forms from various police stations and takes input from provinces. Road Traffic Management Corporation captures, processes, and verifies the data to compile a report.

2.2 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.

2.3 Data processing

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

2.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is still a need for in-depth research to be conducted to collect scientific base facts to complement the administrative data.

3. FATAL ROAD CRASH ANALYSIS

The section covers the data in relation to fatal road crashes, which includes number of fatal crashes and fatalities, contributory factors, fatality information per road user group and major crashes.

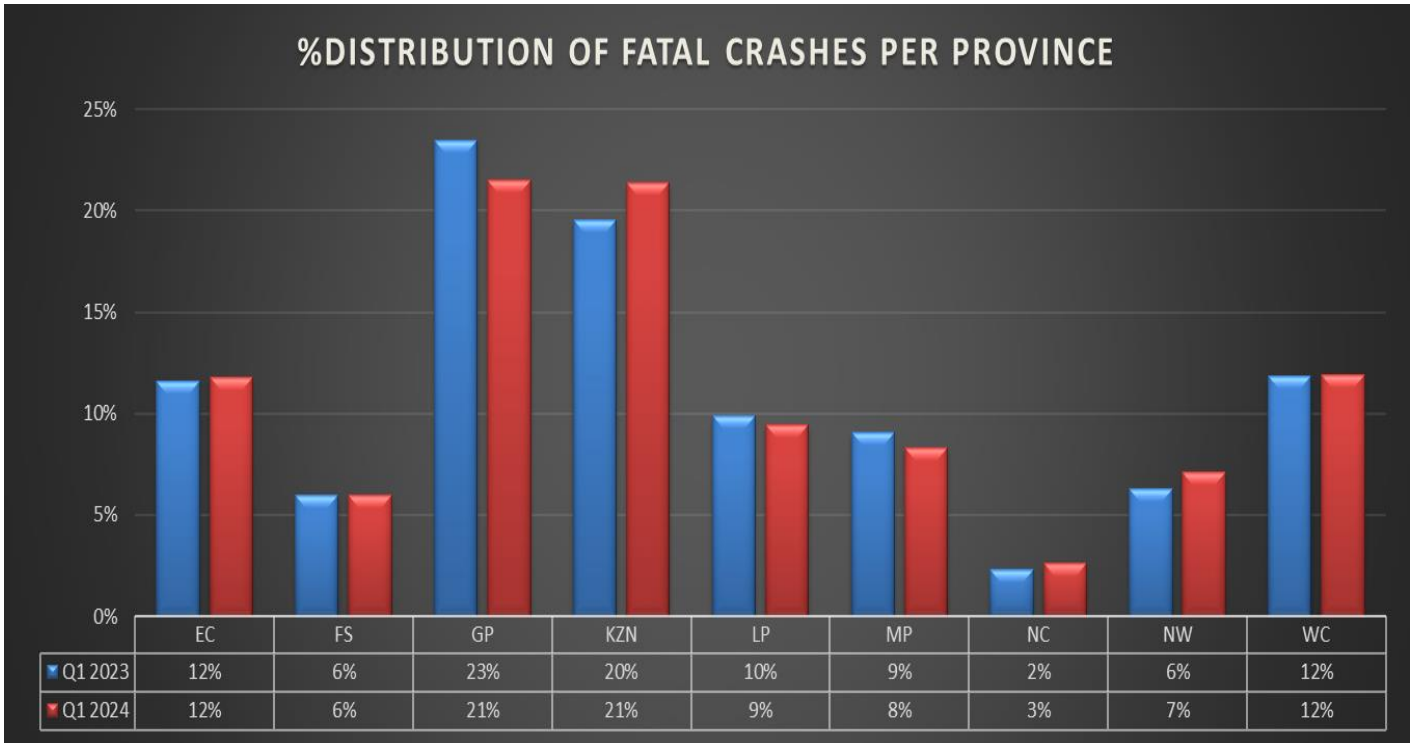
3.4 Number of fatal crashes

The table below is a comparison of road fatal crashes between the first quarter of financial year 2023/24 and first quarter of financial year 2024/25. A decrease of 145 (5.6%) was recorded for the period under review. The highest percentage decreases were in Mpumalanga at 13.6% and Gauteng at 13.5% then Limpopo at 9.8%. The highest increases were in Northern Cape at 6.7% and North-West at 6.1%. The highest numerical decreases were in Gauteng with 82 fewer crashes, followed by Mpumalanga and Limpopo with 32 and 25 fewer crashes respectively.

FATAL CRASHES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q1 2023	300	154	607	506	256	235	60	163	306	2587
Q1 2024	288	146	525	522	231	203	64	173	290	2442
CHANGE	-12	-8	-82	16	-25	-32	4	10	-16	-145
%CHANGE	-4,0%	-5,2%	-13,5%	3,2%	-9,8%	-13,6%	6,7%	6,1%	-5,2%	-5,6%

Table 1: Number of fatal crashes per province

The graph below indicates the percentage distribution per province of fatal crashes for the first quarters of 2023/24 and 2024/25. The highest contributing provinces to fatal crashes during the first quarter of financial year 2024/25 in percentage were Gauteng and Kwa-Zulu Natal at 21% each followed by Eastern Cape and Western Cape at 12%.



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

3.4.1 Fatal Crashes per Day of Week

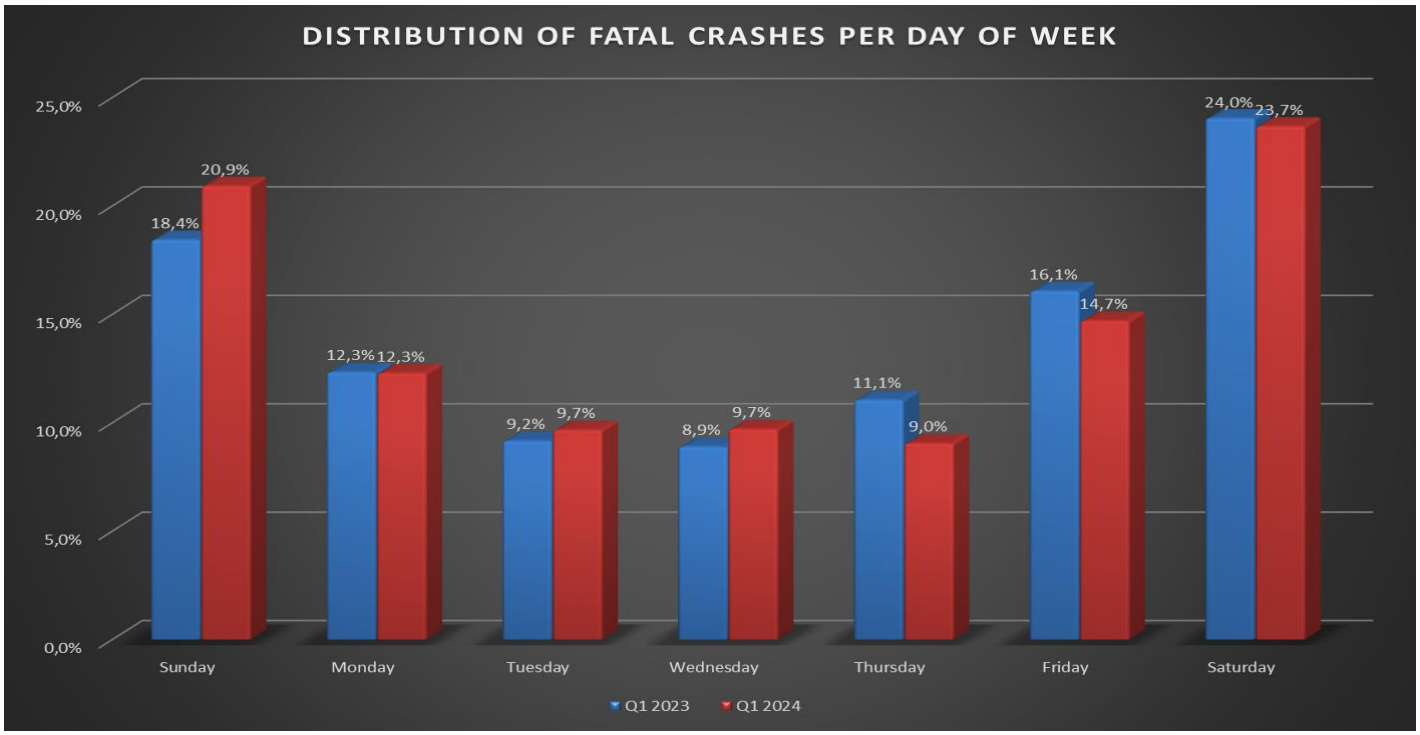
The details of the fatal crashes per day week is given in the table below. Friday, Saturday, and Sunday were days with most fatal crashes recorded compared to other days. For both years these days contribute 58% of weekly fatal crashes.

DAY OF WEEK	Q1 2023	Q1 2024
Sunday	18,4%	20,9%
Monday	12,3%	12,3%
Tuesday	9,2%	9,7%
Wednesday	8,9%	9,7%
Thursday	11,1%	9,0%
Friday	16,1%	14,7%
Saturday	24,0%	23,7%

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

The percentage of fatal crashes per day of the week are reflected in the graph below.

Fatal crashes start increasing from Friday and were at their highest on Saturday and Sunday for quarter one of both years.

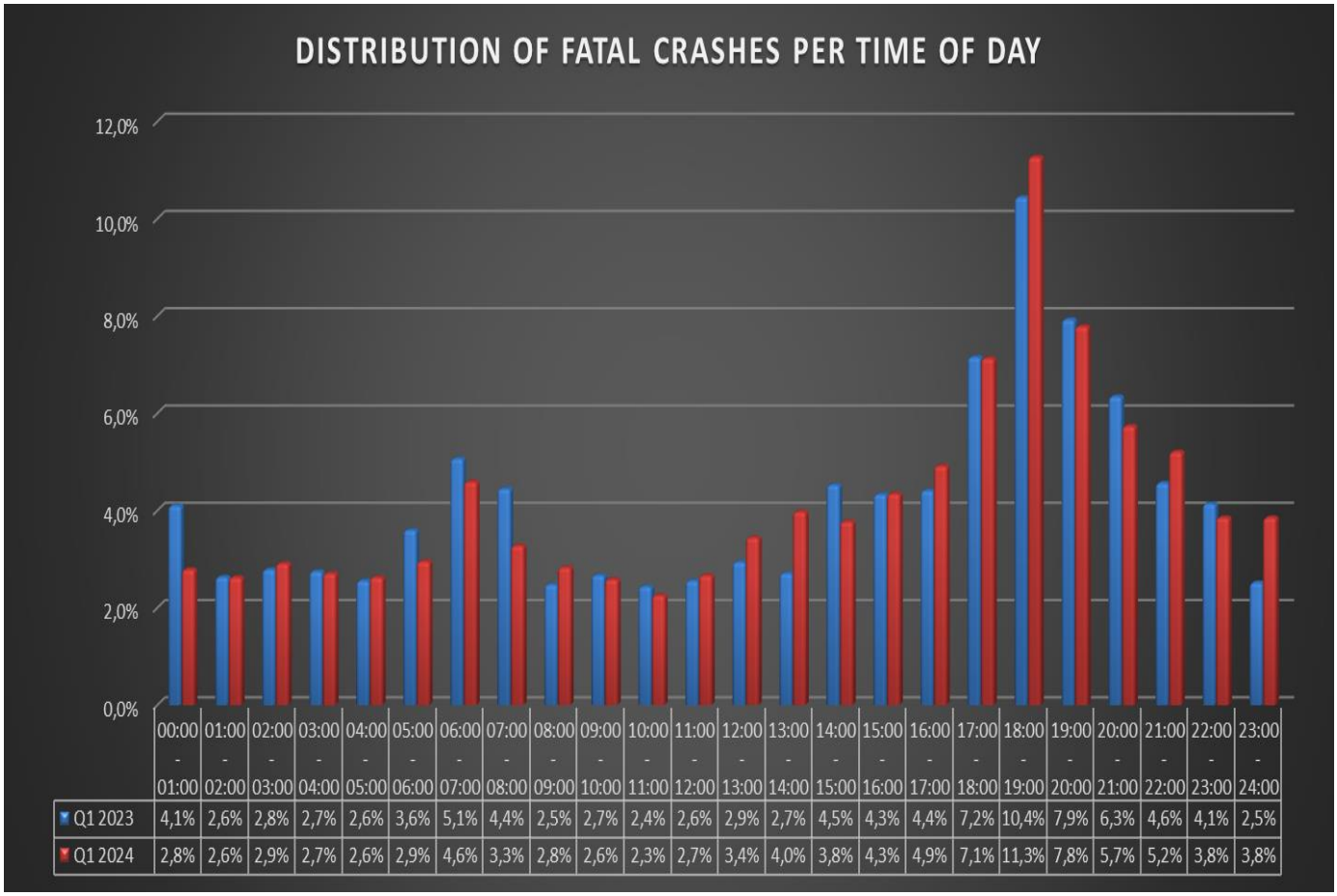


Graph 2: Percentage distribution of fatal crashes per day of week

3.4.2 Fatal Crashes per time of day

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

The graph below shows a comparison between fatal crashes per time of day for quarter one of 2023/24 and 2024/25. From the graph below crashes started going up from 17:00 until 21:00. This period of the day represents 16.67% of the day with 31.9% contribution to fatal crashes. The peak being between 18:00 to 19:00 time slot with 10.4% contribution in 2023/24 and 11.3% in 2024/25.

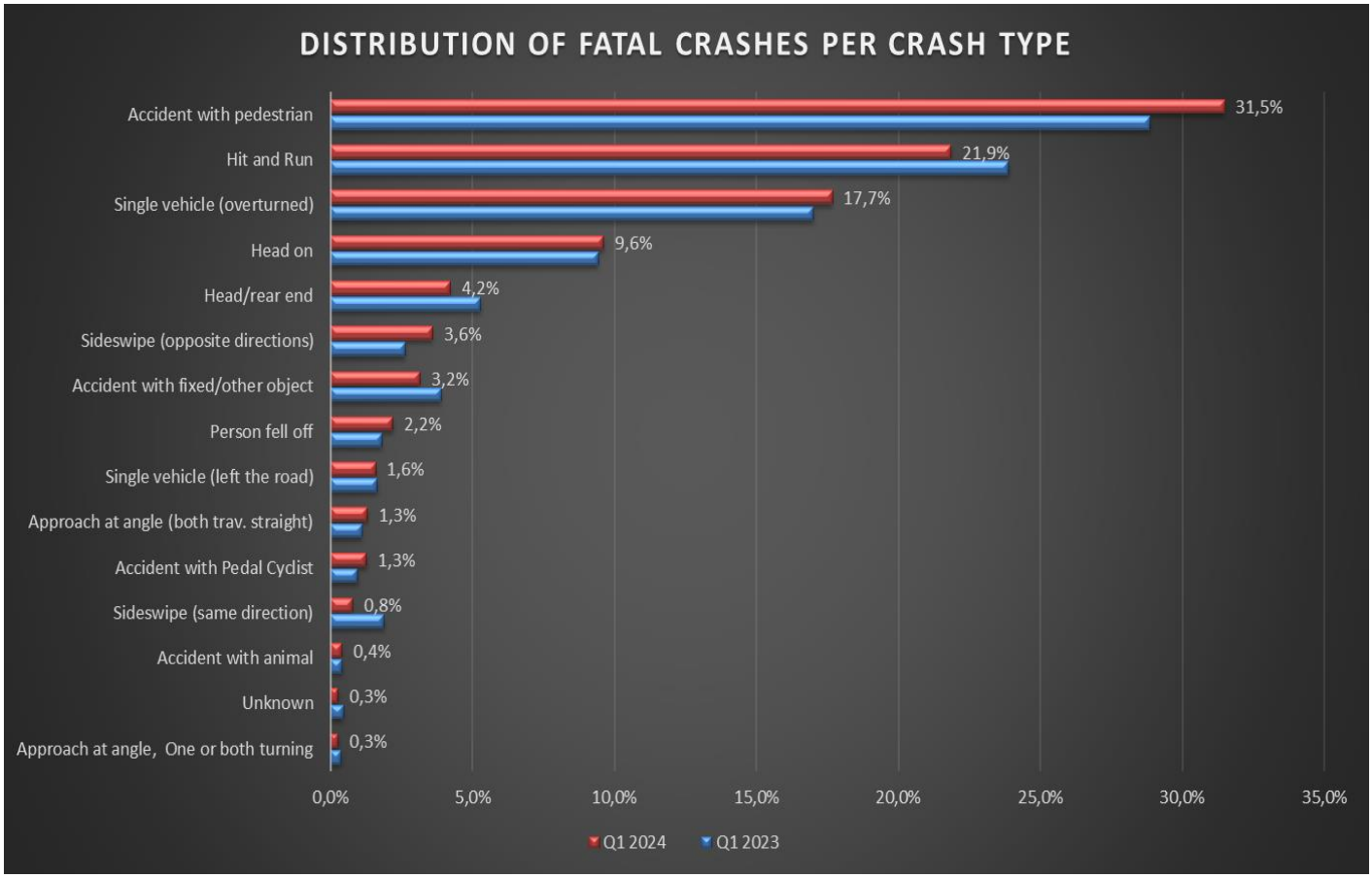


Graph 3: Percentage distribution of fatal crashes per time of day

3.4.3 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type is reflected in the graph below.

The graph below shows that the top four crash types were with pedestrians at 31.5%, Hit and Run at 21.9%, single vehicle overturned at 17.7% and head on collisions at 9.6% in first quarter of 2024/25 financial year. Hit and runs and accident with pedestrians accounted for 53.4% of crash types in that period.

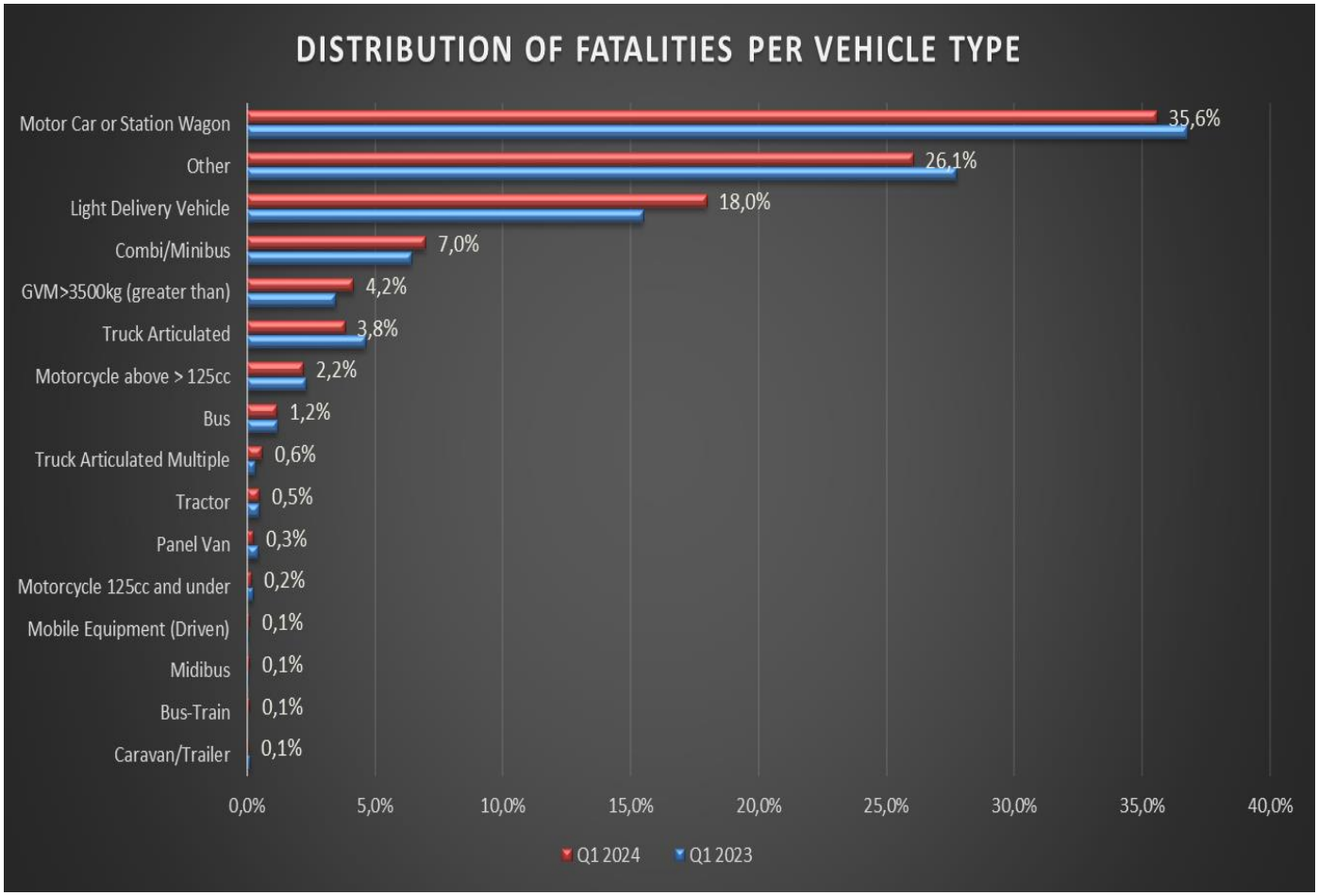


Graph 4: Percentage distribution of fatal crashes per crash type

3.4.4 Fatal crashes per vehicle type

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

The vehicle types that were mostly involved in fatal crashes are the motorcars and station wagons at 36.8% and light delivery vehicles at 15.5% in the first quarter of the financial year 2023/24. In the first quarter of the financial year 2024/25 these figures were 35.5% and 18.0%.

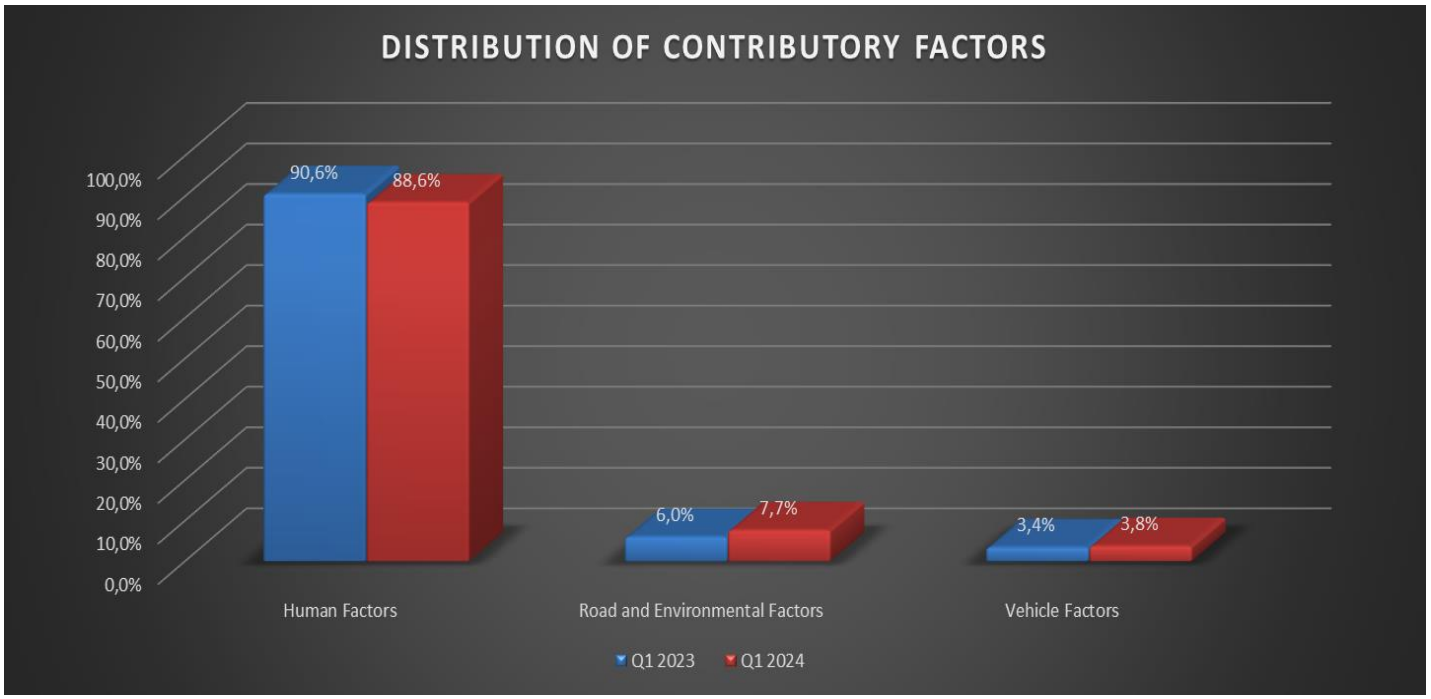


Graph 5: Percentage distribution of fatal crashes per vehicle type

3.5 Contributory factors

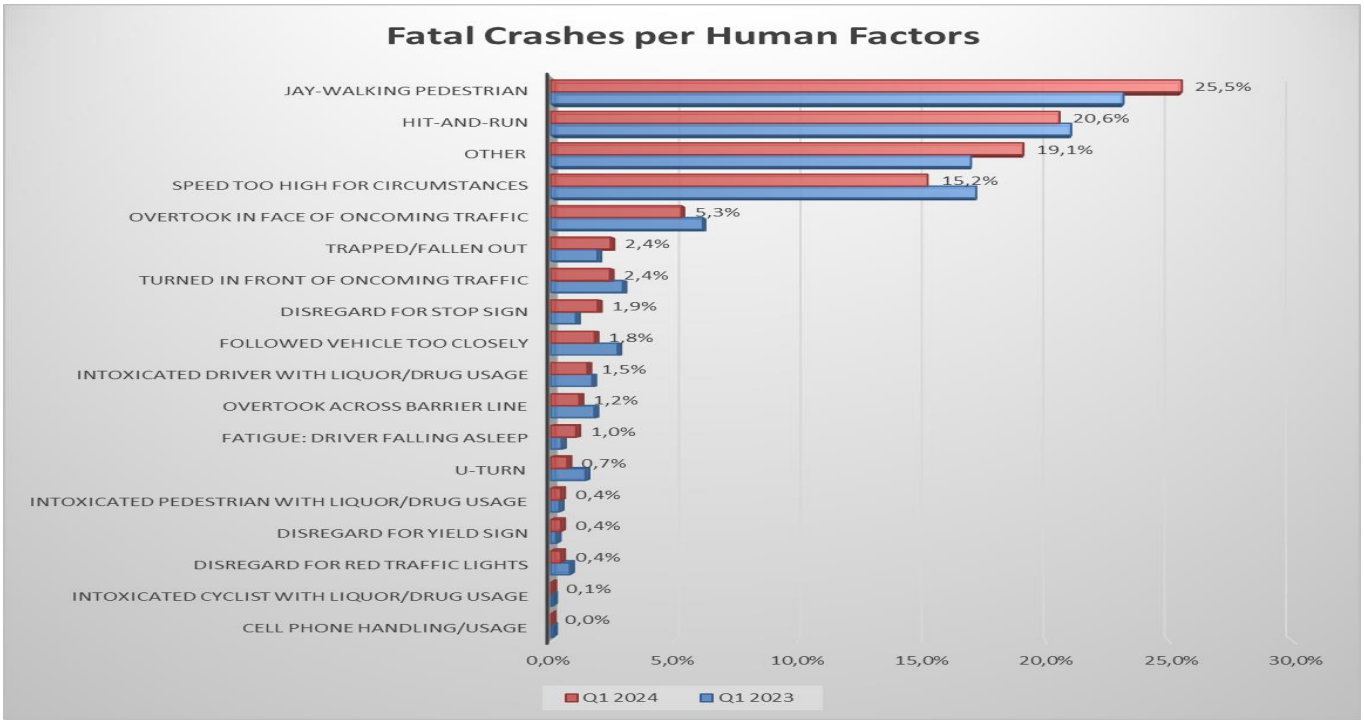
The contributory factors for fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and 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).

The graph below shows that most fatal crashes occur due to human factors. In 2023/24 human factors contributed 90.6% to fatal crashes and 88.6% in 2024/25. The roads and environmental factors contribute 6.0% to fatal crashes in 2023/24 and 7.7% in 2024/25. Vehicle factors contribute 3.4% to fatal crashes in 2023/24 and 3.8% in 2024/25.



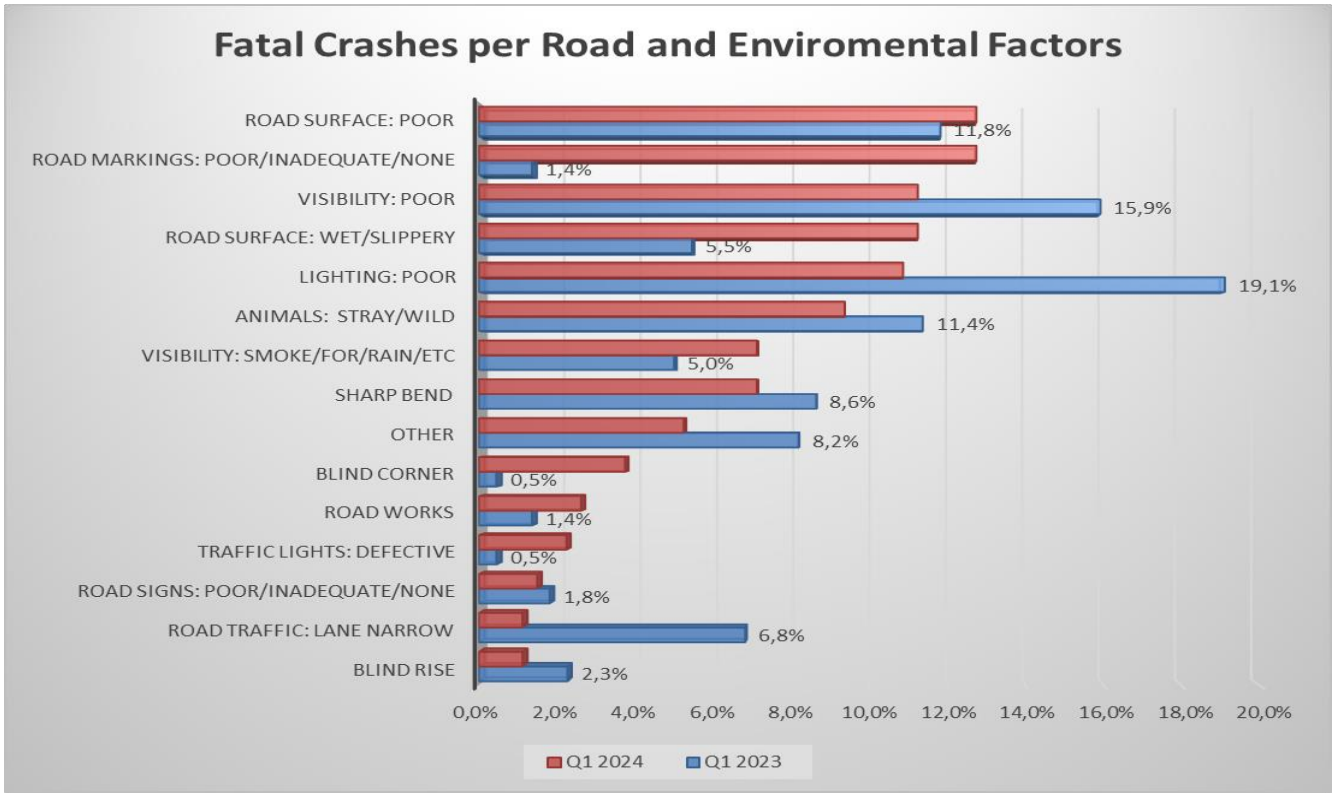
Graph 6: Comparison of contributory factors

The top two human factors contributing 44.2% in 2023/24 and 46.1% in 2024/25 were Jay-walking and Hit-and-run. Jay-walking was 23.1% in 2023/24 and 25.5% in 2024/25. Hit-and-run was 21.0% in 2023/24 and 20.6% in 2023/24. Speed as a contributory factor to fatal crashes declined from 17.2% in 2023/24 to 15.2% in 2024/25.



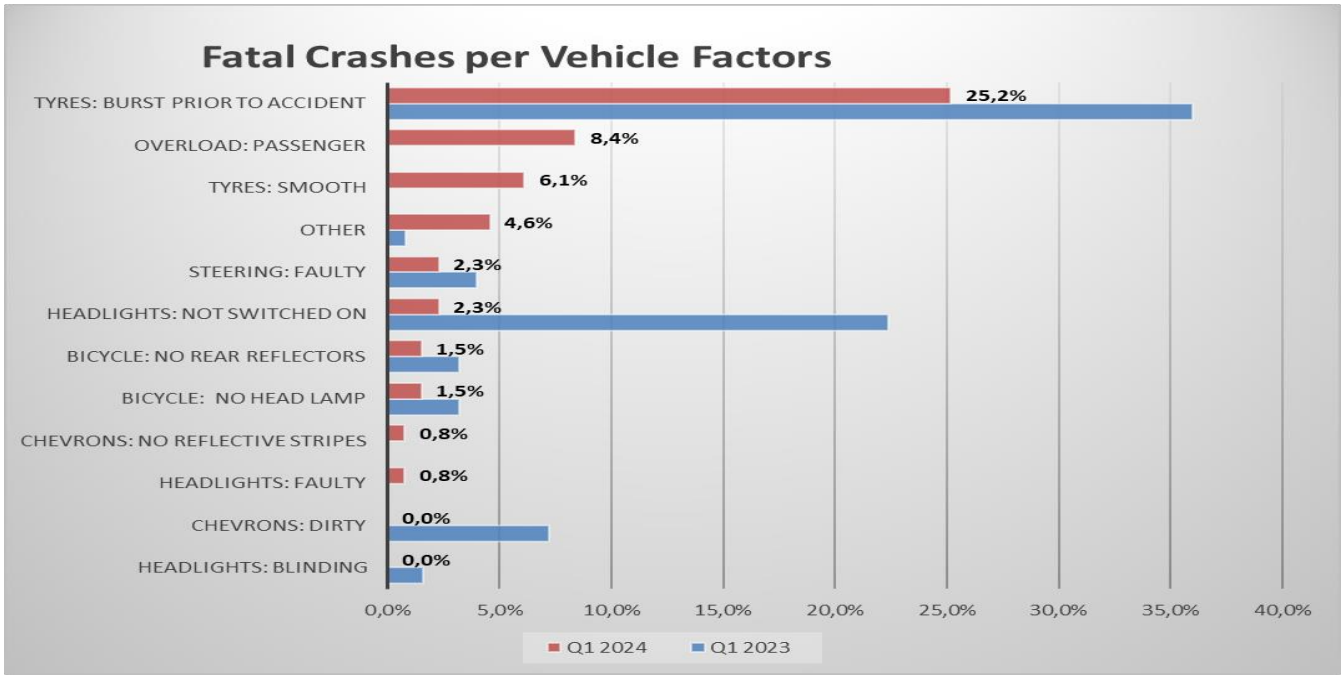
Graph 7: Percentage distribution of human factors

The graph below shows the top four environmental and road factors being poor lighting at 19.1%, poor visibility at 15.9% and poor road surface at 11.8%, stray animals at 11.4% in 2023/24. In 2024/25 environmental and road factors were poor road surface (12.7%), poor road markings (12.7%), poor visibility (11.2%) and wet or slippery road surface (11.2%).



Graph 8: Percentage distribution of road and environmental factors

The graph below shows that within the vehicle factors most crashes occurred due to tyre burst (36.0%) followed by head-lights not switched on (22.4%) and faulty brakes (21.6%) in 2023/24. In 2024/25 the highest factors were faulty brakes (46.6%), tyre burst (25.2%) and overloading (8.4%).



Graph 9: Percentage distribution for vehicle factor

4. ROAD FATALITIES ANALYSIS

The section covers road fatalities for the first quarter of 2023/23 and 2024/24. Fatalities are defined as when a person or persons are killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result on such crash. This section will encompass the number of fatalities and percentage distribution per road user group, gender, race and per age.

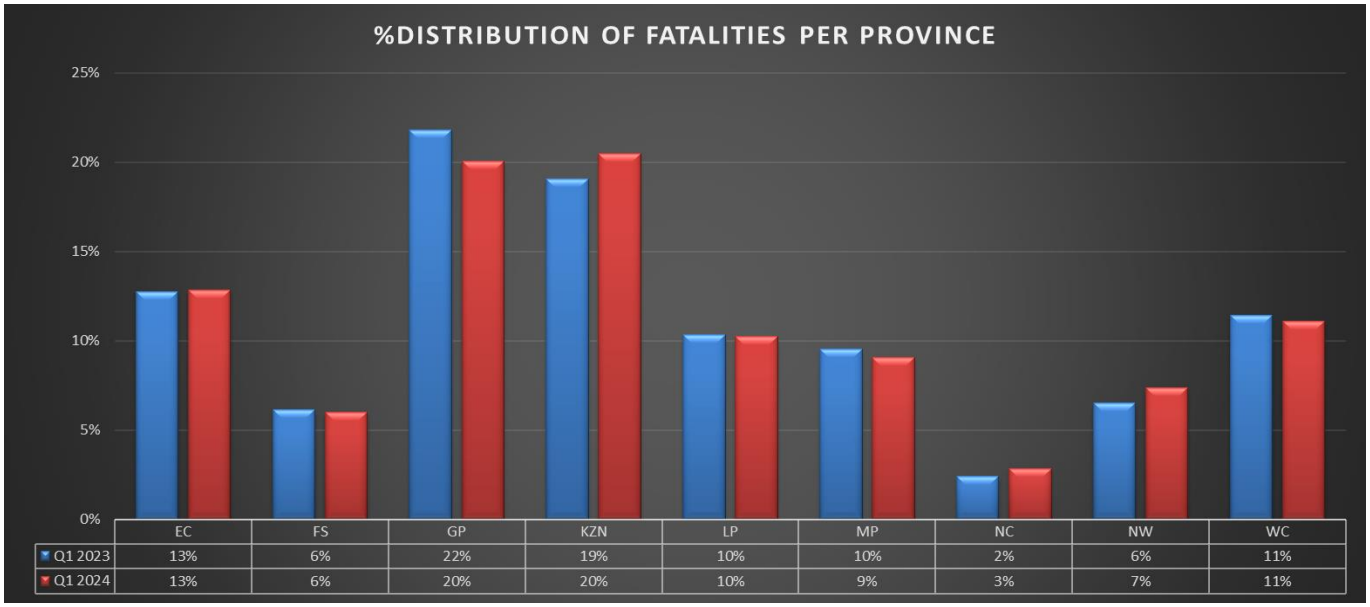
4.1 Number of fatalities per province

The table below is a comparison of road fatalities between the first quarter of financial year 2023/24 and first quarter of financial year 2024/25. A decrease of 165 (5.5%) was recorded for the period under review. The highest percentage decreases were in Gauteng at 13.1% followed by Mpumalanga at 10.1%. The highest increases were in Northern Cape at 12.5% and North-West at 7.2%. The highest numerical decreases were in Gauteng with 86 fewer fatalities, followed by Mpumalanga and Western Cape with 29 and 28 less fatalities respectively.

FATALITIES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q1 2023	383	185	655	572	310	286	72	195	343	3001
Q1 2024	364	170	569	581	290	257	81	209	315	2836
CHANGE	-19	-15	-86	9	-20	-29	9	14	-28	-165
%CHANGE	-5,0%	-8,1%	-13,1%	1,6%	-6,5%	-10,1%	12,5%	7,2%	-8,2%	-5,5%

Table 3: Comparison of fatalities per province for the two quarters

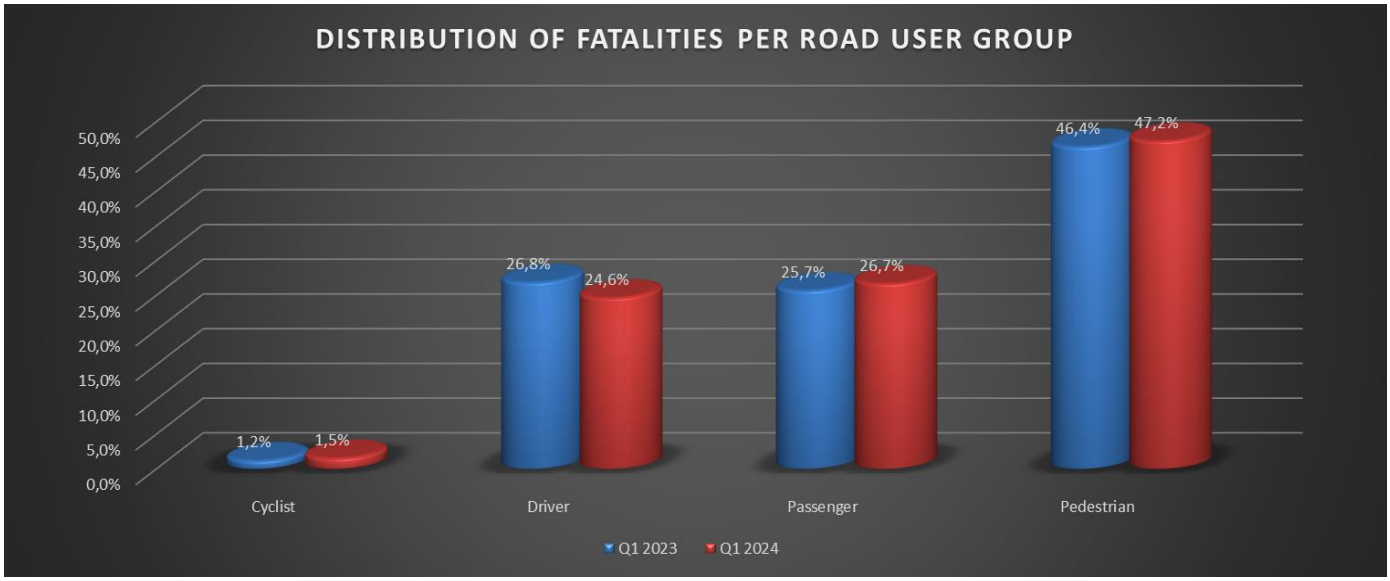
The graph below indicates percentage distribution per province of fatalities for quarter one of the two financial years. The highest contributors to fatalities during quarter one of financial year 2024/25 in percentage are Gauteng and Kwa-Zulu Natal both at 20.0%. These two provinces made up 40% of all road fatalities. These two are followed by Eastern Cape (13.0%) and Western Cape (11.0%).



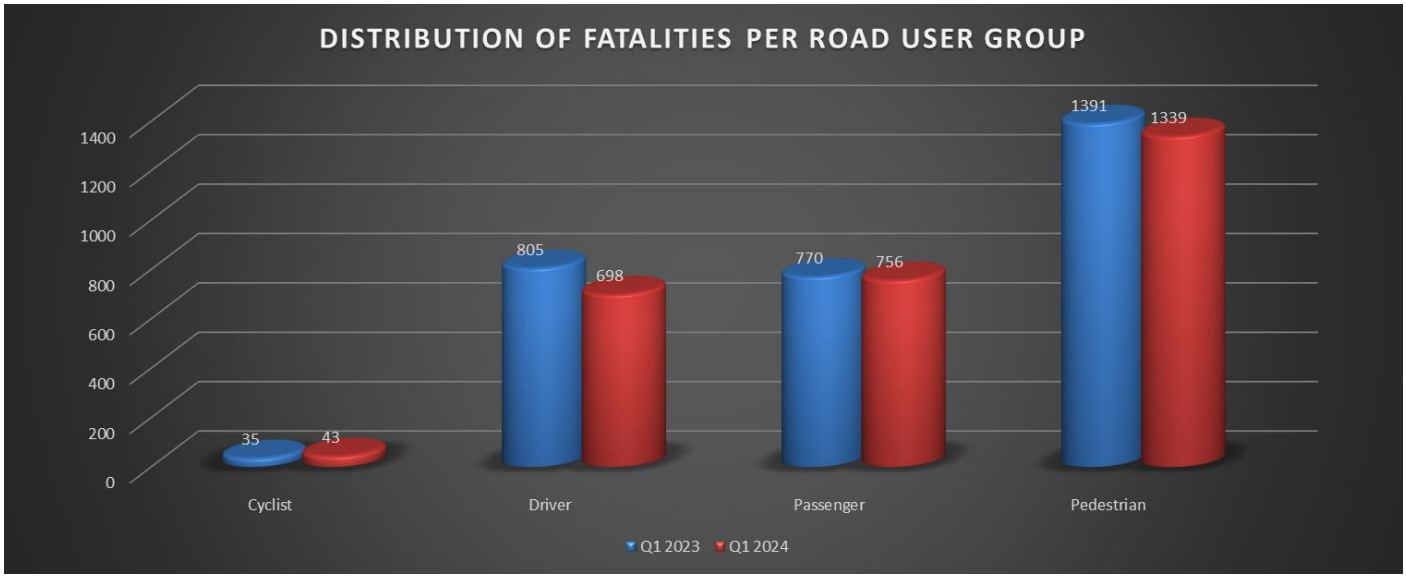
Graph 10: Percentage distribution of fatalities per province

4.2 Number of Fatalities per Road User Group

The percentage distributions and number of fatalities for various road user groups are reflected in the graphs below. Pedestrians made more than 40% of road fatalities year on year. Drivers average at 26% contribution to road fatalities and passengers average 26% of fatalities.



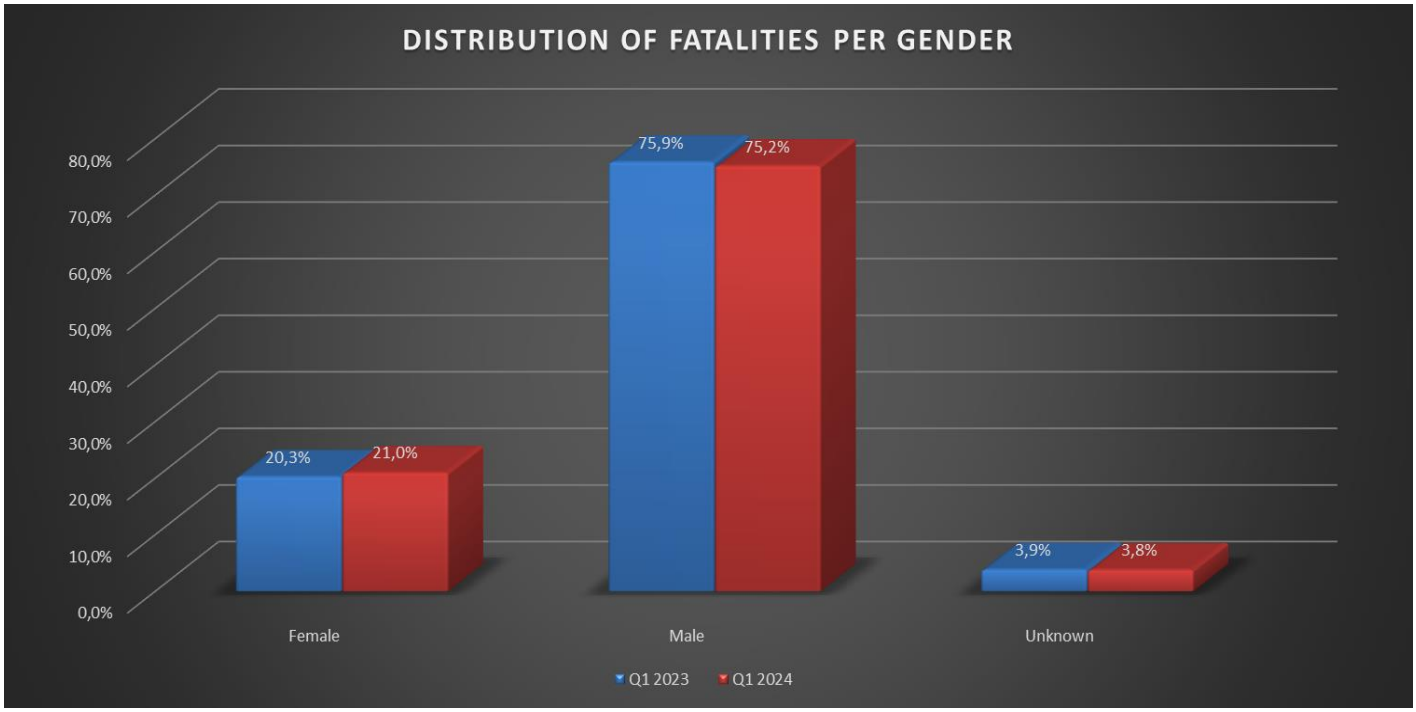
Graph 11: Percentage distribution of fatalities per road user



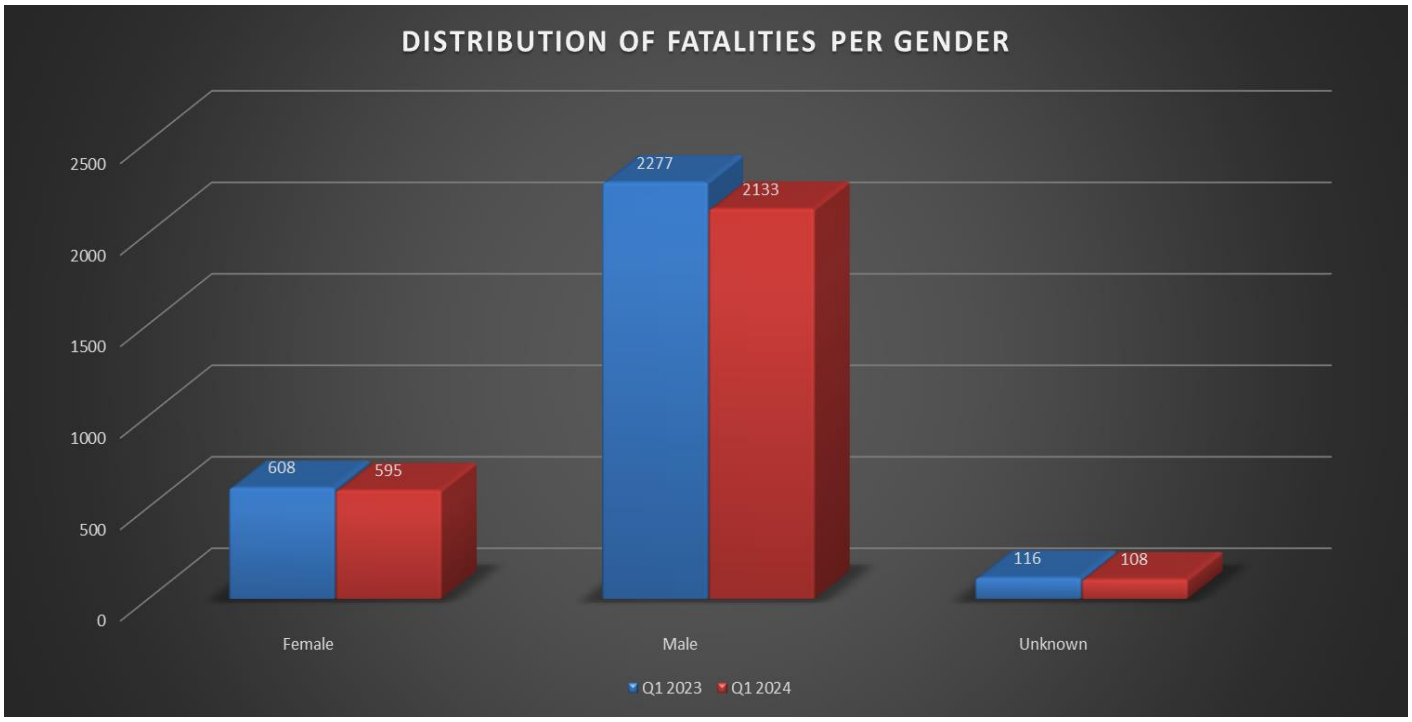
Graph 12: Number of fatalities per road user

4.3 Number of Fatalities per Gender

The graphs below depicts trends for fatalities per gender for the two quarters. Males make up more than three quarters of road fatalities.



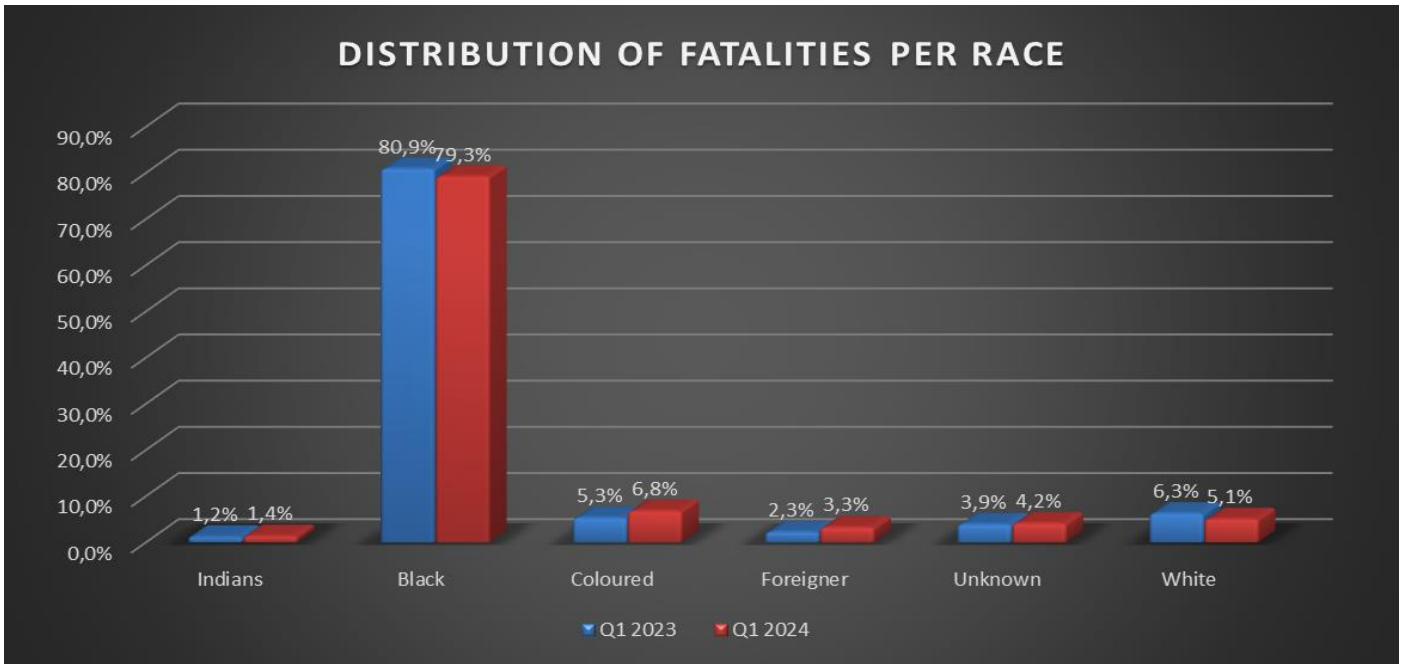
Graph 13: Percentage distribution of fatalities per gender



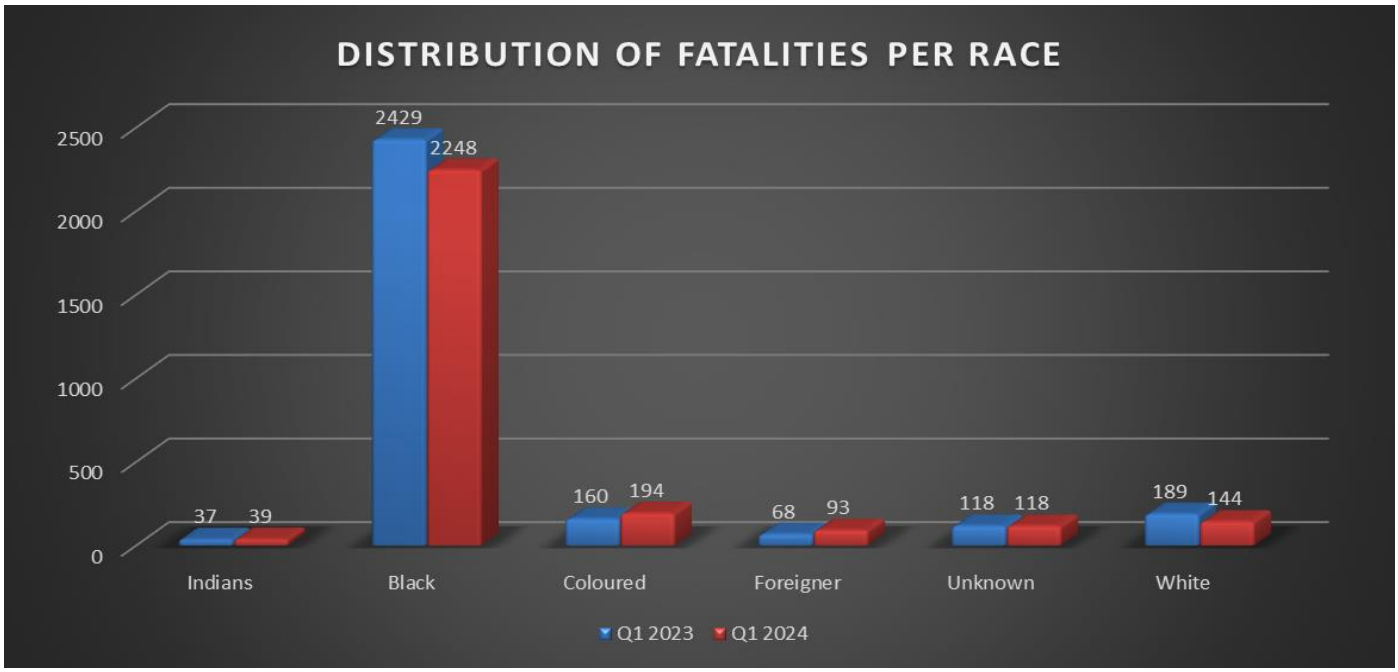
Graph 14: Number of fatalities per gender

4.4 Number of Fatalities per Race

The graphs below shows trends for fatalities per race for the two quarters. More than three quarters of road fatalities were blacks.



Graph 15: Percentage distribution of fatalities per race

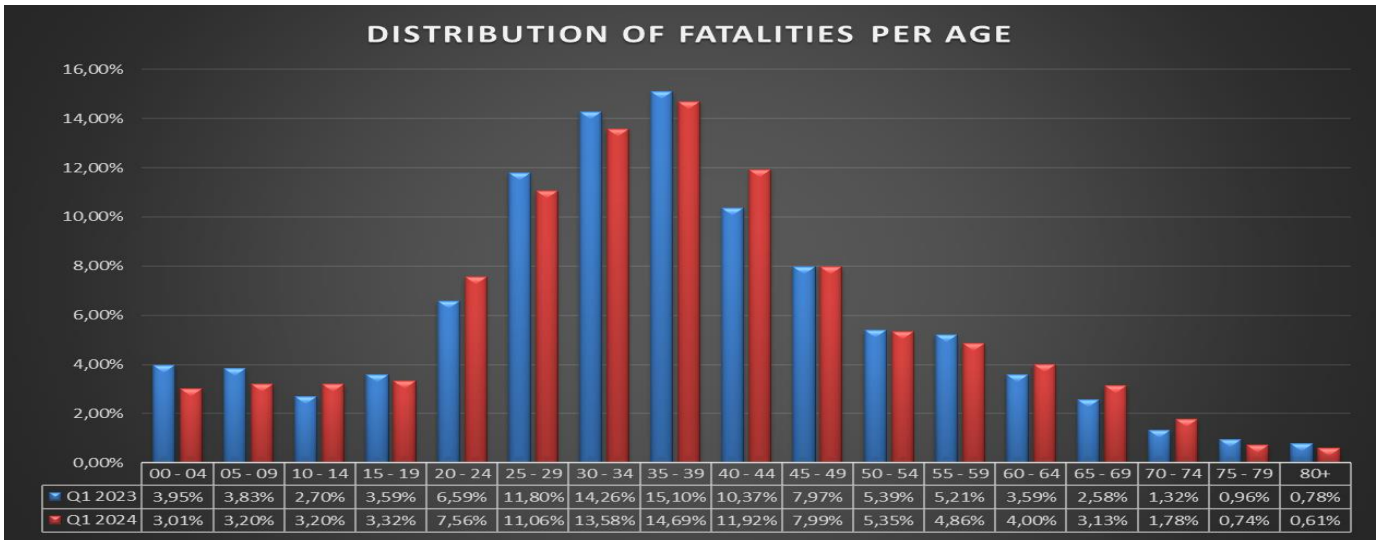


Graph 16: Number of fatalities per race

4.5 Road user group fatalities per age group

The graph below provides information regarding the fatalities per age for the period April to June 2023 and 2024.

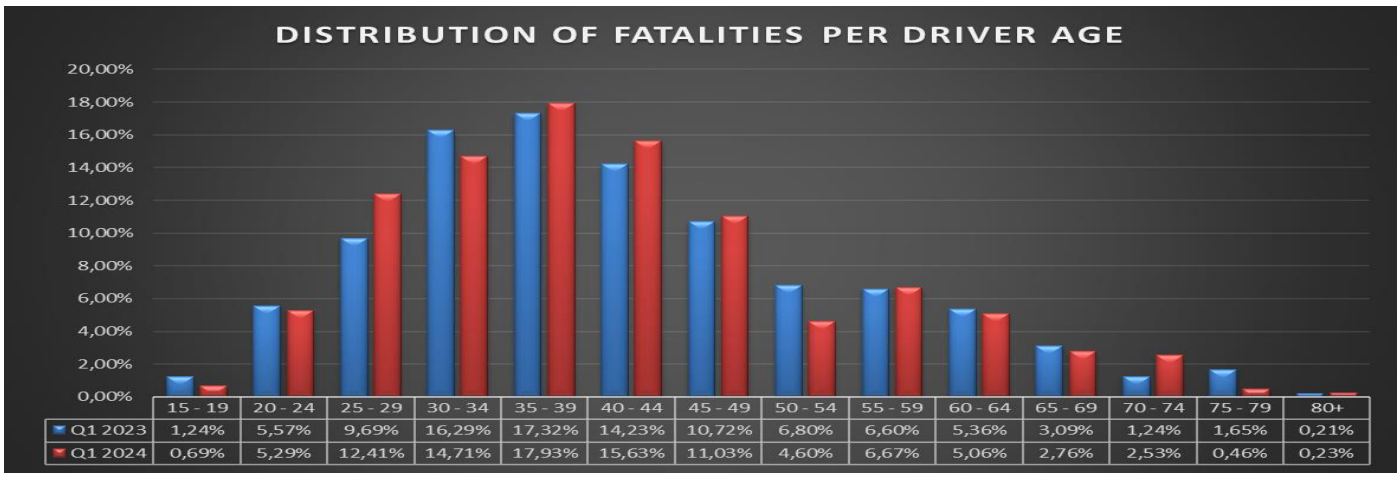
The graph below shows that 40% of road user fatalities are between the ages of 25 and 39 for Q1 of both 2023/24 and 2024/25.



	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+
Q1 2023	3,95%	3,83%	2,70%	3,59%	6,59%	11,80%	14,26%	15,10%	10,37%	7,97%	5,39%	5,21%	3,59%	2,58%	1,32%	0,96%	0,78%
Q1 2024	3,01%	3,20%	3,20%	3,32%	7,56%	11,06%	13,58%	14,69%	11,92%	7,99%	5,35%	4,86%	4,00%	3,13%	1,78%	0,74%	0,61%

Graph 17: Percentage distribution of fatalities per age

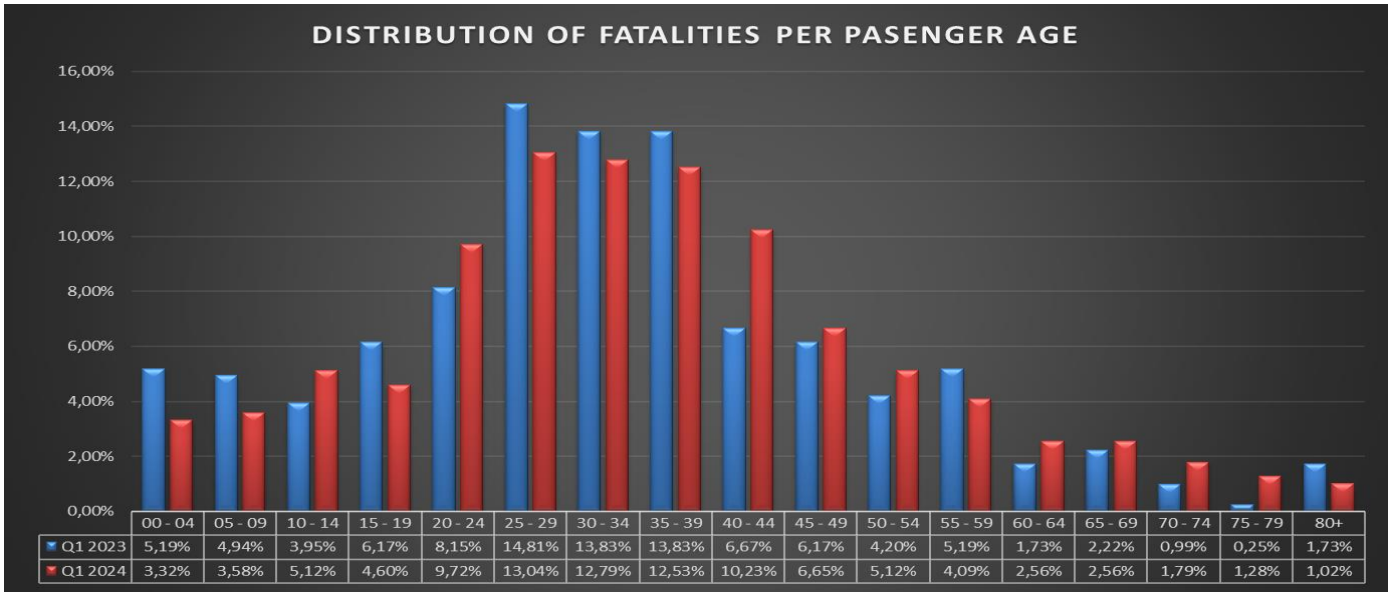
The graph below shows more than 47.84% of driver fatalities were between the ages of 30 and 44 in 2023/24 and 48.28% 2024/25; with the highest contributing age group being 35 to 39.



	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+
Q1 2023	1,24%	5,57%	9,69%	16,29%	17,32%	14,23%	10,72%	6,80%	6,60%	5,36%	3,09%	1,24%	1,65%	0,21%
Q1 2024	0,69%	5,29%	12,41%	14,71%	17,93%	15,63%	11,03%	4,60%	6,67%	5,06%	2,76%	2,53%	0,46%	0,23%

Graph 18: Percentage distribution of fatalities per age for drivers

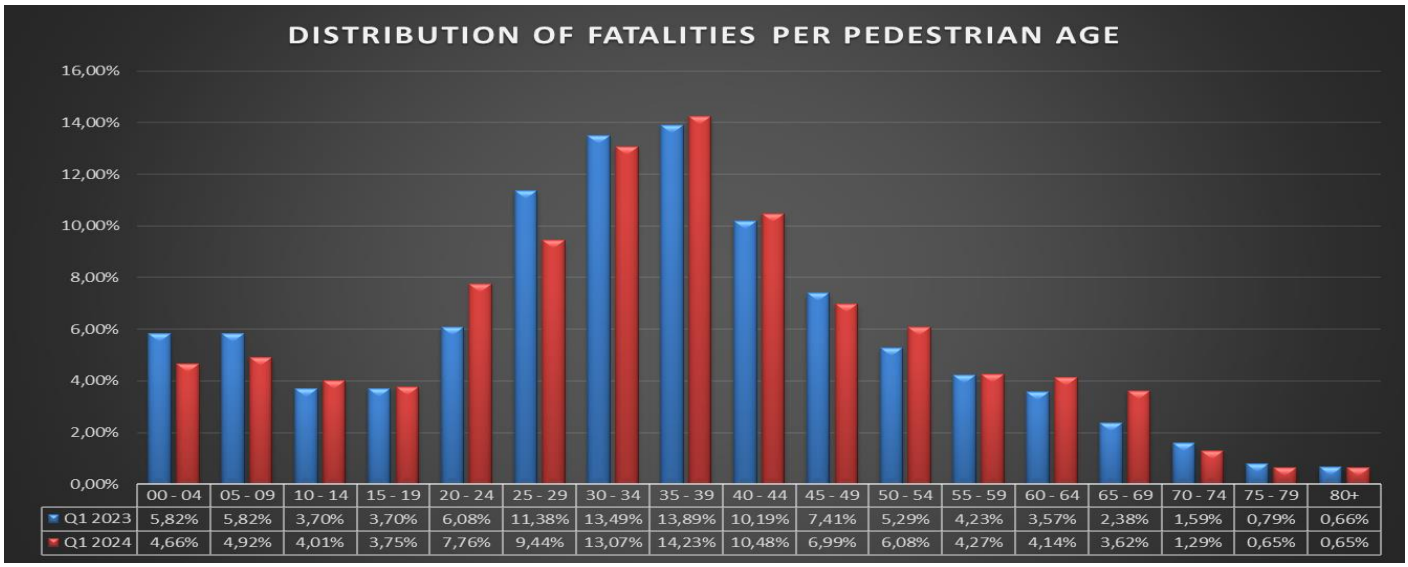
The graph below shows 42.47% of passenger fatalities were between the ages of 25 and 39 in 2023/24 and 38.36% in 2024/25.



	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+
Q1 2023	5,19%	4,94%	3,95%	6,17%	8,15%	14,81%	13,83%	13,83%	6,67%	6,17%	4,20%	5,19%	1,73%	2,22%	0,99%	0,25%	1,73%
Q1 2024	3,32%	3,58%	5,12%	4,60%	9,72%	13,04%	12,79%	12,53%	10,23%	6,65%	5,12%	4,09%	2,56%	2,56%	1,79%	1,28%	1,02%

Graph 19: Percentage distribution of fatalities per age for passenger

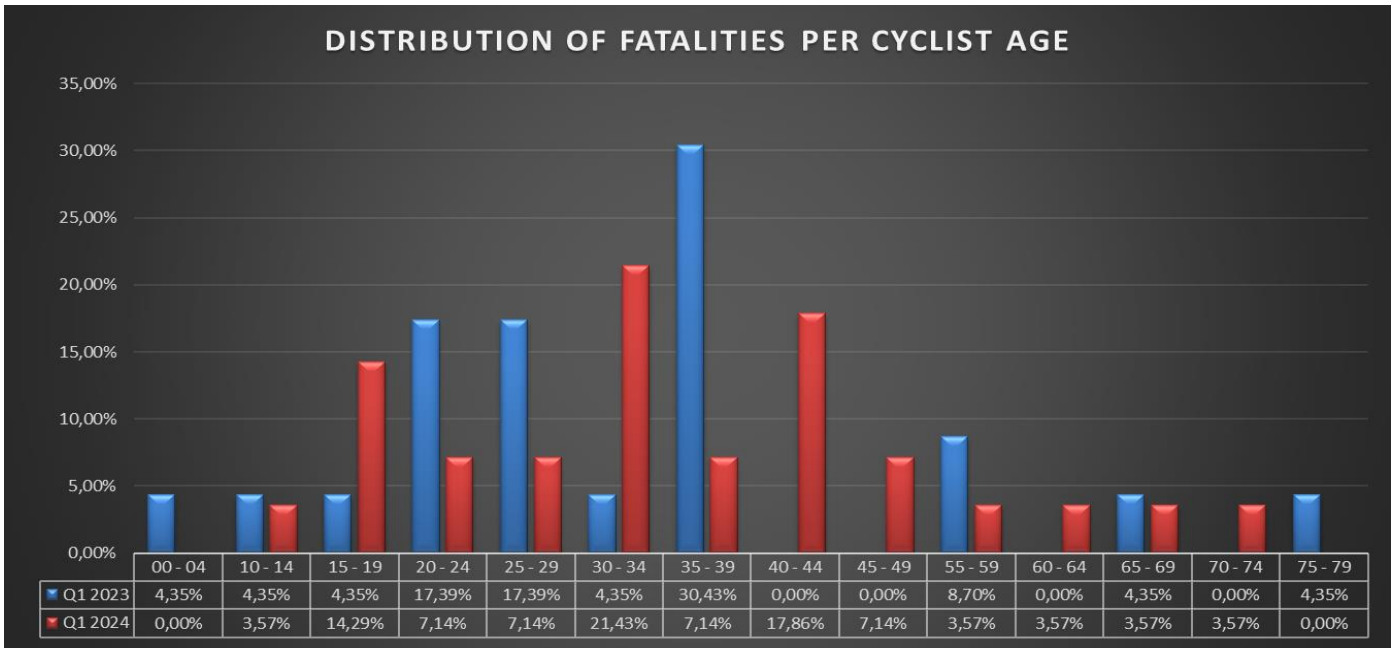
The graph below shows that 38.76% of pedestrian fatalities were between the ages of 25 and 39 in 2023/24 and 36.74% in 2024/25.



	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+
Q1 2023	5,82%	5,82%	3,70%	3,70%	6,08%	11,38%	13,49%	13,89%	10,19%	7,41%	5,29%	4,23%	3,57%	2,38%	1,59%	0,79%	0,66%
Q1 2024	4,66%	4,92%	4,01%	3,75%	7,76%	9,44%	13,07%	14,23%	10,48%	6,99%	6,08%	4,27%	4,14%	3,62%	1,29%	0,65%	0,65%

Graph 20: Percentage distribution of fatalities per age for pedestrians

The graph below shows that cyclist fatalities were not concentrated in any particular age group.



	00 - 04	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79
Q1 2023	4,35%	4,35%	4,35%	17,39%	17,39%	4,35%	30,43%	0,00%	0,00%	8,70%	0,00%	4,35%	0,00%	4,35%
Q1 2024	0,00%	3,57%	14,29%	7,14%	7,14%	21,43%	7,14%	17,86%	7,14%	3,57%	3,57%	3,57%	3,57%	0,00%

Graph 21: Percentage distribution of fatalities per age for cyclists

SECTION B

5. INTRODUCTION

The section covers the 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 166 330 (1.27%) from 13 094 785 on 30 June 2023 to 13 261 115 vehicles on the 30 June 2024. Detail per type of vehicle is given in table below.

The table below shows that the highest percentage change within the motorized vehicles category are trucks with a 1.87% increase followed by motorcars with 1.38% increase.

Number of Registered Vehicles Motorised Vehicles	Number registered Jun-23	Number registered Jun-24	Change	% Change	% of Group Jun-24	% of Total Jun-24
Motorcars	7 770 146	7 877 714	107 568	1,38%	65,62%	59,40%
Minibuses	352 636	356 429	3 793	1,08%	2,97%	2,69%
Buses	64 679	65 184	505	0,78%	0,54%	0,49%
Motorcycles	349 356	352 972	3 616	1,04%	2,94%	2,66%
LDV's - Bakkies	2 686 547	2 716 667	30 120	1,12%	22,63%	20,49%
Trucks	389 012	396 277	7 265	1,87%	3,30%	2,99%
Other & Unknown	238 223	239 957	1 734	0,73%	2,00%	1,81%
Total Motorised	**11 850 599**	**12 005 200**	**154 601**	**1,30%**	**100,00%**	90,53%
Towed Vehicles						
Caravans	95 605	94 796	-809	-0,85%	7,55%	0,71%
Heavy Trailers	229 111	238 321	9 210	4,02%	18,98%	1,80%
Light Trailers	891 929	895 832	3 903	0,44%	71,33%	6,76%
Other & Unknown	27 541	26 966	-575	-2,09%	2,15%	0,20%
Total Towed	**1 244 186**	**1 255 915**	**11 729**	**0,94%**	**100,00%**	**9,47%**
All Vehicles	**13 094 785**	**13 261 115**	**166 330**	**1,27%**		**100%**

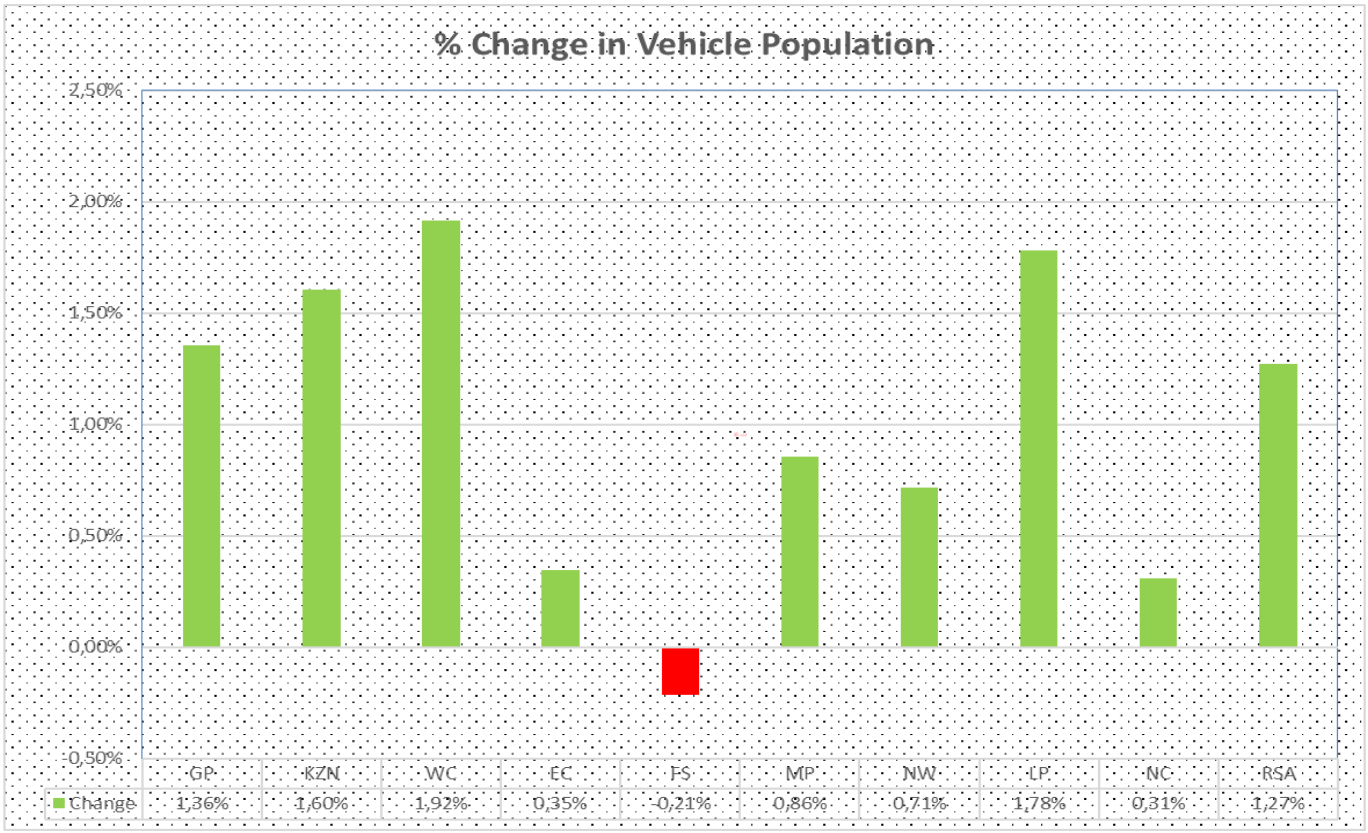
Table 4: Number of registered vehicles per type

The total motor vehicle population per Province for June 2023 and June 2024 is given in table and changes reflected in the graph below.

Number of Registered Vehicles per Province	Number registered Jun-23	Number registered Jun-24	Change	% Change	% of Total Jun-24
GP	5 027 400	5 095 612	68 212	1,36%	38,43%
KZN	1 757 175	1 785 367	28 192	1,60%	13,46%
WC	2 128 418	2 169 186	40 768	1,92%	16,36%
EC	861 068	864 045	2 977	0,35%	6,52%
FS	650 264	648 876	-1 388	-0,21%	4,89%
MP	926 537	934 471	7 934	0,86%	7,05%
NW	665 235	669 987	4 752	0,71%	5,05%
LP	783 772	797 743	13 971	1,78%	6,02%
NC	294 916	295 828	912	0,31%	2,23%
RSA	**13 094 785**	**13 261 115**	**166 330**	**1,27%**	**100,00%**

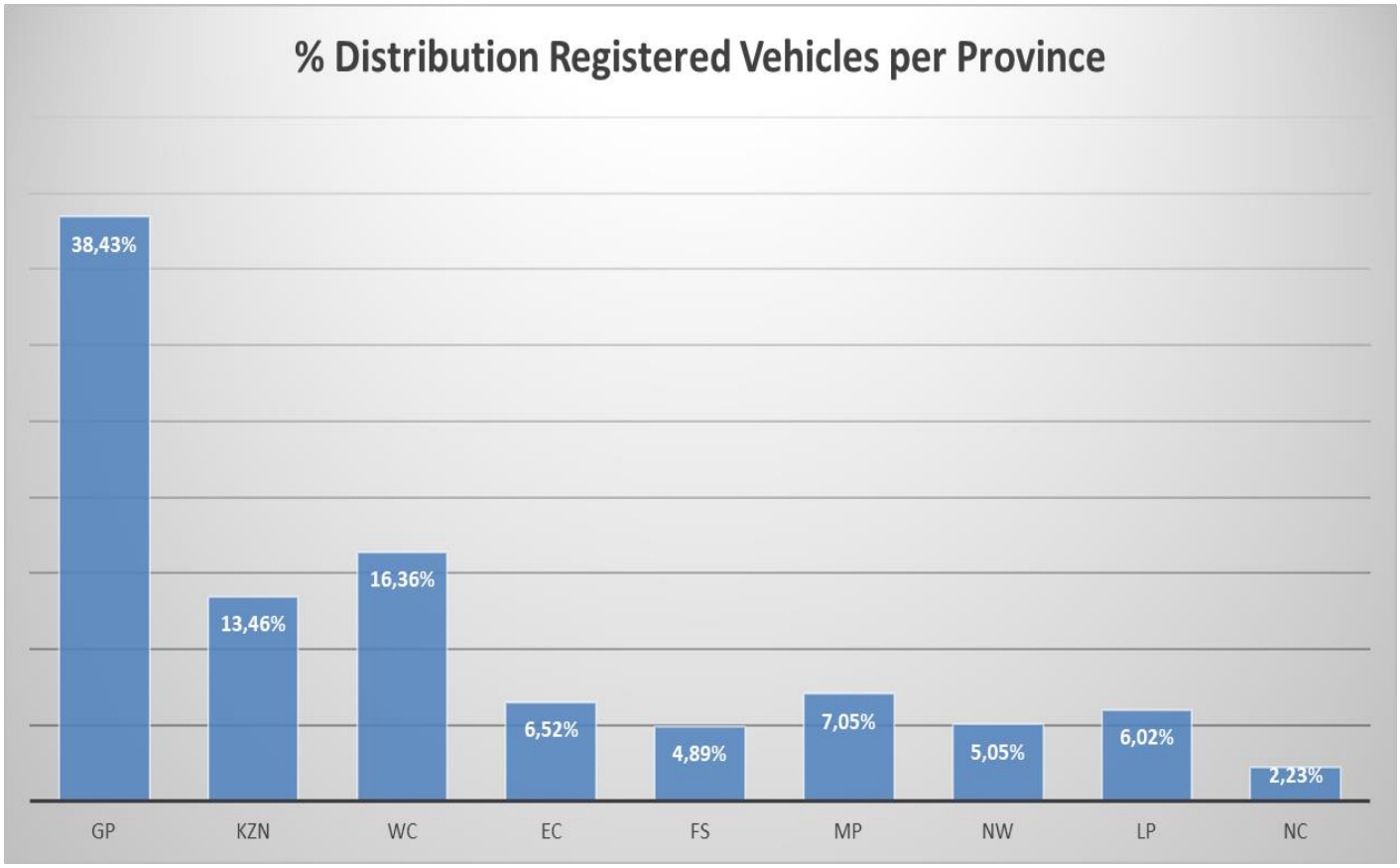
Table 5: Number of registered vehicles per province

From the above table Western Cape had the largest percentage increase of 1.92%, followed by Limpopo (1.78%) then KwaZula-Natal (1.6%).



Graph 22: Percentage Annual Growth in Vehicle Population

The percentage distribution of registered vehicles per province on 30 June 2024 is reflected in the graph below.



Graph 23: Percentage Vehicles Registered per Province

From the above graph shows that 38.43% of vehicles were registered in Gauteng, 16.36% in Western Cape and 13.46% in Kwa-Zulu Natal. These three provinces share a contribution of 68.25%, the remainder are in the other six provinces.

7. DRIVER POPULATION

7.1 Learner Driving Licences

The number of learner driving licenses issued increased by 26 836 (2.44%) from 1 099 333 end June 2023 to 1 126 169 end June 2024. Detail of the number of learner driving licenses issued per category is given in table below and graphically reflected in the graph below.

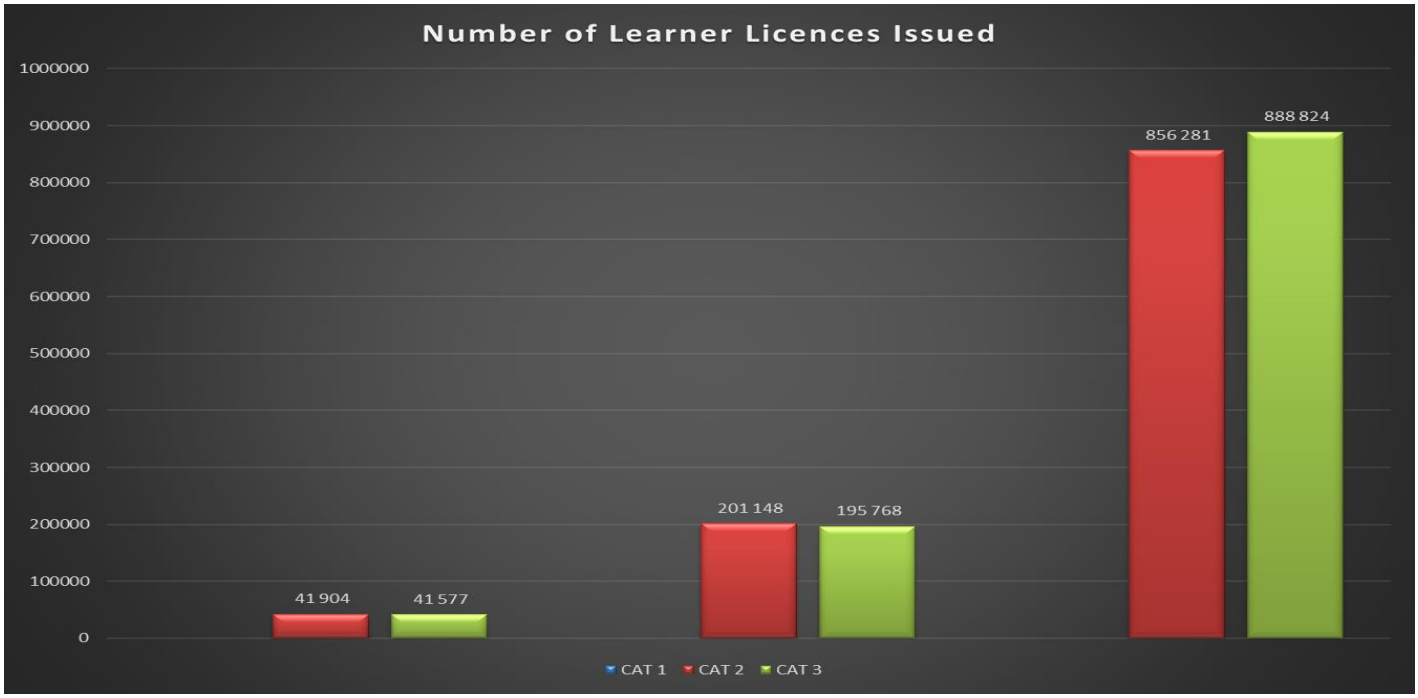
The table and the graph below show that the highest increase of learners enrolled was for category 3 (heavy motor vehicles, 32 543 at 3.8%). The enrolment of category 1 (motorcycle) and category 2 (light motor vehicles) decreased compared to the same period in the previous year.

Number of Learner Licences Issued				
Category	**Jun-23**	**Jun-24**	**Change**	**% Change**
CAT 1	41 904	41 577	-327	-0,78%
CAT 2	201 148	195 768	-5 380	-2,67%
CAT 3	856 281	888 824	32 543	3,80%
Total	**1 099 333**	**1 126 169**	**26 836**	**2,44%**

Table 6: Number of learner licences issued

Learner driving licences are categorised as follows:

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



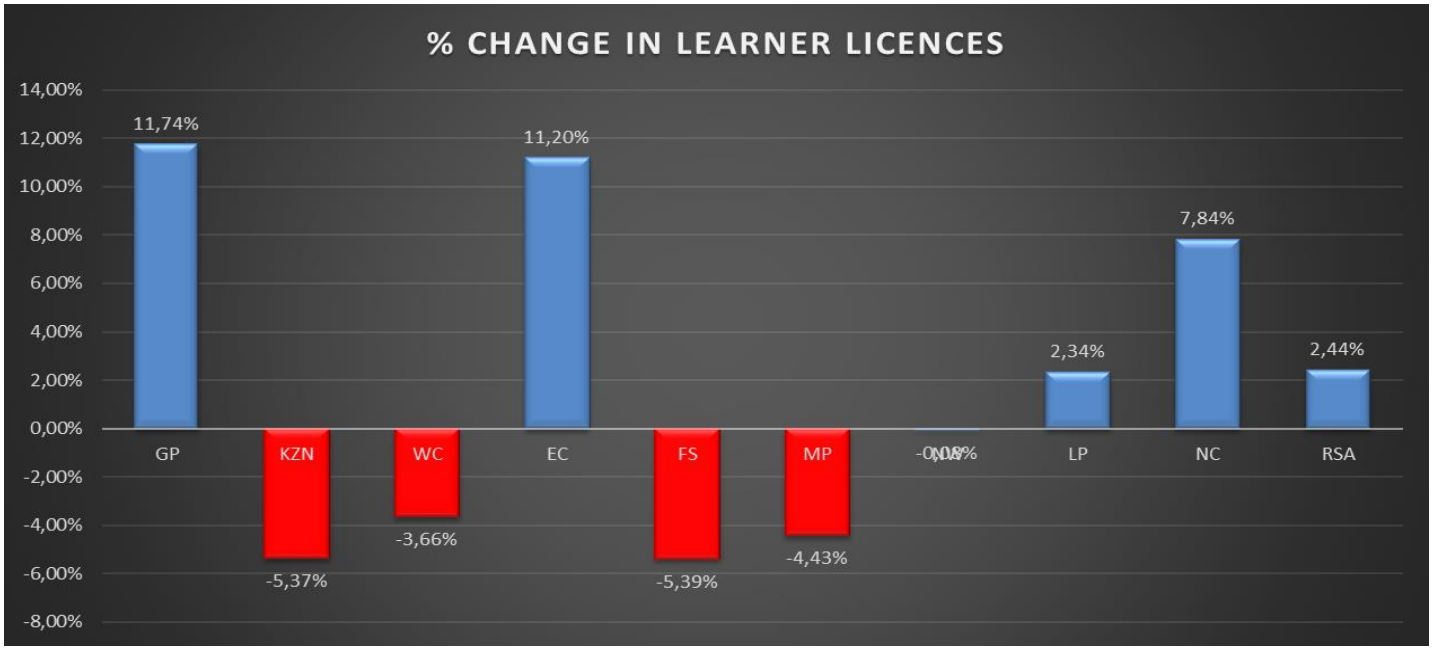
Graph 24: Number of learner licenses issues

Provincial breakdown of the learner license enrolment and the percentage change are given in the table below reflected in the graph.

Number of Learners Licences Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Jun-23	356 383	205 998	181 050	50 568	49 880	91 619	47 736	96 114	19 985	**1 099 333**
Jun-24	398 213	194 926	174 429	56 234	47 192	87 563	47 699	98 361	21 552	**1 126 169**
Change	41 830	-11 072	-6 621	5 666	-2 688	-4 056	-37	2 247	1 567	**26 836**
% Change	11,74%	-5,37%	-3,66%	11,20%	-5,39%	-4,43%	-0,08%	2,34%	7,84%	**2,44%**

Table 7: Number of learner licences issued per province

Four provinces recorded increases with the highest percentage increase being Gauteng 11.74% followed by Eastern Cape 11.20% and Northern Cape 7.84% and Limpopo 2.34%.



Graph 25: Percentage change in learner licenses issued per province

7.2 Driving Licences Issued

The number of driving licenses issued increased by 608 728 (4.02%) from 15 130 576 on 30 June 2023 to 15 739 304 on 30 June 2024. Details on the number of driving licenses issued per category is given in table and reflected in the graph below.

Number of Driving Licences Issued				
Category	**Jun-23**	**Jun-24**	**Change**	**% Change**
A	515 811	526 614	10 803	2,09%
A1	122 414	122 936	522	0,43%
B	3 411 715	3 532 129	120 414	3,53%
C	25 538	26 114	576	2,26%
C1	5 520 874	5 892 383	371 509	6,73%
EB	3 652 356	3 677 224	24 868	0,68%
EC	1 300 462	1 376 129	75 667	5,82%
EC1	581 406	585 775	4 369	0,75%
Total	**15 130 576**	**15 739 304**	**608 728**	**4,02%**

Table 8: Number of driving licences issued

Driving 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

Graph 26: Number of driving licenses issued

The highest percentage change was in the C1 category 6.73% increase followed by EC at 5.82% then B at 3.53%.

The number and percent of driving licenses issued per category at the end of June 2024 is reflected in the table below.

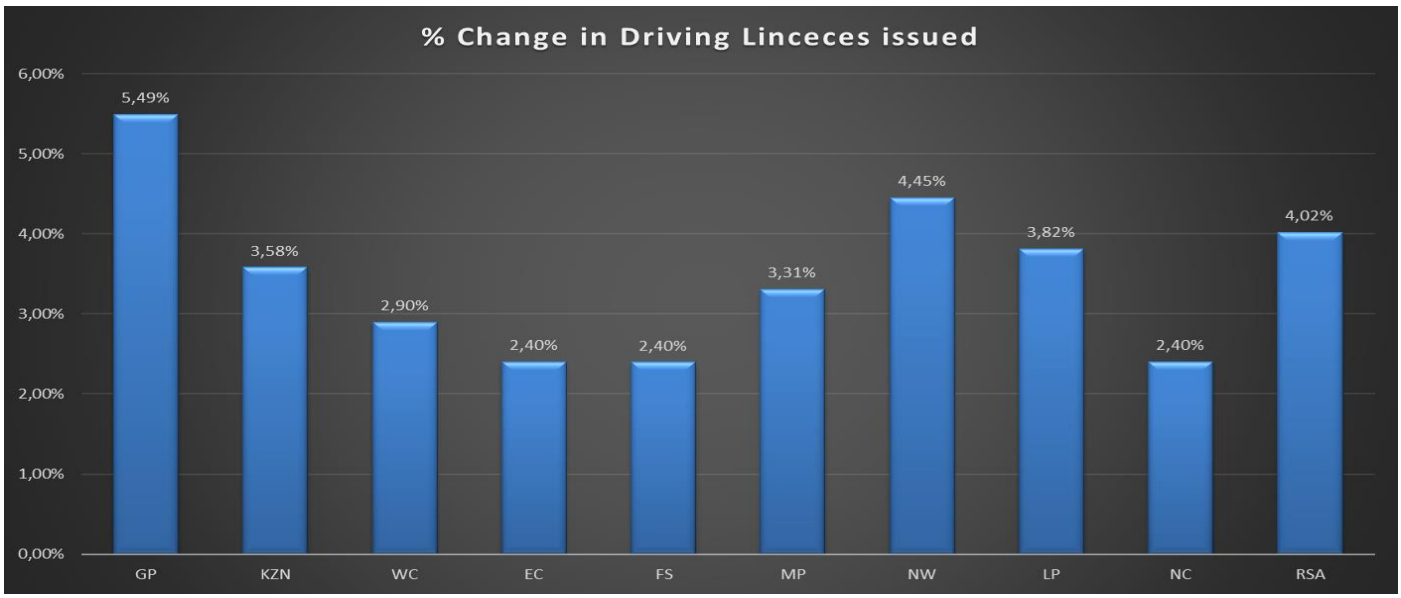
Number and % of Driving Licences Issued per Category			
Category	**Description**	**Number**	**%**
A	Motorcycle > 125 cub.cm	526 614	3,35%
A1	Motorcycle < 125 cub.cm	122 936	0,78%
B	Motor vehicle < 3,5000 kg	3 532 129	22,44%
C	Motor vehicle >16,000 kg	26 114	0,17%
C1	Motor vehicle 3,500 - 16,000 kg	5 892 383	37,44%
EB	Articulated motor vehicle < 16,000 kg	3 677 224	23,36%
EC	Articulated vehicle > 16,000 kg	1 376 129	8,74%
EC1	Articulated vehicle 3,500 - 16,000 kg	585 775	3,72%
Total		**15 739 304**	**100,00%**

Table 9: Number and percentage of driving licences issued per category

Provincial information including percentage changes are given in the table and graph below.

Number of Driving Licences Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Jun-23	5 304 732	2 432 420	2 256 150	1 089 742	723 821	1 149 524	704 879	1 190 984	278 324	**15 130 576**
Jun-24	5 595 955	2 519 539	2 321 490	1 115 924	741 176	1 187 536	736 250	1 236 427	285 007	**15 739 304**
Change	291 223	87 119	65 340	26 182	17 355	38 012	31 371	45 443	6 683	**608 728**
% Change	5,49%	3,58%	2,90%	2,40%	2,40%	3,31%	4,45%	3,82%	2,40%	**4,02%**

Table 10: Number of driving licences issued per province



Graph 27: Percentage change in driving licenses issued

All the provinces had increases in the number of driving licenses as shown in the table and graph above. Gauteng had the highest increase (5.49%), then North West (4.45%), then Limpopo (3.82%) and Kwa-Zulu Natal (3.58%).

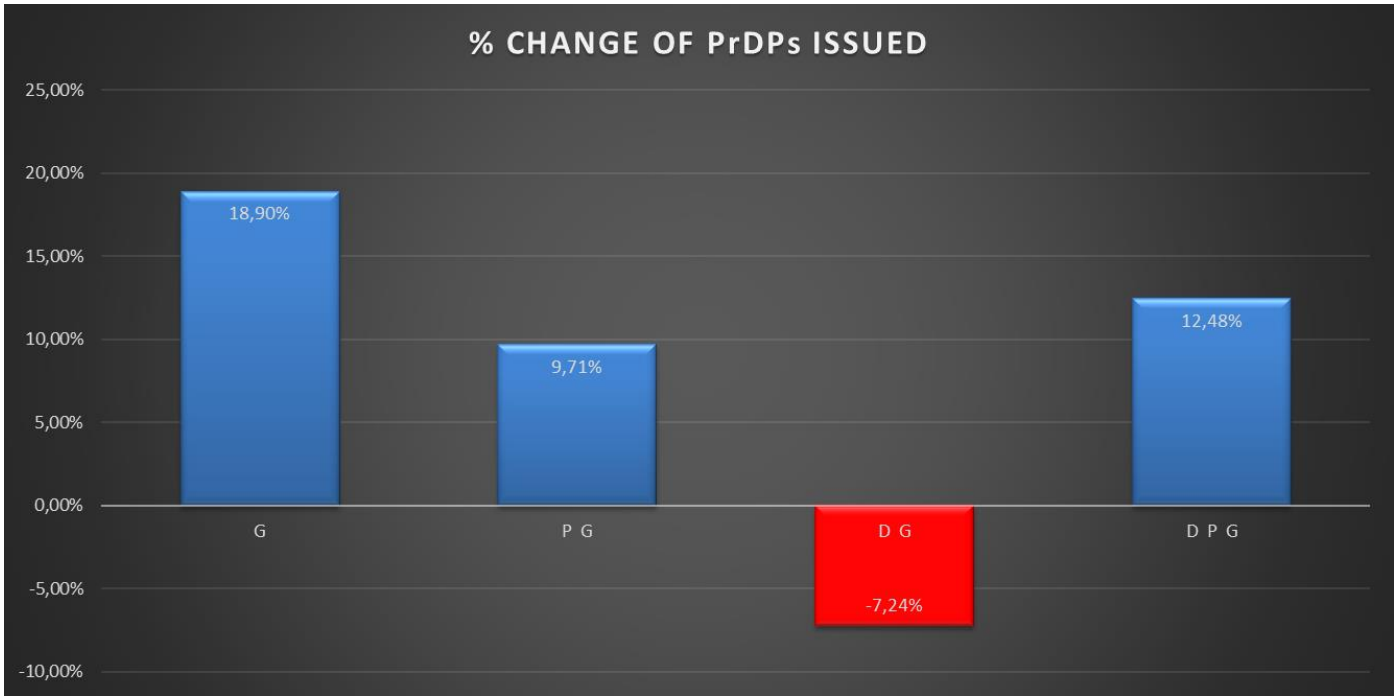
7.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 83 770 (8.07%) from 1 038 027 on 30 June 2023 to 1 121 797 on 30 June 2024. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	**Jun-23**	**Jun-24**	**Change**	**% Change**
G	6 619	7 870	1 251	18,90%
P G	1 060 440	1 163 429	102 989	9,71%
D G	152	141	-11	-7,24%
D P G	54 586	61 397	6 811	12,48%
Total	**1 121 797**	**1 232 837**	**111 040**	**9,90%**

Table 11: Number of PrDP's issued

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



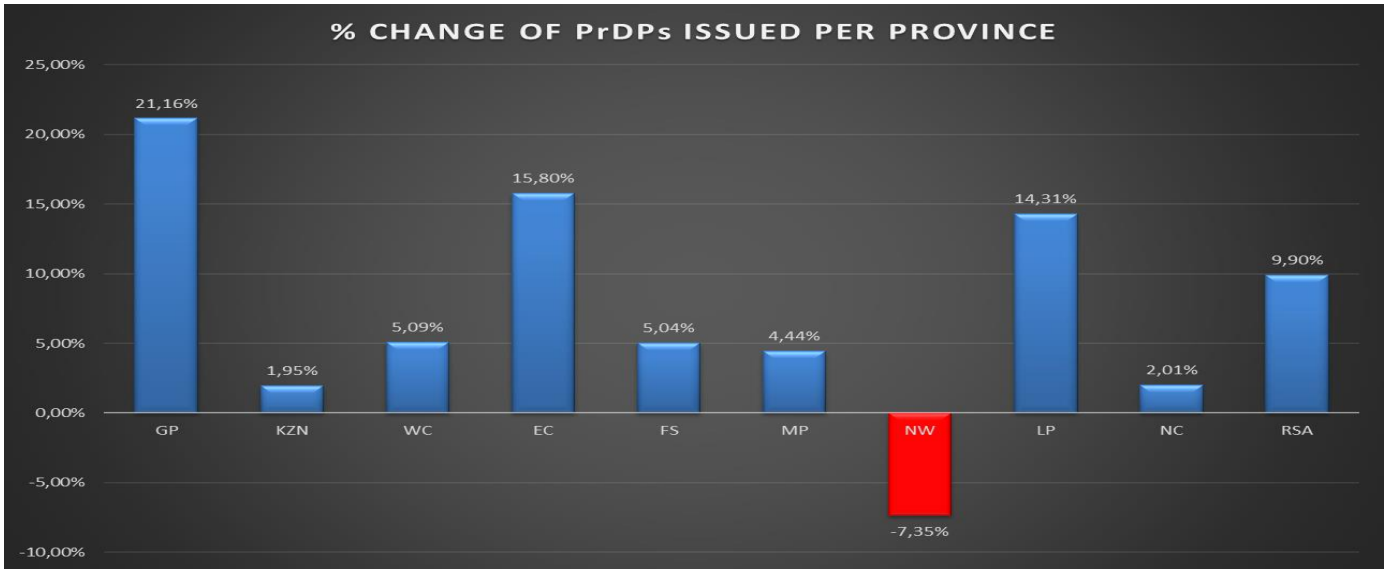
Graph 28: Number of PrDP's issued

Only the dangerous goods category had a decrease (7.42%). The highest percentage increase was goods (18.90%).

Provincial information in contained in the table and graph below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Jun-23	322 502	206 632	156 388	82 027	61 583	106 589	61 705	97 767	26 604	**1 121 797**
Jun-24	390 755	210 664	164 347	94 990	64 686	111 324	57 170	111 762	27 139	**1 232 837**
Change	68 253	4 032	7 959	12 963	3 103	4 735	-4 535	13 995	535	**111 040**
% Change	21,16%	1,95%	5,09%	15,80%	5,04%	4,44%	-7,35%	14,31%	2,01%	**9,90%**

Table 12: Number of professional driving permits (PrDP's) issued per province



Graph 29: Percentage change in PrDP's issued

Only North West province had a 7.35% decrease in the number of issued PrDP's. Gauteng had the highest increase of PrDP's at 21.16%, followed by Eastern Cape (15.80%) then Limpopo (14.31%).

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