



Road Traffic
Management Corporation

State of Road Safety Report: Quarter 2

July - Septemeber



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 July to September 2024. 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 July 2024 to September 2024 a total of 3 205 fatalities and 2 749 fatal crashes were recorded. During the period July 2023 to September 2023 a total of 3 228 fatalities and 2 780 fatal crashes were recorded. This is a 0.71% (-23) decrease in fatalities and 1.12% (31) decrease in fatal crashes.

Pedestrian fatalities made up 45.2% in 2024 and 46.5% in 2023. Age group 25 to 44 made up 54% of fatalities for both 2024 and 2023. In 2024 46% of fatal crashes occurred on Saturday and Sunday; in 2023 these two days accounted for 50% of all fatal crashes in a week. In 2024 37% of fatal crashes occurred between 17:00 and 22:00 and in 2023 36% of fatal crashes occurred during the same period.

The number of registered vehicles increased by 1.38% (181 692) from 13 134 019 in 2023 to 13 315 711 in 2024. Gauteng had the largest population of vehicles at 38.43% followed by Western Cape at 16.37%.

The number of learner driver licenses issued increased by 26 645 (2.40%) from 1 108 048 end September 2023 to 1 134 693 end September 2024.

The number of driver licenses issued increased by 612 075 (4.01%) from 15 256 998 on 30 September 2023 to 15 869 073 on 30 September 2024. Gauteng had the highest number of driver licences at 35.61% followed by KwaZulu Natal at 16.01% and Western Cape at 14.73%.

The number of Professional Driving Permits (PrDP's) issued increased by 84 156 (7.30%) from 1 152 732 on 30 September 2023 to 1 236 888 on 30 September 2024.

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 July to September of 2024 and compares it to the same period in 2023. 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 second quarter of 2023/2024 to the second quarter of 2024/2025. 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.

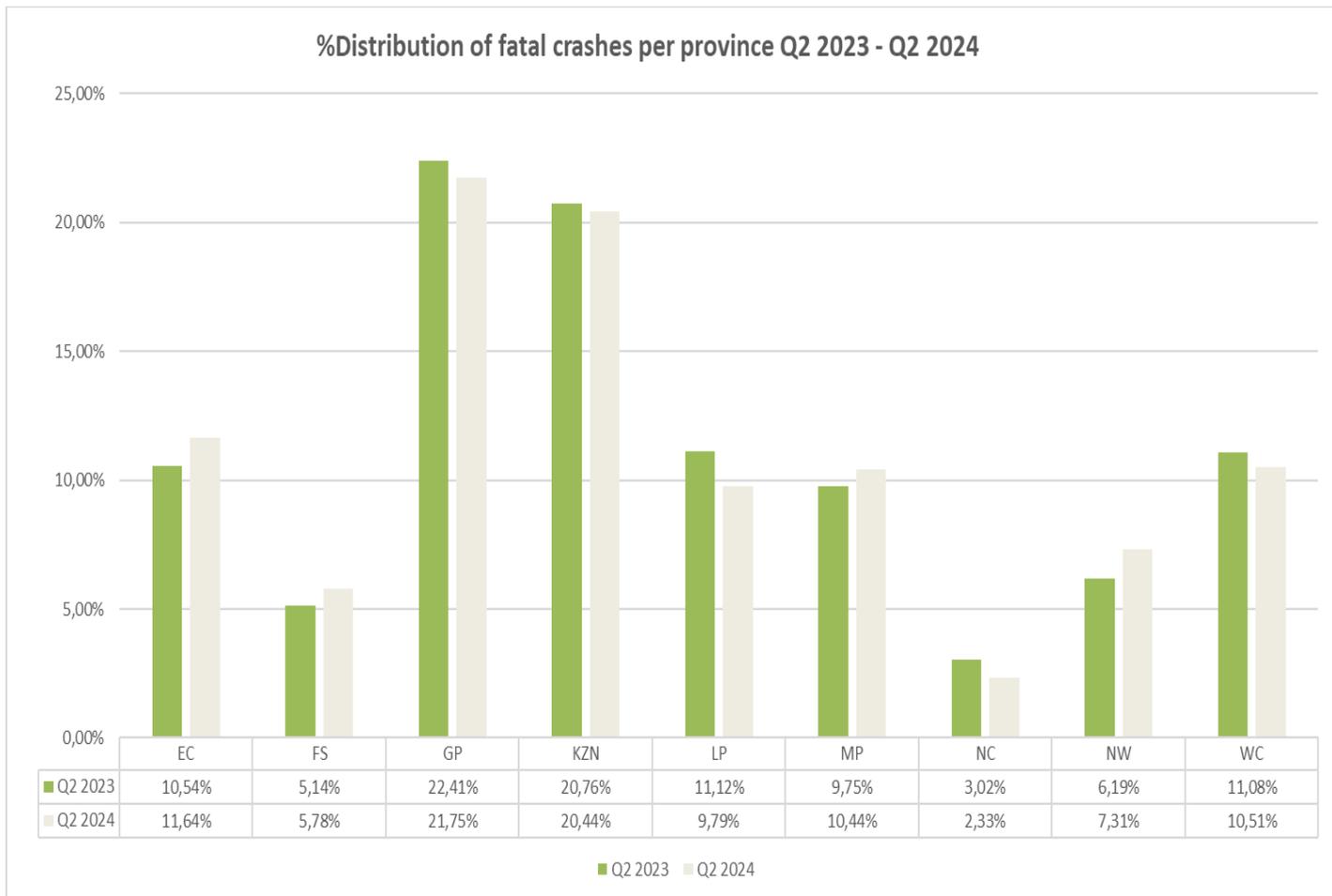
4.1 Number of fatal crashes

Table 1 below compares the second quarter of financial year 2023/2024 and second quarter of financial year 2024/2025. There was a decrease of 31 (-1.12%) fatal crashes in second quarter of 2024/2025 when compared to the second quarter of 2023/2024. The highest percentage decrease was in Northern Cape at -23.81% followed by Limpopo at -12.94% then Western Cape at -6.17%. The highest percentage increase was in North-West at 16.86%, followed by Free State at 11.19% then Eastern Cape at 9.22%.

FATAL CRASHES										
PERIOD	EC	FS	OP	KZN	LP	MP	NC	NW	WC	RSA
Q2 2023	293	143	623	577	309	271	84	172	308	2780
Q2 2024	320	159	598	562	269	287	64	201	289	2749
CHANGE	27	16	-25	-15	-40	16	-20	29	-19	-31
%CHANGE	9,22%	11,19%	-4,01%	-2,60%	-12,94%	5,90%	-23,81%	16,86%	-6,17%	-1,12%

Table 1: Number of fatal crashes per province

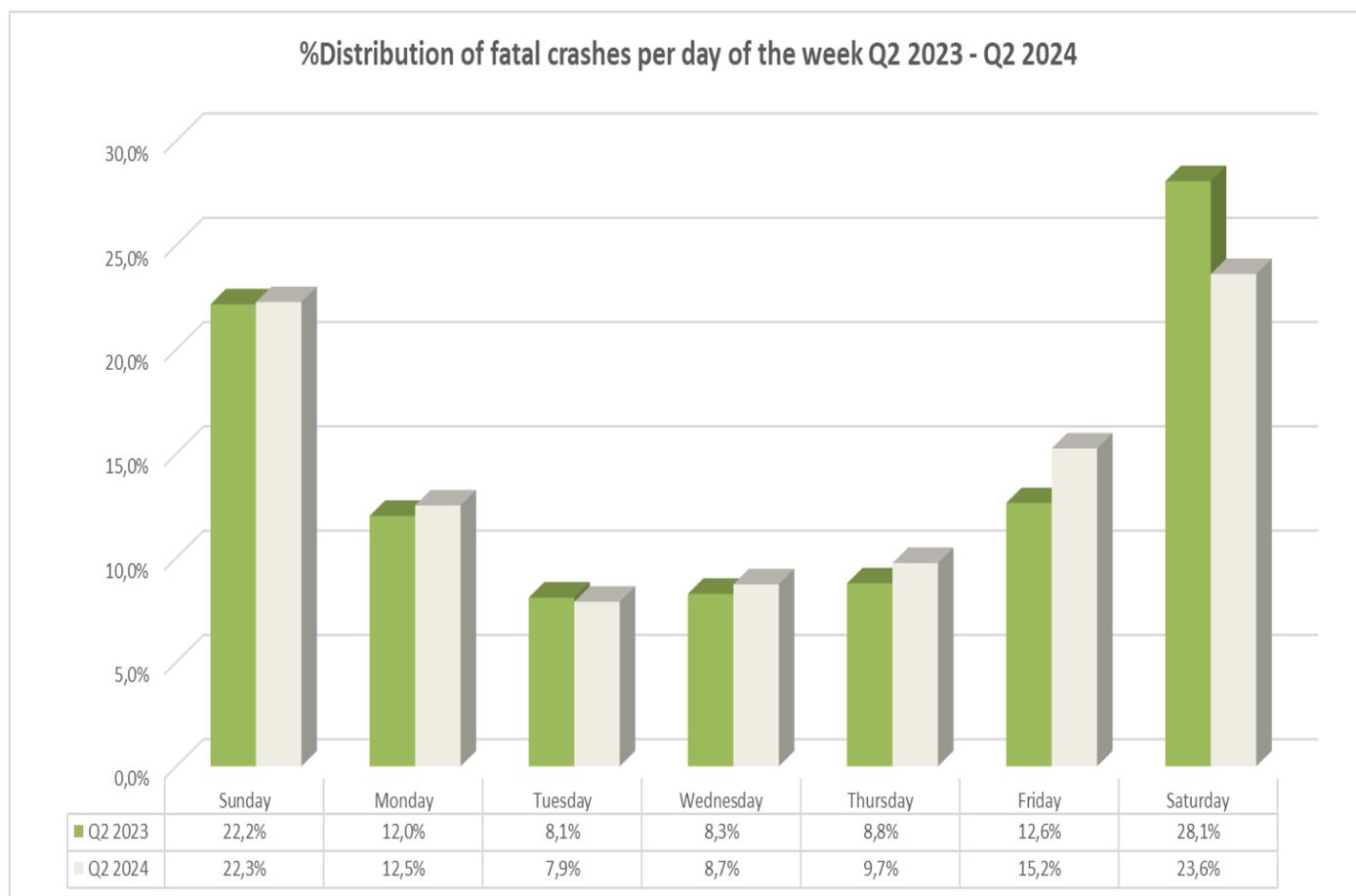
Graph 1 below indicates the percentage distribution per province of fatal crashes for the second quarters of 2023/2024 and 2024/2025. The highest contributors to fatal crashes during the second quarter of financial year 2024/2025 in percentage were Gauteng at 22.41%, Kwa-Zulu Natal at 20.76%, Limpopo at 11.12% and Western Cape at 11.08%. Gauteng and Kwa-Zulu Natal contributed at least 42% of fatal crashes during the second quarter of both financial years.



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

4.2 Fatal Crashes per Day of Week

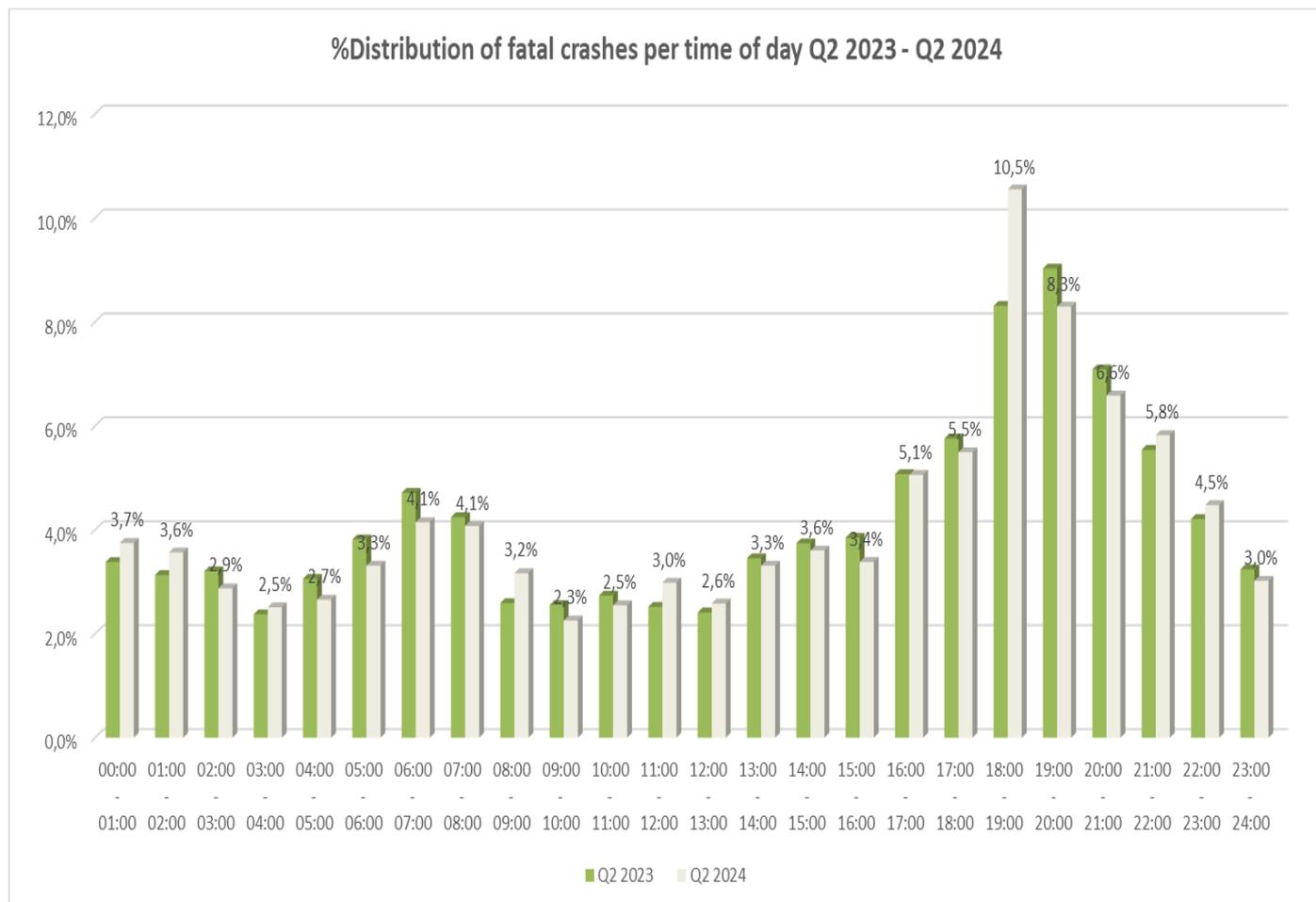
The details of the fatal crashes per day week is given in graph 2 below. Saturdays and Sundays are days with most fatal crashes recorded compared to other days. For the second quarters of both financial years at least 45% of fatal crashes occurred over these two days. At least 24% of fatal crashes occurred on Mondays and Fridays.



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

4.3 Fatal Crashes per time of day

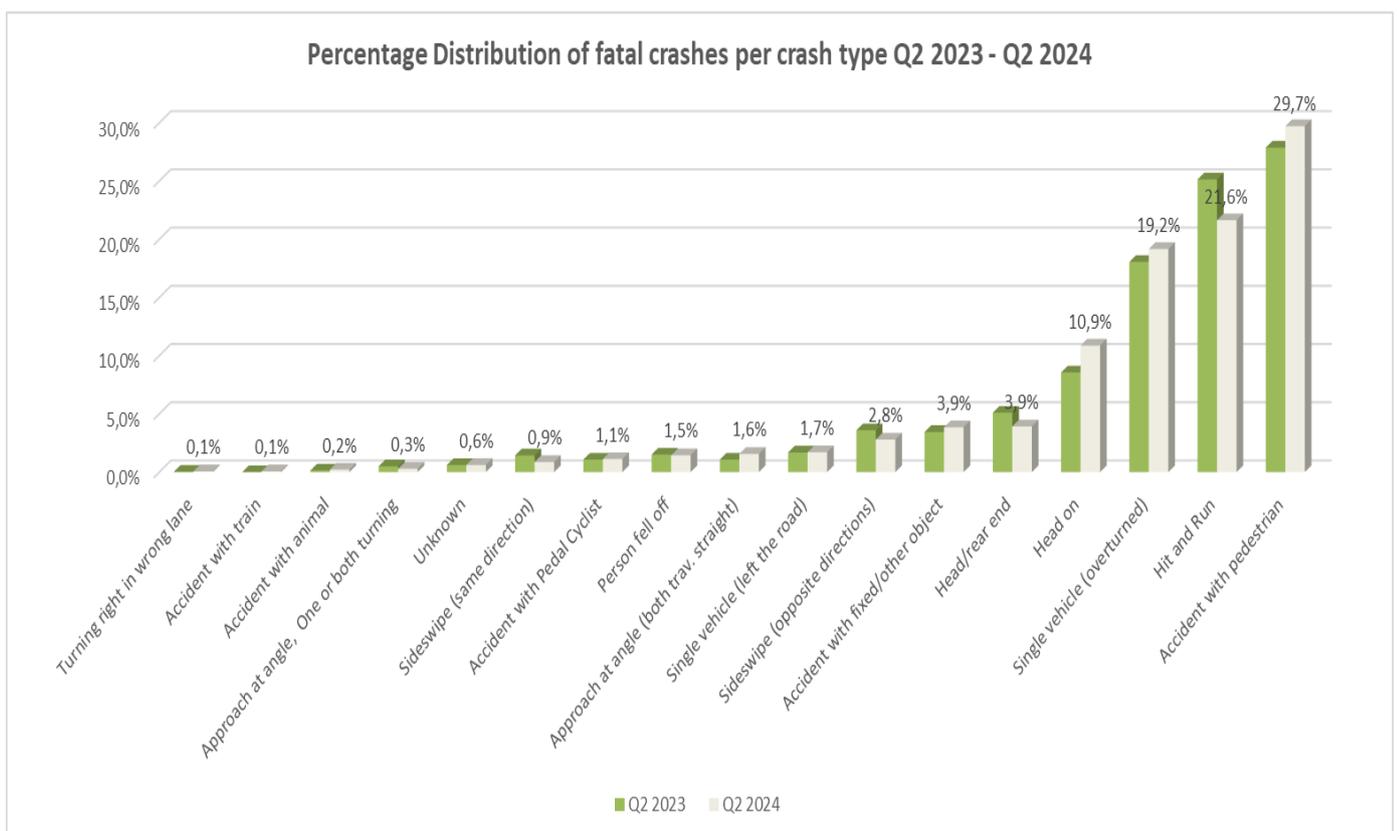
The percentage of fatal crashes per time of day for the period under review is reflected in graph 3 below. From the below graph crashes started increasing from 16h00 until 22:00. The peak being between 18:00 and 19:00 in 2024/2025 at 10.5% and between 19:00 to 20:00 in 2023/2024 at 9.0%.



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

4.4 Fatal crashes per crash type

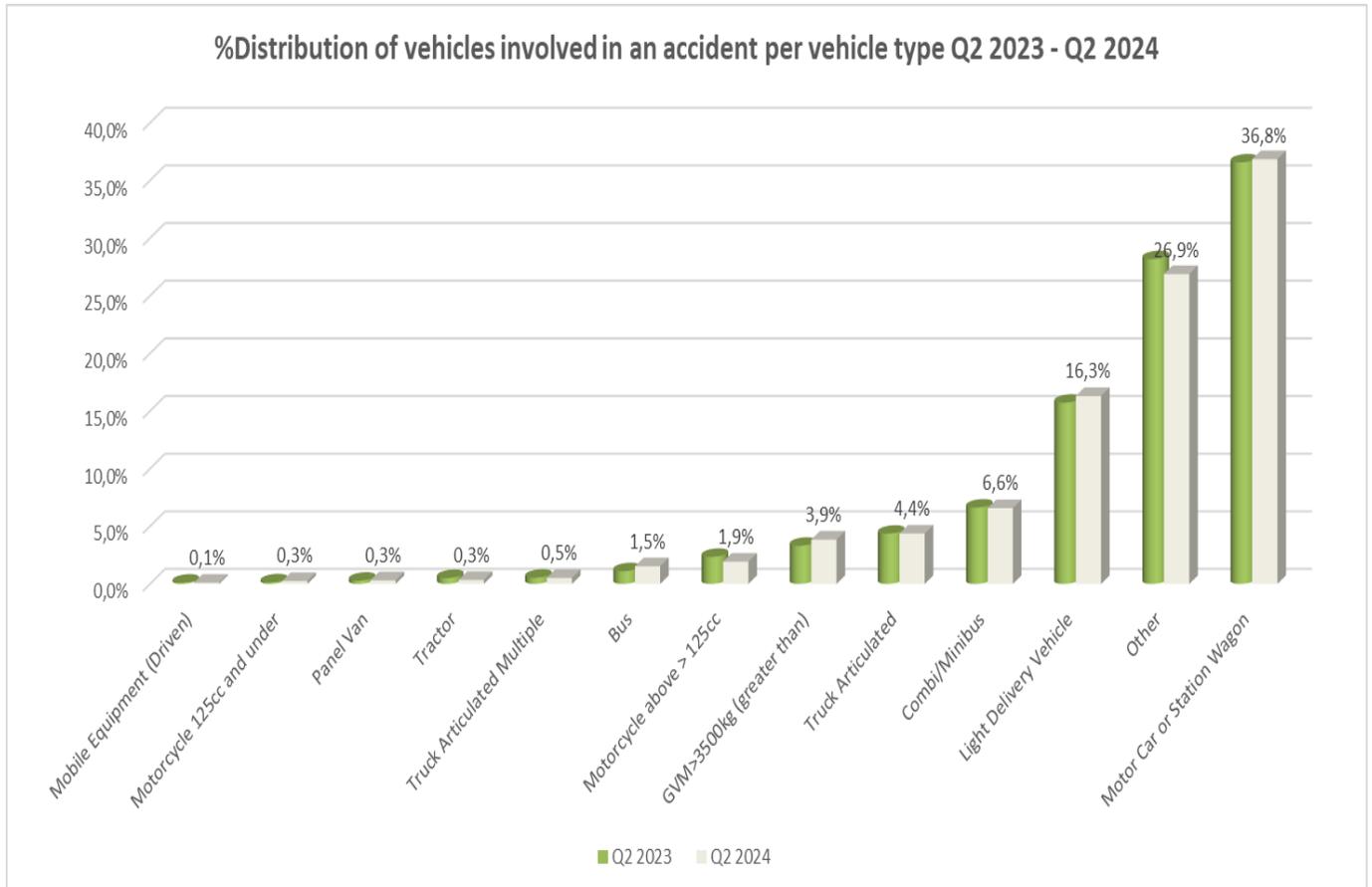
The percentage contribution of fatal crashes per crash type is reflected in graph 4 below. The graph shows that the top four crash types were with pedestrians at 29.7%, Hit and Run at 21.6%, single vehicle overturned at 19.2% and head on collisions at 10.9% in second quarter of 2024/2025 financial year. Hit and runs and accident with pedestrians accounted for 51.4% of crash types during the second quarter of 2024/2025 and 53.0% during the same period in 2023/2024.



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 36.8% in the second quarter of 2024/205 and 36.6% in 2023/2024. Light delivery vehicles contributed 16.3% in second quarter of 2024/2025 and 15.7% in 2023/2024.

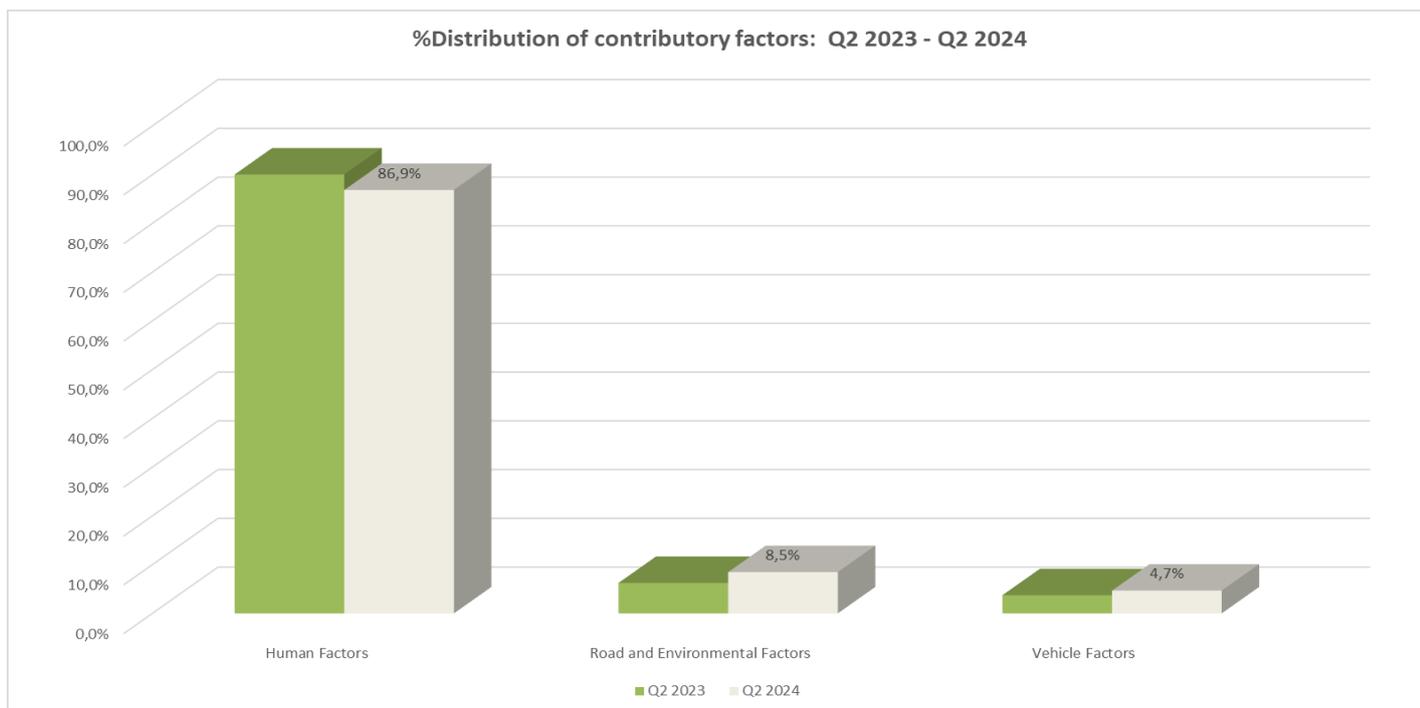


Graph 5: Percentage distribution of fatal crashes per vehicle type

5 CONTRIBUTORY FACTORS

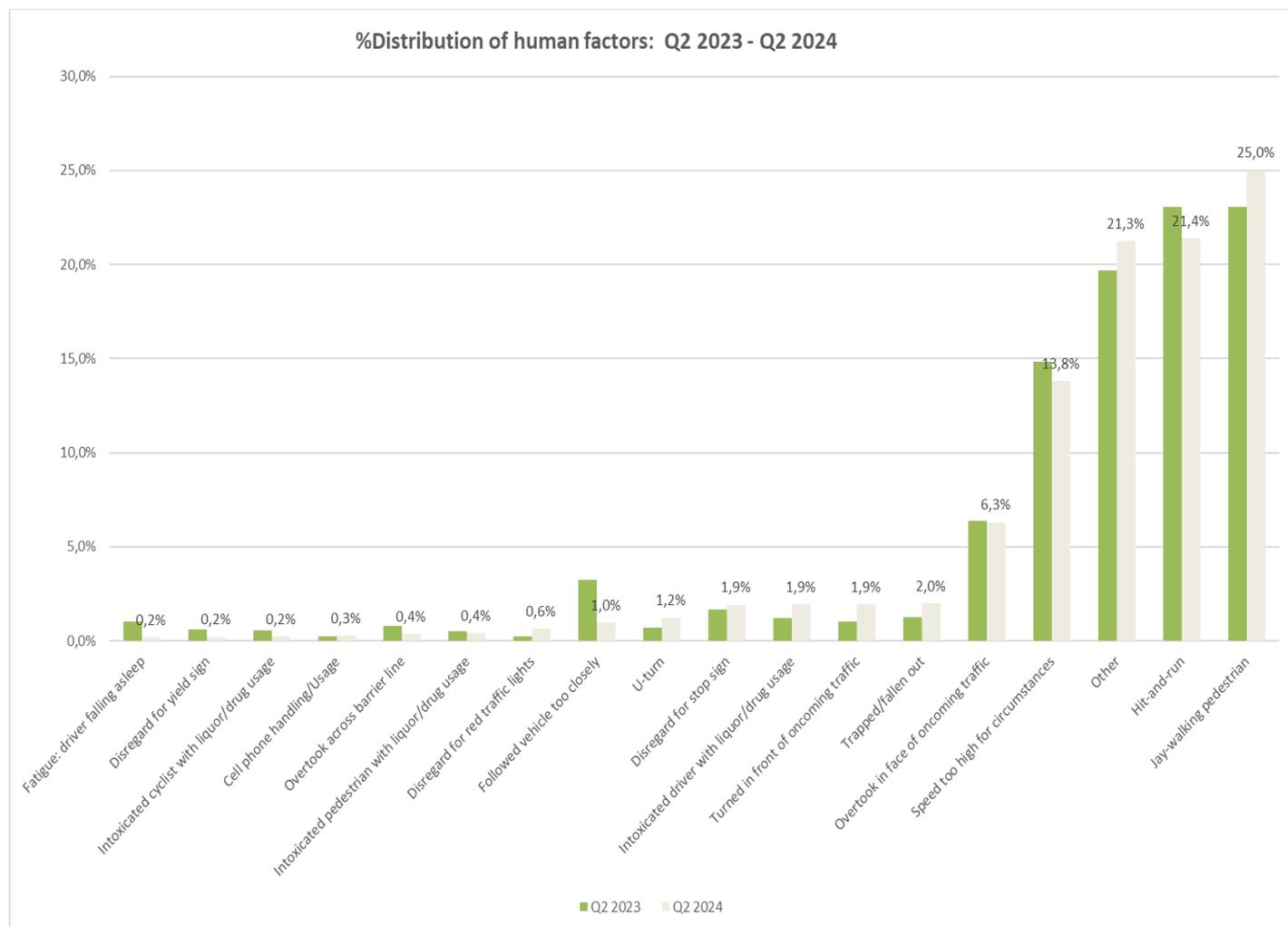
The contributory factors to fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and 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 second quarter During the second quarter of 2024/2025 human factors contributed 88.9% to fatal crashes and 90.0% in 2023/2024. Roads and environmental factors contributed 8.5% to fatal crashes in 2024/2025 and 6.2% in 2023/2024. Vehicle factors contributed 4.7% to fatal crashes in 2024/2025 and 3.7% in 2023/2024.



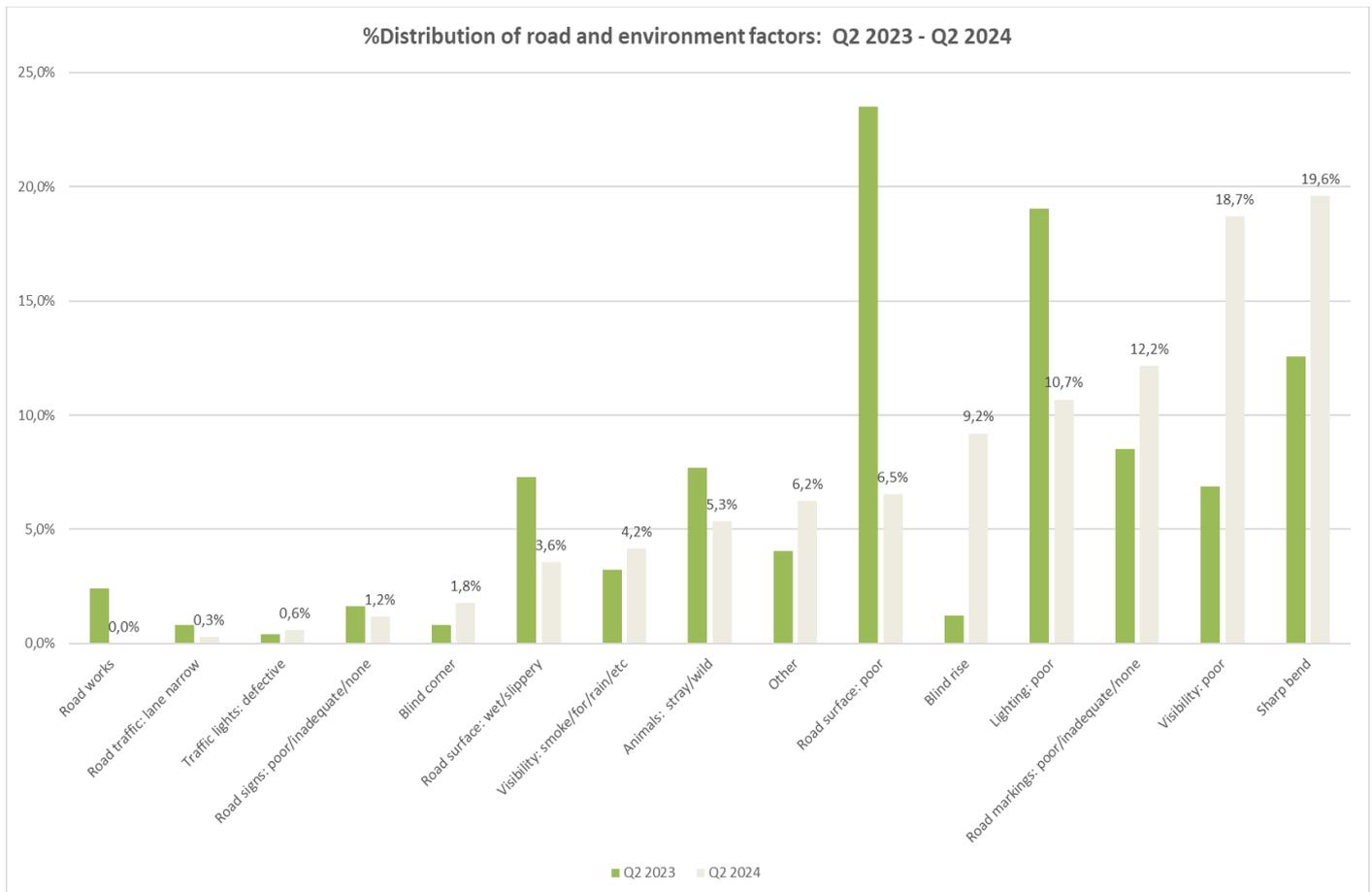
Graph 6: Comparison of contributory factors

From graph 7 below the top two human factors contributing a combined 46.4% in 2024/2025 and 46.2% in 2023/2025 were jaywalking and hit and run. Jaywalking was at 25.0% in second quarter of 2024/2025 and 23.1% in 2023/2024 Hit-and-run at 21.4% in second quarter 2024/2025 and 23.1% in 2023/2024. Speed as a contributory factor to fatal crashes was at 13.8% in 2024/2025 and 14.8% in 2023/2024.



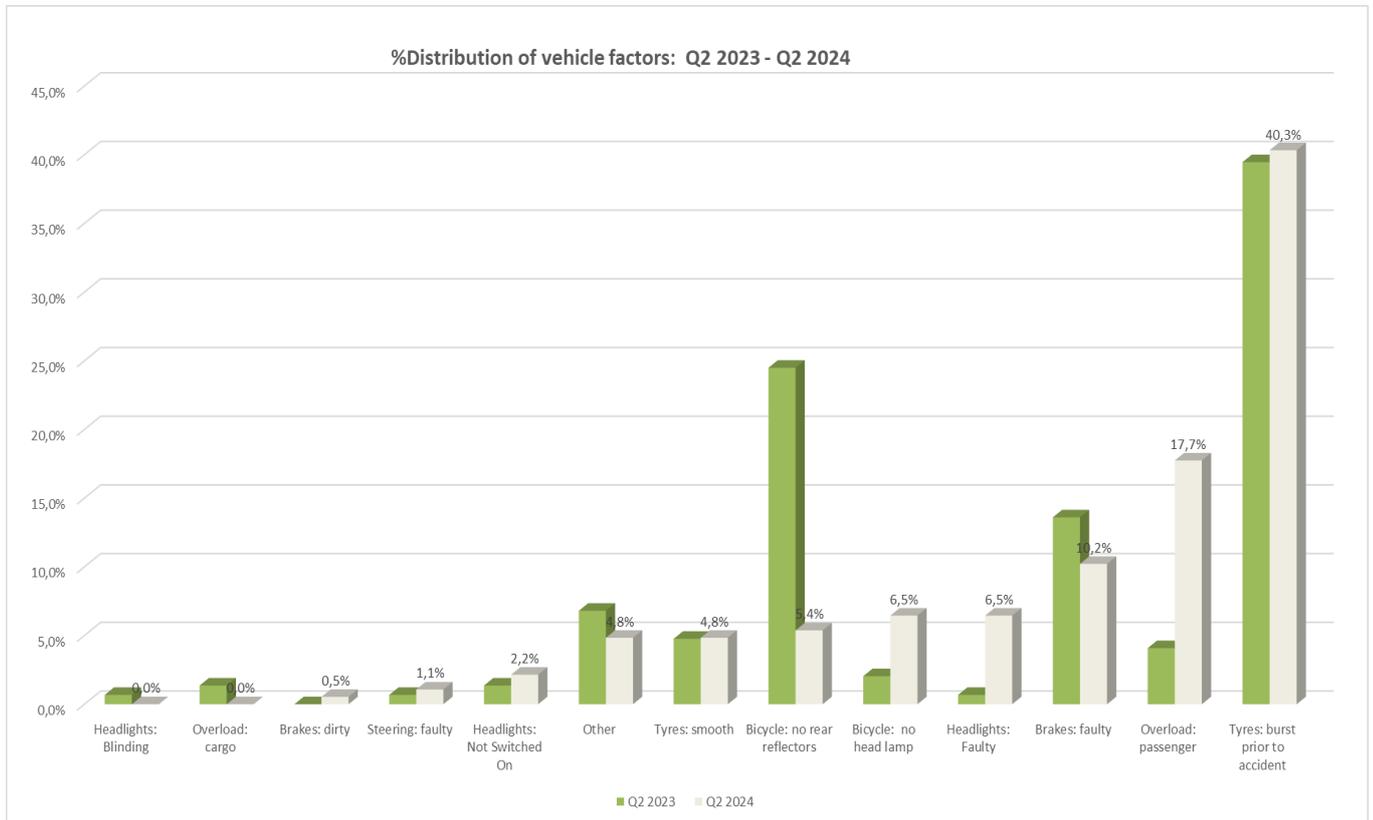
Graph 7: Percentage distribution of human factors

Graph 8 below shows the top six environmental and road factors being sharp bend at 19.6%, poor visibility 18.7%, poor road marking 12.2%, poor lighting 10.7%, blind rise 9.2% and poor road surface at 6.5% in 2024/2025. In 2023/2024 the top six environmental and road factors were poor road surface at 23.5%, poor lighting at 19.0%, sharp bend at 12.6%, poor road markings at 8.5%, stray animals at 7.7% and wet and slippery road surface at 7.3% in 2023/2024.



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 40.3% during the second quarter of 2024/2025 and 39.5% in 2023/2024.



Graph 9: Percentage distribution for vehicle factor

6 ROAD FATALITIES ANALYSIS

The section covers road fatalities for the second quarter of 2024/2025 and 2023/2024. 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.

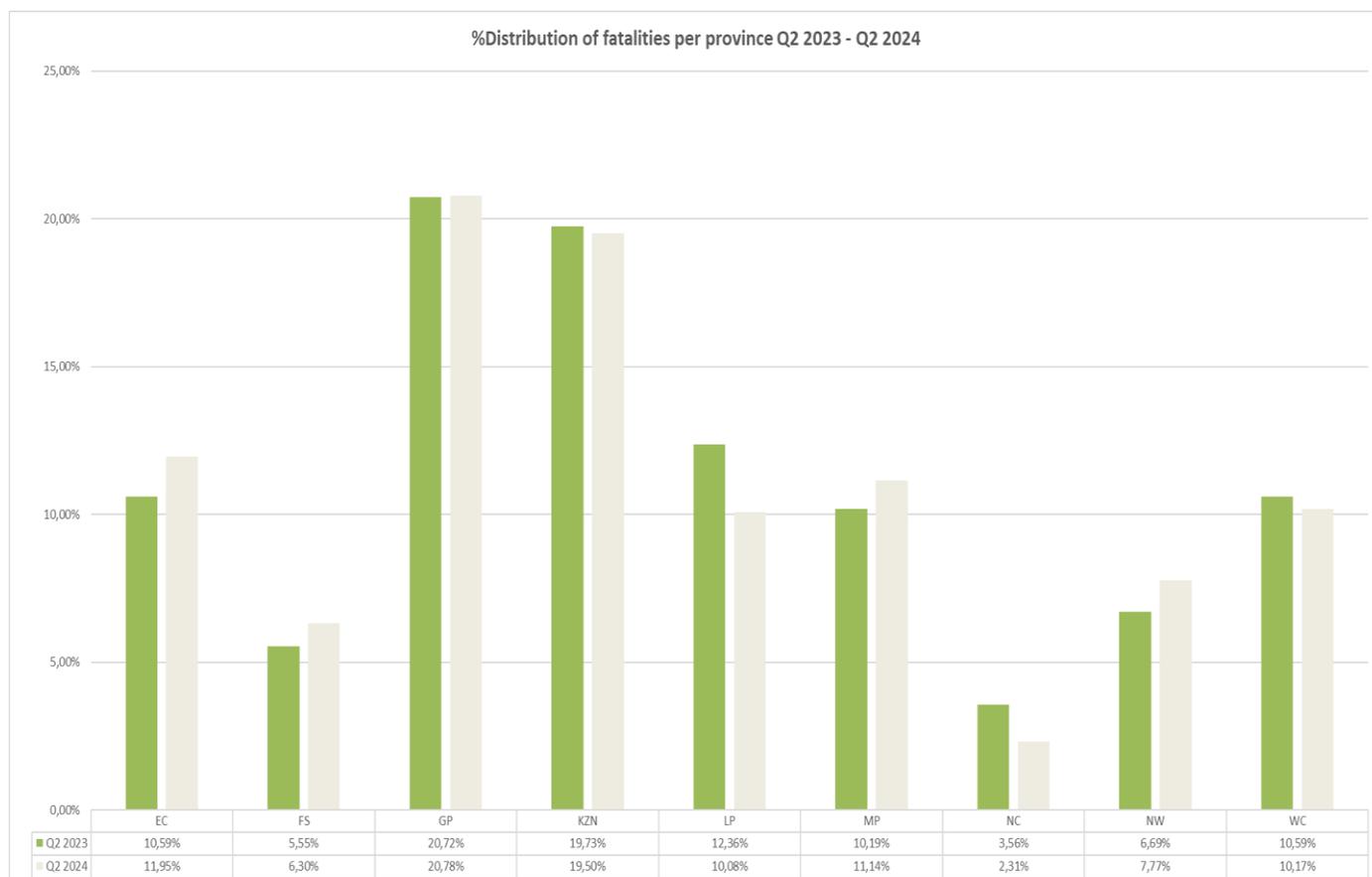
6.1 Number of fatalities per province

Table 2 below compares the second quarter of financial year 2023/2024 and second quarter of financial year 2024/2025. A decrease of 23 (-0.71%) was recorded for the period under review. Northern Cape had the highest percentage decrease of -35.65%, followed by Limpopo at -19.05% then Western Cape at -4.68%. North-West had the highest percentage increase of 15.28% followed by Free State at 12.85% then Eastern Cape at 11.99%.

FATALITIES										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q2 2023	342	179	669	637	399	329	115	216	342	3228
Q2 2024	383	202	666	625	323	357	74	249	326	3205
CHANGE	41	23	-3	-12	-76	28	-41	33	-16	-23
%CHANGE	11,99%	12,85%	-0,45%	-1,88%	-19,05%	8,51%	-35,65%	15,28%	-4,68%	-0,71%

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

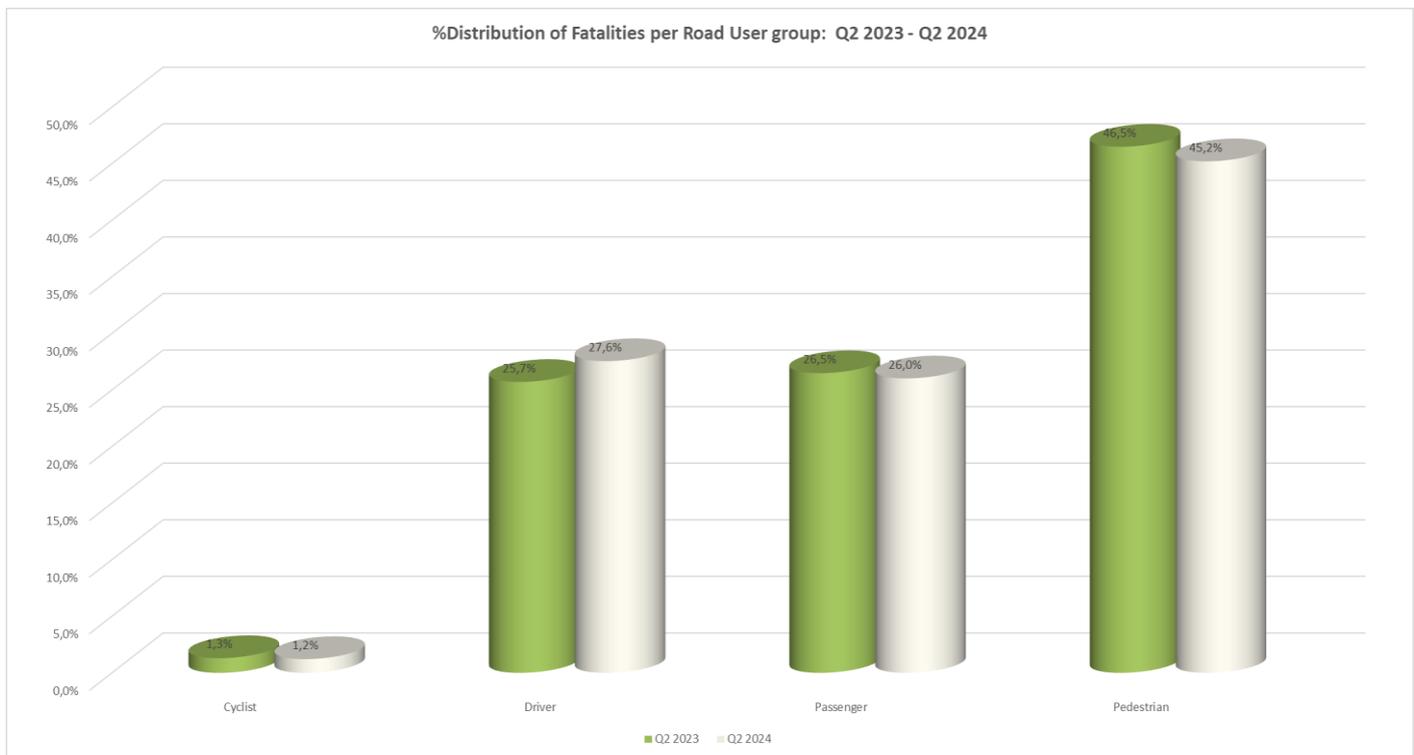
Graph 10 below shows percentage distribution per province of fatalities for the second quarters of 2023/2024 and 2024/2025. The highest contributors to fatalities during the second quarter of financial year 2024/2025 in percentage were Gauteng at 20.78%, Kwa-Zulu Natal at 19.50%, Eastern Cape at 11.95% and Mpumalanga at 11.14%. Gauteng and Kwa-Zulu Natal contributed at least 40% of fatalities during the second quarters of both financial years.



Graph 10: Percentage distribution of fatalities per province

6.2 Number of Fatalities per Road User Group

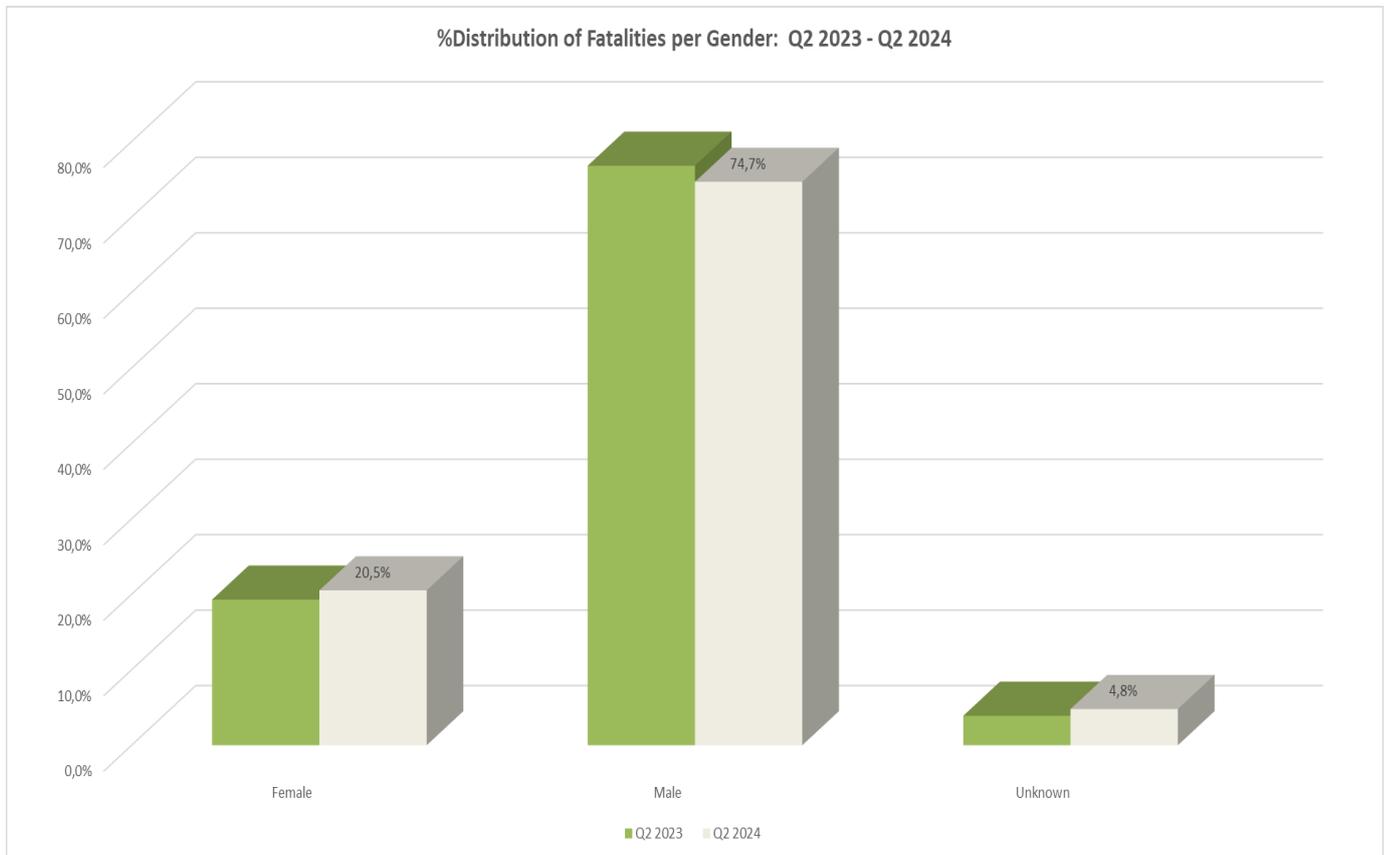
The percentage distribution of fatalities for various road user groups are reflected in graph 11 below. Pedestrians make more than 45% of road fatalities year on year. Both driver and passenger fatalities averaged 26% for the two periods under review.



Graph 11: Percentage distribution of fatalities per road user

6.3 Number of Fatalities per Gender

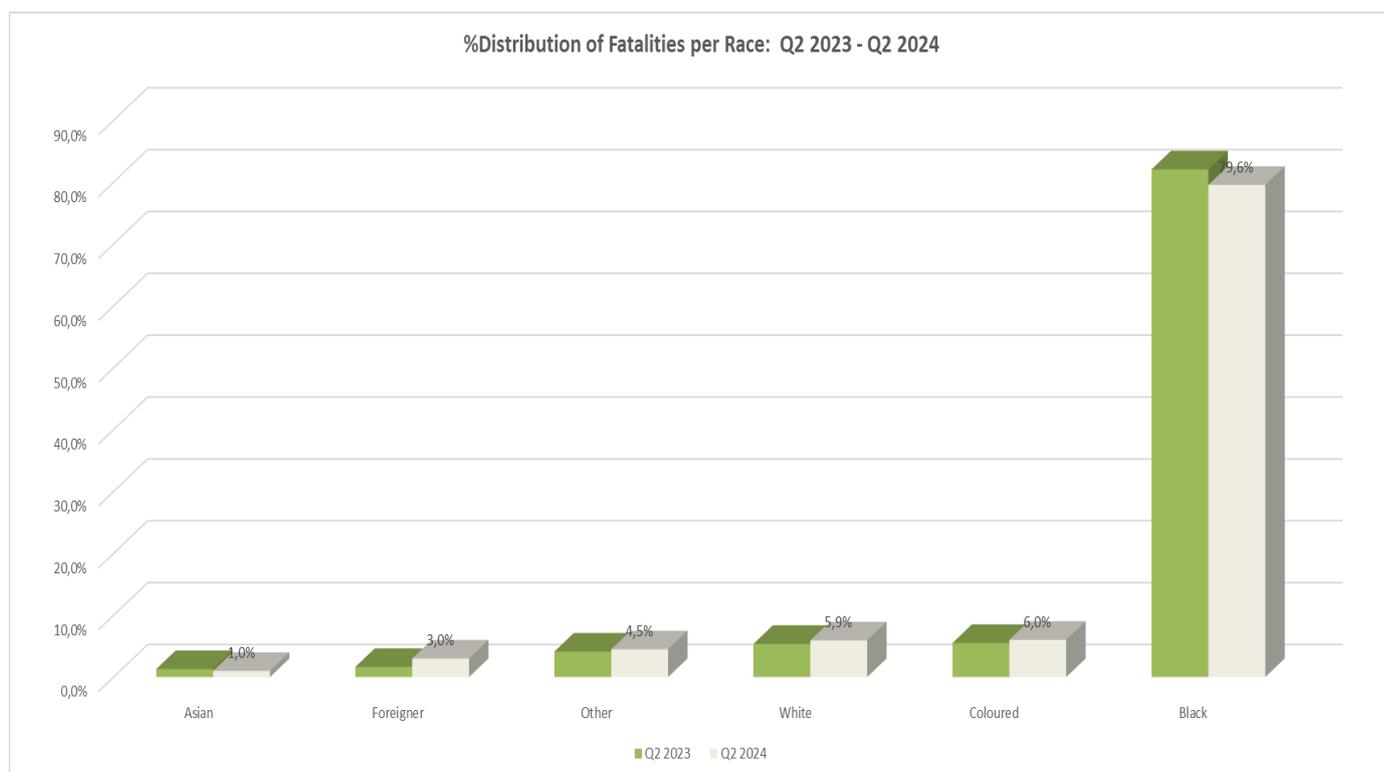
Graph 12 below shows the trends for fatalities per gender for the two quarters under review. Males made up more than three quarters of road fatalities.



Graph 12: Percentage distribution of fatalities per gender

6.4 Number of Fatalities per Race Group

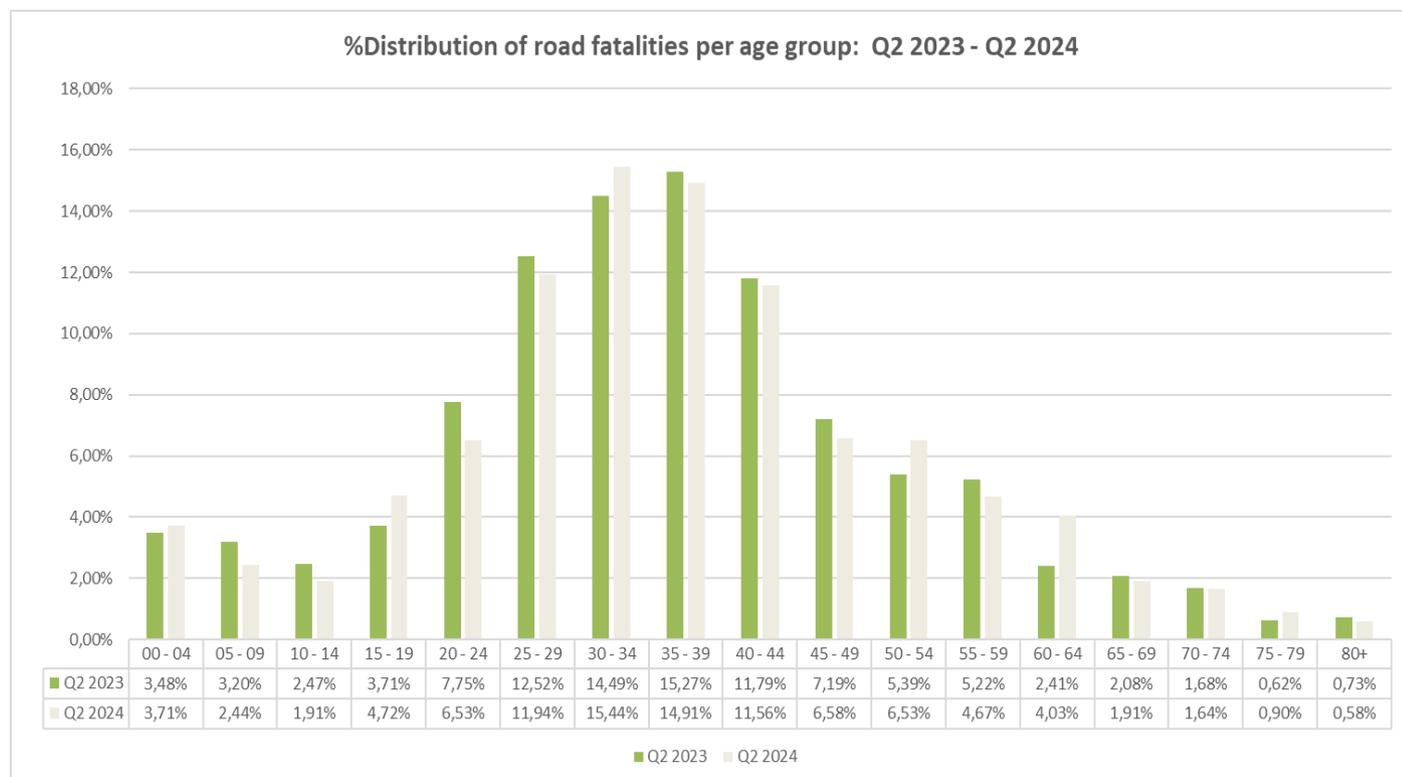
Graph 13 below shows trends for fatalities per race for the two quarters. At least 80% of road fatalities were blacks.



Graph 13: Percentage distribution of fatalities per race

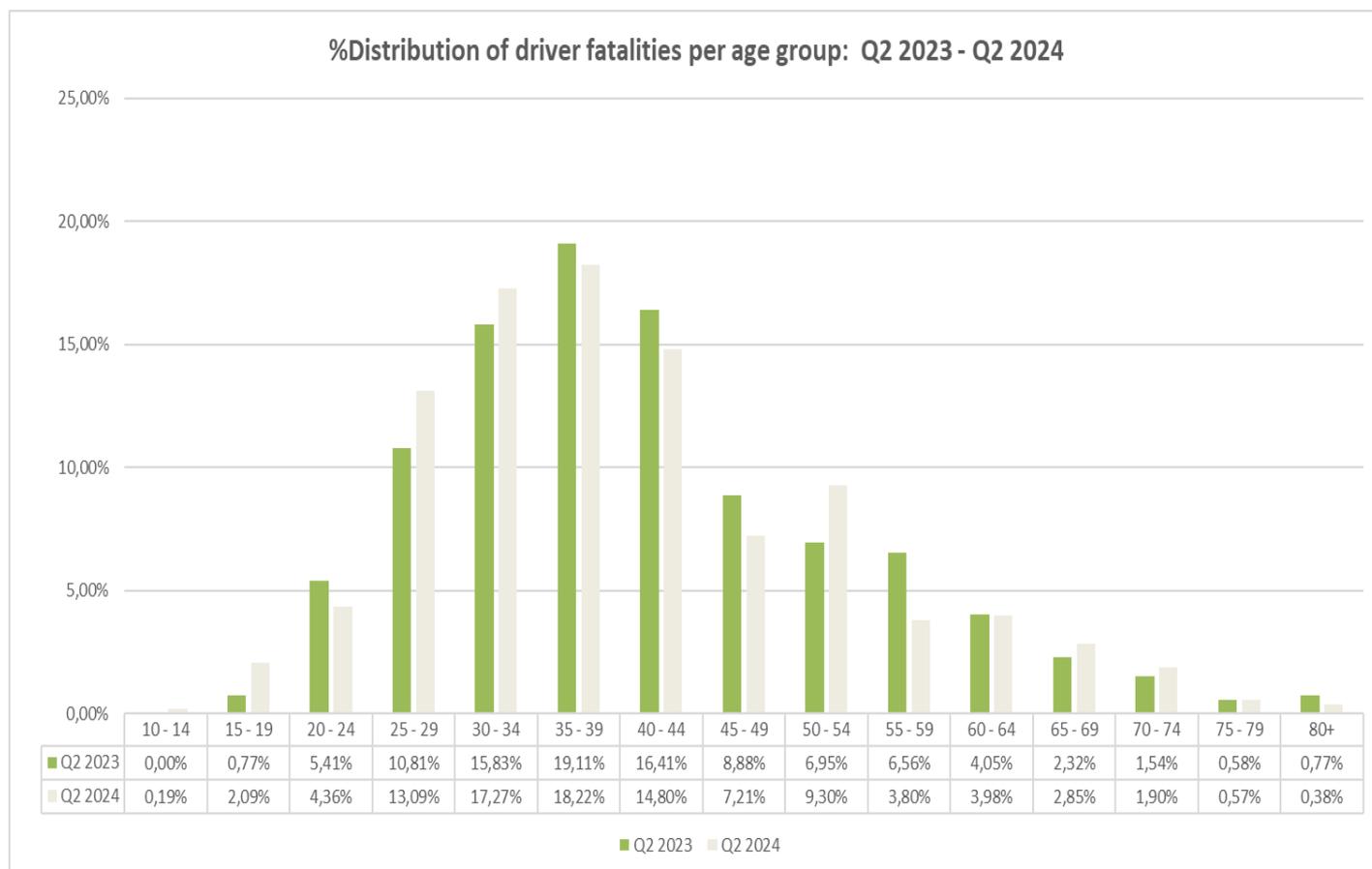
6.5 Road user group fatalities per age group

Graph 14 below shows information on fatalities per age for the period July to September 2023 and 2024. The graph below shows that more than half of road user fatalities were between the ages of 25 and 44 for second quarter of both 2024/2025 and 2023/2024.



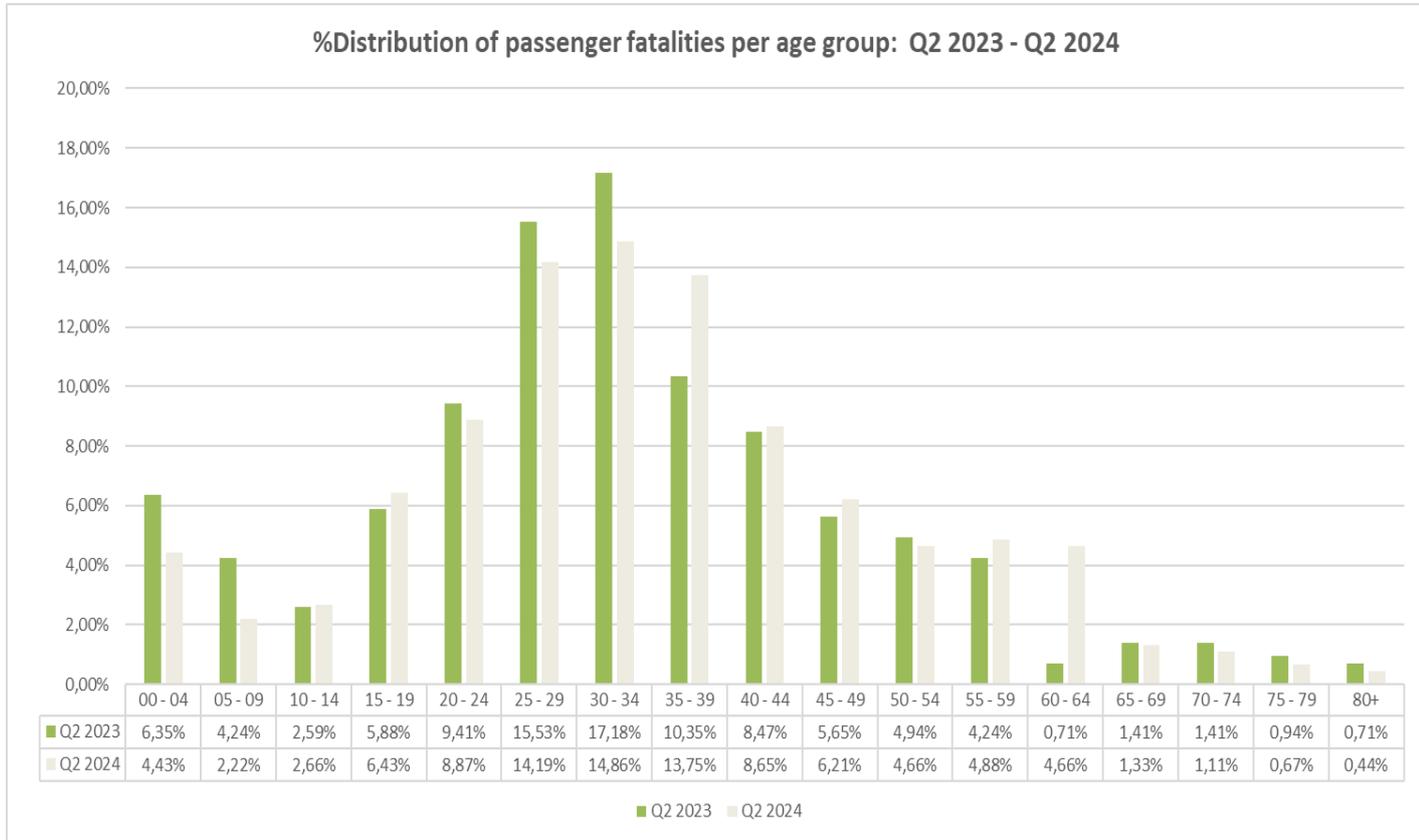
Graph 14: Percentage distribution of fatalities per age

Graph 15 below shows that more than 60% of driver fatalities were between the ages of 25 and 44 in the second quarter of both 2024/2025 and 2023/2024. Ages between 35 and 39 constitutes 18.22% of driver fatalities in 2024/2025 and 19.11% in 2023/2024 quarter two.



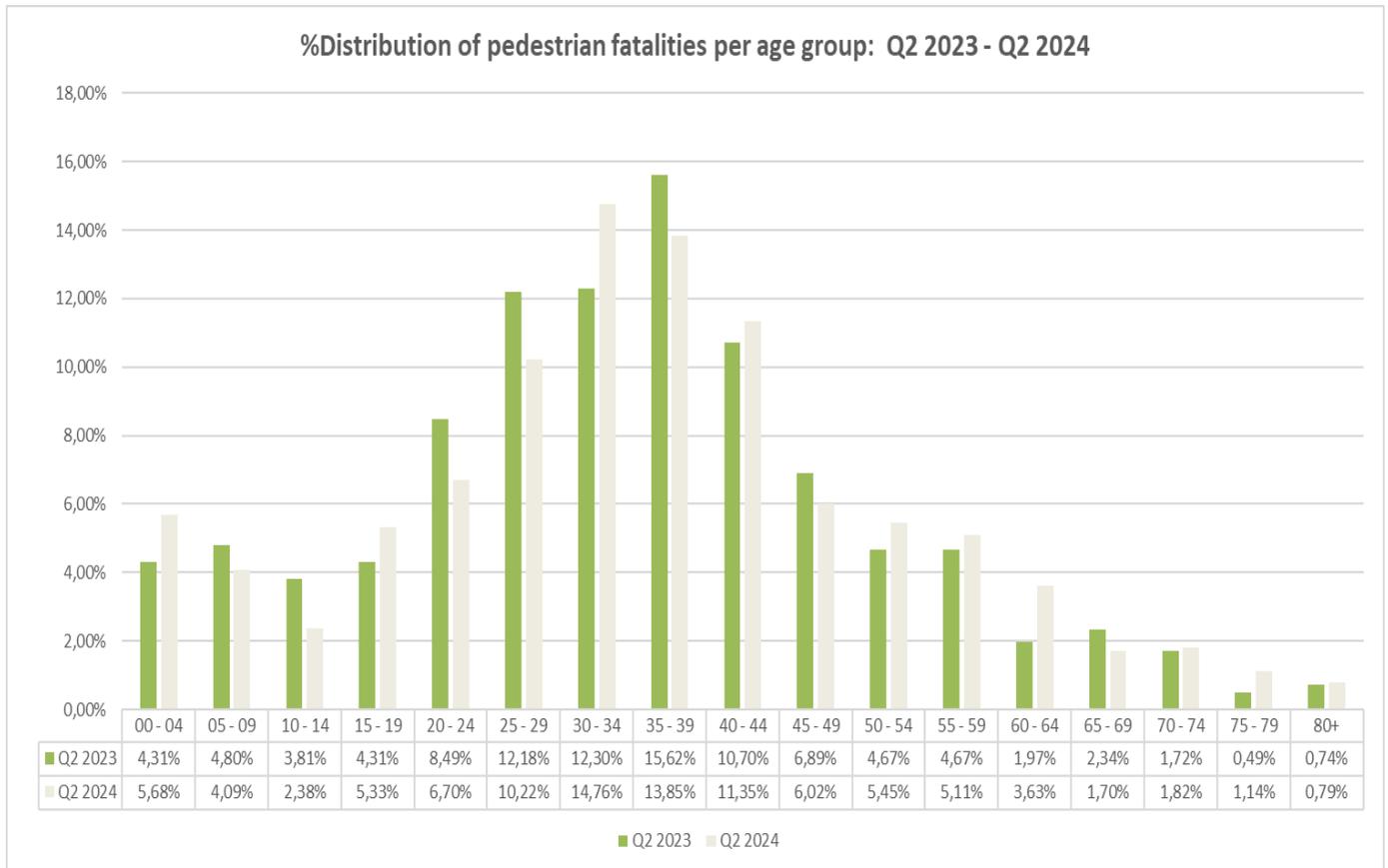
Graph 15: Percentage distribution of fatalities per age for drivers

Graph 16 below shows more than 50% of passenger fatalities were between the ages 25 and 44 for both 2024/2025 and 2023/2024 second quarter. Ages group 30 to 34 constitutes 14.86% of passenger fatalities in 2024/2025 and 17.18% in 2023/2024 quarter two.



Graph 16: Percentage distribution of fatalities per age for passenger

Graph 17 below shows that more than 50% of pedestrian fatalities were in the age group 25 to 44 years for both 2024/2025 and 2023/2024 second quarter. Age group 30 to 34 constitutes 14.76% of pedestrian fatalities in 2024/2025 and age group 35 to 39 15.62% in 2023/2024 quarter two.



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 September 2024 there were 13 315 711 registered vehicles, depicted in table 3 below, per vehicle type.

Number of Registered Vehicles	Number registered Sep-23	Number registered Sep-24	Change	% Change	% of Group Sep-24	% of Total Sep-24
Motorised Vehicles						
Motorcars	7 794 965	7 917 634	122 669	1,57%	65,67%	59,46%
Minibuses	354 475	356 003	1 528	0,43%	2,95%	2,67%
Buses	64 916	65 576	660	1,02%	0,54%	0,49%
Motorcycles	349 395	355 351	5 956	1,70%	2,95%	2,67%
LDV's - Bakkies	2 693 721	2 724 665	30 944	1,15%	22,60%	20,46%
Trucks	391 091	397 660	6 569	1,68%	3,30%	2,99%
Other & Unknown	238 542	240 220	1 678	0,70%	1,99%	1,80%
Total Motorised	11 887 105	12 057 109	170 004	1,43%	100,00%	90,55%
Towed Vehicles						
Caravans	95 388	94 588	(800)	-0,84%	7,52%	0,71%
Heavy Trailers	231 834	239 997	8 163	3,52%	19,07%	1,80%
Light Trailers	892 278	897 174	4 896	0,55%	71,28%	6,74%
Other & Unknown	27 414	26 843	(571)	-2,08%	2,13%	0,20%
Total Towed	1 246 914	1 258 602	11 688	0,94%	100,00%	9,45%
All Vehicles	13 134 019	13 315 711	181 692	1,38%		100,00%

Table 3: Number of Registered Vehicles per Type

At the end of September 2024, the number of registered vehicles increased by 1.38% (181 692) from 13 134 019 in 2023 to 13 315 711 in 2024 as depicted in the table above. Within the motorized vehicles category, the highest increase was 1.70% for Motorcycles.

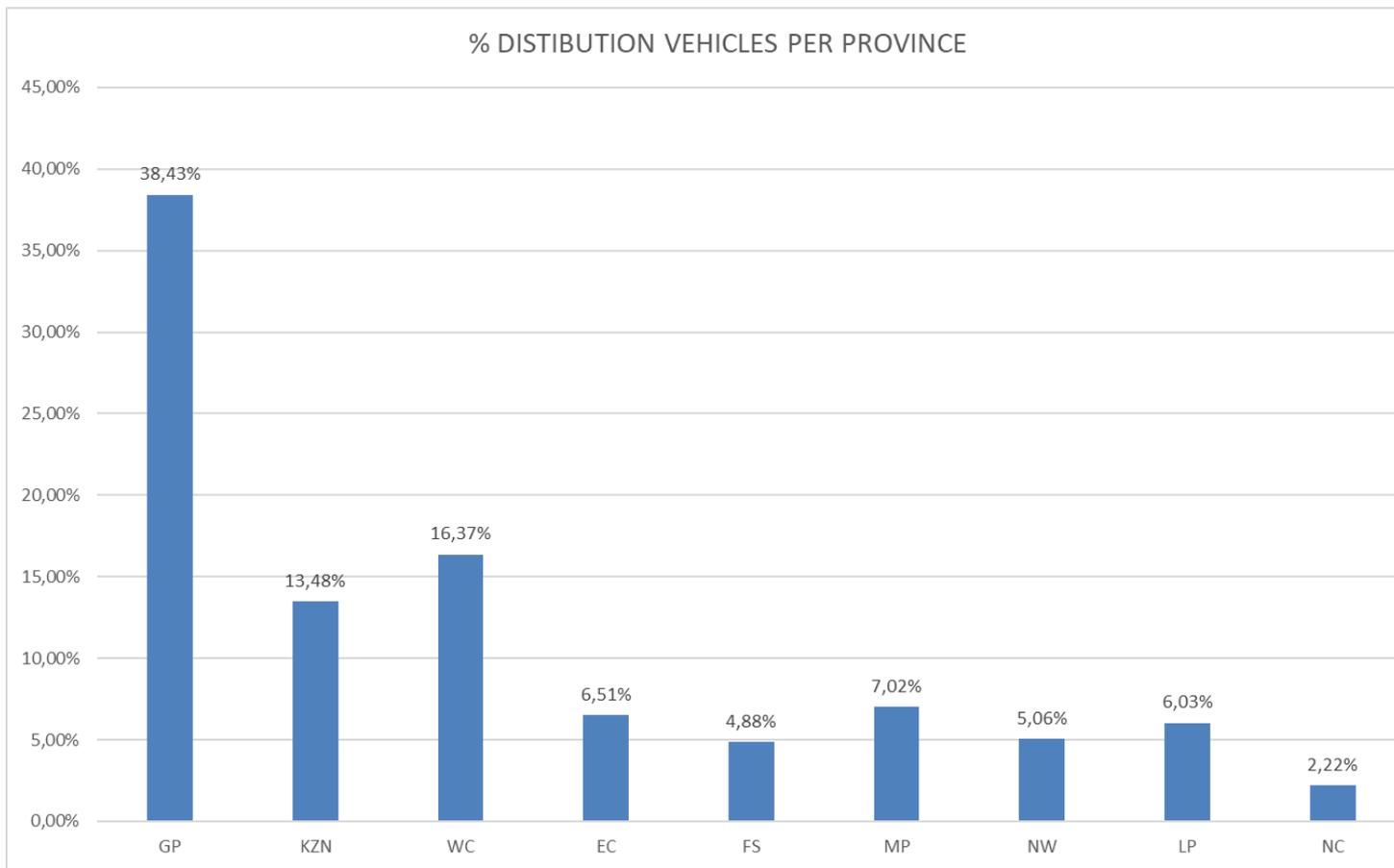
The total motor vehicle population per Province for September 2023 and September 2024 is given in table 4 below.

Number of Registered vehicles per Province	Number of Registered Vehicles	Number of Registered Vehicles	Change	% Change	% of Total
	Sep-23	Sep-24			Sep-24
GP	5 043 883	5 117 325	73 442	1,46%	38,43%
KZN	1 763 947	1 794 578	30 631	1,74%	13,48%
WC	2 136 603	2 179 652	43 049	2,01%	16,37%
EC	861 305	866 683	5 378	0,62%	6,51%
FS	650 186	649 544	(642)	-0,10%	4,88%
MP	928 081	934 436	6 355	0,68%	7,02%
NW	666 928	674 073	7 145	1,07%	5,06%
LP	787 870	803 495	15 625	1,98%	6,03%
NC	295 216	295 925	709	0,24%	2,22%
RSA	13 134 019	13 315 711	181 692	1,38%	100%

Table 4: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Western Cape had the highest increases at 2.01 followed by Limpopo at 1.98% then Kwazulu-Natal at 1.74%.

From graph 18 below Gauteng had the highest number of registered vehicles followed by Western Cape and KwaZulu-Natal. The three provinces make up 68% 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 increased by 2.40% (26 645) from 1 108 048 end September 2023 to 1 134 693 end September 2024. Detail of the number of learner driver licenses issued per category is given in table 5 below.

Number of Learner Licences Issued				
Category	Sep-23	Sep-24	Change	% Change
CAT 1	42 504	41 865	-639	-1,50%
CAT 2	199 215	191 266	-7 949	-3,99%
CAT 3	866 329	901 562	35 233	4,07%
Total	1 108 048	1 134 693	26 645	2,40%

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 shows that the increase of learners enrolled was for category 3 (heavy motor vehicles 35 233 or 4.07%). The enrolment of category 1 (Motorcycles) and category 2 (Light Motor Vehicles) decreased as compared to the same period in the previous year.

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
Sep-23	370 573	201 830	185 134	51 105	49 365	87 290	46 367	95 368	21 016	1 108 048
Sep-24	407 562	193 503	171 381	58 908	45 978	87 899	49 370	97 970	22 122	1 134 693
Change	36 989	-8 327	-13 753	7 803	-3 387	609	3 003	2 602	1 106	26 645
% Change	9,98%	-4,13%	-7,43%	15,27%	-6,86%	0,70%	6,48%	2,73%	5,26%	2,40%

Table 6: Number of learner licences issued per province

Six provinces recorded increases in enrolled learner licences. The highest being Eastern Cape at 15.27% followed by Gauteng at 9.98%.

9.2 Driver Licences Issued

The number of driver licenses issued increased by 612 075 (4.01%) from 15 256 998 on 30 September 2023 to 15 869 073 as of 30 September 2024. Details on the number of driver licenses issued per category is given in table 7 below.

Number of Driver Licences Issued				
Category	Sep-23	Sep-24	Change	% Change
A	517 705	528 382	10 677	2,06%
A1	122 380	122 911	531	0,43%
B	3 437 516	3 557 603	120 087	3,49%
C	25 627	26 205	578	2,26%
C1	5 602 684	5 975 076	372 392	6,65%
EB	3 652 840	3 678 333	25 493	0,70%
EC	1 317 002	1 394 944	77 942	5,92%
EC1	581 244	585 619	4 375	0,75%
Total	15 256 998	15 869 073	612 075	4,01%

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 change was in the C1 category 6.65% increase followed by EC at 5.92% then B at 3.49%.

The number and percent of driver licenses issued per category at the end of September 2024 is reflected in table 8 below.

Category	Description	Number	%
A	Motorcycle > 125 cub.cm	528 382	3,33%
A1	Motorcycle < 125 cub.cm	122 911	0,77%
B	Motor vehicle < 3,5000 kg	3 557 603	22,42%
C	Motor vehicle >16,000 kg	26 205	0,17%
C1	Motor vehicle 3,500 - 16,000 kg	5 975 076	37,65%
EB	Articulated motor vehicle < 16,000 kg	3 678 333	23,18%
EC	Articulated vehicle > 16,000 kg	1 394 944	8,79%
EC1	Articulated vehicle 3,500 - 16,000 kg	585 619	3,69%
Total		15 869 073	100%

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

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

Number of Driver Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Sep-23	5 353 635	2 453 932	2 272 908	1 095 485	727 742	1 159 549	710 327	1 203 297	280 123	15 256 998
Sep-24	5 650 758	2 539 897	2 337 456	1 122 470	745 226	1 197 003	741 806	1 247 744	286 713	15 869 073
Change	297 123	85 965	64 548	26 985	17 484	37 454	31 479	44 447	6 590	612 075
% Change	5,55%	3,50%	2,84%	2,46%	2,40%	3,23%	4,43%	3,69%	2,35%	4,01%

Table 9: Number of driver licences issued per province

All the provinces had increases in the number of driver licenses as shown in the table above.

Gauteng had a 5.55% increase followed by North-West at 4.43% then Limpopo at 3.69% and Kwa-Zulu Natal at 3.50%.

9.3 Professional Driver Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 84 156 (7.30%) from 1 152 732 on 30 September 2023 to 1 236 888 on 30 September 2024. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	Sep-23	Sep-24	Change	% Change
G	6 749	7 952	1 203	17,82%
P G	1 089 361	1 166 788	77 427	7,11%
D G	145	132	-13	-8,97%
D P G	56 477	62 016	5 539	9,81%
Total	1 152 732	1 236 888	84 156	7,30%

Table 10: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

The Goods category increased by 17.82% followed by dangerous goods, passenger and goods at 9.81%.

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
Sep-23	337 594	208 432	161 641	85 449	62 607	106 929	63 307	99 398	27 375	1 152 732
Sep-24	393 822	211 659	164 206	94 831	64 969	111 485	57 519	111 714	26 683	1 236 888
Change	56 228	3 227	2 565	9 382	2 362	4 556	-5 788	12 316	-692	84 156
% Change	16,66%	1,55%	1,59%	10,98%	3,77%	4,26%	-9,14%	12,39%	-2,53%	7,30%

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

At a provincial level, North-West and Northern Cape decreased by 9.14% and 2.53% respectively. Other seven provinces had increases in the issued PrDP's. Gauteng had the highest increase at 16.66% followed by Limpopo at 12.39% then Eastern Cape at 10.98%.

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