Road Traffic Management Corporation

State of Road Safety Report: Quarter 3

October - December

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

List of Tables

List of Graphs

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 October to December 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 October 2024 to December 2024 a total of 3 132 fatalities and 2 768 fatal crashes were recorded. During the period October 2023 to December 2023 a total of 3 132 fatalities and 2 655 fatal crashes were recorded. This s a 3.86% (121) increase in fatalities and 4.26% (113) increase in fatal crashes.

Pedestrian fatalities made up 42.6% in 2024 and 42.5% in 2023. Age group 25 to 44 made up 52% of fatalities in 2024 and 47% in 2023. In both 2023 and 2024 46% of fatal crashes occurred on Saturday and Sunday. In 2024 40% of fatal crashes occurred between 17:00 and 23:00 and in 2023 39% of fatal crashes occurred during the same period.

The number of registered vehicles increased by 1.69% (222 083) from 13 133 035 in 2023 to 13 355 118 in 2024. Gauteng had the largest population of vehicles at 38.41% followed by Western Cape at 16.41%.

The number of learner driver licenses issued increased by 31 625 (2.88%) from 1 099 954 end December 2023 to 1 1131 579 end December 2024.

The number of driver licenses issued increased by 614 882 (4.00%) from 15 376 494 on 31 December 2023 to 15 991 376 on 31 December 2024. Gauteng had the highest number of driver licences at 35.65% followed by KwaZulu Natal at 16.01% and Western Cape at 14.72%.

The number of Professional Driving Permits (PrDP's) issued increased by 67 684 (5.75%) from 1 176 987 on 31 December 2023 to 1 244 671 on 31 December 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 October to December 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 injurie).

4. FATAL ROAD CRASH ANALYSIS

This section compares fatal road crashes for the third quarter of 2023/2024 to the third 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 third quarter of financial year 2023/2024 and third quarter of financial year 2024/2025. There was an increase of 113 (4.26%) fatal crashes in third quarter of 2024/2025 when compared to the third quarter of 2023/2024. The highest percentage increases were in North-West at -30.77% followed by Free State at 22.30% and KwaZulu Natal at 11.84%. Percentage decreases were in Western Cape at -13.48% followed by Northern Cape at -12.79% then Gauteng at -2.66%.

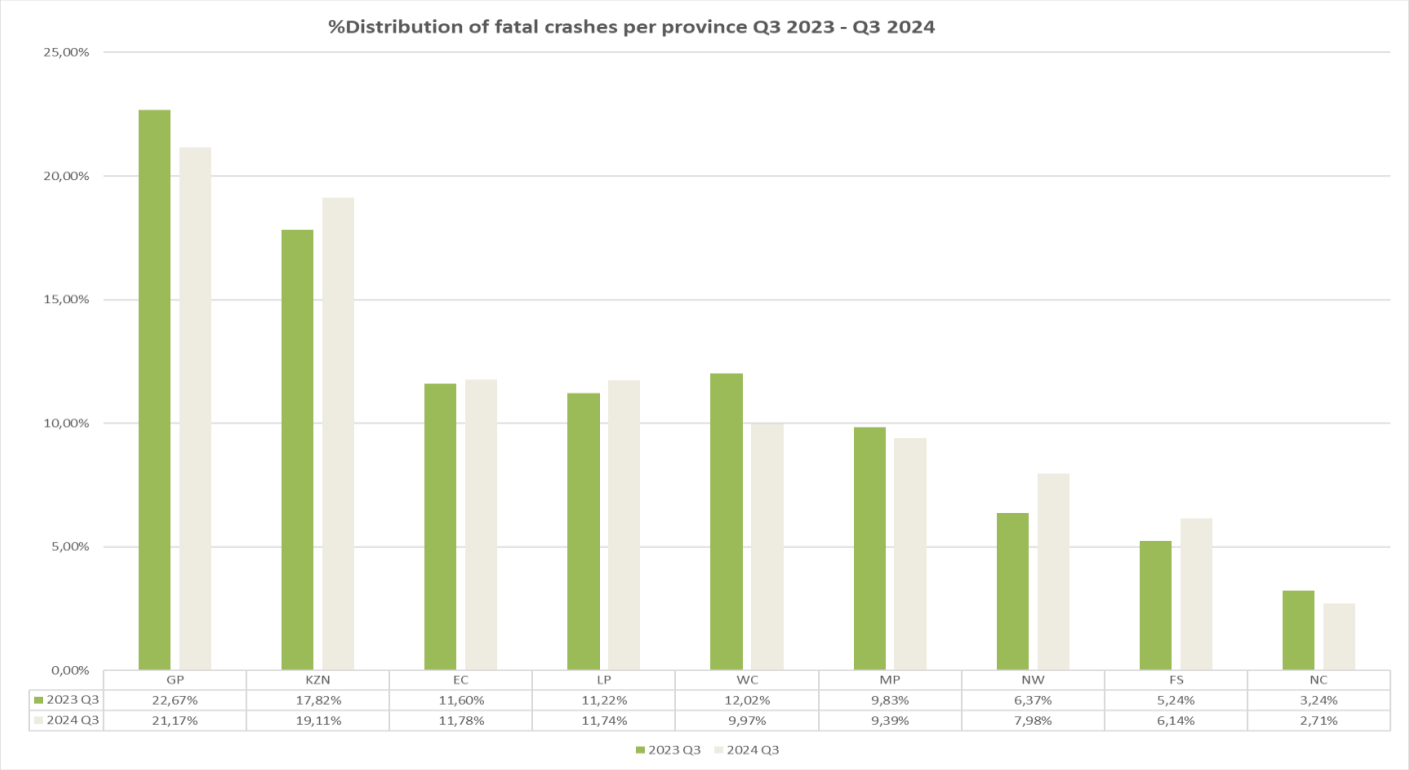
FATAL CRASHES										
Quarter	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2023 Q3	308	139	602	473	298	261	86	169	319	2655
2024 Q3	326	170	586	529	325	260	75	221	276	2768
CHANGE	18	31	-16	56	27	-1	-11	52	-43	113
%CHANGE	5,84%	22,30%	-2,66%	11,84%	9,06%	-0,38%	-12,79%	30,77%	-13,48%	4,26%

Table 1: Number of fatal crashes per province

Graph 1 below indicates the percentage distribution per province of fatal crashes for the third quarters of 2023/2024 and 2024/2025. The highest contributors to fatal crashes during the third quarter of financial year 2024/2025 in percentage were Gauteng at 21.17%, Kwa-Zulu Natal at 19.11%, Eastern Cape 11.78% and Limpopo at 11.74%. These four provinces contributed 64% of crashes during the third quarter of financial year 2024/2025.

The highest contributors to fatal crashes during the third quarter of financial year 2023/2024 in percentage were Gauteng at 22.67%, Kwa-Zulu Natal at 17.82%, Western Cape at 12.02%, Eastern Cape 11.60% and Limpopo at 11.22%. These five provinces contributed 75% of crashes during the third quarter of financial year 2023/2024.

Gauteng and Kwa-Zulu Natal contributed at least 40% of fatal crashes during the third quarter of both financial years.

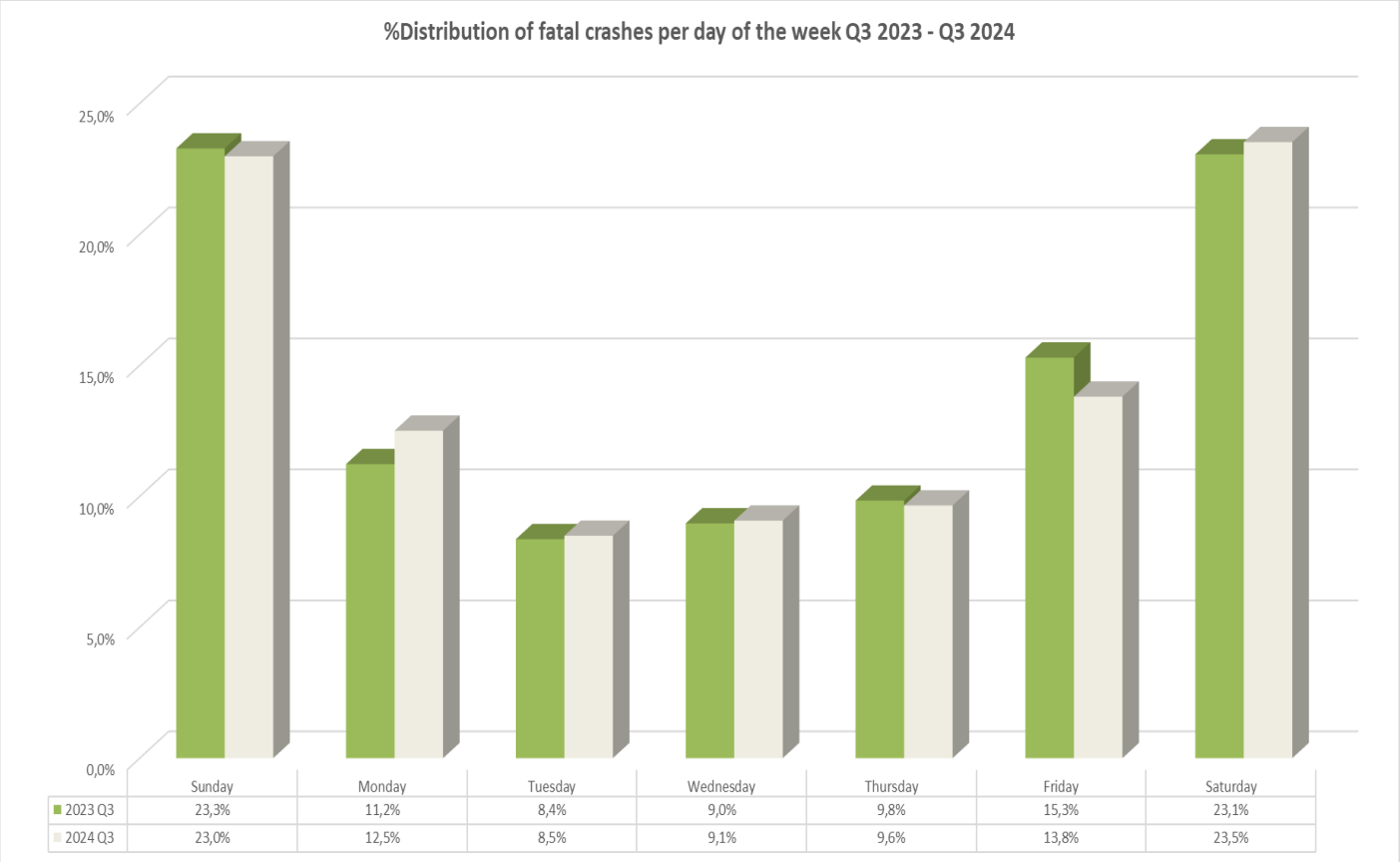


	GP	KZN	EC	LP	WC	MP	NW	FS	NC
2023 Q3	22,67%	17,82%	11,60%	11,22%	12,02%	9,83%	6,37%	5,24%	3,24%
2024 Q3	21,17%	19,11%	11,78%	11,74%	9,97%	9,39%	7,98%	6,14%	2,71%

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 were days with most fatal crashes recorded compared to other days. For the third quarter of both financial years 46% of fatal crashes occurred over these two days, and 26% of fatal crashes occurred on Mondays and Fridays.



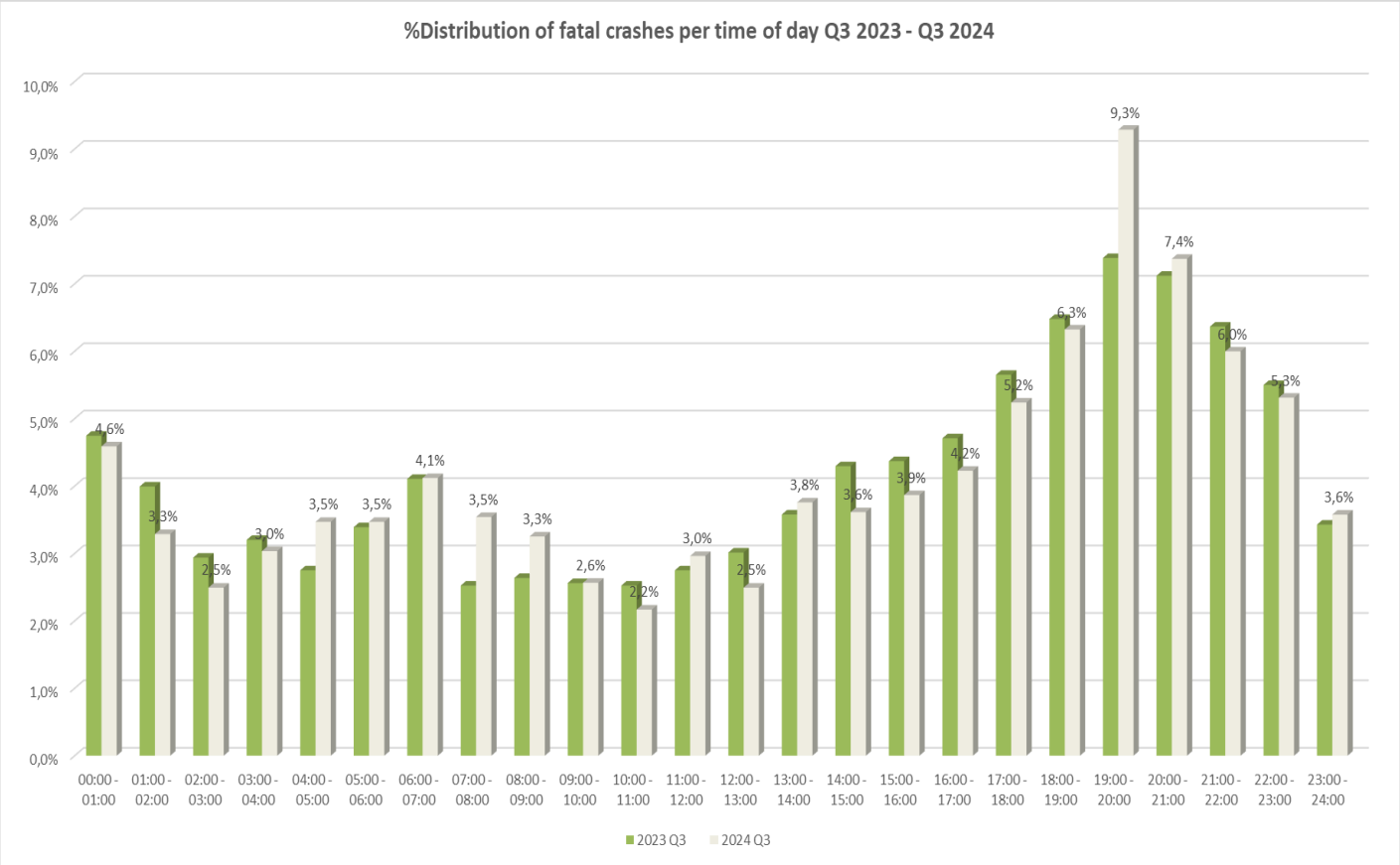
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2023 Q3	23,3%	11,2%	8,4%	9,0%	9,8%	15,3%	23,1%
2024 Q3	23,0%	12,5%	8,5%	9,1%	9,6%	13,8%	23,5%

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 23:00 during the third quarter of both financial years. The peak period was between 19:00 and 20:00 in both years.

The period between 16:00 and 23:00 contributed 43% of all crashes in both years.

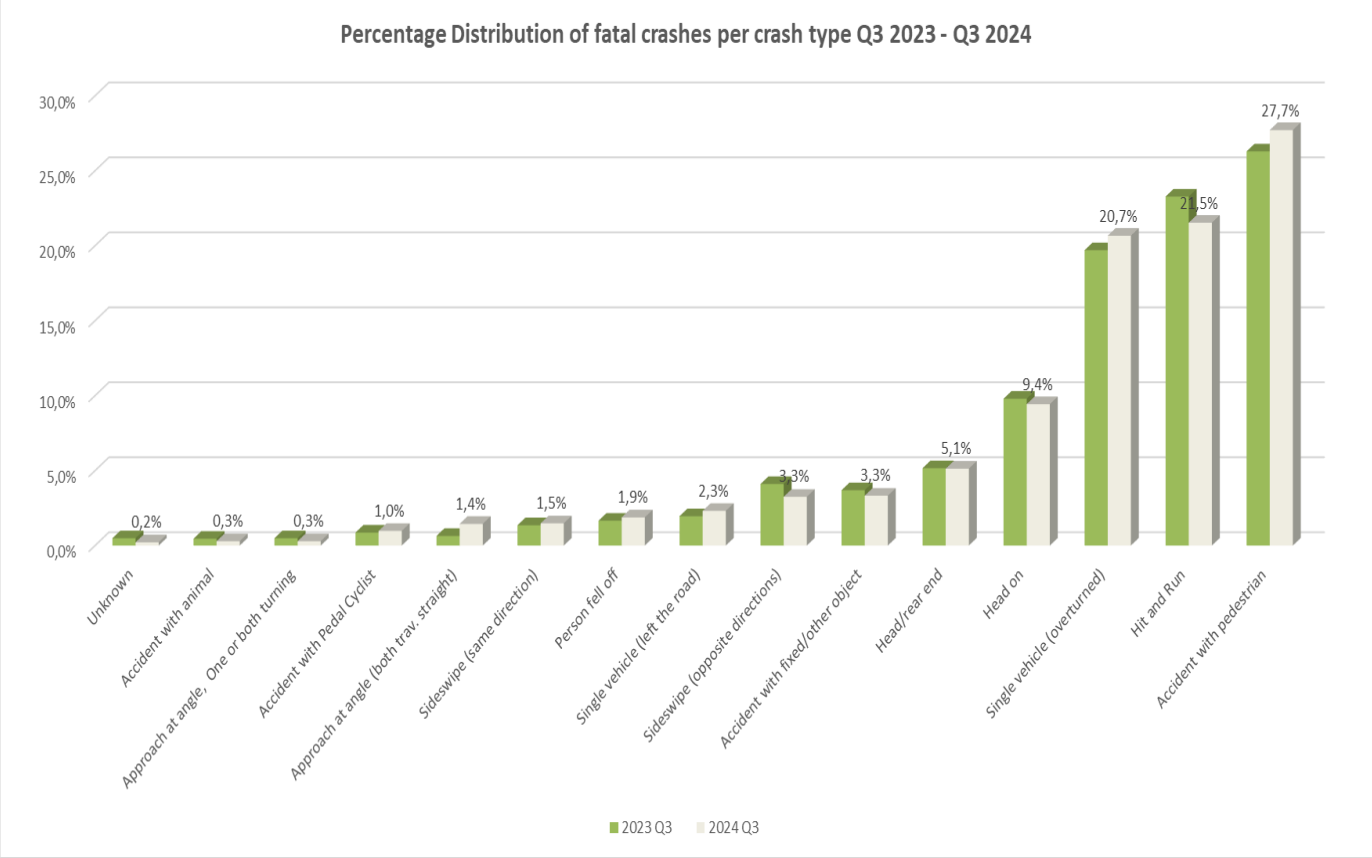


Graph 3: Percentage distribution of fatal crashes per time of day

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 five crash types were with pedestrians at 27.7%, Hit and Run at 21.5%, single vehicle overturned at 20.7%, head on collisions at 9.4% and head/rear collisions at 5.1% during third quarter of 2024/2025 financial year. Hit and runs and accident with pedestrians accounted for 49% of crash types during the third quarter of 2024/2025.

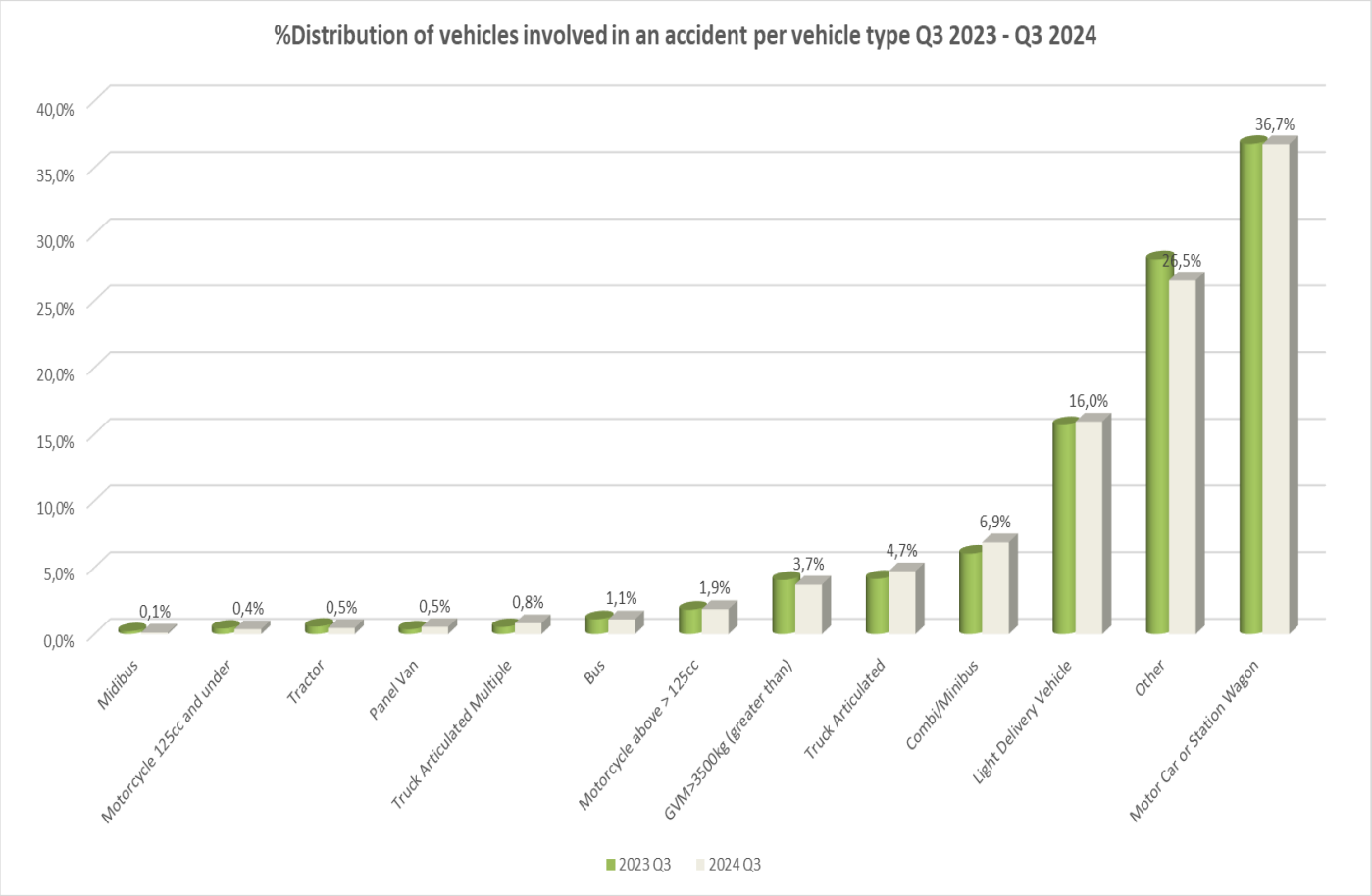
During third quarter of 2023/2024 financial year the top five crash types were with pedestrians at 26.3%, Hit and Run at 23.3%, single vehicle overturned at 19.7%, head on collisions at 9.8% and head/rear collisions at 5.2% during third quarter of 2023/2024 financial year. Hit and runs and accident with pedestrians accounted for 49% of crash types during the third quarter of 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 36.7% in the third quarter of 2024/2025 and 36.8% in 2023/2024. Light delivery vehicles contributed 16.0% in third quarter of 2024/2025 and 15.7% in 2023/2024.

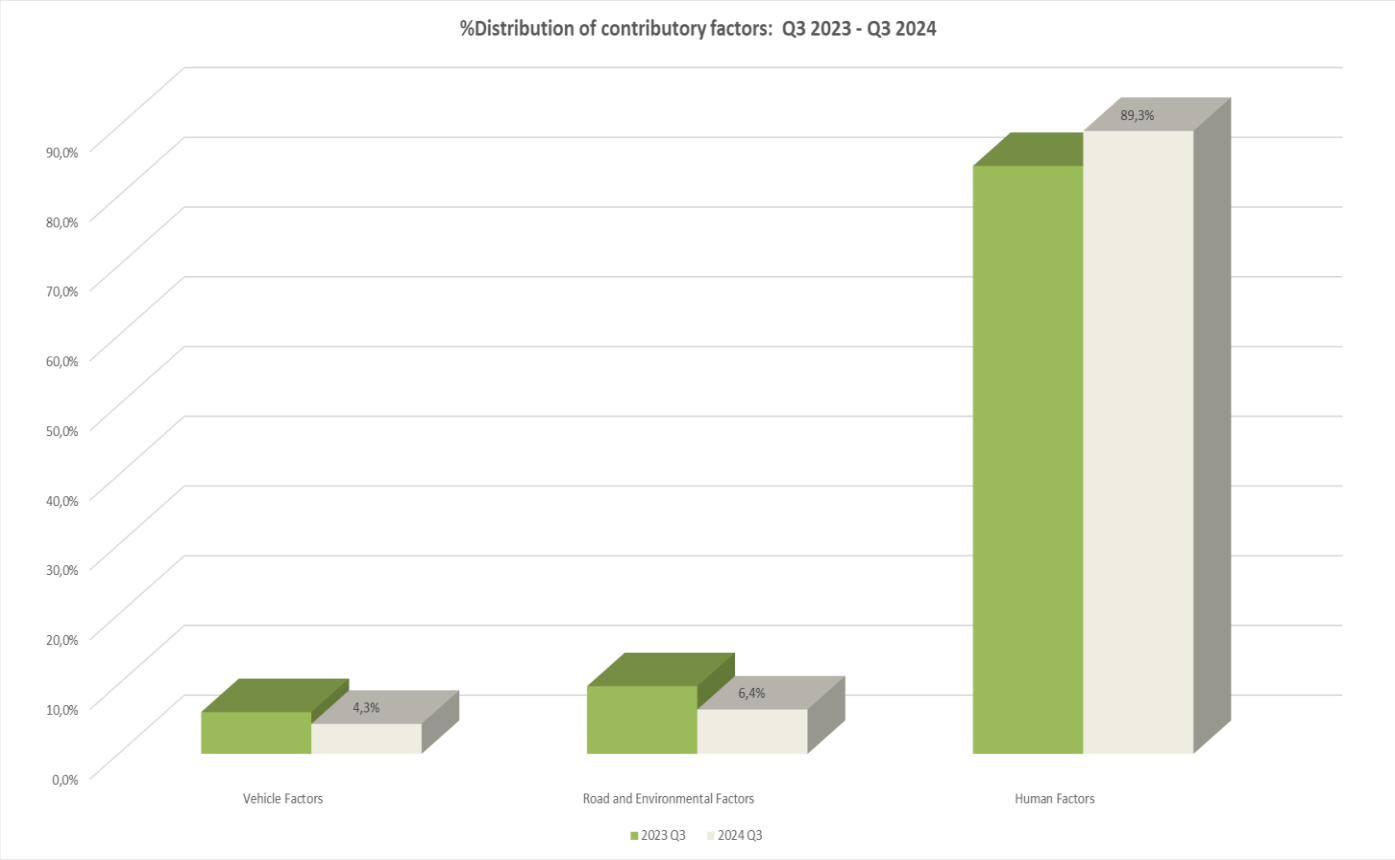


Graph 5: Percentage distribution of fatal crashes per vehicle type

5. CONTRIBUTORY FACTORS

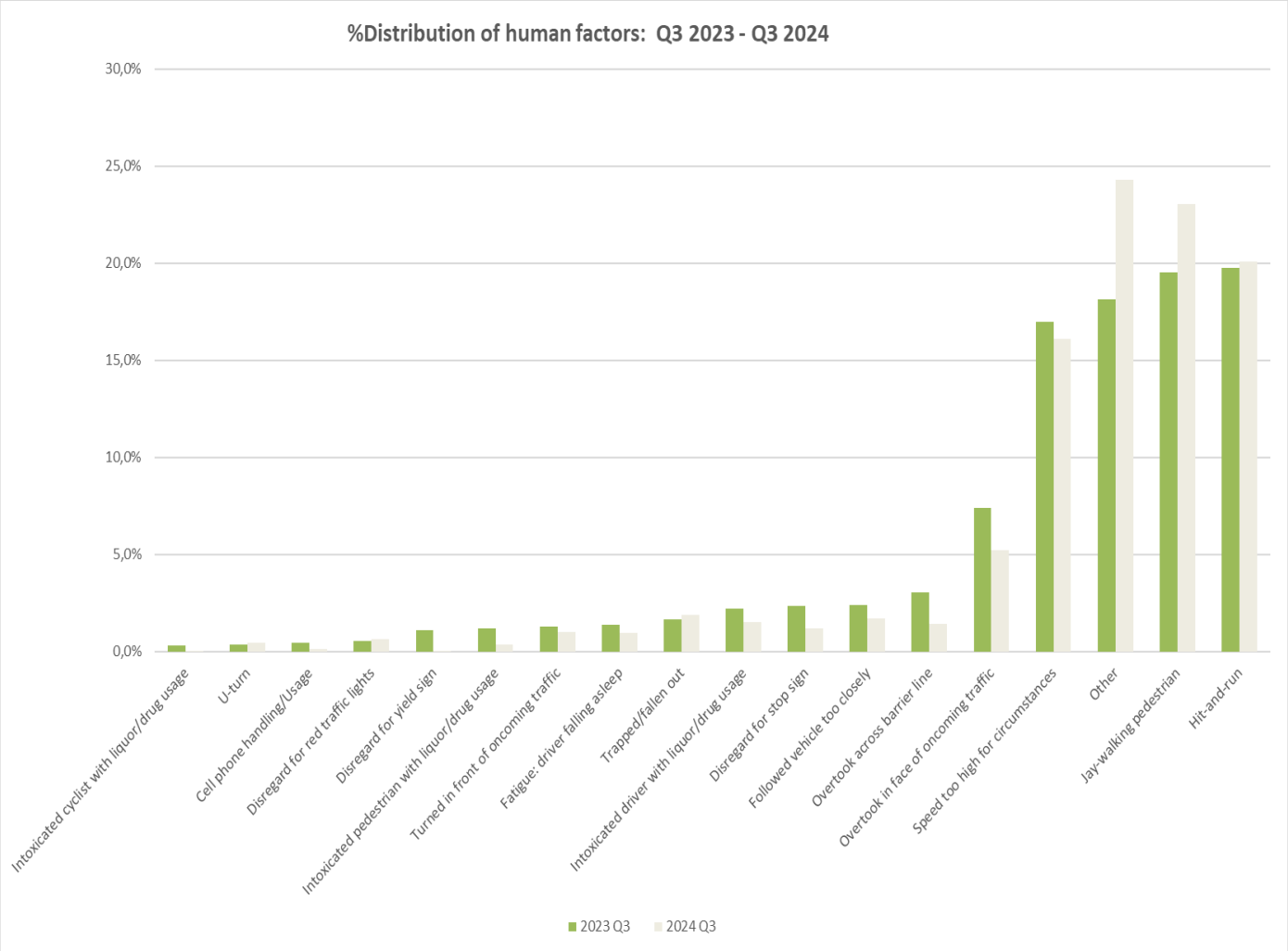
The contributory factors to fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and 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 third quarter of 2024/2025 human factors contributed 88.3% to fatal crashes and 84.3% in 2023/2024. Roads and environmental factors contributed 6.4% to fatal crashes in 2024/2025 and 9.7% in 2023/2024. Vehicle factors contributed 4.3% to fatal crashes in 2024/2025 and 6.0% in 2023/2024.



Graph 6: Comparison of contributory factors

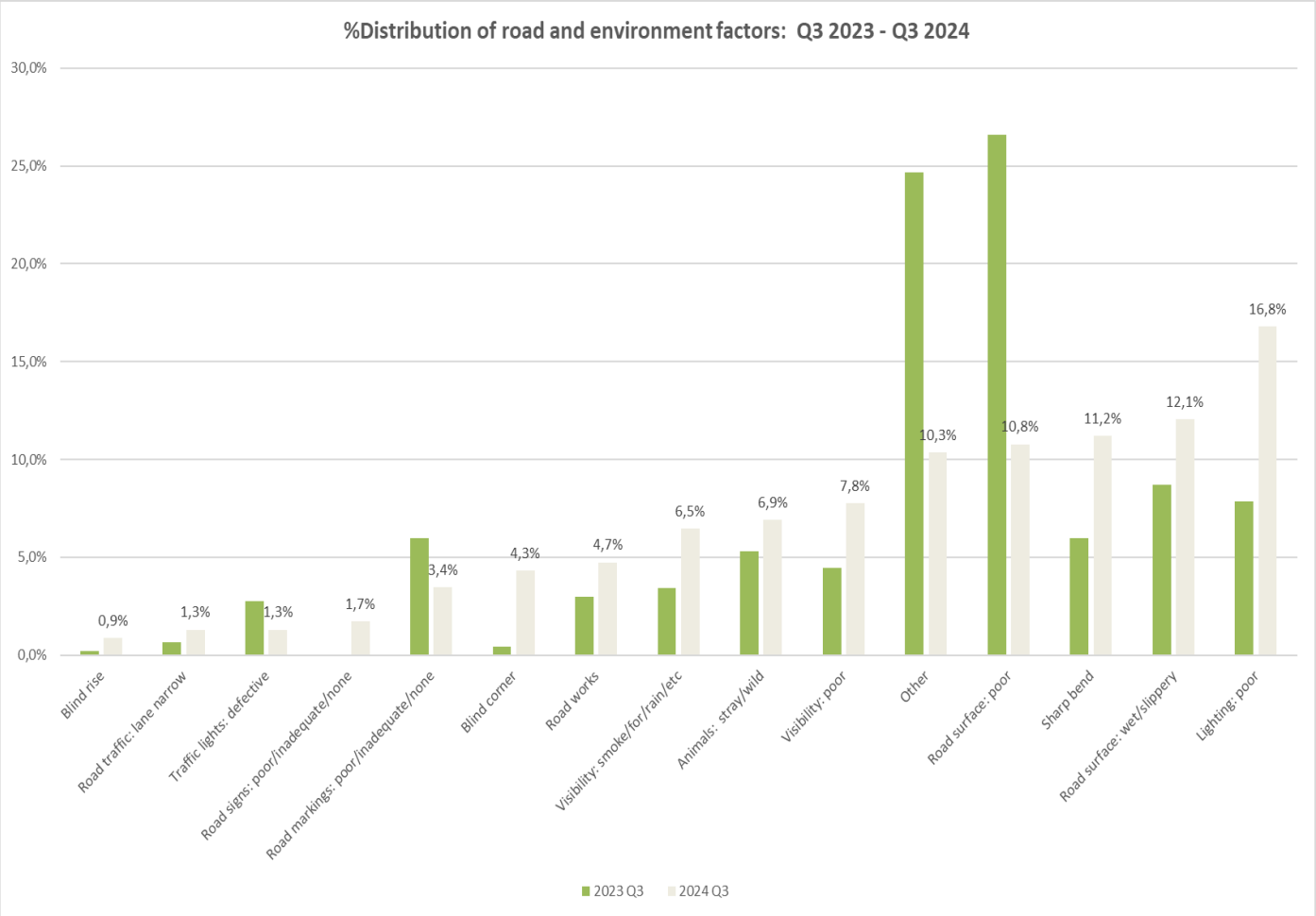
From graph 7 below the top two human factors contributing a combined 43.4% in 2024/2025 and 39% in 2023/2024 were jaywalking and hit and run. Jaywalking was at 23% in third quarter of 2024/2025 and 20% in 2023/2024 Hit-and-run at 20% in third quarter 2024/2025 and 20% in 2023/2024. Speed as a contributory factor to fatal crashes was at 16% in 2024/2025 and 17% in 2023/2024.



Graph 7: Percentage distribution of human factors

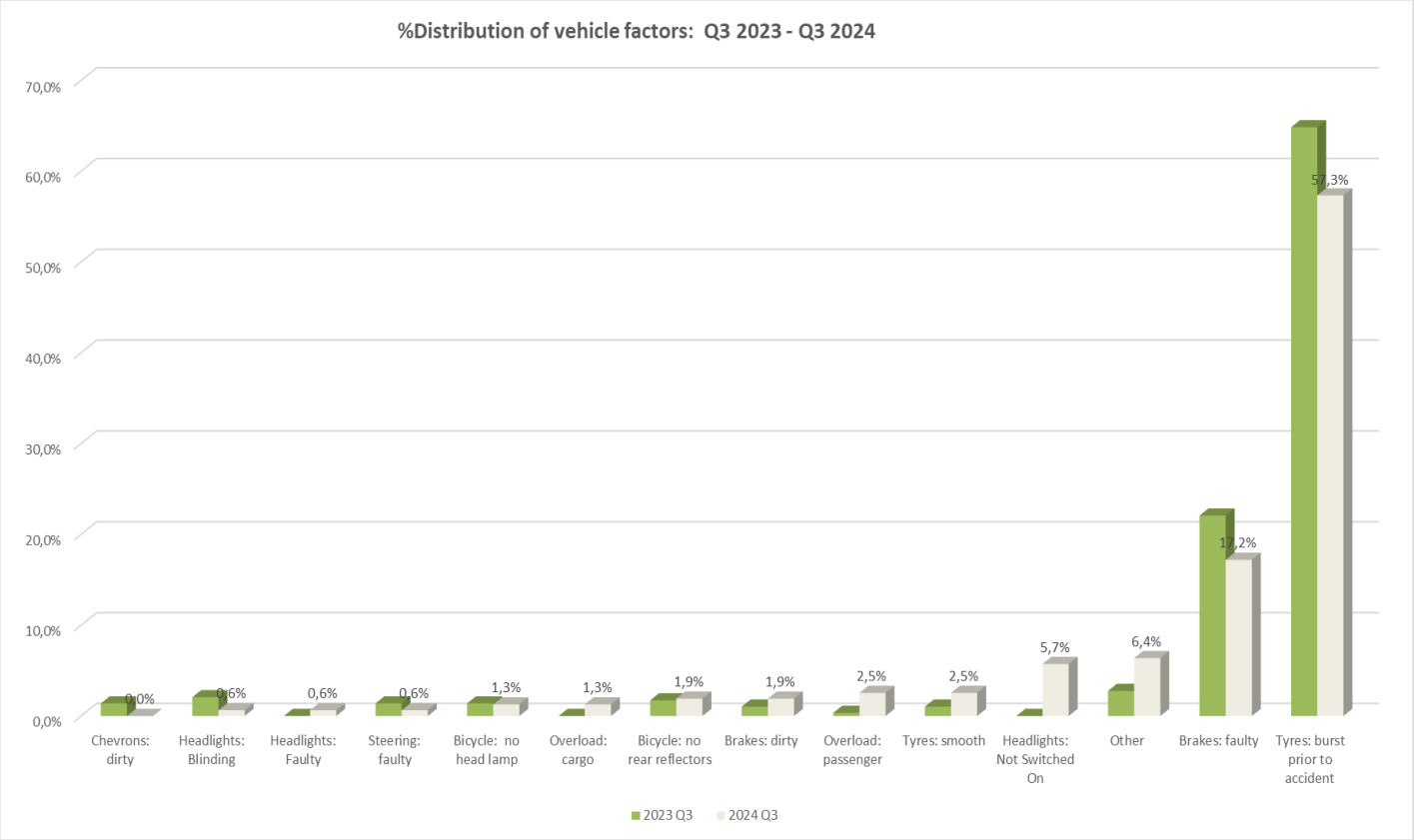
Graph 8 below shows the top four environmental and road factors being poor lighting at 16.8%, slippery road surface at 12.1%, sharp bend at 11.2% and poor road surface at 10.8% third quarter 2024/2025.

During third quarter 2023/2024 the four factors were: poor road surface at 26.6%, slippery road surface at 8.7%, poor lighting 7.9% and sharp bend at 6.0%.



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 57.3% during the third quarter of 2024/2025 and 64.8% in 2023/2024. The second largest contributor for bort period was faulty brakes at 17.2% in 2024/2025 and 22.1% in 2023/2024.



Graph 9: Percentage distribution for vehicle factor

6. ROAD FATALITIES ANALYSIS

The section covers road fatalities for the third 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 third quarter of financial year 2023/2024 and third quarter of financial year 2024/2025. There was an increase of 121 (3.86%) fatal crashes in third quarter of 2024/2025 when compared to the third quarter of 2023/2024. The highest percentage increases were in North-West at -52.41% followed by Free State at 25.42% and KwaZulu Natal at 11.36%. Percentage decreases were in Northern Cape at -17.59% followed by Western Cape at -13.64%, Mpumalanga 12.46% then Gauteng at -7.42%.

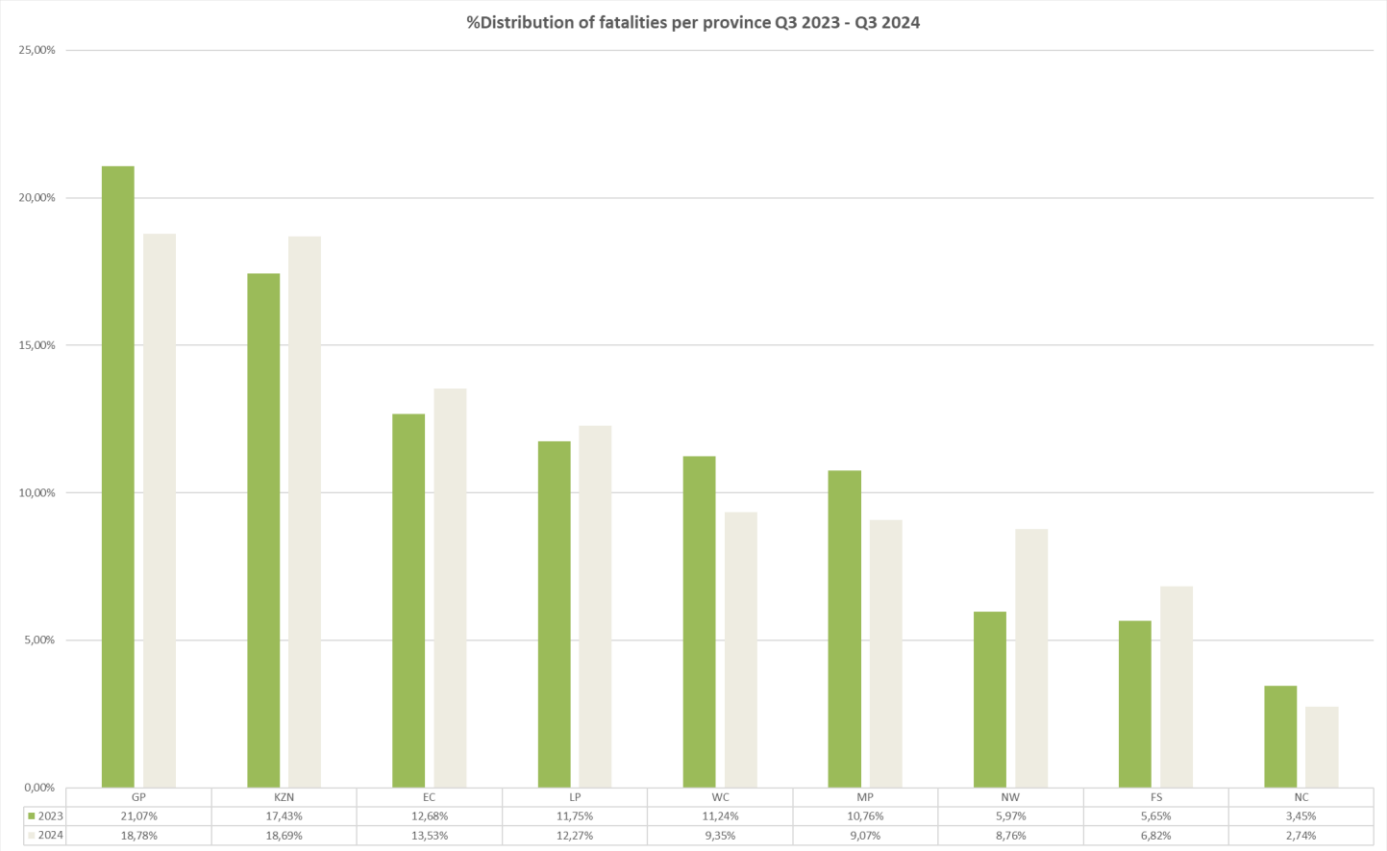
FATALITIES										
Quarter	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2023 Q3	397	177	660	546	368	337	108	187	352	3132
2024 Q3	440	222	611	608	399	295	89	285	304	3253
CHANGE	43	45	-49	62	31	-42	-19	98	-48	121
%CHANGE	10,83%	25,42%	-7,42%	11,36%	8,42%	-12,46%	-17,59%	52,41%	-13,64%	3,86%

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

Graph 10 below indicates the percentage distribution per province of fatalities for the third quarters of 2023/2024 and 2024/2025. The highest contributors to fatalities during the third quarter of financial year 2024/2025 in percentage were Gauteng at 18.78%, Kwa-Zulu Natal at 18.69%, Eastern Cape 13.55% and Limpopo at 12.27%. These four provinces contributed 63% of crashes during the third quarter of financial year 2024/2025.

The highest contributors to fatalities during the third quarter of financial year 2023/2024 in percentage were Gauteng at 21.07%, Kwa-Zulu Natal at 17.43%, Eastern Cape 12.68% and Limpopo at 11.75%. These four provinces contributed 63% of fatalities during the third quarter of financial year 2023/2024.

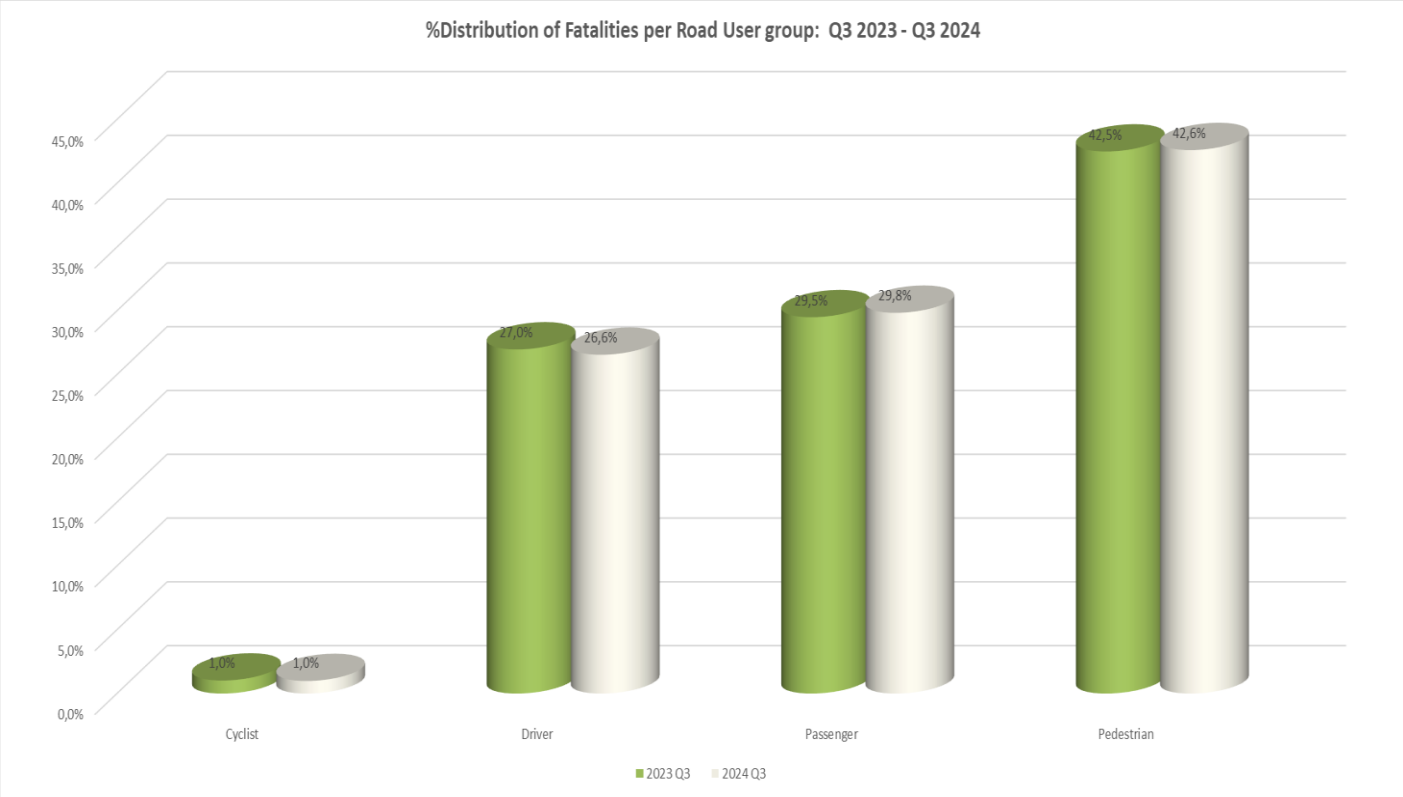
Gauteng and Kwa-Zulu Natal contributed at least 38% of fatal crashes during the third quarter of both financial years.



Graph 10: Percentage distribution of fatalities per province

6.2 Number of Fatalities per Road User Group

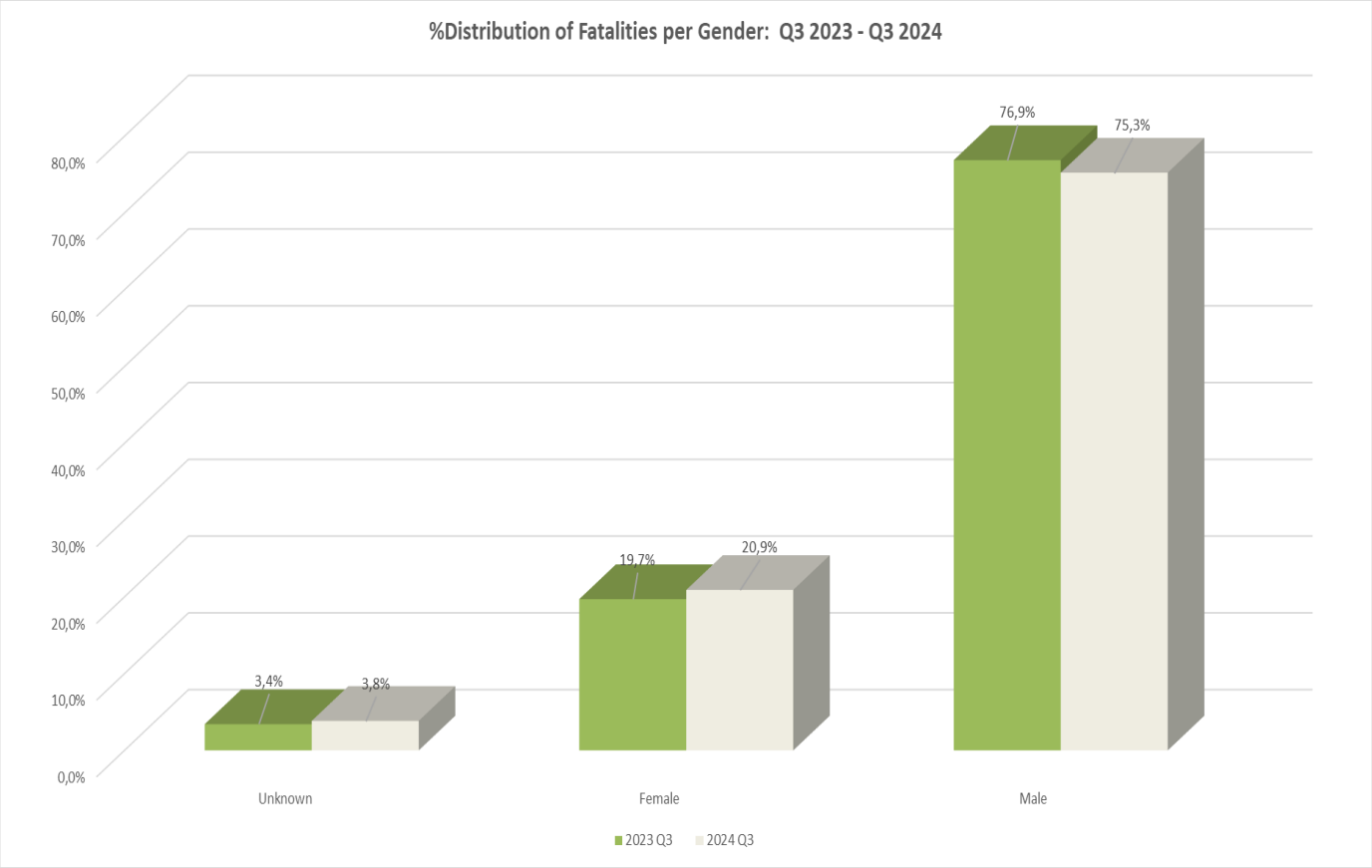
The percentage distribution of fatalities for various road user groups are reflected in graph 11 below. Pedestrians made 43%, passenger 30%, driver 27% and cyclist 1% of road fatalities for both periods.



Graph 11: Percentage distribution of fatalities per road user

6.3 Number of Fatalities per Gender

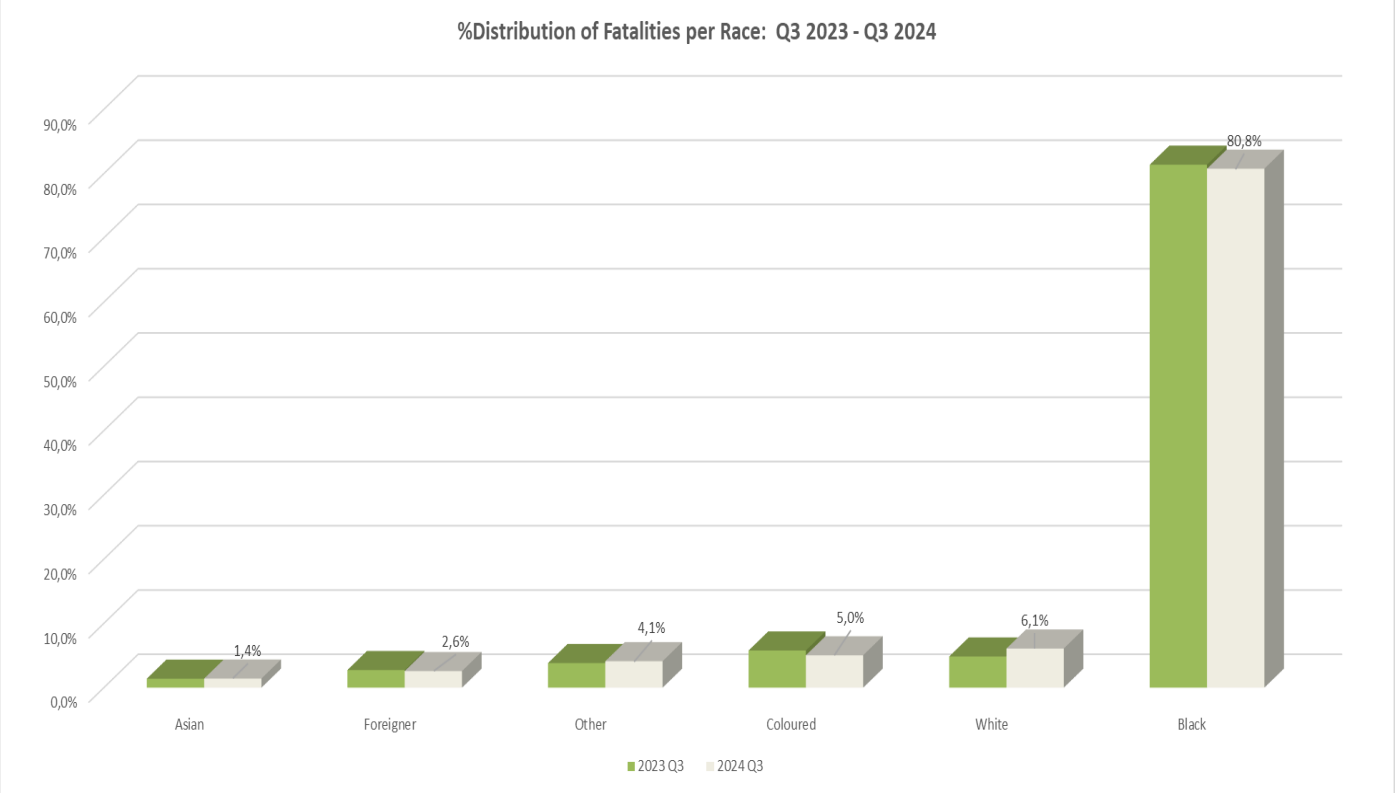
Graph 12 below shows the trends for fatalities per gender for the two quarters under review. Males make up more than three quarters of road fatalities.



Graph 12: Percentage distribution of fatalities per gender

6.4 Number of Fatalities per Race Group

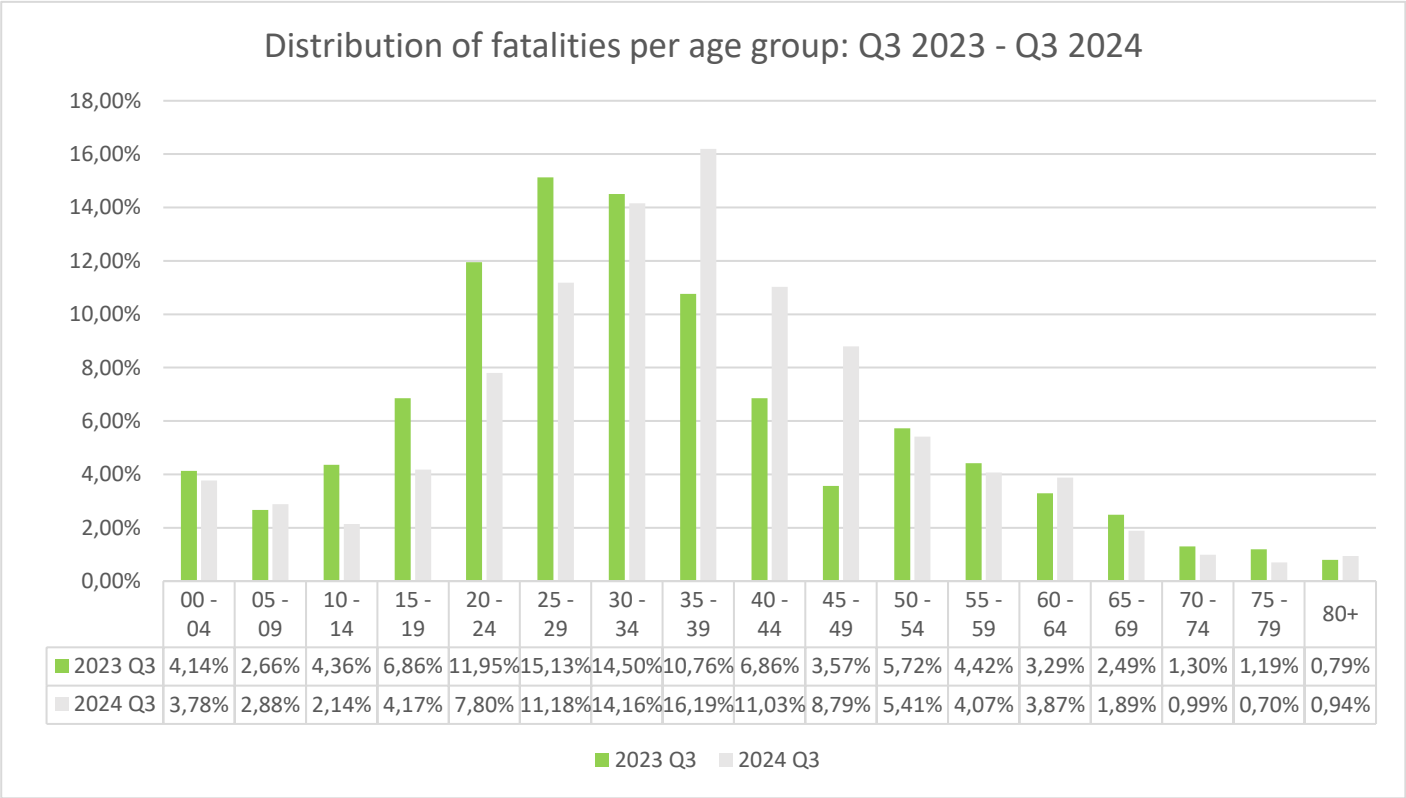
Graph 13 below shows trends for fatalities per race for the two quarters. At least 80% of road fatalities were blacks.



Graph 13: Percentage distribution of fatalities per race

6.5 Road user group fatalities per age group

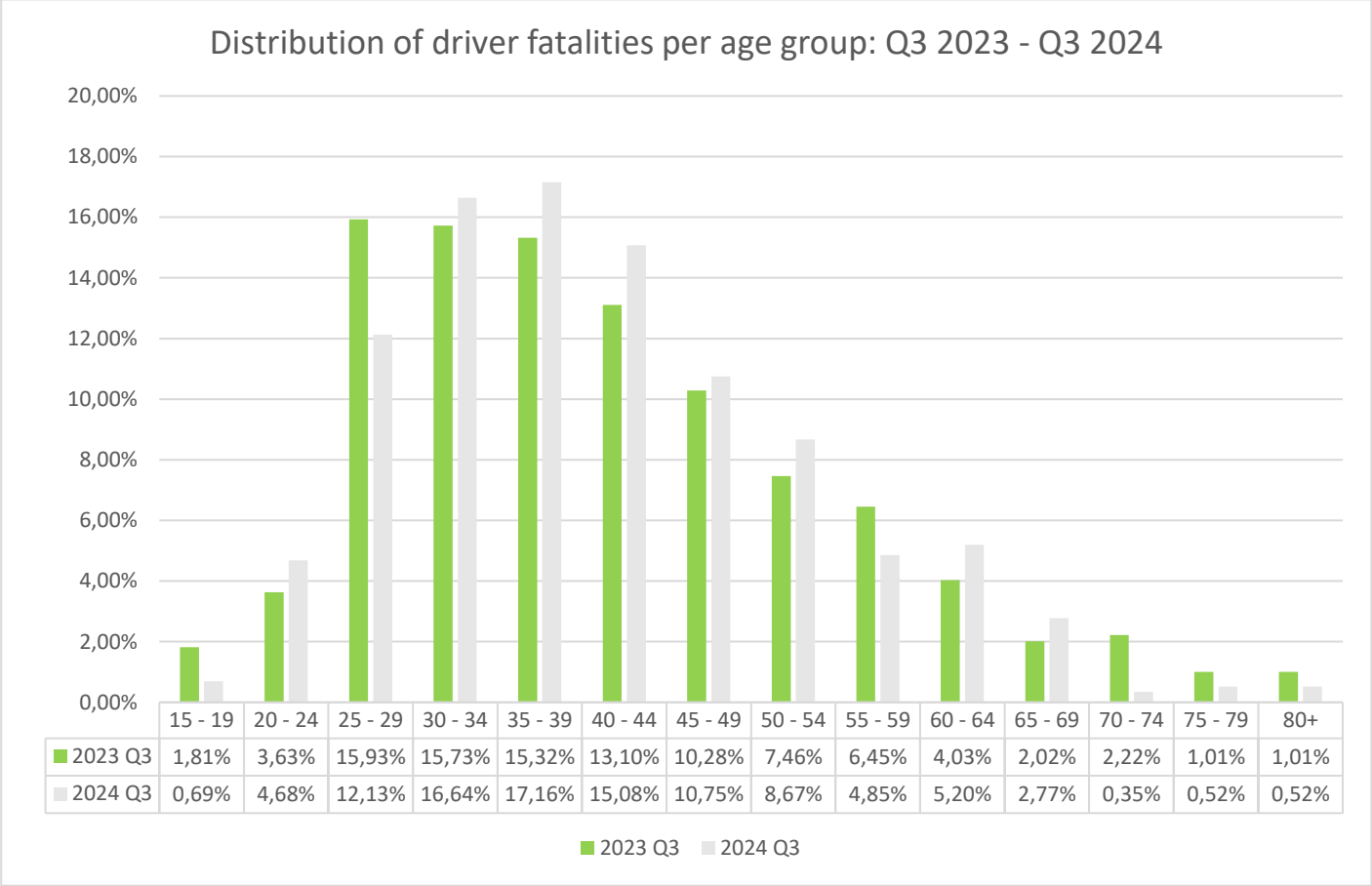
Graph 14 below shows information on fatalities per age for the period October to December 2023 and 2024. The graph shows that 52.56% of road user fatalities were between the ages of 25 and 44 during the third quarter of 2024/2025 and 47.25% during the third quarter of 2023/2024.



	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023 Q3	4,14%	2,66%	4,36%	6,86%	11,95%	15,13%	14,50%	10,76%	6,86%	3,57%	5,72%	4,42%	3,29%	2,49%	1,30%	1,19%	0,79%
2024 Q3	3,78%	2,88%	2,14%	4,17%	7,80%	11,18%	14,16%	16,19%	11,03%	8,79%	5,41%	4,07%	3,87%	1,89%	0,99%	0,70%	0,94%

Graph 14: Percentage distribution of fatalities per age

Graph 15 below shows that more than 61% of driver fatalities were between the ages of 25 and 44 in the third quarter of 2024/2025 and 60% in 20234/2024. Ages between 35 and 39 constitutes 17.16% of driver fatalities in 2024/2025 and 15.32% in 2023/2024 quarter three.



	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023 Q3	1,81%	3,63%	15,93%	15,73%	15,32%	13,10%	10,28%	7,46%	6,45%	4,03%	2,02%	2,22%	1,01%	1,01%
2024 Q3	0,69%	4,68%	12,13%	16,64%	17,16%	15,08%	10,75%	8,67%	4,85%	5,20%	2,77%	0,35%	0,52%	0,52%

Graph 15: Percentage distribution of fatalities per age for drivers

Graph 16 below shows that 44% of passenger fatalities were between the ages of 25 and 44 in the third quarter of 2024/2025 and 54% in 20234/2024. Ages between 35 and 39 constitutes 12.66% of passenger fatalities in 2024/2025 and 15.29% in 2023/2024 quarter three.

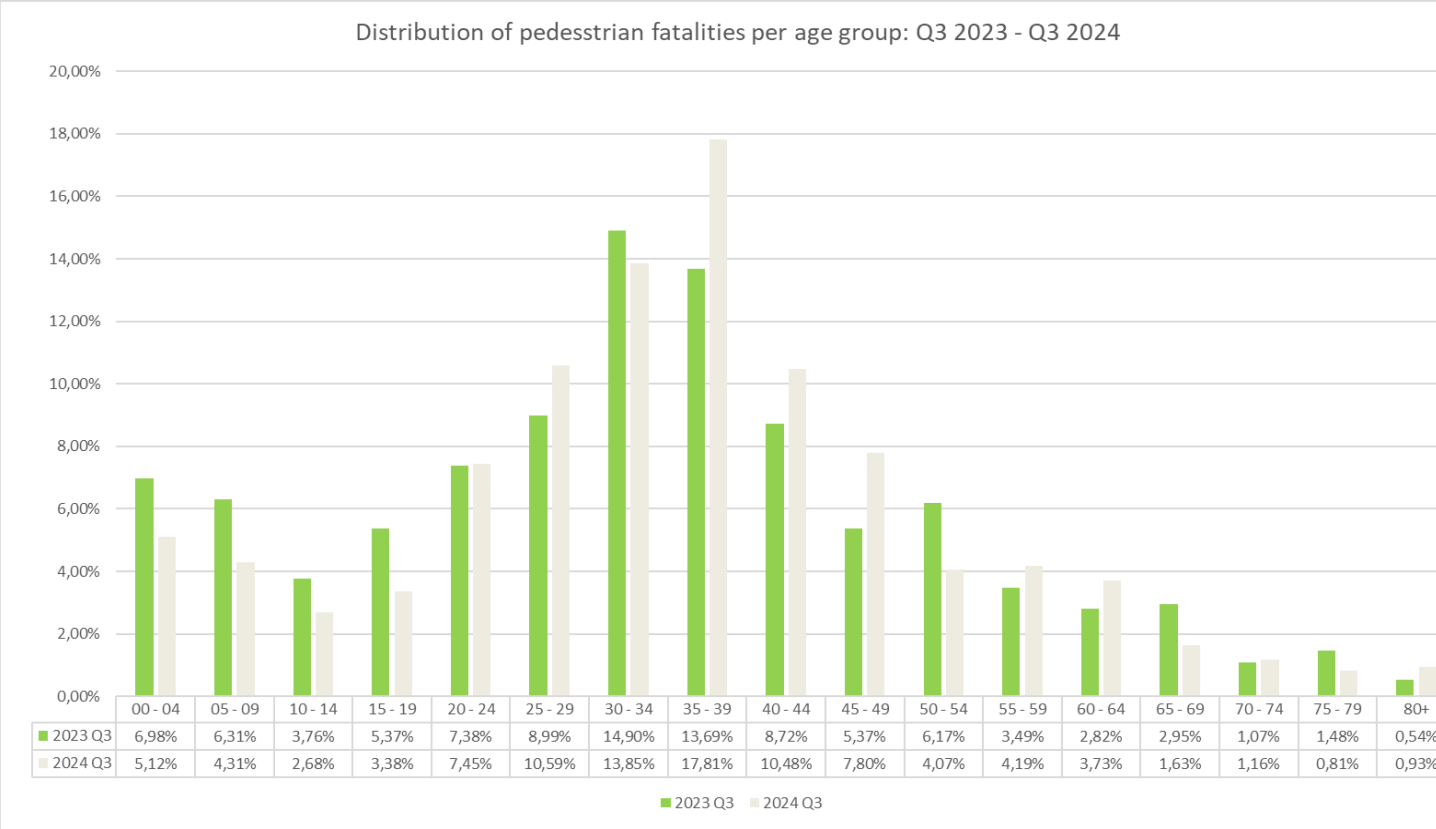
Ages less than 4 years increased from 4.17% to 5.75%, age group 15 to 19 increased 5.29% to 8.86%, age group 20 to 24 increased from 9.02% to 11.39% and age group 45 to 49 increased from 5.49% to 7.95%.

	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023 Q3	4,12%	3,14%	3,53%	5,29%	9,02%	12,35%	14,90%	15,29%	11,37%	5,49%	3,53%	3,92%	2,94%	2,35%	0,78%	0,98%	0,98%
2024 Q3	5,79%	3,80%	3,44%	8,86%	11,39%	11,21%	11,93%	12,66%	7,78%	7,96%	4,16%	3,25%	2,89%	1,45%	1,27%	0,72%	1,45%

Graph 16: Percentage distribution of fatalities per age for passenger

Graph 17 below shows that 52.74% of pedestrian fatalities were between the ages of 25 and 44 in the third quarter of 2024/2025 and 46.31% in 20234/2024. Ages between 35 and 39 constitutes 17.81% of pedestrian fatalities in 2024/2025 and 13.69% in 2023/2024 quarter three.

The highest contributing age group was 35 to 39 at 17.81% 2024/2025 and in 2023/2024 the highest contributing age group was 30 to 34 at 14.90%.



	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023 Q3	6,98%	6,31%	3,76%	5,37%	7,38%	8,99%	14,90%	13,69%	8,72%	5,37%	6,17%	3,49%	2,82%	2,95%	1,07%	1,48%	0,54%
2024 Q3	5,12%	4,31%	2,68%	3,38%	7,45%	10,59%	13,85%	17,81%	10,48%	7,80%	4,07%	4,19%	3,73%	1,63%	1,16%	0,81%	0,93%

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 December 2024 there were 13 355 118 registered vehicles, depicted in table 3 below, per vehicle type.

Number of Registered Vehicles Motorised Vehicles	Number registered Dec-23	Number registered Dec-24	Change	% Change	% of Group Dec-24	% of Total Dec-24
Motorcars	7 794 164	7 949 275	155 111	1,99%	65,73%	59,52%
Minibuses	355 235	355 139	(96)	-0,03%	2,94%	2,66%
Buses	64 982	65 792	810	1,25%	0,54%	0,49%
Motorcycles	349 215	358 817	9 602	2,75%	2,97%	2,69%
LDV's - Bakkies	2 689 310	2 725 606	36 296	1,35%	22,54%	20,41%
Trucks	392 349	398 542	6 193	1,58%	3,30%	2,98%
Other & Unknown	238 955	240 046	1 091	0,46%	1,98%	1,80%
Total Motorised	**11 884 210**	**12 093 217**	**209 007**	**1,76%**	**100,00%**	**90,55%**
Towed Vehicles						
Caravans	95 010	94 304	(706)	-0,74%	7,47%	0,71%
Heavy Trailers	234 448	240 881	6 433	2,74%	19,09%	1,80%
Light Trailers	892 070	899 976	7 906	0,89%	71,32%	6,74%
Other & Unknown	27 297	26 740	(557)	-2,04%	2,12%	0,20%
Total Towed	**1 248 825**	**1 261 901**	**13 076**	**1,05%**	100,00%	9,45%
All Vehicles	**13 133 035**	**13 355 118**	**222 083**	**1,69%**		**100,00%**

Table 3: Number of Registered Vehicles per Type

At the end of December 2024, the number of registered vehicles increased by 1.69% (222 083) from 13 133 035 in 2023 to 13 355 118 in 2024 as depicted in the table above. Within the motorized vehicles category, the highest increase was 2.75% for Motorcycles.

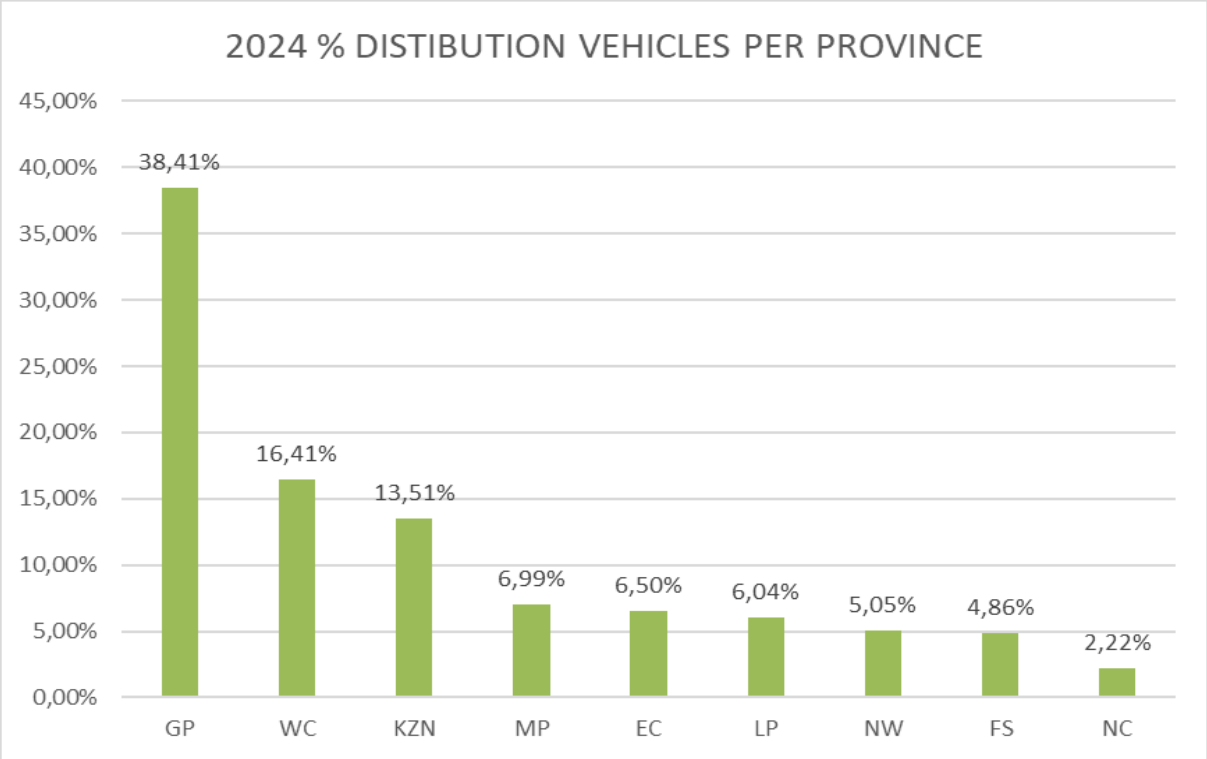
The total motor vehicle population per Province for December 2023 and December 2024 is given in table below.

Number of Registered Vehicles per Province	Number registered Dec-23	Number registered Dec-24	Change	% Change	% of Total Dec-24
GP	5 039 485	5 129 896	90 411	1,8%	38,41%
KZN	1 763 284	1 804 679	41 395	2,3%	13,51%
WC	2 142 628	2 192 069	49 441	2,3%	16,41%
EC	859 167	868 275	9 108	1,1%	6,50%
FS	648 667	649 004	337	0,1%	4,86%
MP	928 611	933 954	5 343	0,6%	6,99%
NW	665 967	674 362	8 395	1,3%	5,05%
LP	789 859	806 596	16 737	2,1%	6,04%
NC	295 367	296 283	916	0,3%	2,22%
RSA	**13 133 035**	**13 355 118**	**222 083**	**1,69%**	**100,00%**

Table 4: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Kwazulu-Natal and Western Cape had the highest increases at 2.3% each followed by Limpopo at 2.1%.

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% 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 2.88% (31 625) from 1 099 954 end December 2023 to 1 131 579 end December 2024. Detail of the number of learner driver licenses issued per category is given in table 5 below.

Number of Learner Licences Issued				
Category	**Dec-23**	**Dec-24**	**Change**	**% Change**
1	42 143	42 112	-31	-0,07%
2	199 792	191 442	-8 350	-4,18%
3	858 019	898 025	40 006	4,66%
Total	**1 099 954**	**1 131 579**	**31 625**	**2,88%**

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 increase of learners enrolled was for category 3 (heavy motor vehicles 40 006 or 4.66%). 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**
Dec-23	371 578	196 617	180 884	52 838	49 624	84 454	46 873	95 675	21 411	**1 099 954**
Dec-24	411 657	189 911	168 728	59 598	44 526	87 541	49 760	98 179	21 679	**1 131 579**
Change	40 079	-6 706	-12 156	6 760	-5 098	3 087	2 887	2 504	268	**31 625**
% Change	10,79%	-3,41%	-6,72%	12,79%	-10,27%	3,66%	6,16%	2,62%	1,25%	**2,88%**

Table 6: Number of learner licences issued per province

Five provinces recorded increases in enrolled learner licences. The highest being Eastern Cape at 12.79% followed by Gauteng at 10.79%.

9.2 Driver Licences Issued

The number of driver licenses issued increased by 614 882 (4.00%) from 15 991 376 on 31 December 2023 to 15 376 494 as of 31 December 2024. Details on the number of driver licenses issued per category is given in table 7 below.

Number of Driving Licences Issued				
Category	**Dec-23**	**Dec-24**	**Change**	**% Change**
A	519 529	530 214	10 685	2,06%
A1	122 352	122 881	529	0,43%
B	3 461 187	3 581 961	120 774	3,49%
C	25 699	26 273	574	2,23%
C1	5 680 724	6 053 259	372 535	6,56%
EB	3 653 597	3 679 271	25 674	0,70%
EC	1 332 301	1 411 978	79 677	5,98%
EC1	581 105	585 539	4 434	0,76%
Total	**15 376 494**	**15 991 376**	**614 882**	**4,00%**

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 6.56% increase followed by EC at 5.98% then B at 3.49%.

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

Category	Description	Number	%
A	Motorcycle > 125 cub.cm	530 214	3,32%
A1	Motorcycle < 125 cub.cm	122 881	0,77%
B	Motor vehicle < 3,5000 kg	3 581 961	22,40%
C	Motor vehicle >16,000 kg	26 273	0,16%
C1	Motor vehicle 3,500 - 16,000 kg	6 053 259	37,85%
EB	Articulated motor vehicle < 16,000 kg	3 679 271	23,01%
EC	Articulated vehicle > 16,000 kg	1 411 978	8,83%
EC1	Articulated vehicle 3,500 - 16,000 kg	585 539	3,66%
Total		**15 991 376**	**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 Driving Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Dec-23	5 401 457	2 475 440	2 289 006	1 100 245	731 035	1 168 683	714 896	1 213 927	281 805	**15 376 494**
Dec-24	5 701 641	2 559 939	2 353 675	1 128 480	749 022	1 206 012	746 475	1 257 799	288 333	**15 991 376**
Change	300 184	84 499	64 669	28 235	17 987	37 329	31 579	43 872	6 528	**614 882**
% Change	5,56%	3,41%	2,83%	2,57%	2,46%	3,19%	4,42%	3,61%	2,32%	**4,00%**

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 5.56% increase followed by North-West at 4.42% then Limpopo at 3.61% and Kwa-Zulu Natal at 3.41%.

9.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 67 683 (5.75%) from 1 244 670 on 31 December 2023 to 1 176 987 on 31 December 2024. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	**Dec-23**	**Dec-24**	**Change**	**% Change**
G	7 008	8 163	1 155	16,48%
P G	1 111 802	1 173 661	61 859	5,56%
D G	140	117	-23	-16,43%
D P G	58 037	62 729	4 692	8,08%
Total	**1 176 987**	**1 244 670**	**67 683**	**5,75%**

Table 10: Number of PrDP's issued

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

The Goods category increased by 16.48% followed by dangerous goods, passenger and goods at 8.08%.

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**
Dec-23	348 819	211 465	164 815	88 431	63 510	107 561	64 028	100 630	27 728	**1 176 987**
Dec-24	395 925	211 727	167 374	96 055	65 154	111 707	57 998	111 621	27 110	**1 244 671**
Change	47 106	262	2 559	7 624	1 644	4 146	-6 030	10 991	-618	**67 684**
% Change	13,50%	0,12%	1,55%	8,62%	2,59%	3,85%	-9,42%	10,92%	-2,23%	**5,75%**

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

At a provincial level, Northwest and Northern Cape decreased by 9.42% and 2.23% respectively. The other seven provinces had increases in the issued PrDP's. Gauteng had the highest increase at 13.50% followed by Limpopo at 10.92%.

Compiled by

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

Recommended by

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

Approved by

……
Advocate Makhosini Msibi
Chief Executive Officer
Date:

Road Traffic Management Corporation
Eco Origin Office Park, Block F
349 Witch-Hazel Street
Highveld Ext 79
Tell: 012 999 5200

.....

Want to know more about the RTMC - visit www.rtmc.co.za