Road Traffic
Management Corporation

The STATE OF ROAD SAFETY IN SOUTH AFRICA

JANUARY 2024 TO DECEMBER 2024

"EVERY SUNRISE BEGINS WITH NEW EYES"

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 Technical 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

This review of the State of Road Safety covers 12 months, from 1 January 2024 to 31 December 2024. The report compares 2023 and 2024 calendar years vehicle population, driver population, road safety performance, road crash statistics and cost of crashes.

The vehicle population increased by 1,69% from 13 133 035 in 2023 to 13 355 118 in 2024. Issued driver licences increased by 4,00% from 15 376 494 in 2023 to 15 991 376 in 2024.

A total of 69 980 speed operations with 685 835 notices issued and 2 451 arrests were conducted in 2024; compared to 67 107 speed operations with 332 836 notices issued and 1 083 arrests in 2023.

A total of 14 659 alcohol operations were conducted, resulting in 17 000 arrests; compared to 15 765 alcohol operations were conducted, resulting in 12 338 arrests.

A total of 10 130 awareness interventions compared to 9 295 in 2023; and 6 521 school interventions compared to 6 389 in 2023 were carried out.

Fatal crashes increased by 1.56% from 10 180 in 2023 to 10 339 in 2024.

Fatalities increased by 2.43% from 11 883 in 2023 to 12 172 in 2024.

The rate of fatalities per 100 000 registered cars increased from 90.48 in 2023 to 91.48 in 2024; and the rate of fatalities per 100 000 people decreased from 19.39 in 2023 to 19.32 in 2024.

Forty-five per cent of road user fatalities are pedestrians. Male fatalities account for three quarters of all road fatalities. Death of children between 0 to 14 years accounts for 10,2% of fatalities and 40,9% for the age group 25 to 39. Fifty eight percent of pedestrian fatalities occurred between Friday and Sunday for both years.

The estimated cost of crashes increased from R205.15b in 2023 to R217.53b in 2024.

The target was to have reduced fatalities by 3 171(22.5%) by end 2024. A reduction 1 899(12.5%) has been achieved.

The most vulnerable road users being pedestrians remain a challenge at 45% of all road users in both years. Road safety initiatives will be intensified, focusing on this road user group.

2 Introduction

This report aims to provide an overview of the state of road safety in South Africa from 1 January 2024 to 31 December 2024. The Road Traffic Management Corporation (RTMC), Act No. 20 of 1999, mandates the RTMC to report on road crashes in South Africa.

2.1 NRSS Target

The NRSS 2016–2030 set a target of reducing fatalities in the country by 50% by 2030 from 13 967 fatalities recorded in 2010. Figure 1 below, shows the rate of reduction, which ramps up as systems and operations are streamlined.

The other NRSS 2016–2030 target is to reduce serious injuries by 50% by 2030. Due to the limited data that is currently collected, this target is not measured; however, the progress towards attainment of the target to reduce fatalities by 50% by 2030 is presented in the Figure 1 below. From this figure the target was to be at 10 900 (22.4% reduction) by the end of 2024 however, the actual was 12 172 (13.5% reduction).

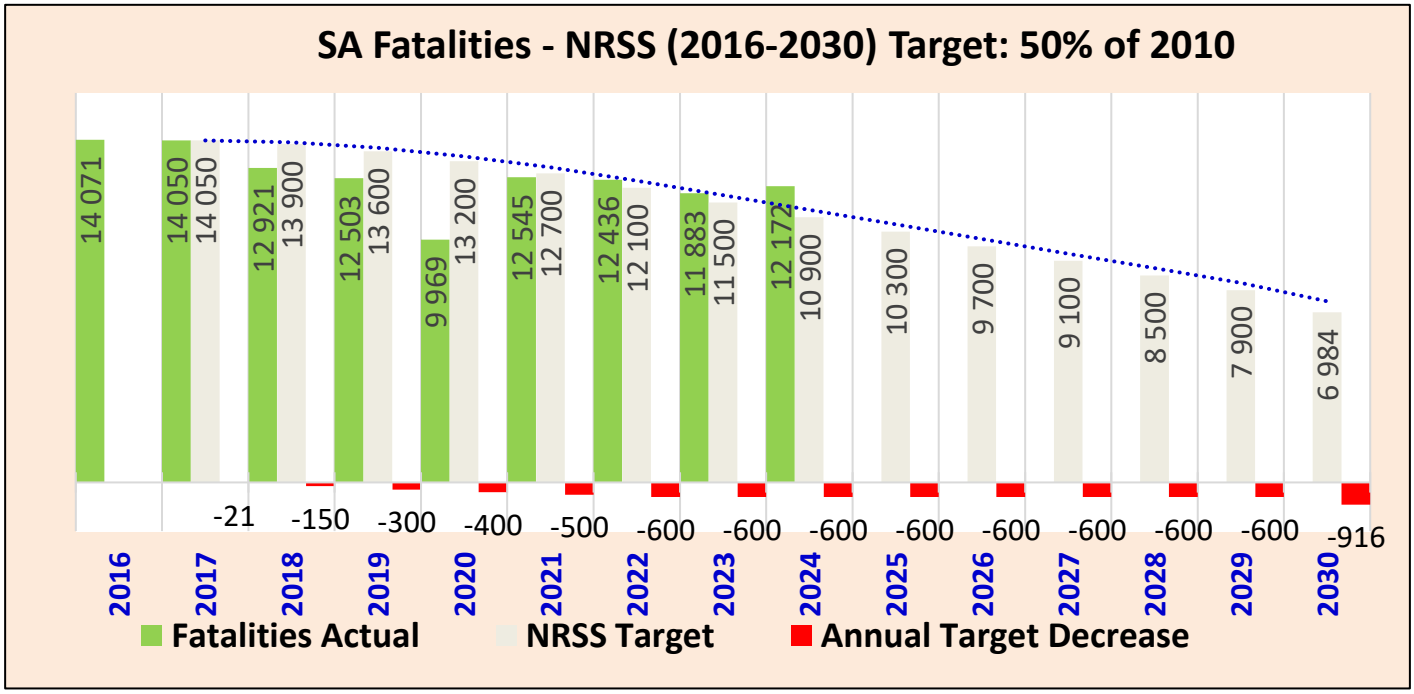


Figure 1: Progression towards NRSS Target

Over the last five years, South Africa has seen a decline in road crash fatalities; however, the reduction has not been significant to meet the Decade of Action goals. Performance thus far is below the set targets for the 2016–2030 National Road Safety Strategy (NRSS). Therefore, if the set rate of reduction is consistently met, then the NRSS targets will be achieved. (See figure 1 above).

2.2 Methodologies and Data Limitation

2.2.1 Road Crash Data Collection Methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is utilised to collect fatal road crash data daily. South African Police Service (SAPS) and the Provincial Transport Departments are the main sources of the fatal crash data. SAPS provides RTMC with a list of all recorded fatal crashes (CAS list) and, RTMC receives the CHoCOR forms from various police stations. Provincial Departments send their fatal crash data to RTMC. The data from both sources is consolidated and any discrepancies are sorted with the data providers. RTMC captures, processes, and verifies the data to compile reports.

2.2.2 Crash Data Flow

The CAS List is sent from SAPS headquarters, SAPS stations send the data collected through the CHoCOR forms and provincial departments send details of the fatal crashes too. All this data is consolidated into one occurrence for purposes of further processing.

2.2.3 Data Processing

The data is captured and verified for the compilation of consolidated statistical reports. There is a continuous engagement with SAPS and provinces for validation purposes.

2.2.4 Limitations

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

2.3 Road Safety Collection Methodology

2.3.1 Background

The State of Road Safety report focuses on the fatal road crash information, with the key Road Safety initiatives, Law Enforcement interventions and progress on the implementation of the NRSS.

Countries with similar road safety challenges have elevated the matter of road safety and amongst others, these countries publish comprehensive annual State of Road Safety reports with an objective to drive the road safety agenda at the highest level possible.

However, key challenges remain a hindrance in the South African context including:

- Limited data collection and information processing to understand macro and micro societal factors affecting the set targets in road safety;
- The various platforms that exist in the fraternity, noting that multiple stakeholders are interlinked with Road Safety in South Africa - including and not limited to the South African Police Service, provincial and local government, non-governmental agencies and the private sector – each pursuing their priority activities aligned to their mandate;
- The inherent corruption associated with the road traffic fraternity, which extends from the acquisition of a driver's license to road traffic law transgressions and limited implications thereafter;
- Road user behaviour remains a challenge in the country including:
    - Driving at inappropriately high speeds on certain sections of the road;
    - Driving under the influence of alcohol;
    - Intoxicated pedestrians, jaywalking, not using demarcated crossing spaces and
    - Distracted driving notably, the use of a mobile phone whilst driving.

3 Structure and Culture

3.1 Geographic Characteristics

South Africa is the southernmost country on the African continent. It is known for its diverse topography, natural beauty, and cultural richness. Since the dawn of democracy in 1994, South Africa has been a favored destination for travellers.

South Africa is a developing country that ranks 109th on the Human Development Index, the fifth highest in Africa. The World Bank has classified it as a newly industrialized country, with the second-largest economy in Africa and the 33rd-largest in the world. South Africa also has the most United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites in Africa. The country is a middle power in international affairs; it maintains significant regional influence and is a member of the G20.

Today South Africa enjoys a relatively stable mixed economy that draws on its fertile agricultural lands, abundant mineral resources, tourist attractions, and highly evolved intellectual capital.

South Africa is bordered by Namibia to the northwest, by Botswana and Zimbabwe to the north, and by Mozambique and Swaziland to the northeast and east. Lesotho, an independent country, is an enclave in the eastern part of the republic, surrounded by South African territory. South Africa's coastlines border the Indian Ocean to the southeast and the Atlantic Ocean to the southwest.

3.2 Population

According to Statistics South Africa (Stats SA), the mid-year population of South Africa increased to an estimated 63,015 million people in 2024. The population of Gauteng was approximately 15,931 million, the province with the highest portion of the county's population. KwaZulu-Natal has the second highest population with 12,312 million people, while the Northern Cape province has the smallest population at only 1,372 million. Stats SA estimates the female population to be 32,129 million females (51%) of the total population.

An estimated 27.5% (17,327 million) of the population is aged 0 to 14 years, approximately 9.7% (6,132 million) is 60 years or older and 32,8% (20,670 million) are between the ages of 25 and 44.

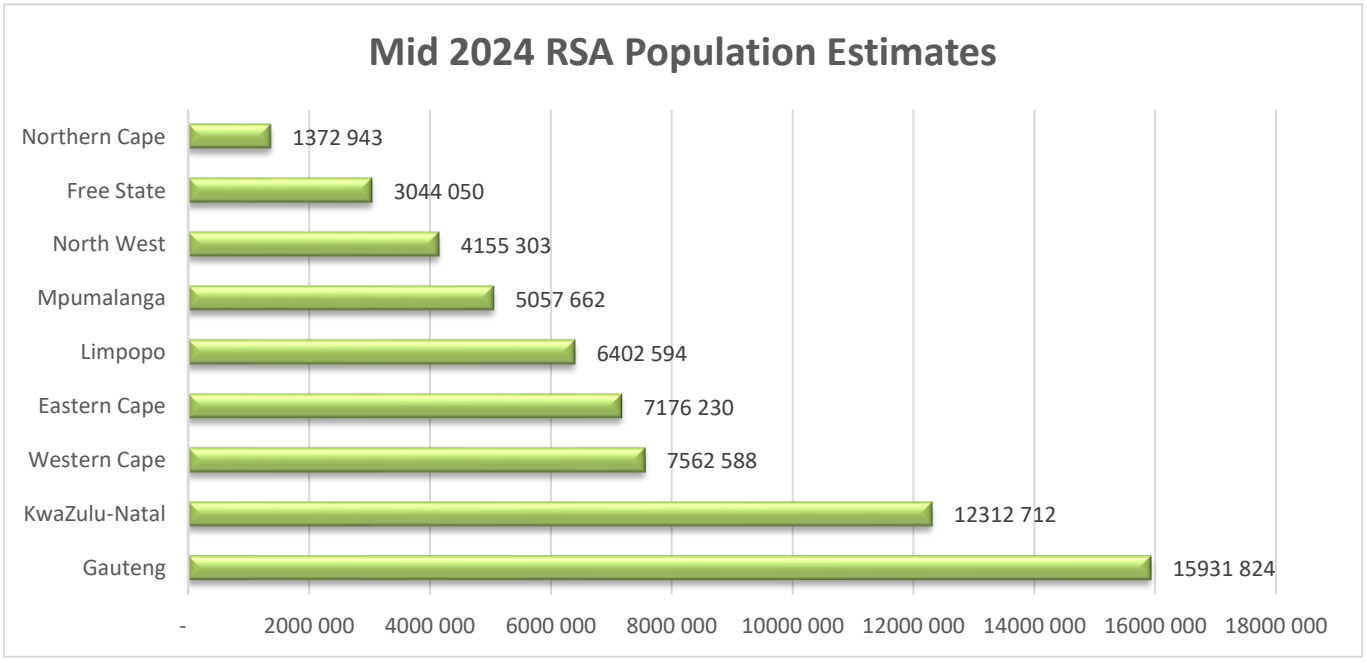
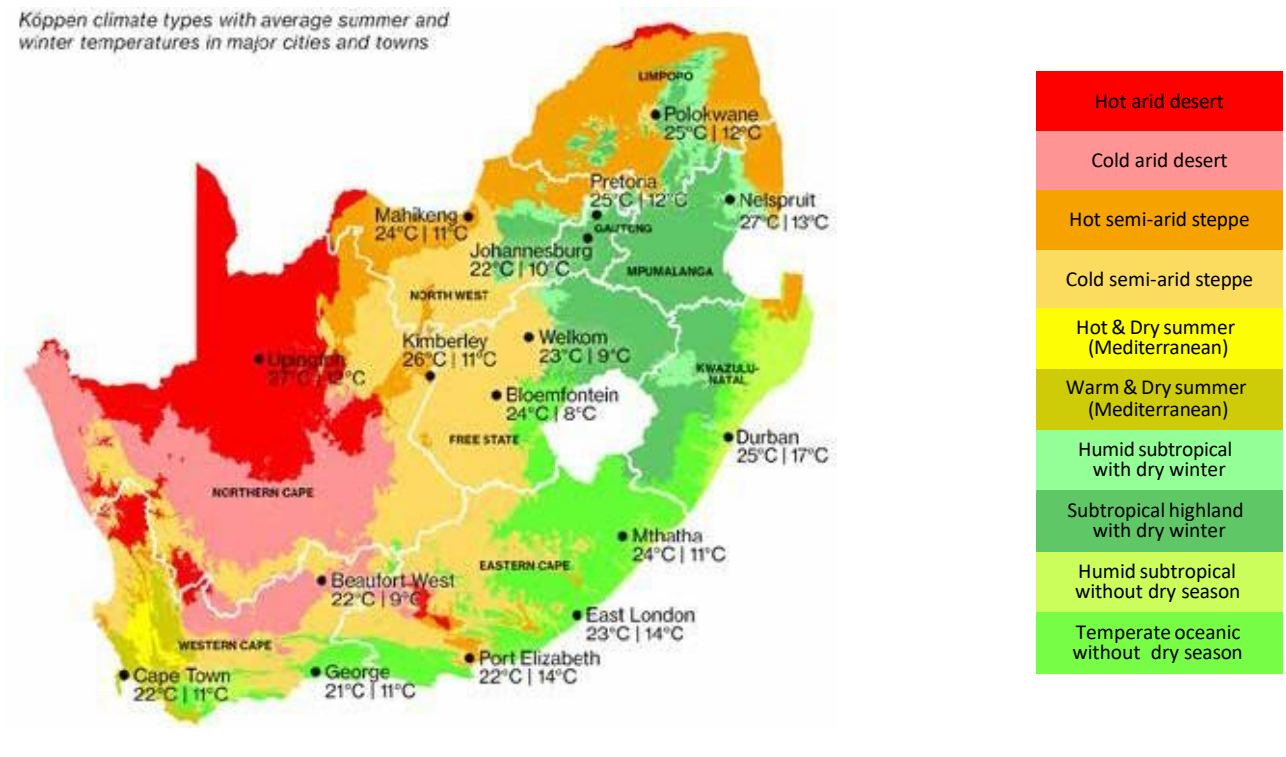


Figure 2: South African Population per Province

3.3 Climate

South Africa's long coastline – some 2,800 kilometres – influences much of the climate. On the west coast is the cold Atlantic Ocean, and the warmer Indian Ocean on the south and east. Starting at the hot and arid desert border with Namibia in the northwest, South Africa's coastline runs south down the cold Skeleton Coast, around the Cape Peninsula to Cape Agulhas. This is the southernmost tip of Africa, said to be where the Atlantic and Indian oceans meet. Offshore, two coastal currents meet to shape different coastal climates. The cold Benguela current sweeps the west coast, and the warm Agulhas current the east.

South African Climate



GRAPHIC BY MARY ALEXANDER | DATA SOURCES: WIKIPEDIA COMMONS, SOUTH AFRICAN WEATHER SERVICE, WORLD BANK CLIMATE CHANGE KNOWLEDGE PORTAL

Figure 3: South African Climate

The coastline progresses eastward from Cape Agulhas and then gradually turns northward, and the climate becomes warmer and wetter. The Western Cape's green Garden Route gives way to the forested Wild Coast in the Eastern Cape, and then humid subtropical KwaZulu-Natal coast, famous for its beaches. In the northeast, the coast reaches the border of Mozambique.

Running along most of the coast is a narrow low-lying strip of land, which soon gives way to a higher plateau – the Great Escarpment. The high altitude of South Africa's interior means the country is generally much cooler than southern hemisphere countries at the same latitude, such as Australia.

3.4 Road Network

The South African Road Network consists of approximately 750,000 km of road and is estimated to be the tenth- largest road network in the world. The following table illustrates the breakdown of the road network of road authorities within the country.

Road Authority	Surfaced	Unsurfaced	Total
SANRAL (Centre line Length)	26 957	522	27 479
Provinces - 9	37 400	225 751	263 151
Metros - 8	51 682	14 461	66 143
Local Municipalities	37 691	219 223	256 914
Total	153 730	459 957	613 687
Un-Proclaimed (Estimate)		133 291	133 291
Estimated Total	153 730	593 248	746 978

Table 1: Breakdown of South African road network in km

The National roads under the jurisdiction of the South African Roads Agency (SANRAL) amount to 4,0% of the total proclaimed roads in South Africa (see Figure 4 below).

Provincial roads (rural type roads) consist of 43,4% of proclaimed roads with roads within Metro's amounting to 10,8% and roads within local municipalities (excluding Metro's) amounting to an estimated 41,9% of proclaimed roads.

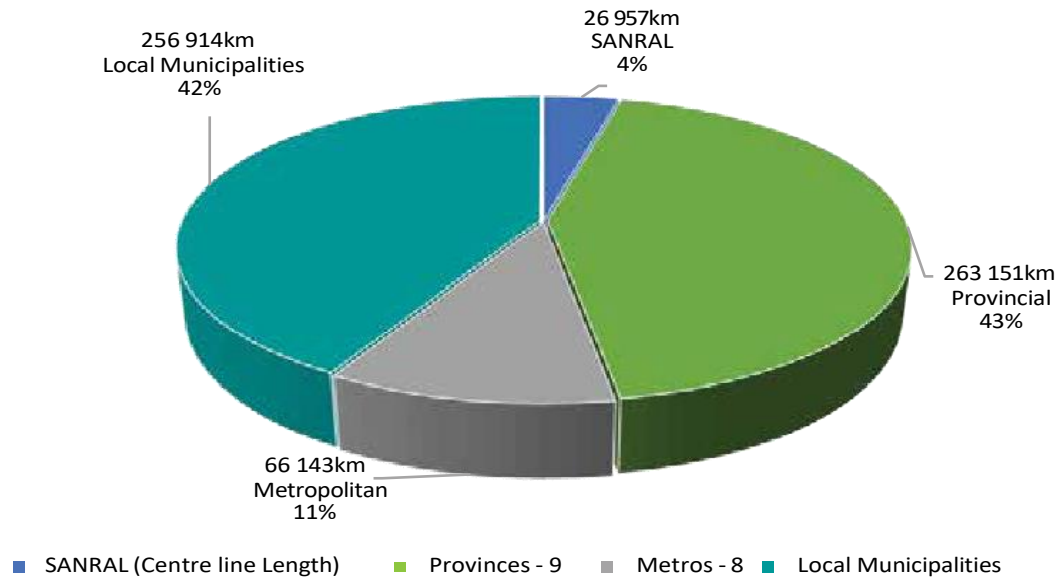


Figure 4: Percentage of Proclaimed Roads per Road Authority

Roads in South Africa consist of 21% surfaced and 79% unsurfaced (earth/gravel).

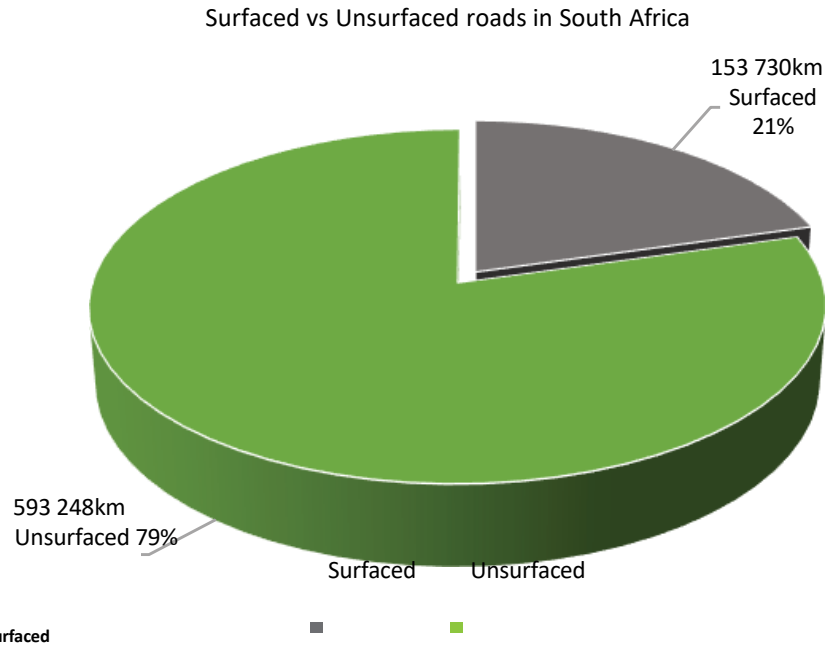


Figure 5: Surfaced vs Unsurfaced

3.5 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 2 below, per vehicle type.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorized Vehicles	**Dec-23**	**Dec-24**			**Dec-24**	**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 Motorized	**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 2: Number of Registered Vehicles per Type

At the end of December 2024, the number of registered vehicles had increased by 3.01% from 12 964 430 in 2023 to 13 355 118 in 2024 as depicted in the table above. Within the motorized vehicles category, the highest increases were motorcycles at 2.75% followed by motorcars at 1.99%.

Percentage of Vehicles per Province

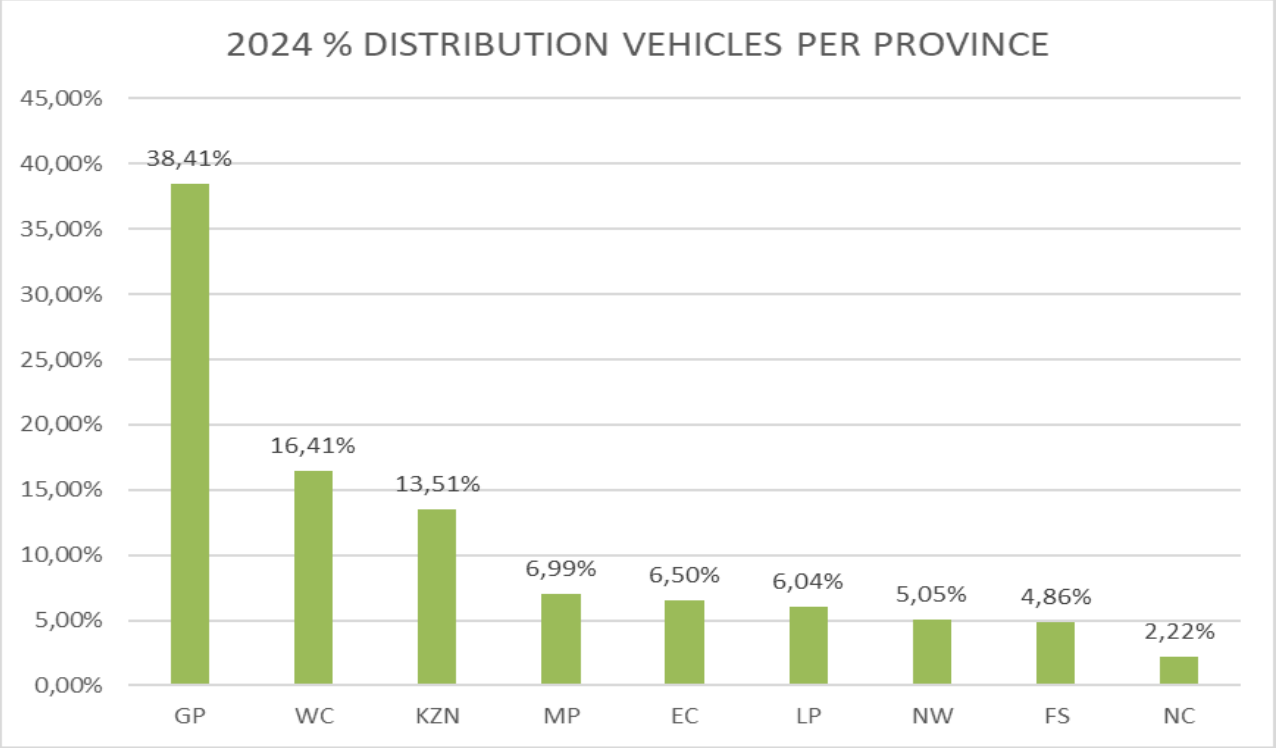


Figure 6: Percentage of Vehicles Registered per Province on 31 December 2024

At a provincial level in South Africa at the end of December 2024, most vehicles were registered in Gauteng with a distribution of 38,41% followed by Western Cape at 16,41% and KZN at 13,51%. The three provinces Gauteng, Western Cape and KwaZulu-Natal share a percentage distribution of 68,34% of registered vehicles.

3.6 Driving Licences Issued

At the end of December 2024, the number of issued driver licences increased by 4.0% from 15 376 494 in 2023 to 15 991 376 in 2024 as depicted in Table 3 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 3: Number of Driving Licences Issued

As indicated in Figure 7 below, as of the end of December 2024; most driver licences were issued in Gauteng with a distribution of 35,13% followed by KwaZulu-Natal at 16,10% and Western Cape at 14,89%. The three provinces Gauteng, KwaZulu-Natal and Western Cape share a percentage distribution of 66,11% for issued driving licenses.

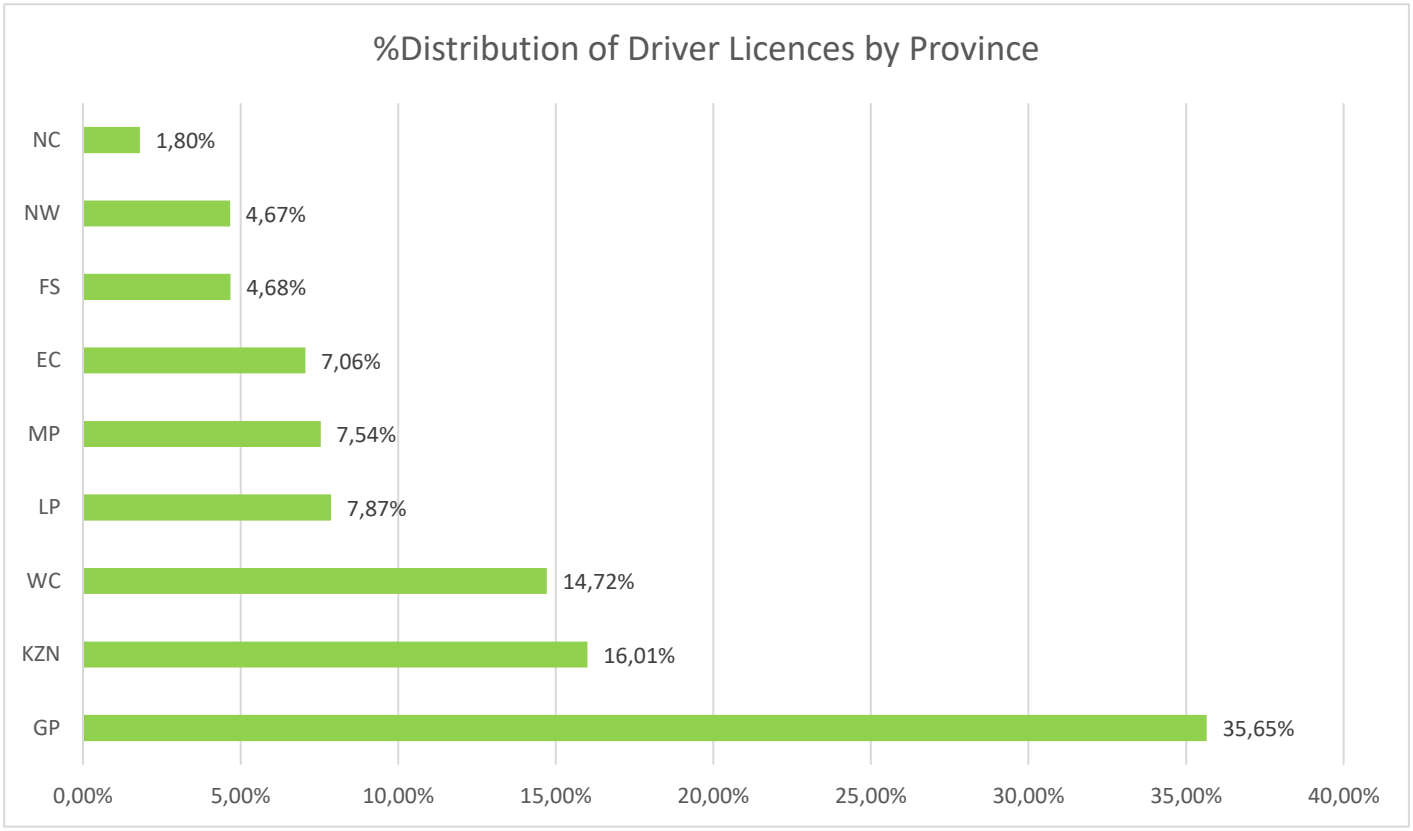


Figure 7: Percentage Distribution of Driver Licences by Province

3.7 Structure of Road Safety Management

The National Department of Transport is responsible for developing policies and legislation related to roads and public transport. This is implemented through provincial departments, local government, and public entities. In terms of Schedule 5 of the Constitution, provincial roads and traffic are an exclusive provincial function, while municipal roads, traffic and parking are exclusive Schedule 5B municipal functions. Public transport is a concurrent Schedule 4A function of both national and provincial governments. While municipal public transport is a Schedule 4B concurrent municipal function.

The strategy of the DoT has been guided by five strategic priorities that define the work of the Department and the political agenda over the term of this administration. The following key five priorities have been identified which will guide the effort of the sector:

- Safety as an enabler of service delivery;
- Public transport that enables social emancipation and an economy that works;
- Infrastructure building that stimulates economic growth and job creation;
- Building a maritime nation, elevating the ocean economy; and
- Accelerating transformation toward greater economic participation

3.8 Emergency Services

There were 28 793 registered emergency type vehicles in South Africa with the highest number, 10 856 or 37,8% registered in the Gauteng province and the lowest number, 431 or 1,6% registered in the Northern Cape province. A total of 13 739 or 47,8% are breakdown vehicles with the number of ambulances 9 066 or 31,5% of registered emergency type vehicles. Excluding registered breakdown vehicles from emergency-type vehicles, this leaves 15 000 emergency type vehicles to cater to the needs of all people living in South Africa.

Province	Ambulance	Breakdown	Fire engine	Rescue vehicle	% of Total
GP	3 533	5 489	675	1 159	37,8%
KZN	1 399	2 902	981	134	18,8%
WC	842	1 140	592	257	9,9%
MP	485	1 191	712	124	8,7%
EC	929	889	226	243	8,0%
LP	509	806	179	93	5,5%
NW	554	661	170	88	5,1%
FS	636	490	124	66	4,6%
NC	179	171	82	29	1,6%
Total	**9 066**	**13 739**	**3 741**	**2 193**	**100%**
% of Total	**31,5%**	**47,8%**	**13,0%**	**7,6%**	

Table 4: Number of Driver Licences Issued

Considering the number of emergency-type vehicles in South Africa relative to the human population and the total number of registered self-propelled vehicles in the country indicates the availability of emergency-type vehicles to cater to the needs of the people of South Africa.

Towards establishing the estimated availability of emergency-type vehicles, the following table provides the total number of self-propelled vehicles (NaTIS Self-propelled vehicles, December 2024) and the mid-year population (STATSSA, Mid-year Population, July 2024).

Province	Total Self-Propelled Vehicles Population (NaTIS)	% of Total	Mid-year Human Population (STATSSA)	% of Total
GP	4 597 281	38,68%	16 406 095	26,77%
KZN	1 644 345	13,84%	11 638 646	18,99%
WC	1 932 079	16,26%	7 328 044	11,96%
EC	784 275	6,60%	6 670 872	10,88%
LP	722 385	6,08%	5 978 820	9,75%
MP	809 306	6,81%	4 775 387	7,79%
NW	588 785	4,95%	4 242 700	6,92%
FS	551 659	4,64%	2 931 401	4,78%
NC	254 095	2,14%	1 321 499	2,16%
Total	**11 884 210**	**100,00%**	**61 293 465**	**100,00%**

Table 5: Number of Driving Licences Issued

Table 6 below, reflects the spread/availability of the different emergency type vehicles per relevant indicator per province and type of emergency vehicle.

Province	1 Ambulance per 'n' persons	1 Breakdown per 'n' persons	1 Fire Engine per 'n' persons	1 Rescue Vehicle per 'n' persons
GP	4 644	2 989	24 305	14 155
KZN	8 319	4 011	11 864	86 856
WC	8 703	6 428	12 378	28 514
EC	13 754	5 601	9 369	58 797
MP	5 140	5 372	21 230	19 652
LP	11 748	7 418	33 401	64 288
NW	7 658	6 419	24 957	48 213
FS	4 600	59 082	23 640	44 415
NC	7 383	7 728	1 611	45 569
Total	**6 761**	**4 461**	**16 384**	**27 950**

Table 6: Availability of Emergency Vehicles per Province

There are 9 066 registered ambulances to cater to the needs of all persons living in South Africa, or 1 ambulance for every 6 761 persons. There is 1 fire engine for every 16 384 persons and 1 rescue vehicle for every 27 950 persons. Relevant to the vehicle population of South Africa, there is 1 breakdown type vehicle for every 865 registered vehicles which constitutes 47,8% of all emergency-type vehicles.

4 Road Safety Performance Indicators

4.1 Speed Operations

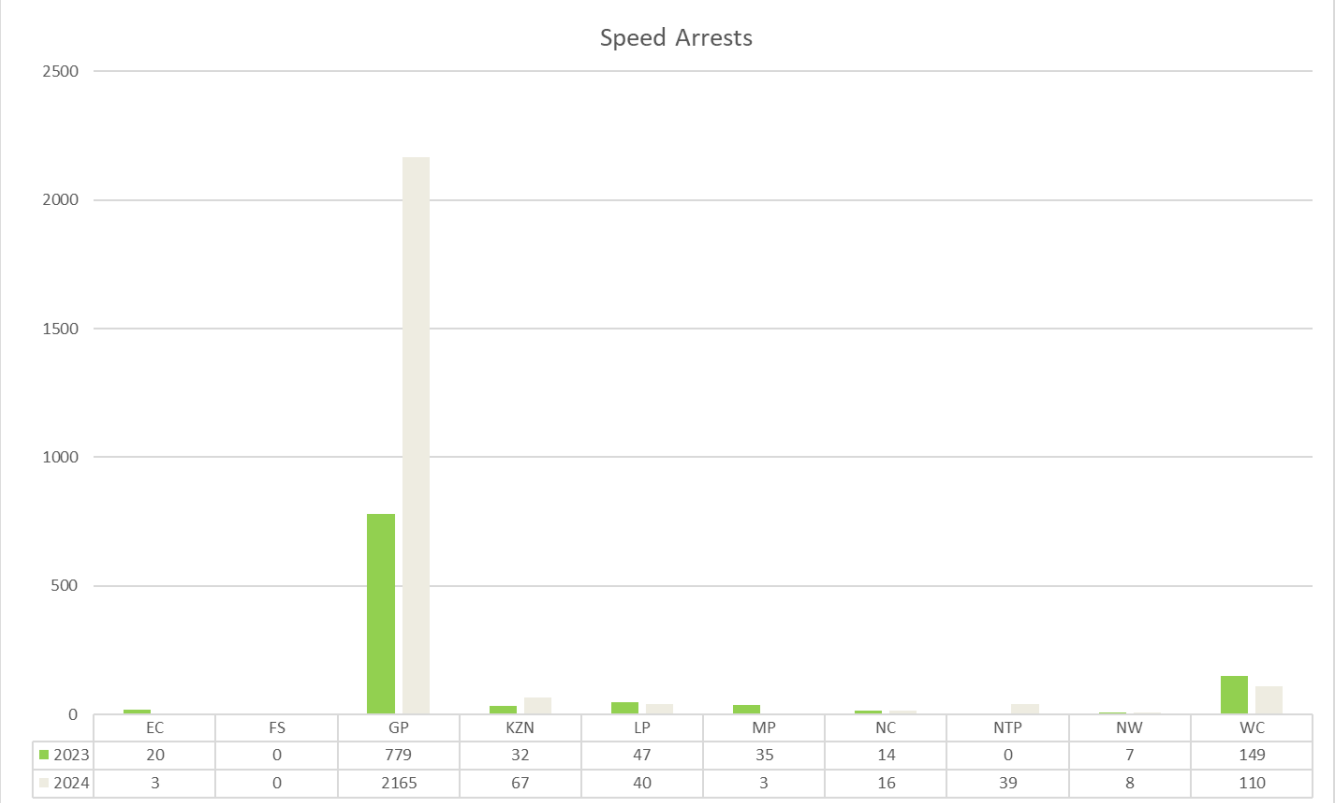
Speed is a critical risk factor for road traffic injuries. As average traffic speed increases so too does the likelihood of a crash. If a crash does happen, the risk of death and serious injury is greater at higher speed as the amount of available time needed to avoid a crash / to stop the vehicle is reduced and the ability of the driver to steer safely around curves or objects on the road is also reduced. The National Road Traffic Act, of 1996 regulates speed limits according to different routes where road users can operate vehicles:

- 60 km/h on a public road within an urban area
- 100 km/h on a public road outside an urban area that is not a freeway; and
- 120 km/h on every freeway.

Provision is also made that certain vehicles (minibuses, buses and goods vehicles) shall not exceed the speed limits imposed on tyres by South African Bureau of Standards (SABS) 1550 or as approved by the tyre manufacturer. A maximum speed limit of 80 km/h for a goods vehicle with a GVM exceeding 9000 kg, a combination vehicle consisting of a goods vehicle (i.e. drawing vehicle and one or two trailers) of which the sum of the GVM of the goods vehicle and the trailer(s) exceeds 9000 kg and an articulated vehicle of which the GCM exceeds 9000 kg.

Most road users transgress with the speed regulations and the law enforcement operations were intensified to curb reckless and negligent driving, thus ensuring that South African roads are safe. A total of 69 980 speed operations were conducted from January 2024 to December 2024. For the first quarter, 18 153, second quarter 16 902, third quarter 15 268 and fourth quarter 19 657 speed operations were conducted. From all operations conducted 685 835 notices were issued, and 2 451 arrests were reported.

A total of 90% arrests were recorded in Gauteng (all Gauteng Authorities including National Traffic Police). Followed by Western Cape at 5%. The lowest number of arrests were recorded in Eastern Cape and Mpumalanga with 0.1% each while Free State did not record any speed arrest. Figure 8 below, provides a breakdown of speed arrests reported.



	EC	FS	GP	KZN	LP	MP	NC	NTP	NW	WC
2023	20	0	779	32	47	35	14	0	7	149
2024	3	0	2165	67	40	3	16	39	8	110

Figure 8: Speed Arrests

4.2 Alcohol Operations Conducted

Road users who are impaired by alcohol have a significantly higher risk of driving recklessly and being involved in a crash as a result of impaired vision, reduced hearing ability and slow reaction. Not only do road users get affected when crashes happen, but infrastructure and families get affected by the loss of loved ones, and traffic slows down due to road closure by the time a crash is given attention.

Section 65 of the National Road Traffic Act; 1996 (Act No. 93 of 1996) (the "NRA"') sets out the legal limits and prohibitions for driving whilst under the influence. It provides that no one shall drive or even occupy the driver's seat of a motor vehicle (with the engine running) on a public road if their blood alcohol content is over the legal limit. For normal drivers, the concentration of alcohol in any blood specimen must be less than 0,05 grams per 100 millilitres and in the case of a professional driver, the limit should be less than 0,02 grams per 100 millilitres. The concentration of alcohol in any specimen of breath exhaled must be less than 0,24 milligrams per 1,000 millilitres, and in the case of a professional driver, less than 0,10 milligrams per 1,000 millilitres. Based on the said regulation and non-compliance of the road users on the use of alcohol while driving, the Law Enforcement Authorities deemed it prudent and extremely important to mount "Driving Under the Influence" (DIU) operations to clamp down on motorist operating their vehicles under the influence of alcohol as a mitigation strategy as well as to send a stern warning accordingly.

More than 172 000 drivers were arrested for driving under the influence of alcohol in 2024 when 14 659 alcohol operations were conducted from January until December 2024. A total of 3 617 operations were conducted in the first quarter3 774, 3 228 in the second quarter, while 3 393 and 3 875 operations were conducted in the third and fourth quarters respectively.

From the total of 17 553 arrests reported, Gauteng led with 51%, Western Cape followed with 23% and Limpopo with 8% while Northern Cape and Free State reported the least cases with 0,4% and 0.1% respectively. Figure 9 below, provides a breakdown of drunken driving arrests reported.

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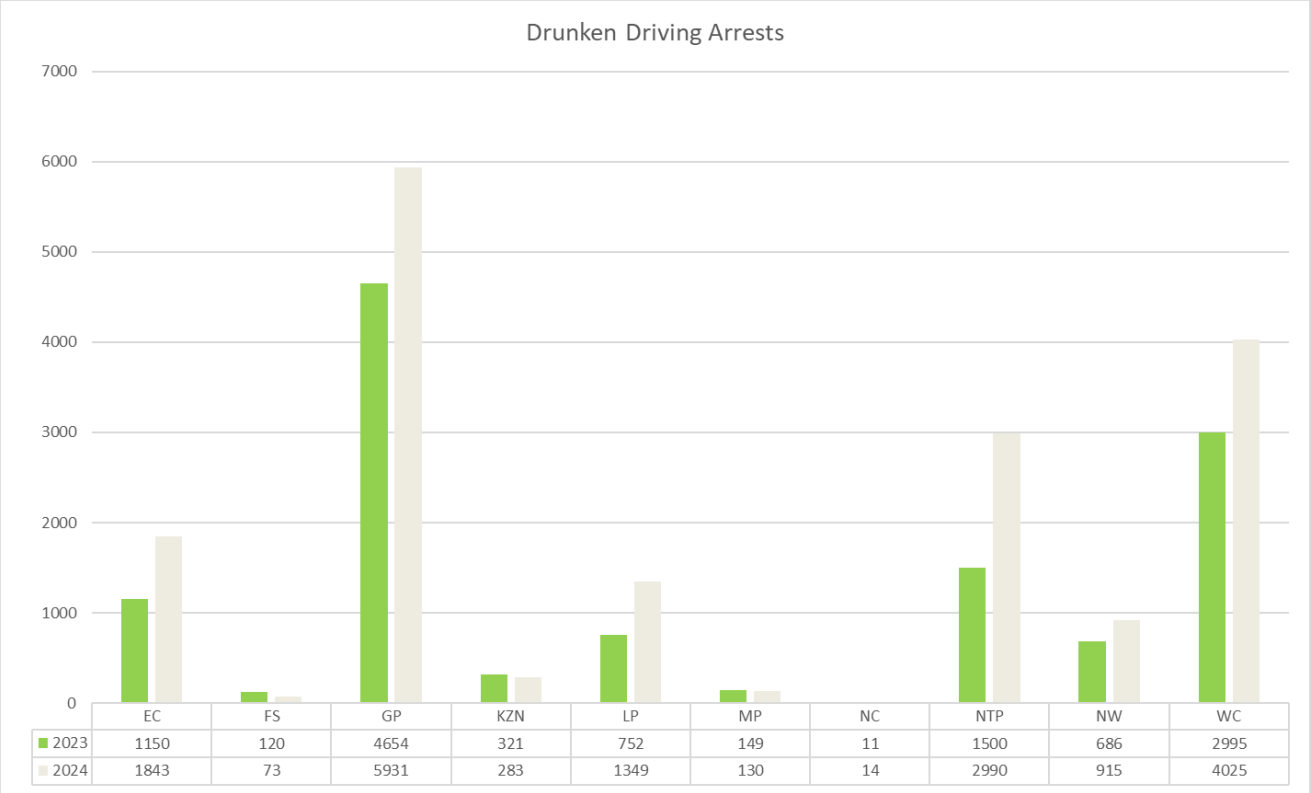


	EC	FS	GP	KZN	LP	MP	NC	NTP	NW	WC
2023	1150	120	4654	321	752	149	11	1500	686	2995
2024	1843	73	5931	283	1349	130	14	2990	915	4025

Figure 9: Drunken Driving Arrests

4.3 Awareness Interventions

A total of 10 130 Road Safety Awareness Interventions were implemented from January until December 2024. Comparably from the previous year, there is an increase of 835 Road Safety awareness interventions implemented, which resulted in 9% increase.

The successful implementation of road safety awareness initiatives can be attributed to collaborative effort with Private Stakeholders and Civil Society Organisations across the various Sectors.

4.4 Number of Schools Involved in Road Safety Programmes

A total of 6 521 schools were involved in Road Safety Programmes from January until December 2024. There is an increase of 132 Schools Involved in Road Safety Programmes compared to the previous year which resulted in a 2% % increase.

The School Programme includes lessons on Safe Street Crossing, Road Safety School Debates, Participatory Education on Road Safety Techniques, Distracted Walking, and Passenger Safety focusing on the benefits of using Seat Belts and Child Restraints.

5 Performance on National Road Safety Strategy

The period 2024 marked the first year of the 2nd Decade of Action for Road Safety 2021–2030, as per the UN General Assembly resolution A/RES/74/299 themed "Improving global road safety". The decade's objectives included reducing road fatalities and injuries by 50% by the end of 2030.

The emphasis is on the importance of an inclusive holistic approach to Road Safety and calling on continued improvements in the design of roads and vehicles, enhancement of road traffic laws and traffic law enforcement, and provision of timely, life-saving emergency care for the injured.

The implementation of the National Road Safety Strategy (NRSS) 2016–2030 is in line with the Global Action Plan for Road Safety 2021–2030 and supported by the 82 outlined initiatives.

The National Road Safety Strategy 2016–2030 has identified Pillar 1 as Road Safety Management, a legislative enabler with an overarching competency that influences the rollout of the remaining 4 Pillars and is guided to be led by the Department of Transport.

Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Road Safety Management Department of Transport	Safer Roads and Mobility – the South African Road Agency Limited (SANRAL)	Safer Vehicles – The Road Traffic Management Corporation	Safer Road User – the Road Traffic Management Corporation	Post Crash Care – the Road Accident Fund

Table 7: Five Pillars of the NRSS

This section provides a summary of progress to date per Pillar regarding the implementation of the National Road Safety Strategy and some hurdles towards the realisation of halving the fatalities and injuries by 2030.

5.1 Pillar 1: Road Safety Management

This pillar is key in enabling the ease of development of interventions of the strategic intentions of the NRSS by bringing in the necessary legislative amendments, resourcing of the Coordinating Agencies and mobilisation of support within the Government Departments and the Private Sector.

The strategy outlines key interventions to improve road safety governance, data collection, enforcement, and stakeholder collaboration.

However, challenges persist in the integration of road safety management across national, provincial, and municipal levels. The lack of co-ordination among different government departments, including transport, law enforcement, health, and urban planning, has led to fragmented implementation.
Furthermore, the enforcement of road safety policies often faces bureaucratic delays, reducing the impact of otherwise well-formulated strategies.

There are 10 Short Term interventions that are still outstanding, with six (5) being assigned to the Department of Transport, four(4) to the Road Traffic Management Corporation and one (1) to the Department of Trade, Industry and Competition

The table 8 below shows the outstanding interventions per Coordinating Agency. The Short and Medium Term interventions should have been implemented by 2018 and 2020 respectively. See Annexure 1 for details.

Coordinating Agency	Short Term	Medium Term	Total
Department of Transport	3	2	5
Department of Trade Industry & Competition	1		1
Road Traffic Management Corporation	3	1	4
Total	7	3	10

Table 8: Pillar 1: Outstanding Number Short & Medium Term Indicators Coordinating Agency

Long Term Indicators
There are three indicators that has a developmental lifespan of 10 years, starting from 2020 until 2030. These indicators are assigned to the Road Traffic Management Corporation and South African National Road Agency as per the table 9 below and Annexure 1 for details:

Coordinating Agency	To be Implemented (2020 - 2030)	Total
South African National Road Agency Limited	1	1
Road Traffic Management Corporation	2	2
Total	3	3

Table 9: Pillar 1: Number Of Long Term Indicators Under Development

5.1.1 Road Safety Research

Various research projects were conducted by the RTMC over the past years with the most recent study in collaboration with the CSIR conducted in 2024/24 on Safer Roadsides (Breakaway/Frangible poles and road kilometre markers). The study was published by mid-2024.

Other Research projects produced and published by the RTMC include inter alia:

- Fatal Truck and Bus Crashes in SA - March 2024
- Guideline South African Road Restraint Systems Manual (SARRSM) - March 2023
- Guideline South African Road Safety Assessment Methods (SARSAM) - March 2023
- Traffic Injury Study (TIS) - March 2023
- South African Fatal Crashes on Context - December 2021
- Driver intoxication and fatal crashes Report - March 2020

5.2 Pillar 2: Safer Roads and Mobility

The focus of this Pillar is ensuring that engineers and planners design forgiving roads, that is, roads which will ensure road users do not die on the roads and do not incur serious bodily injuries because of an error by a road user. This pillar is largely led by SANRAL and Provincial Authorities responsible for road construction and rehabilitation.

South African, poor road infrastructure, inadequate pedestrian facilities, and the lack of integrated urban planning have contributed to a persistently high road fatality rate.

While there have been significant investments in improving road conditions and enhancing mobility, gaps remain in rural infrastructure, urban traffic management, and the adoption of technology-driven solutions for road safety.

There is only one indicator that is outstanding and under the custodianship of local authorities and it relates to the employment of adequately trained and skilled employees in the area of road engineering.

Furthermore, there is one (1) indicator that is not yet overdue under the custodianship of the Department of Transport.

Notwithstanding that road authorities such as SANRAL determine hazardous locations on their respective road networks.

The RTMC through the National Road Traffic Engineering Committee (NRTETC) promotes the development of road safety assessment capacity within road authorities as well as the implementation of the iRAP road safety assessment programme on a national level.

5.3 Pillar 3: Safer Vehicles

This pillar focuses on introducing technology to improve vehicle safety, which aims to actively prevent road crashes (e.g. stability control) and passively minimise the impact of the crash on fallible human beings.

The South African government has implemented a set of vehicle safety requirements aligned with international best practices. These include:

- mandatory roadworthiness standards,
- airbag installation,
- Anti-lock Braking Systems (ABS), and,
- Electronic Stability Control (ESC) in new vehicles.

However, gaps remain in enforcing these standards, particularly in the second-hand vehicle market and in public transport fleets.

Inadequate Roadworthiness Testing:

- The effectiveness of the Roadworthiness Certificate System has been questioned due to corruption at vehicle testing centres and the use of fraudulent roadworthy certificates.

Prevalence of Unsafe Vehicles:

- Many older and poorly maintained vehicles remain in operation, particularly in the informal transport sector.

Lack of Public Awareness on Vehicle Safety Features:

- Consumers often prioritise affordability over safety ratings when purchasing vehicles, reducing the demand for safer cars.

Slow Regulatory Updates:

- Vehicle safety regulations take time to align with evolving global standards, delaying the introduction of lifesaving technologies.

Limited Vehicle Safety Recalls:

- Unlike developed countries where vehicle manufacturers proactively recall unsafe vehicles, South Africa lacks a comprehensive system for monitoring and enforcing recalls.

There are two indicators that are outstanding as per table below. These indicators have been outstanding since 2018 and 2020, with one (1) Short Term and one (1) Medium Term and all are assigned to the Road Traffic Management Corporation. See table 10 and table 11 below and Annexure 1 for details.

Coordinating Agency	Short Term	Medium Term	Total
Road Traffic Management Corporation	1	1	2
Total	1	1	2

Table 10: Pillar 3: Outstanding Short & Medium Term Indicators Per Coordinating Agency

Coordinating Agency	To be Implemented (2020 - 2030)	Total
Road Traffic Management Corporation and Road Traffic Infringement Agency	1	1
Road Traffic Infringement Agency	1	1
Road Traffic Management Corporation	2	2
Total	4	4

Table 11: Pillar 3: Number of Outstanding Indicators Per Agency

5.4 Pillar 4: Safer Road Users

The strategic objective of this pillar aims to improve road user behaviour through road safety education and awareness programmes.

- South Africa is country that has the necessary regulations for the five (5) recommended risk user risk behaviours and has low enforcement and judicial ability and these are:
  - ✓ Drink Driving,
  - ✓ Helmet usage,
  - ✓ Speeding and speed management,
  - ✓ Seat belt usage,
  - ✓ Distracted Driving

The table below shows the three (3) indicators that are overdue since 2018 and two (2) since 2020, These indicators are assigned to the Road Traffic Management Corporation and the Road Traffic Infringement Agency. See table 12 and table 13 below and Annexure 1 for details.

Coordinating Agency	Short Term	Medium Term	Total
Road Traffic Management Corporation and Road Traffic Infringements Agency		1	1
Road Traffic Management Corporation	3	1	4
Total	3	2	5

Table 12: Pillar 4 - Number of Overdue Indicators Per Agency

The table below shows the number of indicators that are undergoing implementation from 2020 until 2030 by the Road Traffic Management Corporation and Road Traffic Infringement Agency

Coordinating Agency	To be Implemented (2020 - 2030)	Total
Road Traffic Management Corporation and Road Traffic Infringement Agency	1	1
Road Traffic Infringement Agency	1	1
Road Traffic Management Corporation	2	2
Total	4	4

Table 13: Pillar 4 - Number of Outstanding Indicators Per Agency

5.5 Pillar 5: Post-Crash Response

If Pillars 2 – 4 did not provide the adequate protection required to prevent a road crash, pillar 5 focuses on saving human lives and reducing the impact of serious injuries after the road crash.

As such, the immediate response for medical assistance and treatment thereafter is largely led by the Road Accident Fund supported by the Department of Health.

There are two (2) Short Term indicators that are overdue since 2018 and are assigned to the Road Accident Fund and the Road Traffic Management Corporation. See table 14 below Annexure 1 for details.

Coordinating Agency	Short Term	Medium Term	Total
Road Accident Fund	1		1
Road Traffic Management Corporation	1		1
Total	2		2

Table 14: Pillar 5 – Number of Overdue Short & Medium Term Indicators Per Coordinating Agency

There are 4 indicators that are left with five years for full implementation and these are assigned to the Departments of Transport and Health as per the table 15 below and Annexure 1 for details.

Coordinating Agency	To be Implemented (2020 - 2030)	Total
Department of Transport	3	3
Department of Health	1	1
Total	4	4

Table 15: Pillar 5 – Number of Outstanding Indicators Coordinating Per Coordinating Agency

5.6 Conclusion of the Monitoring Report

The implementation of the National Road Safety Strategy is still experiencing operational challenges of weak inter institutional coordination, limited budgetary constraints and incorporation in the annual performance of the Department of Transport, Provincial Departments of Transport and National Roads Entities as it can be evidenced by the total number of outstanding indicators that could have been concluded by 2018 and 2020.

Given the above constraints, the attainment of progress or achievement of approximately 50 indicators out of 82 could be regarded as a commendable achievement.

5.7 Recommendations

The outstanding 20 interventions to be given priority in the 2026/ 2027 financial reporting period and quarterly progress to be provided in the current financial reporting period.

The Coordinating Agencies to also provide quarterly updates on the 12 Long Term Indicators that are on the 5th year of the 10 year implementation phase.

6 Road Safety Outcomes

6.1 Fatal Crashes and Fatalities

At least 10 339 fatal crashes were reported by end of year 2024 compared to 10 180 fatal crashes in 2023. This is an increase of 1.56% from 2023 figures.

Fatal Crashes										
YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2023	1132	539	2313	1985	1089	955	301	641	1225	10180
2024	1202	596	2218	2069	1060	963	281	769	1181	10339
CHANGE	70	57	-95	84	-29	8	-20	128	-44	159
%CHANGE	6,18%	10,58%	-4,11%	4,23%	-2,66%	0,84%	-6,64%	19,97%	-3,59%	1,56%

Table 16: Fatal Crashes per Province

Figure 10 shows the distribution of fatal crashes per province. The highest contributor to fatal crashes were Gauteng at 22.72% in 2023 and 21.45% in 2024, KwaZulu-Natal at 19.50% in 2023 and 20.01% in 2024, Western Cape at 12.03% in 2023 and 11.42% in 2024, then Eastern Cape at 11.12% in 2023 and 11.63% in 2024. At least 65% of fatal crashes were from these four provinces in 2024. The combined contribution to fatal crashes of Gauteng and KwaZulu-Natal was 42% in 2024.

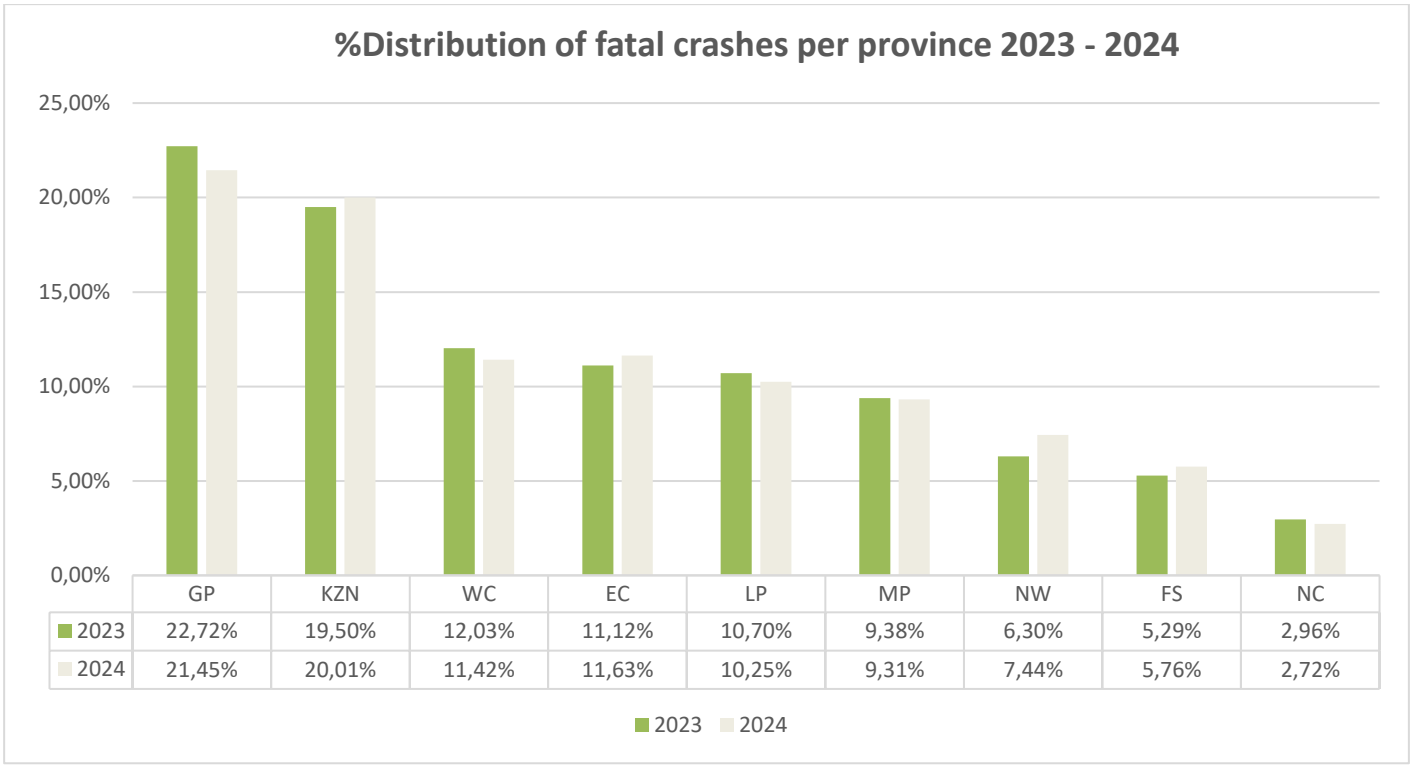


Figure 10: Fatal Crashes per Province from 2023 to 2024

Figure 11 shows changes in fatal crashes between 2023 and 2024 per province. The percentage decreases were in Northern Cape at -6.64% followed by Gauteng at -4.11% then Western Cape at -3.59% and Limpopo at -2.66%. The other five provinces had increases in fatal crashes.

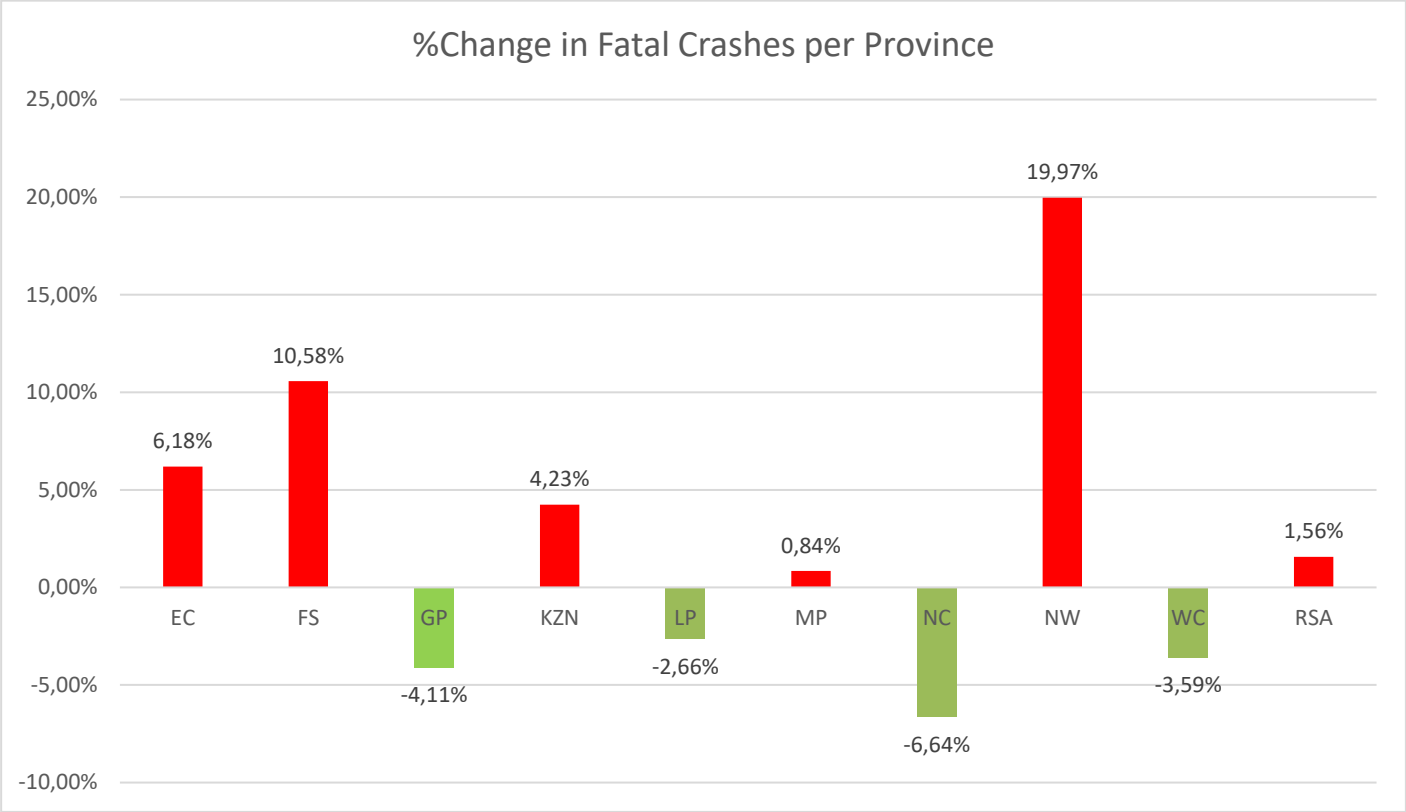


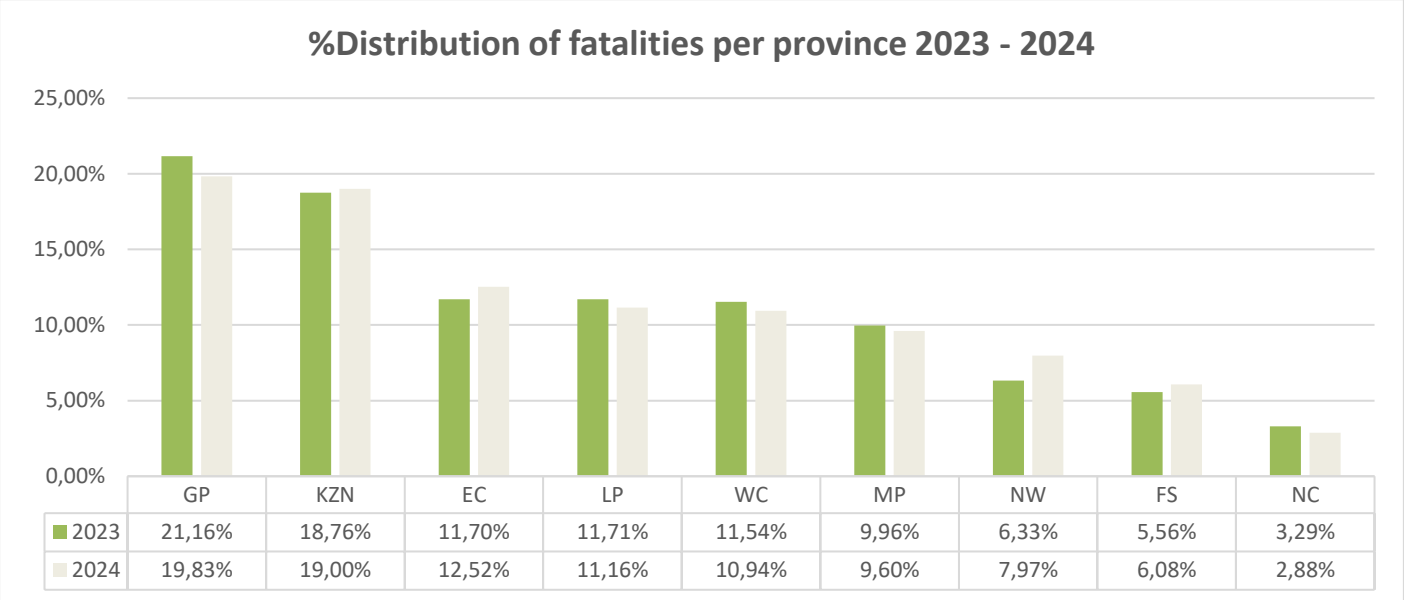
Figure 11: Percentage Change in Fatal Crashes per Province from 2023 to 2024

Table 8 below, shows the number and percentage changes in road fatalities between the years 2023 and 2024. In 2024 there were 10 339 fatal crashes which resulted in 12 172 fatalities, compared to 10 108 fatal crashes resulting in 11 883 in 2023. Road fatalities increased by 2.43% from year 2023 to 2024.

Fatalities										
YEAR	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
2023	1 390	661	2 514	2 229	1 392	1 183	391	752	1 371	11 883
2024	1 524	740	2 414	2 313	1 359	1 169	351	970	1 332	12 172
CHANGE	134	79	-100	84	-33	-14	-40	218	-39	289
%CHANGE	9,64%	11,95%	-3,98%	3,77%	-2,37%	-1,18%	-10,23%	28,99%	-2,84%	2,43%

Table 17: Fatal Crashes per province

Figure 12 below, shows the distribution of fatalities per province in 2024. The highest contributors to fatalities were Gauteng at 2116 in 2023 and 19.83% in 2024, then, KwaZulu-Natal at 18.76% in 2023 and 19.% in 2024, Eastern Cape at 11.70% in 2023 and 12.52% in 2024, Limpopo 11.71% in 2023 and 11.16% in 2024 and Western Cape at 11.54% in 2023 and 10.94% in 2024. At least 74% of fatalities were from these five provinces in 2024. The combined contribution to fatalities of Gauteng and KwaZulu-Natal was 39%.



	GP	KZN	EC	LP	WC	MP	NW	FS	NC
2023	21,16%	18,76%	11,70%	11,71%	11,54%	9,96%	6,33%	5,56%	3,29%
2024	19,83%	19,00%	12,52%	11,16%	10,94%	9,60%	7,97%	6,08%	2,88%

Figure 12: Fatalities per Province from 2023 to 2024

Figure 13 shows changes in fatal crashes between 2023 and 2024 per province. The percentage decreases were in Northern Cape at -10.23% followed by Gauteng at -3.98% then Western Cape at -2.84%, Limpopo at -2.37% and Mpumalanga at -1.18%. The other four provinces had increases in fatalities.

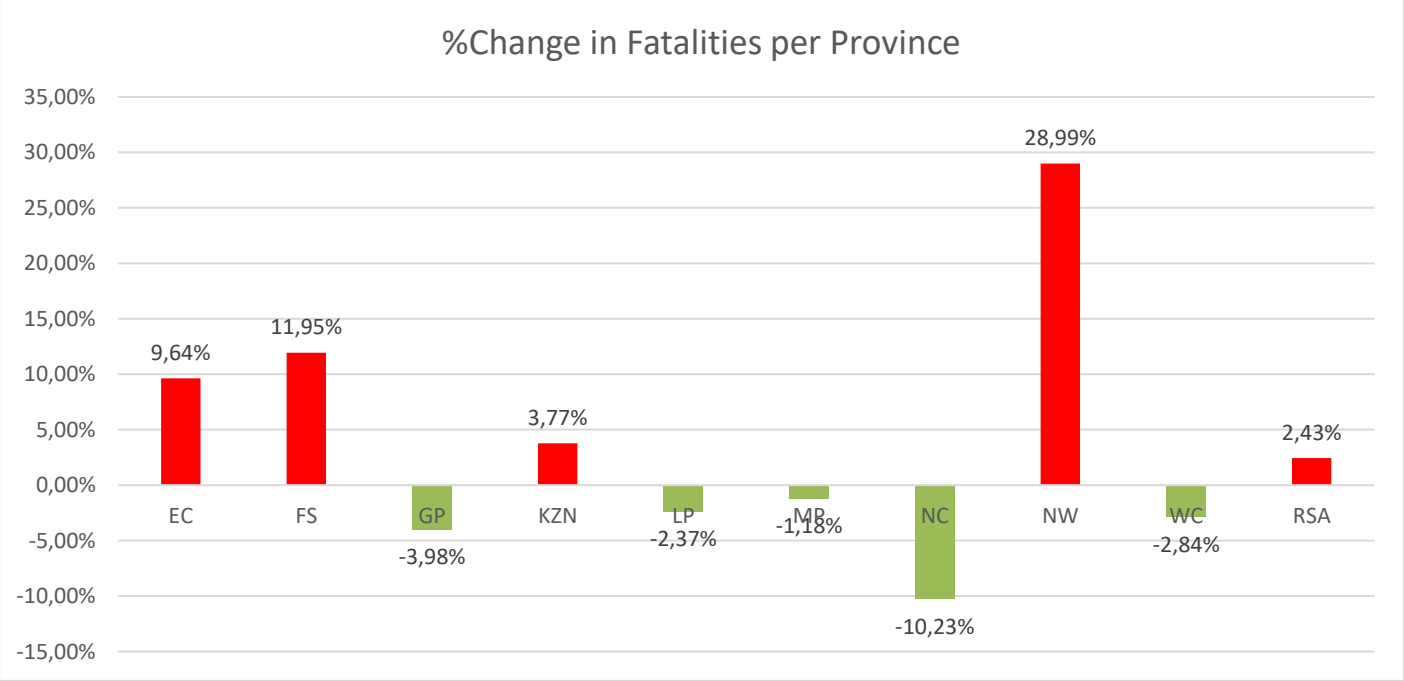


Figure 13: Percentage Change in Fatalities per Province from 2023 to 2024

6.1.1 Road Fatalities -Rates

- The ratio of fatalities per 100,000 people reduced from 19.39 in 20223 to 19.32 in 2024. This ratio has been reducing since 2017 as depicted in Figure 14 below.

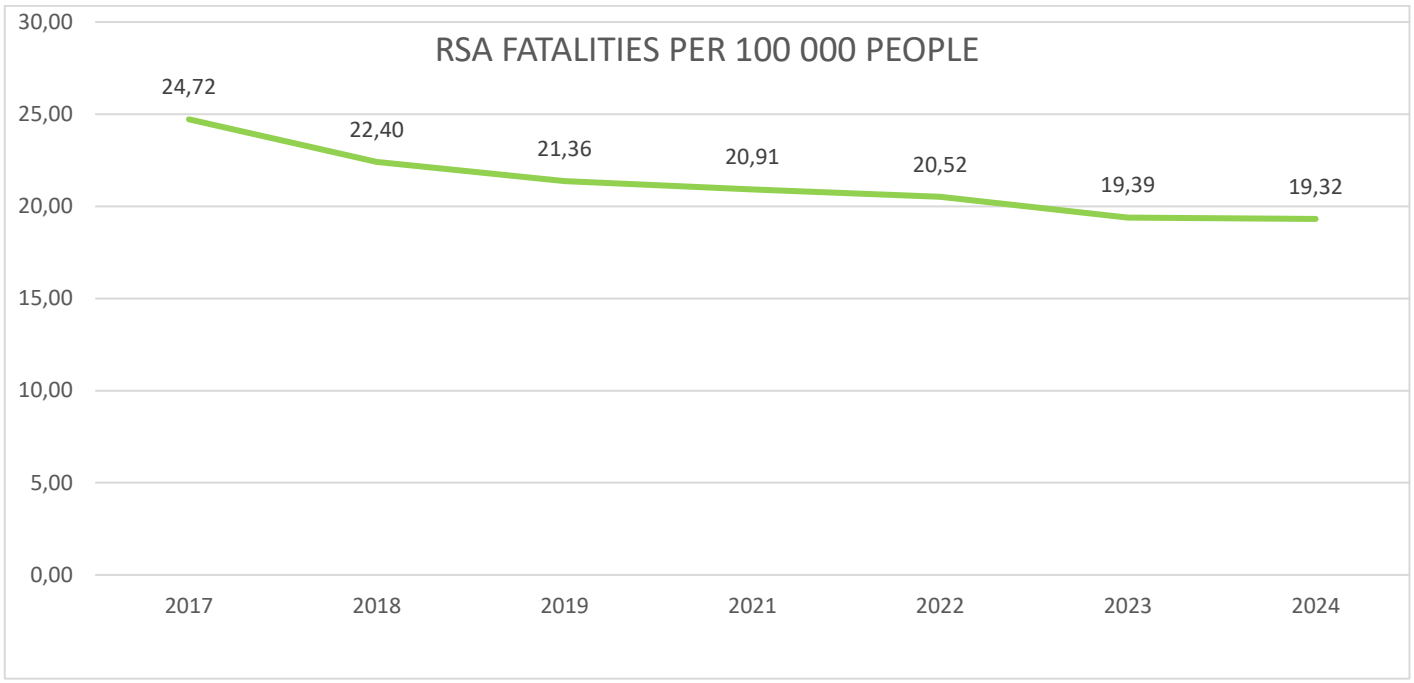


Figure 14: RSA Road Traffic Death Rate (per 100,000 Population)

The ratio of fatalities per 100,000 registered vehicles increased from 90.48 in 2023 to 91.14 in 2024 as depicted in figure 15 below.

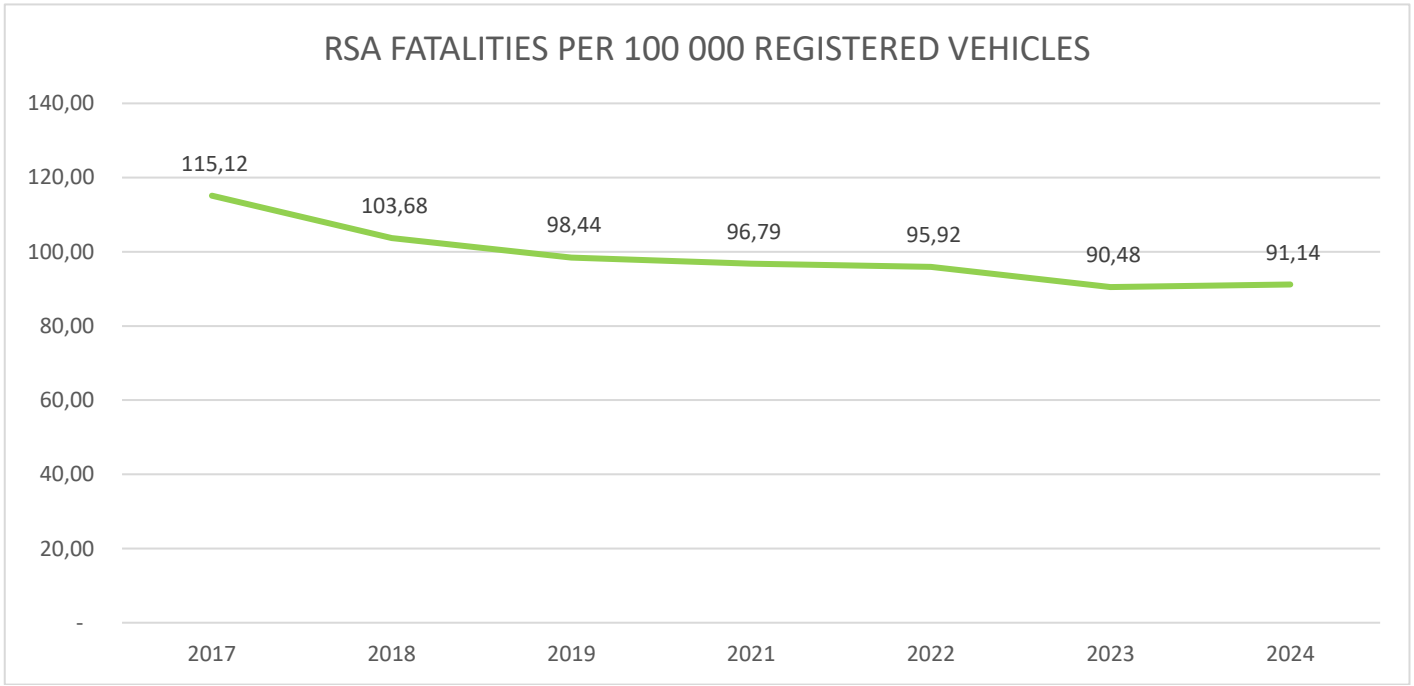


Figure 15: RSA Road Traffic Death Rate (per 100,000 Vehicles)

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6.1.2 Distribution of Fatalities per Road User Groups

Figure 16 below, shows the distribution of fatalities per road user group in South Africa. There were no significant changes in the distribution of road user-groups fatalities between 2023 and 2024.

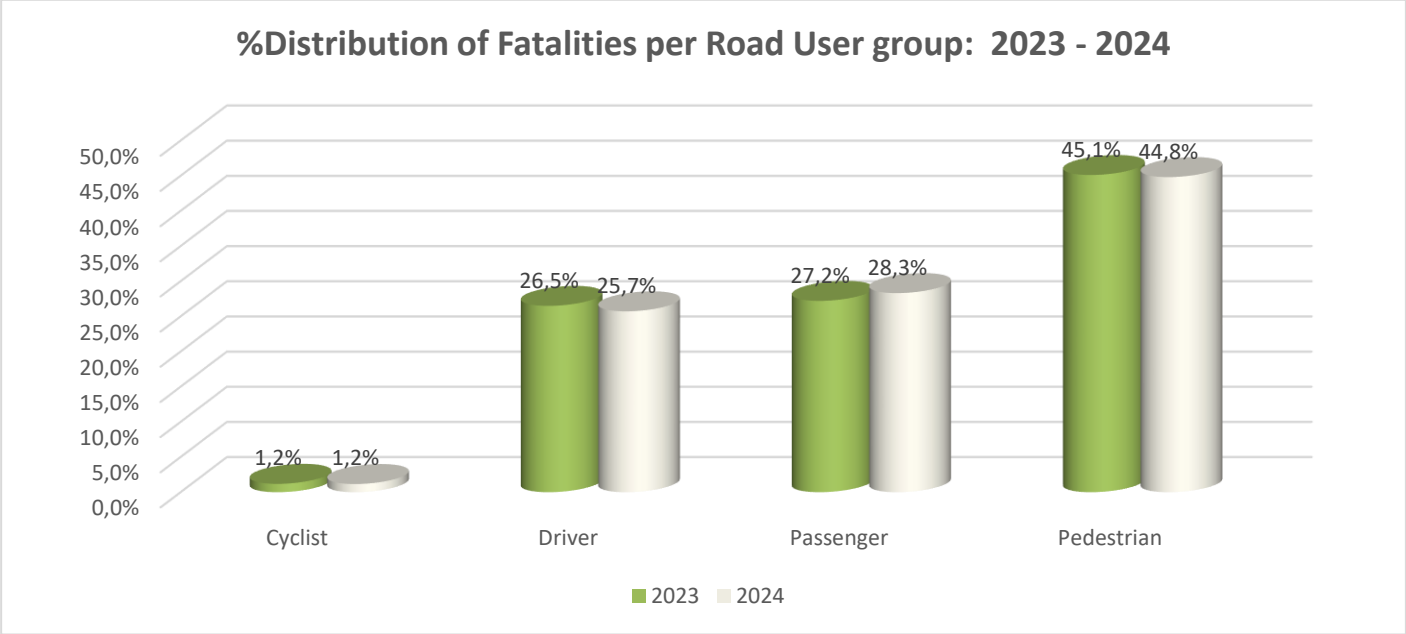
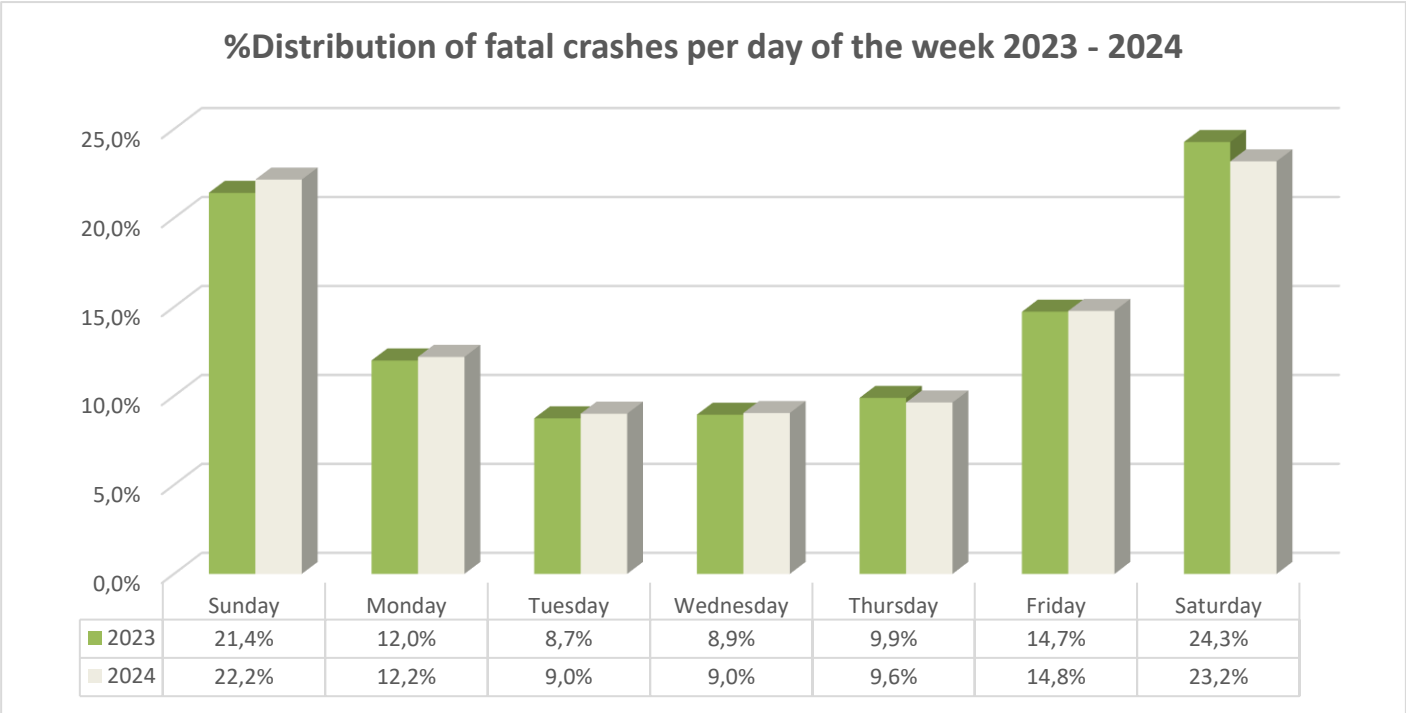


Figure 16: RSA Percentage of Fatalities per Road User Group

6.1.3 Percentage of Crashes per Day of the Week

Figure 17 below, shows the percentage of fatal crashes per day of the week for each year. From year to year, fatal crashes start peaking on Fridays at 14,7%, Saturdays at 24,3%, and Sundays at 21,4% in 2023 and 14.8%, 23.2% and 22.2% in 2024. On average fatal crashes over the weekend contributed 60% of all crashes. The remaining 40% is distributed throughout the other four days of the week (i.e. Monday to Thursday).

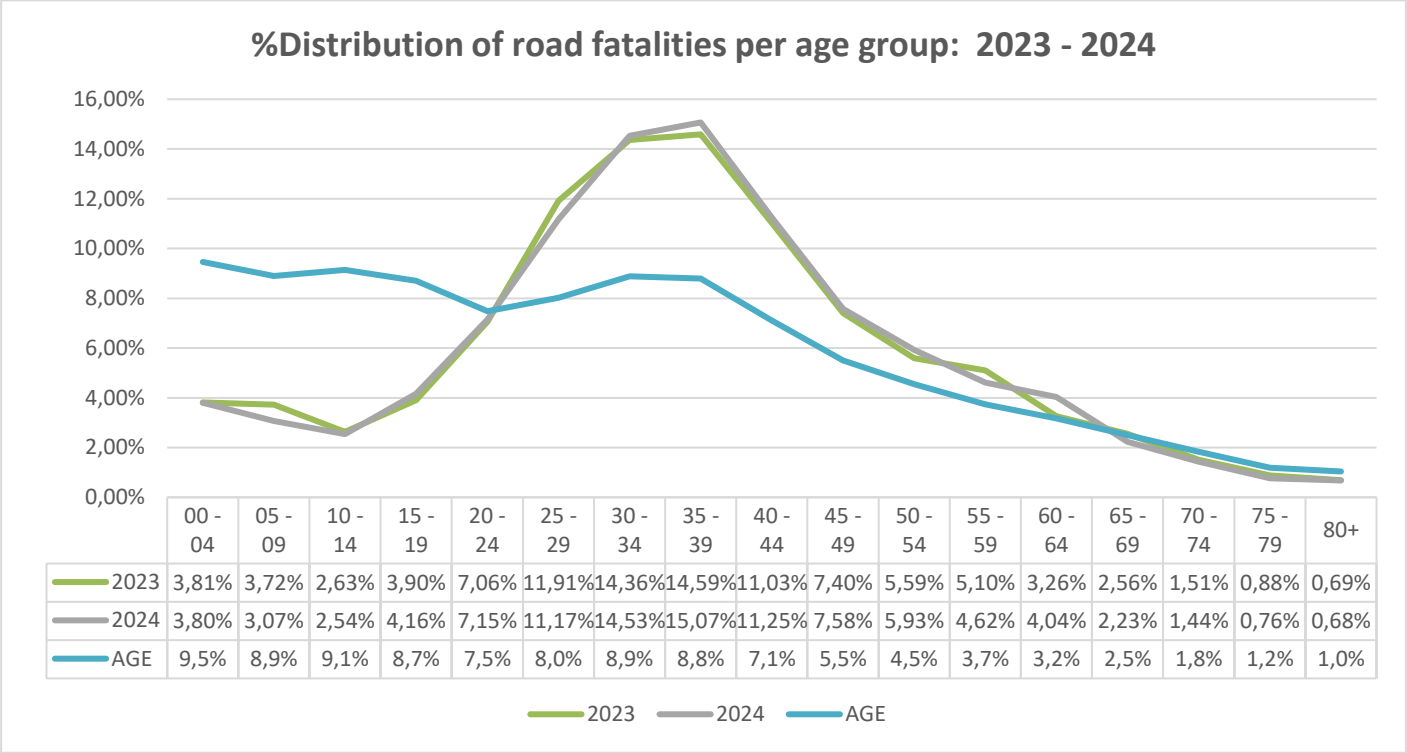


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2023	21,4%	12,0%	8,7%	8,9%	9,9%	14,7%	24,3%
2024	22,2%	12,2%	9,0%	9,0%	9,6%	14,8%	23,2%

Figure 17: : Fatal Crashes per Day of the Week

6.1.4 Distribution of Fatalities per Age

From Figure 18 the trend of fatalities per age group remains the same year on year with the largest proportion of fatalities within the age group 25 to 39 with a total of 41% of all fatalities. In terms of the population distribution this age group represents 26% of the population. The percentage of fatalities involving children up to the age of 14 was 10,2% in 2023 and 9.4% in 2024, and the population of this age group is 27.5%.



	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	3,81%	3,72%	2,63%	3,90%	7,06%	11,91%	14,36%	14,59%	11,03%	7,40%	5,59%	5,10%	3,26%	2,56%	1,51%	0,88%	0,69%
2024	3,80%	3,07%	2,54%	4,16%	7,15%	11,17%	14,53%	15,07%	11,25%	7,58%	5,93%	4,62%	4,04%	2,23%	1,44%	0,76%	0,68%
AGE	9,5%	8,9%	9,1%	8,7%	7,5%	8,0%	8,9%	8,8%	7,1%	5,5%	4,5%	3,7%	3,2%	2,5%	1,8%	1,2%	1,0%

Figure 18: Percentage of Fatalities per Age Group for 2023 to 2024

6.1.5 Distribution of Fatalities per Gender

No significant changes were observed in the gender split for fatalities. Three-quarters of road fatalities are males. Driver's license card holders registered on the NaTIS System constitute a 61,1/38,9 per cent male/female split.

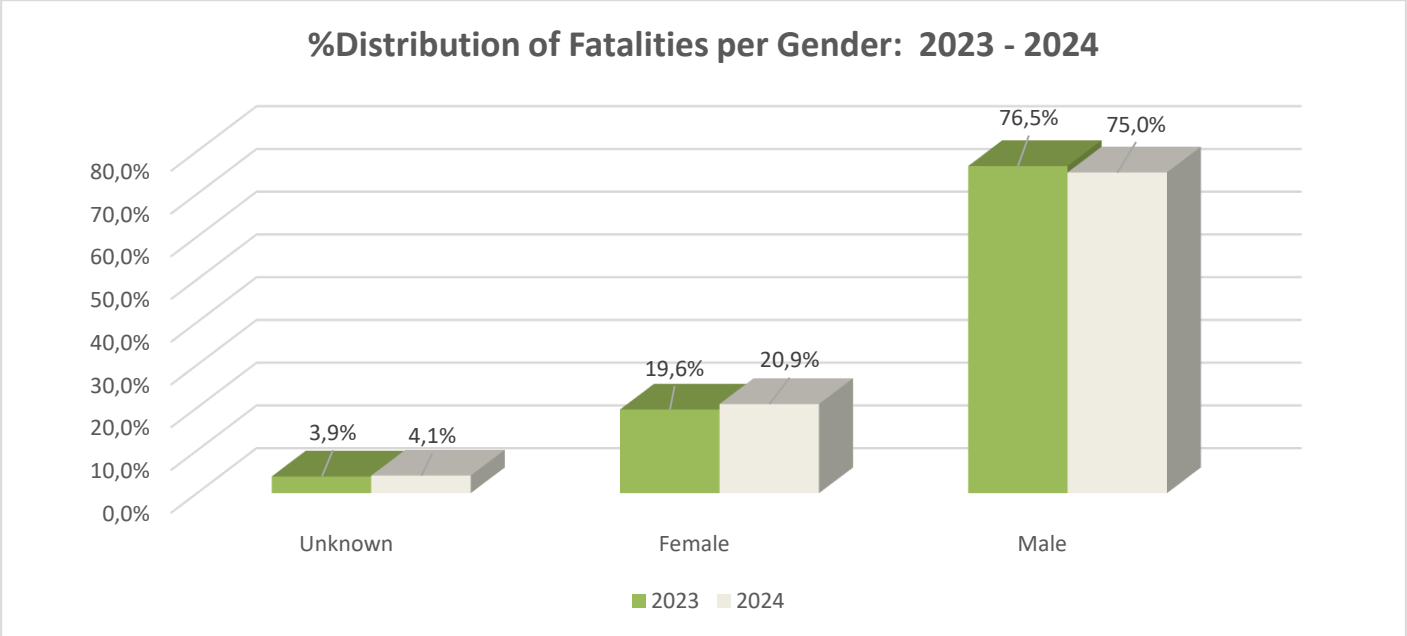
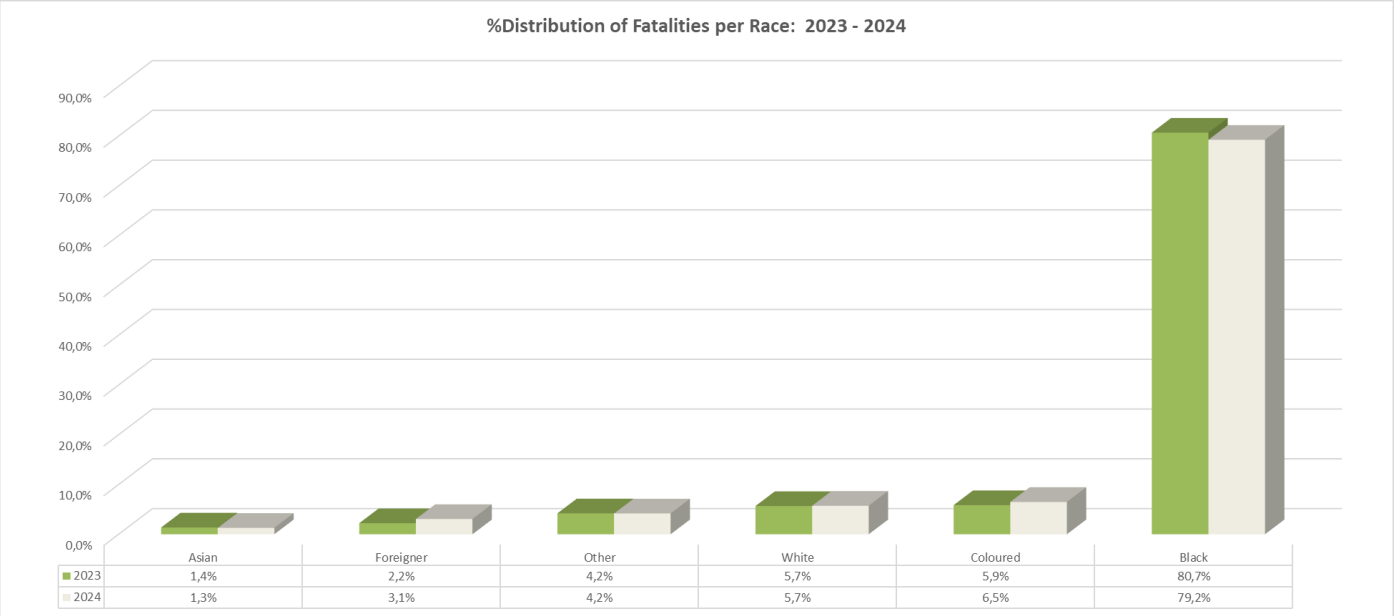


Figure 19: Distribution of Fatalities per Gender for 2023 to 2024

6.1.6 Distribution of Fatalities per Population Group

From Figure 20 below, the distribution of fatalities per population group indicates that on average 80% of all road fatalities are black persons with the rest taking up the remaining 20%. This is in line with the population distribution of 81% of the South African population being black.



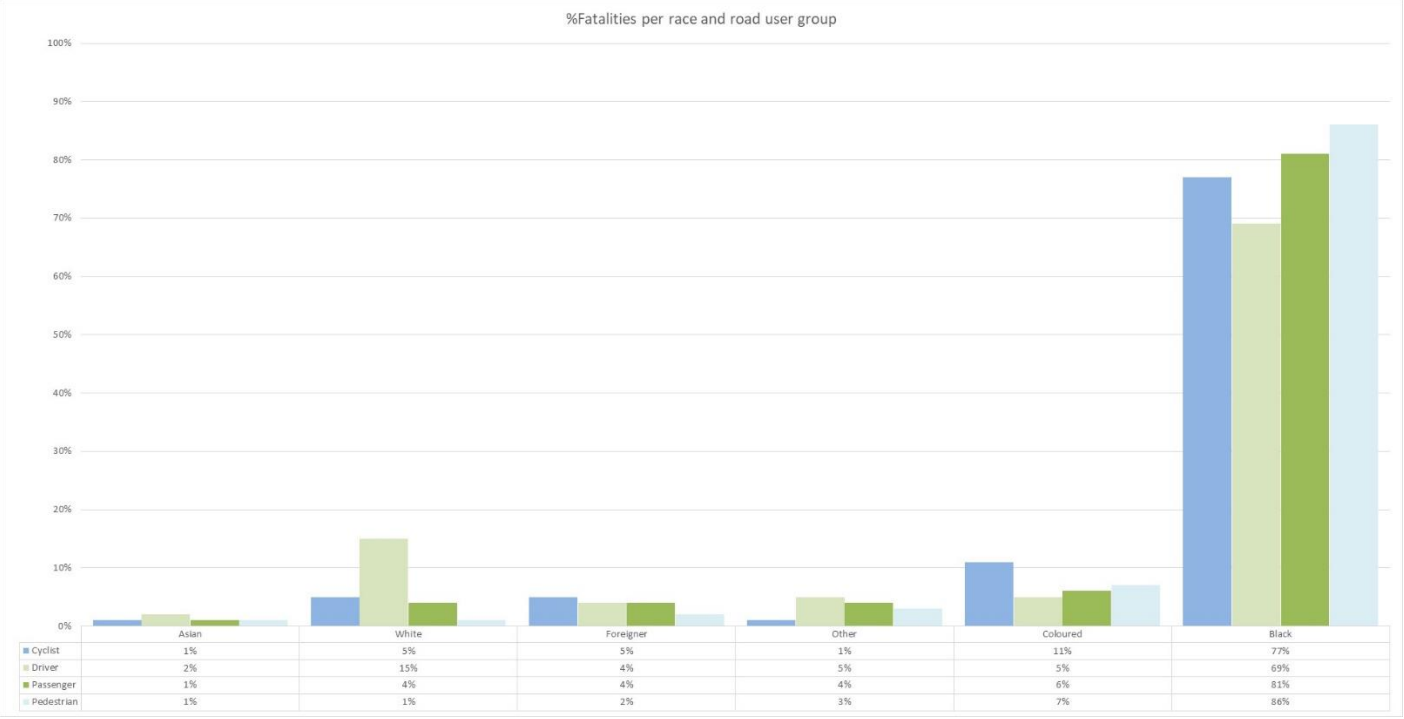
	Asian	Foreigner	Other	White	Coloured	Black
2023	1,4%	2,2%	4,2%	5,7%	5,9%	80,7%
2024	1,3%	3,1%	4,2%	5,7%	6,5%	79,2%

Figure 20: Percentage of Fatalities per Population Group

6.1.7 Distribution of Fatalities per Race and Road User Group

Figure 21 below, shows the breakdown of road user group fatalities by population. From the below graph: 86% of pedestrian fatalities are black, 7% are coloured, 3% are other, foreigner 2%, white and asian are 1% each.

Passenger fatalities are as follows: 80% black, 6% coloured, 4% other foreigner and whites each, 1% asian. driver fatalities are as follows: 69% black, 5% coloured and other each, 4% foreigner, 15% white and 2% asian.



	Asian	White	Foreigner	Other	Coloured	Black
Cyclist	1%	5%	5%	1%	11%	77%
Driver	2%	15%	4%	5%	5%	69%
Passenger	1%	4%	4%	4%	6%	81%
Pedestrian	1%	1%	2%	3%	7%	86%

Figure 21: Percentage of Fatalities per Race and Road User Group

6.1.8 Distribution of Crashes per Crash Type

Figure 22 below, shows the distribution of crashes by crash type. Based on this figure the top four crash types were accidents with pedestrians at 29.4%, hit and runs at 22.2%, single vehicle overturns at 19.0%, and head-on collisions at 10.0%. These four crash types contributed 81% of all crash types in 2024 and 79% in 2023.

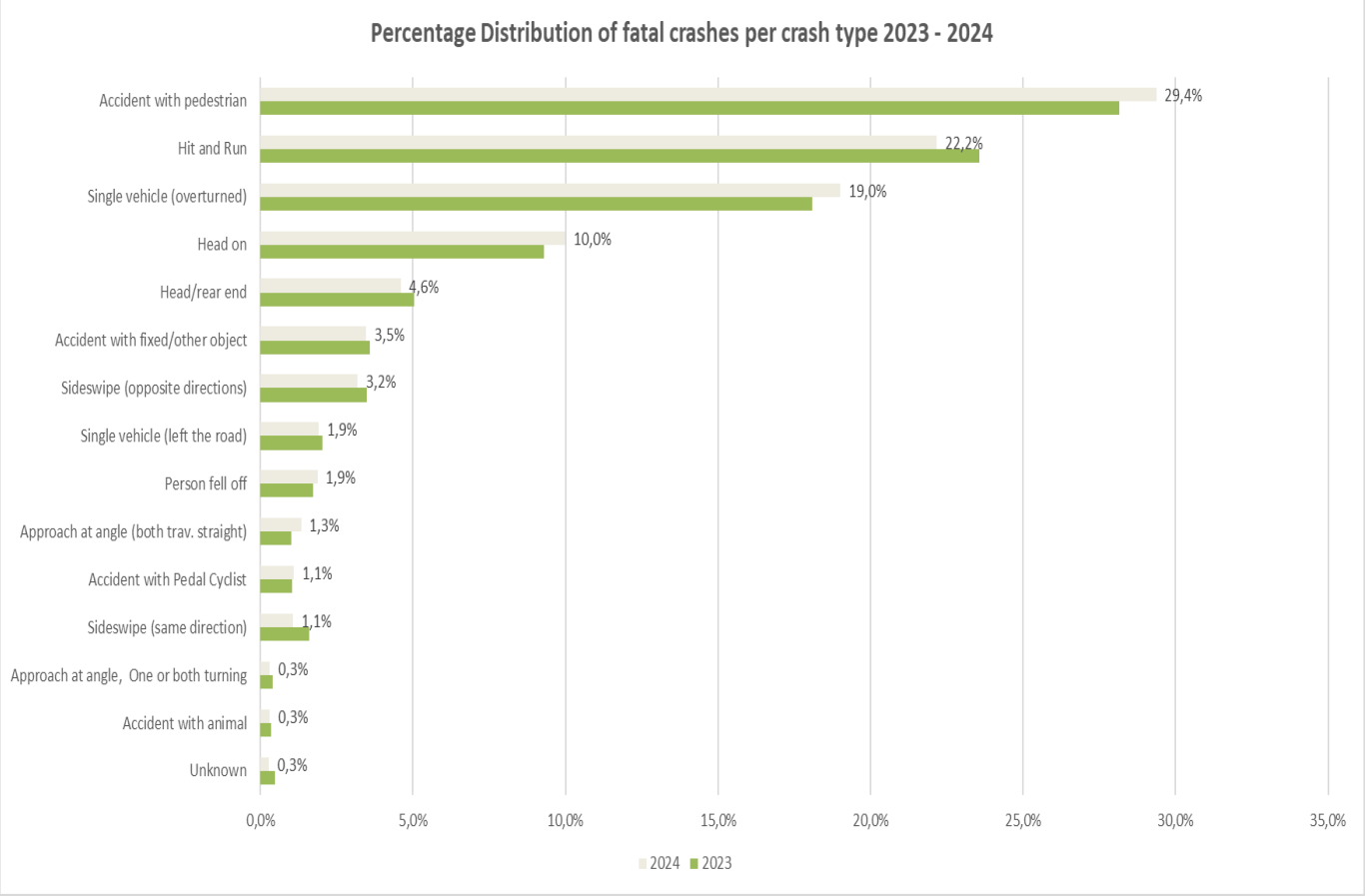


Figure 22: Percentage of Crash types

6.1.9 Distribution of Crashes per Time of Day

As shown in Figure 23 below, 35% of fatal crashes occurred between 17:00 and 22:00. The peak was between 18:00 and 20:00, this two-hour period contributed to 16.5% of fatal crashes in 2023 and 17.00% in 2024.

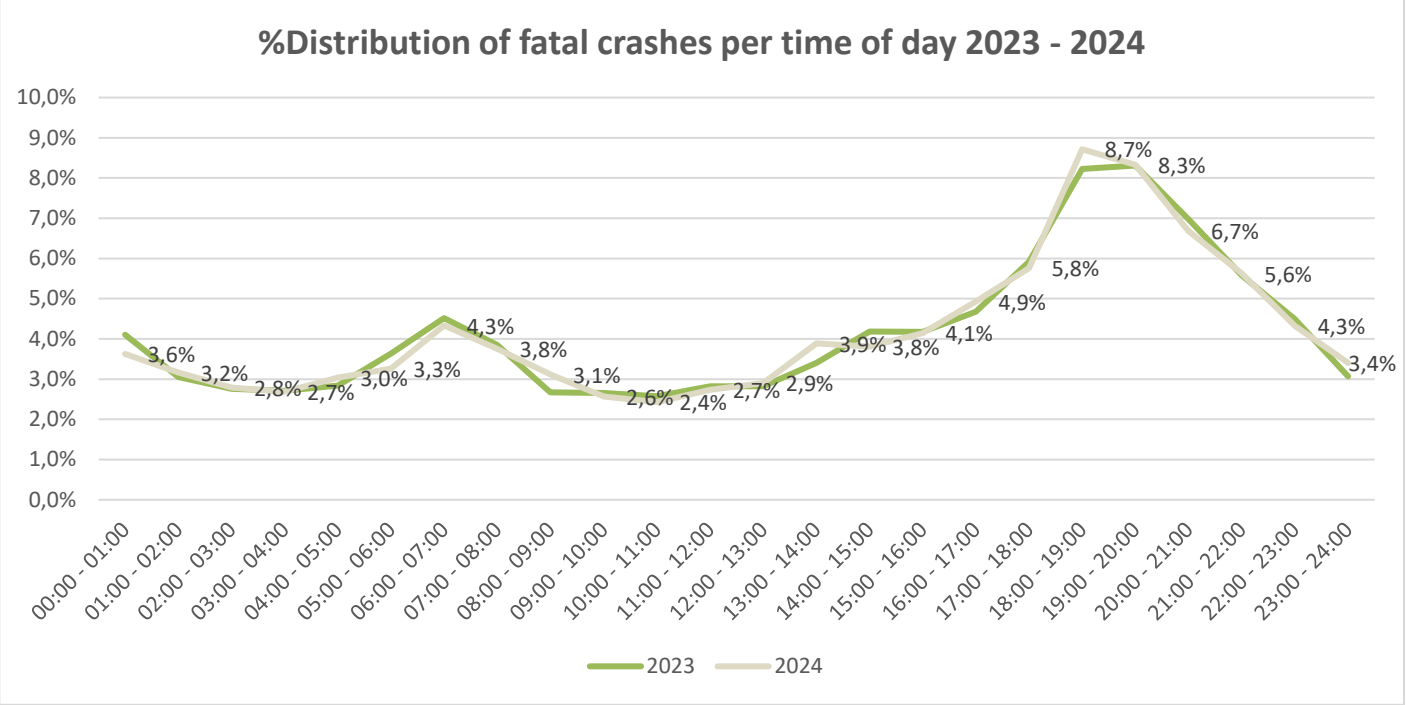
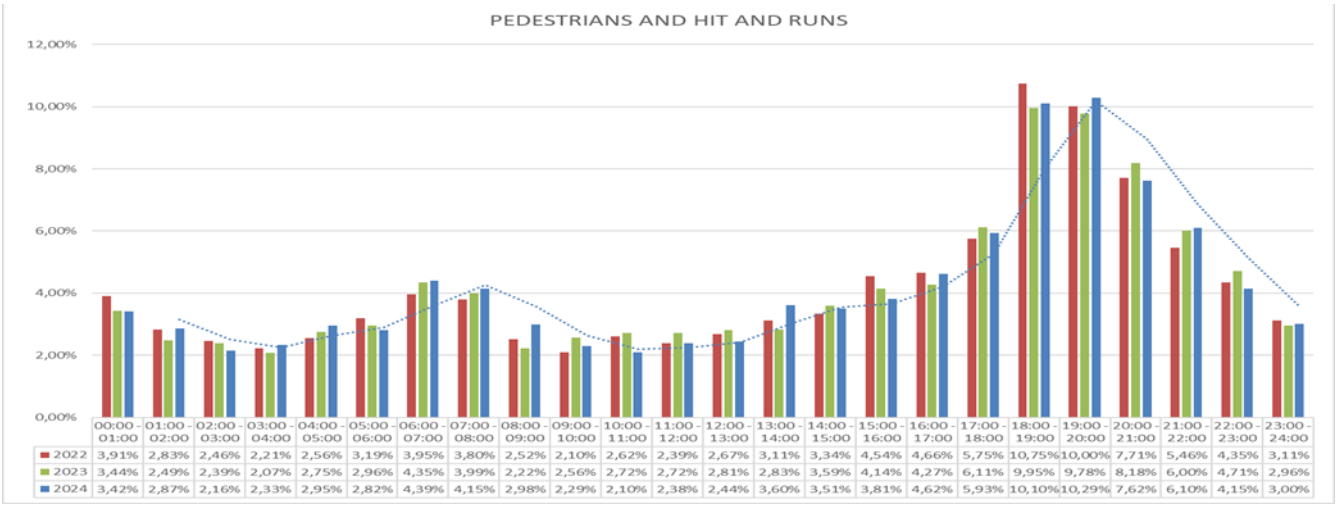


Figure 23: Percentage of Crashes per Time of Days

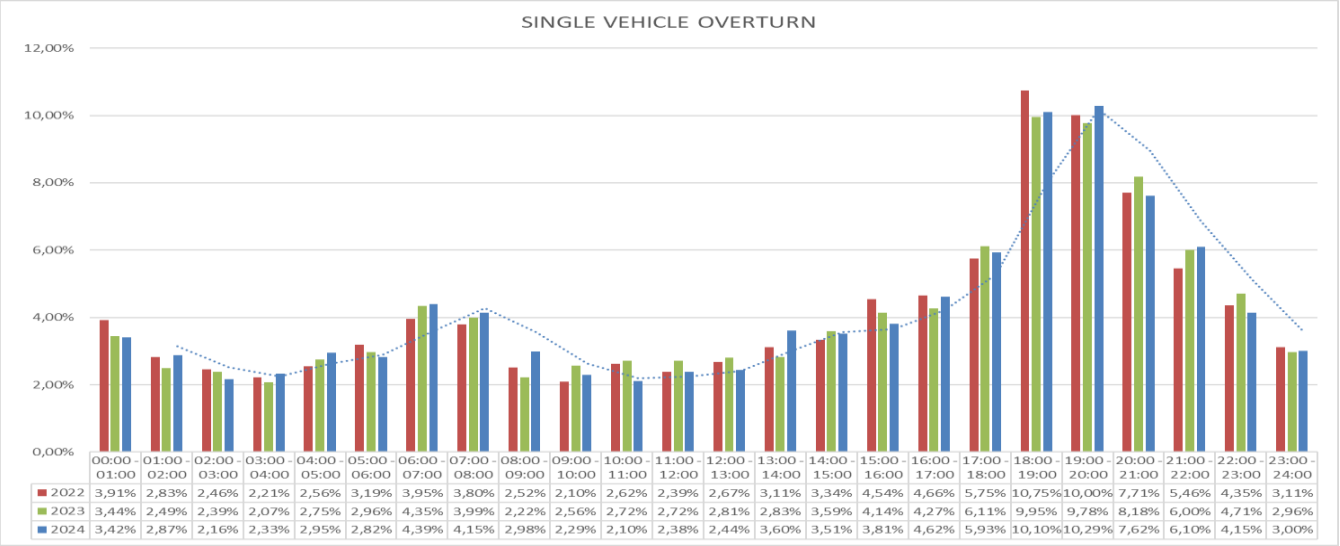
6.1.10 Top crashes per time of day

The trend over the years indicates that the four crash types namely: 1. accidents with pedestrians, 2. hit and runs, 3. single vehicle overturns and 4. head-on collisions (see figure 22 above) are all at their highest between 17:00 and 22:00 as illustrated in figures 24, 25 and 26 below. Forty percent (40%) of accidents with pedestrians and hit and runs occurred during this period. Twenty seven percent (27%) of during this period and thirty-four (34%) of head-on collisions.



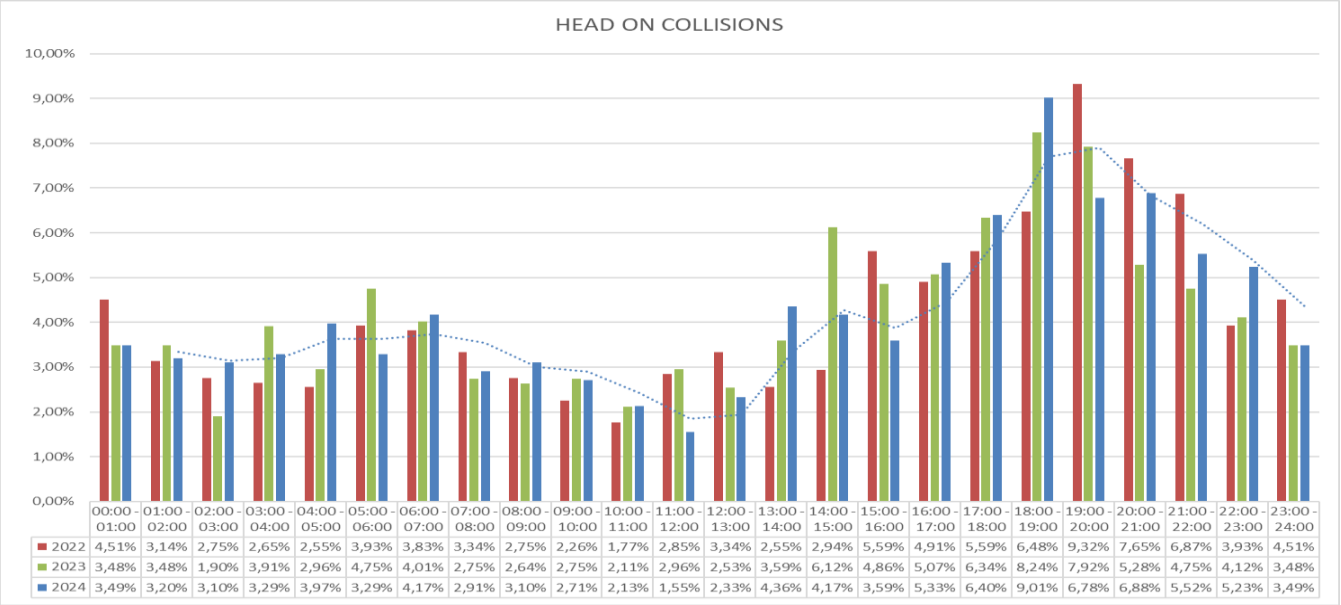
	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2022	3,91%	2,83%	2,46%	2,21%	2,56%	3,19%	3,95%	3,80%	2,52%	2,10%	2,62%	2,39%	2,67%	3,11%	3,34%	4,54%	4,66%	5,75%	10,75%	10,00%	7,71%	5,46%	4,35%	3,11%
2023	3,44%	2,49%	2,39%	2,07%	2,75%	2,96%	4,35%	3,99%	2,22%	2,56%	2,72%	2,72%	2,81%	2,83%	3,59%	4,14%	4,27%	6,11%	9,95%	9,78%	8,18%	6,00%	4,71%	2,96%
2024	3,42%	2,87%	2,16%	2,33%	2,95%	2,82%	4,39%	4,15%	2,98%	2,29%	2,10%	2,38%	2,44%	3,60%	3,51%	3,81%	4,62%	5,93%	10,10%	10,29%	7,62%	6,10%	4,15%	3,00%

Figure 24: Pedestrians hit and runs crash times



	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2022	3,91%	2,83%	2,46%	2,21%	2,56%	3,19%	3,95%	3,80%	2,52%	2,10%	2,62%	2,39%	2,67%	3,11%	3,34%	4,54%	4,66%	5,75%	10,75%	10,00%	7,71%	5,46%	4,35%	3,11%
2023	3,44%	2,49%	2,39%	2,07%	2,75%	2,96%	4,35%	3,99%	2,22%	2,56%	2,72%	2,72%	2,81%	2,83%	3,59%	4,14%	4,27%	6,11%	9,95%	9,78%	8,18%	6,00%	4,71%	2,96%
2024	3,42%	2,87%	2,16%	2,33%	2,95%	2,82%	4,39%	4,15%	2,98%	2,29%	2,10%	2,38%	2,44%	3,60%	3,51%	3,81%	4,62%	5,93%	10,10%	10,29%	7,62%	6,10%	4,15%	3,00%

Figure 25: Single vehicles overturn times



	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2022	4,51%	3,14%	2,75%	2,65%	2,55%	3,93%	3,83%	3,34%	2,75%	2,26%	1,77%	2,85%	3,34%	2,55%	2,94%	5,59%	4,91%	5,59%	6,48%	9,32%	7,65%	6,87%	3,93%	4,51%
2023	3,48%	3,48%	1,90%	3,91%	2,96%	4,75%	4,01%	2,75%	2,64%	2,75%	2,11%	2,96%	2,53%	3,59%	6,12%	4,86%	5,07%	6,34%	8,24%	7,92%	5,28%	4,75%	4,12%	3,48%
2024	3,49%	3,20%	3,10%	3,29%	3,97%	3,29%	4,17%	2,91%	3,10%	2,71%	2,13%	1,55%	2,33%	4,36%	4,17%	3,59%	5,33%	6,40%	9,01%	6,78%	6,88%	5,52%	5,23%	3,49%

Figure 26: Head on collisions crash times

6.1.11 Distribution of Crashes per Contributory Factors

The trend over the years indicates that human factors significantly contribute to road fatalities. As shown in Figure 27 below, human factors are constantly above 87% of all contributory factors.

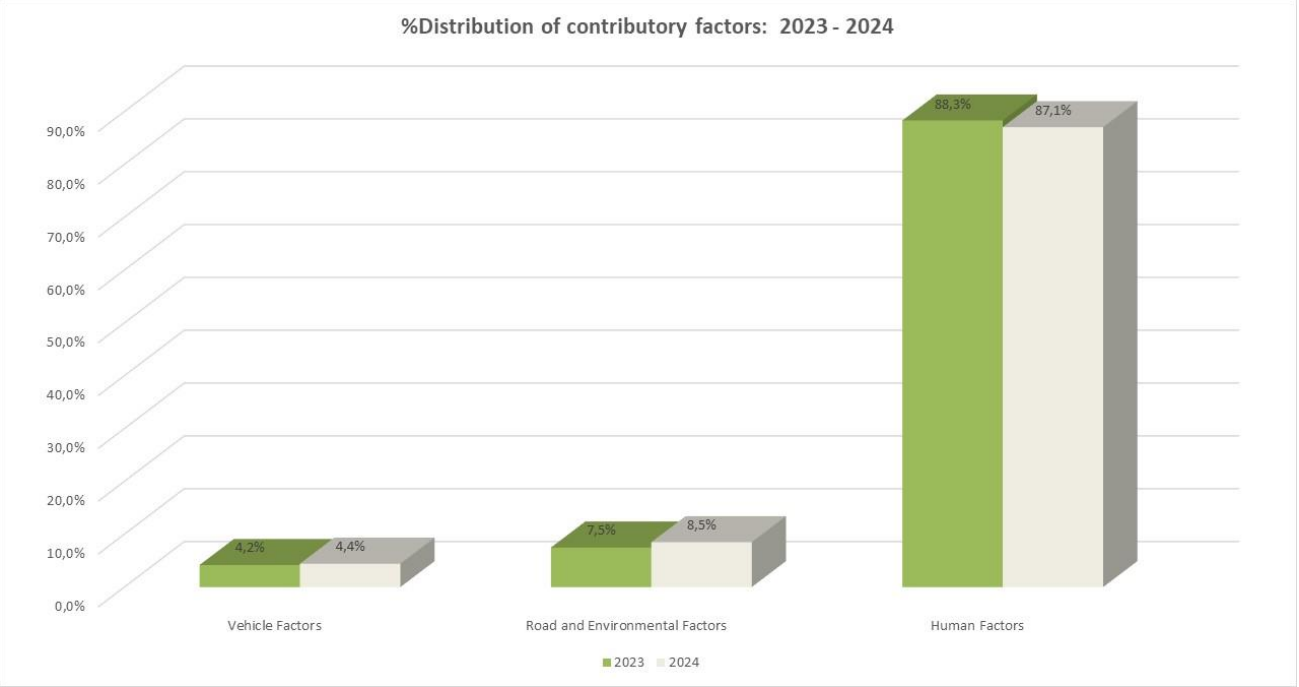


Figure 27: Percentage of Fatalities per Major Contributory Factors

6.1.12 Distribution of Crashes per Human Factor

Figure 28 below, illustrates a breakdown of the top 15 human contributory factors, which constitute 96% of all 41 types of human contributory factors reported.

The largest contributor to fatal crashes in 2024 is accidents with pedestrians, accounting for 23.7% of all fatal crashes, up from 22.5% in 2023. This is followed by hit and runs at 20.6% in 2024 from 21.3% in 2023.

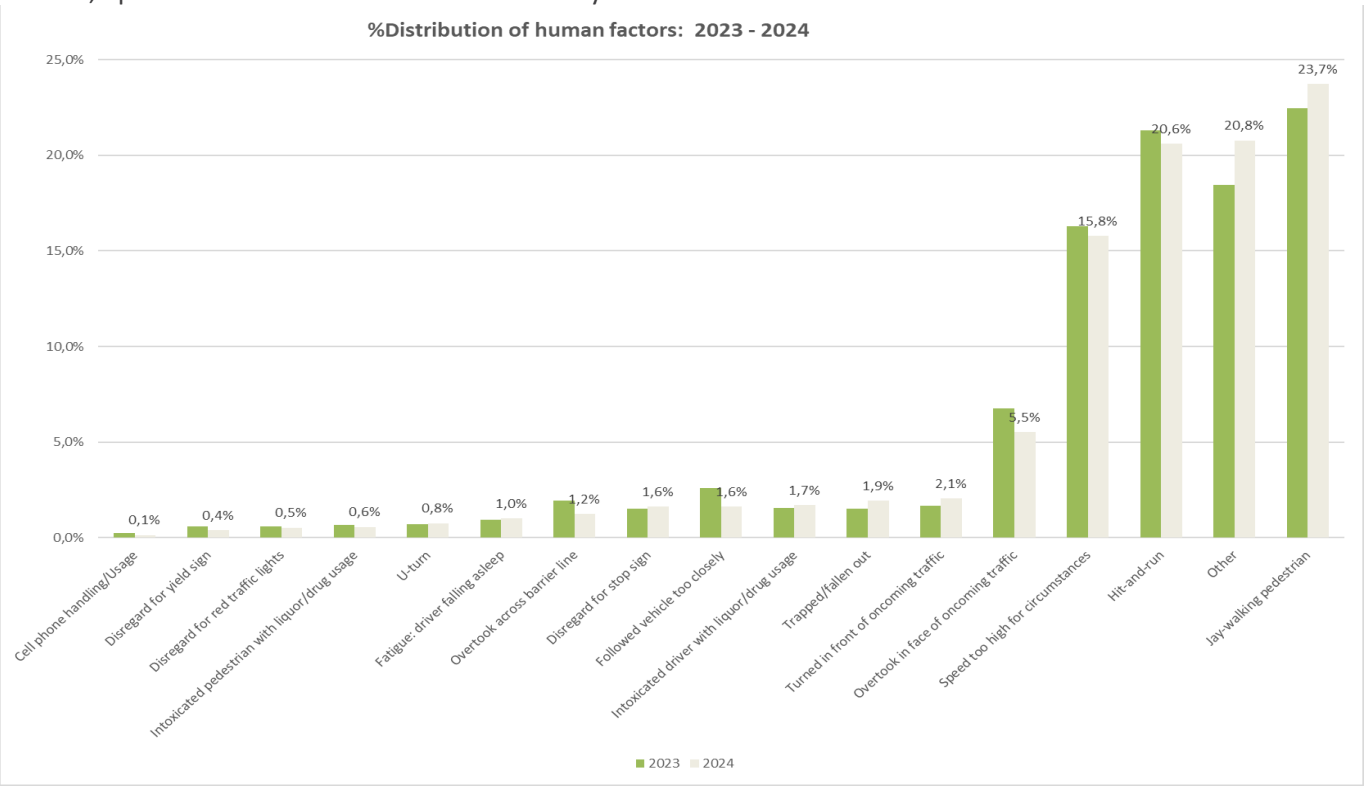


Figure 28: Percentage of Fatalities per Human Factor Factors

7 Pedestrian Safety

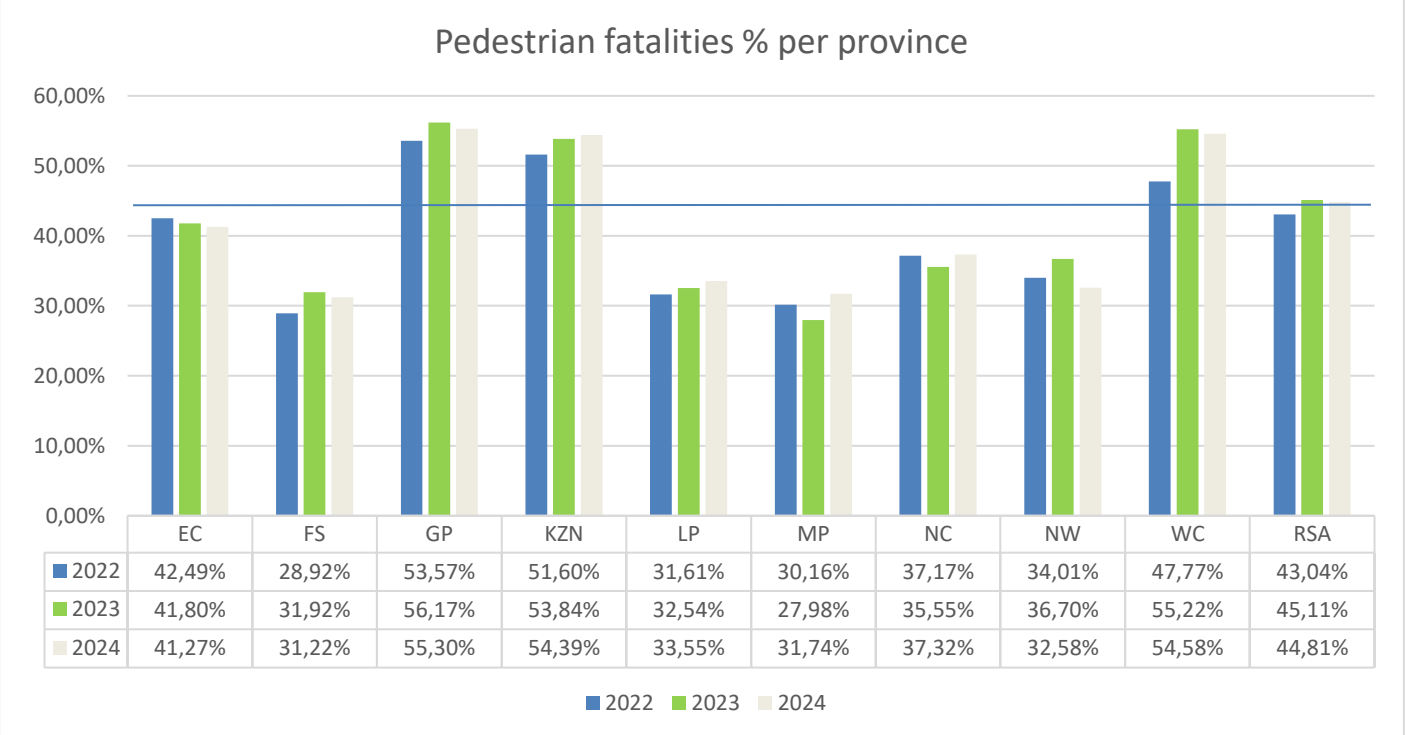
7.1 Pedestrian Fatalities per province

Pedestrian safety remains the most significant road safety challenge in South Africa with an average of 44% of all fatalities being pedestrians.

YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2022	625	214	1372	1191	435	390	155	283	687	5352
2023	581	211	1412	1200	453	331	139	276	757	5360
2024	629	231	1335	1258	456	371	131	316	727	5454

Table 18: Pedestrian Fatalities

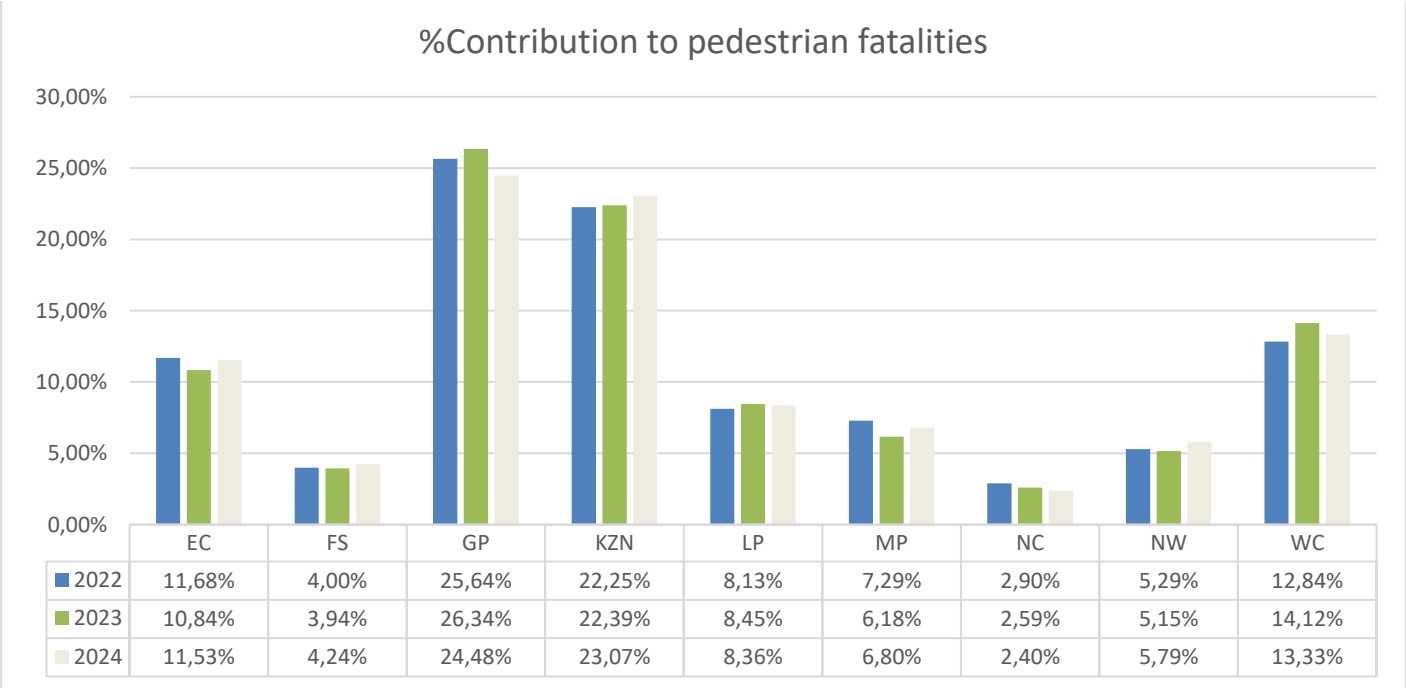
Nationally pedestrian fatalities were 44,81% of all fatalities for the year 2024. Pedestrian fatalities are broken down into provinces and reflected in Figure 29 below. The three provinces are above the national percent are Gauteng 55.30% of all fatalities being pedestrians, followed by Western Cape with 54.58% and KwaZulu-Natal with 54.39%.



	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2022	42,49%	28,92%	53,57%	51,60%	31,61%	30,16%	37,17%	34,01%	47,77%	43,04%
2023	41,80%	31,92%	56,17%	53,84%	32,54%	27,98%	35,55%	36,70%	55,22%	45,11%
2024	41,27%	31,22%	55,30%	54,39%	33,55%	31,74%	37,32%	32,58%	54,58%	44,81%

Figure 29: Percentage of Pedestrian Fatalities per Province

Figure 30 below shows percentage contribution of pedestrian fatalities from each province to the national pedestrian fatalities. Gauteng and KwaZulu-Natal are the highest contributors to pedestrian fatalities at 24.84% and 23.07% in 2024 respectively. The two provinces contributed 47.55% of pedestrian fatalities in 2024. The next two highest contributors to pedestrian fatalities are Western Cape 13.33% and Eastern Cape 11.53%. The four provinces contributed 72% of all pedestrian fatalities nationally.

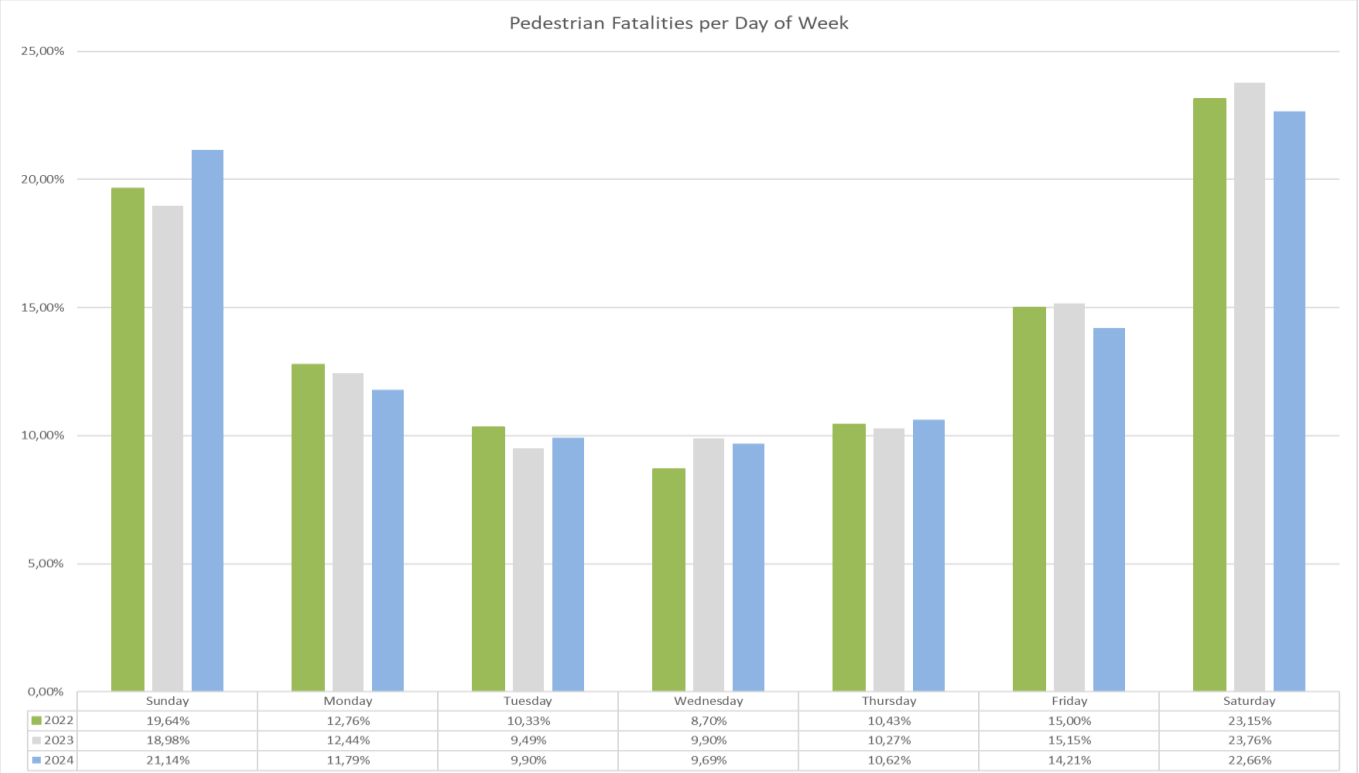


	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2022	11,68%	4,00%	25,64%	22,25%	8,13%	7,29%	2,90%	5,29%	12,84%
2023	10,84%	3,94%	26,34%	22,39%	8,45%	6,18%	2,59%	5,15%	14,12%
2024	11,53%	4,24%	24,48%	23,07%	8,36%	6,80%	2,40%	5,79%	13,33%

Figure 30: Pedestrian Fatalities of all Fatalities per Province

7.2 Pedestrian Fatalities per week-day

Figure 31 below, illustrates the percentage of pedestrian fatalities per day of the week. In all three years fatalities were high over the weekends starting from Friday. In 2024, 58.00% of pedestrian fatalities occurred on Friday Saturday and Sunday. In 2023, 57.90% over these three days and in 2022, 57.79% occurred over these three days.



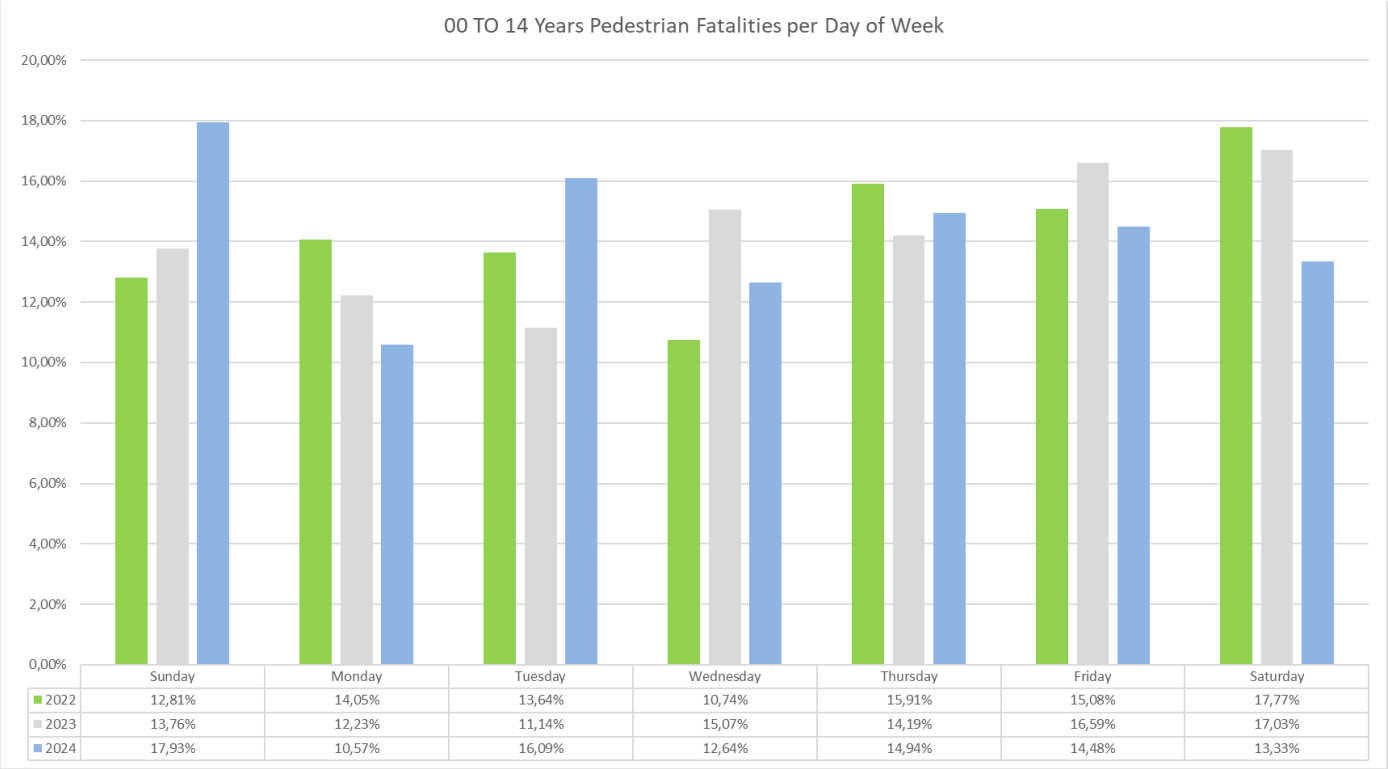
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2022	19,64%	12,76%	10,33%	8,70%	10,43%	15,00%	23,15%
2023	18,98%	12,44%	9,49%	9,90%	10,27%	15,15%	23,76%
2024	21,14%	11,79%	9,90%	9,69%	10,62%	14,21%	22,66%

Figure 31: Pedestrian Fatalities of all Fatalities per week-day

7.3 Pedestrian Fatalities per Day of the Week (Ages 0 to 14)

This section looks at the pedestrian fatalities of children between the ages of 0 and 14 years. These are the most vulnerable members of our society. This age group should be under the care of an adult. As indicated above this age group contributed 13.46% of pedestrian fatalities in 2024 and 15.53% in 2023.

Figure 32 below, illustrates the percentage of 0 to 14 years pedestrian road fatalities per day of the week. In 2024, 17.93% of pedestrian fatalities in the age group 0 to 14 years occurred on Sunday. In 2023, 17.77% of this age group occurred on Saturday and in 2022, 17.03% occurred on Saturday.

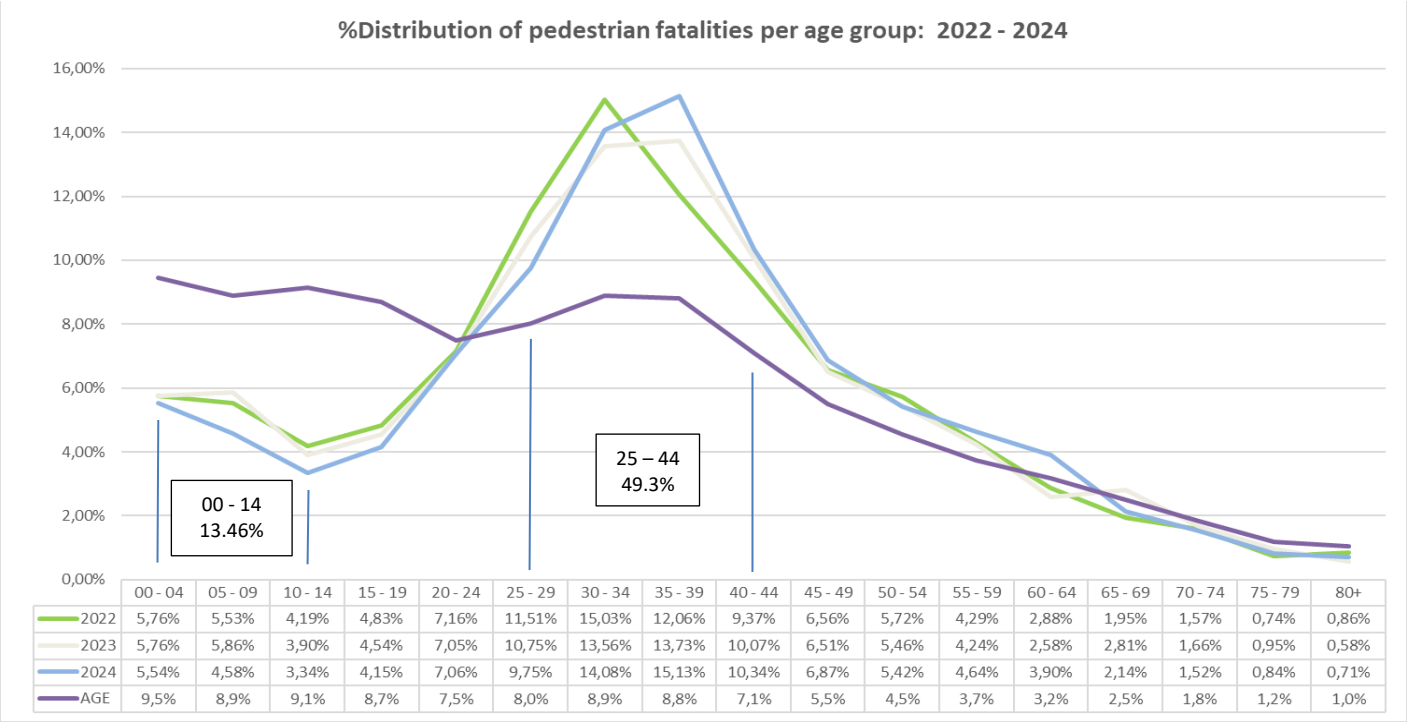


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2022	12,81%	14,05%	13,64%	10,74%	15,91%	15,08%	17,77%
2023	13,76%	12,23%	11,14%	15,07%	14,19%	16,59%	17,03%
2024	17,93%	10,57%	16,09%	12,64%	14,94%	14,48%	13,33%

Figure 32: Pedestrian Fatalities per Day of the Week

7.4 Pedestrian Fatalities per age-group

From Figure 33 below, the pattern of pedestrian fatalities per age group is similar to the pattern of all fatalities per age group. The largest proportion of fatalities is within the age group 25 to 44 totalling 49.30% of all pedestrian fatalities in 2024 and 48.10% in 2023. In terms of the population distribution this age group is 32.8% of the population. The percentage of pedestrian fatalities for children up to the age of 14 was 13.46% in 2024 and 15.53% in 2023; and the population of this age group is 27.5%.



	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+
2022	5,76%	5,53%	4,19%	4,83%	7,16%	11,51%	15,03%	12,06%	9,37%	6,56%	5,72%	4,29%	2,88%	1,95%	1,57%	0,74%	0,86%
2023	5,76%	5,86%	3,90%	4,54%	7,05%	10,75%	13,56%	13,73%	10,07%	6,51%	5,46%	4,24%	2,58%	2,81%	1,66%	0,95%	0,58%
2024	5,54%	4,58%	3,34%	4,15%	7,06%	9,75%	14,08%	15,13%	10,34%	6,87%	5,42%	4,64%	3,90%	2,14%	1,52%	0,84%	0,71%
AGE	9,5%	8,9%	9,1%	8,7%	7,5%	8,0%	8,9%	8,8%	7,1%	5,5%	4,5%	3,7%	3,2%	2,5%	1,8%	1,2%	1,0%

Figure 33: Pedestrian Fatalities per Age Group

7.5 Pedestrian Fatalities per Time of Day

The time and day of pedestrian fatalities are depicted in Figure 34 below. From the below figure 40% of pedestrian fatalities occurred during the period 17:00 and 22:00 on any given day of the week. From Figure 25 above, 35% of fatal crashes occurred during the same period. It is also during this period that accidents with pedestrians and hit and runs contributed 40% of all crash types see figure 26 above.

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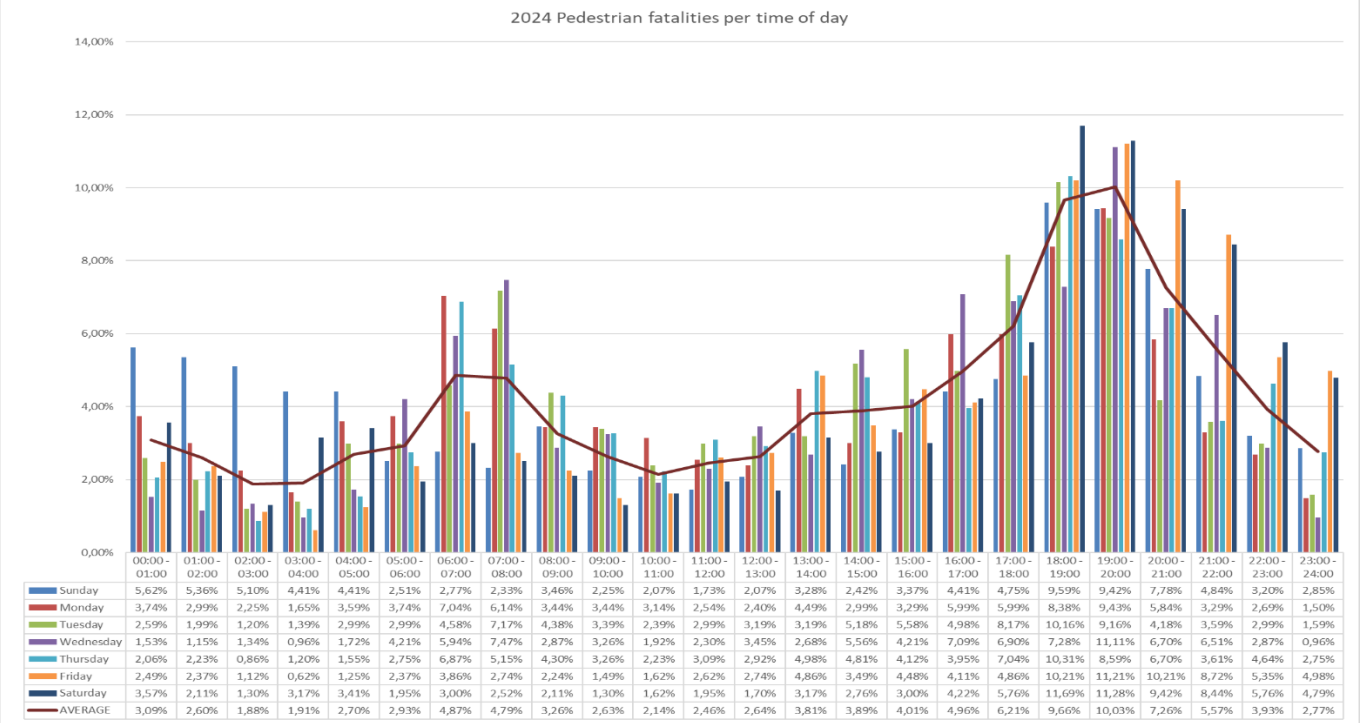


	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
Sunday	5,62%	5,36%	5,10%	4,41%	4,41%	2,51%	2,77%	2,33%	3,46%	2,25%	2,07%	1,73%	2,07%	3,28%	2,42%	3,37%	4,41%	4,75%	9,59%	9,42%	7,78%	4,84%	3,20%	2,85%
Monday	3,74%	2,99%	2,25%	1,65%	3,59%	3,74%	7,04%	6,14%	3,44%	3,44%	3,14%	2,54%	2,40%	4,49%	2,99%	3,29%	5,99%	5,99%	8,38%	9,43%	5,84%	3,29%	2,69%	1,50%
Tuesday	2,59%	1,99%	1,20%	1,39%	2,99%	2,99%	4,58%	7,17%	4,38%	3,39%	2,39%	2,99%	3,19%	3,19%	5,18%	5,58%	4,98%	8,17%	10,16%	9,16%	4,18%	3,59%	2,99%	1,59%
Wednesday	1,53%	1,15%	1,34%	0,96%	1,72%	4,21%	5,94%	7,47%	2,87%	3,26%	1,92%	2,30%	3,45%	2,68%	5,56%	4,21%	7,09%	6,90%	7,28%	11,11%	6,70%	6,51%	2,87%	0,96%
Thursday	2,06%	2,23%	0,86%	1,20%	1,55%	2,75%	6,87%	5,15%	4,30%	3,26%	2,23%	3,09%	2,92%	4,98%	4,81%	4,12%	3,95%	7,04%	10,31%	8,59%	6,70%	3,61%	4,64%	2,75%
Friday	2,49%	2,37%	1,12%	0,62%	1,25%	2,37%	3,86%	2,74%	2,24%	1,49%	1,62%	2,62%	2,74%	4,86%	3,49%	4,48%	4,11%	4,86%	10,21%	11,21%	10,21%	8,72%	5,35%	4,98%
Saturday	3,57%	2,11%	1,30%	3,17%	3,41%	1,95%	3,00%	2,52%	2,11%	1,30%	1,62%	1,95%	1,70%	3,17%	2,76%	3,00%	4,22%	5,76%	11,69%	11,28%	9,42%	8,44%	5,76%	4,79%
AVERAGE	3,09%	2,60%	1,88%	1,91%	2,70%	2,93%	4,87%	4,79%	3,26%	2,63%	2,14%	2,46%	2,64%	3,81%	3,89%	4,01%	4,96%	6,21%	9,66%	10,03%	7,26%	5,57%	3,93%	2,77%

Figure 34: : Percentage of Pedestrian Fatalities per Day and Time-of day

8 Cost of Crashes

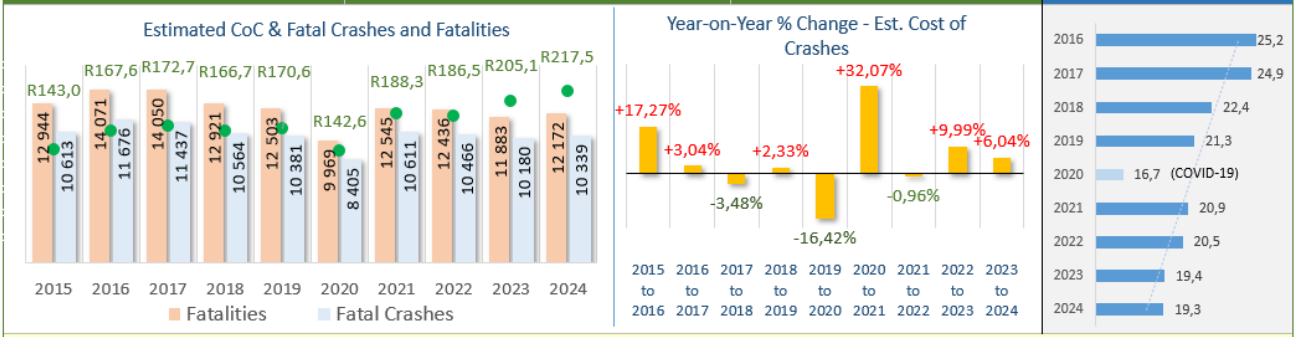
The high number of road traffic crashes and their associated consequences has a significant impact on South African society, which in turn continues to hamper socio-economic development and affects the well-being of all South Africans. This impact is measured in terms of human lives lost, "pain, grief and suffering", as well as an increasing cost to the economy.

A study to determine the cost of crashes in South Africa for 2015 was published in September 2016. The cost of crashes included human casualty costs, vehicle repair costs, and incident costs, which were estimated at R142.9 billion for 2015. The RTMC calculates and adjusts the cost of crashes annually based on the respective annual Consumer Price Index (CPI) and the number of fatal crashes and fatalities per year. The estimated adjusted cost of crashes for 2024 is R217.53 billion (Estimated 2.94% of the GDP for 2024) as indicated in Figure 35 below.

South Africa: Estimated Cost of Crashes (CoC) and Deaths per 100 000 Population

Calender Year	Days	[2]Fatalities	Fatalities per Day	[2]Fatal Crashes	[1]CoC R*Billion	Change R*Billion	% Change	[3]Est. Unit Cost Death R*Million	[4]Est. Unit Cost Fatal Crash R*Million	[5]Mid-Year Population (million)	Deaths per 100 000 Population
2015	365	12 944	35	10 613	142,95	-	-	R3,92	R5,44	54,96	23,55
2016	365	14 071	39	11 676	167,63	+24,68	+17,27%	R4,17	R5,79	55,91	25,17
2017	365	14 050	38	11 437	172,72	+5,09	+3,04%	R4,39	R6,09	56,52	24,86
2018	365	12 921	35	10 564	166,72	-6,00	-3,48%	R4,59	R6,37	57,73	22,38
2019	365	12 503	34	10 381	170,60	+3,88	+2,33%	R4,78	R6,63	58,78	21,27
2020	366	9 969	27	8 405	142,59	-28,01	-16,42%	R4,93	R6,85	59,62	16,72
2021	365	12 545	34	10 611	188,31	+45,72	+32,07%	R5,16	R7,16	60,14	20,86
2022	365	12 436	34	10 466	198,79	+10,48	+5,57%	R5,52	R7,66	60,60	20,52
2023	365	11 883	33	10 180	205,13	+6,34	+3,19%	R5,86	R8,13	61,29	19,39
2024	366	12 172	33	10 339	**217,53**	+12,39	+6,04%	R6,12	R8,49	63,02	19,31

Est. Average annual CoC (10 yrs) = R177,296 bn | Est. Total CoC (10 yrs) = R1 772,96 bn | Estimated % of GDP (2024) = 2,94 %



[1]Adjusted with CPI from Base Year 2015 , 'Cost of Crashes in South Africa - Published September 2016 (CoC, 2015)
[2]Actual fatal crashes & fatalities recorded (CoC calculations include +5% for underreporting in line with published CoC, 2015)
[3]Estimated Unit Cost of one Death for respective year (CoC calculation include estimated major, minor and damage only crashes)
[4]Estimated Unit Cost of one Fatal Crash for respective year (CoC calculation include estimated major, minor and damage only crashes)
[5]STATS SA Mid-Year Population

Road Traffic Management Corporation

Figure 35: Estimated Cost of Crashes

9 Approval

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…… ……..

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DECADE OF ACTION FOR ROAD SAFETY
2021 - 2030