Road Traffic
Management Corporation

Interim Road Traffic and Fatal Crash Report For the Year 2006

26 January 2007

Index

1. Executive Summary

1.1 The number of vehicles registered on the National Traffic Information System (NaTIS) increased by 573,715 (7,20%) from 7,971,187 vehicles registered on 31 December 2005 to 8,544,902 vehicles registered on 31 December 2006.

1.2 The average number of persons per vehicle decreased from 7,07 in 2005 to 6,67 in 2006; indicating a general improvement in mobility by means of road transport.

1.3 The estimated fuel sales for road use increased by 2,99% from 16,623 megalitres in 2005 to 17,121 megalitres in 2006.

1.4 The total estimated distance travelled by road vehicles during 2006 increased by 2,611 (2,08%) million vehicle kilometres (mvk) from 125,475 mvk during 2005 to 128,086 mvk during 2006.

1.5 The number of un-roadworthy (but registered and licenced) vehicles increased by 35,546 (16,19%) from 219,553 in December 2005 to 255,099 at the end of December 2006.

1.6 The number of driving licences issued increased by 304,641 (4,05%) from 7,513,530 at the end of December 2005 to 7,818,171 at the end of December 2006.

1.7 Expired driving licence cards increased by 41,199 (21,26%) from 193,810 expired cards at the end of 2005 to 235,009 expired cards at the end of 2006.

1.8 Expired Professional Driving Permits (PrDP's) increased by 754 (0,88%) from 85,690 on 31 December 2005 to 86,444 at the end of December 2006.

1.9 The number of fatal crashes for the year 2006 increased by 718 (6,12%) from 11,736 during the year 2005 to 12,454. (The increase from 2004 to 2005 was 10,41%).

1.10 The estimated number of fatalities increased by 1,258 (8,90%) from 14,135 during the year 2005 to 15,393 during 2006. (The increase from 2004 to 2005 was 10,62%).

1.11 *Driver fatalities* increased by 599 (15,49%) from 3,867 in 2005 to 4,466 in 2006; *Passenger fatalities* increased by 793 (18,20%) from 4,358 to 5,151 in 2006; and *Pedestrian fatalities* decreased by 134 (2,26%) from 5,910 to 5,776.

1.12 The number of fatalities per 100 million vehicle kilometres (mvk) increased by 0,78 (7,10%) from 10,97 in 2005 to 11,75 in 2006.

1.13 The estimated cost of fatal crashes increased by R 632 million (6,12%) from a total of R10,33 billion in 2005 to R 10,96 billion in 2006.

2. Number of Registered Vehicles

The number of vehicles registered on the National Traffic Information System (NaTIS) increased by 573,715 (7,20%) from 7,971,187 vehicles registered on 31 December 2005 to 8,544,902 vehicles registered on 31 December 2006. Detail per type of vehicle is shown in ***Table 1*** below.

Table 1 : Number of Registered Vehicles	Number registered Dec 2005	Number registered Dec 2006	Change	% Change	% of Group Dec 2006	% of Total Dec 2006
Motorised Vehicles						
Motorcars	4,574,972	4,890,206	315,234	6.89	63.90	57.23
Minibuses	256,205	266,175	9,970	3.89	3.48	3.12
Buses	32,308	36,772	4,464	13.82	0.48	0.43
Motorcycles	237,556	280,693	43,137	18.16	3.67	3.28
LDV's - Bakkies	1,564,437	1,688,418	123,981	7.92	22.06	19.76
Trucks	259,651	279,780	20,129	7.75	3.66	3.27
Other & Unknown	203,662	211,000	7,338	3.60	2.76	2.47
Total Motorised	**7,128,791**	**7,653,044**	**524,253**	**7.35**	100.00	**89.56**
Towed Vehicles						
Caravans	107,804	107,897	93	0.09	12.10	1.26
Heavy Trailers	115,415	122,954	7,539	6.53	13.79	1.44
Light Trailers	599,958	642,026	42,068	7.01	71.99	7.51
Unknown	19,220	18,982	-238	-1.24	2.13	0.22
Total Towed	**842,397**	**891,859**	**49,462**	**5.87**	100.00	**10.44**
All Vehicles	**7,971,187**	**8,544,902**	**573,715**	**7.20**		100.00

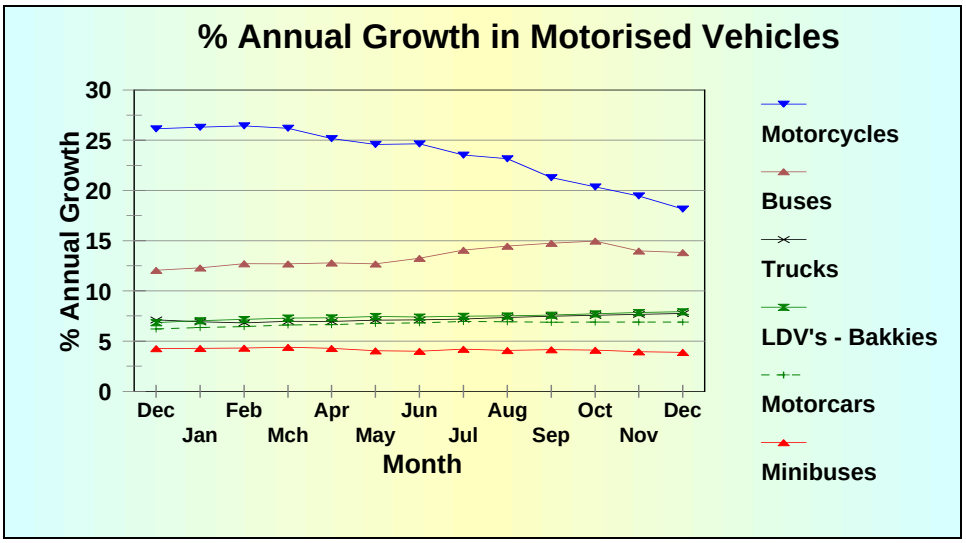
The information in the table above shows that, on a percentage basis, the biggest increase was recorded for motorcycles, which increased by 43,137 (18,16%) from 237,556 in December 2005 to 280,693 in December 2006. Buses increased by 4,464 (13,82%) from 32,308 registered at the end of 2005 to 36,772 at the end of 2006.

The number of light load vehicles (LDV's – "bakkies") increased 123,981 (7,92%) from 1,564,437 in 2005 to 1,688,418 in 2006. Trucks increased by 20,129 (7,75%) 279,780 and heavy trailers increased 7,539 (6,53%) to 122,954.

Motorcars increased by 315,234 (6,89%) from 4,57 million to 4,89 million at the end of 2006. The number of Minibuses increased by 9,970 (3,89%) from 256,205 to 266,175 on 31 December 2006.

The percentage change in the number of vehicles per type per month, in comparison with the same month the previous year, is shown in ***Figure 1*** below.

Fig. 1 : % Annual Change in the Number of Registered Vehicles per Type



After an initial increase in the trend, the information in the figure above shows a downward trend in the increase in motorcycle registrations, from about 26% in March 2006 to 18% in December. Buses continued with an upward trend from an annual increase of 12% in December 2005 to 15% in October 2006 and 14% in December.

Trucks, motorcars and LDV's (bakkies) continue to grow at more or less the same rate of about 6,7% at the beginning of the year to an average rate of about 7,5% towards the end of the year.

The lowest increase was recorded for minibuses which, throughout the year, continued increasing at a steady rate of about 4%.

At the end of December 1999 there were 5,3 million petrol driven and 0,7 million diesel driven vehicles registered on NaTIS. Diesel driven vehicles comprised in the order of about 11,5% of the total motorised vehicle population. The average annual increase in petrol driven vehicles was in the order of 1,4% while diesel driven vehicles increased with about 0,8% annually.

At the end of December 2006 there were about 6,5 million petrol driven and 1,1 million diesel vehicles registered. In 2006 diesel driven vehicles were in the order of 14,6% of the total motorised vehicle population. The increase in the number of petrol driven vehicles from 2005 to 2006 was 6,13% while the increase in the number of diesel driven vehicles was 15,12%.

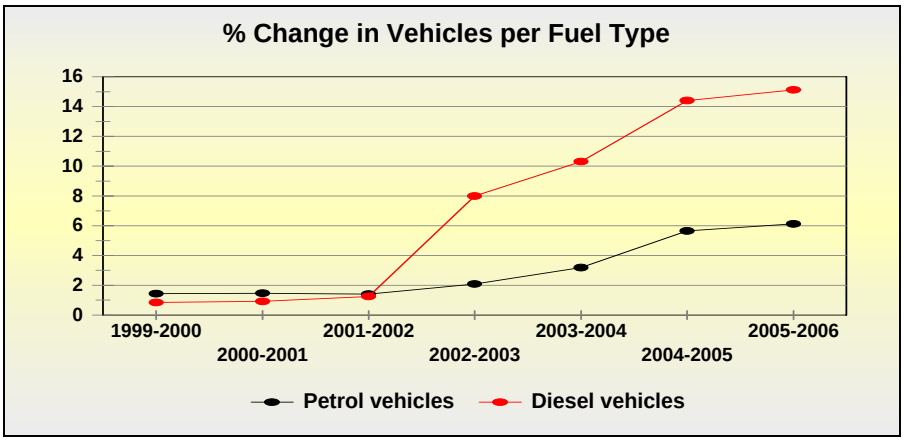
The percentage change in the number of vehicles per type of vehicle per fuel type from December 2005 to December 2006 was as shown in ***Table 2*** below.

Table 2 : % Change in No. of Vehicles per Fuel Type		
Vehicle Type	**Petrol**	**Diesel**
Motorcars	6.12	25.97
Minibuses	2.50	28.30
Buses	25.74	12.22
LDV's - Bakkies	5.11	14.40
Trucks	-9.78	9.29
All Types	**6.13**	**15.12**

The information in the table above shows that the number of petrol driven motorcars increased by 6,12% from December 2005 to December 2006 while the number of diesel driven motorcars increased by 25,97%. Over the same period the number of petrol driven minibuses increased by 2,50% and diesel driven minibuses increased 28,30%. The number of petrol driven trucks decreased by 9,78% and the number of diesel driven trucks increased by 9,29%.

The percentage (%) annual change in the number of vehicles per fuel type from December 1999 to December 2006 is also reflected in ***Figure 2*** below.

Fig. 2 : Annual % Change in the Number of Registered Vehicles per Fuel Type



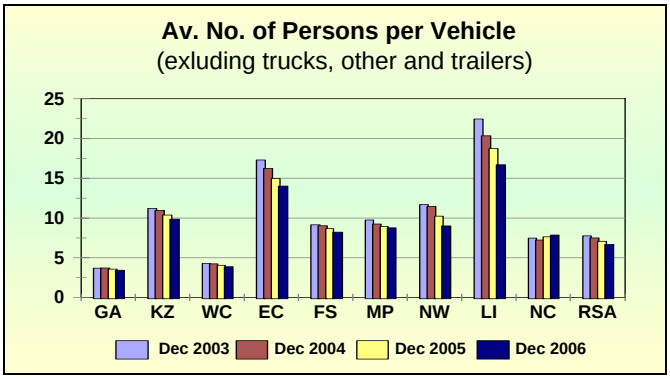
3. Mobility of Human Population

The average number of persons per vehicle that can reasonably be used to transport passengers (excluding trucks, trailers, other and unknown vehicles) per Province, from December 2003 to December 2006 is given in ***Table 3*** below.

Table 3 : Average Number of Persons per Vehicle (excluding trucks, other, unknown and towed vehicles										
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Dec 2003	3.68	11.18	4.27	17.30	9.14	9.74	11.69	22.46	7.47	**7.74**
Dec 2004	3.69	10.97	4.23	16.22	9.01	9.26	11.44	20.33	7.24	**7.50**
Dec 2005	3.57	10.37	4.05	14.97	8.64	8.92	10.23	18.72	7.62	**7.07**
Dec 2006	3.43	9.84	3.85	14.02	8.21	8.76	9.00	16.69	7.85	**6.67**

The information in the table above shows that, on a national basis, the average number of persons per vehicle decreased from 7,07 to 6,67; indicating a general improvement in mobility by means of road transport. The above Provincial figures from December 2003 to December 2006 are also graphically reflected in ***Figure 3*** below.

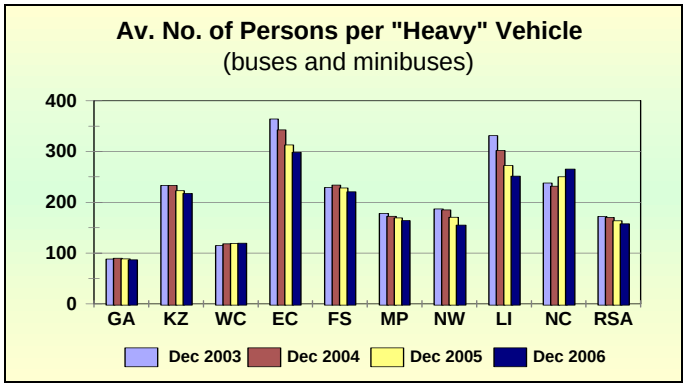
Fig. 3 : Average Number of persons per Vehicle per Province



The average number of persons per “heavy” passenger transport vehicle per Province , (only minibuses and buses), from December 2003 to December 2006 is given in ***Table 4*** and reflected in ***Figure 4*** below.

Table 4 : Average Number of Persons per "Heavy" Passenger Transport Vehicle (buses and minibuses)										
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Dec 2003	88	233	115	364	229	178	187	331	238	**172**
Dec 2004	90	233	118	343	234	172	185	302	232	**170**
Dec 2005	89	223	119	313	228	169	171	272	250	**163**
Dec 2006	87	217	120	299	220	164	155	252	265	**158**

Fig. 4 : Average Number of Persons per “Heavy” Passenger Transport Vehicle



The above information shows that, on a national basis, the average number of persons per minibus and bus improved from 163 persons in December 2005 to 158 persons per vehicle in December 2006.

Information on the average number of passenger transport vehicles, minibuses and buses combined, per 10,000 persons per Province from December 2003 to December 2006 is given in ***Table 5*** below.

Table 5 : Average Number of Public Transport Vehicles (buses and minibuses) per 10,000 Human Population

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2003	114	43	87	27	44	56	54	30	42	**58**
Dec 2004	111	43	85	29	43	58	54	33	43	**59**
Dec 2005	113	45	84	32	44	59	59	37	40	**61**
Dec 2006	116	46	84	33	45	61	64	40	38	**63**

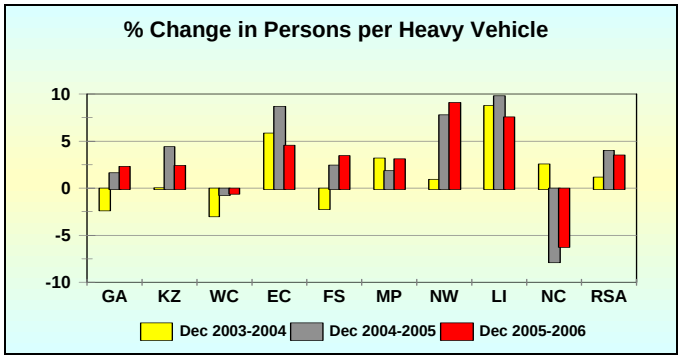
The above information shows that, on a national basis, the number of vehicles increased from 61 to 63 vehicles per 10,000 persons. In Gauteng the average mobility in this regard is far higher than the national figure. For some Provinces, however, such as KwaZulu-Natal, the Eastern Cape, Free State, Limpopo and Northern Cape, the average mobility in terms of available minibuses and buses, is far below the national average. The situation in these Provinces is such that persons make increased use of other means of transport such as LDV's (bakkies) or trucks and which also lead to passenger overload of the available vehicles.

The annual change in this regard per Province is given in ***Table 6*** and graphically reflected in ***Figure 5*** below.

Table 6 : % Improvement in Average Number of Persons per "Heavy" Passenger Transport Vehicle (buses and minibuses)

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2003-2004	-2.32	0.04	-2.93	5.86	-2.16	3.20	0.94	8.78	2.58	**1.18**
Dec 2004-2005	1.65	4.42	-0.62	8.69	2.46	1.86	7.80	9.81	-7.86	**4.01**
Dec 2005-2006	2.30	2.42	-0.49	4.57	3.46	3.11	9.10	7.58	-6.14	**3.54**

Fig. 5 : % Change in Average No. of Persons per "Heavy" Vehicle



4. Estimated Fuel Sales for Road Use

The estimated monthly fuel sales for 2004, 2005 and 2006 are shown in ***Table 7*** and the annual monthly change, in comparison with the same month the previous year, from 2005 to 2006 in ***Table 8*** below.

Table 7 : Estimated Fuel Sales for Road Use : megalitres

Year	2004			2005			2006		
Month	**Petrol**	**Diesel**	**Total**	**Petrol**	**Diesel**	**Total**	**Petrol**	**Diesel**	**Total**
Jan	888	429	1,317	876	421	1,297	912	444	1,356
Feb	827	400	1,227	888	470	1,358	800	441	1,240
Mch	928	440	1,368	944	456	1,400	988	544	1,532
Apr	857	399	1,255	899	476	1,375	908	456	1,364
May	943	494	1,437	841	417	1,258	910	515	1,426
Jun	809	424	1,233	942	522	1,464	899	510	1,409
Jul	887	436	1,323	933	485	1,417	927	541	1,468
Aug	978	544	1,523	904	452	1,356	869	484	1,354
Sep	849	423	1,271	905	481	1,386	898	507	1,405
Oct	921	490	1,411	874	499	1,373	916	572	1,488
Nov	860	454	1,313	926	513	1,439	968	587	1,555
Dec	1,018	438	1,457	1,017	482	1,500	1,034	490	1,524
Total	**10,766**	**5,370**	**16,136**	**10,948**	**5,676**	**16,623**	**11,030**	**6,091**	**17,121**
% of total	66.72	33.28	100.00	65.86	34.14	100.00	64.42	35.58	100.00

Table 8 : % Change in Fuel Sales (2005-2006)

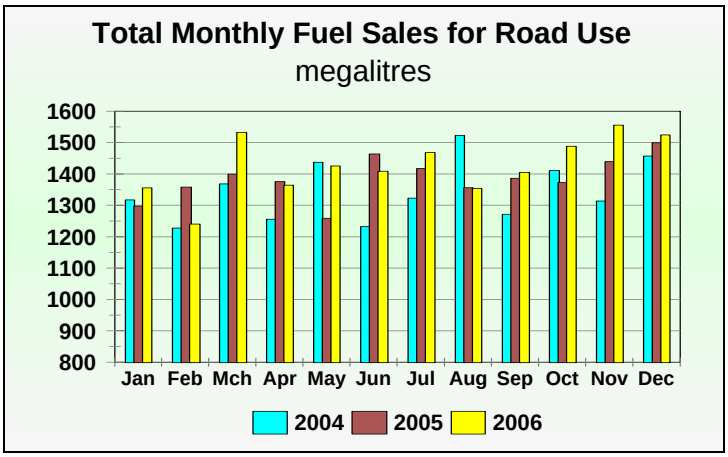
Month	Petrol	Diesel	Total
Jan	4.07	5.32	**4.48**
Feb	-9.91	-6.35	**-8.68**
Mch	4.70	19.20	**9.42**
Apr	1.05	-4.28	**-0.80**
May	8.19	23.58	**13.29**
Jun	-4.57	-2.31	**-3.76**
Jul	-0.56	11.58	**3.59**
Aug	-3.81	7.13	**-0.16**
Sep	-0.79	5.45	**1.38**
Oct	4.83	14.65	**8.40**
Nov	4.57	14.39	**8.07**
Dec	1.67	1.59	**1.65**
Total	**0.75**	**7.32**	**2.99**

The information in the tables above shows that the total estimated fuel sales for road use increased by 2,99% from 16,623 megalitres in 2005 to 17,121 megalitres in 2006. Petrol sales increased by 0,75% and diesel sales increased by 7,32%. Petrol sales decreased from 66,72% of all sales in 2004 to 64,42% of all sales in 2006. Diesel sales increased from 33,28% of all sales in 2004 to 35,58% of all sales in 2006.

The month of May 2006 shows a significant increase of 13,29% in sales in comparison with May 2005. Four months during 2005 show decreases in comparison with the same in 2005, these are : February (8,68%); April (0,80%); June (3,76%) and August (0,16%).

The total monthly fuel sales for the 3-year period are also reflected in ***Figure 6*** below.

Fig. 5 : Estimated Total Fuel Sales per Month : 2004, 2005 & 2006



5. Estimated Distance Travelled

5.1 Total Distance Travelled

The total estimated distance travelled by road vehicles during 2006 increased by 2,611 (2,08%) million vehicle kilometres (mvk) from 125,475 mvk during 2005 to 128,086 mvk during 2006. The estimated distance travelled per Province during these 2 years are given in ***Table 9*** below.

Table 9 : Estimated Million Vehicle Kilometres (mvk) Travelled per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	43,408	20,227	19,514	9,192	7,226	9,767	7,225	6,186	2,731	**125,475**
2006	44,042	20,750	19,884	9,226	7,517	10,397	7,320	6,056	2,894	**128,086**
Change	634	523	370	34	292	630	95	-130	164	**2,611**
% Change	1.46	2.59	1.90	0.37	4.04	6.45	1.32	-2.11	6.00	**2.08**

The information in the table shows that, with the exception of Limpopo, all other Provinces show increases in travel. In Limpopo travel decreased by 130 mvk (2,11%) from 6,186 mvk in 2005 to 6,056 in 2006.

The biggest increase in travel was recorded in the Mpumalanga where the estimated distanced travelled increased 630 mvk (6,45%) from 9,767 mvk in 2005 to 10,397 mvk travelled during 2006; followed by the Northern Cape with an increase of 6,00% to 2,894 mvk in 2006.

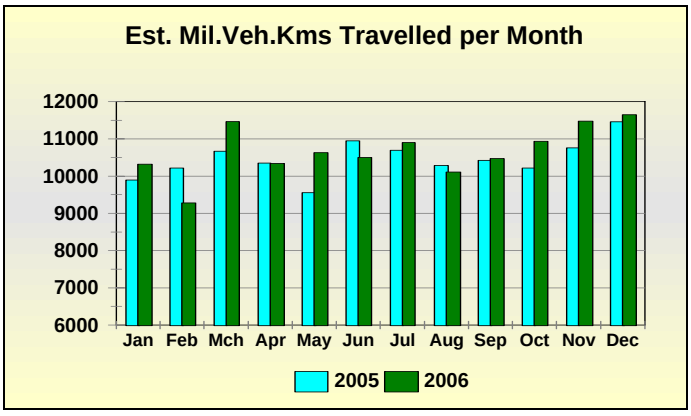
The estimated distance travelled per vehicle type is given in ***Table 10*** below.

Table 10 : Estimated Mil.Veh.Kms Travelled per Vehicle Type				
Motorised Veh's	**2005**	**2006**	**Change**	**% Change**
Motorcars	72,795	73,447	652	0.90
Minibuses	7,299	7,373	74	1.02
Buses	1,180	1,261	81	6.87
Motorcycles	1,814	1,841	27	1.50
LDV's - Bakkies	31,195	32,210	1,015	3.25
Trucks	10,919	11,661	743	6.80
Other & Unknown	274	292	19	6.78
Total Mil.Veh.Kms	125,475	128,086	2,611	2.08

The information in the table above shows that, on a percentage basis, the biggest increase in travel was recorded for buses, which increased by 81 mvk (6,87%) from 1,180 mvk in 2005 to 1,261 mvk in 2006. The second biggest increase was in travel by trucks, which increased by 743 mvk (6,80%) from 10,919 mvk in 2005 to 11,661 mvk in 2006. The total distance travelled by LDV's (bakkies) increased by 3,25%, minibuses increased by 1,02% and travel by motorcars increased by 0,90% to 73,447 mvk in 2006.

The estimated total monthly distance travelled during 2005 and 2006 respectively is shown in ***Figure 6*** below.

Fig. 6 : Estimated Total Distance (MVK) Travelled per Month : 2005 & 2006



5.2 Estimated Average Distance Travelled per Vehicle

The estimated average annual distance travelled per vehicle decreased by 874 kilometres (4,82%) from an average of 18,149 kilometres in 2005 to 17,275 kilometres in 2006. The estimated distance travelled per vehicle per Province for 2005 and 2006 respectively is shown in ***Table 11*** below.

Table 11 : Estimated Average Annual Distance Travelled per Vehicle per Province : kilometres										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	16,480	20,632	16,445	19,122	18,453	24,030	18,853	19,969	19,372	**18,149**
2006	15,515	19,665	15,703	17,949	18,379	23,885	17,998	17,857	19,277	**17,275**
Change	-964	-967	-742	-1,173	-74	-145	-856	-2,112	-95	**-874**
% Change	-5.85	-4.69	-4.51	-6.13	-0.40	-0.60	-4.54	-10.57	-0.49	**-4.82**

All Provinces show decreases in the estimated average annual travel per vehicle. The information in the table above shows that, on a percentage basis, the biggest decrease was in Limpopo where the average travel per vehicle decreased by 2,112 kilometres (10,57%) from an average of 19,969 kilometres in 2005 to an average of 17,857 kilometres in 2006. The smallest decrease was for the Free State where the annual travel per vehicle decreased by 74 kilometres (0,40%) from 18,453 kilometres to 18,379 kilometres in 2006.

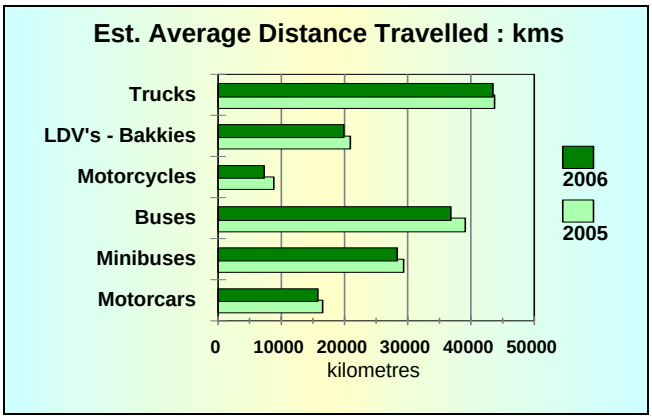
The estimated average annual travel per vehicle per type of vehicle is shown in ***Table 12*** below.

Table 12 : Estimated Annual Distance Travelled per Vehicle per Type of Vehicle : kilometres				
Motorised Vehicles	**2005**	**2006**	**Change**	**% Change**
Motorcars	16,354	15,458	-896	-5.48
Minibuses	29,090	28,213	-877	-3.02
Buses	38,980	36,693	-2,287	-5.87
Motorcycles	8,619	7,072	-1,547	-17.94
LDV's - Bakkies	20,563	19,757	-805	-3.92
Trucks	43,481	43,298	-182	-0.42
Other & Unknown	1,355	1,410	56	4.10
Average All Vehicles	**18,149**	**17,275**	**-874**	**-4.82**

The information in the table above shows that:
The average distance travelled per motorcar decreased by 896 kilometres (5,48%) from 16,354 kilometres during 2005 to an average of 15,458 kilometres in 2006;
The average distance travelled per minibus decreased by 877 kilometres (3,02%) from 29,090 kilometres in 2005 to 28,213 kilometres in 2006;
The distance travelled per bus decreased by 2,287 kilometres (5,87%) from an average of 38,980 kilometres in 2005 to an average of 36,693 kilometres in 2006; and
The average distance travelled per truck decreased by 182 kilometres (0,42%) from an average of 43,481 kilometres to 43,298 kilometres in 2006.

The above information is also reflected in ***Figure 7*** below.

Fig. 7 : Estimated Average Annual Distance Travelled per Vehicle Type kilometres : 2005 & 2006

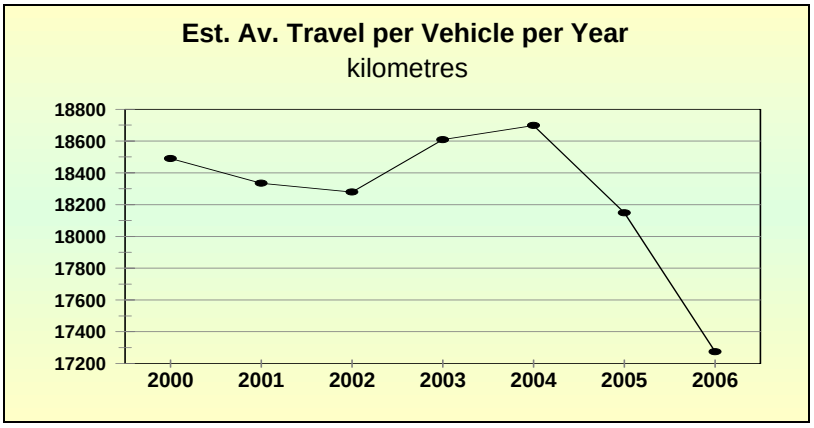


The estimated annual travel per vehicle per Province from 2000 to 2006 is shown in ***Table 13*** and reflected in ***Figure 8*** below.

Table 13 : Estimated Average Distance Travelled per Vehicle per Annum per Province - kilometres - 2000 to 2006

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2000	16,592	20,951	16,929	19,181	17,876	23,022	19,472	24,425	20,688	**18,490**
2001	16,582	20,812	16,704	18,616	17,576	23,402	18,678	24,091	20,986	**18,335**
2002	16,449	20,639	16,637	18,918	17,643	23,446	19,890	22,794	20,606	**18,279**
2003	16,639	21,209	16,810	19,562	18,097	23,572	20,183	23,653	21,322	**18,609**
2004	16,945	21,246	16,857	19,927	18,570	23,821	19,437	22,312	20,891	**18,699**
2005	16,480	20,632	16,445	19,122	18,453	24,030	18,853	19,969	19,372	**18,149**
2006	15,515	19,665	15,703	17,949	18,379	23,885	17,998	17,857	19,277	**17,275**

Fig. 7 : Estimated Average Annual Distance Travelled per Vehicle kilometres : 2000 to 2006



The information above shows that the average annual travel per vehicle decreased from 18,490 kilometres in 2000 to an average of 17,275 kilometres in 2006 after reaching a peak of 18,699 kilometres per annual in 2004. The reason for this decrease in travel by individual vehicles could possibly be ascribed to the increase in fuel prices.

6. Number of Un-Roadworthy and Un-Licenced Vehicles

The total number of vehicles that are either un-roadworthy or un-licenced or both, decreased by 17,757 (2,68%) from 663,232 at the end of December 2005 to 645,475 at the end of December 2006. The number of vehicles in this regard, per type of vehicle in relation to the number registered, is shown in ***Table 14*** below for both 2005 and 2006.

Table 14 : Un-Roadworthy & Un-Licenced Vehicles	Number registered Dec 2005	Number Un-Rdw & Un-Lic Dec 2005	% Un-Rdw & Un-Lic Dec 2005	Number registered Dec 2006	Number Un-Rdw & Un-Lic Dec 2006	% Un-Rdw & Un-Lic Dec 2006
Motorised Vehicles						
Motorcars	4,574,972	352,358	7.70	4,890,206	324,661	6.64
Minibuses	256,205	36,349	14.19	266,175	40,123	15.07
Buses	32,308	3,464	10.72	36,772	3,776	10.27
Motorcycles	237,556	47,861	20.15	280,693	68,850	24.53
LDV's - Bakkies	1,564,437	107,071	6.84	1,688,418	97,528	5.78
Trucks	259,651	33,607	12.94	279,780	35,903	12.83
Other & Unknown	203,662	14,425	7.08	211,000	14,181	6.72
Total Motorised	**7,128,791**	**595,135**	**8.35**	**7,653,044**	**585,022**	**7.64**
Towed Vehicles						
Caravans	107,804	8,972	8.32	107,897	7,381	6.84
Heavy Trailers	115,415	12,573	10.89	122,954	13,338	10.85
Light Trailers	599,958	44,193	7.37	642,026	37,667	5.87
Unknown	19,220	2,359	12.27	18,982	2,067	10.89
Total Towed	**842,397**	**68,097**	**8.08**	**891,859**	**60,453**	**6.78**
All Vehicles	**7,971,187**	**663,232**	**8.32**	**8,544,902**	**645,475**	**7.55**

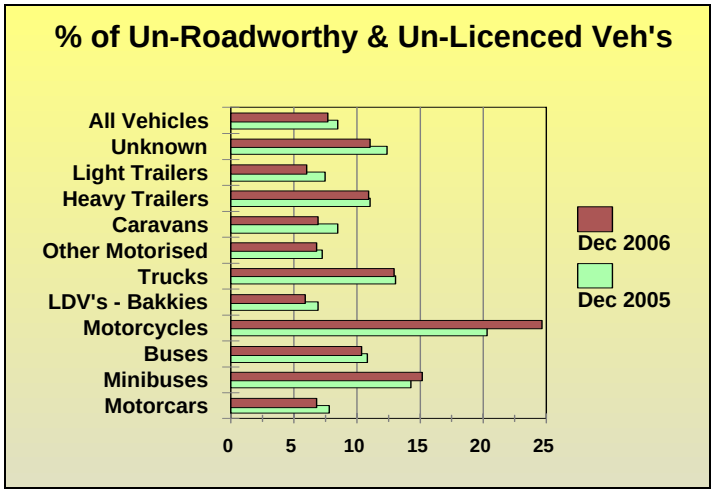
The information in the table above shows that the number of minibuses in this group increased from 36,349 (or 14,19% of the minibus population) in 2005 to 40,123 (or 15,07% of the minibus population) at the end of 2006. Although there was an increase in the number of buses in this group, from 3,464 buses in 2005 to 3,776 in 2006, the percentage (%) of the total bus population that was either un-roadworthy or un-licenced or both, decreased from 10,72% of the bus population in 2005 to 10,27% of the bus population at the end of 2006.

The number of trucks in this group increased from 33,607 (12,94% of all trucks) in 2005 to 35,903 (12,83% of all trucks) in 2006. Heavy trailers increased from 12,573 (10,89% of the heavy trailer population) in 2005 to 13,338 (10,85% of heavy trailers) in 2006.

The number of motorcycles increased from 47,861 (20,15% on the motorcycle population) in 2005 to 68,850 (24,53% of the motorcycle population) in 2006.

The information in the table above is also graphically reflected in ***Figure 8*** below.

Fig. 8 : % of Vehicles that are either un-roadworthy, or un-licenced or both



The number of un-roadworthy and un-licenced vehicles per Province is briefly and individually discussed below.

6.1 Number of Un-Roadworthy Vehicles

The number of un-roadworthy (but registered and licenced) vehicles increased by 35,546 (16,19%) from 219,553 in December 2005 to 255,099 at the end of December 2006. Detailed information per Province is given in ***Table 15*** below.

Table 15 : Number of Un-Roadworthy Vehicles

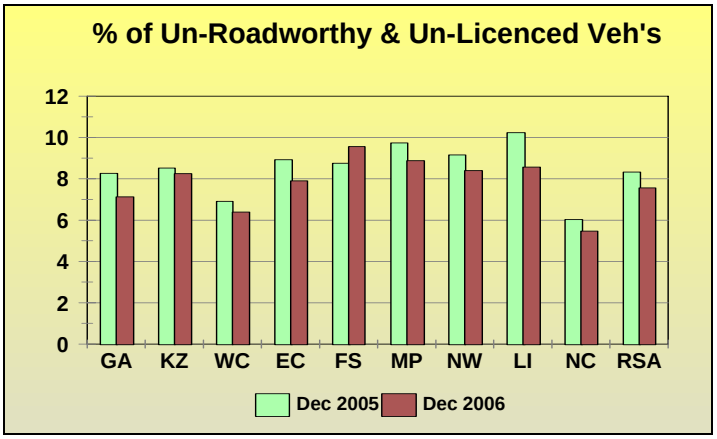
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2005	81,914	35,137	27,184	12,955	15,574	15,640	16,188	11,418	3,543	**219,553**
Dec 2006	91,343	44,333	31,616	14,989	18,331	19,002	18,191	12,948	4,346	**255,099**
Change	9,429	9,196	4,432	2,034	2,757	3,362	2,003	1,530	803	**35,546**
% Change	11.51	26.17	16.30	15.70	17.70	21.50	12.37	13.40	22.66	**16.19**

Information in the table above shows that all Provinces recorded increases in this regard.

On a percentage basis, the biggest increase was recorded in KwaZulu-Natal where the number of un-roadworthy vehicles increased by 9,196 (26,17%) from 35,137 at the end of 2005 to 44,333 at the end of December 2006. The highest number of un-roadworthy vehicles is in Gauteng, where the number of vehicles in this regard increased by 9,429 (11,51%) from 81,914 vehicles in 2005 to 91,34 at the end of December 2006.

The number of un-roadworthy vehicles, expressed as a percentage (%) of the total vehicle population per Province, is graphically represented in ***Figure 9*** below.

Fig. 9 : % of Vehicles per Province that are Un-roadworthy



The number of un-roadworthy vehicles per type of vehicle for 2005 and 2006 are shown in ***Table 16*** below.

Table 16 : Number of Un-Roadworthy Vehicles

Vehicle Type	Dec 2005	Dec 2006	Change	% Change
Motorcars	87,055	92,982	5,927	6.81
Minibuses	22,892	27,502	4,610	20.14
Buses	2,670	3,068	398	14.91
Motorcycles	26,031	42,670	16,639	63.92
LDV's - Bakkies	27,807	29,835	2,028	7.29
Trucks	26,619	29,261	2,642	9.93
Caravans	2,220	2,308	88	3.96
Heavy Trailers	10,290	11,300	1,010	9.82
Light Trailers	8,620	9,706	1,086	12.60
Unknown	5,349	6,467	1,118	20.90
All Vehicles	**219,553**	**255,099**	**35,546**	**16.19**

The information in the table above shows that:

The number of un-roadworthy minibuses increased by 4,610 (20,14%) from 22,892 at the end of December 2005 to 27,502 at the end of December 2006;

The number of un-roadworthy buses increased by 398 (14,91%) from 2,670 in 2005 to 3,068 in 2006;

The number of un-roadworthy motorcycles increased by 16,639 (63,92%) to a total of 42,670 at the end of 2006;

The number of un-roadworthy LDV's (bakkies) increased by 2,028 (7,29%) from 27,897 to 29,835 at the end of 2006;

The number of un-roadworthy trucks increased by 2,642 (9,93%) from 26,619 to 29,261; and

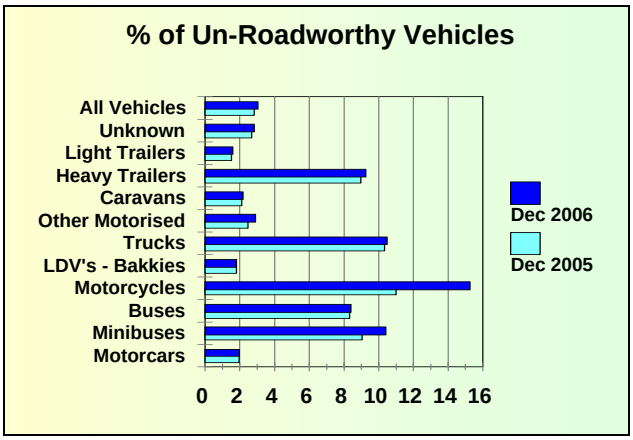
Un-roadworthy heavy trailer in creased by 1,010 (9,82%) from 10,290 to 11,300 at the end of December 2006.

The number of un-roadworthy vehicles, expressed as a percentage (%) of the total vehicle population per Type of Vehicle for December 2005 and December 2006, is given in ***Table 17*** below.

Table 17 : Number of Un-Roadworthy Vehicles	Number registered Dec 2005	Number Un-Roadworthy Dec 2005	% Un-Roadworthy Dec 2005	Number registered Dec 2006	Number Un-Roadworthy Dec 2006	% Un-Roadworthy Dec 2006
Motorised Vehicles						
Motorcars	4,574,972	87,055	1.90	4,890,206	92,982	1.90
Minibuses	256,205	22,892	8.94	266,175	27,502	10.33
Buses	32,308	2,670	8.26	36,772	3,068	8.34
Motorcycles	237,556	26,031	10.96	280,693	42,670	15.20
LDV's - Bakkies	1,564,437	27,807	1.78	1,688,418	29,835	1.77
Trucks	259,651	26,619	10.25	279,780	29,261	10.46
Other & Unknown	203,662	4,850	2.38	211,000	5,945	2.82
Total Motorised	**7,128,791**	**197,924**	**2.78**	**7,653,044**	**231,263**	**3.02**
Towed Vehicles						
Caravans	107,804	2,220	2.06	107,897	2,308	2.14
Heavy Trailers	115,415	10,290	8.92	122,954	11,300	9.19
Light Trailers	599,958	8,620	1.44	642,026	9,706	1.51
Unknown	19,220	499	2.60	18,982	522	2.75
Total Towed	**842,397**	**21,629**	**2.57**	**891,859**	**23,836**	**2.67**
All Vehicles	**7,971,187**	**219,553**	**2.75**	**8,544,902**	**255,099**	**2.99**

The number of un-roadworthy vehicles, expressed as a percentage (%) of the total vehicle population per Type of Vehicle for 2005 and 2006, is also graphically represented in ***Figure 10*** below.

Fig. 10 : % of Vehicles per Vehicle Type that are Un-roadworthy



6.2 Number of Un-Licenced Vehicles

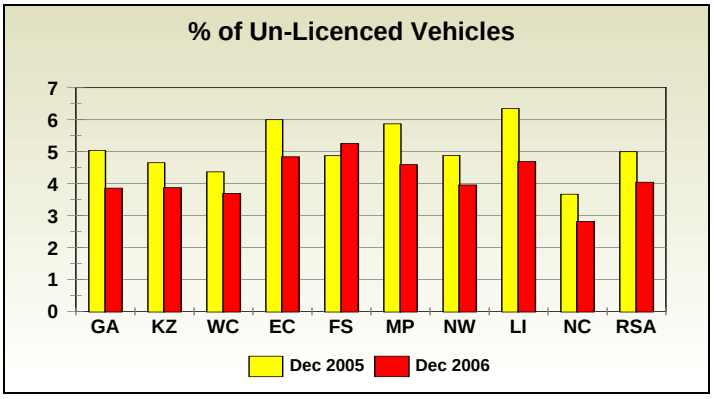
The number of un-licenced vehicles at the end of December 2005 and 2006 per Province is given in ***Table 18*** below.

Table 18 : Number of Un-Licenced Vehicles										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Dec 2005	152,758	51,326	58,917	32,985	22,890	28,475	21,889	22,493	6,260	**397,993**
Dec 2006	126,229	45,893	53,016	28,373	25,791	23,601	18,947	18,361	5,130	**345,341**
Change	-26,529	-5,433	-5,901	-4,612	2,901	-4,874	-2,942	-4,132	-1,130	**-52,652**
% Change	-17.37	-10.59	-10.02	-13.98	12.67	-17.12	-13.44	-18.37	-18.05	**-13.23**

The information in Table 18 above shows that there was a general decrease of 52,652 (13,23%) in the number of un-licenced vehicles, from 397,993 in 2005 to 345,341 at the end of December 2006. On a percentage basis the biggest decrease was recorded in Limpopo with a decrease of 18,37%; followed by the Northern Cape with a decrease of 18,05% and Gauteng where the number of un-licenced vehicles decreased by 26,529 (17,37%) from 152,758 un-licenced vehicles at the end of December 2005 to 126,229 at the end of December 2006.

The number of un-licenced vehicles, expressed as a percentage (%) of the total vehicle population per Province for 2005 and 2006, is also graphically represented in ***Figure 11*** below.

Fig. 11 : % of Vehicles per Province that are Un-Licenced



The number of un-licenced vehicles at the end of December 2005 and 2006 per Type of Vehicle is given in ***Table 19*** below.

Table 19 : Number of Un-Licenced Vehicles

Vehicle Type	Dec 2005	Dec 2006	Change	% Change
Motorcars	241,076	208,445	-32,631	-13.54
Minibuses	9,172	8,420	-752	-8.20
Buses	430	382	-48	-11.16
Motorcycles	18,481	21,028	2,547	13.78
LDV's - Bakkies	72,477	61,606	-10,871	-15.00
Trucks	3,816	3,749	-67	-1.76
Caravans	6,311	4,732	-1,579	-25.02
Heavy Trailers	1,264	1,183	-81	-6.41
Light Trailers	34,351	26,761	-7,590	-22.10
Unknown	10,615	9,035	-1,580	-14.88
All Vehicles	**397,993**	**345,341**	**-52,652**	**-13.23**

The information in the table above shows that, with the exception of motorcycles, all other types of vehicles, shows decreases. The number of un-licenced motorcycles increased by 2,547 (13,78%) from 18,481 at the end of December 2005 to 21,028 at the end of December 2006.

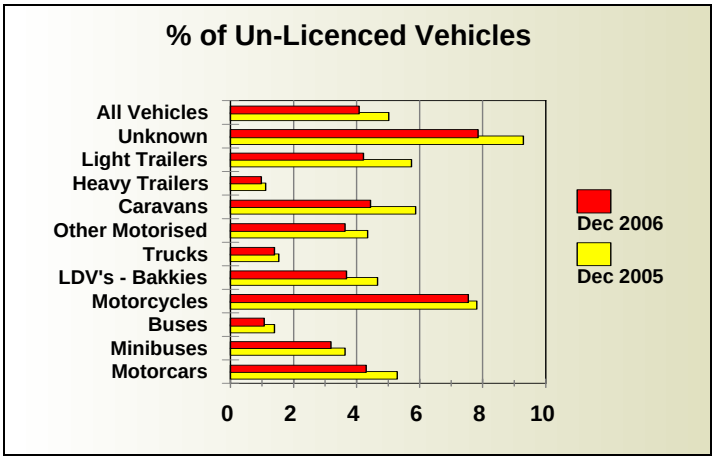
On a percentage basis the biggest decreases were recorded for caravans and light trailers. The number of un-licenced caravans decreased by 1,579 (25,02%) from 6,311 at the end of 2005 to 4,732 at the end of 2006.The number of un-licenced light trailers decreased by 7,590 (22,10%) from 34,351 at the end of 2005 to 26,761 at the end of December 2006.

The number of un-licenced vehicles, expressed as a percentage (%) of the total vehicle population per Type of Vehicle for December 2005 and December 2006 respectively, is given in ***Table 20*** below.

Table 20 : Number of Un-Licenced Vehicles	Number registered Dec 2005	Number Un-Licenced Dec 2005	% Un-Licenced Dec 2005	Number registered Dec 2006	Number Un-Licenced Dec 2006	% Un-Licenced Dec 2006
Motorised Vehicles						
Motorcars	4,574,972	241,076	5.27	4,890,206	208,445	4.26
Minibuses	256,205	9,172	3.58	266,175	8,420	3.16
Buses	32,308	430	1.33	36,772	382	1.04
Motorcycles	237,556	18,481	7.78	280,693	21,028	7.49
LDV's - Bakkies	1,564,437	72,477	4.63	1,688,418	61,606	3.65
Trucks	259,651	3,816	1.47	279,780	3,749	1.34
Other & Unknown	203,662	8,835	4.34	211,000	7,555	3.58
Total Motorised	**7,128,791**	**354,287**	**4.97**	**7,653,044**	**311,185**	**4.07**
Towed Vehicles						
Caravans	107,804	6,311	5.85	107,897	4,732	4.39
Heavy Trailers	115,415	1,264	1.10	122,954	1,183	0.96
Light Trailers	599,958	34,351	5.73	642,026	26,761	4.17
Unknown	19,220	1,780	9.26	18,982	1,480	7.80
Total Towed	**842,397**	**43,706**	**5.19**	**891,859**	**34,156**	**3.83**
All Vehicles	**7,971,187**	**397,993**	**4.99**	**8,544,902**	**345,341**	**4.04**

The number of un-licenced vehicles, expressed as a percentage (%) of the total vehicle population per Type of Vehicle for 2005 and 2006, is also graphically represented in ***Figure 12*** below.

Fig. 12 : % of Vehicles per Type of Vehicle that are Un-Licenced



The estimated loss in income due to unpaid vehicle licence fees amounted to about R80,72 million at the end of December 2006.

7. Number of Driving Licences and Professional Driving Permits

7.1 Learner Driving Licences

The number of learner driving licences increased by 102,235 (10,56%) from 968,128 at the end of December 2005 to 1,070,363 at the end of December 2006. The number of learner licences issued per Province at the end of each of the two years is given in ***Table 21*** below.

Table 21 : Number of Learners Licences Issued per Province

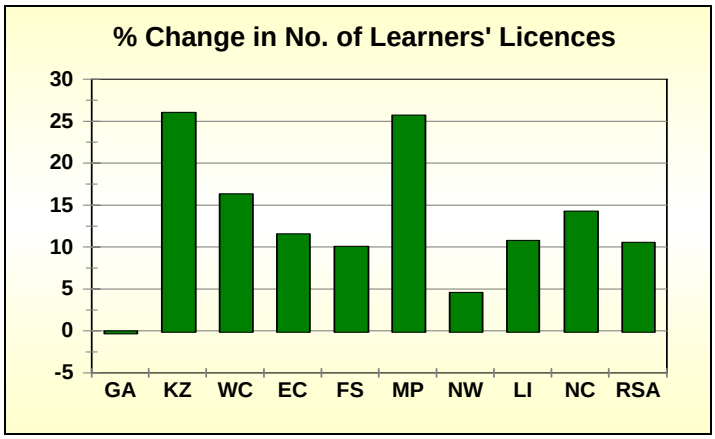
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2005	328,444	152,981	119,491	83,538	59,345	51,398	79,121	73,626	20,184	**968,128**
Dec 2006	327,957	192,841	139,002	93,224	65,334	64,616	82,746	81,578	23,065	**1,070,363**
Change	-487	39,860	19,511	9,686	5,989	13,218	3,625	7,952	2,881	**102,235**
% Change	-0.15	26.06	16.33	11.59	10.09	25.72	4.58	10.80	14.27	**10.56**

The information in the table above shows that, with the exception of Gauteng, all other Provinces show increases in the number of learner licences. In Gauteng the number decreased by 487 (0,15%) from 328,444 in 2005 to 327,957 learner licences at the end of December 2006.

On a percentage basis the biggest increase was recorded in KwaZulu-Natal where the number of learner licences increased by 39,860 (26,06%) from 152,981 in 2005 to 192,841 in 2006.

The percentage change in the number of learner driving licences per Province from 2005 to 2006 is also graphically reflected in ***Figure 13*** below.

Fig. 13 : % Change in the number of Learner Licences



7.2 Driving Licences

The number of driving licences issued increased by 304,641 (4,05%) from 7,513,530 at the end of December 2005 to 7,818,171 at the end of December 2006. The number of licences issued at the end of 2005 and 2006 per Province is shown in ***Table 22*** below.

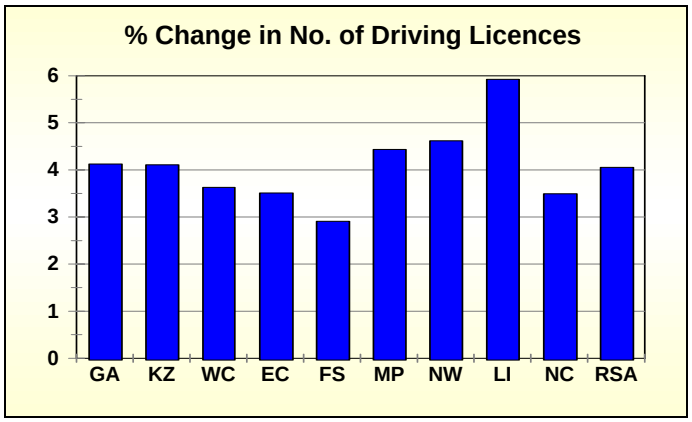
Table 22 : Number of Driving Licences Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2005	2,675,046	1,206,012	1,255,693	562,672	425,974	438,150	392,867	414,289	142,827	**7,513,530**
Dec 2006	2,785,341	1,255,550	1,301,262	582,420	438,357	457,587	411,005	438,836	147,813	**7,818,171**
Change	110,295	49,538	45,569	19,748	12,383	19,437	18,138	24,547	4,986	**304,641**
% Change	4.12	4.11	3.63	3.51	2.91	4.44	4.62	5.93	3.49	**4.05**

The information in the table above shows that all Provinces recorded increases in this regard. On a percentage basis the biggest increase was recorded in Limpopo where the number of licences increased by 24,547 (5,93%) from 414,289 in 2005 to 438,836 in 2006.

The percentage change in the number of driving licences per Province from 2005 to 2006 is also graphically reflected in ***Figure 14*** below.

Fig. 14 : % Change in the number of Driving Licences



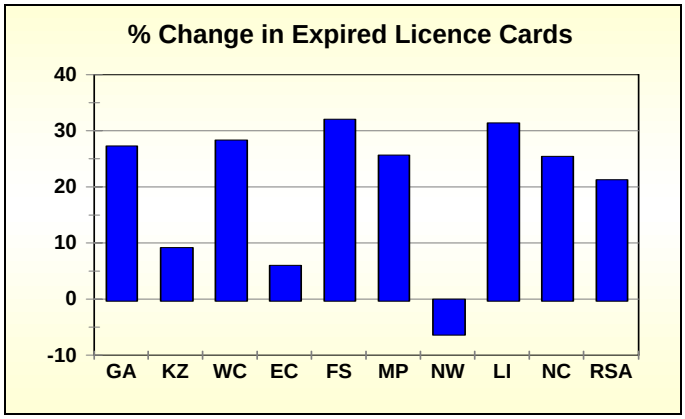
With the exception of North West there was a dramatic increase in the number of expired driving licence cards. As shown in ***Table 23*** below, expired licence cards increased by 41,199 (21,26%) from 193,810 expired cards at the end of 2005 to 235,009 expired cards at the end of 2006.

Table 23 : Number of Expired Driving Licences

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2005	69,679	31,512	28,362	13,615	10,327	12,631	12,231	11,960	3,493	**193,810**
Dec 2006	88,689	34,402	36,398	14,433	13,637	15,874	11,479	15,716	4,381	**235,009**
Change	19,010	2,890	8,036	818	3,310	3,243	-752	3,756	888	**41,199**
% Change	27.28	9.17	28.33	6.01	32.05	25.67	-6.15	31.40	25.42	**21.26**

The information in the table above shows that, on a percentage basis, the biggest increase in the number of expired driving licence cards was recorded in the Free State where the number increased by 3,310 (32,05%) from 10,327 to 13,637 at the end of 2006. The percentage change in expired driving licence cards per Province from 2005 to 2006 is also graphically reflected in ***Figure 15*** below.

Fig. 15 : % Change in the number of Expired Driving Licence Cards



The estimated loss in income, due to licence cards not being renewed as required, at the end of December 2006 amounted to about R 31,33 million. This negligence from the driving public further influences the contract with the driving licence card manufacturer negatively, as the production cost exceeds the monthly income in this regard. The shortfall has to be drained from reserves, resulting in a loss of income for the Department of Transport and subsequently the Corporation.

7.3 Professional Driving Permits (PrDP's)

The number of Professional driving Permits (PrDP's) increased by 38,367 (6,11%) from 627,826 in 2005 to 666,193 at the end of December 2006. The number of PrDP's issued per Province is shown in ***Table 24*** below.

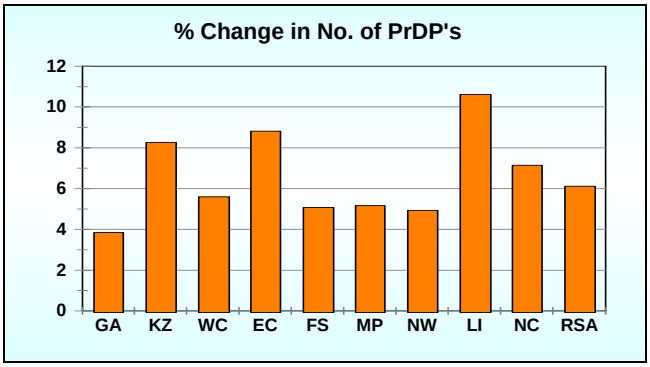
Table 24 : Number of Professional Driving Permits (PrDP's) Issued per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2005	183,526	105,669	86,311	47,307	43,813	54,491	39,319	51,610	15,780	**627,826**
Dec 2006	190,583	114,408	91,141	51,477	46,033	57,302	41,256	57,086	16,907	**666,193**
Change	7,057	8,739	4,830	4,170	2,220	2,811	1,937	5,476	1,127	**38,367**
% Change	3.85	8.27	5.60	8.81	5.07	5.16	4.93	10.61	7.14	**6.11**

The above information shows that all Provinces recorded increases in this regard. On a percentage basis the biggest increase was recorded in Limpopo where the number of PrDP's increased by 5,476 (10,61%) from 51,610 to 57,086 at the end of December 2006.

The percentage change in the number of PrDP's per Province from 2005 to 2006 is also graphically reflected in ***Figure 16*** below.

Fig. 16 : % Change in the number of PrDP's per Province



The number of expired Professional Driving Permits (PrDP's), at the end of 2005 and 2006 respectively is given in ***Table 25*** below.

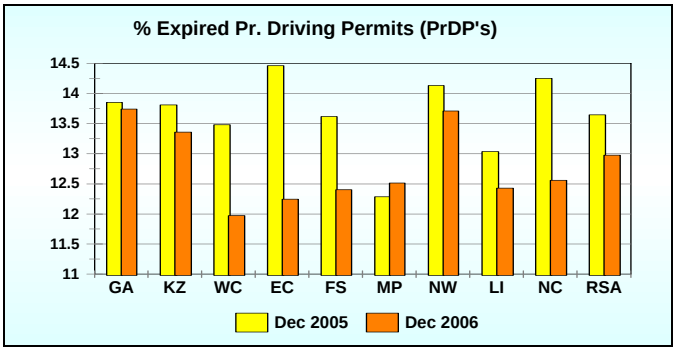
Table 25 : Number of Expired Professional Driving Permits (PrDP's)

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2005	25,423	14,595	11,636	6,842	5,966	6,694	5,557	6,728	2,249	**85,690**
Dec 2006	26,193	15,283	10,911	6,303	5,710	7,170	5,656	7,095	2,123	**86,444**
Change	770	688	-725	-539	-256	476	99	367	-126	**754**
% Change	3.03	4.71	-6.23	-7.88	-4.29	7.11	1.78	5.45	-5.60	**0.88**

The information in the table above shows that the number of expired PrDP's increased by 754 (0,88%) from 85,690 on 31 December 2005 to 86,444 at the end of December 2006. A reduction in the number of expired permits was recorded in four Provinces : Western Cape (6,23%); Eastern Cape (7,88%); Free State (4,29%) and Northern Cape (5,60%).

The percentage expired PrDP's per Province at the end of 2005 and 2006 is graphically shown in ***Figure 17*** below. On a national basis expired PrDP's, as a percentage of all PrDP's issued, changed from 13,65% at the end of 2005 to 12,98% at the end of 2006.

Fig. 17 : % of Expired PrDP's per Province



8. Number of Fatal Crashes

The number of fatal crashes for the year 2006 increased by 718 (6,12%) from 11,736 during the year 2005 to 12,454. (The increase from 2004 to 2005 was 10,41%). The recorded number of fatal crashes per month for the three years 2004, 2005 and 2006 is given in ***Table 26*** below.

Table 26	Number of Fatal Crashes			Change		% Change	
Month	2004	2005	2006	2004-2005	2005-2006	2004-2005	2005-2006
Jan	710	747	732	37	-15	5.21	-2.01
Feb	733	798	858	65	60	8.87	7.52
Mch	805	985	1,048	180	63	22.36	6.40
Apr	902	977	1,241	75	264	8.31	27.02
May	1,041	994	1,041	-47	47	-4.51	4.73
Jun	858	913	1,121	55	208	6.41	22.78
Jul	964	1,187	1,127	223	-60	23.13	-5.05
Aug	904	965	1,038	61	73	6.75	7.56
Sep	901	1,023	1,063	122	40	13.54	3.91
Oct	985	1,065	1,036	80	-29	8.12	-2.72
Nov	833	881	951	48	70	5.76	7.95
Dec	993	1,201	1,198	208	-3	20.95	-0.25
Year	**10,629**	**11,736**	**12,454**	**1,107**	**718**	**10.41**	**6.12**

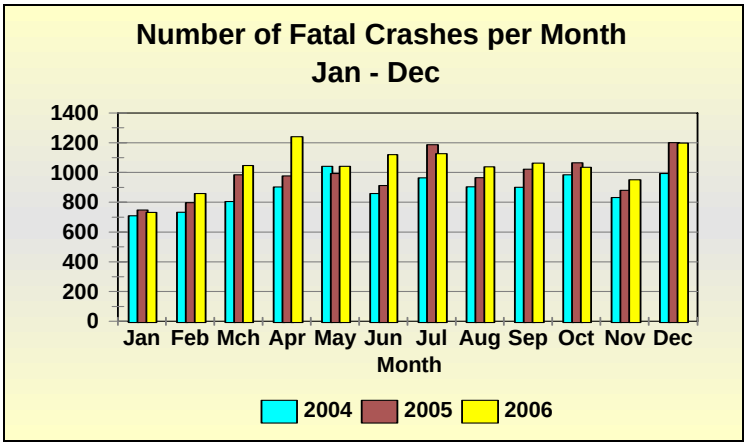
The information in the table above shows that during 2006 there were four (4) months for which decreases in the number of fatal crashes were recorded in comparison with the same month in 2005. These were: January with a decrease of 2,01%; July 5,05%; October 2,72% and December with a decrease of 0,25%.

Two months during 2006 showed exceptional high increases in comparison with the same month in 2005. These were : April which had an increase of 264 (27,02%) from 977 fatal crashes in 2005 to 1,241 fatal crashes in 2006. Easter 2006 was in April, as well as Freedom Day, resulting in two long weekends with increased long distance travel. (In 2005 the Easter long weekend; as well as Human Rights Day, was in March, resulting in an increase of 22,36% in fatal crashes in comparison with March 2004). June shows an increase of 208 (22,78%) from 913 in 2005 to 1,121 fatal crashes in 2006.

April was also the month with the highest number of fatal crashes (1,241) for the year 2006. Only during three months of 2006 were less than 1,000 fatal crashes recorded : January (732); February (858) and November (951).

The monthly number of fatal crashes for the 3-year period is also graphically represented in ***Figure 18*** below.

Fig. 18 : Number of Fatal Crashes per Month ; 2004-2005-2006



The number of fatal crashes per Province for the 3-year period is given in ***Table 27*** below.

Table 27	Number of Fatal Crashes per Province									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2004	2,340	2,313	1,280	940	744	966	866	890	290	**10,629**
2005	2,642	2,498	1,363	1,108	789	1,129	938	985	284	**11,736**
2006	2,910	2,465	1,350	1,415	890	1,132	996	1,001	295	**12,454**
Change										
2004-2005	302	185	83	168	45	163	72	95	-6	**1,107**
2005-2006	268	-33	-13	307	101	3	58	16	11	**718**
% Change										
2004-2005	12.91	8.00	6.48	17.87	6.05	16.87	8.31	10.67	-2.07	**10.41**
2005-2006	10.14	-1.32	-0.95	27.71	12.80	0.27	6.18	1.62	3.87	**6.12**

The information in the table above shows that decreases in the number of fatal crashes were recorded only in two Provinces, as follows:

KwaZulu-Natal : a decrease of 33 (1,32%) from 2,498 crashes in 2005 to 2,465 fatal crashes in 2006; and

Western Cape : a decrease of 13 (0,95%) from 1,363 to 1,350 fatal crashes in 2006.

On a percentage basis, some of the biggest increases in the number of fatal crashes were recorded in the following Provinces:

Eastern Cape : increase of 307 (27,71%) from 1,108 to 1,415 fatal crashes in 2006;

Free State : increase of 101 (12,80%) from 789 to 890 fatal crashes; and

Gauteng : increase of 268 (10,14%) from 2,642 to 2,190 fatal crashes in 2006.

The Province with the smallest increase was Mpumalanga, where the number of fatal crashes increased by 3 (0,27%) from 1,129 crashes in 2005 to 1,132 crashes in 2006.

9. Percentage (%) of Fatal Crashes per Type of Crash

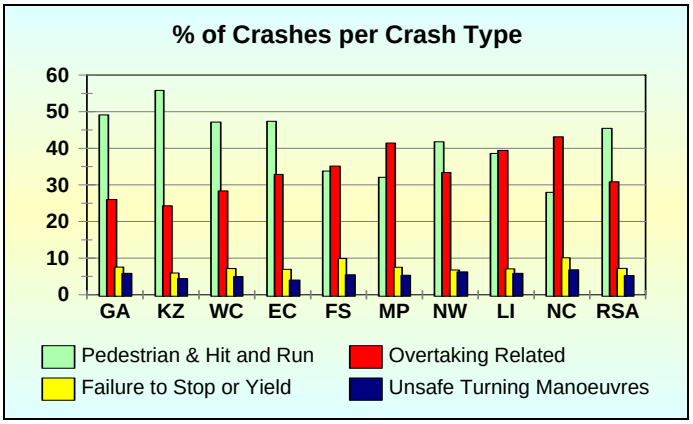
The percentage of fatal crashes per type of crash is given in Table 28 below.

Table 28	% of Fatal Crashes per Type of Crash									
Year 2005	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Pedestrian & Hit and Run	53.52	58.82	51.21	48.12	38.79	36.59	44.69	38.02	31.69	**48.71**
Overtaking Related	23.55	22.48	28.14	30.89	33.37	37.98	31.13	35.77	43.03	**28.70**
Failure to Stop or Yield	5.91	5.62	6.45	6.30	7.61	7.30	5.48	6.80	10.76	**6.35**
Unsafe Turning Manoeuvres	4.28	3.08	4.14	3.92	5.01	4.95	4.74	4.76	5.39	**4.19**
Poor Visibility & Following Dist.	6.26	4.48	2.97	3.20	6.80	6.70	5.22	5.81	1.97	**5.06**
Other & Unknown	6.49	5.52	7.10	7.57	8.43	6.48	8.73	8.84	7.17	**6.98**
Total No. of Crashes	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Year 2006	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Pedestrian & Hit and Run	49.14	55.84	47.15	47.39	33.78	32.06	41.77	38.60	27.95	**45.46**
Overtaking Related	26.02	24.28	28.38	32.90	35.15	41.42	33.36	39.44	43.14	**30.84**
Failure to Stop or Yield	7.53	5.91	7.18	6.92	9.90	7.49	6.76	7.07	10.08	**7.23**
Unsafe Turning Manoeuvres	5.84	4.41	4.94	3.99	5.49	5.32	6.27	5.86	6.82	**5.24**
Poor Visibility & Following Dist.	8.21	5.99	7.13	3.48	7.49	10.84	7.43	5.56	6.93	**7.00**
Other & Unknown	3.25	3.57	5.23	5.32	8.19	2.87	4.42	3.48	5.08	**4.24**
Total No. of Crashes	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

The information in the table above shows that, from 2005 to 2006:
The % of pedestrian and hit-and-run crashes decreased from 48,71% of the total number of cashes to 45,46% of all crashes;
The % of overtaking related crashes increased from 28,70% of all crashes to 30,84% of the total number of crashes;
The % of crashes resulting from failure to stop or yield increased from 6,35% to 7,23%.

The percentage (%) of fatal crashes for some types of fatal crashes per Province for the year 2006 is shown in ***Figure 19*** below.

Fig. 19 : % of Fatal Crashes per Type of Crash : 2006



The information in the figure above shows that for the first four Provinces, the percentage of pedestrian and hit-and-run crashes ranges between 47% and 56% and overtaking related crashes ranges between 24% and 33% of all crashes in these Provinces.

In the Free Sate the % of pedestrian and hit-and-run crashes and overtaking related crashes is almost equal, about 34% and 35% respectively.

In Mpumalanga and the Northern Cape the % of overtaking related crashes is higher than pedestrian and hit-and-run crashes. In Mpumalanga pedestrian and hit-and-run crashes is 32,06% and overtaking related crashes 41,42% of all fatal crashes. In the Northern Cape pedestrian and hit-and-run crashes is 27,95% and overtaking related crashes 43,14% of all fatal crashes in that Province.

10. Estimated Number of Fatalities

The estimated number of fatalities increased by 1,258 (8,90%) from 14,135 during the year 2005 to 15,393 during 2006. (The increase from 2004 to 2005 was 10,62%). The estimated number of fatalities per month for the three years 2004, 2005 and 2006 is given in ***Table 29*** below.

Table 29	Number of Fatalities			Change		% Change	
Month	2004	2005	2006	2004-2005	2005-2006	2004-2005	2005-2006
Jan	900	939	882	40	-57	4.39	-6.11
Feb	860	935	1,043	76	108	8.80	11.52
Mch	957	1,152	1,279	195	127	20.33	11.05
Apr	1,039	1,193	1,587	153	394	14.76	33.06
May	1,208	1,176	1,271	-32	95	-2.67	8.11
Jun	1,029	1,097	1,386	67	290	6.52	26.42
Jul	1,165	1,457	1,396	291	-61	25.00	-4.18
Aug	1,114	1,129	1,276	15	148	1.31	13.07
Sep	1,065	1,282	1,279	217	-3	20.38	-0.26
Oct	1,215	1,258	1,281	42	23	3.47	1.87
Nov	987	1,064	1,272	77	208	7.77	19.57
Dec	1,237	1,454	1,440	217	-14	17.54	-0.96
Year	**12,778**	**14,135**	**15,393**	**1,357**	**1,258**	**10.62**	**8.90**

The information in the table above shows that during 2006 there were four (4) months for which decreases in the number of fatalities were recorded in comparison with the same month in 2005. These were: January with a decrease of 6,11%; July 4,18%; September 0,26% and December with a decrease of 0,96%.

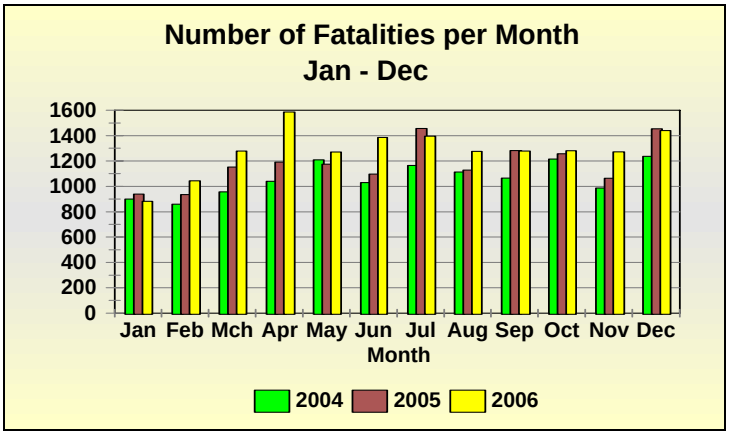
Three months during 2006 showed exceptional high increases in the number of fatalities in comparison with the same month in 2005. These were : April which had an increase of

394 (33,06%) from 1,193 fatalities in 2005 to 1,587 fatal crashes in 2006. Easter 2006 was in April, as well as Freedom Day, resulting in two long weekends with increased long distance travel. (In 2005 the Easter long weekend; as well as Human Rights Day, was in March, resulting in an increase of 22,36% in fatal crashes in comparison with March 2004). April was also the month of the year with the highest number of fatalities.

The number of fatalities in June increased by 290 (26,42%) from 1,097 in 2005 to 1,386 in 2006. The number fatalities in November increased by 208 (19,57%) from 1,064 in 2005 to 1,272 in 2006.

The monthly number of fatalities for the 3-year period is also graphically represented in ***Figure 20*** below.

Fig. 20 : Number of Fatalities per Month ; 2004-2005-2006



The number of fatalities per Province for the 3-year period is given in ***Table 30*** below.

Table 30	Cumulative Number of Fatalities per Province									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2004	2,621	2,684	1,471	1,247	966	1,317	1,055	1,070	346	**12,778**
2005	2,959	2,906	1,588	1,366	1,012	1,473	1,156	1,320	354	**14,135**
2006	3,412	2,967	1,637	1,779	1,175	1,530	1,241	1,262	389	**15,393**
Change										
2004-2005	338	222	117	118	46	156	101	250	8	**1,357**
2005-2006	452	61	49	413	163	57	85	-58	36	**1,258**
% Change										
2004-2005	12.91	8.29	7.96	9.49	4.78	11.85	9.57	23.31	2.30	**10.62**
2005-2006	15.28	2.10	3.11	30.26	16.08	3.87	7.33	-4.38	10.07	**8.90**

Information in the table above shows that a decrease in the number of fatalities was achieved only in Limpopo where the number of fatalities decreased by 58 (4,38%) from 1,320 in 2005 to 1,262 in 2006.

On a Provincial percentage basis the increases in the number of fatalities were recorded in the following Provinces:
Eastern Cape : fatalities increased by 413 (30,26%) from 1,366 in 2005 to 1,779 in 2006;
Free State : fatalities increased by 163 (16,08%) from 1,021 to 1,175 in 2006; and
Gauteng : fatalities increased by 452 (15,28%) from 2,959 to 3,412 in 2006.

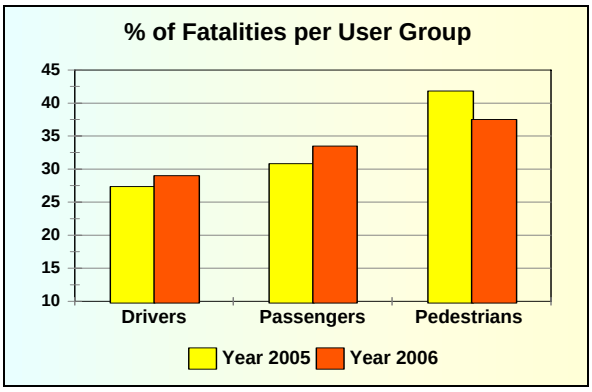
The number of fatalities per road user group is given in ***Table 31*** below.

Table 31	Fatalities per User Group			
Year	**Drivers**	**Passengers**	**Pedestrians**	**Total**
Year 2005	3,867	4,358	5,910	**14,135**
Year 2006	4,466	5,151	5,776	**15,393**
Change	599	793	-134	**1,259**
% Change	15.49	18.20	-2.26	**8.90**

The information in the table above shows that:
Driver fatalities increased by 599 (15,49%) from 3,867 in 2005 to 4,466 in 2006;
Passenger fatalities increased by 793 (18,20%) from 4,358 to 5,151 in 2006; and
Pedestrian fatalities decreased by 134 (2,26%) from 5,910 to 5,776.

The percentage (%) of fatalities per road user group for 2005 and 2006 is also graphically reflected in ***Figure 21*** below.

Fig. 21 : Number of Fatalities per User Group : 2005-2006

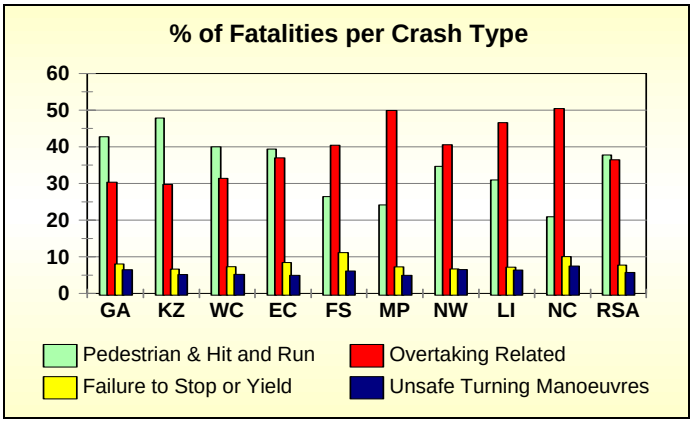


The percentage of fatalities per type of fatal crash for the years 2005 and 2006 respectively is shown in ***Table 32*** below. The information in this table above shows that, from 2005 to 2006:
The % of fatalities resulting from pedestrian and hit-and-run crashes decreased from 41,34% of the total number of cashes to 37,78% of all crashes;
The % of fatalities resulting from overtaking related crashes increased from 34,95% of all crashes to 36,47% of the total number of crashes; and
The % of fatalities resulting from failure to stop or yield crashes, increased from 6,71% to 7,76%.

Table 32	% of Fatalities per Type of Crash									
Year 2005	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Pedestrian & Hit and Run	48.41	51.90	44.96	39.98	31.23	29.26	36.78	28.73	25.45	**41.34**
Overtaking Related	27.61	28.31	32.47	38.28	41.97	42.70	38.29	44.53	50.31	**34.95**
Failure to Stop or Yield	6.26	5.99	6.81	6.98	7.79	7.09	5.59	7.31	11.70	**6.71**
Unsafe Turning Manoeuvres	4.88	3.21	4.83	4.63	4.57	5.19	5.14	5.82	5.69	**4.65**
Poor Visibility & Following Dist.	6.69	5.65	3.54	3.03	6.59	9.15	6.24	6.08	1.10	**5.78**
Other & Unknown	6.16	4.94	7.39	7.09	7.85	6.60	7.96	7.53	5.75	**6.57**
Total No. of Fatalities	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Year 2006	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Pedestrian & Hit and Run	42.74	47.84	40.01	39.36	26.39	24.16	34.67	30.95	20.93	**37.78**
Overtaking Related	30.35	29.72	31.38	36.96	40.42	49.89	40.54	46.57	50.47	**36.47**
Failure to Stop or Yield	8.02	6.63	7.33	8.45	11.11	7.26	6.68	7.17	10.07	**7.76**
Unsafe Turning Manoeuvres	6.46	5.17	5.20	4.92	6.14	4.97	6.52	6.42	7.45	**5.75**
Poor Visibility & Following Dist.	9.45	7.57	9.36	5.61	8.75	11.57	7.58	6.14	6.56	**8.30**
Other & Unknown	2.98	3.07	6.72	4.70	7.18	2.14	4.00	2.76	4.52	**3.93**
Total No. of Fatalities	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

The percentage (%) of fatalities resulting from some types of fatal crashes per Province for the year 2006 is shown in ***Figure 22*** below.

Fig. 22 : % of Fatal Crashes per Type of Crash : 2006



The information in the figure above shows that for the first four Provinces, in 2006 the percentage of fatalities resulting from pedestrian and hit-and-run crashes ranges between 39% and 48% and overtaking related crashes ranges between 30% and 37% of all crashes in these Provinces.

In the remaining Provinces the % of fatalities resulting from overtaking related crashes exceeds the fatalities resulting from pedestrian and hit-and-run crashes, particularly in Mpumalanga and the Northern Cape where these fatalities is in the order of 50% of the total fatalities for the year.

11. Number of Vehicles Involved in Fatal Crashes

The number of vehicles involved in fatal crashes increased by 1,440 (9,66%) from 14,908 in 2005 to 16,349 in 2006. The number of vehicles in crashes per Province during 2005 and 2006 respectively is given in ***Table 33*** below.

Table 33	Number of Vehicles Involved in Fatal Crashes									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	3,530	2,923	1,678	1,367	1,025	1,541	1,220	1,290	335	**14,908**
Year 2006	4,024	2,995	1,742	1,775	1,184	1,616	1,285	1,353	376	**16,349**
Change	494	72	64	408	159	75	65	63	41	**1,440**
% Change	13.99	2.47	3.80	29.86	15.50	4.88	5.30	4.89	12.17	**9.66**

On a percentage basis, the biggest increase in the number of vehicles was recorded in the Eastern Cape where the number of vehicles increased by 408 (29,86%) from 1,367 in 2005 to 1,775 in 2006.

As shown in ***Table 34*** below, the average number of motorised vehicles per crash increased by 0,05 (3,73%) from 1,24 to 1,28 vehicles per crash. The biggest increase in this regard was recorded in Limpopo where the average increased by 0,07 (5,17%) from 1,27 to 1,34.

Table 34	Average Number of Motorised Vehicles Involved per Fatal Crash									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	1.30	1.15	1.20	1.22	1.27	1.32	1.24	1.27	1.12	**1.24**
Year 2006	1.35	1.21	1.24	1.24	1.30	1.39	1.24	1.34	1.21	**1.28**
Change	0.05	0.05	0.04	0.02	0.03	0.07	-0.01	0.07	0.09	**0.05**
% Change	4.05	4.47	3.60	1.87	2.51	5.01	-0.69	5.17	8.13	**3.73**

The number of vehicles involved in crashes per 10,000 vehicles registered per Province is given in ***Table 35*** below.

Table 35	Number of Motorised Vehicles Involved in Fatal Crashes per 10,000 Registered									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	13.02	29.41	13.80	28.14	25.61	36.80	30.45	40.43	22.52	**21.03**
Year 2006	13.85	28.19	13.28	34.24	28.36	36.19	30.27	39.47	23.76	**21.59**
Change	0.83	-1.22	-0.53	6.10	2.75	-0.61	-0.18	-0.97	1.24	**0.56**
% Change	6.36	-4.16	-3.81	21.69	10.73	-1.67	-0.60	-2.39	5.51	**2.67**

The information in the table above shows that this indicator increased by 0.56 (2,67%) from 21,03 in 2005 to 21,59 vehicles per 10,000 registered in 2006. The biggest increase in this regard was recorded in the Eastern Cape where this figure increased by 6,10 (21,69%) from 28,14 to 34,24.

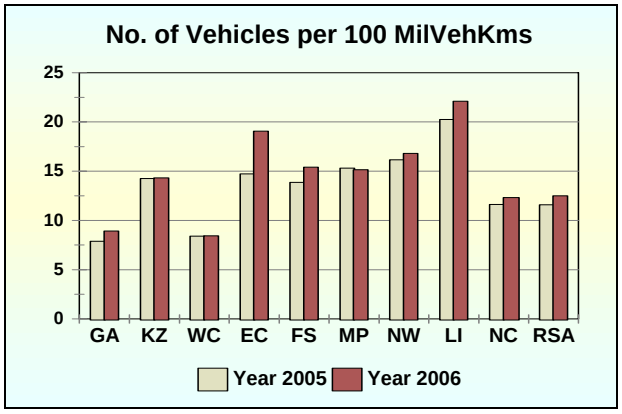
The number of vehicles involved in crashes per 100 million vehicle kilometres (mvk) travelled per Province is given in ***Table 36*** below.

Table 36	Number of Motorised Vehicles Involved in Fatal Crashes per 100 Mil.Veh.Kms									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	7.90	14.25	8.39	14.71	13.87	15.31	16.15	20.24	11.63	**11.58**
Year 2006	8.92	14.32	8.45	19.07	15.42	15.14	16.81	22.10	12.32	**12.49**
Change	1.02	0.07	0.06	4.36	1.55	-0.17	0.66	1.86	0.69	**0.91**
% Change	12.95	0.49	0.70	29.62	11.15	-1.09	4.08	9.18	5.96	**7.83**

The information in the table above shows that this indicator increased by 0.91 (7,83%) from 11,58 in 2005 to 12,49 vehicles per 100 mvk in 2006. On a percentage basis the biggest increase in this regard was also recorded in the Eastern Cape, where this figure increased by 4,36 (29,62%) from 14,71 to 19,07. The highest rate in this regard for both 2005 (20,24) and 2006 (22,10) was recorded in Limpopo.

The above Provincial rates are also graphically reflected in ***Figure 23*** below.

Fig. 23 : Vehicles in Crashes per 100 mvk per Province : 2005 - 2006



The number of vehicles in fatal crashes per vehicle type is given in ***Table 37*** below.

Table 37	Number of Vehicles involved in Fatal Crashes			
Vehicle Type	**Year 2005**	**Year 2006**	**Change**	**% Change**
Motorcars	6,985	7,578	593	8.49
Minibuses	1,036	1,243	207	19.94
Minibus Taxis	477	346	-131	-27.41
Buses	275	373	98	35.62
Motorcycles	271	278	8	2.79
LDV's - Bakkies	2,645	3,045	400	15.12
Trucks	1,371	1,671	300	21.87
Other and unknown	1,476	1,466	-10	-0.67
Total Motorised	**14,536**	**16,000**	**1,464**	**10.07**
Bicycle	368	342	-26	**-6.97**
Animal drawn	5	7	2	**32.13**
Total	**14,908**	**16,349**	**1,440**	**9.66**

Information in the table above shows that the number of minibus taxis involved in fatal crashes decreased by 131 (27,41%) from 477 in 2005 to 346 in 2006. Other and unknown vehicles decreased by 10 (0,67%) and bicycles decreased by 26 (6,97%) from 368 in 2005 to 342 in 2006.

Increases for some other types of vehicles were as follows:
Minibuses : increased by 207 (19,94%) from 1,036 in 2005 to 1,243 in 2006;
Buses : increased by 98 (35,62%) from 275 to 373;
LDV's (bakkies) : increased by 400 (15,12%) from 2,645 to 3,045; and
Trucks : increased by 300 (21,87%) from 1,371 in 2005 to 1,671 in 2006.

The number of motorised vehicles in fatal crashes per 10,000 registered per type of vehicle is shown in ***Table 38*** below.

Table 38	Motorised Vehicles in Crashes per 10,000 Registered			
Vehicle Type	**Year 2005**	**Year 2006**	**Change**	**% Change**
Motorcars	15.70	15.96	0.26	1.66
Minibuses	60.33	60.83	0.50	0.83
Buses	90.73	108.46	17.73	19.54
Motorcycles	12.81	10.68	-2.13	-16.64
LDV's - Bakkies	17.44	18.69	1.25	7.15
Trucks	54.61	62.06	7.45	13.65
Other and unknown	73.04	70.74	-2.30	-3.15
Total Motorised	**21.03**	**21.59**	**0.56**	**2.67**

Information in the table above shows that, with the exception of motorcycles and other and unknown vehicles, all other types recorded increases. Motorcycles decreased by 2,13 (16,64%) from 12,81 in 2005 to 10,68 in crashes per 10,000 registered.

The number of buses in crashes increased by 17,73 (19,54%) from 90,73 in 2005 to 108,46 buses per 10,000; and trucks increased by 7,45 (13,65%) from 54,61 to 62,06 per 10,000 registered.

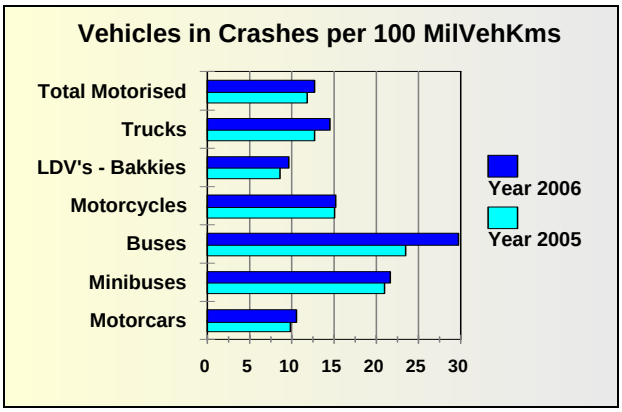
The number of motorised vehicles in fatal crashes per 100 million vehicle kilometres (mvk) travelled per type of vehicle is shown in ***Table 39*** below.

Table 39	Motorised Vehicles in Crashes per 100 Mil.Veh.Kms			
Vehicle Type	**Year 2005**	**Year 2006**	**Change**	**% Change**
Motorcars	9.60	10.32	0.72	7.53
Minibuses	20.74	21.56	0.82	3.95
Buses	23.29	29.56	6.27	26.90
Motorcycles	14.92	15.10	0.19	1.27
LDV's - Bakkies	8.48	9.45	0.97	11.49
Trucks	12.56	14.33	1.77	14.11
Other and unknown	538.99	501.39	-37.60	-6.98
Total Motorised	**11.58**	**12.49**	**0.91**	**7.83**

Information in the table above shows that, with the exception of other and unknown vehicles, all other types recorded increases.

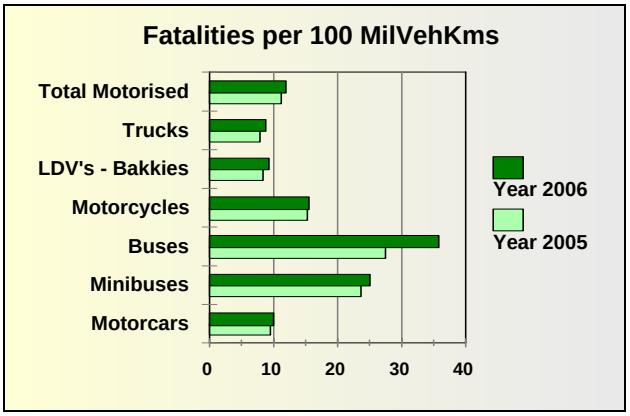
The number of buses in crashes increased by 6,27 (26,90%) from 23,29 in 2005 to 29,56 buses per 100 mvk; LDV's (bakkies) increased 0,97 (11,49%) from 8,48 to 9,45 per 100 mvk; and trucks increased by 1,77 (14,11%) from 12,56 to 14,33 per 100 mvk travelled. The information above is also graphically represented in Figure 24 below.

Fig. 24 : Vehicles in Crashes per 100 mvk per Vehicle Type : 2005 - 2006



The number of fatalities per 100 million vehicle kilometres (mvk) travelled per type of vehicle, is graphically represented in ***Figure 25*** below.

Fig. 25 : Number of Fatalities per 100 mvk per Vehicle Type : 2005 - 2006



The information in the figure above shows that :

The number of fatalities per 100 mvk travelled by buses increased by 8,19 (29,92%) from 27,36 in 2005 to 35,55 in 2006;

The number of fatalities per LDV (bakkie) increased by 1,00 (12,47%) from 8,03 to 9,04; and

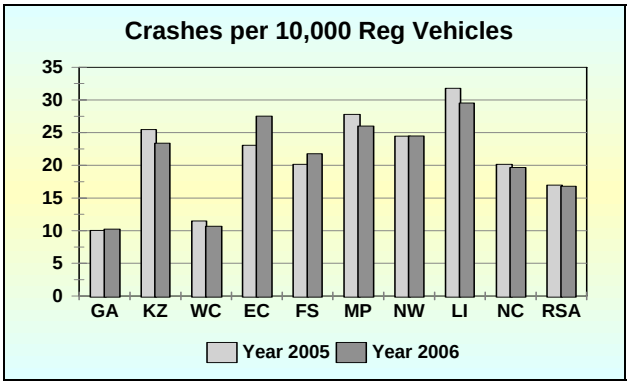
The number of fatalities per 100 mvk travelled by minibuses increased by by 1,49 (6,36%) from 23,36 to 24,84.

12. Crash and Fatality Rates

The number of fatal crashes per 10,000 registered vehicles per Province for 2005 and 2006 is given in ***Table 40*** and graphically represented in ***Figure 26*** below.

Table 40	Number of Fatal Crashes per 10,000 Registered Vehicles									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	10.03	25.48	11.49	23.05	20.16	27.79	24.48	31.81	20.15	**16.98**
Year 2006	10.25	23.38	10.67	27.54	21.78	26.02	24.50	29.52	19.66	**16.80**
Change	0.22	-2.11	-0.82	4.48	1.62	-1.77	0.02	-2.29	-0.49	**-0.17**
% Change	2.22	-8.26	-7.16	19.45	8.02	-6.36	0.10	-7.19	-2.42	**-1.02**

Fig. 26 : Fatal Crashes per 10,000 Vehicles per Province : 2005 - 2006



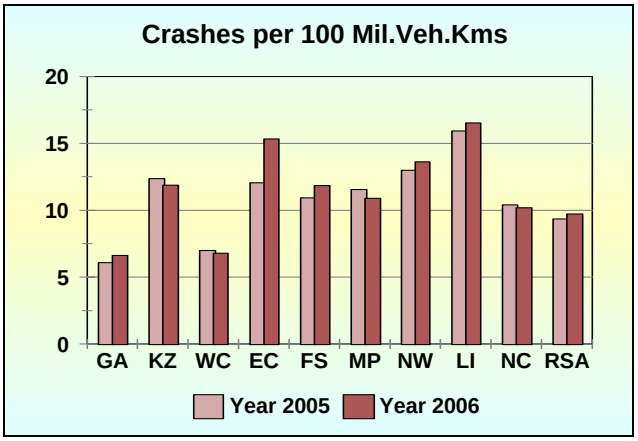
The information above shows that, on a national basis, the number of fatal crashes per 10,000 vehicles decreased by 0,17 (1,02%) from 16,98 in 2005 to 16,80 in 2006. Five Provinces recorded decreases in this regard.

On a percentage basis, the biggest decrease was for KwaZulu-Natal where this rate decreased by 2,11 (8,26%) from 25,48 to 23,38 in 2006; followed by Limpopo with a decrease of 7,19% and the Western Cape with a decrease of 7,16%. The biggest increase was recorded in the Eastern Cape where the rate increased by 4,48 (19,45%) from 23,05 to 27,54.

The number of fatal crashes per 100 million vehicle kilometres (mvk) travelled per Province for 2005 and 2006 is given in ***Table 41*** and graphically represented in ***Figure 27*** below.

Table 41	Number of Fatal Crashes per 100 Mil.Veh.Kms Travelled									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	6.09	12.35	6.98	12.05	10.92	11.56	12.98	15.92	10.40	**9.35**
Year 2006	6.61	11.88	6.79	15.34	11.84	10.89	13.61	16.53	10.19	**9.72**
Change	0.52	-0.47	-0.20	3.28	0.92	-0.67	0.62	0.61	-0.21	**0.37**
% Change	8.56	-3.81	-2.80	27.24	8.43	-5.81	4.80	3.81	-2.00	**3.95**

Fig. 27 : Fatal Crashes per 100 mvk per Province : 2005 - 2006



The information above shows that, on a national basis, the number of fatal crashes per 100 mvk increased by 0,37 (3,95%) from 9,35 in 2005 to 9,72 in 2006. Four Provinces recorded decreases in this regard.

On a percentage basis the biggest decrease was recorded in Mpumalanga where the rate decreased by 0,67 (5,81%) from 11,56 in 2005 to 10.89 in 2006, followed by KwaZulu-Natal with a decrease of 3,81%; the Western Cape with a decrease of 2,80% and the Northern Cape with a decrease of 2,00%.

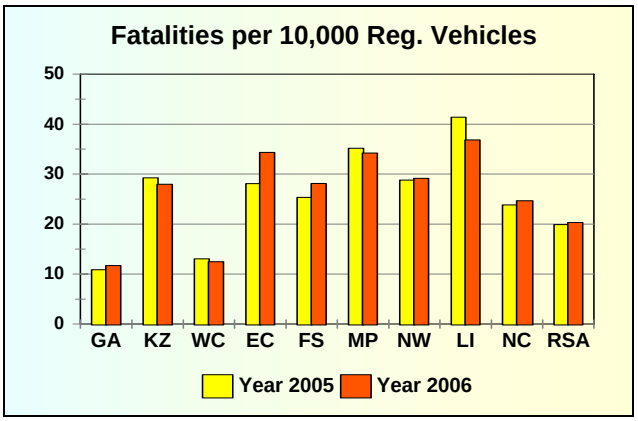
The biggest increases in this rate were recorded as follows:
Eastern Cape : increased by 3,28 (27,24%) from 12,05 to 15,34;
Gauteng : increased by 0,52 (8,56%) from 6,09 to 6,61; and
Free State : increased by 0,92 (8,43%) from 10,92 to 11,84.

For both years under review, the highest rate was maintained by Limpopo with rates of 15,92 and 16,53 for the two years respectively.

The number of fatalities per 10,000 registered vehicles per Province for 2005 and 2006 is given in ***Table 42*** and graphically represented in ***Figure 28*** below.

Table 42	Number of All Fatalities per 10,000 Registered Vehicles									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	10.86	29.24	13.05	28.10	25.33	35.15	28.77	41.39	23.84	**19.91**
Year 2006	11.69	27.94	12.48	34.35	28.14	34.22	29.14	36.82	24.66	**20.31**
Change	0.83	-1.30	-0.58	6.25	2.81	-0.93	0.37	-4.57	0.82	**0.39**
% Change	7.66	-4.44	-4.41	22.24	11.09	-2.65	1.29	-11.05	3.42	**1.98**

Fig. 28 : Fatalities per 10,000 Vehicles per Province : 2005 - 2006



The information above shows that, on a national basis, the number of fatalities per 10,000 vehicles increased by 0,39 (1,98%) from 19,91 in 2005 to 20,31 in 2006. Four Provinces recorded decreases in this regard.

On a percentage basis the biggest decrease was recorded in Limpopo where the rate decreased by 4,57 (11,05%) from 41,39 in 2005 to 36,82 in 2006, followed by KwaZulu-Natal with a decrease of 4,44%; the Western Cape with a decrease of 4,41% and Mpumalanga with a decrease of 2,65%.

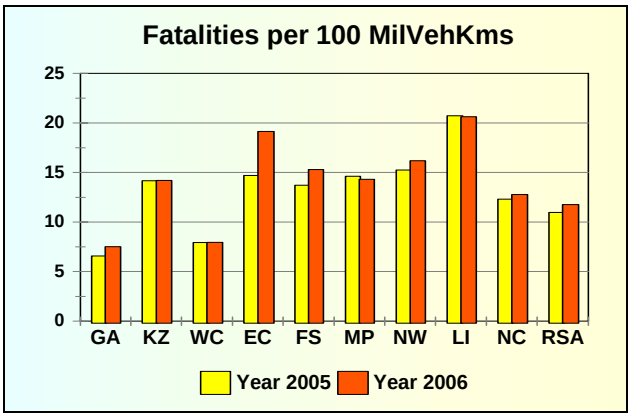
The biggest increases in this rate were recorded as follows:
Eastern Cape : increased by 6,25 (22,24%) from 28,10 to 34,35;
Free State : increased by 2,81 (11,09%) from 25,33 to 28,14; and
Gauteng : increased by 0,83 (7,66%) from 10,86 to 11,69.

For both years under review, the highest rate in terms of the number of fatalities per 10,000 vehicles, was maintained by Limpopo with rates of 41,39 and 36,82 for the two years respectively.

The number of fatalities per 100 million vehicle kilometres travelled per Province for 2005 and 2006 is given in ***Table 43*** and graphically represented in ***Figure 29*** below.

Table 43	Number of All Fatalities per 100 Mil.Veh.Kms									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	6.59	14.17	7.94	14.69	13.72	14.62	15.26	20.72	12.31	**10.97**
Year 2006	7.53	14.20	7.94	19.13	15.30	14.32	16.18	20.62	12.78	**11.75**
Change	0.94	0.03	0.01	4.44	1.58	-0.30	0.92	-0.11	0.48	**0.78**
% Change	14.34	0.20	0.08	30.21	11.51	-2.07	6.05	-0.51	3.87	**7.10**

Fig. 29 : Fatalities per 100 mvk per Province : 2005 - 2006



The information above shows that, on a national basis, the number of fatalities per 100 mvk increased by 0,78 (7,10%) from 10,97 in 2005 to 11,75 in 2006. Only two (2) Provinces recorded decreases in this regard.

On a percentage basis the biggest decrease was recorded in Mpumalanga where the rate decreased by 0,30 (2,07%) from 14,62 in 2005 to 14,32 in 2006, followed by Limpopo with a decrease of 0,51%.

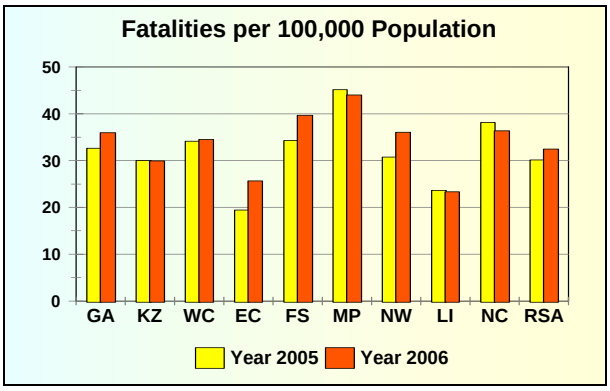
On a percentage basis, the biggest increases in this rate were recorded as follows:
Eastern Cape : increased by 4,44 (30,21%) from 14,69 to 19,13;
Gauteng : increased by 0,94 (14,34%) from 6,59 to 7,53; (Gauteng has the lowest rate in this regard); and
Free State : increased by 1,58 (11,51%) from 13,72 to 15,30.

For both years under review, the highest rate in terms of the number of fatalities per 100 mvk, was maintained by Limpopo with rates of 20,72 and 20,62 for the two years respectively.

The number of fatalities per 100,000 human population per Province for 2005 and 2006 is given in ***Table 44*** and graphically represented in ***Figure 30*** below.

Table 44	Number of All Fatalities per 100,000 Human Population									
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Year 2005	32.65	30.00	34.16	19.44	34.27	45.17	30.73	23.64	38.12	**30.13**
Year 2006	35.96	29.95	34.49	25.68	39.69	44.03	36.05	23.32	36.36	**32.45**
Change	3.31	-0.04	0.34	6.24	5.42	-1.14	5.32	-0.33	-1.77	**2.32**
% Change	10.12	-0.14	0.99	32.12	15.82	-2.53	17.29	-1.38	-4.63	**7.71**

Fig. 29 : Fatalities per 100,000 Human Population per Province : 2005 - 2006



The information above shows that, on a national basis, the number of fatalities per 100,000 human population increased by 2,32 (7,71%) from 30,13 in 2005 to 32,45 in 2006. Four (4) Provinces recorded decreases in this regard.

On a percentage basis, the biggest decrease was recorded in the Northern Cape where the rate decreased by 1,77 (4,63%) from 38,12 in 2005 to 36,36 in 2006, followed by Mpumalanga with a decrease of 2,53%; Limpopo with a decrease of 1,38% and KwaZulu-Natal with a decrease of 0,14%.

On a percentage basis, the biggest increases in this rate were recorded as follows:
Eastern Cape : increased by 6,24 (32,121%) from 19,44 to 125,68;
North West : increased by 5,32 (17,29%) from 30,73 to 36,05;
Free State : increased by 5,42 (15,82%) from 34,27 to 39,69;and
Gauteng : increased by 3,31 (10,12%) from 32,65 to 35,96.

For both years under review, the highest rate in terms of the number of fatalities per 100,000 human population, was maintained by Mpumalanga with rates of 45,17 and 44,03 for the two years respectively.

The number of vehicles per 10 kilometre road length per Province from the middle of 2000 to the middle of 2006 is given in ***Table 45*** below.

Table 45 : No. of Motorised Vehicles per 10 km Road Length per Province

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2000	411	90	113	53	35	63	46	38	12	**82**
2001	421	91	115	54	34	64	47	39	12	**83**
2002	427	91	116	54	33	64	47	40	12	**84**
2003	436	92	118	55	33	65	49	41	12	**85**
2004	451	95	122	57	34	68	51	44	12	**88**
2005	478	100	128	61	35	72	53	47	13	**93**
2006	516	108	137	65	37	78	56	51	14	**100**

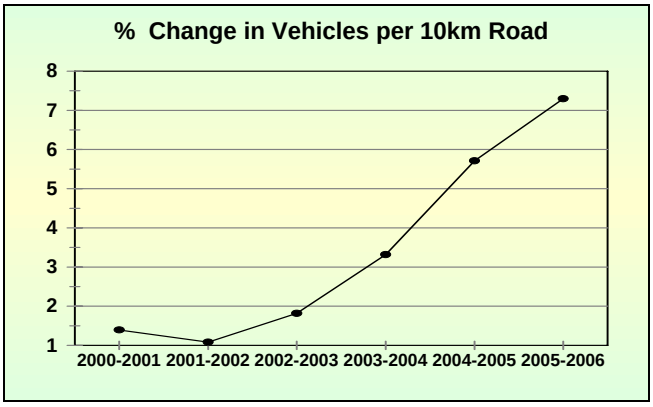
The annual percentage change in this regard per Province is given in ***Table 46*** below.

Table 46 : % Annual Change in No. of Motorised Vehicles per 10 km Road Length per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2000-2001	2.30	0.69	1.57	1.33	-2.26	1.14	0.28	3.00	0.41	**1.39**
2001-2002	1.47	0.49	1.13	0.78	-1.44	1.02	1.38	3.32	0.94	**1.08**
2002-2003	2.16	1.28	1.58	1.90	0.17	1.87	3.06	2.55	0.68	**1.81**
2003-2004	3.35	2.81	3.35	3.55	1.56	3.48	3.84	5.62	3.35	**3.31**
2004-2005	6.12	5.69	5.09	6.58	3.76	7.16	4.34	6.48	4.11	**5.71**
2005-2006	7.80	7.68	6.82	6.91	4.31	8.02	6.12	8.68	6.69	**7.29**

The information in the tables above shows that, on a national basis, the number of vehicles increased by 7,29% from 82 vehicles per 10 kilometres of road in 2000 to 100 vehicles per 10 kilometres of road in 2006. While this rate did not change much in the Northern cape, in Gauteng the rate changed by 7,80% from 411 vehicles in 2000 to 516 vehicles per 10 kilometres of road in 2006.

The above annual percentage change is also graphically reflected in ***Figure 30*** below.

Fig. 30 : Percentage (%) Annual Change in Vehicles per 10 km Road Length



Some longer-term rates and trends with regard to road traffic crashes and fatalities are briefly discussed below.

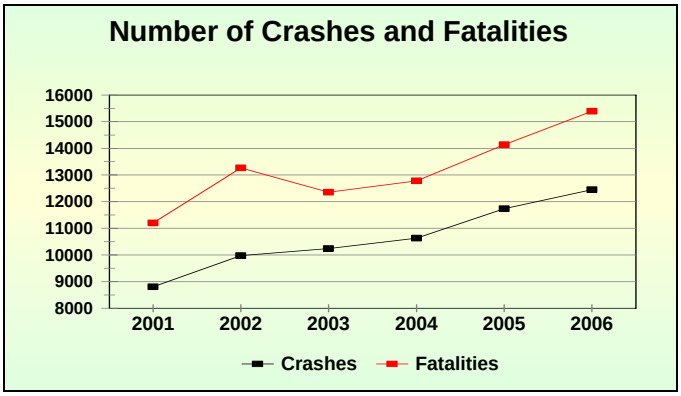
The number of fatal crashes and fatalities over the past 6 years, from 2001 to 2006, is given in ***Table 47*** and ***Table 48***.

Table 47 : Number of Fatal Crashes : 2001 to 2006										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2001	2,206	1,971	1,206	599	773	849	565	423	210	**8,802**
2002	2,297	2,191	1,253	747	778	950	797	671	289	**9,973**
2003	2,284	2,189	1,209	880	729	948	848	879	273	**10,239**
2004	2,340	2,313	1,280	940	744	966	866	890	290	**10,629**
2005	2,642	2,498	1,363	1,108	789	1,129	938	985	284	**11,736**
2006	2,910	2,465	1,350	1,415	890	1,132	996	1,001	295	**12,454**

Table 48 : Number of Fatalities : 2001 to 2006										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2001	2,605	2,578	1,517	812	1,027	1,144	785	463	272	**11,201**
2002	2,852	2,764	1,636	1,110	1,224	1,332	1,032	939	380	**13,267**
2003	2,608	2,597	1,455	1,139	954	1,144	1,037	1,066	353	**12,354**
2004	2,621	2,684	1,471	1,247	966	1,317	1,055	1,070	346	**12,778**
2005	2,959	2,906	1,588	1,366	1,012	1,473	1,156	1,320	354	**14,135**
2006	3,412	2,967	1,637	1,779	1,175	1,530	1,241	1,262	389	**15,393**

The information in the tables above is also reflected in ***Figure 30***.

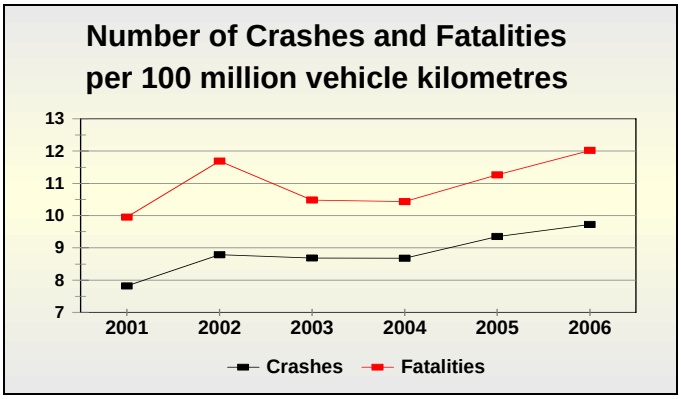
Fig. 30 : No. of Fatal Crashes and Fatalities : 2001 to 2006



The information above shows that from 2001 to 2006 there was an overall increase of 3,652 (41.49%) in the number of fatal crashes from 8,802 in 2001 to 12,454 in 2006. Over the same period the number of fatalities increased by 4,191 (37,42%) from 11,201 to 15,393 in 2006. During 2006 on average a total of 42 persons were killed on a daily basis in comparison with a daily average of 31 per day in 2001.

The number of fatal crashes and fatalities per 100 million vehicle kilometres travelled from 2001 to 2006 is graphically reflected in ***Figure 31*** below.

Fig. 31 : Fatal Crashes and Fatalities per 100 mvk : 2001 to 2006



The information in the above figure shows that the fatal crash rate increased by 24,3% from 7,82 in 2001 to a rate of 9,72 in 2006. The fatality rate, in terms of the number of fatalities per 100 mvk increased by 20,8% from 9,95 to 11,75 in 2006.

13. Cost of Fatal Crashes

The estimated cost of fatal crashes increased by R 632 million (6,12%) from a total of R10,33 billion in 2005 to R 10,96 billion in 2006. Detailed Provincial information in this regard for the two years is given in ***Table 49*** below.

Table 49 : Estimated Cost of Fatal Crashes : R million

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	2,325	2,198	1,199	975	694	994	825	867	250	**10,328**
2006	2,561	2,169	1,188	1,245	783	996	876	881	260	**10,960**
Change	236	-29	-11	270	89	3	51	14	10	**632**
% Change	10.14	-1.32	-0.95	27.71	12.80	0.27	6.18	1.62	3.87	**6.12**

The biggest increase in crash cost was recorded in the Eastern Cape with an increase of R270 million (27,7%) from R 975 million in 2005 to a total of R1,25 billion in 2006.

In 2006 the average cost of fatal road crashes was in the order of R 913 million per month or about R 30 million per day.

14. Discussion

The ever-growing number of road traffic crashes and related deaths demonstrate that the current programmes, projects and procedures for combating traffic offences are inadequate. Given the fact that no less than 15,353 people died on our roads during 2006 (which is in the order of 42 per day), road safety clearly should be a national priority. The level of “un-safety” is directly related to the degree of lawlessness on the roads, which is too high and can no longer be tolerated. Traffic offences, reckless, negligent, inconsiderate, aggressive, selfish, intimidating and arrogant driver behaviour also encourage road rage to a large extent.

There are many inter-related functional areas involved in the day-to-day management and control of road traffic and safety, some of which have a greater direct effect on the level of law compliance safety than others. Some functional areas are also basically rendered useless if it is not fully supported by other functions. For example the effect of road safety communication and radio and TV advertising is almost meaningless if not supported and followed-up by strong and visible law enforcement actions. Law enforcement in turn becomes meaningless, if an efficient and effective adjudication process does not support it. The same principle also applies to applications for learners’ and driving licences, registration and licencing of vehicles, etc. Inadequate and poor service provision in this regard leads to persons driving without valid licences or properly

registered and licenced vehicles, thereby contributing to the level of lawlessness on the roads.

Traffic law enforcement officers have a key role in encouraging improved road user behaviour. Of all the functional areas involved in traffic management, traffic enforcement could possibly be regarded as the most direct and effective measure to effect and generally ensure a higher level of law compliance. All types and categories of traffic offences need to be targeted more effectively in order to curb the increase in road crashes.

In addition to improved enforcement, more attention should also be given to improved and more effective and participative road safety education at schools and other education and training institutions; as well as within communities themselves. This should contribute towards more responsible pedestrian; as well as driver behaviour. However, road authorities should also accept a much more proactive approach in the identification, provision and improvement of adequate and safe pedestrian facilities.

15. Recommendations

In order to improve the level of law compliance the following recommendations are submitted for consideration:

15.1 Traffic law enforcement.

Improved and more visible, driver inter-active law enforcement from 06:00 in the morning to at least 22:00 daily, as well as over weekends (Fridays, Saturdays and Sundays), the time and days when most fatal crashes happen, should be considered as a matter of urgency in order to reverse the current unacceptable decrease in road safety. In this regard the following specific issues are recommended:

15.1.1 An increase in the number of traffic officers at all traffic authorities to keep in pace with the increase in the number of vehicles and level of lawlessness, which should also provide for the expected increased demands on this profession during the 2010 Soccer World Cup event;

15.1.2 The new one-year training course for traffic officers must be introduced as a matter of urgency. The establishment of a National Traffic Academy should be placed on the priority list;

15.1.3 Traffic authorities should consider the introduction of dedicated traffic patrol teams to continuously undertake daily interrupted patrols on hazardous routes in

particular. The duties of such patrol teams should consist of the following three main categories of functions:

(a) Road Patrolling, implying travelling with the traffic stream between "traffic stops", during which attention shall be given to moving violations, stationary and abandoned vehicles, cyclists, pedestrians animals on the road. Patrol vehicles should be fitted with electronic devices such as number plate recognition systems and video cameras to assist officers in the detection and recording of offences;

(b) Traffic stops at which vehicles shall be stopped at random during "mini roadblocks" and checked for driver offences (driving licences, alcohol, seatbelts, etc) and vehicle contraventions (tyres, lights, brakes, steering, etc). As a point of departure traffic teams should aim at stopping and checking fitness aspects of at least 15 drivers and 15 vehicles on a daily basis;

(c) Control of Selective Moving Violations at selected, high-priority hazardous locations where, amongst others, illegal and unsafe overtaking, excessive speeds, ignoring traffic signals and stop signs; as well as freight and passenger overloading must be targeted.

15.1.4 The draft National Road Traffic Law Enforcement Code (NRTLEC) should be finalized and published as a regulation under the RTMC Act as soon as possible. The Code will, amongst others, provide for the setting of enforcement targets; measuring of performance and achievement of objectives; as well as measures to be taken in case of non-performance.

15.1.5 The adjudication process of traffic violations must be improved to a large extent, in order to effect expeditious handling of notices and metering out of penalties. In this regard the implementation of the AARTO Act should be considered as an absolute top priority; and

15.1.6 A closer working relationship must be forged between law enforcement and road safety communication, advertising and promotion authorities and agencies. Road safety promotion material should be developed in support of enforcement.

15.2 Road Safety Education.

Improved and more effective and participative road safety education programmes and projects at schools and other training institutions, as well as within communities themselves, must be developed and introduced.

15.3 Hazardous Pedestrian Locations.

Road authorities must accept a much more proactive approach in the identification of hazardous pedestrian locations on the road and street network. Remedial measures for

the provision and improvement of adequate and safe pedestrian facilities, in the form of all-weather sidewalks along certain roads and safe and visible crossings, possibly in combination with street lighting, traffic signals and traffic calming measures where feasible, should be introduced as a matter of urgency.

15.4 Transfer of Outstanding Functions to the Corporation

Considering the main purpose for the establishment of the Corporation, the various functions to be allocated to the Corporation in terms of the Act; as well as the importance of proper, adequate and continuous interaction between the various functional units and authorities within the road traffic environment, it is strongly recommended that the remaining functions now be transferred to the Corporation, as a matter of urgency. These functions are:

- The National Traffic Information System (NaTIS). This function will also assist in generating dearly needed income for the Corporation;
- Road Traffic Law Enforcement;
- Vehicle Registration and Licencing;
- Vehicle and Roadworthiness Testing; and
- Testing and Licencing of Drivers.

Annexure A

Definitions of Terms and Explanatory Notes

The following definitions and explanatory notes are provided to clarify some of the terms used in the text, tables and graphs in this report.

Road Traffic Accident : A road traffic accident is an accident, incident, event, collision or crash between two or more vehicles, a vehicle and a train, a vehicle and a cyclist, a vehicle and a pedestrian, a vehicle and an animal, a vehicle and a fixed object, such as a bridge, building, tree, post, etc, or a single vehicle that overturned on or near a public road. An accident is a single road traffic incident, regardless of the number of vehicles or persons involved. In short : a road crash happens when two road users (drivers of vehicles, cyclists or pedestrians) try to occupy the same space at the same time.

Degrees of Accidents : Road traffic accidents are classified in the following four categories in accordance with the severity thereof :

Fatal accident : an accident resulting in the in the death of one or more persons. The persons killed may be drivers and passengers of vehicles, or cyclists and pedestrians. Such accidents can include serious and slight injuries.

Major accident : an accident in which one or more persons are seriously injured.

Minor accident : an accident in which one or more persons are slightly injured.

The above three categories are jointly referred to as **casualty accidents**.

Damage only accident : an accident in which no-one was killed or injured and resulted in damage to the vehicle or vehicles and/or other property only.

Degrees of Casualties : Casualties or injuries are classified in the following three categories in accordance with the severity thereof :

Fatality : person or persons killed during or immediately after an accident, or death within 6 days after an accident happened as a direct result of such accident.

Serious injury : person/s sustained injuries to such an extent that

hospitalisation is required. Serious injuries include fractures, crushings, concussion, internal injuries, severe cuts and lacerations, severe shock, etc which require medical treatment, hospitalisation and/or confinement to bed.

Slight injury : person/s sustained minor cuts and bruises, sprains and light shock which may be treated at the scene of the accident or at home.

Accident and Casualty Rates:

Comparison of straight figures such as the number of accidents in one year with that of a following or previous year, does not provide a true reflection on increases or decreases, or whether one region or country has less accidents than another. The number of vehicles on the road, travel in terms of total distances covered, fuel sales or number of inhabitants are usually used as a reasonable basis to provide a more acceptable foundation for this purpose. Therefore, in order to "equalise" information for comparison purposes between different time periods, regions, provinces and countries, accident statistics and related information are usually expressed as "rates", for example : the number of accidents per 10 000 registered vehicles, etc. The following rates are referred to in this report :

Casualty rates in terms of the degree of accidents :

Severity of Fatal Crashes or Fatality Rate : the mean number of persons killed per fatal accident. This rate refers to the severity of fatal accidents - the more persons killed per fatal accident the more severe the accident. More severe accidents are indicative of the higher impact of such accidents, possibly resulting from higher speeds, drivers and passengers not wearing seatbelts, more vehicles involved in a single accident, or more high occupancy vehicles (HOV's), such as buses and minibuses involved in accidents.

Casualty rate : the mean number of casualties (deaths and serious and slight injuries) per casualty accident.

Some other rates :

Accident rate in terms of the vehicle population : The accident rate per 10,000 vehicle population is calculated by dividing the number of accidents by the vehicle population, in ten thousands, of the relevant region, province or country.

Accident rate per distance or kilometres travelled by vehicles: The accident rate per 100 million vehicle kilometres (mvk) travelled is

calculated by dividing the number of accidents by the combined distance travelled by all motorised vehicles, in hundred millions, within the relevant region, province or country. The distance travelled is usually calculated in terms of the number of the different types of vehicles, mean fuel consumption per vehicle type and fuel sales.

Fatality rate per human population : The fatality rate per 100,000 population is calculated by dividing the number of fatalities by the population, in hundred thousands, of the relevant region, province or country.

Casualty rate per human population : Similar to the fatality rate, the casualty rate per 100,000 population is calculated by dividing the number of casualties by the population, in hundred thousands, of the relevant region, province or country.

Fatality and Casualty Rates in terms of Vehicle Population or Distance Travelled : Similar to accident rates, fatality or casualty rates is also expressed in terms of the vehicle population (number of fatalities or casualties per 10,000 vehicles) or in terms of the distance travelled (number of fatalities or casualties per 100 million vehicle kilometers travelled).

Trends : Trends are used to indicate increases or decreases in the number of accidents, casualties and rates. Trends are usually expressed in terms of percentage (%) increase or decrease from the previous corresponding period to the current period under consideration, usually over a period of one (1) year.

Registering Authority : A registering authority is an agent that has been appointed by the Member of the Executive Council (MEC) for Transport of a Province to register and licence the vehicles of owners who reside in a defined area within the Province concerned. The MEC of a Province also has to define such areas within his/her Province.

Un-roadworthy vehicles **Un-roadworthy** vehicles are those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership.

Un-licenced vehicles **Un-licenced** vehicles are those of which the owners failed to renew the vehicle licences within the time frame allowed).

Annexure B

Number of Monthly Fatal Crashes : 2004 – 2006

2004	No. of Fatal Crashes									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	147	140	84	67	56	69	68	58	21	**710**
Feb	157	159	94	68	43	61	62	65	24	**733**
Mch	189	171	87	68	70	78	58	58	26	**805**
Apr	196	204	110	71	68	74	74	82	23	**902**
May	204	251	129	95	67	95	82	89	29	**1,041**
Jun	190	177	113	90	62	78	71	56	21	**858**
Jul	214	210	127	82	46	85	74	93	33	**964**
Aug	221	197	100	77	67	73	70	74	25	**904**
Sep	204	194	99	84	60	76	80	79	25	**901**
Oct	229	210	127	68	70	97	85	77	22	**985**
Nov	175	198	95	61	63	88	64	74	15	**833**
Dec	214	202	115	109	72	92	78	85	26	**993**
Year	**2,340**	**2,313**	**1,280**	**940**	**744**	**966**	**866**	**890**	**290**	**10,629**

2005	No. of Fatal Crashes									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	160	145	92	78	54	72	58	62	26	**747**
Feb	196	175	90	56	66	78	61	57	19	**798**
Mch	234	201	127	102	63	84	67	82	25	**985**
Apr	219	211	124	96	70	90	62	85	20	**977**
May	230	214	122	81	60	100	84	75	28	**994**
Jun	211	197	115	82	66	85	63	72	22	**913**
Jul	242	268	132	109	71	124	110	103	28	**1,187**
Aug	223	214	100	80	72	88	87	82	19	**965**
Sep	247	229	111	90	63	88	83	92	20	**1,023**
Oct	234	233	130	91	66	124	83	80	24	**1,065**
Nov	193	170	95	103	68	84	80	71	17	**881**
Dec	253	241	125	140	70	112	100	124	36	**1,201**
Year	**2,642**	**2,498**	**1,363**	**1,108**	**789**	**1,129**	**938**	**985**	**284**	**11,736**

2006	No. of Fatal Crashes									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	163	138	102	89	51	63	54	53	19	**732**
Feb	208	156	86	106	63	78	62	74	25	**858**
Mch	261	202	116	110	75	102	79	85	18	**1,048**
Apr	241	256	118	110	100	138	106	151	21	**1,241**
May	253	192	120	125	71	89	87	76	28	**1,041**
Jun	243	242	119	171	76	85	90	69	26	**1,121**
Jul	274	220	115	144	87	108	82	77	20	**1,127**
Aug	244	215	115	104	66	93	81	98	22	**1,038**
Sep	270	218	123	101	76	93	80	81	21	**1,063**
Oct	254	189	107	118	55	109	103	71	30	**1,036**
Nov	233	180	113	102	75	76	68	78	26	**951**
Dec	266	257	116	135	95	98	104	88	39	**1,198**
Year	**2,910**	**2,465**	**1,350**	**1,415**	**890**	**1,132**	**996**	**1,001**	**295**	**12,454**

Annexure C

Number of Monthly Fatalities : 2004 - 2006

2004	No. of Fatalities									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	161	181	108	91	85	100	83	69	21	**900**
Feb	179	190	100	80	50	90	70	73	27	**860**
Mch	210	198	95	81	96	89	67	70	51	**957**
Apr	227	223	115	96	84	91	84	90	29	**1,039**
May	226	279	154	122	72	118	105	103	29	**1,208**
Jun	220	195	124	118	85	118	84	64	21	**1,029**
Jul	247	231	151	129	55	121	89	100	41	**1,165**
Aug	252	243	109	100	81	114	93	95	28	**1,114**
Sep	218	211	108	112	85	104	98	97	31	**1,065**
Oct	246	275	150	101	83	139	96	104	22	**1,215**
Nov	187	225	113	76	86	105	86	93	18	**987**
Dec	246	234	144	141	105	128	100	111	28	**1,237**
Year	**2,621**	**2,684**	**1,471**	**1,247**	**966**	**1,317**	**1,055**	**1,070**	**346**	**12,778**

2005	No. of Fatalities									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	180	162	115	99	80	102	86	85	31	**939**
Feb	217	185	109	74	75	118	72	64	21	**935**
Mch	260	223	147	118	80	105	74	105	40	**1,152**
Apr	268	249	148	117	88	118	69	114	22	**1,193**
May	266	254	132	91	64	145	100	88	35	**1,176**
Jun	231	249	139	108	76	102	78	88	25	**1,097**
Jul	273	295	147	157	95	158	146	152	33	**1,457**
Aug	243	248	130	92	99	100	104	94	19	**1,129**
Sep	268	291	122	103	82	118	108	171	20	**1,282**
Oct	262	277	152	103	72	147	119	94	32	**1,258**
Nov	219	182	100	138	87	115	85	112	26	**1,064**
Dec	273	292	147	167	114	145	114	153	49	**1,454**
Year	**2,959**	**2,906**	**1,588**	**1,366**	**1,012**	**1,473**	**1,156**	**1,320**	**354**	**14,135**

2006	No. of Fatalities									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	181	160	122	98	72	81	78	65	26	**882**
Feb	234	182	86	143	89	107	76	101	26	**1,043**
Mch	293	231	140	156	90	136	98	110	25	**1,279**
Apr	295	317	140	130	121	234	118	199	32	**1,587**
May	286	228	147	155	92	119	108	100	36	**1,271**
Jun	278	276	149	235	107	109	122	78	33	**1,386**
Jul	351	251	150	151	119	136	110	102	26	**1,396**
Aug	300	276	136	117	88	113	101	116	30	**1,276**
Sep	301	268	157	131	94	119	91	95	24	**1,279**
Oct	289	226	122	161	88	140	130	86	38	**1,281**
Nov	298	246	161	129	98	112	85	108	34	**1,272**
Dec	306	306	127	174	116	125	123	103	60	**1,440**
Year	**3,412**	**2,967**	**1,637**	**1,779**	**1,175**	**1,530**	**1,241**	**1,262**	**389**	**15,393**

Annexure D-1

Main Road Traffic and Fatal Crash Indicators per Province

Gauteng	2005	2006	% Change
Est. Road length (km)	55,009		
Human population (mil)	9.06	9.48	4.61
Motorised vehicles	2,722,628	2,938,172	7.92
Un-roadworthy vehicles	81,914	91,343	11.51
Un-licenced vehicles	152,758	126,229	-17.37
Distance travelled (mvk)	43,408	44,042	1.46
Driving licences	2,675,046	2,785,341	4.12
Expired driving licences	69,679	88,689	27.28
Fatal crashes	2,642	2,910	10.14
Driver fatalities	878	1,070	21.95
Passenger fatalities	631	886	40.34
Pedestrian fatalities	1,451	1,453	0.17
Total fatalities	2,959	3,412	15.28
Fatalities per 100 mvk	6.82	7.75	13.62

KwaZulu-Natal	2005	2006	% Change
Est. Road length (km)	97,909		
Human population (mil)	9.69	9.91	2.24
Motorised vehicles	1,013,036	1,089,553	7.55
Un-roadworthy vehicles	35,137	44,333	26.17
Un-licenced vehicles	51,326	45,893	-10.59
Distance travelled (mvk)	20,227	20,750	2.59
Driving licences	1,206,012	1,255,550	4.11
Expired driving licences	31,512	34,402	9.17
Fatal crashes	2,498	2,465	-1.32
Driver fatalities	619	667	7.71
Passenger fatalities	769	916	19.19
Pedestrian fatalities	1,518	1,384	-8.85
Total fatalities	2,906	2,967	2.10
Fatalities per 100 mvk	14.37	14.30	-0.48

Western Cape	2005	2006	% Change
Est. Road length (km)	92,180		
Human population (mil)	4.65	4.74	1.99
Motorised vehicles	1,221,986	1,304,731	6.77
Un-roadworthy vehicles	27,184	31,616	16.30
Un-licenced vehicles	58,917	53,016	-10.02
Distance travelled (mvk)	19,514	19,884	1.90
Driving licences	1,255,693	1,301,262	3.63
Expired driving licences	28,362	36,398	28.33
Fatal crashes	1,363	1,350	-0.95
Driver fatalities	430	515	19.75
Passenger fatalities	440	478	8.69
Pedestrian fatalities	718	642	-10.52
Total fatalities	1,588	1,637	3.11
Fatalities per 100 mvk	8.14	8.23	1.19

Annexure D-2

Main Road Traffic and Fatal Crash Indicators per Province

Eastern Cape	2005	2006	% Change
Est. Road length (km)	78,485		
Human population (mil)	7.03	6.93	-1.40
Motorised vehicles	496,471	529,373	6.63
Un-roadworthy vehicles	12,955	14,989	15.70
Un-licenced vehicles	32,985	28,373	-13.98
Distance travelled (mvk)	9,192	9,226	0.37
Driving licences	562,672	582,420	3.51
Expired driving licences	13,615	14,433	6.01
Fatal crashes	1,108	1,415	27.71
Driver fatalities	300	398	32.72
Passenger fatalities	512	692	35.16
Pedestrian fatalities	554	689	24.40
Total fatalities	1,366	1,779	30.26
Fatalities per 100 mvk	14.86	19.28	29.79

Free State	2005	2006	% Change
Est. Road length (km)	111,353		
Human population (mil)	2.95	2.96	0.22
Motorised vehicles	397,610	416,982	4.87
Un-roadworthy vehicles	15,574	18,331	17.70
Un-licenced vehicles	22,890	25,791	12.67
Distance travelled (mvk)	7,226	7,517	4.04
Driving licences	425,974	438,357	2.91
Expired driving licences	10,327	13,637	32.05
Fatal crashes	789	890	12.80
Driver fatalities	329	391	18.73
Passenger fatalities	357	461	29.19
Pedestrian fatalities	327	324	-0.92
Total fatalities	1,012	1,175	16.08
Fatalities per 100 mvk	14.01	15.63	11.57

Mpumalanga	2005	2006	% Change
Est. Road length (km)	56,025		
Human population (mil)	3.26	3.48	6.57
Motorised vehicles	420,785	447,199	6.28
Un-roadworthy vehicles	15,640	19,002	21.50
Un-licenced vehicles	28,475	23,601	-17.12
Distance travelled (mvk)	9,767	10,397	6.45
Driving licences	438,150	457,587	4.44
Expired driving licences	12,631	15,874	25.67
Fatal crashes	1,129	1,132	0.27
Driver fatalities	476	533	12.01
Passenger fatalities	558	628	12.66
Pedestrian fatalities	440	369	-16.08
Total fatalities	1,473	1,530	3.87
Fatalities per 100 mvk	15.09	14.72	-2.42

Annexure D-3

Main Road Traffic and Fatal Crash Indicators per Province

North West	2005	2006	% Change
Est. Road length (km)	72,613		
Human population (mil)	3.76	3.44	-8.50
Motorised vehicles	392,137	419,186	6.90
Un-roadworthy vehicles	16,188	18,191	12.37
Un-licenced vehicles	21,889	18,947	-13.44
Distance travelled (mvk)	7,225	7,320	1.32
Driving licences	392,867	411,005	4.62
Expired driving licences	12,231	11,479	-6.15
Fatal crashes	938	996	6.18
Driver fatalities	351	396	12.85
Passenger fatalities	376	413	9.83
Pedestrian fatalities	430	432	0.64
Total fatalities	1,156	1,241	7.33
Fatalities per 100 mvk	16.00	16.95	5.93

Limpopo	2005	2006	% Change
Est. Road length (km)	66,403		
Human population (mil)	5.58	5.41	-3.04
Motorised vehicles	319,709	352,994	10.41
Un-roadworthy vehicles	11,418	12,948	13.40
Un-licenced vehicles	22,493	18,361	-18.37
Distance travelled (mvk)	6,186	6,056	-2.11
Driving licences	414,289	438,836	5.93
Expired driving licences	11,960	15,716	31.40
Fatal crashes	985	1,001	1.62
Driver fatalities	358	373	4.15
Passenger fatalities	577	497	-13.93
Pedestrian fatalities	384	392	2.01
Total fatalities	1,320	1,262	-4.38
Fatalities per 100 mvk	21.33	20.84	-2.32

Northern Cape	2005	2006	% Change
Est. Road length (km)	111,195		
Human population (mil)	0.93	1.07	15.42
Motorised vehicles	144,431	154,855	7.22
Un-roadworthy vehicles	3,543	4,346	22.66
Un-licenced vehicles	6,260	5,130	-18.05
Distance travelled (mvk)	2,731	2,894	6.00
Driving licences	142,827	147,813	3.49
Expired driving licences	3,493	4,381	25.42
Fatal crashes	284	295	3.87
Driver fatalities	127	123	-2.57
Passenger fatalities	138	180	30.02
Pedestrian fatalities	89	86	-2.92
Total fatalities	354	389	10.07
Fatalities per 100 mvk	12.95	13.45	3.84

Annexure D-4

Main Road Traffic and Fatal Crash Indicators per Province

RSA	2005	2006	% Change
Est. Road length (km)	741,172		
Human population (mil)	46.92	47.42	1.07
Motorised vehicles	7,128,791	7,653,044	7.35
Un-roadworthy vehicles	219,553	255,099	16.19
Un-licenced vehicles	397,993	345,341	-13.23
Distance travelled (mvk)	125,475	128,086	2.08
Driving licences	7,513,530	7,818,171	4.05
Expired driving licences	193,810	235,009	21.26
Fatal crashes	11,736	12,454	6.12
Driver fatalities	3,867	4,466	15.49
Passenger fatalities	4,358	5,151	18.20
Pedestrian fatalities	5,910	5,771	-2.34
Total fatalities	14,135	15,393	8.90
Fatalities per 100 mvk	11.26	12.02	6.68