# 5. Number of Fatal Crashes and Fatalities : December 2005

## *5.1 Fatal Crashes per Type of Crash*

The number of fatal crashes during December 2005 increased by 197 (19,84%) from 993 fatal crashes during December 2004 to 1,190 fatal crashes. With the exception of the Free State all other Province experienced increases. The number of fatal crashes in the Free State decreased by 4 (5,56%) from 72 in 2004 to 68 in 2005. On a Provincial percentage basis, the Province with the biggest increase was Limpopo where the number of crashes increased by 38 (44,71%) from 85 crashes in 2004 to 123 crashes in 2005. Detail on a Provincial basis per type of crash is given in the table below.

| **Dec 2004** | **Estimated Number of Fatal Crashes per Type of Crash** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 112 | 112 | 60 | 52 | 27 | 32 | 38 | 27 | 6 | **466** |
| Overtaking Related | 45 | 42 | 24 | 28 | 22 | 28 | 20 | 31 | 13 | **252** |
| Failure to Stop or Yield | 15 | 10 | 7 | 7 | 7 | 8 | 4 | 6 | 3 | **66** |
| Unsafe Turning Manoeuvres | 9 | 10 | 5 | 4 | 6 | 7 | 3 | 3 | 1 | **50** |
| Poor Visibility & Following Dist. | 17 | 14 | 9 | 12 | 9 | 12 | 6 | 12 | 0 | **91** |
| Other & Unknown | 16 | 14 | 10 | 6 | 2 | 5 | 7 | 5 | 3 | **68** |
| **Total No. of Fatal Crashes** | **214** | **202** | **115** | **109** | **72** | **92** | **78** | **85** | **26** | **993** |
| **Dec 2005** | **Estimated Number of Fatal Crashes per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 128 | 136 | 66 | 77 | 27 | 42 | 59 | 53 | 7 | **595** |
| Overtaking Related | 70 | 56 | 30 | 29 | 23 | 39 | 25 | 35 | 17 | **323** |
| Failure to Stop or Yield | 15 | 16 | 7 | 9 | 5 | 9 | 4 | 7 | 4 | **76** |
| Unsafe Turning Manoeuvres | 13 | 6 | 4 | 6 | 4 | 6 | 4 | 8 | 2 | **53** |
| Poor Visibility & Following Dist. | 17 | 11 | 15 | 13 | 5 | 14 | 5 | 11 | 2 | **94** |
| Other & Unknown | 6 | 11 | 3 | 7 | 4 | 3 | 3 | 9 | 2 | **49** |
| **Total No. of Fatal Crashes** | **249** | **236** | **125** | **140** | **68** | **114** | **100** | **123** | **35** | **1,190** |
| **Change** | **Estimated Number of Fatal Crashes per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 16 | 24 | 6 | 25 | 0 | 10 | 21 | 26 | 1 | **129** |
| Overtaking Related | 25 | 14 | 6 | 1 | 1 | 11 | 5 | 4 | 4 | **71** |
| Failure to Stop or Yield | 0 | 6 | -1 | 2 | -2 | 2 | -0 | 0 | 2 | **9** |
| Unsafe Turning Manoeuvres | 4 | -5 | -0 | 2 | -1 | -2 | 1 | 5 | 1 | **4** |
| Poor Visibility & Following Dist. | 0 | -3 | 6 | 1 | -4 | 2 | -1 | -1 | 2 | **3** |
| Other & Unknown | -10 | -3 | -7 | 1 | 2 | -2 | -4 | 4 | -1 | **-19** |
| **Total No. of Fatal Crashes** | **35** | **34** | **10** | **31** | **-4** | **22** | **22** | **38** | **9** | **197** |
| **% Change** | **Estimated Number of Fatal Crashes per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 14.31 | 21.57 | 10.09 | 47.21 | 0.00 | 31.59 | 55.26 | 95.78 | 23.74 | **27.72** |
| Overtaking Related | 55.26 | 34.15 | 23.74 | 2.51 | 5.56 | 41.12 | 26.90 | 12.01 | 27.11 | **28.02** |
| Failure to Stop or Yield | 2.17 | 60.54 | -9.36 | 31.24 | -27.27 | 21.14 | -4.76 | 4.83 | 71.33 | **14.25** |
| Unsafe Turning Manoeuvres | 39.42 | -43.75 | -7.02 | 35.85 | -24.14 | -22.28 | 29.03 | 147.78 | 71.33 | **7.81** |
| Poor Visibility & Following Dist. | 0.81 | -20.76 | 69.38 | 9.11 | -44.44 | 19.82 | -16.67 | -6.82 | 0.00 | **3.57** |
| Other & Unknown | -62.20 | -20.76 | -69.51 | 17.51 | 100.00 | -38.38 | -57.14 | 82.98 | -29.29 | **-28.54** |
| **Total No. of Fatal Crashes** | **16.36** | **16.83** | **8.70** | **28.44** | **-5.56** | **23.91** | **28.21** | **44.71** | **34.62** | **19.84** |

Pedestrian related crashes increased by 129 (27,72%) from 466 in December 2004 to 595 in 2005. In 2004 pedestrian related crashes represented 46,93% of all crashes, in 2005 this increased to 50,01%. Overtaking related crashes increased by 71 (28,02%) from 252 in 2004 to 323 in December 2005. (Also see **Annexure J**).

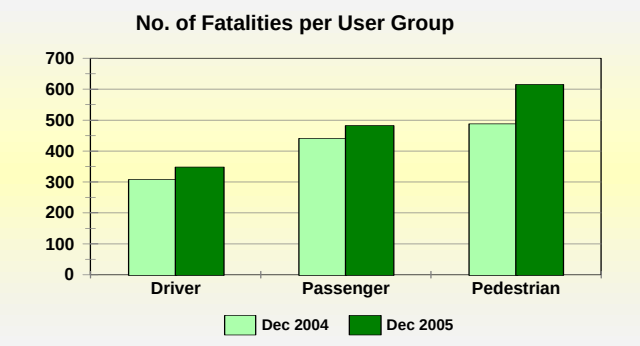
### *5.2 Fatalities per Type of Crash*

The number of fatalities during December 2005 increased by 209 (16,92%) from 1,237 fatalities during December 2004 to 1,446 fatalities in December 2005. On a Provincial percentage basis the biggest increase in fatalities was in the Northern Cape, which experienced an increase of 21 (74,24%) from 28 fatalities in 2004 to 49 fatalities in 2005. The number of fatalities in Limpopo increased by 41 (37,37%) from 111 in 2004 to 152 in 2005. The number of fatalities per Province and type of crash is given in the table below.

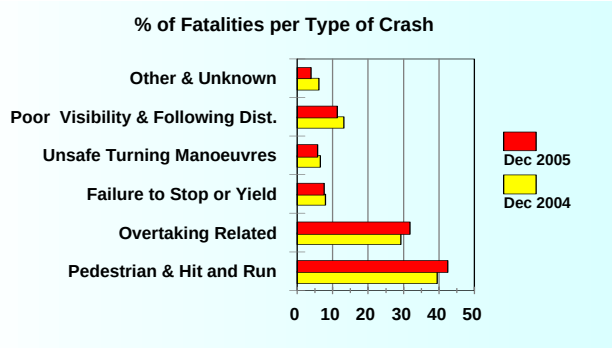
| **Dec 2004** | **Estimated Number of Fatalities per Type of Crash** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 116 | 114 | 60 | 57 | 27 | 32 | 42 | 28 | 6 | **482** |
| Overtaking Related | 60 | 53 | 37 | 41 | 32 | 44 | 31 | 44 | 14 | **358** |
| Failure to Stop or Yield | 18 | 13 | 13 | 10 | 9 | 12 | 6 | 8 | 3 | **92** |
| Unsafe Turning Manoeuvres | 13 | 14 | 7 | 6 | 16 | 12 | 4 | 4 | 2 | **77** |
| Poor Visibility & Following Dist. | 23 | 26 | 17 | 21 | 19 | 21 | 10 | 22 | 0 | **159** |
| Other & Unknown | 16 | 14 | 10 | 6 | 2 | 7 | 7 | 5 | 3 | **70** |
| **Total No. of Fatalities** | **246** | **234** | **144** | **141** | **105** | **128** | **100** | **111** | **28** | **1,237** |
| **Dec 2005** | **Estimated Number of Fatalities per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 129 | 137 | 67 | 79 | 29 | 43 | 60 | 54 | 7 | **605** |
| Overtaking Related | 79 | 86 | 35 | 36 | 50 | 63 | 30 | 48 | 26 | **452** |
| Failure to Stop or Yield | 17 | 22 | 7 | 11 | 12 | 11 | 5 | 8 | 7 | **101** |
| Unsafe Turning Manoeuvres | 16 | 9 | 5 | 8 | 8 | 9 | 5 | 17 | 4 | **79** |
| Poor Visibility & Following Dist. | 22 | 22 | 30 | 24 | 6 | 18 | 11 | 17 | 3 | **155** |
| Other & Unknown | 6 | 11 | 3 | 8 | 8 | 3 | 3 | 9 | 2 | **54** |
| **Total No. of Fatalities** | **269** | **288** | **147** | **166** | **112** | **148** | **114** | **152** | **49** | **1,446** |
| **Change** | **Estimated Number of Fatalities per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 13 | 23 | 7 | 22 | 2 | 11 | 18 | 26 | 1 | **123** |
| Overtaking Related | 19 | 33 | -3 | -5 | 18 | 19 | -1 | 4 | 11 | **95** |
| Failure to Stop or Yield | -1 | 10 | -5 | 2 | 3 | -1 | -1 | -0 | 4 | **10** |
| Unsafe Turning Manoeuvres | 3 | -5 | -2 | 2 | -8 | -3 | 1 | 13 | 2 | **2** |
| Poor Visibility & Following Dist. | -1 | -4 | 13 | 3 | -13 | -3 | 1 | -5 | 3 | **-4** |
| Other & Unknown | -10 | -3 | -7 | 2 | 6 | -4 | -4 | 4 | -1 | **-16** |
| **Total No. of Fatalities** | **23** | **54** | **3** | **25** | **7** | **20** | **14** | **41** | **21** | **209** |
| **% Change** | **Estimated Number of Fatalities per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 11.24 | 20.32 | 11.79 | 37.83 | 7.41 | 34.80 | 42.86 | 92.41 | 23.74 | **25.57** |
| Overtaking Related | 30.90 | 62.16 | -6.82 | -12.45 | 55.00 | 42.90 | -2.58 | 8.86 | 76.28 | **26.50** |
| Failure to Stop or Yield | -4.85 | 74.92 | -42.84 | 17.16 | 28.89 | -7.40 | -13.33 | -3.31 | 133.33 | **10.43** |
| Unsafe Turning Manoeuvres | 24.25 | -33.97 | -32.25 | 31.45 | -51.25 | -24.74 | 15.00 | 306.61 | 133.33 | **2.78** |
| Poor Visibility & Following Dist. | -3.57 | -14.66 | 79.34 | 15.11 | -68.42 | -11.97 | 10.00 | -21.45 | 0.00 | **-2.53** |
| Other & Unknown | -62.20 | -20.76 | -69.51 | 34.29 | 300.00 | -55.98 | -57.14 | 82.98 | -29.29 | **-23.43** |
| **Total No. of Fatalities** | **9.42** | **23.27** | **2.33** | **17.86** | **6.67** | **15.54** | **14.00** | **37.37** | **74.24** | **16.92** |

Driver fatalities increased by 41 (13,17%); passenger fatalities increased also by 41 (9,38%) and pedestrian fatalities increased by 127 (26,10%). The percentage passenger fatalities (as a percentage of the total) changed from 35,65% in 2004 to 33,35% in 2005 and the percentage pedestrian fatalities changed from 39,45% to 42,55% of the total in 2005. Detail in this regard is given in the table below.

| Estimated Number of Fatalities per Road User Group | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Month** | **Group** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** | **%** |
| **Dec 2004** | Driver | 67 | 46 | 32 | 29 | 27 | 36 | 30 | 32 | 9 | 308 | 24.90 |
| | Passenger | 62 | 70 | 52 | 54 | 50 | 58 | 31 | 51 | 13 | 441 | 35.65 |
| | Pedestrian | 117 | 118 | 60 | 58 | 28 | 34 | 39 | 28 | 6 | 488 | 39.45 |
| | Total | **246** | **234** | **144** | **141** | **105** | **128** | **100** | **111** | **28** | **1.237** | 100.00 |
| **Dec 2005** | Driver | 79 | 56 | 40 | 32 | 18 | 44 | 27 | 39 | 14 | 349 | 24.10 |
| | Passenger | 58 | 95 | 41 | 51 | 64 | 59 | 27 | 60 | 28 | 482 | 33.35 |
| | Pedestrian | 132 | 137 | 67 | 83 | 30 | 45 | 60 | 54 | 7 | 615 | 42.55 |
| | Total | **269** | **288** | **147** | **166** | **112** | **148** | **114** | **152** | **49** | **1.446** | 100.00 |
| **Change** | Driver | 12 | 10 | 8 | 3 | -9 | 8 | -3 | 7 | 5 | 41 | |
| | Passenger | -4 | 25 | -11 | -3 | 14 | 1 | -4 | 9 | 15 | 41 | |
| | Pedestrian | 15 | 19 | 7 | 25 | 2 | 11 | 21 | 26 | 1 | 127 | |
| | Total | **23** | **54** | **3** | **25** | **7** | **20** | **14** | **41** | **21** | **209** | |
| **% Change** | Driver | 17.36 | 22.78 | 23.86 | 11.14 | -33.33 | 22.67 | -10.00 | 20.71 | 53.20 | 13.17 | |
| | Passenger | -5.69 | 35.43 | -21.83 | -4.88 | 28.00 | 0.93 | -12.90 | 17.60 | 112.12 | 9.38 | |
| | Pedestrian | 12.87 | 16.24 | 11.79 | 42.40 | 7.14 | 32.91 | 53.85 | 92.41 | 23.74 | 26.10 | |
| | Total | **9.42** | **23.27** | **2.33** | **17.86** | **6.67** | **15.54** | **14.00** | **37.37** | **74.24** | **16.92** | |

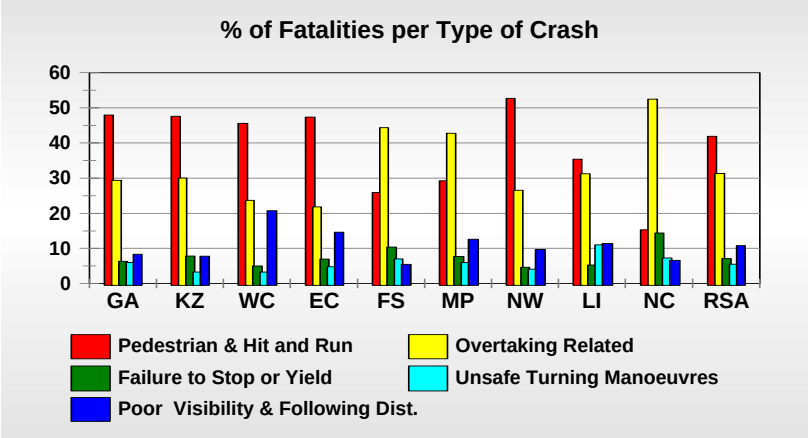



The percentage of fatalities per type of crash is also reflected in the graph below.




The information in the graph below shows the percentage fatalities per type of crash per Province. As shown in the graph, *pedestrian related fatalities*, ranging between 40% and 50%, comprise the majority of fatalities in Gauteng, KwaZulu-Natal, the Western Cape, Eastern Cape and in North West. In the Free State, Mpumalanga and in particular the Northern Cape (52,39%), fatalities resulting from *overtaking related crashes* were the highest percentages of the Provincial totals. In Limpopo pedestrian and overtaking related fatalities were almost equal, in the order of about 30% each. On a country-wide basis, overtaking related fatalities were in the order of 30% and 10% fatalities resulted from crashes that happened due to poor visibility –

that is poor visibility of vehicles (no head and/or rear lights, reflective strips, chevrons lacking on the rear of heavy vehicles, etc); as well as poor visibility of pedestrians - or following other vehicles too close.




Detail in this regard on a Provincial basis is also given in the table below.

| Dec 2004 | % of Fatalities per Type of Crash | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 47.15 | 48.72 | 41.67 | 40.43 | 25.71 | 25.00 | 42.00 | 25.23 | 21.43 | **38.97** |
| Overtaking Related | 24.51 | 22.78 | 25.90 | 29.29 | 30.48 | 34.53 | 31.00 | 39.37 | 51.79 | **28.91** |
| Failure to Stop or Yield | 7.24 | 5.47 | 8.89 | 6.95 | 8.57 | 9.53 | 6.00 | 7.39 | 10.71 | **7.41** |
| Unsafe Turning Manoeuvres | 5.24 | 5.94 | 4.79 | 4.18 | 15.24 | 9.06 | 4.00 | 3.69 | 5.36 | **6.21** |
| Poor Visibility & Following Dist. | 9.35 | 11.11 | 11.81 | 14.89 | 18.10 | 16.41 | 10.00 | 19.82 | 0.00 | **12.85** |
| Other & Unknown | 6.50 | 5.98 | 6.94 | 4.26 | 1.90 | 5.47 | 7.00 | 4.50 | 10.71 | **5.66** |
| **Total No. of Fatal Crashes** | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| **Dec 2005** | **% of Fatalities per Type of Crash** | | | | | | | | | |
| **Crash Type** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Pedestrian & Hit and Run | 47.94 | 47.55 | 45.52 | 47.27 | 25.89 | 29.17 | 52.63 | 35.33 | 15.22 | **41.85** |
| Overtaking Related | 29.33 | 29.97 | 23.59 | 21.76 | 44.29 | 42.71 | 26.49 | 31.20 | 52.39 | **31.28** |
| Failure to Stop or Yield | 6.29 | 7.76 | 4.97 | 6.91 | 10.36 | 7.64 | 4.56 | 5.20 | 14.35 | **6.99** |
| Unsafe Turning Manoeuvres | 5.96 | 3.18 | 3.17 | 4.67 | 6.96 | 5.90 | 4.04 | 10.93 | 7.17 | **5.46** |
| Poor Visibility & Following Dist. | 8.24 | 7.69 | 20.69 | 14.55 | 5.36 | 12.50 | 9.65 | 11.33 | 6.52 | **10.72** |
| Other & Unknown | 2.25 | 3.85 | 2.07 | 4.85 | 7.14 | 2.08 | 2.63 | 6.00 | 4.35 | **3.71** |
| **Total No. of Fatal Crashes** | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |

More detailed information on the number of fatalities per type of crash and Province is provided in the table under **Annexure K**.

### *5.3 Vehicles involved in Fatal Crashes*

The number of vehicles involved in fatal crashes increased by 195 (15,41%) from 1,267 vehicles in 2004 to 1,462 vehicles in December 2005. On a vehicle type percentage basis, the biggest increase was in the number of buses, which increased by 14 (75,79%) from 19 buses in 2004 to 33 buses in 2005. The number of minibus taxis increased by 24 (46,45%) from 51 in 2004 to 75 in December 2005. Minibuses decreased by 21 (19,71%) from107 in 2004 to 86 in 2005. Motorcycles increased by 11 (45,79%) from 25 in 2004 to 36 motorcycles in 2005.

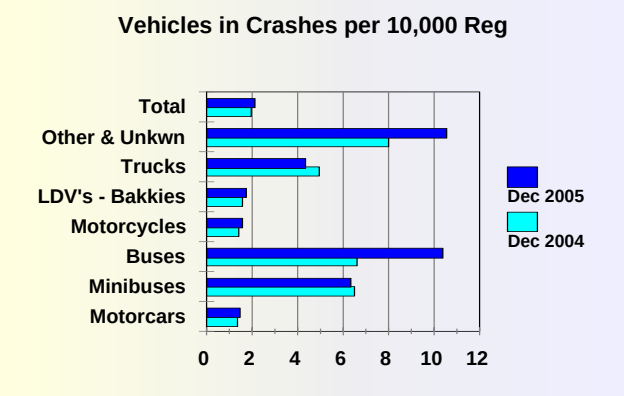
The number of LDV's (light delivery vehicles or "bakkies") increased by 40 (18,28%) from 220 to 260 in December 2005. The number of trucks decreased by 8 (6,39%) from 119 trucks in December 2004 to 111 trucks in December 2005. Detailed information on vehicle types per Province is provided in the table below.

| Dec 2004 | Estimated No. of Vehicles per Type Involved in Fatal Crashes | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 140 | 105 | 67 | 53 | 46 | 51 | 49 | 43 | 13 | **567** |
| Minibuses | 17 | 18 | 16 | 17 | 8 | 13 | 4 | 12 | 2 | **107** |
| Minibus Taxis | 16 | 18 | 5 | 2 | 2 | 2 | 3 | 2 | 1 | **51** |
| Buses | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 0 | **19** |
| Motorcycles | 18 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | **25** |
| LDV's - Bakkies | 37 | 39 | 18 | 31 | 16 | 24 | 15 | 32 | 8 | **220** |
| Trucks | 24 | 29 | 9 | 15 | 8 | 12 | 5 | 13 | 4 | **119** |
| Other & Unkwn | 33 | 34 | 27 | 10 | 9 | 17 | 16 | 9 | 4 | **159** |
| Total | **288** | **248** | **146** | **132** | **92** | **121** | **94** | **114** | **32** | **1,267** |
| **Dec 2005** | **Estimated No. of Vehicles per Type Involved in Fatal Crashes** | | | | | | | | | |
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 167 | 101 | 70 | 68 | 35 | 67 | 63 | 52 | 23 | **647** |
| Minibuses | 14 | 20 | 4 | 10 | 6 | 8 | 9 | 13 | 1 | **86** |
| Minibus Taxis | 14 | 28 | 5 | 7 | 4 | 4 | 6 | 6 | 0 | **75** |
| Buses | 4 | 5 | 4 | 3 | 4 | 7 | 3 | 3 | 0 | **33** |
| Motorcycles | 10 | 1 | 12 | 3 | 3 | 4 | 1 | 2 | 0 | **36** |
| LDV's - Bakkies | 37 | 53 | 25 | 39 | 9 | 24 | 20 | 45 | 7 | **260** |
| Trucks | 13 | 19 | 17 | 8 | 13 | 11 | 7 | 19 | 3 | **111** |
| Other & Unkwn | 61 | 43 | 17 | 21 | 12 | 25 | 11 | 18 | 4 | **213** |
| Total | **322** | **271** | **155** | **160** | **86** | **150** | **120** | **159** | **39** | **1,462** |
| **Change** | **Estimated No. of Vehicles per Type Involved in Fatal Crashes** | | | | | | | | | |
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 27 | -4 | 3 | 15 | -11 | 16 | 14 | 9 | 10 | **80** |
| Minibuses | -3 | 2 | -12 | -7 | -2 | -5 | 5 | 1 | -1 | **-21** |
| Minibus Taxis | -2 | 10 | 0 | 5 | 2 | 2 | 3 | 4 | -1 | **24** |
| Buses | 1 | 3 | 1 | 0 | 1 | 5 | 1 | 2 | 0 | **14** |
| Motorcycles | -8 | -2 | 11 | 2 | 3 | 4 | 1 | 0 | 0 | **11** |
| LDV's - Bakkies | 0 | 14 | 7 | 8 | -7 | -0 | 5 | 13 | -1 | **40** |
| Trucks | -11 | -10 | 8 | -7 | 5 | -1 | 2 | 6 | -1 | **-8** |
| Other & Unkwn | 28 | 9 | -10 | 11 | 3 | 8 | -5 | 9 | 0 | **54** |
| Total | **34** | **23** | **9** | **28** | **-6** | **29** | **26** | **45** | **7** | **195** |
| **% Change** | **Estimated No. of Vehicles per Type Involved in Fatal Crashes** | | | | | | | | | |
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 19.53 | -3.95 | 4.66 | 29.22 | -23.91 | 30.90 | 28.57 | 20.57 | 79.49 | 14.06 |
| Minibuses | -16.98 | 12.06 | -74.59 | -40.75 | -25.00 | -36.80 | 125.00 | 10.12 | -46.97 | -19.71 |
| Minibus Taxis | -11.79 | 56.89 | 1.63 | 252.52 | 100.00 | 105.41 | 100.00 | 204.96 | -100.00 | 46.45 |
| Buses | 34.41 | 152.14 | 35.50 | 0.72 | 33.33 | 259.46 | 50.00 | 204.96 | 0.00 | 75.79 |
| Motorcycles | -43.99 | -66.38 | 1119.51 | 202.16 | 0.00 | 0.00 | 0.00 | 1.65 | 0.00 | 45.79 |
| LDV's - Bakkies | 0.81 | 37.06 | 41.15 | 26.71 | -43.75 | -1.58 | 33.33 | 39.77 | -7.20 | 18.28 |
| Trucks | -45.39 | -33.92 | 91.96 | -46.28 | 62.50 | -5.86 | 40.00 | 48.57 | -20.45 | -6.39 |
| Other & Unkwn | 86.35 | 27.55 | -36.01 | 111.51 | 33.33 | 44.99 | -31.25 | 103.31 | 6.06 | 34.26 |
| Total | 11.66 | 9.39 | 6.50 | 21.32 | -6.52 | 23.92 | 27.66 | 39.10 | 22.63 | 15.41 |

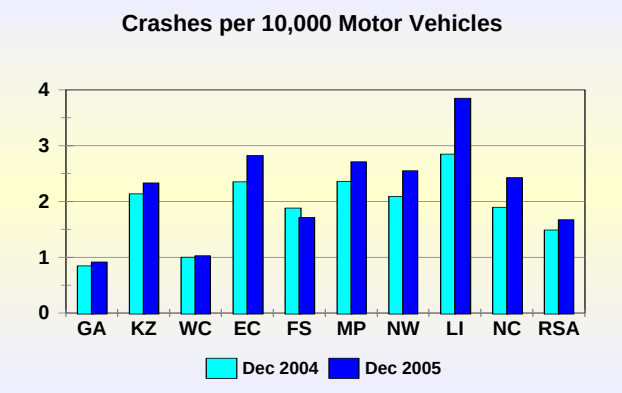
As indicated in the table below, the average number of vehicles involved in crashes decreased by 0,05 (3,69%) from 1,28 to 1,23 vehicles per crash in 2004.

| Month | Average Number of Vehicles per Fatal Crash | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Dec 2004 | 1.35 | 1.23 | 1.27 | 1.21 | 1.28 | 1.32 | 1.21 | 1.34 | 1.23 | **1.28** |
| Dec 2005 | 1.29 | 1.15 | 1.24 | 1.14 | 1.26 | 1.32 | 1.20 | 1.29 | 1.12 | **1.23** |
| Change | -0.05 | -0.08 | -0.03 | -0.07 | -0.01 | 0.00 | -0.01 | -0.05 | -0.11 | **-0.05** |
| % Change | -4.03 | -6.37 | -2.02 | -5.54 | -1.02 | 0.01 | -0.43 | -3.87 | -8.90 | **-3.69** |

The overall average crash rate per vehicle increased by 0,15 (8,10%) from a rate of 1,90 vehicles in crashes per 10,000 vehicles registered, to a rate of 2,05 in December 2005. On a vehicle percentage basis the biggest increase was for buses, which increased by 3,75 (56,89%) from a rate of 6,59 in 2004 to rate of 10,34 buses in crashes per 10,000 registered. Minibuses remained high at a rate in the order of 6 per 10,000 registered. Although there was a slight decrease, trucks remained at a rate in the order of about 4. Information in this regard is reflected in the graph below.




Rates in this regard on a Provincial basis are reflected in the graph below.




Information in the graph above indicate a further increase in the already high rate recorded in Limpopo where the rate increased by 1,14 (30,0%) from a rate of 3,82 in 2004 to rate of 4,96 vehicles per 10,000 registered in December 2005.

Except for the Free State, all other Province experienced increases in this regard. In the Free State the rate decreased by 0,24 (10,0%) from a rate of 2,40 in 2004 to a rate of 2,16 in 2005.

Detailed information in this regard is provided in the tables under **Annexure L**.

### *5.4 Fatalities per Type of Vehicle*

The estimated number of fatalities per type of vehicle is given in the table below.

| Dec 2004 | Estimated Number of Fatalities per Vehicle Type | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 116 | 96 | 73 | 53 | 60 | 48 | 62 | 54 | 11 | **573** |
| Minibuses | 18 | 17 | 18 | 19 | 13 | 19 | 4 | 13 | 2 | **123** |
| Minibus Taxis | 20 | 24 | 6 | 4 | 1 | 14 | 4 | 2 | 1 | **76** |
| Buses | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | **8** |
| Motorcycles | 17 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | **24** |
| LDV's - Bakkies | 29 | 38 | 15 | 36 | 16 | 24 | 16 | 24 | 7 | **205** |
| Trucks | 13 | 20 | 4 | 17 | 5 | 5 | 0 | 5 | 3 | **72** |
| Other & Unkwn | 32 | 35 | 27 | 9 | 9 | 17 | 14 | 9 | 4 | **156** |
| Total | **246** | **234** | **144** | **141** | **105** | **128** | **100** | **111** | **28** | **1,237** |
| **Dec 2005** | Estimated Number of Fatalities per Vehicle Type | | | | | | | | | |
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 143 | 110 | 63 | 68 | 42 | 63 | 63 | 52 | 29 | **633** |
| Minibuses | 9 | 29 | 4 | 15 | 11 | 10 | 9 | 14 | 1 | **103** |
| Minibus Taxis | 17 | 32 | 12 | 9 | 2 | 5 | 7 | 7 | 0 | **92** |
| Buses | 3 | 2 | 2 | 1 | 28 | 16 | 1 | 2 | 0 | **56** |
| Motorcycles | 10 | 1 | 13 | 3 | 3 | 2 | 1 | 2 | 0 | **35** |
| LDV's - Bakkies | 22 | 57 | 24 | 43 | 10 | 26 | 18 | 44 | 15 | **260** |
| Trucks | 5 | 13 | 11 | 5 | 7 | 3 | 4 | 14 | 1 | **64** |
| Other & Unkwn | 59 | 43 | 17 | 21 | 9 | 23 | 11 | 17 | 3 | **204** |
| Total | **269** | **288** | **147** | **166** | **112** | **148** | **114** | **152** | **49** | **1,446** |
| **Change** | Estimated Number of Fatalities per Vehicle Type | | | | | | | | | |
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 27 | 14 | -10 | 15 | -18 | 15 | 1 | -2 | 18 | **60** |
| Minibuses | -9 | 12 | -14 | -4 | -2 | -9 | 5 | 1 | -1 | **-20** |
| Minibus Taxis | -3 | 8 | 6 | 5 | 1 | -9 | 3 | 5 | -1 | **16** |
| Buses | 2 | 1 | 2 | -1 | 27 | 15 | 1 | 0 | 0 | **48** |
| Motorcycles | -7 | -2 | 12 | 2 | 3 | 2 | 1 | 0 | 0 | **11** |
| LDV's - Bakkies | -7 | 19 | 9 | 7 | -6 | 2 | 2 | 20 | 8 | **55** |
| Trucks | -8 | -7 | 7 | -12 | 2 | -2 | 4 | 9 | -2 | **-8** |
| Other & Unkwn | 27 | 8 | -10 | 12 | 0 | 6 | -3 | 8 | -1 | **48** |
| Total | **23** | **54** | **3** | **25** | **7** | **20** | **14** | **41** | **21** | **209** |
| **% Change** | Estimated Number of Fatalities per Vehicle Type | | | | | | | | | |
| Vehicle Type | GA | KZ | WC | EC | FS | MP | NW | LI | NC | RSA |
| Motorcars | 23.40 | 14.51 | -13.69 | 29.22 | -30.00 | 30.52 | 1.61 | -3.99 | 160.33 | 10.42 |
| Minibuses | -49.60 | 72.05 | -77.42 | -20.48 | -15.38 | -45.95 | 125.00 | 9.47 | -46.97 | -16.21 |
| Minibus Taxis | -14.31 | 34.47 | 103.25 | 126.62 | 100.00 | -63.32 | 75.00 | 255.79 | -100.00 | 20.95 |
| Buses | 202.43 | 101.71 | 0.00 | -49.64 | 2700.00 | 1543.24 | 0.00 | 1.65 | 0.00 | 594.33 |
| Motorcycles | -40.70 | -66.38 | 1221.14 | 202.16 | 0.00 | 0.00 | 0.00 | 1.65 | 0.00 | 47.54 |
| LDV's - Bakkies | -23.52 | 51.28 | 62.60 | 20.30 | -37.50 | 6.98 | 12.50 | 82.13 | 112.12 | 26.63 |
| Trucks | -61.23 | -34.44 | 179.47 | -70.38 | 40.00 | -38.38 | 0.00 | 184.63 | -64.65 | -11.47 |
| Other & Unkwn | 85.87 | 23.91 | -36.01 | 135.01 | 0.00 | 32.91 | -21.43 | 92.01 | -20.45 | 30.98 |
| Total | 9.42 | 23.27 | 2.33 | 17.86 | 6.67 | 15.54 | 14.00 | 37.37 | 74.24 | 16.92 |

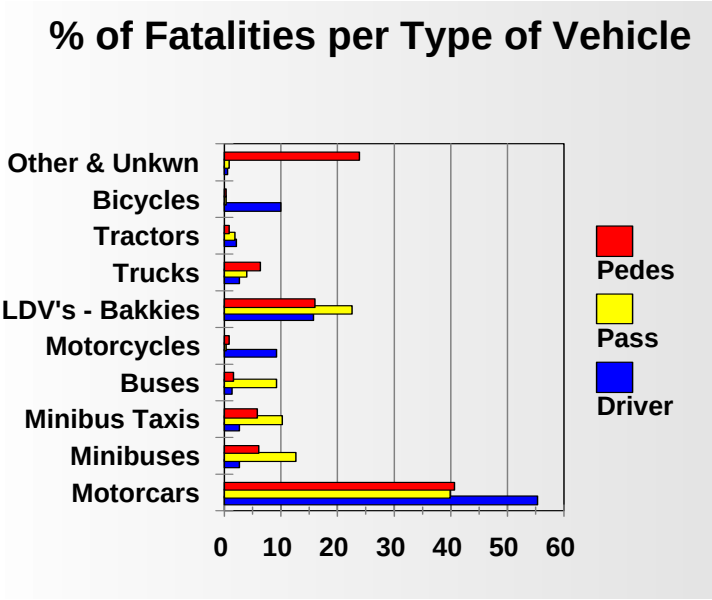
Information in the table above shows that during December 2005 a total of 633 persons were killed through motorcar involvement; 260 relating to LDV's (bakkies); 103 minibuses; 92 minibus taxis; 64 trucks and 56 in or by buses. Bus related fatalities show an increase of 48 (594,33%) from 8 in 2004 to 56 in 2005.

Detail regarding road user group fatalities per type of vehicle is given in the table below.

| Dec 2004 | User Group Fatalities | | | |
|---|---|---|---|---|
| Vehicle Type | Driver | Pass | Pedes | Total |
| Motorcars | 161 | 208 | 204 | **573** |
| Minibuses | 15 | 71 | 37 | **123** |
| Minibus Taxis | 9 | 42 | 25 | **76** |
| Buses | 2 | 3 | 3 | **8** |
| Motorcycles | 18 | 3 | 3 | **24** |
| LDV's - Bakkies | 54 | 81 | 70 | **205** |
| Trucks | 16 | 25 | 31 | **72** |
| Tractors | 3 | 8 | 2 | **13** |
| Bicycles | 27 | 0 | 0 | **27** |
| Other & Unknown | 3 | 0 | 113 | **116** |
| Total | **308** | **441** | **488** | **1,237** |
| **Dec 2005** | **User Group Fatalities** | | | |
| Vehicle Type | Driver | Pass | Pedes | Total |
| Motorcars | 192 | 192 | 249 | **633** |
| Minibuses | 8 | 60 | 35 | **103** |
| Minibus Taxis | 8 | 49 | 35 | **92** |
| Buses | 4 | 43 | 8 | **56** |
| Motorcycles | 31 | 1 | 3 | **35** |
| LDV's - Bakkies | 54 | 109 | 97 | **260** |
| Trucks | 8 | 18 | 37 | **64** |
| Tractors | 7 | 8 | 3 | **18** |
| Bicycles | 34 | 0 | 1 | **35** |
| Other & Unknown | 1 | 3 | 147 | **151** |
| Total | **349** | **482** | **615** | **1,446** |
| **Change** | **User Group Fatalities** | | | |
| Vehicle Type | Driver | Pass | Pedes | Total |
| Motorcars | 31 | -16 | 45 | **60** |
| Minibuses | -7 | -11 | -2 | **-20** |
| Minibus Taxis | -1 | 7 | 10 | **16** |
| Buses | 2 | 40 | 5 | **48** |
| Motorcycles | 13 | -2 | 0 | **11** |
| LDV's - Bakkies | -0 | 28 | 27 | **55** |
| Trucks | -8 | -7 | 6 | **-8** |
| Tractors | 4 | 0 | 1 | **5** |
| Bicycles | 7 | 0 | 1 | **8** |
| Other & Unknown | -2 | 3 | 34 | **35** |
| Total | **41** | **41** | **127** | **209** |
| **% Change** | **User Group Fatalities** | | | |
| Vehicle Type | Driver | Pass | Pedes | Total |
| Motorcars | 19.54 | -7.83 | 21.83 | 10.42 |
| Minibuses | -46.10 | -16.02 | -4.47 | -16.21 |
| Minibus Taxis | -9.96 | 15.53 | 41.18 | 20.95 |
| Buses | 102.49 | 1347.13 | 169.43 | 594.33 |
| Motorcycles | 74.23 | -66.12 | 1.05 | 47.54 |
| LDV's - Bakkies | -0.28 | 34.15 | 38.70 | 26.63 |
| Trucks | -49.48 | -26.90 | 20.58 | -11.47 |
| Tractors | 136.80 | 1.30 | 51.24 | 40.25 |
| Bicycles | 27.58 | 0.00 | 0.00 | 31.32 |
| Other & Unknown | -66.38 | 0.00 | 29.72 | 29.86 |
| Total | 13.17 | 9.38 | 26.10 | 16.92 |

The information in the table above indicates, amongst others, that the number of drivers of LDV's (bakkies) killed in crashes remained the same during 2005 as for December 2004, namely 54. The number of passengers killed in LDV related crashes increased by 28 (34,15%) from 81 to 109. The number of pedestrians killed in LDV related crashes increased by 27 (38,70%) from 70 to 97 in 2005.

The information in the table above is also reflected in the graph below.



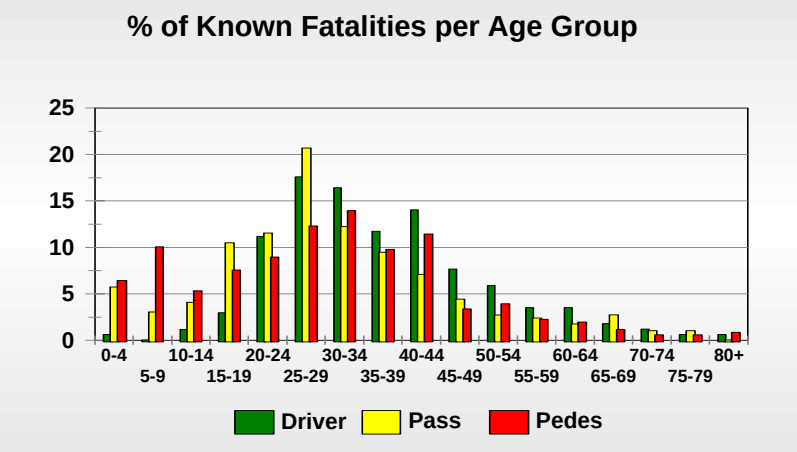

### *5.5 Fatalities per Age Group*

The known ages of the various user group fatalities are given in the table below.

| Dec 2004 | Fatalities per Age Group | | | | Dec 2005 | Fatalities per Age Group | | | |
|---|---|---|---|---|---|---|---|---|---|
| Age Group | Driver | Pass | Pedes | Total | Age Group | Driver | Pass | Pedes | Total |
| 0-4 | 0 | 22 | 16 | 38 | 0-4 | 1 | 17 | 23 | 41 |
| 5-9 | 0 | 14 | 37 | 51 | 5-9 | 0 | 9 | 36 | 45 |
| 10-14 | 5 | 12 | 20 | 37 | 10-14 | 2 | 12 | 19 | 33 |
| 15-19 | 9 | 23 | 27 | 59 | 15-19 | 5 | 31 | 27 | 64 |
| 20-24 | 20 | 42 | 25 | 87 | 20-24 | 19 | 35 | 32 | 86 |
| 25-29 | 28 | 40 | 34 | 102 | 25-29 | 30 | 62 | 45 | 137 |
| 30-34 | 29 | 40 | 45 | 114 | 30-34 | 28 | 37 | 51 | 116 |
| 35-39 | 26 | 32 | 40 | 98 | 35-39 | 20 | 28 | 35 | 84 |
| 40-44 | 18 | 18 | 25 | 61 | 40-44 | 24 | 21 | 41 | 87 |
| 45-49 | 16 | 10 | 26 | 52 | 45-49 | 13 | 13 | 12 | 38 |
| 50-54 | 3 | 16 | 9 | 28 | 50-54 | 10 | 8 | 14 | 32 |
| 55-59 | 3 | 4 | 5 | 12 | 55-59 | 6 | 7 | 8 | 21 |
| 60-64 | 4 | 3 | 5 | 12 | 60-64 | 6 | 5 | 7 | 18 |
| 65-69 | 2 | 2 | 3 | 7 | 65-69 | 3 | 8 | 4 | 15 |
| 70-74 | 3 | 0 | 4 | 7 | 70-74 | 2 | 3 | 2 | 7 |
| 75-79 | 2 | 5 | 1 | 8 | 75-79 | 1 | 3 | 2 | 6 |
| 80+ | 0 | 2 | 1 | 3 | 80+ | 1 | 0 | 3 | 4 |
| Unknown | 140 | 156 | 165 | 461 | Unknown | 175 | 182 | 252 | 609 |
| Total | 308 | 441 | 488 | 1,237 | Total | 349 | 482 | 615 | 1,446 |

The high number of unknown ages in the tables above should be noted. The information in the table above, which is also reflected in the graph below, indicates that the highest percentage of driver fatalities (17,55%) were between the ages of 25 to 29. The highest percentage of passenger fatalities was also in this age group.

The highest percentage of pedestrian fatalities (13,92%) was in the age group 30 to 34 years followed by 12,28% in the age group 25 to 30. In the order of 10% of all pedestrian fatalities was in the age group 5 to 9 years.



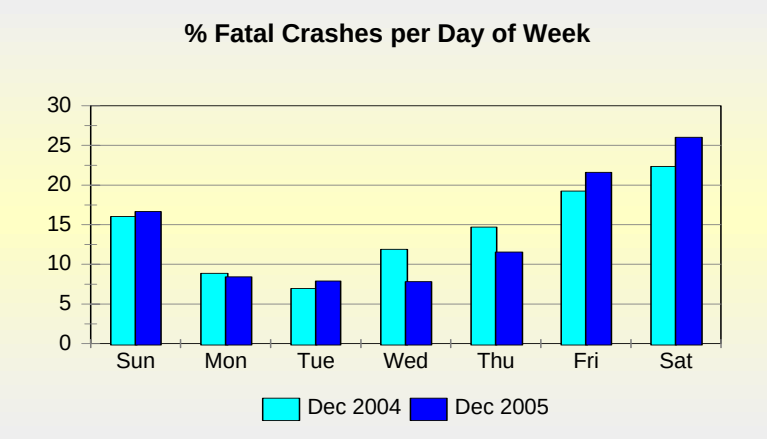

## *5.6 Day and Time of Crashes and Fatalities*

The number of fatal crashes per day of the week per Province is shown in the table below.

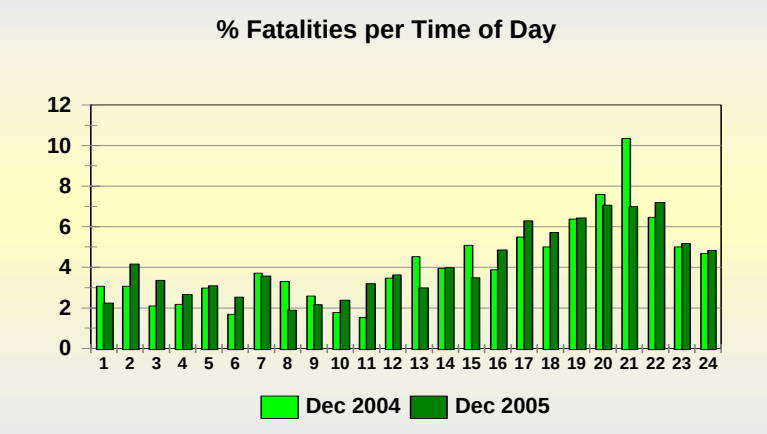
| **Dec 2004** | **Estimated No. of Crashes per Day of Week** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Day of Week | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| **Sun** | 38 | 34 | 19 | 17 | 12 | 15 | 12 | 9 | 3 | **159** |
| **Mon** | 20 | 18 | 13 | 7 | 9 | 6 | 8 | 6 | 1 | **88** |
| **Tue** | 18 | 17 | 7 | 7 | 2 | 9 | 3 | 4 | 2 | **69** |
| **Wed** | 22 | 27 | 17 | 12 | 9 | 14 | 7 | 7 | 3 | **118** |
| **Thu** | 35 | 28 | 11 | 19 | 11 | 8 | 13 | 16 | 5 | **146** |
| **Fri** | 40 | 33 | 26 | 19 | 13 | 21 | 18 | 17 | 4 | **191** |
| **Sat** | 41 | 45 | 22 | 28 | 16 | 19 | 17 | 26 | 8 | **222** |
| **Total** | **214** | **202** | **115** | **109** | **72** | **92** | **78** | **85** | **26** | **993** |
| **Dec 2005** | **Estimated No. of Crashes per Day of Week** | | | | | | | | | |
| Day of Week | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| **Sun** | 41 | 39 | 28 | 21 | 10 | 12 | 22 | 19 | 4 | **198** |
| **Mon** | 26 | 21 | 4 | 13 | 4 | 15 | 5 | 10 | 1 | **100** |
| **Tue** | 25 | 17 | 7 | 15 | 5 | 3 | 7 | 12 | 2 | **94** |
| **Wed** | 20 | 15 | 9 | 12 | 7 | 5 | 6 | 14 | 4 | **93** |
| **Thu** | 34 | 27 | 12 | 12 | 9 | 12 | 12 | 15 | 3 | **138** |
| **Fri** | 38 | 54 | 29 | 28 | 17 | 35 | 23 | 24 | 7 | **257** |
| **Sat** | 64 | 62 | 35 | 38 | 16 | 31 | 25 | 27 | 13 | **310** |
| **Total** | **249** | **236** | **125** | **140** | **68** | **114** | **100** | **123** | **35** | **1,190** |
| **Change** | **Estimated No. of Crashes per Day of Week** | | | | | | | | | |
| Day of Week | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| **Sun** | 3 | 5 | 9 | 4 | -2 | -3 | 10 | 10 | 1 | **39** |
| **Mon** | 6 | 3 | -9 | 6 | -5 | 9 | -3 | 4 | 0 | **12** |
| **Tue** | 7 | 0 | 0 | 8 | 3 | -6 | 4 | 8 | 0 | **25** |
| **Wed** | -2 | -12 | -8 | 0 | -2 | -9 | -1 | 7 | 1 | **-25** |
| **Thu** | -1 | -1 | 1 | -7 | -2 | 4 | -1 | -1 | -2 | **-8** |
| **Fri** | -2 | 21 | 3 | 9 | 4 | 14 | 5 | 7 | 3 | **66** |
| **Sat** | 23 | 17 | 13 | 10 | 0 | 12 | 8 | 1 | 5 | **88** |
| **Total** | **35** | **34** | **10** | **31** | **-4** | **22** | **22** | **38** | **9** | **197** |
| **% Change** | **Estimated No. of Crashes per Day of Week** | | | | | | | | | |
| Day of Week | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| **Sun** | 8.77 | 15.69 | 49.76 | 24.42 | -16.67 | -17.84 | 83.33 | 114.60 | 41.41 | 24.62 |
| **Mon** | 31.05 | 17.66 | -68.73 | 87.05 | -55.56 | 156.76 | -37.50 | 69.42 | 6.06 | 13.84 |
| **Tue** | 40.01 | 0.85 | 1.63 | 115.83 | 150.00 | -65.77 | 133.33 | 204.96 | 6.06 | 36.19 |
| **Wed** | -8.35 | -43.97 | -46.20 | 0.72 | -22.22 | -63.32 | -14.29 | 103.31 | 41.41 | -21.07 |
| **Thu** | -2.07 | -2.75 | 10.86 | -36.39 | -18.18 | 54.05 | -7.69 | -4.70 | -36.36 | -5.79 |
| **Fri** | -4.23 | 65.03 | 13.35 | 48.43 | 30.77 | 66.28 | 27.78 | 43.51 | 85.61 | 34.65 |
| **Sat** | 54.90 | 36.71 | 57.06 | 36.69 | 0.00 | 62.16 | 47.06 | 5.56 | 59.09 | 39.57 |
| **Total** | 16.36 | 16.83 | 8.70 | 28.44 | -5.56 | 23.91 | 28.21 | 44.71 | 34.62 | 19.84 |

During December 2005 in the order of 64,3% happened over weekends (Friday, Saturday and Sunday) in comparison to 57,6% during December the previous year. This was possibly also contributed to by the shifting of the day of Reconciliation from a Thursday in 2004 to a Friday in 2005. During 2004 14,7% of the weekday crashes happened on Thursdays in comparison with 11,56% on Thursdays during 2005.

The above information is also reflected in terms of percentages in the graph below.




The percentage of fatalities in terms of the time of the day when fatal crashes happened in 2004 and 2005 is shown in the graph below. In 2005 16,26% of the daily crashes happened between midnight and 06:00 in the morning; 17,16% between 06:00 and 12:00 midday; 26,0% between 12:00 and 18:00 and 40,58% between 18:00 and midnight.




More detailed information on the number of fatal crashes and fatalities per time of day is given in the tables under **Annexures M and N** respectively.

### *5.7 Road Safety Performance Indicators : Rates and Trends*

Various road safety performance indicators in terms of rates and trends per Province are given in the table blow.

| Basic Road Safety Performance Indicators | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Year** | **Number of Fatal Crashes per 10,000 Motor Vehicles** | | | | | | | | | Total |
| | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | RSA |
| Dec 2004 | 0.84 | 2.14 | 1.00 | 2.35 | 1.88 | 2.36 | 2.09 | 2.84 | 1.89 | **1.49** |
| Dec 2005 | 0.91 | 2.33 | 1.02 | 2.82 | 1.71 | 2.71 | 2.55 | 3.85 | 2.42 | **1.67** |
| Change | 0.07 | 0.19 | 0.02 | 0.47 | -0.17 | 0.35 | 0.46 | 1.00 | 0.53 | **0.18** |
| % Change | 8.33 | 9.10 | 2.32 | 19.89 | -9.07 | 14.95 | 22.11 | 35.24 | 27.98 | **12.25** |
| **Year** | **Number of Fatalities per 10,000 Motor Vehicles** | | | | | | | | | Total |
| | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | RSA |
| Dec 2004 | 0.97 | 2.47 | 1.25 | 3.04 | 2.74 | 3.28 | 2.68 | 3.71 | 2.04 | **1.85** |
| Dec 2005 | 0.99 | 2.85 | 1.21 | 3.35 | 2.82 | 3.51 | 2.91 | 4.77 | 3.38 | **2.03** |
| Change | 0.02 | 0.37 | -0.05 | 0.30 | 0.07 | 0.24 | 0.23 | 1.05 | 1.34 | **0.18** |
| % Change | 1.87 | 15.10 | -3.67 | 10.01 | 2.70 | 7.18 | 8.58 | 28.38 | 65.65 | **9.51** |
| **Year** | **Number of Fatalities per 100,000 Human Population** | | | | | | | | | Total |
| | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | RSA |
| Dec 2004 | 2.75 | 2.42 | 3.12 | 2.00 | 3.56 | 3.96 | 2.62 | 1.99 | 3.11 | **2.65** |
| Dec 2005 | 2.96 | 2.99 | 3.15 | 2.37 | 3.79 | 4.61 | 2.97 | 2.68 | 5.40 | **3.07** |
| Change | 0.20 | 0.57 | 0.02 | 0.37 | 0.23 | 0.65 | 0.35 | 0.69 | 2.29 | **0.43** |
| % Change | 7.37 | 23.46 | 0.69 | 18.69 | 6.58 | 16.42 | 13.51 | 34.40 | 73.67 | **16.17** |
| **Year** | **Crash Severity Rate: Average No. of Fatalities per Crash** | | | | | | | | | Total |
| | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | RSA |
| Dec 2004 | 1.15 | 1.16 | 1.25 | 1.29 | 1.46 | 1.39 | 1.28 | 1.31 | 1.08 | **1.25** |
| Dec 2005 | 1.08 | 1.22 | 1.18 | 1.19 | 1.65 | 1.30 | 1.14 | 1.24 | 1.39 | **1.22** |
| Change | -0.07 | 0.06 | -0.07 | -0.11 | 0.19 | -0.09 | -0.14 | -0.07 | 0.32 | **-0.03** |
| % Change | -5.96 | 5.51 | -5.85 | -8.24 | 12.94 | -6.76 | -11.08 | -5.07 | 29.44 | **-2.43** |
| **Year** | **Vehicle Severity Rate: Average No. of Fatalities per Vehicle** | | | | | | | | | Total |
| | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | RSA |
| Dec 2004 | 0.85 | 0.94 | 0.99 | 1.07 | 1.14 | 1.06 | 1.06 | 0.97 | 0.88 | **0.98** |
| Dec 2005 | 0.84 | 1.06 | 0.95 | 1.04 | 1.30 | 0.99 | 0.95 | 0.96 | 1.24 | **0.99** |
| Change | -0.02 | 0.12 | -0.04 | -0.03 | 0.16 | -0.07 | -0.11 | -0.01 | 0.37 | **0.01** |
| % Change | -2.01 | 12.68 | -3.91 | -2.85 | 14.11 | -6.76 | -10.70 | -1.25 | 42.08 | **1.31** |

The information above indicates that:

- The number of fatal crashes per 10,000 vehicles increased by 0,18 (12,25%) from 1,49 in 2004 to 1,67 in 2005.
- The number of fatalities per 10,000 vehicles increased by 0,18 (9,51%) from 1,85 in 2004 to 2,03;
- The number of fatalities per 100,000 human population increased by 0,43 (16,17%) from 2,65 to 3,07;
- The severity of crashes (average number of persons killed per crash) decreased by 0,03 (2,43%) from 1,25 to 1,22; and
- The vehicle severity rate (average number of persons killed per vehicle) increased by 0,01 (1,31%) from 0,98 to 0,99 in 2005.

### *5.8 Major Fatal Crashes during December 2005*

There were a total of 15 major crashes in December 2005 – these are crashes in which 5 or more persons were killed. A total of 110 persons were killed in these 15 fatal crashes, involving 26 vehicles at an average severity rate of 7,3 persons killed per crash. Known information indicates that a further 25 persons were seriously injured and 73 sustained slight injuries in these crashes.

With the exception of North West, such major crashes happened in all the other Provinces. 4 of these crashes happened in KwaZulu-Natal. Information on the number of these crashes and fatalities per Province are shown in the table below.

**Dec 2005 : No. of Major Fatal Crashes**
(crashes in which 5 or more persons were killed)

| Province | Crashes | Fatalities | Ser. Inj | Inj. |
|---|---|---|---|---|
| Gauteng | 1 | 5 | | |
| KwaZuluNatal | 4 | 24 | | 9 |
| Western Cape | 1 | 8 | 5 | |
| Eastern Cape | 2 | 15 | | |
| Free State | 3 | 30 | 20 | 64 |
| Mpumalanga | 2 | 17 | | |
| North West | 0 | 0 | | |
| Limpopo | 1 | 6 | | |
| Northern Cape | 1 | 5 | | |
| **Total** | **15** | **110** | **25** | **73** |

The types of vehicles involved in these crashes, including 7 minibuses, 2 midibuses, 3 buses and 3 trucks, are given in the table below.

| Vehicles involved | No. |
|---|---|
| Motorcar | 6 |
| Minibus | 7 |
| Minibus taxi | 2 |
| Midibus | 2 |
| Bus | 3 |
| LDV (bakkie) | 3 |
| Truck | 3 |
| **Total** | **26** |

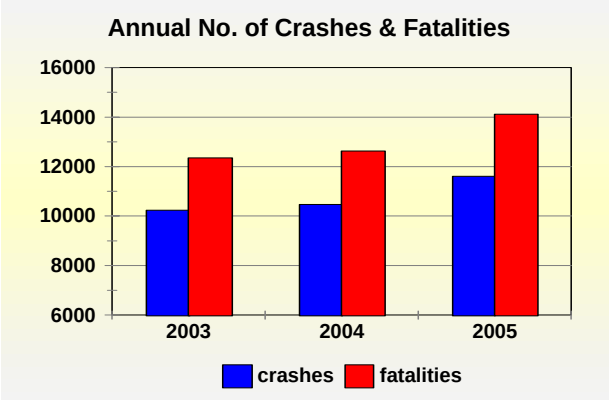
Twelve (12) of these crashes were speed related, followed by 5 fatigue related incidents and 3 directly related to unsafe and illegal overtaking. There were on average 2 contributory factors per crash. These main contributory factors to these crashes are summarised in the table below.

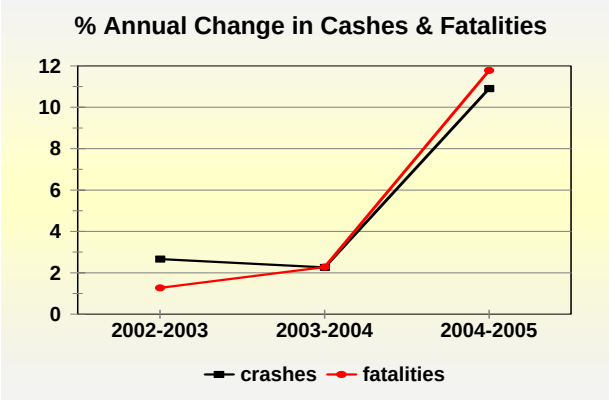
| Contributory factors | No. |
|---|---|
| Speed | 12 |
| Fatigue | 5 |
| Overtook in face of oncoming traffic | 3 |
| Disregard stop sign | 2 |
| Illegal U-turn on freeway | 1 |
| Tyre bust | 2 |
| Overloading of passengers | 2 |
| Poor lighting / visibility | 2 |
| Poor road surface | 1 |
| **Total** | **30** |

More detailed information in this regard is provided in the table under **Annexure O**.

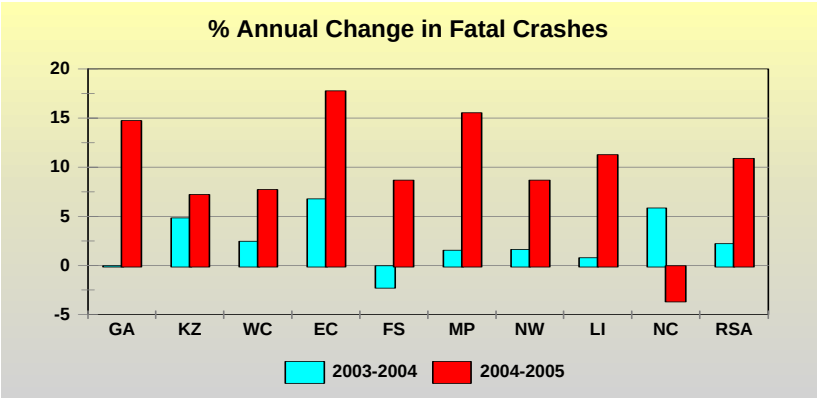
### *5.9 Overview of Fatal Crashes and Fatalities over the past 3 Years*

From 2003 to 2004 the number of fatal crashes increased by 232 (2,27%) from 10,239 to 10,471. From 2004 to 2005 the number of fatal crashes during the year increased by 1,143 (10,92%) from 10,471 to 11,614 crashes in 2005. The number of fatalities increased by 281 (2,28%) from 12,354 in 2003 to 12,635 in 2004 and from 2004 the increase was 1,489 (11,79%) from 12,635 to 14,125. The figures are reflected in the graphs below.

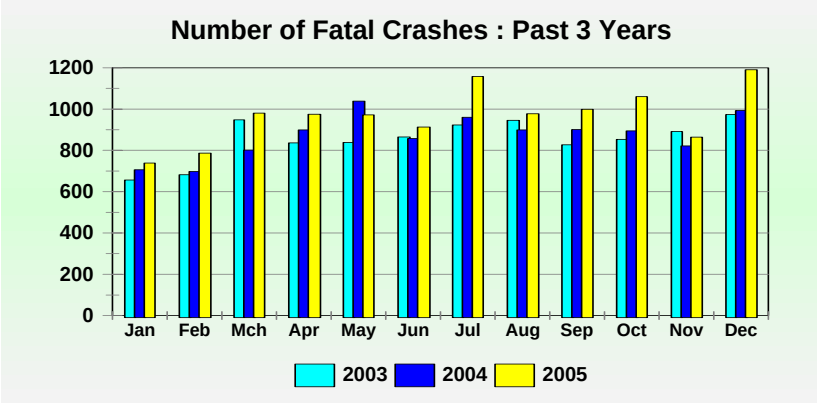


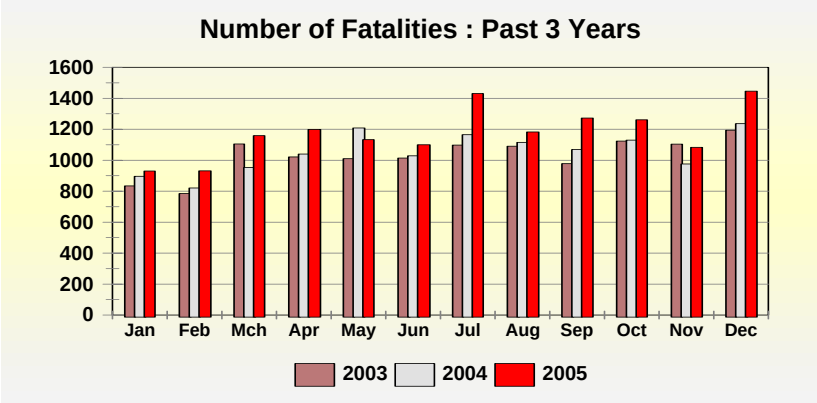



The annual percentage changes in the number of fatal crashes on a Provincial basis in this regard are shown in the graph below.



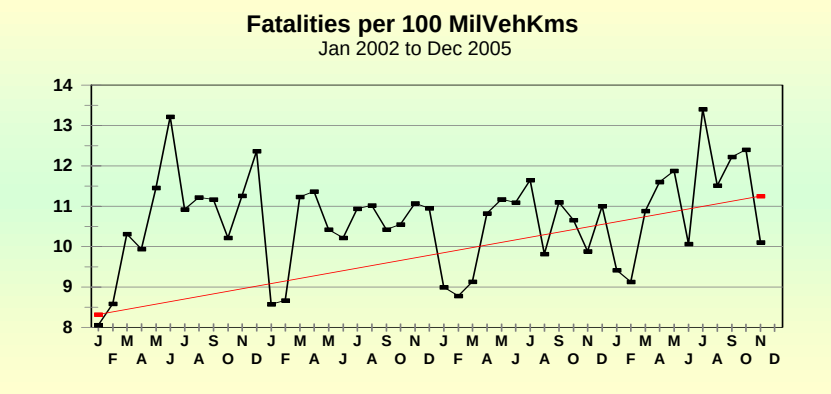

The monthly number of fatal crashes and fatalities over the 3-year period from 2003 to 2005 period is reflected in the graphs below.




The monthly fatality rate in terms of the number of fatal crashes per 100 million vehicle kilometres travel over a period of 4 years is shown in the graph below. For the month of January the rates were as follows: 2002 : 8,07; 2003 : 8,59; 2004 : 9,01 and 2005 : 9,43. The highest rates recorded were for June 2003 with a rate of 13,23 and July 2005 with a rate of 13,42.

The rate for November 2005 was 10,12. (Due to information not yet available, the rate for December 2005 cannot be determined).




### *5.10 Estimated Cost of Fatal Crashes*

The estimated monthly cost of fatal crashes over the 2-year period 2004 and 2005 is given in the table below.

| 2004 | Cost of Fatal Crashes - R million | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Month** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Jan | 112.11 | 127.15 | 73.51 | 63.66 | 59.18 | 71.13 | 56.80 | 48.63 | 15.60 | 627.77 |
| Feb | 121.90 | 128.41 | 65.48 | 53.27 | 33.42 | 60.62 | 45.82 | 47.77 | 18.14 | 574.83 |
| Mch | 147.27 | 136.83 | 65.86 | 56.43 | 64.77 | 62.94 | 47.14 | 48.76 | 35.09 | 665.09 |
| Apr | 159.87 | 156.48 | 80.46 | 66.54 | 59.56 | 65.34 | 59.81 | 63.62 | 20.17 | 731.85 |
| May | 157.89 | 196.12 | 106.51 | 86.80 | 48.86 | 85.31 | 74.50 | 69.26 | 19.51 | 844.76 |
| Jun | 154.26 | 137.37 | 85.12 | 81.96 | 59.98 | 83.64 | 58.48 | 44.90 | 14.65 | 720.36 |
| Jul | 174.54 | 161.00 | 106.57 | 88.60 | 38.92 | 82.69 | 62.58 | 69.79 | 28.35 | 813.04 |
| Aug | 174.38 | 170.92 | 77.19 | 70.06 | 57.61 | 82.17 | 66.99 | 65.84 | 18.65 | 783.81 |
| Sep | 156.13 | 148.01 | 73.98 | 78.02 | 60.58 | 74.77 | 69.18 | 68.40 | 22.41 | 751.48 |
| Oct | 173.82 | 192.62 | 79.95 | 71.81 | 46.74 | 99.57 | 68.68 | 74.51 | 14.76 | 822.46 |
| Nov | 124.15 | 159.09 | 78.20 | 52.60 | 56.67 | 74.69 | 61.94 | 66.53 | 12.35 | 686.23 |
| Dec | 175.87 | 165.12 | 99.95 | 99.36 | 73.65 | 91.83 | 70.78 | 76.14 | 19.37 | 872.06 |
| **Year 2004** | **1832.18** | **1879.13** | **992.79** | **869.11** | **659.95** | **934.67** | **742.69** | **744.15** | **239.06** | **8893.73** |
| **2005** | **Cost of Fatal Crashes - R million** | | | | | | | | | |
| **Month** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Jan | 125.96 | 113.40 | 76.90 | 68.38 | 57.83 | 67.64 | 60.58 | 59.79 | 22.76 | 653.24 |
| Feb | 150.44 | 129.22 | 78.17 | 50.63 | 50.23 | 84.01 | 51.71 | 44.27 | 14.97 | 653.64 |
| Mch | 182.41 | 153.36 | 107.15 | 81.60 | 58.87 | 73.06 | 52.42 | 74.70 | 28.04 | 811.61 |
| Apr | 190.37 | 175.23 | 99.34 | 82.72 | 66.76 | 83.70 | 47.55 | 80.72 | 15.02 | 841.40 |
| May | 182.20 | 167.50 | 90.66 | 63.12 | 39.79 | 95.01 | 71.24 | 60.25 | 24.33 | 794.09 |
| Jun | 161.68 | 175.91 | 87.28 | 77.17 | 55.35 | 70.16 | 55.98 | 65.38 | 20.37 | 769.29 |
| Jul | 178.37 | 206.52 | 106.81 | 106.16 | 64.66 | 113.60 | 100.59 | 111.02 | 23.70 | 1011.44 |
| Aug | 172.99 | 186.70 | 95.32 | 69.25 | 72.08 | 73.56 | 76.97 | 70.01 | 13.24 | 830.12 |
| Sep | 189.73 | 200.47 | 86.43 | 70.94 | 55.67 | 91.62 | 74.92 | 118.80 | 12.55 | 901.11 |
| Oct | 184.82 | 195.35 | 107.73 | 64.09 | 53.25 | 102.30 | 83.29 | 66.30 | 23.68 | 880.80 |
| Nov | 144.46 | 185.87 | 85.00 | 67.55 | 53.52 | 92.55 | 79.41 | 96.27 | 16.63 | 821.27 |
| Dec | 189.00 | 202.81 | 103.72 | 114.88 | 77.82 | 106.68 | 79.93 | 108.29 | 34.82 | 1017.95 |
| **Year 2004** | **2052.42** | **2092.34** | **1124.51** | **916.49** | **705.85** | **1053.86** | **834.58** | **955.81** | **250.11** | **9985.97** |

The total cost of fatal crashes in 2004 was in the order of R 8,89 billion and in 2005 about R 9,99 billion. The estimated cost of fatal crashes during December 2004 was in the order of R 872,06 million and during December 2005 about R 1,02 billion.

# 6. Road Safety Communication : December 2005

During December 2005 the Arrive Alive road safety promotion and education campaign at national level spent in the order of R15,0 million on the production, flighting, printing and distribution of road safety promotion material. These include the following:

- Television adverts on SABC; e-TV and DSTV channels;
- Radio adverts on SABC; commercial and community radio stations; and
- Printed adverts in the Sunday newspapers, YOU; HUISGENOOT and DRUM magazines.

In addition use was made of bill boards; street pole advertising; mobile trailers; as well as pamphlets; posters; leaflets and bumper stickers to promote awareness of, amongst others, the effects of speed; alcohol and the wearing of seatbelts in road crashes.

# 7. Road Traffic Law Enforcement : December 2005

## *7.1 Overall Objective*

The overall objective of all provincial and metropolitan traffic authorities was to ensure the safe passage of all road users by reducing accidents, fatalities, injuries and offences through a multi-pronged approach involving a number of role players

The objectives would be achieved by protecting the road users' rights by being impartial, respectful, open and accountable to a number of stakeholders especially the community, management, media and their respective political principles.

## *7.2 Festive Season Period*

The law enforcement plans covered a period from 1 December 2005 to 31 January 2006 incorporating the day when schools close (2$^{nd}$ December 2005), industry closure, (15 December 2005) Christmas Day (25 December 2005), Boxing Day (26 December 2005), New Year's Day (1 January 2006) as well as schools re-opening on 9 January 2005. All nine provinces were visited from 14 December to 31 December 2005.

### *7.3 Role Players*

The following role-players were drafted to assist with the various traffic law enforcement operations that have been planned for the festive period:

- Provincial Traffic Authorities
- Local and Metropolitan Traffic Authorities
- Provincial Transport Inspectorate
- South African Police Services
- Emergency Services
- Private and Public Ambulance Services
- Provincial Road Safety Promotion Officers

Certain authorities also highlighted the involvement of the following role-players:

- Tow truck Industry
- Automobile Association
- Community-based Road Safety For a
- Road Freight Association
- Regional and Provincial Taxi Associations
- Commuter Organizations

### *7.4 Community Traffic Volunteers*

Community traffic volunteers were deployed especially in the Western Cape at selected compulsory stops, satellite stations, toll gates, weigh bridges, truck stops and border posts to assist with road safety education and HIV/Aids education.

### *7.5 Private Sector Joint Ventures*

A number of private sector initiatives were secured at national, provincial and regional levels. These include Outsurance and Imperial Fleet Services sponsorships at national level.

### *7.6 Hazardous Locations*

To maximize the impact of the operations, an agreement was reached with the provincial authorities that the majority of resources over the Festive period would be concentrated on the 84 hazardous locations identified in the country which cover an approximate distance of 10 000 kilometres..

### *7.7 Key Focal Areas*

The key focal areas for traffic law enforcement were:

#### *7.7.1 Speed Law Enforcement*

A number of speed measurement equipment was utilized such as Prolaser, Laser Cam and Vascar at various locations especially where pedestrian safety was critical. This activity still accounted for the highest number of prosecutions. Doubts remain though about the efficacy of such operations at locations where there are no hazards apart from the obvious funds generating opportunity that erodes public support. What is also disconcerting is that where manual apparatus are utilized the officer does not check other possible offences such as the roadworthiness of the vehicle or the wearing of seatbelts.

#### *7.7.2 Alcohol and Drugs Offences*

The increased testing of drivers at identified hotspots utilizing screeners and evidentiary equipment was evident especially in KwaZulu-Natal, Gauteng and Western Cape. The assistance of SAPS, the respective district surgeon or registered nurse were enlisted at roadblocks and roadside checkpoints manned by metro police. But the number of motorists checked for alcohol is far too low to make a real impact. This is mostly because many authorities do not have the necessary breathalyzer equipment, officers find it too time consuming or officers are just not trained correctly to handle a “drink and drive” case from recording to appearance in court. If more than 45% of our fatal accidents are as a result of the abuse of alcohol by road users then we need to seriously invest in alcohol enforcement operations. The metropolitan police authorities need to be commended, together with KwaZulu-Natal Provincial authority for making an all out effort to address alcohol abuse by motorists during the festive season.

#### *7.7.3 Seatbelts*

A no-nonsense, zero tolerance approach must be taken towards seat belt offences. It is absolutely unacceptable that motorists approaching a roadblock do so not wearing the seatbelts and they are let through. Officers should be sensitized to the monitoring of rear seat passengers as well. It goes without saying that if we can get the seatbelt-wearing rate up, the

fatality and injury rate will come down drastically. The prosecution rate is still far from the ideal as many officers see seatbelts as a “low priority” offence.

### *7.7.4 Pedestrian Safety*

Together with Road Safety Promotions schools, taverns, shebeens and other organized community structures were be visited in identified pedestrian hazardous locations to explain the dangers of crossing roads at unprotected areas. Pedestrians on freeways were to be taken to a place of safety and where there was a blatant defiance of the law would be charged accordingly. Since pedestrians constitute among the largest number of fatalities, a comprehensive and co-ordinated National Pedestrian Plan comprising of various disciplines needs to be developed with enforcement, education and engineering needing to play equal but prominent roles. Road Safety Officers need to play a more visible and prominent role particularly during the holiday periods.

### *7.7.5 Moving Violations*

To address reckless and negligent driving, officers were stationed at identified hot spots to address offences such as red light infringement, dangerous overtaking and blatant transgression of road traffic signs and rules. It was shocking to note the number of barrier line infringements committed by motorists especially on rural roads who totally disregarded the safety of their passengers as well as that of other road users. Certainly, more effort needs to be put by traffic officers regarding the policing of moving violations. The notices issued for moving violations do not correlate with the notices issued. Many times motorists are guilty of more than one offence and officers need to be aware of this and act accordingly.

### *7.7.6 Vehicle Fitness*

Vehicles were stopped at various checkpoints and roadblocks. This operation remains one of the most effective law enforcement exercises as traffic officers are actively engaged which sends a strong message to other road users. However more work needs to be done especially in rural areas where passengers are transported in overloaded bakkies that are often un-roadworthy. Vehicles that are totally dilapidated should be impounded at the owner’s cost. Minibus taxis should be examined carefully.

### *7.7.7 Driver Fitness*

At these stop and checkpoints as well as at roadblocks CVD's were not utilized optimally. Fatigue, while difficult to enforce, especially for long distance goods and passenger carrying vehicles needs to be addressed through a communication intervention. The innovation of compulsory stops for goods and passenger vehicles in the Western Cape is one that can be duplicated in other provinces.

### *7.7.8 Overloading*

Dedicated teams of officers were manning various weighbridges to ensure load compliance. Alternate escape routes were monitored to ensure truck drivers do not by-pass weighbridges. Weighbridges can be used to address fatigue and HIV/Aids issues as well. It was sad to note some weighbridges closed during certain days of the festive periods. Operation Juggernaut needs to be intensified.

## *7.8 Patrol Car Project*

The additional, Outsurance sponsored patrol cars were used to conduct high visibility, law enforcement operations in conjunction with provincial and local traffic authorities in identified hazardous locations. Officers and supervisors manning these vehicles underwent an intensive training session covering modules on information and data analysis, management of resources, Batho Pele principles and customer relations. Due to time constraints, officers will undergo the course on Defensive Driving Skills in 2006. (Given the high number of accident-damaged vehicles, this is imperative.) In spite of the agreement explaining that these vehicles were only to be deployed in hazardous locations, it was difficult to see evidence of this. During "normal" hours these vehicles were certainly not where they were supposed to have been. Limpopo Province had the highest visibility of the "green" patrol vehicles. The festive season output reports are anxiously being awaited to evaluate the performance of these patrol vehicles.

## *7.9 Imperial Fleet Services*

The thirty vehicles sponsored by Imperial Fleet Services for the Festive Season period were deployed in the six metropolitan authorities (Cape City Police, Nelson Mandela Metro, Tshwane Metro and Ekurhuleni Metro) with the agreement that

these vehicles will cover only hazardous locations. It was pleasing to note that the vehicles were indeed utilized in these areas and the officers were extremely happy with the sponsored vehicles from Imperial. Initial reports indicate that the output of the metro police in traffic law enforcement seem to be greater than the other authorities.

### *7.10 Types of Activities*

These were the types of enforcement operations that were common in all authorities:

- Roadblocks, where driver and vehicle fitness issues were checked
- High Visibility Patrols
- Stop and Check Points
- Speed Measurement
- Point Duty
- Weigh Bridge (Overloading)

### *7.11 Additional Features*

- **Roadside Traffic Courts** (did not take place due to administrative rather than legislative reasons) KZN

- **Satellite Traffic Stations** (bringing enforcement closer to the people)

- **Compulsory Traffic Stops** (drivers of goods and passenger transport vehicles)

- **Information Centres** (provincial centers that liaised with the National Traffic Information Centre, SAPS and the media)

- **Rescue Stations** (in conjunction with Emergency Services, Ambulance and the local tow and recovery associations)

### *7.12 Enforcement Equipment*

Where possible and available, the following specialized enforcement equipment were utilized:

- Specially Equipped Patrol Cars
- Booze Buses
- Multi-purpose Vehicles

- Accident Response Vehicles
- Roadblock Trailers
- Card Verification Devices (CVDs)
- Prolaser and Laser Cam for speed measurement
- Vascar for moving violations

It became abundantly clear that roadblock equipment was sorely needed by most authorities, as many of the existing equipment is damaged, stolen or irreparable. Without the proper equipment officers are unable to carry out their duties effectively.

### *7.13 Lights-On Campaign*

The use of the Daylight Running Lights as an additional road safety awareness tactic during the Festive Season could have been strengthened through an intensified promotions campaign. A number of motorists switch on their headlamps voluntarily and this action should be applauded and encouraged. It would be a good idea if ALL traffic patrol vehicles continuously drove with their headlamps on during the day! (as a start).

### *7.14 Road Safety Promotion*

All enforcement activities were done in conjunction with Road Safety Promotions, (see section 6 above), thereby sending out messages that are uniform and harmonized. However, Road Safety Promotions need to be more visible especially at roadblocks and special operations. A lot can be achieved if educational road safety leaflets were handed out at roadblocks.

### *7.15 Human Resource Commitment*

Most provincial traffic authorities indicated that all Traffic and Road Safety Officers were granted leave only under extreme circumstances. The officers interacted professionally with all other role-players in the interest of road safety. They were focused on effective and efficient service delivery in order to reduce the critical figures of accidents, fatalities, injuries and offences. Resources were allocated optimally in order to realize these objectives.

### *7.16 Monitoring and Evaluation*

This was done daily by respective supervisors leading up to weekly management reports or as when summoned by the Minister/MEC's. Final evaluation will be done

through the Law Enforcement Technical Committee or the Heads of Law Enforcement Meetings towards the beginning of February 2006. (Traffic Legothla)

### *7.17 Law Enforcement Operations*

A summary of the Provincial law enforcement operations during December 2005 is provided in the table below. Only 6 Province provided feedback in this regard.

| Provincial Law Enforcement Operations : December 2005 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Number of** | **GA** | **KZ** | **WC** | **EC** | **FS** | **MP** | **NW** | **LI** | **NC** | **RSA** |
| Roadblocks | 0 | 1,314 | | 148 | | 100 | 103 | | 62 | **1,727** |
| Vehicles stopped | 10,830 | 187,468 | 1,678 | 0 | | 12,199 | 23,521 | | 10,830 | **246,524** |
| Alcohol prosecutions | 156 | 535 | 53 | 173 | | 56 | 34 | | 0 | **1,007** |
| Vehicle defects | 239,000 | 8,784 | 615 | 0 | | 1,334 | 2,088 | | 155 | **251,976** |
| Vehicles suspended | 0 | 649 | 39 | 271 | | 119 | 140 | | 14 | **1,232** |
| Documentation | 0 | 5,313 | 25 | 0 | | 0 | 0 | | 226 | **5,564** |
| Overloading | 0 | 1,065 | 998 | 0 | | 131 | 0 | | 42 | **2,236** |
| General operations | 0 | 6,991 | | 0 | | 0 | 0 | | 0 | **6,991** |
| Speed | 260,223 | 32,708 | | 3,141 | | 4,008 | 3,566 | | 652 | **304,298** |
| Moving violations | 0 | 2,745 | 443 | 0 | | 559 | 0 | | 26 | **3,773** |
| Other offences | 0 | 2,396 | 183 | 0 | | 12,002 | 116,617 | | 1,727 | **132,925** |

The information in the table above indicates that in the 6 Provinces that submitted information, 1,727 roadblocks were conducted at which 244,848 vehicles were stopped and both the driver and vehicle was inspected. A total of 954 drivers were arrested for driving under the influence of alcohol; 251,361 notices were issued for vehicle defects and a total of 1,193 vehicles were suspended. 5,539 notices were issued for incorrect or expired driver and vehicle documentation.

A further total of 6,991 general law enforcement operations were conducted. During these operations 304,298 notices were issued for speed; 3,330 for moving violations such as illegal and unsafe overtaking, driving through red traffic signals and ignoring traffic signs; and a further 132.742 notices for all other offences.

# 8. Discussion and Recommendations:

## *8.1 Discussion*

The ever-growing number of road traffic crashes and related deaths demonstrate that the current systems for combating traffic offences prove to be inadequate. Given the fact that no less than 14,100 people died on our roads during 2005 (more than 39 per day), road traffic 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 and arrogant driver behaviour also encourage road rage to a large extent.

In the order of 95% of crashes happen as a direct result of traffic offences. Traffic offences need to be targeted more effectively in order to curb accidents. Recent studies undertaken by both the Department of Transport and the Medical Research Council show that road traffic lawlessness is on the increase. In studies in the order of 59% of drivers and 61% of pedestrians killed in road crashes were found to be under the influence of alcohol. Illegal and unsafe overtaking across barrier lines and ignoring red traffic signals are on the increase. Excessive speed, speed too high for circumstances and big speed differences between vehicles; as well as aggressive and reckless driver behaviour, aggravate other offences that result in crashes.

One of the single biggest problems with road traffic management in South Africa is the lack of effective supervision at all levels of traffic law enforcement, possibly the biggest role player in the promotion of law compliance. Evidence of this is obvious everywhere as officers are over-managed but under-led. Many are not aware of the responsibilities they have as supervisors or what is expected of them.

## *8.2 Recommendations*

Based on the fatal crash and traffic offence statistics given above, serious attention should be given to increase the number of traffic officers, as well as the manner in which enforcement is conducted. Improved and more visible, inter-active law enforcement from 18:00 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 road safety situation.

In this regard the following recommendations should be considered for implementation:

8.2.1 A course in Effective Traffic Supervision needs to be developed. Discipline and professionalism is lacking and this affects morale and productivity. Officers must wear reflective vests and their caps at all times when working on the road;

8.2.2 More senior officers need to be visible at operations, working with, assisting and guiding traffic officers especially those who battle to complete “difficult” cases such as drink and drive and reckless and negligent driving;

8.2.3 Subsidized patrol cars must be clearly marked with blue lights AND decals.

8.2.4 Double the amount of alcohol enforcement operations around the country by providing resources and training and entering into agreements with individual authorities that are ready and willing to do so;

8.2.5 Training in the managing and conducting of K78 roadblocks should be done regularly. The role of the “Stopper” especially should be explained. Abdication of our responsibilities in the presence of SAPS officers should not be allowed. In fact quarterly refresher workshops should be held to update on legislative amendments, new procedures and supervision issues;

8.2.6 The minimum number of vehicles to be stopped and checked per shift should be agreed upon by the Law Enforcement Technical Committee and a mechanism put in place to ensure compliance. (NB: Not notices written, but actual vehicles stopped and checked);

8.2.7 Enforcement and roadblock equipment should be purchased to assist officers to do their work effectively and efficiently;

8.2.8 A top-level intervention should be initiated to discuss issues such as : low/reduced traffic fines; roadside traffic courts; the “maximum” number of cases a court can handle; special traffic courts; etc, with the Department of Justice, since these are major causes of dismay among officers and law-abiding motorists alike. In this regard the National Road Traffic and Transport Charge Book (which will, amongst others provide for uniform fines) should be finalised as soon as possible and AARTO should be introduced as a matter of urgency;

8.2.9 Special, road safety pilot projects should be initiated with willing local authorities so that it is easier to co-ordinate, manage and evaluate. This will help to duplicate and expand to bigger authorities should such projects deem to be successful;

8.2.10 It is recommended that **2006** be declared national seatbelt awareness year (BOPHA PELE!). A concerted effort must be made from the Presidency, the Ministry and all other celebrities and personalities to endorse such a campaign. The media and sponsors can be roped in to play a more meaningful role. Education and Communication should play a prominent role in securing various PR opportunities;

8.2.11 The draft National Road Traffic Law Enforcement Code should be finalized and published as a Regulation under the RTMC Act as soon as possible. If the Enforcement Code is finalized and adopted, much of the current difficulties will be resolved, particularly with regard to the setting of targets, measuring and evaluation of performance, as well as general enforcement management issues and uniformity and consistency will become a reality;

8.2.12 The outstanding matter of declaring Traffic Services as an Essential Service should also be pursued relentlessly;

8.2.13 The introduction of a quarterly newsletter for traffic officers or incorporate our issues in the existing Traffic Digest covering vast range of enforcement topics;

8.2.14 Traffic authorities should endeavour to continuously identify the most hazardous routes within their areas of jurisdiction and deploy interrupted traffic patrols on such routes for at least 16 hours per day 7 days per week; and

8.2.14 Serious consideration should be given by traffic authorities at all levels of Government to increase their number of traffic officers in order to keep track with the increase in the number of vehicles, level of lawlessness and road crashes (this should also provide for the additional demands on this profession during the 2010 World Cup event).