



Road Traffic
Management Corporation

Easter 2013

Road Traffic Report



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



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1. Introduction

The Road Traffic Management Corporation (RTMC) derives its mandate from the Road Traffic Management Corporation Act 20 of 1999. One of the key functions of the Corporation as listed in Section 18 (1) of the Act is Road Traffic Information. In this regard the corporation publishes periodicals that promote road safety in line with Section 52 of the National Road Traffic Act 93 of 1996.

The Easter report is a compilation of the road safety statistics over the Easter period that started on 28 March 2013 through to 01 April 2013. The report is compiled annually by the RTMC which receives data from all affected stakeholders who execute on the Easter plans, these include the provincial authorities who implement the national rolling enforcement plan on the law enforcement targets.

The primary source of the statistical data about the fatal crashes is South African Police Service (SAPS) CAS list. The Corporation receives the Quick Response Forms from various police stations on the fatal crashes and captures, processes and verifies all the statistics in order to compile a consolidate report.

The communication and education awareness campaigns that ensued during the period provided an opportunity to stakeholders for participation in road safety. This takes the form of direct communication with road users at rest stops and toll-gates during the journeys and there were other platforms in the form of television, radio, social networks, SMSes and print media throughout the Easter period.

The Easter plan is informed by the activities that take place during the specified period, and in the period under consideration the following key patterns and activities were highlighted:

- Increased traffic volume along major arterial routes during the few days of school closure;
- The industry closure;
- Assumption that some people take holidays mostly to the Coastal areas;
- Migrant workers returning back to their respective homes to their families and
- Churches holding their prayer gatherings.

The 30 day international practice which entails taking into account all people who die within 30 days after the occurrence of a road crash has been taken into consideration. These standards enable accountability and comparability for purposes of reporting against the Decade of Action targets.

2. Decade of Action for Road Safety 2011 -2020

The Decade of Action for Road Safety 2011-2020 is supported by the global plan that has considered all effective road safety implementation methods in reducing fatalities. The Decade of action is anchored on Five Pillars:

2.1 Pillar 1: Road Safety Management

The Road Safety Management pillar ensures that the machinery that is required for road safety is in place and that all role players contribute their efforts in a funded and agreed environment. The RTMC as a lead agency on road safety has played a role towards the Easter periods by providing leadership to the authorities in the development and execution of the National Rolling Enforcement Plan (NREP), which is a key strategic instrument in law enforcement. The following existing methods of operation were used to drive the plan:

- Roadblocks;
- Roadside checks; and
- Patrols.

The vehicles were stopped, searched and checked with specific emphasis placed on driver and vehicle fitness in order to ensure safe journeys. The target of stopping and checking a million vehicles a month was applied during this period as per the agreed NREP monthly targets which apply throughout the year.

The Corporation also coordinated all provincial traffic communicators in order to streamline the communication messages throughout the Easter period.

2.2 Pillar 2: Safer Roads

This pillar places a focus on the safety of the road network. In the period under review emphasis was placed on enforcing those areas where the infrastructure was identified as inadequate for safe journeys. This relates to the identified hazardous locations which are notorious for high fatal crashes and in this regard law enforcement officers were deployed to such areas.

2.3 Pillar 3: Safer Vehicles

This pillar addresses the safety of the vehicle in line with the prescribed minimum standards. In this regard the law enforcement authorities guided by the NREP placed emphasis on all unroadworthy, private and public transport motor vehicles. The results show the number of reported impounded and discontinued vehicles during the period.



2.4 Pillar 4: Safer Road Users

The Safe Roads Pillar focuses on the following categories of users

- Drivers;
- Passengers;
- Pedestrians;
- Motorcyclists and
- Cyclists.

The NREP continued and was intensified by various Law Enforcement Authorities. One of the targets was to stop and check million vehicles per month. Driver fitness and compliance of the road traffic law remained parts of the activities throughout the period.

Other arrests that were registered included reckless and negligent driver behaviour, driving without a driving licence, false documentation, goods overloading and other road traffic violations.

2.5. Pillar 5: Post Crash Responses

This pillar focuses on the post effect of a crash. The availability of quick medical assistance could be a difference between life and death or a curable condition and one which leaves the injured permanently disabled. In this regard emergency medical care practitioners were deployed on major arterial routes and provided the required assistance to the injured.

3. Driver Population

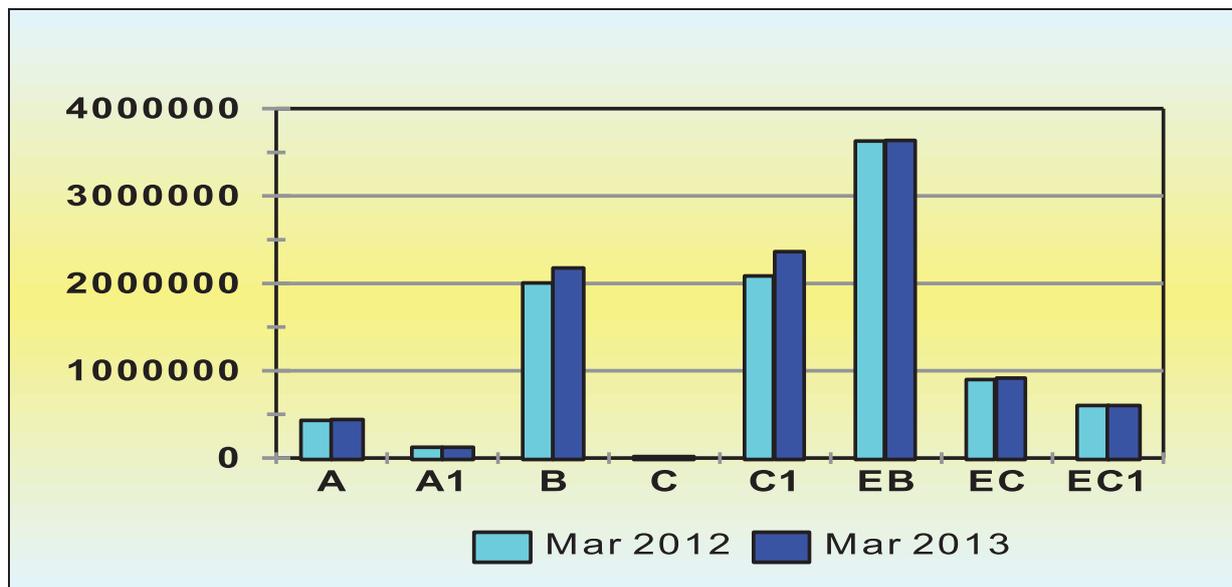
The number of registered driving licences is the number as registered on the National Traffic Information System (NaTIS), usually at 00:00 on the last day of each month. This figure takes cognisance of the number of new registrations and the number of de-registrations (cancellations) during the month.

3.1 Number of Driving Licences Issued

The number of driving licences issued increased by 476,256 (4.86%) from 9,794,810 on 31 March 2012 to 10,271,066 on 31 March 2013. Detail on the number of driving licences issued per category is given in the table and figure below:

Table 1 : Number of Driving Licences Issued				
Category	Mar 2012	Mar 2013	Change	% Change
A	431,566	440,076	8,510	1.97
A1	123,310	123,382	72	0.06
B	2,005,112	2,177,108	171,996	8.58
C	17,094	18,311	1,217	7.12
C1	2,085,976	2,362,738	276,762	13.27
EB	3,629,285	3,634,387	5,102	0.14
EC	899,840	914,462	14,622	1.62
EC1	602,627	600,602	-2,025	-0.34
Total	9,794,810	10,271,066	476,256	4.86

Figure 1: Number of Driving Licences Issued

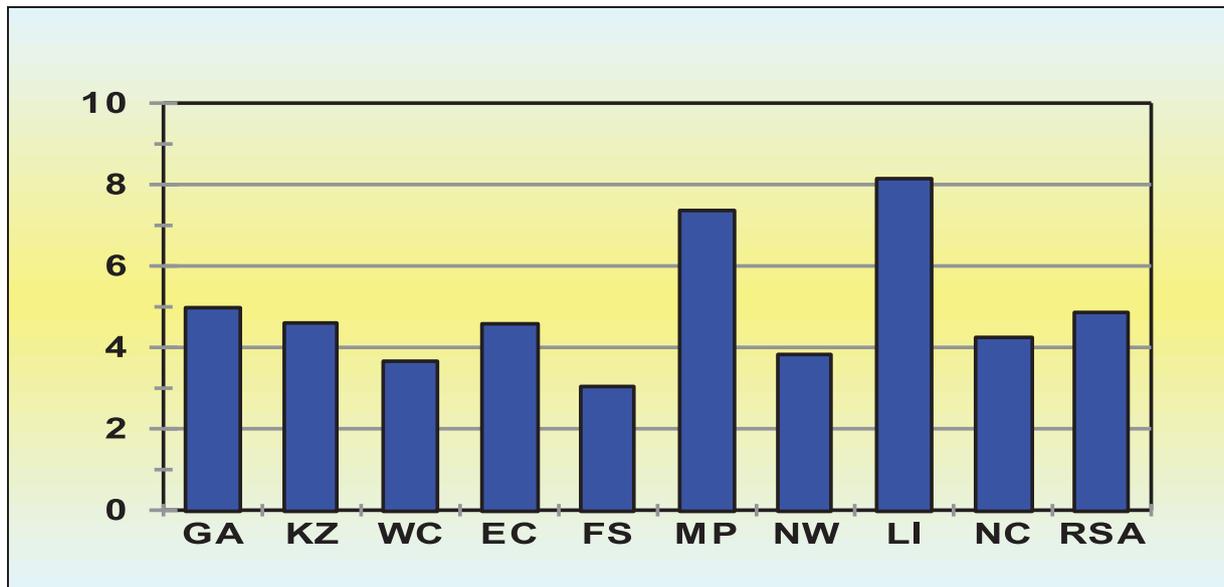


Provincial break down is given in the table below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mar 2012	3,461,898	1,555,050	1,596,213	714,936	529,621	630,629	473,034	646,742	186,687	9,794,810
Mar 2013	3,634,206	1,626,541	1,654,678	747,657	545,731	677,077	491,152	699,414	194,610	10,271,066
Change	172,308	71,491	58,465	32,721	16,110	46,448	18,118	52,672	7,923	476,256
% Change	4.98	4.60	3.66	4.58	3.04	7.37	3.83	8.14	4.24	4.86



Figure 2: Percentage change in Driving Licences Issued



4. Vehicle Population

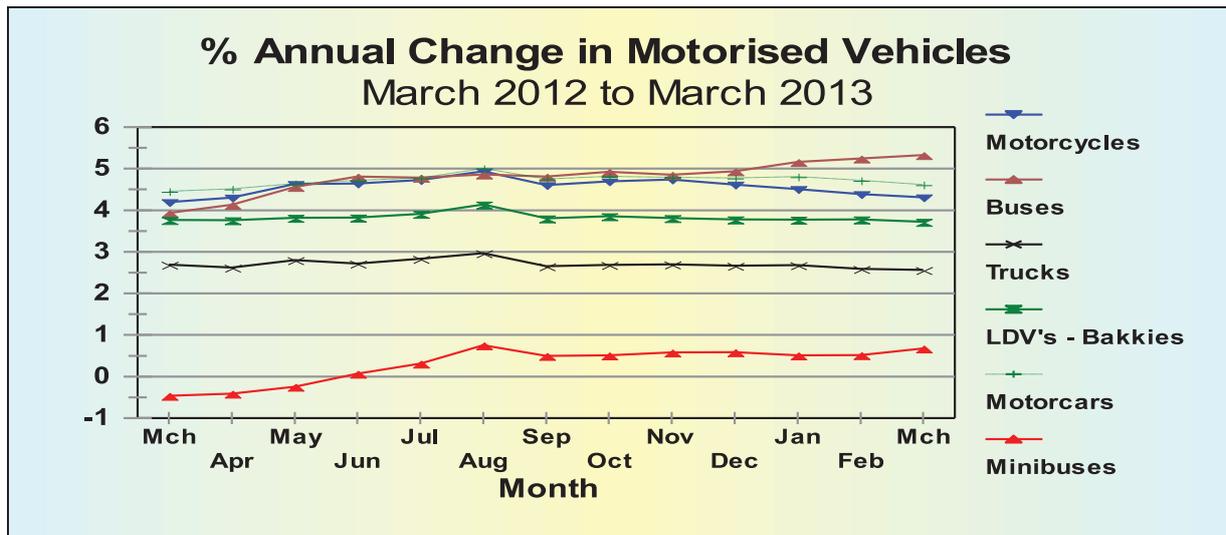
The number of registered vehicles is the number as registered on the National Traffic Information System (NaTIS), usually at 00:00 on the last day of each month. This figure takes cognisance of the number of new or re-registrations and the number of vehicle de-registrations during the month. It should be noted that vehicles that were written-off because of a crash, are not necessarily scrapped or de-registered during the same month that the crash happened.

The national number of registered vehicles increased by 409 196 (3.96%) from 10 332 696 on 31 March 2012 to 10 741 892 vehicles on 31 March 2013. Detail per type of vehicle is given in the table below:

Table 3 : Number of Registered Vehicles						
Motorised Vehicles	Number registered March 2012	Number registered March 2013	Change	% Change	% of Group March 2013	% of Total March 2013
Motorcars	5,928,415	6202228	273,813	4.62	64.17	57.74
Minibuses	284,533	286454	1,921	0.68	2.96	2.67
Buses	49,678	52324	2,646	5.33	0.54	0.49
Motorcycles	345,162	360052	14,890	4.31	3.72	3.35
LDV's - Bakkies	2,101,319	2179503	78,184	3.72	22.55	20.29
Trucks	335,518	344112	8,594	2.56	3.56	3.20
Other & Unknown	238,968	241379.5	2,412	1.01	2.50	2.25
Total Motorised	9,283,593	9,666,053	382,460	4.12	100.00	89.98
Towed Vehicles						
Caravans	104,850	104,728	-122	-0.12	9.73	0.97
Heavy Trailers	159,277	165,985	6,708	4.21	15.43	1.55
Light Trailers	768,156	788,374	20,218	2.63	73.28	7.34
Other & Unknown	16,821	16,753	-68	-0.40	1.56	0.16
Total Towed	1,049,104	1,075,840	26,736	2.55	100.00	10.02
All Vehicles	10,332,696	10,741,892	409,196	3.96		100.00

The information above shows that on a percentage basis the biggest change was for buses which increased by 5.33% from 49 678 to 52 324 followed by motorcars which increased by 4.62% from 5,928,415 to 6,202,228 and motorcycles which increased by 4.31% from 345 162 to 360 052

Figure 3: Percentage of Annual Change in Motorised Vehicles



The total motor vehicle population per province for March 2012 and March 2013 respectively, is given in the table below:

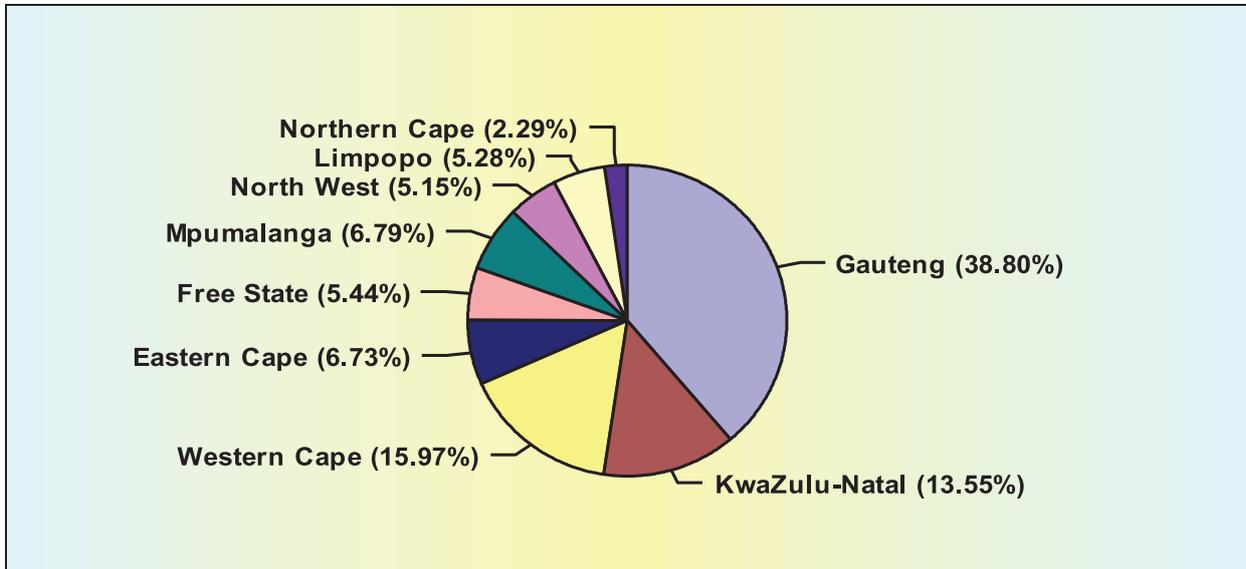
Table 4 : Number of Registered Vehicles per Province

Province	Number registered March 2012	Number registered March 2013	Change	% Change	% of Total March 2013
Gauteng	4,015,348	4,168,142	152,794	3.81	38.80
KwaZulu-Natal	1,399,385	1,455,173	55,788	3.99	13.55
Western Cape	1,659,067	1,715,766	56,699	3.42	15.97
Eastern Cape	701,681	722,994	21,313	3.04	6.73
Free State	569,667	583,910	14,243	2.50	5.44
Mpumalanga	686,233	729,784	43,551	6.35	6.79
North West	533,200	552,816	19,616	3.68	5.15
Limpopo	533,873	567,437	33,564	6.29	5.28
Northern Cape	234,242	245,870	11,628	4.96	2.29
RSA	10,332,696	10,741,892	409,196	3.96	100



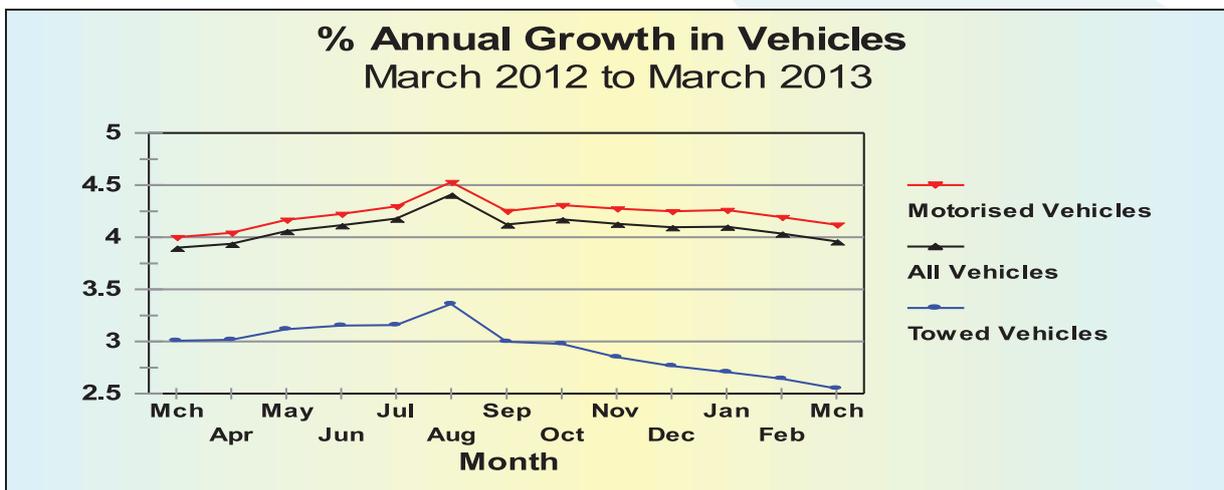
Over the past year from March 2012 to March 2013 the biggest percentage growth in total vehicles was recorded in Mpumalanga with a growth of 6.35%, followed by Limpopo with a growth of 6.29%.

Figure 4: Percentage of Vehicles Registered per Province



The information in the graph above shows that 38.80% of all vehicles are registered in Gauteng; 15.97% in Western Cape and 13.55% in KwaZulu-Natal.

Figure 5: Percentage of Annual Growth in Vehicle



The graph above shows the percentage of the annual growth in the vehicles per vehicle category. The entire vehicle categories follow the same trend which shows a slight upward trend.

5. Traffic Volume

Traffic volumes on the main routes over Easter for the years 2012 and 2013 are given in the table 5 below:

Table 5: Traffic Volume on the main routes over Easter

Route	Site Name	2012	2013	Change	% change
N1	Kranskop plaza	110 318	130 942	20 624	18.7
N1	Huguenot plaza	71 000	71 850	850	1.2
N1	Verkeerdevlei	51 407	51 238	-169	-0.3
N2	Groot Brak	63 724	70 043	6 319	9.9
N4	Middelburg	128 744	130 803	2 059	1.6
Total		425 193	454 876	29 683	7.0

All the counting stations have recorded an increase except for Verkeerdevlei station. An increase was from 425 193 vehicles in 2012 to 454 876 vehicles reported during 2013. The increase was about 29 683 vehicles (7.0%).

On a percentage basis the decrease was recorded at Verkeerdevlei on the N1 where a decrease was in the order of 0.3%.

6. Number of Fatal Crashes

The number of fatal crashes per province over Easter 2013 in comparison with the number of fatal crashes over Easter 2012 is given in the table below:

Table 6: Number of Fatal Crashes per Province over Easter										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2012	32	38	15	1	19	28	22	35	4	214
2013	25	64	14	24	7	11	22	34	8	209
change	-7	26	-1	3	-12	-17	0	-1	4	-5
% change	-21.9	68.4	-6.7	14.3	-63.2	-60.7	0.0	-2.9	50.0	-2.3

The information in the table above shows that the number of fatal crashes over Easter 2013 decreased by 5 (2.3%) from 214 during 2012 to 209 in 2013.

On a provincial basis, the changes from Easter 2012 to Easter 2013 were as follows:

- Gauteng: decrease of 7 (21.9%) from 32 to 25;
- KwaZulu-Natal: increase of 26 (68.4%) from 38 to 64;
- Western Cape: decrease of 1(6,7%) from 15 to 14;
- Eastern Cape: increase of 3 (14.3%) from 21 to 24;
- Free State: decrease of 12 (63.2%) from 19 to 7;
- Mpumalanga: decrease of 17 (60.7%) from 28 to 11;
- North West: remains unchanged (0%) constant at 22;
- Limpopo: decrease of 1 (2.9%) from 35 to 34; and
- Northern Cape: increase of 4 (50%) from 4 to 8.

7. Number of Fatalities

The number of fatalities per province over Easter 2013 in comparison with the number of fatalities over Easter 2012 is given in the table below:

Table 7: Number of Fatalities per Province over Easter										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2012	32	46	22	21	24	36	24	52	4	261
2013	25	89	14	24	7	14	30	42	12	256
change	-7	43	-8	3	-17	-22	6	-10	8	-5
% change	-21.88	92.64	-36.36	14.29	-70.83	-61.81	25.44	-19.76	66.67	-1.84

The number of fatalities over Easter 2013 decreased by 5 (1.84%) from 261 during 2012 to 256 in 2013.

On a provincial basis the changes from Easter 2012 to 2013 were as follows:

- Gauteng : decrease of 7 (21,88%) from 32 to 25;
- KwaZulu-Natal : increase of 43 (11%) from 46 to 89;
- Western Cape : decrease of 8 (36,36%) from 22 to 14;
- Eastern Cape : increase of 3 (14,29%) from 21 to 24;
- Free State : decrease of 17 (70,83%) from 24 to 7;
- Mpumalanga : decrease of 22 (61,81%) from 36 to 14;
- North West : increase of 6 (25,44%) from 24 to 30;
- Limpopo : decrease of 10 (19,76%) from 52 to 42; and
- Northern Cape: increase of 8 (66, 67%) from 4 to 12.

8. Fatalities per Road User Group

The number of fatalities per road user group over the Easter period for the past 9 years, from 2004 to 2013, together with the percentage of fatalities for each user group (drivers, passengers and pedestrians), are shown in the table below:

Table 8: Number of Fatal Crashes & Fatalities per User Group						% of Annual Total		
Year	Fatal Crashes	Drivers	Passengers	Pedestrians	Total	Drivers	Passengers	Pedestrians
2005	196	48	102	93	243	19.75	41.98	38.27
2006	197	60	114	84	258	23.26	44.19	32.56
2007	251	74	128	118	320	23.13	40	36.88
2008	219	77	137	83	297	25.93	46.13	27.95
2009	173	73	105	96	197	37.06	53.3	48.73
2010	184	62	105	77	244	25.41	43.03	31.56
2011	215	75	138	83	296	25.34	46.62	28.04
2012	214	75	93	92	260	28.85	35.77	35.38
2013	209	64	78	114	256	25.00	30.47	44.53

The information in the table above, amongst others, shows the percentage contributed by each road user to the total Easter weekend fatalities during 2013 as follows:

- Driver fatalities: 64 (25.00%);
- Passenger fatalities : 78 (30.47%); and
- Pedestrian fatalities: 114 (44.53%).

The above information on the number of fatalities per road user group is also reflected in the graphs below.



Figure 6: Easter Driver Fatalities



Figure 7: Easter Passenger Fatalities

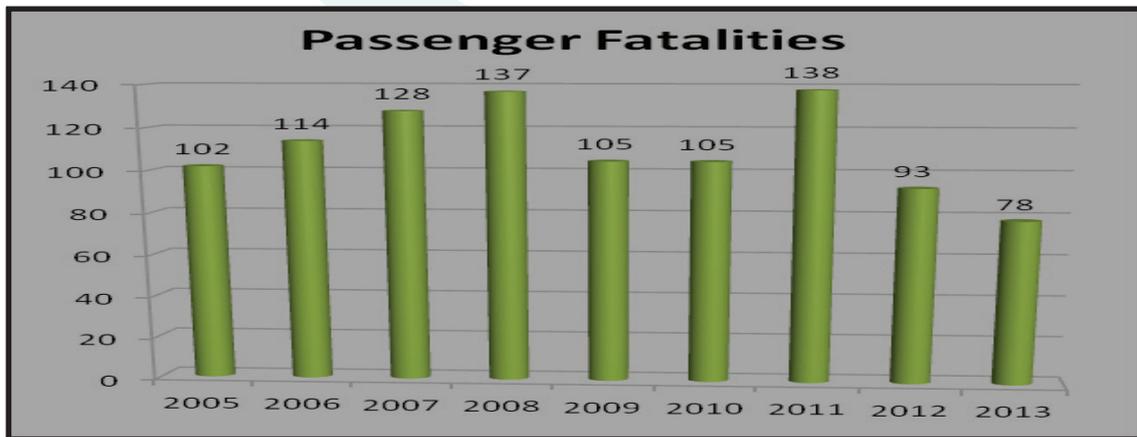
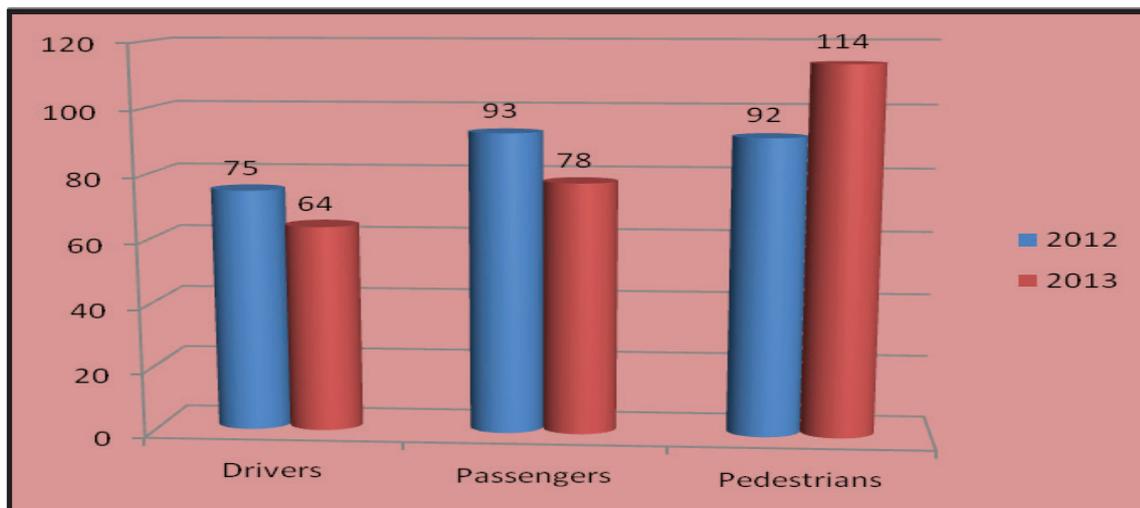


Figure 8: Easter Pedestrian Fatalities



Figure 9: Easter Fatalities per Road User Group - (2012 & 2013)



9. Major Fatal Crashes over Easter 2013

It should be noted that these are preliminary crash statistics on major crashes that met the requirements for investigation by RTMC. These involve any fatal crash where five or more people were killed. The following major fatal crashes were reported for the period under review:

- a. A major fatal crash took place on 01 April 2013 at around 04:00 in the North West Province at Ledig Village outside Sun City near the Derdepoort T-junction. It is alleged that the driver who was under the influence of alcohol crashed into a group of pedestrians where five persons were killed.
- b. Another major fatal crash took place on 01 April 2013 at around 19:45 in KwaZulu-Natal Province on the N3 between Hammersdale and Pietermaritzburg. Three vehicles and a motorcycle were involved in this fatal crash where six persons were killed. Further description is still unknown.

9.1 Contributory Factors to Fatal Crashes

The following were recorded as the major contributing factors to fatal crashes and fatalities per category:

a. Human factors:

- Speed too high for circumstances;
- Abuse of alcohol by drivers and pedestrians;
- Dangerous driving including overtaking when unlawful / unsafe;
- Pedestrian Safety: Jay-Walking, poor visibility and pedestrians on freeway.

b. Vehicle factors:

- Vehicle roadworthiness e.g. tyre burst prior to crash;
- Poor state of public transport vehicles;
- Faulty steering; and
- Faulty brakes.

c. Road factors:

- Sharp bend;
- Poor condition of road surface;
- Poor visibility;
- Road surface slippery/wet; and
- Incomplete/unfinished road construction.

Compared to last year, two (2) major crashes were investigated with 11 fatalities. This shows that the road users are changing their attitude on the roads.

10. Severity of Fatal Crashes over Easter

The severity, or the average number of fatalities per fatal crash per province over Easter 2012, in comparison with Easter 2013, is shown in the table below.

Table 9: Severity of Crashes per Province (Av no. of fatalities/crashes) over Easter										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2012	1.00	1.21	1.47	1.00	1.26	1.29	1.09	1.49	1.00	1.21
2013	1.00	1.38	1.00	1.00	1.00	1.25	1.37	1.23	1.50	1.22
change	0.00	0.17	-0.47	0.00	-0.26	-0.04	0.28	-0.26	0.50	0.01
% change	0.00	14.43	-31.97	0.00	-20.63	-3.10	25.54	-17.63	50.00	0.55

The information in the table above shows an increase of 0.01 (0.55%) from an average of 1.21 fatalities per crash in 2012 to an average of 1.22 fatalities per crash over Easter 2013. On a percentage basis the biggest decrease was recorded in the Western Cape where the severity decreased by 0.47(31.97%) from 1.47 to 1.00. Northern Cape recorded the highest increase of 0.50 (50.00%) from 1.00 to 1.50 in this regard.

11. Law Enforcement

11.1 The objectives of the Law Enforcement were as follows:

- To reduce critical offence rates that lead to crashes;
- To reduce crashes, fatalities and serious injuries;
- To inculcate safe road user behaviour and encourage voluntary compliance;
- To create heightened awareness of road traffic safety issues;
- To increase detection and prosecution of critical road traffic offences;
- To harmonise and co-ordinate common operations at all three tiers of service delivery;
- To maximise communications and publicity exposure on enforcement issues; and
- To improve the image of the enforcement fraternity.

11.2 Target Road Users:

All road users were targeted especially drivers, riders and public transport, freight and passenger vehicles. Pedestrians remain an on-going area of surveillance in support of road safety education initiatives.

11.3 Messages:

The following road safety communications messages were reinforced by enforcement activities:

- If you drink and drive, you are a bloody fool! **(Alcohol)**;
- Speed kills – don't fool yourself. **(Excessive Speed)**;
- Buckle up and save a life. **(Seatbelts)**;
- A roadworthy vehicle is a safe vehicle. **(Vehicle Fitness)**;
- Do not board a taxi that is unsafe. **(Public Passenger Transport)**;
- Friends do not let friends drive drunk. **(Alcohol)**;
- Do not drink and walk. **(Pedestrian and Alcohol)**;
- Be visible, be alert and do not jay walk. **(Pedestrian)**;
- Overloading of goods and/or passengers is dangerous. **(Freight Transport)**;
- Conduct a full pre-trip inspection before undertaking any long journey. **(Vehicle Fitness)**;
- Take sufficient rest stops. **(Fatigue)**;
- Talking on you cell while driving is a killer. **(Moving Violations)**; and
- Dangerous overtaking and red light infringements can lead to fatal crashes. **(Reckless and Negligent Driving)**.



11.4 Enforcement Activities were as follows:

The key enforcement priorities, according to the NREP for Easter Holidays and school holiday and public holidays were as follows:

- **Moving violations:** seatbelts, cell phone usage, no overtaking/dangerous overtaking, red light infringements, overloading.
- **Vehicle and driver fitness:** brakes, tyres, steering, lights and driver documentation.
- **Public transport vehicles (freight and passenger):** documentation; loads management and roadworthiness.
- **Alcohol enforcement:** driver and pedestrian.
- **Excessive speed:** all vehicles on all roads.

11.5 Special Easter Holiday Enforcement Interventions

A build up towards Easter, Law Enforcement Technical Committee (LETCOM) authorities were requested to conduct as many high visibility, high impact enforcement roadblocks with a view to “clean sweep” before the critical Easter Holidays.

This included enforcement visits to taxi ranks, bus depots, weighbridges, truck stops, bus terminus, and toll gates. While enforcement officers examined the driver and vehicle for safety, the road safety officers engaged with the passengers. Special, compulsory “rest stops” were conducted along major arterial routes to ensure that drivers undertaking long distances are sufficiently rested.

Special pilot projects included the provincial-wide blitzes on the following critical transport modes:

- Alcohol blitzes, for all road users every weekend;
- Blitz on long distance/luxury coaches;
- Blitz on public transport freight vehicles;
- Blitz on mini-bus taxis;
- Blitz on learner transport vehicles;
- Blitz on super-bikers and illegal drag racers;
- Blitz on high speedsters; and
- Blitz on number plates.

Traffic Officers worked with Road Safety Education and Promotion personnel to add value at road safety presentations, workshops, radio broadcasts and community outreach programmes.

Traffic officers joined hands with organised transport stakeholders and various transport NGO's for joint projects in respect of driver and vehicle fitness issues.

The personnel from the Cross Border Roads Transport Agency (CBRTA) also participated in various provincial joint operations, particularly those closest to international boundaries.

Volunteers from the Red Cross were mobilised along key hazardous locations.

12 Media Liaison

The media relations that were established during the previous Easter Season were further strengthened in both the electronic and print media.



13 Conclusion

The 2013 Easter period painted a different picture which was the wish of the Corporation. The number of fatal crashes showed a slight decrease and fatalities decreased by 1.84%. There were two major crashes recorded for investigation during the Easter weekend. The traffic volume shows a decrease of 7% for the same weekend.

The assumption is that the road users might have changed their attitude on the South African roads.

The assumption is that the following Law Enforcement Activities together with the special Easter Holiday intervention might have also contributed to the reduction of crashes and fatalities:

- **Moving violations:** seatbelts, cell phone usage, no overtaking/dangerous overtaking, red light infringements, overloading
- **Vehicle and driver fitness:** brakes, tyres, steering, lights and driver documentation.
- **Public transport vehicles (freight and passenger):** documentation; loads management and roadworthiness.
- **Alcohol enforcement:** driver and pedestrian.
- **Excessive speed:** all vehicles on all roads.

The Corporation will need to maintain the good activities and interventions that contribute to the reduction of crashes and fatalities on South African roads.





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