Road Traffic Management Corporation

State of Road Safety Report: Easter 2023

6 – 10 April 2023

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

ARRIVE ALIVE

DECADE OF ACTION FOR ROAD SAFETY
2021 - 2030

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List of acronyms and abbreviations

CHOCOR	:	CULPABLE HOMICIDE CRIME: OBSERVATION REPORT
EC	:	EASTERN CAPE
GA	:	GAUTENG
FS	:	FREE STATE
LI	:	LIMPOPO
MP	:	MPUMALANGA
NC	:	NORTHERN CAPE
NW	:	NORTH WEST
WC	:	WESTERN CAPE
KZN	:	KWAZULU NATAL
SAPS	:	SOUTH AFRICAN POLICE SERVICE
NATIS	:	ELECTRONIC NATIONAL TRAFFIC INFORMATION SYSTEM
NREP	:	NATIONAL ROLLOUT ENFORCEMENT PLAN

1. OBJECTIVE OF THE REPORT

This report aims at achieving the following objectives:

- To provide road traffic fatal crashes and fatalities statistics based on the Culpable Homicide Crash: Observation Report (CHoCOR) Forms and provincial inputs; and
- To present statistics on registered vehicles, un-roadworthy vehicles, un-licenced vehicles, driving licence and professional driving permits issued.

2. EXECUTIVE SUMMARY

The purpose of the report is to provide Easter Road crash statistics for the period 6 to 10 April 2023.

Easter period is an annual long weekend starting from Friday to Monday. For purposes of reporting the Thursday before the long weekend is considered. The Easter weekend holidays are characterized by mass movement of people from different religious denominations, holiday makers, tourists and migrant workers as a result; this period normally experiences a high demand for long distance travelling through public and private transport modes. The demand for road transportation of goods and passengers across the length and breadth of the country including SADC countries also increases.

The 2020 and 2022 Easter periods were characterized by the high risk and rapid spread of the Corona Virus. This dictated variations in road user behavior and traffic patterns during high-risk periods of the Easter Holidays.

Road Crashes Data

The number of fatal crashes increased 156 during 2022 Easter to 207 during 2023 Easter, translating to 33% increase.

The number of fatalities increased by 37% from 184 in 2022 to 252 in 2023.

Vehicle and driver population

The number of registered vehicles decreased by 10 161 (0.08%) from 13 033 995 on 31 March 2022 to 13 023 834 vehicles as on the 31 March 2023.

The number of learner driving licenses issued decreased by 11 075 (1.0%) from 1 102 285 end March 2022 to 1 091 210 end March 2023.

The number of driving licenses issued increased by 476 135 (3,27%) from 14 538 687 on 31 March 2022 to 15 014 802 as of 31 March 2023.

The number of Professional Driving Permits (PrDP's) issued increased by 194 098 (20.78%) from 933 894 on 31 March 2022 to 1 127 992 on 31 March 2023.

SECTION A

1. INTRODUCTION

This section is based on information on fatal crashes reported at police stations from the 6 to 10 April 2023 using the CHoCOR forms and input from provinces. In addition, the section includes information on registered vehicles, driver population from the National Traffic Information System (NaTIS).

2. METHODOLOGY

2.1 Road crash data collection methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is utilised to collect fatal road crash data on daily basis. South African Police Service (SAPS) is the primary source of the fatal crash data. SAPS provide the Corporation with a list of all recorded fatal crashes (CAS list) and further to this, the Corporation receive the CHoCOR forms from various police stations and also takes input from provinces. Road Traffic Management Corporation captures, processes, and verifies the data to compile a report.

2.2 Crash Data Flow

The data is collected through the CHoCOR forms which are submitted to the Corporation either by fax, email or through the phone. Input is also given by provinces on fatal crashes and fatalities.

2.3 Data processing

The data is captured, verified and the consolidated statistics are compiled. There is a continuous engagement with provinces for validation purpose.

2.4 Limitations

The Corporation has identified the limitation that the source of the information is the Culpable Homicide Crash: Observation Report (ChoCOR) which is completed by a member of the South African Police Service (SAPS) responsible for investigating the fatal crash. The ChoCOR form is not always accurately completed because at times the officer relies on information declared on the Accident Report (AR) form or third parties.

Many of the officers may not be able to determine the roadworthiness condition of the vehicle particularly since there could be a number of vehicles that obtain fraudulent roadworthiness certificates. To address this concern, the Corporation has implemented training courses on Basic Crash Investigation for officers from SAPS/Provincial, Metro and Municipal Traffic in various provinces which capacitates the officers to do a thorough investigation and accurately identify the major contributory factors. The Corporation is looking at other initiatives to improve the crash information so as improve the quality of the data collected at fatal crash sites. The Corporation is also engaging with other entities to obtain further information to enrich the existing crash data.

3. FATAL ROAD CRASH ANALYSIS

The section covers the data in relation to fatal road crashes. The section will encompass the number of fatal crashes, crash type, crashes per vehicle type and contributory factors.

3.1 Number of fatal crashes

Table 1 below provides a comparison between 2022 and 2023 Easter periods. The number of fatal crashes increased 156 during 2022 Easter to 207 during 2023 Easter, translating to 33% increase. North West and Northern Cape recorded decreases of 57% and 25% respectively in fatal crashes. The highest percentage increase was in Free State at 125%, followed by Kwa-Zulu Natal at 67%.

FATAL CRASHES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Easter 2022	25	8	26	21	23	13	4	14	22	**156**
Easter 2023	30	18	39	35	35	15	3	6	26	**207**
Change	5	10	13	14	12	2	-1	-8	4	51
% Change	20%	125%	50%	67%	52%	15%	-25%	-57%	18%	33%

Table 1: Number of fatal crashes per province

3.1.1 Fatal Crashes per Day of Week

The figure below illustrates details of fatal crashes per day of the week. Further analysis indicates that Friday, Saturday and Sunday remain the most affected day of the week with the highest fatal crashes for both Easter 2022 and Easter 2023.

During 2023 Easter fatal crashes increased from 36 on Thursday to 55 on Saturday and started to go down by Sunday. This is a similar pattern to 2022 Easter were fatal crashes increase from Thursday to Sunday.

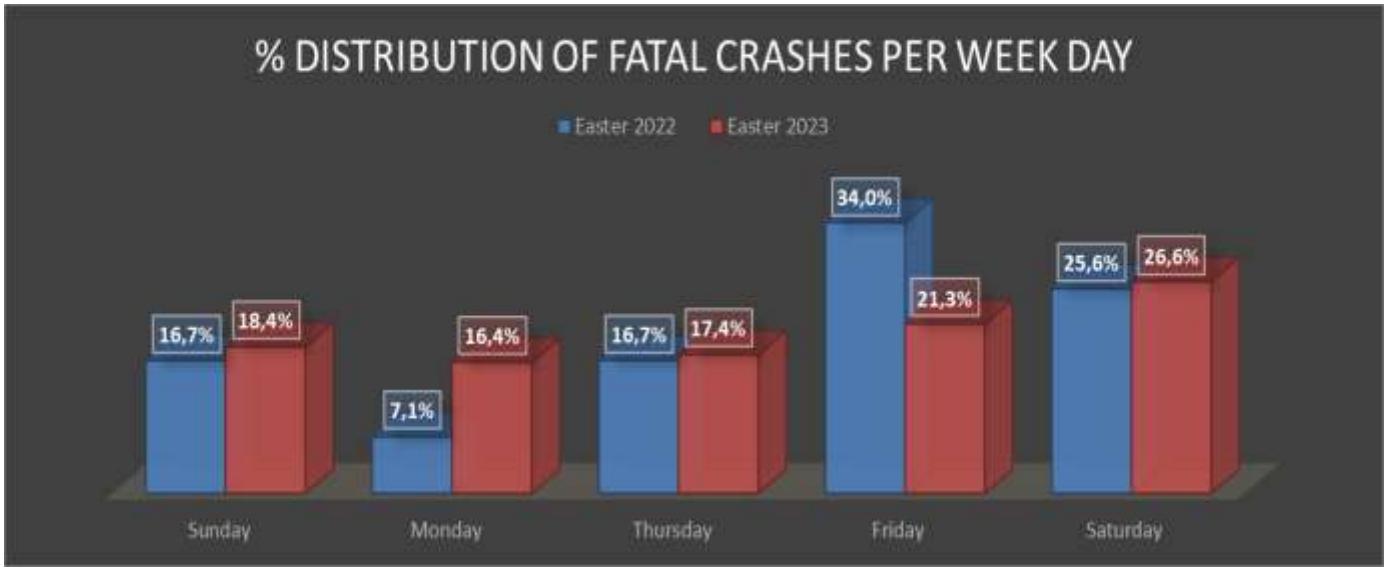


Figure 1: Percentage distribution of fatal crashes per day of week

3.1.2 Fatal Crashes per time of day

The percentage of fatal crashes per time of day for the period under review is reflected on the graph below.

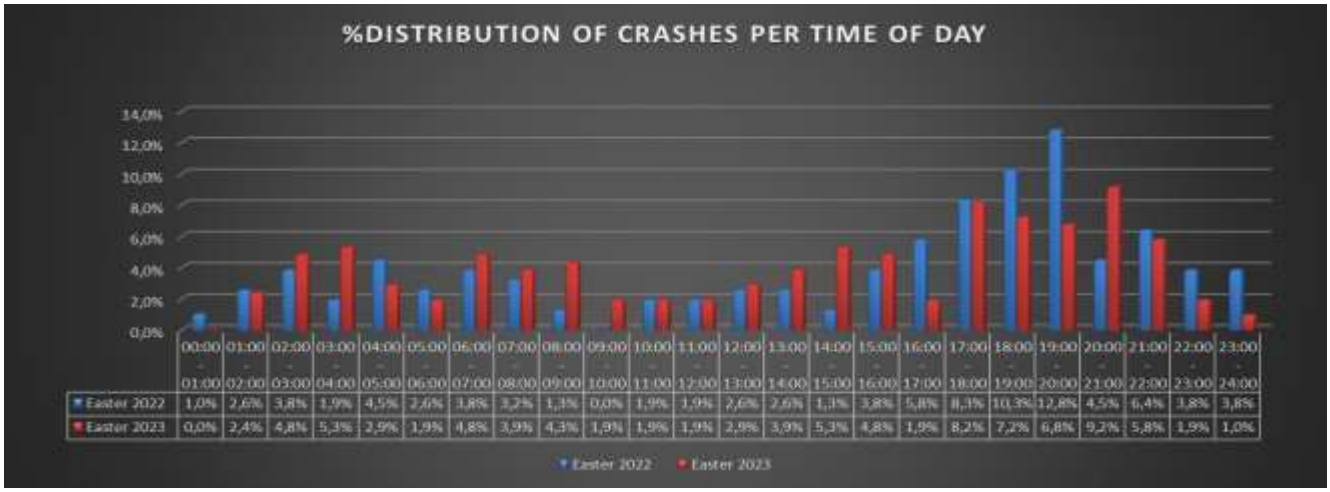


Figure 2: Percentage distribution of fatal crashes per time of day

36% of fatal crashes occurred during the time period 17:00 and 21:00 during the 2022 Easter period, 32% occurred during the same period. Another 10% of fatal crashes occurred between 2:00 and 4:00 during the 2023 Easter period.

3.1.3 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type is reflected in the figure below.

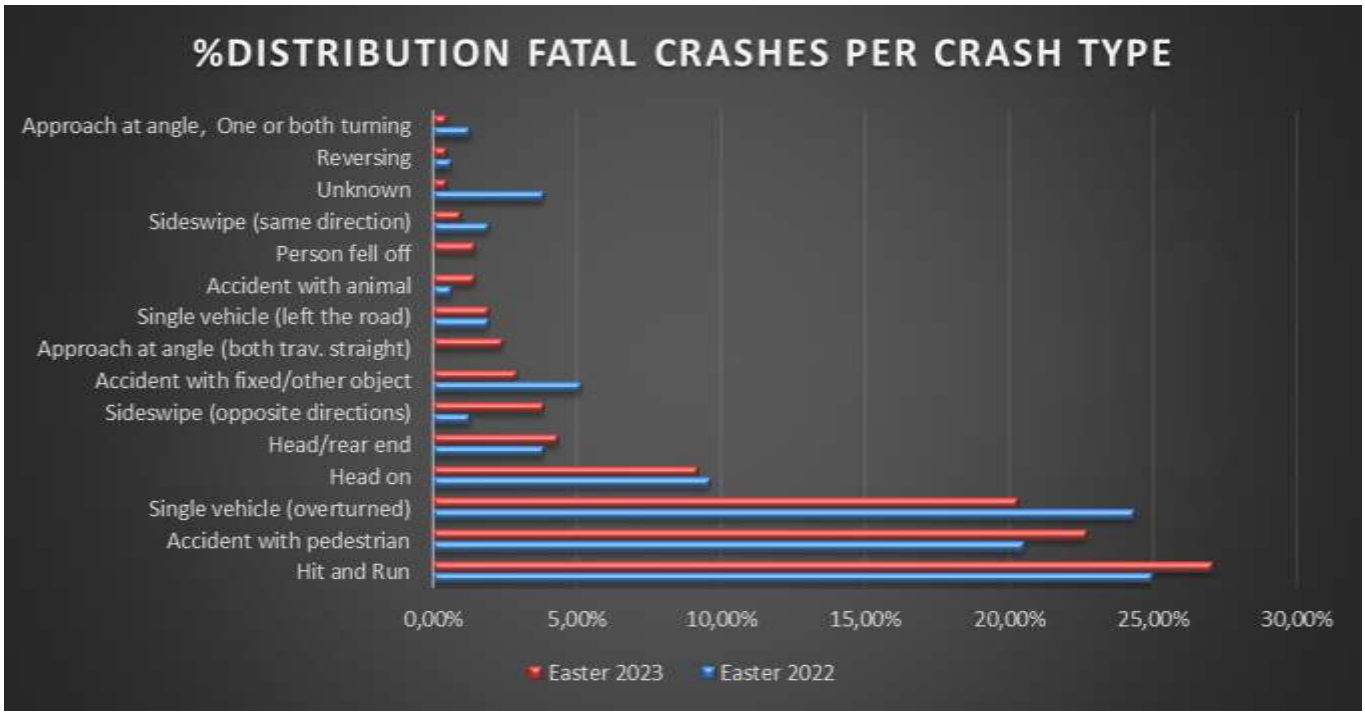


Figure 3: Percentage distribution of fatal crashes per crash type

The figure above graph shows the top three crash types over the Easter period have been hit and run, accident with pedestrians and single vehicle overturn. In 2023 hit and runs and accident with pedestrians contributed 48% of fatal crashes and in 2022 46%.

3.1.4 Fatal crashes per vehicle type

The percentage contribution of various vehicles involved in the fatal crashes are reflected in the figure below.

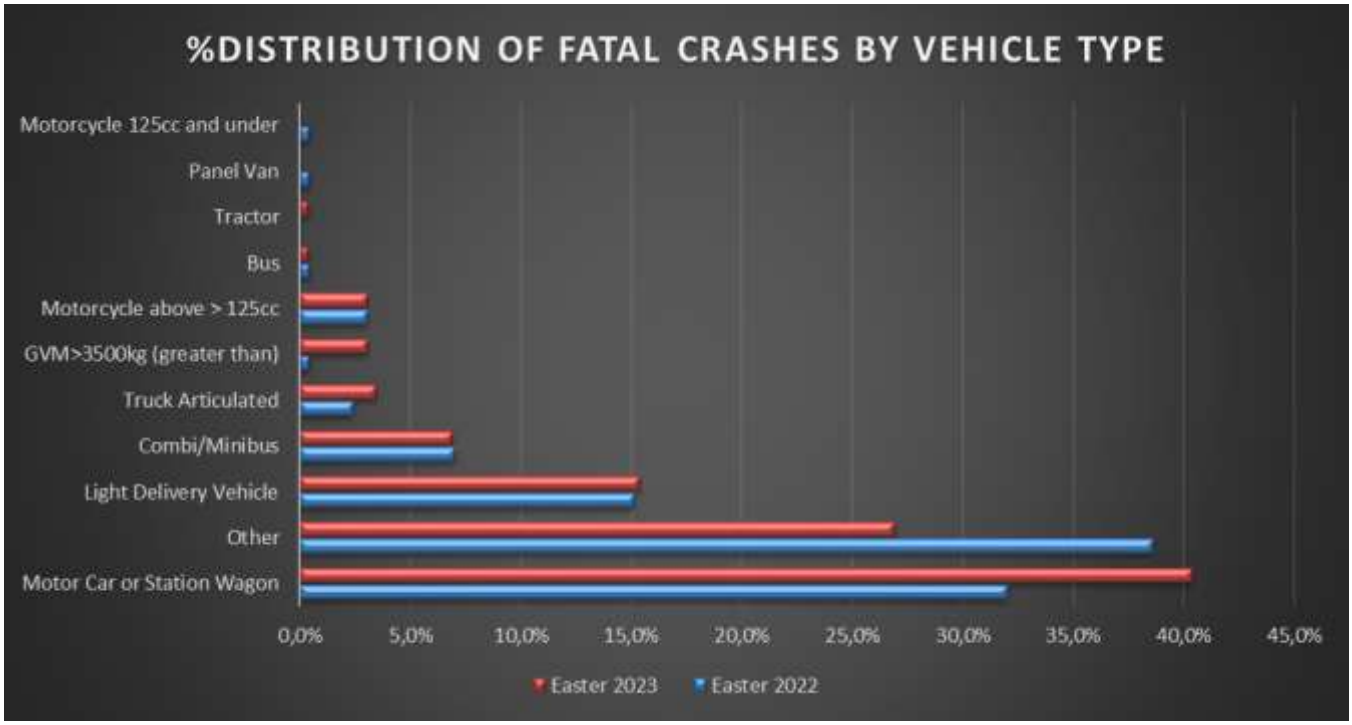


Figure 4: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed to fatal crashes were motorcars and light delivery vehicles. Motor cars contributed 32% in 20222 and 40% in 2023. Light delivery vehicles remained at 15% contribution.

3.2 Contributory factors

The contributory factors for fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that

are valid for all users); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and environment (include limited visibility, poorly marked roads, missing road signs, sudden changes in road infrastructure, gravel road, the state of the road and weather conditions).

The graph shows trends for contributory factors for the two Easter Periods 2022 and 2023. Human factors remain a challenge compared to other factors. Human factors contributed 92.6% in 2023 compared to 85.5% 2022. Roads and environmental factors contributed 4.3% and 3.0% respectively in 2023.

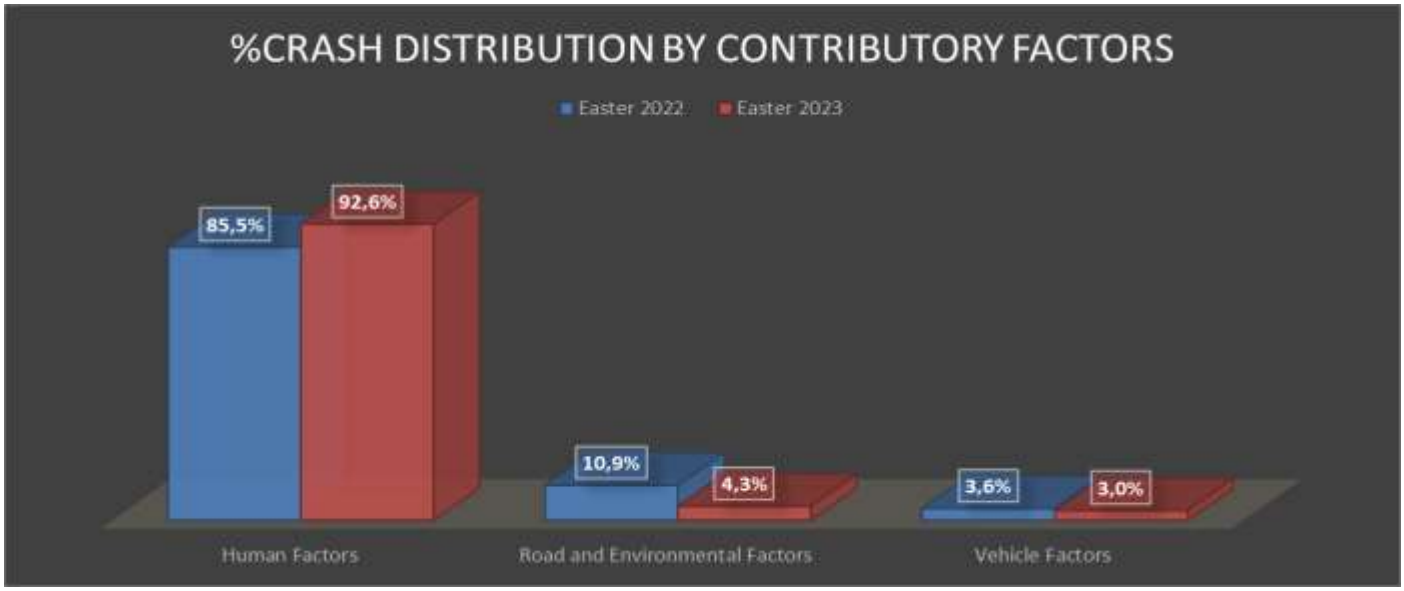


Figure 5: Comparison of contributory factors

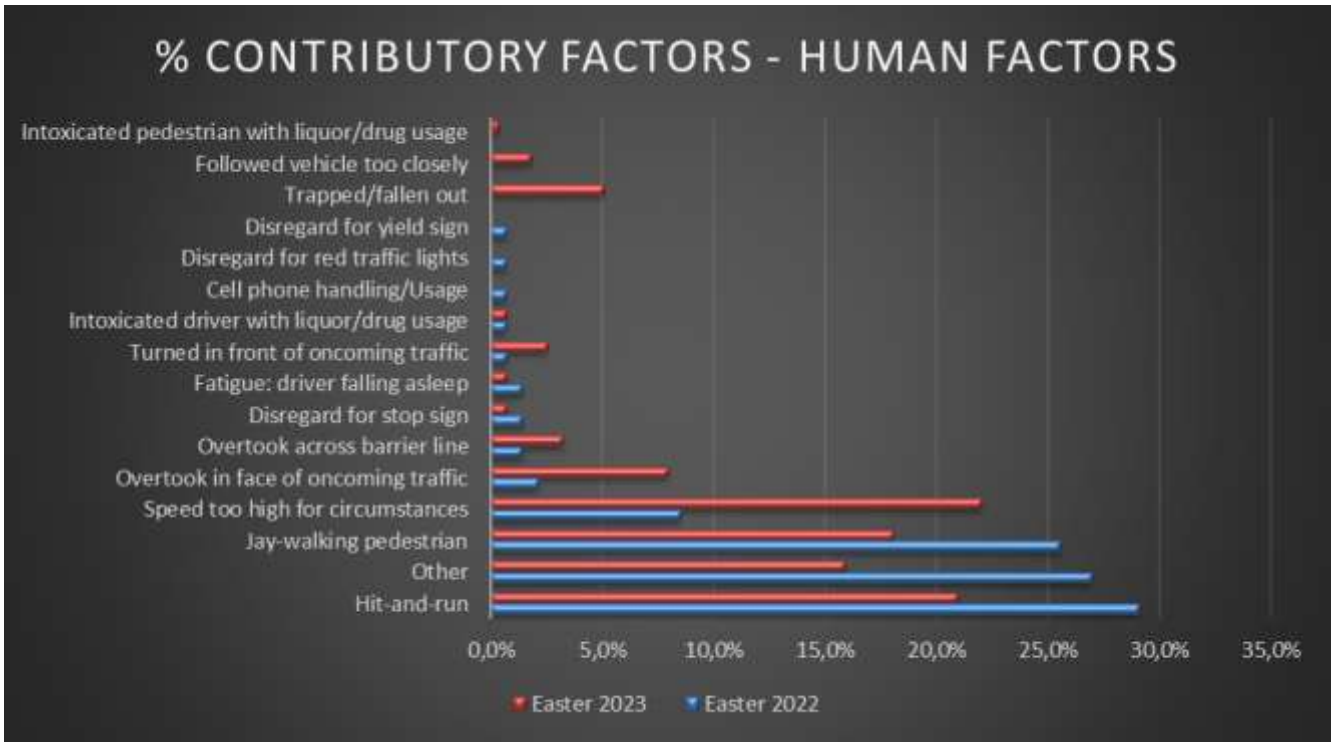


Figure 6: Percentage distribution of human factors

The graph above shows that Hit-and-Run and Jay-Walking were the highest contributors to fatal crashes at 29% and 26% in 2022. In 2023 the highest contributors to fatal crashes on human factors were over speeding for circumstances at 22% and hit-and-runs at 21%.

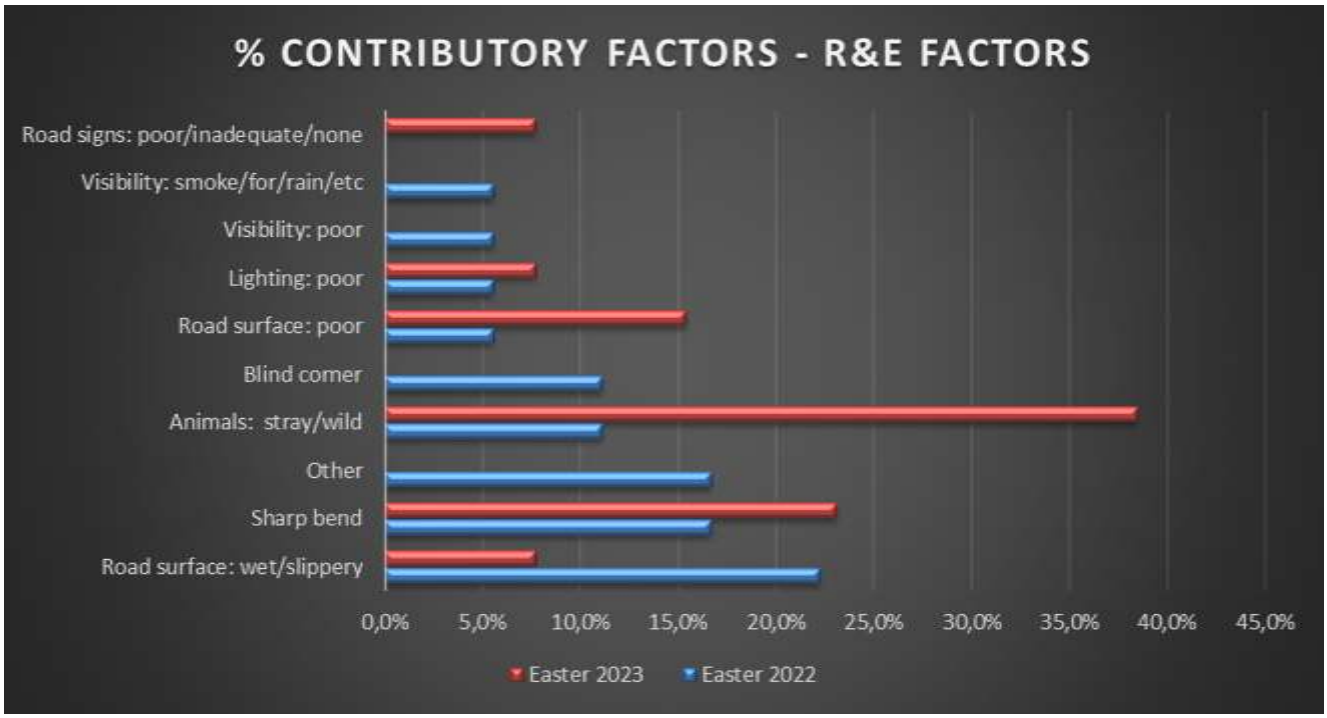


Figure 7: Percentage distribution of road and environmental factors

The above graph shows that during 2022 the highest factors that contributed to the fatal crashes in the road and environmental factors were road surface being wet and sharp bends with 22% and 17% respectively. During 2023 the highest factors in the road and environmental category Stay or wild animals and sharp bends.

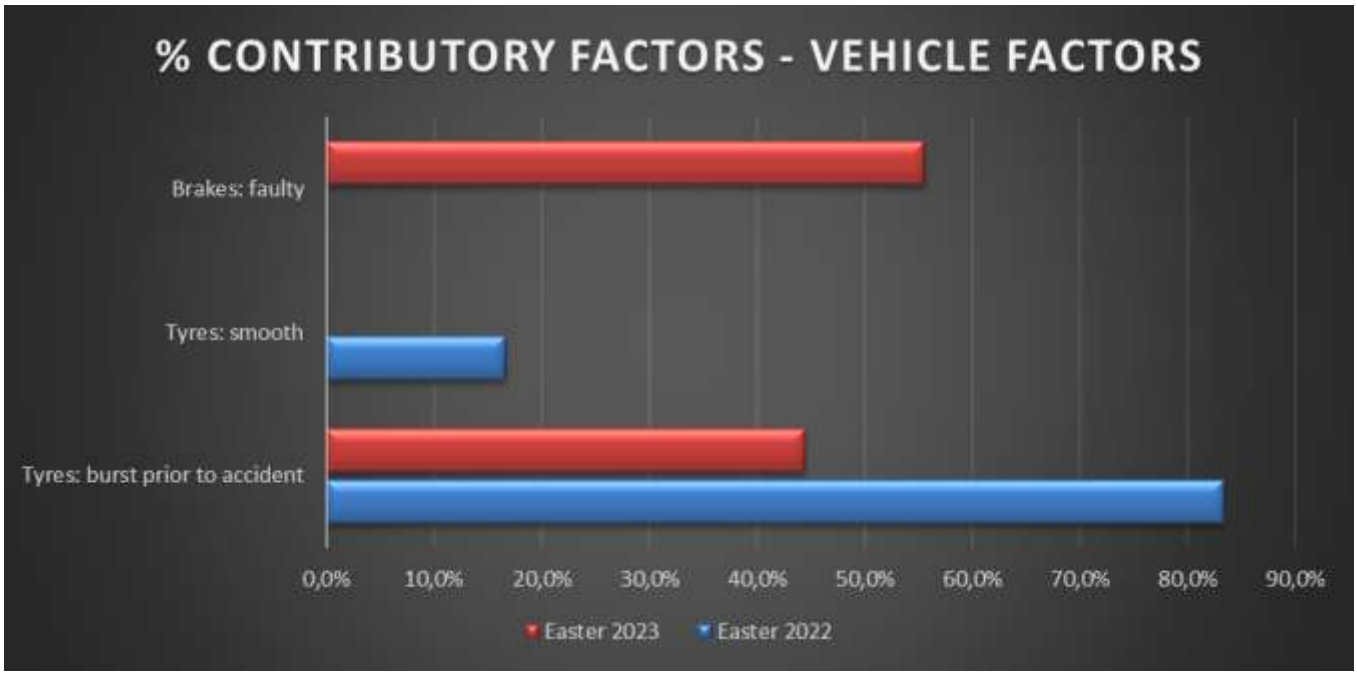


Figure 8: Percentage distribution for vehicle factor

The above graph shows that tyre bursts and smooth tyres were the highest contributors to fatal crashes in the vehicle factors category during Easter 2022. During the 2023 Easter period faulty brakes and tyre bursts were the highest contributors to fatal crashes in the vehicle factors category.

4. ROAD FATALITIES ANALYSIS

The section covers data in relation to road fatalities. Fatalities are defined as when a person or persons are killed during or immediately after a crash, or death within 30 days after a crash happened as a direct result on such crash. This section will encompass the number of fatalities and percentage distribution per road user, race, gender, and age.

4.1 Number of fatalities per province

FATALITIES PER PROVINCE										
PERIOD	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Easter 2022	26	9	27	22	25	14	4	16	41	**184**
Easter 2023	41	20	43	51	41	17	4	8	27	**252**
Change	15	11	16	29	16	3	0	-8	-14	68
% Change	58%	122%	59%	132%	64%	21%	0%	-50%	-34%	37%

Table 2: Comparison of fatalities per province for the two Easter periods

The table above shows a comparison of fatalities per province for the two Easter periods. The number of fatalities increased by 37% from 184 in 2022 to 252 in 2023. North-West and Western Cape were the only provinces that recorded a decrease in fatalities at 50% and 34% respectively during Easter 2023. The highest increase was Kwa-Zulu Natal at 132% followed by Free State at 122%.

4.2 Number of Fatalities per Road User Group, gender, and race

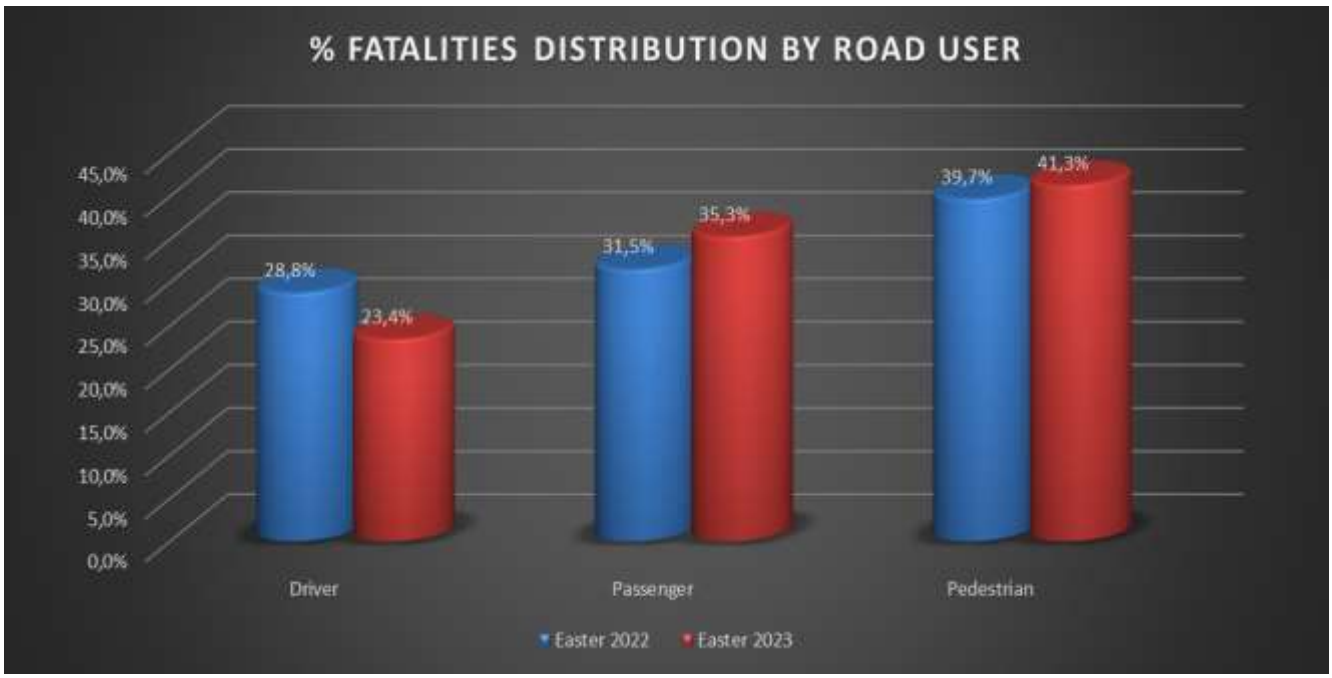


Figure 9: Percentage distribution of fatalities per road user group

The percentage distribution of fatalities per road user group are reflected in the above graph. During the period under review pedestrians contributed 41% compared to 40% in the Easter 2022. Passenger fatalities were at 35% in 2023 and 32% in 2022 and driver fatalities were 23% in 2023 and 29% in 2022.

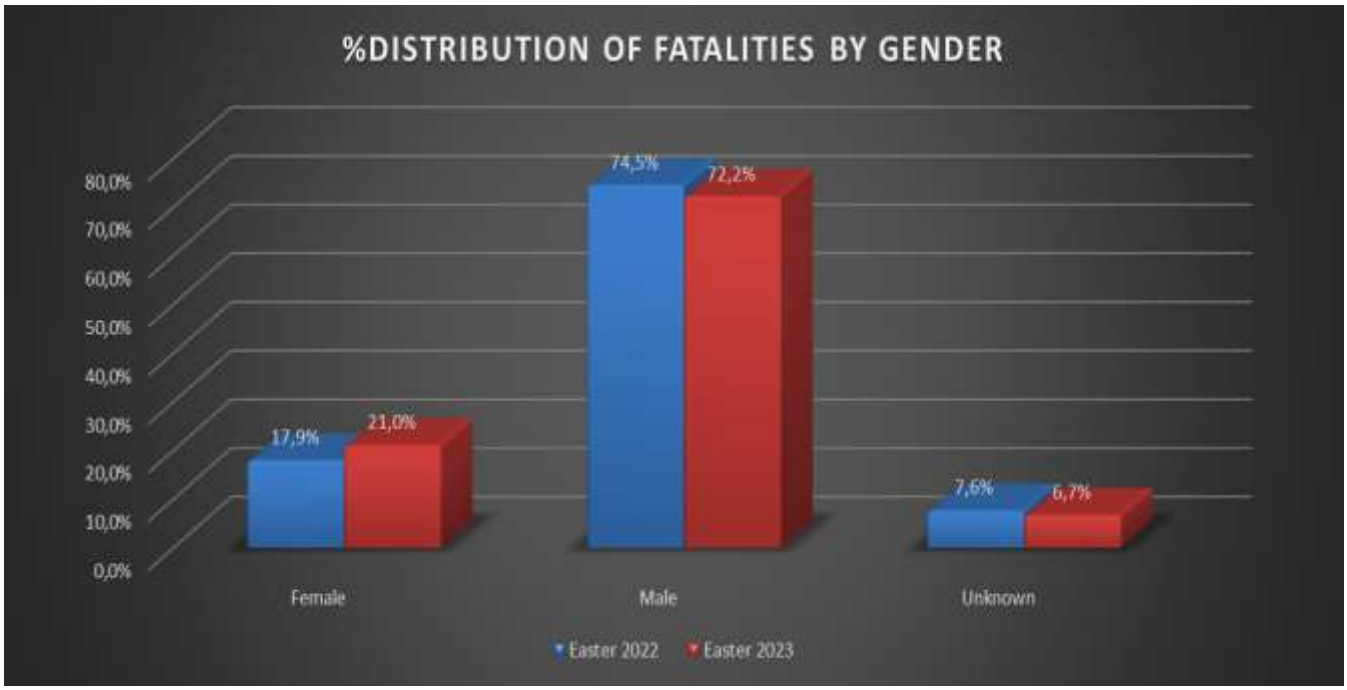


Figure 10: Percentage distribution of fatalities per gender

The above graph shows trends of fatalities per gender for the Easter Periods 2022 and 2023. The figures show that male road fatalities remain high.

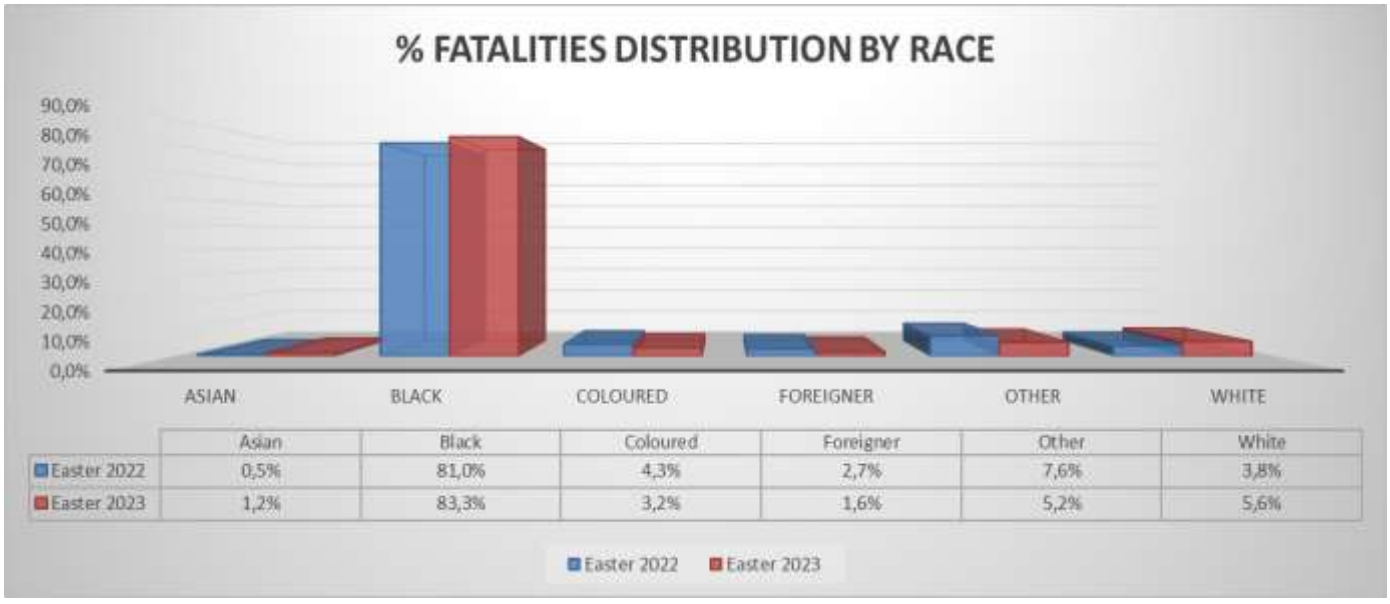
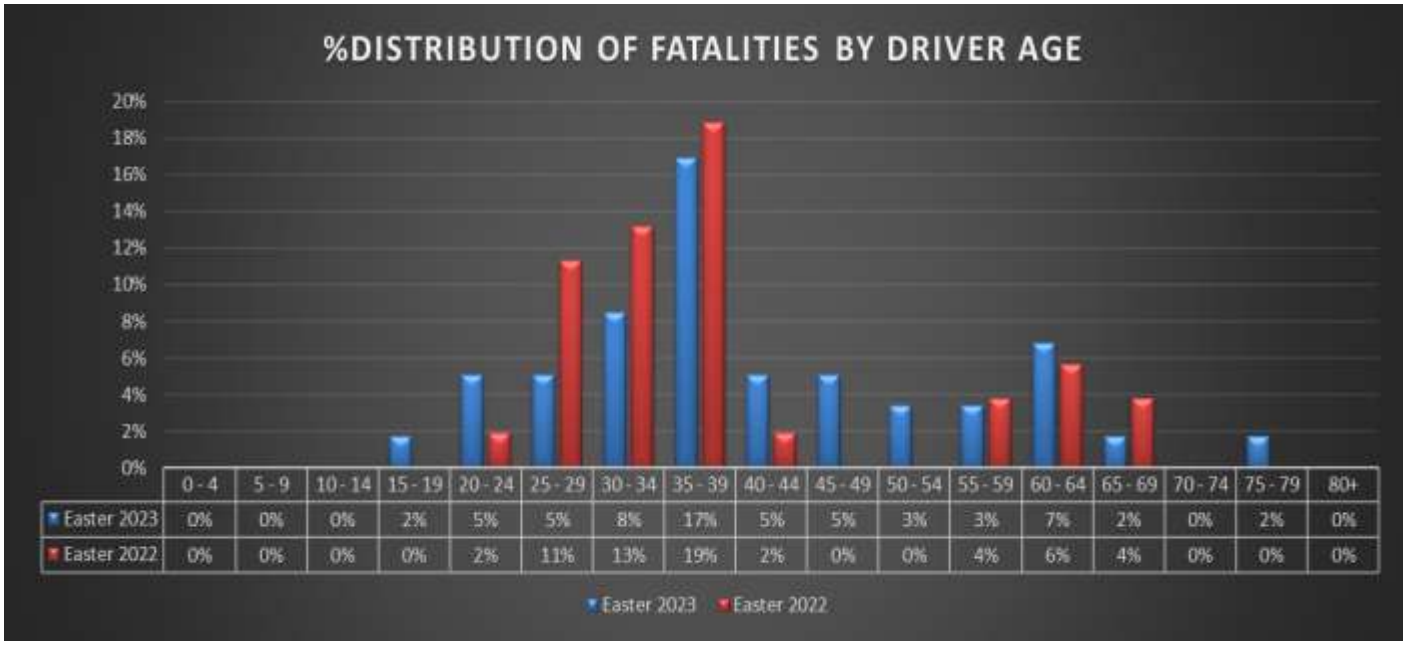


Figure 11: Percentage distribution of fatalities per race

The above graph shows trends for fatalities per race for the two Easter periods. At least 80% of road fatalities for both Easter periods were blacks.

4.3 Road user group fatalities per age group

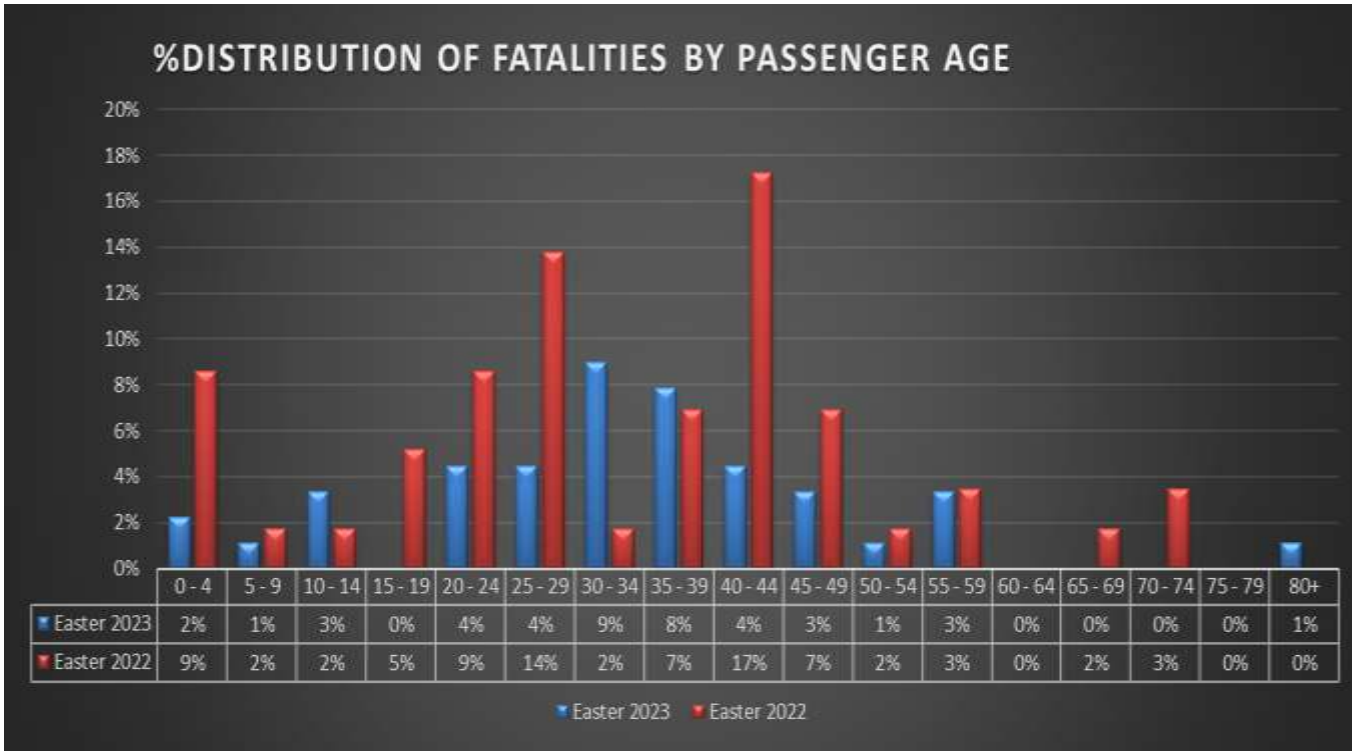
The graphs below provide information regarding fatalities per age and per road user type for 2022 and 2023 Easter periods. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists).



	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80+
Easter 2023	0%	0%	0%	2%	5%	5%	8%	17%	5%	5%	3%	3%	7%	2%	0%	2%	0%
Easter 2022	0%	0%	0%	0%	2%	11%	13%	19%	2%	0%	0%	4%	6%	4%	0%	0%	0%

Figure 12: Percentage distribution of fatalities per age for drivers

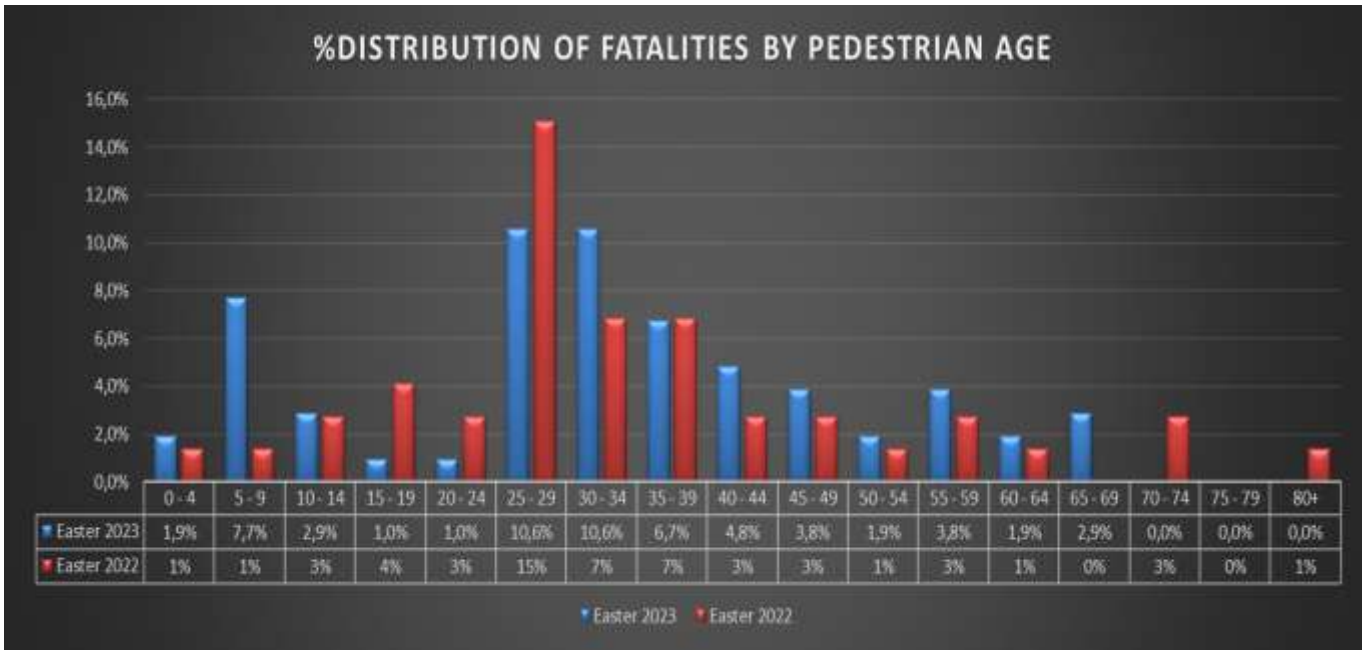
The above graph shows that most fatalities for drivers were in the age range 25 to 39 years for both years. This age range contributed 43% of all driver fatalities during Easter 2022 and 31% during Easter 2023.



	0 - 4	5 - 9	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
Easter 2023	2%	1%	3%	0%	4%	4%	9%	8%	4%	3%	1%	3%	0%	0%	0%	0%	1%
Easter 2022	9%	2%	2%	5%	9%	14%	2%	7%	17%	7%	2%	3%	0%	2%	3%	0%	0%

Figure 13: Percentage distribution of fatalities per age for passengers

The above graph shows that most fatalities for passengers were in the age range 25 to 39 years for both years. This age range contributed 22% of all passenger fatalities during Easter 2022 and 21% during Easter 2023.



	0 - 4	5 - 9	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
Easter 2023	1,9%	7,7%	2,9%	1,0%	1,0%	10,6%	10,6%	6,7%	4,8%	3,8%	1,9%	3,8%	1,9%	2,9%	0,0%	0,0%	0,0%
Easter 2022	1%	1%	3%	4%	3%	15%	7%	7%	3%	3%	1%	3%	1%	0%	3%	0%	1%

Figure 14: Percentage distribution of fatalities per age for pedestrians

The above graph shows that most fatalities for pedestrians were in the age range 25 to 39 years for both years. This age range contributed 29% of all pedestrians fatalities during Easter 2022 and 28% during Easter 2023.

SECTION B

1. INTRODUCTION

The section covers the vehicle population and human mobility data, as well as driver population. The vehicle population data will encompass the number of registered vehicles inclusive of the status of their roadworthiness and licencing, as well as human mobility in terms of the number of persons per vehicle. The driver population data covers the number of registered drivers including the status and categories of licences.

2. VEHICLE POPULATION

2.1 Number of Registered Vehicles

The number of registered vehicles decreased by 10 161 (0.08%) from 13 033 995 on 31 March 2022 to 13 023 834 vehicles as on the 31 March 2023. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered Mar-22	Number registered Mar-23	Change	% Change	% of Group Mar-22	% of Total Mar-23
Motorised Vehicles						
Motorcars	7 707 210	7 727 988	20778	0,27%	65,57%	59,34%
Minibuses	351 426	350 680	-746	-0,21%	2,98%	2,69%
Buses	64 106	64 298	192	0,30%	0,55%	0,49%
Motorcycles	350 038	347 621	-2417	-0,69%	2,95%	2,67%
LDV's - Bakkies	2 684 247	2 670 338	-13909	-0,52%	22,66%	20,50%
Trucks	390 403	386 641	-3762	-0,96%	3,28%	2,97%
Other & Unknown	253 144	237 504	-15640	-6,18%	2,02%	1,82%
Total Motorised	**11 800 574**	**11 785 070**	**(15 504)**	**-0,13%**	**100,00%**	**90,49%**
Towed Vehicles						
Caravans	97 635	95 669	(1 966)	-2,01%	7,72%	0,73%
Heavy Trailers	223 157	226 291	3 134	1,40%	18,27%	1,74%
Light Trailers	898 247	889 240	(9 007)	-1,00%	71,78%	6,83%
Other & Unknown	14 382	27 564	13 182	91,66%	2,23%	0,21%
Total Towed	**1 233 421**	**1 238 764**	**5 343**	**0,43%**	**100,00%**	**9,51%**
All Vehicles	**13 033 995**	**13 023 834**	**-10 161**	**-0,08%**		**100,00%**

Table 3: Number of registered vehicles per type

The table above shows that the highest percentage change within the motorized vehicles category is the reduction of other and unknown vehicles. Buses increased by.3% followed by motorcars at .27% increase. All other motorized vehicles decreased.

The total motor vehicle population per Province for March 2022 and March 2023 is given in table and reflected in the figure below.

Number of Registered Vehicles per Province	Number registered Mar-22	Number registered Mar-23	Change	% Change	% of Total Mar-23
GP	4 999 007	4 997 033	(1 974)	-0,04%	38,37%
KZN	1 748 097	1 747 336	(761)	-0,04%	13,42%
WC	2 098 846	2 116 228	17 382	0,83%	16,25%
EC	869 062	857 643	(11 419)	-1,31%	6,59%
FS	651 374	646 258	(5 116)	-0,79%	4,96%
MP	933 099	923 790	(9 309)	-1,00%	7,09%
NW	663 174	662 205	(969)	-0,15%	5,08%
LP	776 606	779 682	3 076	0,40%	5,99%
NC	294 730	293 659	(1 071)	-0,36%	2,25%
RSA	**13 033 995**	**13 023 834**	**(10 161)**	**-0,08%**	**100,00%**

Table 4: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Increases were in Western Cape 0.83% and Limpopo 0.4%, the rest of the provinces decreased in the number of registered vehicles.

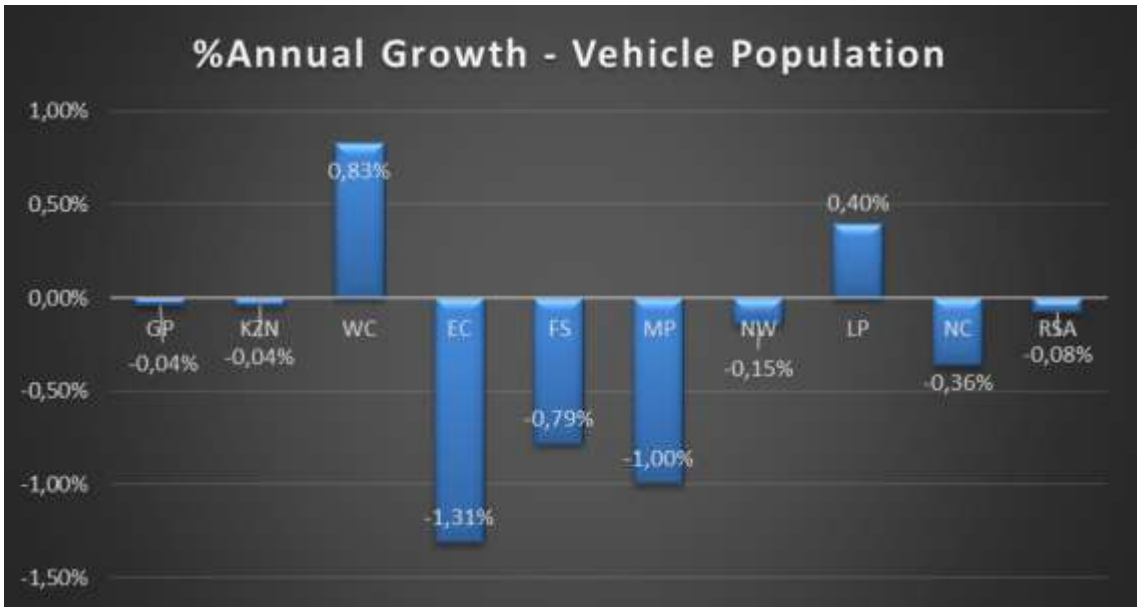


Figure 16: Percentage Annual Growth in Vehicle Population

The percentage vehicles registered per province as on 31 March 2023 is reflected in the figure below.

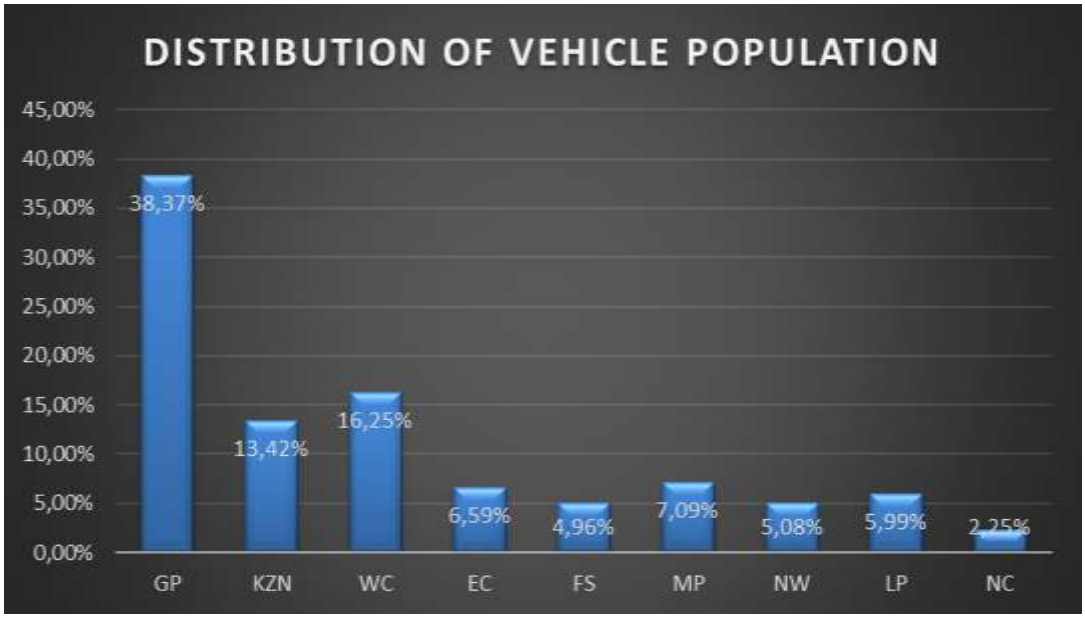


Figure 17: Percentage Vehicles Registered per Province

The information contained in the above graph shows that 38.37% of vehicles were registered in Gauteng, 16.25% in Western Cape and 13.42% in Kwa-Zulu Natal. 68.03% of registered vehicles are in these three provinces share a contribution of 68.03%, the remainder are in the other six provinces.

3. Driver Population

3.1 Learner Driving Licences

The number of learner driving licenses issued decreased by 11 075 (1.0%) from 1 102 285 end March 2022 to 1 091 210 end March 2023. Detail of the number of learner driving licenses issued per category is given in table below and graphically reflected in the graph below.

Number of Learner Licences Issued				
Category	**Mar-22**	**Mar-23**	**Change**	**% Change**
1	34 905	41 193	6 288	18,01%
2	202 545	203 099	554	0,27%
3	864 835	846 918	-17 917	-2,07%
Total	**1 102 285**	**1 091 210**	**(11 075)**	**-1,00%**

Table 5: Number of learner licences issued

Learner driving licences are categorised as follows:

- Category 1 : Motorcycle
- Category 2 : Light Motor Vehicle
- Category 3 : Heavy Motor Vehicle

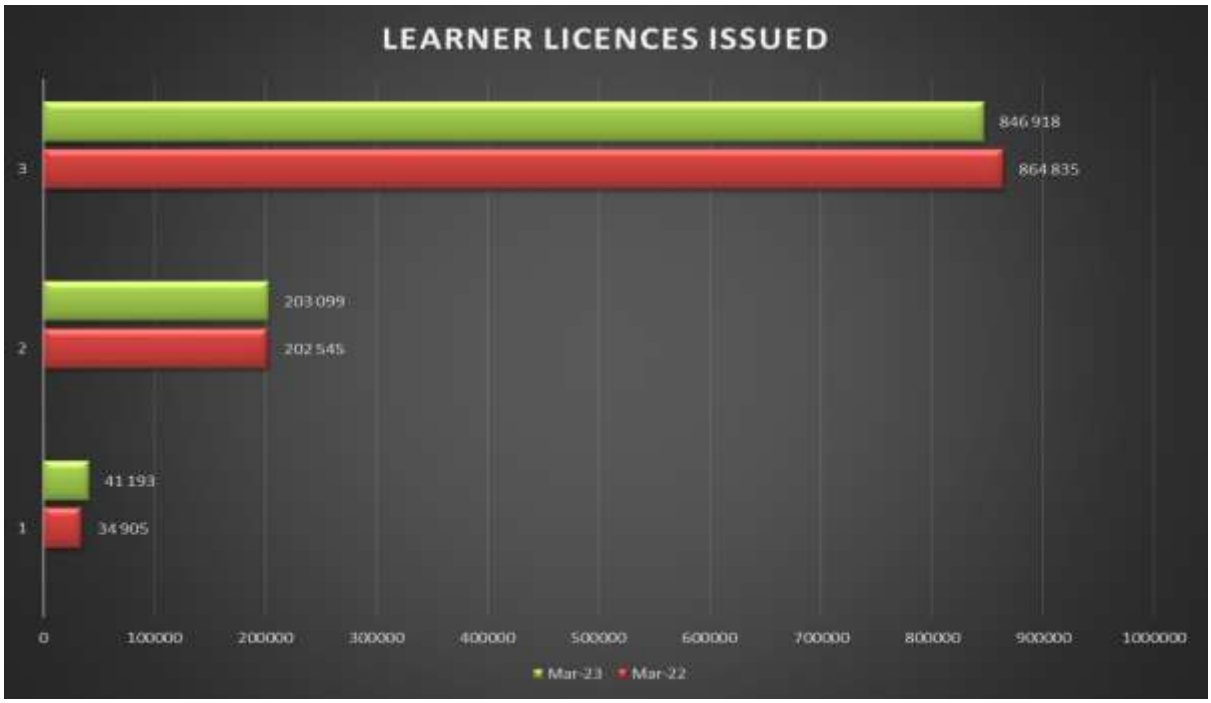


Figure 18: Number of learner licenses issues

The table and the figure above show that the highest increase of learners enrolled was for category 1 (motorcycle, 6 288 at 18.01%). The enrolment of category 3 (heavy motor vehicle) decreased as compared to the same period in the previous year.

Provincial breakdown of the learner license enrolment and the percentage change are given in the table below reflected in the graph.

Number of Learners Licences Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Mar-22	332 568	186 849	164 108	79 275	55 902	104 768	60 730	93 733	24 352	**1 102 285**
Mar-23	349 018	207 816	176 342	51 207	49 720	92 337	50 022	94 402	20 346	**1 091 210**
Change	16 450	20 967	12 234	-28 068	-6 182	-12 431	-10 708	669	-4 006	**(11 075)**
% Change	4,95%	11,22%	7,45%	-35,41%	-11,06%	-11,87%	-17,63%	0,71%	-16,45%	**-1,00%**

Table 6: Number of learners licences issued per province

Four provinces recorded increases with the highest percentage increase being Kwa-Zulu Natal at 11.22% followed by Western Cape at 7.45%. The highest percentage decrease was Eastern Cape at 35.41%.

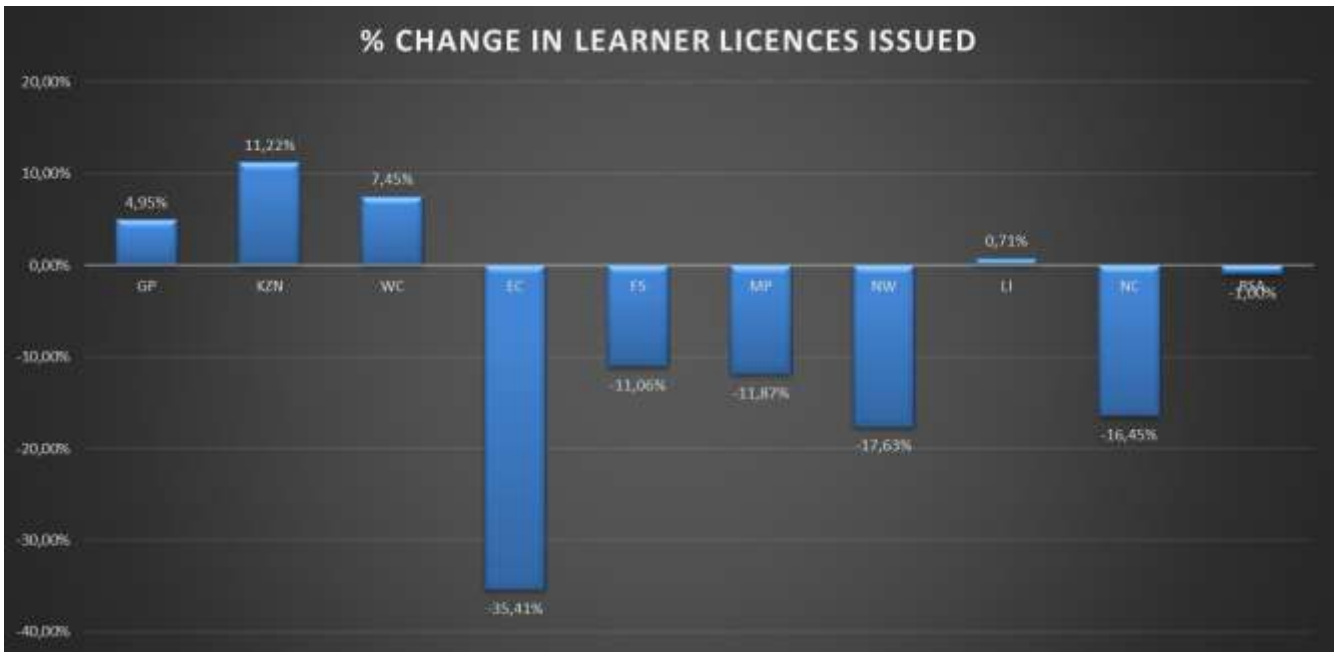


Figure 19: Percentage change in learner licenses issued per province

3.2 Driving Licences Issued

3.2.1 Number of Driving Licenses Issued

The number of driving licenses issued increased by 476 135 (3,27%) from 14 538 687 on 31 March 2022 to 15 014 802 as of 31 March 2023. Details on the number of driving licenses issued per category is given in table and graphically reflected in the figure below.

Number of Driving Licences Issued				
Category	**Mar-22**	**Mar-23**	**Change**	**% Change**
A	506 770	514 055	7 285	1,44%
A1	122 502	122 447	(55)	-0,04%
B	3 286 384	3 388 522	102 138	3,11%
C	24 956	25 431	475	1,90%
C1	5 139 098	5 445 768	306 670	5,97%
EB	3 648 504	3 651 480	2 976	0,08%
EC	1 227 806	1 285 421	57 615	4,69%
EC1	582 667	581 678	(989)	-0,17%
Total	**14 538 687**	**15 014 802**	**476 115**	**3,27%**

Table 7: Number of driving licences issued

Driving licenses:

A	Motorcycle > 125 cub.cm	**A1**	Motorcycle < 125 cub.cm	**B**	Motor vehicle < 3,5000 kg
C	Motor vehicle > 16,000 kg	**C1**	Motor vehicle 3,500 – 16,000 kg	**EB**	Articulated motor vehicle <16,000 kg
		EC	Articulated vehicle > 16,000 kg	**EC1**	Articulated vehicle 3,500 – 16,000 kg

Figure 15: Number of driving licenses issued

The highest percentage change was in the C1 category 5.97% increase followed by EC at 4.69% then B at 3.11%.

The number and percent of driving licenses issued per category at the end of March 2023 is reflected in the table below.

Number of Driving Licences Issued			
ategory	**Description**	**Number**	**%**
A	Motorcycle > 125 cub.cm	514 055	3,42%
A1	Motorcycle < 125 cub.cm	122 447	0,82%
B	Motor vehicle < 3,5000 kg	3 388 522	22,57%
C	Motor vehicle >16,000 kg	25 431	0,17%
C1	Motor vehicle 3,500 - 16,000 kg	5 445 768	36,27%
EB	Articulated motor vehicle < 16,000 kg	3 651 480	24,32%
EC	Articulated vehicle > 16,000 kg	1 285 421	8,56%
EC1	Articulated vehicle 3,500 - 16,000 kg	581 678	3,87%
Total		**15 014 802**	**100,00%**

Table 8: Number and percentage of driving licences issued per category

Provincial information including percentage changes are given in the table and graph below.

Number of Driving Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Mar-22	5 081 144	2 332 828	2 172 732	1 059 217	704 466	1 100 111	680 929	1 138 229	269 031	**14 538 687**
Mar-23	5 260 211	2 412 612	2 240 097	1 084 152	720 097	1 139 627	700 269	1 180 939	276 798	**15 014 802**
Change	179 067	79 784	67 365	24 935	15 631	39 516	19 340	42 710	7 767	**476 115**
% Change	3,52%	3,42%	3,10%	2,35%	2,22%	3,59%	2,84%	3,75%	2,89%	**3,27%**

Table 9: Number of driving licences issued per province

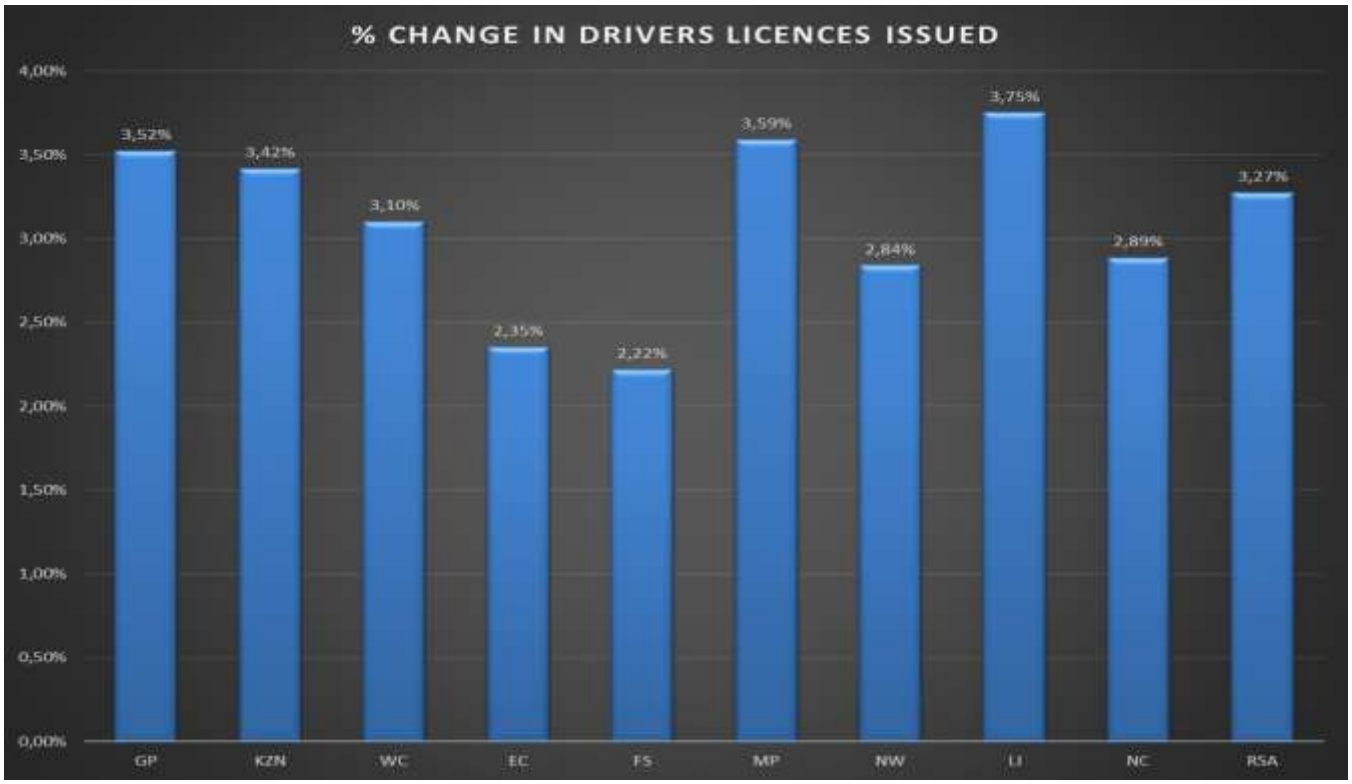


Figure 16: Percentage change in driving licenses issued

All the provinces had increases in the number of driving licenses as shown in the table and figure above. Limpopo had 3.75% increase, Mpumalanga 3.59% Gauteng 3.52%.

3.3 Professional Driving Permits Issued

3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 194 098 (20.78%) from 933 894 on 31 March 2022 to 1 127 992 on 31 March 2023. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	**Mar-22**	**Mar-23**	**Change**	**% Change**
G	5 613	6 646	1 033	18,40%
P G	880 394	1 067 085	186 691	21,21%
D G	136	158	22	16,18%
D P G	47 751	54 103	6 352	13,30%
Total	**933 894**	**1 127 992**	**194 098**	**20,78%**

Table 10: Number of PrDP's issued

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

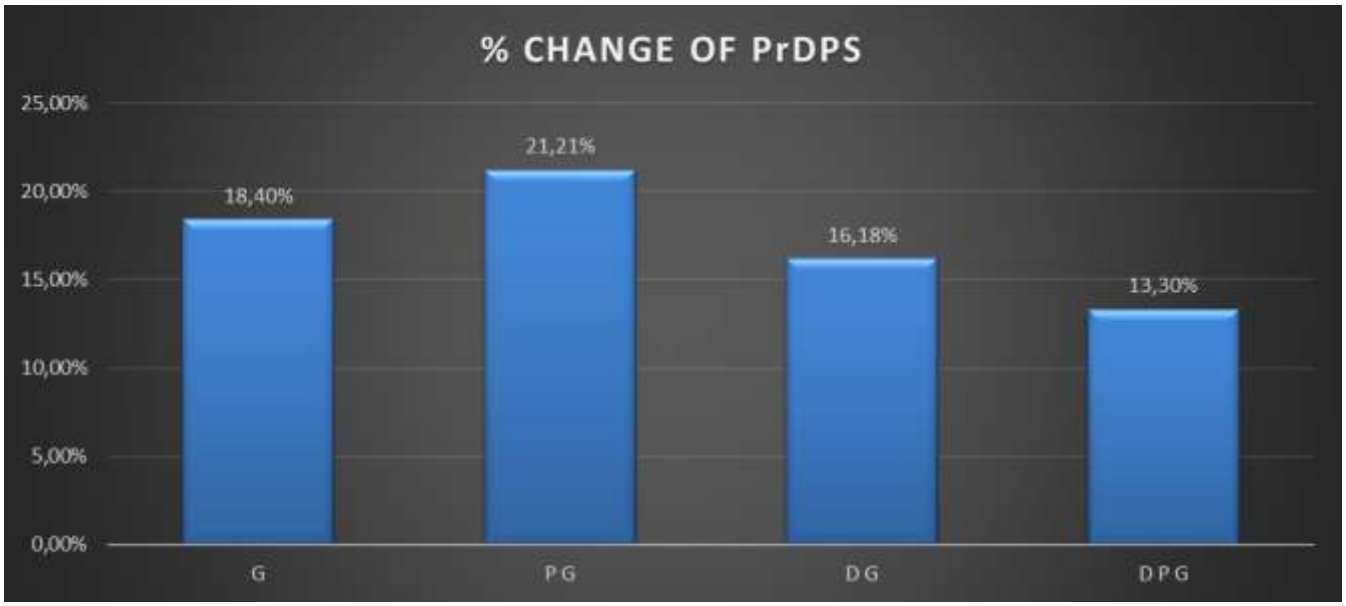


Figure 17: Number of PrDP's issued

All categories increased with the highest increase being of Passengers and Goods at 21.21% followed by Goods at 18.40%.

Provincial information in contained in the table and graph below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Mar-22	257628	170932	133013	71942	52369	92307	44212	88112	22379	**932 894**
Mar-23	319 048	209 505	159 212	83 421	61 376	107 898	61 212	99 087	27 233	**1 127 992**
Change	61 420	38 573	26 199	11 479	9 007	15 591	17 000	10 975	4 854	**195 098**
% Change	23,84%	22,57%	19,70%	15,96%	17,20%	16,89%	38,45%	12,46%	21,69%	**20,91%**

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

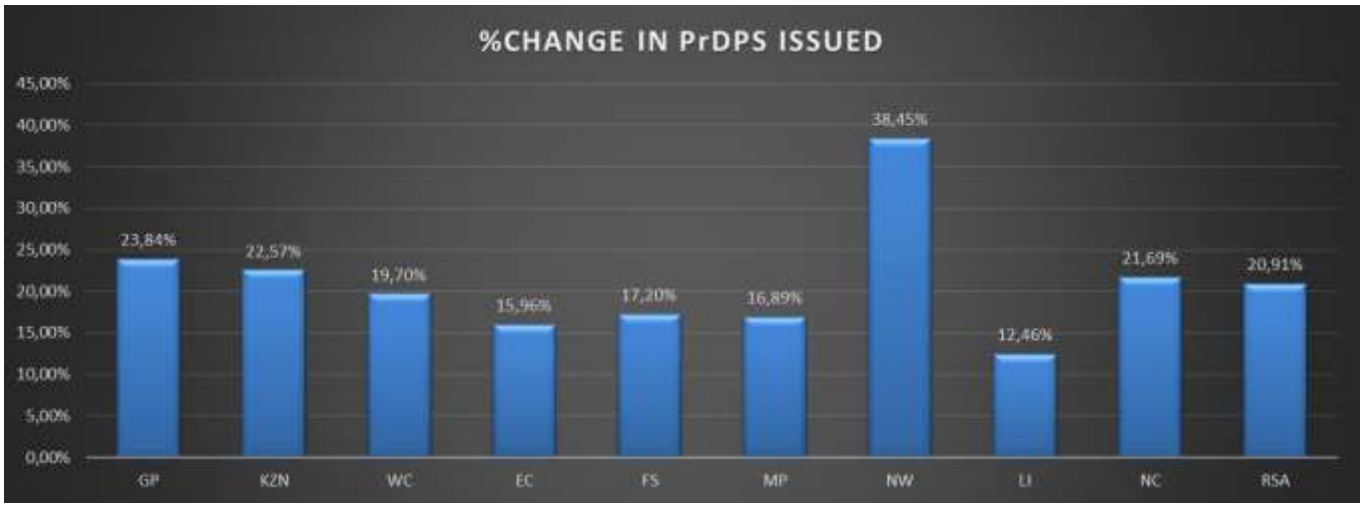


Figure 18: Percentage in PrDP's issued

At a provincial level, all provinces have increased the issuing of PrDP's. Gauteng has the highest numerical increase of PrDP's followed by Kwa-Zulu Natal then Western Cape. North West has the highest percentage increase then Gauteng, Kwa-Zulu Natal.

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