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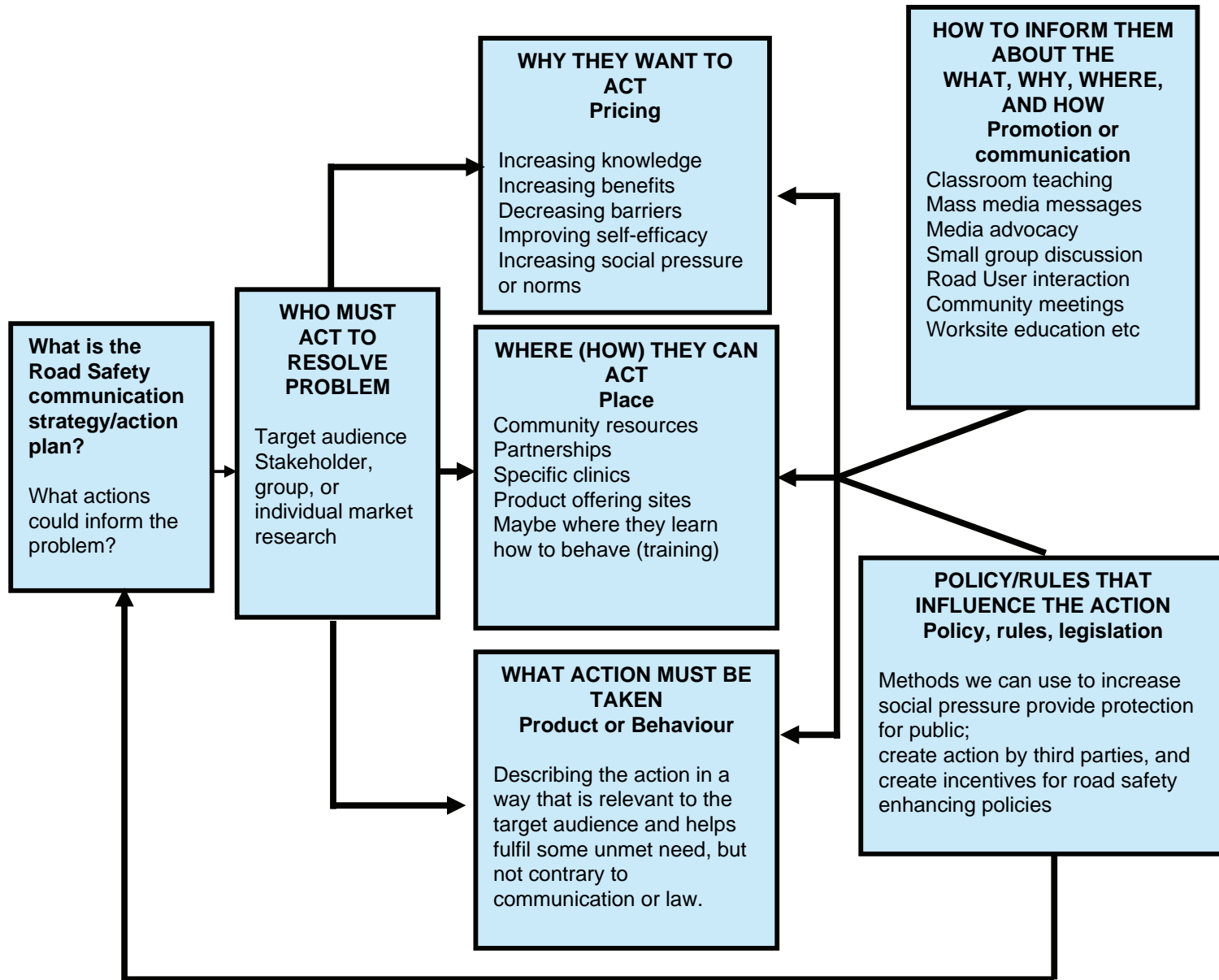
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APPENDIX A

A RESTRUCTURED SOCIAL MARKETING FRAMEWORK

It is appropriate at this stage to view the adopted social marketing model in Figure 8.6.1 below.

Figure 8.6.1: Final proposed Social Marketing model for communicating road safety in South Africa



8.6.1 Final adopted social marketing model for communicating road safety in South Africa (Adopted from: Kirby, 1995, restructured by Eddie Thebe according to the findings of this study).

8.6.2 Discussion of Social Marketing model for communicating Road Safety Strategies in South Africa: the FIVE P's of Marketing

The domains of influence to consider when planning intervention activities for reaching target audiences from multiple perspectives.

These five domains, known as the Five P's of marketing, include: **price, place, product and promotion, policy and public** (target audience) are discussed below.

i) **Price**

One of the Five P's of marketing is "**price**" which refers to costs (financial, emotional, psychological, or time) or barriers the audience members face in making the desired behaviour change. Price leads to the planning of interventions that reduce the costs of the desired behaviour or increase the costs of the competing risk behaviour. For example, training drivers in techniques for reducing road accidents (e.g., wages determined by many loads) offering a prepaid lunch and soft drinks at an interval of two hundred (200) kilometres to address barriers of lack of time and convenience of resting, or deducting accidents costs from the drivers wages to cover the increased financial costs of repairs.

ii) **Place**

Another one of the Five P's of marketing is 'place' which mean where and when the target audience will perform the desired behaviour, access program products/services, or think about the proposed road safety issue. It leads to the offering of services or products in a location and manner that it is convenient and pleasant for the target audience. It also leads to offer information when and where the audience is already thinking about the specific issue. For example, intervention may include offering road safety information on a restaurant menu or grocery store food shelf or placing recent road accidents statistic in bus or taxi stops.

iii) Product

One of the Five P's of marketing is 'product' which refers to the desired behaviour and associated benefit you are asking the audience to do, and tangible objects or services that support or facilitate behaviour change. For example, offered a free motor vehicle inspection on quarterly or semester basis with the benefit that you are more likely to be able to reach your destinations safely or provide a quality services to your clients.

iv) Promotion

Again, one of the Five P's of marketing is "Promotion", which includes the communication messages, materials, channels and activities that will effectively reach an audience to promote the benefits of the behaviour change as well as the product, price and place features of the program. Messages may be delivered through public relations, advertising, printed material, small groups or one-on-one activities (for example mentoring, counselling, workshops) and other media. Promotion leads to consideration of the type of media the target audience is likely to attend to, when and where they will attend to the (Road Safety) messages and the characteristics of the communication.

v) Policy

Policy is an add-on to the Four P's of marketing. 'Policy' refers to the consideration of the laws or regulations that influence the behaviour intended to change. This can include those laws or penalties to be used or enacted to further encourage(or discourage) the behaviour (such as rehabilitation of drunk driving) as well as understanding or changing policies or laws that may act as a barrier to such behaviour (such as convenient hospital location).

vi) Public (Target audience)

This element is not part of the P's but it does have some critical role in communication and therefore needs to be defined in relation to the adopted Social Marketing Model. The group that the Social Marketing Program seeks to reach, to engage and to influence is a selected portion (or segment) of a larger population that is directly affected by the problem, in this case, the Road Safety problem.

APPENDIX B

All persons			Males			Females		
Rank	Cause of death	Deaths	Rank	Cause of death	Deaths	Rank	Cause of death	Deaths
1	HIV/AIDS	165,859	1	HIV/AIDS	80,089	1	HIV/AIDS	85,770
2	Ischaemic heart disease	32,919	2	Homicide/violence	27,134	2	Stroke	18,184
3	Homicide/violence	32,485	3	Tuberculosis	19,806	3	Ischaemic heart disease	14,539
4	Stroke	32,114	4	Ischaemic heart disease	18,380	4	Lower respiratory infections	10,430
5	Tuberculosis	29,553	5	Stroke	13,930	5	Tuberculosis	9,748
6	Lower respiratory infections	22,097	6	Road Traffic Accidents	13,076	6	Hypertensive heart disease	9,458
7	Road Traffic Accidents	18,446	7	Lower respiratory infections	11,667	7	Diabetes mellitus	8,081
8	Diarrhoeal diseases	15,910	8	Diarrhoeal diseases	8,150	8	Diarrhoeal diseases	7,761
9	Hypertensive heart disease	14,233	9	Chronic obstructive pulmonary disease	8,102	9	Low birth weight	5,427
10	Diabetes mellitus	13,157	10	Low birth weight	6,449	10	Road Traffic Accidents	5,370

11	Chronic obstructive pulmonary disease	12,473	11	Trachea/ bronchi/ lung cancer	5,085	11	Homicide/violence	5,351
12	Low birth weight	11,876	12	Diabetes mellitus	5,076	12	Chronic obstructive pulmonary disease	4,372
13	Nephritis/ nephrosis	7,225	13	Suicide	4,866	13	Nephritis/ Nephrosis	3,505
14	Trachea/ bronchi/ lung cancer	7,173	14	Hypertensive heart disease	4,774	14	Cervix cancer	3,424
15	Asthma	6,987	15	Oesophageal cancer	3,886	15	Asthma	3,227
16	Suicide	6,370	16	Asthma	3,760	16	Septicaemia	3,057
17	Septicaemia	6,047	17	Nephritis/ nephrosis	3,720	17	Breast cancer	3,009
18	Oesophageal cancer	5,803	18	Cirrhosis of liver	3,704	18	Inflammatory heart disease	2,559
19	Cirrhosis of liver	5,672	19	Protein-energy malnutrition	3,039	19	Protein-energy malnutrition	2,471
20	Protein-energy malnutrition	5,511	20	Septicaemia	2,990	20	Trachea/ bronchi/ lung cancer	2,088
All causes		451,910	All causes		247,683	All causes		207,831

Road crashes in South Africa are the seventh largest contributor to deaths in the country which is comparable with other developing countries in the world. The World Bank estimates that should nothing effective be done, road crashes will rise to the second largest cause of deaths in SA by 2020.

Appendix C



***Road Traffic Report
for the Calendar Year
2009***



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1. Executive Summary

1.1		Vehicle Population, Fuel Sales and Distance Travelled
	1.1.1	The number of registered vehicles increased by 283 273 (3,04%) from 9 304 508 on 31 December 2008 to 9 587 781 vehicles on 31 December 2009.
	1.1.2	On a percentage basis the biggest change was for motorcycles which increased by 11,79% to 362 400, followed by buses which increased by 5,42% to 45 217 and light trailers which increased by 5,37% to 719 034.
	1.1.3	The total number of vehicles that are either un-roadworthy, un-licenced or both decreased by 93,043 (10,97%) from 848,426 vehicles at the end of December 2008 to 755,383 vehicles at the end of December 2009.
	1.1.4	The number of vehicles that are un-roadworthy (but licenced) increased by 51,609 (13,69%) from 377,105 vehicles at the end of December 2008 to 428,714 vehicles at the end of December 2009.
	1.1.5	The number of un-licenced vehicles decreased by 122,124 (29,41%) from 415,290 vehicles at the end of December 2008 to 293,166 vehicles at the end of December 2009.
1.2		Driver Population
	1.2.1	The number of learner driving licences issued increased by 70,836 (5,77%) from 1,227,206 at the end of December 2008 to 1,298,042 at the end of December 2009.
	1.2.2	The number of driving licences issued increased by 359,210 (4,25%) from 8,457,718 at the end of December 2008 to 8,816,928 at the end of December 2009.
	1.2.3	At the end of December 2009 there were a total of 1,116,038 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 12,66% of all driving licences issued.
	1.2.4	The number of Professional Driving Permits (PrDP's) issued increased by 38,038 (5,05%) from 752,916 at the end of December 2008 to 790,954 at the end of December 2009.
	1.2.5	At the end of December 2009 there were a total of 256,952 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS).

1.3		Fatal Road Crashes and Fatalities
	1.3.1	Over the 12-month period from 1 January 2009 to 31 December 2009 the number of fatal crashes increased by 52 (0,48%) from 10,805 crashes over the same period the previous year (2008) to 10,857 in 2009.
	1.3.2	Over the 12-month period from 1 January to 31 December 2009 the number of fatalities decreased by 107 (0,77%) from 13,875 fatalities over the same period the previous year (2008) to 13,768.
	1.3.3	The driver fatalities increased by 84 (2,11%) to 4,066; passenger fatalities increased by 58 (1,18%) to 5,023 and pedestrian fatalities decreased by 249 (5,06%) to 4,678 over the 12-month period from 1 January to 31 December 2009.
	1.3.4	During 2008 and 2009 driver fatalities were (28,89% and 29,53%), passengers (36,93% and 36,49%) and pedestrians (34,18% and 33,98% of all fatalities.
	1.3.5	The severity of fatal crashes decreased by 0,016 (1,25%) from 1,284 during 2008 to 1,268 during 2009.
	1.3.6	The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,25 (1,88%) from 13,04 during 2008 to 12,79 2009.
	1.3.7	The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,25 (1,88%) from 13,04 during 2008 to 12,79 2009.
	1.3.8	The number of fatalities per 100,000 human population decreased by 0,60 (2,10%) from 28,51 at the end of December 2008 to 27,91 at the end of December 2009.
1.4		CONTRIBUTORY FACTORS AND FATAL CRASHES TYPES
	1.4.1	The human factor contributed 82,85% to fatal crashes during 2009 vehicle factor contributed 9.13% and road and environment contributed 8,02%.

1.1 Measuring Progress towards Achieving Target to Reduce Fatalities by 50% by 2015

Based on the 2006 Millennium Development Goals, one of the goals of the 2015 Road Traffic Safety Management Plan is to reduce by half the rate of accident fatalities arising from road and other transport by 2015. In the development of the 2015 Plan it was agreed that the number of fatalities for the year 2007 would be used as the benchmark on which the 50% reduction would be based. Using this benchmark and the 50% target reduction, the maximum allowable number of road fatalities per quarter per province up to the end of 2015 was calculated as continuous reduced target figures over the 8 year period. These set targets for the indicated quarters for each province and the RSA total, are shown in the table below, shown as “Target” figures or maximum allowable number of fatalities.

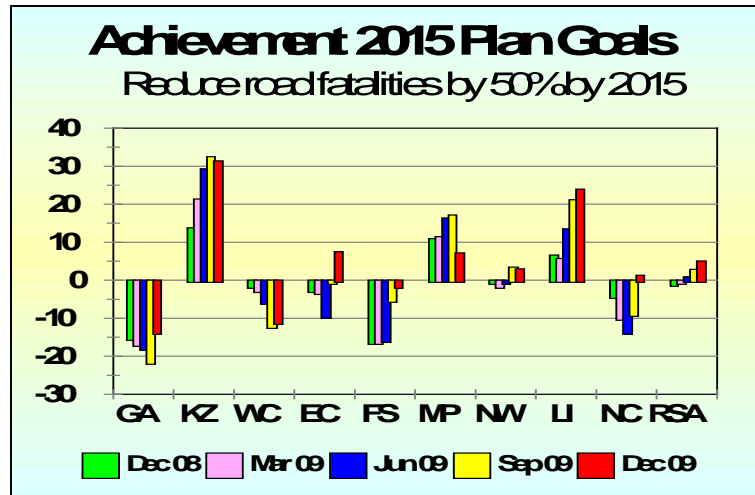
Table 1: Achievement of 2015 Plan Goal to Reduce Road Fatalities by 50% by 2015											
Rolling 12 month Number of Road Fatalities per Province											
Month	Item	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 08	Target	3,074	2,322	1,545	1,534	1,053	1,670	1,173	1,287	356	14,014
	Actual	2,607	2,642	1,523	1,490	882	1,852	1,166	1,372	340	13,875
	Difference	-467	320	-22	-44	-171	183	-8	86	-15	-139
	% Diff	-15.18	13.78	-1.45	-2.90	-16.25	10.94	-0.64	6.65	-4.31	-0.99
Mar 09	Target	3,023	2,284	1,520	1,509	1,035	1,642	1,154	1,265	350	13,782
	Actual	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
	Difference	-516	489	-37	-44	-171	189	-22	72	-34	-75
	% Diff	-17.07	21.40	-2.45	-2.95	-16.48	11.49	-1.87	5.71	-9.85	-0.54
Jun 09	Target	2,973	2,246	1,495	1,484	1,018	1,615	1,135	1,244	344	13,553
	Actual	2,446	2,904	1,410	1,343	855	1,879	1,132	1,413	297	13,679
	Difference	-527	658	-85	-141	-163	264	-3	169	-47	126
	% Diff	-17.73	29.29	-5.66	-9.48	-16.01	16.37	-0.27	13.54	-13.57	0.93
Sep 09	Target	2,924	2,209	1,470	1,459	1,001	1,588	1,116	1,224	338	13,329
	Actual	2,288	2,926	1,294	1,447	949	1,860	1,154	1,483	308	13,709
	Difference	-636	717	-176	-12	-52	272	38	259	-30	380
	% Diff	-21.75	32.47	-11.97	-0.82	-5.21	17.14	3.43	21.19	-8.93	2.85
Dec 09	Target	2,875	2,172	1,445	1,435	985	1,562	1,097	1,204	333	13,108
	Actual	2,485	2,854	1,285	1,543	967	1,674	1,130	1,492	337	13,768
	Difference	-390	681	-160	108	-17	112	33	288	4	660
	% Diff	-13.58	31.37	-11.08	7.53	-1.74	7.20	3.02	23.95	1.31	5.03

Also shown in the table above are the “Actual” figures, which reflect the real number of road fatalities recorded per each province for the respective quarters as indicated. Both the Target and Actual figures represent the 12-month rolling total fatality figures per province and the RSA on a national basis.

The difference; as well as the percentage difference figures in the table shows the difference between the set Target and Actual number of road fatalities. A difference of “0” indicates that the set target of reducing the number of fatalities was met. Differences smaller than “0” (<0) shows achievements better than what is expected or required and differences larger than “0” (>0) shows that the required targets were

not achieved and reflects inadequate performance towards reaching the desired goal per quarter and ultimately the 2015 goal.

The % difference in meeting the set targets per province is also reflected in the figure below.



The information in the table and graph above shows that better performing provinces (Differences less than "0") well on track towards achieving the goal of reducing road fatalities by 50% by the year 2015, amongst others are :

- Gauteng : which is also continuously improving its performance from -15,18% in December 2008 to -13,58% in December 2009;
- Free State : shows an improved performance from -16.25% in December 2008 to -1.74% in December 2009.
- Mpumalanga: shows an improved performance from 10.94% in December 2008 to 7.20% in December 2009. Even though for three quarters the difference percentage was above 10%.

The provinces that are not performing as required,(Differences larger than "0") are the following:

- KwaZulu-Natal : overall the worst performing province, with even a continuous increase in the quarterly number of road fatalities that exceed the set quarterly targets for the province – ranging from +13,78% in December 2008; +21,40% in March 2009 and +29,29% in June 2009, 32,47% in September 2009, and lastly 31,37% in December 2009. This province was the biggest contributor to the RSA, on a national basis not achieving its set target towards the end of the review period.

- Limpopo : made no contribution towards achieving the 2015 goals. Over the review period the performance of this province worsened from +6,65% in December 2008 to +23,959% in December 2009.

Free State and Northern Cape were operating close to the border-line with figures ranging from -1,74% to 1.31 in December 2009 moving in a non-contributory direction.

National - RSA : over the review period the national figures range from -0,99% in December 2008 to +5,03% in December 2009. The country's performance towards the reduction of fatalities by 50% for the assessed period is deteriorating. The worst performing provinces listed above, contributed to this non-achieving trend, with the biggest negative influence from KwaZulu-Natal.

2. Vehicle Population, Fuel Sales and Distance Travelled

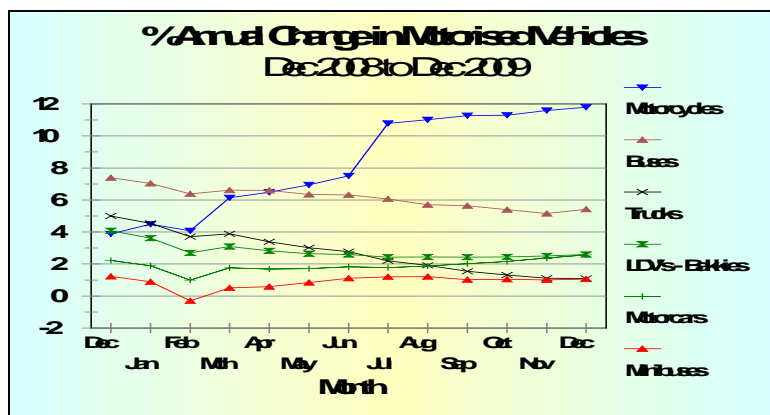
2.1 Number of Registered Vehicles

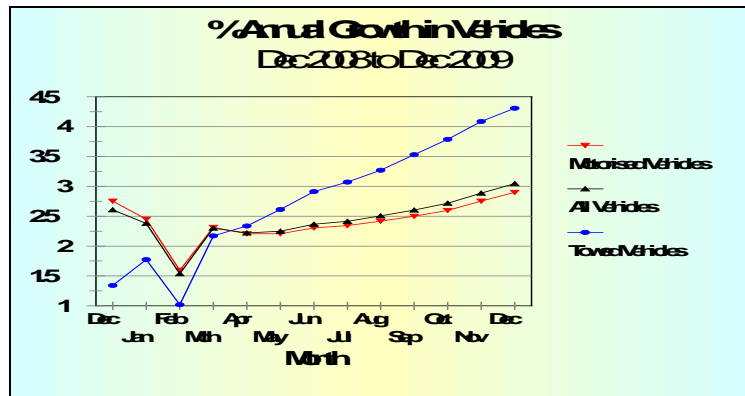
The number of registered vehicles increased by 283 273 (3,04%) from 9 304 508 on 31 December 2008 to 9 587 781 vehicles on 31 December 2009. Detail per type of vehicle is given in Table 2 below.

Table 2 : Number of Registered Vehicles	Number registered Dec 2008	Number registered Dec 2009	Change	% Change	% of Group Dec 2009	% of Total Dec 2009
Motorised Vehicles						
Motorcars	5,275,541	5,411,093	135,552	2.57	62.92	56.44
Minibuses	279,976	282,941	2,965	1.06	3.29	2.95
Buses	42,893	45,217	2,324	5.42	0.53	0.47
Motorcycles	324,172	362,400	38,228	11.79	4.21	3.78
LDV's - Bakkies	1,897,078	1,946,292	49,214	2.59	22.63	20.30
Trucks	318,118	321,604	3,486	1.10	3.74	3.35
Other & Unknown	219,786	230,484	10,698	4.87	2.68	2.40
Total Motorised	8,357,564	8,600,031	242,467	2.90	100.00	89.70
Towed Vehicles						
Caravans	103,774	105,462	1,688	1.63	10.68	1.10
Heavy Trailers	144,408	146,402	1,994	1.38	14.82	1.53
Light Trailers	682,396	719,034	36,638	5.37	72.80	7.50
Other & Unknown	16,366	16,852	486	2.97	1.71	0.18
Total Towed	946,944	987,750	40,806	4.31	100.00	10.30
All Vehicles	9,304,508	9,587,781	283,273	3.04		100.00

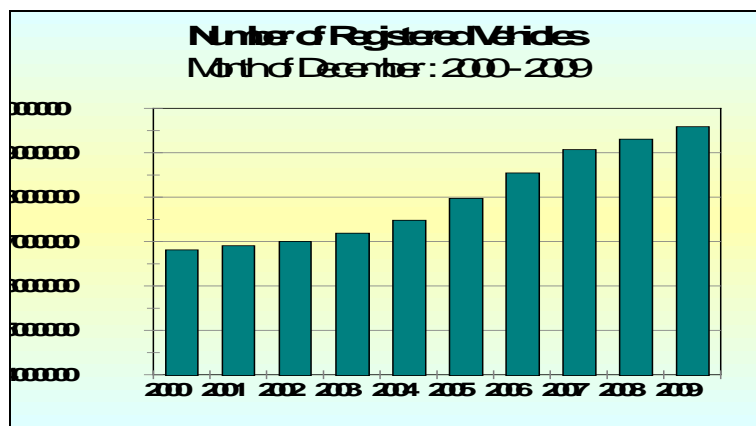
The information above shows that on a percentage basis the biggest change was for motorcycles which increased by 11,79% to 362 400, followed by buses which increased by 5,42% to 45 217 and light trailers which increased by 5,37% to 719 034. Light motor vehicles increased by 2,57% and LDV's increased by 2,59%.

The monthly percentage change over the past year for specific types of vehicles; as well as motorised and towed vehicles, are shown in the figures below.



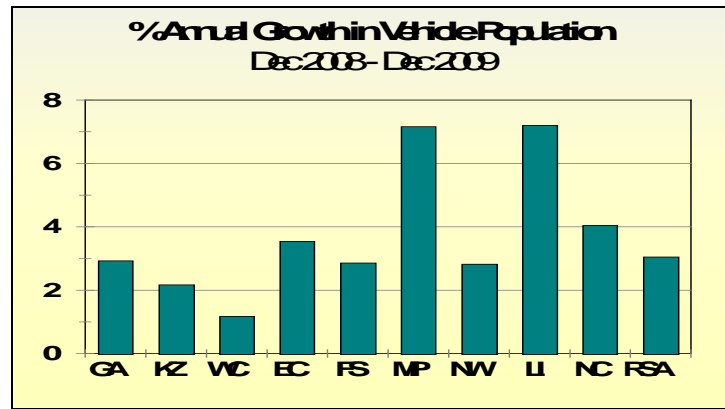


The total number of registered vehicles at the end of each year, for the years 2000 to 2009, is schematically shown in the figure below.



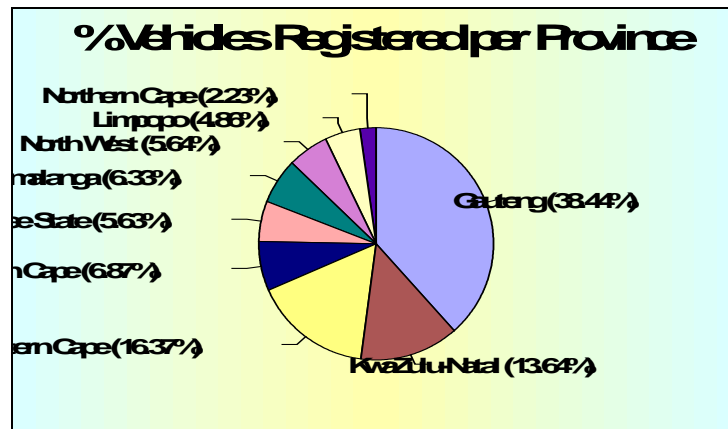
The total motor vehicle population per Province for December 2008 and December 2009 respectively, is given in Table 3 and reflected in the figure below.

Table 3 : Number of Registered Vehicles per Province	Number registered Dec 2008	Number registered Dec 2009	Change	% Change	% of Total Dec 2009
Gauteng	3,575,571	3,680,158	104,587	2.93	38.38
KwaZulu-Natal	1,280,322	1,308,090	27,768	2.17	13.64
Western Cape	1,550,484	1,568,622	18,138	1.17	16.36
Eastern Cape	637,292	659,829	22,537	3.54	6.88
Free State	524,702	539,704	15,002	2.86	5.63
Mpumalanga	567,993	608,676	40,683	7.16	6.35
North West	525,951	540,786	14,835	2.82	5.64
Limpopo	436,293	467,690	31,397	7.20	4.88
Northern Cape	205,900	214,226	8,326	4.04	2.23
RSA	9,304,508	9,587,781	283,273	3.04	100



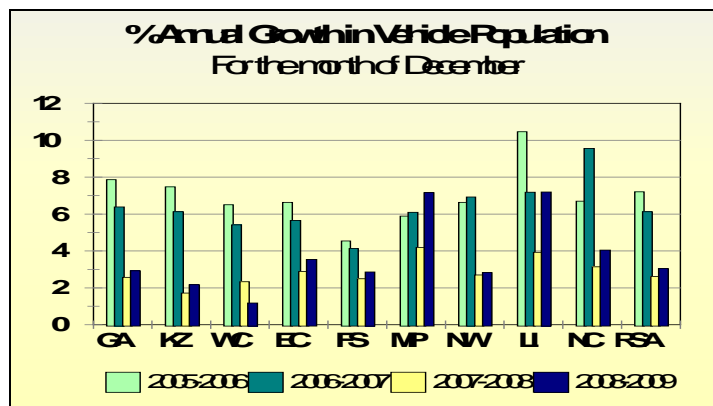
Over the past year from December 2008 to December 2009 the biggest percentage growth in total vehicles was recorded in Limpopo with a growth of 7,20%, followed by Mpumalanga with a growth of 7,16%.

The percentage vehicles registered per province is reflected in the graph below.

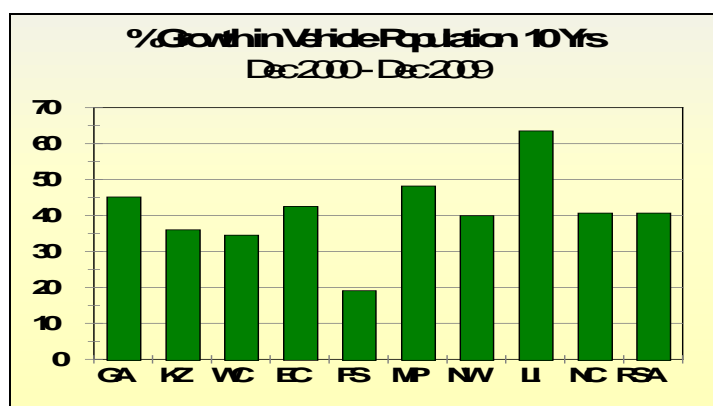


The total number of vehicles registered per province at the end of each year for the years December 2005 to December 2009, are given in Table 4 and the percentage annual growth per province reflected in the graph below.

Table 4 : Number of Registered Vehicles per Province	Number registered Dec 2005	Number registered Dec 2006	Number registered Dec 2007	Number registered Dec 2008	Number registered Dec 2009
Gauteng	3,037,944	3,276,800	3,486,073	3,575,571	3,680,158
KwaZulu-Natal	1,103,642	1,186,082	1,258,720	1,280,322	1,308,090
Western Cape	1,349,553	1,437,288	1,515,147	1,550,484	1,568,622
Eastern Cape	549,829	586,295	619,448	637,292	659,829
Free State	470,314	491,666	511,950	524,702	539,704
Mpumalanga	485,301	513,881	545,212	567,993	608,676
North West	449,215	478,990	512,130	525,951	540,786
Limpopo	354,594	391,678	419,812	436,293	467,690
Northern Cape	170,795	182,222	199,628	205,900	214,226
RSA	7,971,187	8,544,902	9,068,120	9,304,508	9,587,781



The percentage overall growth in the vehicle population over the 10 year period from December 2000 to December 2009 per province is reflected in the graph below.



More detailed information on the number of vehicles per type registered per Province for December 2008 and December 2009 is given in the Table under **Annexure A**.

2.2 Un-Roadworthy and Un-Licensed Vehicles

2.2.1 General

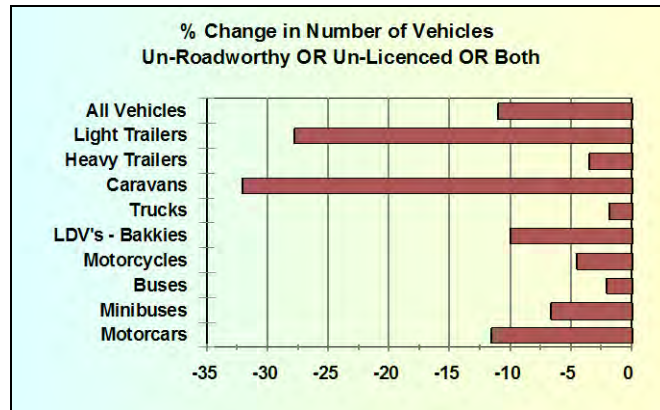
Un-roadworthy vehicles is defined as those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership. Un-licensed vehicles are those of which the owners failed to renew the vehicle licences within the time frame allowed.

On a national basis the total number of vehicles that are either un-roadworthy, un-licensed or both decreased by 93,043 (10,97%) from 848,426 vehicles at the end of December 2008 to 755,383 vehicles at the end of December 2009.



Detail in this regard per type of vehicle is provided in Table 5 and the percentage (%) change from 2008 to 2009 reflected in the graph below.

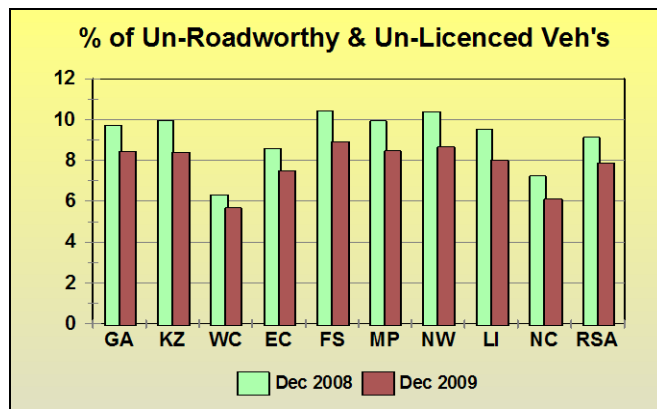
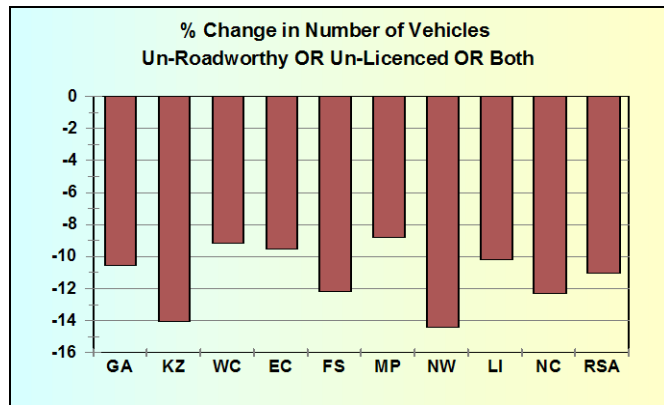
Table 5 : Number of Un-Roadworthy, Un-Licensed Vehicles or Both				
Vehicle Type	Dec 2008	Dec 2009	Change	% Change
Motorcars	398,896	352,715	-46,181	-11.58
Minibuses	51,648	48,229	-3,419	-6.62
Buses	5,770	5,652	-118	-2.05
Motorcycles	102,253	97,648	-4,605	-4.50
LDV's - Bakkies	130,451	117,403	-13,048	-10.00
Trucks	55,293	54,296	-997	-1.80
Caravans	8,365	5,682	-2,683	-32.07
Heavy Trailers	21,363	20,627	-736	-3.45
Light Trailers	50,067	36,150	-13,917	-27.80
Unknown	24,320	16,981	-7,339	-30.18
All Vehicles	848,426	755,383	-93,043	-10.97



Decreases were recorded for all types of vehicles in this regard.

Detail on the number of vehicles that are either un-roadworthy, un-licensed or both per Province is provided in Table 6 and the percentage (%) change from 2008 to 2009 reflected in the graph below.

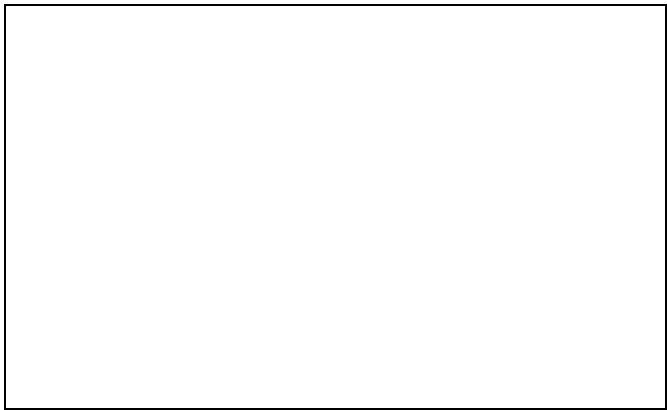
Table 6 : Number of Vehicles that is Un-Roadworthy OR Un-Licensed OR Both										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2008	346,615	127,327	97,873	54,558	54,654	56,350	54,569	41,598	14,882	848,426
Dec 2009	310,578	109,632	89,008	49,408	48,039	51,482	46,756	37,414	13,066	755,383
Change	-36,037	-17,695	-8,865	-5,150	-6,615	-4,868	-7,813	-4,184	-1,816	-93,043
% Change	-10.40	-13.90	-9.06	-9.44	-12.10	-8.64	-14.32	-10.06	-12.20	-10.97



2.2.2 Number of Un-Roadworthy Vehicles

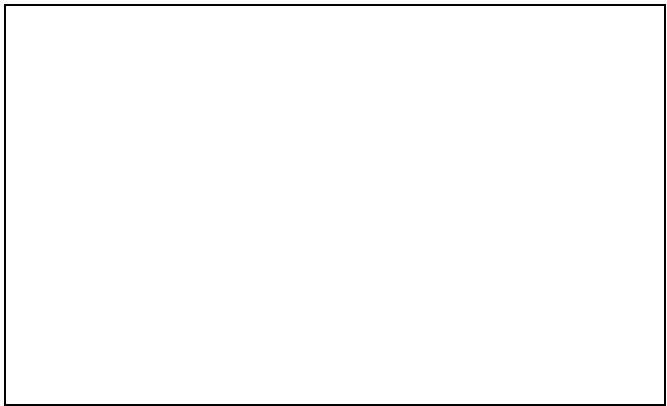
The number of vehicles that are un-roadworthy (but licenced) increased by 51,609 (13,69%) from 377,105 vehicles at the end of December 2008 to 428,714 vehicles at the end of December 2009. Detail in this regard is given in Table 7 and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Vehicle Type	Dec 2008	Dec 2009	Change	% Change
Motorcars		165,925	4,947	3.07
Minibuses	28,308	34,956	6,648	23.48
Buses	3,799	4,615	816	21.48
Motorcycles	56,481	78,257	21,776	38.55
LDV's - Bakkies	52,242	56,589	4,347	8.32
Trucks	37,266	43,116	5,850	15.70
Caravans	2,754	3,138	384	13.94
Heavy Trailers	14,472	16,802	2,330	16.10
Light Trailers	11,811	14,461	2,650	22.44
Unknown	8,994	10,855	1,861	20.69
All Vehicles	377,105	428,714	51,609	13.69



Detail on the number of vehicles that are un-roadworthy per Province is provided in Table 8 and the percentage (%) change from 2008 to 2009 reflected in the graph below.

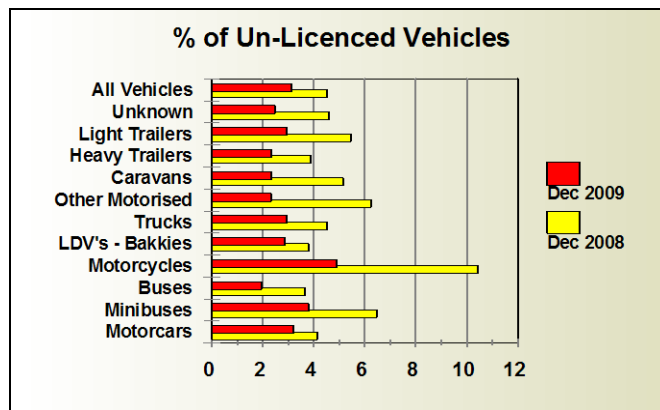
Table 8 : Number of Un-Roadworthy Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2008	162,821	56,926	45,111	19,812	23,088	24,621	23,034	15,870	5,822	377,105
Dec 2009	180,417	64,127	45,206	24,255	28,124	31,912	26,882	20,813	6,978	428,714
Change	17,596	7,201	95	4,443	5,036	7,291	3,848	4,943	1,156	51,609
% Change	10.81	12.65	0.21	22.43	21.81	29.61	16.71	31.15	19.86	13.69



2.2.3 Number of Un-Licensed Vehicles

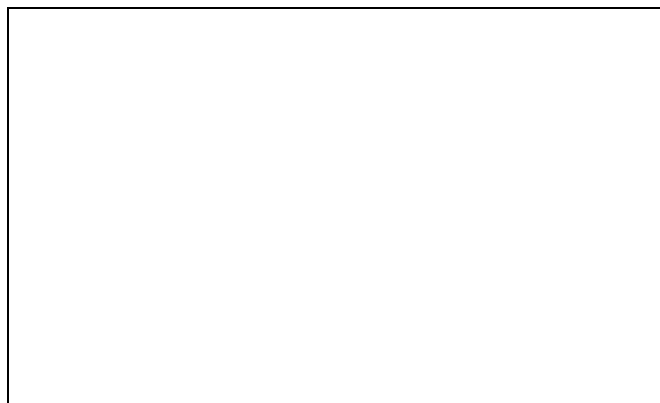
On a national basis the number of un-licensed vehicles decreased by 122,124 (29,41%) from 415,290 vehicles at the end of December 2008 to 293,166 vehicles at the end of December 2009. Detail per type of vehicle in this regard is given in Table 9 and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Table 9 : Number of Un-Licensed Vehicles				
Vehicle Type	Dec 2008	Dec 2009	Change	% Change
Motorcars	215,888	167,849	-48,039	-22.25
Minibuses	17,860	10,593	-7,267	-40.69
Buses	1,538	838	-700	-45.51
Motorcycles	33,609	17,356	-16,253	-48.36
LDV's - Bakkies	70,931	55,124	-15,807	-22.29
Trucks	14,193	9,230	-4,963	-34.97
Caravans	5,248	2,390	-2,858	-54.46
Heavy Trailers	5,495	3,291	-2,204	-40.11
Light Trailers	36,485	20,864	-15,621	-42.81
Unknown	14,043	5,631	-8,412	-59.90
All Vehicles	415,290	293,166	-122,124	-29.41

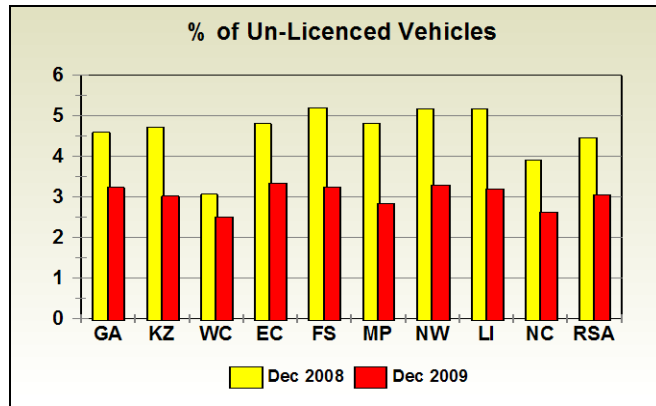


Detail on the number of vehicles that are un-licensed per Province is provided in Table 10 and the percentage (%) change from 2008 to 2009 reflected in the graph below.

Table 10 : Number of Un-Licensed Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2008	164,192	60,421	47,527	30,654	27,253	27,378	27,202	22,595	8,068	415,290
Dec 2009	118,971	39,439	39,457	22,077	17,527	17,256	17,832	14,971	5,636	293,166
Change	-45,221	-20,982	-8,070	-8,577	-9,726	-10,122	-9,370	-7,624	-2,432	-122,124
% Change	-27.54	-34.73	-16.98	-27.98	-35.69	-36.97	-34.45	-33.74	-30.14	-29.41



The percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered per Province, is reflected in the graph below.



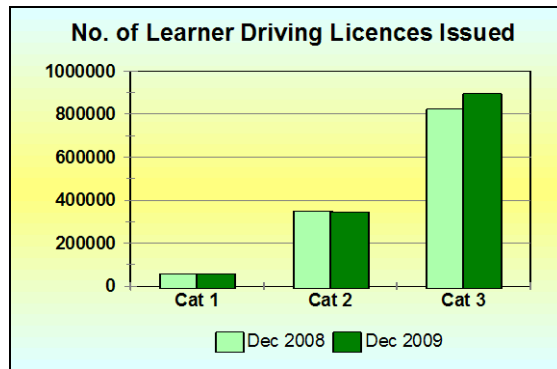
Detailed information in this regard is provided in the tables under **Annexure B**.

2. Driver Population

3.1 Learner Driving Licences

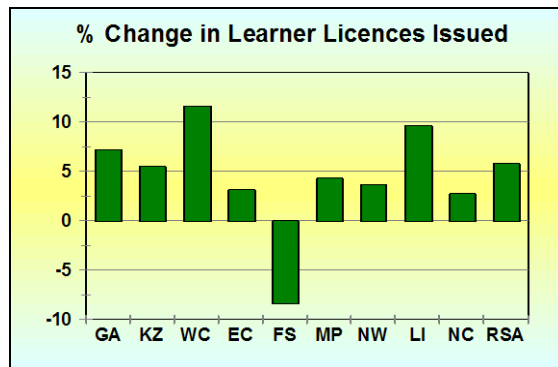
The number of learner driving licences issued increased by 70,836 (5,77%) from 1,227,206 at the end of December 2008 to 1,298,042 at the end of December 2009. Detail on the number of learner driving licences issued per category is given in Table 11 and graphically reflected in the figure below.

Category	Dec 2008	Dec 2009	Change	% Change
1	57,005	58,438	1,433	2.51
2	347,184	344,889	-2,295	-0.66
3	823,017	894,715	71,698	8.71
Total	1,227,206	1,298,042	70,836	5.77



Provincial information in this regard is given in Table 12 and the percentage change per Province over the 12-month period is reflected in the graph below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2008	390,213	176,237	168,138	107,370	86,238	88,645	82,086	98,405	29,874	1,227,206
Dec 2009	418,369	185,928	187,652	110,735	79,261	92,444	85,117	107,846	30,690	1,298,042
Change	28,156	9,691	19,514	3,365	-6,977	3,799	3,031	9,441	816	70,836
% Change	7.22	5.50	11.61	3.13	-8.09	4.29	3.69	9.59	2.73	5.77

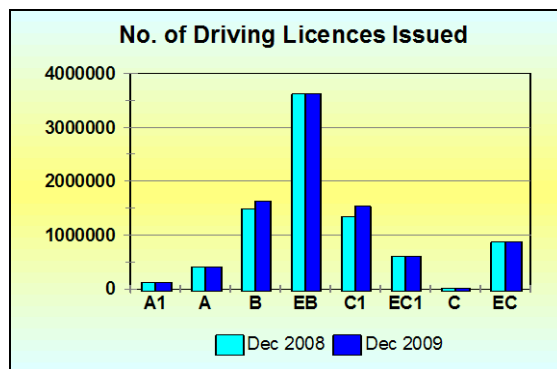


3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 359,210 (4,25%) from 8,457,718 at the end of December 2008 to 8,816,928 at the end of December 2009. Detail on the number of driving licences issued per category is given in Table 13 and graphically reflected in the figure below.

Category	Dec 2008	Dec 2009	Change	% Change
A1	121,397	122,192	795	0.65
A	403,989	413,768	9,779	2.42
B	1,490,185	1,627,262	137,077	9.20
EB	3,615,659	3,619,966	4,307	0.12
C1	1,335,125	1,536,412	201,287	15.08
EC1	607,107	605,771	-1,336	-0.22
C	14,057	14,928	871	6.20
EC	870,199	876,629	6,430	0.74
Total	8,457,718	8,816,928	359,210	4.25

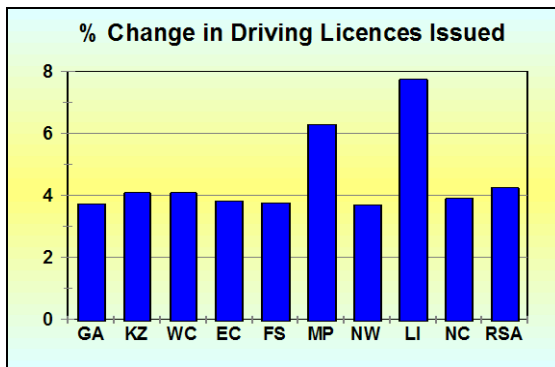


The number and percentage (%) driving licences issued per category at the end of December 2009 is reflected in Table 14 below.

Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	122,192	1.39
A	Motorcycle > 125 cub.cm	413,768	4.69
B	Motor vehicle < 3,5000 kg	1,627,262	18.46
EB	Articulated motor vehicle <16,000 kg	3,619,966	41.06
C1	Motor vehicle 3,500 - 16,000 kg	1,536,412	17.43
EC1	Articulated vehicle 3,500 - 16,000 kg	605,771	6.87
C	Motor vehicle > 16,000 kg	14,928	0.17
EC	Articulated vehicle > 16,000 kg	876,629	9.94
Total		8,816,928	100

Provincial information in this regard is given in Table 15 and the percentage change with regard to all licences issued per Province is reflected in the graph below.

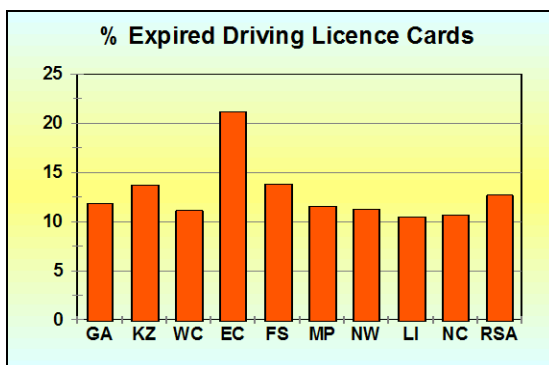
Table 15 : Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2008	2,978,180	1,359,141	1,397,074	627,234	472,438	507,293	448,097	501,966	166,295	8,457,718
Dec 2009	3,089,191	1,414,678	1,454,140	651,262	490,177	539,176	464,682	540,838	172,784	8,816,928
Change	111,011	55,537	57,066	24,028	17,739	31,883	16,585	38,872	6,489	359,210
% Change	3.73	4.09	4.08	3.83	3.75	6.28	3.70	7.74	3.90	4.25



3.2.2 Number of Driving Licence Cards Expired

The information in Table 16 below shows that at the end of December 2009 there were a total of 1,116,038 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 12,66% of all driving licences issued. This information is also reflected in the graph below.

Table 16 : Number of Driving Licence Cards Issued and Expired per Province										
Dec 2009 Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	3,089,191	1,414,678	1,454,140	651,262	490,177	539,176	464,682	540,838	172,784	8,816,928
Not expired	2,723,356	1,220,925	1,292,784	513,494	422,622	476,847	412,280	484,127	154,455	7,700,890
Expired	365,835	193,753	161,356	137,768	67,555	62,329	52,402	56,711	18,329	1,116,038
% Expired	11.84	13.70	11.10	21.15	13.78	11.56	11.28	10.49	10.61	12.66

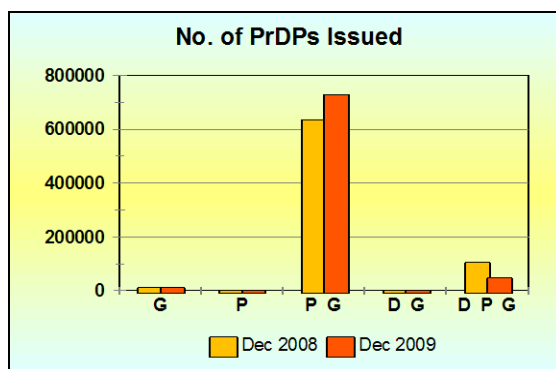


3.3 Professional Driving Permits Issued and Expired

3.3.1 Number of Professional Driving Permits Issued

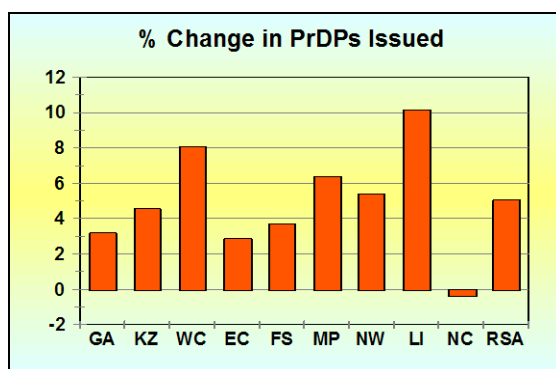
The number of Professional Driving Permits (PrDP's) issued increased by 38,038 (5,05%) from 752,916 at the end of December 2008 to 790,954 at the end of December 2009. Detail on the number of PrDPs issued per category is given in Table 17 and graphically reflected in the figure below.

Category	Dec 2008	Dec 2009	Change	% Change
G	10,764	11,179	415	3.86
P	2,705	2,323	-382	-14.12
P G	634,542	730,133	95,591	15.06
D G	554	210	-344	-62.09
D P G	104,351	47,109	-57,242	-54.86
Total	752,916	790,954	38,038	5.05



Provincial information in this regard is given in Table 18 and the percentage change with regard to all categories of PrDPs issued per Province is reflected in the graph below.

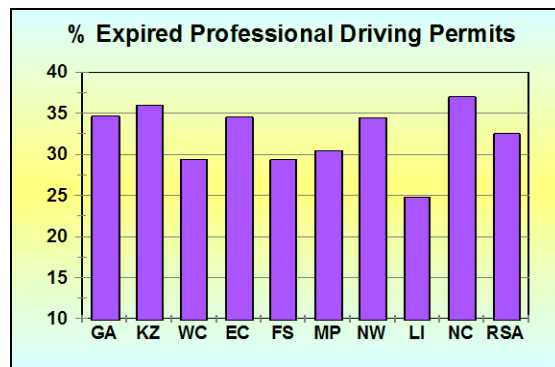
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Dec 2008	210,792	126,695	101,676	60,099	50,751	66,185	46,765	69,358	20,595	752,916
Dec 2009	217,491	132,483	109,877	61,817	52,629	70,421	49,299	76,407	20,530	790,954
Change	6,699	5,788	8,201	1,718	1,878	4,236	2,534	7,049	-65	38,038
% Change	3.18	4.57	8.07	2.86	3.70	6.40	5.42	10.16	-0.32	5.05



3.3.2 Number of Expired PrDPs

The information in Table 19 below shows that at the end of December 2009 there were a total of 256,952 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 32,49% of all PrDPs issued. This information is also reflected in the graph below.

Table 19 : Number of Professional Driving Permits (PrDP's) Issued and Expired per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	217,491	132,483	109,877	61,817	52,629	70,421	49,299	76,407	20,530	790,954
Not expired	142,126	84,856	77,579	40,502	37,183	49,011	32,316	57,488	12,941	534,002
Expired	75,365	47,627	32,298	21,315	15,446	21,410	16,983	18,919	7,589	256,952
% Expired	34.65	35.95	29.39	34.48	29.35	30.40	34.45	24.76	36.97	32.49



Detailed information on the number of learner licences, driving licences and PrDPs per Province is provided in the tables under **Annexure C**.

3. Fatal Road Traffic Crashes and Fatalities

4.1 Number of Fatal Crashes

Over the 12-month period from 1 January 2009 to 31 December 2009 the number of fatal crashes increased by 52 (0,48%) from 10,805 crashes over the same period the previous year (2008) to 10,857 in 2009. Provincial detail in this regard is given in Table 20 below.

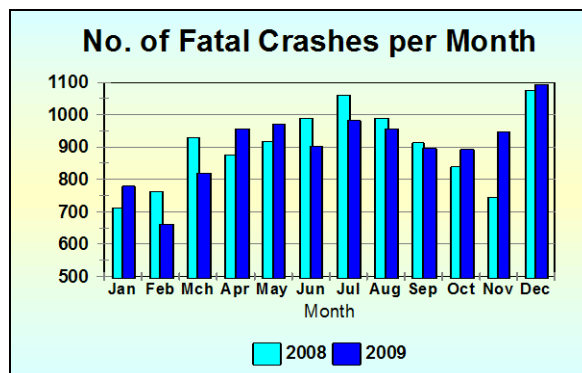
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	2,311	2,117	1,290	1,067	650	1,187	869	1,081	233	10,805
2009	2,196	2,214	1,076	1,055	743	1,257	884	1,173	259	10,857
change	-115	97	-214	-12	93	70	15	92	26	52
% change	-4.98	4.58	-16.59	-1.12	14.31	5.90	1.73	8.51	11.16	0.48

With the exception of KwaZulu-Natal, Western Cape and Eastern Cape, an increase in the number of fatal crashes were recorded in all other Provinces. On a provincial percentage basis the biggest increases over the 12-month period from 1 January to 31 December 2009 were recorded as follows:

- Free State :an increase of 93 (14,31%) from 650 to 743;
- Northern Cape : an increase of 26 (11,16%) from 233 to 259, and
- Limpopo : an increase of 92 (8,51%) from 1,081 to 1,173

In Western Cape the number of fatal crashes decreased by 214 (16,59%) from 1,290 during 2008 to 1,076 during 2009. In Gauteng the number of fatal crashes decreased by 115 (4,98%) from 2,311 to 2,196.

The monthly number of fatal crashes over the two comparative 2 year periods is graphically reflected in the figure below.



The number of fatal crashes per month per province is given in the table attached under **Annexure D**.

4.2 Number of Fatalities

Over the 12-month period from 1 January to 31 December 2009 the number of fatalities decreased by 107 (0,77%) from 13,875 fatalities over the same period the previous year (2008) to 13,768. Provincial detail in this regard is given in Table 21 below.

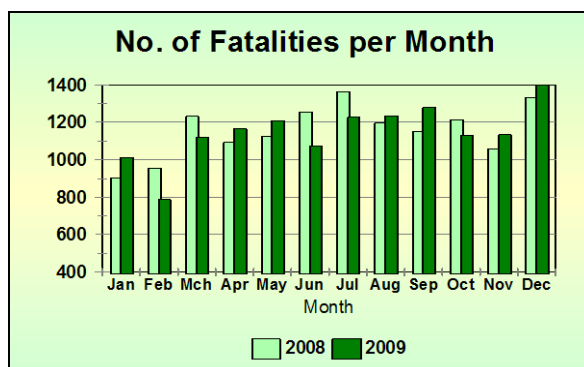
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	2,607	2,642	1,523	1,490	882	1,852	1,166	1,372	340	13,875
2009	2,485	2,854	1,285	1,543	967	1,674	1,130	1,492	337	13,768
change	-122	211	-238	53	86	-178	-35	119	-3	-107
% change	-4.70	8.00	-15.61	3.58	9.74	-9.62	-3.02	8.71	-0.97	-0.77

With the exception of KwaZulu-Natal, Eastern Cape, Free State and Limpopo all other Provinces recorded decreases in fatalities. On a provincial percentage basis the biggest decreases were recorded as follows:

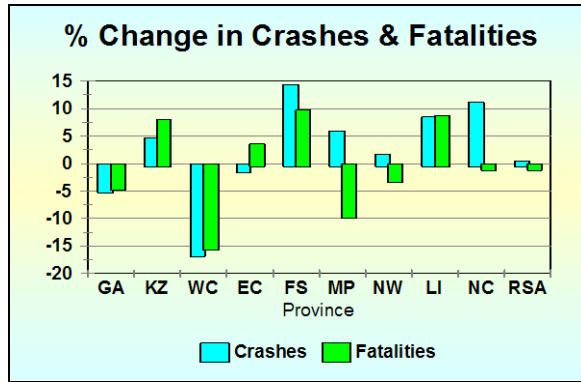
- Western Cape : decrease of 238 (15,61%) from 1,523 to 1,285;
- Mpumalanga: decrease of 178 (9,62%) from 1,852 to 1,674; and
- Gauteng : decrease of 122 (4,70%) from 2,607 to 2,485.

In Free State the number of fatalities increased by 86 (9,74%) from 882 to 967 and in Limpopo the number of fatalities increased by 119 (8,71%) from 1,372 to 1,492.

The national monthly number of fatalities over the 12-month period is graphically reflected in the figure below.



The percentage change in the number of fatal crashes and fatalities over the 12-month period from 1 January to 31 December for 2009 in comparison with 2008 per province is reflected in the graph below.



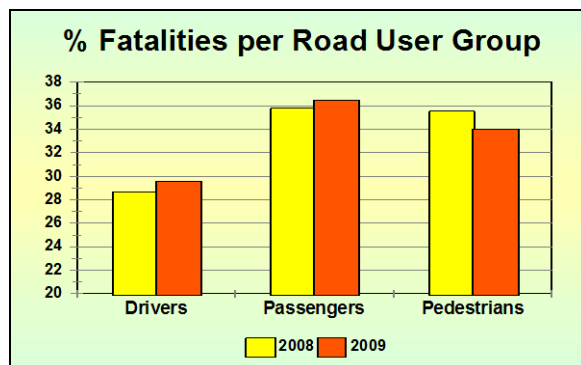
The number of fatalities per month per province is given in the table attached under **Annexure E**.

4.3 Number of Fatalities per Road User Group

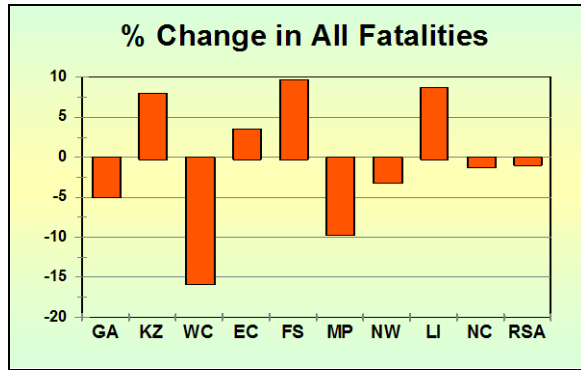
The information in Table 22 below shows that driver fatalities increased by 84 (2,11%) to 4,066; passenger fatalities increased by 58 (1,18%) to 5,023 and pedestrian fatalities decreased by 249 (5,06%) to 4,678 over the 12-month period from 1 January to 31 December 2009.

User Group	2008	2009	Change	% Change
Drivers	3,982	4,066	84	2.11
Passengers	4,965	5,023	58	1.18
Pedestrians	4,927	4,678	-249	-5.06
Total	13,875	13,768	-107	-0.77

The percentage fatalities per road user group for the two comparative years are reflected in the figure below. During 2008 and 2009 driver fatalities were (28,89% and 29,53%), passengers (36,93% and 36,49%) and pedestrians (34,18% and 33,98% of all fatalities.



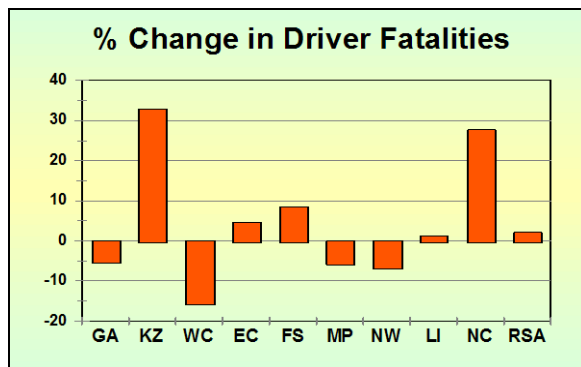
The percentage change in all fatalities per Province is shown in the figure below.



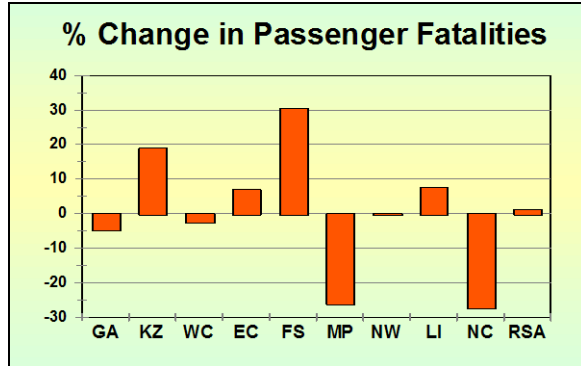
The number of fatalities per road user group per Province for the two respective 12-month periods is shown in Table 23 below.

Year	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	Drivers	817	534	468	345	300	602	370	432	113	3,982
	Passengers	612	858	406	685	349	857	450	575	174	4,965
	Pedestrians	1,179	1,250	649	460	232	393	346	366	54	4,927
	Total	2,607	2,642	1,523	1,490	882	1,852	1,166	1,372	340	13,875
2009	Drivers	775	710	397	361	326	569	347	438	144	4,066
	Passengers	584	1,021	398	733	456	636	449	618	127	5,023
	Pedestrians	1,126	1,122	491	449	185	469	334	436	65	4,678
	Total	2,485	2,854	1,285	1,543	967	1,674	1,130	1,492	337	13,768
Change	Drivers	-43	176	-71	16	26	-34	-23	6	31	84
	Passengers	-28	163	-8	48	107	-220	-0	44	-46	58
	Pedestrians	-52	-128	-158	-11	-47	76	-12	70	12	-249
	Total	-122	211	-238	53	86	-178	-35	119	-3	-107
% Change	Drivers	-5.22	32.94	-15.23	4.64	8.57	-5.60	-6.26	1.33	27.66	2.11
	Passengers	-4.51	19.02	-2.01	6.99	30.54	-25.73	-0.08	7.62	-26.76	1.18
	Pedestrians	-4.43	-10.22	-24.40	-2.29	-20.06	19.35	-3.39	19.13	22.20	-5.06
	Total	-4.70	8.00	-15.61	3.58	9.74	-9.62	-3.02	8.71	-0.97	-0.77

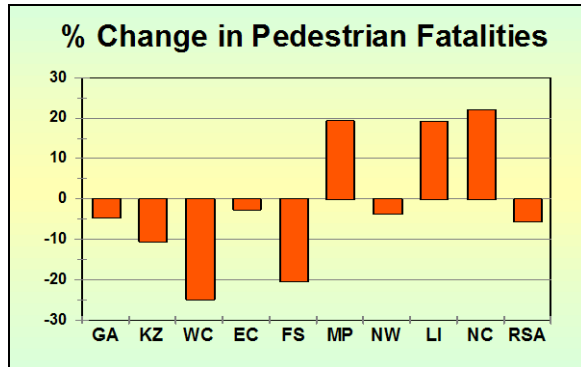
The percentage (%) changes in fatalities per specific road user group from 2008 to 2009 per province are also reflected in the figures below.



The information in the graph above shows that the biggest increase in the number of driver fatalities was recorded in KwaZulu-Natal with a increase of 32,94%, followed by Northern Cape with 27,66%. The biggest decrease in driver fatalities was recorded in Western Cape 15,23%.

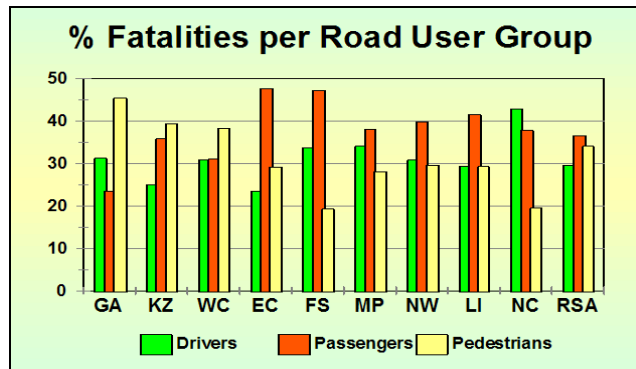


The information in the graph above shows that the biggest increase in the number of passenger fatalities was recorded in the Free State with an increase of 30,54%, followed by KwaZulu-Natal with an increase of 19,02%. The biggest decrease was recorded in Northern Cape with 26,76%, followed by Mpumalanga with a decrease of 25,73%.



The information in the graph above shows that, on a percentage basis, the biggest increase in the number of pedestrian fatalities was recorded in the Northern Cape with an increase of 22,20% followed by the Mpumalanga with an increase of 19,35% and Limpopo with 19.13%. Decreases of more than 20% were also recorded in Western Cape and Free State.

The combined percentages of road user group fatalities (drivers, passengers and pedestrians) per Province for 2009 is also reflected in the graph below.



The information in the graph above shows that in Gauteng, KwaZulu-Natal and the Western the main fatality groups were pedestrians – on average 43,84% of all fatalities. In the other 6 provinces the main fatality groups were passengers – on average 44,68% of all fatalities. (In these 6 provinces the average pedestrian fatalities were in the order of 25,16% of all fatalities).

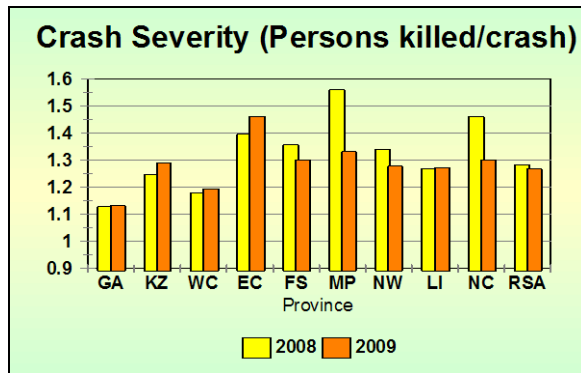
More detail on the number of fatalities per road user group per month per province for 2007 and 2008 is given in the table attached under **Annexure F**.

4.4 Severity of Fatal Crashes

The severity of fatal crashes decreased by 0,016 (1,25%) from 1,284 during 2008 to 1,268 during 2009. The individual provincial severity rates are shown in Table 24 below.

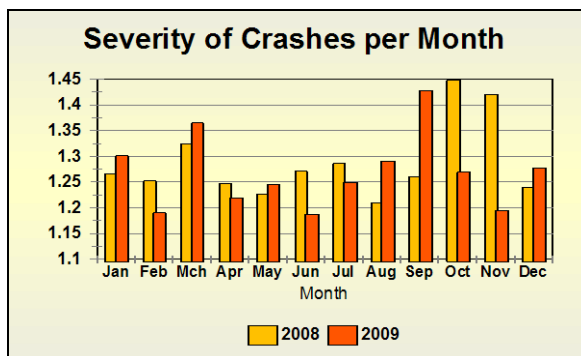
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	1.128	1.248	1.181	1.396	1.356	1.560	1.341	1.270	1.461	1.284
2009	1.132	1.289	1.194	1.463	1.302	1.332	1.279	1.272	1.301	1.268
change	0.003	0.041	0.014	0.066	-0.054	-0.229	-0.063	0.002	-0.159	-0.016
% change	0.30	3.27	1.17	4.76	-4.00	-14.66	-4.67	0.18	-10.92	-1.25

The information in the table above shows that the severity rate in Mpumalanga decreased by 0,229 (14,66%) from 1,560 to 1,332; followed by the Northern Cape with a decrease of 10,92%. The highest rate was recorded in Eastern Cape with an increase of 4,76% and in the KwaZulu-Natal with an increase of 3,27%. The provincial rates for the two comparative years in this regard are also reflected in the figure below.



The severity rate per month is given in Table 25 and also reflected in the figure below.

Month	2008	2009	Change	% change
Jan	1.266	1.301	0.034	2.72
Feb	1.252	1.190	-0.062	-4.95
Mch	1.324	1.365	0.041	3.09
Apr	1.247	1.219	-0.029	-2.29
May	1.227	1.245	0.018	1.50
Jun	1.271	1.187	-0.083	-6.56
Jul	1.286	1.249	-0.037	-2.88
Aug	1.209	1.291	0.082	6.82
Sep	1.261	1.427	0.167	13.23
Oct	1.448	1.269	-0.179	-12.35
Nov	1.420	1.195	-0.225	-15.83
Dec	1.240	1.278	0.038	3.04
Total	1.284	1.268	-0.016	-1.25

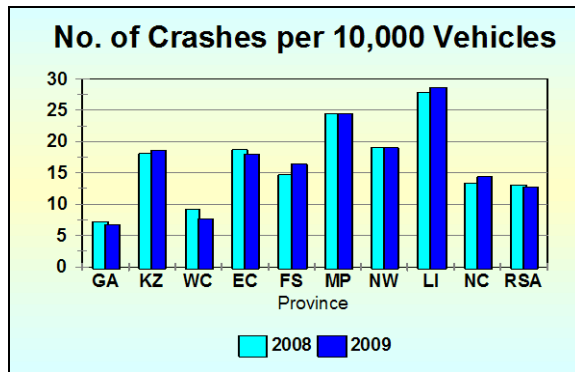


The figure above shows that the two months with exceptionally high severity rates were March and September 2009 with rates of 1,365 and 1,427 respectively. The biggest rate increase was recorded in September with an increase of 13,23% and August with an increase of 6,82%. (These high rates could be attributed to a large number of high occupancy vehicles, buses and minibuses, involved in fatal crashes).

4.5 Crash and Fatality Rates and Trends per 10,000 Vehicles

The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,25 (1,88%) from 13,04 during 2008 to 12,79 2009. Provincial detail in this regard is given in Table 26 and graphically reflected in the figure below.

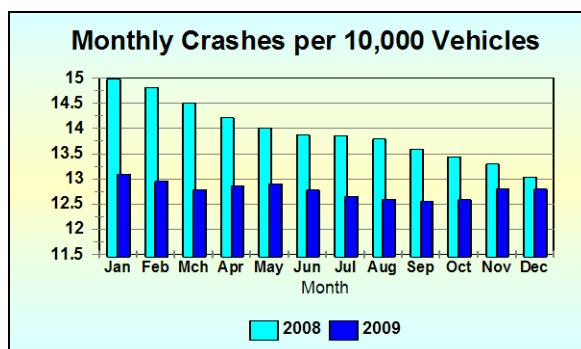
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	7.23	18.06	9.22	18.67	14.65	24.37	19.07	27.82	13.34	13.04
2009	6.72	18.61	7.59	18.01	16.36	24.40	18.98	28.63	14.36	12.79
change	-0.52	0.55	-1.63	-0.66	1.71	0.04	-0.09	0.81	1.02	-0.25
% change	-7.14	3.06	-17.68	-3.55	11.68	0.16	-0.48	2.91	7.63	-1.88



With the exception of Gauteng, Western Cape, Eastern Cape and North West, all other Provinces recorded an increase in this regard. On a Provincial percentage basis the biggest increases were recorded as follows:

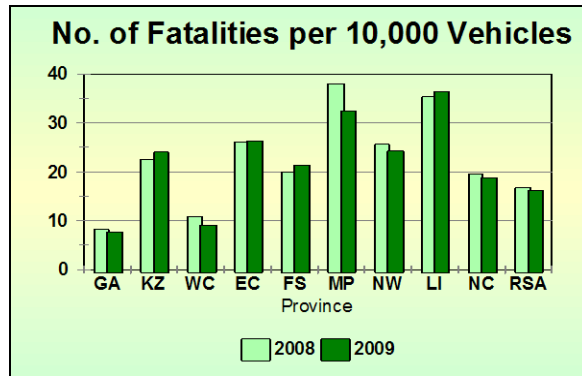
- Free State : increase of 1,71 (11,68%) from 14,65 to 16,36;
- Northern Cape : increase of 1,02 (7,63%) from 13,34 to a rate of 14,36

The number of fatal crashes per 10,000 registered motorised vehicles per month for the two respective years 2008 and 2009 are shown in the figure below.



The number of fatalities per 10,000 registered motorised vehicles decreased by 0,52 (3,1%) from 16,74 during 2008 to 16,22 during 2009. Provincial detail in this regard is given in Table 27 and graphically reflected in the figure below.

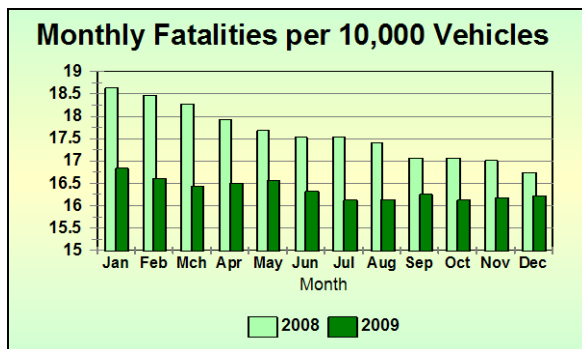
Table 27 : No. of Fatalities per 10,000 Motorised Vehicles per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	8.16	22.54	10.89	26.07	19.86	38.02	25.59	35.31	19.49	16.74
2009	7.60	23.99	9.07	26.34	21.30	32.50	24.27	36.41	18.69	16.22
change	-0.56	1.45	-1.82	0.27	1.43	-5.52	-1.31	1.09	-0.80	-0.52
% change	-6.86	6.42	-16.71	1.04	7.21	-14.52	-5.13	3.10	-4.12	-3.11



With the exception of KwaZulu-Natal, Eastern Cape, Free State and Limpopo, all other Provinces recorded decreases in the number of fatalities per 10,000 vehicles. On a Provincial percentage basis the biggest decreases were recorded as follows:

- Western Cape : decrease of 1,82 (16,71%) from 10,89 to a rate of 9,07;
- Mpumalanga : decrease of 5,52 (14,52%) from 38,02 to a rate of 32,50; and
- Gauteng : decrease of 0,56 (6,86%) from 8,16 to a rate of 7,60.

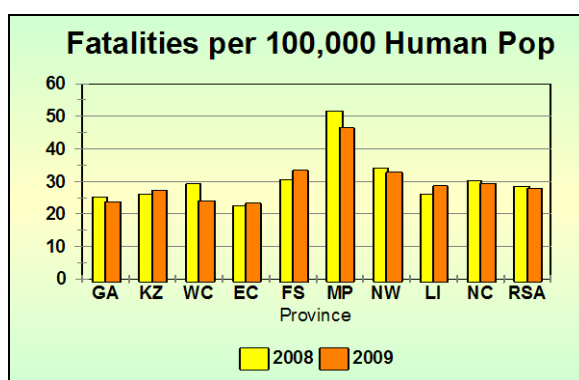
The number of fatalities per 10,000 registered motorised vehicles per month for the two 12-month periods is shown in the figure below.



4.6 Number of Fatalities per 100,000 Human Population

The number of fatalities per 100,000 human population decreased by 0,60 (2,10%) from 28,51 at the end of December 2008 to 27,91 at the end of December 2009. Provincial detail in this regard is given in Table 28 and graphically reflected in the figure below.

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	25.18	26.06	29.19	22.46	30.47	51.66	34.04	25.96	30.24	28.51
2009	23.60	27.30	23.99	23.21	33.33	46.41	32.76	28.54	29.37	27.91
change	-1.58	1.25	-5.20	0.75	2.86	-5.25	-1.28	2.58	-0.87	-0.60
% change	-6.28	4.78	-17.81	3.33	9.38	-10.17	-3.76	9.92	-2.87	-2.10



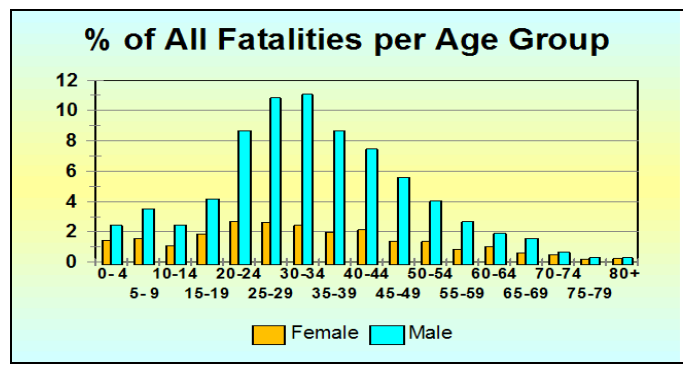
With the exception of KwaZulu-Natal, Eastern Cape, Free State and Limpopo, all other Provinces recorded decreases in this regard. On a Provincial percentage basis the biggest decreases were recorded as follows:

- Western Cape : decrease of 5,20 (17,81%) from 29,19 to a rate of 23,99;
- Mpumalanga : decrease of 5,25 (10,17%) from 51,66 to a rate of 46,41; and
- Gauteng : decrease of 1,58 (6,28%) from 25,18 to a rate of 23,60.

5. Fatalities per Age Group, Gender, Day-of-Week & Time-of-Day

5.1 Fatalities per Age Group and Gender

The percentage of fatalities per age group and gender for the year 2009 (only for the cases where this information is available) are given in Table 29 and reflected in the graph below.



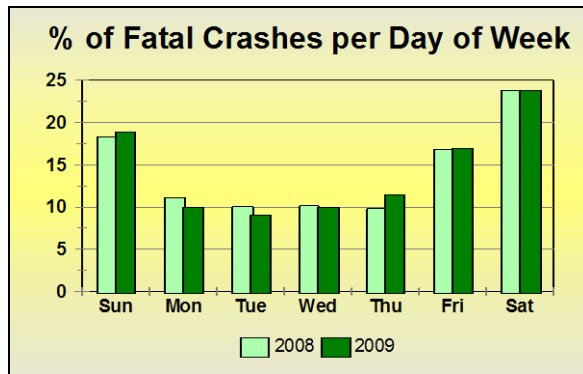
Age group	Driver		Passenger		Pedestrian		Total		Total
	Female	Male	Female	Male	Female	Male	Female	Male	
0- 4	0.00	0.08	1.74	2.97	2.31	3.91	1.42	2.44	3.86
5- 9	0.00	0.16	1.31	2.35	3.25	7.68	1.58	3.51	5.09
10-14	0.00	0.47	1.02	2.66	2.09	3.97	1.08	2.46	3.54
15-19	0.35	2.04	3.41	5.40	1.49	4.70	1.85	4.17	6.02
20-24	0.56	8.73	5.23	10.25	1.76	6.88	2.67	8.66	11.33
25-29	0.70	13.37	5.59	9.86	1.05	9.66	2.60	10.83	13.43
30-34	1.48	16.67	4.14	7.75	1.38	9.80	2.41	11.08	13.49
35-39	0.99	12.58	3.27	5.55	1.38	8.61	1.95	8.67	10.62
40-44	1.20	10.46	3.41	4.77	1.54	7.74	2.12	7.46	9.58
45-49	0.70	9.67	2.40	3.29	0.83	4.57	1.36	5.61	6.97
50-54	0.63	6.92	2.40	1.80	0.88	3.91	1.36	4.03	5.39
55-59	0.21	5.03	1.31	1.33	0.88	2.05	0.84	2.67	3.51
60-64	0.28	2.59	1.67	1.25	0.94	1.92	1.01	1.88	2.89
65-69	0.21	2.20	0.87	1.02	0.61	1.59	0.59	1.56	2.15
70-74	0.07	0.94	0.87	0.23	0.44	0.79	0.49	0.63	1.12
75-79	0.07	0.39	0.36	0.16	0.17	0.33	0.21	0.29	0.50
80+	0.00	0.24	0.29	0.08	0.39	0.53	0.24	0.28	0.52
Total	7.46	92.54	39.29	60.71	21.36	78.64	23.80	76.20	100.00

The above information shows that in the order of 76,20% fatalities during 2009 were male and 23,80% females. 92,54% of all drivers killed in crashes were male and 7,46% female.

5.2 Crashes per Day of Week

The number of fatal crashes per day of the week per province during 2009 is given in Table 30 and graphically reflected in the figure below.

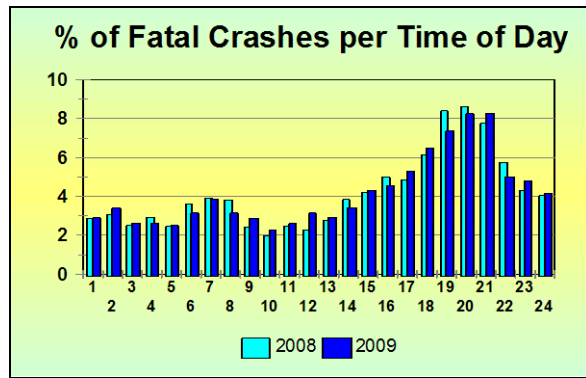
Table 30: Percentage of Fatal Crashes per Day-of-Week							
Province	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Gauteng	21.61	9.97	9.23	10.77	11.17	16.25	21.00
Kwa-Zulu Natal	15.38	11.83	11.02	11.83	11.25	15.04	23.65
Western Cape	16.91	8.71	10.17	9.54	10.27	16.60	27.80
Eastern Cape	18.37	9.01	7.60	8.48	14.84	15.90	25.80
Free State	18.84	11.11	7.25	8.45	9.66	19.08	25.60
Mpumalanga	18.96	10.56	7.53	8.97	12.01	17.37	24.60
North West	19.77	9.20	7.82	10.34	11.03	19.54	22.30
Limpopo	20.33	8.61	9.33	9.21	11.36	18.78	22.37
Northern Cape	16.00	14.00	7.33	10.67	12.67	14.00	25.33
Total	18.89	9.95	9.03	9.95	11.41	16.91	23.86



The information above shows that almost one quarter (23,86%) of the weekly crashes happen on a Saturday, and 59,65% of all fatal crashes happened over weekends from Friday to Sunday. The graph below reflects the comparison of day-of-week crashes between 2008 and 2009.

5.3 Number of Crashes per Time of Day

The percentage of fatal crashes per time of day during 2009 is reflected in the graph below.



The above information shows the following percentage of crashes for the respective hours of the day :

- From 18:00 to 19:00 : 6,93%;
- From 19:00 to 20:00 : 7,81%; and
- From 20:00 to 21:00 : 8,27%,

which totals to 23,01%, almost one quarter of the daily fatal crashes.

6. Vehicles involved in Fatal Crashes

6.1 Vehicles per Type in Fatal Crashes

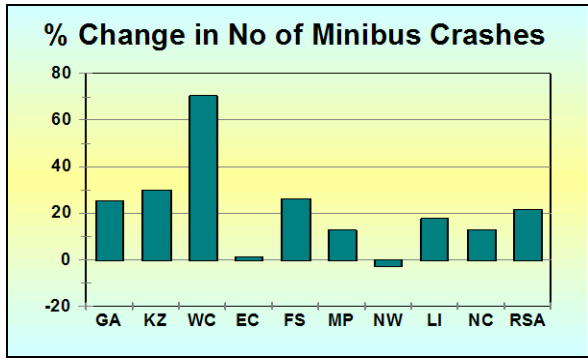
The information in Table 31 below shows that :

- The number of all types of vehicles involved in fatal crashes increased by 1,958 (14,35%) from 13,645 in 2008 to 15,603 in 2009; and
- The number of motorised vehicles involved in fatal crashes increased by 1,951 (14,59) from 13,366 in 2008 to 15,317 in 2009; and
- The number of bicycles involved in fatal crashes decreased by 8 (2,74%) from 278 to 286.

Table 31: Number of Vehicles involved in Fatal Crashes				
Vehicle Type	2008	2009	Change	% Change
Motorcars	5,959	7,348	1,388	23.30
Minibuses	898	1,130	231	25.77
Minibus Taxis	323	356	33	10.19
Buses	262	354	92	35.21
Motorcycles	268	347	79	29.65
LDV's - Bakkies	3,128	2,926	(202)	-6.47
Trucks - rigid	513	314	(199)	-38.79
Trucks - articulated	845	1,074	229	27.11
Other and unknown	1,170	1,469	299	25.53
Total Motorised	13,366	15,317	1,951	14.59
Bicycle	278	286	8	2.74
Animal drawn	0	0	0	0.00
Total	13,645	15,603	1,958	14.35

The number of all minibuses involved in fatal crashes per province is given in Table 32 and the change reflected in the graph below.

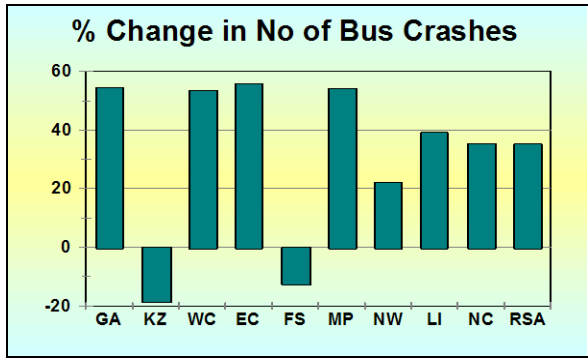
Table 32 : Number of Minibuses Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	221	290	85	161	73	153	104	118	17	1,221
2009	277	377	144	163	92	173	102	139	19	1,486
Change	56	87	60	2	19	19	-2	21	2	264
% Change	25.40	30.00	70.40	1.17	26.28	12.69	-1.80	17.76	12.77	21.65



The information above shows that the number of all minibuses involved in fatal crashes decreased by 264 (21,65%) from 1,221 in 2008 to 1,486 in 2009. With the exception of North West, all other provinces show an increase in this regard. On a percentage basis the biggest increase was recorded in Western Cape where the number of minibuses increased by 60 (70,40%) from 85 to 144 in 2009.

The number of buses involved in fatal crashes per province is given in Table 33 and the change reflected in the graph below.

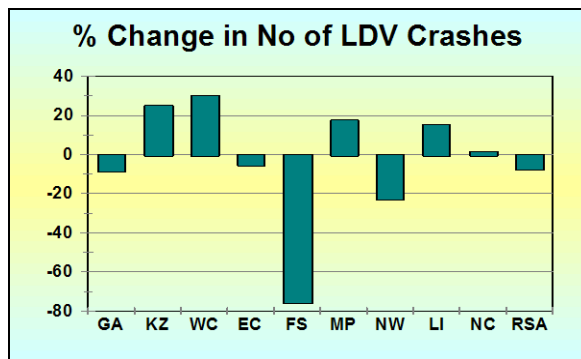
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	39	46	34	42	11	45	19	22	4	262
2009	61	37	52	66	9	69	23	31	6	354
Change	21	-8	18	24	-1	24	4	9	1	92
% Change	54.43	-18.07	53.46	55.73	-11.94	54.25	22.09	39.13	35.32	35.21



The information above shows that the number of buses involved in fatal crashes decreased by 92 (35,21%) from 262 in 2008 to 354 in 2009. With the exception of Kwa-Zulu Natal and Free State, all other provinces show an increase in this regard. On a percentage basis the biggest increase was recorded in the Eastern Cape with an increase of 55,73% followed by the Gauteng where the number of buses increased by 21 (54,43%) from 39 in 2008 to 61 in 2009 and Mpumalanga with an increase of 54.25%..

The number of LDVs (bakkies) involved in fatal crashes per province is given in Table 34 and the change reflected in the graph below.

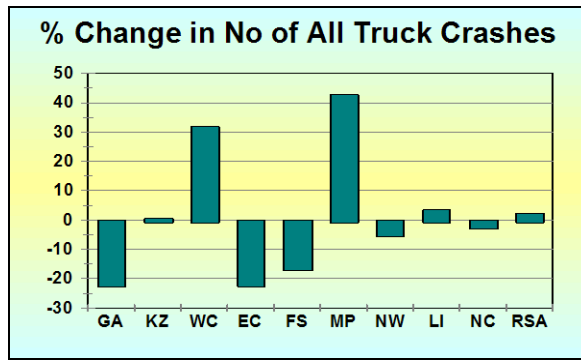
Table 34 : Number of LDVs Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	405	450	257	351	546	396	284	338	100	3,128
2009	374	564	335	336	138	466	222	391	101	2,926
Change	-31	113	78	-16	-408	70	-62	53	1	-202
% Change	-7.72	25.12	30.36	-4.43	-74.75	17.61	-21.96	15.55	1.49	-6.47



The information above shows that the number of LDVs involved in fatal crashes decreased by 202 (6,47%) from 3,128 in 2008 to 2,926 in 2009. Four provinces show decreases, while increases were recorded in five provinces. On a percentage basis the biggest increase was recorded in the Western Cape with an increase of 78 (30,36%) where the number of LDVs increased from 257 in 2008 to 335 in 2009.

The number of articulated trucks involved in fatal crashes per province is given in Table 35 and the % change reflected in the graph below.

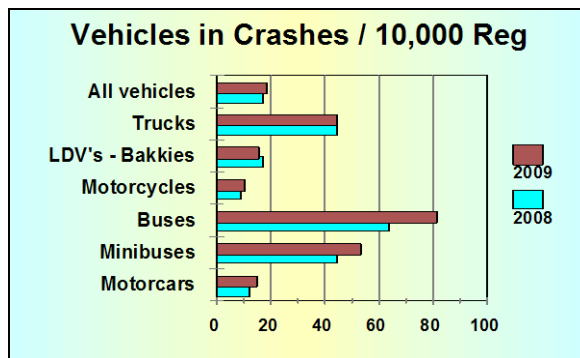
Table 35: Number of All Trucks Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	233	274	121	143	122	220	93	127	25	1,358
2009	182	275	160	111	102	314	88	132	24	1,388
Change	-51	1	39	-31	-20	94	-5	4	-1	30
% Change	-21.97	0.47	31.83	-21.94	-16.53	42.75	-5.31	3.47	-2.27	2.21



The information above shows that the number of All trucks involved in fatal crashes increased by 30 (2,21%) from 1,358 in 2008 to 1,288 in 2009. Five provinces show increases, while decreases were recorded in four provinces. On a percentage basis the biggest increase was recorded in Mpumalanga with an increase of 94 (42,75%) where the number of All trucks increased from 220 in 2008 to 314 in 2009.

The number of vehicles involved in fatal crashes per 10,000 registered vehicles per type of vehicle, is shown in Table 36 and graphically reflected in the figure below. The general rate increased by 11,90% from 16,13 to 18,05.

Vehicle Type	2008	2009	Change	% Change
Motorcars	11.36	13.75	2.38	20.98
Minibuses	43.61	52.59	8.98	20.59
Buses	63.16	80.46	17.30	27.39
Motorcycles	8.39	10.05	1.66	19.73
LDV's - Bakkies	16.72	15.21	-1.51	-9.01
Trucks	43.53	43.32	-0.21	-0.49
All vehicles	16.13	18.05	1.92	11.90



The information above shows that, with the exception of LDVs and Trucks, increases were recorded for all other types of vehicles. The rate in this regard

for Buses increased by 17,30 (27,39%) from 63,16 to 80,46 buses in fatal crashes per 10,000 registered.

More detailed information on the number of vehicles involved in fatal crashes per Province is given in the tables under **Annexure G**.

6.2 Road User Group Fatalities per Type of Vehicle

The number of fatalities per type of vehicle during 2008 and 2009 are given in Table 37 below.

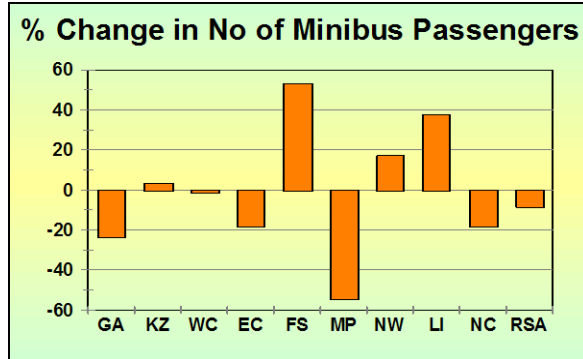
Table 37: Number of Fatalities per Type of Vehicle				
Vehicle Type	2008	2009	Change	% Change
Motorcars	6,305	6,782	477	7.57
Minibuses	1,241	1,184	-57	-4.62
Minibus Taxis	457	432	-25	-5.41
Buses	387	360	-27	-6.89
Motorcycles	285	299	14	4.84
LDV's - Bakkies	2,889	2,649	-240	-8.31
Trucks - rigid	338	163	-176	-51.95
Trucks - articulated	510	489	-21	-4.04
Other and unknown	1,179	1,151	-28	-2.37
Total Motorised	13,591	13,510	-82	-0.60
Bicycle	283	258	-25	-8.86
Animal drawn	0	0	0	0.00
Total	13,875	13,768	-107	-0.77

Amongst others, the information in the table above shows that, with the exception of motorcars and motorcycles, fatalities for all the other types of vehicles decreased. The recorded increases are briefly summarised as follows :

- Motorcars : fatalities increased by 477 (7,57%) from 6,305 to 6,782; and
- Motorcycles : fatalities increased by 14 (,84%) from 285 to 299.

The number of passenger fatalities in minibus related fatal crashes (minibuses plus minibus taxis) is given in Table 38 and the % change reflected in the graph below.

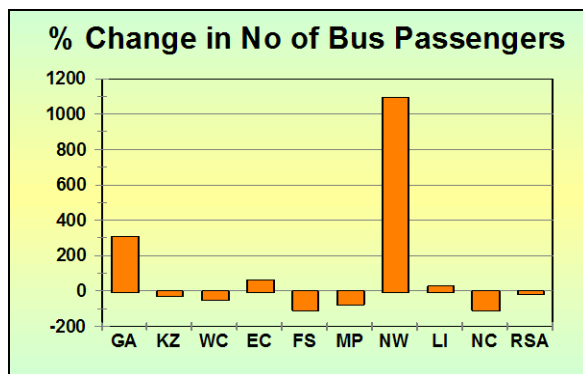
Table 38 : Number of All Minibus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	112	218	48	190	57	178	65	77	12	958
2009	86	226	48	157	87	83	76	107	10	880
Change	-26	7	-0	-33	30	-95	11	29	-2	-78
% Change	-22.95	3.39	-0.70	-17.26	53.11	-53.39	17.10	37.72	-17.44	-8.18



The information above shows that the number of all minibus passenger fatalities decreased by 78 (8,18%) from 958 in 2008 to 880 in 2009. Five provinces recorded decreases and four provinces show increases in this regard. The biggest increase was recorded in Free State where the number of passenger fatalities increased by 30 (53,11%) from 57 to 87 in 2009. The biggest decrease of 53,39% was recorded in Mpumalanga.

The number of passenger fatalities in bus related fatal crashes is given in Table 39 and the % change reflected in the graph below.

Table 39 : Number of Bus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	7	29	16	45	1	133	2	10	2	245
2009	30	22	9	75	0	44	19	12	0	211
Change	23	-6	-7	29	-1	-89	17	3	-2	-34
% Change	310.06	-21.95	-45.12	64.82	-100.00	-66.77	1096.30	26.76	-100.00	-13.82

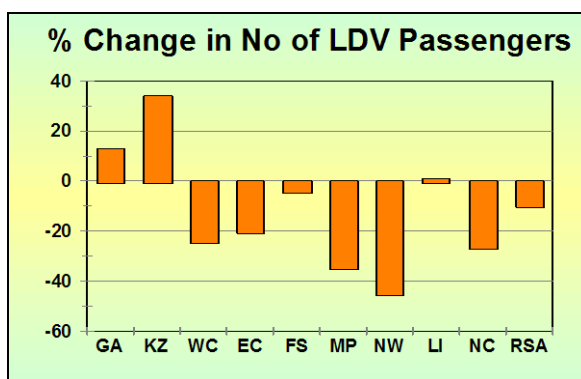


The information above shows that the number of bus passenger fatalities decreased by 34 (13,82%) from 245 in 2008 to 211 in 2009. Four provinces recorded increases and five provinces show decreases in this regard. The biggest increase was recorded in North West where the number of bus

passenger fatalities increased by 17 (1096,30%) from 2 in 2008 to 19 in 2009. In Gauteng the number of bus passenger fatalities increased by 23 (310,06%) from 7 to 30.

The number of passenger fatalities in LDV (bakkie) related fatal crashes are given in Table 40 and the % change reflected in the graph below.

Table 40 : Number of LDV Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	76	227	97	179	85	178	149	166	50	1,208
2009	86	304	73	143	82	117	82	167	37	1,093
Change	10	77	-23	-36	-3	-61	-66	2	-13	-115
% Change	13.10	34.12	-24.22	-20.20	-3.81	-34.37	-44.62	0.99	-26.40	-9.52



The information above shows that the number of LDV (bakkie) passenger fatalities decreased by 115 (9,52%) from 1,208 in 2008 to 1,093 in 2009. With the exception of Gauteng, Kwa-Zulu Natal and Limpopo where an increase was recorded, all other provinces recorded decreases in this regard. On a provincial percentage basis, the biggest increase was recorded in Kwa-Zulu Natal where the number of LDV passenger fatalities increased by 77 (34,12%) from 227 in 2008 to 304 in 2009. In Gauteng the number of LDV passenger fatalities increased by 10 (13,10%) from 76 to 86.

More detailed information on the number of fatalities per type of vehicle involved in fatal crashes per Province is given in the tables under **Annexure H**.

7. Fatal Crashes and Fatalities Types

Types of fatal crashes provide further supporting information on the prevalent conditions and possible factors contributing to crashes. Data in this regard collected for 2009 is given and briefly discussed below.

Table 41: Percentage(% of Fatal Crashes & Fatalities per Type of Crash

Crash Type	Crashes	Fatalities	Severity
Pedestrian	34.71	28.23	1.02
Hit and run - mainly pedestrian	8.16	6.50	1.00
Head on	10.79	16.94	1.98
Overturned	23.61	24.67	1.32
Collision - Fixed object	4.50	4.46	1.25
Sideswipe opposite direction	3.21	3.74	1.47
Sideswipe same direction	1.65	1.69	1.29
Head-Rear end	4.77	5.29	1.40
Approach at angle	2.23	2.51	1.42
Turn in face of oncoming traffic	0.45	0.54	1.54
Turn from wrong lane	0.33	0.32	1.19
Person fell off vehicle	1.34	1.06	1.00
Animal	0.48	0.44	1.17
Cyclist	2.07	1.69	1.03
Motorcycle	0.45	0.37	1.04
Multiple vehicle	0.68	0.92	1.70
Unknown and other	0.59	0.62	1.32

The information in the table above shows that Pedestrian and Hit-and-run crashes were in the order of 34,71% and 8,16% respectively of all fatal crashes during 2009. The severity (average number of fatalities per crash) for these crash types is about one (1).

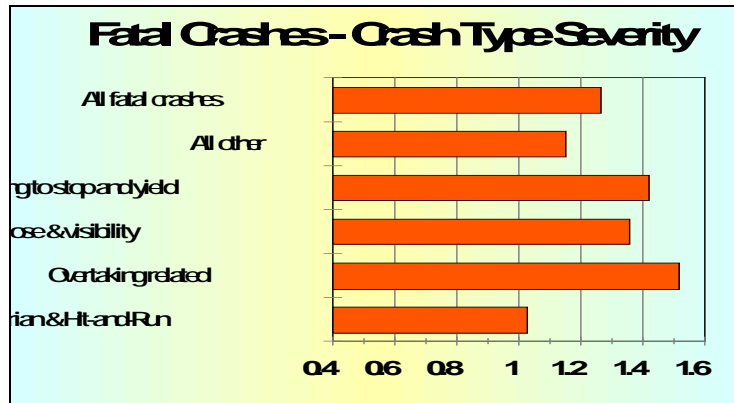
Head-on crashes, mainly due to unsafe and illegal overtaking manoeuvres, were in the order of 10,78% resulting in 16,94% of all fatalities due to the high severity rate of 1,98.

Overturned vehicles, collisions with fixed objects and side-swipes combined were in the order of 32,97% resulting in 34,56% (more than one third) of all fatalities. The contributory factors to these crashes include mainly unsafe and illegal overtaking manoeuvres; fatigue, poor judgement, poor visibility and vehicle and road conditions.

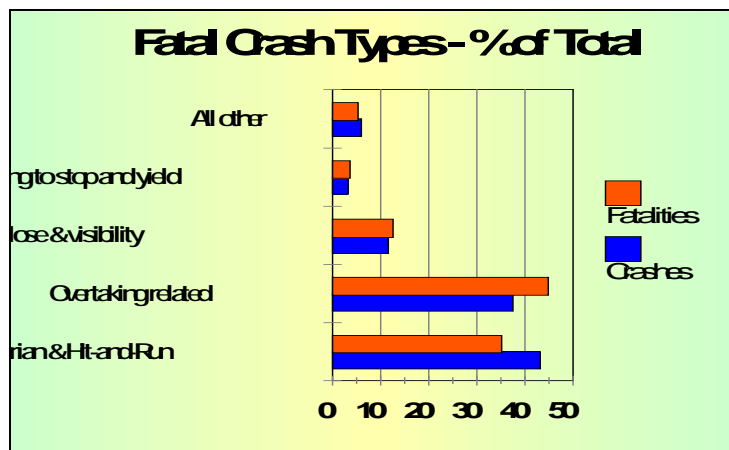
Head-rear-end crashes were in the order of 4,77% resulting in 5,29% of all fatalities with a severity rate of 1,40. These crashes are contributed mainly to by following too close and dirty or non-existent chevrons on heavy vehicles, faulty headlights, etc.

Crashes at junctions (approach at angle, turn in front of oncoming vehicles and turn from wrong lane) totalled 3,00% of all crashes resulting in 3,37% of all fatalities. At 1,41 the combined severity of these crash types is higher than the average of 1,26. The main contributory factor in these types of crashes is failing to stop or yield for oncoming vehicles.

The severity of the various crash types are also reflected in the figure below.



Further analysis and combination of the above types of crashes is shown in the figure and table below.



Crash Type	Crashes	Fatalities
Pedestrian & Hit-and-Run	42.86	34.73
Overtaking related	37.17	44.59
Following too close & visibility	11.36	12.20
Failing to stop and yield	3.00	3.37
All other	5.60	5.10

The information above indicate, amongst others that :

- Pedestrian related crashes was in the order of 42,86% resulting in 34,73% fatalities; and
- Overtaking related crashes was in the order of 37,17% resulting in 44,59% of all fatalities, mainly vehicle passengers.

Note should be taken that vehicle and road factors discussed under contributory factors above, excessive speed and speed too fast for circumstances; drivers driving under the influence of alcohol, also contributed to these crashes. Additional factors include general reckless, negligent and aggressive driver behaviour.

8. Contributory Factors to Crashes

8.1 Summary Contributory factors to crashes

Crashes do not just happen – they happen because of certain real contributory factors. These contributory factors are circumstantial elements that are present at the time of the crash and are generally classified under four main categories, namely: human, vehicle, roadway and the environment. The first three factors reflect human and authority behaviour, attitude and performance, while the fourth factor, the environment could, to a certain extent, be regarded as being beyond the control of the driver or the authorities.

Information collected over many years on contributory factors, show the general percentage contribution of each of these categories to crashes as indicated in the diagram below. These percentages change from year to year and vary from season to season; province to province and also differ between the various categories of roads.

The contributory factors to road crashes are generally classified under 3 main categories as follows:

- Human
- Vehicle
- Road environment

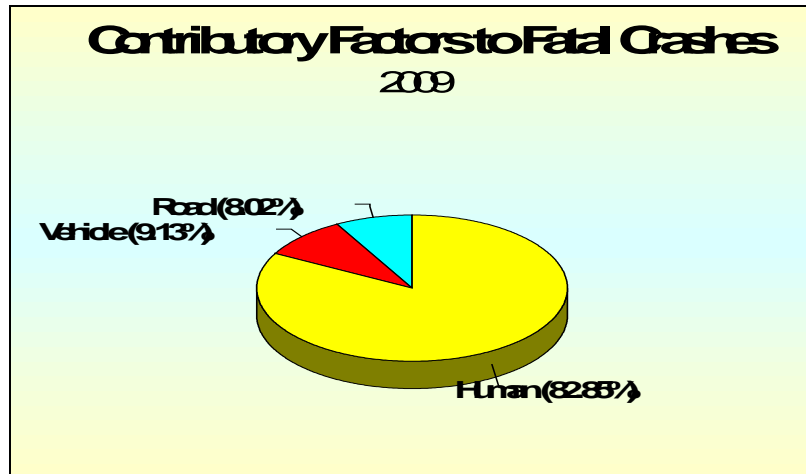
It should be noted that it is very seldom that a crash happens because of only one contributory factor. In most cases there are 2, 3 and even 4 or more factors from any one or more of the above categories present simultaneously.

It is further accepted that 95% or more road traffic crashes happen as a direct result of traffic offences or non-compliance with prescribed norms and standards. In this regard the human element plays a major role. For example, should a crash result from a tyre burst, generally classified under vehicle factors, it still is the responsibility of the driver or owner of the vehicle to see that the worn or damaged tyre is replaced timeously.

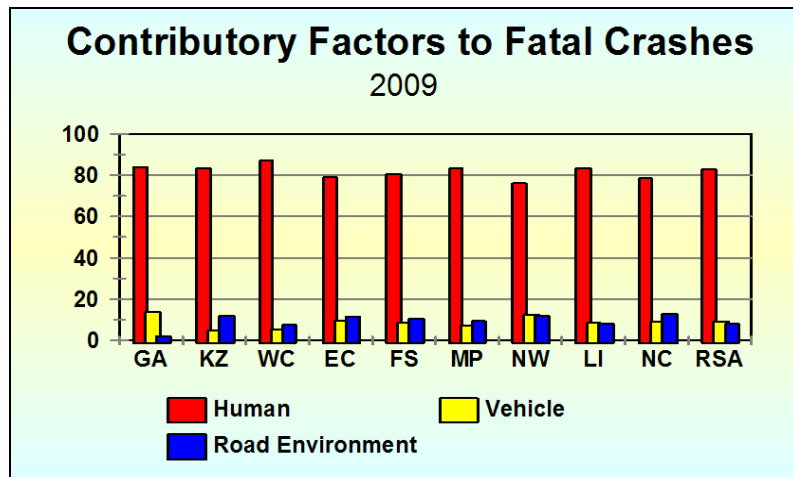
In case of a crash happening a result of a pothole in the road or a smooth road surface, generally classified under road factors, it is the responsibility of the driver to reduce speed and drive more carefully under such circumstances. In such a case it is also the responsibility of the roads authority to detect the unsafe conditions through regular inspections and efficient routine maintenance programmes and

either effect the required remedial measures as soon as possible or, to at least provide the required road signs to warn road users of the unsafe condition of the road

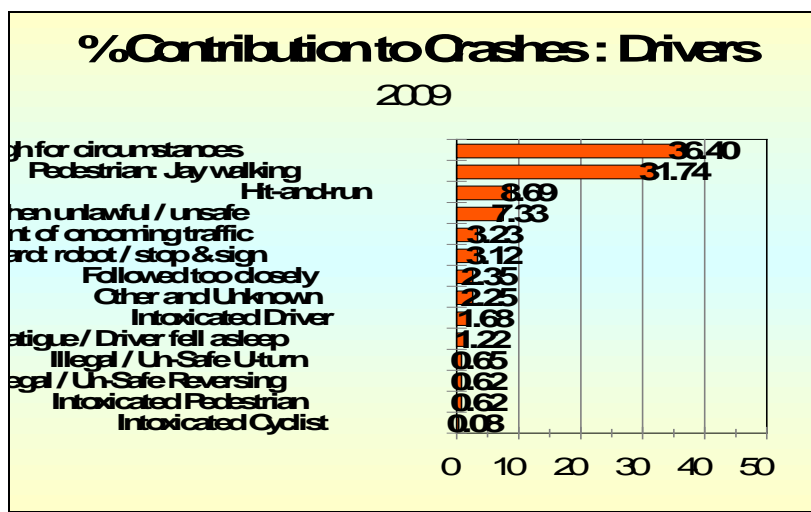
The human factor contributed 82,85% to fatal crashes during 2009 vehicle factor contributed 9.13% and road and environment contributed 8,02%. The reported contributory factors to fatal crashes during 2009 are reflected in the general and respective human, vehicle and road and environment figures below.



The contributory factors per province are reflected in the figure below.



8.1.1 Human or Driver factors:

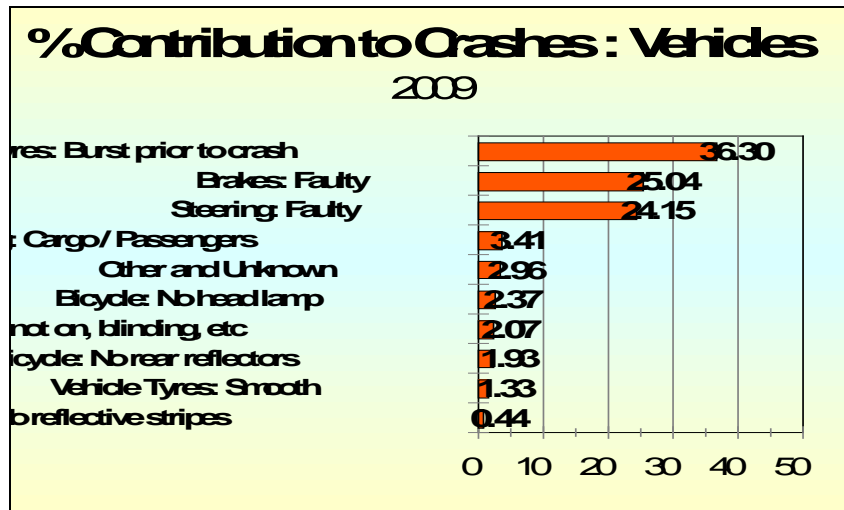


Information in the figure above shows, amongst others, that within the human or driver factor group as reported by the respective investigating officers, excessive speed or speed too fast for circumstances was a factor in 35,40% of fatal crashes; pedestrians jaywalking 31,74% and unsafe and un-lawful overtaking 7,33%.

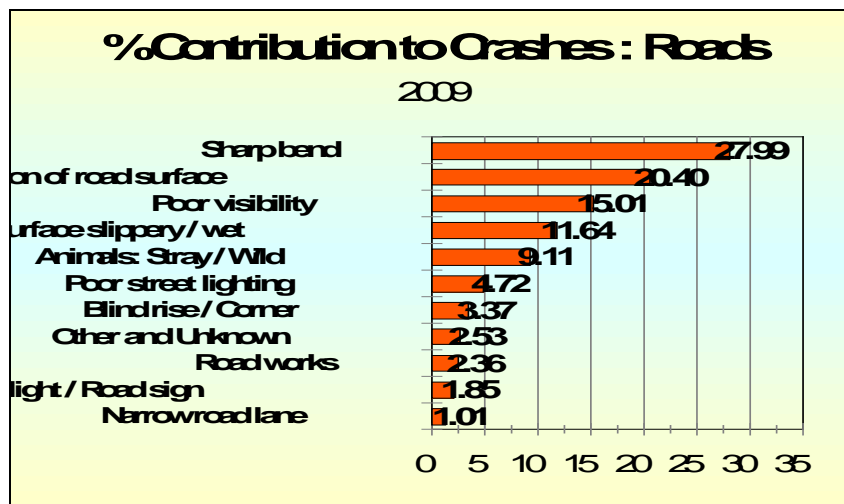
It should be noted that the reported rates for intoxicated driver (1,63%); intoxicated pedestrian (0,62%) and intoxicated cyclist (0,08%) appears to be too low and does not reflect the real true conditions. This statement is made in comparison with information provided by the Medical Research Council (MRC) that shows that 61% of pedestrians and 59% of drivers killed in road crashes were under the influence of alcohol. This information is collected by the MRC from mortuaries around the country. In order to collect more reliable information in this regard, SAPS investigating officers must be encouraged to take breath sample tests at crash scenes.

8.1.2 Vehicle factors:

Information in the figure on vehicles below shows, amongst others, that within the vehicle factor group, tyre burst due to damaged and smooth tyres was a factor in 36,30% of fatal crashes; faulty brakes 25,04% and unsafe and faulty steering 24,15%, totalling no less than 85,48% in the vehicle factor group.



8.1.3 Road environment factors:



Information in the figure on the road environment above shows, amongst others, that within the roads factor group, sharp bends was a factor in 27,99% of fatal crashes; poor condition of the road (potholes, rutting, etc) 20,40% and poor visibility 15,01%.

The vehicle and road factors given above are further aggravated by excessive speed and speed too fast for circumstances; drivers driving under the influence of alcohol, unfit vehicles and driving without a valid driving licence or a professional driving permit. Additional factors include general reckless, negligent and aggressive driver behaviour.

9. Road Traffic Offence Survey Results

Traffic offence surveys are annually conducted with the view to:

- determine the general level of lawlessness on the road network on a year to year basis;
- measure the effect and impact of road safety communication and law enforcement programmes, projects and campaigns; and
- complement existing traffic safety information as well as to clarify the factors that contribute to road crashes.

Offence surveys are conducted on the most critical road traffic offences that generally contribute to the occurrence of road crashes and/or the severity thereof; and include the following:

- Speed: in urban and rural areas (for grouped categories of vehicles);
- Alcohol levels (only drivers);
- Wearing rate of seatbelts – Surveyors were not observed by the drivers and passengers of the vehicles (Unobserved drivers & front seat passengers);
- Drivers of vehicles ignoring traffic signals;
- Drivers of vehicles overtaking across barrier (no-overtaking) lines;
- Pedestrian traffic signal compliance at intersections in urban areas;
- Driver documentation:
 - Carrying of driving licences;
 - Carrying of professional driving permits (PrDPs);
- Vehicle documentation; agreement between the license number on the number plate of vehicles and the licence disc;
- Vehicle fitness:
 - Condition of tyres; worn and/or damaged; and
 - Functioning of vehicle lights; front, tail and brake lights.

For the purpose of these surveys vehicles are grouped into the following 4 categories:

- Light motor vehicles (LMVs) : motorcars, light delivery vehicle (LDVs) and motorcycles; as well as minibuses not registered to transport passengers for reward;
- Minibus taxis : minibuses registered to transport passengers for reward;
- Buses : for the transportation of 18 and more passengers; and
- Trucks : for the transportation of freight > 3,5 t.

Offence surveys are conducted on roads and streets in urban and rural areas which are defined as follows:

- Urban areas : local roads and streets in cities, towns and built-up areas where the speed limit may vary between 60km/h to 80km/h;
- Rural areas : including inter-city, inter-regional and inter-provincial roads, which may be national, provincial and regional roads with speed limits generally between 100km/h and 120km/h.

In order to enable the comparison of the different types of traffic offences on an equal basis, index numbers were developed. Without such indices it would be difficult to compare and sum offence which are measured in different terms, for example, “milligrams per litre” (alcohol); “kilometres per hour” (speed) or “percentage of red phases with offence” (skipping traffic signals). By reducing all these offences to index numbers which relate the offence levels to their respective targets, the rates of the different offences become mutually comparable and can also be used to calculate combined (or joint) indices for the different offences.

In order to assist in the calculation of indices, desired maximum offence rates for the various types of traffic offences were determined. These are given in the table below.

Table 43: Desired maximum offence rates for various critical offences	
Offence Type	Desired maximum (standard) offence rate
Speed	5% - not more than 5 out of every 100 vehicles measured exceed the set speed limit on a particular road or street
Alcohol	0,4% - not more than 1 driver in every 250 tested exceed the legal breath alcohol limit
Barrier line	1% - 1 illegal overtaking offence across a barrier or no-overtaking line for every 100 traffic convoys observed
Traffic signals	1% - maximum of 1% of red phases with an offence where the driver of any vehicle failed to clear the junction in time
Seat belts	15% - maximum of 15 vehicle occupants, drivers and passengers, fail to wear seatbelts
Driving licence	1% - maximum of 1 driver out of every 100 interviewed fail to carry or produce a valid driving licence
PrDP	1% - maximum of 1 driver of a public passenger or freight transport vehicle out of every 100 interviewed fail to carry or produce a valid professional driving permit
Vehicle tyres	1% - maximum of 1 tyre out of every 100 tested are damaged or worn below the legal limit
Vehicle lights	1% - maximum of 1 light (head, tail and brake lights) out of every 100 tested are not functioning properly

The index numbers or indices have been formulated in such a way that all these standards are expressed as 1 index unit. This means that when any of these standards have been reached, the index number of that offence will be equal to 1. For example: An index number of 1 for alcohol offences would mean that an offence rate of 0,4% was observed during the survey (this is exactly on the standard rate of 0,4%). An index number of 0,5 for seat belts would mean that an offence rate of 7,5% was observed during the survey (this is 0,5 times the standard rate of 15%). An index number of 2,0 for speeding offences would mean that an offence rate of 10% was observed during the survey (this is 2 times the standard rate of 5%).

Combined offence index numbers or indices across all types of traffic offences are calculated because they represent the joint results for various offences on a provincial and national basis. These combined indices support the addition of the various percentages across the various types of offences in order to allow for the comparison of annual and provincial traffic offence results.

A brief summary of the main traffic offence indices for 2009 on a national level, in comparison with the 2008 indices, is given in the table below. Despite an increase in law enforcement efforts, the independent Road Traffic Offence Survey for 2009 shows an increase of 36,2% in the overall Road Traffic Offence Index from 5,8 in 2008 to 7,9 in 2009.

Table 44: Summary of 2008-2009 Offence Indices					
Offence Type	Description	2008	2009	Change	% Change
Speed	Urban areas	6.7	6.3	-0.4	-6.0
	Rural areas	5.8	7.9	2.1	36.2
Alcohol	Day-time all vehicles	2.4	1.27	-1.13	-47.1
	Night-time all vehicles	3.6	2.38	-1.19	-33.3
Seatbelts	Drivers	4.2	3.9	-0.3	-7.1
	Passengers front seat	4.7	4.5	-0.2	-4.3
Traffic signals	Day-time all vehicles	29.8	24.7	-5.1	-17.1
	Night-time all vehicles	33	19.6	-13.4	-40.6
Driving licence	All vehicles	3.9	1.5	-2.4	-61.5
PrPDs	Minibus taxis, buses, trucks	3.8	2	-1.8	-47.4
Tyres	Worn & damaged tyres	6.8	5.8	-1	-14.7
Lights	Head-lights	3.2	1.1	-2.1	-65.6
	Tail-lights	1.7	0.6	-1.1	-64.7
	Brake-lights	5.3	2.3	-3	-56.6
Vehicle licence	Plate & disc correlation	0.7	0.2	-0.5	-71.4
Combined Index		5.8	7.9	2.1	36.2

The information in the table above shows that an increase was recorded only for one offence type:

- Drivers exceeding the speed limit within a particular road or street in the rural area: increased by 36,2% from an index of 5,8 in 2008 to an index of 7,9. The remaining types of offences showed decreases in excess in this regard.
- A highest decrease was recorded for correlation between the vehicle licence number on the plate and the licence disc, indicating possibility of false number plates: decreased by 71,4% from an index of 0,7 in 2008 to an index of 0,5 in 2008.

Despite decreases in most offences, they still remain types of offences in all provinces which contribute to the occurrence or seriousness of road crashes are speed; alcohol; unsafe and illegal overtaking and the non-wearing of seatbelts. Both speed and seatbelt offences contribute to the seriousness or severity of crashes, while inappropriate speed in addition reduces the available decision time which further contribute to the number of crashes.

10 Estimated Unit Cost of Crashes

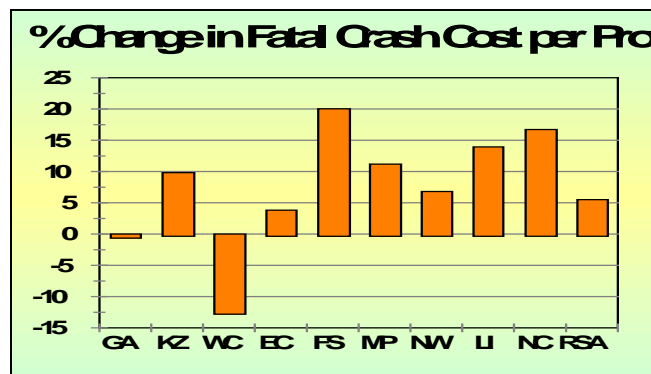
The table 45 below shows the estimated unit cost of crashes as from 2002 to 2009 per crash category or degree. Its clearly shows that the cost is increasing on yearly basis in this regard for all categories. Reduction in the number of fatal crashes and fatalities will contribute to the country’s savings and allow the savings to be utilized efficiently to the priorities of the country.

The estimated unit cost of crashes is given in the table below

Year	Fatal	Major	Minor	Damage
2002	876,198	345,247	189,331	52,700
2003	920,007	362,509	198,797	55,335
2004	966,008	380,635	208,737	58,102
2005	1,014,308	399,666	219,174	61,007
2006	1,065,024	419,650	230,133	64,057
2007	1,118,275	440,632	241,639	67,260
2008	1,174,189	462,664	253,721	70,623
2009	1,232,898	485,797	266,407	74,154

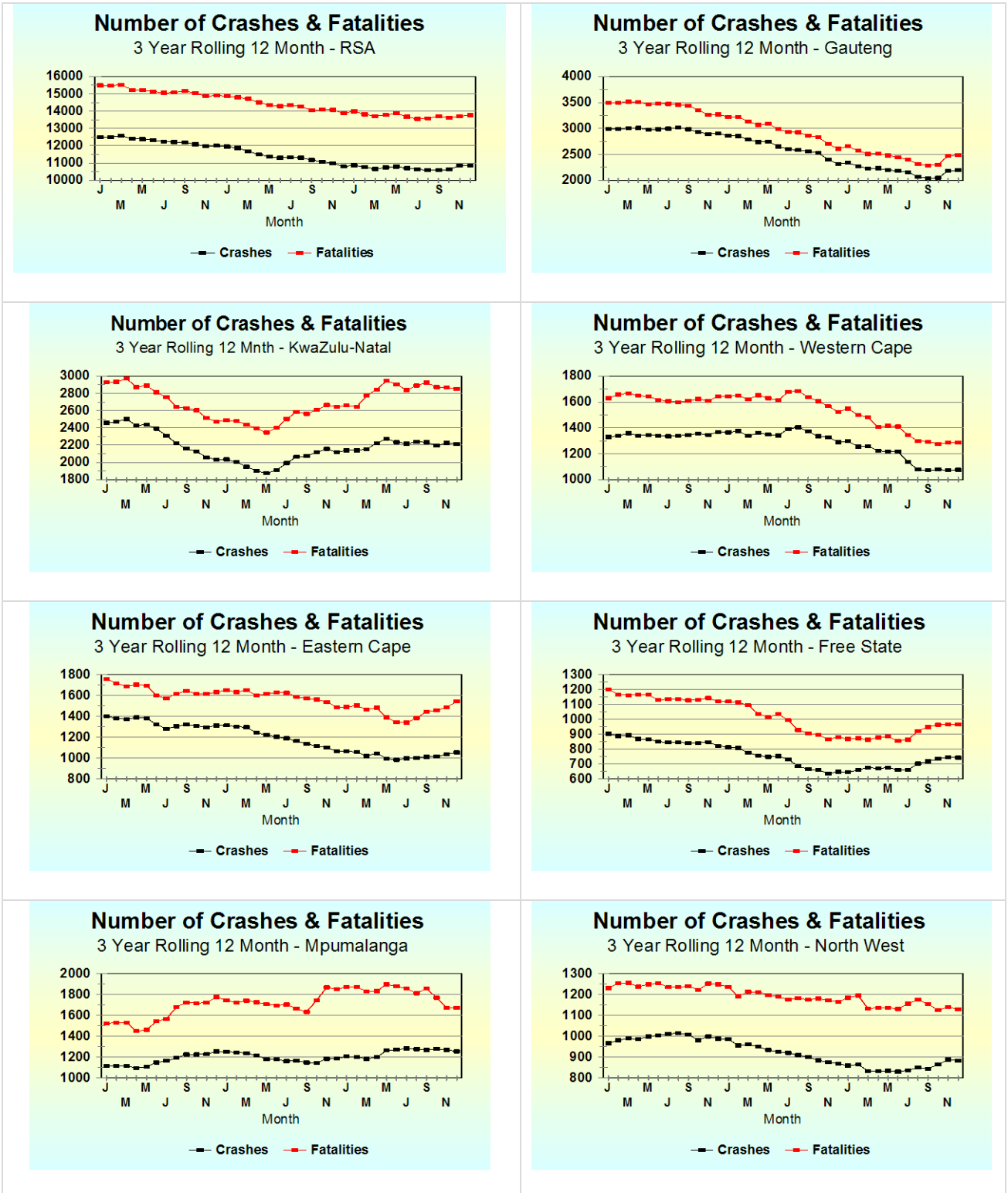
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	2713.55	2485.76	1514.70	1252.86	763.22	1393.76	1020.37	1269.30	273.59	12687.11
2009	2707.44	2729.64	1326.60	1300.71	916.04	1549.75	1089.88	1446.19	319.32	13385.58
change	-6.11	243.88	-188.11	47.85	152.82	155.99	69.51	176.89	45.73	698.47
% change	-0.23	9.81	-12.42	3.82	20.02	11.19	6.81	13.94	16.72	5.51

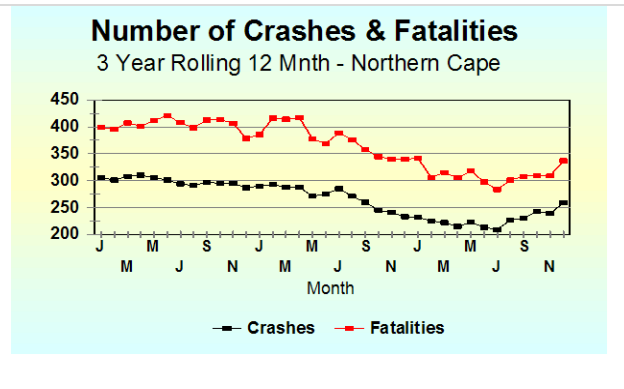
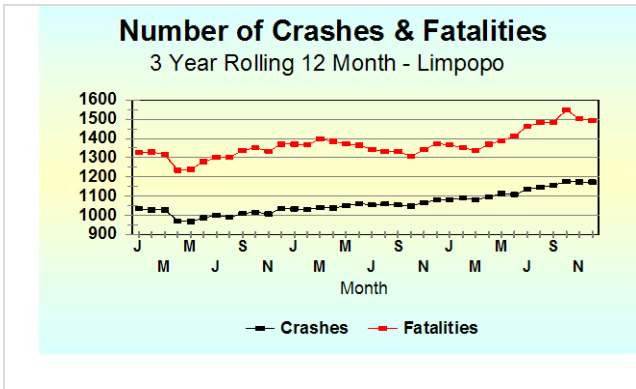
Two provinces recorded decreases and seven provinces show increases in this regard. The biggest increase was recorded in Free State where the number of cost increased by 152 (20,02%) from 763,22 in 2008 to 916,04 in 2009. The biggest decrease of 12,42% was recorded in Western Cape



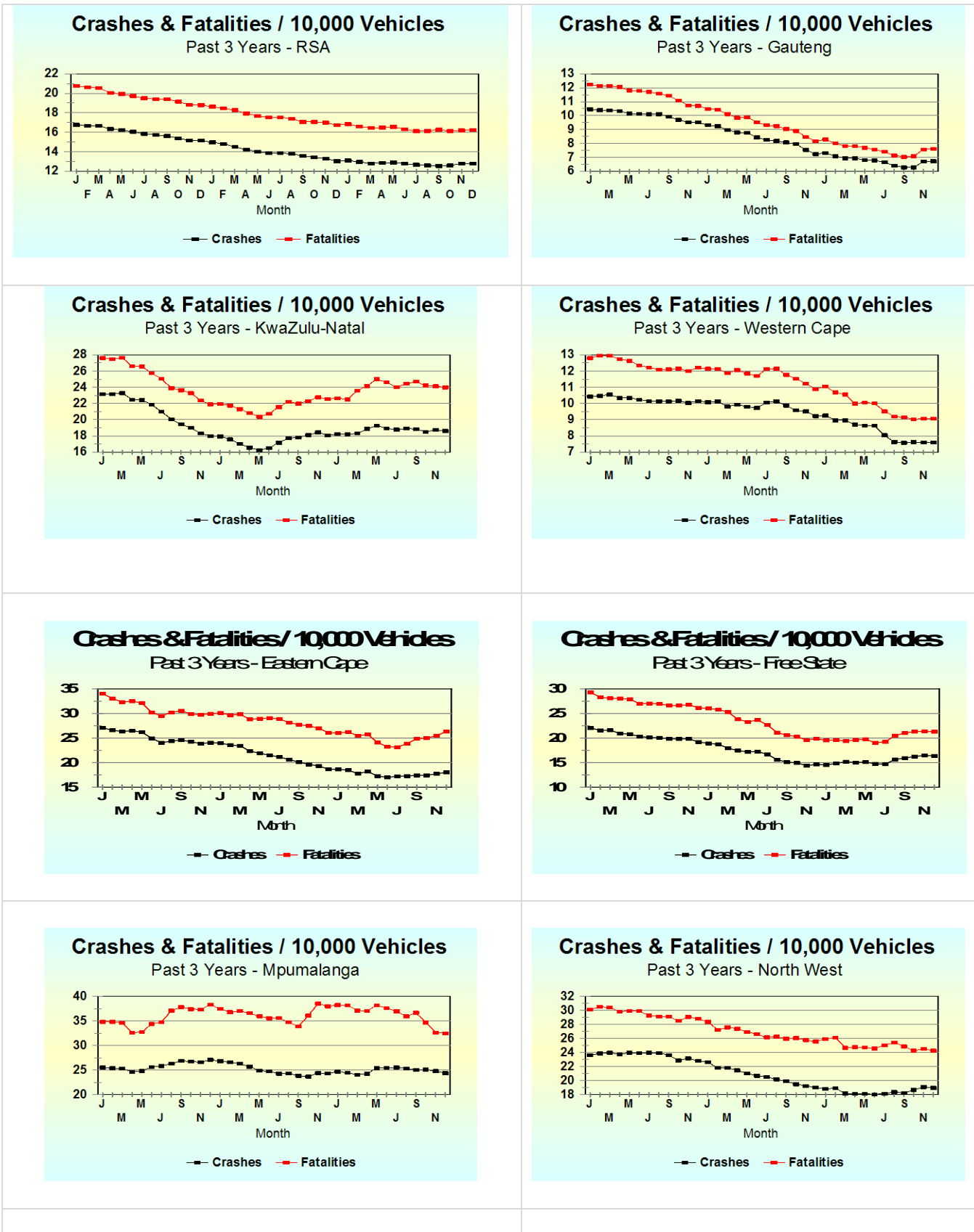
11. Summary : Some graphs reflecting Crash Rates and Trends

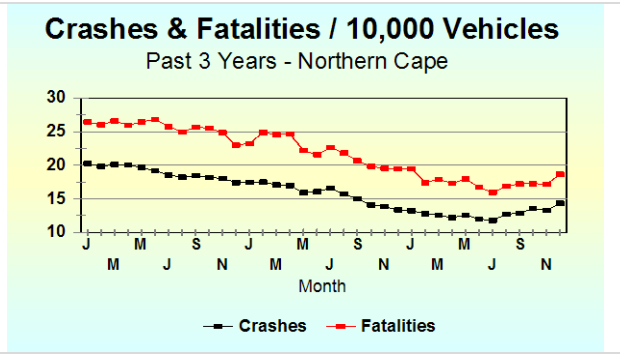
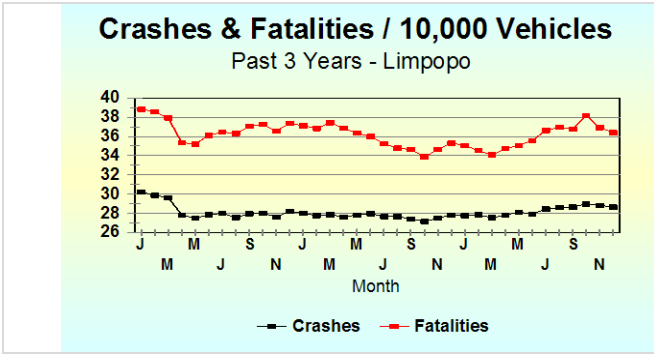
11.1 Three (3)-Year Rolling 12-month Number of Fatal Crashes and Fatalities





11.2 Number of Fatal Crashes and Fatalities per 10,000 Registered Vehicles over a period of 3 years





12. Conclusion

The road traffic offence survey results shows that the level of lawlessness is improving slightly compared to the previous year.

The information contained in this report clearly indicates a slight increase in the national number of fatal crashes and a slight decrease in the number of fatalities. However, 76% of male fatalities were recorded whereby most fatalities were recorded between 16 – 64 age groups. Most crashes still occur over the weekend. The number of fatalities for pedestrians has decreased, and increased for drivers and passengers.

Human factor contributed 82.85% to the total fatal crashes, road factor contributed 8,02% and vehicle factor contributed 9.13%.

Law enforcement, education and communication should be conducted in line with the areas of concern as stipulated in the report to reduce the number of crashes and fatalities in the country.

Annexures

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Annexure A-1

Number of Registered Vehicles

Dec 2008	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Veh's										
Motorcars	2,201,397	741,432	958,626	335,399	247,061	264,374	250,843	187,186	89,223	5,275,541
Minibuses	108,837	42,665	36,335	20,525	12,039	19,031	18,609	18,241	3,694	279,976
Buses	13,819	6,796	5,219	3,552	1,943	3,963	2,946	3,574	1,081	42,893
Motorcycles	125,751	30,829	70,948	21,984	20,602	18,317	17,753	10,179	7,809	324,172
LDV's - Bakkies	613,328	275,184	271,214	156,909	107,808	143,659	125,593	144,380	59,003	1,897,078
Trucks	120,953	49,933	34,816	24,572	19,247	24,168	17,689	18,350	8,390	318,118
Other & Unkwn	35,965	30,266	32,583	13,074	38,383	23,056	25,878	13,212	7,372	219,786
Sub-Total	3,220,050	1,177,105	1,409,741	576,015	447,083	496,568	459,311	395,122	176,572	8,357,564
Towed Veh's										
Caravans	40,463	8,462	16,484	5,776	7,948	9,139	7,595	4,965	2,942	103,774
Heavy Trailers	48,574	26,197	11,479	11,132	13,322	13,803	9,587	6,089	4,225	144,408
Light Trailers	263,826	67,048	110,420	43,218	54,277	46,436	46,793	28,821	21,557	682,396
Unknown	2,659	1,510	2,360	1,152	2,073	2,048	2,666	1,296	605	16,366
Sub-Total	355,522	103,217	140,743	61,278	77,620	71,426	66,641	41,171	29,329	946,944
All Vehicles	3,575,571	1,280,322	1,550,484	637,292	524,702	567,993	525,951	436,293	205,900	9,304,508

Dec 2009	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Veh's										
Motorcars	2,256,780	754,048	969,006	346,880	253,701	282,341	255,514	200,662	92,161	5,411,093
Minibuses	110,845	43,394	35,458	20,715	12,035	19,781	18,090	18,781	3,842	282,941
Buses	14,916	6,958	5,107	3,714	2,025	4,406	3,118	3,846	1,127	45,217
Motorcycles	141,423	33,526	74,669	24,281	23,266	22,925	20,681	12,637	8,992	362,400
LDV's - Bakkies	626,637	281,554	271,920	161,633	110,215	151,718	128,660	153,258	60,697	1,946,292
Trucks	121,769	50,441	34,586	24,470	19,227	24,978	17,976	19,504	8,653	321,604
Other & Unkwn	36,706	31,615	33,278	13,929	39,522	25,533	27,259	14,740	7,904	230,484
Sub-Total	3,309,076	1,201,536	1,424,024	595,622	459,991	531,682	471,298	423,428	183,376	8,600,031
Towed Veh's										
Caravans	40,923	8,638	16,456	5,768	8,061	9,754	7,701	5,167	2,994	105,462
Heavy Trailers	49,296	25,744	11,675	10,938	13,365	14,664	9,917	6,386	4,417	146,402
Light Trailers	278,239	70,577	114,105	46,266	56,179	50,395	49,143	31,337	22,793	719,034
Unknown	2,625	1,595	2,362	1,235	2,109	2,182	2,728	1,372	646	16,852
Sub-Total	371,083	106,554	144,598	64,207	79,714	76,995	69,489	44,262	30,850	987,750
All Vehicles	3,680,158	1,308,090	1,568,622	659,829	539,704	608,676	540,786	467,690	214,226	9,587,781

% Change Dec 2008-2009	Number of Registered Vehicles per Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorised Vehicles										
Motorcars	2.52	1.70	1.08	3.42	2.69	6.80	1.86	7.20	3.29	2.57
Minibuses	1.84	1.71	-2.41	0.93	-0.03	3.94	-2.79	2.96	4.01	1.06
Buses	7.94	2.38	-2.15	4.56	4.22	11.18	5.84	7.61	4.26	5.42
Motorcycles	12.46	8.75	5.24	10.45	12.93	25.16	16.49	24.15	15.15	11.79
LDV's - Bakkies	2.17	2.31	0.26	3.01	2.23	5.61	2.44	6.15	2.87	2.59
Trucks	0.67	1.02	-0.66	-0.42	-0.10	3.35	1.62	6.29	3.13	1.10
Other & Unkwn	2.06	4.46	2.13	6.54	2.97	10.74	5.34	11.57	7.22	4.87
Sub-Total	2.76	2.08	1.01	3.40	2.89	7.07	2.61	7.16	3.85	2.90
Towed Vehicles										
Caravans	1.14	2.08	-0.17	-0.14	1.42	6.73	1.40	4.07	1.77	1.63
Heavy Trailers	1.49	-1.73	1.71	-1.74	0.32	6.24	3.44	4.88	4.54	1.38
Light Trailers	5.46	5.26	3.34	7.05	3.50	8.53	5.02	8.73	5.73	5.37
Unknown	-1.28	5.63	0.08	7.25	1.74	6.54	2.33	5.86	6.87	2.97
Sub-Total	4.38	3.23	2.74	4.78	2.70	7.80	4.27	7.51	5.19	4.31
All Vehicles	2.93	2.17	1.17	3.54	2.86	7.16	2.82	7.20	4.04	3.04



Annexure A-2

Number of Registered Vehicles per Province per Month

2007	Number of All Registered Vehicles per Province									
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	3,307,891	1,198,448	1,450,593	591,072	495,598	518,683	483,274	394,900	184,068	8,624,527
Feb	3,329,720	1,203,861	1,457,771	593,461	497,436	522,138	485,692	397,358	185,044	8,672,481
Mch	3,354,147	1,210,839	1,466,330	596,561	499,736	525,798	483,559	399,020	191,072	8,727,062
Apr	3,372,379	1,216,650	1,471,884	599,163	501,539	527,913	487,717	401,336	191,962	8,770,543
May	3,390,612	1,222,461	1,477,438	601,764	503,342	530,027	491,875	403,651	192,853	8,814,023
Jun	3,408,844	1,228,272	1,482,992	604,366	505,145	532,142	496,033	405,967	193,743	8,857,504
Jul	3,426,784	1,235,304	1,490,158	607,552	506,949	534,721	499,767	409,226	195,142	8,905,603
Aug	3,446,168	1,242,804	1,497,494	610,026	508,479	537,119	503,400	412,136	196,290	8,953,916
Sep	3,461,393	1,248,187	1,502,859	612,370	509,152	539,508	506,078	414,199	197,085	8,990,831
Oct	3,476,337	1,253,897	1,509,448	616,189	510,841	542,309	508,866	416,691	198,269	9,032,847
Nov	3,488,772	1,258,400	1,514,622	618,742	512,133	544,316	511,147	418,996	199,242	9,066,370
Dec	3,486,073	1,258,720	1,515,147	619,448	511,950	545,212	512,130	419,812	199,628	9,068,120

2008	Number of All Registered Vehicles per Province									
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	3,510,621	1,263,165	1,524,937	625,973	515,458	548,123	515,501	423,309	200,881	9,127,968
Feb	3,523,905	1,267,310	1,529,166	628,138	517,433	551,351	517,914	425,579	202,051	9,162,847
Mch	3,531,181	1,269,715	1,531,928	629,573	518,545	552,846	519,401	426,618	202,870	9,182,677
Apr	3,545,424	1,273,280	1,536,804	631,410	519,992	554,340	521,403	428,225	203,383	9,214,261
May	3,550,122	1,275,151	1,538,156	632,343	520,815	555,553	522,245	428,990	203,651	9,227,026
Jun	3,553,503	1,276,856	1,539,407	632,674	521,697	556,500	523,328	429,321	204,288	9,237,574
Jul	3,564,996	1,278,983	1,539,870	634,356	522,464	558,651	523,830	430,960	204,737	9,258,847
Aug	3,571,284	1,279,822	1,541,510	635,452	523,632	560,732	524,807	431,793	204,720	9,273,752
Sep	3,576,155	1,282,086	1,544,798	636,468	524,628	563,281	525,984	433,062	205,066	9,291,528
Oct	3,579,799	1,282,550	1,547,910	637,425	525,192	565,511	526,898	434,459	205,479	9,305,223
Nov	3,581,675	1,281,462	1,548,976	637,221	524,798	567,020	525,983	434,765	205,594	9,307,494
Dec	3,575,571	1,280,322	1,550,484	637,292	524,702	567,993	525,951	436,293	205,900	9,304,508

2009	Number of All Registered Vehicles per Province									
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	3,236,054	1,180,456	1,413,342	578,677	449,139	500,761	460,439	398,068	178,072	8,395,006
Feb	3,219,376	1,174,531	1,405,246	575,984	447,376	500,885	459,080	397,818	177,657	8,357,950
Mch	3,250,368	1,184,258	1,416,174	581,829	451,258	507,328	463,371	402,966	178,924	8,436,473
Apr	3,257,063	1,186,774	1,417,350	583,487	452,656	510,719	464,447	405,472	179,358	8,457,325
May	3,263,619	1,187,332	1,416,813	584,313	453,291	513,056	464,641	407,448	179,752	8,470,264
Jun	3,270,549	1,189,292	1,417,016	585,366	454,016	515,954	466,169	409,898	180,279	8,488,538
Jul	3,276,993	1,192,934	1,418,521	587,855	456,546	518,256	467,479	412,930	181,048	8,512,559
Aug	3,287,734	1,193,727	1,419,553	588,738	456,948	521,399	468,528	415,096	181,576	8,533,298
Sep	3,298,709	1,195,897	1,420,456	590,979	458,175	523,636	469,187	417,465	182,326	8,556,828
Oct	3,307,305	1,198,259	1,422,244	592,728	459,245	526,400	469,904	419,390	182,720	8,578,193
Nov	3,311,251	1,199,950	1,423,386	594,059	459,558	529,402	470,707	421,637	183,000	8,592,950
Dec	3,309,076	1,201,536	1,424,024	595,622	459,991	531,682	471,298	423,428	183,376	8,600,031

Annexure B-1

Number of Vehicles that are Un-Roadworthy

Number of Un-Roadworthy Vehicles										
December 2008	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	78,189	23,941	22,557	7,741	7,723	7,488	7,797	4,338	1,204	160,978
Minibuses	12,199	5,308	2,950	1,745	1,042	1,627	1,759	1,444	234	28,308
Buses	1,157	908	396	345	131	335	214	216	97	3,799
Motorcycles	25,104	4,684	6,366	2,085	3,926	4,968	4,766	3,126	1,456	56,481
LDV's - Bakkies	21,085	9,716	5,824	3,226	2,630	3,645	2,922	2,437	757	52,242
Trucks	12,822	6,322	3,412	2,614	2,889	3,234	2,378	2,310	1,285	37,266
Other & Unkwn	1,979	1,304	542	354	1,499	878	998	632	177	8,363
Sub-Total	152,535	52,183	42,047	18,110	19,840	22,175	20,834	14,503	5,210	347,437
Towed Vehicles										
Caravans	990	317	319	114	218	297	261	162	76	2,754
Heavy Trailers	4,815	2,758	1,034	968	1,673	1,263	964	640	357	14,472
Light Trailers	4,327	1,565	1,656	586	1,290	808	889	527	163	11,811
Unknown	154	103	55	34	67	78	86	38	16	631
Sub-Total	10,286	4,743	3,064	1,702	3,248	2,446	2,200	1,367	612	29,668
All Vehicles	162,821	56,926	45,111	19,812	23,088	24,621	23,034	15,870	5,822	377,105
Dec 2009	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	77,476	25,738	21,083	9,009	9,370	8,991	7,684	5,243	1,331	165,925
Minibuses	15,123	6,137	2,989	2,325	1,378	2,251	2,322	2,092	339	34,956
Buses	1,612	865	434	403	194	403	266	307	131	4,615
Motorcycles	34,579	6,282	7,426	3,028	5,466	7,872	6,851	4,755	1,998	78,257
LDV's - Bakkies	22,077	10,646	5,790	3,801	3,062	4,200	3,132	3,038	843	56,589
Trucks	14,939	7,294	3,443	3,085	3,391	3,898	2,832	2,868	1,366	43,116
Other & Unkwn	2,027	1,748	646	476	1,775	1,092	1,227	799	261	10,051
Sub-Total	167,833	58,710	41,811	22,127	24,636	28,707	24,314	19,102	6,269	393,509
Towed Vehicles										
Caravans	1,132	365	335	130	246	364	279	211	76	3,138
Heavy Trailers	6,006	2,915	1,096	1,176	1,725	1,670	1,089	727	398	16,802
Light Trailers	5,245	2,006	1,902	774	1,452	1,042	1,099	727	214	14,461
Unknown	201	131	62	48	65	129	101	46	21	804
Sub-Total	12,584	5,417	3,395	2,128	3,488	3,205	2,568	1,711	709	35,205
All Vehicles	180,417	64,127	45,206	24,255	28,124	31,912	26,882	20,813	6,978	428,714
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	-0.91	7.51	-6.53	16.38	21.33	20.07	-1.45	20.86	10.55	3.07
Minibuses	23.97	15.62	1.32	33.24	32.25	38.35	32.01	44.88	44.87	23.48
Buses	39.33	-4.74	9.60	16.81	48.09	20.30	24.30	42.13	35.05	21.48
Motorcycles	37.74	34.12	16.65	45.23	39.23	58.45	43.75	52.11	37.23	38.55
LDV's - Bakkies	4.70	9.57	-0.58	17.82	16.43	15.23	7.19	24.66	11.36	8.32
Trucks	16.51	15.37	0.91	18.02	17.38	20.53	19.09	24.16	6.30	15.70
Other & Unkwn	2.43	34.05	19.19	34.46	18.41	24.37	22.95	26.42	47.46	20.18
Sub-Total	10.03	12.51	-0.56	22.18	24.17	29.46	16.70	31.71	20.33	13.26
Towed Vehicles										
Caravans	14.34	15.14	5.02	14.04	12.84	22.56	6.90	30.25	0.00	13.94
Heavy Trailers	24.74	5.69	6.00	21.49	3.11	32.22	12.97	13.59	11.48	16.10
Light Trailers	21.22	28.18	14.86	32.08	12.56	28.96	23.62	37.95	31.29	22.44
Unknown	30.52	27.18	12.73	41.18	-2.99	65.38	17.44	21.05	31.25	27.42
Sub-Total	22.34	14.21	10.80	25.03	7.39	31.03	16.73	25.16	15.85	18.66
All Vehicles	10.81	12.65	0.21	22.43	21.81	29.61	16.71	31.15	19.86	13.69

Annexure B-2

Number of Un-Licensed Vehicles

Number of Un-Licensed Vehicles										
December 2008	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	93,415	30,720	28,435	14,950	11,878	11,752	11,755	9,571	3,412	215,888
Minibuses	7,729	2,941	1,388	1,351	631	1,155	1,374	1,092	199	17,860
Buses	450	293	130	182	75	118	94	146	50	1,538
Motorcycles	14,232	3,686	4,056	1,910	2,601	2,436	2,499	1,484	705	33,609
LDV's - Bakkies	21,895	11,962	6,916	7,084	4,393	5,521	5,167	6,152	1,841	70,931
Trucks	5,045	2,371	915	1,295	884	1,319	1,005	1,067	292	14,193
Other & Unkwn	2,316	1,981	948	697	2,353	1,477	1,515	890	394	12,571
Sub-Total	145,082	53,954	42,788	27,469	22,815	23,778	23,409	20,402	6,893	366,590
Towed Vehicles										
Caravans	2,141	525	476	289	459	488	472	287	111	5,248
Heavy Trailers	1,838	1,141	216	530	479	534	388	244	125	5,495
Light Trailers	14,843	4,630	3,920	2,283	3,276	2,416	2,687	1,543	887	36,485
Unknown	288	171	127	83	224	162	246	119	52	1,472
Sub-Total	19,110	6,467	4,739	3,185	4,438	3,600	3,793	2,193	1,175	48,700
All Vehicles	164,192	60,421	47,527	30,654	27,253	27,378	27,202	22,595	8,068	415,290
Dec 2009	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	73,950	22,020	23,534	11,596	9,170	8,759	8,974	7,056	2,790	167,849
Minibuses	4,768	1,625	1,108	793	418	550	711	530	90	10,593
Buses	265	157	81	102	30	75	55	55	18	838
Motorcycles	6,784	1,694	3,999	1,309	1,171	746	864	485	304	17,356
LDV's - Bakkies	17,793	8,361	5,991	5,530	3,363	4,176	3,797	4,655	1,458	55,124
Trucks	3,429	1,567	732	708	549	797	637	606	205	9,230
Other & Unkwn	768	724	479	306	814	442	804	349	132	4,818
Sub-Total	107,757	36,148	35,924	20,344	15,515	15,545	15,842	13,736	4,997	265,808
Towed Vehicles										
Caravans	1,023	187	272	118	176	212	209	138	55	2,390
Heavy Trailers	1,310	706	176	235	243	230	206	126	59	3,291
Light Trailers	8,768	2,319	2,972	1,317	1,502	1,183	1,397	901	505	20,864
Unknown	113	79	113	63	91	86	178	70	20	813
Sub-Total	11,214	3,291	3,533	1,733	2,012	1,711	1,990	1,235	639	27,358
All Vehicles	118,971	39,439	39,457	22,077	17,527	17,256	17,832	14,971	5,636	293,166
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	-20.84	-28.32	-17.24	-22.43	-22.80	-25.47	-23.66	-26.28	-18.23	-22.25
Minibuses	-38.31	-44.75	-20.17	-41.30	-33.76	-52.38	-48.25	-51.47	-54.77	-40.69
Buses	-41.11	-46.42	-37.69	-43.96	-60.00	-36.44	-41.49	-62.33	-64.00	-45.51
Motorcycles	-52.33	-54.04	-1.41	-31.47	-54.98	-69.38	-65.43	-67.32	-56.88	-48.36
LDV's - Bakkies	-18.73	-30.10	-13.37	-21.94	-23.45	-24.36	-26.51	-24.33	-20.80	-22.29
Trucks	-32.03	-33.91	-20.00	-45.33	-37.90	-39.58	-36.62	-43.21	-29.79	-34.97
Other & Unkwn	-66.84	-63.45	-49.47	-56.10	-65.41	-70.07	-46.93	-60.79	-66.50	-61.67
Sub-Total	-25.73	-33.00	-16.04	-25.94	-32.00	-34.62	-32.33	-32.67	-27.51	-27.49
Towed Vehicles										
Caravans	-52.22	-64.38	-42.86	-59.17	-61.66	-56.56	-55.72	-51.92	-50.45	-54.46
Heavy Trailers	-28.73	-38.12	-18.52	-55.66	-49.27	-56.93	-46.91	-48.36	-52.80	-40.11
Light Trailers	-40.93	-49.91	-24.18	-42.31	-54.15	-51.03	-48.01	-41.61	-43.07	-42.81
Unknown	-60.76	-53.80	-11.02	-24.10	-59.38	-46.91	-27.64	-41.18	-61.54	-44.77
Sub-Total	-41.32	-49.11	-25.45	-45.59	-54.66	-52.47	-47.53	-43.68	-45.62	-43.82
All Vehicles	-27.54	-34.73	-16.98	-27.98	-35.69	-36.97	-34.45	-33.74	-30.14	-29.41

Annexure B-3

Number of Vehicles that are Un-Roadworthy, Un-Licensed or Both

Number of Vehicles : Un-Roadworthy OR Un-Licensed OR Both										
December 2008	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	179,203	58,860	53,875	24,463	21,325	20,588	20,944	14,761	4,877	398,896
Minibuses	22,256	9,424	4,658	3,469	1,871	3,088	3,534	2,869	479	51,648
Buses	1,706	1,318	564	581	224	492	328	400	157	5,770
Motorcycles	44,519	9,520	11,204	4,509	7,536	8,581	8,505	5,427	2,452	102,253
LDV's - Bakkies	44,837	23,456	13,409	10,985	7,489	9,782	8,594	9,122	2,777	130,451
Trucks	18,920	9,499	4,571	4,237	4,085	4,929	3,691	3,681	1,680	55,293
Other & Unkwn	4,552	3,466	1,539	1,108	4,072	2,519	2,679	1,611	601	22,147
Sub-Total	315,993	115,543	89,820	49,352	46,602	49,979	48,275	37,871	13,023	766,458
Towed Vehicles										
Caravans	3,247	881	826	419	712	829	780	473	198	8,365
Heavy Trailers	7,105	4,170	1,297	1,683	2,290	1,936	1,430	934	518	21,363
Light Trailers	19,814	6,450	5,745	2,983	4,750	3,361	3,735	2,157	1,072	50,067
Unknown	456	283	185	121	300	245	349	163	71	2,173
Sub-Total	30,622	11,784	8,053	5,206	8,052	6,371	6,294	3,727	1,859	81,968
All Vehicles	346,615	127,327	97,873	54,558	54,654	56,350	54,569	41,598	14,882	848,426
Number of Vehicles : Un-Roadworthy OR Un-Licensed OR Both										
Dec 2009	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	157,909	50,997	47,288	22,501	19,946	18,944	17,731	13,064	4,335	352,715
Minibuses	20,960	8,313	4,430	3,308	1,899	2,928	3,207	2,734	450	48,229
Buses	1,939	1,070	536	524	229	498	331	372	153	5,652
Motorcycles	42,276	8,198	11,734	4,441	6,779	8,745	7,841	5,307	2,327	97,648
LDV's - Bakkies	41,357	20,270	12,385	9,947	6,804	8,916	7,248	8,070	2,406	117,403
Trucks	18,911	9,253	4,386	3,926	4,085	4,859	3,619	3,642	1,615	54,296
Other & Unkwn	2,885	2,547	1,153	810	2,669	1,564	2,104	1,180	401	15,313
Sub-Total	286,237	100,648	81,912	45,457	42,411	46,454	42,081	34,369	11,687	691,256
Towed Vehicles										
Caravans	2,204	572	624	255	434	590	508	363	132	5,682
Heavy Trailers	7,501	3,746	1,308	1,446	2,018	1,932	1,325	878	473	20,627
Light Trailers	14,312	4,445	4,982	2,138	3,018	2,288	2,555	1,679	733	36,150
Unknown	324	221	182	112	158	218	287	125	41	1,668
Sub-Total	24,341	8,984	7,096	3,951	5,628	5,028	4,675	3,045	1,379	64,127
All Vehicles	310,578	109,632	89,008	49,408	48,039	51,482	46,756	37,414	13,066	755,383
Number of Vehicles : Un-Roadworthy OR Un-Licensed OR Both										
% Change	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	-11.88	-13.36	-12.23	-8.02	-6.47	-7.99	-15.34	-11.50	-11.11	-11.58
Minibuses	-5.82	-11.79	-4.89	-4.64	1.50	-5.18	-9.25	-4.71	-6.05	-6.62
Buses	13.66	-18.82	-4.96	-9.81	2.23	1.22	0.91	-7.00	-2.55	-2.05
Motorcycles	-5.04	-13.89	4.73	-1.51	-10.05	1.91	-7.81	-2.21	-5.10	-4.50
LDV's - Bakkies	-7.76	-13.58	-7.64	-9.45	-9.15	-8.85	-15.66	-11.53	-13.36	-10.00
Trucks	-0.05	-2.59	-4.05	-7.34	0.00	-1.42	-1.95	-1.06	-3.87	-1.80
Other & Unkwn	-36.62	-26.51	-25.08	-26.90	-34.45	-37.91	-21.46	-26.75	-33.28	-30.86
Sub-Total	-9.42	-12.89	-8.80	-7.89	-8.99	-7.05	-12.83	-9.25	-10.26	-9.81
Towed Vehicles										
Caravans	-32.12	-35.07	-24.46	-39.14	-39.04	-28.83	-34.87	-23.26	-33.33	-32.07
Heavy Trailers	5.57	-10.17	0.85	-14.08	-11.88	-0.21	-7.34	-6.00	-8.69	-3.45
Light Trailers	-27.77	-31.09	-13.28	-28.33	-36.46	-31.93	-31.59	-22.16	-31.62	-27.80
Unknown	-28.95	-21.91	-1.62	-7.44	-47.33	-11.02	-17.77	-23.31	-42.25	-23.24
Sub-Total	-20.51	-23.76	-11.88	-24.11	-30.10	-21.08	-25.72	-18.30	-25.82	-21.77
All Vehicles	-10.40	-13.90	-9.06	-9.44	-12.10	-8.64	-14.32	-10.06	-12.20	-10.97

Annexure C-1

Number of Learner Licences Issued

Dec 2008	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	21,946	4,999	14,108	4,301	3,887	2,522	2,569	1,145	1,528	57,005
2	104,302	44,848	87,207	44,306	21,406	11,270	17,171	8,269	8,405	347,184
3	263,965	126,390	66,823	58,763	60,945	74,853	62,346	88,991	19,941	823,017
Total	390,213	176,237	168,138	107,370	86,238	88,645	82,086	98,405	29,874	1,227,206
Dec 2009	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	21,638	4,699	16,036	4,200	3,441	2,845	2,659	1,370	1,550	58,438
2	102,676	44,056	94,651	40,108	19,293	11,551	15,789	8,640	8,125	344,889
3	294,055	137,173	76,965	66,427	56,527	78,048	66,669	97,836	21,015	894,715
Total	418,369	185,928	187,652	110,735	79,261	92,444	85,117	107,846	30,690	1,298,042
% Change	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	-1.40	-6.00	13.67	-2.35	-11.47	12.81	3.50	19.65	1.44	2.51
2	-1.56	-1.77	8.54	-9.48	-9.87	2.49	-8.05	4.49	-3.33	-0.66
3	11.40	8.53	15.18	13.04	-7.25	4.27	6.93	9.94	5.39	8.71
Total	7.22	5.50	11.61	3.13	-8.09	4.29	3.69	9.59	2.73	5.77

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

Annexure C-2

Number of Driving Licences Issued

Dec 2008	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	44,837	12,958	24,965	9,013	9,335	6,833	7,238	3,865	2,353	121,397
A	149,815	53,937	83,743	30,702	24,572	20,420	19,758	12,715	8,327	403,989
B	499,809	274,785	294,796	123,534	82,475	67,586	78,628	39,350	29,222	1,490,185
EB	1,319,427	578,869	751,040	306,036	177,296	160,790	152,673	105,244	64,284	3,615,659
C1	454,972	226,832	83,074	52,926	72,461	116,636	96,375	203,452	28,397	1,335,125
EC1	238,078	70,882	52,162	44,822	36,581	52,018	39,797	61,777	10,990	607,107
C	2,733	4,336	2,398	609	352	620	1,541	1,169	299	14,057
EC	268,509	136,542	104,896	59,592	69,366	82,390	52,087	74,394	22,423	870,199
Total	2,978,180	1,359,141	1,397,074	627,234	472,438	507,293	448,097	501,966	166,295	8,457,718
Dec 2009	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	44,738	12,969	25,655	9,101	9,291	6,862	7,270	3,881	2,425	122,192
A	153,284	54,739	87,456	31,203	24,915	20,751	20,025	12,908	8,487	413,768
B	550,096	293,057	327,371	134,078	89,957	74,173	83,045	43,672	31,813	1,627,262
EB	1,316,406	578,424	756,675	306,843	176,996	161,057	153,347	105,893	64,325	3,619,966
C1	517,218	261,907	96,498	64,009	82,323	140,035	107,106	235,620	31,696	1,536,412
EC1	236,338	70,754	51,995	44,995	36,261	52,077	39,929	62,333	11,089	605,771
C	2,892	4,466	2,619	725	378	758	1,565	1,206	319	14,928
EC	268,219	138,362	105,871	60,308	70,056	83,463	52,395	75,325	22,630	876,629
Total	3,089,191	1,414,678	1,454,140	651,262	490,177	539,176	464,682	540,838	172,784	8,816,928
% Change	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	-0.22	0.08	2.76	0.98	-0.47	0.42	0.44	0.41	3.06	0.65
A	2.32	1.49	4.43	1.63	1.40	1.62	1.35	1.52	1.92	2.42
B	10.06	6.65	11.05	8.54	9.07	9.75	5.62	10.98	8.87	9.20
EB	-0.23	-0.08	0.75	0.26	-0.17	0.17	0.44	0.62	0.06	0.12
C1	13.68	15.46	16.16	20.94	13.61	20.06	11.13	15.81	11.62	15.08
EC1	-0.73	-0.18	-0.32	0.39	-0.87	0.11	0.33	0.90	0.90	-0.22
C	5.82	3.00	9.22	19.05	7.39	22.26	1.56	3.17	6.69	6.20
EC	-0.11	1.33	0.93	1.20	0.99	1.30	0.59	1.25	0.92	0.74
Total	3.73	4.09	4.08	3.83	3.75	6.28	3.70	7.74	3.90	4.25

Driving licences :

A	Motorcycle > 125 cub.cm	A1	Motorcycle < 125 cub.cm	B	Motor vehicle < 3,5000 kg
C	Motorvehicle > 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

Annexure C-3

Number of Professional Driving Permits (PrDPs) Issued

Dec 2008	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1,851	2,238	2,040	791	832	1,089	475	939	509	10,764
P	323	298	1,018	244	352	213	104	84	69	2,705
P G	190,696	83,060	78,866	48,212	46,225	57,608	44,979	65,566	19,330	634,542
D G	129	45	229	15	51	50	15	12	8	554
D P G	17,793	41,054	19,523	10,837	3,291	7,225	1,192	2,757	679	104,351
Total	210,792	126,695	101,676	60,099	50,751	66,185	46,765	69,358	20,595	752,916
Dec 2009	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1,896	2,285	2,034	820	952	1,103	528	1,119	442	11,179
P	247	270	933	237	215	167	64	121	69	2,323
P G	205,737	113,487	97,856	56,417	49,475	66,012	47,780	73,788	19,581	730,133
D G	48	22	64	5	17	27	14	10	3	210
D P G	9,563	16,419	8,990	4,338	1,970	3,112	913	1,369	435	47,109
Total	217,491	132,483	109,877	61,817	52,629	70,421	49,299	76,407	20,530	790,954
% Change	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	2.43	2.10	-0.29	3.67	14.42	1.29	11.16	19.17	-13.16	3.86
P	-23.53	-9.40	-8.35	-2.87	-38.92	-21.60	-38.46	44.05	0.00	-14.12
P G	7.89	36.63	24.08	17.02	7.03	14.59	6.23	12.54	1.30	15.06
D G	-62.79	-51.11	-72.05	-66.67	-66.67	-46.00	-6.67	-16.67	-62.50	-62.09
D P G	-46.25	-60.01	-53.95	-59.97	-40.14	-56.93	-23.41	-50.34	-35.94	-54.86
Total	3.18	4.57	8.07	2.86	3.70	6.40	5.42	10.16	-0.32	5.05

Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods



Annexure D
Monthly Number of Fatal Crashes per Province : 2007 - 2009

Year	Number of Fatal Crashes per Province per Month										
	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	Jan	189	128	84	88	60	70	62	76	17	774
	Feb	209	168	95	85	45	81	75	65	20	843
	Mch	282	230	136	102	80	106	80	82	26	1,124
	Apr	248	184	101	123	75	114	98	92	24	1,059
	May	225	201	125	116	71	95	92	78	27	1,030
	Jun	257	196	113	112	61	118	88	96	23	1,064
	Jul	288	138	107	101	83	120	86	93	13	1,029
	Aug	268	122	118	128	66	120	81	87	20	1,010
	Sep	241	161	126	117	71	127	80	95	30	1,048
	Oct	206	152	118	105	60	106	77	80	28	932
	Nov	199	117	104	83	81	72	81	73	27	837
	Dec	295	235	142	153	70	128	89	117	32	1,261
2008	Jan	141	131	80	89	51	65	59	75	20	711
	Feb	205	135	106	71	40	75	45	63	23	763
	Mch	211	176	100	99	48	99	85	91	21	930
	Apr	203	138	120	69	56	90	87	89	24	876
	May	232	172	114	96	63	62	77	91	10	917
	Jun	162	233	107	94	65	115	78	107	27	988
	Jul	240	220	157	87	62	103	82	86	23	1,060
	Aug	250	193	131	102	19	126	70	92	6	989
	Sep	216	172	94	91	51	109	71	90	19	913
	Oct	176	195	80	82	55	102	61	74	13	838
	Nov	69	157	97	69	57	111	72	90	23	745
	Dec	206	195	104	118	83	130	82	133	24	1,075
2009	Jan	172	154	87	89	46	86	50	76	19	779
	Feb	136	135	65	64	56	68	51	70	16	661
	Mch	166	189	103	60	65	84	52	83	18	820
	Apr	208	208	83	96	49	105	87	103	17	956
	May	194	223	109	44	69	125	79	109	18	970
	Jun	155	194	107	82	49	123	74	102	17	903
	Jul	206	203	75	101	62	114	89	113	19	982
	Aug	169	212	74	107	63	121	82	104	24	956
	Sep	185	169	88	102	65	101	66	98	22	896
	Oct	181	156	86	84	71	112	82	94	26	892
	Nov	205	187	94	89	69	102	94	89	19	948
	Dec	219	184	105	137	79	116	78	132	44	1,094



Annexure E
Monthly Number of Fatalities per Province : 2007 - 2009

Year	Number of Fatalities per Province per Month										
	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	Jan	215	139	103	102	80	118	82	100	18	958
	Feb	233	185	119	99	51	115	98	95	23	1,020
	Mch	316	261	162	123	86	141	96	93	38	1,316
	Apr	292	218	124	149	126	150	107	115	28	1,309
	May	252	245	141	141	94	116	112	118	50	1,267
	Jun	295	215	135	133	75	179	119	129	46	1,326
	Jul	325	197	126	121	125	158	112	124	13	1,300
	Aug	284	149	126	161	90	228	96	114	22	1,270
	Sep	293	251	159	156	93	152	103	131	41	1,379
	Oct	222	200	136	129	97	140	103	106	40	1,174
	Nov	218	140	145	124	112	103	108	102	27	1,077
	Dec	326	272	168	196	93	178	113	144	33	1,523
2008	Jan	162	156	102	120	80	86	70	100	26	900
	Feb	237	173	125	81	45	94	54	93	54	955
	Mch	231	223	134	140	67	160	118	123	36	1,231
	Apr	225	172	155	99	67	136	105	102	31	1,093
	May	274	200	118	155	72	94	98	105	10	1,125
	Jun	190	268	118	147	96	166	110	123	37	1,255
	Jul	272	300	191	117	83	168	98	101	33	1,363
	Aug	278	229	133	125	23	192	104	103	9	1,196
	Sep	232	231	110	138	72	119	95	131	23	1,151
	Oct	188	243	106	121	86	252	110	82	26	1,213
	Nov	88	198	106	101	83	227	98	136	23	1,058
	Dec	232	249	124	146	107	160	107	175	33	1,333
2009	Jan	208	173	127	122	67	104	89	95	27	1,013
	Feb	153	158	75	95	50	98	64	77	18	787
	Mch	168	351	118	100	58	116	54	110	45	1,119
	Apr	237	246	80	118	81	140	111	133	21	1,165
	May	236	300	128	62	79	159	98	124	23	1,208
	Jun	155	226	112	99	66	146	104	148	17	1,072
	Jul	223	234	124	115	92	147	123	151	19	1,227
	Aug	192	283	88	170	82	147	123	123	26	1,235
	Sep	209	266	106	199	98	165	74	131	30	1,279
	Oct	204	190	88	131	101	161	82	146	28	1,132
	Nov	252	191	114	132	87	130	112	93	22	1,133
	Dec	248	237	125	200	106	161	97	162	61	1,398



Annexure F-1

2008		Number of Fatalities per Road User Group										
Month	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Jan	Drivers	44	28	28	28	27	27	26	26	7	242	
	Passengers	46	48	36	57	36	36	19	53	11	342	
	Pedestrians	72	79	37	36	17	23	24	21	7	316	
	Total	162	156	102	120	80	86	70	100	26	900	
Feb	Drivers	75	47	31	22	18	28	21	32	3	278	
	Passengers	59	53	31	23	16	35	12	39	41	308	
	Pedestrians	103	73	62	37	11	31	21	22	10	370	
	Total	237	173	125	81	45	94	54	93	54	955	
Mch	Drivers	77	49	44	29	16	49	39	42	13	357	
	Passengers	54	92	53	69	30	75	45	46	16	479	
	Pedestrians	100	82	37	42	22	36	34	35	6	395	
	Total	231	223	134	140	67	160	118	123	36	1,231	
Apr	Drivers	64	32	42	24	32	49	46	31	11	330	
	Passengers	50	57	50	42	15	59	35	32	17	357	
	Pedestrians	111	84	63	33	21	29	24	39	4	406	
	Total	225	172	155	99	67	136	105	102	31	1,093	
May	Drivers	83	50	34	25	21	32	34	43	5	326	
	Passengers	79	31	24	82	27	44	34	32	5	358	
	Pedestrians	112	119	60	48	24	18	29	30	0	441	
	Total	274	200	118	155	72	94	98	105	10	1,125	
Jun	Drivers	61	69	42	36	31	62	41	42	19	403	
	Passengers	46	71	21	66	46	68	48	46	17	428	
	Pedestrians	83	129	55	44	19	37	21	35	2	425	
	Total	190	268	118	147	96	166	110	123	37	1,255	
Jul	Drivers	95	50	54	30	23	49	27	40	13	381	
	Passengers	61	113	50	50	29	92	39	35	10	478	
	Pedestrians	116	138	87	37	31	27	32	26	10	504	
	Total	272	300	191	117	83	168	98	101	33	1,363	
Aug	Drivers	86	48	57	36	8	55	26	30	2	348	
	Passengers	58	64	12	49	9	86	52	41	6	377	
	Pedestrians	135	117	64	39	6	50	26	32	1	471	
	Total	278	229	133	125	23	192	104	103	9	1,196	
Sep	Drivers	72	30	35	32	26	64	28	36	15	337	
	Passengers	44	81	33	69	30	26	41	65	4	391	
	Pedestrians	117	121	43	36	17	29	26	30	4	423	
	Total	232	231	110	138	72	119	95	131	23	1,151	
Oct	Drivers	64	56	26	25	36	57	27	19	9	319	
	Passengers	27	96	36	66	38	166	58	35	13	534	
	Pedestrians	96	91	44	31	12	29	24	28	4	360	
	Total	188	243	106	121	86	252	110	82	26	1,213	
Nov	Drivers	28	32	40	20	33	65	26	34	8	286	
	Passengers	30	57	22	58	31	120	29	71	15	433	
	Pedestrians	30	108	44	23	18	42	43	32	0	339	
	Total	88	198	106	101	83	227	98	136	23	1,058	
Dec	Drivers	68	44	35	37	30	65	28	59	9	375	
	Passengers	58	96	38	56	42	52	38	80	19	479	
	Pedestrians	106	109	51	53	35	43	41	36	5	479	
	Total	232	249	124	146	107	160	107	175	33	1,333	
Year Total	Drivers	817	534	468	345	300	602	370	432	113	3,982	
	Passengers	612	858	406	685	349	857	450	575	174	4,965	
	Pedestrians	1,179	1,250	649	460	232	393	346	366	54	4,927	
	Total	2,607	2,642	1,523	1,490	882	1,852	1,166	1,372	340	13,875	



Annexure F-2

2009		Number of Fatalities per Road User Group									
Month	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	Drivers	72	58	33	24	20	35	14	20	6	283
	Passengers	63	50	50	63	38	39	59	43	13	418
	Pedestrians	73	65	44	34	9	30	16	32	8	312
	Total	208	173	127	122	67	104	89	95	27	1,013
Feb	Drivers	42	20	16	23	17	19	17	32	8	194
	Passengers	29	61	35	49	20	40	34	25	2	295
	Pedestrians	81	76	24	23	13	38	13	20	8	297
	Total	153	158	75	95	50	98	64	77	18	787
Mch	Drivers	63	88	50	17	19	21	25	31	27	341
	Passengers	17	176	21	51	23	32	14	49	18	400
	Pedestrians	87	88	47	31	15	63	16	30	0	378
	Total	168	351	118	100	58	116	54	110	45	1,119
Apr	Drivers	65	55	28	33	26	59	34	38	6	345
	Passengers	49	78	14	46	43	48	40	54	11	382
	Pedestrians	122	113	38	39	13	32	36	41	4	439
	Total	237	246	80	118	81	140	111	133	21	1,165
May	Drivers	85	56	43	14	39	54	41	30	14	375
	Passengers	62	129	40	29	30	51	35	48	5	428
	Pedestrians	89	116	45	19	10	54	22	46	5	405
	Total	236	300	128	62	79	159	98	124	23	1,208
Jun	Drivers	55	107	29	19	21	49	34	47	17	378
	Passengers	25	55	21	30	34	51	47	62	0	326
	Pedestrians	75	63	62	50	11	46	23	38	0	368
	Total	155	226	112	99	66	146	104	148	17	1,072
Jul	Drivers	73	65	45	33	32	52	37	41	7	384
	Passengers	44	65	49	38	42	55	49	75	5	423
	Pedestrians	106	103	30	44	18	40	37	34	7	419
	Total	223	234	124	115	92	147	123	151	19	1,227
Aug	Drivers	58	67	19	33	32	46	21	43	13	332
	Passengers	56	94	26	100	38	53	67	35	7	477
	Pedestrians	78	121	43	37	11	48	36	45	6	426
	Total	192	283	88	170	82	147	123	123	26	1,235
Sep	Drivers	80	54	32	51	33	61	18	41	12	382
	Passengers	46	129	46	116	43	84	26	54	16	561
	Pedestrians	82	83	28	32	22	20	29	36	2	335
	Total	209	266	106	199	98	165	74	131	30	1,279
Oct	Drivers	57	53	35	40	34	66	36	45	11	377
	Passengers	50	46	10	73	54	63	14	73	7	389
	Pedestrians	98	91	43	18	14	33	31	28	10	365
	Total	204	190	88	131	101	161	82	146	28	1,132
Nov	Drivers	54	51	39	43	23	53	37	19	6	324
	Passengers	82	55	35	46	37	49	30	31	6	372
	Pedestrians	117	86	40	43	26	28	46	43	10	438
	Total	252	191	114	132	87	130	112	93	22	1,133
Dec	Drivers	70	37	29	30	30	54	33	51	16	351
	Passengers	60	83	50	92	54	71	35	68	39	552
	Pedestrians	118	117	46	79	22	36	29	43	6	496
	Total	248	237	125	200	106	161	97	162	61	1,398
Year Total	Drivers	775	710	397	361	326	569	347	438	144	4,066
	Passengers	584	1,021	398	733	456	636	449	618	127	5,023
	Pedestrians	1,126	1,122	491	449	185	469	334	436	65	4,678
	Total	2,485	2,854	1,285	1,543	967	1,674	1,130	1,492	337	13,768



Annexure G Vehicles Involved in Fatal Crashes

2008										
Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,672	958	598	452	407	654	508	583	127	5,959
Minibuses	211	139	83	155	56	146	45	46	17	898
Minibus Taxis	10	151	1	6	17	7	59	72	0	323
Buses	39	46	34	42	11	45	19	22	4	262
Motorcycles	104	30	42	16	26	22	19	7	2	268
LDV's - Bakkies	405	450	257	351	546	396	284	338	100	3,128
Trucks	70	139	28	10	117	7	55	74	12	513
Trucks - articulated	163	135	93	133	5	213	38	53	12	845
Other and unknown	249	325	118	99	46	94	75	147	17	1,170
Total Motorised	2,925	2,373	1,255	1,263	1,231	1,583	1,102	1,342	291	13,366
Bicycle	74	20	35	20	14	23	52	34	6	278
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	2,999	2,393	1,290	1,283	1,245	1,607	1,154	1,377	297	13,645
2009										
Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,816	1,204	957	633	447	916	573	637	165	7,348
Minibuses	276	104	136	161	89	173	77	98	17	1,130
Minibus Taxis	2	272	9	2	3	0	25	41	2	356
Buses	61	37	52	66	9	69	23	31	6	354
Motorcycles	118	43	86	16	14	29	23	10	8	347
LDV's - Bakkies	374	564	335	336	138	466	222	391	101	2,926
Trucks	49	5	46	0	96	2	36	61	19	314
Trucks - articulated	133	270	113	111	6	311	52	71	6	1,074
Other and unknown	326	393	203	95	49	155	88	143	19	1,469
Total Motorised	3,154	2,892	1,937	1,420	851	2,122	1,118	1,481	342	15,317
Bicycle	66	24	58	12	6	36	54	21	8	286
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	3,219	2,916	1,996	1,432	857	2,158	1,172	1,503	349	15,603
% Change										
Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	8.55	25.69	60.23	40.06	9.66	40.16	12.64	9.24	30.15	23.30
Minibuses	30.45	-25.00	63.07	3.52	58.26	18.25	72.22	112.59	1.49	25.77
Minibus Taxis	-83.31	80.66	488.27	-63.50	-81.32	-100.00	-57.77	-42.87	0.00	10.19
Buses	54.43	-18.07	53.46	55.73	-11.94	54.25	22.09	39.13	35.32	35.21
Motorcycles	13.13	43.58	102.85	6.18	-45.61	34.76	22.09	40.19	260.86	29.65
LDV's - Bakkies	-7.72	25.12	30.36	-4.43	-74.75	17.61	-21.96	15.55	1.49	-6.47
Trucks	-29.71	-96.15	67.19	-100.00	-18.61	-68.90	-35.45	-17.99	50.36	-38.79
Trucks - articulated	-18.66	99.93	21.33	-16.13	36.98	46.53	38.74	33.51	-54.89	27.11
Other and unknown	30.93	20.65	71.40	-4.06	6.16	65.06	16.54	-2.91	12.77	25.53
Total Motorised	7.82	21.89	54.36	12.39	-30.88	34.02	1.44	10.36	17.28	14.59
Bicycle	-10.96	21.15	66.68	-37.43	-54.34	53.10	4.21	-37.85	20.29	2.74
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.36	21.88	54.70	11.62	-31.13	34.30	1.57	9.16	17.34	14.35

AnnexureH-1 Driver Fatalities per Type of Vehicle

2008										
Number of DRIVER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	480	270	235	154	163	326	184	242	62	2,116
Minibuses	28	23	21	40	16	40	3	7	2	179
Minibus Taxis	1	31	0	1	5	2	7	7	0	55
Buses	0	4	2	1	3	6	0	1	0	18
Motorcycles	94	21	45	12	19	21	14	5	0	230
LDV's - Bakkies	105	96	73	87	54	132	98	100	35	781
Trucks	5	23	9	0	20	2	6	10	4	80
Trucks - articulated	16	21	21	19	2	44	3	4	2	131
Other and unknown	14	23	19	12	5	8	4	32	0	116
Total Motorised	743	513	423	326	286	580	319	409	106	3,705
Bicycle	74	21	45	19	14	23	51	23	7	277
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	817	534	468	345	300	602	370	432	113	3,982
2009										
Number of DRIVER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	477	417	213	189	202	315	188	233	73	2,309
Minibuses	36	17	8	23	28	39	6	20	2	178
Minibus Taxis	0	19	1	0	0	0	2	11	0	34
Buses	3	3	1	10	0	7	0	1	2	28
Motorcycles	93	39	47	13	12	20	19	7	8	259
LDV's - Bakkies	90	127	63	92	49	128	72	102	48	771
Trucks	2	3	4	0	17	0	2	14	2	44
Trucks - articulated	11	33	5	10	3	24	4	9	0	99
Other and unknown	9	30	13	10	7	6	4	18	0	97
Total Motorised	721	688	355	348	319	539	297	416	136	3,819
Bicycle	54	22	42	13	7	30	50	21	8	247
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	775	710	397	361	326	569	347	438	144	4,066
% Change										
Number of DRIVER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-0.57	54.40	-9.11	22.54	23.80	-3.41	2.38	-3.65	17.95	9.08
Minibuses	30.64	-28.05	-63.04	-41.76	79.29	-2.84	104.24	168.68	-5.64	-0.52
Minibus Taxis	-100.00	-38.44	0.00	-100.00	-100.00	-100.00	-72.77	53.53	0.00	-38.61
Buses	0.00	-34.05	-32.24	614.81	-100.00	29.55	0.00	15.15	0.00	61.67
Motorcycles	-1.00	84.67	4.47	7.22	-34.63	-2.84	36.16	43.94	0.00	12.28
LDV's - Bakkies	-14.46	31.91	-13.12	6.62	-10.36	-2.84	-26.99	2.35	35.64	-1.18
Trucks	-70.06	-88.01	-59.34	0.00	-13.80	-100.00	-65.96	43.94	-52.82	-45.00
Trucks - articulated	-35.52	58.29	-75.36	-45.01	124.11	-45.08	36.16	130.30	-100.00	-24.28
Other and unknown	-34.68	31.91	-32.24	-10.65	49.41	-27.13	-9.23	-42.43	0.00	-15.93
Total Motorised	-3.06	34.06	-16.12	6.90	11.45	-6.99	-7.00	1.93	27.77	3.07
Bicycle	-26.93	5.52	-6.83	-34.02	-50.20	29.55	-1.66	-9.09	25.81	-10.77
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-5.22	32.94	-15.23	4.64	8.57	-5.60	-6.26	1.33	27.66	2.11



Annexure H-2 Passenger Fatalities per Type of Vehicle

2008										
Number of PASSENGER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	354	300	216	225	173	290	212	266	69	2,106
Minibuses	112	63	48	185	46	168	19	41	12	695
Minibus Taxis	0	155	0	4	10	10	47	37	0	264
Buses	7	29	16	45	1	133	2	10	2	245
Motorcycles	7	6	0	1	3	0	3	0	0	21
LDV's - Bakkies	76	227	97	179	85	178	149	166	50	1,208
Trucks	21	35	6	0	25	0	14	11	12	125
Trucks - articulated	18	16	15	35	1	75	2	16	2	180
Other and unknown	14	27	6	10	3	0	3	28	26	117
Total Motorised	610	858	404	685	349	855	450	575	174	4,960
Bicycle	1	0	2	0	0	2	0	0	0	5
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	612	858	406	685	349	857	450	575	174	4,965
2009										
Number of PASSENGER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	349	416	240	320	264	341	247	284	71	2,531
Minibuses	86	81	40	157	80	83	64	66	9	667
Minibus Taxis	0	145	8	0	7	0	12	40	1	213
Buses	30	22	9	75	0	44	19	12	0	211
Motorcycles	6	0	4	2	2	5	0	3	0	21
LDV's - Bakkies	86	304	73	143	82	117	82	167	37	1,093
Trucks	3	0	4	0	13	0	4	14	4	42
Trucks - articulated	2	31	11	35	0	39	4	12	0	134
Other and unknown	20	22	8	2	8	0	16	18	4	99
Total Motorised	582	1,021	397	733	456	630	449	617	127	5,012
Bicycle	2	0	1	0	0	7	0	1	0	11
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	584	1,021	398	733	456	636	449	618	127	5,023
% Change										
Number of PASSENGER Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-1.41	38.44	11.16	42.31	52.40	17.44	16.43	6.45	4.07	20.22
Minibuses	-22.95	27.77	-16.38	-15.30	73.25	-50.52	243.38	63.89	-29.23	-4.00
Minibus Taxis	0.00	-6.55	0.00	-100.00	-36.06	-100.00	-73.42	8.92	0.00	-19.17
Buses	310.06	-21.95	-45.12	64.82	-100.00	-66.77	1096.30	26.76	-100.00	-13.82
Motorcycles	-17.99	-100.00	0.00	34.46	-44.06	0.00	-100.00	0.00	0.00	1.32
LDV's - Bakkies	13.10	34.12	-24.22	-20.20	-3.81	-34.37	-44.62	0.99	-26.40	-9.52
Trucks	-85.53	-100.00	-41.20	0.00	-47.35	0.00	-70.46	25.20	-64.62	-65.95
Trucks - articulated	-91.80	87.80	-21.61	0.84	-100.00	-47.74	165.84	-21.99	-100.00	-25.32
Other and unknown	45.38	-15.95	17.59	-80.79	179.72	0.00	431.69	-36.31	-83.67	-15.90
Total Motorised	-4.57	19.02	-1.93	6.99	30.54	-26.34	-0.08	7.38	-26.76	1.06
Bicycle	23.02	0.00	-21.61	0.00	0.00	227.19	0.00	0.00	0.00	122.64
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-4.51	19.02	-2.01	6.99	30.54	-25.73	-0.08	7.62	-26.76	1.18

Annexure H-3 Pedestrian Fatalities per Type of Vehicle

2008										
Number of PEDESTRIAN Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	638	447	305	146	96	144	138	145	22	2,083
Minibuses	90	91	48	46	24	29	21	13	6	368
Minibus Taxis	8	75	0	1	5	2	18	30	0	138
Buses	15	23	21	23	5	20	10	5	2	124
Motorcycles	6	2	6	4	6	2	4	3	0	34
LDV's - Bakkies	156	213	112	117	32	97	78	82	14	900
Trucks	15	48	12	4	29	2	12	13	0	134
Trucks - articulated	45	36	35	44	3	26	7	3	0	199
Other and unknown	205	315	110	73	33	71	57	71	10	946
Total Motorised	1,179	1,250	649	460	232	393	346	364	54	4,926
Bicycle	0	0	0	0	0	0	0	1	0	1
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	1,179	1,250	649	460	232	393	346	366	54	4,927
2009										
Number of PEDESTRIAN Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	586	388	210	170	95	158	152	156	26	1,942
Minibuses	108	36	42	56	18	25	27	26	2	339
Minibus Taxis	1	150	2	2	2	0	10	17	0	185
Buses	19	15	17	17	3	27	10	10	2	121
Motorcycles	7	2	6	0	0	2	0	1	0	19
LDV's - Bakkies	108	179	83	102	22	95	52	123	21	785
Trucks	18	2	11	0	17	0	15	10	3	76
Trucks - articulated	34	75	29	42	0	52	10	13	0	256
Other and unknown	244	274	90	61	28	110	56	80	12	955
Total Motorised	1,126	1,122	491	449	185	469	334	436	65	4,678
Bicycle	0	0	0	0	0	0	0	0	0	0
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	1,126	1,122	491	449	185	469	334	436	65	4,678
% Change										
Number of PEDESTRIAN Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-8.11	-13.23	-31.05	16.35	-1.22	9.61	10.20	7.20	18.40	-6.75
Minibuses	19.59	-59.93	-13.78	21.10	-23.75	-14.20	31.76	98.26	-71.06	-7.76
Minibus Taxis	-80.62	100.73	0.00	21.10	-63.03	-100.00	-40.88	-42.53	0.00	34.22
Buses	25.95	-35.90	-20.56	-24.31	-26.06	34.40	1.36	92.75	-13.18	-2.94
Motorcycles	16.26	6.84	-2.90	-100.00	-100.00	5.60	-100.00	-44.93	0.00	-43.88
LDV's - Bakkies	-30.82	-15.89	-25.67	-12.86	-31.34	-2.37	-33.07	50.36	48.84	-12.86
Trucks	16.26	-94.91	-2.90	-100.00	-41.63	-100.00	24.16	-22.90	0.00	-43.06
Trucks - articulated	-23.60	107.01	-15.85	-6.24	-100.00	103.65	41.90	395.65	0.00	28.52
Other and unknown	19.19	-13.14	-18.23	-16.89	-14.30	54.34	-1.76	12.15	21.55	0.97
Total Motorised	-4.43	-10.22	-24.40	-2.29	-20.06	19.35	-3.39	19.55	22.20	-5.03
Bicycle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-100.00	0.00	-100.00
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-4.43	-10.22	-24.40	-2.29	-20.06	19.35	-3.39	19.13	22.20	-5.06

Annexure H-4 All Fatalities per Type of Vehicle

2008										
Number of TOTAL Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,472	1,017	756	525	433	761	534	654	153	6,305
Minibuses	230	177	117	271	86	237	42	61	20	1,241
Minibus Taxis	9	261	0	7	20	14	71	74	0	457
Buses	23	55	39	70	9	159	12	16	4	387
Motorcycles	108	29	51	17	28	23	22	8	0	285
LDV's - Bakkies	337	536	281	383	171	407	325	347	100	2,889
Trucks	41	105	27	4	74	4	31	34	17	338
Trucks - articulated	80	74	70	98	6	144	12	22	4	510
Other and unknown	232	365	135	95	41	79	65	132	36	1,179
Total Motorised	2,532	2,621	1,477	1,471	868	1,827	1,114	1,348	334	13,591
Bicycle	75	21	46	19	14	25	51	25	7	283
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	2,607	2,642	1,523	1,490	882	1,852	1,166	1,372	340	13,875
2009										
Number of TOTAL Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,413	1,221	664	678	561	814	588	672	171	6,782
Minibuses	230	134	90	235	126	147	97	112	12	1,184
Minibus Taxis	1	315	11	2	8	0	25	69	1	432
Buses	53	40	27	102	3	79	29	24	4	360
Motorcycles	107	41	56	15	14	27	19	11	8	299
LDV's - Bakkies	284	611	220	338	152	339	206	393	106	2,649
Trucks	22	5	19	0	48	0	21	38	10	163
Trucks - articulated	46	139	46	87	3	115	18	34	0	489
Other and unknown	273	327	110	73	44	116	77	116	16	1,151
Total Motorised	2,429	2,831	1,242	1,531	960	1,637	1,080	1,469	329	13,510
Bicycle	56	22	43	13	7	36	50	23	8	258
Animal drawn	0	0	0	0	0	0	0	0	0	0
Total	2,485	2,854	1,285	1,543	967	1,674	1,130	1,492	337	13,768
% Change										
Number of TOTAL Fatalities per Type of Vehicle										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	-4.04	19.98	-12.18	29.28	29.66	7.02	9.99	2.87	11.77	7.57
Minibuses	0.15	-24.44	-23.47	-13.01	47.13	-38.00	130.31	83.96	-38.93	-4.62
Minibus Taxis	-83.33	20.33	0.00	-76.15	-57.47	-100.00	-65.29	-7.34	0.00	-5.41
Buses	131.13	-28.57	-31.20	47.06	-63.37	-50.48	144.66	46.95	-4.73	-6.89
Motorcycles	-1.14	40.11	11.12	-16.85	-49.88	20.17	-10.88	50.07	0.00	4.84
LDV's - Bakkies	-15.76	13.83	-21.93	-11.90	-10.98	-16.56	-36.52	12.99	6.11	-8.31
Trucks	-45.71	-95.08	-31.15	-100.00	-36.00	-100.00	-34.20	12.25	-40.63	-51.95
Trucks - articulated	-41.83	88.87	-34.53	-11.23	-42.47	-20.07	56.86	52.01	-100.00	-4.04
Other and unknown	17.52	-10.50	-18.46	-22.99	7.19	46.46	18.51	-11.55	-54.81	-2.37
Total Motorised	-4.06	8.02	-15.87	4.07	10.70	-10.38	-3.09	9.02	-1.51	-0.60
Bicycle	-26.11	5.52	-7.34	-34.02	-50.20	45.98	-1.66	-8.27	25.81	-8.86
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	-4.70	8.00	-15.61	3.58	9.74	-9.62	-3.02	8.71	-0.97	-0.77



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Appendix D



General Assembly

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Sixty-fourth session

Agenda item 46

Global road safety crisis

Argentina, Armenia, Azerbaijan, Bangladesh, Belarus, Belgium, Benin, Chile, Costa Rica, Cuba, Cyprus, Dominican Republic, Finland, France, Germany, Greece, Hungary, Iceland, India, Israel, Italy, Jamaica, Jordan, Kazakhstan, Lao People's Democratic Republic, Lebanon, Luxembourg, Malaysia, Mexico, Mongolia, Morocco, Netherlands, Norway, Oman, Peru, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Saudi Arabia, Serbia, Seychelles, Singapore, Slovenia, Sri Lanka, Sweden, Tajikistan, Thailand, the former Yugoslav Republic of Macedonia, Turkey, Turkmenistan, United Kingdom of Great Britain and Northern Ireland, Venezuela (Bolivarian Republic of), Viet Nam, Uruguay, Uzbekistan and Yemen: revised draft resolution

Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005 and 62/244 of 31 March 2008 on improving global road safety,

Having considered the note by the Secretary-General transmitting the report on improving global road safety and the recommendations contained therein,¹

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, as well as the twenty to fifty million people who incur each year non-fatal road traffic injuries, many of whom are left with lifelong disabilities,

Noting that this major public health problem has a broad range of social and economic consequences which, if unaddressed, may affect the sustainable development of countries and hinder the progress towards the Millennium Development Goals,

Underlining the importance for Member States to continue using the *World Report on Road Traffic Injury Prevention* as a framework for road safety efforts and implementing, as appropriate, its recommendations by paying particular attention to

* Reissued for technical reasons on 1 March 2010.

¹ A/64/266.



the main risk factors identified, namely, the non-use of safety belts and child restraints, the non-use of helmets, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the lack of appropriate infrastructure, and by strengthening road safety management and paying particular attention also to the needs of vulnerable road users, such as pedestrians, cyclists and motorcyclists, and users of unsafe public transport, and improving post-crash care for victims of road crashes,

Commending the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to work in close cooperation with the United Nations regional commissions to coordinate road safety issues within the United Nations system, and the progress of the United Nations Road Safety Collaboration as a consultative mechanism whose members provide Governments and civil society with good practice guidelines to support action to tackle the major road safety risk factors and support their implementation,

Recognizing the work of the United Nations regional commissions and their subsidiary bodies in increasing their road safety activities and advocating increased political commitment to road safety, and in this context welcoming the conclusions and recommendations of the project “Improving global road safety: setting regional and national road traffic casualty reduction targets”, implemented by the United Nations regional commissions to assist low-income and middle-income countries in setting and achieving road traffic casualty reduction targets,

Acknowledging the Ministerial Declaration on Violence and Injury Prevention in the Americas, signed by the Ministers of Health of the Americas during the meeting on Violence and Injury Prevention in the Americas, held in Merida, Mexico on 14 March 2008, “The Doha Declaration” and other outcomes of the workshop on building the Arab Mashreq road safety partnership, organized by the Economic and Social Commission for Western Asia in Doha on 21 and 22 October 2008,² the conclusions and recommendations of the Economic Commission for Europe Conference on Improving Road Traffic Safety in South-Eastern Europe: Setting Regional and National Road Traffic Casualty Reduction Targets, held in Halkida, Greece, on 25 and 26 June 2009, the workshop on setting regional and national road traffic casualty reduction targets in the Economic and Social Commission for Western Asia region, organized by the Economic and Social Commission for Western Asia, in collaboration with the United Arab Emirates National Authority for Transportation, held in Abu Dhabi on 16 and 17 June 2009, the conference on the theme “Make roads safe Africa”, organized by the Economic Commission for Africa in Dar es Salaam on 7 July 2009, the Ministerial Declaration on Improving Road Safety in Asia and the Pacific,³ and the recommendations of the Expert Group Meeting on Improving Road Safety organized by the Economic and Social Commission for Asia and the Pacific, held in Bangkok from 2 to 4 September 2009, noting, in particular the usefulness of compiling a guideline outlining best practices in road safety improvement in the region, as well as the outcomes of expert group meetings on improving road safety organized by the Economic and Social Commission for Asia and the Pacific in 2008 and 2009,

² E/ESCWA/EDGD/2008/5.

³ E/ESCAP/63/13, chap. IV.

Also acknowledging a number of other important international efforts on road safety, including the report of the International Transport Forum of the Organization for Economic Cooperation and Development, entitled *Towards zero: ambitious road safety targets and the safe system approach*, the International Conference on Road Safety at Work, held in Washington, D.C., from 16 to 18 February 2009, and the Road Safety at Work Conference, held in Dublin on 15 June 2009, which highlighted the importance of fleet safety and the important role of the private sector in addressing driving behaviour concerns among their workers,

Noting all national and regional initiatives to raise awareness of road safety issues,

Also noting the important role of the World Bank Global Road Safety Facility as a funding mechanism to support capacity-building and provide technical support for road safety and as a means to increase the resources needed to address road safety in low-income and middle-income countries, acknowledging the increase in funding to support national, regional and global road safety work, and welcoming, in particular, the financial assistance given to the World Health Organization and the World Bank Global Road Safety Facility by all donors, including the Governments of Australia, the Netherlands and Sweden, and by Bloomberg Philanthropies and the FIA Foundation for the Automobile and Society,

Further noting the work of the International Organization for Standardization to develop standards for road traffic safety management systems,

Taking note of the report of the Commission for Global Road Safety, *Make Roads Safe: A Decade of Action for Road Safety*, which links road safety with sustainable development and calls for a decade of action on road safety, and the “Make Roads Safe” campaign as a global tool for increasing awareness and advocating increased funding for road safety,

Recognizing the publication of the World Health Organization, *Global Status Report on Road Safety*, which provides the first assessment of the road safety situation at a global level and highlights the fact that half of all road traffic deaths are among vulnerable road users, as well as the relatively low proportion of the countries in the world that have comprehensive legislation on key road safety risk factors,

Welcoming the joint statement from the World Bank and the six leading multilateral development banks, namely, the African Development Bank, the Asian Development Bank, the European Bank for Reconstruction and Development, the European Investment Bank, the Inter-American Development Bank and the Islamic Development Bank, to cooperate on increasing the road safety component of their infrastructure programmes through better coordination of their investments and through the application of safety audits and assessments of road infrastructure projects,

Expressing its concern at the continued increase in road traffic fatalities and injuries worldwide, in particular in low-income and middle-income countries, bearing in mind that the fatality rate within the road system is considerably higher than in other transport systems, also in high-income countries,

Recognizing the efforts made by some low-income and middle-income countries to implement best practices, set ambitious targets and monitor road traffic fatalities,

Reaffirming the need for the further strengthening of international cooperation and knowledge-sharing in road safety, taking into account the needs of low-income and middle-income countries,

Recognizing that the solution to the global road safety crisis can only be implemented through multisectoral collaboration and partnerships among all concerned in both the public and private sectors, with the involvement of civil society,

Also recognizing the role of research in informing policy-based decisions on road safety and in monitoring and evaluating the effect of interventions, as well as the need for more research to address the emerging issue of distractions in traffic as a risk factor for road traffic crashes,

Acknowledging the leading role of Oman in drawing the attention of the international community to the global road safety crisis,

Commending the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow on 19 and 20 November 2009, which brought together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues and which culminated in a declaration inviting Member States to declare a decade of action for road safety,

1. *Welcomes* the declaration adopted at the First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow on 19 and 20 November 2009;⁴

2. *Proclaims* the period 2011-2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. *Requests* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a Plan of Action of the Decade as a guiding document to support the implementation of its objectives;

4. *Reaffirms* the importance of addressing global road safety issues and the need for the further strengthening of international cooperation, taking into account the needs of low-income and middle-income countries, including those of the least developed countries and African countries, by building capacities in the field of road safety and providing financial and technical support for their efforts;

5. *Acknowledges* that multilateral technical and financial assistance in support of capacity-building for enhancing road safety should be provided in a predictable and timely manner without unwarranted conditionalities, considering that there is no one-size-fits-all formula and the specific situation of each country based on its needs and priorities;

⁴ A/64/540, annex.

6. *Calls upon* Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, including distractions in traffic, road safety education and post-crash care, including rehabilitation for people with disabilities, based on the Plan of Action;

7. *Invites* all Member States to set their own national road traffic casualty reduction targets to be achieved by the end of the Decade, in line with the Plan of Action;

8. *Calls for* the inclusion of activities to pay attention to the needs of all road users within the Plan of Action of the Decade, in particular, the needs of pedestrians, cyclists and other vulnerable road users in low-income and middle-income countries, through support for appropriate legislation and policy, and infrastructure, and by increasing means of sustainable transport, and in this regard invites international financial institutions and regional development banks to assist developing countries in building sustainable mass transportation systems with a view to reducing road traffic accidents;

9. *Also calls for* joint multisectoral action to increase the proportion of countries with comprehensive legislation on key risk factors for road traffic injuries, including seat belt and child restraint and helmet use, drink driving and speed, from the 15 per cent identified in the 2009 Global Status Report on Road Safety to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation of these risk factors;

10. *Encourages* Governments, public and private corporations, non-governmental organizations and multilateral organizations to take action, as appropriate, to discourage distractions in traffic, including texting while driving, which lead to increased morbidity and mortality owing to road crashes;

11. *Invites* Governments to take a leading role in implementing the activities of the Decade, while fostering a multisectoral collaboration of efforts that includes academia, the private sector, professional associations, non-governmental organizations and civil society, including national Red Cross and Red Crescent Societies, victims' organizations and youth organizations, and the media;

12. *Invites* Member States, international organizations, development banks and funding agencies, foundations, professional associations and private sector companies to consider providing adequate and additional funding to activities relating to the Decade;

13. *Requests* the United Nations Road Safety Collaboration to continue its role of informal consultative mechanism, including for the implementation of activities relating to the Decade;

14. *Invites* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Global Road Safety Collaboration, to organize the second United Nations Global Road Safety Week to launch the Decade;

15. *Encourages* Member States to continue to strengthen their commitment to road safety, including by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

16. *Also encourages* Member States to become contracting parties and implement the United Nations road safety-related legal instruments, as well as adhere to the Convention on the Rights of Persons with Disabilities;⁵

17. *Invites* the World Health Organization and the United Nations regional commissions to coordinate regular monitoring, in the framework of the United Nations Road Safety Collaboration, of global progress towards meeting the targets identified in the Plan of Action and to develop global status reports on road safety and other appropriate monitoring tools;

18. *Invites* Member States and the international community to integrate road safety into other international agendas, such as those on development, environment and urbanization;

19. *Acknowledges* the importance of midterm and final reviews of the progress achieved over the Decade, and invites interested Member States, in consultation with the United Nations Road Safety Collaboration, to organize international, regional and national meetings to assess the implementation of the Decade;

20. *Decides* to include in the provisional agenda of its sixty-sixth session the item entitled “Global road safety crisis”, and requests the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Decade of Action.

⁵ Resolution 61/106, annex I.

APPENDIX D

Road Traffic Report in the calendar year 2009



General Assembly

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Agenda item 46

Global road safety crisis

Argentina, Armenia, Azerbaijan, Bangladesh, Belarus, Belgium, Benin, Chile, Costa Rica, Cuba, Cyprus, Dominican Republic, Finland, France, Germany, Greece, Hungary, Iceland, India, Israel, Italy, Jamaica, Jordan, Kazakhstan, Lao People's Democratic Republic, Lebanon, Luxembourg, Malaysia, Mexico, Mongolia, Morocco, Netherlands, Norway, Oman, Peru, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Saudi Arabia, Serbia, Seychelles, Singapore, Slovenia, Sri Lanka, Sweden, Tajikistan, Thailand, the former Yugoslav Republic of Macedonia, Turkey, Turkmenistan, United Kingdom of Great Britain and Northern Ireland, Venezuela (Bolivarian Republic of), Viet Nam, Uruguay, Uzbekistan and Yemen: revised draft resolution

Improving global road safety

The General Assembly,

Recalling its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005 and 62/244 of 31 March 2008 on improving global road safety,

Having considered the note by the Secretary-General transmitting the report on improving global road safety and the recommendations contained therein,¹

Recognizing the tremendous global burden of mortality resulting from road traffic crashes, as well as the twenty to fifty million people who incur each year non-fatal road traffic injuries, many of whom are left with lifelong disabilities,

Noting that this major public health problem has a broad range of social and economic consequences which, if unaddressed, may affect the sustainable development of countries and hinder the progress towards the Millennium Development Goals,

Underlining the importance for Member States to continue using the *World Report on Road Traffic Injury Prevention* as a framework for road safety efforts and implementing, as appropriate, its recommendations by paying particular attention to

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¹ A/64/266.



the main risk factors identified, namely, the non-use of safety belts and child restraints, the non-use of helmets, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the lack of appropriate infrastructure, and by strengthening road safety management and paying particular attention also to the needs of vulnerable road users, such as pedestrians, cyclists and motorcyclists, and users of unsafe public transport, and improving post-crash care for victims of road crashes,

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² E/ESCWA/EDGD/2008/5.

³ E/ESCAP/63/13, chap. IV.

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Noting all national and regional initiatives to raise awareness of road safety issues,

Also noting the important role of the World Bank Global Road Safety Facility as a funding mechanism to support capacity-building and provide technical support for road safety and as a means to increase the resources needed to address road safety in low-income and middle-income countries, acknowledging the increase in funding to support national, regional and global road safety work, and welcoming, in particular, the financial assistance given to the World Health Organization and the World Bank Global Road Safety Facility by all donors, including the Governments of Australia, the Netherlands and Sweden, and by Bloomberg Philanthropies and the FIA Foundation for the Automobile and Society,

Further noting the work of the International Organization for Standardization to develop standards for road traffic safety management systems,

Taking note of the report of the Commission for Global Road Safety, *Make Roads Safe: A Decade of Action for Road Safety*, which links road safety with sustainable development and calls for a decade of action on road safety, and the “Make Roads Safe” campaign as a global tool for increasing awareness and advocating increased funding for road safety,

Recognizing the publication of the World Health Organization, *Global Status Report on Road Safety*, which provides the first assessment of the road safety situation at a global level and highlights the fact that half of all road traffic deaths are among vulnerable road users, as well as the relatively low proportion of the countries in the world that have comprehensive legislation on key road safety risk factors,

Welcoming the joint statement from the World Bank and the six leading multilateral development banks, namely, the African Development Bank, the Asian Development Bank, the European Bank for Reconstruction and Development, the European Investment Bank, the Inter-American Development Bank and the Islamic Development Bank, to cooperate on increasing the road safety component of their infrastructure programmes through better coordination of their investments and through the application of safety audits and assessments of road infrastructure projects,

Expressing its concern at the continued increase in road traffic fatalities and injuries worldwide, in particular in low-income and middle-income countries, bearing in mind that the fatality rate within the road system is considerably higher than in other transport systems, also in high-income countries,

Recognizing the efforts made by some low-income and middle-income countries to implement best practices, set ambitious targets and monitor road traffic fatalities,

Reaffirming the need for the further strengthening of international cooperation and knowledge-sharing in road safety, taking into account the needs of low-income and middle-income countries,

Recognizing that the solution to the global road safety crisis can only be implemented through multisectoral collaboration and partnerships among all concerned in both the public and private sectors, with the involvement of civil society,

Also recognizing the role of research in informing policy-based decisions on road safety and in monitoring and evaluating the effect of interventions, as well as the need for more research to address the emerging issue of distractions in traffic as a risk factor for road traffic crashes,

Acknowledging the leading role of Oman in drawing the attention of the international community to the global road safety crisis,

Commending the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow on 19 and 20 November 2009, which brought together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues and which culminated in a declaration inviting Member States to declare a decade of action for road safety,

1. *Welcomes* the declaration adopted at the First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow on 19 and 20 November 2009;⁴

2. *Proclaims* the period 2011-2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. *Requests* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a Plan of Action of the Decade as a guiding document to support the implementation of its objectives;

4. *Reaffirms* the importance of addressing global road safety issues and the need for the further strengthening of international cooperation, taking into account the needs of low-income and middle-income countries, including those of the least developed countries and African countries, by building capacities in the field of road safety and providing financial and technical support for their efforts;

5. *Acknowledges* that multilateral technical and financial assistance in support of capacity-building for enhancing road safety should be provided in a predictable and timely manner without unwarranted conditionalities, considering that there is no one-size-fits-all formula and the specific situation of each country based on its needs and priorities;

⁴ A/64/540, annex.

6. *Calls upon* Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, including distractions in traffic, road safety education and post-crash care, including rehabilitation for people with disabilities, based on the Plan of Action;

7. *Invites* all Member States to set their own national road traffic casualty reduction targets to be achieved by the end of the Decade, in line with the Plan of Action;

8. *Calls for* the inclusion of activities to pay attention to the needs of all road users within the Plan of Action of the Decade, in particular, the needs of pedestrians, cyclists and other vulnerable road users in low-income and middle-income countries, through support for appropriate legislation and policy, and infrastructure, and by increasing means of sustainable transport, and in this regard invites international financial institutions and regional development banks to assist developing countries in building sustainable mass transportation systems with a view to reducing road traffic accidents;

9. *Also calls for* joint multisectoral action to increase the proportion of countries with comprehensive legislation on key risk factors for road traffic injuries, including seat belt and child restraint and helmet use, drink driving and speed, from the 15 per cent identified in the 2009 Global Status Report on Road Safety to over 50 per cent by the end of the Decade, and encourages Member States to strengthen their enforcement of existing road safety legislation of these risk factors;

10. *Encourages* Governments, public and private corporations, non-governmental organizations and multilateral organizations to take action, as appropriate, to discourage distractions in traffic, including texting while driving, which lead to increased morbidity and mortality owing to road crashes;

11. *Invites* Governments to take a leading role in implementing the activities of the Decade, while fostering a multisectoral collaboration of efforts that includes academia, the private sector, professional associations, non-governmental organizations and civil society, including national Red Cross and Red Crescent Societies, victims' organizations and youth organizations, and the media;

12. *Invites* Member States, international organizations, development banks and funding agencies, foundations, professional associations and private sector companies to consider providing adequate and additional funding to activities relating to the Decade;

13. *Requests* the United Nations Road Safety Collaboration to continue its role of informal consultative mechanism, including for the implementation of activities relating to the Decade;

14. *Invites* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Global Road Safety Collaboration, to organize the second United Nations Global Road Safety Week to launch the Decade;

15. *Encourages* Member States to continue to strengthen their commitment to road safety, including by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

16. *Also encourages* Member States to become contracting parties and implement the United Nations road safety-related legal instruments, as well as adhere to the Convention on the Rights of Persons with Disabilities;⁵

17. *Invites* the World Health Organization and the United Nations regional commissions to coordinate regular monitoring, in the framework of the United Nations Road Safety Collaboration, of global progress towards meeting the targets identified in the Plan of Action and to develop global status reports on road safety and other appropriate monitoring tools;

18. *Invites* Member States and the international community to integrate road safety into other international agendas, such as those on development, environment and urbanization;

19. *Acknowledges* the importance of midterm and final reviews of the progress achieved over the Decade, and invites interested Member States, in consultation with the United Nations Road Safety Collaboration, to organize international, regional and national meetings to assess the implementation of the Decade;

20. *Decides* to include in the provisional agenda of its sixty-sixth session the item entitled “Global road safety crisis”, and requests the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Decade of Action.

⁵ Resolution 61/106, annex I.