

# ROAD TRAFFIC REPORT 2008-2009

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### ABSTRACT

Accurate, comprehensive and timely road traffic information is needed on a continuous basis by all role-players within the road traffic management system to plan, schedule and perform their daily tasks; as well as to measure performance and outcomes of road safety promotion programmes and projects.

The purpose of this presentation is to provide an update on some of this information and the changes recorded in this regard by the Corporation from 1 April 2008 to 31 March 2009. Amongst others, summarised detail on the motor vehicle and driver populations, the number of fatal road crashes and fatalities, rates and trends; as well as changes in the level of lawlessness are discussed.

Some highlights include the following:

- The number of registered vehicles increased by 211,242 (2,30%) from 9,182,677 on 31 March 2008 to 9,393,919 vehicles on 31 March 2009.
- The number of vehicles that are un-roadworthy (but licenced) increased by 21,392 (5,68%) from 376,876 vehicles in 2008 to 398,268 vehicles in 2009.
- The number of driving licences issued increased by 333,497 (4,06%) from 8,205,987 at the end of March 2008 to 8,539,484 at the end of March 2009.
- Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatal crashes decreased by 1,013 (8,68%) from 11,674 crashes over the same period the previous year to 10,661.
- The number of road fatalities decreased by 1,006 (6,84%) from 14,713 fatalities over the same period the previous year to 13,707.
- On a national basis, the overall road traffic offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008.

The various issues are dealt with in more detail below.

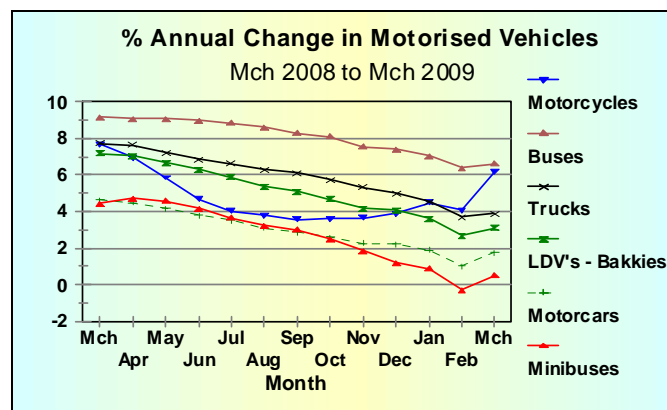
### *Vehicle Population*

The number of registered vehicles increased by 211,242 (2,30%) from 9,182,677 on 31 March 2008 to 9,393,919 vehicles on 31 March 2009. Detail per type of vehicle is given in the table below.

Number of Registered Vehicles	Number registered March 2008	Number registered March 2009	Change	% Change	% of Group March 2009	% of Total March 2009
<b>Motorised Vehicles</b>						
Motorcars	5,224,652	5,316,921	92,269	1.77	63.02	56.60
Minibuses	280,632	282,057	1,425	0.51	3.34	3.00
Buses	40,760	43,456	2,696	6.61	0.52	0.46
Motorcycles	315,643	335,005	19,362	6.13	3.97	3.57
LDV's - Bakkies	1,856,440	1,913,901	57,461	3.10	22.69	20.37
Trucks	307,828	319,800	11,972	3.89	3.79	3.40
Other & Unknown	219,634	225,333	5,700	2.60	2.67	2.40
<b>Total Motorised</b>	<b>8,245,589</b>	<b>8,436,473</b>	<b>190,885</b>	<b>2.31</b>	<b>100.00</b>	<b>89.81</b>
<b>Towed Vehicles</b>						
Caravans	106,468	104,226	-2,242	-2.11	10.89	1.11
Heavy Trailers	136,595	145,240	8,645	6.33	15.17	1.55
Light Trailers	677,516	691,510	13,994	2.07	72.22	7.36
Other & Unknown	16,510	16,470	-40	-0.24	1.72	0.18
<b>Total Towed</b>	<b>937,089</b>	<b>957,446</b>	<b>20,358</b>	<b>2.17</b>	<b>100.00</b>	<b>10.19</b>
<b>All Vehicles</b>	<b>9,182,677</b>	<b>9,393,919</b>	<b>211,242</b>	<b>2.30</b>		<b>100.00</b>

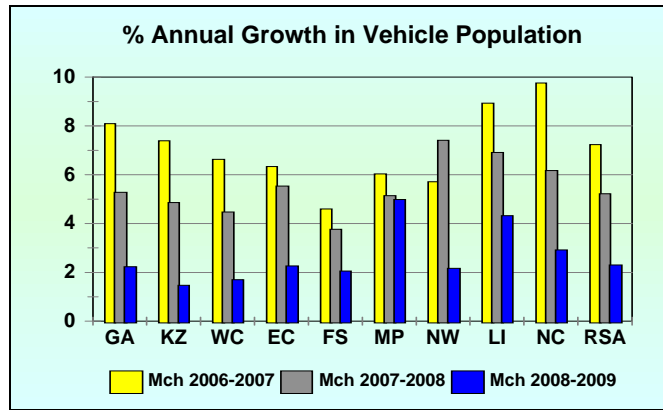
The information above shows that on a percentage basis the biggest change was for buses which increased by 6,61% to 43,456; followed by heavy trailers which increased by 6,33% to 145,240 and motorcycles which increased by 6,13% to 335,005. The growth rate for minibuses changed from 4,46% in March 2008 to a rate of 0,51% in March 2009.

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



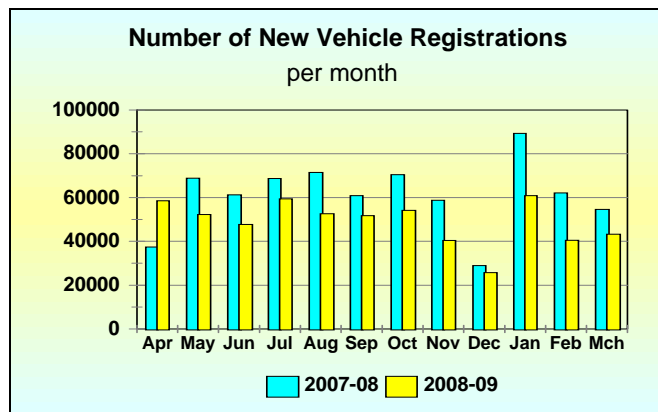
The total motor vehicle population per Province as on 31 March 2008 and 31 March 2009 respectively, is given in the table and the annual growth per Province over the past 3 years reflected in the figure below.

Number of Registered Vehicles per Province	Number registered March 2008	Number registered March 2009	Change	% Change	% of Total March 2009
Gauteng	3,531,181	3,609,740	78,559	2.22	38.43
KwaZulu-Natal	1,269,715	1,288,345	18,630	1.47	13.71
Western Cape	1,531,928	1,557,952	26,024	1.70	16.58
Eastern Cape	629,573	643,790	14,217	2.26	6.85
Free State	518,545	529,193	10,648	2.05	5.63
Mpumalanga	552,846	580,403	27,557	4.98	6.18
North West	519,401	530,650	11,249	2.17	5.65
Limpopo	426,618	445,053	18,435	4.32	4.74
Northern Cape	202,870	208,793	5,923	2.92	2.22
<b>RSA</b>	<b>9,182,677</b>	<b>9,393,919</b>	<b>211,242</b>	<b>2.30</b>	<b>100</b>



Over the past year from 31 March 2008 to 31 March 2009 the biggest percentage growth in total vehicles was recorded in Mpumalanga with a growth of 4,98%, followed by Limpopo with a growth of 4,32%.

The monthly number of new vehicle registrations per month over the past 2 financial years is reflected in the graph below.



On average 48,923 new vehicle were registered per month during the 2008-2009 financial year in comparison with a monthly average of 61,072 new vehicle registrations during the previous year, reflecting a decrease of 19,89%.

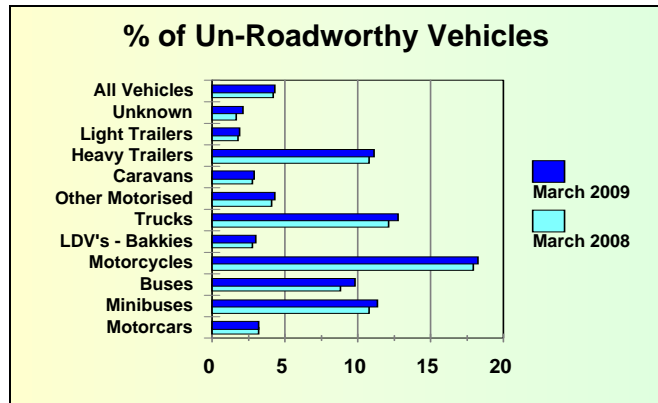
### Number of Un-Roadworthy Vehicles

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.

The number of vehicles that are un-roadworthy (but licenced) increased by 21,392 (5,68%) from 376,876 vehicles at the end of March 2008 to 398,268 vehicles at the end of March 2009. Detail in this regard is given in the table and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Number of Un-Roadworthy Vehicles				
Vehicle Type	March 2008	March 2009	Change	% Change
Motorcars	162,488	165,208	2,720	1.67
Minibuses	29,876	31,665	1,789	5.99
Buses	3,571	4,221	650	18.20
Motorcycles	56,208	60,772	4,564	8.12
LDV's - Bakkies	49,741	54,933	5,192	10.44
Trucks	37,097	40,361	3,264	8.80
Caravans	2,895	2,884	-11	-0.38

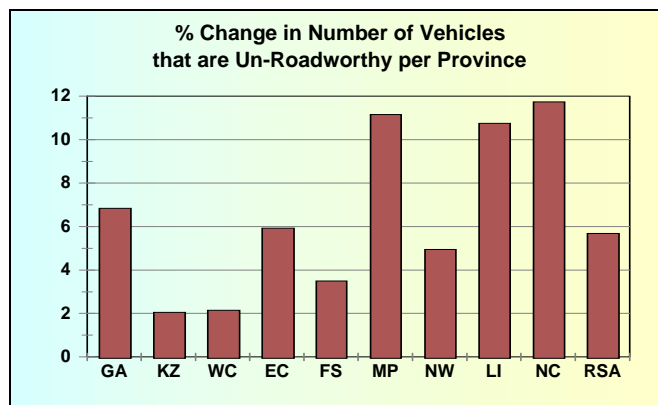
Heavy Trailers	14,584	15,997	1,413	9.69
Light Trailers	11,714	12,687	973	8.31
Unknown	8,702	9,540	838	9.63
All Vehicles	376,876	398,268	21,392	5.68



Information in the table and graph above shows that, with the exception of caravans, all other types of vehicles experienced increases in this regard. The biggest increase was recorded for buses which increased by 650 (18,20%) from 3,571 at the end of March 2008 to 4,221 un-roadworthy buses at the end of March 2009. The second biggest increase was recorded for LDVs (Bakkies) which increased by 5,192 (10,44%) from 49,741 in 2008 to 54,933 un-roadworthy LDVs at the end of March 2009.

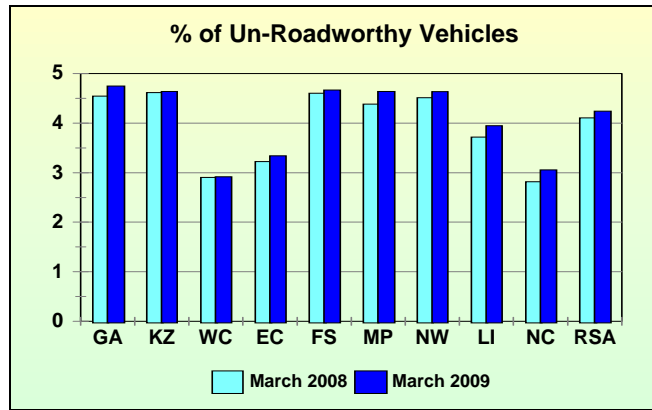
Detail on the number of vehicles that are un-roadworthy per Province is provided in the table and the % change from 2008 to 2009 reflected in the graph below.

Number of Un-Roadworthy Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	160,441	58,578	44,488	20,295	23,853	24,226	23,427	15,856	5,712	376,876
March 2009	171,407	59,777	45,443	21,498	24,685	26,929	24,586	17,561	6,382	398,268
Change	10,966	1,199	955	1,203	832	2,703	1,159	1,705	670	21,392
% Change	6.83	2.05	2.15	5.93	3.49	11.16	4.95	10.75	11.73	5.68



The information above show that all provinces recorded increases in the number of un-roadworthy vehicles. On a percentage basis the biggest increase was recorded in the Northern Cape where the number of un-roadworthy vehicles increased by 670 (11,73%) from 5,712 in 2008 to 6,382 at the end of March 2009. Other large increases in this regard are : Mpumalanga increase of 11,16% to 26,929 un-roadworthy vehicles; and Limpopo increase of 1,705 (10,75%) from 15,856 to 17,561 un-roadworthy vehicles at he end of March 2009.

The percentage of un-roadworthy vehicles per Province, expressed as a percentage of the total number of vehicles registered per Province, is shown in the graph below.



The information in the graph above shows the Provinces with the highest percentage un-roadworthy vehicles as follows:

- Gauteng : 4,75% (171,407 vehicles)
- KwaZulu-Natal : 4,64% (59,777 vehicles)
- Free State : 4,66% (24,685 vehicles)
- Mpumalanga : 4,64% (26,929 vehicles)
- North West : 4,63% (24,586 vehicles).

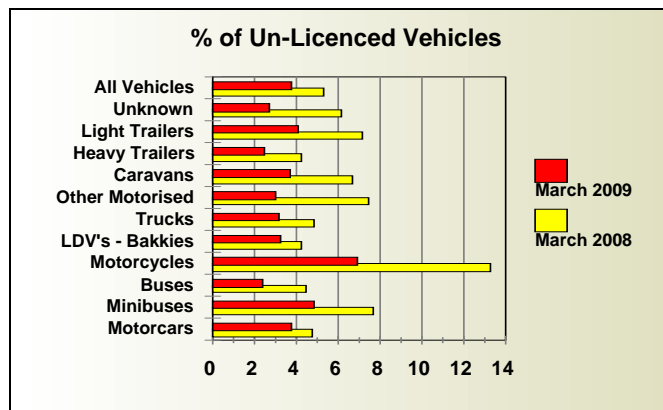
The Provinces with the lowest percentage of un-roadworthy vehicles are the Western, Eastern and Northern Cape with each in the order of about 3% un-roadworthy vehicles.

#### *Number of Un-Licensed Vehicles*

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 number of un-licensed vehicles decreased by 134,659 (28,01%) from 480,682 vehicles at the end of March 2008 to 346,023 vehicles at the end of March 2009. Detail per type of vehicle in this regard is given in the table and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Number of Un-Licensed Vehicles				
Vehicle Type	March 2008	March 2009	Change	% Change
Motorcars	245,634	196,036	-49,598	-20.19
Minibuses	21,333	13,426	-7,907	-37.06
Buses	1,774	1,003	-771	-43.46
Motorcycles	41,699	22,780	-18,919	-45.37
LDV's - Bakkies	77,882	60,760	-17,122	-21.98
Trucks	14,774	9,931	-4,843	-32.78
Caravans	7,035	3,759	-3,276	-46.57
Heavy Trailers	5,638	3,480	-2,158	-38.28
Light Trailers	47,980	27,884	-20,096	-41.88
Unknown	16,933	6,964	-9,969	-58.87
<b>All Vehicles</b>	<b>480,682</b>	<b>346,023</b>	<b>-134,659</b>	<b>-28.01</b>

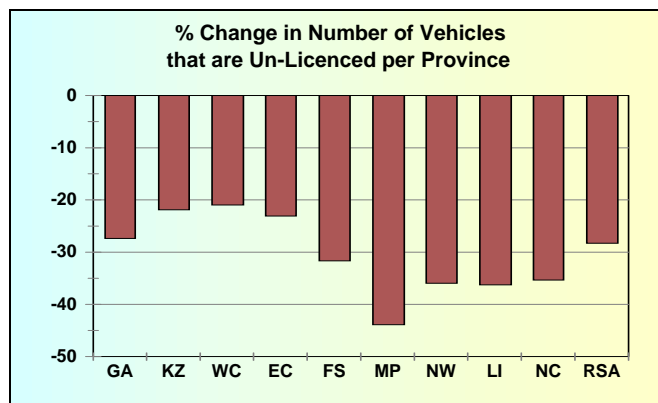


The information in the table and graph above show that decreases in the number of un-licensed vehicles were recorded for all vehicle types. On a percentage basis the biggest decrease were recorded for the following types of vehicles:

- Caravans : 46,57% down to 3,759
- Motorcycles : 45,37% down to 22,780
- Buses : 43,46% down to 1,003
- Light trailers : 41,88% down to 27,884

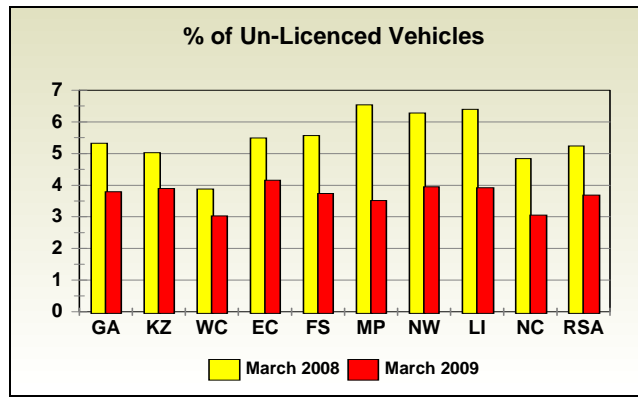
Detail on the number of vehicles that are un-licensed per Province is provided in Table 17 and the % change from 2008 to 2009 reflected in the graph below.

Number of Un-Licensed Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	187,986	63,891	59,451	34,601	28,868	36,149	32,640	27,284	9,812	<b>480,682</b>
March 2009	136,916	50,185	47,190	26,764	19,802	20,379	20,966	17,443	6,378	<b>346,023</b>
Change	-51,070	-13,706	-12,261	-7,837	-9,066	-15,770	-11,674	-9,841	-3,434	<b>-134,659</b>
% Change	-27.17	-21.45	-20.62	-22.65	-31.41	-43.62	-35.77	-36.07	-35.00	<b>-28.01</b>



The information in the table and graph above show that the biggest decrease in the number of un-licensed vehicles were recorded in Mpumalanga (43,62%); followed by North West, Limpopo and the Northern Cape each with a decrease ranging in the order of 35% to 36%.

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

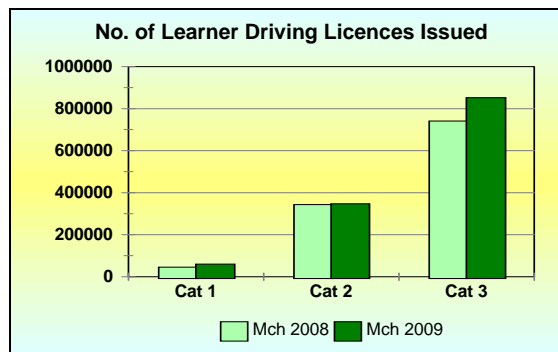


## Driver Population

### ***Number of Learner Licences issued***

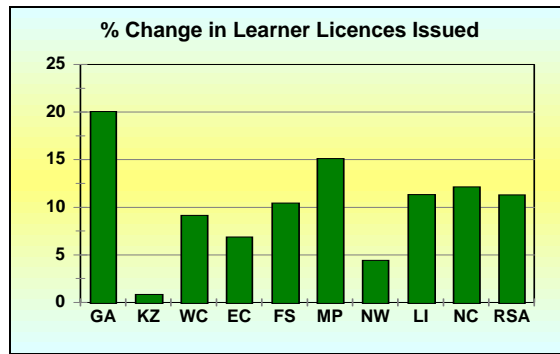
The number of learner driving licences issued increased by 127,775 (11,30%) from 1,130,663 at the end of March 2008 to 1,258,438 at the end of March 2009. Detail on the number of learner driving licences issued per category is given in the table and graphically reflected in the figure below.

<b>Number of Learner Licences Issued</b>				
Category	March 2008	March 2009	Change	% Change
1	45,777	59,342	13,565	<b>29.63</b>
2	343,948	347,268	3,320	<b>0.97</b>
3	740,938	851,828	110,890	<b>14.97</b>
<b>Total</b>	<b>1,130,663</b>	<b>1,258,438</b>	<b>127,775</b>	<b>11.30</b>



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

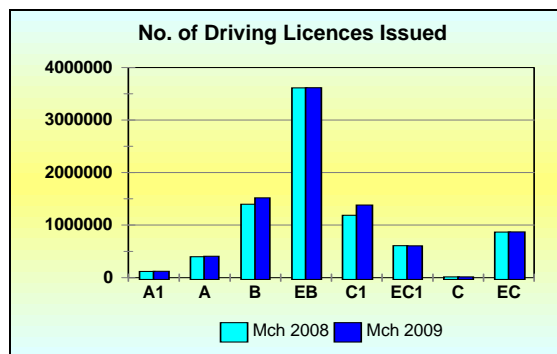
<b>Number of Learners Licences Issued per Province</b>										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Mch 2008</b>	339,048	182,440	156,082	100,312	77,905	78,676	77,854	91,237	27,109	<b>1,130,663</b>
<b>Mch 2009</b>	407,044	183,954	170,343	107,203	86,047	90,571	81,293	101,583	30,400	<b>1,258,438</b>
<b>Change</b>	67,996	1,514	14,261	6,891	8,142	11,895	3,439	10,346	3,291	<b>127,775</b>
<b>% Change</b>	20.05	0.83	9.14	6.87	10.45	15.12	4.42	11.34	12.14	<b>11.30</b>



### Number of Driving Licences issued

The number of driving licences issued increased by 333,497 (4,06%) from 8,205,987 at the end of March 2008 to 8,539,484 at the end of March 2009. Detail on the number of driving licences issued per category is given in the table and graphically reflected in the figure below.

Number of Driving Licences Issued				
Category	Mch 2008	Mch 2009	Change	% Change
A1	120,822	121,576	754	0.62
A	398,323	406,175	7,852	1.97
B	1,396,992	1,520,221	123,229	8.82
EB	3,611,421	3,616,887	5,466	0.15
C1	1,189,664	1,382,005	192,341	16.17
EC1	608,361	606,717	-1,644	-0.27
C	13,440	14,278	838	6.24
EC	866,964	871,625	4,661	0.54
<b>Total</b>	<b>8,205,987</b>	<b>8,539,484</b>	<b>333,497</b>	<b>4.06</b>



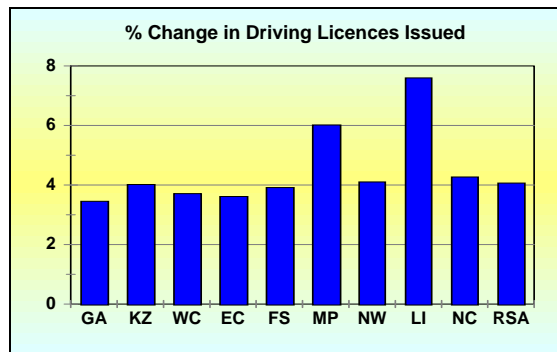
The number and percentage (%) driving licences issued per category at the end of March 2009 is reflected in the table below.

Number and % of Driving Licences Issued per Category			
Category	Description	Number	%
A1	Motorcycle < 125 cub.cm	121,576	1.42
A	Motorcycle > 125 cub.cm	406,175	4.76
B	Motor vehicle < 3,5000 kg	1,520,221	17.80
EB	Articulated motor vehicle <16,000 kg	3,616,887	42.35
C1	Motor vehicle 3,500 - 16,000 kg	1,382,005	16.18
EC1	Articulated vehicle 3,500 - 16,000 kg	606,717	7.10
C	Motorvehicle > 16,000 kg	14,278	0.17
EC	Articulated vehicle > 16,000 kg	871,625	10.21
<b>Total</b>		<b>8,539,484</b>	<b>100</b>

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



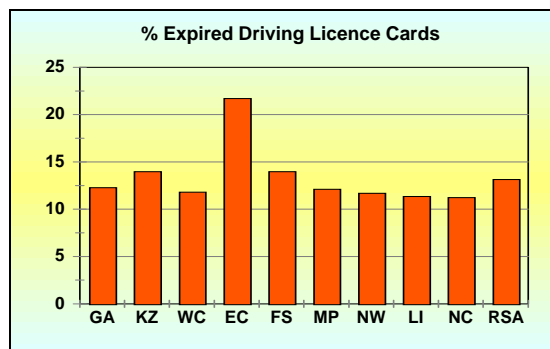
Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Mch 2008</b>	2,902,282	1,318,719	1,359,293	610,661	459,072	486,005	433,925	475,096	160,934	<b>8,205,987</b>
<b>Mch 2009</b>	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	<b>8,539,484</b>
<b>Change</b>	100,090	52,920	50,383	22,079	17,987	29,263	17,800	36,099	6,876	<b>333,497</b>
<b>% Change</b>	3.45	4.01	3.71	3.62	3.92	6.02	4.10	7.60	4.27	<b>4.06</b>



### Number of Driving Licence Cards expired

The information in the table below shows that at the end of March 2009 there were a total of 1,122,224 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 13,14% of all driving licences issued. This information per province is also reflected in the graph below.

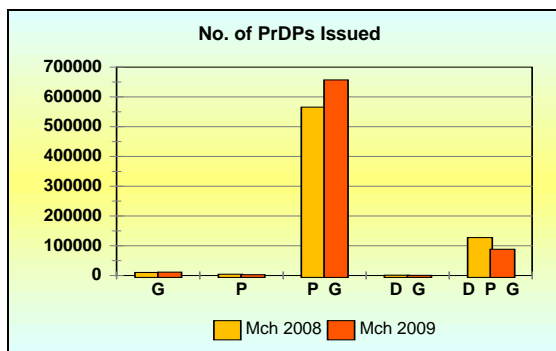
Number of Driving Licence Cards Issued and Expired per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>On system</b>	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	<b>8,539,484</b>
<b>Not expired</b>	2,633,983	1,180,070	1,243,338	495,453	410,495	452,868	398,904	453,154	148,995	<b>7,417,260</b>
<b>Expired</b>	368,389	191,569	166,338	137,287	66,564	62,400	52,821	58,041	18,815	<b>1,122,224</b>
<b>% Expired</b>	12.27	13.97	11.80	21.70	13.95	12.11	11.69	11.35	11.21	<b>13.14</b>



### Number of Professional Driving Permits (PrDPs) issued

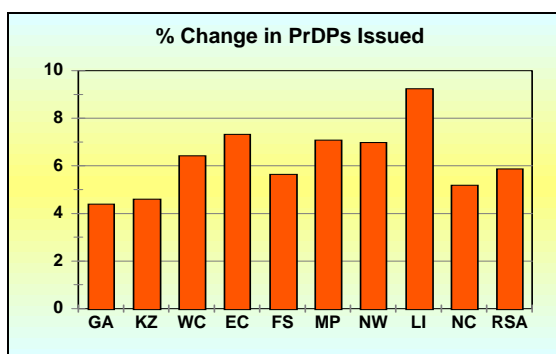
The number of Professional Driving Permits (PrDP's) issued increased by 51,171 (7,22%) from 708,253 at the end of March 2008 to 759,424 at the end of March 2009. Detail on the number of PrDPs issued per category is given in the table and graphically reflected in the figure below.

Number of PrDP's Issued				
Category	Mch 2008	Mch 2009	Change	% Change
<b>G</b>	10,121	10,903	782	7.73
<b>P</b>	3,949	2,596	-1,353	-34.26
<b>P G</b>	565,975	657,195	91,220	16.12
<b>D G</b>	915	470	-445	-48.63
<b>D P G</b>	127,293	88,260	-39,033	-30.66
<b>Total</b>	<b>708,253</b>	<b>759,424</b>	<b>51,171</b>	<b>7.22</b>



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

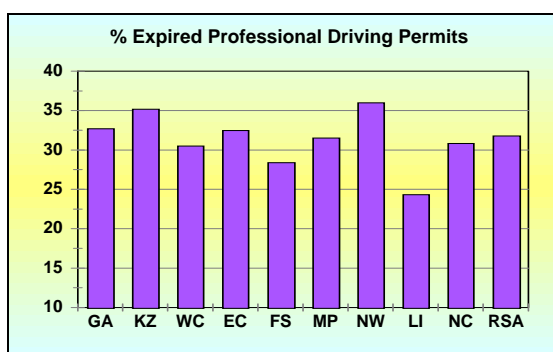
Table 17 : Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2008	199,993	120,440	95,985	55,158	47,837	61,784	43,783	63,811	19,462	<b>708,253</b>
Mch 2009	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	<b>759,424</b>
Change	11,400	7,062	7,326	4,959	3,507	5,267	3,624	6,748	1,278	<b>51,171</b>
% Change	5.70	5.86	7.63	8.99	7.33	8.52	8.28	10.57	6.57	<b>7.22</b>



### Number of PrDPs expired

The information in the table below shows that at the end of March 2009 there were a total of 241,278 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 31,77% of all PrDPs issued. This information is also reflected in the graph below.

Number of Professional Driving Permits (PrDPs) Issued and Expired per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	<b>759,424</b>
Not expired	142,276	82,666	71,814	40,608	36,770	45,924	30,351	53,390	14,347	<b>518,146</b>
Expired	69,117	44,836	31,497	19,509	14,574	21,127	17,056	17,169	6,393	<b>241,278</b>
% Expired	32.70	35.16	30.49	32.45	28.39	31.51	35.98	24.33	30.82	<b>31.77</b>



### Number of Fatal Crashes

Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatal crashes decreased by 1,013 (8,68%) from 11,674 crashes over the same period the previous year to 10,661. Provincial detail in this regard is given in the table below.

Number of Fatal Crashes per Province over 12 Month Period										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	2,784	1,948	1,340	1,297	777	1,239	961	1,040	288	<b>11,674</b>
2008-09	2,228	2,153	1,259	1,021	678	1,186	833	1,081	222	<b>10,661</b>
change	-556	205	-81	-276	-99	-53	-128	41	-66	<b>-1,013</b>
% change	-19.97	10.52	-6.04	-21.28	-12.74	-4.28	-13.32	3.94	-22.92	<b>-8.68</b>

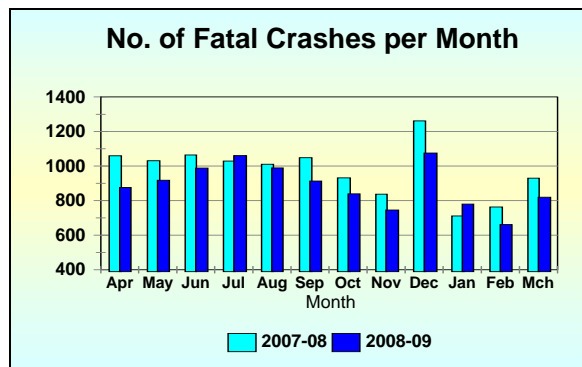
With the exception of KwaZulu-Natal and Limpopo, decreases in the number of fatal crashes were recorded in all other Provinces. On a provincial percentage basis the biggest decreases over the 12-month period from 1 April to 31 March 2009 were recorded as follows:

- Free State : decrease of 99 (12,74%) from 777 to 678;
- Gauteng : decrease of 556 (19,97%) from 2,784 to 2,228; and
- Northern Cape : decrease of 66 (22,92%) from 288 to 222.

In KwaZulu-Natal the number of fatal crashes increased by 205 (10,52%) from 1,948 during 2007-2008 to 2,153 during 2008-2009. In Limpopo the number of fatal crashes increased by 41 (3,94%) from 1,040 to 1,081.

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

Monthly Number of Fatal Crashes				
Month	2007-08	2008-09	Change	% change
Apr	1,059	876	-183	-17.28
May	1,030	917	-113	-10.97
Jun	1,064	988	-76	-7.14
Jul	1,029	1,060	31	3.01
Aug	1,010	989	-21	-2.08
Sep	1,048	913	-135	-12.88
Oct	932	838	-94	-10.09
Nov	837	745	-92	-10.99
Dec	1,261	1,075	-186	-14.75
Jan	711	779	68	9.56
Feb	763	661	-102	-13.37
Mch	930	820	-110	-11.83
<b>Total</b>	<b>11,674</b>	<b>10,661</b>	<b>-1,013</b>	<b>-8.68</b>



### Number of Fatalities

Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatalities decreased by 1,006 (6,84%) from 14,713 fatalities over the same period the previous year to 13,707. Provincial detail in this regard is given in the table below.

Number of Fatalities per Province over 12 Month Period										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	3,137	2,439	1,622	1,652	1,095	1,742	1,214	1,398	414	<b>14,713</b>
2008-09	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	<b>13,707</b>
change	-630	333	-139	-187	-231	88	-81	-60	-99	<b>-1,006</b>
% change	-20.08	13.67	-8.58	-11.33	-21.06	5.06	-6.71	-4.30	-23.88	<b>-6.84</b>

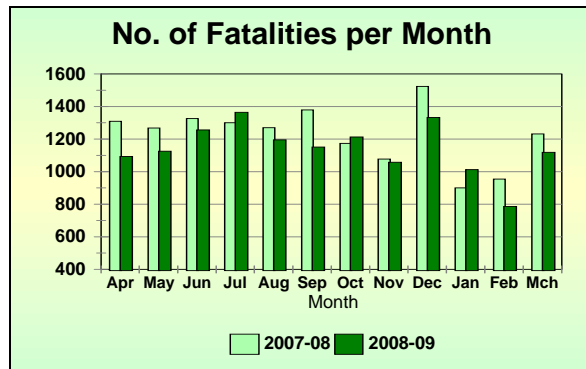
With the exception of KwaZulu-Natal and Mpumalanga all other Provinces recorded decreases in fatalities. On a provincial percentage basis the biggest decreases were recorded as follows:

- Free State : decrease of 231 (21,06%) from 1,095 to 865;
- Gauteng : decrease of 630 (20,08%) from 3,137 to 2,507; and
- The Northern Cape : decrease of 99 (23,88%) from 414 to 315.

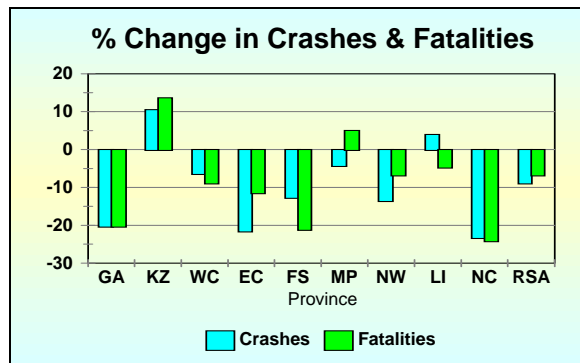
In Mpumalanga the number of fatalities increased by 88 (5,06%) from 1,742 to 1,830 and in KwaZulu-Natal the number of fatalities increased by 333 (13,67%) from 2,439 to 2,772.

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

Monthly Number of Fatalities				
Month	2007-08	2008-09	Change	% change
Apr	1,309	1,093	-216	-16.53
May	1,267	1,125	-142	-11.22
Jun	1,326	1,255	-71	-5.34
Jul	1,300	1,363	63	4.88
Aug	1,270	1,196	-74	-5.84
Sep	1,379	1,151	-229	-16.57
Oct	1,174	1,213	40	3.38
Nov	1,077	1,058	-19	-1.79
Dec	1,523	1,333	-190	-12.47
Jan	900	1,013	113	12.55
Feb	955	787	-169	-17.66
Mch	1,231	1,119	-112	-9.10
<b>Total</b>	<b>14,713</b>	<b>13,707</b>	<b>-1,006</b>	<b>-6.84</b>



The percentage change in the number of fatal crashes and fatalities over the 12-month period from 1 April 2008 to 31 March 2009 in comparison with the same period the previous year per province is reflected in the graph below.

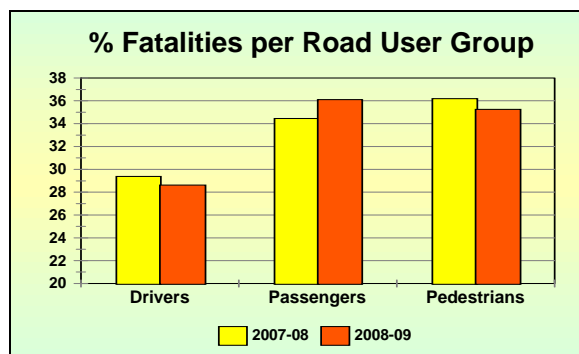


### Number of Fatalities per Road User Group

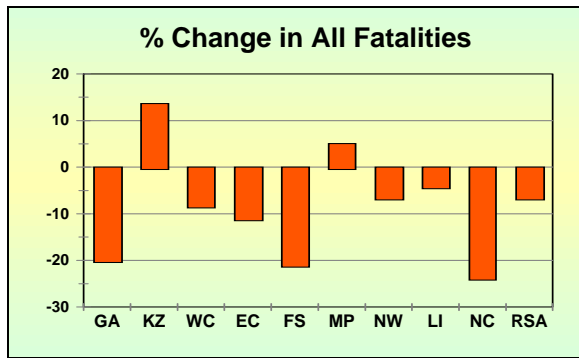
The information in the table below shows that driver fatalities decreased by 397 (9,19%) to 3,923; passenger fatalities increased by 117 (2,31%) to 4,950 and pedestrian fatalities decreased by 492 (9,23%) to 4,833 over the 12-month period from 1 April 2008 to 31 March 2009.

No. of Fatalities per Road User Group				
User Group	2007-08	2008-09	Change	% Change
Drivers	4,321	3,923	-397	-9.19
Passengers	5,067	4,950	-117	-2.31
Pedestrians	5,325	4,833	-492	-9.23
<b>Total</b>	<b>14,713</b>	<b>13,707</b>	<b>-1,006</b>	<b>-6.84</b>

The percentage fatalities per road user group for the two comparative years are reflected in the figure below. During 2008-2009 driver fatalities were 28,62%, passengers 36,12% and pedestrians 35,26% of all fatalities.



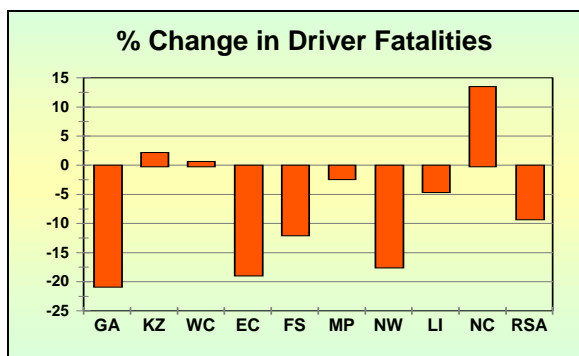
The percentage change in all fatalities per Province is shown in the figure below.



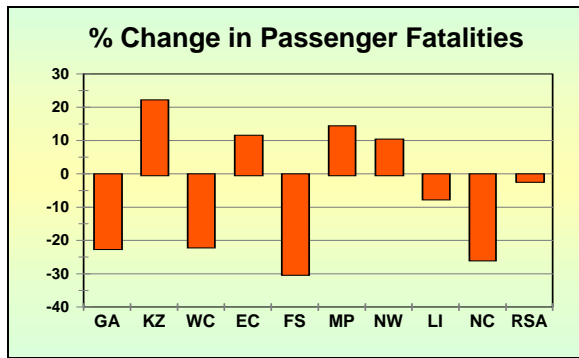
The number of fatalities per road user group per Province for the two respective 12-month periods is shown in the table below.

Number of Fatalities per Road User Group over 12 Month Period											
Year	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	Drivers	1,005	563	461	406	335	587	412	435	116	4,321
	Passengers	725	778	501	628	499	719	435	596	185	5,067
	Pedestrians	1,407	1,097	659	618	261	437	366	367	113	5,325
	<b>Total</b>	<b>3,137</b>	<b>2,439</b>	<b>1,622</b>	<b>1,652</b>	<b>1,095</b>	<b>1,742</b>	<b>1,214</b>	<b>1,398</b>	<b>414</b>	<b>14,713</b>
2008-09	Drivers	797	576	464	330	296	574	340	415	132	3,923
	Passengers	563	951	391	701	349	823	480	554	138	4,950
	Pedestrians	1,147	1,245	627	434	220	434	312	369	46	4,833
	<b>Total</b>	<b>2,507</b>	<b>2,772</b>	<b>1,483</b>	<b>1,464</b>	<b>865</b>	<b>1,830</b>	<b>1,132</b>	<b>1,338</b>	<b>315</b>	<b>13,707</b>
Change	Drivers	-208	12	3	-76	-40	-13	-72	-19	16	-397
	Passengers	-162	173	-110	73	-150	104	45	-43	-47	-117
	Pedestrians	-260	148	-32	-184	-41	-3	-55	2	-67	-492
	<b>Total</b>	<b>-630</b>	<b>333</b>	<b>-139</b>	<b>-187</b>	<b>-231</b>	<b>88</b>	<b>-81</b>	<b>-60</b>	<b>-99</b>	<b>-1,006</b>
% Change	Drivers	-20.70	2.19	0.63	-18.73	-11.84	-2.18	-17.47	-4.48	13.50	-9.19
	Passengers	-22.34	22.24	-21.99	11.60	-30.09	14.47	10.45	-7.16	-25.56	-2.31
	Pedestrians	-18.47	13.50	-4.83	-29.79	-15.64	-0.70	-14.98	0.55	-59.55	-9.23
	<b>Total</b>	<b>-20.08</b>	<b>13.67</b>	<b>-8.58</b>	<b>-11.33</b>	<b>-21.06</b>	<b>5.06</b>	<b>-6.71</b>	<b>-4.30</b>	<b>-23.88</b>	<b>-6.84</b>

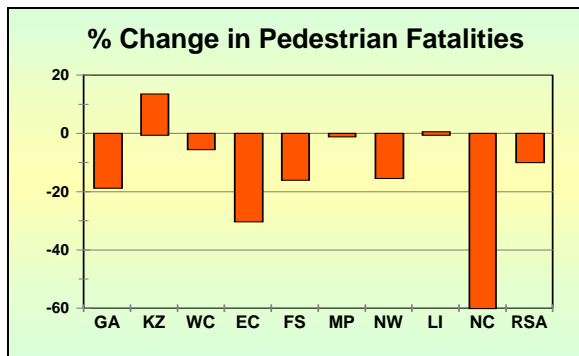
The percentage (%) changes in fatalities per specific road user group from 2007-2008 to 2008-2009 per province are also reflected in the figures below.



The information in the graph above shows that the biggest decrease in the number of driver fatalities was recorded in Gauteng with a decrease of 20,70%. An increase in driver fatalities of 13,50% was recorded in the Northern Cape.

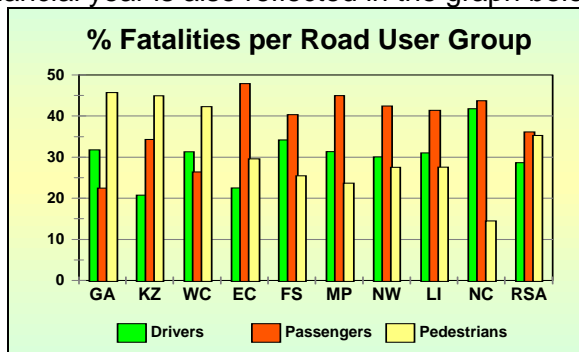


The information in the graph above shows that the biggest decrease in the number of passenger fatalities was recorded in the Free State with a decrease of 30,09%. An increase of 22,24% in passenger fatalities was recorded in KwaZulu-Natal.



The information in the graph above shows that, on a percentage basis, the biggest decrease in the number of pedestrian fatalities was recorded in the Northern Cape with a decrease of 59,55% followed by the Eastern Cape with a decrease of 29,79%. Decreases of more than 10% were also recorded in Gauteng, Free State and North West. An increase of 13,50% in pedestrian fatalities was recorded in KwaZulu-Natal.

The combined percentages of road user group fatalities (drivers, passengers and pedestrians) per Province for the 2008-2009 financial year is also reflected in the graph below.



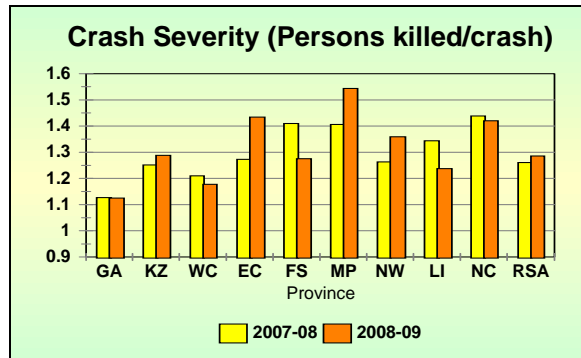
The information in the graph above shows that in Gauteng, KwaZulu-Natal and the Western the main fatality groups were pedestrians – on average about 44,33% of all fatalities. In the other 6 provinces the main fatality groups were passengers – on average 43,45% of all fatalities. In these 6 provinces the average pedestrian fatalities were in the order of 24,72% of all fatalities.

### Severity of Fatal Crashes

The severity of fatal crashes increased by 0,025 (2,01%) from 1,260 during 2007-2008 to 1,286 during 2008-2009. The individual provincial severity rates are shown in the table below.

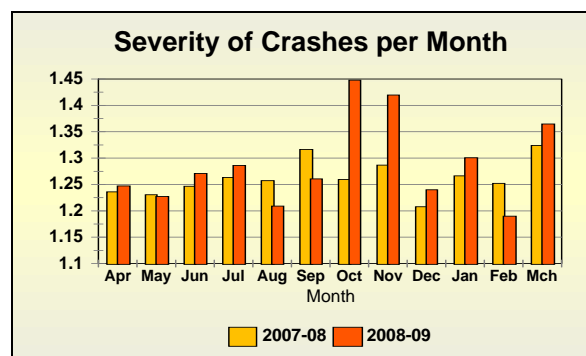
Severity of Crashes per Province (Av no. of fatalities/crash)										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	1.127	1.252	1.210	1.273	1.410	1.406	1.263	1.344	1.438	<b>1.260</b>
2008-09	1.125	1.288	1.178	1.434	1.275	1.543	1.359	1.237	1.420	<b>1.286</b>
change	-0.002	0.036	-0.033	0.161	-0.134	0.137	0.096	-0.107	-0.018	<b>0.025</b>
% change	-0.14	2.85	-2.70	12.63	-9.53	9.76	7.62	-7.93	-1.25	<b>2.01</b>

The information in the table above shows that the severity rate in Eastern Cape increased by 0,161 (12,63%) from 1,273 to 1,434; followed by Mpumalanga with an increase of 9,76% and North West with an increase of 7,62%. The rate in Limpopo decreased by 7,93% and in the Free State by 9,53%. 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 the table and also reflected in the figure below.

Monthly Crash Severity				
Month	2007-08	2008-09	Change	% change
Apr	1.236	1.247	0.011	0.91
May	1.230	1.227	-0.003	-0.28
Jun	1.247	1.271	0.024	1.94
Jul	1.263	1.286	0.023	1.81
Aug	1.257	1.209	-0.048	-3.84
Sep	1.316	1.261	-0.056	-4.23
Oct	1.259	1.448	0.189	14.98
Nov	1.287	1.420	0.133	10.34
Dec	1.208	1.240	0.032	2.67
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
<b>Total</b>	<b>1.260</b>	<b>1.286</b>	<b>0.025</b>	<b>2.01</b>



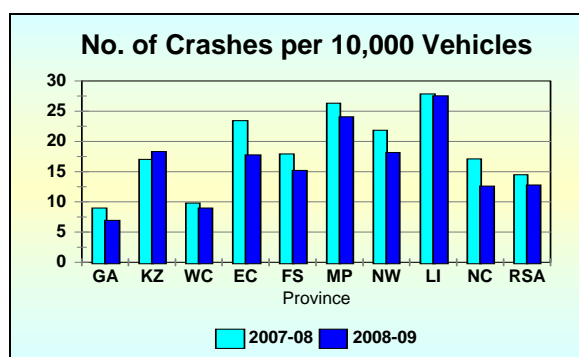


The figure above shows that the two months with exceptionally high severity rates were October and November 2008 with rates of 1,448 and 1,420 respectively, which is also the two months in the reporting period with the biggest rate increases, 14,98% for October and 10,34% for November. (These high rates could be ascribed to a large number of high occupancy vehicles, buses and minibuses, involved in fatal crashes).

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

The number of fatal crashes per 10,000 registered motorised vehicles decreased by 1,71 (11,81%) from 14,50 during 2007-2008 to 12,79 in the 2008-2009 financial year. Provincial detail in this regard is given in the table and graphically reflected in the figure below.

No. of Fatal Crashes per 10,000 Motorised Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	8.97	17.03	9.82	23.43	17.93	26.34	21.85	27.85	17.08	<b>14.50</b>
2008-09	6.93	18.30	8.96	17.76	15.19	24.07	18.18	27.53	12.61	<b>12.79</b>
change	-2.04	1.27	-0.86	-5.67	-2.74	-2.27	-3.67	-0.32	-4.48	<b>-1.71</b>
% change	-22.76	7.48	-8.71	-24.19	-15.28	-8.62	-16.79	-1.16	-26.20	<b>-11.81</b>

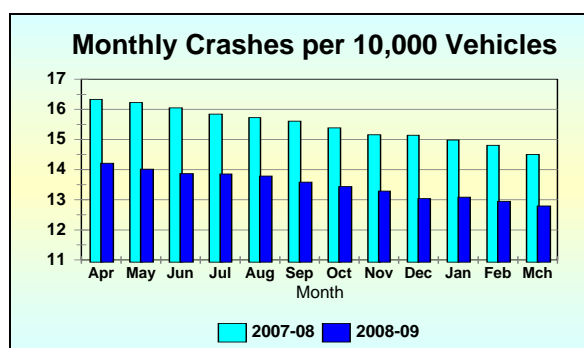


With the exception of KwaZulu-Natal, all other Provinces recorded decreases. On a Provincial percentage basis the biggest decreases were recorded as follows:

- Northern Cape : decrease of 4,48 (26,20%) from 17,08 to 12,61;
- Eastern Cape : decrease of 5,67 (24,19%) from 23,43 to a rate of 17,76; and
- Gauteng : decrease of 2,04 (22,76%) from 8,97 to a rate of 6,93.

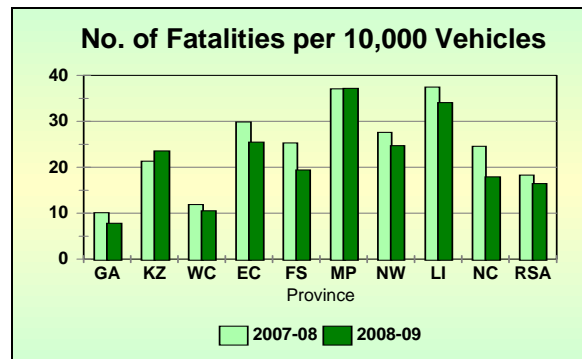
The rates in this regard for KwaZulu-Natal, Eastern Cape, Mpumalanga, North West and Limpopo remain well above the national average rate.

The number of fatal crashes per 10,000 registered motorised vehicles per month for the two respective years 2007-2008 and 2008-2009 are shown in the figure below.



The number of fatalities per 10,000 registered motorised vehicles decreased by 1,83 (10,03%) from 18,28 during 2007-2008 to 16,44 during 2008-2009. Provincial detail in this regard is given in the table and graphically reflected in the figure below.

No. of Fatalities per 10,000 Motorised Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	10.11	21.32	11.88	29.83	25.28	37.04	27.59	37.44	24.57	<b>18.28</b>
2008-09	7.80	23.57	10.55	25.47	19.37	37.15	24.71	34.07	17.91	<b>16.44</b>
change	-2.31	2.25	-1.33	-4.36	-5.91	0.11	-2.88	-3.37	-6.67	<b>-1.83</b>
% change	-22.86	10.55	-11.18	-14.61	-23.36	0.30	-10.45	-9.01	-27.12	<b>-10.03</b>

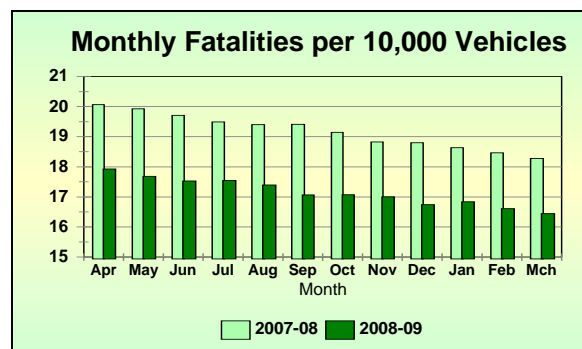


With the exception of KwaZulu-Natal and Mpumalanga, all other Provinces recorded decreases in the number of fatalities per 10,000 vehicles. On a Provincial percentage basis the biggest decreases were recorded as follows:

- Free State : decrease of 5,91 (23,36%) from 25,28 to a rate of 19,37;
- Gauteng : decrease of 2,31 (22,86%) from 10,11 to a rate of 7,80; and
- Northern Cape : decrease of 6,67 (27,12%) from 24,57 to a rate of 17,91.

The rates in this regard for the Eastern Cape, Mpumalanga, North West and Limpopo remain well above the national average rate.

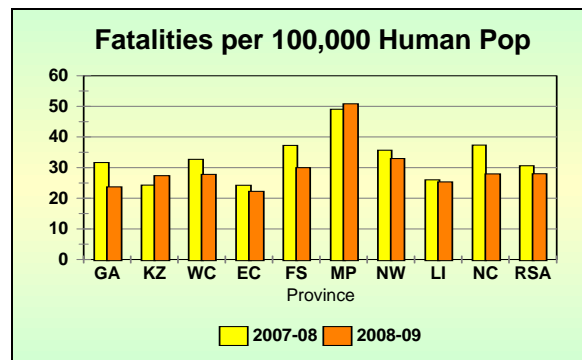
The number of fatalities per 10,000 registered motorised vehicles per month for the two 12-month periods is shown in the figure below.



### **Number of Fatalities per 100,000 Human Population**

The number of fatalities per 100,000 human population decreased by 2,59 (8,47%) from 30,60 during 2007-2008 to 28,01 during 2008-2009. Provincial detail in this regard is given in the table and graphically reflected in the figure below.

No. of Fatalities per 100,000 Human Population										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	31.69	24.30	32.71	24.25	37.26	49.07	35.67	26.06	37.36	<b>30.60</b>
2008-09	23.74	27.37	27.83	22.21	30.01	50.85	33.00	25.34	27.92	<b>28.01</b>
change	-7.95	3.07	-4.88	-2.03	-7.25	1.78	-2.68	-0.72	-9.45	<b>-2.59</b>
% change	-25.08	12.65	-14.92	-8.38	-19.45	3.62	-7.50	-2.77	-25.29	<b>-8.47</b>



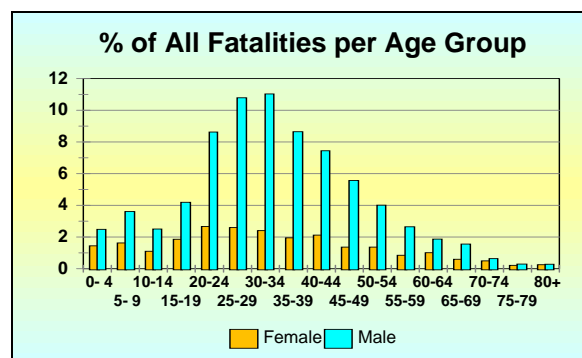
With the exception of KwaZulu-Natal and Mpumalanga, all other Provinces recorded decreases in this regard. On a Provincial percentage basis the biggest decreases were recorded as follows:

- Gauteng : decrease of 7,95 (25,08%) from 31,69 to a rate of 23,74;
- Free State : decrease of 7,25 (19,45%) from 37,26 to a rate of 30,01; and
- Northern Cape : decrease of 9,45 (25,29%) from 37,36 to a rate of 27,92.

### Fatalities per Age Group and Gender

The percentage of fatalities per age group and gender for the year 2008-2009 (only for the cases where this information is available) are given in the table and reflected in the graph below.

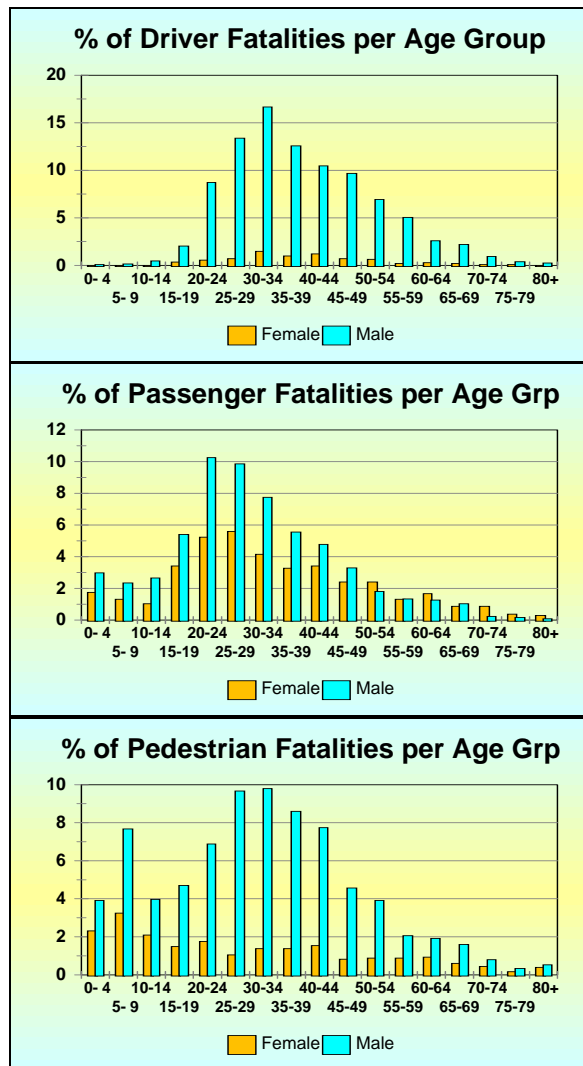
% Road User Fatalities per Age and Gender Groups									
Age group	Driver		Passenger		Pedestrian		Total		Total
	Female	Male	Female	Male	Female	Male	Female	Male	
0- 4	0.00	0.08	1.74	2.97	2.31	3.91	1.44	2.47	3.92
5- 9	0.00	0.16	1.31	2.35	3.25	7.68	1.62	3.60	5.22
10-14	0.00	0.47	1.02	2.66	2.09	3.97	1.10	2.50	3.60
15-19	0.35	2.04	3.41	5.40	1.49	4.70	1.86	4.19	6.05
20-24	0.56	8.73	5.23	10.25	1.76	6.88	2.67	8.63	11.30
25-29	0.70	13.37	5.59	9.86	1.05	9.66	2.59	10.79	13.38
30-34	1.48	16.67	4.14	7.75	1.38	9.80	2.40	11.02	13.43
35-39	0.99	12.58	3.27	5.55	1.38	8.61	1.95	8.64	10.59
40-44	1.20	10.46	3.41	4.77	1.54	7.74	2.12	7.45	9.57
45-49	0.70	9.67	2.40	3.29	0.83	4.57	1.36	5.57	6.92
50-54	0.63	6.92	2.40	1.80	0.88	3.91	1.36	4.01	5.36
55-59	0.21	5.03	1.31	1.33	0.88	2.05	0.84	2.64	3.49
60-64	0.28	2.59	1.67	1.25	0.94	1.92	1.01	1.87	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	1.13
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
<b>Total</b>	<b>7.46</b>	<b>92.54</b>	<b>39.29</b>	<b>60.71</b>	<b>21.36</b>	<b>78.64</b>	<b>23.86</b>	<b>76.14</b>	<b>100.00</b>



The above information shows that in the order of 23,86% road fatalities during 2008-2009 were female and 76,14% male. 92,54% of all drivers killed in crashes were male and 7,76% female.

The age group with the highest percentage fatalities is between the ages of 30 to 34 years, of which 2,40% is female and 13,43% male, as a percentage of the total fatalities.

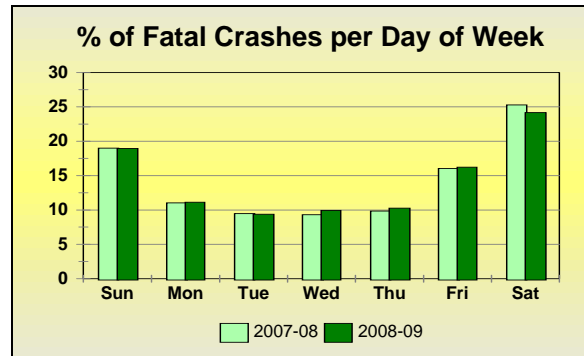
The percentage of fatalities per road user group is also reflected in the graphs below.



### Crashes per Day of Week

The percentage of fatal crashes per day of the week per province during the year 2008-2009 is given in the table and the national figures in this regard for both 2007-2008 and 2008-2009 graphically reflected in the figure below.

Percentage of Fatal Crashes per Day-of-Week								
Province	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Gauteng	20.54	11.58	9.19	8.96	9.79	15.58	24.36	100
Kwa-Zulu Natal	17.37	11.58	11.58	11.27	11.48	16.24	20.48	100
Western Cape	17.21	9.99	9.46	9.72	9.72	18.79	25.10	100
Eastern Cape	19.56	11.27	9.70	10.80	12.36	12.05	24.26	100
Free State	19.83	7.47	7.76	10.63	8.91	18.68	26.72	100
Mpumalanga	18.95	12.28	8.42	11.40	10.00	15.79	23.16	100
North West	21.20	11.40	7.80	7.40	10.40	18.40	23.40	100
Limpopo	18.06	11.34	9.03	9.84	9.14	16.20	26.39	100
Northern Cape	10.20	9.18	10.20	12.24	12.24	16.33	29.59	100
Total	18.95	11.12	9.37	9.93	10.26	16.21	24.15	100



The information above shows that almost one quarter (24,15%) of the weekly crashes happen on a Saturday. During 2007-2008 60,35% of all fatal crashes happened over weekends from Friday to Sunday. During 2008-2009 this percentage changed to 59,31%.

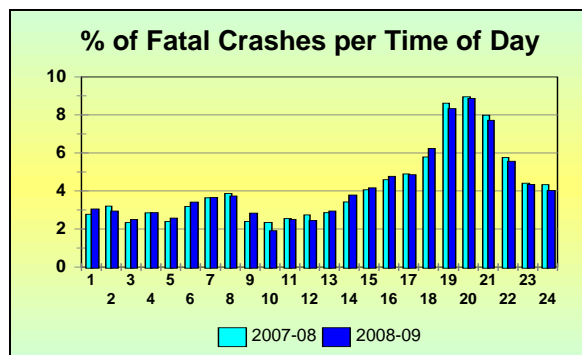
The Province with the highest Sunday percentage of fatal crashes is North West (21,20%) followed by Gauteng with 20,54%.

The Province with the highest Friday percentage is the Western Cape (18,79%) followed by the Free State with 18,69%.

The Province with the highest Saturday percentage of fatal crashes is the Northern Cape (29,59%) followed by Free State with 26,72%.

### **Number of Crashes per Time of Day**

The percentage of fatal crashes per time of day during 2007-2008 and 2008-2009 is reflected in the graph below.



The above information shows the following percentage of crashes for the respective hours of the day during 2008-2009:

- From 18:00 to 19:00 : 8,33%;
- From 19:00 to 20:00 : 8,87%; and
- From 20:00 to 21:00 : 7,71%;

which totals to 24,91%, almost one quarter of the daily fatal crashes.

During 2008-2009 in the order of 17,34% of the daily fatal crashes happened during the early hours of the morning, between midnight and 06:00.

In the order of 38,83% of the daily crashes happened between 18:00 in the evening and midnight. 56,18% of the daily crashes happened generally during hours of darkness, between 18:00 in the evening and 06:00 the next morning.

### **Number of Vehicles in Fatal Crashes per Type of Vehicle**

The information in the table below shows that :

- The number of all types of vehicles involved in fatal crashes decreased by 1,936 (12,18%) from 15,892 in 2007-2008 to 13,956 in 2008-2009;
- The number of motorised vehicles involved in fatal crashes decreased by 1,924 (12,34%) from 15,586 in 2007-2008 to 13,662 in 2008-2009;
- The number of bicycles involved in fatal crashes decreased by 11 (3,52%) from 305 to 294; and
- No animal drawn vehicles were involved in fatal crashes during 2008-2009.

<b>Number of Vehicles involved in Fatal Crashes</b>				
<b>Vehicle Type</b>	<b>2007-08</b>	<b>2008-09</b>	<b>Change</b>	<b>% Change</b>
Motorcars	7,367	6,311	-1,056	-14.33
Minibuses	1,192	963	-229	-19.24
Minibus Taxis	264	373	109	41.45
Buses	298	269	-29	-9.70
Motorcycles	310	299	-11	-3.47
LDV's - Bakkies	3,058	2,790	-268	-8.77
Trucks - rigid	646	435	-212	-32.75
Trucks - articulated	958	888	-70	-7.32
Other and unknown	1,492	1,334	-158	-10.61
<b>Total Motorised</b>	<b>15,586</b>	<b>13,662</b>	<b>-1,924</b>	<b>-12.34</b>
Bicycle	305	294	-11	-3.52
Animal drawn	1	0	-1	-100.00
<b>Total</b>	<b>15,892</b>	<b>13,956</b>	<b>-1,936</b>	<b>-12.18</b>

The information above further shows that, with exception of minibus taxis, all other types of vehicles recorded decreases.

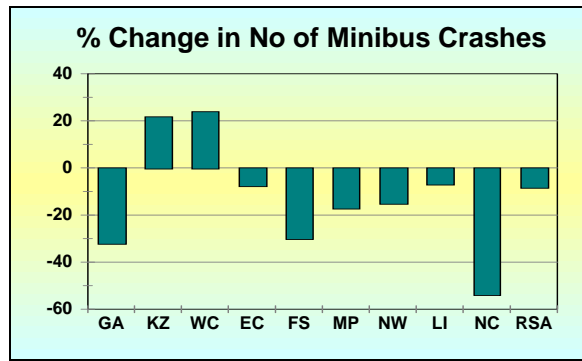
Minibus taxis involved in fatal crashes increased by 109 (41,45%) from 264 to 373.

On a percentage basis, some of the biggest decreases recorded were as follows:

- Rigid trucks : decreased by 212 (32,75%) from 646 435;
- Minibuses : decreased by 229 (19,24%) from 1,192 to 963; and
- Motorcars : decreased by 1,056 (14,33%) from 7,367 to 6,311.

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

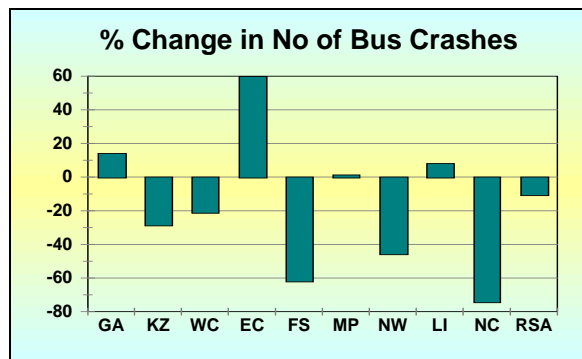
<b>Number of All Minibuses Involved in Fatal Crashes per Province</b>										
<b>Year</b>	<b>GA</b>	<b>KZ</b>	<b>WC</b>	<b>EC</b>	<b>FS</b>	<b>MP</b>	<b>NW</b>	<b>LI</b>	<b>NC</b>	<b>RSA</b>
<b>2007-08</b>	320	306	111	168	100	172	114	136	29	<b>1,456</b>
<b>2008-09</b>	219	372	138	155	70	144	97	128	14	<b>1,336</b>
<b>Change</b>	-101	66	27	-12	-30	-28	-17	-9	-16	<b>-120</b>
<b>% Change</b>	-31.61	21.68	23.86	-7.36	-29.87	-16.52	-14.93	-6.33	-53.36	<b>-8.25</b>



The information above shows that the number of all minibuses involved in fatal crashes decreased by 120 (8,25%) from 1,456 in 2007-2008 to 1,336 in 2008-2009. With the exception of KwaZulu-Natal and the Western Cape, all other provinces show a decrease in this regard. On a percentage basis the biggest increase was recorded in the Western Cape where the number of minibuses in fatal crashes increased by 27 (23,86%) from 111 to 138 in 2008-2009. In KwaZulu-Natal the increase was 66 (21,68%) from 306 to 372.

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

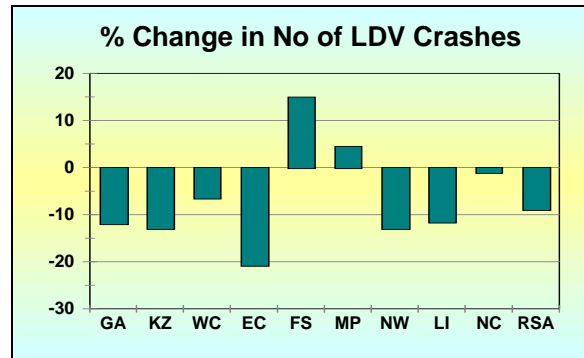
Number of Buses Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	37	65	44	33	22	42	21	24	9	298
2008-09	43	47	35	53	8	43	12	26	2	269
Change	5	-18	-9	20	-14	1	-10	2	-6	-29
% Change	14.07	-27.81	-20.09	59.75	-61.67	1.29	-45.24	8.00	-73.57	-9.70



The information above shows that the number of buses involved in fatal crashes decreased by 29 (9,70%) from 298 in 2007-2008 to 269 in 2008-2009. With the exception of Gauteng, Eastern Cape, Mpumalanga and Limpopo, all other provinces show a decrease in this regard. On a percentage basis the biggest increase was recorded in the Eastern Cape with an increase of 59,75% from 33 to 53, followed by Gauteng where the number of buses increased by 5 (35,29%) from 37 in 2007-2008 to 43 in 2008-2009.

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

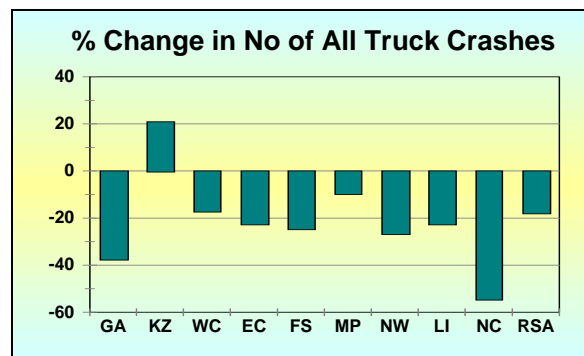
Number of LDVs Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	461	535	297	420	165	408	287	388	96	3,058
2008-09	407	465	277	333	189	427	251	344	95	2,790
Change	-54	-69	-19	-87	25	18	-37	-44	-1	-268
% Change	-11.77	-12.98	-6.55	-20.65	14.97	4.49	-12.72	-11.33	-0.89	-8.77



The information above shows that the number of LDVs involved in fatal crashes decreased by 268 (8,77%) from 3,058 in 2007-2008 to 2,790 in 2008. With the exception of Free State and Mpumalanga all other provinces show decreases in this regard. On a percentage basis the biggest increase was recorded in the Free State with an increase of 25 (14,97%) where the number of LDVs increased from 165 in 2007 to 189 in 2008-2009.

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

Number of All Trucks Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	307	236	161	174	166	243	127	146	45	1,605
2008-09	193	285	135	135	126	221	94	114	20	1,323
Change	-113	49	-27	-39	-40	-22	-33	-32	-24	-282
% Change	-36.92	20.85	-16.69	-22.42	-24.00	-9.15	-26.30	-22.00	-54.26	-17.56



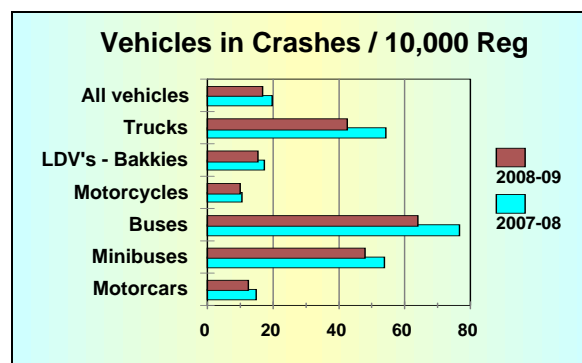
The information above shows that the number of all trucks involved in fatal crashes (rigid plus articulated) decreased by 282 (17,56%) from 1,605 in 2007-2008 to 1,323 in 2008-2009. With the exception of KwaZulu-Natal all other Provinces recorded decreases. KwaZulu-Natal show an increase of 49 (20,85%) from 236 to 285 in 2008-2009.

The number of vehicles involved in fatal crashes per 10,000 registered vehicles per type of vehicle, is shown in the table and graphically reflected in the figure below. The general rate decreased by 15,35% from 19,36 to 16,39.



Number of Vehicles in Fatal Crashes / 10,000 Registered				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	14.39	11.98	-2.41	-16.77
Minibuses	53.25	47.61	-5.64	-10.59
Buses	76.32	63.78	-12.54	-16.43
Motorcycles	10.06	9.27	-0.79	-7.87
LDV's - Bakkies	17.02	14.78	-2.24	-13.14
Trucks	53.91	41.98	-11.93	-22.13
<b>All vehicles</b>	<b>19.36</b>	<b>16.39</b>	<b>-2.97</b>	<b>-15.35</b>

The information above shows that without exception, decreases were recorded for all types of vehicles. On a percentage basis the biggest decrease was recorded for trucks, -11,93 (22,13%) from 53,91 to 41,98 trucks involved in fatal crashes per 10,000 registered.



### Road User Group Fatalities per Type of Vehicle

The number of fatalities per type of vehicle during 2007 and 2008 is given in the table below.

Number of Fatalities per Type of Vehicle				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	6,990	6,244	-745	-10.66
Minibuses	1,359	1,241	-118	-8.68
Minibus Taxis	313	524	211	67.65
Buses	293	392	99	33.78
Motorcycles	302	302	-0	-0.08
LDV's - Bakkies	2,900	2,780	-120	-4.13
Trucks - rigid	412	264	-148	-35.91
Trucks - articulated	518	513	-5	-0.95
Other and unknown	1,326	1,170	-156	-11.74
<b>Total Motorised</b>	<b>14,412</b>	<b>13,431</b>	<b>-981</b>	<b>-6.81</b>
Bicycle	299	276	-23	-7.81
Animal drawn	1	0	-1	-100.00
<b>Total</b>	<b>14,713</b>	<b>13,707</b>	<b>-1,006</b>	<b>-6.84</b>

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

- Minibus taxis : fatalities increased by 211 (67,65%) from 313 to 524; and
- Buses : fatalities increased by 99 (33,78%) from 293 to 392.

Some decreases were recorded as follows:

- Motorcars ; decrease of 745 (10,66%) from 6,990 to 6,244;
- Minibuses : decrease of 118 (8,68%) from 1,359 to 1,241; and
- Rigid trucks : decrease of 148 (35,19%) from 412 to 264.

The number of driver, passenger and pedestrian fatalities per type of vehicle are respectively given in the three tables below.

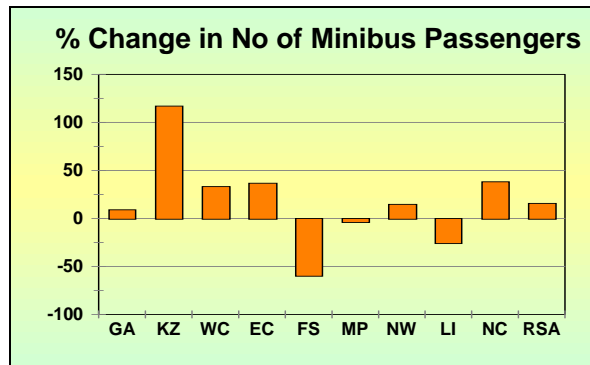
<b>Number of Driver Fatalities per Vehicle Type</b>				
<b>Vehicle Type</b>	<b>2007-08</b>	<b>2008-09</b>	<b>Change</b>	<b>% Change</b>
Motorcars	2,312	2,088	-223	-9.67
Minibuses	233	239	6	2.60
Buses	11	19	7	62.88
Motorcycles	256	251	-5	-1.89
LDV's - Bakkies	862	730	-133	-15.38
Trucks	234	200	-34	-14.57
Other and unknown	117	126	9	7.75
<b>Total</b>	<b>4,025</b>	<b>3,652</b>	<b>-373</b>	<b>-9.26</b>

<b>Number of Passenger Fatalities per Vehicle Type</b>				
<b>Vehicle Type</b>	<b>2007-08</b>	<b>2008-09</b>	<b>Change</b>	<b>% Change</b>
Motorcars	2,385	2,140	-245	-10.27
Minibuses	855	990	135	15.76
Buses	172	245	74	42.82
Motorcycles	18	22	4	23.62
LDV's - Bakkies	1,127	1,152	25	2.26
Trucks	314	291	-23	-7.32
Other and unknown	193	106	-87	-45.03
<b>Total</b>	<b>5,064</b>	<b>4,947</b>	<b>-117</b>	<b>-2.31</b>

<b>Number of Pedestrian Fatalities per Vehicle Type</b>				
<b>Vehicle Type</b>	<b>2007-08</b>	<b>2008-09</b>	<b>Change</b>	<b>% Change</b>
Motorcars	2,293	2,016	-277	-12.07
Minibuses	584	537	-47	-8.09
Buses	110	128	18	16.63
Motorcycles	28	29	0	1.18
LDV's - Bakkies	910	898	-12	-1.37
Trucks	382	286	-96	-25.13
Other and unknown	1,016	938	-78	-7.65
<b>Total</b>	<b>5,324</b>	<b>4,832</b>	<b>-492</b>	<b>-9.24</b>

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

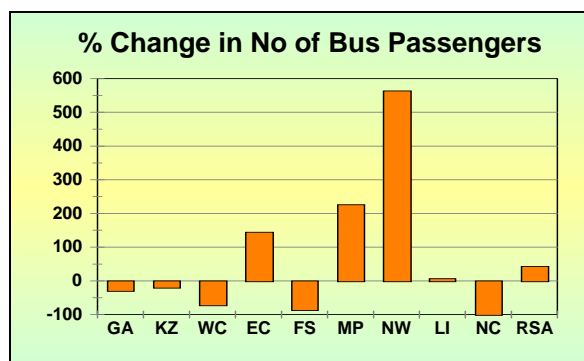
<b>Number of All Minibus Passenger Fatalities per Province</b>										
<b>Year</b>	<b>GA</b>	<b>KZ</b>	<b>WC</b>	<b>EC</b>	<b>FS</b>	<b>MP</b>	<b>NW</b>	<b>LI</b>	<b>NC</b>	<b>RSA</b>
<b>2007-08</b>	104	121	61	123	114	144	75	104	8	<b>855</b>
<b>2008-09</b>	113	264	82	168	47	141	87	77	11	<b>990</b>
<b>Change</b>	9	142	20	45	-67	-3	11	-26	3	<b>135</b>
<b>% Change</b>	8.86	117.06	33.18	36.71	-59.05	-1.96	14.65	-25.37	38.24	<b>15.76</b>



The information above shows that the number of all minibus passenger fatalities increased by 135 (15,76%) from 855 in 2007-2008 to 990 in 2008-2009. Three provinces recorded decreases and six provinces show increases in this regard. The biggest increase was recorded in KwaZulu-Natal where the number of minibus passenger fatalities increased by 142 (117,06%) from 121 to 264 in 2008-2009.

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

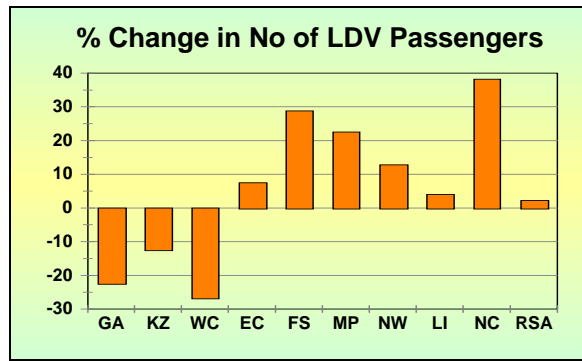
Number of Bus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	7	56	30	19	7	35	2	6	9	172
2008-09	5	47	9	47	1	113	16	6	0	245
Change	-2	-9	-21	28	-6	78	13	0	-9	74
% Change	-27.42	-15.64	-68.72	144.53	-85.48	225.78	563.31	6.44	-100.00	42.82



The information above shows that the number of bus passenger fatalities increased by 74 (42,82%) from 172 in 2007-2008 to 245 in 2008-2009. Five provinces recorded decreases and four provinces show increases in this regard. The biggest increase was recorded in North West where the number of bus passenger fatalities increased by 13 (563,31%) from 2 to 16 in 2008-2009. In Mpumalanga the number of bus passenger fatalities increased by 78 (225,78%) from 35 to 113.

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

Number of LDV Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	99	225	104	169	73	144	117	157	38	1,127
2008-09	77	198	77	181	94	177	132	163	53	1,152
Change	-22	-27	-27	13	21	33	15	6	15	25
% Change	-22.24	-12.07	-26.25	7.51	28.84	22.54	12.81	4.02	38.24	2.26



The information above shows that the number of LDV (bakkie) passenger fatalities increased by 25 (2,26%) from 1,127 in 2007-2008 to 1,152 in 2008-2009.

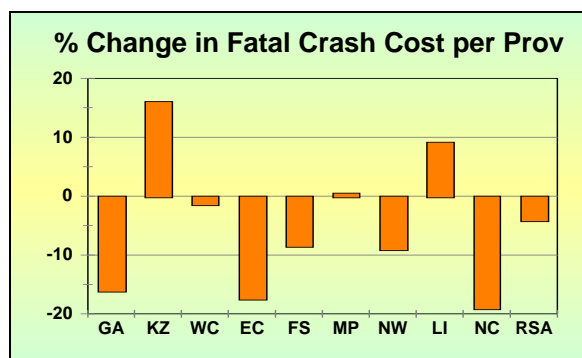
Three Provinces recorded decreases in LDV passenger fatalities : Gauteng (22,24%), KwaZulu-Natal (12,07%) and the Western Cape (26,25%).

On a percentage basis the biggest increase was recorded in the Northern Cape (38,24%); followed by the Free State with an increase of 28,84% and Mpumalanga with an increase of 22,54%.

### **Estimated Cost of Fatal Crashes**

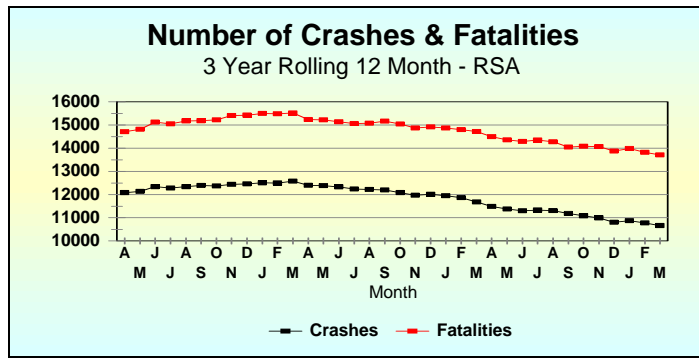
The information in the table below shows that the estimated cost of fatal crashes decreased, despite the increase in the inflation rate, by R 543 million (4,11%) from R 13,218 billion over 2007-2008 to R 12,675 billion in 2008-2009. The provincial changes in this regard are also reflected in the figure below.

Estimated Cost of Fatal Crashes per Province - Rand million										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	3,152	2,206	1,517	1,469	880	1,403	1,088	1,178	326	<b>13,218</b>
2008-09	2,649	2,560	1,497	1,214	806	1,410	990	1,285	264	<b>12,675</b>
change	-503	354	-20	-255	-74	7	-98	108	-62	<b>-543</b>
% change	-15.97	16.05	-1.35	-17.34	-8.38	0.51	-8.99	9.14	-19.06	<b>-4.11</b>



### **Long Term Fatal Crash and Fatality Trends**

The information in the graph below reflects a rolling 12-month total number of fatal crashes and fatalities over a period of 3 years from 1 April 2006 to 31 March 2009.



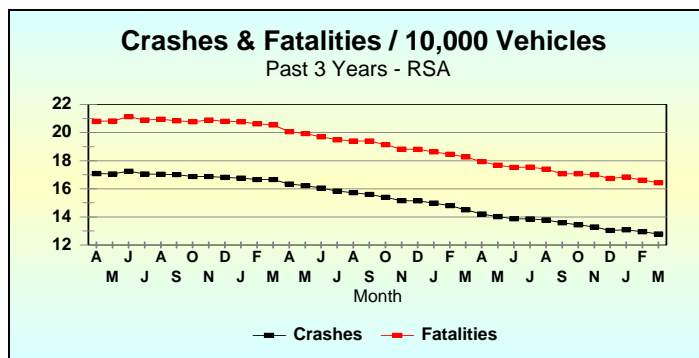
The information above shows a steady increase in the annual number of fatal crashes at a rate of about 4,37% per annum from 12,086 crashes at the end of April 2006 up to a peak of 12,577 crashes at the end of March 2007. From March 2007 there was a steady decrease over a period of 24 months, at an average rate of about 7,88% per annum.

Over the same period there was a steady increase in the annual number of fatalities at an annual rate of about 5,86% from 14,708 fatalities at the end of April 2006 up to a peak of 15,515 at the end of March 2007. From March 2007 there was a steady decrease at an average rate of about 5,90% per annum.

The number of fatal crashes per 10,000 motorised vehicles peaked at a rate of 17,25 in June 2006. From there it commenced on a steady average annual decrease of 10,81% over a period of 33 months to a rate of 12,79 at the end of March 2009.

The number of fatalities per 10,000 motorised vehicles peaked at a rate of 20,95 in August 2006. From there it commenced on a steady average annual decrease of 9,32% over a period of 31 months to a rate of 16,44 at the end of March 2009.

The above information is also reflected in the graph below.



### 2008 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.

By comparing the rates on an annual basis, the long term progress with regard to traffic discipline, law abidance and quality and safety in road traffic can be measured, monitored and evaluated.

A brief summary of the main traffic offence indices for 2008 on a national level, in comparison with the 2007 indices, is given in the table below.

Summary of 2007-2008 Offence Indices					
Offence Type	Description	2007	2008	Change	% Change
Speed offences	Urban areas all vehicle types	4.40	6.70	2.30	52.27
	Rural areas all vehicle types	5.00	5.80	0.80	16.00
Alcohol offences	Day-time all vehicle types	0.55	2.40	1.85	336.36
	Night-time all vehicle types	4.36	3.57	-0.79	-18.12
Seatbelt offences	Drivers	0.60	4.20	3.60	600.00
	Passengers front seat	4.40	4.70	0.30	6.82
Traffic signal offences	Day-time all vehicles	18.40	29.80	11.40	61.96
	Night-time all vehicles	15.20	33.00	17.80	117.11
No driving licence	All vehicles	2.50	3.90	1.40	56.00
No PrPD	Minibus taxis, buses, trucks	7.50	3.80	-3.70	-49.33
Tyre offences	Worn & damaged tyres	6.10	6.90	0.80	13.11
Vehicle light offences	Head-lights	1.40	3.20	1.80	128.57
	Tail-lights	1.58	1.70	0.12	7.59
	Brake-lights	4.40	5.30	0.90	20.45
Number plate	No plate & disc correlation	0.9	0.7	-0.20	-22.22
<b>Combined Index</b>		<b>5.28</b>	<b>6.75</b>	<b>1.47</b>	<b>27.84</b>

The information above shows that, on a national level, the overall offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008.

Decreases were recorded only for three of the main offence types. These are:

- Driving under the influence of alcohol at night-time, all categories of vehicles : decreased by 18,12% from an index of 4.36 in 2007 to an index of 3,57;
- Failure to carry or to produce a professional driving permit (PrDP) by drivers of minibus taxis, buses and trucks : decreased by 49,33% from an index of 7,50 to an index of 3,80 in 2008; and
- No correlation between the vehicle licence number on the plate and the licence disc, indicating possibility of false number plates : decreased by 22,22% from an index of 0,90 in 2007 to an index of 0,70 in 2008.

The following types of offences showed increases in excess of 100%:

- Drivers not wearing seatbelts : increased by 600,00% from 0,60 to 4,20;
- Driving while under the influence of alcohol during day-time, all categories of vehicles : increased by 336,36% from an index of 0,55 in 2007 to 2,40 during 2008;
- Vehicles with defect head-lights, all categories of vehicles : increased by 128,57% from 1,40 to an index of 3,20; and
- Traffic signal offences during night-time, all categories of vehicles : increased by 117,11% from an index of 15,20 to an index of 33,00 in 2008.

Some other increases in offence indices of concern are:

- Exceeding the speed limit in urban areas : increased by 52,57% from 4,40 to 6,70;
- Traffic signal offences during day-time : increased by 61,96% from 18,40 to 29,80;
- Drivers of all categories of vehicles failing to produce licences, indicating the possibility of not having a valid licence : increased by 56,00% from 2,50 to 3,9; and
- Defect brake lights across all categories of vehicles : increased by 20,45% from 4,40 to 5,30.

Based on the above indices and accompanying percentages of the various types of offences, estimates were made of the number of drivers on the road that may not have a valid driving licence or professional driving permit (PrDP); as well as the number of vehicles, per type of vehicle, that

may be fitted with worn or damaged tyres or defect lights. These estimates from 2008 in comparison with those for 2007 are given in the table below.

Summary of 2007-2008 Estimated Number of Driver & Vehicle Offences					
Offence Type	Description	2007	2008	Change	% Change
Driving licence	Drivers fail to produce	206,692	331,924	125,233	60.59
PrDP (taxi, buses, trucks)	Drivers fail to produce	52,506	27,591	-24,915	-47.45
Worn & damaged tyres	Light motor vehicles	407,765	417,107	9,341	2.29
	Minibus taxis	12,776	9,568	-3,208	-25.11
	Buses	976	1,688	712	72.95
	Trucks	21,444	41,767	20,323	94.77
	<b>Total</b>		<b>442,962</b>	<b>470,130</b>	<b>27,168</b>
Defect lights	Light motor vehicles	148,206	778,045	629,838	424.97
	Minibus taxis	4,560	21,029	16,469	361.16
	Buses	403	3,930	3,527	874.39
	Trucks	6,019	34,123	28,105	466.96
	<b>Total</b>		<b>159,188</b>	<b>837,127</b>	<b>677,939</b>

The information in the table above shows the following estimated decreases :

- Drivers of minibus taxis, buses and trucks failing to produce a professional driving permit : a possible decrease of 47,45% from a total of 52 506 in 2007 to a total of 27 591 in 2008; and
- The number of minibus taxis fitted with worn or damaged tyres : a possible decrease of 25,11% from a total of 12 776 in 2007 to a total of 9 568 in 2008.

The information in the table above shows a possible increase in the number of drivers of all categories of vehicles that are driving without a driving licence. This number increased by 60,59% from a total of 206 692 in 2007 to a total of 331 924 in 2008.

The information above shows a possible increase from 2007 to 2008 in the number of all categories of vehicles fitted with worn and/or damaged tyres. Some indicators in this regard are:

- All categories of vehicles : increased by 6,13% from 442 962 to 470 130;
- Trucks increased by 94,77% from 21 444 to 41 767; and
- Buses increased by 72,96% from 976 to 1 688.

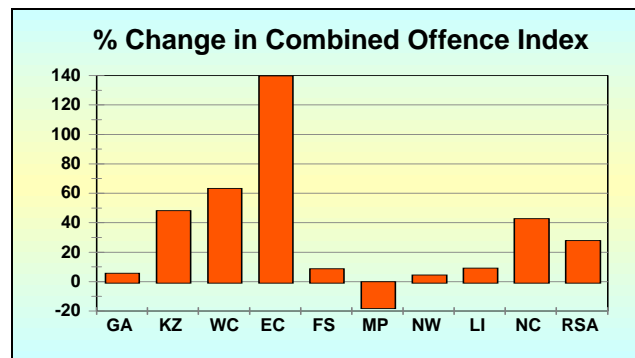
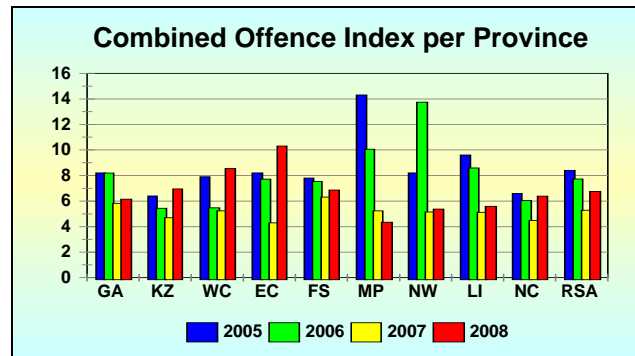
The information above further shows a possible major increase from 2007 to 2008 in the number of all categories of vehicles with defect lights, head-lights, tail-lights and brake-lights. Some indicators in this regard are:

- The total number of vehicles with defect lights increased by 425,87% from 159 188 to a total of 837 127 in 2008;
- The number of light motor vehicles (LMVs) with defect lights increased by 424,97% from a total of 148 206 in 2007 to total of 778 045 in 2008;
- The number of minibus taxis with defect lights increased by 361,16% from 4 560 to 21 029; and
- The number of buses with defect lights increased by 874,39% from 403 to 3 930 in 2008.

### **Provincial Road Traffic Offence Indices**

Whereas there has been a general reduction in road traffic offences from 2005 to 2007, the information in the table below shows that the national combined offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008. This information is also schematically depicted in the graphs below.

Combined Offence Index per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	8.20	6.40	7.90	8.20	7.80	14.30	8.20	9.60	6.60	<b>8.40</b>
2006	8.19	5.43	5.48	7.71	7.53	10.06	13.74	8.59	6.04	<b>7.73</b>
2007	5.82	4.69	5.23	4.30	6.31	5.23	5.14	5.12	4.47	<b>5.28</b>
2008	6.15	6.95	8.54	10.31	6.86	4.33	5.37	5.59	6.38	<b>6.75</b>
% annual change										
2005-06	-0.12	-15.16	-30.63	-5.98	-3.46	-29.65	67.56	-10.52	-8.48	<b>-7.98</b>
2006-07	-28.94	-13.63	-4.56	-44.23	-16.20	-48.01	-62.59	-40.40	-25.99	<b>-31.69</b>
2007-08	5.67	48.19	63.29	139.77	8.72	-17.21	4.47	9.18	42.73	<b>27.84</b>



The above information shows that, with the exception of Mpumalanga, all other provinces experienced increases in the overall level of lawlessness amongst road users. In Mpumalanga the offence rate decreased by 17,21% from an index of 5,23 in 2007 to an index of 4,33 in 2008.

The provinces that recorded the biggest increases are:

- Eastern Cape : increase of 139,77% from 4,30 to 10,31;
- Western Cape : increase of 63,29% from 5,23 to 8,54; and
- KwaZulu-Natal : increase of 48,19% from 4,69 to 6,95.

### Speed offence indices

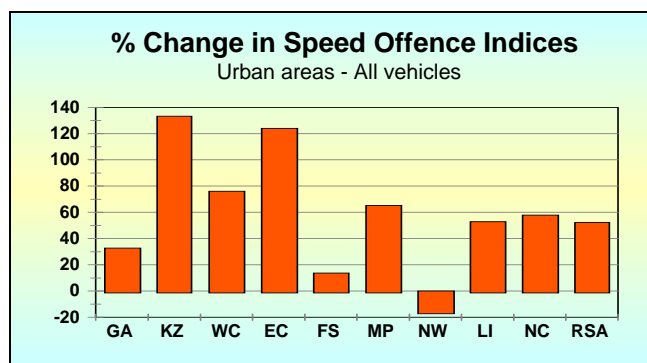
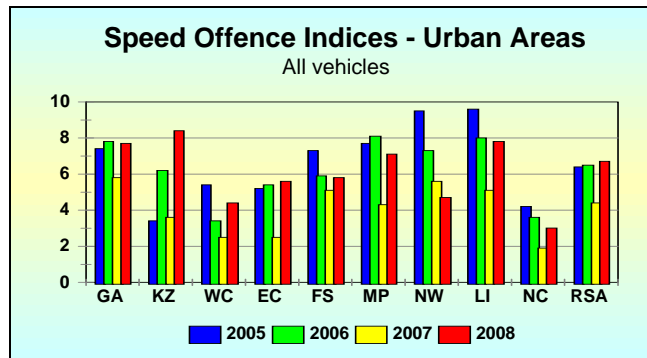
The information in the table below shows that there was an increase of 52,27% in the speed index for all vehicles in urban areas, from 4,40 in 2007 to 6,70 in 2008.

Speed Offence Indices - All Vehicles - Urban Areas										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	7.40	3.40	5.40	5.20	7.30	7.70	9.50	9.60	4.20	<b>6.40</b>
2006	7.80	6.20	3.40	5.40	5.90	8.10	7.30	8.00	3.60	<b>6.50</b>
2007	5.80	3.60	2.50	2.50	5.10	4.30	5.60	5.10	1.90	<b>4.40</b>
2008	7.70	8.40	4.40	5.60	5.80	7.10	4.70	7.80	3.00	<b>6.70</b>
% Annual change										
2005-06	5.41	82.35	-37.04	3.85	-19.18	5.19	-23.16	-16.67	-14.29	<b>1.56</b>



2006-07	-25.64	-41.94	-26.47	-53.70	-13.56	-46.91	-23.29	-36.25	-47.22	<b>-32.31</b>
2007-08	32.76	133.33	76.00	124.00	13.73	65.12	-16.07	52.94	57.89	<b>52.27</b>

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



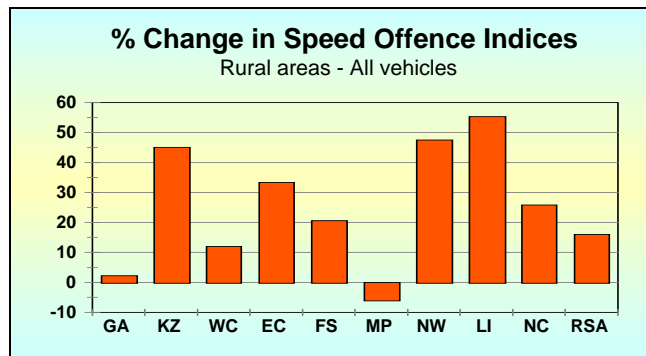
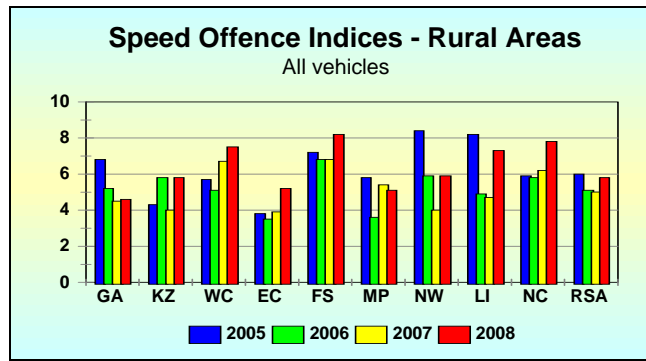
The information above shows that, with the exception of North West, all other provinces recorded increases in the number of vehicles exceeding the speed limit in urban areas. In North West the speed index decreased by 16,07% from 5,60 to 4,70.

The biggest increases in this regard were recorded as follows:

- KwaZulu-Natal : increase of 133,33% from 3,60 to 8,40;
- Eastern Cape : increase of 124,00% from 2,50 to 5,60; and
- Western Cape : increase of 76,00% from 2,50 to 4,40.

The information in the table and reflected in the graphs below shows that there was an increase of 16,00% in the speed index for all vehicles in rural areas, from 5,00 in 2007 to 5,80 in 2008.

Speed Offence Indices - All Vehicles - Rural Areas										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	6.80	4.30	5.70	3.80	7.20	5.80	8.40	8.20	5.90	<b>6.00</b>
2006	5.20	5.80	5.10	3.50	6.80	3.60	5.90	4.90	5.80	<b>5.10</b>
2007	4.50	4.00	6.70	3.90	6.80	5.40	4.00	4.70	6.20	<b>5.00</b>
2008	4.60	5.80	7.50	5.20	8.20	5.10	5.90	7.30	7.80	<b>5.80</b>
% Annual change										
2005-06	-23.53	34.88	-10.53	-7.89	-5.56	-37.93	-29.76	-40.24	-1.69	<b>-15.00</b>
2006-07	-13.46	-31.03	31.37	11.43	0.00	50.00	-32.20	-4.08	6.90	<b>-1.96</b>
2007-08	2.22	45.00	11.94	33.33	20.59	-5.56	47.50	55.32	25.81	<b>16.00</b>



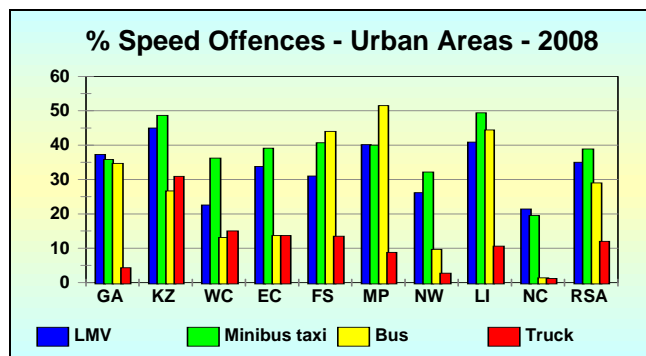
The information above shows that, with the exception of Mpumalanga, all other provinces recorded increases in the number of vehicles exceeding the speed limit in urban areas. In Mpumalanga the speed index decreased by 5,56% from 5,40 to 5,10.

The biggest increases in this regard were recorded as follows:

- Limpopo : increase of 55,32% from 4,70 to 7,30;
- North West : increase of 47,50% from 4,00 to 5,90; and
- KwaZulu-Natal : increase of 45,00% from 4,00 to 5,80.

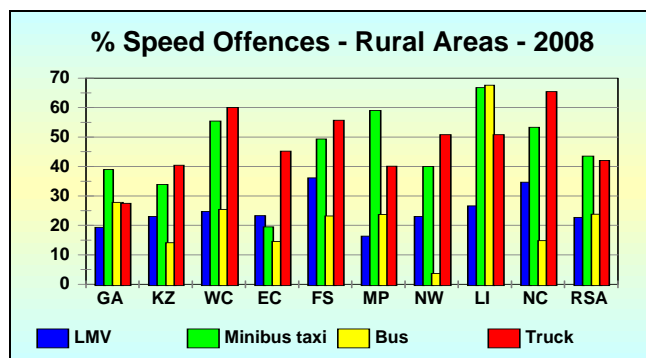
The percentage drivers of the main categories of vehicles exceeding the speed limit in urban areas during day-time in 2008 is shown in the table and reflected in the graph below.

% Drivers Exceeding Speed Limit - Urban Areas - Day Time - 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	37.30	45.00	22.60	33.80	31.00	40.10	26.20	40.90	21.40	<b>35.00</b>
Minibus taxi	35.80	48.70	36.20	39.10	40.70	40.00	32.20	49.40	19.50	<b>38.90</b>
Bus	34.70	26.70	13.10	13.70	44.00	51.50	9.70	44.40	1.40	<b>29.00</b>
Truck	4.30	30.90	15.00	13.70	13.50	8.80	2.70	10.60	1.20	<b>12.00</b>



The percentage drivers of the main categories of vehicles exceeding the speed limit in rural areas during day-time in 2008 is shown in the table and reflected in the graph below.

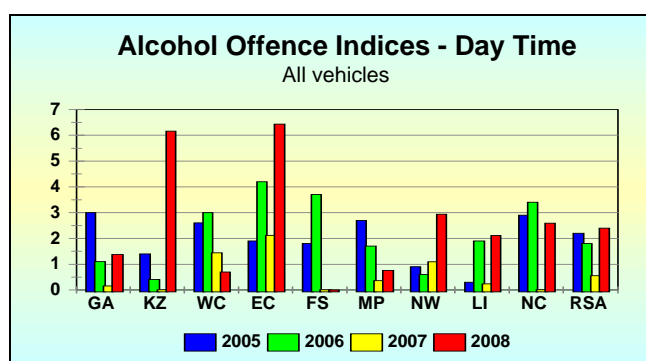
<b>% Drivers Exceeding Speed Limit - Rural Areas - Day Time - 2008</b>										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	19.30	23.00	24.70	23.30	36.10	16.30	23.00	26.60	34.70	<b>22.70</b>
Minibus taxi	39.00	33.90	55.40	19.50	49.30	59.00	40.00	66.80	53.30	<b>43.50</b>
Bus	27.80	14.10	25.40	14.50	23.20	23.70	3.70	67.60	14.80	<b>23.80</b>
Truck	27.50	40.40	60.00	45.20	55.70	40.10	50.80	50.80	65.40	<b>42.00</b>



### Alcohol offence rates

The information in the table below shows that there was an increase of 336,36% in the national alcohol offence index, driving under the influence of alcohol and exceeding the legal limit, for drivers of all vehicle categories in all areas during day-time, from 0,55 in 2007 to 2,40 in 2008. The information is also schematically depicted in the graph below.

<b>Alcohol Offence Indices - All Vehicles - Day Time</b>										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	3.00	1.40	2.60	1.90	1.80	2.70	0.90	0.30	2.90	<b>2.20</b>
2006	1.10	0.40	3.00	4.20	3.70	1.70	0.60	1.90	3.40	<b>1.80</b>
2007	0.16	0.01	1.44	2.12	0.01	0.36	1.09	0.24	0.01	<b>0.55</b>
2008	1.37	6.16	0.70	6.43	0.00	0.76	2.94	2.11	2.59	<b>2.40</b>
<b>% Annual change</b>										
2005-06	-63.33	-71.43	15.38	121.05	105.56	-37.04	-33.33	533.33	17.24	<b>-18.18</b>
2006-07	-85.45	-97.50	-52.00	-49.52	-99.73	-78.82	81.67	-87.37	-99.71	<b>-69.44</b>
2007-08	756.25	61500.00	-51.39	203.30	-100.00	111.11	169.72	779.17	25800.00	<b>336.36</b>



The above information shows that, only with the exception of the Western Cape and Free State, all other provinces experienced increases in the overall level of alcohol offences amongst road users. In the Western Cape the offence rate decreased by 51,39% from an index of 1,44 in 2007 to an index of 0,70 in 2008. In the Free State the offence rate decreased by 100,00% from an index of 0,01 in 2007 to an index of 0,00 in 2008.

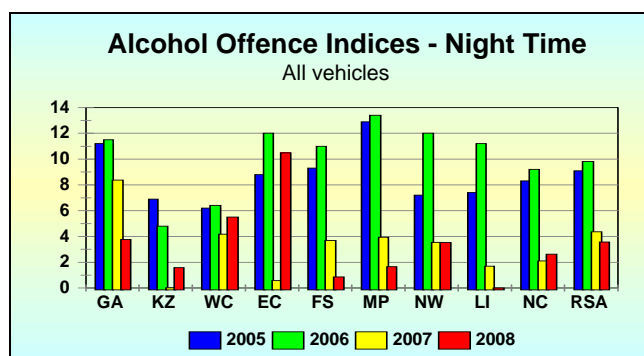
The provinces that recorded the biggest increases are:

- Gauteng : increase of 756% from 0,16 to 1,37
- KwaZulu-Natal : increase of 61 500% from 0,01 to 6,16;
- Limpopo : increase of 779% from 0,24 to 2,11; and
- The Northern Cape : increase of 25 800% from 0,01 to 2,59.

The provinces with the highest day-time alcohol offence indices in 2008 are KwaZulu-Natal (6,16) and the Eastern Cape (6,43).

The information in the table below shows that there was a decrease of 18,12% in the national alcohol offence index, for drivers of all vehicle categories in all areas during night-time, from 4,36 in 2007 to 3,57 in 2008. The information is also schematically depicted in the graph below.

Alcohol Offence Indices - All Vehicles - Night Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	11.20	6.90	6.20	8.80	9.30	12.90	7.20	7.40	8.30	<b>9.10</b>
2006	11.50	4.80	6.40	12.00	11.00	13.40	12.00	11.20	9.20	<b>9.80</b>
2007	8.37	0.01	4.18	0.57	3.69	3.94	3.54	1.70	2.10	<b>4.36</b>
2008	3.77	1.58	5.50	10.48	0.86	1.65	3.52	0.00	2.62	<b>3.57</b>
% Annual change										
2005-06	2.68	-30.43	3.23	36.36	18.28	3.88	66.67	51.35	10.84	<b>7.69</b>
2006-07	-27.22	-99.79	-34.69	-95.25	-66.45	-70.60	-70.50	-84.82	-77.17	<b>-55.51</b>
2007-08	-54.96	15700.00	31.58	1738.60	-76.69	-58.12	-0.56	-100.00	24.76	<b>-18.12</b>



The above information shows that decreases were recorded in 5 provinces : Gauteng, Free State, Mpumalanga, North West and Limpopo. On a provincial percentage basis the biggest decrease was recorded in Limpopo (100%) followed by the Free State (76,69%).

The provinces that the recorded the biggest increases are:

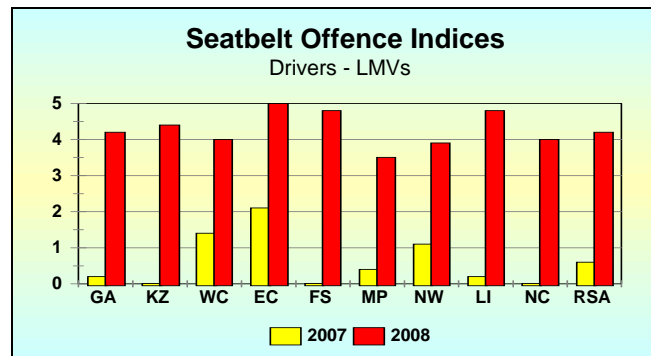
- KwaZulu-Natal : increase of 15 700% from 0,01 to 1,58
- Eastern Cape : increase of 1 738% from 0,57 to 10,48;
- Western Cape : increase of 31,58% from 4,18 to 5,50; and
- The Northern Cape : increase of 24,76% from 2,10 to 2,62.

The provinces with the highest night-time alcohol offence indices in 2008 are the Eastern Cape (10,48) and the Western Cape (5,50).

### Seatbelt offence rates

The information in the table below shows that there was an increase of 600% from 0,60 in 2007 to 4,20 in 2008 in the seatbelt offence index for drivers of light motor vehicles. The information is also schematically depicted in the graph below.

Seatbelt Offence Indices : Drivers : Light Motor Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	0.20	0.01	1.40	2.10	0.01	0.40	1.10	0.20	0.01	0.60
2008	4.20	4.40	4.00	5.00	4.80	3.50	3.90	4.80	4.00	4.20
% change	2,000	43,900	186	138	47,900	775	255	2,300	39,900	600



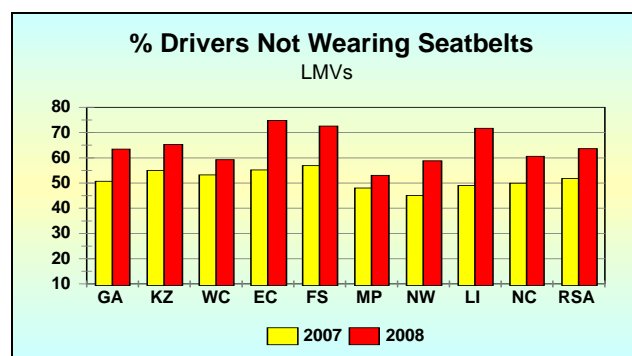
Without exception increases in this offence type were recorded for all provinces. The provinces with the highest indices in 2008 are:

- Eastern Cape ; 5,00
- Free State : 4,80; and
- Limpopo : 4,80.

Information on the percentage seatbelt non-wearing rates for drivers of light motor vehicles during un-observed surveys at traffic signals in urban areas during 2007 and 2008 is given in the table and reflected in the graph below.

% of LMV Drivers Not Wearing Seatbelts										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	50.70	55.00	53.20	55.20	56.90	48.00	45.00	49.00	49.90	51.80
2008	63.40	65.30	59.30	74.80	72.60	53.00	58.80	71.70	60.60	63.60
change	12.70	10.30	6.10	19.60	15.70	5.00	13.80	22.70	10.70	11.80

2007 and 2008 unobserved survey

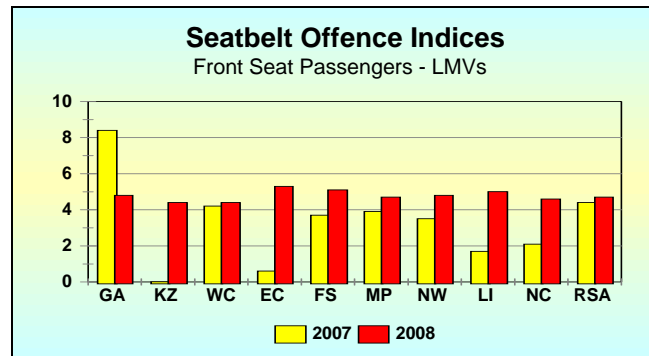


The information above shows that there was a national increase in the percentage of drivers of light motor vehicles that are not wearing seatbelts, from 51.80% in 2007 to 63,60% in 2008. The biggest increase was recorded in Limpopo where the non-wearing rate increased from 49,00% in 2007 to 71,70% in 2008. The provinces with the highest non-wearing seatbelt rates for drivers in 2008 are:

- Eastern Cape ; 74,80%
- Free State : 72,60%; and
- Limpopo : 71,70%

The information in the table below shows that there was an increase of 7% from 4,40 in 2007 to 4,70 in 2008 in the seatbelt offence index for front seat passengers of light motor vehicles. The information is also schematically depicted in the graph below.

Seatbelt Offence Indices : Front Seat Passengers : Light Motor Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	8.40	0.01	4.20	0.60	3.70	3.90	3.50	1.70	2.10	4.40
2008	4.80	4.40	4.40	5.30	5.10	4.70	4.80	5.00	4.60	4.70
% change	-43	43,900	5	783	38	21	37	194	119	7



With the exception of Gauteng where the non-wearing rate decreased from a non-wearing index of 8,40 in 2007 to an index of 4,80 in 2008, all other provinces recorded increases in this regard.

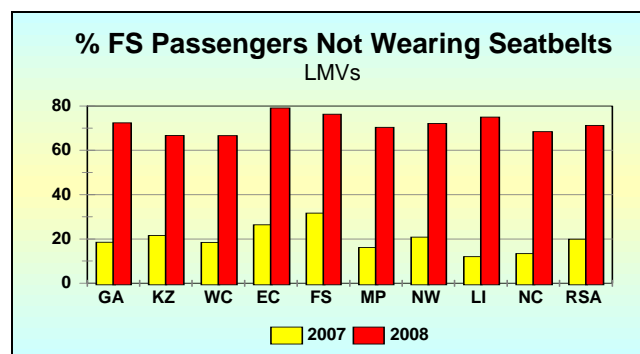
The provinces with the highest indices in 2008 are:

- Eastern Cape ; 5,30
- Free State : 5,10; and
- Limpopo : 5,00.

Information on seatbelt non-wearing rates for front seat passengers of light motor vehicles during surveys at roadblocks in 2007 and un-observed surveys at traffic signals in urban areas during 2008 is given in the table and reflected in the graph below.

% of LMV Front Seat Passengers Not Wearing Seatbelts										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	18.50	21.55	18.39	26.42	31.69	16.17	20.87	12.02	13.38	19.89
2008	72.40	66.70	66.60	79.10	76.30	70.40	72.10	75.00	68.40	71.20
change	53.90	45.15	48.21	52.68	44.61	54.23	51.23	62.98	55.02	51.31

2007 roadblock and 2008 unobserved survey



Based on the above discussion on roadblock and un-observed surveys for drivers, the information in table 102 reflects a similar pattern for front seat passengers – in the past they also quickly fastened their seatbelts on approaching a roadblock.

The information above indicates a general high non-wearing seatbelt rate for front seat passengers during 2008, in the order of 71,20%.

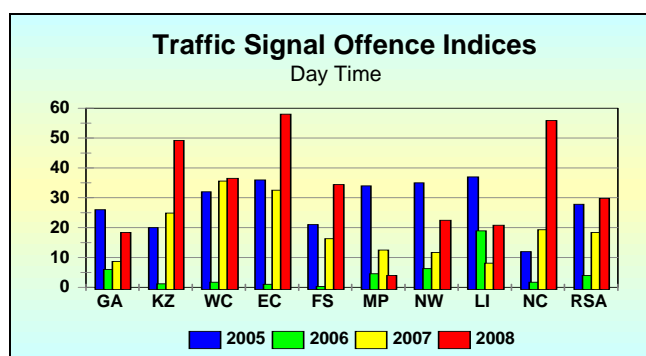
The provinces with the highest non-wearing seatbelt rates in 2008 are:

- Eastern Cape ; 79,10%
- Free State : 76,30%; and
- Limpopo : 75,00%

### Traffic signal offence rates

information in the table below shows that there was an increase of 61,96% from 18,40 in 2007 to 29,80 in 2008 in the traffic signal offence index in urban areas during day-time by drivers of all categories of vehicles. The information is also schematically depicted in the graph below.

Traffic Signal Offence Indices : Day Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	26.00	20.00	32.00	36.00	21.00	34.00	35.00	37.00	12.00	<b>27.80</b>
2006	6.00	1.20	1.70	1.00	0.30	4.60	6.30	18.90	1.70	<b>4.00</b>
2007	8.70	24.90	35.60	32.50	16.30	12.50	11.70	8.10	19.30	<b>18.40</b>
2008	18.40	49.20	36.50	58.00	34.40	4.00	22.50	20.80	55.90	<b>29.80</b>
% Annual change										
2005-06	-76.92	-94.00	-94.69	-97.22	-98.57	-86.47	-82.00	-48.92	-85.83	-85.61
2006-07	45.00	1,975	1,994	3,150	5,333	171.74	85.71	-57.14	1,035	360.00
2007-08	111.49	97.59	2.53	78.46	111.04	-68.00	92.31	156.79	189.64	61.96



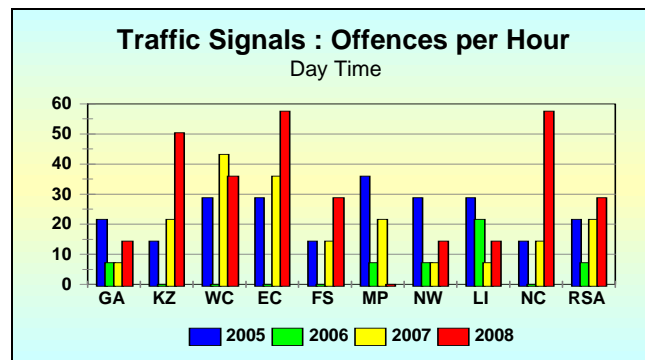
With the exception of only Mpumalanga, all other provinces recorded relatively high increases in this regard. The provinces with the highest increases from 2007 to 2008 are:

- Northern Cape : increase of 189,64% from 19,30 to 55,90;
- Limpopo : increase of 156,79% from 8,10 to 20,80; and
- Gauteng : increase of 111,49% from 8,70 to 18,40.

The provinces with the highest traffic signal offence indices in 2008 are:

- Eastern Cape ; 58,00
- Northern Cape : 55,90; and
- KwaZulu-Natal : 49,20.

The average number of traffic signal offences per hour during day-time for urban areas in the various provinces from 2005 to 2008 is also schematically given in the graph below.

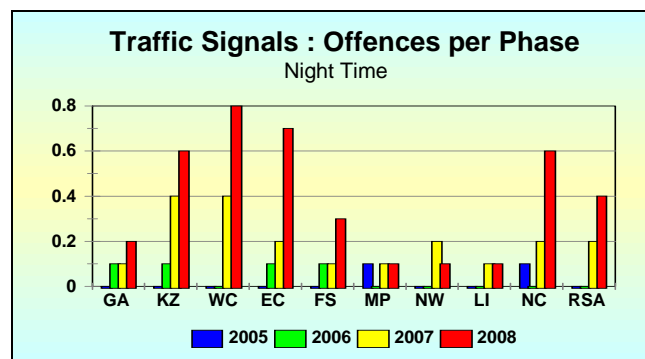


The above estimated graphical information shows that, on average the highest number of traffic signal offences per hour during day-time for urban areas in some provinces was recorded as follows:

- Northern Cape : 57;
- Eastern Cape : 57; and
- KwaZulu-Natal : 50.

On a national basis the average number traffic signal offences per phase in urban areas during night-time increased by 100,00% from 0,20 to 0,40 offences. Provincial information in this regard is given in the table and reflected in the graph below.

Traffic Signal Offence Indices : Night Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2006	4.30	5.00	1.10	10.00	5.70	3.00	4.00	0.70	1.70	<b>4.10</b>
2007	8.00	25.50	32.00	15.50	6.80	4.50	12.50	7.70	13.40	<b>15.20</b>
2008	22.50	49.70	56.50	55.90	30.10	6.50	16.30	6.90	50.90	<b>33.00</b>
% Annual change										
2006-07	86.05	410.00	2809.09	55.00	19.30	50.00	212.50	1000.00	688.24	270.73
2007-08	181.25	94.90	76.56	260.65	342.65	44.44	30.40	-10.39	279.85	117.11



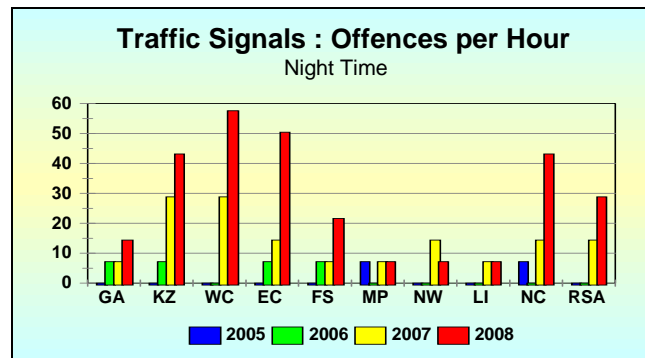
With the exception of North West, all other provinces recorded increases in this regard. The provinces with the highest increases from 2007 to 2008 are:

- Eastern Cape : increase from 0,20 to 0,70;
- Western Cape : increase from 0,40 to 0,80; and
- Northern Cape : increase from 0,20 to 0,60.

Together with KwaZulu-Natal, these 3 provinces also had the highest offence rates during 2008 as indicated above.

The estimated average number of traffic signal offences per hour during night-time for urban areas in the various provinces from 2005 to 2008 is also schematically given in the graph below.

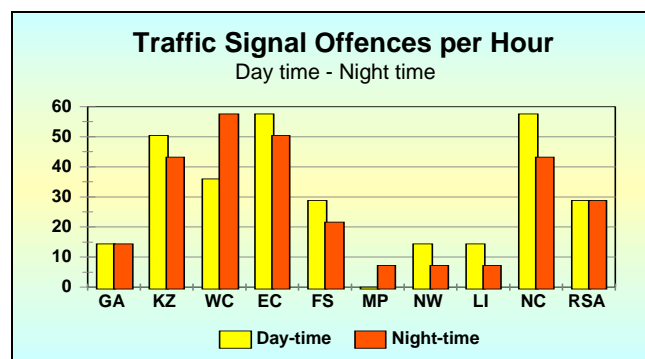




The above information shows that, on average the highest number of traffic signal offences per hour during night-time for urban areas in some provinces was recorded as follows:

- Western Cape : 57;
- Eastern Cape : 50; and
- KwaZulu-Natal : 43.

The estimated number of day-time and night-time traffic signal offences during 2008 is also shown in the graph below.

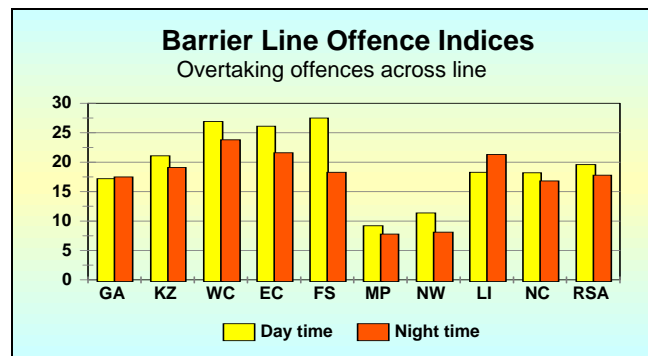


### Overtaking offence rates

In the survey of barrier line (overtaking) offences, an offence was recorded when any wheel or wheels of a vehicle crossed the barrier line. Only convoys of vehicles travelling next to no-overtaking lines were recorded, thus only recording the event when the driver of the offending vehicle was following another vehicle or vehicles, and there was an opportunity to commit an offence. The percentage of convoys in which a single or multiple offences were committed was recorded.

The information in the table below shows day-time and night-time barrier line (no overtaking line) offence indices for 2008. The information is also schematically depicted in the graph below.

Barrier Line Offence Indices : Day and Night										
Time	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Day time	17.20	21.10	26.90	26.10	27.50	9.20	11.40	18.30	18.20	<b>19.60</b>
Night time	17.50	19.10	23.80	21.60	18.30	7.80	8.10	21.30	16.80	<b>17.80</b>
% of convoys with offences at barrier (no overtaking) lines										



The information shows that, on a national basis, during day-time 19,60% of all convoys experienced an overtaking offence in comparison with 17,80% during night-time. With the exception of Limpopo, the rate of night-time overtaking offences are generally lower than day-time offences in the other provinces.

The highest day-time overtaking offence rates during 2008 were recorded for the following provinces:

- Free State : 27,50%
- Western Cape : 26,90%; and
- Eastern Cape : 26,10%.

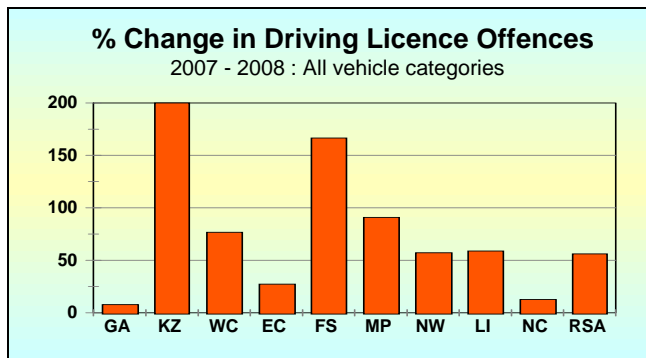
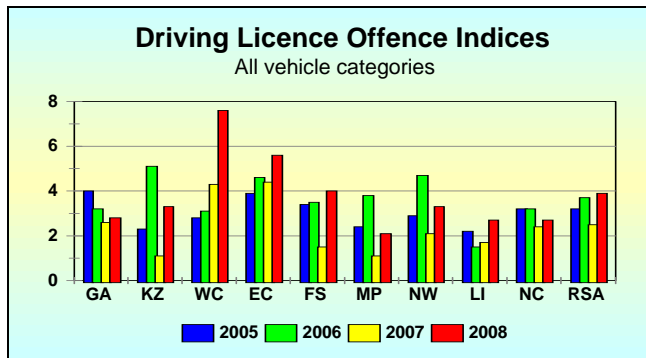
The highest night-time overtaking offence rates during 2008 were recorded for the following provinces:

- Western Cape : 23,80%;
- Eastern Cape : 21,60%; and
- Limpopo : 21,30%.

### ***Driving licence offence rates***

The information in the table below shows that there was an increase of 56,00% from 2,50 in 2007 to 3,90 in 2008 in the driving licence offence index for drivers of all types of motor vehicles. An offence was recorded in cases where drivers failed to produce a valid licence during roadblock surveys. Such failures could be as a result of not carrying a licence whilst driving or, alternatively not having a licence or the licence card had expired. The information and percentage change per province are also schematically depicted in the graphs below.

<b>Driving Licence Offence Indices : All vehicle categories</b>										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>2005</b>	4.00	2.30	2.80	3.90	3.40	2.40	2.90	2.20	3.20	<b>3.20</b>
<b>2006</b>	3.20	5.10	3.10	4.60	3.50	3.80	4.70	1.50	3.20	<b>3.70</b>
<b>2007</b>	2.60	1.10	4.30	4.40	1.50	1.10	2.10	1.70	2.40	<b>2.50</b>
<b>2008</b>	2.80	3.30	7.60	5.60	4.00	2.10	3.30	2.70	2.70	<b>3.90</b>
<b>% Annual change</b>										
<b>2005-06</b>	-20.00	121.74	10.71	17.95	2.94	58.33	62.07	-31.82	0.00	15.63
<b>2006-07</b>	-18.75	-78.43	38.71	-4.35	-57.14	-71.05	-55.32	13.33	-25.00	-32.43
<b>2007-08</b>	7.69	200.00	76.74	27.27	166.67	90.91	57.14	58.82	12.50	56.00



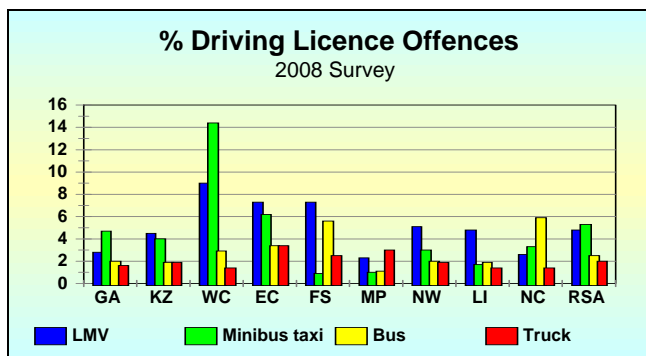
The information above shows that there was without any exception, increases in this regard across all provinces. The biggest increases were recorded in Kwazulu-Natal (200,00%); followed by the Free State (166,67%) and Mpumalanga (90,10%).

The provinces with the highest index figures during 2008 are the following:

- Western Cape : an index of 7,60;
- Eastern Cape : an index of 5,60; and
- Free State : an index of 4,00.

The percentage of drivers of the main types of vehicles without driving licences during 2008 is shown in the table below.

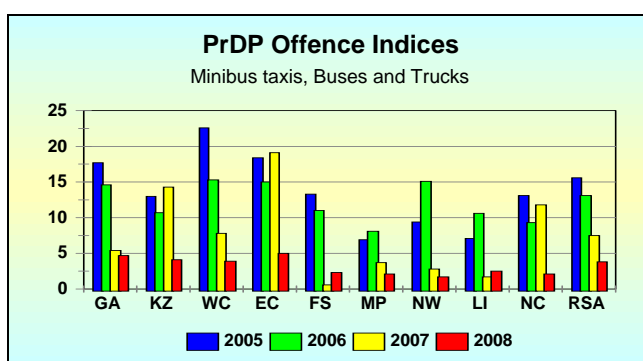
% Drivers without driving licences in 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	2.80	4.50	9.00	7.30	7.30	2.30	5.10	4.80	2.60	4.80
Minibus taxi	4.70	4.00	14.40	6.20	0.90	1.00	3.00	1.70	3.30	5.30
Bus	2.00	1.90	2.90	3.40	5.60	1.10	2.00	1.90	5.90	2.50
Truck	1.60	1.90	1.40	3.40	2.50	3.00	1.90	1.40	1.40	2.00



### Professional driving permit (PrDP) offence rates

The information in the table below shows that there was a decrease of 49,33% from 7,50 in 2007 to 3,80 in 2008 in the PrDP offence index for drivers of minibus taxis, buses and trucks. An offence was recorded in cases where drivers failed to produce a valid PrDP during roadblock surveys. Such failures could be as a result of not carrying a licence/PrDP whilst driving or, alternatively not having a licence/PrDP, or the licence/PrDP card had expired, or it was the incorrect category PrDP for the type of vehicle driven. The information and percentage change per province are also schematically depicted in the graph below.

PrDP Offence Indices : Minibus Taxis, Buses and Trucks										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	17.70	13.00	22.60	18.40	13.30	6.90	9.40	7.10	13.10	15.60
2006	14.60	10.70	15.30	15.00	11.00	8.10	15.10	10.60	9.30	13.10
2007	5.40	14.30	7.80	19.10	0.60	3.70	2.80	1.70	11.80	7.50
2008	4.70	4.10	3.90	5.00	2.30	2.10	1.70	2.50	2.10	3.80
% Annual change										
2005-06	-17.51	-17.69	-32.30	-18.48	-17.29	17.39	60.64	49.30	-29.01	-16.03
2006-07	-63.01	33.64	-49.02	27.33	-94.55	-54.32	-81.46	-83.96	26.88	-42.75
2007-08	-12.96	-71.33	-50.00	-73.82	283.33	-43.24	-39.29	47.06	-82.20	-49.33



The information above shows that there were, with the exception of the Free State and Limpopo, decreases in this regard across all the other provinces. These increases were as follows:

- Free State : increased by 283,33% from an index of 0,60 to 2,30; and
- Limpopo : increased by 47,06% from an index of 1,70 to 2,50.

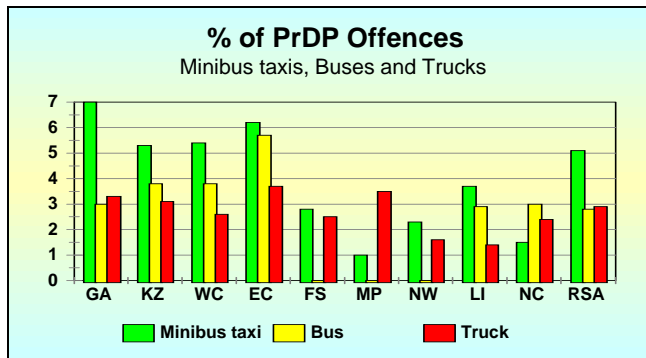
From 2007 to 2008 the biggest decreases that were recorded are as follows:

- Northern Cape : decreased by 82,20% from an index of 11,80 to 2,10;
- Eastern Cape : decreased by 73,82% from 19,10 to 5,00; and
- KwaZulu-Natal : decreased by 71,33% from an index of 14,30 to 4,10.

The provinces with the highest index figures during 2008 are the Eastern Cape at an index of 5,00, Gauteng at 4,70 and KwaZulu-Natal with an index of 4,10.

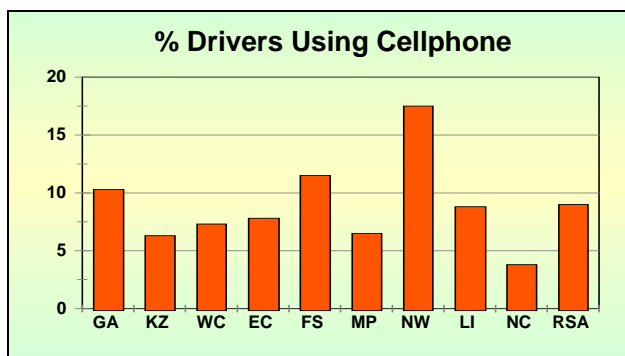
The percentages of drivers of minibus taxis, buses and trucks that failed to produce a PrDP per province during the 2008 survey are reflected in the table and graph below.

% of PrDP Offences : Minibus Taxis, Buses and Trucks : 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Minibus taxi	7.00	5.30	5.40	6.20	2.80	1.00	2.30	3.70	1.50	5.10
Bus	3.00	3.80	3.80	5.70	0.00	0.00	0.00	2.90	3.00	2.80
Truck	3.30	3.10	2.60	3.70	2.50	3.50	1.60	1.40	2.40	2.90



### Use of Cellphone while driving

During the 2008 road traffic offence survey, the use of non-hands-free cellular phones while driving by drivers of all category vehicles were introduced. The results of this part of the survey are given in the table and reflected in the graph below.



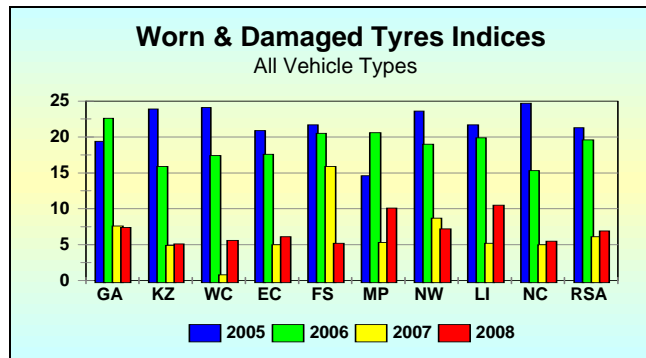
The above information shows that, on a national basis, 9,00% of all drivers make use of non-hands-free cellular phones while driving. Without exception, offences in this regard were recorded for all provinces. The provinces with the highest offence rates were:

- North West : with a 17,50% offence rate;
- Free State : with a rate of 11,50%; and
- Gauteng : with a rate of 10,30%.

### Vehicle tyre offence rates

The information in the table below shows that, on a national basis, there was an increase of 13,11% from 6,10 in 2007 to 6,90 in 2008 in the offence index for worn and/or damaged tyres across all categories of vehicles. The information is also reflected in the graph below.

Worn or Damaged Tyres Indices : All Vehicle Types										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	19.40	23.90	24.10	20.90	21.70	14.60	23.60	21.70	24.70	<b>21.30</b>
2006	22.60	15.90	17.40	17.60	20.50	20.60	19.00	19.90	15.30	<b>19.60</b>
2007	7.60	4.90	0.80	5.00	15.90	5.30	8.70	5.20	5.00	<b>6.10</b>
2008	7.40	5.10	5.60	6.10	5.20	10.10	7.20	10.50	5.50	<b>6.90</b>
% Annual change										
2005-06	16.49	-33.47	-27.80	-15.79	-5.53	41.10	-19.49	-8.29	-38.06	<b>-7.98</b>
2006-07	-66.37	-69.18	-95.40	-71.59	-22.44	-74.27	-54.21	-73.87	-67.32	<b>-68.88</b>
2007-08	-2.63	4.08	600.00	22.00	-67.30	90.57	-17.24	101.92	10.00	<b>13.11</b>



The information above shows that decreases were recorded for 3 provinces while 6 provinces recorded increases. Decreases in this regard were recorded as follows:

- Free State : decreased by 67,30% from an index of 15,90 to 5,20 in 2008;
- North West : decreased by 17,24% from 8,70 to 7,20; and
- Gauteng : decreased by 2,63% from 7,60 to 7,40.

The biggest increases were recorded for the following provinces:

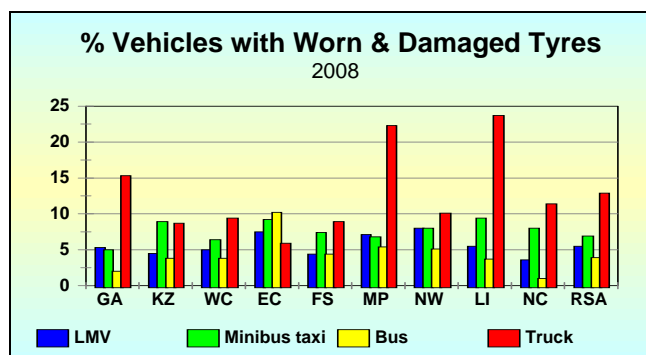
- Western Cape : increased by 600% from 0,80 to 5,60;
- Limpopo : increased by 101,92% from 5,20 to 10,50; and
- Mpumalanga : increased by 90,57% from 5,30 to an index of 10,10 in 2008.

The provinces with the highest offence indices in 2008 were:

- Limpopo : with an index of 10,50;
- Mpumalanga : index figure of 10,10; and
- Gauteng : with an index figure of 7,40.

The percentage of vehicles per vehicle category and province detected with worn and or damaged tyres during the 2008 survey is shown in the table and reflected in the graph below.

% Vehicles with Worn or Damaged Tyres : 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	5.30	4.50	5.00	7.50	4.40	7.10	8.00	5.50	3.60	<b>5.50</b>
Minibus taxi	5.00	8.90	6.40	9.20	7.40	6.80	8.00	9.40	8.00	<b>6.90</b>
Bus	2.00	3.80	3.80	10.20	4.40	5.40	5.10	3.70	1.00	<b>3.90</b>
Truck	15.30	8.70	9.40	5.90	8.90	22.30	10.10	23.70	11.40	<b>12.90</b>



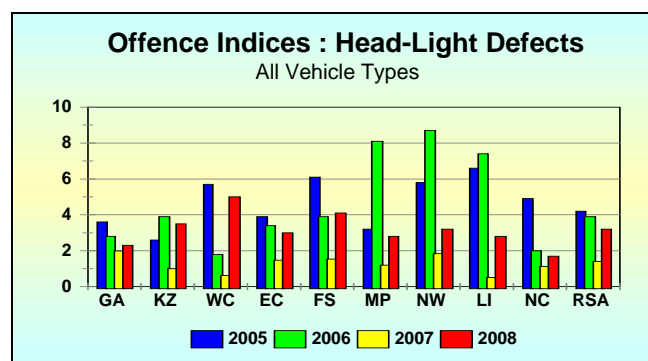
### Vehicle lights offence rates

The information below shows that, on a national basis, there was a general increase in the offence index for vehicle lights (front, tail and brake lamps) across all categories of vehicles.

## Head-Lights

The information in the table below shows that, on a national basis, there was an increase of 13,11% from 6,10 in 2007 to 6,90 in 2008 in the offence index for vehicle head-lights (bright position) across all categories of vehicles. The information is also reflected in the graph below.

Offence Indices : Head-Light Defects : All Vehicle Types										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	3.60	2.60	5.70	3.90	6.10	3.20	5.80	6.60	4.90	<b>4.20</b>
2006	2.80	3.90	1.80	3.40	3.90	8.10	8.70	7.40	2.00	<b>3.90</b>
2007	1.99	1.00	0.62	1.47	1.53	1.19	1.84	0.51	1.12	<b>1.40</b>
2008	2.30	3.50	5.00	3.00	4.10	2.80	3.20	2.80	1.70	<b>3.20</b>
% Annual change										
2005-06	-22.22	50.00	-68.42	-12.82	-36.07	153.12	50.00	12.12	-59.18	<b>-7.14</b>
2006-07	-28.93	-74.36	-65.56	-56.76	-60.77	-85.31	-78.85	-93.11	-44.00	<b>-64.10</b>
2007-08	15.58	250.00	706.45	104.08	167.97	135.29	73.91	449.02	51.79	<b>128.57</b>



The information above shows that, without exception, there were no decreases recorded in this regard in any of the provinces.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 706,45% from 0,62 to 5,00;
- Limpopo : increased by 449,02% from 0,51 to 2,80; and
- KwaZulu-Natal : increased by 250,00% from 1,00 to an index of 3,50 in 2008.

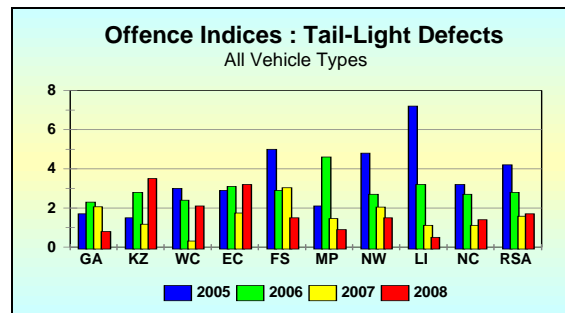
The provinces with the highest offence indices in 2008 were:

- Western Cape : with an index of 5,00;
- Free State : index figure of 4,10; and
- KwaZulu-Natal : with an index figure of 3,50

## Tail-Lights

The information in the table below shows that, on a national basis, there was an increase of 7,59% from 1,58 in 2007 to 1,70 in 2008 in the offence index for vehicle tail-lights across all categories of vehicles. The information is also reflected in the graph below.

Offence Indices : Tail-Light Defects : All Vehicle Types										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	1.70	1.50	3.00	2.90	5.00	2.10	4.80	7.20	3.20	4.20
2006	2.30	2.80	2.40	3.10	2.90	4.60	2.70	3.20	2.70	2.80
2007	2.06	1.17	0.31	1.74	3.04	1.46	2.05	1.12	1.12	1.58
2008	0.80	3.50	2.10	3.20	1.50	0.90	1.50	0.50	1.40	1.70
% Annual change										
2005-06	35.29	86.67	-20.00	6.90	-42.00	119.05	-43.75	-55.56	-15.63	-33.33
2006-07	-10.43	-58.21	-87.08	-43.87	4.83	-68.26	-24.07	-65.00	-58.52	-43.57
2007-08	-61.17	199.15	577.42	83.91	-50.66	-38.36	-26.83	-55.36	25.00	7.59



The information above shows that decreases in this regard were recorded in 5 provinces and increases in 4 provinces. The biggest decreases were recorded as follows:

- Gauteng : decreased by 61,17% from an index of 2,06 to 0,80 in 2008;
- Limpopo : decreased by 55,36% from 1,12 to 0,50; and
- Free State : decreased by 50,66% from 3,04 to 1,50.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 577,42% from 0,31 to 2,10;
- KwaZulu-Natal : increased by 199,15% from 1,17 to 3,50; and
- Eastern Cape : increased by 83,91% from 1,74 to an index of 3,20 in 2008.

The provinces with the highest offence indices in 2008 were:

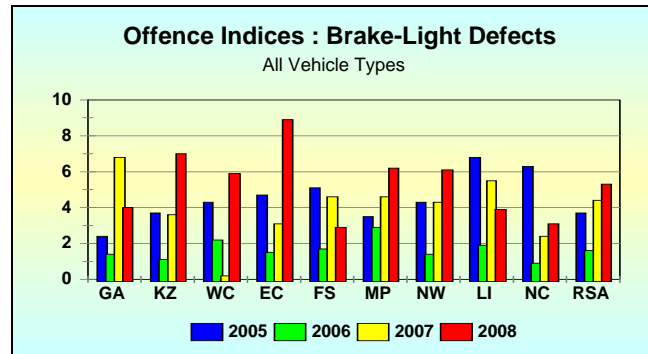
- KwaZulu-Natal : with an index of 3,50;
- Eastern Cape : index figure of 3,20; and
- Western Cape : with an index figure of 2,10.

## Brake-Lights

The information in the table below shows that, on a national basis, there was an increase of 20,45% from 4,40 in 2007 to 5,30 in 2008 in the offence index for vehicle tail-lights across all categories of vehicles. The information is also reflected in the graph below.

Offence Indices : Brake-Light Defects : All Vehicle Types										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	2.40	3.70	4.30	4.70	5.10	3.50	4.30	6.80	6.30	3.70
2006	1.40	1.10	2.20	1.50	1.70	2.90	1.40	1.90	0.90	1.60
2007	6.80	3.60	0.20	3.10	4.60	4.60	4.30	5.50	2.40	4.40
2008	4.00	7.00	5.90	8.90	2.90	6.20	6.10	3.90	3.10	5.30
% Annual change										
2005-06	-41.67	-70.27	-48.84	-68.09	-66.67	-17.14	-67.44	-72.06	-85.71	-56.76
2006-07	385.71	227.27	-90.91	106.67	170.59	58.62	207.14	189.47	166.67	175.00
2007-08	-41.18	94.44	2850.00	187.10	-36.96	34.78	41.86	-29.09	29.17	20.45





The information above shows that decreases in this regard were recorded in 3 provinces and increases in 6 provinces. The biggest decreases were recorded as follows:

- Gauteng : decreased by 41,18% from an index of 6,80 to 4,00 in 2008;
- Free State : decreased by 36,96% from 4,60 to 2,90; and
- Limpopo : decreased by 29,09% from 5,50 to 3,90.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 2850,0% from 0,20 to 5,90;
- Eastern Cape : increased by 187,10% from 3,10 to 8,90; and
- KwaZulu-Natal : increased by 94,44% from 3,60 to an index of 7,00 in 2008.

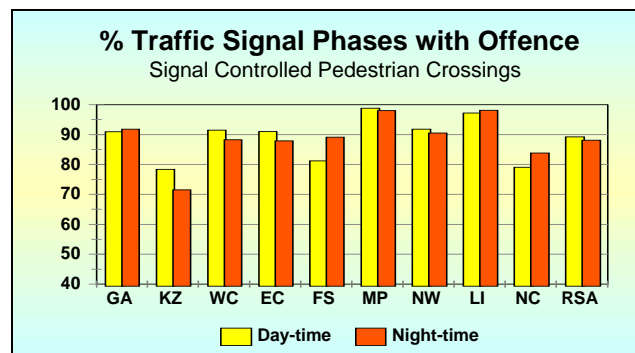
The provinces with the highest offence indices in 2008 were:

- Eastern Cape : with an index of 8,90;
- KwaZulu-Natal : index figure of 7,00; and
- Mpumalanga : with an index figure of 6,20.

### ***Pedestrians and traffic signal offence rates***

The information in the table and the graph below shows the percentage of pedestrians crossing junctions provided with traffic signals in urban areas through the red phase during day-time and night-time. These offences were measured for the first time during the 2008 survey, which is the reason why there is no historical information available in this regard.

% Traffic Signal Phases with Pedestrian Offences										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
<b>Day-time</b>	90.90	78.40	91.50	91.00	81.20	98.80	91.80	97.20	79.10	<b>89.20</b>
<b>Night-time</b>	91.80	71.50	88.30	87.90	89.10	98.00	90.50	98.10	83.80	<b>88.10</b>



The above information shows very high rates of non-compliance with traffic signals by pedestrians. On a national basis the day-time offence rate is 89,20% and the night-time

rate 88,10%, only slightly lower than the day-time rate. With the exception of KwaZulu-Natal, the average day-night offence rates for all other provinces are higher than 80%. The average for KwaZulu-Natal is in the order of 77%.

The provinces with the highest offence rates in this regard during day- as well as night-times are:

- Mpumalanga : day-time 98,80% and night-time 98,00%; and
- Limpopo : day-time 97,20% and night-time 98,10%.

### **Conclusion**

Increases in the “level of lawlessness” in terms of un-roadworthy and un-licenced vehicles in some provinces; as well as high numbers of expired driving licences and PrDPs were recorded over the 12-month reporting period.

Despite these increases, the information contained in this report clearly indicates a steady decrease in both the national number of fatal crashes and fatalities; as well as rates and trends per 10,000 motorised vehicles and distance travelled over about the past 24 months (approximately 20 to 24 months). Most of the provinces contributed to these favourable decreases in rates and trends.

Due to a general lack in available “output” information, particularly with regard to law enforcement information, such as the number of driver and vehicle controls (number of drivers and vehicles stopped and checked for fitness); number of drivers arrested and vehicles suspended; the number of notices issued per type of traffic violation, etc per Province, it is not possible to determine the cause/s or main contributors to the recorded decreases in crashes, fatalities and rates.

An improvement in the preparation and submission of accurate monthly enforcement performance reports in particular, is essential to better analyse and report on factors that contribute to improvements in road safety.

With regard to the 2008 road traffic offence survey the following issues need to be taken cognisance of:

- (a) Although the general trend of the level of lawlessness over the past few years is decreasing, the study also found that, as in the past, offence levels on South African roads and the related levels of risk are still extremely high. In particular, the involvement of the transport industry and professional drivers in some of the serious offences was noted.
- (b) On a national basis, the overall traffic offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008, indicating that the initial decrease in offences may start rising again, thus calling for increased levels of enforcement, particularly with regard to all the critical offences as indicated.
- (c) The most important offences to focus on, as identified in the 2008 survey, are:
  - Exceeding the speed limit : High levels of speeding offences were observed. Speed discipline must be restored on South African roads and community leaders on all levels should set an example.
  - Driving under the influence of Alcohol : Extremely high levels of drunk-driving were encountered. All vehicle classes were involved. The high offence incidence among professional drivers in general and drivers of minibus taxis in particular was noted. Alcohol control should be stepped up and the penalties be severe.
  - Barrier line offences : The huge (and growing) contribution of this offence to the dangerous situation on our roads and the contribution of these offences to head-on crashes with a high severity, should be recognised.
  - Smooth and damaged tyres : Serious problems with tyres of vehicles, including trucks and taxis were found on the road. Reasons for serious deterioration of tyres and for the apparent neglect of tyres by a large proportion of vehicle

owners, professional drivers and the freight and passenger transport industries should be investigated.

It is recommended that a renewed, innovative, systematic and well coordinated law enforcement plan of action; fully supported by an effective and efficient communication and education programme be introduced in order to bring the rising levels of lawlessness better under control.

**REFERENCE:**

**Road Traffic Report 2008-2009:** Road Traffic Management Corporation (RTMC), May 2009, Private Bag X147, Pretoria, 0001.