Road Traffic Management Corporation

State of Road Safety Report: Quarter 3

October - December

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

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Abbreviations and Acronyms

ABBREVIATION / ACRONYM	INTERPRETATION
AR	Accident Report
CAS	Crime Administration System
CBRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CHoCOR	Culpable Homicide Crash Observation Report
CSIR	Council for Scientific and Industrial Research
DUI	Driving under the Influence
DOT	National Department of Transport
EMS	Emergency Medical Services
NaTIS	National Traffic Information System
NCDMS	National Crash Data Management System
NRSS	National Road Safety Strategy (2016–2030)
NRTA	National Road Traffic Act
NRTETC	National Road Traffic Engineering Committee
RAF	Road Accident Fund
RIMS	Road Incident Management System
RTI	Road Traffic Information
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
SABS	South African Bureau of Standards
SAIA	South African Insurance Association
SAMRC	South African Medical Research Council
SANRAL	South African National Roads Agency
STATS SA	Statistics South Africa
SAPS	South African Police Service
UNDA	United Nations Decade of Action
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WHO	World Health Organisation

1. EXECUTIVE SUMMARY

The purpose of the report is to provide final road crash statistics for the period October to December 2025. Road crash statistics are compiled using the following:

Culpable Homicide Crash: Observation Report (CHoCOR) Forms (from South African Police Services (SAPS) stations throughout the country),

Crime Administration System (from SAPS Head Office) and inputs from all nine provincial departments of transport.

Statistics on registered vehicles, driver licences and professional driving permits issued are also presented in the report.

During the period October 2025 to December 2025 a total of 3 132 fatalities and 2 768 fatal crashes were recorded. During the period October 2024 to December 2024 a total of 3 132 fatalities and 2 655 fatal crashes were recorded. This s a 3.86% (121) increase in fatalities and 4.26% (113) increase in fatal crashes.

Pedestrian fatalities made up 42.6% in 2025 and 42.5% in 2024. Age group 25 to 44 made up 52% of fatalities in 2025 and 47% in 2024. In both 2024 and 2025 46% of fatal crashes occurred on Saturday and Sunday. In 2025 40% of fatal crashes occurred between 17:00 and 23:00 and in 2024 39% of fatal crashes occurred during the same period.

The number of registered vehicles increased by 1.69% (222 083) from 13 133 035 in 2024 to 13 355 118 in 2025. Gauteng had the largest population of vehicles at 38.41% followed by Western Cape at 16.41%.

The number of learner driver licenses issued increased by 31 625 (2.88%) from 1 099 954 end December 2024 to 1 1131 579 end December 2025.

The number of driver licenses issued increased by 614 882 (4.00%) from 15 376 494 on 31 December 2024 to 15 991 376 on 31 December 2025. Gauteng had the highest number of driver licences at 35.65% followed by KwaZulu Natal at 16.01% and Western Cape at 14.72%.

The number of Professional Driving Permits (PrDP's) issued increased by 67 684 (5.75%) from 1 176 987 on 31 December 2024 to 1 244 671 on 31 December 2025.

SECTION A

2. INTRODUCTION

This report is based on fatal crashes that were reported and recorded by South African Police Services stations throughout the country. It covers the period between October to December of 2025 and compares it to the same period in 2024. The information is collected using the CAS, CHoCOR Forms and input from all nine provincial departments of transport. The report includes information on registered vehicles, learner driver licence, driver licence and professional driving permits issued from the National Traffic Information System (NaTIS).

3. METHODOLOGY

3.1 Road crash data collection methodology

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

3.2 Crash Data Flow

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

3.3 Data processing

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

3.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is still a need for expansion to a) validate this data with the provincial departments of health (pathology) and to collect all road crashes (including crashes with no injuries and crashes with injurie).

4. FATAL ROAD CRASH ANALYSIS

This section compares fatal road crashes for the third quarter of 2024/2025 to the third quarter of 2025/2026. It includes the number of fatal crashes, fatal crashes per day of week, fatal crashes per time of day, crashes per crash types and crashes per vehicle type and contributory factors. Fatal crashes are crashes which result in one or more person or persons killed during or immediately after an accident, or death within 30 days after an accident happened as a direct result of such accident deaths.

4.1 Number of fatal crashes

Table 1 below compares the third quarter of financial year 2024/2025 and third quarter of financial year 2025/2026. There was a decrease of 91(3.29%) fatal crashes in third quarter of 2025/2026 when compared to the third quarter of 2024/2025. Western Cape, Mpumalanga and Northern Cape recorded increases in fatal crashes of 9.06%(25), 7.69%(20) and 5.33%(4) respectively. All other provinces recorded decreases in fatal crashes, with Nort West having recorded the highest percentage decrease of 12.67%.

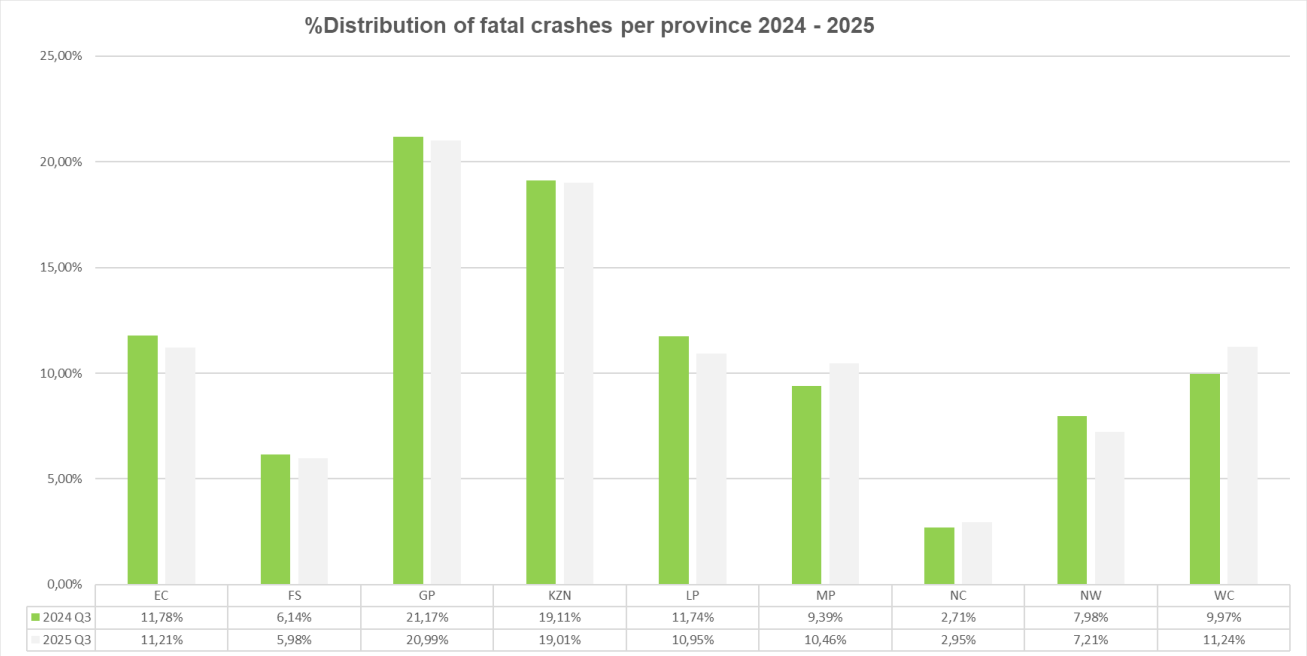
FATAL CRASHES										
Quarter	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2024 Q3	326	170	586	529	325	260	75	221	276	2768
2025 Q3	300	160	562	509	293	280	79	193	301	2677
CHANGE	-26	-10	-24	-20	-32	20	4	-28	25	-91
%CHANGE	-7,98%	-5,88%	-4,10%	-3,78%	-9,85%	7,69%	5,33%	-12,67%	9,06%	-3,29%
2024 Q3	11,78%	6,14%	21,17%	19,11%	11,74%	9,39%	2,71%	7,98%	9,97%	100%
2025 Q3	11,21%	5,98%	20,99%	19,01%	10,95%	10,46%	2,95%	7,21%	11,24%	100%

Table 1: Number of fatal crashes per province

Graph 1 below shows the percentage distribution per province of fatal crashes for the third quarters of 2024/2025 and 2025/2026. The highest contributors to fatal crashes during the third quarter of financial year 2025/2026 in percentage were Gauteng at 20.99%, Kwa-Zulu Natal at 19.01%, Western Cape at 11.24%, Eastern Cape 11.21% and Limpopo at 10.95%. These five provinces contributed 73.40% of crashes during the third quarter of financial year 2025/2026.

The highest contributors to fatal crashes during the third quarter of previous financial year in percentage were Gauteng at 21.17%, Kwa-Zulu Natal at 19.11%, Eastern Cape 11.78%, Limpopo at 11.74% and Western Cape at 9.97%. These five provinces contributed 73.77% of crashes during the third quarter of financial year 2024/2025.

Gauteng and Kwa-Zulu Natal contributed at least 40% of fatal crashes during the third quarter of both financial years.

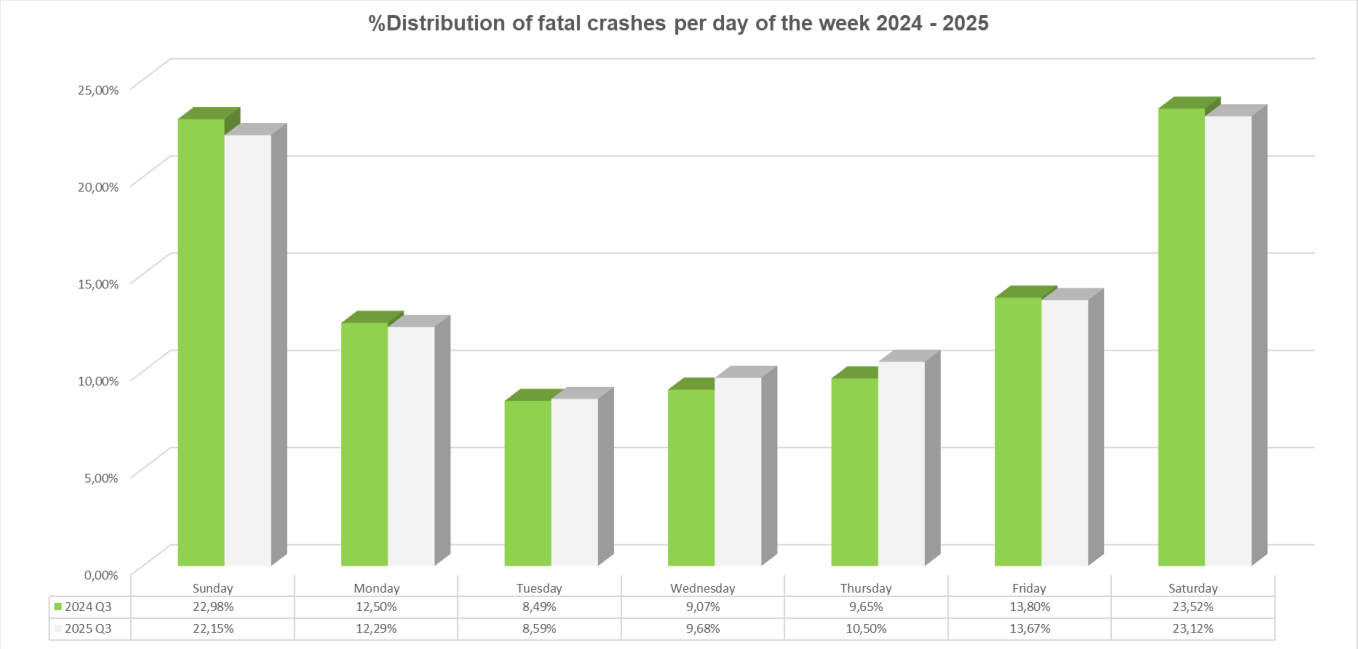


	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024 Q3	11,78%	6,14%	21,17%	19,11%	11,74%	9,39%	2,71%	7,98%	9,97%
2025 Q3	11,21%	5,98%	20,99%	19,01%	10,95%	10,46%	2,95%	7,21%	11,24%

Graph 1: Percentage distribution of fatal crashes for the two quarters

4.2 Fatal Crashes per Day of Week

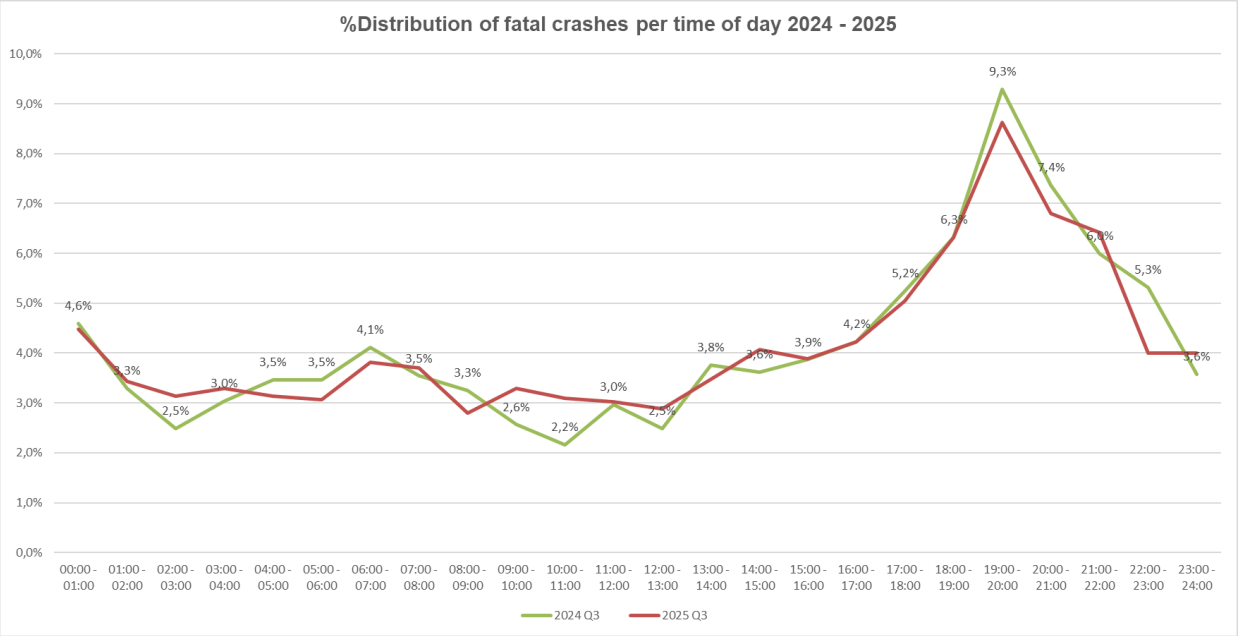
Details of the fatal crashes per day week are given in graph 2 below. Saturdays and Sundays were days with most fatal crashes recorded compared to other days. For the third quarter of financial year 2025/2026, 45.27% of fatal crashes were in these two days, and for the same quarter of the previous financial year this figure was 46.50%.



Graph 2: Percentage distribution of fatal crashes per day of week

4.3 Fatal Crashes per time of day

The percentages of fatal crashes per time of day for the period under review are reflected in graph 3 below. From the below graph crashes started increasing from 16h00 until 01:00 the next morning. The highest contributing period being 18:00 to 22:00 in both quarter three of 2024/2025 and 2025/226 financial years. 28.17% of fatal crashes occurred during this period in the third quarter of financial year 2025/2026 and 28.97% in the same quarter of the previous financial year.

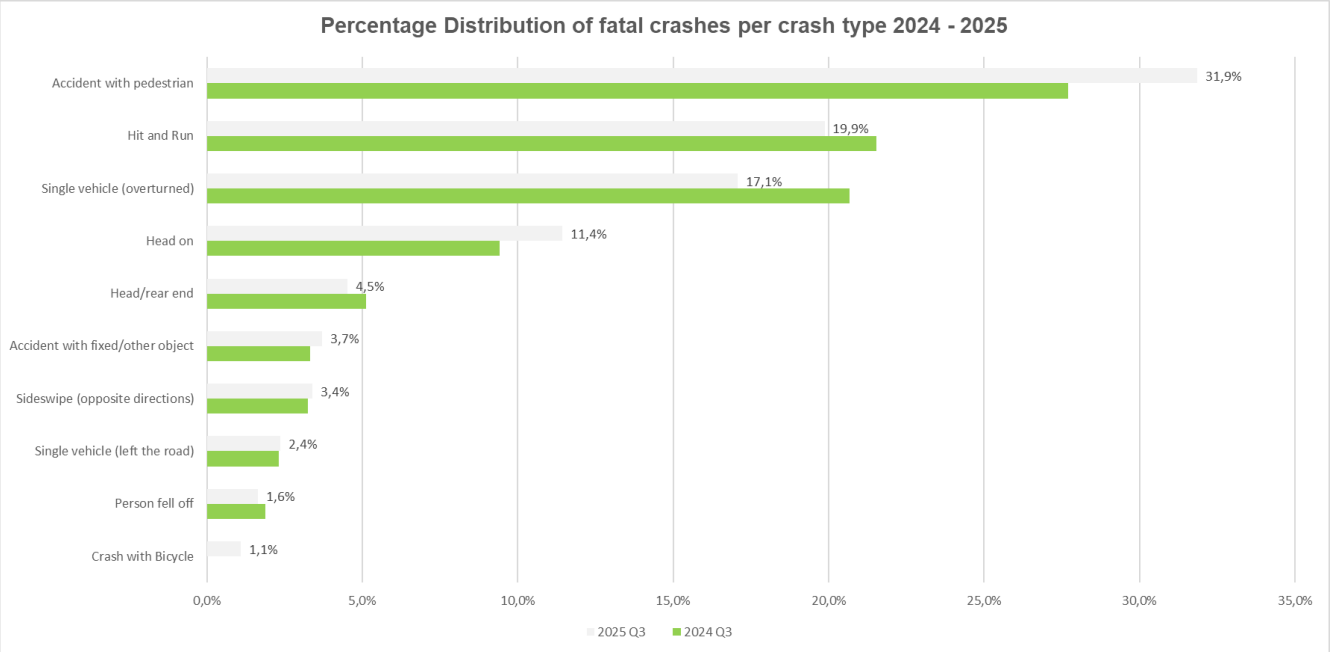


Graph 3: Percentage distribution of fatal crashes per time of day

4.4 Fatal crashes per crash type

The percentage contribution of fatal crashes per crash type is reflected in graph 4 below. The graph shows that the top four crash types were with pedestrians at 31.86%, Hit and Run at 19.87%, single vehicle overturned at 17.07%, head on collisions at 11.43% during third quarter of 2025/2026 financial year. Hit and runs and accident with pedestrians accounted for 51.74% of crash types during the third quarter of 2025/2026.

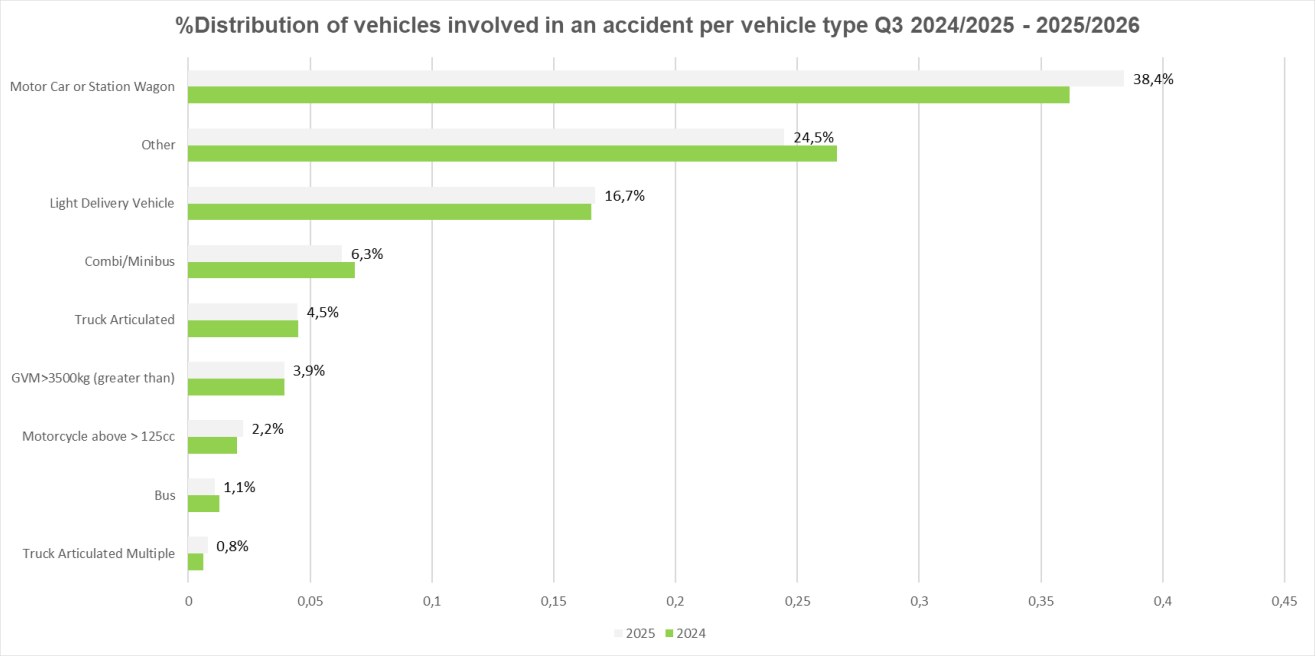
During third quarter of 2024/2025 financial year the top four crash types were with pedestrians at 27.71%, Hit and Run at 21.53%, single vehicle overturned at 20.66% and head on collisions at 9.43%. Hit and runs and accident with pedestrians accounted for 49.24% of crash types during the third quarter of 2024/2025.



Graph 4: Percentage distribution of fatal crashes per crash type

4.5 Fatal crashes per vehicle type

The percentage contribution of various vehicles involved in the fatal crashes are reflected in graph 5 below. The vehicle types that were mostly involved in fatal crashes are the motorcars and station wagons at 38.87% in the third quarter of 2025/2026 and 36.74% in 2024/2025. Light delivery vehicles contributed 16.57% in third quarter of 2025/2026 and 15.95% in 2024/2025.

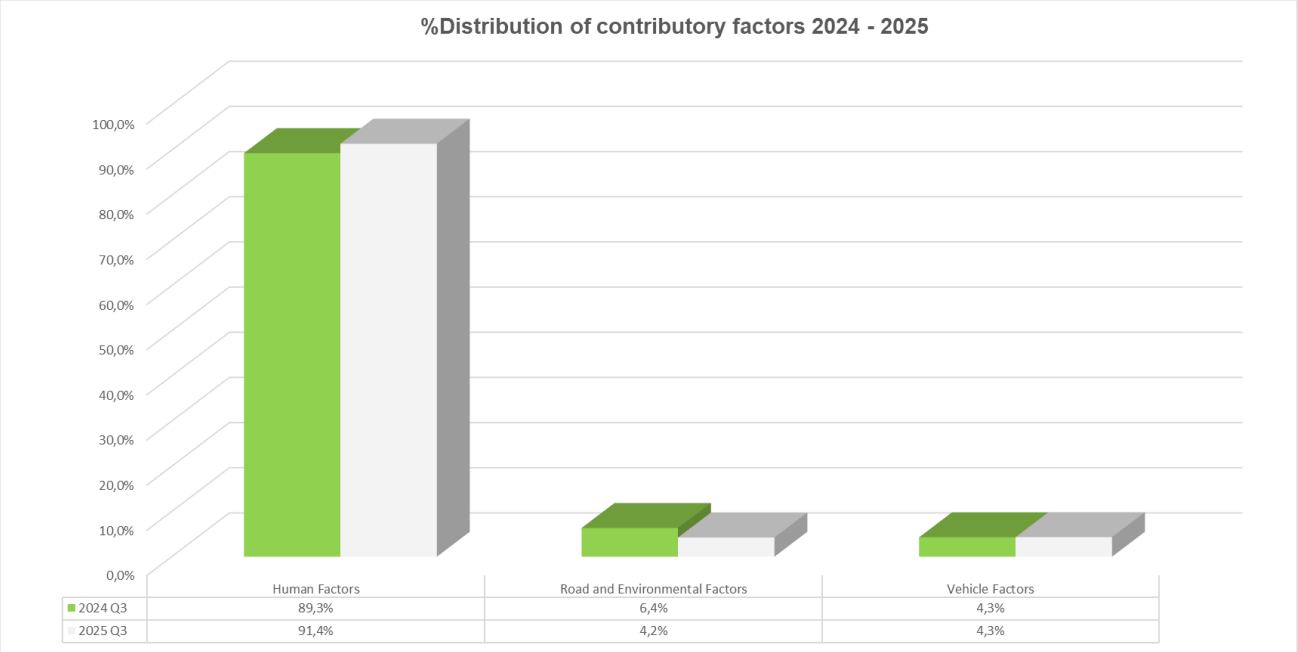


Graph 5: Percentage distribution of fatal crashes per vehicle type

5. CONTRIBUTORY FACTORS

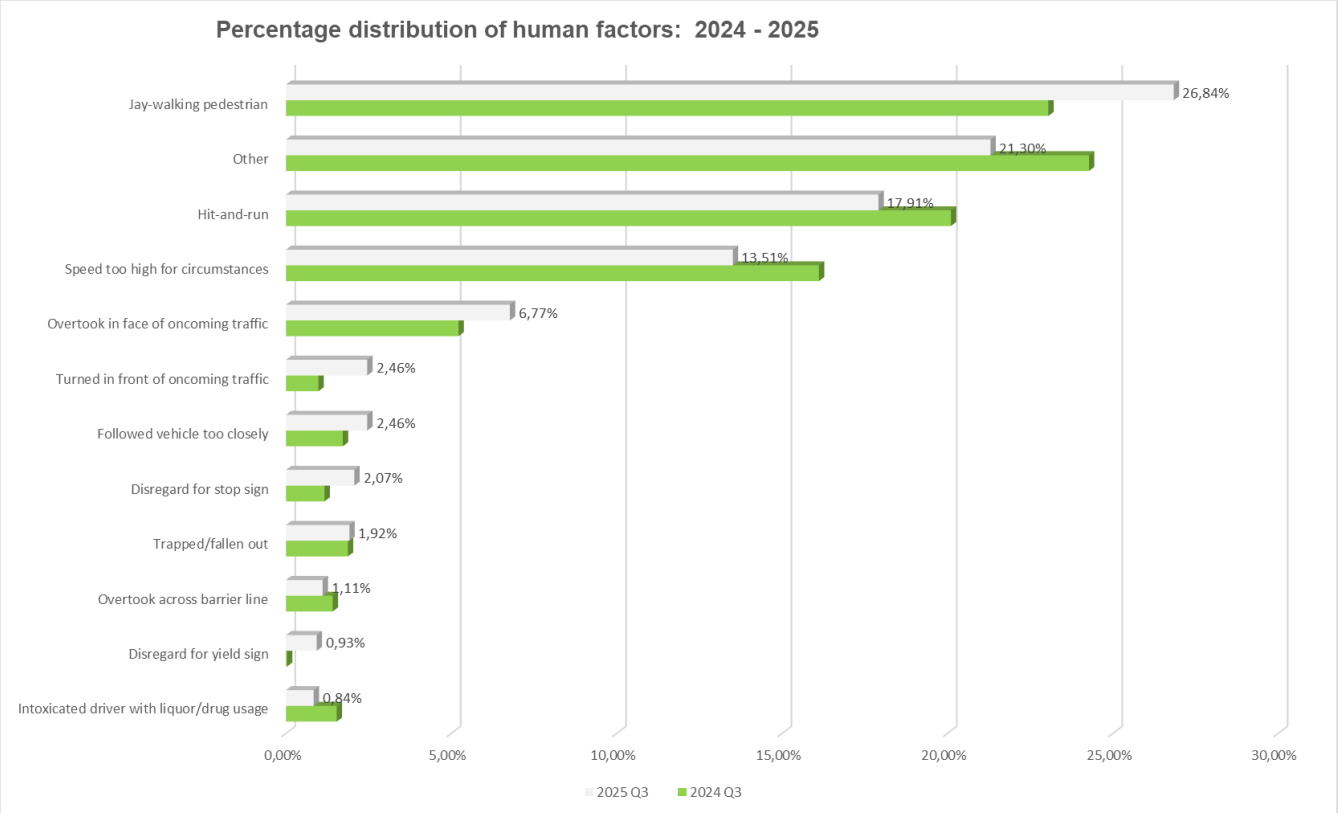
The contributory factors to fatal road crashes are determined as follows: human factors (defined as a stable, general human abilities and limitations that are valid for all users regardless); vehicle factors (are more focussed on the vehicle itself and they cover issues around mechanical failures; and environment (include limited visibility, poorly marked roads, missing road signs, sudden changes in road infrastructure, gravel road, the state of the road and weather conditions).

Graph 6 below shows that most fatal crashes occur due to human factors. During the third quarter of 2025/2026 human factors contributed 91.43% to fatal crashes and 89.33% in 2024/2025. Roads and environmental factors contributed 4.2% to fatal crashes in 2025/2026 and 6.4% in 2024/2025. Vehicle factors contributed 4.30% to fatal crashes in 2025/2026 and 4.25% in 2024/2025.



Graph 6: Comparison of contributory factors

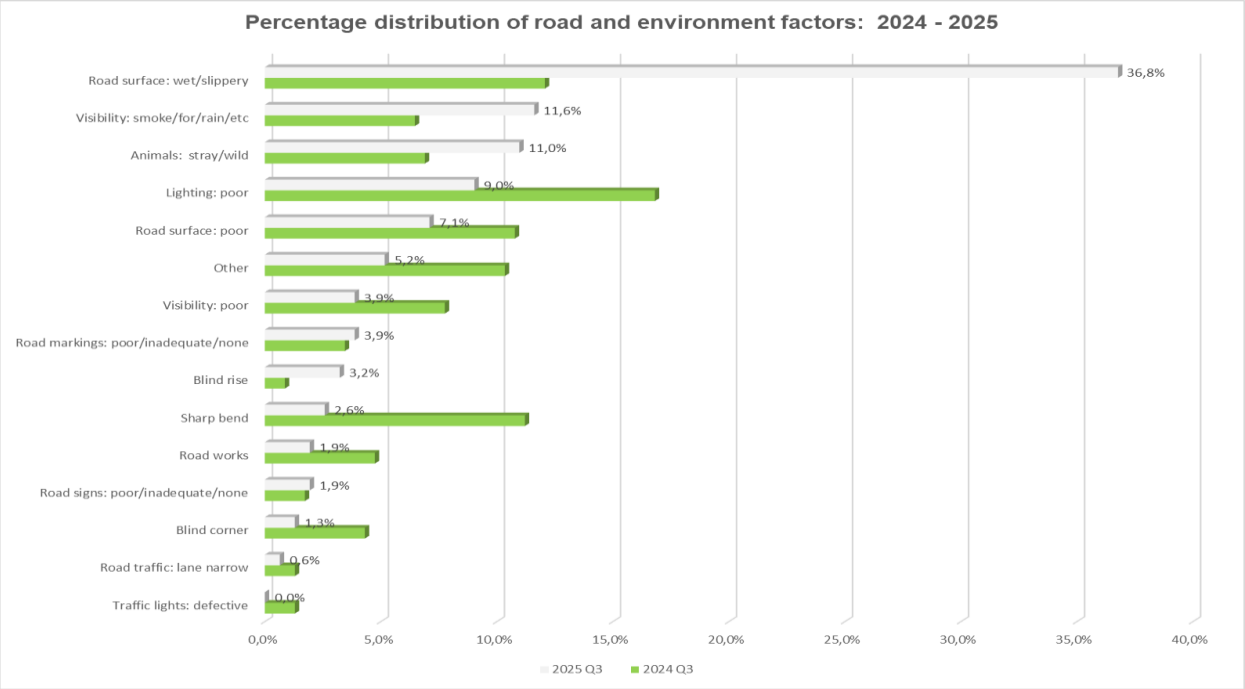
From graph 7 below the top three human factors contributing a combined 58.27% in 2025/2026 and 59.27% in 2024/2025 were jaywalking, hit and run and speed too high for circumstances. Jaywalking was at 26.84% in third quarter of 2025/2026 and 23.05% in 2024/2025 Hit-and-run at 17.91% in third quarter 2025/2026 and 20.10% in 2024/2025. Speed as a contributory factor to fatal crashes was at 13.51% in 2025/2026 and 16.11% in 2024/2025.



Graph 7: Percentage distribution of human factors

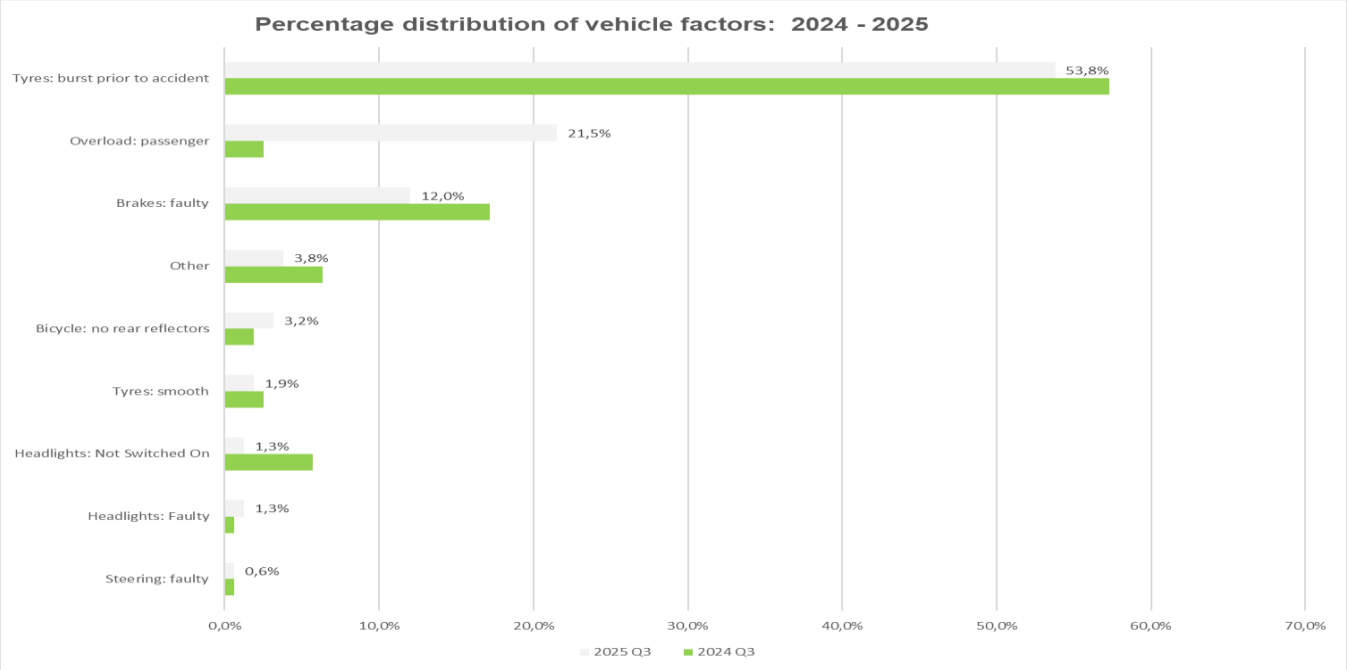
Graph 8 below shows the top four environmental and road factors as: slippery road surface at 36.77%, poor visibility at 11.61, stray animals at 10.97% and poor lighting at 9.03% in the third quarter 2025/2026.

During third quarter 2024/2025 the four factors were: poor lighting 16.81%, slippery road surface at 12.07%, sharp bend at 11.21% and poor road surface at 10.78%



Graph 8: Percentage distribution of road and environmental factors

Graph 9 below shows that within the vehicle factors most crashes occurred due to tyre burst before crash at 53.80% during the third quarter of 2025/2026 and 57.32% in 2024/2025. The second highest contributor for 2025/2026 was overloading at 21.52% and in 2024/2025 the second highest contributor faulty brakes at 17.20%.



Graph 9: Percentage distribution for vehicle factor

6. ROAD FATALITIES ANALYSIS

The section covers road fatalities for the third quarter of 2025/2026 and 2024/2025. Fatalities are defined as a person or persons killed during or immediately after a crash, or death within 30 days after a crash as a direct result on such crash. This section encompasses the number of fatalities and percentage distribution per road user group, gender, race and per age.

6.1 Number of fatalities per province

Table 2 below compares the third quarter of financial year 2024/2025 and third quarter of financial year 2025/2026. There was a decrease of 21(0.65%) fatalities in third quarter of 2025/2026 when compared to the third quarter of 2024/2025. Only three provinces recorded decreases in fatalities during the third quarter of financial year 2025/2026 compared to the same period in the previous financial year. The provinces with decreases are Nort West 21.75(62), Eastern Cape 14.77%(65) and KwaZulu Natal at 8.88%(54).

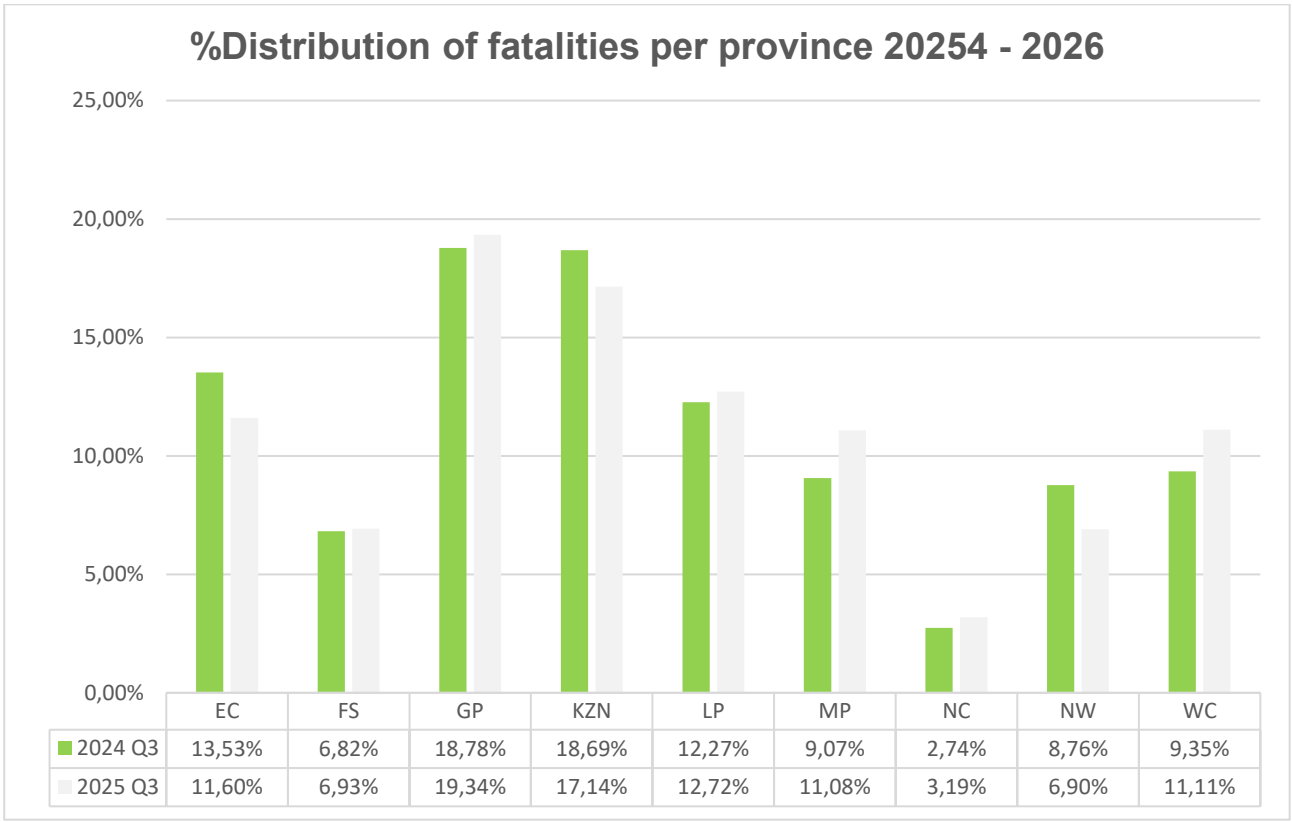
FATALITIES										
Quarter	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2024 Q3	440	222	611	608	399	295	89	285	304	3253
2025 Q3	375	224	625	554	411	358	103	223	359	3232
CHANGE	-65	2	14	-54	12	63	14	-62	55	-21
%CHANGE	-14,77%	0,90%	2,29%	-8,88%	3,01%	21,36%	15,73%	-21,75%	18,09%	-0,65%
2024 Q3	13,53%	6,82%	18,78%	18,69%	12,27%	9,07%	2,74%	8,76%	9,35%	100,00%
2025 Q3	11,60%	6,93%	19,34%	17,14%	12,72%	11,08%	3,19%	6,90%	11,11%	100,00%

Table 2: Comparison of fatalities per province for the two quarters

Graph 10 below shows the percentage distribution per province of fatalities for the third quarters of 2024/2025 and 2025/2026. The highest contributors to fatalities during the third quarter of financial year 2025/2026 in percentage were Gauteng at 19.34%, Kwa-Zulu Natal at 17.14%, Limpopo at 12.72%, Eastern Cape 11.60% and Western Cape at 11.11%. These five provinces contributed 71.91% of fatalities during the third quarter of financial year 2025/2026.

The highest contributors to fatalities during the third quarter of previous financial year in percentage were Gauteng at 18.78%, Kwa-Zulu Natal at 18.69%, Eastern Cape at 13.63%, Limpopo at 12.27%, and Western Cape at 9.36%. These five provinces contributed 72.61% of fatalities during the third quarter of financial year 2024/2025.

Gauteng and Kwa-Zulu Natal contributed at least 37% of fatalities during the third quarter of both financial years.

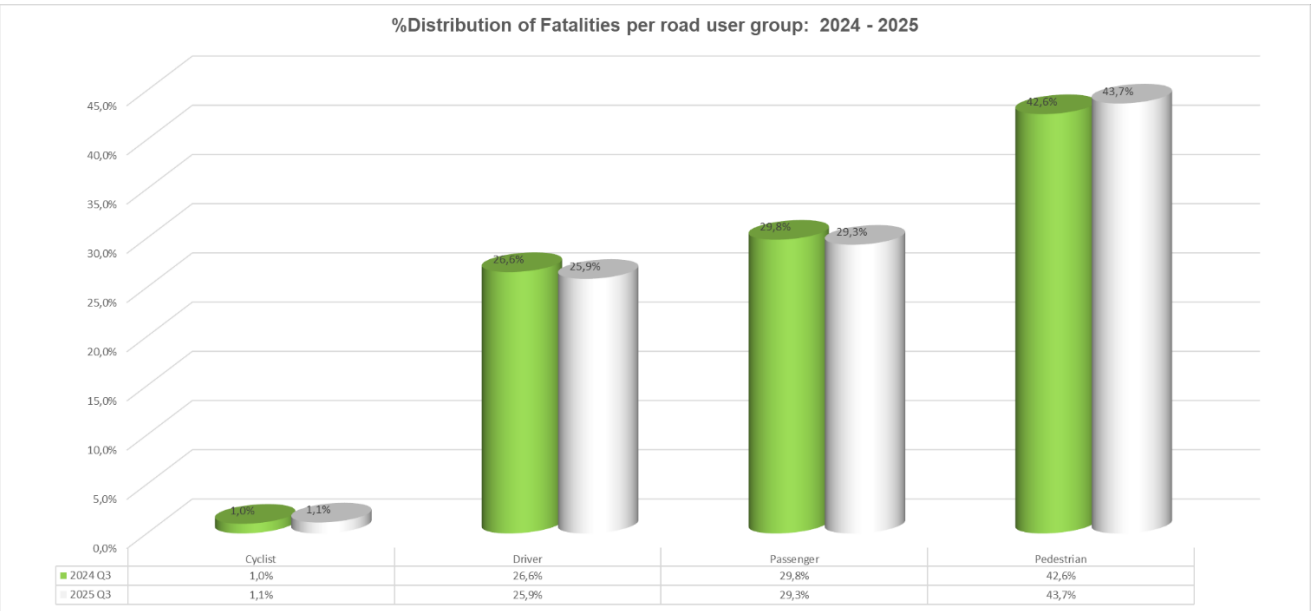


	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024 Q3	13,53%	6,82%	18,78%	18,69%	12,27%	9,07%	2,74%	8,76%	9,35%
2025 Q3	11,60%	6,93%	19,34%	17,14%	12,72%	11,08%	3,19%	6,90%	11,11%

Graph 10: Percentage distribution of fatalities per province

6.2 Number of Fatalities per Road User Group

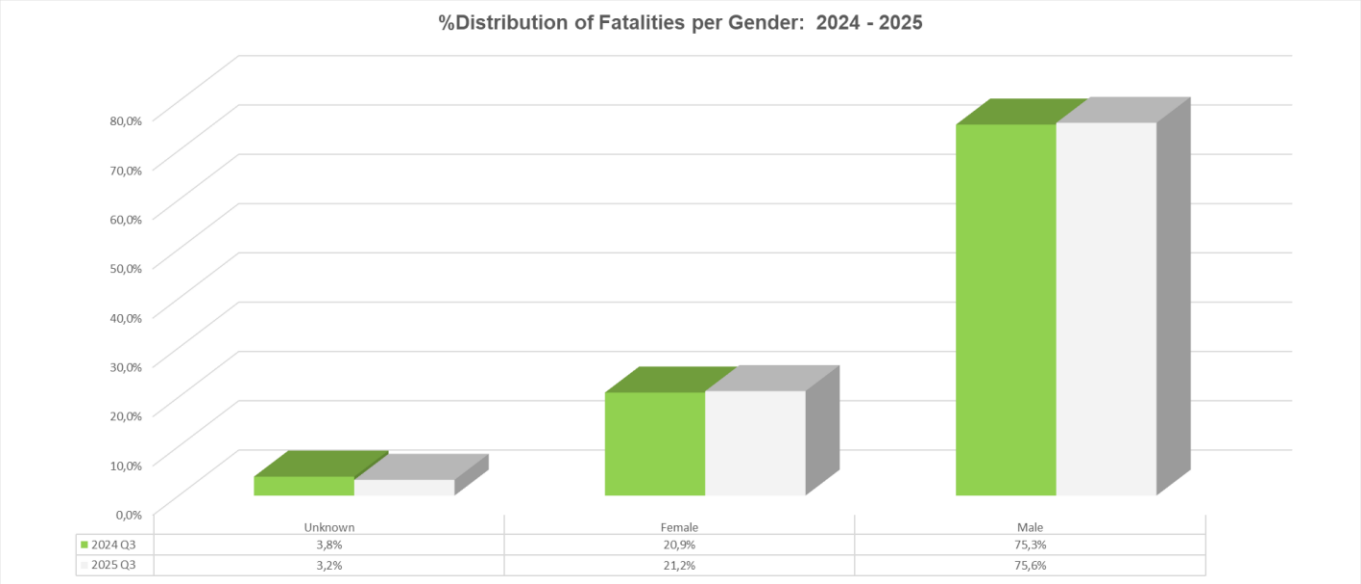
The percentage distribution of fatalities for various road user groups are reflected in graph 11 below. Pedestrians made 43.69%, passenger 29.33%, driver 25.87% and cyclist 1.11% of road fatalities for 2025/2026 and for 2024/205 the breakdown is as follows: pedestrians 42.61%, passenger 29.85%, driver 26.56% and cyclist 0.98%both periods.



Graph 11: Percentage distribution of fatalities per road user

6.3 Number of Fatalities per Gender

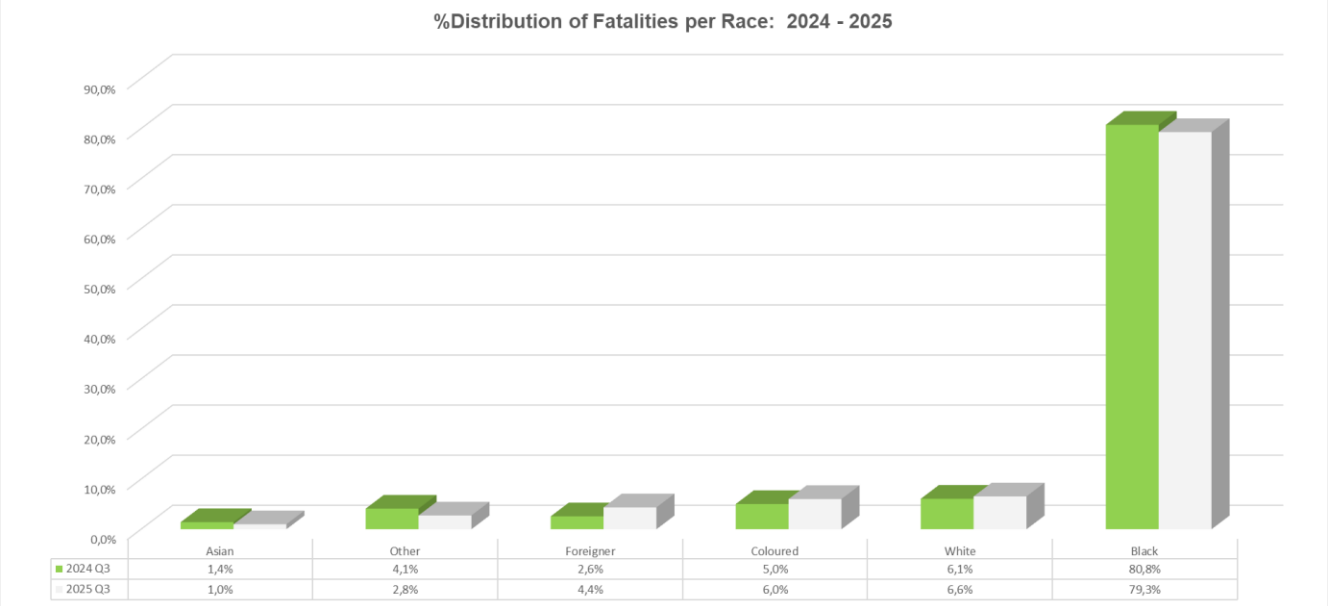
Graph 12 below shows the trends for fatalities per gender for the two quarters under review. Males make up more than three quarters of road fatalities.



Graph 12: Percentage distribution of fatalities per gender

6.4 Number of Fatalities per Race Group

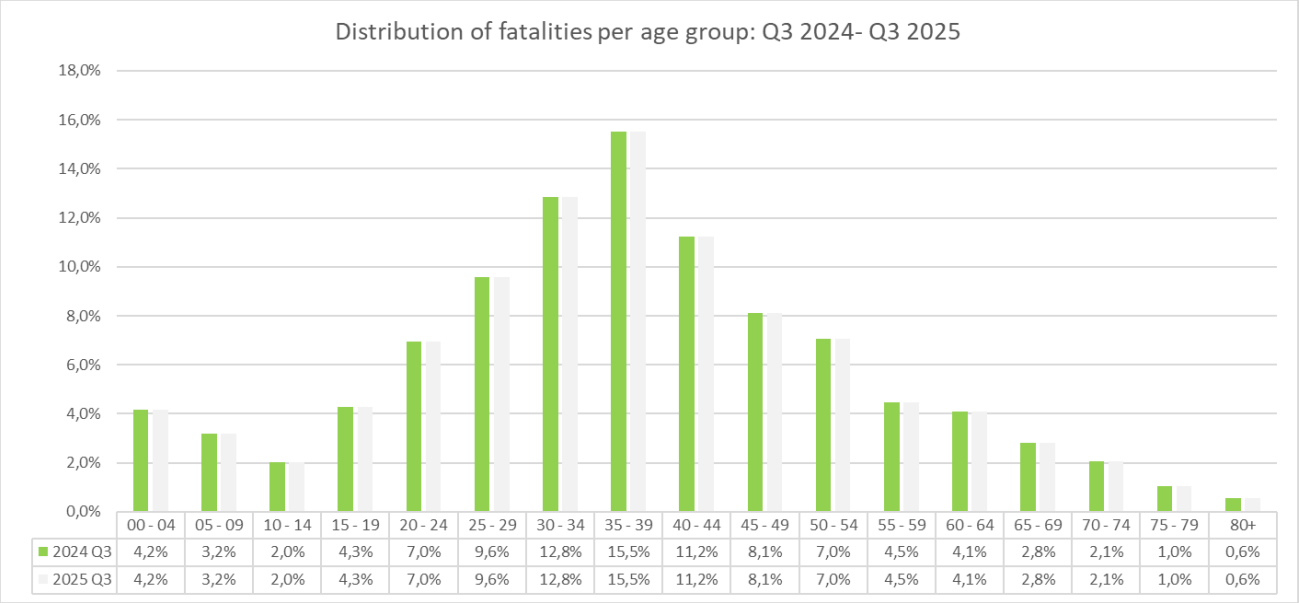
Graph 13 below shows trends for fatalities per race for the two quarters. An average of 80% of road fatalities were blacks.



Graph 13: Percentage distribution of fatalities per race

6.5 Road user group fatalities per age group

Graph 14 below shows information on fatalities per age for the period October to December 2024 and 2025. The graph shows that 49.15% of road user fatalities were between the ages of 25 and 44 during the third quarter of 2025/2026 and 52.56% during the third quarter of 2024/2025.



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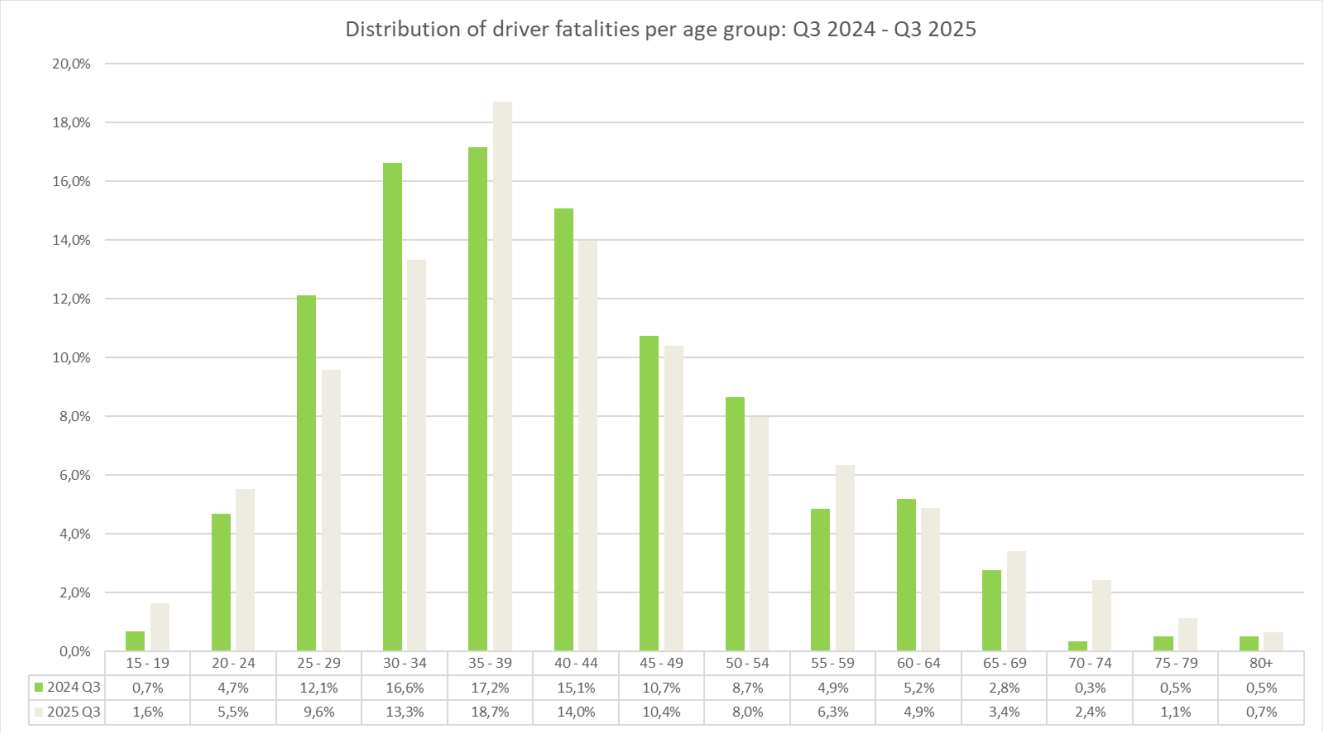
2024 Q3	4,2%	3,2%	2,0%	4,3%	7,0%	9,6%	12,8%	15,5%	11,2%	8,1%	7,0%	4,5%	4,1%	2,8%	2,1%	1,0%	0,6%
2025 Q3	4,2%	3,2%	2,0%	4,3%	7,0%	9,6%	12,8%	15,5%	11,2%	8,1%	7,0%	4,5%	4,1%	2,8%	2,1%	1,0%	0,6%

Graph 14: Percentage distribution of fatalities per age

Graph 15 below shows that more than 55.61% of driver fatalities were between the ages of 25 and 44 in the third quarter of 2025/2026 and 61.01% in 20244/2025. Ages between 35 and 39 constitutes 18.70% of driver fatalities in 2025/2026 and 17.16% in 2024/2025 quarter three.

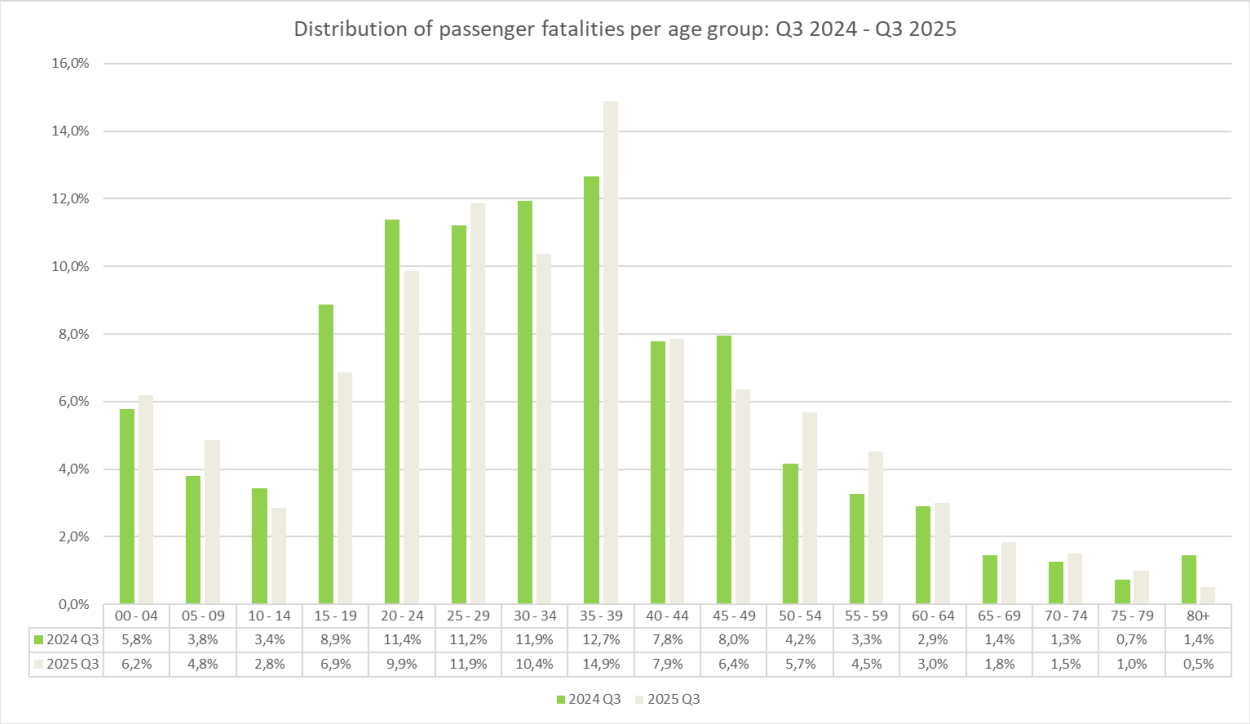


	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024 Q3	0,7%	4,7%	12,1%	16,6%	17,2%	15,1%	10,7%	8,7%	4,9%	5,2%	2,8%	0,3%	0,5%	0,5%
2025 Q3	1,6%	5,5%	9,6%	13,3%	18,7%	14,0%	10,4%	8,0%	6,3%	4,9%	3,4%	2,4%	1,1%	0,7%

Graph 15: Percentage distribution of fatalities per age for drivers

Graph 16 below shows that 44.98% of passenger fatalities were between the ages of 25 and 44 in the third quarter of 2025/2026 and 43.58% in 20244/2025. Ages between 35 and 39 constitutes 14.88% of passenger fatalities in 2025/2026 and 12.66% in 2024/2025 quarter three.

Age group less than 10 years increased from 9.58% to 11.04%, age group 15 to 19 decreased 8.86% to 6.86%, age group 20 to 24 decreased from 11.39% to 9.87% and age group 45 to 49 decreased from 7.96% to 6.35%.



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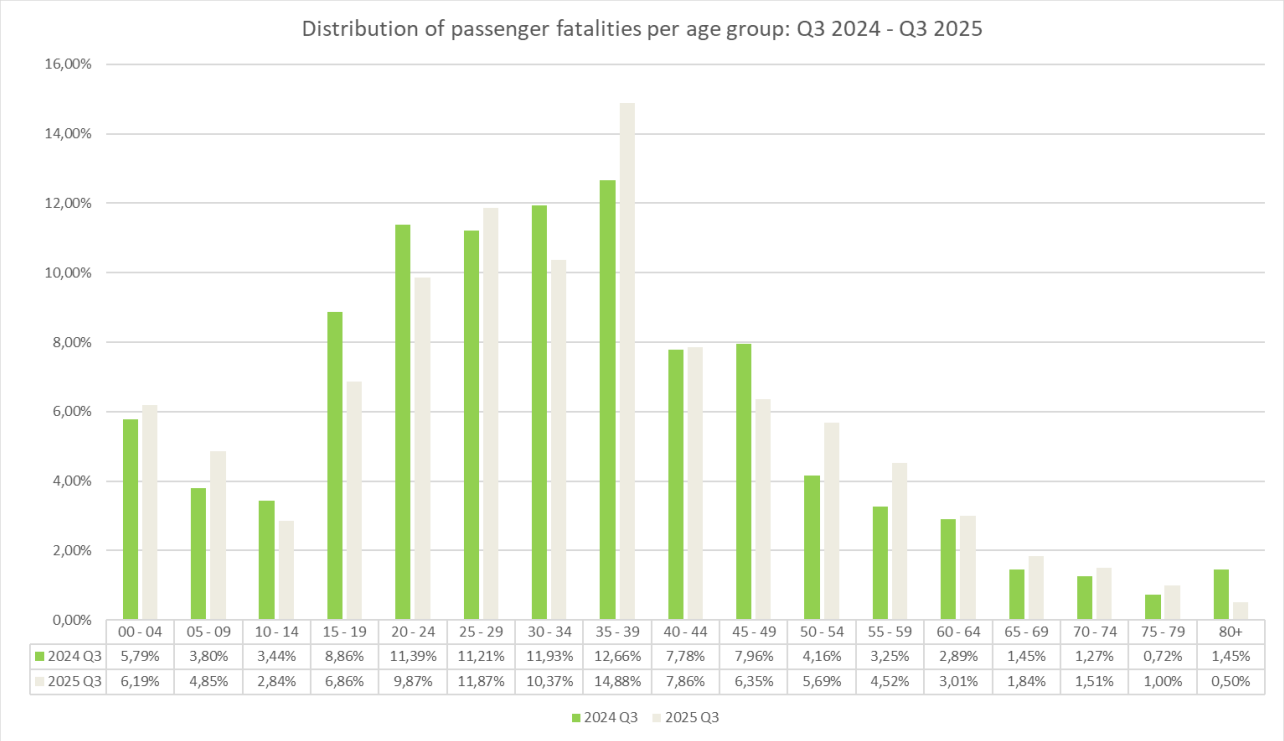
2024 Q3	5,8%	3,8%	3,4%	8,9%	11,4%	11,2%	11,9%	12,7%	7,8%	8,0%	4,2%	3,3%	2,9%	1,4%	1,3%	0,7%	1,4%
2025 Q3	6,2%	4,8%	2,8%	6,9%	9,9%	11,9%	10,4%	14,9%	7,9%	6,4%	5,7%	4,5%	3,0%	1,8%	1,5%	1,0%	0,5%

Graph 16: Percentage distribution of fatalities per age for passenger

Graph 17 below shows that 47.71% of pedestrian fatalities were between the ages of 25 and 44 in the third quarter of 2025/2026 and 52.74% in 20244/2025. Ages between 35 and 39 constitutes 14.08% of pedestrian fatalities in 2025/2026 and 17.81% in 2024/2025 quarter three.



	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2024 Q3	5,79%	3,80%	3,44%	8,86%	11,39%	11,21%	11,93%	12,66%	7,78%	7,96%	4,16%	3,25%	2,89%	1,45%	1,27%	0,72%	1,45%
2025 Q3	6,19%	4,85%	2,84%	6,86%	9,87%	11,87%	10,37%	14,88%	7,86%	6,35%	5,69%	4,52%	3,01%	1,84%	1,51%	1,00%	0,50%

Graph 17: Percentage distribution of fatalities per age for pedestrians

SECTION B

7. INTRODUCTION

The section covers the vehicle population, and driver population. The vehicle population data will include the number of registered vehicles and licencing. The driver population data covers the number of registered drivers including the status and categories of licences.

8. VEHICLE POPULATION

South Africa is a middle-income country with a high number of registered vehicles. At the end of December 2025 there were 13 678 534 registered vehicles, depicted in Table 3 below, per vehicle type.

Number of Registered Vehicles	Number registered	Number registered	Change	% Change	% of Group	% of Total
Motorized Vehicles	**Dec-24**	**Dec-25**			**Dec-25**	**Dec-25**
Motorcars	7 949 275	8 184 111	234 836	2,95%	65,99%	59,83%
Minibuses	355 139	355 145	6	0,00%	2,86%	2,60%
Buses	65 792	66 249	457	0,69%	0,53%	0,48%
Motorcycles	358 817	372 137	13 320	3,71%	3,00%	2,72%
LDV's - Bakkies	2 725 606	2 776 258	50 652	1,86%	22,39%	20,30%
Trucks	398 542	404 752	6 210	1,56%	3,26%	2,96%
Other & Unknown	240 046	242 504	2 458	1,02%	1,96%	1,77%
Total Motorized	**12 093 217**	**12 401 156**	**307 939**	**2,55%**	**100,00%**	**90,66%**
Towed Vehicles						
Caravans	94 304	93 843	(461)	-0,49%	7,35%	0,69%
Heavy Trailers	240 881	245 223	4 342	1,80%	19,20%	1,79%
Light Trailers	899 976	911 785	11 809	1,31%	71,38%	6,67%
Other & Unknown	26 740	26 527	(213)	-0,80%	2,08%	0,19%
Total Towed	**1 261 901**	**1 277 378**	**15 477**	**1,23%**	**100,00%**	9,34%
All Vehicles	**13 355 118**	**13 678 534**	**323 416**	**2,42%**		**100,00%**

Table 3: Number of Registered Vehicles per Type

At the end of December 2025, the number of registered vehicles increased by 2.42% (323 416) from 13 355 118 in 2024 to 13 678 534 in 2025 as depicted in the table above. Within the motorized vehicles category, the highest increase was 3.71% for Motorcycles.

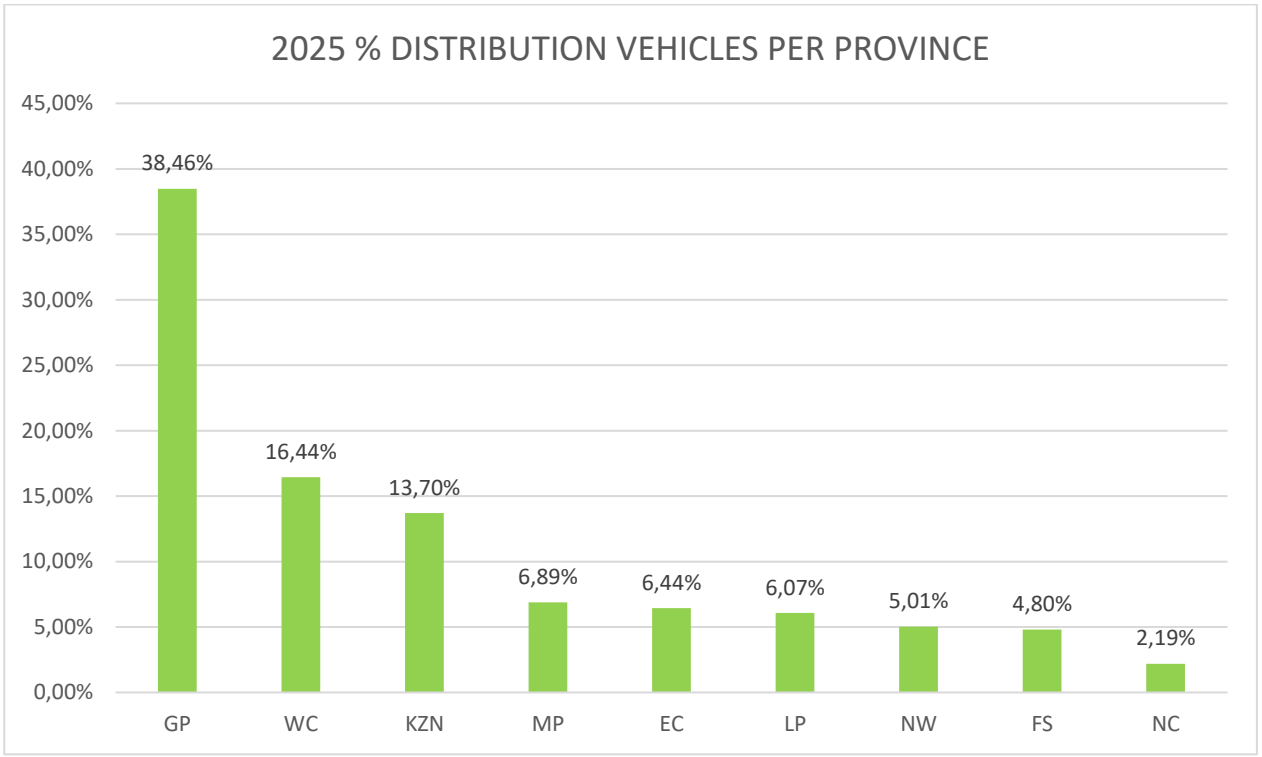
The total motor vehicle population per Province for December 2024 and December 2025 is given in table below.

Number of Registered Vehicles per Province	Number registered Dec-24	Number registered Dec-25	Change	% Change	% of Total Dec-25
GP	5 129 896	5 261 066	131 170	2,6%	38,46%
WC	2 192 069	2 248 400	56 331	2,6%	16,44%
KZN	1 804 679	1 873 325	68 646	3,8%	13,70%
MP	933 954	942 270	8 316	0,9%	6,89%
EC	868 275	881 006	12 731	1,5%	6,44%
LP	806 596	829 803	23 207	2,9%	6,07%
NW	674 362	685 872	11 510	1,7%	5,01%
FS	649 004	656 772	7 768	1,2%	4,80%
NC	296 283	300 020	3 737	1,3%	2,19%
RSA	**13 355 118**	**13 678 534**	**323 416**	**2,42%**	**100,00%**

Table 4: Number of registered vehicles per province

The table above shows the number of registered vehicles per province. Kwazulu-Natal and Western Cape had the highest increases at 3.8% each followed by Limpopo at 2.9%.

From the graph below Gauteng had the highest number of registered vehicles followed by Western Cape and KwaZulu-Natal. The three provinces make up 68.60% of all register vehicles.



Graph 18: Percentage Vehicles Registered per Province

9. DRIVER POPULATION

9.1 Learner Driver Licences

The number of learner driver licenses issued decreased by 0.86% (9 730) from 1 131 579 end December 2024 to 1 121 849 end December 2025. Detail of the number of learner driver licenses issued per category is given in Table 5 below.

Number of Learner Licences Issued				
Category	**Dec-24**	**Dec-25**	**Change**	**% Change**
1	42 112	41 462	-650	-1,54%
2	191 442	183 325	-8 117	-4,24%
3	898 025	897 062	-963	-0,11%
Total	**1 131 579**	**1 121 849**	**(9 730)**	**-0,86%**

Table 5: Number of learner licences issued

Learner driver licences are categorised as follows:

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

The table above show that the decrease of learners enrolled was in all categories 3.

Provincial breakdown of the learner license enrolment and the percentage change are given in Table 6 below.

Number of Learners Licences Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Dec-24	411 657	189 911	168 728	59 598	44 526	87 541	49 760	98 179	21 679	**1 131 579**
Dec-25	424 226	185 858	154 599	59 589	42 671	91 327	49 789	96 022	17 768	**1 121 849**
Change	12 569	-4 053	-14 129	-9	-1 855	3 786	29	-2 157	-3 911	**(9 730)**
% Change	3,05%	-2,13%	-8,37%	-0,02%	-4,17%	4,32%	0,06%	-2,20%	-18,04%	**-0,86%**

Table 6: Number of learner licences issued per province

Three provinces recorded increases in enrolled learner licences. The highest being Mpumalanga at 4.32% followed by Gauteng at 3.05%.

9.2 Driver Licences Issued

The number of driver licenses issued increased by 503 854(3.15%) from 15 991 376 on 31 December 2024 to 16 495 230 as of 31 December 2025. Details on the number of driver licenses issued per category is given in Table 7 below.

Number of Driving Licences Issued				
Category	**Dec-24**	**Dec-25**	**Change**	**% Change**
A	530 214	537 606	7 392	1,39%
A1	122 881	122 937	56	0,05%
B	3 581 961	3 684 822	102 861	2,87%
C	26 273	26 577	304	1,16%
C1	6 053 259	6 371 814	318 555	5,26%
EB	3 679 271	3 683 191	3 920	0,11%
EC	1 411 978	1 483 179	71 201	5,04%
EC1	585 539	585 104	(435)	-0,07%
Total	**15 991 376**	**16 495 230**	**503 854**	**3,15%**

Table 7: Number of driver licences issued

Driver licenses:

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

The highest percentage change was in the C1 category 5.26% increase followed by EC at 5.04% then B at 2.87%.

The number and percent of driver licenses issued per category at the end of December 2025 is reflected in Table 8 below.

Category	Description	Number	%
A	Motorcycle > 125 cub.cm	537 606	3,26%
A1	Motorcycle < 125 cub.cm	122 937	0,75%
B	Motor vehicle < 3,5000 kg	3 684 822	22,34%
C	Motor vehicle >16,000 kg	26 577	0,16%
C1	Motor vehicle 3,500 - 16,000 kg	6 371 814	38,63%
EB	Articulated motor vehicle < 16,000 kg	3 683 191	22,33%
EC	Articulated vehicle > 16,000 kg	1 483 179	8,99%
EC1	Articulated vehicle 3,500 - 16,000 kg	585 104	3,55%
Total		**16 495 230**	**100%**

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

Provincial distribution including percentage changes are given in Table 9 below.

Number of Driving Licences Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LP	NC	RSA
Dec-24	5 701 641	2 559 939	2 353 675	1 128 480	749 022	1 206 012	746 475	1 257 799	288 333	**15 991 376**
Dec-25	5 910 690	2 639 335	2 420 173	1 154 117	764 334	1 244 332	766 675	1 300 331	295 243	**16 495 230**
Change	209 049	79 396	66 498	25 637	15 312	38 320	20 200	42 532	6 910	**503 854**
% Change	3,67%	3,10%	2,83%	2,27%	2,04%	3,18%	2,71%	3,38%	2,40%	**3,15%**

Table 9: Number of driver licences issued per province

All the provinces recorded increases in the number of driver licenses as shown in the table above. Limpopo had a 3.38% increase followed by Gauteng at 3.67%.

9.3 Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 45 798 (3.68%) from 1 244 670 on 31 December 2024 to 1 290 468 on 31 December 2025. Detail on the number of PrDPs issued per category is given in table and graph below.

Number of PrDP's Issued				
Category	**Dec-24**	**Dec-25**	**Change**	**% Change**
G	8 163	8 915	752	9,21%
P G	1 173 661	1 215 625	41 964	3,58%
D G	117	151	34	29,06%
D P G	62 729	65 777	3 048	4,86%
Total	**1 244 670**	**1 290 468**	**45 798**	**3,68%**

Table 10: Number of PrDP's issued

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

The dangerous goods category increased by 29.06% followed by goods at 9.21%.

Provincial information is contained in Table 11 below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	**GP**	**KZN**	**WC**	**EC**	**FS**	**MP**	**NW**	**LP**	**NC**	**RSA**
Dec-24	395 925	211 727	167 374	96 055	65 154	111 707	57 998	111 621	27 110	**1 244 671**
Dec-25	416 997	220 939	171 527	100 022	65 597	114 891	59 577	113 267	27 666	**1 290 483**
Change	21 072	9 212	4 153	3 967	443	3 184	1 579	1 646	556	**45 812**
% Change	5,32%	4,35%	2,48%	4,13%	0,68%	2,85%	2,72%	1,47%	2,05%	**3,68%**

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

All provinces recorded increase in PrDP's with an overall increase of 3.68% The highest increases were in Gauteng at 5.32%, Kwa-Zula Natal 4.35% and Eastern Cape at 4.13%.

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