Road Traffic
Management Corporation

STATE OF ROAD SAFETY
IN SOUTH AFRICA

JANUARY 2025 TO DECEMBER 2025

"EVERY SUNRISE BEGINS WITH NEW EYES"

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

Table of contents

List of Tables

List of Figures

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 Technical 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

This review of the State of Road Safety covers 12 months, from 1 January 2025 to 31 December 2025. The report compares 2024 and 2025 calendar years vehicle population, driver population, road safety performance, road crash statistics and cost of crashes.

The vehicle population increased by 2.42% from 13 355 118 in 2024 to 13 678 534 in 2025. Issued driver licences increased by 3.15% from 15 991 376 in 2024 to 16 495 230 in 2025.

A total of 57 943 speed operations with 471 343 notices issued and 2 894 arrests were conducted in 2025; compared to 69 980 speed operations with 685 835 notices issued and 2 451 arrests in 2024.

A total of 12 958 alcohol operations were conducted, resulting in 30 208 arrests; compared to 14 659 alcohol operations were conducted, resulting in 17 553 arrests.

A total of 8 276 awareness interventions compared to 7 530 in 2024; and 4 110 school interventions compared to 5 878 in 2024 were carried out.

Fatal crashes decreased by 5.85% from 10 339 in 2024 to 9 734 in 2025.

Fatalities decreased by 5.64% from 12 172 in 2024 to 11 485 in 2025.

The rate of fatalities per 100 000 registered cars decreased from 91.14 in 2024 to 83.96 in 2025; and the rate of fatalities per 100 000 people decreased from 19.32 in 2024 to 18.20 in 2025.

Forty-five per cent of road user fatalities are pedestrians. Male fatalities account for three quarters of all road fatalities. Death of children between 0 to 14 years accounts for 8.9% of all fatalities and 50% for the age group 25 to 44. More than fifty eight percent of pedestrian fatalities occurred between Friday and Sunday for both years.

The estimated cost of crashes decreased from R217.53b in 2024 to R198.30b in 2025.

The target was to have reduced fatalities by 3 771(26.8%) by end 2025. A reduction 2 586(18.4%) has been achieved.

The most vulnerable road users being pedestrians remain a challenge at 45% of all road users in both years. Road safety initiatives will be intensified, focusing on this road user group.

2 Introduction

This report aims to provide an overview of the state of road safety in South Africa from 1 January 2025 to 31 December 2025. The Road Traffic Management Corporation (RTMC), Act No. 20 of 1999, mandates the RTMC to report on road crashes in South Africa.

2.1 NRSS Target

The NRSS 2016–2030 set a target of reducing fatalities in the country by 50% by 2030 from 13 967 fatalities recorded in 2010. Figure 1 below, shows the rate of reduction, which ramps up as systems and operations are streamlined.

The other NRSS 2016–2030 target is to reduce serious injuries by 50% by 2030. Due to the limited data that is currently collected, this target is not measured; however, the progress towards attainment of the target to reduce fatalities by 50% by 2030 is presented in the Figure 1 below. From this figure the target was to be at 10 300 (26.8% reduction) by the end of 2025 however, the actual was 11 485(18.4% reduction).

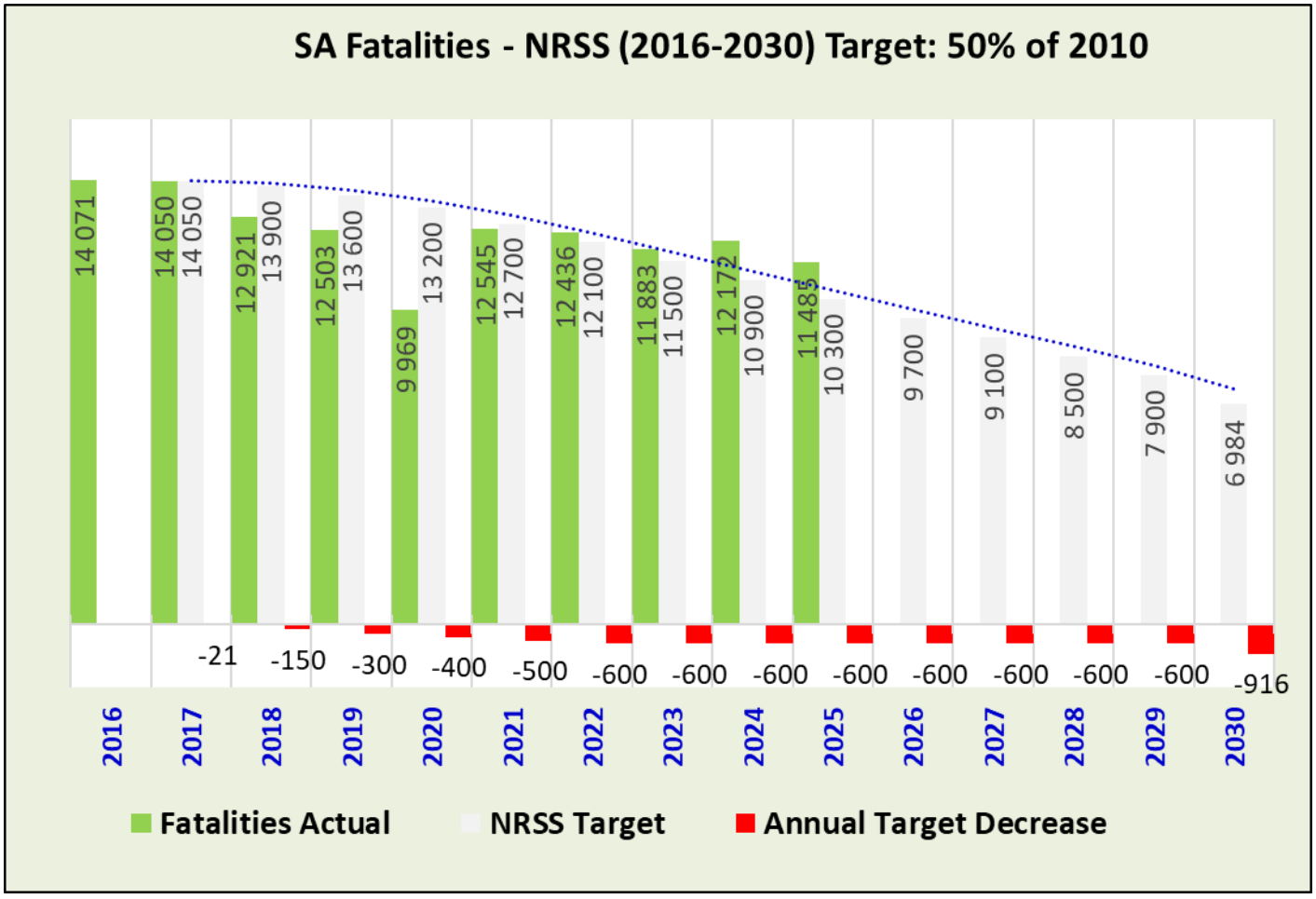


Figure 1: Progression towards NRSS Target

Over the last five years, South Africa has seen a decline in road crash fatalities; however, the reduction has not been significant to meet the Decade of Action goals. Performance thus far is below the set targets for the 2016–2030 National Road Safety Strategy (NRSS). Therefore, if the set rate of reduction is consistently met, then the NRSS targets will be achieved. (See figure 1 above).

2.2 Methodologies and Data Limitation

2.2.1 Road Crash Data Collection Methodology

The Culpable Homicide Crash Observation Report (CHoCOR) form is utilised to collect fatal road crash data daily. South African Police Service (SAPS) and the Provincial Transport Departments are the main sources of the fatal crash data. SAPS provides RTMC with a list of all recorded fatal crashes (CAS list) and, RTMC receives the CHoCOR forms from various police stations. Provincial Departments send their fatal crash data to RTMC. The data from both sources is consolidated and any discrepancies are sorted with the data providers. RTMC captures, processes, and verifies the data to compile reports.

2.2.2 Crash Data Flow

The CAS List is sent from SAPS headquarters, SAPS stations send the data collected through the CHoCOR forms and provincial departments send details of the fatal crashes too. All this data is consolidated into one occurrence for purposes of further processing.

2.2.3 Data Processing

The data is captured and verified for the compilation of consolidated statistical reports. There is a continuous engagement with SAPS and provinces for validation purposes.

2.2.4 Limitations

The road traffic information contained in the report is based on the fatal crashes only. There is a need for in-depth research to be conducted to collect scientifically based facts to complement the administrative data.

2.3 Road Safety Collection Methodology

2.3.1 Background

The State of Road Safety report focuses on the fatal road crash information, with the key Road Safety initiatives, Law Enforcement interventions and progress on the implementation of the NRSS.

Countries with similar road safety challenges have elevated the matter of road safety and amongst others, these countries publish comprehensive annual State of Road Safety reports with an objective to drive the road safety agenda at the highest level possible.

However, key challenges remain a hindrance in the South African context including:

- Limited data collection and information processing to understand macro and micro societal factors affecting the set targets in road safety,
- The various platforms that exist in the fraternity, noting that multiple stakeholders are interlinked with Road Safety in South Africa - including and not limited to the South African Police Service, provincial and local government, non-governmental agencies and the private sector – each pursuing their priority activities aligned to their mandate,
- The inherent corruption associated with the road traffic fraternity, which extends from the acquisition of a driver's license to road traffic law transgressions and limited implications thereafter,
- Road user behaviour remains a challenge in the country including:
    - Driving at inappropriately high speeds on certain sections of the road,
    - Driving under the influence of alcohol,
    - Intoxicated pedestrians, jaywalking, not using demarcated crossing spaces and
    - Distracted driving notably, the use of a mobile phone whilst driving.

3 Structure and Culture

3.1 Geographic Characteristics

South Africa is the southernmost country on the African continent. It is known for its diverse topography, natural beauty, and cultural richness. Since the dawn of democracy in 1994, South Africa has been a favored destination for travellers.

South Africa is a developing country that ranks 109th on the Human Development Index, the fifth highest in Africa. The World Bank has classified it as a newly industrialized country, with the second-largest economy in Africa and the 33rd-largest in the world. South Africa also has the most United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites in Africa. The country is a middle power in international affairs; it maintains significant regional influence and is a member of the G20.

Today South Africa enjoys a relatively stable mixed economy that draws on its fertile agricultural lands, abundant mineral resources, tourist attractions, and highly evolved intellectual capital.

South Africa is bordered by Namibia to the northwest, by Botswana and Zimbabwe to the north, and by Mozambique and Swaziland to the northeast and east. Lesotho, an independent country, is an enclave in the eastern part of the republic, surrounded by South African territory. South Africa's coastlines border the Indian Ocean to the southeast and the Atlantic Ocean to the southwest.

3.2 Population

According to Statistics South Africa (Stats SA), the mid-year population of South Africa is estimated at 63,100 million people in 2025. The population of Gauteng was approximately 16,104 million, the province with the highest portion of the county's population. KwaZulu-Natal has the second highest population with 12,232 million people, while the Northern Cape province has the smallest population at only 1,379 million. Stats SA estimates the female population to be 32,228 million females (51.1%) of the total population.

An estimated 27.5% (17,33 million) of the population is aged 0 to 14 years, approximately 9.7% (6,13 million) is 60 years and older and 32,8% (20,670 million) are between the ages of 25 and 44.

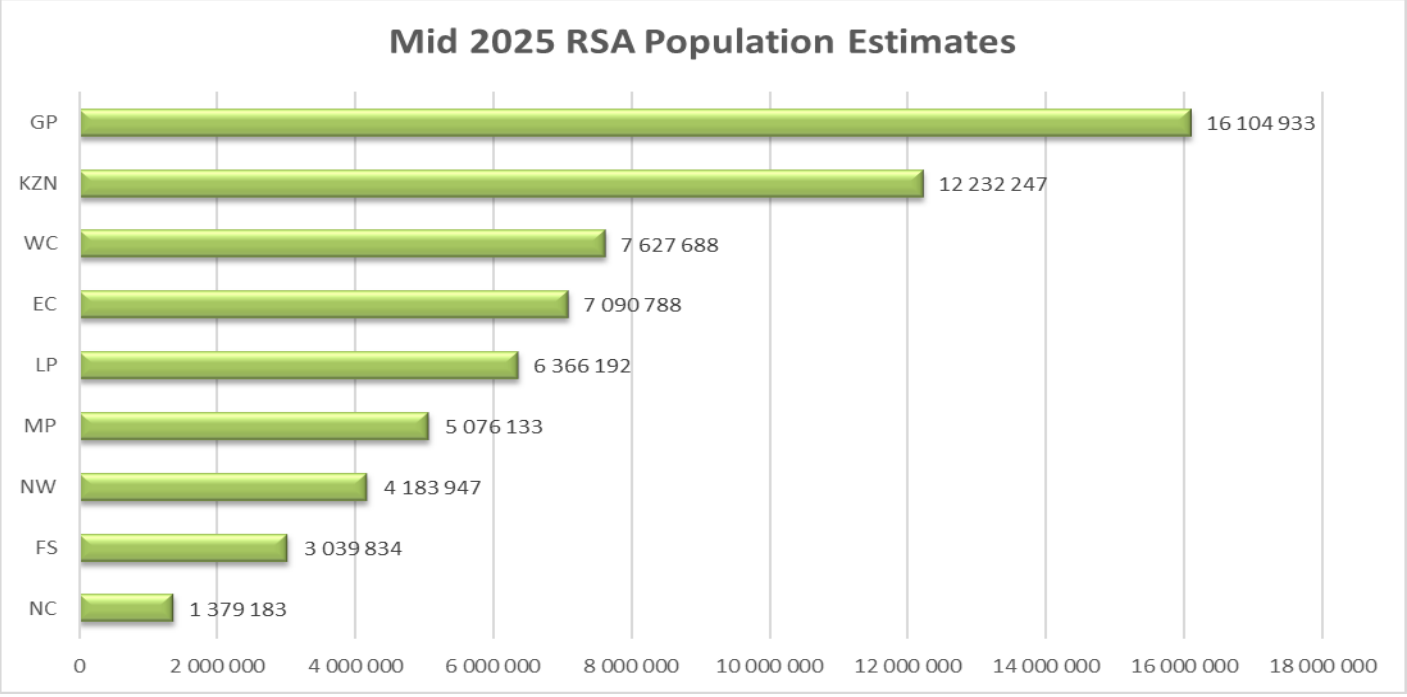


Figure 2: South African Population per Province

3.3 Climate

South Africa's long coastline – some 2,800 kilometres – influences much of the climate. On the west coast is the cold Atlantic Ocean, and the warmer Indian Ocean on the south and east. Starting at the hot and arid desert border with Namibia in the northwest, South Africa's coastline runs south down the cold Skeleton Coast, around the Cape Peninsula to Cape Agulhas. This is the southernmost tip of Africa, said to be where the Atlantic and Indian oceans meet. Offshore, two coastal currents meet to shape different coastal climates. The cold Benguela current sweeps the west coast, and the warm Agulhas current the east.

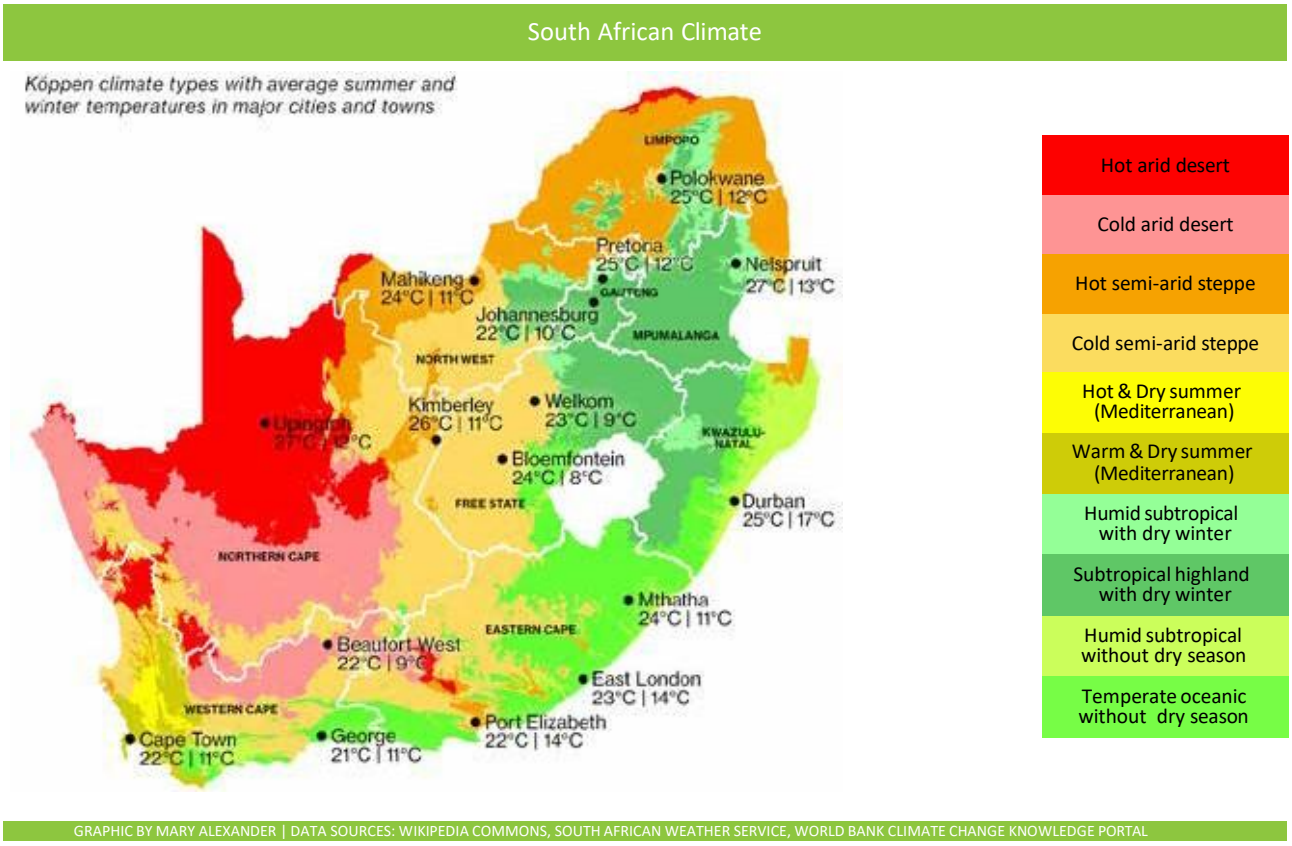


Figure 3: South African Climate

The coastline progresses eastward from Cape Agulhas and then gradually turns northward, and the climate becomes warmer and wetter. The Western Cape's green Garden Route gives way to the forested Wild Coast in the Eastern Cape, and then humid subtropical KwaZulu-Natal coast, famous for its beaches. In the northeast, the coast reaches the border of Mozambique.

Running along most of the coast is a narrow low-lying strip of land, which soon gives way to a higher plateau – the Great Escarpment. The high altitude of South Africa's interior means the country is generally much cooler than southern hemisphere countries at the same latitude, such as Australia.

3.4 Road Network

The South African Road Network consists of approximately 750,000 km of road and is estimated to be the tenth- largest road network in the world. The following table illustrates the breakdown of the road network of road authorities within the country.

Road Authority	Surfaced	Unsurfaced	Total
SANRAL (Centre line Length)	26 957	522	27 479
Provinces - 9	37 400	225 751	263 151
Metros - 8	51 682	14 461	66 143
Local Municipalities	37 691	219 223	256 914
Total	153 730	459 957	613 687
Un-Proclaimed (Estimate)		133 291	133 291
Estimated Total	153 730	593 248	746 978

Table 1: Breakdown of South African road network in km

The National roads under the jurisdiction of the South African Roads Agency (SANRAL) amount to 4,0% of the total proclaimed roads in South Africa (see Figure 4 below).

Provincial roads (rural type roads) consist of 43,4% of proclaimed roads with roads within Metro's amounting to 10,8% and roads within local municipalities (excluding Metro's) amounting to an estimated 41,9% of proclaimed roads.

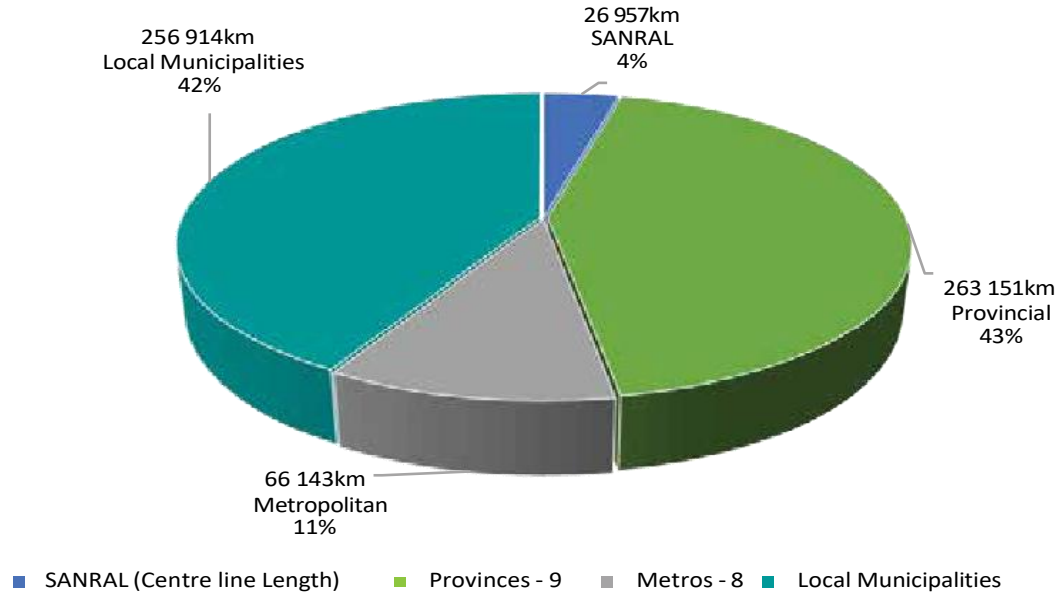


Figure 4: Percentage of Proclaimed Roads per Road Authority

Roads in South Africa consist of 21% surfaced and 79% unsurfaced (earth/gravel).

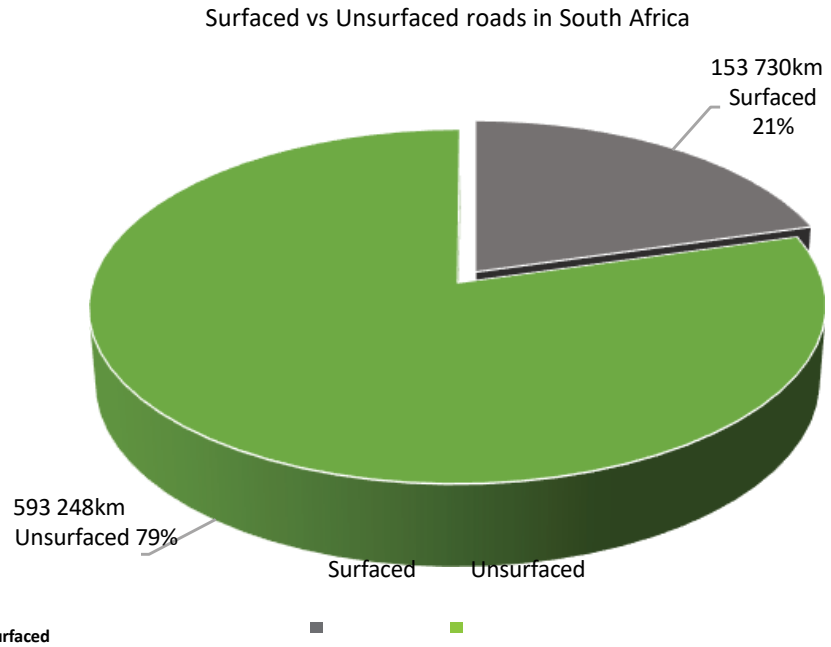


Figure 5: Surfaced vs Unsurfaced

3.5 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 2 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 2: Number of Registered Vehicles per Type

At the end of December 2025, the number of registered vehicles had increased by 2.42% 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 increases were motorcycles at 3.71% followed by motorcars at 2.95%.

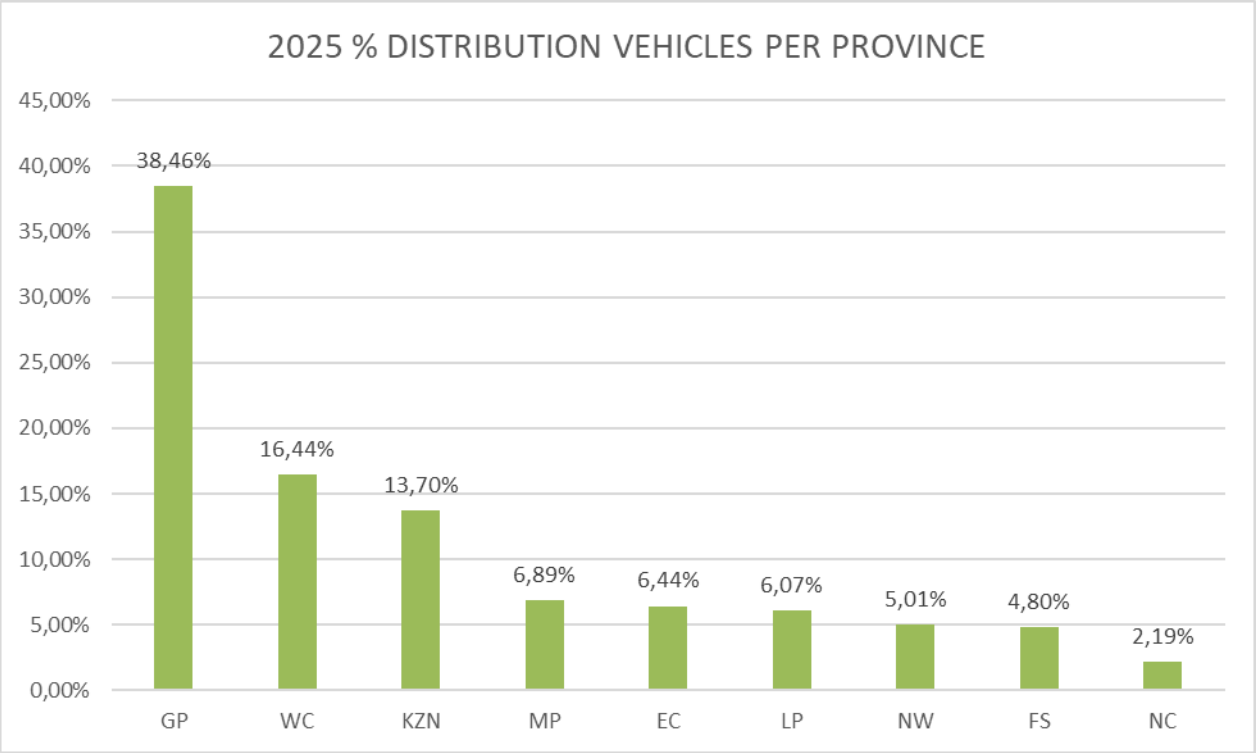


Figure 6: Percentage of Vehicles Registered per Province on 31 December 2025

At a provincial level in South Africa at the end of December 2025, most vehicles were registered in Gauteng with a distribution of 38.46% followed by Western Cape at 16.44% and KZN at 13.70%. The three provinces Gauteng, Western Cape and KwaZulu-Natal share a percentage distribution of 68.60% of registered vehicles.

3.6 Driving Licences Issued

At the end of December 2025, the number of issued driver licences increased by 3.15% from 15 991 376 in 2024 to 16 495 230 in 2025 as depicted in Table 3 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 3: Number of Driving Licences Issued

As indicated in Figure 7 below, as of the end of December 2025; most driver licences were issued in Gauteng with a distribution of 35.83% followed by KwaZulu-Natal at 16.00% and Western Cape at 14.67%. The three provinces Gauteng, KwaZulu-Natal and Western Cape share a percentage distribution of 66.50% for issued driving licenses.

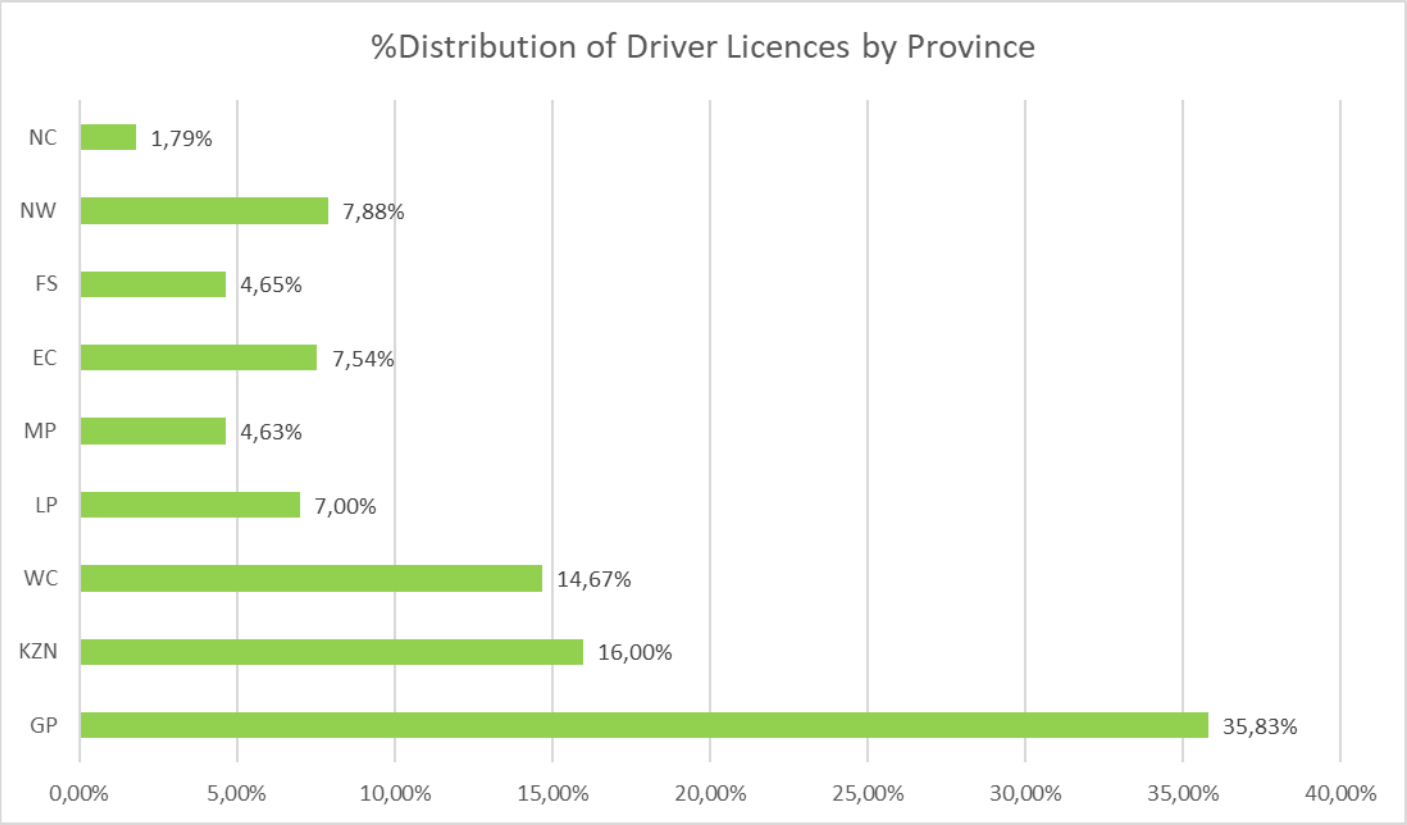


Figure 7: Percentage Distribution of Driver Licences by Province

3.7 Structure of Road Safety Management

The National Department of Transport is responsible for developing policies and legislation related to roads and public transport. This is implemented through provincial departments, local government, and public entities. In terms of Schedule 5 of the Constitution, provincial roads and traffic are an exclusive provincial function, while municipal roads, traffic and parking are exclusive Schedule 5B municipal functions. Public transport is a concurrent Schedule 4A function of both national and provincial governments. While municipal public transport is a Schedule 4B concurrent municipal function.

The strategy of the DoT has been guided by five strategic priorities that define the work of the Department and the political agenda over the term of this administration. The following key five priorities have been identified which will guide the effort of the sector:

- Safety as an enabler of service delivery;
- Public transport that enables social emancipation and an economy that works;
- Infrastructure building that stimulates economic growth and job creation;
- Building a maritime nation, elevating the ocean economy; and
- Accelerating transformation toward greater economic participation

3.8 Emergency Services

There were 28 793 registered emergency type vehicles in South Africa with the highest number, 10 856 or 37,8% registered in the Gauteng province and the lowest number, 431 or 1,6% registered in the Northern Cape province. A total of 13 739 or 47,8% are breakdown vehicles with the number of ambulances 9 066 or 31,5% of registered emergency type vehicles. Excluding registered breakdown vehicles from emergency-type vehicles, this leaves 15 000 emergency type vehicles to cater to the needs of all people living in South Africa.

Province	Ambulance	Breakdown	Fire engine	Rescue vehicle	% of Total
GP	3 533	5 489	675	1 159	37,8%
KZN	1 399	2 902	981	134	18,8%
WC	842	1 140	592	257	9,9%
MP	485	1 191	712	124	8,7%
EC	929	889	226	243	8,0%
LP	509	806	179	93	5,5%
NW	554	661	170	88	5,1%
FS	636	490	124	66	4,6%
NC	179	171	82	29	1,6%
Total	**9 066**	**13 739**	**3 741**	**2 193**	**100%**
% of Total	**31,5%**	**47,8%**	**13,0%**	**7,6%**	

Table 4: Number of Driver Licences Issued

Considering the number of emergency-type vehicles in South Africa relative to the human population and the total number of registered self-propelled vehicles in the country indicates the availability of emergency-type vehicles to cater to the needs of the people of South Africa.

Towards establishing the estimated availability of emergency-type vehicles, the following table provides the total number of self-propelled vehicles (NaTIS Self-propelled vehicles, December 2025) and the mid-year population (STATSSA, Mid-year Population, July 2025).

Province	Total Self-Propelled Vehicles Population (NaTIS)	% of Total	Mid-year Human Population (STATSSA)	% of Total
GP	4 597 281	38,68%	16 406 095	26,77%
KZN	1 644 345	13,84%	11 638 646	18,99%
WC	1 932 079	16,26%	7 328 044	11,96%
EC	784 275	6,60%	6 670 872	10,88%
LP	722 385	6,08%	5 978 820	9,75%
MP	809 306	6,81%	4 775 387	7,79%
NW	588 785	4,95%	4 242 700	6,92%
FS	551 659	4,64%	2 931 401	4,78%
NC	254 095	2,14%	1 321 499	2,16%
Total	**11 884 210**	**100,00%**	**61 293 465**	**100,00%**

Table 5: Number of Driving Licences Issued

Table 6 below, reflects the spread/availability of the different emergency type vehicles per relevant indicator per province and type of emergency vehicle.

Province	1 Ambulance per 'n' persons	1 Breakdown per 'n' persons	1 Fire Engine per 'n' persons	1 Rescue Vehicle per 'n' persons
GP	4 644	2 989	24 305	14 155
KZN	8 319	4 011	11 864	86 856
WC	8 703	6 428	12 378	28 514
EC	13 754	5 601	9 369	58 797
MP	5 140	5 372	21 230	19 652
LP	11 748	7 418	33 401	64 288
NW	7 658	6 419	24 957	48 213
FS	4 600	59 082	23 640	44 415
NC	7 383	7 728	1 611	45 569
Total	**6 761**	**4 461**	**16 384**	**27 950**

Table 6: Availability of Emergency Vehicles per Province

There are 9 066 registered ambulances to cater to the needs of all persons living in South Africa, or 1 ambulance for every 6 761 persons. There is 1 fire engine for every 16 384 persons and 1 rescue vehicle for every 27 950 persons. Relevant to the vehicle population of South Africa, there is 1 breakdown type vehicle for every 865 registered vehicles which constitutes 47,8% of all emergency-type vehicles.

4 Road Safety Performance Indicators

4.1 Speed Operations

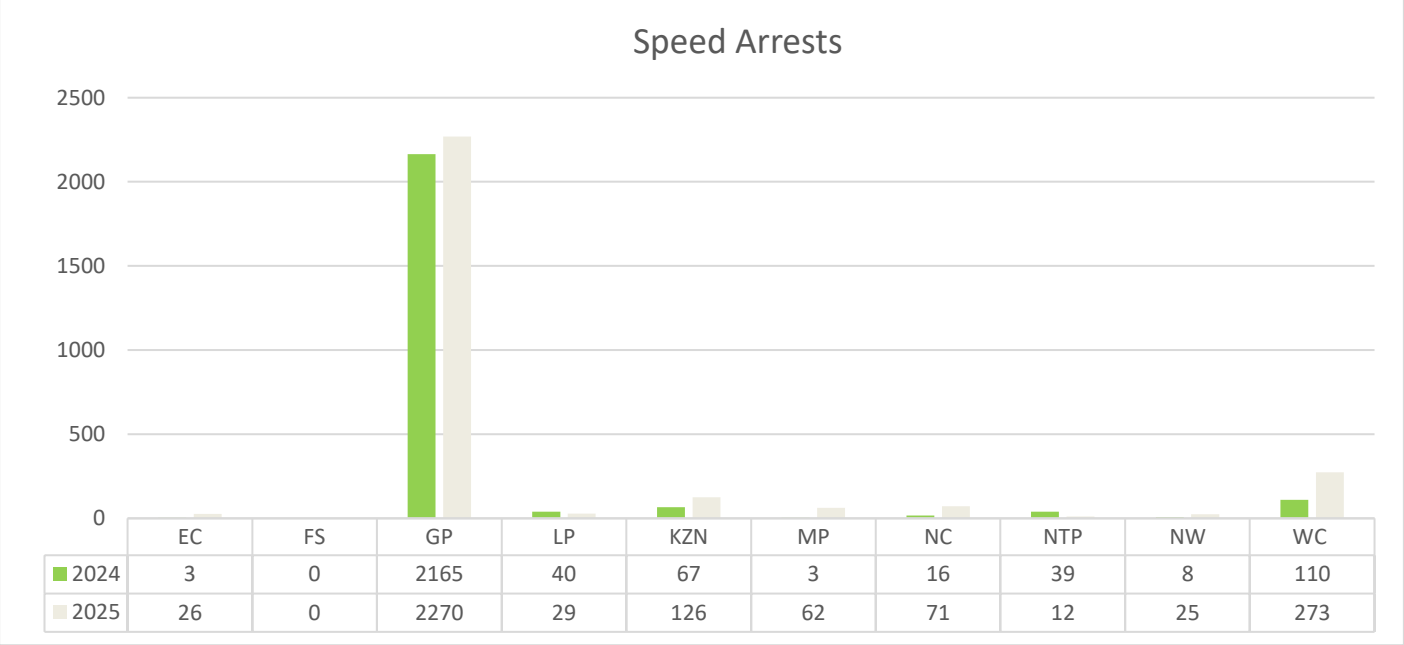
Speed is a critical risk factor for road traffic injuries. As average traffic speed increases so too does the likelihood of a crash. If a crash does happen, the risk of death and serious injury is greater at higher speed as the amount of available time needed to avoid a crash / to stop the vehicle is reduced and the ability of the driver to steer safely around curves or objects on the road is also reduced. The National Road Traffic Act, of 1996 regulates speed limits according to different routes where road users can operate vehicles:

- 60 km/h on a public road within an urban area
- 100 km/h on a public road outside an urban area that is not a freeway; and
- 120 km/h on every freeway.

Provision is also made that certain vehicles (minibuses, buses and goods vehicles) shall not exceed the speed limits imposed on tyres by South African Bureau of Standards (SABS) 1550 or as approved by the tyre manufacturer. A maximum speed limit of 80 km/h for a goods vehicle with a GVM exceeding 9000 kg, a combination vehicle consisting of a goods vehicle (i.e. drawing vehicle and one or two trailers) of which the sum of the GVM of the goods vehicle and the trailer(s) exceeds 9000 kg and an articulated vehicle of which the GCM exceeds 9000 kg.

Most road users transgress with the speed regulations, and the law enforcement operations were intensified to curb reckless and negligent driving, thus ensuring that South African roads are safe. A total of 57 943 speed operations were conducted from January 2025 to December 2025. For the first quarter 18 970, second quarter 12 615 , third quarter 13 353 and fourth quarter 13 005 speed operations were conducted. From all operations conducted 685 835 notices were issued, and 2 894 arrests were reported.

A total of 79 % arrests were recorded in Gauteng (all Gauteng Authorities including National Traffic Police). Followed by Western Cape at 9 %. The lowest number of arrests were recorded in Eastern Cape and North-West with 1% each while Free State did not record any speed arrest. Figure 8 below, provides a breakdown of speed arrests reported.



	EC	FS	GP	LP	KZN	MP	NC	NTP	NW	WC
2024	3	0	2165	40	67	3	16	39	8	110
2025	26	0	2270	29	126	62	71	12	25	273

Figure 8: Speed Arrests

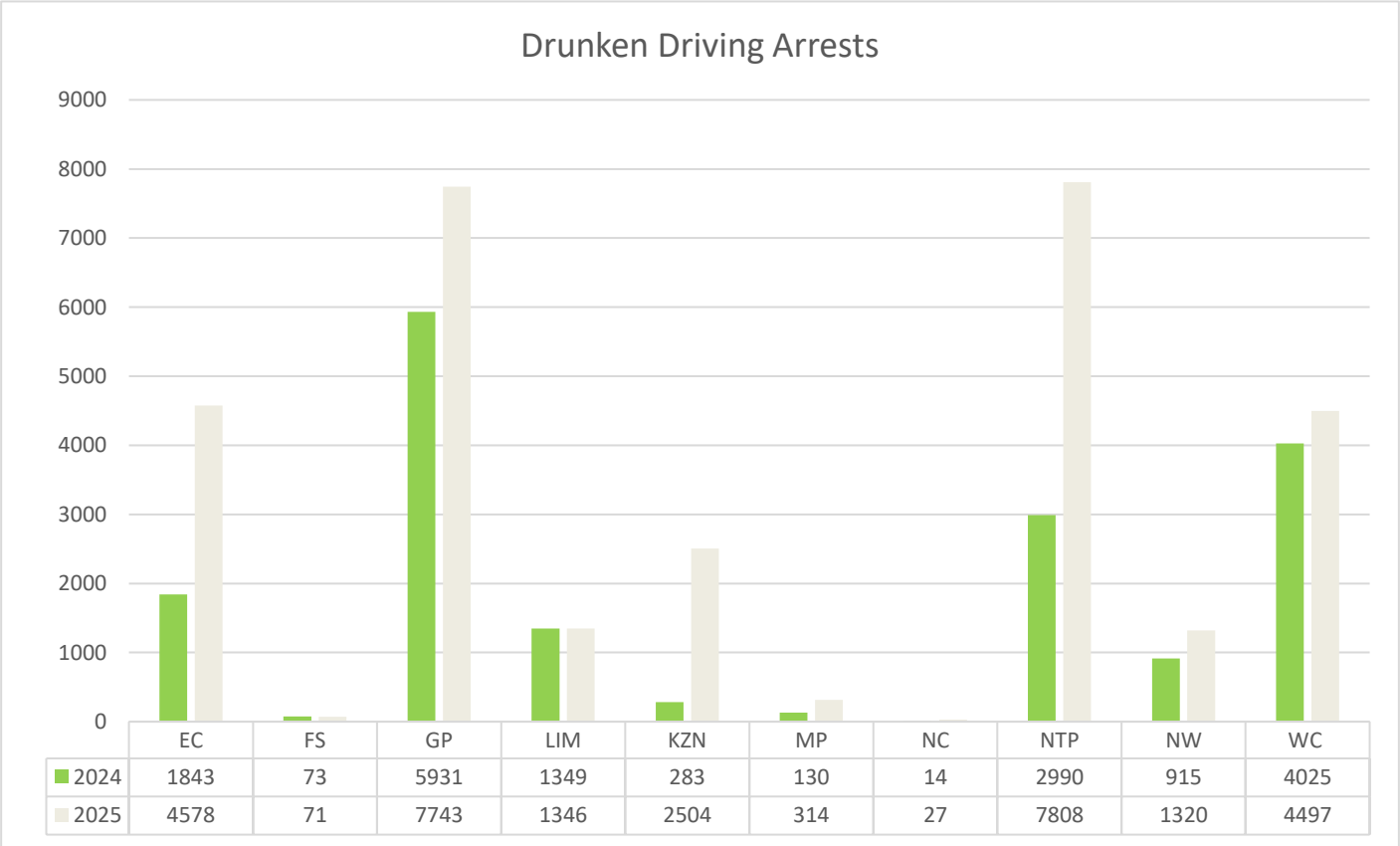
4.2 Alcohol Operations Conducted

Road users who are impaired by alcohol have a significantly higher risk of driving recklessly and being involved in a crash as a result of impaired vision, reduced hearing ability and slow reaction. Not only do road users get affected when crashes happen, but infrastructure and families get affected by the loss of loved ones, and traffic slows down due to road closure by the time a crash is given attention.

Section 65 of the National Road Traffic Act; 1996 (Act No. 93 of 1996) (the "NRA"') sets out the legal limits and prohibitions for driving whilst under the influence. It provides that no one shall drive or even occupy the driver's seat of a motor vehicle (with the engine running) on a public road if their blood alcohol content is over the legal limit. For normal drivers, the concentration of alcohol in any blood specimen must be less than 0,05 grams per 100 millilitres and in the case of a professional driver, the limit should be less than 0,02 grams per 100 millilitres. The concentration of alcohol in any specimen of breath exhaled must be less than 0,24 milligrams per 1,000 millilitres, and in the case of a professional driver, less than 0,10 milligrams per 1,000 millilitres. Based on the said regulation and non-compliance of the road users on the use of alcohol while driving, the Law Enforcement Authorities deemed it prudent and extremely important to mount "Driving Under the Influence" (DIU) operations to clamp down on motorist operating their vehicles under the influence of alcohol as a mitigation strategy as well as to send a stern warning accordingly.

More than 30 208 drivers were arrested for driving under the influence of alcohol in 2025 when 12 958 alcohol operations were conducted from January until December 2025. A total of 3 366 operations were conducted in the first quarter, 3 359in the second quarter, while 3 047 and 3 186 operations were conducted in the third and fourth quarters respectively.

From the total of 30 208 arrests reported, Gauteng led with 51%, Eastern Cape followed with 15% and Western Cape with 14% while Northern Cape and Free State reported the least cases with 0,8 % and 0.23% respectively. Figure 9 below, provides a breakdown of drunken driving arrests reported.

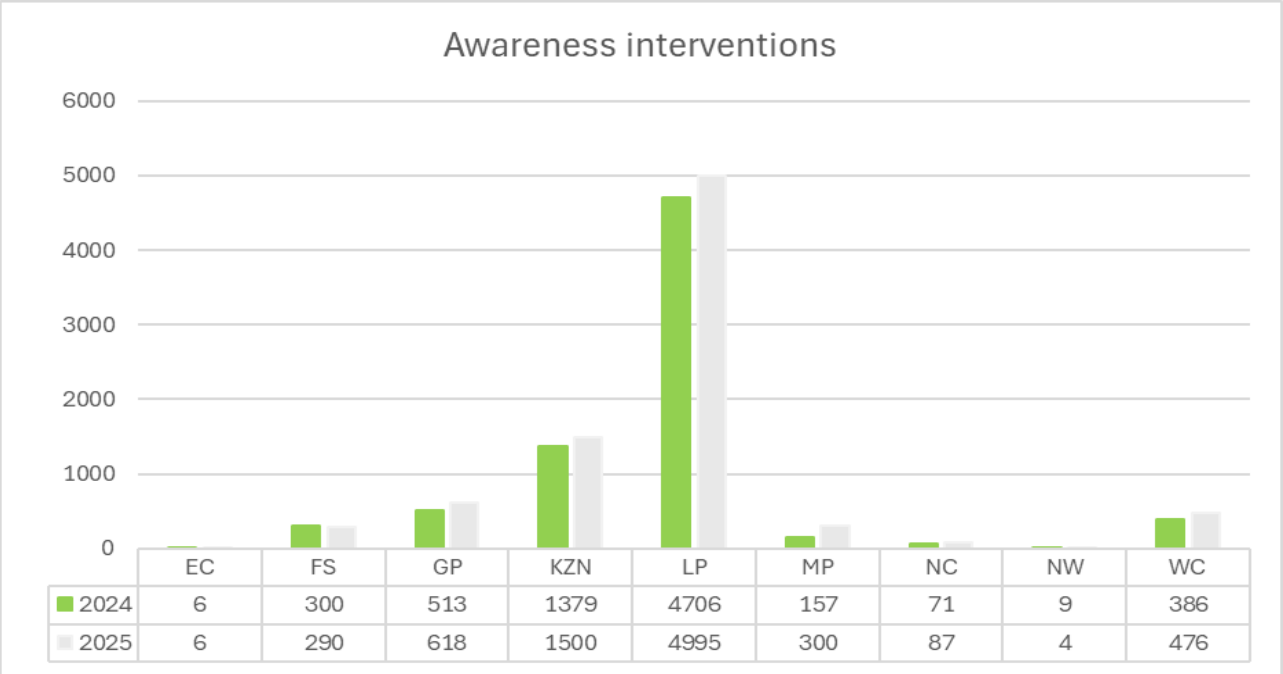


	EC	FS	GP	LIM	KZN	MP	NC	NTP	NW	WC
2024	1843	73	5931	1349	283	130	14	2990	915	4025
2025	4578	71	7743	1346	2504	314	27	7808	1320	4497

Figure 9: Drunken Driving Arrests

4.3 Awareness Interventions

A total of 8 276 Road Safety Interventions were implemented across the nine provinces from January until December 2025. Comparative to the previous year, there is an increase of 749 interventions resulting in 10% positive variance. Seven Provinces met and achieved the set target.



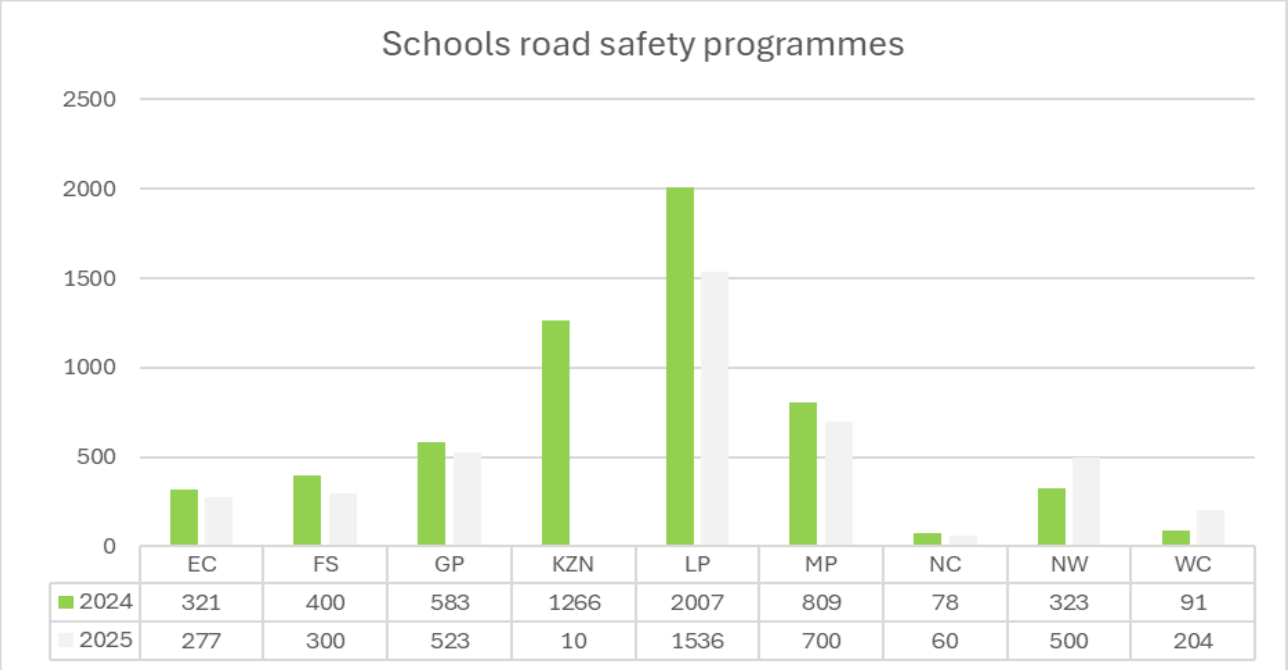
	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024	6	300	513	1379	4706	157	71	9	386
2025	6	290	618	1500	4995	300	87	4	476

Figure 10: Awareness interventions 2024 to 2025

4.4 Number of Schools Involved in Road Safety Programmes

A total of 4 110 schools were involved in Road Safety Programmes across the nine provinces from January until December 2025. There is a decrease of 1 768 schools involved in road safety programmes resulting in a 30% negative variance.

The school programmes include lessons on Safe Street Crossings, Road Safety School Debates, Participatory Educational Techniques, Distracted Walking, and Passenger Safety, focusing on the benefits of using Seat Belts and Child Restraints.



	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2024	321	400	583	1266	2007	809	78	323	91
2025	277	300	523	10	1536	700	60	500	204

Figure 11: Number of schools involved in road safety 2024 to 2025

5 Performance on National Road Safety Strategy

The period 2025 marked the first year of the 2nd Decade of Action for Road Safety 2021–2030, as per the UN General Assembly resolution A/RES/74/299 themed "Improving global road safety". The decade's objectives included reducing road fatalities and injuries by 50% by the end of 2030.

The Political Leadership of the Department of Transport acknowledged the challenges that are stifling the realisation of both the global and national fatality reduction target and directed that the Strategy be revised and cater the inputs of all Stakeholders with the objective of being responsive and agile to what an ordinary Road User is experiencing on a day-to-day basis.

The emphasis is on the importance of an inclusive holistic approach to Road Safety and calling on continued improvements in the design of roads and vehicles, enhancement of road traffic laws and traffic law enforcement, and provision of timely, life-saving emergency care for the injured.

The implementation of the National Road Safety Strategy (NRSS) 2016–2030 is in line with the Global Action Plan for Road Safety 2021–2030 and supported by the 82 outlined initiatives.

The National Road Safety Strategy 2016–2030 maintained the recommendation of the World Heath Organisation that has identified Pillar 1:Road Safety Management as key vertical and horizontal connector of the four Pillars. This Pillar remains a global and national enabler with an overarching competency that influences the rollout of the Strategy and thus well positioned under the guidance and stewardship of the Department of Transport.

The table below, cites the five (5) Pillars of the Strategy and the key Road Entities that are leading the execution of the interventions:

Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Road Safety Management Department of Transport	Safer Roads and Mobility – the South African Road Agency Limited (SANRAL)	Safer Vehicles – The Road Traffic Management Corporation	Safer Road User – the Road Traffic Management Corporation	Post Crash Care – the Road Accident Fund

Table 7: Five Pillars of the NRSS

This section provides a summary of progress to date per Pillar regarding the implementation of the National Road Safety Strategy and some hurdles towards the realisation of halving the fatalities and injuries by 2030.

5.1 Pillar 1: Road Safety Management

This pillar is key in enabling the ease of development of interventions of the strategic intentions of the NRSS by bringing in the necessary international and legislative amendments, resourcing of the Coordinating Agencies and mobilisation of support within the Government Departments and the Private Sector.

The past year was characterised by the embedment phase of the implementation of the National Road Traffic Law Enforcement Code that amongst others aims at creating uniform operating and management standard for all Road Traffic Law Enforcement Authorities.

The Monitoring of the Strategy was also conducted under an environment where the Department of Transport launched a multi sectoral review process for an agile and responsive approach towards accelerated the targeted reduction of fatalities by 2029. This process involved a wide range of internal and external Stakeholders.

Some of the observed developments were in the continual enhanced data collection systems, anti- bribery and corruption initiatives within the Vehicle and Driver licensing space, and the launch of new research facilities to integrate scientific evidence into policymaking. These measures intend to address coordination gaps identified and improving performance monitoring and resourcing for sustained implementation across government levels.

The strategy outlines key interventions to improve road safety governance, data collection, enforcement, and stakeholder collaboration.

The effectiveness of this Pillar is still being overshadowed by some of the following observed exceptions:

- There perceived lack of positioning of Strategic performance at departmental and inter departmental levels in pursuit of the objective that Road Safety is a shared responsibility.

- It is understandable that funding is a limited and scare resource, however, perceived lack of prioritization of road safety interventions and the associated budgetary expectations,

- Inadequate institutional coordination amongst the Roads Entities of the Department of Transport and across the spheres of government,

-The ability of the State to enforce regulations is being scuppered by inadequate Road Traffic Law Enforcement capacity up to the level of conclusively reaching the necessary prosecutorial outcomes.

5.2 Pillar 2: Safer Roads and Mobility

The focus of this Pillar is ensuring that policy makers and planners design infrastructures do not necessarily lead to injuries and fatalities of Road Users.

The country has advanced initiatives of safer roads through extensive infrastructure upgrades and enhancement of safer road network through some of the following initiatives;

- constructing new roads as per expected global standards and limited auditing of the existing roads,
- the roll out of the bus rapid transit systems such as Yarona in Bojanala District,

- Road Authorities across the country are rolling out Pedestrian infrastructure to curd incidents of crashes and fatalities,
- the systematic maintenance programs such as patching of potholes with community involvement,
- Certain routes especially along the national routes had some fragile poles commissioned as a temporary measure to minimise the risks of negligent driving and occurrence of crashes,

One of the main challenges for this Pillar are as follows:

- The perceived inequitable and distribution of fiscal grant funding without consideration of road network under management,

- The perceived lack of integrated urban planning that is manifested by sprawling informal settlements along the arterial and urban routes that often leads to compromising of Pedestrian Safety,
- Furthermore, there is an observation of inequitable resourcing of skilled individuals amongst the road authorities and insufficient prioritization of assessments of existing road network,

- In certain cases, pavements in towns and cities are turned into trading zones for Small Business and this also compromise safety of Pedestrians,

5.3 Pillar 3: Safer Vehicles

This Pillar focuses on introducing technology to improve vehicle safety, which aims to actively and passively reduce the impact of road crashes to the fallible human body.

This Pillar is mainly responsible for the stewardship and implementation of the primary global vehicle standards, covering safety, environmental, and performance regulations under what is termed the Working Party protocols (WP).

South Africa has strengthened vehicle safety standards through some of the following:

- regulatory mandatory vehicle safety specifications,
- operator accreditation systems that enforce international compliance, ongoing "Safer Vehicles 2025" projects aligned with UN regulations
- updated national standards for safety equipment, such as retro-reflective triangles, introduced in late 2025
- intensified port-of-entry inspections for non-compliant imports, and (DTCI, 2025).

- Incentives for electric-vehicle adoption that promote advanced safety technologies (NRCS, 2025).

It is worth noting that in 2025 there was an observation of collaboration between the Manufacturers and the relevant organs of State in the recall of vehicles that did not meet certain safety standards.

The limitations of this Pillar can be summarised in the following points:

- The Pillar is under the stewardship of the Road Traffic Management Corporation and ot would have been ideal under the Department of Transport as it focuses on regulations pertaining to harmonisation of global vehicle standards,

5.4 Pillar 4: Safer Road Users

The strategic objective of this pillar aims to improve road user behaviour through road safety education and awareness programmes.

Central to this Pillar is public awareness through nationwide campaigns targeting high-risk behaviours, school-based road safety education recently integrated into curriculum, and the newly proposed regulations on driver training programs that promote safe driving. Achievements include pedestrian safety initiatives near school zones, Tertiary engagements sessions with Youth through debate competitions, and community outreach to reduce incidents of crashes through media amplification.
The progressive developments in the implementation of the Administrative Adjudication of Road Traffic Offences due in 2026 is one of the tools to mend the deviant Driver behaviour.

The risky human behaviour that requires more attention include some of the following:

The low seatbelt usage amongst the passengers in rear seats both in public and private vehicles, drink driving and persistent drink driving despite campaigns, speeding is one of the behaviour that requires persistent focus.

The limitations of this Pillar can be summarised as follows:

- Inadequate collaboration between the road traffic law enforcement and the prosecutotial authorities in effectively administering the existing regulations,
- Investment in the development of persuasive education and awareness campaigns,
- Sporadic and inconsistent communication of road safety education,
- Inability to financially support and strengthen the capabilities and programmes of Civil Society Organisations as an extension of the arm of the Public Service.

5.5 Pillar 5: Post-Crash Response

If Pillars 2 – 4 did not provide the adequate protection required to prevent a road crash, pillar 5 focuses on saving human lives and reducing the impact of serious injuries after the road crash.

As such, the immediate response for medical assistance and treatment thereafter is largely led by the Road Accident Fund supported by the Department of Health.

Achievements include community-based first-responder initiatives, faster ambulance deployment during peak periods, and coordinated incident management systems that reduce response times on key corridors

5.6 Conclusion of the Monitoring Report

The South African National Road Safety Strategy has made significant progress in several key areas, but continues to face structural/implementation and enforcement challenges. To achieve this there is a need to focus on enhanced inter-agency/ department coordination, technology-driven interventions, infrastructure investment, and improved post-crash care.

Implementing these recommendations will help reduce road traffic fatalities and make South Africa's roads safer for all users.

5.7 Recommendations

The realisation of the objectives of the strategy and the monitoring thereof requires some concerted efforts in the following focal points:

- The development of programmes aiming at the reduction of crashes that mainly affect the Pedestrians,
- Ringfencing of budgetary allocations for targeted road safety programmes,
- Re-consideration for research in the enhancement of the Learner Licensing Programme and periodic vehicle testing
- Prioritisation of development of human resources skills and capabilities especially in the fields of illustrative communication, data management and engineering,

6 Road Safety Outcomes

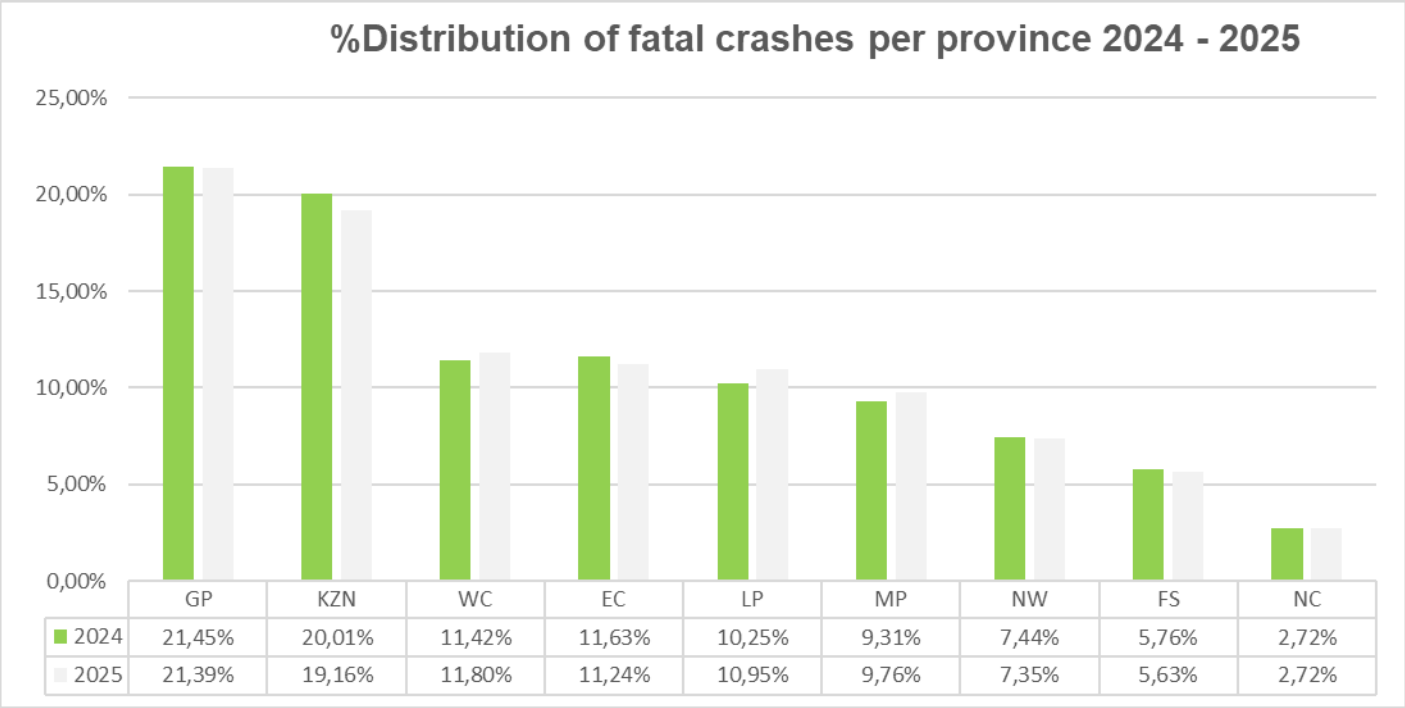
6.1 Fatal Crashes and Fatalities

At least 9 734 fatal crashes were reported by end of year 2025 compared to 10 339 fatal crashes in 2024 as depicted in Table 16 below. This is a decrease of 5.85% from 2024 figures.

Fatal Crashes										
YEAR	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
2024	1 202	596	2 218	2 069	1 060	963	281	769	1 181	10 339
2025	1 094	548	2 082	1 865	1 066	950	265	715	1 149	9 734
CHANGE	-108	-48	-136	-204	6	-13	-16	-54	-32	-605
%CHANGE	-8,99%	-8,05%	-6,13%	-9,86%	0,57%	-1,35%	-5,69%	-7,02%	-2,71%	-5,85%

Table 8: Fatal Crashes per Province

Figure 10 shows the distribution of fatal crashes per province. The highest contributor to fatal crashes were Gauteng at 21.45% in 2024 and 21.39% in 2025, KwaZulu-Natal at 20.01% in 2024 and 19.16% in 2025, Western Cape at 11.42% in 2024 and 11.80% in 2025, then Eastern Cape at 11.63% in 2024 and 11.24% in 2025. At least 64% of fatal crashes were from these four provinces in 2025. The combined contribution to fatal crashes of Gauteng and KwaZulu-Natal was 41% in 2025.



	GP	KZN	WC	EC	LP	MP	NW	FS	NC
2024	21,45%	20,01%	11,42%	11,63%	10,25%	9,31%	7,44%	5,76%	2,72%
2025	21,39%	19,16%	11,80%	11,24%	10,95%	9,76%	7,35%	5,63%	2,72%

Figure 12: Fatal Crashes per Province from 2024 to 2025

Figure 11 shows changes in fatal crashes between 2024 and 2025 per province. All provinces recorded decreases in fatal crashes except Limpopo which recorded a 0.57% increase. The highest percentage decreases were in Kwa-Zulu Natal at 9.86% followed by Eastern Cape at 8.99% then Free State at 8.05% then North West at 7.02%.

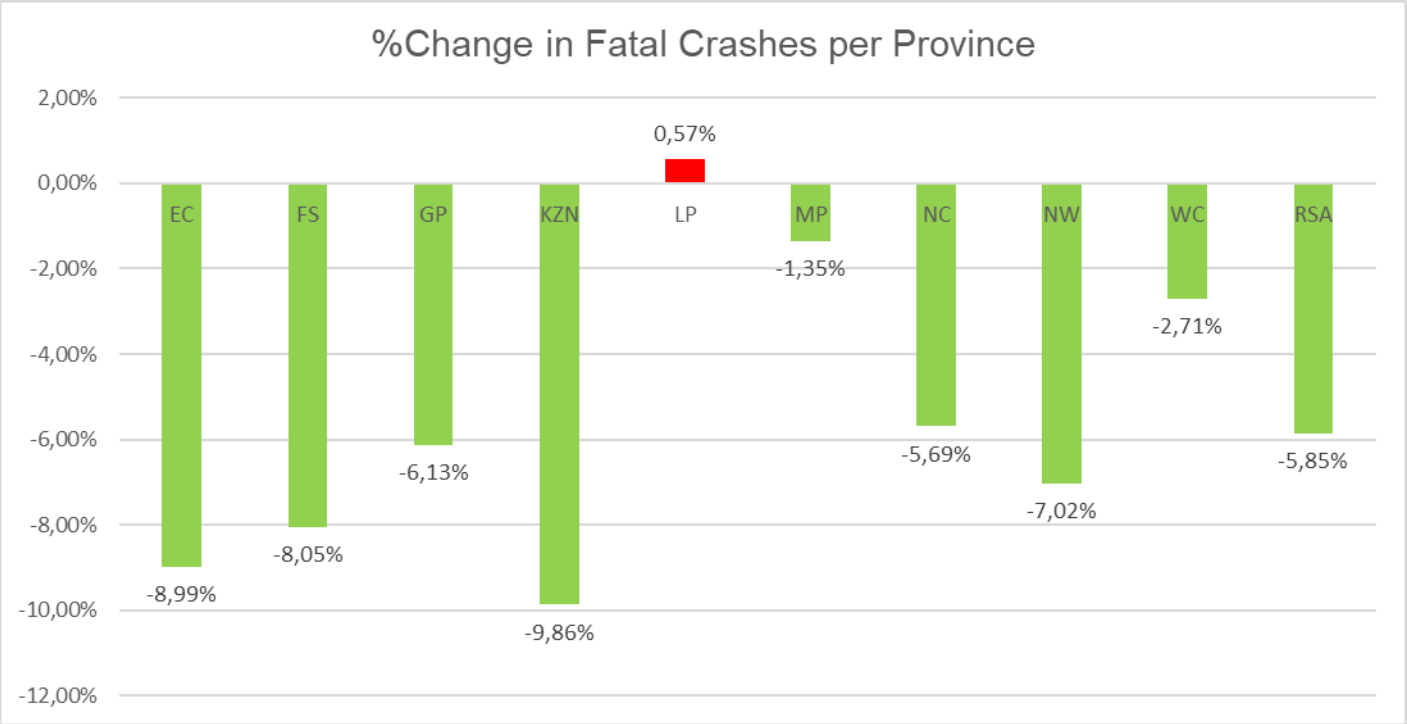


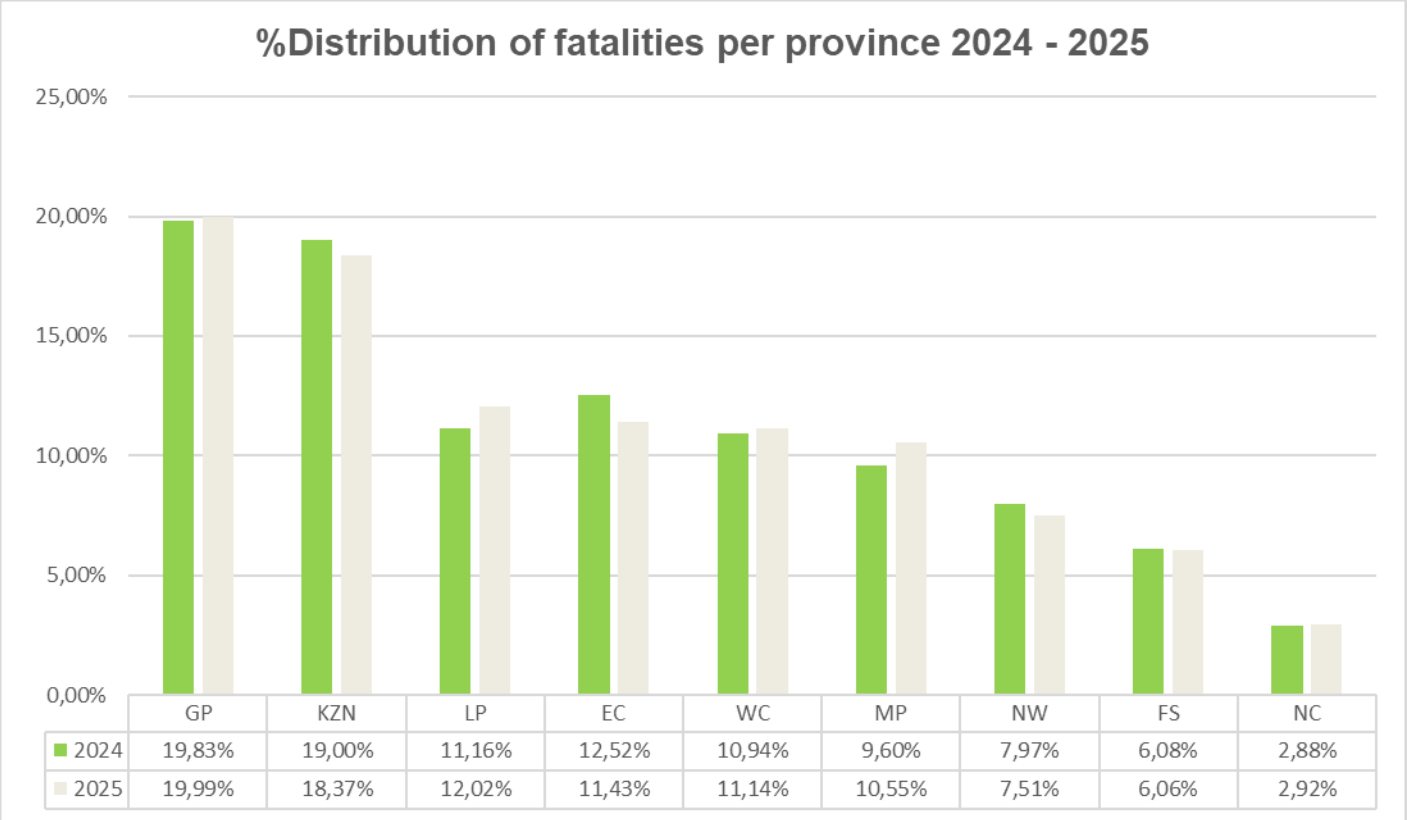
Figure 13: Percentage Change in Fatal Crashes per Province from 2024 to 2025

Table 17 below, shows the number and percentage changes in road fatalities between the years 2024 and 2025. In 2025 there were 9 734 fatal crashes which resulted in 11 485 fatalities, compared to 10 339 fatal crashes resulting in 12 172 fatalities in 2024. Road fatalities decreased by 5.64% from year 2024 to 2025.

Fatalities										
YEAR	**EC**	**FS**	**GP**	**KZN**	**LP**	**MP**	**NC**	**NW**	**WC**	**RSA**
2024	1 524	740	2 414	2 313	1 359	1 169	351	970	1 332	12 172
2025	1 313	696	2 296	2 110	1 381	1 212	335	862	1 280	11 485
CHANGE	-211	-44	-118	-203	22	43	-16	-108	-52	-687
%CHANGE	-13,85%	-5,95%	-4,89%	-8,78%	1,62%	3,68%	-4,56%	-11,13%	-3,90%	-5,64%

Table 9: Fatal Crashes per province

Figure 12 below, shows the distribution of fatalities per province in 2025. The highest contributors to fatalities were Gauteng at 19.83% in 2024 and 19.99% in 2025, then, KwaZulu-Natal at 19.00% in 2024 and 18.37% in 2025, Limpopo 11.16% in 2024 and 12.02% in 2025, Eastern Cape at 12.52% in 2024 and 11.43% in 2025, and Western Cape at 10.94% in 2024 and 11.14% in 2025. At least 73% of fatalities were from these five provinces in 2025. The combined contribution to fatalities of Gauteng and KwaZulu-Natal was 38%.



	GP	KZN	LP	EC	WC	MP	NW	FS	NC
2024	19,83%	19,00%	11,16%	12,52%	10,94%	9,60%	7,97%	6,08%	2,88%
2025	19,99%	18,37%	12,02%	11,43%	11,14%	10,55%	7,51%	6,06%	2,92%

Figure 14: Fatalities per Province from 2024 to 2025

Figure 13 shows changes in fatalities between 2024 and 2025 per province. Mpumalanga and Limpopo recorded increases of 3.68% and 1.62% respectively in fatalities; all other provinces recorded decreases in fatalities. The highest percentage decreases were in Eastern Cape at 13.85% followed by North-West at 11.13%, then Kwa-Zulu Natal at 8.78%.

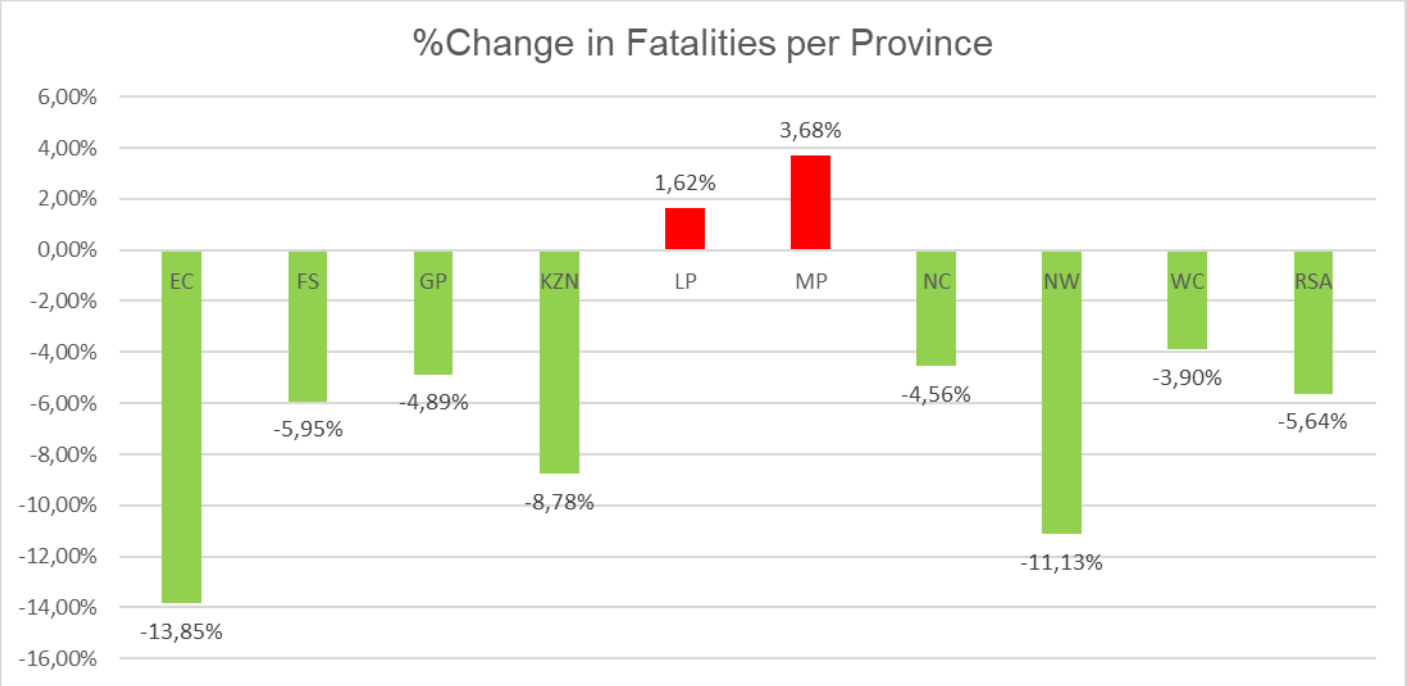


Figure 15: Percentage Change in Fatalities per Province from 2024 to 2025

6.1.1 Road Fatalities -Rates

The ratio of fatalities per 100,000 people reduced from 19.32 in 2024 to 18.20 in 2025. This ratio has been reducing since 2017 as depicted in Figure 16 below.

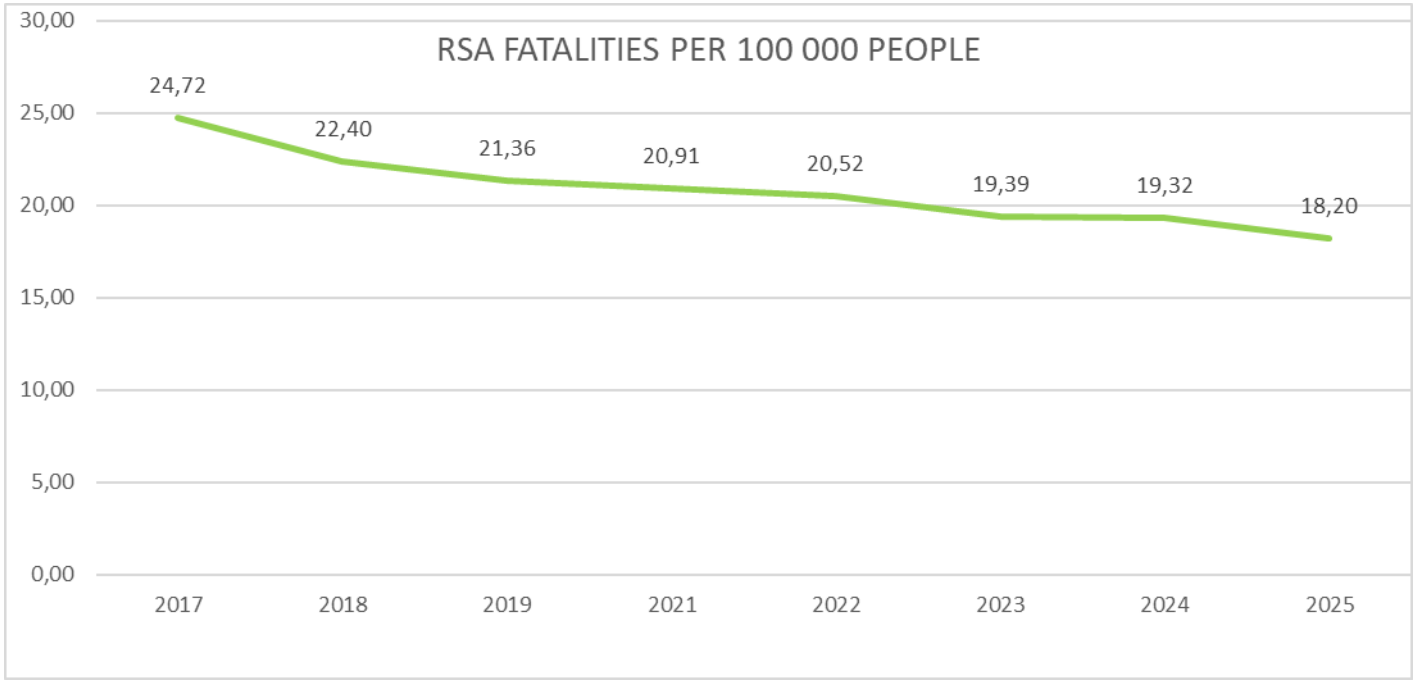


Figure 16: RSA Road Traffic Death Rate (per 100,000 Population)

The ratio of fatalities per 10,000 registered vehicles decreased from 9.11 in 2024 to 8.40 in 2025 as depicted in figure 17 below.

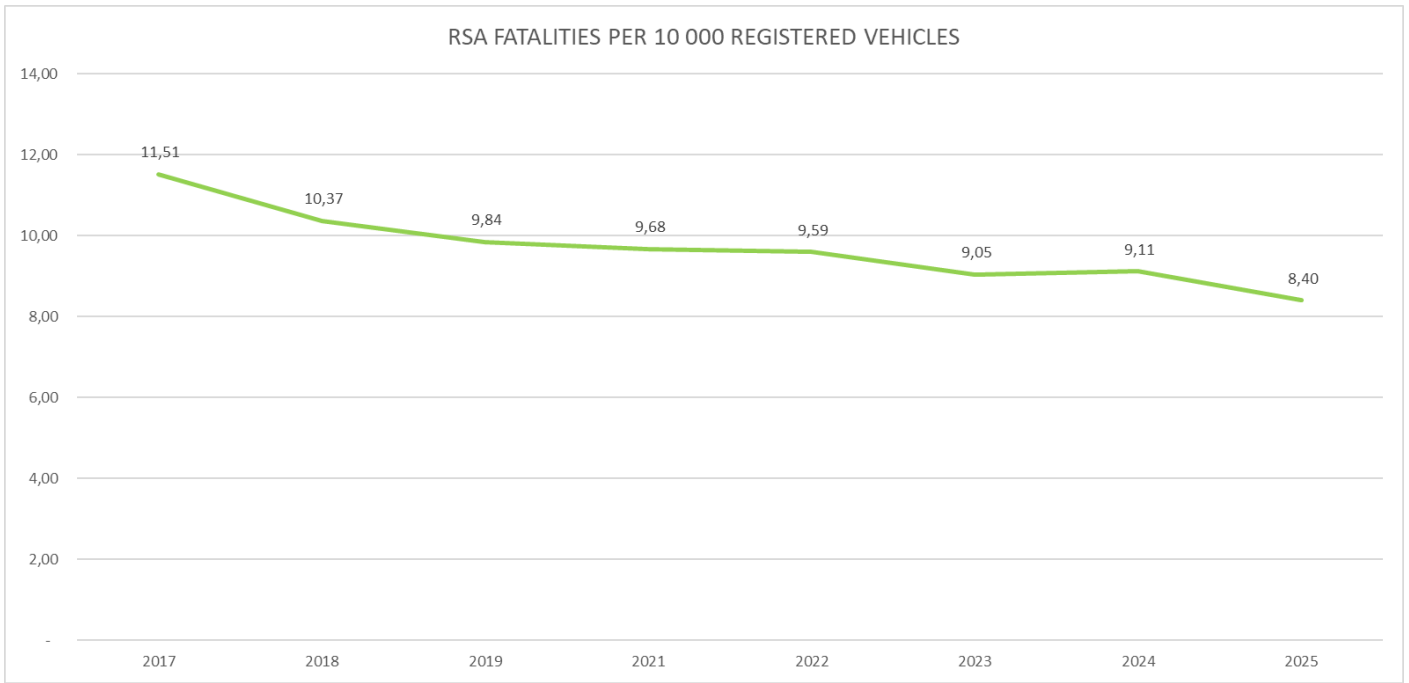


Figure 17: RSA Road Traffic Death Rate (per 10,000 Vehicles)

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6.1.2 Distribution of Fatalities per Road User Groups

Figure 18 below, shows the distribution of fatalities per road user group in South Africa. There were no significant changes in the distribution of road user-groups fatalities between 2024 and 2025.

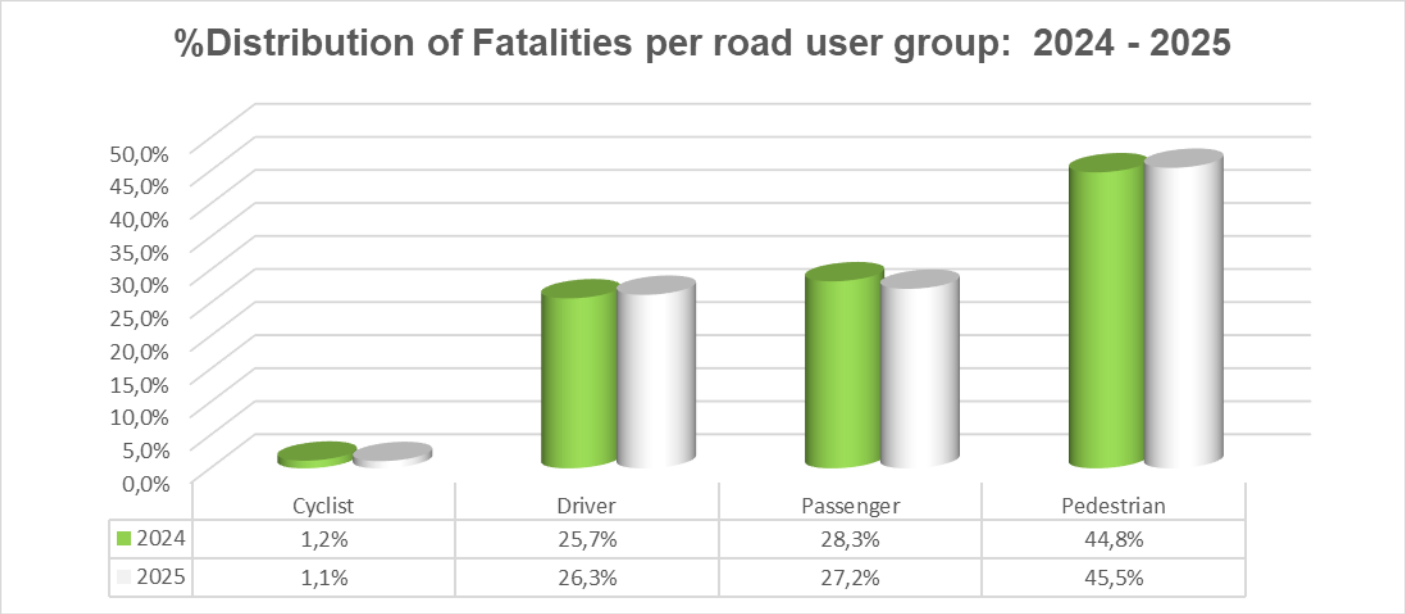


Figure 18: RSA Percentage of Fatalities per Road User Group

6.1.3 Percentage of Crashes per Day of the Week

Figure 19 below, shows the percentage of fatal crashes per day of the week for each year. From year to year, fatal crashes start peaking on Fridays at 14.8%, Saturdays at 23.2%, and Sundays at 22.2% in 2024 and 14.1%, 22.8% and 22.8% in 2025. On average fatal crashes over the weekend contributed 60% of all crashes. The remaining 40% is distributed throughout the other four days of the week (i.e. Monday to Thursday).

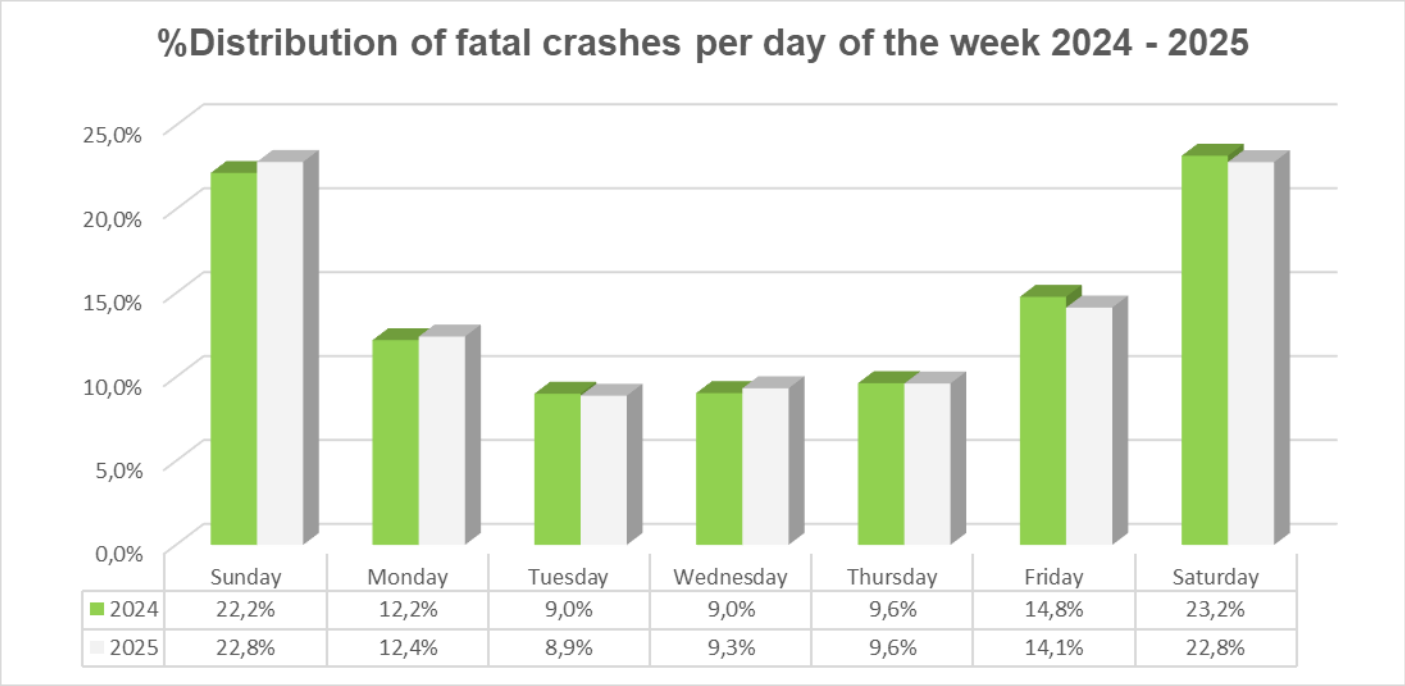
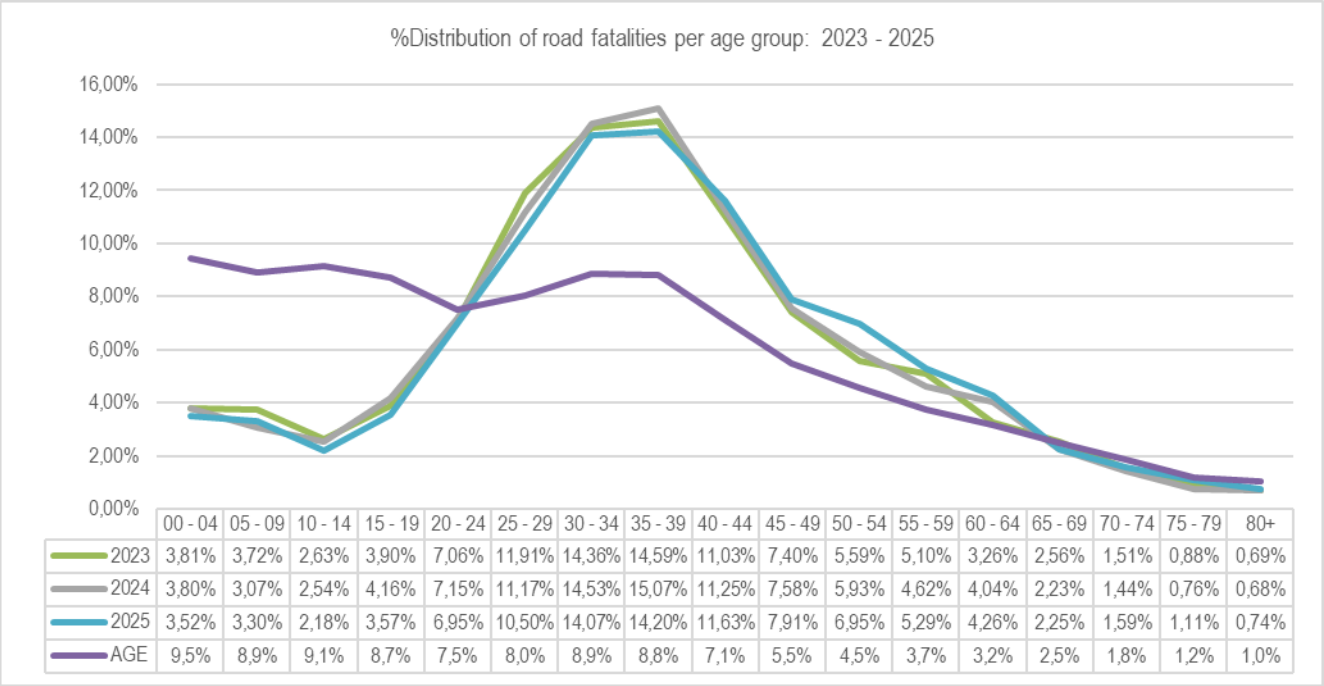


Figure 19: : Fatal Crashes per Day of the Week

6.1.4 Distribution of Fatalities per Age

From Figure 20 the trend of fatalities per age group remains the same year on year with the largest proportion of fatalities within the age group 25 to 39 with an average of 41% of all fatalities. In terms of the population distribution this age group represents 26% of the population. The average percentage of fatalities involving children up to the age of 14 is 9% and the population of this age group is 27.5%.

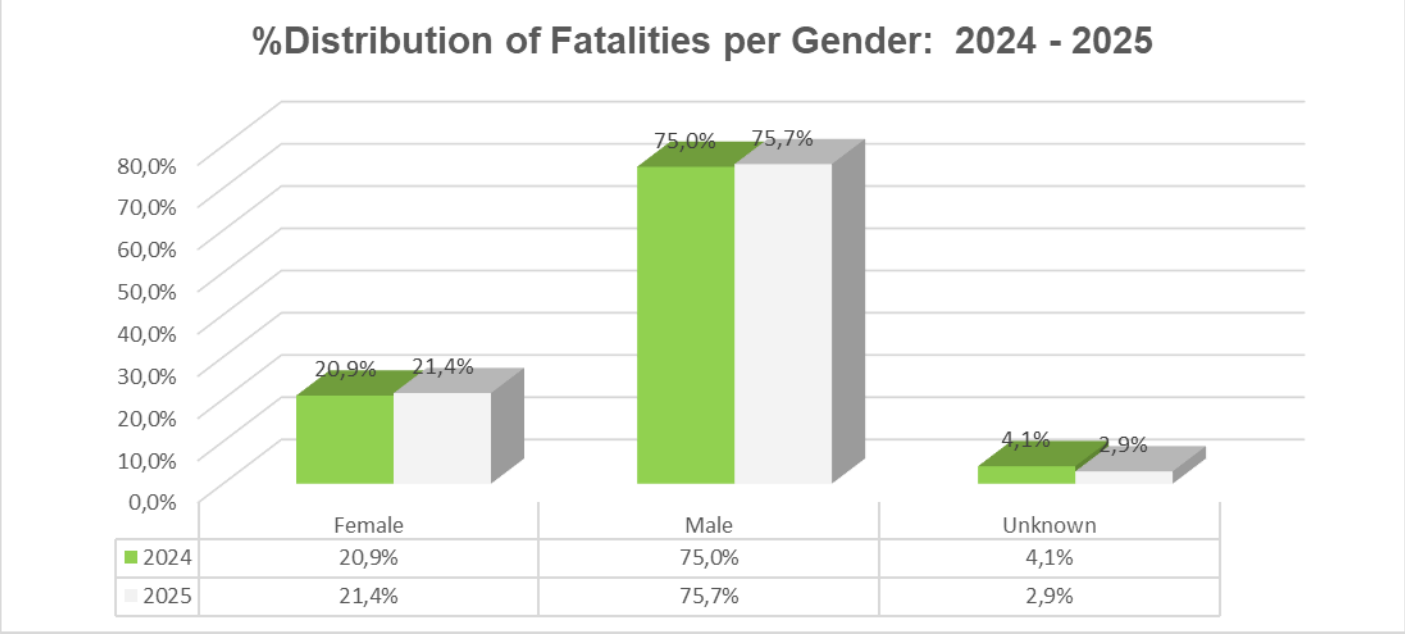


	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023	3,81%	3,72%	2,63%	3,90%	7,06%	11,91%	14,36%	14,59%	11,03%	7,40%	5,59%	5,10%	3,26%	2,56%	1,51%	0,88%	0,69%
2024	3,80%	3,07%	2,54%	4,16%	7,15%	11,17%	14,53%	15,07%	11,25%	7,58%	5,93%	4,62%	4,04%	2,23%	1,44%	0,76%	0,68%
2025	3,52%	3,30%	2,18%	3,57%	6,95%	10,50%	14,07%	14,20%	11,63%	7,91%	6,95%	5,29%	4,26%	2,25%	1,59%	1,11%	0,74%
AGE	9,5%	8,9%	9,1%	8,7%	7,5%	8,0%	8,9%	8,8%	7,1%	5,5%	4,5%	3,7%	3,2%	2,5%	1,8%	1,2%	1,0%

Figure 20: Percentage of Fatalities per Age Group for 2024 to 2025

6.1.5 Distribution of Fatalities per Gender

No significant changes were observed in the gender split for fatalities as depicted in figure 21 below. Three-quarters of road fatalities are males. Driver's license card holders registered on the NaTIS System constitute a 61,1/38,9 per cent male/female split.

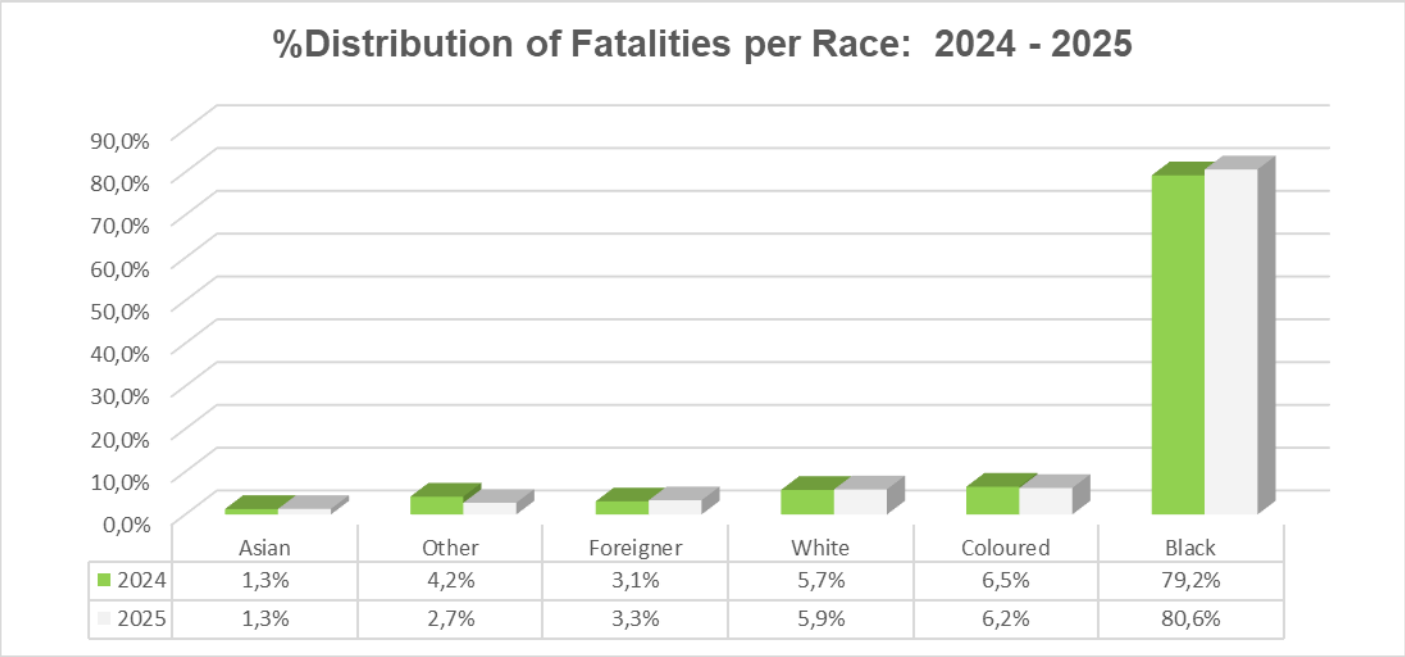


	Female	Male	Unknown
2024	20,9%	75,0%	4,1%
2025	21,4%	75,7%	2,9%

Figure 21: Distribution of Fatalities per Gender for 2024 to 2025

6.1.6 Distribution of Fatalities per Population Group

From Figure 22 below, the distribution of fatalities per population group indicates that on average 80% of all road fatalities are black persons with the rest taking up the remaining 20%. This is in line with the population distribution of 81% of the South African population being black.



	Asian	Other	Foreigner	White	Coloured	Black
2024	1,3%	4,2%	3,1%	5,7%	6,5%	79,2%
2025	1,3%	2,7%	3,3%	5,9%	6,2%	80,6%

Figure 22: Percentage of Fatalities per Population Group

6.1.7 Distribution of Crashes per Crash Type

Figure 23 below, shows the distribution of crashes by crash type. Based on this figure the top four crash types were accidents with pedestrians at 31.8%, hit and runs at 20.6%, single vehicle overturns at 16.5%, and head-on collisions at 10.9%. These four crash types contributed 80% of all crash types in 2025 and 81% in 2024.

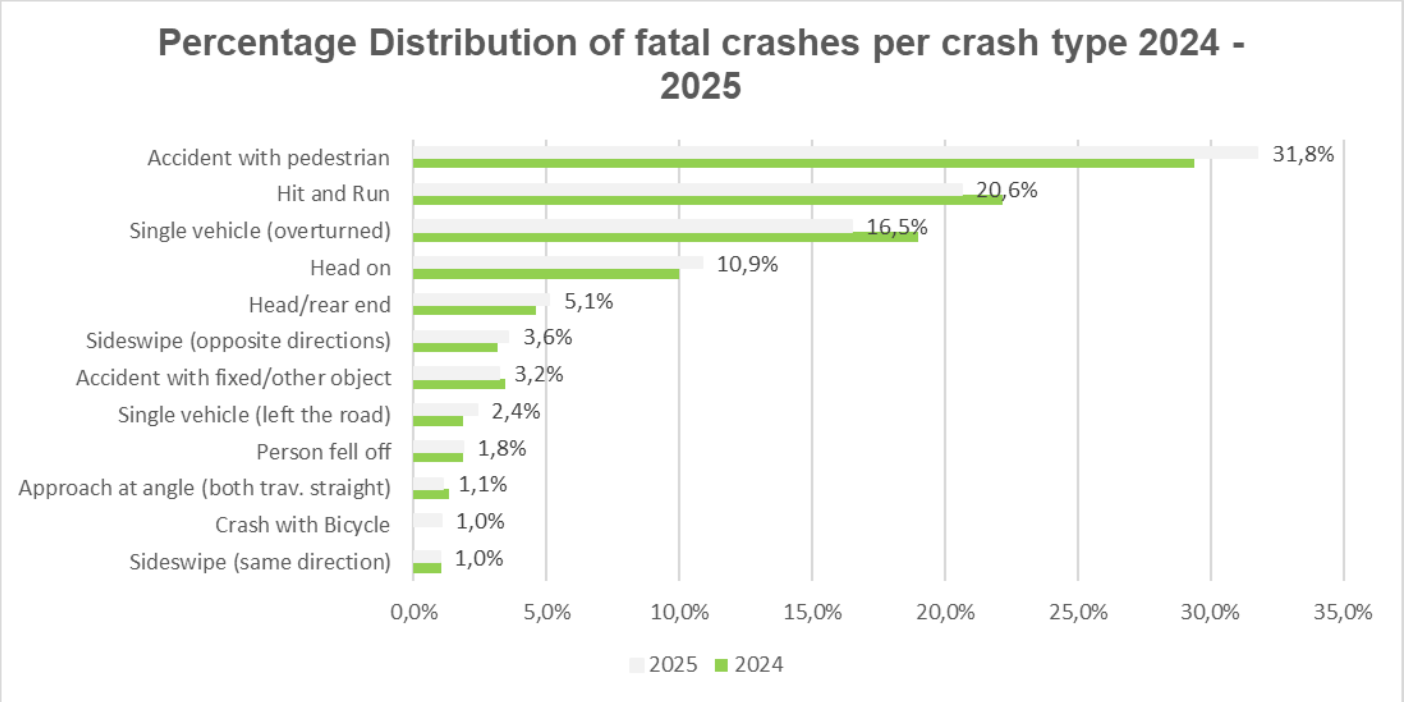


Figure 23: Percentage of Crash types

6.1.8 Distribution of Crashes per Time of Day

As shown in Figure 24 below, 35% of fatal crashes occurred between 17:00 and 22:00. The peak was between 18:00 and 20:00, this two-hour period contributed to 17% of fatal crashes in both 2024 and 2025.

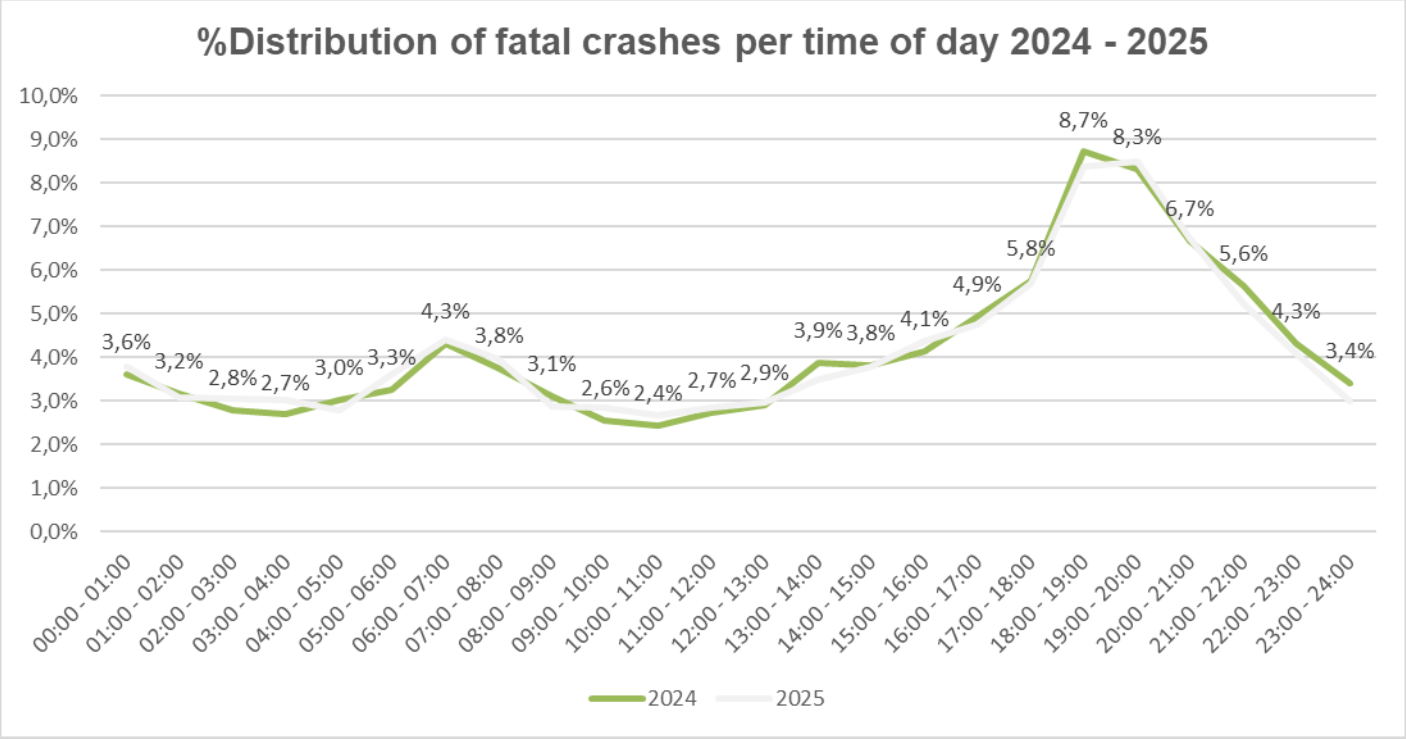
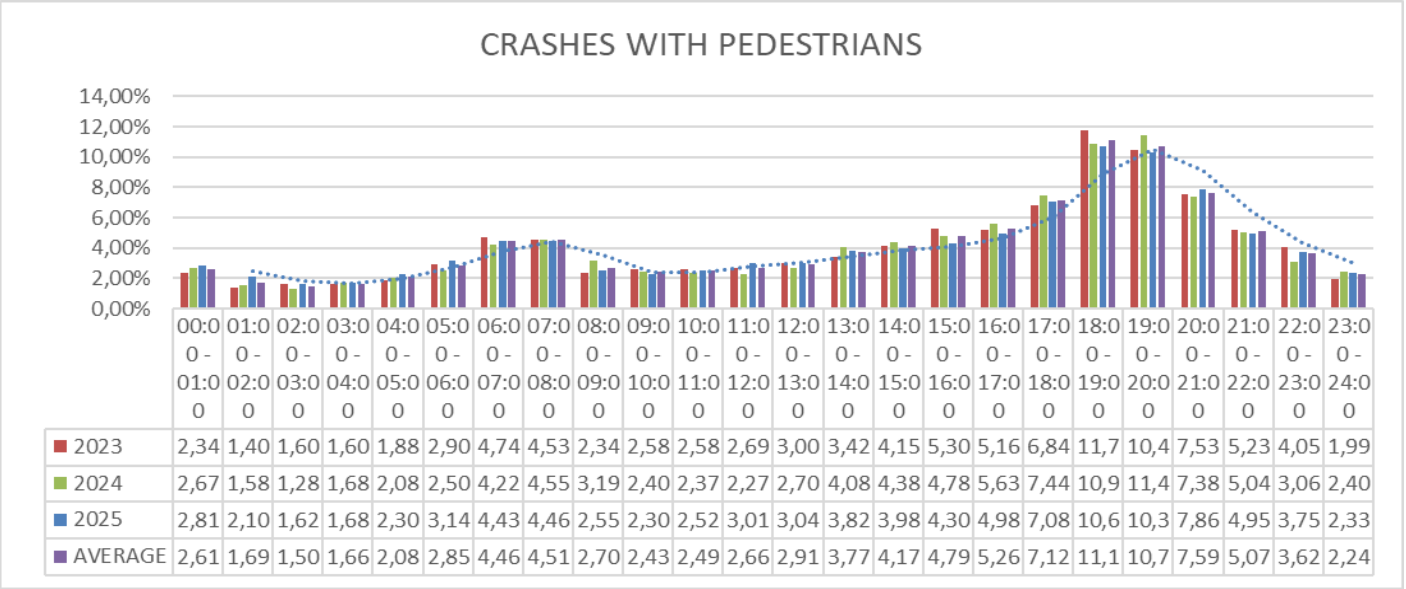


Figure 24: Percentage of Crashes per Time of Days

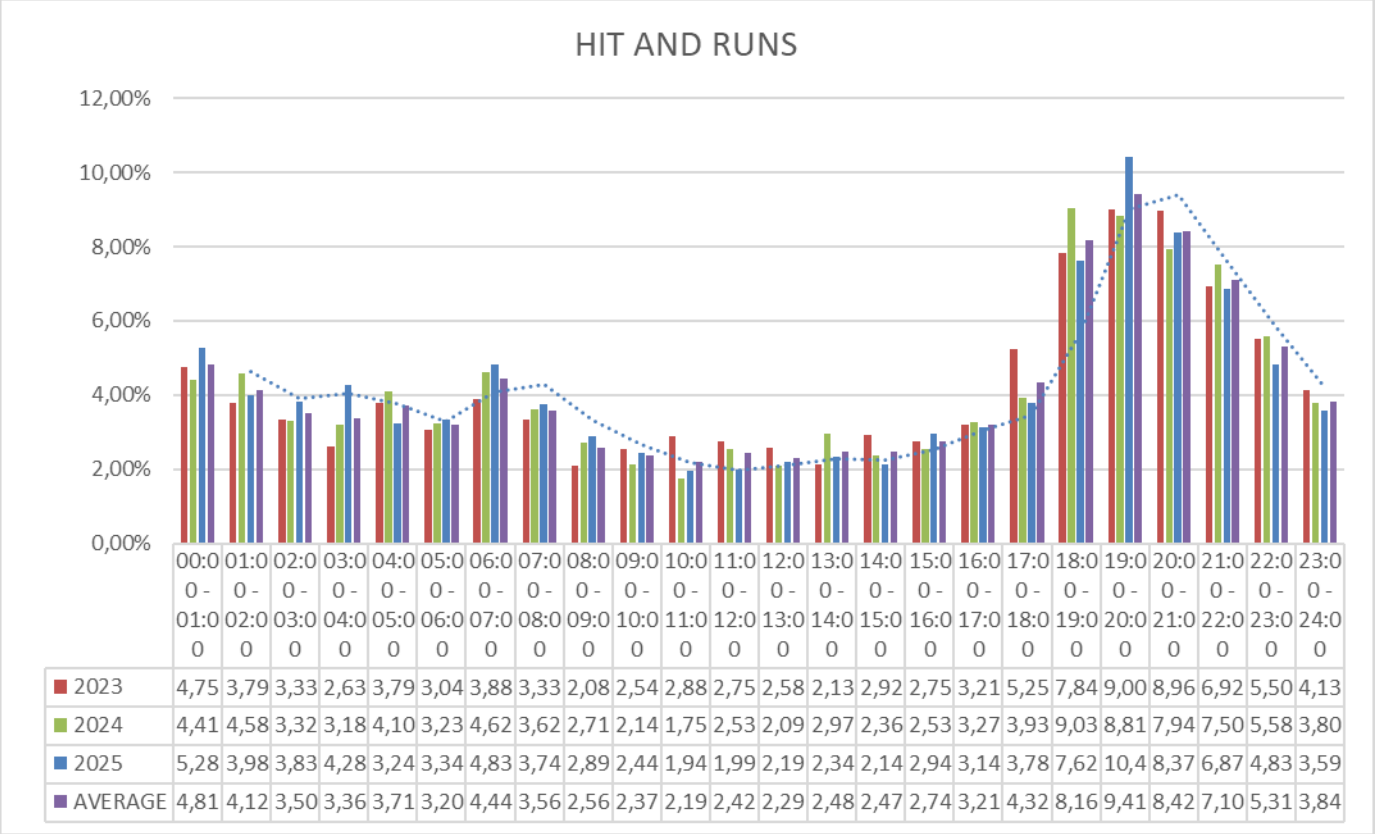
6.1.9 Top crashes per time of day

The trend over the years indicates that the four crash types namely: 1. accidents with pedestrians, 2. hit and runs, 3. single vehicle overturns and 4. head-on collisions are all at their highest between 17:00 and 22:00 as illustrated in figures 25, 26, 27 and 28 below. Forty percent (40%) of accidents with pedestrians and hit and runs occurred during this period. Twenty seven percent (27%) of during this period and thirty-four (34%) of head-on collisions.



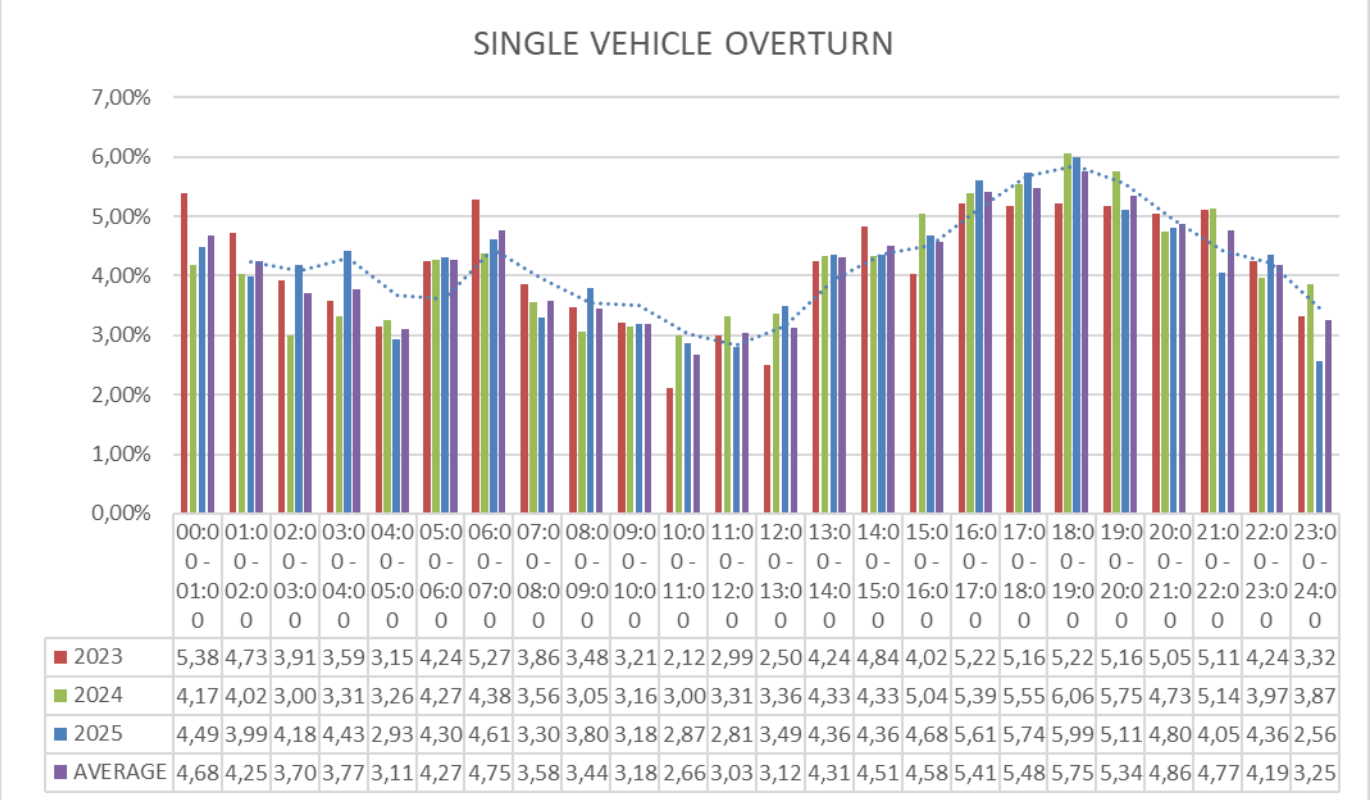
	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2023	2,34	1,40	1,60	1,60	1,88	2,90	4,74	4,53	2,34	2,58	2,58	2,69	3,00	3,42	4,15	5,30	5,16	6,84	11,7	10,4	7,53	5,23	4,05	1,99
2024	2,67	1,58	1,28	1,68	2,08	2,50	4,22	4,55	3,19	2,40	2,37	2,27	2,70	4,08	4,38	4,78	5,63	7,44	10,9	11,4	7,38	5,04	3,06	2,40
2025	2,81	2,10	1,62	1,68	2,30	3,14	4,43	4,46	2,55	2,30	2,52	3,01	3,04	3,82	3,98	4,30	4,98	7,08	10,6	10,3	7,86	4,95	3,75	2,33
AVERAGE	2,61	1,69	1,50	1,66	2,08	2,85	4,46	4,51	2,70	2,43	2,49	2,66	2,91	3,77	4,17	4,79	5,26	7,12	11,1	10,7	7,59	5,07	3,62	2,24

Figure 25: Pedestrians crash times



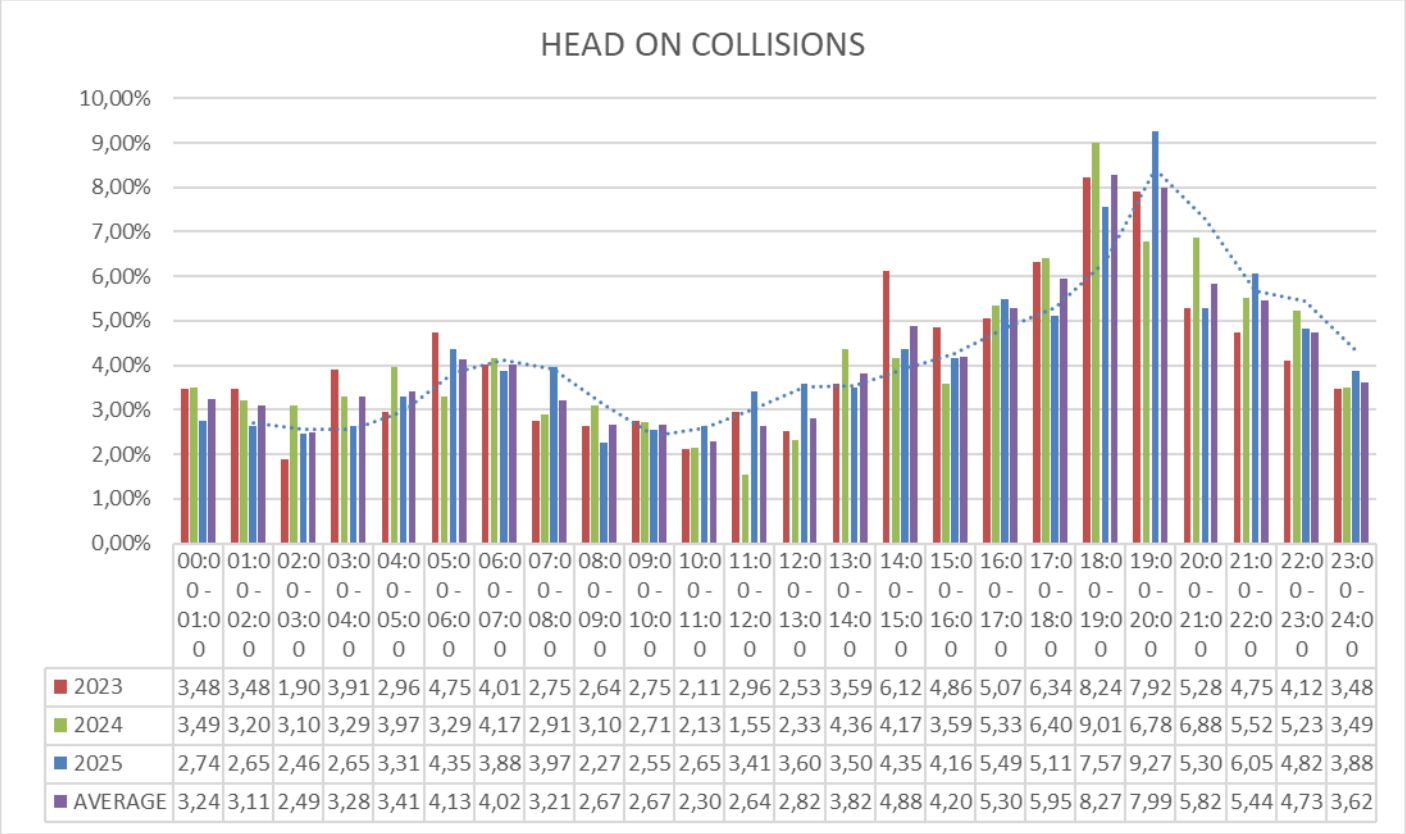
	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2023	4,75	3,79	3,33	2,63	3,79	3,04	3,88	3,33	2,08	2,54	2,88	2,75	2,58	2,13	2,92	2,75	3,21	5,25	7,84	9,00	8,96	6,92	5,50	4,13
2024	4,41	4,58	3,32	3,18	4,10	3,23	4,62	3,62	2,71	2,14	1,75	2,53	2,09	2,97	2,36	2,53	3,27	3,93	9,03	8,81	7,94	7,50	5,58	3,80
2025	5,28	3,98	3,83	4,28	3,24	3,34	4,83	3,74	2,89	2,44	1,94	1,99	2,19	2,34	2,14	2,94	3,14	3,78	7,62	10,4	8,37	6,87	4,83	3,59
AVERAGE	4,81	4,12	3,50	3,36	3,71	3,20	4,44	3,56	2,56	2,37	2,19	2,42	2,29	2,48	2,47	2,74	3,21	4,32	8,16	9,41	8,42	7,10	5,31	3,84

Figure 26: Hit and runs crash times



	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2023	5,38	4,73	3,91	3,59	3,15	4,24	5,27	3,86	3,48	3,21	2,12	2,99	2,50	4,24	4,84	4,02	5,22	5,16	5,22	5,16	5,05	5,11	4,24	3,32
2024	4,17	4,02	3,00	3,31	3,26	4,27	4,38	3,56	3,05	3,16	3,00	3,31	3,36	4,33	4,33	5,04	5,39	5,55	6,06	5,75	4,73	5,14	3,97	3,87
2025	4,49	3,99	4,18	4,43	2,93	4,30	4,61	3,30	3,80	3,18	2,87	2,81	3,49	4,36	4,36	4,68	5,61	5,74	5,99	5,11	4,80	4,05	4,36	2,56
AVERAGE	4,68	4,25	3,70	3,77	3,11	4,27	4,75	3,58	3,44	3,18	2,66	3,03	3,12	4,31	4,51	4,58	5,41	5,48	5,75	5,34	4,86	4,77	4,19	3,25

Figure 27: Single vehicles overturn times



	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
2023	3,48	3,48	1,90	3,91	2,96	4,75	4,01	2,75	2,64	2,75	2,11	2,96	2,53	3,59	6,12	4,86	5,07	6,34	8,24	7,92	5,28	4,75	4,12	3,48
2024	3,49	3,20	3,10	3,29	3,97	3,29	4,17	2,91	3,10	2,71	2,13	1,55	2,33	4,36	4,17	3,59	5,33	6,40	9,01	6,78	6,88	5,52	5,23	3,49
2025	2,74	2,65	2,46	2,65	3,31	4,35	3,88	3,97	2,27	2,55	2,65	3,41	3,60	3,50	4,35	4,16	5,49	5,11	7,57	9,27	5,30	6,05	4,82	3,88
AVERAGE	3,24	3,11	2,49	3,28	3,41	4,13	4,02	3,21	2,67	2,67	2,30	2,64	2,82	3,82	4,88	4,20	5,30	5,95	8,27	7,99	5,82	5,44	4,73	3,62

Figure 28: Head on collisions crash times

6.1.10 Distribution of Crashes per Contributory Factors

The trend over the years indicates that human factors significantly contribute to road fatalities. As shown in Figure 29 below, human factors are constantly above 87% of all contributory factors.

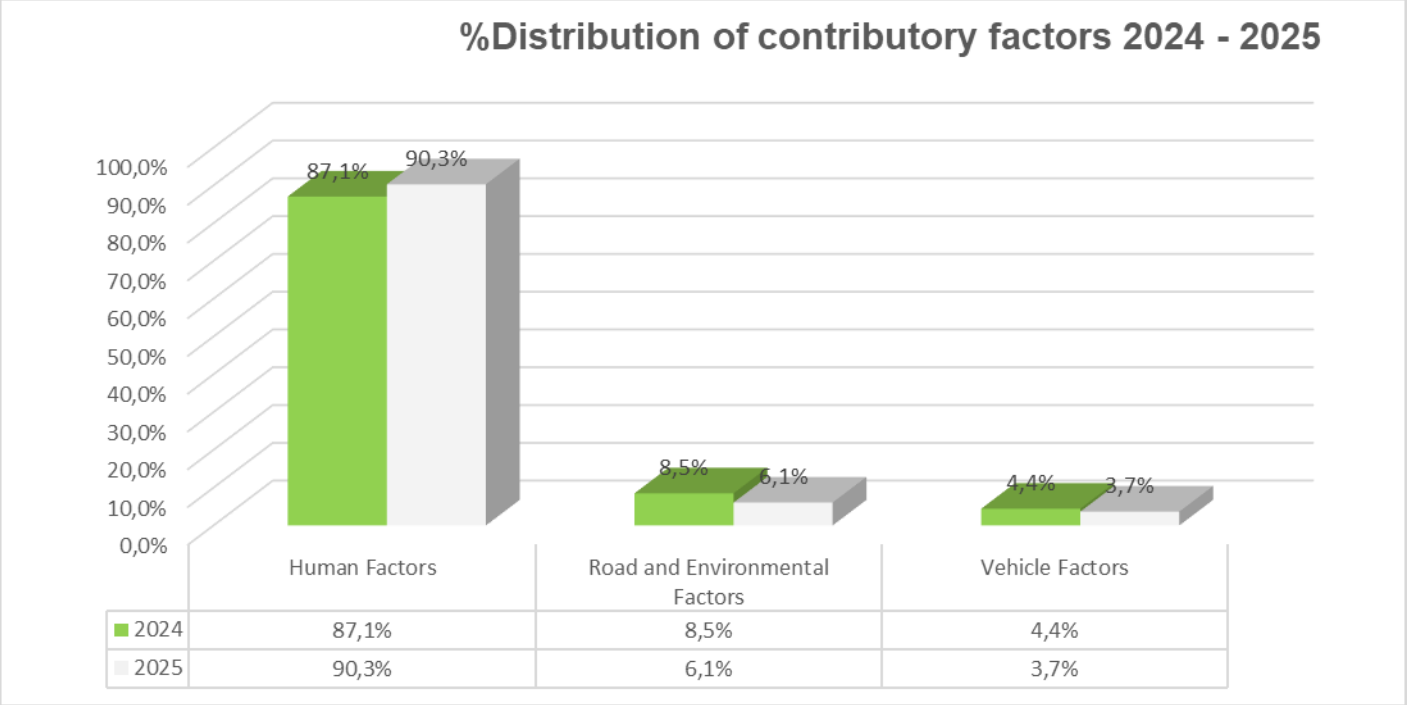


Figure 29: Percentage of Fatalities per Major Contributory Factors

6.1.11 Distribution of Crashes per Human Factor

Figure 30 below, illustrates a breakdown of the top 12 human contributory factors, which constitute 96% of all 41 types of human contributory factors reported.

The largest contributor to fatal crashes in 2025 is accidents with pedestrians, accounting for 26.7% of all fatal crashes, up from 23.7% in 2024. This is followed by hit and runs at 18.8% in 2025 from 20.6% in 2024.

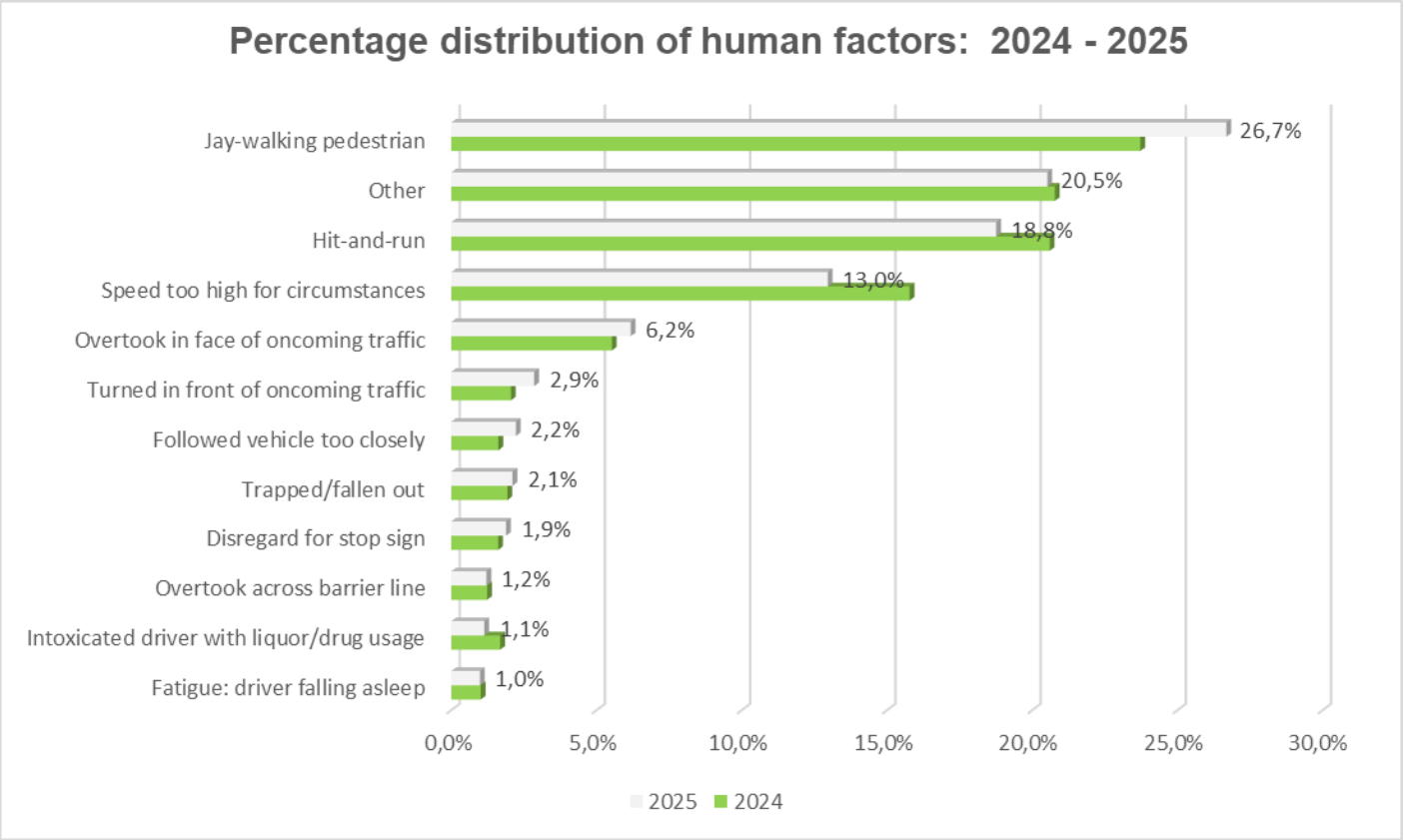


Figure 30: Percentage of Fatalities per Human Factor Factors

7 Pedestrian Safety

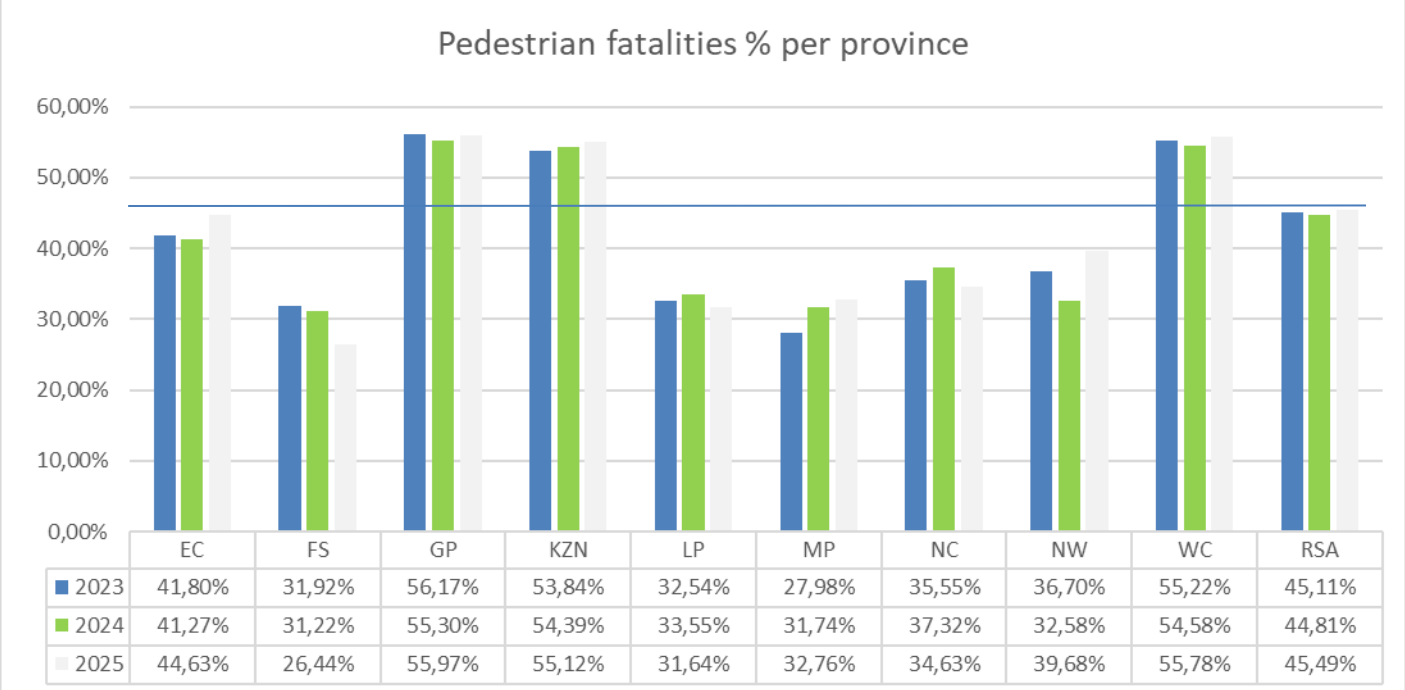
7.1 Pedestrian Fatalities per province

Pedestrian safety remains the most significant road safety challenge in South Africa with an average of 45% of all fatalities being pedestrians.

YEAR	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2023	581	211	1 412	1 200	453	331	139	276	757	5 360
2024	629	231	1 335	1 258	456	371	131	316	727	5 454
2025	586	184	1 285	1 163	437	397	116	342	714	5 224

Table 10: Pedestrian Fatalities

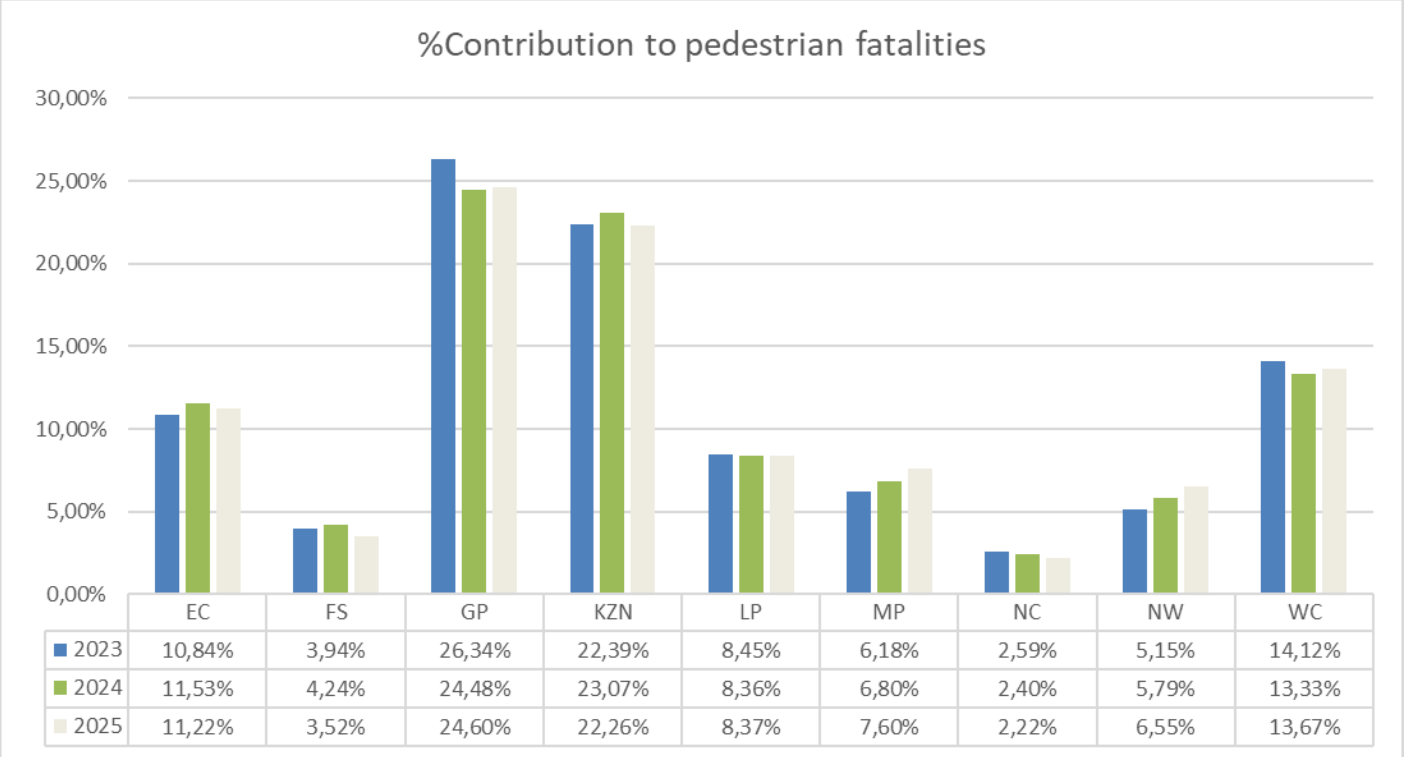
Nationally pedestrian fatalities were 45,49% of all fatalities for the year 2025. Pedestrian fatalities are broken down into provinces and reflected in Figure 31 below. The three provinces that are above the national percent are Gauteng 55.30% of all fatalities being pedestrians, followed by Western Cape with 54.58% and KwaZulu-Natal with 54.39%.



	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
2023	41,80%	31,92%	56,17%	53,84%	32,54%	27,98%	35,55%	36,70%	55,22%	45,11%
2024	41,27%	31,22%	55,30%	54,39%	33,55%	31,74%	37,32%	32,58%	54,58%	44,81%
2025	44,63%	26,44%	55,97%	55,12%	31,64%	32,76%	34,63%	39,68%	55,78%	45,49%

Figure 31: Percentage of Pedestrian Fatalities per Province

Figure 32 below shows percentage contribution of pedestrian fatalities from each province to the national pedestrian fatalities. Gauteng and KwaZulu-Natal are the highest contributors to pedestrian fatalities at 24.60% and 22.26% in 2025 respectively. The two provinces contributed 46.86% of pedestrian fatalities in 2025. The next two highest contributors to pedestrian fatalities are Western Cape 13.67% and Eastern Cape 11.22%. The four provinces contributed 72% of all pedestrian fatalities nationally.

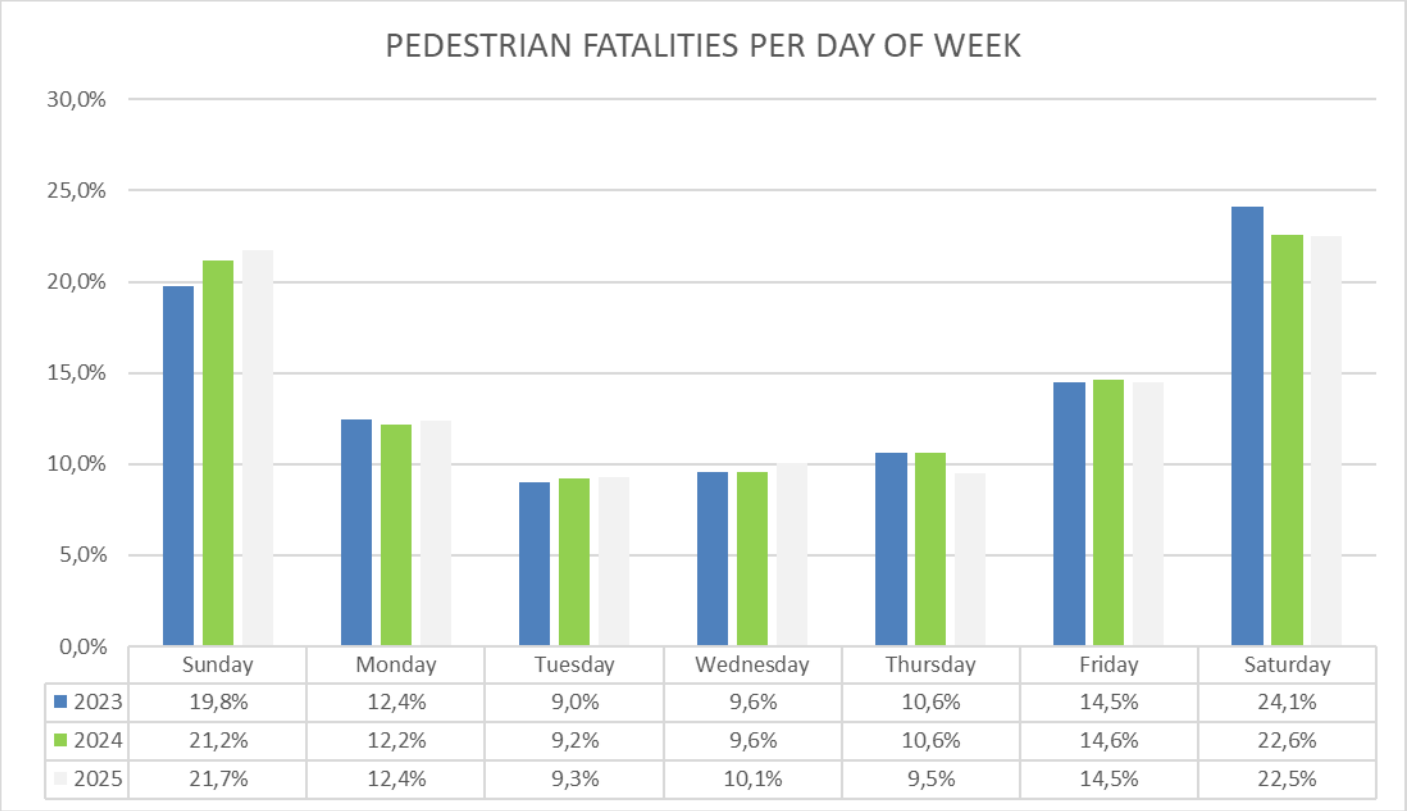


	EC	FS	GP	KZN	LP	MP	NC	NW	WC
2023	10,84%	3,94%	26,34%	22,39%	8,45%	6,18%	2,59%	5,15%	14,12%
2024	11,53%	4,24%	24,48%	23,07%	8,36%	6,80%	2,40%	5,79%	13,33%
2025	11,22%	3,52%	24,60%	22,26%	8,37%	7,60%	2,22%	6,55%	13,67%

Figure 32: Pedestrian Fatalities of all Fatalities per Province

7.2 Pedestrian Fatalities per week-day

Figure 33 below, illustrates the percentage of pedestrian fatalities per day of the week. In all three years fatalities were high over the weekends starting from Friday. In 2025, 58.70% of pedestrian fatalities occurred on Friday Saturday and Sunday. In 2024 and 2023, 58.40% of pedestrian fatalities occurred over these three days.

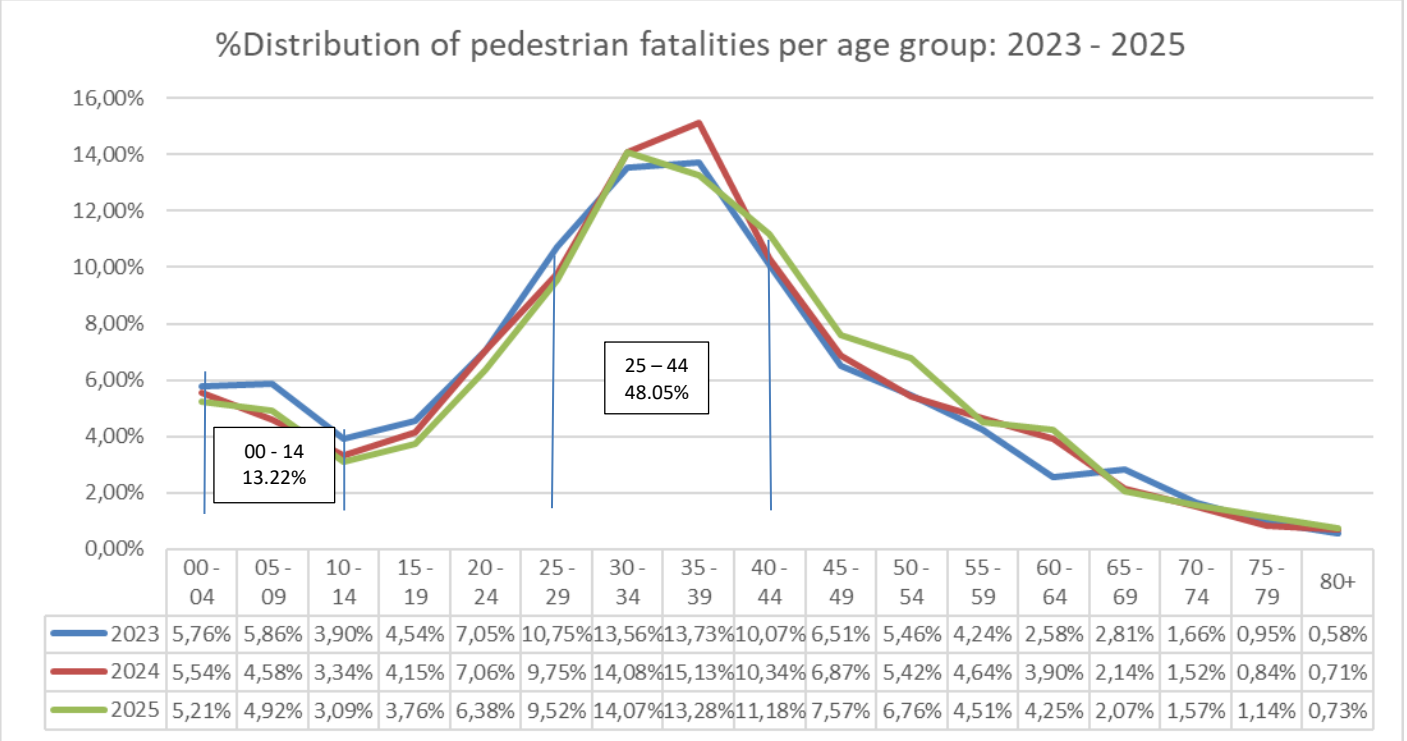


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2023	19,8%	12,4%	9,0%	9,6%	10,6%	14,5%	24,1%
2024	21,2%	12,2%	9,2%	9,6%	10,6%	14,6%	22,6%
2025	21,7%	12,4%	9,3%	10,1%	9,5%	14,5%	22,5%

Figure 33: Pedestrian Fatalities of all Fatalities per week-day

7.3 Pedestrian Fatalities per age-group

From Figure 34 below, the pattern of pedestrian fatalities per age group is similar to the pattern of all fatalities per age group. The largest proportion of fatalities is within the age group 25 to 44 totalling 48.05% of all pedestrian fatalities in 2025 and 49.30% in 2024. In terms of the population distribution this age group is 32.8% of the population. The percentage of pedestrian fatalities for children up to the age of 14 was 13.22% in 2025 and 13.46% in 2024; and the population of this age group is 27.5%.

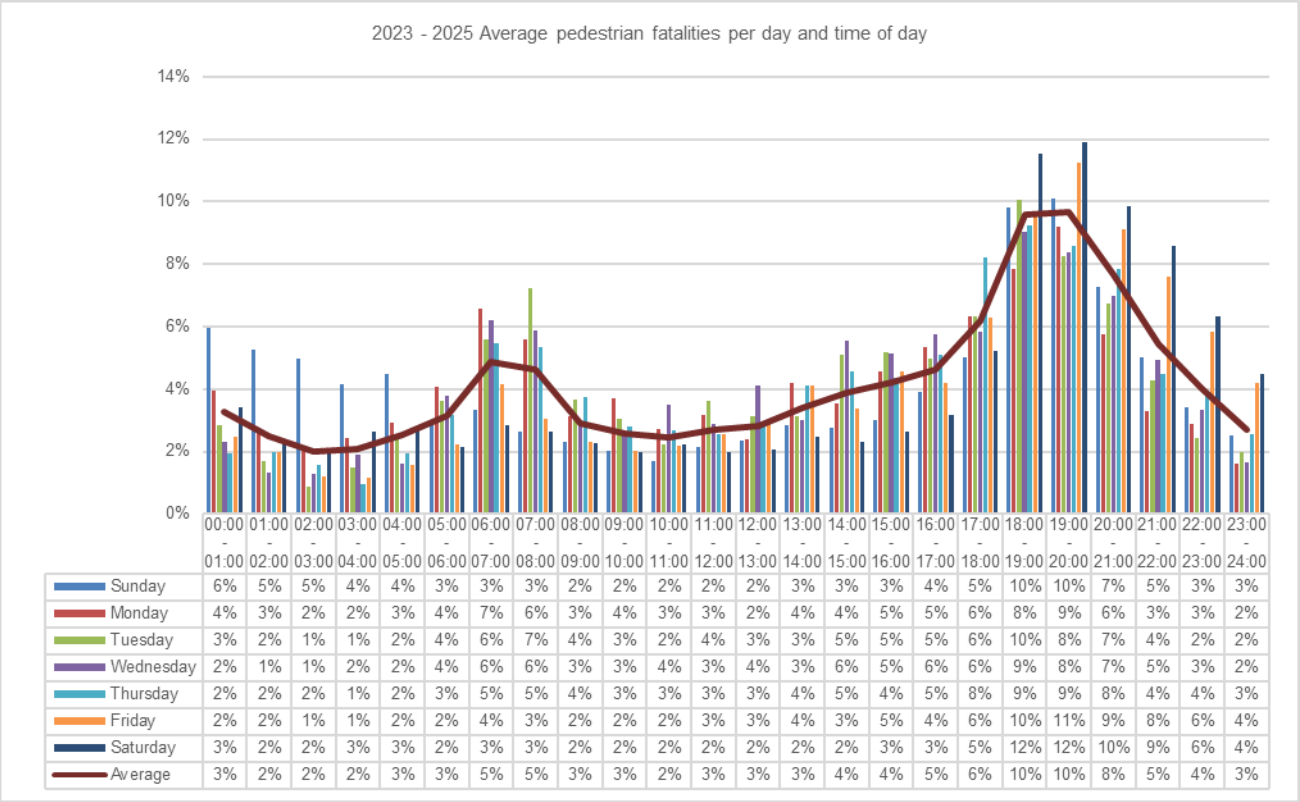


	00 - 04	05 - 09	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80+
2023	5,76%	5,86%	3,90%	4,54%	7,05%	10,75%	13,56%	13,73%	10,07%	6,51%	5,46%	4,24%	2,58%	2,81%	1,66%	0,95%	0,58%
2024	5,54%	4,58%	3,34%	4,15%	7,06%	9,75%	14,08%	15,13%	10,34%	6,87%	5,42%	4,64%	3,90%	2,14%	1,52%	0,84%	0,71%
2025	5,21%	4,92%	3,09%	3,76%	6,38%	9,52%	14,07%	13,28%	11,18%	7,57%	6,76%	4,51%	4,25%	2,07%	1,57%	1,14%	0,73%

Figure 34: Pedestrian Fatalities per Age Group

7.4 Pedestrian Fatalities per Time of Day

The time and day of pedestrian fatalities are depicted in Figure 35 below. From the below figure 39% of pedestrian fatalities occurred during the period 17:00 and 22:00 on any given day of the week. From Figure 25 above, 35% of fatal crashes occurred during the same period. It is also during this period that accidents with pedestrians and hit and runs contributed 40% of all crash types see figure 26 above.



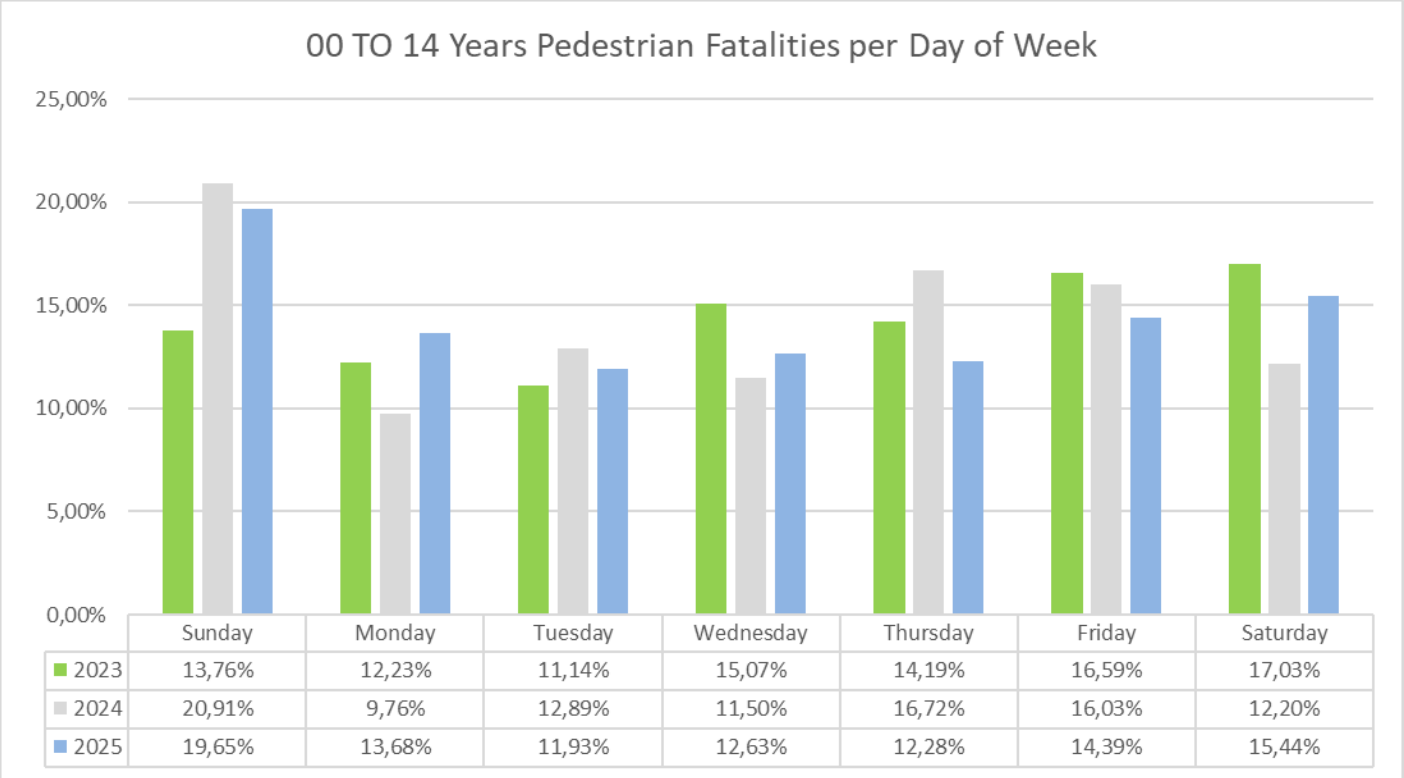
	00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
Sunday	6%	5%	5%	4%	4%	3%	3%	3%	2%	2%	2%	2%	2%	3%	3%	3%	4%	5%	10%	10%	7%	5%	3%	3%
Monday	4%	3%	2%	2%	3%	4%	7%	6%	3%	4%	3%	3%	2%	4%	4%	5%	5%	6%	8%	9%	6%	3%	3%	2%
Tuesday	3%	2%	1%	1%	2%	4%	6%	7%	4%	3%	2%	4%	3%	3%	5%	5%	5%	6%	10%	8%	7%	4%	2%	2%
Wednesday	2%	1%	1%	2%	2%	4%	6%	6%	3%	3%	4%	3%	4%	3%	6%	5%	6%	6%	9%	8%	7%	5%	3%	2%
Thursday	2%	2%	2%	1%	2%	3%	5%	5%	4%	3%	3%	3%	3%	4%	5%	4%	5%	8%	9%	9%	8%	4%	4%	3%
Friday	2%	2%	1%	1%	2%	2%	4%	3%	2%	2%	2%	3%	3%	4%	3%	5%	4%	6%	10%	11%	9%	8%	6%	4%
Saturday	3%	2%	2%	3%	3%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	3%	3%	5%	12%	12%	10%	9%	6%	4%
Average	3%	2%	2%	2%	3%	3%	5%	5%	3%	3%	2%	3%	3%	3%	4%	4%	5%	6%	10%	10%	8%	5%	4%	3%

Figure 35: Percentage of Pedestrian Fatalities per Day and Time-of day

7.5 Pedestrian Fatalities per Day of the Week (Ages 0 to 14)

This section looks at the pedestrian fatalities of children between the ages of 0 and 14 years. These are the most vulnerable members of our society. This age group should be under the care of an adult. As indicated in Figure 35 above this age group contributed 13.22% of pedestrian fatalities in 2025 and 13.46% in 2024.

Figure 36 below, shows the percentage of 0 to 14 years pedestrian road fatalities per day of the week. In 2025, 19.65% of pedestrian fatalities in the age group 0 to 14 years occurred on Sunday. In 2024, 20.91% of this age group occurred on Saturday and in 2023, 17.03% occurred on Saturday.



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2023	13,76%	12,23%	11,14%	15,07%	14,19%	16,59%	17,03%
2024	20,91%	9,76%	12,89%	11,50%	16,72%	16,03%	12,20%
2025	19,65%	13,68%	11,93%	12,63%	12,28%	14,39%	15,44%

Figure 36: Under 14 pedestrian Fatalities per Day of the Week

8 Cost of Crashes

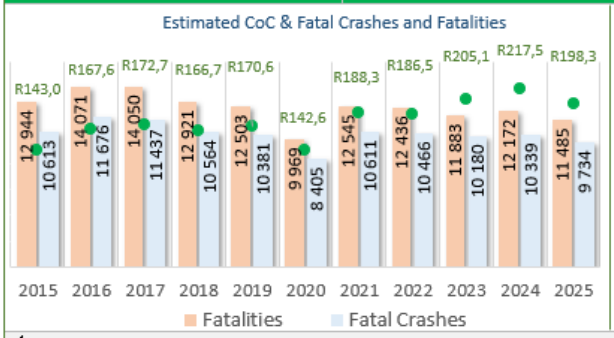
The high number of road traffic crashes and their associated consequences have a significant impact on South African society, which in turn continues to hamper socio-economic development and affects the well-being of all South Africans. This impact is measured in terms of human lives lost, “pain, grief and suffering”, as well as an increasing cost to the economy.

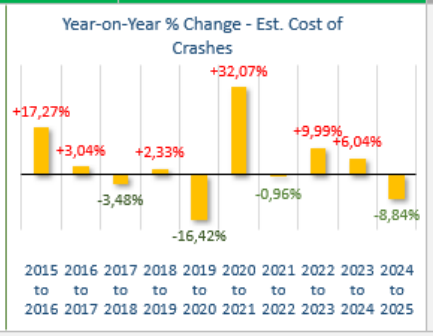
A study to determine the cost of crashes in South Africa for 2015 was published in September 2016. The cost of crashes included human casualty costs, vehicle repair costs, and incident costs, which were estimated at R142.9 billion for 2015. The RTMC calculates and adjusts the cost of crashes annually based on the respective annual Consumer Price Index (CPI) and the number of fatal crashes and fatalities per year. The estimated adjusted cost of crashes for 2025 is R198.3 billion (Estimated 2.78% of the GDP for 2025) indicated in Figure 37 below.

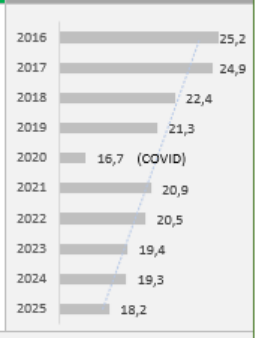
South Africa: Estimated Cost of Crashes (CoC) and Deaths per 100 000 Population

Calender Year	Days	[2]Fatalities	Fatalities per Day	[2]Fatal Crashes	[1]CoC R'Billion	Change R'Billion	% Change	[3]Est. Unit Cost Death R'Million	[4]Est. Unit Cost Fatal Crash R'Million	[5]Mid-Year Population (million)	Deaths per 100 000 Population
2015	365	12 944	35	10 613	142,95	-	-	R3,92	R5,44	54,96	23,55
2016	365	14 071	39	11 676	167,63	+24,68	+17,27%	R4,17	R5,79	55,91	25,17
2017	365	14 050	38	11 437	172,72	+5,09	+3,04%	R4,39	R6,09	56,52	24,86
2018	365	12 921	35	10 564	166,72	-6,00	-3,48%	R4,59	R6,37	57,73	22,38
2019	365	12 503	34	10 381	170,60	+3,88	+2,33%	R4,78	R6,63	58,78	21,27
2020	366	9 969	27	8 405	142,59	-28,01	-16,42%	R4,93	R6,85	59,62	16,72
2021	365	12 545	34	10 611	188,31	+45,72	+32,07%	R5,16	R7,16	60,14	20,86
2022	365	12 436	34	10 466	198,79	+10,48	+5,57%	R5,52	R7,66	60,60	20,52
2023	365	11 883	33	10 180	205,13	+6,34	+3,19%	R5,86	R8,13	61,29	19,39
2024	366	12 172	33	10 339	217,53	+12,39	+6,04%	R6,12	R8,49	63,02	19,31
2025	365	11 485	31	9 734	**198,30**	-19,22	-8,84%	R5,92	R8,22	63,10	18,20

Est. Average annual CoC (10 yrs) = R182,83 bn | Est. Total CoC (past 10 yrs) = R1 828,32 bn | Estimated % of GDP (2025) = 2,78 % | Deaths per 100 000 Population







[1]Adjusted with CPI from Base Year 2015 , 'Cost of Crashes in South Africa - Published September 2016 (CoC, 2015)
[2]Actual fatal crashes & fatalities recorded (CoC calculations include +5% for underreporting in line with published CoC, 2015)
[3]Estimated Unit Cost of one Death for respective year (CoC calculation include estimated major, minor and damage only crashes)
[4]Estimated Unit Cost of one Fatal Crash for respective year (CoC calculation include estimated major, minor and damage only crashes)
[5]STATS SA Mid-Year Population

Road Traffic Management Corporation

Figure 37: Estimated Cost of Crashes and Deaths per 100,000 Population

9 Approval

Reviewed and supported by:

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Executive Manager: RSM & S

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Mr Kopano Maponyane **Date**
Acting Executive Manager: LE

Reviewed and supported by:

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Mr Kevin Kara-Vala **Date**
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