



Road Traffic
Management Corporation

State of Road Safety Report

July – September 2022



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



Table of contents

Table of contents	ii
List of Figures	2
List of acronyms and abbreviations	3
3. OBJECTIVE OF THE REPORT	4
4. EXECUTIVE SUMMARY	5
SECTION A	6
1. INTRODUCTION	6
2. METHODOLOGY	6
3. FATAL ROAD CRASH ANALYSIS	8
4. ROAD FATALITIES ANALYSIS	17
SECTION B	32
1. INTRODUCTION	32
2. VEHICLE POPULATION	32
3. DRIVER POPULATION	36

List of Tables

Table 1: Number of fatal crashes per province	8
Table 2: Comparison of Number of Fatal Crashes per day of week.....	9
Table 3: Comparison of fatalities per province.....	17
Table 4: Number of registered vehicles per type.....	32
Table 5: : Number of registered vehicles per province.....	33
Table 6: Number of learner licenses issued.....	36
Table 7: Number of learners licenses issued per province	37
Table 8: Number of driving licenses issued	39
Table 9: Number and percentage of driving licenses issued per category	41
Table 10: Number of driving licenses issued per province	41
Table 11: Number of PrDP's issued.....	43
Table 12: Number of professional driving permits (PrDP's) issued per province.....	44

List of Figures

Figure 1: Percentage distribution of fatal crashes per province.....	9
Figure 2: Percentage distribution of fatal crashes per day of week.....	10
Figure 3: Percentage distribution of fatal crashes per time of day.....	11
Figure 4: Percentage distribution of fatal crashes per crash type	12
Figure 5: Percentage distribution of fatal crashes per vehicle type.....	13
Figure 6: Comparison of contributory factors	14
Figure 7: Percentage distribution of human factors	14
Figure 8: Percentage distribution by vehicle factor.....	15
Figure 9: Percentage distribution of road and environmental factors	16
Figure 10: Percentage distribution fatalities per province	18
Figure 11: Percentage distribution of fatalities per road user	18
Figure 12: Percentage distribution of fatalities per gender.....	19
Figure 13: Percentage distribution of fatalities per race	19
Figure 14: Percentage distribution of fatalities per age for drivers	20
Figure 15: Percentage distribution of fatalities per age for passengers	21
Figure 16: Percentage distribution of fatalities per age for pedestrians.....	21
Figure 17: Percentage distribution of fatalities per age for cyclists.....	22
Figure 18: Percentage Annual Growth in Vehicle Population.....	34
Figure 19: Percentage Vehicles Registered per Province.....	34
Figure 20: Number of learner licenses issues	37
Figure 21: Percentage change in learner licenses issued per province	38
Figure 22: Number of driving licenses issued	40
Figure 23: Percentage change in driving licenses issued	42
Figure 24: Number of PrDP's issued	43
Figure 25: Percentage in PrDP's issued	44

List of acronyms and abbreviations

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

3. OBJECTIVE OF THE REPORT

This report is aimed at achieving the following objectives:

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

4. EXECUTIVE SUMMARY

The purpose of the report is to provide final road crash statistics for the period July – September 2022. The performance is provided below.

Road Crashes Data

A total number of 3 182 fatalities were recorded for the period between July – September 2022 from 2 705 fatal crashes. As a result, there was an increase of 2.9% fatalities from 2021 to 2022. The most affected road user group during 2022 are pedestrians moving from 41.3% in the previous year 45.0% during the period under review.

A total number of twenty-three (23) major crashes were reported and investigated for the period under review. One-hundred and sixty-four (164) persons were killed in the major crashes.

Vehicle and driver population

The number of registered vehicles increased by 258 535 (2.00%) from 12 958 011 on 30 September 2021 to 13 216 546 vehicles as at 30 September 2022

The number of learner driving licenses issued increased by 178 229(21,30%) from 932 367 as at 30 September 2021 to 1 110 596 as at 30 September 2022.

The number of driving licenses issued increased by 491 035 (3.44%) from 14 290 022 as at 30 September 2021 to 14 781 057 as at 30 September 2022.

The number of Professional Driving Permits (PrDP's) issued decreased by 65 793 (5.74%) from 1 145 484 as at 30 September 2021 to 1 079 691 as at 30 September 2022

SECTION A

1. INTRODUCTION

This report is based on information about fatal crashes that were reported to police stations between July and September 2021 and 2022 using the CHoCOR Form. In addition, the report includes information about registered vehicles, un-roadworthy and un-licenced vehicles, driving licence and professional driving permits issued from the National Traffic Information System (NaTIS). Furthermore, it includes information about population growth using the 2022 mid-year population estimates from Statistics South Africa (Stats SA).

2. METHODOLOGY

2.1 Road crash data collection methodology

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

2.2 Crash Data Flow

The data is collected through the CHoCOR forms which are submitted to the Corporation either by fax, email or through the phone.

2.3 Data processing

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

2.4 Limitations

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

2.5 Sample

Sampling is not applicable for fatal crashes routine or administrative data as the data is collected as they occurred within the country from all nine (9) provinces.

2.6 Instruments

The Culpable Homicide Crash Observation Report (CHoCOR) forms are being used by Road Traffic Information unit to record fatal road crash data on daily basis.

3. FATAL ROAD CRASH ANALYSIS

The section covers the data in relation to fatal road crashes, which encompasses the number of fatal crashes and fatalities, contributory factors, fatality information per road user group and major crashes.

3.1 Number of fatal crashes

The table below provides a comparison between two quarters. There was an increase of 63 (2.4%) from 2 642 to 2 705 in comparison to quarter 2 of 2021 and 2022. However, on a provincial level Eastern Cape, Free State, Kwa-Zulu Natal and Limpopo had decreases in fatal crashes. The highest increase was in Western Cape at 56.2%.

FATAL CRASHES PER PROVINCE										
QUARTER 2	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q2 2021	327	138	621	605	289	240	72	149	201	2642
Q2 2022	311	137	643	528	239	279	80	174	314	2705
Diff	-16	-1	22	-77	-50	39	8	25	113	63
%Diff	-4,9%	-0,7%	3,5%	-12,7%	-17,3%	16,3%	11,1%	16,8%	56,2%	2,4%

Table 1: Number of fatal crashes per province

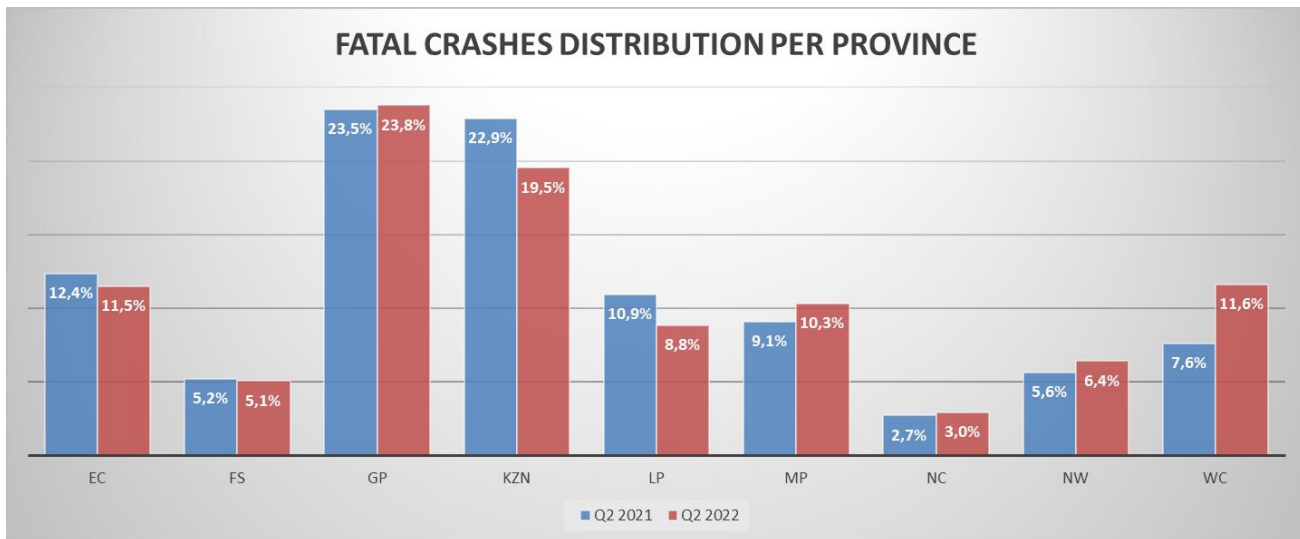


Figure 1: Percentage distribution of fatal crashes per province

3.2 Fatal Crashes per Day of Week

The details of the fatal crashes per day of the week is given in the table below. Friday, Saturday, and Sunday remain the most affected day of the week by fatal crashes for both 2021 and 2022. 42.7% of fatal crashes were recorded on Saturday and Sunday during 2021 whilst about 48.2% were recorded in 2022 for the two days.

Day of Week	Q2 2021	Q2 2022
Sunday	20,3%	22,6%
Monday	12,1%	11,6%
Tuesday	10,1%	9,1%
Wednesday	9,7%	7,7%
Thursday	10,7%	8,7%
Friday	14,8%	14,7%
Saturday	22,4%	25,6%

Table 2: Comparison of Number of Fatal Crashes per day of week

The percentage of fatal crashes per day of the week for the period under review is reflected in the figure below.

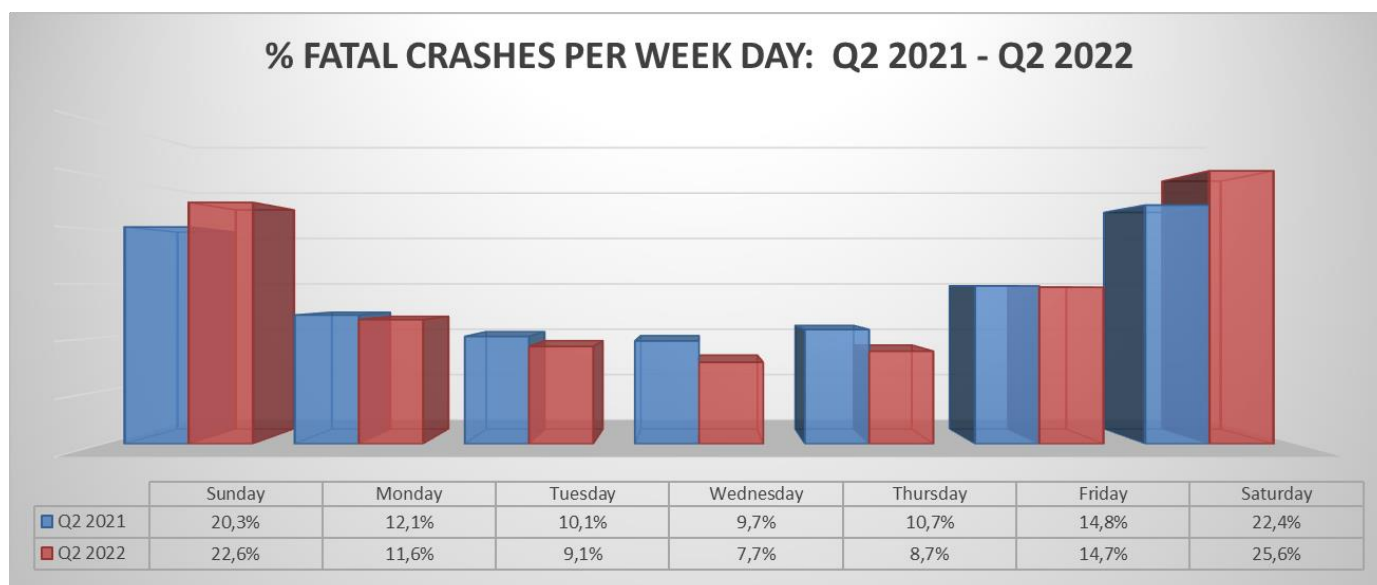


Figure 2: Percentage distribution of fatal crashes per day of week

3.3 Fatal Crashes per time of day

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

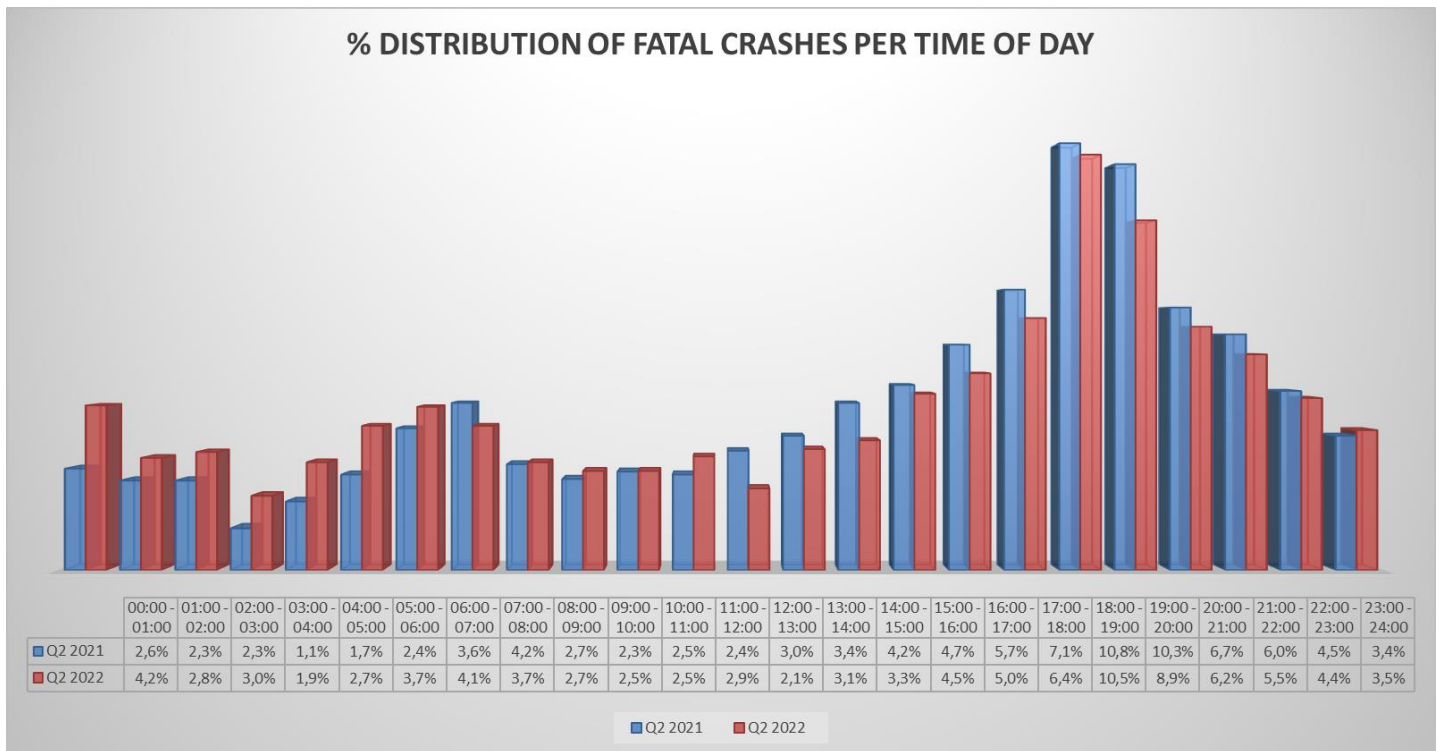


Figure 3: Percentage distribution of fatal crashes per time of day

The figure above depicts fatal crashes per time of day comparing quarter 2 of 2021 and 2022. In comparison, the time period from 18:00 to 20:00 is when most fatal crashes occurred for both 2021 and 2022 quarter 2.

3.4 Fatal crashes per crash type

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

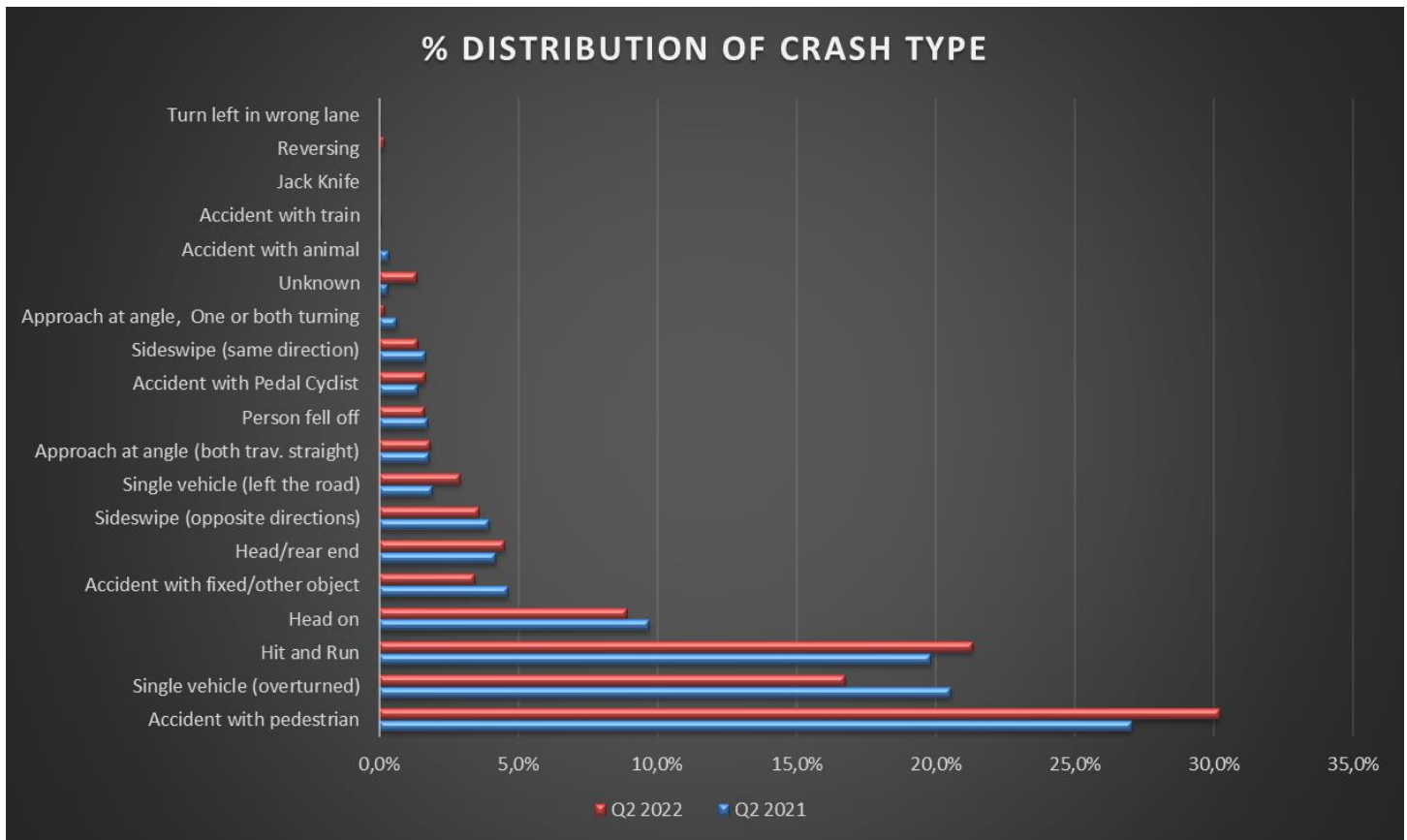


Figure 4: Percentage distribution of fatal crashes per crash type

The crashes with pedestrians and single vehicle overturned remained the highest for both years. Crashes involving pedestrians increase 3.1% from 27.1% in quarter 2 2021 to 30.2% in quarter 2 2022. Hit and run also increased from 19.8% to 21.3%. Single vehicle overturn reduces from 20.6% to 16.7%.

3.5 Fatal crashes per vehicle type

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

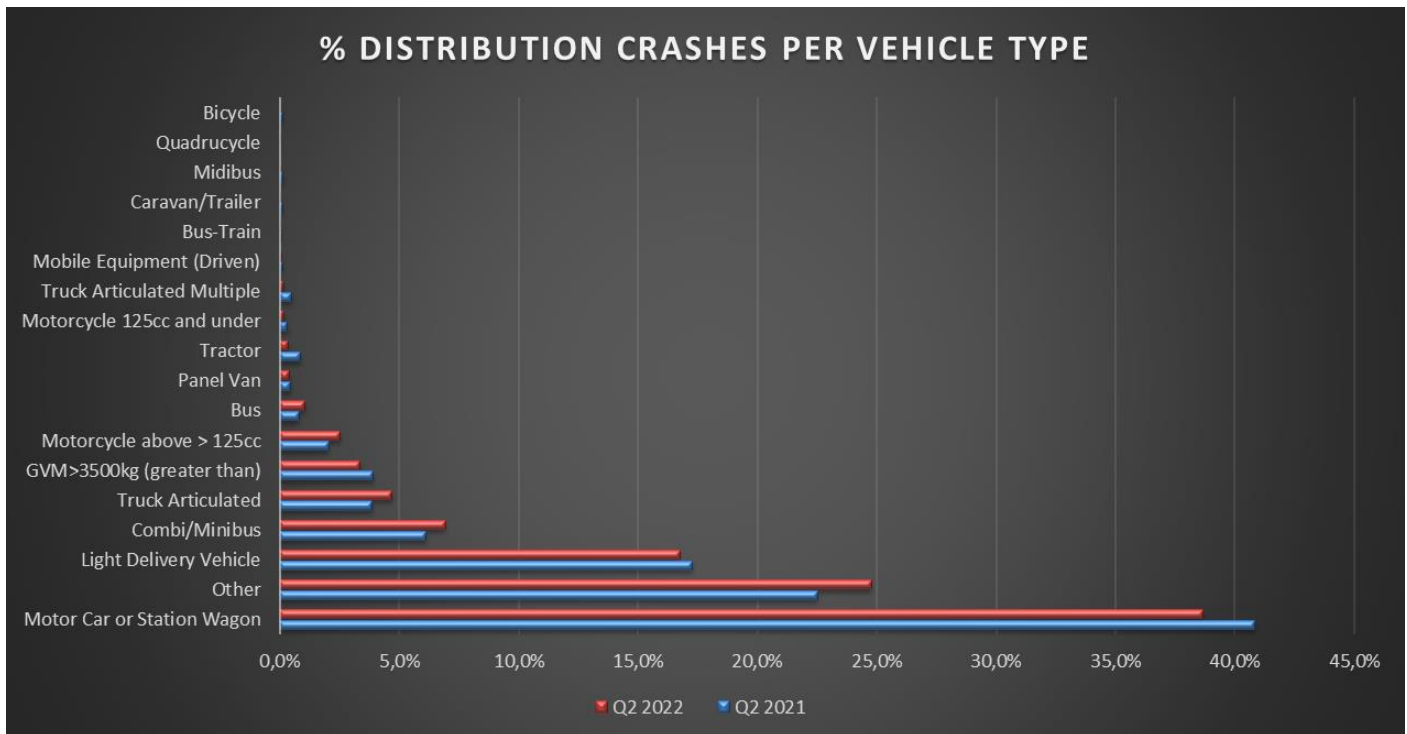


Figure 5: Percentage distribution of fatal crashes per vehicle type

The vehicle types that contributed the highest to fatal crashes were motorcars and Light Delivery Vehicles with contributions of 38.7% and 16.7% respectively during 2022. Both motor cars and Light Delivery Vehicles decrease compared to the previous year.

3.6 Contributory factors

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

The human factors remained to be the highest amongst the three contributory factors. The figure below shows that fatal crashes for July - September 2022 occurred due to

human factors with a contribution of 88.6%. Whilst roads and vehicle factors and vehicle factors recorded a 7.7% and 3.7% in 2022 respectively.

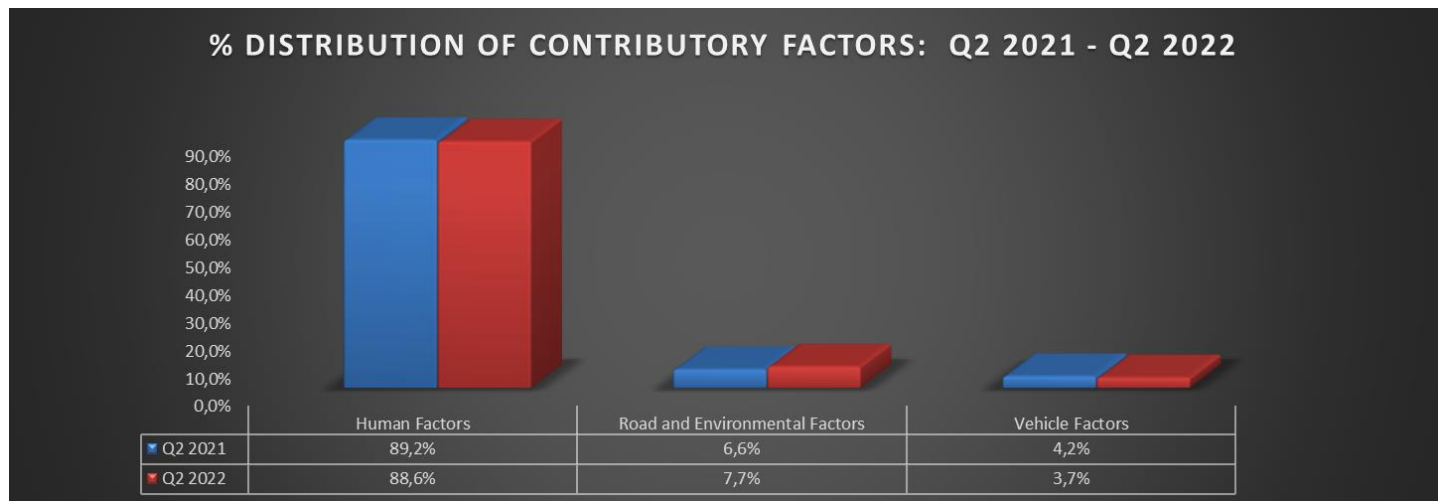


Figure 6: Comparison of contributory factors

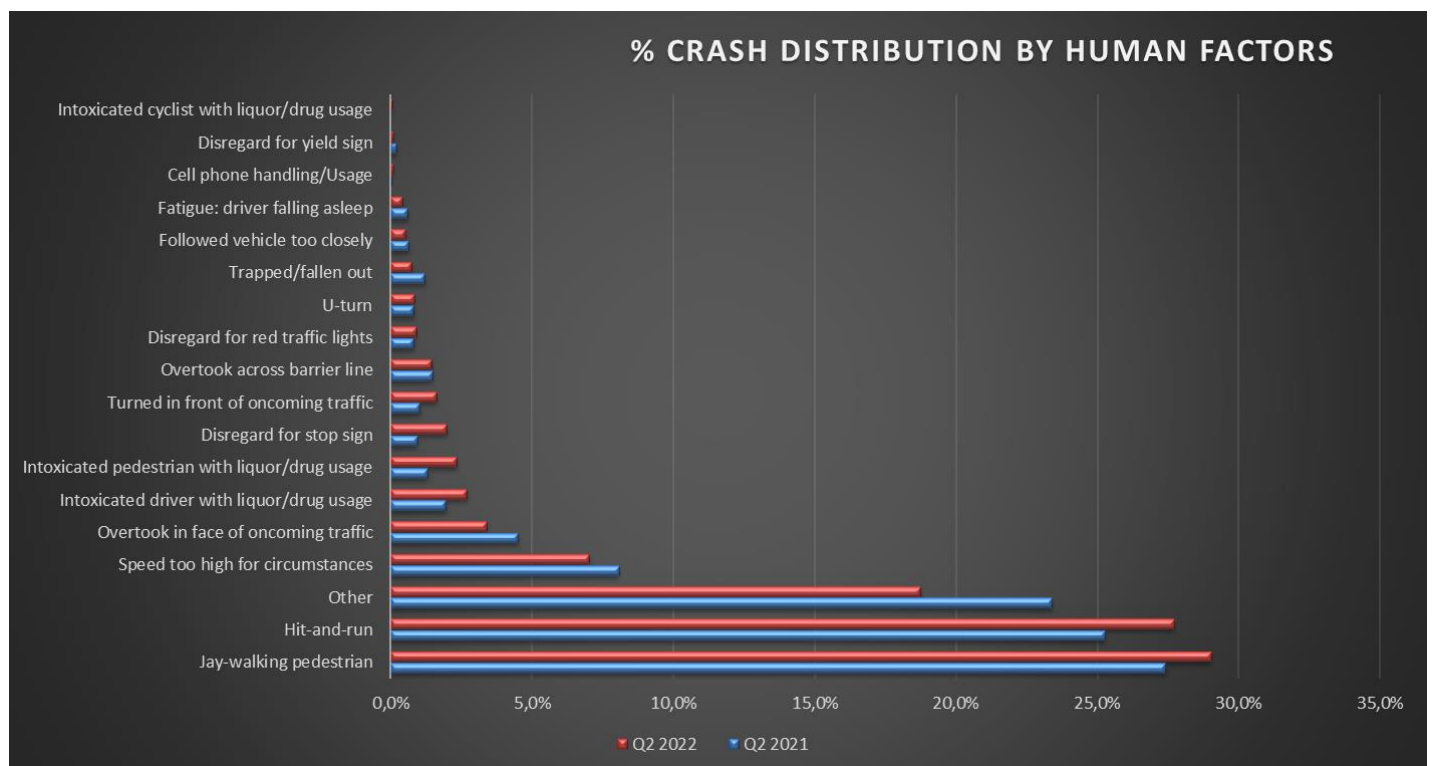


Figure 7: Percentage distribution of human factors

The figure above shows that jay-walking contributed 29% to the occurrence of fatal crashes, followed by hit and run at 27.7%, both these factors make up for 56.7% of human factors contributions to fatal crashes.

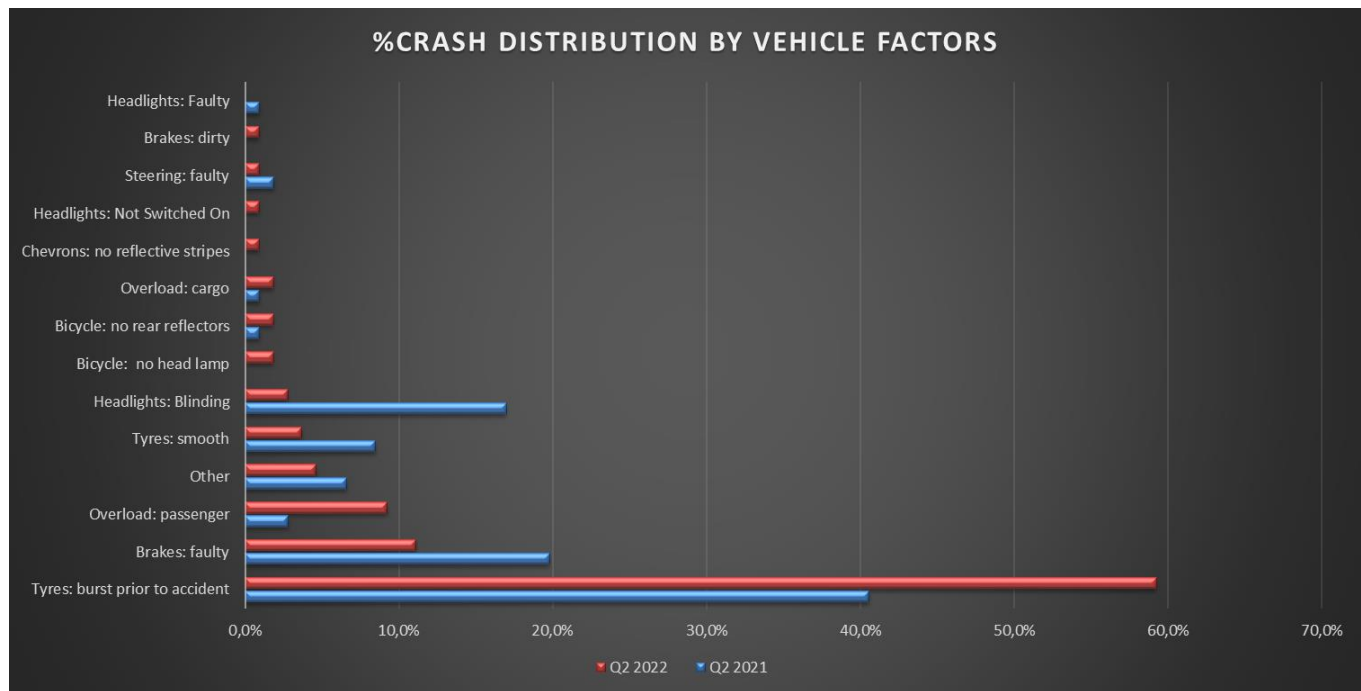


Figure 8: Percentage distribution by vehicle factor

The figure above shows that most crashes occurred because of a tyre burst prior to the crash with a contribution of 40.6% during quarter two of 2021 and 59.3% during quarter two of 2022.

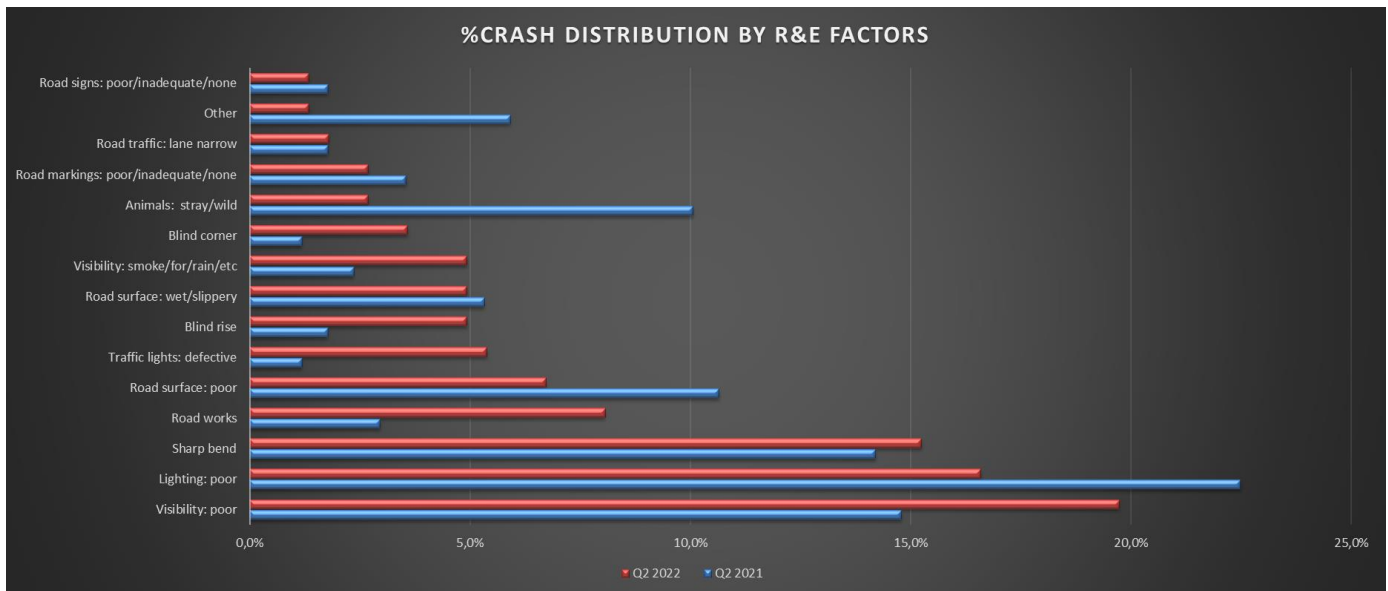


Figure 9: Percentage distribution of road and environmental factors

The figure above depicts that most fatal crashes occurred because of poor lighting in 2021 and poor visibility in 2022. These were followed by sharp bend.

4. ROAD FATALITIES ANALYSIS

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

4.1 Number of fatalities per province

FATALITIES PER PROVINCE										
QUARTER 2	EC	FS	GP	KZN	LP	MP	NC	NW	WC	RSA
Q2 2021	361	180	707	681	361	292	78	195	238	3093
Q2 2022	363	166	718	636	304	341	97	203	354	3182
Diff	2	-14	11	-45	-57	49	19	8	116	89
%Diff	0,6%	-7,8%	1,6%	-6,6%	-15,8%	16,8%	24,4%	4,1%	48,7%	2,9%

Table 3: Comparison of fatalities per province

The table above shows a comparison of fatalities per province for the two quarters. An increase in the number of fatalities from 3 093 in 2021 to 3 182 in 2022. On a national basis an increase of 2.9% has been recorded. Free State, Kwa-Zulu Natal and Limpopo had a reduction of fatalities during the period under review. Western Cape had the highest increase of 48.7%.

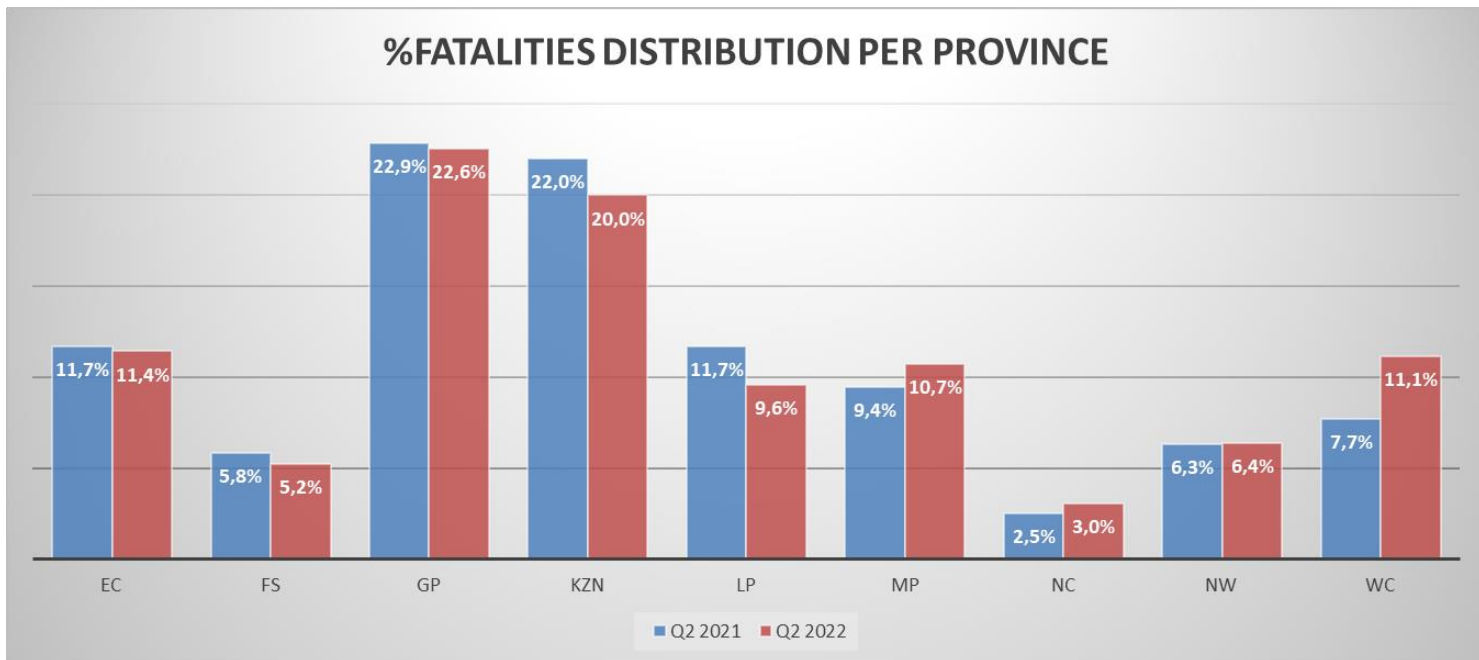


Figure 10: Percentage distribution fatalities per province

4.2 Number of Fatalities per Road User Group

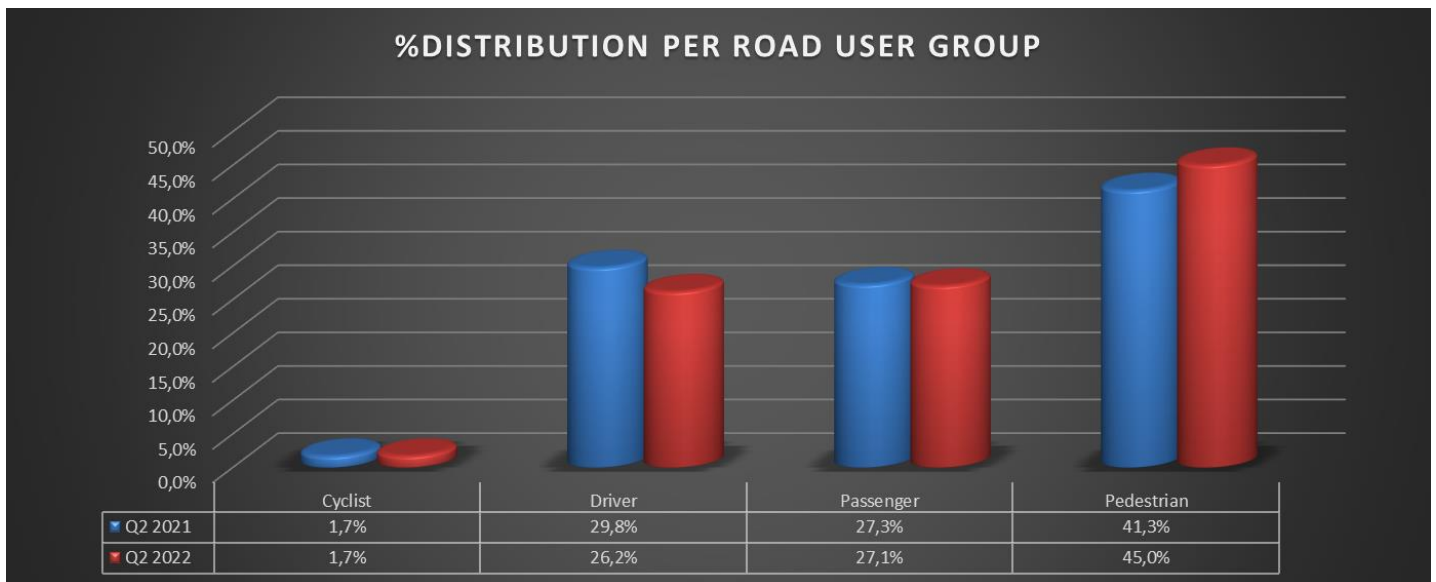


Figure 11: Percentage distribution of fatalities per road user

The percentage distribution of fatalities per road user groups is reflected in the figure above. During the period under review, pedestrians contributed 45%, followed by passengers with 27.1% and drivers with 26.2% to the total number of fatalities. A

reduction in fatality percentage has been observed for drivers. Pedestrians fatalities remain a challenge amongst all the road users.

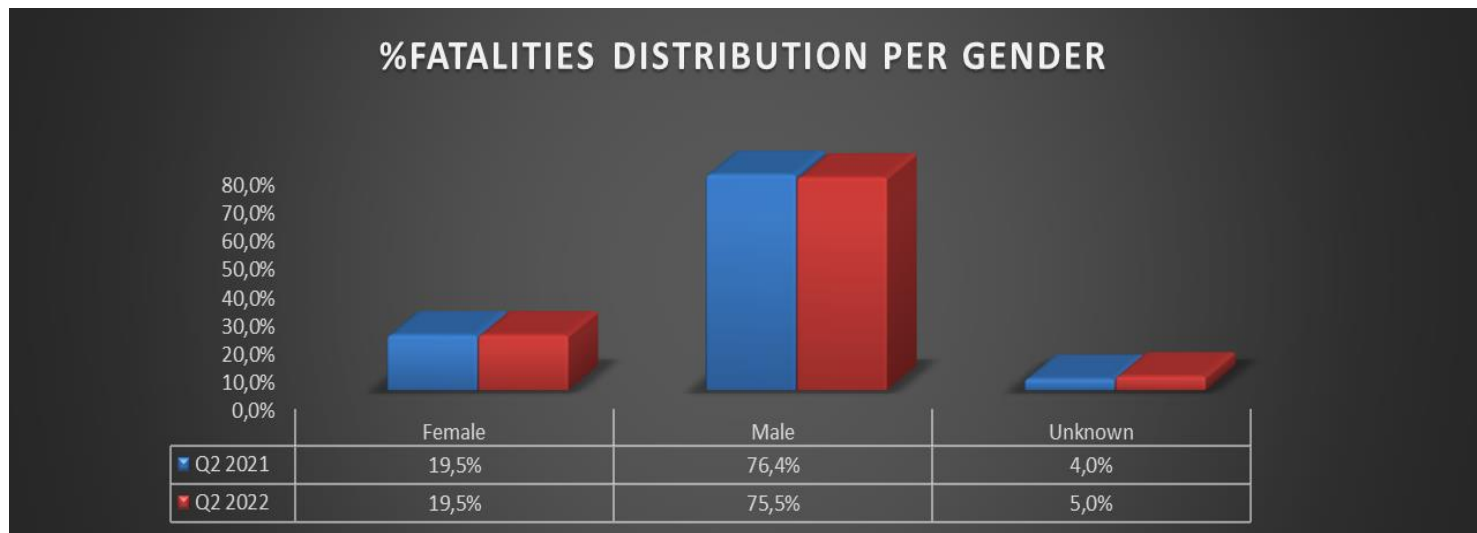


Figure 12: Percentage distribution of fatalities per gender

The figure above depicts trends for fatalities per gender for the two quarters. The figure for male fatalities remained constant from period to period.

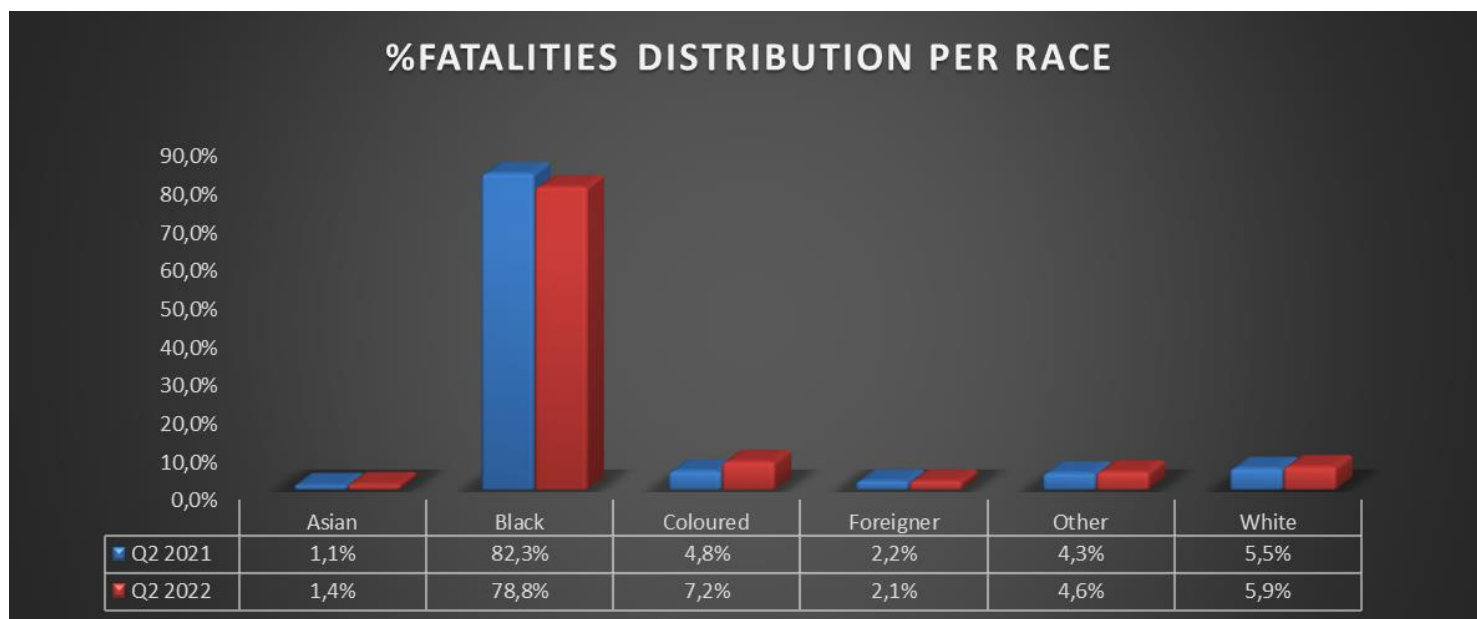


Figure 13: Percentage distribution of fatalities per race

The figure above depicts trends for fatalities per race for the two quarters. Black fatalities remain a challenge for the country.

4.3 Road user group fatalities per age group

The figures below provide information regarding the fatalities per age and per road user group for the period July to September 2021 and 2022. The information is categorised per road user group (Driver, Passenger, Pedestrian and Cyclists).

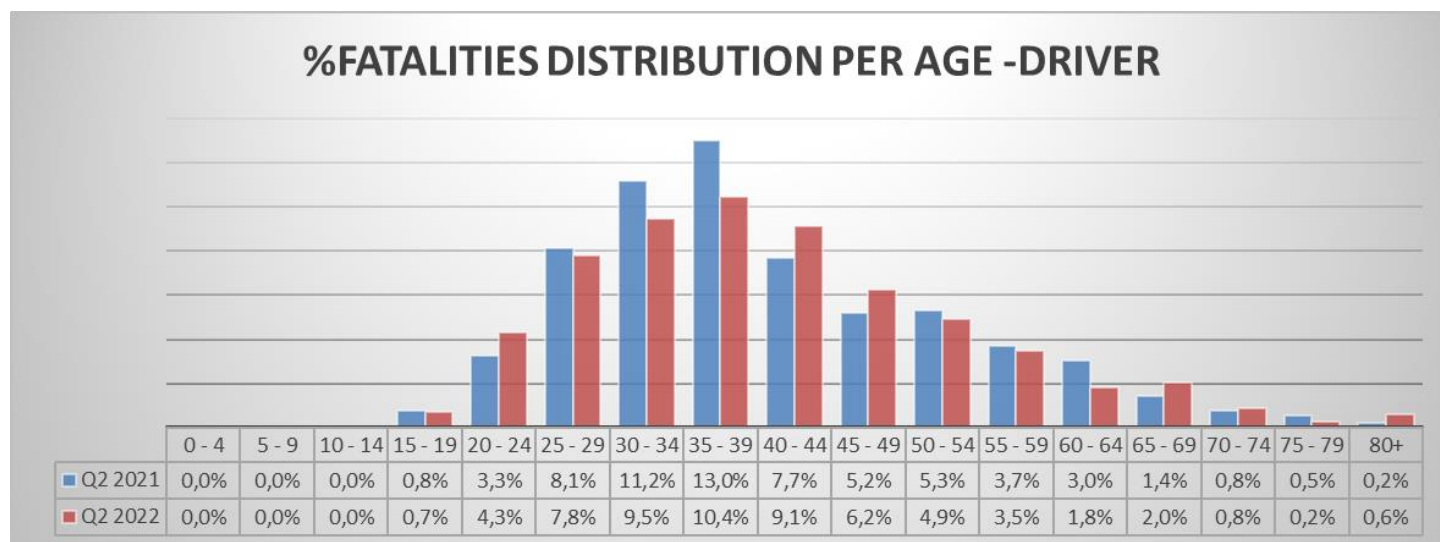


Figure 14: Percentage distribution of fatalities per age for drivers

The figure above shows that the highest fatalities for drivers were recorded from age group 25 to 44 years with a contribution of more than 8%. The highest its between age 35 – 39 years.

%FATALITIES DISTRIBUTION PER AGE - PASSENGER

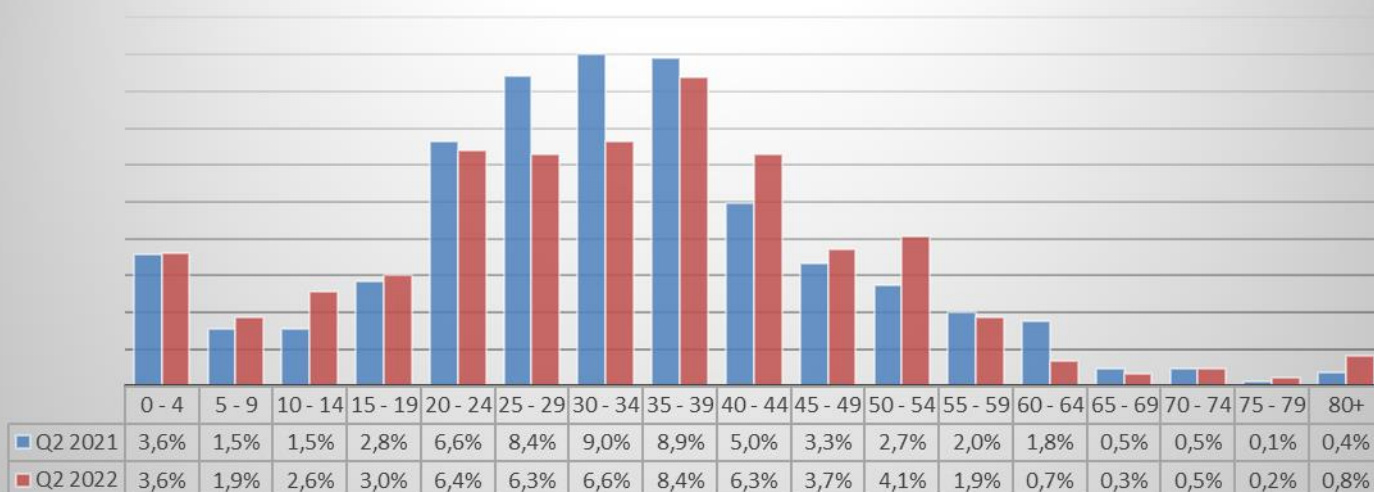


Figure 15: Percentage distribution of fatalities per age for passengers

The figure above indicates that most fatalities for passengers were recorded for age group 20 and 44 years with a contribution of above 5%. The highest being between age 25 to 39 years.

%FATALITIES DISTRIBUTION PER AGE - PEDESTRIAN

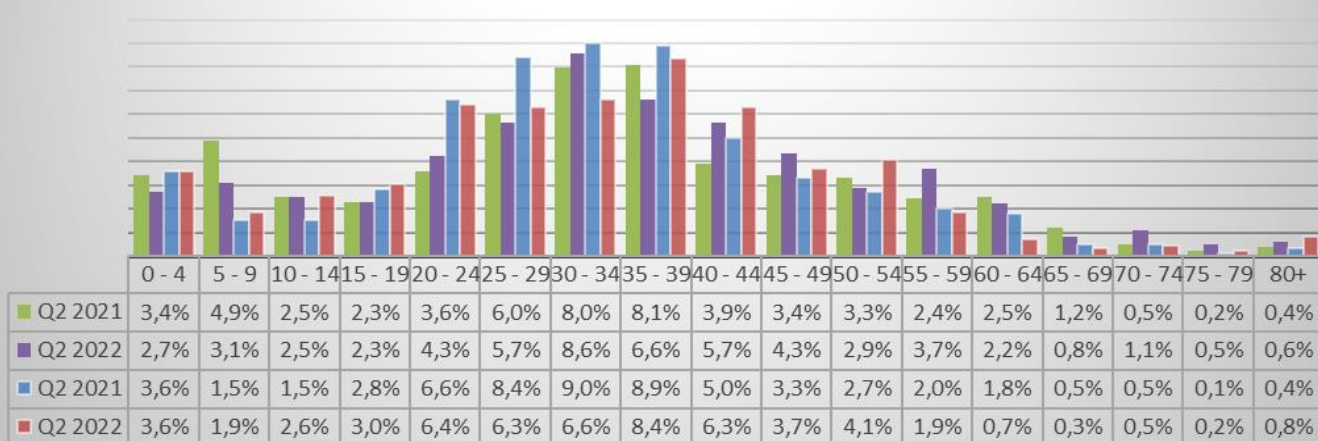


Figure 16: Percentage distribution of fatalities per age for pedestrians

The figure above indicates that the highest fatalities for pedestrians were recorded between the age group 25 to 39 years. A reduction has been recorded for most age intervals.

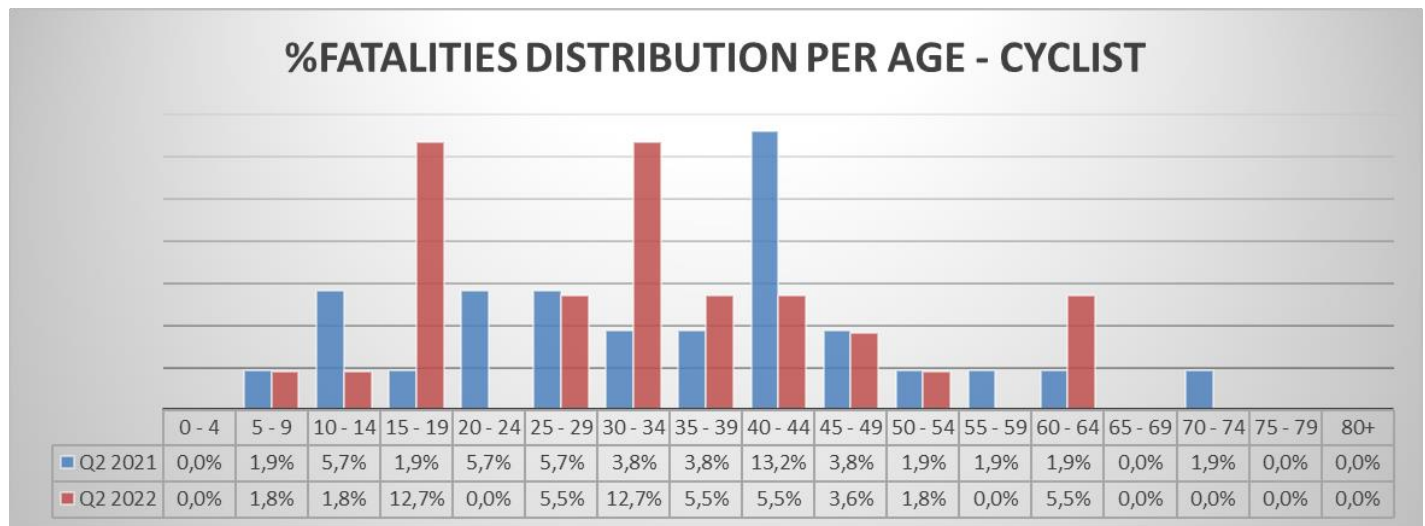


Figure 17: Percentage distribution of fatalities per age for cyclists

The figure above indicates that most fatalities for cyclists were recorded between age 40 to 44 with a contribution of 13.2% for 2021 and ages of 15 to 19 and 30 34 at 12.7% each in 2022.

SECTION B

1. INTRODUCTION

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

2. VEHICLE POPULATION

2.1 Number of Registered Vehicles

The number of registered vehicles increased by 258 535 (2.00%) from 12 958 011 on 30 September 2021 to 13 216 546 vehicles as at 30 September 2022. Detail per type of vehicle is given in table below.

Number of Registered Vehicles	Number registered Sep-21	Number registered Sep-22	Change	% Change	% of Group Sep-21	% of Total Sep-22
Motorised Vehicles						
Motorcars	7 652 045	7 826 452	174 407	2,28%	65,46%	59,22%
Minibuses	349 314	356 485	7 171	2,05%	2,98%	2,70%
Buses	64 788	65 329	541	0,84%	0,55%	0,49%
Motorcycles	347 703	356 830	9 127	2,62%	2,98%	2,70%
LDV's - Bakkies	2 673 763	2 713 384	39 621	1,48%	22,69%	20,53%
Trucks	388 383	395 972	7 589	1,95%	3,31%	3,00%
Other & Unknown	252 182	242 013	(10 169)	-4,03%	2,02%	1,83%
Total Motorised	11 728 178	11 956 465	228 287	1,95%	100,00%	90,47%
Towed Vehicles						
Caravans	98 188	97 720	(468)	-0,48%	7,76%	0,74%
Heavy Trailers	219 192	227 975	8 783	4,01%	18,09%	1,72%
Light Trailers	897 871	905 838	7 967	0,89%	71,89%	6,85%
Other & Unknown	14 582	28 548	13 966	95,78%	2,27%	0,22%
Total Towed	1 229 833	1 260 081	30 248	2,46%	100,00%	9,53%
All Vehicles	12 958 011	13 216 546	258 535	2,00%		100,00%

Table 4: Number of registered vehicles per type

The table above shows that on a percentage basis the biggest change was for motorcycles and motorcars with an increase of 2,62% and 2.28% respectively within the motorised category. The number of registered motorcycles increased from 347 703 to 356 830 and motorcars increased from 7 652 045 to 7 826.

Number of Registered Vehicles per Province	Number registered Sep-21	Number registered Sep-22	Change	% Change	% of Total Sep-22
Gauteng	4 971 301	5 079 795	108 494	2,18%	38,44%
KwaZulu-Natal	1 734 584	1 773 526	38 942	2,25%	13,42%
Western Cape	2 082 888	2 125 946	43 058	2,07%	16,09%
Eastern Cape	867 495	875 833	8 338	0,96%	6,63%
Free State	649 632	660 286	10 654	1,64%	5,00%
Mpumalanga	931 376	941 166	9 790	1,05%	7,12%
North West	657 492	671 888	14 396	2,19%	5,08%
Limpopo	769 568	789 492	19 924	2,59%	5,97%
Northern Cape	293 675	298 614	4 939	1,68%	2,26%
RSA	12 958 011	13 216 546	258 535	2,00%	100,00%

Table 5: : Number of registered vehicles per province

The number of registered vehicles per province show the highest increase (percentage change) recorded for Limpopo with an increase of 2.59% from 769 568 in 2021 to 789 492 in 2022, followed closely by Kwa-Zulu Natal with an increase of 2.25% from 1 734 584 2021 to 1 773 526 in 2022.

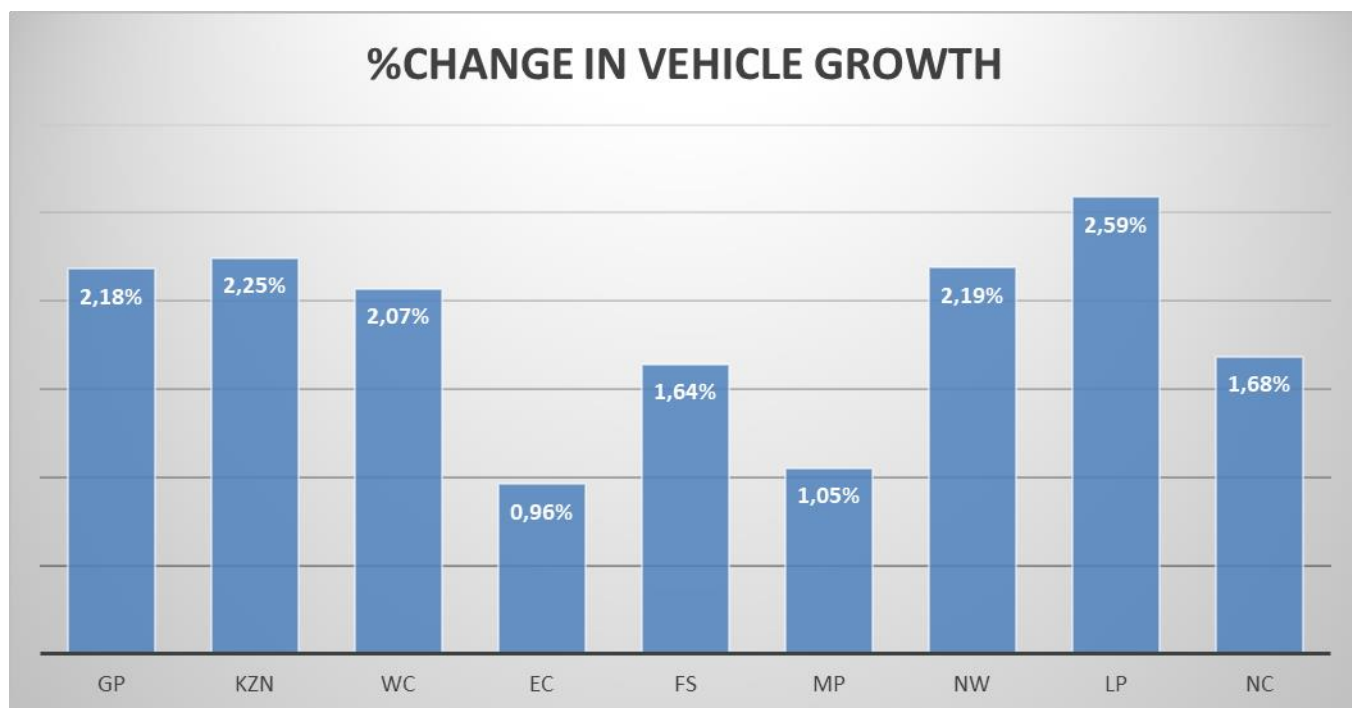


Figure 18: Percentage Annual Growth in Vehicle Population

The percentage vehicles registered per province as on 30 September 2022 is reflected in the figure below.

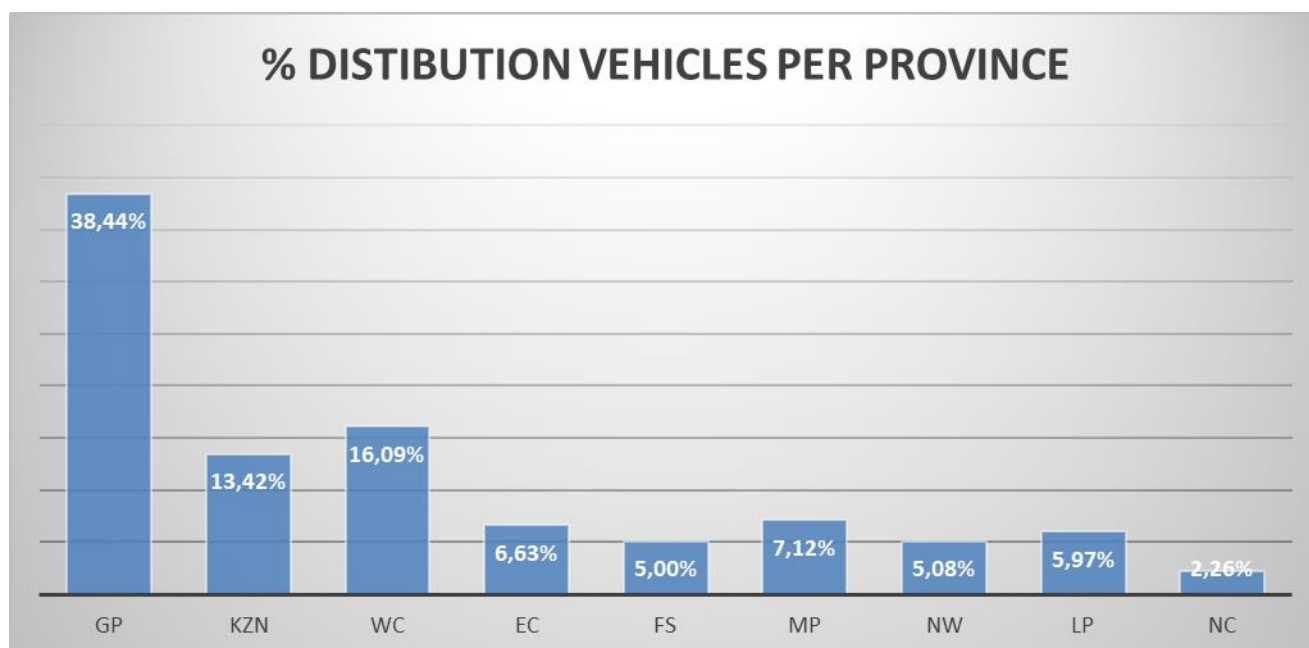


Figure 19: Percentage Vehicles Registered per Province

The information in the figure above shows that 38.44% of all vehicles were registered in Gauteng; 16.09% in Western Cape and 13.42% in Kwa-Zulu Natal.

3. DRIVER POPULATION

3.1 Learner Driving Licenses

The number of learner driving licenses issued increased by 178 229(21,30%) from 932 367 as at 30 September 2021 to 1 110 596 as at 30 September 2022. Detail on the number of learner driving licenses issued per category is given in table below and graphically reflected in the figure below.

Number of Learner Licences Issued				
Category	Sep-21	Sep-22	Change	% Change
1	27 502	38 946	11 444	41,61%
2	163 220	200 532	37 312	22,86%
3	741 645	871 118	129 473	17,46%
Total	932 367	1 110 596	178 229	81,93%

Table 6: Number of learner licenses issued

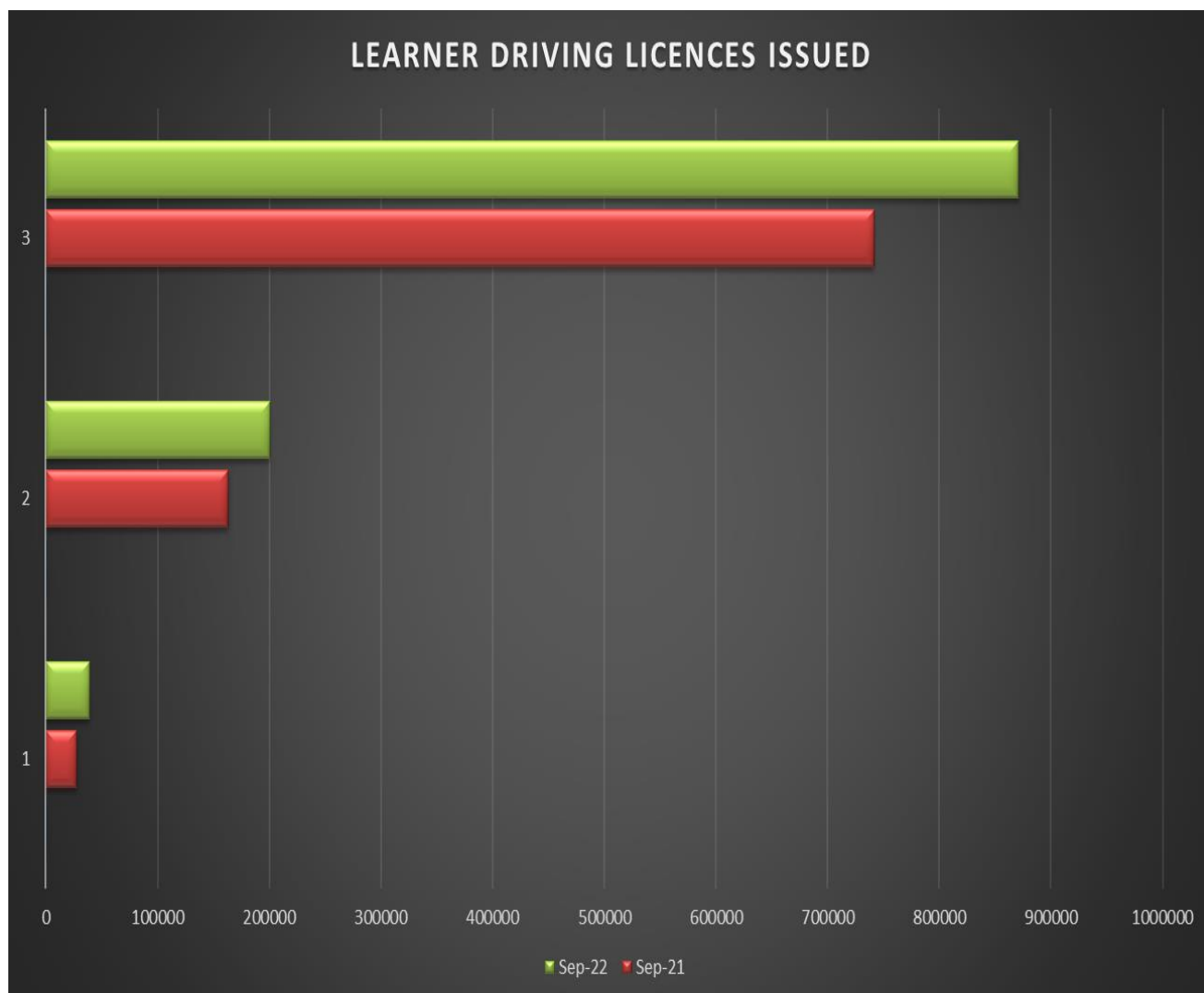


Figure 20: Number of learner licenses issues

Provincial information in this regard is given in the table below and the percentage change per Province is reflected in the figure below.

Number of Learners Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Sep-21	289 941	139 181	141 783	74 600	45 596	88 389	51 423	80 894	20 560	932 367
Sep-22	339 234	205 766	173 236	64 604	52 466	99 180	56 629	96 332	23 149	1 110 596
Change	49 293	66 585	31 453	-9 996	6 870	10 791	5 206	15 438	2 589	178 229
% Change	17,00%	47,84%	22,18%	-13,40%	15,07%	12,21%	10,12%	19,08%	12,59%	19,12%

Table 7: Number of learners licenses issued per province

All provinces recorded an increase with regards to the number of Learner Licenses issued except for Easter Cape. The highest increase was recorded for Kwa-Zulu Natal with 47.8% followed by Western Cape at 22.18%.

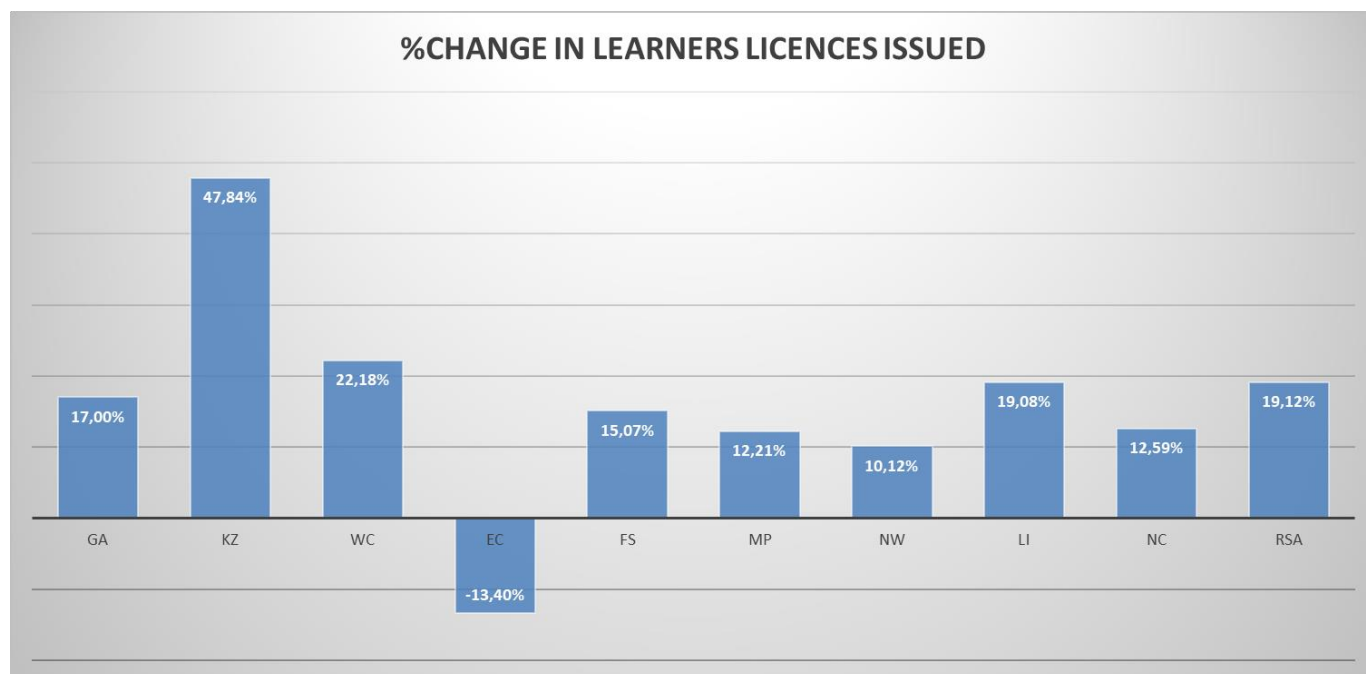


Figure 21: Percentage change in learner licenses issued per province

3.2 Driving Licenses Issued

3.2.1 Number of Driving Licenses Issued

The number of driving licenses issued increased by 491 035 (3.44%) from 14 290 022 as at 30 September 2021 to 14 781 057 as at 30 September 2022. Details on the number of driving licenses issued per category is given in table and graphically reflected in the figure below.

Number of Driving Licences Issued				
Category	Sep-21	Sep-22	Change	% Change
A	503 139	510 523	7 384	1,47%
A1	122 529	122 480	(49)	-0,04%
B	3 230 048	3 338 164	108 116	3,35%
C	24 765	25 215	450	1,82%
C1	4 979 023	5 295 159	316 136	6,35%
EB	3 646 519	3 650 345	3 826	0,10%
EC	1 200 878	1 257 059	56 181	4,68%
EC1	583 121	582 112	(1 009)	-0,17%
Total	14 290 022	14 781 057	491 035	3,44%

Table 8: Number of driving licenses issued

Driving licenses:

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

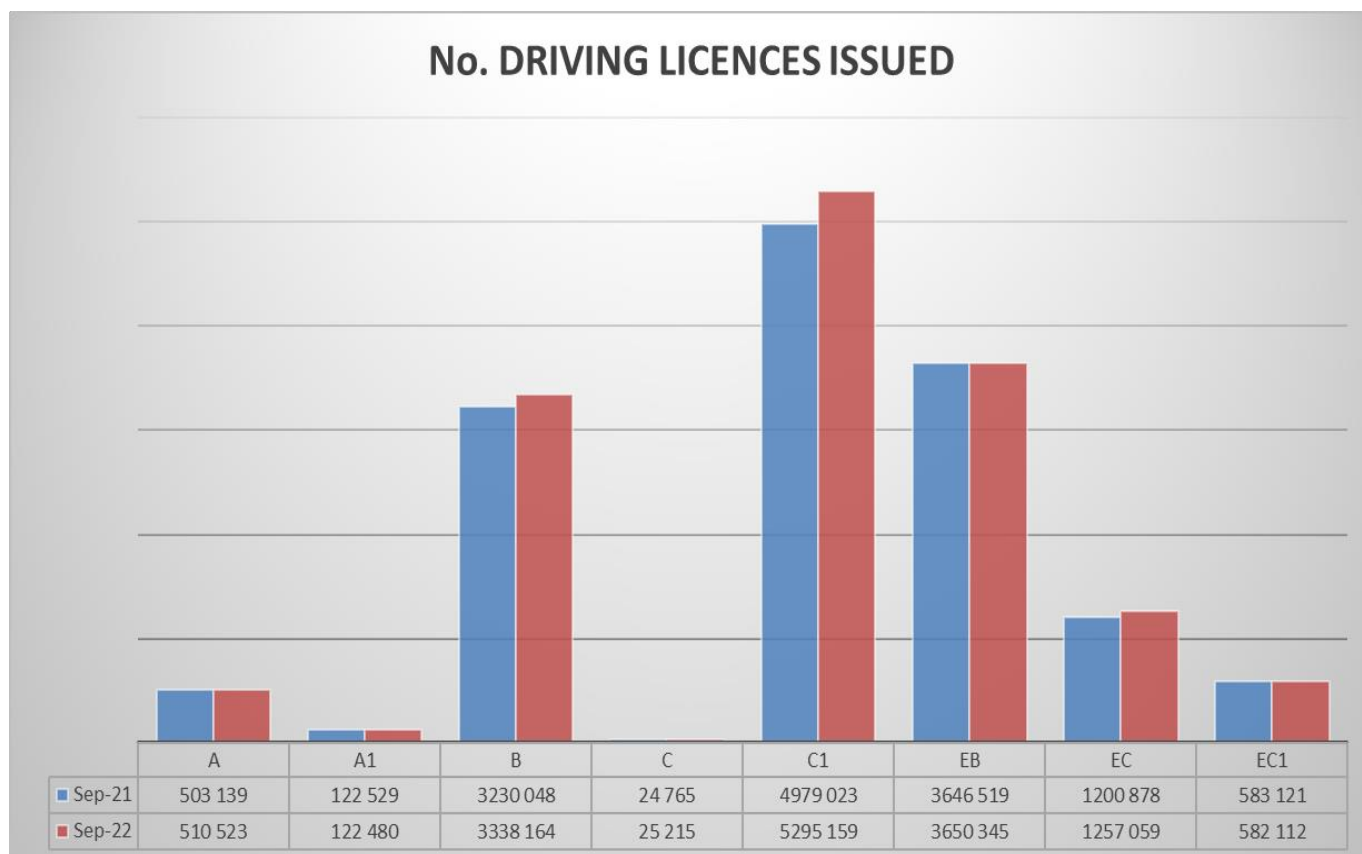


Figure 22: Number of driving licenses issued

The table above shows that the highest percentage change was recorded for Categories C1 at 6.36% followed by EC at 4.68% and B at 3.35%. A1 had a 0.04% decrease.

The number and percentage (%) of driving licenses issued per category at the end of September 2022 is reflected in the table below.

Category	Description	Number	%
A	Motorcycle > 125 cub.cm	510 523	3,45%
A1	Motorcycle < 125 cub.cm	122 480	0,83%
B	Motor vehicle < 3,5000 kg	3 338 164	22,58%
C	Motor vehicle >16,000 kg	25 215	0,17%
C1	Motor vehicle 3,500 - 16,000 kg	5 295 159	35,82%
EB	Articulated motor vehicle < 16,000 kg	3 650 345	24,70%
EC	Articulated vehicle > 16,000 kg	1 257 059	8,50%
EC1	Articulated vehicle 3,500 - 16,000 kg	582 112	3,94%
Total		14 781 057	100%

Table 9: Number and percentage of driving licenses issued per category

Provincial information in this regard is given in the table below and the percentage change regarding all licenses issued per province is reflected in the figure below.

Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Sep-21	4 993 240	2 290 898	2 139 147	1 044 031	694 994	1 077 993	669 701	1 116 041	263 977	14 290 022
Sep-22	5 170 595	2 373 882	2 206 623	1 071 905	713 368	1 120 223	691 514	1 159 465	273 482	14 781 057
Change	177 355	82 984	67 476	27 874	18 374	42 230	21 813	43 424	9 505	491 035
% Change	3,55%	3,62%	3,15%	2,67%	2,64%	3,92%	3,26%	3,89%	3,60%	3,44%

Table 10: Number of driving licenses issued per province

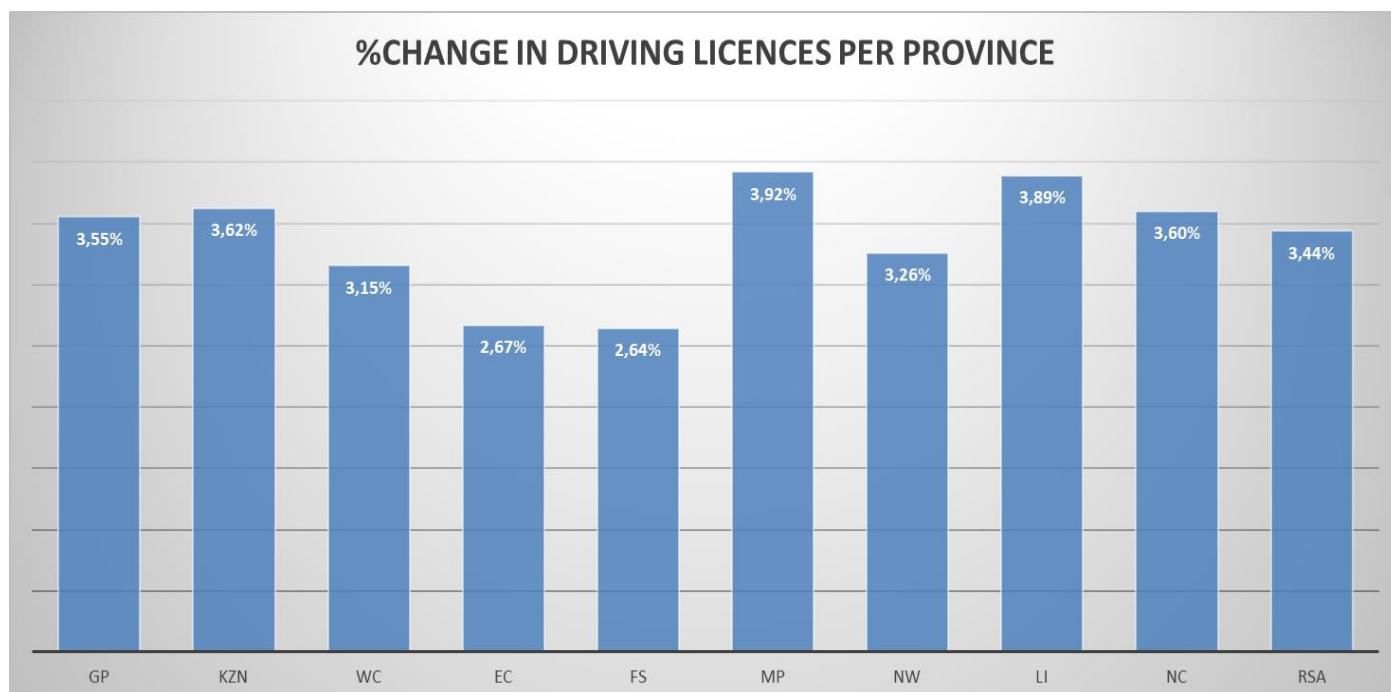


Figure 23: Percentage change in driving licenses issued

3.3 Professional Driving Permits Issued

3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued decreased by 65 793 (5.74%) from 1 145 484 as at 30 September 2021 to 1 079 691 as at 30 September 2022. Detail on the number of PrDPs issued per category is given in table below and graphically reflected in the figure below.

Number of PrDP's Issued				
Category	Sep-21	Sep-22	Change	% Change
G	7 524	6 336	-1 188	-15,79%
P G	1 088 532	1 021 065	-67 467	-6,20%
D G	146	162	16	10,96%
D P G	49 282	52 128	2 846	5,77%
Total	1 145 484	1 079 691	(65 793)	-5,74%

Table 11: Number of PrDP's issued

Professional Driving Permits (PrDPs)

G: Goods

P: Passengers

D: Dangerous goods

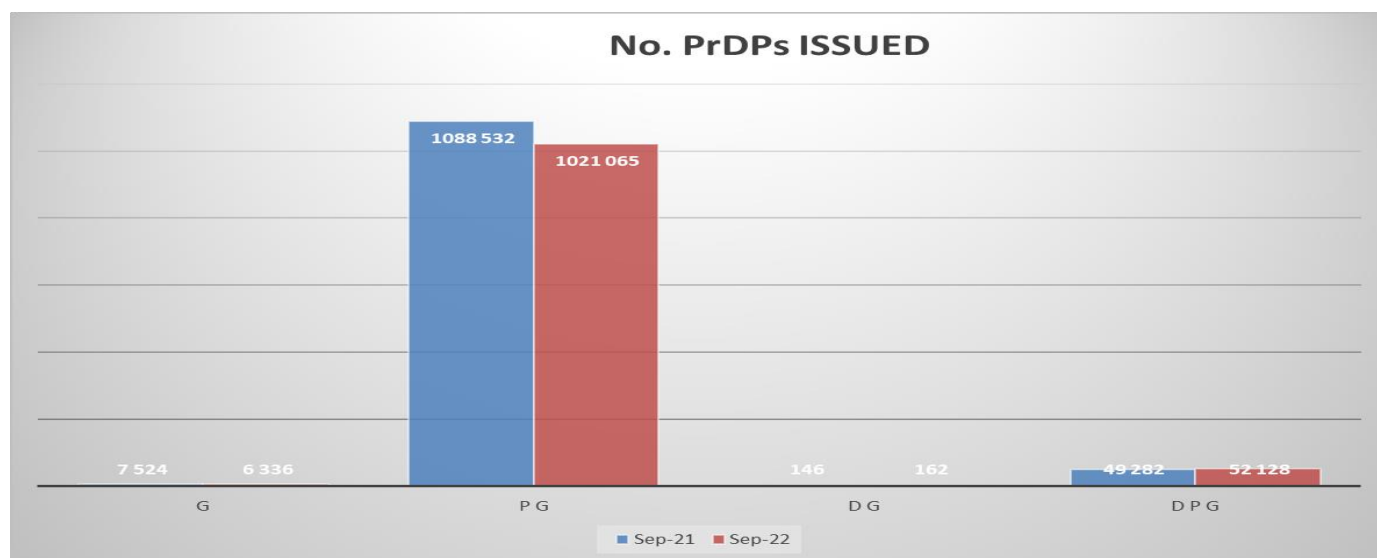


Figure 24: Number of PrDP's issued

Provincial information in this regard is given in the table below and the percentage change regarding all categories of PrDP's issued per Province is reflected in the figure below.

Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GP	KZN	WC	EC	FS	MP	NW	LI	NC	RSA
Sep-21	315299	204104	162438	93754	64984	112646	54636	110575	27048	1 145 484
Sep-22	293 428	203 338	154 862	80 841	60 359	106 712	58 136	95 545	26 470	1 079 691
Change	-21 871	-766	-7 576	-12 913	-4 625	-5 934	3 500	-15 030	-578	-65 793
% Change	-6,94%	-0,38%	-4,66%	-13,77%	-7,12%	-5,27%	6,41%	-13,59%	-2,14%	-5,74%

Table 12: Number of professional driving permits (PrDP's) issued per province

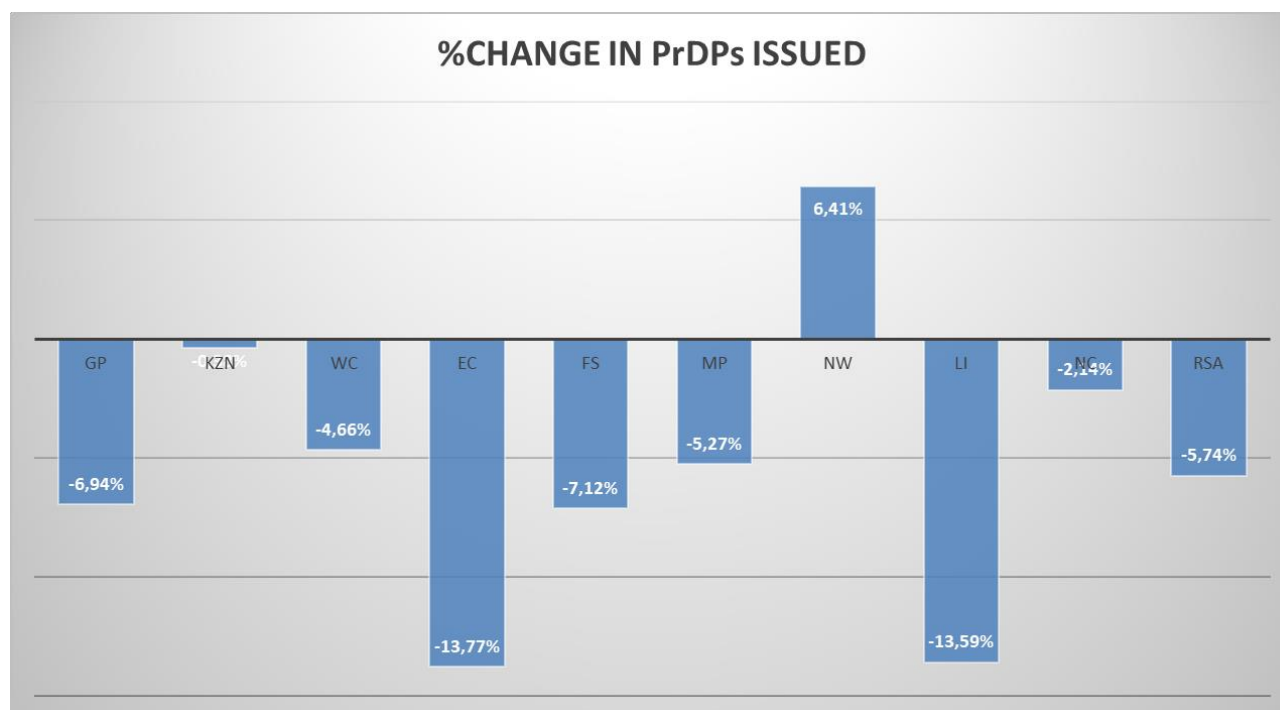


Figure 25: Percentage in PrDP's issued

Compiled by

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Mr Emmanuel Phasha

General Manager: Road Traffic Information

Date:

Recommended by

.....

Mr Kevin Kara-Vala

Executive Manager: Road Traffic Information & Technology

Date:

Approved by

.....

Advocate Makhosini Msibi

Chief Executive Officer

Date:

Compiled by



Road Traffic Management Corporation
Eco Origin Office Park, Block F
349 Witch-Hazel Street
Highveld Ext 79
Tell: 012 999 5200

.....

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