Road Traffic
Management Corporation

Road Traffic Report

31 March 2009

18 April 2009

Index

Annexures

1. Executive Summary

1.1 Vehicle Population, Fuel Sales and Distance Travelled

1.1.1 The number of registered vehicles increased by 211,242 (2,30%) from 9,182,677 on 31 March 2008 to 9,393,919 vehicles on 31 March 2009.

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

1.1.3 The total number of vehicles that are either un-roadworthy, un-licenced or both, decreased by 136,192 (14,77%) from 922,200 vehicles at the end of March 2008 to 786,008 vehicles at the end of March 2009.

1.1.4 The number of vehicles that are un-roadworthy (but licenced) increased by 21,392 (5,68%) from 376,876 vehicles at the end of March 2008 to 398,268 vehicles at the end of March 2009.

1.1.5 The number of un-licenced vehicles decreased by 134,659 (28,01%) from 480,682 vehicles at the end of March 2008 to 346,023 vehicles at the end of March 2009.

1.1.6 The general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV's "bakkies"), improved by 6,00% from a national average of 6,93 persons per vehicle at the end of March 2006 to 6,52 persons per vehicle at the end of March 2007. From the end of March 2008 to March 2009 the improvement was only 0,32%, from 6,28 to 6,26 persons per vehicle.

1.1.7 The overall mobility in terms of the number of public passenger transport vehicles per 10,000 population decreased by 0,62%. At the end of March 2009 there were on average in the order of 66 public passenger vehicles per 10,000 human population.

1.2 Driver Population

1.2.1 The number of learner driving licences issued increased by 127,775 (11,30%) from 1,130,663 at the end of March 2008 to 1,258,438 at the end of March 2009.

1.2.2 The number of driving licences issued increased by 333,497 (4,06%) from 8,205,987 at the end of March 2008 to 8,539,484 at the end of March 2009.

1.2.3 At the end of March 2009 there were a total of 1,122,224 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 13,14% of all driving licences issued.

1.2.4 The number of Professional Driving Permits (PrDP's) issued increased by 51,171 (7,22%) from 708,253 at the end of March 2008 to 759,424 at the end of March 2009.

1.2.5 At the end of March 2009 there were a total of 241,278 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 31,77% of all PrDPs issued.

1.3 Fatal Road Crashes and Fatalities

1.3.1 Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatal crashes decreased by 1,013 (8,68%) from 11,674 crashes over the same period the previous year to 10,661.

1.3.2 From 1 April 2008 to 31 March 2009 the number of fatalities decreased by 1,006 (6,84%) from 14,713 fatalities over the same period the previous year to 13,707.

1.3.3 Driver fatalities decreased by 397 (9,19%) to 3,923; passenger fatalities increased by 117 (2,31%) to 4,950 and pedestrian fatalities decreased by 492 (9,23%) to 4,833 over the 12-month period from 1 April 2008 to 31 March 2009.

1.3.4 During 2008-2009 driver fatalities were 28,62%, passengers 36,12% and pedestrians 35,26% of all fatalities.

1.3.5 The severity of fatal crashes increased by 0,025 (2,01%) from 1,260 during 2007-2008 to 1,286 during 2008-2009.

1.3.6 The number of fatal crashes per 10,000 registered motorised vehicles decreased by 1,71 (11,81%) from 14,50 during 2007-2008 to 12,79 in the 2008-2009 financial year.

1.3.7 The number of fatalities per 10,000 registered motorised vehicles decreased by 1,83 (10,03%) from 18,28 during 2007-2008 to 16,44 during 2008-2009.

1.3.8 The number of fatalities per 100,000 human population decreased by 2,59 (8,47%) from 30,60 during 2007-2008 to 28,01 during 2008-2009.

1.3.9 During 2008-2009 in the order of 23,86% road fatalities were female and 76,14% male.

1.3.10 The number of motorised vehicles involved in fatal crashes decreased by 1,924 (12,34%) from 15,586 in 2007-2008 to 13,662 in 2008-2009.

1.3.11 The estimated cost of fatal crashes for the year 2008-2009 is in the order of R 12,68 billion in comparison with R 13,23 billion in 2007-2008. A decrease of R 543,42 million, despite an increase in the inflation.

1.4 Results of the 2008 Road Traffic Offence Survey

1.4.1 On a national basis, the overall traffic offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008.

1.4.2 Driving under the influence of alcohol during day-time, for all categories of vehicles increased by 336,36% from an index of 0,55 in 2007 to an index of 2,40 in 2008.

1.4.3 Exceeding the speed limit in urban areas increased by 52,57% from 4,40 in 2007 to 6,70.

2. Vehicle Population, Mobility, Fuel Sales and Distance Travelled

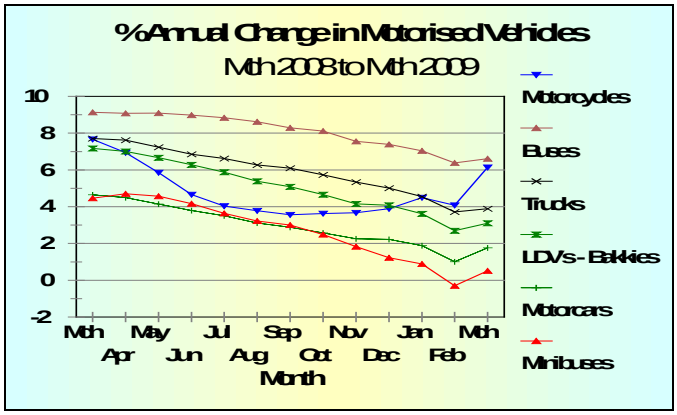
2.1 Number of Registered Vehicles

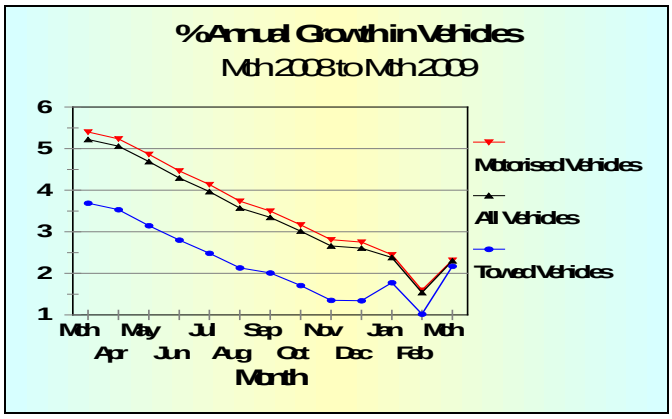
The number of registered vehicles increased by 211,242 (2,30%) from 9,182,677 on 31 March 2008 to 9,393,919 vehicles on 31 March2009. Detail per type of vehicle is given in Table 1 below.

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

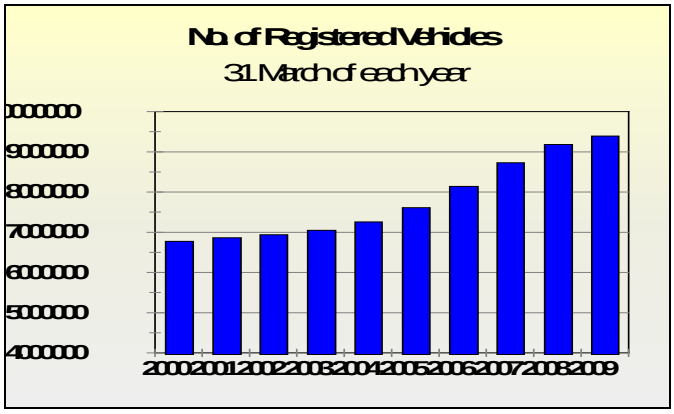
The information above shows that on a percentage basis the biggest change was for buses which increased by 6,61% to 43,456; followed by heavy trailers which increased by 6,33% to 145,240 and motorcycles which increased by 6,13% to 335,005. The growth rate for minibuses changed from 4,46% in March 2008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

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

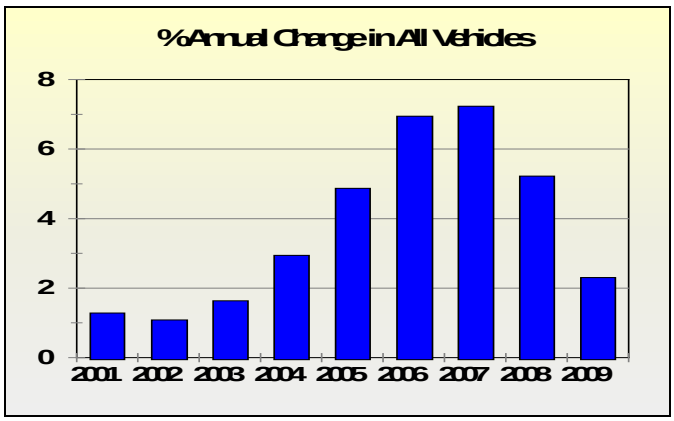




The total number of registered vehicles on 31 March of each year, for the years 2000 to 2009, is schematically shown in the figure below.

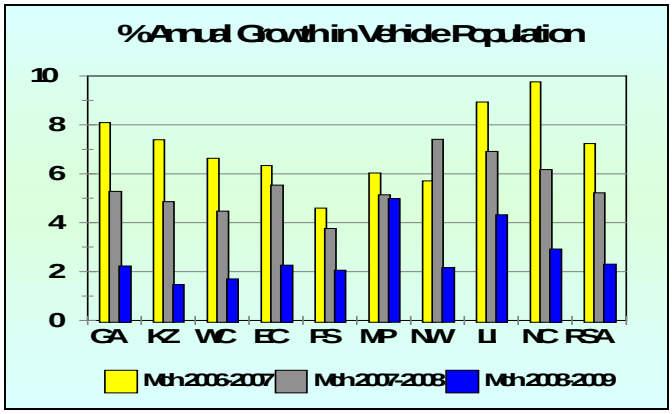


The percentage annual change in the number of registered vehicles since March 2001 is reflected in the graph below.



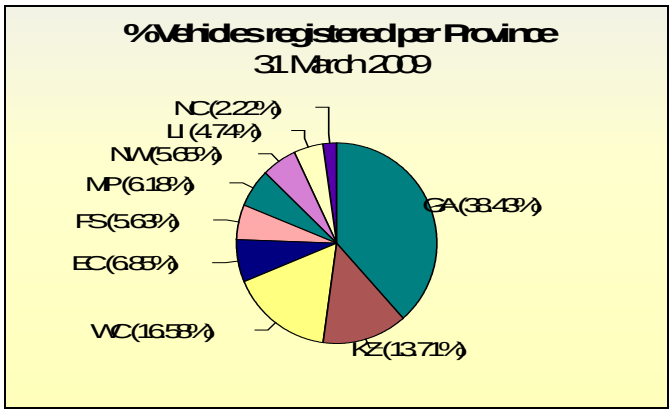
The total motor vehicle population per Province as on 31 March 2008 and 31 March 2009 respectively, is given in Table 2 and the annual growth per Province over the past 3 years reflected in the figure below.

Table 2 : Number of Registered Vehicles per Province	Number registered Mch 2008	Number registered Mch 2009	Change	% Change	% of Total Mch 2009
Gauteng	3,531,181	3,609,740	78,559	2.22	38.43
KwaZulu-Natal	1,269,715	1,288,345	18,630	1.47	13.71
Western Cape	1,531,928	1,557,952	26,024	1.70	16.58
Eastern Cape	629,573	643,790	14,217	2.26	6.85
Free State	518,545	529,193	10,648	2.05	5.63
Mpumalanga	552,846	580,403	27,557	4.98	6.18
North West	519,401	530,650	11,249	2.17	5.65
Limpopo	426,618	445,053	18,435	4.32	4.74
Northern Cape	202,870	208,793	5,923	2.92	2.22
RSA	**9,182,677**	**9,393,919**	**211,242**	**2.30**	100



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

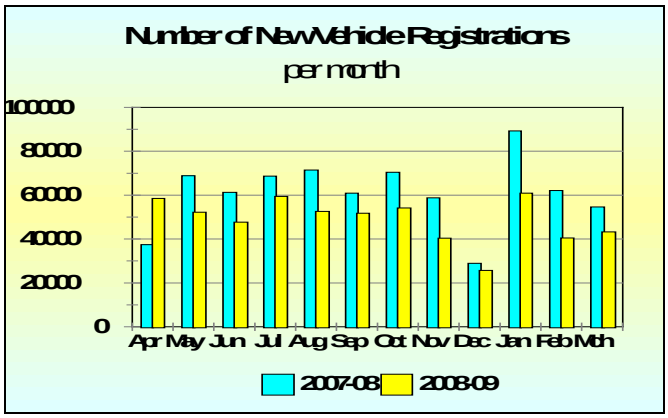
The percentage vehicles registered per province on 31 March 2009 is reflected in the graph below.



The information in the graph above shows that 38,43% of all vehicles are registered in Gauteng; 13,71% in KwaZulu-Natal and the 16,58% in the Western Cape.

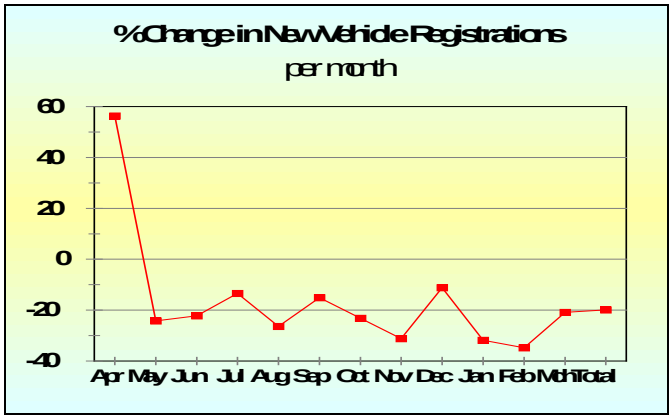
The monthly number of new vehicle registrations over the past 2 financial years is given in Table 3 and reflected in the graph below.

Table 3 : New Vehicle Registrations per Month													
Year	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mch**	**Total**
2007-08	37,427	68,884	61,320	68,654	71,467	60,945	70,459	58,777	28,943	89,321	62,064	54,607	732,868
2008-09	58,508	52,185	47,699	59,449	52,610	51,764	54,133	40,425	25,697	60,895	40,490	43,216	587,071
Change	21,081	-16,699	-13,621	-9,205	-18,857	-9,181	-16,326	-18,352	-3,246	-28,426	-21,574	-11,391	-145,797
% change	56.33	-24.24	-22.21	-13.41	-26.39	-15.06	-23.17	-31.22	-11.22	-31.82	-34.76	-20.86	-19.89



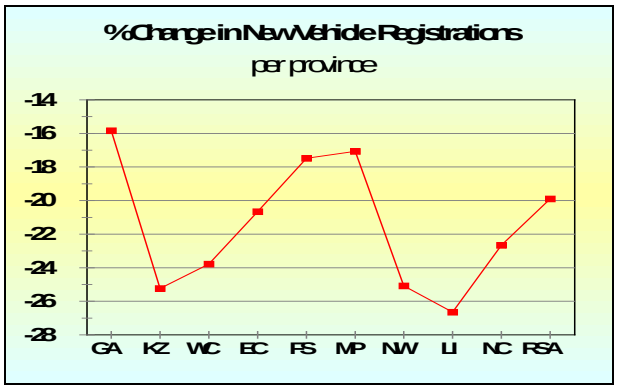
The information above shows that with the exception of April 2008, which shows an increase of 56,33% over April 2007, during all other months a lower number of new vehicles were registered.

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



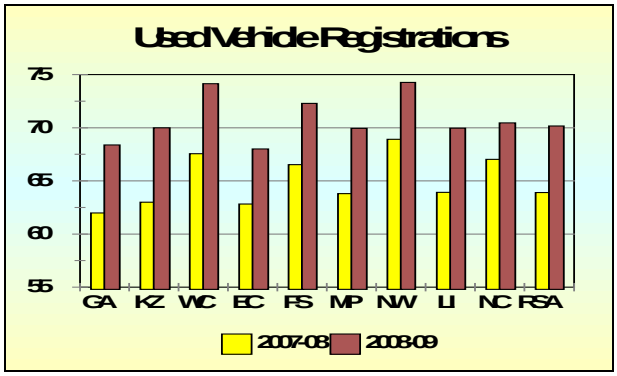
The number of new vehicle registrations per Province is given in Table 4 and the annual change reflected in the graph below.

Table 4 : New Vehicle Registrations per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2007-08	311,873	109,385	106,000	52,509	32,154	42,362	34,316	31,567	12,702	**732,868**
2008-09	262,485	81,781	80,793	41,659	26,535	35,132	25,708	23,154	9,824	**587,071**
Change	-49,388	-27,604	-25,207	-10,850	-5,619	-7,230	-8,608	-8,413	-2,878	**-145,797**
% change	-15.84	-25.24	-23.78	-20.66	-17.48	-17.07	-25.08	-26.65	-22.66	**-19.89**



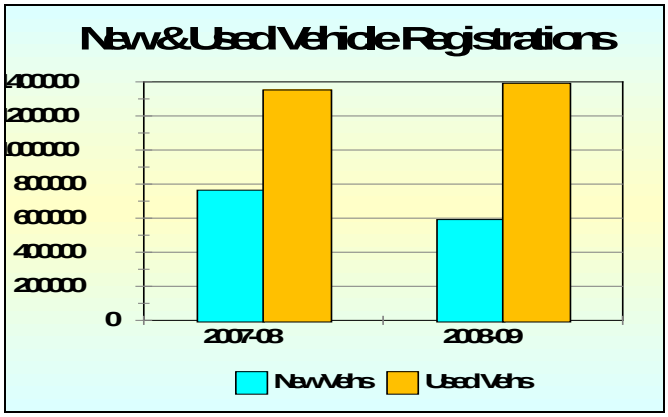
The information above reflects a decrease in new vehicle registrations across all Provinces. The Province with the smallest percentage decrease is Gauteng where the number of new vehicle registrations decreased by 49,388 (15,84%) from 311,873 during the 2007-2008 financial year to 262,485 during the 2008-2009 financial year. The Province with the biggest percentage decrease is Limpopo where the number of new vehicle registrations decreased by 8,413 (26,65%) from 31,567 during the 2007-2008 financial year to 23,154 during the 2008-2009 financial year.

The percentage of used vehicle registrations per Province, as a percentage of all vehicle registrations for the two years 2007-2008 and 2008-2009 is reflected in the graph below.



The information in the graph above shows that that on a national basis used vehicle registrations increased from 63,90% of all vehicle registrations over the 207-2008 year to 70,16% of all registrations over the 2008-2009 financial year.

The information in the graph below reflects the change in the number of new and used vehicles over the respective financial years.



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

2.2 Human Population and Mobility

The estimated human population on 31 March of each year from 2006 to 2009 is given in Table 5 below. (These figures are estimates from the mid-year estimates released annually by StatsSA).

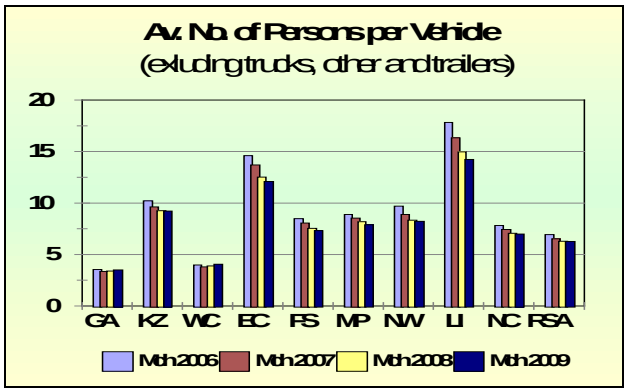
Table 5 : Estimated Mid-Month Human Population per Province - million

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006	9.40	9.86	4.72	6.93	2.96	3.44	3.49	5.43	1.05	**47.27**
Mch 2007	9.65	9.99	4.82	6.90	2.96	3.53	3.39	5.39	1.10	**47.74**
Mch 2008	10.26	10.08	5.16	6.66	2.90	3.58	3.42	5.31	1.12	**48.48**
Mch 2009	10.82	10.17	5.47	6.58	2.88	3.62	3.44	5.28	1.14	**49.40**

Based on the information on human and vehicle populations, the average number of persons per vehicle per Province (excluding trucks, towed vehicles and “other” and “unknown” vehicles) at the end of March 2006, 2007, 2008 and 2009 is shown in Table 6 and reflected in the graph below.

Table 6 : Average Number of Persons per Vehicle (excluding trucks, other, unknown and towed vehicles

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006	3.54	10.21	3.99	14.59	8.49	8.89	9.70	17.82	7.82	**6.93**
Mch 2007	3.36	9.62	3.80	13.69	8.05	8.54	8.89	16.32	7.42	**6.52**
Mch 2008	3.39	9.26	3.89	12.52	7.54	8.19	8.34	14.97	7.07	**6.28**
Mch 2009	3.50	9.22	4.06	12.10	7.32	7.90	8.22	14.24	6.99	**6.26**



The % annual change or improvement in human mobility per province is reflected in Table 7 below.

Table 7 : % Improvement in Mobility Per Province

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006-2007	4.99	5.70	4.71	6.18	5.19	3.92	8.33	8.39	5.07	6.00
Mch 2007-2008	-0.91	3.79	-2.30	8.54	6.32	4.11	6.23	8.29	4.77	3.63
Mch 2008-2009	-3.24	0.41	-4.47	3.39	2.89	3.54	1.42	4.90	1.12	0.32

The information in tables 6 and 7 and graph above shows that on a national basis the general overall mobility in terms of the number of persons per road vehicle (vehicles that can reasonably transport passengers – motorcars, minibuses, buses, motorcycles and LDV's "bakkies"), improved by 6,00% from a national average of 6,93 persons per vehicle at the end of March 2006 to 6,52 persons per vehicle at the end of March 2007. From the end of March 2008 to March 2009 the improvement was only 0,32%, from 6,28 to 6,26 persons per vehicle.

Although they do show some improvement, the "least mobile" Provinces remain Limpopo with 14,24 persons per vehicle; followed by the Eastern Cape with 12,10 persons per vehicle at the end of March 2009. The "most mobile" Provinces are Gauteng and the Western Cape with an average of 3,50 and 4,06 persons per vehicle respectively at the end of March 2009. It should be noted that both these provinces (the only 2 out of the 9 provinces) also experienced a decline in mobility; Gauteng with a decrease of 3,24%, from 3,39 persons per vehicle in March 2008 to 3,50; and the Western Cape with a decrease of 4,47% from 3,89 to 4,06 persons per vehicle in March 2009.

The provinces with the best improvements in this regard are:

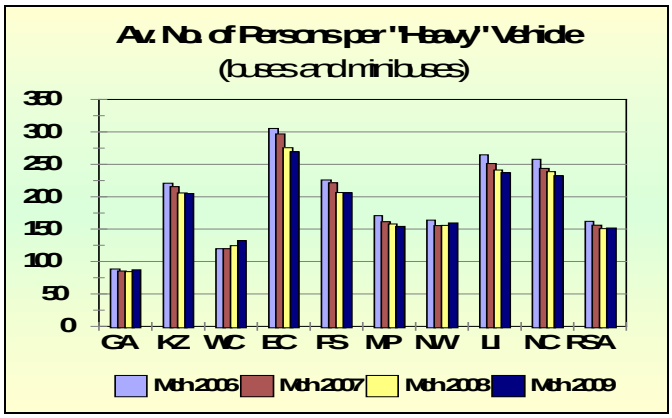
- Limpopo : 4,90% improvement from 14,97 to 14,24 persons per vehicle;
- Mpumalanga : 3,54% improvement from 8,19 to 7,90;
- Eastern Cape : 3,39% improvement from 12,52 to 12,10; and

- Free State : 2,89% improvement from 7,54 to 7,32 persons per vehicle.

The average number of persons per “heavy” road passenger transport vehicle (buses and minibuses) is shown in Table 8 and reflected in the graph below.

Table 8 : Average Number of Persons per "Heavy" Passenger Transport Vehicle (buses and minibuses)

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006	89	221	120	305	226	171	164	265	258	**162**
Mch 2007	85	216	120	297	221	161	155	251	244	**156**
Mch 2008	84	206	124	276	206	158	156	241	239	**151**
Mch 2009	87	205	132	269	206	154	159	237	232	**152**



The % annual change or improvement in the number of persons per “heavy” road transport vehicle per province is reflected in Table 9 below.

Table 9 : % Improvement in Average Number of Persons per "Heavy" Passenger Transport Vehicle (buses and minibuses)

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006-2007	3.69	2.35	-0.00	2.78	1.97	5.50	5.22	5.05	5.41	3.63
Mch 2007-2008	0.94	4.54	-3.82	7.20	6.70	2.11	-0.26	4.04	2.07	3.30
Mch 2008-2009	-3.44	0.44	-6.35	2.25	0.18	2.33	-2.26	1.63	2.69	-0.62

The information in tables 8 and 9 and graph above show that, after a previous year-on-year improvement, the national overall mobility and quality of public road transport in terms of the number of persons per “heavy” passenger road transport vehicle from March 2008 to March 2009 decreased by 0,62% from about 151 persons per vehicle in 2008 to 152 persons per vehicle in 2009.

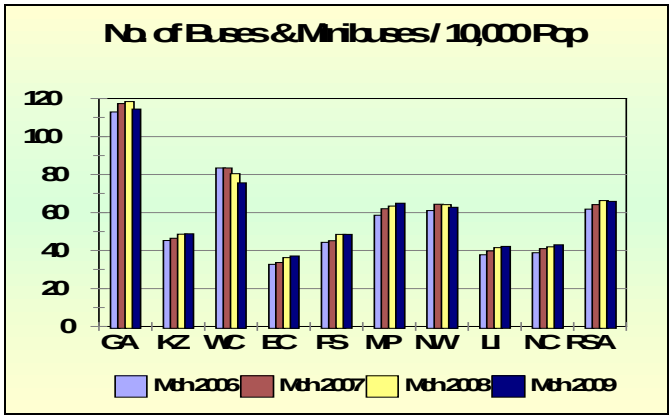
On a Provincial percentage basis the biggest improvement was in the Northern Cape where the average number of persons per vehicle changed by 2,69% from about 239 persons per vehicle in March 2008 to 232 persons per vehicle at the end of March 2009. In Mpumalanga the improvement was 2,33%; followed by the Eastern Cape with an improvement of 2,25%.

The biggest decrease in the quality of public passenger transport services was recorded in the Western Cape with a decrease of 6,35% from 124 to 132 persons per "heavy" public transport vehicle; followed by Gauteng with a decrease of 3,44% form 84 to 87.

The provision of public passenger transport services in Gauteng, the Western Cape and North West remained basically stagnant over the past 3-4 year period .
The average number of "heavy" road passenger transport vehicle (buses and minibuses) per 10,000 human population per Province is shown in Table 10 and reflected in the graph below.

Table 10 : Average Number of Public Transport Vehicles (buses and minibuses) per 10,000 Human Population

Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006	113	45	83	33	44	59	61	38	39	62
Mch 2007	117	46	83	34	45	62	64	40	41	64
Mch 2008	118	49	80	36	48	63	64	41	42	66
Mch 2009	114	49	76	37	49	65	63	42	43	66



The % annual change or improvement in the number of public passenger transport vehicles per 10,000 human population per province is reflected in Table 11 below.

Table 11 : % Improvement in Public Transport Vehicles per 10,000 Population per Province

Month	Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2006-2007	3.83	2.41	-0.00	2.86	2.01	5.82	5.50	5.31	5.72	**3.77**
Mch 2007-2008	0.95	4.76	-3.68	7.75	7.18	2.15	-0.26	4.21	2.12	**3.42**
Mch 2008-2009	-3.33	0.44	-5.97	2.30	0.18	2.39	-2.21	1.66	2.76	**-0.62**

The information in tables 10 and 11 and graph above show that, on a national basis, the overall mobility in terms of the number of public passenger transport vehicles per 10,000 population decreased by 0,62%. At the end of March 2009 there were on average in the order of 66 public passenger vehicles per 10,000 human population.

On a Provincial basis the biggest improvements in this regard were recorded for the Northern Cape with and increase of, or improvement of 2,76% from 42 to 43 transport vehicles. In Mpumalanga the increase was 2,39% from 63 to 65 vehicles; followed by the Eastern Cape with an increase of 2,30% from 36 to 37 public passenger transport vehicles per 10,000 population.

The Western Cape shows the biggest decrease in the provision of public passenger vehicles where the decrease was 5,97% from 80 vehicles to 76 vehicles per 10,000 persons; followed by Gauteng with a decrease of 3,33% from 118 to 114 vehicles. In North West the decrease was 2,21% from 64 to 63 vehicles.

2.3 Un-Roadworthy and Un-Licenced Vehicles

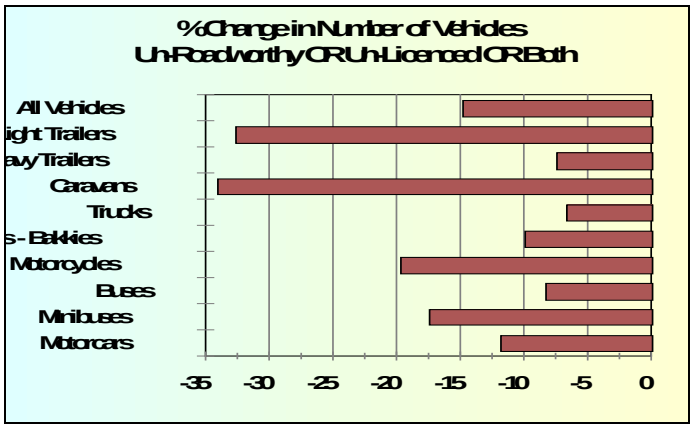
2.3.1 General

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

On a national basis the total number of vehicles that are either un-roadworthy, un-licenced or both decreased by 136,192 (14,77%) from 922,200 vehicles at the end of March 2008 to 786,008 vehicles at the end of March 2009. Detail in this regard per type of vehicle is provided in Table 12 and the % change from 2008 to 2009 reflected in the graph below.

Table 12 : Number of Un-Roadworthy, Un-Licenced Vehicles or Both

Vehicle Type	March 2008	March 2009	Change	% Change
Motorcars	431,599	380,662	-50,937	-11.80
Minibuses	59,000	48,725	-10,275	-17.42
Buses	5,941	5,451	-490	-8.25
Motorcycles	112,802	90,617	-22,185	-19.67
LDV's - Bakkies	135,202	121,833	-13,369	-9.89
Trucks	56,457	52,721	-3,736	-6.62
Caravans	10,435	6,883	-3,552	-34.04
Heavy Trailers	21,808	20,192	-1,616	-7.41
Light Trailers	61,904	41,722	-20,182	-32.60
Unknown	27,052	17,202	-9,850	-36.41
All Vehicles	922,200	786,008	-136,192	-14.77

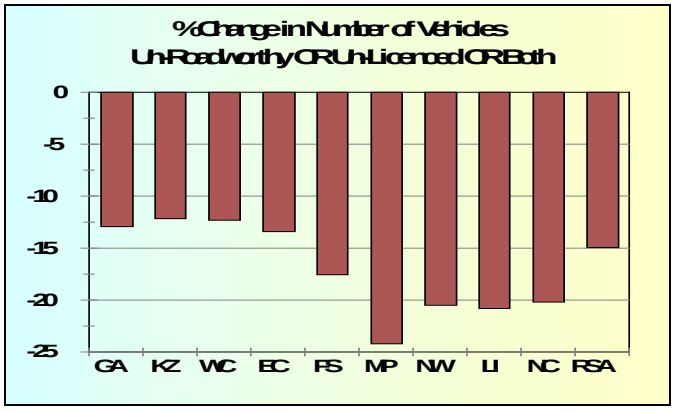


Decreases in this regards were recorded for all types of vehicles. The biggest decreases were recorded for : caravans (34,04%); light trailers (32,60%) and motorcycles (19,67%).

Detail on the number of vehicles that are either un-roadworthy, un-licenced or both per Province is provided in Table 13 and the % change from 2008 to 2009 reflected in the graph below.

Table 13 : Number of Vehicles that is Un-Roadworthy OR Un-Licenced OR Both

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	370,180	133,826	110,733	59,446	57,366	66,080	61,017	46,835	16,717	922,200
March 2009	322,831	117,668	97,282	51,588	47,404	50,161	48,570	37,138	13,366	786,008
Change	-47,349	-16,158	-13,451	-7,858	-9,962	-15,919	-12,447	-9,697	-3,351	-136,192
% Change	-12.79	-12.07	-12.15	-13.22	-17.37	-24.09	-20.40	-20.70	-20.05	-14.77



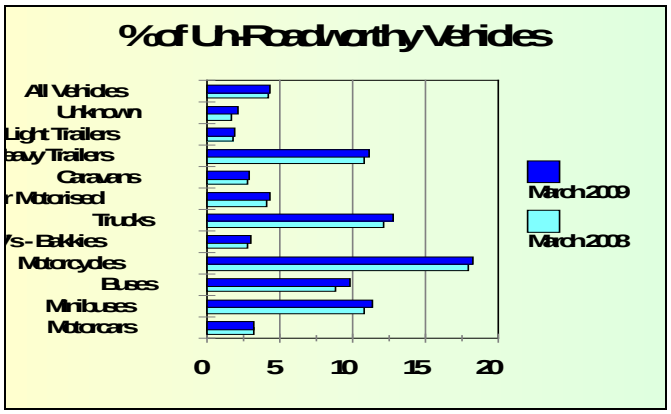
The information in the table and graph above show that all provinces recorded decreases in the number of vehicles that are either un-roadworthy, un-licenced or both. On a provincial percentage basis the biggest decrease was recorded in Mpumalanga where the number on vehicles in this regard decreased by 15,919 (24,09%) from 66,080 vehicles in 2008 to 50,161 vehicles at the end of March 2009. North West, Limpopo and the Northern Cape all showed decreases in the order of about 20% each.

2.3.2 Number of Un-Roadworthy Vehicles

The number of vehicles that are un-roadworthy (but licenced) increased by 21,392 (5,68%) from 376,876 vehicles at the end of March 2008 to 398,268 vehicles at the end of March 2009. Detail in this regard is given in Table 14 and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Table 14 : Number of Un-Roadworthy Vehicles

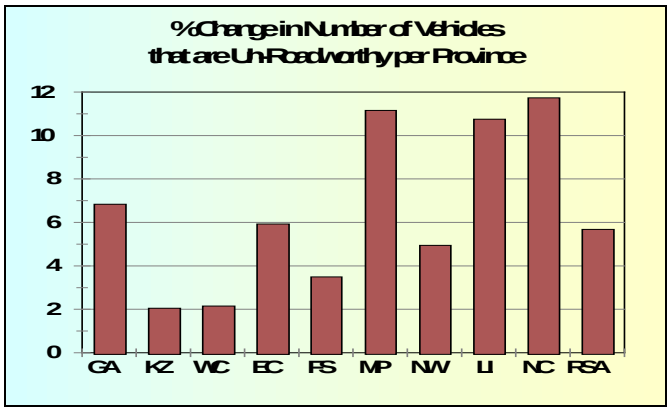
Vehicle Type	March 2008	March 2009	Change	% Change
Motorcars	162,488	165,208	2,720	1.67
Minibuses	29,876	31,665	1,789	5.99
Buses	3,571	4,221	650	18.20
Motorcycles	56,208	60,772	4,564	8.12
LDV's - Bakkies	49,741	54,933	5,192	10.44
Trucks	37,097	40,361	3,264	8.80
Caravans	2,895	2,884	-11	-0.38
Heavy Trailers	14,584	15,997	1,413	9.69
Light Trailers	11,714	12,687	973	8.31
Unknown	8,702	9,540	838	9.63
All Vehicles	376,876	398,268	21,392	5.68



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

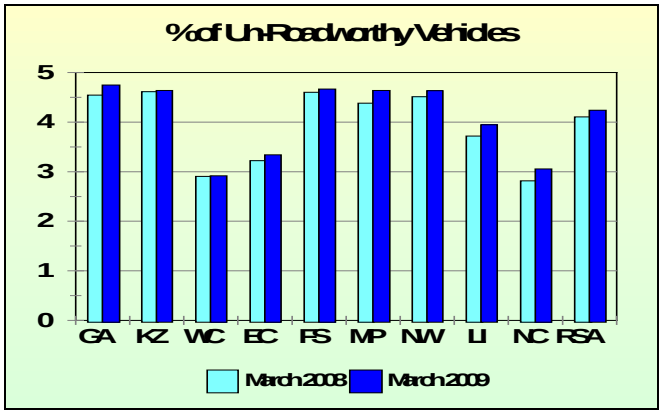
Detail on the number of vehicles that are un-roadworthy per Province is provided in Table 15 and the % change from 2008 to 2009 reflected in the graph below.

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



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

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



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

- Gauteng : 4,75% (171,407 vehicles)
- KwaZulu-Natal : 4,64% (59,777 vehicles)

- Free State : 4,66% (24,685 vehicles)
- Mpumalanga : 4,64% (26,929 vehicles)
- North West : 4,63% (24,586 vehicles).

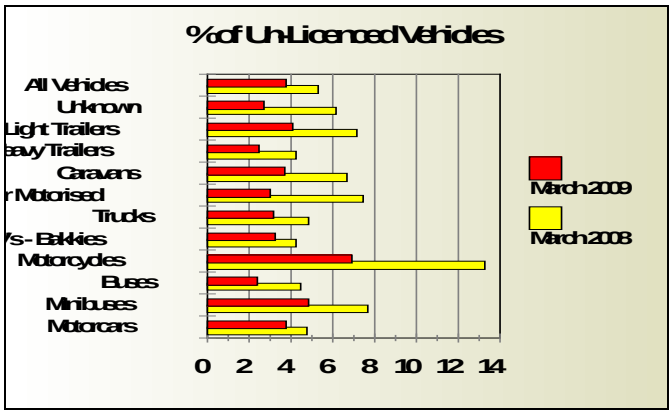
The Provinces with the lowest percentage of un-roadworthy vehicles are the Western, Eastern and Northern Cape with each in the order of about 3% un-roadworthy vehicles.

2.3.3 Number of Un-Licenced Vehicles

On a national basis the number of un-licenced vehicles decreased by 134,659 (28,01%) from 480,682 vehicles at the end of March 2008 to 346,023 vehicles at the end of March 2009. Detail per type of vehicle in this regard is given in Table 16 and the percentage of un-licenced vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Table 16 : Number of Un-Licenced Vehicles

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



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

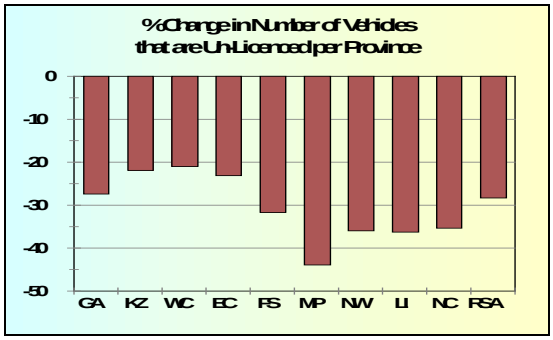
- Caravans : 46,57% down to 3,759

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

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

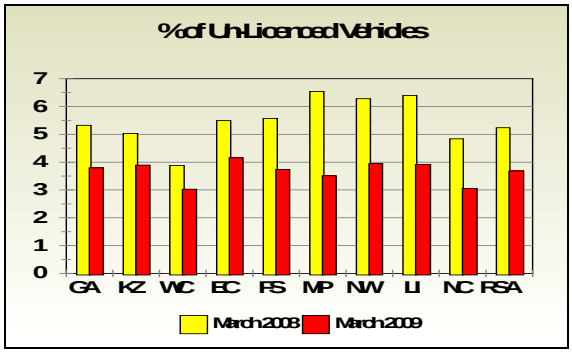
Table 17 : Number of Un-Licenced Vehicles

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



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

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



Detailed information on the number of un-roadworthy and un-licenced vehicles per type of vehicle per Province is provided in the tables under ***Annexure B***.

2.4 All Fuel Sales

All fuel sales in South Africa decreased by 484,99 megalitres (2,28%) from 21314,15 megalitres sold during 2007 to 20829,16 megalitres in 2008. Petrol sales decreased by 486,87 megalitres (4,21%) while diesel sales increased by 1,88 megalitres (0,02%). Detail in this regard is given in Table 18 below.

Table 18 : All Fuel Sales : Megalitres

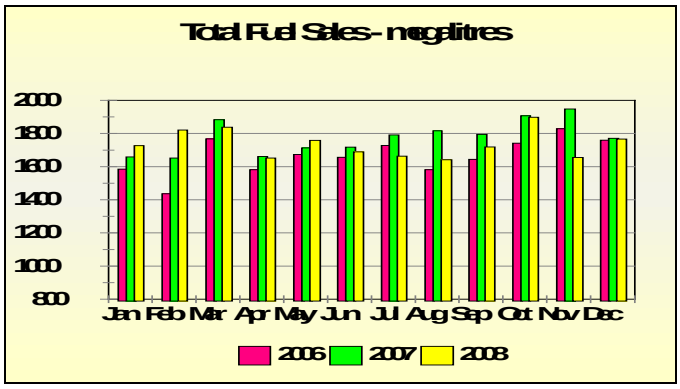
Type	2007	2008	Change	% Change
petrol	11555.40	11068.53	-486.87	-4.21
diesel	9758.75	9760.63	1.88	0.02
total	**21314.15**	**20829.16**	**-484.99**	**-2.28**

All fuel sales (petrol and diesel) over the past 6 years, from 2003 to 2008, are shown in Table 19 below.

Table 19 : Total Annual Fuel Sales : megalitres

Type	2003	2004	2005	2006	2007	2008
petrol	10637.46	10954.81	11144.86	11276.36	11555.40	11068.53
diesel	7208.90	7511.57	7951.74	8706.78	9758.75	9760.63
total	**17846.36**	**18466.38**	**19096.60**	**19983.14**	**21314.15**	**20829.16**

The total monthly fuel sales over the past 3 years, from 2006 to 2008 are represented in the figure below.



More detailed information in this regard is attached under ***Annexure C***.

2.5 Fuel Prices

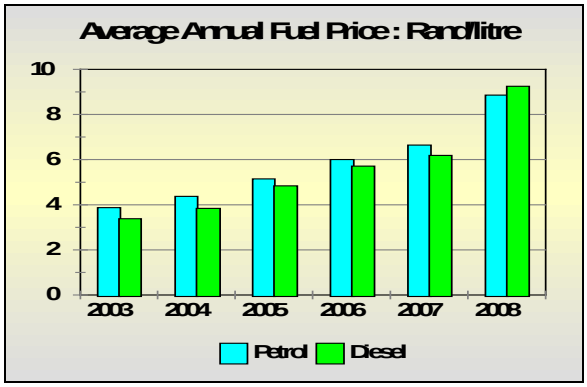
The average price (coastal, inland and various grades inclusive) of petrol and diesel per month over the past 6 years is given in Table 20 below.

Table 20 : Average Monthly Price of Petrol and Diesel from 2003 to 2008 : Rand / litre												
Year	**2003**		**2004**		**2005**		**2006**		**2007**		**2008**	
Month	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel
Jan	3.86	3.55	3.73	3.25	4.15	3.90	5.37	5.11	5.85	5.44	7.34	7.18
Feb	3.86	3.55	4.03	3.46	4.13	3.83	5.51	5.11	5.62	5.35	7.51	7.25
Mar	4.16	3.71	4.12	3.48	4.55	4.17	5.40	5.11	5.86	5.45	8.12	8.03
Apr	4.21	3.91	4.33	3.63	4.95	4.76	5.61	5.37	6.55	5.83	8.79	9.31
May	3.83	3.40	4.35	3.66	5.15	4.87	6.00	5.64	6.89	6.13	9.34	9.82
Jun	3.56	2.98	4.65	3.96	4.99	4.70	6.36	5.93	7.12	6.19	9.61	10.73
Jul	3.76	3.16	4.49	3.82	5.29	5.20	6.61	6.25	7.04	6.29	10.53	11.37
Aug	3.94	3.22	4.26	3.69	5.56	5.36	6.92	6.47	6.89	6.44	10.25	11.20
Sep	4.00	3.23	4.49	4.03	5.85	5.34	6.56	6.22	6.79	6.49	9.53	9.76
Oct	3.78	3.19	4.63	4.27	6.00	5.39	6.06	5.87	6.88	6.72	9.27	9.20
Nov	3.76	3.28	4.80	4.50	5.69	5.40	5.85	5.86	6.91	6.66	8.82	8.96
Dec	3.76	3.33	4.61	4.29	5.39	5.13	5.78	5.61	7.34	7.17	7.21	8.15
Year Avg	**3.87**	**3.38**	**4.37**	**3.84**	**5.14**	**4.84**	**6.00**	**5.71**	**6.64**	**6.18**	**8.86**	**9.25**

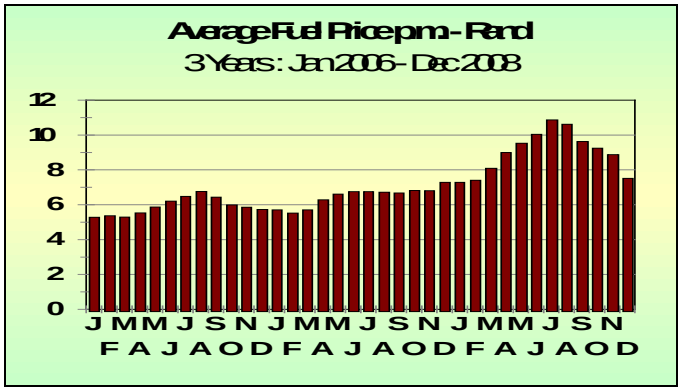
The information in the table above shows an increase in the price of petrol from R3,86/litre in January 2003 to a price of R7,21/litre in December 2008, an average increase of R3,35/litre or 86,79%. The highest price for petrol was in July 2008 when 1 litre of petrol cost R10,53.

The price of diesel increased from R3,55/litre in January 2003 to R8,15 in December 2008, an average increase of R4,60/litre or 129,60%. The highest price for diesel was also in July 2008 when 1 litre of diesel cost R11,37.

The average annual cost of petrol and diesel (Rand/litre) is also reflected in the graph below.



The average monthly fuel price in Rand/litre per month over the past 3 years from January 2006 to December 2008 is also reflected in the figure below.



More detailed information in this regard is attached under ***Annexure D***.

2.6 Estimated Fuel Sales for Road Use

Estimated fuel sales for road use decreased by 475,82 megalitres (2,62%) from 18155,42 megalitres during 2007 to 17679,60 megalitres in 2008. Petrol sales decreased by 477,13 megalitres (4,21%) while diesel sales increased by 1,31 megalitres (0,02%). Detail in this regard is given in Table 21 below.

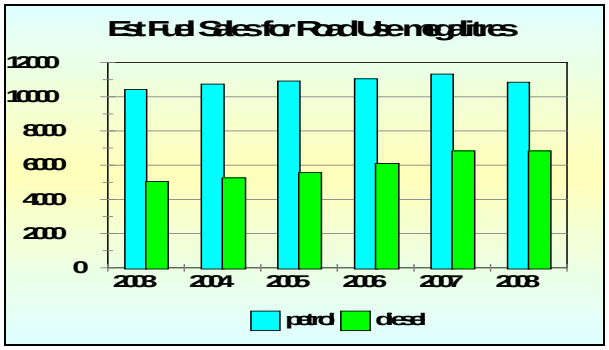
Table 21 : Fuel Sales for Road Use : Megalitres

Type	2007	2008	Change	% Change
petrol	11324.29	10847.16	-477.13	-4.21
diesel	6831.13	6832.44	1.31	0.02
total	**18155.42**	**17679.60**	**-475.82**	**-2.62**

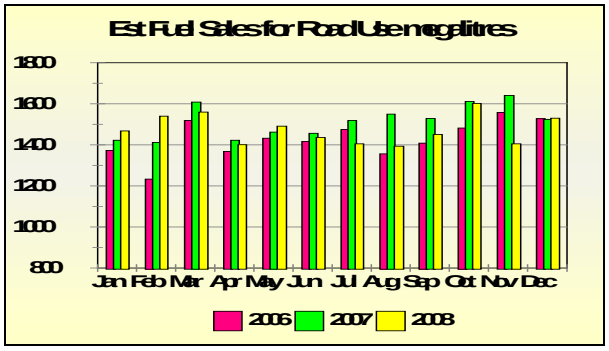
Estimated fuel sales (petrol and diesel) for road use over the past 6 years, from 2003 to 2008, is shown in Table 22 and reflected in the graph below.

Table 22 : Est Annual Fuel Sales for Road Use : megalitres

Type	2003	2004	2005	2006	2007	2008
petrol	10424.71	10735.71	10921.96	11050.83	11324.29	10847.16
diesel	5046.23	5258.10	5566.22	6094.75	6831.13	6832.44
total	**15470.94**	**15993.81**	**16488.18**	**17145.58**	**18155.42**	**17679.60**



The total monthly fuel sales for road use over the past 3 years, from 2006 to 2008 are represented in the figure below.



Note : Estimated fuel sales for road use is based on CSIR Report CR-2002/79 in which 98% of all petrol sales and 70% of all diesel sales is recommended to be allocated for road use purposes.

More detailed information in this regard is attached under ***Annexure E***.

2.7 Estimated Distance Travelled

The estimated distance travelled by all road vehicles decreased by 4,354 million vehicle kilometres (mvk) (3,25%) from 134,095 mvk in 2007 to 129,740 mvk in 2008. Detailed information in this regard per type of vehicle is given in Table 23 below.

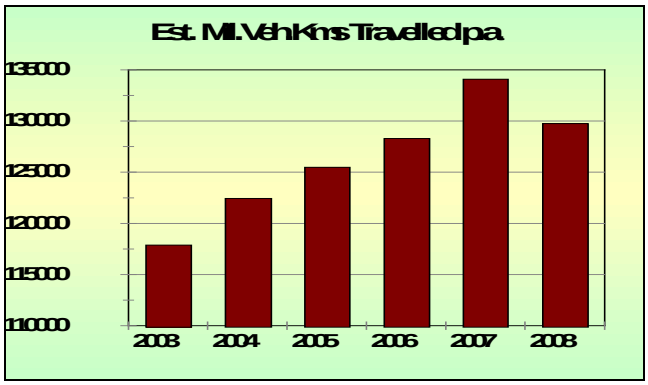
Table 23 : MVK Travelled per Vehicle Type

Vehicle Type	2007	2008	Change	% Change
Motorcars	75,573	72,471	-3,101	-4.10
Minibuses	7,601	7,296	-305	-4.01
Buses	1,407	1,404	-3	-0.23
Motorcycles	1,911	1,841	-70	-3.66
LDV's - Bakkies	34,281	33,442	-838	-2.45
Trucks	12,997	12,962	-35	-0.27
Other & Unkwn	326	325	-1	-0.28
Avg Dist Kms	**134,095**	**129,740**	**-4,354**	**-3.25**

The estimated total distance travelled per type of vehicle in terms of mvk over the past 6 years, from 2003 to 2008, is given in Table 24 and the annual totals reflected in the graph below.

Table 24 : Est Annual Mil.Veh.Kms Travelled per Vehicle Type

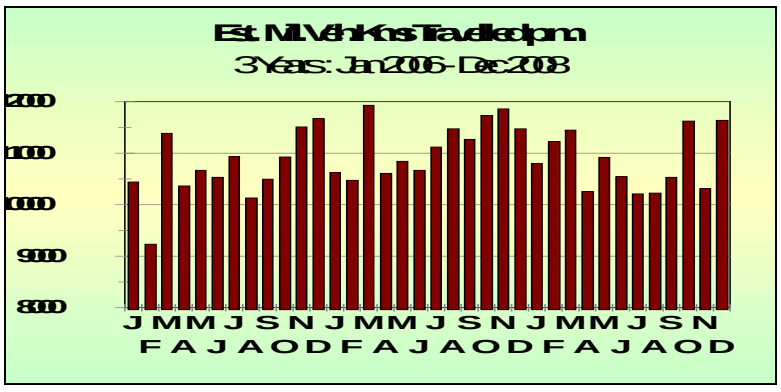
Vehicle Type	2003	2004	2005	2006	2007	2008
Motorcars	69,214	71,523	72,795	73,585	75,573	72,471
Minibuses	6,931	7,166	7,299	7,387	7,601	7,296
Buses	1,054	1,120	1,180	1,262	1,407	1,404
Motorcycles	1,714	1,776	1,814	1,844	1,911	1,841
LDV's - Bakkies	28,954	30,234	31,195	32,255	34,281	33,442
Trucks	9,762	10,363	10,919	11,670	12,997	12,962
Other & Unkwn	245	260	274	293	326	325
Total MilVehKms	**117,875**	**122,441**	**125,475**	**128,295**	**134,095**	**129,740**



The estimated distance travelled per month over the past 6 years from 2003 to 2008 is given in Table 25 and the 3-year period from 2006 to 2008 reflected in the graph below.

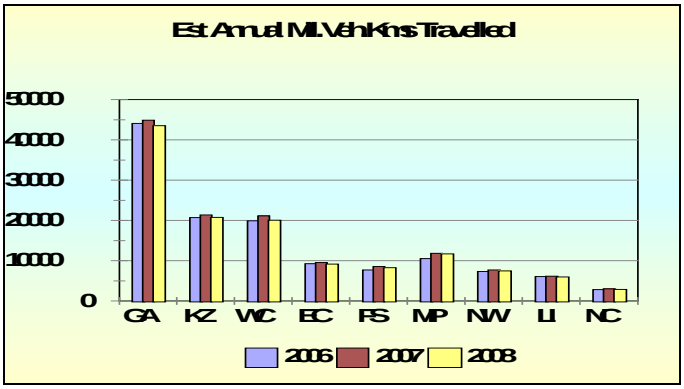
Table 25 : Est Mil.Veh.Kms Travelled per Month

Month	2003	2004	2005	2006	2007	2008
Jan	9,716	10,037	9,894	10,442	10,628	10,804
Feb	9,039	9,353	10,219	9,235	10,476	11,226
Mch	9,822	10,455	10,668	11,386	11,932	11,449
Apr	8,980	9,616	10,348	10,365	10,609	10,256
May	9,675	10,831	9,556	10,666	10,844	10,918
Jun	9,906	9,290	10,949	10,533	10,667	10,545
Jul	10,021	10,060	10,694	10,935	11,120	10,212
Aug	9,881	11,380	10,284	10,131	11,476	10,227
Sep	9,364	9,648	10,423	10,495	11,271	10,531
Oct	10,636	10,611	10,222	10,927	11,733	11,623
Nov	9,945	9,889	10,760	11,510	11,861	10,310
Dec	10,889	11,272	11,458	11,671	11,476	11,639
Year	**117,875**	**122,441**	**125,475**	**128,295**	**134,095**	**129,740**

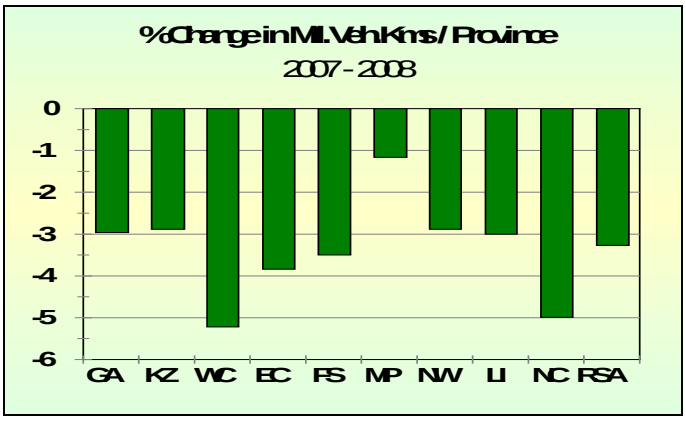


The estimated annual distance travelled per province over the 6-year period from 2003 to 2008 and the % change in this regard per province is given in Table 26 and reflected in the graph below.

Table 26 : Estimated Annual Mil.Veh.Kms Travelled per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2003	39,974	19,150	18,371	8,528	6,737	8,651	7,138	6,533	2,791	**117,875**
2004	42,132	19,734	19,031	9,008	7,026	9,065	7,136	6,490	2,820	**122,441**
2005	43,408	20,227	19,514	9,192	7,226	9,767	7,225	6,186	2,731	**125,475**
2006	44,062	20,705	19,892	9,225	7,684	10,531	7,322	6,056	2,817	**128,295**
2007	44,860	21,343	21,146	9,521	8,545	11,843	7,688	6,133	3,015	**134,095**
2008	43,540	20,738	20,053	9,160	8,251	11,710	7,471	5,953	2,865	**129,740**
% Change in Estimated Annual Mil.Veh.Kms Travelled										
2003-2004	5.40	3.05	3.59	5.62	4.29	4.78	-0.03	-0.66	1.03	**3.87**
2004-2005	3.03	2.50	2.54	2.05	2.84	7.75	1.25	-4.68	-3.17	**2.48**
2005-2006	1.51	2.37	1.93	0.36	6.35	7.82	1.34	-2.10	3.18	**2.25**
2006-2007	1.81	3.08	6.31	3.20	11.20	12.46	5.01	1.27	7.01	**4.52**
2007-2008	-2.94	-2.84	-5.17	-3.79	-3.44	-1.12	-2.83	-2.94	-4.97	**-3.25**



The information above indicates that the biggest decrease in annual travel from 2007 to 2008 was recorded in the Western Cape where the decrease was in the order of 5,17%; followed by a decrease of 4,97% in the Northern cape and a decrease of 3,79% in the Eastern Cape. The provincial decreases in total annual travel from 2007 to 2008 are also reflected in the graph below.



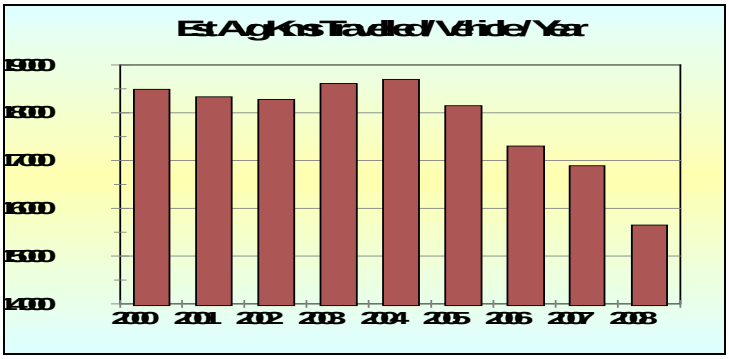
The estimated average monthly distance travelled per individual vehicle per type of vehicle, in terms of kilometres for the years 2007 and 2008 respectively, is given in Table 27 below.

Table 27 : Average Monthly Kms Travelled per Vehicle per Type				
Vehicle Type	**2007**	**2008**	Change	% Change
Motorcars	1,246	1,151	-94	-7.58
Minibuses	2,343	2,170	-173	-7.37
Buses	3,068	2,822	-246	-8.02
Motorcycles	528	481	-47	-8.94
LDV's - Bakkies	1,618	1,489	-130	-8.02
Trucks	3,707	3,464	-243	-6.56
Other & Unkwn	126	123	-3	-2.04
Avg Dist Kms	**1,408**	**1,304**	**-103**	**-7.35**

The information in the table above shows that the biggest decreases in the average monthly kilometres travelled per type of vehicle were recorded as follows:
Motorcycles : decrease of 47 km (8,94%) from 528 km/m to 481 km/m;
Buses : decrease of 246 km (8,02%) from 3,068 km/m to 2,822 km/m; and
LDV's – bakkies : decrease of 130 km (8,02%) from 1,618 km/m to 1,489 km/m.

The estimated average annual distance travelled per individual vehicle per type of vehicle is given in Table 28 and the average distance for all vehicles reflected in the graph below.

Table 28 : Est. Average Kilometres Travelled per Vehicle per Type per Annum									
Vehicle Type	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**
Motorcars	17,228	16,919	16,684	16,880	16,890	16,354	15,487	14,948	13,814
Minibuses	26,721	27,161	27,698	28,794	29,474	29,090	28,265	28,113	26,040
Buses	34,958	36,603	37,894	39,325	40,230	38,980	36,723	36,815	33,864
Motorcycles	10,333	10,331	10,417	10,680	10,293	8,619	7,084	6,341	5,774
LDV's - Bakkies	20,924	20,638	20,582	20,916	21,036	20,563	19,785	19,421	17,863
Trucks	36,996	38,793	40,799	42,720	43,867	43,481	43,332	44,481	41,564
Other & Unkwn	1,021	1,104	1,189	1,268	1,324	1,355	1,411	1,510	1,479
Average All Vehicles	**18,490**	**18,335**	**18,279**	**18,609**	**18,699**	**18,149**	**17,303**	**16,890**	**15,649**



A comparison between average fuel cost, fuel sales for road use, vehicle population, distance travelled, total expenditure on fuel and average cost per kilometre; as well as % annual change per group, is given in Table 29 below.

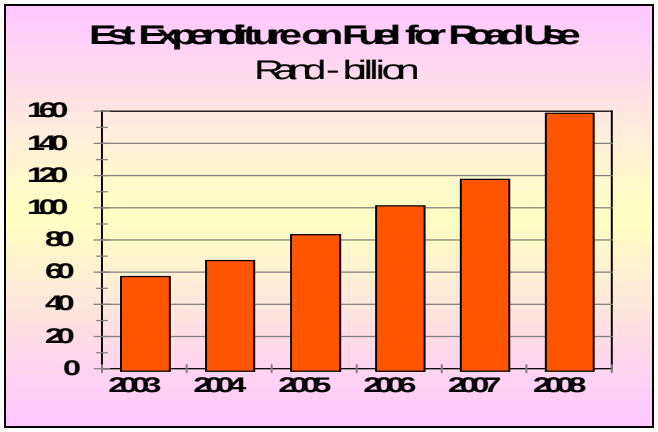
Table 29 : Average Fuel price, Fuel sales, Vehicle population, Distance travelled and Cost

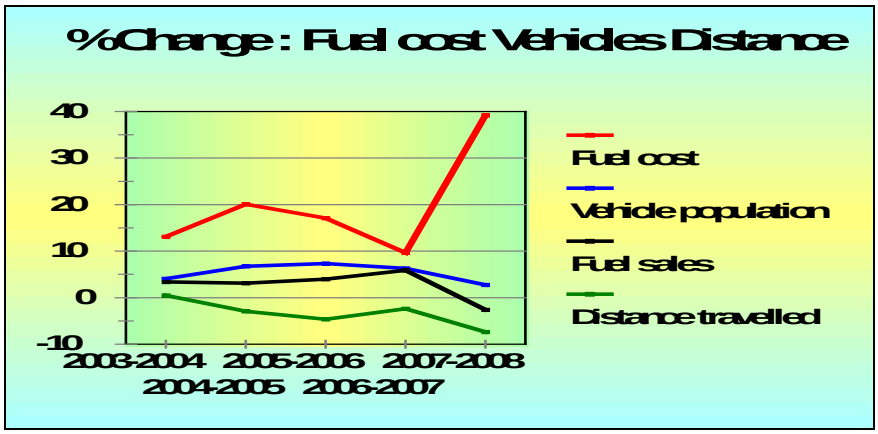
Year	Avg Fuel cost R / litre	Fuel sales megalitres	Motorised vehicle population	Distance travelled mvk	Total expenditure on Fuel R billion	Avg Cost per kilometre Rand
2003	3.71	15470.94	6,417,484	117,875	57.29	0.49
2004	4.20	15993.81	6,677,239	122,441	67.15	0.55
2005	5.04	16488.18	7,128,791	125,475	83.22	0.66
2006	5.90	17145.58	7,653,044	128,295	101.19	0.79
2007	6.47	18155.42	8,133,723	134,095	117.65	0.88
2008	9.01	17679.60	8,357,564	129,740	158.69	1.22
% Annual Change						
2003-2004	13.12	3.38	4.05	3.87	17.21	12.84
2004-2005	20.07	3.09	6.76	2.48	23.92	20.92
2005-2006	17.08	3.99	7.35	2.25	21.60	18.93
2006-2007	9.66	5.89	6.28	4.52	16.27	11.24
2007-2008	39.19	-2.62	2.75	-3.25	34.88	39.41

Amongst others, the information in the table above shows that, from 2007 to 2008 :

- The average cost of fuel increased by 39,19% from R6,47/litre to R9,01/litre;
- Total fuel sales for road use decreased by 2,62% from 18155,42 megalitres to 17679,60 megalitres (in comparison with an increase of 5,89% the previous year);
- The motorised vehicle population increased by 2,75% from 8,133,723 to 8,357,564;
- The total distance travelled by all motorised vehicles decreased by 3,25% from 134,095 mvk to 129,740 mvk;
- The total expenditure on fuel for road use increased by 34,88% from R 117,65 billion to R 158,69 billion; and
- The average cost for fuel per kilometre travel per vehicle increased by 39,41% from R0,88 to R1,22.

The total annual expenditure (R billion) on fuel for road use from 2003 to 2008 and the percentage monthly change in the fuel price, fuel sales, vehicle population and distance travelled from January 2006 to December 2008, are also reflected in the graphs below.





More detailed information in this regard is attached under ***Annexure F.***

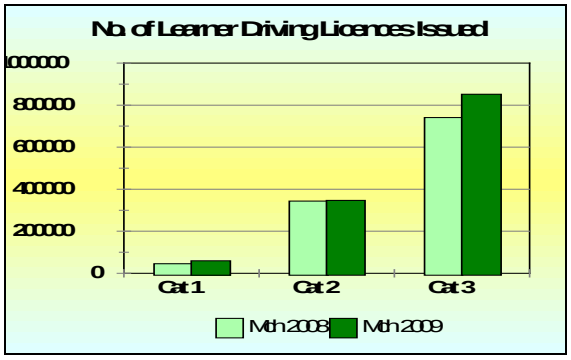
3. Driver Population

3.1 Learner Driving Licences

The number of learner driving licences issued increased by 127,775 (11,30%) from 1,130,663 at the end of March 2008 to 1,258,438 at the end of March 2009. Detail on the number of learner driving licences issued per category is given in Table 29 and graphically reflected in the figure below.

Table 29 : Number of Learner Licences Issued

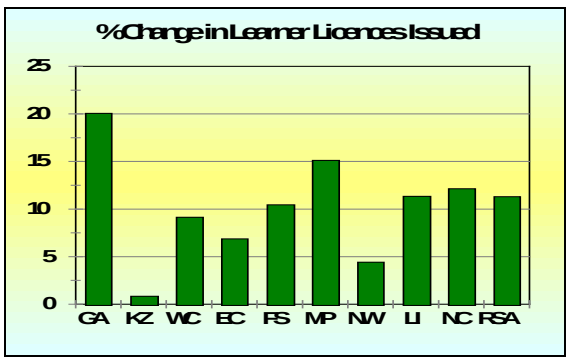
Category	Mch 2008	Mch 2009	Change	% Change
1	45,777	59,342	13,565	29.63
2	343,948	347,268	3,320	0.97
3	740,938	851,828	110,890	14.97
Total	**1,130,663**	**1,258,438**	**127,775**	**11.30**



Provincial information in this regard is given in Table 30 and the percentage change per Province over the 12-month period is reflected in the graph below.

Table 30 : Number of Learners Licences Issued per Province

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



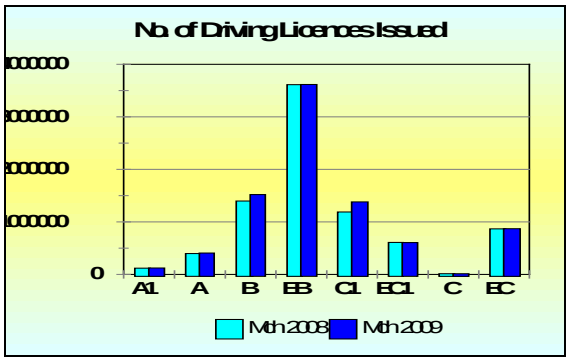
3.2 Driving Licences Issued and Expired

3.2.1 Number of Driving Licences Issued

The number of driving licences issued increased by 333,497 (4,06%) from 8,205,987 at the end of March 2008 to 8,539,484 at the end of March 2009. Detail on the number of driving licences issued per category is given in Table 31 and graphically reflected in the figure below.

Table 31 : Number of Driving Licences Issued

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



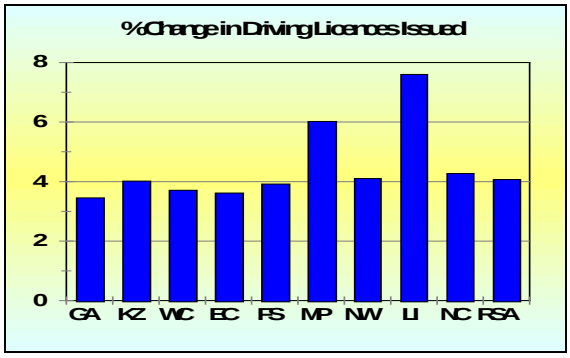
The number and percentage (%) driving licences issued per category at the end of March 2009 is reflected in Table 32 below.

Table 32 : Number and % of Driving Licences Issued per Category

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

Provincial information in this regard is given in Table 33 and the percentage change with regard to all licences issued per Province is reflected in the graph below.

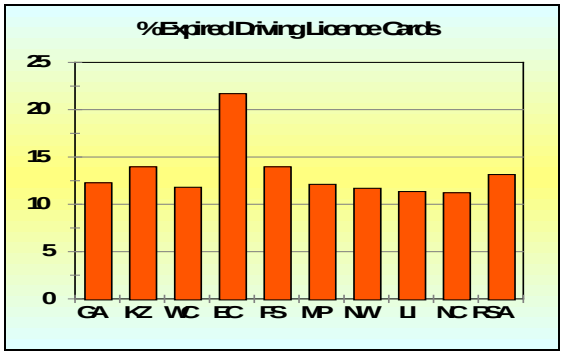
Table 33 : Number of Driving Licences Issued per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Mch 2008	2,902,282	1,318,719	1,359,293	610,661	459,072	486,005	433,925	475,096	160,934	**8,205,987**
Mch 2009	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	**8,539,484**
Change	100,090	52,920	50,383	22,079	17,987	29,263	17,800	36,099	6,876	**333,497**
% Change	3.45	4.01	3.71	3.62	3.92	6.02	4.10	7.60	4.27	**4.06**



3.2.2 Number of Driving Licence Cards Expired

The information in Table 34 below shows that at the end of March 2009 there were a total of 1,122,224 expired driving licence cards recorded on the National Traffic Information System (NaTIS). This figure represents 13,14% of all driving licences issued. This information is also reflected in the graph below.

Mch 2009	Table 34 : Number of Driving Licence Cards Issued and Expired per Province									
Category	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
On system	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	**8,539,484**
Not expired	2,633,983	1,180,070	1,243,338	495,453	410,495	452,868	398,904	453,154	148,995	**7,417,260**
Expired	368,389	191,569	166,338	137,287	66,564	62,400	52,821	58,041	18,815	**1,122,224**
% Expired	12.27	13.97	11.80	21.70	13.95	12.11	11.69	11.35	11.21	**13.14**



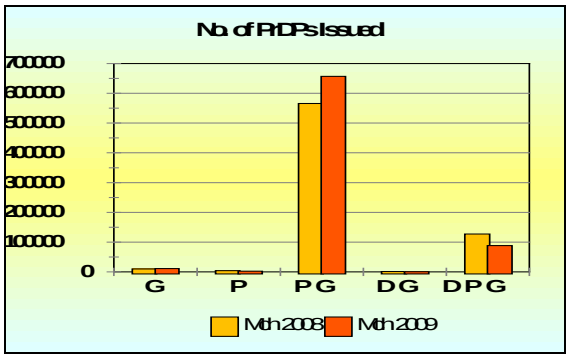
3.3 Professional Driving Permits Issued and Expired

3.3.1 Number of Professional Driving Permits Issued

The number of Professional Driving Permits (PrDP's) issued increased by 51,171 (7,22%) from 708,253 at the end of March 2008 to 759,424 at the end of March 2009. Detail on the number of PrDPs issued per category is given in Table 35 and graphically reflected in the figure below.

Table 35 : Number of PrDP's Issued

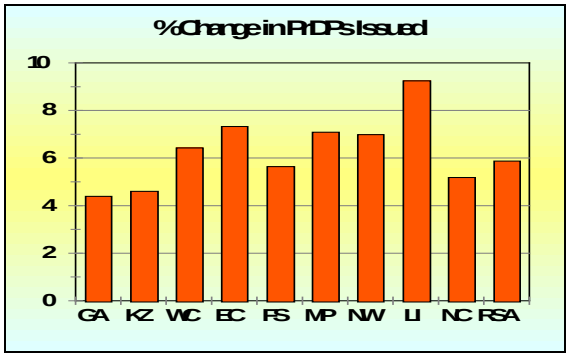
Category	Mch 2008	Mch 2009	Change	% Change
G	10,121	10,903	782	7.73
P	3,949	2,596	-1,353	-34.26
P G	565,975	657,195	91,220	16.12
D G	915	470	-445	-48.63
D P G	127,293	88,260	-39,033	-30.66
Total	**708,253**	**759,424**	**51,171**	**7.22**



Provincial information in this regard is given in Table 36 and the percentage change with regard to all categories of PrDPs issued per Province is reflected in the graph below.

Table 36 : Number of Professional Driving Permits (PrDP's) Issued per Province

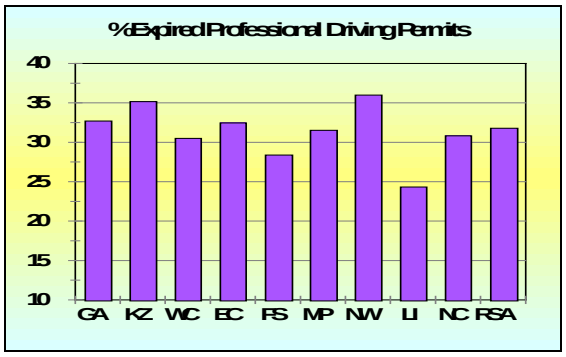
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Mch 2008	202,499	121,897	97,077	56,015	48,603	62,613	44,312	64,589	19,718	**717,323**
Mch 2009	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	**759,424**
Change	8,894	5,605	6,234	4,102	2,741	4,438	3,095	5,970	1,022	**42,101**
% Change	4.39	4.60	6.42	7.32	5.64	7.09	6.98	9.24	5.18	**5.87**



3.3.2 Number of Expired PrDPs

The information in Table 37 below shows that at the end of March 2009 there were a total of 241,278 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 31,77% of all PrDPs issued. This information is also reflected in the graph below.

Mch 2009	Table 37 : Number of Professional Driving Permits (PrDPs) Issued and Expired per Province									
Category	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
On system	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	**759,424**
Not expired	142,276	82,666	71,814	40,608	36,770	45,924	30,351	53,390	14,347	**518,146**
Expired	69,117	44,836	31,497	19,509	14,574	21,127	17,056	17,169	6,393	**241,278**
% Expired	32.70	35.16	30.49	32.45	28.39	31.51	35.98	24.33	30.82	**31.77**



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

4. Fatal Road Traffic Crashes and Fatalities

4.1 Number of Fatal Crashes

Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatal crashes decreased by 1,013 (8,68%) from 11,674 crashes over the same period the previous year to 10,661. Provincial detail in this regard is given in Table 38 below.

Table 38 : Number of Fatal Crashes per Province over 12 Month Period

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

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

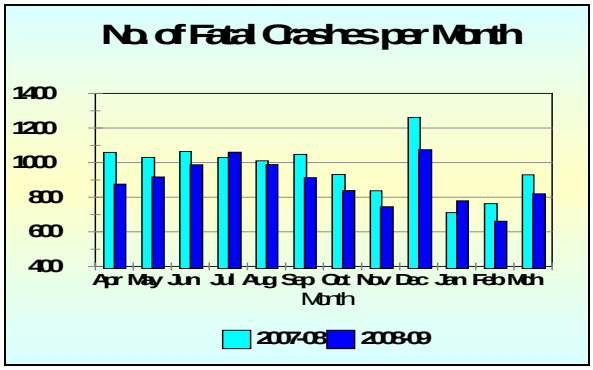
- Free State : decrease of 99 (12,74%) from 777 to 678;
- Gauteng : decrease of 556 (19,97%) from 2,784 to 2,228; and
- Northern Cape : decrease of 66 (22,92%) from 288 to 222.

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

The monthly number of fatal crashes over the two comparative 2 year periods is given in Table 39 and graphically reflected in the figure below.

Table 39 : Monthly Number of Fatal Crashes

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



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

4.2 Number of Fatalities

Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatalities decreased by 1,006 (6,84%) from 14,713 fatalities over the same period the previous year to 13,707. Provincial detail in this regard is given in Table 40 below.

Table 40 : Number of Fatalities per Province over 12 Month Period

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

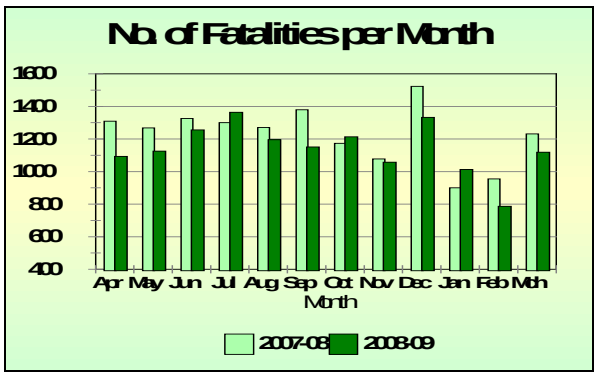
With the exception of KwaZulu-Natal and Mpumalanga all other Provinces recorded decreases in fatalities. On a provincial percentage basis the biggest decreases were recorded as follows:

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

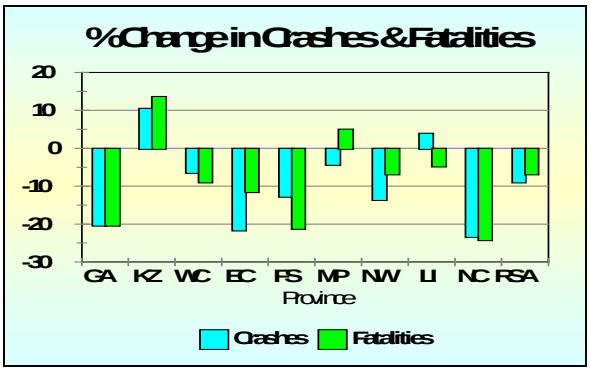
In Mpumalanga the number of fatalities increased by 88 (5,06%) from 1,742 to 1,830 and in KwaZulu-Natal the number of fatalities increased by 333 (13,67%) from 2,439 to 2,772.

The national monthly number of fatalities over the 12-month period is given in Table 41 and graphically reflected in the figure below.

Table 41 : Monthly Number of Fatalities				
Month	**2007-08**	**2008-09**	**Change**	**% change**
Apr	1,309	1,093	-216	-16.53
May	1,267	1,125	-142	-11.22
Jun	1,326	1,255	-71	-5.34
Jul	1,300	1,363	63	4.88
Aug	1,270	1,196	-74	-5.84
Sep	1,379	1,151	-229	-16.57
Oct	1,174	1,213	40	3.38
Nov	1,077	1,058	-19	-1.79
Dec	1,523	1,333	-190	-12.47
Jan	900	1,013	113	12.55
Feb	955	787	-169	-17.66
Mch	1,231	1,119	-112	-9.10
Total	**14,713**	**13,707**	**-1,006**	**-6.84**



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



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

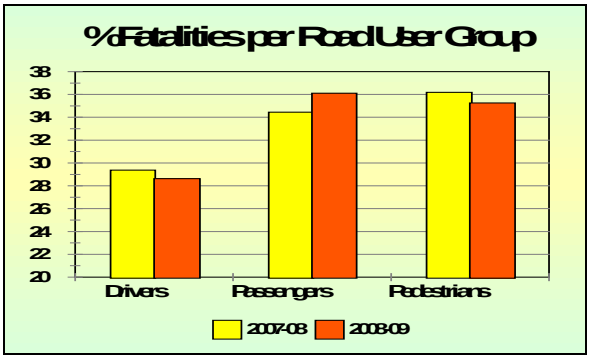
4.3 Number of Fatalities per Road User Group

The information in Table 42 below shows that driver fatalities decreased by 397 (9,19%) to 3,923; passenger fatalities increased by 117 (2,31%) to 4,950 and pedestrian fatalities decreased by 492 (9,23%) to 4,833 over the 12-month period from 1 April 2008 to 31 March 2009.

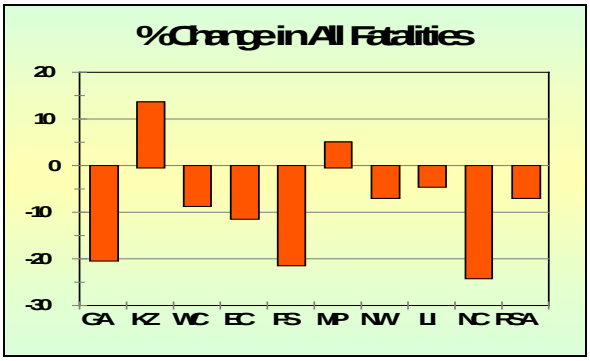
Table 42 : No. of Fatalities per Road User Group

User Group	2007-08	2008-09	Change	% Change
Drivers	4,321	3,923	-397	-9.19
Passengers	5,067	4,950	-117	-2.31
Pedestrians	5,325	4,833	-492	-9.23
Total	**14,713**	**13,707**	**-1,006**	**-6.84**

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



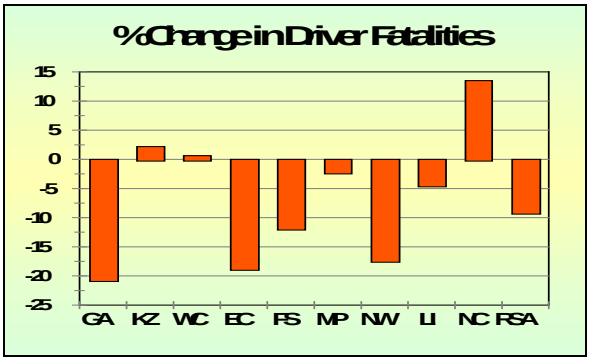
The percentage change in all fatalities per Province is shown in the figure below.



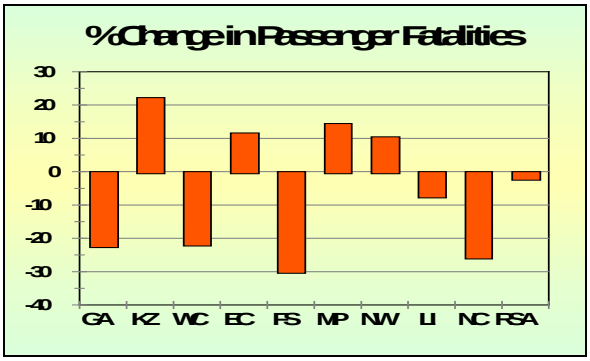
The number of fatalities per road user group per Province for the two respective 12-month periods is shown in Table 43 below.

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

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

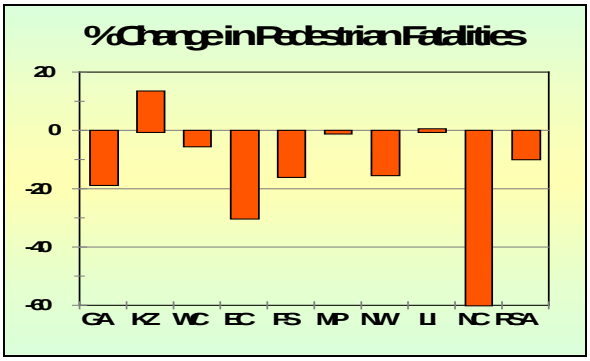


The information in the graph above shows that the biggest decrease in the number of driver fatalities was recorded in Gauteng with a decrease of 20,70%. An increase in driver fatalities of 13,50% was recorded in the Northern Cape.



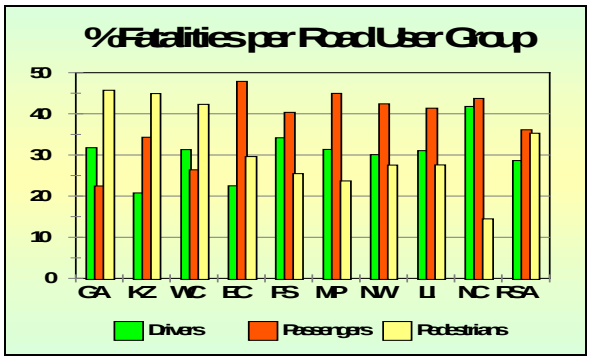
The information in the graph above shows that the biggest decrease in

the number of passenger fatalities was recorded in the Free State with a decrease of 30,09%. An increase of 22,24% in passenger fatalities was recorded in KwaZulu-Natal.



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

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



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

More detail on the number of fatalities per road user group per month per province for the years 2007-2008 and 2008-2009 is given in the table attached under ***Annexure J***.

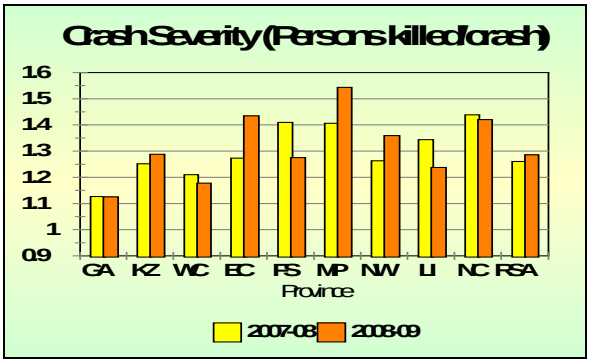
4.4 Severity of Fatal Crashes

The severity of fatal crashes increased by 0,025 (2,01%) from 1,260 during 2007-2008 to 1,286 during 2008-2009. The individual provincial severity rates are shown in Table 44 below.

Table 44 : Severity of Crashes per Province (Av no. of fatalities/crash)

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	1.127	1.252	1.210	1.273	1.410	1.406	1.263	1.344	1.438	**1.260**
2008-09	1.125	1.288	1.178	1.434	1.275	1.543	1.359	1.237	1.420	**1.286**
change	-0.002	0.036	-0.033	0.161	-0.134	0.137	0.096	-0.107	-0.018	**0.025**
% change	-0.14	2.85	-2.70	12.63	-9.53	9.76	7.62	-7.93	-1.25	**2.01**

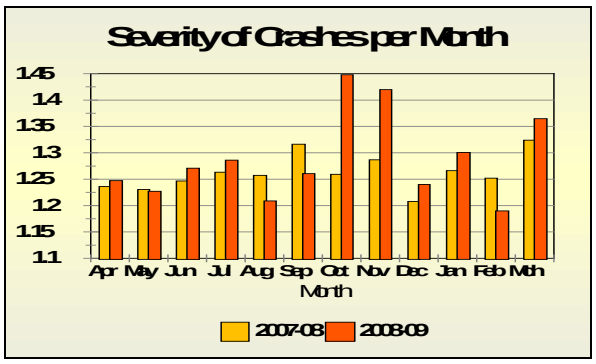
The information in the table above shows that the severity rate in Eastern Cape increased by 0,161 (12,63%) from 1,273 to 1,434; followed by Mpumalanga with an increase of 9,76% and North West with an increase of 762%. The rate in Limpopo deceased by 7,93% and in the Free State by 9,53%. The provincial rates for the two comparative years in this regard are also reflected in the figure below.



The severity rate per month is given in Table 45 and also reflected in the figure below.

Table 45 : Monthly Crash Severity

Month	2007-08	2008-09	Change	% change
Apr	1.236	1.247	0.011	0.91
May	1.230	1.227	-0.003	-0.28
Jun	1.247	1.271	0.024	1.94
Jul	1.263	1.286	0.023	1.81
Aug	1.257	1.209	-0.048	-3.84
Sep	1.316	1.261	-0.056	-4.23
Oct	1.259	1.448	0.189	14.98
Nov	1.287	1.420	0.133	10.34
Dec	1.208	1.240	0.032	2.67
Jan	1.266	1.301	0.034	2.72
Feb	1.252	1.190	-0.062	-4.95
Mch	1.324	1.365	0.041	3.09
Total	**1.260**	**1.286**	**0.025**	**2.01**



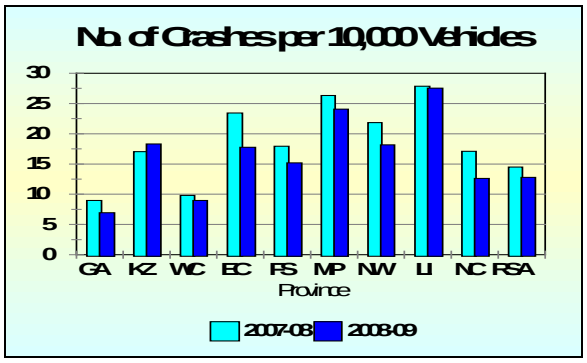
The figure above shows that the two months with exceptionally high severity rates were October and November 2008 with rates of 1,448 and 1,420 respectively, which is also the two months in the reporting period with the biggest rate increases, 14,98% for October and 10,34% for November. (These high rates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

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

The number of fatal crashes per 10,000 registered motorised vehicles decreased by 1,71 (11,81%) from 14,50 during 2007-2008 to 12,79 in the 2008-2009 financial year. Provincial detail in this regard is given in Table 46 and graphically reflected in the figure below.

Table 46 : No. of Fatal Crashes per 10,000 Motorised Vehicles

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	8.97	17.03	9.82	23.43	17.93	26.34	21.85	27.85	17.08	**14.50**
2008-09	6.93	18.30	8.96	17.76	15.19	24.07	18.18	27.53	12.61	**12.79**
change	-2.04	1.27	-0.86	-5.67	-2.74	-2.27	-3.67	-0.32	-4.48	**-1.71**
% change	-22.76	7.48	-8.71	-24.19	-15.28	-8.62	-16.79	-1.16	-26.20	**-11.81**



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

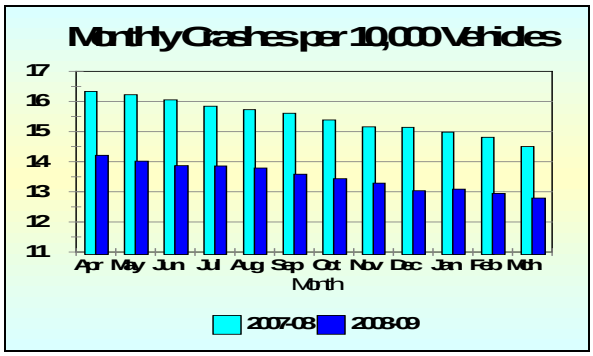
- Northern Cape : decrease of 4,48 (26,20%) from 17,08 to 12,61;
- Eastern Cape : decrease of 5,67 (24,19%) from 23,43 to a rate of

17,76; and

- Gauteng : decrease of 2,04 (22,76%) from 8,97 to a rate of 6,93.

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

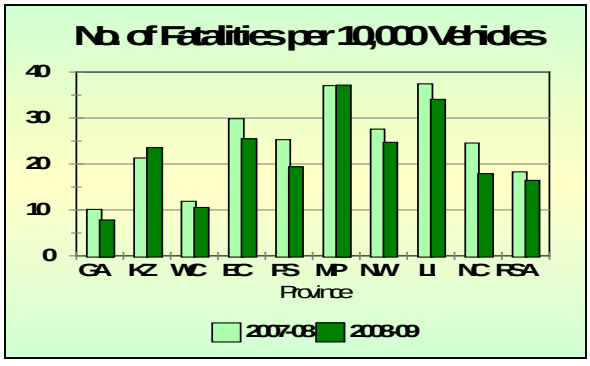
The number of fatal crashes per 10,000 registered motorised vehicles per month for the two respective years 2007-2008 and 2008-2009 are shown in the figure below.



The number of fatalities per 10,000 registered motorised vehicles decreased by 1,83 (10,03%) from 18,28 during 2007-2008 to 16,44 during 2008-2009. Provincial detail in this regard is given in Table 47 and graphically reflected in the figure below.

Table 47 : No. of Fatalities per 10,000 Motorised Vehicles

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	10.11	21.32	11.88	29.83	25.28	37.04	27.59	37.44	24.57	**18.28**
2008-09	7.80	23.57	10.55	25.47	19.37	37.15	24.71	34.07	17.91	**16.44**
change	-2.31	2.25	-1.33	-4.36	-5.91	0.11	-2.88	-3.37	-6.67	**-1.83**
% change	-22.86	10.55	-11.18	-14.61	-23.36	0.30	-10.45	-9.01	-27.12	**-10.03**

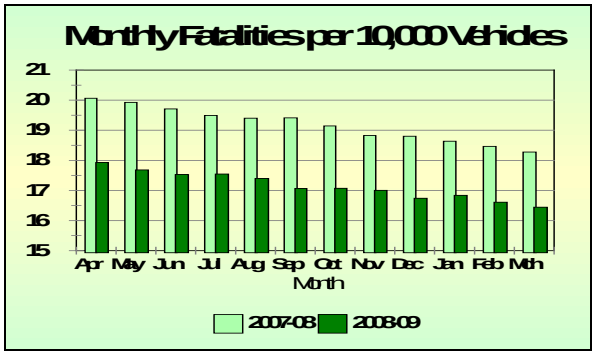


With the exception of KwaZulu-Natal and Mpumalanga, all other Provinces recorded decreases in the number of fatalities per 10,000 vehicles. On a Provincial percentage basis the biggest decreases were recorded as follows:

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

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

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

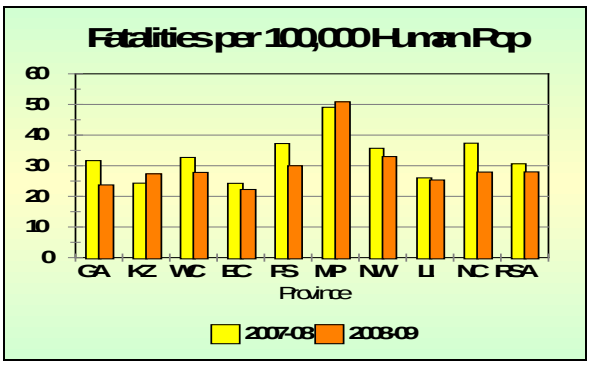


4.6 Number of Fatalities per 100,000 Human Population

The number of fatalities per 100,000 human population decreased by 2,59 (8,47%) from 30,60 during 2007-2008 to 28,01 during 2008-2009. Provincial detail in this regard is given in Table 48 and graphically reflected in the figure below.

Table 48 : No. of Fatalities per 100,000 Human Population

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	31.69	24.30	32.71	24.25	37.26	49.07	35.67	26.06	37.36	**30.60**
2008-09	23.74	27.37	27.83	22.21	30.01	50.85	33.00	25.34	27.92	**28.01**
change	-7.95	3.07	-4.88	-2.03	-7.25	1.78	-2.68	-0.72	-9.45	**-2.59**
% change	-25.08	12.65	-14.92	-8.38	-19.45	3.62	-7.50	-2.77	-25.29	**-8.47**



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

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

4.7 Number of Fatal Crashes and Fatalities in terms of MVK travelled

The number of fatal crashes per 100 million vehicle kilometres (mvk) travelled could not be determined ***DUE TO A LACK OF INFORMATION ON FUEL SALES***.

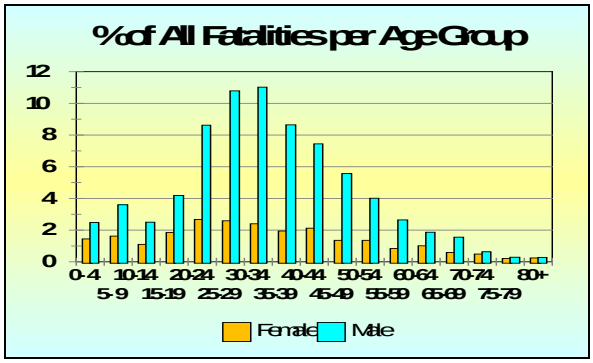
5. Fatalities per Age Group, Gender, Day-of-Week & Time-of-Day

5.1 Fatalities per Age Group and Gender

The percentage of fatalities per age group and gender for the year 2008-2009 (only for the cases where this information is available) are given in Table 49 and reflected in the graph below.

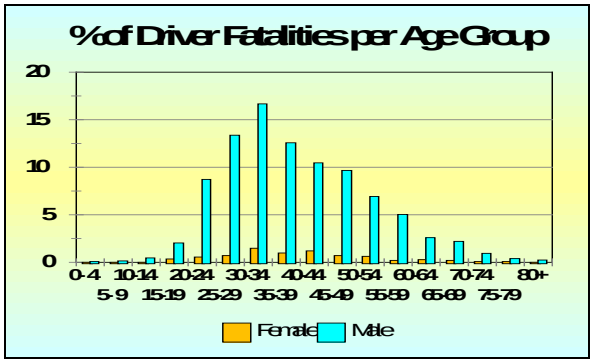
Table 49 : % Road User Fatalities per Age and Gender Groups

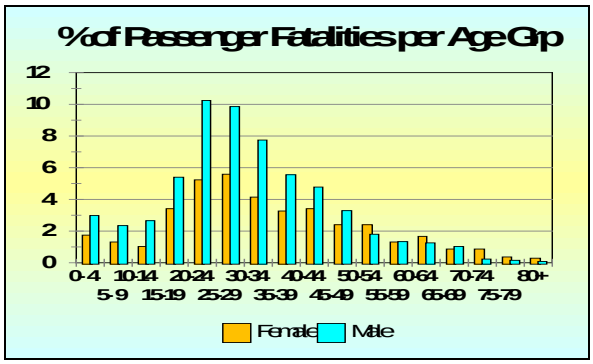
Age group	Driver		Passenger		Pedestrian		Total		Total
	Female	Male	Female	Male	Female	Male	Female	Male	
0- 4	0.00	0.08	1.74	2.97	2.31	3.91	1.44	2.47	3.92
5- 9	0.00	0.16	1.31	2.35	3.25	7.68	1.62	3.60	5.22
10-14	0.00	0.47	1.02	2.66	2.09	3.97	1.10	2.50	3.60
15-19	0.35	2.04	3.41	5.40	1.49	4.70	1.86	4.19	6.05
20-24	0.56	8.73	5.23	10.25	1.76	6.88	2.67	8.63	11.30
25-29	0.70	13.37	5.59	9.86	1.05	9.66	2.59	10.79	13.38
30-34	1.48	16.67	4.14	7.75	1.38	9.80	2.40	11.02	13.43
35-39	0.99	12.58	3.27	5.55	1.38	8.61	1.95	8.64	10.59
40-44	1.20	10.46	3.41	4.77	1.54	7.74	2.12	7.45	9.57
45-49	0.70	9.67	2.40	3.29	0.83	4.57	1.36	5.57	6.92
50-54	0.63	6.92	2.40	1.80	0.88	3.91	1.36	4.01	5.36
55-59	0.21	5.03	1.31	1.33	0.88	2.05	0.84	2.64	3.49
60-64	0.28	2.59	1.67	1.25	0.94	1.92	1.01	1.87	2.89
65-69	0.21	2.20	0.87	1.02	0.61	1.59	0.59	1.56	2.15
70-74	0.07	0.94	0.87	0.23	0.44	0.79	0.49	0.63	1.13
75-79	0.07	0.39	0.36	0.16	0.17	0.33	0.21	0.29	0.50
80+	0.00	0.24	0.29	0.08	0.39	0.53	0.24	0.28	0.52
Total	7.46	92.54	39.29	60.71	21.36	78.64	23.86	76.14	100.00

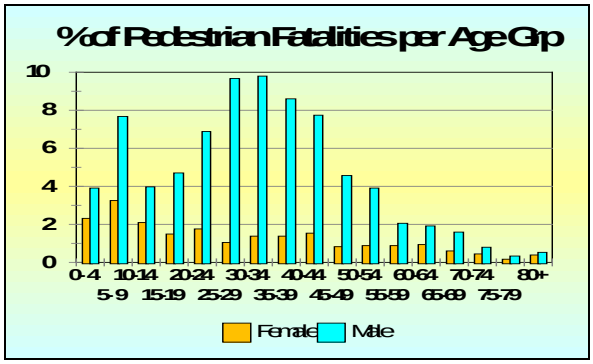


The above information shows that in the order of 23,86% road fatalities during 2008-2009 were female and 76,14% male. 92,54% of all drivers killed in crashes were male and 7,76% female. The age group with the highest percentage fatalities is between the ages of 30 to 34 years, of which 2,40% is female and 13,43% male, as a percentage of the total fatalities.

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





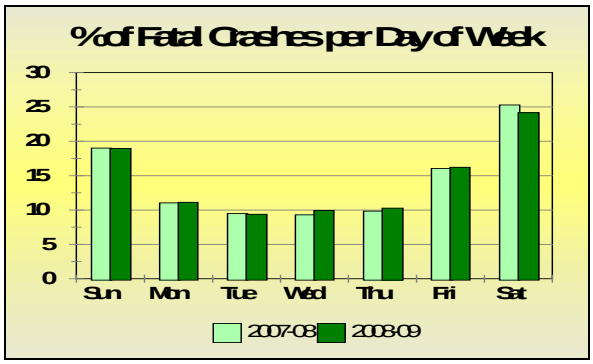


5.2 Crashes per Day of Week

The percentage of fatal crashes per day of the week per province during the year 2008-2009 is given in Table 50 and the national figures in this regard for both 2007-2008 and 2008-2009 graphically reflected in the figure below.

Table 50 : Percentage of Fatal Crashes per Day-of-Week

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



The information above shows that almost one quarter (24,15%) of the weekly crashes happen on a Saturday. During 2007-2008 60,35% of all fatal crashes happened over weekends from Friday to Sunday. During 2008-209 this percentage change to 59,31%.

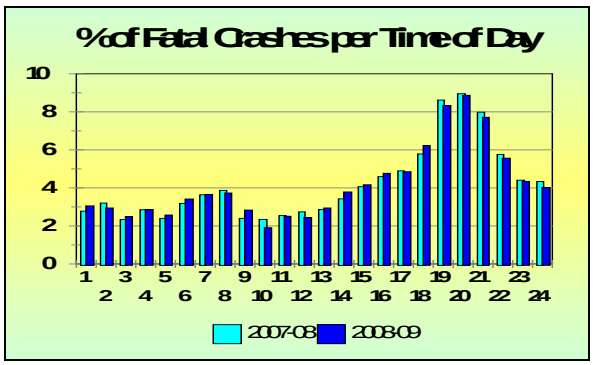
The Province with the highest Sunday percentage of fatal crashes is North West (21,20%) followed by Gauteng with 20,54%.

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

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

5.3 Number of Crashes per Time of Day

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



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

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

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

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

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

6. Vehicles involved in Fatal Crashes

6.1 Vehicles in Fatal Crashes per Type of Vehicle

The information in Table 51 below shows that :

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

Table 51 : Number of Vehicles involved in Fatal Crashes

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

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

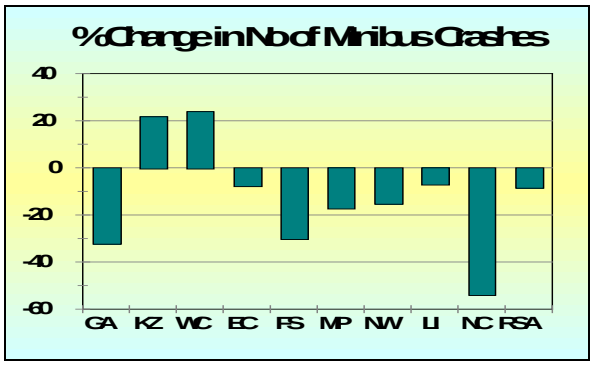
Minibus taxis involved in fatal crashes increased by 109 (41,45%) from 264 to 373.

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

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

The number of all minibuses involved in fatal crashes per province is given in Table 52 and the change reflected in the graph below.

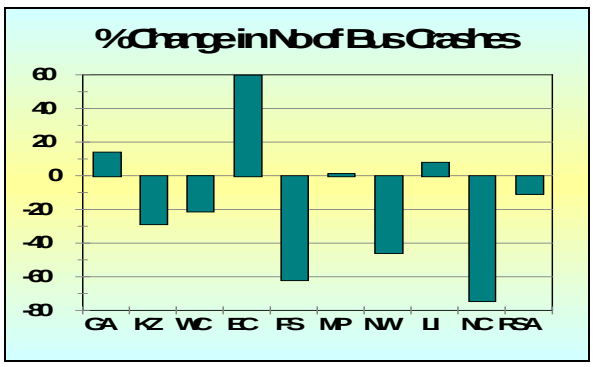
Table 52 : Number of All Minibuses Involved in Fatal Crashes per Province										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2007-08	320	306	111	168	100	172	114	136	29	**1,456**
2008-09	219	372	138	155	70	144	97	128	14	**1,336**
Change	-101	66	27	-12	-30	-28	-17	-9	-16	**-120**
% Change	-31.61	21.68	23.86	-7.36	-29.87	-16.52	-14.93	-6.33	-53.36	**-8.25**



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

The number of buses involved in fatal crashes per province is given in Table 53 and the change reflected in the graph below.

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



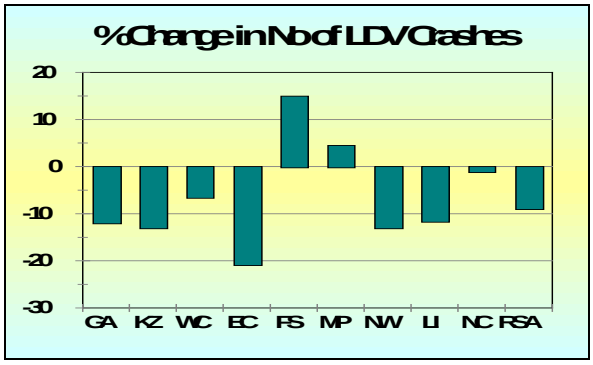
The information above shows that the number of buses involved in fatal crashes decreased by 29 (9,70%) from 298 in 2007-2008 to 269 in 2008-2009. With the

exception of Gauteng, Eastern Cape, Mpumalanga and Limpopo, all other provinces show a decrease in this regard. On a percentage basis the biggest increase was recorded in the Eastern Cape with an increase of 59,75% from 33 to 53, followed by Gauteng where the number of buses increased by 5 (35,29%) from 37 in 2007-2008 to 43 in 2008-2009.

The number of LDVs (bakkies) involved in fatal crashes per province is given in Table 54 and the change reflected in the graph below.

Table 54 : Number of LDVs Involved in Fatal Crashes per Province

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

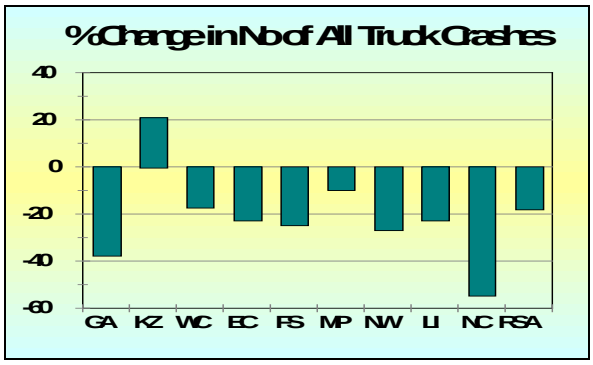


The information above shows that the number of LDVs involved in fatal crashes decreased by 268 (8,77%) from 3,058 in 2007-2008 to 2,790 in 2008. With the exception of Free State and Mpumalanga all other provinces show decreases in this regard. On a percentage basis the biggest increase was recorded in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

The number of all trucks involved in fatal crashes per province is given in Table 55 and the % change reflected in the graph below.

Table 55 : Number of All Trucks Involved in Fatal Crashes per Province

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

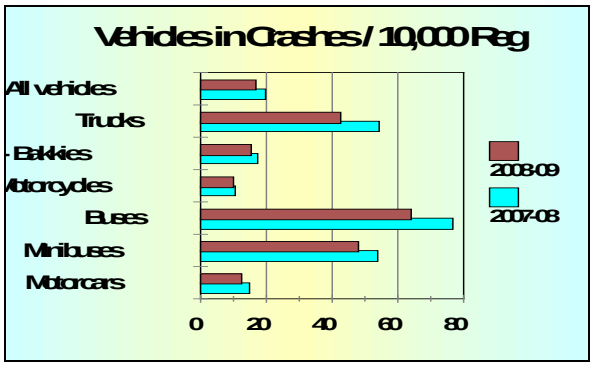


The information above shows that the number of all trucks involved in fatal crashes (rigid plus articulated) decreased by 282 (17,56%) from 1,605 in 2007-2008 to 1,323 in 2008-2009. With the exception of KwaZulu-Natal all other Provinces recorded decreases. KwaZulu-Natal show an increase of 49 (20,85%)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

The number of vehicles involved in fatal crashes per 10,000 registered vehicles per type of vehicle, is shown in Table 56 and graphically reflected in the figure below. The general rate decreased by 15,35% from 19,36 to 16,39.

Table 56 : Number of Vehicles in Fatal Crashes / 10,000 Registered

Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	14.39	11.98	-2.41	**-16.77**
Minibuses	53.25	47.61	-5.64	**-10.59**
Buses	76.32	63.78	-12.54	**-16.43**
Motorcycles	10.06	9.27	-0.79	**-7.87**
LDV's - Bakkies	17.02	14.78	-2.24	**-13.14**
Trucks	53.91	41.98	-11.93	**-22.13**
All vehicles	**19.36**	**16.39**	**-2.97**	**-15.35**



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

The number of vehicles involved in fatal crashes per 100 million vehicle kilometre travelled per type of vehicle, could not be determined due to a lack of information on fuel sales from January to March 2009.

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

6.2 Road User Group Fatalities per Type of Vehicle

The number of fatalities per type of vehicle during 2007 and 2008 are given in Table 57 below.

Table 57 : Number of Fatalities per Type of Vehicle

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

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

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

Some decreases were recorded as follows:

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

The number of driver, passenger and pedestrian fatalities per type of vehicle are respectively given in Tables 58, 59 and 60 below.

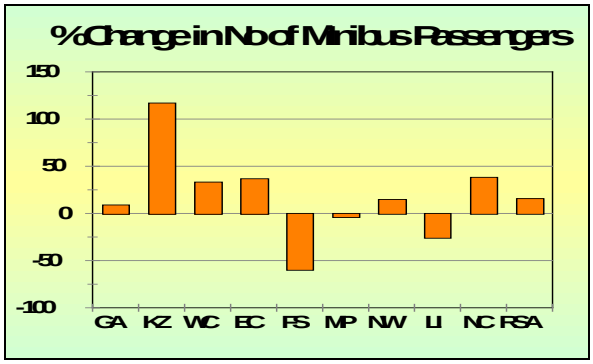
Table 58 : Number of Driver Fatalities per Vehicle Type				
Vehicle Type	**2007-08**	**2008-09**	**Change**	**% Change**
Motorcars	2,312	2,088	-223	**-9.67**
Minibuses	233	239	6	**2.60**
Buses	11	19	7	**62.88**
Motorcycles	256	251	-5	**-1.89**
LDV's - Bakkies	862	730	-133	**-15.38**
Trucks	234	200	-34	**-14.57**
Other and unknown	117	126	9	**7.75**
Total	**4,025**	**3,652**	**-373**	**-9.26**

Table 59 : Number of Passenger Fatalities per Vehicle Type				
Vehicle Type	**2007-08**	**2008-09**	**Change**	**% Change**
Motorcars	2,385	2,140	-245	**-10.27**
Minibuses	855	990	135	**15.76**
Buses	172	245	74	**42.82**
Motorcycles	18	22	4	**23.62**
LDV's - Bakkies	1,127	1,152	25	**2.26**
Trucks	314	291	-23	**-7.32**
Other and unknown	193	106	-87	**-45.03**
Total	**5,064**	**4,947**	**-117**	**-2.31**

Table 60 : Number of Pedestrian Fatalities per Vehicle Type				
Vehicle Type	**2007-08**	**2008-09**	**Change**	**% Change**
Motorcars	2,293	2,016	-277	**-12.07**
Minibuses	584	537	-47	**-8.09**
Buses	110	128	18	**16.63**
Motorcycles	28	29	0	**1.18**
LDV's - Bakkies	910	898	-12	**-1.37**
Trucks	382	286	-96	**-25.13**
Other and unknown	1,016	938	-78	**-7.65**
Total	**5,324**	**4,832**	**-492**	**-9.24**

The number of passenger fatalities in minibus related fatal crashes (minibuses plus minibus taxis) per Province is given in Table 61 and the % change reflected in the graph below.

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

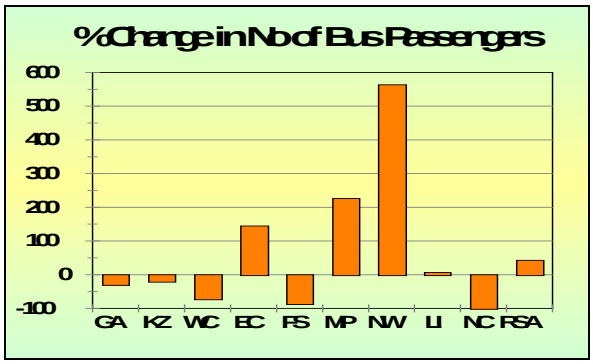


The information above shows that the number of all minibus passenger fatalities increased by 135 (15,76%) from 855 in 2007-2008 to 990 in 2008-2009. Three provinces recorded decreases and six provinces show increases in this regard. The biggest increase was recorded in KwaZulu-Natal where the number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

The number of passenger fatalities in bus related fatal crashes is given in Table 62 and the % change reflected in the graph below.

Table 62 : Number of Bus Passenger Fatalities per Province

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

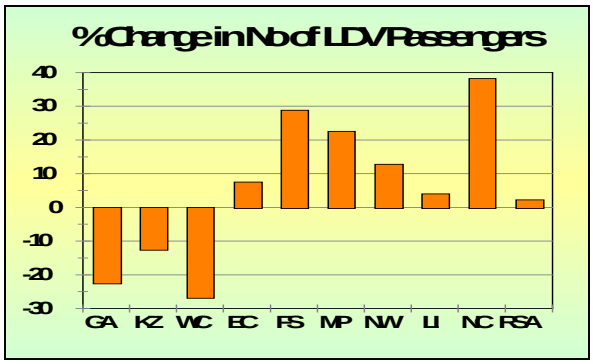


The information above shows that the number of bus passenger fatalities increased by 74 (42,82%) from 172 in 2007-2008 to 245 in 2008-2009. Five provinces recorded decreases and four provinces show increases in this regard. The biggest increase was recorded in North West where the number of bus passenger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

The number of passenger fatalities in LDV (bakkie) related fatal crashes are given in Table 63 and the % change reflected in the graph below.

Table 63 : Number of LDV Passenger Fatalities per Province

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



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

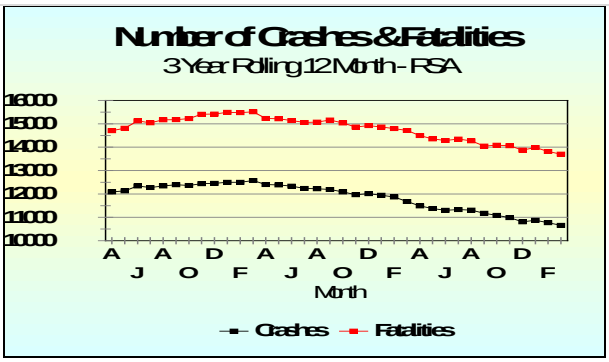
Three Provinces recorded decreases in LDV passenger fatalities : Gauteng (22,24%), KwaZulu-Natal (12,07%) and the Western Cape (26,25%).

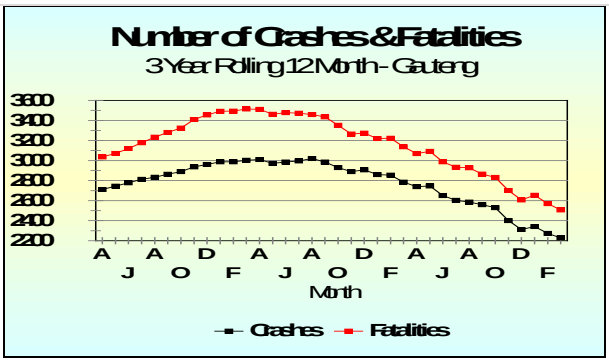
On a percentage basis the biggest increase was recorded in the Northern Cape (38,24%); followed by the Free State with an increase of 28,84% and Mpumalanga with an increase of 22,54%.

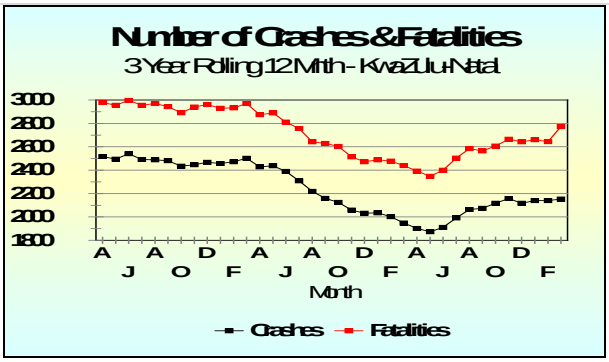
More detailed information on the number of fatalities per type of vehicle involved in fatal crashes per Province is given in the tables under ***Annexure L***.

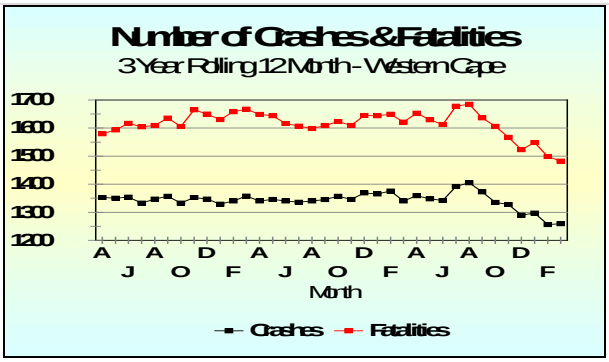
7. Summary : Some graphs reflecting Crash Rates and Trends

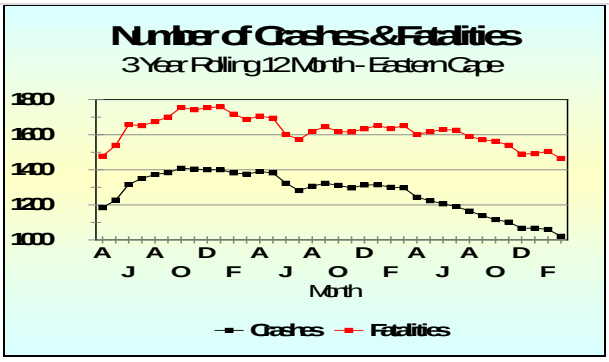
7.1 3-Year Rolling 12-month Number of Fatal Crashes and Fatalities

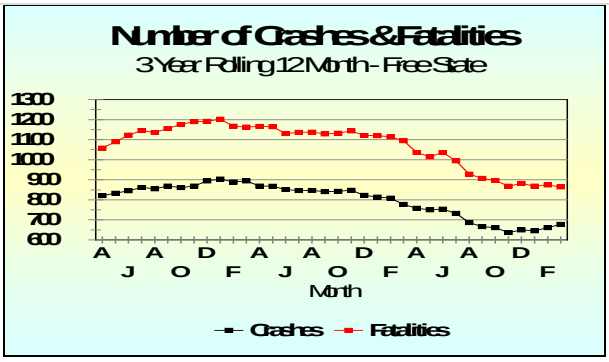


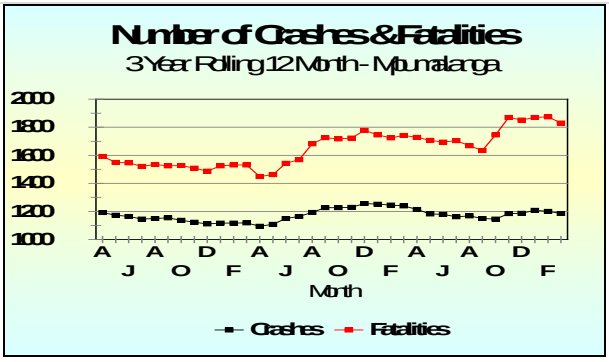


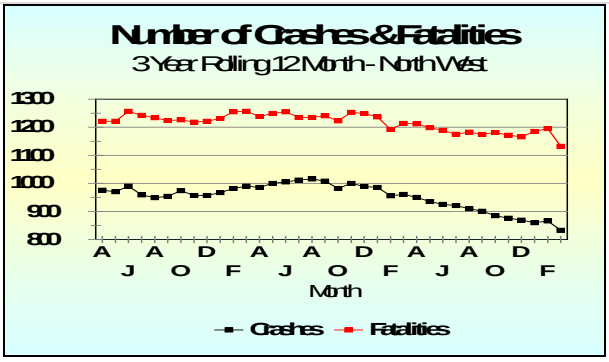


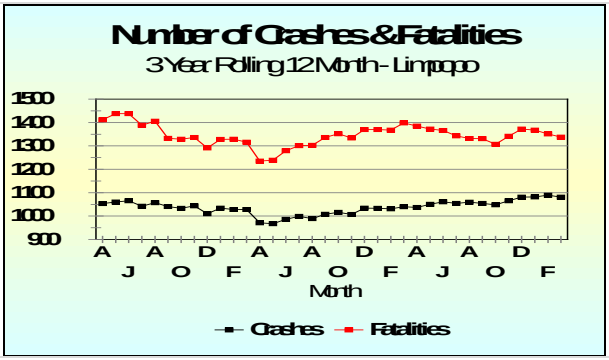


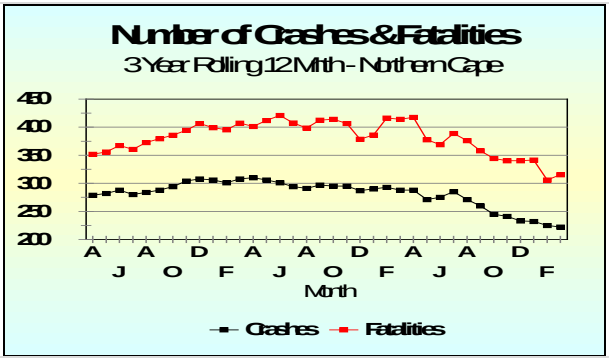




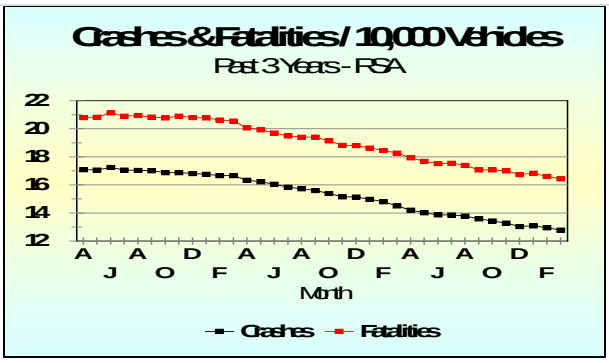


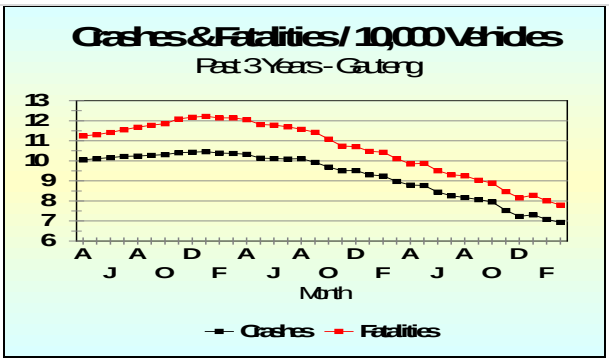


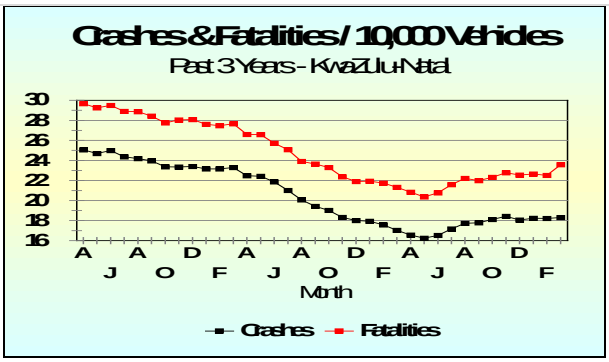


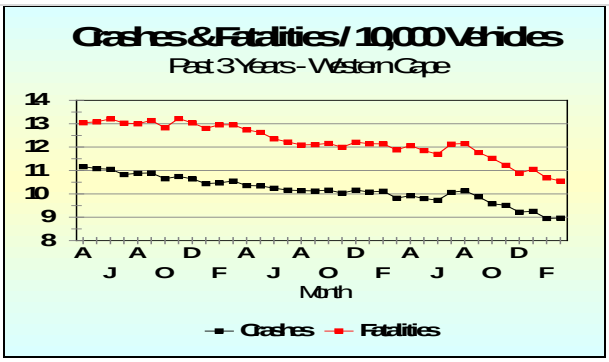


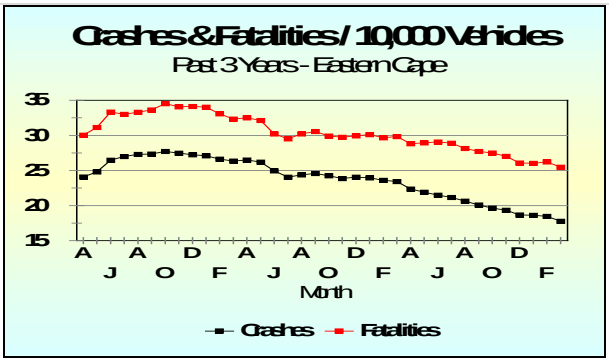
7.2 Number of Fatal Crashes and Fatalities per 10,000 Registered Vehicles over a period of 3 years

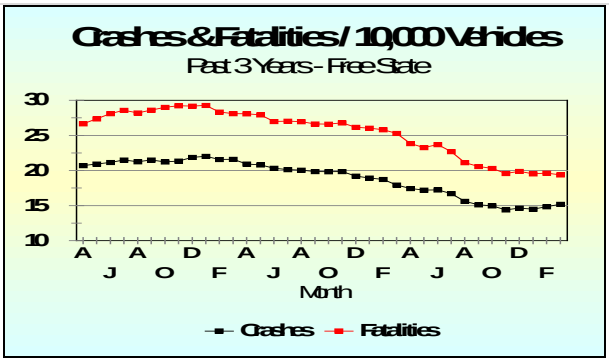


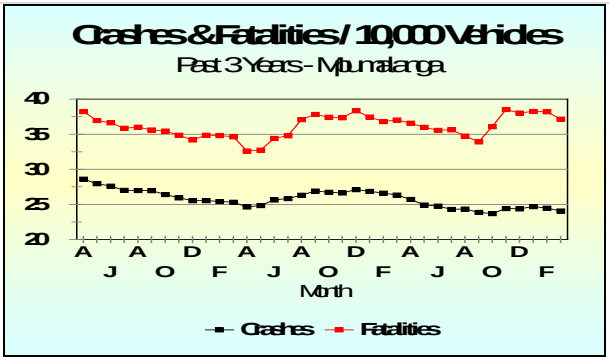


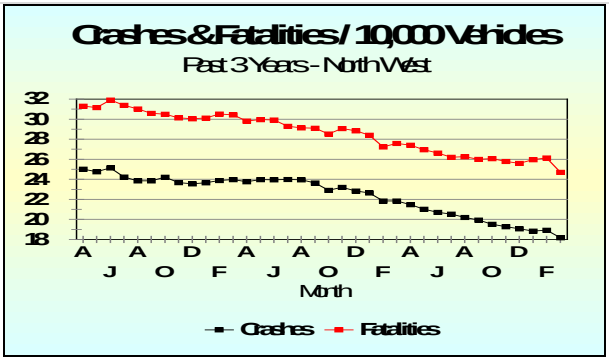


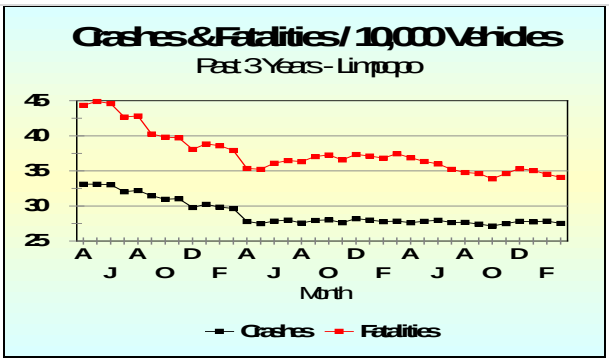


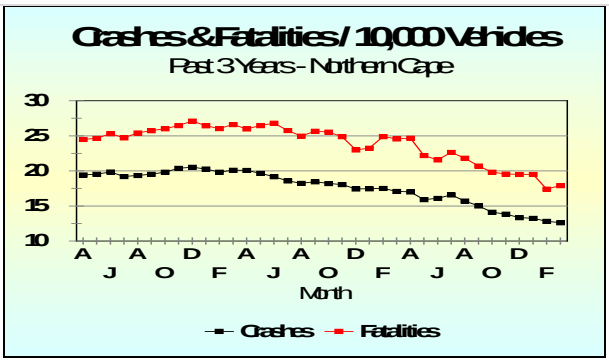





Crashes & Fatalities / 10,000 Vehicles
Past 3 Years - Mpumalanga
40
35
30
25
20
A A D A A D A A D
J O F J O F J O F
Month
Crashes
Fatalities


Crashes & Fatalities / 10,000 Vehicles
Past 3 Years - North West
32
30
28
26
24
22
20
18
A A D A A D A A D
J O F J O F J O F
Month
Crashes
Fatalities


Crashes & Fatalities / 10,000 Vehicles
Past 3 Years - Limpopo
45
40
35
30
25
A A D A A D A A D
J O F J O F J O F
Month
Crashes
Fatalities


Crashes & Fatalities / 10,000 Vehicles
Past 3 Years - Northern Cape
30
25
20
15
10
A A D A A D A A D
J O F J O F J O F
Month
Crashes
Fatalities

8. Results of the 2008 Road Traffic Offence Survey

8.1 Introduction

This part of the Road Traffic Report provides a summary of the results of the 2008 Road Traffic Offence Survey. Offence rates and trends serve as indicators of the success of road safety promotion programmes and projects. By comparing the rates on an annual basis, the long term progress with regard to traffic discipline, law abidance and quality and safety in road traffic can be measured, monitored and evaluated.

Traffic offence surveys are annually conducted with the view to:

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

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

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

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

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

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

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

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

In order to assist in the calculation of indices, desired maximum offence rates for the various types of traffic offences were determined. These are given in Table 64 below.

Table 64 : Desired maximum offence rates for various critical offences

Offence Type	Desired maximum (standard) offence rate
Speed	5% - not more than 5 out of every 100 vehicles measured exceed the set speed limit on a particular road or street
Alcohol	0,4% - not more than 1 driver in every 250 tested exceed the legal breath alcohol limit
Barrier line	1% - 1 illegal overtaking offence across a barrier or no-overtaking line for every 100 traffic convoys observed
Traffic signals	1% - maximum of 1% of red phases with an offence where the driver of any vehicle failed to clear the junction in time

Seat belts	15% - maximum of 15 vehicle occupants, drivers and passengers, fail to wear seatbelts
Driving licence	1% - maximum of 1 driver out of every 100 interviewed fail to carry or produce a valid driving licence
PrDP	1% - maximum of 1 driver of a public passenger or freight transport vehicle out of every 100 interviewed fail to carry or produce a valid professional driving permit
Vehicle tyres	1% - maximum of 1 tyre out of every 100 tested are damaged or worn below the legal limit
Vehicle lights	1% - maximum of 1 light (head, tail and brake lights) out of every 100 tested are not functioning properly

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

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

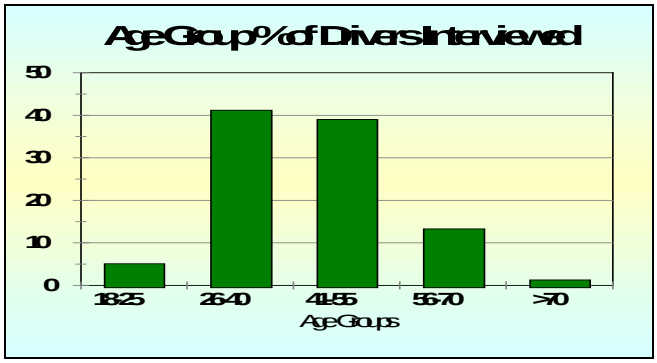
8.2 2008 Traffic offence Survey : Driver and Vehicle Profiles

As for previous years, the 2008 survey was carried out in accordance within the required levels of accuracy with regard to the various minimum sample sizes for the various types of road traffic offences. These requirements were:

- Local authority level : 90% Level of Confidence (LOC) with a confidence interval of 5%.
- Provincial level : 95% Level of Confidence (LOC) with a confidence interval of 5%.
- National level : 99% Level of Confidence (LOC) with a confidence interval of 3%.

During the 2008 traffic offence survey a total of 10,049 drivers across all vehicle types were interviewed, on average in the order of about per province. Detail per province and age group is given in Table 65 and reflected in the graph below.

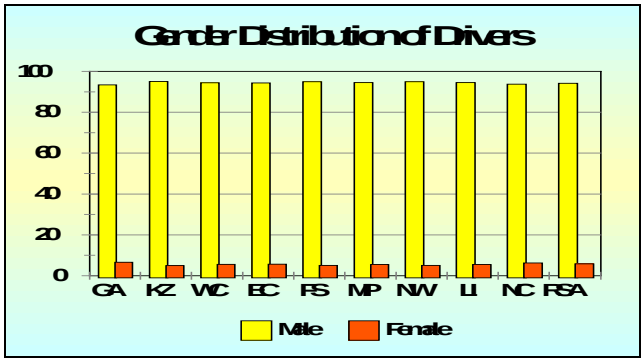
Table 65: Number of Drivers Interviewed during Surveys							
Province	Total	Age Group %					
		< 18	18-25	26-40	41-55	56-70	>70
GA	1,148	0.10	5.10	42.20	38.40	13.30	0.90
KZ	1,125	0.00	5.20	42.90	39.70	10.90	1.20
WC	1,119	0.00	6.10	41.60	36.20	14.30	1.80
EC	1,135	0.00	4.50	37.40	40.60	15.60	1.90
FS	1,131	0.00	4.20	38.50	43.00	12.60	1.80
MP	1,174	0.10	5.70	39.20	40.90	12.60	1.50
NW	1,127	0.00	4.70	38.40	40.30	14.90	1.70
LI	903	0.10	3.90	42.30	37.70	14.40	1.70
NC	1,187	0.10	4.10	40.90	38.40	15.30	1.10
Total	**10,049**	**0.10**	**5.10**	**41.20**	**39.00**	**13.30**	**1.30**



The information above shows that in the order of 41,20% of drivers were in the age group 26 to 40 years and 39,00% in the age group 41 to 55 years.

The gender profile of drivers interviewed during roadblock surveys per province is given in Table 66 and reflected in the graph below.

Table 66 : % Gender Distribution of Drivers Interviewed										
Gender	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Male	93.40	95.00	94.40	94.30	94.90	94.50	94.90	94.50	93.70	**94.20**
Female	6.60	5.00	5.60	5.70	5.10	5.50	5.10	5.50	6.30	**5.80**



The above information shows that in the order of 94,20% of drivers were male and 5,80% were female.

The language preference of drivers interviewed during roadblock surveys per province is given in Table 67 below.

Table 67 : % Language Preference of Drivers Interviewed

Language	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Afrikaans	17.00	6.00	50.00	23.00	18.00	17.00	18.00	12.00	59.00	**21.00**
English	7.00	21.00	4.00	7.00	5.00	2.00	3.00	3.00	3.00	**7.00**
Sesotho	20.00	2.00	3.00	2.00	53.00	16.00	10.00	19.00	2.00	**14.00**
Pedi	5.00	0.00	0.00	0.00	1.00	7.00	2.00	18.00	1.00	**4.00**
Tswana	9.00	0.00	0.00	0.00	7.00	3.00	39.00	17.00	19.00	**7.00**
Zulu	23.00	68.00	1.00	1.00	7.00	28.00	11.00	4.00	2.00	**22.00**
Xhosa	4.00	0.00	40.00	66.00	7.00	0.00	10.00	4.00	10.00	**14.00**
Ndebele	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	0.00	**1.00**
Seswati	3.00	1.00	0.00	0.00	0.00	17.00	1.00	0.00	0.00	**3.00**
Tsonga	3.00	0.00	0.00	0.00	0.00	1.00	1.00	4.00	1.00	**1.00**
Venda	3.00	0.00	0.00	0.00	0.00	1.00	1.00	9.00	0.00	**2.00**
Other	5.00	2.00	2.00	2.00	2.00	4.00	4.00	8.00	3.00	**3.00**

The above information shows that, on a national basis, the most preferred languages by drivers were : Zulu 22,00%; Afrikaans 21,00%; Sesotho and Xhosa both at 14,00%.

The information in Table 68 below shows that a total of 109,796 vehicles across all categories, were included in the 2008 survey. These include those stopped and checked at roadblocks for roadworthiness (10 758); driver alcohol testing during day-time and night-time (6 115); as well as day and night speeds (92 923).

Table 68 : Number of Vehicles Surveyed

Offence type	LMV	MB Taxi	Bus	Truck	Total
Vehicle condition	3,769	2,795	941	3,253	**10,758**
Alcohol - Day	1,114	742	570	1,020	**3,446**
Alcohol - Night	1,008	647	371	643	**2,669**
Speed Day	37,668	7,775	1,534	10,356	**57,333**
Speed Night	23,813	4,707	663	6,407	**35,590**
Total vehicles	**67,372**	**16,666**	**4,079**	**21,679**	**109,796**
% of total	61.36	15.18	3.72	19.74	100.00

8.3 2008 Traffic offence Survey : Summary of Results

A brief summary of the main traffic offence indices for 2008 on a national level, in comparison with the 2007 indices, is given in Table 69 below.

Table 69 : Summary of 2007-2008 Offence Indices					
Offence Type	**Description**	**2007**	**2008**	**Change**	**% Change**
Speed	Urban areas	4.40	6.70	2.30	52.27
	Rural areas	5.00	5.80	0.80	16.00
Alcohol	Day-time all vehicles	0.55	2.40	1.85	336.36
	Night-time all vehicles	4.36	3.57	-0.79	-18.12
Seatbelts	Drivers	0.60	4.20	3.60	600.00
	Passengers front seat	4.40	4.70	0.30	6.82
Traffic signals	Day-time all vehicles	18.40	29.80	11.40	61.96
	Night-time all vehicles	15.20	33.00	17.80	117.11
Driving licence	All vehicles	2.50	3.90	1.40	56.00
PrPDs	Minibus taxis, buses, trucks	7.50	3.80	-3.70	-49.33
Tyres	Worn & damaged tyres	6.10	6.90	0.80	13.11
Lights	Head-lights	1.40	3.20	1.80	128.57
	Tail-lights	1.58	1.70	0.12	7.59
	Brake-lights	4.40	5.30	0.90	20.45
Vehicle licence	Plate & disc correlation	0.9	0.7	-0.20	-22.22
Combined Index		**5.28**	**6.75**	**1.47**	**27.84**

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

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

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

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

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

Some other increases in offence indices of concern are:

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

Based on the above indices and accompanying percentages of the various types of offences, estimates were made of the number of drivers on the road that may not have a valid driving licence or professional driving permit (PrDP); as well as the number of vehicles, per type of vehicle, that may be fitted with worn or damaged tyres or defect lights. These estimates fro 2008 in comparison with those for 2007 are given in Table 70 below.

Table 70 : Summary of 2007-2008
Estimated Number of Driver & Vehicle Offences

Offence Type	Description	2007	2008	Change	% Change
Driving licence	Drivers fail to produce	206,692	331,924	125,233	60.59
PrDP (taxis, buses, trucks)	Drivers fail to produce	52,506	27,591	-24,915	-47.45
Vehicles with worn & damaged tyres	Light motor vehicles	407,765	417,107	9,341	2.29
	Minibus taxis	12,776	9,568	-3,208	-25.11
	Buses	976	1,688	712	72.95
	Trucks	21,444	41,767	20,323	94.77
	Total	**442,962**	**470,130**	**27,168**	**6.13**
Defect lights	Light motor vehicles	148,206	778,045	629,838	424.97
	Minibus taxis	4,560	21,029	16,469	361.16
	Buses	403	3,930	3,527	874.39
	Trucks	6,019	34,123	28,105	466.96
	Total	**159,188**	**837,127**	**677,939**	**425.87**

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

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

The information in the table above shows a possible increase in the number of drivers of all categories of vehicles that are driving without a driving licence. This

number increased by 60,59% from a total of 206 692 in 2007 to a total of 331 924 in 2008.

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

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

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

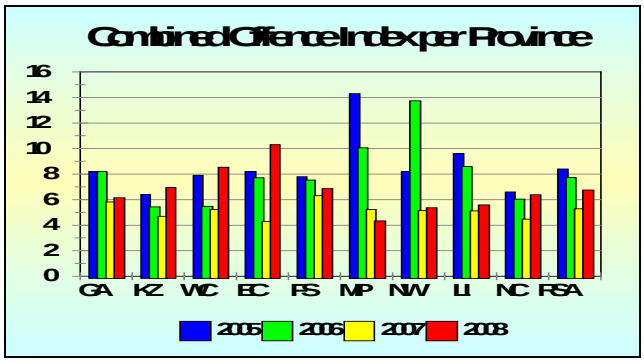
- The total number of vehicles with defect lights increased by 425,87% from 159 188 to a total of 837 127 in 2008;
- The number of light motor vehicles (LMVs) with defect lights increased by 424,97% from a total of 148 206 in 2007 to total of 778 045 in 2008;
- The number of minibus taxis with defect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

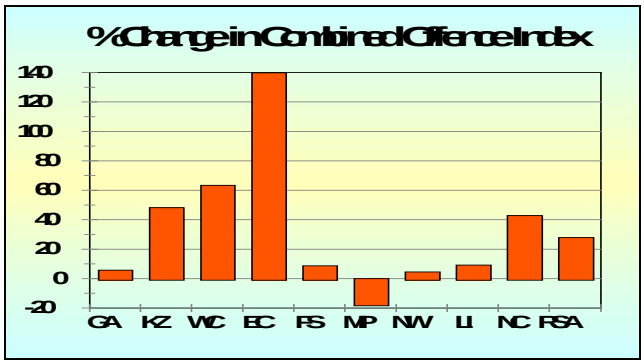
8.4 Provincial Road Traffic Offence Indices

Whereas there has been a general reduction in road traffic offences from 2005 to 2007, the information in Table 71 below shows that the national combined offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008. This information is also schematically depicted in the graphs below.

Table 71 : Combined Offence Index per Province

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





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

The provinces that recorded the biggest increases are:

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

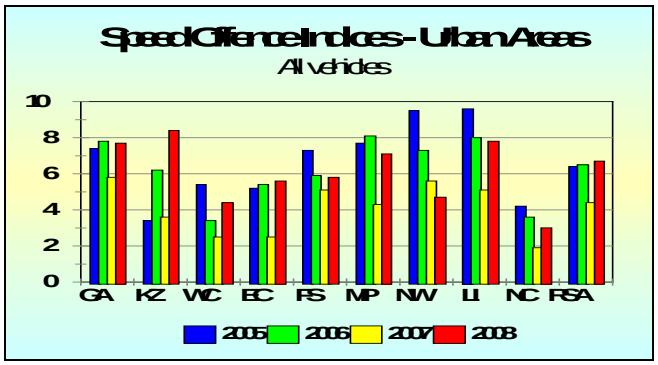
8.5 Speed offence indices

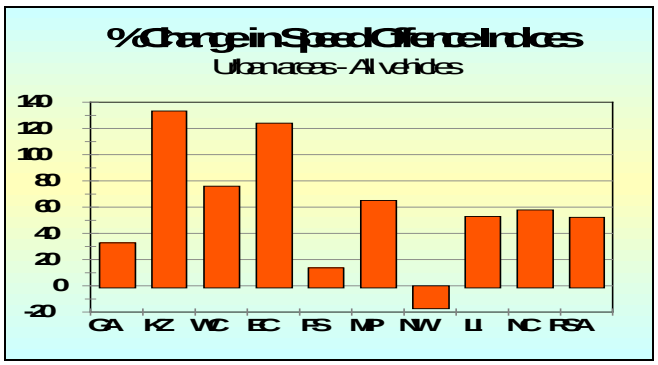
The information in Table 72 below shows that there was an increase of 52,27% in the speed index for all vehicles in urban areas, from 4,40 in 2007 to 6,70 in 2008.

Table 72 : Speed Offence Indices - All Vehicles - Urban Areas

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	7.40	3.40	5.40	5.20	7.30	7.70	9.50	9.60	4.20	**6.40**
2006	7.80	6.20	3.40	5.40	5.90	8.10	7.30	8.00	3.60	**6.50**
2007	5.80	3.60	2.50	2.50	5.10	4.30	5.60	5.10	1.90	**4.40**
2008	7.70	8.40	4.40	5.60	5.80	7.10	4.70	7.80	3.00	**6.70**
% Annual change										
2005-06	5.41	82.35	-37.04	3.85	-19.18	5.19	-23.16	-16.67	-14.29	**1.56**
2006-07	-25.64	-41.94	-26.47	-53.70	-13.56	-46.91	-23.29	-36.25	-47.22	**-32.31**
2007-08	32.76	133.33	76.00	124.00	13.73	65.12	-16.07	52.94	57.89	**52.27**

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





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

The biggest increases in this regard were recorded as follows:

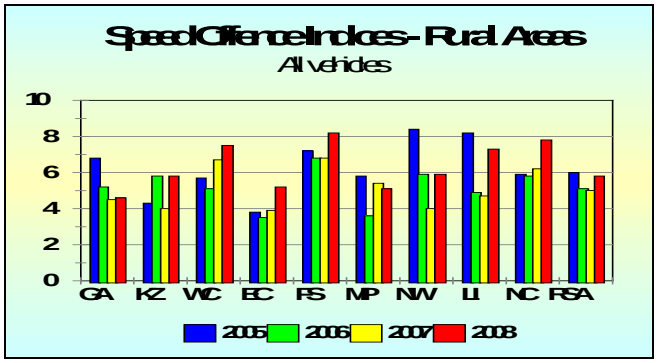
- KwaZulu-Natal : increase of 133,33% from 3,60 to 8,40;
- Eastern Cape : increase of 124,00% from 2,50 to 5,60; and
- Western Cape : increase of 76,00% from 2,50 to 4,40.

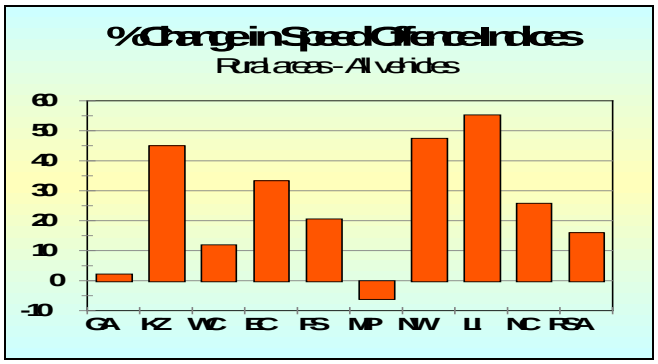
The information in Table 73 below shows that there was an increase of 16,00% in the speed index for all vehicles in rural areas, from 5,00 in 2007 to 5,80 in 2008.

Table 73 : Speed Offence Indices - All Vehicles - Rural Areas

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

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





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

The biggest increases in this regard were recorded as follows:

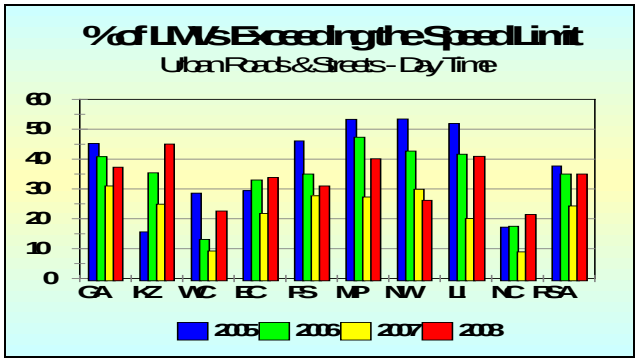
- Limpopo : increase of 55,32% from 4,70 to 7,30;
- North West : increase of 47,50% from 4,00 to 5,90; and
- KwaZulu-Natal : increase of 45,00% from 4,00 to 5,80.

The percentages of vehicles exceeding the speed limit per vehicle category in urban and rural areas respectively, and also during day-time and night-time conditions, are briefly discussed below.

Percentage of Light Motor Vehicle drivers exceeding the speed limit :

Information on light motor vehicles (LMVs) exceeding the speed limit in urban areas during day-time is given in Table 74 and reflected in the graph below.

Table 74 : % of LMVs Exceeding the Speed Limit - Urban Roads & Streets - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	45.20	15.60	28.60	29.40	46.10	53.30	53.40	51.90	17.20	**37.70**
2006	40.80	35.40	13.10	33.00	35.00	47.30	42.70	41.60	17.50	**35.00**
2007	31.00	24.90	9.20	21.80	27.70	27.30	29.90	20.10	8.90	**24.30**
2008	37.30	45.00	22.60	33.80	31.00	40.10	26.20	40.90	21.40	**35.00**
Annual change										
2005-06	-4.40	19.80	-15.50	3.60	-11.10	-6.00	-10.70	-10.30	0.30	**-2.70**
2006-07	-9.80	-10.50	-3.90	-11.20	-7.30	-20.00	-12.80	-21.50	-8.60	**-10.70**
2007-08	6.30	20.10	13.40	12.00	3.30	12.80	-3.70	20.80	12.50	**10.70**



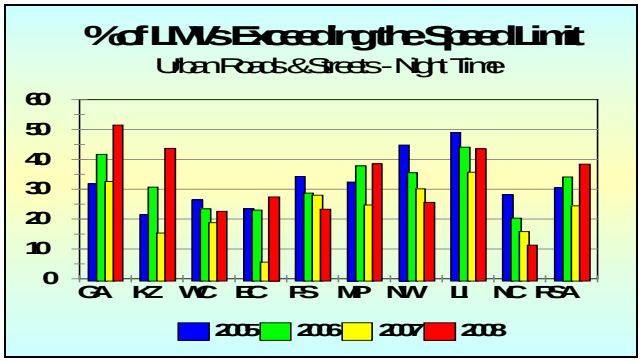
The information above shows that on a national basis the percentage LMVs that exceed the speed limit in urban areas during day-time increased from 24,30% to 35,00% in 2008. The province with the biggest increase is Limpopo where the offence rate increased from 20,10% to 40,90%; followed by KwaZulu-Natal where the rate increased from 24,90% to 45,00%. KwaZulu-Natal is also the province with the highest rate in this regard in 2008. Only North West recorded a decrease.

Information on light motor vehicles (LMVs) exceeding the speed limit in urban areas during night-time is given in Table 75 and reflected in the graph below.

Table 75 : % of LMVs Exceeding the Speed Limit - Urban Areas - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	31.80	21.50	26.40	23.40	34.20	32.40	44.80	49.00	28.20	**30.50**
2006	41.70	30.70	23.40	23.00	28.70	37.80	35.50	44.10	20.30	**34.10**
2007	32.60	15.30	18.80	5.60	28.00	24.70	30.10	35.70	15.80	**24.40**
2008	51.50	43.70	22.60	27.40	23.30	38.50	25.60	43.50	11.30	**38.40**
Annual change										
2005-06	9.90	9.20	-3.00	-0.40	-5.50	5.40	-9.30	-4.90	-7.90	**3.60**
2006-07	-9.10	-15.40	-4.60	-17.40	-0.70	-13.10	-5.40	-8.40	-4.50	**-9.70**
2007-08	18.90	28.40	3.80	21.80	-4.70	13.80	-4.50	7.80	-4.50	**14.00**

The information above shows that on a national basis the percentage LMVs that exceed the speed limit in urban areas during night-time increased from 24,40% in 2007 to 38,40% in 2008. The province with the biggest increase is KwaZulu-Natal where the offence rate increased from 15,30% to 43,70%; followed by the Eastern Cape where the rate increased from 5,60% to 27,40%. Gauteng is the province

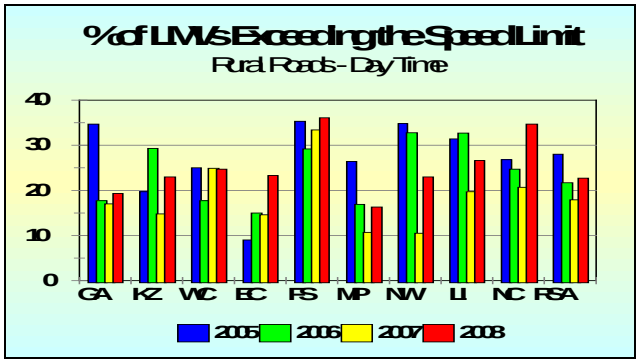
with the highest rate in this regard in 2008, namely 51,50%; followed by KwaZulu-Natal. Decreases were recorded in the Free State, North West and Northern Cape.



Information on light motor vehicles (LMVs) exceeding the speed limit in rural areas during day-time is given in Table 76 and reflected in the graph below.

Table 76 : % of LMVs Exceeding the Speed Limit - Rural Roads - Day Time

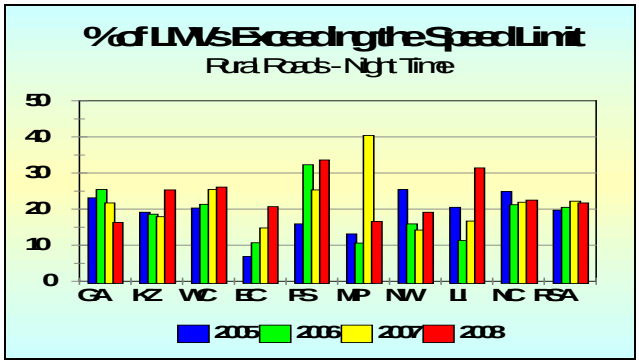
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	34.70	19.70	25.00	9.00	35.30	26.40	34.80	31.40	26.80	**28.00**
2006	17.70	29.30	17.70	15.00	29.20	16.90	32.80	32.70	24.70	**21.70**
2007	17.00	14.80	24.90	14.60	33.40	10.70	10.50	19.70	20.70	**17.90**
2008	19.30	23.00	24.70	23.30	36.10	16.30	23.00	26.60	34.70	**22.70**
Annual change										
2005-06	-17.00	9.60	-7.30	6.00	-6.10	-9.50	-2.00	1.30	-2.10	**-6.30**
2006-07	-0.70	-14.50	7.20	-0.40	4.20	-6.20	-22.30	-13.00	-4.00	**-3.80**
2007-08	2.30	8.20	-0.20	8.70	2.70	5.60	12.50	6.90	14.00	**4.80**



The information above shows that on a national basis the percentage LMVs that exceed the speed limit in rural areas during day-time increased from 17,90% in 2007 to 22,70% in 2008. The province with the biggest increase is the Northern Cape where the offence rate increased from 20,70% to 34,70%; followed by North West where the rate increased from 10,50% to 23,00%. The Free State is the province with the highest rate in this regard in 2008, namely 36,10%, followed by North West with a rate of 34,70%. Only the Western Cape recorded a decrease in this regard.

Information on light motor vehicles (LMVs) exceeding the speed limit in urban areas during night-time is given in Table 77 and reflected in the graph below.

Table 77 : % of LMVs Exceeding the Speed Limit - Rural Areas - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	23.10	19.10	20.30	6.90	15.90	13.10	25.40	20.50	24.90	**19.70**
2006	25.40	18.60	21.30	10.70	32.30	10.60	15.90	11.30	21.20	**20.50**
2007	21.70	17.90	25.40	14.80	25.30	40.40	14.20	16.70	21.90	**22.20**
2008	16.30	25.30	26.10	20.70	33.60	16.60	19.10	31.40	22.50	**21.70**
Annual change										
2005-06	2.30	-0.50	1.00	3.80	16.40	-2.50	-9.50	-9.20	-3.70	**0.80**
2006-07	-3.70	-0.70	4.10	4.10	-7.00	29.80	-1.70	5.40	0.70	**1.70**
2007-08	-5.40	7.40	0.70	5.90	8.30	-23.80	4.90	14.70	0.60	**-0.50**



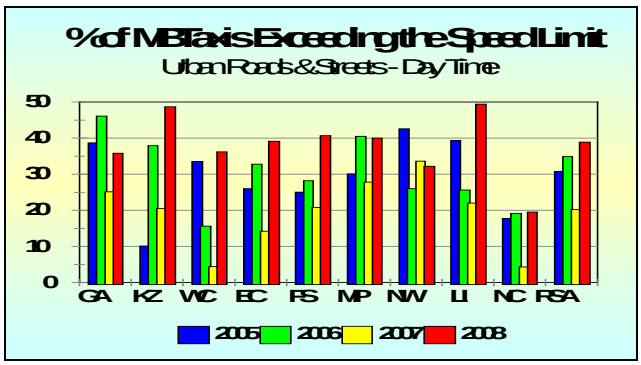
The information above shows that on a national basis the percentage LMVs that exceed the speed limit in rural areas during night-time slightly decreased from 22,20% in 2007 to 21,70% in 2008. The province with the biggest decrease is Mpumalanga where the offence rate decreased from 40,40% to 16,60%; followed by Gauteng where the rate decreased from 21,70% to 16,30. These are also the only 2 provinces that recorded decreases in this regard. The biggest increase was recorded in Limpopo, from 16,70% to 31,40%; while the Free State is the province with the highest rate in this regard in 2008, namely 33,60%.

Percentage of Minibus Taxi drivers exceeding the speed limit :

Information on minibus taxis exceeding the speed limit in urban areas during day-time is given in Table 78 and reflected in the graph below.

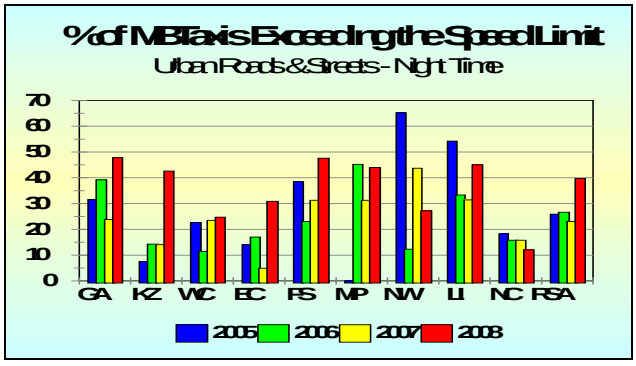
The information in this regard shows that on a national basis the percentage minibus taxis that exceed the speed limit in urban areas during day-time increased from 20,20% in 2007 to 38,90% in 2008. The province with the biggest increase is the Western Cape where the offence rate increased from 4,40% to 36,20%; followed by KwaZulu-Natal where the rate increased from 20,50% to 48,70%. Limpopo is the province with the highest offence rate during 2008, namely 49,40%; followed by KwaZulu-Natal with a rate of 48,70% in 2008. Only North West recorded a decrease.

Table 78 : % of Minibus Taxis Exceeding the Speed Limit - Urban Areas - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	38.70	10.10	33.50	26.00	25.00	30.10	42.60	39.30	17.70	**30.80**
2006	46.10	37.90	15.60	32.80	28.20	40.50	26.00	25.60	19.10	**34.90**
2007	25.10	20.50	4.40	14.20	20.80	27.80	33.60	22.00	4.30	**20.20**
2008	35.80	48.70	36.20	39.10	40.70	40.00	32.20	49.40	19.50	**38.90**
Annual change										
2005-06	7.40	27.80	-17.90	6.80	3.20	10.40	-16.60	-13.70	1.40	**4.10**
2006-07	-21.00	-17.40	-11.20	-18.60	-7.40	-12.70	7.60	-3.60	-14.80	**-14.70**
2007-08	10.70	28.20	31.80	24.90	19.90	12.20	-1.40	27.40	15.20	**18.70**



Information on minibus taxis exceeding the speed limit in urban areas during night-time is given in Table 79 and reflected in the graph below.

Table 79 : % of Minibus Taxis Exceeding the Speed Limit - Urban Areas - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	31.60	7.50	22.60	14.00	38.50	0.00	65.20	54.20	18.20	**25.90**
2006	39.20	14.30	11.50	17.00	23.00	45.20	12.30	33.30	15.80	**26.60**
2007	23.80	14.10	23.50	4.90	31.30	31.30	43.70	31.40	15.80	**23.10**
2008	47.80	42.60	24.70	30.90	47.60	44.00	27.20	45.00	12.00	**39.70**
Annual change										
2005-06	7.60	6.80	-11.10	3.00	-15.50	45.20	-52.90	-20.90	-2.40	**0.70**
2006-07	-15.40	-0.20	12.00	-12.10	8.30	-13.90	31.40	-1.90	0.00	**-3.50**
2007-08	24.00	28.50	1.20	26.00	16.30	12.70	-16.50	13.60	-3.80	**16.60**



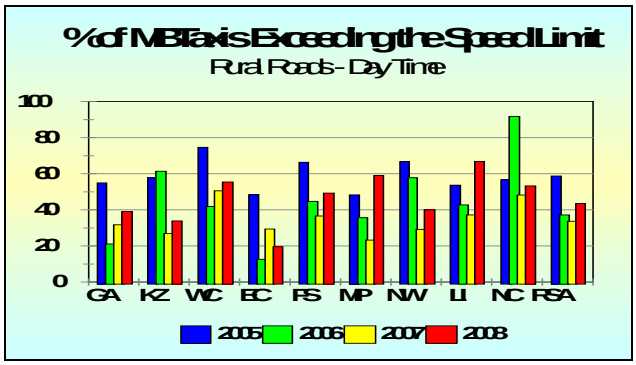
The information above shows that on a national basis the percentage minibus taxis that exceed the speed limit in urban areas during night-time increased from

23,10% in 2007 to 39,70% in 2008. The province with the biggest increase is KwaZulu-Natal where the offence rate increased from 14,10% to 42,60%; followed by the Eastern Cape where the rate increased from 4,90% to 30,90%. Gauteng is the province with the highest offence rate during 2008, namely 47,80%; followed by the Free State with a rate of 47,60% in 2008. North West and the Northern Cape recorded decreases.

Information on minibus taxis exceeding the speed limit in rural areas during day-time is given in Table 80 and reflected in the graph below.

Table 80 : % of Minibus Taxis Exceeding the Speed Limit - Rural Roads - Day Time

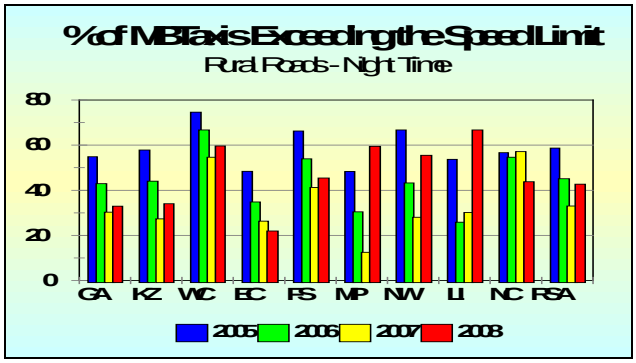
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	54.90	57.80	74.60	48.40	66.30	48.30	66.70	53.70	56.70	**58.70**
2006	21.10	61.40	41.90	12.60	44.70	35.60	57.80	42.70	91.70	**37.20**
2007	31.70	26.80	50.50	29.40	36.60	23.20	29.20	37.20	48.20	**33.70**
2008	39.00	33.90	55.40	19.50	49.30	59.00	40.00	66.80	53.30	**43.50**
Annual change										
2005-06	-33.80	3.60	-32.70	-35.80	-21.60	-12.70	-8.90	-11.00	35.00	**-21.50**
2006-07	10.60	-34.60	8.60	16.80	-8.10	-12.40	-28.60	-5.50	-43.50	**-3.50**
2007-08	7.30	7.10	4.90	-9.90	12.70	35.80	10.80	29.60	5.10	**9.80**



The information above shows that on a national basis the percentage minibus taxis that exceed the speed limit in rural areas during day-time increased from 33,70% to 43,50% in 2008. The province with the biggest increase is Mpumalanga where the offence rate increased from 23,20% to 59,00%; followed by Limpopo where the rate increased from 37,20% to 66,80%. Limpopo is the province with the highest offence rate during 2008, namely 66,80%; followed by Mpumalanga with a rate of 59,00% in 2008. Only the Eastern Cape recorded a decrease.

Information on minibus taxis exceeding the speed limit in rural areas during night-time is given in Table 81 and reflected in the graph below.

Table 81 : % of Minibus Taxis Exceeding the Speed Limit - Rural Roads - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	54.90	57.80	74.60	48.40	66.30	48.30	66.70	53.70	56.70	**58.70**
2006	42.90	44.00	66.70	34.80	53.90	30.40	43.20	25.80	54.60	**45.10**
2007	30.30	27.30	54.60	26.30	41.20	12.50	28.00	30.10	57.10	**33.00**
2008	32.90	34.00	59.60	21.90	45.40	59.50	55.50	66.70	43.80	**42.70**
Annual change										
2005-06	-12.00	-13.80	-7.90	-13.60	-12.40	-17.90	-23.50	-27.90	-2.10	**-13.60**
2006-07	-12.60	-16.70	-12.10	-8.50	-12.70	-17.90	-15.20	4.30	2.50	**-12.10**
2007-08	2.60	6.70	5.00	-4.40	4.20	47.00	27.50	36.60	-13.30	**9.70**



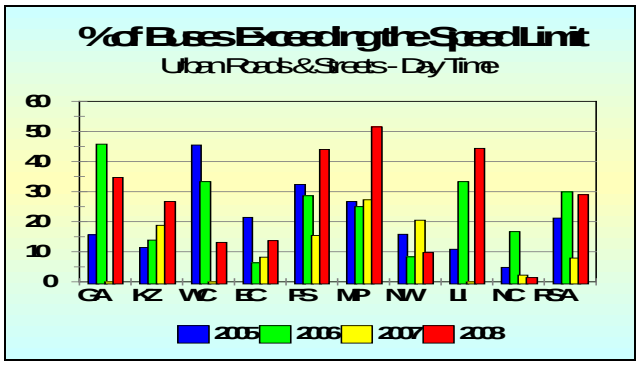
The information below shows that on a national basis the percentage minibus taxis that exceed the speed limit in rural areas during night-time increased from 33,00% in 2007 to 42,70% in 2008. The province with the biggest increase is Mpumalanga where the offence rate increased from 12,50% to 59,50%; followed by Limpopo where the rate increased from 30,10% to 66,70%. Limpopo is the province with the highest offence rate during 2008, namely 66,70%; followed by Mpumalanga with a rate of 59,50% in 2008. In both provinces the day-time and night-time offence rates are basically the same. Only the Eastern Cape and the Northern Cape recorded decreases.

Percentage of Bus drivers exceeding the speed limit :

Information on buses exceeding the speed limit in urban areas during day-time is given in Table 82 and reflected in the graph below.

Table 82 : % of Buses Exceeding the Speed Limit - Urban Roads & Streets - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	15.60	11.40	45.50	21.40	32.40	26.70	15.80	10.80	4.80	**21.20**
2006	45.80	13.90	33.30	6.30	28.60	25.00	8.30	33.30	16.70	**29.90**
2007	0.00	18.80	0.00	8.20	15.40	27.30	20.50	0.00	2.20	**7.90**
2008	34.70	26.70	13.10	13.70	44.00	51.50	9.70	44.40	1.40	**29.00**
Annual change										
2005-06	30.20	2.50	-12.20	-15.10	-3.80	-1.70	-7.50	22.50	11.90	**8.70**
2006-07	-45.80	4.90	-33.30	1.90	-13.20	2.30	12.20	-33.30	-14.50	**-22.00**
2007-08	34.70	7.90	13.10	5.50	28.60	24.20	-10.80	44.40	-0.80	**21.10**

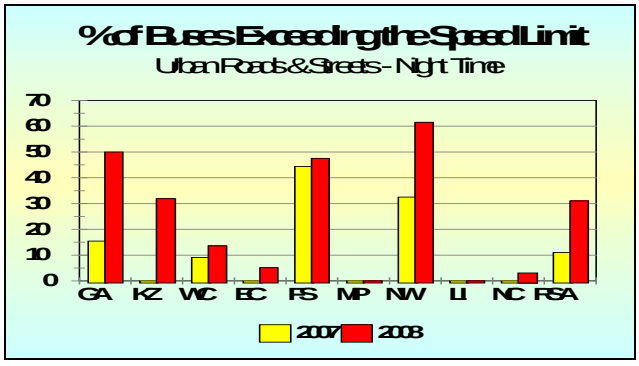
Information in this regard shows that on a national basis the percentage buses that exceed the speed limit in urban areas during day-time increased from 7,90% to 29,00% in 2008. The province with the biggest increase is Limpopo where the offence rate increased from 0,00% to 44,40%; followed by Gauteng where the rate increased from 0,00% to 34,70%. Mpumalanga is the province with the highest offence rate during 2008, namely 51,50%; followed by Limpopo with a rate of 44,40% and the Free State with a rate of 44,00% in 2008. Only North West and the Northern Cape recorded decreases.



Information on buses exceeding the speed limit in urban areas during night-time is given in Table 83 and reflected in the graph below. Due to the unavailability of information for 2005 and 2006 due to inadequate sample sizes at the time, information for only 2007 and 2008 is given.

Table 83 : % of Buses Exceeding the Speed Limit - Urban Roads & Streets - Night Time

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	15.40	0.00	9.10	0.00	44.40	0.00	32.50	0.00	0.00	**11.00**
2008	50.00	31.90	13.60	5.10	47.50	0.00	61.50	0.00	3.10	**31.00**
Annual change										
2007-08	34.60	31.90	4.50	5.10	3.10	0.00	29.00	0.00	3.10	**20.00**



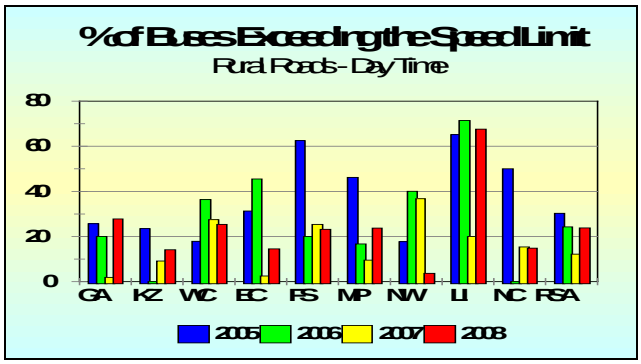
Information in this regard shows that on a national basis from 2007 to 2008 the percentage buses that exceed the speed limit in urban areas during night-time increased from 11,00% to 31,00% in 2008. The province with the biggest increase is Gauteng where the offence rate increased from 15,40% to 50,00%; followed by

KwaZulu-Natal where the rate increased from 0,00% to 31,90%. North West is the province with the highest offence rate during 2008, namely 61,50%; followed by Gauteng with a rate of 50,00% in 2008. No province recorded a decrease.

Information on buses exceeding the speed limit in rural areas during day-time is given in Table 84 and reflected in the graph below.

Table 84 : % of Buses Exceeding the Speed Limit - Rural Roads - Day Time

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	25.70	23.50	17.90	31.30	62.50	46.20	17.70	65.20	50.00	**30.30**
2006	20.00	0.00	36.40	45.50	20.00	16.70	40.00	71.40	0.00	**24.30**
2007	1.90	9.10	27.50	2.50	25.40	9.50	36.80	20.00	15.40	**12.20**
2008	27.80	14.10	25.40	14.50	23.20	23.70	3.70	67.60	14.80	**23.80**
Annual change										
2005-06	-5.70	-23.50	18.50	14.20	-42.50	-29.50	22.30	6.20	-50.00	**-6.00**
2006-07	-18.10	9.10	-8.90	-43.00	5.40	-7.20	-3.20	-51.40	15.40	**-12.10**
2007-08	25.90	5.00	-2.10	12.00	-2.20	14.20	-33.10	47.60	-0.60	**11.60**



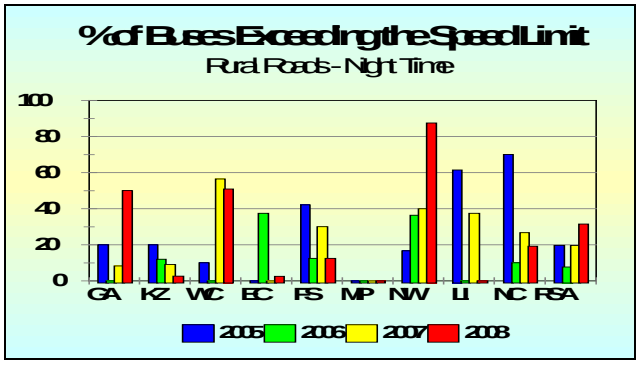
The information above shows that on a national basis from 2007 to 2008 the percentage buses that exceed the speed limit in rural areas during day-time increased from 12,20% to 23,80% in 2008. The province with the biggest increase is Limpopo where the offence rate increased from 20,00% to 67,60%; followed by Gauteng where the rate increased from 1,90% to 27,80%. Limpopo is the province with the highest offence rate during 2008, namely 67,60%; followed by Gauteng. Decreases in this regard were recorded in the Western Cape, Free State, North West and the Northern Cape.

Information on buses exceeding the speed limit in rural areas during night-time is given in Table 85 and reflected in the graph below.

The information below shows that on a national basis from 2007 to 2008 the percentage buses that exceed the speed limit in rural areas during night-time increased from 19,60% to 31,50% in 2008. The province with the biggest increase is North West where the offence rate increased from 40,00% to 87,50%; followed by Gauteng where the rate increased from 8,30% to 50,00%. North West is also

the province with the highest offence rate during 2008, namely 87,50%; followed by the Western Cape with a rate of 50,90%. Decreases in this regard were recorded in KwaZulu-Natal, the Western Cape, Free State, Limpopo and the Northern Cape.

Table 85 : % of Buses Exceeding the Speed Limit - Rural Roads - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	20.00	20.00	10.00	0.00	42.10	0.00	16.70	61.50	70.00	**19.70**
2006	0.00	12.00	0.00	37.50	12.50	0.00	36.40	0.00	10.00	**7.70**
2007	8.30	9.10	56.50	0.00	30.00	0.00	40.00	37.50	26.70	**19.60**
2008	50.00	2.60	50.90	2.50	12.50	0.00	87.50	0.00	19.20	**31.50**
Annual change										
2005-06	-20.00	-8.00	-10.00	37.50	-29.60	0.00	19.70	-61.50	-60.00	**-12.00**
2006-07	8.30	-2.90	56.50	-37.50	17.50	0.00	3.60	37.50	16.70	**11.90**
2007-08	41.70	-6.50	-5.60	2.50	-17.50	0.00	47.50	-37.50	-7.50	**11.90**



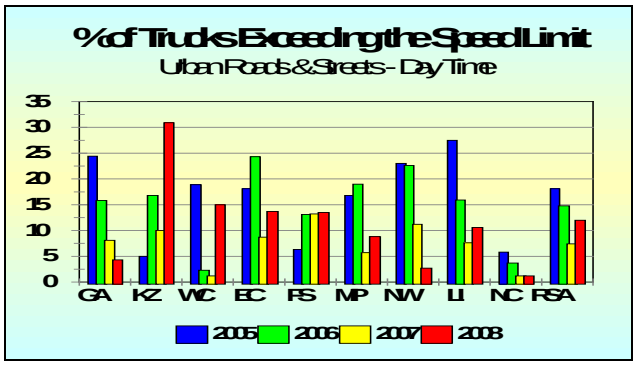
Percentage of Truck drivers exceeding the speed limit :

Information on trucks exceeding the speed limit in urban areas during day-time is given in Table 86 and reflected in the graph below.

Table 86 : % of Trucks Exceeding the Speed Limit - Urban Roads & Streets - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	24.40	5.00	18.90	18.10	6.30	16.80	23.00	27.50	5.80	**18.10**
2006	15.80	16.80	2.30	24.30	13.10	19.00	22.60	15.90	3.70	**14.80**
2007	8.10	10.00	1.20	8.70	13.20	5.70	11.20	7.60	1.20	**7.40**
2008	4.30	30.90	15.00	13.70	13.50	8.80	2.70	10.60	1.20	**12.00**
Annual change										
2005-06	-8.60	11.80	-16.60	6.20	6.80	2.20	-0.40	-11.60	-2.10	**-3.30**
2006-07	-7.70	-6.80	-1.10	-15.60	0.10	-13.30	-11.40	-8.30	-2.50	**-7.40**
2007-08	-3.80	20.90	13.80	5.00	0.30	3.10	-8.50	3.00	0.00	**4.60**

Information in this regard shows that on a national basis from 2007 to 2008 the percentage trucks that exceed the speed limit in urban areas during day-time increased from 7,40% to 12,00% in 2008. The province with the biggest increase is KwaZulu-Natal where the offence rate increased from 10,00% to 30,90%; followed by the Western Cape where the rate increased from 1,20% to 12,00%. KwaZulu-Natal is also the province with the highest offence rate during 2008,

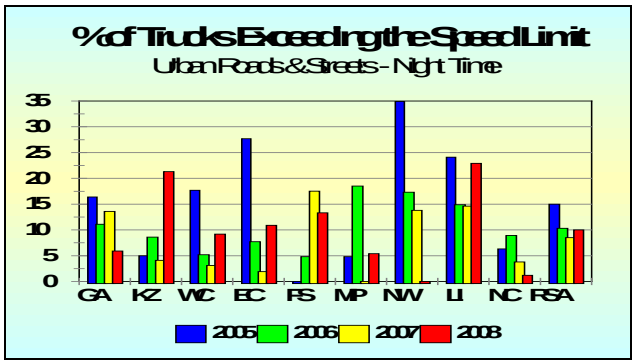
namely 30,90%; followed by the Western Cape with a rate of 15,00%. Decreases in this regard were recorded only in Gauteng and North West.



Information on trucks exceeding the speed limit in urban areas during night-time is given in Table 87 and reflected in the graph below.

Table 87 : % of Trucks Exceeding the Speed Limit - Urban Areas - Night Time

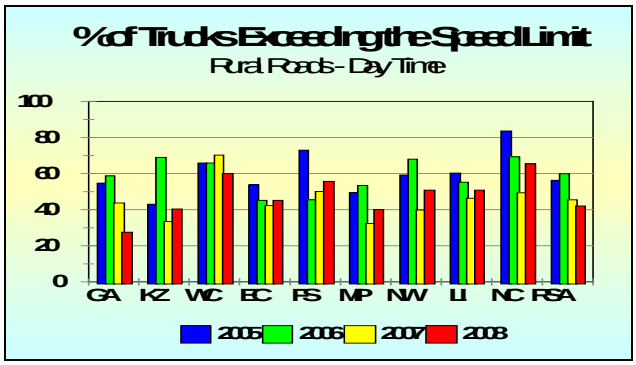
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	16.40	5.00	17.70	27.70	0.00	4.80	34.90	24.10	6.30	**15.00**
2006	11.10	8.60	5.20	7.70	4.80	18.50	17.30	14.90	8.90	**10.30**
2007	13.60	4.10	3.10	1.90	17.50	0.00	13.80	14.60	3.80	**8.50**
2008	5.90	21.30	9.20	10.90	13.30	5.40	0.00	22.90	1.20	**10.00**
Annual change										
2005-06	-5.30	3.60	-12.50	-20.00	4.80	13.70	-17.60	-9.20	2.60	**-4.70**
2006-07	2.50	-4.50	-2.10	-5.80	12.70	-18.50	-3.50	-0.30	-5.10	**-1.80**
2007-08	-7.70	17.20	6.10	9.00	-4.20	5.40	-13.80	8.30	-2.60	**1.50**



The information above shows that on a national basis from 2007 to 2008 the percentage trucks that exceed the speed limit in urban areas during night-time increased from 8,50% to 10,00% in 2008. The province with the biggest increase is KwaZulu-Natal where the offence rate increased from 4,10% to 21,30%; followed by the Eastern Cape where the rate increased from 1,90% to 10,90%. Limpopo is the province with the highest offence rate during 2008, namely 22,90%; followed by KwaZulu-Natal and the Free State with a rate of 13,30%. Decreases in this regard were recorded in Gauteng, Free State, North West and the Northern Cape.

Information on trucks exceeding the speed limit in rural areas during day-time is given in Table 88 and reflected in the graph below.

Table 88 : % of Trucks Exceeding the Speed Limit - Rural Roads - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	54.70	43.00	65.90	53.80	73.00	49.60	59.20	60.30	83.60	**56.30**
2006	58.70	69.00	65.90	45.20	45.50	53.40	68.00	55.20	69.30	**59.90**
2007	43.70	33.50	70.20	42.20	50.00	32.40	39.80	46.30	49.40	**45.50**
2008	27.50	40.40	60.00	45.20	55.70	40.10	50.80	50.80	65.40	**42.00**
Annual change										
2005-06	4.00	26.00	0.00	-8.60	-27.50	3.80	8.80	-5.10	-14.30	**3.60**
2006-07	-15.00	-35.50	4.30	-3.00	4.50	-21.00	-28.20	-8.90	-19.90	**-14.40**
2007-08	-16.20	6.90	-10.20	3.00	5.70	7.70	11.00	4.50	16.00	**-3.50**

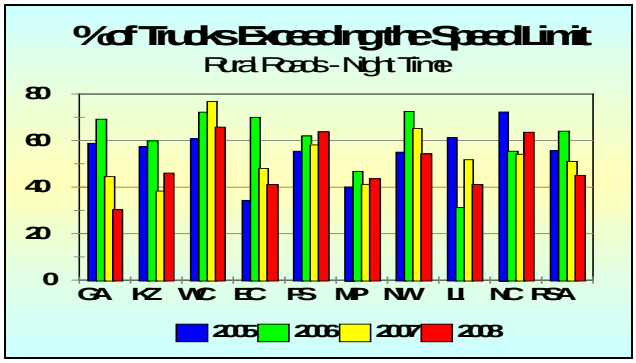


The information above shows that on a national basis from 2007 to 2008 the percentage trucks that exceed the speed limit in rural areas during day-time decreased from 45,50% to 42,00% in 2008. The province with the biggest decrease is Gauteng where the offence rate decreased from 43,70% to 27,50%; followed by the Western Cape where the rate decreased from 70,20% to 60,00%. The Northern Cape is the province with the highest offence rate during 2008, namely 65,40%; followed by the Western Cape with a rate of 60,00% and the Free State with a rate of 55,70%.

Information on trucks exceeding the speed limit in rural areas during night-time is given in Table 89 and reflected in the graph below.

The information in this regard shows that on a national basis from 2007 to 2008 the percentage trucks that exceed the speed limit in rural areas during night-time decreased from 51,00% to 45,00% in 2008. The province with the biggest decrease is Gauteng where the offence rate decreased from 44,50% to 30,30%; followed by the Western Cape where the rate decreased from 76,80% to 65,80%. The Western Cape is the province with the highest offence rate during 2008, namely 65,80%; followed by the Free State with a rate of 63,70% and the Northern Cape with a rate of 63,60%.

Table 89 : % of Trucks Exceeding the Speed Limit - Rural Roads - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	58.80	57.40	60.70	34.30	55.40	40.00	55.00	61.20	72.30	**55.60**
2006	69.20	59.90	72.20	69.90	62.00	46.70	72.50	31.20	55.40	**64.00**
2007	44.50	38.30	76.80	48.00	58.10	41.20	65.20	51.80	54.10	**51.00**
2008	30.30	46.00	65.80	41.10	63.70	43.60	54.30	41.10	63.60	**45.00**
Annual change										
2005-06	10.40	2.50	11.50	35.60	6.60	6.70	17.50	-30.00	-16.90	**8.40**
2006-07	-24.70	-21.60	4.60	-21.90	-3.90	-5.50	-7.30	20.60	-1.30	**-13.00**
2007-08	-14.20	7.70	-11.00	-6.90	5.60	2.40	-10.90	-10.70	9.50	**-6.00**



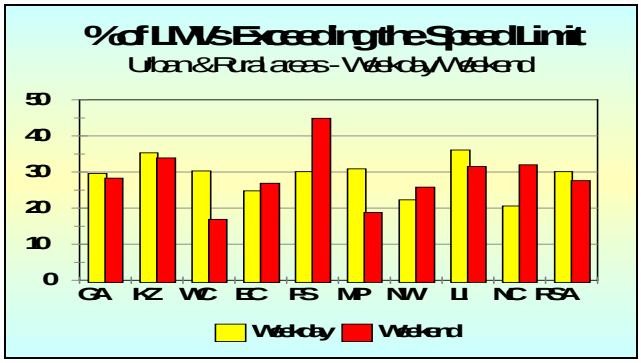
Summary of some speed offence rates :

Light motor vehicles (LMVs) :

Information on light motor vehicles exceeding the speed limit in both urban and rural areas at all times per day of the week during 2008 is given in Table 90 and reflected in the graph below.

Table 90 : % of LMVs Exceeding the Speed Limit - Urban & Rural - Day of week										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Weekday	29.60	35.30	30.30	24.80	30.10	30.90	22.30	36.10	20.60	**30.10**
Weekend	28.30	33.90	16.90	26.90	44.90	18.80	25.80	31.50	32.00	**27.60**

The information above shows that on a national basis, on average 30,10% of light motor vehicles exceed the speed limit in both urban and rural areas at all times of the day during weekdays, Monday to Thursday, in comparison with 27,60% exceeding the speed limit over weekends from Friday to Sunday. However, in the Eastern Cape, Free State, North West and the Northern Cape, the percentage of vehicles exceeding the limit over weekends are higher than during the rest of the week.

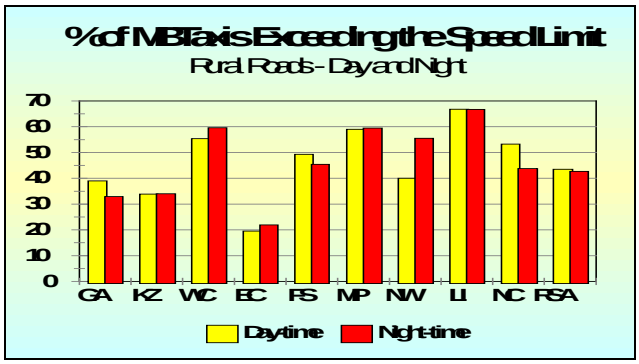


Minibus Taxis :

Information on minibus taxis exceeding the speed limit in rural areas during all days of the week, but separately for day and night times during 2008 is given in Table 91 and reflected in the graph below.

Table 91 : % of Minibus Taxis Exceeding the Speed Limit - Rural Roads - Time of Day

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Day-time	39.00	33.90	55.40	19.50	49.30	59.00	40.00	66.80	53.30	**43.50**
Night-time	32.90	34.00	59.60	21.90	45.40	59.50	55.50	66.70	43.80	**42.70**

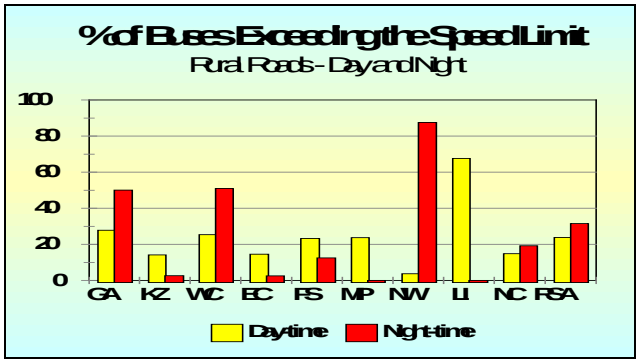


The information above shows that on a national basis, on average 43,50% of minibus taxis exceed the speed limit in rural areas during day-time on all days of the week, in comparison with 42,70% exceeding the speed limit during night-time. However, in KwaZulu-Natal, the Western Cape, Eastern Cape, Mpumalanga and North West, the percentage of minibus taxis exceeding the limit during night-time are higher than during day-time.

Buses :

Information on buses exceeding the speed limit in rural areas during all days of the week, but separately for day and night times during 2008 is given in Table 92 and reflected in the graph below.

Table 92 : % of Buses Exceeding the Speed Limit - Rural Roads - Time of Day										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Day-time	27.80	14.10	25.40	14.50	23.20	23.70	3.70	67.60	14.80	**23.80**
Night-time	50.00	2.60	50.90	2.50	12.50	0.00	87.50	0.00	19.20	**31.50**

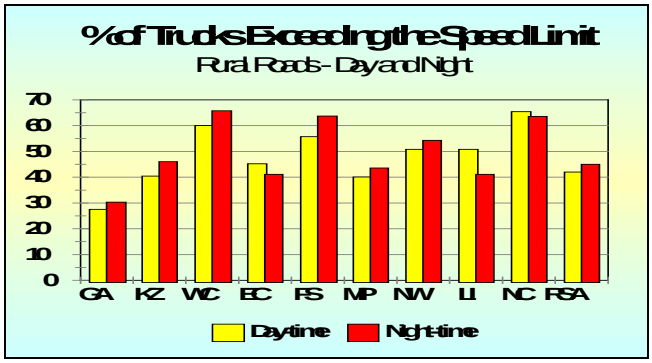


The information above shows that on a national basis, on average 23,80% of buses exceed the speed limit in rural areas during day-time on all days of the week, in comparison with 31,50% exceeding the speed limit during night-time. In Gauteng, the Western Cape, Northern Cape, and North West in particular, the percentage of buses exceeding the limit during night-time is higher than during day-time. The night-time offence rate in North West is 87,50%.

Trucks :

Information on trucks exceeding the speed limit in rural areas during all days of the week, but separately for day and night times during 2008 is given in Table 93 and reflected in the graph below.

Table 93 : % of Trucks Exceeding the Speed Limit - Rural Roads - Time of Day										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Day-time	27.50	40.40	60.00	45.20	55.70	40.10	50.80	50.80	65.40	**42.00**
Night-time	30.30	46.00	65.80	41.10	63.70	43.60	54.30	41.10	63.60	**45.00**



The information above shows that on a national basis, on average 42,00% of trucks exceed the speed limit in rural areas during day-time on all days of the week, in comparison with 45,00% exceeding the speed limit during night-time. However, in the Eastern Cape, Limpopo and the Northern Cape, the percentage of trucks exceeding the limit during night-time is lower than during day-time. The night-time offence rate in the Western Cape is 65,80%, which is also the highest amongst all provinces.

General :

The number of vehicles per type of vehicle that were measured for speed during the 2008 survey is given in Table 94 below.

Table 94 : Number of Vehicles in speed measurements

Time of day	LMV	MB Taxi	Bus	Truck	Total
Speed Day	37,668	7,775	1,534	10,356	**57,333**
Speed Night	23,813	4,707	663	6,407	**35,590**
Total vehicles	**61,481**	**12,482**	**2,197**	**16,763**	**92,923**

Although there were some slight decreases recorded, in general the percentage of vehicles that exceed the speed limit in both urban and rural areas at any time of the day and day of the week remains unacceptably high. All traffic authorities should endeavour to increase enforcement in this regard.

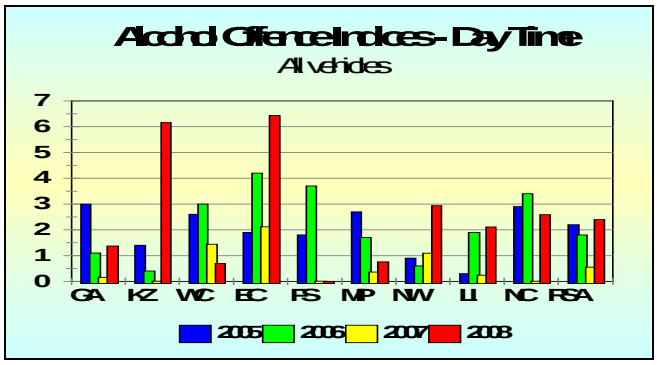
Excessive speed and exceeding the set limits, contributes to the occurrence and severity of road crashes insofar as it:

- Reduces observation and reaction time to sudden dangers and pedestrians, particularly children and the elderly on the road;
- Leads to the committing of other offences, such as un-safe and illegal overtaking; ignoring red traffic signals, stop signs, etc;
- Increases the impact at which crashes happen resulting in more persons killed and more severe injuries;

8.6 Alcohol offence rates

The information in Table 95 below shows that there was an increase of 336,36% in the national alcohol offence index, driving under the influence of alcohol and exceeding the legal limit, for drivers of all vehicle categories in all areas during day-time, from 0,55 in 2007 to 2,40 in 2008. The information is also schematically depicted in the graph below.

Table 95 : Alcohol Offence Indices - All Vehicles - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	3.00	1.40	2.60	1.90	1.80	2.70	0.90	0.30	2.90	**2.20**
2006	1.10	0.40	3.00	4.20	3.70	1.70	0.60	1.90	3.40	**1.80**
2007	0.16	0.01	1.44	2.12	0.01	0.36	1.09	0.24	0.01	**0.55**
2008	1.37	6.16	0.70	6.43	0.00	0.76	2.94	2.11	2.59	**2.40**
% Annual change										
2005-06	-63.33	-71.43	15.38	121.05	105.56	-37.04	-33.33	533.33	17.24	**-18.18**
2006-07	-85.45	-97.50	-52.00	-49.52	-99.73	-78.82	81.67	-87.37	-99.71	**-69.44**
2007-08	756.25	61500.00	-51.39	203.30	-100.00	111.11	169.72	779.17	25800.00	**336.36**



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

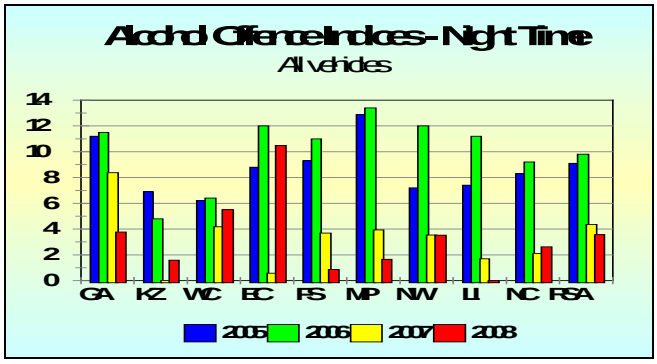
The provinces that recorded the biggest increases are:

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

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

The information in Table 96 below shows that there was a decrease of 18,12% in the national alcohol offence index, for drivers of all vehicle categories in all areas during night-time, from 4,36 in 2007 to 3,57 in 2008. The information is also schematically depicted in the graph below.

Table 96 : Alcohol Offence Indices - All Vehicles - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	11.20	6.90	6.20	8.80	9.30	12.90	7.20	7.40	8.30	**9.10**
2006	11.50	4.80	6.40	12.00	11.00	13.40	12.00	11.20	9.20	**9.80**
2007	8.37	0.01	4.18	0.57	3.69	3.94	3.54	1.70	2.10	**4.36**
2008	3.77	1.58	5.50	10.48	0.86	1.65	3.52	0.00	2.62	**3.57**
% Annual change										
2005-06	2.68	-30.43	3.23	36.36	18.28	3.88	66.67	51.35	10.84	**7.69**
2006-07	-27.22	-99.79	-34.69	-95.25	-66.45	-70.60	-70.50	-84.82	-77.17	**-55.51**
2007-08	-54.96	15700.00	31.58	1738.60	-76.69	-58.12	-0.56	-100.00	24.76	**-18.12**



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

The provinces that the recorded the biggest increases are:

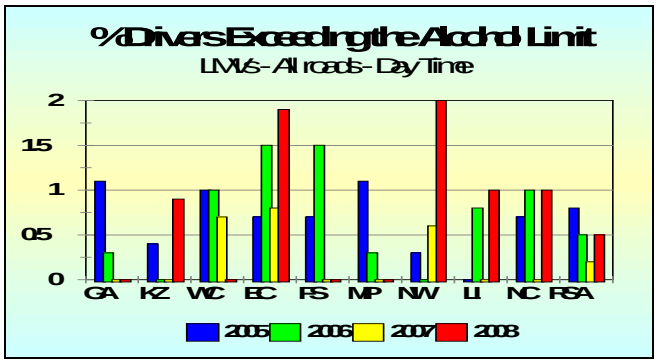
- KwaZulu-Natal : increase of 15 700% from 0,01 to 1,58
- Eastern Cape : increase of 1 738% from 0,57 to 10,48;
- Western Cape : increase of 31,58% from 4,18 to 5,50; and
- The Northern Cape : increase of 24,76% from 2,10 to 2,62.

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

Percentage of Light Motor Vehicle drivers exceeding the alcohol limit :

Information on light motor vehicle drivers exceeding the legal alcohol limit in urban and rural areas during day-time is given in Table 97 and reflected in the graph below.

Table 97 : % of LMV Drivers Exceeding the Alcohol Limit - All Roads - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	1.10	0.40	1.00	0.70	0.70	1.10	0.30	0.00	0.70	**0.80**
2006	0.30	0.00	1.00	1.50	1.50	0.30	0.00	0.80	1.00	**0.50**
2007	0.00	0.00	0.70	0.80	0.00	0.00	0.60	0.00	0.00	**0.20**
2008	0.00	0.90	0.00	1.90	0.00	0.00	2.00	1.00	1.00	**0.50**
Annual change										
2005-06	-0.80	-0.40	0.00	0.80	0.80	-0.80	-0.30	0.80	0.30	**-0.30**
2006-07	-0.30	0.00	-0.30	-0.70	-1.50	-0.30	0.60	-0.80	-1.00	**-0.30**
2007-08	0.00	0.90	-0.70	1.10	0.00	0.00	1.40	1.00	1.00	**0.30**

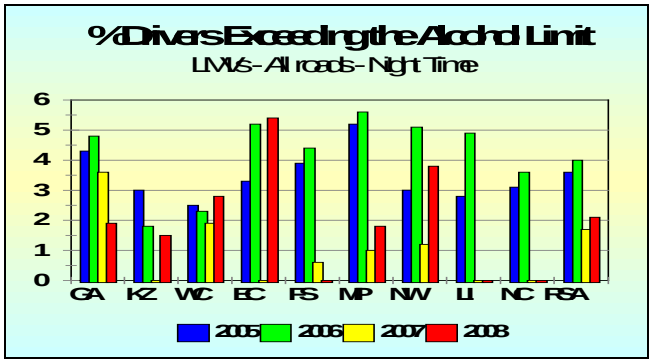


The information above shows that there was an increase in the percentage of light motor vehicle drivers, driving during day-time in urban and rural areas while exceeding the legal alcohol limit, from 0,20% in 2007 to 0,50% in 2008. The biggest increase was recorded in North West which increased from 0,60% to 2,00%. North West also recorded the highest offence percentage during 2008, followed by the Eastern Cape with a rate of 1,90%.

Information on light motor vehicle drivers exceeding the legal alcohol limit in urban and rural areas during night-time is given in Table 98 and reflected in the graph below.

The information below shows that there was a national increase in the percentage of light motor vehicle drivers, driving during night-time in urban and rural areas while exceeding the legal alcohol limit, from 1,70% in 2007 to 2,10% in 2008. The biggest increase was recorded in the Eastern Cape which increased from 0,00% to 5,40%. The Eastern Cape also recorded the highest offence percentage during 2008, followed by North West with a rate of 3,80%.

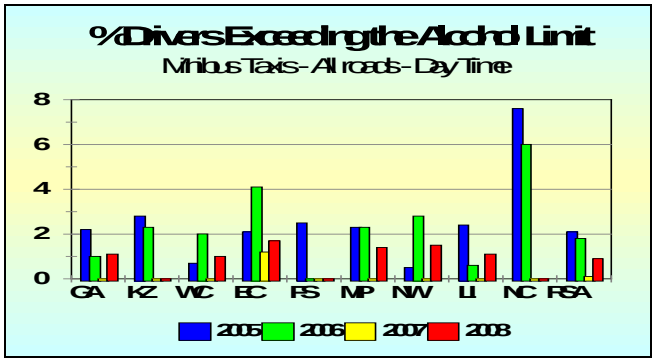
Table 98 : % of LMV Drivers Exceeding the Alcohol Limit - All Roads - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	4.30	3.00	2.50	3.30	3.90	5.20	3.00	2.80	3.10	**3.60**
2006	4.80	1.80	2.30	5.20	4.40	5.60	5.10	4.90	3.60	**4.00**
2007	3.60	0.00	1.90	0.00	0.60	1.00	1.20	0.00	0.00	**1.70**
2008	1.90	1.50	2.80	5.40	0.00	1.80	3.80	0.00	0.00	**2.10**
Annual change										
2005-06	0.50	-1.20	-0.20	1.90	0.50	0.40	2.10	2.10	0.50	**0.40**
2006-07	-1.20	-1.80	-0.40	-5.20	-3.80	-4.60	-3.90	-4.90	-3.60	**-2.30**
2007-08	-1.70	1.50	0.90	5.40	-0.60	0.80	2.60	0.00	0.00	**0.40**



Percentage of Minibus Taxi drivers exceeding the alcohol limit :

Information on minibus taxi drivers exceeding the legal alcohol limit in urban and rural areas during day-time is given in Table 99 and reflected in the graph below.

Table 99 : % of Minibus Taxi Drivers Exceeding the Alcohol Limit - All Roads - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	2.20	2.80	0.70	2.10	2.50	2.30	0.50	2.40	7.60	**2.10**
2006	1.00	2.30	2.00	4.10	0.00	2.30	2.80	0.60	6.00	**1.80**
2007	0.00	0.00	0.00	1.20	0.00	0.00	0.00	0.00	0.00	**0.10**
2008	1.10	0.00	1.00	1.70	0.00	1.40	1.50	1.10	0.00	**0.90**
Annual change										
2005-06	-1.20	-0.50	1.30	2.00	-2.50	0.00	2.30	-1.80	-1.60	**-0.30**
2006-07	-1.00	-2.30	-2.00	-2.90	0.00	-2.30	-2.80	-0.60	-6.00	**-1.70**
2007-08	1.10	0.00	1.00	0.50	0.00	1.40	1.50	1.10	0.00	**0.80**

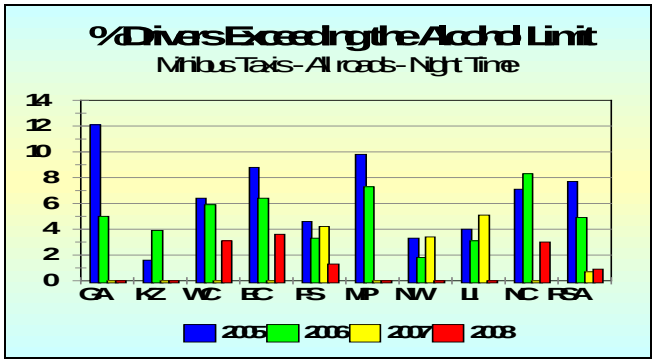


The information above shows that there was a national increase in the percentage of minibus taxi drivers, driving during day-time in urban and rural areas while exceeding the legal alcohol limit, from 0,10% in 2007 to 0,90% in 2008. The biggest increase was recorded in North West which increased from 0,00% to 1,50%. The Eastern Cape recorded the highest offence percentage of 1,70% during 2008, followed by North West.

Information on minibus taxi drivers exceeding the legal alcohol limit in urban and rural areas during night-time is given in Table 100 and reflected in the graph below.

Table 100 : % of Minibus Taxi Drivers Exceeding the Alcohol Limit - All Roads - Night Time

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	12.10	1.60	6.40	8.80	4.60	9.80	3.30	4.00	7.10	**7.70**
2006	5.00	3.90	5.90	6.40	3.30	7.30	1.80	3.10	8.30	**4.90**
2007	0.00	0.00	0.00	0.00	4.20	0.00	3.40	5.10	0.00	**0.70**
2008	0.00	0.00	3.10	3.60	1.30	0.00	0.00	0.00	3.00	**0.90**
Annual change										
2005-06	-7.10	2.30	-0.50	-2.40	-1.30	-2.50	-1.50	-0.90	1.20	**-2.80**
2006-07	-5.00	-3.90	-5.90	-6.40	0.90	-7.30	1.60	2.00	-8.30	**-4.20**
2007-08	0.00	0.00	3.10	3.60	-2.90	0.00	-3.40	-5.10	3.00	**0.20**



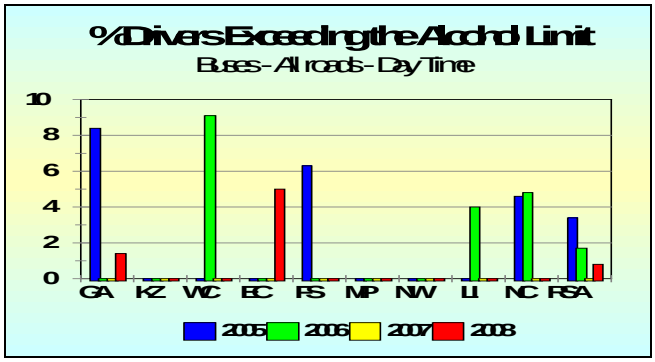
The information above shows that there was a national increase in the percentage of minibus taxi drivers, driving during night-time in urban and rural areas while exceeding the legal alcohol limit, from 0,70% in 2007 to 0,90% in 2008. The biggest increase was recorded in the Eastern Cape which increased from 0,00% to 3,60%. The Eastern Cape also recorded the highest offence percentage during 2008, followed by the Western Cape with a rate of 3,10%.

There were no alcohol offences recorded for minibus taxi drivers during night-time in 5 provinces : Gauteng, KwaZulu-Natal, Mpumalanga, North West and Limpopo.

Percentage of Bus drivers exceeding the alcohol limit :

Information on bus drivers exceeding the legal alcohol limit in urban and rural areas during day-time is given in Table 101 and reflected in the graph below.

Table 101 : % of Bus Drivers Exceeding the Alcohol Limit - All Roads - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	8.40	0.00	0.00	0.00	6.30	0.00	0.00	0.00	4.60	**3.40**
2006	0.00	0.00	9.10	0.00	0.00	0.00	0.00	4.00	4.80	**1.70**
2007	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
2008	1.40	0.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	**0.80**
Annual change										
2005-06	-8.40	0.00	9.10	0.00	-6.30	0.00	0.00	4.00	0.20	**-1.70**
2006-07	0.00	0.00	-9.10	0.00	0.00	0.00	0.00	-4.00	-4.80	**-1.70**
2007-08	1.40	0.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	**0.80**

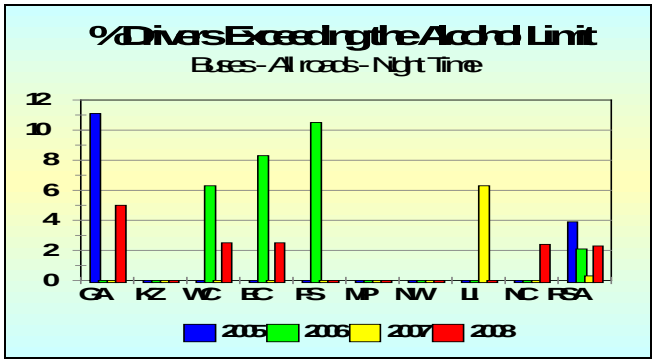


The information above shows that there was a national increase in the percentage of bus drivers, driving during day-time in urban and rural areas while exceeding the legal alcohol limit, from 0,00% in 2007 to 0,80% in 2008. The biggest increase was recorded in the Eastern Cape which increased from 0,00% to 5,00%. The Eastern Cape also recorded the highest offence percentage during 2008, followed by Gauteng with a rate of 1,40%. Offences in this regard during 2008 were recorded in these 2 provinces only.

Information on bus drivers exceeding the legal alcohol limit in urban and rural areas during night-time is given in Table 102 and reflected in the graph below.

The information below shows that there was a national increase in the percentage of bus drivers, driving during night-time in urban and rural areas while exceeding the legal alcohol limit, from 0,30% in 2007 to 2,30% in 2008. The biggest increase was recorded in Gauteng which increased from 0,00% to 5,00%. Gauteng also recorded the highest offence percentage during 2008, followed by the Western Cape and the Eastern Cape, each with a rate of 2,50%. Offences in this regard during 2008 were recorded in these 3 provinces and the Northern Cape only.

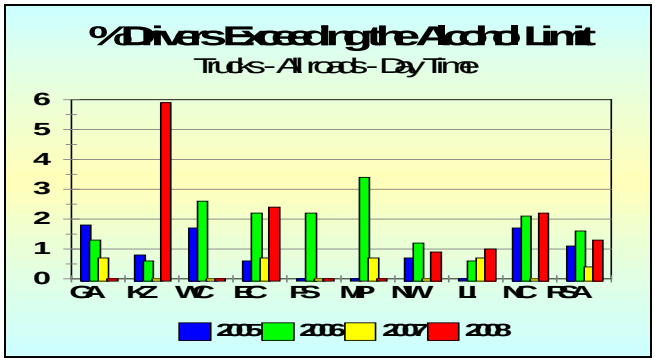
Table 102 : % of Bus Drivers Exceeding the Alcohol Limit - All Roads - Night Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	11.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**3.90**
2006	0.00	0.00	6.30	8.30	10.50	0.00	0.00	0.00	0.00	**2.10**
2007	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.30	0.00	**0.30**
2008	5.00	0.00	2.50	2.50	0.00	0.00	0.00	0.00	2.40	**2.30**
Annual change										
2005-06	-11.10	0.00	6.30	8.30	10.50	0.00	0.00	0.00	0.00	**-1.80**
2006-07	0.00	0.00	-6.30	-8.30	-10.50	0.00	0.00	6.30	0.00	**-1.80**
2007-08	5.00	0.00	2.50	2.50	0.00	0.00	0.00	-6.30	2.40	**2.00**



Percentage of Truck drivers exceeding the alcohol limit :

Information on truck drivers exceeding the legal alcohol limit in urban and rural areas during day-time is given in Table 103 and reflected in the graph below.

Table 103 : % of Truck Drivers Exceeding the Alcohol Limit - All Roads - Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	1.80	0.80	1.70	0.60	0.00	0.00	0.70	0.00	1.70	**1.10**
2006	1.30	0.60	2.60	2.20	2.20	3.40	1.20	0.60	2.10	**1.60**
2007	0.70	0.00	0.00	0.70	0.00	0.70	0.00	0.70	0.00	**0.40**
2008	0.00	5.90	0.00	2.40	0.00	0.00	0.90	1.00	2.20	**1.30**
Annual change										
2005-06	-0.50	-0.20	0.90	1.60	2.20	3.40	0.50	0.60	0.40	**0.50**
2006-07	-0.60	-0.60	-2.60	-1.50	-2.20	-2.70	-1.20	0.10	-2.10	**-1.20**
2007-08	-0.70	5.90	0.00	1.70	0.00	-0.70	0.90	0.30	2.20	**0.90**

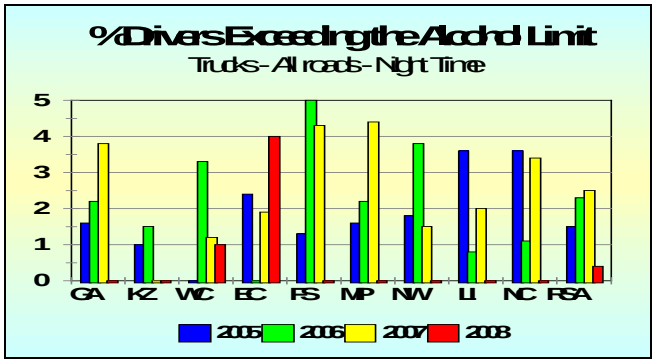


The information above shows that there was a national increase in the percentage of truck drivers, driving during day-time in urban and rural areas while exceeding the legal alcohol limit, from 0,40% in 2007 to 1,30% in 2008. The biggest increase was recorded in KwaZulu-Natal which increased from 0,00% to 5,90%. KwaZulu-Natal also recorded the highest offence percentage during 2008, followed by the Eastern Cape with a rate of 2,40%. No offences in this regard were recorded during 2008 for Gauteng, Western Cape, Free State and Mpumalanga.

Information on truck drivers exceeding the legal alcohol limit in urban and rural areas during night-time is given in Table 104 and reflected in the graph below.

Table 104 : % of Truck Drivers Exceeding the Alcohol Limit - All Roads - Night Time

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	1.60	1.00	0.00	2.40	1.30	1.60	1.80	3.60	3.60	1.50
2006	2.20	1.50	3.30	0.00	5.00	2.20	3.80	0.80	1.10	2.30
2007	3.80	0.00	1.20	1.90	4.30	4.40	1.50	2.00	3.40	2.50
2008	0.00	0.00	1.00	4.00	0.00	0.00	0.00	0.00	0.00	0.40
Annual change										
2005-06	0.60	0.50	3.30	-2.40	3.70	0.60	2.00	-2.80	-2.50	**0.80**
2006-07	1.60	-1.50	-2.10	1.90	-0.70	2.20	-2.30	1.20	2.30	**0.20**
2007-08	-3.80	0.00	-0.20	2.10	-4.30	-4.40	-1.50	-2.00	-3.40	**-2.10**



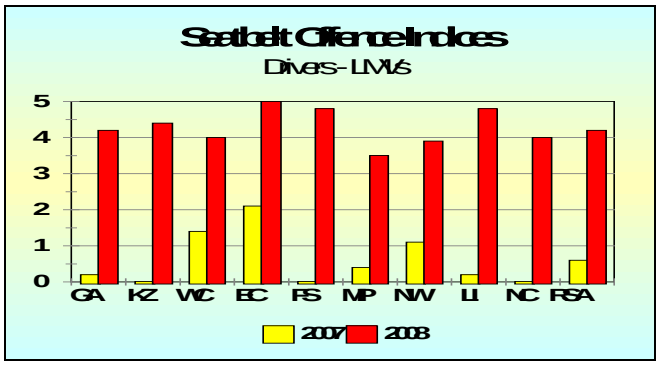
The information above shows that there was a national decrease in the percentage of truck drivers, driving during night-time in urban and rural areas while exceeding the legal alcohol limit, from 2,50% in 2007 to 0,40% in 2008. The biggest decrease was recorded in Mpumalanga which decreased from 4,40% to 0,00%. The biggest increase was recorded in the Eastern Cape which also show the highest offence percentage during 2008 (4,00), followed by the Western Cape with a rate of 1,00%. These are also the only 2 provinces in which offences in this regard were recorded. No offences were recorded during 2008 for any of the other 7 provinces.

8.7 Seatbelt offence rates

The information in Table 105 below shows that there was an increase of 600% from 0,60 in 2007 to 4,20 in 2008 in the seatbelt offence index for drivers of light motor vehicles. The information is also schematically depicted in the graph below.

Table 105 : Seatbelt Offence Indices : Drivers : Light Motor Vehicles

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



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

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

The information in Table 106 below shows that there was an increase of 7% from 4,40 in 2007 to 4,70 in 2008 in the seatbelt offence index for front seat passengers of light motor vehicles. The information is also schematically depicted in the graph below.

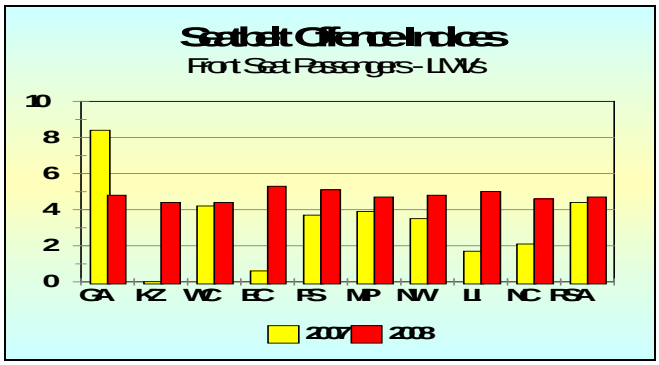
Table 106 : Seatbelt Offence Indices : Front Seat Passengers : Light Motor Vehicles

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

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

The provinces with the highest indices in 2008 are :

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



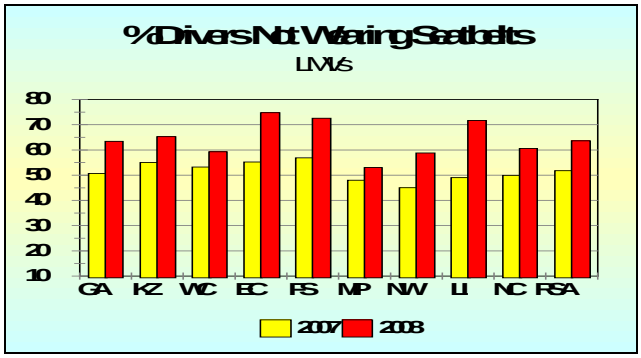
Seatbelts : % Non-wearing rates for Drivers

Information on seatbelt non-wearing rates for drivers of light motor vehicles during un-observed surveys at traffic signals in urban areas during 2007 and 2008 is given in Table 107 and reflected in the graph below.

Table 107 : % of LMV Drivers Not Wearing Seatbelts

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	50.70	55.00	53.20	55.20	56.90	48.00	45.00	49.00	49.90	**51.80**
2008	63.40	65.30	59.30	74.80	72.60	53.00	58.80	71.70	60.60	**63.60**
change	12.70	10.30	6.10	19.60	15.70	5.00	13.80	22.70	10.70	**11.80**

2007 and 2008 unobserved survey



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

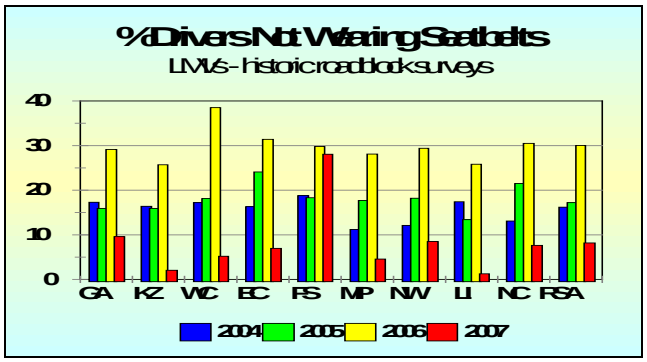
- Eastern Cape ; 74,80%

- Free State : 72,60%; and
- Limpopo : 71,70%

Historic surveys in this regard also provided for observations during roadblocks. Information on driver non-wearing rates during the so-called observed surveys at roadblocks from 2004 to 2007 is given in Table 108 and also reflected in the graph below.

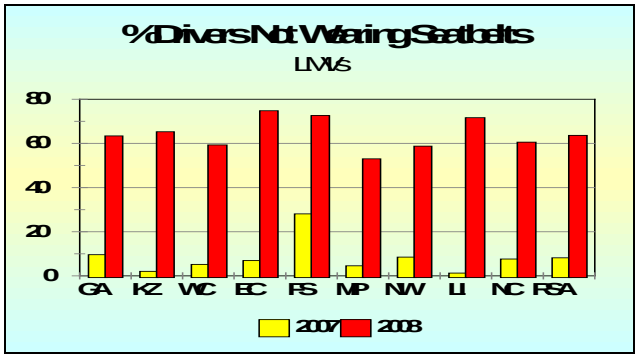
The information below shows relatively low non-wearing rates for drivers. There was also a perceived national decrease in the non-wearing rate from 30% in 2006 to a rate of 8,19% in 2007. The fact of the matter is that drivers in the past, as well as some passengers, on approach to a roadblock quickly fastened their seatbelts, thus providing of a more acceptable standard than shown in Table 107 above.

Table 108 : % of LMV Drivers Not Wearing Seatbelts										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2004	17.30	16.40	17.20	16.30	18.80	11.20	12.10	17.40	13.10	**16.20**
2005	15.90	15.90	18.10	24.10	18.30	17.70	18.20	13.40	21.50	**17.20**
2006	29.10	25.70	38.50	31.40	29.80	28.10	29.40	25.80	30.50	**30.00**
2007	9.59	2.04	5.20	6.95	28.05	4.55	8.48	1.26	7.62	**8.19**
Annual change										
2004-05	-1.40	-0.50	0.90	7.80	-0.50	6.50	6.10	-4.00	8.40	**1.00**
2005-06	13.20	9.80	20.40	7.30	11.50	10.40	11.20	12.40	9.00	**12.80**
2006-07	-19.51	-23.66	-33.30	-24.45	-1.75	-23.55	-20.92	-24.54	-22.88	**-21.81**
Roadblock surveys										



Comparative results for roadblock seatbelt surveys in 2007 and un-observed seatbelt surveys in 2008 for drivers are given in Table 109 and also reflected in the graph below.

Table 109 : % of LMV Drivers Not Wearing Seatbelts										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2007	9.59	2.04	5.20	6.95	28.05	4.55	8.48	1.26	7.62	**8.19**
2008	63.40	65.30	59.30	74.80	72.60	53.00	58.80	71.70	60.60	**63.60**
change	53.81	63.26	54.10	67.85	44.55	48.45	50.32	70.44	52.98	**55.41**
2007 roadblock and 2008 unobserved survey										



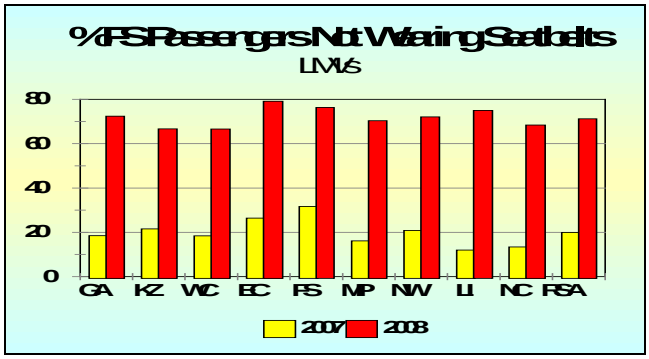
The information above shows that there is a vast difference in the results of the 2 survey methodologies – the roadblock results in 2007 showing a much lower non-wearing rate than the observed rate in 2008. These results lead to the decision to conduct seatbelt wearing rate surveys in future only from an "un-observed" position.

Seatbelts : % Non-wearing rates for Front Seat Passengers

Information on seatbelt non-wearing rates for front seat passengers of light motor vehicles during surveys at roadblocks in 2007 and un-observed surveys at traffic signals in urban areas during 2008 is given in Table 110 and reflected in the graph below.

Table 110 : % of LMV Front Seat Passengers Not Wearing Seatbelts

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	18.50	21.55	18.39	26.42	31.69	16.17	20.87	12.02	13.38	**19.89**
2008	72.40	66.70	66.60	79.10	76.30	70.40	72.10	75.00	68.40	**71.20**
change	53.90	45.15	48.21	52.68	44.61	54.23	51.23	62.98	55.02	**51.31**
2007 roadblock and 2008 unobserved survey										



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

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

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

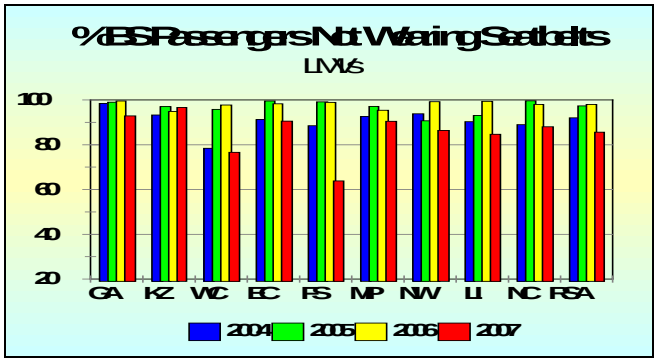
- Eastern Cape ; 79,10%
- Free State : 76,30%; and
- Limpopo : 75,00%

Seatbelts : % Non-wearing rates for Back Seat Passengers

The decision to conduct seatbelt wearing surveys in future only form an un-observed point of view, lead to the unfortunate situation that information in this regard on backseat passengers will no longer be available.

Historic information on the non-wearing seatbelt rates for backseat passengers from 2004 to 2007 is given in Table 111 and reflected in the graph below.

Table 111 : % of LMV Back Seat Passengers Not Wearing Seatbelts										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2004	98.40	93.30	78.40	91.20	88.50	92.60	93.80	90.30	89.00	**92.00**
2005	99.00	97.00	95.80	99.50	99.10	97.10	90.70	93.00	99.60	**97.30**
2006	99.50	94.80	97.70	98.30	98.90	95.40	99.20	99.40	98.00	**98.00**
2007	92.86	96.67	76.60	90.53	63.87	90.48	86.36	84.68	88.06	**85.57**
Annual change										
2004-05	0.60	3.70	17.40	8.30	10.60	4.50	-3.10	2.70	10.60	**5.30**
2005-06	0.50	-2.20	1.90	-1.20	-0.20	-1.70	8.50	6.40	-1.60	**0.70**
2006-07	-6.64	1.87	-21.10	-7.77	-35.03	-4.92	-12.84	-14.72	-9.94	**-12.43**
Roadblock surveys										



The information above indicates an overall unacceptable high offence rates in most provinces in the order of about 90% of backseat passengers not wearing seatbelts. The information is further indicating that, unlike in the case of drivers and front seat passengers, passengers in the back seat did not bother much to fasten their seatbelts on the approach to a roadblock.

Over the past few years there was a continuous increase in the number of passengers killed in road crashes. The wearing of seatbelts, particularly by passengers in the backseat should be improved drastically. In this regard it is recommended that seatbelt surveys for backseat passengers be continued at roadblocks during future years and should also include the use of child restraints, in order to improve the monitoring, evaluation and control of the level of lawlessness in this regard.

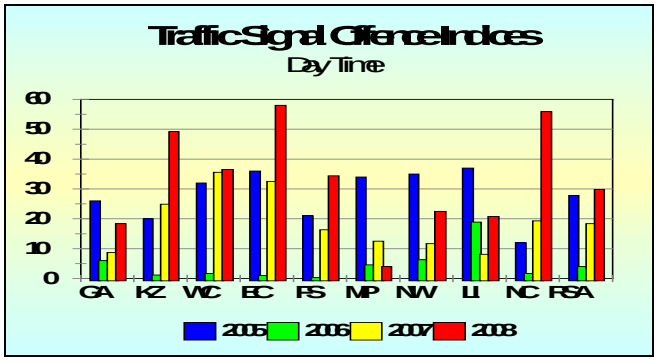
8.8 Traffic signal offence rates

Information on traffic signal offences were recorded as follows : Where vehicles passed the stop line after the signal controlling their movement turned red, it was recorded as an offence. However, where vehicles turned right in the face of the red light after waiting for oncoming traffic during the green or amber phases, the movement was not recorded as an offence if the front wheels were already over the stop line when the light turned red.

The information in Table 112 below shows that there was an increase of 61,96% from 18,40 in 2007 to 29,80 in 2008 in the traffic signal offence index in urban areas during day-time by drivers of all categories of vehicles. The information is also schematically depicted in the graph below.

Table 112 : Traffic Signal Offence Indices : Day Time

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



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

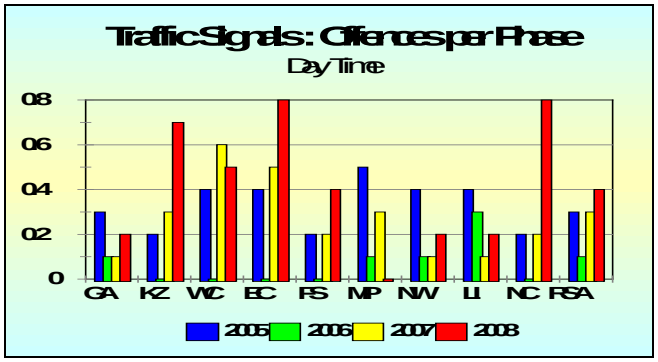
- Northern Cape : increase of 189,64% from 19,30 to 55,90;
- Limpopo : increase of 156,79% from 8,10 to 20.80; and
- Gauteng : increase of 111,49% from 8,70 to 18,40.

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

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

On a national basis the average number traffic signal offences per phase in urban areas during day-time increased by 33,33% from 0,30 to 0,40 offences. Provincial information in this regard is given in Table 113 and reflected in the graph below.

Table 113 : Traffic Signal Offences : Number of Offences per Phase : Day Time										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	0.30	0.20	0.40	0.40	0.20	0.50	0.40	0.40	0.20	**0.30**
2006	0.10	0.00	0.00	0.00	0.00	0.10	0.10	0.30	0.00	**0.10**
2007	0.10	0.30	0.60	0.50	0.20	0.30	0.10	0.10	0.20	**0.30**
2008	0.20	0.70	0.50	0.80	0.40	0.00	0.20	0.20	0.80	**0.40**
Annual change										
2005-06	-0.20	-0.20	-0.40	-0.40	-0.20	-0.40	-0.30	-0.10	-0.20	**-0.20**
2006-07	0.00	0.30	0.60	0.50	0.20	0.20	0.00	-0.20	0.20	**0.20**
2007-08	0.10	0.40	-0.10	0.30	0.20	-0.30	0.10	0.10	0.60	**0.10**

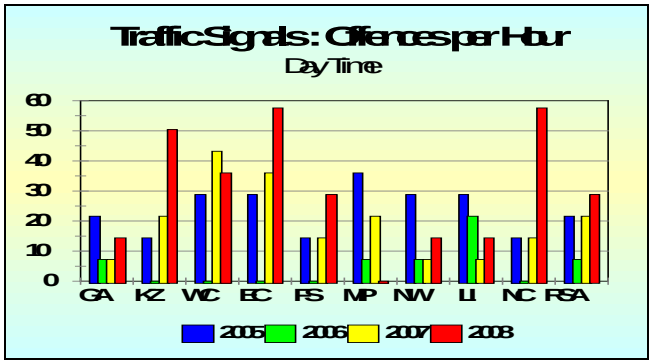


With the exception of the Western Cape and Mpumalanga, all other provinces recorded increases in this regard. The provinces with the highest increases from 2007 to 2008 are :

- Northern Cape : increase from 0,20 to 0,80;
- KwaZulu-Natal : increase from 0,30 to 0,70; and
- Eastern Cape : increase from 0,50 to 0,80.

These provinces also had the highest offence rates during 2008 as indicated above.

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



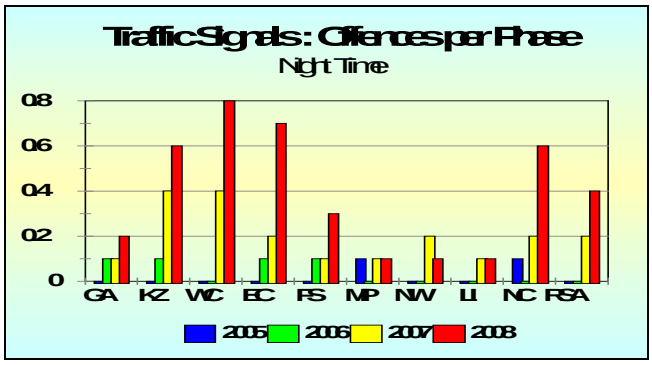
The above estimated graphical information shows that, on average the highest number of traffic signal offences per hour during day-time for urban areas in some provinces was recorded as follows:

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

On a national basis the average number traffic signal offences per phase in urban areas during night-time increased by 100,00% from 0,20 to 0,40 offences. Provincial information in this regard is given in Table 114 and reflected in the graph below.

Table 114 : Traffic Signal Offences : Number of Offences per Phase : Night Time

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.10	**0.00**
2006	0.10	0.10	0.00	0.10	0.10	0.00	0.00	0.00	0.00	**0.00**
2007	0.10	0.40	0.40	0.20	0.10	0.10	0.20	0.10	0.20	**0.20**
2008	0.20	0.60	0.80	0.70	0.30	0.10	0.10	0.10	0.60	**0.40**
Annual change										
2005-06	0.10	0.10	0.00	0.10	0.10	-0.10	0.00	0.00	-0.10	**0.00**
2006-07	0.00	0.30	0.40	0.10	0.00	0.10	0.20	0.10	0.20	**0.20**
2007-08	0.10	0.20	0.40	0.50	0.20	0.00	-0.10	0.00	0.40	**0.20**

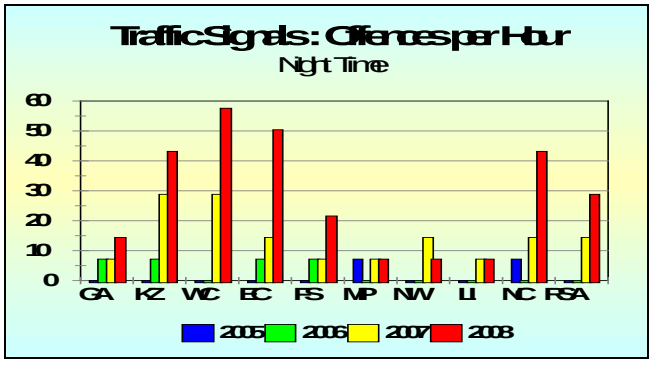


With the exception of North West, all other provinces recorded increases in this regard. The provinces with the highest increases from 2007 to 2008 are :

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

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

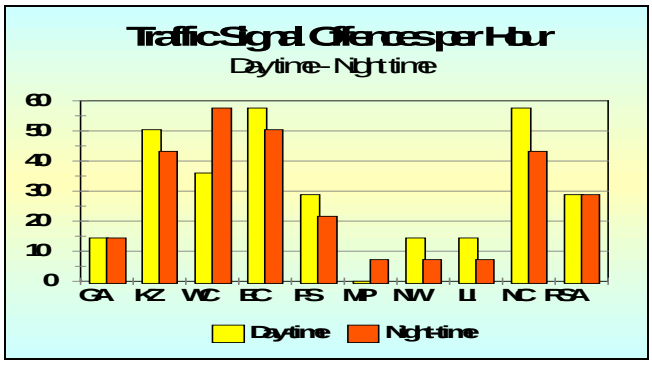
The estimated average number of traffic signal offences per hour during night-time for urban areas in the various provinces from 2005 to 2008 is also schematically given in the graph below.



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

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

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



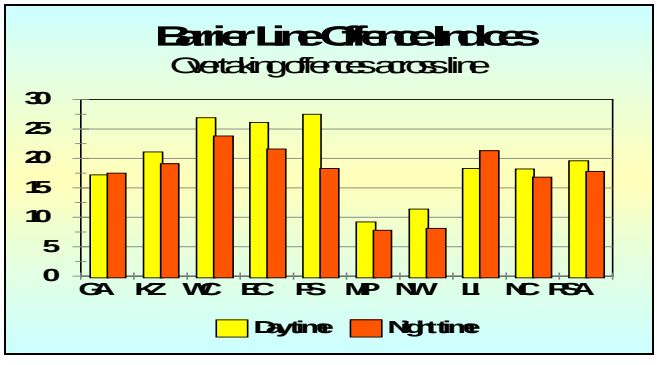
8.9 Overtaking offence rates

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

The information in Table 115 below shows day-time and night-time barrier line (no overtaking line) offence indices for 2008. The information is also schematically depicted in the graph below.

Table 115 : Barrier Line Offence Indices : Day and Night

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Day time	17.20	21.10	26.90	26.10	27.50	9.20	11.40	18.30	18.20	**19.60**
Night time	17.50	19.10	23.80	21.60	18.30	7.80	8.10	21.30	16.80	**17.80**
% of convoys with offences at barrier (no overtaking) lines										



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

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

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

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

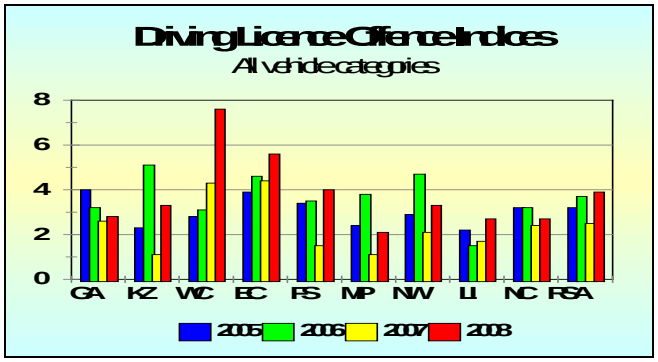
- Western Cape : 23,80%;
- Eastern Cape : 21,60%; and
- Limpopo : 21,30%.

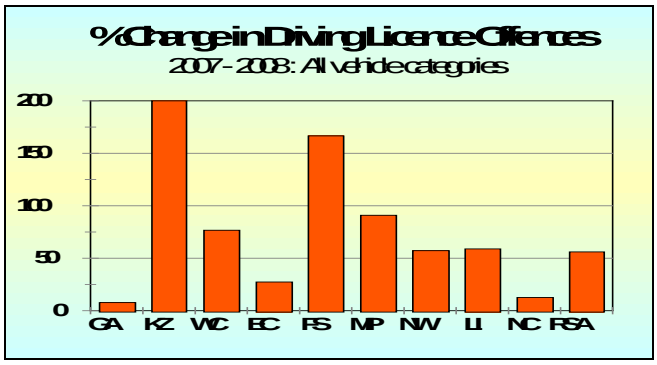
8.10 Driving licence offence rates

The information in Table 116 below shows that there was an increase of 56,00% from 2,50 in 2007 to 3,90 in 2008 in the driving licence offence index for drivers of all types of motor vehicles. An offence was recorded in cases where drivers failed to produce a valid licence during roadblock surveys. Such failures could be as a result of not carrying a licence whilst driving or, alternatively not having a licence or the licence card had expired. The information and percentage change per province are also schematically depicted in the graphs below.

Table 116 : Driving Licence Offence Indices : All vehicle categories

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





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

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

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

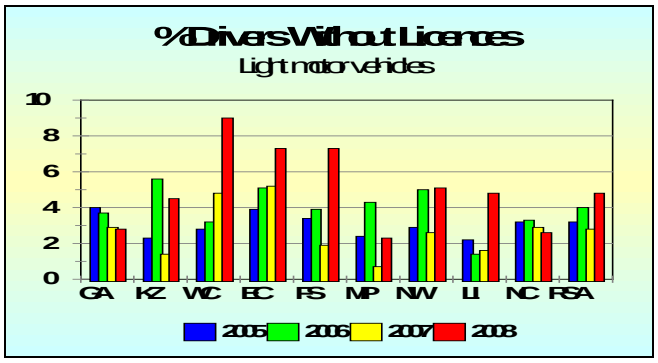
Driving licences : % Offence rates for Light Motor Vehicles (LMVs)

Information on driving licence offences for drivers of light motor vehicles during surveys at roadblocks in 2008 shows that, on a national basis the percentage of drivers of light motor vehicles that failed to produce a driving licence increased from 2,80% to 4,80%. Detail in this regard is given in Table 117 and reflected in the graph below.

Table 117 : % Drivers without driving licences : Light motor vehicles

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	4.00	2.30	2.80	3.90	3.40	2.40	2.90	2.20	3.20	**3.20**
2006	3.70	5.60	3.20	5.10	3.90	4.30	5.00	1.40	3.30	**4.00**
2007	2.90	1.40	4.80	5.20	1.90	0.70	2.60	1.60	2.90	**2.80**
2008	2.80	4.50	9.00	7.30	7.30	2.30	5.10	4.80	2.60	**4.80**
Annual change										
2005-06	-0.30	3.30	0.40	1.20	0.50	1.90	2.10	-0.80	0.10	**0.80**
2006-07	-0.80	-4.20	1.60	0.10	-2.00	-3.60	-2.40	0.20	-0.40	**-1.20**
2007-08	-0.10	3.10	4.20	2.10	5.40	1.60	2.50	3.20	-0.30	**2.00**

The information above shows that there were, with the exception of Gauteng and the Northern Cape, increases in this regard across all the other provinces. In Gauteng the percentage offences decreased from 2,90% to 2,80% and in the Northern Cape from 2,90% to 2,60%.



The biggest increases that were recorded are as follows :

- Free State : from 1,90% to 7,30%;
- Western Cape : from 4,80% to 9,00%; and
- Limpopo : from 1,60% to 4,80%.

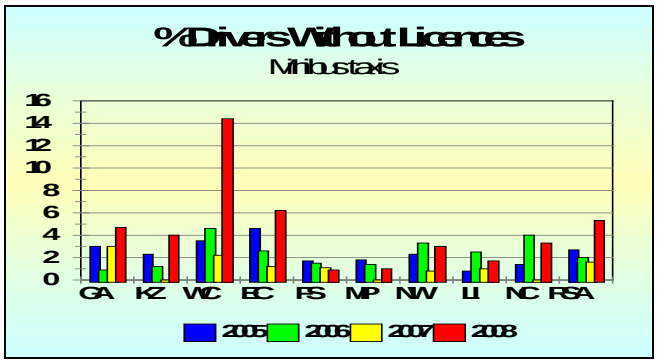
The provinces with the highest offence rates are the Western Cape at 9,00% and the Eastern Cape and Free State each at 7,30%.

Driving licences : % Offence rates for Minibus Taxis

Information on driving licence offences for drivers of minibus taxis during surveys at roadblocks in 2008 shows that, on a national basis the percentage of drivers of minibus taxis that failed to produce a driving licence increased from 1,60% to 5,30%. Detail in this regard is given in Table 118 and reflected in the graph below.

Table 118 : % Drivers without driving licences : Minibus Taxis

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	3.00	2.30	3.50	4.60	1.70	1.80	2.30	0.80	1.40	**2.70**
2006	0.90	1.20	4.60	2.60	1.50	1.40	3.30	2.50	4.00	**2.00**
2007	3.00	0.00	2.20	1.20	1.10	0.00	0.80	1.00	0.00	**1.60**
2008	4.70	4.00	14.40	6.20	0.90	1.00	3.00	1.70	3.30	**5.30**
Annual change										
2005-06	-2.10	-1.10	1.10	-2.00	-0.20	-0.40	1.00	1.70	2.60	**-0.70**
2006-07	2.10	-1.20	-2.40	-1.40	-0.40	-1.40	-2.50	-1.50	-4.00	**-0.40**
2007-08	1.70	4.00	12.20	5.00	-0.20	1.00	2.20	0.70	3.30	**3.70**



The information above shows that there were, with the exception of the Free State, increases in this regard across all the other provinces. In the Free State the percentage offences decreased from 1,10% to 0,90%.

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

- Western Cape : from 2,20% to 14,40%;
- Eastern Cape : from 1,20% to 6,20%; and
- KwaZulu-Natal : from 0,00% to 4,00%.

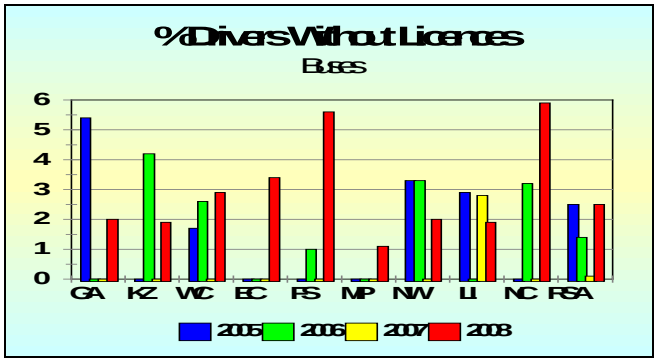
The provinces with the highest offence rates during 2008 are the Western Cape at 14,40%, the Eastern Cape at 6,20% and Gauteng at 4,70%.

Driving licences : % Offence rates for Buses

Information on driving licence offences for drivers of buses during surveys at roadblocks in 2008 shows that, on a national basis the percentage of drivers of buses that failed to produce a driving licence increased from 0,10% to 2,50%. Detail in this regard is given in Table 119 and reflected in the graph below.

Table 119 : % Drivers without driving licences : Buses

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	5.40	0.00	1.70	0.00	0.00	0.00	3.30	2.90	0.00	**2.50**
2006	0.00	4.20	2.60	0.00	1.00	0.00	3.30	0.00	3.20	**1.40**
2007	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.80	0.00	**0.10**
2008	2.00	1.90	2.90	3.40	5.60	1.10	2.00	1.90	5.90	**2.50**
Annual change										
2005-06	-5.40	4.20	0.90	0.00	1.00	0.00	0.00	-2.90	3.20	**-1.10**
2006-07	0.00	-4.20	-2.60	0.00	-1.00	0.00	-3.30	2.80	-3.20	**-1.30**
2007-08	2.00	1.90	2.90	3.40	5.60	1.10	2.00	-0.90	5.90	**2.40**



The information above shows that there were, with the exception of Limpopo, increases in this regard across all the other provinces. In Limpopo the percentage offences decreased from 2,80% to 1,90%.

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

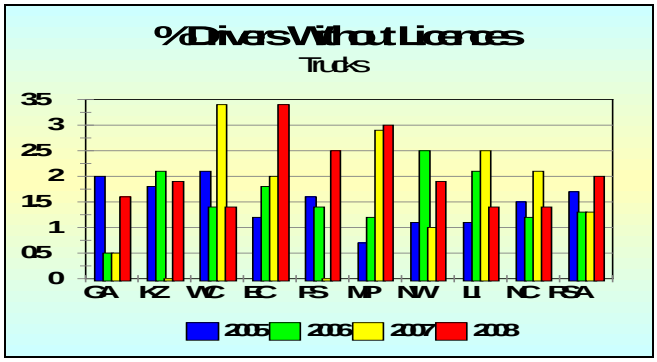
- Northern Cape : from 0,00% to 5,90%;
- Free State : from 0,00% to 5,60%; and
- Eastern Cape : from 0,00% to 3,40%.

The provinces with the highest offence rates during 2008 are the Northern Cape at 5,90%, the Free State at 5,60% and Eastern Cape at 3,40%.

Driving licences : % Offence rates for Trucks

Information on driving licence offences for drivers of trucks during surveys at roadblocks in 2008 shows that, on a national basis the percentage of drivers of trucks that failed to produce a driving licence increased from 1,30% to 2,00%. Detail in this regard is given in Table 120 and reflected in the graph below.

Table 120 : % Drivers without driving licences : Trucks										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	2.00	1.80	2.10	1.20	1.60	0.70	1.10	1.10	1.50	**1.70**
2006	0.50	2.10	1.40	1.80	1.40	1.20	2.50	2.10	1.20	**1.30**
2007	0.50	0.00	3.40	2.00	0.00	2.90	1.00	2.50	2.10	**1.30**
2008	1.60	1.90	1.40	3.40	2.50	3.00	1.90	1.40	1.40	**2.00**
Annual change										
2005-06	-1.50	0.30	-0.70	0.60	-0.20	0.50	1.40	1.00	-0.30	**-0.40**
2006-07	0.00	-2.10	2.00	0.20	-1.40	1.70	-1.50	0.40	0.90	**0.00**
2007-08	1.10	1.90	-2.00	1.40	2.50	0.10	0.90	-1.10	-0.70	**0.70**



The information above shows that there were, with the exception of the Western Cape, Limpopo and the Northern Cape, increases in this regard across all the other provinces.

The decreases recorded were as follows :

- Western Cape : from 3,40% to 1,40%;
- Limpopo : from 2,50% to 1,40%; and

- Northern Cape : from 2,10% to 1,40%.

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

- Free State : from 0,00% to 2,50%;
- KwaZulu-Natal : from 0,00% to 1,90%; and
- Gauteng : from 0,50% to 1,60%.

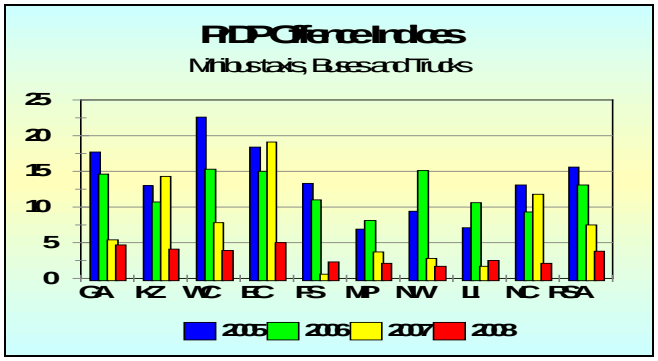
The provinces with the highest offence rates during 2008 are the Eastern Cape at 3,40%, Mpumalanga at 3,00% and the Free State at 2,50%.

8.11 Professional driving permit (PrDP) offence rates

The information in Table 121 below shows that there was a decrease of 49,33% from 7,50 in 2007 to 3,80 in 2008 in the PrDP offence index for drivers of minibus taxis, buses and trucks. An offence was recorded in cases where drivers failed to produce a valid PrDP during roadblock surveys. Such failures could be as a result of not carrying a licence/PrDP whilst driving or, alternatively not having a licence/PrDP, or the licence/PrDP card had expired, or it was the incorrect category PrDP for the type of vehicle driven. The information and percentage change per province are also schematically depicted in the graph below.

Table 121 : PrPD Offence Indices : Minibus Taxis, Buses and Trucks

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



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

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

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

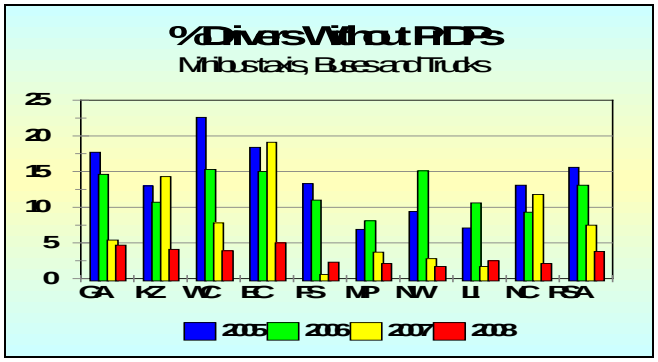
- Northern Cape : decreased by 82,20% from an index of 11,80 to 2,10;
- Eastern Cape : decreased by 73,82% from 19,10 to 5,00; and
- KwaZulu-Natal : decreased by 71,33% from an index of 14,30 to 4,10.

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

The combined percentages of all drivers of minibus taxis, buses and trucks that failed to produce a PrDP per province is given in Table 122 and reflected in the graph below.

Table 122 : % Drivers without PrPDs : Minibus Taxis, Buses and Trucks

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	17.70	13.00	22.60	18.40	13.30	6.90	9.40	7.10	13.10	**15.60**
2006	14.60	10.70	15.30	15.00	11.00	8.10	15.10	10.60	9.30	**13.10**
2007	5.40	14.30	7.80	19.10	0.60	3.70	2.80	1.70	11.80	**7.50**
2008	4.70	4.10	3.90	5.00	2.30	2.10	1.70	2.50	2.10	**3.80**
Annual change										
2005-06	-3.10	-2.30	-7.30	-3.40	-2.30	1.20	5.70	3.50	-3.80	**-2.50**
2006-07	-9.20	3.60	-7.50	4.10	-10.40	-4.40	-12.30	-8.90	2.50	**-5.60**
2007-08	-0.70	-10.20	-3.90	-14.10	1.70	-1.60	-1.10	0.80	-9.70	**-3.70**



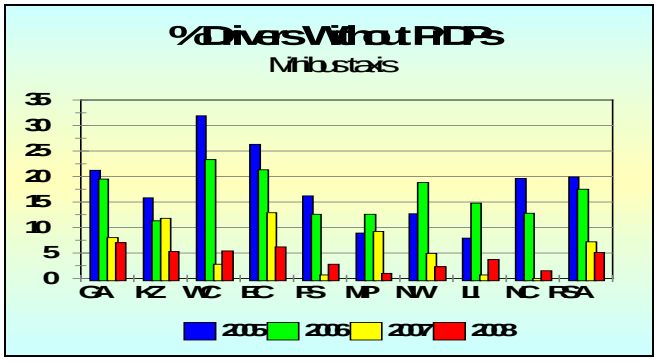
The above information shows a combined decrease from 7,50% to 3,80%. The biggest decrease was recorded in the Eastern Cape, from 19,10% to 5,00%; and the biggest increase in the Free State from 0,60% to 2,30%.

Professional Driving Permits (PrDPs) : % Offence rates for Minibus Taxis

Information on PrDP offences shows that, on a national basis the percentage of drivers of minibus taxis that failed to produce a PrDP decreased from 7,20% to 5,10%. Provincial detail in this regard is given in Table 123 and reflected in the graph below.

Table 123 : % Drivers without PrPDs : Minibus Taxis

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	21.20	15.80	31.90	26.30	16.20	8.90	12.70	7.90	19.60	**19.90**
2006	19.50	11.30	23.30	21.30	12.60	12.60	18.80	14.80	12.80	**17.50**
2007	8.00	11.80	2.80	12.90	0.70	9.20	4.90	0.70	0.00	**7.20**
2008	7.00	5.30	5.40	6.20	2.80	1.00	2.30	3.70	1.50	**5.10**
Annual change										
2005-06	-1.70	-4.50	-8.60	-5.00	-3.60	3.70	6.10	6.90	-6.80	**-2.40**
2006-07	-11.50	0.50	-20.50	-8.40	-11.90	-3.40	-13.90	-14.10	-12.80	**-10.30**
2007-08	-1.00	-6.50	2.60	-6.70	2.10	-8.20	-2.60	3.00	1.50	**-2.10**



The above information on PrDP offences for minibus taxi drivers shows that decreases from 2007 to 2008 were recoded for 5 provinces while increases were recorded for 4 provinces. The biggest decreases were recorded for:

- Mpumalanga : decreased from 9,20% to 1,00%;
- Eastern Cape : decreased from 12,90% to 6,20%; and
- KwaZulu-Natal : decreased from 11,80% to 5,30%.

The biggest increases were recorded for:

- Limpopo : increased from 0,70% to 3,70%;
- Western Cape : increased from 2,80% to 5,40%; and
- Free State : increased from 0,70% to 2,80%.

The provinces with the highest percentage offences in 2008 were the following;

- Gauteng : 7,00%;
- Eastern Cape :6,20%; and

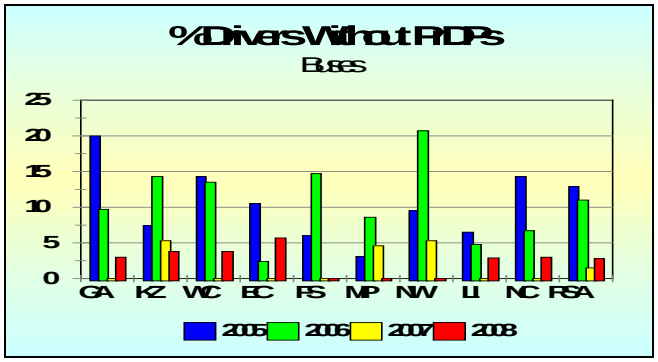
- Western Cape : 5,40%.

Professional Driving Permits (PrDPs) : % Offence rates for Buses

Information on PrDP offences shows that, on a national basis the percentage of drivers of buses that failed to produce a PrDP increased from 1,50% to 2,80%. Provincial detail in this regard is given in Table 124 and reflected in the graph below.

Table 124 : % Drivers without PrPDs : Buses

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	20.00	7.40	14.30	10.50	6.00	3.10	9.50	6.50	14.30	**12.90**
2006	9.70	14.30	13.50	2.40	14.70	8.60	20.70	4.80	6.70	**11.00**
2007	0.00	5.30	0.00	0.00	0.00	4.60	5.30	0.00	0.00	**1.50**
2008	3.00	3.80	3.80	5.70	0.00	0.00	0.00	2.90	3.00	**2.80**
Annual change										
2005-06	-10.30	6.90	-0.80	-8.10	8.70	5.50	11.20	-1.70	-7.60	**-1.90**
2006-07	-9.70	-9.00	-13.50	-2.40	-14.70	-4.00	-15.40	-4.80	-6.70	**-9.50**
2007-08	3.00	-1.50	3.80	5.70	0.00	-4.60	-5.30	2.90	3.00	**1.30**



The information above on PrDP offences for bus drivers shows that decreases from 2007 to 2008 were recoded for 3 provinces while increases were recorded for 6 provinces. The biggest decreases were recorded for:

- North West : decreased from 5,30% to 0,00%;
- Mpumalanga : decreased from 4,60% to 0,00%; and
- KwaZulu-Natal : decreased from 5,30% to 3,80%.

The biggest increases were recorded for:

- Eastern Cape : increased from 0,00% to 5,70%;
- Western Cape : increased from 0,00% to 3,80%; and
- Gauteng and Northern Cape : each increased from 0,00% to 3,00%.

The provinces with the highest percentage offences in 2008 were the following;

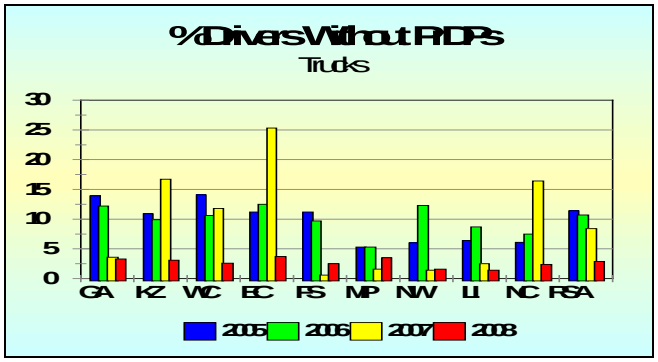
- Eastern Cape : 5,70%;

- KwaZulu-Natal and Western Cape : each at 3,00%.

Professional Driving Permits (PrDPs) : % Offence rates for Trucks

Information on PrDP offences shows that, on a national basis the percentage of drivers of trucks that failed to produce a PrDP decreased from 8,40% to 2,90%. Provincial detail in this regard is given in Table 125 and reflected in the graph below.

Table 125 : % Drivers without PrPDs : Trucks										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	13.90	10.90	14.10	11.20	11.20	5.30	6.00	6.40	6.10	**11.40**
2006	12.20	9.90	10.60	12.50	9.70	5.30	12.30	8.70	7.50	**10.70**
2007	3.60	16.70	11.80	25.30	0.60	1.60	1.40	2.50	16.40	**8.40**
2008	3.30	3.10	2.60	3.70	2.50	3.50	1.60	1.40	2.40	**2.90**
Annual change										
2005-06	-1.70	-1.00	-3.50	1.30	-1.50	0.00	6.30	2.30	1.40	**-0.70**
2006-07	-8.60	6.80	1.20	12.80	-9.10	-3.70	-10.90	-6.20	8.90	**-2.30**
2007-08	-0.30	-13.60	-9.20	-21.60	1.90	1.90	0.20	-1.10	-14.00	**-5.50**



The information above on PrDP offences for truck drivers shows that decreases from 2007 to 2008 were recoded for 6 provinces while increases were recorded for 3 provinces. The biggest decreases were recorded for:

- Eastern Cape : decreased from 25,30% to 3,70%;
- Northern Cape : decreased from 16,40% to 2,40%; and
- KwaZulu-Natal : decreased from 16,70% to 3,10%.

The biggest increases were recorded for:

- Free State : increased from 0,60% to 2,50%;
- Mpumalanga : increased from 1,60% to 3,50%; and
- North West : each increased from 1,40% to 1,60%.

The provinces with the highest percentage offences in 2008 were the following;

- Eastern Cape : at 3,70%;

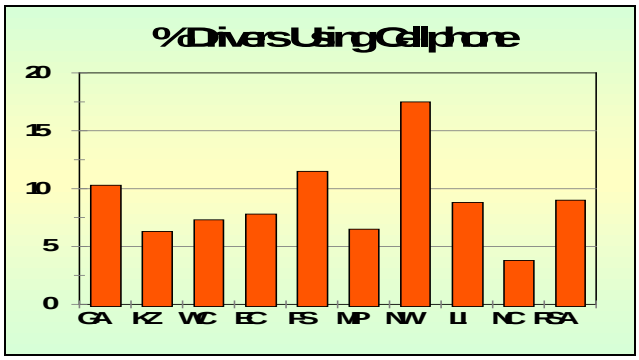
- Mpumalanga : at 3,50%; and
- Gauteng : at 3,30%.

8.12 Use of Cellphone while driving

During the 2008 road traffic offence survey, the use of non-hands-free cellular phones while driving by drivers of all category vehicles were introduced. The results of this part of the survey are given in Table 126 and reflected in the graph below.

Table 126 : % of Drivers Using Cellphone while driving

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2008	10.30	6.30	7.30	7.80	11.50	6.50	17.50	8.80	3.80	**9.00**



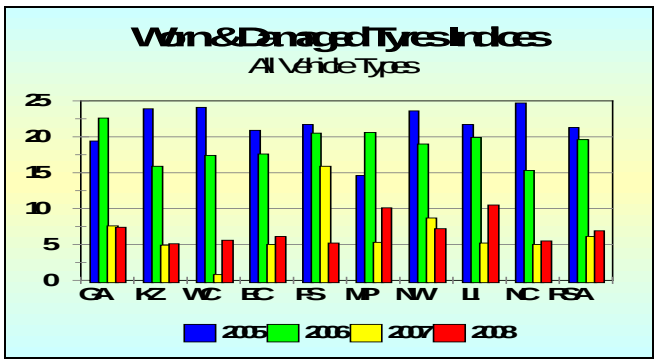
The above information shows that, on a national basis, 9,00% of all drivers make use of non-hands-free cellular phones while driving. Without exception, offences in this regard were recorded for all provinces. The provinces with the highest offence rates were:

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

8.13 Vehicle tyre offence rates

The information in Table 127 below shows that, on a national basis, there was an increase of 13,11% from 6,10 in 2007 to 6,90 in 2008 in the offence index for worn and/or damaged tyres across all categories of vehicles. The information is also reflected in the graph below.

Table 127 : Worn and/or Damaged Tyres Indices : All Vehicle Types										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	19.40	23.90	24.10	20.90	21.70	14.60	23.60	21.70	24.70	**21.30**
2006	22.60	15.90	17.40	17.60	20.50	20.60	19.00	19.90	15.30	**19.60**
2007	7.60	4.90	0.80	5.00	15.90	5.30	8.70	5.20	5.00	**6.10**
2008	7.40	5.10	5.60	6.10	5.20	10.10	7.20	10.50	5.50	**6.90**
% Annual change										
2005-06	16.49	-33.47	-27.80	-15.79	-5.53	41.10	-19.49	-8.29	-38.06	**-7.98**
2006-07	-66.37	-69.18	-95.40	-71.59	-22.44	-74.27	-54.21	-73.87	-67.32	**-68.88**
2007-08	-2.63	4.08	600.00	22.00	-67.30	90.57	-17.24	101.92	10.00	**13.11**



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

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

The biggest increases were recorded for the following provinces:

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

The provinces with the highest offence indices in 2008 were:

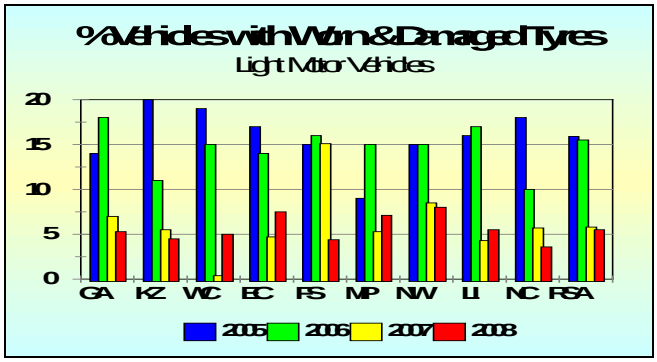
- Limpopo : with an index of 10,50;
- Mpumalanga : index figure of 10,10; and
- Gauteng : with an index figure of 7,40.

Worn and damaged tyres : % Offence rates for Light Motor Vehicles (LMVs)

The information in Table 128 below shows that there was a decrease in the national percentages of light motor vehicles (LMVs) fitted with worn and/or

damaged from 5,80% in 2007 to 5,50% in 2008. The information is also reflected in the graph below.

Table 128 : % Vehicles with Worn and/or Damaged Tyres : Light Motor Vehicles										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	14.00	20.00	19.00	17.00	15.00	9.00	15.00	16.00	18.00	**15.90**
2006	18.00	11.00	15.00	14.00	16.00	15.00	15.00	17.00	10.00	**15.50**
2007	7.00	5.50	0.40	4.70	15.10	5.30	8.50	4.30	5.70	**5.80**
2008	5.30	4.50	5.00	7.50	4.40	7.10	8.00	5.50	3.60	**5.50**
Annual change										
2005-06	4.00	-9.00	-4.00	-3.00	1.00	6.00	0.00	1.00	-8.00	**-0.40**
2006-07	-11.00	-5.50	-14.60	-9.30	-0.90	-9.70	-6.50	-12.70	-4.30	**-9.70**
2007-08	-1.70	-1.00	4.60	2.80	-10.70	1.80	-0.50	1.20	-2.10	**-0.30**



The information above shows that decreases were recorded for 5 provinces while 4 provinces recorded increases. Decreases in this regard were recorded as follows:

- Free State : decreased from 15,10% to 4,40% in 2008;
- Northern Cape : decreased from 5,70% to 3,60%: and
- Gauteng : decreased from 7,00% to 5,30%.

The biggest increases were recorded for the following provinces:

- Western Cape : increased from 0,40% to 5,00%;
- Eastern Cape : increased from 4,70% to 7,50%; and
- Mpumalanga : increased from 5,30% to 7,10% in 2008.

The provinces with the highest percentage offences in this regard in 2008 were:

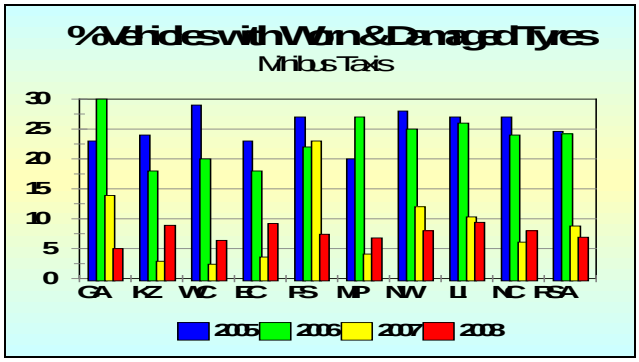
- North West : at 8,00%;
- Eastern Cape : at 7,50%; and
- Mpumalanga : at 7,10%.

Worn and damaged tyres : % Offence rates for Minibus Taxis

The information in Table 129 below shows that there was a decrease in the national percentages of minibus taxis fitted with worn and/or damaged tyres from 8,80% in 2007 to 6,90% in 2008. The information is also reflected in the graph below.

Table 129 : % Vehicles with Worn and/or Damaged Tyres : Minibus Taxis

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	23.00	24.00	29.00	23.00	27.00	20.00	28.00	27.00	27.00	**24.60**
2006	30.00	18.00	20.00	18.00	22.00	27.00	25.00	26.00	24.00	**24.20**
2007	13.90	2.90	2.40	3.60	23.00	4.10	12.00	10.30	6.10	**8.80**
2008	5.00	8.90	6.40	9.20	7.40	6.80	8.00	9.40	8.00	**6.90**
Annual change										
2005-06	7.00	-6.00	-9.00	-5.00	-5.00	7.00	-3.00	-1.00	-3.00	**-0.40**
2006-07	-16.10	-15.10	-17.60	-14.40	1.00	-22.90	-13.00	-15.70	-17.90	**-15.40**
2007-08	-8.90	6.00	4.00	5.60	-15.60	2.70	-4.00	-0.90	1.90	**-1.90**



The information above shows that decreases were recorded for 4 provinces while 5 provinces recorded increases. Some decreases in this regard were recorded as follows:

- Free State : decreased from 23,00% to 7,40% in 2008;
- Gauteng : decreased from 13,90% to 5,00%: and
- North West : decreased from 12,00% to 8,00%.

The biggest increases were recorded for the following provinces:

- KwaZulu-Natal : increased from 2,90% to 8,90%;
- Eastern Cape : increased from 3,60% to 9,20%; and
- Western Cape : increased from 2,40% to 6,40% in 2008.

The provinces with the highest percentage offences in this regard in 2008 were:

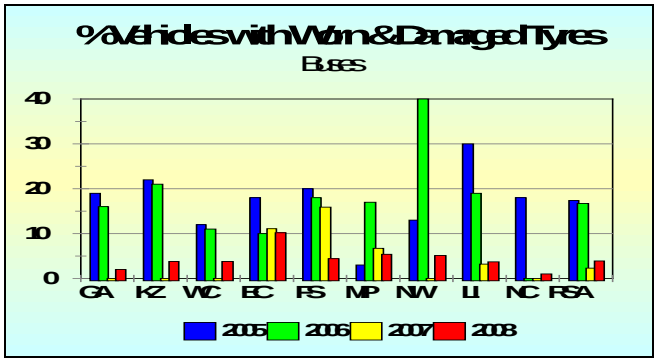
- Limpopo : at 9,40%;
- Eastern Cape : at 9,20%; and

- KwaZulu-Natal : at 8,90%.

Worn and damaged tyres : % Offence rates for Buses

The information in Table 130 below shows that, on a national basis, there was an increase in the percentage of buses fitted with worn and/or damaged tyres from 2,30% in 2007 to 3,90% in 2008. The information is also reflected in the graph below.

Table 130 : % Vehicles with Worn and/or Damaged Tyres : Buses										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	19.00	22.00	12.00	18.00	20.00	3.00	13.00	30.00	18.00	**17.40**
2006	16.00	21.00	11.00	10.00	18.00	17.00	40.00	19.00	0.00	**16.70**
2007	0.00	0.00	0.00	11.10	15.90	6.70	0.00	3.20	0.00	**2.30**
2008	2.00	3.80	3.80	10.20	4.40	5.40	5.10	3.70	1.00	**3.90**
Annual change										
2005-06	-3.00	-1.00	-1.00	-8.00	-2.00	14.00	27.00	-11.00	-18.00	**-0.70**
2006-07	-16.00	-21.00	-11.00	1.10	-2.10	-10.30	-40.00	-15.80	0.00	**-14.40**
2007-08	2.00	3.80	3.80	-0.90	-11.50	-1.30	5.10	0.50	1.00	**1.60**



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

- Free State : decreased from 15,90% to 4,40% in 2008;
- Mpumalanga : decreased from 6,70% to 5,40%: and
- Eastern Cape : decreased from 11,10% to 10,20%.

The biggest increases were recorded for the following provinces:

- North West : increased from 0,00% to 5,10%;
- KwaZulu-Natal : increased from 0,00% to 3,80%; and
- Western Cape : increased from 0,00% to 3,80% in 2008.

The provinces with the highest offence indices in this regard in 2008 were:

- Eastern Cape : at 10,20%;

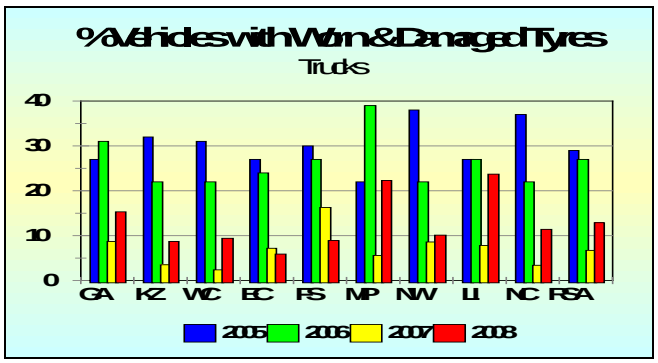
- Mpumalanga : at 5,40%; and
- North West : at 5,10%.

Worn and damaged tyres : % Offence rates for Trucks

The information in Table 131 below shows that, on a national basis, there was an increase in the percentage of trucks fitted with worn and/or damaged tyres from 6,70% in 2007 to 12,90% in 2008. The information is also reflected in the graph below.

Table 131 : % Vehicles with Worn and/or Damaged Tyres : Trucks

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	27.00	32.00	31.00	27.00	30.00	22.00	38.00	27.00	37.00	**29.00**
2006	31.00	22.00	22.00	24.00	27.00	39.00	22.00	27.00	22.00	**27.00**
2007	8.70	3.50	2.40	7.20	16.30	5.60	8.60	7.80	3.40	**6.70**
2008	15.30	8.70	9.40	5.90	8.90	22.30	10.10	23.70	11.40	**12.90**
Annual change										
2005-06	4.00	-10.00	-9.00	-3.00	-3.00	17.00	-16.00	0.00	-15.00	**-2.00**
2006-07	-22.30	-18.50	-19.60	-16.80	-10.70	-33.40	-13.40	-19.20	-18.60	**-20.30**
2007-08	6.60	5.20	7.00	-1.30	-7.40	16.70	1.50	15.90	8.00	**6.20**



The information above shows that decreases were recorded for 2 provinces while 7 provinces recorded increases. The decreases in this regard were recorded as follows:

- Free State : decreased from 16,30% in 2007 to 8,90% in 2008; and
- Eastern Cape : decreased from 7,20% to 5,90% in 2008.

The biggest increases were recorded for the following provinces:

- Mpumalanga : increased from 5,60% to 22,30%;
- Limpopo : increased from 7,80% to 23,70%; and
- Northern Cape : increased from 3,40% to 11,40% in 2008.

The provinces with the highest offence indices in this regard in 2008 were:

- Limpopo : at 23,70%;
- Mpumalanga : at 22,30%; and
- Gauteng : at 15,30%.

8.14 Vehicle lights offence rates

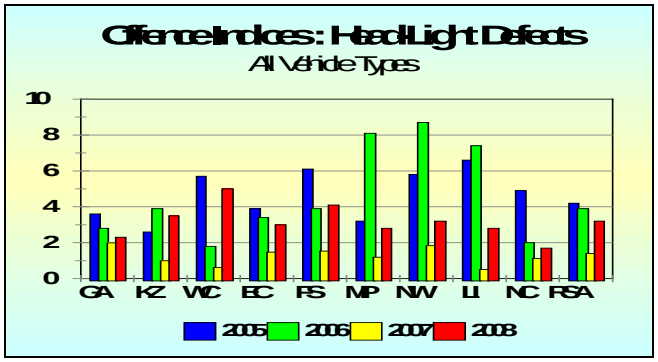
The information below shows that, on a national basis, there was a general increase in the offence index for vehicle lights (front, tail and brake lamps) across all categories of vehicles.

Vehicle lights offence indices : Head-Lights

The information in Table 132 below shows that, on a national basis, there was an increase of 13,11% from 6,10 in 2007 to 6,90 in 2008 in the offence index for vehicle head-lights (bright position) across all categories of vehicles. The information is also reflected in the graph below.

Table 132 : Offence Indices : Head-Light Defects : All Vehicle Types

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



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

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 706,45% from 0,62 to 5,00;

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

The provinces with the highest offence indices in 2008 were:

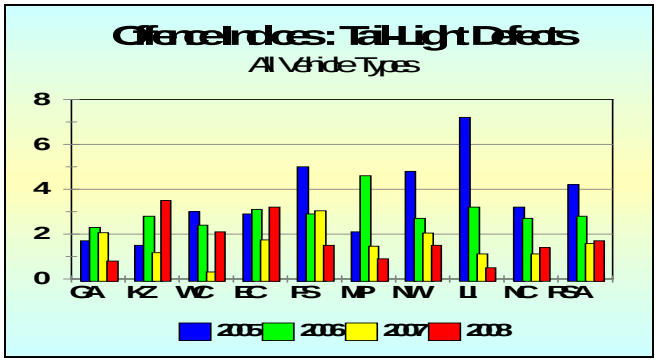
- Western Cape : with an index of 5,00;
- Free State : index figure of 4,10; and
- KwaZulu-Natal : with an index figure of 3,50.

Vehicle lights offence indices : Tail-Lights

The information in Table 133 below shows that, on a national basis, there was an increase of 7,59% from 1,58 in 2007 to 1,70 in 2008 in the offence index for vehicle tail-lights across all categories of vehicles. The information is also reflected in the graph below.

Table 133 : Offence Indices : Tail-Light Defects : All Vehicle Types

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



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

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

The biggest increases were recorded for the following provinces:

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

The provinces with the highest offence indices in 2008 were:

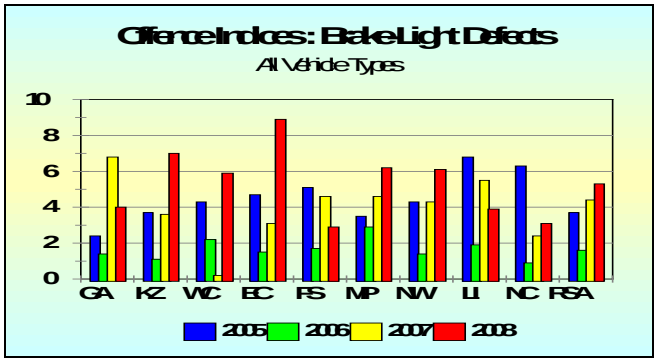
- KwaZulu-Natal : with an index of 3,50;
- Eastern Cape : index figure of 3,20; and
- Western Cape : with an index figure of 2,10.

Vehicle lights offence indices : Brake-Lights

The information in Table 134 below shows that, on a national basis, there was an increase of 20,45% from 4,40 in 2007 to 5,30 in 2008 in the offence index for vehicle tail-lights across all categories of vehicles. The information is also reflected in the graph below.

Table 134 : Offence Indices : Brake-Light Defects : All Vehicle Types

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



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

- Gauteng : decreased by 41,18% from an index of 6,80 to 4,00 in 2008;

- Free State : decreased by 36,96% from 4,60 to 2,90: and
- Limpopo : decreased by 29,09% from 5,50 to 3,90.

The biggest increases were recorded for the following provinces:

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

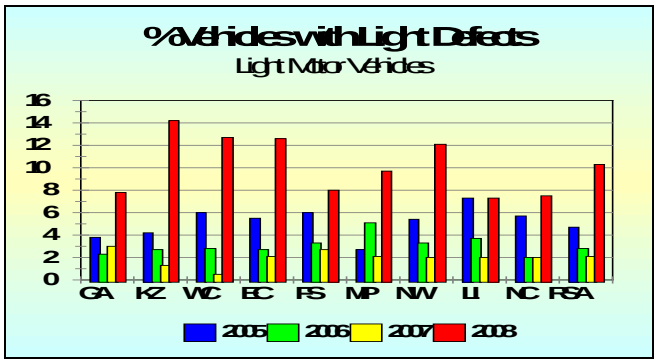
The provinces with the highest offence indices in 2008 were:

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

Vehicle Lights Defects : % Offences for Light Motor Vehicles (LMVs)

The information in Table 135 and graph below shows that, on a national basis, there was a general increase in the percentage offences for light motor vehicles with defect lights (front, tail and brake lamps). The percentage LMVs with defect lights increased from 2,10% in 2007 to 10,30% in 2008.

Table 135 : % Vehicles with Light Defects : Light Motor Vehicles										
Year	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2005	3.80	4.20	6.00	5.50	6.00	2.70	5.40	7.30	5.70	**4.70**
2006	2.30	2.70	2.80	2.70	3.30	5.10	3.30	3.70	2.00	**2.80**
2007	3.00	1.30	0.50	2.10	2.70	2.10	2.00	2.00	2.00	**2.10**
2008	7.80	14.20	12.70	12.60	8.00	9.70	12.10	7.30	7.50	**10.30**
Annual change										
2005-06	-1.50	-1.50	-3.20	-2.80	-2.70	2.40	-2.10	-3.60	-3.70	**-1.90**
2006-07	0.70	-1.40	-2.30	-0.60	-0.60	-3.00	-1.30	-1.70	0.00	**-0.70**
2007-08	4.80	12.90	12.20	10.50	5.30	7.60	10.10	5.30	5.50	**8.20**



The information above shows that, without any exception, increases in this regard were recorded across all provinces. The biggest increases were recorded as follows:

- KwaZulu-Natal : increased from 1,30% in 2007 to 14,20% in 2008;
- Western Cape : increased from 0,50% to 12,70% in 2008; and
- Eastern Cape : increased from 2,10% to 12,60%.

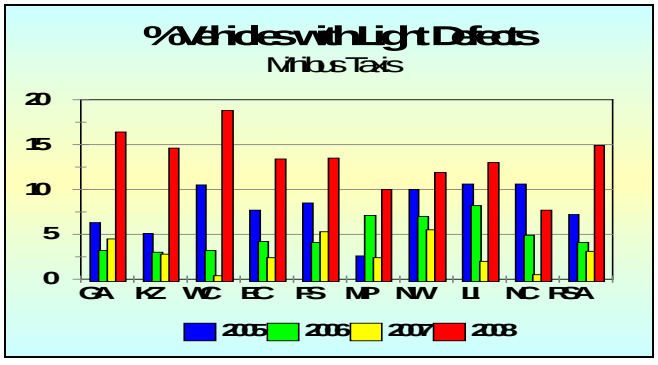
These 3 provinces also recorded the highest percentage offences in this regard during 2008; followed by North West, Mpumalanga and the Free State.

Vehicle Lights Defects : % Offences for Minibus Taxis

The information in Table 136 and graph below shows that, on a national basis, there was a general increase in the percentage offences for minibus taxis with defect lights (front, tail and brake lamps). The percentage minibus taxis with defect lights increased from 3,10% in 2007 to 14,90% in 2008.

Table 136 : % Vehicles with Light Defects : Minibus Taxis

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	6.30	5.10	10.50	7.70	8.50	2.60	10.00	10.60	10.60	**7.20**
2006	3.20	3.00	3.20	4.20	4.10	7.10	7.00	8.20	4.90	**4.10**
2007	4.50	2.80	0.40	2.40	5.30	2.40	5.50	2.00	0.50	**3.10**
2008	16.40	14.60	18.80	13.40	13.50	10.00	11.90	13.00	7.70	**14.90**
Annual change										
2005-06	-3.10	-2.10	-7.30	-3.50	-4.40	4.50	-3.00	-2.40	-5.70	**-3.10**
2006-07	1.30	-0.20	-2.80	-1.80	1.20	-4.70	-1.50	-6.20	-4.40	**-1.00**
2007-08	11.90	11.80	18.40	11.00	8.20	7.60	6.40	11.00	7.20	**11.80**



The information above shows that, without any exception, increases in this regard were recorded across all provinces. The biggest increases were recorded as follows:

- Gauteng : increased from 4,50% in 2007 to 16,40% in 2008;

- KwaZulu-Natal : increased from 2,80% to 14,60% in 2008; and
- Western Cape : increased from 0,40% to 18,80%.

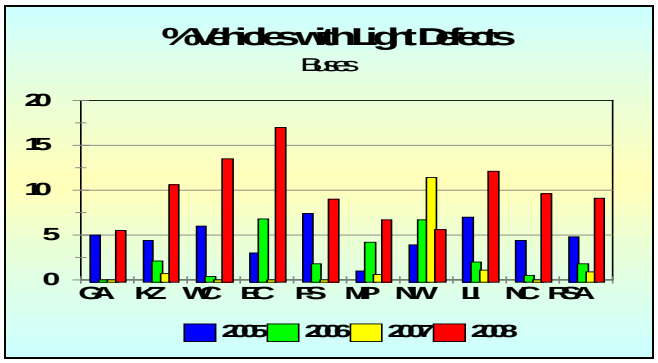
These 3 provinces also recorded the highest percentage offences in this regard during 2008; followed by the Free State (13,50%) and the Eastern Cape (13,40%).

Vehicle Lights Defects : % Offences for Buses

The information in Table 137 and graph below shows that, on a national basis, there was a general increase in the percentage offences for buses with defect lights (front, tail and brake lamps). The percentage buses with defect lights increased from 0,90% in 2007 to 9,10% in 2008.

Table 137 : % Vehicles with Light Defects : Buses

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	5.00	4.40	6.00	3.00	7.40	1.00	3.90	7.00	4.40	**4.80**
2006	0.00	2.10	0.40	6.80	1.80	4.20	6.70	2.00	0.50	**1.80**
2007	0.00	0.70	0.00	0.00	0.00	0.60	11.40	1.10	0.00	**0.90**
2008	5.50	10.60	13.50	17.00	9.00	6.70	5.60	12.10	9.60	**9.10**
Annual change										
2005-06	-5.00	-2.30	-5.60	3.80	-5.60	3.20	2.80	-5.00	-3.90	**-3.00**
2006-07	0.00	-1.40	-0.40	-6.80	-1.80	-3.60	4.70	-0.90	-0.50	**-0.90**
2007-08	5.50	9.90	13.50	17.00	9.00	6.10	-5.80	11.00	9.60	**8.20**



The information above shows that, only with the exception of North West, increases in this regard were recorded for all other provinces. The offence rate in North West decreased from 11,40% in 2007 to 5,60% on 2008.

The biggest increases were recorded as follows:

- Eastern Cape : increased from 0,00% in 2007 to 17,00% in 2008;
- Western Cape : increased from 0,00% to 13,50% in 2008; and
- Limpopo : increased from 1,10% to 12,10% in 2008.

The provinces for which the highest percentage offences in this regard were recorded during 2008 are the following:

- Eastern Cape : at an offence rate of 17,00% in 2008;
- Western Cape : at a rate of 13,50% in 2008; and
- Limpopo : at a rate of 12,10% in 2008.

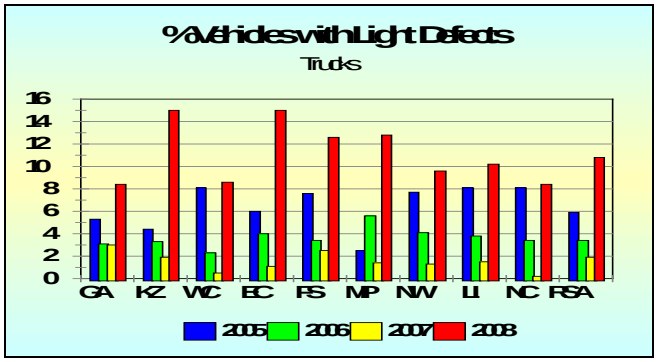
Vehicle Lights Defects : % Offences for Trucks

The information in Table 138 and graph below shows that, on a national basis, there was a general increase in the percentage offences for trucks with defect lights (front, tail and brake lamps). The percentage trucks with defect lights increased from 1,90% in 2007 to 10,80% in 2008.

Table 138 : % Vehicles with Light Defects : Trucks

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	5.30	4.40	8.10	6.00	7.60	2.50	7.70	8.10	8.10	**5.90**
2006	3.10	3.30	2.30	4.00	3.40	5.60	4.10	3.80	3.40	**3.40**
2007	3.00	1.90	0.50	1.10	2.50	1.40	1.30	1.50	0.20	**1.90**
2008	8.40	15.00	8.60	15.00	12.60	12.80	9.60	10.20	8.40	**10.80**
Annual change										
2005-06	-2.20	-1.10	-5.80	-2.00	-4.20	3.10	-3.60	-4.30	-4.70	**-2.50**
2006-07	-0.10	-1.40	-1.80	-2.90	-0.90	-4.20	-2.80	-2.30	-3.20	**-1.50**
2007-08	5.40	13.10	8.10	13.90	10.10	11.40	8.30	8.70	8.20	**8.90**

The information above shows that, without any exception, increases in this regard were recorded across all provinces.



The biggest increases were recorded as follows:

- Eastern Cape : increased from 1,10% in 2007 to 15,00% in 2008;
- KwaZulu-Natal : increased from 1,90% to 15,00% in 2008; and
- Mpumalanga : increased from 1,40% to 12,80% in 2008.

The provinces for which the highest percentage offences in this regard were recorded during 2008 are the following:

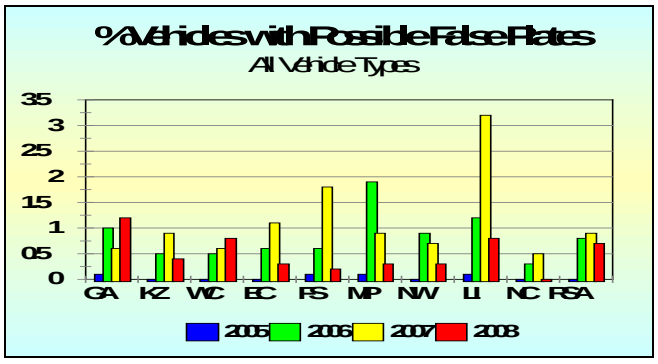
- Eastern Cape : at an offence rate of 15,00% in 2008;
- KwaZulu-Natal : at a rate of 15,00% in 2008; and
- Mpumalanga : at a rate of 12,80% in 2008.

8.15 Vehicle documentation offence rates : Number Plate and Disc

The information in Table 139 and graph below shows that, on a national basis, there was a general decrease in the percentage of all vehicles with regard to correlation between the vehicle licence number as displayed on the number plate in comparison with the number displayed on the licence disc. No comparison between the two numbers indicates the possibility of false plates fitted to the vehicle. The percentage vehicles with no comparison between the two numbers decreased from 0,90% in 2007 to 0,70% in 2008.

Table 139 : % Vehicles with No Correlation between Number on Plate & Disc : All Vehicle Types

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	0.10	0.00	0.00	0.00	0.10	0.10	0.00	0.10	0.00	**0.00**
2006	1.00	0.50	0.50	0.60	0.60	1.90	0.90	1.20	0.30	**0.80**
2007	0.60	0.90	0.60	1.10	1.80	0.90	0.70	3.20	0.50	**0.90**
2008	1.20	0.40	0.80	0.30	0.20	0.30	0.30	0.80	0.00	**0.70**
Annual change										
2005-06	0.90	0.50	0.50	0.60	0.50	1.80	0.90	1.10	0.30	**0.80**
2006-07	-0.40	0.40	0.10	0.50	1.20	-1.00	-0.20	2.00	0.20	**0.10**
2007-08	0.60	-0.50	0.20	-0.80	-1.60	-0.60	-0.40	-2.40	-0.50	**-0.20**



The information above shows that, with the exception of Gauteng and the Western Cape, decreases in this regard were recorded for all other provinces. The recorded increases are:

- Gauteng : increased from a rate of 0,60% to 1,20%; and
- Western Cape increased from 0,60% to 0,80%.

The biggest decreases were recorded as follows:

- Limpopo : from 3,20% in 2007 to 0,80% in 2008;
- Free State : from 1,80 to 0,20%; and
- Eastern Cape : from 1,10% to 0,30%.

The provinces with the highest rates in 2008 were the following:

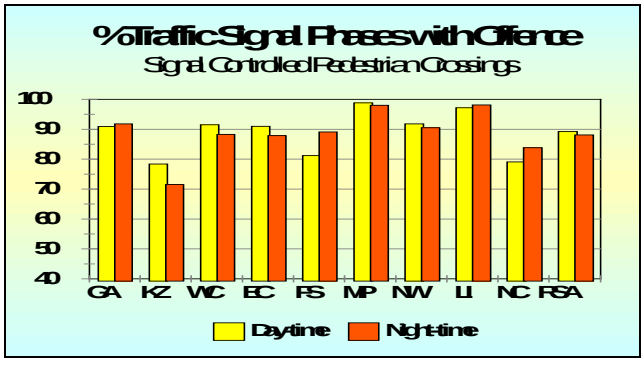
- Gauteng : at a rate of 1,20%;
- Western Cape and Limpopo : each at 0,80%; and
- KwaZulu-Natal : 0,40%.

8.16 Pedestrians and traffic signal offence rates

The information in Table 140 and the graph below shows the percentage of pedestrians crossing junctions provided with traffic signals in urban areas through the red phase during day-time and night-time. These offences were measured for the first time during the 2008 survey, which is the reason why there is no historical information available in this regard.

Table 140 : % Traffic Signal Phases with Pedestrian Offences

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Day-time	90.90	78.40	91.50	91.00	81.20	98.80	91.80	97.20	79.10	**89.20**
Night-time	91.80	71.50	88.30	87.90	89.10	98.00	90.50	98.10	83.80	**88.10**



The above information shows very high rates of non-compliance with traffic signals by pedestrians. On a national basis the day-time offence rate is 89,20% and the night-time rate 88,10%, only slightly lower than the day-time rate. With the exception of KwaZulu-Natal, the average day-night offence rates for all other provinces are higher than 80%. The average for KwaZulu-Natal is in the order of 77%.

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

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

8.17 Estimated number of drivers with no Driving Licence and PrDP

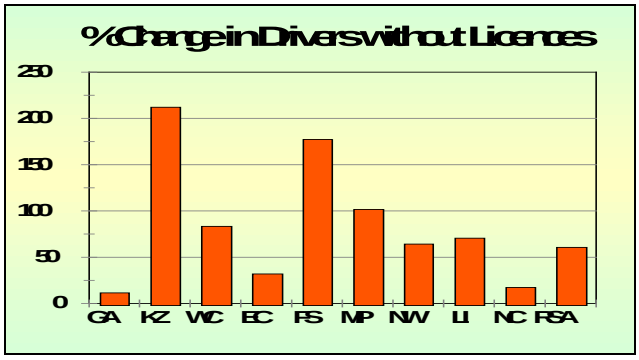
Based on the above indices and accompanying percentages of the various types of offences, estimates were made of the number of drivers on the road that may not have a valid driving licence or a professional driving permit (PrDP).

The information in Table 141 and graph below gives the estimated number of drivers that will possibly be unable to produce a driving licence, because of several reasons, amongst others:

- They do not carry their licence with them while driving;
- They have the wrong licence for the type of vehicle they drive;
- They do have a valid driving licence.

Table 141 : Estimated Number of Drivers driving without or carrying a Driving Licence

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	74,870	14,374	57,941	26,623	6,819	5,285	9,010	7,944	3,827	**206,692**
2008	83,389	44,852	106,178	35,125	18,898	10,653	14,787	13,553	4,490	**331,924**
Change	8,519	30,478	48,237	8,502	12,078	5,368	5,777	5,609	663	**125,233**
% change	11.38	212.04	83.25	31.94	177.11	101.58	64.13	70.61	17.34	**60.59**



The information above shows a national increase in the number of drivers that could be unable to produce a driving licence due to the reasons given above, by 125 233 (60,59%) from 206 692 in 2007 to 331 924 in 2008. Without exception increases were recorded for all provinces.

The provinces with the highest percentage increases are :

- Western Cape : increased by 212,04% from 14 374 to 44 852;
- Free State : increased by 177,11% from 6 819 to 18 898; and
- Mpumalanga : increased by 101,58% from 5 285 to 10 653.

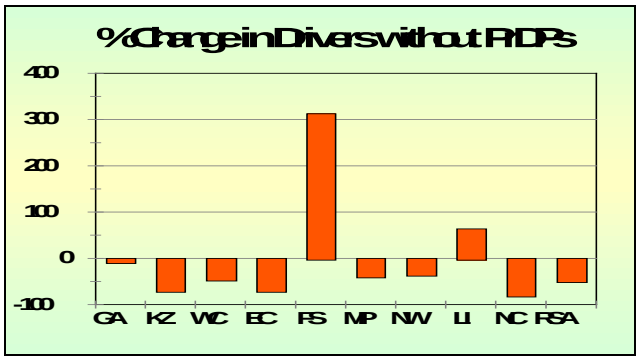
The provinces with the highest possible number of offenders in 2008 are :

- Western Cape : 106 178;
- Gauteng : 83 389; and
- KwaZulu-Natal : 44 852.

The information in Table 142 and graph below gives the estimated number of drivers that will possibly be unable to produce a professional driving permit (PrDP), because of same reasons mentioned under driving licences above.

Table 142 : Estimated Number of Professional Drivers driving without or carrying a PrDP

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	10,656	17,058	7,360	10,412	283	2,229	1,197	1,058	2,253	**52,506**
2008	9,907	5,194	3,965	3,005	1,167	1,390	795	1,734	432	**27,591**
Change	-749	-11,863	-3,395	-7,407	884	-839	-402	676	-1,821	**-24,915**
% change	-7.03	-69.55	-46.12	-71.14	312.38	-37.63	-33.57	63.82	-80.81	**-47.45**



The information above shows a national decrease in the number of drivers that could be unable to produce a PrDP due to the reasons given above, by 24 915 (47,45%) from 52 506 in 2007 to 27 591 in 2008. With the exception of the Free State and Limpopo, decreases were recorded for all other provinces.

The increases recorded are as follows :

- Free State : increased by 312,38% from 283 to 1 167; and
- Limpopo : increased by 63,82% from 1 058 to 1 734.

The provinces with the highest percentage decreases are :

- Northern Cape : decreased by 80,81% from 2 253 to 432;

- Eastern Cape : decreased by 71,14% from 10 412 to 3 005; and
- KwaZulu-Natal : decreased by 69,55% from 17 058 to 5 194.

The provinces with the highest possible number of offenders in 2008 are :

- Gauteng : 9 907;
- KwaZulu-Natal : 5 194; and
- Western Cape : 3 965.

8.18 Estimated number of Un-roadworthy Vehicles (Tyres and Lights)

Based on the above indices and accompanying percentages of the various types of offences, estimates were made of the number of vehicles, per type of vehicle, on the road that may be fitted with worn or damaged tyres or defect lights.

The information in Table 143 and graph below gives the estimated number of vehicles per vehicle category per province, possibly driving on the roads with worn and/or damaged tyres.

Table 143 : Estimated Number of Vehicles with Worn or Damaged Tyres : 2007

Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	195,532	56,113	4,899	23,006	53,037	21,110	31,798	13,979	8,292	**407,765**
MB Taxis	7,417	607	433	367	1,380	383	1,139	940	110	**12,776**
Buses	0	0	0	350	283	238	0	105	0	**976**
Trucks	9,868	1,668	827	1,707	2,995	1,259	1,456	1,389	276	**21,444**
Total	**212,817**	**58,388**	**6,160**	**25,430**	**57,694**	**22,990**	**34,393**	**16,413**	**8,678**	**442,962**

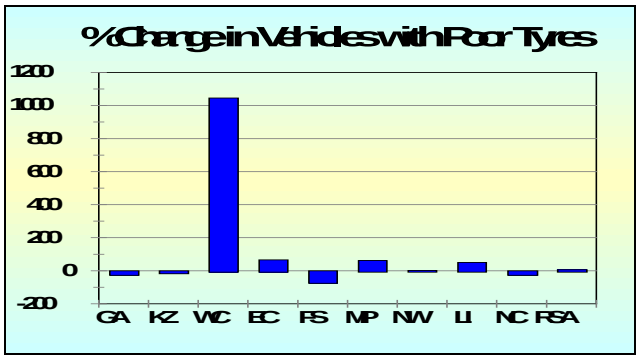
Estimated Number of Vehicles with Worn or Damaged Tyres : 2008

Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	158,729	48,095	65,948	39,342	16,786	30,946	32,279	19,298	5,684	**417,107**
MB Taxis	2,721	1,899	1,163	944	445	647	744	857	148	**9,568**
Buses	276	258	198	362	85	214	150	132	11	**1,688**
Trucks	18,506	4,344	3,273	1,450	1,713	5,389	1,787	4,349	956	**41,767**
Total	**180,233**	**54,596**	**70,582**	**42,098**	**19,030**	**37,197**	**34,961**	**24,636**	**6,799**	**470,130**

% Change in Estimated Number of Vehicles with Worn or Damaged Tyres

Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMVs	-18.82	-14.29	1246.15	71.01	-68.35	46.59	1.51	38.05	-31.45	**2.29**
MB Taxis	-63.32	212.74	168.46	157.16	-67.72	68.94	-34.65	-8.77	34.27	**-25.11**
Buses	*high*	*high*	*high*	3.59	-69.81	-9.98	*high*	25.49	*high*	**72.95**
Trucks	87.53	160.51	295.53	-15.09	-42.80	328.23	22.74	213.09	246.78	**94.77**
Total	**-15.31**	**-6.49**	**1045.90**	**65.54**	**-67.02**	**61.80**	**1.65**	**50.10**	**-21.65**	**6.13**

The information above shows a national increase in the estimated number of vehicles with worn and/or damaged tyres that could be using the street and road network on a daily basis, increased by 27 168 (6,13%) from 442 962 in 2007 to 470 130 in 2008. Decreases in this regard were recorded for 4 provinces and increases were recorded for 5 provinces.



The biggest percentage overall decreases recorded are as follows :

- Free State : decreased by 67,02% from 57 694 to 19 030;
- Northern Cape : decreased by 21,65% from 8 678 to 6 799; and
- Gauteng : decreased by 15,31% from 212 817 to 180 233 in 2008.

The biggest percentage overall increases were recorded as follows :

- Western Cape : increased by 1 046% from 6 160 to 70 582;
- Eastern Cape : increased by 65,54% from 25 430 to 42 098; and
- Mpumalanga : increased by 61,80% from 22 990 to 37 197 vehicles in 2008.

The provinces with the highest possible number of offending vehicles in 2008 are :

- Gauteng : 180 233 vehicles;
- KwaZulu-Natal : 54 596; and
- Western Cape : 70 582 vehicles.

Changes in offences from 2007 to 2008 per vehicle type are as follows :

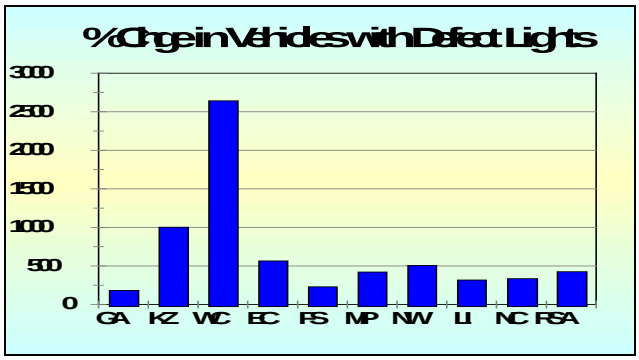
- Light motor vehicles (LMVs) : increased by 2,29% from 407 765 to 417 107;
- Minibus taxis : decreased by 25,11% from 12 776 to 9 568;
- Buses : increased by 72,95% from 976 to 1 688; and
- Trucks : increased by 94,77% from 21 444 to 41 767 vehicles in 2007.

The information in Table 144 and graph below gives the estimated number of vehicles per vehicle category per province, possibly driving on the roads with defect lights; head-lights, tail-lights and brake-lights.

The information below shows a national increase in the estimated number of vehicles with defect lights that could be using the street and road network on a daily basis, increased by 677 939 (425,87%) from 159 188 in 2007 to 837 127 in

2008. Without exception, no decreases in this regard were recorded in any of the provinces.

Table 144 : Estimated Number of Vehicles with Defect Lights : 2007										
Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
LMVs	83,799	13,263	6,124	10,279	9,483	8,364	7,482	6,502	2,909	**148,206**
MB Taxis	2,401	586	72	245	318	224	522	182	9	**4,560**
Buses	0	45	0	0	0	21	301	36	0	**403**
Trucks	3,403	905	172	261	459	315	220	267	16	**6,019**
Total	**89,603**	**14,799**	**6,368**	**10,785**	**10,261**	**8,925**	**8,525**	**6,987**	**2,935**	**159,188**
Estimated Number of Vehicles with Defect Lights : 2008										
Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
LMVs	233,602	151,766	167,507	66,094	30,519	42,279	48,823	25,613	11,841	**778,045**
MB Taxis	8,925	3,115	3,415	1,375	813	952	1,107	1,186	142	**21,029**
Buses	760	720	705	604	175	266	165	432	104	**3,930**
Trucks	10,160	7,490	2,994	3,686	2,425	3,094	1,698	1,872	705	**34,123**
Total	**253,447**	**163,091**	**174,622**	**71,759**	**33,932**	**46,590**	**51,793**	**29,103**	**12,792**	**837,127**
% Change in Estimated Number of Vehicles with Defect Lights										
Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
LMVs	178.76	1044.28	2635.38	542.99	221.82	405.46	552.54	293.95	307.00	**424.97**
MB Taxis	271.67	431.35	4631.64	461.84	155.59	324.43	112.08	549.75	1476.71	**361.16**
Buses	*high*	1508.48	*high*	*high*	*high*	1147.28	-45.20	1093.87	*high*	**874.39**
Trucks	198.58	727.39	1636.96	1312.91	427.98	883.20	671.80	600.70	4243.93	**466.96**
Total	**182.85**	**1002.02**	**2642.05**	**565.37**	**230.70**	**422.04**	**507.53**	**316.50**	**335.90**	**425.87**



The biggest percentage overall increases from 2007 to 2008 were recorded as follows :

- Western Cape : increased by 2 642% from 6 368 to 174 622;
- KwaZulu-Natal : increased by 1 002% from 14 799 to 163 091; and
- Eastern Cape : increased by 565% from 10 785 to 71 759 vehicles in 2008.

The provinces with the highest possible number of offending vehicles in 2008 are :

- Gauteng : 253 447 vehicles;
- KwaZulu-Natal : 163 091; and
- Western Cape : 174 622 vehicles.

Changes from 2007 to 2008 in offences per vehicle type are as follows :

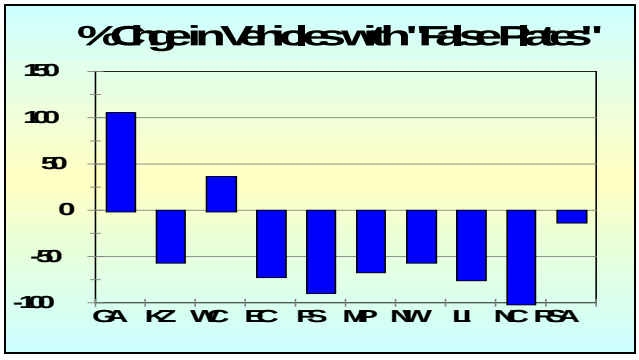
- Light motor vehicles (LMVs) : increased by 425% from 148 206 to 778 045;

- Minibus taxis : increased by 361% from 4 560 to 21 029;
- Buses : increased by 874% from 403 to 3 930; and
- Trucks : increased by 467% from 6 019 to 34 123 vehicles in 2007.

The information in Table 145 and graph below gives the estimated number of vehicles with no correlation between the licence number of the vehicle displayed on the licence disc and the number plate fitted to the vehicle. These could possibly be vehicles with false licence plates fitted.

Table 145 : Estimated No. of Vehicles with No Correlation between Number on Plate & Licence Disc : All Vehicle Types

Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	18,798	10,412	8,265	6,149	7,838	4,281	3,125	12,127	854	**71,849**
2008	38,641	4,708	11,278	1,728	894	1,490	1,378	3,161	0	**63,278**
Change	19,843	-5,704	3,013	-4,421	-6,944	-2,791	-1,747	-8,966	-854	**-8,572**
% change	105.56	-54.78	36.46	-71.90	-88.59	-65.20	-55.91	-73.93	-100.00	**-11.93**



The information above shows a national decrease in the estimated number of vehicles that could be using the street and road network on a daily basis while fitted with false number plates, by 8 572 (11,93%) from 71 849 in 2007 to 63 278 in 2008. With the exception of Gauteng and the Western Cape, all other provinces recorded decreases in this regard.

The estimated increases in this regard are:

- Gauteng : increased by 105,56% from 18 798 to 38 641; and
- Western Cape : increased by 36,46% from 8 265 to 11 278.

On a percentage basis, the biggest estimated decreases in this regard are:

- Free State : decreased by 88,59% from 7 838 to 894;
- Limpopo : decreased by 73,93% from 12 127 to 3 161; and
- Eastern Cape : decreased by 71,90% from 6 149 to 1 728 vehicles.

The provinces with the highest possible number of offending vehicles in 2008 are:

- Gauteng : 38 641 vehicles;
- KwaZulu-Natal : 4 708 vehicles; and
- Western Cape : 11 278 vehicles.

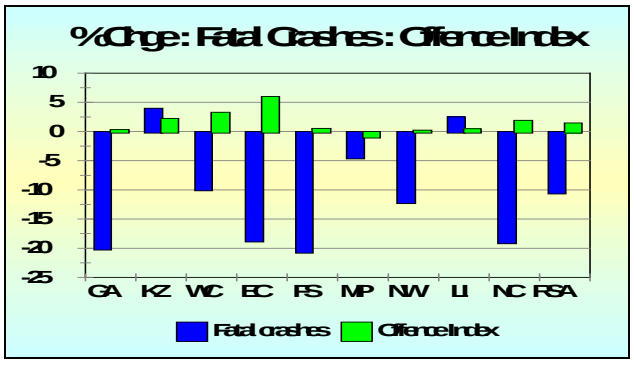
8.19 Comparison between Fatal Crashes and Traffic Offences

General overview

Information on the comparison between fatal crashes and road traffic offences for the years 2007 and 2008 is given in Table 146 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 146 : Comparison between Fatal Crashes and Traffic Offence Indices

Number of Fatal Crashes					Combined Offence Index			
Prov	**2007**	**2008**	**Change**	**% change**	**Prov**	**2007**	**2008**	**% change**
GA	2,907	2,322	-585	-20.12	**GA**	5.82	6.15	0.33
KZ	2,032	2,113	81	3.99	**KZ**	4.69	6.95	2.26
WC	1,369	1,233	-136	-9.93	**WC**	5.23	8.54	3.31
EC	1,313	1,069	-244	-18.58	**EC**	4.30	10.31	6.01
FS	823	653	-170	-20.66	**FS**	6.31	6.86	0.55
MP	1,257	1,200	-57	-4.53	**MP**	5.23	4.33	-0.90
NW	989	870	-119	-12.03	**NW**	5.14	5.37	0.23
LI	1,034	1,060	26	2.51	**LI**	5.12	5.59	0.47
NC	287	233	-54	-18.82	**NC**	4.47	6.38	1.91
RSA	**12,011**	**10,753**	**-1,258**	**-10.47**	**RSA**	**5.28**	**6.75**	**1.47**



The information above shows that, in general, there is very little correlation in the change in the number of fatal crashes and the change in the overall combined offence index. For example:

- National level : offence index increased by 1,47% and fatal crashes decreased by 10,47%;

- Gauteng : offence index increased by 0,33% and fatal crashes decreased by 20,12%;
- Western Cape : offence index increased by 3,31% and fatal crashes decreased by 9,93%; and
- North West : offence index increased by 0,23% and fatal crashes decreased by 12,03%.

Exceptions in this regard are the following provinces which show a simultaneous increase or decrease in traffic offences and fatal crashes from 2007 to 2008:

- KwaZulu-Natal : offence index increased by 2,26% and fatal crashes increased by 3,99%; and
- Mpumalanga : offence index decreased by 0,90% and fatal crashes decreased by 4,53%; and
- Limpopo : offence index increased by 0,47% and fatal crashes increased by 2,51%.

Comparison between total Vehicles in Crashes and Offence Indices

Information on the comparison between the number of all vehicle involved in fatal crashes and road traffic offences for the years 2007 and 2008 is given in Table 147 and the % change for each from 2007 to 2008 reflected in the graph below.

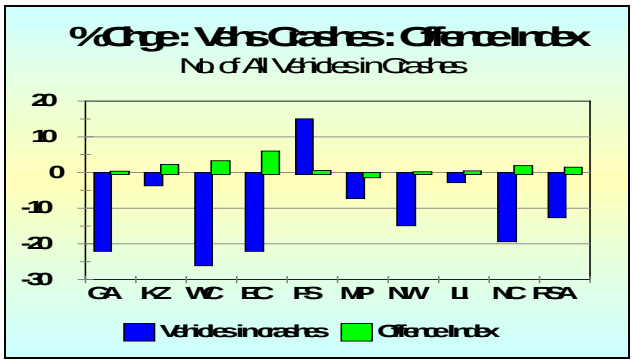
Table 147 : Comparison between Number of Vehicles in Crashes and Traffic Offence Indices

Number of All Vehicles in Fatal Crashes					Combined Offence Index			
Prov	2007	2008	Change	% change	Prov	2007	2008	% change
GA	3,731	2,927	-805	-21.57	GA	5.82	6.15	0.33
KZ	2,450	2,373	-77	-3.13	KZ	4.69	6.95	2.26
WC	1,686	1,255	-432	-25.59	WC	5.23	8.54	3.31
EC	1,610	1,263	-347	-21.55	EC	4.30	10.31	6.01
FS	1,071	1,231	161	15.02	FS	6.31	6.86	0.55
MP	1,715	1,601	-114	-6.65	MP	5.23	4.33	-0.90
NW	1,288	1,102	-186	-14.44	NW	5.14	5.37	0.23
LI	1,372	1,342	-30	-2.15	LI	5.12	5.59	0.47
NC	359	291	-68	-18.86	NC	4.47	6.38	1.91
RSA	**15,282**	**13,386**	**-1,896**	**-12.41**	**RSA**	**5.28**	**6.75**	**1.47**

As in the case of fatal crashes and offences, there is also very little correlation in the change in the number of vehicles involved in fatal crashes and the change in the offence index for the various provinces. Seven (7) provinces show a decrease in fatal crashes whilst recording an increase in the overall offence index.

The two exceptions in this regard, one with an increase and one with a decrease, are:

- Free State : offence index increased by 0,55% and the number of all vehicles involved in fatal crashes increased by 15,02%.
- Mpumalanga : offence index decreased by 0,90% and the number of all vehicles involved in fatal crashes decreased by 6,65%.



Comparison between Specific Categories of Vehicles in Crashes and Specific Offence Indices : Speed – Urban Areas – Day-Time

Information on the comparison between the percentage of **light motor vehicles** (**LMVs**) involved in fatal crashes and the percentage of light motor vehicles exceeding the speed limit in urban areas for the years 2007 and 2008 is given in Table 148 and the % change for each from 2007 to 2008 reflected in the graph below.

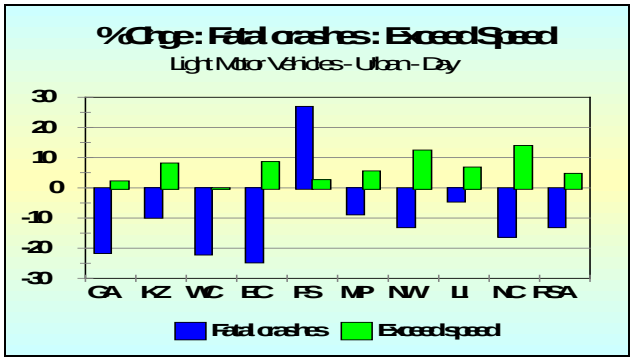
Table 148 : Comparison between No. of LMVs in Crashes and Exceeding Speed Limit : Urban Areas : Day-Time

LMVs in Fatal Crashes						% LMVs Exceed Speed			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	3,039	2,395	-644	-21.20		GA	17.00	19.30	2.30
KZ	1,742	1,577	-164	-9.43		KZ	14.80	23.00	8.20
WC	1,256	980	-275	-21.93		WC	24.90	24.70	-0.20
EC	1,292	974	-318	-24.60		EC	14.60	23.30	8.70
FS	816	1,036	220	26.99		FS	33.40	36.10	2.70
MP	1,346	1,232	-115	-8.53		MP	10.70	16.30	5.60
NW	978	856	-122	-12.50		NW	10.50	23.00	12.50
LI	1,018	974	-44	-4.32		LI	19.70	26.60	6.90
NC	293	245	-47	-16.09		NC	20.70	34.70	14.00
RSA	**11,778**	**10,269**	**-1,509**	**-12.82**		**RSA**	**17.90**	**22.70**	**4.80**

The above information, as in the cases above, show very little general correlation in the change in the number of **LMVs** involved in fatal crashes and the change in the % of LMVs exceeding the speed limit in urban areas during day-time for the various provinces. On a national basis the number of LMVs involved in fatal crashes decreased by 12,82% while the percentage of LMVs exceeding the speed limit increased from 17,90% to 22,70%.

The two exceptions in this regard, one with an increase and one with a decrease, are:

- Western Cape : speed offences decreased by 0,20% and the number of LMVs involved in fatal crashes decreased by 21,93%.
- Free State : speed offences increased by 2,70% and the number of LMVs involved in fatal crashes increased by 26,99%.



Information on the comparison between the percentage of **minibus taxis** involved in fatal crashes and the percentage of minibus taxis exceeding the speed limit in urban areas for the years 2007 and 2008 is given in Table 149 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 149 : Comparison between No. of Minibus Taxis in Crashes and Exceeding Speed Limit : Urban Areas : Day-Time

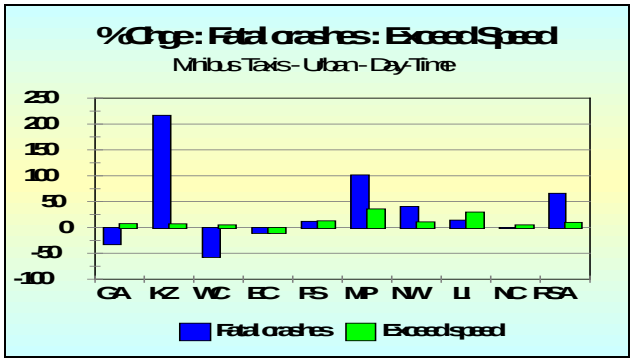
Minibus Taxis in Fatal Crashes						% MB Taxis Exceed Speed			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	14	10	-4	-29.86		GA	31.70	39.00	7.30
KZ	48	151	103	216.92		KZ	26.80	33.90	7.10
WC	3	1	-2	-54.02		WC	50.50	55.40	4.90
EC	6	6	-1	-9.79		EC	29.40	19.50	-9.90
FS	15	17	2	11.84		FS	36.60	49.30	12.70
MP	4	7	4	101.53		MP	23.20	59.00	35.80
NW	42	59	17	40.54		NW	29.20	40.00	10.80
LI	63	72	9	14.30		LI	37.20	66.80	29.60
NC	0	0	0	0.00		NC	48.20	53.30	5.10
RSA	**195**	**323**	**128**	**65.86**		**RSA**	**33.70**	**43.50**	**9.80**

The above information shows some correlation in 6 provinces in the change in the number of **minibus taxis** involved in fatal crashes and the change in the % of minibus taxis exceeding the speed limit in urban areas during day-time.

The one province showing a decrease in both is the Eastern Cape where the number of minibus taxis involved in crashes decreased by 9,79% and the number of minibus taxis exceeding the speed limit decreased by 9,90%.

The provinces showing an increase in both the number of minibus taxis involved in fatal crashes and an increase in exceeding the speed limit in urban areas are:

- KwaZulu-Natal : speed offences increased by 7,10% and the number of minibus taxis involved in fatal crashes increased by 216,92%.
- Free State : speed offences increased by 12,70% and the number of minibus taxis involved in fatal crashes increased by 11,84%.
- Mpumalanga : speed offences increased by 35,80% and the number of minibus taxis involved in fatal crashes increased by 101,53%.
- North West : speed offences increased by 10,80% and the number of minibus taxis involved in fatal crashes increased by 40,54%.
- Limpopo : speed offences increased by 26,60% and the number of minibus taxis involved in fatal crashes increased by 14,30%.

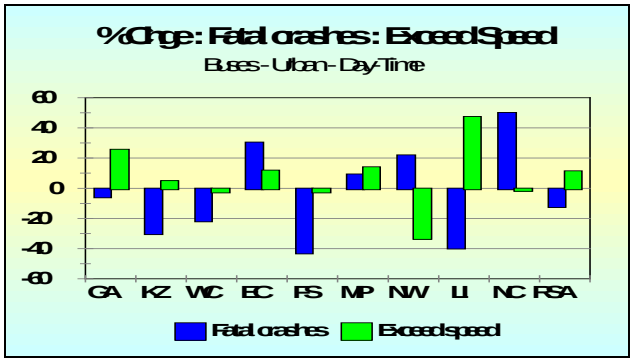


Information on the comparison between the percentage of **buses** involved in fatal crashes and the percentage of buses exceeding the speed limit in urban areas for the years 2007 and 2008 is given in Table 150 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 150 : Comparison between No. of Buses in Crashes and Exceeding Speed Limit : Urban Areas : Day-Time

Buses in Fatal Crashes						% Buses Exceed Speed			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	42	39	-2	-5.51		GA	1.90	27.80	25.90
KZ	65	46	-19	-29.32		KZ	9.10	14.10	5.00
WC	42	34	-9	-20.74		WC	27.50	25.40	-2.10
EC	32	42	10	30.57		EC	2.50	14.50	12.00
FS	18	11	-8	-42.17		FS	25.40	23.20	-2.20
MP	42	46	4	9.51		MP	9.50	23.70	14.20
NW	15	19	3	22.16		NW	36.80	3.70	-33.10
LI	37	22	-14	-38.98		LI	20.00	67.60	47.60
NC	3	4	1	50.25		NC	15.40	14.80	-0.60
RSA	**296**	**262**	**-33**	**-11.30**		**RSA**	**12.20**	**23.80**	**11.60**

The above information shows some correlation in 4 provinces in the change in the number of **buses** involved in fatal crashes and the change in the % of buses exceeding the speed limit in urban areas during day-time.



The 2 provinces with simultaneous increases are :

- Eastern Cape : speed offences increased by 12,00% and the number of buses involved in fatal crashes increased by 30,57%.
- Mpumalanga : speed offences increased by 14,20% and the number of buses involved in fatal crashes increased by 9,51%.

The 2 provinces with simultaneous decreases are :

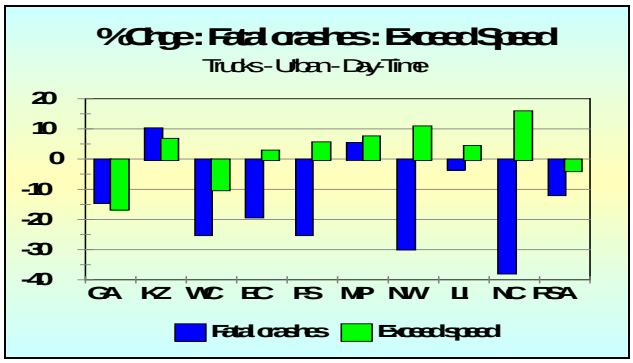
- Western Cape : speed offences decreased by 2,10% and the number of buses involved in fatal crashes decreased by 20,74%.
- Free State : speed offences decreased by 2,20% and the number of buses involved in fatal crashes decreased by 42,17%.

Information on the comparison between the percentage of **trucks** involved in fatal crashes and the percentage of trucks exceeding the speed limit in urban areas for the years 2007 and 2008 is given in Table 151 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 151 : Comparison between No. of Trucks in Crashes and Exceeding Speed Limit : Urban Areas : Day-Time

Trucks in Fatal Crashes						% Trucks Exceed Speed			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	272	233	-38	-14.11		GA	43.70	27.50	-16.20
KZ	248	274	26	10.36		KZ	33.50	40.40	6.90
WC	161	121	-40	-24.78		WC	70.20	60.00	-10.20
EC	176	143	-34	-19.22		EC	42.20	45.20	3.00
FS	163	122	-41	-25.01		FS	50.00	55.70	5.70
MP	211	222	12	5.50		MP	32.40	40.10	7.70
NW	132	93	-39	-29.62		NW	39.80	50.80	11.00
LI	131	127	-4	-3.20		LI	46.30	50.80	4.50
NC	40	25	-15	-37.80		NC	49.40	65.40	16.00
RSA	**1,534**	**1,360**	**-174**	**-11.34**		**RSA**	**45.50**	**42.00**	**-3.50**

The above information shows some correlation in 4 provinces in the change in the number of **trucks** involved in fatal crashes and the change in the % of trucks exceeding the speed limit in urban areas during day-time.



The 2 provinces with simultaneous increases are :

- KwaZulu-Natal : speed offences increased by 6,90% and the number of trucks involved in fatal crashes increased by 10,36%.
- Mpumalanga : speed offences increased by 7,70% and the number of trucks involved in fatal crashes increased by 5,50%.

The 2 provinces with simultaneous decreases are :

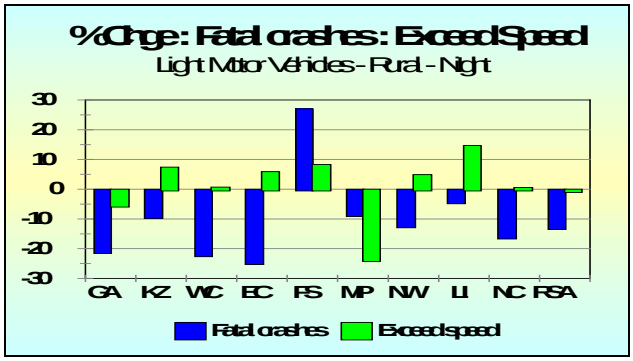
- Gauteng : speed offences decreased by 16,20% and the number of trucks involved in fatal crashes decreased by 14,11%.
- Western Cape : speed offences decreased by 10,20% and the number of trucks involved in fatal crashes decreased by 24,78%.

Comparison between Specific Categories of Vehicles in Crashes and Specific Offence Indices : Speed – Rural Areas – Night-Time

Information on the comparison between the percentage of **light motor vehicles** (**LMVs**) involved in fatal crashes and the percentage of light motor vehicles exceeding the speed limit in rural areas during night-time for the years 2007 and 2008 is given in Table 152 and the % change for each from 2007 to 2008 reflected in the graph below.

The information below shows some correlation in 3 provinces in the change in the number of **LMVs** involved in fatal crashes and the change in the % of LMVs exceeding the speed limit in rural areas during night-time.

Table 152 : Comparison between No. of LMVs in Crashes and Exceeding Speed Limit : Rural Areas : Night-Time								
LMVs in Fatal Crashes					% LMVs Exceed Speed			
Prov	2007	2008	Change	% change	Prov	2007	2008	% change
GA	3,039	2,395	-644	-21.20	GA	21.70	16.30	-5.40
KZ	1,742	1,577	-164	-9.43	KZ	17.90	25.30	7.40
WC	1,256	980	-275	-21.93	WC	25.40	26.10	0.70
EC	1,292	974	-318	-24.60	EC	14.80	20.70	5.90
FS	816	1,036	220	26.99	FS	25.30	33.60	8.30
MP	1,346	1,232	-115	-8.53	MP	40.40	16.60	-23.80
NW	978	856	-122	-12.50	NW	14.20	19.10	4.90
LI	1,018	974	-44	-4.32	LI	16.70	31.40	14.70
NC	293	245	-47	-16.09	NC	21.90	22.50	0.60
RSA	**11,778**	**10,269**	**-1,509**	**-12.82**	**RSA**	**22.20**	**21.70**	**-0.50**



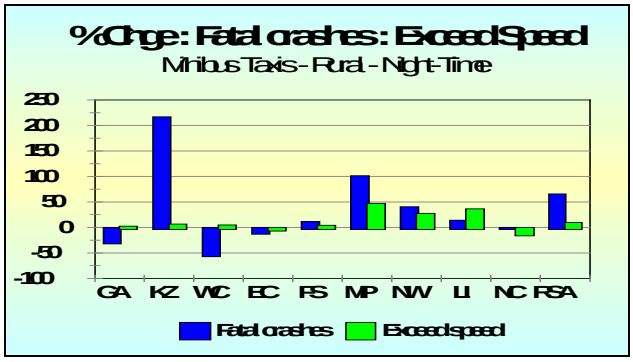
These 3 provinces with simultaneous decreases and/or increases are :

- Gauteng : speed offences decreased by 5,40% and the number of LMVs involved in fatal crashes decreased by 21,20%.
- Free State : speed offences increased by 8,30% and the number of LMVs involved in fatal crashes increased by 26,99%.
- Mpumalanga : speed offences decreased by 23,80% and the number of LMVs involved in fatal crashes decreased by 8,53%.

Information on the comparison between the percentage of **minibus taxis** involved in fatal crashes and the percentage of minibus taxis exceeding the speed limit in rural areas during night-time for the years 2007 and 2008 is given in Table 153 and the % change for each from 2007 to 2008 reflected in the graph below.

The information below shows some correlation in 6 provinces in the change in the number of **minibus taxis** involved in fatal crashes and the change in the % of minibus taxis exceeding the speed limit in rural areas during night-time. Increases were recorded in 5 Provinces, while 1 province recorded decreases. The latter province is the Eastern Cape where the speed offences decreased by 4.40% and the number of minibus taxis involved in fatal crashes decreased by 9,79%.

Table 153 : Comparison between No. of Minibus Taxis in Crashes and Exceeding Speed Limit : Rural Areas : Night-Time								
Minibus Taxis in Fatal Crashes					% MB Taxis Exceed Speed			
Prov	2007	2008	Change	% change	Prov	2007	2008	% change
GA	14	10	-4	-29.86	GA	30.30	32.90	2.60
KZ	48	151	103	216.92	KZ	27.30	34.00	6.70
WC	3	1	-2	-54.02	WC	54.60	59.60	5.00
EC	6	6	-1	-9.79	EC	26.30	21.90	-4.40
FS	15	17	2	11.84	FS	41.20	45.40	4.20
MP	4	7	4	101.53	MP	12.50	59.50	47.00
NW	42	59	17	40.54	NW	28.00	55.50	27.50
LI	63	72	9	14.30	LI	30.10	66.70	36.60
NC	0	0	0	0.00	NC	57.10	43.80	-13.30
RSA	**195**	**323**	**128**	**65.86**	**RSA**	**33.00**	**42.70**	**9.70**



The 5 provinces with simultaneous increases are :

- KwaZulu-Natal : speed offence index increased by 6,70% and the number of minibus taxis involved in fatal crashes increased by 216,92%.
- Free State : speed offence index increased by 4,20% and the number of taxis involved in fatal crashes increased by 11,84%.
- Mpumalanga : speed offence index increased by 47,00% and the number of taxis involved in fatal crashes increased by 101,53%.
- North West : speed offence index increased by 27,50% and the number of minibus taxis involved in fatal crashes increased by 40,54%.
- Limpopo : speed offence index increased by 36,60% and the number of taxis involved in fatal crashes increased by 14,30%.

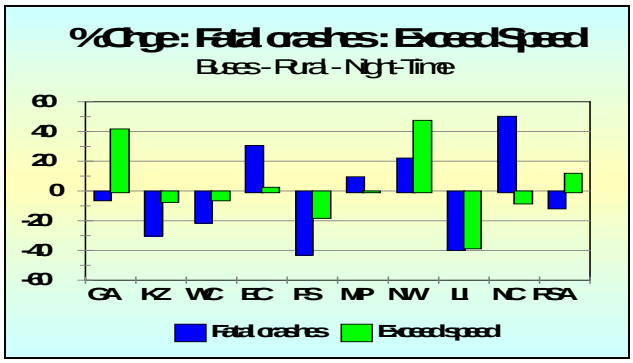
Information on the comparison between the percentage of **buses** involved in fatal crashes and the percentage of buses exceeding the speed limit in rural areas during night-time for the years 2007 and 2008 is given in Table 154 and the % change for each from 2007 to 2008 reflected in the graph below.

The information below shows some correlation in 6 provinces in the change in the number of **buses** involved in fatal crashes and the change in the % of buses

exceeding the speed limit in rural areas during night-time. Increases were recorded in 2 Provinces, while 4 Province recorded decreases.

Table 154 : Comparison between No. of Buses in Crashes and Exceeding Speed Limit : Rural Areas : Night-Time

Buses in Fatal Crashes					% Buses Exceed Speed			
Prov	2007	2008	Change	% change	Prov	2007	2008	% change
GA	42	39	-2	-5.51	GA	8.30	50.00	41.70
KZ	65	46	-19	-29.32	KZ	9.10	2.60	-6.50
WC	42	34	-9	-20.74	WC	56.50	50.90	-5.60
EC	32	42	10	30.57	EC	0.00	2.50	2.50
FS	18	11	-8	-42.17	FS	30.00	12.50	-17.50
MP	42	46	4	9.51	MP	0.00	0.00	0.00
NW	15	19	3	22.16	NW	40.00	87.50	47.50
LI	37	22	-14	-38.98	LI	37.50	0.00	-37.50
NC	3	4	1	50.25	NC	26.70	19.20	-7.50
RSA	**296**	**262**	**-33**	**-11.30**	**RSA**	**19.60**	**31.50**	**11.90**



The simultaneous increases in this regard were recorded as follows:

- Eastern Cape : speed offence index increased by 2,50% and the number of buses involved in fatal crashes increased by 30,57%.
- North West : speed offence index increased by 47,50% and the number of buses involved in fatal crashes increased by 22,16%.

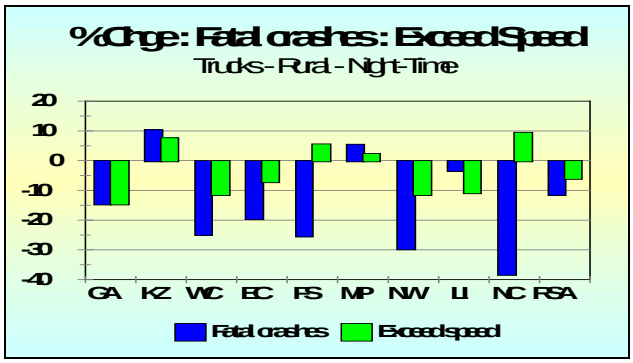
The simultaneous decreases in this regard were recorded as follows:

- KwaZulu-Natal : speed offence index decreased by 6,50% and the number of buses involved in fatal crashes decreased by 29,32%.
- Western Cape : speed offence index decreased by 5,60% and the number of buses involved in fatal crashes decreased by 20,74%.
- Free State : speed offence index decreased by 17,50% and the number of buses involved in fatal crashes decreased by 42,17%.
- Limpopo : speed offence index decreased by 37,50% and the number of buses involved in fatal crashes decreased by 38,98%.

Information on the comparison between the percentage of **trucks** involved in fatal crashes and the percentage of trucks exceeding the speed limit in rural areas during night-time for the years 2007 and 2008 is given in Table 155 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 155 : Comparison between No. of Trucks in Crashes and Exceeding Speed Limit : Rural Areas : Night-Time

Trucks in Fatal Crashes					% Trucks Exceed Speed				
Prov	2007	2008	Change	% change	Prov	2007	2008	% change
GA	272	233	-38	-14.11	GA	44.50	30.30	-14.20
KZ	248	274	26	10.36	KZ	38.30	46.00	7.70
WC	161	121	-40	-24.78	WC	76.80	65.80	-11.00
EC	176	143	-34	-19.22	EC	48.00	41.10	-6.90
FS	163	122	-41	-25.01	FS	58.10	63.70	5.60
MP	211	222	12	5.50	MP	41.20	43.60	2.40
NW	132	93	-39	-29.62	NW	65.20	54.30	-10.90
LI	131	127	-4	-3.20	LI	51.80	41.10	-10.70
NC	40	25	-15	-37.80	NC	54.10	63.60	9.50
RSA	**1,534**	**1,360**	**-174**	**-11.34**	**RSA**	**51.00**	**45.00**	**-6.00**



The information above shows some correlation in 7 provinces in the change in the number of **trucks** involved in fatal crashes and the change in the % of trucks exceeding the speed limit in rural areas during night-time.

The 2 simultaneous increases in this regard were recorded as follows:

- KwaZulu-Natal : speed offence index increased by 7,70% and the number of trucks involved in fatal crashes increased by 10,36%.
- Mpumalanga : speed offence index increased by 2,40% and the number of trucks involved in fatal crashes increased by 5,50%.

The 5 simultaneous decreases in this regard were recorded as follows:

- Gauteng : speed offence index decreased by 14,20% and the number of trucks involved in fatal crashes decreased by 14,11%.
- Western Cape : speed offence index decreased by 11,00% and the number of trucks involved in fatal crashes decreased by 24,78%.

- Eastern Cape : speed offence index decreased by 6,90% and the number of trucks involved in fatal crashes decreased by 19,22%.
- North West : speed offence index decreased by 10,90% and the number of trucks involved in fatal crashes decreased by 29,62%.
- Limpopo : speed offence index decreased by 10,70% and the number of trucks involved in fatal crashes decreased by 3,20%.

***General Note** : Due to a lack of detailed information on the number of vehicles involved in fatal crashes separately in urban and rural areas, the total number of vehicles involved in fatal crashes per province were used for the above comparisons. The separate offence indices for urban and rural areas were used in each case.*

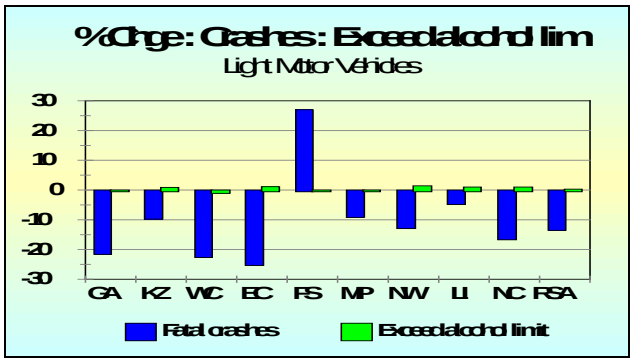
Comparison between Specific Categories of Vehicles in Crashes and Specific Offence Indices : Driver Alcohol Offences – All Areas – Day-Time

Information on the comparison between the percentage of drivers of **light motor vehicles** (**LMVs**) involved in fatal crashes and the percentage drivers of light motor vehicles exceeding the legal alcohol limit in all areas during day-time for the years 2007 and 2008 is given in Table 156 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 156 : Comparison between Number of Vehicles in Crashes and Traffic Offence Indices - Alcohol Daytime - LMVs

LMVs in Fatal Crashes					% LMVs Exceed Alcohol Limit			
Prov	**2007**	**2008**	**Change**	**% change**	**Prov**	**2007**	**2008**	**% change**
GA	3,039	2,395	-644	-21.20	**GA**	0.00	0.00	0.00
KZ	1,742	1,577	-164	-9.43	**KZ**	0.00	0.90	0.90
WC	1,256	980	-275	-21.93	**WC**	0.70	0.00	-0.70
EC	1,292	974	-318	-24.60	**EC**	0.80	1.90	1.10
FS	816	1,036	220	26.99	**FS**	0.00	0.00	0.00
MP	1,346	1,232	-115	-8.53	**MP**	0.00	0.00	0.00
NW	978	856	-122	-12.50	**NW**	0.60	2.00	1.40
LI	1,018	974	-44	-4.32	**LI**	0.00	1.00	1.00
NC	293	245	-47	-16.09	**NC**	0.00	1.00	1.00
RSA	**11,778**	**10,269**	**-1,509**	**-12.82**	**RSA**	**0.20**	**0.50**	**0.30**

The information above shows some correlation only in one provinces in the change in the number of **LMVs** involved in fatal crashes and the change in the % of drivers of LMVs exceeding the legal alcohol limit in all areas during day-time. This province is the Western Cape where the percentage of drivers exceeding the legal alcohol limit decreased by 0,70% and the number of LMVs involved in fatal crashes decreased by 21,93%.

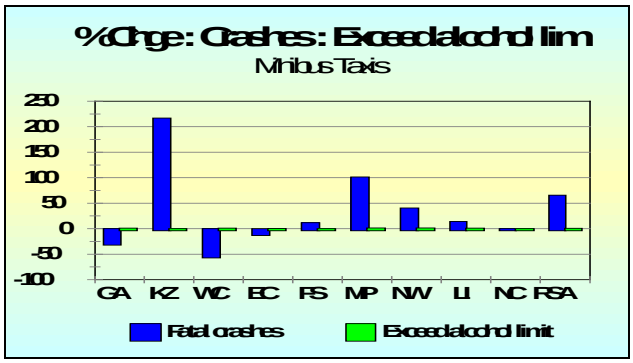


Information on the comparison between the percentage of drivers of **minibus taxis** involved in fatal crashes and the percentage drivers of minibus taxis exceeding the legal alcohol limit in all areas during day-time for the years 2007 and 2008 is given in Table 157 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 157 : Comparison between Number of Vehicles in Crashes and Traffic Offence Indices - Alcohol Daytime - Minibus Taxis

Minibus Taxis in Fatal Crashes				
Prov	2007	2008	Change	% change
GA	14	10	-4	-29.86
KZ	48	151	103	216.92
WC	3	1	-2	-54.02
EC	6	6	-1	-9.79
FS	15	17	2	11.84
MP	4	7	4	101.53
NW	42	59	17	40.54
LI	63	72	9	14.30
NC	0	0	0	0.00
RSA	**195**	**323**	**128**	**65.86**

% MB Taxis Exceed Alcohol Limit			
Prov	2007	2008	% change
GA	0.00	1.10	1.10
KZ	0.00	0.00	0.00
WC	0.00	1.00	1.00
EC	1.20	1.70	0.50
FS	0.00	0.00	0.00
MP	0.00	1.40	1.40
NW	0.00	1.50	1.50
LI	0.00	1.10	1.10
NC	0.00	0.00	0.00
RSA	**0.10**	**0.90**	**0.80**



The information above shows some correlation only in three (3) provinces in the change in the number of **minibus taxis** involved in fatal crashes and the change in the % of drivers of minibus taxis exceeding the legal alcohol limit in all areas during day-time.

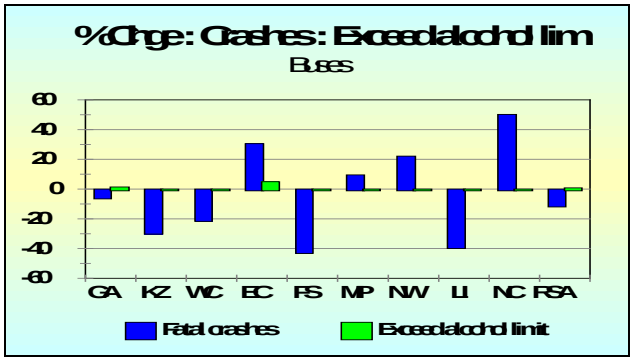
These 3 provinces, all with simultaneous increases, are :

- Mpumalanga : the percentage of drivers exceeding the legal alcohol limit increased by 1,40% and the number of minibus taxis involved in fatal crashes decreased by 101,53%.
- North West : the percentage of drivers exceeding the legal alcohol limit increased by 1,50% and the number of minibus taxis involved in fatal crashes decreased by 40,54%.
- Limpopo : the percentage of drivers exceeding the legal alcohol limit increased by 1,10% and the number of minibus taxis involved in fatal crashes decreased by 14,30%.

Information on the comparison between the percentage of drivers of **buses** involved in fatal crashes and the percentage drivers of buses exceeding the legal alcohol limit in all areas during day-time for the years 2007 and 2008 is given in Table 158 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 158 : Comparison between Number of Vehicles in Crashes and Traffic Offence Indices - Alcohol Daytime - Buses

Buses in Fatal Crashes						% Buses Exceed Alcohol Limit			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	42	39	-2	-5.51		GA	0.00	1.40	1.40
KZ	65	46	-19	-29.32		KZ	0.00	0.00	0.00
WC	42	34	-9	-20.74		WC	0.00	0.00	0.00
EC	32	42	10	30.57		EC	0.00	5.00	5.00
FS	18	11	-8	-42.17		FS	0.00	0.00	0.00
MP	42	46	4	9.51		MP	0.00	0.00	0.00
NW	15	19	3	22.16		NW	0.00	0.00	0.00
LI	37	22	-14	-38.98		LI	0.00	0.00	0.00
NC	3	4	1	50.25		NC	0.00	0.00	0.00
RSA	**296**	**262**	**-33**	**-11.30**		**RSA**	**0.00**	**0.80**	**0.80**



The information above shows some correlation only in one (1) province in the change in the number of **buses** involved in fatal crashes and the change in the % of drivers of buses exceeding the legal alcohol limit in all areas during day-time. This province is the Eastern Cape where the percentage of drivers exceeding the legal alcohol limit increased by 5,00% and the number of buses involved in fatal crashes increased by 30,57%.

Information on the comparison between the percentage of drivers of **trucks** involved in fatal crashes and the percentage drivers of trucks exceeding the legal alcohol limit in all areas during day-time for the years 2007 and 2008 is given in Table 159 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 159 : Comparison between Number of Vehicles in Crashes and Traffic Offence Indices - Alcohol Daytime - Trucks

Trucks in Fatal Crashes					% Trucks Exceed Alcohol Limit			
Prov	2007	2008	Change	% change	Prov	2007	2008	% change
GA	272	233	-38	-14.11	GA	0.70	0.00	-0.70
KZ	248	274	26	10.36	KZ	0.00	5.90	5.90
WC	161	121	-40	-24.78	WC	0.00	0.00	0.00
EC	176	143	-34	-19.22	EC	0.70	2.40	1.70
FS	163	122	-41	-25.01	FS	0.00	0.00	0.00
MP	211	222	12	5.50	MP	0.70	0.00	-0.70
NW	132	93	-39	-29.62	NW	0.00	0.90	0.90
LI	131	127	-4	-3.20	LI	0.70	1.00	0.30
NC	40	25	-15	-37.80	NC	0.00	2.20	2.20
RSA	**1,534**	**1,360**	**-174**	**-11.34**	**RSA**	**0.40**	**1.30**	**0.90**

The information above shows some correlation only in two (2) provinces in the change in the number of **trucks** involved in fatal crashes and the change in the % of drivers of trucks exceeding the legal alcohol limit in all areas during day-time.

These 2 provinces are :

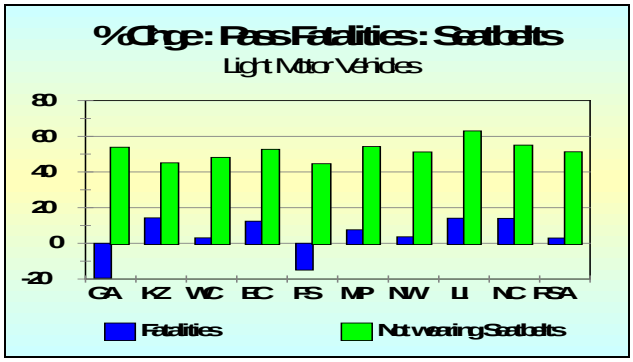
- Gauteng : the percentage of drivers exceeding the legal alcohol limit decreased by 0,70% and the number of trucks involved in fatal crashes decreased by 14,11%.
- KwaZulu-Natal : the percentage of drivers exceeding the legal alcohol limit increased by 5,90% and the number of trucks involved in fatal crashes increased by 10,36%.

Comparison between Specific Categories of Vehicles in Crashes and Specific Offence Indices : Light Motor Vehicle Passenger Fatalities and Passenger Seatbelt Wearing Rates

Information on the comparison between the percentage of passenger fatalities in **light motor vehicles** (**LMVs**) involved in fatal crashes and the percentage front seat passengers of light motor vehicles not wearing seatbelts in urban areas for the years 2007 and 2008 is given in Table 160 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 160 : Comparison between Passenger Fatalities in Light Motor Vehicles and the % Front Seat Passengers Not Wearing Seatbelts

LMVs Passenger Fatalities						% Not Wearing Seatbelts			
Prov	**2007**	**2008**	**Change**	**% change**		**Prov**	**2007**	**2008**	**% change**
GA	601	491	-110	-18.32		**GA**	18.50	72.40	53.90
KZ	502	574	72	14.24		**KZ**	21.55	66.70	45.15
WC	361	372	11	3.05		**WC**	18.39	66.60	48.21
EC	461	518	57	12.38		**EC**	26.42	79.10	52.68
FS	332	285	-48	-14.31		**FS**	31.69	76.30	44.61
MP	579	623	44	7.61		**MP**	16.17	70.40	54.23
NW	358	371	13	3.64		**NW**	20.87	72.10	51.23
LI	409	466	58	14.08		**LI**	12.02	75.00	62.98
NC	111	126	16	14.03		**NC**	13.38	68.40	55.02
RSA	**3,711**	**3,823**	**112**	**3.02**		**RSA**	**19.89**	**71.20**	**51.31**



The information above shows some correlation in 7 provinces in the change in the number of **light motor vehicle fatalities** and the change in the % of front seat passengers of LMVs not wearing seatbelts. The 2 provinces with no correlation in this regard are Gauteng and the Free State, although both recorded increases in the non-wearing rate.

The 7 provinces, all with simultaneous increases in this regard, are :

- KwaZulu-Natal : the non-wearing rate of seatbelts by front seat passengers increased 45,15% and all passenger fatalities increased by 14,24%.

- Western Cape : the non-wearing rate of seatbelts by front seat passengers increased 48,21% and all passenger fatalities increased by 3,05%.
- Eastern Cape : the non-wearing rate of seatbelts by front seat passengers increased 52,68% and all passenger fatalities increased by 12,38%.
- Mpumalanga : the non-wearing rate of seatbelts by front seat passengers increased 54,23% and all passenger fatalities increased by 7,61%.
- North West : the non-wearing rate of seatbelts by front seat passengers increased 51,23% and all passenger fatalities increased by 3,64%.
- Limpopo : the non-wearing rate of seatbelts by front seat passengers increased 62,98% and all passenger fatalities increased by 14,08%.
- Northern Cape : the non-wearing rate of seatbelts by front seat passengers increased 55,02% and all passenger fatalities increased by 14,03%.

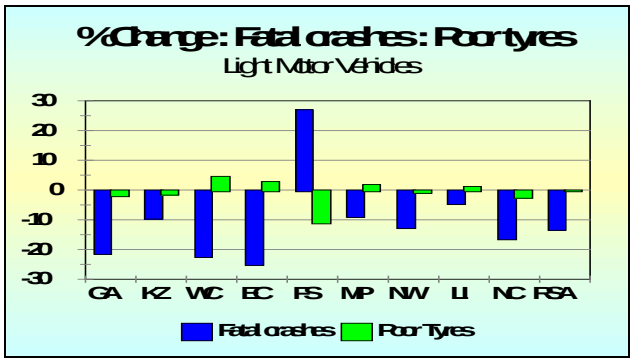
Comparison between Specific Categories of Vehicles in Crashes and Specific Offence Indices : Worn and/or Damaged Tyres

Information on the comparison between the percentage of **light motor vehicles** (**LMVs**) involved in fatal crashes and the percentage of light motor vehicles fitted with worn and/or damaged tyres for the years 2007 and 2008 is given in Table 161 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 161 : Comparison between No. of LMVs in Crashes and % Fitted with Worn and/or Damaged Tyres

LMVs in Fatal Crashes						% LMVs with Poor Tyres			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	3,039	2,395	-644	-21.20		GA	7.00	5.30	-1.70
KZ	1,742	1,577	-164	-9.43		KZ	5.50	4.50	-1.00
WC	1,256	980	-275	-21.93		WC	0.40	5.00	4.60
EC	1,292	974	-318	-24.60		EC	4.70	7.50	2.80
FS	816	1,036	220	26.99		FS	15.10	4.40	-10.70
MP	1,346	1,232	-115	-8.53		MP	5.30	7.10	1.80
NW	978	856	-122	-12.50		NW	8.50	8.00	-0.50
LI	1,018	974	-44	-4.32		LI	4.30	5.50	1.20
NC	293	245	-47	-16.09		NC	5.70	3.60	-2.10
RSA	**11,778**	**10,269**	**-1,509**	**-12.82**		**RSA**	**5.80**	**5.50**	**-0.30**

The information above shows some correlation in 4 provinces in the change in the number of **LMVs** involved in fatal crashes and the change in the % of LMVs fitted with worn and/or damaged tyres.



The provinces, all of whom showed simultaneous decreases in this regard are:

- Gauteng : tyre offences decreased by1,70% the number of LMVs involved in fatal crashes decreased by 21,20%.
- KwaZulu-Natal : tyre offences decreased by 1,00% the number of LMVs involved in fatal crashes decreased by 9,43%.
- North West : tyre offences decreased by 0,50% the number of LMVs involved in fatal crashes decreased by 12,50%.
- Northern Cape : tyre offences decreased by 2,10% the number of LMVs involved in fatal crashes decreased by 16,09%.

Information on the comparison between the percentage of **minibus taxis** involved in fatal crashes and the percentage of minibus taxis fitted with worn and/or damaged tyres for the years 2007 and 2008 is given in Table 162 and the % change for each from 2007 to 2008 reflected in the graph below.

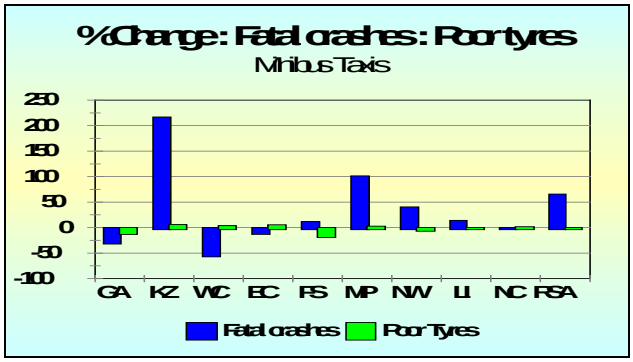
Table 162 : Comparison between No. of Minibus Taxis in Crashes and % Fitted with Worn and/or Damaged Tyres

Minibus Taxis in Fatal Crashes						% MB Taxis with Poor Tyres			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	14	10	-4	-29.86		GA	13.90	5.00	-8.90
KZ	48	151	103	216.92		KZ	2.90	8.90	6.00
WC	3	1	-2	-54.02		WC	2.40	6.40	4.00
EC	6	6	-1	-9.79		EC	3.60	9.20	5.60
FS	15	17	2	11.84		FS	23.00	7.40	-15.60
MP	4	7	4	101.53		MP	4.10	6.80	2.70
NW	42	59	17	40.54		NW	12.00	8.00	-4.00
LI	63	72	9	14.30		LI	10.30	9.40	-0.90
NC	0	0	0	0.00		NC	6.10	8.00	1.90
RSA	**195**	**323**	**128**	**65.86**		**RSA**	**8.80**	**6.90**	**-1.90**

The information above shows some correlation in only 2 provinces in the change in the number of **minibus taxis** involved in fatal crashes and the change in the % of minibus taxis fitted with worn and/or damaged tyres.

These 2 provinces are:

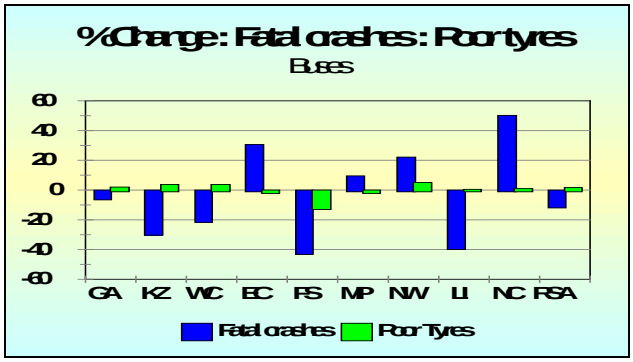
- Gauteng : tyre offences decreased by 8,90% and the number of minibus taxis involved fatal crashes decreased by 29,86%.
- Mpumalanga : tyre offences increased by 2,70% and the number of minibus taxis involved fatal crashes increased by 101,53%.



Information on the comparison between the percentage of **buses** involved in fatal crashes and the percentage of buses fitted with worn and/or damaged tyres for the years 2007 and 2008 is given in Table 163 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 163 : Comparison between No. of Buses in Crashes and % Fitted with Worn and/or Damaged Tyres

Buses in Fatal Crashes					% Buses with Poor Tyres			
Prov	**2007**	**2008**	**Change**	**% change**	**Prov**	**2007**	**2008**	**% change**
GA	42	39	-2	-5.51	**GA**	0.00	2.00	2.00
KZ	65	46	-19	-29.32	**KZ**	0.00	3.80	3.80
WC	42	34	-9	-20.74	**WC**	0.00	3.80	3.80
EC	32	42	10	30.57	**EC**	11.10	10.20	-0.90
FS	18	11	-8	-42.17	**FS**	15.90	4.40	-11.50
MP	42	46	4	9.51	**MP**	6.70	5.40	-1.30
NW	15	19	3	22.16	**NW**	0.00	5.10	5.10
LI	37	22	-14	-38.98	**LI**	3.20	3.70	0.50
NC	3	4	1	50.25	**NC**	0.00	1.00	1.00
RSA	**296**	**262**	**-33**	**-11.30**	**RSA**	**2.30**	**3.90**	**1.60**



The information above shows some correlation in only 3 provinces in the change in the number of **buses** involved in fatal crashes and the change in the % of buses fitted with worn and/or damaged tyres.

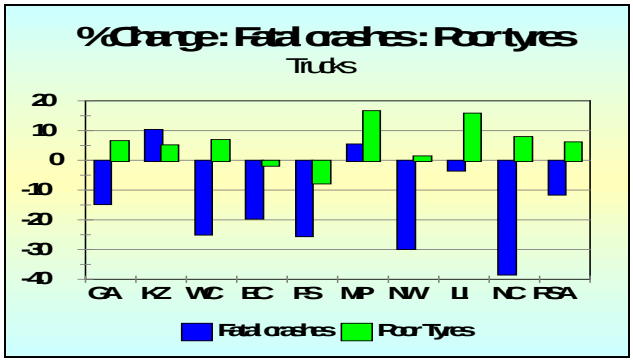
These 3 provinces are:

- Free State : tyre offences decreased by 11,50% and the number of buses involved fatal crashes decreased by 42,17%.
- North West : tyre offences increased by 5,10% and the number of buses involved fatal crashes increased by 22,16%.
- Northern Cape : tyre offences increased by 1,00% and the number of buses involved fatal crashes increased by 50,25%.

Information on the comparison between the percentage of **trucks** involved in fatal crashes and the percentage of trucks fitted with worn and/or damaged tyres for the years 2007 and 2008 is given in Table 164 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 164 : Comparison between No. of Trucks in Crashes and % Fitted with Worn and/or Damaged Tyres

Trucks in Fatal Crashes						% Trucks with Poor Tyres			
Prov	2007	2008	Change	% change		Prov	2007	2008	% change
GA	272	233	-38	-14.11		GA	8.70	15.30	6.60
KZ	248	274	26	10.36		KZ	3.50	8.70	5.20
WC	161	121	-40	-24.78		WC	2.40	9.40	7.00
EC	176	143	-34	-19.22		EC	7.20	5.90	-1.30
FS	163	122	-41	-25.01		FS	16.30	8.90	-7.40
MP	211	222	12	5.50		MP	5.60	22.30	16.70
NW	132	93	-39	-29.62		NW	8.60	10.10	1.50
LI	131	127	-4	-3.20		LI	7.80	23.70	15.90
NC	40	25	-15	-37.80		NC	3.40	11.40	8.00
RSA	**1,534**	**1,360**	**-174**	**-11.34**		**RSA**	**6.70**	**12.90**	**6.20**



The information above shows some correlation in 4 provinces in the change in the number of **trucks** involved in fatal crashes and the change in the % of trucks fitted with worn and/or damaged tyres.

These 4 provinces are:

- KwaZulu-Natal : tyre offences increased by 5,20% and the number of trucks involved fatal crashes increased by 10,36%.
- Eastern Cape : tyre offences decreased by 1,30% and the number of trucks involved fatal crashes decreased by 19,22%.
- Free State : tyre offences decreased by 7,40% and the number of trucks involved fatal crashes decreased by 25,01%.
- Northern Cape : tyre offences increased by 16,70% and the number of trucks involved fatal crashes increased by 5,50%.

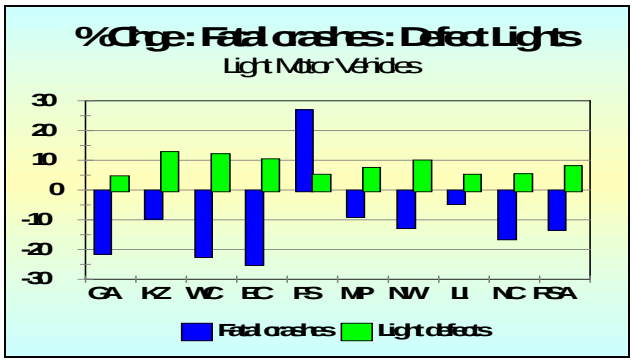
Comparison between Specific Categories of Vehicles in Crashes and Specific Offence Indices : Defect Vehicle Lights (Front and Rear)

Information on the comparison between the percentage of **light motor vehicles** (**LMVs**) involved in fatal crashes and the percentage of light motor vehicles with defect lights (front head-lights, bright position; and rear tail and brake lights) for the years 2007 and 2008 is given in Table 165 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 165 : Comparison between No. of LMVs in Crashes and % with Defect Lights - Front and Rear

LMVs in Fatal Crashes					% LMVs with Defect Lights			
Prov	**2007**	**2008**	**Change**	**% change**	**Prov**	**2007**	**2008**	**% change**
GA	3,039	2,395	-644	-21.20	**GA**	3.00	7.80	4.80
KZ	1,742	1,577	-164	-9.43	**KZ**	1.30	14.20	12.90
WC	1,256	980	-275	-21.93	**WC**	0.50	12.70	12.20
EC	1,292	974	-318	-24.60	**EC**	2.10	12.60	10.50
FS	816	1,036	220	26.99	**FS**	2.70	8.00	5.30
MP	1,346	1,232	-115	-8.53	**MP**	2.10	9.70	7.60
NW	978	856	-122	-12.50	**NW**	2.00	12.10	10.10
LI	1,018	974	-44	-4.32	**LI**	2.00	7.30	5.30
NC	293	245	-47	-16.09	**NC**	2.00	7.50	5.50
RSA	**11,778**	**10,269**	**-1,509**	**-12.82**	**RSA**	**2.10**	**10.30**	**8.20**

The information above shows some correlation in only one (1) province in the change in the number of **light motor vehicles** involved in fatal crashes and the change in the % of LMVs with defect front and rear lights. (All provinces recorded increases in the number of light motor vehicles with defect lights).

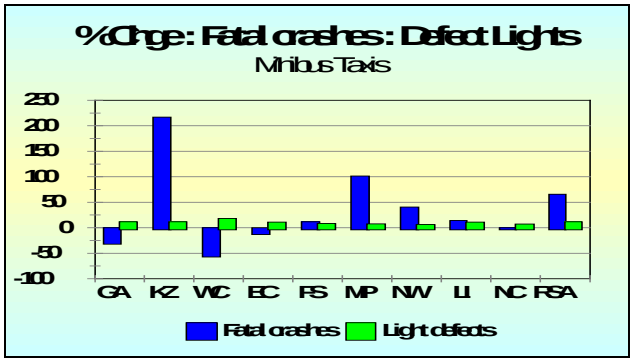


Only the Free State recorded an increase of 5,30% in the number of LMVs with defect lights and an increase of 26,99% in LMVs involved in fatal crashes. (All other provinces recorded decreases in the number of LMVs involved in fatal crashes from 2007 to 2008).

Information on the comparison between the percentage of **minibus taxis** involved in fatal crashes and the percentage of minibus taxis with defect lights (front head-lights, bright position; and rear tail and brake lights) for the years 2007 and 2008 is given in Table 166 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 166 : Comparison between No. of Minibus Taxis in Crashes and % with Defect Lights - Front and Rear

Minibus Taxis in Fatal Crashes					% MB Taxis with Defect Lights			
Prov	**2007**	**2008**	**Change**	**% change**	**Prov**	**2007**	**2008**	**% change**
GA	14	10	-4	-29.86	**GA**	4.50	16.40	11.90
KZ	48	151	103	216.92	**KZ**	2.80	14.60	11.80
WC	3	1	-2	-54.02	**WC**	0.40	18.80	18.40
EC	6	6	-1	-9.79	**EC**	2.40	13.40	11.00
FS	15	17	2	11.84	**FS**	5.30	13.50	8.20
MP	4	7	4	101.53	**MP**	2.40	10.00	7.60
NW	42	59	17	40.54	**NW**	5.50	11.90	6.40
LI	63	72	9	14.30	**LI**	2.00	13.00	11.00
NC	0	0	0	0.00	**NC**	0.50	7.70	7.20
RSA	**195**	**323**	**128**	**65.86**	**RSA**	**3.10**	**14.90**	**11.80**



The information above shows some correlation in 5 provinces in the change in the number of **minibus taxis** involved in fatal crashes and the change in the % of minibus taxis with defect front and rear lights. (All provinces recorded increases in the number of minibus taxis with defect lights).

These 5 provinces, all of which showed increases in this regard, are the following:

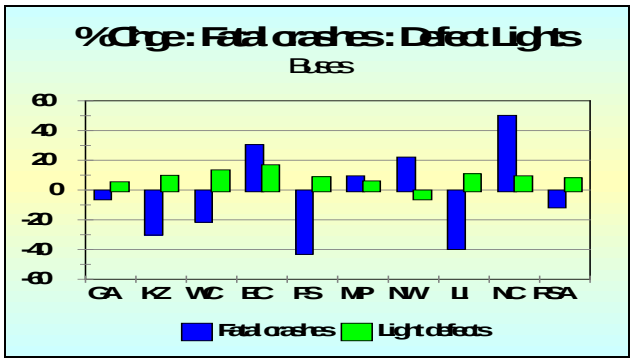
- KwaZulu-Natal : defect light offences increased by 11,80% and the number of minibus taxis involved fatal crashes increased by 216,92%.
- Free State : defect light offences increased by 8,20% and the number of minibus taxis involved fatal crashes increased by 11,84%.
- Mpumalanga : defect light offences increased by 7,60% and the number of minibus taxis involved fatal crashes increased by 101,53%.
- North West : defect light offences increased by 6,40% and the number of minibus taxis involved fatal crashes increased by 40,54%.
- Limpopo : defect light offences increased by 11,00% and the number of minibus taxis involved fatal crashes increased by 14,30%.

Information on the comparison between the percentage of **buses** involved in fatal crashes and the percentage of buses with defect lights (front head-lights, bright position; and rear tail and brake lights) for the years 2007 and 2008 is given in Table 167 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 167 : Comparison between No. of Buses in Crashes and % with Defect Lights - Front and Rear

Buses in Fatal Crashes						% Buses with Defect Lights			
Prov	**2007**	**2008**	**Change**	**% change**		**Prov**	**2007**	**2008**	**% change**
GA	42	39	-2	-5.51		**GA**	0.00	5.50	5.50
KZ	65	46	-19	-29.32		**KZ**	0.70	10.60	9.90
WC	42	34	-9	-20.74		**WC**	0.00	13.50	13.50
EC	32	42	10	30.57		**EC**	0.00	17.00	17.00
FS	18	11	-8	-42.17		**FS**	0.00	9.00	9.00
MP	42	46	4	9.51		**MP**	0.60	6.70	6.10
NW	15	19	3	22.16		**NW**	11.40	5.60	-5.80
LI	37	22	-14	-38.98		**LI**	1.10	12.10	11.00
NC	3	4	1	50.00		**NC**	0.00	9.60	9.60
RSA	**296**	**262**	**-33**	**-11.30**		**RSA**	**0.90**	**9.10**	**8.20**

The information above shows some correlation in 3 provinces in the change in the number of **buses** involved in fatal crashes and the change in the % of buses with defect front and rear lights. (With the exception of North West, all other provinces recorded increases in the number of buses with defect lights).



These 3 provinces, all of which showed increases in this regard, are the following:

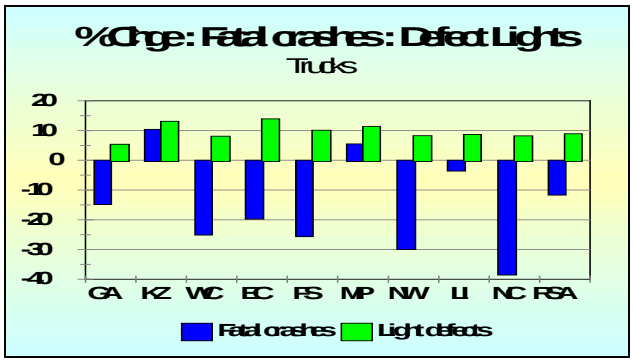
- Eastern Cape : defect light offences increased by 17,00% and the number of buses involved fatal crashes increased by 30,57%.
- Mpumalanga : defect light offences increased by 6,10% and the number of buses involved fatal crashes increased by 9,51%.
- Northern Cape : defect light offences increased by 9,60% and the number of buses involved fatal crashes increased by 50,00%.

Information on the comparison between the percentage of **trucks** involved in fatal crashes and the percentage of trucks with defect lights (front head-lights, bright position; and rear tail and brake lights) for the years 2007 and 2008 is given in Table 168 and the % change for each from 2007 to 2008 reflected in the graph below.

Table 168 : Comparison between No. of Trucks in Crashes and % with Defect Lights - Front and Rear

Trucks in Fatal Crashes						% Trucks with Defect Lights			
Prov	**2007**	**2008**	**Change**	**% change**		**Prov**	**2007**	**2008**	**% change**
GA	272	233	-38	-14.11		**GA**	3.00	8.40	5.40
KZ	248	274	26	10.36		**KZ**	1.90	15.00	13.10
WC	161	121	-40	-24.78		**WC**	0.50	8.60	8.10
EC	176	143	-34	-19.22		**EC**	1.10	15.00	13.90
FS	163	122	-41	-25.01		**FS**	2.50	12.60	10.10
MP	211	222	12	5.50		**MP**	1.40	12.80	11.40
NW	132	93	-39	-29.62		**NW**	1.30	9.60	8.30
LI	131	127	-4	-3.20		**LI**	1.50	10.20	8.70
NC	40	25	-15	-37.80		**NC**	0.20	8.40	8.20
RSA	**1,534**	**1,360**	**-174**	**-11.34**		**RSA**	**1.90**	**10.80**	**8.90**

The information above shows some correlation in only 2 provinces in the change in the number of **trucks** involved in fatal crashes and the change in the % of trucks with defect front and rear lights. (All provinces recorded increases in the number of buses with defect lights).



These 2 provinces, both of which showed increases in this regard, are the following:

- KwaZulu-Natal : defect light offences increased by 13,10% and the number of trucks involved fatal crashes increased by 10,36%.
- Mpumalanga : defect light offences increased by 11,40% and the number of buses involved fatal crashes increased by 5,50%.

8.20 Recommendation with regard to future offence surveys and analysis

Based on the above analysis and comparisons between the number of fatal crashes and various offences per vehicle category, the following recommendations for future improvements in the process are submitted for consideration :

8.20.1 The collection of seatbelt wearing rate information should in future again provide for information on backseat passengers. These passengers in the backseat contribute to a large extent to the severity of fatal crashes and need to be taken into consideration. It is recommended that seatbelt surveys for backseat passengers be continued at roadblocks during future years and should also include the use of child restraints, in order to improve the monitoring, evaluation and control of the level of lawlessness in this regard.

8.20.2 The collection of information on vehicle head-lights should in future provide for lights in both the dipped as well as the bright position, as both do play a role as factors contributing to the occurrence of crashes;

8.20.3 Both data sets on crashes and the various offences per vehicle category should be expanded to better allow for improved comparisons between urban and rural areas, for example the number of vehicles per category involved in crashes;

8.20.4 The format and data required for both crashes and the various offences per vehicle category should also be carefully re-considered in order allow for improved analysis and making of comparisons between crashes and the various types of offences;

8.20.5 Overloading of both passenger and freight vehicles is a contributing factor to crashes. In this regard it is recommended that minibus taxis and buses also be checked and recorded for possible passenger overload during future surveys;

8.20.6 Overloading of freight transport vehicles is the most significant contributor towards the deterioration of any pavement surface. Some of the traffic counters operated by the South African National Roads Agency Limited (SANRAL); as well as some Provincial Government Departments also collects High Speed Weigh In Motion (HSWIM) data. The HSWIM information includes E80 axle loads for heavy vehicles. Accurate data for vehicle mass can therefore be calculated from this information. It is recommended that vehicle overloading information collected from HSWIM counters should be included as part of future Traffic Offence surveys.

8.20.7 A major logistical challenge during the field surveys was to ensure that traffic officers attend all the road blocks. Several road blocks could not be held due to the absence of traffic officers being present. Although a great improvement was experienced in 2008 in comparison with the 2007 survey, it is recommended that much more attention should be paid to this issue, and that a dedicated traffic officer per Province to attend to all road blocks be made available for future surveys.

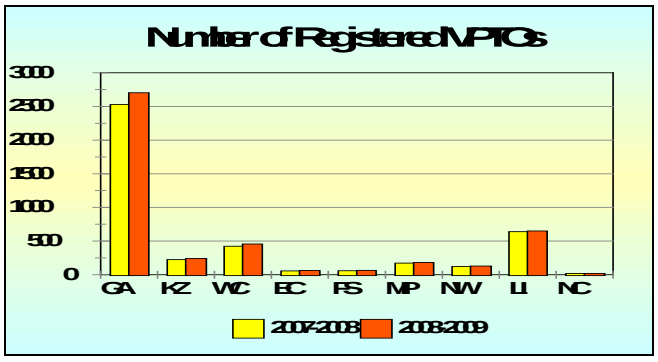
9. The National Traffic Call Centre

The National Traffic Call Centre (NTCC) was established with the purpose the provide the public with a centre where traffic offences can be reported. Road users and members of the public register as Voluntary Public Traffic Observers (VPTOs) in order to expedite the reporting process, as well as to monitor and control possible misuse.

The number of VPTOs registered for the past 2 financial years is given in Table 169 and reflected in the graph below. On a national basis there were a total of 4 506 VPTOs registered on the system on 31 March 2009.

Table 169 : Number of Registered VPTOs

Province	2007-2008	2008-2009	Change	% change
Gauteng	2,528	2,704	176	6.96
Kwa-Zulu Natal	224	239	15	6.70
Western Cape	422	457	35	8.29
Eastern Cape	57	63	6	10.53
Free State	59	65	6	10.17
Mpumalanga	174	180	6	3.45
North West	121	129	8	6.61
Limpopo	640	651	11	1.72
Northern Cape	17	18	1	5.88
Total	**4,242**	**4,506**	**264**	**6.22**



The information above shows that the highest number of VPTOs per province is registered as follows :

- Gauteng : 2 704 (60,01%);
- Limpopo, where the centre was launched in October 2003 : 651 (14,45%);
- Western Cape : 457 (10,14%); and
- KwaZulu-Natal : 239 (5,30%).

The number of reported offences that was reported and logged for the 2007-2008 and 2008-2009 financial years respectively, is shown in Table 170 below.

Table 170 : Number of Offences Reported and Logged

Province	2007-2008	2008-2009	Change	% change
Gauteng	5,362	4,197	-1,165	-21.73
Kwa-Zulu Natal	377	312	-65	-17.24
Western Cape	1,040	464	-576	-55.38
Eastern Cape	72	43	-29	-40.28
Free State	119	102	-17	-14.29
Mpumalanga	201	141	-60	-29.85
North West	121	88	-33	-27.27
Limpopo	263	109	-154	-58.56
Northern Cape	18	7	-11	-61.11
Total	**7,573**	**5,463**	**-2,110**	**-27.86**

It should be noted that the apparent decrease in the number of offence reports for the 2008-2009 financial year is due to offences that was reported and not finalised yet, thus resulting in a backlog of an un-known number of offences to be finalised. The backlog was mainly contributed to by ;

- Computer problems;
- Lack of personnel; as well as
- The cumbersome procedure to check, control and verify vehicle data on the NaTIS.

Due to problems that are being experienced with the software program that is used for the recording of the reported offences, no report on the number offences reported per type of offence could be generated.

10. Conclusion

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

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

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

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

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

(a) Although the general trend of the level of lawlessness over the past few years is decreasing, the study also found that, as in the past, offence levels on South African roads and the related levels of risk are still extremely high. In particular, the involvement of the transport industry and professional drivers in some of the serious offences was noted.

(b) On a national basis, the overall traffic offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008, indicating that the initial decrease in offences may start rising again, thus calling for increased levels of enforcement, particularly with regard to all the critical offences as indicated.

(c) The most important offences to focus on, as identified in the 2008 survey, are:

- Exceeding the speed limit : High levels of speeding offences were observed. Speed discipline must be restored on South African roads and community leaders on all levels should set an example.

- Driving under the influence of Alcohol : Extremely high levels of drunk-driving were encountered. All vehicle classes were involved. The high offence incidence among professional drivers in general and drivers of minibus taxis in particular was noted. Alcohol control should be stepped up and the penalties be severe.
- Barrier line offences : The huge (and growing) contribution of this offence to the dangerous situation on our roads and the contribution of these offences to head-on crashes with a high severity, should be recognised.
- Smooth and damaged tyres : Serious problems with tyres of vehicles, including trucks and taxis were found on the road. Reasons for serious deterioration of tyres and for the apparent neglect of tyres by a large proportion of vehicle owners, professional drivers and the freight and passenger transport industries should be investigated.

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

Annexures

Annexure A-1

Number of Registered Vehicles

Mch 2008	Number of Registered Vehicles per Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	2,183,725	737,663	952,055	332,034	244,474	257,091	247,825	181,871	87,914	**5,224,652**
Minibuses	108,238	42,525	36,317	20,926	12,227	18,945	19,195	18,612	3,647	**280,632**
Buses	13,194	6,474	5,138	3,247	1,817	3,711	2,732	3,403	1,044	**40,760**
Motorcycles	125,191	31,352	64,963	20,181	19,978	18,648	17,525	10,383	7,422	**315,643**
LDV's - Bakkies	595,548	270,826	268,528	155,524	106,182	138,470	122,714	140,200	58,448	**1,856,440**
Trucks	115,561	48,425	34,778	24,149	18,677	22,917	17,163	18,041	8,117	**307,828**
Other & Unkwn	35,782	30,394	32,022	12,949	38,596	23,154	26,198	13,292	7,247	**219,634**
Sub-Total	**3,177,239**	**1,167,659**	**1,393,801**	**569,010**	**441,951**	**482,936**	**453,352**	**385,802**	**173,839**	**8,245,589**
Towed Vehicles										
Caravans	41,904	8,739	16,708	5,961	8,119	9,211	7,752	5,058	3,016	**106,468**
Heavy Trailers	45,581	24,932	11,194	10,790	12,383	12,858	8,922	5,951	3,984	**136,595**
Light Trailers	263,844	66,894	107,834	42,667	54,010	45,728	46,659	28,456	21,424	**677,516**
Unknown	2,613	1,491	2,391	1,145	2,083	2,113	2,716	1,351	607	**16,510**
Sub-Total	**353,942**	**102,056**	**138,127**	**60,563**	**76,595**	**69,910**	**66,049**	**40,816**	**29,031**	**937,089**
All Vehicles	**3,531,181**	**1,269,715**	**1,531,928**	**629,573**	**518,545**	**552,846**	**519,401**	**426,618**	**202,870**	**9,182,677**

Mch 2009	Number of Registered Vehicles per Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	2,219,830	744,910	962,067	338,547	249,098	269,275	252,497	190,604	90,093	**5,316,921**
Minibuses	109,787	42,833	36,203	20,789	11,997	19,396	18,653	18,598	3,801	**282,057**
Buses	14,052	6,831	5,171	3,639	1,967	4,091	2,959	3,649	1,097	**43,456**
Motorcycles	129,683	31,338	72,540	22,685	21,275	19,675	18,604	10,953	8,252	**335,005**
LDV's - Bakkies	618,434	277,307	272,256	158,196	108,804	146,129	126,478	146,700	59,597	**1,913,901**
Trucks	121,827	50,136	34,927	24,474	19,273	24,367	17,670	18,630	8,496	**319,800**
Other & Unkwn	36,755	30,903	33,010	13,499	38,844	24,395	26,510	13,832	7,588	**225,333**
Sub-Total	**3,250,368**	**1,184,258**	**1,416,174**	**581,829**	**451,258**	**507,328**	**463,371**	**402,966**	**178,924**	**8,436,473**
Towed Vehicles										
Caravans	40,572	8,508	16,460	5,794	7,973	9,319	7,632	4,998	2,970	**104,226**
Heavy Trailers	48,912	26,199	11,611	10,964	13,340	14,134	9,615	6,163	4,302	**145,240**
Light Trailers	267,266	67,842	111,351	44,021	54,538	47,537	47,360	29,609	21,986	**691,510**
Unknown	2,623	1,538	2,357	1,182	2,084	2,086	2,673	1,318	612	**16,470**
Sub-Total	**359,373**	**104,087**	**141,779**	**61,961**	**77,935**	**73,076**	**67,280**	**42,088**	**29,870**	**957,446**
All Vehicles	**3,609,740**	**1,288,345**	**1,557,952**	**643,790**	**529,193**	**580,403**	**530,650**	**445,053**	**208,793**	**9,393,919**

% Change	Number of Registered Vehicles per Province									Total
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorised Vehicles										
Motorcars	1.65	0.98	1.05	1.96	1.89	4.74	1.89	4.80	2.48	**1.77**
Minibuses	1.43	0.72	-0.31	-0.65	-1.88	2.38	-2.82	-0.08	4.22	**0.51**
Buses	6.50	5.51	0.64	12.07	8.26	10.24	8.31	7.23	5.08	**6.61**
Motorcycles	3.59	-0.04	11.66	12.41	6.49	5.51	6.16	5.49	11.18	**6.13**
LDV's - Bakkies	3.84	2.39	1.39	1.72	2.47	5.53	3.07	4.64	1.97	**3.10**
Trucks	5.42	3.53	0.43	1.35	3.19	6.33	2.95	3.26	4.67	**3.89**
Other & Unkwn	2.72	1.67	3.08	4.25	0.64	5.36	1.19	4.06	4.70	**2.60**
Sub-Total	**2.30**	**1.42**	**1.61**	**2.25**	**2.11**	**5.05**	**2.21**	**4.45**	**2.92**	**2.31**
Towed Vehicles										
Caravans	-3.18	-2.64	-1.48	-2.80	-1.80	1.17	-1.55	-1.19	-1.53	**-2.11**
Heavy Trailers	7.31	5.08	3.73	1.61	7.73	9.92	7.77	3.56	7.98	**6.33**
Light Trailers	1.30	1.42	3.26	3.17	0.98	3.96	1.50	4.05	2.62	**2.07**
Unknown	0.36	3.15	-1.44	3.23	0.07	-1.30	-1.60	-2.48	0.74	**-0.24**
Sub-Total	**1.53**	**1.99**	**2.64**	**2.31**	**1.75**	**4.53**	**1.86**	**3.12**	**2.89**	**2.17**
All Vehicles	**2.22**	**1.47**	**1.70**	**2.26**	**2.05**	**4.98**	**2.17**	**4.32**	**2.92**	**2.30**

Annexure A-2

Number of All Registered Vehicles per Month

2007	Number of All Registered Vehicles per Province per Month									
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	3,307,891	1,198,448	1,450,593	591,072	495,598	518,683	483,274	394,900	184,068	**8,624,527**
Feb	3,329,720	1,203,861	1,457,771	593,461	497,436	522,138	485,692	397,358	185,044	**8,672,481**
Mch	3,354,147	1,210,839	1,466,330	596,561	499,736	525,798	483,559	399,020	191,072	**8,727,062**
Apr	3,372,379	1,216,650	1,471,884	599,163	501,539	527,913	487,717	401,336	191,962	**8,770,543**
May	3,390,612	1,222,461	1,477,438	601,764	503,342	530,027	491,875	403,651	192,853	**8,814,023**
Jun	3,408,844	1,228,272	1,482,992	604,366	505,145	532,142	496,033	405,967	193,743	**8,857,504**
Jul	3,426,784	1,235,304	1,490,158	607,552	506,949	534,721	499,767	409,226	195,142	**8,905,603**
Aug	3,446,168	1,242,804	1,497,494	610,026	508,479	537,119	503,400	412,136	196,290	**8,953,916**
Sep	3,461,393	1,248,187	1,502,859	612,370	509,152	539,508	506,078	414,199	197,085	**8,990,831**
Oct	3,476,337	1,253,897	1,509,448	616,189	510,841	542,309	508,866	416,691	198,269	**9,032,847**
Nov	3,488,772	1,258,400	1,514,622	618,742	512,133	544,316	511,147	418,996	199,242	**9,066,370**
Dec	3,486,073	1,258,720	1,515,147	619,448	511,950	545,212	512,130	419,812	199,628	**9,068,120**
2008	**Number of All Registered Vehicles per Province per Month**									
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	3,510,621	1,263,165	1,524,937	625,973	515,458	548,123	515,501	423,309	200,881	**9,127,968**
Feb	3,523,905	1,267,310	1,529,166	628,138	517,433	551,351	517,914	425,579	202,051	**9,162,847**
Mch	3,531,181	1,269,715	1,531,928	629,573	518,545	552,846	519,401	426,618	202,870	**9,182,677**
Apr	3,545,424	1,273,280	1,536,804	631,410	519,992	554,340	521,403	428,225	203,383	**9,214,261**
May	3,550,122	1,275,151	1,538,156	632,343	520,815	555,553	522,245	428,990	203,651	**9,227,026**
Jun	3,553,503	1,276,856	1,539,407	632,674	521,697	556,500	523,328	429,321	204,288	**9,237,574**
Jul	3,564,996	1,278,983	1,539,870	634,356	522,464	558,651	523,830	430,960	204,737	**9,258,847**
Aug	3,571,284	1,279,822	1,541,510	635,452	523,632	560,732	524,807	431,793	204,720	**9,273,752**
Sep	3,576,155	1,282,086	1,544,798	636,468	524,628	563,281	525,984	433,062	205,066	**9,291,528**
Oct	3,579,799	1,282,550	1,547,910	637,425	525,192	565,511	526,898	434,459	205,479	**9,305,223**
Nov	3,581,675	1,281,462	1,548,976	637,221	524,798	567,020	525,983	434,765	205,594	**9,307,494**
Dec	3,575,571	1,280,322	1,550,484	637,292	524,702	567,993	525,951	436,293	205,900	**9,304,508**
2009	**Number of All Registered Vehicles per Province per Month**									
Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Jan	3,592,747	1,283,923	1,554,461	640,227	526,712	572,829	527,079	439,602	207,650	**9,345,230**
Feb	3,573,897	1,277,589	1,545,525	637,146	524,481	573,015	525,484	439,366	207,211	**9,303,714**
Mch	3,609,740	1,288,345	1,557,952	643,790	529,193	580,403	530,650	445,053	208,793	**9,393,919**

Annexure A-3

Number of Motorised Registered Vehicles per Month

2007	**Number of Motorised Registered Vehicles per Province per Month**									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	RSA
Jan	2,968,293	1,101,426	1,317,586	533,804	420,791	451,736	423,182	356,136	156,641	**7,729,594**
Feb	2,988,321	1,106,470	1,324,412	535,866	422,484	454,792	425,345	358,498	157,563	**7,773,748**
Mch	3,010,543	1,112,948	1,332,385	538,686	424,577	458,008	422,928	359,980	163,259	**7,823,313**
Apr	3,027,783	1,118,316	1,337,555	541,003	426,156	459,950	426,264	362,088	164,058	**7,863,172**
May	3,045,023	1,123,683	1,342,725	543,321	427,735	461,892	429,600	364,197	164,858	**7,903,033**
Jun	3,062,264	1,129,051	1,347,895	545,638	429,315	463,834	432,936	366,305	165,657	**7,942,893**
Jul	3,079,094	1,135,634	1,354,704	548,494	430,990	466,257	435,936	369,204	166,978	**7,987,289**
Aug	3,096,851	1,142,496	1,361,580	550,654	432,500	468,490	439,095	371,829	168,037	**8,031,530**
Sep	3,111,528	1,147,563	1,366,745	552,791	433,226	470,637	441,242	373,723	168,638	**8,066,091**
Oct	3,125,358	1,152,934	1,372,811	556,303	434,563	473,019	443,713	376,088	169,749	**8,104,538**
Nov	3,136,187	1,156,813	1,377,493	558,667	435,718	474,937	445,660	378,254	170,485	**8,134,213**
Dec	3,132,983	1,156,934	1,377,482	558,997	435,459	475,667	446,432	378,969	170,802	**8,133,723**
2008	**Number of Motorised Registered Vehicles per Province per Month**									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	RSA
Jan	3,157,342	1,161,685	1,387,316	565,577	439,316	478,683	449,756	382,599	172,035	**8,194,307**
Feb	3,170,210	1,165,387	1,391,281	567,657	440,905	481,485	451,960	384,696	173,049	**8,226,628**
Mch	3,177,239	1,167,659	1,393,801	569,010	441,951	482,936	453,352	385,802	173,839	**8,245,589**
Apr	3,190,564	1,170,905	1,398,329	570,719	443,273	484,342	455,092	387,304	174,314	**8,274,840**
May	3,195,595	1,172,637	1,399,634	571,707	443,895	485,505	455,722	388,124	174,554	**8,287,373**
Jun	3,199,013	1,174,159	1,400,461	572,085	444,620	486,379	456,885	388,612	175,153	**8,297,364**
Jul	3,210,079	1,176,247	1,400,939	573,643	445,249	488,359	457,410	390,221	175,607	**8,317,751**
Aug	3,216,364	1,176,993	1,402,442	574,799	445,995	490,300	458,261	390,944	175,614	**8,331,709**
Sep	3,221,045	1,178,953	1,405,351	575,802	446,986	492,530	459,359	392,203	175,995	**8,348,223**
Oct	3,224,962	1,179,462	1,408,116	576,681	447,424	494,507	460,065	393,519	176,339	**8,361,074**
Nov	3,226,690	1,178,380	1,408,900	576,305	447,136	495,801	459,362	393,789	176,396	**8,362,758**
Dec	3,220,050	1,177,105	1,409,741	576,015	447,083	496,568	459,311	395,122	176,572	**8,357,564**
2009	**Number of Motorised Registered Vehicles per Province per Month**									
Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	RSA
Jan	3,236,054	1,180,456	1,413,342	578,677	449,139	500,761	460,439	398,068	178,072	**8,395,006**
Feb	3,219,376	1,174,531	1,405,246	575,984	447,376	500,885	459,080	397,818	177,657	**8,357,950**
Mch	3,250,368	1,184,258	1,416,174	581,829	451,258	507,328	463,371	402,966	178,924	**8,436,473**

Annexure B-1
Number of Vehicles that are Un-Roadworthy

Number of Un-Roadworthy Vehicles										
March 2008	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	77,760	25,008	23,083	7,814	8,170	7,327	7,890	4,145	1,291	162,488
Minibuses	12,452	5,978	2,695	1,854	1,244	1,738	1,916	1,707	292	29,876
Buses	1,078	777	371	339	157	302	206	255	86	3,571
Motorcycles	25,742	4,810	5,670	2,073	3,784	5,044	4,828	2,995	1,262	56,208
LDV's - Bakkies	19,064	9,772	5,785	3,275	2,663	3,202	2,896	2,293	791	49,741
Trucks	11,983	6,352	3,393	2,774	3,231	3,217	2,480	2,441	1,226	37,097
Other & Unkwn	1,982	1,366	520	357	1,375	816	976	601	176	8,169
Sub-Total	150,061	54,063	41,517	18,486	20,624	21,646	21,192	14,437	5,124	347,150
Towed Vehicles										
Caravans	1,145	306	321	117	211	297	249	176	73	2,895
Heavy Trailers	4,805	2,612	1,063	1,032	1,679	1,406	972	665	350	14,584
Light Trailers	4,287	1,525	1,535	627	1,290	818	932	549	151	11,714
Unknown	143	72	52	33	49	59	82	29	14	533
Sub-Total	10,380	4,515	2,971	1,809	3,229	2,580	2,235	1,419	588	29,726
All Vehicles	160,441	58,578	44,488	20,295	23,853	24,226	23,427	15,856	5,712	376,876
March 2009	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	79,771	24,756	22,526	8,204	8,335	7,850	7,925	4,571	1,270	165,208
Minibuses	13,581	5,817	3,056	2,077	1,120	1,901	2,064	1,754	295	31,665
Buses	1,325	941	391	421	139	329	262	278	135	4,221
Motorcycles	26,600	4,956	6,529	2,253	4,207	5,741	5,272	3,597	1,617	60,772
LDV's - Bakkies	22,459	10,092	5,828	3,500	2,787	3,821	3,004	2,639	803	54,933
Trucks	14,293	6,733	3,356	2,832	3,101	3,554	2,594	2,526	1,372	40,361
Other & Unkwn	2,010	1,397	552	391	1,587	960	1,078	686	218	8,879
Sub-Total	160,039	54,692	42,238	19,678	21,276	24,156	22,199	16,051	5,710	366,039
Towed Vehicles										
Caravans	1,052	324	329	132	216	322	259	176	74	2,884
Heavy Trailers	5,477	2,939	1,113	1,001	1,809	1,472	1,065	720	401	15,997
Light Trailers	4,687	1,695	1,714	656	1,319	891	966	579	180	12,687
Unknown	152	127	49	31	65	88	97	35	17	661
Sub-Total	11,368	5,085	3,205	1,820	3,409	2,773	2,387	1,510	672	32,229
All Vehicles	171,407	59,777	45,443	21,498	24,685	26,929	24,586	17,561	6,382	398,268
% Change	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	2.59	-1.01	-2.41	4.99	2.02	7.14	0.44	10.28	-1.63	1.67
Minibuses	9.07	-2.69	13.40	12.03	-9.97	9.38	7.72	2.75	1.03	5.99
Buses	22.91	21.11	5.39	24.19	-11.46	8.94	27.18	9.02	56.98	18.20
Motorcycles	3.33	3.04	15.15	8.68	11.18	13.82	9.20	20.10	28.13	8.12
LDV's - Bakkies	17.81	3.27	0.74	6.87	4.66	19.33	3.73	15.09	1.52	10.44
Trucks	19.28	6.00	-1.09	2.09	-4.02	10.48	4.60	3.48	11.91	8.80
Other & Unkwn	1.41	2.27	6.15	9.52	15.42	17.65	10.45	14.14	23.86	8.69
Sub-Total	6.65	1.16	1.74	6.45	3.16	11.60	4.75	11.18	11.44	5.44
Towed Vehicles										
Caravans	-8.12	5.88	2.49	12.82	2.37	8.42	4.02	0.00	1.37	-0.38
Heavy Trailers	13.99	12.52	4.70	-3.00	7.74	4.69	9.57	8.27	14.57	9.69
Light Trailers	9.33	11.15	11.66	4.63	2.25	8.92	3.65	5.46	19.21	8.31
Unknown	6.29	76.39	-5.77	-6.06	32.65	49.15	18.29	20.69	21.43	24.02
Sub-Total	9.52	12.62	7.88	0.61	5.57	7.48	6.80	6.41	14.29	8.42
All Vehicles	6.83	2.05	2.15	5.93	3.49	11.16	4.95	10.75	11.73	5.68

Annexure B-2
Number of Un-Licensed Vehicles

Number of Un-Licenced Vehicles										
March 2008	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	106,584	32,838	33,732	16,479	12,663	14,521	13,731	11,117	3,969	245,634
Minibuses	8,546	3,355	2,227	1,674	735	1,556	1,531	1,447	262	21,333
Buses	501	302	195	200	62	188	117	173	36	1,774
Motorcycles	16,803	4,044	5,749	2,353	2,855	3,686	3,221	2,056	932	41,699
LDV's - Bakkies	24,213	12,075	8,272	7,748	4,617	6,700	5,538	6,719	2,000	77,882
Trucks	4,769	2,320	1,183	1,278	921	1,528	1,045	1,355	375	14,774
Other & Unkwn	2,528	2,017	1,124	905	2,380	2,278	1,996	1,212	479	14,919
Sub-Total	163,944	56,951	52,482	30,637	24,233	30,457	27,179	24,079	8,053	418,015
Towed Vehicles										
Caravans	2,721	620	785	437	484	710	692	390	196	7,035
Heavy Trailers	1,773	1,042	299	359	505	735	457	331	137	5,638
Light Trailers	19,249	5,043	5,685	3,046	3,432	3,947	3,947	2,281	1,350	47,980
Unknown	299	235	200	122	214	300	365	203	76	2,014
Sub-Total	24,042	6,940	6,969	3,964	4,635	5,692	5,461	3,205	1,759	62,667
All Vehicles	187,986	63,891	59,451	34,601	28,868	36,149	32,640	27,284	9,812	480,682
March 2009	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	83,957	27,494	29,067	14,051	10,096	9,919	10,320	8,102	3,030	196,036
Minibuses	5,652	2,214	1,322	1,060	475	733	1,018	792	160	13,426
Buses	303	172	114	108	47	79	71	83	26	1,003
Motorcycles	9,595	2,642	3,673	1,371	1,506	1,320	1,437	833	403	22,780
LDV's - Bakkies	18,683	10,240	6,966	6,284	3,477	4,518	4,153	5,000	1,439	60,760
Trucks	3,465	1,722	773	969	551	872	698	689	192	9,931
Other & Unkwn	923	1,098	594	391	1,025	585	773	474	229	6,092
Sub-Total	122,578	45,582	42,509	24,234	17,177	18,026	18,470	15,973	5,479	310,028
Towed Vehicles										
Caravans	1,535	357	508	245	285	287	277	174	91	3,759
Heavy Trailers	1,134	805	162	428	246	294	208	137	66	3,480
Light Trailers	11,521	3,344	3,910	1,796	1,971	1,708	1,853	1,079	702	27,884
Unknown	148	97	101	61	123	64	158	80	40	872
Sub-Total	14,338	4,603	4,681	2,530	2,625	2,353	2,496	1,470	899	35,995
All Vehicles	136,916	50,185	47,190	26,764	19,802	20,379	20,966	17,443	6,378	346,023
% Change	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	-21.23	-16.27	-13.83	-14.73	-20.27	-31.69	-24.84	-27.12	-23.66	-20.19
Minibuses	-33.86	-34.01	-40.64	-36.68	-35.37	-52.89	-33.51	-45.27	-38.93	-37.06
Buses	-39.52	-43.05	-41.54	-46.00	-24.19	-57.98	-39.32	-52.02	-27.78	-43.46
Motorcycles	-42.90	-34.67	-36.11	-41.73	-47.25	-64.19	-55.39	-59.48	-56.76	-45.37
LDV's - Bakkies	-22.84	-15.20	-15.79	-18.90	-24.69	-32.57	-25.01	-25.58	-28.05	-21.98
Trucks	-27.34	-25.78	-34.66	-24.18	-40.17	-42.93	-33.21	-49.15	-48.80	-32.78
Other & Unkwn	-63.49	-45.56	-47.15	-56.80	-56.93	-74.32	-61.27	-60.89	-52.19	-59.17
Sub-Total	-25.23	-19.96	-19.00	-20.90	-29.12	-40.81	-32.04	-33.66	-31.96	-25.83
Towed Vehicles										
Caravans	-43.59	-42.42	-35.29	-43.94	-41.12	-59.58	-59.97	-55.38	-53.57	-46.57
Heavy Trailers	-36.04	-22.74	-45.82	19.22	-51.29	-60.00	-54.49	-58.61	-51.82	-38.28
Light Trailers	-40.15	-33.69	-31.22	-41.04	-42.57	-56.73	-53.05	-52.70	-48.00	-41.88
Unknown	-50.50	-58.72	-49.50	-50.00	-42.52	-78.67	-56.71	-60.59	-47.37	-56.70
Sub-Total	-40.36	-33.67	-32.83	-36.18	-43.37	-58.66	-54.29	-54.13	-48.89	-42.56
All Vehicles	-27.17	-21.45	-20.62	-22.65	-31.41	-43.62	-35.77	-36.07	-35.00	-28.01

Annexure B-3
Number of Vehicles that are Un-Roadworthy, Un-Licenced or Both

Number of Vehicles : Un-Roadworthy OR Un-Licenced OR Both										
March 2008	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	192,359	62,476	60,021	26,117	22,579	23,312	23,028	16,146	5,561	431,599
Minibuses	23,942	11,007	5,599	4,035	2,248	3,901	3,935	3,693	640	59,000
Buses	1,706	1,215	624	607	245	565	359	489	131	5,941
Motorcycles	48,493	10,073	12,672	5,071	7,765	10,460	9,656	6,059	2,553	112,802
LDV's - Bakkies	45,135	23,788	14,858	11,730	7,768	10,581	8,923	9,458	2,961	135,202
Trucks	17,953	9,533	4,925	4,472	4,500	5,266	3,864	4,196	1,748	56,457
Other & Unkwn	4,763	3,625	1,712	1,332	4,000	3,249	3,143	1,924	698	24,446
Sub-Total	334,351	121,717	100,411	53,364	49,105	57,334	52,908	41,965	14,292	825,447
Towed Vehicles										
Caravans	4,057	976	1,148	577	733	1,062	994	606	282	10,435
Heavy Trailers	7,008	3,974	1,452	1,492	2,347	2,369	1,546	1,097	523	21,808
Light Trailers	24,313	6,844	7,462	3,854	4,912	4,950	5,112	2,929	1,528	61,904
Unknown	451	315	260	159	269	365	457	238	92	2,606
Sub-Total	35,829	12,109	10,322	6,082	8,261	8,746	8,109	4,870	2,425	96,753
All Vehicles	370,180	133,826	110,733	59,446	57,366	66,080	61,017	46,835	16,717	922,200
Number of Vehicles : Un-Roadworthy OR Un-Licenced OR Both										
March 2009	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	170,409	55,878	54,381	23,870	19,878	18,874	19,429	13,411	4,532	380,662
Minibuses	20,709	8,838	4,653	3,408	1,745	2,803	3,344	2,737	488	48,725
Buses	1,688	1,171	522	564	195	427	345	375	164	5,451
Motorcycles	39,438	8,322	10,759	3,912	6,214	7,595	7,379	4,856	2,142	90,617
LDV's - Bakkies	42,678	21,819	13,404	10,392	6,645	8,885	7,572	8,075	2,363	121,833
Trucks	18,448	8,972	4,311	4,029	3,815	4,634	3,500	3,400	1,612	52,721
Other & Unkwn	3,064	2,607	1,179	814	2,707	1,633	1,949	1,213	459	15,625
Sub-Total	296,434	107,607	89,209	46,989	41,199	44,851	43,518	34,067	11,760	715,634
Towed Vehicles										
Caravans	2,666	706	864	394	520	633	567	365	168	6,883
Heavy Trailers	6,782	3,919	1,306	1,584	2,099	1,830	1,311	881	480	20,192
Light Trailers	16,642	5,208	5,751	2,527	3,394	2,688	2,905	1,708	899	41,722
Unknown	307	228	152	94	192	159	269	117	59	1,577
Sub-Total	26,397	10,061	8,073	4,599	6,205	5,310	5,052	3,071	1,606	70,374
All Vehicles	322,831	117,668	97,282	51,588	47,404	50,161	48,570	37,138	13,366	786,008
Number of Vehicles : Un-Roadworthy OR Un-Licenced OR Both										
% Change	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorised Vehicles										
Motorcars	-11.41	-10.56	-9.40	-8.60	-11.96	-19.04	-15.63	-16.94	-18.50	-11.80
Minibuses	-13.50	-19.71	-16.90	-15.54	-22.38	-28.15	-15.02	-25.89	-23.75	-17.42
Buses	-1.06	-3.62	-16.35	-7.08	-20.41	-24.42	-3.90	-23.31	25.19	-8.25
Motorcycles	-18.67	-17.38	-15.10	-22.86	-19.97	-27.39	-23.58	-19.85	-16.10	-19.67
LDV's - Bakkies	-5.44	-8.28	-9.79	-11.41	-14.46	-16.03	-15.14	-14.62	-20.20	-9.89
Trucks	2.76	-5.88	-12.47	-9.91	-15.22	-12.00	-9.42	-18.97	-7.78	-6.62
Other & Unkwn	-35.67	-28.08	-31.13	-38.89	-32.33	-49.74	-37.99	-36.95	-34.24	-36.08
Sub-Total	-11.34	-11.59	-11.16	-11.95	-16.10	-21.77	-17.75	-18.82	-17.72	-13.30
Towed Vehicles										
Caravans	-34.29	-27.66	-24.74	-31.72	-29.06	-40.40	-42.96	-39.77	-40.43	-34.04
Heavy Trailers	-3.22	-1.38	-10.06	6.17	-10.57	-22.75	-15.20	-19.69	-8.22	-7.41
Light Trailers	-31.55	-23.90	-22.93	-34.43	-30.90	-45.70	-43.17	-41.69	-41.16	-32.60
Unknown	-31.93	-27.62	-41.54	-40.88	-28.62	-56.44	-41.14	-50.84	-35.87	-39.49
Sub-Total	-26.33	-16.91	-21.79	-24.38	-24.89	-39.29	-37.70	-36.94	-33.77	-27.26
All Vehicles	-12.79	-12.07	-12.15	-13.22	-17.37	-24.09	-20.40	-20.70	-20.05	-14.77

Annexure C-1

All Fuel Sales per Month : 2003 – 2008

All Fuel Sales per Month - megalitres									
	2003			2004			2005		
Month	Petrol	Diesel	Total	Petrol	Diesel	Total	Petrol	Diesel	Total
Jan	881.46	580.85	1462.32	900.34	592.83	1493.17	891.84	591.51	1483.35
Feb	815.86	552.41	1368.28	842.72	560.05	1402.76	903.44	657.94	1561.38
Mar	894.60	577.15	1471.75	945.00	615.01	1560.01	960.78	637.78	1598.56
Apr	825.65	505.69	1331.34	872.15	557.61	1429.76	914.89	667.11	1582.00
May	869.38	602.50	1471.88	960.18	692.68	1652.86	855.79	583.73	1439.52
Jun	882.90	637.35	1520.25	822.68	592.43	1415.11	959.20	733.20	1692.40
Jul	898.63	629.14	1527.77	903.08	610.02	1513.10	949.58	680.72	1630.30
Aug	893.65	598.58	1492.23	996.14	765.57	1761.71	920.10	633.71	1553.81
Sep	839.52	588.56	1428.08	863.34	592.71	1456.05	921.06	670.37	1591.43
Oct	945.49	691.42	1636.91	937.37	686.37	1623.73	889.69	700.39	1590.08
Nov	879.93	658.31	1538.24	874.83	634.08	1508.91	942.34	720.23	1662.58
Dec	1010.39	586.92	1597.31	1036.99	612.21	1649.20	1036.14	675.05	1711.19
Total	**10637.46**	**7208.90**	**17846.36**	**10954.81**	**7511.57**	**18466.38**	**11144.86**	**7951.74**	**19096.60**
	2006			2007			2008		
Month	Petrol	Diesel	Total	Petrol	Diesel	Total	Petrol	Diesel	Total
Jan	940.50	643.85	1584.36	932.52	726.02	1658.53	925.88	800.80	1726.68
Feb	812.52	624.25	1436.77	909.61	742.74	1652.35	947.61	873.39	1821.00
Mar	1004.05	763.35	1767.40	1035.69	847.10	1882.78	977.13	860.33	1837.46
Apr	928.62	653.32	1581.94	927.71	733.56	1661.26	871.99	779.97	1651.96
May	931.07	742.29	1673.36	940.31	772.51	1712.83	928.14	830.81	1758.95
Jun	917.01	739.79	1656.80	907.40	810.14	1717.54	901.33	788.45	1689.77
Jul	947.98	779.48	1727.46	945.65	845.34	1790.99	858.24	805.42	1663.67
Aug	888.49	693.02	1581.50	992.92	823.86	1816.77	872.56	769.31	1641.87
Sep	917.26	727.08	1644.34	969.41	825.66	1795.07	883.62	834.66	1718.28
Oct	938.83	803.08	1741.91	988.13	919.26	1907.39	974.52	923.22	1897.74
Nov	992.55	835.71	1828.26	988.15	960.11	1948.26	879.36	776.12	1655.48
Dec	1057.48	701.56	1759.05	1017.91	752.46	1770.37	1048.15	718.16	1766.32
Total	**11276.36**	**8706.78**	**19983.14**	**11555.40**	**9758.75**	**21314.15**	**11068.53**	**9760.63**	**20829.16**

Annexure C-2

All Fuel Sales per Annum per Province : 1995 – 2008

Total Fuel Sales per Annum per Province : Megalitres											
Year	Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
1995	petrol	3,641	1,631	1,473	791	615	693	585	523	201	**10,153**
	diesel	1,059	1,093	1,010	346	548	691	454	367	270	**5,839**
	total	**4,700**	**2,724**	**2,483**	**1,137**	**1,163**	**1,384**	**1,040**	**890**	**470**	**15,992**
1996	petrol	3,813	1,680	1,567	808	626	723	599	540	210	**10,567**
	diesel	1,122	1,110	1,076	367	608	755	467	385	278	**6,168**
	total	**4,935**	**2,790**	**2,643**	**1,175**	**1,234**	**1,478**	**1,066**	**924**	**488**	**16,734**
1997	petrol	3,860	1,718	1,643	825	629	738	598	557	212	**10,781**
	diesel	1,165	1,084	983	374	593	762	455	400	287	**6,105**
	total	**5,026**	**2,803**	**2,627**	**1,199**	**1,222**	**1,500**	**1,053**	**957**	**499**	**16,886**
1998	petrol	3,915	1,727	1,669	822	636	746	598	564	209	**10,886**
	diesel	1,204	1,109	1,047	385	591	744	466	403	279	**6,228**
	total	**5,119**	**2,836**	**2,715**	**1,207**	**1,227**	**1,490**	**1,064**	**967**	**488**	**17,114**
1999	petrol	3,906	1,719	1,696	812	612	717	594	567	210	**10,832**
	diesel	1,148	1,175	1,264	382	550	688	461	397	279	**6,345**
	total	**5,054**	**2,894**	**2,960**	**1,194**	**1,162**	**1,406**	**1,055**	**964**	**489**	**17,178**
2000	petrol	3,770	1,629	1,648	761	576	662	568	534	196	**10,343**
	diesel	1,185	1,219	931	380	553	693	471	440	284	**6,157**
	total	**4,956**	**2,847**	**2,579**	**1,140**	**1,129**	**1,355**	**1,039**	**973**	**481**	**16,500**
2001	petrol	3,802	1,627	1,646	741	553	672	539	539	198	**10,315**
	diesel	1,363	1,226	948	395	533	739	473	456	296	**6,431**
	total	**5,165**	**2,853**	**2,595**	**1,136**	**1,086**	**1,411**	**1,012**	**995**	**494**	**16,746**
2002	petrol	3,809	1,615	1,658	744	529	655	561	536	196	**10,304**
	diesel	1,431	1,244	961	452	578	819	572	418	291	**6,765**
	total	**5,240**	**2,858**	**2,619**	**1,196**	**1,107**	**1,474**	**1,133**	**954**	**487**	**17,069**
2003	petrol	3,915	1,670	1,695	779	548	676	579	574	201	**10,637**
	diesel	1,567	1,337	1,017	494	582	829	622	443	317	**7,209**
	total	**5,482**	**3,007**	**2,712**	**1,274**	**1,131**	**1,505**	**1,201**	**1,017**	**518**	**17,846**
2004	petrol	4,090	1,704	1,732	809	561	705	595	560	200	**10,955**
	diesel	1,718	1,405	1,010	540	622	865	567	464	320	**7,512**
	total	**5,807**	**3,109**	**2,743**	**1,349**	**1,183**	**1,569**	**1,162**	**1,024**	**520**	**18,466**
2005	petrol	4,140	1,741	1,754	825	589	748	607	547	193	**11,145**
	diesel	1,971	1,460	1,107	552	611	967	563	408	313	**7,952**
	total	**6,111**	**3,201**	**2,861**	**1,376**	**1,200**	**1,715**	**1,170**	**954**	**507**	**19,097**
2006	petrol	4,153	1,774	1,774	825	613	804	617	524	194	**11,276**
	diesel	2,191	1,537	1,277	585	701	1,063	574	435	343	**8,707**
	total	**6,344**	**3,311**	**3,051**	**1,410**	**1,313**	**1,867**	**1,191**	**959**	**538**	**19,983**
2007	petrol	4,213	1,793	1,797	842	656	892	634	528	201	**11,555**
	diesel	2,273	1,685	1,610	631	852	1,230	641	448	388	**9,759**
	total	**6,486**	**3,478**	**3,408**	**1,473**	**1,508**	**2,122**	**1,275**	**976**	**588**	**21,314**
2008	petrol	4,056	1,709	1,722	806	624	859	606	494	192	**11,069**
	diesel	2,301	1,733	1,476	618	849	1,281	651	487	365	**9,761**
	total	**6,357**	**3,442**	**3,198**	**1,424**	**1,473**	**2,140**	**1,257**	**981**	**557**	**20,829**

1995 to 1998 : Figures from Dept. of Mineral & Energy Affairs
1999 : Figures from SAPIA
2000 to mid 2006 : Figures from SASOL
Mid 2006 to date : Figures from SAPIA

Annexure D

Average Fuel Prices : 2003 – 2008

Average Monthly Price of Petrol and Diesel from 2003 to 2008 : Rand / litre												
Year	**2003**		**2004**		**2005**		**2006**		**2007**		**2008**	
Month	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel	Petrol	Diesel
Jan	3.86	3.55	3.73	3.25	4.15	3.90	5.37	5.11	5.85	5.44	7.34	7.18
Feb	3.86	3.55	4.03	3.46	4.13	3.83	5.51	5.11	5.62	5.35	7.51	7.25
Mar	4.16	3.71	4.12	3.48	4.55	4.17	5.40	5.11	5.86	5.45	8.12	8.03
Apr	4.21	3.91	4.33	3.63	4.95	4.76	5.61	5.37	6.55	5.83	8.79	9.31
May	3.83	3.40	4.35	3.66	5.15	4.87	6.00	5.64	6.89	6.13	9.34	9.82
Jun	3.56	2.98	4.65	3.96	4.99	4.70	6.36	5.93	7.12	6.19	9.61	10.73
Jul	3.76	3.16	4.49	3.82	5.29	5.20	6.61	6.25	7.04	6.29	10.53	11.37
Aug	3.94	3.22	4.26	3.69	5.56	5.36	6.92	6.47	6.89	6.44	10.25	11.20
Sep	4.00	3.23	4.49	4.03	5.85	5.34	6.56	6.22	6.79	6.49	9.53	9.76
Oct	3.78	3.19	4.63	4.27	6.00	5.39	6.06	5.87	6.88	6.72	9.27	9.20
Nov	3.76	3.28	4.80	4.50	5.69	5.40	5.85	5.86	6.91	6.66	8.82	8.96
Dec	3.76	3.33	4.61	4.29	5.39	5.13	5.78	5.61	7.34	7.17	7.21	8.15
Year Avg	**3.87**	**3.38**	**4.37**	**3.84**	**5.14**	**4.84**	**6.00**	**5.71**	**6.64**	**6.18**	**8.86**	**9.25**

Annexure E-1

Estimated Fuel Sales for Road Use : 2003 – 2008

Estimated Fuel Sales per Month for Road Use Only- megalitres									
	2003			2004			2005		
Month	Petrol	Diesel	Total	Petrol	Diesel	Total	Petrol	Diesel	Total
Jan	863.84	406.60	1270.43	882.33	414.98	1297.32	874.00	414.05	1288.06
Feb	799.55	386.69	1186.24	825.86	392.03	1217.89	885.37	460.56	1345.93
Mar	876.71	404.00	1280.71	926.10	430.51	1356.61	941.56	446.45	1388.01
Apr	809.14	353.98	1163.12	854.71	390.33	1245.04	896.59	466.98	1363.57
May	851.99	421.75	1273.74	940.98	484.88	1425.85	838.68	408.61	1247.29
Jun	865.24	446.15	1311.38	806.23	414.70	1220.93	940.02	513.24	1453.26
Jul	880.66	440.40	1321.06	885.01	427.02	1312.03	930.59	476.50	1407.09
Aug	875.78	419.01	1294.79	976.22	535.90	1512.12	901.70	443.60	1345.30
Sep	822.73	411.99	1234.72	846.07	414.90	1260.97	902.64	469.26	1371.90
Oct	926.58	483.99	1410.57	918.62	480.46	1399.08	871.90	490.28	1362.17
Nov	862.33	460.82	1323.15	857.34	443.85	1301.19	923.50	504.16	1427.66
Dec	990.18	410.85	1401.03	1016.25	428.55	1444.80	1015.42	472.53	1487.95
Total	**10424.71**	**5046.23**	**15470.94**	**10735.71**	**5258.10**	**15993.81**	**10921.96**	**5566.22**	**16488.18**
	2006			**2007**			**2008**		
Month	Petrol	Diesel	Total	Petrol	Diesel	Total	Petrol	Diesel	Total
Jan	921.69	450.70	1372.39	913.87	508.21	1422.08	907.36	560.56	1467.92
Feb	796.27	436.97	1233.24	891.41	519.92	1411.33	928.66	611.37	1540.03
Mar	983.97	534.34	1518.31	1014.97	592.97	1607.94	957.59	602.23	1559.82
Apr	910.05	457.32	1367.37	909.15	513.49	1422.64	854.55	545.98	1400.53
May	912.45	519.60	1432.05	921.51	540.76	1462.27	909.58	581.57	1491.15
Jun	898.67	517.85	1416.52	889.25	567.10	1456.35	883.30	551.91	1435.21
Jul	929.02	545.64	1474.66	926.74	591.73	1518.47	841.08	563.79	1404.87
Aug	870.72	485.11	1355.83	973.06	576.70	1549.76	855.11	538.52	1393.62
Sep	898.92	508.96	1407.88	950.02	577.96	1527.99	865.95	584.26	1450.21
Oct	920.06	562.16	1482.21	968.36	643.48	1611.85	955.03	646.25	1601.28
Nov	972.70	585.00	1557.70	968.39	672.08	1640.46	861.77	543.28	1405.06
Dec	1036.33	491.10	1527.43	997.56	526.72	1524.28	1027.19	502.71	1529.90
Total	**11050.83**	**6094.75**	**17145.58**	**11324.29**	**6831.13**	**18155.42**	**10847.16**	**6832.44**	**17679.60**
Road use estimates are based on **CSIR Report CR-2002/79** 98% petrol sales and 70% diesel sales are for road usage									

Annexure E-2

Estimated Fuel Sales for Road Use per Province : 1995 – 2008

Total Estimated Fuel Sales per Annum per Province for Road Use Only : Megalitres											
Year	Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
1995	petrol	3,569	1,599	1,444	775	603	679	574	512	197	**9,950**
	diesel	741	765	707	242	384	484	318	257	189	**4,087**
	total	**4,309**	**2,364**	**2,151**	**1,017**	**987**	**1,163**	**892**	**769**	**385**	**14,037**
1996	petrol	3,737	1,647	1,536	792	614	709	587	529	206	**10,355**
	diesel	785	777	753	257	426	528	327	269	195	**4,317**
	total	**4,522**	**2,423**	**2,289**	**1,049**	**1,039**	**1,237**	**914**	**798**	**401**	**14,673**
1997	petrol	3,783	1,684	1,611	808	617	723	586	546	208	**10,566**
	diesel	816	759	688	262	415	533	319	280	201	**4,273**
	total	**4,599**	**2,443**	**2,299**	**1,070**	**1,032**	**1,257**	**905**	**826**	**409**	**14,839**
1998	petrol	3,837	1,692	1,635	805	624	731	586	553	205	**10,668**
	diesel	842	777	733	270	413	521	326	282	196	**4,360**
	total	**4,680**	**2,469**	**2,368**	**1,075**	**1,037**	**1,252**	**913**	**835**	**400**	**15,028**
1999	petrol	3,828	1,684	1,662	796	599	703	582	555	206	**10,616**
	diesel	804	822	885	267	385	482	323	278	195	**4,442**
	total	**4,631**	**2,507**	**2,547**	**1,063**	**985**	**1,185**	**905**	**834**	**401**	**15,057**
2000	petrol	3,695	1,596	1,615	745	564	649	556	523	192	**10,136**
	diesel	830	853	652	266	387	485	330	308	199	**4,310**
	total	**4,525**	**2,449**	**2,267**	**1,011**	**952**	**1,134**	**886**	**831**	**391**	**14,446**
2001	petrol	3,726	1,594	1,613	726	541	658	528	528	194	**10,109**
	diesel	954	858	664	277	373	517	331	319	207	**4,501**
	total	**4,680**	**2,452**	**2,277**	**1,002**	**915**	**1,175**	**860**	**847**	**401**	**14,611**
2002	petrol	3,733	1,583	1,625	729	519	642	549	525	192	**10,098**
	diesel	1,002	870	673	316	405	573	401	292	204	**4,736**
	total	**4,735**	**2,453**	**2,297**	**1,046**	**923**	**1,215**	**950**	**818**	**396**	**14,833**
2003	petrol	3,837	1,637	1,661	764	537	662	568	563	196	**10,425**
	diesel	1,097	936	712	346	407	580	436	310	222	**5,046**
	total	**4,933**	**2,572**	**2,373**	**1,110**	**945**	**1,243**	**1,003**	**873**	**419**	**15,471**
2004	petrol	4,008	1,669	1,698	793	549	691	583	549	196	**10,736**
	diesel	1,202	984	707	378	436	605	397	325	224	**5,258**
	total	**5,210**	**2,653**	**2,405**	**1,171**	**985**	**1,296**	**980**	**874**	**420**	**15,994**
2005	petrol	4,058	1,706	1,719	808	577	733	595	536	189	**10,922**
	diesel	1,380	1,022	775	386	428	677	394	285	219	**5,566**
	total	**5,437**	**2,728**	**2,494**	**1,194**	**1,005**	**1,410**	**989**	**821**	**409**	**16,488**
2006	petrol	4,070	1,738	1,738	809	600	787	604	513	190	**11,051**
	diesel	1,534	1,076	894	409	490	744	402	305	240	**6,095**
	total	**5,603**	**2,814**	**2,632**	**1,218**	**1,091**	**1,532**	**1,006**	**818**	**431**	**17,146**
2007	petrol	4,129	1,757	1,761	825	642	874	621	517	197	**11,324**
	diesel	1,591	1,179	1,127	442	597	861	449	314	271	**6,831**
	total	**5,720**	**2,937**	**2,889**	**1,267**	**1,239**	**1,735**	**1,070**	**831**	**468**	**18,155**
2008	petrol	3,975	1,674	1,688	790	611	842	594	484	188	**10,847**
	diesel	1,611	1,213	1,033	432	594	897	456	341	256	**6,832**
	total	**5,586**	**2,888**	**2,721**	**1,223**	**1,206**	**1,738**	**1,050**	**825**	**444**	**17,680**

1995 to 1998 : Figures from Dept. of Mineral & Energy Affairs
1999 : Figures from SAPIA
2000 to 2006 : Figures from SASOL
Mid 2006 to date : Figures from SAPIA

Road use estimates are based on **CSIR Report CR-2002/79**
98% petrol sales and 70% diesel sales are for road usage

Annexure E-3

Estimated Fuel Sales for Road Use per Month per Province : 2007

2007	Estimated Fuel Sales per Fuel Type per Month for Road Use per Province - Megalitres										
Month	**Fuel**	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	Petrol	319.08	144.34	146.92	71.09	53.42	69.18	50.04	43.39	16.40	**913.87**
	Diesel	120.80	86.92	75.09	33.57	43.17	66.56	34.32	27.00	20.78	**508.21**
Feb	Petrol	333.24	137.43	140.43	63.72	49.90	64.73	49.08	38.08	14.82	**891.41**
	Diesel	126.76	87.76	83.10	34.28	43.72	65.19	33.38	24.07	21.66	**519.92**
Mch	Petrol	373.95	158.05	161.09	71.57	57.87	73.81	56.55	44.94	17.16	**1014.97**
	Diesel	143.44	98.35	97.46	37.80	50.01	76.57	39.70	25.64	23.99	**592.97**
Apr	Petrol	326.96	142.81	142.94	67.55	51.41	69.69	49.41	42.01	16.37	**909.15**
	Diesel	122.26	83.21	79.92	34.27	45.54	68.66	33.30	25.22	21.12	**513.49**
May	Petrol	341.20	142.84	138.07	66.45	52.10	71.46	51.52	42.17	15.71	**921.51**
	Diesel	124.96	91.60	85.04	34.86	46.10	74.09	35.02	27.08	22.02	**540.76**
Jun	Petrol	336.97	137.05	135.77	62.52	48.25	65.91	48.30	39.84	14.65	**889.25**
	Diesel	132.20	101.94	90.52	36.62	53.99	68.97	38.03	22.94	21.89	**567.10**
Jul	Petrol	340.57	145.58	138.09	67.82	53.00	71.75	50.46	43.27	16.19	**926.74**
	Diesel	139.81	109.71	85.77	39.01	53.13	76.35	39.42	24.69	23.83	**591.73**
Aug	Petrol	352.71	152.49	150.24	70.42	57.10	74.15	53.92	44.81	17.22	**973.06**
	Diesel	134.03	108.49	88.51	37.85	48.26	75.14	36.59	25.29	22.54	**576.70**
Sep	Petrol	343.95	143.91	145.72	67.35	52.41	87.73	50.96	42.20	15.79	**950.02**
	Diesel	133.91	98.49	103.77	36.48	49.62	69.11	36.51	28.60	21.48	**577.96**
Oct	Petrol	362.71	145.87	147.07	68.21	53.89	74.64	53.81	45.19	16.98	**968.36**
	Diesel	142.06	106.78	123.64	38.68	54.17	79.00	42.41	31.13	25.62	**643.48**
Nov	Petrol	360.89	145.96	150.60	69.63	54.76	72.99	53.88	43.34	16.31	**968.39**
	Diesel	157.11	112.65	114.38	42.10	65.28	77.79	47.59	29.13	26.03	**672.08**
Dec	Petrol	336.59	160.87	164.31	78.87	58.38	77.74	53.43	48.12	19.25	**997.56**
	Diesel	113.84	93.60	100.13	36.31	43.62	63.62	32.39	22.88	20.34	**526.72**
Year	Petrol	**4128.83**	**1757.21**	**1761.25**	**825.19**	**642.48**	**873.77**	**621.35**	**517.35**	**196.87**	**11324.29**
	Diesel	**1591.18**	**1179.49**	**1127.32**	**441.84**	**596.61**	**861.04**	**448.65**	**313.69**	**271.32**	**6831.13**
	Total	**5720.01**	**2936.70**	**2888.56**	**1267.03**	**1239.09**	**1734.81**	**1070.00**	**831.04**	**468.18**	**18155.42**

Annexure E-4

Estimated Fuel Sales for Road Use per Month per Province : 2008

2008	Estimated Fuel Sales per Fuel Type per Month for Road Use per Province - Megalitres										
Month	**Fuel**	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Jan	Petrol	318.87	144.02	144.24	69.81	52.73	72.94	46.51	41.97	16.26	**907.36**
	Diesel	119.58	93.23	112.47	35.43	49.84	70.34	32.59	27.09	19.98	**560.56**
Feb	Petrol	353.86	142.16	144.48	65.62	50.48	69.69	48.07	39.05	15.25	**928.66**
	Diesel	144.66	104.51	105.08	38.36	52.81	77.26	39.17	27.72	21.82	**611.37**
Mch	Petrol	342.53	148.78	155.34	71.38	54.27	70.31	55.37	42.36	17.25	**957.59**
	Diesel	136.50	107.94	102.63	38.48	53.42	74.74	39.08	27.67	21.76	**602.23**
Apr	Petrol	319.08	130.85	131.22	60.66	48.23	65.90	46.44	37.51	14.65	**854.55**
	Diesel	131.54	101.00	75.02	34.61	52.63	67.35	34.92	27.77	21.15	**545.98**
May	Petrol	338.34	141.47	138.15	66.03	53.22	69.34	48.69	39.19	15.15	**909.58**
	Diesel	137.43	107.43	81.78	37.53	52.73	77.11	38.02	28.11	21.42	**581.57**
Jun	Petrol	330.90	133.77	133.60	62.71	48.45	69.96	49.87	38.92	15.13	**883.30**
	Diesel	127.46	97.47	77.61	35.35	47.49	78.43	39.00	28.03	21.07	**551.91**
Jul	Petrol	314.86	130.24	123.48	60.43	45.54	67.70	46.31	38.24	14.28	**841.08**
	Diesel	132.42	104.50	76.70	35.22	44.30	80.92	38.90	29.64	21.20	**563.79**
Aug	Petrol	321.51	131.54	130.99	61.09	45.40	66.44	46.80	37.04	14.28	**855.11**
	Diesel	132.80	98.13	73.21	33.60	44.28	73.87	36.11	27.63	18.90	**538.52**
Sep	Petrol	321.41	130.44	133.07	61.40	49.79	67.86	48.08	38.57	15.32	**865.95**
	Diesel	146.44	102.42	82.10	35.71	49.47	72.81	37.86	34.55	22.89	**584.26**
Oct	Petrol	352.01	145.89	149.71	68.85	53.27	70.84	53.91	43.64	16.91	**955.03**
	Diesel	166.15	113.97	90.69	40.68	49.61	76.86	48.38	33.69	26.21	**646.25**
Nov	Petrol	323.07	130.30	137.04	59.55	46.54	66.40	46.85	37.81	14.21	**861.77**
	Diesel	126.91	95.11	80.72	32.40	50.59	74.62	38.77	24.72	19.44	**543.28**
Dec	Petrol	338.43	164.96	166.49	82.81	63.54	84.35	57.14	50.02	19.45	**1027.19**
	Diesel	108.79	87.45	75.17	34.96	47.07	72.37	32.90	24.17	19.84	**502.71**
Year	Petrol	**3974.86**	**1674.43**	**1687.83**	**790.35**	**611.46**	**841.73**	**594.05**	**484.30**	**188.15**	**10847.16**
	Diesel	**1610.68**	**1213.17**	**1033.18**	**432.33**	**594.24**	**896.67**	**455.70**	**340.80**	**255.67**	**6832.44**

Annexure F-1

Estimated Distance Travelled : Mil.Veh.Kms : All Vehicles

2007	Est Mil-Veh-Kms driven per Vehicle Type per Province									Total
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	27,297	11,761	11,772	5,491	4,347	5,927	4,168	3,453	1,357	**75,573**
Minibuses	2,724	1,186	1,186	551	442	604	421	347	140	**7,601**
Buses	339	241	231	92	120	173	91	65	54	**1,407**
Motorcycles	664	301	300	137	116	160	108	87	39	**1,911**
LDV's - Bakkies	10,614	5,570	5,468	2,381	2,383	3,345	2,036	1,569	916	**34,281**
Trucks	3,144	2,229	2,136	848	1,108	1,595	844	597	496	**12,997**
Other & Unkwn	79	56	54	21	28	40	21	15	12	**326**
Total MilVehKms	**44,860**	**21,343**	**21,146**	**9,521**	**8,545**	**11,843**	**7,688**	**6,133**	**3,015**	**134,095**
2008	Est Mil-Veh-Kms driven per Vehicle Type per Province									Total
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	26,301	11,232	11,268	5,262	4,145	5,729	3,992	3,246	1,296	**72,471**
Minibuses	2,626	1,135	1,134	528	422	585	404	328	134	**7,296**
Buses	341	247	213	90	120	180	93	70	51	**1,404**
Motorcycles	642	290	285	132	111	156	104	84	37	**1,841**
LDV's - Bakkies	10,383	5,494	5,141	2,299	2,323	3,363	2,002	1,568	868	**33,442**
Trucks	3,167	2,282	1,964	828	1,101	1,655	854	642	468	**12,962**
Other & Unkwn	79	57	49	21	28	41	21	16	12	**325**
Total MilVehKms	**43,540**	**20,738**	**20,053**	**9,160**	**8,251**	**11,710**	**7,471**	**5,953**	**2,865**	**129,740**
% Change	Est Mil-Veh-Kms driven per Vehicle Type per Province									Total
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-3.65	-4.49	-4.28	-4.17	-4.65	-3.34	-4.21	-6.00	-4.50	**-4.10**
Minibuses	-3.58	-4.31	-4.38	-4.13	-4.51	-3.08	-4.06	-5.67	-4.56	**-4.01**
Buses	0.78	2.45	-8.12	-2.29	-0.57	3.85	1.27	7.76	-5.73	**-0.23**
Motorcycles	-3.29	-3.62	-4.75	-3.98	-3.99	-2.12	-3.48	-4.41	-4.77	**-3.66**
LDV's - Bakkies	-2.17	-1.35	-5.98	-3.42	-2.50	0.54	-1.64	-0.09	-5.26	**-2.45**
Trucks	0.72	2.39	-8.08	-2.31	-0.60	3.80	1.23	7.62	-5.72	**-0.27**
Other & Unkwn	0.69	2.37	-8.07	-2.32	-0.61	3.79	1.21	7.57	-5.72	**-0.28**
Total MilVehKms	**-2.94**	**-2.84**	**-5.17**	**-3.79**	**-3.44**	**-1.12**	**-2.83**	**-2.94**	**-4.97**	**-3.25**

Annexure F-2

Estimated Average Distance Travelled :

Per Vehicle Type : Per Month : Per Province : Kilometres

2007	Est Avg Distance driven per Vehicle per Month per Type per Province - kms									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**Avg**
Motorcars	1,076	1,368	1,059	1,427	1,525	1,999	1,468	1,668	1,348	**1,246**
Minibuses	2,203	2,420	2,779	2,264	3,139	2,734	1,863	1,596	3,320	**2,343**
Buses	2,296	3,271	3,937	2,605	5,863	4,209	2,832	1,705	4,886	**3,068**
Motorcycles	457	827	415	600	503	725	560	720	468	**528**
LDV's - Bakkies	1,569	1,789	1,777	1,343	1,945	2,119	1,453	985	1,399	**1,618**
Trucks	2,420	4,037	5,265	3,106	5,187	6,101	4,284	2,902	5,084	**3,707**
Other & Unkwn	194	154	142	143	60	143	68	95	149	**126**
Avg Dist Kms	**1,223**	**1,575**	**1,307**	**1,453**	**1,661**	**2,127**	**1,479**	**1,393**	**1,524**	**1,408**
2008	Est Avg Distance driven per Vehicle per Month per Type per Province - kms									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**Avg**
Motorcars	999	1,266	984	1,315	1,406	1,841	1,336	1,473	1,222	**1,151**
Minibuses	2,014	2,218	2,608	2,126	2,905	2,580	1,779	1,490	3,039	**2,170**
Buses	2,123	3,111	3,468	2,206	5,372	3,970	2,756	1,679	4,045	**2,822**
Motorcycles	426	774	356	527	460	707	489	678	407	**481**
LDV's - Bakkies	1,436	1,678	1,590	1,228	1,813	1,998	1,347	922	1,235	**1,489**
Trucks	2,243	3,880	4,700	2,842	4,858	5,884	4,092	2,946	4,735	**3,464**
Other & Unkwn	185	157	127	133	60	150	68	101	134	**123**
Avg Dist Kms	**1,135**	**1,474**	**1,195**	**1,335**	**1,549**	**2,003**	**1,366**	**1,276**	**1,367**	**1,304**
% Change	Est Avg Distance driven per Vehicle per Month per Type per Province - kms									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**Avg**
Motorcars	-7.08	-7.48	-7.11	-7.81	-7.79	-7.90	-9.02	-11.71	-9.35	**-7.58**
Minibuses	-8.58	-8.34	-6.16	-6.11	-7.45	-5.63	-4.54	-6.64	-8.45	**-7.37**
Buses	-7.55	-4.90	-11.92	-15.31	-8.37	-5.67	-2.70	-1.53	-17.21	**-8.02**
Motorcycles	-6.76	-6.47	-14.23	-12.27	-8.63	-2.52	-12.70	-5.76	-13.03	**-8.94**
LDV's - Bakkies	-8.50	-6.20	-10.51	-8.60	-6.78	-5.69	-7.26	-6.33	-11.74	**-8.02**
Trucks	-7.31	-3.88	-10.74	-8.48	-6.34	-3.57	-4.49	1.52	-6.86	**-6.56**
Other & Unkwn	-4.74	1.60	-10.43	-6.79	-0.16	4.71	0.49	6.11	-9.77	**-2.04**
Avg Dist Kms	**-7.18**	**-6.40**	**-8.58**	**-8.14**	**-6.74**	**-5.86**	**-7.65**	**-8.40**	**-10.31**	**-7.35**

Annexure F-3

Comparison between Fuel Price and Estimated Distance Travelled

Comparison between Fuel Price and Distance Travelled					
Year	Month	Average Fuel price R / litre	% Change Month-month	Distance travel mvk	% Change Month-month
2006	Jan	5.28		10,442	
	Feb	5.37	1.59	9,235	-11.56
	Mch	5.30	-1.31	11,386	23.30
	Apr	5.53	4.42	10,365	-8.96
	May	5.87	6.14	10,666	2.90
	Jun	6.20	5.68	10,533	-1.25
	Jul	6.48	4.42	10,935	3.82
	Aug	6.76	4.36	10,131	-7.35
	Sep	6.44	-4.76	10,495	3.60
	Oct	5.99	-7.00	10,927	4.11
	Nov	5.85	-2.21	11,510	5.34
	Dec	5.73	-2.20	11,671	1.40
2007	Jan	5.70	-0.38	10,628	-8.93
	Feb	5.52	-3.21	10,476	-1.44
	Mch	5.71	3.41	11,932	13.90
	Apr	6.29	10.12	10,609	-11.09
	May	6.61	5.07	10,844	2.22
	Jun	6.76	2.26	10,667	-1.63
	Jul	6.75	-0.15	11,120	4.25
	Aug	6.72	-0.38	11,476	3.20
	Sep	6.67	-0.68	11,271	-1.78
	Oct	6.82	2.14	11,733	4.09
	Nov	6.81	-0.12	11,861	1.09
	Dec	7.28	6.95	11,476	-3.25
2008	Jan	7.28	-0.03	10,804	-5.86
	Feb	7.41	1.76	11,226	3.91
	Mch	8.09	9.16	11,449	1.99
	Apr	8.99	11.18	10,256	-10.43
	May	9.53	5.94	10,918	6.46
	Jun	10.04	5.42	10,545	-3.42
	Jul	10.86	8.17	10,212	-3.15
	Aug	10.62	-2.25	10,227	0.15
	Sep	9.62	-9.39	10,531	2.97
	Oct	9.24	-3.96	11,623	10.37
	Nov	8.87	-3.98	10,310	-11.30
	Dec	7.52	-15.28	11,639	12.90

Annexure G-1

Number of Learner Licences Issued

Mch 2008	Number of Learners Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	17,220	4,322	11,423	3,399	3,050	2,027	2,122	1,060	1,154	**45,777**
2	96,805	49,492	86,759	46,105	20,930	10,809	17,416	7,572	8,060	**343,948**
3	225,023	128,626	57,900	50,808	53,925	65,840	58,316	82,605	17,895	**740,938**
Total	**339,048**	**182,440**	**156,082**	**100,312**	**77,905**	**78,676**	**77,854**	**91,237**	**27,109**	**1,130,663**
Mch 2009	**Number of Learners Licences Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	22,742	4,973	15,043	4,501	3,906	2,674	2,703	1,193	1,607	**59,342**
2	106,141	46,193	87,557	42,672	20,787	11,289	16,244	8,207	8,178	**347,268**
3	278,161	132,788	67,743	60,030	61,354	76,608	62,346	92,183	20,615	**851,828**
Total	**407,044**	**183,954**	**170,343**	**107,203**	**86,047**	**90,571**	**81,293**	**101,583**	**30,400**	**1,258,438**
Change	**Number of Learners Licences Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	5,522	651	3,620	1,102	856	647	581	133	453	**13,565**
2	9,336	-3,299	798	-3,433	-143	480	-1,172	635	118	**3,320**
3	53,138	4,162	9,843	9,222	7,429	10,768	4,030	9,578	2,720	**110,890**
Total	**67,996**	**1,514**	**14,261**	**6,891**	**8,142**	**11,895**	**3,439**	**10,346**	**3,291**	**127,775**
% Change	**Number of Learners Licences Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
1	32.07	15.06	31.69	32.42	28.07	31.92	27.38	12.55	39.25	**29.63**
2	9.64	-6.67	0.92	-7.45	-0.68	4.44	-6.73	8.39	1.46	**0.97**
3	23.61	3.24	17.00	18.15	13.78	16.35	6.91	11.59	15.20	**14.97**
Total	**20.05**	**0.83**	**9.14**	**6.87**	**10.45**	**15.12**	**4.42**	**11.34**	**12.14**	**11.30**

Learner Licences :

Category 1 : Motorcycle

Category 2 : Light Motor Vehicle

Category 3 : Heavy Motor Vehicle

Annexure G-2

Number of Driving Licences Issued

Mch 2008	Number of Driving Licences Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	44,947	12,927	24,503	8,940	9,371	6,828	7,187	3,820	2,299	**120,822**
A	147,968	53,349	81,592	30,383	24,473	20,254	19,504	12,587	8,213	**398,323**
B	467,088	260,534	274,795	115,612	76,790	63,256	75,279	36,476	27,162	**1,396,992**
EB	1,322,575	579,421	745,869	305,380	177,190	160,316	151,774	104,542	64,354	**3,611,421**
C1	407,901	201,808	73,664	45,975	65,033	101,480	87,134	181,267	25,402	**1,189,664**
EC1	239,836	71,021	52,329	44,674	36,770	51,828	39,517	61,465	10,921	**608,361**
C	2,551	4,256	2,265	544	335	555	1,524	1,124	286	**13,440**
EC	269,416	135,403	104,276	59,153	69,110	81,488	52,006	73,815	22,297	**866,964**
Total	**2,902,282**	**1,318,719**	**1,359,293**	**610,661**	**459,072**	**486,005**	**433,925**	**475,096**	**160,934**	**8,205,987**
Mch 2009	**Number of Driving Licences Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	44,832	12,964	25,109	9,025	9,334	6,838	7,236	3,876	2,362	**121,576**
A	150,485	54,159	84,654	30,819	24,651	20,470	19,846	12,732	8,359	**406,175**
B	510,755	278,914	301,356	126,051	84,333	69,141	79,552	40,294	29,825	**1,520,221**
EB	1,318,503	578,530	752,777	306,330	177,255	160,856	152,923	105,390	64,323	**3,616,887**
C1	469,341	234,840	86,072	55,209	75,027	122,564	98,584	211,208	29,160	**1,382,005**
EC1	237,330	70,875	52,146	44,893	36,558	52,084	39,857	61,949	11,025	**606,717**
C	2,784	4,369	2,454	635	367	642	1,552	1,172	303	**14,278**
EC	268,342	136,988	105,108	59,778	69,534	82,673	52,175	74,574	22,453	**871,625**
Total	**3,002,372**	**1,371,639**	**1,409,676**	**632,740**	**477,059**	**515,268**	**451,725**	**511,195**	**167,810**	**8,539,484**
% Change	**Number of Driving Licences Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
A1	-0.26	0.29	2.47	0.95	-0.39	0.15	0.68	1.47	2.74	**0.62**
A	1.70	1.52	3.75	1.44	0.73	1.07	1.75	1.15	1.78	**1.97**
B	9.35	7.05	9.67	9.03	9.82	9.30	5.68	10.47	9.80	**8.82**
EB	-0.31	-0.15	0.93	0.31	0.04	0.34	0.76	0.81	-0.05	**0.15**
C1	15.06	16.37	16.84	20.08	15.37	20.78	13.14	16.52	14.79	**16.17**
EC1	-1.04	-0.21	-0.35	0.49	-0.58	0.49	0.86	0.79	0.95	**-0.27**
C	9.13	2.66	8.34	16.73	9.55	15.68	1.84	4.27	5.94	**6.24**
EC	-0.40	1.17	0.80	1.06	0.61	1.45	0.32	1.03	0.70	**0.54**
Total	**3.45**	**4.01**	**3.71**	**3.62**	**3.92**	**6.02**	**4.10**	**7.60**	**4.27**	**4.06**

Driving licences :

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

Annexure G-3

Number of Professional Driving Permits (PrDPs) Issued

Mch 2008	Number of Professional Driving Permits (PrDP's) Issued per Province									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1,634	2,167	1,945	769	773	1,071	478	743	541	**10,121**
P	430	234	1,983	266	446	256	161	90	83	**3,949**
P G	176,729	65,923	70,348	41,530	41,920	50,288	41,704	59,576	17,957	**565,975**
D G	144	76	463	27	79	67	23	19	17	**915**
D P G	21,056	52,040	21,246	12,566	4,619	10,102	1,417	3,383	864	**127,293**
Total	**199,993**	**120,440**	**95,985**	**55,158**	**47,837**	**61,784**	**43,783**	**63,811**	**19,462**	**708,253**
Mch 2009	**Number of Professional Driving Permits (PrDP's) Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	1,906	2,255	1,990	784	870	1,118	508	985	487	**10,903**
P	304	304	972	261	308	193	99	86	69	**2,596**
P G	194,096	90,520	83,155	50,086	47,308	59,609	45,668	67,178	19,575	**657,195**
D G	123	42	175	9	44	42	15	12	8	**470**
D P G	14,964	34,381	17,019	8,977	2,814	6,089	1,117	2,298	601	**88,260**
Total	**211,393**	**127,502**	**103,311**	**60,117**	**51,344**	**67,051**	**47,407**	**70,559**	**20,740**	**759,424**
Change	**Number of Professional Driving Permits (PrDP's) Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	272	88	45	15	97	47	30	242	-54	**782**
P	-126	70	-1,011	-5	-138	-63	-62	-4	-14	**-1,353**
P G	17,367	24,597	12,807	8,556	5,388	9,321	3,964	7,602	1,618	**91,220**
D G	-21	-34	-288	-18	-35	-25	-8	-7	-9	**-445**
D P G	-6,092	-17,659	-4,227	-3,589	-1,805	-4,013	-300	-1,085	-263	**-39,033**
Total	**11,400**	**7,062**	**7,326**	**4,959**	**3,507**	**5,267**	**3,624**	**6,748**	**1,278**	**51,171**
% Change	**Number of Professional Driving Permits (PrDP's) Issued per Province**									
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
G	16.65	4.06	2.31	1.95	12.55	4.39	6.28	32.57	-9.98	**7.73**
P	-29.30	29.91	-50.98	-1.88	-30.94	-24.61	-38.51	-4.44	-16.87	**-34.26**
P G	9.83	37.31	18.21	20.60	12.85	18.54	9.51	12.76	9.01	**16.12**
D G	-14.58	-44.74	-62.20	-66.67	-44.30	-37.31	-34.78	-36.84	-52.94	**-48.63**
D P G	-28.93	-33.93	-19.90	-28.56	-39.08	-39.72	-21.17	-32.07	-30.44	**-30.66**
Total	**5.70**	**5.86**	**7.63**	**8.99**	**7.33**	**8.52**	**8.28**	**10.57**	**6.57**	**7.22**

Professional Driving Permits (PrDPs)

G : Goods

P : Passengers

D : Dangerous goods

Annexure H
Monthly Number of Fatal Crashes per Province

Year	Number of Fatal Crashes										
	Month	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
2006	**Jan**	162	139	102	88	50	64	52	52	19	**728**
	Feb	210	153	84	103	60	81	60	71	25	**847**
	Mch	266	200	118	109	75	104	72	82	19	**1,045**
	Apr	241	258	119	108	100	138	102	149	22	**1,237**
	May	263	192	119	124	72	81	78	82	31	**1,042**
	Jun	244	243	119	171	78	77	83	77	28	**1,120**
	Jul	277	219	111	143	88	105	79	80	20	**1,122**
	Aug	244	212	114	103	65	92	77	97	23	**1,027**
	Sep	276	221	121	100	77	93	88	76	24	**1,076**
	Oct	261	186	106	117	58	106	103	72	30	**1,039**
	Nov	239	183	115	98	76	70	63	82	27	**953**
	Dec	278	262	119	136	95	100	100	90	40	**1,220**
2007	**Jan**	189	128	84	88	60	70	62	76	17	**774**
	Feb	209	168	95	85	45	81	75	65	20	**843**
	Mch	282	230	136	102	80	106	80	82	26	**1,124**
	Apr	248	184	101	123	75	114	98	92	24	**1,059**
	May	225	201	125	116	71	95	92	78	27	**1,030**
	Jun	257	196	113	112	61	118	88	96	23	**1,064**
	Jul	288	138	107	101	83	120	86	93	13	**1,029**
	Aug	268	122	118	128	66	120	81	87	20	**1,010**
	Sep	241	161	126	117	71	127	80	95	30	**1,048**
	Oct	206	152	118	105	60	106	77	80	28	**932**
	Nov	199	117	104	83	81	72	81	73	27	**837**
	Dec	295	235	142	153	70	128	89	117	32	**1,261**
2008	**Jan**	141	131	80	89	51	65	59	75	20	**711**
	Feb	205	135	106	71	40	75	45	63	23	**763**
	Mch	211	176	100	99	48	99	85	91	21	**930**
	Apr	203	138	120	69	56	90	87	89	24	**876**
	May	232	172	114	96	63	62	77	91	10	**917**
	Jun	162	233	107	94	65	115	78	107	27	**988**
	Jul	240	220	157	87	62	103	82	86	23	**1,060**
	Aug	250	193	131	102	19	126	70	92	6	**989**
	Sep	216	172	94	91	51	109	71	90	19	**913**
	Oct	176	195	80	82	55	102	61	74	13	**838**
	Nov	69	157	97	69	57	111	72	90	23	**745**
	Dec	206	195	104	118	83	130	82	133	24	**1,075**
2009	**Jan**	172	154	87	89	46	86	50	76	19	**779**
	Feb	136	135	65	64	56	68	51	70	16	**661**
	Mch	166	189	103	60	65	84	52	83	18	**820**

Annexure I
Monthly Number of Fatalities per Province

Year	Number of Fatalities										
	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2006	Jan	179	171	124	97	71	81	72	63	26	**883**
	Feb	233	181	91	140	86	109	75	95	27	**1,036**
	Mch	294	224	152	153	90	140	94	106	26	**1,280**
	Apr	296	315	143	130	122	232	126	196	34	**1,594**
	May	301	230	146	152	95	102	100	114	39	**1,280**
	Jun	280	292	163	226	109	98	113	89	37	**1,408**
	Jul	329	253	135	150	118	133	132	102	26	**1,378**
	Aug	299	263	134	115	89	114	96	112	31	**1,254**
	Sep	315	264	148	129	102	109	97	97	27	**1,289**
	Oct	306	225	122	157	93	149	121	90	38	**1,302**
	Nov	305	230	159	125	101	96	78	120	34	**1,249**
	Dec	318	313	132	178	116	124	117	108	61	**1,467**
2007	Jan	215	139	103	102	80	118	82	100	18	**958**
	Feb	233	185	119	99	51	115	98	95	23	**1,020**
	Mch	316	261	162	123	86	141	96	93	38	**1,316**
	Apr	292	218	124	149	126	150	107	115	28	**1,309**
	May	252	245	141	141	94	116	112	118	50	**1,267**
	Jun	295	215	135	133	75	179	119	129	46	**1,326**
	Jul	325	197	126	121	125	158	112	124	13	**1,300**
	Aug	284	149	126	161	90	228	96	114	22	**1,270**
	Sep	293	251	159	156	93	152	103	131	41	**1,379**
	Oct	222	200	136	129	97	140	103	106	40	**1,174**
	Nov	218	140	145	124	112	103	108	102	27	**1,077**
	Dec	326	272	168	196	93	178	113	144	33	**1,523**
2008	Jan	162	156	102	120	80	86	70	100	26	**900**
	Feb	237	173	125	81	45	94	54	93	54	**955**
	Mch	231	223	134	140	67	160	118	123	36	**1,231**
	Apr	225	172	155	99	67	136	105	102	31	**1,093**
	May	274	200	118	155	72	94	98	105	10	**1,125**
	Jun	190	268	118	147	96	166	110	123	37	**1,255**
	Jul	272	300	191	117	83	168	98	101	33	**1,363**
	Aug	278	229	133	125	23	192	104	103	9	**1,196**
	Sep	232	231	110	138	72	119	95	131	23	**1,151**
	Oct	188	243	106	121	86	252	110	82	26	**1,213**
	Nov	88	198	106	101	83	227	98	136	23	**1,058**
	Dec	232	249	124	146	107	160	107	175	33	**1,333**
2009	Jan	208	173	127	122	67	104	89	95	27	**1,013**
	Feb	153	158	75	95	50	98	64	77	18	**787**
	Mch	168	351	118	100	58	116	54	110	45	**1,119**

Annexure J-1
Monthly Number of Fatalities per Road User Group

Year	Number of Fatalities per Road User Group										
Month	**User Group**	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Apr 2007	**Drivers**	90	42	37	44	38	56	34	23	9	**373**
	Passengers	74	70	41	54	64	57	23	49	9	**442**
	Pedestrians	129	106	45	50	24	37	50	43	9	**494**
	Total	**292**	**218**	**124**	**149**	**126**	**150**	**107**	**115**	**28**	**1,309**
May 2007	**Drivers**	86	62	43	32	41	41	39	34	22	**400**
	Passengers	58	63	27	48	38	36	44	63	23	**401**
	Pedestrians	108	120	71	60	14	39	29	21	5	**467**
	Total	**252**	**245**	**141**	**141**	**94**	**116**	**112**	**118**	**50**	**1,267**
Jun 2007	**Drivers**	97	49	45	30	28	58	40	54	7	**408**
	Passengers	70	49	44	38	28	80	40	49	28	**425**
	Pedestrians	128	117	47	66	20	41	39	26	11	**494**
	Total	**295**	**215**	**135**	**133**	**75**	**179**	**119**	**129**	**46**	**1,326**
Jul 2007	**Drivers**	114	37	27	29	26	52	33	40	5	**364**
	Passengers	78	97	34	42	64	59	54	55	3	**487**
	Pedestrians	133	63	65	50	35	46	25	28	5	**450**
	Total	**325**	**197**	**126**	**121**	**125**	**158**	**112**	**124**	**13**	**1,300**
Aug 2007	**Drivers**	92	36	31	36	32	81	39	41	5	**392**
	Passengers	53	36	35	54	41	114	27	45	2	**407**
	Pedestrians	140	76	61	70	17	33	31	28	15	**470**
	Total	**284**	**149**	**126**	**161**	**90**	**228**	**96**	**114**	**22**	**1,270**
Sep 2007	**Drivers**	94	81	42	38	29	46	34	39	22	**424**
	Passengers	84	87	51	53	40	53	50	54	16	**488**
	Pedestrians	115	84	66	65	24	53	19	39	3	**467**
	Total	**293**	**251**	**159**	**156**	**93**	**152**	**103**	**131**	**41**	**1,379**
Oct 2007	**Drivers**	69	41	47	33	23	61	36	32	14	**356**
	Passengers	41	70	34	55	56	55	41	43	21	**416**
	Pedestrians	112	89	55	41	18	25	26	32	5	**402**
	Total	**222**	**200**	**136**	**129**	**97**	**140**	**103**	**106**	**40**	**1,174**
Nov 2007	**Drivers**	60	40	46	37	32	26	41	39	0	**320**
	Passengers	39	28	57	55	49	44	38	47	5	**362**
	Pedestrians	119	72	43	31	31	33	30	16	22	**395**
	Total	**218**	**140**	**145**	**124**	**112**	**103**	**108**	**102**	**27**	**1,077**
Dec 2007	**Drivers**	107	52	40	47	25	62	32	34	9	**408**
	Passengers	70	84	58	80	38	76	42	54	9	**511**
	Pedestrians	149	136	70	69	30	40	39	56	15	**604**
	Total	**326**	**272**	**168**	**196**	**93**	**178**	**113**	**144**	**33**	**1,523**
Jan 2008	**Drivers**	44	28	28	28	27	27	26	26	7	**242**
	Passengers	46	48	36	57	36	36	19	53	11	**342**
	Pedestrians	72	79	37	36	17	23	24	21	7	**316**
	Total	**162**	**156**	**102**	**120**	**80**	**86**	**70**	**100**	**26**	**900**
Feb 2008	**Drivers**	75	47	31	22	18	28	21	32	3	**278**
	Passengers	59	53	31	23	16	35	12	39	41	**308**
	Pedestrians	103	73	62	37	11	31	21	22	10	**370**
	Total	**237**	**173**	**125**	**81**	**45**	**94**	**54**	**93**	**54**	**955**
Mch 2008	**Drivers**	77	49	44	29	16	49	39	42	13	**357**
	Passengers	54	92	53	69	30	75	45	46	16	**479**
	Pedestrians	100	82	37	42	22	36	34	35	6	**395**
	Total	**231**	**223**	**134**	**140**	**67**	**160**	**118**	**123**	**36**	**1,231**

Annexure J-2
Monthly Number of Fatalities per Road User Group

Year	Number of Fatalities per Road User Group										
Month	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Apr 2008	Drivers	64	32	42	24	32	49	46	31	11	330
	Passengers	50	57	50	42	15	59	35	32	17	357
	Pedestrians	111	84	63	33	21	29	24	39	4	406
	Total	225	172	155	99	67	136	105	102	31	1,093
May 2008	Drivers	83	50	34	25	21	32	34	43	5	326
	Passengers	79	31	24	82	27	44	34	32	5	358
	Pedestrians	112	119	60	48	24	18	29	30	0	441
	Total	274	200	118	155	72	94	98	105	10	1,125
Jun 2008	Drivers	61	69	42	36	31	62	41	42	19	403
	Passengers	46	71	21	66	46	68	48	46	17	428
	Pedestrians	83	129	55	44	19	37	21	35	2	425
	Total	190	268	118	147	96	166	110	123	37	1,255
Jul 2008	Drivers	95	50	54	30	23	49	27	40	13	381
	Passengers	61	113	50	50	29	92	39	35	10	478
	Pedestrians	116	138	87	37	31	27	32	26	10	504
	Total	272	300	191	117	83	168	98	101	33	1,363
Aug 2008	Drivers	86	48	57	36	8	55	26	30	2	348
	Passengers	58	64	12	49	9	86	52	41	6	377
	Pedestrians	135	117	64	39	6	50	26	32	1	471
	Total	278	229	133	125	23	192	104	103	9	1,196
Sep 2008	Drivers	72	30	35	32	26	64	28	36	15	337
	Passengers	44	81	33	69	30	26	41	65	4	391
	Pedestrians	117	121	43	36	17	29	26	30	4	423
	Total	232	231	110	138	72	119	95	131	23	1,151
Oct 2008	Drivers	64	56	26	25	36	57	27	19	9	319
	Passengers	27	96	36	66	38	166	58	35	13	534
	Pedestrians	96	91	44	31	12	29	24	28	4	360
	Total	188	243	106	121	86	252	110	82	26	1,213
Nov 2008	Drivers	28	32	40	20	33	65	26	34	8	286
	Passengers	30	57	22	58	31	120	29	71	15	433
	Pedestrians	30	108	44	23	18	42	43	32	0	339
	Total	88	198	106	101	83	227	98	136	23	1,058
Dec 2008	Drivers	68	44	35	37	30	65	28	59	9	375
	Passengers	58	96	38	56	42	52	38	80	19	479
	Pedestrians	106	109	51	53	35	43	41	36	5	479
	Total	232	249	124	146	107	160	107	175	33	1,333
Jan 2009	Drivers	72	58	33	24	20	35	14	20	6	283
	Passengers	63	50	50	63	38	39	59	43	13	418
	Pedestrians	73	65	44	34	9	30	16	32	8	312
	Total	208	173	127	122	67	104	89	95	27	1,013
Feb 2009	Drivers	42	20	16	23	17	19	17	32	8	194
	Passengers	29	61	35	49	20	40	34	25	2	295
	Pedestrians	81	76	24	23	13	38	13	20	8	297
	Total	153	158	75	95	50	98	64	77	18	787
Mch 2009	Drivers	63	88	50	17	19	21	25	31	27	341
	Passengers	17	176	21	51	23	32	14	49	18	400
	Pedestrians	87	88	47	31	15	63	16	30	0	378
	Total	168	351	118	100	58	116	54	110	45	1,119

Annexure K-1
Vehicles Involved in Fatal Crashes

2007-2008	Estimated Number of Vehicles per Type Involved in Fatal Crashes									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	2,124	990	809	691	562	817	573	588	214	**7,367**
Minibuses	304	211	108	163	73	164	70	69	29	**1,192**
Minibus Taxis	16	95	3	5	26	8	44	67	0	**264**
Buses	37	65	44	33	22	42	21	24	9	**298**
Motorcycles	110	35	61	16	28	26	23	5	7	**310**
LDV's - Bakkies	461	535	297	420	165	408	287	388	96	**3,058**
Trucks	74	223	4	18	163	22	53	60	29	**646**
Trucks - articulated	233	13	157	155	3	221	74	86	15	**958**
Other and unknown	360	369	211	114	53	104	114	133	36	**1,492**
Total Motorised	**3,718**	**2,534**	**1,694**	**1,616**	**1,096**	**1,813**	**1,259**	**1,421**	**435**	**15,586**
Bicycle	75	28	43	22	17	33	46	28	14	**305**
Animal drawn	0	0	0	0	0	0	1	0	0	**1**
Total	**3,793**	**2,562**	**1,736**	**1,637**	**1,112**	**1,846**	**1,307**	**1,449**	**449**	**15,892**
2008-2009	**Estimated Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1,645	1,069	764	452	441	682	517	608	134	**6,311**
Minibuses	211	163	130	151	61	142	43	50	14	**963**
Minibus Taxis	8	209	8	5	9	2	54	78	0	**373**
Buses	43	47	35	53	8	43	12	26	2	**269**
Motorcycles	109	36	58	16	22	26	18	9	5	**299**
LDV's - Bakkies	407	465	277	333	189	427	251	344	95	**2,790**
Trucks	57	76	32	5	123	4	52	75	11	**435**
Trucks - articulated	136	209	103	130	4	217	42	39	9	**888**
Other and unknown	259	370	169	93	52	124	75	175	16	**1,334**
Total Motorised	**2,875**	**2,643**	**1,576**	**1,237**	**910**	**1,666**	**1,064**	**1,404**	**285**	**13,662**
Bicycle	64	22	50	21	16	34	55	25	7	**294**
Animal drawn	0	0	0	0	0	0	0	0	0	**0**
Total	**2,939**	**2,665**	**1,626**	**1,258**	**926**	**1,701**	**1,119**	**1,429**	**292**	**13,956**
% Change	**Estimated Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-22.54	7.97	-5.51	-34.56	-21.51	-16.51	-9.73	3.28	-37.63	**-14.33**
Minibuses	-30.71	-22.94	19.92	-7.72	-17.23	-13.65	-37.95	-27.82	-53.36	**-19.24**
Minibus Taxis	-49.00	121.10	153.69	5.29	-65.14	-73.83	21.78	15.95	0.00	**41.45**
Buses	14.07	-27.81	-20.09	59.75	-61.67	1.29	-45.24	8.00	-73.57	**-9.70**
Motorcycles	-0.42	2.15	-4.87	0.28	-19.11	-0.84	-18.48	80.00	-33.93	**-3.47**
LDV's - Bakkies	-11.77	-12.98	-6.55	-20.65	14.97	4.49	-12.72	-11.33	-0.89	**-8.77**
Trucks	-22.10	-65.98	623.01	-73.68	-24.98	-80.38	-3.00	25.95	-61.13	**-32.75**
Trucks - articulated	-41.60	1475.30	-34.46	-16.39	33.71	-2.12	-43.22	-55.09	-41.27	**-7.32**
Other and unknown	-28.06	0.25	-19.56	-18.58	-0.27	19.81	-33.99	32.11	-55.95	**-10.61**
Total Motorised	**-22.68**	**4.29**	**-6.93**	**-23.41**	**-16.89**	**-8.07**	**-15.51**	**-1.20**	**-34.45**	**-12.34**
Bicycle	-14.45	-21.14	17.09	-3.95	-5.42	4.67	19.15	-10.56	-50.45	**-3.52**
Animal drawn	0.00	0.00	0.00	0.00	0.00	0.00	-100.00	0.00	0.00	**-100.00**
Total	**-22.52**	**4.01**	**-6.34**	**-23.15**	**-16.72**	**-7.85**	**-14.36**	**-1.38**	**-34.94**	**-12.18**

Annexure K-2
Vehicles Involved in Fatal Crashes

2007-2008	Number of Vehicles per Type Involved in Fatal Crashes									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	2,124	990	809	691	562	817	573	588	214	**7,367**
Minibuses	320	306	111	168	100	172	114	136	29	**1,456**
Buses	37	65	44	33	22	42	21	24	9	**298**
Motorcycles	110	35	61	16	28	26	23	5	7	**310**
LDV's - Bakkies	461	535	297	420	165	408	287	388	96	**3,058**
Trucks	307	236	161	174	166	243	127	146	45	**1,605**
Other and unknown	360	369	211	114	53	104	114	133	36	**1,492**
Total Motorised	**3,718**	**2,534**	**1,694**	**1,616**	**1,096**	**1,813**	**1,259**	**1,421**	**435**	**15,586**
2008-2009	**Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1,645	1,069	764	452	441	682	517	608	134	**6,311**
Minibuses	219	372	138	155	70	144	97	128	14	**1,336**
Buses	43	47	35	53	8	43	12	26	2	**269**
Motorcycles	109	36	58	16	22	26	18	9	5	**299**
LDV's - Bakkies	407	465	277	333	189	427	251	344	95	**2,790**
Trucks	193	285	135	135	126	221	94	114	20	**1,323**
Other and unknown	259	370	169	93	52	124	75	175	16	**1,334**
Total Motorised	**2,875**	**2,643**	**1,576**	**1,237**	**910**	**1,666**	**1,064**	**1,404**	**285**	**13,662**
% Change	**Number of Vehicles per Type Involved in Fatal Crashes**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-22.54	7.97	-5.51	-34.56	-21.51	-16.51	-9.73	3.28	-37.63	**-14.33**
Minibuses	-31.61	21.68	23.86	-7.36	-29.87	-16.52	-14.93	-6.33	-53.36	**-8.25**
Buses	14.07	-27.81	-20.09	59.75	-61.67	1.29	-45.24	8.00	-73.57	**-9.70**
Motorcycles	-0.42	2.15	-4.87	0.28	-19.11	-0.84	-18.48	80.00	-33.93	**-3.47**
LDV's - Bakkies	-11.77	-12.98	-6.55	-20.65	14.97	4.49	-12.72	-11.33	-0.89	**-8.77**
Trucks	-36.92	20.85	-16.69	-22.42	-24.00	-9.15	-26.30	-22.00	-54.26	**-17.56**
Other and unknown	-28.06	0.25	-19.56	-18.58	-0.27	19.81	-33.99	32.11	-55.95	**-10.61**
Total Motorised	**-22.68**	**4.29**	**-6.93**	**-23.41**	**-16.89**	**-8.07**	**-15.51**	**-1.20**	**-34.45**	**-12.34**

Annexure L-1
Driver Fatalities per Type of Vehicle

2007-2008	Number of DRIVER Fatalities per Type of Vehicle									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	621	252	238	203	182	317	218	209	70	**2,312**
Minibuses	43	44	15	34	32	26	16	22	1	**233**
Buses	0	0	1	0	3	5	0	2	0	**11**
Motorcycles	93	32	50	14	18	22	16	5	6	**256**
LDV's - Bakkies	124	130	78	97	46	149	91	125	22	**862**
Trucks	27	46	25	28	36	31	13	22	6	**234**
Other and unknown	26	30	12	9	4	4	11	21	0	**117**
Total	**934**	**535**	**419**	**385**	**321**	**555**	**365**	**407**	**105**	**4,025**
2008-2009	**Number of DRIVER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	459	302	243	155	169	290	164	234	73	**2,088**
Minibuses	40	55	24	37	15	33	10	21	3	**239**
Buses	0	7	0	2	0	8	0	1	0	**19**
Motorcycles	101	25	49	11	16	23	16	6	3	**251**
LDV's - Bakkies	103	94	59	76	63	129	82	85	38	**730**
Trucks	15	37	20	16	29	50	10	15	8	**200**
Other and unknown	16	35	19	11	2	8	5	30	0	**126**
Total	**734**	**555**	**415**	**309**	**296**	**543**	**286**	**392**	**124**	**3,652**
% Change	**Number of DRIVER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-26.08	19.67	2.29	-23.73	-7.00	-8.64	-25.00	11.61	3.01	**-9.67**
Minibuses	-5.44	25.65	56.66	9.03	-52.08	27.77	-37.00	-4.12	94.57	**2.60**
Buses	0.00	690.99	-100.00	161.66	-82.87	59.71	0.00	-49.24	0.00	**62.88**
Motorcycles	7.73	-21.20	-1.24	-17.04	-12.48	3.34	5.00	26.90	-51.36	**-1.89**
LDV's - Bakkies	-16.79	-27.52	-23.85	-21.36	36.79	-13.14	-10.20	-32.32	70.25	**-15.38**
Trucks	-45.73	-19.34	-18.27	-43.11	-19.00	59.71	-25.55	-32.32	45.93	**-14.57**
Other and unknown	-38.11	13.43	56.66	24.44	-41.81	112.95	-54.50	43.32	0.00	**7.75**
Total	**-21.43**	**3.81**	**-0.97**	**-19.87**	**-7.85**	**-2.29**	**-21.42**	**-3.68**	**17.77**	**-9.26**

Annexure L-2
Passenger Fatalities per Type of Vehicle

2007-2008	Estimated Number of PASSENGER Fatalities per Type of Vehicle									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	444	294	243	264	239	353	207	259	81	**2,385**
Minibuses	104	121	61	123	114	144	75	104	8	**855**
Buses	7	56	30	19	7	35	2	6	9	**172**
Motorcycles	5	2	3	2	1	0	5	0	0	**18**
LDV's - Bakkies	99	225	104	169	73	144	117	157	38	**1,127**
Trucks	43	34	31	39	51	36	14	39	27	**314**
Other and unknown	24	46	27	11	15	7	12	31	21	**193**
Total	**725**	**778**	**500**	**628**	**499**	**719**	**434**	**596**	**184**	**5,064**
2008-2009	**Estimated Number of PASSENGER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	334	351	195	247	171	309	215	252	66	**2,140**
Minibuses	113	264	82	168	47	141	87	77	11	**990**
Buses	5	47	9	47	1	113	16	6	0	**245**
Motorcycles	5	7	0	2	3	2	2	1	0	**22**
LDV's - Bakkies	77	198	77	181	94	177	132	163	53	**1,152**
Trucks	15	52	22	49	29	75	19	23	7	**291**
Other and unknown	12	33	6	7	5	2	9	30	2	**106**
Total	**562**	**951**	**391**	**701**	**349**	**821**	**480**	**554**	**138**	**4,947**
% Change	**Estimated Number of PASSENGER Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-24.72	19.38	-19.90	-6.70	-28.44	-12.44	3.95	-2.84	-18.68	**-10.27**
Minibuses	8.86	117.06	33.18	36.71	-59.05	-1.96	14.65	-25.37	38.24	**15.76**
Buses	-27.42	-15.64	-68.72	144.53	-85.48	225.78	563.31	6.44	-100.00	**42.82**
Motorcycles	8.86	330.25	-100.00	-28.33	123.45	235.79	-63.15	126.67	0.00	**23.62**
LDV's - Bakkies	-22.24	-12.07	-26.25	7.51	28.84	22.54	12.81	4.02	38.24	**2.26**
Trucks	-63.71	50.24	-29.52	26.48	-43.13	109.14	35.12	-41.94	-75.61	**-7.32**
Other and unknown	-51.01	-28.29	-76.64	-42.66	-66.48	-64.71	-26.30	-1.75	-89.37	**-45.03**
Total	**-22.52**	**22.24**	**-21.83**	**11.60**	**-30.09**	**14.14**	**10.76**	**-7.16**	**-24.92**	**-2.31**

Annexure L-3
Pedestrian Fatalities per Type of Vehicle

2007-2008	Estimated Number of PEDESTRIAN Fatalities per Type of Vehicle									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	741	397	288	224	144	170	140	146	43	**2,293**
Minibuses	156	142	50	68	25	56	37	40	10	**584**
Buses	13	30	18	16	5	14	7	4	4	**110**
Motorcycles	5	3	8	1	5	2	4	0	0	**28**
LDV's - Bakkies	145	191	99	162	29	84	82	95	23	**910**
Trucks	78	66	55	60	25	37	26	25	10	**382**
Other and unknown	267	269	140	87	29	74	70	58	23	**1,016**
Total	**1,405**	**1,097**	**659**	**618**	**261**	**437**	**366**	**367**	**113**	**5,324**
2008-2009	**Estimated Number of PEDESTRIAN Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	618	450	281	136	93	146	138	137	18	**2,016**
Minibuses	84	207	66	52	21	24	32	46	4	**537**
Buses	19	22	20	27	4	18	8	9	2	**128**
Motorcycles	7	2	5	5	4	2	2	3	0	**29**
LDV's - Bakkies	160	202	109	110	37	122	67	79	12	**898**
Trucks	51	76	38	38	26	27	17	14	0	**286**
Other and unknown	208	285	109	67	35	95	47	80	10	**938**
Total	**1,147**	**1,245**	**627**	**434**	**220**	**434**	**312**	**368**	**46**	**4,832**
% Change	**Estimated Number of PEDESTRIAN Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-16.60	13.22	-2.46	-39.31	-35.38	-13.95	-1.70	-6.20	-58.32	**-12.07**
Minibuses	-46.10	45.83	31.49	-23.77	-12.86	-56.66	-14.59	16.12	-60.30	**-8.09**
Buses	43.74	-24.71	11.38	71.11	-27.74	28.96	19.88	148.98	-53.69	**16.63**
Motorcycles	41.18	-24.71	-40.83	322.75	-27.74	-11.34	-52.05	251.00	0.00	**1.18**
LDV's - Bakkies	10.19	5.88	9.62	-32.44	28.80	45.56	-17.80	-17.01	-47.90	**-1.37**
Trucks	-34.97	16.36	-31.53	-37.37	5.00	-29.07	-34.61	-44.11	-100.00	**-25.13**
Other and unknown	-22.04	6.24	-22.29	-22.31	23.66	29.23	-32.87	39.37	-56.58	**-7.65**
Total	**-18.41**	**13.50**	**-4.83**	**-29.79**	**-15.64**	**-0.70**	**-14.98**	**0.21**	**-59.55**	**-9.24**

Annexure L-4
All Fatalities per Type of Vehicle

2007-2008	Estimated Number of TOTAL Fatalities per Type of Vehicle									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1,806	943	769	692	565	840	566	615	194	**6,990**
Minibuses	303	307	127	225	170	227	129	166	19	**1,672**
Buses	20	86	49	35	15	54	9	12	14	**293**
Motorcycles	103	37	62	17	25	25	24	5	6	**302**
LDV's - Bakkies	369	546	282	428	147	377	290	377	83	**2,900**
Trucks	148	146	112	127	111	105	53	86	42	**930**
Other and unknown	317	345	179	107	48	84	93	109	43	**1,326**
Total	**3,065**	**2,410**	**1,578**	**1,631**	**1,081**	**1,711**	**1,165**	**1,370**	**402**	**14,412**
2008-2009	**Estimated Number of TOTAL Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	1,411	1,102	718	538	433	745	517	623	156	**6,244**
Minibuses	238	526	172	257	83	199	128	145	18	**1,765**
Buses	24	76	29	76	5	139	24	16	2	**392**
Motorcycles	112	35	54	18	23	28	20	10	3	**302**
LDV's - Bakkies	341	495	245	367	194	428	282	327	102	**2,780**
Trucks	81	165	80	103	84	152	46	52	15	**777**
Other and unknown	236	353	134	85	43	106	61	141	12	**1,170**
Total	**2,443**	**2,752**	**1,433**	**1,443**	**865**	**1,797**	**1,078**	**1,313**	**307**	**13,431**
% Change	**Estimated Number of TOTAL Fatalities per Type of Vehicle**									
Vehicle Type	**GA**	**KZ**	**WC**	**EC**	**FS**	**MP**	**NW**	**LI**	**NC**	**RSA**
Motorcars	-21.86	16.86	-6.51	-22.28	-23.29	-11.31	-8.62	1.29	-19.56	**-10.66**
Minibuses	-21.49	71.10	35.32	14.29	-51.06	-12.09	-0.14	-12.52	-8.80	**5.59**
Buses	18.63	-10.73	-40.33	116.46	-64.61	159.29	158.07	37.17	-85.60	**33.78**
Motorcycles	9.32	-5.79	-11.81	3.62	-8.20	11.40	-17.05	104.01	-51.36	**-0.08**
LDV's - Bakkies	-7.62	-9.48	-12.94	-14.17	31.33	13.55	-3.05	-13.32	23.03	**-4.13**
Trucks	-45.23	13.19	-28.00	-19.20	-24.70	45.02	-13.57	-40.10	-65.53	**-16.45**
Other and unknown	-25.52	2.28	-25.19	-20.51	-10.36	25.68	-34.53	28.49	-72.11	**-11.74**
Total	**-20.30**	**14.17**	**-9.19**	**-11.51**	**-20.00**	**5.02**	**-7.41**	**-4.15**	**-23.49**	**-6.81**

Annexure M
Definition of Terms

No.	Term	Definition
1	**Road traffic crash**	A road traffic crash is an accident, event, collision or crash between two or more vehicles, a vehicle and a train, a vehicle and a cyclist, a vehicle and a pedestrian, a vehicle and an animal, a vehicle and a fixed object, such as a bridge, building, tree, post, etc, or a single vehicle that overturned on or near a public road. A road traffic crash is a single road traffic incident, regardless of the number of vehicles or persons involved in any particular crash. In short : a road crash happens when two road users, regardless of mode of travel, try to occupy the same road space at the same time.
2	**Crash categories**	**Categories or Degrees of Crashes :** Road traffic crashes are classified in the following four categories in accordance with the severity thereof : • **Fatal crash :** a crash resulting in the death of one or more persons. The persons killed may be drivers and passengers of vehicles, or cyclists and pedestrians. Such crashes can include serious and slight injuries. • **Major crash :** a crash in which one or more persons are seriously injured and can include slight injuries. • **Minor crash :** a crash in which one or more persons are slightly injured. The above three categories of crashes are jointly referred to as **casualty crashes**. • **Damage only crash :** a crash in which no-one was killed or injured and resulted in damage to the vehicle or vehicles and/or other property only.
3	**Casualty categories**	**Categories or Degrees of Casualties :** Road traffic **c**asualties or injuries are classified in the following three categories in accordance with the severity thereof : • **Fatality :** person or persons killed during or immediately after a crash, or death **within 6 days** after a crash happened as a direct result of such crash. (Also see item 17 below for international definition). • **Serious injury :** person/s sustained injuries to such an extent that hospitalisation is required. Serious injuries include fractures, crushings, concussion, internal injuries, severe cuts and lacerations, severe shock, etc which require medical treatment, hospitalisation and/or confinement to bed. • **Slight injury :** person/s sustained minor cuts and bruises, sprains and light shock which may be treated at the scene of the crash or at home.
4	**Crash rates**	• **Crash rate per the registered vehicle population :** The crash rate per 10 000 vehicle population is calculated by dividing the number of crashes by the vehicle population, in ten thousands, of the relevant region, province or country. • **Crash rate per distance or kilometres travelled by vehicles:** The crash rate per 100 million vehicle kilometres travelled is calculated by dividing the number of crashes by the combined distance travelled by

No.	Term	Definition
		all motorised vehicles, in hundred millions, within the relevant region, province or country. The distance travelled is usually calculated in terms of the number of the different types of vehicles, mean fuel consumption per vehicle type and fuel sales for a particular period.
5	**Casualty rates**	• **Severity of Fatal Crashes or Fatality Rate :** is the mean (average) number of persons killed per fatal accident. This rate refers to the severity of fatal crashes - the more persons killed per fatal crash the more severe the accident. More severe crashes are indicative of the higher impact of such crashes, possibly resulting from higher speeds, drivers and passengers not wearing seatbelts, or more vehicles involved in single crashes (number of vehicles per crash), or more high occupancy vehicles, such as buses and minibuses involved in accidents. • **Casualty rate :** the mean total number of casualties (deaths and serious and slight injuries) per casualty crash. • **Fatality rate per human population :** The fatality rate per 100 000 population is calculated by dividing the number of fatalities by the population, in hundred thousands, of the relevant region, province or country. • **Casualty rate per human population :** Similar to the fatality rate, the casualty rate per 100 000 population is calculated by dividing the total number of casualties by the population, in hundred thousands, of the relevant region, province or country. • **Fatality rate per vehicle population :** The fatality rate per 10 000 vehicles is calculated by dividing the number of fatalities by the vehicle population, in ten thousands, of the relevant region, province or country. • **Casualty rate per vehicle population :** The casualty rate per 10 000 vehicles is calculated by dividing the total number of casualties by the vehicle population, in ten thousands, of the relevant region, province or country. • **Fatality rate per distance travelled :** The fatality rate per 100 million vehicle kilometres (mvk) travelled is calculated by dividing the number of fatalities by the distance travelled, in 100 mvk, of the relevant region, province or country. • **Casualty rate per distance travelled :** The casualty rate per 100 million vehicle kilometres (mvk) travelled is calculated by dividing the total number of casualties by the distance travelled, in 100 mvk, of the relevant region, province or country.
6	**Trends**	Trends are used to indicate increases or decreases in the number of crashes, fatalities, casualties and rates. Trends are usually expressed in terms of percentage (%) increase or decrease from the previous corresponding period to the current period under consideration, usually one year.
7	**Equivalent Accident Number (EAN)**	In order to identify and rank hazardous sections of road, or junctions of roads, the various categories (or degrees of crashes - fatal, major, minor and damage only) have to be weighted and added together for each section of road between 2 known nodes, or junctions, to determine the crash factor or Equivalent Accident Number (EAN) for each link or node.

<table>
<tr><th>No.</th><th>Term</th><th>Definition</th></tr>
<tr><td></td><td></td><td>The weighting of crashes for the purpose of calculating the EAN is based on the ratio between the costs of the various types of crashes (2008 figures) as shown in the table below. For example, the weight of a damage only crash equals one (1); while the cost of major crash is 6,55 times higher and that of a fatal crash 16,63 times.

<table>
<tr><th colspan="3">Weighting of Crash Cost for EAN Calculations</th></tr>
<tr><th>Crash Type</th><th>Cost R million</th><th>Weight</th></tr>
<tr><td>Fatal</td><td>1,174,189</td><td>16,63</td></tr>
<tr><td>Major</td><td>462,664</td><td>6,55</td></tr>
<tr><td>Minor</td><td>253,721</td><td>3,59</td></tr>
<tr><td>Damage</td><td>70,623</td><td>1,00</td></tr>
</table>

Hazardous sections of road are rated in terms of EAN per 10km of road or EAN per mvk travelled, if known for all the sections of road under consideration for rating. The Severity Index (SI) per road link, for ranking purposes, is the EAN divided by the total number of crashes for that link. (SI = EAN / No. of crashes).</td></tr>
<tr><td>8</td><td>Number of registered vehicles</td><td>The number of registered vehicles is the number as registered on the National Traffic Information System (NaTIS), usually at 24:00 on the last day of each month. This figure takes cognisance of the number of new or re-registrations and the number of vehicle de-registrations during the month. It should be noted that vehicles that were written-off because of a crash, are not necessarily scrapped or de-registered during the same month that the crash happened.</td></tr>
<tr><td>9</td><td>Un-Roadworthy Vehicles</td><td>Un-roadworthy vehicles is defined as those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership.
The number of un-roadworthy vehicles is the number marked as un-roadworthy on the National Traffic Information System (NaTIS), usually at 24:00 on the last day of each month.</td></tr>
<tr><td>10</td><td>Un-Licenced Vehicles</td><td>Un-licenced vehicles are those of which the owners failed to renew the vehicle licences within the 21 day grace period allowed.
The number of un-licenced vehicles is the number marked as un-licenced on the National Traffic Information System (NaTIS), usually at 24:00 on the last day of each month.</td></tr>
<tr><td>11</td><td>Learner Driving Licences</td><td>Learner driving licences are categorised as follows:
Category 1 : Motorcycle
Category 2 : Light Motor Vehicle
Category 3 : Heavy Motor Vehicle
The number of registered learner licences is the number as registered on the National Traffic Information System (NaTIS), usually at 24:00 on the last day of each month. This figure takes cognisance of the number of new registrations and the number of de-registrations (cancellations, which include expired learner licences and licences becoming invalid because of a driving licence obtained by the holder) during the month.</td></tr>
</table>

No.	Term	Definition
12	**Driving Licences**	Driving licences are categorised as follows: • A1: Motorcycle < 125 cub.cm • A: Motorcycle > 125 cub.cm • B: Motor vehicle < 3,5000 kg • C1: Motor vehicle 3,500 – 16,000 kg • C: Motor vehicle > 16,000 kg • EB: Articulated motor vehicle <16,000 kg • EC1: Articulated vehicle 3,500 – 16,000 kg • EC: Articulated vehicle > 16,000 kg The number of registered driving licences is the number as registered on the National Traffic Information System (NaTIS), usually at 24:00 on the last day of each month. This figure takes cognisance of the number of new registrations and the number of de-registrations (cancellations) during the month.
13	**Professional Driving Permits (PrDPs)**	Professional Driving Permits (PrDPs) are categorised as follows: • G : Goods • P : Passengers • D : Dangerous goods The number of registered PrDPs is the number as registered on the National Traffic Information System (NaTIS), usually at 24:00 on the last day of each month. This figure takes cognisance of the number of new registrations and the number of de-registrations (cancellations) during the month.
14	**All fuel sales**	The total fuel sales figures in terms of petrol and diesel sales in number of litres sold per province per month, are obtained from SAPIA, and more recently from Response Group Trendline (RGT – affiliated to NAAMSA) in the order of about 6 weeks after the end of each particular month.
15	**Fuel sales for road use**	The estimated fuel sales for road use is calculated in terms of the recommendations contained in the CSIR research report **CR-2002/79,** in accordance with which 98% of all petrol sales and 70% of all diesel sales are for road usage.
16	**Distance travelled** (***Note*** : CSIR report CR-2002/79 was produced in 2002 based on 2001 figures and it is recommended that, in view of changes in this regard, new research be done in order to update the figures)	The estimated distance travelled per type of vehicle per province per month is calculated in terms of the recommendations contained in the CSIR research report **CR-2002/79** and based on the average number of vehicles per fuel type (petrol and diesel) as registered on NaTIS and the fuel sales per fuel type for road use for each particular month. The percentage (%) allocation of the total estimated types of fuel for road usage per type of vehicle (in accordance with CSIR research report **CR-2002/79)** is as shown in the table below:

<table>
<tr><th>No.</th><th>Term</th><th>Definition</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><th colspan="3">% Allocation of Fuel Sales for Road Use to Vehicle Types</th></tr>
<tr><th>Vehicle Type</th><th>Petrol</th><th>Diesel</th></tr>
<tr><td>Motorcars</td><td>65,01</td><td>2,86</td></tr>
<tr><td>Minibuses</td><td>8,95</td><td>0,74</td></tr>
<tr><td>Buses</td><td>0,22</td><td>8,72</td></tr>
<tr><td>Motorcycles</td><td>0,88</td><td>0,22</td></tr>
<tr><td>LDV's - Bakkies</td><td>22,92</td><td>18,86</td></tr>
<tr><td>Trucks</td><td>1,88</td><td>65,59</td></tr>
<tr><td>Other and unknown</td><td>0,14</td><td>3,01</td></tr>
</table>

The average distance travelled per vehicle per type per litre of fuel per type of fuel (in accordance with CSIR research report CR-2002/79) is as shown in the tale below:

<table>
<tr><th colspan="3">Average Fuel Consumption per Vehicle Type - km/litre</th></tr>
<tr><th>Vehicle Type</th><th>Petrol</th><th>Diesel</th></tr>
<tr><td>Motorcars</td><td>10,00</td><td>10,00</td></tr>
<tr><td>Minibuses</td><td>7,14</td><td>7,14</td></tr>
<tr><td>Buses</td><td>3,33</td><td>2,22</td></tr>
<tr><td>Motorcycles</td><td>16,67</td><td>16,67</td></tr>
<tr><td>LDV's - Bakkies</td><td>7,69</td><td>11,11</td></tr>
<tr><td>Trucks</td><td>4,17</td><td>2,70</td></tr>
<tr><td>Other and unknown</td><td>1,47</td><td>1,47</td></tr>
</table>
…
</td></tr>
<tr><td>17</td><td>International definition of a road fatality

(Note : It is recommended that in the development of the new road crash reporting and evaluation system, the South African definition be amended to be in accordance with the international definition)</td><td>The international definition of a person killed in a road crash, as given in the Convention of Road Traffic (Vienna, 1968), is: “Any person who was killed outright or who died within 30 days as a result of the accident.”

Nations that comply with this definition include:
Australia, Belgium, Canada, Czech Republic, Denmark, Finland, Hungary, Iceland, Ireland, Luxembourg, Netherlands, New Zealand, Norway, Slovakia, Slovenia, Sweden, United Kingdom and the United States of America

Nations that do not comply with this definition have correction factors applied to their death figures by the ECMT Transport Research Centre in the compilation of international accident reports to ensure consistency within the IRTAD database. These nations include, amongst others:
African countries, Austria, France, Germany, Greece, Italy, Japan, Poland, Portugal, South Africa, South Korea, Spain, Switzerland and Turkey.</td></tr>
<tr><td>18</td><td>Cost of road traffic crashes</td><td>The estimated cost for the various categories of road traffic crashes, based on the 2004 CSIR report CR-2004/6 in this regard, is given in the table below.

<table>
<tr><th colspan="5">Estimated Cost of Crashes</th></tr>
<tr><th>Year</th><th>Fatal</th><th>Major</th><th>Minor</th><th>Damage</th></tr>
<tr><td>2002</td><td>876,198</td><td>345,247</td><td>189,331</td><td>52,700</td></tr>
<tr><td>2003</td><td>920,007</td><td>362,509</td><td>198,797</td><td>55,335</td></tr>
<tr><td>2004</td><td>966,008</td><td>380,635</td><td>208,737</td><td>58,102</td></tr>
<tr><td>2005</td><td>1,014,308</td><td>399,666</td><td>219,174</td><td>61,007</td></tr>
<tr><td>2006</td><td>1,065,024</td><td>419,650</td><td>230,133</td><td>64,057</td></tr>
<tr><td>2007</td><td>1,118,275</td><td>440,632</td><td>241,639</td><td>67,260</td></tr>
<tr><td>2008</td><td>1,174,189</td><td>462,664</td><td>253,721</td><td>70,623</td></tr>
</table>
….</td></tr>
</table>

Road Traffic Report
31 March 2009

A road crash is someone's fault – Don't let it be yours

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