

3.6 Alcohol Limits:

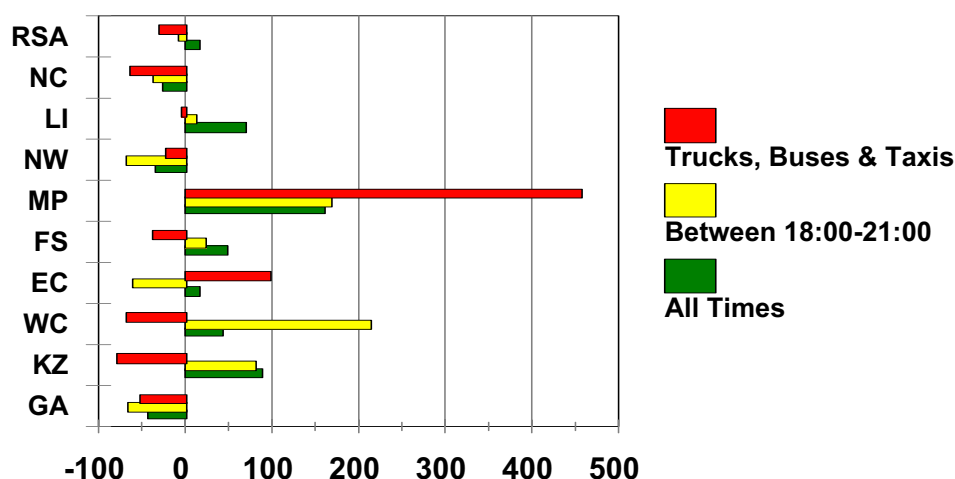
Information on the percentage of drivers found driving under the influence of alcohol is given in the table below. The figures include the 10% tolerance as required by the Judiciary for law enforcement purposes.

% Drivers found driving under the influence of Alcohol (Including 10% tolerance)											
Vehicle Type	Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
All Vehicles	2002	2.00	0.90	2.00	1.50	1.00	1.80	4.00	2.20	3.10	1.80
All Times	2003	1.14	1.68	2.85	1.74	1.48	4.68	2.63	3.73	2.29	2.08
All Vehicles	2002	7.80	2.50	2.60	6.25	3.60	5.00	8.90	8.00	7.40	5.50
Between 18:00-21:00	2003	2.65	4.49	8.13	2.48	4.40	13.42	2.86	8.90	4.69	5.08
Drivers of Trucks, Buses & Taxis	2002	3.00	4.20	1.60	1.40	0.80	1.10	2.30	2.00	3.40	2.50
	2003	1.44	0.90	0.51	2.74	0.50	6.12	1.79	1.92	1.23	1.74

The above figures for all vehicles at all times indicate an increase in the national rate of about 15,56% from 1,80% drivers found under the influence of alcohol in 2002 to an average of 2,08% drivers under the influence in 2003. The biggest increase was in Mpumalanga where the increase is in the order of 160,0% from 1,80% in 2002 to 4,68% in 2003. In Mpumalanga the rate for the hours between 18;00 and 21:00 increased by 168,0% from 5,00% drivers under the influence in 2002 to 13,42% in 2003. The biggest increase amongst professional drivers (truck, bus and minibus taxi drivers) was also experienced in Mpumalanga : from 1,10% in 2002 to 6,12% in 2003, an increase of 456,36%.

The increases in the rates per Province are reflected in the graph below.

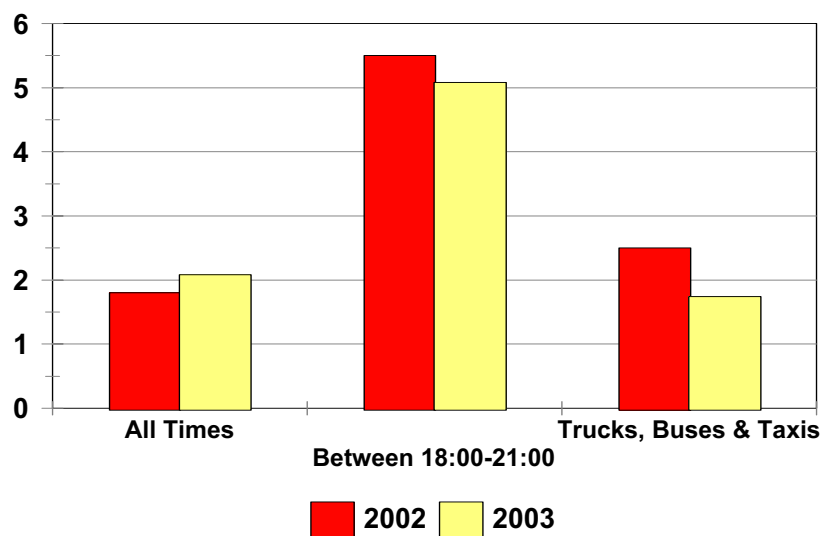
% Change in Drinking and Driving Rates



The Western Cape shows an increase of 212.69% in the evening drinking and driving rates (18:00 to 21:00) from 2,60% in 2002 to 8,13% in 2003. This increase in the Western Cape could possibly be due to a decline in law enforcement on alcohol, which resulted from the suspension of breathalyzer equipment by the Director of Public Prosecutions in that Province, (which is also negatively affecting the use of the equipment in other Provinces). A further increase in drinking and driving may be experienced if the pending court case in this regard is not finalized soon.

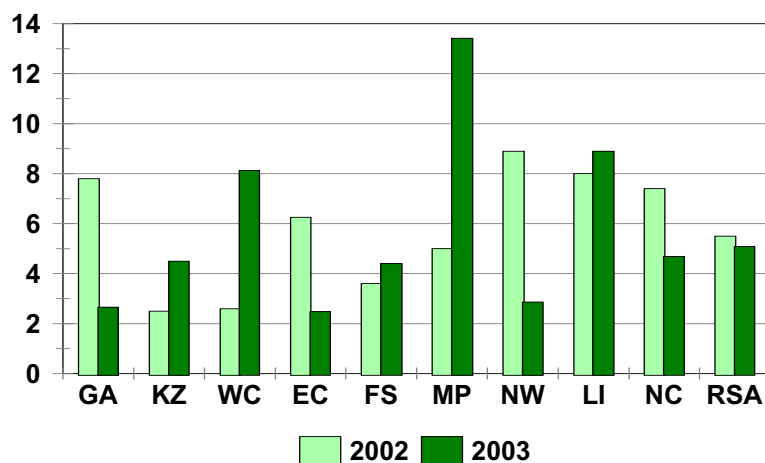
Some of the information on the percentage of drivers found exceeding the prescribed alcohol limits given in the table above is also reflected in the graphs below.

% Drivers Exceeding Alcohol Limit



% Drivers Exceeding Alcohol Limit

All Vehicles - Between 18:00 & 21:00



The above figures on drivers driving under the influence of alcohol should also be considered in terms of the role played by alcohol in road traffic accidents. Figures were released early in 2003 by the Medical Research Council on the number of persons killed in road accidents that were found to be under the influence of alcohol. These figures are given in the table below.

Percent of User Group deaths involving Alcohol							
Road Accidents	Blood Alcohol Concentration (BAC) - g/100ml						
User Group	Zero	0,01-0,04	0,05-0,14	0,15-0,24	>0,25	Excl Zero	>0,05
Drivers	48.20	5.30	18.20	18.80	9.50	51.8	46.5
Passengers	62.60	4.70	14.00	13.70	5.00	37.4	32.7
Pedestrians	37.50	5.40	12.00	20.40	24.70	62.5	57.1
Cyclists	61.20	3.20	15.10	14.00	6.50	38.8	35.6

In accordance with the above figures, the Blood Alcohol Concentration (BAC) of 46,5% of all drivers killed in crashes exceeded the legal limit of 0,05 g/ml while 9,5% consumed more than 5 times the legal limit. The BAC of 57,1% of pedestrians killed in crashes exceeded the legal limit while 24,7% consumed more than 5 times the legal limit of alcohol. These figures, taking into consideration the high percentage of pedestrians jaywalking, is a matter of great concern.