

*Road Traffic
and
Fatal Crash Statistics
2003 – 2004*

*Road Traffic Management Corporation
RTMC*

June 2005

Index

	Topic	Page
1	Foreword	2
2	Overview : Basic Road Traffic Indicators 1990 - 2004	3
3	Number of Registered Motor Vehicles	4
4	Age of Motor Vehicle Population	5
5	Daily Traffic Volumes and Distance Travelled	6
6	Number of Fatal Crashes	7
7	Vehicles Involved in Fatal Crashes	8
8	Fatalities per Type of Crash	9
9	Fatalities per Type of Vehicle	10
10	Fatalities per Road User Group	11
11	Fatal Crash Rates	12
12	Vehicle Rates	13
13	Fatality Rates	14
14	Day and Time of Fatal Crashes	15
15	Cost of Fatal Crashes	15
16	2005 – The First 4 Months	16
17	Speed as a Contributory Factor to Road Traffic Crashes	17
18	Contributory Factors to Road Traffic Crashes	18

Foreword

This report is the first comprehensive statistical analysis of road traffic management incidents, published by the **Road Traffic Management Corporation (RTMC)**. The information is of vital importance to all traffic management stakeholders for planning and analysis purposes. We must use it to ensure that we have a data-driven, scientifically based approach to our work, which will ensure that we utilise our limited resources to maximum benefit.

It is estimated that the cost of traffic crashes to individuals, commerce, communities and the country is in the region of R38 billion annually. As a developing country and continent, we cannot afford to spend this amount of money on road trauma, when we have so many other developmental needs in education, health, housing and social upliftment.

In looking at statistics, we must not lose sight or understanding of the very real human problems which are caused by carnage on our roads. Every day an average of 36 lives are lost. Of these 15 are pedestrians, and 3 are killed in taxi-related incidents. Those people are all precious to their families, friends and communities.

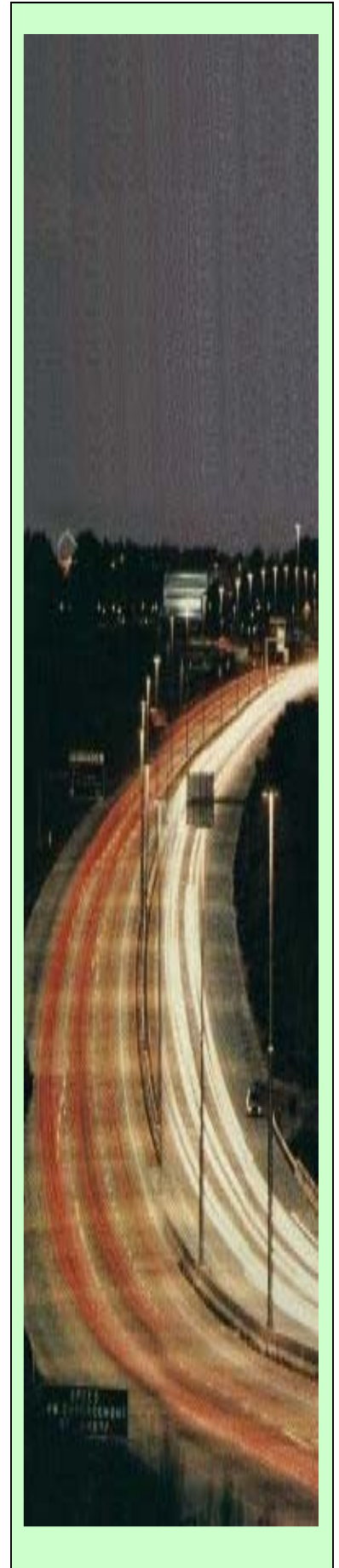
What is just as frightening is that around 20 people are permanently disabled on our roads every day. This means that more than 7000 people are left maimed each year by poor attitude and behavior on our roads. 7000 families each year have to cope with a permanent reminder of an incident which changed their lives for ever.

Aside from these deaths and permanent injuries, around 100 people are seriously injured on our roads each day. This causes pain and suffering and financial hardship for families and communities.

More than 90% of crashes are due to lawlessness. Pedestrian and driver negligence and ignorance has a huge cost, both financially and in human suffering.

The number of fatalities and fatal crashes per 10,000 motorised vehicles and 100 million vehicle kilometres travelled has decreased slightly over the last three years since 2001. But the challenge is still with us. Road Traffic Management must improve, and we must all aim at a substantial reduction in road carnage, and improvement in behavior.

Please feel free to use this booklet for your planning and let us all work together to participate in making South African roads safer places for us all.



Overview : Basic Road Traffic Indicators 1990-2004

The number of fatal road traffic crashes decreased from 9,174 in 1990 to 7,260 in 1998.

From 1998 a steady annual increase was recorded to 10,530 fatal crashes in 2004.

The number of fatalities increased from 9,068 in 1998 to 12,727 in 2004.

The number of fatal crashes per 100 million vehicle kilometres (mvk) travelled increased from a low of 6,20 in 1998 to 8,79 in 2002.

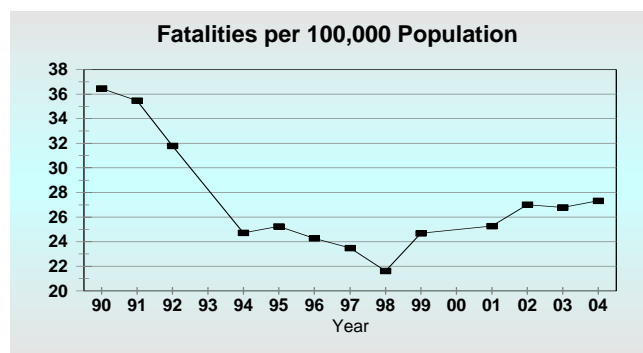
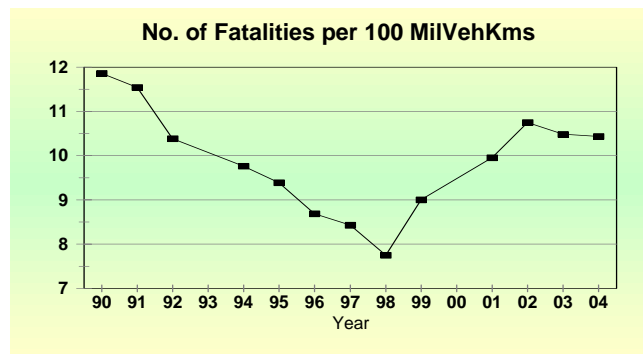
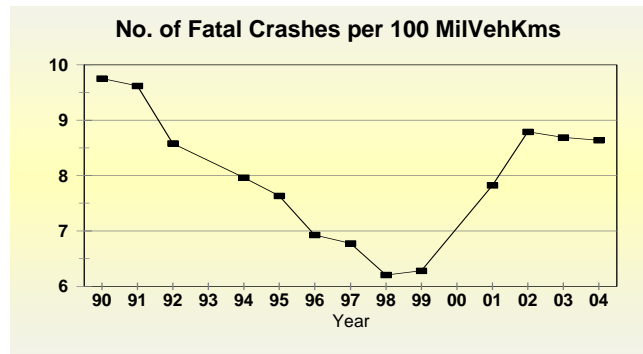
From 2002 a steady annual decrease in this rate was recorded to a rate of 8,63 in 2004.

The number of fatalities per 100 mvk increased from 7,75 in 1998 to a rate of 10,75 in 2002.

From 2002 a slight annual decrease was experienced to a rate of 10,44 in 2004.

The number of fatalities per 100,000 human population shows a steady annual increase from 21,61 in 1998 to 27,32 in 2004.

Vehicle and Human Population Number of Fatal Road Crashes, Fatalities and Crash and Fatality Rates							No. of Fatal Crashes per 100 million Veh-Kms Travelled	No. of Fatalities per 100 million Veh-Kms Travelled	No. of Fatalities per 100 000 Human Population
Year	Vehicle Population Year end		Veh-Kms Travelled (million)	Human Population (million)	Number of Fatal Crashes	Number of Road Fatalities			
	Total	Motorised							
1990	5,200,153	4,616,398	94,092	30.60	9,174	11,157	9.75	11.86	36.46
1991	5,324,749	4,727,007	95,908	31.20	9,222	11,069	9.62	11.54	35.48
1992	5,391,291	4,786,079	97,677	31.90	8,378	10,142	8.58	10.38	31.79
1993	5,457,833	4,845,151	97,866	32.60	7,936	8,140	8.11	8.32	24.97
1994	5,524,375	4,904,223	102,256	40.40	8,140	9,981	7.96	9.76	24.71
1995	6,458,513	5,733,497	109,241	40.63	8,335	10,256	7.63	9.39	25.24
1996	6,506,868	5,776,424	113,376	40.58	7,850	9,848	6.92	8.69	24.27
1997	6,555,223	5,819,351	115,017	41.27	7,790	9,691	6.77	8.43	23.48
1998	6,603,578	5,850,566	117,025	41.95	7,260	9,068	6.20	7.75	21.61
1999	6,715,184	5,954,949	116,911	42.64	7,342	10,523	6.28	9.00	24.68
2000	6,814,531	6,074,201	111,938	43.33	Unreliable Information				
2001	6,904,355	6,159,679	112,550	44.25	8,802	11,201	7.82	9.95	25.27
2002	7,000,316	6,245,392	113,494	45.17	9,973	12,198	8.79	10.75	27.00
2003	7,186,537	6,417,484	117,875	46.13	10,239	12,354	8.69	10.48	26.78
2004	7,479,178	6,677,239	121,954	46.59	10,530	12,727	8.63	10.44	27.32



Number of Registered Motor Vehicles

December 2004	Province									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	NP	NC	
Motorised Vehicles										
Motor cars	1,793,560	604,700	804,308	274,758	211,158	207,937	202,191	138,598	70,733	4,307,943
Minibuses	90,069	36,750	35,026	18,663	11,251	16,369	18,045	16,374	3,206	245,753
Buses	9,151	4,680	3,959	1,948	1,363	2,395	2,576	2,082	680	28,834
Motorcycles	75,717	21,281	35,368	12,287	13,071	11,160	9,185	6,065	4,186	188,320
LDV's - Bakkies	452,036	213,180	210,997	127,720	90,683	111,326	101,621	111,003	45,605	1,464,171
Trucks	86,432	37,952	31,641	17,414	16,072	18,300	14,293	13,832	6,500	242,436
Other & Unknown	27,859	27,409	28,994	10,616	39,219	22,866	25,579	10,842	6,401	199,782
All Motorised Veh's	2,534,824	945,952	1,150,293	463,406	382,817	390,353	373,490	298,796	137,311	6,677,239
Towed Vehicles										
Caravans	42,856	8,695	16,630	6,105	8,490	9,420	7,602	4,771	3,064	107,633
Heavy Trailers	35,146	20,269	12,123	6,730	10,474	9,845	7,492	4,788	3,317	110,184
Light Trailers	215,372	54,906	91,423	35,624	49,318	39,365	37,154	22,775	18,547	564,484
Unknown	3,153	1,991	2,891	1,353	2,876	2,407	2,939	1,377	654	19,638
All Towed Veh's	296,527	85,861	123,067	49,812	71,158	61,037	55,187	33,711	25,582	801,939
All Vehicles	2,831,350	1,031,813	1,273,360	513,217	453,974	451,389	428,676	332,506	162,893	7,479,178

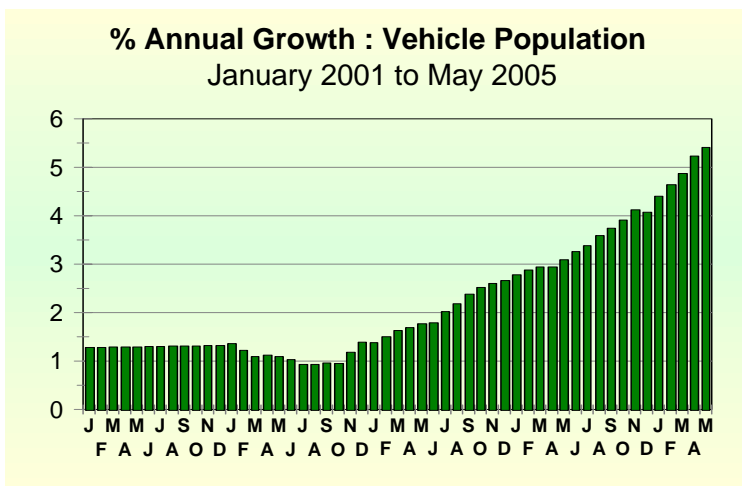
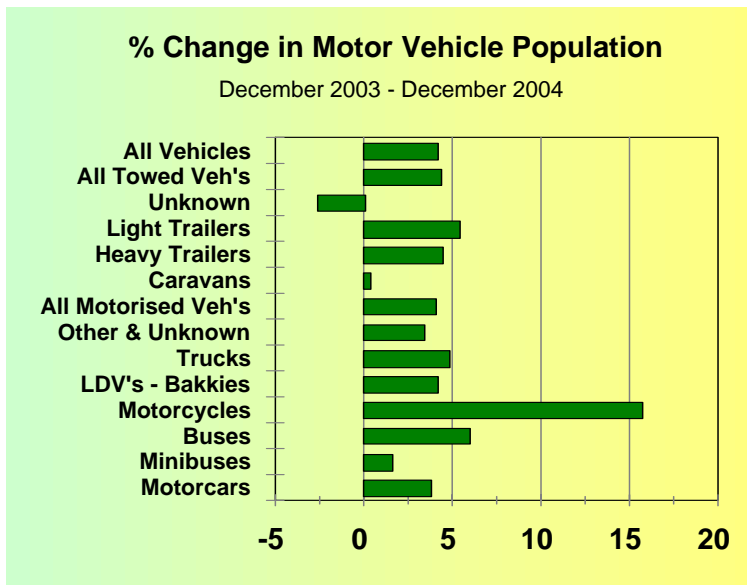
The motor vehicle population increased by 292,641 vehicles (4,07%) from 7,186,537 on 31 December 2003 to 7,479,178 on 31 December 2004.

Motorised vehicles increased by 259,755 (4,05%) and towed vehicles increased by 32,886 (4,28%).

On a percentage basis the biggest increase was in motorcycles which increased by 15,6%.

In 2004 motorised vehicles were 89,3% and towed vehicles 10,7% of the total vehicle population. Detailed percentages were as follows:

- Motorcars: 57,6%**
- Minibuses: 3,3%**
- Buses: 0,4%**
- Motorcycles: 2,5%**
- LDV's (bakkies): 19,6%**
- Trucks: 3,2%**
- Caravans: 1,4%**
- Heavy trailers: 1,5%**
- Light trailers: 7,6%**



Age of Motor Vehicle Population

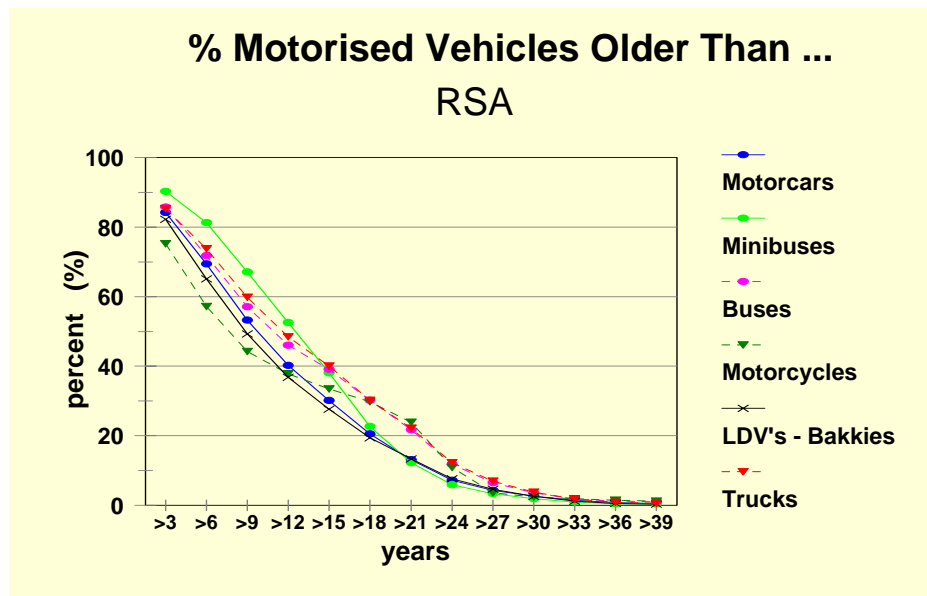
The average age of all motorised vehicles is 10 years and that of towed vehicles 12 years.

The average age of motorcars is 10 years; minibuses 13 years, buses 11 years and trucks 12 years. The average age of caravans is 19 years; heavy trailers 11 years and light trailers 11 years.

On average 16,1% of all motorised vehicles are less than 3 years and 12,2% of all towed vehicles are less than 3 years old.

Amongst the separate vehicle types: 24,8% of motorcycles; 15,8% of motorcars; 14,7% of trucks and 14,3% of buses, are less than 3 years old. 4,4% of caravans; 16,5% heavy trailers (>3,5t) and 13,7% light trailers are less than 3 years old.

Average Age per Vehicle Type per Province (years)										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	9	10	10	10	12	11	11	11	12	10
Minibuses	13	11	11	12	14	14	14	13	13	13
Buses	10	10	15	12	13	9	14	9	14	11
Motorcycles	6	9	9	9	9	8	8	7	10	8
LDV's - Bakkies	8	9	8	9	10	10	11	11	10	9
Trucks	10	11	12	12	16	14	15	13	16	12
Other & Unknown	13	12	11	13	21	17	20	16	13	15
All Motorised Vehicles	9	10	10	10	12	11	12	11	12	10
Caravans	18	18	21	20	20	19	19	19	20	19
Heavy Trailers	10	10	11	10	11	12	15	11	11	11
Light Trailers	10	11	12	12	16	11	11	11	12	11
Unknown	8	10	11	10	11	23	27	20	12	12
All Towed Vehicles	11	11	13	12	15	13	13	13	13	12
All Vehicles	9	10	10	10	12	11	12	11	12	10



2004 Vehicle Type	Percent (%) of Vehicles Older Than (Years)								
	>3	>6	>9	>12	>15	>21	>27	>33	>39
Motorcars	84.17	69.37	53.17	40.20	30.15	13.06	4.25	1.46	0.52
Minibuses	90.23	81.26	67.08	52.51	38.09	12.23	3.34	0.95	0.36
Buses	85.71	71.80	57.04	45.99	39.12	21.75	6.47	1.82	1.06
Motorcycles	75.23	57.12	44.22	37.85	33.42	23.84	3.63	1.86	1.23
LDV's - Bakkies	82.24	65.09	49.28	36.79	27.65	13.38	4.61	1.17	0.30
Trucks	85.32	73.73	59.78	48.41	40.02	22.17	6.97	1.80	0.56
Other & Unknown	88.35	80.74	67.97	56.72	50.87	36.81	18.70	7.60	2.73
Motorised Vehicles	83.90	69.02	53.25	40.60	30.93	14.38	4.77	1.56	0.55
Caravans	95.57	90.57	82.77	72.67	63.71	39.87	13.58	3.21	0.53
Heavy Trailers	83.50	71.81	57.63	45.12	38.15	26.05	13.62	5.58	2.62
Light Trailers	86.35	72.07	60.00	47.61	34.79	17.47	7.00	3.55	1.98
Unknown	98.12	96.45	69.59	47.80	43.55	33.40	21.42	12.88	7.25
Towed Vehicles	87.79	75.72	63.21	50.65	39.55	22.41	9.48	4.24	2.13
All Vehicles	84.32	69.75	54.33	41.70	31.86	15.25	5.28	1.85	0.72

Daily Traffic Volumes and Distance Travelled

Average Annual Daily Traffic (AADT)		AADT per Annum			% Change	
Route	From - To	2002	2003	2004	2002-2003	2003-2004
N 1	Cape Town - Bloemfontein	4,944	5,083	5,347	2.80	5.20
N 1	Bloemfontein - Johannesburg	18,685	19,582	21,582	4.80	10.21
N 1	Johannesburg - Pretoria	97,854	100,635	105,373	2.84	4.71
N 1	Pretoria - Polokwane	9,839	9,494	10,131	-3.50	6.71
N 2	Cape Town - George	7,050	7,742	8,207	9.82	6.01
N 2	George - Port Elizabeth	3,041	3,235	3,357	6.38	3.78
N 2	Port Elizabeth - Umtata	6,476	6,721	7,496	3.79	11.52
N 2	Umtata - Durban	11,613	12,039	13,125	3.66	9.02
N 2	Durban - Ermelo	7,603	8,120	8,757	6.80	7.85
N 3	Johannesburg - Durban	25,715	26,384	27,823	2.60	5.45
N 4	Pretoria - Rustenburg	4,793	5,100	4,823	6.40	-5.42
N 4	Pretoria - Nelspruit	14,788	15,257	14,899	3.17	-2.34
N 4	Nelspruit - Komatipoort	6,252	6,385	6,528	2.14	2.23
N 5	Winburg - Harrismith	2,603	2,693	2,780	3.43	3.25
N 6	Bloemfontein - East London	1,963	2,057	2,195	4.79	6.71
N 7	Cape Town - Springbok	3,235	3,320	3,442	2.64	3.66
N 8	Bloemfontein - Maseru	2,481	2,608	2,790	5.12	6.98
N 9	George - Colesberg	1,219	1,147	1,327	-5.86	15.64
N 10	Port Elizabeth - Colesberg	1,461	1,540	1,505	5.41	-2.28
N 11	Ladysmith - Ermelo	4,707	4,862	5,125	3.30	5.39
N 12	Witbank - Johannesburg	6,111	6,549	7,094	7.17	8.31
N 12	Johannesburg - Kimberley	8,020	8,298	8,473	3.46	2.12
N 14	Pretoria - Upington	1,831	1,913	1,944	4.49	1.59
N 17	Johannesburg - Ermelo	7,825	8,260	9,198	5.55	11.36
Other National Routes		4,725	4,883	5,177	3.35	6.01
Average for All National Routes		19,173	19,775	20,794	3.14	5.15

The Average Annual Daily Traffic (AADT) on all national routes increased by 3,14% from 19,137 vehicles per day in 2002 to 19,775 per day in 2003. From 2003 to 2004 the increase was 5,15% to an average of 20,794 vehicles per day.

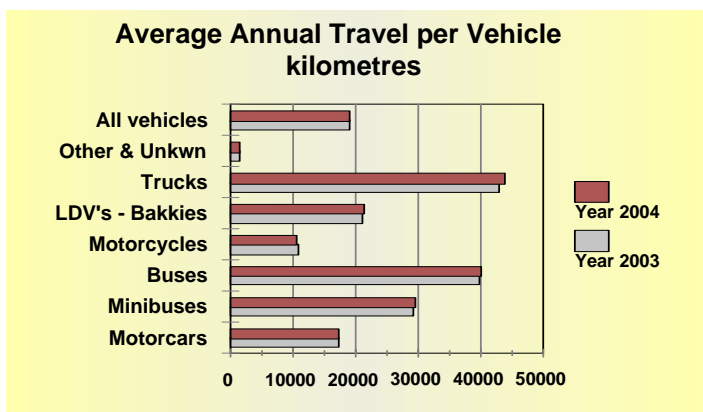
The average annual distance travel per vehicle increased by 13 kms (0,07%) from 18,614 kms in 2003 to 18,627 kms in 2004. The average distance travelled per type of vehicle in 2004 were as follows:

- Motorcars: 16,884 kms**
- Minibuses: 29,382 kms**
- Buses: 39,869 kms**
- Motorcycles: 10,238 kms**
- LDV's (bakkies): 20,934 kms**
- Trucks: 43,494 kms**

The average annual distance travel per vehicle type changed as follows from 2003 to 2004:

- Motorcars: - 0,24%**
- Minibuses: + 2,05%**
- Buses: + 1,38%**
- Motorcycles: - 4,13%**
- LDV's (bakkies): + 0,05%**
- Trucks: + 1,80%**

Total travel by all vehicles increased by 3,46% from 117,9 million kms in 2003 to 121,9 million kms in 2004.



Year 2003	Cum. Mil-Veh-Kms Travel per Vehicle Type per Province									Total RSA
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorcars	25,256	10,909	11,003	5,063	3,611	4,470	3,814	3,748	1,341	69,214
Minibuses	2,511	1,096	1,100	506	365	454	386	376	137	6,931
Buses	241	193	150	73	83	117	89	64	44	1,054
Motorcycles	603	274	270	125	94	118	99	94	37	1,714
LDV's - Bakkies	9,063	4,846	4,421	2,071	1,801	2,384	1,914	1,642	812	28,954
Trucks	2,245	1,787	1,392	673	764	1,081	817	594	409	9,762
Other & Unknown	56	45	35	17	19	27	20	15	10	245
Total Mil.Veh.Kms	39,974	19,150	18,371	8,528	6,737	8,651	7,138	6,533	2,791	117,875
Year 2004	Cum. Mil-Veh-Kms driven per Vehicle Type per Province									Total RSA
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Motorcars	26,396	11,136	11,259	5,264	3,696	4,600	3,903	3,725	1,339	71,317
Minibuses	2,625	1,119	1,126	527	374	467	394	374	137	7,145
Buses	261	203	162	80	88	122	81	67	45	1,110
Motorcycles	632	281	277	130	97	122	100	94	37	1,770
LDV's - Bakkies	9,566	5,012	4,607	2,205	1,882	2,467	1,860	1,667	816	30,080
Trucks	2,429	1,880	1,498	745	815	1,124	750	621	413	10,275
Other & Unknown	61	47	38	19	20	28	19	16	10	258
Total Mil.Veh.Kms	41,968	19,678	18,967	8,970	6,973	8,931	7,106	6,564	2,797	121,954

Number of Fatal Crashes

The number of fatal crashes increased by 291 (2,84%) from 10,239 in 2003 to 10,530 in 2004.

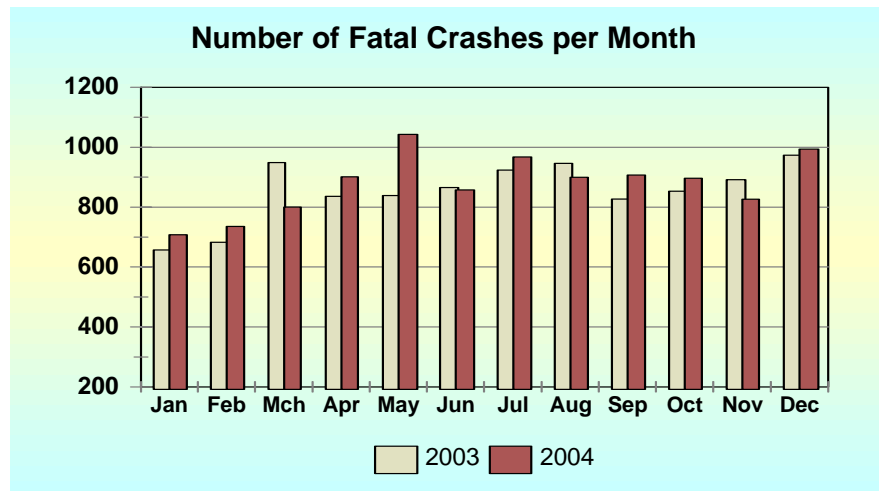
The percentage change in the number of crashes per province from 2003 to 2004 are as follows:

- Gauteng: 0,31%**
- KwaZulu-Natal: 4,98%**
- Western Cape: 2,81%**
- Eastern Cape: 7,27%**
- Free State: -1,78%**
- Mpumalanga: 1,58%**
- North West: 5,66%**
- Limpopo: 1,14%**
- Northern Cape: 6,23%**

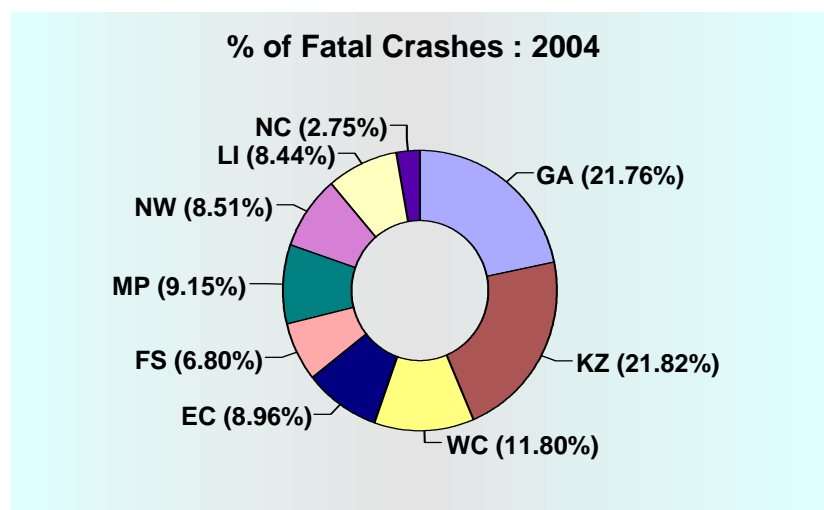
Pedestrian and hit-and-run crashes increased by 60 (1,18%) from 5,091 in 2003 to 5,151 in 2004.

Overtaking related crashes decreased by 111 (3,94%) from 2,820 in 2003 to 2,709 in 2004.

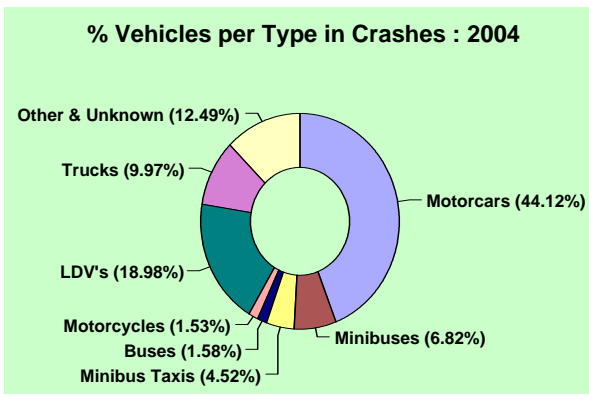
The number of crashes due to poor weather, poor vehicle visibility and unsafe following distances between vehicles resulting in head-rear end crashes, increased by 95 (11,34%) from 834 in 2003 to 929 in 2004.



Year 2003		Estimated Number of Fatal Crashes per Type of Crash									
Crash Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Pedestrian & Hit and Run	1,247	1,292	653	436	265	380	383	354	80	5,091	
Overtaking Related	562	498	293	242	258	314	243	294	114	2,820	
Failure to Stop or Yield	125	109	65	57	62	63	51	62	25	619	
Unsafe Turning Manoeuvres	123	76	73	54	57	59	48	46	27	562	
Poor Visibility & Following Dist.	178	143	86	68	67	95	93	85	19	834	
Other & Unknown	49	72	38	22	19	36	31	38	8	312	
Total No. of Fatal Crashes	2,284	2,189	1,209	880	729	948	848	879	273	10,239	
Year 2004		Estimated Number of Fatal Crashes per Type of Crash									
Crash Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Pedestrian & Hit and Run	1,223	1,334	685	457	227	354	411	368	92	5,151	
Overtaking Related	525	521	272	256	248	298	224	256	110	2,709	
Failure to Stop or Yield	118	118	63	60	58	71	56	56	28	628	
Unsafe Turning Manoeuvres	119	85	65	42	53	46	48	42	16	516	
Poor Visibility & Following Dist.	195	133	88	91	84	136	100	83	19	929	
Other & Unknown	111	107	70	37	46	58	57	84	26	596	
Total No. of Fatal Crashes	2,291	2,298	1,243	944	716	963	896	889	290	10,530	



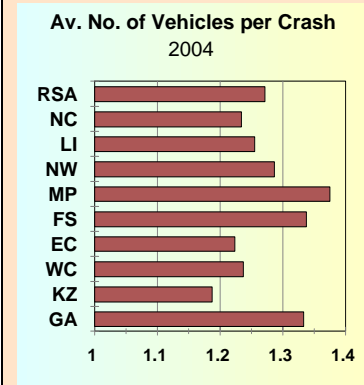
Vehicles Involved in Fatal Crashes



The total number of vehicles involved in fatal crashes increased by 399 (3,08%) from 12,971 vehicles in 2003 to 13,370 vehicles in 2004.

The average number of vehicles per crash remained at 1,27.

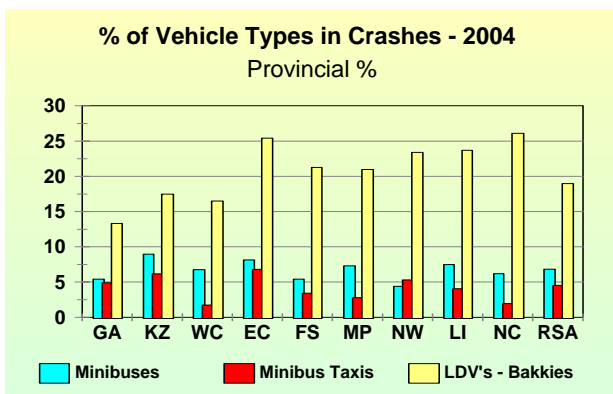
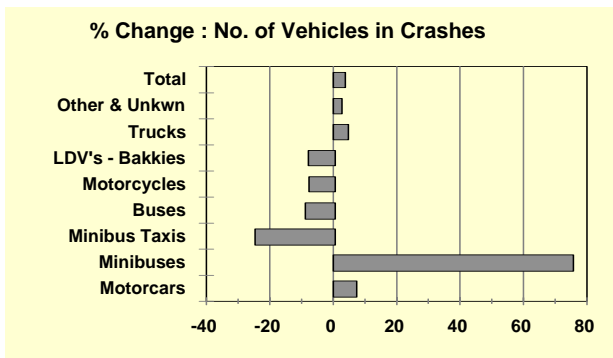
Year 2003										
Estimated Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,557	924	760	391	376	475	496	400	147	5,527
Minibuses	110	105	63	56	33	59	41	36	17	521
Minibus Taxis	205	201	44	91	53	76	59	70	4	803
Buses	39	71	20	26	15	20	13	23	3	231
Motorcycles	87	27	32	13	17	19	10	10	6	221
LDV's - Bakkies	456	581	279	289	216	315	233	307	78	2,753
Trucks	180	278	150	116	128	171	86	128	43	1,278
Other & Unknown	317	438	199	107	103	150	154	132	38	1,637
Total	2,952	2,625	1,547	1,088	940	1,284	1,092	1,106	337	12,971
Year 2004										
Estimated Number of Vehicles per Type Involved in Fatal Crashes										
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Motorcars	1,629	1,061	774	434	421	505	500	430	146	5,899
Minibuses	165	244	104	94	52	96	51	83	22	912
Minibus Taxis	149	168	27	78	33	37	61	45	7	605
Buses	28	55	24	22	18	28	16	20	0	211
Motorcycles	93	26	34	9	6	15	13	9	0	204
LDV's - Bakkies	406	477	253	293	204	278	270	264	93	2,538
Trucks	191	293	123	130	122	186	102	139	47	1,332
Other & Unknown	389	403	198	93	102	179	140	124	42	1,670
Total	3,050	2,727	1,536	1,155	957	1,323	1,151	1,114	357	13,370



The percentage of vehicles, per type of vehicle involved in fatal crashes in 2004 is shown in the graph on the top, left.

The percentage change in the number of vehicles involved per type of vehicle from 2003 to 2004 are as follows:

- Motorcars: 6,73%**
- Minibuses: 75,08%**
- Minibus taxi: -24,68%**
- Buses: -8,77%**
- Motorcycles: -7,64%**
- LDV's-bakkies: -7,82%**
- Trucks: 4,46%**
- Other and unknown: 1,99%**



Fatalities per Type of Crash

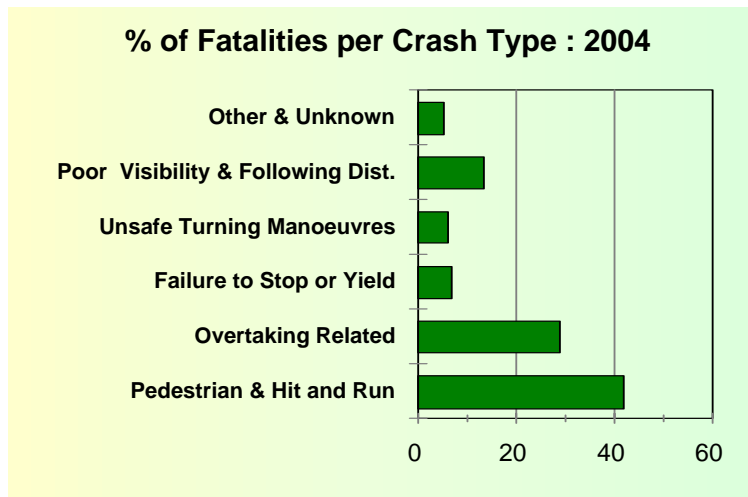
The estimated number of fatalities increased by 373 (3,02%) from 12,354 in 2003 to 12,727 in 2004.

The percentage of fatalities per type of crash is shown in the graph on the right.

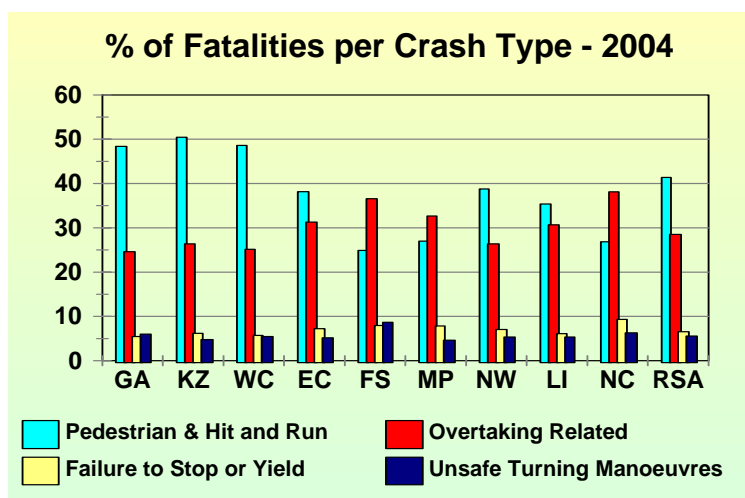
Fatalities resulting from pedestrian and hit-and-run crashes increased by 2 (0,04%) from 5,262 in 2003 to 5,264 in 2004.

Fatalities resulting from overtaking related crashes decreased by 99 (2,67%) from 3,724 in 2003 to 3,625 in 2004.

Fatalities resulting from poor visibility and close following distances increased by 245 (17,07%) from 1,433 in 2003 to 1,678 in 2004.

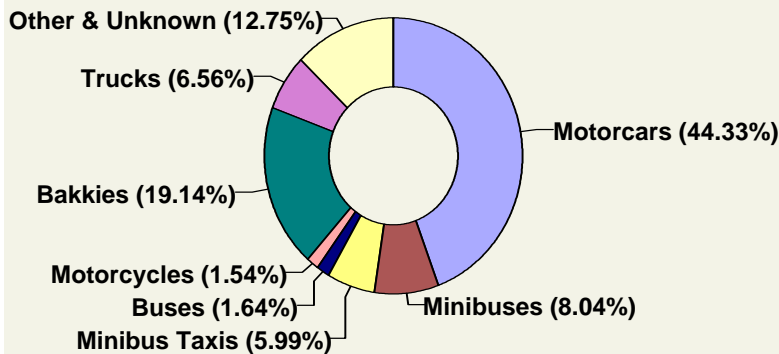


Year 2003		Estimated Number of Fatalities per Type of Crash									
Crash Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Pedestrian & Hit and Run	1,275	1,379	661	458	268	386	393	360	81	5,262	
Overtaking Related	718	656	415	371	335	402	291	376	160	3,724	
Failure to Stop or Yield	167	142	90	80	80	81	60	93	30	821	
Unsafe Turning Manoeuvres	148	97	87	74	68	71	57	62	37	702	
Poor Visibility & Following Dist.	248	252	163	127	114	165	196	132	37	1,433	
Other & Unknown	51	72	39	30	90	40	40	43	8	412	
Total No. of Fatalities	2,608	2,597	1,455	1,139	954	1,144	1,037	1,066	353	12,354	
Year 2004		Estimated Number of Fatalities per Type of Crash									
Crash Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Pedestrian & Hit and Run	1,244	1,358	693	479	236	357	426	378	93	5,264	
Overtaking Related	634	710	359	392	346	434	290	327	132	3,625	
Failure to Stop or Yield	139	166	82	91	75	104	77	65	32	833	
Unsafe Turning Manoeuvres	156	128	79	66	82	62	58	57	22	711	
Poor Visibility & Following Dist.	285	218	143	189	154	305	186	157	41	1,678	
Other & Unknown	112	111	70	39	52	63	60	84	26	617	
Total No. of Fatalities	2,571	2,692	1,426	1,255	945	1,325	1,098	1,068	346	12,727	



Fatalities per Type of Vehicle

% Fatalities per Vehicle Type : 2004



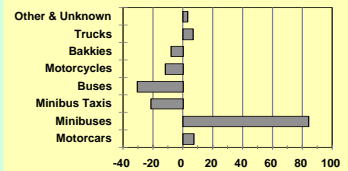
The percentage of fatalities per type of vehicle in 2004 is shown in the graph on the left.

The percentage change in fatalities for the various types of vehicles from 2003 to 2004 are as follows:

- Motorcars: 6,73%**
- Minibuses: 83,45%**
- Minibus taxi: -21,54%**
- Buses: -30,53%**
- Motorcycles: -11,79%**
- LDV's-bakkies: -7,91%**
- Trucks: 6,17%**
- Other & unknown: 2,50%**

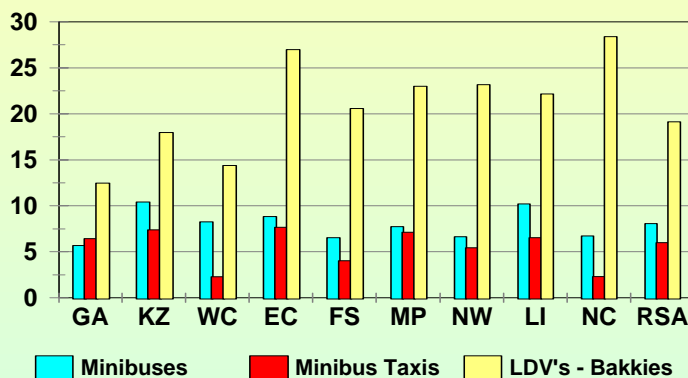
Year 2003		Estimated Number of Fatalities per Vehicle Type									
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	1,399	932	697	376	391	436	476	413	166	5,287	
Minibuses	111	108	68	69	31	61	43	46	21	558	
Minibus Taxis	228	239	48	134	67	107	77	63	11	972	
Buses	31	63	38	44	78	16	8	23	2	301	
Motorcycles	86	28	37	13	17	17	9	8	6	222	
LDV's - Bakkies	373	558	295	320	216	282	225	294	82	2,646	
Trucks	84	230	82	74	60	91	51	87	27	787	
Other & Unknown	296	439	190	110	96	135	148	131	38	1,583	
Total	2,608	2,597	1,455	1,139	954	1,144	1,037	1,066	353	12,354	
Year 2004		Estimated Number of Fatalities per Vehicle Type									
Vehicle Type	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
Motorcars	1,363	1,012	743	452	474	522	510	416	148	5,642	
Minibuses	146	280	118	111	62	102	73	109	23	1,023	
Minibus Taxis	165	199	32	96	38	94	60	70	8	762	
Buses	14	99	8	35	9	17	7	19	0	209	
Motorcycles	92	26	28	9	6	15	12	8	0	196	
LDV's - Bakkies	321	484	205	338	194	305	255	237	98	2,436	
Trucks	96	200	96	120	63	97	48	87	28	835	
Other & Unknown	375	391	195	93	99	172	133	123	40	1,622	
Total	2,571	2,692	1,426	1,255	945	1,325	1,098	1,068	346	12,727	

% Change : Fatalities per Vehicle Type 2003 - 2004



% of Fatalities per Vehicle Type 2004

Provincial %



Unknown vehicles are mainly those responsible for hit-and-run crashes involving pedestrians.



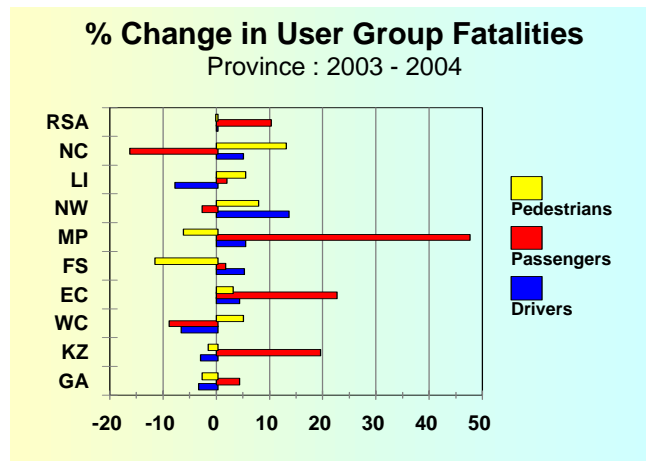
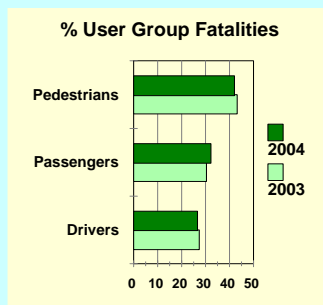
Fatalities per Road User Group

The number of driver fatalities remained almost unchanged with an increase of 2 (0,05%) from 3,349 fatalities in 2003 to 3,351 fatalities in 2004.

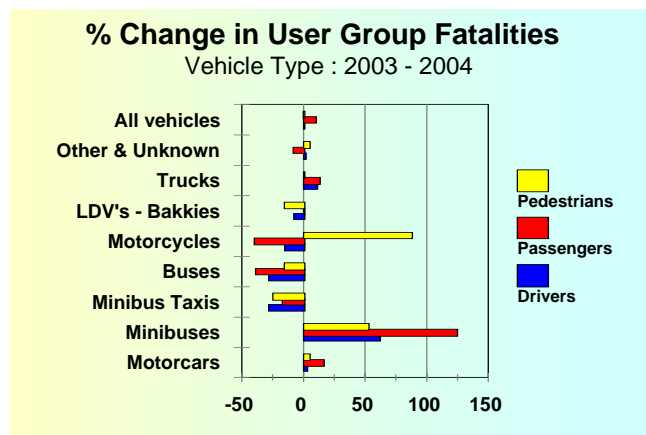
The number of passenger fatalities increased by 375 (10,16%) from 3,691 fatalities in 2003 to 4,066 fatalities in 2004.

The biggest increase in passenger fatalities per type of vehicle was for minibuses with an increase of 286 fatalities (124,19%) from 230 fatalities in 2003 to 516 fatalities in 2004.

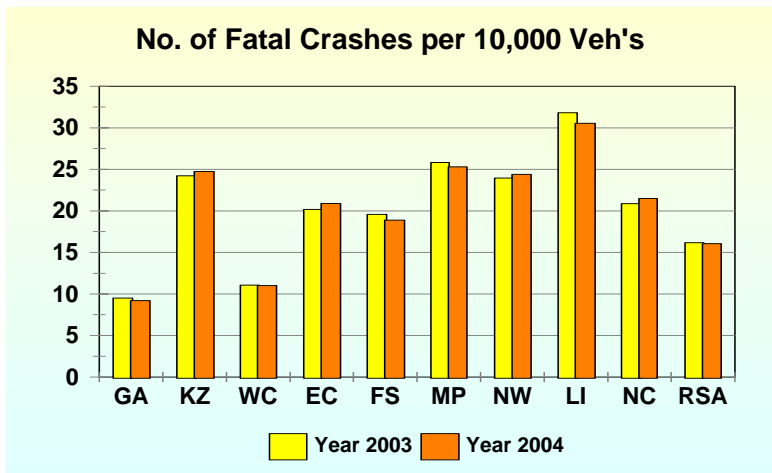
The number of pedestrian fatalities also remained basically unchanged with a decrease of 4 (0,08%) from 5,313 fatalities in 2003 to 5,309 fatalities in 2004.



Year 2003		User Group Fatalities			
Vehicle Type	Driver	Pass	Pedes	Total	
Motorcars	1,707	1,470	2,110	5,287	
Minibuses	90	230	238	558	
Minibus Taxis	119	462	391	972	
Buses	15	186	100	301	
Motorcycles	183	25	14	222	
LDV's - Bakkies	669	960	1,016	2,646	
Trucks	169	233	385	787	
Tractors	34	85	28	147	
Bicycles	347	7	3	358	
Other & Unknown	17	33	1,028	1,078	
All vehicles	3,349	3,691	5,313	12,354	
Year 2004		User Group Fatalities			
Vehicle Type	Driver	Pass	Pedes	Total	
Motorcars	1,748	1,699	2,195	5,642	
Minibuses	146	516	362	1,023	
Minibus Taxis	85	384	294	762	
Buses	11	114	85	209	
Motorcycles	155	15	25	196	
LDV's - Bakkies	616	962	858	2,436	
Trucks	187	263	386	835	
Tractors	39	73	35	146	
Bicycles	343	3	4	350	
Other & Unknown	22	38	1,066	1,126	
All vehicles	3,351	4,066	5,309	12,727	



Fatal Crash Rates



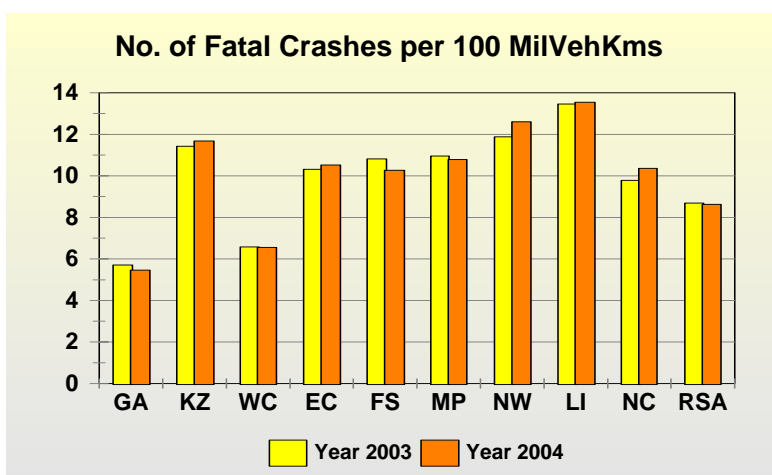
The number of fatal crashes per 10,000 registered motorised vehicles decreased by 0,09 (0,53%) from 16,17 in 2003 to 16,08 in 2004.

Year	Number of Fatal Crashes per 10,000 Motor Vehicles									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Year 2003	9.51	24.25	11.06	20.19	19.58	25.83	23.99	31.83	20.86	16.17
Year 2004	9.22	24.75	11.01	20.89	18.93	25.31	24.41	30.56	21.49	16.08
Change	-0.30	0.50	-0.05	0.70	-0.66	-0.52	0.42	-1.27	0.63	-0.09
% Change	-3.10	2.05	-0.47	3.45	-3.36	-2.01	1.77	-4.00	3.02	-0.53

Year	Number of Fatal Crashes per 100 Mil.Veh.Kms									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Year 2003	5.71	11.43	6.58	10.32	10.82	10.96	11.88	13.45	9.78	8.69
Year 2004	5.46	11.68	6.55	10.52	10.27	10.78	12.61	13.54	10.37	8.63
Change	-0.25	0.25	-0.03	0.20	-0.55	-0.17	0.73	0.09	0.59	-0.05
% Change	-4.46	2.16	-0.42	1.98	-5.11	-1.59	6.15	0.66	6.01	-0.60



The number of fatal crashes per 100 million vehicle kilometres travelled decreased by 0,05 (0,60%) from 2003 to 2004.



Vehicle Rates

The average number of vehicles involved in fatal crashes per 10,000 registered motorised vehicles decreased 0,06 (0,30%) from 20,48 in 2003 to 20,42 in 2004.

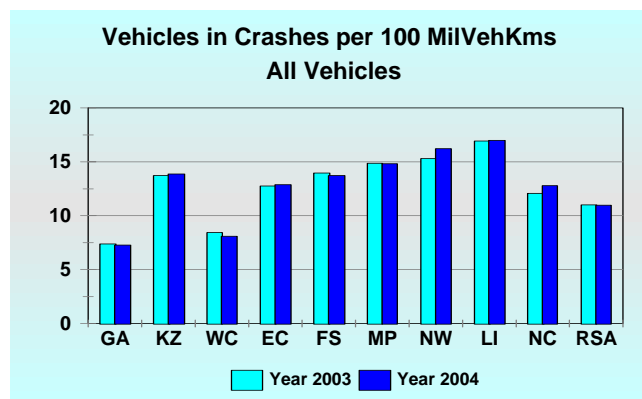
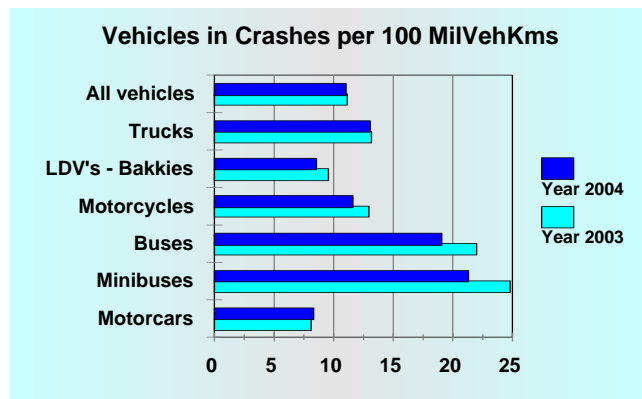
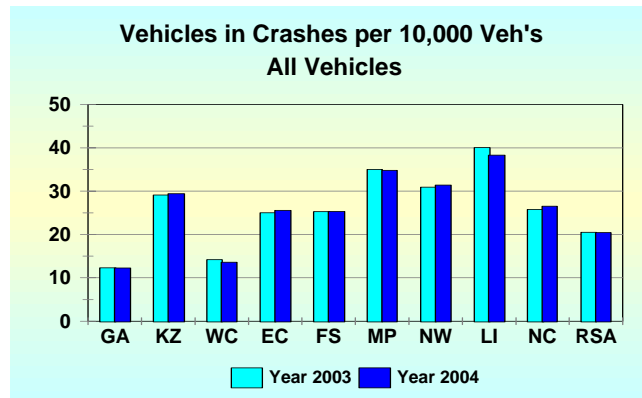
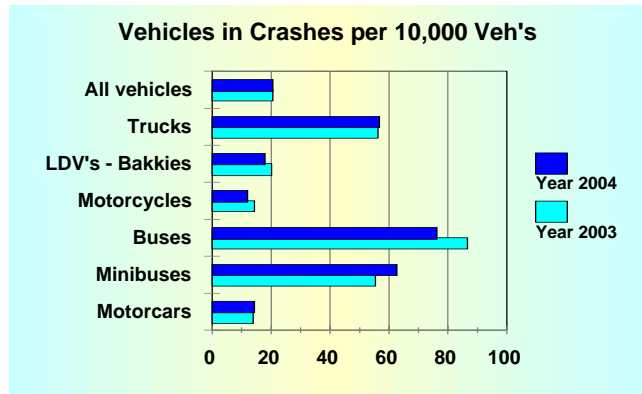


The average number of vehicles in fatal crashes per 100 million vehicle kilometres (mvk) travelled decreased by 0,04 (0,37%) from 11,00 in 2003 to 10,96 in 2004.

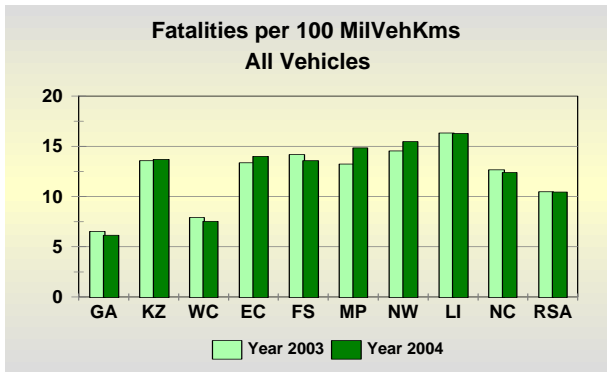


The change in the number of vehicles in crashes per distance travelled (mvk) for the various types of vehicles is as follows:

- Motorcars: 3,58%**
- Minibuses: -14,20%**
- Buses: -13,34%**
- Motorcycles: -10,55%**
- LDV's-bakkies: -11,27%**
- Trucks: -0,94%**



Fatality Rates



Year	Number of Fatalities per 10,000 Motor Vehicles									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Year 2003	10.86	28.77	13.32	26.14	25.64	31.18	29.33	38.61	26.99	19.51
Year 2004	10.34	28.99	12.63	27.77	24.97	34.83	29.92	36.70	25.64	19.44
Change	-0.52	0.22	-0.68	1.63	-0.67	3.66	0.59	-1.91	-1.35	-0.07
% Change	-4.75	0.77	-5.13	6.25	-2.61	11.74	2.03	-4.96	-5.01	-0.36

Year	Number of Fatalities per 100 Mil.Veh.Kms									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Year 2003	6.52	13.56	7.92	13.36	14.17	13.22	14.53	16.32	12.66	10.48
Year 2004	6.13	13.68	7.52	13.99	13.55	14.84	15.46	16.26	12.37	10.44
Change	-0.40	0.12	-0.40	0.63	-0.62	1.61	0.93	-0.06	-0.28	-0.05
% Change	-6.08	0.88	-5.08	4.74	-4.37	12.21	6.42	-0.34	-2.25	-0.43

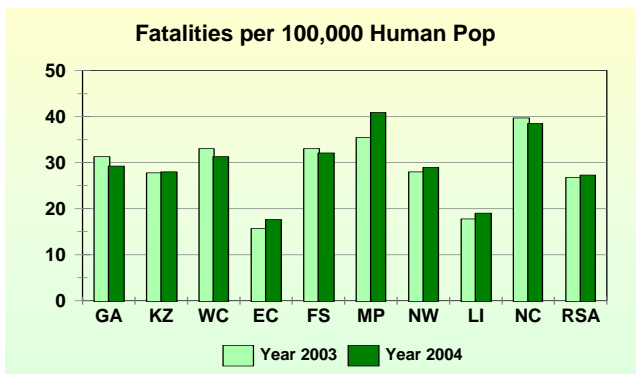
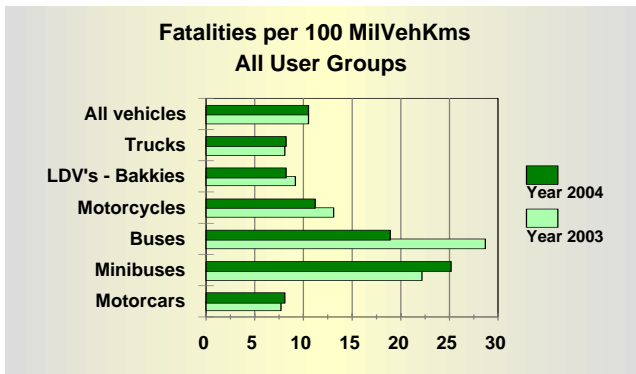
Year	Number of Fatalities per 100,000 Human Population									Total RSA
	GA	KZ	WC	EC	FS	MP	NW	LI	NC	
Year 2003	31.30	27.77	33.06	15.68	33.04	35.45	27.99	17.74	39.72	26.78
Year 2004	29.24	27.99	31.30	17.65	32.11	40.90	28.95	19.02	38.52	27.32
Change	-2.07	0.22	-1.75	1.96	-0.93	5.45	0.96	1.28	-1.20	0.54
% Change	-6.60	0.79	-5.31	12.51	-2.81	15.38	3.43	7.21	-3.02	2.02

The number of fatalities per 10,000 motorised vehicles decreased by 0,07 (0,36%) from 19,51 in 2003 to 19,44 in 2004.

The number of fatalities per 100 million vehicle kilometres (mvk) travel decreased by 0,05 (0,43%) from 10,48 in 2003 to 10,44 in 2004.

Changes in the fatality rate per 100 mvk for the various types of vehicles were recorded as follows:

- Motorcars: 3,58%**
- Minibuses: 13,27%**
- Buses: -34,01%**
- Motorcycles: -14,57%**
- LDV's-bakkies: -11,36%**
- Trucks: 0,87%**



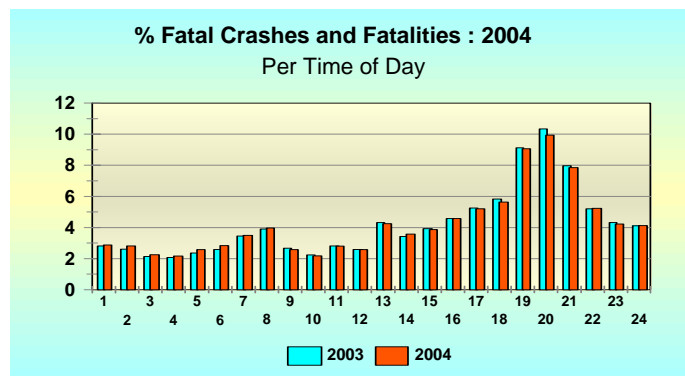
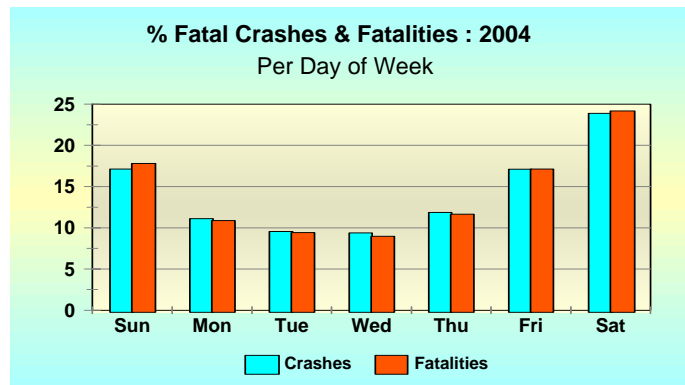
The number of fatalities per 100,000 human population increased by 0,54 (2,02%) from 26,78 in 2003 to 27,32 in 2004.

Day and Time of Fatal Crashes

On average, during 2004, 58,1% of the weekly fatal crashes happened on Fridays, Saturdays and Sundays, of which 23,9% were on Saturdays.

25,81% of the daily fatalities were recorded during the early evening hours from 18:00 to 21:00.

Almost 40% of the daily fatalities were recorded for the hours 18:00 to midnight.

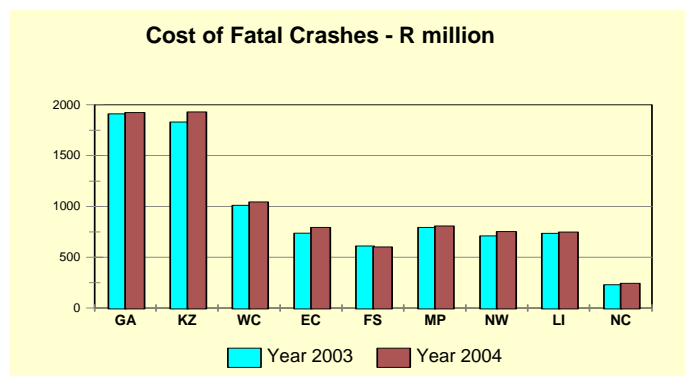
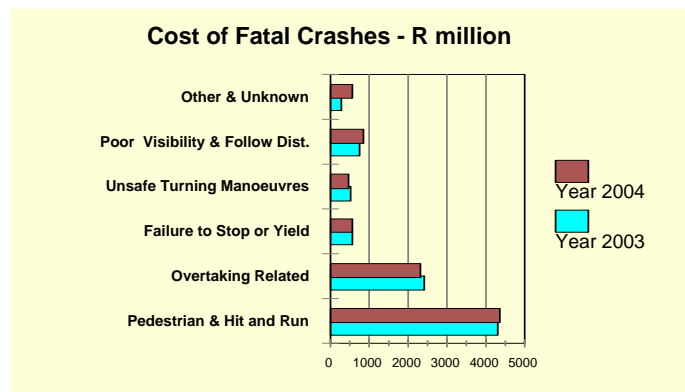


Cost of Fatal Crashes

The estimated cost of fatal crashes increased by 3,3% from R8,6 bn in 2003 to R8,8 bn in 2004.

In 2004 pedestrian related crashes cost in the order of R4,3 bn and overtaking related crashes in the order of R2,3 bn.

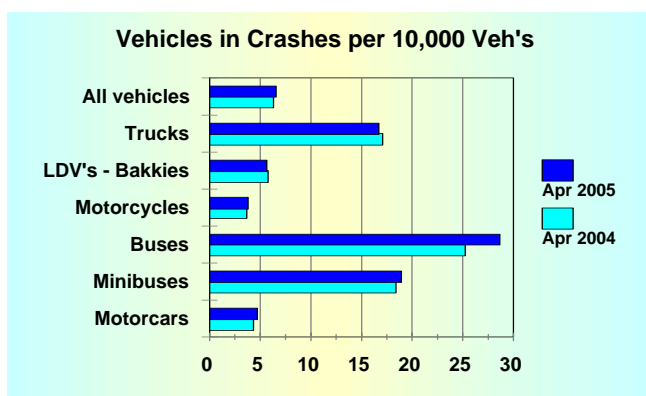
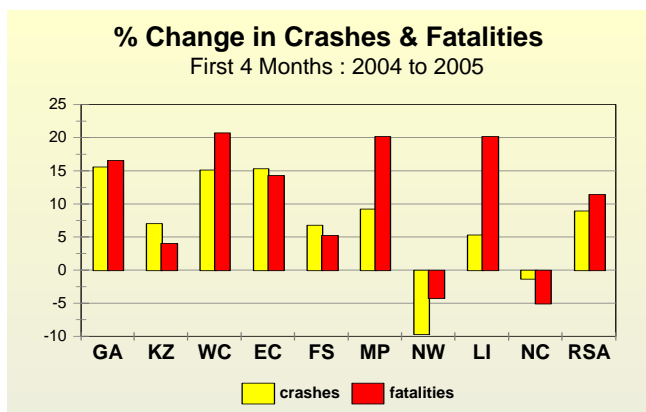
The estimated cost of speed-related fatal crashes increased by R925.79 million from R1,98 bn in 2003 to R2,91 bn in 2004, (32,9% of the total estimated fatal crash cost).



2005 – The First 4 Months

Number of Fatal Crashes											
Year	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2003	Jan	133	142	83	69	39	56	62	53	20	657
	Feb	158	125	83	59	46	71	64	53	23	682
	Mch	215	188	118	86	74	80	78	86	23	948
	Apr	181	179	92	82	55	83	75	69	20	836
	Total	687	634	376	296	214	290	279	261	86	3,123
2004	Jan	146	139	83	67	56	69	68	58	21	707
	Feb	157	159	93	68	43	60	66	65	24	735
	Mch	187	168	85	69	70	78	59	58	26	800
	Apr	196	201	109	70	67	75	78	82	23	901
	Total	686	667	370	274	236	282	271	263	94	3,143
2005	Jan	159	144	88	77	53	66	58	62	26	733
	Feb	190	171	89	54	65	75	61	53	19	777
	Mch	235	195	127	98	64	81	66	80	26	972
	Apr	209	204	122	87	70	86	60	82	22	942
	Total	793	714	426	316	252	308	245	277	93	3,424

Number of Fatalities											
Year	Month	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2003	Jan	157	175	107	88	56	69	90	68	24	834
	Feb	172	164	87	69	57	81	70	57	26	785
	Mch	243	205	130	111	95	94	95	101	32	1,104
	Apr	203	225	112	109	67	99	87	92	27	1,022
	Total	776	769	436	377	275	343	342	318	109	3,745
2004	Jan	160	181	107	91	85	100	83	69	21	898
	Feb	180	188	99	80	50	90	75	71	27	859
	Mch	208	193	93	81	96	90	68	71	51	952
	Apr	227	220	115	94	86	93	89	90	29	1,043
	Total	776	782	415	347	317	372	314	301	128	3,752
2005	Jan	178	164	107	99	80	95	86	86	32	927
	Feb	211	177	102	74	73	123	73	61	21	915
	Mch	261	223	150	114	83	105	75	107	44	1,162
	Apr	253	250	141	110	97	124	67	108	24	1,176
	Total	904	814	501	397	333	447	302	362	122	4,181



The number of fatal crashes increased by 281 (8,94%) from 3,134 during the first 4 months in 2004 to 3,424 during the first 4 months in 2005.

Over the same period the number of fatalities increased by 429 (11,44%) from 3,753 in 2004 to 4,181 in 2005.

The severity of crashes increased by 2,29% from an average of 1,19 persons killed per crash in 2004 to 1,22 persons in 2005.

The average number of motorised vehicles increased by 300,339 (4,65%) from 6,460,704 in 2004 to 6,761,042 in 2005.

The total distance travelled increased by 1,707 (4,34%) million vehicle kilometres (mvk) from 39,290 in 2004 to 40,996 mvk in 2005.

The average number of fatalities per 10,000 vehicles increased by 0,65 (6,80%) from 9,55 in 2004 to 10,20 in 2005.

Speed as a Contributory Factor to Road Traffic Crashes



Figure 1

During intensive research undertaken by the CSIR in South Africa from the mid 1970's to the mid 1980's, it was found that the lowering of speed limits (resulting in lower operating speeds on the rural road network) had an *overwhelming* effect on the occurrence of road accidents. A reduction in the speed limit from 120 km/h to 80 km/h resulted in a decrease in the casualty crash rate (number of casualty crashes per million vehicle kilometres travel) from about 0,59 to about 0,44. The relationship between the crash rate and the speed limit was almost linear, as shown in **Figure 1**.

Mean Casualty Crash Rate & Speed Limit

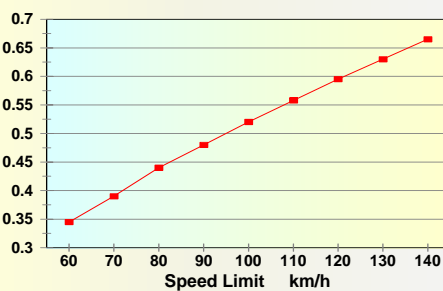
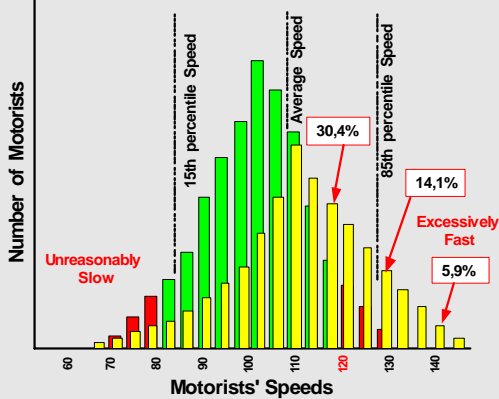


Figure 2

It was further found that a decrease of 1 km/h in the mean or average vehicle speed in rural areas resulted in a decrease of 9 fatal accidents and 120 total accidents per month. It should be noted that during this period there were also very high levels of self-discipline and self-regulation amongst South African road users, accompanied by a high level of law enforcement.

2004 Distribution of Driver Speed

















It is generally accepted that not more than about 15% of the traffic should exceed the limit. In an extensive speed analysis of about 25 million vehicles of all types in 2004 it was found that the average speed increased by about 9% from 2003 to 2004. The information analysed further showed that, particularly over weekends, in the order of 30,4% of drivers exceed the 120 km/h limit; about 14,1% exceed 130 km/h and 5,9% drive faster than 140 km/h. These figures in yellow are superimposed on a more desirable speed distribution curve in green in **Figure 2**.

The yellow speed distribution in Figure 2 indicates a much wider spread of speeds amongst vehicles in the traffic situation, with the higher group effecting an increase in the average speed. It further increases the potential conflict between drivers that are driving excessively fast and drivers in the lower 15% group that drive unreasonably slow, thus increasing the risk of being involved in a crash, as well as the severity of a crash, should it happen. Driving at excessive speeds or speed too fast for circumstances encourages further transgression of the law, such as illegal and unsafe overtaking and ignoring red traffic signals.



Contributory Factors to Road Traffic Crashes

Types of Road Traffic Accidents and some Contributory Factors to each	
Same Direction Group	
 <p>Head-Rear 15% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> following too close high circumstantial speed poor brakes smooth tyres no indication to turn dirty, poor or no rear/brake lights or chevrons
 <p>Right turn - same direction 0,8% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> turn in front of traffic approaching from behind high circumstantial speed no indication to turn enter main road without stopping or giving way reckless/negligent driving
 <p>Left turn - same direction 0,4% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> turn in front of traffic approaching from behind high circumstantial speed no indication to turn enter main road without stopping or giving way reckless/negligent driving
 <p>Side swipe - same direction 5% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> swerve in front of traffic unsafe/illegal overtaking avoid head-on accident no indication to turn turn from wrong lane high circumstantial speed reckless/negligent driving
Opposite Direction Group	
 <p>Head-On 4% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> unsafe/illegal overtaking poor visibility poor or no headlights high circumstantial speed reckless/negligent driving poor road markings slippery road
 <p>Side swipe - opposite direction 5% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> unsafe/illegal overtaking poor visibility poor or no headlights high circumstantial speed reckless/negligent driving poor road markings slippery road
 <p>Right turn - opposite direction 3% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> turn in front of oncoming traffic unsafe/illegal overtaking swerve to avoid head-on poor or no headlights high circumstantial speed reckless/negligent driving
<p>Non-wearing of Seatbelts increase the risk of Death or Serious Injury by between 40% and 50% in case of an accident</p>	
Right Angle Group	
 <p>Right angle - both straight 6% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> failing to stop or yield at traffic control high circumstantial speed poor brakes smooth tyres dirty, poor or no signs reckless driving
 <p>Right angle - one turn 2% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> failing to stop or yield at traffic control high circumstantial speed poor brakes smooth tyres dirty, poor or no signs reckless driving
Reversing and Parking Group	
 <p>Reversing 0,7% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> reckless/inconsiderate driving behaviour poor visibility poor brakes intoxicated driver
 <p>Parked vehicle 0,5% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> reckless/inconsiderate driving behaviour poor visibility poor brakes intoxicated driver
Pedestrian, Bicycle, Animal, Vehicle Overturn & Fixed Object Group	
 <p>Pedestrian, bicycle animal 37% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> pedestrian jaywalking intoxicated pedestrian or driver poor visibility/lighting poor brakes inadequate facilities bicycle without lights
 <p>Single vehicle - overturned 12% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> swerve to avoid accident high circumstantial speed inadequate/poor signs fatigue and falling asleep poor visibility slippery road poor road layout
 <p>Single vehicle - fixed object 6% of all accidents</p>	<p>Some contributory factors :</p> <ul style="list-style-type: none"> swerve to avoid accident high circumstantial speed inadequate/poor signs fatigue and falling asleep poor visibility slippery road poor road layout
<p>More than 95% of all road traffic accidents happens as a result of a traffic offence. Most accidents can be attributed to 2 or more simultaneous offences. Generally human factors such as non-adherence to traffic rules and aggressive, reckless, negligent and inconsiderate driver behaviour are major contributory factors, contributing about 70% to 80% to all accidents. These include driving too fast for circumstances and alcohol. Vehicle factors which contribute between 10% and 15% to accidents include poor lights, smooth or damaged tyres and poor brakes. Road and environment factors such as no, poor, inadequate and damaged signs, poor maintenance, lack of fencing resulting in animals on the road contribute 5% to 10%.</p>	

**A road crash is someone's fault :
don't let it be Yours !**

