

The Statistician-General says

The facts are;

Introduction

According to News24 (www.news24.com), Northern Cape crash death toll rises to 15 after a minibus taxi collided with a bakkie on the N18 near Hartswater.

Background

According to Census 2011 Northern Cape has the lowest number of population 1 145 861 (2%) compare to other provinces and 301 405 households. According to National Household Travel Survey in 2003 persons 18 years and older those were in possession of a driver's licence 563 000 (2%) and those without driver's licence were 1.9%. in 2013 survey showed that 741 000 (1.5%) were in possession of a driver's licence and 2.4% were without driver's licence.

Figure 1: Percentage distribution of deaths by group type and year of death

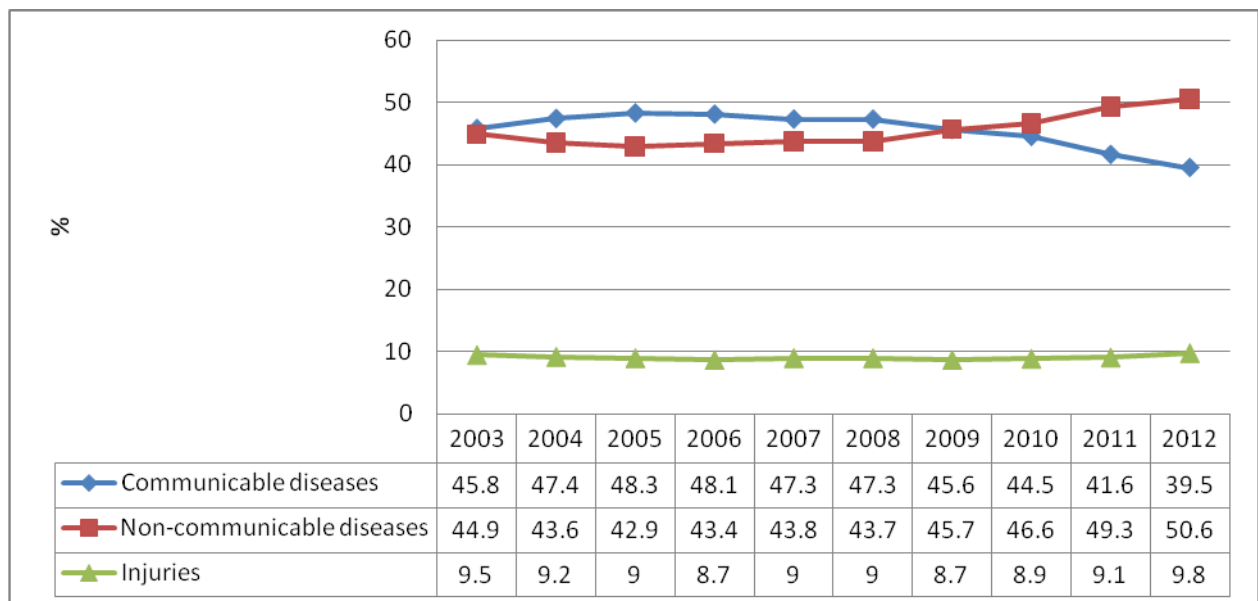


Figure 1 shows the percentage distribution of deaths by group type and year of death. According to 2012 publication on mortality and causes of death in South Africa, injuries are referred to as accidents, assault and suicide. Prior to 2004 the proportion of deaths due to non-communicable diseases continuously decreased, while that of communicable diseases increased. In 2003, there were an equal proportion of non-communicable deaths and communicable deaths. The second pattern shows that from 2004 to 2009, the proportion of communicable deaths

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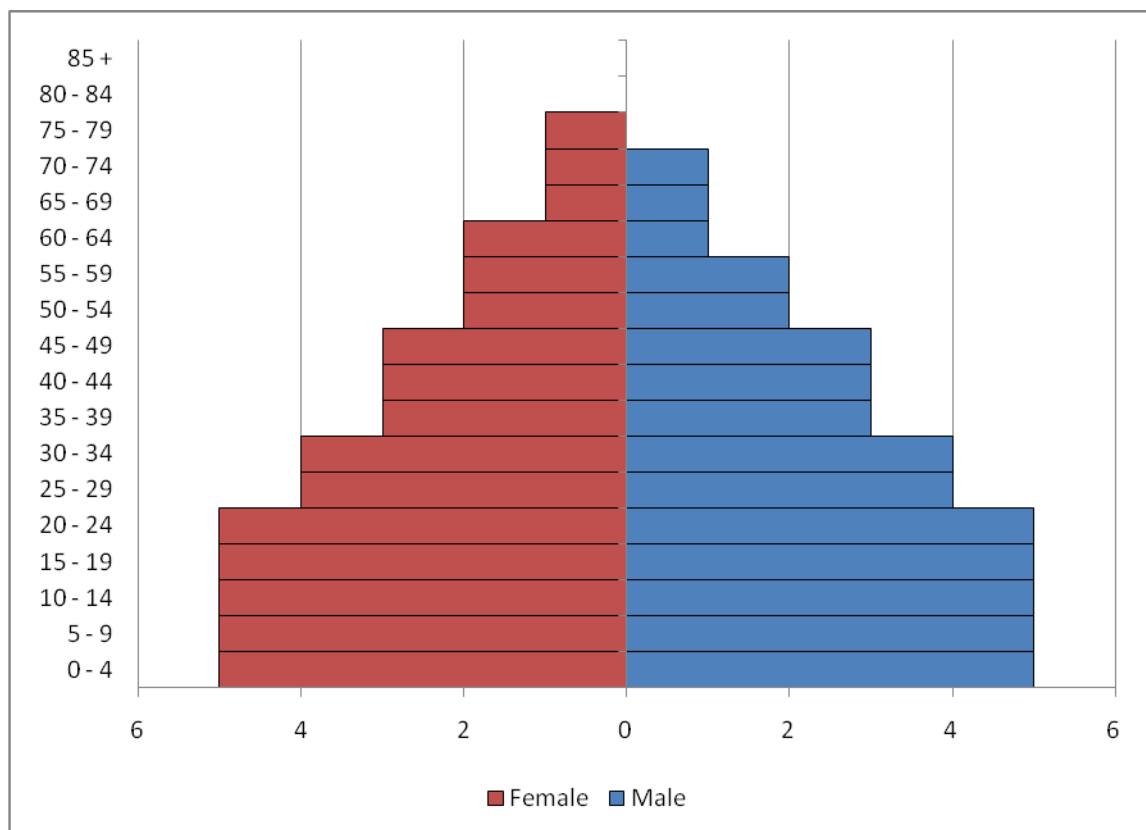
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increased, while of non-communicable deaths decreased. In 2009, there was almost the same percentage of communicable deaths and non-communicable deaths. However, the third pattern shows an upward trend in the proportion of deaths due to non-communicable diseases from 46.6% in 2010 to 50.6% in 2012. Conversely, during the same period the proportion of deaths due to communicable diseases narrowed from 44.5% in 2010 to 39.5% in 2012.

According to National Household Travel Survey, 2013

Figure 2: Age distribution

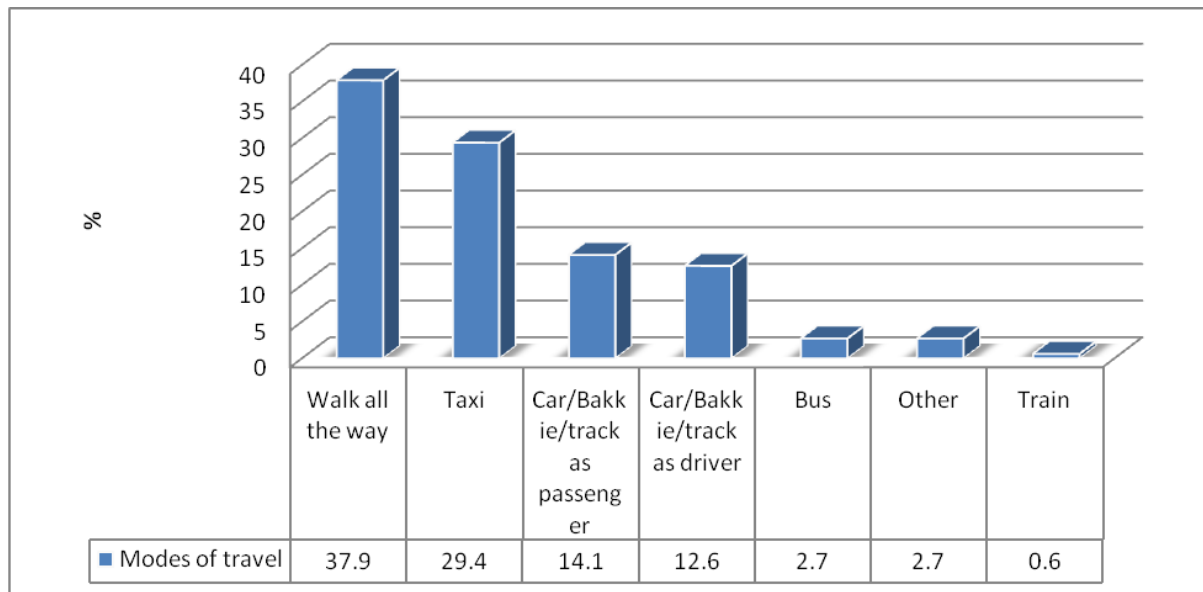


The pyramid above indicates that the population regardless of the gender is equally distributed between the ages 0-59. The proportion of female is slightly higher than that of male at the ages between 60-64 and 75-79.

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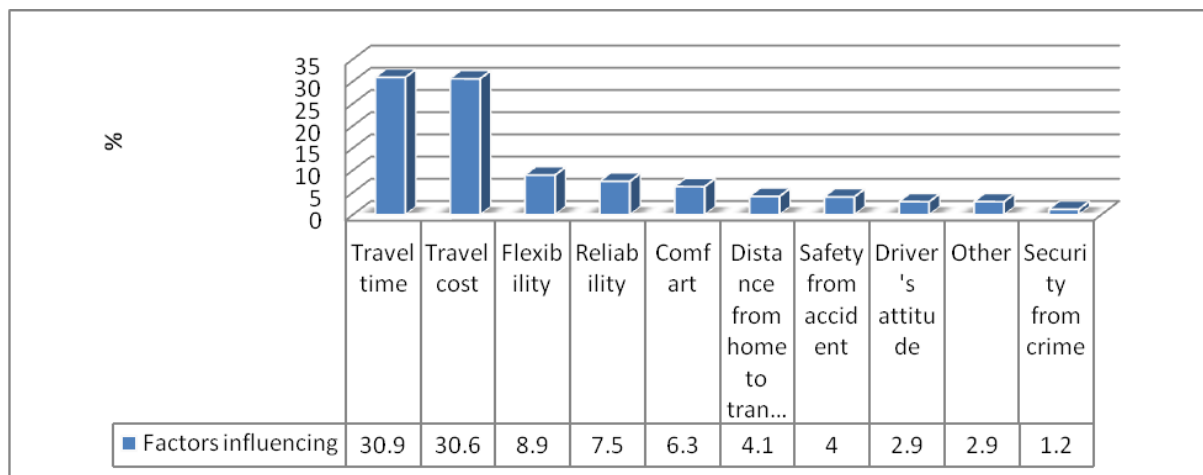
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Figure 3: Main modes of travel usually used by households, 2013



The figure 3 above indicate that the four main modes of travel used by households were walking all the way (37.9%), taxis (29.4%), car/bakkie/truck as passengers (14.1%) and car/bakkie/truck as drivers (12.6%).

Figure 4: Factors influencing household's choice of mode of travel, 2013



As indicated in figure 4, about 30.9% of households identified travel time as the biggest determinant of modal choice, while the cost of travel is important to 30.6% of households. Flexibility was mentioned by 8.9% of households, and safety from accidents by 4%.

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Figure 5: Roadworthiness of taxis across the nine provinces

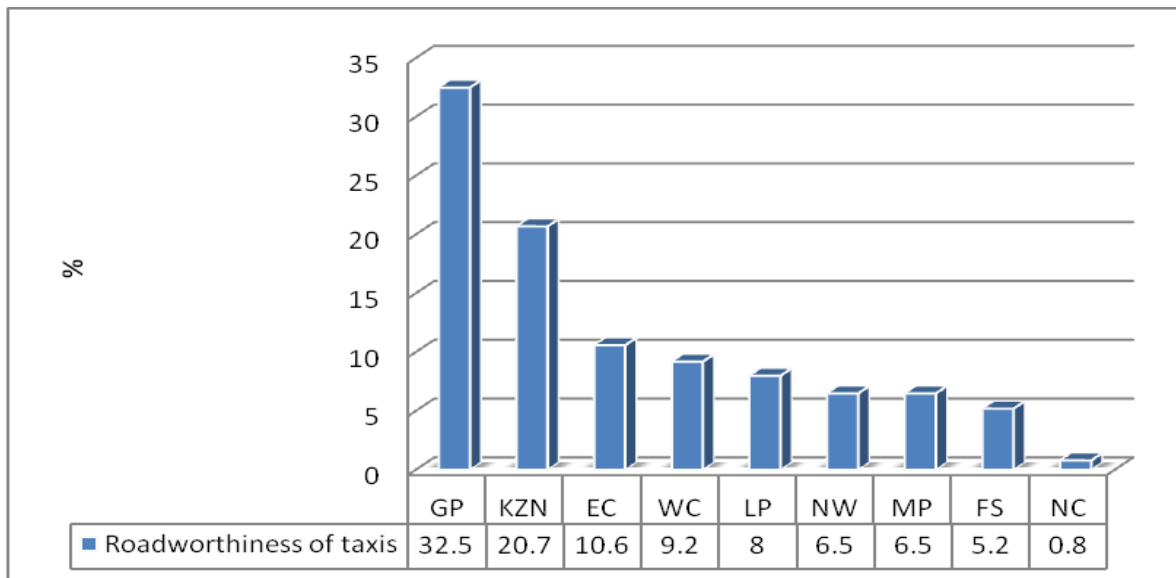


Figure 5 illustrates that the roadworthiness of taxis was of most concern in Gauteng with 32.5% and Kwa Zulu-Natal with 20.7%. The two provinces with a smaller quantity of roadworthiness of taxis were Free State with 5.2% and Northern Cape with 0.8%

Conclusion

According to National Household Travel Survey, 2013 the roadworthiness of taxis was the lowest in Northern Cape compare to other provinces. Taxi is the second preferred mode of transport by the households in Northern Cape and their choice of mode of transport is influenced by travel time. According to mortality and causes of death in South Africa 2012 publication it indicates that Injuries is the lowest cause of death.