Road Transport and Road Traffic Accident Statistics  
(Island of Mauritius)  
Year 2013

1. Vehicles registered in 2013

At the end of December 2013, there were 443,495 vehicles registered at the National Transport Authority (NTA). This represents a net increase of 21,569 vehicles (5.1%) as compared to end of year 2012 when the number of registered vehicles was 421,926 (Table 1.1).

During the year 2013, the fleet was strengthened with the registration of 26,351 vehicles, of which 17,607 (66.8%) were new, 7,764 (29.5%) were imported second-hand and 980 (3.7%) were re-registered vehicles; i.e., those which had been previously put off the road. During the same period 4,782 vehicles were put off the road. The net addition to the existing fleet worked out to 21,569 vehicles (Table 1.1).

2. Composition of fleet

A breakdown of the fleet by type of vehicle is given in Table 1.2. At the end of December 2013, the fleet consisted of 47.7% (211,586) cars, double cab pickup and dual purpose vehicles and 40.8% (180,785) auto/motor cycles. The remaining 11.5% comprised vans (26,624), lorries and trucks (14,061), buses (2,963) and other vehicles (7,476). It is to be noted that, prior to year 2013, double cab pickup was included in dual purpose vehicles.

3. Vehicles used for transport of passengers

3.1 Cars, double cap pickup and dual purpose vehicles

At the end of December 2013, the number of cars, double cap pickup and dual purpose vehicles was 211,586, a rise of 6.9% over the figure of 197,849 as at end of December 2012. This increase resulted from the registration of 15,471 such vehicles (7,804 new, 7,207 imported second-hand and 460 re-registered), partly offset by 1,734 vehicles that were put off the road.

Table 1.3 shows the age distribution of cars, double cap pickup and dual purpose vehicles. At the end of December 2013, 43.9% were less than 5 years, 24.8% between 5 and 9 years and the remaining 31.3%, 10 years and above.

3.2 Buses

At the end of December 2013, there were 2,963 registered buses, out of which 1,931 or 65.2% were ‘public’ buses operating with a road service licence. During 2013, some 91 new buses were registered while 85 buses were put off the road resulting in a net increase of 6 buses.
Table 1.4, which gives the age distribution of the fleet of public buses, shows that 31.2% of the buses were under 5 years, 35.5% between 5 and 9 years and 33.3%, between 10 and 20 years.

4. Motor cycles and auto cycles

At the end of 2013, there were 180,785 motor cycles and auto cycles. This represents a net increase of 7,277 (+4.2%) against 173,508 at the end of 2012.

5. Road traffic accidents

The number of road accidents registered during the year 2013 was 23,563 against 21,056 in the preceding year, showing an increase of 11.9%. Among these accidents, the majority, 20,985 (89.1%) were non-injury, 119 fatal, 389 caused serious injuries and 2,070 slight injuries.

Compared to 2012, accidents causing casualties went down by 0.5% while non-injury accidents went up by 13.6%. Fatal and serious accidents went down by 17.4% and 14.5% respectively whilst slight injury accident increased by 13.6%.

The accident rate, expressed as the number of accidents per 100,000 mid-year population, increased from 1,733 in 2012 to 1,936 in 2013 and the number of accidents per 1,000 mid-year registered motor vehicles increased from 51 in 2012 to 55 in 2013 (Table 2.1).

6. Vehicles involved in road accidents

During the year 2013, the total number of vehicles (both motor and non-motor) involved in road accidents was 42,086 against 40,922 in the previous year. The number of motor vehicles involved in accidents resulting in casualties was 3,866 in 2013 against 3,904 in 2012. Table 2.3 shows that 29.9% of the vehicles were private cars, 41.0% were motor/auto cycles, 5.7% were buses and 5.2% were vans.

7. Casualties

The number of casualties (fatalities and persons injured as a result of road accidents) went up by 3.1% from 3,502 in 2012 to 3,610 in 2013. Among the casualties, 136 were fatal, 465 seriously injured and the remaining 3,009 slightly injured.

Table 2.4 reveals that, among the casualties in 2013, some 22.8% were passengers, 41.5% riders of auto/motor cycles, 16.6% pedestrians, 15.0% drivers and 4.1% pedal cyclists.
Compared to 2012, the number of persons who died as a result of road accidents went down by 12.8%. The fatality rate, expressed as the number of persons who died as a result of road accidents per 100,000 mid-year population, decreased from 12.8% in 2012 to 11.2% in 2013. Out of the 136 persons killed in road accidents during year 2013, the most vulnerable category of road users were pedestrians (47), followed by riders/pillion riders of motorised two-wheelers (42), (Table 2.6).

8. Hit and run cases of accidents causing casualties

In 2013, there were 192 "hit and run" cases causing casualties compared to 196 in 2012. Out of these 192 cases, 56.8% (109) involved vehicles only while the other 43.2% (83) involved both vehicles and pedestrians (Table 2.5).
Explanatory Notes

A. Vehicle Statistics

1. Data refer to all vehicles registered at the National Transport Authority. Pedal cycles are therefore excluded. The classification of vehicles used in this report, follows the definition given in Section 4 of the Road Traffic Act of 1962 and subsequent amended Act No. 27 of 2012.

2. Vehicles include:
   (a) motor vehicles, that is, power-driven vehicles normally used for carrying persons or goods by road or for drawing vehicles used for carrying persons or goods. Examples are car, dual purpose vehicle, heavy motor car, motor cycle, lorry, van, bus, and tractor;
   (b) non-motorised vehicles, for example trailer.

3. Definition of some types of vehicles according to the Road Traffic Act 1962.
   (a) Motor cycle
       A motor cycle is a mechanically propelled vehicle, other than an auto cycle or a vehicle classified as an invalid carriage, with not more than four wheels and whose unladen weight does not exceed 400 kilograms.
   (b) Auto cycle
       An auto cycle is a two wheeled motor vehicle, with or without pedals, whose engine capacity does not exceed 50 cubic centimetres.
   (c) Heavy motor car
       A heavy motor car is a vehicle of the bus type designed to carry passengers but not for hire or reward.
   (d) Dual purpose vehicle
       A dual purpose vehicle is essentially a car but it is so designed to be capable of carrying a certain load of goods.
   (e) Double cab pickup
       Double cab pickup means a motor vehicle which has –
       (i) a front passenger cabin which contain 2 rows of seats and is capable of seating a maximum of 4 persons excluding the driver,
       (ii) at least 2 doors capable of being opened separately; and
       (iii) an open pickup area behind the passenger cabin.
B. Road Traffic Accidents

1. In this report, data on accidents refer to all road accidents reported to police stations and to insurance companies.

2. Road Traffic Accident

A road traffic accident is an accident between two or more vehicles, a vehicle and a cyclist, a vehicle and a pedestrian, 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.

3. Severity of accident

Road traffic accidents are classified into the following categories according to the severity of the accident:

Fatal accident - an accident resulting in the death of one or more persons. Prior to 2002, a fatal accident was defined as an accident where deaths occurred within 7 days. As from 2002, a fatal accident is defined as an accident where deaths occurred within 30 days.

Serious injury accident - An accident in which one or more persons are seriously injured.

Slight injury accident - An accident in which one or more persons are slightly injured.

Non injury accident - An accident in which no one is killed or injured but which results in damage to the vehicle/s and/or other property only.

4. Casualty

Any person killed or injured in a road accident is referred to as a casualty.

Fatality - Any person killed during an accident, or within 30 days as a result of an accident is referred to as a fatality.

Injury definition

(i) As from January 2013:

(a) Serious Injury - An injury for which a person is admitted to hospital as an "in-patient" for more than 24 hours.

(b) Slight Injury - An injury for which a person has received medical care but has not been admitted to hospital for more than 24 hours.

(ii) Prior to January 2013:

(a) Serious Injury - An injury for which a person is detained in hospital as an "in-patient" or any of the following injuries (whether or not he is detained in hospital): fractures, concussions, internal injuries, severe cuts and lacerations, crushings and severe general shock requiring medical treatment.

(b) Slight Injury - An injury of minor character such as a sprain, bruise and cut not judged to be severe.
Table 1.1 - Vehicles\(^1\) registered in 2013

<table>
<thead>
<tr>
<th>Type of vehicle</th>
<th>No. of vehicles at 31.12.12</th>
<th>New vehicles</th>
<th>Imported second-hand vehicles</th>
<th>Re - registered vehicles(^2)</th>
<th>Vehicles off the road(^3)</th>
<th>No. of vehicles at 31.12.13</th>
<th>Net addition 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>147,733</td>
<td>6,651</td>
<td>7,109</td>
<td>350</td>
<td>1,142</td>
<td>160,701</td>
<td>12,968</td>
</tr>
<tr>
<td>Dual purpose vehicle</td>
<td>50,116</td>
<td>74</td>
<td>76</td>
<td>47</td>
<td>583</td>
<td>49,730</td>
<td>-386</td>
</tr>
<tr>
<td>Double cab pickup (^4)</td>
<td>-</td>
<td>1,079</td>
<td>22</td>
<td>63</td>
<td>9</td>
<td>1,155</td>
<td>1,155</td>
</tr>
<tr>
<td>Motor cycle</td>
<td>59,637</td>
<td>6,481</td>
<td>66</td>
<td>346</td>
<td>703</td>
<td>65,827</td>
<td>6,190</td>
</tr>
<tr>
<td>Auto cycle</td>
<td>113,871</td>
<td>2,444</td>
<td>4</td>
<td>3</td>
<td>1,364</td>
<td>114,958</td>
<td>1,087</td>
</tr>
<tr>
<td>Lorry and truck</td>
<td>13,902</td>
<td>209</td>
<td>109</td>
<td>65</td>
<td>224</td>
<td>14,061</td>
<td>159</td>
</tr>
<tr>
<td>Van</td>
<td>26,293</td>
<td>452</td>
<td>297</td>
<td>71</td>
<td>489</td>
<td>26,624</td>
<td>331</td>
</tr>
<tr>
<td>Bus</td>
<td>2,957</td>
<td>91</td>
<td>-</td>
<td>-</td>
<td>85</td>
<td>2,963</td>
<td>6</td>
</tr>
<tr>
<td>Other</td>
<td>7,417</td>
<td>126</td>
<td>81</td>
<td>35</td>
<td>183</td>
<td>7,476</td>
<td>59</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>421,926</strong></td>
<td><strong>17,607</strong></td>
<td><strong>7,764</strong></td>
<td><strong>980</strong></td>
<td><strong>4,782</strong></td>
<td><strong>443,495</strong></td>
<td><strong>21,569</strong></td>
</tr>
</tbody>
</table>

\(^1\) Excluding pedal cycles, but including government vehicles.

\(^2\) Refers to re-registration of vehicles previously off the road.

\(^3\) Unlicensed either temporarily or permanently.

\(^4\) New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'.
<table>
<thead>
<tr>
<th>Type of vehicle</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, dual purpose vehicle and double cab pickup¹</td>
<td>118,009</td>
<td>126,844</td>
<td>135,132</td>
<td>144,405</td>
<td>155,528</td>
<td>165,036</td>
<td>175,634</td>
<td>185,357</td>
<td>211,586</td>
<td></td>
</tr>
<tr>
<td>Motor cycle and autocycle</td>
<td>129,500</td>
<td>133,430</td>
<td>138,174</td>
<td>142,606</td>
<td>147,988</td>
<td>152,935</td>
<td>159,329</td>
<td>165,706</td>
<td>173,508</td>
<td>180,785</td>
</tr>
<tr>
<td>Other</td>
<td>44,096</td>
<td>45,222</td>
<td>46,134</td>
<td>47,134</td>
<td>47,890</td>
<td>48,549</td>
<td>49,152</td>
<td>49,856</td>
<td>50,569</td>
<td>51,124</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>291,605</strong></td>
<td><strong>305,496</strong></td>
<td><strong>319,440</strong></td>
<td><strong>334,145</strong></td>
<td><strong>351,406</strong></td>
<td><strong>366,520</strong></td>
<td><strong>384,115</strong></td>
<td><strong>400,919</strong></td>
<td><strong>421,926</strong></td>
<td><strong>443,495</strong></td>
</tr>
</tbody>
</table>

¹ New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'
Table 1.2 - Vehicles\(^1\) registered, 2004 - 2013

<table>
<thead>
<tr>
<th>Type of vehicle</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>77,342</td>
<td>84,818</td>
<td>91,911</td>
<td>99,770</td>
<td>109,507</td>
<td>117,890</td>
<td>127,363</td>
<td>136,225</td>
<td>147,733</td>
<td>160,701</td>
</tr>
<tr>
<td>(of which taxi car)</td>
<td>(6,482)</td>
<td>(6,798)</td>
<td>(6,860)</td>
<td>(6,885)</td>
<td>(6,941)</td>
<td>(6,921)</td>
<td>(6,924)</td>
<td>(6,907)</td>
<td>(6,905)</td>
<td>(6,915)</td>
</tr>
<tr>
<td>Dual purpose vehicle</td>
<td>40,667</td>
<td>42,026</td>
<td>43,221</td>
<td>44,635</td>
<td>46,021</td>
<td>47,146</td>
<td>48,271</td>
<td>49,132</td>
<td>50,116</td>
<td>49,730</td>
</tr>
<tr>
<td>Double cab pickup (^2)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Heavy motor car</td>
<td>1,020</td>
<td>1,045</td>
<td>1,118</td>
<td>1,223</td>
<td>1,290</td>
<td>1,275</td>
<td>1,249</td>
<td>1,230</td>
<td>1,244</td>
<td>1,250</td>
</tr>
<tr>
<td>Motor cycle</td>
<td>28,646</td>
<td>30,927</td>
<td>33,936</td>
<td>36,969</td>
<td>40,804</td>
<td>44,222</td>
<td>48,655</td>
<td>53,410</td>
<td>59,637</td>
<td>65,827</td>
</tr>
<tr>
<td>Auto cycle</td>
<td>100,854</td>
<td>102,503</td>
<td>104,238</td>
<td>105,637</td>
<td>107,184</td>
<td>108,713</td>
<td>110,674</td>
<td>112,296</td>
<td>113,871</td>
<td>114,958</td>
</tr>
<tr>
<td>Lorry and truck</td>
<td>11,774</td>
<td>12,047</td>
<td>12,272</td>
<td>12,536</td>
<td>12,726</td>
<td>12,950</td>
<td>13,186</td>
<td>13,539</td>
<td>13,902</td>
<td>14,061</td>
</tr>
<tr>
<td>Van</td>
<td>23,326</td>
<td>23,989</td>
<td>24,522</td>
<td>24,934</td>
<td>25,334</td>
<td>25,622</td>
<td>25,914</td>
<td>26,090</td>
<td>26,293</td>
<td>26,624</td>
</tr>
<tr>
<td>Bus</td>
<td>2,457</td>
<td>2,560</td>
<td>2,612</td>
<td>2,753</td>
<td>2,762</td>
<td>2,803</td>
<td>2,845</td>
<td>2,912</td>
<td>2,957</td>
<td>2,963</td>
</tr>
<tr>
<td>Prime mover</td>
<td>388</td>
<td>412</td>
<td>436</td>
<td>452</td>
<td>505</td>
<td>558</td>
<td>596</td>
<td>650</td>
<td>689</td>
<td>715</td>
</tr>
<tr>
<td>Trailer</td>
<td>1,771</td>
<td>1,765</td>
<td>1,756</td>
<td>1,795</td>
<td>1,809</td>
<td>1,823</td>
<td>1,821</td>
<td>1,834</td>
<td>1,845</td>
<td>1,846</td>
</tr>
<tr>
<td>Road roller</td>
<td>99</td>
<td>96</td>
<td>96</td>
<td>96</td>
<td>97</td>
<td>98</td>
<td>99</td>
<td>101</td>
<td>102</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>326</td>
<td>326</td>
<td>321</td>
<td>320</td>
<td>323</td>
<td>319</td>
<td>324</td>
<td>329</td>
<td>336</td>
<td>337</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>291,605</strong></td>
<td><strong>305,496</strong></td>
<td><strong>319,440</strong></td>
<td><strong>334,145</strong></td>
<td><strong>351,406</strong></td>
<td><strong>366,520</strong></td>
<td><strong>384,115</strong></td>
<td><strong>400,919</strong></td>
<td><strong>421,926</strong></td>
<td><strong>443,495</strong></td>
</tr>
</tbody>
</table>

\(^1\) Excluding pedal cycles, but including government vehicles.

\(^2\) New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'
Table 1.3 - Age composition of cars, dual purpose vehicles and double cab pickup¹, 2012 - 2013

( as at 31st December )

<table>
<thead>
<tr>
<th>Age group (Years)</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>&lt; 5</td>
<td>86,914</td>
<td>43.9</td>
</tr>
<tr>
<td>5 &lt; 10</td>
<td>47,220</td>
<td>23.9</td>
</tr>
<tr>
<td>10 &lt; 15</td>
<td>21,339</td>
<td>10.8</td>
</tr>
<tr>
<td>≥ 15</td>
<td>42,376</td>
<td>21.4</td>
</tr>
<tr>
<td>TOTAL</td>
<td>197,849</td>
<td>100.0</td>
</tr>
</tbody>
</table>

¹ New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'
Table 1.4 - Age composition of operational bus fleet \(^1\), 2012 - 2013  
(as at 31st December)

<table>
<thead>
<tr>
<th>Age group (Years)</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>&lt; 5</td>
<td>556</td>
<td>29.5</td>
</tr>
<tr>
<td>5 &lt; 10</td>
<td>689</td>
<td>36.6</td>
</tr>
<tr>
<td>10 &lt; 15</td>
<td>359</td>
<td>19.0</td>
</tr>
<tr>
<td>15 &lt; 20</td>
<td>281</td>
<td>14.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,885</td>
<td>100.0</td>
</tr>
</tbody>
</table>

\(^1\) Refers only to buses with a Road Service License, i.e, buses which operate on proclaimed routes and charge individual fares.

Fig. 1.3 - Age composition of operational bus fleet vehicles  
(as at 31st December)
Table 2.1 - Road traffic accidents¹, 2012 - 2013

<table>
<thead>
<tr>
<th></th>
<th>2012 ³</th>
<th>2013 ⁴</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Number</td>
<td></td>
</tr>
<tr>
<td></td>
<td>%</td>
<td>%</td>
<td></td>
</tr>
<tr>
<td>1. Road traffic accidents</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of accidents causing casualties</td>
<td>21,056</td>
<td>23,563</td>
<td>2,507</td>
</tr>
<tr>
<td></td>
<td>2,590</td>
<td>2,578</td>
<td>-12</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>- 0.5</td>
</tr>
<tr>
<td>Fatal accident ²</td>
<td>144</td>
<td>119</td>
<td>-25</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>- 17.4</td>
</tr>
<tr>
<td>Serious injury accident</td>
<td>455</td>
<td>389</td>
<td>-66</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>- 14.5</td>
</tr>
<tr>
<td>Slight injury accident</td>
<td>1,991</td>
<td>2,070</td>
<td>79</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>+ 4.0</td>
</tr>
<tr>
<td>Non injury accident</td>
<td>18,466</td>
<td>20,985</td>
<td>2,519</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>+ 13.6</td>
</tr>
<tr>
<td>Rate per 100,000 population</td>
<td>1,733</td>
<td>1,936</td>
<td>N.A</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>N.A</td>
</tr>
<tr>
<td>Rate per 1,000 registered motor vehicles</td>
<td>51</td>
<td>55</td>
<td>N.A</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>N.A</td>
</tr>
<tr>
<td>2. Vehicles involved in road accidents</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of vehicles involved</td>
<td>40,922</td>
<td>42,086</td>
<td>1,164</td>
</tr>
<tr>
<td>of which</td>
<td>⁴</td>
<td>⁴</td>
<td>+ 2.8</td>
</tr>
<tr>
<td>Motor Vehicles</td>
<td>40,759</td>
<td>41,888</td>
<td>1,129</td>
</tr>
<tr>
<td></td>
<td>⁴</td>
<td>⁴</td>
<td>+ 2.8</td>
</tr>
<tr>
<td>Rate per 1,000 registered motor vehicles</td>
<td>99</td>
<td>97</td>
<td>N.A</td>
</tr>
<tr>
<td></td>
<td>⁴</td>
<td>⁴</td>
<td>N.A</td>
</tr>
<tr>
<td>Number of m-vehicles involved in accidents causing casualties</td>
<td>3,904</td>
<td>3,866</td>
<td>-38</td>
</tr>
<tr>
<td></td>
<td>⁴</td>
<td>⁴</td>
<td>- 1.0</td>
</tr>
<tr>
<td>3. Casualties</td>
<td>³</td>
<td>³</td>
<td>¹</td>
</tr>
<tr>
<td></td>
<td>¹</td>
<td>¹</td>
<td>¹</td>
</tr>
<tr>
<td></td>
<td>¹</td>
<td>¹</td>
<td>¹</td>
</tr>
<tr>
<td>Fatal ²</td>
<td>156</td>
<td>136</td>
<td>-20</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>- 12.8</td>
</tr>
<tr>
<td>Seriously injured</td>
<td>545</td>
<td>465</td>
<td>-80</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>- 14.7</td>
</tr>
<tr>
<td>Slightly injured</td>
<td>2,801</td>
<td>3,009</td>
<td>208</td>
</tr>
<tr>
<td></td>
<td>³</td>
<td>³</td>
<td>+ 7.4</td>
</tr>
</tbody>
</table>

¹ Exclude accidents involving bicycles only or bicycle and pedestrian
² Based on definition of fatal accidents where death occurred within 30 days.
³ Revised
⁴ Provisional
N.A : Not applicable
Fig. 2.1 (a) - Vehicles registered, 2004 - 2013

Fig. 2.1 (b) - Road accidents, 2004 - 2013
Table 2.2 - Road traffic accidents¹ and casualties, 2004 - 2013

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Road traffic accidents:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>19,495</td>
<td>22,554</td>
<td>20,242</td>
<td>20,519</td>
<td>20,873</td>
<td>19,542</td>
<td>21,243</td>
<td>22,387</td>
<td>21,056</td>
<td>23,563</td>
</tr>
<tr>
<td>Rate per 100,000 population</td>
<td>1,629</td>
<td>1,869</td>
<td>1,665</td>
<td>1,678</td>
<td>1,696</td>
<td>1,579</td>
<td>1,709</td>
<td>1,794</td>
<td>1,733</td>
<td>1,936</td>
</tr>
<tr>
<td>Rate per 1,000 registered motor vehicles</td>
<td>69</td>
<td>76</td>
<td>65</td>
<td>63</td>
<td>61</td>
<td>54</td>
<td>57</td>
<td>57</td>
<td>51</td>
<td>55</td>
</tr>
<tr>
<td><strong>2. Motor vehicle involved:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>35,506</td>
<td>43,741</td>
<td>40,023</td>
<td>41,178</td>
<td>42,910</td>
<td>38,058</td>
<td>41,084</td>
<td>41,294</td>
<td>40,759</td>
<td>41,888</td>
</tr>
<tr>
<td>Rate per 1,000 registered motor vehicles</td>
<td>126</td>
<td>148</td>
<td>129</td>
<td>127</td>
<td>125</td>
<td>106</td>
<td>110</td>
<td>105</td>
<td>99</td>
<td>97</td>
</tr>
<tr>
<td><strong>3. Casualties:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total number of casualties</td>
<td>2,951</td>
<td>2,760</td>
<td>2,522</td>
<td>3,055</td>
<td>3,435</td>
<td>3,661</td>
<td>3,640</td>
<td>3,422</td>
<td>3,653</td>
<td>3,610</td>
</tr>
<tr>
<td>of which</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal²</td>
<td>144</td>
<td>136</td>
<td>134</td>
<td>140</td>
<td>168</td>
<td>140</td>
<td>158</td>
<td>152</td>
<td>156</td>
<td>136</td>
</tr>
<tr>
<td>Seriously injured</td>
<td>245</td>
<td>358</td>
<td>348</td>
<td>500</td>
<td>512</td>
<td>516</td>
<td>569</td>
<td>487</td>
<td>549</td>
<td>465</td>
</tr>
<tr>
<td>Slightly injured</td>
<td>2,562</td>
<td>2,266</td>
<td>2,040</td>
<td>2,415</td>
<td>2,755</td>
<td>3,005</td>
<td>2,913</td>
<td>2,783</td>
<td>2,948</td>
<td>3,009</td>
</tr>
<tr>
<td><strong>4. Fatality:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rate per 100,000 population</td>
<td>12.0</td>
<td>11.3</td>
<td>11.0</td>
<td>11.4</td>
<td>13.6</td>
<td>11.3</td>
<td>12.7</td>
<td>12.5</td>
<td>12.8</td>
<td>11.2</td>
</tr>
<tr>
<td>Rate per 1,000 registered motor vehicles</td>
<td>0.5</td>
<td>0.4</td>
<td>0.4</td>
<td>0.4</td>
<td>0.5</td>
<td>0.4</td>
<td>0.4</td>
<td>0.4</td>
<td>0.4</td>
<td>0.3</td>
</tr>
<tr>
<td>Fatality index³</td>
<td>4.9</td>
<td>4.9</td>
<td>5.3</td>
<td>4.6</td>
<td>4.9</td>
<td>3.8</td>
<td>4.3</td>
<td>4.4</td>
<td>4.3</td>
<td>3.8</td>
</tr>
</tbody>
</table>

¹ Exclude accidents involving bicycles only or bicycle and pedestrian
² As from 2002, figures are based on definition of fatal accidents where deaths occurred within 30 days as a result of road accidents
³ Fatality index is the number of fatalities per 100 casualties.
⁴ Revised
Table 2.3 - Number of vehicles\(^1\) involved in accidents (causing casualties) by type, 2012 - 2013

<table>
<thead>
<tr>
<th>Type of vehicle</th>
<th>2012 Casualties</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>2013 Casualties</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Serious</td>
<td>Slight</td>
<td>Total</td>
<td>%</td>
<td>Fatal</td>
<td>Serious</td>
<td>Slight</td>
<td>Total</td>
<td>%</td>
</tr>
<tr>
<td>Private car</td>
<td>39</td>
<td>228</td>
<td>1,102</td>
<td>1,369</td>
<td>33.4</td>
<td>40</td>
<td>168</td>
<td>1,008</td>
<td>1,216</td>
<td>29.9</td>
</tr>
<tr>
<td>Taxi car</td>
<td>1</td>
<td>6</td>
<td>54</td>
<td>61</td>
<td>1.5</td>
<td>1</td>
<td>10</td>
<td>52</td>
<td>63</td>
<td>1.5</td>
</tr>
<tr>
<td>Bus</td>
<td>20</td>
<td>50</td>
<td>186</td>
<td>256</td>
<td>6.3</td>
<td>12</td>
<td>36</td>
<td>183</td>
<td>231</td>
<td>5.7</td>
</tr>
<tr>
<td>Lorry</td>
<td>15</td>
<td>20</td>
<td>57</td>
<td>92</td>
<td>2.2</td>
<td>6</td>
<td>14</td>
<td>58</td>
<td>78</td>
<td>1.9</td>
</tr>
<tr>
<td>Van</td>
<td>19</td>
<td>37</td>
<td>189</td>
<td>245</td>
<td>6.0</td>
<td>8</td>
<td>32</td>
<td>171</td>
<td>211</td>
<td>5.2</td>
</tr>
<tr>
<td>Motor / auto cycle</td>
<td>77</td>
<td>287</td>
<td>1,205</td>
<td>1,569</td>
<td>38.3</td>
<td>53</td>
<td>297</td>
<td>1,318</td>
<td>1,668</td>
<td>41.0</td>
</tr>
<tr>
<td>Other motor vehicles</td>
<td>31</td>
<td>65</td>
<td>216</td>
<td>312</td>
<td>7.6</td>
<td>23</td>
<td>63</td>
<td>313</td>
<td>399</td>
<td>9.8</td>
</tr>
<tr>
<td>Total motor vehicles</td>
<td>202</td>
<td>693</td>
<td>3,009</td>
<td>3,904</td>
<td>95.3</td>
<td>143</td>
<td>620</td>
<td>3,103</td>
<td>3,866</td>
<td>95.1</td>
</tr>
<tr>
<td>Pedal cycle</td>
<td>13</td>
<td>28</td>
<td>151</td>
<td>192</td>
<td>4.7</td>
<td>13</td>
<td>31</td>
<td>155</td>
<td>199</td>
<td>4.9</td>
</tr>
<tr>
<td>Other non-motor vehicles</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>All vehicles</td>
<td>215</td>
<td>721</td>
<td>3,160</td>
<td>4,096</td>
<td>100.0</td>
<td>156</td>
<td>651</td>
<td>3,258</td>
<td>4,065</td>
<td>100.0</td>
</tr>
</tbody>
</table>

\(^1\) Only three main vehicles have been considered in accidents involving more than three vehicles.
### Table 2.4 - Number of casualties by class of road users, 2012-2013

<table>
<thead>
<tr>
<th>Class of road users</th>
<th>2012 ¹</th>
<th></th>
<th></th>
<th></th>
<th>2013</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>334</td>
<td>318</td>
<td>652</td>
<td>17.8</td>
<td>291</td>
<td>310</td>
<td>601</td>
</tr>
<tr>
<td>Passenger</td>
<td>401</td>
<td>453</td>
<td>854</td>
<td>23.4</td>
<td>391</td>
<td>431</td>
<td>822</td>
</tr>
<tr>
<td>Driver</td>
<td>300</td>
<td>290</td>
<td>590</td>
<td>16.2</td>
<td>288</td>
<td>254</td>
<td>542</td>
</tr>
<tr>
<td>Rider (auto / motor cycle)</td>
<td>705</td>
<td>669</td>
<td>1,374</td>
<td>37.6</td>
<td>711</td>
<td>787</td>
<td>1,498</td>
</tr>
<tr>
<td>Pedal cyclist</td>
<td>52</td>
<td>131</td>
<td>183</td>
<td>5.0</td>
<td>42</td>
<td>105</td>
<td>147</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,792</td>
<td>1,861</td>
<td>3,653</td>
<td>100.0</td>
<td>1,723</td>
<td>1,887</td>
<td>3,610</td>
</tr>
</tbody>
</table>

¹ Revised

### Table 2.5 - Number of accidents (causing casualties) involved in "hit and run" cases, 2012-2013.

<table>
<thead>
<tr>
<th>Year</th>
<th>2012 ¹</th>
<th></th>
<th></th>
<th></th>
<th>2013</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles v/s pedestrian</td>
<td>38</td>
<td>55</td>
<td>93</td>
<td>47.4</td>
<td>38</td>
<td>45</td>
<td>83</td>
</tr>
<tr>
<td>Vehicles v/s vehicles</td>
<td>50</td>
<td>53</td>
<td>103</td>
<td>52.6</td>
<td>52</td>
<td>57</td>
<td>109</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>88</td>
<td>108</td>
<td>196</td>
<td>100.0</td>
<td>90</td>
<td>102</td>
<td>192</td>
</tr>
</tbody>
</table>

¹ Revised
Table 2.6 - Number of fatalities by category of road users and age-group, 2013

<table>
<thead>
<tr>
<th>Category of road users</th>
<th>Cyclists</th>
<th>Drivers of four wheeled vehicles</th>
<th>Passengers of four wheeled vehicles</th>
<th>Pedestrians</th>
<th>Riders / pillion riders of motorised two-wheelers</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age - group (years)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under 5</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>5 - 14</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>15 - 29</td>
<td>2</td>
<td>3</td>
<td>9</td>
<td>-</td>
<td>22</td>
<td>36</td>
</tr>
<tr>
<td>30 - 44</td>
<td>5</td>
<td>2</td>
<td>6</td>
<td>4</td>
<td>10</td>
<td>27</td>
</tr>
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<td>45 - 59</td>
<td>4</td>
<td>1</td>
<td>9</td>
<td>15</td>
<td>5</td>
<td>34</td>
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<td>60 - 69</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>17</td>
<td>3</td>
<td>20</td>
</tr>
<tr>
<td>Over 69</td>
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<td>-</td>
<td>2</td>
<td>11</td>
<td>-</td>
<td>14</td>
</tr>
<tr>
<td>All ages</td>
<td>13</td>
<td>6</td>
<td>28</td>
<td>47</td>
<td>42</td>
<td>136</td>
</tr>
</tbody>
</table>