



Ministry of Finance and Economic Development

Republic of Mauritius

CENTRAL STATISTICS OFFICE

**Digest of
Road Transport
and Road Accident Statistics 2004**

Road Accident Statistics 2004



**DIGEST
OF
ROAD TRANSPORT
AND
ROAD ACCIDENT STATISTICS**

2004

Digest of Road Transport and Road Accident Statistics - 2004

FOREWORD

This is the twentieth issue of the Digest of Road Transport and Road Accident Statistics published by the Central Statistics Office.

It presents statistics on road transport and road traffic accidents relating to the Island of Mauritius. Data on vehicles have been compiled from the register of the National Transport Authority (NTA) and those on road traffic accidents from returns provided by police stations and insurance companies. It is to be noted that, as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies.

The figures published are the latest available. Some of them are provisional and are therefore subject to revision in later issues. Figures in this issue of the digest supersede those appearing in previous ones.

It is hoped that the data presented in this report will be of valuable help to planners, policy-makers and the public in general.

This digest has been prepared with the collaboration of the National Transport Authority, the Traffic Management and Road Safety Unit of the Ministry of Public Infrastructure, Land Transport and Shipping, the Police Department and insurance companies. Their assistance is gratefully acknowledged.

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Vehicle Statistics¹

Definitions

Definitions as stipulated in Section 4 of Road Traffic Act of 1962 for types of vehicles

1. Motor cars

Motor cars are mechanically propelled vehicles, other than vehicles classified as motor cycles, which are constructed themselves to carry a load or passengers and whose unladen weight –

- (i) in case of vehicles which are –
 - (A) constructed solely for the carriage of passengers and their effects;
 - (B) adapted to carry not more than 7 passengers exclusive of the driver; and
 - (C) fitted with tyres of the prescribed type, does not exceed 3 tons;
- (ii) in any other case does not exceed 3 tons.

2. Heavy motor cars

Heavy motor cars are mechanically propelled vehicles, other than vehicles classified as motor cars, which are constructed themselves to carry a load or passengers and whose unladen weight exceeds 2½ tons.

3. Dual purpose vehicles

Dual purpose vehicles are vehicles constructed or adapted for the carriage both of passengers and of goods or burden of any description whose unladen weight does not exceed two tons and which either:-

- (a) are so constructed or adapted that the driving power of the engine is, or by the appropriate use of the controls of the vehicle can be, transmitted to all the wheels of the vehicle; or
- (b) satisfied the following conditions as to construction -
 - (i) the vehicle is permanently fitted with a rigid roof, with or without a sliding panel,
 - (ii) the area of the vehicle to the rear of the driver's seat is -
 - (A) permanently fitted with at least one row of transverse seats (fixed or folding) for 2 or more passengers and those seats are properly sprung or cushioned and provided with upholstered back-rests, attached either to the seats or to a side or the floor of the vehicle; and

¹ excludes pedal cycles

- (B) lit on each side and at the rear by a window or windows of glass or other transparent material having an area or aggregate area of not less than 2 square feet on each side and not less than 120 square inches on the rear.
- (iii) the distance between the rearmost part of the steering wheel and the backrests of the row of transverse seats satisfying the requirements specified in subparagraph (ii) (A) (or, where there is more than one row of seats, the distance between the rearmost part of the steering wheel and the backrests of the rearmost row) is, when the seats are ready for use, not less than one-third of distance between the rearmost part of the steering wheel and the rearmost part of the floor of the vehicle.

4. Motor cycles

Motor cycles are mechanically propelled vehicles, other than auto-cycles, with not more than 4 wheels and whose unladen weight does not exceed 400 kilograms.

5. Auto cycles

Auto cycles are bicycles which have pedals and a motor attached which can be propelled by means of those pedals and by mechanical or electrical power from that motor and the swept volume of the cylinders of that motor does not exceed 50 cubic centimetres.

6. Motor tractors

Motor tractors are mechanically propelled vehicles which are not constructed themselves to carry any load and whose unladen weight does not exceed 7½ tons.

7. Trailer

- (a) means a vehicle which has no independent motive power of its own and which is drawn, or designed to be drawn, by a motor vehicle,
- (b) does not include a sidecar attached to a motor cycle, nor a farm implement that is not constructed or adapted for the conveyance of goods or burden of any description.

8. Weight Unladen

means the weight of a vehicle which:-

- (a) includes the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to, or ordinarily used with, the vehicle when working on a road;
- (b) excludes the weight of water, fuel or accumulators used for the purpose of the supply of power for the propulsion of vehicle or of loose tools and loose equipment.

Road Traffic Accidents

Definitions

1. Accidents

Accidents refer to all road accidents reported at Police Stations.

2. Casualties

The total number of fatalities and injuries resulting from road accidents.

3. Fatal

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.

4. Injuries

The reported number of persons seriously or slightly injured in road accidents.

(i) 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.

- (a) fractures
- (b) concussions
- (c) internal injuries
- (d) severe cuts and lacerations
- (e) crushings
- (f) severe general shock requiring medical treatment

(ii) Slight Injury:

An injury of minor character such as-

- (a) sprain
- (b) bruise
- (c) cut not judged to be severe

5. Severity of accident

Each accident is classified according to the degree of injury sustained most by the road users, namely, fatal, serious, slight or no injury.

NOTES

ABBREVIATIONS

No.	:	Number
000	:	Thousand
%	:	Percentage
km	:	Kilometre
sq	:	Square
M/ton	:	Metric ton : 1,000 kilos
Mn	:	Million
Rs	:	Rupees
c.i.f	:	Cost, insurance and freight
n.e.s	:	Not elsewhere specified
000 Litres:		Thousand Litres

SYMBOLS

-	Nil or negligible
...	Not available

Road Transport and Road Traffic Accident statistics (Island of Mauritius) Year 2004

1. Vehicles registered in 2004

At the end of year 2004 there were 291,605 vehicles registered at the National Transport Authority (N.T.A), representing an increase of 5.5% over the previous year.

Between January and December 2004, 19,670 vehicles were registered, of which 11,035 (56.1%) new, 7,132 (36.3%) imported second-hand and 1,503 (7.6%) re-registered vehicles i.e. those which had been previously de-registered (put off the road). On the other hand, during the same period 4,436 vehicles were put off the road, resulting in a net addition of 15,234 vehicles to the fleet (Table 1.3 to 1.5).

2. Composition of the fleet

A breakdown of the fleet by type of vehicles is given in Table 1.2. At the end of December 2004, the fleet consisted of 44.4% (129,500) motorized two-wheelers, 40.5% (118,009) cars and dual purpose vehicles, while the remaining 15.1% comprised vans (23,326), lorries and trucks (11,774), buses (2,457) and other vehicles (6,539).

3. Vehicles used for the transport of passengers

3.1 Cars and dual purpose vehicles

At the end of 2004, cars and dual purpose vehicles numbered 118,009, a rise of 9.4% over the 2003 figure of 107,907. This increase was the result of the registration of 11,687 such vehicles (4,717 new, 6,130 imported second-hand and 840 re-registered) partly offset by 1,585 which were put off the road.

The age composition of cars and dual purpose vehicles reveals that at end of December 2004, 35.3% were under 5 years, 27.6% between 5 and 9 years and the remaining 37.1%, 10 years and above (Table 1.6).

3.2 Buses

At the end of December 2004 there were 2,457 registered buses of which 76.1% (1,869) were ‘public’ buses operating with a Road Service Licence. The age distribution of the fleet of public buses as given in Table 1.7, shows that 26.5% of the buses were under 5 years, 26.0% between 5 and 9 years and 47.5%, 10 years and over.

4. Road traffic accidents

Data on road traffic accidents are obtained from the police. As from August 2004, with the introduction of the “Agreed statement of facts”, the police registered road traffic accidents causing injury mainly and non-injury accidents in case of dispute between parties involved. Most of the non-injury accidents are reported directly to insurance

companies. The insurance companies willingly provide aggregated data on non-injury accidents. Thus detailed information on non-injury accidents would not be available.

The number of road accidents registered from January to December 2004 was 19,495 against 19,178 for the year 2003, showing an increase of 1.7%. Among these accidents the majority, 17,335 or nearly 90% were non-injury, 131 fatal, 184 caused serious injuries and 1,845 slight injuries. Compared to 2003, fatal accidents rose by 8.3% and slight injury accidents by 6.7% while serious-injury accidents fell by 12.8%.

The accident rate per 100,000 population increased from 1,616 in 2003 to 1,629 in 2004 in contrast to the rate per 1,000 registered motor vehicles which decreased from 72 to 69 (Table 2.1).

5. Vehicles involved in road accidents

During the year 2004, the total number of vehicles (both motor and non-motor) involved in accidents was 35,809 compared to 35,570 in 2003. However, the number of vehicles involved in accidents resulting in casualties was 3,297 in 2004 and 3,114 in 2003. Table 2.15 shows that 30.3% of these were private cars, 29.3% motor/auto cycles and 16.1% vans.

6. Casualties

The number of casualties increased by 9.4% from 2,698 in 2003 to 2,951 in 2004. Among the casualties, 144 were fatal, 245 were seriously injured and the remaining 2,562 slightly injured.

Compared to 2003, persons who died as a result of road accidents went up by 9.9%. The fatality rate thus increased from 11.0 per 100,000 population in 2003 to 12.0 in 2004.

Table 2.19 shows that, among the casualties in 2004, 29.5% were passengers, 27.5% riders of auto/motor cycles and 23.8% pedestrians.

7. Hit and run cases

In 2004, there were 435 "hit and run" cases compared to 413 in 2003. Out of these 45 cases, 86.0% (374) involved vehicles only while the other 14.0% (61) involved both vehicles and pedestrians (Table 2.8).

SUMMARY DATA (Island of Mauritius)

	2003	2004	
(1) Population (mid - year)	1,186,363	1,196,696	
(2) Area of Mauritius (sq km)	1,865	1,865	
(3) Length of roads (km)	2,015	2,020	
(4) Gross National Income (at market price) (Rs million) - Republic of Mauritius	156,070	174,080	
	2003	2004	%Change
(5) Vehicles on register :	276,371	291,605	+5.5
Motor cycle and auto cycle	125,602	129,500	+3.1
Car and dual purpose vehicle	107,907	118,009	+9.4
Other	42,862	44,096	+2.9
(6) Road Accidents recorded:	19,178	19,495	+1.7
Fatal (Deaths occurring within 30 days of accidents)	121	131	+8.3
Serious injury	211	184	-12.8
Slight injury	1,729	1,845	+6.7
Non - injury	17,117	17,335	+1.3
(7) Vehicles involved in roads accidents:	35,239	35,506	+0.8
(8) Casualties reported in roads accidents:	2,698	2,951	+9.4
Fatal (Deaths occurring within 30 days of accidents)	131	144	+9.9
Seriously injured	291	245	-15.8
Slightly injured	2,276	2,562	+12.6

PART I

VEHICLE STATISTICS

Table 1.1 - Road network as at end of year, 2000 - 2004

Year	Length of roads (km)				% of roads paved	Density ¹ of total network in km per sq km	Number of vehicles per km of road
	Motorways	Main roads	Secondary roads	Other roads			
2000	44	910	582	390	1,926	97	1.03
2001	60	950	592	398	2,000	98	1.07
2002	60	950	592	398	2,000	98	1.07
2003	75	950	592	398	2,015	98	1.08
2004	75	955	592	398	2,020	98	1.08

¹ density of total network in km per sq. km is the ratio of the total number of km of roads to the area of Mauritius (1,865 sq. km)

Fig. 1.1 - Stock of registered vehicles, 1994 - 2004

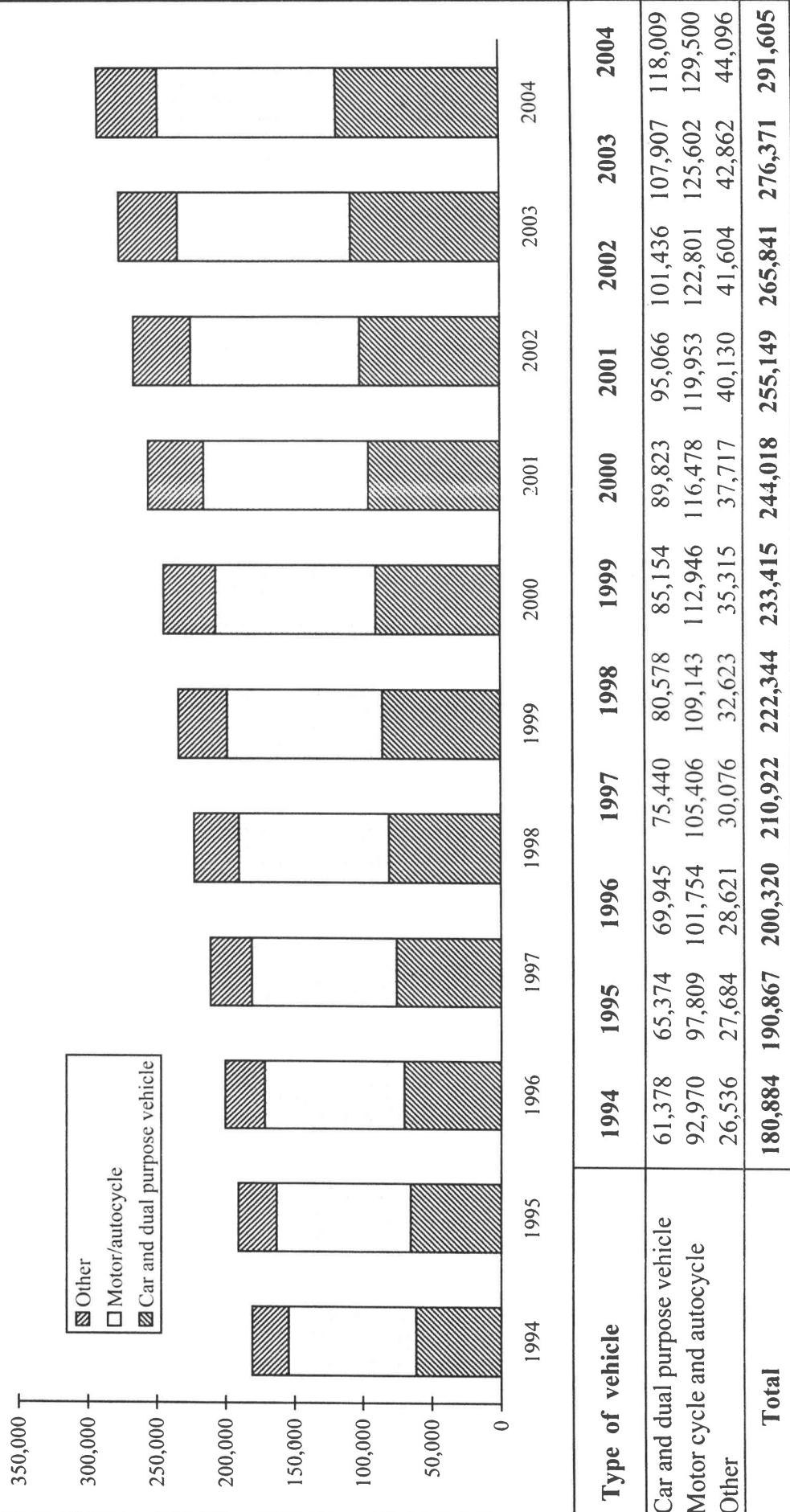


Table 1.2 - Total vehicles¹ registered , 1994 - 2004

Type of vehicle	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Number
Car <i>(of which taxi car)</i>	41,355 (4,311)	43,288 (4,439)	45,563 (4,673)	48,390 (4,721)	51,051 (4,761)	52,892 (4,905)	54,911 (5,039)	58,082 (5,318)	63,307 (5,801)	68,524 (5,979)	77,342 (6,482)	
Dual purpose vehicle	20,023	22,086	24,382	27,050	29,527	32,262	34,912	36,984	38,129	39,383	40,667	
Heavy motor car	848	898	922	934	945	934	916	923	944	958	1,020	
Motor cycle	20,461	21,492	22,230	22,839	23,577	24,125	24,523	25,104	25,723	26,744	28,646	
Auto cycle	72,509	76,317	79,524	82,567	85,566	88,821	91,955	94,849	97,078	98,858	100,854	
Lorry and truck	8,559	8,815	9,058	9,356	9,750	10,138	10,485	10,888	11,236	11,501	11,774	
Van	10,292	10,851	11,434	12,469	14,508	16,814	18,807	20,694	21,750	22,496	23,326	
Bus	2,276	2,362	2,348	2,359	2,367	2,344	2,394	2,408	2,450	2,460	2,457	
Tractor and dumper	2,478	2,546	2,580	2,615	2,627	2,630	2,645	2,683	2,683	2,877	2,935	
Prime mover	249	256	262	278	297	315	322	335	349	369	388	
Trailer	1,428	1,534	1,597	1,640	1,703	1,719	1,726	1,776	1,770	1,772	1,771	
Road roller	106	107	106	108	105	102	100	100	101	100	99	
Other	300	315	.314	317	321	319	322	323	321	329	326	
TOTAL	180,884	190,867	200,320	210,922	222,344	233,415	244,018	255,149	265,841	276,371	291,605	

¹ excluding pedal cycles, but including government vehicles

Table 1.3 - New vehicles¹ registered, 2000 - 2004

Type of vehicle	2000	2001	2002	2003	2004
Car	1,675	1,741	2,198	2,213	3,404
Dual purpose vehicle	1,940	1,370	892	1,166	1,313
Heavy motor car	21	26	38	54	93
Motor cycle	592	786	859	1,366	2,191
Auto cycle	3,493	3,294	2,996	3,106	3,328
Lorry and truck	209	206	181	211	179
Van	1,500	1,109	461	270	332
Bus	133	102	112	81	65
Tractor and dumper	32	57	32	53	82
Prime mover	9	8	14	8	15
Trailer	25	53	27	35	32
Road roller	-	-	4	-	-
Other²	4	2	3	9	1
Total	9,633	8,754	7,817	8,572	11,035

¹ includes government vehicles

² includes, inter alia, tanker lorries, excavators and industrial tractors

Table 1.4 - Second-hand vehicles registered, 2000 - 2004

Type of vehicle	2000		2001		2002		2003		2004	
	Imported second-hand vehicles	Total	Re-registered vehicles ¹	Total						
Car	834	669	1,503	1,904	636	2,540	559	4,200	452	4,128
Dual purpose vehicle	751	345	1,096	741	379	1,120	438	264	371	538
Heavy motor car	4	13	17	8	17	25	13	9	22	5
Motor cycle	19	362	381	24	369	393	30	319	349	20
Auto cycle	12	1,013	1,025	14	985	999	14	530	544	12
Lorry and truck	234	128	362	274	149	423	243	145	388	173
Van	577	196	773	895	173	1,068	768	141	909	692
Bus	-	3	3	1	1	2	2	7	9	2
Tractor and dumper	7	20	27	17	19	36	6	17	23	164
Prime mover	13	2	15	20	-	20	14	1	15	27
Trailer	22	32	54	37	39	76	28	20	48	34
Road roller	-	-	-	-	1	1	-	-	-	1
Other ²	1	-	1	3	1	4	-	-	5	1
Total	2,474	2,783	5,257	3,938	2,769	6,707	5,197	2,012	7,209	5,181
										1,176
										6,357
										7,132
										1,503
										8,635

¹ refers to re-registration of vehicles previously put off the road

² excludes government vehicles which are not liable to re-registration

²

includes, inter alia, tanker lorries, excavators and industrial tractors

Table 1.5 - Vehicles off the road¹, 2000 - 2004

Type of vehicle	2000	2001	2002	2003	2004
Car	1,159	1,110	1,173	1,124	1,122
Dual purpose vehicle	386	418	449	450	463
Heavy motor car	56	44	39	49	48
Motor cycle	575	598	589	630	632
Auto cycle	1,384	1,399	1,311	1,348	1,367
Lorry and truck	224	226	221	232	229
Van	280	290	314	329	348
Bus	86	90	79	79	69
Tractor and dumper	44	55	55	50	54
Prime mover	17	15	15	16	15
Trailer	72	79	81	83	82
Road roller	2	1	3	2	1
Other ²	2	5	5	7	6
Total	4,287	4,330	4,334	4,399	4,436

¹ a vehicle may be withdrawn from the register of vehicles (off the road) either temporarily or permanently. Any such vehicle (except a government vehicle) must register with the N.T.A before it is put on the road again. Includes government vehicles which have been sold by auction.

² includes, inter alia, tanker lorries, excavators and industrial tractors.

Table 1.6 - Age composition of cars and dual purpose vehicles , 2003 - 2004

Age group (Years)	as at 31st December			
	2003		2004	
	Number	%	Number	%
< 5	36,531	33.9	41,676	35.3
5 < 10	29,987	27.8	32,605	27.6
10 < 15	13,115	12.1	13,751	11.7
≥ 15	28,274	26.2	29,977	25.4
TOTAL	107,907	100.0	118,009	100.0

**Fig. 1.2 - Age composition of cars and dual purpose vehicles
(as at 31st December)**

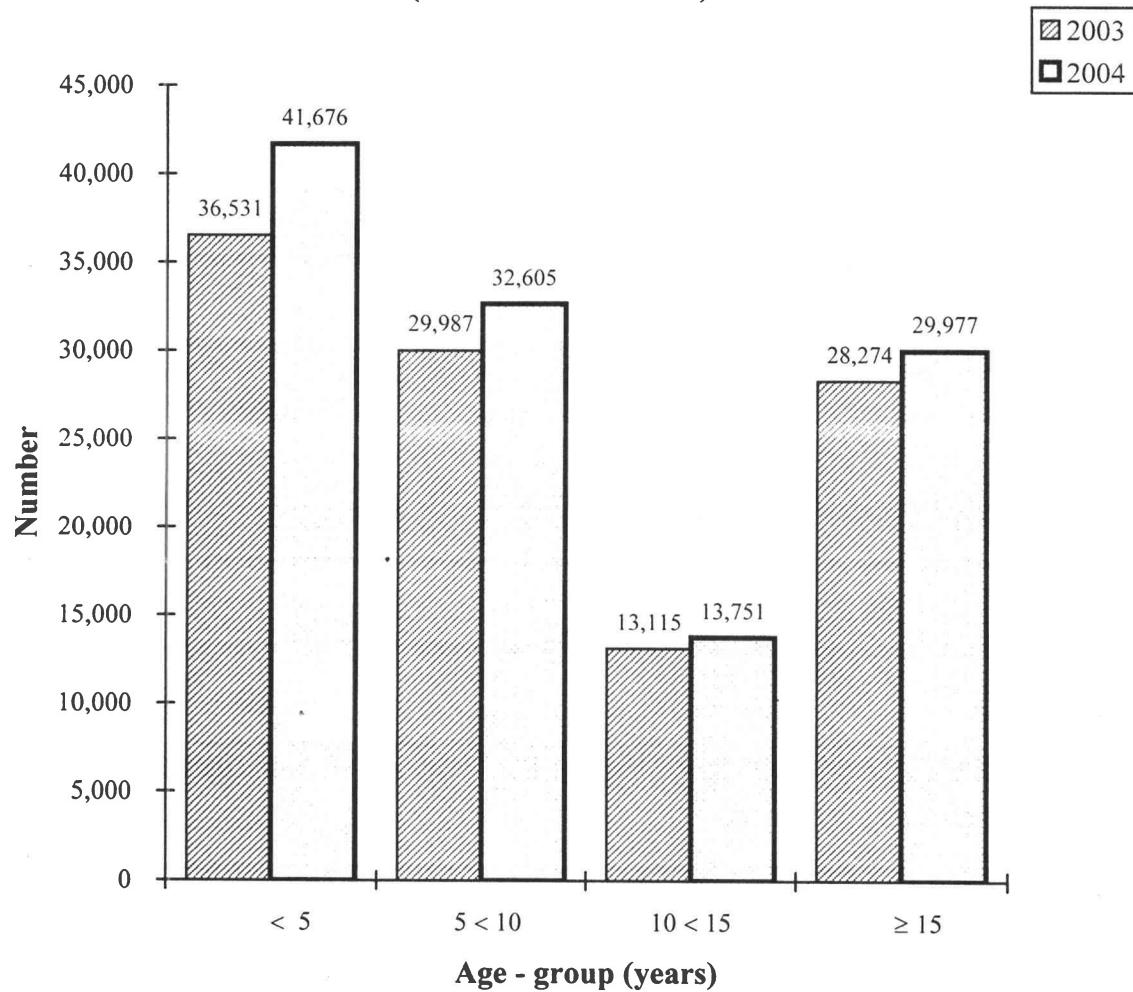


Table 1.7 - Age composition of operational bus fleet¹, 2003 - 2004

Age group (Years)	as at 31st December 2003		as at 31st December 2004	
	Number	%	Number	%
< 5	442	24.1	496	26.5
5 < 10	585	32.0	485	26.0
10 < 15	574	31.4	605	32.4
15 < 18	229	12.5	283	15.1
TOTAL	1,830	100.0	1,869	100.0

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 31 st December)**

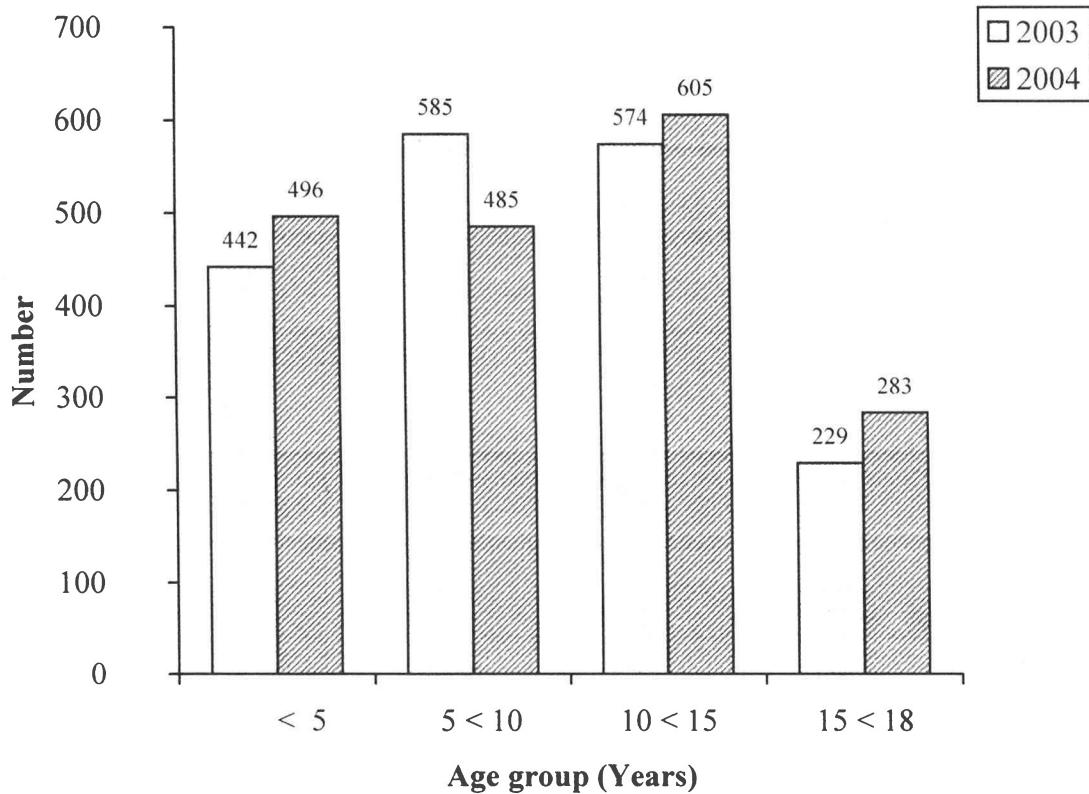


Table 1.8 - Bus operational statistics¹, 2000 - 2004

	Unit	2000	2001	2002	2003	2004 ²
Operational bus fleet (as at 30th June)						
Number	1,740	1,777	1,808	1,831	1,854	
Thousand	4,265	4,269	4,511	4,583	4,477	
Total vehicle - journeys						
Average vehicle - journeys per day	"	8.2	8.0	8.3	8.3	8.0
Total vehicle - kilometres						
"	85,392	86,912	91,009	86,417	87,665	
Average vehicle - kilometres per day						
"	164	163	168	157	158	
Total gross receipts						
Rs Mn	1,566	1,624	1,795	1,909	1,928	
Average gross receipts per day						
Rs '000	4,818	4,997	5,523	5,874	5,932	

¹ refer only to buses with a Road Service Licence, i.e., buses which operate on proclaimed routes and charge individual fares . Including data on special trips .

² provisional

Table 1.9 - Evolution of bus fares (adults), 1997 - 2004

Rupees

Stage \ Period	Jan. 97	Nov. 99	Jul. 01	Aug. 02	Oct. 04
Stage					
1	3.00	4.00	4.00	5.00	6.00
2	6.00	7.00	8.00	9.00	10.00
3	7.00	9.00	11.00	12.00	14.00
4	7.00	9.00	11.00	12.00	14.00
5	9.00	11.00	13.00	14.00	16.00
6	9.00	11.00	13.00	14.00	16.00
7	10.00	12.00	14.00	16.00	18.00
8	10.00	12.00	14.00	16.00	18.00
9	11.00	13.00	15.00	17.00	19.00
10	11.00	13.00	15.00	17.00	19.00
11	11.00	13.00	15.00	17.00	19.00
12	11.00	13.00	15.00	17.00	19.00
13	12.00	14.00	16.00	19.00	21.00
14	12.00	14.00	16.00	19.00	21.00
15	12.00	14.00	16.00	19.00	21.00
16	12.00	14.00	16.00	19.00	21.00
17	12.00	14.00	16.00	19.00	21.00
18	12.00	14.00	16.00	19.00	21.00
19	12.00	14.00	16.00	19.00	21.00
20	12.00	14.00	16.00	19.00	21.00
21	13.00	15.00	17.00	20.00	22.00
22	13.00	15.00	17.00	20.00	20.00
23	13.00	15.00	17.00	20.00	20.00
24	13.00	15.00	17.00	20.00	20.00
25	13.00	15.00	17.00	20.00	20.00
26	13.00	15.00	17.00	20.00	20.00
27	13.00	15.00	17.00	20.00	20.00
28	13.00	15.00	17.00	20.00	20.00
29	13.00	15.00	17.00	20.00	20.00
30	13.00	15.00	17.00	20.00	20.00
30 +	14.00	16.00	18.00	21.00	23.00

Table 1.10 - Receipts from the activities of the National Transport Authority, 2000 - 2004

Thousand Rupees

Activity	As at end of December				2004 ²
	2000	2001	2002	2003 ¹	
Issue of motor vehicle licences (Road tax)	337,268	361,379	485,305	603,013	640,085
Examination of vehicles	11,903	12,585	13,186	13,629	14,211
Issue of public service vehicle and carrier's licences	18,372	21,263	25,702	28,935	32,051
Registration of vehicles	15,978	19,636	27,719	33,403	41,519
Issue of special route permits	954	828	1,145	693	954
Issue of motor vehicles dealers and petrol service station licences	975	1,143	2,325	1,794	1,833
Total	385,450	416,834	555,382	681,467	730,653

¹ revised

² provisional

Table 1.11 - Driving licences issued during the year by type of licence, 1994 - 2004

Number

Year	Type of Licence	Learner's licence			Competent licence			International Licence		
		Male	Female	Both Sexes	Male	Female	Both Sexes	Male	Female	Both Sexes
1994	11,840	5,230	17,070	6,931	1,016	7,947	2,526	435	2,961	
1995	12,497	4,022	16,519	8,753	1,213	9,966	2,473	410	2,883	
1996	9,681	4,690	14,371	7,596	1,467	9,063	2,920	331	3,251	
1997	9,896	5,403	15,299	7,273	2,215	9,488	2,685	472	3,157	
1998	12,052	4,099	16,151	9,358	1,768	11,126	2,902	420	3,322	
1999	12,622	6,310	18,932	13,299	2,183	15,482	3,237	515	3,752	
2000	10,686	7,293	17,979	13,883	2,094	15,977	3,102	636	3,738	
2001	9,420	4,566	13,986	11,739	2,329	14,068	3,363	720	4,083	
2002	12,381	12,647	25,028	12,061	2,410	14,471	3,585	762	4,347	
2003	14,495	11,005	25,500	11,150	2,380	13,530	3,819	842	4,661	
2004 ¹	7,019	6,065	13,084	11,212	2,595	13,807	4,126	903	5,029	

¹ provisional

Table 1.12 - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. Value Rs '000
			Quantity	Value	Quantity	Value	
1 - Passenger motor cars	Canada	No.	-	-	13	1,730	
- of engine capacity not exceeding 1,150 c.c.	France	"	114	24,085	241	54,923	
	Germany	"	15	4,319	14	4,094	
	India	"	128	16,500	198	26,614	
	Italy	"	20	4,741	9	2,394	
	Japan	"	1,413	164,655	1,726	222,653	
	Korea Rep.	"	27	4,579	89	15,413	
	Malaysia	"	53	6,421	59	7,533	
	South Africa Rep.	"	-	-	19	4,728	
	Spain	"	63	14,362	26	5,550	
	Other Countries	"	3	451	17	2,083	
			1,833	239,662	2,411	347,715	
- of engine capacity exceeding 1,150 c.c. but not exceeding 1,400 c.c.	France	No.	60	15,060	266	76,482	
	Germany	"	107	27,840	106	32,274	
	Japan	"	1,185	218,441	1,747	305,810	
	Korea Rep.	"	-	-	24	3,335	
	Malaysia	"	49	6,951	25	3,302	
	South Africa Rep.	"	12	3,145	97	34,419	
	Spain	"	45	12,499	52	14,937	
	United Kingdom	"	3	770	3	586	
	Other Countries	"	10	1,268	10	2,800	
			1,471	285,974	2,330	473,945	

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. value Rs '000
			Quantity	Value	Quantity	Value	
- of engine capacity exceeding 1,400 c.c. but not exceeding 1,850 c.c.		No.	64	22,323	121	44,270	
France		"	196	115,335	137	79,622	
Germany		"	6	2,705	19	9,405	
Italy		"	2,121	353,651	3,652	624,404	
Japan		"	19	5,017	65	14,051	
Korea Rep.		"	12	2,190	18	3,154	
Korea Dem.		"	19	2,957	34	6,544	
Malaysia		"	17	10,695	142	91,448	
South Africa Rep.		"	6	1,580	4	1,157	
Spain		"	1	481	13	8,912	
Sweden		"	9	853	189	17,017	
Thailand		"	38	12,851	64	28,947	
United Kingdom		"	5	1,182	23	8,849	
Other Countries							
			2,513	531,820	4,481	937,780	
- of engine capacity exceeding 1,850 c.c.		No.	103	81,239	227	305,188	
Germany		"	489	97,085	450	96,503	
Japan		"	11	2,764	17	3,233	
Korea Dem.		"	-	-	7	2,432	
Korea Rep.		"	1	575	41	37,045	
South Africa Rep.		"	14	10,032	4	2,427	
United Kingdom		"	6	2,807	5	4,732	
Other Countries							
			624	194,502	751	451,560	

¹ revised
² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. Value Rs '000
			Quantity	Value	Quantity	Value	
- other, unspecified	Australia	No.	2	203	-	-	-
	China	"	-	-	1	89	
	France	"	-	-	1	97	
	United States	"	103	11,600	74	11,280	
		105	11,803		76	11,466	
2 - Trucks and lorries, trucks of pick-up type, vans designed solely for the types which are not derived solely from ordinary passenger motor-car							
	China	No.	-	-	40	28,140	
	France	"	72	17,741	125	30,649	
	Germany Fed. Rep.	"	4	2,207	-	-	
	India	"	2	1,426	4	2,768	
	Japan	"	945	234,692	1,028	310,405	
	Korea Dem.	"	15	2,256	28	5,317	
	Korea Rep.	"	-	-	21	5,000	
	Malaysia	"	19	3,403	7	901	
	South Africa Rep.	"	567	183,953	653	249,171	
	Thailand	"	175	59,859	447	158,504	
	United Kingdom	"	18	9,232	20	16,163	
	Other Countries	"	4	3,145	6	18,098	
			1,821	517,914	2,379	825,116	

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. Value Rs '000
			Quantity	Value	Quantity	Value	
3 - Public service type passenger motor vehicle		No.	-	-	19	10,663	
Argentina	"	"	-	-	18	6,059	
China	"	2	1,114	-	-	-	
Germany	"	22	27,025	30	33,686		
India	"	224	91,714	318	130,656		
Japan	"	17	3,250	28	5,666		
Korea Dem.	"	13	4,875	1	110		
Korea Rep.	"	4	4,601	-	-		
Other countries							
		282	132,579	414	186,840		
4 - Road tractors for semi-trailers		No.	-	-	1	1,135	
China	"	8	12,267	-	-	-	
France	"	1	1,336	2	3,346		
Japan	"	-	-	1	2,357		
Spain	"	11	11,535	13	13,018		
United Kingdom		20	25,138	17	19,856		
5 - Dumpers		No.	7	484	14	2,667	
China	"	2	630	2	711		
Italy	"	10	30,416	-	-		
Netherlands	"	3	1,230	-	-		
South Africa Rep.	"	2	517	1	276		
Spain	"	11	5,336	4	1,238		
United Kingdom	"	5	10,421	-	-		
Other countries							
		40	49,034	21	4,892		

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. Value Rs '000
			Quantity	Value	Quantity	Value	
6 - Other motor vehicles for the transport of goods or materials							
- of an engine capacity not exceeding 1,150 c.c.			-	-	-	-	-
			-	-	-	-	-
- of an engine capacity exceeding 1,150 c.c. but not exceeding 1,400 c.c.			-	-	-	-	-
			-	-	-	-	-
	No.						
France	-		-	8	2,815		
Japan	"	1	209	20	4,859		
Korea Rep.	"	-	-				
- of an engine capacity exceeding 1,400 c.c. but not exceeding 1,850 c.c.			1	209	28	7,674	
	No.						
France	68		20,412	-	-	-	
Japan	"	1	73	1	378		
Korea Rep.	"	25	6,199	-	-		
- of an engine capacity exceeding 1,850 c.c.			94	26,684	1	378	

¹ revised
² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. Value Rs '000
			Quantity	Value	Quantity	Value	
7 - Special purpose motor vehicles and vans							
Australia	No.	1	73	-	-	-	
Brazil	"	20	14,947	6	4,780	111	
China	"	-	-	4	4	111	
France	"	16	26,433	24	32,848	32,848	
Germany	"	48	109,109	70	85,890	85,890	
India	"	1	630	2	1,266	1,266	
Italy	"	18	13,361	22	16,898	16,898	
Japan	"	150	79,994	208	77,987	77,987	
Korea Dem.	"	5	1,154	3	951	951	
Korea Rep.	"	3	1,080	-	-	-	
South Africa Rep.	"	28	22,697	7	8,756	8,756	
Spain	"	1	205	-	-	-	
Sweden	"	-	-	1	797	797	
United Kingdom	"	30	34,531	19	40,998	40,998	
United States	"	1	2,965	27	21,045	21,045	
		322	307,179	393	292,327		

¹ revised
² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003- 2004

Item	Country of origin	Unit	2003 ¹		2004 ²	
			Quantity	Value	Quantity	Value
8 - Motor cycles, scooters and auto cycles						
Argentina	No.		67	494	-	-
China	"		3,371	35,304	5,136	60,406
Colombia	"		144	6,565	70	3,279
France	"		595	10,818	634	11,659
India	"		632	4,479	781	6,806
Italy	"		24	761	2	22
Japan	"		200	8,917	301	23,582
Korea Rep.	"		216	3,351	24	871
Spain	"		23	802	5	342
Taiwan	"		148	4,009	217	5,198
Turkey	"		344	5,412	228	4,081
Other countries	"		30	958	41	3,008
	5,794		81,870		7,439	119,254
9 - Cycles not motorised						
China	No.		62,546	40,712	51,609	39,995
France	"		382	4,204	64	660
Germany	"		38	61	18	113
Hong Kong	"		612	775	14	24
India	"		16	23	60	32
Italy	"		11	11	87	445
South Africa Rep.	"		105	291	285	729
Spain	"		75	192	-	-
Taiwan	"		2,814	4,025	786	2,729
Turkey	"		12	35	-	-
United Arab Emirates	"		-	-	100	48
United Kingdom	"		45	129	12	103
United States	"		125	1,577	19	434
Other countries	"		61	82	39	101
	66,842		52,117		53,093	45,413

¹ revised
² provisional

C.I.F. Value Rs '000

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²		C.I.F. Value Rs '000
			Quantity	Value	Quantity	Value	
10 - Chassis fitted with engines for tractors, and for motor vehicles	France	No.	4	1,029	2	4,348	
	India	"	27	14,633	18	11,291	
	Japan	"	289	120,222	105	66,167	
	Malaysia	"	-	-	4	3,653	
	United Kingdom	"	7	6,667	8	5,665	
		M/ton	327	142,551	137	91,124	
11 - Parts and accessories for tractors and for motor vehicles	China	"	27	1,628	56	3,773	
	France	"	132	27,884	116	26,580	
	Germany	"	41	25,631	45	29,432	
	India	"	51	6,598	69	9,614	
	Italy	"	19	6,458	13	5,676	
	Japan	"	450	47,805	675	59,336	
	Korea Dem.	"	11	1,256	11	1,715	
	Malaysia	"	164	8,548	141	9,228	
	Singapore	"	103	4,734	40	3,592	
	South Africa Rep.	"	65	9,269	31	8,951	
	Spain	"	11	4,099	17	4,969	
	Taiwan	"	33	3,652	42	4,229	
	Thailand	"	32	3,127	58	6,581	
	United Kingdom	"	248	22,023	230	22,434	
	United States	"	7	3,306	7	3,813	
	Other countries	"	23	6,362	39	10,871	
			1,417	182,380	1,590	210,794	

¹ revised
² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²	
			Quantity	Value	Quantity	Value
12 - Parts n.e.s and accessories for motor cycles, scooters and autocycles	China	M/ton	305	11,518	224	11,734
	France	"	7	4,107	12	4,908
	India	"	152	7,505	56	4,055
	Italy	"	3	1,754	4	2,459
	Japan	"	13	5,188	11	3,527
	Taiwan	"	46	3,794	43	4,581
	Turkey	"	7	2,018	13	2,942
	Other countries	"	10	1,904	35	2,319
			543	37,788	398	36,525

¹ revised
² provisional



PART II

ROAD
ACCIDENTS

Table 2.1 - Road traffic accidents¹ and casualties, 1994 - 2004

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
1. Road traffic accidents:											
Number	15,727	14,683	14,845	15,954	18,055	17,877	18,278	18,517	18,022	19,178	19,495
Rate per 100,000 population	1,459	1,350	1,351	1,433	1,605	1,569	1,588	1,591	1,535	1,616	1,629
Rate per 1,000 registered motor vehicles	91	80	77	78	84	79	77	75	69	72	69
2. Motor vehicle involved:											
Number	27,203	25,584	26,270	28,561	32,568	32,547	33,537	33,988	33,119	35,239	35,506
Rate per 1,000 registered motor vehicles	158	139	135	140	152	144	142	137	127	133	126
3. Casualties:											
Total number of casualties	3,947	3,586	3,774	3,755	3,828	3,405	3,291	3,264	2,904	2,698	2,951
Fatal ²	154	173	153	146	162	170	163	126	158	131	144
Seriously injured	330	280	238	261	281	237	266	288	216	291	245
Slightly injured	3,463	3,133	3,383	3,348	3,385	2,998	2,862	2,850	2,530	2,276	2,562
4. Fatality:											
Rate per 100,000 population	14.3	15.9	13.9	13.1	14.4	14.9	14.2	10.8	13.5	11.0	12.0
Rate per 1,000 registered motor vehicle	0.9	0.9	0.8	0.7	0.8	0.8	0.7	0.5	0.6	0.5	0.5
Fatality Index ³	3.9	4.8	4.1	3.9	4.2	5.0	5.0	3.9	5.4	4.8	4.9

¹ exclude accidents involving bicycles only or bicycle and pedestrian² 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.³ fatality index is the number of fatalities per 100 casualties

Figure 2.1- Number of vehicles registered and road accidents, 1994-2004

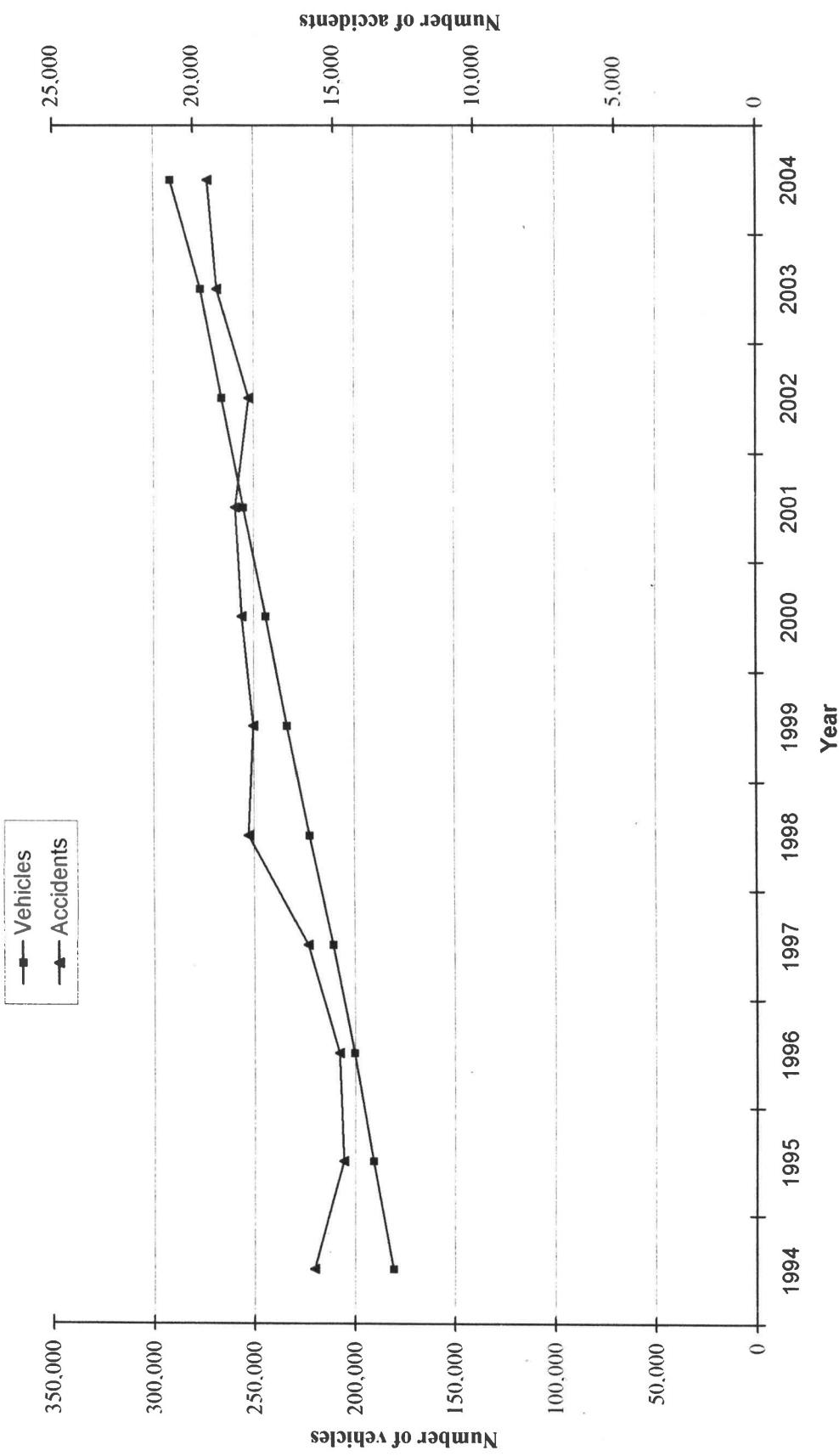


Table 2.2 - Road traffic accidents, motor-vehicles involved and casualties, 2000 - 2004

Year	Accidents	Motor - vehicles involved	Casualties	Population (mid - year)	Number
					Motor - vehicles registered (mid - year)
2000	18,278	33,537	3,291	1,151,094	236,903
2001	18,517	33,988	3,264	1,163,875	248,174
2002	18,022	33,119	2,904	1,174,021	261,247
2003	19,178	35,239	2,698	1,186,363	270,450
2004	19,495	35,506	2,951	1,196,696	281,930

Table 2.3 - Number of injuries by degree of injury and injury rate, 2000 - 2004

Year	Degree of injury			Injury rate	
	Serious	Slight	Total injured	Per 100,000 population	Per 1,000 motor-vehicles
2000	266	2,862	3,128	272	13
2001	288	2,850	3,138	270	13
2002	216	2,530	2,746	234	11
2003	291	2,276	2,567	216	10
2004	245	2,562	2,807	234	10

Table 2.4 - Accidents¹, pedestrians involved and casualties by police district, 2003 - 2004

Police district	Accidents ¹		Pedestrians		Casualties	
	2,003	2,004	2,003	2,004	2,003	2,004
Port Louis (South)	153	163	71	74	173	192
Port Louis (North)	225	244	86	79	296	320
Pamplemousses/Rivière du Rempart	373	373	101	99	467	490
Moka/Flacq	400	426	110	116	560	656
Grand Port/Savanne	268	274	92	68	416	410
Upper Plaines Wilhems	200	234	94	102	240	276
Plaines Wilhems/Black River	442	446	171	164	546	607
Whole Island	2,061	2,160	725	702	2,698	2,951

¹ excluding non-injury accidents

Table 2.5 - Pedestrians involved and casualties by police district and by semester, 2004

- 43 -

Police district	Casualties					
	Pedestrians involved			Jan - Jun	Jul - Dec	Total
Port Louis (South)	37	37	74	113	79	192
Port Louis (North)	45	34	79	173	147	320
Pamplemousses/Rivière du Rempart	51	48	99	246	244	490
Moka/Flacq	68	48	116	336	320	656
Grand Port/Savanne	33	35	68	202	208	410
Upper Plaines Wilhems	55	47	102	157	119	276
Plaines Wilhems/Black River	78	86	164	298	309	607
Whole Island	367	335	702	1,525	1,426	2,951

Table 2.6 - Distribution of casualties by day of week and time, 2004

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Time (Hour)								
0 - 1	8	8	1	1	7	14	25	64
1 - 2	7	3	1	2	2	11	7	33
2 - 3	6	1	3	6	5	7	5	33
3 - 4	2	2	2	1	7	1	5	20
4 - 5	2	7	4	3	1	5	13	35
5 - 6	6	6	1	7	9	6	20	55
6 - 7	15	20	30	7	13	13	11	109
7 - 8	34	34	26	25	41	29	13	202
8 - 9	28	26	13	28	22	17	23	157
9 - 10	26	10	6	31	12	13	30	128
10 - 11	26	13	16	24	20	20	20	150
11 - 12	21	28	19	17	33	25	21	164
12 - 13	17	17	17	22	21	16	22	132
13 - 14	18	16	22	15	17	24	29	141
14 - 15	29	30	17	21	28	27	23	175
15 - 16	24	32	17	34	31	24	26	188
16 - 17	31	31	24	23	30	20	21	180
17 - 18	35	28	25	14	28	27	39	196
18 - 19	33	23	24	19	18	35	37	189
19 - 20	30	17	25	19	24	25	35	175
20 - 21	19	25	5	20	13	14	32	128
21 - 22	30	12	11	7	16	19	15	110
22 - 23	7	8	6	14	16	14	20	85
23 - 24	17	9	6	11	9	20	30	102
Total	471	406	336	363	427	426	522	2,951

Fig. 2.2 - Number of casualties by day of week, 2004

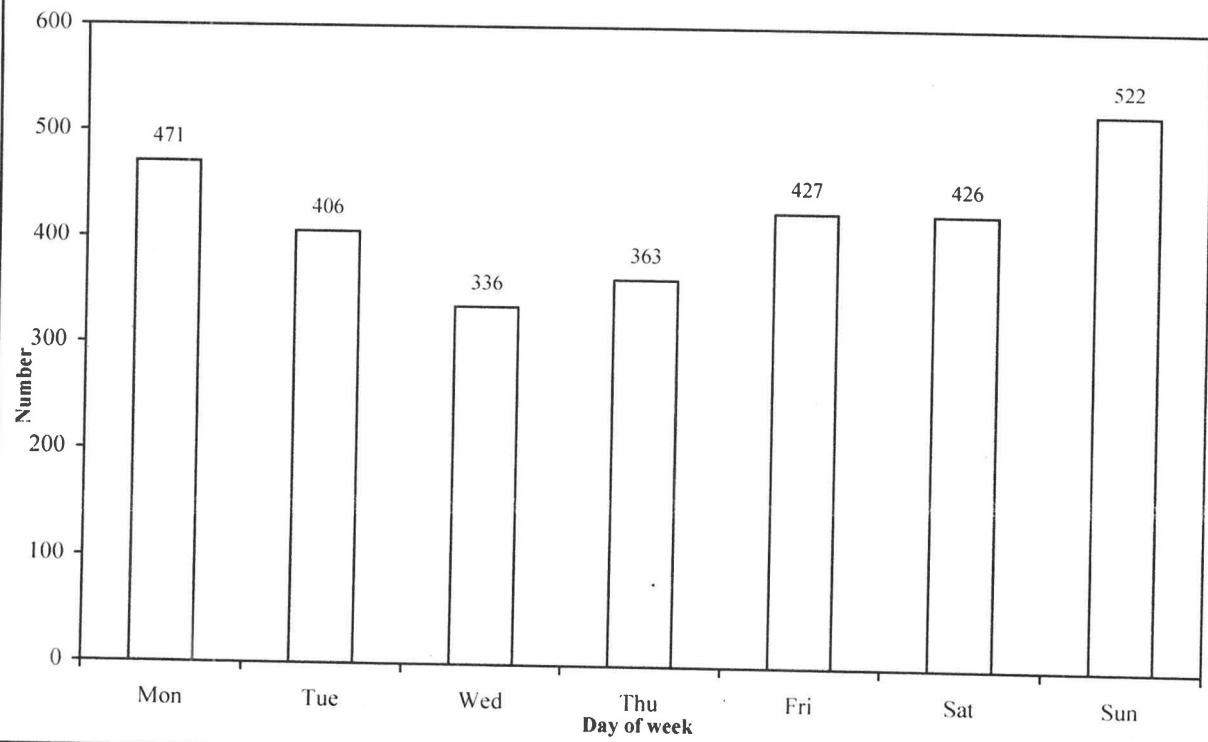


Fig. 2.3 - Number of casualties by time of day, 2004

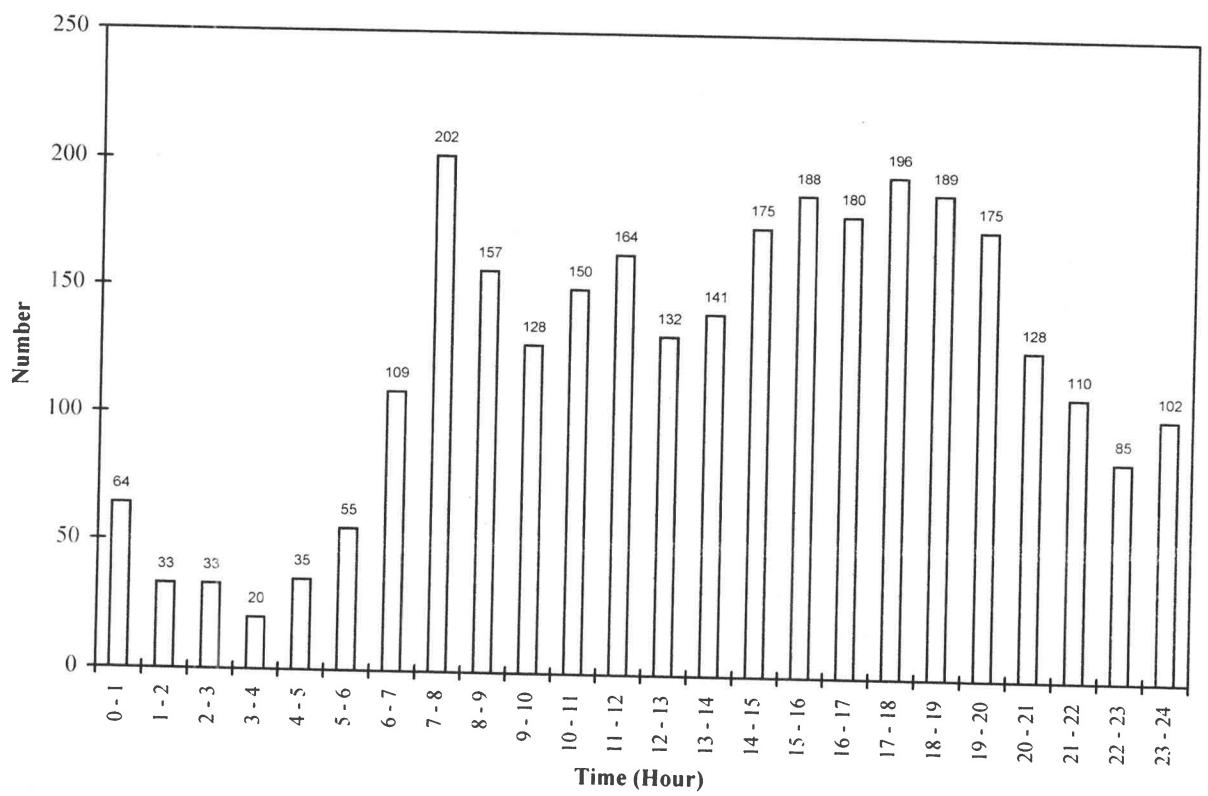


Table 2.7 - Number of accidents by severity of accident, 2000 - 2004

Year	Severity of accident				
	Fatal ¹	Serious	Slight	No injury	Total
2000	148	191	2,081	15,858	18,278
2001	112	218	2,147	16,040	18,517
2002	144	162	1,852	15,864	18,022
2003	121	211	1,729	17,177	19,178
2004	131	184	1,845	17,335	19,495

¹ 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.

Table 2.8 - Number of accidents involving hit and run cases, 2004

Accident	Period	Jan - June	Jul - Dec	Total
Vehicles v/s Pedestrians		41	20	61
Vehicles v/s Vehicles		214	160	374
Total		255	180	435

Table 2.9 - Number of accidents by severity of accident and police district, 2003 - 2004

Police district	2003				2004				
	Severity of accident				Severity of accident				
	Fatal ¹	Serious	Slight	No injury	Total	Fatal ¹	Serious	Slight	No injury ²
Port Louis (South)	11	15	127	3,000	3,153	11	12	140	...
Port Louis (North)	14	18	193	2,066	2,291	11	29	204	...
Pamp/R-Du-Remp	26	67	280	1,911	2,284	25	32	316	...
Moka/Flacq	15	46	339	2,238	2,638	34	41	351	...
G-Port/Savanne	15	16	237	1,062	1,330	17	9	248	...
Upper P-Wilhems	11	28	161	2,813	3,013	10	28	196	...
P- Wilhems/B- River	29	21	392	4,027	4,469	23	33	390	...
Not specified	-	-	-	-	-	-	-	-	17,335
Total	121	211	1,729	17,117	19,178	131	184	1,845	17,335
									19,495

¹ based on definition of fatal accidents where death occurred within 30 days

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by police districts are available only for the period January to July 2004

Table 2.10 - Number of accidents by severity of accident and weather conditions, 2003 - 2004

Weather conditions	Severity of accident					2004				
	Fatal ¹	Serious	Slight	No injury	Total	Fatal ¹	Serious	Slight	No injury ²	Total
Fine	114	202	1,692	16,661	18,669	125	174	1,761	...	2,060
Rainy	7	9	37	452	505	5	10	80	...	95
Foggy/misty	-	-	-	4	4	1	-	3	...	4
Other	-	-	-	-	-	-	-	1	...	1
Not specified	-	-	-	-	-	-	-	-	17,335	17,335
Total	121	211	1,729	17,117	19,178	131	184	1,845	17,335	19,495

¹ based on definition of fatal accidents where death occurred within 30 days

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by weather conditions are available only for the period January to July 2004

Table 2.11 - Number of accidents by severity of accident and light conditions, 2003 - 2004

Light conditions	Severity of accident					Severity of accident				
	Fatal ¹	Serious	Slight	No injury	Total	Fatal ¹	Serious	Slight	No injury ²	Total
Day light	56	138	1,238	13,644	15,076	75	115	1,319	...	1,509
Dark - no street lighting	7	5	28	112	152	6	6	51	...	63
Dark - street lighting on	58	68	462	3,342	3,930	50	63	469	...	582
Dark -street lighting off	-	-	1	19	20	-	-	-	6	...
Not specified	-	-	-	-	-	-	-	-	17,335	17,335
Total	121	211	1,729	17,117	19,178	131	184	1,845	17,335	19,495

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¹ based on definition of fatal accidents where death occurred within 30 days

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by light conditions are available only for the period January to July 2004

Table 2.12 - Number of accidents by severity of accident and apparent cause of accident, 2003 - 2004

Apparent cause of accident	2003					2004				
	Severity of accident					Severity of accident				
	Fatal ¹	Serious	Slight	No injury	Total	Fatal ¹	Serious	Slight	No injury ²	Total
Speeding	4	6	33	77	120	2	6	14	...	22
Improper overtaking	6	1	16	48	71	1	2	11	...	14
Signal violation	-	-	5	12	17	-	-	1	...	1
Followed too closely	1	3	16	201	221	-	-	11	...	11
Vehicle skidded	3	-	32	77	112	1	1	12	...	14
Improper signing	1	-	8	22	31	-	-	6	...	6
Inefficient brake	-	-	-	6	6	-	-	-
Burst tyres	-	-	4	13	17	-	-	3	...	3
Careless driving	94	194	1,547	16,654	18,489	115	173	1,743	...	2,031
Negligence of pedestrian	13	8	79	3	103	12	2	44	...	58
Other mechanical defect	-	-	1	2	3	-	-	-
Other causes	-	-	1	3	4	-	-	-	...	-
Not specified	-	-	-	-	-	-	-	-	17,335	17,335
Total	122	212	1,742	17,118	19,194	131	184	1,845	17,335	19,495

¹ based on definition of fatal accidents where death occurred within 30 days

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by apparent causes are available only for the period January to July 2004

Table 2.13 - Number of accidents by severity of accident and type of road, 2003 - 2004

Type of road	2003				2004							
	Severity of accident				Severity of accident							
Length of roads (kms)	Fatal ¹	Serious	Slight	No injury	Total	Length of roads (kms)	Fatal ¹	Serious	Slight	No injury ²	Total	
Motor-way	75	12	7	88	1,480	1,587	75	17	15	91	...	123
Main road	950	40	75	494	4,448	5,057	955	40	55	587	...	682
Secondary road	592	42	70	548	3,558	4,218	592	38	60	564	...	662
Other road	398	27	59	599	7,631	8,316	398	36	54	603	...	693
Not specified	-	-	-	-	-	-	-	-	-	-	17,335	17,335
Total	2,015	121	211	1,729	17,117	19,178	2,020	131	184	1,845	17,335	19,495

¹ based on definition of fatal accidents where death occurred within 30 days

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by types of road are available only for the period January to July 2004

Table 2.14 - Number of accidents by severity of accident and road characteristics, 2003- 2004

Road characteristics	2003				2004					
	Fatal ¹	Serious	Slight	No injury	Total	Fatal ¹	Serious	Slight	No injury ²	
Straight	111	194	1,663	16,803	18,771	123	180	1,814	...	2,117
Curve	6	14	43	176	239	7	2	19	...	28
Roundabout	-	-	6	67	73	-	1	1	...	2
Hill crest	2	-	6	1	9	-	1	2	...	3
Signalised intersection	1	2	4	15	22	-	-	4	...	4
Uncontrolled junction	1	1	7	49	58	1	-	3	...	4
Road works present	-	-	-	1	1	-	-	1	...	1
Defective road surface	-	-	-	5	5	-	-	1	...	1
Other	-	-	-	-	-	-	-	-	...	-
Not specified	-	-	-	-	-	-	-	-	17,335	17,335
Total	121	211	1,729	17,117	19,178	131	184	1,845	17,335	19,495

¹ based on definition of fatal accidents where death occurred within 30 days

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by road characteristics are available only for the period January to June 2004

Table 2.15 - Number of vehicles¹ involved in injury accidents by type, 2003 - 2004

Type of vehicle	2003		2004	
	Number of vehicles	%	Number of vehicles	%
Private car	900	28.9	1,000	30.3
Taxi car	173	5.6	142	4.3
Bus	226	7.3	228	6.9
Lorry	140	4.5	195	5.9
Van	509	16.3	532	16.1
Motor/Auto cycle	894	28.7	965	29.3
Pedal cycle	234	7.5	208	6.3
Other motor vehicle	38	1.2	25	0.8
Other non-motor vehicle	0	0.0	2	0.1
All vehicles	3,114	100.0	3,297	100.0

¹ only three main vehicles have been considered in accidents involving more than three vehicles.

Fig. 2.4 - Vehicles involved in accidents by type of vehicle, 2004

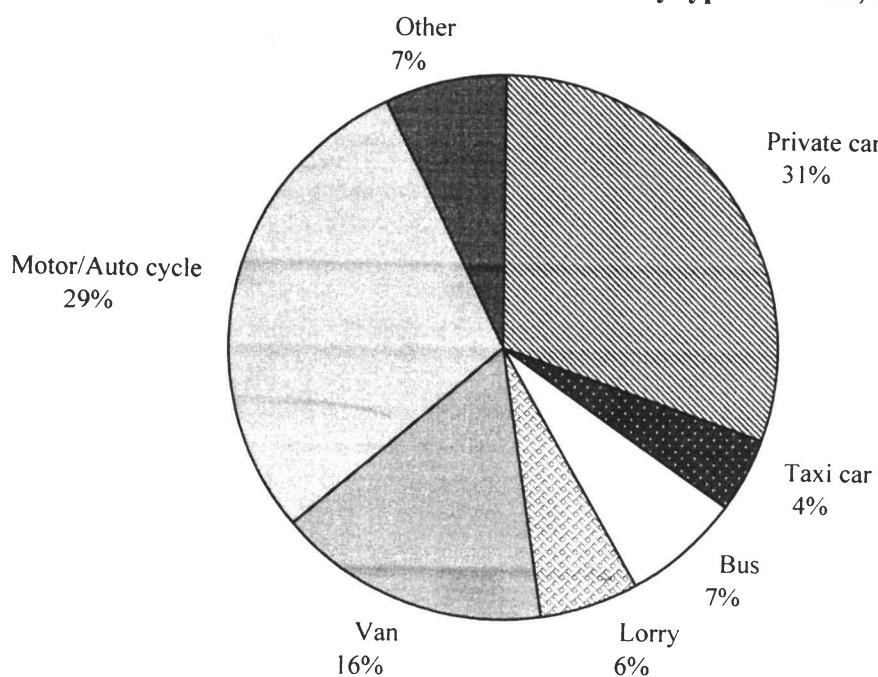


Table 2.16 -Number of motor-vehicles¹ involved in accidents by type of vehicle and nature of damage, January - July 2004

Type of vehicle	January - July 2004 ²		
	Seriously damaged	Slightly damaged	No damage
Private car	76	12,573	247
Taxi car	5	2,081	26
Bus	13	1,785	30
Lorry	5	1,647	40
Van	31	5,449	64
Motor/Auto cycle	79	2,785	67
Other motor-vehicle	2	262	14
All vehicles	211	26,582	488
			27,281

¹ only three main vehicles have been considered in accidents involving more than three vehicles

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by type of vehicle and nature of damage are available only for the period January to July 2004

Table 2.17 - Number of drivers and riders¹ involved in accidents by age-group and sex, January - July 2004²

Age - group (years)	Drivers			Riders			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
15 - 18	1,053	2	1,055	263	-	263	1,316	2	1,318
19 - 24	2,152	45	2,197	514	1	515	2,666	46	2,712
25 - 34	6,835	156	6,991	885	1	886	7,720	157	7,877
35 - 44	7,185	138	7,323	604	-	604	7,789	138	7,927
45 - 54	4,485	79	4,564	424	-	424	4,909	79	4,988
55 - 60	1,117	12	1,129	115	1	116	1,232	13	1,245
Over 60	854	8	862	67	-	67	921	8	929
All ages	23,681	440	24,121	2,872	3	2,875	26,553	443	26,996

¹ excluding drivers and riders involved in hit and run and mutual agreement cases

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by age group and sex are available only for the period January to July 2004

Table 2.18 - Number of drivers/riders¹ involved in accidents by driving experience and sex, January - July 2004

Driving experience	Number of drivers/riders		
	Male	Female	Total
No licence	39	-	39
Learner driver's licence	319	1	320
Licence with less than 2 years experience	558	9	567
Licence with more than 2 years experience	25,637	433	26,070
All categories	26,553	443	26,996

¹ excluding drivers and riders involved in hit and run and mutual agreement cases

² as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by driving experience and sex are available only for the period January to July 2004

Table 2.19 - Number of casualties by class of road users, 2003 - 2004

Class of Road users	2003		2004	
	Number	%	Number	%
Pedestrian	725	26.9	702	23.8
Passenger	693	25.7	870	29.5
Driver	295	10.9	337	11.4
Rider (auto / motor cycle)	731	27.1	811	27.5
Pedal cyclist	254	9.4	231	7.8
All road users	2,698	100.0	2,951	100.0

Fig. 2.5 - Casualties by class of road users, 2004

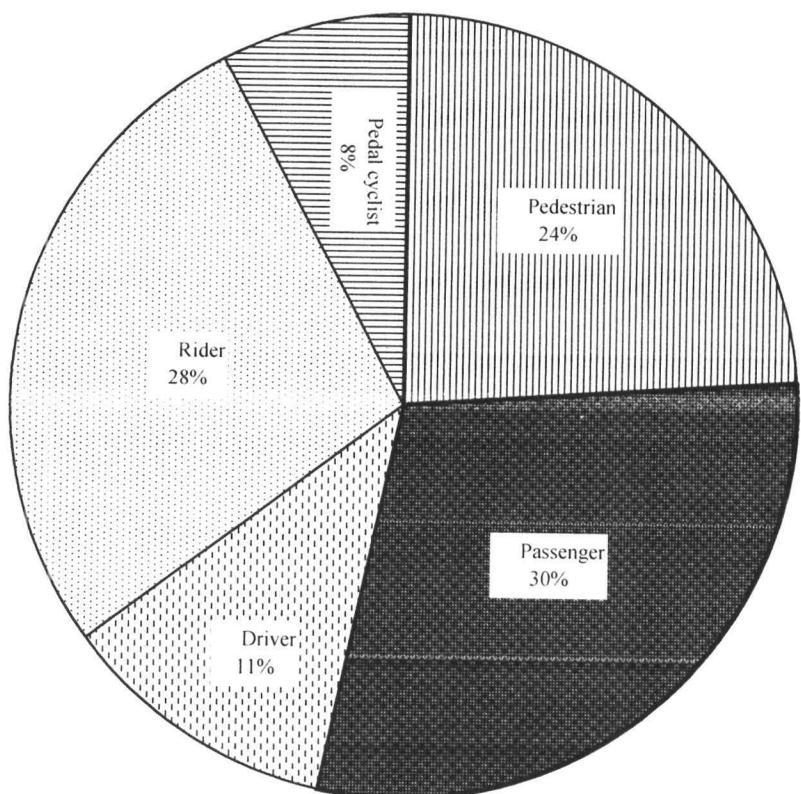


Table 2.20 - Number of casualties by degree of injury and class of road users, 2003 - 2004

Class of Road users	2003				2004					
	Degree of injury				Degree of injury					
	Fatal ¹	Seriously injured	Slightly injured	Total	%	Fatal ¹	Seriously injured	Slightly injured	Total	%
Pedestrian	46	84	595	725	26.9	51	56	595	702	23.8
Passenger	25	74	594	693	25.7	29	65	776	870	29.5
Driver	12	43	240	295	10.9	17	43	277	337	11.4
Rider (auto / m - cycle)	29	66	636	731	27.1	35	69	707	811	27.5
Pedal cyclist	19	24	211	254	9.4	12	12	207	231	7.8
All road users	131	291	2,276	2,698	100.0	144	245	2,562	2,951	100.0

¹ based on definition of fatal accidents where death occurred within 30 days.

Table 2.21 - Number of casualties by age-group and sex, 2004

Table 2.22 - Number of pedestrian casualties by age-group, 2003 - 2004

Age-group (years)	Population (mid year)	2003		2004	
		Pedestrian casualties Number	Pedestrian casualties Per 100,000 population	Population (mid year)	Pedestrian casualties Number
Under 7	132,167	37	28	131,074	39
7 - 12	124,454	81	65	122,508	77
13 - 20	148,900	83	56	150,909	86
21 - 40	399,213	291	73	397,923	285
41 - 50	170,824	98	57	174,452	121
51 - 60	108,235	53	49	116,246	33
Over 60	102,570	82	80	103,854	61
All ages	1,186,363	725	61	1,196,966	702
					59

PART III

PETROLEUM PRODUCTS

Table 3.1 - Evolution of price and sales of gasolene and gas oil, 1994 - 2004

Year	Gasolene		Gas-oil	
	Price (Rs/Litre)	Sales (000 Litre)	Price (Rs/Litre)	Sales (000 Litre)
1994	9.50	108,400	5.50	146,900
1995	9.50	114,351	5.50	148,565
1996	14.15 ¹	119,021	7.65 ¹	162,743
1997	14.15	119,332	7.65	175,157
1998	14.15	120,698	7.65	186,496
1999	12.80 ¹	121,720	6.65 ¹	194,570
2000	19.50 ²	125,765	11.40 ²	217,054
2001	19.85 ³	119,438	11.60 ³	197,515
2002	20.40 ³	119,210	11.90 ³	206,473
2003	20.40	123,779	11.90	224,718
2004 up to 1-April-2004	20.40	122,999	11.90	230,086
02-04-04 Coming into operation of Automatic Pricing Mechanism (APM)	2-Apr-2004		13.05	
	2-Apr-2004		15.00	
	2-Apr-2004		17.25	

¹ as from June

² as from October

³ as from July

Table 3.2 - Imports of motor spirit and gas oil by country of origin , 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²	
			Quantity	Value	Quantity	Value
Motor spirit (Gasolene)						
Bahrain	000 Litres		71,913	439,731	81,041	686,478
Saudi Arabia	"		39,116	258,132	10,204	89,363
South Africa Rep.	"		-	-	8,076	48,099
Tanzania	"		-	-	2,610	26,860
United Arab Emirates	"		8,355	50,647	17,771	179,819
			119,384	748,510	119,702	1,030,619
Gas oil						
Bahrain	000 Litres		189,930	1,148,753	166,152	1,388,045
India	"		27,184	96,965	41,848	430,416
Kuwait	"		-	-	26,282	188,187
Saudi Arabia	"		113,561	196,298	112,276	798,739
South Africa Rep.	"		15,867	662,637	-	-
United Arab Emirates	"		8,379	56,027	30,972	296,146
Yemen	"		10,604	46,240	-	-
			365,525	2,206,920	377,530	3,101,533

¹ revised
² provisional

Table 3.3 - Imports of lubricating oils and greases by country of origin, 2003 - 2004

Item	Country of origin	Unit	2003 ¹		2004 ²	
			Quantity	Value	Quantity	Value
Lubricating oil containing not less than 70% by weight of petroleum products		M/ton	27	697	-	-
Argentina	"	"	26	928	75	2,604
Belgium	"	"	3	48	2	46
China	"	"	16	300	257	6,373
Egypt	"	"	371	14,691	338	16,261
France	"	"	3	301	3	339
Germany	"	"	22	532	58	1,684
India	"	"	15	308	31	753
Iran	"	"	16	299	132	3,997
Kenya	"	"	18	412	60	1,335
Malaysia	"	"	2	55	3	282
Netherlands	"	"	31	645	-	-
Saudi Arabia	"	"	4,536	101,014	4,547	113,146
Singapore	"	"	2,622	64,405	2,578	64,793
South Africa Rep.	"	"	4	190	5	328
Spain	"	"	87	2,138	175	4,649
Thailand	"	"	17	1,167	36	2,651
United Kingdom	"	"	126	10,861	75	8,261
United States	"	"	72	1,322	308	5,900
United Arab Emirates	"	"	5	726	6	504
Other countries	"	"	8,019	201,039	8,689	233,906
France	M/ton	"	5	414	5	437
Singapore	"	"	4	209	38	1,297
South Africa Rep.	"	"	139	3,970	117	4,149
Thailand	"	"	88	1,163	16	504
Other countries	"	"	6	757	17	986
			242	6,513	193	7,373

Lubricating greases containing not less than 70% by weight of petroleum products

¹ revised

² provisional

**MINISTRY OF PUBLIC INFRASTRUCTURE, LAND TRANSPORT AND SHIPPING
TRAFFIC MANAGEMENT AND ROAD SAFETY UNIT**

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