

Vol. 27

REPUBLIC OF MAURITIUS

Ministry of Finance and Economic Development

STATISTICS MAURITIUS

**DIGEST
OF
ROAD TRANSPORT
AND
ROAD ACCIDENT STATISTICS
2011**

October 2012

(Price Rs 75.00)

DIGEST

OF

ROAD TRANSPORT

AND

ROAD ACCIDENT STATISTICS

2011

Digest of Road Transport and Road Accident Statistics - 2011

FOREWORD

This is the twenty seventh issue of the Digest of Road Transport and Road Accident Statistics published by Statistics Mauritius.

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 and those on road traffic accidents from returns provided by police stations and 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, National Development Unit, Land Transport and Shipping, the Police Department and insurance companies. Their assistance is gratefully acknowledged.

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October 2012

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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 centimeters.

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 7¼ 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 and Explanatory Notes

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

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.

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.
The above three categories are jointly referred to as *casualty accident*

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.

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 (7 days prior to 2002) as a result of an accident is referred to as a fatality.

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.

Slight Injury - An injury of minor character such as a sprain, bruise and cut not judged to be severe.

Abbreviations and Symbols

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 Accident Statistics – An overview (Island of Mauritius)

Year 2011

1. Vehicles registered in 2011

At the end of December 2011, there were 400,919 vehicles registered at the National Transport Authority. This represents a net increase of 16,804 vehicles (+4.4%) as compared to the end of December 2010 when the number of registered vehicles was 384,115.

During the year 2011, the fleet was strengthened with the registration of 21,498 vehicles, of which 16,057 (74.7%) were new, 4,406 (20.5%) were imported second-hand and 1,035 (4.8%) were re-registered vehicles; i.e., those which had been previously de-registered (put off the road). However, during the same period 4,694 vehicles were put off the road, resulting in a net addition of 16,804 vehicles to the existing fleet (Table 1.3 to 1.5).

2. Composition of the fleet

A breakdown of the fleet by type of vehicle is given in Table 1.2. At the end of December 2011, the fleet consisted of 46.2% (185,357) cars and dual purpose vehicles and 41.4% (165,706) auto/motor cycles. The remaining 12.4% comprised vans (26,090), lorries and trucks (13,539), buses (2,912) and other vehicles (7,315).

3. Vehicles used for the transport of passengers

3.1 *Cars and dual purpose vehicles*

At the end of 2011, the number of cars and dual purpose vehicles was 185,357, a rise of 5.5% over the figure of 175,634 in 2010. This increase resulted from the registration of 11,406 such vehicles (7,184 new, 3,701 imported second-hand and 521 re-registered), partly offset by 1,683 vehicles that were put off the road.

Table 1.6 shows the age distribution of cars and dual purpose vehicles. At the end of December 2011, some 43.1% were less than 5 years, 23.8% between 5 and 9 years and the remaining 33.1%, 10 years and above.

3.2 *Buses*

At the end of December 2011, there were 2,912 registered buses, out of which 1,863 or 64.0% were 'public' buses operating with a road service licence. During 2011, 148 buses were registered of which 147 were new while 81 buses were put off the road resulting in a net increase of 67 buses.

Table 1.7 which gives the age distribution of the fleet of public buses shows that 34.2% of the buses were under 5 years, 31.7% between 5 and 9 years and 34.1%, between 10 and 18 years.

4. Motor cycles and auto cycles

At the end of 2011, there were 165,706 motor cycles and auto cycles. This represents a net increase of 6,377 (+4.0%) against 159,329 at the end of 2010 (Table 1.2).

5. Road traffic accidents

The number of road accidents registered during the year 2011 increased by 5.4% to reach 22,387 as compared to 21,243 recorded in the preceding year. Among these accidents the majority, 19,983 (89.3%) were non-injury, 132 fatal, 407 caused serious injuries and 1,865 slight injuries.

Compared to 2010, accidents causing casualties went down by 5.7% while non-injury accidents increased by 6.9%. Fatal accidents went down by 12.6%, serious injury accidents by 16.4 % and slight injury accidents by 2.4%.

The accident rate expressed as the number of accidents per 100,000 mid-year population increased from 1,709 in 2010 to 1,794 in 2011 while the number of accidents per 1,000 mid-year registered motor vehicles was 57 in 2011, same as in 2010 (Table 2.1).

6. Vehicles involved in road accidents

During the year 2011, the total number of motor vehicles involved in road accidents was 41,294 against 41,084 in the previous year. The number of motor vehicles involved in accidents resulting in casualties was 3,564 in 2011 against 3,793 in 2010. Table 2.15 shows that 33.8% of these vehicles were private cars, another 39.0% were motor/auto cycles and 8.1% were vans.

7. Casualties

The number of casualties (fatalities and persons injured as a result of road accidents) went down by 6.0% from 3,640 in 2010 to 3,422 in 2011. Among the casualties, 152 were fatal, 487 were seriously injured and the remaining 2,783 were slightly injured.

Compared to 2010, the number of persons who died as a result of road accidents went down by 3.8%. The fatality rate expressed as the number of persons who died as a result of road accidents per 100,000 mid-year population, dropped from 12.7% in 2010 to 12.2% in 2011.

Table 2.19 reveals that, among the casualties in 2011, 27.2% were passengers, 35.9% riders of auto/motor cycles, 17.4% pedestrians, 15.4% drivers and 4.1% pedal cyclists.

8. Hit and run cases of accidents causing casualties

In 2011, there were 169 "hit and run" cases causing casualties compared to 162 in 2010. Out of these 169 cases, 53.3% (90) involved vehicles only while the other 46.7% (79) involved both vehicles and pedestrians (Table 2.8).

**Main Road Transport and Road Accident Indicators,
2010 - 2011 (Island of Mauritius)**

	2010	2011	
Population (mid - year)	1,243,084	1,248,126	
Area of Mauritius (sq km)	1,865	1,865	
Length of roads (km)	2,080	2,112	
Per Capita G.D.P at market prices (Rs) ¹ - Republic of Mauritius	233,204	251,275	
	2010	2011	% change
Vehicles on register	384,115	400,919	+ 4.4
Motor cycle and auto cycle	159,329	165,706	+ 4.0
Car and dual purpose vehicle	175,634	185,357	+ 5.5
Other	49,152	49,856	+ 1.4
Road Accidents	21,243	22,387	+ 5.4
Number of non-injury accidents	18,694	19,983	+ 6.9
Number of casualty accidents	2,549	2,404	- 5.7
<i>Fatal accident</i>	151	132	- 12.6
<i>Serious injury accident</i>	487	407	- 16.4
<i>Slight injury accident</i>	1,911	1,865	- 2.4
Total casualties	3,640	3,422	- 6.0
<i>Fatal</i>	158	152	- 3.8
<i>Seriously injured</i>	569	487	- 14.4
<i>Slightly injured</i>	2,913	2,783	- 4.5
Motor vehicles involved in road accidents	41,084	41,294	+ 0.5
Fatality rate			
Rate per 1,000 registered motor vehicles	0.42	0.39	- 0.03
Rate per 100,000 population	12.71	12.18	- 0.53
Rate per 100 casualty accident	6.20	6.32	+ 0.12
Rate per 100 casualties	4.34	4.44	+ 0.10

¹ revised

PART I

VEHICLES

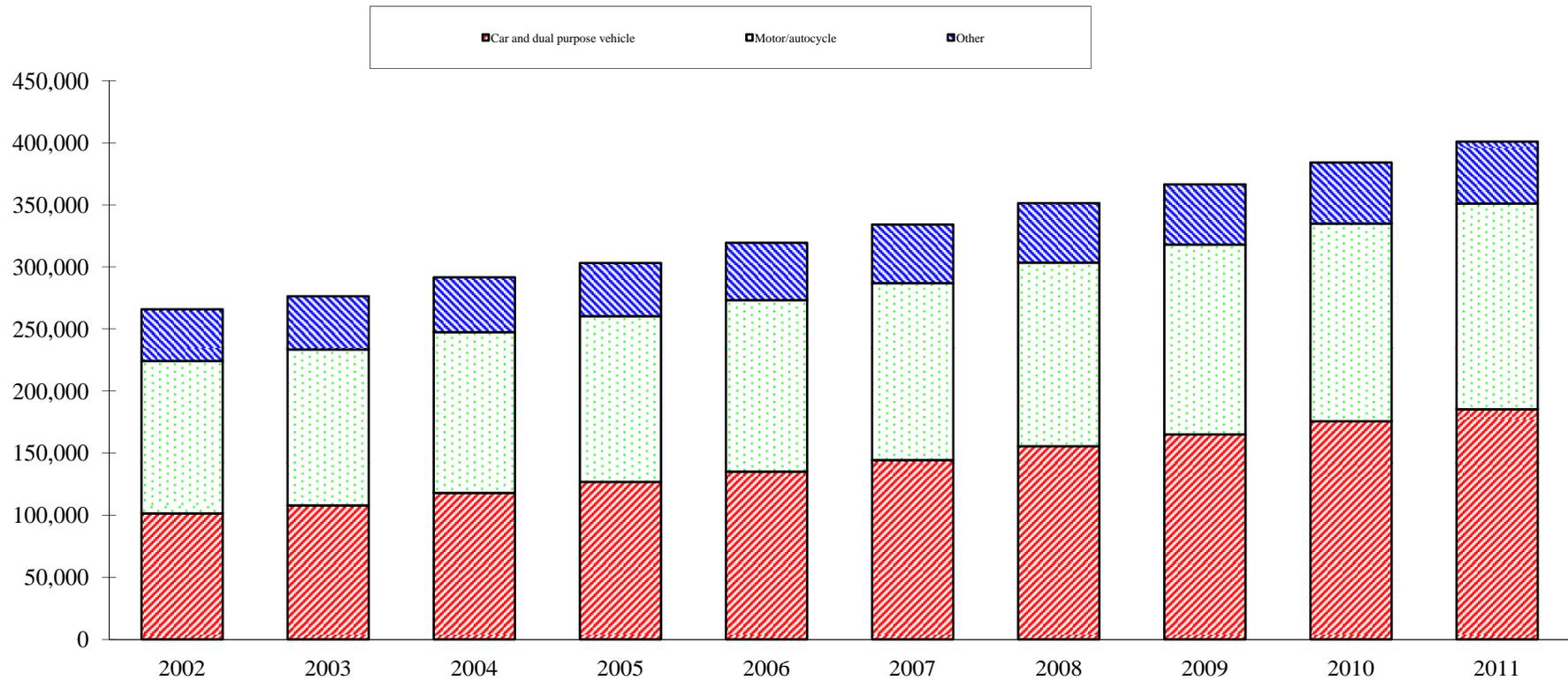
STATISTICS

Table 1.1 - Road network as at end of year, 2007- 2011

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	Total			
2007	75	962	593	398	2,028	98	1.09	165
2008	75	962	593	398	2,028	98	1.09	173
2009	75	1000	593	398	2,066	98	1.11	177
2010	75	1014	593	398	2,080	98	1.12	185
2011	82	1035	595	400	2,112	98	1.13	190

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, 2002- 2011



Type of vehicle	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Car and dual purpose vehicle	101,436	107,907	118,009	126,844	135,132	144,405	155,528	165,036	175,634	185,357
Motor cycle and autocycle	122,801	125,602	129,500	133,430	138,174	142,606	147,988	152,935	159,329	165,706
Other	41,604	42,862	44,096	45,222	46,134	47,134	47,890	48,549	49,152	49,856
Total	265,841	276,371	291,605	305,496	319,440	334,145	351,406	366,520	384,115	400,919

Table 1.2 - Vehicles¹ registered , 2002 - 2011

Type of vehicle	Number									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Car	63,307	68,524	77,342	84,818	91,911	99,770	109,507	117,890	127,363	136,225
<i>(of which taxi car)</i>	<i>(5,801)</i>	<i>(5,979)</i>	<i>(6,482)</i>	<i>(6,798)</i>	<i>(6,860)</i>	<i>(6,885)</i>	<i>(6,941)</i>	<i>(6,921)</i>	<i>(6,924)</i>	<i>(6,907)</i>
Dual purpose vehicle	38,129	39,383	40,667	42,026	43,221	44,635	46,021	47,146	48,271	49,132
Heavy motor car	944	958	1,020	1,045	1,118	1,223	1,290	1,275	1,249	1,230
Motor cycle	25,723	26,744	28,646	30,927	33,936	36,969	40,804	44,222	48,655	53,410
Auto cycle	97,078	98,858	100,854	102,503	104,238	105,637	107,184	108,713	110,674	112,296
Lorry and truck	11,236	11,501	11,774	12,047	12,272	12,536	12,726	12,950	13,186	13,539
Van	21,750	22,496	23,326	23,989	24,522	24,934	25,334	25,622	25,914	26,090
Bus	2,450	2,460	2,457	2,560	2,612	2,753	2,762	2,803	2,845	2,912
Tractor and dumper	2,683	2,877	2,935	2,982	3,001	3,025	3,045	3,102	3,119	3,173
Prime mover	349	369	388	412	436	452	505	558	596	650
Trailer	1,770	1,772	1,771	1,765	1,756	1,795	1,809	1,823	1,821	1,834
Road roller	101	100	99	96	96	96	96	97	98	99
Other	321	329	326	326	321	320	323	319	324	329
TOTAL	265,841	276,371	291,605	305,496	319,440	334,145	351,406	366,520	384,115	400,919

¹ excluding pedal cycles, but including government vehicles.

Table 1.3 - New vehicles¹ registered, 2007 - 2011

Type of vehicle	Number				
	2007	2008	2009	2010	2011
Car	3,831	4,798	3,524	4,828	5,970
Dual purpose vehicle	1,622	1,654	1,435	1,325	1,214
Heavy motor car	134	113	38	18	27
Motor cycle	3,272	4,235	3,822	4,331	5,020
Auto cycle	2,716	2,890	2,874	3,019	2,944
Lorry and truck	257	225	202	261	245
Van	245	349	283	291	354
Bus	219	81	118	157	147
Tractor and dumper	60	60	92	66	73
Prime mover	10	34	21	6	17
Trailer	60	69	71	55	37
Road roller	-	-	-	1	1
Other ²	2	7	2	9	8
Total	12,428	14,515	12,482	14,367	16,057

¹ includes government vehicles

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

Table 1.4 - Imported Second-hand and re-registered vehicles, 2007 - 2011

Number

Type of vehicle	2007			2008			2009			2010			2011		
	Imported second hand vehicles	Re-registered vehicles ¹	Total	Imported second hand vehicles	Re-registered vehicles ¹	Total	Imported second hand vehicles	Re-registered vehicles ¹	Total	Imported second hand vehicles	Re-registered vehicles ¹	Total	Imported second hand vehicles	Re-registered vehicles ¹	Total
Car	4,527	604	5,131	5,698	349	6,047	5,596	380	5,976	4,786	721	5,507	3,615	364	3,979
Dual purpose vehicle	135	179	314	178	89	267	137	114	251	118	165	283	86	157	243
Heavy motor car	11	14	25	6	5	11	2	5	7	3	4	7	4	4	8
Motor cycle	66	343	409	55	198	253	53	209	262	52	552	604	72	338	410
Auto cycle	9	15	24	6	3	9	6	2	8	5	1	6	6	1	7
Lorry and truck	106	129	235	130	64	194	192	61	253	242	98	340	291	64	355
Van	412	148	560	380	76	456	355	79	434	324	106	430	209	73	282
Bus	-	-	-	-	-	-	-	-	-	-	1	1	-	1	1
Tractor and dumper	7	14	21	7	11	18	14	11	25	6	7	13	15	14	29
Prime mover	20	2	22	33	1	34	45	3	48	42	6	48	50	4	54
Trailer	59	15	74	36	6	42	24	18	42	19	17	36	56	14	70
Road roller	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-
Other ²	2	1	3	2	1	3	-	-	-	1	-	1	2	1	3
Total	5,354	1,464	6,818	6,531	803	7,334	6,424	883	7,307	5,598	1,678	7,276	4,406	1,035	5,441

¹ refers to re-registration of vehicles previously put off the road 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, 2007 - 2011

Type of vehicle	Number				
	2007	2008	2009	2010	2011
Car	1,103	1,108	1,117	862	1,087
Dual purpose vehicle	522	535	561	483	596
Heavy motor car	54	57	60	51	54
Motor cycle	648	653	666	502	675
Auto cycle	1,341	1,352	1,353	1,064	1,329
Lorry and truck	228	229	231	365	247
Van	393	405	429	429	460
Bus	78	72	77	116	81
Tractor and dumper	57	58	60	62	48
Prime mover	16	15	16	16	17
Trailer	95	97	99	93	94
Road roller	-	-	-	-	-
Other ²	6	7	6	4	6
Total	4,541	4,588	4,675	4,047	4,694

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, 2010 - 2011

(as at 31st December)

Age group (Years)	2010		2011	
	Number	%	Number	%
< 5	74,350	42.3	79,905	43.1
5 < 10	41,547	23.7	44,102	23.8
10 < 15	17,893	10.2	18,461	10.0
≥ 15	41,844	23.8	42,889	23.1
TOTAL	175,634	100.0	185,357	100.0

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

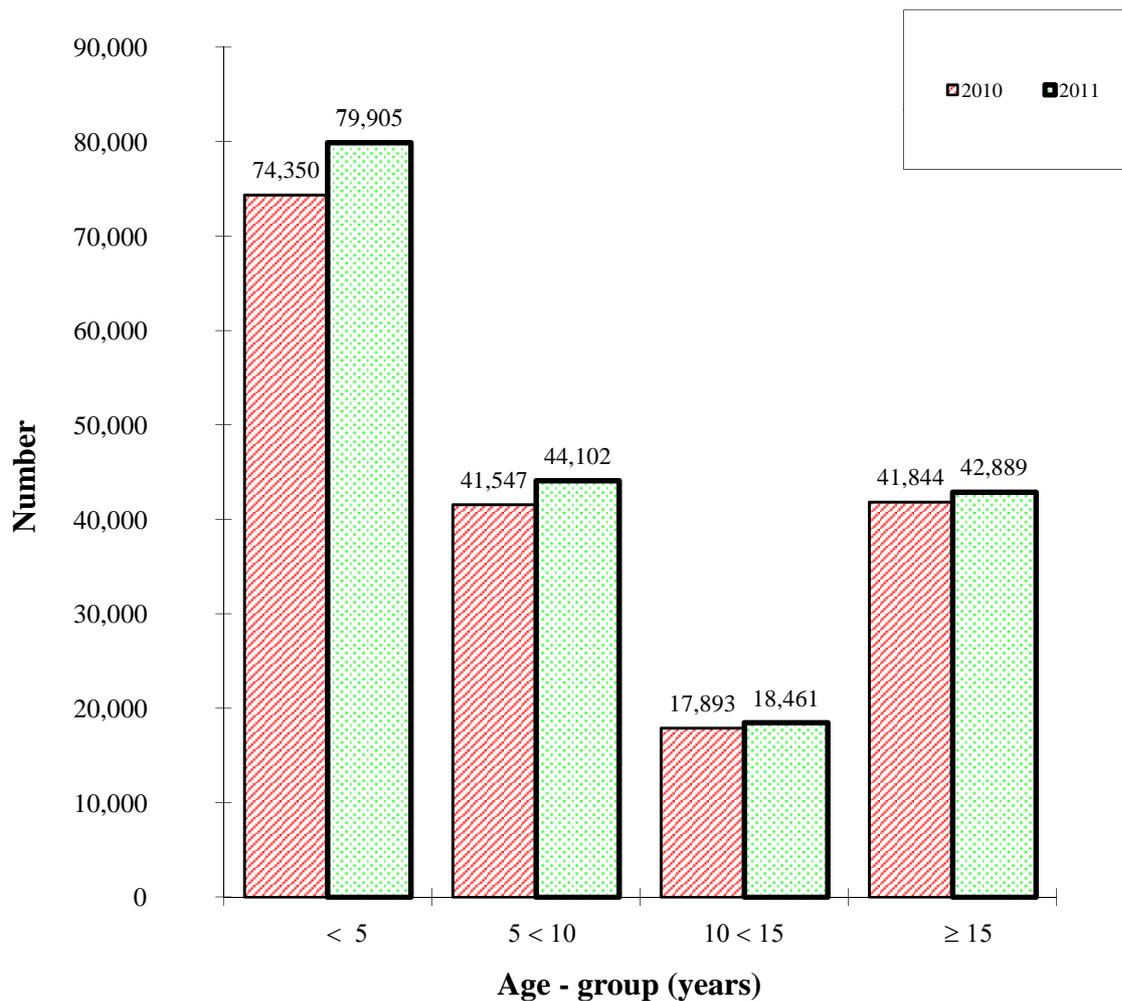


Table 1.7 - Age composition of operational public bus fleet ¹, 2010 - 2011

(as at 31st December)

Age group (Years)	2010		2011	
	Number	%	Number	%
< 5	510	27.7	637	34.2
5 < 10	604	32.8	591	31.7
10 < 15	356	19.3	360	19.3
15 < 18	373	20.2	275	14.8
TOTAL	1,843	100.0	1,863	100.0

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

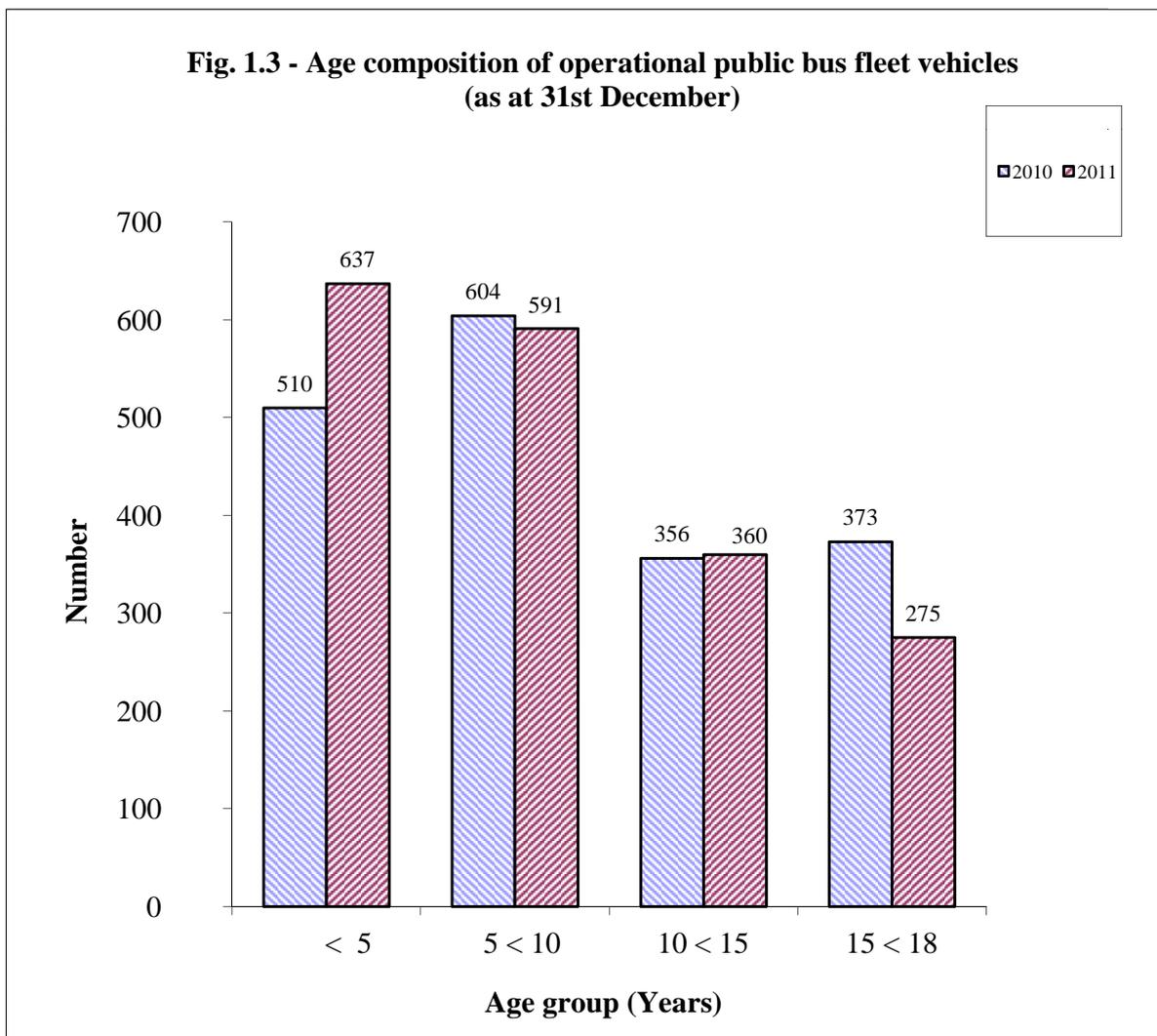


Table 1.8 - Bus operational statistics¹, 2007 - 2011

	Unit	2007	2008	2009	2010	2011 ²
Operational bus fleet (as at 30th June)	Number	1,878	1,898	1,905	1,848	1,853
Total vehicle - journeys	Thousand	4,618	4,789	4,823	4,899	4,905
Average vehicle - journeys per day	"	8.2	8.4	8.4	8.8	8.8
Total vehicle - kilometres	"	95,117	99,203	96,807	97,548	97,582
Average vehicle - kilometres per day	"	169	174	169	176	176
Total gross receipts	Rs Mn	2,048	2,152	2,169	2,219	2,239
Average gross receipts per day	Rs '000	6,301	6,621	6,674	6,827	6,889

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), 2001 - 2011

Period		Rupees				
Stage	Jul. 01	Aug. 02	Oct. 04	May. 08	Dec. 10	
1	4.00	5.00	6.00	8.00	10.00	
2	8.00	9.00	10.00	14.00	16.00	
3	11.00	12.00	14.00	18.00	22.00	
4	11.00	12.00	14.00	18.00	22.00	
5	13.00	14.00	16.00	20.00	25.00	
6	13.00	14.00	16.00	20.00	25.00	
7	14.00	16.00	18.00	23.00	28.00	
8	14.00	16.00	18.00	23.00	28.00	
9	15.00	17.00	19.00	24.00	29.00	
10	15.00	17.00	19.00	24.00	29.00	
11	15.00	17.00	19.00	24.00	29.00	
12	15.00	17.00	19.00	24.00	29.00	
13	16.00	19.00	21.00	26.00	32.00	
14	16.00	19.00	21.00	26.00	32.00	
15	16.00	19.00	21.00	26.00	32.00	
16	16.00	19.00	21.00	26.00	32.00	
17	16.00	19.00	21.00	26.00	32.00	
18	16.00	19.00	21.00	26.00	32.00	
19	16.00	19.00	21.00	26.00	32.00	
20	16.00	19.00	21.00	26.00	32.00	
21	17.00	20.00	22.00	27.00	32.00	
22	17.00	20.00	22.00	27.00	32.00	
23	17.00	20.00	22.00	27.00	32.00	
24	17.00	20.00	22.00	27.00	32.00	
25	17.00	20.00	22.00	27.00	32.00	
26	17.00	20.00	22.00	27.00	32.00	
27	17.00	20.00	22.00	27.00	32.00	
28	17.00	20.00	22.00	27.00	32.00	
29	17.00	20.00	22.00	27.00	32.00	
30	17.00	20.00	22.00	27.00	32.00	
30 +	18.00	21.00	23.00	28.00	35.00	

Table 1.10 - Receipts from the activities of the National Transport Authority, 2007 - 2011

Rs. '000

Activity	As at end of December				
	2007	2008	2009	2010	2011 ¹
Issue of motor vehicle licences (Road tax)	791,622	938,768	1,050,847	1,106,398	1,154,699
Examination of vehicles	33,951	33,849	32,828	31,608	63,345
Issue of public service vehicle and carrier's licences	33,443	34,281	31,724	35,563	45,492
Registration of vehicles	45,298	57,860	67,869	65,370	83,503
Issue of special route permits	442	405	407	397	663
Issue of motor vehicles dealers and petrol service station licences	2,491	1,424	2,441	2,503	1,663
Total	907,247	1,066,587	1,186,116	1,241,839	1,349,365

¹ provisional

Table 1.11 - Driving licences issued during the year by type of licence, 2002 - 2011

Type of Licence Year		Learner's licence			Competent licence			International Licence		
		First issue			First issue					
		Male	Female	Both Sexes	Male	Female	Both Sexes	Male	Female	Both Sexes
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	7,019	6,065	13,084	11,212	2,595	13,807	4,126	903	5,029	
2005	8,742	6,372	15,114	10,878	2,557	13,435	4,200	825	5,025	
2006	9,809	7,317	17,126	11,212	2,465	13,677	4,200	1,014	5,214	
2007	10,440	8,429	18,869	6,984	2,958	9,942	4,943	652	5,595	
2008	10,434	8,817	19,251	7,575	3,297	10,872	4,526	1,542	6,068	
2009	10,386	10,410	20,796	7,121	3,505	10,626	4,290	965	5,255	
2010	9,587	6,036	15,623	7,762	3,816	11,578	4,073	1,078	5,151	
2011 ¹	12,209	10,568	22,777	8,490	4,328	12,818	4,073	733	4,806	

¹ provisional

Table 1.12 - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
1 - Passenger motor cars - of engine capacity not exceeding 1,250 c.c.	China	No.	39	3,749	10	1,243
	France	"	14	4,545	80	20,388
	India	"	330	70,288	607	136,154
	Japan	"	1,375	295,090	942	216,328
	Korea Rep.	"	125	28,587	282	64,242
	Malaysia	"	46	8,470	122	20,456
	South Africa Rep.	"	27	8,632	31	8,984
	Spain	"	-	-	42	13,946
	Other Countries	"	18	5,301	42	13,596
				1,974	424,662	2,158
- of engine capacity exceeding 1,250 c.c. but not exceeding 1,500 c.c.	China	No.	162	35,161	203	40,386
	France	"	79	35,751	51	19,740
	Germany	"	31	10,383	42	14,958
	India	"	8	2,157	74	21,332
	Indonesia	"	26	8,931	74	22,084
	Italy	"	20	9,725	18	8,922
	Japan	"	3,945	1,006,735	2,748	702,819
	Korea Rep.	"	34	8,489	99	28,320
	Malaysia	"	65	14,453	38	8,371
	South Africa Rep.	"	39	13,491	34	11,036
	Spain	"	12	4,508	47	21,206
	Thailand	"	171	67,941	130	47,686
	United Kingdom	"	9	3,709	43	12,436
Other Countries	"	7	3,761	16	10,463	
			4,608	1,225,195	3,617	969,759

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
- of engine capacity exceeding 1,500 c.c. but not exceeding 2,250 c.c.	Belgium	No.	53	25,451	83	39,343
	China	"	34	7,173	27	6,919
	France	"	210	118,602	316	191,511
	Germany	"	653	559,298	885	742,818
	Japan	"	1,012	440,599	769	338,150
	Korea Rep.	"	429	165,963	1,095	416,549
	Malaysia	"	20	5,365	49	12,696
	South Africa Rep.	"	74	46,816	58	37,425
	Turkey	"	20	8,225	29	15,806
	United Kingdom	"	171	90,977	307	142,855
	United States	"	48	12,107	10	3,542
	Other Countries	"	60	28,570	47	22,122
				2,784	1,509,146	3,675
- of engine capacity exceeding 2,250 c.c.	Germany	No.	149	186,728	165	220,979
	Japan	"	108	63,427	73	45,628
	Korea Rep.	"	68	42,028	68	39,985
	Thailand	"	16	11,272	3	2,131
	United Kingdom	"	58	81,376	39	51,540
	United States	"	11	11,665	6	3,886
	Other Countries	"	10	9,092	17	19,012
			420	405,588	371	383,161

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
- other, unspecified	Germany	No.	45	116,360	33	82,022
	Italy	"	-	-	6	18,199
	Japan	"	27	29,644	6	6,413
	United Kingdom	"	8	15,608	7	19,874
	Other Countries	"	2	2,036	6	6,380
				82	163,648	58
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.	33	12,359	173	46,805
	France	"	54	19,479	84	29,584
	India	"	12	24,762	-	-
	Japan	"	619	309,131	396	189,067
	Korea Rep.	"	67	20,555	102	30,466
	South Africa Rep.	"	28	10,174	147	85,912
	Thailand	"	30	12,755	18	10,851
	United Kingdom	"	13	14,572	46	27,304
	Other Countries	"	6	2,665	13	8,780
			862	426,452	979	428,769

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
3 - Public service type passenger motor vehicle	China	No.	16	15,659	18	9,136
	India	"	-	-	3	3,613
	Japan	"	580	354,022	543	340,914
	Korea Rep.	"	20	11,203	17	8,898
	Pakistan	"	-	-	4	4,255
			616	380,884	585	366,816
4 - Road tractors for semi-trailers	France	No.	5	7,484	13	31,710
	Japan	"	1	2,303	2	4,780
	Italy	"	-	-	3	8,842
	Korea Rep.	"	-	-	3	5,605
	United Kingdom	"	19	28,608	33	47,658
	Other countries	"	2	1,755	1	2,063
			27	40,150	55	100,658
5 - Dumpers	China	No.	19	3,442	23	21,727
	Germany	"	1	1,503	-	-
	Italy	"	-	-	1	507
	Spain	"	1	379	5	3,326
	United Kingdom	"	4	6,220	7	4,579
	United States	"	7	45,201	-	-
			32	56,745	36	30,139

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
6 - Other motor vehicles for the transport of goods or materials - of an engine capacity exceeding 1,600 c.c. but not exceeding 2,250 c.c. - of an engine capacity exceeding 2,250 c.c.	Japan	No.	1	218	1	334
			1	218	1	334
	Japan United Kingdom	No. "	60	16,939	18	5,066
			2	542	5	2,420
	62	17,481	23	7,486		

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
7 - Special purpose motor vehicles and vans	Brazil	No.	3	8,544	6	5,090
	China	"	12	11,141	38	16,388
	France	"	45	97,591	36	69,631
	India	"	13	14,044	3	3,281
	Italy	"	6	9,880	22	31,972
	Japan	"	16	14,917	27	25,190
	South Africa Rep.	"	68	21,071	2	7,361
	United Kingdom	"	101	176,614	195	358,367
	United States	"	50	14,160	90	11,710
	Other countries	"	6	16,938	18	96,054
			320	384,900	437	625,044

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
8 - Motor cycles, scooters and auto cycles	Austria	No.	41	7,254	7	2,469
	Brazil	"	10	337	31	1,456
	China	"	7,649	132,986	8,317	145,198
	France	"	8	400	5	809
	Germany	"	17	5,323	8	2,564
	India	"	370	11,472	260	9,031
	Italy	"	52	10,876	52	11,839
	Japan	"	102	13,733	187	12,599
	Korea Rep.	"	38	1,281	20	699
	Spain	"	34	2,647	3	607
	Taiwan	"	165	5,218	194	5,432
	Thailand	"	27	2,569	80	5,648
	Turkey	"	-	-	60	1,119
	United States	"	7	2,763	16	5,438
	Other countries	"	39	1,480	13	837
			8,559	198,339	9,253	205,745
9 - Cycles not motorised	China	No.	42,895	50,548	54,718	60,485
	France	"	76	1,173	190	1,791
	Netherlands	"	122	2,027	215	3,539
	South Africa Rep.	"	285	1,420	360	1,834
	Taiwan	"	887	4,852	1,693	8,734
	Other countries	"	287	2,190	441	3,998
			44,552	62,210	57,617	80,381

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010- 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
10 - Chassis fitted with engines for tractors, and for motor vehicles	China	No.	293	91,803	459	154,334
	Japan	"	248	123,189	220	126,348
	Korea Rep.	"	11	5,902	7	4,274
	South Africa Rep.	"	487	260,542	260	128,235
	Thailand	"	487	237,613	150	72,841
	Other countries	"	18	15,487	8	13,534
				1,544	734,536	1,104
11 - Parts and accessories for tractors and for motor vehicles	China	M/ton	433	53,896	538	59,788
	France	"	73	30,829	138	40,273
	Germany	"	62	59,680	74	62,287
	India	"	56	15,311	75	20,876
	Italy	"	21	11,710	31	15,284
	Japan	"	627	181,712	505	170,107
	Korea Rep.	"	29	10,729	36	16,405
	Malaysia	"	112	18,029	133	18,724
	Singapore	"	24	4,519	20	3,429
	South Africa Rep.	"	22	14,265	24	11,500
	Spain	"	12	7,138	14	7,551
	Taiwan	"	37	10,897	50	13,384
	Thailand	"	113	39,384	136	40,050
	United Kingdom	"	197	29,479	275	37,651
	Other countries	"	67	37,701	76	40,919
				1,885	525,279	2,125

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2010 - 2011

C.I.F. Value Rs '000

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
12 - Parts n.e.s and accessories for motor cycles, scooters and autocycles	China	M/ton	188	21,384	237	24,300
	France	"	8	1,829	3	3,215
	India	"	29	4,449	18	3,821
	Italy	"	2	2,277	1	1,676
	Japan	"	7	7,145	7	5,763
	Taiwan	"	20	4,959	22	5,254
	Thailand	"	4	773	5	690
	Turkey	"	5	1,205	9	2,218
	Other countries	"	5	3,930	5	6,661
			268	47,951	307	53,598

¹ revised

² provisional

PART II

ROAD ACCIDENTS

Table 2.1 - Road traffic accidents¹ and casualties, 2002 - 2011

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
1. Road traffic accidents :										
Number	18,022	19,178	19,495	22,554	20,242	20,519	20,873	19,542	21,243	22,387
Rate per 100,000 population	1,535	1,616	1,629	1,869	1,665	1,678	1,696	1,579	1,709	1,794
Rate per 1,000 registered motor vehicles	69	72	69	76	65	63	61	54	57	57
2. Motor vehicle involved :										
Number	33,119	35,239	35,506	43,741	40,023	41,178	42,910	38,058	41084 ⁴	41,294
Rate per 1,000 registered motor vehicles	127	133	126	148	129	127	125	106	110	105
3. Casualties :										
Total number of casualties of which	2,904	2,698	2,951	2,760	2,522	3,055	3,435	3,661	3,640	3,422
<i>Fatal</i> ²	158	131	144	136	134	140	168	140	158	152
<i>Seriously injured</i>	216	291	245	358	348	500	512	516	569	487
<i>Slightly injured</i>	2,530	2,276	2,562	2,266	2,040	2,415	2,755	3,005	2,913	2,783
4. Fatality :										
Rate per 100,000 population	13.5	11.0	12.0	11.3	11.0	11.4	13.6	11.3	12.7	12.2
Rate per 1,000 registered motor vehicles	0.6	0.5	0.5	0.4	0.4	0.4	0.5	0.4	0.4	0.4
Fatality index ³	5.4	4.8	4.9	4.9	5.3	4.6	4.9	3.8	4.3	4.4

¹ Exclude accidents involving bicycles only or bicycle and pedestrian.

² From 1993 to 2001 figures are based on definition of fatal accidents where death occurred within 7 days.

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

Figure 2.1 - Number of vehicles registered and road accidents, 2002 -2011

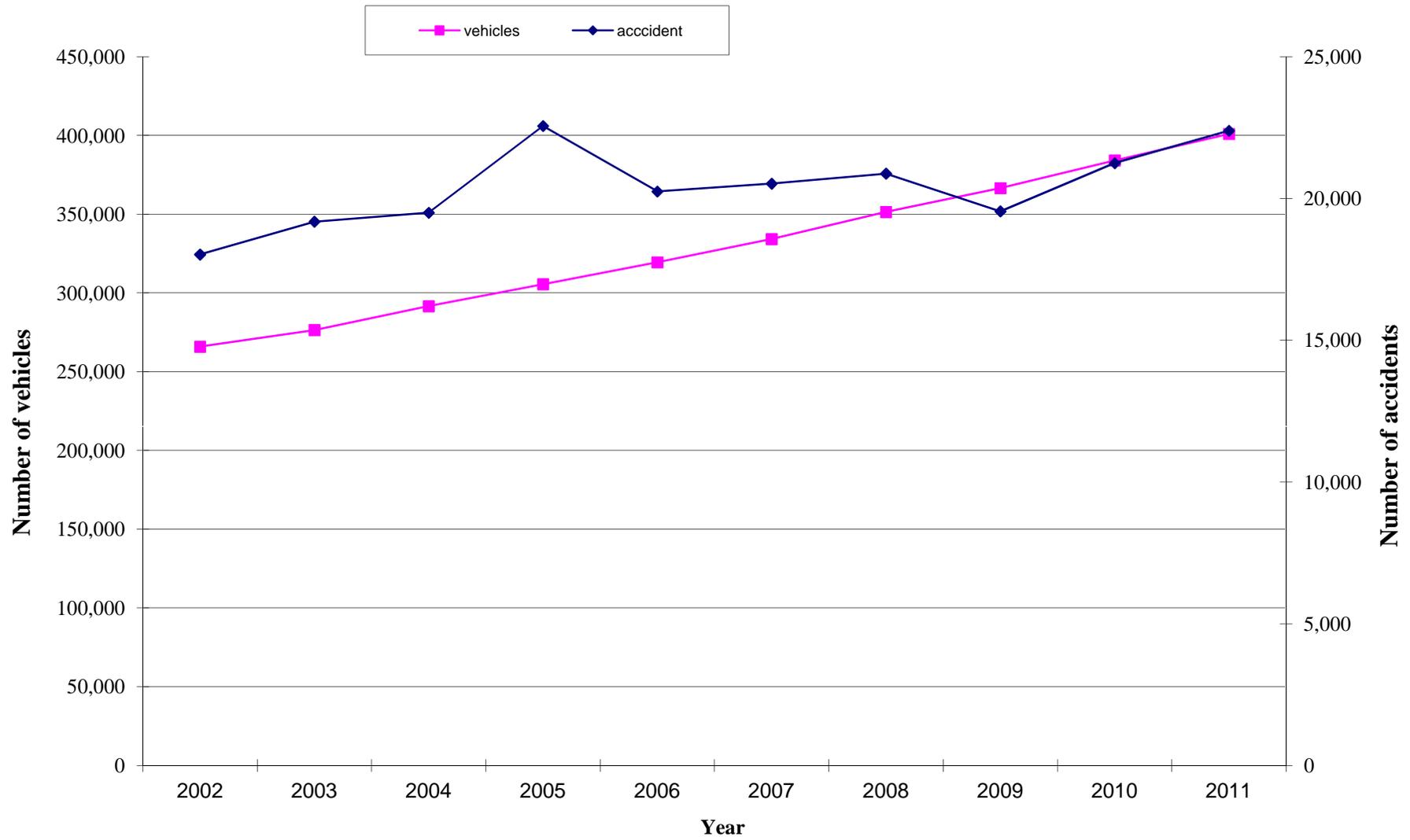


Table 2.2 - Road traffic accidents, motor-vehicles involved and casualties, 2007 - 2011

Year	Accidents	Casualty accidents	Non-injury accidents	Casualties	Motor Vehicles involved	Population (mid-year)	Motor vehicles registered (mid-year)
2007	20,519	2,190	18,329	3,055	41,355	1,223,089	324,715
2008	20,873	2,223	18,650	3,435	43,096	1,230,995	342,344
2009	19,542	2,480	17,062	3,661	38,058	1,237,283	358,690
2010	21,243	2,549	18,694	3,640	41,084 ¹	1,243,084	375,491
2011	22,387	2,404	19,983	3,422	41,294	1,248,126	392,276

¹ Revised

Table 2.3 - Number of casualty accidents by degree of casualty and casualty rate, 2007 - 2011

Year	Degree of casualty				Casualty rate		
	Fatal	Seriously injured	Slightly injured	Total casualties	Per casualty accident	Per 100,000 population	Per 1,000 Motor-vehicles
2007	140	500	2,415	3,055	1.4	250	9
2008	168	512	2,755	3,435	1.5	279	10
2009	140	516	3,005	3,661	1.5	296	10
2010	158	569	2,913	3,640	1.4	293	10
2011	152	487	2,783	3,422	1.4	274	9

Table 2.4 - Casualty accidents, pedestrian and rider (auto/motor) casualties by police district, 2010 - 2011

Police District	Casualty accidents		Casualties							
			Pedestrian		Rider (auto/moto cycle)		Other		Total	
	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011
Port Louis (South)	212	200	67	52	118	150	79	48	264	250
Port Louis (North)	372	327	91	80	263	253	152	124	506	457
Pamplemousses/Rivière du Rempart	483	495	99	88	301	351	320	301	720	740
Moka/Flacq	425	402	100	90	191	231	248	240	539	561
Grand Port/Savanne	342	340	118	99	100	141	372	292	590	532
Upper Plaines Wilhems	285	201	90	63	94	87	229	126	413	276
Plaines Wilhems/Black River	430	439	119	123	192	242	297	241	608	606
Whole Island	2,549	2,404	684	595	1,259	1,455	1,697	1,372	3,640	3,422

Table 2.5 - Pedestrian and total casualties by police district and semester, 2011

Police district	Pedestrian casualties			Total casualties		
	Jan - Jun	Jul - Dec	Total	Jan - Jun	Jul - Dec	Total
Port Louis (South)	25	27	52	130	120	250
Port Louis (North)	43	37	80	227	230	457
Pamplemousses/Rivière du Rempart	57	31	88	417	323	740
Moka/Flacq	44	46	90	257	304	561
Grand Port/Savanne	53	46	99	271	261	532
Upper Plaines Wilhems	35	28	63	155	121	276
Plaines Wilhems/Black River	62	61	123	302	304	606
Whole Island	319	276	595	1,759	1,663	3,422

Table 2.6 - Distribution of casualty accidents by day of week and time, 2011

Day Time (Hour)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0 - 1	11	7	4	2	5	2	6	37
1 - 2	14	5	4	4	1	3	3	34
2 - 3	7	1	2	-	3	3	5	21
3 - 4	3	-	1	2	3	2	3	14
4 - 5	9	1	1	2	2	1	4	20
5 - 6	6	3	2	5	6	4	3	29
6 - 7	13	9	15	16	18	25	15	111
7 - 8	18	21	34	20	17	25	15	150
8 - 9	7	17	17	12	15	22	16	106
9 - 10	23	19	8	8	10	15	17	100
10 - 11	13	14	17	19	20	10	19	112
11 - 12	20	16	11	9	16	22	20	114
12 - 13	23	27	15	22	12	13	21	133
13 - 14	21	20	18	22	16	20	24	141
14 - 15	18	19	19	10	19	20	21	126
15 - 16	24	26	21	23	18	20	24	156
16 - 17	20	30	29	16	20	23	18	156
17 - 18	32	30	23	28	26	30	29	198
18 - 19	33	20	16	16	20	26	25	156
19 - 20	36	21	20	22	17	21	23	160
20 - 21	21	20	8	7	14	22	14	106
21 - 22	20	13	12	12	8	13	22	100
22 - 23	16	9	10	12	5	13	14	79
23 - 24	6	6	3	6	5	9	10	45
Total	414	354	310	295	296	364	371	2,404

Fig. 2.2 - Number of casualty accidents by day of week, 2011

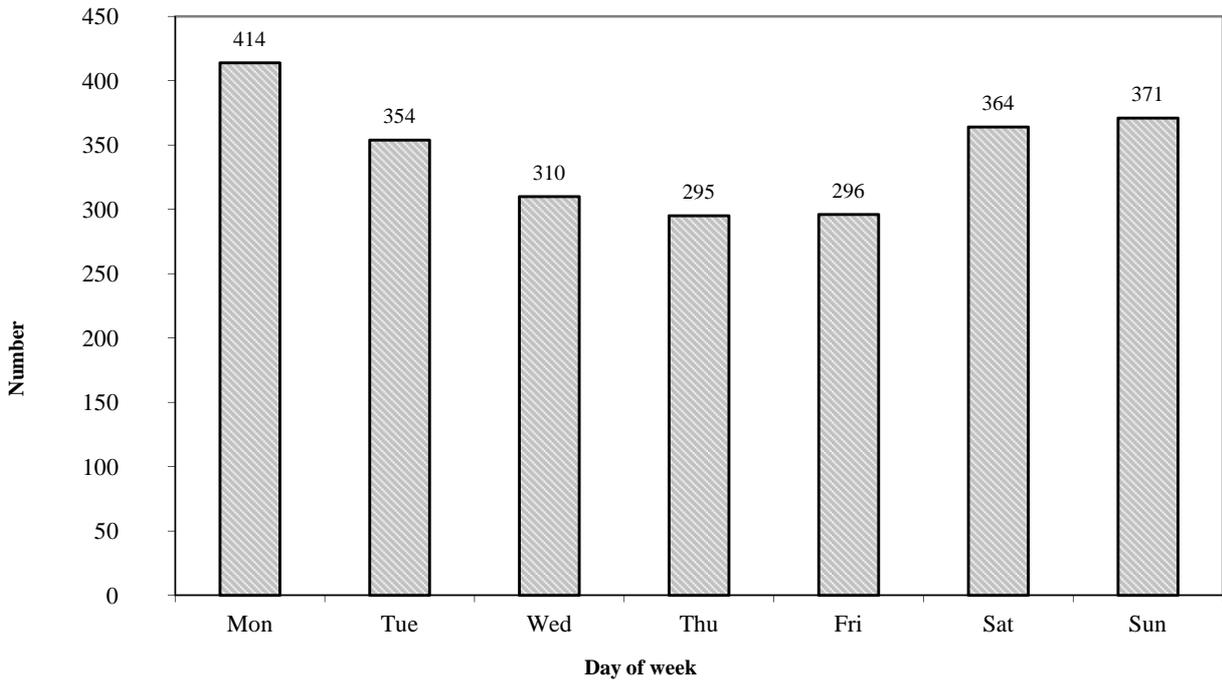


Fig. 2.3 - Number of casualty accidents by time of day, 2011

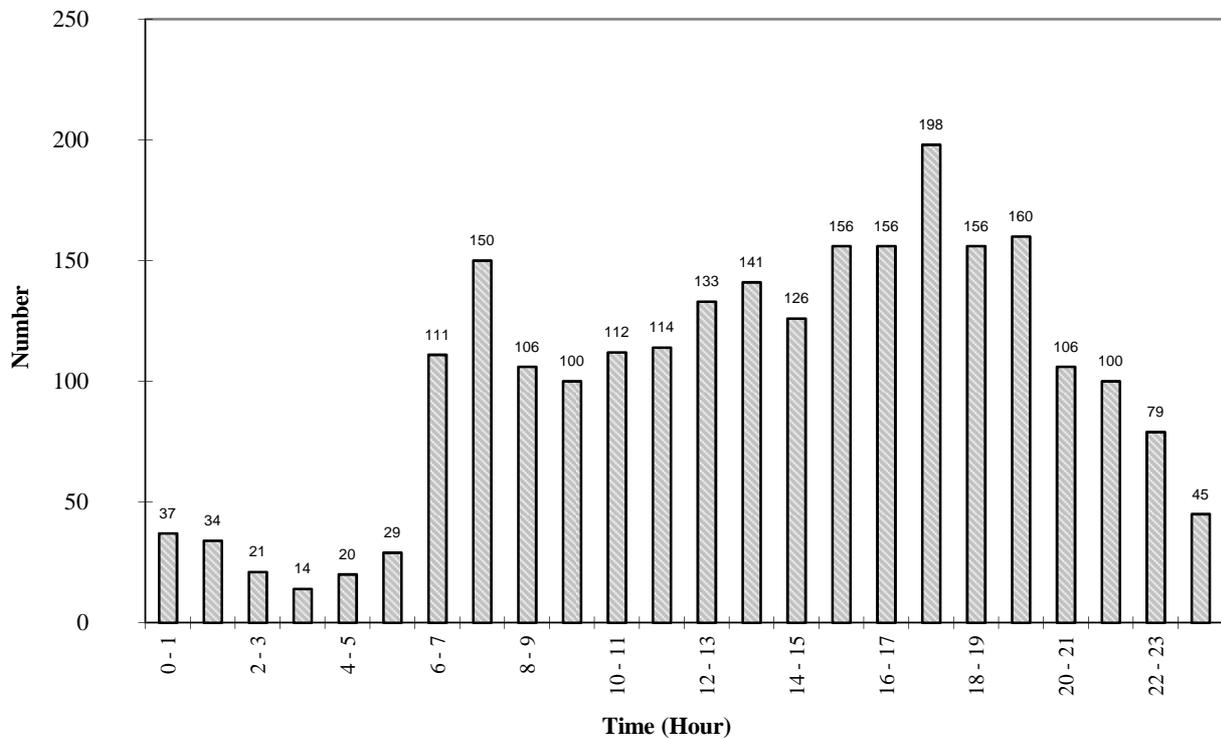


Table 2.7 - Number of accidents by severity of accident, 2007 - 2011

Year	Severity of accident				
	Fatal ¹	Serious	Slight	No injury	Total
2007	133	403	1,654	18,329	20,519
2008	162	380	1,681	18,650	20,873
2009	129	405	1,946	17,062	19,542
2010	151	487	1,911	18,694	21,243
2011	132	407	1,865	19,983	22,387

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 casualty accidents involved in "hit and run" cases by semester, 2010- 2011

Year Accident	2010				2011			
	Jan. - Jun.	Jul. - Dec.	Total	%	Jan. - Jun.	Jul. - Dec.	Total	%
Vehicles v/s pedestrian	54	34	88	54.3	40	39	79	46.7
Vehicles v/s vehicles	42	32	74	45.7	51	39	90	53.3
Total	96	66	162	100.0	91	78	169	100.0

Table 2.9 - Number of accidents by severity of accident and police district, 2010 - 2011

Police district	2010					2011				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury ¹	Total	Fatal	Serious	Slight	No injury ¹	Total
Port Louis (South)	20	28	164	...	212	13	22	165	...	200
Port Louis (North)	17	62	293	...	372	16	42	269	...	327
Pamplemousses /Riviere-Du-Rempart	29	137	317	...	483	34	144	317	...	495
Moka/Flacq	22	55	348	...	425	14	59	329	...	402
Grand-Port/Savanne	26	43	273	...	342	22	46	272	...	340
Upper Plaine -Wilhems	14	79	192	...	285	7	45	149	...	201
Plaine - Wilhems/Black- River	23	83	324	...	430	26	49	364	...	439
Not specified	-	-	-	18,694	18,694	-	-	-	19,983	19,983
Total	151	487	1,911	18,694	21,243	132	407	1,865	19,983	22,387

¹ 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 not available.

Table 2.10 - Number of accidents by severity of accident and weather conditions, 2010 - 2011

Weather conditions	2010					2011				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury ¹	Total	Fatal	Serious	Slight	No injury ¹	Total
Fine	143	443	1,781	...	2,367	117	368	1,688	...	2,173
Rainy	7	43	126	...	176	11	31	139	...	181
Foggy/misty	1	1	2	...	4	-	4	12	...	16
Other	-	-	2	...	2	-	-	2	...	2
Not specified	-	-	-	18,694	18,694	4	4	24	19,983	20,015
Total	151	487	1,911	18,694	21,243	132	407	1,865	19,983	22,387

¹ 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 not available.

Table 2.11 - Number of accidents by severity of accident and light conditions, 2010 - 2011

Light conditions	2010					2011				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury ¹	Total	Fatal	Serious	Slight	No injury ¹	Total
Day light	85	273	1,356	...	1,714	76	275	1,411	...	1,762
Dark - no street lighting	16	40	152	...	208	15	43	80	...	138
Dark - street lighting on	38	128	381	...	547	41	79	342	...	462
Dark -street lighting off	12	46	22	...	80	-	9	25	...	34
Not specified	-	-	-	18,694	18,694	-	1	7	19,983	19,991
Total	151	487	1,911	18,694	21,243	132	407	1,865	19,983	22,387

¹ 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 not available.

Table 2.12 - Number of casualty accidents by type of road, severity of accident and collision type, 2011

Collision type	Type of road									Total
	One Way Street	Two Way Street	Dual Carriage way	One Way Street	Two Way Street	Dual Carriage way	One Way Street	Two Way Street	Dual Carriage way	
	Fatal			Serious			Slight			
Head On	5	45	2	3	129	8	77	585	24	878
Rear End	-	5	-	2	28	4	19	122	12	192
Right Angle	-	2	-	3	22	-	8	71	4	110
Side Swipe	-	2	-	2	17	2	5	83	11	122
Ran Off Road	-	9	-	-	21	3	5	44	6	88
Hit Object in Road	-	2	-	2	11	4	2	27	5	53
Hit Object off Road	1	7	-	-	13	1	1	45	3	71
Hit Parked Vehicle	-	1	-	1	2	1	2	21	1	29
Hit Pedestrian	7	37	2	8	61	2	63	328	12	520
Hit Animal	-	-	-	1	8	-	6	49	-	64
Other	-	4	1	6	40	2	25	192	7	277
Total	13	114	5	28	352	27	213	1,567	85	2,404

Table 2.13 - Number of accidents by severity of accident and type of road, 2010 - 2011

Type of road	2010						2011					
	Length of roads (kms)	Severity of accident					Length of roads (kms)	Severity of accident				
		Fatal	Serious	Slight	No injury ¹	Total		Fatal	Serious	Slight	No injury ¹	Total
Motor-way	75	23	37	127	...	187	82	5	27	87	...	119
Main road	1,014	63	222	879	...	1,164	1,035	111	352	1,553	...	2,016
Secondary road	593	39	136	542	...	717	595	13	24	203	...	240
Other road	398	26	92	363	...	481	400	3	4	22	...	29
Not specified	-	-	-	-	18,694	18,694	-	-	-	-	19,983	19,983
Total	2,080	151	487	1,911	18,694	21,243	2,112	132	407	1,865	19,983	22,387

¹ 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 not available.

Table 2.14 - Number of casualty accidents by degree of casualties and junction type, 2011

Junction type	2011			
	Degree of casualties			
	Fatal	Serious	Slight	Total
Not a Junction	107	287	1,292	1,686
Crossroads	4	35	209	248
T - Junction	13	54	229	296
Staggered - Junction	-	3	15	18
Y - Junction	2	5	24	31
Roundabout	3	18	70	91
Slip Road	2	3	13	18
Private Entrance	1	2	13	16
Total	132	407	1,865	2,404

Table 2.15 - Number of vehicles¹ involved in casualty accidents by type of vehicle, 2010 - 2011

Type of vehicle	2010		2011	
	Number of vehicles	%	Number of vehicles	%
Private car	1,294	32.5	1,257	33.8
Taxi car	95	2.4	96	2.6
Bus	311	7.8	327	8.8
Lorry	120	3.0	108	2.9
Van	500	12.6	302	8.1
Motor/Auto cycle	1,456	36.6	1,455	39.0
Pedal cycle	187	4.7	159	4.3
Other motor vehicle	17	0.4	19	0.5
Other non-motor vehicle	-	-	-	-
All vehicles	3,980	100.0	3,723	100.0

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

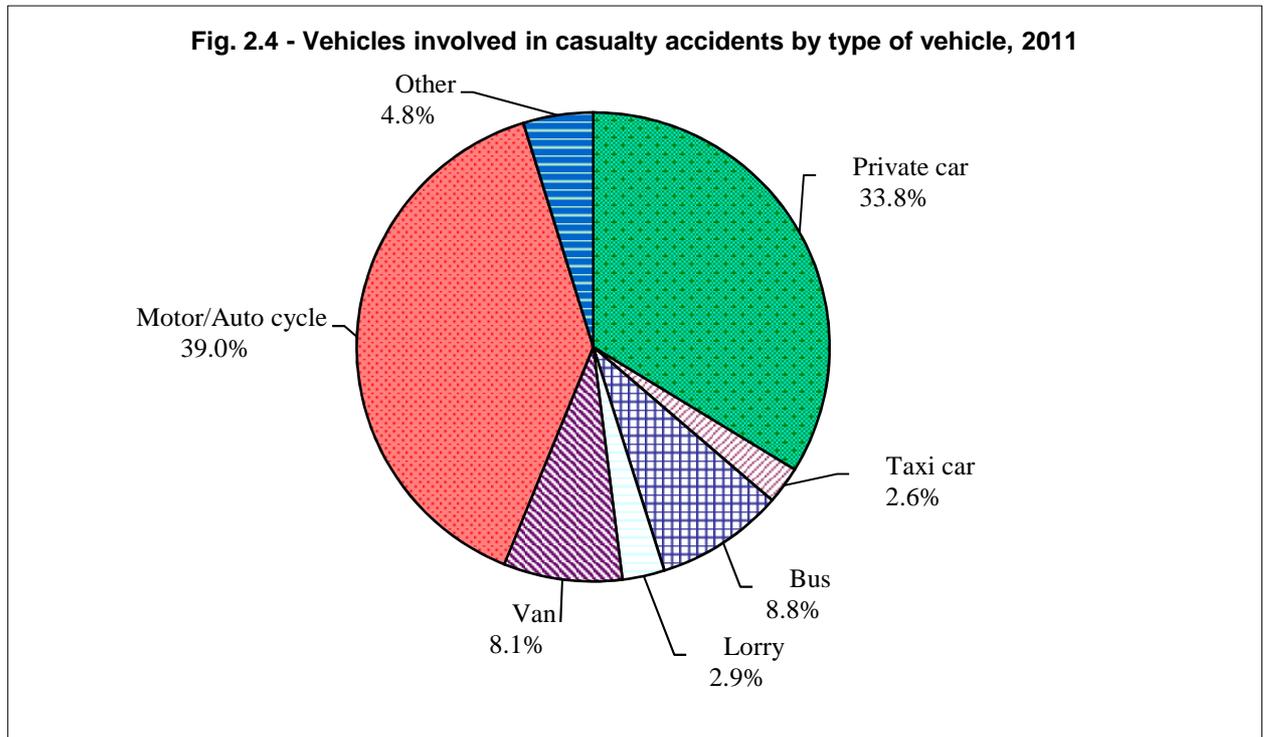


Table 2.16 - Number of motor-vehicles ¹ involved in casualty accidents by type of vehicle and nature of damage, 2011

Type of vehicle	2011			
	Seriously damaged	Slightly damaged	No damage	Total
Private car	227	867	163	1,257
Taxi car	15	50	31	96
Bus	33	226	68	327
Lorry	7	61	40	108
Van	32	190	80	302
Motor/Auto cycle	386	889	180	1,455
Other motor-vehicle	5	12	2	19
All vehicles	705	2,295	564	3,564

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

Note: 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 not available .

Table 2.17 - Number of drivers and riders¹ involved in casualty accidents by age-group and sex, 2011

Age - group (years)	Drivers			Riders			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
15 - 18	9	1	10	64	2	66	73	3	76
19 - 24	170	8	178	327	3	330	497	11	508
25 - 34	559	48	607	430	12	442	989	60	1,049
35 - 44	479	39	518	232	5	237	711	44	755
45 - 54	390	26	416	204	3	207	594	29	623
55 - 60	130	9	139	69	-	69	199	9	208
Over 60	110	5	115	49	-	49	159	5	164
All ages	1,847	136	1,983	1,375	25	1,400	3,222	161	3,383

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

Note: 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 not available.

Table 2.18 - Number of drivers/riders¹ involved in casualty accidents by driving experience and sex, 2011

Driving experience	2011		
	Number of drivers/riders		
	Male	Female	Total
No licence	78	6	84
Learner driver's licence	788	16	804
Full licence	2,482	152	2,634
All categories	3,348	174	3,522

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

Note: 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 not available.

Table 2.19 - Number of casualties by class of road users, 2010- 2011

Class of Road users	2010		2011	
	Number	%	Number	%
Pedestrian	684	18.8	595	17.4
Passenger	1,035	28.4	932	27.2
Driver	500	13.7	526	15.4
Rider (auto/motor cycle)	1,259	34.6	1,228	35.9
Pedal cyclist	162	4.5	141	4.1
All road users	3,640	100.0	3,422	100.0

Fig. 2.5 - Casualties by class of road users, 2011

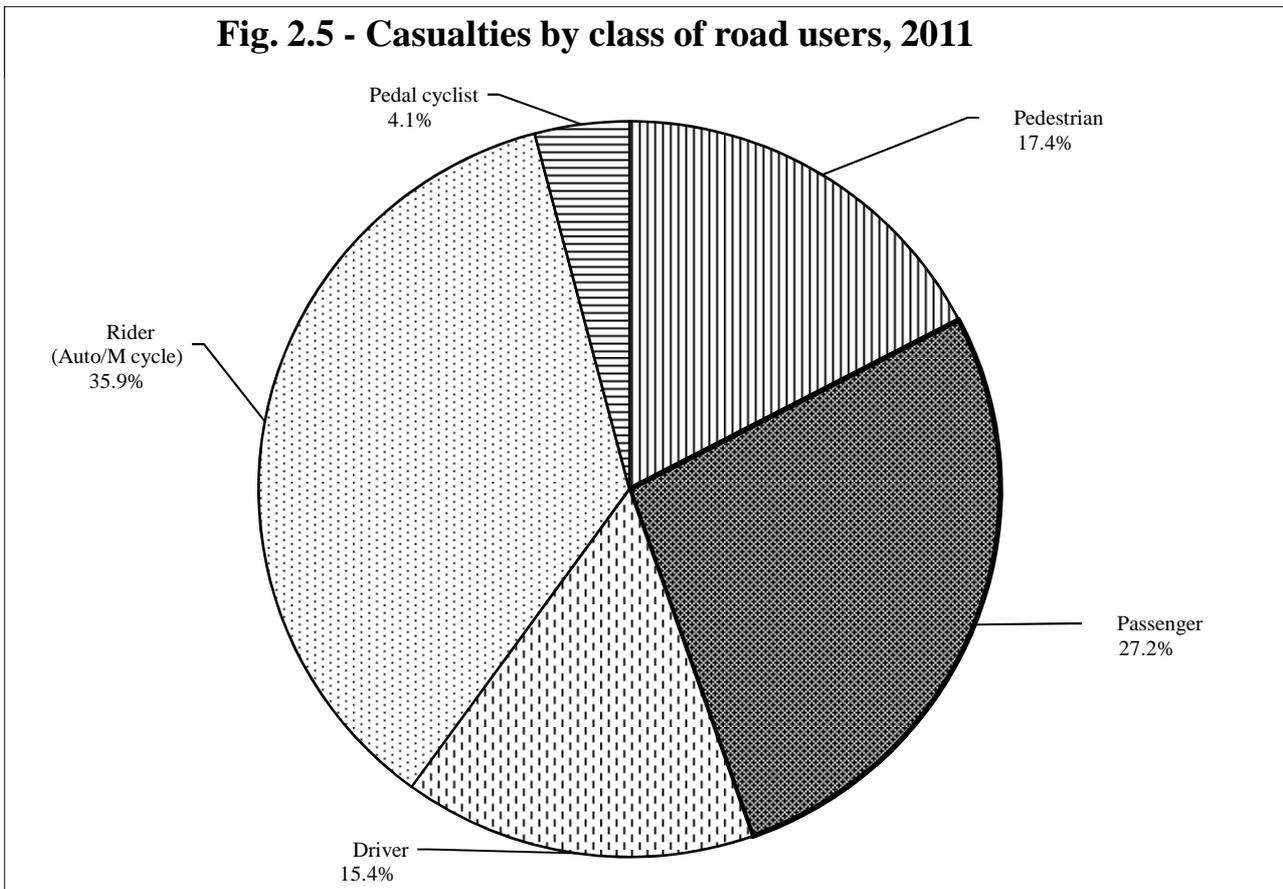


Table 2.20 - Number of casualties by degree of casualty and class of road users, 2010- 2011

Class of Road users	2010					2011				
	Degree of casualty					Degree of casualty				
	Fatal	Seriously injured	Slightly injured	Total	%	Fatal	Seriously injured	Slightly injured	Total	%
Pedestrian	57	119	508	684	18.8	50	68	477	595	17.4
Passenger	22	134	879	1,035	28.4	34	128	770	932	27.2
Driver	16	89	395	500	13.7	16	59	451	526	15.4
Rider (auto / m - cycle)	53	208	998	1,259	34.6	47	205	976	1,228	35.9
Pedal cyclist	10	19	133	162	4.5	5	27	109	141	4.1
All road users	158	569	2,913	3,640	100.0	152	487	2,783	3,422	100.0

Table 2.21 - Number of casualties by class of road users, age-group and sex, 2011

Age-group (years)	Road Users											
	Pedestrian			Passenger			Driver/Rider/Cyclist			Total Casualties		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 7	10	9	19	19	15	34	4	2	6	33	26	59
7 - 12	32	23	55	21	19	40	10	-	10	63	42	105
13 - 20	32	42	74	110	54	164	192	5	197	334	101	435
21 - 40	94	62	156	297	197	494	1,042	45	1,087	1,433	304	1,737
41 - 50	65	33	98	53	51	104	305	7	312	423	91	514
51 - 60	59	36	95	23	31	54	190	8	198	272	75	347
Over 60	50	48	98	17	25	42	83	2	85	150	75	225
All ages	342	253	595	540	392	932	1,826	69	1,895	2,708	714	3,422

Table 2.22 - Number of pedestrian casualties by age-group, 2010 - 2011

Age-group (years)	2010			2011		
	Population (mid year)	Pedestrian casualties		Population (mid year)	Pedestrian casualties	
		Number	Per 100,000 population		Number	Per 100,000 population
Under 7	113,952	32	28	109,607	19	17
7 - 12	112,733	84	75	111,931	55	49
13 - 20	163,726	89	54	162,093	74	46
21 - 40	386,729	199	51	387,550	156	40
41 - 50	190,604	96	50	190,987	98	51
51 - 60	148,644	85	57	152,558	95	62
Over 60	126,696	99	78	133,400	98	73
All ages	1,243,084	684	55	1,248,126	595	48

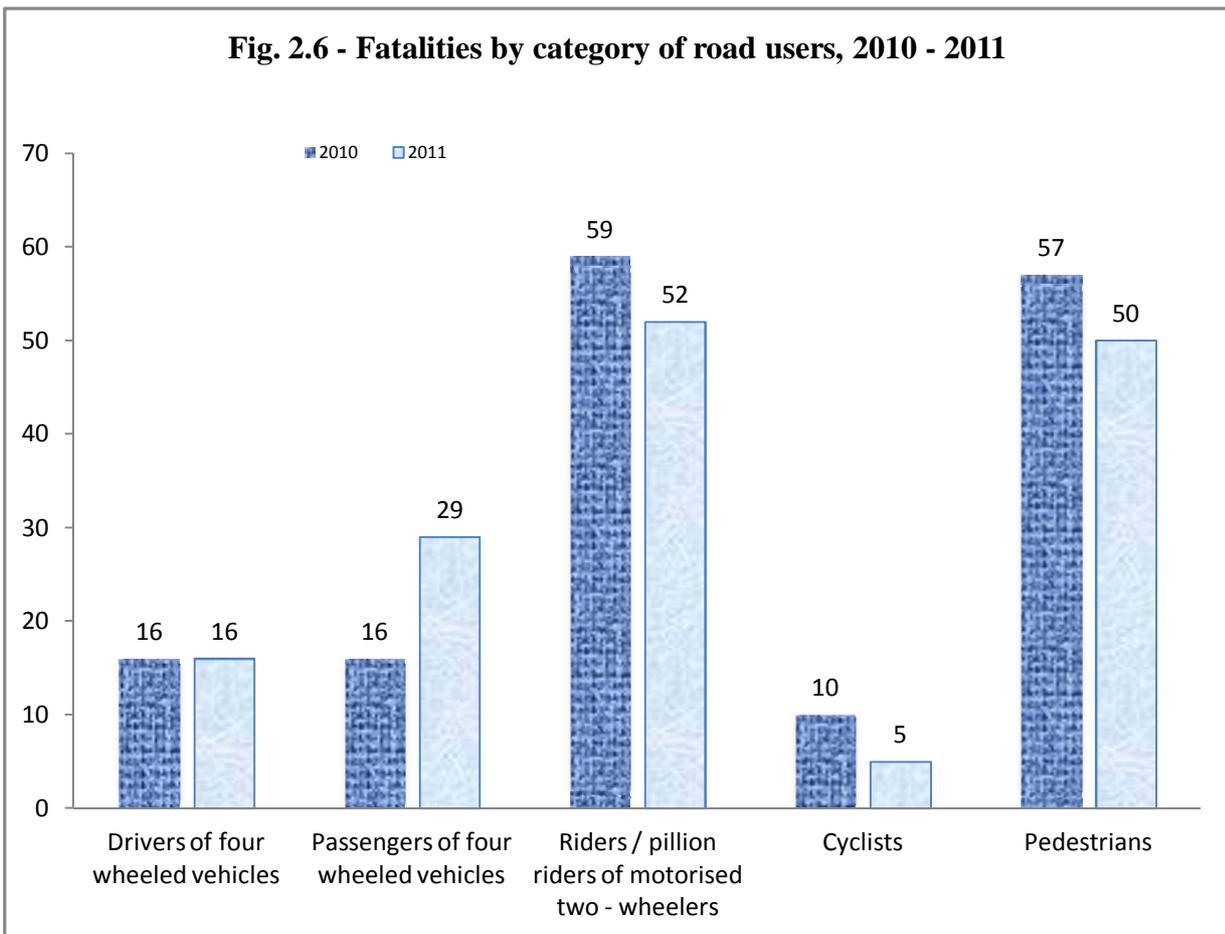
Table 2.23 - Number of fatalities by class of road users, age-group and sex, 2011

Age-group (years)	Road Users											
	Pedestrian			Passenger			Driver/Rider/Cyclist			Total Casualties		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 7	-	-	-	1	-	1	-	-	-	1	-	1
7 - 12	-	-	-	-	-	-	-	-	-	-	-	-
13 - 20	3	-	3	2	1	3	3	-	3	8	1	9
21 - 40	9	2	11	23	4	27	32	3	35	64	9	73
41 - 50	8	1	9	-	-	-	16	-	16	24	1	25
51 - 60	8	1	9	-	1	1	6	-	6	14	2	16
Over 60	8	10	18	1	1	2	8	-	8	17	11	28
All ages	36	14	50	27	7	34	65	3	68	128	24	152

Table 2.24 - Fatalities by category of road users, 2010 - 2011

Category of road users	Fatalities			
	2010		2011	
	Number	%	Number	%
Drivers of four wheeled vehicles	16	10.1	16	10.5
Passengers of four wheeled vehicles	16	10.1	29	19.1
Riders / pillion riders of motorised two - wheelers	59	37.3	52	34.2
Cyclists	10	6.3	5	3.3
Pedestrians	57	36.1	50	32.9
All road users	158	100.0	152	100.0

Fig. 2.6 - Fatalities by category of road users, 2010 - 2011



Tab 2.25 - Number of fatalities by Police district and class of road users, 2010 - 2011

Police district	2010						2011					
	Class of road users						Class of road users					
	Pedestrian	Passengers	Drivers	Riders	Pedal Cyclist	All Road Users	Pedestrian	Passengers	Drivers	Riders	Pedal Cyclist	All Road Users
Port Louis (South)	13	-	2	5	-	20	9	1	-	2	1	13
Port Louis (North)	6	1	-	10	2	19	4	3	1	5	2	15
Pamplemousses/Riviere Du Rempart	4	6	3	17	-	30	8	7	3	18	1	37
Moka/Flacq	8	3	4	5	2	22	4	13	5	5	-	27
Grand-Port/Savanne	11	4	2	4	5	26	10	4	3	7	-	24
Upper Plaine -Wilhems	7	1	2	3	1	14	5	1	-	1	1	8
Plaine -Wilhems/Black-River	8	7	3	9	-	27	10	5	4	9	-	28
Total	57	22	16	53	10	158	50	34	16	47	5	152

PART III

PETROLEUM PRODUCTS

Table 3.1 - Evolution of price and sales of gasoline and gas oil, 2007 - 2011

Year		Gasolene		Gas oil	
		Price (Rs/Litre)	Sales (000 Litre)	Price (Rs/Litre)	Sales (000 Litre)
2007	4-Jan-2007	32.50	136,979	26.50	219,239
	3-Apr-2007	32.50		28.35	
	3-Jul-2007	39.00		29.70	
	2-Oct-2007	41.50		31.55	
2008	4-Jan-2008	41.50	138,051	35.60	217,647
	2-Apr-2008	41.50		35.60	
	2-Jul-2008	49.50		42.70	
	2-Oct-2008	46.80		51.20	
	1-Nov-2008	39.80		41.00	
	2-Dec-2008	36.85		37.95	
2009	6-Jan-2009	34.10	151,994	35.15	219,366
	4-Feb-2009	36.65		33.15	
	4-Mar-2009	36.65		32.30	
	3-Apr-2009	39.35		34.70	
	5-May-2009	39.35		34.70	
	3-Jun-2009	42.30		35.65	
	3-Jul-2009	45.45		38.30	
	4-Aug-2009	42.05		35.45	
	3-Sep-2009	45.20		38.10	
	3-Oct-2009	41.85		35.25	
	5-Nov-2009	38.75		35.25	
	2-Dec-2009	41.65		32.65	
2010	6-Jan-2010	40.40	161,142	32.65	226,677
	4-Feb-2010	43.40		32.65	
	3-Mar-2010	43.40		34.40	
	3-Apr-2010	46.65		34.40	
	8-May-2010	43.15		36.95	
	3-Jun-2010	46.35		39.70	
	3-Jul-2010	42.90		36.75	
	4-Aug-2010	46.10		34.00	
	3-Sep-2010	42.65		35.50	
	5-Oct-2010	44.70		35.50	
2011	22-Jan-2011	48.50	166,889	39.90	222,981
	14-Mar-2011	51.30		43.50	
	29-Mar-2011	49.30		41.20	
	27-Dec-2011	49.30		41.20	

Table 3.2 - Imports of motor spirit and gas oil by country of origin , 2010 - 2011

Item	Country of origin	2010		2011 ¹	
		Quantity ('000 Litres)	Value (C.I.F, Rs '000)	Quantity ('000 Litres)	Value (C.I.F, Rs '000)
Motor spirit (Gasolene)	India	157,301	3,084,361	151,337	3,431,101
Gas oil	India	372,700	6,945,099	374,864	8,685,719

¹ Provisional

Table 3.3 - Imports of lubricating oils and greases by country of origin, 2010 - 2011

(C.I.F. Value Rs '000)

Item	Country of origin	Unit	2010 ¹		2011 ²	
			Quantity	Value	Quantity	Value
Lubricating oil containing not less than 70% by weight of petroleum products	Belgium	M/ton	82	5,691	107	7,993
	France	"	236	20,759	374	32,941
	India	"	320	13,790	403	20,616
	Indonesia	"	18	1,612	15	1215
	Japan	"	38	4,980	27	4,337
	Kenya	"	47	2768	92	4,238
	Malaysia	"	166	5,521	112	4,460
	Singapore	"	2,196	145,292	1,941	160,638
	South Africa Rep.	"	3,329	209,610	2,586	194,984
	Thailand	"	732	36,062	16	923
	Turkey	"	88	3,961	91	4,453
	United Kingdom	"	574	28,203	441	25,740
	United States	"	52	7,750	68	15,236
	United Arab Emirates	"	13	2,220	11	1,675
	Other countries	"	198	18,201	218	18,713
			8,089	506,420	6,502	498,162
Lubricating greases containing not less than 70% by weight of petroleum products	Belgium	M/ton	11	1,334	-	-
	China	"	2	345	1	196
	France	"	2	655	3	872
	India	"	28	1,432	1	41
	South Africa Rep.	"	57	6,823	137	14,807
	Turkey	"	2	134	2	101
	United Arab Emirates	"	9	560	29	1,672
	United Kingdom	"	1	574	4	1,083
	United States	"	3	531	5	577
	Other countries	"	4	829	6	1,219
			119	13,217	188	20,568

¹ revised

² provisional

