

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

January – June 2013

1. Vehicles registered as at June 2013

At the end of June 2013 there were 432,331 vehicles registered at the National Transport Authority (NTA). This represents a net increase of 10,405 vehicles (2.5%) as compared to end of year 2012 when the number of registered vehicles was 421,926 (Table 1.1).

During the first semester of 2013, the fleet was strengthened with the registration of 12,856 vehicles, of which 8,935 (69.5%) were new, 3,474 (27.0%) were imported second-hand and 447 (3.5%) were re-registered vehicles; i.e., those which had been previously put off the road. During the same period 2,451 vehicles were put off the road. The net addition to the existing fleet worked out to 10,405 vehicles (Table 1.1).

2. Composition of fleet

A breakdown of the fleet by type of vehicle is given in Table 1.2. At the end of June 2013, the fleet consisted of 47.2% (204,274) cars, double cab pickup and dual purpose vehicles and 41.0% (177,184) auto/motor cycles. The remaining 11.8% comprised vans (26,465), lorries and trucks (14,007), buses (2,958) and other vehicles (7,443). It is to be noted that, prior to year 2013, double cab pickup was included in dual purpose vehicles.

3. Vehicles used for transport of passengers

3.1 *Cars, double cap pickup and dual purpose vehicles*

At the end of June 2013, the number of cars, double cab pickup and dual purpose vehicles was 204,274, a rise of 3.2% over the figure of 197,849 as at end of December 2012. This increase resulted from the registration of 7,322 such vehicles (3,957 new, 3,163 imported second-hand and 202 re-registered), partly offset by 897 vehicles that were put off the road.

3.2 *Buses*

At the end of June 2013, there were 2,958 registered buses, out of which 1,886 or 63.8% were 'public' buses operating with a road service licence. During the first semester of 2012, some 49 new buses were registered while 48 buses were put off the road.

4. Motor cycles and auto cycles

At the end of June 2013, there were 177,184 motor cycles and auto cycles. This represents a net increase of 3,676 (+2.1%) against 173,508 at the end of December 2012.

5. Road traffic accidents

The number of road accidents registered during the first semester of 2013 went up by 5.5% to reach 11,246 as compared to 10,662 recorded during the corresponding period of 2012. Among these accidents, the majority, 9,979 (88.7%) were non-injury, 67 fatal, 206 caused serious injuries and 994 slight injuries.

Compared to the same period of 2012, the total number of road accidents rose by 5.5%. Casualty accidents went down by 1.4% while non-injury accidents rose by 6.4%. The number of fatal and slight injury accidents increased by 4.7% and 1.2% respectively whilst serious injury accidents went down by 13.8% (Table 2.1)

6. Vehicles involved in road accidents

During the first semester of 2013, the total number of vehicles (both motor and non-motor) involved in road accidents was 21,853 (+5.6%) against 20,690 in the corresponding period of the preceding year. The number of motor vehicles involved in accidents resulting in casualties was 1,815 (-2.2%) during the first semester of 2013 against 1,856 for the same period of 2012. Table 2.3 shows that 33.7% of these vehicles were private cars, another 40.1% were motor/auto cycles and 11.2% were vans.

7. Casualties

The number of casualties (fatalities and persons injured as a result of road accidents) went down by 2.0% from 1,792 during the first semester of 2012 to 1,756 during the corresponding period of 2013. Among the casualties, 82 were fatal, 251 were seriously injured and the remaining 1,423 were slightly injured.

Compared to the corresponding period of 2012, the number of persons who died as a result of road accidents went up by 18.8% from 69 to 82. On the other hand the number of seriously injured persons decreased by 13.1% from 289 to 251 and that of slightly injured persons by 0.8% from 1,434 to 1,423 (Table 2.1).

Table 2.4 reveals that, among the casualties during the first semester of 2013, some 23.1% were passengers, 40.7% riders of auto/motor cycles, 16.6% pedestrians, 14.8% drivers and 4.8% pedal cyclists.

Out of the 82 persons killed in road accidents during the first semester of 2013, 25 were passengers, 25 were pedestrians and 22 were riders/pillion riders of motorised two wheelers (Table 2.6).

8. Hit and run cases of accidents causing casualties

During the first six months of 2013, some 90 'hit and run' cases causing casualties were reported as compared to 88 during the same period of 2012. Out of these 90 cases, 57.8% (52) involved vehicles only while the other 42.2% (38) involved both vehicles and pedestrians (Table 2.5).

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Explanatory Notes

A. Vehicle Statistics

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

2. **Vehicles include:**

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

3. Definition of some types of vehicles according to the Road Traffic Act 1962.

(a) **Motor cycle**

A motor cycle is a mechanically propelled vehicle, other than an auticycle or a vehicle classified as an invalid carriage, with not more than four wheels and whose unladen weight does not exceed 400 kilograms.

(b) **Auto cycle**

An auticycle is a two wheeled motor vehicle, with or without pedals, whose engine capacity does not exceed 50 cubic centimetres.

(c) **Heavy motor car**

A heavy motor car is a vehicle of the bus type designed to carry passengers but not for hire or reward.

(d) **Dual purpose vehicle**

A dual purpose vehicle is essentially a car but it is so designed to be capable of carrying a certain load of goods.

(e) **Double cab pickup**

Double cab pickup means a motor vehicle which has –

- (i) a front passenger cabin which contain 2 rows of seats and is capable of seating a maximum of 4 persons excluding the driver,
- (ii) at least 2 doors capable of being opened separately; and
- (iii) an open pickup area behind the passenger cabin.

B. Road Traffic Accidents

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

2. Road Traffic Accident

A road traffic accident is an accident between two or more vehicles, a vehicle and a cyclist, a vehicle and a pedestrian, a vehicle and a fixed object such as a bridge, building, tree, post, etc, or a single vehicle that overturned on or near a public road.

3. Severity of accident

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

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

Serious injury accident - An injury accident for which a person is admitted to hospital as an 'in-patient' for more than 24 hours.

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

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

4. Casualty

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

Fatality - Any person killed during an accident, or within 30 days (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.

Table 1.1 - Vehicles¹ registered as at June 2013

| Type of vehicle | No. of vehicles at 31.12.12 | New vehicles Jan. - June 13 | Imported second-hand vehicles Jan. - June 13 | Re - registered vehicles ² Jan. - June 13 | Vehicles off the road ³ Jan. - June 13 | No. of vehicles at 30.06.13 | Net addition Jan. - June 2013 |
|--------------------------------|-----------------------------|-----------------------------|--|--|---|-----------------------------|-------------------------------|
| Car | 147,733 | 3,288 | 3,111 | 153 | 583 | 153,702 | 5,969 |
| Dual purpose vehicle | 50,116 | 58 | 38 | 22 | 312 | 49,922 | - 194 |
| Double cab pickup ⁴ | - | 611 | 14 | 27 | 2 | 650 | 650 |
| Motor cycle | 59,637 | 3,252 | 34 | 167 | 352 | 62,738 | 3,101 |
| Auto cycle | 113,871 | 1,285 | 3 | 3 | 716 | 114,446 | 575 |
| Lorry and truck | 13,902 | 97 | 65 | 32 | 89 | 14,007 | 105 |
| Van | 26,293 | 232 | 170 | 23 | 253 | 26,465 | 172 |
| Bus | 2,957 | 49 | - | - | 48 | 2,958 | 1 |
| Other | 7,417 | 63 | 39 | 20 | 96 | 7,443 | 26 |
| Total | 421,926 | 8,935 | 3,474 | 447 | 2,451 | 432,331 | 10,405 |

¹ Excluding pedal cycles, but including government vehicles.

² Refers to re-registration of vehicles previously off the road.

³ Unlicensed either temporarily or permanently.

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

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

Table 1.2 - Vehicles ¹ registered by type, December 2003 - December 2012 and June 2013

| Type of vehicle | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 (June) |
|-----------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Car <i>(of which taxi car)</i> | 68,524 <i>(5,979)</i> | 77,342 <i>(6,482)</i> | 84,818 <i>(6,798)</i> | 91,911 <i>(6,860)</i> | 99,770 <i>(6,885)</i> | 109,507 <i>(6,941)</i> | 117,890 <i>(6,921)</i> | 127,363 <i>(6,924)</i> | 136,225 <i>(6,907)</i> | 147,733 <i>(6,905)</i> | 153,702 <i>(6,912)</i> |
| Dual purpose vehicle | 39,383 | 40,667 | 42,026 | 43,221 | 44,635 | 46,021 | 47,146 | 48,271 | 49,132 | 50,116 | 49,922 |
| Double cab pickup ² | - | - | - | - | - | - | - | - | - | - | 650 |
| Heavy motor car | 958 | 1,020 | 1,045 | 1,118 | 1,223 | 1,290 | 1,275 | 1,249 | 1,230 | 1,244 | 1,248 |
| Motor cycle | 26,744 | 28,646 | 30,927 | 33,936 | 36,969 | 40,804 | 44,222 | 48,655 | 53,410 | 59,637 | 62,738 |
| Auto cycle | 98,858 | 100,854 | 102,503 | 104,238 | 105,637 | 107,184 | 108,713 | 110,674 | 112,296 | 113,871 | 114,446 |
| Lorry and truck | 11,501 | 11,774 | 12,047 | 12,272 | 12,536 | 12,726 | 12,950 | 13,186 | 13,539 | 13,902 | 14,007 |
| Van | 22,496 | 23,326 | 23,989 | 24,522 | 24,934 | 25,334 | 25,622 | 25,914 | 26,090 | 26,293 | 26,465 |
| Bus | 2,460 | 2,457 | 2,560 | 2,612 | 2,753 | 2,762 | 2,803 | 2,845 | 2,912 | 2,957 | 2,958 |
| Tractor and dumper | 2,877 | 2,935 | 2,982 | 3,001 | 3,025 | 3,045 | 3,102 | 3,119 | 3,173 | 3,202 | 3,208 |
| Prime mover | 369 | 388 | 412 | 436 | 452 | 505 | 558 | 596 | 650 | 689 | 700 |
| Trailer | 1,772 | 1,771 | 1,765 | 1,756 | 1,795 | 1,809 | 1,823 | 1,821 | 1,834 | 1,845 | 1,849 |
| Road roller | 100 | 99 | 96 | 96 | 96 | 96 | 97 | 98 | 99 | 101 | 101 |
| Other | 329 | 326 | 326 | 321 | 320 | 323 | 319 | 324 | 329 | 336 | 337 |
| TOTAL | 276,371 | 291,605 | 305,496 | 319,440 | 334,145 | 351,406 | 366,520 | 384,115 | 400,919 | 421,926 | 432,331 |

¹ Excluding pedal cycles, but including government vehicles.

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

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

Table 1.3 - Registration of vehicles by type, Jan. - June 2012 and Jan. - June 2013

| Type of vehicle | New vehicles registered | | Imported second - hand vehicles registered | | Re -registration of vehicles ¹ | | Vehicles put off the road ³ | |
|--------------------------------|-------------------------|--------------|--|--------------|---|-------------|--|--------------|
| | Jan. - June | Jan. - June | Jan. - June | Jan. - June | Jan. - June | Jan. - June | Jan. - June | Jan. - June |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Car | 3,621 | 3,288 | 2,360 | 3,111 | 188 | 153 | 567 | 583 |
| Dual purpose vehicle | 664 | 58 | 33 | 38 | 75 | 22 | 339 | 312 |
| Double cab pickup ² | - | 611 | - | 14 | - | 27 | - | 2 |
| Motor cycle | 3,411 | 3,252 | 27 | 34 | 198 | 167 | 362 | 352 |
| Auto cycle | 1,664 | 1,285 | 4 | 3 | 1 | 3 | 729 | 716 |
| Lorry and truck | 189 | 97 | 115 | 65 | 36 | 32 | 102 | 89 |
| Van | 150 | 232 | 78 | 170 | 58 | 23 | 257 | 253 |
| Bus | 96 | 49 | - | - | - | - | 56 | 48 |
| Other | 85 | 63 | 38 | 39 | 27 | 20 | 98 | 96 |
| Total | 9,880 | 8,935 | 2,655 | 3,474 | 583 | 447 | 2,510 | 2,451 |

¹ Refers to re-registration of vehicles previously off the road.

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

Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

³ Unlicensed either temporarily or permanently.

Table 2.1 - Road traffic accidents¹, Jan. - June 2012 and Jan. - June 2013

| | Jan. - June 2012 ³ | Jan. - June 2013 ⁴ | Change ⁴ | |
|--|----------------------------------|----------------------------------|---------------------|-------------|
| | | | Number | % |
| 1. Road traffic accidents | 10,662 | 11,246 | 584 | 5.5 |
| of which | | | | |
| Casualty accidents | 1,285 | 1,267 | -18 | -1.4 |
| <i>Fatal accident²</i> | 64 | 67 | 3 | 4.7 |
| <i>Serious injury accident</i> | 239 | 206 | -33 | -13.8 |
| <i>Slight injury accident</i> | 982 | 994 | 12 | 1.2 |
| Non injury accident | 9,377 | 9,979 | 602 | 6.4 |
| 2. Vehicles involved in accidents | 20,690 | 21,853 | 1,163 | 5.6 |
| of which | | | | |
| <i>Motor Vehicles</i> | 20,610 | 21,773 | 1,163 | 5.6 |
| <i>Motor-vehicles involved in casualty accidents</i> | 1,856 | 1,815 | -41 | -2.2 |
| 3. Casualties | 1,792 | 1,756 | -36 | -2.0 |
| <i>Fatal²</i> | 69 | 82 | 13 | 18.8 |
| <i>Seriously injured</i> | 289 | 251 | -38 | -13.1 |
| <i>Slightly injured</i> | 1,434 | 1,423 | -11 | -0.8 |

¹ Exclude accidents involving bicycles only or bicycle and pedestrian.

² Based on definition of fatal accidents where death occurred within 30 days.

³ Revised

⁴ Provisional

Table 2.2 - Road traffic accidents ¹ and casualties, 2003- 2012, Jan. - June 2013

| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 ⁴ | 2012 ⁴ | 2013 ⁵ Jan.-June |
|--|--------|--------|--------|--------|--------|--------|--------|--------|-------------------|-------------------|--------------------------------|
| 1. Road traffic accidents : | | | | | | | | | | | |
| Number | 19,178 | 19,495 | 22,554 | 20,242 | 20,519 | 20,873 | 19,542 | 21,243 | 22,387 | 21,056 | 11,246 |
| Rate per 100,000 population | 1,616 | 1,629 | 1,869 | 1,665 | 1,678 | 1,696 | 1,579 | 1,709 | 1,794 | 1,680 | N/A |
| Rate per 1,000 registered motor vehicles | 72 | 69 | 76 | 65 | 63 | 61 | 54 | 57 | 57 | 51 | N/A |
| 2. Motor vehicle involved : | | | | | | | | | | | |
| Number | 35,239 | 35,506 | 43,741 | 40,023 | 41,178 | 42,910 | 38,058 | 41,263 | 41,294 | 40,386 | 21,773 |
| Rate per 1,000 registered motor vehicles | 133 | 126 | 148 | 129 | 127 | 125 | 106 | 110 | 106 | 99 | N/A |
| 3. Casualties : | | | | | | | | | | | |
| Total number of casualties | 2,698 | 2,951 | 2,760 | 2,522 | 3,055 | 3,435 | 3,661 | 3,640 | 3,422 | 3,653 | 1,756 |
| of which | | | | | | | | | | | |
| <i>Fatal</i> ² | 131 | 144 | 136 | 134 | 140 | 168 | 140 | 158 | 152 | 156 | 82 |
| <i>Seriously injured</i> | 291 | 245 | 358 | 348 | 500 | 512 | 516 | 569 | 487 | 549 | 251 |
| <i>Slightly injured</i> | 2,276 | 2,562 | 2,266 | 2,040 | 2,415 | 2,755 | 3,005 | 2,913 | 2,783 | 2,948 | 1,423 |
| 4. Fatality : | | | | | | | | | | | |
| Rate per 100,000 population | 11.0 | 12.0 | 11.3 | 11.0 | 11.4 | 13.6 | 11.3 | 12.7 | 12.2 | 12.5 | N/A |
| Rate per 1,000 registered motor vehicles | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | N/A |
| Fatality index ³ | 4.8 | 4.9 | 4.9 | 5.3 | 4.6 | 4.9 | 3.8 | 4.3 | 4.4 | 4.3 | N/A |

¹ Exclude accidents involving bicycles only or bicycle and pedestrian.

² As from 2002, figures are based on definition of fatal accidents where deaths occurred within 30 days.

³ Fatality index is the number of fatalities per 100 casualties.

N / A : Not applicable

⁴ Revised

⁵ Provisional

Table 2.3 - Number of vehicles¹ involved in accidents (causing casualties) by type, January 2012 - June 2013

| Type of vehicle | 2012 ² | | | | | | 2013 ³ | |
|-----------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|
| | Jan. - June | | Jul. - Dec. | | Year | | Jan. - June | |
| | Number | % | Number | % | Number | % | Number | % |
| Private car | 666 | 34.4 | 682 | 34.0 | 1,348 | 34.2 | 639 | 33.7 |
| Taxi car | 41 | 2.1 | 37 | 1.8 | 78 | 2.0 | 36 | 1.9 |
| Bus | 129 | 6.7 | 124 | 6.1 | 253 | 6.4 | 110 | 5.8 |
| Lorry | 37 | 1.9 | 56 | 2.8 | 93 | 2.3 | 37 | 2.0 |
| Van | 124 | 6.4 | 122 | 6.1 | 246 | 6.2 | 212 | 11.2 |
| Motor/auto cycle | 764 | 39.5 | 789 | 39.3 | 1,553 | 39.4 | 760 | 40.1 |
| Other motor vehicles | 95 | 4.9 | 90 | 4.5 | 185 | 4.7 | 21 | 1.1 |
| Total motor vehicles | 1,856 | 95.9 | 1,900 | 94.6 | 3,756 | 95.2 | 1,815 | 95.8 |
| Pedal cycle | 80 | 4.1 | 108 | 5.4 | 188 | 4.8 | 80 | 4.2 |
| Other non motor vehicles | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| All vehicles | 1,936 | 100.0 | 2,008 | 100.0 | 3,944 | 100.0 | 1,895 | 100.0 |

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

² Revised.

³ Provisional

Table 2.4 - Number of casualties by class of road users, January 2012 - June 2013

| Class of road users | 2012 ¹ | | | | 2013 ² | |
|--------------------------|-------------------|--------------|--------------|--------------|-------------------|--------------|
| | Jan. - June | | Jul. - Dec. | | Jan. - June | |
| | Number | % | Number | % | Number | % |
| Pedestrian | 334 | 18.6 | 318 | 17.1 | 292 | 16.6 |
| Passenger | 401 | 22.4 | 453 | 24.3 | 406 | 23.1 |
| Driver | 293 | 16.4 | 277 | 14.9 | 260 | 14.8 |
| Rider (auto/motor cycle) | 686 | 38.3 | 708 | 38.1 | 714 | 40.7 |
| Pedal cyclist | 78 | 4.4 | 105 | 5.6 | 84 | 4.8 |
| All road users | 1,792 | 100.0 | 1,861 | 100.0 | 1,756 | 100.0 |

¹ Revised.

² Provisional

Table 2.5 - Casualty accidents involved in "hit and run" cases, January 2012 - June 2013

| Accident | 2012 ¹ | | | | 2013 ² | |
|--------------------------|-------------------|--------------|-------------|--------------|-------------------|--------------|
| | Jan. - June | | Jul. - Dec. | | Jan. - June | |
| | Number | % | Number | % | Number | % |
| Vehicles v/s pedestrians | 38 | 43.2 | 55 | 50.9 | 38 | 42.2 |
| Vehicles v/s vehicles | 50 | 56.8 | 53 | 49.1 | 52 | 57.8 |
| Total | 88 | 100.0 | 108 | 100.0 | 90 | 100.0 |

¹ Revised.

² Provisional

Table 2.6 - Number of fatalities by category of road users and age-group, January to June 2013

| Category of road users Age - group (years) | Cyclists | Drivers of four wheeled vehicles | Passengers of four wheeled vehicles | Pedestrians | Riders / pillion riders of motorised two - wheelers | Total |
|---|-----------------|---|--|--------------------|--|--------------|
| Under 7 | - | - | 1 | - | - | 1 |
| 7 - 12 | - | - | 1 | - | 1 | 2 |
| 13 - 20 | - | - | 1 | - | 4 | 5 |
| 21 - 40 | 4 | 3 | 9 | 2 | 9 | 27 |
| 41 - 50 | - | 1 | 8 | 2 | 5 | 16 |
| 51 - 60 | 1 | - | 4 | 4 | 1 | 10 |
| Over 60 | 1 | - | 1 | 17 | 2 | 21 |
| All ages | 6 | 4 | 25 | 25 | 22 | 82 |