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Ministry of Economic Planning and Development

CENTRAL STATISTICAL OFFICE

DIGEST OF ROAD TRANSPORT STATISTICS

1985

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DIGEST OF ROAD TRANSPORT STATISTICS - 1985
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This is the second issue of a regular publication of the Central Statistical Office on Road Transport Statistics.

The digest attempts to bring together all available statistics on road transport and road traffic accidents in a single report. It therefore contains information on different types of vehicles, public bus operation, the evolution of bus fares and road traffic accidents.

The detailed data on road traffic accidents relates to the year 1985. These data were collected from all police stations of the island through a form designed specially for the purpose. They have been processed by the micro-computer of the Traffic Management Unit of the Ministry of Works.

In this issue a new table has been included on the age-distribution of cars and dual purpose vehicles as at 31st December, 1985.

All figures in this digest are the latest available as at the end of April 1986. Some of the figures are therefore provisional and subject to revision in later issues. Figures in successive issues of the digest supersede those appearing in previous ones.

It is hoped that the statistics which have been assembled in this report will be of valuable help to the public in general and to planners and policy-makers in particular.

The production of this digest has required the co-operation and assistance of the National Transport Authority and the Traffic Management Unit of the Ministry of Works as well as those of the Police. Such co-operation and assistance are gratefully acknowledged here.

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July 1986

NOTES

ABBREVIATIONS

The following abbreviations are used:

No : Number

000 : Thousand

% : Percentage

Km : Kilometre

M/ton : Metric ton: 1,000 kilos

Rs : Rupees

c.i.f.: cost, insurance and freight

Road Transport Statistics, 1985

A. Vehicles on register as at 31st December 1985

At the end of December 1985, there were 75,595 vehicles registered at the National Transport Authority compared to 74,369 at the end of 1984, representing an increase of 1.6% over the previous year. The breakdown by type of vehicles shows that 45% (33,902) of the total vehicles were passenger cars (26,455 cars and 7,527 dual purpose vehicles), 38% two wheelers (8,996 motor cycles and 12,514 anticycles) and 11% goods vehicles (4,717 lorries and 3,440 vans). The number of buses was 1,307.

In the course of the year, 1,521 new vehicles and 1,601 second-hand vehicles were registered. The second-hand registrations consisted of 67 imported second-hand vehicles and 1,534 vehicles which were re-registered after having been put off the road. The total number of vehicles put off the road during the year was 1,896.

An estimate of the age distribution of motor cars and dual purpose vehicles as at 31st December 1985 reveals that around 50% of the total number of cars including dual purpose vehicles were over 15 years. A similar analysis by age-group shows that 70% of the operational bus fleet was under 10 years as at 30th June 1985.

B. Road traffic accidents

1. Accidents

During the year 1985, a total of 5,035 road traffic accidents were recorded, representing an increase of around 8% over the previous year. The accident rate measured as the number of accidents per 100,000 population works out to be 511 as compared to 479 in 1984.

2. Casualties

The 5,035 accidents resulted in 2,685 casualties, of which 104 were fatal, 266 involved serious injuries and 2,315, slight injuries. It is observed that there has been a 15% increase in the number of casualties occurring during 1985, compared to the year 1984 when the number stood at 2,329. An analysis of the casualties by class of road users shows that the highest proportion (35%) was among pedestrians. The fatality rate, that is, the number of deaths per 100,000 population, was 10.6 in 1985 compared to 8.4 in 1984. The injury rate, that is, the number of injuries per 100,000 population, rose from 230 in 1984 to 262 in 1985.

3. Vehicles involved

3,621 vehicles, of which the majority was motor-vehicles (3,235), were involved in road accidents, compared to 7,937 in the previous year. Over half of the total number of vehicles involved in the road accidents were passenger cars, that is, private cars and taxis. It is worth noting that for every 1,000 registered vehicles the number involved in accidents increased from 102 in 1984 to 110 in 1985.

Central Statistical Office,
Ross Hill.

July 1986

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PART I
VEHICLE STATISTICS

Part I - Vehicle Statistics

Definitions under section 4 of Road Traffic Act of 1962 for different types of vehicles used in the report.

1. Heavy Motor Car

That is to say, mechanically propelled vehicles, other than vehicles classified under this section as motor cars, which are constructed themselves to carry a load or passengers and whose unladen weight exceeds $2\frac{1}{2}$ tons.

2. Dual-purpose Vehicle

Means a vehicle, 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) is 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) satisfies 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 (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.

3. Motor Cycles

That is to say, mechanically propelled vehicles, other than auto-cycles or vehicles classified under this section as invalid carriages, with not more than 4 wheels and whose unladen weight does not exceed 400 kilograms.

4. Auto-Cycles

That is to say, 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.

5. Motor Tractor

That is to say, mechanically propelled vehicles which are not constructed themselves to carry any load and whose unladen weight does not exceed $7\frac{1}{4}$ tons.

6. 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, not a farm implement that is not constructed or adapted for the conveyance of goods or burden of any description.

7. 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.

Table 1.1 - Road networks, 1981 - 1985

| As at end of | Length of Roads (Kms) | | | | Percentage of roads paved | Density of total network in kilometres per sq. km ² / ₁ |
|-----------------------|--|------------|--------------------|-------------|---------------------------------|--|
| | Motorways ¹ / ₂ | Main roads | Secondary roads | Other roads | | |
| 1981 | 21.6 | 837 | 578 | 345 | 92 | 0.95 |
| 1982 | 27 | 837 | 578 | 339 | 92 | 0.95 |
| 1983 | 27 | 838 | 577 | 339 | 92 | 0.95 |
| 1984 | 27 | 838 | 577 | 339 | 92 | 0.95 |
| 1985 | 27 | 840 | 577 | 339 | 92 | 0.96 |

¹/₂ Revised

²/₁ Density of total network in kms per sq. km is the ratio of the total number of kms of roads to the area of Mauritius (1865 sq. km)

Table 1.2 - Registration of Vehicles ^{1/} 1981 - 1985

| Type of vehicle | As at end of | | | | |
|----------------------|--------------------|---------|---------|---------|---------|
| | 1981 | 1982 | 1983 | 1984 | 1985 |
| Car | 25,215 | 25,536 | 26,082 | 26,274 | 26,455 |
| (of which Taxi car) | (3,151) | (3,026) | (2,954) | (2,735) | (2,717) |
| Heavy Motor Car | 355 | 362 | 370 | 373 | 400 |
| Dual Purpose Vehicle | 6,494 | 6,719 | 6,971 | 7,212 | 7,527 |
| Motor Cycle | 8,279 | 8,427 | 8,711 | 8,882 | 8,996 |
| Auto-Cycle | 17,828 | 18,618 | 18,770 | 19,223 | 19,514 |
| Lorry and Truck | 4,592 | 4,645 | 4,690 | 4,671 | 4,717 |
| Van | 2,804 | 2,955 | 3,089 | 3,265 | 3,440 |
| Bus | 1,469 | 1,442 | 1,418 | 1,364 | 1,387 |
| Tractor and Dumper | 1,623 | 1,739 | 1,760 | 1,742 | 1,788 |
| Prime-Mover | 101 | 109 | 113 | 116 | 120 |
| Trailer | 850 | 930 | 968 | 976 | 983 |
| Tanker lorry | 14 | 19 | 22 | 21 | 21 |
| Road-Roller | 99 | 114 | 114 | 105 | 97 |
| Other ^{2/} | 124 | 135 | 140 | 145 | 150 |
| Total | 69,847 | 71,750 | 73,218 | 74,369 | 75,595 |

1/ includes government vehicles

2/ includes, inter alia, excavators and industrial tractors

FIG 1.1 - PRIVATE CARS AND TWO WHEELERS, 1975 - 1985

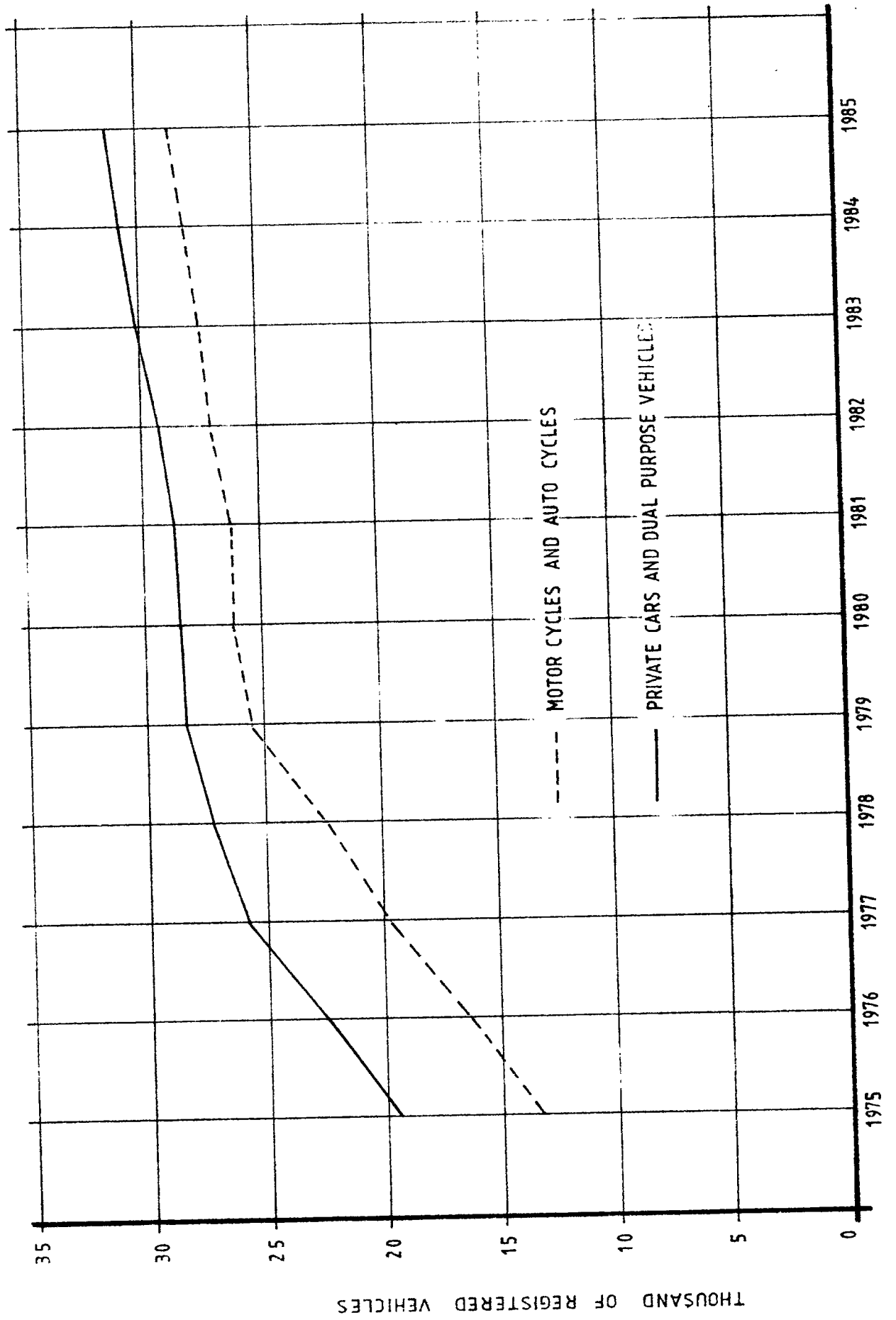


Table 1.3 - Registration of new vehicles^{1/} during the year, 1981 - 1985

Number

| Type of vehicle | 1981 | 1982 | 1983 | 1984 | 1985 |
|----------------------|-------|-------|-------|-------|-------|
| Car | 343 | 345 | 312 | 430 | 465 |
| Heavy Motor Car | 82 | 7 | 10 | 4 | 23 |
| Dual Purpose Vehicle | 371 | 191 | 124 | 170 | 235 |
| Motor Cycle | 212 | 108 | 119 | 112 | 86 |
| Auto Cycle | 1,165 | 666 | 549 | 575 | 386 |
| Lorry and Truck | 149 | 66 | 16 | 36 | 35 |
| Van | 224 | 150 | 110 | 172 | 163 |
| Bus | 153 | 19 | 28 | 28 | 49 |
| Tractor and Dumper | 148 | 116 | 39 | 23 | 60 |
| Prime Mover | 3 | 6 | 1 | 2 | - |
| Trailer | 24 | 56 | 25 | 18 | 18 |
| Road Roller | 5 | 16 | 2 | 2 | 1 |
| Other ^{2/} | 1 | 18 | 7 | 5 | - |
| Total | 2,880 | 1,764 | 1,342 | 1,577 | 1,521 |

^{1/} includes government vehicles

^{2/} includes inter alia, tanker lorries, excavators and industrial tractors

Table 1.4 - Registration of second-hand vehicles ^{1/} during the year, 1981 - 1985

| Type of vehicle | Number | | | | |
|----------------------|--------|-------|-------|-------|-------|
| | 1981 | 1982 | 1983 | 1984 | 1985 |
| Car | 491 | 488 | 605 | 521 | 445 |
| Heavy Motor Car | 4 | 3 | 2 | 1 | 4 |
| Dual Purpose Vehicle | 145 | 155 | 189 | 145 | 132 |
| Motor Cycle | 200 | 192 | 286 | 278 | 291 |
| Auto Cycle | 353 | 368 | 431 | 438 | 384 |
| Lorry and Truck | 121 | 84 | 102 | 126 | 131 |
| Van | 67 | 53 | 67 | 68 | 73 |
| Bus | 41 | 17 | 13 | 15 | 42 |
| Tractor and Dumper | 21 | 24 | 20 | 26 | 49 |
| Prime Mover | 7 | 3 | 6 | 4 | 8 |
| Trailer | 14 | 23 | 16 | 7 | 35 |
| Road Roller | 2 | 2 | - | - | 2 |
| Other ^{2/} | - | 1 | 1 | 2 | 5 |
| Total | 1,466 | 1,413 | 1,738 | 1,631 | 1,601 |

1/ Refers to imported second-hand vehicles as well as to the 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 - Age distribution of cars and dual purpose vehicles
as at 31st December 1985

| Age group (years) | Number of cars and dual purpose vehicles | |
|----------------------|---|-----|
| | Number | % |
| Less than 5 | 3,054 | 9 |
| 5 less than 10 | 6,971 | 21 |
| 10 " " 15 | 6,918 | 20 |
| 15 and over | 17,039 | 50 |
| TOTAL | 33,982 | 100 |

Table 1.6 - Vehicles off the road ^{1/} during the year 1981 - 1985

| Type of vehicle | 1981 | 1982 | 1983 | 1984 | 1985 |
|----------------------|-------|-------|-------|-------|-------|
| Car | 1,259 | 512 | 371 | 759 | 729 |
| Heavy Motor Car | 6 | 3 | 4 | 2 | 1 |
| Dual Purpose Vehicle | 189 | 121 | 61 | 74 | 52 |
| Motor Cycle | 632 | 152 | 121 | 219 | 263 |
| Auto Cycle | 1,488 | 244 | 828 | 560 | 479 |
| Lorry and Truck | 199 | 97 | 73 | 181 | 120 |
| Van | 143 | 52 | 43 | 64 | 61 |
| Bus | 241 | 63 | 65 | 97 | 68 |
| Tractor and Dumper | 151 | 24 | 36 | 67 | 63 |
| Prime Mover | 8 | 1 | 3 | 3 | 4 |
| Trailer | 8 | 2 | 3 | 17 | 45 |
| Road Roller | 4 | 3 | 2 | 11 | 11 |
| Other ^{2/} | - | - | - | 3 | - |
| Total | 4,328 | 1,274 | 1,612 | 2,057 | 1,896 |

^{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 re-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 1.7 - Age composition of operational bus fleet (public transport) ^{1/} as at 30th June, 1984-1985

| Age group (years) | as at 30th June 1984 | | as at 30th June 1985 | |
|-----------------------|----------------------|-----|----------------------|-----|
| | Number | % | Number | % |
| Less than 5 | 444 | 40 | 316 | 28 |
| 5 less than 10 | 373 | 34 | 463 | 42 |
| 10 " " 15 | 171 | 16 | 216 | 19 |
| 15 " " 20 | 106 | 10 | 119 | 11 |
| Total number of buses | 1,094 | 100 | 1,114 | 100 |

^{1/} refers only to buses with a Road Service Licence, i.e., buses which operate on scheduled routes and charged individual fares

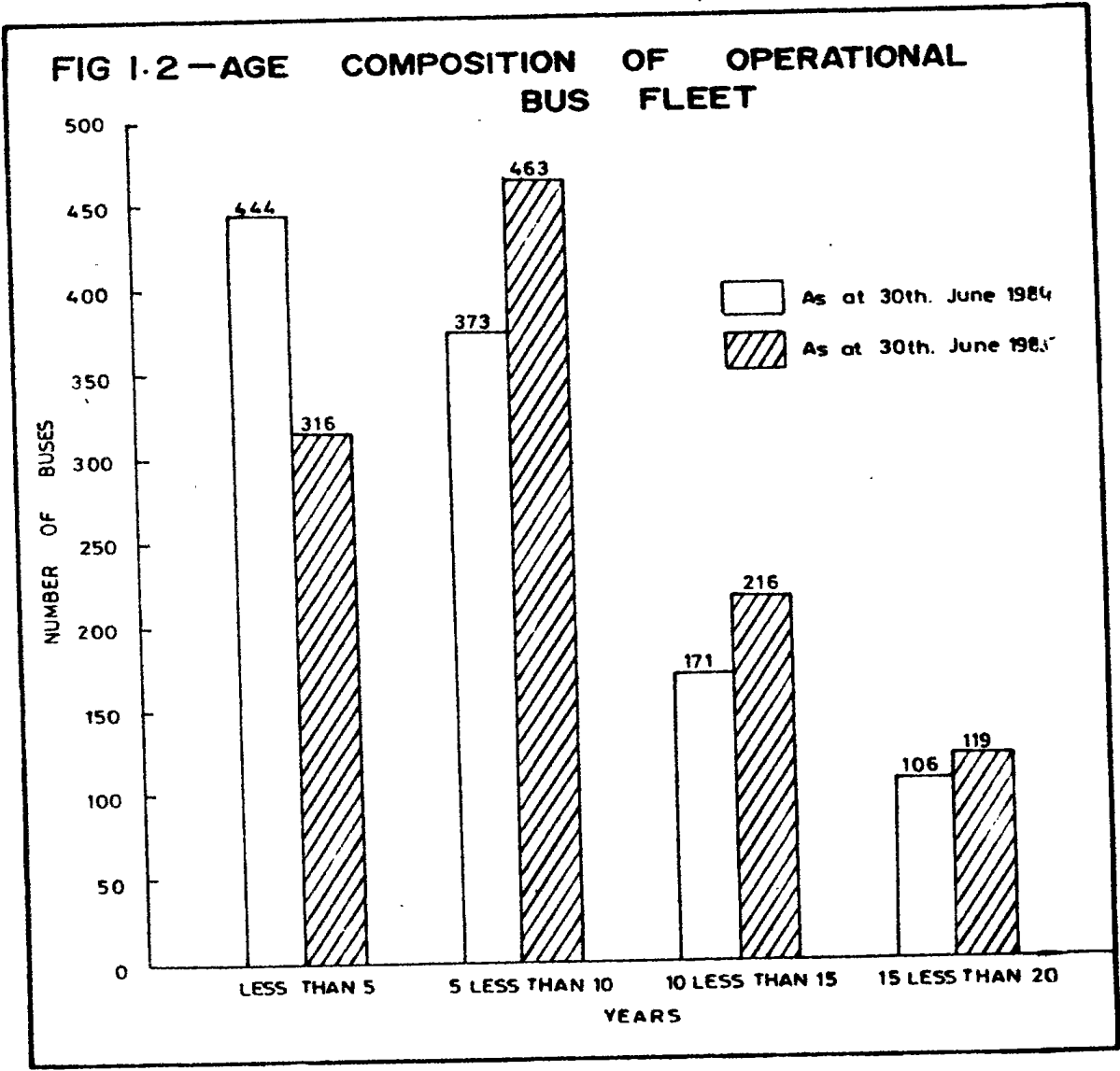


Table 1.8 - Bus operational statistics ^{1/}, 1981-1985

| | Unit | 1981 | 1982 | 1983 | 1984 | 1985 ^{2/} |
|--|---------|---------|---------|---------|---------|--------------------|
| 1. Operational bus fleet (as at 30th June) | No. | 1,140 | 1,127 | 1,040 | 1,094 | 1,114 |
| 2. Total vehicle - journeys | 000 | 3,194 | 3,165 | 3,018 | 3,140 | 3,187 |
| 3. Average vehicle-journeys per day | " | 8.8 | 8.7 | 8.3 | 8.6 | 8.7 |
| 4. Total vehicle-miles | " | 33,363 | 34,999 | 34,539 | 35,581 | 35,564 |
| 5. Average vehicle-miles per day | " | 92.2 | 95.9 | 94.6 | 97.5 | 97.4 |
| 6. Total gross receipts | '000 Rs | 209,856 | 250,663 | 268,034 | 276,215 | 321,000 |
| 7. Average gross receipts per day | " | 575 | 687 | 734 | 755 | 879 |

^{1/} refers only to busses with a Road Service Licence, i.e., buses which operate on scheduled routes and charge individual fares
Includes data on special trips

^{2/} provisional

Table 1.9 - Evolution of bus fares (adults) ^{1/}, 1977 - 1984

| Period ^{2/} Stage/miles | As at | | | | | Index at end of 1984 (Base: 13.6.77 = 100) |
|-------------------------------------|-------------|---------|---------|----------|---------|---|
| | 13.7.77 | 26.7.79 | 16.7.80 | 21.12.81 | 20.8.84 | |
| 1 | 0.50 | 0.50 | 0.50 | 0.75 | 1.00 | 200 |
| 2 | 0.60 | 0.75 | 0.75 | 1.00 | 1.00 | 167 |
| 3 | 0.70 | 0.75 | 1.00 | 1.25 | 1.50 | 215 |
| 4 | 0.80 | 1.00 | 1.25 | 1.50 | 1.50 | 188 |
| 5 | 0.80 | 1.00 | 1.50 | 1.75 | 2.00 | 250 |
| 6 | 0.95 | 1.00 | 1.50 | 2.00 | 2.00 | 211 |
| 7 | 1.00 | 1.25 | 1.75 | 2.25 | 2.50 | 250 |
| 8 | 1.10 | 1.25 | 1.75 | 2.50 | 2.50 | 228 |
| 9 | 1.10 | 1.50 | 2.00 | 2.75 | 3.00 | 273 |
| 10 | 1.20 | 1.50 | 2.00 | 2.75 | 3.00 | 250 |
| 11 | 1.30 | 1.75 | 2.25 | 3.00 | 3.00 | 231 |
| 12 | 1.30 | 1.75 | 2.25 | 3.00 | 3.00 | 231 |
| 13 | 1.35 | 1.75 | 2.50 | 3.25 | 3.50 | 260 |
| 14 | 1.40 | 2.00 | 2.50 | 3.50 | 3.50 | 250 |
| 15 | 1.40 | 2.00 | 2.75 | 3.75 | 4.00 | 286 |
| 16 | 1.40 | 2.00 | 2.75 | 3.75 | 4.00 | 286 |
| 17 | 1.45 | 2.25 | 3.00 | 4.00 | 4.00 | 276 |
| 18 | 1.50 | 2.25 | 3.00 | 4.00 | 4.00 | 267 |
| 19 | 1.50 | 2.25 | 3.25 | 4.00 | 4.00 | 267 |
| 20 | 1.50 | 2.25 | 3.25 | 4.00 | 4.00 | 267 |
| 21 | 1.50 | 2.50 | 3.50 | 4.25 | 4.50 | 300 |
| 22 | 1.55 | 2.50 | 3.50 | 4.25 | 4.50 | 290 |
| 23 | 1.55 | 2.50 | 3.75 | 4.50 | 4.50 | 290 |
| 24 | 1.60 | 2.50 | 3.75 | 4.50 | 4.50 | 281 |
| 25 | 1.60 | 2.50 | 3.75 | 4.50 | 4.50 | 285 |
| 26 | 1.60 | 2.75 | 4.00 | 4.75 | 5.00 | 312 |
| 27 | 1.60 | 2.75 | 4.00 | 4.75 | 5.00 | 312 |
| 28 | 1.65 | 2.75 | 4.00 | 4.75 | 5.00 | 303 |
| 29 | 1.70 | 2.75 | 4.00 | 4.75 | 5.00 | 294 |
| 30 | 1.70 | 2.75 | 4.00 | 4.75 | 5.00 | 294 |
| 31 | 1.70 | 3.00 | 4.25 | 5.00 | 5.00 | 294 |
| 32 | 1.75 | 3.00 | 4.25 | 5.00 | 5.00 | 286 |
| 33 | 1.75 | 3.00 | 4.25 | 5.00 | 5.00 | 286 |
| 34 | 1.80 | 3.00 | 4.25 | 5.00 | 5.00 | 278 |
| 35 | 1.90 | 3.00 | 4.25 | 5.00 | 5.00 | 263 |

^{1/} the fares are in rupees and cents

^{2/} the dates stated above refer to the dates on which new tariff of fares became effective

Table 1.10 - Revenue of the National Transport Authority by source, 1982-1985

Thousand rupees

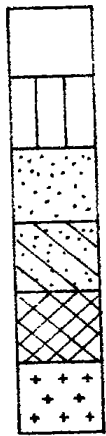
| Source of revenue | As at end of December | | | |
|--|-----------------------|--------|--------|--------------------|
| | 1982 | 1983 | 1984 | 1985 ^{1/} |
| Motor Vehicle Licences (Road Tax) | 24,177 | 24,836 | 23,961 | 23,527 |
| Examination of Vehicles | 1,900 | 1,909 | 1,967 | 1,900 |
| Public Service Vehicle and Carrier's Licences | 1,537 | 1,238 | 1,409 | 1,504 |
| Registration of Vehicles | 601 | 788 | 881 | 856 |
| Penalties/Surcharge | 542 | 434 | 403 | 437 |
| Issue of Special Route Permits ^{2/} | 284 | 325 | 600 | 508 |
| Motor Vehicle Dealers and Petrol Service Station Licences | 78 | 75 | 94 | 84 |
| Miscellaneous n.e.s. ^{3/} | 517 | 679 | 786 | 865 |
| All Sources | 29,636 | 30,284 | 30,101 | 29,681 |

^{1/} provisional

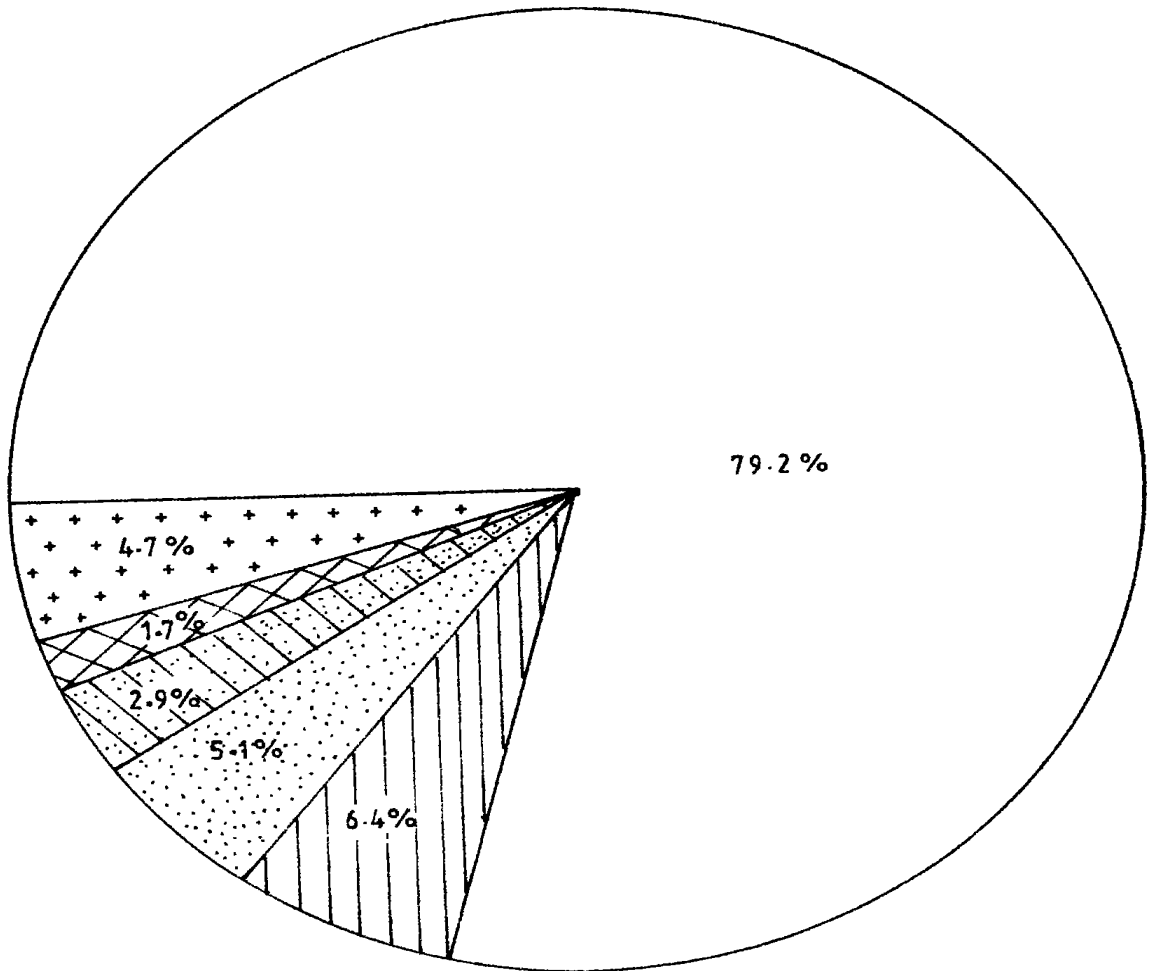
^{2/} as from April 1984, the fee for Special Route permit increased from Rs 48.40 to Rs 109.

^{3/} includes, inter alia, the following : bus conductor's licence, permits for removal of vehicle, deposits and visitor's licence

REVENUE OF THE NATIONAL TRANSPORT AUTHORITY BY SOURCE YEAR 1985



- MOTOR VEHICLE LICENCE (79.2%)
- EXAMINATION OF VEHICLES (6.4%)
- PUBLIC SERVICE VEHICLE AND CARRIERS LICENCE (5.1%)
- REGISTRATION OF VEHICLES (2.9%)
- ISSUE OF SPECIAL ROUTE PERMITS (1.7%)
- MISCELLANEOUS (4.7%)



TOTAL REVENUE: Rs. 79.2 M

FIG 1.3

Table 1.11 - Driving licences issued during the year by type of licence, 1982 - 1985

Number

| Type of licence Year | Learner's licence | | | | | | Competent licence | | | | | | International licence | | |
|-------------------------|-------------------|--------|------------|---------|--------|------------|-------------------|--------|------------|---------|--------|------------|-----------------------|--------|------------|
| | First issue | | | Renewal | | | First issue | | | Renewal | | | Male | Female | Both sexes |
| | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes |
| 1982 | 6,783 | 988 | 7,771 | 36,882 | 1,451 | 38,333 | 3,631 | 463 | 4,094 | 35,230 | 2,106 | 37,336 | 1,827 | 275 | 2,102 |
| 1983 | 8,656 | 1,450 | 10,106 | 40,950 | 2,157 | 43,107 | 5,048 | 733 | 5,781 | 30,194 | 1,692 | 31,886 | 1,990 | 356 | 2,346 |
| 1984 | 9,777 | 1,797 | 11,574 | 42,711 | 1,755 | 44,466 | 7,956 | 1,017 | 8,973 | 33,425 | 1,642 | 35,067 | 2,206 | 400 | 2,606 |
| 1985 | 7,855 | 1,661 | 9,516 | 39,532 | 1,698 | 41,230 | 6,076 | 939 | 7,015 | 43,114 | 2,419 | 45,533 | 2,390 | 400 | 2,790 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985

(C.I.F. value Rs. 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|---|-------------------|------|----------|--------|----------|--------|
| | | | | Quantity | Value | Quantity | Value |
| 781 | <u>Passenger motor-cars</u> | | No. | | | | |
| 781.00.10 | of engine capacity not exceeding 1300 c.c | United Kingdom | " | 16 | 934 | 21 | 1,159 |
| | | France | " | 77 | 4,455 | 84 | 6,065 |
| | | Germany Federal | " | 10 | 654 | 2 | 109 |
| | | Italy | " | 22 | 1,251 | 28 | 1,820 |
| | | Japan | " | 239 | 11,739 | 227 | 12,433 |
| | | Other countries | " | 0 | 310 | 2 | 73 |
| | | | | 372 | 19,343 | 364 | 21,659 |
| 781.00.20 | of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c | United Kingdom | " | 11 | 1,170 | 5 | 378 |
| | | Belgium | " | - | - | 1 | 44 |
| | | France | " | 56 | 3,594 | 99 | 8,021 |
| | | Germany Federal | " | 30 | 2,776 | 40 | 3,875 |
| | | Italy | " | 2 | 156 | 9 | 777 |
| | | Japan | " | 134 | 8,411 | 94 | 6,230 |
| | | Korea Republic | " | - | - | 16 | 924 |
| | | | | 233 | 16,109 | 264 | 20,249 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)
(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|---|-------------------|------|----------|-------|----------|-------|
| | | | | Quantity | Value | Quantity | Value |
| 781.00.30 | of engine capacity exceeding 1800 c.c. | United Kingdom | No. | - | - | 21 | 2,802 |
| | | France | " | 10 | 866 | 20 | 2,301 |
| | | Germany Federal | " | 8 | 1,241 | 10 | 1,870 |
| | | Italy | " | 1 | 27 | - | - |
| | | Australia | " | 1 | 240 | - | - |
| | | Japan | " | 1 | 109 | 9 | 762 |
| 781.00.90 | Other, unspecified | United Kingdom | " | 21 | 2,483 | 60 | 7,735 |
| | | Australia | " | 5 | 687 | 2 | 260 |
| | | France | " | 8 | 1,675 | - | - |
| | | Germany Federal | " | - | - | 1 | 37 |
| | | Japan | " | 1 | 99 | 1 | 83 |
| | | | | 1 | | 3 | 305 |
| | | | | 14 | 2,461 | 7 | 685 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)

(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|---|-------------------|------|----------|-------|----------|--------|
| | | | | Quantity | Value | Quantity | Value |
| 782.10.20 | Trucks and lorries | United Kingdom | No. | 2 | 639 | 16 | 1,860 |
| | | France | " | 29 | 2,550 | 51 | 7,473 |
| | | India | " | - | - | 17 | 4,221 |
| | | China Mainland | " | - | - | 6 | 1,635 |
| | | Japan | " | 63 | 4,225 | 85 | 6,350 |
| | | Other countries | " | - | - | 4 | 562 |
| | | | | 94 | 7,564 | 179 | 22,101 |
| 782.10.30 | Dumpers | United Kingdom | " | 10 | 531 | 12 | 920 |
| | | India | " | - | - | 24 | 1,691 |
| | | China Mainland | " | - | - | 7 | 416 |
| | | | | 10 | 531 | 43 | 3,027 |
| 782.10.40 | Other motor vehicles for the transport of foods or materials: Of an engine capacity up to 1300 c.c. | United Kingdom | " | - | - | - | - |
| | | France | " | 4 | 239 | 5 | 626 |
| | | Australia | " | 10 | 919 | - | - |
| | | Japan | " | 31 | 1,435 | 4 | 215 |
| | | | | | 45 | 2,593 | 9 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)

(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|---|-------------------|------|----------|-------|----------|-------|
| | | | | Quantity | Value | Quantity | Value |
| 782.10.50 | of an engine capacity exceeding 1300 c.c. but not exceeding 1800.c.c. | United Kingdom | No. | 1 | 63 | - | - |
| | | France | " | 5 | 354 | 1 | 282 |
| | | Germany Federal | " | 1 | 40 | - | - |
| | | Japan | " | 5 | 633 | - | - |
| | | Korea Republic | " | - | - | 2 | 253 |
| 782.10.60 | of an engine capacity exceeding 1300 c.c. | United Kingdom | No. | 12 | 1,090 | 3 | 535 |
| | | France | " | - | - | 1 | 78 |
| | | Germany Federal | " | 32 | 2,381 | 3 | 346 |
| | | Australia | " | - | - | 6 | 756 |
| | | Japan | " | 31 | 2,643 | 1 | 88 |
| | | | | 63 | 5,024 | 33 | 2,870 |
| | | | | - | - | 44 | 4,132 |
| 782.10.90 | Other, unspecified | Germany Federal | No. | - | - | - | - |
| | | Korea Republic | " | 8 | 856 | - | - |
| | | | | 8 | 456 | - | - |

Table I.12 - Imports of vehicles and spare parts by country of origin, 1984-85 (cont'd)

(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|--|-------------------|------|----------|-------|----------|--------|
| | | | | Quantity | Value | Quantity | Value |
| 782.20. | Special purpose motor lorries and vans | United Kingdom | No. | 2 | 522 | 1 | 20 |
| | | France | " | - | - | 1 | 326 |
| | | Germany Federal | " | - | - | - | - |
| | | Australia | " | - | - | 1 | 2,417 |
| | | India | " | - | - | 28 | 10,879 |
| | | Japan | " | 1 | 109 | - | - |
| | | China Mainland | " | - | - | 2 | 1,737 |
| 783.10. | Public service type Passenger motor vehicles: of engine capacity not exceeding 1300 c.c | Germany Federal | No. | - | - | - | - |
| | | Italy | " | 2 | 141 | 2 | 152 |
| | | Japan | " | 1 | 52 | 11 | 658 |
| | | | | 3 | 193 | 13 | 810 |
| | | | | 3 | 631 | 33 | 15,379 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)
(c.i.f. value Rs.000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | | |
|------------------|--|-------------------|------|----------|-------|----------|-------|-------|
| | | | | Quantity | Value | Quantity | Value | |
| 783.10.20 | of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c. | France | No. | - | - | - | - | |
| | | Germany Federal | " | - | - | 5 | 762 | |
| | | Italy | " | 1 | 82 | 1 | 86 | |
| | | Japan | " | 2 | 111 | - | - | |
| | | Korea Republic | " | 12 | 723 | - | - | |
| 783.10.30 | of engine capacity exceeding 1300 c.c. | | | 15 | 921 | 6 | 848 | |
| | | United Kingdom | No. | 4 | 464 | 1 | 248 | |
| | | Germany Federal | " | 3 | 539 | 5 | 583 | |
| | | Australia | " | - | - | 1 | 143 | |
| | | India | " | - | - | 6 | 1,431 | |
| | | Japan | " | 14 | 1,274 | 31 | 3,330 | |
| | | Korea Republic | " | - | - | 2 | 553 | |
| | | | | | 21 | 2,277 | 46 | 6,288 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)

(C.I.F. Value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|--|-------------------|------|----------|-------|----------|--------|
| | | | | Quantity | Value | Quantity | Value |
| 783.10.90 | Other public service type passenger motor vehicles: | France | No. | - | - | 7 | 1,823 |
| | | Germany Federal | " | - | - | 4 | 783 |
| | | Japan | " | 1 | 146 | 9 | 1,131 |
| | | Korea Republic | " | - | - | 2 | 1,137 |
| 783.20 | Road tractors for semi-trailers | United Kingdom | No. | 1 | 146 | 22 | 4,874 |
| | | France | " | - | - | 8 | 1,810 |
| 784.10 | Chassis fitted with engines for tractors and for motor vehicles under heading 781, 782 and 783 | United Kingdom | No. | - | - | 8 | 1,810 |
| | | France | " | 6 | 1,006 | 18 | 4,031 |
| | | India | " | - | - | 8 | 1,443 |
| | | Japan | " | - | - | 29 | 6,330 |
| | | | | 6 | 785 | 34 | 5,442 |
| | | | | 12 | 1,791 | 89 | 17,246 |

Table 1.12 - Imports of vehicles and spare parts, by country of origin, 1984 - 1985 (cont'd)
(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|-------------------------------|---|-------------------|--------|----------|-------|----------|-------|
| | | | | Quantity | Value | Quantity | Value |
| 734.90 | Parts and accessories for tractors and for motor vehicles under headings 731, 732 and 733 | United Kingdom | M/ton | 247 | 3,030 | 249 | 9,755 |
| | | France | " | 56 | 3,965 | 53 | 5,031 |
| | | Germany Federal | " | 27 | 1,717 | 24 | 1,821 |
| | | Italy | " | 10 | 980 | 20 | 2,634 |
| | | India | " | 23 | 1,652 | 31 | 2,235 |
| | | South Africa | " | 3 | 226 | 3 | 203 |
| | | United States | " | 7 | 1,121 | 17 | 1,801 |
| | | Japan | " | 68 | 4,168 | 57 | 4,196 |
| | | Other countries | " | 55 | 879 | 25 | 1,105 |
| | | | | | 496 | 22,738 | 479 |
| 785.10.10 and 785.10.20 | Motor cycles, scooters and auto cycles | France | Number | 61 | 240 | 63 | 337 |
| | | Italy | " | 43 | 195 | 120 | 755 |
| | | Japan | " | 137 | 1,105 | 62 | 762 |
| | | Other countries | " | 10 | 120 | 14 | 48 |
| | | | 251 | 1,660 | 259 | 1,902 | |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)

(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|----------------------|-------------------|------|----------|-------|----------|-------|
| | | | | Quantity | Value | Quantity | Value |
| 785.20 | Cycles not motorized | United Kingdom | No. | 1,971 | 1,890 | 3,084 | 3,424 |
| | | France | " | 186 | 264 | 149 | 257 |
| | | Italy | " | 757 | 362 | 1,260 | 651 |
| | | India | " | 3,553 | 1,056 | 1,415 | 667 |
| | | China Mainland | " | 585 | 403 | 1,451 | 1,037 |
| | | China Taiwan | " | 738 | 617 | 167 | 96 |
| | | Other countries | " | 303 | 223 | 47 | 197 |
| | | | | | 7,893 | 4,815 | 7,573 |

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1984 - 1985 (cont'd)
(C.I.F. value in Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|---|-------------------|-------|----------|-------|----------|-------|
| | | | | Quantity | Value | Quantity | Value |
| 785.39 | Parts n.e.s. and accessories for motor cycles, scooters and auto-cycles | France | M/ton | 2.6 | 352 | 4.0 | 314 |
| | | Germany Federal | " | 0.4 | 34 | 0.8 | 52 |
| | | Italy | " | 0.8 | 92 | 1.4 | 198 |
| | | India | " | 45.5 | 780 | 39.3 | 809 |
| | | China Mainland | " | 37.6 | 661 | 16.4 | 409 |
| | | China Taiwan | " | 10.7 | 1,293 | 6.3 | 670 |
| | | Japan | " | 10.9 | 1,400 | 8.2 | 884 |
| | | Other countries | " | 0.8 | 87 | 0.5 | 32 |
| | | | 109.4 | 4,699 | 76.9 | 3,368 | |

PART II

ROAD ACCIDENTS

Part II Road Traffic Accidents

Definitions

1. Casualties

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

2. Fatalities

Deaths occurring as a result of road accident if the victim dies within a week the accident occurs.

3. Injuries

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

3(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

4. 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.

Table 2.1 - Road traffic accidents, motor-vehicles involved and casualties, 1981 - 1985

| Year | Accidents | Motor-vehicles involved | Casualties | Population (mid-year) | Motor-vehicles registered (mid-year) |
|--------------------|-----------|-------------------------|------------|-----------------------|--------------------------------------|
| 1981 | 5,281 | 8,241 | 3,149 | 950,785 | 69,089 |
| 1982 | 4,749 | 7,354 | 2,460 | 960,994 | 70,453 |
| 1983 ^{1/} | 4,447 | 7,141 | 2,531 | 968,609 | 72,494 |
| 1984 | 4,681 | 7,538 | 2,329 | 977,129 | 73,720 |
| 1985 | 5,035 | 8,235 | 2,685 | 985,210 | 74,798 |

1/ data from 1983 onwards exclude number of accidents involving bicycles only (63 in 1983, 74 in 1984 and 123 in 1985)

Table 2.2 - Accident rate, 1981 - 1985

| Y.e.a.r | Accidents | | | Motor-vehicles involved | |
|--------------------|-----------|------------------------|-------------------------------------|-------------------------|-------------------------------------|
| | Number | Per 100,000 population | Per 1,000 registered motor-vehicles | Number | Per 1,000 registered motor-vehicles |
| 1981 | 5,281 | 555 | 76 | 8,241 | 119 |
| 1982 | 4,749 | 494 | 67 | 7,354 | 104 |
| 1983 ^{1/} | 4,447 | 459 | 61 | 7,141 | 99 |
| 1984 | 4,681 | 479 | 63 | 7,538 | 102 |
| 1985 | 5,035 | 511 | 67 | 8,235 | 110 |

^{1/} See footnotes to table 2.1

Table 2.3 - Number of casualties by degree of injury, fatality rate and injury rate, 1981 - 1985

| Year | Degree of injury | | | | Fatalities | | Injuries | |
|------|------------------|-------------------|------------------|------------------|------------------------|---------------------------------------|------------------------|-------------------------------------|
| | Fatal | Seriously injured | Slightly injured | Total casualties | Per 100,000 population | Per 100,000 registered motor-vehicles | Per 100,000 population | Per 1,000 registered motor-vehicles |
| 1981 | 108 | 269 | 2,772 | 3,149 | 11.4 | 1.6 | 319.8 | 44.0 |
| 1982 | 99 | 147 | 2,214 | 2,460 | 10.3 | 1.4 | 245.7 | 33.5 |
| 1983 | 102 | 305 | 2,124 | 2,531 | 10.5 | 1.4 | 250.8 | 33.5 |
| 1984 | 82 | 253 | 1,994 | 2,329 | 8.4 | 1.1 | 230.0 | 30.5 |
| 1985 | 104 | 266 | 2,315 | 2,685 | 10.6 | 1.4 | 262.0 | 34.5 |

Table 2.4 - Fatality index (ratio of the number of fatalities to the total number of casualties expressed as a percentage)

| Year | 1981 | 1982 | 1983 | 1984 | 1985 |
|----------------|------|------|------|------|------|
| Fatality index | 3.4 | 4.0 | 4.0 | 3.5 | 3.9 |

Table 2.5 - Accidents, motor-vehicles/pedestrians involved and casualties by police district, 1984-1985

Number

| Police district | Accidents | | Motor-vehicles involved | | Pedestrians involved | | Casualties | |
|----------------------------------|-----------|-------|-------------------------|-------|----------------------|-------|------------|-------|
| | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 |
| Port Louis (South) | 917 | 864 | 1,578 | 1,518 | 179 | 165 | 289 | 263 |
| Port Louis (North) | 630 | 592 | 1,012 | 991 | 144 | 131 | 248 | 302 |
| Pamplemousses/Rivière du Rempart | 390 | 411 | 585 | 619 | 83 | 95 | 276 | 308 |
| Moka-Flacq | 495 | 581 | 749 | 886 | 109 | 127 | 345 | 384 |
| Grand Port/Savanne | 388 | 464 | 582 | 706 | 103 | 136 | 318 | 449 |
| Upper Plaines Wilhems | 666 | 790 | 1,067 | 1,291 | 135 | 164 | 282 | 346 |
| Plaines Wilhems/Black River | 1,195 | 1,333 | 1,974 | 2,224 | 246 | 236 | 571 | 633 |
| Whole Island | 4,681 | 5,035 | 7,538 | 8,235 | 999 | 1,054 | 2,329 | 2,685 |

Table 2.6 - Accidents, motor-vehicles/pedestrians involved and casualties by police district by semester, 1995.

Number

| Police District | Accidents | | | Motor-vehicles involved | | | Pedestrians involved | | | Casualties | | |
|----------------------------------|--------------------|----------|-------|-------------------------|----------|-------|----------------------|----------|-------|------------|----------|-------|
| | Jan-June | July-Dec | Total | Jan-June | July-Dec | Total | Jan-June | July-Dec | Total | Jan-June | July-Dec | Total |
| | Port Louis (South) | 420 | 444 | 864 | 729 | 789 | 1,518 | 86 | 79 | 165 | 132 | 131 |
| Port Louis (North) | 277 | 315 | 592 | 444 | 547 | 991 | 73 | 58 | 131 | 164 | 138 | 302 |
| Pamplemousses/Rivière du Rempart | 176 | 235 | 411 | 268 | 351 | 619 | 35 | 60 | 95 | 133 | 175 | 308 |
| Moka/Flacq | 257 | 324 | 581 | 381 | 505 | 886 | 53 | 74 | 127 | 161 | 223 | 384 |
| Grand Port/Savanne | 187 | 277 | 464 | 290 | 416 | 706 | 57 | 79 | 136 | 193 | 256 | 449 |
| Upper Plaines Wilhems | 397 | 393 | 790 | 646 | 645 | 1,291 | 81 | 83 | 164 | 167 | 179 | 346 |
| Plaines Wilhems/Black River | 632 | 701 | 1,333 | 1,067 | 1,157 | 2,224 | 94 | 142 | 236 | 313 | 320 | 633 |
| Whole Island | 2,346 | 2,669 | 5,035 | 3,825 | 4,410 | 8,235 | 479 | 575 | 1,054 | 1,263 | 1,422 | 2,685 |

Table 2.7 - Daily and hourly distribution of accidents, 1985

Number

| Time (hour) | Day | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total |
|-------------|-----|--------|---------|-----------|----------|--------|----------|--------|-------|
| 0 - 1 | | 6 | 9 | 5 | 6 | 4 | 7 | 13 | 50 |
| 1 - 2 | | 2 | 6 | 4 | 5 | - | 14 | 6 | 37 |
| 2 - 3 | | 1 | 3 | 1 | 2 | - | 1 | 7 | 15 |
| 3 - 4 | | 1 | - | 3 | 1 | 1 | 1 | 7 | 14 |
| 4 - 5 | | 2 | 1 | 2 | 4 | 1 | 3 | 7 | 20 |
| 5 - 6 | | 3 | 7 | 3 | 4 | 5 | 6 | 7 | 35 |
| 6 - 7 | | 15 | 24 | 19 | 14 | 16 | 11 | 12 | 111 |
| 7 - 8 | | 28 | 47 | 49 | 44 | 42 | 29 | 18 | 257 |
| 8 - 9 | | 73 | 59 | 60 | 54 | 52 | 31 | 29 | 358 |
| 9 - 10 | | 53 | 50 | 57 | 33 | 52 | 39 | 30 | 314 |
| 10 - 11 | | 39 | 46 | 23 | 36 | 44 | 64 | 33 | 285 |
| 11 - 12 | | 50 | 42 | 40 | 53 | 41 | 69 | 39 | 334 |
| 12 - 13 | | 50 | 41 | 45 | 28 | 43 | 45 | 45 | 297 |
| 13 - 14 | | 34 | 34 | 50 | 37 | 50 | 41 | 36 | 282 |
| 14 - 15 | | 55 | 47 | 62 | 44 | 52 | 57 | 41 | 358 |
| 15 - 16 | | 49 | 54 | 56 | 64 | 48 | 39 | 51 | 361 |
| 16 - 17 | | 67 | 60 | 55 | 57 | 55 | 47 | 59 | 400 |
| 17 - 18 | | 69 | 64 | 48 | 47 | 64 | 51 | 65 | 408 |
| 18 - 19 | | 50 | 52 | 33 | 31 | 57 | 49 | 68 | 340 |
| 19 - 20 | | 41 | 32 | 33 | 27 | 30 | 48 | 65 | 276 |
| 20 - 21 | | 17 | 27 | 21 | 19 | 22 | 34 | 43 | 183 |
| 21 - 22 | | 15 | 16 | 22 | 15 | 17 | 26 | 28 | 139 |
| 22 - 23 | | 7 | 10 | 14 | 8 | 15 | 24 | 7 | 85 |
| 23 - 24 | | 11 | 7 | 12 | 7 | 8 | 22 | 9 | 76 |
| Total | | 738 | 738 | 717 | 640 | 719 | 758 | 725 | 5,035 |

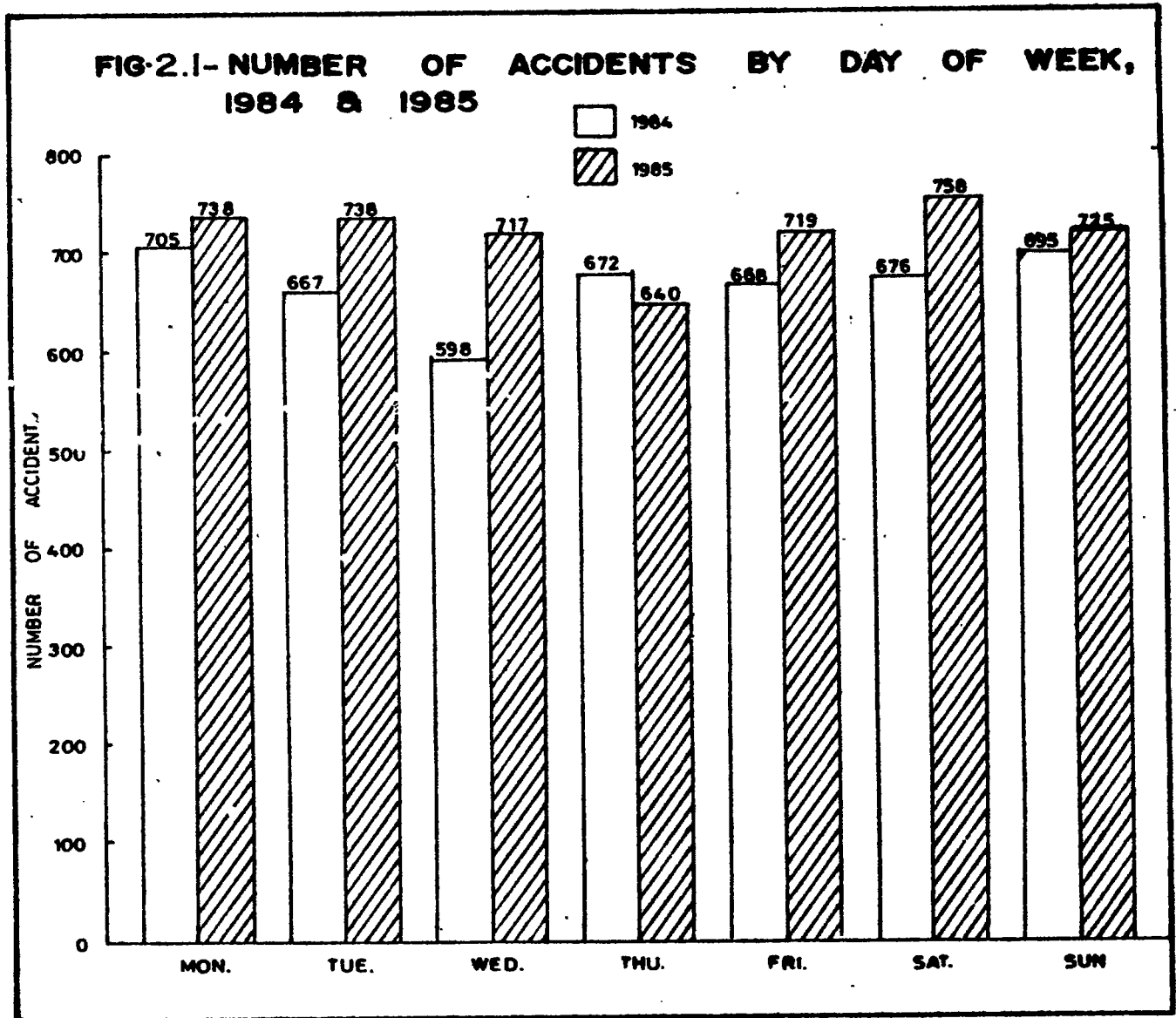


FIG 2.2 - NUMBER OF ACCIDENTS BY TIME OF DAY, 1985.

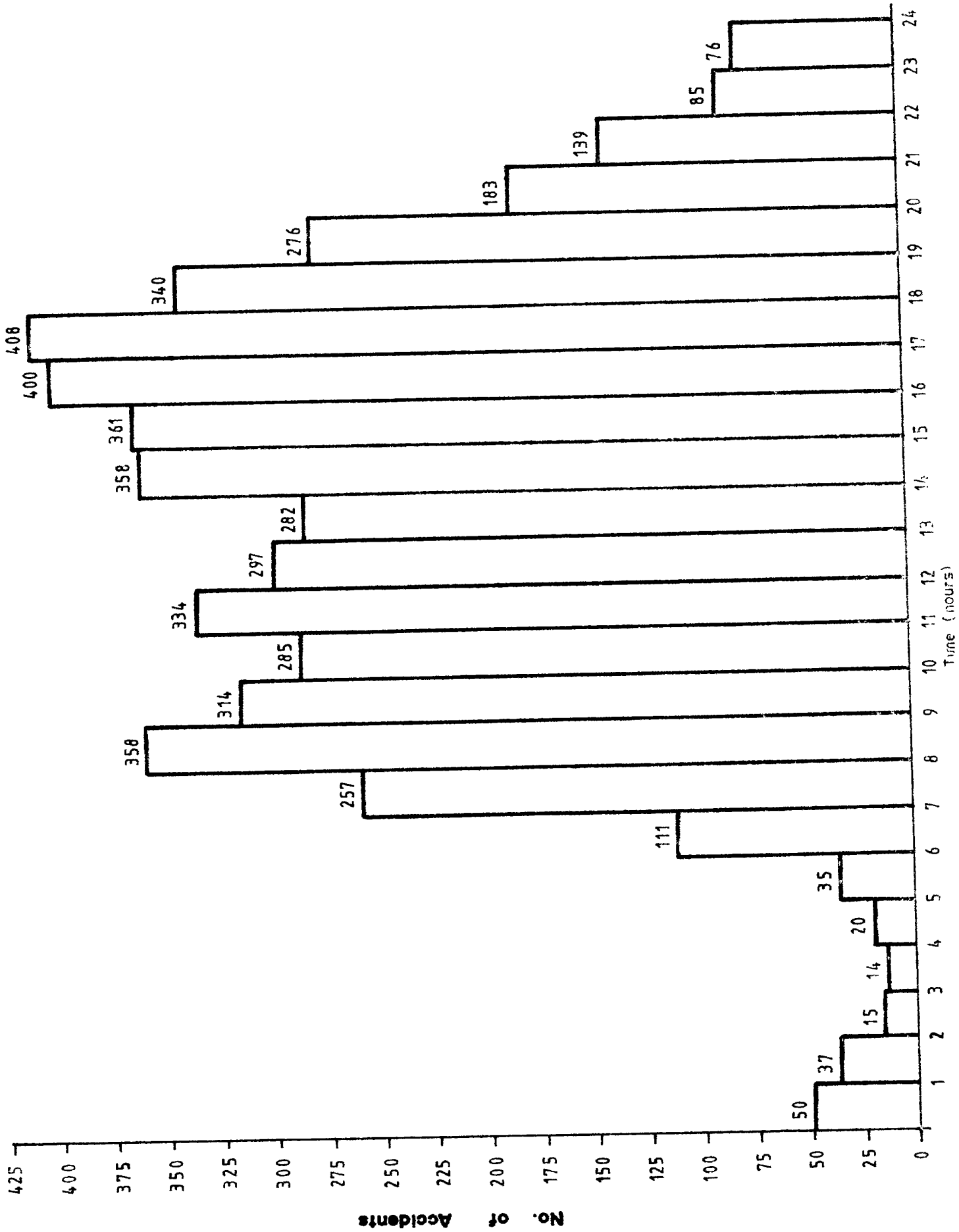


Table 2.8 - Number of accidents by severity of accident and police district, 1984 - 1985

| Police district | 1 9 8 4 | | | | | 1 9 8 5 | | | | |
|----------------------------------|----------------------|---------|--------|-----------|-------|----------------------|---------|--------|-----------|-------|
| | Severity of accident | | | | | Severity of accident | | | | |
| | Fatal | Serious | Slight | No injury | Total | Fatal | Serious | Slight | No injury | Total |
| Port Louis (South) | 10 | 11 | 231 | 665 | 917 | 11 | 13 | 206 | 634 | 864 |
| Port Louis (North) | 6 | 17 | 190 | 417 | 630 | 6 | 42 | 171 | 373 | 592 |
| Pamplemousses/Rivière du Rempart | 5 | 22 | 170 | 193 | 390 | 9 | 30 | 184 | 188 | 411 |
| Moka/Flacq | 12 | 19 | 202 | 262 | 495 | 13 | 21 | 255 | 292 | 581 |
| Grand Port/Savanne | 12 | 38 | 156 | 182 | 388 | 20 | 35 | 198 | 211 | 464 |
| Upper Plaines Wilhems | 13 | 24 | 201 | 428 | 666 | 10 | 22 | 243 | 515 | 790 |
| Plaines Wilhems/Black River | 23 | 77 | 333 | 762 | 1,195 | 20 | 43 | 395 | 875 | 1,333 |
| Whole Island | 81 | 208 | 1,483 | 2,909 | 4,681 | 89 | 206 | 1,652 | 3,088 | 5,035 |

Table 2.9 - Number of accidents by severity of accident and conditions of weather, 1984-1985

| Weather conditions | 1984 | | | | | 1985 | | | | |
|--------------------|----------------------|---------|--------|-----------|-------|----------------------|---------|--------|-----------|-------|
| | Severity of accident | | | | | Severity of accident | | | | |
| | Fatal | Serious | Slight | No injury | Total | Fatal | Serious | Slight | No injury | Total |
| Fine | 74 | 184 | 1,340 | 2,656 | 4,254 | 75 | 175 | 1,439 | 2,682 | 4,371 |
| Rainy | 5 | 22 | 127 | 234 | 388 | 14 | 28 | 198 | 383 | 623 |
| Fog/mist | - | - | 8 | 7 | 15 | - | 1 | 6 | 6 | 13 |
| Other | 2 | 2 | 8 | 12 | 24 | - | 2 | 9 | 17 | 28 |
| All conditions | 81 | 208 | 1,483 | 2,909 | 4,681 | 89 | 206 | 1,652 | 3,088 | 5,035 |

Table 2.10 - Number of accidents by severity of accident and light conditions, 1984-1985

| Light conditions | 1984 | | | | | 1985 | | | | |
|-------------------------|----------------------|---------|--------|-----------|-------|----------------------|---------|--------|-----------|-------|
| | Severity of accident | | | | | Severity of accident | | | | |
| | Fatal | Serious | Slight | No injury | Total | Fatal | Serious | Slight | No injury | Total |
| Daylight | 54 | 134 | 1,192 | 2,458 | 5,838 | 52 | 145 | 1,241 | 2,501 | 3,939 |
| Dark-no street lighting | 9 | 28 | 135 | 161 | 333 | 25 | 30 | 166 | 186 | 409 |
| Dark-street lights on | 17 | 44 | 151 | 277 | 489 | 12 | 29 | 229 | 387 | 657 |
| Dark-street lights off | 1 | 2 | 5 | 13 | 21 | - | 2 | 14 | 14 | 30 |
| All conditions | 81 | 208 | 1,483 | 2,909 | 4,681 | 89 | 206 | 1,652 | 3,088 | 5,035 |

Table 2.11 - Number of accidents by severity of accident and apparent cause of accident, 1984-1985

| Apparent cause of accident | 1984 | | | | | 1985 | | | | |
|----------------------------|----------------------|---------|--------|-----------|-------|----------------------|---------|--------|-----------|-------|
| | Severity of accident | | | | | Severity of accident | | | | |
| | Fatal | Serious | Slight | No injury | Total | Fatal | Serious | Slight | No injury | Total |
| Speeding | 4 | 18 | 30 | 68 | 120 | 10 | 14 | 69 | 80 | 173 |
| Improper overtaking | 6 | 12 | 77 | 206 | 301 | 5 | 11 | 100 | 206 | 322 |
| Signal violation | 1 | 5 | 11 | 32 | 49 | 1 | 2 | 10 | 25 | 38 |
| Followed too closely | 1 | 4 | 35 | 184 | 224 | 3 | 6 | 42 | 280 | 331 |
| Vehicle skidded | 1 | 8 | 84 | 131 | 224 | 7 | 11 | 83 | 116 | 217 |
| Improper signing | 2 | 1 | 10 | 19 | 32 | 1 | 1 | 24 | 20 | 46 |
| Inefficient brake | - | 1 | 9 | 17 | 27 | 1 | 2 | 21 | 30 | 54 |
| Burst tyres | - | - | 6 | 18 | 24 | - | - | 8 | 14 | 22 |
| Careless driving | 24 | 65 | 512 | 1,777 | 2,378 | 25 | 74 | 600 | 1,949 | 2,648 |
| Negligence of pedestrians | 27 | 60 | 468 | 92 | 647 | 28 | 59 | 515 | 75 | 677 |
| Other mechanical defect | 1 | 6 | 32 | 59 | 98 | 3 | 6 | 41 | 60 | 110 |
| Other causes | 14 | 28 | 209 | 306 | 557 | 5 | 20 | 139 | 233 | 397 |
| All causes | 81 | 208 | 1,483 | 2,909 | 4,681 | 89 | 206 | 1,652 | 3,088 | 5,035 |

Table 2.12 - Number of accidents by severity of accident and road characteristics, 1984-1985

| Road characteristics | 1984 | | | | 1985 | | | | |
|--------------------------|----------------------|---------|--------|-----------|----------------------|---------|--------|-----------|-------|
| | Severity of accident | | | | Severity of accident | | | | |
| | Fatal | Serious | Slight | No injury | Fatal | Serious | Slight | No injury | Total |
| Straight | 57 | 135 | 896 | 1,517 | 68 | 139 | 1,166 | 2,230 | 3,603 |
| Curve | 5 | 21 | 141 | 227 | 11 | 37 | 187 | 288 | 523 |
| Roundabout | 1 | 2 | 28 | 70 | 1 | 6 | 39 | 93 | 139 |
| Hill crest | 5 | 16 | 35 | 91 | 4 | 5 | 56 | 70 | 135 |
| Signallised intersection | 2 | 3 | 17 | 60 | 1 | 1 | 15 | 38 | 55 |
| Uncontrolled junction | 3 | 11 | 89 | 188 | 3 | 13 | 140 | 252 | 408 |
| Road works present | - | - | 9 | 20 | - | - | 13 | 30 | 43 |
| Defective road surface | 3 | 6 | 16 | 26 | - | 2 | 23 | 52 | 57 |
| Other | 5 | 14 | 252 | 710 | 1 | 3 | 13 | 55 | 72 |
| All characteristics | 81 | 208 | 1,483 | 2,909 | 89 | 206 | 1,652 | 3,088 | 5,035 |

Table 2.13 - Number of vehicles involved in accidents by type of vehicle, ...
1984-1985

| Type of vehicle | 1 9 8 4 | | 1 9 8 5 | |
|-------------------------|--------------------|-------|--------------------|-------|
| | Number of vehicles | % | Number of vehicles | % |
| Private car | 3,441 | 43.4 | 3,749 | 43.5 |
| Taxi car | 743 | 9.4 | 793 | 9.2 |
| Bus | 924 | 11.6 | 1,028 | 11.9 |
| Lorry | 631 | 8.0 | 719 | 8.3 |
| Van | 637 | 8.0 | 802 | 9.3 |
| Motor/Auto cycle | 1,056 | 13.3 | 1,030 | 12.0 |
| Pedal cycle | 305 | 3.8 | 303 | 3.5 |
| Other motor vehicle | 101 | 1.3 | 104 | 1.2 |
| Other non-motor vehicle | 99 | 1.2 | 93 | 1.1 |
| All vehicles | 7,937 | 100.0 | 8,621 | 100.0 |

FIG. 23-RATIO OF DIFFERENT TYPES OF VEHICLES TO TOTAL NUMBER OF VEHICLES INVOLVED IN ACCIDENT (%)

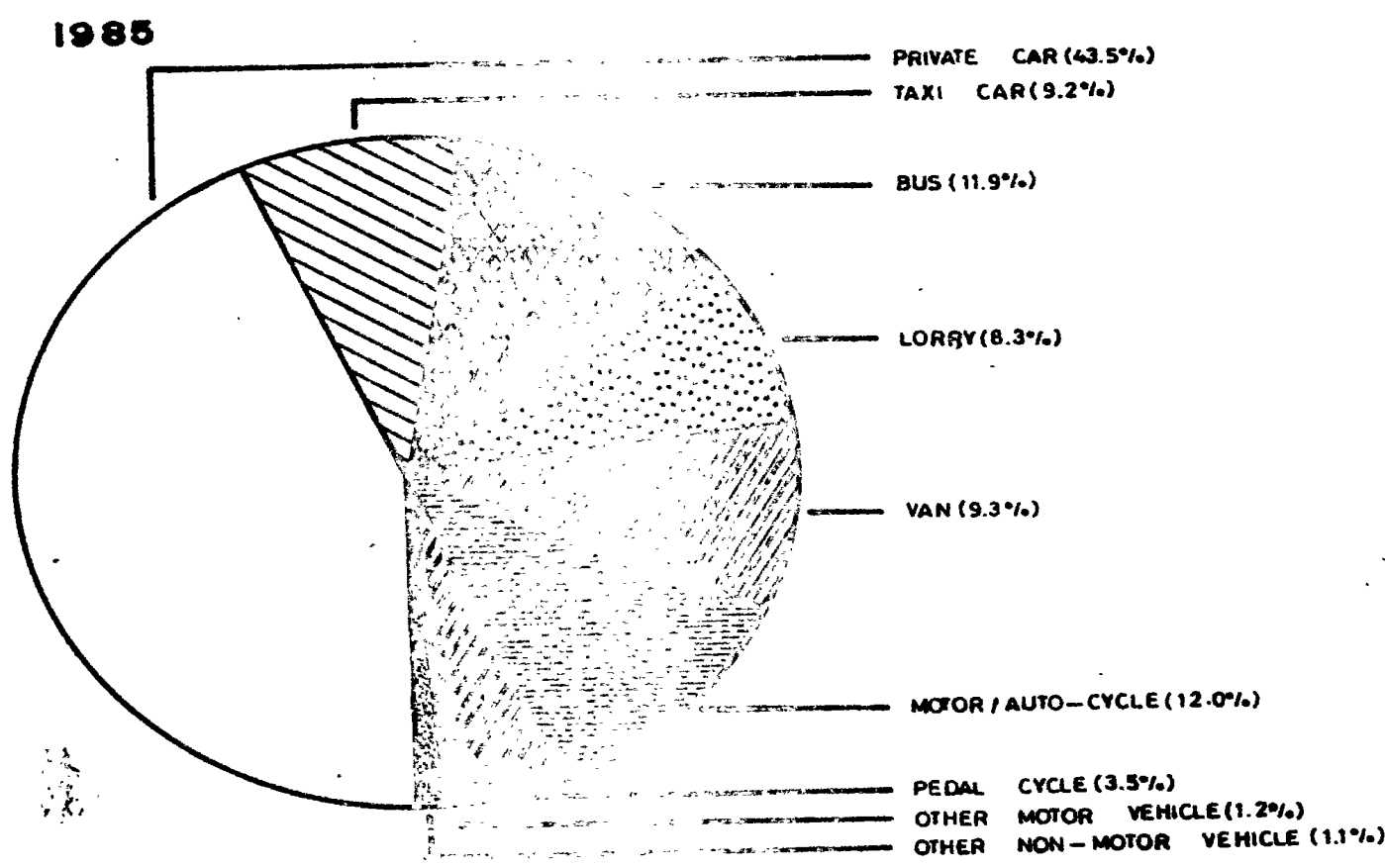
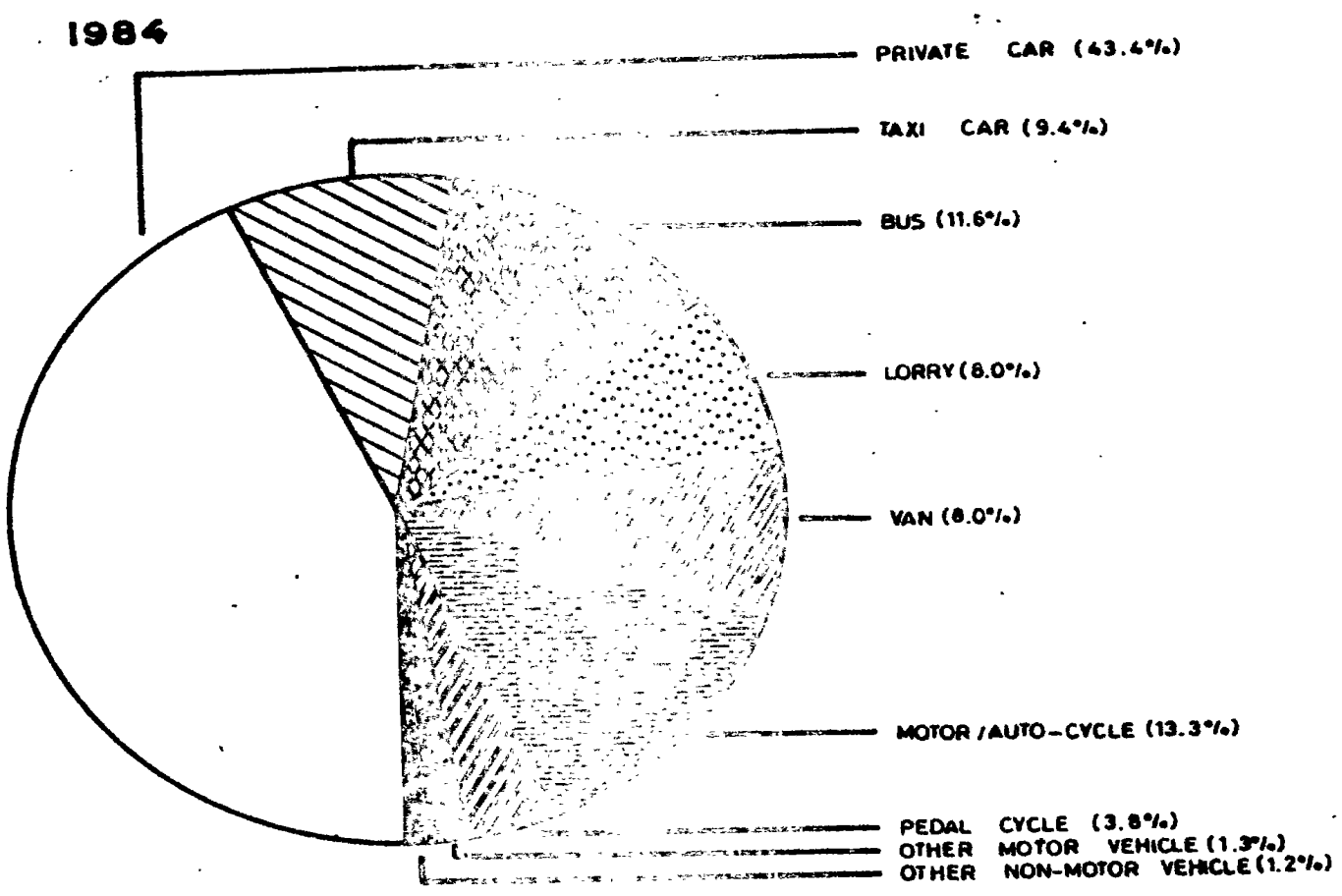


Table 2.14 - Number of motor-vehicles ^{1/} involved in accidents by type of vehicle and nature of damage, 1984-1985

| Type of vehicle | Nature of damage | | | | | | | | Total |
|---------------------|-------------------|------|------------------|-------|-----------|-------|-------|-------|-------|
| | Seriously damaged | | Slightly damaged | | No damage | | Total | | |
| | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | |
| Private car | 239 | 256 | 2,429 | 2,901 | 773 | 591 | 3,441 | 3,748 | |
| Taxi car | 36 | 62 | 556 | 599 | 151 | 132 | 743 | 793 | |
| Bus | 39 | 41 | 587 | 772 | 298 | 215 | 924 | 1,028 | |
| Lorry | 34 | 37 | 347 | 430 | 250 | 252 | 631 | 719 | |
| Van | 39 | 46 | 432 | 627 | 166 | 129 | 637 | 802 | |
| Motor/Auto Cycle | 51 | 57 | 760 | 816 | 245 | 157 | 1,056 | 1,030 | |
| Other motor vehicle | 6 | 6 | 54 | 61 | 40 | 38 | 100 | 105 | |
| All vehicles | 444 | 505 | 5,165 | 6,206 | 1,923 | 1,514 | 7,532 | 8,225 | |

^{1/} only three main vehicles have been considered in accidents involving more than three vehicles

Table 2.15 - Number of drivers and riders ^{1/} involved in accidents by age-group and sex, 1985

| Age group (years) | Drivers | | | Riders | | | Total | | |
|----------------------|---------|--------|------------|--------|--------|------------|-------|--------|------------|
| | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes |
| 15 - 18 | 22 | 2 | 24 | 40 | 3 | 43 | 62 | 5 | 67 |
| 19 - 24 | 775 | 12 | 787 | 233 | 2 | 235 | 1,008 | 14 | 1,022 |
| 25 - 34 | 2,537 | 53 | 2,590 | 417 | 4 | 421 | 2,954 | 57 | 3,011 |
| 35 - 44 | 2,093 | 43 | 2,136 | 168 | 1 | 169 | 2,261 | 44 | 2,305 |
| 45 - 54 | 972 | 12 | 984 | 93 | - | 93 | 1,065 | 12 | 1,077 |
| 55 - 60 | 311 | 2 | 313 | 32 | - | 32 | 343 | 2 | 345 |
| Over 60 | 157 | 7 | 164 | 12 | - | 12 | 169 | 7 | 176 |
| All ages | 6,867 | 131 | 6,998 | 995 | 10 | 1,005 | 7,862 | 141 | 8,003 |

^{1/} excluding drivers and riders involved in hit and run and mutual agreement cases

Table 2.16 - Drivers/riders¹ involved in accidents by driving experience and sex, 1984-1985

| Driving experience | 1984 | | | 1985 | | |
|---|--------------------------|--------|------------|--------------------------|--------|------------|
| | Number of drivers/riders | | | Number of drivers/riders | | |
| | Male | Female | Both sexes | Male | Female | Both sexes |
| No licence | 32 | - | 32 | 18 | - | 18 |
| Learner driver's licence | 138 | 1 | 139 | 105 | - | 105 |
| Licence with less than 2 years experience | 212 | 8 | 220 | 220 | 14 | 234 |
| Licence with more than 2 years experience | 6,775 | 107 | 6,882 | 7,519 | 127 | 7,646 |
| All categories | 7,157 | 116 | 7,273 | 7,862 | 141 | 8,003 |

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

Table 2.17 - Casualties by class of road-users, 1984-1985

| Class of road - users | 1984 | | 1985 | |
|-----------------------|------------|-----|------------|-----|
| | Casualties | | Casualties | |
| | Number | % | Number | % |
| Pedestrians | 891 | 38 | 938 | 35 |
| Passengers | 615 | 26 | 787 | 29 |
| Drivers | 176 | 8 | 241 | 9 |
| Riders | 423 | 18 | 486 | 18 |
| Pedal Cyclists | 224 | 10 | 233 | 9 |
| All road users | 2,329 | 100 | 2,685 | 100 |

Table 2.18 - Number of casualties by degree of injury and class of road users, 1984 - 1985

| Class of road users | 1984 | | | | | 1985 | | | | | | |
|---------------------|------------------|-------------------|------------------|-------|-------|-------------------|------------------|-------|-------|-------------------|------------------|-------|
| | Degree of injury | | | | | Degree of injury | | | | | | |
| | Fatal | Seriously injured | Slightly injured | Total | Fatal | Seriously injured | Slightly injured | Total | Fatal | Seriously injured | Slightly injured | Total |
| Pedestrians | 45 | 99 | 747 | 891 | 41 | 91 | 806 | 938 | 41 | 91 | 806 | 938 |
| Passengers | 14 | 51 | 550 | 615 | 24 | 73 | 690 | 787 | 24 | 73 | 690 | 787 |
| Drivers | 2 | 36 | 138 | 176 | 13 | 30 | 198 | 241 | 13 | 30 | 198 | 241 |
| Riders | 12 | 52 | 359 | 423 | 21 | 51 | 414 | 486 | 21 | 51 | 414 | 486 |
| Pedal Cyclists | 9 | 15 | 200 | 224 | 5 | 21 | 207 | 233 | 5 | 21 | 207 | 233 |
| All road users | 82 | 253 | 1,994 | 2,329 | 104 | 266 | 2,315 | 2,685 | 104 | 266 | 2,315 | 2,685 |

Table 2.19 - Number of casualties by age-group and sex, 1985

| Age-group (years) | Class of casualty | | | | | | | | | | | |
|----------------------|-------------------|--------|------------|------------|--------|------------|-------------------------|--------|------------|------------------|--------|------------|
| | Pedestrians | | | Passengers | | | Drivers/Riders/Cyclists | | | Total Casualties | | |
| | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes |
| Under 7 | 57 | 58 | 115 | 19 | 14 | 33 | - | - | - | 76 | 72 | 148 |
| 7 - 12 | 98 | 59 | 157 | 11 | 13 | 24 | 3 | - | 3 | 112 | 72 | 184 |
| 13 - 20 | 71 | 42 | 113 | 61 | 40 | 101 | 131 | 10 | 141 | 263 | 92 | 355 |
| 21 - 40 | 210 | 93 | 303 | 355 | 146 | 501 | 611 | 21 | 632 | 1,176 | 260 | 1,436 |
| 41 - 50 | 61 | 25 | 86 | 43 | 37 | 80 | 106 | 5 | 111 | 210 | 67 | 277 |
| 51 - 60 | 53 | 28 | 81 | 16 | 17 | 33 | 49 | 1 | 50 | 118 | 46 | 164 |
| Over 60 | 47 | 36 | 83 | 11 | 4 | 15 | 22 | 1 | 23 | 80 | 41 | 121 |
| All ages | 597 | 341 | 938 | 516 | 271 | 787 | 922 | 38 | 960 | 2,035 | 650 | 2,685 |

Table 2.20 - Pedestrian casualties by age-group, 1984-1985

| Age - group (years) | 1984 | | | 1985 | | |
|------------------------|--------------------------|-----------------------|---------------------------|--------------------------|-----------------------|---------------------------|
| | Population (mid-year) | Pedestrian casualties | | Population (mid-year) | Pedestrian casualties | |
| | | Number | Per 100,000 population | | Number | Per 100,000 population |
| Under 7 | 153,684 | 103 | 67 | 149,024 | 115 | 77 |
| 7 - 12 | 117,436 | 161 | 137 | 121,386 | 157 | 129 |
| 13 - 20 | 171,427 | 129 | 75 | 165,492 | 113 | 68 |
| 21 - 40 | 325,744 | 254 | 78 | 333,808 | 303 | 91 |
| 41 - 50 | 79,539 | 86 | 108 | 82,406 | 86 | 104 |
| 51 - 60 | 65,360 | 81 | 124 | 59,772 | 81 | 135 |
| over 60 | 63,939 | 77 | 120 | 73,322 | 83 | 113 |
| All ages | 977,129 | 891 | 91 | 985,210 | 938 | 95 |

PART III

PETROLEUM PRODUCTS

Table 3.1 - Evolution of price of motor spirit and gas oil, 1975 - 1985

| Year (as at end of.....) | Motor spirit | | | | Gas oil (Diesel) | |
|--------------------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|
| | Premium | | Regular | | Price (Rs/gallon) | Index (1975 = 100) |
| | Price (Rs/gallon) | Index (1975 = 100) | Price (Rs/gallon) | Index (1975 = 100) | | |
| 1975 | 6.75 | 100 | 6.40 | 100 | 4.50 | 100 |
| 1976 | 6.90 | 102 | 6.55 | 102 | 4.60 | 102 |
| 1977 | 8.15 | 121 | 7.45 | 116 | 5.20 | 116 |
| 1978 | 9.45 | 140 | 8.65 | 135 | 5.20 | 116 |
| 1979 | 22.00 | 326 | 21.00 | 328 | 12.00 | 267 |
| 1980 | 26.00 | 385 | 25.25 | 395 | 16.65 | 370 |
| 1981 | 32.50 | 481 | 32.00 | 500 | 20.50 | 456 |
| 1982 | 33.00 | 489 | 32.50 | 508 | 20.00 | 444 |
| 1983 ^{1/} | 33.00 | 489 | ... | ... | 20.00 | 444 |
| 1984 | 37.00 | 548 | ... | ... | 22.00 | 489 |
| 1985 | 37.00 | 548 | ... | ... | 22.00 | 489 |

^{1/} as from September 1983, regular is no longer on sale

Source : Main Importers

Table 3.2 - Sales (quantity) of motor-spirit and gas oil, 1975-1985

| Year | Sales (000 gallons) | | | |
|------|---------------------|-------------------|--------|---------------------|
| | Motor spirit | | Total | Gas oil (Diesel) |
| | Premium | Regular | | |
| 1975 | 8,767 | 913 | 9,680 | 13,576 |
| 1976 | 10,585 | 952 | 11,537 | 14,520 |
| 1977 | 12,799 | 935 | 13,734 | 16,629 |
| 1978 | 13,746 | 1,044 | 14,790 | 16,789 |
| 1979 | 13,262 | 1,063 | 14,325 | 14,933 |
| 1980 | 10,837 | 925 | 11,762 | 14,956 |
| 1981 | 9,826 | 806 | 10,632 | 15,440 |
| 1982 | 9,193 | 686 | 9,884 | 14,442 |
| 1983 | 9,633 | 401 | 10,039 | 13,982 |
| 1984 | 10,305 | ... ^{1/} | 10,305 | 14,293 |
| 1985 | 10,459 | ... | 10,459 | 14,934 |

^{1/} as from September 1983, regular is no longer on sale

Source : Importers

Table 3.3 - Imports of motor spirit and gas oil by country of origin, 1984 - 1985
(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | |
|------------------|-------------------------|----------------------|--------------------|----------|---------|----------|---------|
| | | | | Quantity | Value | Quantity | Value |
| 334.11.90 | Motor spirit (Gasoline) | Bahrain | Thousand Litres | 26,249 | 85,087 | 13,719 | 50,175 |
| | | Kuwait | " | 12,632 | 42,578 | 29,033 | 98,972 |
| | | United Arab Emirates | " | 8,199 | 27,848 | 1,898 | 7,154 |
| | | | | 47,080 | 155,514 | 44,650 | 156,301 |
| 334.3. | Gas oil | Australia | Thousand Litres | - | - | 10,564 | 35,518 |
| | | Bahrain | " | 66,193 | 199,477 | 25,077 | 83,280 |
| | | Kuwait | " | 29,662 | 92,916 | 65,434 | 217,193 |
| | | Singapore | " | 6,903 | 20,291 | - | - |
| | | United Arab Emirates | " | 11,496 | 36,683 | 8,941 | 30,161 |
| | | 114,251 | 349,368 | 110,016 | 366,152 | | |

Table 3.4 - Imports of lubricating oils and greases by country of origin, 1984 - 1985

(C.I.F. value Rs 000)

| S.I.T.C. Code | Description | Country of origin | Unit | 1984 | | 1985 | | |
|------------------|---|-------------------|--|----------|-------------|----------|--------|--------|
| | | | | Quantity | Value | Quantity | Value | |
| 334.51.10 | Lubricating oils containing not less than 70% by weight of petroleum products | Bahrain | Thousand Litres | 33 | 357 | - | - | |
| | | Belgium | " | 10 | 85 | 20 | 208 | |
| | | Denmark | " | 95 | 987 | - | - | |
| | | France | " | 750 | 8,005 | 664 | 7,348 | |
| | | Germany Federal | " | 8 | 53 | 8 | 145 | |
| | | Japan | " | 6 | 160 | 11 | 299 | |
| | | Netherlands | " | 6 | 68 | 8 | 91 | |
| | | Singapore | " | 238 | 2,617 | - | - | |
| | | South Africa | " | 1,922 | 20,297 | 2,028 | 21,350 | |
| | | United Kingdom | " | 202 | 2,287 | 458 | 5,371 | |
| | | Other countries | " | 9 | 168 | 4 | 83 | |
| | | | | | 3,279 | 35,084 | 3,201 | 34,895 |
| | | 334.51.20 | Lubricating greases containing not less than 70% by weight of petroleum products | France | Metric tons | 8.0 | 168 | 121.0 |
| South Africa | " | | | 84.0 | 1,201 | 72.0 | 1,033 | |
| United Kingdom | " | | | 0.5 | 119 | 0.2 | 22 | |
| Other countries | " | | | 0.1 | 30 | - | 14 | |
| | | | | 92.6 | 1,518 | 193.2 | 2,719 | |

