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Ministry of Economic Planning and Development

CENTRAL STATISTICAL OFFICE

DIGEST OF ROAD TRANSPORT STATISTICS

1986

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DIGEST OF ROAD TRANSPORT STATISTICS - 1986

This is the third 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, and road traffic accidents.

The data on road traffic accidents relate to the year 1986. 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, for the first time, data are being published in S.I. Units in accordance with the International System of Units Act, 1984.

All figures in this digest are the latest available as at the end of April 1987. 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 publication 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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May 1987

N O T E S

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

SYMBOLS

- Nil or negligible
- ... Not available
- .-. Not applicable

A. Vehicles on register as at 31st December, 1986

The number of vehicles on the register of the National Transport Authority at the end of December 1986 stood at 78,229 compared with 75,595 at the end of 1985. This represents a 3.5% growth. The fleet had almost the same composition as in 1985, with 45% passenger cars (including 8,071 dual purpose vehicles), 38% two-wheelers (9,205 motor cycles and 20,359 auto cycles) and 11% goods vehicles (4,838 lorries and 3,636 vans). The number of buses was 1,360.

During the year, 2,469 new vehicles and 1,701 second hand vehicles were registered. The number of second hand vehicles registered consisted of 270 imported vehicles (of which 216 passenger cars) and 1,431 re-registrations after having been put off the road. On the other hand, 1,536 vehicles were put off the road, of which 40% were passenger cars, the rest consisting mainly of two wheelers.

An estimate of the age distribution of motor cars and dual purpose vehicles as at 31st December 1986 shows that about 48% of these were more than 15 years of age, which is a slight improvement over the position of the previous year when it was about 50%. Passenger cars of the age-group less than 5 years have increased in proportion from 9% in 1985 to 12% in 1986. The operational bus fleet decreased by about 4%, from 1,114 in June 1985 to 1,072 in June 1986, with 70% vehicles under 10 years of age.

B. Road traffic accidents

1. Accidents

Road accidents increased by 13% over the previous year to reach 5,707 in 1986. The accident rate, measured by the number of accidents per 100,000 population therefore rose from 511 in 1985 to 574 in 1986.

2. Casualties

Casualties reported as a result of the 5,707 accidents were 2,834 of which 109 were fatal, 226 serious and 2,499 slight. During 1986 although there was an increase of over 13% in the number of accidents, the number of casualties rose only by 6%. Pedestrians remain the most vulnerable category of road users with the highest proportion (34%) of casualties. The fatality rate, that is, the number of deaths per 100,000 population, remained almost at the same level as in 1985, that is, at 11. The injury rate, that is, the number of injuries per 100,000 population rose from 262 in 1985 to 274 in 1986.

3. Vehicles involved

The number of vehicles involved in road accidents was 9,802 (among which 9,394 motor vehicles), compared to 8,621 in the previous year, i.e., a rise of 14%. Over half of the total number of vehicles involved in the road accidents were passenger cars (private cars and taxis). For every 1,000 motor vehicles registered there were thus 123 involved in accidents in 1986 and 110 in 1985.

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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, 1982 - 1986

As at end of	Length of roads (kms)				Percentage of roads paved	Density of total network in kilometres per sq. km
	Motor- ways	Main roads	Secondary roads	Other roads			Total
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
1986	27	840	577	339	92	0.96

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. kms)

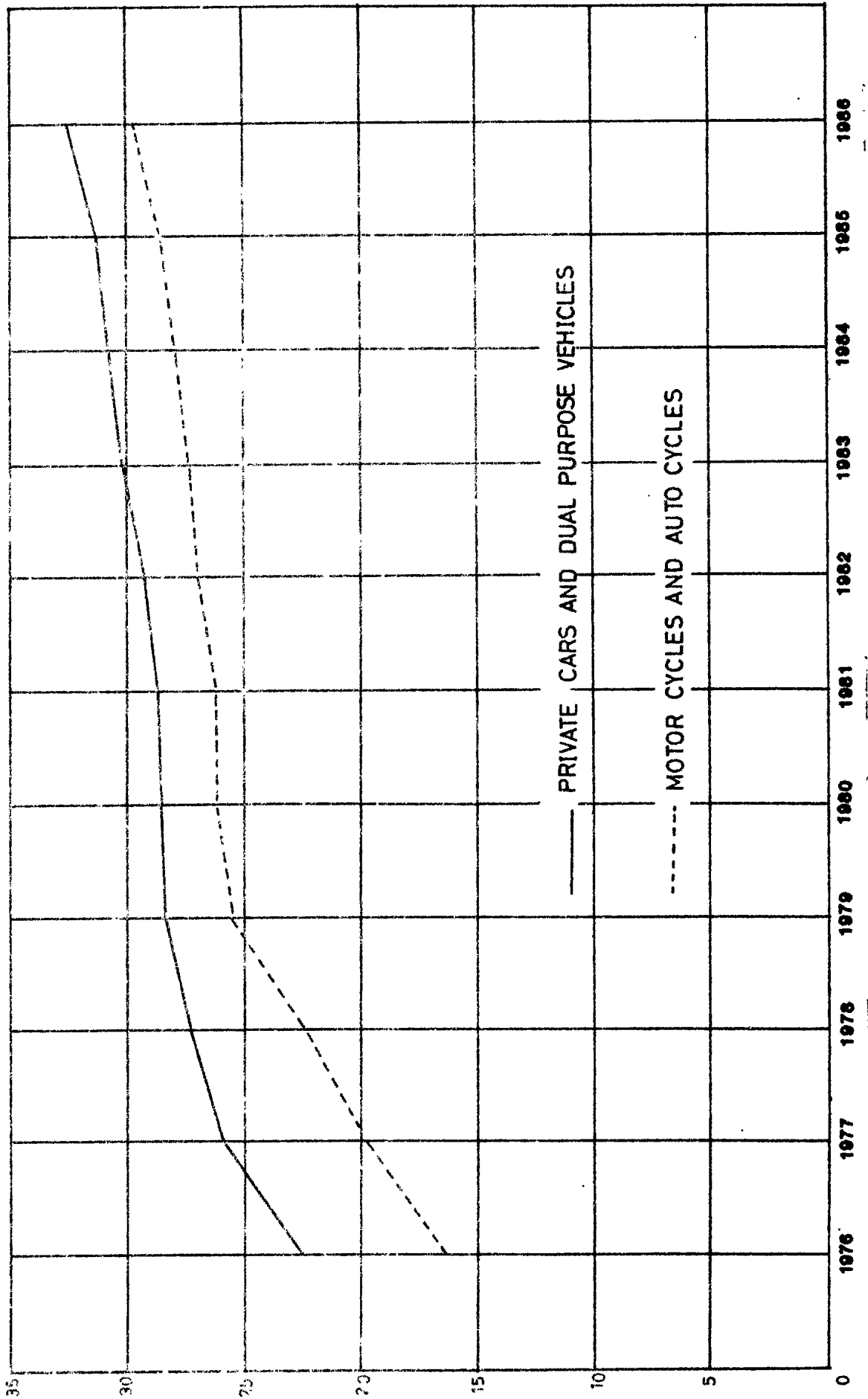
Table 1.2 - Registration of Vehicles^{1/}, 1982 - 1986

Type of vehicle	As at end of				
	1982	1983	1984	1985	1986
Car	25,536	26,082	26,274	26,455	27,053
(of which Taxi Car)	(3,026)	(2,954)	(2,735)	(2,717)	(2,931)
Heavy Motor Car	362	370	373	400	423
Dual Purpose Vehicle	6,719	6,971	7,212	7,527	8,071
Motor Cycle	8,427	8,711	8,882	9,014	9,205
Auto Cycle	18,618	13,770	19,223	19,514	20,359
Lorry and Truck	4,645	4,690	4,671	4,717	4,838
Van	2,955	3,089	3,265	3,440	3,636
Bus	1,442	1,418	1,364	1,369	1,360
Tractor and Dumper	1,739	1,760	1,742	1,788	1,863
Prime-Mover	109	113	116	120	130
Trailer	930	968	976	983	997
Tanker Lorry	19	22	21	21	28
Road Roller	114	114	105	97	91
Other ^{2/}	135	140	145	150	175
Total	71,750	73,218	74,369	75,595	78,229

^{1/} includes government vehicles

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

FIG 11-PRIVATE CARS AND TWO WHEELERS, 1976-1986



THOUSAND OF REGISTERED VEHICLES

Table 1.3 - Registration of new vehicles^{1/} during the year, 1982 - 1986

Type of vehicle	1982	1983	1984	1985	1986
Car	345	312	430	465	590
Heavy Motor Car	7	10	4	23	19
Dual Purpose Vehicle	191	124	170	235	443
Motor Cycle	108	119	112	86	179
Auto Cycle	666	549	575	386	932
Lorry and Truck	66	16	36	35	90
Van	150	110	172	163	172
Bus	19	28	28	49	23
Tractor and Dumper	116	39	23	60	70
Prime Mover	6	1	2	-	-
Trailer	56	25	18	18	22
Road Roller	16	2	2	1	-
Other ^{2/}	18	7	5	-	29
Total	1,764	1,342	1,577	1,521	2,469

^{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, 1982 - 1986

Type of Vehicle	1982	1983	1984	1985	1986
Car	468	605	521	445	543
Heavy Motor Car	3	2	1	4	5
Dual Purpose Vehicle	155	189	145	132	173
Motor Cycle	192	286	278	291	306
Auto Cycle	368	431	438	384	390
Lorry and Truck	84	102	126	131	99
Van	53	67	60	73	82
Bus	17	13	15	42	12
Tractor and Dumper	24	20	26	49	41
Prime Mover	3	6	4	8	12
Trailer	23	16	7	35	34
Road Roller	2	-	-	2	1
Other ^{2/}	1	1	2	5	3
Total	1,413	1,738	1,631	1,601	1,701

^{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, 1985 and 1986

Age group (years)	Number of cars and dual purpose vehicles			
	Number	%	Number	%
			as at 31st December 1985	as at 31st December 1986
less than 5	3,054	9	4,258	12
5 less than 10	6,971	21	7,010	20
10 less than 15	6,918	20	6,989	20
15 and over	17,039	50	16,867	48
Total	33,982	100	35,124	100

Table 1.6 - Vehicles off the road^{1/} during the year, 1982 - 1986

Type of vehicle	1982	1983	1984	1985	1986
Car	512	371	759	729	535
Heavy Motor Car	3	4	2	1	1
Dual Purpose Vehicle	121	61	74	52	72
Motor Cycle	152	121	219	263	194
Auto Cycle	244	828	560	479	477
Lorry and Truck	97	73	181	120	68
Van	52	43	64	61	58
Bus	63	65	97	68	44
Tractor and Dumper	24	38	67	63	36
Prime Mover	1	3	3	4	2
Trailer	2	3	17	45	42
Road Roller	3	2	11	11	7
Other ^{2/}	-	-	3	-	-
Total	1,274	1,612	2,057	1,896	1,536

^{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 1.7 - Age composition of operational bus fleet (public transport)^{1/} as at 30th June, 1985 - 1986

Age group (years)	as at 30th June 1985		as at 30th June 1986	
	Number	%	Number	%
Less than 5	316	28	206	19
5 less than 10	463	42	548	51
10 less than 15	216	19	243	23
15 less than 20	119	11	75	7
Total	1,114	100	1,072	100

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

FIG. 12- AGE COMPOSITION OF OPERATIONAL BUS FLEET

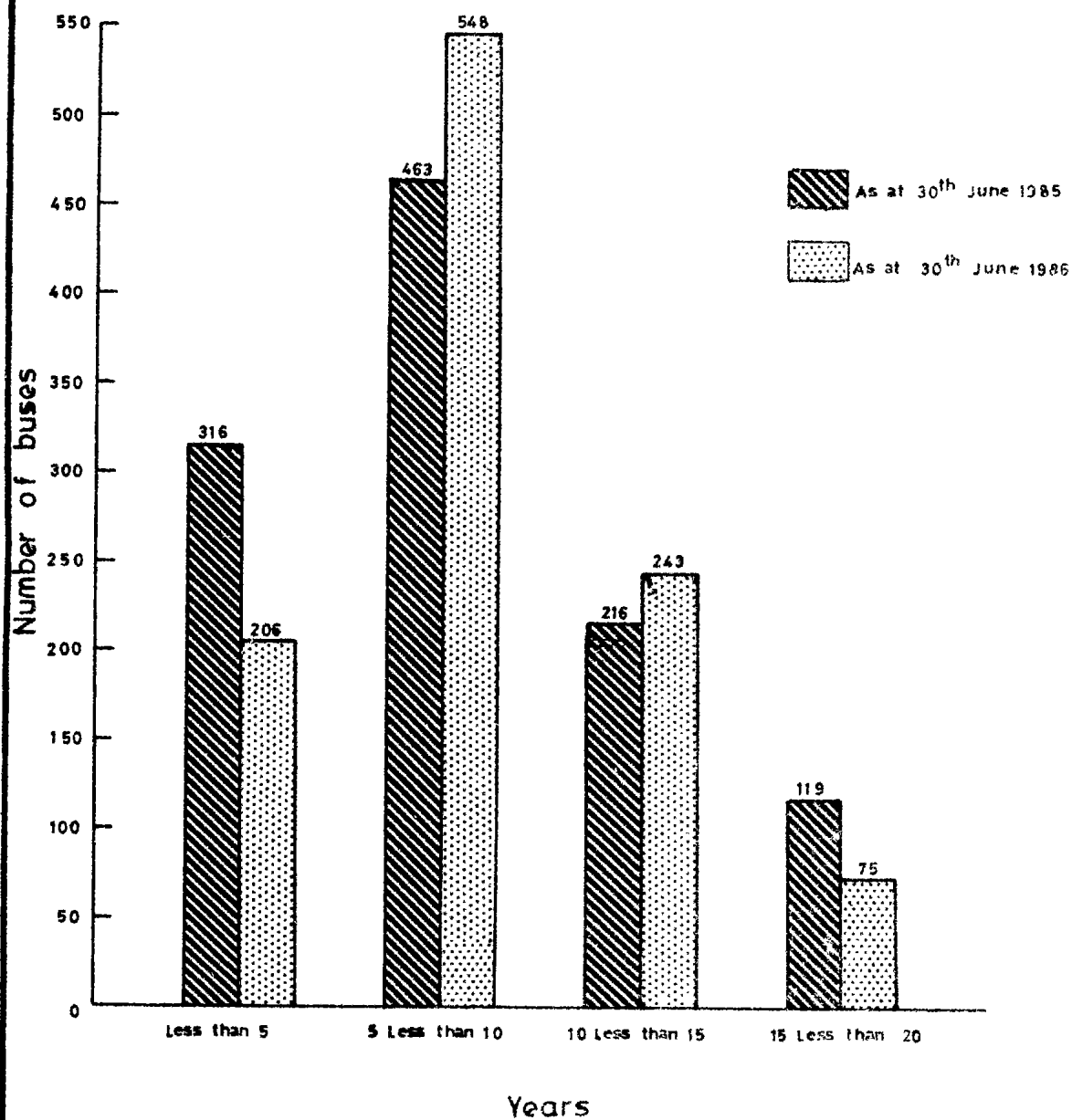


Table 1.3 - Bus operational statistics^{1/}; 1982 - 1986

	Unit	1982	1983	1984	1985	1986 ^{2/}
1. Operational bus fleet (as at 30th June)	Number	1,127	1,040	1,094	1,114	1,072
2. Total vehicle-journeys	Thousand	3,165	3,013	3,140	3,187	3,413
3. Average vehicle-journeys per day	"	8.7	8.3	8.6	8.7	9.4
4. Total vehicle-miles	"	34,999	34,539	35,581	35,564	36,974
5. Average vehicle-miles per day	"	95.9	94.6	97.5	97.4	101.3
6. Total gross receipts	'000 Rs	250,663	268,034	276,215	322,000	342,700
7. Average gross receipts per day	'000 Rs	687	734	755	882	939

^{1/} refer only to buses with a Road Service Licence, i.e., buses which operate on proclaimed routes and charge individual fares. Include 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)
	13.6.77	26.7.79	15.7.80	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 . Main source of revenue to the National Transport Authority, 1982 - 1986

Thousand rupees

Source of revenue	As at end of December				
	1982	1983	1984	1985	1986
Motor Vehicle Licences (Road Tax)	24,177	24,836	23,961	23,527	25,363
Examination of Vehicles	1,900	1,909	1,967	1,900	1,988
Public Service Vehicle and Carrier's Licences	1,537	1,238	1,409	1,504	1,687
Registration of Vehicles	601	788	881	856	1,051
Penalties/Surcharge	542	434	403	437	415
Issue of Special Route Permits ^{1/}	284	325	600	508	518
Motor Vehicle Dealers and Petrol Service Station Licences	78	75	94	84	83
Total	29,119	29,605	29,315	28,816	31,105

^{1/} as from April 1984, the fee for Special Route Permit increased from Rs 48.40 to Rs 109

FIG 13 - MAIN SOURCES OF REVENUE TO THE NATIONAL TRANSPORT AUTHORITY - 1986

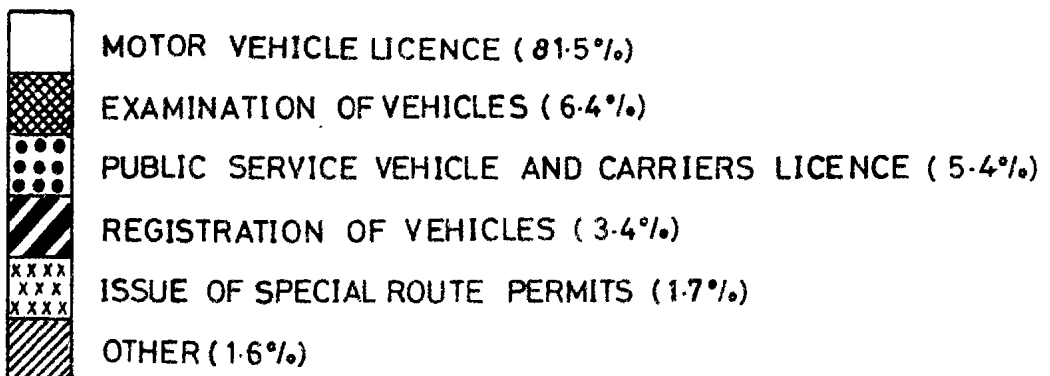
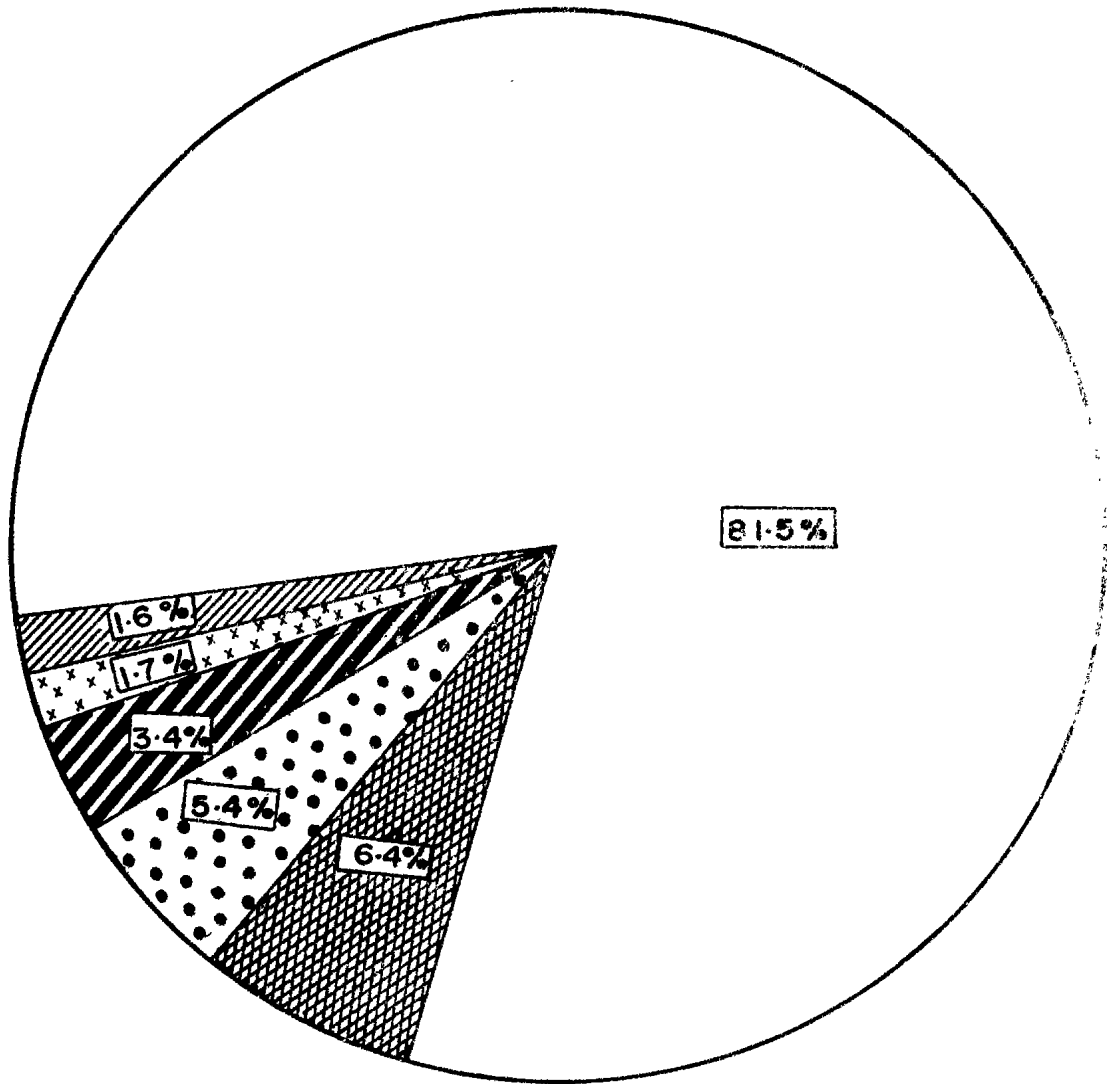


Table 1.11 - Driving licences issued during the year by type of licence, 1982 - 1986

Number

Year	Type of licence	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			
1982		6,703	988	7,771	36,882	1,451	38,333	3,631	463	4,094	35,230	2,106	37,336	1,927	275	2,102
1983		8,656	1,450	10,106	40,550	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
1986		8,842	1,686	10,528	41,470	1,928	43,398	6,804	1,070	7,874	39,532	2,159	41,691	2,361	457	2,818

Table 1.12 - Imports of vehicles and spare parts by country origin, 1985 - 1986

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1985		1986	
			Quantity	Value	Quantity	Value
Passenger motor-cars of engine capacity not exceeding 1100 c.c. 1/	United Kingdom	Number	...	...	21	812
	France	"	...	...	25	1,827
	Italy	"	...	...	20	1,003
	Japan	"	...	...	38	5,110
	Other countries	"	...	...	3	98
of engine capacity not exceeding 1300 c.c. 2/	United Kingdom	"	21	1,159	23	1,692
	France	"	34	6,065	135	10,283
	Germany Fed. Rep.	"	2	109	17	1,767
	Italy	"	20	1,820	47	3,156
	Japan	"	227	12,433	460	27,717
	Korea Rep.	"	-	-	27	1,370
	South Africa Rep.	"	-	-	30	3,716
	Other countries	"	2	73	-	-
				364	21,659	800	49,700

1/ as from 1986 fundamental changes have occurred in the definition of various items under the chapter "motor vehicles".
It is consequently not possible to provide corresponding figures for the year 1985

2/ figures for 1986 relate to motor-cars of engine capacity exceeding 1100 c.c. but not exceeding 1300 c.c.

Table III - Imports of vehicles with motor capacity by country of origin, 1985 - 1990 (cont'd)

(C.I.B. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 5		1 9 8 6	
			Quantity	Value	Quantity	Value
of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c.	United Kingdom	Number	5	378	16	1,504
	France	"	99	8,021	90	10,711
	Germany Fed. Rep.	"	40	3,875	44	5,485
	Japan	"	94	6,230	193	15,720
	Korea Rep.	"	16	924	29	1,742
	South Africa Rep.	"	-	-	67	5,726
	Other countries	"	10	821	6	583
			264	20,249	445	41,471
of engine capacity exceeding 1800 c.c.	United Kingdom	"	21	2,802	5	883
	France	"	20	2,301	13	1,469
	Germany Fed. Rep.	"	10	1,870	9	1,418
	Japan	"	9	762	3	173
	South Africa Rep.	"	-	-	4	1,444
			60	7,735	34	5,387

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1925 - 1936 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 2 5		1 9 2 6	
			Quantity	Value	Quantity	Value
Other, unspecified	United Kingdom	Number	2	260	6	829
	France	"	1	37	1	151
	Germany Fed. Rep.	"	1	83	2	444
	India	"	-	-	1	171
	Japan	"	3	305	12	2,022
			7	685	22	3,617
Trucks and lorries	United Kingdom	"	16	1,860	38	6,276
	France	"	51	7,473	5	985
	India	"	17	4,221	12	4,148
	China	"	6	1,635	-	-
	Japan	"	85	7,681	105	11,350
	Other countries	"	4	562	5	902
			179	23,432	165	23,661

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1985 - 1986 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 5		1 9 8 6	
			Quantity	Value	Quantity	Value
Dumpers	United Kingdom	Number	12	920	47	1,452
	India	"	24	1,691	23	1,746
	China	"	7	416	-	-
	South Africa Rep.	"	-	-	7	2,382
Trucks of the pick-up type, vans designed solely for the types which are not derived solely from ordinary passenger motor-car 1/	United Kingdom	"	43	3,027	77	5,580
	Australia	"	...	...	2	243
	France	"	...	...	2	210
	Germany Fed. Rep.	"	...	...	15	1,550
	India	"	...	...	1	49
	Italy	"	...	...	5	902
	Japan	"	...	...	8	226
	South Africa Rep.	"	...	...	102	9,224
				...	2	141
				...	137	12,553

1/ as from 1986 fundamental changes have occurred in the definition of various items under the chapter "motor vehicles". It is consequently not possible to provide corresponding figures for the year 1985

Table I.12 - Imports of vehicles and spare parts by country of origin, 1985 - 1986 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 5		1 9 8 6	
			Quantity	Value	Quantity	Value
Other motor vehicles for the transport of goods or materials	Germany Fed. Rep.	Number	...	...	2	97
	South Africa Rep.	"	...	...	1	66
of an engine capacity up to 1100 c.c. 1/			...	...	3	163
	United Kingdom	"	-	-	2	89
of an engine capacity not exceeding 1300 c.c. 2/	France	"	5	626	3	107
	Germany Fed. Rep.	"	-	-	1	43
	Japan	"	4	215	12	1,122
	South Africa Rep.	"	-	-	5	152
of an engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c.			9	841	23	1,513
	France	"	1	282	1	38
	Germany Fed. Rep.	"	-	-	11	657
	South Africa Rep.	"	-	-	3	177
	Korea Rep.	"	2	253	-	-
			3	535	15	872

1/ as from 1986 fundamental changes have occurred in the definition of various items under the chapter "motor vehicles". It is consequently not possible to provide corresponding figures for the year 1985

2/ figures for 1986 relate to other motor vehicles of engine capacity exceeding 1100 c.c. but not exceeding 1300 c.c.

Table I.12 - Imports of vehicles and spare parts by country of origin, 1985 - 1986 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 5		1 9 8 6	
			Quantity	Value	Quantity	Value
of an engine capacity exceeding 1800 c.c.	United Kingdom	Number	1	78	-	-
	France	"	3	346	1	48
	Germany Fed. Rep.	"	6	756	1	112
	Australia	"	1	88	-	-
	Japan	"	33	2,870	-	-
			44	4,138	2	160
Special purpose motor lorries and vans	United Kingdom	"	1	20	9	5,373
	France	"	1	326	2	585
	Germany Fed. Rep.	"	-	-	2	776
	Australia	"	1	2,417	5	5,866
	India	"	20	10,879	10	2,961
	China	"	2	1,737	-	-
	South Africa Rep.	"	-	-	1	433
			33	15,379	29	15,994

Table I.12 - Imports of vehicles and spare parts by country of origin, 1985 - 1986 (cont'd)

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

I t e m	Country of origin	Unit	1 9 8 5		1 9 8 6	
			Quantity	Value	Quantity	Value
Public service type passenger motor vehicles	United Kingdom	Number	1	248	3	468
	France	"	7	1,823	-	-
	Germany Fed. Rep.	"	14	2,128	7	1,124
	Italy	"	3	238	1	25
	India	"	6	1,431	33	6,441
	Japan	"	51	5,119	43	5,733
	Korea Rep.	"	4	1,690	-	-
	Australia	"	1	143	-	-
				87	12,820	87	13,791
Road tractors for semi trailers	United Kingdom	"	-	-	4	696
	France	"	8	1,810	-	-
			8	1,810	4	696

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1935 - 1956 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 5		1 9 8 6	
			Quantity	Value	Quantity	Value
Chassis fitted with engines for tractors and for motor vehicles	United Kingdom	Number	10	4,031	-	-
	France	"	6	1,443	-	-
	India	"	29	6,330	-	-
	Japan	"	34	5,442	21	4,028
				17,246	21	4,028
Parts and accessories for tractors and for motor vehicles	United Kingdom	Metric ton	249	9,755	299	10,945
	France	"	53	5,031	50	6,034
	Germany Fed. Rep.	"	24	1,821	25	2,804
	Italy	"	20	2,634	15	1,959
	India	"	31	2,235	50	2,846
	South Africa Rep.	"	3	203	17	810
	U.S.A.	"	17	1,801	8	1,019
	Japan	"	57	4,196	73	6,468
	Other countries	"	25	1,105	30	1,582
			479	28,781	567	34,467

Table I.12 - Imports of vehicles and spare parts by country of origin, 1985 - 1986 (cont'd)

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1985		1986	
			Quantity	Value	Quantity	Value
Motor cycles, scooters and auto cycles	France	Number	63	337	140	848
	Italy	"	120	755	463	2,695
	Japan	"	62	762	191	1,847
	Other countries	"	14	48	57	167
			259	1,902	851	5,557
Cycles not motorized	United Kingdom	"	3,084	3,424	3,767	4,572
	France	"	149	257	517	738
	Germany Fed. Rep.	"	-	-	664	866
	Italy	"	1,260	651	1,770	1,619
	India	"	1,415	667	5,350	2,395
	China	"	1,451	1,037	5,191	3,064
	Taiwan	"	167	96	4,813	2,015
	Other countries	"	47	197	29	17
			7,573	6,329	22,101	15,286

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1985 - 1986 (cont'd)

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1985		1986	
			Quantity	Value	Quantity	Value
Parts n.e.s. and accessories for motor cycles, scooters and auto cycles	France	Metric ton	6.8	565	1.1	276
	Germany Fed. Rep.	"	0.8	52	-	-
	Italy	"	1.4	198	0.6	113
	India	"	41.1	840	0.1	7
	China	"	19.2	465	0.7	76
	Taiwan	"	10.0	1,015	18.3	1,343
	Japan	"	8.7	962	7.1	1,276
	Other countries	"	0.4	32	0.3	50
			88.4	4,130	28.2	3,141

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 2.2 - Accident rate, 1982 - 1986

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
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
1986	5,707	574	74	9,410	123

^{1/} see footnote to table 2.1

Table 2.1 - Road traffic accidents, motor-vehicles involved and casualties, 1982 - 1986

Year	Number				
	Accidents	Motor-vehicles involved	Casualties	Population (mid-year)	Motor-vehicles registered (mid-year)
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
1986	5,707	9,410	2,834	993,851	76,612

^{1/} data from 1983 onwards exclude number of accidents involving bicycles only

Table 2.3 - Fatalities and fatality index^{1/}, 1982 - 1986

Year	Fatalities			Fatality index
	Number	Per 100,000 population	Per 1,000 registered motor-vehicles	
1982	99	10.3	1.4	4.0
1983	102	10.5	1.4	4.0
1984	82	8.4	1.1	3.5
1985	104	10.6	1.4	3.9
1986	109	11.0	1.4	3.8

1/ Fatality index is the ratio of the number of fatalities to the total number of casualties expressed as a percentage

Table 2.4 - Number of injuries by degree of injury and injury rate, 1982 - 1986

Year	Degree of injury			Injuries	
	Serious	Slight	Total injured	Per 100,000 population	Per 1,000 registered motor-vehicles
1982	147	2,214	2,361	245.7	33.5
1983	305	2,124	2,429	250.8	33.5
1984	253	1,994	2,247	230.0	30.5
1985	266	2,315	2,581	262.0	34.5
1986	226	2,499	2,725	274.2	35.6

Table 2.b - Accidents, motor-vehicles/pedestrians involved and casualties by police district, 1985 - 1986

Police district	Accidents		Motor-vehicles involved		Pedestrians involved		Casualties	
	1985	1986	1985	1986	1985	1986	1985	1986
	Number							
Port Louis (South)	864	1,063	1,518	1,875	165	153	263	293
Port Louis (North)	592	670	991	1,101	131	138	302	327
Pamplemousses/Rivière du Rempart	411	475	619	715	95	93	308	429
Moka-Flacq	581	591	886	919	127	120	384	367
Grand Port/Savanne	464	501	706	742	136	142	449	457
Upper Plaines Wilhems	790	969	1,291	1,628	164	182	346	427
Plaines Wilhems/Black River	1,333	1,438	2,224	2,430	236	250	633	534
Whole Island	5,035	5,707	8,235	9,410	1,054	1,078	2,685	2,834

Table 2.6 - Accidents, motor-vehicles/pedestrians involved and casualties by police district by semester, 1986

Number

Police district	Accidents		Motor-vehicles involved		Pedestrians involved		Casualties	
	Jan-June	July-Dec.	Jan-June	July-Dec.	Jan-June	July-Dec.	Jan-June	July-Dec.
	Port Louis (South)	474	589	847	1,028	57	96	155	138
Port Louis (North)	338	332	550	551	75	63	179	148
Pamplemousses/Rivière du Rempart	208	267	318	397	38	55	173	256
Moka/Flacq	262	329	405	514	58	62	164	203
Grand Port/Savanne	214	287	307	435	57	85	164	293
Upper Plaines Wilhems	428	541	719	909	73	109	196	231
Plaines Wilhems/Black River	683	755	1,153	1,277	126	124	257	277
Whole Island	2,607	3,100	4,299	5,111	484	594	1,288	1,546

Table 2.7 - Daily and hourly distribution of accidents, 1935

Day Time(hour)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0 - 1	2	3	3	6	5	5	12	36
1 - 2	5	-	3	9	1	3	6	27
2 - 3	-	2	2	2	2	1	10	19
3 - 4	2	-	2	-	1	2	4	11
4 - 5	2	1	2	2	4	1	11	23
5 - 6	2	2	7	4	5	7	5	32
6 - 7	11	24	21	18	14	14	9	111
7 - 8	43	42	50	47	61	32	21	296
8 - 9	80	68	67	59	52	55	29	410
9 - 10	61	65	66	41	49	55	38	375
10 - 11	51	62	38	55	32	47	38	323
11 - 12	51	33	68	57	39	6	59	370
12 - 13	43	41	45	46	54	73	47	349
13 - 14	40	41	45	41	44	62	44	317
14 - 15	51	63	57	57	48	50	59	385
15 - 16	86	65	84	63	67	50	39	454
16 - 17	77	72	76	59	60	51	65	460
17 - 18	84	74	81	59	68	57	66	489
18 - 19	50	51	54	44	48	49	81	377
19 - 20	55	29	25	39	44	41	67	300
20 - 21	25	23	38	28	20	35	46	215
21 - 22	17	14	21	23	24	34	22	155
22 - 23	10	8	18	11	14	11	16	88
23 - 24	9	12	8	12	15	23	6	85
Total	357	795	881	782	771	821	800	5,707

FIG. 2.1 NUMBER OF ACCIDENTS BY DAY OF WEEK, 1985 & 1986

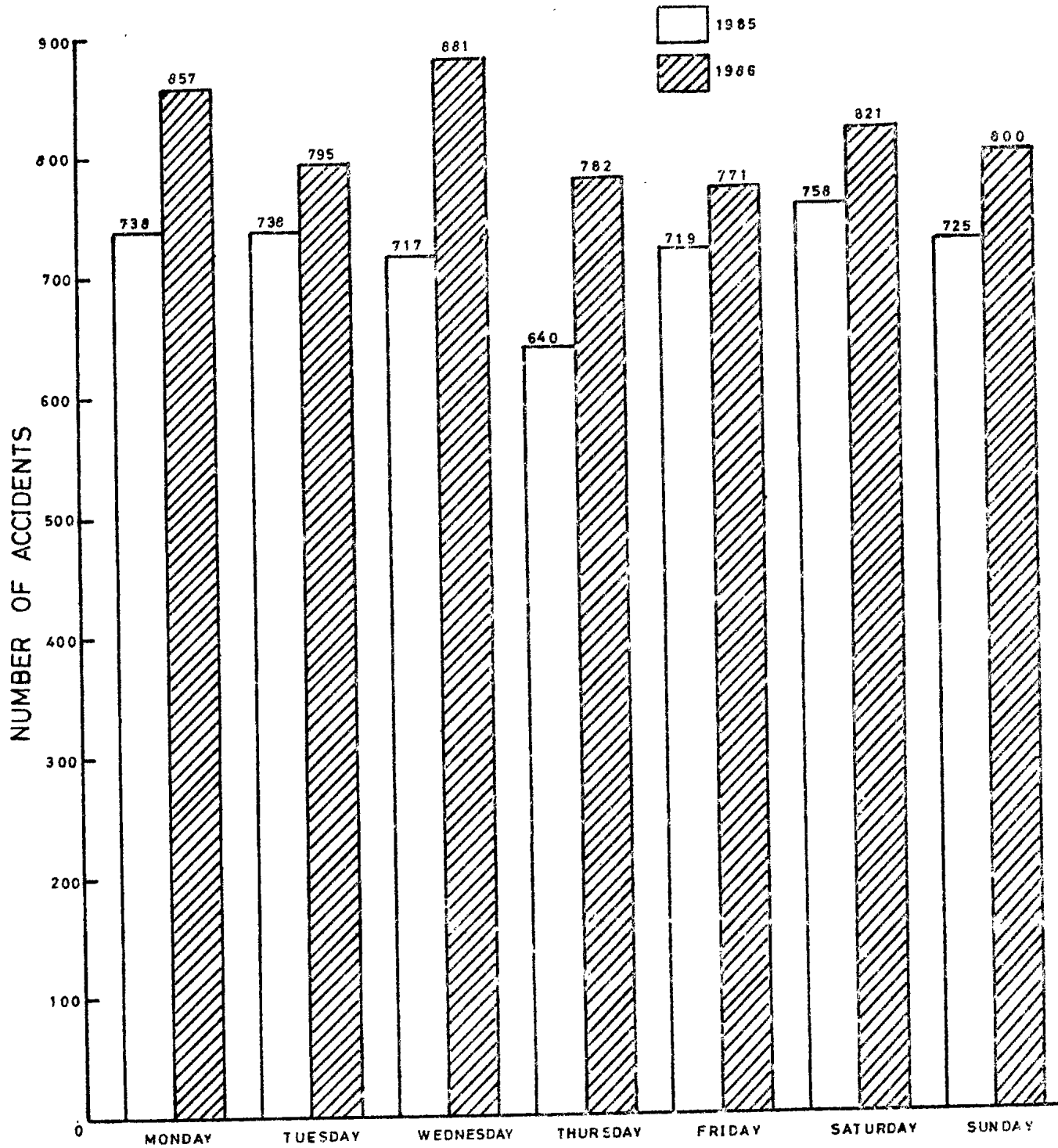


FIG. 2.2 NUMBER OF ACCIDENTS BY TIME OF DAY, 1986

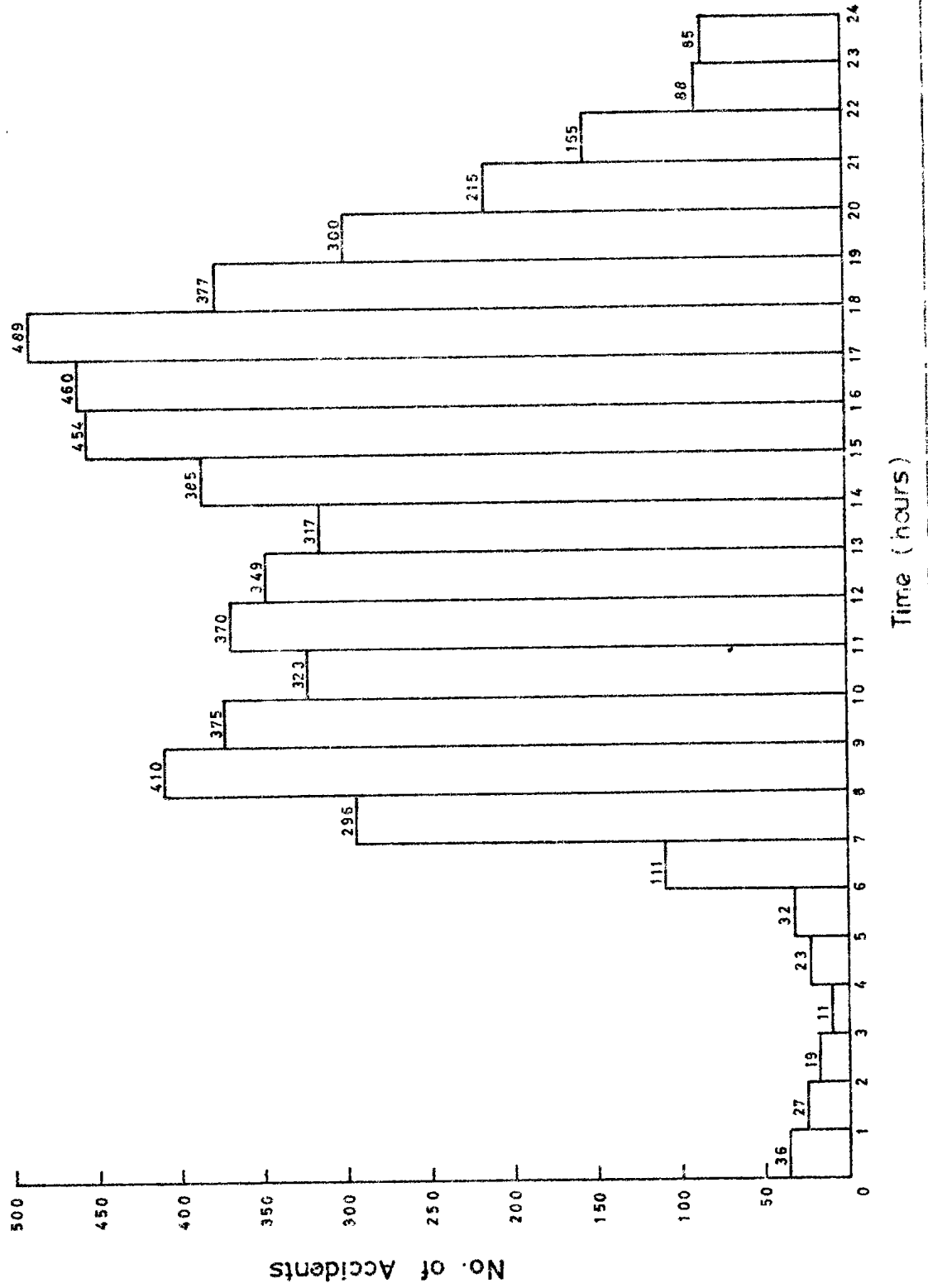


Table 2.C - Number of accidents by severity of accident and police district, 1955-1956

Police district	1 9 8 5					1 9 8 6				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Port Louis (South)	11	13	206	634	864	12	8	216	827	1,063
Port Louis (North)	6	42	171	373	592	8	38	221	403	670
Pamplemousses/ Rivière du Rempart	9	30	184	188	411	10	20	218	227	475
Moka/Flacq	13	21	255	292	581	13	21	238	319	591
Grand Port/savanne	20	35	198	211	464	13	26	215	247	501
Upper Plaines Wilhems	10	22	243	515	790	15	29	282	643	969
Plaines Wilhems/ Black River	20	43	395	875	1,333	30	28	361	1,019	1,438
Whole Island	89	206	1,652	3,088	5,035	101	170	1,751	3,685	5,707

Table 2.9 - Number of accidents by severity of accident, and conditions of weather, 1985 - 1986

Weather condition	1985					1986				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Fine	75	175	1,459	2,682	4,571	93	117	1,573	3,361	5,117
Rainy	14	203	198	383	625	7	19	160	298	484
Fog/mist	-	1	5	6	15	1	-	5	4	10
Other	-	2	9	17	28	-	4	13	22	59
All conditions	89	205	1,652	3,088	5,035	101	170	1,751	3,685	5,707

Table 2.10 - Number of accidents by severity of accident and light conditions, 1985 - 1986

Light condition	1985					1986				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Daylight	52	145	1,241	2,501	3,939	70	128	1,347	3,023	4,568
Dark-no street lighting	25	30	168	186	409	15	18	139	187	359
Dark- street light on	12	29	229	387	657	16	24	247	463	750
Dark - street light off	-	2	14	14	30	-	-	18	12	30
All conditions	89	206	1,652	3,088	5,035	101	170	1,751	3,685	5,707

Table 2.11 - Number of accidents by severity of accident and apparent cause of accident, 1985 - 1986

Apparent cause of accident	1985				1986					
	Severity of accident				Severity of accident					
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Speeding	10	14	69	80	173	13	16	86	125	240
Improper overtaking	5	11	100	206	322	4	8	78	245	335
Signal violation	1	2	10	25	38	2	1	11	22	36
Followed too closely	3	6	42	280	331	-	2	45	223	270
Vehicle skidded	7	11	83	116	217	10	9	83	87	189
Improper signing	1	1	24	20	46	-	1	12	21	54
Inefficient brake	1	2	21	30	54	1	4	15	22	42
Burst tyres	-	-	8	14	22	-	-	10	6	16
Careless driving	25	74	600	1,949	2,643	29	54	772	2,590	3,445
Negligence of pedestrian	28	59	515	75	677	33	54	445	70	602
Other mechanical defect	3	6	41	60	110	2	5	36	58	101
Other causes	5	20	139	233	397	7	16	158	216	397
All causes	89	206	1,652	3,088	5,035	101	170	1,751	3,685	5,707

Table 2.12 - Number of accidents by severity of accident and road characteristics, 1985 - 1986

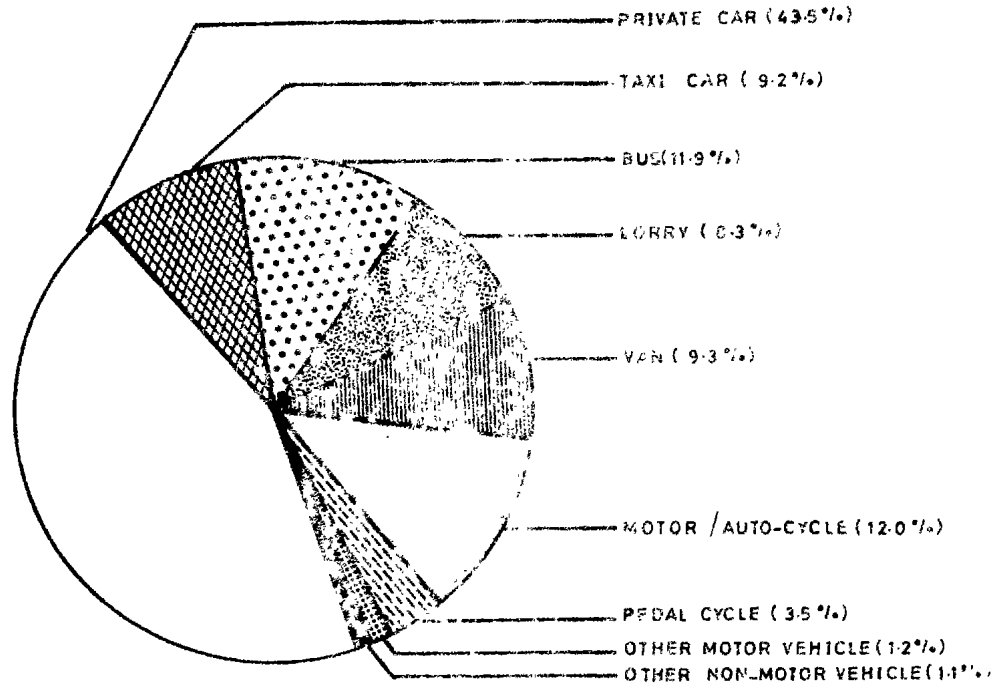
Road characteristic	1985					1986				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Straight	68	159	1,166	2,230	3,603	77	125	1,274	2,776	4,252
Curve	11	37	187	288	523	13	24	168	314	519
Roundabout	1	6	39	93	139	2	7	47	127	136
Hill crest	4	5	56	70	135	1	1	29	39	70
Signallised intersection	1	1	15	38	55	1	1	21	47	70
Uncontrolled junction	3	13	140	252	408	2	9	149	260	420
Road works present	-	-	13	30	43	-	1	11	24	36
Defective road surface	-	2	23	32	57	1	-	28	30	59
Other	1	5	13	55	72	4	2	24	68	98
All characteristics	89	206	1,652	3,088	5,035	101	170	1,751	3,685	5,707

Table 2.13 - Number of vehicles involved in accidents by type of vehicle,
1985 - 1986

Type of vehicle	1 9 8 5		1 9 8 6	
	Number of vehicles	%	Number of vehicles	%
Private car	3,749	43.5	4,341	44.3
Taxi car	793	9.2	857	8.7
Bus	1,028	11.9	1,238	12.6
Lorry	719	8.3	788	8.0
Van	802	9.3	902	9.2
Motor/Auto cycle	1,030	12.0	1,166	11.9
Pedal cycle	303	3.5	371	3.8
Other motor vehicle	104	1.2	102	1.0
Other non-motor vehicle	93	1.1	37	0.4
All vehicles	8,621	100.0	9,802	100.0

FIG. 2.3 RATIO OF DIFFERENT TYPES OF VEHICLES TO TOTAL NUMBER OF VEHICLES INVOLVED IN ACCIDENT (%)

1985



1986

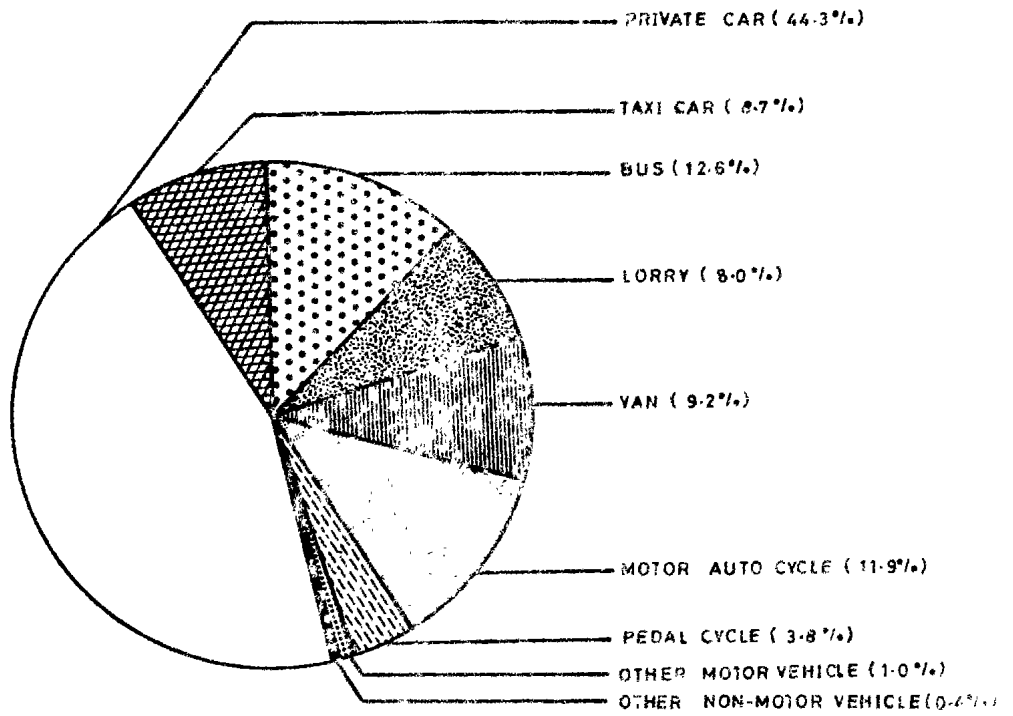


Table 2.14 - Number of motor-vehicles^{1/} involved in accidents by type of vehicle and nature of damage, 1985 - 1986

Type of vehicle	Nature of damage								Total
	Seriously damaged		Slightly damaged		No damage				
	1985	1986	1985	1986	1985	1986	1985	1986	
Private car	256	215	2,901	3,650	591	476	3,748	4,341	
Taxi car	62	45	599	717	132	95	793	857	
Bus	41	20	772	984	215	234	1,028	1,238	
Lorry	37	26	430	514	252	248	719	788	
Van	46	48	627	745	129	109	802	902	
Motor/Auto cycle	57	47	816	990	157	129	1,030	1,166	
Other motor vehicle	6	6	61	59	38	37	105	102	
All vehicles	505	407	6,206	7,659	1,514	1,328	8,225	9,394	

^{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, 1986

Age-group (years)	Drivers			Riders			Total		
	Male	Female	Both sexes	Male	Female	Both sexes	Male	Female	Both sexes
	15 - 18	13	1	14	50	4	54	63	5	68
19 - 24	836	23	859	242	2	244	1,078	25	1,103
25 - 34	2,957	66	3,023	492	3	495	3,449	69	3,518
35 - 44	2,412	56	2,468	198	3	201	2,610	59	2,669
45 - 54	1,154	17	1,171	102	-	102	1,256	17	1,273
55 - 60	324	6	330	24	-	24	348	6	354
Over 60	192	2	194	23	-	23	215	2	217
All ages	7,888	171	8,059	1,131	12	1,143	9,019	183	9,202

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

Table 2.16 -- Drivers/riders^{1/} involved in accidents by driving experience and sex, 1985 - 1986

Driving experience	1 9 8 5			1 9 8 6		
	Number of drivers/riders			Numbers of drivers/riders		
	Male	Female	Both sexes	Male	Female	Both sexes
No licence	18	-	18	19	2	21
Learner driver's licence	105	-	105	119	4	123
Licence with less than 2 years experience	220	14	234	254	15	269
Licence with more than 2 years experience	7,519	127	7,646	8,627	162	8,789
All categories	7,862	141	8,003	9,019	183	9,202

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

Table 2.17 - Casualties by class of road-users, 1985 - 1986

Class of road-users	1 9 8 5		1 9 8 6	
	Casualties		Casualties	
	Number	%	Number	%
Pedestrian	938	35	962	34
Passenger	787	29	850	30
Driver	241	9	252	9
Rider	486	18	476	17
Pedal cyclist	233	9	294	10
All road users	2,685	100	2,834	100

Table 2.18 -- Number of casualties by degree of injury and class of road users, 1985 - 1986

Class of road user	1985				1986			
	Degree of injury		Total	Degree of injury		Total		
	Seriously injured	Slightly injured		Seriously injured	Slightly injured			
Pedestrian	41	806	938	90	817	962		
Passenger	24	690	787	54	782	850		
Driver	13	198	241	21	219	252		
Rider	21	414	486	37	423	476		
Pedal cyclist	5	207	233	24	258	294		
All road users	104	2,315	2,685	226	2,499	2,834		

Table 2.19 - Number of casualties by age group and sex, 1936

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	62	43	105	25	16	41	1	-	1	88	59	147
7 - 12	96	77	173	22	17	39	11	1	12	129	95	224
13 - 20	78	44	122	72	32	104	105	3	108	255	79	334
21 - 40	241	99	340	351	161	512	665	10	675	1,257	270	1,527
41 - 50	64	25	89	65	45	110	111	3	114	240	73	313
51 - 60	37	15	52	17	12	29	71	1	72	125	26	153
Over 60	45	36	81	6	9	15	40	-	40	91	45	136
All ages	623	339	962	558	292	850	1,004	16	1,022	2,185	649	2,834

PART III

PETROLEUM PRODUCTS

Table 2.20 - Pedestrian casualties by age-group, 1935 - 1936

Age-group (years)	1 9 3 5			1 9 3 6		
	Population (mid-year)	Pedestrian casualties		Population (mid-year)	Pedestrian Casualties	
		Number	Per 100,000 population		Number	Per 100,000 population
Under 7	149,024	115	77	142,711	105	74
7 - 12	121,386	157	129	125,988	173	137
13 - 20	165,492	113	68	159,557	122	76
21 - 40	333,803	303	91	343,784	340	99
41 - 50	82,406	86	104	85,106	89	105
51 - 60	66,345	81	122	67,350	52	77
Over 60	66,749	83	124	69,355	81	117
All ages	985,210	938	95	993,851	962	97

Table 3.1 - Evolution of price of motor spirit and gas oil, 1977 - 1986

Year (as at end of	Motor spirit				Gas oil	
	Premium		Regular		(Diesel)	
	Price (Rs/litre)	Index (1977 = 100)	Price (Rs/litre)	Index (1977 = 100)	Price (Rs/litre)	Index (1977 = 100)
1977	1.80	100	1.64	100	1.15	100
1978	2.08	116	1.91	116	1.15	100
1979	4.85	269	4.63	282	2.64	230
1980	5.73	318	5.56	339	3.67	319
1981	7.16	398	7.05	430	4.52	393
1982	7.27	404	7.16	437	4.41	383
1983 ^{1/}	7.27	404	...	...	4.41	383
1984	8.15	453	...	...	4.85	422
1985	8.15	453	...	...	4.85	422
1986	7.70	428	...	...	4.51	392

^{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, 1977-1986

Year	Sales (000 Litres)			
	Motor Spirit			Gas oil (Diesel)
	Premium	Regular	Total	
1977	58,107	4,245	62,352	75,796
1978	62,407	4,740	67,147	70,222
1979	60,209	4,826	65,035	67,756
1980	49,200	4,200	53,400	67,900
1981	44,610	3,659	48,269	70,096
1982	41,759	3,114	44,873	65,567
1983	43,757	1,820	45,577	63,476
1984	46,785	... ^{1/}	46,305	64,890
1985	47,484	...	47,484	67,800
1986	51,488	...	51,488	74,118

1/ as from September 1983, regular is no longer sale

Source : Importers

Table 3.3 - Imports of motor spirit and gas oil by country of origin, 1985 - 1986

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

Item	Country of origin	Unit	1985		1986	
			Quantity	Value	Quantity	Value
Motor spirit (Gasoline)	Bahrain	Thousand Litres	13,719	50,015	54,868	82,029
	Kuwait	"	29,033	98,972	8,172	16,142
	United Arab Emirates	"	1,897	7,154	-	-
Gas oil			44,649	156,141	63,040	98,171
	Australia	"	10,564	35,518	-	-
	Bahrain	"	25,077	82,516	96,069	112,338
	Kuwait	"	65,434	217,193	74,290	115,045
	United Arab Emirates	"	8,941	30,161	-	-
			110,016	365,388	170,359	227,383

Table 3.4 - Imports of lubricating oils and greases by country of origin, 1985 - 1986

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1985		1986	
			Quantity	Value	Quantity	Value
Lubricating oils containing not less than 70% by weight of petroleum products	Belgium	Thousand Litres	20	208	-	-
	France	"	622	7,347	189	2,647
	Germany Fed. Rep.	"	8	145	7	145
	Japan	"	11	299	8	318
	Netherlands	"	8	91	4	66
	S. Africa Rep.	"	2,028	21,351	3,910	35,355
	United Kingdom	"	458	5,371	39	749
	Other countries	"	4	83	17	318
			3,159	34,895	4,174	39,598
Lubricating greases containing not less than 70% by weight of petroleum products	France	Metric tons	121.4	1,650	14.8	292
	S. Africa Rep.	"	71.8	1,033	109.3	1,499
	United Kingdom	"	0.2	22	0.6	48
	Other countries	"	0.4	14	1.1	45
			193.8	2,719	125.8	1,884

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ORIGINAL

MINISTRY OF WORKS
TRAFFIC MANAGEMENT UNIT
ACCIDENT REPORT FORM

8. WEATHER CONDITIONS
 1. Fog 2. Rain 3. Fog/mist 4. Other

9. LIGHT CONDITIONS
 1. Dark — no street lighting
 2. Dark — with street lighting
 3. Dark — street lights unit

10. ROAD CHARACTERISTICS (tick three most important characteristics, if any)
 (1) Straight 01
 (2) Curve 02
 (3) Roundabout 03
 (4) Hillcrest 04
 (5) Signalised intersection 05
 (6) Uncontrolled junction road 06
 (7) Road works present 07
 (8) Defective road surface 08
 (9) Road surface dry 09
 (10) Road surface wet 10
 (11) Other, specify 11

11. ANY APPARENT SYMPTOM OF ALCOHOL?
 Driver motorcyclist Pedestrian, if any
 (1) Yes 1 3
 (2) No 2 4

12. APPARENT CAUSE OF ACCIDENT
 01. Speeding
 02. Improper overtaking
 03. Signal violation
 04. Followed too closely
 05. Vehicle skidded
 06. Improper signing
 07. Inefficient brake
 08. Burst tyres
 09. Careless driving
 10. Negligence of pedestrian
 11. Other mechanical defect
 12. Other, specify,

5. IDENTIFICATION OF DRIVERS (tick three main vehicle categories, as in part 3.3)
 Sex: 1. Male 2. Female

	Driver No. 1	Driver No. 2	Driver No. 3
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(1) No licence at all
 (2) a learner driver's licence
 (3) a licence with less than 2 years' experience
 (4) a licence with more than 2 years' experience

6. SEVERITY OF CASUALTY

	Number	
	Fatal	Slight
(1) Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>
(2) Pedal Cyclists	<input type="checkbox"/>	<input type="checkbox"/>
(3) Riders (auto motor cycles)	<input type="checkbox"/>	<input type="checkbox"/>
(4) Drivers (motor vehicles)	<input type="checkbox"/>	<input type="checkbox"/>
(5) Passengers	<input type="checkbox"/>	<input type="checkbox"/>

7. AGE GROUP AND SEX OF CASUALTIES

	Pedestrians		Drivers/Riders Cyclists	
	Male	Female	Male	Female
(1) Under 7 yrs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) 7-12 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) 13-20 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) 21-40 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(5) 41-50 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(6) 51-60 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(7) over 60 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Name of responsible officer

Signature

POLICE STATION

1. TIME
 Day Month Year
 Card No.
 1.1 Date of accident
 1.2 Day of week
 1. Sunday 2. Tuesday 3. Wednesday 4. Thursday 5. Friday 6. Saturday 7. Sunday
 Hrs Mins
 24 hours

2. EXACT LOCATION OF ACCIDENT
 2.1 Name of village or town

2.2 Name of street or road

2.3 Distance of site of accident from the nearest junction or school or social welfare centre or any other place for location
 Distance

3. VEHICLE RECORD
 3.1 Number of vehicle(s) involved in the accident
 3.2 Number of pedestrian(s) involved in the accident
 3.3 Type of vehicle(s) involved
 01. Private Car 05. Van 09. Other motor vehicle
 02. Taxi Car 06. Motor cycle/Auto-cycle 10. Other non-motor vehicle
 03. Bus 07. Pedal cycle 11. Property damage
 04. Lorry 08. Pedestrian
 Vehicle No. 1 vs Vehicle No. 2 or Pedestrian vs Vehicle No. 3
 (1) Type (insert appropriate code as above)
 (2) Registration Number
 (3) Insurance Company

4. DAMAGE TO VEHICLES
 1. Seriously damaged 2. Slightly damaged 3. No damage
 Vehicle No. 1 Vehicle No. 2 Vehicle No. 3