

MAURITIUS

Ministry of Economic Planning and Development

CENTRAL STATISTICAL OFFICE

**DIGEST OF
ROAD TRANSPORT
STATISTICS**

1987

May 1988

(Price: Rs 75.00)

DIGEST OF ROAD TRANSPORT STATISTICS - 1987

=====

This is the fourth 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 1987. These data were collected from police stations round the island through a form designed specially for the purpose. They have been processed at the Traffic Management Unit of the Ministry of Works.

The 'Système International d'Unités' (S.I.Units) has been used throughout this publication in accordance with the International System of Units Act, 1984.

The figures in this digest are those available as at the end of April 1988. 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.

D. Zmanay
Director of Statistics

Central Statistical Office
Rose Hill

June 1988

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

Road Transport Statistics, 1987

A. Vehicles on register as at 31st December, 1987

The total number of vehicles on the register of the National Transport Authority at the end of December 1987 was 85,677 as compared to 78,229 at the end of 1986, representing a growth of 9.5% over the period. The fleet composition changed only slightly from that of the previous year, consisting of 44% passenger cars (including 9,207 dual purpose vehicles), 39% two-wheelers, and 11% goods vehicles (5,057 lorries and 4,115 vans) while the remaining 6% included buses, trailers, tractors etc. The number of buses rose by 12% to reach 1,529 at the end of 1987. The operational bus fleet, that is buses operating on proclaimed bus routes, was 1,285 strong.

The registration of new vehicles was 7,255 during 1987 - almost a three fold increase over 1986, when the number of new vehicles registered was 2,469. This was mainly the result of a general decrease in customs duty and the remittance of duty to certain categories of public officers, on passenger cars, the registration of which reached 2,161 during 1987, that is, more than double the number in 1986.

During the year the number of second hand vehicles registered was 2,266 and included 1,080 imported vehicles, the majority of which (836) were passenger cars. The number of imported second hand vehicles increased fourfold over 1986 as a direct result of the liberalisation of such imports. The other 1,186 vehicles consisted of vehicles which had previously been put off the road but were re-registered during 1987. On the other hand, 2,073 vehicles were put off the road during the same period.

An estimate of the age distribution of motor-cars and dual purpose vehicles as at 31st December 1987 reveals that almost 40% of the fleet in these categories was under 10 years old. This is a significant improvement over 1986 when 32% of these vehicles were in that age-group. The percentage of passenger cars aged 15 years or more has again decreased-falling from 48% in 1986 to 44% in 1987. The operational bus fleet too has improved in age-composition, with 26% of its buses under 5 years old in 1987 as compared to 14% in 1986.

B. Road traffic accidents

1. Accidents

With nearly 10% more vehicles on our roads during 1987, the number of road accidents rose by 24% over 1986, to reach 7,059. The accident rate per 100,000 population correspondingly increased to 703 from 574 in 1986, while the rate of accident per 1,000 motor vehicles reached 87 as compared to 74 for the previous year.

2. Vehicles involved

The number of vehicles involved in accidents during 1987 was 12,336 (of which 11,869 motor vehicles) as compared to 9,802 in the previous year, that is a rise of 26%. Over half of the total number of vehicles involved in the road accidents were passenger cars, this category of motor vehicles constituting 44% of the whole fleet. The rate of motor vehicles involved in accidents per 1000 motor vehicles registered has again risen, this time from 123 in 1986 to 147 in 1987.

3. Casualties

For the 7,059 accidents 3,294 casualties were reported, of which 112 were fatal, 255 serious and 2,927 slight. The rise in the number of casualties as compared to that of the previous year was 16%, with a significant increase of 35% among passengers. Also, an analysis by category of road users shows that passengers have taken the lead in 1987 as the most vulnerable, with the highest proportion (35%) of casualties, followed by pedestrians with 32%.

The fatality rate, that is, the number of deaths per 100,000 population reached 317 in 1987, as compared to 274 during the previous year.

Central Statistical Office
Rose Hill

April 1988

C O N T E N T S

PART 1 - VEHICLE STATISTICS

	<u>Page</u>
Table 1.1 - Road networks, 1983-1987	1
1.2 - Registration of vehicles, 1983-1987	2
1.3 - Registration of new vehicles during the year, 1983-1987	4
1.4 - Registration of second-hand vehicles during the year, 1983-1987	5
1.5 - Age distribution of cars and dual purpose vehicles as at 31st December, 1986-1987	6
1.6 - Vehicles off the road during the year, 1983-1987	7
1.7 - Age composition of the operational bus fleet (public transport) as at 31st December, 1986-1987	8
1.8 - Bus operational statistics, 1983-1987	10
1.9 - Evolution of bus fares (adults), 1977-1984	11
1.10 - Main sources of revenue to the National Transport Authority, 1983-1987	12
1.11 - Driving licences issued during the year by type of licence, 1983-1987	14
1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987	15

PART 2 - ROAD TRAFFIC ACCIDENT STATISTICS

Table 2.1 - Road traffic accidents, motor-vehicles involved and casualties, 1983-1987	25
2.2 - Accident rate, 1983-1987	26
2.3 - Fatalities and fatality index, 1983-1987	27
2.4 - Number of injuries by degree of injury and injury rate, 1983-1987	27
2.5 - Accidents, motor-vehicles/pedestrians involved and casualties by police district, 1986-1987	28
2.6 - Accidents, motor-vehicles/pedestrians involved and casualties by police district by semester, 1987	29
2.7 - Daily and hourly distribution of accidents, 1987	30

C O N T E N T S (cont'd)

PART 2 - ROAD TRAFFIC ACCIDENT STATISTICS (cont'd)

	<u>Page</u>
Table 2.8 - Number of accidents by severity of accident and police district, 1986-1987	32
2.9 - Number of accidents by severity of accident and conditions of weather, 1986-1987	33
2.10 - Number of accidents by severity of accident and light conditions, 1986-1987	34
2.11 - Number of accidents by severity of accident and apparent cause of accident, 1986-1987	35
2.12 - Number of accidents by severity of accident and road characteristics, 1986-1987	36
2.13 - Number of vehicles involved in accidents by type of vehicle, 1986-1987	37
2.14 - Number of motor-vehicles involved in accidents by type of vehicle and nature of damage, 1986-1987	39
2.15 - Number of drivers and riders involved in accidents by age-group and sex, 1987	40
2.16 - Drivers/riders involved in accidents by driving experience and sex, 1986-1987	41
2.17 - Casualties by class of road users, 1986-1987	42
2.18 - Number of casualties by degree of injury and class of road users, 1986-1987	43
2.19 - Number of casualties by age-group and sex, 1987	44
2.20 - Pedestrian casualties by age-group, 1986-1987	45

PART 3 - PETROLEUM PRODUCTS

Table 3.1 - Evolution of price of motor-spirit and gas oil, 1978-1987	46
3.2 - Sales of motor-spirit and gas oil, 1978-1987	47
3.3 - Imports of motor-spirit and gas oil by country of origin, 1986-1987	48
3.4 - Imports of lubricating oils and greases by country of origin, 1986-1987	49

I L L U S T R A T I O N S

	<u>Page</u>
Figure 1.1 - Private cars and two-wheelers, 1977-1987	3
1.2 - Age composition of operational bus fleet as at 30th June, 1986-1987	9
1.3 - Main sources of revenue to the National Transport Authority, 1987	13
2.1 - Number of accidents by day of week, 1986-1987	31
2.2 - Number of accidents by time of day, 1987	31
2.3 - Ratio of different types of vehicles to total number of vehicles involved in accident, 1986-1987	38

Appendix - Accident report form

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 $7\frac{1}{2}$ 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, 1983 - 1987

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
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
1987	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/}, 1983-1987

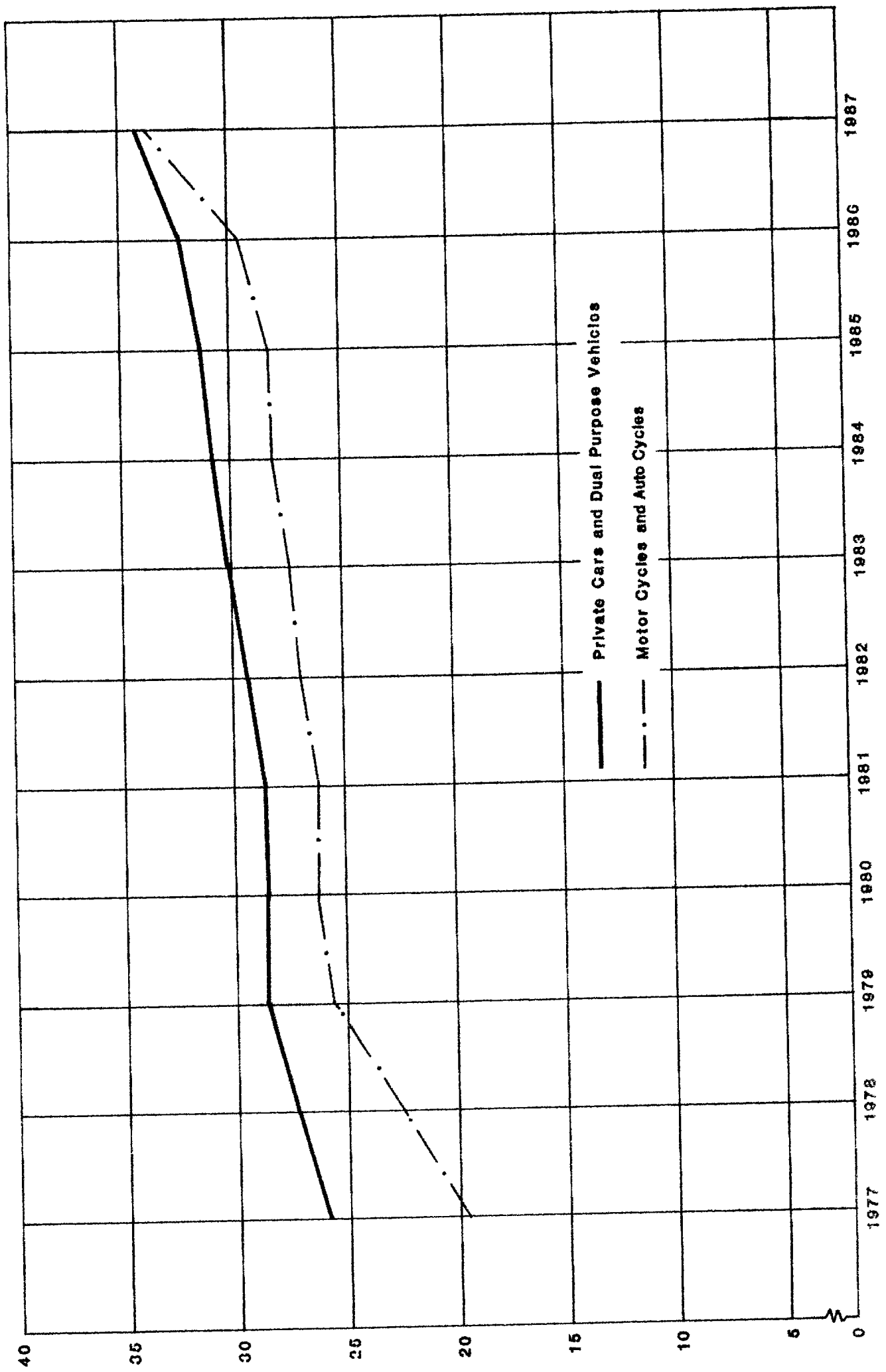
Number

Type of vehicle	As at end of				
	1983	1984	1985	1986	1987
Car	26,082	26,274	26,455	27,053	28,337
(of which Taxi Car)	(2,954)	(2,735)	(2,717)	(2,931)	(3,358)
Dual Purpose Vehicle	6,971	7,212	7,527	8,071	9,207
Heavy Motor Car	370	373	400	423	454
Motor Cycle	8,711	8,882	9,014	9,205	9,436
Auto Cycle	18,770	19,223	19,514	20,359	24,124
Lorry and Truck	4,690	4,671	4,717	4,838	5,057
Van	3,089	3,265	3,440	3,636	4,115
Bus	1,418	1,364	1,369	1,360	1,529
Tractor and Dumper	1,760	1,742	1,788	1,863	1,940
Prime-Mover	113	116	120	130	145
Trailer	968	976	983	997	1,039
Tanker Lorry	22	21	21	28	28
Road Roller	114	105	97	91	87
Other ^{2/}	140	145	150	175	179
Total	73,218	74,369	75,595	78,229	85,677

^{1/} includes government vehicles

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

TABLE 1. PRIVATE CARS AND DUAL PURPOSE VEHICLES AND MOTOR CYCLES AND AUTO CYCLES, 1977-1987



Thousand of Registered Vehicles

Table 1.3 - Registration of new vehicles^{1/} during the year, 1983-1987

Type of vehicle	1983	1984	1985	1986	1987
Car	312	430	465	590	1,357
Dual Purpose Vehicle	124	170	235	443	804
Heavy Motor Car	10	4	23	19	25
Motor Cycle	119	112	86	79	236
Auto Cycle	549	575	386	932	3,917
Lorry and Truck	16	36	35	90	136
Van	110	172	163	172	437
Bus	28	28	49	23	203
Tractor and Dumper	39	23	60	70	66
Prime Mover	1	2	-	-	2
Trailer	25	18	18	22	68
Road Roller	2	2	1	-	-
Other ^{2/}	7	5	-	29	4
Total	1,342	1,577	1,521	2,469	7,255

^{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, 1983-1987

Type of Vehicle.	1983	1984	1985	1986	1987
Car	605	521	445	543	766
Dual Purpose Vehicle	189	145	132	173	437
Heavy Motor Car	2	1	4	5	6
Motor Cycle	286	278	291	306	303
Auto Cycle	431	438	384	390	358
Lorry and Truck	102	126	131	99	204
Van	67	68	73	82	125
Bus	13	15	42	12	12
Tractor and Dumper	20	26	49	41	31
Prime Mover	6	4	8	12	13
Trailer	16	7	35	34	11
Road Roller	-	-	2	1	-
Other ^{2/}	1	2	5	3	-
T O T A L	1,738	1,631	1,601	1,701	2,266

^{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 ^{1/} as at 31st December 1986-1987

Age-group (years)	Number of cars and dual purpose vehicles			
	as at 31st December 1986		as at 31st December 1987	
	Number	%	Number	%
Less than 5	4,258	12	6,988	19
5 less than 10	7,010	20	7,257	19
10 less than 15	6,989	20	6,924	18
15 and over	16,867	48	16,375	44
Total	35,124	100	37,544	100

^{1/} dual purpose vehicle : essentially a car but so designed as to be capable of carrying a certain load of goods, e.g., all hatchback cars.

Table 1.6 - Vehicles off the road ^{1/} during the year, 1983-1987

Type of vehicle	1983	1984	1985	1986	1987
Car	371	759	729	535	839
Dual Purpose Vehicle	61	74	52	72	105
Heavy Motor Car	4	2	1	1	-
Motor Cycle	121	219	263	194	308
Auto Cycle	828	560	479	477	510
Lorry and Truck	73	181	120	68	121
Van	43	64	61	58	83
Bus	65	97	68	44	46
Tractor and Dumper	38	67	63	36	20
Prime Mover	3	3	4	2	-
Trailer	3	17	45	42	37
Road Roller	2	11	11	7	4
Other ^{2/}	-	3	-	-	-
T O T A L	1,612	2,057	1,896	1,536	2,073

^{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 the operational bus fleet (public transport)^{1/} as at 31st December, 1986 - 1987

Age-group (years)	as at 31st December 1986		as at 31st December 1987	
	Number	%	Number	%
Less than 5	154	14	333	26
5 less than 10	585	55	551	43
10 less than 15	261	24	306	24
15 less than 20	72	7	95	7
Total	1,072	100	1,285	100

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

FIG. 1.2 - AGE COMPOSITION OF OPERATIONAL BUS FLEET

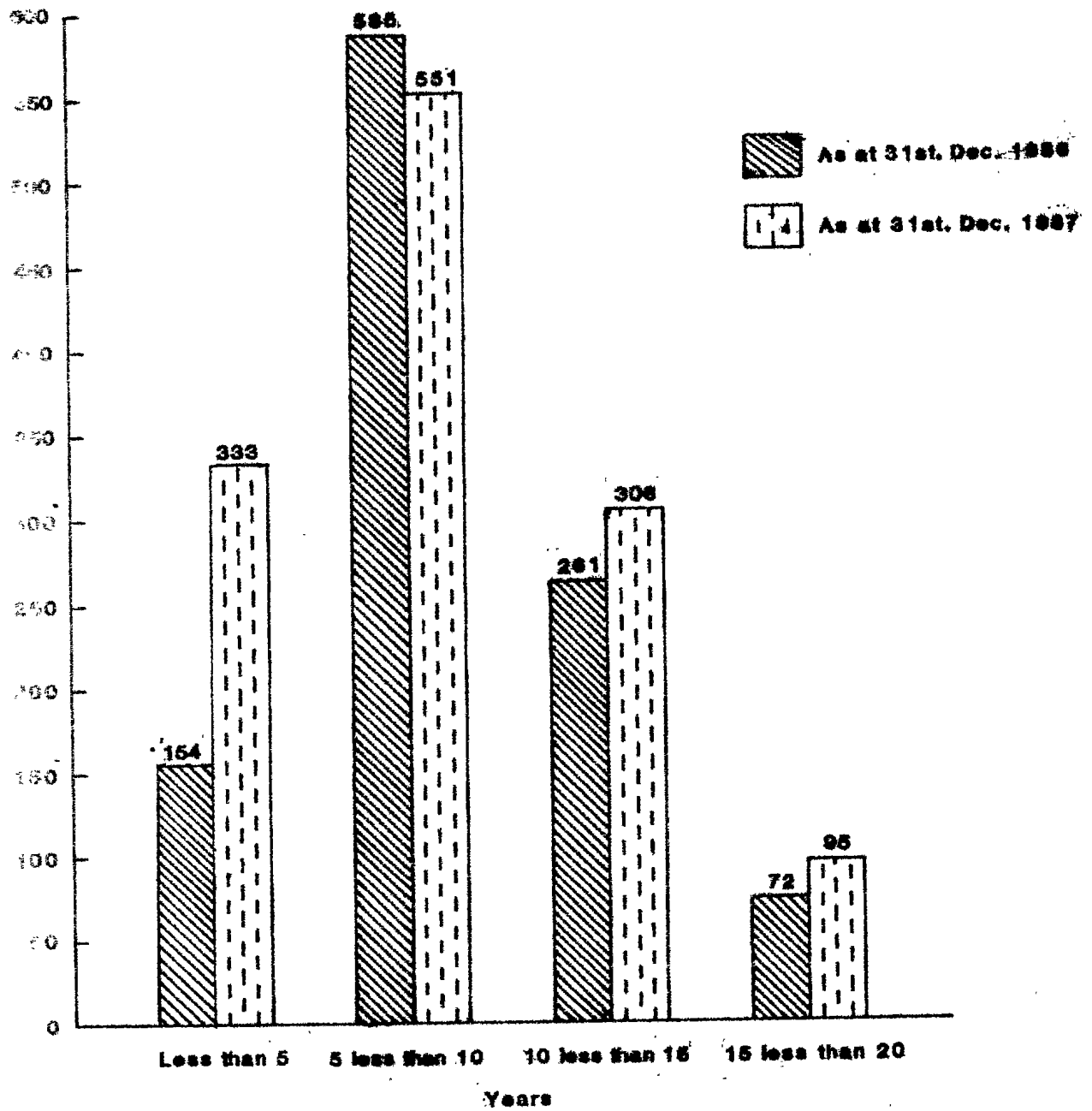


Table 1.8 - Bus operational statistics^{1/}, 1983 - 1987

	Unit	1983	1984	1985	1986	1987
Operational bus fleet (as at 30th June)	Number	1,040	1,094	1,114	1,072	1,143
Total vehicle-journeys	Thousand	3,018	3,140	3,187	3,413	3,611
Average vehicle-journeys per day	"	8.3	8.6	8.7	9.4	9.9
Total vehicle-kilometres	"	55,573	57,250	57,223	59,491	62,368
Average vehicle-kilometres per day	"	152	157	157	163	171
Total gross receipts	'000 Rs	268,034	276,215	322,000	342,700	364,000
Average gross receipt per day	'000 Rs	734	755	882	939	997

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

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	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 - Main source of revenue to the National Transport Authority, 1983-1987

Thousand Rupees

Source of revenue	As at end of December				
	1983	1984	1985	1986	1987
Motor Vehicle Licences (Road Tax)	24,836	23,961	23,527	25,363	28,478
Examination of Vehicles	1,909	1,967	1,900	1,988	2,093
Public Service Vehicle and Carrier's Licences	1,238	1,409	1,504	1,687	2,334
Registration of Vehicles	788	881	856	1,051	1,571
Penalties/Surcharge	434	403	437	415	499
Issue of Special Route Permits 1/	325	600	508	518	431
Motor Vehicle Dealers and Petrol Service Station Licences	75	94	84	83	117
T O T A L	29,605	29,315	28,816	31,105	35,523

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

FIG 1.3- MAIN SOURCES OF REVENUE TO THE NATIONAL TRANSPORT AUTHORITY - 1987

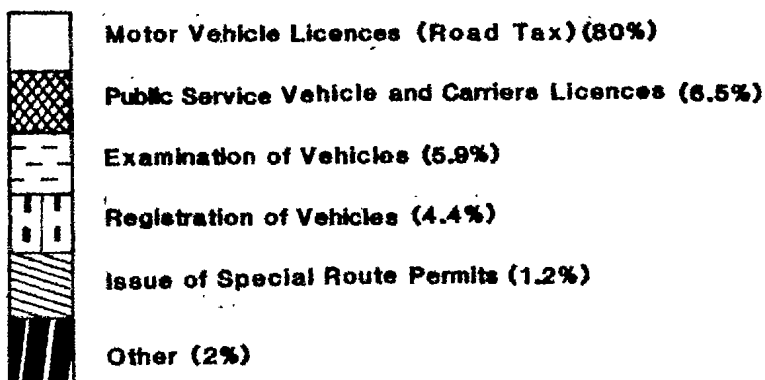
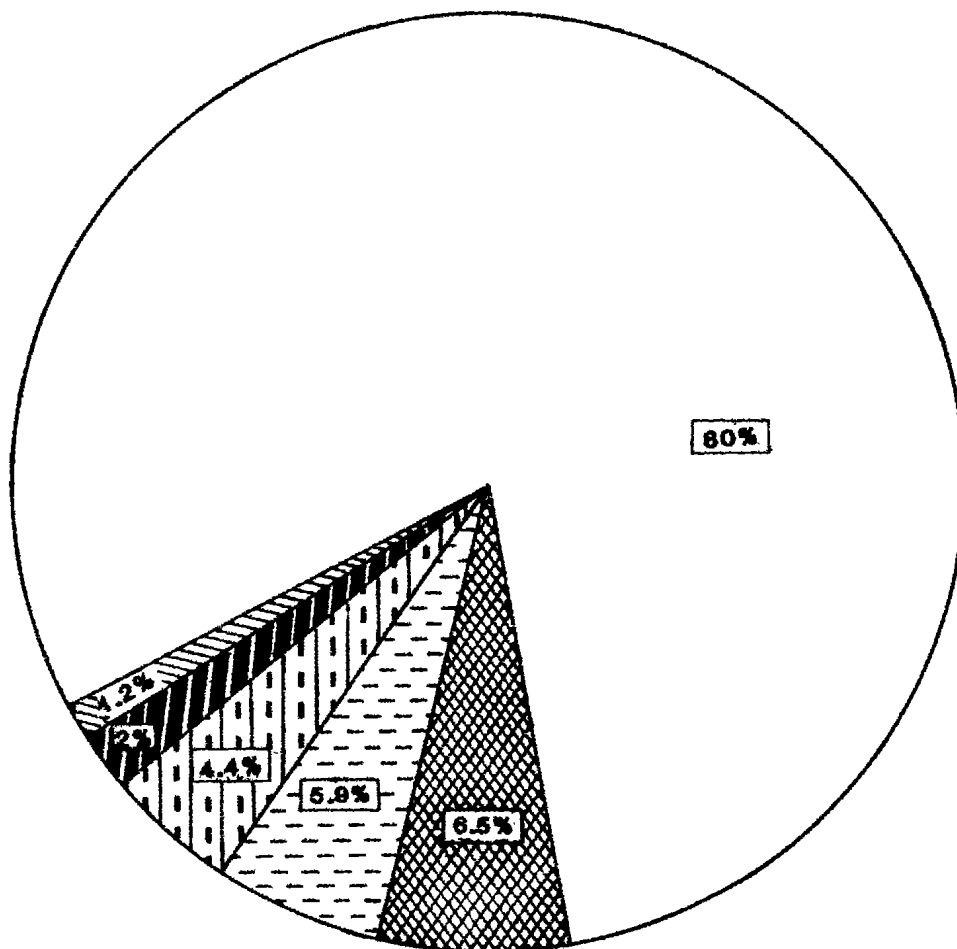


Table 1.11 - Driving licences issued during the year by type of licence, 1983-1987

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
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
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
1987	11,133	1,672	12,805	46,313	1,843	48,156	8,040	1,126	9,166	46,334	2,454	48,788	2,775	626	3,401

Number

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987

(C.I.F. Value Rs 000)

I t e m	Country of origin	U n i t	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Passenger motor-cars of engine capacity not exceeding 1100 c.c.	United Kingdom	Number	21	821	170	8,170
	France	"	25	1,827	15	1,097
	Italy	"	20	1,083	89	5,113
	Japan	"	88	5,110	176	9,329
	Other countries	"	2	82	8	331
			156	8,923	458	24,040
of engine capacity not exceeding 1300 c.c.	United Kingdom	"	29	1,747	97	7,017
	France	"	135	10,503	166	12,962
	Germany Fed. Rep.	"	17	1,767	14	1,041
	Italy	"	48	3,180	60	4,491
	Japan	"	461	27,760	1,296	79,384
	Korea Republic	"	27	1,370	92	5,279
	South Africa Rep.	"	91	3,605	171	9,336
Other countries	"	-	-	1	30	
			808	49,732	1,897	119,540

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987 (cont'd)
(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7		
			Quantity	Value	Quantity	Value	
of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c.	United Kingdom	Number	16	1,504	31	2,455	
	France	"	98	10,596	124	11,471	
	Germany Fed. Rep.	"	47	5,649	49	4,677	
	Japan	"	194	15,763	281	24,176	
	Korea Republic	"	29	1,742	69	4,792	
	South Africa Rep.	"	70	5,904	38	1,878	
	Italy	"	-	-	13	1,375	
	Other countries	"	6	582	5	339	
				460	41,740	610	51,163
	of engine capacity exceeding 1800 c.c.	United Kingdom	"	6	951	24	3,847
France		"	6	769	8	1,231	
Germany Fed. Rep.		"	11	1,863	32	6,638	
Japan		"	3	173	10	899	
South Africa Rep.		"	4	444	9	1,295	
Other countries		"	-	-	2	369	
			30	4,200	85	14,279	

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987 (cont'd)

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1986		1987	
			Quantity	Value	Quantity	Value
Other, unspecified	United Kingdom	Number	5	761	58	10,572
	Australia	"	-	-	5	937
	Germany Fed. Rep.	"	-	-	3	233
	India	"	1	171	1	154
	Japan	"	12	2,022	4	518
	Other countries	"	-	-	2	73
Trucks and lorries	United Kingdom	"	18	2,954	73	12,487
	France	"	38	6,276	59	8,540
	India	"	5	985	1	43
	Italy	"	12	4,148	18	4,258
	Japan	"	-	-	10	2,574
	Germany Fed. Rep.	"	105	11,350	97	11,314
	South Africa Rep.	"	3	840	1	660
		"	4	839	6	1,233
			167	24,438	192	28,622

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Dumpers	United Kingdom	Number	47	1,452	51	3,642
	France	"	-	-	2	1,156
	India	"	23	1,746	14	1,215
	China	"	-	-	4	156
	South Africa Rep.	"	7	2,382	10	4,266
			77	5,580	81	10,415
Trucks of the pick-up type, vans designed solely for the types which are not derived solely from ordinary passenger motor-car	United Kingdom	"	2	243	11	140
	Australia	"	2	210	-	-
	France	"	15	1,558	46	4,976
	Germany Fed. Rep.	"	1	49	72	75
	India	"	5	902	-	-
	Italy	"	8	226	-	-
	Japan	"	103	9,309	290	24,473
	South Africa Rep.	"	2	141	25	2,232
	U.S.S.R.	"	-	-	2	138
				138	12,638	376	32,034

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Other motor vehicles for the transport of goods or materials of an engine capacity up to 1100 c.c. of an engine capacity not exceeding 1300 c.c.	Germany Fed. Rep.	Number	2	97	-	-
	Japan	"	-	-	1	30
	South Africa Rep.	"	1	66	-	-
			3	165	1	30
	United Kingdom	"	1	35	1	48
	France	"	2	74	1	48
	Germany Fed. Rep.	"	1	43	-	-
	Hong Kong	"	-	-	1	35
	Japan	"	11	1,080	108	5,102
	South Africa Rep.	"	1	30	1	36
of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c.			16	1,262	112	5,269
	France	"	1	38	-	-
	Germany Fed. Rep.	"	8	494	1	45
	Japan	"	-	-	5	333
	U.S.S.R.	"	-	-	2	144
			9	532	8	522

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986 - 1987 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of Origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
of an engine capacity exceeding 1800 c.c.	United Kingdom	Number	-	-	1	191
	France	"	1	48	1	29
	Germany Fed. Rep.	"	1	112	1	98
	Australia	"	-	-	1	147
	Japan	"	-	-	5	619
	South Africa Rep.	"	-	-	1	94
			2	160	10	1,178
Special purpose motor lorries and vans	United Kingdom	"	8	3,452	3	1,430
	France	"	1	11	1	983
	Germany Fed. Rep.	"	-	-	3	6,127
	India	"	10	2,961	11	3,136
	South Africa Rep.	"	1	433	-	-
			20	6,857	18	11,676

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Public service type passenger motor vehicles	United Kingdom	Number	2	368	4	724
	Germany Fed. Rep.	"	7	1,124	1	171
	India	"	33	6,441	5	1,035
	Japan	"	35	5,000	76	11,312
	Korea Republic	"	-	-	1	242
Road tractors for semi-trailers	United Kingdom	"	77	12,953	87	13,484
	United Kingdom	"	4	696	8	1,821
	South Africa Rep.	"	-	-	1	841
			4	696	9	2,562

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986-1987 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Chassis fitted with engines for tractors and for motor vehicles	India	Number	-	-	4	746
	Japan	"	22	4,028	4	1,063
			22	4,028	8	1,809
Parts and accessories for tractors and for motor-vehicles	United Kingdom	Metric ton	287	10,947	456	17,533
	France	"	51	6,042	70	6,432
	Germany Fed. Rep.	"	25	2,804	47	3,942
	Italy	"	15	1,959	30	2,800
	India	"	50	2,846	77	5,211
	South Africa Rep.	"	17	810	51	1,349
	U.S.A.	"	8	1,019	16	2,138
	Japan	"	69	6,469	96	9,909
	Netherlands	"	-	-	13	162
	Other countries	"	28	5,601	28	1,737
				550	38,497	884	51,233

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986 - 1987 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Motor cycles, scooters and auto cycles	France	Number	140	848	530	3,730
	China	"	-	-	500	1,577
	India	"	-	-	125	2,495
	Italy	"	463	2,695	1,213	7,679
	Japan	"	191	1,847	570	5,564
	Czechoslovakia	"	-	-	600	1,741
	Other countries	"	57	167	46	581
			851	5,557	3,584	23,167
Cycles not motorized	United Kingdom	"	3,767	4,572	2,177	3,365
	France	"	445	738	487	446
	Germany Fed. Rep.	"	664	866	1,321	2,081
	Italy	"	1,770	1,619	3,462	3,825
	India	"	5,350	2,395	3,227	1,393
	Malaysia	"	-	-	1,049	970
	China	"	5,191	3,064	11,970	7,028
	South Africa Rep.	"	-	-	946	945
	Taiwan	"	4,813	2,015	2,904	1,434
	Hong Kong	"	-	-	262	171
	Yugoslavia	"	-	-	162	180
	Other countries	"	28	17	8	19
				22,028	15,286	27,973	21,857

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1986 - 1987 (cont'd)
(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Parts n.e.s. and accessories for motor cycles, scooters and auto cycles	France	Metric ton	1.1	279	3.6	691
	Italy	"	0.7	130	2.2	462
	India	"	0.1	8	2.4	257
	China	"	0.7	77	1.0	11
	Taiwan	"	10.6	880	32.3	2,574
	Japan	"	7.0	1,248	10.1	1,374
	Other countries	"	0.4	44	0.4	49
				20.6	2,666	52.0	5,418

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.

(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, 1983 - 1987

Year	Accidents	Motor-vehicles involved	Casualties	Population (mid-year)	Motor-vehicles registered (mid-year)
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
1987	7,059	11,869	3,294	1,003,794	80,893

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

Table 2.2 - Accident rate, 1983 - 1987

Year	Accidents		Motor-vehicles involved	
	Number	Per 100,000 population	Number	Per 1,000 registered motor-vehicles
1983 ^{1/}	4,447	459	7,141	99
1984	4,681	479	7,538	102
1985	5,035	511	8,235	110
1986	5,707	574	9,410	123
1987	7,059	703	11,869	147

^{1/} see footnote to table 2.1

Table 2.3 - Fatalities and fatality index^{1/}, 1983 - 1987

Year	F a t a l i t i e s			Fatality index
	Number	Per 100,000 population	Per 1,000 registered motor-vehicles	
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
1987	112	11.2	1.4	3.4

^{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, 1983 - 1987

Year	Degree of injury			Injuries	
	Serious	Slight	Total injured	Per 100,000 population	Per 1,000 registered motor-vehicles
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
1987	255	2,927	3,182	317.0	39.3

Table 2.5 - Accidents, motor-vehicles/pedestrians involved and casualties by police district, 1986 - 1987

Number

Police district	Accidents		Motor-vehicles involved		Pedestrians involved		Casualties	
	1986	1987	1986	1987	1986	1987	1986	1987
Port Louis (South)	1,063	1,168	1,875	2,051	153	182	293	254
Port Louis (North)	670	811	1,101	1,393	138	135	327	504
Pamplemousses/Rivière du Rempart	475	595	715	905	93	133	429	436
Moka/Flacq	591	844	919	1,339	120	137	367	483
Grand Port/Savanne	501	625	742	967	142	134	457	444
Upper Plaines Wilhems	969	1,247	1,628	2,146	182	203	427	485
Plaines Wilhems/Black River	1,438	1,769	2,430	3,068	250	253	534	688
Whole Island	5,707	7,059	9,410	11,869	1,078	1,177	2,834	3,294

Table 2.6 - Accidents, motor-vehicles/pedestrians involved and casualties by police district by semester, 1987

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.
	Number							
Port Louis (South)	537	631	943	1,108	80	102	110	144
Port Louis (North)	368	443	626	767	61	74	196	308
Pamplemousses/Rivière du Rempart	261	334	396	509	58	75	196	240
Moka/Flacq	390	454	610	729	71	66	238	245
Grand Port/Savanne	283	342	441	526	67	67	221	223
Uppper Plaines Wilhems	570	677	981	1,165	91	112	262	223
Plaines Wilhems/Black River	848	921	1,463	1,605	132	121	340	348
Whole Island	3,257	3,802	5,460	6,409	560	617	1,563	1,731

Table 2.7 - Daily and hourly distribution of accidents, 1987

Number

Time(hour)	Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0	-	6	4	5	5	3	6	9	38
1	-	2	1	2	4	4	7	13	33
2	-	-	1	2	4	3	3	10	23
3	-	2	1	1	7	2	2	8	23
4	-	2	2	3	4	-	3	5	19
5	-	5	9	4	7	9	11	7	52
6	-	31	25	23	22	24	19	15	159
7	-	81	75	61	51	68	48	18	402
8	-	79	62	80	81	76	45	29	452
9	-	74	58	80	48	78	55	44	437
10	-	63	72	67	68	63	63	64	460
11	-	79	65	62	56	61	81	48	452
12	-	67	38	59	52	56	83	50	405
13	-	43	58	55	54	54	58	54	376
14	-	90	72	78	78	93	73	68	552
15	-	91	79	71	78	79	72	72	542
16	-	73	84	74	68	89	68	74	530
17	-	100	95	77	79	78	61	74	564
18	-	61	48	61	66	78	55	86	455
19	-	52	44	58	31	34	53	88	360
20	-	25	36	33	40	27	35	60	256
21	-	28	25	29	28	31	33	39	213
22	-	12	20	34	13	33	35	16	163
23	-	5	11	10	17	15	21	14	93
Total		1,071	985	1,029	961	1,058	990	965	7,059

FIG. 2.1 - NUMBER OF ACCIDENTS BY DAY OF WEEK, 1986 AND 1987

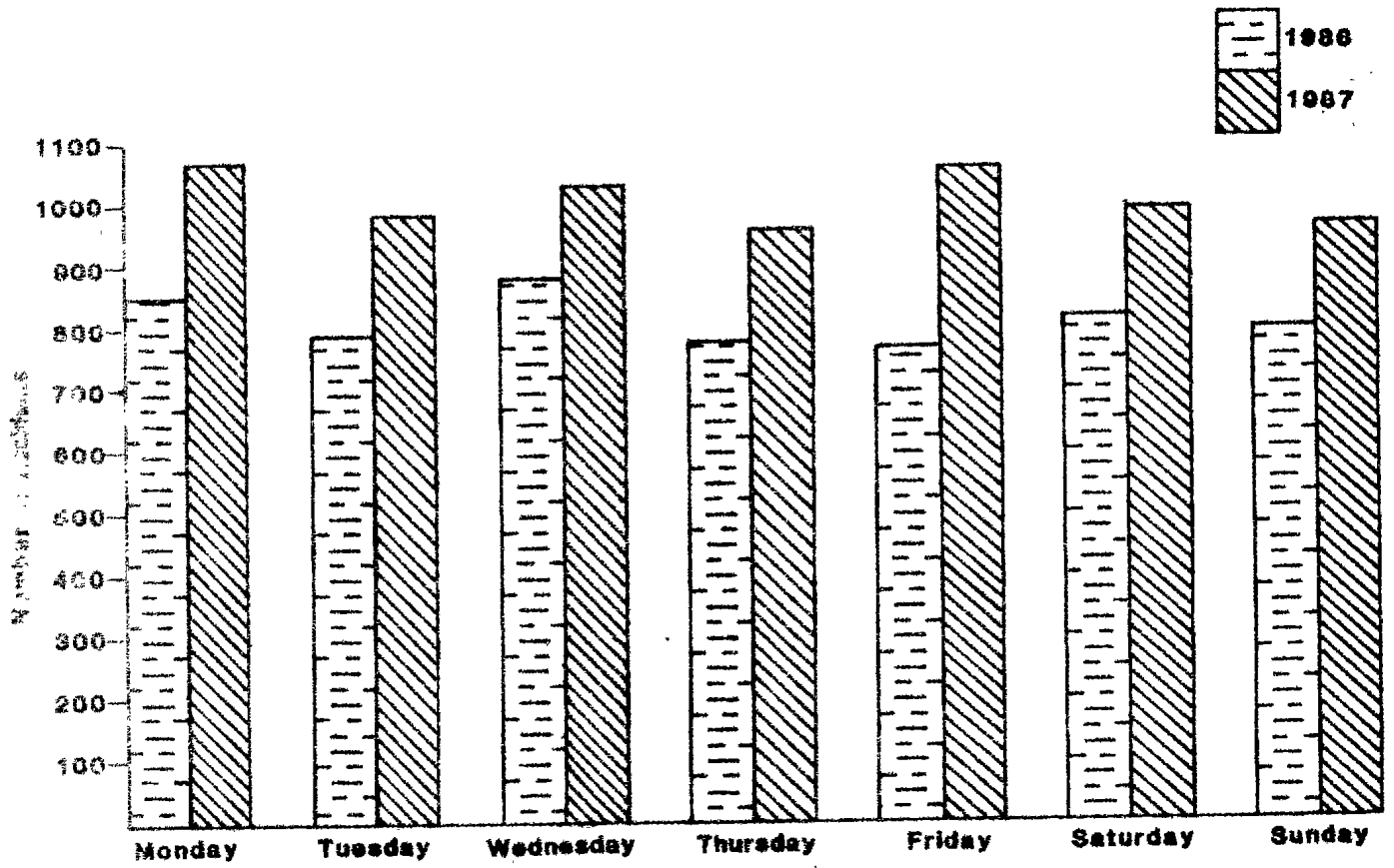


FIG. 2.2 - NUMBER OF ACCIDENTS BY TIME OF DAY, 1987

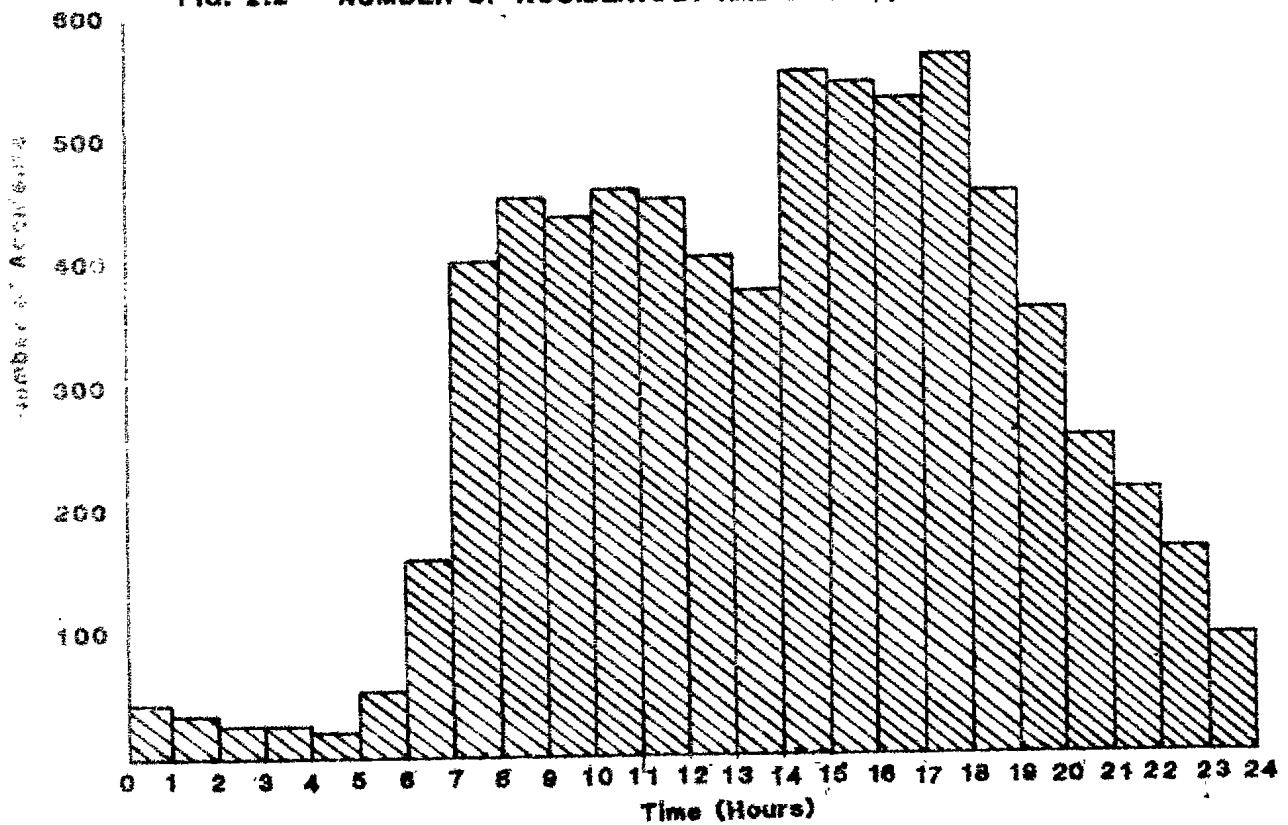


Table 2.8 - Number of accidents by severity of accident and police district, 1986 - 1987

Police district	1986				1987					
	Severity of accident				Severity of accident					
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Port Louis (South)	12	8	216	827	1,063	14	23	199	932	1,168
Port Louis (North)	8	38	221	403	670	11	35	243	522	811
Pamplemousses/ Rivière du Rempart	10	20	218	227	475	12	30	212	341	595
Moka/Flacq	13	21	238	319	591	16	34	246	548	844
Grand Port/Savanne	13	26	215	247	501	12	38	244	331	625
Upper Plaines Wilhems	15	29	282	643	969	14	22	297	914	1,247
Plaines Wilhems/ Black River	30	28	361	1,019	1,438	30	20	448	1,271	1,769
Whole Island	101	170	1,751	3,685	5,707	109	202	1,889	4,859	7,059

Table 2.9 - Number of accidents by severity of accident and conditions of weather, 1986 - 1987

Weather condition	1986					1987				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Fine	93	147	1,573	3,361	5,174	101	179	1,712	4,379	6,371
Rainy	7	19	160	298	484	7	20	170	461	658
Fog/mist	1	-	5	4	10	-	1	-	3	4
Other	-	4	13	22	39	1	2	7	16	26
All conditions	101	170	1,751	3,685	5,707	109	202	1,889	4,859	7,059

Table 2.10 - Number of accidents by severity of accident and light conditions, 1986 - 1987

Light condition	1986					1987				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Daylight	70	128	1,347	3,023	4,568	76	146	1,455	3,946	5,623
Dark-no street lighting	15	18	139	187	359	11	27	159	224	421
Dark-street light on	16	24	247	463	750	22	28	263	676	989
Dark-street light off	-	-	18	12	30	-	1	12	13	26
All conditions	101	170	1,751	3,685	5,707	109	202	1,889	4,859	7,059

Table 2.11 - Number of accidents by severity of accident and apparent cause of accident, 1986 - 1987

Apparent cause of accident	1986					1987				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Speeding	13	16	86	125	240	13	16	74	137	240
Improper overtaking	4	8	78	245	335	1	12	102	311	426
Signal violation	2	1	11	22	36	1	2	3	15	21
Followed too closely	-	2	45	223	270	-	2	34	270	306
Vehicle skidded	10	9	83	87	189	2	10	89	150	251
Improper signing	-	1	12	21	34	-	2	17	31	50
Inefficient brake	1	4	15	22	42	1	-	17	43	61
Burst tyres	-	-	10	6	16	-	-	10	21	31
Careless driving	29	54	772	2,590	3,445	43	74	824	3,496	4,437
Negligence of pedestrian	33	54	445	70	602	38	57	523	62	680
Other mechanical defect	2	5	36	58	101	2	7	44	59	112
Other causes	7	16	158	216	397	8	20	152	264	444
All causes	101	170	1,751	3,685	5,707	109	202	1,889	4,859	7,059

Table 2.12 - Number of accidents by severity of accident and road characteristics, 1986 - 1987

Road characteristic	1986				1987					
	Severity of accident				Severity of accident					
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Straight	77	215	1,274	2,776	4,252	78	139	1,393	3,796	5,406
Curve	13	24	163	314	519	14	33	182	411	640
Roundabout	2	7	47	127	183	2	4	45	95	146
Hill crest	1	1	29	39	70	2	7	45	68	122
Signallised intersection	1	1	21	47	70	2	2	24	55	83
Uncontrolled junction	2	9	149	260	420	5	12	135	251	403
Road works present	-	1	11	24	36	3	2	30	70	105
Defective road surface	1	-	28	30	59	-	1	25	45	69
Other	4	2	24	68	98	3	2	10	70	85
All characteristics	101	170	1,751	3,685	5,707	109	202	1,889	4,859	7,059

Table 2.13 - Number of vehicles involved in accidents by type of vehicle,
1986 - 1987

Type of vehicle	1986		1987	
	Number of vehicles	%	Number of vehicles	%
Private car	4,341	44.3	5,386	43.7
Taxi car	857	8.7	983	8.0
Bus	1,238	12.6	1,683	13.6
Lorry	788	8.0	1,130	9.2
Van	902	9.2	1,280	10.4
Motor/Auto cycle	1,166	11.9	1,292	10.5
Pedal cycle	371	3.8	445	3.6
Other motor vehicle	102	1.0	103	0.8
Other non-motor vehicle	37	0.4	34	0.3
All vehicles	9,802	100.0	12,336	100.0

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

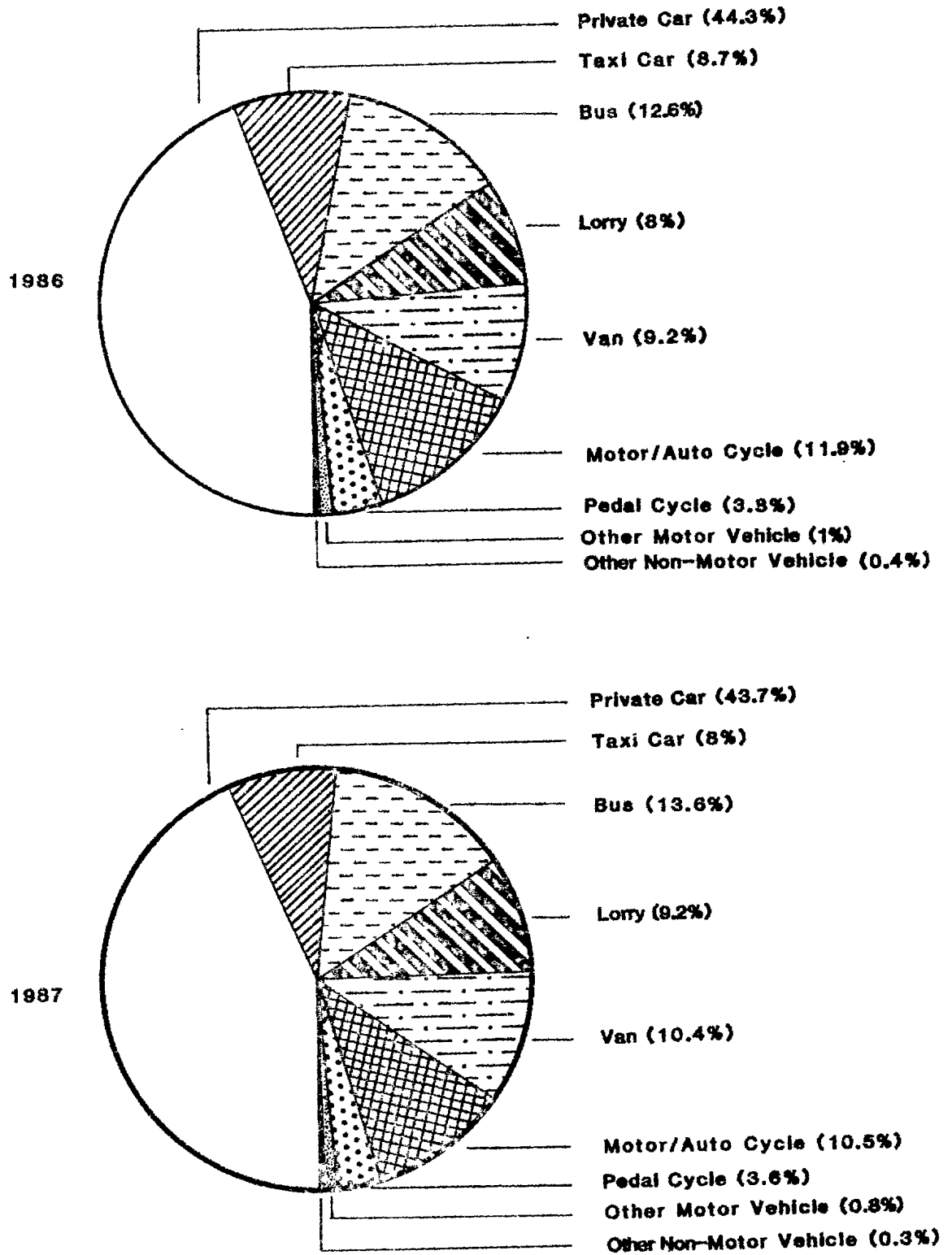


Table 2.14 - Number of motor-vehicles^{1/} involved in accidents by type of vehicle and nature of damage, 1986-1987

Type of vehicle	Nature of damage						Total	
	Seriously damaged		Slightly damaged		No damage			
	1986	1987	1986	1987	1986	1987		
Private car	215	252	3,650	4,619	476	515	4,341	5,386
Taxi car	45	44	717	832	95	107	857	983
Bus	20	47	984	1,370	234	266	1,238	1,683
Lorry	26	39	514	767	248	324	788	1,130
Van	48	60	745	1,077	109	143	902	1,280
Motor/Auto cycle	47	59	990	1,102	129	131	1,166	1,292
Other motor vehicle	6	3	59	49	37	50	102	102
All vehicles	407	504	7,659	9,816	1,328	1,536	9,394	11,856

^{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, 1987

Age-group (years)	Drivers			Riders			Total		
	Male	Female	Both sexes	Male	Female	Both sexes	Male	Female	Both sexes
15 - 18	22	3	25	58	2	60	80	5	85
19 - 24	1,063	20	1,083	313	5	318	1,376	25	1,401
25 - 34	3,958	85	4,043	499	6	505	4,457	91	4,548
35 - 44	3,057	51	3,108	243	2	245	3,300	53	3,353
45 - 54	1,384	26	1,410	83	1	84	1,467	27	1,494
55 - 60	408	3	411	22	-	22	430	3	433
Over 60	201	6	207	23	-	23	224	6	230
All ages	10,093	194	10,287	1,241	16	1,257	11,334	210	11,544

^{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, 1986 - 1987

Driving experience	1986			1987		
	Number of drivers/riders			Number of drivers/riders		
	Male	Female	Both sexes	Male	Female	Both sexes
No licence	19	2	21	19	-	19
Learner driver's licence	119	4	123	113	6	119
Licence with less than 2 years experience	254	15	269	248	6	254
Licence with more than 2 years experience	8,627	162	8,789	10,954	198	11,152
All categories	9,019	183	9,202	11,334	210	11,544

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

Table 2.17 - Casualties by class of road users, 1986 - 1987

Class of road users	1986		1987	
	Casualties		Casualties	
	Number	%	Number	%
Pedestrian	962	34	1,070	32
Passenger	850	30	1,146	35
Driver	252	9	300	9
Rider	476	17	462	14
Pedal cyclist	294	10	316	10
All road users	2,834	100	3,294	100

Table 2.18 - Number of casualties by degree of injury and class of road users, 1986 - 1987

Class of road users	1 9 8 6				1 9 8 7			
	Degree of injury				Degree of injury			
	Fatal	Seriously injured	Slightly injured	Total	Fatal	Seriously injured	Slightly injured	Total
Pedestrian	55	90	817	962	66	100	904	1,070
Passenger	14	54	782	850	12	57	1,077	1,146
Driver	12	21	219	252	7	37	256	300
Rider	16	37	423	476	15	36	411	462
Pedal cyclist	12	24	258	294	12	25	279	316
All road users	109	226	2,499	2,834	112	255	2,927	3,294

Table 2.19 - Number of casualties by age-group and sex, 1987

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	51	39	90	17	12	29	1	-	1	69	51	120
7 - 12	87	75	162	37	30	67	14	1	15	138	106	244
13 - 20	76	46	122	93	61	154	113	3	116	282	110	392
21 - 40	312	103	415	541	209	750	699	17	716	1,552	329	1,881
41 - 50	89	38	127	48	33	81	125	1	126	262	72	334
51 - 60	54	26	80	25	20	45	73	-	73	152	46	198
Over 60	44	30	74	8	12	20	31	-	31	83	42	125
All ages	713	357	1,070	769	377	1,146	1,056	22	1,078	2,538	756	3,294

Table 2.20 - Pedestrian casualties by age-group, 1986-1987

Age-group (years)	1 9 8 6			1 9 8 7		
	Population (mid-year)	Pedestrian casualties		Population (mid-year)	Pedestrian casualties	
		Number	Per 100,000 population		Number	Per 100,000 population
Under 7	142,711	105	74	137,122	90	66
7 - 12	125,988	173	137	130,263	162	124
13 - 20	159,557	122	76	155,591	122	78
21 - 40	343,784	340	99	355,920	415	117
41 - 50	85,106	89	105	85,545	127	148
51 - 60	67,350	52	77	74,062	80	108
Over 60	69,355	81	117	65,291	74	113
All ages	993,851	962	97	1,003,794	1,070	107

PART III

PETROLEUM PRODUCTS

Table 3.1 - Evolution of price of motor-spirit and gas-oil, 1978-1987

Year (as at end of	Motor-spirit				Gas oil (Diesel)	
	Premium		Regular		Price (Rs/litre)	Index (1978 = 100)
	Price (Rs/litre)	Index (1978 = 100)	Price (Rs/litre)	Index (1978 = 100)		
1978	2.08	100	1.91	100	1.15	100
1979	4.85	233	4.63	242	2.64	230
1980	5.73	275	5.56	291	3.67	319
1981	7.16	344	7.05	369	4.52	393
1982	7.27	350	7.16	375	4.41	383
1983 ^{1/}	7.27	350	....	...	4.41	383
1984	8.15	392	....	...	4.85	422
1985	8.15	392	....	...	4.85	422
1986	7.70	370	....	...	4.51	392
1987	7.70	370	....	...	4.51	392

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

Source : Importers

Table 3.2 - Sales (quantity) of motor-spirit and gas oil, 1978 - 1987

Year	Sales (000 litres)			
	Motor-spirit			Gas oil (Diesel)
	Premium	Regular	Total	
1978	62,407	4,740	67,147	76,222
1979	60,209	4,826	65,035	67,796
1980	49,200	4,200	53,400	67,900
1981	44,610	3,659	48,269	70,098
1982	41,759	3,114	44,873	65,567
1983	43,757	1,820	45,577	63,478
1984	46,785	... 1/	46,305	64,890
1985	47,484	...	47,484	67,800
1986	51,488	...	51,488	74,118
1987	59,359	...	59,359	82,919

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, 1986-1987

(C.I.F. Value Rs 000)

I t e m	Country of origin	U n i t	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Motor spirit (Gasoline)	Bahrain	Thousand litres	47,974	74,497	55,510	107,130
	Kuwait	"	8,168	16,126	4,950	8,460
Gas oil			56,142	90,623	60,460	115,590
	Bahrain	"	81,529	111,044	68,215	115,834
	Kuwait	"	74,268	114,970	110,893	184,886
	Other countries	"	-	-	4	3
				155,797	226,014	179,112	300,723

Table 3.4 - Imports of lubricating oils and greases by country of origin, 1986-1987

(C.I.F. Value Rs 000)

I t e m	Country of origin	U n i t	1 9 8 6		1 9 8 7	
			Quantity	Value	Quantity	Value
Lubricating oils containing not less than 70% by weight of petroleum products	Belgium	Thousand Litres	-	-	6	81
	France	"	189	2,647	329	3,873
	Germany Fed. Rep.	"	7	145	8	173
	Italy	"	-	-	752	7,324
	Japan	"	8	318	17	195
	Netherlands	"	4	66	14	157
	South Africa Rep.	"	3,910	35,355	3,754	31,173
	United Kingdom	"	39	749	651	5,140
	Other countries	"	17	318	7	341
				4,174	39,598	5,538	48,457
Lubricating greases containing not less than 70% by weight of petroleum products	France	Metric tons	14.8	292	7.8	208
	Germany Fed. Rep.	"	-	-	4.2	82
	Italy	"	-	-	17.0	253
	South Africa Rep.	"	109.3	1,499	100.5	1,344
	United Kingdom	"	0.6	48	1.1	102
	Australia	"	-	-	0.8	125
	Other countries	"	1.1	45	1.2	50
			125.8	1,884	132.6	2,164

