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Ministry of Economic Planning and Development

CENTRAL STATISTICAL OFFICE

**DIGEST OF
ROAD TRANSPORT
STATISTICS**

1988

May 1989

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Digest of Road Transport Statistics - 1988

This is the fifth 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 which were collected from all police stations through a specially designed form, relate to the year 1988. They have been processed by computer at the Traffic Management Unit of the Ministry of Works.

The figures in this digest are those available as at the end of April 1989. 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 one.

It is hoped that the data presented in this report will be of valuable help to the public in general and to planners and policy-makers in particular.

The co-operation and assistance of the National Transport Authority, the Traffic Management Unit of the Ministry of Works and the Police in the publication of this digest are gratefully acknowledged here.

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Director of Statistics

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Rose Hill.

May 1989

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

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ROAD TRANSPORT STATISTICS, 1988

A. Vehicles on register as at 31st December, 1988

At the end of 1988, 95,840 vehicles were licensed at the National Transport Authority compared to 85,677 a year ago. This represents an increase of nearly 12% over the previous year.

A look at the fleet composition indicates that passenger cars (including 10,283 dual purpose vehicles) accounted for 42% while two-wheelers made up another 41% of the fleet. Goods vehicles (lorries and vans) constituted a further 11%, the remaining 6% being buses, trailers, tractors etc. The number of buses increased by 16% over the previous year to stand at 1,771 in 1988.

The registration of new vehicles rose by 36% from 7,255 in 1987 to reach 9,840 in 1988. The remission of duty to certain categories of public officers continued to have its effect on the registration of new passenger cars which went up by 21%. To this must be added the registration of 2,248 second hand vehicles. This included 1,065 imported vehicles of which the majority (625) were cars and dual purpose vehicles. The remaining comprised vehicles which had been previously withdrawn from the register of vehicles (off the road) temporarily. In 1988, the number of vehicles which were put off the road in this way amounted to 1,925.

The renewal of the fleet of motor-cars and dual purpose vehicles were pursued in 1988, as revealed by an estimate of their age distribution. At the end of the year 23% were aged 5 years or less as compared to 17% in 1987.

A considerable improvement is noted in the age composition of the operational bus fleet. More than a third of the fleet had 5 years or less as compared to around one quarter the year before. This was due to the issue of road service licences mainly to individual operators in late 1987.

B. Road Traffic Accidents

1. Accidents

The number of road traffic accidents which occurred during 1988 was 8,259. Compared to the previous year this shows a considerable increase of 17%, bringing along a parallel increase in the accident rate which went up from 703 per 100,000 population in 1987 to reach 812 in 1988. The number of accidents per 1,000 registered motor vehicles similarly rose from 87 to 91.

2. Vehicles involved

Motor vehicles involved in road accidents numbered 14,153, that is, an increase of 19% over the year 1988. Passenger cars (7,788 private and taxi cars) constituted a very high proportion (53%) of all vehicles involved in accidents. The number of vehicles involved in accidents per 1,000 motor vehicles registered increased from 147 to 156 over the period under reference.

3. Casualties

Casualties reported as a result of the 8,259 accidents were 3,004 of which 122 were fatal, 282 serious injuries and 2,600 slight injuries. It may be worth pointing out that this shows a drop of 9% in the number of casualties although the number of accidents rose by 17% over the previous year. There was a decrease in casualties resulting in slight injuries (2,927 in 1987 and 2,600 in 1988), while the number of fatal cases and serious injuries have increased respectively from 112 to 122 and 255 to 282.

Pedestrians made up the highest proportion (35%) of casualties, followed by passengers (28%). The former also comprised the highest rate (58%) of total deaths. The injury rate, that is, the number of persons injured per 100,000 population fell to 283 from 317 in 1987. On the other hand, the fatality index which represents the ratio of the number of fatalities to the total number of casualties reached 4.1% in 1988 from 3.4% for the previous year.

Central Statistical Office
Rose Hill

May 1989

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Part I - Vehicle Statistics

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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 72 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 centimetres.

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, 1984 - 1988

As at end of	Length of roads (Kms)				Total	Percentage of roads paved	Density of total network in kilometres per sq. km $\sqrt{}$
	Motorways	Main roads	Secondary roads	Other roads			
1984	27	838	577	339	1,781	92	0.95
1985	27	840	577	339	1,783	92	0.96
1986	27	840	577	339	1,783	92	0.96
1987	27	840	577	339	1,783	92	0.96
1988	29	856	577	339	1,801	93	0.97

$\sqrt{}$ 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)

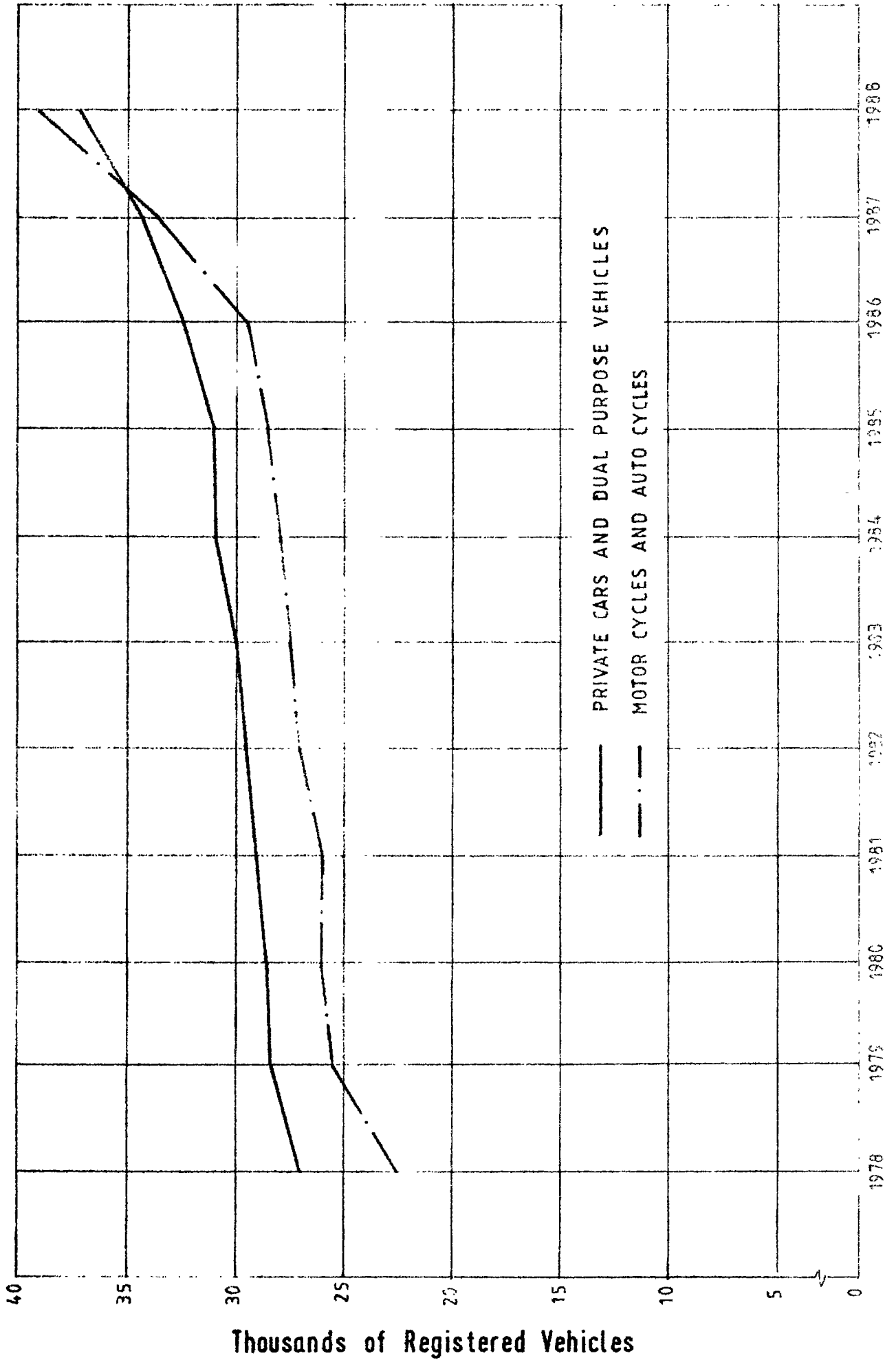
Table 1.2 - Registration of Vehicles^{1/}, 1984 - 1988

Type of Vehicle	As at end of				
	1984	1985	1986	1987	1988
Car	26,274	26,455	27,053	28,537	30,283
(of which Taxi Car)	(2,735)	(2,717)	(2,931)	(3,358)	(3,423)
Dual Purpose Vehicle	7,212	7,527	8,071	9,207	10,283
Heavy Motor Car	373	400	423	454	517
Motor Cycle	8,882	9,014	9,205	9,436	9,912
Auto Cycle	19,223	19,514	20,359	24,124	29,181
Lorry and Truck	4,671	4,717	4,838	5,057	5,534
Van	3,265	3,440	3,636	4,115	4,788
Bus	1,364	1,369	1,360	1,529	1,771
Tractor and Dumper	1,742	1,733	1,863	1,940	2,013
Prime Mover	116	120	130	145	164
Trailer	976	985	997	1,039	1,083
Tanker Lorry	21	21	28	28	28
Road Roller	105	97	91	87	101
Other ^{2/}	145	150	175	179	182
T O T A L	74,369	75,595	78,229	85,677	95,840

1/ includes government vehicles

2/ includes, inter alia, excavators and industrial tractors

FIG. 1.1 - PRIVATE CARS AND TWO-WHEELERS, 1978 - 1988



Thousands of Registered Vehicles

Table 1.3 - Registration of new vehicles^{1/} during the year, 1984 - 1988

Type of vehicle	1984	1985	1986	1987	1988
Car	430	465	590	1,357	1,841
Dual Purpose Vehicle	170	235	443	804	784
Heavy Motor Car	4	23	19	25	64
Motor Cycle	112	86	79	236	395
Auto Cycle	575	386	932	3,917	5,482
Lorry and Truck	36	35	90	136	217
Van	172	163	172	437	557
Bus	28	47	23	203	262
Tractor and Dumper	23	60	70	66	110
Prime Mover	2	-	-	2	1
Trailer	18	18	22	68	62
Road Roller	2	1	-	-	11
Other ^{2/}	5	-	29	4	2
Total	1,577	1,521	2,469	7,255	9,840

^{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, 1984 - 1988

Type of Vehicle	1984	1985	1986	1987	1988
Car	521	445	543	766	656
Dual Purpose Vehicle	145	132	173	437	376
Heavy Motor Car	1	4	5	6	4
Motor Cycle	278	291	306	303	307
Auto Cycle	438	384	390	358	357
Lorry and Truck	126	131	99	204	288
Van	68	73	82	125	196
Bus	15	42	12	12	5
Tractor and Dumper	26	49	41	51	23
Prime Mover	4	8	12	13	22
Trailer	7	35	34	11	10
Road Roller	-	2	1	-	3
Other ^{2/}	2	5	3	-	1
Total	1,631	1,601	1,701	2,266	2,248

^{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/}, 1987 - 1988

Age-group (years)	Number of cars and dual purpose vehicles			
	as at 31st December 1987 ^{2/}		as at 31st December 1988	
	Number	%	Number	%
Less than 5	6,517	17	9,541	23
5 less than 10	5,660	15	6,741	17
10 less than 15	7,876	21	6,539	16
15 and over	17,491	47	17,745	44
T O T A L	37,544	100	40,566	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.

2/ revised.

Table 1.6 - Vehicles off the road^{1/} during the year, 1984 - 1988

Type of Vehicle	1984	1985	1986	1987	1988
Car	759	729	535	839	551
Dual Purpose Vehicle	74	52	72	105	84
Heavy Motor Car	2	1	1	-	5
Motor Cycle	219	263	194	308	226
Auto Cycle	560	479	477	510	782
Lorry and Truck	181	120	68	121	78
Van	64	61	58	83	82
Bus	97	68	44	46	25
Tractor and Dumper	67	63	36	20	60
Prime Mover	3	4	2	-	9
Trailer	17	45	42	37	23
Road Roller	11	11	7	4	-
Other ^{2/}	3	-	-	-	-
Total	2,057	1,896	1,536	2,073	1,925

^{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, 1987 - 1988

Age-Group (years)	1987		1988	
	Number	%	Number	%
Less than 5	333	26	542	36
5 less than 10	551	43	466	31
10 less than 15	306	24	364	24
15 less than 20	95	7	128	9
T o t a l	1,285	100	1,500	100

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

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FIG:1-2 — AGE COMPOSITION OF OPERATIONAL BUS FLEET

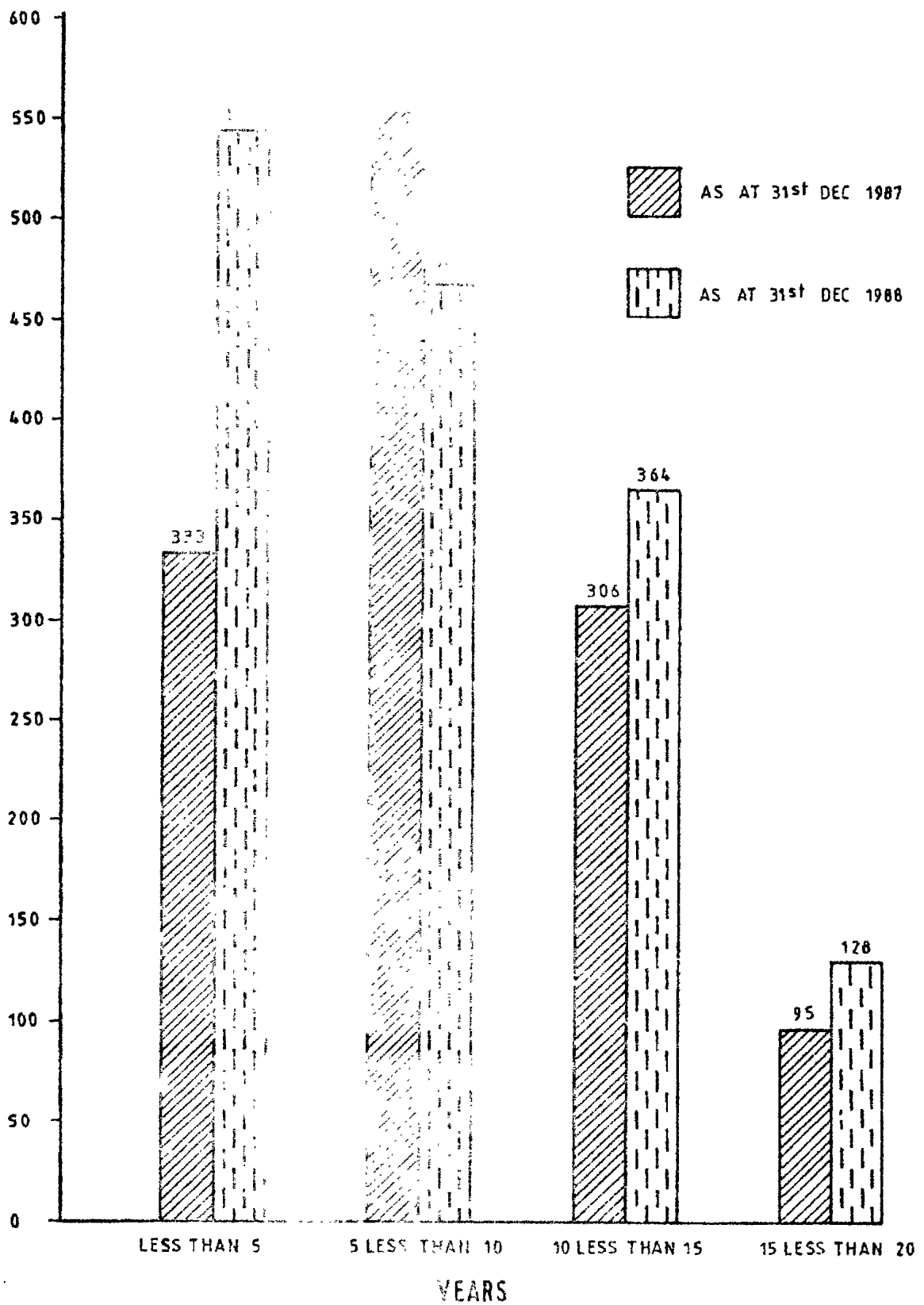


Table 1.3 - Bus operational statistics, 1984 - 1988

	Unit	1984	1985	1986	1987	1988
Operational bus services (as at 30th June)	Number	1,094	1,114	1,072	1,143	1,418
Total vehicle-journeys	Thousand	3,140	3,187	3,413	3,611	3,003
Average vehicle-journeys per day	"	8.6	8.7	9.4	9.9	10.7
Total vehicle-kilometres	"	57,250	57,223	59,491	62,368	67,488
Average vehicle-kilometres per day	"	157	157	163	171	185
Total gross receipts	'000 Rs	276,215	322,000	342,700	364,000	430,000
Average gross receipt per day	'000 Rs	755	882	939	997	1,178

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/}, 1979 - 1988

Period ^{2/} Stage	As at					Index at end of 1988 (Base:26.7.79 = 100)
	26.7.79	16.7.80	21.12.81	20.8.84	1.8.88	
1	0.50	0.50	0.75	1.00	1.50	300
2	0.75	0.75	1.00	1.00	1.50	200
3	0.75	1.00	1.25	1.50	2.00	267
4	1.00	1.25	1.50	1.50	2.00	200
5	1.00	1.50	1.75	2.00	2.50	250
6	1.00	1.50	2.00	2.00	2.50	250
7	1.25	1.75	2.25	2.50	3.00	240
8	1.25	1.75	2.25	2.50	3.00	240
9	1.50	2.00	2.75	3.00	3.50	233
10	1.50	2.00	2.75	3.00	3.50	233
11	1.75	2.25	3.00	3.00	4.00	229
12	1.75	2.25	3.00	3.00	4.00	229
13	1.75	2.50	3.25	3.50	4.50	257
14	2.00	2.50	3.50	3.50	4.50	225
15	2.00	2.75	3.75	4.00	5.00	250
16	2.00	2.75	3.75	4.00	5.00	250
17	2.25	3.00	4.00	4.00	5.50	244
18	2.25	3.00	4.00	4.00	5.50	244
19	2.25	3.25	4.00	4.00	5.50	244
20	2.25	3.25	4.00	4.00	5.50	244
21	2.50	3.50	4.25	4.50	6.00	240
22	2.50	3.50	4.25	4.50	6.00	240
23	2.50	3.75	4.50	4.50	6.00	240
24	2.50	3.75	4.50	4.50	6.00	240
25	2.50	3.75	4.50	4.50	6.00	240
26	2.75	4.00	4.75	5.00	6.50	236
27	2.75	4.00	4.75	5.00	6.50	236
28	2.75	4.00	4.75	5.00	6.50	236
29	2.75	4.00	4.75	5.00	6.50	236
30	2.75	4.00	4.75	5.00	6.50	236
31	3.00	4.25	5.00	5.00	7.00	233
32	3.00	4.25	5.00	5.00	7.00	233
33	3.00	4.25	5.00	5.00	7.00	233
34	3.00	4.25	5.00	5.00	7.00	233
35	3.00	4.25	5.00	5.00	7.00	233

^{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

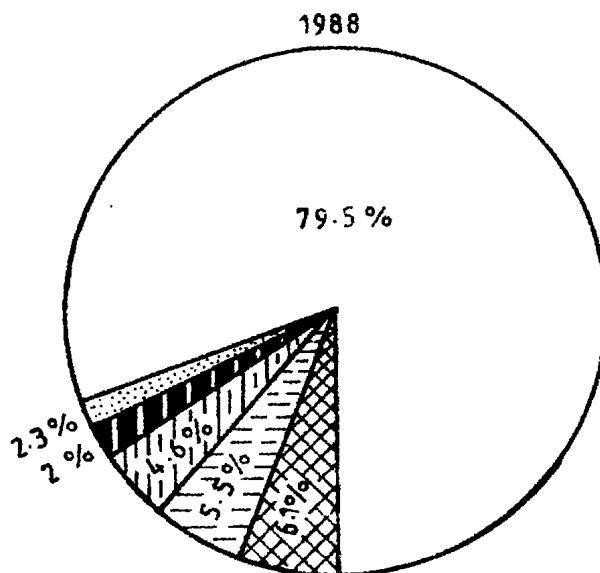
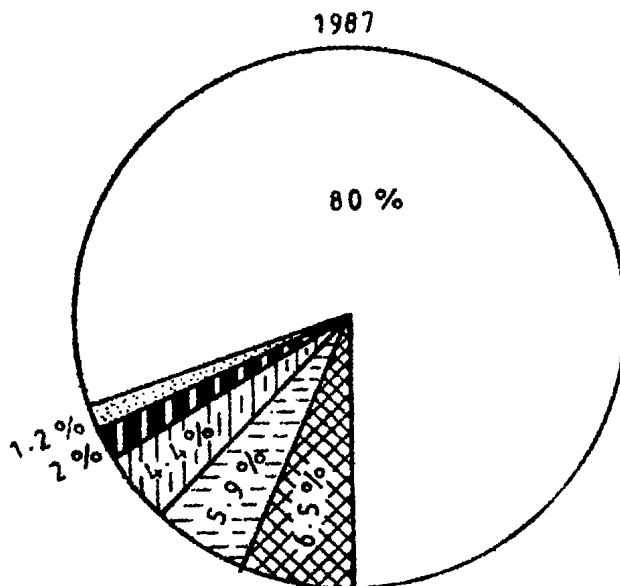
Table 1.10 - Main sources of revenue to the National Transport Authority, 1984 - 1988

Thousand Rupees

Source of revenue	As at end of December				
	1984	1985	1986	1987	1988
Motor Vehicle Licences (Road Tax)	23,961	23,527	25,363	28,478	33,404
Examination of Vehicles	1,967	1,900	1,988	2,093	2,307
Public Service Vehicle and Carrier's Licences	1,409	1,504	1,687	2,334	2,547
Registration of Vehicles	881	856	1,051	1,571	1,941
Penalties/Surcharge	403	437	415	499	585
Issue of Special Route Permits	600	508	518	431	968
Motor Vehicle Dealers and Petrol Service Station Licences	94	84	83	117	252
TOTAL	29,315	28,816	31,105	35,523	42,004

FIG 1-3 - MAIN SOURCES OF REVENUE TO THE NATIONAL TRANSPORT AUTHORITY

1987 - 1988



- MOTOR VEHICLE LICENCES
- PUBLIC SERVICE VEHICLE AND CARRIERS LICENCES
- EXAMINATION OF VEHICLES
- REGISTRATION OF VEHICLES
- ISSUE OF SPECIAL ROUTE PERMITS
- OTHERS

Table 1.11 - Driving licences issued during the year by type of licence, 1984 - 1988

Number

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			
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
1988	14,816	2,000	16,816	52,096	1,996	54,092	6,276	918	7,194	49,811	2,994	52,805	2,900	492	3,392

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988 (cont'd)

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1987		1988	
			Quantity	Value	Quantity	Value
Passenger motor-cars of engine capacity not exceeding 1100 c.c	United Kingdom	Number	170	8,170	154	10,250
	France	"	15	1,097	7	643
	Italy	"	89	5,113	79	4,981
	Japan	"	176	9,329	140	9,369
	Other countries	"	8	331	10	720
			458	24,040	390	25,963
of engine capacity exceeding 1100 but not exceeding 1300	United Kingdom	"	97	7,017	63	5,652
	France	"	166	12,962	192	17,018
	Germany Fed. Rep.	"	14	1,041	2	241
	Italy	"	60	4,491	60	4,841
	Japan	"	1,296	79,384	1,342	100,883
	Korea Republic	"	92	5,279	54	3,518
	South Africa Rep.	"	171	9,336	48	3,254
Other countries	"	1	30	9	441	
			1,897	119,540	1,770	135,848

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 7		1 9 8 8		
			Quantity	Value	Quantity	Value	
of engine capacity exceeding 1300 c.c but not exceeding 1800 c.c	United Kingdom	Number	31	2,455	42	4,813	
	France	"	124	11,471	101	10,237	
	Germany Fed. Rep.	"	49	4,677	86	13,763	
	Japan	"	281	24,176	230	23,077	
	Korea Rep.	"	69	4,792	87	6,725	
	South Africa Rep.	"	38	1,878	18	1,007	
	Italy	"	13	1,375	12	1,254	
	Other countries	"	5	339	6	359	
				610	51,163	582	61,235
	of engine capacity exceeding 1800 c.c	United Kingdom	"	24	3,847	6	870
France		"	8	1,231	14	1,833	
Germany Fed. Rep.		"	32	6,638	46	11,192	
Japan		"	10	899	48	5,884	
South Africa Rep.		"	9	1,295	16	1,718	
Other countries		"	2	369	9	1,106	
			85	14,279	139	22,603	

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987-1988 (cont'd)
(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 7		1 9 8 8	
			Quantity	Value	Quantity	Value
Other, unspecified	United Kingdom	Number	58	10,572	-	-
	Australia	"	5	937	-	-
	Germany Fed. Rep.	"	3	233	2	483
	India	"	1	154	90	16,331
	Japan	"	4	518	2	87
	Other countries	"	2	173	-	-
			73	12,487	94	16,901
Trucks and lorries, trucks of the pick-up type, vans designed solely for the types which are not derived solely from ordinary passenger motor-car	United Kingdom	"	70	8,680	46	4,912
	France	"	47	5,019	24	5,923
	Germany Fed. Rep.	"	73	735	3	412
	India	"	18	4,258	39	7,510
	Italy	"	10	2,574	-	-
	Japan	"	387	35,787	353	37,541
	South Africa Rep.	"	31	3,465	51	4,145
	U.S.S.R.	"	2	138	-	-
			568	60,656	516	60,443

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988 (cont'd)

(C.I.F Value Rs 000)

Item	Country of origin	Unit	1987		1988	
			Quantity	Value	Quantity	Value
Public service type passenger motor vehicles	United Kingdom	Number	4	724	-	-
	Germany Fed. Rep.	"	1	171	-	-
	India	"	5	1,035	83	23,078
	Japan	"	76	11,312	91	14,945
	Korea Republic	"	1	242	6	1,412
	Italy	"	-	-	4	4,323
	France	"	-	-	1	466
Road tractors for semi-trailers	United Kingdom	"	87	13,484	185	44,224
	South Africa Rep.	"	8	1,821	16	3,178
	Germany Fed. Rep.	"	1	841	-	-
		"	-	-	1	263
		"	9	2,662	17	3,441
		"	51	3,642	38	2,739
Dumpers	France	"	2	1,136	6	6,804
	India	"	14	1,215	4	2,151
	China	"	4	156	-	-
	South Africa Rep.	"	10	4,266	9	2,984
	Singapore	"	-	-	2	74
		"	81	10,415	59	14,752

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988 (cont'd)
(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1987		1988		
			Quantity	Value	Quantity	Value	
Other motor vehicles for the transport of goods or materials of an engine capacity up to 1100 c.c.	Germany Fed. Rep.	Number	-	-	1	29	
	Japan	"	1	30	2	84	
of an engine capacity exceeding 1100 c.c.	United Kingdom	"	1	30	3	113	
	France	"	1	48	-	-	
of an engine capacity exceeding 1300 c.c.	Italy	"	1	48	1	48	
	Hong Kong	"	-	-	-	-	
of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c.	Japan	"	108	5,102	62	4,494	
	South Africa Rep.	"	1	36	1	44	
of engine capacity exceeding 1300 c.c. but not exceeding 1800 c.c.	France	"	112	5,269	64	4,586	
	Germany Fed. Rep.	"	-	-	4	371	
	Japan	"	1	45	1	127	
	U.S.S.R.	"	5	333	1	28	
	S. Africa Rep.	"	2	144	1	52	
	U. Kingdom	"	-	-	1	52	
				-	-	1	59
				8	522	8	636

Table 1.12 - Imports of vehicles and spare parts by country, 1987 - 1988 (cont'd)

(C.I.F. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 7		1 9 8 8		
			Quantity	Value	Quantity	Value	
of an engine capacity exceeding 1800 c.c.	United Kingdom	Number	1	191	4	618	
	France	"	1	29	-	-	
	Germany Fed. Rep.	"	1	98	1	129	
	Australia	"	1	147	-	-	
	Japan	"	5	619	11	1,277	
	South Africa Rep.	"	1	94	-	-	
special purpose motor vehicles and vans	United Kingdom	"	10	1,178	16	2,024	
	France	"	3	1,430	127	24,070	
	Germany Fed. Rep.	"	1	983	16	10,193	
	India	"	3	6,127	7	2,952	
	Italy	"	11	3,136	25	3,408	
	Japan	"	-	-	3	150	
	Australia	"	-	-	6	757	
	Other countries	"	-	-	7	6,559	
		"	-	-	4	6,602	
				18	11,676	195	54,691

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988 (cont'd)
(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1987		1988	
			Quantity	Value	Quantity	Value
Motor cycles, scooters and auto cycles	France	Number	530	3,730	517	3,968
	China	"	500	1,377	364	1,088
	India	"	125	2,495	449	1,698
	Italy	"	1,213	7,679	1,190	8,178
	Japan	"	570	5,564	468	5,016
	Czechoslovakia	"	600	1,741	1,027	3,338
	Taiwan	"	-	-	96	198
	Belgium	"	-	-	46	392
	Other countries	"	46	581	49	517
				3,584	23,167	4,206	24,393
Cycles not motorized	United Kingdom	"	2,177	3,365	925	1,336
	France	"	487	446	59	202
	Germany Fed. Rep.	"	1,321	2,081	-	-
	Italy	"	3,462	3,825	1,929	2,004
	India	"	3,227	1,393	2,408	1,320
	Malaysia	"	1,049	970	900	1,004
	China	"	11,970	7,028	14,135	8,611
	South Africa Rep.	"	946	945	-	-
	Taiwan	"	2,904	1,434	9,183	6,524
	Hong Kong	"	262	171	-	-
	Yugoslavia	"	162	180	-	-
	Belgium	"	-	-	92	208
	Other countries	"	8	19	271	287
			27,975	21,857	29,902	21,456

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988 (cont'd)
(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1987		1988	
			Quantity	Value	Quantity	Value
Chassis fitted with engines for tractors and for motor vehicles	Japan	Number	165	35,835	318	58,372
	India	"	199	39,540	48	8,635
	South Africa	"	-	-	5	399
	Italy	"	-	-	5	1,353
	France	"	-	-	3	2,299
	United Kingdom	"	-	-	214	23,764
	Korea Republic	"	10	2,609	22	3,985
Parts and accessories for tractors and for motor-vehicles	United Kingdom	Metric ton	374	77,984	615	98,807
	France	"	456	17,533	811	26,835
	Germany Fed. Rep.	"	70	6,452	92	7,704
	Italy	"	47	3,942	42	4,554
	India	"	30	2,800	28	3,396
	South Africa Rep.	"	77	5,211	80	6,735
	U.S.A	"	51	1,349	63	2,035
	Japan	"	16	2,138	51	2,843
	Netherlands	"	96	9,909	125	15,333
	Other countries	"	13	162	-	-
		"	28	1,737	37	3,171
			884	51,233	1,329	72,606

Table 1.12 - Imports of vehicles and spare parts by country of origin, 1987 - 1988
(C.I.F. Value Rs. 000)

I t e m	Country of origin	Unit	1 9 8 7		1 9 8 8	
			Quantity	Value	Quantity	Value
Parts n.e.s. and accessories for motor cycles, scooters and auto cycles	France	Metric ton	3.6	691	4.0	859
	Italy	"	2.2	462	2.4	608
	India	"	2.4	257	77.6	1,364
	China	"	1.0	11	49.0	1,414
	Taiwan	"	32.3	2,574	91.6	5,350
	Japan	"	10.1	1,374	27.0	4,008
	Thailand	"	-	-	5.0	122
	South Africa	"	-	-	4.2	173
	Other countries	"	0.4	49	6.1	459
				52.0	5,418	266.9	14,357

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, 1984 - 1988

Year	Accidents	Motor-vehicles involved	Casualties	Population (mid-year)	Number	
					Motor-vehicles registered (mid-year)	
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	
1988	8,259	14,153	3,004	1,016,596	90,647	

Table 2.2 - Accident rate, 1984 - 1988

Year	Accidents			Motor-vehicles involved	
	Number	Per 100,000 population	Per 1,000 registered motor-vehicles	Number	Per 1,000 registered motor-vehicles
1984	4,681	479	63	7,538	102
1985	5,035	511	67	8,235	110
1986	5,707	574	74	9,410	123
1987	7,059	703	87	11,869	147
1988	8,259	812	91	14,153	156

Table 2.3 - Fatalities and fatality index^{1/}, 1984 - 1988

Year	Fatalities			Fatality index
	Number	Per 100,000 population	Per 1,000 registered motor-vehicles	
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
1988	122	12.0	1.3	4.1

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, 1984 - 1988

Year	Degree of injury			Injuries	
	Serious	Slight	Total injured	Per 100,000 population	Per 1,000 registered motor-vehicles
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
1988	282	2,600	2,882	283.5	31.8

Table 2.5 - Accidents, motor-vehicles/pedestrians involved and casualties by police district, 1987 - 1988

Number

Police district	Accidents		Motor-vehicles involved		Pedestrians involved		Casualties	
	1987	1988	1987	1988	1987	1988	1987	1988
Port Louis (South)	1,168	1,371	2,051	2,484	182	191	254	269
Port Louis (North)	811	976	1,393	1,658	135	132	504	452
Pamplemousses/Rivière du Rempart	595	766	905	1,208	133	111	436	454
Moka/Flacq	844	876	1,339	1,452	137	118	483	452
Grand Port/Savanne	625	657	967	1,022	134	142	444	427
Upper Plaines Wilhems	1,247	1,493	2,146	2,607	203	173	485	409
Plaines Wilhems/Black River	1,769	2,120	3,068	3,722	253	277	688	541
Whole Island	7,059	8,259	11,869	14,153	1,177	1,144	3,294	3,004

Table 2.6 - Accidents, motor-vehicles/pedestrians involved and casualties by police district by semester, 1988

Police district	Accidents		Motor-vehicles involved		Pedestrians involved		Casualties	
	Jun-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec
Port Louis (South)	655	738	1,142	1,519	105	104	149	129
Port Louis (North)	464	512	775	885	68	64	231	221
Pamplemousses/Rivière du Rempart	536	430	534	614	53	58	217	237
Moka/Flacq	370	506	608	644	49	69	235	217
Grand Port/Savanne	286	371	442	560	61	61	189	238
Upper Plaines Wilhems	723	770	1,263	1,344	89	84	210	199
Plaines Wilhems/Black River	1,023	1,097	1,787	1,935	152	125	274	267
Whole Island	3,835	4,424	6,549	7,604	557	587	1,496	1,508

Number

Table 2.7 - Daily and hourly distribution of accidents, 1988

Time (hour)	Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0	1	6	5	6	6	4	13	24	64
1	2	7	5	7	7	1	8	21	56
2	3	2	3	4	4	5	5	10	32
3	4	2	0	1	5	6	6	16	34
4	5	1	4	2	2	1	8	14	32
5	6	4	7	6	2	11	4	4	44
6	7	21	29	24	28	23	17	14	156
7	8	80	74	63	68	70	51	32	438
8	9	99	99	103	98	99	38	32	568
9	10	79	91	66	71	81	64	54	506
10	11	56	48	65	65	67	105	84	490
11	12	79	67	68	68	73	93	74	522
12	13	73	60	56	57	59	95	53	453
13	14	69	64	65	68	64	84	68	482
14	15	94	84	62	63	77	84	69	553
15	16	99	81	84	81	76	83	62	566
16	17	111	82	100	94	105	84	83	659
17	18	108	81	92	79	106	97	113	676
18	19	85	68	59	70	86	88	110	566
19	20	47	58	51	59	71	77	90	453
20	21	43	34	38	41	48	60	76	340
21	22	29	20	35	28	40	54	44	250
22	23	18	24	22	24	25	35	40	188
23	24	10	13	9	21	21	33	25	130
TOTAL		1,222	1,101	1,088	1,133	1,219	1,286	1,210	8,259

FIG. 2.1 NUMBER OF ACCIDENTS BY DAY OF WEEK 1987 AND 1988

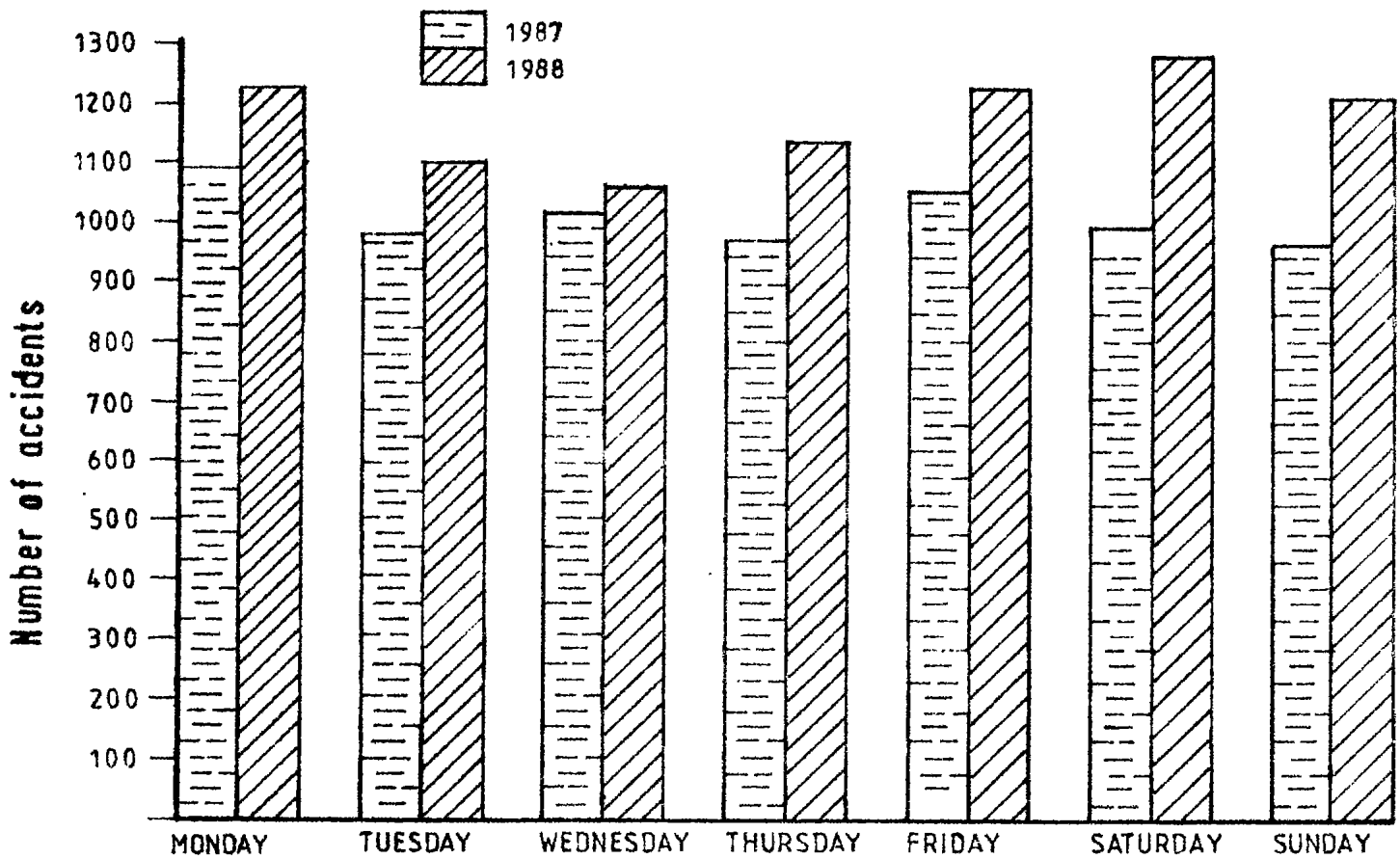


FIG. 2.2. NUMBER OF ACCIDENTS BY TIME OF DAY 1988

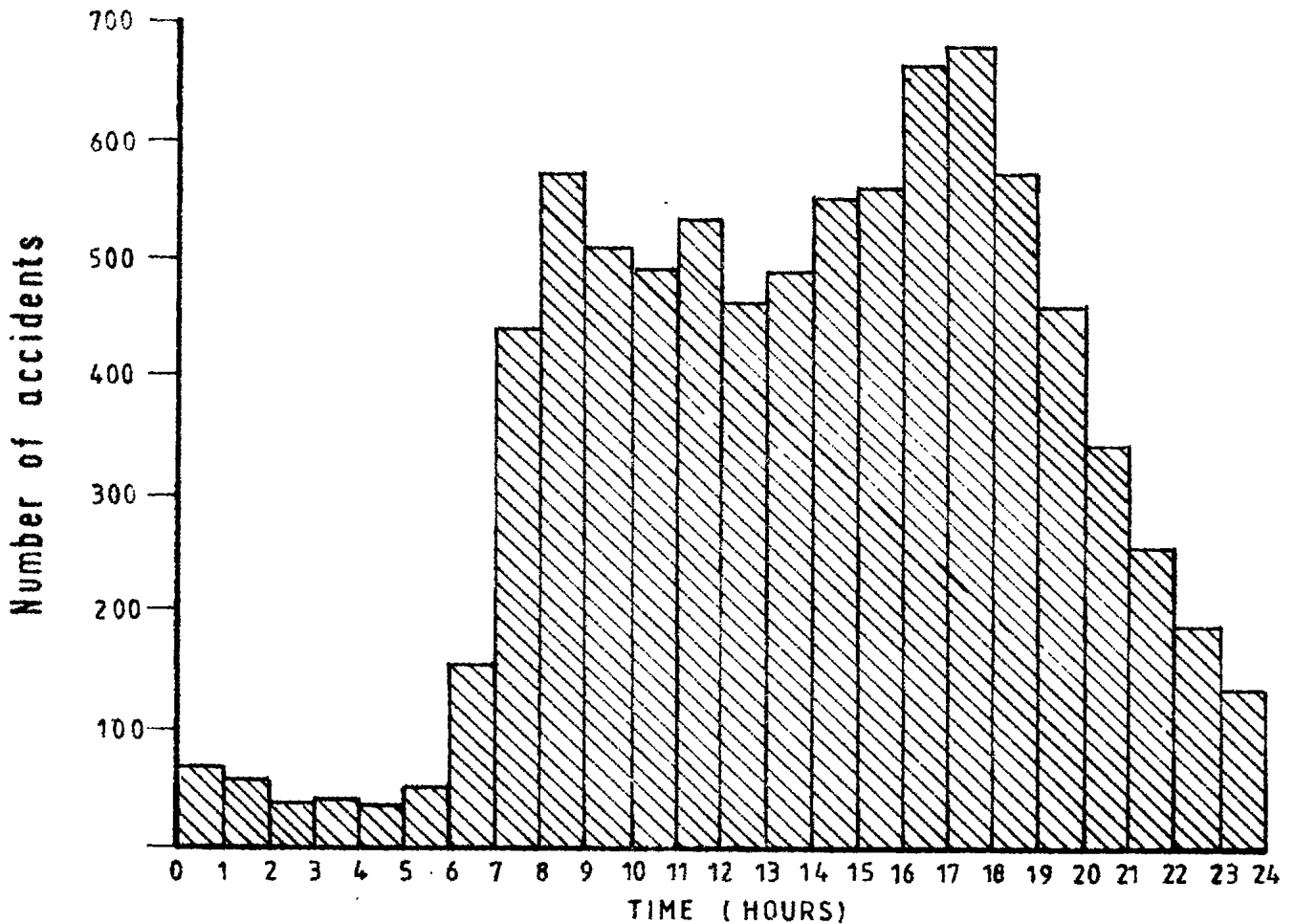


Table 2.8 - Number of accidents by severity of accident and police district, 1987 - 1988

Police district	1987						1988					
	Severity of accident			Total	Severity of accident			Total				
	Fatal	Serious	Slight		No injury	Fatal	Serious		Slight	No injury		
Port Louis (South)	14	23	199	932	1,168	21	10	198	1,142	1,371		
Port Louis (North)	11	35	243	522	811	12	47	268	649	976		
Pamplemousses/Rivière du Rempart	12	30	212	341	595	15	38	258	455	756		
Moka/Flacq	16	34	246	548	844	15	19	243	599	876		
Grand Port/Savanne	12	38	244	331	625	17	39	240	361	657		
Upper Plaines Wilhems	14	22	297	914	1,247	15	22	300	1,156	1,493		
Plaines Wilhems/Black River	30	20	448	1,271	1,769	23	27	411	1,659	2,120		
Whole Island	109	202	1,889	4,859	7,059	118	202	1,918	6,021	8,259		

Table 2.9- Number of accidents, by severity of accident and conditions of weather, 1987 - 1988

Weather condition	1987					1988				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Fine	101	179	1,712	4,379	6,371	104	182	1,767	5,534	7,587
Rainy	7	20	170	461	658	12	19	148	465	644
Fog/mist	-	1	-	3	4	1	-	-	12	13
Other	1	2	7	16	26	1	1	7	10	19
All conditions	109	202	1,889	4,859	7,059	118	202	1,913	6,021	8,259

7

Table 2.10- Number of accidents by severity of accident and light conditions, 1987 - 1988

Light conditions	1987					1988				
	Severity of accident					Severity of accident				
	Fatal	Serious	Slight	No injury	Total	Fatal	Serious	Slight	No injury	Total
Daylight	76	146	1,455	3,946	5,623	67	130	1,445	4,827	6,467
Dark-no street lighting	11	27	159	224	421	12	35	154	314	515
Dark-street light on	22	28	263	676	989	39	36	512	866	1,253
Dark-street light off	-	1	12	13	26	-	1	9	14	24
All conditions	109	202	1,889	4,859	7,059	118	202	1,918	6,021	8,259

Table 2.11 - Number of accidents by severity of accident and apparent cause of accident, 1987 - 1988

Apparent cause of accident	1987				1988				
	Severity of accident				Severity of accident				
	Fatal	Serious	Slight	No injury	Fatal	Serious	Slight	No injury	Total
Speeding	13	16	74	137	18	28	69	163	278
Improper overtaking	1	12	102	311	3	8	98	273	382
Signal violation	1	2	3	15	-	-	8	13	21
Followed too closely	-	2	34	270	1	2	26	257	288
Vehicle skidded	2	10	89	150	-	14	89	208	311
Improper signing	-	2	17	31	-	3	10	53	72
Inefficient brake	1	-	17	43	-	2	13	32	47
Burst tyres	-	-	10	21	-	-	6	14	20
Careless driving	43	74	824	3,496	52	90	876	4,593	5,611
Negligence of pedestrian	38	57	523	62	33	29	480	59	601
Other mechanical defect	2	7	44	59	2	4	42	65	113
Other causes	8	20	152	264	9	22	193	291	515
All causes	109	202	1,889	4,859	118	202	1,918	6,021	8,259

Table 2.12 - Number of accidents by severity of accident and road characteristics, 1987 - 1988

Road characteristic	1987				1988				
	Severity of accident				Severity of accident				
	Fatal	Serious	Slight	No injury	Fatal	Serious	Slight	No injury	Total
Straight	78	139	1,393	3,796	89	139	1,471	4,845	6,545
Curve	14	33	182	411	11	32	198	472	713
Roundabout	2	4	45	95	2	7	43	128	180
Hill crest	2	7	45	68	6	4	38	77	125
Signallised intersection	2	2	24	55	2	3	17	63	85
Uncontrolled junction	5	12	135	251	6	9	105	511	451
Road works present	3	2	30	70	-	1	12	29	42
Defective road surface	-	1	25	43	2	3	22	29	56
Other	3	2	10	70	-	4	12	66	82
All characteristics	109	202	1,889	4,859	118	202	1,918	6,021	8,259

Table 2.13- Number of vehicles^{1/} involved in accidents by type of vehicle,
1987 - 1988

Type of vehicle	1987		1988	
	Number of vehicles	%	Number of vehicles	%
Private car	5,385	43.7	6,407	43.9
Taxi car	983	8.0	1,381	9.5
Bus	1,683	13.6	1,839	12.6
Lorry	1,130	9.2	1,141	7.8
Van	1,280	10.4	1,498	10.3
Motor/Auto cycle	1,292	10.5	1,767	12.1
Pedal cycle	445	3.6	429	3.0
Other motor vehicle	103	0.8	106	0.7
Other non-motor vehicle	34	0.3	20	0.1
All vehicles	12,336	100.0	14,588	100.0

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

FIG. 2-3 - RATIO OF DIFFERENT TYPES OF VEHICLES TO TOTAL NUMBER OF VEHICLES INVOLVED IN ACCIDENTS (%)

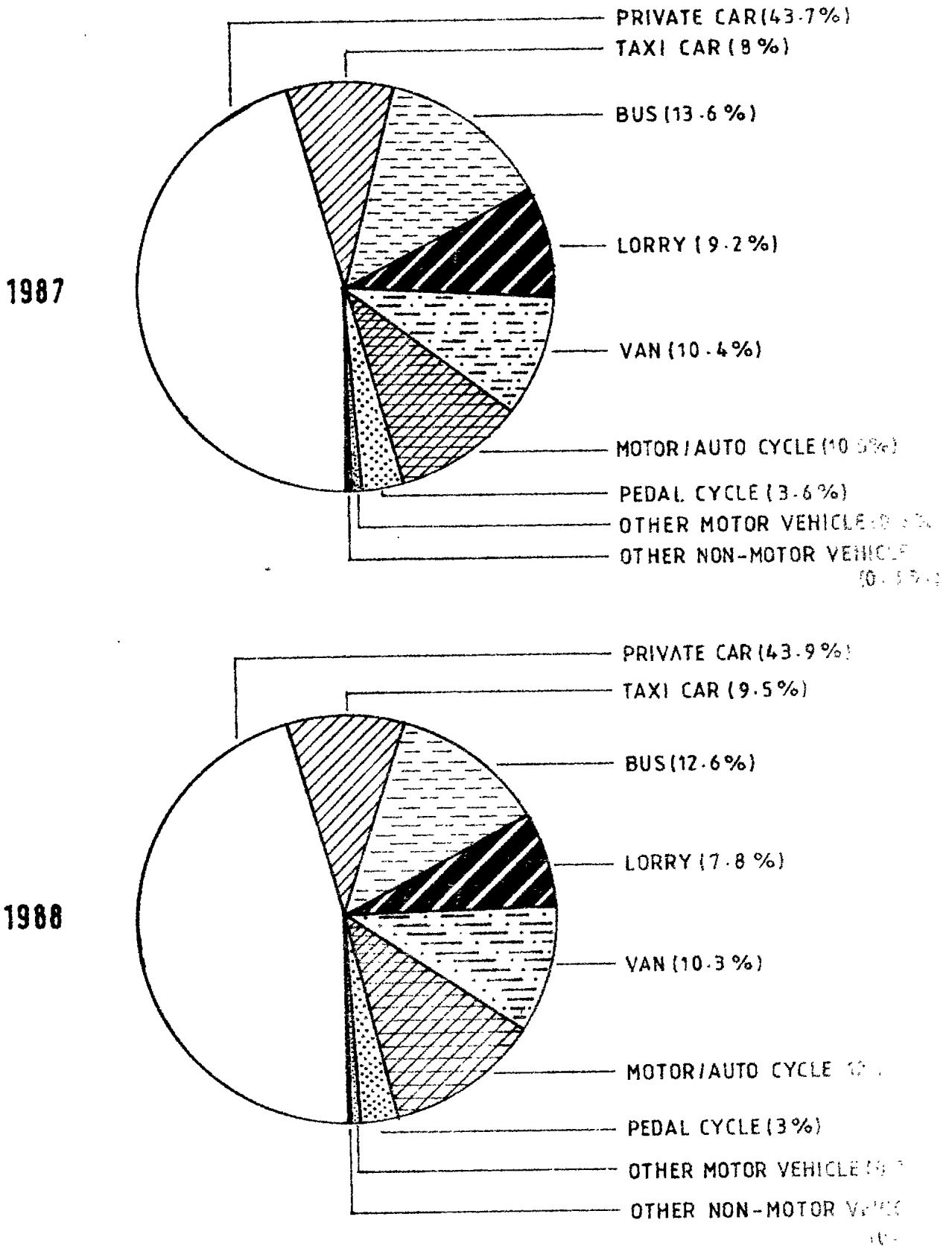


Table 2.14 - Number of motor-vehicles involved in accidents by type of vehicle and nature of damage, 1987 - 1988

Type of vehicle	Nature of damage							
	Seriously damaged		Slightly damaged		No damage		Total	
	1987	1988	1987	1988	1987	1988	1987	1988
Private car	252	242	4,619	5,582	515	583	5,386	6,407
Taxi car	44	69	832	1,197	107	115	983	1,381
Bus	47	41	1,370	1,575	266	223	1,683	1,839
Lorry	39	35	767	858	324	248	1,130	1,141
Van	60	63	1,077	1,505	143	130	1,280	1,498
Motor/Auto cycle	59	64	1,102	1,554	131	169	1,292	1,767
Other motor-vehicle	3	9	49	52	50	45	102	106
All vehicles	504	523	9,816	12,103	1,536	1,513	11,856	14,139

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, 1988

Age-group (years)	Drivers			Riders			Total		
	Male	Female	Both sexes	Male	Female	Both sexes	Male	Female	Both sexes
	15 - 18	29	2	31	98	6	106	127	10	137
19 - 24	1,317	23	1,340	427	5	432	1,744	28	1,772
25 - 34	4,477	71	4,548	673	4	677	5,150	75	5,225
35 - 44	3,719	90	3,809	308	2	310	4,027	92	4,119
45 - 54	1,570	20	1,590	136	-	136	1,706	20	1,726
55 - 60	477	4	481	37	1	38	514	5	519
Over 60	272	6	278	31	-	31	303	6	309
All ages	11,861	216	12,077	1,710	20	1,730	13,571	236	13,807

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

Table 2.16 - Drivers/riders involved in accidents by driving experience and sex, 1987 - 1988

Driving experience	1987			1988		
	Number of drivers/riders			Number of drivers/riders		
	Male	Female	Both sexes	Male	Female	Both sexes
No licence	19	-	19	15	-	15
Learner driver's licence	113	6	119	166	6	172
Licence with less than 2 years experience	248	6	254	299	9	308
Licence with more than 2 years experience	10,954	198	11,152	13,091	221	13,312
All categories	11,334	210	11,544	13,571	235	13,807

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

Table 2.17 - Casualties by class of road users, 1987 - 1988

Class of road users	1987		1988	
	Casualties		Casualties	
	Number	%	Number	%
Pedestrian	1,070	32	1,037	35
Passenger	1,146	35	841	28
Driver	300	9	238	8
Rider	462	14	583	19
Pedal cyclist	316	10	305	10
All road users	3,294	100	3,004	100

Table 2.18 - Number of casualties by degree of injury and class of road users, 1987 - 1988

Class of road users	1987				1988			
	Degree of injury				Degree of injury			
	Fatal	Seriously injured	Slightly injured	Total	Fatal	Seriously injured	Slightly injured	Total
Pedestrian	66	100	904	1,070	71	69	897	1,037
Passenger	12	57	1,077	1,146	20	82	739	841
Driver	7	37	256	300	6	35	197	238
Rider	15	36	411	462	17	69	497	583
Pedal cyclist	12	25	279	316	8	27	270	305
All road users	112	255	2,927	3,294	122	282	2,600	3,004

Table 2.19 - Number of casualties by age-group and sex, 1988

Age-group (years)	Class of casualty											
	Pedestrian			Passenger			Driver/Rider/Cyclist			Total Casualties		
	Male	Female	Both sexes	Male	Female	Both sexes	Male	Female	Both sexes	Male	Female	Both sexes
Under 7	60	34	94	12	7	19	1	-	1	73	41	114
7 - 12	106	74	180	27	16	43	7	1	8	140	91	231
13 - 20	53	53	106	79	45	124	149	7	156	281	105	386
21 - 40	282	99	381	413	138	551	739	13	752	1,434	250	1,684
41 - 50	82	39	121	43	22	65	111	2	113	236	63	299
51 - 60	48	28	76	12	11	23	71	1	72	131	40	171
Over 60	43	36	79	10	6	16	24	-	24	77	42	119
All ages	674	363	1,037	596	245	841	1,102	24	1,126	2,372	632	3,004

Table 2.20 - Pedestrian casualties by age-group, 1987 - 1988

Age-group (years)	1987			1988		
	Population (mid-year)	Pedestrian casualties		Population (mid-year)	Pedestrian casualties	
		Number	Per 100,000 population		Number	Per 100,000 population
Under 7	137,122	90	66	132,699	94	71
7 - 12	130,263	162	124	133,683	180	135
13 - 20	155,591	122	78	154,549	106	69
21 - 40	355,920	415	117	365,487	381	104
41 - 50	85,545	127	148	87,365	121	138
51 - 60	74,062	80	108	68,649	76	111
Over 60	65,291	74	113	74,164	79	107
All ages	1,003,794	1,070	107	1,016,596	1,037	102

PART III

PETROLEUM PRODUCTS

Table 3.1 - Evolution of price of motor-spirit and gas-oil, 1979 - 1988

Year (as at end of.....)	Motor-spirit				Gas oil (Diesel)	
	Premium		Regular		Price (Rs/litre)	Index (1979 = 100)
	Price (Rs/litre)	Index (1979 = 100)	Price (Rs/litre)	Index (1979 = 100)		
1979	4.85	100	4.63	100	2.64	100
1980	5.73	118	5.56	120	3.67	139
1981	7.16	148	7.05	152	4.52	171
1982	7.27	150	7.16	155	4.41	167
1983 ^{1/}	7.27	150	...	...	4.41	167
1984	8.15	168	...	...	4.85	184
1985	8.15	168	...	...	4.85	184
1986	7.70	159	...	...	4.51	171
1987	7.70	159	...	...	4.51	171
1988	7.70	159	...	...	4.51	171

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

Source : Importers

Table 3.2 - Sales (quantity) of motor-spirit and gas-oil, 1979 - 1988

Year	Sales (000 Litres)			
	Motor-spirit			Gas-oil (Diesel)
	Premium	Regular	Total	
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/}	46,785	64,890
1985	47,484	...	47,484	67,800
1986	51,488	...	51,488	74,118
1987	59,359	...	59,359	82,919
1988	64,671	...	64,671	91,043

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

Source : Importers

Table D.3 - Imports of motor spirit and gas oil by country of origin, 1987 - 1988

(C.I.F. Value Rs 000)

Item	Country of origin	Unit	1987		1988	
			Quantity	Value	Quantity	Value
Motor spirit (Gasoline)	Bahrain	Thousand litres	55,510	107,130	62,030	108,298
	Kuwait	"	4,950	8,460	-	-
	Other countries	"	-	-	4	45
Gas oil	Bahrain	"	60,460	115,590	62,034	108,343
	Kuwait	"	68,215	115,834	74,506	120,908
	Other countries	"	110,893	184,886	116,501	152,038
			179,112	300,723	191,015	272,962

Table 3.4 - Imports of lubricating oils and greases by country of origin, 1987 - 1988

(C.I.T. Value Rs 000)

I t e m	Country of origin	Unit	1 9 8 7		1 9 8 8	
			Quantity	Value	Quantity	Value
Lubricating oils containing not less than 70% by weight of petroleum products	Belgium	Thousand Litres	6	81	7	113
	France	"	329	3,873	72	1,881
	Germany Fed. Rep.	"	8	173	3	112
	Italy	"	752	7,324	326	3,427
	Japan	"	17	195	14	301
	Kenya	"	-	-	71	839
	Netherlands	"	14	157	17	210
	South Africa Rep.	"	3,754	31,173	3,630	32,121
	United Kingdom	"	651	5,140	959	8,710
	United States	"	-	-	10	181
	China	"	-	-	7	59
	Other countries	"	7	341	14	511
	Lubricating greases containing not less than 70% by weight of petroleum products			5,538	48,457	5,130	48,465
France		Metric tons	7.8	208	4.9	183
Germany Fed. Rep.		"	4.2	82	2.0	45
Italy		"	17.0	253	11.9	210
South Africa Rep.		"	100.5	1,344	107.1	1,414
United Kingdom		"	1.1	102	0.3	46
Australia		"	0.8	125	2.8	97
Other countries		"	1.2	50	0.3	30
			132.6	2,164	129.3	2,025

