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**DIGEST
OF
ROAD TRANSPORT
AND
ROAD ACCIDENT STATISTICS
2017**

November 2018

(Price Rs 75)

DIGEST

OF

ROAD TRANSPORT

AND

ROAD ACCIDENT STATISTICS

2017

Digest of Road Transport and Road Accident Statistics - 2017

FOREWORD

This is the thirty-third issue of the Digest of Road Transport and Road Accident Statistics published by Statistics Mauritius.

It presents statistics on road transport compiled from the register of the National Transport Authority. It also covers road traffic accident statistics derived from returns provided by police stations and insurance companies.

All figures relate to the island of Mauritius and are the latest available. Some of them are provisional and are therefore subject to revision in later issues.

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

This digest has been prepared with the collaboration of the National Transport Authority, the Traffic Management and Road Safety Unit of the Ministry of Public Infrastructure and Land Transport, the Police Department and insurance companies. Their assistance is gratefully acknowledged.

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Appendix Police Form (PF 178)

Vehicle Statistics¹

Definitions

Definitions as stipulated in Section 4 of Road Traffic Act of 1962 for types of vehicles and subsequent amended Act No. 27 of 2012.

1. Motor cars

Motor cars are mechanically propelled vehicles, other than vehicles classified as motor cycles, which are constructed themselves to carry a load or passengers and whose unladen weight –

- (i) in case of vehicles which are –
 - (A) constructed solely for the carriage of passengers and their effects;
 - (B) adapted to carry not more than 7 passengers exclusive of the driver; and
 - (C) fitted with tyres of the prescribed type, does not exceed 3 tons;
- (ii) in any other case does not exceed 3 tons.

2. Heavy motor cars

Heavy motor cars are mechanically propelled vehicles, other than vehicles classified as motor cars, which are constructed themselves to carry a load or passengers and whose unladen weight exceeds 2½ tons.

3. Dual purpose vehicles

Dual purpose vehicles are vehicles 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) are 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) satisfied 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

¹ excludes pedal cycles

- (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.

4. Double cab pickup

Double cab pickup means a motor vehicle which has –

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

5. Motor cycles

Motor cycles are mechanically propelled vehicles, other than auto-cycles, with not more than 4 wheels and whose unladen weight does not exceed 400 kilograms.

6. Auto cycles

Auto cycles are 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.

7. Motor tractors

Motor tractors are mechanically propelled vehicles which are not constructed themselves to carry any load and whose unladen weight does not exceed 7¼ tons.

8. 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, nor a farm implement that is not constructed or adapted for the conveyance of goods or burden of any description.

9. 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.

B. Road Traffic Accidents

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

1. Road Traffic Accident

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

2. Severity of accident

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

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

Serious injury accident - An accident in which one or more persons are seriously injured.

Slight injury accident - An accident in which one or more persons are slightly injured.

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

3. Casualty

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

Fatality - Any person killed during an accident, or within 30 days as a result of an accident is referred to as a fatality.

Injury definition

(i) As from January 2013:

(a) Serious Injury - An injury for which a person is admitted to hospital as an "in-patient" for more than 24 hours.

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

(ii) Prior to January 2013:

(a) Serious Injury - An injury for which a person is detained in hospital as an "in-patient" or any of the following injuries (whether or not he is detained in hospital): fractures, concussions, internal injuries, severe cuts and lacerations, crushings and severe general shock requiring medical treatment.

(b) Slight Injury - An injury of minor character such as a sprain, bruise and cut not judged to be severe.

Abbreviations and Symbols

Abbreviations

| | | |
|-------------|---|-----------------------------|
| No. | : | Number |
| 000 | : | Thousand |
| % | : | Percentage |
| km | : | Kilometre |
| sq | : | Square |
| M/ton | : | Metric ton : 1,000 kilos |
| Mn | : | Million |
| Rs | : | Rupees |
| c.i.f | : | Cost, insurance and freight |
| n.e.s | : | Not elsewhere specified |
| 000 Litres: | | Thousand Litres |

Symbols

| | |
|------|----------------|
| 0 | Nil |
| ... | Neglibl |
| NA | Not available |
| Napp | Not applicable |

Road Transport and Road Traffic Accident Statistics – An overview (Island of Mauritius)

Year 2017

1. Vehicles registered in 2017

At the end of December 2017, there were 531,797 vehicles registered at the National Transport Authority (NTA). This represents a net increase of 24,121 vehicles (4.8%) as compared to end of year 2016 when the number of registered vehicles was 507,676.

During the year 2017, the fleet was strengthened with the registration of 29,386 vehicles, of which 19,109 (65.0%) were new, 8,584 (29.2%) were imported second-hand and 1,693 (5.8%) were re-registered vehicles; i.e., those which had been previously put off the road. During the same period some 5,265 vehicles were put off the road. The net addition to the existing fleet worked out to 24,121 vehicles.

2. Composition of fleet

A breakdown of the fleet by type of vehicle is given in Table 1.2. At the end of December 2017, the fleet consisted of 51.2% (272,213) cars, double cab pickup and dual purpose vehicles and 38.6% (205,493) auto/motor cycles. The remaining 10.2% comprised vans (28,121), lorries and trucks (15,024), buses (3,101) and other vehicles (7,845).

3. Vehicles used for transport of passengers

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

At the end of December 2017, the number of cars, double cab pickup and dual purpose vehicles was 272,213, a rise of 6.7% over the figure of 255,199 as at end of December 2016. This increase resulted from the registration of 18,979 such vehicles (10,162 new, 7,904 imported second-hand and 913 re-registered), partly offset by 1,965 vehicles that were put off the road.

Table 1.6 shows the age distribution of cars, double cap pickup and dual purpose vehicles. At the end of December 2017, some 41.8% were less than 5 years, 29.3% between 5 and 9 years and the remaining 28.9%, 10 years and above.

3.2 *Buses*

At the end of December 2017, there were 3,101 registered buses, out of which 2,034 or 65.6% were 'public' buses operating with a road service licence. During 2017, some 79 new buses were registered while 85 buses were put off the road resulting in a decrease of 6 buses.

Table 1.7 which gives the age distribution of the fleet of public buses, shows that 28.4% of the buses were under 5 years, 30.6% between 5 and 9 years and 41.0%, between 10 and 20 years.

4. Motor cycles and auto cycles

At the end of 2017, there were 205,493 motor cycles and auto cycles. This represents a net increase of 6,094 (+3.1%) against 199,399 at the end of 2016.

5. Road traffic accidents

The number of road accidents registered during the year 2017 was 29,627 against 29,277 in the preceding year, showing an increase of 1.2%. Among these accidents, the majority, 26,586 (89.7%) were non-injury, 152 fatal, 468 caused serious injuries and 2,421 slight injuries (Table 2.7).

Compared to 2016, accidents causing casualties went up by 9% and non-injury accidents by 0.4%. Fatal accidents rose by 15.1%, slight injury accidents by 8.4% and serious injury accidents by 10.6%.

The accident rate, expressed as the number of accidents per 100,000 mid-year population, increased from 2,397 in 2016 to 2,425 in 2017 and the number of accidents per 1,000 mid-year registered motor vehicles decreased from 59 in 2016 to 57 in 2017 (Table 2.1).

6. Vehicles involved in road accidents

During the year 2017, the total number of vehicles (both motor and non-motor) involved in road accidents was 58,364 (+1.5%) against 57,496 in the previous year. The number of motor vehicles involved in accidents resulting in casualties was 4,718 in 2017 against 4,359 in 2016. Table 2.15 shows that 35% of the vehicles were private cars, another 38.8% were motor/auto cycles, 6.2% were buses and 5.4% were vans.

7. Casualties

The number of casualties (fatalities and persons injured as a result of road accidents) increased by 9% from 3,862 in 2016 to 4,209 in 2017. Among the casualties, 157 were fatal, 560 seriously injured and the remaining 3,492 slightly injured.

Table 2.19 reveals that, among the casualties in 2017, some 23.9% were passengers, 41.8% riders of auto/motor cycles, 14.4% drivers, 15.6% pedestrians and 4.3% pedal cyclists.

Compared to 2016, the number of persons who died as a result of road accidents in 2017 went up by 9%. The fatality rate, expressed as the number of persons who died as a result of road accidents per 100,000 mid-year population, was 12.8, compared to 11.8 in 2016. Out of the 157 persons killed in road accidents during year 2017, the most vulnerable category of road users were riders/pillion riders of motorised two-wheelers (61), followed by pedestrians (47) (Table 2.24).

8. Hit and run cases of accidents causing casualties

In 2017, there were 165 "hit and run" cases causing casualties compared to 145 in 2016. Out of these 165 cases, 56.4% (93) involved vehicles only while the other 43.6% (72) involved both vehicles and pedestrians (Table 2.8).

**Main Road Transport and Road Accident Indicators,
2016 - 2017 (Island of Mauritius)**

| | 2016 | 2017 | |
|--|----------------|----------------|-----------------|
| Population (mid - year) | 1,221,213 | 1,221,975 | |
| Area of Mauritius (sq km) | 1,868 | 1,868 | |
| Length of roads (km) | 2,502 | 2,686 | |
| Per Capita G.D.P at market prices (Rs) ¹ - Republic of Mauritius | 344,029 | 361,649 | |
| | 2016 | 2017 | % change |
| Vehicles on register | 507,676 | 531,797 | + 4.8 |
| Motor cycle and auto cycle | 199,399 | 205,493 | + 3.1 |
| Car and dual purpose vehicle | 255,199 | 272,213 | + 6.7 |
| Other | 53,078 | 54,091 | + 1.9 |
| Road Accidents | 29,277 | 29,627 | +1.2 |
| Number of non-injury accidents | 26,488 | 26,586 | + 0.4 |
| Number of casualty accidents | 2,789 | 3,041 | + 9.0 |
| <i>Fatal accident</i> | <i>132</i> | <i>152</i> | <i>+ 15.2</i> |
| <i>Serious injury accident</i> | <i>423</i> | <i>468</i> | <i>+ 10.6</i> |
| <i>Slight injury accident</i> | <i>2,234</i> | <i>2,421</i> | <i>+ 8.4</i> |
| Total casualties | 3,862 | 4,209 | + 9.0 |
| <i>Fatal</i> | <i>144</i> | <i>157</i> | <i>+ 9.0</i> |
| <i>Seriously injured</i> | <i>512</i> | <i>560</i> | <i>+ 9.4</i> |
| <i>Slightly injured</i> | <i>3,206</i> | <i>3,492</i> | <i>+ 8.9</i> |
| Motor vehicles involved in road accidents | 57,335 | 58,178 | + 1.5 |
| Fatality rate | | | |
| Rate per 1,000 registered motor vehicles ¹ | 0.29 | 0.30 | + 0.01 |
| Rate per 100,000 population | 11.79 | 12.85 | + 1.06 |
| Rate per 100 casualty accident | 5.16 | 5.16 | + 0.00 |
| Rate per 100 casualties | 3.73 | 3.73 | + 0.00 |

¹ revised

Note: As from 2011, the area of the Island of Mauritius is according to new boundaries as amended and gazetted in the Local Government Act 2011 (Act No. 36 of 2011)

PART I

VEHICLES

STATISTICS

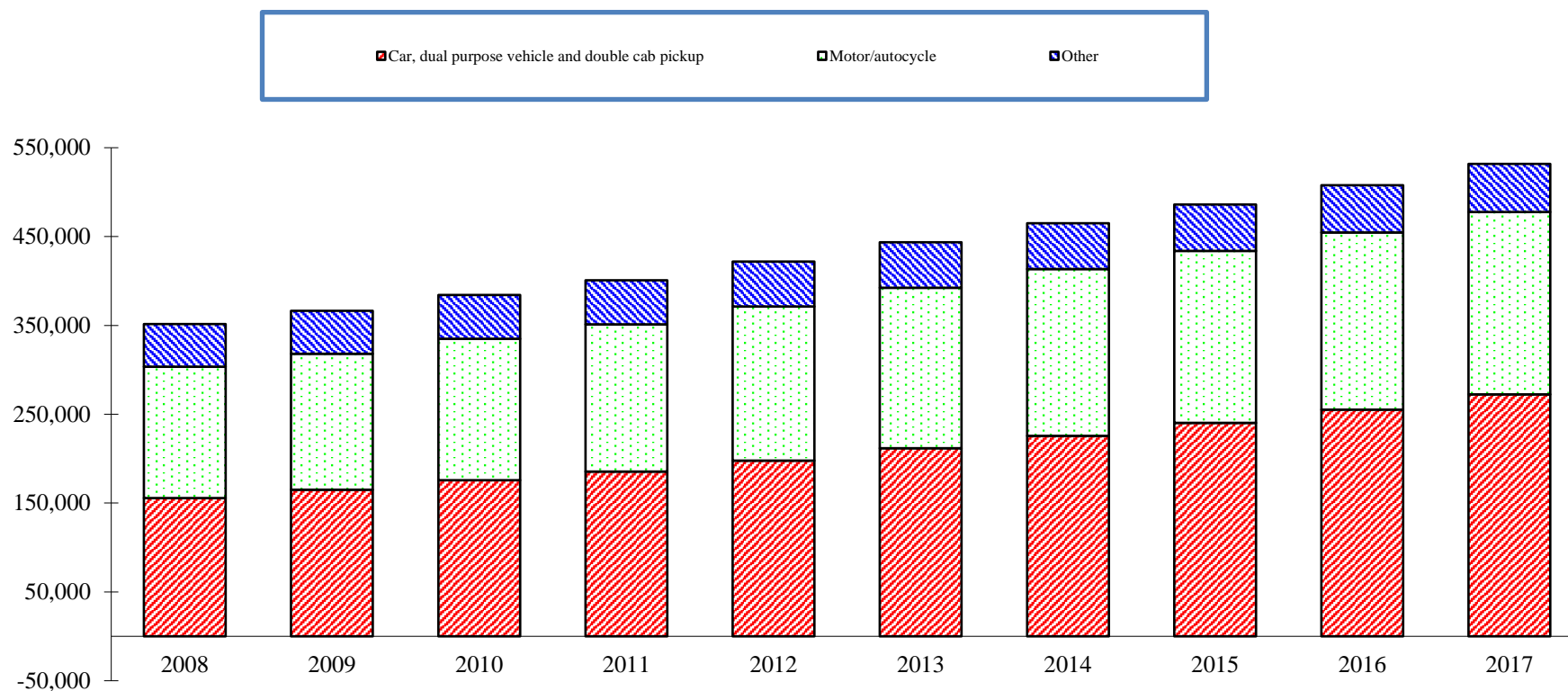
Table 1.1 - Road network as at end of year, 2013 - 2017

| Year | Length of roads (km) | | | | | % of roads paved | Density ¹ of total network in km per sq km | Number of vehicles per km of road |
|-------------|----------------------|------------|-----------------|-------------|--------------|------------------|---|-----------------------------------|
| | Motorways | Main roads | Secondary roads | Other roads | Total | | | |
| 2013 | 99 | 1,131 | 625 | 420 | 2,275 | 98 | 1.22 | 195 |
| 2014 | 99 | 1,131 | 673 | 453 | 2,356 | 98 | 1.26 | 197 |
| 2015 | 99 | 1,131 | 716 | 482 | 2,428 | 98 | 1.30 | 200 |
| 2016 | 100 | 1,137 | 756 | 509 | 2,502 | 98 | 1.34 | 203 |
| 2017 | 100 | 1,192 | 833 | 561 | 2,686 | 98 | 1.44 | 198 |

¹ density of total network in km per sq. km is the ratio of the total number of km of roads to the area of Mauritius (1,868 sq. km)

Note: As from 2011, the area of Island of Mauritius is according to new boundaries as amended and gazetted in the Local Government Act 2011 (Act No. 36 of 2011)

Fig. 1.1 - Stock of registered vehicles, 2008 - 2017



| Type of vehicle | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Car, dual purpose vehicle and double cab pickup ¹ | 155,528 | 165,036 | 175,634 | 185,357 | 197,849 | 211,586 | 225,522 | 240,289 | 255,199 | 272,213 |
| Motor cycle and autocycle | 147,988 | 152,935 | 159,329 | 165,706 | 173,508 | 180,785 | 187,851 | 193,688 | 199,399 | 205,493 |
| Other | 47,890 | 48,549 | 49,152 | 49,856 | 50,569 | 51,124 | 51,679 | 52,167 | 53,078 | 54,091 |
| Total | 351,406 | 366,520 | 384,115 | 400,919 | 421,926 | 443,495 | 465,052 | 486,144 | 507,676 | 531,797 |

¹ New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.
Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

Table 1.2 - Vehicles¹ registered , 2008 - 2017

| Type of vehicle | Number | | | | | | | | | |
|--------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Car | 109,507 | 117,890 | 127,363 | 136,225 | 147,733 | 160,701 | 173,954 | 188,299 | 202,696 | 218,976 |
| <i>(of which taxi car)</i> | <i>(6,941)</i> | <i>(6,921)</i> | <i>(6,924)</i> | <i>(6,907)</i> | <i>(6,905)</i> | <i>(6,915)</i> | <i>(6,911)</i> | <i>(6,907)</i> | <i>(6,905)</i> | <i>(6,909)</i> |
| Dual purpose vehicle | 46,021 | 47,146 | 48,271 | 49,132 | 50,116 | 49,730 | 49,503 | 49,301 | 48,961 | 48,603 |
| Double cab pickup ² | 0 | 0 | 0 | 0 | 0 | 1,155 | 2,065 | 2,689 | 3,542 | 4,634 |
| Heavy motor car | 1,290 | 1,275 | 1,249 | 1,230 | 1,244 | 1,250 | 1,271 | 1,284 | 1,316 | 1,345 |
| Motor cycle | 40,804 | 44,222 | 48,655 | 53,410 | 59,637 | 65,827 | 72,067 | 77,603 | 82,746 | 88,360 |
| Auto cycle | 107,184 | 108,713 | 110,674 | 112,296 | 113,871 | 114,958 | 115,784 | 116,085 | 116,653 | 117,133 |
| Lorry and truck | 12,726 | 12,950 | 13,186 | 13,539 | 13,902 | 14,061 | 14,243 | 14,372 | 14,645 | 15,024 |
| Van | 25,334 | 25,622 | 25,914 | 26,090 | 26,293 | 26,624 | 26,890 | 27,229 | 27,656 | 28,121 |
| Bus | 2,762 | 2,803 | 2,845 | 2,912 | 2,957 | 2,963 | 3,006 | 2,980 | 3,107 | 3,101 |
| Tractor and dumper | 3,045 | 3,102 | 3,119 | 3,173 | 3,202 | 3,226 | 3,254 | 3,244 | 3,251 | 3,277 |
| Prime mover | 505 | 558 | 596 | 650 | 689 | 715 | 734 | 774 | 817 | 873 |
| Trailer | 1,809 | 1,823 | 1,821 | 1,834 | 1,845 | 1,846 | 1,842 | 1,850 | 1,853 | 1,913 |
| Road roller | 96 | 97 | 98 | 99 | 101 | 102 | 103 | 103 | 105 | 109 |
| Other | 323 | 319 | 324 | 329 | 336 | 337 | 336 | 331 | 328 | 328 |
| TOTAL | 351,406 | 366,520 | 384,115 | 400,919 | 421,926 | 443,495 | 465,052 | 486,144 | 507,676 | 531,797 |

¹ Excluding pedal cycles, but including government vehicles.

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

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

Table 1.3 - New vehicles¹ registered, 2013 - 2017

| Type of vehicle | Number | | | | |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| Car | 6,651 | 7,181 | 6,678 | 6,928 | 8,882 |
| Dual purpose vehicle | 74 | 0 | 1 | 0 | 1 |
| Double cab pickup ² | 1,079 | 1,161 | 970 | 1,092 | 1,279 |
| Heavy motor car | 25 | 45 | 29 | 37 | 26 |
| Motor cycle | 6,481 | 6,608 | 5,923 | 5,619 | 5,986 |
| Auto cycle | 2,444 | 2,194 | 1,658 | 1,929 | 1,832 |
| Lorry and truck | 209 | 264 | 236 | 315 | 350 |
| Van | 452 | 454 | 470 | 593 | 534 |
| Bus | 91 | 163 | 56 | 220 | 79 |
| Tractor and dumper | 59 | 57 | 21 | 27 | 44 |
| Prime mover | 11 | 15 | 33 | 28 | 12 |
| Trailer | 24 | 21 | 31 | 37 | 72 |
| Road roller | 0 | 1 | 0 | 2 | 4 |
| Other ³ | 7 | 6 | 2 | 4 | 8 |
| Total | 17,607 | 18,170 | 16,108 | 16,831 | 19,109 |

¹ Includes government vehicles

² New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.
Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

³ Includes, inter alia, tanker lorries, excavators and industrial tractors

Table 1.4 - Imported Second-hand and re-registered vehicles, 2013 - 2017

| Type of vehicle | 2013 | | | 2014 | | | 2015 | | | 2016 | | | 2017 | | |
|---------------------------------------|-------------------------------|-------------------------------------|--------------|-------------------------------|-------------------------------------|--------------|-------------------------------|-------------------------------------|--------------|-------------------------------|-------------------------------------|--------------|-------------------------------|-------------------------------------|---------------|
| | Imported second hand vehicles | Re-registered vehicles ¹ | Total | Imported second hand vehicles | Re-registered vehicles ¹ | Total | Imported second hand vehicles | Re-registered vehicles ¹ | Total | Imported second hand vehicles | Re-registered vehicles ¹ | Total | Imported second hand vehicles | Re-registered vehicles ¹ | Total |
| Car | 7,109 | 350 | 7,459 | 6,886 | 324 | 7,210 | 8,479 | 350 | 8,829 | 8,304 | 397 | 8,701 | 7,881 | 756 | 8,637 |
| Dual purpose vehicle | 76 | 47 | 123 | 14 | 16 | 30 | 22 | 7 | 29 | 23 | 2 | 25 | 6 | 9 | 15 |
| Double cab pickup ² | 22 | 63 | 85 | 14 | 58 | 72 | 10 | 53 | 63 | 10 | 59 | 69 | 17 | 148 | 165 |
| Heavy motor car | 7 | 5 | 12 | 3 | 5 | 8 | 5 | 6 | 11 | 17 | 4 | 21 | 16 | 17 | 33 |
| Motor cycle | 66 | 346 | 412 | 59 | 305 | 364 | 53 | 317 | 370 | 36 | 304 | 340 | 23 | 489 | 512 |
| Auto cycle | 4 | 3 | 7 | 1 | 5 | 6 | 4 | 2 | 6 | 0 | 0 | 0 | 3 | 1 | 4 |
| Lorry and truck | 109 | 65 | 174 | 64 | 44 | 108 | 54 | 52 | 106 | 143 | 49 | 192 | 149 | 110 | 259 |
| Van | 297 | 71 | 368 | 287 | 60 | 347 | 361 | 52 | 413 | 334 | 60 | 394 | 401 | 114 | 515 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tractor and dumper | 6 | 8 | 14 | 7 | 7 | 14 | 1 | 6 | 7 | 9 | 7 | 16 | 8 | 8 | 16 |
| Prime mover | 30 | 2 | 32 | 23 | 5 | 28 | 21 | 5 | 26 | 33 | 2 | 35 | 49 | 17 | 66 |
| Trailer | 36 | 19 | 55 | 28 | 14 | 42 | 30 | 13 | 43 | 25 | 7 | 32 | 31 | 23 | 54 |
| Road roller | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other ³ | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 |
| Total | 7,764 | 980 | 8,744 | 7,386 | 844 | 8,230 | 9,041 | 864 | 9,905 | 8,934 | 893 | 9,827 | 8,584 | 1,693 | 10,277 |

¹ Refers to re-registration of vehicles previously put off the road excludes government vehicles which are not liable to re-registration

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

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

³ Includes, inter alia, tanker lorries, excavators and industrial tractors

Table 1.5 - Vehicles off the road¹, 2013 - 2017

| Type of vehicle | Number | | | | |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| Car | 1,142 | 1,138 | 1,162 | 1,232 | 1,239 |
| Dual purpose vehicle | 583 | 257 | 232 | 365 | 374 |
| Double cab pickup ² | 9 | 323 | 409 | 308 | 352 |
| Heavy motor car | 31 | 32 | 27 | 26 | 30 |
| Motor cycle | 703 | 732 | 757 | 816 | 884 |
| Auto cycle | 1,364 | 1,374 | 1,363 | 1,361 | 1,356 |
| Lorry and truck | 224 | 190 | 213 | 234 | 230 |
| Van | 489 | 535 | 544 | 560 | 584 |
| Bus | 85 | 120 | 83 | 93 | 85 |
| Tractor and dumper | 49 | 43 | 38 | 36 | 34 |
| Prime mover | 17 | 24 | 19 | 20 | 22 |
| Trailer | 78 | 67 | 66 | 66 | 66 |
| Road roller | 0 | 0 | 0 | 0 | 0 |
| Other ³ | 8 | 8 | 8 | 9 | 9 |
| Total | 4,782 | 4,843 | 4,921 | 5,126 | 5,265 |

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 New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012. Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

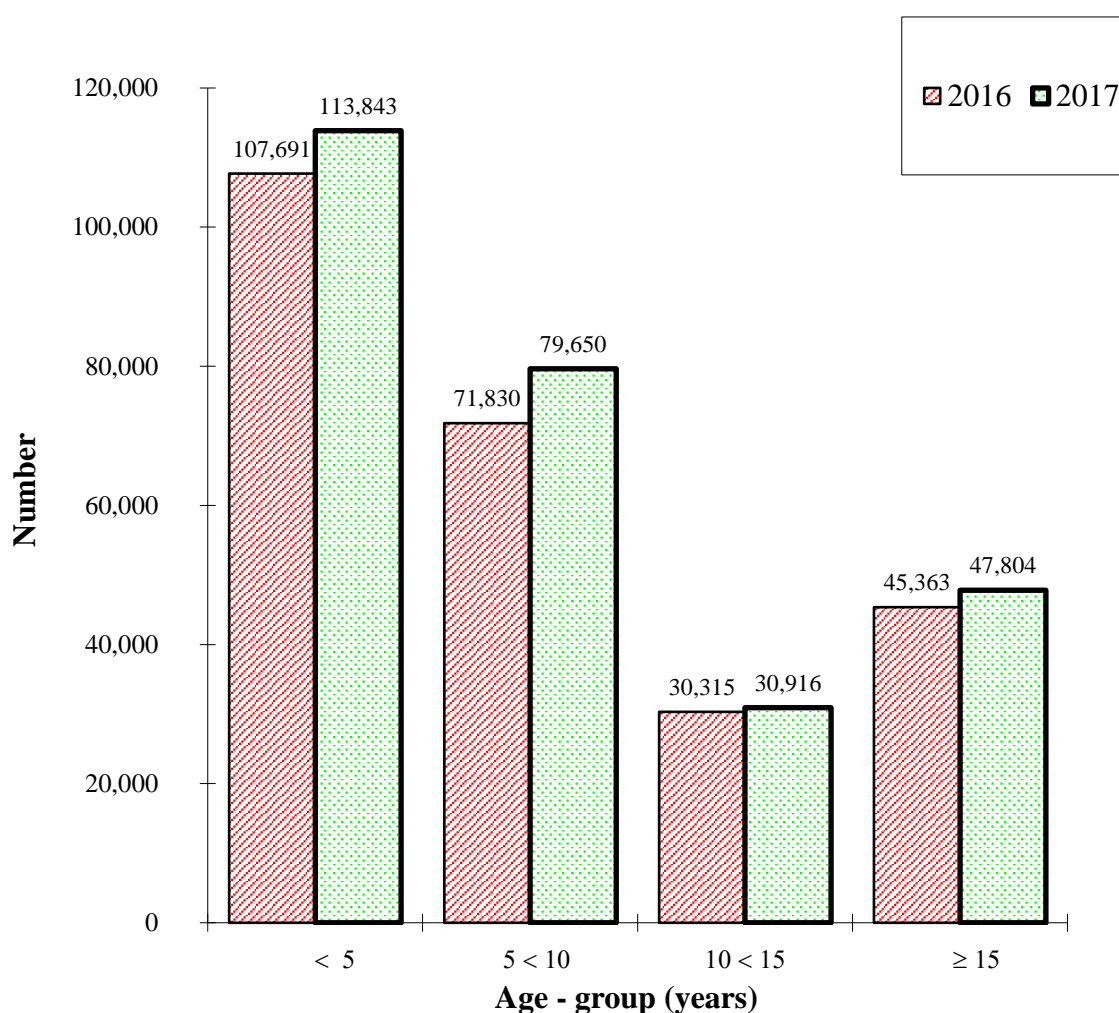
³ Includes, inter alia, tanker lorries, excavators and industrial tractors

**Table 1.6 - Age composition of cars, dual purpose vehicles and double cab pickup ¹,
2016 - 2017**

(as at 31st December)

| Age group (Years) | 2016 | | 2017 | |
|----------------------|----------------|--------------|----------------|--------------|
| | Number | % | Number | % |
| < 5 | 107,691 | 42.2 | 113,843 | 41.8 |
| 5 < 10 | 71,830 | 28.1 | 79,650 | 29.3 |
| 10 < 15 | 30,315 | 11.9 | 30,916 | 11.3 |
| ≥ 15 | 45,363 | 17.8 | 47,804 | 17.6 |
| TOTAL | 255,199 | 100.0 | 272,213 | 100.0 |

Fig. 1.2 - Age composition of cars, dual purpose vehicles and double cab pickup¹(as at 31st December)



¹ New category of vehicle defined in Road Traffic Act as amended by Act No. 27 of 2012.
Prior to the year 2013 'double cab pickup' was included in 'dual purpose vehicle'

Table 1.7 - Age composition of operational bus fleet ¹, 2016 - 2017

(as at 31st December)

| Age group (Years) | 2016 | | 2017 | |
|----------------------|--------------|--------------|--------------|--------------|
| | Number | % | Number | % |
| < 5 | 644 | 31.7 | 579 | 28.4 |
| 5 < 10 | 677 | 33.3 | 622 | 30.6 |
| 10 < 15 | 528 | 26.0 | 640 | 31.5 |
| 15 < 20 | 183 | 9.0 | 193 | 9.5 |
| TOTAL | 2,032 | 100.0 | 2,034 | 100.0 |

¹ Refers only to buses with a Road Service License, i.e, buses which operate on proclaimed routes and charge individual fares

**Fig. 1.3 - Age composition of operational bus fleet vehicles
(as at 31st December)**

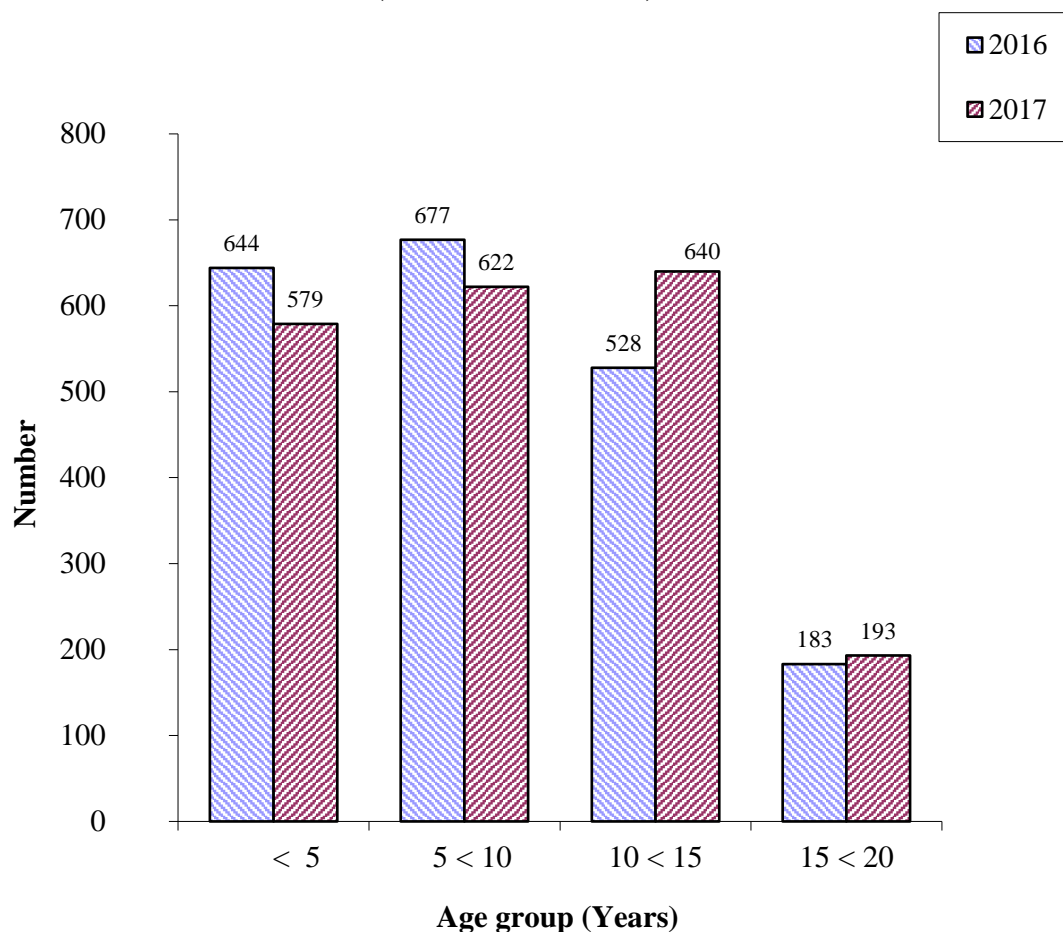


Table 1.8 - Bus operational statistics¹, 2013 - 2017

| | Unit | 2013 | 2014 | 2015 | 2016 | 2017 ² |
|--|-------------|-------------|-------------|-------------|-------------|--------------------------|
| Operational bus fleet (as at 30th June) | Number | 1,918 | 1,986 | 1,943 | 2,008 | 2,031 |
| Total vehicle - journeys | Thousand | 4,808 | 4,805 | 4,820 | 4,834 | 4,829 |
| Average vehicle - journeys per day | " | 8.4 | 8.1 | 8.3 | 8.0 | 8.0 |
| Total vehicle - kilometres | " | 96,392 | 97,825 | 98,020 | 97,941 | 97,519 |
| Average vehicle - kilometres per day | " | 168 | 164 | 168 | 163 | 160 |
| Total gross receipts | Rs Mn | 2,405 | 2,444 | 2,452 | 2,477 | 2,538 |
| Average gross receipts per day | Rs '000 | 7,400 | 7,520 | 7,545 | 7,622 | 7,809 |

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 .

² provisional

Table 1.9 - Evolution of bus fares (adults), 2002 - 2017

| Table 19: Evolution of bus fares (Rupees), 2002 - 2017 | | | | | Rupees |
|--|---------|---------|---------|---------|---------|
| <div>Period</div> <div>Stage</div> | Aug. 02 | Oct. 04 | May. 08 | Dec. 10 | Aug. 13 |
| 1 | 5.00 | 6.00 | 8.00 | 10.00 | 12.00 |
| 2 | 9.00 | 10.00 | 14.00 | 16.00 | 18.00 |
| 3 | 12.00 | 14.00 | 18.00 | 22.00 | 24.00 |
| 4 | 12.00 | 14.00 | 18.00 | 22.00 | 24.00 |
| 5 | 14.00 | 16.00 | 20.00 | 25.00 | 27.00 |
| 6 | 14.00 | 16.00 | 20.00 | 25.00 | 27.00 |
| 7 | 16.00 | 18.00 | 23.00 | 28.00 | 30.00 |
| 8 | 16.00 | 18.00 | 23.00 | 28.00 | 30.00 |
| 9 | 17.00 | 19.00 | 24.00 | 29.00 | 31.00 |
| 10 | 17.00 | 19.00 | 24.00 | 29.00 | 31.00 |
| 11 | 17.00 | 19.00 | 24.00 | 29.00 | 31.00 |
| 12 | 17.00 | 19.00 | 24.00 | 29.00 | 31.00 |
| 13 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 14 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 15 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 16 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 17 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 18 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 19 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 20 | 19.00 | 21.00 | 26.00 | 32.00 | 34.00 |
| 21 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 22 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 23 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 24 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 25 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 26 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 27 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 28 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 29 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 30 | 20.00 | 22.00 | 27.00 | 32.00 | 34.00 |
| 30 + | 21.00 | 23.00 | 28.00 | 35.00 | 37.00 |

Table 1.10 - Receipts from the activities of the National Transport Authority, 2013 - 2017

Rs. '000

| Activity | As at end of December | | | | |
|--|-----------------------|------------------|------------------|------------------|-------------------|
| | 2013 | 2014 | 2015 | 2016 | 2017 ¹ |
| Issue of motor vehicle licences (Road tax) | 1,290,830 | 1,344,534 | 1,403,395 | 1,428,340 | 1,390,562 |
| Examination of vehicles ² | 72,465 | 74,890 | 78,902 | 60,971 | <i>Napp</i> |
| Issue of public service vehicle and carrier's licences | 34,964 | 31,877 | 40,412 | 39,198 | 49,136 |
| Registration of vehicles | 96,598 | 102,244 | 109,951 | 125,015 | 144,732 |
| Issue of special route permits | 522 | 419 | 435 | 445 | 366 |
| Issue of motor vehicles dealers and petrol service station licences | 3,674 | 3,071 | 3,153 | 2,867 | 3,451 |
| Total | 1,499,053 | 1,557,035 | 1,636,248 | 1,656,836 | 1,588,247 |

¹ provisional

² examination of vehicles privatised as from November 2016

Napp : Not Applicable

Table 1.11 - Driving licences issued during the year by type of licence, 2008 - 2017

Number

| <div> <div>Type of Licence</div> <div>Year</div> </div> | Learner's licence | | | Competent licence | | | International Licence | | |
|---|-------------------|--------|---------------|-------------------|--------|---------------|-----------------------|--------|--------------|
| | First issue | | | First issue | | | | | |
| | Male | Female | Both Sexes | Male | Female | Both Sexes | Male | Female | Both Sexes |
| 2008 | 10,434 | 8,817 | 19,251 | 7,575 | 3,297 | 10,872 | 4,526 | 1,542 | 6,068 |
| 2009 | 10,386 | 10,410 | 20,796 | 7,121 | 3,505 | 10,626 | 4,290 | 965 | 5,255 |
| 2010 | 9,587 | 6,036 | 15,623 | 7,762 | 3,816 | 11,578 | 4,073 | 1,078 | 5,151 |
| 2011 | 12,209 | 10,568 | 22,777 | 8,490 | 4,328 | 12,818 | 4,073 | 733 | 4,806 |
| 2012 | 11,980 | 9,509 | 21,489 | 7,477 | 4,697 | 12,174 | 2,905 | 1,453 | 4,358 |
| 2013 | 9,919 | 7,173 | 17,092 | 8,152 | 4,647 | 12,799 | 3,235 | 1,330 | 4,565 |
| 2014 | 9,035 | 7,890 | 16,925 | 7,782 | 4,706 | 12,488 | 3,688 | 1,214 | 4,902 |
| 2015 | 9,701 | 9,229 | 18,930 | 7,846 | 4,790 | 12,636 | 4,695 | 671 | 5,366 |
| 2016 | 9,986 | 10,004 | 19,990 | 11,644 | 4,612 | 16,256 | 4,284 | 1,208 | 5,492 |
| 2017 ¹ | 8,325 | 8,414 | 16,739 | 8,151 | 6,014 | 14,165 | 4,549 | 1,298 | 5,847 |

¹ provisional

Table 1.12 - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs ' 000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|-------------------|------|-------------------|------------------|-------------------|------------------|
| | | | Quantity | Value | Quantity | Value |
| 1 - Passenger motor cars - of engine capacity not exceeding 1,250 c.c. | Belgium | No. | 33 | 10,527 | 18 | 6,246 |
| | China | " | 2 | 416 | 147 | 3,144 |
| | France | " | 67 | 27,037 | 60 | 21,023 |
| | Germany | " | 52 | 33,062 | 130 | 56,864 |
| | India | " | 633 | 148,775 | 616 | 137,219 |
| | Italy | " | 12 | 5,072 | 5 | 2,416 |
| | Japan | " | 1,906 | 372,480 | 567 | 112,381 |
| | Korea Rep. | " | 211 | 65,040 | 484 | 134,005 |
| | Malaysia | " | 107 | 27,896 | 143 | 37,735 |
| | Spain | " | 172 | 87,172 | 21 | 7,354 |
| | Thailand | " | 71 | 22,480 | 1 | 187 |
| | Turkey | " | 41 | 19,340 | 2 | 822 |
| | United Kingdom | " | 78 | 44,610 | 1 | 157 |
| | Other Countries | " | 21 | 9,919 | 4 | 4,346 |
| | | | 3,406 | 873,826 | 2,199 | 523,899 |
| - of engine capacity exceeding 1,250 c.c. but not exceeding 1,500 c.c. | Belgium | No. | 35 | 15,279 | 65 | 28,608 |
| | France | " | 18 | 11,514 | 81 | 36,236 |
| | Germany | " | 736 | 590,539 | 668 | 708,475 |
| | India | " | 321 | 126,652 | 616 | 241,315 |
| | Indonesia | " | 40 | 17,785 | 44 | 18,435 |
| | Italy | " | 13 | 9,587 | 24 | 16,116 |
| | Japan | " | 4,483 | 1,105,036 | 5,997 | 1,860,326 |
| | Korea Rep. | " | 71 | 27,456 | 187 | 73,144 |
| | Malaysia | " | 19 | 6,394 | 29 | 9,373 |
| | Spain | " | 64 | 44,150 | 59 | 45,771 |
| | Thailand | " | 478 | 226,757 | 589 | 287,225 |
| | United Kingdom | " | 50 | 32,838 | 57 | 36,080 |
| | Other Countries | " | 25 | 11,599 | 24 | 10,499 |
| | | | 6,353 | 2,225,586 | 8,440 | 3,371,603 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|------------------------|------|-------------------|------------------|-------------------|------------------|
| | | | Quantity | Value | Quantity | Value |
| - of engine capacity exceeding 1,500 c.c. but not exceeding 2,250 c.c. | France | No. | 43 | 24,030 | 65 | 43,374 |
| | Germany | " | 644 | 610,819 | 525 | 556,509 |
| | Hungary | " | 153 | 124,633 | 165 | 125,676 |
| | India | " | 132 | 70,115 | 200 | 93,606 |
| | Japan | " | 1,073 | 461,997 | 856 | 473,677 |
| | Korea Rep. | " | 243 | 133,937 | 499 | 262,073 |
| | Malaysia | " | 21 | 9,007 | 23 | 11,299 |
| | Slovakia (Slovak Rep.) | " | 211 | 132,145 | 331 | 213,423 |
| | South Africa Rep. | " | 298 | 213,569 | 445 | 323,373 |
| | Spain | " | 30 | 21,978 | 32 | 24,297 |
| | Thailand | " | 112 | 59,298 | 131 | 81,215 |
| | United Kingdom | " | 205 | 168,445 | 292 | 348,091 |
| | Other Countries | " | 19 | 21,643 | 92 | 76,274 |
| | | | 3,184 | 2,051,616 | 3,656 | 2,632,887 |
| - of engine capacity exceeding 2,250 c.c. | Germany | No. | 112 | 244,477 | 72 | 161,384 |
| | Japan | " | 29 | 30,725 | 36 | 34,364 |
| | Korea Rep. | " | 5 | 4,366 | 16 | 13,765 |
| | United Kingdom | " | 37 | 76,506 | 40 | 68,303 |
| | United States | " | 18 | 27,013 | 40 | 52,495 |
| | Other Countries | " | 22 | 43,279 | 33 | 36,958 |
| | | | 223 | 426,366 | 237 | 367,269 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|-------------------|------|-------------------|------------------|-------------------|------------------|
| | | | Quantity | Value | Quantity | Value |
| - other, unspecified | France | No. | 13 | 6,769 | 200 | 103,403 |
| | Germany | " | 44 | 28,501 | 67 | 37,565 |
| | India | " | 262 | 72,615 | 781 | 217,638 |
| | Japan | " | 1,102 | 362,839 | 786 | 183,990 |
| | Korea Rep. | " | 13 | 4,755 | 115 | 40,893 |
| | Spain | " | 62 | 38,192 | 60 | 36,253 |
| | Thailand | " | 39 | 14,911 | 38 | 15,768 |
| | United Kingdom | " | 187 | 114,143 | 274 | 155,740 |
| | Other Countries | " | 7 | 4,160 | 38 | 18,522 |
| | | | 1,729 | 646,885 | 2,359 | 809,772 |
| 2 - Trucks and lorries, trucks of pick-up type, vans designed solely for the types which are not derived solely from ordinary passenger motor-car | China | No. | 82 | 35,098 | 19 | 6,255 |
| | France | " | 74 | 30,851 | 59 | 25,556 |
| | India | " | 17 | 7,838 | 17 | 6,731 |
| | Italy | " | 18 | 7,470 | 16 | 6,276 |
| | Japan | " | 441 | 205,902 | 606 | 283,949 |
| | Korea Rep. | " | 80 | 30,222 | 68 | 27,216 |
| | South Africa Rep. | " | 706 | 538,395 | 859 | 586,515 |
| | Spain | " | 156 | 66,341 | 129 | 61,422 |
| | Taiwan | " | 14 | 3,304 | 12 | 2,910 |
| | Thailand | " | 513 | 333,745 | 412 | 261,288 |
| | Other Countries | " | 23 | 18,250 | 56 | 41,239 |
| | | | 2,124 | 1,277,416 | 2,253 | 1,309,357 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|-------------------|------|-------------------|----------------|-------------------|----------------|
| | | | Quantity | Value | Quantity | Value |
| 3 - Public service type passenger motor vehicle | China | No. | 208 | 455,627 | 107 | 226,569 |
| | Japan | " | 470 | 355,062 | 460 | 338,765 |
| | Korea Rep. | " | 65 | 57,576 | 54 | 40,598 |
| | Malaysia | " | 0 | 0 | 1 | 1,443 |
| | Spain | " | 0 | 0 | 2 | 2,222 |
| | South Africa Rep. | " | 3 | 708 | 0 | 0 |
| | Turkey | " | 2 | 2,041 | 11 | 9,108 |
| 4 - Road tractors for semi-trailers | | | 748 | 871,014 | 635 | 618,705 |
| | China | No. | 10 | 19,464 | 0 | 0 |
| | France | " | 2 | 5,184 | 0 | 0 |
| | Italy | " | 0 | 0 | 1 | 605 |
| | Japan | " | 11 | 24,307 | 6 | 12,536 |
| | Netherlands | " | 0 | 0 | 3 | 6,951 |
| | South Africa Rep. | " | 0 | 0 | 1 | 2,839 |
| 5 - Dumpers | United Kingdom | " | 21 | 43,845 | 31 | 60,695 |
| | | | 44 | 92,800 | 42 | 83,626 |
| | China | No. | 6 | 735 | 4 | 318 |
| | Germany | " | 0 | 0 | 4 | 5,926 |
| | South Africa Rep. | " | 1 | 181 | 0 | 0 |
| | United Kingdom | " | 0 | 0 | 1 | 601 |
| | | | 7 | 916 | 9 | 6,845 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|-------------------------|----------|-------------------|---------------|-------------------|---------------|
| | | | Quantity | Value | Quantity | Value |
| 6 - Other motor vehicles for the transport of goods or materials - of an engine capacity not exceeding 1,600 c.c. - of an engine capacity exceeding 1,600 c.c. but not exceeding 2,250 c.c. - of an engine capacity exceeding 2,250 c.c. | Japan | No. | 148 | 40,050 | 120 | 34,149 |
| | | | 148 | 40,050 | 120 | 34,149 |
| | Japan | No. | 0 | 0 | 2 | 733 |
| | | | 0 | 0 | 2 | 733 |
| | Japan United Kingdom | No. " | 26 | 838 | 42 | 18,217 |
| | | | 2 | 10,477 | 0 | 0 |
| | | | 28 | 11,315 | 42 | 18,217 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|---|-------------------|------|-------------------|----------------|-------------------|----------------|
| | | | Quantity | Value | Quantity | Value |
| 7 - Special purpose motor vehicles and vans | China | No. | 7 | 7,743 | 2 | 2,049 |
| | France | " | 6 | 17,251 | 6 | 12,742 |
| | Germany | " | 8 | 11,714 | 0 | 0 |
| | India | " | 16 | 16,808 | 10 | 26,101 |
| | Italy | " | 6 | 23,103 | 10 | 51,966 |
| | Japan | " | 73 | 63,269 | 72 | 60,133 |
| | South Africa Rep. | " | 6 | 8,968 | 7 | 19,869 |
| | United Kingdom | " | 12 | 27,359 | 31 | 46,406 |
| | United States | " | 12 | 4,357 | 0 | 0 |
| | Other countries | " | 4 | 31,817 | 6 | 39,285 |
| | | | 150 | 212,389 | 144 | 258,551 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|---|-------------------|------|-------------------|----------------|-------------------|----------------|
| | | | Quantity | Value | Quantity | Value |
| 8 - Motor cycles, scooters and auto cycles | China | No. | 7,125 | 179,860 | 6,814 | 169,288 |
| | India | " | 1,727 | 68,193 | 1,906 | 75,288 |
| | Indonesia | " | 53 | 4,802 | 12 | 1,510 |
| | Italy | " | 19 | 2,840 | 36 | 4,213 |
| | Japan | " | 107 | 17,540 | 127 | 19,657 |
| | Korea Rep. | " | 23 | 597 | 28 | 773 |
| | South Africa Rep. | " | 11 | 2,870 | 4 | 996 |
| | Taiwan | " | 99 | 4,555 | 89 | 7,203 |
| | Thailand | " | 99 | 15,045 | 67 | 6,705 |
| | United States | " | 2 | 1,071 | 10 | 3,624 |
| | Other countries | " | 11 | 1,188 | 7 | 661 |
| | | | 9,276 | 298,561 | 9,100 | 289,918 |
| 9 - Cycles not motorised | China | No. | 44,918 | 52,477 | 42,493 | 52,132 |
| | France | " | 132 | 838 | 96 | 587 |
| | Germany | " | 194 | 1,455 | 196 | 1,488 |
| | Italy | " | 126 | 615 | 73 | 255 |
| | Netherlands | " | 221 | 1,850 | 70 | 542 |
| | South Africa Rep. | " | 187 | 1,253 | 319 | 2,338 |
| | Spain | " | 46 | 331 | 251 | 1,958 |
| | Switzerland | " | 9 | 58 | 104 | 815 |
| | Taiwan | " | 2,301 | 14,432 | 1,622 | 10,726 |
| | Other countries | " | 309 | 1,571 | 329 | 1,693 |
| | | | 48,443 | 74,880 | 45,553 | 72,534 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016- 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|-------------------|-------|-------------------|----------------|-------------------|----------------|
| | | | Quantity | Value | Quantity | Value |
| 10 - Chassis fitted with engines for tractors, and for motor vehicles | China | No. | 1 | 983 | 3 | 2,693 |
| | India | " | 48 | 32,724 | 74 | 45,474 |
| | Italy | " | 1 | 2,916 | 3 | 8,013 |
| | Japan | " | 39 | 47,345 | 6 | 8,665 |
| | South Africa Rep. | " | 0 | 0 | 3 | 3,668 |
| | Thailand | " | 0 | 0 | 7 | 9,596 |
| | Other countries | " | 0 | 0 | 3 | 6,789 |
| | | | 89 | 83,968 | 99 | 84,898 |
| 11 - Parts and accessories for tractors and for motor vehicles | China | M/ton | 639 | 111,737 | 791 | 142,885 |
| | France | " | 42 | 39,334 | 50 | 42,649 |
| | Germany | " | 77 | 77,710 | 89 | 84,246 |
| | India | " | 90 | 30,657 | 66 | 28,710 |
| | Italy | " | 35 | 21,646 | 40 | 26,963 |
| | Japan | " | 610 | 215,050 | 597 | 230,345 |
| | Korea Rep. | " | 58 | 37,266 | 53 | 37,555 |
| | Malaysia | " | 87 | 18,063 | 95 | 21,202 |
| | Singapore | " | 26 | 8,099 | 36 | 10,794 |
| | South Africa Rep. | " | 51 | 27,179 | 39 | 22,236 |
| | Taiwan | " | 74 | 27,621 | 112 | 37,554 |
| | Thailand | " | 147 | 54,708 | 146 | 58,111 |
| | Turkey | " | 32 | 11,806 | 31 | 12,753 |
| | United Kingdom | " | 121 | 53,831 | 123 | 57,049 |
| | United States | " | 21 | 18,279 | 17 | 17,012 |
| | Other countries | " | 101 | 62,232 | 120 | 71,804 |
| | | | 2,211 | 815,218 | 2,405 | 901,868 |

¹ revised

² provisional

Table 1.12 (cont'd) - Imports of vehicles and spare parts by country of origin, 2016 - 2017

C.I.F. Value Rs '000

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|---|-------------------|-------|-------------------|---------------|-------------------|---------------|
| | | | Quantity | Value | Quantity | Value |
| 12 - Parts n.e.s and accessories for motor cycles, scooters and autocycles | China | M/ton | 253 | 34,892 | 267 | 34,323 |
| | France | " | 1 | 713 | 1 | 872 |
| | India | " | 30 | 5,991 | 16 | 5,088 |
| | Italy | " | 2 | 4,239 | 1 | 2,337 |
| | Japan | " | 3 | 4,560 | 6 | 6,819 |
| | Taiwan | " | 10 | 4,002 | 9 | 3,365 |
| | Thailand | " | 4 | 929 | 6 | 946 |
| | United States | " | 1 | 747 | 1 | 1,522 |
| | Other countries | " | 4 | 4,491 | 10 | 5,130 |
| | | | 308 | 60,564 | 317 | 60,402 |

¹ revised

² provisional

PART II

ROAD

ACCIDENTS

Table 2.1 - Road traffic accidents¹ and casualties, 2008 - 2017

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1. Road traffic accidents : | | | | | | | | | | |
| Number | 20,873 | 19,542 | 21,243 | 22,387 | 21,056 | 23,563 | 26,400 | 28,476 | 29,277 | 29,627 |
| Rate per 100,000 population | 1,732 | 1,618 | 1,755 | 1,847 | 1,733 | 1,936 | 2,165 | 2,333 | 2,397 | 2,425 |
| Rate per 1,000 registered motor vehicles | 61 | 54 | 57 | 57 | 51 | 55 | 58 | 60 | 59 | 57 |
| 2. Motor vehicle involved : | | | | | | | | | | |
| Number | 42,910 | 38,058 | 41,084 | 41,294 | 40,759 | 41,888 | 51,264 | 55,617 | 57,335 | 58,178 |
| Rate per 1,000 registered motor vehicles | 125 | 106 | 110 | 105 | 99 | 97 | 113 | 117 | 116 | 112 |
| 3. Casualties : | | | | | | | | | | |
| Total number of casualties | 3,435 | 3,661 | 3,640 | 3,422 | 3,653 | 3,610 | 3,592 | 3,722 | 3,862 | 4,209 |
| of which | | | | | | | | | | |
| <i>Fatal</i> | 168 | 140 | 158 | 152 | 156 | 136 | 137 | 139 | 144 | 157 |
| <i>Seriously injured</i> | 512 | 516 | 569 | 487 | 549 | 465 | 505 | 530 | 512 | 560 |
| <i>Slightly injured</i> | 2,755 | 3,005 | 2,913 | 2,783 | 2,948 | 3,009 | 2,950 | 3,053 | 3,206 | 3,492 |
| 4. Fatality : | | | | | | | | | | |
| Rate per 100,000 population | 13.9 | 11.6 | 13.1 | 12.5 | 12.8 | 11.2 | 11.2 | 11.4 | 11.8 | 12.8 |
| Rate per 1,000 registered motor vehicles | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Fatality index ² | 4.9 | 3.8 | 4.3 | 4.4 | 4.3 | 3.8 | 3.8 | 3.7 | 3.7 | 3.7 |

¹ Exclude accidents involving bicycles only or bicycle and pedestrian.

² Fatality index is the number of fatalities per 100 casualties.

Figure 2.1 - Number of vehicles registered and road accidents, 2008 -2017

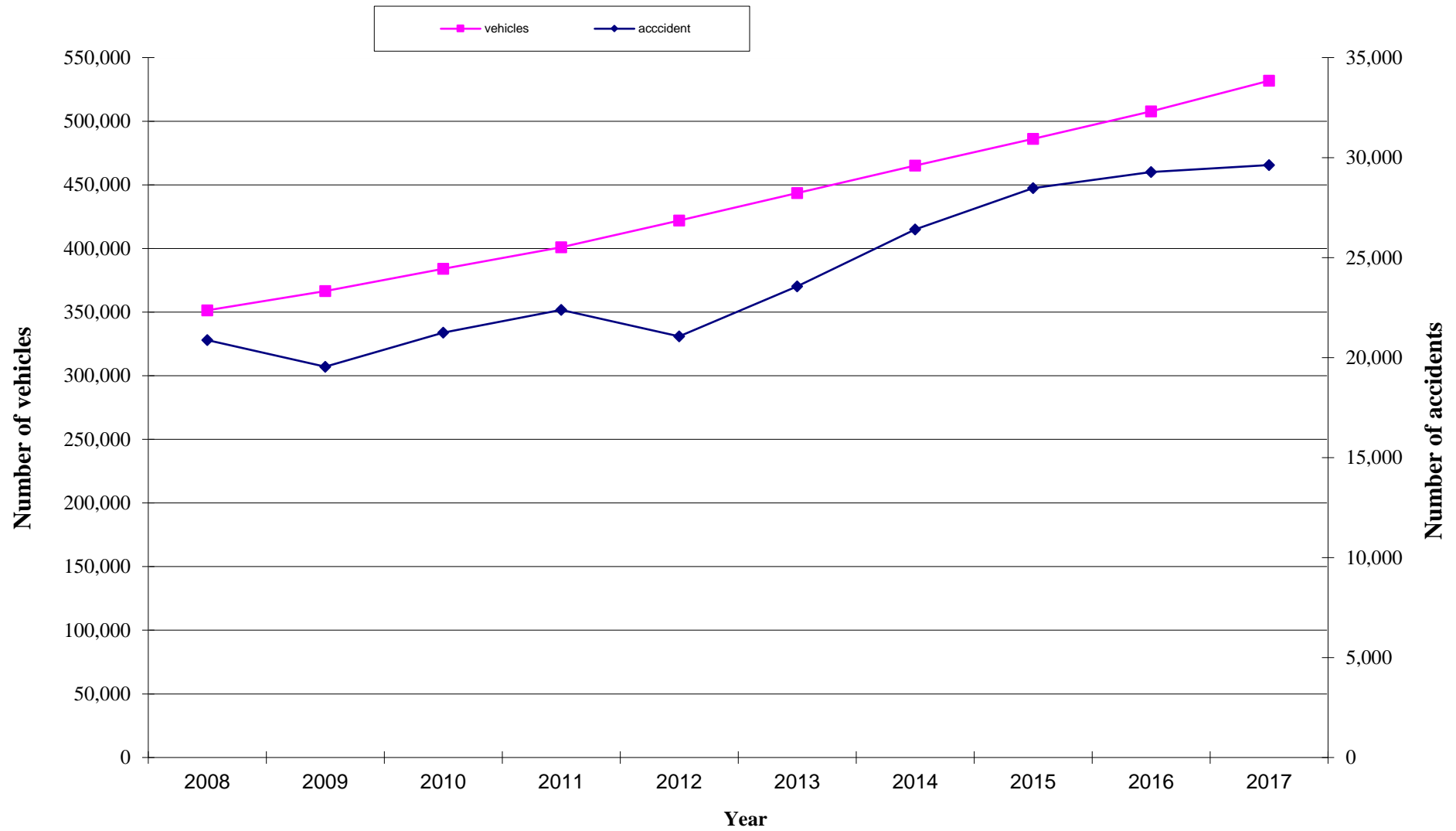


Table 2.2 - Road traffic accidents, motor-vehicles involved and casualties, 2013 - 2017

| Year | Accidents | Casualty accidents | Non-injury accidents | Casualties | Motor Vehicles involved | Population (mid-year) | Motor vehicles registered (mid-year) |
|-------------|------------------|---------------------------|-----------------------------|-------------------|--------------------------------|------------------------------|---|
| 2013 | 23,563 | 2,578 | 20,985 | 3,610 | 41,888 | 1,217,341 | 432,331 |
| 2014 | 26,400 | 2,593 | 23,807 | 3,592 | 51,264 | 1,219,265 | 452,588 |
| 2015 | 28,476 | 2,743 | 25,733 | 3,722 | 55,617 | 1,220,663 | 474,364 |
| 2016 | 29,277 | 2,789 | 26,488 | 3,862 | 57,335 | 1,221,213 | 494,905 |
| 2017 | 29,627 | 3,041 | 26,586 | 4,209 | 58,178 | 1,221,975 | 517,406 |

Table 2.3 - Number of casualties by degree of casualty and casualty rate, 2013 - 2017

| Year | Degree of casualty | | | | Casualty rate | | |
|-------------|---------------------------|--------------------------|-------------------------|-------------------------|------------------------------|-------------------------------|---------------------------------|
| | Fatal | Seriously injured | Slightly injured | Total casualties | Per casualty accident | Per 100,000 population | Per 1,000 Motor-vehicles |
| 2013 | 136 | 465 | 3,009 | 3,610 | 1.4 | 297 | 8 |
| 2014 | 137 | 505 | 2,950 | 3,592 | 1.4 | 295 | 8 |
| 2015 | 139 | 530 | 3,053 | 3,722 | 1.4 | 305 | 8 |
| 2016 | 144 | 512 | 3,206 | 3,862 | 1.4 | 316 | 8 |
| 2017 | 157 | 560 | 3,492 | 4,209 | 1.4 | 344 | 8 |

Table 2.4 - Casualty accidents, pedestrian and rider (auto/motor) casualties by police district, 2016 - 2017

| Police District | Casualty accidents | | Casualties | | | | | | | |
|---|--------------------|--------------|------------|------------|-------------------------|--------------|--------------|--------------|--------------|--------------|
| | | | Pedestrian | | Rider (auto/moto cycle) | | Other | | Total | |
| | 2016 | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2017 |
| Port Louis (South) | 217 | 200 | 25 | 44 | 117 | 134 | 129 | 92 | 271 | 270 |
| Port Louis (North) | 412 | 439 | 90 | 98 | 315 | 322 | 144 | 158 | 549 | 578 |
| Pamplemousses/Rivière du Rempart | 540 | 739 | 90 | 148 | 341 | 472 | 349 | 459 | 780 | 1,079 |
| Moka/Flacq | 462 | 451 | 98 | 71 | 238 | 254 | 310 | 273 | 646 | 598 |
| Grand Port/Savanne | 392 | 375 | 82 | 91 | 141 | 155 | 335 | 292 | 558 | 538 |
| Upper Plaines Wilhems | 197 | 133 | 64 | 40 | 83 | 50 | 121 | 101 | 268 | 191 |
| Plaines Wilhems/Black River | 569 | 704 | 145 | 164 | 313 | 370 | 332 | 421 | 790 | 955 |
| Whole Island | 2,789 | 3,041 | 594 | 656 | 1,548 | 1,757 | 1,720 | 1,796 | 3,862 | 4,209 |

Table 2.5 - Pedestrian and total casualties by police district and semester, 2017

| Police district | Pedestrian casualties | | | Total casualties | | |
|---|-----------------------|------------|------------|------------------|--------------|--------------|
| | Jan - Jun | Jul - Dec | Total | Jan - Jun | Jul - Dec | Total |
| Port Louis (South) | 28 | 16 | 44 | 148 | 122 | 270 |
| Port Louis (North) | 46 | 52 | 98 | 259 | 319 | 578 |
| Pamplemousses/Rivière du Rempart | 65 | 83 | 148 | 436 | 643 | 1,079 |
| Moka/Flacq | 42 | 29 | 71 | 313 | 285 | 598 |
| Grand Port/Savanne | 49 | 42 | 91 | 326 | 212 | 538 |
| Upper Plaines Wilhems | 21 | 19 | 40 | 106 | 85 | 191 |
| Plaines Wilhems/Black River | 85 | 79 | 164 | 444 | 511 | 955 |
| Whole Island | 336 | 320 | 656 | 2,032 | 2,177 | 4,209 |

Table 2.6 - Distribution of casualty accidents by day of week and time, 2017

| Day Time (Hour) | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total |
|----------------------------|---------------|----------------|------------------|-----------------|---------------|-----------------|---------------|--------------|
| 0 - 1 | 11 | 4 | 8 | 0 | 5 | 7 | 13 | 48 |
| 1 - 2 | 3 | 0 | 8 | 2 | 5 | 16 | 10 | 44 |
| 2 - 3 | 5 | 0 | 2 | 0 | 4 | 5 | 7 | 23 |
| 3 - 4 | 3 | 1 | 4 | 5 | 1 | 4 | 5 | 23 |
| 4 - 5 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 9 |
| 5 - 6 | 6 | 1 | 2 | 6 | 5 | 5 | 10 | 35 |
| 6 - 7 | 17 | 18 | 15 | 17 | 23 | 18 | 11 | 119 |
| 7 - 8 | 35 | 25 | 28 | 25 | 51 | 18 | 16 | 198 |
| 8 - 9 | 24 | 25 | 24 | 25 | 42 | 20 | 21 | 181 |
| 9 - 10 | 22 | 13 | 26 | 17 | 11 | 14 | 11 | 114 |
| 10 - 11 | 8 | 22 | 32 | 23 | 11 | 31 | 22 | 149 |
| 11 - 12 | 19 | 25 | 21 | 23 | 20 | 43 | 18 | 169 |
| 12 - 13 | 14 | 13 | 24 | 19 | 20 | 23 | 17 | 130 |
| 13 - 14 | 17 | 21 | 24 | 26 | 22 | 32 | 21 | 163 |
| 14 - 15 | 19 | 25 | 24 | 32 | 22 | 40 | 18 | 180 |
| 15 - 16 | 35 | 28 | 21 | 26 | 40 | 31 | 27 | 208 |
| 16 - 17 | 25 | 36 | 41 | 36 | 43 | 27 | 30 | 238 |
| 17 - 18 | 35 | 25 | 38 | 37 | 20 | 34 | 34 | 223 |
| 18 - 19 | 28 | 30 | 26 | 31 | 25 | 40 | 19 | 199 |
| 19 - 20 | 27 | 13 | 23 | 28 | 27 | 38 | 33 | 189 |
| 20 - 21 | 16 | 12 | 15 | 22 | 33 | 38 | 22 | 158 |
| 21 - 22 | 16 | 18 | 21 | 8 | 27 | 22 | 11 | 123 |
| 22 - 23 | 11 | 4 | 6 | 8 | 9 | 18 | 11 | 67 |
| 23 - 24 | 3 | 12 | 0 | 5 | 9 | 9 | 13 | 51 |
| Total | 399 | 371 | 435 | 421 | 475 | 535 | 405 | 3,041 |

Fig. 2.2 - Number of casualty accidents by day of week, 2017

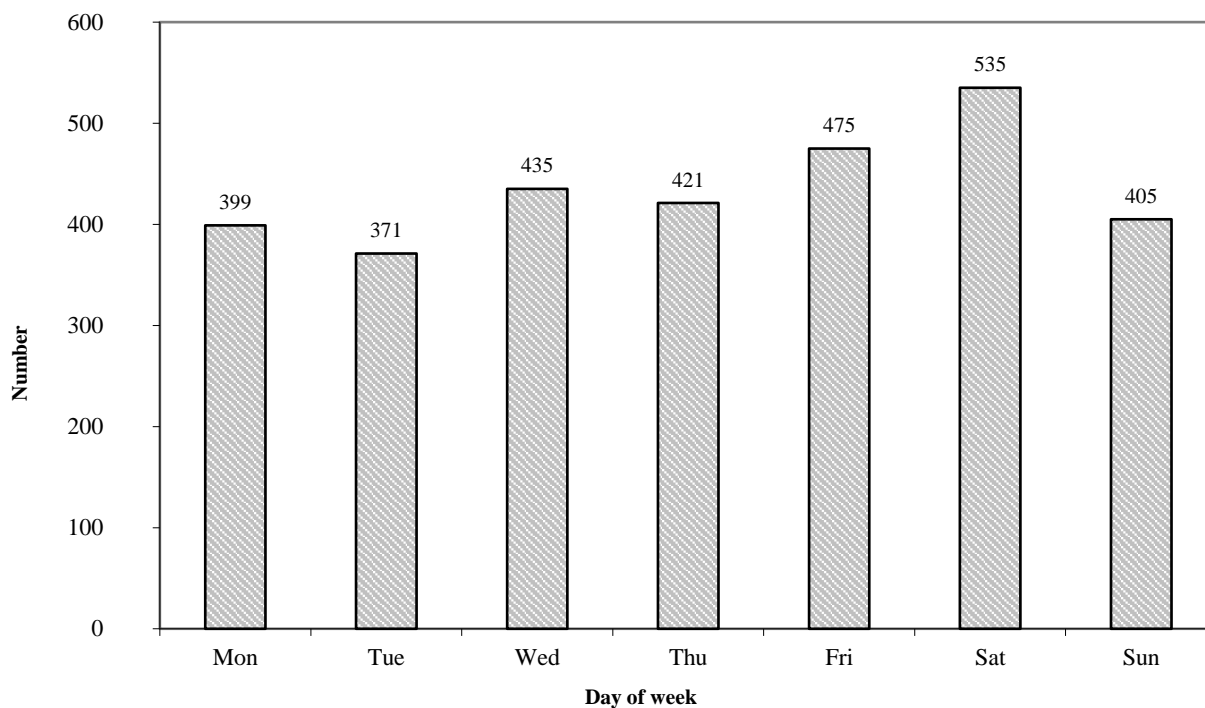


Fig. 2.3 - Number of casualty accidents by time of day, 2017

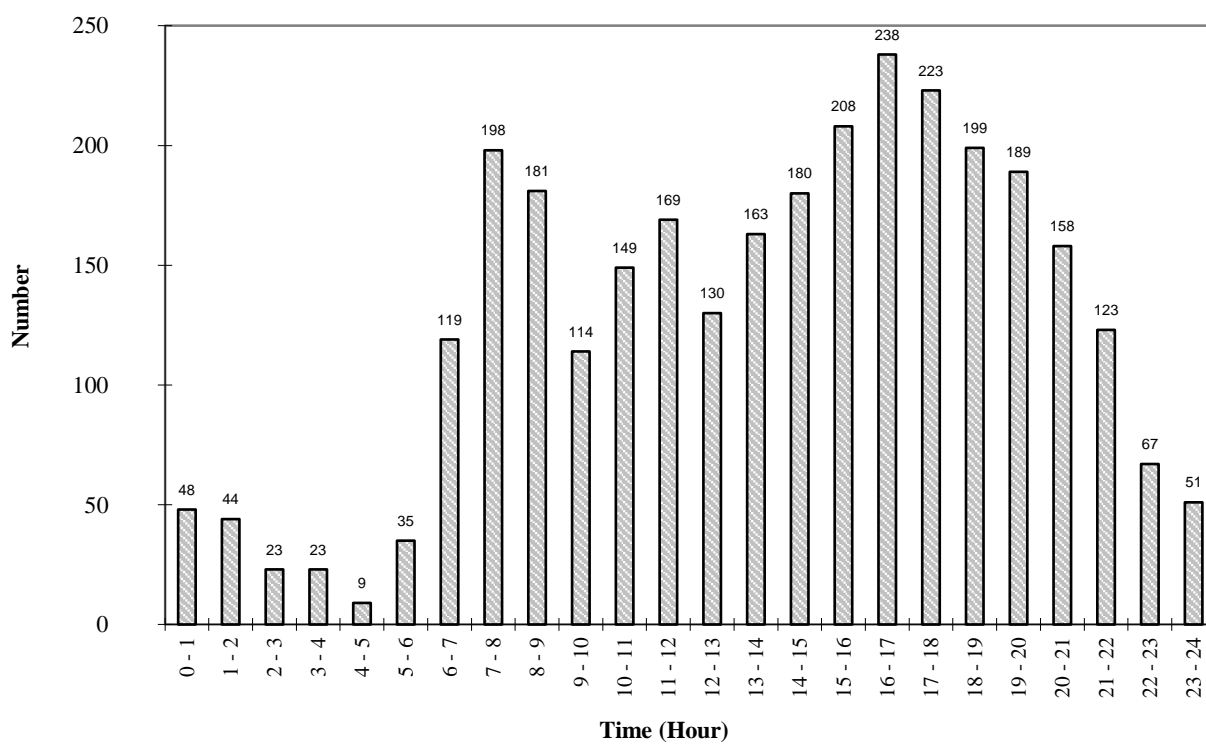


Table 2.7 - Number of accidents by severity of accident, 2013 - 2017

| Year | Severity of accident | | | | |
|-------------|----------------------|---------|--------|-----------|---------------|
| | Fatal ¹ | Serious | Slight | No injury | Total |
| 2013 | 119 | 389 | 2,070 | 20,985 | 23,563 |
| 2014 | 125 | 425 | 2,043 | 23,807 | 26,400 |
| 2015 | 127 | 468 | 2,148 | 25,733 | 28,476 |
| 2016 | 132 | 423 | 2,234 | 26,488 | 29,277 |
| 2017 | 152 | 468 | 2,421 | 26,586 | 29,627 |

Table 2.8 - Number of casualty accidents involved in "hit and run" cases by semester, 2016 - 2017

| <div>Year</div> <div>Accident</div> | 2016 | | | | 2017 | | | |
|-------------------------------------|-------------|-------------|------------|--------------|-------------|-------------|------------|--------------|
| | Jan. - Jun. | Jul. - Dec. | Total | % | Jan. - Jun. | Jul. - Dec. | Total | % |
| Vehicles v/s pedestrian | 32 | 27 | 59 | 40.7 | 43 | 29 | 72 | 43.6 |
| Vehicles v/s vehicles | 56 | 30 | 86 | 59.3 | 60 | 33 | 93 | 56.4 |
| Total | 88 | 57 | 145 | 100.0 | 103 | 62 | 165 | 100.0 |

Table 2.9 - Number of casualty accidents by severity of accident and police district, 2016 - 2017

| Police district | 2016 | | | | 2017 | | | |
|--|----------------------|------------|--------------|--------------|----------------------|------------|--------------|--------------|
| | Severity of accident | | | | Severity of accident | | | |
| | Fatal | Serious | Slight | Total | Fatal | Serious | Slight | Total |
| Port Louis (South) | 7 | 15 | 195 | 217 | 12 | 29 | 159 | 200 |
| Port Louis (North) | 22 | 51 | 339 | 412 | 15 | 79 | 345 | 439 |
| Pamplemousses /Riviere-Du-Rempart | 34 | 83 | 423 | 540 | 43 | 87 | 609 | 739 |
| Moka/Flacq | 22 | 50 | 390 | 462 | 25 | 42 | 384 | 451 |
| Grand-Port/Savanne | 17 | 49 | 326 | 392 | 17 | 61 | 297 | 375 |
| Upper Plaine -Wilhems | 7 | 44 | 146 | 197 | 14 | 22 | 97 | 133 |
| Plaine - Wilhems/Black- River | 23 | 131 | 415 | 569 | 26 | 148 | 530 | 704 |
| Total | 132 | 423 | 2,234 | 2,789 | 152 | 468 | 2,421 | 3,041 |

Table 2.10 - Number of casualty accidents by severity of accident and weather conditions, 2016 - 2017

Number

| Weather conditions | 2016 | | | | 2017 | | | |
|--------------------|----------------------|------------|--------------|--------------|----------------------|------------|--------------|--------------|
| | Severity of accident | | | | Severity of accident | | | |
| | Fatal | Serious | Slight | Total | Fatal | Serious | Slight | Total |
| Fine | 126 | 393 | 2,078 | 2,597 | 140 | 439 | 2,270 | 2,849 |
| Rainy | 6 | 29 | 155 | 190 | 11 | 29 | 149 | 189 |
| Foggy/misty | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 3 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 132 | 423 | 2,234 | 2,789 | 152 | 468 | 2,421 | 3,041 |

Table 2.11 - Number of casualty accidents by severity of accident and light conditions, 2016 - 2017

Number

| Light conditions | 2016 | | | | 2017 | | | |
|---|----------------------|------------|--------------|--------------|----------------------|------------|--------------|--------------|
| | Severity of accident | | | | Severity of accident | | | |
| | Fatal | Serious | Slight | Total | Fatal | Serious | Slight | Total |
| Day light | 57 | 240 | 1,425 | 1,722 | 72 | 267 | 1,615 | 1,954 |
| Dawn / dusk | 8 | 31 | 214 | 253 | 18 | 47 | 239 | 304 |
| Darkness : street lights present and lit | 51 | 116 | 452 | 619 | 46 | 112 | 429 | 587 |
| Darkness : street lights present but unlit | 4 | 5 | 37 | 46 | 2 | 10 | 30 | 42 |
| Darkness : no street lighting | 12 | 31 | 106 | 149 | 14 | 32 | 108 | 154 |
| Not specified | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 132 | 423 | 2,234 | 2,789 | 152 | 468 | 2,421 | 3,041 |

Table 2.12 - Number of casualty accidents by type of road, severity of accident and collision type, 2017

Number

| Collision type | Type of road | | | | | | | | | |
|---------------------|----------------|----------------|-------------------|----------------|----------------|-------------------|----------------|----------------|-------------------|-------|
| | One Way Street | Two Way Street | Dual Carriage way | One Way Street | Two Way Street | Dual Carriage way | One Way Street | Two Way Street | Dual Carriage way | Total |
| | Fatal | | | Serious | | | Slight | | | |
| Head On | 3 | 50 | 2 | 23 | 170 | 6 | 63 | 762 | 55 | 1,134 |
| Rear End | 1 | 0 | 1 | 3 | 15 | 0 | 19 | 143 | 24 | 206 |
| Right Angle | 0 | 2 | 1 | 1 | 33 | 4 | 24 | 122 | 9 | 196 |
| Side Swipe | 0 | 3 | 0 | 4 | 21 | 1 | 17 | 147 | 9 | 202 |
| Ran Off Road | 0 | 8 | 5 | 1 | 13 | 1 | 7 | 83 | 9 | 127 |
| Hit Object in Road | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 24 | 5 | 39 |
| Hit Object off Road | 1 | 12 | 1 | 5 | 23 | 4 | 6 | 87 | 5 | 144 |
| Hit Parked Vehicle | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 28 | 3 | 41 |
| Hit Pedestrian | 0 | 34 | 7 | 10 | 79 | 4 | 59 | 387 | 7 | 587 |
| Hit Animal | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 54 | 5 | 66 |
| Other | 0 | 16 | 4 | 0 | 26 | 3 | 14 | 220 | 16 | 299 |
| Total | 5 | 126 | 21 | 50 | 394 | 24 | 217 | 2,057 | 147 | 3,041 |

Table 2.13 - Number of casualty accidents by severity of accident and type of road, 2016 - 2017

Number

| Type of road | 2016 | | | | | 2017 | | | | |
|-----------------------|-----------------------|----------------------|------------|--------------|--------------|-----------------------|----------------------|------------|--------------|--------------|
| | Length of roads (kms) | Severity of accident | | | | Length of roads (kms) | Severity of accident | | | |
| | | Fatal | Serious | Slight | Total | | Fatal | Serious | Slight | Total |
| Motor-way | 100 | 12 | 27 | 149 | 188 | 100 | 21 | 24 | 147 | 192 |
| Main road | 1,137 | 104 | 365 | 1,806 | 2,275 | 1,192 | 113 | 410 | 1,968 | 2,491 |
| Secondary road | 756 | 13 | 25 | 246 | 284 | 833 | 14 | 27 | 269 | 310 |
| Other road | 509 | 3 | 6 | 33 | 42 | 561 | 4 | 7 | 37 | 48 |
| Total | 2,502 | 132 | 423 | 2,234 | 2,789 | 2,686 | 152 | 468 | 2,421 | 3,041 |

Table 2.14 - Number of casualty accidents by degree of casualties and junction type, 2017

| Junction type | 2017 | | | |
|-----------------------------|----------------------|------------|--------------|--------------|
| | Degree of casualties | | | |
| | Fatal | Serious | Slight | Total |
| | | | | |
| Not a Junction | 134 | 267 | 1,560 | 1,961 |
| Crossroads | 8 | 91 | 302 | 401 |
| T - Junction | 5 | 73 | 333 | 411 |
| Staggered - Junction | 2 | 3 | 9 | 14 |
| Y - Junction | 0 | 3 | 21 | 24 |
| Roundabout | 3 | 15 | 149 | 167 |
| Slip Road | 0 | 9 | 26 | 35 |
| Private Entrance | 0 | 7 | 21 | 28 |
| Total | 152 | 468 | 2,421 | 3,041 |

Number

Table 2.15 - Number of vehicles¹ involved in casualty accidents by type, 2016 - 2017

| Type of vehicle | 2016 | | 2017 | |
|-------------------------|--------------------|--------------|--------------------|--------------|
| | Number of vehicles | % | Number of vehicles | % |
| Private car | 1,578 | 34.9 | 1,716 | 35.0 |
| Taxi car | 56 | 1.2 | 66 | 1.3 |
| Bus | 301 | 6.7 | 306 | 6.2 |
| Lorry | 91 | 2.0 | 76 | 1.5 |
| Van | 250 | 5.5 | 266 | 5.4 |
| Motor/Auto cycle | 1,708 | 37.8 | 1,901 | 38.8 |
| Pedal cycle | 161 | 3.6 | 186 | 3.8 |
| Other motor vehicle | 375 | 8.3 | 387 | 8.0 |
| Other non-motor vehicle | 0 | 0.0 | 0 | 0.0 |
| All vehicles | 4,520 | 100.0 | 4,904 | 100.0 |

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

Fig. 2.4 - Vehicles involved in casualty accidents by type of vehicle, 2017

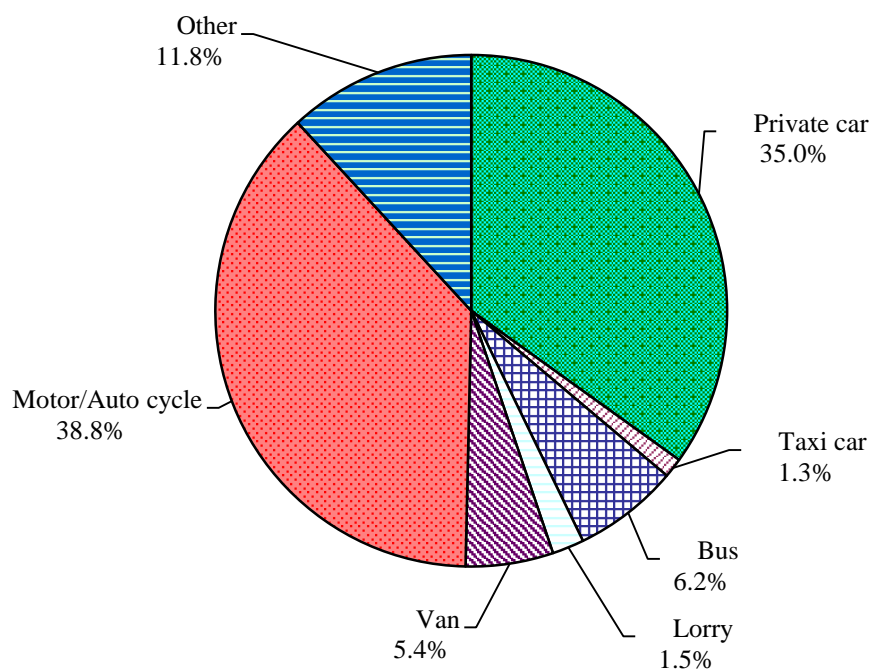


Table 2.16 - Number of motor-vehicles ¹ involved in casualty accidents by type of vehicle and nature of damage, 2017

| Type of vehicle | Nature of damage, 2017 | | | |
|----------------------------|------------------------|------------------|------------|--------------|
| | Seriously damaged | Slightly damaged | No damage | Total |
| Private car | 299 | 1,208 | 274 | 1,781 |
| Taxi car | 5 | 57 | 7 | 69 |
| Bus | 35 | 194 | 88 | 317 |
| Lorry | 12 | 38 | 30 | 80 |
| Van | 35 | 174 | 66 | 275 |
| Motor/Auto cycle | 455 | 1,378 | 140 | 1,973 |
| Other motor-vehicle | 35 | 150 | 38 | 223 |
| All vehicles | 876 | 3,199 | 643 | 4,718 |

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

Note: as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by type of vehicle and nature of damage are not available .

Table 2.17 - Number of drivers and riders¹ involved in casualty accidents by age-group and sex, 2017

| Age - group (years) | Drivers | | | Riders | | | Total | | |
|------------------------|---------|--------|-------|--------|--------|-------|-------|--------|-------|
| | Male | Female | Total | Male | Female | Total | Male | Female | Total |
| < 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 - 18 | 13 | 0 | 13 | 96 | 0 | 96 | 109 | 0 | 109 |
| 19 - 24 | 278 | 23 | 301 | 478 | 15 | 493 | 756 | 38 | 794 |
| 25 - 34 | 655 | 105 | 760 | 604 | 12 | 616 | 1,259 | 117 | 1,376 |
| 35 - 44 | 680 | 63 | 743 | 307 | 15 | 322 | 987 | 78 | 1,065 |
| 45 - 54 | 440 | 37 | 477 | 229 | 5 | 234 | 669 | 42 | 711 |
| 55 - 60 | 241 | 18 | 259 | 99 | 0 | 99 | 340 | 18 | 358 |
| Over 60 | 184 | 8 | 192 | 113 | 0 | 113 | 297 | 8 | 305 |
| All ages | 2,491 | 254 | 2,745 | 1,926 | 47 | 1,973 | 4,417 | 301 | 4,718 |

¹ excluding drivers and riders involved in hit and run cases.

Note: as from August 2004, most non-injury road traffic accidents are not reported to the police, but only to insurance companies. Consequently, disaggregated data on non-injury accidents by age group and sex are not available.

Table 2.18 - Number of drivers/riders¹ involved in casualty accidents by driving experience and sex, 2017

| Driving experience | Number of drivers/riders, 2017 | | |
|--------------------------|--------------------------------|--------|-------|
| | Male | Female | Total |
| No licence | 98 | 3 | 101 |
| Learner driver's licence | 1,210 | 45 | 1,255 |
| Full licence | 3,110 | 252 | 3,362 |
| All categories | 4,418 | 300 | 4,718 |

¹ excluding drivers and riders involved in hit and run cases

Table 2.19 - Number of casualties by class of road users, 2016 - 2017

| Class of Road users | 2016 | | 2017 | |
|---------------------------------|--------------|--------------|--------------|--------------|
| | Number | % | Number | % |
| Pedestrian | 594 | 15.4 | 656 | 15.6 |
| Passenger | 915 | 23.7 | 1,006 | 23.9 |
| Driver | 651 | 16.9 | 607 | 14.4 |
| Rider (auto/motor cycle) | 1,548 | 40.0 | 1,758 | 41.8 |
| Pedal cyclist | 154 | 4.0 | 182 | 4.3 |
| All road users | 3,862 | 100.0 | 4,209 | 100.0 |

¹ Revised

Fig. 2.5 - Casualties by class of road users, 2017

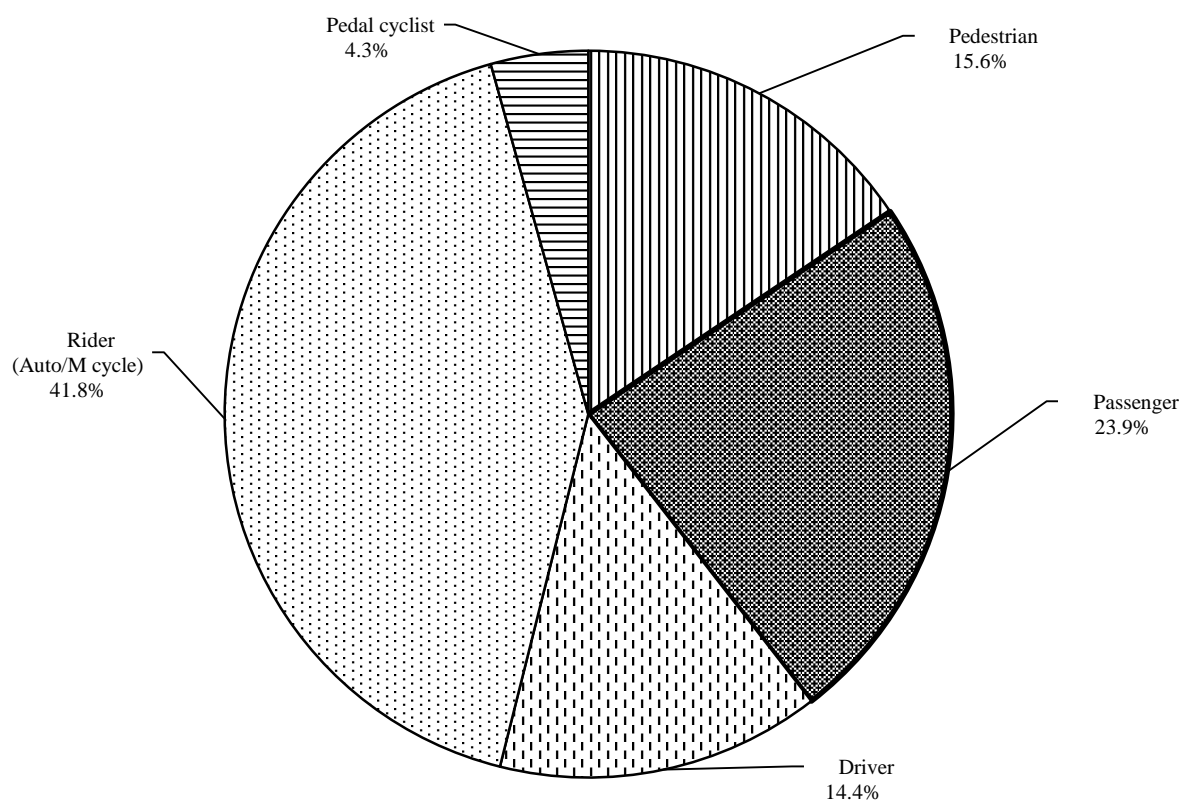


Table 2.20 - Number of casualties by degree of casualty and class of road users, 2016 - 2017

| Class of Road users | 2016 | | | | | 2017 | | | | |
|-----------------------------------|--------------------|-------------------|------------------|--------------|--------------|--------------------|-------------------|------------------|--------------|--------------|
| | Degree of casualty | | | | | Degree of casualty | | | | |
| | Fatal | Seriously injured | Slightly injured | Total | % | Fatal | Seriously injured | Slightly injured | Total | % |
| Pedestrian | 44 | 92 | 458 | 594 | 15.4 | 47 | 86 | 523 | 656 | 15.6 |
| Passenger | 19 | 104 | 792 | 915 | 23.7 | 29 | 109 | 868 | 1,006 | 23.9 |
| Driver | 13 | 67 | 571 | 651 | 16.9 | 12 | 74 | 521 | 607 | 14.4 |
| Rider (auto / m - cycle) | 58 | 236 | 1,254 | 1,548 | 40.0 | 56 | 269 | 1,433 | 1,758 | 41.8 |
| Pedal cyclist | 10 | 13 | 131 | 154 | 4.0 | 13 | 22 | 147 | 182 | 4.3 |
| All road users | 144 | 512 | 3,206 | 3,862 | 100.0 | 157 | 560 | 3,492 | 4,209 | 100.0 |

Table 2.21 - Number of casualties by class of road users, age-group and sex, 2017

Number

| Age-group (years) | Road Users | | | | | | | | | | | |
|----------------------|------------|------------|------------|------------|------------|--------------|----------------------|------------|--------------|------------------|------------|--------------|
| | Pedestrian | | | Passenger | | | Driver/Rider/Cyclist | | | Total Casualties | | |
| | Male | Female | Total | Male | Female | Total | Male | Female | Total | Male | Female | Total |
| Under 5 | 3 | 6 | 9 | 9 | 20 | 29 | 0 | 0 | 0 | 12 | 26 | 38 |
| 5 - 14 | 35 | 24 | 59 | 28 | 38 | 66 | 18 | 2 | 20 | 81 | 64 | 145 |
| 15 - 29 | 56 | 61 | 117 | 213 | 229 | 442 | 1,077 | 38 | 1,115 | 1,346 | 328 | 1,674 |
| 30 - 44 | 73 | 53 | 126 | 96 | 158 | 254 | 716 | 49 | 765 | 885 | 260 | 1,145 |
| 45 - 59 | 122 | 69 | 191 | 59 | 82 | 141 | 437 | 18 | 455 | 618 | 169 | 787 |
| 60 - 69 | 49 | 34 | 83 | 15 | 37 | 52 | 148 | 3 | 151 | 212 | 74 | 286 |
| Over 69 | 35 | 36 | 71 | 5 | 17 | 22 | 41 | 0 | 41 | 81 | 53 | 134 |
| All ages | 373 | 283 | 656 | 425 | 581 | 1,006 | 2,437 | 110 | 2,547 | 3,235 | 974 | 4,209 |

Table 2.22 - Number of pedestrian casualties by age-group, 2016 - 2017

| Age-group (years) | 2016 | | | 2017 | | |
|----------------------|--------------------------|-----------------------|---------------------------|--------------------------|-----------------------|---------------------------|
| | Population (mid year) | Pedestrian casualties | | Population (mid year) | Pedestrian casualties | |
| | | Number | Per 100,000 population | | Number | Per 100,000 population |
| Under 5 | 63,984 | 13 | 20 | 62,362 | 9 | 14 |
| 5 - 14 | 164,797 | 65 | 39 | 160,029 | 59 | 37 |
| 15 - 29 | 278,251 | 132 | 47 | 279,941 | 117 | 42 |
| 30 - 44 | 265,238 | 97 | 37 | 263,939 | 126 | 48 |
| 45 - 59 | 259,030 | 148 | 57 | 256,948 | 191 | 74 |
| 60 - 69 | 118,152 | 80 | 68 | 123,880 | 83 | 67 |
| Over 69 | 71,761 | 59 | 82 | 74,876 | 71 | 95 |
| All ages | 1,221,213 | 594 | 49 | 1,221,975 | 656 | 54 |

Table 2.23 - Number of fatalities by class of road users, age-group and sex, 2017

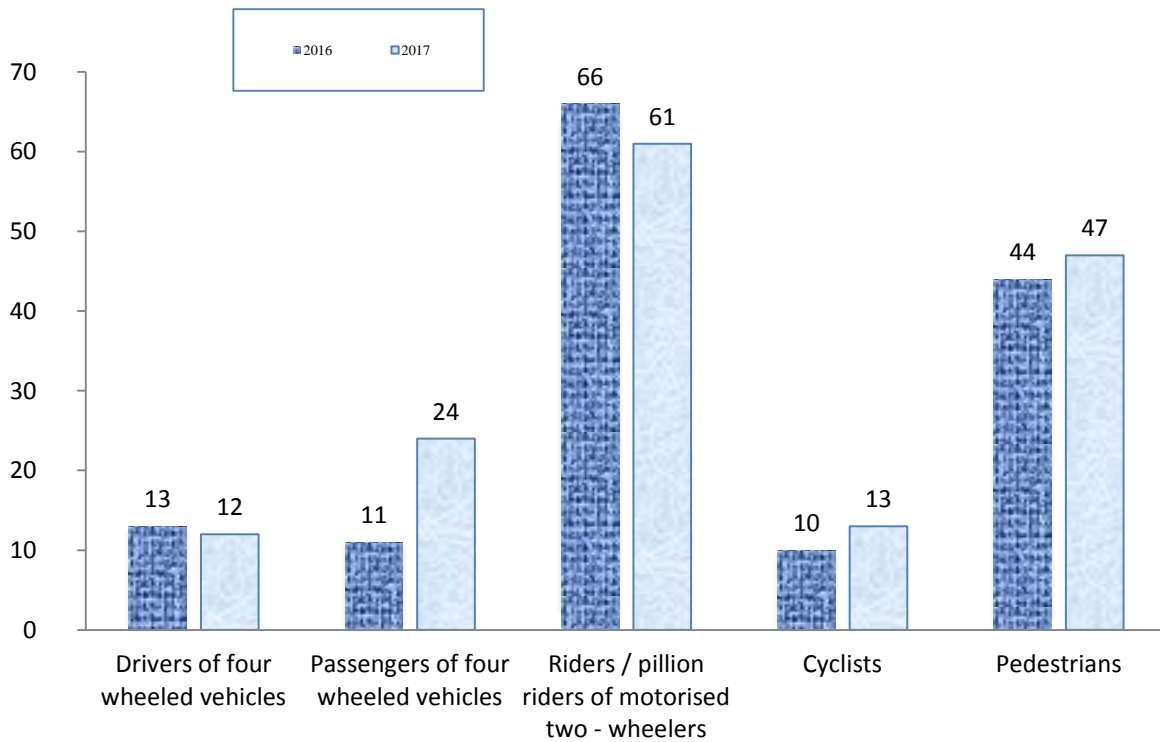
Number

| Age-group (years) | Road Users | | | | | | | | | | | |
|----------------------|------------|-----------|-----------|-----------|-----------|-----------|----------------------|----------|-----------|------------------|-----------|------------|
| | Pedestrian | | | Passenger | | | Driver/Rider/Cyclist | | | Total Fatalities | | |
| | Male | Female | Total | Male | Female | Total | Male | Female | Total | Male | Female | Total |
| Under 5 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| 5 - 14 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 2 | 3 |
| 15 - 29 | 2 | 1 | 3 | 7 | 5 | 12 | 30 | 0 | 30 | 39 | 6 | 45 |
| 30 - 44 | 7 | 1 | 8 | 1 | 1 | 2 | 23 | 0 | 23 | 31 | 2 | 33 |
| 45 - 59 | 14 | 4 | 18 | 6 | 0 | 6 | 17 | 0 | 17 | 37 | 4 | 41 |
| 60 - 69 | 7 | 5 | 12 | 1 | 1 | 2 | 7 | 0 | 7 | 15 | 6 | 21 |
| Over 69 | 4 | 2 | 6 | 1 | 2 | 3 | 3 | 0 | 3 | 8 | 4 | 12 |
| All ages | 34 | 13 | 47 | 16 | 13 | 29 | 81 | 0 | 81 | 131 | 26 | 157 |

Table 2.24 - Fatalities by category of road users, 2016 - 2017

| Category of road users | Fatalities | | | |
|---|------------|--------------|------------|--------------|
| | 2016 | | 2017 | |
| | Number | % | Number | % |
| Drivers of four wheeled vehicles | 13 | 9.0 | 12 | 7.6 |
| Passengers of four wheeled vehicles | 11 | 7.6 | 24 | 15.3 |
| Riders / pillion riders of motorised two - wheelers | 66 | 45.8 | 61 | 38.9 |
| Cyclists | 10 | 6.9 | 13 | 8.3 |
| Pedestrians | 44 | 30.6 | 47 | 29.9 |
| All road users | 144 | 100.0 | 157 | 100.0 |

Fig. 2.6 - Fatalities by category of road users, 2016 - 2017



Tab 2.25 - Number of fatalities by Police district and class of road users, 2016 - 2017

| Police district | 2016 | | | | | | 2017 | | | | | | Number |
|---|---------------------|------------|-----------|-----------|---------------|----------------|---------------------|------------|-----------|-----------|---------------|----------------|--------|
| | Class of road users | | | | | | Class of road users | | | | | | |
| | Pedestrian | Passengers | Drivers | Riders | Pedal Cyclist | All Road Users | Pedestrian | Passengers | Drivers | Riders | Pedal Cyclist | All Road Users | |
| Port Louis (South) | 5 | 0 | 0 | 3 | 0 | 8 | 3 | 1 | 1 | 6 | 1 | 12 | |
| Port Louis (North) | 4 | 1 | 0 | 15 | 2 | 22 | 6 | 1 | 0 | 5 | 3 | 15 | |
| Pamplemousses/Riviere Du Rempart | 7 | 5 | 5 | 15 | 4 | 36 | 11 | 8 | 1 | 20 | 4 | 44 | |
| Moka/Flacq | 7 | 3 | 4 | 9 | 1 | 24 | 8 | 5 | 4 | 7 | 1 | 25 | |
| Grand-Port/Savanne | 9 | 5 | 2 | 5 | 0 | 21 | 3 | 5 | 4 | 4 | 2 | 18 | |
| Upper Plaine -Wilhems | 2 | 2 | 0 | 3 | 0 | 7 | 6 | 5 | 0 | 5 | 1 | 17 | |
| Plaine -Wilhems/Black-River | 10 | 3 | 2 | 8 | 3 | 26 | 10 | 4 | 2 | 9 | 1 | 26 | |
| Total | 44 | 19 | 13 | 58 | 10 | 144 | 47 | 29 | 12 | 56 | 13 | 157 | |

PART III

PETROLEUM PRODUCTS

Table 3.1 - Evolution of price and sales of gasoline and gas oil, 2014 - 2017

| Year | | Gasolene | | Gas oil | |
|-------------|-------------|---------------------|----------------------|---------------------|----------------------|
| | | Price (Rs/Litre) | Sales (000 Litre) | Price (Rs/Litre) | Sales (000 Litre) |
| 2014 | 13-Jan-2014 | 52.25 | 191,245 | 43.95 | 220,783 |
| | 14-Feb-2014 | 52.25 | | 43.95 | |
| | 2-May-2014 | 52.25 | | 43.95 | |
| | 6-Jun-2014 | 52.25 | | 43.95 | |
| | 4-Jul-2014 | 52.25 | | 43.95 | |
| | 22-Aug-2014 | 50.15 | | 41.90 | |
| | 10-Oct-2014 | 50.15 | | 41.90 | |
| | 7-Nov-2014 | 50.15 | | 41.90 | |
| | 21-Nov-2014 | 47.90 | | 39.45 | |
| | 6-Dec-2014 | 45.95 | | 37.80 | |
| 2015 | 17-Jan-2015 | 45.95 | 205,758 | 37.80 | 222,430 |
| | 25-Apr-2015 | 45.95 | | 37.80 | |
| | 6-Jun-2015 | 45.95 | | 37.80 | |
| | 13-Aug-2015 | 45.95 | | 37.80 | |
| | 5-Sep-2015 | 45.95 | | 35.50 | |
| | 14-Nov-2015 | 41.35 | | 32.75 | |
| 2016 | 4-Feb-2016 | 38.85 | 229,794 | 29.50 | 223,376 |
| | 3-Jun-2016 | 38.85 | | 29.50 | |
| | 6-Aug-2016 | 38.85 | | 29.50 | |
| | 3-Sep-2016 | 38.85 | | 29.50 | |
| | 5-Nov-2016 | 38.85 | | 29.50 | |
| | 2-Dec-2016 | 38.85 | | 29.50 | |
| 2017 | 6-Jan-2017 | 38.85 | 236,892 | 29.50 | 227,535 |
| | 15-Feb-2017 | 42.70 | | 32.45 | |
| | 5-Aug-2017 | 44.90 | | 35.35 | |
| | 21-Dec-2017 | 47.30 | | 38.10 | |

Table 3.2 - Imports of motor spirit and gas oil by country of origin , 2016 - 2017

| Item | Country of origin | 2016 | | 2017 ¹ | |
|--------------------------------|----------------------|----------------------------|---------------------------|----------------------------|---------------------------|
| | | Quantity ('000 Litres) | Value (C.I.F, Rs '000) | Quantity ('000 Litres) | Value (C.I.F, Rs '000) |
| Motor spirit (Gasolene) | France | 15 | 256 | 14 | 261 |
| | India | 231,259 | 3,066,404 | 220,815 | 3,332,028 |
| | Saudi Arabia | 0 | 0 | 14,964 | 261,184 |
| | Seychelles | 0 | 0 | 1,597 | 31,340 |
| | | 231,274 | 3,066,660 | 237,390 | 3,624,813 |
| Gas oil | Bahrain | 32,174 | 523,757 | 19,464 | 285,956 |
| | China | 3,728 | 51,695 | 0 | 0 |
| | India | 328,331 | 4,135,579 | 303,675 | 4,453,245 |
| | Saudi Arabia | 27,479 | 404,251 | 55,317 | 892,376 |
| | Singapore | 2,203 | 29,850 | 1,096 | 14,642 |
| | South Africa Rep. | 7,421 | 100,575 | 6,320 | 93,255 |
| | United Arab Emirates | 7,261 | 103,362 | 32,017 | 466,631 |
| | Other countries | 3 | 80 | 6 | 102 |
| | | 408,600 | 5,349,149 | 417,895 | 6,206,207 |

¹ Provisional

Table 3.3 - Imports of lubricating oils and greases by country of origin, 2016 - 2017

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

| Item | Country of origin | Unit | 2016 ¹ | | 2017 ² | |
|--|----------------------|-------|-------------------|----------------|-------------------|----------------|
| | | | Quantity | Value | Quantity | Value |
| Lubricating oil containing not less than 70% by weight of petroleum products | Belgium | M/ton | 49 | 4,139 | 40 | 4,562 |
| | France | " | 362 | 39,885 | 465 | 48,205 |
| | Germany | " | 68 | 7,139 | 88 | 10,785 |
| | India | " | 212 | 11,253 | 260 | 17,086 |
| | Indonesia | " | 30 | 3,015 | 29 | 3,094 |
| | Japan | " | 57 | 13,093 | 76 | 19,348 |
| | Korea Rep. | " | 81 | 5,753 | 93 | 7,289 |
| | Malaysia | " | 94 | 4,946 | 154 | 6,022 |
| | Singapore | " | 2,008 | 120,633 | 1,811 | 101,501 |
| | South Africa Rep. | " | 2,684 | 192,938 | 2,893 | 197,191 |
| | Turkey | " | 204 | 9,212 | 271 | 12,621 |
| | United Arab Emirates | " | 1,110 | 63,603 | 1,015 | 55,712 |
| | United Kingdom | " | 25 | 4,953 | 76 | 8,045 |
| | Other countries | " | 132 | 13,830 | 348 | 26,541 |
| | | | 7,116 | 494,392 | 7,619 | 518,002 |
| Lubricating greases containing not less than 70% by weight of petroleum products | Belgium | M/ton | 30 | 2,497 | 34 | 2,434 |
| | France | " | 3 | 938 | 5 | 1,181 |
| | Germany | " | 2 | 1,202 | 17 | 3,027 |
| | India | " | 7 | 491 | 11 | 693 |
| | Italy | " | 3 | 296 | 1 | 136 |
| | South Africa Rep. | " | 101 | 8,606 | 146 | 11,142 |
| | Turkey | " | 15 | 780 | 6 | 315 |
| | United Arab Emirates | " | 4 | 205 | 4 | 225 |
| | United States | " | 7 | 990 | 7 | 1,901 |
| | Other countries | " | 6 | 1,071 | 4 | 1,014 |
| | | | 178 | 17,076 | 235 | 22,068 |

¹ revised

² provisional

| | | | | | |
|--|-----------------|---|------------------------|--|--|
| Vehicle No. 1 | Reg. No. | <div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div> | Name of Driver: | | |
| 3. Vehicle Type 1. Pedal cycle 2. Autocycle less or equal to 50cc 3. Motorcycle over 50cc 4. Car 5. Light Goods Vehicle (MGW <3.5T) 6. Heavy Goods vehicle (MGW >3.5T) 7. Microbus (<16 passenger seats) 8. Minibus (>16 but <32 passenger seats) 9. Omnibus (>32 passenger seats) | | 4. Vehicle Manoeuvre 1. Right turn 2. Left turn 3. U-turn 4. Cross traffic 5. Merging 6. Diverging 7. Overtaking 8. Going ahead 9. Reversing 10. Sudden start 11. Sudden stop 12. Parked OFF road 13. Parked ON Road 14. Other.... | | 8. Licence Number <div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div> | |
| 5. Loading 1. Properly loaded 2. Overloaded 3. Insecure load 4. Protruding load 5. Other improper load | | 6. Vehicle Defect 1. None 2. Brakes 3. Steering 4. Tyres 5. Lights 6. Multiple 7. Other | | 9. Type of licence 1. Full licence 2. Provisional 3. No licence 10. Gender M F 11. Age <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto;"></div> | |
| | | 7. Vehicle Damage 1. None 2. Front 3. Rear 4. Right 5. Left 6. Roof 7. Windscreen 8. Multiple | | 12. Driver Injury 1. Fatal 2. Serious 3. Slight 4. Uninjured 13. Breath Test 0. Not applicable 1. Positive 2. Negative 3. Not requested 4. Refused to provide 5. Not provided (medical reasons) | |
| | | | | 14. Owner 1. Government 2. Diplomatic 3. Private 4. Company 5. Hire car 6. Taxi | |

| | | | | | |
|--|-----------------|---|------------------------|--|--|
| Vehicle No. 2 | Reg. No. | <div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div> | Name of Driver: | | |
| 3. Vehicle Type 1. Pedal cycle 2. Autocycle less or equal to 50cc 3. Motorcycle over 50cc 4. Car 5. Light Goods Vehicle (MGW<3.5T) 6. Heavy Goods vehicle (MGW>3.5T) 7. Microbus (<16 passenger seats) 8. Minibus (>16 but <32 passenger seats) 9. Omnibus (>32 passenger seats) | | 4. Vehicle Manoeuvre 1. Right turn 2. Left turn 3. U-turn 4. Cross traffic 5. Merging 6. Diverging 7. Overtaking 8. Going ahead 9. Reversing 10. Sudden start 11. Sudden stop 12. Parked OFF road 13. Parked ON Road 14. Other.... | | 8. Licence Number <div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div> | |
| 5. Loading 1. Properly loaded 2. Overloaded 3. Insecure load 4. Protruding load 5. Other improper load | | 6. Vehicle Defect 1. None 2. Brakes 3. Steering 4. Tyres 5. Lights 6. Multiple 7. Other | | 9. Type of licence 1. Full licence 2. Provisional 3. No licence 10. Gender M F 11. Age <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto;"></div> | |
| | | 7. Vehicle Damage 1. None 2. Front 3. Rear 4. Right 5. Left 6. Roof 7. Windscreen 8. Multiple | | 12. Driver Injury 1. Fatal 2. Serious 3. Slight 4. Uninjured 13. Breath Test 0. Not applicable 1. Positive 2. Negative 3. Not requested 4. Refused to provide 5. Not provided (medical reasons) | |
| | | | | 14. Owner 1. Government 2. Diplomatic 3. Private 4. Company 5. Hire car 6. Taxi | |

| Passenger casualties | | | | | | |
|-----------------------------|----------------|----------------------------------|-----|---|---|--|
| Name | In Vehicle No. | Gender M = Male F = Female | Age | Injury 1= Fatal, 2= Serious, 3= Slight | Position 1= Front seat, 2= Rear seat, 3= M/cycle passenger, 4= Bus passenger, 5= Back of lorry | Action 1= Sitting, 2= Standing, 3= Boarding, 4= Alighting |
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |

| Pedestrian casualties | | | | | | | |
|------------------------------|--------------------|----------------------------------|-----|---|--|--|---|
| Name | Hit by Vehicle No. | Gender M = Male F = Female | Age | Injury 1= Fatal 2= Serious 3= Slight | Position 1= On pedestrian crossing 2= within 50m of crossing 3= On central refuge 4= In centre of road 5= On footpath/verge | Action 1= Sitting 2= standing 3= Boarding 4= Alighting 5= Falling | Breath Test 0= Not applicable 1= Positive 2= Negative 3= Not requested 4= Refused 5= Not provided (medical reasons) |
| 1 | | | | | | | |
| 2 | | | | | | | |