



BOTSWANA TRANSPORT & INFRASTRUCTURE

STATISTICS REPORT 2015



STATISTICS BOTSWANA

Published by

STATISTICS BOTSWANA
Private Bag 0024, Gaborone
Tel: 3671300 Fax: 3952201
E-mail: info@statsbots.org.bw
Website: www.statsbots.org.bw

December 2016

ISBN NO:

Copyright © Statistics Botswana 2016



BOTSWANA TRANSPORT & INFRASTRUCTURE

STATISTICS REPORT 2015

TABLE OF CONTENTS

PREFACE

ABBREVIATIONS

EXECUTIVE SUMMARY

1. INTRODUCTION

2. ROAD TRANSPORT

2.1 Road Network

2.2 Motor Vehicle Registrations

2.3 Government Vehicle Stock

3. ROAD SAFETY

3.1 Accident Trend

3.2 Accident Severity

3.2.1 Accident Severity by Junction Control

3.2.2 Accident Severity by Day of the Week

3.2.3 Accident Severity by Time of Occurrence

3.2.4 Accident Severity by Road Surface Type

3.3 Casualties

4. AIR TRANSPORT

4.1 Aircraft Movements

4.2 Air Passenger Movements

4.3 Air Cargo & Mail Traffic

5. RAILWAY TRANSPORT

5.1 Rail Network

5.2 Revenue From Railway Goods Traffic

5.3 Dry Port

6. WATER

7. THE CONTRIBUTION OF THE TRANSPORT SECTOR TO THE ECONOMY

8. UTILITIES

8.1 Power

APPENDICES

Appendix 1: Motor Vehicle Registrations

Appendix 2: Road Safety

Appendix 3: Air Transport

1

1

1

1

5

10

10

10/11

11/12

12

13

13/14/15

16

17/28

28

29/30

30/32

33

34

34

34

35

35

36

37

37

40

40/41

59

66

Preface



This report presents a summary of Transport and Infrastructure Statistics for the calendar year 2015. It presents statistics relating to road network, motor vehicle population, road accidents, freight movement by rail, aviation, water, Power and Gross Domestic Product attributed to the transport industry.

For more information and further enquiries, contact the Directorate of Stakeholder Relations on 3671300. This publication, and all other Statistics Botswana outputs/publications are available on the website at (<http://www.statsbots.org.bw>) and at the Information Resource Centre (Head-Office, Gaborone).

Statistics Botswana acknowledges and extends gratitude to the various Government departments and/or organisations that provided information for this publication.

A handwritten signature in black ink, appearing to read 'A. N. Majelantle'. The signature is written in a cursive style and is positioned above a horizontal line.

A. N. Majelantle
Statistician General
December 2016

Abbreviations



| | |
|-------------|--|
| .. | Not Available |
| - | Zero Value |
| "BA" Permit | Botswana Annual Operations Permit |
| Kg | Kilogram |
| LDV | Light Duty Vehicle |
| "N" | North |
| "P" Permit | Passenger Permit |
| "S" | South |
| "W" | West |
| MTC | Ministry of Transport and Communications |
| Govt | Government |
| Km | Kilometre |
| CTO | Central Transport Organization |
| Non-sch | Non scheduled |
| Sched | Scheduled |

EXECUTIVE SUMMARY

1. INTRODUCTION

This report presents Botswana Transport and Infrastructure statistics for the year 2015 under the following themes:

- Road Transport
- Road Safety
- Air Transport
- Railway Transport
- Contribution of Transport and Communications to GDP
- Water
- Power

2. ROAD TRANSPORT

2.1 Road Network

Roads in Botswana are managed and maintained under two authorities, Local Authorities and the Central Government.

Total road network in 2015 measured 30,275.64 km, of which 18,507 km (61.1 percent) was under the care of Central Government while 11,768.64 km (38.9 percent) was maintained by Local authorities. Roads maintained by Central Government remained constant at 18,507 km from 2013 to 2015. Out of this 18,507 km, 6,925 km (37.4 percent) is bitumen, 7,560 km (40.8 percent) gravel and 4,022 km (21.7 percent) is sand. See Table 2.1a, 2.1b and Figure 1.

Figure 1: Total Road Network (Percent), 2015

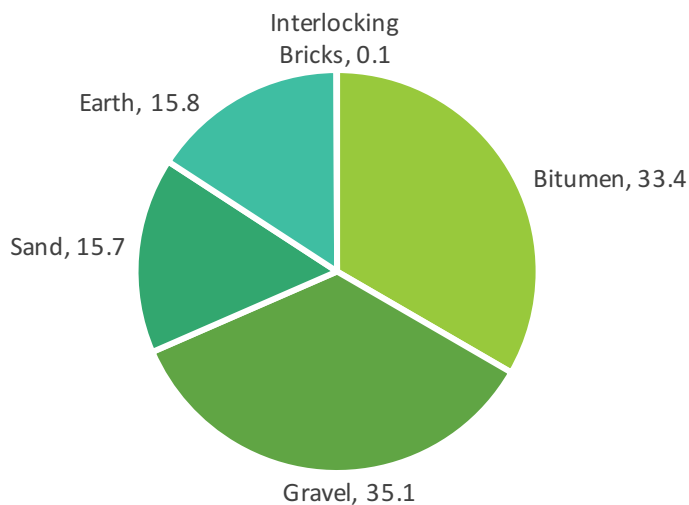


Table 2.1a: Length of Roads Maintained by the Central Government by Type (km), 2006-2015

| Year | Bitumen | Gravel | Sand | Track | Total |
|-------------------------|---------|--------|-------|-------|---------------|
| Number | | | | | |
| 2006 | 6,367 | 1,250 | 1,299 | .. | 8,916 |
| 2007 | 6,396 | 1,221 | 1,299 | .. | 8,916 |
| 2008 | 6,506 | 1,111 | 1,299 | .. | 8,916 |
| 2009 | 6,780 | 867 | 1,299 | .. | 8,946 |
| 2010 | 6,780 | 867 | 1,299 | .. | 8,946 |
| 2011 | 6,689 | 7,339 | 3,385 | 629 | 18,042 |
| 2012 | 6,689 | 7,339 | 3,385 | 629 | 18,042 |
| 2013 | 6,925 | 7,560 | 4,022 | .. | 18,507 |
| 2014 | 6,925 | 7,560 | 4,022 | .. | 18,507 |
| 2015 | 6,925 | 7,560 | 4,022 | .. | 18,507 |
| Percent of Total | | | | | |
| 2005 | 71.4 | 14.0 | 14.6 | .. | 100.0 |
| 2006 | 71.4 | 14.0 | 14.6 | .. | 100.0 |
| 2007 | 71.7 | 13.7 | 14.6 | .. | 100.0 |
| 2008 | 73.0 | 12.5 | 14.6 | .. | 100.0 |
| 2009 | 75.8 | 9.7 | 14.5 | .. | 100.0 |
| 2010 | 75.8 | 9.7 | 14.5 | .. | 100.0 |
| 2011 | 37.1 | 40.7 | 18.8 | 3.5 | 100.0 |
| 2012 | 37.1 | 40.7 | 18.8 | 3.5 | 100.0 |
| 2013 | 37.4 | 40.8 | 21.7 | .. | 100.0 |
| 2014 | 37.4 | 40.8 | 21.7 | .. | 100.0 |
| 2015 | 37.4 | 40.8 | 21.7 | .. | 100.0 |

Source: Department of Roads, Ministry of Transport and Communications

Total road network maintained by Local Authorities in 2015 remained the same as in 2014, at 11,768.64 km. Local Authorities are in charge of access roads which are less than 10 km and all the internal roads. The Central District had more tertiary roads than other districts, it had 24.7 percent of total tertiary roads. The Kweneng District followed with 13.6 percent. The Southern and Kgatleng Districts were next with 10.8 percent and 8.8 percent respectively. Most of the roads in these districts were mostly earth. Earth roads in the Central District constituted 49.1 percent of the total roads in the area while in Kweneng and Southern districts they constituted 58.1 percent and 68.9 percent respectively. (See Table 2.1band 2.1c).

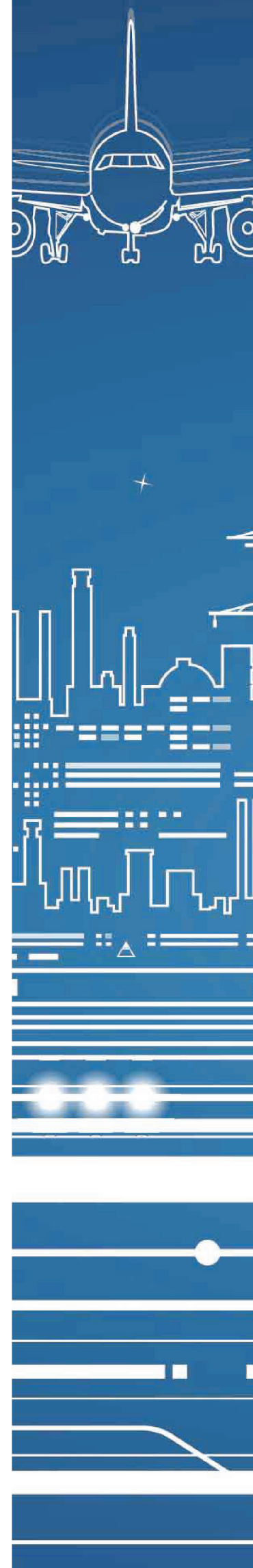


Table 2.1b: Length of Roads Maintained by the Local Authorities by District and Type, 2015

| District/City/ Town | Sand/ Track | Earth | Gravel | Tar | Interlocking Bricks | Total |
|------------------------|---------------|--------------|--------------|--------------|---------------------|------------------|
| Central | 146.70 | 1,425.40 | 679.40 | 646.46 | 6.20 | 2,904.16 |
| Chobe | 200.00 | 119.50 | 95.00 | 46.50 | .. | 461.00 |
| Francistown | .. | 11.95 | 18.00 | 302.57 | .. | 332.52 |
| Gaborone | .. | 40.73 | 159.49 | 444.58 | .. | 644.80 |
| Gantsi | .. | 96.40 | 186.10 | 120.00 | .. | 402.50 |
| Jwaneng | .. | - | 10.58 | 99.28 | .. | 109.86 |
| Kgalagadi | 12.40 | 55.20 | 393.70 | 154.07 | .. | 615.37 |
| Kgatleng | 141.80 | 330.20 | 453.30 | 107.47 | .. | 1,032.77 |
| Kweneng | 165.20 | 927.45 | 258.31 | 244.63 | .. | 1,595.59 |
| Lobatse | .. | .. | 0.14 | 166.62 | 0.31 | 167.07 |
| North East | 75.40 | 439.00 | 107.70 | 80.80 | .. | 702.90 |
| North West | .. | 262.50 | 195.50 | 261.72 | .. | 719.72 |
| Selibe Phik- we | .. | 23.74 | 21.52 | 193.16 | .. | 238.42 |
| South East | .. | 143.85 | 247.70 | 118.50 | 5.60 | 515.65 |
| Southern | .. | 873.85 | 239.20 | 150.85 | 5.00 | 1268.90 |
| Sowa | .. | 19.00 | - | 38.41 | .. | 57.41 |
| Total | 741.50 | 4,769 | 3,066 | 3,176 | 17 | 11,768.64 |

Source: Ministry of Local Government

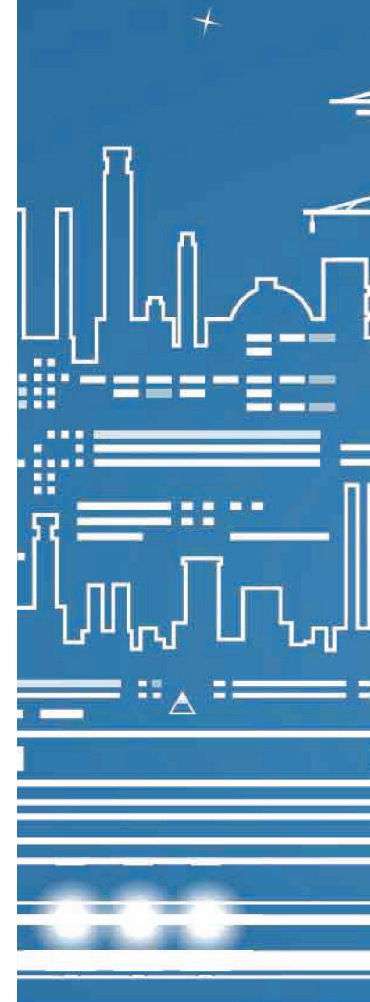
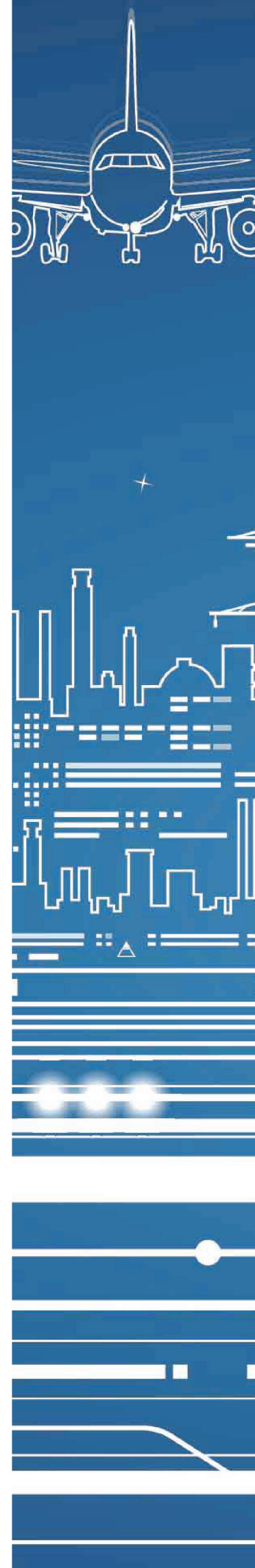


Table 2.1c: The Proportion of Roads Maintained by the Local Authorities by District and Type, 2015

| District/City/ Town | Sand/ Track | Earth | Gravel | Tar | Interlocking Bricks | Total |
|-------------------------|-------------|-------------|-------------|-------------|---------------------|-------------|
| Percent of Total | | | | | | |
| Central | 5.1 | 49.1 | 23.4 | 22.3 | 0.2 | 100 |
| Chobe | 43.4 | 25.9 | 20.6 | 10.1 | 0.0 | 100 |
| Francistown | 0.0 | 3.6 | 5.4 | 91.0 | 0.0 | 100 |
| Gaborone | 0.0 | 6.3 | 24.7 | 68.9 | 0.0 | 100 |
| Gantsi | 0.0 | 24.0 | 46.2 | 29.8 | 0.0 | 100 |
| Jwaneng | 0.0 | 0.0 | 9.6 | 90.4 | 0.0 | 100 |
| Kgalagadi | 2.0 | 9.0 | 64.0 | 25.0 | 0.0 | 100 |
| Kgatleng | 13.7 | 32.0 | 43.9 | 10.4 | 0.0 | 100 |
| Kweneng | 10.4 | 58.1 | 16.2 | 15.3 | 0.0 | 100 |
| Lobatse | 0.0 | 0.0 | 0.1 | 99.7 | 0.2 | 100 |
| North East | 10.7 | 62.5 | 15.3 | 11.5 | 0.0 | 100 |
| North West | 0.0 | 36.5 | 27.2 | 36.4 | 0.0 | 100 |
| Selibe Phikwe | 0.0 | 10.0 | 9.0 | 81.0 | 0.0 | 100 |
| South East | 0.0 | 27.9 | 48.0 | 23.0 | 1.1 | 100 |
| Southern | 0.0 | 68.9 | 18.9 | 11.9 | 0.4 | 100 |
| Sowa | 0.0 | 33.1 | 0.0 | 66.9 | 0.0 | 100 |
| Total | 6.3 | 40.5 | 26.0 | 27.0 | 0.1 | 100 |
| Percent of Total | | | | | | |
| Central | 19.8 | 29.9 | 22.2 | 20.4 | 36.2 | 24.7 |
| Chobe | 27.0 | 2.5 | 3.1 | 1.5 | 0.0 | 3.9 |
| Francistown | 0.0 | 0.3 | 0.6 | 9.5 | 0.0 | 2.8 |
| Gaborone | 0.0 | 0.9 | 5.2 | 14.0 | 0.0 | 5.5 |
| Gantsi | 0.0 | 2.0 | 6.1 | 3.8 | 0.0 | 3.4 |
| Jwaneng | 0.0 | 0.0 | 0.3 | 3.1 | 0.0 | 0.9 |
| Kgalagadi | 1.7 | 1.2 | 12.8 | 4.9 | 0.0 | 5.2 |
| Kgatleng | 19.1 | 6.9 | 14.8 | 3.4 | 0.0 | 8.8 |
| Kweneng | 22.3 | 19.4 | 8.4 | 7.7 | 0.0 | 13.6 |
| Lobatse | 0.0 | 0.0 | 0.0 | 5.2 | 1.8 | 1.4 |
| North East | 10.2 | 9.2 | 3.5 | 2.5 | 0.0 | 6.0 |
| North West | 0.0 | 5.5 | 6.4 | 8.2 | 0.0 | 6.1 |
| Selibe Phikwe | 0.0 | 0.5 | 0.7 | 6.1 | 0.0 | 2.0 |
| South East | 0.0 | 3.0 | 8.1 | 3.7 | 32.7 | 4.4 |
| Southern | 0.0 | 18.3 | 7.8 | 4.8 | 29.2 | 10.8 |
| Sowa | 0.0 | 0.4 | 0.0 | 1.2 | 0.0 | 0.5 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Ministry of Local Government

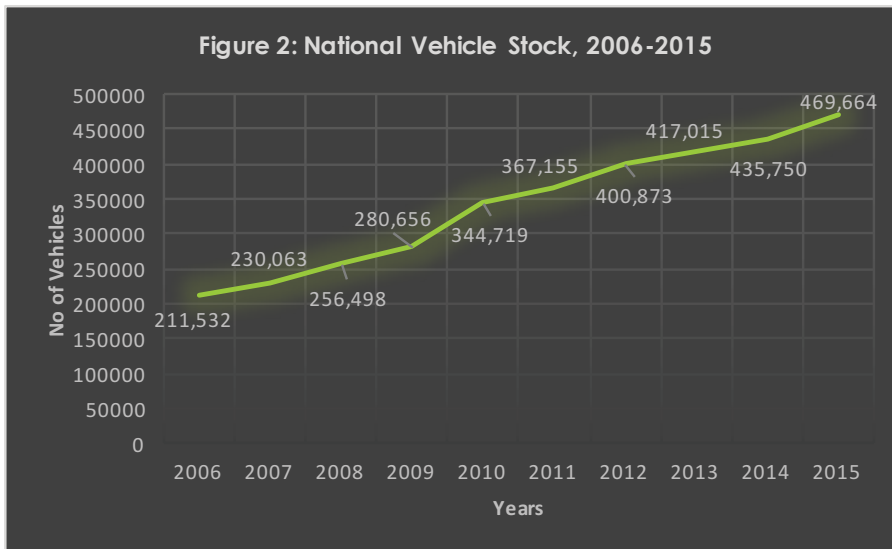


2.2 Motor Vehicle Registrations

The annual stock of vehicles comprises of government owned motor vehicles and privately owned motor vehicles.

2.2.1 National Vehicle Stock

The number of licensed vehicles in Botswana increased by 7.8 percent in the year under review, from 435,750 vehicles in 2014 to 469,664 vehicles in 2015. From 2006 to 2015, the national vehicle stock increased by 122.03 percent, growing at an average annual rate of 10.0 percent. This is shown in Table 1 of Appendix 1 and figure 2 below.



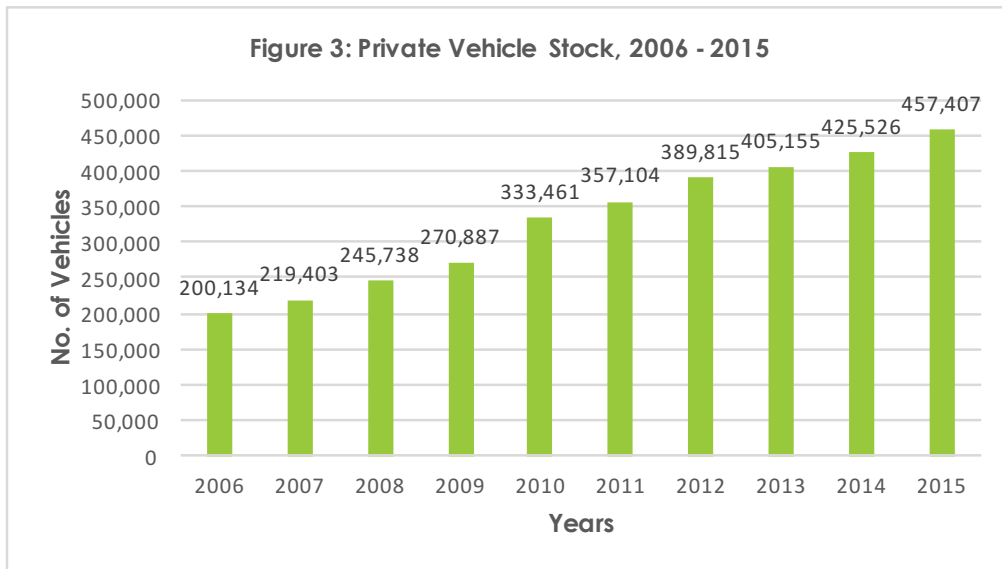
A large number of vehicles are privately owned (97.3 percent), while only 2.6 percent are government owned. The increase in vehicle stock has resulted in the construction of better roads and an increase in revenue collected from registration and licensing of vehicles as well as from permits issued to goods and passenger carrying vehicles. On the flip side, this development has brought with it some major challenges, for example, an increase in road accidents as shown in section 3. This growth is also likely to negatively impact on the durability or life span of our national roads, particularly in the more populated areas such as the eastern part of Botswana.

2.2.2 Private Vehicle Stock

In 2015, total privately owned vehicles increased from 425,526 in 2014, to 457,407, which is an increase of 7.5 percent. All categories of vehicles, except Tankers and Horses, experienced growth. The most notable growth was in passenger cars which registered a 10.7 percent growth after increasing from 250,788 vehicles in 2014 to 277,730 vehicles in 2015. As was the case with passenger cars, buses increased as well and registered a growth of 8.0 percent. See **Table 2** in **Appendix 1** and **Figure 3**.

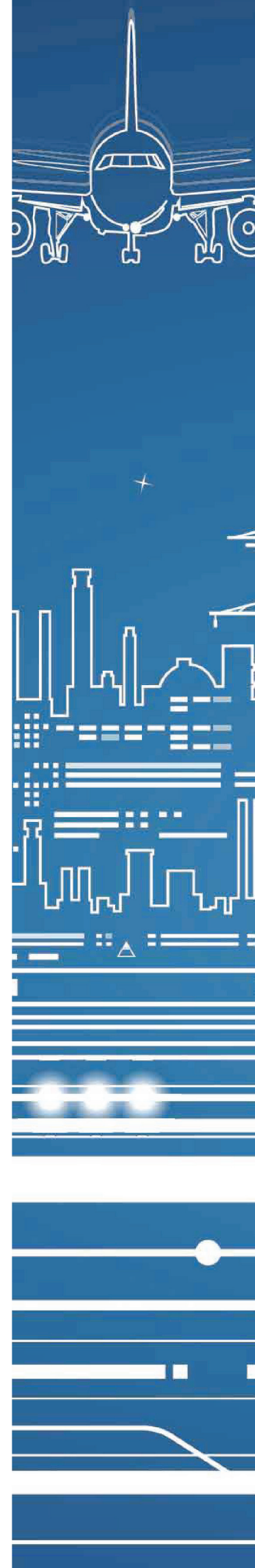
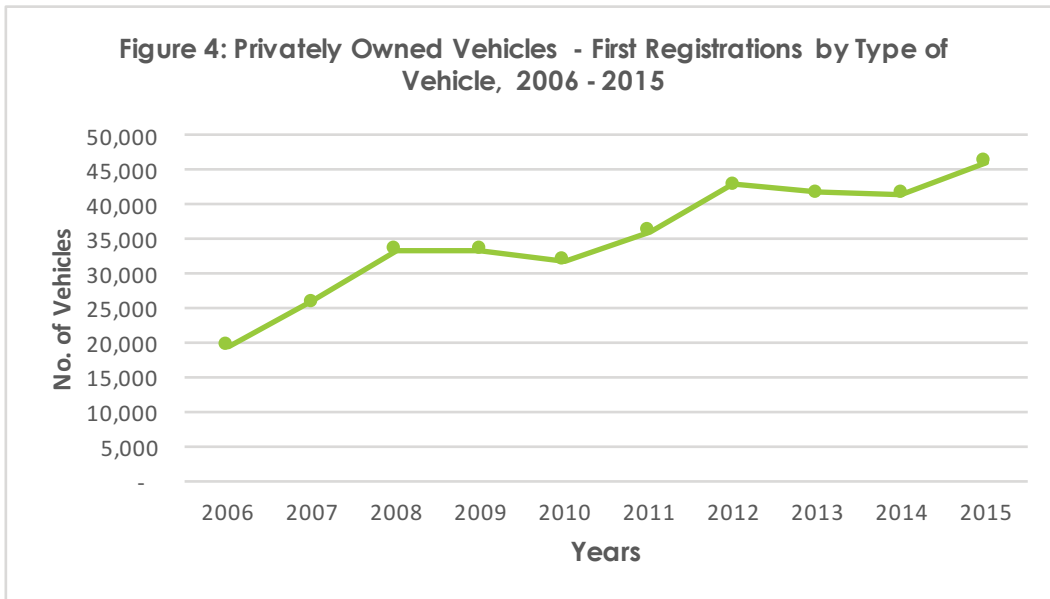
Vehicles per 1,000 population was 209.1 in 2015, an increase of 5.5 percent from 198.2 in 2014. As the private vehicle population continues to grow, it negatively affects public transport. This means strategies should be put in place to make public transport more attractive, e.g. by creating lanes solely dedicated for public transport. (see **Table 2, Appendix 1**).





2.2.2.1 Privately Owned Vehicles - First Registrations

Since 2006, vehicles registered for the first time have been growing at an average of 9.1 percent annually. In 2015, vehicles registered for the first time went up by 11.2 percent, from 41,413 vehicles in 2014 to 46,045 vehicles in 2015. The increase was attributed to import cars from Asia and the United Kingdom which are proving to be more affordable to the low income market. See **Table 3** in **Appendix 1** and **figure 4** below.



2.2.2.2 Privately Owned Vehicles - First Registrations by Type of Vehicle and Registration Station

Registration Stations under the custody of the Department of Road Transport and Safety (DRTS) are found all over the country, some of which are housed in Post Offices. This is an initiative aimed at reducing distances that people travel to the nearest licensing offices and to enable the Department of Road, Transport and Safety to cope with the ever growing vehicle population. There are currently 27 DRTS licensing offices nationwide, including post offices. Stations like Gaborone have more than one licensing office in order to cope with the volume of vehicles in the city.

The type of vehicle which had a high number of first registrations was the passenger car with 74.6 percent of total first registrations. It was followed by vans with 9.5 percent. The vehicle category with the least number of first registrations was the bus with 0.4 percent. Gaborone contributed 38.9 percent of the first registrations, followed by Mogoditshane with 30.3 percent and Francistown with 10.5 percent (**Tables 4a and 4b, Appendix 1**).

2.2.2.3 Privately Owned Vehicles - First Registrations by Type of Vehicle and Month and Quarter

A greater number of vehicles was registered in the last two quarters of 2015, with 56.4 percent of first registrations done in Q3 and Q4. The least number, 20.0 percent, of vehicles was registered in Q1, 2015. For the first, second and fourth quarters, most of the registrations were done in the last month of those quarters. In the first three months (January, February, and March), the bulk of the registrations were done in the month of March (36.4 percent) while the least number of registrations was done in January (31.6 percent). During Q2 2015, most of the registrations were done in June (36.7 percent) while in Q4 2015 37.7 percent of registrations were done in December. In the third quarter, 34.2 percent of registrations were done in July, which is the highest for that quarter. The least number of registrations were done in August (32.1 percent). See **Table 2.2** below and **Table 5a and 5b in Appendix 1**.

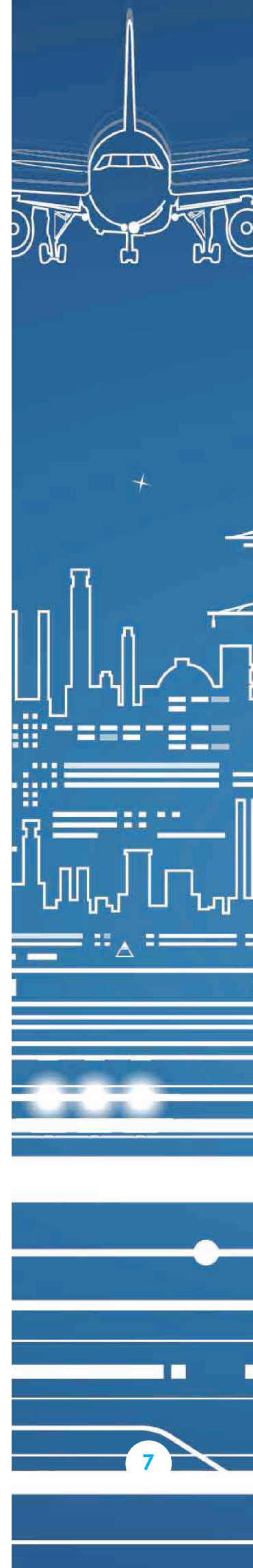


Table 2.2: Privately Owned Vehicles - First Registrations by Type of Vehicle & Quarter, 2015

| | Passenger Cars | LDVs | Trucks | Buses | Motor Cycles | Tractors | Trailors | Tankers/Horses | Others | Total |
|------------------|----------------|--------------|--------------|--------------|--------------|------------|--------------|----------------|------------|---------------|
| Number | | | | | | | | | | |
| 1st Quarter | 6,574 | 1,056 | 456 | 362 | 60 | 164 | 419 | 40 | 74 | 9,205 |
| 2nd Quarter | 8,176 | 1,069 | 528 | 384 | 52 | 126 | 437 | 54 | 59 | 10,885 |
| 3rd Quarter | 9,541 | 1,081 | 606 | 447 | 63 | 183 | 505 | 71 | 50 | 12,547 |
| 4th Quarter | 10,081 | 1,174 | 593 | 499 | 71 | 291 | 576 | 53 | 70 | 13,408 |
| Total | 34,372 | 4,380 | 2,183 | 1,692 | 246 | 764 | 1,937 | 218 | 253 | 46,045 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 19.1 | 24.1 | 20.9 | 21.4 | 24.4 | 21.5 | 21.6 | 18.3 | 29.2 | 20.0 |
| 2nd Quarter | 23.8 | 24.4 | 24.2 | 22.7 | 21.1 | 16.5 | 22.6 | 24.8 | 23.3 | 23.6 |
| 3rd Quarter | 27.8 | 24.7 | 27.8 | 26.4 | 25.6 | 24.0 | 26.1 | 32.6 | 19.8 | 27.2 |
| 4th Quarter | 29.3 | 26.8 | 27.2 | 29.5 | 28.9 | 38.1 | 29.7 | 24.3 | 27.7 | 29.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 71.4 | 11.5 | 5.0 | 3.9 | 0.7 | 1.8 | 4.6 | 0.4 | 0.8 | 100 |
| 2nd Quarter | 75.1 | 9.8 | 4.9 | 3.5 | 0.5 | 1.2 | 4.0 | 0.5 | 0.5 | 100 |
| 3rd Quarter | 76.0 | 8.6 | 4.8 | 3.6 | 0.5 | 1.5 | 4.0 | 0.6 | 0.4 | 100 |
| 4th Quarter | 75.2 | 8.8 | 4.4 | 3.7 | 0.5 | 2.2 | 4.3 | 0.4 | 0.5 | 100 |
| Total | 74.6 | 9.5 | 4.7 | 3.7 | 0.5 | 1.7 | 4.2 | 0.5 | 0.5 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communication

2.2.2.4 Privately Owned Vehicles - First Registrations by Type of Vehicle and Make

Toyota continued to dominate the vehicle market as the most bought vehicle in Botswana. In 2015 it contributed 46.1 percent to the first registrations, where 83.2 percent of those vehicles were passenger cars. Volkswagen and Mazda were the next preferred make of vehicle after Toyota with 7.9 and 7.0 percent respectively. First registrations for other vehicle makes were as follows; Honda (6.4 percent), Nissan (5.4 percent) and BMW (5.1 percent). The least bought vehicle in 2015 was Daewoo. See **Tables 6a** and **6b** in **Appendix 1** for details.

2.2.2.5 Privately Owned Vehicles – Renewals by Year and Type of Vehicle

Renewals of licenses of vehicles are done each year. Licenses are done depending on the month when the vehicle was first registered. Renewals of privately owned vehicles increased by 7.1 percent from 384,113 vehicles in 2014 to 411,362 vehicles in 2015. The most renewed type of vehicle was the passenger car (59.2 percent), followed by vans (29.8 percent). The passenger cars increased by 9.9 percent in 2015 when compared to 2014, while buses increased by 8.2 percent and tractors by 6.12 percent. (**Table 7, Appendix 1**).

2.2.2.6 Privately Owned Vehicles - Renewals by Year, Quarter and Month of Registration

The bulk of the license renewals were done in the last two quarters of 2015. Quarter 3 and Quarter 4 accounted for 54.5 percent of the renewals in 2015. The least number of renewals were done in Q1, 2015, accounting for 21.4 percent. Most of the renewals were done in the last month of every quarter. In the first quarter, 38.6 percent of renewals were done in March while in the second quarter 34.4 percent of renewals were done in June. As for the third and fourth quarters, 34.8 percent and 34.5 percent of renewals were done in September and December respectively (**Table 2.3** below and **Table 9** in **Appendix 1**).

Table 2.3: Privately Owned Vehicles - Renewal of Vehicle Licence by Type of Vehicle & Quarter, 2015

| | Passenger | | | | Motor | | | Tankers/ | | Total |
|------------------|----------------|---------------|---------------|---------------|--------------|--------------|---------------|--------------|--------------|----------------|
| | Cars | Vans | Trucks | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| 1st Quarter | 50,084 | 22,158 | 5,452 | 3,494 | 361 | 1,153 | 4,046 | 581 | 592 | 87,921 |
| 2nd Quarter | 58,332 | 24,056 | 6,061 | 3,801 | 392 | 956 | 4,317 | 674 | 525 | 99,114 |
| 3rd Quarter | 64,576 | 25,431 | 6,194 | 4,033 | 392 | 1,516 | 5,125 | 622 | 502 | 108,391 |
| 4th Quarter | 70,366 | 26,240 | 6,220 | 4,323 | 350 | 2,032 | 5,285 | 638 | 482 | 115,936 |
| Total | 243,358 | 97,885 | 23,927 | 15,651 | 1,495 | 5,657 | 18,773 | 2,515 | 2,101 | 411,362 |
| Percent Total | | | | | | | | | | |
| 1st Quarter | 20.6 | 22.6 | 22.8 | 22.3 | 24.1 | 20.4 | 21.6 | 23.1 | 28.2 | 21.4 |
| 2nd Quarter | 24.0 | 24.6 | 25.3 | 24.3 | 26.2 | 16.9 | 23.0 | 26.8 | 25.0 | 24.1 |
| 3rd Quarter | 26.5 | 26.0 | 25.9 | 25.8 | 26.2 | 26.8 | 27.3 | 24.7 | 23.9 | 26.3 |
| 4th Quarter | 28.9 | 26.8 | 26.0 | 27.6 | 23.4 | 35.9 | 28.2 | 25.4 | 22.9 | 28.2 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 57.0 | 25.2 | 6.2 | 4.0 | 0.4 | 1.3 | 4.6 | 0.7 | 0.7 | 100 |
| 2nd Quarter | 58.9 | 24.3 | 6.1 | 3.8 | 0.4 | 1.0 | 4.4 | 0.7 | 0.5 | 100 |
| 3rd Quarter | 59.6 | 23.5 | 5.7 | 3.7 | 0.4 | 1.4 | 4.7 | 0.6 | 0.5 | 100 |
| 4th Quarter | 60.7 | 22.6 | 5.4 | 3.7 | 0.3 | 1.8 | 4.6 | 0.6 | 0.4 | 100 |
| Total | 59.2 | 23.8 | 5.8 | 3.8 | 0.4 | 1.4 | 4.6 | 0.6 | 0.5 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communication



2.2.2.7 Privately Owned Vehicles - Renewals by Type of Vehicle and Registration Station

In addition to DRTS offices, vehicle renewals have also been done in a lot of Post Offices all over the country since Q3 2013. As a result, there has been an increase in registration stations which in turn has resulted in information being compiled at regional level.

The renewals follow the same trend as that of first registrations. The most renewed type of vehicle was the passenger car with 59.2 percent followed by vans with 23.8 percent of total renewals. Motor cycles had the lowest number of renewals, at 0.4 percent.

Cities and Towns registered the highest number of renewals, they registered 55.7 percent of total renewals. The Central District was next with 12.8 percent of all renewals. The Kweneng District accounted for 12.6 percent of total renewals while the Kgalagadi District registered the least number of renewals (1.3 percent of total renewals). This is shown in **Table 8** of **Appendix 1**.

2.2.2.8 Privately Owned Vehicles - Renewals by Type of Vehicle and Make

Toyota made the bulk of vehicles renewed in 2015. Toyota constituted 48.4 percent of total vehicles renewed in 2015, with 61.9 percent of those vehicles being passenger cars. Toyota was followed by Nissan with 7.8 percent, Mazda (6.3 percent) and Ford (3.0 percent). See **Tables 10a** and **10b** in **Appendix 1**.

2.3 Government Vehicle Stock

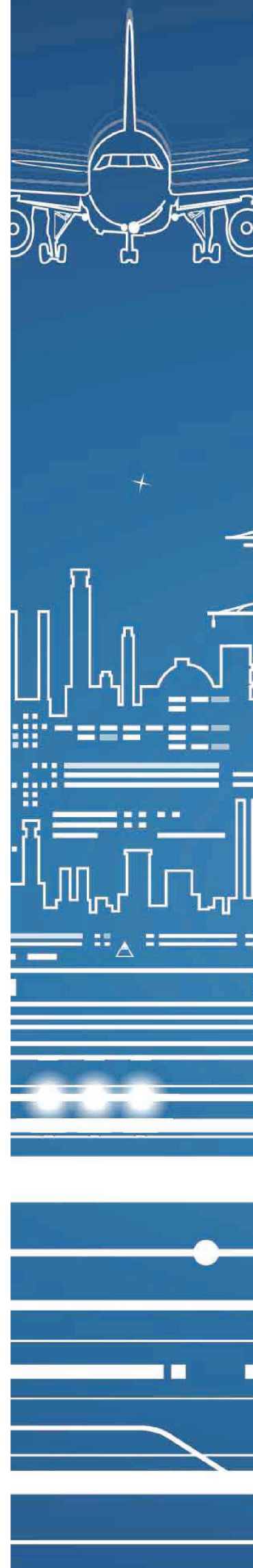
The Government vehicle stock constitutes vehicles owned by Central Government under the custody of Central Transport Organization (CTO). CTO is a Government department responsible for procurement, management, repair and disposal of Government vehicles. In 2015, the Government fleet increased by 19.9 percent from 10,224 vehicles recorded in 2014 to 12,257 vehicles in 2015. Throughout the years there has been variations in Government fleet, this is a result of vehicles being boarded and not being replaced within the same year. The most notable increase was in trailers which went up by 209.5 percent from 21 trailers in 2014 to 65 trailers in 2015. Trucks increased by 72.5 percent while vans went up by 25.8 percent (see **Table 11**, **Appendix 1**).

3. ROAD SAFETY

3.1 Accident Trend

This report publishes only road accidents reported to the Botswana Police Service. The number of road accidents recorded in 2015 were 17,654, an increase of 6.1 percent from 16,641 accidents recorded in 2014. From 2009 road accidents started to decline only to go up again in 2015. In 2011 the number of accidents went down significantly by 5.1 percent from 18,978 in 2010 to 18,001 in 2011.

The number of accidents per 10,000 population went down from 82.2 in 2014 to 80.7 in 2015. On the same note, In 2015 the number of accidents per 1,000 vehicles reduced from 38.2 vehicles recorded in 2014 to 37.6 vehicles in 2015. This is indicated by **Table 3.1** below, **Table 12** in **Appendix 2** and **Figure 5** below.



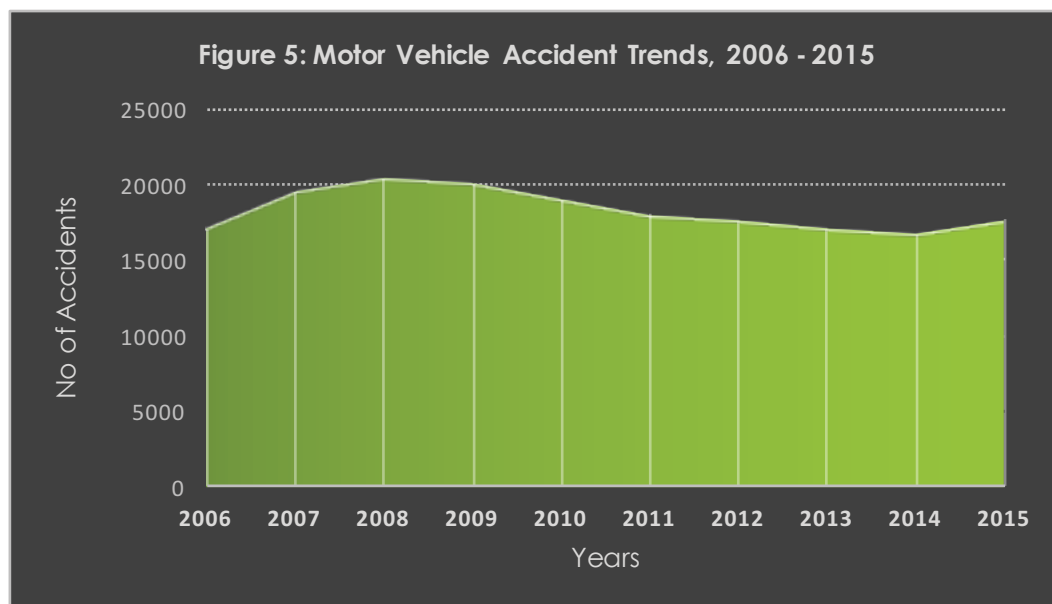
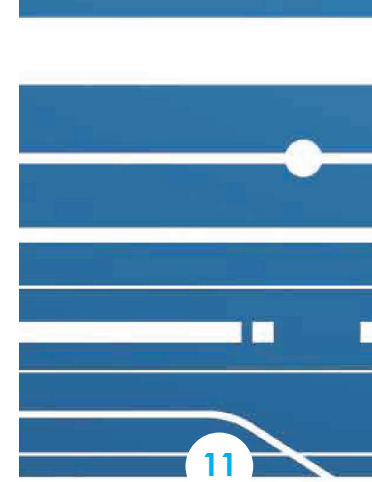
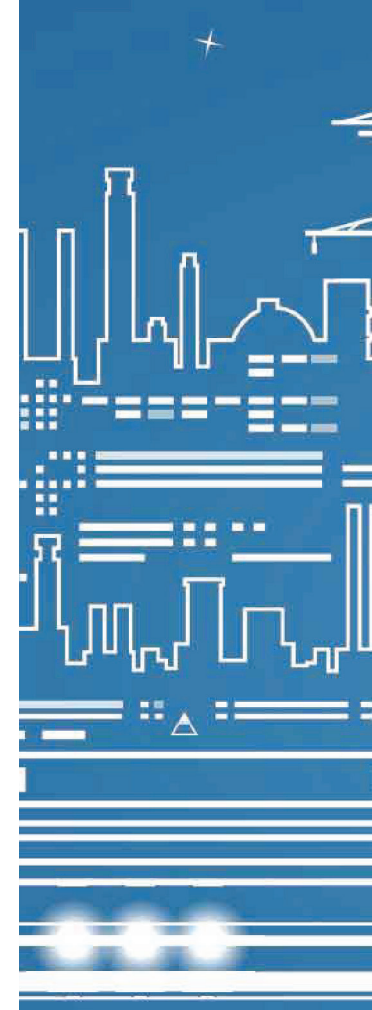


Table 3.1: Motor Vehicle Accident Trend, 2006 - 2015

| Year | Number of Accidents | Registered Vehicles | Estimated Population ('000s) | Accidents Per '000 Vehicles | Accidents Per 10,000 Population |
|--------------------------|---------------------|---------------------|------------------------------|-----------------------------|---------------------------------|
| 2006 | 17,035 | 211,532 | 1,720 | 80.5 | 99.0 |
| 2007 | 19,487 | 230,063 | 1,736 | 84.7 | 112.3 |
| 2008 | 20,415 | 256,498 | 1,755 | 79.6 | 116.3 |
| 2009 | 20,000 | 280,639 | 1,776 | 71.3 | 112.6 |
| 2010 | 18,978 | 344,719 | 1,800 | 55.1 | 105.4 |
| 2011 | 18,001 | 367,155 | 2,025 | 49.0 | 88.9 |
| 2012 | 17,527 | 400,873 | 2,066 | 43.7 | 86.6 |
| 2013 | 17,062 | 417,015 | 2,107 | 40.9 | 84.3 |
| 2014 | 16,641 | 435,750 | 2,147 | 38.2 | 82.2 |
| 2015 | 17,654 | 469,664 | 2,187 | 37.6 | 80.7 |
| Annual Percentage Change | | | | | |
| 2006 | (2.8) | 5.6 | 0.7 | (8.5) | (3.8) |
| 2007 | 14.4 | 8.8 | 0.9 | 5.2 | 13.3 |
| 2008 | 4.8 | 11.5 | 1.1 | (6.0) | 3.6 |
| 2009 | (2.0) | 9.4 | 1.2 | (10.5) | (3.2) |
| 2010 | (5.1) | 22.8 | 1.4 | (22.7) | (6.4) |
| 2011 | (5.1) | 6.5 | 12.5 | (10.9) | (15.7) |
| 2012 | (2.6) | 9.2 | 2.0 | (10.8) | (2.6) |
| 2013 | (2.7) | 4.0 | 2.0 | (6.4) | (2.7) |
| 2014 | (2.5) | 4.5 | 1.9 | (6.7) | (2.5) |
| 2015 | 6.1 | 7.8 | 1.9 | (1.6) | (1.8) |

Source: Botswana Police Service (Road Traffic Accident Unit)

3.2 Accident Severity

3.2.1 Accident Severity by Junction Control

Vehicle accidents that resulted in death in 2015 were 329, which was 1.9 percent of total accidents. This was an increase of 14.2 percent from the 288 accidents in 2014. Out of the 329 accidents that happened 411 people died, while 1,364 people were seriously injured. Most of the accidents, 75.0 percent, happened in areas where there were no junctions; these accidents resulted in 7.1 percent of fatalities and 23.4

percent of serious injuries. These were followed by those that happened at a stop sign (10.0 percent), resulting in 4.3 percent of fatalities and 16.0 percent of serious injuries. Accidents that happened at working traffic lights constituted 8.5 percent of the total crashes, while those that happened where traffic lights were not working made 1.3 percent. Where the traffic police were present fewer accidents occurred (0.2 percent). **Table 3.2** below shows the details.

Table 3.2: Accident Severity and Casualties by Junction Control, 2015

| Accident Severity | | | | | | | | | |
|-----------------------|----------------|------------------|----------------|--------------|---------------|-----------------|---------------|---------------|---------------|
| Junction Control | Casualties | | | | Crashes | | | | |
| | Fatal Injuries | Serious Injuries | Minor Injuries | Total | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | Total |
| Number | | | | | | | | | |
| Not Junction | 356 | 1,179 | 3,509 | 5,044 | 284 | 660 | 2,053 | 10,239 | 13,236 |
| Signals (working) | 19 | 61 | 311 | 391 | 15 | 31 | 164 | 1,299 | 1,509 |
| Signals (not working) | 1 | 10 | 75 | 86 | 1 | 5 | 37 | 195 | 238 |
| Stop sign | 25 | 92 | 458 | 575 | 22 | 57 | 256 | 1,426 | 1,761 |
| Yield | 7 | 10 | 87 | 104 | 4 | 4 | 46 | 458 | 512 |
| Police | - | 1 | 8 | 9 | - | 1 | 6 | 30 | 37 |
| Uncontrolled | 3 | 11 | 80 | 94 | 3 | 10 | 44 | 304 | 361 |
| Total | 411 | 1,364 | 4,528 | 6,303 | 329 | 768 | 2,606 | 13,951 | 17,654 |
| Percent Total | | | | | | | | | |
| Not Junction | 7.1 | 23.4 | 69.6 | 100 | 2.1 | 5.0 | 15.5 | 77.4 | 100 |
| Signals (working) | 4.9 | 15.6 | 79.5 | 100 | 1.0 | 2.1 | 10.9 | 86.1 | 100 |
| Signals (not working) | 1.2 | 11.6 | 87.2 | 100 | 0.4 | 2.1 | 15.5 | 81.9 | 100 |
| Stop sign | 4.3 | 16.0 | 79.7 | 100 | 1.2 | 3.2 | 14.5 | 81.0 | 100 |
| Yield | 6.7 | 9.6 | 83.7 | 100 | 0.8 | 0.8 | 9.0 | 89.5 | 100 |
| Police | 0.0 | 11.1 | 88.9 | 100 | 0.0 | 2.7 | 16.2 | 81.1 | 100 |
| Uncontrolled | 3.2 | 11.7 | 85.1 | 100 | 0.8 | 2.8 | 12.2 | 84.2 | 100 |
| Total | 6.5 | 21.6 | 71.8 | 100 | 1.9 | 4.4 | 14.8 | 79.0 | 100 |
| Percent Total | | | | | | | | | |
| Not Junction | 86.6 | 86.4 | 77.5 | 80.0 | 86.3 | 85.9 | 78.8 | 73.4 | 75.0 |
| Signals (working) | 4.6 | 4.5 | 6.9 | 6.2 | 4.6 | 4.0 | 6.3 | 9.3 | 8.5 |
| Signals (not working) | 0.2 | 0.7 | 1.7 | 1.4 | 0.3 | 0.7 | 1.4 | 1.4 | 1.3 |
| Stop sign | 6.1 | 6.7 | 10.1 | 9.1 | 6.7 | 7.4 | 9.8 | 10.2 | 10.0 |
| Yield | 1.7 | 0.7 | 1.9 | 1.7 | 1.2 | 0.5 | 1.8 | 3.3 | 2.9 |
| Police | 0.0 | 0.1 | 0.2 | 0.1 | 0.0 | 0.1 | 0.2 | 0.2 | 0.2 |
| Uncontrolled | 0.7 | 0.8 | 1.8 | 1.5 | 0.9 | 1.3 | 1.7 | 2.2 | 2.0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Traffic Accident Unit)

3.2.2 Accident Severity by Day of the Week

The day of the week that had a high number of accidents in 2015 was Saturday with 18.4 percent of total accidents, Friday followed with 16.7 percent. On other days there was not much variation between them as they ranged from 12.3 percent to 13.6 percent. Accidents that occurred on Fridays and Saturdays accounted for 35.1 percent of total accidents. The day that had a greater number of fatal crashes was Saturday with 27.1 percent, it was followed by Sunday with 18.5 percent of fatal crashes. See **Table 3.3** below.

Table 3.3: Accident Severity by Day of the Week, 2015

| Time | Accident Severity (Crashes) | | | | Total |
|------------------|-----------------------------|-----------------|---------------|---------------|---------------|
| | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | |
| Number | | | | | |
| Sunday | 61 | 130 | 411 | 1,803 | 2,405 |
| Monday | 29 | 85 | 315 | 1,860 | 2,289 |
| Tuesday | 26 | 78 | 265 | 1,813 | 2,182 |
| Wednesday | 33 | 76 | 294 | 1,830 | 2,233 |
| Thursday | 40 | 101 | 347 | 1,860 | 2,348 |
| Friday | 51 | 130 | 426 | 2,340 | 2,947 |
| Saturday | 89 | 168 | 548 | 2,445 | 3,250 |
| Total | 329 | 768 | 2,606 | 13,951 | 17,654 |
| Percent of Total | | | | | |
| Sunday | 2.5 | 5.4 | 17.1 | 75.0 | 100 |
| Monday | 1.3 | 3.7 | 13.8 | 81.3 | 100 |
| Tuesday | 1.2 | 3.6 | 12.1 | 83.1 | 100 |
| Wednesday | 1.5 | 3.4 | 13.2 | 82.0 | 100 |
| Thursday | 1.7 | 4.3 | 14.8 | 79.2 | 100 |
| Friday | 1.7 | 4.4 | 14.5 | 79.4 | 100 |
| Saturday | 2.7 | 5.2 | 16.9 | 75.2 | 100 |
| Total | 1.9 | 4.4 | 14.8 | 79.0 | 100 |
| Percent of Total | | | | | |
| Sunday | 18.5 | 16.9 | 15.8 | 12.9 | 13.6 |
| Monday | 8.8 | 11.1 | 12.1 | 13.3 | 13.0 |
| Tuesday | 7.9 | 10.2 | 10.2 | 13.0 | 12.4 |
| Wednesday | 10.0 | 9.9 | 11.3 | 13.1 | 12.6 |
| Thursday | 12.2 | 13.2 | 13.3 | 13.3 | 13.3 |
| Friday | 15.5 | 16.9 | 16.3 | 16.8 | 16.7 |
| Saturday | 27.1 | 21.9 | 21.0 | 17.5 | 18.4 |
| Total | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.2.3 Accident Severity by Time of Occurrence

In 2015, accidents peaked between 0600 hrs to 2200 hrs, with most of the accidents occurring between 1800 hrs and 2000 hrs (13.5 percent). Accidents that happened between 0600 hrs and 2200 hrs constituted 83.3 percent of total accidents. Accidents that happened between 1800 hrs and 2000 hrs resulted in a high number of fatal crashes (18.2 percent). Accidents that happened between 2000 hrs and 2200 hrs followed with 15.2 percent of fatal crashes. Although accidents that happened between 00:00 and 0200 hrs made only 3.8 percent of total accidents they resulted in 11.2 percent of fatal crashes. (Table 3.4 and Figure 6).

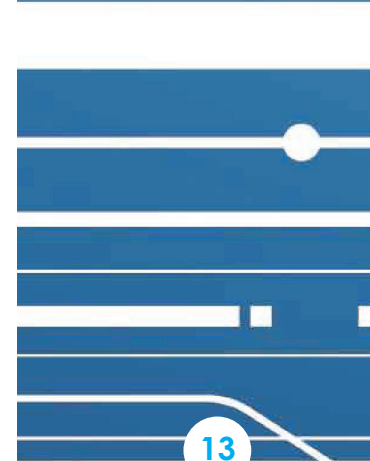
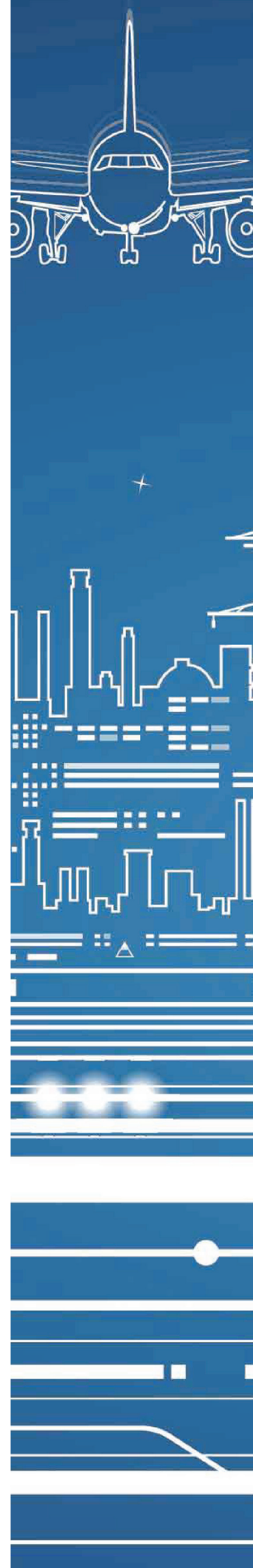
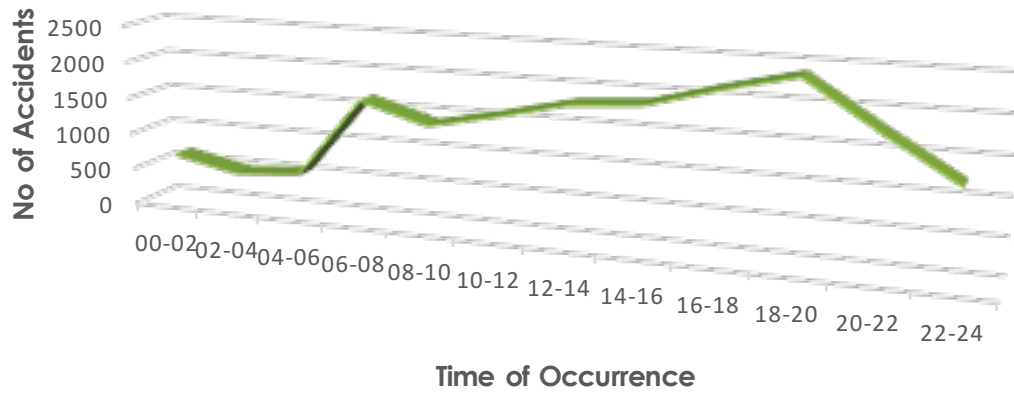


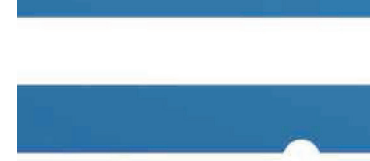
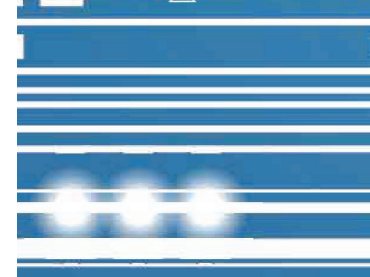
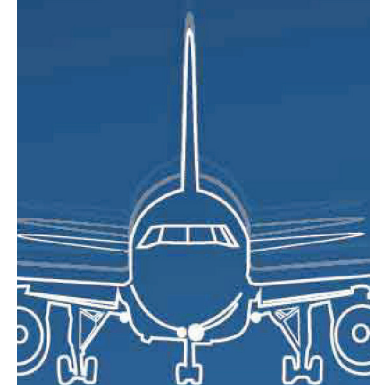
Figure 6: Accident Occurrence by Time of the Day, 2015



**Table 3.4: Accident Severity by Time of Occurrence,
2015**

| Accident Severity (Crashes) | | | | | |
|-----------------------------|------------|------------|--------------|---------------|---------------|
| Time | Fatal | Serious | Minor | Damage Only | Total |
| Number | | | | | |
| 00-02 | 37 | 47 | 120 | 464 | 668 |
| 02-04 | 16 | 23 | 96 | 353 | 488 |
| 04-06 | 16 | 33 | 88 | 429 | 566 |
| 06-08 | 25 | 56 | 276 | 1,297 | 1,654 |
| 08-10 | 10 | 30 | 178 | 1,179 | 1,397 |
| 10-12 | 13 | 61 | 187 | 1,335 | 1,596 |
| 12-14 | 18 | 61 | 213 | 1,529 | 1,821 |
| 14-16 | 20 | 59 | 261 | 1,554 | 1,894 |
| 16-18 | 31 | 106 | 383 | 1,639 | 2,159 |
| 18-20 | 60 | 116 | 367 | 1,846 | 2,389 |
| 20-22 | 50 | 89 | 236 | 1,415 | 1,790 |
| 22-24 | 33 | 87 | 201 | 911 | 1,232 |
| Total | 329 | 768 | 2,606 | 13,951 | 17,654 |
| Percent of Total | | | | | |
| 00-02 | 11.2 | 6.1 | 4.6 | 3.3 | 3.8 |
| 02-04 | 4.9 | 3.0 | 3.7 | 2.5 | 2.8 |
| 04-06 | 4.9 | 4.3 | 3.4 | 3.1 | 3.2 |
| 06-08 | 7.6 | 7.3 | 10.6 | 9.3 | 9.4 |
| 08-10 | 3.0 | 3.9 | 6.8 | 8.5 | 7.9 |
| 10-12 | 4.0 | 7.9 | 7.2 | 9.6 | 9.0 |
| 12-14 | 5.5 | 7.9 | 8.2 | 11.0 | 10.3 |
| 14-16 | 6.1 | 7.7 | 10.0 | 11.1 | 10.7 |
| 16-18 | 9.4 | 13.8 | 14.7 | 11.7 | 12.2 |
| 18-20 | 18.2 | 15.1 | 14.1 | 13.2 | 13.5 |
| 20-22 | 15.2 | 11.6 | 9.1 | 10.1 | 10.1 |
| 22-24 | 10.0 | 11.3 | 7.7 | 6.5 | 7.0 |
| Total | 100 | 100 | 100 | 100 | 100 |
| Percent of Total | | | | | |
| 00-02 | 5.5 | 7.0 | 18.0 | 69.5 | 100 |
| 02-04 | 3.3 | 4.7 | 19.7 | 72.3 | 100 |
| 04-06 | 2.8 | 5.8 | 15.5 | 75.8 | 100 |
| 06-08 | 1.5 | 3.4 | 16.7 | 78.4 | 100 |
| 08-10 | 0.7 | 2.1 | 12.7 | 84.4 | 100 |
| 10-12 | 0.8 | 3.8 | 11.7 | 83.6 | 100 |
| 12-14 | 1.0 | 3.3 | 11.7 | 84.0 | 100 |
| 14-16 | 1.1 | 3.1 | 13.8 | 82.0 | 100 |
| 16-18 | 1.4 | 4.9 | 17.7 | 75.9 | 100 |
| 18-20 | 2.5 | 4.9 | 15.4 | 77.3 | 100 |
| 20-22 | 2.8 | 5.0 | 13.2 | 79.1 | 100 |
| 22-24 | 2.7 | 7.1 | 16.3 | 73.9 | 100 |
| Total | 1.9 | 4.4 | 14.8 | 79.0 | 100 |

Source: Road Accident Statistics Unit, Botswana Police Services



3.2.4 Accident Severity by Road Surface Type

Table 3.5: Accident Severity by Type of the Road Surface, 2015

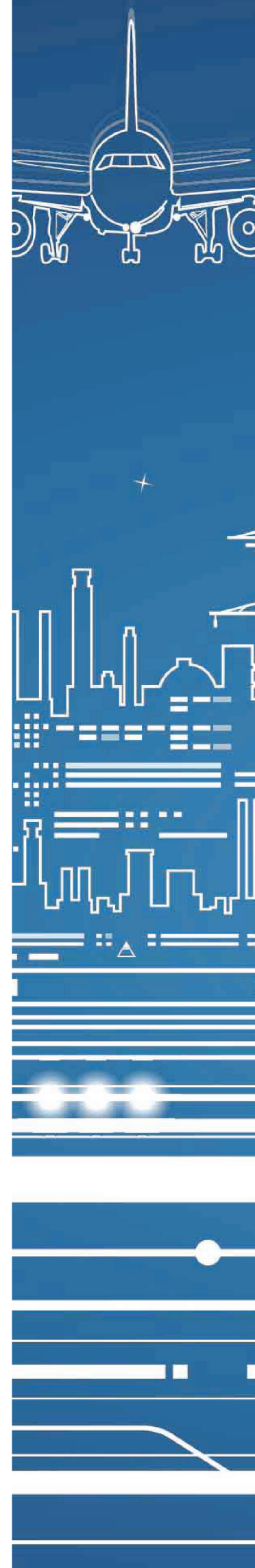
| Time | Accident Severity | | | | Total |
|------------------|-------------------|-----------------|---------------|---------------|---------------|
| | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | |
| Number | | | | | |
| Tar | 292 | 626 | 2,181 | 11,902 | 15,001 |
| Gravel | 30 | 108 | 300 | 1,051 | 1,489 |
| Sand | 4 | 24 | 79 | 444 | 551 |
| Other | 3 | 10 | 46 | 554 | 613 |
| Total | 329 | 768 | 2,606 | 13,951 | 17,654 |
| Percent of Total | | | | | |
| Tar | 1.9 | 4.2 | 14.5 | 79.3 | 100 |
| Gravel | 2.0 | 7.3 | 20.1 | 70.6 | 100 |
| Sand | 0.7 | 4.4 | 14.3 | 80.6 | 100 |
| Other | 0.5 | 1.6 | 7.5 | 90.4 | 100 |
| Total | 1.9 | 4.4 | 14.8 | 79.0 | 100 |
| Percent of Total | | | | | |
| Tar | 88.8 | 81.5 | 83.7 | 85.3 | 85.0 |
| Gravel | 9.1 | 14.1 | 11.5 | 7.5 | 8.4 |
| Sand | 1.2 | 3.1 | 3.0 | 3.2 | 3.1 |
| Other | 0.9 | 1.3 | 1.8 | 4.0 | 3.5 |
| Total | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

In 2015, 85.0 percent of total accidents occurred in tarred roads, resulting in 88.8 percent of fatal crashes. This may be because tarred roads tend to carry heavy traffic. Tarred roads were followed by gravel roads where 8.4 percent of the accidents that happened resulted in 9.1 percent of fatal crashes. Crashes that resulted in high number of serious injuries occurred on tarred roads, (81.5 percent), while accidents that happened on gravel roads resulted in 14.1 percent of serious crashes. **See Table 3.5.**

3.2.5 Accident Severity by Cause of Accident

Most accidents in 2015 were caused by driver carelessness (66.1 percent), which resulted in 43.8 percent of fatalities. The second highest cause of accidents in 2015 was animals, both domestic and wild (11.4 percent). Despite animals being the second highest cause of road accidents, only 4.3 percent of crashes caused by animals resulted in fatalities. Driver losing control of the vehicle followed with 8.6 percent with 26.7 percent of the crashes being fatal. As most of the accidents were caused by driver carelessness, the education about road safety should be directed mostly towards drivers in order to reduce the number of accidents. Driving under the influence of alcohol /drugs....contributed 3.6 percent towards total accidents. See **Table 16, Appendix 2.**

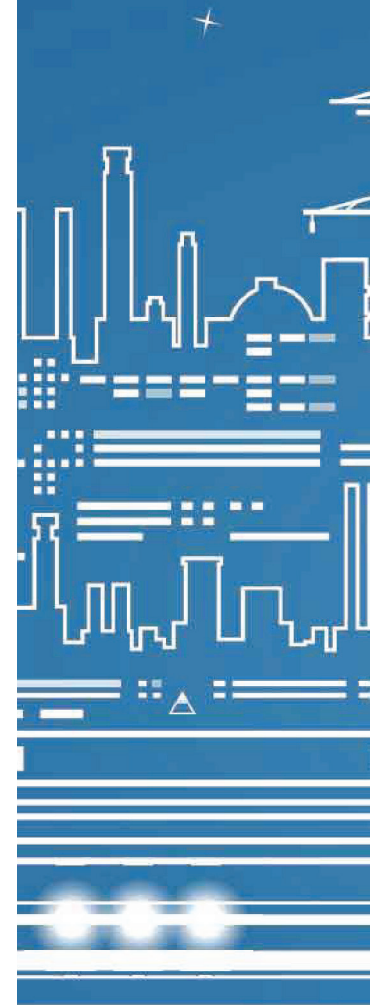
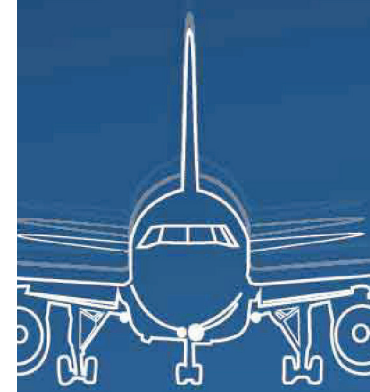
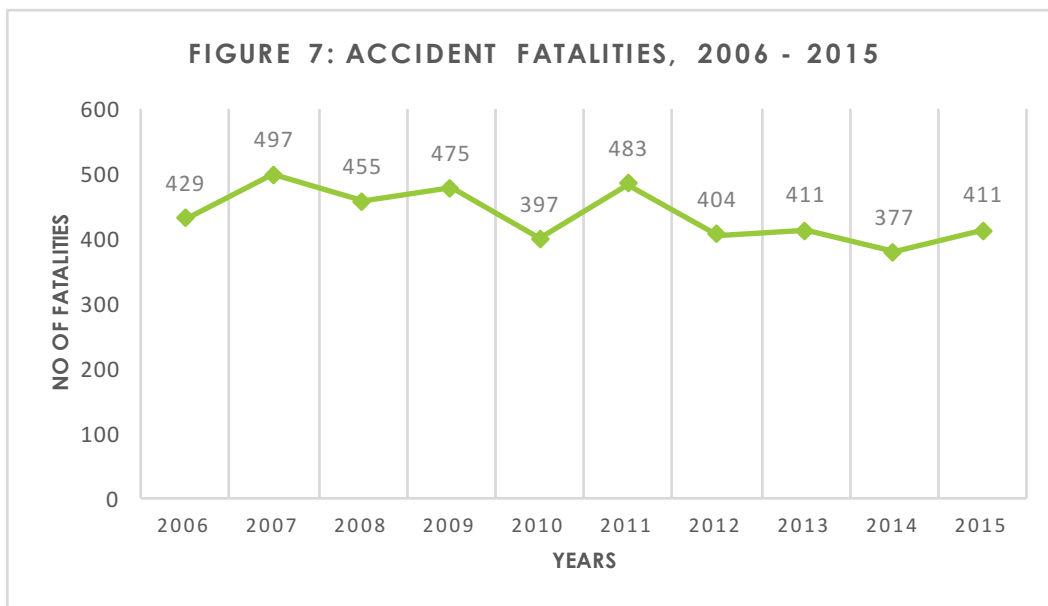


3.3 Casualties

The number of accidents that occurred in 2015 were 17,654 resulting in 6,303 casualties, of which 411 were fatalities, 1,364 were serious injuries and 4,528 were minor injuries. There was an increase of 3.9 percent in casualties that occurred in 2015 when compared to 6,065 casualties that happened in 2014. When compared to 2014, all categories went up; fatalities went up by 9.0 percent, serious injuries increased by 10.5 percent, while minor injuries increased by 1.7 percent. **See Table 14 in Appendix 2.**

The number of fatalities went up in 2015, from 377 deaths in 2014 to 411 deaths, which is a 9.0 percent increase. Fatalities do not follow a certain trend. In 2010 fatalities went down considerably, only to go up again in 2011. From 2012 to 2014, fatalities kept a downward trend, only to increase in 2015.

Fatalities per 10,000 vehicles increased from 8.7 in 2014 to 8.8 in 2015. Fatalities per 100,000 population went up in 2007, 2008 and 2009. In 2010 they went down only to go up again in 2011. From 2012 to 2015 fatalities per 100,000 population assumed a downward trend. In 2011 fatalities per 1000,000 population was 23.9, compared to 2015 when they were 18.8, which is a 21.4 percent decrease. Fatalities per 100,000 population increased from 17.6 in 2014 to 18.8 in 2015, a 7.0 percent increase. **Table 12, Appendix 2, and Fig 7.**



3.3.1 Casualties by Gender

Out of 6,303 casualties recorded in 2015, 4,097 (65.0 percent) of them were males and 2,206 (35.0 percent) of them were females. From the 4,097 male casualties, 304 (7.4 percent) of them lost their lives while females who lost their lives were 107 (4.9 percent). When compared to 2014, male deaths increased by 16.5 percent in 2015 while Female deaths decreased by 7.8 percent. Male casualties who suffered serious injuries accounted for 21.8 percent of male casualties while females accounted for 21.3 percent of female casualties. As for minor injuries males made up 70.8 percent and females made up 73.8 percent. See **Table 15, Appendix 2.**

3.3.2 Casualty by District

The District referred to here is the Police District. In 2015, the four districts which experienced high casualty figures were Gaborone West, Gaborone, Molepolole and Mahalapye. Gaborone West recorded 17.7 percent of casualties in 2015. Gaborone and Molepolole were next with 14.0 percent and 8.2 percent respectively. Mahalapye had 7.3 percent of total casualties.

In Gaborone West, 5.1 percent of casualties were fatal. Fatalities in Gaborone constituted 4.3 percent of all casualties in the District, while in Molepolole they constituted 5.3 percent of total casualties. Despite the fact that Mahalapye had 7.3 percent of casualties, its fatalities made up 11.7 percent of total fatalities (**Table 15 in Appendix 2**).

Pedestrians involved in road accidents in 2015 totaled 1,422, which is a 5.6 percent increase over pedestrians involved in road accidents in 2014. Out of the 1,422 pedestrians involved in accidents in 2015, 120 (8.4 percent) died, making an increase of 27.7 percent from the 94 that died in 2014. Those seriously injured were 297 and 1,002 got minor injuries. Most of the pedestrian victims were recorded in Gaborone west (23.8 percent), followed by Gaborone with 22.6 percent. The other two areas which had a high number of pedestrian victims were Francistown with 7.4 percent and Kutlwano with 5.7 percent. The two districts which had a high number of fatalities were Gaborone with 7.1 percent and Gaborone West with 6.5 percent of fatalities. This is shown by **Table 3.6a** below.

3.3.3 Pedestrian Casualty by Age Group

Pedestrian age-groups which were prone to accidents in 2015 were 06-10 year olds (with 13.6 percent of total casualties) and 21-25 year olds (with 13.0 percent of total casualties). In the 06-10 years age group, 4.6 percent of them died while 24.2 percent received serious injuries. The 21-25 years age group experienced 6.5 percent deaths and 16.8 percent serious injuries. The economically active population was the most vulnerable to accidents; 74.2 percent of the group ranging from 6 to 40 years were victims of accidents. **See Table 3.6 b.**

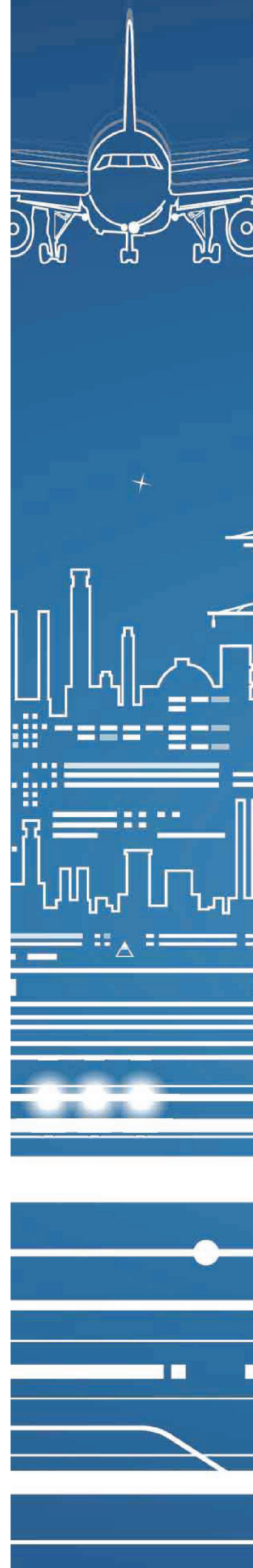


Table 3.6a: Pedestrian Victims by District and Severity of Injury, 2015

| District | Casualty Status | | | Total | | |
|-------------------|------------------|-------------|--------------|--------------|--------------|--|
| | Fatal | Serious | Minor | Total | 2014 | |
| | Number | | | | | |
| Francistown | 7 | 16 | 82 | 105 | 79 | |
| Gaborone | 23 | 44 | 254 | 321 | 272 | |
| Gaborone West | 22 | 71 | 245 | 338 | 334 | |
| Kanye | 8 | 19 | 47 | 74 | 61 | |
| Kasane | 1 | 8 | 2 | 11 | 9 | |
| Kutlwano | 5 | 21 | 56 | 82 | 101 | |
| Letlhakane | 8 | 9 | 16 | 33 | 23 | |
| Lobatse | 6 | 13 | 23 | 42 | 46 | |
| Maun | 4 | 19 | 56 | 79 | 88 | |
| Gantsi | 1 | 5 | 7 | 13 | 12 | |
| Molepolole | 8 | 14 | 50 | 72 | 80 | |
| Mochudi | 8 | 14 | 40 | 62 | 61 | |
| Mahalapye | 7 | 18 | 19 | 44 | 37 | |
| Selebi Phikwe | 4 | 8 | 39 | 51 | 53 | |
| Serowe | 7 | 15 | 64 | 86 | 77 | |
| Tsabong | 1 | 3 | 5 | 9 | 14 | |
| Total | 120 | 297 | 1,005 | 1,422 | | |
| Total 2014 | 94 | 280 | 973 | | 1,347 | |
| | Percent of Total | | | | | |
| Francistown | 6.7 | 15.2 | 78.1 | 100 | | |
| Gaborone | 7.2 | 13.7 | 79.1 | 100 | | |
| Gaborone West | 6.5 | 21.0 | 72.5 | 100 | | |
| Kanye | 10.8 | 25.7 | 63.5 | 100 | | |
| Kasane | 9.1 | 72.7 | 18.2 | 100 | | |
| Kutlwano | 6.1 | 25.6 | 68.3 | 100 | | |
| Letlhakane | 24.2 | 27.3 | 48.5 | 100 | | |
| Lobatse | 14.3 | 31.0 | 54.8 | 100 | | |
| Maun | 5.1 | 24.1 | 70.9 | 100 | | |
| Gantsi | 7.7 | 38.5 | 53.8 | 100 | | |
| Molepolole | 11.1 | 19.4 | 69.4 | 100 | | |
| Mochudi | 12.9 | 22.6 | 64.5 | 100 | | |
| Mahalapye | 15.9 | 40.9 | 43.2 | 100 | | |
| Selebi Phikwe | 7.8 | 15.7 | 76.5 | 100 | | |
| Serowe | 8.1 | 17.4 | 74.4 | 100 | | |
| Tsabong | 11.1 | 33.3 | 55.6 | 100 | | |
| Total | 8.4 | 20.9 | 70.7 | 100 | | |



Table 3.6a Cont'd: Pedestrian Victims by District and Severity of Injury, 2015

| District | Casualty Status | | | Total | |
|---------------|------------------|------------|------------|-------------|------|
| | Fatal | Serious | Minor | Total | 2014 |
| | Percent of Total | | | | |
| Francistown | 5.8 | 5.4 | 8.2 | 7.4 | |
| Gaborone | 19.2 | 14.8 | 25.3 | 22.6 | |
| Gaborone West | 18.3 | 23.9 | 24.4 | 23.8 | |
| Kanye | 6.7 | 6.4 | 4.7 | 5.2 | |
| Kasane | 0.8 | 2.7 | 0.2 | 0.8 | |
| Kutlwano | 4.2 | 7.1 | 5.6 | 5.8 | |
| Lethakane | 6.7 | 3.0 | 1.6 | 2.3 | |
| Lobatse | 5.0 | 4.4 | 2.3 | 3.0 | |
| Maun | 3.3 | 6.4 | 5.6 | 5.6 | |
| Gantsi | 0.8 | 1.7 | 0.7 | 0.9 | |
| Mahalpye | 6.7 | 4.7 | 5.0 | 5.1 | |
| Molepolole | 6.7 | 4.7 | 4.0 | 4.4 | |
| Mochudi | 5.8 | 6.1 | 1.9 | 3.1 | |
| Selebi Phikwe | 3.3 | 2.7 | 3.9 | 3.6 | |
| Serowe | 5.8 | 5.1 | 6.4 | 6.0 | |
| Tsabong | 0.8 | 1.0 | 0.5 | 0.6 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

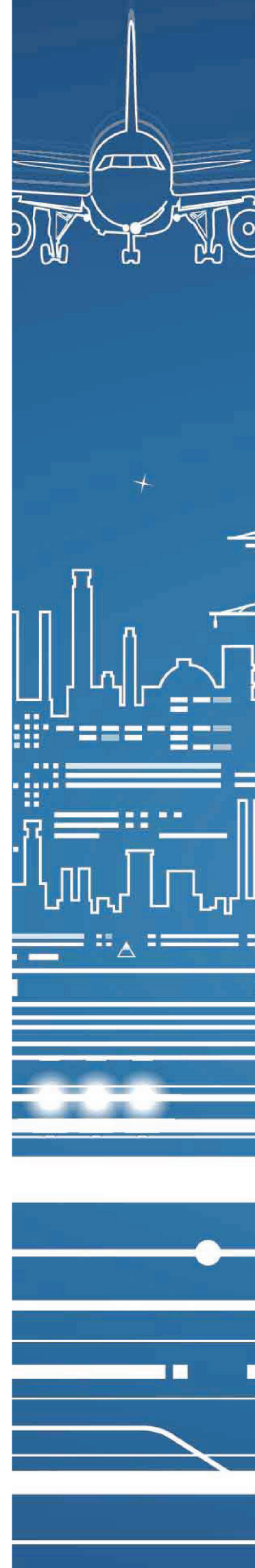


Table 3.6b: Pedestrian Victims by Age Group and Severity of Injury , 2015

| Age Group | Fatal | Serious Injury | Minor Injury | Total |
|------------------|------------|----------------|--------------|--------------|
| Number | | | | |
| 01-05 | 8 | 30 | 59 | 97 |
| 06-10 | 9 | 47 | 138 | 194 |
| 11-15 | 2 | 14 | 86 | 102 |
| 16-20 | 2 | 23 | 131 | 156 |
| 21- 25 | 12 | 31 | 142 | 185 |
| 26 – 30 | 14 | 38 | 118 | 170 |
| 31 – 35 | 16 | 29 | 103 | 148 |
| 36 – 40 | 15 | 25 | 60 | 100 |
| 41 – 45 | 9 | 15 | 45 | 69 |
| 46 – 50 | 6 | 12 | 29 | 47 |
| 51 – 55 | 10 | 5 | 21 | 36 |
| 56 – 60 | 6 | 10 | 23 | 39 |
| 61 – 65 | 3 | 7 | 20 | 30 |
| 66 – 70 | 6 | 3 | 11 | 20 |
| 71 – 75 | - | - | 9 | 9 |
| >75 | 2 | 8 | 10 | 20 |
| Total | 120 | 297 | 1,005 | 1,422 |
| Percent of Total | | | | |
| 01-05 | 8.2 | 30.9 | 60.8 | 100 |
| 06-10 | 4.6 | 24.2 | 71.1 | 100 |
| 11-15 | 2.0 | 13.7 | 84.3 | 100 |
| 16-20 | 1.3 | 14.7 | 84.0 | 100 |
| 21- 25 | 6.5 | 16.8 | 76.8 | 100 |
| 26 – 30 | 8.2 | 22.4 | 69.4 | 100 |
| 31 – 35 | 10.8 | 19.6 | 69.6 | 100 |
| 36 – 40 | 15.0 | 25.0 | 60.0 | 100 |
| 41 – 45 | 13.0 | 21.7 | 65.2 | 100 |
| 46 – 50 | 12.8 | 25.5 | 61.7 | 100 |
| 51 – 55 | 27.8 | 13.9 | 58.3 | 100 |
| 56 – 60 | 15.4 | 25.6 | 59.0 | 100 |
| 61 – 65 | 10.0 | 23.3 | 66.7 | 100 |
| 66 – 70 | 30.0 | 15.0 | 55.0 | 100 |
| 71 – 75 | 0.0 | 0.0 | 100.0 | 100 |
| >75 | 10.0 | 40.0 | 50.0 | 100 |
| Total | 8.4 | 20.9 | 70.7 | 100 |

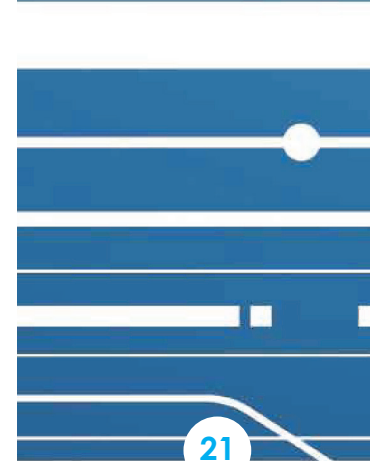
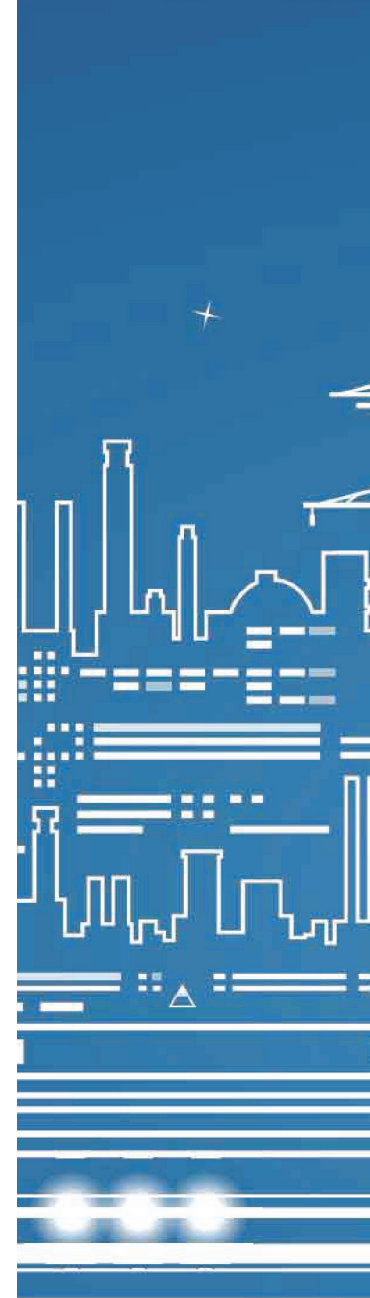
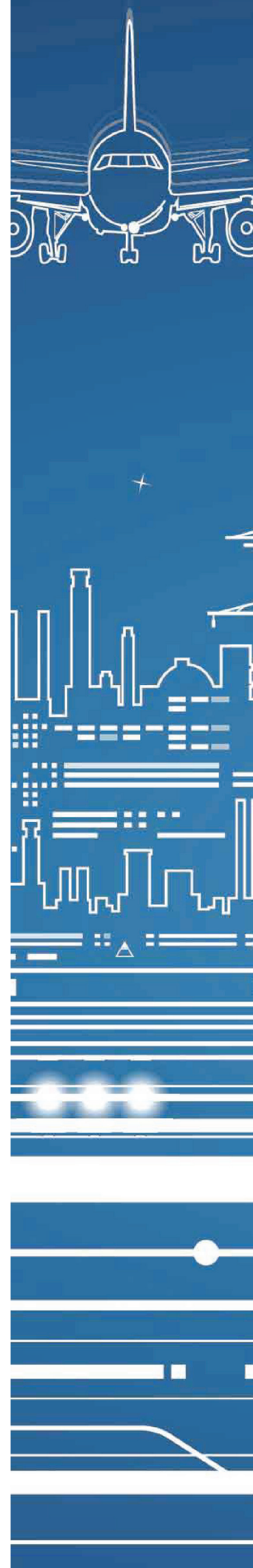


Table 3.6b Cont'd: Pedestrian Victims by Age Group and Severity of Injury , 2015

| Age Group | Fatal | Serious Injury | Minor Injury | Total |
|------------------|------------|----------------|--------------|-------------|
| Percent of Total | | | | |
| 01-05 | 6.7 | 10.1 | 5.9 | 6.8 |
| 06-10 | 7.5 | 15.8 | 13.7 | 13.6 |
| 11-15 | 1.7 | 4.7 | 8.6 | 7.2 |
| 16-20 | 1.7 | 7.7 | 13.0 | 11.0 |
| 21- 25 | 10.0 | 10.4 | 14.1 | 13.0 |
| 26 – 30 | 11.7 | 12.8 | 11.7 | 12.0 |
| 31 – 35 | 13.3 | 9.8 | 10.2 | 10.4 |
| 36 – 40 | 12.5 | 8.4 | 6.0 | 7.0 |
| 41 – 45 | 7.5 | 5.1 | 4.5 | 4.9 |
| 46 – 50 | 5.0 | 4.0 | 2.9 | 3.3 |
| 51 – 55 | 8.3 | 1.7 | 2.1 | 2.5 |
| 56 – 60 | 5.0 | 3.4 | 2.3 | 2.7 |
| 61 – 65 | 2.5 | 2.4 | 2.0 | 2.1 |
| 66 – 70 | 5.0 | 1.0 | 1.1 | 1.4 |
| 71 – 75 | 0.0 | 0.0 | 0.9 | 0.6 |
| >75 | 1.7 | 2.7 | 1.0 | 1.4 |
| Total | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)



3.3.4 All Road User Casualties by Type of Road User

In 2015, there were four categories of vehicle users which had a high number of casualties. Car users accounted for 48.1 percent of total casualties. This group was followed by pick-up users who accounted for 24.0 percent. Mini Bus users accounted for 6.9 percent while Lorry users accounted for 5.1 percent of total casualties. Car users were the most affected, they had 46.9 percent of all fatalities and 40.7 percent of all serious injuries. Pick-up users followed with 25.1 percent of fatalities and 25.8 percent of serious injuries. See **Table 3.7a**.

Accidents occur in various ways, this sub-section looks at how accidents happen in our roads and the resulting casualties from those accidents. There were four types of accidents that resulted in the highest number of casualties, and this is the trend year in and year out. The 'Roll Over' resulted in 26.0 percent of casualties. It was followed by "Hit a Pedestrian" with 20.7 percent of casualties. These were followed by "Side" and "Rear End" with 17.0 percent and 8.6 percent of casualties respectively. The 'Roll Over' resulted in a high number of fatalities at 33.3 percent, followed by 'Hit a Pedestrian' with 27.5 percent. The 'Side' had 10.0 percent of fatalities while the 'Rear End' had 4.4 percent of fatalities. See **Table 3.7b**.

Table 3.7a: Casualty Injury by Vehicle Type, 2015

| Casualty Injury | | | | |
|--------------------|------------|------------------|----------------|--------------|
| Vehicle Type | Fatalities | Serious Injuries | Minor Injuries | Total |
| Number | | | | |
| Bicycle | 1 | 13 | 72 | 86 |
| Motor Cycle/Moped | 2 | 16 | 67 | 85 |
| Car | 193 | 555 | 2,281 | 3,029 |
| Taxi | 3 | 13 | 57 | 73 |
| 4- wheel drive | 17 | 25 | 131 | 173 |
| Pick-up | 103 | 352 | 1,056 | 1,511 |
| Light Duty Vehicle | 17 | 55 | 146 | 218 |
| Lorry | 21 | 138 | 130 | 289 |
| Lorry with Trailer | 5 | 8 | 20 | 33 |
| Mini- Bus | 22 | 89 | 326 | 437 |
| Bus | 11 | 33 | 67 | 111 |
| Tractor | 2 | 5 | 4 | 11 |
| Animal drawn | 2 | 12 | 37 | 51 |
| Other | 12 | 50 | 134 | 196 |
| Total | 411 | 1,364 | 4,528 | 6,303 |
| Percent of Total | | | | |
| Bicycle | 1.2 | 15.1 | 83.7 | 100 |
| Motor Cycle/Moped | 2.4 | 18.8 | 78.8 | 100 |
| Car | 6.4 | 18.3 | 75.3 | 100 |
| Taxi | 4.1 | 17.8 | 78.1 | 100 |
| 4- wheel drive | 9.8 | 14.5 | 75.7 | 100 |
| Pick-up | 6.8 | 23.3 | 69.9 | 100 |
| Light Duty Vehicle | 7.8 | 25.2 | 67.0 | 100 |
| Lorry | 7.3 | 47.8 | 45.0 | 100 |
| Lorry with Trailer | 15.2 | 24.2 | 60.6 | 100 |
| Mini- Bus | 5.0 | 20.4 | 74.6 | 100 |
| Bus | 9.9 | 29.7 | 60.4 | 100 |
| Tractor | 18.2 | 45.5 | 36.4 | 100 |

Table 3.7a Cont'd: Casualty Injury by Vehicle Type, 2015

| Casualty Injury | | | | |
|--------------------|------------|------------------|----------------|-------------|
| Vehicle Type | Fatalities | Serious Injuries | Minor Injuries | Total |
| Animal drawn | 3.9 | 23.5 | 72.5 | 100 |
| Other | 6.1 | 25.5 | 68.4 | 100 |
| Total | 6.5 | 21.6 | 71.8 | 100 |
| Percent of Total | | | | |
| Bicycle | 0.2 | 1.0 | 1.6 | 1.4 |
| Motor Cycle/Moped | 0.5 | 1.2 | 1.5 | 1.3 |
| Car | 47.0 | 40.7 | 50.4 | 48.1 |
| Taxi | 0.7 | 1.0 | 1.3 | 1.2 |
| 4- wheel drive | 4.1 | 1.8 | 2.9 | 2.7 |
| Pick-up | 25.1 | 25.8 | 23.3 | 24.0 |
| Light Duty Vehicle | 4.1 | 4.0 | 3.2 | 3.5 |
| Lorry | 5.1 | 10.1 | 2.9 | 4.6 |
| Lorry with Trailer | 1.2 | 0.6 | 0.4 | 0.5 |
| Mini- Bus | 5.4 | 6.5 | 7.2 | 6.9 |
| Bus | 2.7 | 2.4 | 1.5 | 1.8 |
| Tractor | 0.5 | 0.4 | 0.1 | 0.2 |
| Animal drawn | 0.5 | 0.9 | 0.8 | 0.8 |
| Other | 2.9 | 3.7 | 3.0 | 3.1 |
| Total | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

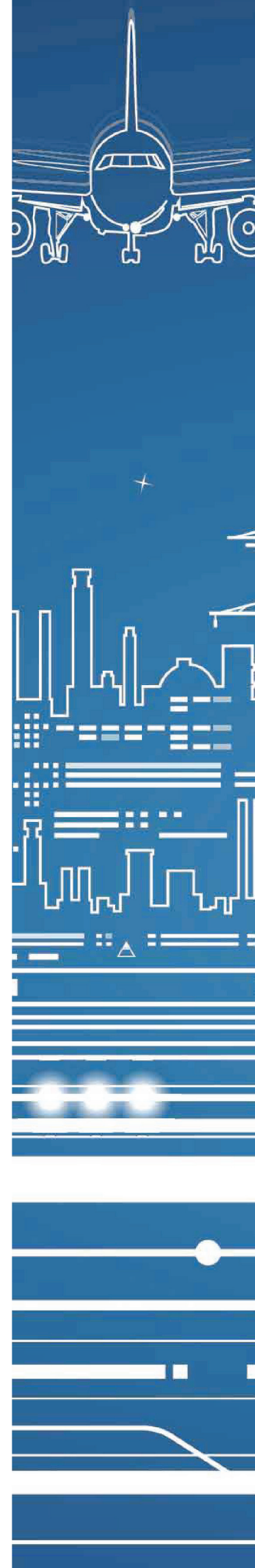


Table 3.7b: Casualties and Severity of Injury by Collision Type, 2015

| Casualty Injury | | | | |
|------------------|------------|------------------|----------------|--------------|
| Collision Type | Fatalities | Serious Injuries | Minor Injuries | Total |
| | | | | Number |
| Rear -End | 18 | 68 | 457 | 543 |
| Side | 41 | 180 | 851 | 1,072 |
| Head On | 30 | 83 | 257 | 370 |
| Hit Pedestrian | 113 | 277 | 917 | 1,307 |
| Wild Animal | 3 | 12 | 26 | 41 |
| Domestic Animal | 27 | 72 | 219 | 318 |
| Obstacle | 14 | 67 | 287 | 368 |
| Roll Over | 137 | 487 | 1,013 | 1,637 |
| Other | 28 | 118 | 501 | 647 |
| Total | 411 | 1,364 | 4,528 | 6,303 |
| Percent of Total | | | | |
| Rear -End | 3.3 | 12.5 | 84.2 | 100 |
| Side | 3.8 | 16.8 | 79.4 | 100 |
| Head On | 8.1 | 22.4 | 69.5 | 100 |
| Hit Pedestrian | 8.6 | 21.2 | 70.2 | 100 |
| Wild Animal | 7.3 | 29.3 | 63.4 | 100 |
| Domestic Animal | 8.5 | 22.6 | 68.9 | 100 |
| Obstacle | 3.8 | 18.2 | 78.0 | 100 |
| Roll Over | 8.4 | 29.7 | 61.9 | 100 |
| Other | 4.3 | 18.2 | 77.4 | 100 |
| Total | 6.5 | 21.6 | 71.8 | 100 |
| Percent of Total | | | | |
| Rear -End | 4.4 | 5.0 | 10.1 | 8.6 |
| Side | 10.0 | 13.2 | 18.8 | 17.0 |
| Head On | 7.3 | 6.1 | 5.7 | 5.9 |
| Hit Pedestrian | 27.5 | 20.3 | 20.3 | 20.7 |
| Wild Animal | 0.7 | 0.9 | 0.6 | 0.7 |
| Domestic Animal | 6.6 | 5.3 | 4.8 | 5.0 |
| Obstacle | 3.4 | 4.9 | 6.3 | 5.8 |
| Roll Over | 33.3 | 35.7 | 22.4 | 26.0 |
| Other | 6.8 | 8.7 | 11.1 | 10.3 |
| Total | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.3.4 Casualties by Junction Control

Most of the casualties (80.0 percent) were found where there were no junctions on the road. Deaths that occurred in those types of accidents made for 86.6 percent of the accidents. This was followed by accidents at stop signs, resulting in 9.1 percent of casualties and contributing 6.1 percent of fatalities. More casualties happened in accidents that occurred where signals were working (6.2 percent) than where signals were not working (1.34 percent). This may indicate that motorists do not obey traffic signs. See **Table 3.2** above.



3.3.5 Casualties by Light Conditions

Most of the casualties happened during the day (57.1 percent), despite the fact that there is clear visibility during the day. This may be due to the fact that there are many vehicles on the roads at that period hence high probability of many accidents occurring at that time of the day. A high number of casualties also occurred during the dark; 30.1 percent of casualties occurred under those conditions in 2015. Despite the lower number of casualties occurring in a night bright moon, most of the fatalities were found in this category, 12.2 percent. This was followed by dark with 9.0 percent of fatalities. The night street light and day categories contributed 7.7 percent and 4.8 percent of fatalities. See **Table 3.8** below.

Table 3.8: Casualty Injury by Light Conditions, 2015

| Casualties | | | | |
|-------------------|------------|--------------|--------------|--------------|
| Light Conditions | Fatal | Serious | Minor | Total |
| Number | | | | |
| Day Light | 174 | 769 | 2,655 | 3,598 |
| Night Street Lit | 55 | 142 | 520 | 717 |
| Night Bright Moon | 11 | 24 | 55 | 90 |
| Dark | 171 | 429 | 1,298 | 1,898 |
| Total | 411 | 1,364 | 4,528 | 6,303 |
| Percent of Total | | | | |
| Day Light | 4.8 | 21.4 | 73.8 | 100 |
| Night Street Lit | 7.7 | 19.8 | 72.5 | 100 |
| Night Bright Moon | 12.2 | 26.7 | 61.1 | 100 |
| Dark | 9.0 | 22.6 | 68.4 | 100 |
| Total | 6.5 | 21.6 | 71.8 | 100 |
| Percent of Total | | | | |
| Day Light | 42.3 | 56.4 | 58.6 | 57.1 |
| Night Street Lit | 13.4 | 10.4 | 11.5 | 11.4 |
| Night Bright Moon | 2.7 | 1.8 | 1.2 | 1.4 |
| Dark | 41.6 | 31.5 | 28.7 | 30.1 |
| Total | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.3.7 Casualties by Injury and Age

Most of the casualties occurred in the 21 – 40 years age group (59.6 percent). This is the age group which make the workforce, so this may be explained by the fact that they are always on the road. The age group which incurred a high number of casualties was the 26 – 30 years group (17.4 percent). It was followed by the 31 – 35 years age group with 16.3 percent. The 21 – 25 years age group incurred 14.5 percent of casualties while the 36- 40 years made 11.4 percent of casualties. The age group that incurred a high number of fatalities is 66 – 70 years, with 2.1 percent. This age group is followed by the >75 with 1.7 percent fatalities. When it comes to serious injuries the 16 – 20 age group had 30.7 percent and >75 had 30.6 percent of serious injuries, while the 61-65 age group had 29.1 percent of serious injuries. See **Table 3.9**.

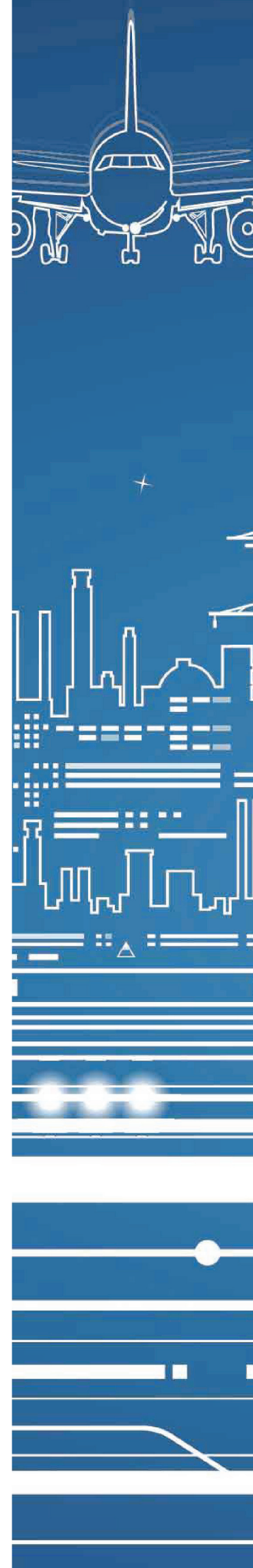


Table 3.9: Casualties by Injury and Age, 2015

| Age | Casualties | | | Total |
|------------------|------------|--------------|--------------|--------------|
| | Fatal | Serious | Minor | |
| Number | | | | |
| 01-05 | 16 | 50 | 118 | 184 |
| 06-10 | 11 | 67 | 200 | 278 |
| 11-15 | 3 | 38 | 160 | 201 |
| 16-20 | 20 | 164 | 351 | 535 |
| 21-25 | 54 | 185 | 675 | 914 |
| 26-30 | 57 | 196 | 841 | 1,094 |
| 31-35 | 64 | 188 | 775 | 1,027 |
| 36-40 | 55 | 162 | 504 | 721 |
| 41-45 | 39 | 102 | 324 | 465 |
| 46-50 | 23 | 61 | 196 | 280 |
| 51-55 | 19 | 51 | 147 | 217 |
| 56-60 | 19 | 36 | 91 | 146 |
| 61-65 | 8 | 30 | 65 | 103 |
| 66-70 | 15 | 16 | 41 | 72 |
| 71-75 | 2 | 7 | 21 | 30 |
| >75 | 6 | 11 | 19 | 36 |
| Total | 411 | 1,364 | 4,528 | 6,303 |
| Percent of Total | | | | |
| 01-05 | 8.7 | 27.2 | 64.1 | 100 |
| 06-10 | 4.0 | 24.1 | 71.9 | 100 |
| 11-15 | 1.5 | 18.9 | 79.6 | 100 |
| 16-20 | 3.7 | 30.7 | 65.6 | 100 |
| 21-25 | 5.9 | 20.2 | 73.9 | 100 |
| 26-30 | 5.2 | 17.9 | 76.9 | 100 |
| 31-35 | 6.2 | 18.3 | 75.5 | 100 |
| 36-40 | 7.6 | 22.5 | 69.9 | 100 |
| 41-45 | 8.4 | 21.9 | 69.7 | 100 |
| 46-50 | 8.2 | 21.8 | 70.0 | 100 |
| 51-55 | 8.8 | 23.5 | 67.7 | 100 |
| 56-60 | 13.0 | 24.7 | 62.3 | 100 |
| 61-65 | 7.8 | 29.1 | 63.1 | 100 |
| 66-70 | 20.8 | 22.2 | 56.9 | 100 |
| 71-75 | 6.7 | 23.3 | 70.0 | 100 |
| >75 | 16.7 | 30.6 | 52.8 | 100 |
| Total | 6.5 | 21.6 | 71.8 | 100 |
| Percent of Total | | | | |
| 01-05 | 3.9 | 3.7 | 2.6 | 2.9 |
| 06-10 | 2.7 | 4.9 | 4.4 | 4.4 |
| 11-15 | 0.7 | 2.8 | 3.5 | 3.2 |
| 16-20 | 4.9 | 12.0 | 7.8 | 8.5 |
| 21-25 | 13.1 | 13.6 | 14.9 | 14.5 |
| 26-30 | 13.9 | 14.4 | 18.6 | 17.4 |
| 31-35 | 15.6 | 13.8 | 17.1 | 16.3 |
| 36-40 | 13.4 | 11.9 | 11.1 | 11.4 |
| 41-45 | 9.5 | 7.5 | 7.2 | 7.4 |
| 46-50 | 5.6 | 4.5 | 4.3 | 4.4 |

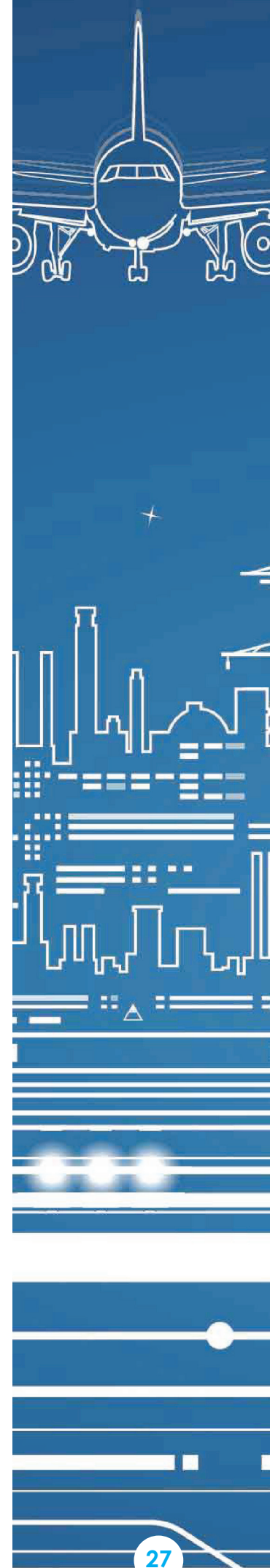


Table 3.9 Cont'd: Casualties by Injury and Age, 2015

| Age | Casualties | | | | Total |
|--------------|------------|------------|------------|--|------------|
| | Fatal | Serious | Minor | | |
| 51-55 | 4.6 | 3.7 | 3.2 | | 3.4 |
| 56-60 | 4.6 | 2.6 | 2.0 | | 2.3 |
| 61-65 | 1.9 | 2.2 | 1.4 | | 1.6 |
| 66-70 | 3.6 | 1.2 | 0.9 | | 1.1 |
| 71-75 | 0.5 | 0.5 | 0.5 | | 0.5 |
| >75 | 1.5 | 0.8 | 0.4 | | 0.6 |
| Total | 100 | 100 | 100 | | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

4. AIR TRANSPORT

4.1 Aircraft Movements

For the past two years aircraft movements have been declining. Aircraft movements declined by 10.6 percent in 2015 from 83,285 movements recorded in 2014 to 74,472 recorded in 2015. Despite the decline in total aircraft movements, international aircraft movements have increased. They increased by 0.2 percent in 2015 when compared to 2014. International Scheduled and Private aircraft movements increased while International Non-scheduled aircraft movements declined by 6.9 percent. With regard to Domestic aircraft movements, scheduled aircraft movements declined by 3.5 percent while non scheduled aircraft movements decreased by 15.2 percent. Only private aircraft movements increased by 0.9 percent. See **Table 18, Appendix 3** and **Table 4.1** below.

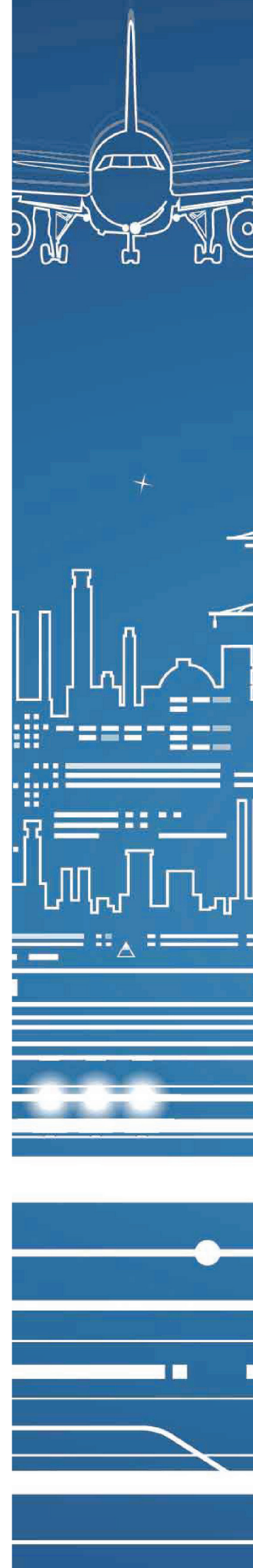
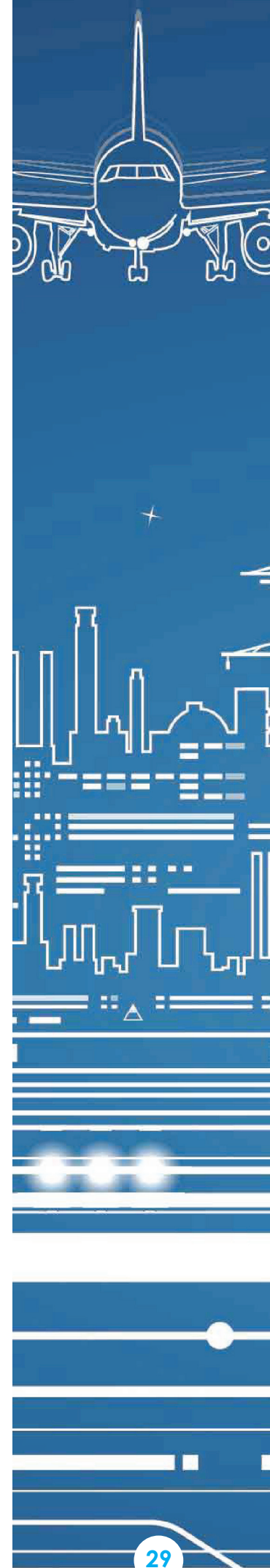


Table 4.1 Aircraft Movements By Type of Flight: 2006 - 2015

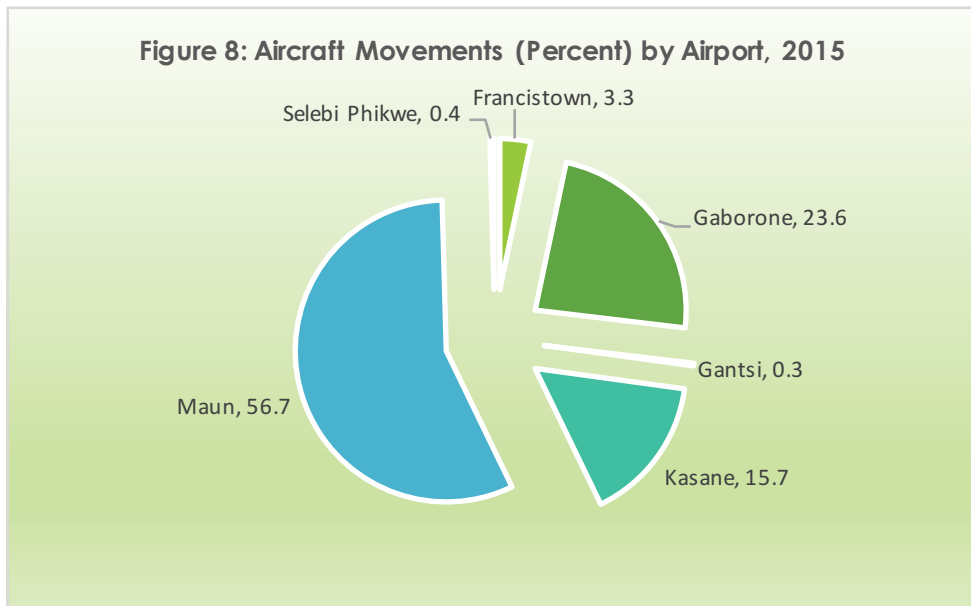
| Year | International Movements | | | Domestic Movements | | | Total Movements | | | | | |
|--------------------------|-------------------------|-----------|---------|--------------------|--------|-----------|-----------------|---------------|--------|-----------|---------|----------------|
| | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Grand Total |
| 2006 | 9,209 | 7,806 | 3,458 | 20,473 | 4,512 | 44,553 | 6,852 | 55,917 | 13,721 | 52,359 | 10,310 | 76,390 |
| 2007 | 8,284 | 8,869 | 2,292 | 19,445 | 4,478 | 47,579 | 4,905 | 56,962 | 12,762 | 56,448 | 7,197 | 76,407 |
| 2008 | 8,274 | 8,564 | 2,329 | 19,167 | 4,645 | 48,339 | 5,383 | 58,367 | 12,919 | 56,903 | 7,712 | 77,534 |
| 2009 | 10,337 | 6,589 | 2,149 | 19,075 | 4,792 | 72,253 | 6,406 | 83,451 | 15,129 | 78,842 | 8,555 | 102,526 |
| 2010 | 9,806 | 5,861 | 2,058 | 17,725 | 22,463 | 27,582 | 6,683 | 56,728 | 32,269 | 33,443 | 8,741 | 74,453 |
| 2011 | 10,952 | 7,553 | 1,459 | 19,964 | 5,902 | 54,720 | 2,213 | 62,835 | 16,854 | 62,273 | 3,672 | 82,799 |
| 2012 | 10,693 | 5,737 | 1,506 | 17,936 | 5,807 | 54,613 | 1,811 | 62,231 | 16,500 | 60,350 | 3,317 | 80,167 |
| 2013 | 10,799 | 6,690 | 1,335 | 18,824 | 6,036 | 59,698 | 1,805 | 67,539 | 16,835 | 66,388 | 3,140 | 86,363 |
| 2014 | 11,782 | 6,416 | 1,021 | 19,219 | 4,434 | 57,561 | 2,071 | 64,066 | 16,216 | 63,977 | 3,092 | 83,285 |
| 2015 | 12,237 | 5,976 | 1,054 | 19,267 | 4,277 | 48,839 | 2,089 | 55,205 | 16,514 | 54,815 | 3,143 | 74,472 |
| Annual Percentage Change | | | | | | | | | | | | |
| 2006 | (9.0) | 18.9 | 25.3 | 5.3 | (0.1) | 9.1 | 14.1 | 8.9 | (6.2) | 10.4 | 17.6 | 7.9 |
| 2007 | (10.0) | 13.6 | (33.7) | (5.0) | (0.8) | 6.8 | (28.4) | 1.9 | (7.0) | 7.8 | (30.2) | 0.0 |
| 2008 | (0.1) | (3.4) | 1.6 | (1.4) | 3.7 | 1.6 | 9.7 | 2.5 | 1.2 | 0.8 | 7.2 | 1.5 |
| 2009 | 24.9 | (23.1) | (7.7) | (0.5) | 3.2 | 49.5 | 19.0 | 43.0 | 17.1 | 38.6 | 10.9 | 32.2 |
| 2010 | (5.1) | (11.0) | (4.2) | (7.1) | 368.8 | (61.8) | 4.3 | (32.0) | 113.3 | (57.6) | 2.2 | (27.4) |
| 2011 | 11.7 | 28.9 | (29.1) | 12.6 | (73.7) | 98.4 | (66.9) | 10.8 | (47.8) | 86.2 | (58.0) | 11.2 |
| 2012 | (2.4) | (24.0) | 3.2 | (10.2) | (1.6) | (0.2) | (18.2) | (1.0) | (2.1) | (3.1) | (9.7) | (3.2) |
| 2013 | 1.0 | 16.6 | (11.4) | 5.0 | 3.9 | 9.3 | (0.3) | 8.5 | 2.0 | 10.0 | (5.3) | 7.7 |
| 2014 | 9.1 | (4.1) | (23.5) | 2.1 | (26.5) | (3.6) | 14.7 | (5.1) | (3.7) | (3.6) | (1.5) | (3.6) |
| 2015 | 3.9 | (6.9) | 3.2 | 0.2 | (3.5) | (15.2) | 0.9 | (13.8) | 1.8 | (14.3) | 1.6 | (10.6) |

Source: Civil Aviation Authority Botswana



In 2015, four out of six airports experienced a decline in aircraft movements. Gaborone had an increase in aircraft movements while Gantsi airport received the same number of aircraft movements as in 2014. Maun airport accounted for 56.7 percent of total aircraft movements. Aircraft movements in Maun airport declined by 15.1 percent when compared to aircraft movements recorded in 2014.

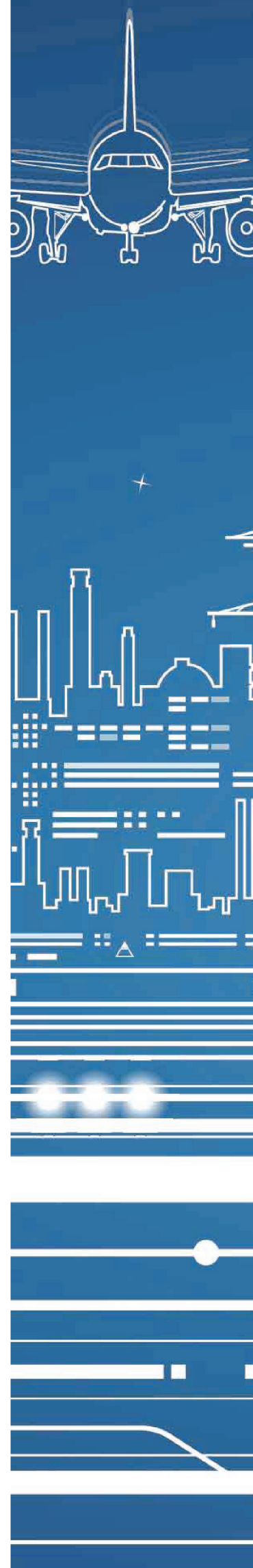
Gaborone airport recorded an increase of 6.1 percent in aircraft movements when compared to the previous year, 2014. It contributed 23.6 percent of total aircraft movements for 2015. Ghanzi and Selibe Phikwe accounted for 0.3 and 0.4 percent of total aircraft movements respectively. See **Table 18, Appendix 3 and Figure 8 below.**



4.2 Air Passenger Movements

The year 2015 recorded 720,906 air passenger movements, this was a decline of 4.6 percent when compared to the 755,721 movements recorded in 2014. Both International and domestic movements recorded a decline and for both types of movements, arrivals and departures declined. Francistown airport realized an increase of 9.9 percent in international passenger movements, but domestic passenger movements declined by 10.1 percent in 2015. In Gaborone, international passenger movements increased by 1.9 percent, while domestic passenger movements declined by 8.4 percent. For Kasane and Maun both the international and domestic passenger movements went down.

Since 2006, International movements have increased from one year to the other but only to decline in 2012. The movements increased again in 2013 and only to decline again in 2015, this was a decline of 0.2 percent when compared to 2014. This was the same for domestic movements but the decline was in 2010 and the movements kept declining till 2012. In 2015, domestic movements declined by 10.0 percent when compared to 2014. A notable decline was realized in the domestic arrivals and departures which went down by 10.3 percent and 9.6 percent respectively. Details are as shown in **Table 4.2 and Figure 9** below as well as **Table 19 in Appendix 3.**



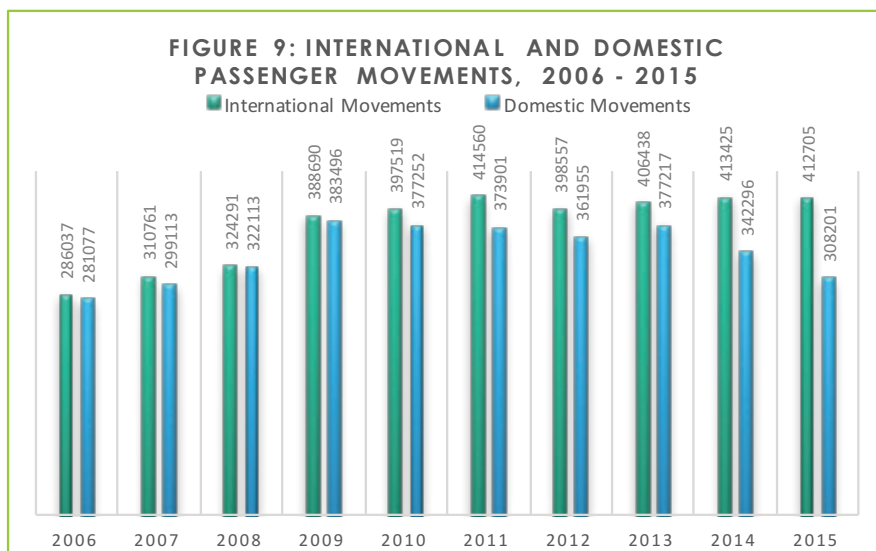
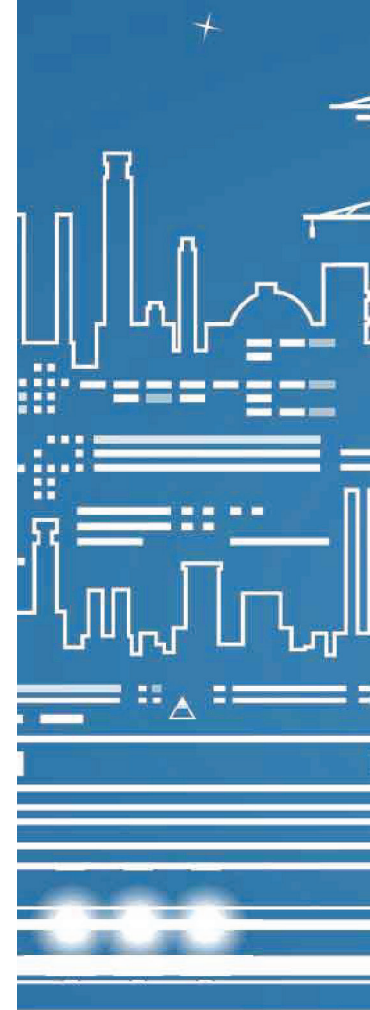
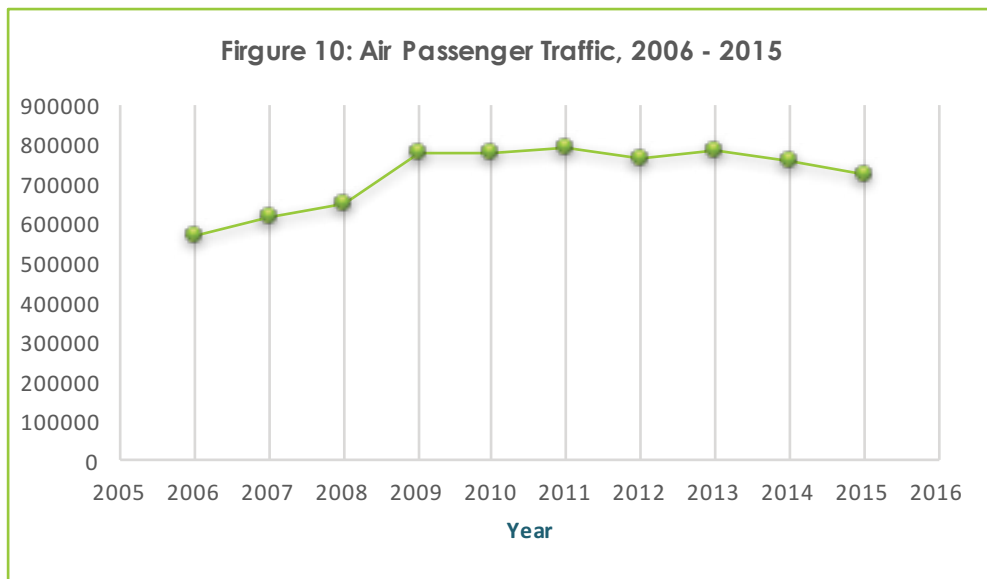


Table 4.2: International and Domestic Air Passenger Traffic, 2006 - 2015

| Year | International Traffic | | | Domestic Traffic | | | Total International & Domestic Traffic |
|------|--------------------------|------------|----------------|------------------|------------|----------------|--|
| | Arrivals | Departures | Total | Arrivals | Departures | Total | |
| | Number of Passengers | | | | | | |
| 2006 | 142,598 | 143,433 | 286,031 | 141,499 | 139,578 | 281,077 | 567,108 |
| 2007 | 155,087 | 155,664 | 310,751 | 150,309 | 148,804 | 299,113 | 609,864 |
| 2008 | 157,398 | 155,695 | 313,093 | 148,833 | 147,424 | 296,257 | 609,350 |
| 2009 | 192,903 | 195,787 | 388,690 | 192,193 | 191,303 | 383,496 | 772,186 |
| 2010 | 197,689 | 199,830 | 397,519 | 189,727 | 187,525 | 377,252 | 774,771 |
| 2011 | 204,693 | 208,867 | 413,560 | 186,978 | 186,917 | 373,895 | 787,455 |
| 2012 | 195,925 | 202,669 | 398,594 | 182,625 | 179,256 | 361,881 | 760,475 |
| 2013 | 199,999 | 206,439 | 406,438 | 190,233 | 186,984 | 377,217 | 783,655 |
| 2014 | 203,707 | 209,718 | 413,425 | 172,306 | 169,990 | 342,296 | 755,721 |
| 2015 | 203,030 | 209,675 | 412,705 | 154,524 | 153,677 | 308,201 | 720,906 |
| | Annual Percentage Change | | | | | | |
| 2006 | (3.7) | (1.0) | (2.4) | 9.4 | 7.3 | 8.4 | 2.7 |
| 2007 | 8.8 | 8.5 | 8.6 | 6.2 | 6.6 | 6.4 | 7.5 |
| 2008 | 1.5 | 0.0 | 0.8 | (1.0) | (0.9) | (1.0) | (0.1) |
| 2009 | 22.6 | 25.8 | 24.1 | 29.1 | 29.8 | 29.4 | 26.7 |
| 2010 | 2.5 | 2.1 | 2.3 | (1.3) | (2.0) | (1.6) | 0.3 |
| 2011 | 3.5 | 4.5 | 4.0 | (1.4) | (0.3) | (0.9) | 1.6 |
| 2012 | (4.3) | (3.0) | (3.6) | (2.3) | (4.1) | (3.2) | (3.4) |
| 2013 | 2.1 | 1.9 | (1.7) | 1.7 | 0.0 | 0.9 | (0.5) |
| 2014 | 1.9 | 1.6 | 1.7 | (9.4) | (9.1) | (9.3) | (3.6) |
| 2015 | (0.3) | -0.0 | (0.2) | (10.3) | (9.6) | (10.0) | (4.6) |

Source: Civil Aviation Authority Botswana

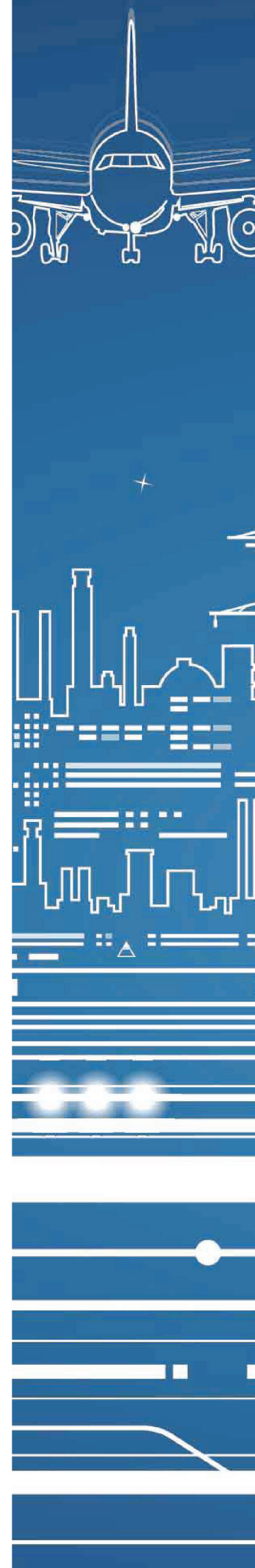
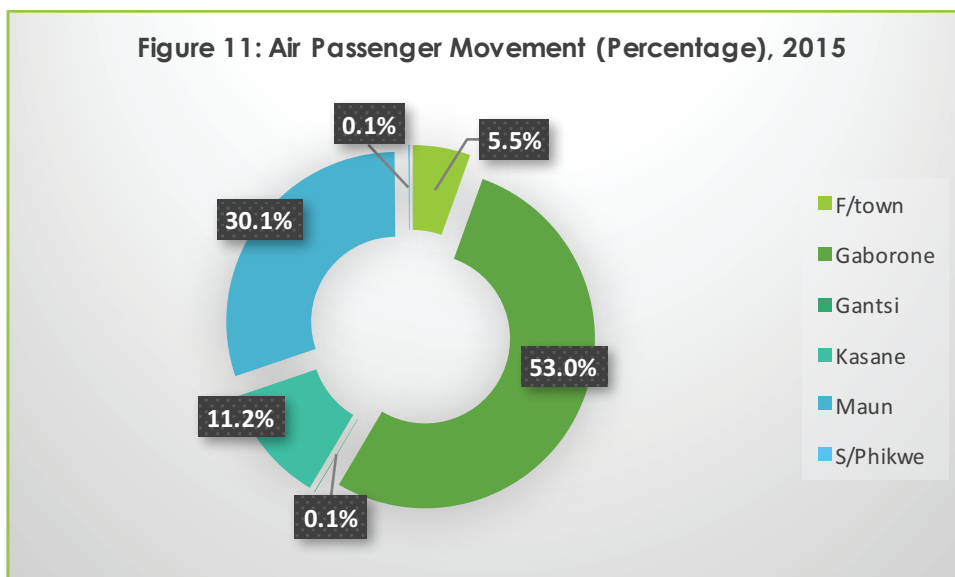




Arrivals declined by 0.3 percent and departures by 0.02 percent in 2015. The only other decline for these types of movements was recorded in 2012.

Scheduled air passenger movements made up 76.3 percent of total movements of which 49.4 percent were scheduled arrivals and the remaining 50.6 percent were scheduled departures. Both arrivals and departures realised a decrease. Scheduled arrivals and departures declined by 3.5 percent and 4.9 percent respectively. Non scheduled arrivals decreased by 9.8 percent, while non scheduled departures declined by 2.9 percent. Private arrivals increased by 6.7 percent and private departures went down by 9.2 percent. (see **Table 20, Appendix 3**).

A graphical presentation of total air passengers (Percentages) handled by each airport in 2015 is given in **Figure 11**.



Gaborone handled 53.0 percent of air passenger traffic, followed by Maun with 30.1 percent. Ghanzi and S/Phikwe handled the least number of passengers at 0.1 percent each.

4.3 Air Cargo & Mail Traffic

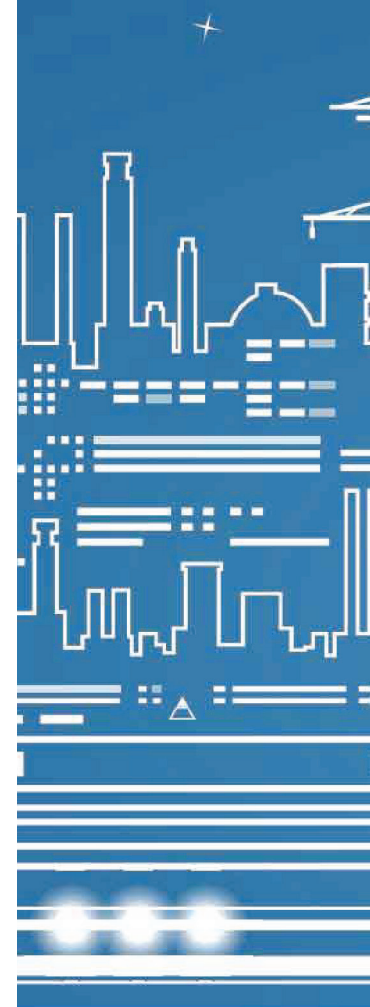
There was a decline of 14.3 percent in air cargo. The cargo declined from 799,950 in 2014 to 685,928 in 2015. Air cargo has been declining over the past three years. In 2015, international cargo traffic went down by 11.8 percent from 639,343 kg in 2014 to 564,182 kg in 2015. Domestic cargo traffic decreased by 24.2 percent from 160,607 kg in 2014 to 121,746 kg in 2015. See **Table 4.3** below.

From 2011 there was no mail carried by air. This is shown in **Table 4.3 below**. This could be attributed to the fact that there have been more cost effective means of communication in recent years. These include, but are not limited to mobile phones

Table 4.3: Cargo and Mail Traffic, 2006-2015

| Year | Cargo Traffic (Kgs) | | | Mail Traffic (Kgs) | | |
|--------------------------|---------------------|----------|------------------|--------------------|----------|--------------|
| | International | Domestic | Total | International | Domestic | Total |
| 2006 | 798,084 | 222,208 | 1,020,292 | 164 | 1,919 | 2,083 |
| 2007 | 847,995 | 250,202 | 1,098,197 | 35 | 1,306 | 1,341 |
| 2008 | 840,318 | 227,521 | 1,067,839 | 26 | 1,429 | 1,455 |
| 2009 | 704,397 | 232,490 | 936,887 | - | 1,683 | 1,683 |
| 2010 | 260,246 | 547,115 | 807,361 | - | 2,878 | 2,878 |
| 2011 | 530,284 | 294,697 | 824,981 | - | 2,664 | 2,664 |
| 2012 | 978,302 | 26,434 | 1,004,736 | - | 519 | 519 |
| 2013 | 697,297 | 238,468 | 935,765 | - | - | - |
| 2014 | 639,343 | 160,607 | 799,950 | - | - | - |
| 2015 | 564,182 | 121,746 | 685,928 | - | - | - |
| Annual Percentage Change | | | | | | |
| 2006 | 6.9 | 10.8 | 7.7 | (97.3) | 36.5 | (71.8) |
| 2007 | 6.3 | 12.6 | 7.6 | (78.7) | (31.9) | (35.6) |
| 2008 | (0.9) | (9.1) | (2.8) | (25.7) | 9.4 | 8.5 |
| 2009 | (16.2) | 2.2 | (12.3) | (100.0) | 17.8 | 15.7 |
| 2010 | (63.1) | 135.3 | (13.8) | - | 71.0 | 71.0 |
| 2011 | 103.8 | (46.1) | 2.2 | - | (7.4) | (7.4) |
| 2012 | 84.5 | (91.0) | 21.8 | - | (80.5) | (80.5) |
| 2013 | (28.7) | 802.1 | (6.9) | - | - | - |
| 2014 | (8.3) | (32.7) | (14.5) | - | - | - |
| 2015 | (11.8) | (24.2) | (14.3) | - | - | - |
| Percent of Total | | | | | | |
| 2006 | 78.2 | 21.8 | 100 | 7.9 | 92.1 | 100 |
| 2007 | 77.2 | 22.8 | 100 | 2.6 | 97.4 | 100 |
| 2008 | 78.7 | 21.3 | 100 | 1.8 | 98.2 | 100 |
| 2009 | 75.2 | 24.8 | 100 | - | 100 | 100 |
| 2010 | 32.2 | 67.8 | 100 | - | 100 | 100 |
| 2011 | 64.3 | 35.7 | 100 | - | 100 | 100 |
| 2012 | 97.4 | 2.6 | 100 | - | - | - |
| 2013 | 74.5 | 25.5 | 100 | - | - | - |
| 2014 | 79.9 | 20.1 | 100 | - | - | - |
| 2015 | 82.3 | 17.7 | 100 | - | - | - |

Source: Air Botswana



5. RAILWAY TRANSPORT

5.1 Rail Network

The transportation of goods by rail is affected by a lot of factors, one of them being the demand of goods in the market. In 2010, when the recession was felt in Botswana, the tonnages of goods transported by rail went down. The rail also faces stiff competition from roads, as such it sometimes loses its customers to road transport.

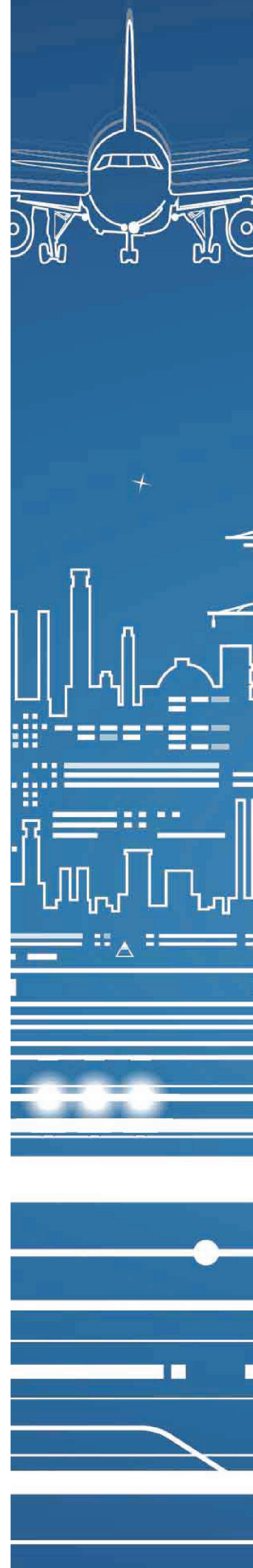
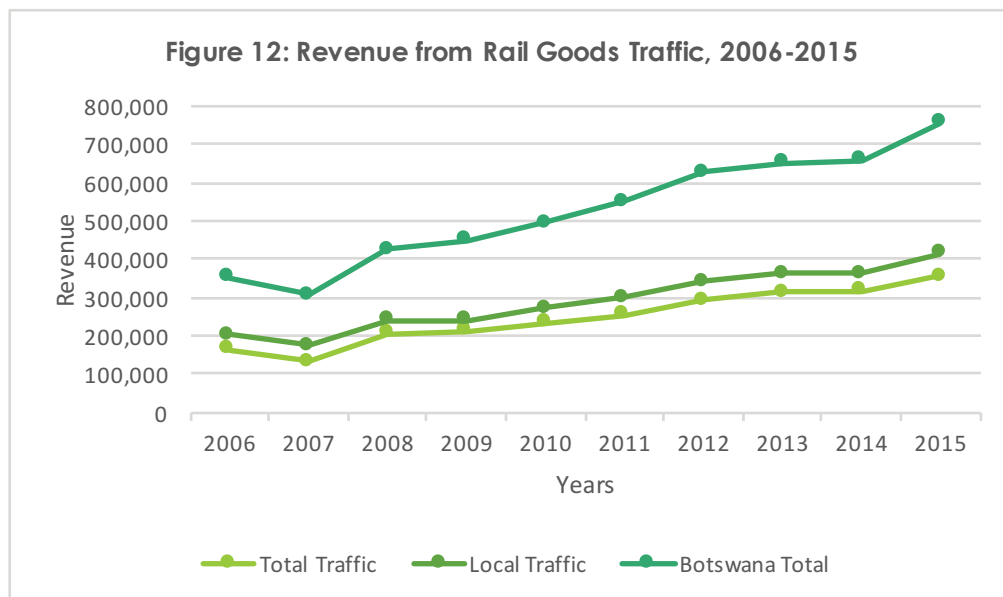
From 2006 to 2015 a total of 18,915,705 tonnes of goods were transported by rail, of which 47.6 percent (9,006,154 tonnes) were of Botswana Origin (Botswana Origin is total exports plus local traffic). Imports from the North have decreased drastically from 100,807 tonnes to 46,325 tonnes within a space of 10 years.

In 2015 total goods traffic increased by 8.8 percent, from 1,844,804 tonnes in 2014 to 2,007,005 tonnes in 2015. In 2015, total imports increased by 14.1 percent from 738,393 net tonnes in 2014 to 842,574 net tonnes. The increase resulted from the increase realised in imports from South (10.1 percent). Total Exports went up from 2006 to 2008. Total Exports went down in 2009. From 2010 to 2015, total exports increased. The increase in total exports resulted from the increase in total exports to the South (13.4 percent), while exports to the North decreased by 35.5 percent. (See **Table 21** in **Appendix 4**).

5.2 Revenue From Railway Goods Traffic

Imports, Exports, Local Traffic and Transit Traffic have fluctuated over the years with Transit Traffic recording the lowest Revenue each time.

In 2015, P356,265,000 was generated which was an increase of 12.0 percent when compared to the previous year. In 2015, revenue generated from imports went up by 20.1 percent, from P136,911,000 in 2014 to P145,860 000. Revenue generated from exports increased by 6.5 percent from P136,911,000 in 2014 to P145,860,000 in 2015. A total of P2,483 million has been generated from 2006 to 2015; 56.6 percent of the revenue was generated from Botswana Origin goods which is P1,406 million. The details are as shown in **Table 22, Appendix 4** and **Figure 12** below.



5.3 Dry Port

Botswana has a Dry Port in Namibia, which started operating in 2015. The Dry Port receives and dispatches commodities either destined for Botswana or the region, additionally it provides storage and bagging.

A total of 1,583 vehicles were received at the Dry Port from April to October 2015. Vehicles that were received at the Dry Port were 170 in April 2015, but grew steadily to 449 in October 2015, which is a 164.1 percent increase. See **Table 5.1**.

Table 5.1: Number of Vehicles received at the Dry Port in Namibia, April - October 2015

| Month | April | May | June | July | August | September | October | Total |
|-----------------|-------|-----|------|------|--------|-----------|---------|-------|
| No. of Vehicles | 170 | 196 | 110 | 313 | - | 345 | 449 | 1,583 |

Source: Botswana Railways

6. WATER

This section shows the movement of vehicles and passengers who use the Pontoon on the Zambezi river to and from Zambia, Democratic Republic of Congo and Angola.

Table 6.2: Kazungula Pontoon Passengers by Quarter and Nationality, 2013 - 2015

| Year | Foreigners | | | Botswana | | | Grand Total |
|--------------------------|------------|------------|----------------|----------|------------|---------------|----------------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total | |
| Number | | | | | | | |
| 2013 | 190,823 | 194,571 | 385,394 | 26,629 | 26,393 | 53,022 | 438,416 |
| 2014 | 188,012 | 193,262 | 381,274 | 33,534 | 33,749 | 67,283 | 448,557 |
| 2015 | 185,656 | 193,058 | 378,714 | 48,876 | 49,150 | 98,026 | 476,740 |
| Percentage of Total | | | | | | | |
| 2013 | 49.5 | 50.5 | 100 | 50.2 | 49.8 | 100 | |
| 2014 | 49.3 | 50.7 | 100 | 49.8 | 50.2 | 100 | |
| 2015 | 49.0 | 51.0 | 100 | 49.9 | 50.1 | 100 | |
| Annual Percentage Change | | | | | | | |
| 2013 | .. | .. | .. | .. | .. | .. | |
| 2014 | (1.47) | (0.67) | (1.07) | 25.93 | 27.87 | 26.90 | |
| 2015 | (1.25) | (0.11) | (0.67) | 45.75 | 45.63 | 45.69 | |

Source: Kazungula Immigration Office, Ministry of Labour and Home Affairs

Table 6.3: Kazungula Pontoon Transportation Of Vehicles by Month, Q1 2013 -Q2 2015

| | Vehicles In | Vehicles Out | Total |
|--------------------------|-------------|--------------|---------------|
| 2013 | 25,911 | 29,247 | 55,158 |
| 2014 | 17,704 | 34,249 | 51,953 |
| 2015 | 26,851 | 46,693 | 73,544 |
| Percentage of Total | | | |
| 2013 | 47.0 | 53.0 | 100 |
| 2014 | 34.1 | 65.9 | 100 |
| 2015 | 36.5 | 63.5 | 100 |
| Annual Percentage Change | | | |
| 2013 | .. | .. | .. |
| 2014 | (31.7) | 17.1 | (5.8) |
| 2015 | 51.7 | 36.3 | 41.6 |

Source: Botswana Revenue Services

In 2015, 476,740 people used the Kazungula Pontoon, either to cross in or out of Botswana, this was an increase of 6.2 percent from 448,557 people who used the Pontoon in 2014. Most of the people who used the Pontoon were foreigners (79.4 percent) while only 20.6 percent were Botswana. See **Table 6.2**.

The vehicles transported using the Pontoon in 2015 were 73,544, a 41.6 percent increase over the 51,953 vehicles transported in 2014. The bulk of the vehicles transported were going out of the country (63.5 percent), while the rest were coming in (36.5 percent). See **Table 6.3**.

7. THE CONTRIBUTION OF THE TRANSPORT SECTOR TO THE ECONOMY

The contribution of the Transport sector to the Gross Domestic Product (at current prices) in 2015 was 5.6 percent, a 64.1 percent increase on the 3.6 percent contributed in 2014. In 2006 contribution of the Transport sector to GDP was 2.6 percent, then it rose until 2009, only to go down in 2010 and 2011. In 2012 and 2013 it went up again, then it went down again in 2014. **Table 7.1** show these details. The contribution of the Transport sector to GDP is low because transport is more of a cost to society than a benefit.

Table 7.1: Contribution of the Transport Sector to GDP by Sector, 2006 - 2015

| Year | Road | CTO | Railway | Air | Other | IS | Transport Only | Total Contribution to GDP (%) |
|------|--------|-------|---------|--------|-------|-------|----------------|-------------------------------|
| 2005 | 520.3 | 88.4 | 61.4 | 265.1 | 164.3 | 83.6 | 1183.0 | 2.3 |
| 2006 | 684.4 | 90.2 | 105.1 | 364.0 | 215.3 | 105.2 | 1564.2 | 2.6 |
| 2007 | 762.9 | 92.0 | 101.9 | 501.2 | 239.2 | 121.8 | 1819.1 | 2.7 |
| 2008 | 818.8 | 93.9 | 127.9 | 689.7 | 264.5 | 150.0 | 2144.8 | 2.9 |
| 2009 | 918.6 | 100.1 | 124.0 | 949.0 | 288.1 | 178.5 | 2558.3 | 3.5 |
| 2010 | 840.3 | 106.1 | 141.3 | 1103.1 | 322.6 | 196.4 | 2709.8 | 3.1 |
| 2011 | 1028.5 | 111.3 | 175.9 | 1238.8 | 366.2 | 215.8 | 3136.6 | 2.9 |
| 2012 | 1355.5 | 118.0 | 198.2 | 1681.1 | 427.1 | 266.9 | 4046.9 | 3.6 |
| 2013 | 1494.4 | 115.2 | 192.6 | 1848.9 | 469.9 | 291.4 | 4412.3 | 3.5 |
| 2014 | 1665.3 | 117.3 | 199.0 | 2015.9 | 527.5 | 321.5 | 4846.4 | 3.4 |
| 2015 | 1775.4 | 125.2 | 220.2 | 2169.5 | 559.6 | 353.7 | 8214.1 | 5.6 |

Source: National Accounts

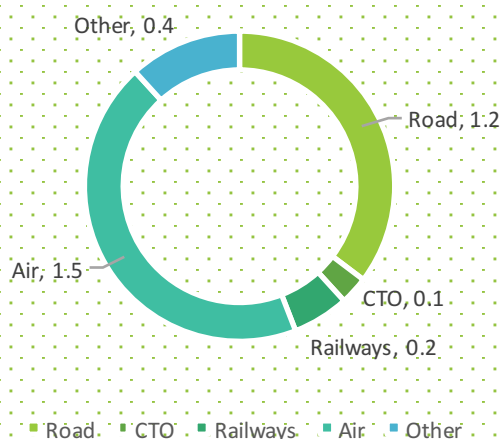
Note: IS refers to the informal sector

Table 7.2: Annual Contribution of Sub industries to total GDP at current prices, 2006 -2015

| Year | Road | CTO | Railway | Air | Other | Total Transport Only |
|------|------|-----|---------|-----|-------|----------------------|
| 2006 | 1.2 | 0.2 | 0.2 | 0.6 | 0.4 | 2.6 |
| 2007 | 1.1 | 0.1 | 0.2 | 0.7 | 0.4 | 2.7 |
| 2008 | 1.1 | 0.1 | 0.2 | 0.9 | 0.4 | 2.9 |
| 2009 | 1.3 | 0.1 | 0.2 | 1.3 | 0.4 | 3.5 |
| 2010 | 1.0 | 0.1 | 0.2 | 1.3 | 0.4 | 3.1 |
| 2011 | 1.0 | 0.1 | 0.2 | 1.2 | 0.3 | 2.9 |
| 2012 | 1.2 | 0.1 | 0.2 | 1.5 | 0.4 | 3.6 |
| 2013 | 1.2 | 0.1 | 0.2 | 1.5 | 0.4 | 3.5 |
| 2014 | 1.2 | 0.1 | 0.1 | 1.4 | 0.4 | 3.4 |
| 2015 | 1.2 | 0.1 | 0.2 | 1.5 | 0.4 | 5.6 |

Source: National Accounts, Statistics Botswana

Figure 13: Percentage Annual Contribution of Sub Industries to GDP (Current Prices) , 2015



The sector that contributed more to GDP was the Air sector with 1.5 percent, followed by the road sector with 1.2 percent. See **Table 7.2** and **Figure 13**.

8. UTILITIES

8.1 Power

This section looks at several areas of electricity:

- i) Electricity generated and sold – this part deals with volume of electricity, system losses and transmission losses.
- ii) Costs – e.g. operational costs, labour costs etc.
- iii) Collected bills – bills collected from customers
- iv) Number of customers

8.1.1 Number of customers

The number of Botswana Power Corporation (BPC) customers have been growing from year to year. From 2009 to 2014 BPC customers increased by 74.4 percent. In 2014, BPC customers increased by 8.7 percent from 315,669 customers in 2013 to 343,050 customers in 2014. In 2014, the bulk of BPC customers were residential, making 92.3 percent of total customers. The rest which is 7.7 percent

were non-residential customers. Non-residential customers are further classified into commercial and industrial, where commercial customers were 75.7 percent of non-commercial customers and the rest were industrial.

In 2014, most of the BPC customers were low voltage customers, i.e. low voltage is usually given to households and small businesses, which made 97.5 percent of total customers. For middle voltage and high voltage, businesses have to make requests and usually it is given to big businesses which require a lot of electricity like mining. Ninety-two point three percent (92.3 %) of BPC customers were metered and operating in 2014, while 95.5 percent use pre-paid electricity. See **Table 8.1.1**.

Table 8.1.1: Botswana Power Corporation: Number of Customers by Type and Year, 2009-2015

| Type of Customer | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 |
|------------------------|------|---------|---------|---------|---------|---------|---------|
| Customers | .. | 343,050 | 315,669 | 291,338 | 251,773 | 214,170 | 196,755 |
| Residential | .. | 316,547 | 296,998 | .. | .. | .. | .. |
| Non-residential | .. | 26,503 | 18,671 | .. | .. | .. | .. |
| Commercial | .. | 20,075 | 13103 | .. | .. | .. | .. |
| Industrial | .. | 318 | 275 | .. | .. | .. | .. |
| Low Voltage | .. | 334,364 | 307,759 | .. | .. | .. | .. |
| Middle Voltage | .. | 7,494 | 2342 | .. | .. | .. | .. |
| High Voltage | .. | 318 | 275 | .. | .. | .. | .. |
| Metered | .. | 316,547 | .. | .. | .. | .. | .. |
| Metered Customers | .. | 316,547 | 296,998 | .. | .. | .. | .. |
| Operating | .. | 327,486 | 186904 | .. | .. | .. | .. |
| Prepayment | .. | 327,486 | 186904 | .. | .. | .. | .. |
| Prepayment Customers - | .. | 327,486 | 186904 | .. | .. | .. | .. |
| Operating | .. | 327,486 | 186904 | .. | .. | .. | .. |

Source: Botswana Power Corporation

8.1.2 Costs

In 2014, operational costs went down by 0.5 percent from P3.7 million in 2013 to P3.6 million in 2014. From 2009 to 2014, operational costs grew by 151.9 percent. Operational costs grew more significantly in 2013, when they went up by 38.9 percent from P2.6 million in 2012 to P3.7 million in 2013. Capital Costs went up in 2010 from P1.2 million in 2009 to P3.1 million, which was a 154.8 percent increase. This came about as a result of the commencement of the construction of Morupule B project. The project was completed in 2012, and this was reflected in the capital costs going down from P3.9 million in 2011 to P1.8 million in 2012, a 54.5 percent decrease. See **Table 8.1.2**.

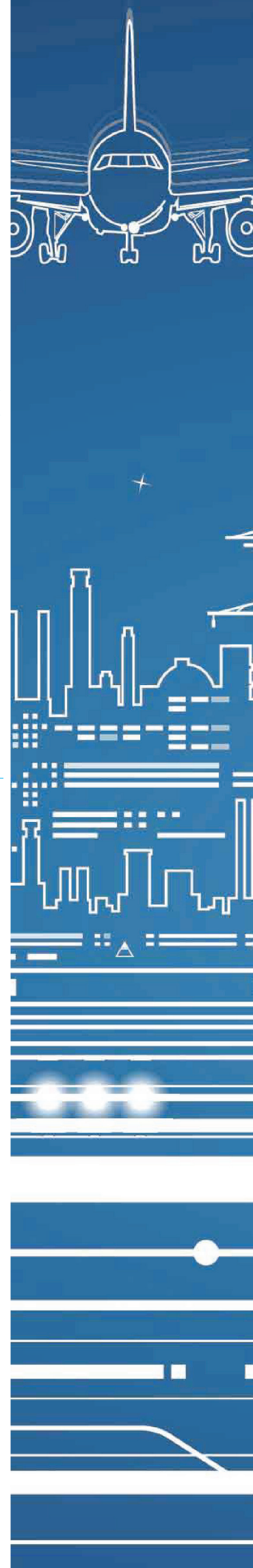


Table 8.1.2: Botswana Power Corporation: Costs ('000) by Type of Cost and Year, 2009-2015

| Costs | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 |
|-------------------|------|-----------|-----------|-----------|-----------|-----------|-----------|
| Operational Costs | .. | 3,642,238 | 3,660,205 | 2,635,037 | 2,119,262 | 1,699,047 | 1,445,989 |
| Labor Costs | .. | 302,436 | 289,796 | .. | .. | .. | .. |
| Fuel Costs | .. | 916,011 | 768,618 | .. | .. | .. | .. |
| Maintenance Costs | .. | 169,429 | 252,611 | .. | .. | .. | .. |
| Capital Cost | .. | 423,346 | 989,467 | 1,786,583 | 3,930,033 | 3,086,888 | 1,211,301 |

Source: Botswana Power Corporation

8.1.3 Electricity Generated

In the generation, transmission and distribution of electricity, there are instances where some of the electricity is lost. A power system is a network of electrical components used to supply, transfer and use electric power. In 2014, electricity losses in the system went up by 29.6 percent. Transmission losses are made up of technical and non- technical losses. Technical losses directly depend on the network characteristics and mode of operation. These losses occur due to energy dissipated in conductors, equipment used in transmission lines, and magnetic losses in transformers. Since 2012, transmission losses have gone down. In 2014, transmission losses went down by 33.5 percent from 340 GWh in 2013 to 254.7 GWh in 2014. See **Table 8.1.3**.

Table 8.1.3: Botswana Power Corporation: Electricity Generated and Sold (GWh) 2009-2015

| | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 |
|----------------------------|------|-------|--------|--------|-------|-------|-------|
| System Losses | .. | 440.8 | 340.03 | 393.17 | 433.6 | 333.3 | 381.3 |
| Transmission losses | .. | 254.7 | 340 | 393.2 | 433.6 | 333.3 | 381.3 |

Source: Botswana Power Corporation

8.1.4 Collected Bills

In 2014 BPC collected P2.2 million worth of bills, a 14.3 percent increase from P1.98 million collected in 2013. Although residential customers make the bulk of BPC customers, when it comes to collected bills they made only 24.7 percent of the total. Industrial customers contributed 42.0 percent while commercial customers contributed 33.3 percent. See **Table 8.1.4**.



**Table 8.1.4: Botswana Power Corporation:
Collected Bills by Type and Year, 2013-2014**

| Type of Customer | 2015 | 2014 | 2013 |
|------------------|------|-----------|-----------|
| Collected bills | .. | 2,249,534 | 1,968,603 |
| Residential | .. | 555,143 | 533,987 |
| Industrial | .. | 945,523 | 799,765 |
| Commercial | .. | 748,868 | 634,851 |

Source: Botswana Power Corporation

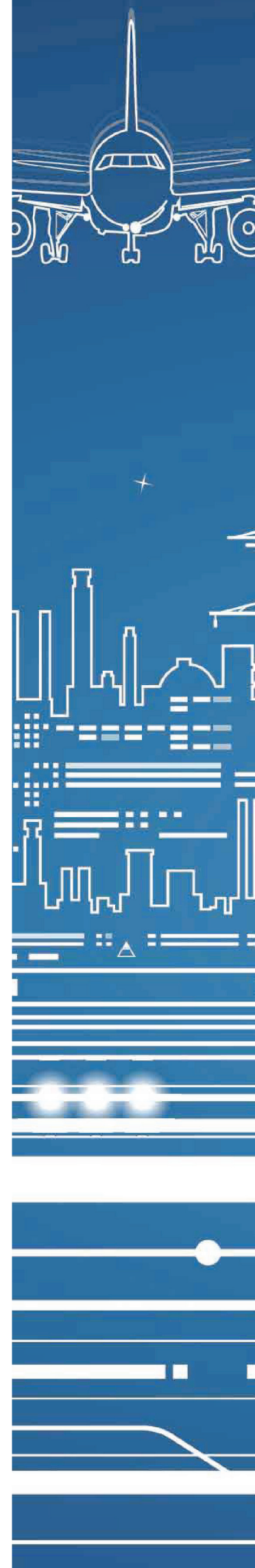
8.1.5 Electricity Generated and Sold

Electricity generated is lower than electricity sold because the shortfall between them is covered by electricity that is imported from South Africa. Electricity generation has been increasing except in 2011 and 2012 when it went down. See Table 8.1.5.

**Table 8.1.5: Botswana Power Corporation: Electricity Generated and Sold
(GWh) 2009 - 2015**

| Volume of Electricity | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2,009 |
|-----------------------|------|-------|----------|----------|----------|----------|----------|
| Electricity sold | .. | 3,449 | 3,310.10 | 3,197.70 | 3,118.10 | 3,108.50 | 2,916.90 |
| Electricity generated | .. | 2,213 | 759.9 | 249.5 | 437.1 | 532.1 | 620.7 |

Source: Botswana Power Corporation



APPENDICES

Appendix 1: Motor Vehicle Registrations

Table 1: National Vehicle Stock - Total Registered Vehicles, 2006 - 2015

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/ Horses | Others | Total |
|--------------------------|----------------|---------|--------|--------------------|--------------|----------|----------|-----------------|--------|----------------|
| 2006 | 91,874 | 80,743 | 11,270 | 9,660 | 947 | 2,816 | 10,209 | 1,600 | 2,413 | 211,532 |
| 2007 | 104,926 | 82,916 | 12,819 | 10,019 | 967 | 2,835 | 11,297 | 1,831 | 2,453 | 230,063 |
| 2008 | 120,783 | 88,547 | 15,324 | 10,889 | 1,109 | 3,371 | 12,296 | 1,892 | 2,287 | 256,498 |
| 2009 | 135,334 | 91,826 | 17,209 | 11,590 | 1,155 | 4,057 | 13,878 | 2,101 | 3,506 | 280,656 |
| 2010 | 177,131 | 100,978 | 22,220 | 14,155 | 1,650 | 5,180 | 17,648 | 2,931 | 2,826 | 344,719 |
| 2011 | 197,293 | 100,459 | 23,413 | 13,875 | 1,716 | 5,708 | 18,605 | 3,119 | 2,967 | 367,155 |
| 2012 | 225,604 | 102,982 | 24,435 | 14,757 | 1,752 | 6,020 | 19,421 | 3,208 | 2,694 | 400,873 |
| 2013 | 239,661 | 103,036 | 24,991 | 15,666 | 1,759 | 6,101 | 19,946 | 3,085 | 2,770 | 417,015 |
| 2014 | 253,222 | 106,565 | 25,412 | 16,616 | 1,807 | 6,478 | 19,567 | 2,845 | 3,238 | 435,750 |
| 2015 | 280,563 | 108,811 | 26,995 | 17,944 | 1,915 | 6,812 | 20,775 | 2,858 | 2,991 | 469,664 |
| Annual Percentage Change | | | | | | | | | | |
| 2006 | 10.6 | 1.2 | 8.9 | 1.8 | 0.4 | (3.3) | 4.4 | 13.8 | 3.3 | 5.7 |
| 2007 | 14.2 | 2.7 | 13.7 | 3.7 | 2.1 | 0.7 | 10.7 | 14.4 | 1.7 | 8.8 |
| 2008 | 15.1 | 6.8 | 19.5 | 8.7 | 14.7 | 18.9 | 8.8 | 3.3 | (6.8) | 11.5 |
| 2009 | 12.0 | 3.7 | 12.3 | 6.4 | 4.1 | 20.4 | 12.9 | 11.0 | 53.3 | 9.4 |
| 2010 | 30.9 | 10.0 | 29.1 | 22.1 | 42.9 | 27.7 | 27.2 | 39.5 | (19.4) | 22.8 |
| 2011 | 11.4 | (0.5) | 5.4 | (2.0) | 4.0 | 10.2 | 5.4 | 6.4 | 5.0 | 6.5 |
| 2012 | 14.3 | 2.5 | 4.4 | 6.4 | 2.1 | 5.5 | 4.4 | 2.9 | (9.2) | 9.2 |
| 2013 | 21.5 | 2.6 | 6.7 | 12.9 | 2.5 | 6.9 | 7.2 | (1.1) | (6.6) | 13.6 |
| 2014 | 5.7 | 3.4 | 1.7 | 6.1 | 2.7 | 6.2 | (1.9) | (7.8) | 16.9 | 4.5 |
| 2015 | 10.8 | 2.1 | 6.2 | 8.0 | 6.0 | 5.2 | 6.2 | 0.5 | (7.6) | 7.8 |
| Percent of Total | | | | | | | | | | |
| 2006 | 43.4 | 38.2 | 5.3 | 4.6 | 0.4 | 1.3 | 4.8 | 0.8 | 1.1 | 100 |
| 2007 | 45.6 | 36.0 | 5.6 | 4.4 | 0.4 | 1.2 | 4.9 | 0.8 | 1.1 | 100 |
| 2008 | 47.1 | 34.5 | 6.0 | 4.2 | 0.4 | 1.3 | 4.8 | 0.7 | 0.9 | 100 |
| 2009 | 48.2 | 32.7 | 6.1 | 4.1 | 0.4 | 1.4 | 4.9 | 0.7 | 1.2 | 100 |
| 2010 | 51.4 | 29.3 | 6.4 | 4.1 | 0.5 | 1.5 | 5.1 | 0.9 | 0.8 | 100 |
| 2011 | 53.7 | 27.4 | 6.4 | 3.8 | 0.5 | 1.6 | 5.1 | 0.8 | 0.8 | 100 |
| 2012 | 56.3 | 25.7 | 6.1 | 3.7 | 0.4 | 1.5 | 4.8 | 0.8 | 0.7 | 100 |
| 2013 | 57.5 | 24.7 | 6.0 | 3.8 | 0.4 | 1.5 | 4.8 | 0.7 | 0.7 | 100 |
| 2014 | 58.1 | 24.5 | 5.8 | 3.8 | 0.4 | 1.5 | 4.5 | 0.7 | 0.7 | 100 |
| 2015 | 59.7 | 23.2 | 5.7 | 3.8 | 0.4 | 1.5 | 4.4 | 0.6 | 0.6 | 100 |

Source: Ministry of Transport and Communications

Table 2: Privately Owned Vehicles - Total Registrations by Year and Type of Vehicle, 2006-2015

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total | Vehicles/1000 Pop |
|--------------------------|----------------|---------|--------|--------------------|--------------|----------|----------|----------------|--------|----------------|-------------------|
| | | | | | | | | | | | |
| 2006 | 90,877 | 75,035 | 9,928 | 9,103 | 750 | 2,536 | 9,050 | 1,328 | 1,527 | 200,134 | 116.4 |
| 2007 | 103,980 | 77,659 | 11,537 | 9,522 | 788 | 2,550 | 10,152 | 1,568 | 1,647 | 219,403 | 126.3 |
| 2008 | 119,618 | 82,757 | 14,104 | 10,220 | 968 | 3,108 | 11,261 | 1,805 | 1,897 | 245,738 | 140.0 |
| 2009 | 133,295 | 87,231 | 16,210 | 10,976 | 1,042 | 3,794 | 12,843 | 2,000 | 3,496 | 270,887 | 152.5 |
| 2010 | 174,781 | 95,755 | 21,233 | 13,327 | 1,535 | 4,833 | 16,513 | 2,833 | 2,651 | 333,461 | 185.3 |
| 2011 | 196,031 | 94,889 | 22,602 | 13,383 | 1,614 | 5,458 | 17,505 | 3,018 | 2,604 | 357,104 | 176.3 |
| 2012 | 223,084 | 97,745 | 23,588 | 14,206 | 1,632 | 5,715 | 18,309 | 3,285 | 2,251 | 389,815 | 192.5 |
| 2013 | 237,060 | 97,517 | 24,052 | 15,115 | 1,627 | 5,796 | 18,823 | 2,977 | 2,188 | 405,155 | 192.3 |
| 2014 | 250,788 | 101,360 | 24,900 | 16,065 | 1,653 | 6,185 | 19,546 | 2,747 | 2,282 | 425,526 | 198.2 |
| 2015 | 277,730 | 102,265 | 26,110 | 17,343 | 1,741 | 6,421 | 20,710 | 2,733 | 2,354 | 457,407 | 209.1 |
| Percent of Total | | | | | | | | | | | |
| 2006 | 45.4 | 37.5 | 5.0 | 4.5 | 0.4 | 1.3 | 4.5 | 0.7 | 0.8 | 100 | |
| 2007 | 47.4 | 35.4 | 5.3 | 4.3 | 0.4 | 1.2 | 4.6 | 0.7 | 0.8 | 100 | |
| 2008 | 48.7 | 33.7 | 5.7 | 4.2 | 0.4 | 1.3 | 4.6 | 0.7 | 0.8 | 100 | |
| 2009 | 49.2 | 32.2 | 6.0 | 4.1 | 0.4 | 1.4 | 4.7 | 0.7 | 1.3 | 100 | |
| 2010 | 52.4 | 28.7 | 6.4 | 4.0 | 0.5 | 1.4 | 5.0 | 0.8 | 0.8 | 100 | |
| 2011 | 54.9 | 26.6 | 6.3 | 3.7 | 0.5 | 1.5 | 4.9 | 0.8 | 0.7 | 100 | |
| 2012 | 57.2 | 25.1 | 6.1 | 3.6 | 0.4 | 1.5 | 4.7 | 0.8 | 0.6 | 100 | |
| 2013 | 58.5 | 24.1 | 5.9 | 3.7 | 0.4 | 1.4 | 4.6 | 0.7 | 0.5 | 100 | |
| 2014 | 58.9 | 23.8 | 5.9 | 3.8 | 0.4 | 1.5 | 4.6 | 0.6 | 0.5 | 100 | |
| 2015 | 60.7 | 22.4 | 5.7 | 3.8 | 0.4 | 1.4 | 4.5 | 0.6 | 0.5 | 100 | |
| Annual Percentage Change | | | | | | | | | | | |
| 2006 | 10.7 | 0.9 | 10.4 | 2.1 | (2.8) | (3.9) | 5.1 | 18.5 | (1.5) | 5.9 | |
| 2007 | 14.4 | 3.5 | 16.2 | 4.6 | 5.1 | 0.6 | 12.2 | 18.1 | 7.9 | 9.6 | |
| 2008 | 15.0 | 6.6 | 22.3 | 7.3 | 22.8 | 21.9 | 10.9 | 15.1 | 15.2 | 12.0 | |
| 2009 | 11.4 | 5.4 | 14.9 | 7.4 | 7.6 | 22.1 | 14.0 | 10.8 | 84.3 | 10.2 | |
| 2010 | 31.1 | 9.8 | 31.0 | 21.4 | 47.3 | 27.4 | 28.6 | 41.7 | (24.2) | 23.1 | |
| 2011 | 12.2 | (0.9) | 6.4 | 0.4 | 5.1 | 12.9 | 6.0 | 6.5 | (1.8) | 7.1 | |
| 2012 | 13.8 | 3.0 | 4.4 | 6.1 | 1.1 | 4.7 | 4.6 | 8.8 | (13.6) | 9.2 | |
| 2013 | 6.3 | (0.2) | 2.0 | 6.4 | (0.3) | 1.4 | 2.8 | (9.4) | (2.8) | 3.9 | |
| 2014 | 5.8 | 3.9 | 3.5 | 6.3 | 1.6 | 6.7 | 3.8 | (7.7) | 4.3 | 5.0 | |
| 2015 | 10.7 | 0.9 | 4.9 | 8.0 | 5.3 | 3.8 | 6.0 | (0.5) | 3.2 | 7.5 | |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 3: Privately Owned Vehicles – First Registrations by Type of Vehicle and Year, 2006-2015

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------------------|----------------|--------|--------|--------------------|--------------|----------|----------|----------------|--------|---------------|
| Number | | | | | | | | | | |
| 2006 | 13,073 | 2,462 | 1,395 | 709 | 104 | 138 | 1,123 | 275 | 163 | 19,442 |
| 2007 | 16,538 | 3,935 | 2,121 | 784 | 164 | 226 | 1,457 | 326 | 325 | 25,876 |
| 2008 | 20,037 | 5,912 | 3,031 | 1,031 | 255 | 430 | 1,792 | 392 | 533 | 33,413 |
| 2009 | 19,354 | 5,831 | 2,970 | 1,136 | 241 | 801 | 2,029 | 396 | 567 | 33,325 |
| 2010 | 20,972 | 4,040 | 2,581 | 1,084 | 249 | 671 | 1,825 | 259 | 248 | 31,929 |
| 2011 | 25,204 | 3,426 | 2,723 | 1,058 | 241 | 825 | 1,894 | 434 | 239 | 36,044 |
| 2012 | 31,471 | 4,160 | 2,499 | 1,313 | 219 | 771 | 1,799 | 392 | 202 | 42,826 |
| 2013 | 31,206 | 3,675 | 2,262 | 1,419 | 229 | 688 | 1,688 | 260 | 192 | 41,619 |
| 2014 | 29,319 | 4,963 | 2,149 | 1,600 | 234 | 852 | 1,786 | 234 | 276 | 41,413 |
| 2015 | 34,372 | 4,380 | 2,183 | 1,692 | 246 | 764 | 1,937 | 218 | 253 | 46,045 |
| Percent of Total | | | | | | | | | | |
| 2006 | 67.2 | 12.7 | 7.2 | 3.6 | 0.5 | 0.7 | 5.8 | 1.4 | 0.8 | 100 |
| 2007 | 63.9 | 15.2 | 8.2 | 3.0 | 0.6 | 0.9 | 5.6 | 1.3 | 1.3 | 100 |
| 2008 | 60.0 | 17.7 | 9.1 | 3.1 | 0.8 | 1.3 | 5.4 | 1.2 | 1.6 | 100 |
| 2009 | 58.1 | 17.5 | 8.9 | 3.4 | 0.7 | 2.4 | 6.1 | 1.2 | 1.7 | 100 |
| 2010 | 65.7 | 12.7 | 8.1 | 3.4 | 0.8 | 2.1 | 5.7 | 0.8 | 0.8 | 100 |
| 2011 | 69.9 | 9.5 | 7.6 | 2.9 | 0.7 | 2.3 | 5.3 | 1.2 | 0.7 | 100 |
| 2012 | 73.5 | 9.7 | 5.8 | 3.1 | 0.5 | 1.8 | 4.2 | 0.9 | 0.5 | 100 |
| 2013 | 75.0 | 8.8 | 5.4 | 3.4 | 0.6 | 1.7 | 4.1 | 0.6 | 0.5 | 100 |
| 2014 | 70.8 | 12.0 | 5.2 | 3.9 | 0.6 | 2.1 | 4.3 | 0.6 | 0.7 | 100 |
| 2015 | 74.6 | 9.5 | 4.7 | 3.7 | 0.5 | 1.7 | 4.2 | 0.5 | 0.5 | 100 |
| Annual Percentage Change | | | | | | | | | | |
| 2006 | 1.3 | (20.8) | 14.4 | 45.4 | (5.5) | (2.1) | 17.0 | 64.7 | (0.2) | (6.5) |
| 2007 | 26.5 | 59.8 | 52.0 | (10.6) | 57.7 | 63.8 | 29.7 | 18.5 | 1.6 | 33.1 |
| 2008 | 21.2 | 50.2 | 42.9 | (31.5) | 55.5 | 90.3 | 23.0 | 20.2 | 2.1 | 29.1 |
| 2009 | (3) | (1) | (2.0) | (10.2) | (5.5) | 86.3 | 13.2 | 1.0 | 0.3 | (0.3) |
| 2010 | 8.4 | (30.7) | (13.1) | 4.6 | 3.3 | (16.2) | (10.1) | (34.6) | (3.2) | (4.2) |
| 2011 | 20.2 | (15.2) | 5.5 | 2.4 | -3.2 | 23.0 | 3.8 | 67.6 | (0.1) | 12.9 |
| 2012 | 24.9 | 21.4 | (8.2) | (24.1) | (9.1) | (6.5) | (5.0) | (9.7) | (0.4) | 18.8 |
| 2013 | (0.8) | (11.7) | (9.5) | (8.1) | 4.6 | (10.8) | (6.2) | (33.7) | (0.1) | (2.8) |
| 2014 | (6.0) | 35.0 | (5.0) | (12.8) | 2.2 | 23.8 | 5.8 | -10.0 | 0.8 | (0.5) |
| 2015 | 17.2 | (11.7) | 1.6 | 5.8 | 5.1 | (10.3) | 8.5 | (6.8) | (8.3) | 11.2 |

Source: Department of Road Transport and Safety, Ministry of Transport & Communications



Table 4a: Privately Owned Vehicles: First Registrations by Type of Vehicle and Registration Station, 2015

| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|--------------|--------------|--------------|------------|--------------|------------|--------------|----------------|------------|---------------|
| Bobonong | 13 | - | 1 | - | - | - | 1 | 4 | - | - | 19 |
| Francistown | 3,883 | 407 | 180 | 103 | 16 | 7 | 33 | 187 | 8 | 17 | 4,841 |
| Gaborone | 12,387 | 2,320 | 895 | 610 | 116 | 127 | 337 | 874 | 150 | 83 | 17,899 |
| Ghanzi | 152 | 17 | 9 | 1 | - | - | 5 | 48 | - | 5 | 237 |
| Gumare | 5 | 1 | 1 | - | - | - | - | 2 | 1 | - | 10 |
| Jwaneng | 146 | 35 | 5 | 3 | - | - | 31 | 16 | - | 1 | 237 |
| Kanye | 108 | 18 | 11 | 13 | - | 1 | 41 | 21 | 1 | 2 | 216 |
| Kasane | 52 | 18 | 6 | 1 | - | - | 7 | 18 | - | 6 | 108 |
| Kang | 7 | - | - | - | - | - | 2 | 2 | - | - | 11 |
| Letlhakane | 215 | 8 | 9 | 6 | 3 | - | 9 | 18 | - | 1 | 269 |
| Lobatse | 1,236 | 149 | 80 | 66 | 9 | 3 | 79 | 91 | 44 | 5 | 1,762 |
| Mahalapye | 298 | 183 | 16 | 14 | - | 1 | 19 | 31 | - | 2 | 564 |
| Masunga | 17 | 1 | 1 | - | - | - | - | 3 | - | - | 22 |
| Maun | 839 | 339 | 36 | 21 | 5 | 6 | 16 | 94 | 2 | 2 | 1,360 |
| Mochudi | 197 | 14 | 16 | 12 | - | 16 | 32 | 56 | - | 82 | 425 |
| Mogodit-sane | 12,322 | 56 | 802 | 566 | 14 | 4 | 35 | 159 | 7 | 3 | 13,968 |
| Molepolole | 157 | 8 | 5 | 7 | - | 2 | 37 | 45 | - | - | 261 |
| Palapye | 481 | 32 | 33 | 14 | 4 | 1 | 8 | 74 | 4 | 3 | 654 |
| Ramotswa | 700 | 375 | 28 | 19 | 7 | 76 | 16 | 28 | - | 32 | 1,281 |
| S/Phikwe | 761 | 175 | 34 | 34 | 1 | 2 | 32 | 109 | 1 | 8 | 1,157 |
| Serowe | 320 | 193 | 10 | 17 | 2 | - | 13 | 33 | - | 1 | 589 |
| Sowa | 11 | 2 | 1 | - | - | - | - | 7 | - | - | 21 |
| Shakawe | - | - | - | - | - | - | - | 1 | - | - | 1 |
| Tsabong | 22 | 3 | 2 | - | - | - | 6 | 8 | - | - | 41 |
| Hukuntsi | - | - | - | - | - | - | - | - | - | - | - |
| Tutume | 43 | 26 | 2 | 6 | 2 | - | 5 | 8 | - | - | 92 |
| Total | 34,372 | 4,380 | 2,183 | 1,513 | 179 | 246 | 764 | 1,937 | 218 | 253 | 46,045 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 4b: Privately Owned Vehicles: First Registrations (Percent) by Type of Vehicle and Registration Station, 2015

| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|------------|------------|------------|------------|--------------|------------|------------|----------------|------------|------------|
| Bobonong | 68.4 | - | 5.3 | - | - | - | 5.3 | 21.1 | - | - | 100 |
| Francistown | 80.2 | 8.4 | 3.7 | 2.1 | 0.3 | 0.1 | 0.7 | 3.9 | 0.2 | 0.4 | 100 |
| Gaborone | 69.2 | 13.0 | 5.0 | 3.4 | 0.6 | 0.7 | 1.9 | 4.9 | 0.8 | 0.5 | 100 |
| Ghanzi | 64.1 | 7.2 | 3.8 | 0.4 | - | - | 2.1 | 20.3 | - | 2.1 | 100 |
| Gumare | 50.0 | 10.0 | 10.0 | - | - | - | - | 20.0 | 10.0 | - | 100 |
| Jwaneng | 61.6 | 14.8 | 2.1 | 1.3 | - | - | 13.1 | 6.8 | - | 0.4 | 100 |
| Kanye | 50.0 | 8.3 | 5.1 | 6.0 | - | 0.5 | 19.0 | 9.7 | 0.5 | 0.9 | 100 |
| Kasane | 48.1 | 16.7 | 5.6 | 0.9 | - | - | 6.5 | 16.7 | - | 5.6 | 100 |
| Kang | 63.6 | - | - | - | - | - | 18.2 | 18.2 | - | - | 100 |
| Letlhakane | 79.9 | 3.0 | 3.3 | 2.2 | 1.1 | - | 3.3 | 6.7 | - | 0.4 | 100 |
| Lobatse | 70.1 | 8.5 | 4.5 | 3.7 | 0.5 | 0.2 | 4.5 | 5.2 | 2.5 | 0.3 | 100 |
| Mahalapye | 52.8 | 32.4 | 2.8 | 2.5 | - | 0.2 | 3.4 | 5.5 | - | 0.4 | 100 |
| Masunga | 77.3 | 4.5 | 4.5 | - | - | - | - | 13.6 | - | - | 100 |
| Maun | 61.7 | 24.9 | 2.6 | 1.5 | 0.4 | 0.4 | 1.2 | 6.9 | 0.1 | 0.1 | 100 |
| Mochudi | 46.4 | 3.3 | 3.8 | 2.8 | - | 3.8 | 7.5 | 13.2 | - | 19.3 | 100 |
| Mogodit-sane | 88.2 | 0.4 | 5.7 | 4.1 | 0.1 | 0.0 | 0.3 | 1.1 | 0.1 | 0.0 | 100 |
| Molepolole | 60.2 | 3.1 | 1.9 | 2.7 | - | 0.8 | 14.2 | 17.2 | - | - | 100 |
| Palapye | 73.5 | 4.9 | 5.0 | 2.1 | 0.6 | 0.2 | 1.2 | 11.3 | 0.6 | 0.5 | 100 |
| Ramotswa | 54.6 | 29.3 | 2.2 | 1.5 | 0.5 | 5.9 | 1.2 | 2.2 | - | 2.5 | 100 |
| S/Phikwe | 65.8 | 15.1 | 2.9 | 2.9 | 0.1 | 0.2 | 2.8 | 9.4 | 0.1 | 0.7 | 100 |
| Serowe | 54.3 | 32.8 | 1.7 | 2.9 | 0.3 | - | 2.2 | 5.6 | - | 0.2 | 100 |
| Sowa | 52.4 | 9.5 | 4.8 | - | - | - | - | 33.3 | - | - | 100 |
| Shakawe | - | - | - | - | - | - | - | 100.0 | - | - | 100 |
| Tsabong | 53.7 | 7.3 | 4.9 | - | - | - | 14.6 | 19.5 | - | - | 100 |
| Hukuntsi | - | - | - | - | - | - | - | - | - | - | - |
| Tutume | 46.7 | 28.3 | 2.2 | 6.5 | 2.2 | - | 5.4 | 8.7 | - | - | 100 |
| Total | 74.6 | 9.5 | 4.7 | 3.3 | 0.4 | 0.5 | 1.7 | 4.2 | 0.5 | 0.5 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 5a: Privately Owned Vehicles: First Registrations by Type of Vehicle and Month of Registration, 2015

| 2015 | | | | | | | | | | | |
|--------------|----------------|--------------|------------|------------|-----------|--------------|------------|------------|----------------|-----------|---------------|
| Month | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
| January | 2,014 | 371 | 140 | 96 | 11 | 29 | 69 | 136 | 7 | 32 | 2,905 |
| February | 2,140 | 329 | 142 | 105 | 13 | 12 | 52 | 111 | 25 | 17 | 2,946 |
| March | 2,420 | 356 | 174 | 117 | 20 | 19 | 43 | 172 | 8 | 25 | 3,354 |
| Total | 6,574 | 1,056 | 456 | 318 | 44 | 60 | 164 | 419 | 40 | 74 | 9,205 |
| April | 2,465 | 345 | 171 | 94 | 13 | 25 | 36 | 171 | 22 | 28 | 3,370 |
| May | 2,655 | 376 | 168 | 112 | 20 | 9 | 37 | 112 | 15 | 12 | 3,516 |
| June | 3,056 | 348 | 189 | 130 | 15 | 18 | 53 | 154 | 17 | 19 | 3,999 |
| Total | 8,176 | 1,069 | 528 | 336 | 48 | 52 | 126 | 437 | 54 | 59 | 10,885 |
| July | 3,249 | 391 | 205 | 126 | 9 | 23 | 51 | 187 | 32 | 17 | 4,290 |
| August | 3,035 | 351 | 199 | 136 | 23 | 25 | 53 | 154 | 28 | 23 | 4,027 |
| September | 3,257 | 339 | 202 | 133 | 20 | 15 | 79 | 164 | 11 | 10 | 4,230 |
| Total | 9,541 | 1,081 | 606 | 395 | 52 | 63 | 183 | 505 | 71 | 50 | 12,547 |
| October | 2,995 | 350 | 219 | 142 | 8 | 27 | 105 | 146 | 19 | 14 | 4,025 |
| November | 3,164 | 435 | 199 | 163 | 11 | 12 | 102 | 188 | 23 | 37 | 4,334 |
| December | 3,922 | 389 | 175 | 159 | 16 | 32 | 84 | 242 | 11 | 19 | 5,049 |
| Total | 10,081 | 1,174 | 593 | 464 | 35 | 71 | 291 | 576 | 53 | 70 | 13,408 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 5b: Privately Owned Vehicles: First Registrations (Percent) by Type of Vehicle and Month of Registration, 2015

| 2015 | | | | | | | | | | | |
|--------------|----------------|------------|------------|------------|------------|--------------|------------|------------|----------------|------------|-------------|
| Month | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
| January | 20.0 | 31.6 | 23.6 | 20.7 | 31.4 | 40.8 | 23.7 | 23.6 | 13.2 | 45.7 | 21.7 |
| February | 21.2 | 28.0 | 23.9 | 22.6 | 37.1 | 16.9 | 17.9 | 19.3 | 47.2 | 24.3 | 22.0 |
| March | 24.0 | 30.3 | 29.3 | 25.2 | 57.1 | 26.8 | 14.8 | 29.9 | 15.1 | 35.7 | 25.0 |
| April | 24.5 | 29.4 | 28.8 | 20.3 | 37.1 | 35.2 | 12.4 | 29.7 | 41.5 | 40.0 | 25.1 |
| May | 26.3 | 32.0 | 28.3 | 24.1 | 57.1 | 12.7 | 12.7 | 19.4 | 28.3 | 17.1 | 26.2 |
| June | 30.3 | 29.6 | 31.9 | 28.0 | 42.9 | 25.4 | 18.2 | 26.7 | 32.1 | 27.1 | 29.8 |
| July | 32.2 | 33.3 | 34.6 | 27.2 | 25.7 | 32.4 | 17.5 | 32.5 | 60.4 | 24.3 | 32.0 |
| August | 30.1 | 29.9 | 33.6 | 29.3 | 65.7 | 35.2 | 18.2 | 26.7 | 52.8 | 32.9 | 30.0 |
| September | 32.3 | 28.9 | 34.1 | 28.7 | 57.1 | 21.1 | 27.1 | 28.5 | 20.8 | 14.3 | 31.5 |
| October | 29.7 | 29.8 | 36.9 | 30.6 | 22.9 | 38.0 | 36.1 | 25.3 | 35.8 | 20.0 | 30.0 |
| November | 31.4 | 37.1 | 33.6 | 35.1 | 31.4 | 16.9 | 35.1 | 32.6 | 43.4 | 52.9 | 32.3 |
| December | 38.9 | 33.1 | 29.5 | 34.3 | 45.7 | 45.1 | 28.9 | 42.0 | 20.8 | 27.1 | 37.7 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 6a: Privately Owned Vehicles: First Registrations by Type of Vehicle and Make, 2015

| 2015 | | | | | | | | | | | |
|--------------|----------------|--------------|--------------|--------------|------------|--------------|------------|--------------|----------------|------------|---------------|
| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
| Audi | 695 | - | - | - | - | - | - | - | - | - | 695 |
| BMW | 2,330 | - | - | - | - | 6 | - | - | - | - | 2,336 |
| Chevro | 247 | 205 | - | - | - | - | - | - | - | - | 452 |
| Chrysler | 16 | - | - | - | - | - | - | - | - | - | 16 |
| Daewoo | 1 | - | - | - | - | - | - | - | - | - | 1 |
| Dodge | 28 | 2 | 2 | - | - | - | - | - | - | - | 32 |
| Ford | 259 | 571 | 9 | 14 | 2 | - | 113 | - | - | 1 | 969 |
| Hino | - | - | 107 | - | 10 | 7 | - | 1 | 1 | - | 126 |
| Honda | 2,909 | 1 | - | 1 | - | 30 | - | - | - | - | 2,941 |
| Hyundai | 130 | 2 | 15 | - | - | - | - | - | 1 | 3 | 151 |
| Isuzu | 6 | 161 | 27 | 3 | 3 | - | - | - | - | - | 200 |
| Iveco | - | - | 10 | 7 | 10 | - | - | - | - | - | 27 |
| Jeep | 210 | - | - | - | 2 | - | - | - | - | - | 212 |
| Kia | 102 | 5 | 15 | - | - | - | - | - | - | - | 122 |
| Land Rover | 182 | 45 | - | - | - | - | - | - | - | - | 227 |
| Mahindra | 2 | 11 | 4 | - | - | - | 1 | - | - | - | 18 |
| MAN | - | - | 37 | - | 11 | - | 1 | - | 16 | 4 | 69 |
| Massey Ferg | - | - | - | - | - | - | 217 | 1 | 4 | - | 222 |
| Mazda | 3,264 | 59 | 164 | 159 | - | - | - | - | - | - | 3,646 |
| M/Benz | 1,361 | 11 | 60 | 26 | 72 | - | - | - | 14 | 5 | 1,549 |
| Mitsubishi | 327 | 14 | 45 | 24 | 4 | - | - | - | - | 1 | 415 |
| Nissan | 1,218 | 671 | 370 | 205 | 7 | - | 1 | - | 2 | - | 2,474 |
| Opel | 64 | 4 | - | - | - | - | - | - | - | - | 68 |
| Peugeot | 33 | 2 | - | - | - | - | - | - | - | - | 35 |
| Renault | 37 | 1 | 2 | - | - | - | 1 | 1 | - | - | 42 |
| Scania | - | 3 | 18 | - | 22 | - | 1 | - | 81 | - | 125 |
| Subaru | 149 | - | - | - | - | - | - | - | - | - | 149 |
| Toyota | 17,658 | 1,777 | 942 | 829 | 6 | - | - | - | - | 16 | 21,228 |
| VW | 2,552 | 659 | 3 | 8 | 3 | - | 1 | - | - | - | 3,226 |
| Volvo | 291 | 14 | 25 | - | 6 | - | 1 | - | 40 | 10 | 387 |
| Yamaha | - | - | - | - | - | 81 | - | - | - | - | 81 |
| Other | 301 | 162 | 328 | 237 | 21 | 122 | 427 | 1,934 | 59 | 213 | 3,804 |
| Total | 34,372 | 4,380 | 2,183 | 1,513 | 179 | 246 | 764 | 1,937 | 218 | 253 | 46,045 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 6b: Privately Owned Vehicles: First Registrations (Percent) by Type of Vehicle and Make, 2015

| 2015 | | | | | | | | | | | |
|--------------|----------------|------------|------------|------------|------------|--------------|------------|------------|----------------|------------|------------|
| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor cycles | Tractors | Trail-ers | Tankers/Horses | Others | Total |
| Audi | 2.0 | - | - | - | - | - | - | - | - | - | 1.5 |
| BMW | 6.8 | - | - | - | - | 2.4 | - | - | - | - | 5.1 |
| Chevro | 0.7 | 4.7 | - | - | - | - | - | - | - | - | 1.0 |
| Chrysler | 0.0 | - | - | - | - | - | - | - | - | - | 0.0 |
| Daewoo | 0.0 | - | - | - | - | - | - | - | - | - | 0.0 |
| Dodge | 0.1 | - | 0.1 | - | - | - | - | - | - | - | 0.1 |
| Ford | 0.8 | 13.0 | 0.4 | 0.9 | 1.1 | - | 15 | - | - | 0.4 | 2.1 |
| Hino | - | - | 4.9 | - | 5.6 | 2.8 | - | 0.1 | 0.5 | - | 0.3 |
| Honda | 8.5 | 0.0 | - | 0.1 | - | 12.2 | - | - | - | - | 6.4 |
| Hyundai | 0.4 | 0.0 | 0.7 | - | - | - | - | - | 0.5 | 1.2 | 0.3 |
| Isuzu | 0.0 | 3.7 | 1.2 | 0.2 | 1.7 | - | - | - | - | - | 0.4 |
| Iveco | - | - | 0.5 | 0.5 | 5.6 | - | - | - | - | - | 0.1 |
| Jeep | 0.6 | - | - | - | 1.1 | - | - | - | - | - | 0.5 |
| Kia | 0.3 | 0.1 | 0.7 | - | - | - | - | - | - | - | 0.3 |
| Land Rover | 0.5 | 1.0 | - | - | - | - | - | - | - | - | 0.5 |
| Mahindra | - | 0.3 | 0.2 | - | - | - | 0 | - | - | - | 0.0 |
| MAN | - | - | 1.7 | - | 6.1 | - | 0 | - | 7.3 | 1.6 | 0.1 |
| Massey Ferg | - | - | - | - | - | - | 28 | 0.1 | 1.8 | - | 0.5 |
| Mazda | 9.5 | 1.3 | 7.5 | 10.5 | - | - | - | - | - | - | 7.9 |
| M/Benz | 4.0 | 0.3 | 2.7 | 1.7 | 40.2 | - | - | - | 6.4 | 2.0 | 3.4 |
| Mitsubishi | 1.0 | 0.3 | 2.1 | 1.6 | 2.2 | - | - | - | - | 0.4 | 0.9 |
| Nissan | 3.5 | 15.3 | 16.9 | 13.5 | 3.9 | - | 0.1 | - | 0.9 | - | 5.4 |
| Opel | 0.2 | 0.1 | - | - | - | - | - | - | - | - | 0.1 |
| Peugeot | 0.1 | 0.0 | - | - | - | - | - | - | - | - | 0.1 |
| Renault | 0.1 | 0.0 | 0.1 | - | - | - | 0.1 | 0.1 | - | - | 0.1 |
| Scania | - | 0.1 | 0.8 | - | 12.3 | - | 0.1 | - | 37.2 | - | 0.3 |
| Subaru | 0.4 | - | - | - | - | - | - | - | - | - | 0.3 |
| Toyota | 51.4 | 40.6 | 43.2 | 54.8 | 3.4 | - | - | - | - | 6.3 | 46.1 |
| VW | 7.4 | 15.0 | 0.1 | 0.5 | 1.7 | - | 0.1 | - | - | - | 7.0 |
| Volvo | 0.8 | 0.3 | 1.1 | - | 3.4 | - | 0.1 | - | 18.3 | 4.0 | 0.8 |
| Yamaha | - | - | - | - | - | 32.9 | - | - | - | - | 0.2 |
| Other | 0.9 | 3.7 | 15.0 | 15.7 | 11.7 | 49.6 | 55.9 | 99.8 | 27.1 | 84.2 | 8.3 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 7: Privately Owned Vehicles- Renewals by Year and Type of Vehicle, 2006 - 2015

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/ Horses | Others | Total |
|--------------------------|----------------|--------|--------|--------------------|--------------|----------|----------|--------------------|--------|----------------|
| | | | | | | | | | | |
| Number | | | | | | | | | | |
| 2006 | 77,804 | 72,573 | 8,533 | 8,394 | 646 | 2,398 | 7,927 | 1,053 | 1,364 | 180,692 |
| 2007 | 87,442 | 73,724 | 9,416 | 8,738 | 624 | 2,324 | 8,695 | 1,242 | 1,322 | 193,527 |
| 2008 | 99,581 | 76,845 | 11,073 | 9,189 | 703 | 2,678 | 9,469 | 1,413 | 1,364 | 212,325 |
| 2009 | 113,941 | 81,400 | 13,240 | 9,840 | 801 | 2,993 | 10,814 | 1,604 | 2,902 | 237,535 |
| 2010 | 153,989 | 91,715 | 18,652 | 12,243 | 1,286 | 4,162 | 14,688 | 2,464 | 2,303 | 301,502 |
| 2011 | 153,931 | 91,947 | 18,479 | 12,266 | 1,071 | 4,668 | 14,663 | 2,475 | 2,302 | 301,802 |
| 2012 | 191,653 | 93,531 | 21,104 | 12,893 | 1,413 | 4,944 | 16,510 | 2,714 | 2,227 | 346,989 |
| 2013 | 205,854 | 93,842 | 21,790 | 13,696 | 1,398 | 5,108 | 17,135 | 2,717 | 1,996 | 363,536 |
| 2014 | 221,469 | 96,397 | 22,751 | 14,465 | 1,419 | 5,333 | 17,760 | 2,513 | 2,006 | 384,113 |
| 2015 | 243,358 | 97,885 | 23,927 | 15,651 | 1,495 | 5,657 | 18,773 | 2,515 | 2,101 | 411,362 |
| Percent of Total | | | | | | | | | | |
| 2006 | 43.1 | 40.2 | 4.7 | 4.6 | 0.4 | 1.3 | 4.4 | 0.6 | 0.8 | 100 |
| 2007 | 45.2 | 38.1 | 4.9 | 4.5 | 0.3 | 1.2 | 4.5 | 0.6 | 0.7 | 100 |
| 2008 | 46.9 | 36.2 | 5.2 | 4.3 | 0.3 | 1.3 | 4.5 | 0.7 | 0.6 | 100 |
| 2009 | 48.0 | 34.3 | 5.6 | 4.1 | 0.3 | 1.3 | 4.6 | 0.7 | 1.2 | 100 |
| 2010 | 51.1 | 30.4 | 6.2 | 4.1 | 0.4 | 1.4 | 4.9 | 0.8 | 0.8 | 100 |
| 2011 | 51.0 | 30.5 | 6.1 | 4.1 | 0.4 | 1.5 | 4.9 | 0.8 | 0.8 | 100 |
| 2012 | 55.2 | 27.0 | 6.1 | 3.7 | 0.4 | 1.4 | 4.8 | 0.8 | 0.6 | 100 |
| 2013 | 56.6 | 25.8 | 6.0 | 3.8 | 0.4 | 1.4 | 4.7 | 0.7 | 0.5 | 100 |
| 2014 | 57.7 | 25.1 | 5.9 | 3.8 | 0.4 | 1.4 | 4.6 | 0.7 | 0.5 | 100 |
| 2015 | 59.2 | 23.8 | 5.8 | 3.8 | 0.4 | 1.4 | 4.6 | 0.6 | 0.5 | 100 |
| Annual Percentage Change | | | | | | | | | | |
| 2006 | 12.5 | 1.8 | 9.8 | 10.2 | (2.4) | (4.0) | 3.6 | 10.4 | (0.5) | 6.95 |
| 2007 | 12.4 | 1.6 | 10.3 | 4.1 | (3.4) | (3.1) | 9.7 | 17.9 | (3.1) | 7.10 |
| 2008 | 13.9 | 4.2 | 17.6 | 5.2 | 12.7 | 15.2 | 8.9 | 13.8 | 3.2 | 9.71 |
| 2009 | 14.4 | 5.9 | 19.6 | 7.1 | 13.9 | 11.8 | 14.2 | 13.5 | 112.8 | 11.87 |
| 2010 | 35.1 | 12.7 | 40.9 | 24.4 | 60.5 | 39.1 | 35.8 | 53.6 | (20.6) | 26.93 |
| 2011 | (0.0) | 0.3 | (0.9) | 0.2 | (16.7) | 12.2 | (0.2) | 0.4 | (0.0) | 0.10 |
| 2012 | 24.5 | 1.7 | 14.2 | 5.1 | 31.9 | 5.9 | 12.6 | 9.7 | (3.3) | 14.97 |
| 2013 | 7.4 | 0.3 | 3.3 | 6.2 | (1.1) | 3.3 | 3.8 | 0.1 | (10.4) | 4.77 |
| 2014 | 7.6 | 2.7 | 4.4 | 5.6 | 1.5 | 4.4 | 3.6 | (7.5) | 0.5 | 5.66 |
| 2014 | 9.9 | 1.5 | 5.2 | 8.2 | 5.4 | 6.1 | 5.7 | 0.1 | 4.7 | 7.1 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 8: Motor Vehicle License Renewals by Station and Body Type, 2015

| CITIES & TOWNS | | | | | | | | | | | |
|-------------------|----------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|----------------|--------------|----------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Gaborone | 91,845 | 29,186 | 8,079 | 5,574 | 617 | 848 | 1,416 | 7,131 | 1,203 | 969 | 146,868 |
| Francistown | 22,576 | 8,768 | 2,719 | 1,150 | 252 | 93 | 353 | 2,127 | 390 | 199 | 38,627 |
| Lobatse | 7,917 | 2,742 | 957 | 515 | 60 | 37 | 286 | 745 | 181 | 68 | 13,508 |
| Selibe Phikwe | 9,987 | 4,252 | 1,138 | 483 | 95 | 39 | 248 | 995 | 116 | 75 | 17,428 |
| Orapa | 1,454 | 759 | 59 | 59 | 6 | 6 | 32 | 79 | 3 | 1 | 2,458 |
| Jwaneng | 4,737 | 2,690 | 403 | 324 | 58 | 17 | 184 | 283 | 15 | 20 | 8,731 |
| Sowa | 822 | 450 | 75 | 49 | 5 | 2 | 15 | 84 | 20 | 14 | 1,536 |
| Total | 139,338 | 48,847 | 13,430 | 8,154 | 1,093 | 1,042 | 2,534 | 11,444 | 1,928 | 1,346 | 229,156 |
| SOUTHERN DISTRICT | | | | | | | | | | | |
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Digawana | 186 | 80 | 23 | 20 | - | - | 13 | 7 | - | - | 329 |
| Goodhope | 551 | 307 | 58 | 33 | 3 | 3 | 43 | 40 | - | - | 1,038 |
| Kanye | 4,967 | 2,988 | 506 | 346 | 35 | 9 | 328 | 306 | 25 | 19 | 9,529 |
| Khakhea | 11 | 16 | 6 | - | - | - | - | - | - | - | 33 |
| Mabule | 4 | 4 | - | - | - | - | - | - | - | - | 8 |
| Mabutsane | 110 | 118 | 6 | 3 | - | - | 6 | 6 | - | 1 | 250 |
| Mmathethe | 120 | 85 | 11 | 10 | - | - | 9 | 3 | - | - | 238 |
| Moshupa | 742 | 384 | 74 | 44 | 1 | 1 | 30 | 31 | - | 2 | 1,309 |
| Total | 6,691 | 3,982 | 684 | 456 | 39 | 13 | 429 | 393 | 25 | 22 | 12,734 |
| KGATLENG DISTRICT | | | | | | | | | | | |
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Bokaa | 445 | 206 | 51 | 34 | 1 | 1 | 15 | 16 | 2 | - | 771 |
| Mochudi | 5,742 | 2,932 | 670 | 339 | 33 | 29 | 327 | 568 | 27 | 128 | 10,795 |
| Oodi | 393 | 130 | 32 | 35 | 1 | - | 6 | 21 | - | - | 618 |
| Sikwane | 107 | 90 | 18 | 13 | - | 1 | 14 | 8 | - | - | 251 |
| Total | 6,687 | 3,358 | 771 | 421 | 35 | 31 | 362 | 613 | 29 | 128 | 12,435 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 8 cont.: Privately Owned Vehicles - Renewals by Registration Station and Body Type, 2015

| KWENENG DISTRICT | | | | | | | | | | | |
|-------------------------|-----------------------|--------------|---------------|-------------------|--------------|---------------------|-----------------|-----------------|-----------------------|---------------|---------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Molepolole | 6,214 | 3,516 | 573 | 415 | 34 | 11 | 316 | 407 | 20 | 30 | 11,536 |
| Gabane | 878 | 398 | 79 | 104 | 1 | 3 | 19 | 34 | 4 | 3 | 1,523 |
| Kopong | 318 | 147 | 48 | 22 | 1 | 1 | 7 | 16 | - | - | 560 |
| Lentsweletau | 16 | 8 | 3 | - | - | - | - | 1 | - | - | 28 |
| Letlhakeng | 294 | 311 | 21 | 14 | 1 | - | 24 | 12 | - | - | 677 |
| Metsimotlhabe | 190 | 71 | 24 | 14 | - | - | 2 | 9 | - | - | 310 |
| Mmankgodi | 188 | 100 | 12 | 13 | - | - | 3 | 6 | 1 | - | 323 |
| Mogoditshane | 24,864 | 3,750 | 2,322 | 1,547 | 67 | 59 | 139 | 831 | 95 | 103 | 33,777 |
| Motokwe | 6 | 6 | - | - | - | - | - | - | - | - | 12 |
| Sajwe | 47 | 29 | 4 | 1 | - | - | 3 | 5 | 10 | 1 | 100 |
| Thamaga | 1,167 | 552 | 93 | 88 | 4 | 2 | 26 | 43 | 1 | 3 | 1,979 |
| Thebephatshwa | 726 | 236 | 25 | 22 | 1 | 3 | 6 | 23 | 1 | - | 1,043 |
| Takatokwane | 81 | 42 | 4 | 8 | - | - | 9 | 3 | - | - | 147 |
| Total | 34,989 | 9,166 | 3,208 | 2,248 | 109 | 79 | 554 | 1,390 | 132 | 140 | 52,015 |

| SOUTH EAST DISTRICT | | | | | | | | | | | |
|----------------------------|-----------------------|--------------|---------------|-------------------|--------------|---------------------|-----------------|-----------------|-----------------------|---------------|--------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Ramotswa | 4,645 | 2,059 | 428 | 327 | 37 | 98 | 102 | 323 | 38 | 75 | 8,132 |
| Otse | 96 | 47 | 5 | 3 | - | 1 | 4 | 4 | - | - | 160 |
| Taung | 361 | 130 | 27 | 25 | - | 2 | 6 | 10 | - | - | 561 |
| Tlokweng | 706 | 264 | 46 | 43 | - | 9 | 7 | 33 | - | - | 1,108 |
| Total | 5,808 | 2,500 | 506 | 398 | 37 | 110 | 119 | 370 | 38 | 75 | 9,961 |

| CHOBE DISTRICT | | | | | | | | | | | |
|-----------------------|-----------------------|--------------|---------------|-------------------|--------------|---------------------|-----------------|-----------------|-----------------------|---------------|--------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Kasane | 2,628 | 1,321 | 249 | 103 | 20 | 31 | 279 | 290 | 30 | 34 | 4,985 |
| Chobe | 198 | 62 | 10 | 7 | - | - | 4 | 3 | - | - | 284 |
| Kavimba | 11 | 5 | 2 | 1 | - | - | 4 | - | - | - | 23 |
| Panda | 40 | 20 | 1 | 1 | - | - | 3 | 1 | - | - | 66 |
| Total | 2,877 | 1,408 | 262 | 112 | 20 | 31 | 290 | 294 | 30 | 34 | 5,358 |

| GHANZI DISTRICT | | | | | | | | | | | |
|------------------------|-----------------------|--------------|---------------|-------------------|--------------|---------------------|-----------------|-----------------|-----------------------|---------------|--------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Ghanzi | 2,792 | 2,130 | 260 | 81 | 13 | 13 | 78 | 366 | 42 | 31 | 5,806 |
| Charleshill | 20 | 19 | 3 | - | - | - | - | - | - | - | 42 |
| Kalkfontein | 53 | 51 | 4 | 1 | - | - | 1 | 3 | - | - | 113 |
| Ncojane | 27 | 38 | 3 | 1 | - | 1 | - | 4 | - | - | 74 |
| Total | 2,892 | 2,238 | 270 | 83 | 13 | 14 | 79 | 373 | 42 | 31 | 6,035 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 8 cont.: Privately Owned Vehicles - Renewals by Registration Station and Body Type, 2015

| NORTH EAST DISTRICT | | | | | | | | | | | |
|---------------------|----------------|--------------|------------|------------|-----------|--------------|-----------|-----------|----------------|-----------|--------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Makaleng | 183 | 125 | 19 | 15 | - | - | 8 | 9 | - | - | 359 |
| Masunga | 1,287 | 718 | 144 | 79 | 10 | - | 44 | 64 | 5 | 15 | 2,366 |
| Matsiloje | 107 | 73 | 9 | 10 | - | - | 2 | 8 | - | - | 209 |
| Ramokgwebana | 150 | 70 | 9 | 6 | - | - | 4 | 8 | - | - | 247 |
| Tshesebe | 132 | 74 | 11 | 6 | - | - | 4 | 5 | - | - | 232 |
| Total | 1,859 | 1,060 | 192 | 116 | 10 | - | 62 | 94 | 5 | 15 | 3,413 |

| KGALAGADI DISTRICT | | | | | | | | | | | |
|--------------------|----------------|--------------|------------|------------|-----------|--------------|-----------|------------|----------------|-----------|--------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Hukuntsi | 367 | 338 | 22 | 12 | - | - | 4 | 19 | - | 1 | 763 |
| Kang | 622 | 562 | 77 | 34 | 2 | 1 | 23 | 66 | 3 | 9 | 1,399 |
| Lehututu | - | - | - | - | - | - | - | - | - | - | - |
| Middlepits | 5 | 9 | 1 | 1 | - | - | - | 2 | - | - | 18 |
| Tsabong | 1,520 | 1,444 | 155 | 54 | 9 | 6 | 29 | 139 | 13 | 18 | 3,387 |
| Werda | 27 | 15 | 2 | 1 | - | - | - | - | - | - | 45 |
| Total | 2,541 | 2,368 | 257 | 102 | 11 | 7 | 56 | 226 | 16 | 28 | 5,612 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 8 cont.: Motor Vehicle License Renewals by Station and Body Type, 2015

| Central District | | | | | | | | | | | |
|---------------------|----------------|---------------|--------------|--------------|------------|--------------|--------------|--------------|----------------|------------|---------------|
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Bobonong | 1,530 | 1,160 | 203 | 98 | 11 | 8 | 72 | 211 | 3 | 12 | 3,308 |
| Kalamare | 20 | 10 | 1 | 1 | - | - | 3 | 2 | - | - | 37 |
| Lecheng | 18 | 11 | 1 | 1 | - | - | 4 | - | - | - | 35 |
| Letlhakane | 4,275 | 2,513 | 464 | 320 | 62 | 28 | 72 | 300 | 18 | 23 | 8,075 |
| Machaneng | 51 | 47 | 9 | 2 | - | - | 5 | 8 | - | - | 122 |
| Mahalapye | 5,459 | 3,103 | 641 | 259 | 44 | 23 | 212 | 393 | 20 | 33 | 10,187 |
| Maitengwe | 14 | 9 | 2 | 2 | - | - | - | 1 | 1 | - | 29 |
| Mathan-gwane | 148 | 109 | 16 | 5 | - | 2 | 9 | 11 | - | 2 | 302 |
| Mmadinare | 333 | 201 | 16 | 12 | 1 | 5 | 11 | 25 | - | - | 604 |
| Maunatlala | 45 | 39 | 6 | 2 | - | 1 | 7 | 3 | - | - | 103 |
| Moeng | 77 | 41 | 2 | 1 | 1 | - | 2 | 2 | - | - | 126 |
| Moiyabana | 35 | 25 | 3 | 1 | - | - | 1 | 2 | - | - | 67 |
| Mookane | 1 | 2 | - | - | - | - | - | - | - | - | 3 |
| Mopipi | 38 | 35 | 3 | - | - | - | 2 | - | - | - | 78 |
| Nkange | - | - | - | - | - | - | - | - | - | - | - |
| Palapye | 5,807 | 2,699 | 792 | 249 | 64 | 28 | 167 | 647 | 129 | 83 | 10,665 |
| Pilikwe | - | - | - | - | - | - | - | - | - | - | - |
| Rakops | 165 | 163 | 18 | 3 | - | - | 9 | 19 | - | 1 | 378 |
| Ramokgo-nami | 63 | 67 | 13 | 1 | - | - | 5 | 2 | - | - | 151 |
| Sebina | 239 | 183 | 54 | 10 | - | - | 23 | 26 | - | 2 | 537 |
| Sefhare | 212 | 130 | 34 | 5 | - | - | 8 | 8 | - | - | 397 |
| Sefhophe | 27 | 16 | 5 | 3 | - | - | 1 | 2 | - | - | 54 |
| Semolale | 27 | 24 | 3 | 2 | - | - | 1 | - | - | - | 57 |
| Serowe | 5,371 | 3,478 | 558 | 331 | 34 | 7 | 237 | 483 | 14 | 17 | 10,530 |
| Shashe | 82 | 35 | 16 | 3 | 1 | - | 2 | 2 | - | 2 | 143 |
| Sherwood | 117 | 59 | 15 | 6 | - | 2 | 2 | 12 | - | 1 | 214 |
| Shoshong | 248 | 137 | 14 | 6 | - | - | 19 | 11 | - | 1 | 436 |
| Tonota | 940 | 605 | 99 | 33 | 2 | 2 | 39 | 44 | - | 1 | 1,765 |
| Tsetsejwe | 13 | 7 | - | 1 | - | - | 1 | 1 | - | - | 23 |
| Tumasera | 70 | 46 | 11 | 2 | - | - | 16 | 6 | - | 1 | 152 |
| Tutume | 1,885 | 1,350 | 306 | 109 | 10 | 3 | 83 | 138 | 8 | 9 | 3,901 |
| Total | 27,310 | 16,304 | 3,305 | 1,468 | 230 | 109 | 1,013 | 2,359 | 193 | 188 | 52,479 |
| NORTH WEST DISTRICT | | | | | | | | | | | |
| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | Total |
| Etsha | 24 | 9 | 1 | - | - | - | - | - | - | - | 34 |
| Gumare | 907 | 611 | 77 | 20 | 1 | - | 9 | 38 | 3 | 7 | 1,673 |
| Gweta | 83 | 76 | 9 | 2 | - | 1 | 3 | 15 | - | - | 189 |
| Maun | 10,251 | 5,268 | 845 | 366 | 58 | 54 | 136 | 1,108 | 61 | 86 | 18,233 |
| Nata | 386 | 267 | 51 | 15 | 1 | 1 | 9 | 22 | 1 | 1 | 754 |
| Sehithwa | 39 | 21 | 1 | 1 | - | - | 1 | 1 | - | - | 64 |
| Shakawe | 676 | 402 | 58 | 28 | 4 | 3 | 1 | 33 | 12 | - | 1,217 |
| Total | 12,366 | 6,654 | 1,042 | 432 | 64 | 59 | 159 | 1,217 | 77 | 94 | 22,164 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 9: Privately Owned Vehicles - Renewals by Type of Vehicle and Month of Registration, 2015

| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|------------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|----------------|--------------|----------------|
| | Number | | | | | | | | | | |
| January | 14,455 | 6,289 | 1,618 | 917 | 71 | 126 | 395 | 1,185 | 167 | 184 | 25,407 |
| February | 16,178 | 7,359 | 1,758 | 1,023 | 122 | 92 | 368 | 1,262 | 206 | 222 | 28,590 |
| March | 19,451 | 8,510 | 2,076 | 1,212 | 149 | 143 | 390 | 1,599 | 208 | 186 | 33,924 |
| April | 19,767 | 8,193 | 2,092 | 1,135 | 136 | 165 | 338 | 1,474 | 243 | 177 | 33,720 |
| May | 18,442 | 7,555 | 1,930 | 1,111 | 124 | 119 | 316 | 1,352 | 213 | 158 | 31,320 |
| June | 20,123 | 8,308 | 2,039 | 1,133 | 162 | 108 | 302 | 1,491 | 218 | 190 | 34,074 |
| July | 22,426 | 8,682 | 2,170 | 1,185 | 140 | 132 | 426 | 1,827 | 227 | 169 | 37,384 |
| August | 19,765 | 7,870 | 1,956 | 1,119 | 127 | 133 | 466 | 1,514 | 193 | 174 | 33,317 |
| September | 22,385 | 8,879 | 2,068 | 1,295 | 167 | 127 | 624 | 1,784 | 202 | 159 | 37,690 |
| October | 22,030 | 8,624 | 2,140 | 1,245 | 123 | 124 | 734 | 1,648 | 272 | 145 | 37,085 |
| November | 23,677 | 8,803 | 2,069 | 1,258 | 166 | 92 | 677 | 1,762 | 194 | 151 | 38,849 |
| December | 24,659 | 8,813 | 2,011 | 1,357 | 174 | 134 | 621 | 1,875 | 172 | 186 | 40,002 |
| Total | 243,358 | 97,885 | 23,927 | 13,990 | 1,661 | 1,495 | 5,657 | 18,773 | 2,515 | 2,101 | 411,362 |
| | Percent of Total | | | | | | | | | | |
| Jan | 5.9 | 6.4 | 6.8 | 6.6 | 4.3 | 8.4 | 7.0 | 6.3 | 6.6 | 8.8 | 6.2 |
| Feb | 6.6 | 7.5 | 7.3 | 7.3 | 7.3 | 6.2 | 6.5 | 6.7 | 8.2 | 10.6 | 7.0 |
| Mar | 8.0 | 8.7 | 8.7 | 8.7 | 9.0 | 9.6 | 6.9 | 8.5 | 8.3 | 8.9 | 8.2 |
| Apr | 8.1 | 8.4 | 8.7 | 8.1 | 8.2 | 11.0 | 6.0 | 7.9 | 9.7 | 8.4 | 8.2 |
| May | 7.6 | 7.7 | 8.1 | 7.9 | 7.5 | 8.0 | 5.6 | 7.2 | 8.5 | 7.5 | 7.6 |
| Jun | 8.3 | 8.5 | 8.5 | 8.1 | 9.8 | 7.2 | 5.3 | 7.9 | 8.7 | 9.0 | 8.3 |
| July | 9.2 | 8.9 | 9.1 | 8.5 | 8.4 | 8.8 | 7.5 | 9.7 | 9.0 | 8.0 | 9.1 |
| Aug | 8.1 | 8.0 | 8.2 | 8.0 | 7.6 | 8.9 | 8.2 | 8.1 | 7.7 | 8.3 | 8.1 |
| Sept | 9.2 | 9.1 | 8.6 | 9.3 | 10.1 | 8.5 | 11.0 | 9.5 | 8.0 | 7.6 | 9.2 |
| Oct | 9.1 | 8.8 | 8.9 | 8.9 | 7.4 | 8.3 | 13.0 | 8.8 | 10.8 | 6.9 | 9.0 |
| Nov | 9.7 | 9.0 | 8.6 | 9.0 | 10.0 | 6.2 | 12.0 | 9.4 | 7.7 | 7.2 | 9.4 |
| Dec | 10.1 | 9.0 | 8.4 | 9.7 | 10.5 | 9.0 | 11.0 | 10.0 | 6.8 | 8.9 | 9.7 |
| | Percent of total | | | | | | | | | | |
| Jan | 56.9 | 24.8 | 6.4 | 3.6 | 0.3 | 0.5 | 1.6 | 4.7 | 0.7 | 0.7 | 100 |
| Feb | 56.6 | 25.7 | 6.1 | 3.6 | 0.4 | 0.3 | 1.3 | 4.4 | 0.7 | 0.8 | 100 |
| Mar | 57.3 | 25.1 | 6.1 | 3.6 | 0.4 | 0.4 | 1.1 | 4.7 | 0.6 | 0.5 | 100 |
| Apr | 58.6 | 24.3 | 6.2 | 3.4 | 0.4 | 0.5 | 1.0 | 4.4 | 0.7 | 0.5 | 100 |
| May | 58.9 | 24.1 | 6.2 | 3.5 | 0.4 | 0.4 | 1.0 | 4.3 | 0.7 | 0.5 | 100 |
| Jun | 59.1 | 24.4 | 6.0 | 3.3 | 0.5 | 0.3 | 0.9 | 4.4 | 0.6 | 0.6 | 100 |
| July | 60.0 | 23.2 | 5.8 | 3.2 | 0.4 | 0.4 | 1.1 | 4.9 | 0.6 | 0.5 | 100 |
| Aug | 59.3 | 23.6 | 5.9 | 3.4 | 0.4 | 0.4 | 1.4 | 4.5 | 0.6 | 0.5 | 100 |
| Sept | 59.4 | 23.6 | 5.5 | 3.4 | 0.4 | 0.3 | 1.7 | 4.7 | 0.5 | 0.4 | 100 |
| Oct | 59.4 | 23.3 | 5.8 | 3.4 | 0.3 | 0.3 | 2.0 | 4.4 | 0.7 | 0.4 | 100 |
| Nov | 60.9 | 22.7 | 5.3 | 3.2 | 0.4 | 0.2 | 1.7 | 4.5 | 0.5 | 0.4 | 100 |
| Dec | 61.6 | 22.0 | 5.0 | 3.4 | 0.4 | 0.3 | 1.6 | 4.7 | 0.4 | 0.5 | 100 |
| Total | 59.2 | 23.8 | 5.8 | 3.4 | 0.4 | 0.4 | 1.4 | 4.6 | 0.6 | 0.5 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 10a: Privately Owned Vehicles - Renewals by Type of Vehicle and Make, 2015

| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|-----------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|----------------|--------------|----------------|
| Audi | 4,757 | - | - | - | - | - | - | - | - | - | 4,757 |
| BMW | 11,332 | 1 | - | - | - | 59 | - | - | - | - | 11,392 |
| Chevrolet | 2,081 | 726 | 7 | 5 | - | - | - | - | - | - | 2,819 |
| Chrysler | 442 | 2 | 1 | 4 | - | - | - | - | - | - | 449 |
| Daewoo | 263 | 238 | 4 | - | - | - | - | - | - | 4 | 509 |
| Dodge | 452 | 22 | 3 | - | - | - | - | - | - | - | 477 |
| Ford | 4,221 | 7,102 | 52 | 82 | 6 | - | 876 | 1 | - | 5 | 12,345 |
| GWM | 70 | 247 | - | - | - | - | - | - | - | - | 317 |
| Hino | - | 6 | 867 | 7 | 69 | - | 1 | - | 29 | 4 | 983 |
| Honda | 11,357 | 4 | 3 | 2 | - | 358 | - | - | - | - | 11,724 |
| Hyundai | 3,276 | 313 | 218 | 38 | 1 | - | - | 1 | - | 5 | 3,852 |
| Isuzu | 362 | 10,170 | 524 | 71 | 47 | - | - | 4 | 27 | 14 | 11,219 |
| Iveco | - | 14 | 56 | 100 | 46 | - | - | 1 | 12 | 5 | 234 |
| JCB | - | - | - | - | - | - | 3 | 1 | - | 519 | 523 |
| Jeep | 1,702 | 17 | - | - | - | - | - | 1 | - | - | 1,720 |
| Kia | 2,139 | 192 | 259 | 20 | 2 | - | - | - | - | - | 2,612 |
| Land Rover | 2,597 | 1,405 | 3 | 1 | - | - | - | - | - | 3 | 4,009 |
| Lexus | 170 | - | - | - | - | - | - | - | - | - | 170 |
| Mahindra | 40 | 403 | 32 | - | 1 | - | 50 | - | - | - | 526 |
| MAN | - | 1 | 339 | - | 49 | - | 12 | - | 130 | 9 | 540 |
| Massey Ferguson | - | - | - | - | - | - | 2,888 | 2 | - | - | 2,890 |
| Mazda | 18,048 | 4,912 | 1,350 | 1,488 | 47 | - | - | 2 | - | - | 25,847 |
| M/Benz | 9,679 | 196 | 1,180 | 374 | 431 | - | 21 | - | 283 | 31 | 12,195 |
| Mitsubishi | 6,012 | 819 | 598 | 175 | 54 | - | - | - | 5 | 6 | 7,669 |
| Nissan | 13,306 | 13,002 | 4,324 | 1,224 | 146 | - | 14 | 2 | 127 | 54 | 32,199 |
| Opel | 2,347 | 1,144 | - | 5 | - | - | - | - | - | - | 3,496 |
| Peugeot | 773 | 59 | 1 | 40 | - | - | - | - | - | - | 873 |
| Renault | 524 | 12 | 11 | 2 | - | - | - | 1 | 11 | - | 561 |
| Scania | 2 | - | 363 | - | 289 | - | 9 | 6 | 893 | 4 | 1,566 |
| Subaru | 1,536 | 1 | 1 | - | - | - | - | - | - | - | 1,538 |
| Suzuki | 153 | 15 | 5 | - | - | 73 | - | - | - | - | 246 |
| Tata | 9 | 80 | 178 | 2 | 46 | - | - | - | 3 | 3 | 321 |
| Toyota | 123,316 | 54,003 | 11,787 | 9,758 | 214 | - | - | - | 31 | 74 | 199,183 |
| VW | 16,991 | 673 | 18 | 464 | 72 | - | - | - | - | 1 | 18,219 |
| Volvo | 2,975 | - | 186 | - | 77 | - | 24 | - | 321 | 75 | 3,658 |
| Yamaha | - | - | - | - | - | 559 | - | 1 | - | - | 560 |
| Other | 2,426 | 2,106 | 1,557 | 128 | 64 | 446 | 1,759 | 18,750 | 643 | 1,285 | 29,164 |
| Total | 243,358 | 97,885 | 23,927 | 13,990 | 1,661 | 1,495 | 5,657 | 18,773 | 2,515 | 2,101 | 411,362 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 10b: Privately Owned Vehicles - Renewals (Percent) by Type of Vehicle and Make, 2015

| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|-----------------|----------------|------------|------------|------------|------------|--------------|------------|------------|----------------|------------|------------|
| Audi | 2.0 | - | - | - | - | - | - | - | - | - | 1.2 |
| BMW | 4.7 | - | - | - | - | 3.9 | - | - | - | - | 2.8 |
| Chevrolet | 0.9 | 0.7 | - | - | - | - | - | - | - | - | 0.7 |
| Chrysler | 0.2 | - | - | - | - | - | - | - | - | - | 0.1 |
| Daewoo | 0.1 | 0.2 | - | - | - | - | - | - | - | 0.2 | 0.1 |
| Dodge | 0.2 | - | - | - | - | - | - | - | - | - | 0.1 |
| Ford | 1.7 | 7.3 | 0.2 | 0.6 | 0.4 | - | 15.5 | - | - | 0.2 | 3.0 |
| GWM | - | 0.3 | - | - | - | - | - | - | - | - | 0.1 |
| Hino | - | - | 3.6 | 0.1 | 4.2 | - | - | - | 1.2 | 0.2 | 0.2 |
| Honda | 4.7 | - | - | - | - | 23.9 | - | - | - | - | 2.9 |
| Hyundai | 1.3 | 0.3 | 0.9 | 0.3 | 0.1 | - | - | - | - | 0.2 | 0.9 |
| Isuzu | 0.1 | 10.4 | 2.2 | 0.5 | 2.8 | - | - | - | 1.1 | 0.7 | 2.7 |
| Iveco | - | - | 0.2 | 0.7 | 2.8 | - | - | - | 0.5 | 0.2 | 0.1 |
| JCB | - | - | - | - | - | - | 0.1 | - | - | 24.7 | 0.1 |
| Jeep | 0.7 | - | - | - | - | - | - | - | - | - | 0.4 |
| Kia | 0.9 | 0.2 | 1.1 | 0.1 | 0.1 | - | - | - | - | - | 0.6 |
| Land Rover | 1.1 | 1.4 | - | - | - | - | - | - | - | 0.1 | 1.0 |
| Lexus | 0.1 | - | - | - | - | - | - | - | - | - | 0.0 |
| Mahindra | - | 0.4 | 0.1 | - | 0.1 | - | 0.9 | - | - | - | 0.1 |
| MAN | - | - | 1.4 | - | 3.0 | - | 0.2 | - | 5.2 | 0.4 | 0.1 |
| Massey Ferguson | - | - | - | - | - | - | 51.1 | - | - | - | 0.7 |
| Mazda | 7.4 | 5.0 | 5.6 | 10.6 | 2.8 | - | - | - | - | - | 6.3 |
| M/Benz | 4.0 | 0.2 | 4.9 | 2.7 | 25.9 | - | 0.4 | - | 11.3 | 1.5 | 3.0 |
| Mitsubishi | 2.5 | 0.8 | 2.5 | 1.3 | 3.3 | - | - | - | 0.2 | 0.3 | 1.9 |
| Nissan | 5.5 | 13.3 | 18.1 | 8.7 | 8.8 | - | 0.2 | - | 5.0 | 2.6 | 7.8 |
| Opel | 1.0 | 1.2 | - | - | - | - | - | - | - | - | 0.8 |
| Peugeot | 0.3 | 0.1 | - | 0.3 | - | - | - | - | - | - | 0.2 |
| Renault | 0.2 | - | - | - | - | - | - | - | 0.4 | - | 0.1 |
| Scania | - | - | 1.5 | - | 17.4 | - | 0.2 | - | 35.5 | 0.2 | 0.4 |
| Subaru | 0.6 | - | - | - | - | - | - | - | - | - | 0.4 |
| Suzuki | 0.1 | - | - | - | - | 4.9 | - | - | - | - | 0.1 |
| Tata | - | 0.1 | 0.7 | - | 2.8 | - | - | - | 0.1 | 0.1 | 0.1 |
| Toyota | 50.7 | 55.2 | 49.3 | 69.7 | 12.9 | - | - | - | 1.2 | 3.5 | 48.4 |
| VW | 7.0 | 0.7 | 0.1 | 3.3 | 4.3 | - | - | - | - | 0.0 | 4.4 |
| Volvo | 1.2 | - | 0.8 | - | 4.6 | - | 0.4 | - | 12.8 | 3.6 | 0.9 |
| Yamaha | - | - | - | - | - | 37.4 | - | - | - | - | 0.1 |
| Other | 1.0 | 2.2 | 6.5 | 0.9 | 3.9 | 29.8 | 31.1 | 100 | 25.6 | 61.2 | 7.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Department of Road Transport and Safety, Ministry of Transport and Communications

Table 11: Government Vehicles in Use by Year and Type of Vehicle,

| 2006 - 2015 | | | | | | | | | | |
|--------------------------|----------------|--------|--------|--------|--------------|----------|----------|----------------|--------|---------------|
| Year | Passenger Cars | Vans | Trucks | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
| Number | | | | | | | | | | |
| 2006 | 997 | 5,708 | 1,342 | 557 | 197 | 280 | 1,159 | 272 | 886 | 11,398 |
| 2007 | 946 | 5,257 | 1,282 | 497 | 179 | 285 | 1,145 | 263 | 806 | 10,660 |
| 2008 | 1,165 | 5,790 | 1,220 | 669 | 141 | 263 | 1,035 | 87 | 390 | 10,760 |
| 2009 | 2,039 | 4,595 | 999 | 614 | 113 | 263 | 1,035 | 101 | 283 | 10,042 |
| 2010 | 2,350 | 5,228 | 982 | 828 | 111 | 347 | 1,140 | 107 | 175 | 11,268 |
| 2011 | 1,262 | 5,570 | 811 | 492 | 102 | 250 | 1,100 | 101 | 363 | 10,051 |
| 2012 | 2,480 | 5,291 | 832 | 551 | 120 | 305 | 1,112 | 102 | 265 | 11,058 |
| 2013 | 2,601 | 5,519 | 939 | 551 | 132 | 305 | 1,123 | 108 | 582 | 11,860 |
| 2014 | 2,434 | 5,205 | 512 | 551 | 154 | 293 | 21 | 98 | 956 | 10,224 |
| 2015 | 2,833 | 6,546 | 885 | 601 | 174 | 391 | 65 | 125 | 637 | 12,257 |
| Annual Percentage Change | | | | | | | | | | |
| 2006 | 1.4 | 5.2 | (1.1) | (3.5) | 15.2 | 1.8 | (0.3) | (4.6) | 12.9 | 3.4 |
| 2007 | (5.1) | (7.9) | (4.5) | (10.8) | (9.1) | 1.8 | (1.2) | (3.3) | (9.0) | (6.5) |
| 2008 | 23.2 | 10.1 | (4.8) | 34.6 | (21.2) | (7.7) | (9.6) | (66.9) | (51.6) | 0.9 |
| 2009 | 75.0 | (20.6) | (18.1) | (8.2) | (19.9) | - | - | 16.1 | (27.6) | (9.2) |
| 2010 | 15.3 | 13.8 | (1.7) | 34.9 | (1.8) | 31.9 | 10.1 | 5.9 | (38.1) | 15.3 |
| 2011 | (46.3) | 6.5 | (17.4) | (40.6) | (8.1) | (28.0) | (3.5) | (5.6) | 107.4 | (10.8) |
| 2012 | 96.5 | (5.0) | 2.6 | 12.0 | 17.6 | 22.0 | 1.1 | 1.0 | (27.0) | 10.0 |
| 2013 | 4.9 | 4.3 | 12.9 | - | 10.0 | - | 1.0 | 5.9 | 119.6 | 7.3 |
| 2014 | (6.4) | (5.7) | (45.5) | - | 16.7 | (3.9) | (98.1) | (9.3) | 64.3 | (13.8) |
| 2015 | 16.4 | 25.8 | 72.9 | 9.1 | 13.0 | 33.4 | 209.5 | 27.6 | (33.4) | 19.9 |
| Percent of Total | | | | | | | | | | |
| 2006 | 8.7 | 50.1 | 11.8 | 4.9 | 1.7 | 2.5 | 10.2 | 2.4 | 7.8 | 100 |
| 2007 | 8.9 | 49.3 | 12.0 | 4.7 | 1.7 | 2.7 | 10.7 | 2.5 | 7.6 | 100 |
| 2008 | 10.8 | 53.8 | 11.3 | 6.2 | 1.3 | 2.4 | 9.6 | 0.8 | 3.6 | 100 |
| 2009 | 20.3 | 45.8 | 9.9 | 6.1 | 1.1 | 2.6 | 10.3 | 1.0 | 2.8 | 100 |
| 2010 | 20.9 | 46.4 | 8.7 | 7.3 | 1.0 | 3.1 | 10.1 | 0.9 | 1.6 | 100 |
| 2011 | 12.6 | 55.4 | 8.1 | 4.9 | 1.0 | 2.5 | 10.9 | 1.0 | 3.6 | 100 |
| 2012 | 22.4 | 47.8 | 7.5 | 5.0 | 1.1 | 2.8 | 10.1 | 0.9 | 2.4 | 100 |
| 2013 | 21.9 | 46.5 | 7.9 | 4.6 | 1.1 | 2.6 | 9.5 | 0.9 | 4.9 | 100 |
| 2014 | 23.8 | 50.9 | 5.0 | 5.4 | 1.5 | 2.9 | 0.2 | 1.0 | 9.4 | 100 |
| 2015 | 23.1 | 53.4 | 7.2 | 4.9 | 1.4 | 3.2 | 0.5 | 1.0 | 5.2 | 100 |

Source: Central Transport Organization, Ministry of Transport & Communication

Appendix 2: Road Safety

Table 12: Motor Vehicle Accidents - Trend in Accidents, 2006 - 2015

| Year | Number Of Accidents | Number Of Casualties | Number Of Fatalities | Number Of Registered Vehicles | Estimated Population ('000s) | Accidents Per '000 Vehicles | Accidents Per 10,000 Population | Casualties Per '000 Vehicles | Fatalities Per 10,000 Vehicles | Casualties Per 10,000 Population | Fatalities Per 10,000 Population |
|--------------------------|---------------------|----------------------|----------------------|-------------------------------|------------------------------|-----------------------------|---------------------------------|------------------------------|--------------------------------|----------------------------------|----------------------------------|
| 2006 | 17,035 | 6,952 | 429 | 211,532 | 1,720 | 81.0 | 98.0 | 33.0 | 20.3 | 40.0 | 25.0 |
| 2007 | 19,487 | 7,639 | 497 | 230,063 | 1,737 | 85.0 | 111.0 | 33.0 | 21.6 | 43.0 | 28.0 |
| 2008 | 20,415 | 8,160 | 455 | 256,498 | 1,755 | 80.0 | 115.0 | 32.0 | 17.7 | 46.0 | 26.0 |
| 2009 | 20,000 | 7,970 | 475 | 280,639 | 1,776 | 71.3 | 113.0 | 28.4 | 16.9 | 45.0 | 27.0 |
| 2010 | 18,978 | 6,430 | 397 | 344,719 | 1,800 | 55.0 | 105.4 | 18.7 | 11.5 | 35.7 | 22.1 |
| 2011 | 18,001 | 6,436 | 483 | 367,155 | 2,025 | 49.0 | 88.9 | 17.5 | 13.1 | 31.8 | 23.9 |
| 2012 | 17,527 | 6,035 | 404 | 401,015 | 2,066 | 43.7 | 84.8 | 15.0 | 10.1 | 29.21 | 19.55 |
| 2013 | 17,062 | 6,157 | 411 | 417,015 | 2,107 | 40.9 | 81 | 14.8 | 9.9 | 29.22 | 19.51 |
| 2014 | 16,641 | 6,065 | 377 | 435,750 | 2,147 | 38.2 | 77.5 | 13.9 | 8.7 | 28.25 | 17.56 |
| 2015 | 17,654 | 6,303 | 411 | 469,664 | 2,187 | 37.6 | 80.7 | 13.4 | 8.8 | 28.82 | 18.79 |
| Annual Percentage Change | | | | | | | | | | | |
| 2006 | (2.8) | (1.7) | (4.7) | 5.7 | 0.7 | (8.0) | (3.0) | (5.7) | (9.8) | (2.4) | (3.8) |
| 2007 | 14.4 | 9.9 | 15.9 | 8.8 | 1.0 | 4.9 | 13.3 | 0.0 | 6.4 | 7.5 | 12.0 |
| 2008 | 4.8 | 6.8 | (8.5) | 11.5 | 1.0 | (5.9) | 3.6 | (3.0) | (18.1) | 7.0 | (7.1) |
| 2009 | (2.0) | (2.3) | 4.4 | 9.4 | 1.2 | (10.9) | (1.7) | (11.3) | (4.5) | (2.2) | 3.8 |
| 2010 | (5.1) | (19.3) | (16.4) | 22.8 | 1.4 | (22.9) | (6.7) | (34.2) | (32.0) | (20.7) | (18.1) |
| 2011 | (5.1) | 0.1 | 21.7 | 6.5 | 12.5 | (10.9) | (15.7) | (6.4) | 13.9 | (10.9) | 8.1 |
| 2012 | (2.6) | (6.2) | (16.4) | 9.2 | 2.0 | (10.8) | (4.6) | (14.3) | (22.9) | (8.1) | (18.2) |
| 2013 | (2.7) | 2.0 | 1.7 | 4.0 | 2.0 | (6.4) | (4.5) | (1.3) | (2.0) | 0.0 | (0.2) |
| 2014 | (5.1) | 0.5 | (6.7) | 8.7 | 3.9 | (12.6) | (8.6) | (7.3) | (13.9) | (3.3) | (10.2) |
| 2015 | 6.1 | 3.9 | 9.0 | 7.8 | 1.9 | (1.6) | 4.1 | (3.5) | 0.6 | 2.0 | 7.0 |

Source: accident Statistics Unit, Botswana Police Services

Table 14: Road Casualties by Year and Type of Casualty, 2006 – 2015

| Year | Fatal | Serious Injuries | Minor Injuries | Not Known | Total |
|--------------------------|--------------|-------------------------|-----------------------|------------------|---------------|
| 2006 | 429 | 1,235 | 5,274 | 14 | 6,952 |
| 2007 | 497 | 1,494 | 5,648 | - | 7,639 |
| 2008 | 455 | 1,522 | 6,183 | - | 8,160 |
| 2009 | 475 | 1,540 | 5,955 | - | 7,970 |
| 2010 | 397 | 1,252 | 4,781 | - | 6,430 |
| 2011 | 483 | 1,239 | 4,714 | - | 6,436 |
| 2012 | 404 | 1,285 | 4,346 | - | 6,035 |
| 2013 | 411 | 1,308 | 4,438 | - | 6,157 |
| 2014 | 377 | 1,234 | 4,454 | - | 6,065 |
| 2015 | 411 | 1,364 | 4,528 | - | 6,303 |
| Annual Percentage Change | | | | | |
| 2006 | (4.7) | (18.8) | 3.4 | - | (1.7) |
| 2007 | 15.9 | 21.0 | 7.1 | - | 9.9 |
| 2008 | (8.5) | 1.9 | 9.5 | - | 6.8 |
| 2009 | 4.4 | 1.2 | (3.7) | - | (2.3) |
| 2010 | (16.4) | (18.7) | (19.7) | - | (19.3) |
| 2011 | 21.7 | (1.0) | (1.4) | - | 0.1 |
| 2012 | (16.4) | 3.7 | (7.8) | - | (6.2) |
| 2013 | 1.7 | 1.8 | 2.1 | - | 2.0 |
| 2014 | 1.7 | 1.8 | 2.1 | - | 2.0 |
| 2015 | 9.0 | 10.5 | 1.7 | - | 3.9 |
| Percent of Total | | | | | |
| 2006 | 6.2 | 17.8 | 75.9 | 0.2 | 100 |
| 2007 | 6.5 | 19.6 | 73.9 | - | 100 |
| 2008 | 5.6 | 18.7 | 75.8 | - | 100 |
| 2009 | 6.0 | 19.3 | 74.7 | - | 100 |
| 2010 | 6.2 | 19.5 | 74.4 | - | 100 |
| 2011 | 7.5 | 19.3 | 73.2 | - | 100 |
| 2012 | 6.7 | 21.3 | 72.0 | - | 100 |
| 2013 | 6.7 | 21.2 | 72.1 | - | 100 |
| 2014 | 6.2 | 20.3 | 73.4 | - | 100 |
| 2015 | 6.5 | 21.6 | 71.8 | - | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 15: Casualties by Severity of Injury and by District and Sex, 2015

| District | Male | | | | Female | | | | Grand Total |
|------------------|------------|-------------|--------------|--------------|------------|-------------|--------------|--------------|--------------|
| | Fatal | Serious | Minor | Total | Fatal | Serious | Minor | Total | |
| Francistown | 20 | 46 | 145 | 211 | 10 | 30 | 100 | 140 | 351 |
| Kutlwano | 19 | 56 | 227 | 302 | 8 | 22 | 107 | 137 | 439 |
| Gaborone | 31 | 82 | 416 | 529 | 7 | 38 | 310 | 355 | 884 |
| Gaborone West | 48 | 122 | 532 | 702 | 9 | 52 | 350 | 411 | 1,113 |
| Lobatse | 9 | 27 | 110 | 146 | 3 | 28 | 59 | 90 | 236 |
| Kanye | 21 | 57 | 167 | 245 | 9 | 29 | 73 | 111 | 356 |
| Molepolole | 14 | 108 | 205 | 327 | 13 | 74 | 100 | 187 | 514 |
| Mochudi | 14 | 48 | 142 | 204 | 3 | 27 | 73 | 103 | 307 |
| Serowe | 26 | 57 | 201 | 284 | 6 | 23 | 108 | 137 | 421 |
| Mahalapye | 37 | 90 | 181 | 308 | 17 | 52 | 86 | 155 | 463 |
| Selibe-Phikwe | 15 | 47 | 130 | 192 | 3 | 17 | 40 | 60 | 252 |
| Letlhakane | 11 | 19 | 91 | 121 | 6 | 13 | 41 | 60 | 181 |
| Maun | 15 | 60 | 191 | 266 | 4 | 39 | 124 | 167 | 433 |
| Kasane | 6 | 23 | 45 | 74 | 1 | 10 | 15 | 26 | 100 |
| Gantsi | 12 | 32 | 81 | 125 | 5 | 10 | 25 | 40 | 165 |
| Tsabong | 6 | 20 | 35 | 61 | 3 | 6 | 18 | 27 | 88 |
| Total | 304 | 894 | 2,899 | 4,097 | 107 | 470 | 1,629 | 2,206 | 6,303 |
| Percent of Total | | | | | | | | | |
| Francistown | 9.5 | 21.8 | 68.7 | 100 | 7.1 | 21.4 | 71.4 | 100 | |
| Kutlwano | 6.3 | 18.5 | 75.2 | 100 | 5.8 | 16.1 | 78.1 | 100 | |
| Gaborone | 5.9 | 15.5 | 78.6 | 100 | 2.0 | 10.7 | 87.3 | 100 | |
| Gaborone West | 6.8 | 17.4 | 75.8 | 100 | 2.2 | 12.7 | 85.2 | 100 | |
| Lobatse | 6.2 | 18.5 | 75.3 | 100 | 3.3 | 31.1 | 65.6 | 100 | |
| Kanye | 8.6 | 23.3 | 68.2 | 100 | 8.1 | 26.1 | 65.8 | 100 | |
| Molepolole | 4.3 | 33.0 | 62.7 | 100 | 7.0 | 39.6 | 53.5 | 100 | |
| Mochudi | 6.9 | 23.5 | 69.6 | 100 | 2.9 | 26.2 | 70.9 | 100 | |
| Serowe | 9.2 | 20.1 | 70.8 | 100 | 4.4 | 16.8 | 78.8 | 100 | |
| Mahalapye | 12.0 | 29.2 | 58.8 | 100 | 11.0 | 33.5 | 55.5 | 100 | |
| Selibe-Phikwe | 7.8 | 24.5 | 67.7 | 100 | 5.0 | 28.3 | 66.7 | 100 | |
| Letlhakane | 9.1 | 15.7 | 75.2 | 100 | 10.0 | 21.7 | 68.3 | 100 | |
| Maun | 5.6 | 22.6 | 71.8 | 100 | 2.4 | 23.4 | 74.3 | 100 | |
| Kasane | 8.1 | 31.1 | 60.8 | 100 | 3.8 | 38.5 | 57.7 | 100 | |
| Gantsi | 9.6 | 25.6 | 64.8 | 100 | 12.5 | 25.0 | 62.5 | 100 | |
| Tsabong | 9.8 | 32.8 | 57.4 | 100 | 11.1 | 22.2 | 66.7 | 100 | |
| Total | 7.4 | 21.8 | 70.8 | 100 | 4.9 | 21.3 | 73.8 | 100 | |
| Percent of Total | | | | | | | | | |
| Francistown | 6.6 | 5.1 | 5.0 | 5.2 | 9.3 | 6.4 | 6.1 | 6.3 | 5.6 |
| Kutlwano | 6.3 | 6.3 | 7.8 | 7.4 | 7.5 | 4.7 | 6.6 | 6.2 | 7.0 |
| Gaborone | 10.2 | 9.2 | 14.3 | 12.9 | 6.5 | 8.1 | 19.0 | 16.1 | 14.0 |
| Gaborone West | 15.8 | 13.6 | 18.4 | 17.1 | 8.4 | 11.1 | 21.5 | 18.6 | 17.7 |
| Lobatse | 3.0 | 3.0 | 3.8 | 3.6 | 2.8 | 6.0 | 3.6 | 4.1 | 3.7 |
| Kanye | 6.9 | 6.4 | 5.8 | 6.0 | 8.4 | 6.2 | 4.5 | 5.0 | 5.6 |
| Molepolole | 4.6 | 12.1 | 7.1 | 8.0 | 12.1 | 15.7 | 6.1 | 8.5 | 8.2 |
| Mochudi | 4.6 | 5.4 | 4.9 | 5.0 | 2.8 | 5.7 | 4.5 | 4.7 | 4.9 |
| Serowe | 8.6 | 6.4 | 6.9 | 6.9 | 5.6 | 4.9 | 6.6 | 6.2 | 6.7 |
| Mahalapye | 12.2 | 10.1 | 6.2 | 7.5 | 15.9 | 11.1 | 5.3 | 7.0 | 7.3 |

Table 15 Cont'd: Casualties by Severity of Injury and by District and Sex, 2015

| District | Male | | | | Female | | | | Grand Total |
|---------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| | Fatal | Serious | Minor | Total | Fatal | Serious | Minor | Total | |
| Selibe-Phikwe | 4.9 | 5.3 | 4.5 | 4.7 | 2.8 | 3.6 | 2.5 | 2.7 | 4.0 |
| Letlhakane | 3.6 | 2.1 | 3.1 | 3.0 | 5.6 | 2.8 | 2.5 | 2.7 | 2.9 |
| Maun | 4.9 | 6.7 | 6.6 | 6.5 | 3.7 | 8.3 | 7.6 | 7.6 | 6.9 |
| Kasane | 2.0 | 2.6 | 1.6 | 1.8 | 0.9 | 2.1 | 0.9 | 1.2 | 1.6 |
| Gantsi | 3.9 | 3.6 | 2.8 | 3.1 | 4.7 | 2.1 | 1.5 | 1.8 | 2.6 |
| Tsabong | 2.0 | 2.2 | 1.2 | 1.5 | 2.8 | 1.3 | 1.1 | 1.2 | 1.4 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 16: Accident Severity by Cause of Accident- 2015

| Causes of Road Casualties | Fatalities | Serious Injuries | Minor Injuries | Damage Only | Total | Percentage Contribution |
|----------------------------------|------------|------------------|----------------|---------------|---------------|-------------------------|
| Driver fatigue | 3 | 14 | 16 | 45 | 78 | 0.4 |
| Under influence of alcohol/drugs | 23 | 23 | 120 | 465 | 631 | 3.6 |
| Driver Losing control | 88 | 159 | 404 | 874 | 1,525 | 8.6 |
| Unlicenced Driver | 5 | 49 | 136 | 531 | 721 | 4.1 |
| Pedestrian error | 30 | 73 | 273 | 11 | 387 | 2.2 |
| Driver Carelessness | 144 | 358 | 1,394 | 9,778 | 11,674 | 66.1 |
| Passenger Error | 4 | 16 | 39 | 25 | 84 | 0.5 |
| Animals (Domestic/Wild) | 14 | 43 | 137 | 1,827 | 2,021 | 11.4 |
| Obstruction | - | - | 10 | 157 | 167 | 0.9 |
| Vehicle Defects | 16 | 30 | 67 | 169 | 282 | 1.6 |
| Road Surface condition | 2 | 2 | 7 | 50 | 61 | 0.3 |
| Weather Condition | - | 1 | - | 7 | 8 | 0.0 |
| Other Causes | - | - | 3 | 12 | 15 | 0.1 |
| Total | 329 | 768 | 2,606 | 13,951 | 17,654 | 100 |
| Percentage Total | | | | | | |
| Driver fatigue | 3.8 | 17.9 | 20.5 | 57.7 | 100 | |
| Under influence of alcohol/drugs | 3.6 | 3.6 | 19.0 | 73.7 | 100 | |
| Driver Losing Control | 5.8 | 10.4 | 26.5 | 57.3 | 100 | |
| Unlicenced Driver | 0.7 | 6.8 | 18.9 | 73.6 | 100 | |
| Pedestrian error | 7.8 | 18.9 | 70.5 | 2.8 | 100 | |
| Driver Carelessness | 1.2 | 3.1 | 11.9 | 83.8 | 100 | |
| Passenger Error | 4.8 | 19.0 | 46.4 | 29.8 | 100 | |
| Animals (Domestic/Wild) | 0.7 | 2.1 | 6.8 | 90.4 | 100 | |
| Obstruction | - | - | 6 | 94 | 100 | |
| Vehicle Defects | 5.7 | 10.6 | 23.8 | 59.9 | 100 | |
| Road Surface condition | 3.3 | 3.3 | 11.5 | 82.0 | 100 | |
| Weather Condition | - | 12.5 | - | 87.5 | 100 | |
| Other Causes | - | - | 20.0 | 80.0 | 100 | |
| Total | 1.9 | 4.4 | 14.8 | 79.0 | 100 | |
| Percent of Total | | | | | | |
| Driver fatigue | 0.9 | 1.8 | 0.6 | 0.3 | 0.4 | |
| Under influence of alcohol/drugs | 7.0 | 3.0 | 4.6 | 3.3 | 3.6 | |
| | - | - | - | - | - | |
| Driver Losing Control | 26.7 | 20.7 | 15.5 | 6.3 | 8.6 | |
| Unlicenced Driver | 1.5 | 6.4 | 5.2 | 3.8 | 4.1 | |
| Pedestrian error | 9.1 | 9.5 | 10.5 | 0.1 | 2.2 | |
| Driver Carelessness | 43.8 | 46.6 | 53.5 | 70.1 | 66.1 | |
| Passenger Error | 1.2 | 2.1 | 1.5 | 0.2 | 0.5 | |
| Animals (Domestic/Wild) | 4.3 | 5.6 | 5.3 | 13.1 | 11.4 | |
| Obstruction | - | - | 0.4 | 1.1 | 0.9 | |
| Vehicle Defects | 4.9 | 3.9 | 2.6 | 1.2 | 1.6 | |
| Road Surface condition | 0.6 | 0.3 | 0.3 | 0.4 | 0.3 | |
| Weather Condition | - | 0.1 | - | 0.1 | 0.0 | |
| Other Causes | - | - | 0.1 | 0.1 | 0.1 | |
| Total | 100 | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 17: Driver Casualties by Age, 2015

| Age | Fatalities | Drivers Serious | | Total |
|------------------|------------|-----------------|--------------|--------------|
| | | Number | Minor | |
| 0-5 | - | - | - | - |
| 6-10 | - | - | 1 | 1 |
| 11-15 | - | 3 | 10 | 13 |
| 16-20 | 3 | 8 | 31 | 42 |
| 21-25 | 11 | 32 | 150 | 193 |
| 26-30 | 21 | 56 | 309 | 386 |
| 31-35 | 19 | 61 | 355 | 435 |
| 36-40 | 19 | 57 | 237 | 313 |
| 41-45 | 15 | 36 | 149 | 200 |
| 46-50 | 9 | 28 | 84 | 121 |
| 51-55 | 5 | 20 | 68 | 93 |
| 56-60 | 5 | 5 | 39 | 49 |
| 61-65 | 3 | 7 | 27 | 37 |
| 66-70 | 4 | 6 | 17 | 27 |
| 71-75 | 1 | 5 | 3 | 9 |
| >75 | 1 | - | 3 | 4 |
| Total | 116 | 324 | 1,483 | 1,923 |
| Percent of Total | | | | |
| 0-5 | - | - | - | - |
| 6-10 | - | - | 100 | 100 |
| 11-15 | - | 23.1 | 76.9 | 100 |
| 16-20 | 7.1 | 19.0 | 73.8 | 100 |
| 21-25 | 5.7 | 16.6 | 77.7 | 100 |
| 26-30 | 5.4 | 14.5 | 80.1 | 100 |
| 31-35 | 4.4 | 14.0 | 81.6 | 100 |
| 36-40 | 6.1 | 18.2 | 75.7 | 100 |
| 41-45 | 7.5 | 18.0 | 74.5 | 100 |
| 46-50 | 7.4 | 23.1 | 69.4 | 100 |
| 51-55 | 5.4 | 21.5 | 73.1 | 100 |
| 56-60 | 10.2 | 10.2 | 79.6 | 100 |
| 61-65 | 8.1 | 18.9 | 73.0 | 100 |
| 66-70 | 14.8 | 22.2 | 63.0 | 100 |
| 71-75 | 11.1 | 55.6 | 33.3 | 100 |
| >75 | 25.0 | - | 75.0 | 100 |
| Total | 6.0 | 16.8 | 77.1 | 100 |
| Percent of Total | | | | |
| 0-5 | - | - | - | - |
| 6-10 | - | - | 0.1 | 0.1 |
| 11-15 | - | 0.9 | 0.7 | 0.7 |
| 16-20 | 2.6 | 2.5 | 2.1 | 2.2 |
| 21-25 | 9.5 | 9.9 | 10.1 | 10.0 |
| 26-30 | 18.1 | 17.3 | 20.8 | 20.1 |
| 31-35 | 16.4 | 18.8 | 23.9 | 22.6 |
| 36-40 | 16.4 | 17.6 | 16.0 | 16.3 |
| 41-45 | 12.9 | 11.1 | 10.0 | 10.4 |
| 46-50 | 7.8 | 8.6 | 5.7 | 6.3 |

Table 17: Driver Casualties by Age, 2015

| Age | Fatalities | Drivers Serious | Minor | Total |
|--------------|-------------------|------------------------|--------------|--------------|
| 51-55 | 4.3 | 6.2 | 4.6 | 4.8 |
| 56-60 | 4.3 | 1.5 | 2.6 | 2.5 |
| 61-65 | 2.6 | 2.2 | 1.8 | 1.9 |
| 66-70 | 3.4 | 1.9 | 1.1 | 1.4 |
| 71-75 | 0.9 | 1.5 | 0.2 | 0.5 |
| >75 | 0.9 | - | 0.2 | 0.2 |
| Total | 100 | 100 | 100 | 100 |

Source: Road Accident Statistics Unit, Botswana Police Service

Appendix 2: Road Safety

Table 18: AIR TRANSPORT: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2006 - 2015

| Airport | Year | International Movements | | | | Domestic Movements | | | | Total Movements | | | |
|-------------|------|-------------------------|-----------|---------|---------------|--------------------|-----------|---------|--------------|-----------------|-----------|---------|---------------|
| | | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Grand Total |
| Francistown | 2006 | 94 | 759 | 488 | 1,341 | 1,084 | 789 | 1,164 | 3,037 | 1,178 | 1,548 | 1,652 | 4,378 |
| | 2007 | 191 | 973 | 447 | 1,611 | 946 | 793 | 1,170 | 2,909 | 1,137 | 1,766 | 1,617 | 4,520 |
| | 2008 | 51 | 1,344 | 547 | 1,942 | 942 | 869 | 1,085 | 2,896 | 993 | 2,213 | 1,632 | 4,838 |
| | 2009 | 7 | 1,394 | 412 | 1,813 | 956 | 1,102 | 1,211 | 3,269 | 963 | 2,496 | 1,623 | 5,082 |
| | 2010 | 142 | 710 | 350 | 1,202 | 951 | 746 | 1,284 | 2,981 | 1,093 | 1,456 | 1,634 | 4,183 |
| | 2011 | 213 | 555 | 173 | 941 | 915 | 906 | 409 | 2,230 | 1,128 | 1,461 | 582 | 3,171 |
| | 2012 | 219 | 432 | 313 | 964 | 929 | 954 | 357 | 2,240 | 1,148 | 1,386 | 670 | 3,204 |
| | 2013 | 303 | 445 | 147 | 895 | 932 | 717 | 190 | 1,839 | 1,235 | 1,162 | 337 | 2,734 |
| | 2014 | 309 | 522 | 68 | 899 | 770 | 752 | 118 | 1,640 | 1,079 | 1,274 | 186 | 2,539 |
| | 2015 | 330 | 466 | 91 | 887 | 735 | 679 | 156 | 1,570 | 1,065 | 1,145 | 247 | 2,457 |
| Gaborone | 2006 | 8,287 | 1,044 | 1,998 | 11,329 | 1,950 | 1,490 | 2,991 | 6,431 | 10,237 | 2,534 | 4,989 | 17,760 |
| | 2007 | 7,426 | 1,257 | 2,677 | 11,360 | 1,991 | 1,415 | 3,971 | 7,377 | 9,417 | 2,672 | 6,648 | 18,737 |
| | 2008 | 6,559 | 1,414 | 1,396 | 9,369 | 2,126 | 1,872 | 2,481 | 6,479 | 8,685 | 3,286 | 3,877 | 15,848 |
| | 2009 | 6,707 | 1,479 | 1,321 | 9,507 | 2,154 | 1,803 | 2,380 | 6,337 | 8,861 | 3,282 | 3,701 | 15,844 |
| | 2010 | 7,846 | 756 | 1,456 | 10,058 | 2,134 | 989 | 3,430 | 6,553 | 9,980 | 1,745 | 4,886 | 16,611 |
| | 2011 | 8,773 | 1,689 | 876 | 11,338 | 2,543 | 2,171 | 870 | 5,584 | 11,316 | 3,860 | 1,746 | 16,922 |
| | 2012 | 7,999 | 1,594 | 884 | 10,477 | 2,523 | 2,254 | 896 | 5,673 | 10,522 | 3,848 | 1,780 | 16,150 |
| | 2013 | 7,796 | 1,915 | 841 | 10,552 | 2,738 | 1,993 | 1,063 | 5,794 | 10,534 | 3,908 | 1,904 | 16,346 |
| | 2014 | 8,688 | 2,382 | 648 | 11,718 | 1,976 | 1,553 | 1,301 | 4,830 | 10,664 | 3,935 | 1,949 | 16,548 |
| | 2015 | 9,224 | 2,491 | 727 | 12,442 | 1,904 | 1,903 | 1,314 | 5,121 | 11,128 | 4,394 | 2,041 | 17,563 |
| Gantsi | 2006 | - | 11 | 14 | 25 | - | 280 | 57 | 337 | - | 291 | 71 | 362 |
| | 2007 | - | 21 | 19 | 40 | - | 198 | 86 | 284 | - | 219 | 105 | 324 |
| | 2008 | - | 12 | 15 | 27 | 77 | 169 | 103 | 349 | 77 | 181 | 118 | 376 |
| | 2009 | - | 3 | 20 | 23 | 56 | 172 | 167 | 395 | 56 | 175 | 187 | 418 |
| | 2010 | - | - | 7 | 7 | - | 172 | 116 | 288 | - | 172 | 123 | 295 |
| | 2011 | - | - | - | - | - | 147 | 130 | 277 | - | 141 | 118 | 259 |
| | 2012 | - | - | - | - | - | 144 | 114 | 258 | - | 144 | 114 | 258 |
| | 2013 | - | - | - | - | - | 132 | 140 | 272 | - | 132 | 140 | 272 |
| | 2014 | - | - | 20 | 20 | - | 99 | 91 | 190 | - | 99 | 111 | 210 |
| | 2015 | - | 1 | 33 | 34 | - | 106 | 70 | 176 | - | 107 | 103 | 210 |

Table 18 Cont'd: AIR TRANSPORT: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2006 - 2015

| Airport | Year | International Movements | | | | Domestic Movements | | | | Total Movements | | | |
|---------|------|-------------------------|-----------|---------|--------------|--------------------|-----------|---------|---------------|-----------------|-----------|---------|---------------|
| | | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Grand-Total |
| Kasane | 2006 | 138 | 3,170 | 207 | 3,396 | 546 | 7,293 | 569 | 8,408 | 684 | 10,463 | 776 | 11,923 |
| | 2007 | 38 | 3,188 | 170 | 3,693 | 497 | 8,432 | 595 | 9,524 | 535 | 11,620 | 765 | 12,920 |
| | 2008 | 1 | 3,557 | 135 | 3,693 | 319 | 8,447 | 609 | 9,375 | 320 | 12,004 | 744 | 13,068 |
| | 2009 | 3 | 3,678 | 98 | 3,779 | 310 | 8,738 | 594 | 9,642 | 313 | 12,416 | 692 | 13,421 |
| | 2010 | 178 | 2,787 | 95 | 3,060 | 552 | 6,538 | 661 | 7,751 | 730 | 9,325 | 756 | 10,811 |
| | 2011 | 567 | 3,267 | 197 | 4,031 | 985 | 8,858 | 555 | 10,398 | 1552 | 12,125 | 752 | 14,429 |
| | 2012 | 330 | 2,143 | 168 | 4,031 | 777 | 8,690 | 240 | 9,707 | 1107 | 10,833 | 408 | 12,348 |
| | 2013 | 729 | 2,466 | 105 | 3,300 | 830 | 9,147 | 244 | 10,221 | 1559 | 11,613 | 349 | 13,521 |
| | 2014 | 782 | 2,030 | 149 | 2,961 | 643 | 9,848 | 356 | 10,847 | 1,425 | 11,878 | 505 | 13,808 |
| | 2015 | 762 | 1,590 | 132 | 2,484 | 644 | 8,267 | 270 | 9,181 | 1,406 | 9,857 | 402 | 11,665 |

Source: Civil Aviation Authority Botswana

Table 18 (Cont'd): CIVIL AVIATION: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2006 - 2015

| Airport | Year | International Movements | | | Total | Domestic Movements | | | Total | Total Movements | | | Grand Total |
|---------|--------------------|-------------------------|--------------|--------------|---------------|--------------------|---------------|---------------|---------------|-----------------|---------------|---------------|----------------|
| | | Sched | Non-Sched | Private | | Sched | Non-Sched | Private | | Sched | Non-Sched | Private | |
| Maun | 2006 | 1,554 | 2,278 | 24 | 3,856 | 1,078 | 33,652 | 844 | 35,574 | 2,632 | 35,930 | 868 | 39,430 |
| | 2007 | 1,673 | 2,487 | 20 | 4,180 | 1,014 | 36,179 | 408 | 37,601 | 2,687 | 38,666 | 428 | 41,781 |
| | 2008 | 1,663 | 2,239 | 12 | 3,914 | 1,202 | 36,955 | 637 | 38,794 | 2,865 | 39,194 | 649 | 42,708 |
| | 2009 | 2,171 | 2,329 | 22 | 4,522 | 1,155 | 63,784 | 511 | 65,450 | 3,326 | 66,113 | 533 | 69,972 |
| | 2010 | 1,619 | 1,586 | 16 | 3,221 | 18,806 | 19,054 | 896 | 38,756 | 20,425 | 20,640 | 912 | 41,977 |
| | 2011 | 1,399 | 2,007 | 1 | 3,407 | 1,459 | 42,603 | 39 | 44,101 | 2,858 | 44,610 | 40 | 47,508 |
| | 2012 | 2,145 | 1,444 | - | 3,589 | 1,578 | 42,542 | - | 44,120 | 3,723 | 43,986 | - | 47,709 |
| | 2013 | 1,971 | 1,726 | 1 | 3,698 | 1,536 | 47,671 | - | 49,207 | 3,507 | 49,397 | - | 52,904 |
| | 2014 | 2,003 | 1,392 | 2 | 3,397 | 1,045 | 45,242 | 50 | 46,337 | 3,048 | 46,634 | 52 | 49,734 |
| | 2015 | 1,921 | 1,387 | 6 | 3,314 | 994 | 37,859 | 82 | 38,935 | 2,915 | 39,246 | 88 | 42,249 |
| Selebi- | 2006 | - | 89 | 121 | 210 | - | 63 | 186 | 249 | - | 152 | 307 | 459 |
| Phikwe | 2007 | - | 55 | 179 | 234 | - | 43 | 219 | 262 | - | 98 | 398 | 496 |
| | 2008 | - | 55 | 137 | 192 | 2 | 132 | 225 | 359 | 2 | 187 | 362 | 551 |
| | 2009 | - | 7 | 219 | 226 | - | 24 | 404 | 428 | - | 31 | 623 | 654 |
| | 2010 | 21 | 22 | 134 | 177 | 20 | 83 | 296 | 379 | 41 | 105 | 430 | 576 |
| | 2011 | - | 35 | 212 | 247 | - | 35 | 210 | 245 | - | 70 | 422 | 492 |
| | 2012 | - | 124 | 141 | 265 | - | 29 | 204 | 233 | - | 153 | 345 | 498 |
| | 2013 | - | 138 | 241 | 379 | - | 38 | 168 | 206 | - | 176 | 409 | 585 |
| | 2014 | - | 90 | 134 | 224 | - | 67 | 155 | 222 | - | 157 | 289 | 446 |
| | 2015 | - | 41 | 65 | 106 | - | 25 | 197 | 222 | - | 66 | 262 | 328 |
| | Grand Total | 2006 | 9,209 | 7,806 | 3,458 | 20,473 | 4,512 | 44,553 | 6,852 | 55,917 | 13,721 | 52,359 | 10,310 |
| 2007 | | 8,284 | 8,869 | 2,292 | 19,445 | 4,478 | 47,579 | 4,905 | 56,962 | 12,762 | 56,448 | 7,197 | 76,407 |
| 2008 | | 8,274 | 8,564 | 2,329 | 19,167 | 4,645 | 48,339 | 5,383 | 58,367 | 12,919 | 56,903 | 7,712 | 77,534 |
| 2009 | | 10,337 | 6,589 | 2,149 | 19,075 | 4,792 | 72,253 | 6,406 | 83,451 | 15,129 | 78,842 | 8,555 | 102,526 |
| 2010 | | 9,806 | 5,861 | 2,058 | 17,725 | 22,463 | 27,582 | 6,683 | 56,728 | 32,269 | 33,443 | 8,741 | 74,453 |
| 2011 | | 10,952 | 7,553 | 1,459 | 19,964 | 5,902 | 54,720 | 2,213 | 62,835 | 16,854 | 62,273 | 3,672 | 82,799 |
| 2012 | | 10,693 | 5,737 | 1,506 | 17,936 | 5,807 | 54,613 | 1,811 | 62,231 | 16,500 | 60,350 | 3,317 | 80,167 |
| 2013 | | 10,799 | 6,690 | 1,335 | 18,824 | 6,036 | 59,698 | 1,805 | 67,539 | 16,835 | 66,388 | 3,139 | 86,362 |
| 2014 | | 11,782 | 6,416 | 1,021 | 19,219 | 4,434 | 57,561 | 2,071 | 64,066 | 16,216 | 63,977 | 3,092 | 83,285 |
| 2015 | | 12,237 | 5,976 | 1,054 | 19,267 | 4,277 | 48,839 | 2,089 | 55,205 | 16,514 | 54,815 | 3,143 | 74,472 |

Source: Civil Aviation Authority Botswana

Table 19: AIR TRANSPORT: INTERNATIONAL AND DOMESTIC TRAFFIC: 2006 - 2015

| Airport | Year | International Traffic | | | | Domestic Traffic | | | | International & Domestic Passengers |
|-------------|------|-----------------------|----------------------|----------|----------------|------------------|----------------------|----------|----------------|-------------------------------------|
| | | No. of Movements | Number of Passengers | | | No. of Movements | Number of Passengers | | | |
| | | | Arrivals | Depart's | Total | | Arrivals | Depart's | Total | |
| Francistown | 2006 | 1,341 | 3,201 | 3,469 | 6,670 | 3,037 | 13,725 | 12,848 | 26,573 | 33,243 |
| | 2007 | 1,611 | 5,020 | 4,898 | 9,918 | 2,909 | 16,558 | 16,286 | 32,844 | 42,762 |
| | 2008 | 1,942 | 4,694 | 4,419 | 9,113 | 2,896 | 17,844 | 17,042 | 34,886 | 43,999 |
| | 2009 | 1,813 | 3,904 | 3,915 | 7,819 | 3,269 | 22,282 | 21,410 | 43,692 | 51,511 |
| | 2010 | 1,202 | 4,439 | 4,547 | 8,986 | 2,981 | 23,096 | 22,686 | 45,782 | 54,768 |
| | 2011 | 941 | 6,121 | 5,005 | 11,126 | 2,230 | 22,146 | 22,121 | 44,267 | 55,393 |
| | 2012 | 964 | 3,959 | 3,940 | 7,899 | 2,240 | 19,913 | 19,369 | 39,282 | 47,181 |
| | 2013 | 895 | 4,152 | 4,011 | 8,163 | 1,839 | 18,423 | 18,130 | 36,553 | 44,716 |
| | 2014 | 899 | 4,558 | 4,524 | 9,082 | 1,640 | 16,498 | 16,027 | 32,525 | 41,607 |
| | 2015 | 887 | 5,016 | 4,967 | 9,983 | 1,570 | 14,654 | 14,573 | 29,227 | 39,210 |
| Gaborone | 2006 | 11,329 | 104,608 | 106,626 | 211,234 | 6,431 | 39,132 | 39,184 | 78,316 | 289,550 |
| | 2007 | 11,360 | 113,786 | 114,427 | 228,213 | 7,377 | 43,559 | 42,897 | 86,456 | 314,669 |
| | 2008 | 9,369 | 128,006 | 127,267 | 255,273 | 6,479 | 39,132 | 39,184 | 78,316 | 333,589 |
| | 2009 | 9,507 | 143,061 | 143,878 | 286,939 | 6,337 | 48,937 | 50,176 | 99,113 | 386,052 |
| | 2010 | 10,058 | 162,318 | 164,187 | 326,505 | 6,553 | 53,239 | 52,402 | 105,641 | 432,146 |
| | 2011 | 11,338 | 160,319 | 161,299 | 321,618 | 5,584 | 51,202 | 50,734 | 101,936 | 423,554 |
| | 2012 | 10,477 | 150,417 | 155,943 | 306,360 | 5,673 | 50,175 | 50,441 | 100,616 | 406,976 |
| | 2013 | 10,552 | 146,758 | 149,780 | 296,538 | 5,794 | 52,282 | 52,280 | 104,562 | 401,100 |
| | 2014 | 11,718 | 145,573 | 147,552 | 293,125 | 4,830 | 45,664 | 45,587 | 91,251 | 384,376 |
| | 2015 | 12,442 | 147,563 | 151,154 | 298,717 | 5,121 | 41,790 | 41,773 | 83,563 | 382,280 |
| Gantsi | 2006 | 25 | 78 | 65 | 143 | 337 | 463 | 510 | 973 | 1,116 |
| | 2007 | 40 | 21 | 34 | 55 | 284 | 668 | 659 | 1,327 | 1,382 |
| | 2008 | 27 | 14 | 8 | 22 | 349 | 650 | 538 | 1,188 | 1,210 |
| | 2009 | 23 | 11 | 12 | 23 | 395 | 295 | 386 | 681 | 704 |
| | 2010 | 7 | 55 | 24 | 79 | 288 | 228 | 265 | 493 | 572 |
| | 2011 | - | - | - | - | 277 | 194 | 251 | 445 | 445 |
| | 2012 | - | - | - | - | 258 | 195 | 227 | 422 | 422 |
| | 2013 | - | - | - | - | 272 | 297 | 352 | 649 | 649 |
| | 2014 | 20 | 22 | 30 | 52 | 190 | 202 | 234 | 436 | 488 |
| | 2015 | 34 | 48 | 39 | 87 | 176 | 168 | 209 | 377 | 464 |
| Kasane | 2006 | 3,515 | 5,165 | 5,097 | 10,262 | 8,408 | 24,332 | 23,391 | 47,723 | 57,985 |
| | 2007 | 3,396 | 4,516 | 5,833 | 10,349 | 9,524 | 23,896 | 23,075 | 46,971 | 57,320 |
| | 2008 | 3,693 | 3,307 | 4,046 | 7,353 | 9,375 | 28,772 | 28,256 | 57,028 | 64,381 |
| | 2009 | 3,779 | 4,947 | 6,849 | 11,796 | 9,642 | 24,035 | 23,076 | 47,111 | 58,907 |
| | 2010 | 3,060 | 8,007 | 9,025 | 17,032 | 7,751 | 27,847 | 27,357 | 55,204 | 72,236 |
| | 2011 | 4,031 | 9,593 | 13,160 | 22,753 | 10,398 | 31,596 | 30,830 | 62,426 | 85,179 |
| | 2012 | 2,641 | 7,197 | 8,049 | 15,246 | 9,707 | 30,352 | 29,042 | 59,394 | 74,640 |
| | 2013 | 3,300 | 11,920 | 15,400 | 27,320 | 10,221 | 35,817 | 34,013 | 69,830 | 97,150 |
| | 2014 | 2,961 | 13,711 | 15,925 | 29,636 | 10,847 | 31,332 | 31,697 | 63,029 | 92,665 |
| | 2015 | 2,484 | 13,514 | 14,927 | 28,441 | 9,181 | 25,418 | 27,122 | 52,540 | 80,981 |

Source: Botswana Civil Aviation Authority

Table 19: AIR TRANSPORT: INTERNATIONAL AND DOMESTIC TRAFFIC: 2006 - 2015

| Airport | Year | International Traffic | | | | Domestic Traffic | | | | International & Domestic Passengers |
|--------------------|-------------|-----------------------|----------------------|----------------|----------------|------------------|----------------------|----------------|----------------|-------------------------------------|
| | | No. of Movements | Number of Passengers | | | No. of Movements | Number of Passengers | | | |
| | | | Arrivals | Depart's | Total | | Arrivals | Depart's | Total | |
| Maun | 2006 | 3,856 | 29,141 | 27,808 | 56,949 | 35,574 | 63,452 | 63,179 | 126,631 | 183,580 |
| | 2007 | 4,180 | 31,401 | 30,075 | 61,476 | 37,601 | 65,180 | 65,272 | 130,452 | 191,928 |
| | 2008 | 3,914 | 26,659 | 25,253 | 51,912 | 38,794 | 74,537 | 74,561 | 149,098 | 201,010 |
| | 2009 | 4,522 | 40,650 | 40,784 | 81,434 | 65,450 | 95,281 | 95,264 | 190,545 | 271,979 |
| | 2010 | 3,221 | 22,577 | 21,757 | 44,334 | 38,756 | 83,894 | 83,633 | 167,527 | 211,861 |
| | 2011 | 3,407 | 29,274 | 29,001 | 58,275 | 44,101 | 81,529 | 82,648 | 164,177 | 222,452 |
| | 2012 | 3,589 | 34,010 | 34,425 | 68,435 | 44,120 | 81,631 | 79,743 | 161,374 | 229,809 |
| | 2013 | 3,698 | 36,627 | 36,720 | 73,347 | 49,207 | 83,122 | 81,870 | 164,992 | 238,339 |
| | 2014 | 3,397 | 39,410 | 41,235 | 80,645 | 46,337 | 78,233 | 76,018 | 154,251 | 234,896 |
| | 2015 | 3,314 | 36,701 | 38,426 | 75,127 | 38,935 | 72,186 | 69,646 | 141,832 | 216,959 |
| S/Phikwe | 2006 | 210 | 411 | 368 | 779 | 249 | 395 | 466 | 861 | 1,640 |
| | 2007 | 234 | 353 | 397 | 750 | 262 | 448 | 615 | 1,063 | 1,813 |
| | 2008 | 192 | 308 | 310 | 618 | 359 | 606 | 991 | 1,597 | 2,215 |
| | 2009 | 226 | 330 | 349 | 679 | 428 | 1,363 | 991 | 2,354 | 3,033 |
| | 2010 | 156 | 293 | 290 | 583 | 399 | 1,423 | 1,182 | 2,605 | 3,188 |
| | 2011 | 247 | 386 | 402 | 788 | 245 | 317 | 333 | 650 | 1,438 |
| | 2012 | 265 | 318 | 299 | 617 | 233 | 383 | 484 | 867 | 1,484 |
| | 2013 | 379 | 542 | 528 | 1,070 | 206 | 292 | 339 | 631 | 1,701 |
| | 2014 | 224 | 433 | 452 | 885 | 222 | 377 | 427 | 804 | 1,689 |
| | 2015 | 106 | 188 | 162 | 350 | 222 | 308 | 354 | 662 | 1,012 |
| Grand Total | 2006 | 20,276 | 142,604 | 143,433 | 286,037 | 54,036 | 141,499 | 139,578 | 281,077 | 567,114 |
| | 2007 | 20,821 | 155,097 | 155,664 | 310,761 | 57,957 | 150,309 | 148,804 | 299,113 | 609,874 |
| | 2008 | 19,137 | 162,988 | 161,303 | 324,291 | 58,252 | 161,541 | 160,572 | 322,113 | 646,404 |
| | 2009 | 19,870 | 192,903 | 195,787 | 388,690 | 85,521 | 192,193 | 191,303 | 383,496 | 772,186 |
| | 2010 | 17,704 | 197,689 | 199,830 | 397,519 | 56,728 | 189,727 | 187,525 | 377,252 | 774,771 |
| | 2011 | 19,964 | 205,693 | 208,867 | 414,560 | 62,835 | 186,984 | 186,917 | 373,901 | 788,461 |
| | 2012 | 17,936 | 195,901 | 202,656 | 398,557 | 62,231 | 182,649 | 179,306 | 361,955 | 760,512 |
| | 2013 | 18,824 | 199,999 | 206,439 | 406,438 | 67,539 | 190,233 | 186,984 | 377,217 | 783,655 |
| | 2014 | 19,219 | 203,707 | 209,718 | 413,425 | 64,066 | 172,306 | 169,990 | 342,296 | 755,721 |
| | 2015 | 19,267 | 203,030 | 209,675 | 412,705 | 55,205 | 154,524 | 153,677 | 308,201 | 720,906 |

Source: Botswana Civil Aviation Authority

Table 20: CIVIL AVIATION: PASSENGER MOVEMENT BY TYPE OF FLIGHT: 2006 - 2015

| Airport | Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|-------------|---------|----------|-----------|---------|---------|------------|-----------|---------|---------|----------------|-----------|---------|---------|
| | | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total |
| Francistown | 2006 | 12,649 | 3,123 | 1,154 | 16,926 | 12,391 | 2,907 | 1,019 | 16,317 | 25,040 | 6,030 | 2,173 | 33,243 |
| | 2007 | 14,649 | 5,431 | 1,498 | 21,578 | 14,146 | 5,258 | 1,780 | 21,184 | 28,795 | 10,689 | 3,278 | 42,762 |
| | 2008 | 15,492 | 5,705 | 1,341 | 22,538 | 14,831 | 5,246 | 1,384 | 21,461 | 30,323 | 10,951 | 2,725 | 43,999 |
| | 2009 | 18,418 | 3,669 | 4,099 | 26,186 | 17,828 | 3,358 | 4,139 | 25,325 | 36,246 | 7,027 | 8,238 | 51,511 |
| | 2010 | 20,382 | 2,686 | 4,467 | 27,535 | 19,857 | 2,442 | 4,934 | 27,233 | 40,239 | 5,128 | 9,401 | 54,768 |
| | 2011 | 24,541 | 2,921 | 805 | 28,267 | 23,620 | 2,719 | 787 | 27,126 | 48,161 | 5,640 | 1,592 | 55,393 |
| | 2012 | 21,827 | 1,856 | 189 | 23,872 | 21,415 | 1,675 | 219 | 23,309 | 43,242 | 3,531 | 408 | 47,181 |
| | 2013 | 21,470 | 1,011 | 94 | 22,575 | 21,076 | 963 | 102 | 22,141 | 42,546 | 1,974 | 196 | 44,716 |
| | 2014 | 19,742 | 1,216 | 98 | 21,056 | 19,291 | 1,206 | 54 | 20,551 | 39,033 | 2,422 | 152 | 41,607 |
| | 2015 | 18,533 | 947 | 190 | 19,670 | 18,280 | 1,093 | 167 | 19,540 | 36,813 | 2,040 | 357 | 39,210 |
| Gaborone | 2006 | | 7,154 | 8,844 | | 130,164 | 7,007 | 8,639 | | 257,906 | 14,161 | | 289,550 |
| | | 127,742 | | | 143,740 | | | | 145,810 | | | 17,483 | |
| | 2007 | | 7,794 | 8,440 | | 141,764 | 7,696 | 7,864 | | 282,875 | 15,490 | | 314,669 |
| | | 141,111 | | | 157,345 | | | | 157,324 | | | 16,304 | |
| | 2008 | | 9,065 | 7,949 | | 150,214 | 8,454 | 7,783 | | 300,338 | 17,519 | | 333,589 |
| | | 150,124 | | | 167,138 | | | | 166,451 | | | 15,732 | |
| | 2009 | | 5,262 | | | 177,267 | 5,205 | 11,582 | | 351,857 | 10,467 | | 386,052 |
| | | 174,590 | | 12,146 | 191,998 | | | | 194,054 | | | 23,728 | |
| | 2010 | | 19,609 | 5,832 | | 191,165 | 20,056 | 5,368 | | 381,281 | 39,665 | | 432,146 |
| | | 190,116 | | | 215,557 | | | | 216,589 | | | 11,200 | |
| 2011 | | 6,077 | 1,396 | | 205,186 | 5,413 | 1,434 | | 409,234 | 11,490 | 2,830 | 423,554 | |
| | 204,048 | | | 211,521 | | | | 212,033 | | | | | |
| 2012 | | 6,752 | 1,737 | | 198,165 | 6,488 | 1,731 | | 390,268 | 13,240 | 3,468 | 406,976 | |
| | 192,103 | | | 200,592 | | | | 206,384 | | | | | |
| 2013 | | 6,921 | 2,264 | | 193,614 | 6,369 | 2,077 | | 383,469 | 13,290 | 4,341 | 401,100 | |
| | 189,855 | | | 199,040 | | | | 202,060 | | | | | |
| 2014 | | 5,134 | 3,519 | | 184,891 | 4,870 | 3,378 | | 367,475 | 10,004 | 6,897 | 384,376 | |
| | 182,584 | | | 191,237 | | | | 193,139 | | | | | |
| 2015 | | 5,161 | 3,823 | | 184,374 | 4,976 | 3,577 | | 364,743 | 10,137 | 7,400 | 382,280 | |
| | 180,369 | | | 189,353 | | | | 192,927 | | | | | |
| Gantsi | 2006 | - | 426 | 115 | 541 | - | 449 | 126 | 575 | - | 875 | 241 | 1,116 |
| | 2007 | 176 | 392 | 121 | 689 | - | 558 | 135 | 693 | 176 | 950 | 256 | 1,382 |
| | 2008 | 123 | 255 | 286 | 664 | 127 | 287 | 132 | 546 | 250 | 542 | 418 | 1,210 |
| | 2009 | - | 192 | 114 | 306 | - | 278 | 120 | 398 | - | 470 | 234 | 704 |
| | 2010 | - | 199 | 84 | 283 | - | 219 | 70 | 289 | - | 418 | 154 | 572 |
| | 2011 | - | 125 | 69 | 194 | - | 184 | 67 | 251 | - | 309 | 136 | 445 |
| | 2012 | - | 137 | 58 | 195 | - | 172 | 55 | 227 | - | 309 | 113 | 422 |
| | 2013 | - | 96 | 85 | 181 | - | 259 | 209 | 468 | - | 355 | 294 | 649 |
| | 2014 | - | 120 | 104 | 224 | - | 137 | 127 | 264 | - | 257 | 231 | 488 |
| | 2015 | - | 120 | 100 | 220 | - | 132 | 112 | 244 | - | 252 | 212 | 464 |
| Kasane | 2006 | 5,397 | 23,424 | 676 | 29,497 | 5,409 | 22,263 | 816 | 28,488 | 10,806 | 45,687 | 1,492 | 57,985 |
| | 2007 | 4,376 | 23,325 | 711 | 28,412 | 4,572 | 23,583 | 753 | 28,908 | 8,948 | 46,908 | 1,464 | 57,320 |
| | 2008 | 5,256 | 26,150 | 673 | 32,079 | 5,356 | 26,198 | 748 | 32,302 | 10,612 | 52,348 | 1,421 | 64,381 |
| | 2009 | 9,301 | 17,947 | 1,734 | 28,982 | 9,611 | 18,641 | 1,673 | 29,925 | 18,912 | 36,588 | 3,407 | 58,907 |
| | 2010 | 13,557 | 19,999 | 2,298 | 35,854 | 13,694 | 20,097 | 2,591 | 36,382 | 27,251 | 40,096 | 4,889 | 72,236 |
| | 2011 | 17,704 | 22,925 | 560 | 41,189 | 17,743 | 25,521 | 726 | 43,990 | 35,447 | 48,446 | 1,286 | 85,179 |
| | 2012 | 14,853 | 22,505 | 191 | 37,549 | 14,410 | 22,470 | 211 | 37,091 | 29,263 | 44,975 | 402 | 74,640 |
| | 2013 | 19,986 | 27,385 | 363 | 47,734 | 21,263 | 27,778 | 375 | 49,416 | 41,249 | 55,163 | 738 | 97,150 |
| | 2014 | 20,803 | 23,952 | 288 | 45,043 | 22,059 | 25,161 | 402 | 47,622 | 42,862 | 49,113 | 690 | 92,665 |
| | 2015 | 19,540 | 19,071 | 321 | 38,932 | 20,799 | 20,895 | 355 | 42,049 | 40,339 | 39,966 | 676 | 80,981 |

Source: Civil Aviation Authority Botswana

TABLE 20 (Cont'd): CIVIL AVIATION: PASSENGER MOVEMENT BY TYPE OF FLIGHT: 2006 - 2015

| Airport | Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|-------------|------|----------|-----------|---------|---------|------------|-----------|---------|---------|----------------|-----------|---------|---------|
| | | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total |
| Maun | 2006 | 41,801 | 49,597 | 1,195 | 92,593 | 40,443 | 49,299 | 1,245 | 90,987 | 82,244 | 98,896 | 2,440 | 183,580 |
| | 2007 | 42,825 | 53,149 | 607 | 96,581 | 42,272 | 52,548 | 527 | 95,347 | 85,097 | 105,697 | 1,134 | 191,928 |
| | 2008 | 45,304 | 54,879 | 1,013 | 101,196 | 44,427 | 54,589 | 798 | 99,814 | 89,731 | 109,468 | 1,811 | 201,010 |
| | 2009 | 56,822 | 78,463 | 646 | 135,931 | 56,600 | 78,819 | 629 | 136,048 | 113,422 | 157,282 | 1,275 | 271,979 |
| | 2010 | 46,999 | 57,214 | 2,258 | 106,471 | 46,990 | 56,270 | 2,130 | 105,390 | 93,989 | 113,484 | 4,388 | 211,861 |
| | 2011 | 52,254 | 58,539 | 10 | 110,803 | 51,309 | 60,327 | 13 | 111,649 | 103,563 | 118,866 | 23 | 222,452 |
| | 2012 | 57,555 | 57,928 | 158 | 115,641 | 57,364 | 56,804 | - | 114,168 | 114,919 | 114,732 | 158 | 229,809 |
| | 2013 | 59,226 | 60,519 | - | 119,745 | 59,285 | 59,309 | - | 118,594 | 118,511 | 119,828 | - | 238,339 |
| | 2014 | 58,243 | 59,346 | 54 | 117,643 | 60,473 | 56,726 | 54 | 117,253 | 118,716 | 116,072 | 108 | 234,896 |
| | 2015 | 52,985 | 55,837 | 65 | 108,887 | 54,934 | 53,084 | 54 | 108,072 | 107,919 | 108,921 | 119 | 216,959 |
| S/Phikwe | 2006 | - | 432 | 374 | 806 | - | 399 | 435 | 834 | - | 831 | 809 | 1,640 |
| | 2007 | - | 181 | 620 | 801 | - | 313 | 699 | 1,012 | - | 494 | 1,319 | 1,813 |
| | 2008 | - | 385 | 529 | 914 | - | 722 | 579 | 1,301 | - | 1,107 | 1,108 | 2,215 |
| | 2009 | - | 75 | 1,618 | 1,693 | - | 84 | 1,256 | 1,340 | - | 159 | 2,874 | 3,033 |
| | 2010 | - | 150 | 1,566 | 1,716 | - | 151 | 1,321 | 1,472 | - | 301 | 2,887 | 3,188 |
| | 2011 | - | 108 | 595 | 703 | - | 93 | 642 | 735 | - | 201 | 1,237 | 1,438 |
| | 2012 | - | 143 | 558 | 701 | - | 142 | 641 | 783 | - | 285 | 1,199 | 1,484 |
| | 2013 | - | 194 | 643 | 837 | - | 208 | 656 | 864 | - | 402 | 1,299 | 1,701 |
| | 2014 | - | 306 | 504 | 810 | - | 311 | 568 | 879 | - | 617 | 1,072 | 1,689 |
| | 2015 | - | 120 | 376 | 496 | - | 104 | 412 | 516 | - | 224 | 788 | 1,012 |
| Grand Total | 2006 | 187,589 | 84,156 | 12,358 | 284,103 | 188,407 | 82,324 | 12,280 | 283,011 | 375,996 | 166,480 | 24,638 | 567,114 |
| | 2007 | 203,137 | 90,272 | 11,997 | 305,406 | 202,754 | 89,956 | 11,758 | 304,468 | 405,891 | 180,228 | 23,755 | 609,874 |
| | 2008 | 216,299 | 96,439 | 11,791 | 324,529 | 214,955 | 95,496 | 11,424 | 321,875 | 431,254 | 191,935 | 23,215 | 646,404 |
| | 2009 | 259,131 | 105,608 | 20,357 | 385,096 | 261,306 | 106,385 | 19,399 | 387,090 | 520,437 | 211,993 | 39,756 | 772,186 |
| | 2010 | 271,054 | 99,857 | 16,505 | 387,416 | 271,706 | 99,235 | 16,414 | 387,355 | 542,760 | 199,092 | 32,919 | 774,771 |
| | 2011 | 298,547 | 90,695 | 3,435 | 392,677 | 297,858 | 94,257 | 3,669 | 395,784 | 596,405 | 184,952 | 7,104 | 788,461 |
| | 2012 | 286,338 | 89,321 | 2,891 | 378,550 | 291,354 | 87,751 | 2,857 | 381,962 | 577,692 | 177,072 | 5,748 | 760,512 |
| | 2013 | 290,537 | 96,126 | 3,449 | 390,112 | 295,238 | 94,886 | 3,419 | 393,543 | 585,775 | 191,012 | 6,868 | 783,655 |
| | 2014 | 281,372 | 90,074 | 4,567 | 376,013 | 286,714 | 88,411 | 4,583 | 379,708 | 568,086 | 178,485 | 9,150 | 755,721 |
| | 2015 | 271,427 | 81,256 | 4,875 | 357,558 | 278,387 | 80,284 | 4,677 | 363,348 | 549,814 | 161,540 | 9,552 | 720,906 |

Source: Civil Aviation Authority Botswana

Table 21: Rail Goods Traffic by Direction (Net tonnes), 2003 - 2015

| Year/ Quarter | Imports | | | Exports | | | | | | | |
|------------------|------------|------------|------------------|----------|----------|----------------|---------------|-----------------|----------------|-----------------|------------------|
| | From North | From South | Total Imports | To North | To South | Total Exports | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
| 2003 | 127,873 | 836,992 | 964,865 | 106,684 | 328,433 | 435,117 | 356,616 | 791,733 | 1,756,598 | 239,231 | 1,995,829 |
| 2004 | 118,191 | 891,812 | 1,010,003 | 101,943 | 383,076 | 485,019 | 345,826 | 830,845 | 1,840,848 | 133,249 | 1,974,097 |
| 2005 | 108,123 | 687,578 | 795,701 | 113,960 | 456,377 | 570,337 | 323,942 | 894,279 | 1,689,980 | 107,071 | 1,797,051 |
| 2006 | 100,807 | 644,469 | 745,276 | 123,824 | 386,688 | 510,512 | 343,026 | 853,538 | 1,598,814 | 113,793 | 1,712,607 |
| 2007 | 113,883 | 758,577 | 872,460 | 77,435 | 456,327 | 533,762 | 342,761 | 876,523 | 1,748,983 | 1,677 | 1,750,660 |
| 2008 | 74,742 | 768,265 | 843,007 | 48,618 | 483,322 | 531,940 | 336,942 | 868,882 | 1,711,889 | 47,610 | 1,759,499 |
| 2009 | 60,670 | 1,010,605 | 1,071,275 | 25,594 | 494,325 | 519,919 | 292,981 | 822,900 | 1,894,175 | 33,276 | 1,927,451 |
| 2010 | 62,639 | 1,002,555 | 1,065,194 | 69,247 | 467,737 | 536,984 | 304,633 | 841,617 | 1,906,811 | 104,000 | 2,010,811 |
| 2011 | 76,754 | 1,047,444 | 1,124,198 | 94,665 | 457,907 | 552,572 | 318,998 | 871,569 | 1,995,767 | 39,044 | 2,034,811 |
| 2012 | 53,753 | 960,040 | 1,013,793 | 106,189 | 456,579 | 562,768 | 345,451 | 908,219 | 1,922,012 | 62,884 | 1,984,896 |
| 2013 | 28,060 | 840,037 | 868,097 | 107,763 | 490,021 | 597,785 | 310,277 | 908,061 | 1,776,158 | 107,000 | 1,883,158 |
| 2014 | 14,905 | 723,487 | 738,393 | 109,010 | 588,897 | 697,907 | 277,507 | 975,414 | 1,713,807 | 126,006 | 1,844,808 |
| 2015 | 46,325 | 796,248 | 842,574 | 70,316 | 667,566 | 737,882 | 341,549 | 1,079,431 | 1,922,005 | 85,000 | 2,007,005 |
| 2014 | | | | | | | | | | | |
| January | 67 | 71,524 | 71,591 | 6,134 | 51,892 | 58,026 | 21,811 | 79,837 | 151,428 | 8,000 | 159,428 |
| February | 456 | 61,065 | 61,521 | 9,111 | 41,551 | 50,663 | 22,438 | 73,101 | 134,621 | 9,000 | 143,621 |
| March | 230 | 49,482 | 49,712 | 13,727 | 43,091 | 56,818 | 15,529 | 72,347 | 122,059 | 16,000 | 138,059 |
| April | 1,115 | 54,556 | 55,671 | 8,810 | 53,399 | 62,209 | 22,433 | 84,642 | 140,313 | 17,000 | 157,313 |
| May | - | 51,794 | 51,794 | 11,783 | 53,718 | 65,501 | 23,668 | 89,169 | 140,963 | 5,000 | 145,963 |
| June | 2,857 | 69,458 | 72,315 | 8,182 | 44,810 | 52,992 | 24,642 | 77,634 | 149,949 | 10,000 | 159,949 |
| July | 3,501 | 69,515 | 73,016 | 9,436 | 43,685 | 53,121 | 31,061 | 84,182 | 157,198 | 10,000 | 167,198 |
| August | - | 66,746 | 66,746 | 11,736 | 53,337 | 65,073 | 19,127 | 84,200 | 150,946 | 15,000 | 165,946 |
| September | 4,125 | 58,735 | 62,860 | 5,812 | 55,613 | 61,426 | 25,467 | 86,893 | 149,753 | 15,001 | 164,754 |
| October | 33 | 58,893 | 58,926 | 8,282 | 59,118 | 67,400 | 28,071 | 95,471 | 154,397 | 8,000 | 162,397 |
| November | 181 | 65,083 | 65,264 | 10,685 | 36,623 | 47,308 | 22,259 | 69,567 | 134,831 | 10,000 | 144,831 |
| December | 2,340 | 46,636 | 48,976 | 5,312 | 52,060 | 57,372 | 21,000 | 78,372 | 127,348 | 8,000 | 135,348 |
| 2015 | | | | | | | | | | | |
| January | 3,078 | 67,711 | 70,789 | 5,742 | 68,182 | 73,924 | 22,507 | 96,432 | 167,220 | 9,000 | 176,220 |
| February | 618 | 60,484 | 61,102 | 3,097 | 42,935 | 46,032 | 22,772 | 68,804 | 129,906 | 8,000 | 137,906 |
| March | 5,356 | 74,975 | 80,331 | 3,791 | 31,013 | 34,804 | 31,552 | 66,356 | 146,686 | 12,000 | 158,686 |
| April | 3,531 | 50,459 | 53,990 | 4,718 | 48,372 | 53,089 | 27,155 | 80,245 | 134,235 | 10,000 | 144,235 |
| May | 3,203 | 54,278 | 57,480 | 6,802 | 52,717 | 59,519 | 26,504 | 86,024 | 143,504 | 6,000 | 149,504 |
| June | 2,345 | 69,775 | 72,120 | 6,169 | 63,663 | 69,832 | 29,292 | 99,124 | 171,244 | 12,000 | 183,244 |
| July | 3,810 | 78,786 | 82,596 | 7,025 | 61,972 | 68,997 | 29,561 | 98,558 | 181,154 | 10,000 | 191,154 |
| August | 6,256 | 60,963 | 67,219 | 9,450 | 56,186 | 65,636 | 36,685 | 102,321 | 169,540 | 5,000 | 174,540 |
| September | 3,649 | 79,377 | 83,026 | 7,701 | 65,936 | 73,637 | 29,550 | 103,187 | 186,213 | 4,000 | 190,213 |
| October | 5,877 | 64,438 | 70,315 | 5,772 | 57,370 | 63,142 | 30,524 | 93,666 | 163,981 | 6,000 | 169,981 |
| November | 3,980 | 67,019 | 70,999 | 7,233 | 57,215 | 64,448 | 30,019 | 94,467 | 165,466 | 2,000 | 167,466 |
| December | 4,623 | 67,984 | 72,607 | 2,816 | 62,005 | 64,821 | 25,427 | 90,248 | 162,855 | 1,000 | 163,855 |

Source: Botswana Railways, Ministry of Transport and Communications

Table 22: Revenue from Goods Traffic ('000 Pula), 2003 - 2015

| Year/ Quarter | Imports | | Exports | | | Total | | | | | | |
|------------------|------------|------------|----------------|---------------|----------|----------------|---------------|-----------------|----------------|-----------------|----------------|---------------|
| | From North | From South | Total Imports | To North | To South | Total Exports | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic | |
| 2003 | 6,075 | 38,088 | 44,163 | 6,841 | 30,323 | 37,164 | 21,401 | 58,565 | 102,728 | 17,170 | 119,898 | |
| 2004 | 6,117 | 44,509 | 50,626 | 7,149 | 36,245 | 43,394 | 19,678 | 63,072 | 113,698 | 5,139 | 118,837 | |
| 2005 | 6,269 | 40,125 | 46,394 | 8,818 | 48,230 | 57,048 | 26,628 | 83,676 | 130,070 | 16,719 | 146,789 | |
| 2006 | 6,363 | 39,952 | 46,315 | | 56,838 | 66,947 | 36,815 | | | | 164,431 | |
| | | | | 10,109 | | | | 103,762 | 150,077 | 14,354 | | |
| 2007 | 6,971 | 19,329 | 26,300 | 6,858 | 59,782 | 66,640 | 39,896 | 106,536 | 132,836 | 179 | 133,015 | |
| 2008 | 4,891 | 68,517 | 73,408 | 4,568 | 69,181 | 73,749 | 35,624 | 109,373 | 182,781 | 22,351 | 205,132 | |
| 2009 | 3,472 | 99,185 | 102,657 | 3,708 | 71,576 | 75,284 | 29,535 | 104,819 | 207,476 | 3,814 | 211,290 | |
| 2010 | 3,507 | 99,093 | 102,600 | 8,815 | 72,358 | 81,173 | 38,106 | 119,279 | 221,879 | 11,403 | 233,282 | |
| 2011 | 5,640 | 104,980 | 110,620 | 12,741 | 81,400 | 94,141 | 45,166 | 139,307 | 249,927 | 5,486 | 255,413 | |
| 2012 | 3,939 | 115,705 | 119,644 | 15,859 | 102,133 | 117,992 | 47,117 | 165,172 | 284,816 | 8,320 | 293,136 | |
| 2013 | 2,460 | 117,333 | 119,793 | 17,822 | 106,419 | 124,241 | 47,312 | 171,554 | 291,346 | 21,641 | 312,987 | |
| 2014 | 1,724 | 110,850 | 112,574 | 18,747 | 118,164 | 136,911 | 45,220 | 182,131 | 294,705 | 23,456 | 318,161 | |
| 2015 | 7,863 | 127,385 | 135,248 | 13,115 | 132,745 | 145,860 | 58,825 | 204,685 | 339,933 | 16,332 | 356,265 | |
| 2014 | Jan | 11 | 9,820 | 9,831 | 1,031 | 10,476 | 11,507 | 3,223 | 14,730 | 24,561 | 2,447 | 27,008 |
| | Feb | 60 | 8,316 | 8,376 | 1,551 | 8,849 | 10,400 | 3,379 | 13,779 | 22,155 | 1,775 | 23,930 |
| | Mar | 29 | 8,102 | 8,131 | 2,344 | 9,263 | 11,607 | 2,576 | 14,183 | 22,314 | 3,202 | 25,516 |
| | April | 154 | 12,010 | 12,164 | 1,554 | 10,378 | 11,932 | 3,617 | 15,549 | 27,713 | 3,178 | 30,891 |
| | May | - | 7,538 | 7,538 | 2,069 | 9,258 | 11,327 | 4,011 | 15,338 | 22,876 | 1,442 | 24,318 |
| | June | 237 | 9,781 | 10,018 | 1,346 | 9,980 | 11,326 | 3,765 | 15,091 | 25,109 | 1,984 | 27,093 |
| | July | 279 | 9,515 | 9,794 | 1,602 | 9,726 | 11,328 | 4,874 | 16,202 | 25,996 | 1,573 | 27,569 |
| | Aug | - | 10,206 | 10,206 | 2,099 | 10,471 | 12,570 | 3,198 | 15,768 | 25,974 | 1,574 | 27,548 |
| | Sep | 586 | 9,032 | 9,618 | 1,035 | 10,423 | 11,458 | 4,561 | 16,019 | 25,637 | 1,575 | 27,212 |
| | Oct | 6 | 10,433 | 10,439 | 1,463 | 11,244 | 12,707 | 5,039 | 17,746 | 28,185 | 1,515 | 29,700 |
| | Nov | 30 | 8,735 | 8,765 | 1,731 | 8,318 | 10,049 | 3,601 | 13,650 | 22,415 | 2,166 | 24,581 |
| | Dec | 332 | 7,362 | 7,694 | 922 | 9,778 | 10,700 | 3,376 | 14,076 | 21,770 | 1,025 | 22,795 |
| 2015 | Jan | 569 | 9,644 | 10,213 | 996 | 13,611 | 14,607 | 3,600 | 18,207 | 28,420 | 2,894 | 31,314 |
| | Feb | 117 | 7,462 | 7,579 | 541 | 8,872 | 9,413 | 1,410 | 10,823 | 18,402 | 2,895 | 21,297 |
| | Mar | 786 | 10,577 | 11,363 | 671 | 5,033 | 5,704 | 5,209 | 10,913 | 22,276 | 555 | 22,831 |
| | Apr | 538 | 7,378 | 7,916 | 853 | 8,604 | 9,457 | 4,673 | 14,130 | 22,046 | 1,838 | 23,884 |
| | May | 527 | 8,265 | 8,792 | 1,248 | 9,886 | 11,134 | 4,462 | 15,596 | 24,388 | 862 | 25,250 |
| | June | 408 | 9,562 | 9,970 | 1,116 | 12,770 | 13,886 | 5,549 | 19,435 | 29,405 | 1,563 | 30,968 |
| | July | 683 | 11,669 | 12,352 | 1,296 | 12,810 | 14,106 | 5,278 | 19,384 | 31,736 | 2,602 | 34,338 |
| | Aug | 1,109 | 7,714 | 8,823 | 1,719 | 11,310 | 13,029 | 6,240 | 19,269 | 28,092 | 696 | 28,788 |
| | Sept | 652 | 11,794 | 12,446 | 1,779 | 12,962 | 14,741 | 5,568 | 20,309 | 32,755 | 836 | 33,591 |
| | Oct | 1,026 | 8,278 | 9,304 | 1,053 | 12,424 | 13,477 | 5,995 | 19,472 | 28,776 | 1,030 | 29,806 |
| | Nov | 706 | 12,740 | 13,446 | 1,331 | 11,797 | 13,128 | 5,743 | 18,871 | 32,317 | 656 | 32,973 |
| | Dec | 742 | 22,302 | 23,044 | 512 | 12,666 | 13,178 | 5,098 | 18,276 | 41,320 | -95 | 41,225 |

Source: Botswana Railways, Ministry of Transport and Communications

TECHNICAL NOTE

The data used to compile this report is administrative data from different sources. Road accidents' statistics, in tabular form, is sourced from Botswana Police Services. Cargo and mail data is sourced from Air Botswana. Railways statistics is from Botswana Railways and the Department of Road Transport and Safety provides Motor Vehicle registrations data. Water data is sourced from Botswana Revenue Service and Customs Department. Power data comes from Botswana Power Corporation.

All the calculations in the report relating to population were derived from the 2011 Population and Housing Census' results and the other years beyond 2011 are projections.



BOTSWANA TRANSPORT & INFRASTRUCTURE

STATISTICS REPORT 2015



BOTSWANA TRANSPORT & INFRASTRUCTURE

STATISTICS REPORT 2015



STATISTICS BOTSWANA
Private Bag 0024, Gaborone
Tel: 3671300 Fax: 3952201
E-mail: info@statsbots.org.bw
Website: www.statsbots.org.bw

Copyright © Statistics Botswana 2016