

BOTSWANA TRANSPORT & INFRASTRUCTURE STATISTICS 2012

STATISTICS BOTSWANA

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BOTSWANA TRANSPORT AND INFRASTRUCTURE STATISTICS - 2012

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PREFACE

This report presents Botswana Transport and Infrastructure Statistics for the calendar year 2012. It is aimed at enhancing and assisting the decision-making process within the transportation and infrastructure sector relating to operational, sectoral, national or international purposes.

The report presents a summary of a diverse range of transport and infrastructure statistics in tabular and graphical format. Topics include road network, traffic counts, motor vehicle population, road accidents, passenger and freight movements, employment, trade and gross domestic product attributed to the transport industry. Information on rail and aviation is also provided.

I hope you find this publication useful and interesting. The document is available as a PDF file in the Statistics Botswana website (<http://www.cso.gov.bw>).

Statistics Botswana acknowledges and extends gratitude to various Government departments and/or organizations that provided information used in this publication.



A. N. Majelantle
Statistician General

November 2013

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 Organisation |
| Non-sch | Non scheduled |
| Sched | Scheduled |

EXECUTIVE SUMMARY

1. INTRODUCTION

This report provides some of the main transport and infrastructure trends in Botswana from a range of administrative data sources. It is split into six broad themes, namely:

- Road Transport
- Road Safety
- Air Transport
- Railway Transport
- Contribution of Transport and Communications to GDP
- Employment in the Transport Sector

2. ROAD TRANSPORT

2.1 Road Network

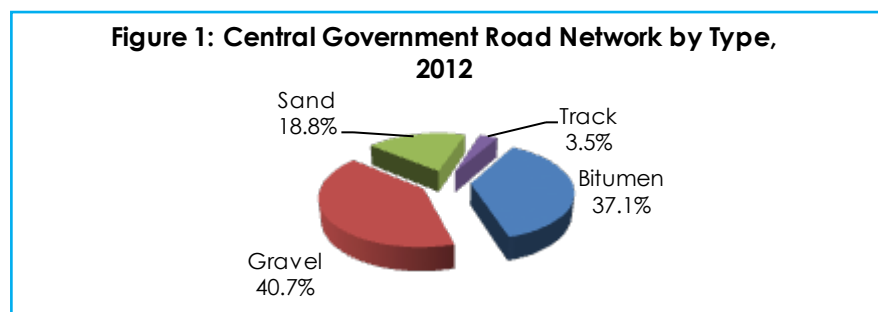
The national road network is a set of roads maintained by Local Authorities and those in custody of the Central Government through the Department of Roads. The statistics contained in this report however relate only to Central Government. To bridge this gap, Statistics Botswana has approached the Ministry of Local Government and Rural Development to liaise with Local Authorities and put structures in place which will enable the availability of data required to compile these statistics.

Total road network maintained by Central Government measured 18,042 kilometres in 2012, as in 2011. The road network remained constant at 8,916 km during the period 2002 to 2008. It however increased to 8,946 in 2009 and 2010, a 0.3 percent increase. The substantial increase on roads maintained by the Central Government from 2011 was a result of some of the roads which were previously under the custody of Local Authorities being transferred to the Central Government. The roads increased by 101.7 percent. The bulk of the roads from Local Authorities were gravel, sand and track roads. Road network maintained by the Central Government was composed of 6,689 km (37.1 percent) of bitumen, 7,339km (40.7 percent) of gravel, 3,385 km (18.8 percent) of sand and 629 km (3.5 percent) of track in 2012. See **Table 2.1** and **Figure 1**.

Table 2.1: The Length of Roads Maintained by the Central Government by Type (km), 2002 - 2012

| Year | Bitumen | Gravel | Sand | Track | Total |
|------|---------|--------|-------|-------|---------------|
| 2002 | 5,954 | 1,637 | 1,325 | .. | 8,916 |
| 2003 | 6,116 | 1,501 | 1,299 | .. | 8,916 |
| 2004 | 6,116 | 1,501 | 1,299 | .. | 8,916 |
| 2005 | 6,367 | 1,250 | 1,299 | .. | 8,916 |
| 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 |

Source: Department of Roads



2.2 Traffic Counts

Traffic volume is measured by regular traffic counts by the Department of Roads at different locations on gazetted roads. At each station, counts are carried out twenty-four hours for a period of seven consecutive days at least four times a year. Locations where these counts are made vary from year to year, which makes it difficult to compare traffic volume from year-to-year. The data collected from these traffic counts are used to compile an inventory on road usage, and this allows transport planners to evaluate the level of usage of various road types.

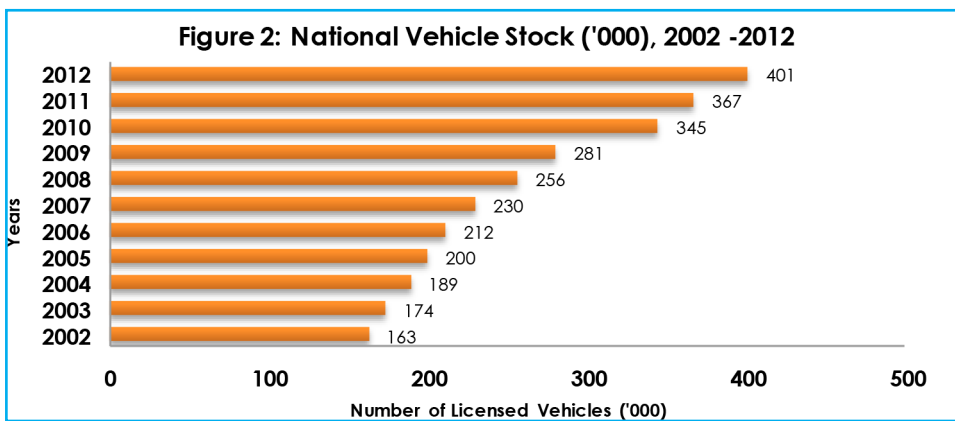
Statistics relating to the years 2009 to 2012 are not available as the Department of Roads has temporarily suspended data collection on traffic counts.

2.3 Motor Vehicle Registrations

This section provides information on annual stock of motor vehicles, which is comprised of Government owned motor vehicles and privately owned motor vehicles. The section also contains information on new registrations and renewal of vehicle licenses.

2.3.1 National Vehicle Stock

The national vehicle stock which is the number of licensed vehicles in Botswana increased by 146.2 percent between 2002 and 2012, from 162,807 vehicles in 2002 to 400,873 vehicles in 2012. As indicated by **Table 1** in the **Appendix** and **Figure 2** below, the rise has been steady throughout this ten year period.



Licensed vehicles increased from 367,155 in 2011 to 400,873 vehicles in 2012, registering a growth of 9.2 percent. This was an increase of 2.7 percentage points from the growth that was recorded in 2011. The growth recorded in 2012 was mostly contributed by privately owned vehicles which rose by 9.2 percent from 357,104 vehicles in 2011 to 389,815 vehicles in 2012 (**Table 2, Appendix 1**). The increase in vehicle stock has resulted in the construction of better roads and increase in revenue collected from registration and licensing of vehicles as well as permits issued to goods and passenger carrying vehicles. On the other hand, this development has brought with it some major challenges like increase in road accidents as shown in section 3. This might also impact negatively on the durability or life span of our national roads. These effects would be felt most in the more populated areas, such as the eastern part of Botswana.

2.3.1.1 Private Vehicle Stock

Total Privately Owned Vehicles rose from 357,104 vehicles registered in 2011 to 389,815 registered in 2012; representing an annual increase of 9.2 percent (**Table 2, Appendix 1**). This growth was mainly contributed by passenger cars and buses which increased by 13.8 and 6.1 percent respectively. Tractors and trailers also increased during this period; tractors grew by 4.7 percent while trailers increased by 4.6 percent.

Vehicles per 1000 population have been increasing steadily throughout the years. However, the ratio dropped in 2011 to 176.3 vehicles and went up again in 2012 to 192.5 vehicles (See **Table 2, Appendix 1**). In a small economy like this one, a continuous growth in private vehicle population stifles public transport and therefore reduces its growth. To grow the sector, strategies should be put in place to make public transport more attractive.

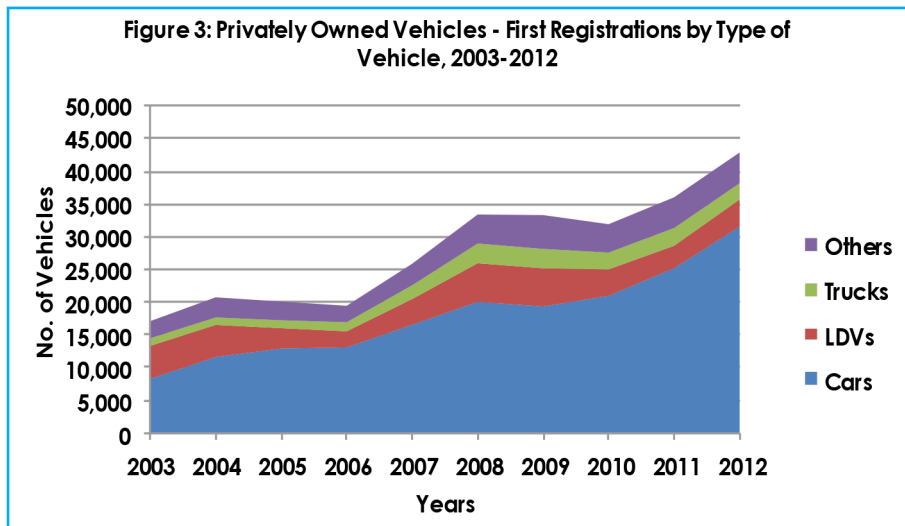
Table 2.3a: Privately Owned Vehicles - Total Registrations by Type of Vehicle & Quarter, 2012

| | Passenger | | Mini | | Motor | | | Tankers/ | | | Total |
|--------------|------------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|--------------|----------------|
| | Cars | LDVs | Trucks | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| 1st Quarter | 45,593 | 21,577 | 5,347 | 2,763 | 280 | 401 | 1,066 | 3,846 | 788 | 551 | 82,212 |
| 2nd Quarter | 52,579 | 24,025 | 5,865 | 2,950 | 342 | 393 | 917 | 4,460 | 810 | 607 | 92,948 |
| 3rd Quarter | 60,684 | 25,995 | 6,330 | 3,553 | 379 | 417 | 1,512 | 4,936 | 842 | 578 | 105,226 |
| 4th Quarter | 64,228 | 26,148 | 6,046 | 3,497 | 442 | 421 | 2,220 | 5,067 | 845 | 515 | 109,429 |
| Total | 223,084 | 97,745 | 23,588 | 12,763 | 1,443 | 1,632 | 5,715 | 18,309 | 3,285 | 2,251 | 389,815 |
| | Percent of Total | | | | | | | | | | |
| 1st Quarter | 20.4 | 22.1 | 22.7 | 21.6 | 19.4 | 24.6 | 18.7 | 21.0 | 24.0 | 24.5 | 21.1 |
| 2nd Quarter | 23.6 | 24.6 | 24.9 | 23.1 | 23.7 | 24.1 | 16.0 | 24.4 | 24.7 | 27.0 | 23.8 |
| 3rd Quarter | 27.2 | 26.6 | 26.8 | 27.8 | 26.3 | 25.6 | 26.5 | 27.0 | 25.6 | 25.7 | 27.0 |
| 4th Quarter | 28.8 | 26.8 | 25.6 | 27.4 | 30.6 | 25.8 | 38.8 | 27.7 | 25.7 | 22.9 | 28.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

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

2.3.1.1.1 Privately Owned Vehicles - First Registrations

Vehicle registered for the first time have increased from 20,042 vehicles recorded in 2002 to 42,826 in 2012, registering a growth of 113.7 percent within the ten year period. The year 2012 registered a growth of 18.8 percent in vehicles registered for the first time after having recorded 36,044 vehicles from 36,044 vehicles recorded in 2011. This increase is attributed to the imports from Asia and the United Kingdom which are flooding the local market and are more affordable to the low income market. Passenger cars continue to account for the bulk of the vehicles bought for the first time. In 2012 they accounted for 73.5 percent of vehicles which were registered for the first time (see **Table 3, Appendix 1** and **figure 3**).



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

The Department of Road Transport and Safety within the Ministry of Transport and Communication has put in place some initiatives of reducing the distance travelled by customers to the nearest licensing office by taking their services to the people. This was done by opening more licensing offices around the country with the help of Botswana Post. This also aimed at coping with the increasing vehicle population and reducing the time taken by customers at service centers.

There are currently 24 licensing stations around the country including cubicles/tills housed under Botswana Post. Depending on the population of vehicles, other stations like Gaborone have more than one licensing office. A greater number of vehicles were registered in Gaborone in 2012, accounting for 54.1 percent of new registrations. Gaborone was followed by Mogoditshane and Francistown with 14.4 and 10.0 percent respectively; the newly opened registration station of Shakawe had only 2 vehicles registered while Kang and Masunga had 9 vehicles registered each (**Table 4, Appendix 1**).

2.3.1.1.3 Privately Owned Vehicles - First Registrations by Type of Vehicle and Month of Registration

The number of vehicles registered for the first time in 2012 started slowly in the first months of the year and then increased in the following months. The lowest number (20.8 percent) of vehicles was registered in the first three months of the year while the highest (28.0 percent) was realized in the last three months of the year. The details are as shown in **Tables 5 of Appendix 1** and **2.3b** below.

Table 2.3b: Privately Owned Vehicles - First registration by Quarter and Type of Vehicle, 2012

| | Passenger | | Trucks | Mini | Motor | | | Tankers/ | | | Total |
|--------------|-------------------------|--------------|--------------|--------------|------------|------------|------------|--------------|------------|------------|---------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| 1st Quarter | 6,272 | 974 | 574 | 236 | 26 | 71 | 164 | 424 | 94 | 53 | 8,888 |
| 2nd Quarter | 7,578 | 1,060 | 689 | 286 | 33 | 48 | 136 | 497 | 117 | 62 | 10,506 |
| 3rd Quarter | 8,619 | 1,066 | 654 | 325 | 32 | 43 | 183 | 403 | 84 | 45 | 11,454 |
| 4th Quarter | 9,002 | 1,060 | 582 | 326 | 49 | 57 | 288 | 475 | 97 | 42 | 11,978 |
| Total | 31,471 | 4,160 | 2,499 | 1,173 | 140 | 219 | 771 | 1,799 | 392 | 202 | 42,826 |
| | <i>Percent of Total</i> | | | | | | | | | | |
| 1st Quarter | 19.9 | 23.4 | 23.0 | 20.1 | 18.6 | 32.4 | 21.3 | 23.6 | 24.0 | 26.2 | 20.8 |
| 2nd Quarter | 24.1 | 25.5 | 27.6 | 24.4 | 23.6 | 21.9 | 17.6 | 27.6 | 29.8 | 30.7 | 24.5 |
| 3rd Quarter | 27.4 | 25.6 | 26.2 | 27.7 | 22.9 | 19.6 | 23.7 | 22.4 | 21.4 | 22.3 | 26.7 |
| 4th Quarter | 28.6 | 25.5 | 23.3 | 27.8 | 35.0 | 26.0 | 37.4 | 26.4 | 24.7 | 20.8 | 28.0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

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

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

As in the previous years, Toyota has been dominating the market as the most bought vehicle in Botswana. For 2012, it made 48.4 percent of the total vehicles which were bought for the first time; it was followed by Datsun/Nissan and Mazda with 7.2 and 6.2 percent respectively. Volkswagen was also among the favoured newly acquired vehicles and constituted 6.1 percent of the total. See **Table 7** in **Appendix 1**.

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

Renewals are vehicles whose licenses are renewed at the beginning of every year. Renewals of privately owned vehicles increased by 8.1 percent in 2012, from 321,060 vehicles in 2011 to 346,989 vehicles in 2012. This was an increase of 1.6 percentage point from the growth recorded in 2011.

Passenger cars constituted the largest percentage of all the vehicles which were renewed in 2012 ; they made 53.2 percent of the total. LDVs and trucks followed at 28.5 and 6.2 percent of the total respectively. Motor cycles were the least among the privately owned renewals in 2012, they constituted only 0.4 percent. This is shown in **Table 8, Appendix 1**.

2.3.1.1.6 Privately Owned Vehicles - Renewals by Month of Registration

Like in first registrations, most of the renewals were done in the months of October, November and December (quarter 4) accounting for 28.1 percent of all the renewals in 2012. The least number of vehicles were renewed in the first three months (Q1) of 2012 as they accounted for 21.1 percent of the total renewals in 2012 (**Table 2.3c** below and Tables 11 & 12 in the **Appendix**).

Table 2.3c: Privately Owned Vehicles – Renewal of Vehicle Licences by Quarter and Type of Vehicle, 2012

| | Passenger | | Mini | | Motor | | | Tankers/ | | | Total |
|-------------------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|--------------|----------------|
| | Cars | LDVs | Trucks | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| 1st Quarter | 39,321 | 20,603 | 4,773 | 2,527 | 254 | 330 | 902 | 3,422 | 694 | 498 | 73,324 |
| 2nd Quarter | 45,001 | 22,965 | 5,176 | 2,664 | 309 | 345 | 781 | 3,963 | 693 | 545 | 82,442 |
| 3rd Quarter | 52,065 | 24,929 | 5,676 | 3,228 | 347 | 374 | 1,329 | 4,533 | 758 | 533 | 93,772 |
| 4th Quarter | 55,226 | 25,088 | 5,464 | 3,171 | 393 | 364 | 1,932 | 4,592 | 748 | 473 | 97,451 |
| Total | 191,613 | 93,585 | 21,089 | 11,590 | 1,303 | 1,413 | 4,944 | 16,510 | 2,893 | 2,049 | 346,989 |
| <i>Percent of Total</i> | | | | | | | | | | | |
| 1st Quarter | 20.5 | 22.0 | 22.6 | 21.8 | 19.5 | 23.4 | 18.2 | 20.7 | 24.0 | 24.3 | 21.1 |
| 2nd Quarter | 23.5 | 24.5 | 24.5 | 23.0 | 23.7 | 24.4 | 15.8 | 24.0 | 24.0 | 26.6 | 23.8 |
| 3rd Quarter | 27.2 | 26.6 | 26.9 | 27.9 | 26.6 | 26.5 | 26.9 | 27.5 | 26.2 | 26.0 | 27.0 |
| 4th Quarter | 28.8 | 26.8 | 25.9 | 27.4 | 30.2 | 25.8 | 39.1 | 27.8 | 25.9 | 23.1 | 28.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

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

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

In 2012, a total of 346,989 vehicles renewed their licenses, an 8.1 percent increase on the renewals of 2011 which were 321,060. As in the previous years, Gaborone accounted for the highest number of renewals at 41.3 percent of total. Francistown and Mogoditshane followed with 10.9 and 5.7 percent respectively (**Tables 9 & 10 in Appendix 1**).

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

As in first registrations, license renewals also followed the same trend where licenses for Toyota vehicles were the most renewed in 2012. This is obvious as most of the vehicles in the national fleet are Toyotas. Toyota constituted 47.1 percent of the total. Datsun/Nissan, Mazda and Volkswagen followed in terms of dominance in the renewals. Datsun/Nissan constituted 8.5 percent while Mazda and Volkswagen constituted 5.4 and 4.3 percent respectively (**Tables 13 and 14 in Appendix 1**).

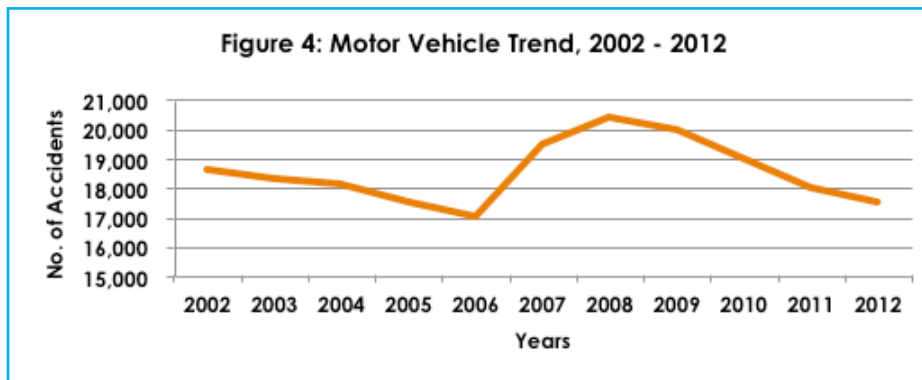
2.3.1.2 Government Vehicle Stock

Vehicles owned by the Central Government are referred to as Government vehicle stock, and those vehicles fall under the custody of Central Transport Organization (CTO). CTO is a Government department responsible for procurement, management, repair and disposal of Government vehicles. In 2012, Government fleet increased by 10.0 percent; from 10,051 in 2011 to 11,058 in 2012. Throughout the years the Government fleet has been going up and down, this is because when vehicles are boarded they are not replaced within that year but instead replaced in the following years (See **Table 15, Appendix 1**).

3. ROAD SAFETY

3.1 Accident Trend

The road accident statistics provided in this report relates only to road accidents reported to the Botswana Police Service. Road accidents assumed a downward trend from 2002 to 2006. In 2007 and 2008 road accidents went up but only to decline again in 2009 up to 2012. Road Accidents went down by 2.6 percent in 2012, from 18,001 accidents recorded in 2011 to 17,527 accidents in 2012, (see **Figure 4** and **Table 3.1** below as well as **Table 16** in **Appendix 2**).



The policies adopted towards reducing accidents are based on education, engineering and enforcement. On the education part the public has to be educated on accidents, how to avoid them and also acceptable road usage behaviour. On the engineering part, the roads have to grow at least at the same rate as the vehicle population and they should be done in such a way that they do not contribute to the accident rate. The enforcement is used to penalize motorists who do not obey road signs.

3.2 Accident Severity by Junction control

In 2012 there were 328 fatal crashes (accidents which resulted in a death), making 1.9 percent of total accidents that occurred in 2012. Serious crashes constituted 4.5 percent of total accidents and the rest were minor crashes and damages only. The details are as shown in **Table 18, Appendix 2**.

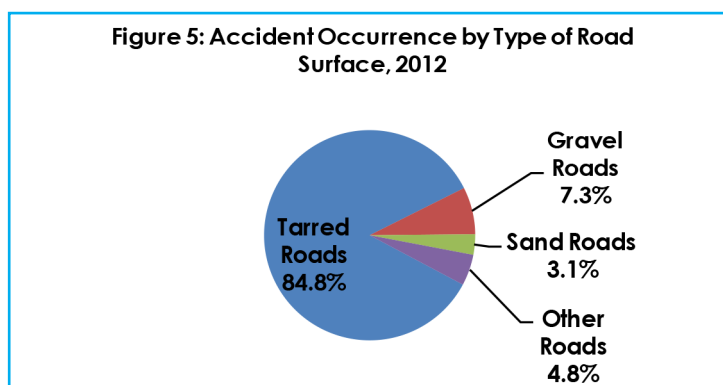
3.3 Occurrences of Road Accidents by Type of Road Surface

Accidents that occurred on tarred roads in 2012 constituted 84.8 percent of all of the recorded accidents that year. Tarred roads accidents decreased by 4.2 percent from 15,513 accidents recorded in 2011 to 14,865 accidents in 2012 (**Table 3.2** and **Figure 5**). Most of road accidents occur on tarred roads. This could have resulted from the fact that tarred roads carry the heaviest traffic volume compared to other types of roads.

Table 3.1: Motor Vehicle Accident Trend, 2001 - 2012

| Year | Number of Accidents | Registered Vehicles | Estimated Population ('000s) | Accidents Per '000 Vehicles | Accidents Per 10,000 Population |
|---------------------------------|---------------------|---------------------|------------------------------|-----------------------------|---------------------------------|
| 2002 | 18,610 | 162,807 | 1,650 | 114 | 113 |
| 2003 | 18,328 | 173,828 | 1,673 | 105 | 110 |
| 2004 | 18,136 | 189,265 | 1,693 | 96 | 107 |
| 2005 | 17,522 | 200,265 | 1,708 | 88 | 103 |
| 2006 | 17,035 | 211,532 | 1,720 | 81 | 99 |
| 2007 | 19,487 | 230,063 | 1,736 | 85 | 112 |
| 2008 | 20,415 | 256,498 | 1,755 | 80 | 116 |
| 2009 | 20,000 | 280,639 | 1,776 | 71 | 113 |
| 2010 | 18,978 | 344,719 | 1,800 | 54 | 104 |
| 2011 | 18,001 | 367,155 | 2,025 | 49 | 88.9 |
| 2012 | 17,527 | 400,873 | 2,025 | 49 | 86.6 |
| <i>Annual Percentage Change</i> | | | | | |
| 2003 | (1.5) | 6.8 | 1.4 | (7.9) | (2.7) |
| 2004 | (1.0) | 8.9 | 1.2 | (8.6) | (2.7) |
| 2005 | (3.4) | 5.8 | 0.9 | (8.3) | (3.7) |
| 2006 | (2.8) | 5.6 | 0.7 | (8.0) | (3.9) |
| 2007 | 14.4 | 8.8 | 0.9 | 4.9 | 13.1 |
| 2008 | 4.8 | 11.5 | 1.1 | (5.9) | 3.6 |
| 2009 | (2.0) | 9.4 | 1.2 | (11.3) | (2.6) |
| 2010 | (5.1) | 22.8 | 1.4 | (23.9) | (8.0) |
| 2011 | (5.1) | 6.5 | 12.5 | (9.3) | (14.5) |
| 2012 | (2.6) | 9.2 | 0.0 | 0.0 | (2.6) |

Source: Road Traffic Accident Unit, Botswana Police Service



3.4 Time of Occurrence

Figures recorded show that accidents happen more often between 6:00 in the morning and 12:00 midnight; the highest number of road accidents having been recorded between 1800 – 2000 hours. Accidents usually reduce after midnight and early morning hours (Table 3.3 and Figure 6).

Table 3.2: Number of Road Accidents by Type of Road Surface, 2007 – 2012

| Type Of Road | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | Percentage Contribution (2012) |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------------------|
| Tarred Road | 16,649 | 17,893 | 16,899 | 16,041 | 15,513 | 14,865 | 84.8 |
| Gravel Road | 1,781 | 1,616 | 1,786 | 1,649 | 1,419 | 1,273 | 7.3 |
| Sand Road | 663 | 488 | 690 | 675 | 533 | 551 | 3.1 |
| Other Road | 394 | 418 | 625 | 613 | 536 | 838 | 4.8 |
| Total | 19,487 | 20,415 | 20,000 | 18,978 | 18,001 | 17,527 | 100 |

| | Percent of Total | | | | | | |
|--------------|------------------|-------|-------|-------|-------|-------|-------|
| Tarred Road | 85.4 | 87.6 | 84.5 | 84.5 | 86.2 | 84.8 | 84.8 |
| Gravel Road | 9.1 | 7.9 | 8.9 | 8.7 | 7.9 | 7.3 | 7.3 |
| Sand Road | 3.4 | 2.4 | 3.5 | 3.6 | 3.0 | 3.1 | 3.1 |
| Other Road | 2.0 | 2.0 | 3.1 | 3.2 | 3.0 | 4.8 | 4.8 |
| Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

| | Annual Percentage Change | | | | | |
|--------------|--------------------------|--------|-------|-------|--------|--------|
| Tarred Road | | 7.5 | (5.6) | (5.1) | (3.3) | (4.2) |
| Gravel Road | | (9.3) | 10.5 | (7.7) | (13.9) | (10.3) |
| Sand Road | | (26.4) | 41.4 | (2.2) | (21.0) | 3.4 |
| Other Road | | 6.1 | 49.5 | (1.9) | (12.6) | 56.3 |
| Total | | 4.8 | (2.0) | (5.1) | (5.1) | (2.6) |

Source: Botswana Police Service (Road Traffic Accident Unit)

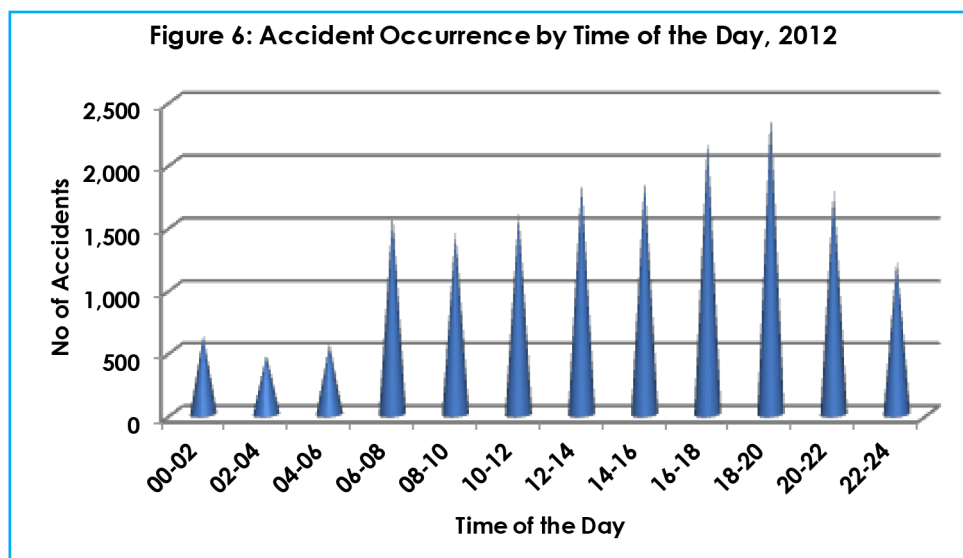


Table 3.3: Accident Severity by Time of Occurrence, 2012

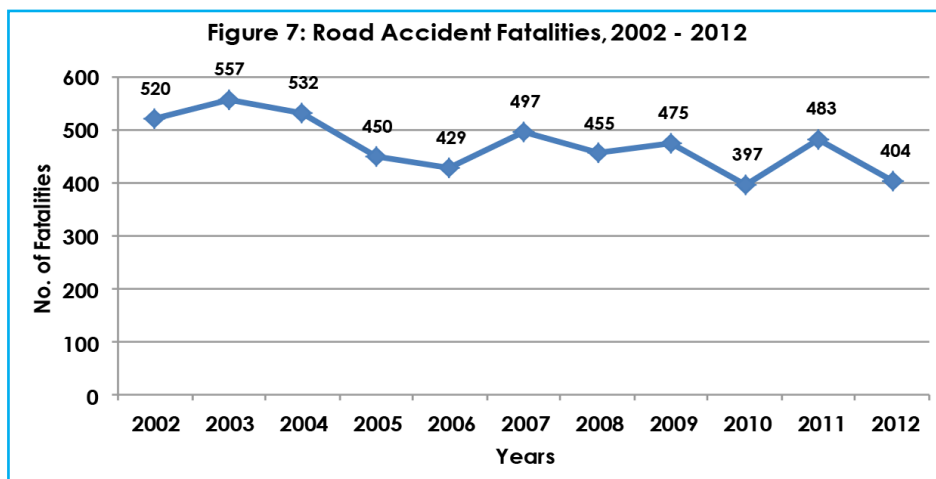
| Time | Accident Severity | | | | Total |
|-------------------------|-------------------|-----------------|---------------|---------------|---------------|
| | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | |
| 00 - 02 | 25 | 39 | 106 | 455 | 625 |
| 02 - 04 | 16 | 37 | 72 | 343 | 468 |
| 04 - 06 | 23 | 22 | 91 | 417 | 553 |
| 06 - 08 | 22 | 64 | 238 | 1,262 | 1,586 |
| 08 - 10 | 21 | 40 | 188 | 1,199 | 1,448 |
| 10 - 12 | 26 | 59 | 181 | 1,321 | 1,587 |
| 12 - 14 | 23 | 80 | 204 | 1,533 | 1,840 |
| 14 - 16 | 31 | 87 | 279 | 1,466 | 1,863 |
| 16 - 18 | 33 | 94 | 341 | 1,713 | 2,181 |
| 18 - 20 | 55 | 134 | 334 | 1,858 | 2,381 |
| 20 - 22 | 32 | 72 | 238 | 1,433 | 1,775 |
| 22 - 24 | 21 | 67 | 196 | 936 | 1,220 |
| Total | 328 | 795 | 2,468 | 13,936 | 17,527 |
| <i>Percent of Total</i> | | | | | |
| 00 - 02 | 7.6 | 4.9 | 4.3 | 3.3 | 3.6 |
| 02 - 04 | 4.9 | 4.7 | 2.9 | 2.5 | 2.7 |
| 04 - 06 | 7.0 | 2.8 | 3.7 | 3.0 | 3.2 |
| 06 - 08 | 6.7 | 8.1 | 9.6 | 9.1 | 9.0 |
| 08 - 10 | 6.4 | 5.0 | 7.6 | 8.6 | 8.3 |
| 10 - 12 | 7.9 | 7.4 | 7.3 | 9.5 | 9.1 |
| 12 - 14 | 7.0 | 10.1 | 8.3 | 11.0 | 10.5 |
| 14 - 16 | 9.5 | 10.9 | 11.3 | 10.5 | 10.6 |
| 16 - 18 | 10.1 | 11.8 | 13.8 | 12.3 | 12.4 |
| 18 - 20 | 16.8 | 16.9 | 13.5 | 13.3 | 13.6 |
| 20 - 22 | 9.8 | 9.1 | 9.6 | 10.3 | 10.1 |
| 22 - 24 | 6.4 | 8.4 | 7.9 | 6.7 | 7.0 |
| Total | 100 | 100 | 100 | 100 | 100 |

Source: Road Traffic Accident Unit, Botswana Police Service

3.5 Casualties

In 2012, 17,527 accidents occurred, which resulted in 6,035 casualties. This is 6.2 percent decrease from 6,436 casualties that happened in 2011. These casualties are minor injuries, serious injuries and deaths. In 2012 there were 404 deaths, 1,285 serious injuries and 4,346 minor injuries. There was a decrease of 16.4 percent in fatalities, serious injuries went up by 3.7 percent while minor accidents went down by 7.8 percent (see **Table 3.4**).

In 2012, at least 1 person died every day due to an accident. The number of fatalities went up again in 2011 and went down in 2012. From 2002 to 2004, fatalities per 100,000 Population were slightly above 30 persons but dropped to below 30 from 2005 until it reached 16.2 persons in 2012 (see **Table 16 in Appendix 2** and **Fig 7**).



3.5.1 Casualties by Gender

Males accounted for 64.7 percent of all human casualties in 2012. Male casualties numbered 3,906 persons in 2012 compared to female casualties with 2,129 persons. During the same year, 272 males lost their lives to road accidents compared to 132 females. See **Table 21** , **Appendix 2**.

3.5.2 Casualty by District

District here refers to Police Districts. In 2012 Gaborone West recorded the highest number of human casualties with 15.8 percent. Gaborone Police District followed with 12 percent while Serowe and Molepolole were next with 11.8 and 9.4 percent respectively (**Table 21 in Appendix 2**).

3.5.3 Pedestrian Casualties

The number of pedestrians who got involved in accidents in 2012 was recorded as 1,385 persons, showing a reduction of only 0.1 percent from 1,386 pedestrians who were involved in accidents in 2011. Out of the 1,385 pedestrians involved in accidents in 2012, 105 died, 346 were seriously injured and 934 got minor injuries. Most of the pedestrian victims were recorded in Gaborone West followed by Gaborone and Serowe police Districts. Pedestrian fatalities decreased by 6.3 percent from 112 persons in 2011 to 105 in 2012. This is shown by **Table 3.5 below**.

Table 3.4: Road Casualties by Year and Type of Casualty, 2002 – 2012

| Year | Fatal | Serious Injuries | Minor Injuries | Not Known | Total |
|---------------------------------|--------|------------------|----------------|-----------|--------|
| 2002 | 520 | 1781 | 5713 | - | 8014 |
| 2003 | 557 | 1853 | 5553 | - | 7963 |
| 2004 | 532 | 1602 | 5706 | - | 7840 |
| 2005 | 450 | 1520 | 5099 | - | 7069 |
| 2006 | 429 | 1235 | 5274 | 14 | 6952 |
| 2007 | 497 | 1494 | 5648 | - | 7639 |
| 2008 | 455 | 1522 | 6183 | - | 8160 |
| 2009 | 475 | 1540 | 5955 | - | 7970 |
| 2010 | 397 | 1252 | 4781 | - | 6430 |
| 2011 | 483 | 1239 | 4714 | - | 6436 |
| 2012 | 404 | 1285 | 4346 | - | 6035 |
| <i>Percent of Total</i> | | | | | |
| 2002 | 6.5 | 22.2 | 71.3 | - | 100 |
| 2003 | 7.0 | 23.3 | 69.7 | - | 100 |
| 2004 | 6.8 | 20.4 | 72.8 | - | 100 |
| 2005 | 6.4 | 21.5 | 72.1 | - | 100 |
| 2006 | 6.2 | 17.8 | 75.9 | - | 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 |
| <i>Annual Percentage Change</i> | | | | | |
| 2003 | 7.1 | 4.0 | (2.8) | - | (0.6) |
| 2004 | (4.5) | (13.5) | 2.8 | - | (1.5) |
| 2005 | (15.4) | (5.1) | (10.6) | - | (9.8) |
| 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) |

Source: Road Traffic Accident Unit, Botswana Police Service

Table 3.5: Pedestrian Victims by District and Severity of Injury, 2012

| District | Casualty Status | | | Total | Total 2011 |
|-------------------|-----------------|------------|------------|-------------|---------------|
| | Fatal | Serious | Minor | | |
| Francistown | 2 | 17 | 65 | 84 | 90 |
| Gaborone | 18 | 51 | 231 | 300 | 290 |
| Gaborone West | 21 | 79 | 224 | 324 | 330 |
| Kanye | 5 | 28 | 42 | 75 | 70 |
| Kasane | 4 | 5 | 4 | 13 | 7 |
| Kutlwano | 3 | 18 | 54 | 75 | 91 |
| Letlhakane | 1 | 13 | 13 | 27 | 21 |
| Lobatse | 7 | 11 | 22 | 40 | 48 |
| Maun | 5 | 27 | 50 | 82 | 71 |
| Gantsi | 2 | 5 | 10 | 17 | 9 |
| Molepolole | 19 | 22 | 63 | 104 | 101 |
| Mochudi | 2 | 24 | 46 | 72 | 64 |
| Selebi Phikwe | 2 | 18 | 42 | 62 | 54 |
| Serowe | 12 | 22 | 63 | 97 | 128 |
| Tsabong | 2 | 6 | 5 | 13 | 12 |
| Total | 105 | 346 | 934 | 1385 | 1386 |
| Total 2011 | 112 | 282 | 992 | 1386 | |

| District | Percent of Total | | | Total | Annual Growth |
|---------------|------------------|-------------|-------------|------------|------------------|
| | Fatal | Serious | Minor | | |
| Francistown | 2.4 | 20.2 | 77.4 | 100 | (6.7) |
| Gaborone | 6.0 | 17.0 | 77.0 | 100 | 3.4 |
| Gaborone West | 6.5 | 24.4 | 69.1 | 100 | (1.8) |
| Kanye | 6.7 | 37.3 | 56.0 | 100 | 7.1 |
| Kasane | 30.8 | 38.5 | 30.8 | 100 | 85.7 |
| Kutlwano | 4.0 | 24.0 | 72.0 | 100 | (17.6) |
| Letlhakane | 3.7 | 48.1 | 48.1 | 100 | 28.6 |
| Lobatse | 17.5 | 27.5 | 55.0 | 100 | (16.7) |
| Maun | 6.1 | 32.9 | 61.0 | 100 | 15.5 |
| Gantsi | 11.8 | 29.4 | 58.8 | 100 | 88.9 |
| Molepolole | 18.3 | 21.2 | 60.6 | 100 | 3.0 |
| Mochudi | 2.8 | 33.3 | 63.9 | 100 | 12.5 |
| Selebi Phikwe | 3.2 | 29.0 | 67.7 | 100 | 14.8 |
| Serowe | 12.4 | 22.7 | 64.9 | 100 | (24.2) |
| Tsabong | 15.4 | 46.2 | 38.5 | 100 | 8.3 |
| Total | 7.6 | 25.0 | 67.4 | 100 | (0.1) |

Source: Road Traffic Accident Unit, Botswana Police Service

The group that was prone to accidents in pedestrians is the 6-10 age group, which comprises of primary school going pupils. Most received minor injuries and 5.3 percent of them died. Compared to other age groups, this group also had the highest number of pedestrians who were seriously injured. This group was followed by age groups 21-25 which had the highest number (14.3 percent) of fatalities and 26-30 age groups with 12.3 percent of pedestrian victims. Pedestrian victims aged 01-35 constituted 74.9 percent (1,037 victims) of the total pedestrians who were involved in accidents in 2012. See **Table 3.6** below

Table 3.6: Pedestrian Victims by Age Group and Severity of Injury, 2012

| Age Group | Fatal | Serious Injury | Minor Injury | Total |
|--------------|------------|----------------|--------------|--------------|
| 01 - 05 | 9 | 39 | 53 | 101 |
| 06 - 10 | 11 | 58 | 138 | 207 |
| 11 - 15 | 1 | 18 | 73 | 92 |
| 16 - 20 | 5 | 23 | 116 | 144 |
| 21 - 25 | 15 | 41 | 133 | 189 |
| 26 - 30 | 11 | 42 | 118 | 171 |
| 31 - 35 | 13 | 31 | 89 | 133 |
| 36 - 40 | 8 | 25 | 54 | 87 |
| 41 - 45 | 3 | 17 | 44 | 64 |
| 46 - 50 | 2 | 16 | 31 | 49 |
| 51 - 55 | 6 | 13 | 27 | 46 |
| 56 - 60 | 7 | 6 | 18 | 31 |
| 61 - 65 | 4 | 7 | 14 | 25 |
| 66 - 70 | 8 | 5 | 7 | 20 |
| 71 - 75 | - | - | 6 | 6 |
| >75 | 2 | 5 | 13 | 20 |
| Total | 105 | 346 | 934 | 1,385 |

Percent of Total

| | | | | |
|--------------|------------|------------|------------|------------|
| 01 - 05 | 8.6 | 11.3 | 5.7 | 7.3 |
| 06 - 10 | 10.5 | 16.8 | 14.8 | 14.9 |
| 11 - 15 | 1.0 | 5.2 | 7.8 | 6.6 |
| 16 - 20 | 4.8 | 6.6 | 12.4 | 10.4 |
| 21 - 25 | 14.3 | 11.8 | 14.2 | 13.6 |
| 26 - 30 | 10.5 | 12.1 | 12.6 | 12.3 |
| 31 - 35 | 12.4 | 9.0 | 9.5 | 9.6 |
| 36 - 40 | 7.6 | 7.2 | 5.8 | 6.3 |
| 41 - 45 | 2.9 | 4.9 | 4.7 | 4.6 |
| 46 - 50 | 1.9 | 4.6 | 3.3 | 3.5 |
| 51 - 55 | 5.7 | 3.8 | 2.9 | 3.3 |
| 56 - 60 | 6.7 | 1.7 | 1.9 | 2.2 |
| 61 - 65 | 3.8 | 2.0 | 1.5 | 1.8 |
| 66 - 70 | 7.6 | 1.4 | 0.7 | 1.4 |
| 71 - 75 | 0.0 | 0.0 | 0.6 | 0.4 |
| >75 | 1.9 | 1.4 | 1.4 | 1.4 |
| Total | 100 | 100 | 100 | 100 |

Percent of Total

| | | | | |
|--------------|------------|-------------|-------------|------------|
| 01 - 05 | 8.9 | 38.6 | 52.5 | 100 |
| 06 - 10 | 5.3 | 28.0 | 66.7 | 100 |
| 11 - 15 | 1.1 | 19.6 | 79.3 | 100 |
| 16 - 20 | 3.5 | 16.0 | 80.6 | 100 |
| 21 - 25 | 7.9 | 21.7 | 70.4 | 100 |
| 26 - 30 | 6.4 | 24.6 | 69.0 | 100 |
| 31 - 35 | 9.8 | 23.3 | 66.9 | 100 |
| 36 - 40 | 9.2 | 28.7 | 62.1 | 100 |
| 41 - 45 | 4.7 | 26.6 | 68.8 | 100 |
| 46 - 50 | 4.1 | 32.7 | 63.3 | 100 |
| 51 - 55 | 13.0 | 28.3 | 58.7 | 100 |
| 56 - 60 | 22.6 | 19.4 | 58.1 | 100 |
| 61 - 65 | 16.0 | 28.0 | 56.0 | 100 |
| 66 - 70 | 40.0 | 25.0 | 35.0 | 100 |
| 71 - 75 | 0.0 | 0.0 | 100.0 | 100 |
| >75 | 10.0 | 25.0 | 65.0 | 100 |
| Total | 7.6 | 25.0 | 67.4 | 100 |

Source: Road Traffic Accidents Unit, Botswana Police Service

3.5.4 All Road User Casualties by Type of Road User

Most of the casualties were car users. They accounted for 45.4 percent of total casualties. Pick up users followed with 22.0 percent (see **Table 3.7** below).

In terms of fatalities, car users were still the most affected group, they accounted for 49.0 percent of all the fatalities. Pick-up users, as was the case with casualties, were next and they accounted for 20.5 percent of total fatalities.

Table 3.7: Casualty Injury by Vehicle Type, 2012

| Vehicle Type | Casualty Injury | | | Total |
|--------------------|------------------|------------------|----------------|--------------|
| | Fatalities | Serious Injuries | Minor Injuries | |
| Bicycle | 7 | 9 | 66 | 82 |
| Motor cycle | 1 | 19 | 73 | 93 |
| Car | 198 | 553 | 1,989 | 2,740 |
| Taxi | 18 | 25 | 73 | 116 |
| 4- wheel drive | 26 | 97 | 275 | 398 |
| Pick-up | 83 | 303 | 940 | 1,326 |
| Light duty Vehicle | 13 | 52 | 172 | 237 |
| Lorry | 10 | 37 | 158 | 205 |
| Lorry with Trailer | 7 | 9 | 40 | 56 |
| Mini- Bus | 19 | 91 | 372 | 482 |
| Bus | 6 | 22 | 25 | 53 |
| Tractor | 2 | 7 | 8 | 17 |
| Animal drawn | 4 | 9 | 18 | 31 |
| Other | 10 | 52 | 137 | 199 |
| Total | 404 | 1,285 | 4,346 | 6,035 |
| | Percent of Total | | | |
| Bicycle | 1.7 | 0.7 | 1.5 | 1.4 |
| Motor cycle | 0.2 | 1.5 | 1.7 | 1.5 |
| Car | 49.0 | 43.0 | 45.8 | 45.4 |
| Taxi | 4.5 | 1.9 | 1.7 | 1.9 |
| 4- wheel drive | 6.4 | 7.5 | 6.3 | 6.6 |
| Pick-up | 20.5 | 23.6 | 21.6 | 22.0 |
| Light duty Vehicle | 3.2 | 4.0 | 4.0 | 3.9 |
| Lorry | 2.5 | 2.9 | 3.6 | 3.4 |
| Lorry with Trailer | 1.7 | 0.7 | 0.9 | 0.9 |
| Mini- Bus | 4.7 | 7.1 | 8.6 | 8.0 |
| Bus | 1.5 | 1.7 | 0.6 | 0.9 |
| Tractor | 0.5 | 0.5 | 0.2 | 0.3 |
| Animal drawn | 1.0 | 0.7 | 0.4 | 0.5 |
| Other | 2.5 | 4.0 | 3.2 | 3.3 |
| Total | 100 | 100 | 100 | 100 |

Source: Road Traffic Accident Unit, Botswana Police Service

There are various ways in which accidents may occur. This sub-section looks at how accidents happen on our road network. **Table 3.8** shows that 'Roll over' were the type of accident which resulted in most injuries in 2012, just as it has always been in the past years. This type of accident accounted for 25.1 percent followed by 'Hit pedestrian' and 'Side' with 22.1 percent and 15.7 percent respectively (see **Table 3.8** below)

Table 3.8: Casualties and Severity of Injury by Collision Type, 2012

| Collision Type | Casualty Injury | | | Total |
|-------------------------|-----------------|------------------|----------------|--------------|
| | Fatalities | Serious Injuries | Minor Injuries | |
| Rear -End | 11 | 78 | 460 | 549 |
| Side | 41 | 144 | 763 | 948 |
| Head On | 49 | 100 | 238 | 387 |
| Hit Pedestrian | 102 | 329 | 905 | 1,336 |
| Wild Animal | 0 | 11 | 35 | 46 |
| Domestic Animal | 12 | 62 | 239 | 313 |
| Obstacle | 12 | 54 | 203 | 269 |
| Roll Over | 141 | 380 | 994 | 1,515 |
| Other | 36 | 127 | 509 | 672 |
| Total | 404 | 1,285 | 4,346 | 6,035 |
| <i>Percent of Total</i> | | | | |
| Rear -End | 2.0 | 14.2 | 83.8 | 100 |
| Side | 4.3 | 15.2 | 80.5 | 100 |
| Head On | 12.7 | 25.8 | 61.5 | 100 |
| Hit Pedestrian | 7.6 | 24.6 | 67.7 | 100 |
| Wild Animal | 0.0 | 23.9 | 76.1 | 100 |
| Domestic Animal | 3.8 | 19.8 | 76.4 | 100 |
| Obstacle | 4.5 | 20.1 | 75.5 | 100 |
| Roll Over | 9.3 | 25.1 | 65.6 | 100 |
| Other | 5.4 | 18.9 | 75.7 | 100 |
| Total | 6.7 | 21.3 | 72.0 | 100 |
| <i>Percent of Total</i> | | | | |
| Rear -End | 2.7 | 6.1 | 10.6 | 9.1 |
| Side | 10.1 | 11.2 | 17.6 | 15.7 |
| Head On | 12.1 | 7.8 | 5.5 | 6.4 |
| Hit Pedestrian | 25.2 | 25.6 | 20.8 | 22.1 |
| Wild Animal | 0.0 | 0.9 | 0.8 | 0.8 |
| Domestic Animal | 3.0 | 4.8 | 5.5 | 5.2 |
| Obstacle | 3.0 | 4.2 | 4.7 | 4.5 |
| Roll Over | 34.9 | 29.6 | 22.9 | 25.1 |
| Other | 8.9 | 9.9 | 11.7 | 11.1 |
| Total | 100 | 100 | 100 | 100 |

Source: Road Traffic Accident Unit, Botswana Police Service

3.5.5 Casualties by Junction Control

Just as most of the accidents happen where there is no junction, a higher percentage of casualties are found in those types of accidents. 81.3 percent of deaths occurred where there was no junction while 75.4 percent of all accidents happened where there was no junction. This is followed by accidents that happen at a stop sign with 9.7 percent of all accidents and contributing 6.2 percent of all fatalities. See **Table 18, Appendix 2**.

4. AIR TRANSPORT

4.1 Aircraft Movements

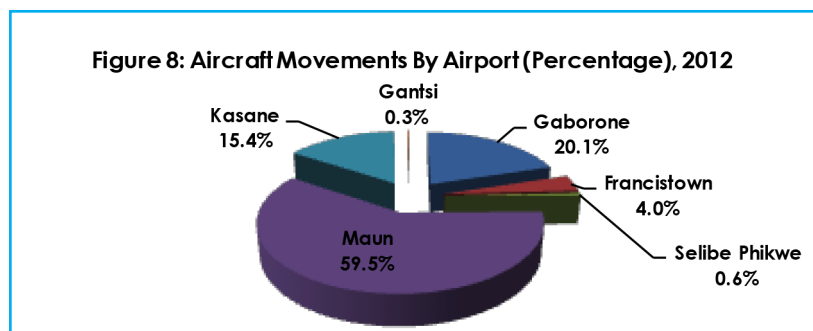
Aircraft movements went down from 82,799 in 2011 to 79,648 in 2012, a 3.8 percent decrease. This is a result of a decrease in both domestic and international movements. Aircraft movements have been increasing since 2005 up to 2009, it then decreased in 2010 only to start rising again in 2011 and reducing again in 2012. This fluctuating movement in air travel may be accounted to the current status of the world economy, which was hard hit by the recession in 2008, and has since been exposed to post recessionary effects (see **Table 4.1** below).

Table 4.1 Aircraft Movements By Type of Flight: 2004 - 2011

| Year | International Movements | | | | Domestic Movements | | | | Total Movements | | | Grand Total |
|---------------------------------|-------------------------|-----------|---------|--------|--------------------|-----------|---------|--------|-----------------|-----------|---------|-------------|
| | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | |
| <i>Number</i> | | | | | | | | | | | | |
| 2004 | 10,016 | 6,172 | 2,687 | 18,875 | 4,416 | 38,927 | 6,131 | 49,474 | 14,432 | 45,099 | 8,818 | 68,349 |
| 2005 | 10,176 | 7,219 | 2,996 | 20,391 | 4,791 | 41,546 | 6,054 | 52,391 | 14,967 | 48,765 | 9,050 | 72,782 |
| 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 | 5,745 | 1,431 | 17,885 | 5,375 | 54,613 | 1,791 | 61,779 | 16,068 | 60,358 | 3,222 | 79,648 |
| <i>Annual Percentage Change</i> | | | | | | | | | | | | |
| 2005 | 1.6 | 17.0 | 11.5 | 8.0 | 8.5 | 6.7 | (1.3) | 5.9 | 3.7 | 8.1 | 2.6 | 6.5 |
| 2006 | (9.5) | 8.1 | 15.4 | 0.4 | (5.8) | 7.2 | 13.2 | 6.7 | (8.3) | 7.4 | 13.9 | 5.0 |
| 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) | (23.9) | (1.9) | (10.4) | (8.9) | (0.2) | (19.1) | (1.7) | (4.7) | (3.1) | (12.3) | (3.8) |

Source: Civil Aviation Authority of Botswana

Maun airport accounted for 59.5 percent of all aircraft movements in 2012 which makes it the busiest airport when it comes to aircraft movements. Maun is a tourist destination and this explains her dominance in aircraft movements, its non-scheduled movements accounted for 92.2 percent of its total movements. Gantsi airport had the least number of aircraft movements during 2012 (see **Figure 8** below and **Table 23** in **Appendix 3**).



4.2 Air Passenger Movements

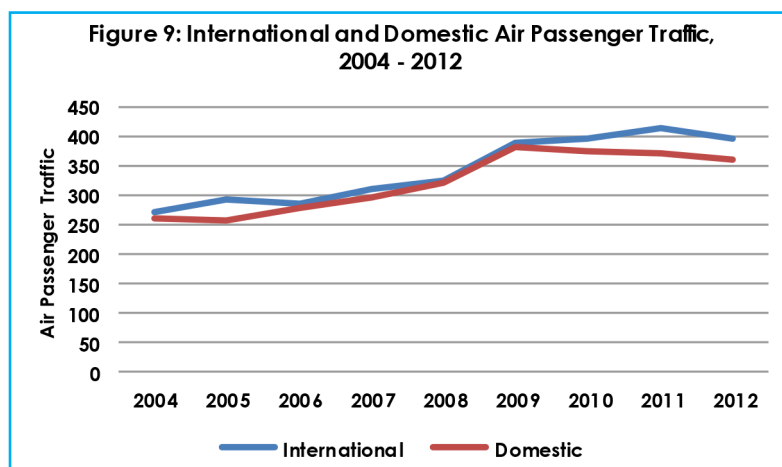
Air passenger movements went down from 787,461 in 2011 to 760,512 in 2012, which is a 3.5 percent decrease. Even though air passenger movements increased from 2004 to 2011 and then reduced in 2012, in overall total air passenger traffic has increased by 42.5 percent between 2004 and 2012. It increased from 533,684 passengers in 2004 to 760,512 passengers in 2012. Most of this growth occurred between 2008 and 2009 when air passenger traffic rose sharply by 19.5 percent (see Table 4.2 below).

Table 4.2: International and Domestic Air Passenger Traffic, 2004 - 2012

| Year | International Traffic | | | Domestic Traffic | | | Total International & Domestic Traffic |
|------|--------------------------|-----------|---------|------------------|-----------|---------|--|
| | Arrivals | Departure | Total | Arrivals | Departure | Total | |
| | Number of Passengers | | | | | | |
| 2004 | 135,064 | 135,596 | 270,660 | 132,089 | 130,935 | 263,024 | 533,684 |
| 2005 | 148,048 | 144,894 | 292,942 | 129,294 | 130,164 | 259,458 | 552,400 |
| 2006 | 142,604 | 143,433 | 286,037 | 141,499 | 139,578 | 281,077 | 567,114 |
| 2007 | 155,097 | 155,664 | 310,761 | 150,309 | 148,804 | 299,113 | 609,874 |
| 2008 | 162,988 | 161,303 | 324,291 | 161,541 | 160,572 | 322,113 | 646,404 |
| 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 | 205,693 | 208,867 | 414,560 | 186,984 | 186,917 | 373,901 | 788,461 |
| 2012 | 195,901 | 202,656 | 398,557 | 182,649 | 179,306 | 361,955 | 760,512 |
| | Annual Percentage Change | | | | | | |
| 2005 | 9.6 | 6.9 | 8.2 | (2.1) | (0.6) | (1.4) | 3.5 |
| 2006 | (3.7) | (1.0) | (2.4) | 9.4 | 7.2 | 8.3 | 2.7 |
| 2007 | 8.8 | 8.5 | 8.6 | 6.2 | 6.6 | 6.4 | 7.5 |
| 2008 | 5.1 | 3.6 | 4.4 | 7.5 | 7.9 | 7.7 | 6.0 |
| 2009 | 18.4 | 21.4 | 19.9 | 19.0 | 19.1 | 19.1 | 19.5 |
| 2010 | 2.5 | 2.1 | 2.3 | (1.3) | (2.0) | (1.6) | 0.3 |
| 2011 | 4.0 | 4.5 | 4.3 | (1.4) | (0.3) | (0.9) | 1.8 |
| 2012 | (4.8) | (3.0) | (3.9) | (2.3) | (4.1) | (3.2) | (3.5) |

Source: Civil Aviation Authority of Botswana

International air passenger traffic registered a higher negative growth than domestic traffic in 2012. It went down by 3.9 percent in 2012 while domestic traffic reduced by 3.2 percent. This is as shown in **Figure 9** below and **Table 24** in **Appendix 3**.



Both passenger arrivals and departures declined in 2012. Passenger arrivals reduced by 3.6 percent in 2012 while departures fell by 3.5 percent. From 2004 to 2005 both international passenger arrivals and departures increased, they went down in 2006, and went up from 2007 to 2011, then went down in 2012. International passenger arrivals declined by 4.8 percent in 2012 (from 205,693 passengers in 2011 to 195,901 in 2012) while international passenger departures went down by 3.0 percent in 2012 (from 208,867 passengers in 2011 to 202,656 in 2012). Domestic passenger arrivals went down by 2.3 percent to 182,649 passengers in 2012 from 186,984 in 2011, while domestic passenger departures went down by 4.1 percent to 179,306 passengers in 2012 from 186,306 in 2011 (see **Table 24, Appendix 3** and **Figure 9**).

Currently there are three (3) commercial airlines which operate between Botswana and other countries on scheduled movements. These are Air Botswana, South African Airways and Kenya Airways. Air Botswana also operates some local flights within the country.

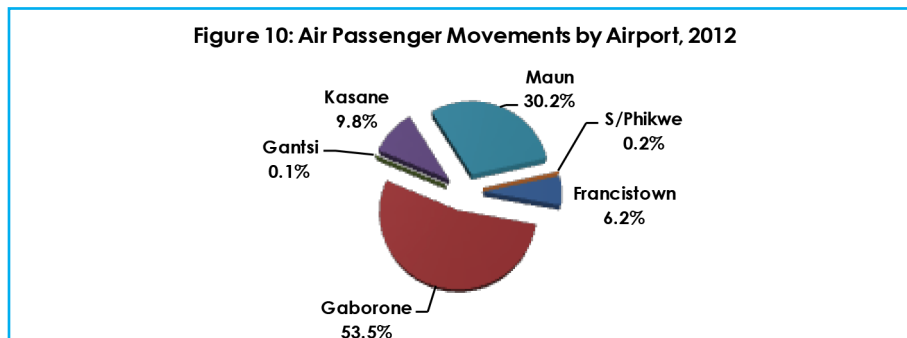
Scheduled passenger movements decreased by 3.1 percent while Non-Scheduled passenger movements went down by 4.3 percent. Private passenger movements decelerated by 19.1 percent. Private passenger movements make only 0.8 percent of total passengers while scheduled and non-scheduled passengers constitute 75.9 percent and 23.3 percent of total passengers respectively (see **Table 4.3 below** and **Table 25 in Appendix 3**).

Table 4.3: Passenger Movements by Type of Flight, 2004 - 2012

| Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|--------------------------|----------|-----------|---------|---------|------------|-----------|---------|---------|----------------|-----------|---------|---------|
| | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total |
| Number | | | | | | | | | | | | |
| 2004 | 184,477 | 68,161 | 14,515 | 267,153 | 184,237 | 68,000 | 14,294 | 266,531 | 368,714 | 136,161 | 28,809 | 533,684 |
| 2005 | 186,590 | 74,103 | 16,649 | 277,342 | 182,974 | 75,399 | 16,685 | 275,058 | 369,564 | 149,502 | 33,334 | 552,400 |
| 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 |
| Annual Percentage Change | | | | | | | | | | | | |
| 2005 | 1.1 | 8.7 | 14.7 | 3.8 | (0.7) | 10.9 | 16.7 | 3.2 | 0.2 | 9.8 | 15.7 | 3.5 |
| 2006 | 0.5 | 13.6 | (25.8) | 2.4 | 3.0 | 9.2 | (26.4) | 2.9 | 1.7 | 11.4 | (26.1) | 2.7 |
| 2007 | 8.3 | 7.3 | (2.9) | 7.5 | 7.6 | 9.3 | (4.3) | 7.6 | 8.0 | 8.3 | (3.6) | 7.5 |
| 2008 | 6.5 | 6.8 | (1.7) | 6.3 | 6.0 | 6.2 | (2.8) | 5.7 | 6.2 | 6.5 | (2.3) | 6.0 |
| 2009 | 19.8 | 9.5 | 72.6 | 18.7 | 21.6 | 11.4 | 69.8 | 20.3 | 20.7 | 10.5 | 71.3 | 19.5 |
| 2010 | 4.6 | (5.4) | (18.9) | 0.6 | 4.0 | (6.7) | (15.4) | 0.1 | 4.3 | (6.1) | (17.2) | 0.3 |
| 2011 | 10.1 | (9.2) | (79.2) | 1.4 | 9.6 | (5.0) | (77.6) | 2.2 | 9.9 | (7.1) | (78.4) | 1.8 |
| 2012 | (4.1) | (1.5) | (15.8) | (3.6) | (2.2) | (6.9) | (22.1) | (3.5) | (3.1) | (4.3) | (19.1) | (3.5) |

Source: Civil Aviation Authority of Botswana

Figure 10 gives a graphical presentation of total air passengers handled by each airport (in percentages) in 2012.



4.3 Air Cargo & Mail Traffic

Air cargo increased steadily throughout the years, a substantial increase was realized in 2006, where air cargo increased by 8.4 percent from 941,353 Kgs carried in 2005 to 1,020,292 Kgs in 2006. Air cargo declined in 2009 until 2011 when it rose again. In 2012, air cargo increased by 21.8 percent from 824,981 Kgs carried in 2011 to 1,004,736 Kgs in 2012 (see **Table 4.4** below).

Table 4.4: Air Cargo and Mail Traffic, 2003 – 2012

| Year | Cargo Traffic (Kgs) | | | Mail Traffic (Kgs) | | |
|---------------------------------|---------------------|----------|------------------|--------------------|----------|---------------|
| | International | Domestic | Total Number | International | Domestic | Total |
| 2003 | 545,094 | 211,753 | 756,847 | 34,274 | 3,838 | 38,112 |
| 2004 | 716,005 | 204,550 | 920,555 | 22,220 | 978 | 23,198 |
| 2005 | 743,222 | 198,131 | 941,353 | 5,989 | 1,406 | 7,395 |
| 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 |
| Annual Percentage Change | | | | | | |
| 2004 | 31.4 | (3.4) | 21.6 | (35.2) | (74.5) | (39.1) |
| 2005 | 3.8 | (3.1) | 2.3 | (73.0) | 43.8 | (68.1) |
| 2006 | 7.4 | 12.2 | 8.4 | (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) | - | 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) |

As the use of electronic mail increases in the world, mail traffic has been decreasing throughout the years, from 2003 to 2012 mail traffic decreased by 98.6 percent. People now prefer to use mobile phones and the internet to communicate. In 2012, mail traffic decreased by 80.5 percent from 2,664 Kgs carried in 2011 to 519 Kgs carried in 2012. This is shown in **Table 4.4** above.

5. RAILWAY TRANSPORT

5.1 Rail Passengers

The passenger train has been terminated since March 2009, hence there are no passenger figures from then onwards. (See **Table 5.1 below**).

Table 5.1: Railway Transport - Passengers by Class and Revenue, 2002 - 2012

| Year | | | | | Total | Revenue |
|------|-----------------------|------------|-----------------------|---------|----------------|-------------------|
| | 1 st Class | Club Class | 2 nd Class | Economy | Passengers | (Pula) |
| 2002 | .. | .. | .. | .. | 528,143 | 9,914,338 |
| 2003 | .. | .. | .. | .. | 572,001 | 8,929,884 |
| 2004 | .. | .. | .. | .. | 406,191 | 8,418,797 |
| 2005 | 2,158 | 2,487 | 7,687 | 370,263 | 382,595 | 8,891,302 |
| 2006 | 3,126 | 1,918 | 7,022 | 414,828 | 426,894 | 10,175,527 |
| 2007 | 4,584 | 11,619 | 8,050 | 358,558 | 382,811 | 10,392,467 |
| 2008 | 5,180 | 13,043 | 8,568 | 364,259 | 391,050 | 11,247,338 |
| 2009 | .. | .. | .. | .. | .. | .. |
| 2010 | .. | .. | .. | .. | .. | .. |
| 2011 | .. | .. | .. | .. | .. | .. |
| 2012 | .. | .. | .. | .. | .. | .. |

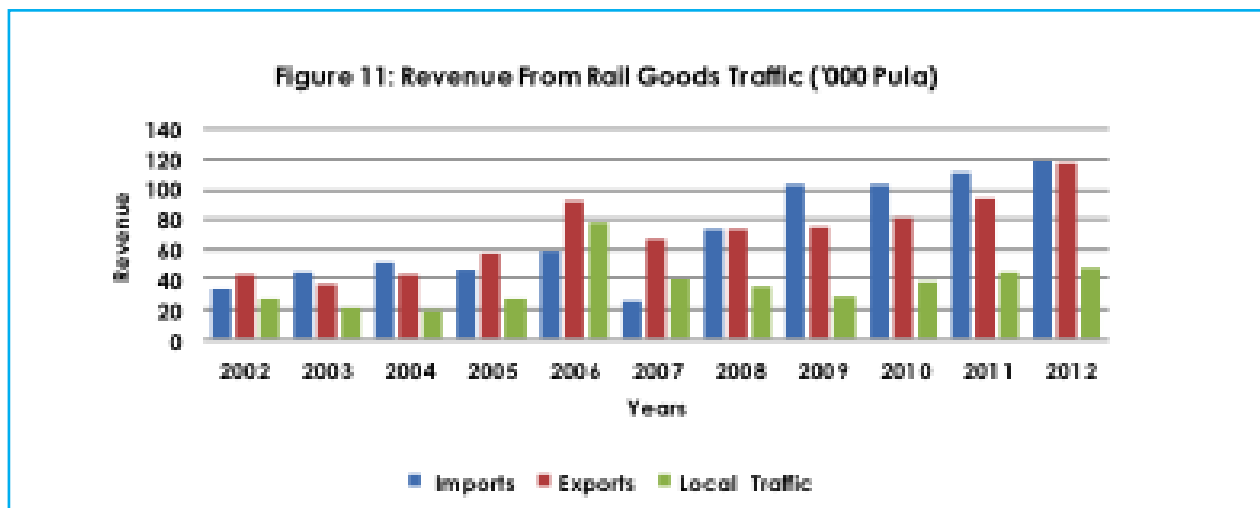
Source: Botswana Railways

5.2 Railway Goods Traffic

Goods carried through the railway went down by 2.5 percent in 2012, from 2,034,812 net tonnes in 2011 to 1,984,896 net tonnes in 2012. Imports went down by 9.8 percent in 2012 while exported goods went up by 1.8 percent. Local traffic which are goods originating from Botswana and ending up in Botswana went up by 8.3 percent in 2012. Botswana Origin goods which are goods that originated from Botswana went up by 4.2 percent, while Botswana total went down by 3.7 percent. Botswana total is total imports plus Botswana Origin; the fall in Botswana Total goods resulted from the decrease in total imports. Total Traffic also reduced because of the decrease in total imports; Total Traffic is given by Botswana Total plus Total Transit. Goods going through Botswana, transit traffic, increased by 61.1 percent. (See Table 26 in Appendix 4).

5.3 Revenue From Railway Goods Traffic

Revenue generated through the transportation of goods by railway went up from 255,413 million pula in 2011 to 293,136 million pula in 2012, which is 14.8 percent increase. This resulted from the increase in revenue from Botswana total which went up by 14.0 percent and transit traffic revenue which went up by 51.7 percent. Revenue went up in all categories; revenue from exports alone increased by 25.3 percent. (See **Tables 28 and 29, Appendix 4 and Figure 11** below).



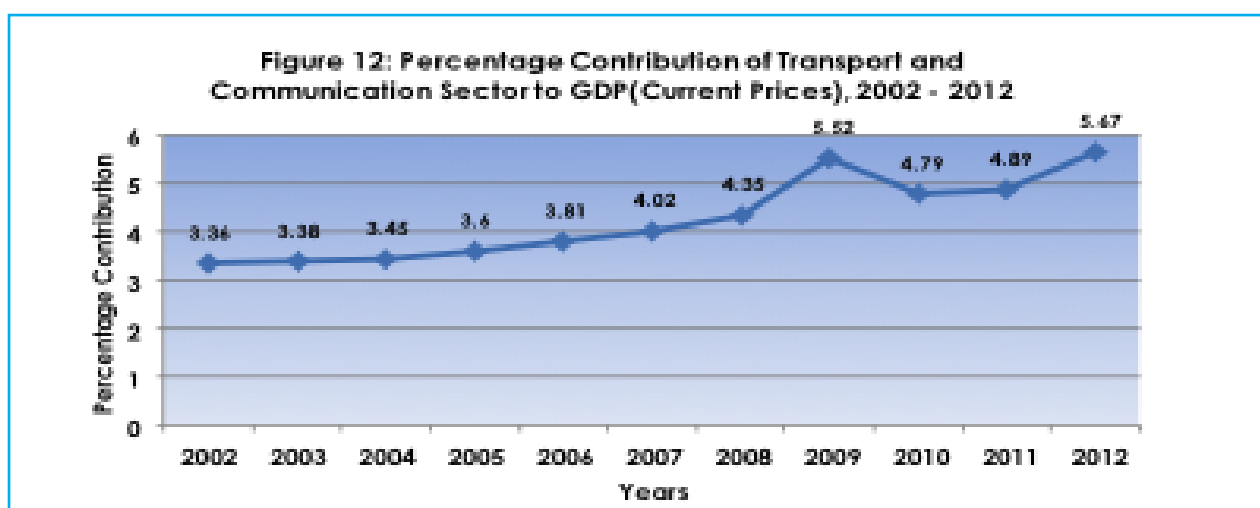
6. THE CONTRIBUTION OF THE TRANSPORT SECTOR TO THE ECONOMY.

In 2012, the Transport and Communications sector contribution to Gross Domestic Product (GDP at current prices) was 5.67 percent, a growth of 0.78 percentage point from 2011. Since 2002 the contribution of the Transport and Communications sector to GDP has been growing steadily. In 2002 it was 3.36 percent and in 2009 it was 5.52, only to go down in 2010 to 4.79 percent and went up in 2011 and 2012. **Table 6.1** and **Figure 12** 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 6.1: Percentage Contribution of the Transport Sector to GDP at Current Prices, 2002 - 2012

| | Years | | | | | | | | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Economic Sector | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
| Transport & Communication | 3.36 | 3.38 | 3.45 | 3.60 | 3.81 | 4.02 | 4.35 | 5.52 | 4.79 | 4.89 | 5.67 |
| Others | 96.64 | 96.62 | 96.55 | 96.40 | 96.19 | 95.98 | 95.65 | 94.48 | 95.21 | 95.11 | 94.33 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: National Accounts Statistics, Statistics Botswana



APPENDICES

APPENDIX 1: MOTOR VEHICLE REGISTRATIONS

Table 1: National Vehicle Stock - Total Registered Vehicles, 2002 - 2012

| Year | Passenger | | Motor | | | | Tankers/ | | | Total |
|------|---------------------------------|---------|--------|--------|--------|----------|----------|--------|--------|----------------|
| | Cars | LDVs | Trucks | Buses | Cycles | Tractors | Trailers | Horses | Others | |
| | Number | | | | | | | | | |
| 2002 | 59,791 | 72,134 | 8,701 | 6,903 | 1,041 | 3,133 | 7,963 | 998 | 2,143 | 162,807 |
| 2003 | 65,479 | 75,355 | 9,394 | 7,407 | 990 | 2,957 | 8,808 | 1,219 | 2,219 | 173,828 |
| 2004 | 74,465 | 79,122 | 9,942 | 8,749 | 1,027 | 3,068 | 9,336 | 1,286 | 2,270 | 189,265 |
| 2005 | 83,039 | 79,812 | 10,349 | 9,490 | 943 | 2,913 | 9,777 | 1,406 | 2,335 | 200,064 |
| 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 |
| | Percent of Total | | | | | | | | | |
| 2002 | 36.7 | 44.3 | 5.3 | 4.2 | 0.6 | 1.9 | 4.9 | 0.6 | 1.3 | 100 |
| 2003 | 37.7 | 43.4 | 5.4 | 4.3 | 0.6 | 1.7 | 5.1 | 0.7 | 1.3 | 100 |
| 2004 | 39.3 | 41.8 | 5.3 | 4.6 | 0.5 | 1.6 | 4.9 | 0.7 | 1.2 | 100 |
| 2005 | 41.5 | 39.9 | 5.2 | 4.7 | 0.5 | 1.5 | 4.9 | 0.7 | 1.2 | 100 |
| 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 |
| | Annual Percentage Change | | | | | | | | | |
| 2003 | 9.5 | 4.5 | 8.0 | 7.3 | (4.9) | (5.6) | 10.6 | 22.1 | 3.5 | 6.8 |
| 2004 | 13.7 | 5.0 | 5.8 | 18.1 | 3.7 | 3.8 | 6.0 | 5.5 | 2.3 | 8.9 |
| 2005 | 11.5 | 0.9 | 4.1 | 8.5 | (8.2) | (5.1) | 4.7 | 9.3 | 2.9 | 5.7 |
| 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 |

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

Table 2: Privately Owned Vehicles - Total Registrations by Year and Type of Vehicle, 2002 - 2012

| Year | Passenger | | Motor | | | | Tankers/ | | | Total | Vehicles |
|---------------------------------|-----------|--------|--------|--------|--------|----------|----------|--------|--------|----------------|-------------------|
| | Cars | LDVs | Trucks | Buses | Cycles | Tractors | Trailers | Horses | Others | | Per 1,000 Persons |
| 2002 | 59,055 | 67,947 | 7,556 | 6,506 | 851 | 2,866 | 6,950 | 703 | 1,478 | 153,912 | 93.3 |
| 2003 | 64,681 | 70,923 | 8,173 | 7,012 | 804 | 3,694 | 7,710 | 940 | 1,565 | 165,502 | 99.0 |
| 2004 | 73,587 | 74,455 | 8,648 | 8,228 | 852 | 2,812 | 8,183 | 1,021 | 1,590 | 179,376 | 106.0 |
| 2005 | 82,056 | 74,387 | 8,992 | 8,913 | 772 | 2,638 | 8,614 | 1,121 | 1,550 | 189,043 | 110.7 |
| 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 | 223,124 | 97,691 | 23,603 | 14,206 | 1,632 | 5,715 | 18,309 | 3,106 | 2,429 | 389,815 | 192.5 |
| Percent of Total | | | | | | | | | | | |
| 2002 | 38.4 | 44.1 | 4.9 | 4.2 | 0.6 | 1.9 | 4.5 | 0.5 | 1.0 | 100 | |
| 2003 | 39.1 | 42.9 | 4.9 | 4.2 | 0.5 | 2.2 | 4.7 | 0.6 | 0.9 | 100 | |
| 2004 | 41.0 | 41.5 | 4.8 | 4.6 | 0.5 | 1.6 | 4.6 | 0.6 | 0.9 | 100 | |
| 2005 | 43.4 | 39.3 | 4.8 | 4.7 | 0.4 | 1.4 | 4.6 | 0.6 | 0.8 | 100 | |
| 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 | |
| Annual Percentage Change | | | | | | | | | | | |
| 2003 | 9.5 | 4.4 | 8.2 | 7.8 | (5.5) | 28.9 | 10.9 | 33.7 | 5.9 | 7.5 | 6.1 |
| 2004 | 13.8 | 5.0 | 5.8 | 17.3 | 6.0 | (23.9) | 6.1 | 8.6 | 1.6 | 8.4 | 7.1 |
| 2005 | 11.5 | (0.1) | 4.0 | 8.3 | (9.4) | (6.2) | 5.3 | 9.8 | (2.5) | 5.4 | 4.4 |
| 2006 | 10.7 | 0.9 | 10.4 | 2.1 | (2.8) | (3.9) | 5.1 | 18.5 | (1.5) | 5.9 | 5.1 |
| 2007 | 14.4 | 3.5 | 16.2 | 4.6 | 5.1 | 0.6 | 12.2 | 18.1 | 7.9 | 9.6 | 8.5 |
| 2008 | 15.0 | 6.6 | 22.3 | 7.3 | 22.8 | 21.9 | 10.9 | 15.1 | 15.2 | 12.0 | 10.8 |
| 2009 | 11.4 | 5.4 | 14.9 | 7.4 | 7.6 | 22.1 | 14.0 | 10.8 | 84.3 | 10.2 | 8.9 |
| 2010 | 31.1 | 9.8 | 31.0 | 21.4 | 47.3 | 27.4 | 28.6 | 41.7 | (24.2) | 23.1 | 21.5 |
| 2011 | 12.2 | (0.9) | 6.4 | 0.4 | 5.1 | 12.9 | 6.0 | 6.5 | (1.8) | 7.1 | (4.9) |
| 2012 | 13.8 | 3.0 | 4.4 | 6.1 | 1.1 | 4.7 | 4.6 | 2.9 | (6.7) | 9.2 | 9.2 |

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

Table 3: Privately Owned Vehicles – First Registrations by Type of Vehicle and Year, 2002 - 2012

| Year | Passenger | | Motor | | | | Tankers/ | | Others | Total |
|---------------------------------|-----------|--------|--------|--------|--------|----------|----------|--------|--------|---------------|
| | Cars | LDVs | Trucks | Buses1 | Cycles | Tractors | Trailers | Horses | | |
| Number | | | | | | | | | | |
| 2002 | 9,313 | 7,006 | 1,136 | 745 | 153 | 218 | 1,114 | 80 | 277 | 20,042 |
| 2003 | 8,272 | 5,031 | 1,170 | 804 | 97 | 170 | 1,061 | 162 | 324 | 17,091 |
| 2004 | 11,608 | 4,908 | 1,146 | 1,433 | 109 | 163 | 1,023 | 135 | 212 | 20,737 |
| 2005 | 12,905 | 3,110 | 1,219 | 1,298 | 110 | 141 | 960 | 167 | 179 | 20,089 |
| 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 |
| Percent of Total | | | | | | | | | | |
| 2002 | 46.5 | 35.0 | 5.7 | 3.7 | 0.8 | 1.1 | 5.6 | 0.4 | 1.4 | 100 |
| 2003 | 48.4 | 29.4 | 6.8 | 4.7 | 0.6 | 1.0 | 6.2 | 0.9 | 1.9 | 100 |
| 2004 | 56.0 | 23.7 | 5.5 | 6.9 | 0.5 | 0.8 | 4.9 | 0.7 | 1.0 | 100 |
| 2005 | 64.2 | 15.5 | 6.1 | 6.5 | 0.5 | 0.7 | 4.8 | 0.8 | 0.9 | 100 |
| 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 |
| Annual Percentage Change | | | | | | | | | | |
| 2003 | (11.2) | (28.2) | 3.0 | 7.9 | (36.6) | (22.0) | (4.8) | 102.5 | 17.0 | (14.7) |
| 2004 | 40.3 | (2.4) | (2.1) | 78.2 | 12.4 | (4.1) | (3.6) | (16.7) | (34.6) | 21.3 |
| 2005 | 11.2 | (36.6) | 6.4 | (9.4) | 0.9 | (13.5) | (6.2) | 23.7 | (15.6) | (3.1) |
| 2006 | 1.3 | (20.8) | 14.4 | (45.4) | (5.5) | (2.1) | 17.0 | 64.7 | (8.9) | (3.2) |
| 2007 | 26.5 | 59.8 | 52.0 | 10.6 | 57.7 | 63.8 | 29.7 | 18.5 | 99.4 | 33.1 |
| 2008 | 21.2 | 50.2 | 42.9 | 31.5 | 55.5 | 90.3 | 23.0 | 20.2 | 64.0 | 29.1 |
| 2009 | (3.4) | (1.4) | (2.0) | 10.2 | (5.5) | 86.3 | 13.2 | 1.0 | 6.4 | (0.3) |
| 2010 | 8.4 | (30.7) | (13.1) | (4.6) | 3.3 | (16.2) | (10.1) | (34.6) | (56.3) | (4.2) |
| 2011 | 20.2 | (15.2) | 5.5 | (2.4) | (3.2) | 23.0 | 3.8 | 67.6 | (3.6) | 12.9 |
| 2012 | 24.9 | 21.4 | (8.2) | 24.1 | (9.1) | (6.5) | (5.0) | (9.7) | (15.5) | 18.8 |

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, 2012

| Registration Station | Passenger | | Mini | | Motor | | | Tankers/ | | | Total |
|----------------------|---------------|--------------|--------------|--------------|------------|------------|------------|--------------|------------|------------|---------------|
| | Cars | LDVs | Trucks | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| Bobonong | 1 | 1 | - | - | - | - | - | - | - | - | 2 |
| Francistown | 3,297 | 347 | 195 | 81 | 19 | 3 | 65 | 235 | 36 | 26 | 4,304 |
| Gaborone | 16,505 | 2,706 | 1,342 | 676 | 82 | 183 | 339 | 899 | 283 | 144 | 23,159 |
| Gantsi | 281 | 30 | 13 | 3 | - | 4 | 3 | 38 | 3 | 1 | 376 |
| Gumare | 9 | - | - | - | - | 1 | - | - | - | - | 10 |
| Jwaneng | 117 | 3 | 8 | 3 | - | 1 | 16 | 4 | - | - | 152 |
| Kang | 8 | - | - | - | - | - | 1 | - | - | - | 9 |
| Kanye | 94 | 7 | 5 | 8 | - | - | 32 | 20 | 1 | 1 | 168 |
| Kasane | 187 | 19 | 8 | 4 | - | - | 9 | 17 | - | 2 | 246 |
| Letlhakane | 87 | 9 | 10 | 1 | 1 | 2 | 11 | 10 | 1 | - | 132 |
| Lobatse | 1,973 | 149 | 82 | 56 | 8 | 2 | 72 | 112 | 23 | 1 | 2,478 |
| Mahalapye | 244 | 169 | 19 | 18 | 3 | 2 | 29 | 23 | 2 | 2 | 511 |
| Masunga | 7 | - | - | - | - | - | 2 | - | - | - | 9 |
| Maun | 950 | 230 | 60 | 22 | 3 | 6 | 14 | 94 | 7 | 4 | 1,390 |
| Mochudi | 194 | 22 | 20 | 13 | 1 | - | 27 | 45 | 1 | 7 | 330 |
| Mogoditshane | 5,186 | 54 | 582 | 208 | 11 | 6 | 23 | 77 | 8 | - | 6,155 |
| Molepolole | 94 | 9 | 8 | 6 | 2 | - | 16 | 38 | 1 | - | 174 |
| Palapye | 435 | 36 | 42 | 14 | 2 | 3 | 16 | 53 | 13 | 3 | 617 |
| Ramotswa | 828 | 14 | 24 | 21 | 1 | - | 14 | 9 | - | 5 | 916 |
| Selibi Phikwe | 570 | 180 | 53 | 19 | 6 | 3 | 53 | 78 | 11 | 4 | 977 |
| Serowe | 342 | 150 | 22 | 18 | 1 | 2 | 21 | 31 | 1 | - | 588 |
| Sowa | 10 | 3 | - | 2 | - | - | 1 | 2 | - | - | 18 |
| Shakawe | 2 | - | - | - | - | - | - | - | - | - | 2 |
| Tsabong | 32 | 17 | 6 | - | - | - | 4 | 12 | 1 | 2 | 74 |
| Tutume | 18 | 5 | - | - | - | 1 | 3 | 2 | - | - | 29 |
| Total | 31,471 | 4,160 | 2,499 | 1,173 | 140 | 219 | 771 | 1,799 | 392 | 202 | 42,826 |

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

Table 4b: Privately Owned Vehicles - Percentage of First Registrations by Type of Vehicle and Registration Station, 2012

| Registration Station | Passenger | | Mini | | Motor | | | Tankers/ | | | Total |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Cars | LDVs | Trucks | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| Bobonong | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Francistown | 10.5 | 8.3 | 7.8 | 6.9 | 13.6 | 1.4 | 8.4 | 13.1 | 9.2 | 12.9 | 10.0 |
| Gaborone | 52.4 | 65.0 | 53.7 | 57.6 | 58.6 | 83.6 | 44.0 | 50.0 | 72.2 | 71.3 | 54.1 |
| Gantsi | 0.9 | 0.7 | 0.5 | 0.3 | 0.0 | 1.8 | 0.4 | 2.1 | 0.8 | 0.5 | 0.9 |
| Gumare | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Jwaneng | 0.4 | 0.1 | 0.3 | 0.3 | 0.0 | 0.5 | 2.1 | 0.2 | 0.0 | 0.0 | 0.4 |
| Kang | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kanye | 0.3 | 0.2 | 0.2 | 0.7 | 0.0 | 0.0 | 4.2 | 1.1 | 0.3 | 0.5 | 0.4 |
| Kasane | 0.6 | 0.5 | 0.3 | 0.3 | 0.0 | 0.0 | 1.2 | 0.9 | 0.0 | 1.0 | 0.6 |
| Letlhakane | 0.3 | 0.2 | 0.4 | 0.1 | 0.7 | 0.9 | 1.4 | 0.6 | 0.3 | 0.0 | 0.3 |
| Lobatse | 6.3 | 3.6 | 3.3 | 4.8 | 5.7 | 0.9 | 9.3 | 6.2 | 5.9 | 0.5 | 5.8 |
| Mahalapye | 0.8 | 4.1 | 0.8 | 1.5 | 2.1 | 0.9 | 3.8 | 1.3 | 0.5 | 1.0 | 1.2 |
| Masunga | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Maun | 3.0 | 5.5 | 2.4 | 1.9 | 2.1 | 2.7 | 1.8 | 5.2 | 1.8 | 2.0 | 3.2 |
| Mochudi | 0.6 | 0.5 | 0.8 | 1.1 | 0.7 | 0.0 | 3.5 | 2.5 | 0.3 | 3.5 | 0.8 |
| Mogoditshane | 16.5 | 1.3 | 23.3 | 17.7 | 7.9 | 2.7 | 3.0 | 4.3 | 2.0 | 0.0 | 14.4 |
| Molepolole | 0.3 | 0.2 | 0.3 | 0.5 | 1.4 | 0.0 | 2.1 | 2.1 | 0.3 | 0.0 | 0.4 |
| Palapye | 1.4 | 0.9 | 1.7 | 1.2 | 1.4 | 1.4 | 2.1 | 2.9 | 3.3 | 1.5 | 1.4 |
| Ramotswa | 2.6 | 0.3 | 1.0 | 1.8 | 0.7 | 0.0 | 1.8 | 0.5 | 0.0 | 2.5 | 2.1 |
| Selibi Phikwe | 1.8 | 4.3 | 2.1 | 1.6 | 4.3 | 1.4 | 6.9 | 4.3 | 2.8 | 2.0 | 2.3 |
| Serowe | 1.1 | 3.6 | 0.9 | 1.5 | 0.7 | 0.9 | 2.7 | 1.7 | 0.3 | 0.0 | 1.4 |
| Sowa | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Shakawe | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tsabong | 0.1 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.5 | 0.7 | 0.3 | 1.0 | 0.2 |
| Tutume | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.5 | 0.4 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

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

Table 5: Privately Owned Vehicles – First Registrations by Type of Vehicle and Month of Registration, 2012

| Month | Passenger | | Mini | | Motor | | | Tankers/ | | | Total |
|------------------|---------------|--------------|--------------|--------------|------------|------------|------------|--------------|------------|------------|---------------|
| | Cars | LDVs | Trucks | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| Jan | 1,938 | 234 | 168 | 55 | 8 | 16 | 64 | 117 | 31 | 22 | 2,653 |
| Feb | 2,055 | 321 | 213 | 85 | 5 | 30 | 52 | 139 | 27 | 17 | 2,944 |
| March | 2,279 | 419 | 193 | 96 | 13 | 25 | 48 | 168 | 36 | 14 | 3,291 |
| April | 2,278 | 372 | 190 | 73 | 8 | 15 | 36 | 153 | 53 | 23 | 3,201 |
| May | 2,548 | 359 | 253 | 126 | 10 | 21 | 46 | 146 | 30 | 25 | 3,564 |
| June | 2,752 | 329 | 246 | 87 | 15 | 12 | 54 | 198 | 34 | 14 | 3,741 |
| July | 2,688 | 308 | 173 | 97 | 11 | 12 | 28 | 127 | 26 | 20 | 3,490 |
| August | 3,221 | 475 | 248 | 130 | 16 | 16 | 60 | 140 | 29 | 12 | 4,347 |
| September | 2,710 | 283 | 233 | 98 | 5 | 15 | 95 | 136 | 29 | 13 | 3,617 |
| October | 2,732 | 326 | 207 | 102 | 11 | 18 | 102 | 129 | 26 | 11 | 3,664 |
| November | 3,115 | 347 | 198 | 119 | 11 | 30 | 116 | 152 | 41 | 17 | 4,146 |
| December | 3,155 | 387 | 177 | 105 | 27 | 9 | 70 | 194 | 30 | 14 | 4,168 |
| Total | 31,471 | 4,160 | 2,499 | 1,173 | 140 | 219 | 771 | 1,799 | 392 | 202 | 42,826 |
| Percent of Total | | | | | | | | | | | |
| Jan | 6.2 | 5.6 | 6.7 | 4.7 | 5.7 | 7.3 | 8.3 | 6.5 | 7.9 | 10.9 | 6.2 |
| Feb | 6.5 | 7.7 | 8.5 | 7.2 | 3.6 | 13.7 | 6.7 | 7.7 | 6.9 | 8.4 | 6.9 |
| March | 7.2 | 10.1 | 7.7 | 8.2 | 9.3 | 11.4 | 6.2 | 9.3 | 9.2 | 6.9 | 7.7 |
| April | 7.2 | 8.9 | 7.6 | 6.2 | 5.7 | 6.8 | 4.7 | 8.5 | 13.5 | 11.4 | 7.5 |
| May | 8.1 | 8.6 | 10.1 | 10.7 | 7.1 | 9.6 | 6.0 | 8.1 | 7.7 | 12.4 | 8.3 |
| June | 8.7 | 7.9 | 9.8 | 7.4 | 10.7 | 5.5 | 7.0 | 11.0 | 8.7 | 6.9 | 8.7 |
| July | 8.5 | 7.4 | 6.9 | 8.3 | 7.9 | 5.5 | 3.6 | 7.1 | 6.6 | 9.9 | 8.1 |
| August | 10.2 | 11.4 | 9.9 | 11.1 | 11.4 | 7.3 | 7.8 | 7.8 | 7.4 | 5.9 | 10.2 |
| September | 8.6 | 6.8 | 9.3 | 8.4 | 3.6 | 6.8 | 12.3 | 7.6 | 7.4 | 6.4 | 8.4 |
| October | 8.7 | 7.8 | 8.3 | 8.7 | 7.9 | 8.2 | 13.2 | 7.2 | 6.6 | 5.4 | 8.6 |
| November | 9.9 | 8.3 | 7.9 | 10.1 | 7.9 | 13.7 | 15.0 | 8.4 | 10.5 | 8.4 | 9.7 |
| December | 10.0 | 9.3 | 7.1 | 9.0 | 19.3 | 4.1 | 9.1 | 10.8 | 7.7 | 6.9 | 9.7 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Table 6: Privately Owned Vehicles - First Registrations by Type of Vehicle and Make, 2012

| | Passenger | | Trucks | Mini | | Motor | | Tankers/ | | Others | Total |
|------------------|---------------|--------------|--------------|--------------|------------|------------|------------|--------------|------------|------------|---------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailers | Horses | | |
| Audi | 578 | - | - | - | - | - | - | - | - | - | 578 |
| BWM | 1,619 | - | - | - | - | 9 | - | - | - | - | 1,628 |
| Chevrolet | 250 | 187 | - | - | - | - | - | - | - | - | 437 |
| Chrysler | 37 | - | - | - | - | - | - | - | - | - | 37 |
| Colt | 1 | - | - | - | - | - | - | - | - | - | 1 |
| Daewoo | 1 | - | - | - | - | - | - | - | - | 3 | 4 |
| Datsan/Nissan | 1,929 | 492 | 473 | 151 | 13 | - | 2 | - | 4 | 2 | 3,066 |
| Ford | 366 | 316 | 4 | 9 | - | - | 123 | - | - | - | 818 |
| Hino | - | - | 85 | 2 | 5 | - | 1 | - | - | - | 93 |
| Honda | 1,131 | 1 | - | - | - | 98 | - | - | - | - | 1,230 |
| Hyundai | 268 | 7 | 23 | 7 | - | - | - | - | - | - | 305 |
| Isuzu | 15 | 388 | 33 | 4 | 7 | - | - | - | 1 | 5 | 453 |
| Jeep | 253 | 2 | - | - | - | - | - | - | - | - | 255 |
| Kia | 203 | 18 | 17 | - | - | - | - | - | - | - | 238 |
| Land Rover | 271 | 68 | - | - | - | - | - | - | - | - | 339 |
| MAN | - | - | 30 | - | 9 | - | - | - | 47 | - | 86 |
| Mass Fergusonson | - | - | - | - | - | - | 337 | - | - | - | 337 |
| Mazda | 2,200 | 50 | 219 | 197 | 3 | - | - | - | - | - | 2,669 |
| M/Benz | 994 | 31 | 99 | 51 | 21 | - | - | - | 28 | 2 | 1,226 |
| Mitsubishi | 722 | 24 | 54 | 21 | 2 | - | - | - | - | 1 | 824 |
| Opel | 125 | 3 | - | - | - | - | - | - | - | - | 128 |
| Peugeot | 90 | 6 | - | 3 | - | - | - | - | - | - | 99 |
| Renault | 26 | 1 | 4 | - | - | - | - | - | 4 | - | 35 |
| Toyota | 16,992 | 1,952 | 1,072 | 687 | 14 | - | - | - | 1 | 5 | 20,723 |
| Volkswagen | 2,406 | 165 | 2 | 29 | 11 | - | - | - | - | - | 2,613 |
| Volvo | 283 | - | 26 | - | 3 | - | - | - | 72 | - | 384 |
| Yamaha | - | - | - | - | - | - | - | - | - | - | - |
| Other | 654 | 508 | 356 | 12 | 52 | 112 | 308 | 1,799 | 230 | 189 | 4,220 |
| Total | 31,414 | 4,219 | 2,497 | 1,173 | 140 | 219 | 771 | 1,799 | 387 | 207 | 42,826 |

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

Table 7: Privately Owned Vehicles - First Registrations by Type of Vehicle and Make (Percent), 2012

| | Passenger | | Trucks | Mini | | Motor | | Tankers/ | | | Total |
|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailers | Horses | Others | |
| Audi | 1.8 | - | - | - | - | - | - | - | - | - | 1.3 |
| BWM | 5.2 | - | - | - | - | 4.1 | - | - | - | - | 3.8 |
| Chevrolet | 0.8 | 4.4 | - | - | - | - | - | - | - | - | 1.0 |
| Chrysler | 0.1 | - | - | - | - | - | - | - | - | - | 0.1 |
| Colt | 0.0 | - | - | - | - | - | - | - | - | - | 0.0 |
| Daewoo | 0.0 | - | - | - | - | - | - | - | - | 1.4 | 0.0 |
| Datsan/Nissan | 6.1 | 11.7 | 18.9 | 12.9 | 9.3 | - | 0.3 | - | 1.0 | 1.0 | 7.2 |
| Ford | 1.2 | 7.5 | 0.2 | 0.8 | - | - | 16.0 | - | - | - | 1.9 |
| Hino | - | - | 3.4 | 0.2 | 3.6 | - | 0.1 | - | - | - | 0.2 |
| Honda | 3.6 | 0.0 | - | - | - | 44.7 | - | - | - | - | 2.9 |
| Hyundai | 0.9 | 0.2 | 0.9 | 0.6 | - | - | - | - | - | - | 0.7 |
| Isuzu | 0.0 | 9.2 | 1.3 | 0.3 | - | - | - | - | 0.3 | 2.4 | 1.1 |
| Jeep | 0.8 | 0.0 | - | - | - | - | - | - | - | - | 0.6 |
| Kia | 0.6 | 0.4 | 0.7 | - | - | - | - | - | - | - | 0.6 |
| Land Rover | 0.9 | 1.6 | - | - | - | - | - | - | - | - | 0.8 |
| MAN | - | - | 1.2 | - | - | - | - | - | 12.1 | - | 0.2 |
| Mass Ferguson | - | - | - | - | - | - | 43.7 | - | - | - | 0.8 |
| Mazda | 7.0 | 1.2 | 8.8 | 16.8 | 2.1 | - | - | - | - | - | 6.2 |
| M/Benz | 3.2 | 0.7 | 4.0 | 4.3 | 15.0 | - | - | - | 7.2 | 1.0 | 2.9 |
| Mitsubishi | 2.3 | 0.6 | 2.2 | 1.8 | 1.4 | - | - | - | - | 0.5 | 1.9 |
| Opel | 0.4 | 0.1 | - | - | - | - | - | - | - | - | 0.3 |
| Peugeot | 0.3 | 0.1 | - | 0.3 | - | - | - | - | - | - | 0.2 |
| Renault | 0.1 | 0.0 | 0.2 | - | - | - | - | - | 1.0 | - | 0.1 |
| Toyota | 54.1 | 46.3 | 42.9 | 58.6 | 10.0 | - | - | - | 0.3 | 2.4 | 48.4 |
| Volkswagen | 7.7 | 3.9 | 0.1 | 2.5 | 7.9 | - | - | - | - | - | 6.1 |
| Volvo | 0.9 | - | 1.0 | - | 2.1 | - | - | - | 18.6 | - | 0.9 |
| Yamaha | - | - | - | - | - | - | - | - | - | - | - |
| Other | 2.1 | 12.0 | 14.3 | 1.0 | 37.1 | 51.1 | 39.9 | 100.0 | 59.4 | 91.3 | 9.9 |
| 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 8: Privately Owned Vehicles - Renewal by Year and Type of Vehicle, 2002 - 2012

| Year | Passenger | | Motor | | | | Tankers/ | | Others | Total |
|---------------------------------|-----------|--------|--------|--------|--------|----------|----------|--------|--------|----------------|
| | Cars | LDVs | Trucks | Buses | Cycles | Tractors | Trailers | Horses | | |
| Number | | | | | | | | | | |
| 2001 | 45,408 | 57,273 | 6,429 | 5,267 | 696 | 2,720 | 5,713 | 240 | 1,125 | 124,871 |
| 2002 | 49,742 | 60,941 | 6,420 | 5,761 | 698 | 2,648 | 5,836 | 623 | 1,201 | 133,870 |
| 2003 | 56,409 | 65,892 | 7,003 | 6,208 | 707 | 2,524 | 6,649 | 778 | 1,241 | 147,411 |
| 2004 | 61,979 | 69,547 | 7,502 | 6,795 | 743 | 2,649 | 7,160 | 886 | 1,378 | 158,639 |
| 2005 | 69,151 | 71,277 | 7,773 | 7,615 | 662 | 2,497 | 7,654 | 954 | 1,371 | 168,954 |
| 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 | 212,315 |
| 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 | 170,827 | 91,463 | 19,879 | 12,325 | 1,373 | 4,633 | 15,611 | 2,584 | 2,365 | 321,060 |
| 2012 | 191,653 | 93,531 | 21,104 | 12,893 | 1,413 | 4,944 | 16,510 | 2,714 | 2,227 | 346,989 |
| Percent of Total | | | | | | | | | | |
| 2002 | 36.4 | 45.9 | 5.1 | 4.2 | 0.6 | 2.2 | 4.6 | 0.2 | 0.9 | 100 |
| 2003 | 37.2 | 45.5 | 4.8 | 4.3 | 0.5 | 2.0 | 4.4 | 0.5 | 0.9 | 100 |
| 2004 | 38.3 | 44.7 | 4.8 | 4.2 | 0.5 | 1.7 | 4.5 | 0.5 | 0.8 | 100 |
| 2005 | 39.1 | 43.8 | 4.7 | 4.3 | 0.5 | 1.7 | 4.5 | 0.6 | 0.9 | 100 |
| 2006 | 40.9 | 42.2 | 4.6 | 4.5 | 0.4 | 1.5 | 4.5 | 0.6 | 0.8 | 100 |
| 2007 | 43.1 | 40.2 | 4.7 | 4.6 | 0.4 | 1.3 | 4.4 | 0.6 | 0.8 | 100 |
| 2008 | 45.2 | 38.1 | 4.9 | 4.5 | 0.3 | 1.2 | 4.5 | 0.6 | 0.7 | 100 |
| 2009 | 46.9 | 36.2 | 5.2 | 4.3 | 0.3 | 1.3 | 4.5 | 0.7 | 0.6 | 100 |
| 2010 | 48.0 | 34.3 | 5.6 | 4.1 | 0.3 | 1.3 | 4.6 | 0.7 | 1.2 | 100 |
| 2011 | 51.1 | 30.4 | 6.2 | 4.1 | 0.4 | 1.4 | 4.9 | 0.8 | 0.8 | 100 |
| 2012 | 53.2 | 28.5 | 6.2 | 3.8 | 0.4 | 1.4 | 4.9 | 0.8 | 0.7 | 100 |
| Annual Percentage Change | | | | | | | | | | |
| 2002 | 9.5 | 6.4 | (0.1) | 9.4 | 0.3 | (2.6) | 2.2 | 159.6 | 6.8 | 7.2 |
| 2003 | 13.4 | 8.1 | 9.1 | 7.8 | 1.3 | (4.7) | 13.9 | 24.9 | 3.3 | 10.1 |
| 2004 | 9.9 | 5.5 | 7.1 | 9.5 | 5.1 | 5.0 | 7.7 | 13.9 | 11.0 | 7.6 |
| 2005 | 11.6 | 2.5 | 3.6 | 12.1 | (10.9) | (5.7) | 6.9 | 7.7 | (0.5) | 6.5 |
| 2006 | 12.5 | 1.8 | 9.8 | 10.2 | (2.4) | (4.0) | 3.6 | 10.4 | (0.5) | 6.9 |
| 2007 | 12.4 | 1.6 | 10.3 | 4.1 | (3.4) | (3.1) | 9.7 | 17.9 | (3.1) | 7.1 |
| 2008 | 13.9 | 4.2 | 17.6 | 5.2 | 12.7 | 15.2 | 8.9 | 13.8 | 3.2 | 9.7 |
| 2009 | 14.4 | 5.9 | 19.6 | 7.1 | 13.9 | 11.8 | 14.2 | 13.5 | 112.8 | 11.9 |
| 2010 | 35.1 | 12.7 | 40.9 | 24.4 | 60.5 | 39.1 | 35.8 | 53.6 | (20.6) | 26.9 |
| 2011 | 10.9 | (0.3) | 6.6 | 0.7 | 6.8 | 11.3 | 6.3 | 4.9 | 2.7 | 6.5 |
| 2012 | 12.2 | 2.3 | 6.2 | 4.6 | 2.9 | 6.7 | 5.8 | 5.0 | (5.8) | 8.1 |

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

Table 9: Privately Owned Vehicles - Renewals by Type of Vehicle and Registration Station, 2012

| Registration Station | Passenger | | Trucks | Mini | Buses | Motor | | Tankers/ | | | Total |
|----------------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|--------------|----------------|
| | Cars | LDVs | | Buses | | Cycles | Tractors | Trailors | Horses | Others | |
| Bobonong | 1,258 | 1,231 | 148 | 82 | 4 | 9 | 64 | 116 | 3 | 11 | 2,926 |
| Francistown | 19,898 | 10,141 | 2,767 | 1,117 | 206 | 61 | 406 | 2,377 | 525 | 251 | 37,749 |
| Gaborone | 86,234 | 30,909 | 8,583 | 5,222 | 520 | 932 | 1,320 | 7,006 | 1,487 | 1,191 | 143,404 |
| Gantsi | 2,200 | 2,135 | 242 | 69 | 17 | 22 | 33 | 305 | 36 | 33 | 5,092 |
| Gumare | 762 | 762 | 79 | 28 | - | 7 | 13 | 44 | 1 | 18 | 1,714 |
| Hukuntsi | 25 | 48 | - | - | - | - | - | 1 | - | - | 74 |
| Jwaneng | 3,439 | 2,320 | 282 | 200 | 32 | 15 | 132 | 216 | 8 | 29 | 6,673 |
| Kang | 496 | 596 | 92 | 31 | 2 | - | 19 | 39 | 10 | 20 | 1,305 |
| Kanye | 4,201 | 3,280 | 426 | 298 | 40 | 3 | 300 | 266 | 14 | 21 | 8,849 |
| Kasane | 2,150 | 1,301 | 247 | 120 | 13 | 13 | 148 | 286 | 25 | 46 | 4,349 |
| Letlhakane | 2,676 | 2,233 | 360 | 184 | 40 | 11 | 68 | 208 | 10 | 33 | 5,823 |
| Letlhakeng | 347 | 472 | 28 | 19 | 4 | - | 52 | 14 | - | 2 | 938 |
| Lobatse | 7,801 | 3,014 | 887 | 481 | 49 | 25 | 320 | 705 | 133 | 66 | 13,481 |
| Mahalapye | 4,139 | 3,072 | 522 | 271 | 29 | 20 | 242 | 384 | 27 | 23 | 8,729 |
| Masunga | 1,047 | 796 | 125 | 60 | 11 | - | 39 | 44 | 2 | 16 | 2,140 |
| Maun | 7,720 | 4,938 | 769 | 331 | 49 | 64 | 140 | 910 | 47 | 77 | 15,045 |
| Mochudi | 4,834 | 3,290 | 536 | 346 | 27 | 19 | 349 | 563 | 21 | 48 | 10,033 |
| Mogoditshane | 13,169 | 3,145 | 1,538 | 949 | 44 | 66 | 119 | 478 | 56 | 63 | 19,627 |
| Molepolole | 4,484 | 3,238 | 392 | 289 | 9 | 6 | 210 | 289 | 9 | 19 | 8,945 |
| Orapa | 1,382 | 884 | 84 | 78 | 6 | 7 | 30 | 94 | 3 | 7 | 2,575 |
| Palapye | 5,019 | 3,061 | 808 | 282 | 53 | 23 | 200 | 510 | 127 | 48 | 10,131 |
| Ramotswa | 3,678 | 1,431 | 290 | 256 | 16 | 23 | 82 | 169 | 16 | 44 | 6,005 |
| Selibi Phikwe | 7,342 | 4,437 | 1,004 | 414 | 104 | 48 | 251 | 841 | 126 | 88 | 14,655 |
| Serowe | 4,027 | 3,225 | 463 | 293 | 17 | 24 | 245 | 349 | 9 | 20 | 8,672 |
| Sowa | 790 | 620 | 74 | 40 | 7 | 1 | 29 | 80 | 1 | 26 | 1,668 |
| Shakawe | 80 | 70 | 7 | 3 | - | - | 1 | 2 | - | 1 | 164 |
| Tsabong | 1,111 | 1,461 | 125 | 45 | 3 | 6 | 23 | 110 | 15 | 19 | 2,918 |
| Tutume | 1,344 | 1,421 | 226 | 82 | 1 | 8 | 109 | 104 | 3 | 7 | 3,305 |
| Total | 191,653 | 93,531 | 21,104 | 11,590 | 1,303 | 1,413 | 4,944 | 16,510 | 2,714 | 2,227 | 346,989 |

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

Table 10: Privately Owned Vehicles - Renewals by Type of Vehicle and Registration Station(Percent), 2012

| Registration Station | Passenger | | Mini | | Motor | | | Tankers/ | | | Total |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| | Cars | LDVs | Trucks | Buses | Buses | Cycles | Tractors | Trailors | Horses | Others | |
| Bobonong | 0.7 | 1.3 | 0.7 | 0.7 | 0.3 | 0.6 | 1.3 | 0.7 | 0.1 | 0.5 | 0.8 |
| Francistown | 10.4 | 10.8 | 13.1 | 9.6 | 15.8 | 4.3 | 8.2 | 14.4 | 19.3 | 11.3 | 10.9 |
| Gaborone | 45.0 | 33.0 | 40.7 | 45.1 | 39.9 | 66.0 | 26.7 | 42.4 | 54.8 | 53.5 | 41.3 |
| Gantsi | 1.1 | 2.3 | 1.1 | 0.6 | 1.3 | 1.6 | 0.7 | 1.8 | 1.3 | 1.5 | 1.5 |
| Gumare | 0.4 | 0.8 | 0.4 | 0.2 | - | 0.5 | 0.3 | 0.3 | 0.0 | 0.8 | 0.5 |
| Hukuntsi | 0.0 | 0.1 | - | - | - | - | - | 0.0 | - | - | 0.0 |
| Jwaneng | 1.8 | 2.5 | 1.3 | 1.7 | 2.5 | 1.1 | 2.7 | 1.3 | 0.3 | 1.3 | 1.9 |
| Kang | 0.3 | 0.6 | 0.4 | 0.3 | 0.2 | - | 0.4 | 0.2 | 0.4 | 0.9 | 0.4 |
| Kanye | 2.2 | 3.5 | 2.0 | 2.6 | 3.1 | 0.2 | 6.1 | 1.6 | 0.5 | 0.9 | 2.6 |
| Kasane | 1.1 | 1.4 | 1.2 | 1.0 | 1.0 | 0.9 | 3.0 | 1.7 | 0.9 | 2.1 | 1.3 |
| Lethakane | 1.4 | 2.4 | 1.7 | 1.6 | 3.1 | 0.8 | 1.4 | 1.3 | 0.4 | 1.5 | 1.7 |
| Letlhakeng | 0.2 | 0.5 | 0.1 | 0.2 | 0.3 | - | 1.1 | 0.1 | - | 0.1 | 0.3 |
| Lobatse | 4.1 | 3.2 | 4.2 | 4.2 | 3.8 | 1.8 | 6.5 | 4.3 | 4.9 | 3.0 | 3.9 |
| Mahalapye | 2.2 | 3.3 | 2.5 | 2.3 | 2.2 | 1.4 | 4.9 | 2.3 | 1.0 | 1.0 | 2.5 |
| Masunga | 0.5 | 0.9 | 0.6 | 0.5 | 0.8 | - | 0.8 | 0.3 | 0.1 | 0.7 | 0.6 |
| Maun | 4.0 | 5.3 | 3.6 | 2.9 | 3.8 | 4.5 | 2.8 | 5.5 | 1.7 | 3.5 | 4.3 |
| Mochudi | 2.5 | 3.5 | 2.5 | 3.0 | 2.1 | 1.3 | 7.1 | 3.4 | 0.8 | 2.2 | 2.9 |
| Mogoditshane | 6.9 | 3.4 | 7.3 | 8.2 | 3.4 | 4.7 | 2.4 | 2.9 | 2.1 | 2.8 | 5.7 |
| Molepolole | 2.3 | 3.5 | 1.9 | 2.5 | 0.7 | 0.4 | 4.2 | 1.8 | 0.3 | 0.9 | 2.6 |
| Orapa | 0.7 | 0.9 | 0.4 | 0.7 | 0.5 | 0.5 | 0.6 | 0.6 | 0.1 | 0.3 | 0.7 |
| Palapye | 2.6 | 3.3 | 3.8 | 2.4 | 4.1 | 1.6 | 4.0 | 3.1 | 4.7 | 2.2 | 2.9 |
| Ramotswa | 1.9 | 1.5 | 1.4 | 2.2 | 1.2 | 1.6 | 1.7 | 1.0 | 0.6 | 2.0 | 1.7 |
| Selibi Phikwe | 3.8 | 4.7 | 4.8 | 3.6 | 8.0 | 3.4 | 5.1 | 5.1 | 4.6 | 4.0 | 4.2 |
| Serowe | 2.1 | 3.4 | 2.2 | 2.5 | 1.3 | 1.7 | 5.0 | 2.1 | 0.3 | 0.9 | 2.5 |
| Sowa | 0.4 | 0.7 | 0.4 | 0.3 | 0.5 | 0.1 | 0.6 | 0.5 | 0.0 | 1.2 | 0.5 |
| Shakawe | 0.0 | 0.1 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Tsabong | 0.6 | 1.6 | 0.6 | 0.4 | 0.2 | 0.4 | 0.5 | 0.7 | 0.6 | 0.9 | 0.8 |
| Tutume | 0.7 | 1.5 | 1.1 | 0.7 | 0.1 | 0.6 | 2.2 | 0.6 | 0.1 | 0.3 | 1.0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Information & Communication Technology Statistics, Statistics Botswana

Table 11: Privately Owned Vehicles - Renewals by Month of Registration and Type of Vehicle, 2012

| Month | Passenger | | Trucks | Mini | Motor | | | Tankers & | | | Total |
|--------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|--------------|----------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailers | Horses | Others | |
| January | 11,549 | 5,739 | 1,405 | 715 | 56 | 94 | 337 | 1,017 | 223 | 140 | 21,275 |
| February | 13,270 | 7,232 | 1,689 | 879 | 74 | 111 | 293 | 1,185 | 237 | 168 | 25,138 |
| March | 14,502 | 7,632 | 1,679 | 933 | 124 | 125 | 272 | 1,220 | 234 | 190 | 26,911 |
| April | 14,438 | 7,422 | 1,651 | 840 | 87 | 94 | 246 | 1,209 | 233 | 140 | 26,360 |
| May | 15,537 | 7,954 | 1,833 | 971 | 116 | 125 | 255 | 1,399 | 254 | 227 | 28,671 |
| June | 15,026 | 7,589 | 1,692 | 853 | 106 | 126 | 280 | 1,355 | 206 | 178 | 27,411 |
| July | 17,600 | 8,537 | 1,895 | 1,037 | 111 | 132 | 337 | 1,510 | 256 | 190 | 31,605 |
| August | 17,554 | 8,377 | 1,996 | 1,159 | 121 | 134 | 425 | 1,530 | 239 | 185 | 31,720 |
| September | 16,911 | 8,015 | 1,785 | 1,032 | 115 | 108 | 567 | 1,493 | 263 | 158 | 30,447 |
| October | 16,726 | 8,170 | 1,870 | 963 | 96 | 128 | 688 | 1,408 | 273 | 185 | 30,507 |
| November | 20,247 | 9,115 | 1,974 | 1,174 | 166 | 135 | 721 | 1,658 | 291 | 169 | 35,650 |
| December | 18,253 | 7,803 | 1,620 | 1,034 | 131 | 101 | 523 | 1,526 | 184 | 119 | 31,294 |
| Quarter 1 | 39,321 | 20,603 | 4,773 | 2,527 | 254 | 330 | 902 | 3,422 | 694 | 498 | 73,324 |
| Quarter 2 | 45,001 | 22,965 | 5,176 | 2,664 | 309 | 345 | 781 | 3,963 | 693 | 545 | 82,442 |
| Quarter 3 | 52,065 | 24,929 | 5,676 | 3,228 | 347 | 374 | 1,329 | 4,533 | 758 | 533 | 93,772 |
| Quarter 4 | 55,226 | 25,088 | 5,464 | 3,171 | 393 | 364 | 1,932 | 4,592 | 748 | 473 | 97,451 |
| Total | 191,613 | 93,585 | 21,089 | 11,590 | 1,303 | 1,413 | 4,944 | 16,510 | 2,893 | 2,049 | 346,989 |

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

Table 12: Privately Owned Vehicles - Renewals by Month of Registration and Type of Vehicle (Percent), 2012

| Month | Passenger | | Trucks | Mini | | Motor | | | Tankers & | | Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailers | Horses | Others | |
| January | 6.0 | 6.1 | 6.7 | 6.2 | 4.3 | 6.7 | 6.8 | 6.2 | 7.7 | 6.8 | 6.1 |
| February | 6.9 | 7.7 | 8.0 | 7.6 | 5.7 | 7.9 | 5.9 | 7.2 | 8.2 | 8.2 | 7.2 |
| March | 7.6 | 8.2 | 8.0 | 8.1 | 9.5 | 8.8 | 5.5 | 7.4 | 8.1 | 9.3 | 7.8 |
| April | 7.5 | 7.9 | 7.8 | 7.2 | 6.7 | 6.7 | 5.0 | 7.3 | 8.1 | 6.8 | 7.6 |
| May | 8.1 | 8.5 | 8.7 | 8.4 | 8.9 | 8.8 | 5.2 | 8.5 | 8.8 | 11.1 | 8.3 |
| June | 7.8 | 8.1 | 8.0 | 7.4 | 8.1 | 8.9 | 5.7 | 8.2 | 7.1 | 8.7 | 7.9 |
| July | 9.2 | 9.1 | 9.0 | 8.9 | 8.5 | 9.3 | 6.8 | 9.1 | 8.8 | 9.3 | 9.1 |
| August | 9.2 | 9.0 | 9.5 | 10.0 | 9.3 | 9.5 | 8.6 | 9.3 | 8.3 | 9.0 | 9.1 |
| September | 8.8 | 8.6 | 8.5 | 8.9 | 8.8 | 7.6 | 11.5 | 9.0 | 9.1 | 7.7 | 8.8 |
| October | 8.7 | 8.7 | 8.9 | 8.3 | 7.4 | 9.1 | 13.9 | 8.5 | 9.4 | 9.0 | 8.8 |
| November | 10.6 | 9.7 | 9.4 | 10.1 | 12.7 | 9.6 | 14.6 | 10.0 | 10.1 | 8.2 | 10.3 |
| December | 9.5 | 8.3 | 7.7 | 8.9 | 10.1 | 7.1 | 10.6 | 9.2 | 6.4 | 5.8 | 9.0 |
| Quarter 1 | 20.5 | 22.0 | 22.6 | 21.8 | 19.5 | 23.4 | 18.2 | 20.7 | 24.0 | 24.3 | 21.1 |
| Quarter 2 | 23.5 | 24.5 | 24.5 | 23.0 | 23.7 | 24.4 | 15.8 | 24.0 | 24.0 | 26.6 | 23.8 |
| Quarter 3 | 27.2 | 26.6 | 26.9 | 27.9 | 26.6 | 26.5 | 26.9 | 27.5 | 26.2 | 26.0 | 27.0 |
| Quarter 4 | 28.8 | 26.8 | 25.9 | 27.4 | 30.2 | 25.8 | 39.1 | 27.8 | 25.9 | 23.1 | 28.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Information & Communication Technology Statistics, Statistics Botswana

Table 13: Privately Owned Vehicles - Renewals by Vehicle Type and Make, 2012

| | Passenger | | Trucks | Mini | | Motor | | | Tankers/ | | Total |
|------------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|--------------|----------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailers | Horses | Others | |
| Audi | 3,402 | - | - | - | - | - | - | - | - | - | 3,402 |
| BWM | 7,385 | - | - | 1 | - | 42 | - | - | - | - | 7,428 |
| Chevrolet | 1,560 | 519 | 6 | 5 | - | - | - | - | - | - | 2,090 |
| Chrysler | 452 | 4 | 1 | 6 | - | - | - | - | - | - | 463 |
| Colt | 11 | 645 | - | - | - | - | - | - | - | - | 656 |
| Daewoo | 401 | - | 3 | - | - | - | - | - | - | - | 404 |
| Datsan/Nissan | 12,259 | 12,579 | 3,574 | 735 | 128 | - | 24 | 2 | 116 | 43 | 29,460 |
| Ford | 4,528 | 7,193 | 61 | 64 | 1 | - | - | - | 27 | 3 | 11,877 |
| Hino | - | - | 666 | 8 | 46 | - | - | 2 | 41 | 7 | 770 |
| Honda | 6,683 | - | 7 | 1 | - | 375 | - | - | - | - | 7,066 |
| Hyundai | 4,058 | - | 227 | 24 | 1 | - | - | - | - | 3 | 4,313 |
| Isuzu | 420 | 10,201 | 538 | 73 | 42 | - | - | - | 34 | 10 | 11,318 |
| Jeep | 1,057 | 22 | - | - | - | - | - | - | - | - | 1,079 |
| Kia | 1,923 | 298 | - | - | - | - | - | - | - | - | 2,221 |
| Land Rover | 2,636 | 1,416 | - | 2 | - | - | - | - | 1 | 4 | 4,059 |
| MAN | - | - | 277 | - | 45 | - | 10 | - | 182 | 5 | 519 |
| Mass Fergusonson | - | - | - | - | - | - | 2,468 | 4 | - | - | 2,472 |
| Mazda | 11,427 | 5,292 | 895 | 1,123 | 10 | - | - | - | - | - | 18,747 |
| M/Benz | 7,357 | 150 | 1,224 | 287 | 271 | - | 22 | - | 316 | 20 | 9,647 |
| Mitsubishi | 6,600 | 882 | 602 | 123 | 48 | - | - | - | 6 | 6 | 8,267 |
| Opel | 2,844 | 1,308 | 3 | 3 | - | - | - | - | - | - | 4,158 |
| Peugeot | 790 | 57 | 2 | 32 | - | - | - | - | - | - | 881 |
| Renault | 678 | 18 | 12 | 1 | - | - | - | - | 29 | - | 738 |
| Toyota | 94,405 | 50,200 | 10,169 | 8,425 | 212 | - | 2 | - | 30 | 88 | 163,531 |
| Volkswagen | 13,980 | 513 | 12 | 473 | 53 | - | - | - | 1 | 1 | 15,033 |
| Volvo | 2,528 | - | 187 | - | 88 | - | - | - | 266 | 74 | 3,143 |
| Yamaha | - | - | - | - | - | - | - | - | - | - | - |
| Other | 4,229 | 3,087 | 2,617 | 203 | 359 | 996 | 1,571 | 16,499 | 1,799 | 1,887 | 33,247 |
| Total | 191,613 | 94,384 | 21,083 | 11,589 | 1,304 | 1,413 | 4,097 | 16,507 | 2,848 | 2,151 | 346,989 |

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

Table 14: Privately Owned Vehicles - Renewals by Vehicle Type and Make (Percent), 2012

| | Passenger | | Trucks | Mini | | Motor | | Tankers/ | | | Total |
|------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Cars | LDVs | | Buses | Buses | Cycles | Tractors | Trailers | Horses | Others | |
| Audi | 1.8 | - | - | - | - | - | - | - | - | - | 1.0 |
| BWM | 3.9 | - | - | - | - | 3.0 | - | - | - | - | 2.1 |
| Chevrolet | 0.8 | 0.5 | - | - | - | - | - | - | - | - | 0.6 |
| Chrysler | - | - | - | - | - | - | - | - | - | - | - |
| Colt | - | 0.7 | - | - | - | - | - | - | - | - | - |
| Daewoo | - | - | - | - | - | - | - | - | - | - | - |
| Dat/Nissan | 6.4 | 13.3 | 17.0 | 6.3 | 9.8 | - | 0.6 | - | 4.1 | 2.0 | 8.5 |
| Ford | 2.4 | 7.6 | - | 0.6 | - | - | - | - | 0.9 | - | 3.4 |
| Hino | - | - | 3.2 | - | 3.5 | - | - | - | 1.4 | - | - |
| Honda | 3.5 | - | - | - | - | 26.5 | - | - | - | - | 2.0 |
| Hyundai | 2.1 | - | 1.1 | - | - | - | - | - | - | - | 1.2 |
| Isuzu | - | 10.8 | 2.6 | 0.6 | 3.2 | - | - | - | 1.2 | - | 3.3 |
| Jeep | 0.6 | - | - | - | - | - | - | - | - | - | - |
| Kia | 1.0 | - | - | - | - | - | - | - | - | - | 0.6 |
| Land Rover | 1.4 | 1.5 | - | - | - | - | - | - | - | - | 1.2 |
| MAN | - | - | 1.3 | - | 3.5 | - | - | - | 6.4 | - | - |
| Mass Fergusonson | - | - | - | - | - | - | 60.2 | - | - | - | 0.7 |
| Mazda | 6.0 | 5.6 | 4.2 | 9.7 | 0.8 | - | - | - | - | - | 5.4 |
| M/Benz | 3.8 | - | 5.8 | 2.5 | 20.8 | - | 0.5 | - | 11.1 | 0.9 | 2.8 |
| Mitsubi | 3.4 | 0.9 | 2.9 | 1.1 | 3.7 | - | - | - | - | - | 2.4 |
| Opel | 1.5 | 1.4 | - | - | - | - | - | - | - | - | 1.2 |
| Peugeot | - | - | - | - | - | - | - | - | - | - | - |
| Renault | - | - | - | - | - | - | - | - | 1.0 | - | - |
| Toyota | 49.3 | 53.2 | 48.2 | 72.7 | 16.3 | - | - | - | 1.1 | 4.1 | 47.1 |
| Volkswagen | 7.3 | 0.5 | - | 4.1 | 4.1 | - | - | - | - | - | 4.3 |
| Volvo | 1.3 | - | 0.9 | - | 6.7 | - | - | - | 9.3 | 3.4 | 0.9 |
| Yamaha | - | - | - | - | - | - | - | - | - | - | - |
| Other | 2.2 | 3.3 | 12.4 | 1.8 | 27.5 | 70.5 | 38.3 | 100.0 | 63.2 | 87.7 | 9.6 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Information & Communication Technology Statistics, Statistics Botswana

Table 15: Government Vehicles in Use by Year and Type of Vehicle, 2001 - 2011

| Year | Passenger | | Trucks | Buses ¹ | Motor | | | Tankers/ | | Total |
|---------------------------------|-----------|--------|--------|--------------------|--------|----------|----------|----------|--------|--------|
| | Cars | LDVs | | | Cycles | Tractors | Trailers | Horses | Others | |
| Number | | | | | | | | | | |
| 2002 | 736 | 4,187 | 1,145 | 397 | 190 | 267 | 1,013 | 295 | 665 | 8,895 |
| 2003 | 798 | 4,432 | 1,221 | 395 | 186 | 263 | 1,098 | 279 | 654 | 9,326 |
| 2004 | 878 | 4,667 | 1,294 | 521 | 175 | 256 | 1,153 | 265 | 680 | 9,889 |
| 2005 | 983 | 5,425 | 1,357 | 577 | 171 | 275 | 1,163 | 285 | 785 | 11,021 |
| 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 | 10 | 9,769 |
| 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 |
| Percent of Total | | | | | | | | | | |
| 2002 | 8.3 | 47.1 | 12.9 | 4.5 | 2.1 | 3.0 | 11.4 | 3.3 | 7.5 | 100 |
| 2003 | 8.6 | 47.5 | 13.1 | 4.2 | 2.0 | 2.8 | 11.8 | 3.0 | 7.0 | 100 |
| 2004 | 8.9 | 47.2 | 13.1 | 5.3 | 1.8 | 2.6 | 11.7 | 2.7 | 6.9 | 100 |
| 2005 | 8.9 | 49.2 | 12.3 | 5.2 | 1.6 | 2.5 | 10.6 | 2.6 | 7.1 | 100 |
| 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 | 20.9 | 47.0 | 10.2 | 6.3 | 1.2 | 2.7 | 10.6 | 1.0 | 0.1 | 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 |
| Annual Percentage Change | | | | | | | | | | |
| 2002 | (14.4) | (7.8) | (11.0) | (1.5) | (2.1) | 0.8 | 1.1 | 0.3 | (5.3) | (6.8) |
| 2003 | 8.4 | 5.9 | 6.6 | (0.5) | (2.1) | (1.5) | 8.4 | (5.4) | (1.7) | 4.8 |
| 2004 | 10.0 | 5.3 | 6.0 | 31.9 | (5.9) | (2.7) | 5.0 | (5.0) | 4.0 | 6.0 |
| 2005 | 12.0 | 16.2 | 4.9 | 10.7 | (2.3) | 7.4 | 0.9 | 7.5 | 15.4 | 11.4 |
| 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 | (97.4) | (9.2) |
| 2010 | 15.3 | 13.8 | (1.7) | 34.9 | (1.8) | 31.9 | 10.1 | 5.9 | 1650.0 | 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 |

Source: Central Transport Organization, Ministry of Transport & Communication

APPENDIX 2: ROAD SAFETY

Table 16: Motor Vehicle Accidents - Trend in Accidents, 2002 - 2012

| Year | Number | | Number | | Number Of Registered vehicles | Estimated Population ('000s) | Accidents | | Casualties | | Fatalities | |
|---------------------------------|-----------------|------------------|------------------|---------|--|-------------------------------------|-------------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|-----------------------------|
| | Of Accidents | Of Casualties | Of Fatalities | Number | | | Per '000 Vehicles | Per 10,000 Population | Per '000 Vehicles | Per 10,000 Population | Per '000 Vehicles | Per 10,000 Population |
| 2002 | 18,610 | 8,014 | 520 | 162,807 | 1,650 | 114 | 110 | 49 | 32 | 47 | 31 | |
| 2003 | 18,328 | 7,963 | 557 | 173,828 | 1,673 | 105 | 108 | 46 | 32 | 47 | 33 | |
| 2004 | 18,136 | 7,840 | 532 | 189,265 | 1,693 | 96 | 106 | 41 | 28 | 46 | 31 | |
| 2005 | 17,522 | 7,069 | 450 | 200,064 | 1,708 | 88 | 101 | 35 | 23 | 41 | 26 | |
| 2006 | 17,035 | 6,952 | 429 | 211,532 | 1,720 | 81 | 98 | 33 | 20 | 40 | 25 | |
| 2007 | 19,487 | 7,639 | 497 | 230,063 | 1,737 | 85 | 111 | 33 | 22 | 43 | 28 | |
| 2008 | 20,415 | 8,160 | 455 | 256,498 | 1,755 | 80 | 115 | 32 | 18 | 46 | 26 | |
| 2009 | 20,000 | 7,970 | 475 | 280,639 | 1,776 | 71.3 | 113 | 28.4 | 16.2 | 45 | 27 | |
| 2010 | 18,978 | 6,430 | 397 | 344,719 | 1,800 | 54.5 | 105.4 | 18.6 | 11.5 | 35.7 | 22.1 | |
| 2011 | 18,001 | 6,436 | 483 | 367,155 | 2,025 | 49 | 88.9 | 17.5 | 13.2 | 31.8 | 23.9 | |
| 2012 | 17,527 | 6,035 | 404 | 401,015 | 2,025 | 43.7 | 86.6 | 15 | 10.1 | 29.8 | 16.2 | |
| Annual Percentage Change | | | | | | | | | | | | |
| 2003 | (1.5) | (0.6) | 7.1 | 6.8 | 1.4 | (7.9) | (1.8) | (6.1) | 0.0 | 0.0 | 6.5 | |
| 2004 | (1.0) | (1.5) | (4.5) | 8.9 | 1.2 | (8.6) | (1.9) | (10.9) | (12.5) | (2.1) | (6.1) | |
| 2005 | (3.4) | (9.8) | (15.4) | 5.7 | 0.9 | (8.3) | (4.7) | (14.6) | (17.9) | (10.9) | (16.1) | |
| 2006 | (2.8) | (1.7) | (4.7) | 5.7 | 0.7 | (8.0) | (3.0) | (5.7) | (13.0) | (2.4) | (3.8) | |
| 2007 | 14.4 | 9.9 | 15.9 | 8.8 | 1.0 | 4.9 | 13.3 | 0.0 | 10.0 | 7.5 | 12.0 | |
| 2008 | 4.8 | 6.8 | (8.5) | 11.5 | 1.0 | (5.9) | 3.6 | (3.0) | (18.2) | 7.0 | (7.1) | |
| 2009 | (2.0) | (2.3) | 4.4 | 9.4 | 1.2 | (10.9) | (1.7) | (11.3) | (10.0) | (2.2) | 3.8 | |
| 2010 | (5.1) | (19.3) | (16.4) | 22.8 | 1.4 | (23.6) | (6.7) | (34.5) | (29.0) | (20.7) | (18.1) | |
| 2011 | (5.1) | 0.1 | 21.7 | 6.5 | 12.5 | (10.1) | (15.7) | (5.9) | 14.8 | (10.9) | 8.1 | |
| 2012 | (2.6) | (6.2) | (16.4) | 9.2 | 0.0 | (10.8) | (2.6) | (14.3) | (23.5) | (6.3) | (32.2) | |

Source: Road Traffic Accident Unit, Botswana Police Service

Table 18: Accident Severity and Casualties by Junction Control, 2012

| Junction Control | Accident Casualties | | | | Accident Severity | | | | Total Accidents |
|-----------------------|-------------------------|------------------|----------------|------------------|-------------------|-----------------|---------------|---------------|-----------------|
| | Fatalities Deaths | Serious Injuries | Minor Injuries | Total Casualties | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | |
| | Number | | | | | | | | |
| Not Junction | 356 | 1,114 | 3,437 | 4,907 | 285 | 680 | 1,962 | 10,297 | 13,224 |
| Signals (working) | 16 | 43 | 268 | 327 | 15 | 27 | 158 | 1,174 | 1,374 |
| Signals (not working) | 2 | 10 | 20 | 32 | 1 | 3 | 6 | 120 | 130 |
| Stop Sign | 25 | 91 | 411 | 527 | 22 | 65 | 214 | 1,397 | 1,698 |
| Yield | 4 | 7 | 65 | 76 | 4 | 5 | 42 | 503 | 554 |
| Police | - | - | 4 | 4 | - | - | 3 | 25 | 28 |
| Uncontrolled | 1 | 20 | 141 | 162 | 1 | 15 | 83 | 420 | 519 |
| Total | 404 | 1,285 | 4,346 | 6,035 | 328 | 795 | 2,468 | 13,936 | 17,527 |
| | Percent of Total | | | | | | | | |
| Not Junction | 88.1 | 86.7 | 79.1 | 81.3 | 86.9 | 85.5 | 79.5 | 73.9 | 75.4 |
| Signals (working) | 4.0 | 3.3 | 6.2 | 5.4 | 4.6 | 3.4 | 6.4 | 8.4 | 7.8 |
| Signals (not working) | 0.5 | 0.8 | 0.5 | 0.5 | 0.3 | 0.4 | 0.2 | 0.9 | 0.7 |
| Stop Sign | 6.2 | 7.1 | 9.5 | 8.7 | 6.7 | 8.2 | 8.7 | 10.0 | 9.7 |
| Yield | 1.0 | 0.5 | 1.5 | 1.3 | 1.2 | 0.6 | 1.7 | 3.6 | 3.2 |
| Police | - | - | 0.1 | 0.1 | - | - | 0.1 | 0.2 | 0.2 |
| Uncontrolled | 0.2 | 1.6 | 3.2 | 2.7 | 0.3 | 1.9 | 3.4 | 3.0 | 3.0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | Percent of Total | | | | | | | | |
| Not Junction | 7.3 | 22.7 | 70.0 | 100.0 | 2.2 | 5.1 | 14.8 | 77.9 | 100 |
| Signals (working) | 4.9 | 13.1 | 82.0 | 100.0 | 1.1 | 2.0 | 11.5 | 85.4 | 100 |
| Signals (not working) | 6.3 | 31.3 | 62.5 | 100.0 | 0.8 | 2.3 | 4.6 | 92.3 | 100 |
| Stop Sign | 4.7 | 17.3 | 78.0 | 100.0 | 1.3 | 3.8 | 12.6 | 82.3 | 100 |
| Yield | 5.3 | 9.2 | 85.5 | 100.0 | 0.7 | 0.9 | 7.6 | 90.8 | 100 |
| Police | - | - | 100.0 | 100.0 | - | - | 10.7 | 89.3 | 100 |
| Uncontrolled | 0.6 | 12.3 | 87.0 | 100.0 | 0.2 | 2.9 | 16.0 | 80.9 | 100 |
| Total | 6.7 | 21.3 | 72.0 | 100.0 | 1.9 | 4.5 | 14.1 | 79.5 | 100 |

Source: Road Traffic Accident Unit, Botswana Police Services

Table 19: Road Casualties by Year and Type of Casualty, 2002 – 2012

| Year | Fatal | Serious | Minor | Not | Total |
|--------------------------|--------|----------|----------|-------|--------|
| | | Injuries | Injuries | Known | |
| Number | | | | | |
| 2002 | 520 | 1,781 | 5,713 | - | 8,014 |
| 2003 | 557 | 1,853 | 5,553 | - | 7,963 |
| 2004 | 532 | 1,602 | 5,706 | - | 7,840 |
| 2005 | 450 | 1,520 | 5,099 | - | 7,069 |
| 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 |
| Annual Percentage Change | | | | | |
| 2003 | 7.1 | 4.0 | (2.8) | - | (0.6) |
| 2004 | (4.5) | (13.5) | 2.8 | - | (1.5) |
| 2005 | (15.4) | (5.1) | (10.6) | - | (9.8) |
| 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) |

Source: Road Traffic Accident Unit, Botswana Police Service

Table 21: Casualties by District and Gender, 2012

| District | Casualty by Gender | | | | | | | | |
|---------------|--------------------|------------------|----------------|--------------|------------|------------------|----------------|--------------|--------------|
| | Males | | | | Females | | | | Grand Total |
| | Fatalities | Serious Injuries | Minor Injuries | Total | Fatalities | Serious Injuries | Minor Injuries | Total | |
| Francistown | 8 | 32 | 121 | 161 | 5 | 16 | 78 | 99 | 260 |
| Gaborone | 16 | 69 | 328 | 413 | 13 | 34 | 267 | 314 | 727 |
| Gaborone West | 40 | 109 | 452 | 601 | 10 | 59 | 284 | 353 | 954 |
| Kanye | 17 | 55 | 171 | 243 | 2 | 35 | 80 | 117 | 360 |
| Kasane | 10 | 18 | 35 | 63 | 8 | 11 | 12 | 31 | 94 |
| Kutlwano | 20 | 53 | 193 | 266 | 9 | 31 | 124 | 164 | 430 |
| Leflhakane | 10 | 35 | 111 | 156 | 9 | 22 | 54 | 85 | 241 |
| Lobatse | 13 | 31 | 85 | 129 | 5 | 14 | 37 | 56 | 185 |
| Maun | 9 | 60 | 178 | 247 | 10 | 39 | 77 | 126 | 373 |
| Gantsi | 9 | 26 | 79 | 114 | 4 | 18 | 28 | 50 | 164 |
| Molepolole | 42 | 73 | 258 | 373 | 11 | 26 | 157 | 194 | 567 |
| Mochudi | 15 | 71 | 203 | 289 | 10 | 30 | 103 | 143 | 432 |
| Selebi Phikwe | 21 | 82 | 154 | 257 | 9 | 40 | 80 | 129 | 386 |
| Serowe | 38 | 104 | 334 | 476 | 22 | 56 | 158 | 236 | 712 |
| Tsabong | 4 | 28 | 86 | 118 | 5 | 8 | 19 | 32 | 150 |
| Total | 272 | 846 | 2,788 | 3,906 | 132 | 439 | 1,558 | 2,129 | 6,035 |

Source: Road Traffic Accident Unit, Botswana Police Service

Table 22: Driver Casualties by Age, 2012

| Age | Fatalities | Serious | Minor | Total |
|--------------|------------|------------|--------------|--------------|
| | | Injuries | Injuries | |
| 1-5 | - | - | - | - |
| 6-10 | - | - | 1 | 1 |
| 11-15 | - | 1 | 4 | 5 |
| 16-20 | 2 | 7 | 29 | 38 |
| 21-25 | 9 | 30 | 145 | 184 |
| 26-30 | 24 | 70 | 331 | 425 |
| 31-35 | 22 | 55 | 342 | 419 |
| 36-40 | 19 | 52 | 240 | 311 |
| 41-45 | 15 | 36 | 141 | 192 |
| 46-50 | 4 | 28 | 87 | 119 |
| 51-55 | 11 | 12 | 54 | 77 |
| 56-60 | 6 | 17 | 39 | 62 |
| 61-65 | - | 3 | 15 | 18 |
| 66-70 | 1 | 1 | 10 | 12 |
| 71-75 | 2 | 2 | 6 | 10 |
| >75 | - | 2 | 4 | 6 |
| Total | 115 | 316 | 1,448 | 1,879 |

Source: Road Traffic Accident Unit, Botswana Police Service

APPENDIX 3: AIR TRANSPORT

Table 23: Aircraft Movements By Type of Flight: 2004 - 2012

| Airport | Year | International Movements | | | | Domestic Movements | | | | Total Movements | | | Grand Total |
|-------------|-------|-------------------------|-----------|---------------|---------------|--------------------|-----------|--------------|---------------|-----------------|-----------|---------------|---------------|
| | | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | |
| Francistown | 2004 | 2 | 375 | 604 | 981 | 873 | 616 | 1,516 | 3,005 | 875 | 991 | 2,120 | 3,986 |
| | 2005 | - | 598 | 430 | 1,028 | 893 | 809 | 1,094 | 2,796 | 893 | 1,407 | 1,524 | 3,824 |
| | 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 | |
| Gaborone | 2004 | 7,088 | 1,068 | 1,957 | 10,113 | 1,810 | 1,556 | 3,112 | 6,478 | 8,898 | 2,624 | 5,069 | 16,591 |
| | 2005 | 8,332 | 1,108 | 1,923 | 11,363 | 1,885 | 1,491 | 2,854 | 6,230 | 10,217 | 2,599 | 4,777 | 17,593 |
| | 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 | |
| Gantsi | 2004 | - | 23 | 25 | 48 | - | 265 | 148 | 413 | - | 288 | 173 | 461 |
| | 2005 | - | 17 | 5 | 22 | - | 328 | 111 | 439 | - | 345 | 116 | 461 |
| | 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 | |
| Kasane | 2004 | 21 | 2,439 | 222 | 2,848 | 669 | 5,336 | 815 | 6,820 | 690 | 7,775 | 1,037 | 9,502 |
| | 2005 | 129 | 2,606 | 113 | 3,515 | 528 | 6,520 | 672 | 7,720 | 657 | 9,126 | 785 | 10,568 |
| | 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 | 1,552 | 12,125 | 752 | 14,429 |
| 2012 | 330 | 2,143 | 168 | 4,031 | 777 | 8,690 | 240 | 9,707 | 1,107 | 10,833 | 408 | 12,348 | |

Source: Civil Aviation Authority of Botswana

Table 23 cont.: Aircraft Movements By Type of Flight: 2004 - 2012

| Airport | Year | International Movements | | | | Domestic Movements | | | | Total Movements | | | | |
|--------------|---------------|-------------------------|--------------|--------------|---------------|--------------------|---------------|--------------|---------------|-----------------|---------------|---------------|----------------|-------|
| | | Non- | | Private | | Non- | | Private | | Non- | | Private | | |
| | | Schedule | Schedule | Schedule | Private | Total | Schedule | Schedule | Private | Total | Schedule | Schedule | Private | Total |
| Maun | 2004 | 1,555 | 1,796 | 1 | 3,352 | 1,110 | 29,711 | 1,003 | 31,824 | 2,665 | 31,507 | 1,004 | 35,176 | |
| | 2005 | 1,657 | 2,184 | 115 | 3,956 | 1,211 | 31,641 | 966 | 33,818 | 2,868 | 33,825 | 1,081 | 37,774 | |
| | 2,006 | 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 | |
| | Selebi-Phikwe | 2004 | - | 47 | 215 | 262 | - | 68 | 397 | 465 | - | 115 | 612 | 727 |
| | 2005 | - | 51 | 174 | 225 | - | 53 | 307 | 360 | 360 | - | 104 | 481 | 585 |
| | 2006 | - | 89 | 121 | 210 | - | 63 | 186 | 249 | 249 | - | 152 | 307 | 459 |
| 2007 | - | 55 | 179 | 234 | - | 43 | 219 | 262 | 262 | - | 98 | 398 | 496 | |
| 2008 | - | 55 | 137 | 192 | 2 | 132 | 225 | 359 | 359 | 2 | 187 | 362 | 551 | |
| 2009 | - | 7 | 219 | 226 | - | 24 | 404 | 428 | 428 | - | 31 | 623 | 654 | |
| 2010 | 21 | 22 | 134 | 177 | 20 | 83 | 296 | 379 | 379 | 41 | 105 | 430 | 576 | |
| 2011 | - | 35 | 212 | 247 | - | 35 | 210 | 245 | 245 | - | 70 | 422 | 492 | |
| 2012 | - | 124 | 141 | 265 | - | 29 | 204 | 233 | 233 | - | 153 | 345 | 498 | |
| Grand | 2004 | 10,016 | 6,172 | 2,687 | 18,875 | 4,416 | 38,927 | 6,131 | 49,474 | 14,432 | 45,099 | 8,818 | 68,349 | |
| Total | 2005 | 10,176 | 7,219 | 2,996 | 20,391 | 4,791 | 41,546 | 6,054 | 52,391 | 14,967 | 48,765 | 9,050 | 72,782 | |
| | 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 | |

Source: Civil Aviation Authority of Botswana

Table 24: International And Domestic Air Traffic, 2004 - 2012

| Airport | Year | International Traffic | | | | | | Domestic | | | | Traffic | | International & Domestic Passengers |
|-------------|----------|-----------------------|----------|----------------------|---------|-----------|---------|-----------|----------|----------|-----------|---------|-----------|-------------------------------------|
| | | No. of | | Number of Passengers | | Movements | No. of | Number of | | Arrivals | Departure | Total | | |
| | | Movements | Arrivals | Departure | Transit | | | Total | Arrivals | | | | Departure | |
| Francistown | 2004 | 1,028 | 2,064 | 2,374 | .. | 4,438 | 2,796 | 15,693 | 14,916 | 30,609 | 35,047 | | | |
| | 2005 | 1,341 | 2,419 | 2,618 | .. | 5,037 | 3,037 | 14,180 | 13,357 | 27,537 | 32,574 | | | |
| | 2006 | 1,611 | 3,201 | 3,469 | .. | 6,670 | 2,909 | 13,725 | 12,848 | 26,573 | 33,243 | | | |
| | 2007 | 1,942 | 5,020 | 4,898 | .. | 9,918 | 2,896 | 16,558 | 16,286 | 32,844 | 42,762 | | | |
| | 2008 | 1,813 | 4,694 | 4,419 | .. | 9,113 | 3,269 | 17,844 | 17,042 | 34,886 | 43,999 | | | |
| | 2009 | 1,202 | 3,904 | 3,915 | .. | 7,819 | 2,981 | 22,282 | 21,410 | 43,692 | 51,511 | | | |
| | 2010 | 1,065 | 4,439 | 4,547 | .. | 8,986 | 3,037 | 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 | 869 | 3,959 | 3,940 | .. | 7,899 | 2,230 | 19,913 | 19,369 | 39,282 | 47,181 | | | |
| | Gaborone | 2004 | 11,363 | 105,283 | 105,853 | .. | 211,136 | 6,230 | 39,713 | 39,615 | 79,328 | 290,464 | | |
| | | 2005 | 11,329 | 109,994 | 108,036 | .. | 218,030 | 6,431 | 38,160 | 39,701 | 77,861 | 295,891 | | |
| | | 2006 | 11,360 | 104,608 | 106,626 | .. | 211,234 | 7,377 | 39,132 | 39,184 | 78,316 | 289,550 | | |
| 2007 | | 9,369 | 113,786 | 114,427 | .. | 228,213 | 6,479 | 43,559 | 42,897 | 86,456 | 314,669 | | | |
| 2008 | | 9,507 | 128,006 | 127,267 | .. | 255,273 | 7,377 | 39,132 | 39,184 | 78,316 | 333,589 | | | |
| 2009 | | 10,058 | 143,061 | 143,878 | .. | 286,939 | 6,553 | 48,937 | 50,176 | 99,113 | 386,052 | | | |
| 2010 | | 10,182 | 162,318 | 164,187 | .. | 326,505 | 16,951 | 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 | | 10,483 | 150,417 | 155,943 | .. | 306,360 | 5,673 | 50,175 | 50,441 | 100,616 | 406,976 | | | |
| Gautsi | | 2004 | 22 | 15 | 27 | .. | 42 | 439 | 691 | 785 | 1,476 | 1,518 | | |
| | | 2005 | 25 | 17 | 32 | .. | 49 | 337 | 402 | 548 | 950 | 999 | | |
| | | 2006 | 40 | 78 | 65 | .. | 143 | 284 | 463 | 510 | 973 | 1,116 | | |
| | 2007 | 27 | 21 | 34 | .. | 55 | 349 | 668 | 659 | 1,327 | 1,382 | | | |
| | 2008 | 23 | 14 | 8 | .. | 22 | 395 | 650 | 538 | 1,188 | 1,210 | | | |
| | 2009 | 7 | 11 | 12 | .. | 23 | 288 | 295 | 386 | 681 | 704 | | | |
| | 2010 | 27 | 55 | 24 | .. | 79 | 327 | 228 | 265 | 493 | 572 | | | |
| | 2011 | 0 | 0 | 0 | .. | 0 | 277 | 194 | 251 | 445 | 445 | | | |
| | 2012 | 0 | 0 | 0 | .. | 0 | 248 | 195 | 227 | 422 | 422 | | | |
| | Kasane | 2004 | 2,848 | 5,265 | 5,882 | .. | 11,147 | 7,720 | 18,832 | 18,227 | 37,059 | 48,206 | | |
| | | 2005 | 3,515 | 6,317 | 5,703 | .. | 12,020 | 8,408 | 20,212 | 19,994 | 40,206 | 52,226 | | |
| | | 2006 | 3,396 | 5,165 | 5,097 | .. | 10,262 | 9,524 | 24,332 | 23,391 | 47,723 | 57,985 | | |
| 2007 | | 3,693 | 4,516 | 5,833 | .. | 10,349 | 9,375 | 23,896 | 23,075 | 46,971 | 57,320 | | | |
| 2008 | | 1,944 | 3,307 | 4,046 | .. | 7,353 | 6,064 | 28,772 | 28,256 | 57,028 | 64,381 | | | |
| 2009 | | 3,060 | 4,947 | 6,849 | .. | 11,796 | 7,751 | 24,035 | 23,076 | 47,111 | 58,907 | | | |
| 2010 | | 3,571 | 8,007 | 9,025 | .. | 17,032 | 9,539 | 27,847 | 27,357 | 55,204 | 72,236 | | | |
| 2011 | | 4,031 | 9,593 | 13,160 | .. | 22,753 | 10,390 | 31,596 | 30,830 | 62,426 | 85,179 | | | |
| 2012 | | 2,641 | 7,197 | 8,049 | .. | 15,246 | 9,757 | 30,352 | 29,042 | 59,394 | 74,640 | | | |

Source: Civil Aviation Authority of Botswana

Table 24 cont.: International And Domestic Air Traffic, 2004 -2012

| Airport | Year | International Traffic | | | | | Domestic Traffic | | | | International & Domestic Passengers |
|--------------------|-------------|-----------------------|----------------------|----------------|----------|----------------|------------------|----------------------|----------------|----------------|-------------------------------------|
| | | No. of Movements | Number of Passengers | | | | No. of Movements | Number of Passengers | | | |
| | | | Arrivals | Depart's | Transit | Total | | Arrivals | Depart's | Total | |
| Maun | 2004 | 3,352 | 21,997 | 20,924 | - | 42,921 | 31,824 | 56,436 | 56,686 | 113,122 | 156,043 |
| | 2005 | 3,956 | 28,955 | 28,157 | - | 57,112 | 33,818 | 55,818 | 55,954 | 111,772 | 168,884 |
| | 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 |
| S/Phikwe | 2004 | 262 | 440 | 536 | - | 976 | 465 | 724 | 706 | 1,430 | 2,406 |
| | 2005 | 225 | 346 | 348 | - | 694 | 360 | 522 | 610 | 1,132 | 1,826 |
| | 2006 | 210 | 411 | 368 | - | 779 | 249 | 395 | 466 | 861 | 1,640 |
| | 2007 | 424 | 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 | 177 | 293 | 290 | - | 583 | 399 | 1,423 | 1,182 | 2,605 | 3,188 |
| | 2011 | 247 | 386 | 402 | - | 788 | 245 | 317 | 333 | 650 | 1,438 |
| | 2012 | 255 | 318 | 299 | - | 617 | 233 | 383 | 484 | 867 | 1,484 |
| Grand Total | 2004 | 18,875 | 135,064 | 135,596 | - | 270,660 | 49,474 | 132,089 | 130,935 | 263,024 | 533,684 |
| | 2005 | 20,391 | 148,048 | 144,894 | - | 292,942 | 52,391 | 129,294 | 130,164 | 259,458 | 552,400 |
| | 2006 | 20,473 | 142,604 | 143,433 | - | 286,037 | 55,917 | 141,499 | 139,578 | 281,077 | 567,114 |
| | 2007 | 19,635 | 155,097 | 155,664 | - | 310,761 | 56,962 | 150,309 | 148,804 | 299,113 | 609,874 |
| | 2008 | 17,393 | 162,988 | 161,303 | - | 324,291 | 56,258 | 161,541 | 160,572 | 322,113 | 646,404 |
| | 2009 | 19,075 | 192,903 | 195,787 | - | 388,690 | 83,451 | 192,193 | 191,303 | 383,496 | 772,186 |
| | 2010 | 18,243 | 197,689 | 199,830 | - | 397,519 | 69,009 | 189,727 | 187,525 | 377,252 | 774,771 |
| | 2011 | 19,964 | 205,693 | 208,867 | - | 414,560 | 62,827 | 186,984 | 186,917 | 373,901 | 788,461 |
| | 2012 | 17,837 | 195,901 | 202,656 | - | 398,557 | 62,261 | 182,649 | 179,306 | 361,955 | 760,512 |

Source: Civil Aviation Authority of Botswana

Table 25: Passenger Movements by Type of Flight, 2004 - 2012

| Airport | Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|-------------|------|----------|-----------|---------|----------------|------------|-----------|---------|---------|----------------|-----------|---------|----------------|
| | | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total |
| Francistown | 2004 | 13,064 | 3,150 | 1,543 | 17,757 | 12,605 | 2,980 | 1,705 | 17,290 | 25,669 | 6,130 | 3,248 | 35,047 |
| | 2005 | 12,243 | 2,915 | 1,441 | 16,599 | 11,877 | 2,594 | 1,504 | 15,975 | 24,120 | 5,509 | 2,945 | 32,574 |
| | 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 |
| Gaborone | 2004 | 128,589 | 6,782 | 9,625 | 144,996 | 130,318 | 6,129 | 9,021 | 145,468 | 258,907 | 12,911 | 18,646 | 290,464 |
| | 2005 | 129,200 | 7,458 | 11,496 | 148,154 | 129,683 | 7,290 | 10,764 | 147,737 | 258,883 | 14,748 | 22,260 | 295,891 |
| | 2006 | 127,742 | 7,154 | 8,844 | 143,740 | 130,164 | 7,007 | 8,639 | 145,810 | 257,906 | 14,161 | 17,483 | 289,550 |
| | 2007 | 141,111 | 7,794 | 8,440 | 157,345 | 141,764 | 7,696 | 7,864 | 157,324 | 282,875 | 15,490 | 16,304 | 314,669 |
| | 2008 | 150,124 | 9,065 | 7,949 | 167,138 | 150,214 | 8,454 | 7,783 | 166,451 | 300,338 | 17,519 | 15,732 | 333,589 |
| | 2009 | 174,590 | 5,262 | 12,146 | 191,998 | 177,267 | 5,205 | 11,582 | 194,054 | 351,857 | 10,467 | 23,728 | 386,052 |
| | 2010 | 190,116 | 19,609 | 5,832 | 215,557 | 191,165 | 20,056 | 5,368 | 216,589 | 381,281 | 39,665 | 11,200 | 432,146 |
| | 2011 | 204,048 | 6,077 | 1,396 | 211,521 | 205,186 | 5,413 | 1,434 | 212,033 | 409,234 | 11,490 | 2,830 | 423,554 |
| | 2012 | 192,103 | 6,752 | 1,737 | 200,592 | 198,165 | 6,488 | 1,731 | 206,384 | 390,268 | 13,240 | 3,468 | 406,976 |
| Gantsi | 2004 | - | 521 | 185 | 706 | - | 593 | 219 | 812 | - | 1,114 | 404 | 1,518 |
| | 2005 | - | 326 | 93 | 419 | - | 511 | 69 | 580 | - | 837 | 162 | 999 |
| | 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 |
| Kasane | 2004 | 5,780 | 17,455 | 862 | 24,097 | 5,540 | 17,564 | 1,005 | 24,109 | 11,320 | 35,019 | 1,867 | 48,206 |
| | 2005 | 5,422 | 20,295 | 812 | 26,529 | 5,332 | 19,407 | 958 | 25,697 | 10,754 | 39,702 | 1,770 | 52,226 |
| | 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 |

Source: Civil Aviation Authority of Botswana

Table 25 cont.: Passenger Movements by Type of Flight, 2004 - 2012

| Airport | Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|--------------------|------|----------------|----------------|---------------|----------------|----------------|----------------|---------------|----------------|----------------|----------------|---------------|----------------|
| | | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total |
| Maun | 2004 | 37,044 | 39,910 | 1,479 | 78,433 | 35,774 | 40,412 | 1,424 | 77,610 | 72,818 | 80,322 | 2,903 | 156,043 |
| | 2005 | 39,725 | 42,900 | 2,148 | 84,773 | 36,082 | 45,412 | 2,617 | 84,111 | 75,807 | 88,312 | 4,765 | 168,884 |
| | 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 | 0 | 114,168 | 114,919 | 114,732 | 158 | 229,809 |
| S/Phikwe | 2004 | - | 343 | 821 | 1,164 | - | 322 | 920 | 1,242 | - | 665 | 1,741 | 2,406 |
| | 2005 | - | 209 | 659 | 868 | - | 185 | 773 | 958 | - | 394 | 1,432 | 1,826 |
| | 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 |
| Grand Total | 2004 | 184,477 | 68,161 | 14,515 | 267,153 | 184,237 | 68,000 | 14,294 | 266,531 | 368,714 | 136,161 | 28,809 | 533,684 |
| | 2005 | 186,590 | 74,103 | 16,649 | 277,342 | 182,974 | 75,399 | 16,685 | 275,058 | 369,564 | 149,502 | 33,334 | 552,400 |
| | 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 |

Source: Civil Aviation Authority Botswana

APPENDIX 4: RAILWAY TRANSPORT

Table 26: Rail Goods Traffic by Direction (Net tonnes), 2002 - 2012

| | | Imports | | | Exports | | | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
|------|------|---------------|---------------|------------------|-------------|-------------|------------------|------------------|--------------------|-------------------|--------------------|------------------|
| | | From North | From South | Total Imports | To North | To South | Total Exports | | | | | |
| 2002 | | 144,380 | 765,830 | 910,210 | 134,995 | 370,710 | 505,705 | 372,365 | 878,070 | 1,788,280 | 291,921 | 2,080,201 |
| 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 |
| 2011 | Jan | 5,572 | 87,540 | 93,112 | 4,441 | 38,138 | 42,579 | 26,155 | 68,733 | 161,844 | - | 161,844 |
| | Feb | 5,437 | 88,330 | 93,767 | 6,586 | 38,097 | 44,683 | 33,451 | 78,134 | 171,901 | 7,000 | 178,901 |
| | Mar | 6,842 | 93,633 | 100,475 | 5,743 | 45,209 | 50,952 | 30,865 | 81,817 | 182,291 | 3,000 | 185,291 |
| | Apr | 4,573 | 68,999 | 73,572 | 5,695 | 40,281 | 45,976 | 22,747 | 68,722 | 142,295 | 2,000 | 144,295 |
| | May | 6,851 | 111,812 | 118,663 | 7,037 | 35,170 | 42,207 | 28,825 | 71,032 | 189,694 | 2,000 | 191,694 |
| | Jun | 3,059 | 95,579 | 98,638 | 3,466 | 35,668 | 39,134 | 30,053 | 69,187 | 167,825 | 3,000 | 170,825 |
| | Jul | 10,754 | 94,783 | 105,537 | 9,351 | 30,146 | 39,497 | 16,696 | 56,193 | 161,730 | 2,000 | 163,730 |
| | Aug | 6,623 | 73,663 | 80,286 | 16,177 | 36,450 | 52,627 | 31,371 | 83,998 | 164,284 | (3,044) | 167,328 |
| | Sept | 5,550 | 105,554 | 111,104 | 11,607 | 38,599 | 50,206 | 19,145 | 69,351 | 180,456 | - | 180,456 |
| | Oct | 5,575 | 86,354 | 91,929 | 7,839 | 43,079 | 50,918 | 23,379 | 74,297 | 166,226 | - | 166,226 |
| | Nov | 7,406 | 73,251 | 80,657 | 5,449 | 32,670 | 38,119 | 25,570 | 63,690 | 144,347 | 10,000 | 154,347 |
| | Dec | 8,512 | 67,946 | 76,458 | 11,274 | 44,400 | 55,674 | 30,743 | 86,416 | 162,874 | 7,000 | 169,874 |
| 2012 | Jan | 8,086 | 64,392 | 72,478 | 19,149 | 32,075 | 51,224 | 30,728 | 81,952 | 154,430 | 13,000 | 167,430 |
| | Feb | 3,941 | 79,065 | 83,006 | 4,515 | 33,846 | 38,361 | 32,535 | 70,896 | 153,902 | 7,000 | 160,902 |
| | Mar | 4,042 | 81,635 | 85,677 | 8,430 | 32,439 | 40,869 | 26,313 | 67,182 | 152,859 | 9,000 | 161,859 |
| | Apr | 2,044 | 79,634 | 81,678 | 9,083 | 30,253 | 39,336 | 25,983 | 65,319 | 146,997 | 7,000 | 153,997 |
| | May | 3,921 | 100,258 | 104,179 | 9,322 | 39,475 | 48,797 | 23,562 | 72,359 | 176,538 | 1,000 | 177,538 |
| | Jun | 4,605 | 77,475 | 82,080 | 11,281 | 37,103 | 48,384 | 21,103 | 69,487 | 151,567 | 3,000 | 154,567 |
| | Jul | 2,522 | 85,680 | 88,202 | 8,865 | 40,075 | 48,940 | 29,509 | 78,449 | 166,651 | 2,000 | 168,651 |
| | Aug | 3,712 | 85,988 | 89,700 | 6,851 | 52,002 | 58,853 | 29,058 | 87,911 | 177,611 | 11,000 | 188,611 |
| | Sept | 1,178 | 78,506 | 79,684 | 7,112 | 45,326 | 52,438 | 30,701 | 83,139 | 162,823 | 5,000 | 167,823 |
| | Oct | 3,254 | 85,083 | 88,337 | 5,641 | 38,359 | 44,000 | 42,325 | 86,325 | 174,663 | 2,420 | 177,083 |
| | Nov | 8,204 | 82,141 | 90,345 | 8,477 | 37,045 | 45,522 | 30,052 | 75,574 | 165,919 | 1,584 | 167,503 |
| | Dec | 8,244 | 60,183 | 68,427 | 7,463 | 38,581 | 46,044 | 23,582 | 69,626 | 138,053 | 880 | 138,933 |

Source: Botswana Railways

Table 26b: Rail Goods Traffic by Direction, 2002 - 2012

| | Imports | | | Exports | | | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
|---------------------------------|------------|------------|------------------|----------|----------|----------------|---------------|-----------------|----------------|-----------------|------------------|
| | From North | From South | Total Imports | To North | To South | Total Exports | | | | | |
| Number (Net Tonnes) | | | | | | | | | | | |
| 2002 | 144,380 | 765,830 | 910,210 | 134,995 | 370,710 | 505,705 | 372,365 | 878,070 | 1,788,280 | 291,921 | 2,080,201 |
| 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 |
| Annual Percentage Change | | | | | | | | | | | |
| 2003 | (11.4) | 9.3 | 6.0 | (21.0) | (11.4) | (14.0) | (4.2) | (9.8) | (1.8) | (18.0) | (4.1) |
| 2004 | (7.6) | 6.5 | 4.7 | (4.4) | 16.6 | 11.5 | (3.0) | 4.9 | 4.8 | (44.3) | (1.1) |
| 2005 | (8.5) | (22.9) | (21.2) | 11.8 | 19.1 | 17.6 | (6.3) | 7.6 | (8.2) | (19.6) | (9.0) |
| 2006 | (6.8) | (6.3) | (6.3) | 8.7 | (15.3) | (10.5) | 5.9 | (4.6) | (5.4) | 6.3 | (4.7) |
| 2007 | 13.0 | 17.7 | 17.1 | (37.5) | 18.0 | 4.6 | (0.1) | 2.7 | 9.4 | (98.5) | 2.2 |
| 2008 | (34.4) | 1.3 | (3.4) | (37.2) | 5.9 | (0.3) | (1.7) | (0.9) | (2.1) | 2739.0 | 0.5 |
| 2009 | (18.8) | 31.5 | 27.1 | (47.4) | 2.3 | (2.3) | (13.0) | (5.3) | 10.6 | (30.1) | 9.5 |
| 2010 | 3.2 | (0.8) | (0.6) | 170.6 | (5.4) | 3.3 | 4.0 | 2.3 | 0.7 | 212.5 | 4.3 |
| 2011 | 22.5 | 4.5 | 5.5 | 36.7 | (2.1) | 2.9 | 4.7 | 3.6 | 4.7 | (62.5) | 1.2 |
| 2012 | (30.0) | (8.3) | (9.8) | 12.2 | (0.3) | 1.8 | 8.3 | 4.2 | (3.7) | 61.1 | (2.5) |

Source: Botswana Railways

Table 27: Revenue from Rail Goods Traffic ('000 Pula), 2002 - 2012

| | | Imports | | | Exports | | | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
|------|------|------------|------------|----------------|----------|----------|---------------|---------------|-----------------|----------------|-----------------|----------------|
| | | From North | From South | Total Imports | To North | To South | Total Exports | | | | | |
| 2002 | | 5,494 | 28,036 | 33,530 | 8,739 | 34,826 | 43,565 | 27,736 | 71,301 | 104,831 | 16,974 | 121,805 |
| 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 | | 6,501 | 53,120 | 59,621 | 10,120 | 81,670 | 91,790 | 77,708 | 169,498 | 229,119 | 271,563 | 500,682 |
| 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 | 47,180 | 165,172 | 284,816 | 8,320 | 293,136 |
| 2011 | Jan | 338 | 7,860 | 8198 | 626 | 5,977 | 6,603 | 3,697 | 10,300 | 18,498 | - | 18,498 |
| | Feb | 319 | 5,574 | 5,893 | 854 | 6,257 | 7,111 | 4,780 | 11,891 | 17,784 | 4 | 17,788 |
| | Mar | 375 | 9,881 | 10,256 | 728 | 7,190 | 7,918 | 3,496 | 11,414 | 21,670 | 1485 | 23,155 |
| | Apr | 305 | 7,105 | 7,410 | 734 | 6,597 | 7,331 | 3,248 | 10,579 | 17,989 | 451 | 18,440 |
| | May | 456 | 11,103 | 11,559 | 917 | 6,199 | 7,116 | 4,214 | 11,330 | 22,889 | 186 | 23,075 |
| | Jun | 273 | 9,935 | 10,208 | 462 | 7,388 | 7,850 | 4,019 | 11,869 | 22,077 | 422 | 22,499 |
| | Jul | 970 | 9,420 | 10,390 | 1256 | 6,442 | 7,698 | 2,958 | 10,656 | 21,046 | 243 | 21,289 |
| | Aug | 600 | 9,554 | 10,154 | 2339 | 6,973 | 9,312 | 5,812 | 15,124 | 25,278 | 255 | 25,533 |
| | Sept | 412 | 8,917 | 9,329 | 1,458 | 6,925 | 8,383 | 2,919 | 11,302 | 20,631 | 336 | 20,967 |
| | Oct | 345 | 8,956 | 9,301 | 1069 | 7,710 | 8,779 | 2,921 | 11,700 | 21,001 | - | 21,001 |
| | Nov | 546 | 8,593 | 9,139 | 742 | 5,813 | 6,555 | 3,223 | 9,778 | 18,917 | 809 | 19,726 |
| | Dec | 701 | 8,082 | 8,783 | 1556 | 7,929 | 9,485 | 3,879 | 13,364 | 22,147 | 1295 | 23,442 |
| 2012 | Jan | 309 | 10,460 | 10,769 | 1169 | 18,770 | 19,939 | 3,230 | 23,169 | 33,938 | -621 | 33,317 |
| | Feb | 251 | 8,817 | 9,068 | 605 | 6,134 | 6,739 | 4,135 | 10,874 | 19,942 | 2691 | 22,633 |
| | Mar | 519 | 7,321 | 7,840 | 2638 | 5,906 | 8,544 | 4,039 | 12,583 | 20,423 | 963 | 21,386 |
| | Apr | 131 | 9,984 | 10,115 | 1423 | 6,351 | 7,774 | 3,839 | 11,613 | 21,728 | 1000 | 22,728 |
| | May | 438 | 11,867 | 12,305 | 1398 | 7,109 | 8,507 | 3,572 | 12,079 | 24,384 | 209 | 24,593 |
| | Jun | 386 | 10,435 | 10,821 | 1765 | 6,973 | 8,738 | 3,075 | 11,813 | 22,634 | 539 | 23,173 |
| | Jul | 220 | 8,991 | 9,211 | 1,369 | 8,073 | 9,442 | 4,370 | 13,812 | 23,023 | 1430 | 24,453 |
| | Aug | 214 | 9,870 | 10,084 | 1,046 | 10,570 | 11,616 | 4,377 | 15,993 | 26,077 | 61 | 26,138 |
| | Sept | 177 | 9,553 | 9,730 | 1,109 | 9,020 | 10,129 | 4,373 | 14,502 | 24,232 | 1293 | 25,525 |
| | Oct | 224 | 11,099 | 11,323 | 873 | 7,721 | 8,594 | 4,528 | 13,122 | 24,445 | 374.035 | 24,819 |
| | Nov | 532 | 10,267 | 10,799 | 1312.49 | 7,761 | 9,073 | 4,112 | 13,185 | 23,984 | 244.801 | 24,229 |
| | Dec | 538 | 7,041 | 7,579 | 1,152 | 7,745 | 8,897 | 3,530 | 12,427 | 20,006 | 136 | 20,142 |

Source: Botswana Railways

Table 27b: Revenue from Rail Goods Traffic, 2002 - 2012

| | Imports | | | Exports | | | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
|---------------------------------|------------|----------------|---------------|----------|----------|----------------|---------------|-----------------|----------------|-----------------|----------------|
| | From North | From South | Total Imports | To North | To South | Total Exports | | | | | |
| Pula (Thousands) | | | | | | | | | | | |
| 2002 | 5,494 | 28,036 | 33,530 | 8,739 | 34,826 | 43,565 | 27,736 | 71,301 | 104,831 | 16,974 | 121,805 |
| 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 | 6,501 | 53,120 | 59,621 | 10,120 | 81,670 | 91,790 | 77,708 | 169,498 | 229,119 | 271,563 | 500,682 |
| 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 | 47,180 | 165,172 | 284,816 | 8,320 | 293,136 |
| Annual Percentage Change | | | | | | | | | | | |
| 2003 | 10.6 | 35.9 | 31.7 | (21.7) | (12.9) | (14.7) | (22.8) | (17.9) | (2.0) | 1.2 | (1.6) |
| 2004 | 0.7 | 16.9 | 14.6 | 4.5 | 19.5 | 16.8 | (8.1) | 7.7 | 10.7 | (70.1) | (0.9) |
| 2005 | 2.5 | (9.8) | (8.4) | 23.3 | 33.1 | 31.5 | 35.3 | 32.7 | 14.4 | 225.3 | 23.5 |
| 2006 | 3.7 | 32.4 | 28.5 | 14.8 | 69.3 | 60.9 | 191.8 | 102.6 | 76.2 | 1,524.3 | 241.1 |
| 2007 | 7.2 | (63.6) | (55.9) | (32.2) | (26.8) | (27.4) | (48.7) | (37.1) | (42.0) | (99.9) | (73.4) |
| 2008 | (29.8) | 254.5 | 179.1 | (33.4) | 15.7 | 10.7 | (10.7) | 2.7 | 37.6 | 12,386.6 | 54.2 |
| 2009 | (29.0) | 44.8 | 39.8 | (18.8) | 3.5 | 2.1 | (17.1) | (4.2) | 13.5 | (82.9) | 3.0 |
| 2010 | 1.0 | (0.1) | (0.1) | 137.7 | 1.1 | 7.8 | 29.0 | 13.8 | 6.9 | 199.0 | 10.4 |
| 2011 | 60.8 | 5.9 | 7.8 | 44.5 | 12.5 | 16.0 | 18.5 | 16.8 | 12.6 | (51.9) | 9.5 |
| 2012 | (30.2) | 10.2 | 8.2 | 24.5 | 25.5 | 25.3 | 4.5 | 18.6 | 14.0 | 51.7 | 14.8 |

Source: Botswana Railways

TECHNICAL NOTE

The data used to compile this report is administrative data from different sources. Road accidents statistics is obtained from Botswana Police Services while cargo and mail data is from Air Botswana . Railways statistics is sourced from Botswana Railways and Motor Vehicle registrations are from the Department of Road Transport and Safety. Data received from these sources is coded, tabulated and analysed by Statistics Botswana in order to produce this report.

All the calculations in the report relating to population have been done using the 2011 population figure because there are no 2012 population projections yet.

GLOSSARY OF TERMS

ROAD TRANSPORT

Road Network – A set of roads

Traffic Counts – The volume of vehicles using roads

Motor Vehicle Registrations – Vehicles being licensed for the first time or renewed

National Vehicle registrations – Total population of vehicles owned by the people and the Government.

ROAD SAFETY

Accident trend – Number of accidents that occurred through the years

Casualties – The people that either died, get seriously injured or minor injuries in an accident

Fatalities – People who died in accidents

Pedestrians – People who are on foot

AIR TRANSPORT

Aircraft Movements – Aircraft landings and take offs

Passenger Movements – Arrivals and departures of aircraft passengers

Scheduled Flights – Landings and departures of air carriers which operate using a time table and for commercial purposes

Non- scheduled Flights – Landings and departures of air carriers which operate on a need basis for commercial purposes

Private Flights – Landings and departures of aircrafts which are privately owned and are not used for commercial purposes

Air Cargo – Goods carried by air

RAILWAYS

Goods traffic – Goods transported using railways

Revenue from goods traffic – Money realized through transportation of goods through railways

