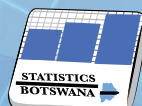




Transport & Infrastructure Statistics Report 2017



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Transport & Infrastructure Statistics **Report 2017**

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PREFACE

This report presents a summary of Transport and Infrastructure Statistics for the calendar year 2017. It presents statistics relating to road network, motor vehicle population, road accidents, and freight movement by rail, aviation, water, and Gross Domestic Product attributed to the transport industry.

Total road network in Botswana in 2017 measured 31,746.7 km, of which 18,507 km (58.3 percent) was under the care of Central Government while 13,239.7 km (41.7 percent) was maintained by Local authorities.

The number of licensed vehicles in Botswana increased by 5.5 percent from 500,316 vehicles in 2016 to 527,901 vehicles in 2017. National vehicle stock increased at an annual rate of 9.7 percent from 2008 to 2017. Privately owned vehicles make 97.6 percent of total number of vehicles in Botswana, and government vehicles make 2.4 percent. The bulk of first registrations (83.9 percent) were used vehicles while 15.9 percent were brand new vehicles.

The number of road accidents recorded in 2017 was 17,786, which was a decrease of 3.2 percent from 18,373 accidents recorded in 2016. From 2009 to 2014 road accidents assumed a downward trend, they declined by 16.8 percent over the six year period. Road accidents started going up in 2015 and continued the upward trend in 2016, only to go down again in 2017. On average accidents declined by 1.7 percent since 2009 to date. The number of accidents per 1,000 vehicles went down from 36.7 in 2016 to 33.7 in 2017. Accidents per 10,000 population declined from 82.5 in 2016 to 78.6 in 2017, a 4.8 percent decrease. In 2017, there were 6,335 casualties where 7.0 percent of them were fatal, 18.2 percent were serious and 74.8 percent were minor.

Aircraft movements declined by 9.6 percent in 2017, from 77,079 movements recorded in 2016 to 69,716 movements registered in 2017. The bulk of aircraft movements were domestic (73.4 percent), while 26.6 percent of movements were international. Despite a high number of aircraft movements being domestic, international passengers were the highest number with 58.7 percent. Domestic passengers made 41.3 percent.

In 2017, goods transported through rail declined by 25.0 percent from 2,057,402 net tonnes in 2016 to 1,542,519 net tonnes in 2017. All categories of goods traffic went down except imports from North which increased by 27.1 percent. Revenue generated from transportation of goods by rail declined by 10.6 percent from P323 million in 2016 to P289 million in 2017.

The number of people who used the Kazungula Pontoon to either cross in or out of Botswana was 484,023 in 2017, which was a decline of 3.7 percent from the number of people who used the Pontoon in 2016. Most people who used the Pontoon in 2017 were foreigners (74.3 percent) while 25.7 percent were Botswana citizens.

For more information and further enquiries, contact the Directorate of Stakeholder Relations on +267 3671300. This publication, and all other Statistics Botswana outputs/publications are available on the website at (<http://www.statsbots.org.bw>) and at the Statistics Botswana Information Resource Centre (Head-Office, Gaborone)..

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



Dr. Burton Mguni
Statistician General
September 2018

ABBREVIATIONS

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

1. INTRODUCTION

This report presents Botswana Transport and Infrastructure statistics for the year 2017 under the following themes:

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

The economic impact of transport infrastructure and services can be measured in economic benefits they bring to the economic growth, job creation, trade facilitation and the economies of scale created. Investment in transport reduces cost and increases productivity and trade, leading to more production. Transport integrates rural areas to urban areas.

2. ROAD TRANSPORT

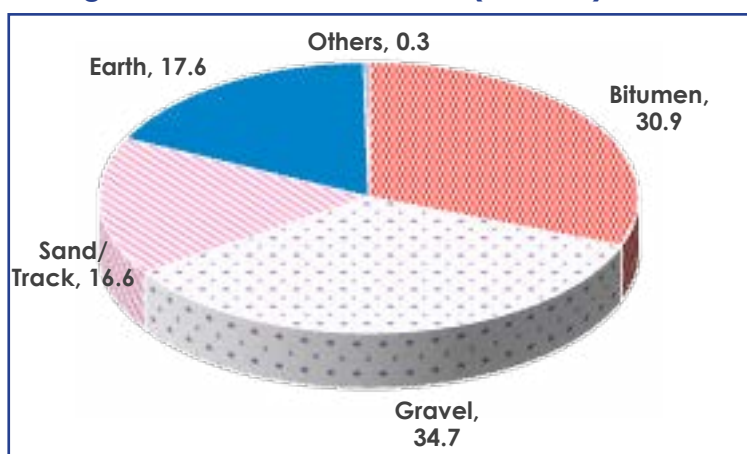
2.1 Road Network

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

Total road network in Botswana in 2017 measured 31,746.7 km, of which 18,507 km (58.3 percent) was under the care of Central Government while 13,239.7 km (41.7 percent) was maintained by Local authorities. Compared to length of roads in 2016, there was no change. The bulk of the roads in Botswana in 2017 were gravel, constituting 34.7 percent of total road network. Bitumen roads on the other hand constituted 30.9 percent of total road network. See [Table 2.1a](#), [2.1b](#) and [Figure 1](#) below.

From 2013 to 2017 roads maintained by Central Government remained constant at 18,507 km. Out of this total, 6,955 km (37.6 percent) was bitumen, 7,530 km (40.7 percent) gravel and 4,022 km (21.7 percent) was sand. In 2017 there was an increase of 0.4 percentage points in bitumen roads, they increased from 6,925 km in 2016 to 6,955 km in 2017. Gravel roads on the other hand decreased by 0.4 percentage points in 2017 compared to 2016. The increase in bitumen roads and decrease in gravel roads was a result of the construction of Charleshill – Ncojane road to bitumen when it was originally a gravel road. See [Table 2.1a](#), below.

Figure 1: Total Road Network (Percent), 2017



Note: "Others" means roads paved with Interlocking Bricks and Concrete

Table 2.1a: Length of Roads (km) Maintained by the Central Government by Type (km), 2008-2017

| Year | Bitumen | Gravel | Sand/Track | Total |
|-------------------------|---------|--------|------------|---------------|
| Number | | | | |
| 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 | 4,014 | 18,042 |
| 2012 | 6,689 | 7,339 | 4,014 | 18,042 |
| 2013 | 6,925 | 7,560 | 4,022 | 18,507 |
| 2014 | 6,925 | 7,560 | 4,022 | 18,507 |
| 2015 | 6,925 | 7,560 | 4,022 | 18,507 |
| 2016 | 6,925 | 7,560 | 4,022 | 18,507 |
| 2017 | 6,955 | 7,530 | 4,022 | 18,507 |
| Percent of Total | | | | |
| 2008 | 73.0 | 12.5 | 14.6 | 100 |
| 2009 | 75.8 | 9.7 | 14.5 | 100 |
| 2010 | 75.8 | 9.7 | 14.5 | 100 |
| 2011 | 37.1 | 40.7 | 18.8 | 100 |
| 2012 | 37.1 | 40.7 | 18.8 | 100 |
| 2013 | 37.4 | 40.8 | 21.7 | 100 |
| 2014 | 37.4 | 40.8 | 21.7 | 100 |
| 2015 | 37.4 | 40.8 | 21.7 | 100 |
| 2016 | 37.4 | 40.8 | 21.7 | 100 |
| 2017 | 37.6 | 40.7 | 21.7 | 100 |

Source: Department of Roads, Ministry of Transport and Communications

Total road network maintained by Local Authorities remained the same as that in 2016 at 13,239.7 km. Local Authorities are in charge of access roads which are less than 10 km and all the internal roads. Central District had a great length of tertiary roads as it accounted for 27.1 percent of total length of tertiary roads. Central District was followed by Kweneng District with 12.5 percent. Southern and Kgatleng Districts were next with 10.0 percent and 8.0 percent respectively. Most of the roads in these districts were mostly earth, which constituted 42.1 percent of total tertiary roads. Earth roads in the Central district constituted 61.6 percent of the total roads in the area while in Kweneng district they constituted 55.9 percent. The only district that has concrete roads was Lobatse (6.0 Km). See [Table 2.1b](#) and [2.1c](#) below.

Table 2.1b: Length of Roads (Km) Maintained by Local Authorities by District and Type, 2017

| District/City/ Town | Sand/ Track | Earth | Gravel | Tar | Interlocking Bricks | Concrete | Total |
|------------------------|----------------|----------------|----------------|----------------|------------------------|------------|-----------------|
| Central | 291 | 2211.9 | 627.3 | 448.02 | 10.62 | - | 3,588.8 |
| Chobe | 200.0 | 119.5 | 124.3 | 40.1 | 4.1 | - | 488 |
| Francistown | - | 12.0 | 18.0 | 303.0 | - | - | 333 |
| Gaborone | - | 40.73 | 153.00 | 444.58 | 6.50 | - | 644.8 |
| Gantsi | 24.8 | 116.3 | 212.1 | 113.0 | 0.5 | - | 466.7 |
| Jwaneng | 40.0 | - | 10.6 | 99.3 | - | - | 149.9 |
| Kgalagadi | 17.3 | 86.8 | 474.6 | 143.5 | 2.8 | - | 725 |
| Kgatleng | 141.8 | 330.20 | 453.30 | 100.7 | 38.9 | - | 1,064.9 |
| Kweneng | 165.20 | 927.45 | 311.2 | 244.63 | 11.7 | - | 1,660.2 |
| Lobatse | - | - | 230.0 | 170.0 | - | 6.0 | 406 |
| North East | 76.0 | 498.5 | 132.3 | 80.8 | - | - | 787.6 |
| North West | 194.5 | 165.0 | 276.7 | 131.0 | 1.0 | - | 768.2 |
| Selibe Phikwe | - | 17.0 | 27.0 | 197.0 | 0.3 | - | 241.3 |
| South East | - | 156.6 | 244.9 | 126.9 | 11.6 | - | 540.0 |
| Southern | 90.4 | 873.85 | 188.9 | 159.7 | 5.00 | - | 1,317.9 |
| Sowa | - | 19.0 | - | 38.4 | - | - | 57.4 |
| Total | 1,241.0 | 5,574.9 | 3,484.2 | 2,840.7 | 93.0 | 6.0 | 13,239.7 |

Source: Ministry of Local Government and Rural Development

Table 2.1c: The Proportion of Roads Maintained by the Local Authorities by District and Type, 2017

| District/City/Town | Sand/ Track | Earth | Gravel | Tar | Interlocking Bricks | Concrete | Total |
|--------------------|----------------|-------------|-------------|-------------|------------------------|-------------|------------|
| Percent of Total | | | | | | | |
| Central | 8.1 | 61.6 | 17.5 | 12.5 | 0.3 | - | 100 |
| Chobe | 41.0 | 24.5 | 25.5 | 8.2 | 0.8 | - | 100 |
| Francistown | - | 3.6 | 5.4 | 91.0 | - | - | 100 |
| Gaborone | - | 6.3 | 23.7 | 68.9 | 1.0 | - | 100 |
| Gantsi | 5.3 | 24.9 | 45.4 | 24.2 | 0.1 | - | 100 |
| Jwaneng | 26.7 | - | 7.1 | 66.2 | - | - | 100 |
| Kgalagadi | 2.4 | 12.0 | 65.5 | 19.8 | 0.4 | - | 100 |
| Kgatleng | 13.3 | 31.0 | 42.6 | 9.5 | 3.7 | - | 100 |
| Kweneng | 10.0 | 55.9 | 18.7 | 14.7 | 0.7 | - | 100 |
| Lobatse | - | - | 56.7 | 41.9 | - | 1.5 | 100 |
| North East | 9.6 | 63.3 | 16.8 | 10.3 | - | - | 100 |
| North West | 25.3 | 21.5 | 36.0 | 17.1 | 0.1 | - | 100 |
| Selibe Phikwe | - | 7.0 | 11.2 | 81.6 | 0.1 | - | 100 |
| South East | - | 29.0 | 45.4 | 23.5 | 2.1 | - | 100 |
| Southern | 6.9 | 66.3 | 14.3 | 12.1 | 0.4 | - | 100 |
| Sowa | - | 33.1 | - | 66.9 | - | - | 100 |
| Total | 9.4 | 42.1 | 26.3 | 21.5 | 0.7 | 0.05 | 100 |
| Percent of Total | | | | | | | |
| Central | 33.2 | 47.6 | 18.8 | 17.1 | 11.6 | - | 31.0 |
| Chobe | - | 2.6 | 3.7 | 1.5 | 4.5 | - | 2.5 |
| Francistown | - | 0.3 | 0.5 | 11.6 | - | - | 2.9 |
| Gaborone | - | 0.9 | 4.6 | 17.0 | 7.1 | - | 5.6 |
| Gantsi | 2.8 | 2.5 | 6.4 | 4.3 | 0.5 | - | 4.0 |
| Jwaneng | 4.6 | - | 0.3 | 3.8 | - | - | 1.3 |
| Kgalagadi | 2.0 | 1.9 | 14.2 | 5.5 | 3.0 | - | 6.3 |
| Kgatleng | 16.2 | 6.7 | 12.6 | 3.8 | 42.3 | - | 8.7 |
| Kweneng | - | 5.5 | 9.3 | 2.0 | 12.7 | - | 5.5 |
| Lobatse | - | - | 6.9 | 6.5 | - | 100.0 | 3.5 |
| North East | 8.7 | 10.7 | 4.0 | 3.1 | - | - | 6.8 |
| North West | 22.2 | 3.5 | 8.3 | 5.0 | 1.1 | - | 6.6 |
| Selibe Phikwe | - | 0.4 | 0.8 | 7.5 | 0.3 | - | 2.1 |
| South East | - | 4.0 | 3.8 | 4.4 | 12.6 | - | 3.8 |
| Southern | 10.3 | 13.1 | 5.7 | 6.1 | 4.2 | - | 9.1 |
| Sowa | - | 0.4 | - | 1.0 | - | - | 0.4 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Ministry of Local Government

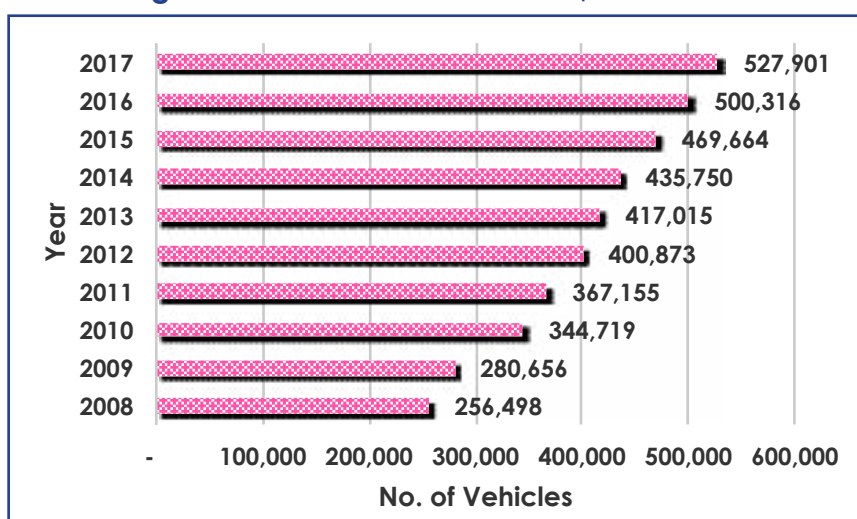
2.2 Motor Vehicle Registrations

The annual stock of vehicles comprises of government owned motor vehicles and privately owned motor vehicles. Privately owned vehicles are categorized into first registrations and renewals.

2.2.1 National Vehicle Stock

The number of licensed vehicles in Botswana increased by 5.5 percent from 500,316 vehicles in 2016 to 527,901 vehicles in 2017. National vehicle stock increased at an annual rate of 9.7 percent from 2008 to 2017. Most of these vehicles were passenger cars (62.2 percent). This is shown in [Table 1](#) in [Appendix 1](#) and [Figure 2](#) below.

Figure 2: National Vehicle Stock, 2008 - 2017



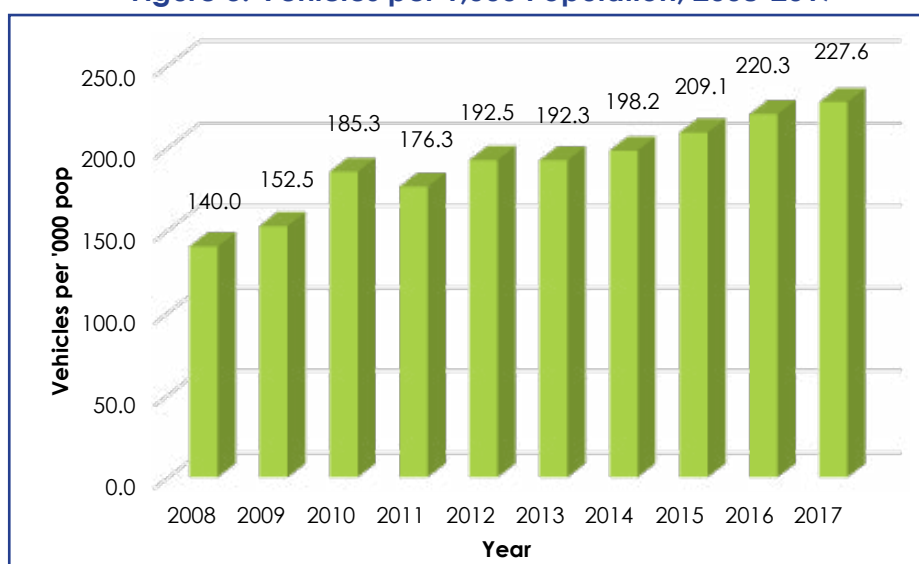
The growth in the national vehicle stock is attributable to privately owned vehicles which constitute 97.6 percent of the total vehicle population. The increase on vehicle stock has brought with it some major challenges, for example, an increase in road accidents as shown in Section 3 and congestion on the roads especially in cities. This growth is also likely to negatively impact on the durability or life span of our national roads, particularly in the more populated areas such as the eastern part of Botswana.

2.2.2 Private Vehicle Stock

In 2017, total privately owned vehicles went up from 487,523 in 2016, to 515,370 in 2017, which was an increase of 5.7 percent. This increase can be attributed to the growth in trucks (62.4 percent) and passenger cars which went up by 8.3 percent. Passenger cars and vans made up 63.2 and 20.0 percent of the total of privately owned vehicles. Three categories of vehicles experienced a decrease, the most notable decline was in Buses which went down by 79.2 percent. Buses were followed by motor cycles which went down by 22.8 percent while vans declined by 0.9 percent. See [Table 2](#) in [Appendix 1](#).

Vehicles per 1,000 population was 227.6 in 2017, an increase of 3.3 percent from 220.3 vehicles in 2016. As the private vehicle population continues to grow, it negatively affects public transport. This means strategies should be put in place to make public transport more attractive, e.g. by creating lanes solely dedicated for public transport. Details of vehicles per 1,000 population are shown in [Table 2](#) of [Appendix 1](#) and [Figure 3](#).

Figure 3: Vehicles per 1,000 Population, 2008-2017

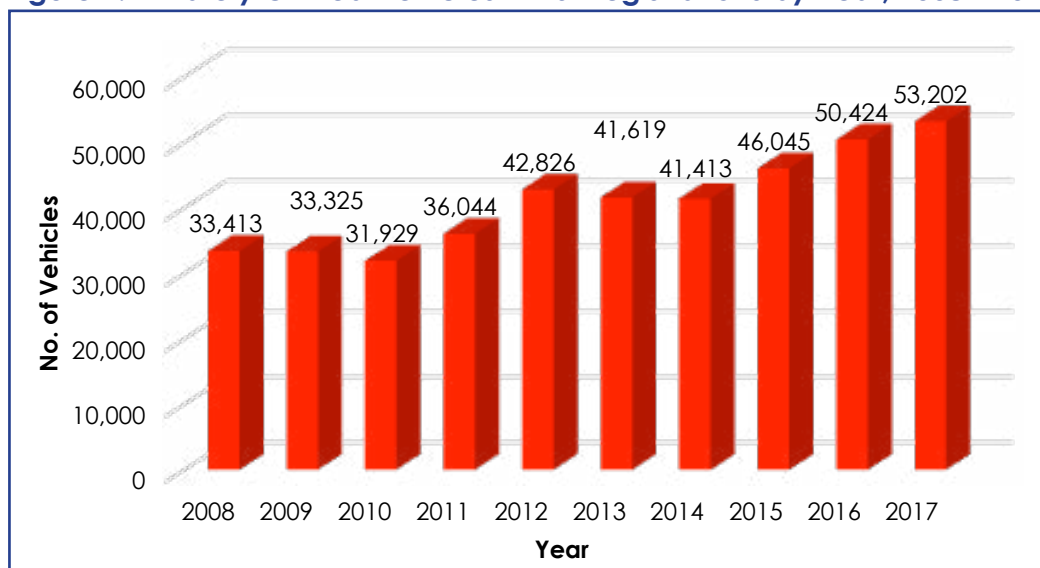


12.

2.2.2.1 Privately Owned Vehicles - First Registrations

Vehicles registered for the first time in 2017 were 53,202, an increase of 5.5 percent from 50,424 vehicles registered for the first time in 2016. The increase was attributed to import cars from Asia and the United Kingdom which are proving to be more affordable to the low income market. Passenger cars accounted for 76.8 percent of vehicles registered for the first time in 2017. Passenger cars were followed by Vans with 6.9 percent. See [Table 3](#) in [Appendix 1](#) and [Figure 4](#) below.

Figure 4: Privately Owned Vehicles - First Registrations by Year, 2008 - 2017



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

Registration Stations under the custody of the Department of Road Transport and Safety (DRTS) are found all over the country, some of which are housed in Post Offices. This is an initiative aimed at reducing distances that people travel to the nearest licensing offices and to enable the Department of

Road, Transport and Safety to cope with the ever growing vehicle population. There are currently 27 DRTS licensing offices nationwide, including post offices. Stations like Gaborone have more than one licensing office in order to cope with the volume of vehicles in the city. There are stores like Sefalana which are used as licensing offices as well.

Gaborone contributed 53.8 percent to total first registrations, Mogoditshane and Francistown followed with 15.6 percent and 9.4 percent of total first registrations respectively. Passenger cars dominated in first registrations, with 76.8 percent of the total first registrations. Vans followed with 6.9 percent. The vehicle category with the least number of first registrations were buses with 0.2 percent (**Tables 4 and 4a, Appendix 1**).

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

A large number of first registrations were done in Q4 2017 accounting for 28.2 percent of total first registrations. Quarter 4 was followed by Quarter 3 with 26.6 percent, while quarter 1 and quarter 2 registered 20.4 and 24.8 percent respectively. In Q1, Q2 and Q4 most of the registrations were done in the last month of the quarter, whereas in Q3 most of the registrations were done in the second month of the quarter. In Q1, 2017, most registrations were done in March (41.9 percent) while the least registrations were done in January (23.6 percent). Most of the registrations in Q2, were done in June (37.9 percent) while in Q4 2017 most registrations were done in December (35.9 percent). In the third quarter, 37.3 percent of registrations were done in August, which is the highest for that quarter. The least number of registrations were done in July (29.0 percent). Out of the twelve months, the month that had the highest number of registrations was December with 10.1 percent of total first registrations. December was followed by August with 9.9 percent and November with 9.6 percent. The month with the least number of registrations was February which accounted for 7.1 percent of total first registrations. See **Table 2.2** below and **Table 5** and **5a** in **Appendix 1**.

13.

Table 2.2: Privately Owned Vehicles - First Registrations by Type of Vehicle & Quarter, 2017

| | Passenger Cars | LDVs | Trucks | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|------------------|----------------|--------------|--------------|--------------|--------------|------------|--------------|----------------|------------|---------------|
| Number | | | | | | | | | | |
| 1st Quarter | 8,114 | 940 | 623 | 478 | 27 | 148 | 441 | 48 | 57 | 10,876 |
| 2nd Quarter | 10,178 | 960 | 706 | 503 | 37 | 122 | 512 | 78 | 84 | 13,180 |
| 3rd Quarter | 10,997 | 849 | 808 | 566 | 58 | 164 | 548 | 60 | 89 | 14,139 |
| 4th Quarter | 11,558 | 918 | 758 | 587 | 52 | 369 | 624 | 55 | 86 | 15,007 |
| Total | 40,847 | 3,667 | 2,895 | 2,134 | 174 | 803 | 2,125 | 241 | 316 | 53,202 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 19.9 | 25.6 | 21.5 | 22.4 | 15.5 | 18.4 | 20.8 | 19.9 | 18.0 | 20.4 |
| 2nd Quarter | 24.9 | 26.2 | 24.4 | 23.6 | 21.3 | 15.2 | 24.1 | 32.4 | 26.6 | 24.8 |
| 3rd Quarter | 26.9 | 23.2 | 27.9 | 26.5 | 33.3 | 20.4 | 25.8 | 24.9 | 28.2 | 26.6 |
| 4th Quarter | 28.3 | 25.0 | 26.2 | 27.5 | 29.9 | 46.0 | 29.4 | 22.8 | 27.2 | 28.2 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 74.6 | 8.6 | 5.7 | 4.4 | 0.2 | 1.4 | 4.1 | 0.4 | 0.5 | 100 |
| 2nd Quarter | 77.2 | 7.3 | 5.4 | 3.8 | 0.3 | 0.9 | 3.9 | 0.6 | 0.6 | 100 |
| 3rd Quarter | 77.8 | 6.0 | 5.7 | 4.0 | 0.4 | 1.2 | 3.9 | 0.4 | 0.6 | 100 |
| 4th Quarter | 77.0 | 6.1 | 5.1 | 3.9 | 0.3 | 2.5 | 4.2 | 0.4 | 0.6 | 100 |
| Total | 76.8 | 6.9 | 5.4 | 4.0 | 0.3 | 1.5 | 4.0 | 0.5 | 0.6 | 100 |

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

2.2.2.4 Privately Owned Vehicles - First Registrations by Vehicle Type and Body Type

There were three categories of first registered vehicles, namely used, brand new and rebuilt. The bulk of the vehicles registered for the first time in 2017 were Used vehicles (83.9 percent), these were followed by brand new vehicles with 15.9 percent while rebuilt vehicles constituted only 0.2 percent. See [Table 2.2a](#).

Table 2.2a: Privately Owned Vehicles - First Registrations by Vehicle Type by Body Type, 2017

| | Body Type | | | | | | | | | | Total |
|------------------|----------------|--------------|--------------|--------------|------------|--------------|------------|--------------|----------------|------------|---------------|
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | |
| Used | 38,064 | 658 | 2,489 | 1,878 | 70 | 44 | 394 | 847 | 116 | 102 | 44,662 |
| Brand New | 2,741 | 3,006 | 402 | 130 | 55 | 130 | 408 | 1,240 | 125 | 214 | 8,451 |
| Re-Built | 42 | 3 | 4 | 1 | - | - | 1 | 38 | - | - | 89 |
| Total | 40,847 | 3,667 | 2,895 | 2,009 | 125 | 174 | 803 | 2,125 | 241 | 316 | 53,202 |
| Percent of Total | | | | | | | | | | | |
| Used | 85.2 | 1.5 | 5.6 | 4.2 | 0.2 | 0.1 | 0.9 | 1.9 | 0.3 | 0.2 | 100 |
| Brand New | 32.4 | 35.6 | 4.8 | 1.5 | 0.7 | 1.5 | 4.8 | 14.7 | 1.5 | 2.5 | 100 |
| Re-Built | 47.2 | 3.4 | 4.5 | 1.1 | - | - | 1.1 | 42.7 | - | - | 100 |
| Total | 76.8 | 6.9 | 5.4 | 3.8 | 0.2 | 0.3 | 1.5 | 4.0 | 0.5 | 0.6 | 100 |
| Percent of Total | | | | | | | | | | | |
| Used | 93.2 | 17.9 | 86.0 | 93.5 | 56.0 | 25.3 | 49.1 | 39.9 | 48.1 | 32.3 | 83.9 |
| Brand New | 6.7 | 82.0 | 13.9 | 6.5 | 44.0 | 74.7 | 50.8 | 58.4 | 51.9 | 67.7 | 15.9 |
| Re-Built | 0.1 | 0.1 | 0.1 | - | - | - | 0.1 | 1.8 | - | - | 0.2 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

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

Most of the used vehicles registered for the first time came from Japan (86.8 percent). Countries that followed Japan were Singapore and South Africa with 5.0 and 3.9 percent respectively. As for brand new vehicles most of them came from South Africa (82.5 percent). Botswana came second with 8.7 percent. The bulk of rebuilt first registered vehicles came from Japan (49.4 percent), While those from Botswana constituted 43.8 percent. See [Table 2.2b](#).

Table 2.2b: Privately Owned Vehicles - First Registrations by Vehicle Type and Country , 2017

| COUNTRY | Vehicle Type | | | |
|------------------------------|---------------|--------------|-----------|---------------|
| | Used | Brand New | Rebuilt | Total |
| Angola | 2 | - | - | 2 |
| Australia | 13 | - | - | 13 |
| Belgium | 2 | 8 | - | 10 |
| Benin | 3 | 4 | - | 7 |
| Botswana | 893 | 732 | 39 | 1,664 |
| Canada | 2 | - | - | 2 |
| China | 8 | 52 | - | 60 |
| Democratic Republic of Congo | 2 | - | - | 2 |
| Denmark | 1 | - | - | 1 |
| Germany | 213 | 39 | 1 | 253 |
| Gibraltar | - | 2 | - | 2 |
| Hong Kong | 4 | 1 | - | 5 |
| France | 3 | - | - | 3 |
| India | 2 | 23 | - | 25 |
| Italy | 3 | - | - | 3 |
| Japan | 38,778 | 223 | 44 | 39,045 |
| Jordan | 3 | - | - | 3 |
| Kenya | 1 | - | - | 1 |
| Korea | 1 | 76 | - | 77 |
| Lesotho | 2 | - | - | 2 |
| Malawi | 1 | - | - | 1 |
| Mozambique | 1 | - | - | 1 |
| Namibia | 67 | 24 | - | 91 |
| Netherlands | 2 | - | - | 2 |
| Norway | - | 1 | - | 1 |
| Pakistan | 7 | 189 | - | 196 |
| Republic of Ireland | 10 | 1 | - | 11 |
| Republic of South Africa | 1,729 | 6,972 | 4 | 8,705 |
| Russia | - | 2 | - | 2 |
| Saudi Arabia | 3 | 6 | - | 9 |
| Singapore | 2,215 | 8 | - | 2,223 |
| Slovakia | - | 4 | - | 4 |
| Slovenia | 5 | - | - | 5 |
| South Sudan | 1 | - | - | 1 |
| Sri Lanka | - | 3 | - | 3 |
| Swaziland | 1 | - | - | 1 |
| Sweden | 16 | 4 | - | 20 |
| Switzerland | 4 | - | - | 4 |
| Tanzania | 2 | - | - | 2 |
| Thailand | - | 3 | - | 3 |
| Turkey | 1 | 18 | - | 19 |
| Uganda | 2 | - | - | 2 |
| United Arab Emirates | 18 | - | - | 18 |
| United Kingdom | 588 | 46 | 1 | 635 |
| United States of America | 35 | 4 | - | 39 |
| Zambia | 8 | 5 | - | 13 |
| Zimbabwe | 10 | 1 | - | 11 |
| Total | 44,662 | 8,451 | 89 | 53,202 |

Source: DRTS, Ministry of Transport and Communication

2.2.2.5 Privately Owned Vehicles – First Registrations by Type and Make of Vehicle

Toyota continued to dominate the vehicle market as the most bought vehicle in Botswana. In 2017 it contributed 34.6 percent to total first registrations, where 76.6 percent of those vehicles were passenger cars. Honda followed Toyota with 11.7 percent. Mazda (7.4 percent), Volkswagen (6.8 percent), Nissan (5.6 percent) and BMW with 5.1 percent were the next preferred make of vehicle after Toyota and Honda. No first registrations were recorded on Daewoo vehicle. See [Tables 6 and 6a](#) in [Appendix 1](#) for details.

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

Renewals are licenses of vehicles renewed each year. The month of first registration serves as the annual time for renewal. Renewals of privately owned vehicles increased by 5.7 percent from 437,099 vehicles in 2016 to 462,168 vehicles in 2017. The type of vehicle which had most renewals were the passenger car (61.6 percent), followed by vans (21.5 percent). Most categories of vehicles registered an increase except motor cycles and tanker/horses which declined by 2.1 and 1.7 percent respectively. ([Table 7, Appendix 1](#)).

2.2.2.7 Privately Owned Vehicles - Renewals by Year, Quarter and Month of Renewal

The bulk of license renewals done in 2017 were recorded in the fourth quarter (27.8 percent). While the least number of renewals were done in the first quarter (21.4 percent). The second quarter and third quarter accounted for 24.3 and 26.5 percent respectively. In Quarter 1 and Quarter 2, most of the renewals were done in the last month of the quarter, while in Quarter 3 and Quarter 4 most of the renewals were done in the second month of the Quarter. The month of November accounted for 9.9 percent of total renewals, while June and August accounted for 9.8 and 9.4 percent respectively. See [Table 2.3](#) below and [Table 9](#) in [Appendix 1](#).

Table 2.3: Privately Owned Vehicles - Renewal of Vehicle Licence by Type of Vehicle & Quarter, 2017

| | Passenger Cars | Vans | Trucks | Buses | Motor Cycles | Tractors | Trailors | Tankers/Horses | Others | Total |
|------------------|----------------|---------------|---------------|---------------|--------------|--------------|---------------|----------------|--------------|----------------|
| 1st Quarter | 59,070 | 22,724 | 6,093 | 3,927 | 371 | 1,114 | 4,393 | 573 | 556 | 98,821 |
| 2nd Quarter | 69,114 | 24,809 | 6,683 | 4,299 | 374 | 1,053 | 5,004 | 691 | 515 | 112,542 |
| 3rd Quarter | 75,727 | 25,645 | 7,271 | 4,657 | 422 | 1,595 | 5,713 | 645 | 611 | 122,286 |
| 4th Quarter | 80,987 | 26,155 | 6,908 | 4,850 | 396 | 2,204 | 5,906 | 599 | 540 | 128,545 |
| Total | 284,898 | 99,333 | 26,955 | 17,733 | 1,563 | 5,966 | 21,016 | 2,508 | 2,222 | 462,194 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 20.7 | 22.9 | 22.6 | 22.1 | 23.7 | 18.7 | 20.9 | 22.8 | 25.0 | 21.4 |
| 2nd Quarter | 24.3 | 25.0 | 24.8 | 24.2 | 23.9 | 17.7 | 23.8 | 27.6 | 23.2 | 24.3 |
| 3rd Quarter | 26.6 | 25.8 | 27.0 | 26.3 | 27.0 | 26.7 | 27.2 | 25.7 | 27.5 | 26.5 |
| 4th Quarter | 28.4 | 26.3 | 25.6 | 27.4 | 25.3 | 36.9 | 28.1 | 23.9 | 24.3 | 27.8 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percent of Total | | | | | | | | | | |
| 1st Quarter | 59.8 | 23.0 | 6.2 | 4.0 | 0.4 | 1.1 | 4.4 | 0.6 | 0.6 | 100 |
| 2nd Quarter | 61.4 | 22.0 | 5.9 | 3.8 | 0.3 | 0.9 | 4.4 | 0.6 | 0.5 | 100 |
| 3rd Quarter | 61.9 | 21.0 | 5.9 | 3.8 | 0.3 | 1.3 | 4.7 | 0.5 | 0.5 | 100 |
| 4th Quarter | 63.0 | 20.3 | 5.4 | 3.8 | 0.3 | 1.7 | 4.6 | 0.5 | 0.4 | 100 |
| Total | 61.6 | 21.5 | 5.8 | 3.8 | 0.3 | 1.3 | 4.5 | 0.5 | 0.5 | 100 |

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

2.2.2.8 Privately Owned Vehicles - Renewals by Type of Vehicle and Renewal Station

Since Quarter 3 2013, vehicle license renewals have been done at DRTS offices and Post Offices around the country. Subsequent to this, there has been an increase in registration stations which in turn has resulted in information being compiled at regional level.

Cities and Towns accounted for most of the renewals, making 56.1 percent of total renewals. The bulk of the renewals done in Cities and Towns were in Gaborone which accounted for 68.1 percent of total renewals. The most renewed type of vehicle was for the passenger car with 63.5 percent which was followed by vans with 18.8 percent of total renewals done in cities and Towns. Motor cycles had the lowest number of renewals, at 0.4 percent of total cities and towns renewal.

The Central District accounted for 12.6 percent of total renewals, following Cities and Towns. Most of the renewals done in the Central District were recorded in Palapye (16.7 percent), followed by Serowe with 13.9 percent. Serowe was followed by Mahalapye with 13.7 percent of total renewals done in the Central District. The district that recorded the least number of renewals was North East with 0.8 percent of total renewals. This is shown in [Table 8](#) of [Appendix 1](#).

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

Just as Toyota recorded the most number of first registrations, it also recorded the most renewed vehicle make in 2017. It constituted 34.9 percent of total vehicles renewed in 2017, with 63.4 percent of those vehicles being passenger cars. Toyota was followed by Volkswagen with 14.9 percent, Nissan (7.5 percent), Mercedes Benz (5.1) and Honda with 4.9 percent. See [Tables 10](#) and [10a](#) in [Appendix 1](#).

17.

2.3 Government Vehicle Stock

The Government vehicle stock constitutes vehicles owned by the central government under the custody of Central Transport Organisation (CTO). CTO is a government department responsible for procurement, management, repair and disposal of government vehicles. In 2017, the government fleet decreased by 2.0 percent from 12,793 vehicles recorded in 2016 to 12,531 vehicles in 2017. Only two vehicle categories realized an increase, tankers & horses (14.4 percent) and trailers. The composition of the government fleet changes on a daily basis as new vehicles or donated vehicles enter the government fleet. Old vehicles are boarded and some of the vehicles move to the private sector as government departments are privatized. See [Table 11](#), [Appendix 1](#).

3. ROAD SAFETY

This report publishes only the accidents reported to the Botswana police. The report has vehicle accidents which usually result in casualties i.e. people killed or injured in that accident. There are crashes where a vehicle may collide with another vehicle or an obstacle.

3.1 Accident Trend

The number of road accidents recorded in 2017 was 17,786, which was a decrease of 3.2 percent from 18,373 accidents recorded in 2016. From 2009 to 2014 road accidents assumed a downward trend, they declined by 16.8 percent over the six year period. A significant decline in road accidents occurred between 2010 and 2011, where accidents went down by 5.1 percent. Road accidents started going up in 2015 and continued the upward trend in 2016, only to go down again in 2017. On average accidents declined by 1.7 percent since 2009 to date.

The number of accidents per 1,000 vehicles went down from 36.7 in 2016 to 33.7 in 2017. Since 2008, accidents per 1,000 vehicles has been going down. Accidents per 10,000 population went down from 2009 to 2014, only to increase in 2015 and 2016. Accidents per 10,000 population declined from 82.5 in 2016 to 78.6 in 2017, a 4.8 percent decrease. See [Table 3.1](#) below, [Table 12](#) in [Appendix 2](#) and [Figure 5](#) below

Figure 5: Road Accident Trend, 2008 - 2017

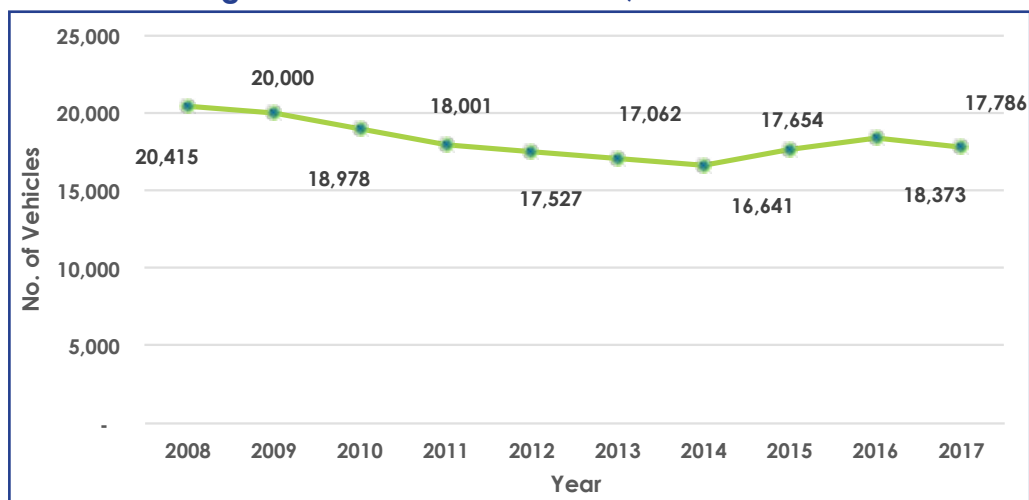


Table 3.1: Motor Vehicle Accident Trend, 2008 - 2017

| Year | Number of Accidents | Registered Vehicles | Estimated Population ('000s) | Accidents Per '000 Vehicles | Accidents Per 10,000 Population |
|--------------------------|---------------------|---------------------|------------------------------|-----------------------------|---------------------------------|
| 2008 | 20,415 | 256,498 | 1,755 | 79.6 | 116.3 |
| 2009 | 20,000 | 280,639 | 1,776 | 71.3 | 112.6 |
| 2010 | 18,978 | 344,719 | 1,800 | 55.1 | 105.4 |
| 2011 | 18,001 | 367,155 | 2,025 | 49.0 | 88.9 |
| 2012 | 17,527 | 400,873 | 2,066 | 43.7 | 86.6 |
| 2013 | 17,062 | 417,015 | 2,107 | 40.9 | 84.3 |
| 2014 | 16,641 | 435,750 | 2,147 | 38.2 | 82.2 |
| 2015 | 17,654 | 469,664 | 2,187 | 37.6 | 80.7 |
| 2016 | 18,373 | 500,316 | 2,226 | 36.7 | 82.5 |
| 2017 | 17,786 | 527,901 | 2,264 | 33.7 | 78.6 |
| Annual Percentage Change | | | | | |
| 2008 | 4.8 | 11.5 | 1.1 | (6.0) | 3.6 |
| 2009 | (2.0) | 9.4 | 1.2 | (10.5) | (3.2) |
| 2010 | (5.1) | 22.8 | 1.4 | (22.7) | (6.4) |
| 2011 | (5.1) | 6.5 | 12.5 | (10.9) | (15.7) |
| 2012 | (2.6) | 9.2 | 2.0 | (10.8) | (2.6) |
| 2013 | (2.7) | 4.0 | 2.0 | (6.4) | (2.7) |
| 2014 | (2.5) | 4.5 | 1.9 | (6.7) | (2.5) |
| 2015 | 6.1 | 7.8 | 1.9 | (1.6) | (1.8) |
| 2016 | 4.1 | 6.5 | 1.8 | (2.3) | 2.2 |
| 2017 | (3.2) | 5.5 | 1.7 | (8.2) | (4.8) |

Source: Botswana Police Service (Road Traffic Accident Unit)

3.2 Accident Severity

3.2.1 Accident Severity by Junction Control

Road accidents that resulted in death in 2017 were 366, an increase of 5.2 percent on 348 fatal crashes recorded in 2016. Serious crashes and minor crashes constituted 4.0 and 15.3 percent of total crashes respectively. The rest of the crashes (78.6 percent) resulted in damages to vehicles only.

The fatal crashes (366) that happened in 2017, resulted in 444 deaths, while 1,152 people were seriously injured. The bulk of the accidents (75.1 percent) were recorded at a place where there was no junction; these accidents resulted in 78.5 percent of casualties of which 89.6 percent were fatal. These were followed by those that happened at a stop sign (10.2 percent), resulting in 8.7 percent of casualties and 4.3 percent of fatalities. Accidents that happened at working traffic lights constituted 9.8 percent of the total crashes, while those that happened where traffic lights were not working made 0.4 percent. Where the traffic police were present, fewer accidents occurred (0.2 percent). **Table 3.2** below shows the details.

Table 3.2: Accident Severity and Casualties by Junction Control, 2017

| Accident Severity | | | | | | | | | |
|-----------------------|----------------|------------------|----------------|--------------|---------------|-----------------|---------------|---------------|---------------|
| Casualties | | | | | Crashes | | | | |
| Junction Control | Fatal Injuries | Serious Injuries | Minor Injuries | Total | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | Total |
| Number | | | | | | | | | |
| Not Junction | 398 | 997 | 3,575 | 4,970 | 327 | 601 | 2,111 | 10,310 | 13,349 |
| Signals (working) | 15 | 55 | 505 | 575 | 12 | 36 | 236 | 1,459 | 1,743 |
| Signals (not working) | 1 | 4 | 30 | 35 | 1 | 1 | 10 | 63 | 75 |
| Stop sign | 19 | 66 | 464 | 549 | 17 | 50 | 268 | 1,484 | 1,819 |
| Yield | 3 | 15 | 70 | 88 | 3 | 11 | 44 | 427 | 485 |
| Police | - | - | 7 | 7 | - | - | 5 | 26 | 31 |
| Uncontrolled | 8 | 15 | 88 | 111 | 6 | 11 | 53 | 214 | 284 |
| Total | 444 | 1,152 | 4,739 | 6,335 | 366 | 710 | 2,727 | 13,983 | 17,786 |
| Percent of Total | | | | | | | | | |
| Not Junction | 8.0 | 20.1 | 71.9 | 100 | 2.4 | 4.5 | 15.8 | 77.2 | 100 |
| Signals (working) | 2.6 | 9.6 | 87.8 | 100 | 0.7 | 2.1 | 13.5 | 83.7 | 100 |
| Signals (not working) | 2.9 | 11.4 | 85.7 | 100 | 1.3 | 1.3 | 13.3 | 84.0 | 100 |
| Stop sign | 3.5 | 12.0 | 84.5 | 100 | 0.9 | 2.7 | 14.7 | 81.6 | 100 |
| Yield | 3.4 | 17.0 | 79.5 | 100 | 0.6 | 2.3 | 9.1 | 88.0 | 100 |
| Police | - | - | 100.0 | 100 | - | - | 16.1 | 83.9 | 100 |
| Uncontrolled | 7.2 | 13.5 | 79.3 | 100 | 2.1 | 3.9 | 18.7 | 75.4 | 100 |
| Total | 7.0 | 18.2 | 74.8 | 100 | 2.1 | 4.0 | 15.3 | 78.6 | 100 |
| Percent of Total | | | | | | | | | |
| Not Junction | 89.6 | 86.5 | 75.4 | 78.5 | 89.3 | 84.6 | 77.4 | 73.7 | 75.1 |
| Signals (working) | 3.4 | 4.8 | 10.7 | 9.1 | 3.3 | 5.1 | 8.7 | 10.4 | 9.8 |
| Signals (not working) | 0.2 | 0.3 | 0.6 | 0.6 | 0.3 | 0.1 | 0.4 | 0.5 | 0.4 |
| Stop sign | 4.3 | 5.7 | 9.8 | 8.7 | 4.6 | 7.0 | 9.8 | 10.6 | 10.2 |
| Yield | 0.7 | 1.3 | 1.5 | 1.4 | 0.8 | 1.5 | 1.6 | 3.1 | 2.7 |
| Police | - | - | 0.1 | 0.1 | - | - | 0.2 | 0.2 | 0.2 |
| Uncontrolled | 1.8 | 1.3 | 1.9 | 1.8 | 1.6 | 1.5 | 1.9 | 1.5 | 1.6 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Traffic Accident Unit)

3.2.2 Accident Severity by Day of the Week

Weekends, (Friday, Saturday and Sunday) accounted for 50.4 percent of total accidents. The day of the week that had a high number of accidents in 2017 was Saturday with 18.9 percent of total accidents. Saturday was followed by Friday (16.9 percent), Sunday (14.5 percent). Monday and Thursday realized 12.8 and 12.7 percent of total accidents respectively, while Tuesday had 12.3 percent and the day that recorded the least number of accidents was Wednesday with 11.7 percent of total accidents. The day that resulted in a high number of fatal crashes was Saturday with 29.2 percent of total fatal crashes. Sunday and Friday followed with 15.3 and 13.9 percent of total fatal crashes respectively. See **Table 3.3** below.

Table 3.3: Accident Severity by Day of the Week, 2017

| Accident Severity (Crashes) | | | | | |
|------------------------------|---------------|-----------------|---------------|---------------|---------------|
| Day of the Week | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | Total |
| Number | | | | | |
| Sunday | 56 | 169 | 509 | 1,847 | 2,581 |
| Monday | 49 | 80 | 339 | 1,814 | 2,282 |
| Tuesday | 35 | 64 | 275 | 1,821 | 2,195 |
| Wednesday | 26 | 52 | 280 | 1,727 | 2,085 |
| Thursday | 42 | 74 | 312 | 1,837 | 2,265 |
| Friday | 51 | 119 | 466 | 2,375 | 3,011 |
| Saturday | 107 | 152 | 546 | 2,562 | 3,367 |
| Total | 366 | 710 | 2,727 | 13,983 | 17,786 |
| Percent of Day of the Week | | | | | |
| Sunday | 2.2 | 6.5 | 19.7 | 71.6 | 100 |
| Monday | 2.1 | 3.5 | 14.9 | 79.5 | 100 |
| Tuesday | 1.6 | 2.9 | 12.5 | 83.0 | 100 |
| Wednesday | 1.2 | 2.5 | 13.4 | 82.8 | 100 |
| Thursday | 1.9 | 3.3 | 13.8 | 81.1 | 100 |
| Friday | 1.7 | 4.0 | 15.5 | 78.9 | 100 |
| Saturday | 3.2 | 4.5 | 16.2 | 76.1 | 100 |
| Total | 2.1 | 4.0 | 15.3 | 78.6 | 100 |
| Percent of Accident Severity | | | | | |
| Sunday | 15.3 | 23.8 | 18.7 | 13.2 | 14.5 |
| Monday | 13.4 | 11.3 | 12.4 | 13.0 | 12.8 |
| Tuesday | 9.6 | 9.0 | 10.1 | 13.0 | 12.3 |
| Wednesday | 7.1 | 7.3 | 10.3 | 12.4 | 11.7 |
| Thursday | 11.5 | 10.4 | 11.4 | 13.1 | 12.7 |
| Friday | 13.9 | 16.8 | 17.1 | 17.0 | 16.9 |
| Saturday | 29.2 | 21.4 | 20.0 | 18.3 | 18.9 |
| Total | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.2.3 Accident Severity by Time of Occurrence

Most of the accidents occurred between 0600 hrs to 2200 hrs (82.2) percent) in 2017, with most of the accidents occurring between 1200 hrs and 2000 hrs (56.1 percent). Accidents peaked at 1600 hrs to 2000 hrs (25.5 percent). Accidents that happened between 1600 hrs and 2400 hrs resulted in a high number of fatal crashes (54.7 percent). Accidents that happened between 1600 hrs and 2000 hrs contributed 28.4 percent to total fatal crashes, these were followed by accidents that occurred between 2000 hrs and 2400 hrs with 22.7 percent ([Table 3.4](#) and [Figure 6](#)).

Figure 6: Accident Occurrence by the Time of the Day, 2017

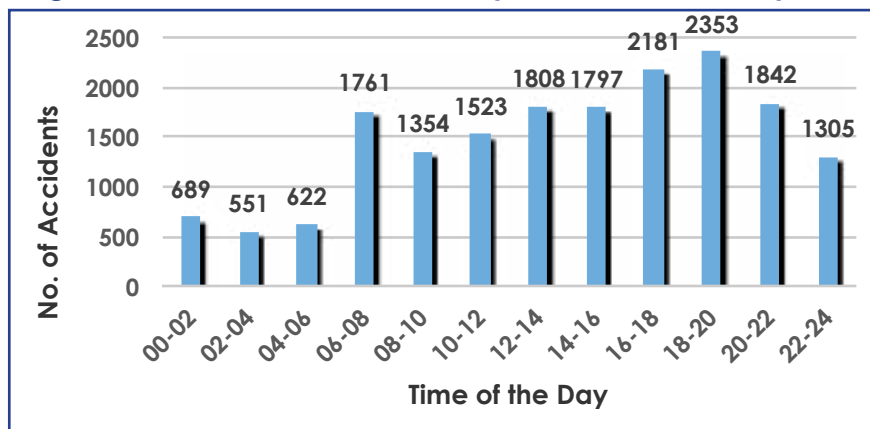


Table 3.4: Accident Severity by Time of Occurrence, 2017

| Time | Accident Severity (Crashes) | | | | |
|------------------------------|-----------------------------|------------|--------------|---------------|---------------|
| | Fatal | Serious | Minor | Damage Only | Total |
| Number | | | | | |
| 00-02 | 20 | 47 | 124 | 498 | 689 |
| 02-04 | 19 | 35 | 98 | 399 | 551 |
| 04-06 | 25 | 28 | 116 | 453 | 622 |
| 06-08 | 24 | 63 | 300 | 1,374 | 1,761 |
| 08-10 | 14 | 29 | 163 | 1,148 | 1,354 |
| 10-12 | 17 | 39 | 193 | 1,274 | 1,523 |
| 12-14 | 20 | 51 | 216 | 1,521 | 1,808 |
| 14-16 | 27 | 65 | 265 | 1,440 | 1,797 |
| 16-18 | 34 | 90 | 347 | 1,710 | 2,181 |
| 18-20 | 65 | 106 | 392 | 1,790 | 2,353 |
| 20-22 | 53 | 89 | 282 | 1,418 | 1,842 |
| 22-24 | 48 | 68 | 231 | 958 | 1,305 |
| Total | 366 | 710 | 2,727 | 13,983 | 17,786 |
| Percent of Accident Severity | | | | | |
| 00-02 | 5.5 | 6.6 | 4.5 | 3.6 | 3.9 |
| 02-04 | 5.2 | 4.9 | 3.6 | 2.9 | 3.1 |
| 04-06 | 6.8 | 3.9 | 4.3 | 3.2 | 3.5 |
| 06-08 | 6.6 | 8.9 | 11.0 | 9.8 | 9.9 |
| 08-10 | 3.8 | 4.1 | 6.0 | 8.2 | 7.6 |
| 10-12 | 4.6 | 5.5 | 7.1 | 9.1 | 8.6 |
| 12-14 | 5.5 | 7.2 | 7.9 | 10.9 | 10.2 |
| 14-16 | 7.4 | 9.2 | 9.7 | 10.3 | 10.1 |
| 16-18 | 9.3 | 12.7 | 12.7 | 12.2 | 12.3 |
| 18-20 | 17.8 | 14.9 | 14.4 | 12.8 | 13.2 |
| 20-22 | 14.5 | 12.5 | 10.3 | 10.1 | 10.4 |
| 22-24 | 13.1 | 9.6 | 8.5 | 6.9 | 7.3 |
| Total | 100 | 100 | 100 | 100 | 100 |
| Percent of Time of the Day | | | | | |
| 00-02 | 2.9 | 6.8 | 18.0 | 72.3 | 100 |
| 02-04 | 3.4 | 6.4 | 17.8 | 72.4 | 100 |
| 04-06 | 4.0 | 4.5 | 18.6 | 72.8 | 100 |
| 06-08 | 1.4 | 3.6 | 17.0 | 78.0 | 100 |
| 08-10 | 1.0 | 2.1 | 12.0 | 84.8 | 100 |
| 10-12 | 1.1 | 2.6 | 12.7 | 83.7 | 100 |
| 12-14 | 1.1 | 2.8 | 11.9 | 84.1 | 100 |
| 14-16 | 1.5 | 3.6 | 14.7 | 80.1 | 100 |
| 16-18 | 1.6 | 4.1 | 15.9 | 78.4 | 100 |
| 18-20 | 2.8 | 4.5 | 16.7 | 76.1 | 100 |
| 20-22 | 2.9 | 4.8 | 15.3 | 77.0 | 100 |
| 22-24 | 3.7 | 5.2 | 17.7 | 73.4 | 100 |
| Total | 2.1 | 4.0 | 15.3 | 78.6 | 100 |

Source: Road Accident Statistics Unit, Botswana Police Services

3.2.4 Accident Severity by Police District

In 2017, the bulk of the accidents occurred in Gaborone (26.3 percent). Gaborone was followed by Gaborone west with 26.0 percent of total accidents. Serowe, Kutlwano and Kasane followed with 6.0, 5.2 and 5.0 percent of total accidents respectively. The Police districts with the least number of accidents were Kasane and Ghanzi with 1.3 percent of total accidents each. See [Table 3.4a](#) below.

Table 3.4a: Accident Severity by Police District, 2017

| District | Accident Severity | | | | |
|------------------|-------------------|-----------------|---------------|---------------|---------------|
| | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | Total |
| Francistown | 27 | 41 | 128 | 560 | 756 |
| Kutlwano | 20 | 46 | 164 | 696 | 926 |
| Gaborone | 26 | 86 | 562 | 4,011 | 4,685 |
| Gaborone West | 54 | 120 | 559 | 3,894 | 4,627 |
| Lobatse | 18 | 27 | 65 | 214 | 324 |
| Kanye | 23 | 62 | 168 | 633 | 886 |
| Molepolole | 35 | 45 | 185 | 515 | 780 |
| Mochudi | 23 | 50 | 127 | 396 | 596 |
| Serowe | 32 | 46 | 222 | 774 | 1,074 |
| Mahalapye | 33 | 43 | 144 | 640 | 860 |
| Selibe-Phikwe | 7 | 32 | 73 | 313 | 425 |
| Letlhakane | 16 | 27 | 57 | 274 | 374 |
| Maun | 21 | 45 | 148 | 537 | 751 |
| Kasane | 10 | 14 | 29 | 184 | 237 |
| Ghanzi | 14 | 12 | 44 | 165 | 235 |
| Tsabong | 7 | 14 | 52 | 177 | 250 |
| Total | 366 | 710 | 2,727 | 13,983 | 17,786 |
| Percent of Total | | | | | |
| Francistown | 3.6 | 5.4 | 16.9 | 74.1 | 100 |
| Kutlwano | 2.2 | 5.0 | 17.7 | 75.2 | 100 |
| Gaborone | 0.6 | 1.8 | 12.0 | 85.6 | 100 |
| Gaborone West | 1.2 | 2.6 | 12.1 | 84.2 | 100 |
| Lobatse | 5.6 | 8.3 | 20.1 | 66.0 | 100 |
| Kanye | 2.6 | 7.0 | 19.0 | 71.4 | 100 |
| Molepolole | 4.5 | 5.8 | 23.7 | 66.0 | 100 |
| Mochudi | 3.9 | 8.4 | 21.3 | 66.4 | 100 |
| Serowe | 3.0 | 4.3 | 20.7 | 72.1 | 100 |
| Mahalapye | 3.8 | 5.0 | 16.7 | 74.4 | 100 |
| Selibe-Phikwe | 1.6 | 7.5 | 17.2 | 73.6 | 100 |
| Letlhakane | 4.3 | 7.2 | 15.2 | 73.3 | 100 |
| Maun | 2.8 | 6.0 | 19.7 | 71.5 | 100 |
| Kasane | 4.2 | 5.9 | 12.2 | 77.6 | 100 |
| Ghanzi | 6.0 | 5.1 | 18.7 | 70.2 | 100 |
| Tsabong | 2.8 | 5.6 | 20.8 | 70.8 | 100 |
| Total | 2.1 | 4.0 | 15.3 | 78.6 | 100 |

Source: Road Accident Statistics Unit, Botswana Police Services

Note: Police Districts can be found in Appendix 6.

3.2.5 Accident Severity by Road Surface Type

In 2017, 88.0 percent of total accidents occurred in tarred roads, resulting in 86.3 percent of fatal crashes. Tarred roads were followed by gravel roads with 6.8 percent of total accidents, resulting in 9.6 percent of fatal crashes. Sand had the second lowest number of accidents (2.9 percent), resulting in 3.6 percent of fatal crashes. See **Table 3.5**.

Table 3.5: Accident Severity by Type of the Road Surface, 2017

| Road Surface Type | Accident Severity | | | | |
|------------------------------|-------------------|-----------------|---------------|---------------|---------------|
| | Fatal Crashes | Serious Crashes | Minor Crashes | Damage Only | Total |
| Number | | | | | |
| Tar | 316 | 618 | 2,389 | 12,332 | 15,655 |
| Gravel | 35 | 65 | 235 | 883 | 1,218 |
| Sand | 13 | 17 | 77 | 416 | 523 |
| Other | 2 | 10 | 26 | 352 | 390 |
| Total | 366 | 710 | 2,727 | 13,983 | 17,786 |
| Percent of Road Surface Type | | | | | |
| Tar | 2.0 | 3.9 | 15.3 | 78.8 | 100 |
| Gravel | 2.9 | 5.3 | 19.3 | 72.5 | 100 |
| Sand | 2.5 | 3.3 | 14.7 | 79.5 | 100 |
| Other | 0.5 | 2.6 | 6.7 | 90.3 | 100 |
| Total | 2.1 | 4.0 | 15.3 | 78.6 | 100 |
| Percent of Accident Severity | | | | | |
| Tar | 86.3 | 87.0 | 87.6 | 88.2 | 88.0 |
| Gravel | 9.6 | 9.2 | 8.6 | 6.3 | 6.8 |
| Sand | 3.6 | 2.4 | 2.8 | 3.0 | 2.9 |
| Other | 0.5 | 1.4 | 1.0 | 2.5 | 2.2 |
| Total | 100 | 100 | 100 | 100 | 100 |

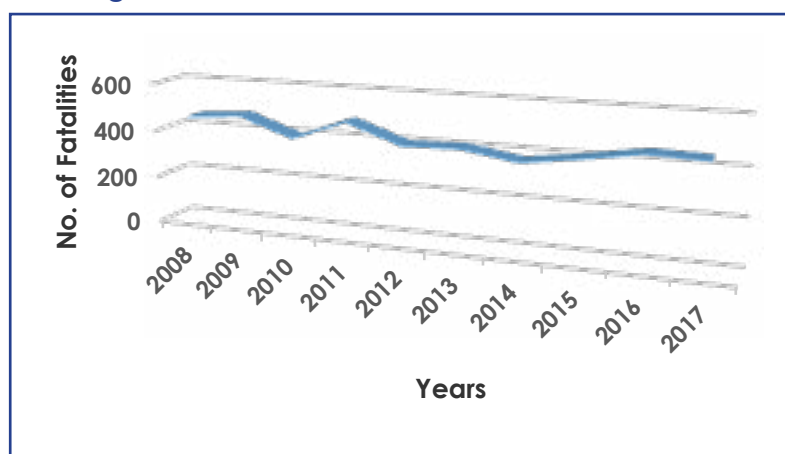
Source: Botswana Police Services (Road Accident Statistics Unit)

3.3 Casualties

In 2017, 17,786 accidents occurred resulting in 6,335 casualties, of which there were 444 deaths, 1,152 serious injuries and 4,739 minor injuries. Casualties declined by 5.3 percent from 6,687 casualties in 2016 to 6,335 casualties in 2017. Fatalities and minor injuries went down in 2017 compared to 2016, deaths decreased by 1.3 percent while minor injuries declined by 5.1 percent. Serious injuries went up by 7.3 percent in 2017 compared to 2016. See [Table 14](#) in [Appendix 2](#).

Casualties per 10,000 population decreased by 6.7 percent in 2017 compared to 2016. The number of fatalities fluctuate throughout the years. Fatalities per 100,000 population went down by 3.0 percent in 2017 compared to 2016. This is shown in [Table 12](#) in [Appendix 2](#) and [Figure 7](#) below.

Figure 7: Accident Fatalities, 2008 – 2017



3.3.1 Casualties by Gender

Out of 6,335 casualties recorded in 2017, 3,997 were male (63.1 percent) and the remaining 2,228 were female (36.9 percent). Three hundred and thirteen (313) males lost their lives, which was (7.8 percent) of total male casualties, while 131 females lost their lives i.e. 5.6 percent of female casualties. Male casualties who suffered serious injuries accounted for 18.8 percent of male casualties while female serious injuries accounted for 17.2 percent of female casualties. With regard to minor injuries, males with minor injuries made up 73.4 percent of total male casualties while females with minor injuries made up 77.21 percent of female casualties. See [Table 15](#), [Appendix 2](#).

3.3.2 Casualties by District and Type of Road User

The District referred to here is the Police district. Gaborone West recorded the highest number of casualties accounting for 17.6 percent of total casualties. Gaborone followed with 16.5 percent, Serowe came third with 8.4 percent. Molepolole and Kanye accounted for 6.8 and 6.5 percent respectively. The number of car casualties was 2,699 which was 42.6 percent of total casualties. Car casualties were followed by pedestrians who accounted for 22.9 percent. Pick-up and buses accounted for 13.5 and 9.7 percent of total casualties respectively. See [Table 15a](#), [Appendix 2](#).

Table 3.6a: Pedestrian Victims by District and Severity of Injury, 2017

| District | Casualty Status | | | | Total 2016 |
|------------------|-----------------|---------|-------|-------|------------|
| | Fatal | Serious | Minor | Total | |
| Number | | | | | |
| Francistown | 7 | 16 | 70 | 93 | 113 |
| Gaborone | 17 | 43 | 257 | 317 | 319 |
| Gaborone West | 32 | 63 | 239 | 334 | 330 |
| Kanye | 10 | 25 | 45 | 80 | 25 |
| Kasane | - | 3 | 9 | 12 | 87 |
| Kutlwano | 4 | 23 | 57 | 84 | 9 |
| Lethakane | 4 | 12 | 9 | 25 | 77 |
| Lobatse | 7 | 8 | 22 | 37 | 22 |
| Maun | 4 | 21 | 44 | 69 | 48 |
| Gantsi | 3 | 6 | 13 | 22 | 41 |
| Molepolole | 14 | 21 | 72 | 107 | 69 |
| Mochudi | 10 | 11 | 41 | 62 | 67 |
| Mahalapye | 8 | 7 | 32 | 47 | 88 |
| Selebi Phikwe | 3 | 11 | 22 | 36 | 34 |
| Serowe | 17 | 22 | 68 | 107 | 95 |
| Tsabong | 2 | 2 | 12 | 16 | 17 |
| Total | 142 | 294 | 1,012 | 1,448 | |
| Total 2016 | 120 | 297 | 1,005 | | 1,441 |
| Percent of total | | | | | |
| Francistown | 7.5 | 17.2 | 75.3 | 100 | |
| Gaborone | 5.4 | 13.6 | 81.1 | 100 | |
| Gaborone West | 9.6 | 18.9 | 71.6 | 100 | |
| Kanye | 12.5 | 31.3 | 56.3 | 100 | |
| Kasane | - | 25.0 | 75.0 | 100 | |
| Kutlwano | 4.8 | 27.4 | 67.9 | 100 | |
| Lethakane | 16.0 | 48.0 | 36.0 | 100 | |
| Lobatse | 18.9 | 21.6 | 59.5 | 100 | |
| Maun | 5.8 | 30.4 | 63.8 | 100 | |
| Gantsi | 13.6 | 27.3 | 59.1 | 100 | |
| Molepolole | 13.1 | 19.6 | 67.3 | 100 | |
| Mochudi | 16.1 | 17.7 | 66.1 | 100 | |
| Mahalapye | 17.0 | 14.9 | 68.1 | 100 | |
| Selebi Phikwe | 8.3 | 30.6 | 61.1 | 100 | |
| Serowe | 15.9 | 20.6 | 63.6 | 100 | |
| Tsabong | 12.5 | 12.5 | 75.0 | 100 | |
| Total | 9.8 | 20.3 | 69.9 | 100 | |

Table 3.6a Cont'd: Pedestrian Victims by District and Severity of Injury, 2017

| District | Casualty Status | | | | Total 2016 |
|------------------|-----------------|---------|-------|-------|------------|
| | Fatal | Serious | Minor | Total | |
| Percent of total | | | | | |
| Francistown | 4.9 | 5.4 | 6.9 | 6.4 | |
| Gaborone | 12.0 | 14.6 | 25.4 | 21.9 | |
| Gaborone West | 22.5 | 21.4 | 23.6 | 23.1 | |
| Kanye | 7.0 | 8.5 | 4.4 | 5.5 | |
| Kasane | - | 1.0 | 0.9 | 0.8 | |
| Kutlwano | 2.8 | 7.8 | 5.6 | 5.8 | |
| Letlhakane | 2.8 | 4.1 | 0.9 | 1.7 | |
| Lobatse | 4.9 | 2.7 | 2.2 | 2.6 | |
| Maun | 2.8 | 7.1 | 4.3 | 4.8 | |
| Gantsi | 2.1 | 2.0 | 1.3 | 1.5 | |
| Mahalapye | 9.9 | 7.1 | 7.1 | 7.4 | |
| Molepolole | 7.0 | 3.7 | 4.1 | 4.3 | |
| Mochudi | 5.6 | 2.4 | 3.2 | 3.2 | |
| Selebi Phikwe | 2.1 | 3.7 | 2.2 | 2.5 | |
| Serowe | 12.0 | 7.5 | 6.7 | 7.4 | |
| Tsabong | 1.4 | 0.7 | 1.2 | 1.1 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.3.3 Severity of Injury and Cause of Accident

Most of the accidents were caused by human error, with driver carelessness causing 49.3 percent of casualties. This was followed by driver losing control with 22.3 percent. Pedestrian error caused 6.1 percent of casualties, unlicensed driver (5.2 percent), animals (domestic /wild) and vehicle defects resulted in 5.1 and 4.3 percent of casualties respectively. Driver carelessness resulted in 37.4 percent of fatalities, while driver losing control resulted in 26.1 percent of fatalities. Obstruction and weather conditions contributed the least to casualties (0.1 percent) each. As most of the accidents were caused by driver carelessness, education about road safety should be directed mostly towards drivers and enforcement in order to reduce the number of accidents. Driving under the influence of alcohol /drugs contributed 5.1 percent towards total accidents. See **Table 16, Appendix 2**.

3.3.4 Casualty by District

The highest number of male fatalities and female fatalities were recorded at Gaborone West with 13.7 and 16.8 percent respectively. With regard to male fatalities Gaborone West was followed by Serowe with 9.9 percent of male fatalities. Mahalapye incurred 8.6 percent of male fatalities while Gaborone and Molepolole accounted for 7.7 percent each of male fatalities. Concerning fatalities, Gaborone West was followed by Molepolole with 13.7 percent of female fatalities. Mahalapye and Kanye accounted for 12.2 and 6.9 percent of female fatalities respectively. (**Table 15 in Appendix 2**).

The number of pedestrians involved in road accidents totaled 1,448 in 2017, a 0.5 percent increase on pedestrians involved in accidents in 2016. Pedestrian fatalities were 142, which was 9.8 percent of pedestrian casualties, while 20.3 percent got seriously injured. Gaborone West recorded 23.1 percent of pedestrian victims while Gaborone accounted for 21.9 percent. Other areas which had a high number of pedestrian victims were Mahalapye and Serowe with 7.4 percent each of the total pedestrian victims. Francistown recorded 6.4 percent while Kutlwano and Kanye accounted for 5.8 and 5.5 percent of total pedestrian victims respectively. Gaborone West had a high number of fatalities with 22.5 percent of total

pedestrian fatalities. Gaborone and Serowe followed with 12.0 percent each. Mahalapye accounted for 9.0 percent while Kanye accounted for 7.0 percent of pedestrian fatalities. See [Table 3.6a](#) above.

3.3.5 Pedestrian Casualty by Age Group

Pedestrian age groups which were prone to accidents in 2017 were 6-10 year olds with 13.5 percent of total casualties and 26-30 year olds with 11.7 percent of total casualties. In the 6-10 age group 5.6 percent of them died, while 16.0 percent of them received serious injuries. The 26-30 age group experienced 8.5 percent of deaths and 13.9 percent of serious injuries. The age group which was most vulnerable to accidents was the 6-40 accounting for 72.0 percent of total casualties. See [Table 3.6 b](#) below.

Table 3.6b: Pedestrian Victims by Age Group and Severity of Injury , 2017

| Age Group | Fatal | Serious Injury | Minor Injury | Total | Total 2016 |
|------------------|------------|----------------|--------------|--------------|-------------|
| Number | | | | | |
| 01-05 | 13 | 24 | 68 | 105 | 113 |
| 06-10 | 8 | 47 | 140 | 195 | 200 |
| 11-15 | 5 | 11 | 109 | 125 | 109 |
| 16-20 | 9 | 14 | 113 | 136 | 130 |
| 21- 25 | 11 | 30 | 121 | 162 | 189 |
| 26 – 30 | 12 | 41 | 117 | 170 | 146 |
| 31 – 35 | 16 | 38 | 92 | 146 | 142 |
| 36 – 40 | 5 | 28 | 75 | 108 | 110 |
| 41 – 45 | 13 | 16 | 52 | 81 | 82 |
| 46 – 50 | 7 | 12 | 30 | 49 | 49 |
| 51 – 55 | 11 | 9 | 33 | 53 | 55 |
| 56 – 60 | 7 | 6 | 22 | 35 | 36 |
| 61 – 65 | 5 | 7 | 8 | 20 | 20 |
| 66 – 70 | 10 | 3 | 12 | 25 | 26 |
| 71 – 75 | 2 | 3 | 6 | 11 | 15 |
| >75 | 8 | 5 | 14 | 27 | 19 |
| Total | 142 | 294 | 1,012 | 1,448 | 1441 |
| Percent of Total | | | | | |
| 01-05 | 12.4 | 22.9 | 64.8 | 100 | |
| 06-10 | 4.1 | 24.1 | 71.8 | 100 | |
| 11-15 | 4.0 | 8.8 | 87.2 | 100 | |
| 16-20 | 6.6 | 10.3 | 83.1 | 100 | |
| 21- 25 | 6.8 | 18.5 | 74.7 | 100 | |
| 26 – 30 | 7.1 | 24.1 | 68.8 | 100 | |
| 31 – 35 | 11.0 | 26.0 | 63.0 | 100 | |
| 36 – 40 | 4.6 | 25.9 | 69.4 | 100 | |
| 41 – 45 | 16.0 | 19.8 | 64.2 | 100 | |
| 46 – 50 | 14.3 | 24.5 | 61.2 | 100 | |
| 51 – 55 | 20.8 | 17.0 | 62.3 | 100 | |
| 56 – 60 | 20.0 | 17.1 | 62.9 | 100 | |
| 61 – 65 | 25.0 | 35.0 | 40.0 | 100 | |
| 66 – 70 | 40.0 | 12.0 | 48.0 | 100 | |
| 71 – 75 | 18.2 | 27.3 | 54.5 | 100 | |
| >75 | 29.6 | 18.5 | 51.9 | 100 | |
| Total | 9.8 | 20.3 | 69.9 | 100 | |

Table 3.6b Cont'd: Pedestrian Victims by Age Group and Severity of Injury , 2017

| Age Group | Fatal | Serious Injury | Minor Injury | Total | Total 2016 |
|------------------|------------|----------------|--------------|-------------|------------|
| Percent of Total | | | | | |
| 01-05 | 9.2 | 8.2 | 6.7 | 7.3 | |
| 06-10 | 5.6 | 16.0 | 13.8 | 13.5 | |
| 11-15 | 3.5 | 3.7 | 10.8 | 8.6 | |
| 16-20 | 6.3 | 4.8 | 11.2 | 9.4 | |
| 21- 25 | 7.7 | 10.2 | 12.0 | 11.2 | |
| 26 – 30 | 8.5 | 13.9 | 11.6 | 11.7 | |
| 31 – 35 | 11.3 | 12.9 | 9.1 | 10.1 | |
| 36 – 40 | 3.5 | 9.5 | 7.4 | 7.5 | |
| 41 – 45 | 9.2 | 5.4 | 5.1 | 5.6 | |
| 46 – 50 | 4.9 | 4.1 | 3.0 | 3.4 | |
| 51 – 55 | 7.7 | 3.1 | 3.3 | 3.7 | |
| 56 – 60 | 4.9 | 2.0 | 2.2 | 2.4 | |
| 61 – 65 | 3.5 | 2.4 | 0.8 | 1.4 | |
| 66 – 70 | 7.0 | 1.0 | 1.2 | 1.7 | |
| 71 – 75 | 1.4 | 1.0 | 0.6 | 0.8 | |
| >75 | 5.6 | 1.7 | 1.4 | 1.9 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.3.6 All Road User Casualties by Type of Road User

In 2017, car users accounted for 55.6 percent of total casualties. Pick-up users and Mini bus users followed with 16.8 and 11.1 percent respectively. Tractor users accounted for the least number of casualties, with 0.2 percent only. Most of the road user casualties decreased in 2017 compared to 2016, except Motor cycle/moped users which increased by 4.1 percent. Light Duty vehicles users casualties increased by 25.7 percent, while animal drawn and others increased by 50.0 and 22.2 percent respectively. When compared to 2016, casualties of car users decreased by 0.4 percentage point, while those of pick-up users declined by 23.9 percent.

Just as car users had the highest number of casualties , they accounted for a high number of fatalities, with 55.0 percent of the total fatalities, and 53.0 percent of serious injuries. Pick-up users accounted for 14.2 percent of fatalities and 17.2 percent of serious injuries, while Mini-bus users had 10.4 percent of fatalities and 12.3 percent of serious injuries. See [Table 3.7a](#).

3.3.7 Casualties and Severity of Injury by Collision Type

This sub-section looks at how accidents happen in our roads and the resulting casualties from those accidents. Five types of accidents caused most casualties. The "hit pedestrian" vehicle accidents accounted for 22.2 percent of total casualties and 31.8 percent of fatalities. The "roll over" accidents followed with 19.3 percent of total casualties which resulted in 25.7 percent of fatalities. "Side" vehicle collision accidents accounted for 17.6 percent of total casualties and 8.8 percent of fatalities while "Rear-end" and "head-on" collisions made up 12.9 percent and 6.5 percent of total casualties respectively. See [Table 3.7b](#).

Table 3.7a: Casualty Injury by Vehicle Type, 2017

| Vehicle Type | Casualty Injury | | | | Total 2016 |
|--------------------|-----------------|------------------|----------------|-------|------------|
| | Fatalities | Serious Injuries | Minor Injuries | Total | |
| Number | | | | | |
| Bicycle | 4 | 7 | 49 | 60 | 87 |
| Motor Cycle/Moped | 2 | 11 | 63 | 76 | 73 |
| Car | 244 | 611 | 2,665 | 3,520 | 3,533 |
| Taxi | 1 | 7 | 30 | 38 | 100 |
| 4- wheel drive | 25 | 56 | 213 | 294 | 186 |
| Pick-up | 63 | 198 | 802 | 1,063 | 1,396 |
| Light Duty Vehicle | 11 | 19 | 97 | 127 | 101 |
| Lorry | 14 | 25 | 91 | 130 | 134 |
| Lorry with Trailer | 4 | 8 | 21 | 33 | 48 |
| Mini- Bus | 46 | 142 | 516 | 704 | 711 |
| Bus | 3 | 4 | 18 | 25 | 106 |
| Tractor | 4 | 5 | 2 | 11 | 13 |
| Animal drawn | 6 | 11 | 37 | 54 | 36 |
| Other | 17 | 48 | 135 | 200 | 163 |
| Total | 444 | 1,152 | 4,739 | 6,335 | 6,687 |

Percent of Total

| | | | | | |
|--------------------|------------|-------------|-------------|------------|--|
| Bicycle | 6.7 | 11.7 | 81.7 | 100 | |
| Motor Cycle/Moped | 2.6 | 14.5 | 82.9 | 100 | |
| Car | 6.9 | 17.4 | 75.7 | 100 | |
| Taxi | 2.6 | 18.4 | 78.9 | 100 | |
| 4- wheel drive | 8.5 | 19.0 | 72.4 | 100 | |
| Pick-up | 5.9 | 18.6 | 75.4 | 100 | |
| Light Duty Vehicle | 8.7 | 15.0 | 76.4 | 100 | |
| Lorry | 10.8 | 19.2 | 70.0 | 100 | |
| Lorry with Trailer | 12.1 | 24.2 | 63.6 | 100 | |
| Mini- Bus | 6.5 | 20.2 | 73.3 | 100 | |
| Bus | 12.0 | 16.0 | 72.0 | 100 | |
| Tractor | 36.4 | 45.5 | 18.2 | 100 | |
| Animal drawn | 11.1 | 20.4 | 68.5 | 100 | |
| Other | 8.5 | 24.0 | 67.5 | 100 | |
| Total | 7.0 | 18.2 | 74.8 | 100 | |

Percent of Total

| | | | | | |
|--------------------|------------|------------|------------|-------------|--|
| Bicycle | 0.9 | 0.6 | 1.0 | 0.9 | |
| Motor Cycle/Moped | 0.5 | 1.0 | 1.3 | 1.2 | |
| Car | 55.0 | 53.0 | 56.2 | 55.6 | |
| Taxi | 0.2 | 0.6 | 0.6 | 0.6 | |
| 4- wheel drive | 5.6 | 4.9 | 4.5 | 4.6 | |
| Pick-up | 14.2 | 17.2 | 16.9 | 16.8 | |
| Light Duty Vehicle | 2.5 | 1.6 | 2.0 | 2.0 | |
| Lorry | 3.2 | 2.2 | 1.9 | 2.1 | |
| Lorry with Trailer | 0.9 | 0.7 | 0.4 | 0.5 | |
| Mini- Bus | 10.4 | 12.3 | 10.9 | 11.1 | |
| Bus | 0.7 | 0.3 | 0.4 | 0.4 | |
| Tractor | 0.9 | 0.4 | 0.0 | 0.2 | |
| Animal drawn | 1.4 | 1.0 | 0.8 | 0.9 | |
| Other | 3.8 | 4.2 | 2.8 | 3.2 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 3.7b: Casualties and Severity of Injury by Collision Type, 2017

| Collision Type | Casualty Injury | | | | Total 2016 |
|----------------------------|-----------------|------------------|----------------|-------|------------|
| | Fatalities | Serious Injuries | Minor Injuries | Total | |
| Number | | | | | |
| Rear -End | 19 | 79 | 719 | 817 | 801 |
| Side | 39 | 136 | 941 | 1,116 | 1251 |
| Head On | 59 | 93 | 262 | 414 | 565 |
| Hit Pedestrian | 141 | 300 | 968 | 1,409 | 1328 |
| Wild Animal | 1 | 7 | 19 | 27 | 59 |
| Domestic Animal | 19 | 68 | 214 | 301 | 297 |
| Obstacle | 25 | 61 | 258 | 344 | 307 |
| Roll Over | 114 | 296 | 814 | 1,224 | 1502 |
| Other | 27 | 112 | 544 | 683 | 577 |
| Total | 444 | 1,152 | 4,739 | 6,335 | 6687 |
| Percent of Collision Type | | | | | |
| Rear -End | 2.3 | 9.7 | 88.0 | 100 | |
| Side | 3.5 | 12.2 | 84.3 | 100 | |
| Head On | 14.3 | 22.5 | 63.3 | 100 | |
| Hit Pedestrian | 10.0 | 21.3 | 68.7 | 100 | |
| Wild Animal | 3.7 | 25.9 | 70.4 | 100 | |
| Domestic Animal | 6.3 | 22.6 | 71.1 | 100 | |
| Obstacle | 7.3 | 17.7 | 75.0 | 100 | |
| Roll Over | 9.3 | 24.2 | 66.5 | 100 | |
| Other | 4.0 | 16.4 | 79.6 | 100 | |
| Total | 7.0 | 18.2 | 74.8 | 100 | |
| Percent of Casualty Injury | | | | | |
| Rear -End | 4.3 | 6.9 | 15.2 | 12.9 | |
| Side | 8.8 | 11.8 | 19.9 | 17.6 | |
| Head On | 13.3 | 8.1 | 5.5 | 6.5 | |
| Hit Pedestrian | 31.8 | 26.0 | 20.4 | 22.2 | |
| Wild Animal | 0.2 | 0.6 | 0.4 | 0.4 | |
| Domestic Animal | 4.3 | 5.9 | 4.5 | 4.8 | |
| Obstacle | 5.6 | 5.3 | 5.4 | 5.4 | |
| Roll Over | 25.7 | 25.7 | 17.2 | 19.3 | |
| Other | 6.1 | 9.7 | 11.5 | 10.8 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.3.8 Casualties by Junction Control

Most of the casualties (78.5 percent) were found where there were no junctions on the road. Deaths that occurred in those types of accidents made 89.6 percent of total fatalities. These were followed by accidents that happened at working signals (9.1 percent), they resulted in 3.4 percent of fatalities. Casualties that occurred at a stop sign made 8.7 percent of total casualties, resulting in 4.3 percent of fatalities. See [Table 3.2](#) above.

3.3.9 Casualties by Light Conditions

Most of the casualties happened during the day accounting for 51.4 percent of total casualties, resulting in 40.3 percent of fatalities. This may be due to the fact that there are many vehicles on the roads at that time and because of clear visibility drivers tend to be more reckless. Casualties that happened during the dark followed with 34.2 percent of total casualties, resulting in 49.8 percent of fatalities. Although a large number of casualties occurred during the day, more fatalities resulted from casualties that occurred during the dark. See **Table 3.8** below.

Table 3.8: Casualty Injury by Light Conditions, 2017

| Light Conditions | Casualties | | | | Total 2016 |
|-------------------|------------|---------|-------|-------|------------|
| | Fatal | Serious | Minor | Total | |
| Number | | | | | |
| Day Light | 179 | 538 | 2,540 | 3,257 | 3784 |
| Night Street Lit | 42 | 144 | 664 | 850 | 730 |
| Night Bright Moon | 2 | 11 | 50 | 63 | 74 |
| Dark | 221 | 459 | 1,485 | 2,165 | 2099 |
| Total | 444 | 1,152 | 4,739 | 6,335 | 6687 |
| Percent of Total | | | | | |
| Day Light | 5.5 | 16.5 | 78.0 | 100 | |
| Night Street Lit | 4.9 | 16.9 | 78.1 | 100 | |
| Night Bright Moon | 3.2 | 17.5 | 79.4 | 100 | |
| Dark | 10.2 | 21.2 | 68.6 | 100 | |
| Total | 7.0 | 18.2 | 74.8 | 100 | |
| Percent of Total | | | | | |
| Day Light | 40.3 | 46.7 | 53.6 | 51.4 | |
| Night Street Lit | 9.5 | 12.5 | 14.0 | 13.4 | |
| Night Bright Moon | 0.5 | 1.0 | 1.1 | 1.0 | |
| Dark | 49.8 | 39.8 | 31.3 | 34.2 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.3.10 Casualties by Injury and Age

Most of the casualties occurred in the age group 21- 40 accounting for 59.5 percent of total casualties. This is the age group that make the workforce, so this may be explained by the fact that they are always on the road. The age group which incurred a high number of casualties was the 31- 35 age group (16.8 percent). It was followed by percent of total casualties. The 26-30 age group followed with 16.4 percent. The age groups 21-25 and 36-40 years accounted for 13.8 and 12.5 percent of total casualties respectively. The age group 26-30 years incurred the highest number of fatalities (14.9 percent) and serious injuries (16.2 percent). The 31-35 age group followed with 15.3 percent fatalities and 17.4 serious injuries. The age groups 36-40 and 21-25 accounted for 11.9 and 8.8 percent fatalities, 13.0 and 12.2 percent serious injuries respectively. See **Table 3.9**.

Table 3.9: Casualties by Injury and Age, 2017

| Age | Casualties | | | | Total 2016 |
|------------------|------------|---------|-------|-------|---------------|
| | Fatal | Serious | Minor | Total | |
| Number | | | | | |
| 01-05 | 23 | 38 | 138 | 199 | 214 |
| 06-10 | 13 | 67 | 220 | 300 | 312 |
| 11-15 | 8 | 27 | 204 | 239 | 245 |
| 16-20 | 22 | 49 | 352 | 423 | 442 |
| 21-25 | 39 | 141 | 694 | 874 | 974 |
| 26-30 | 72 | 204 | 765 | 1,041 | 1141 |
| 31-35 | 68 | 201 | 794 | 1,063 | 1074 |
| 36-40 | 53 | 150 | 587 | 790 | 803 |
| 41-45 | 34 | 79 | 357 | 470 | 496 |
| 46-50 | 19 | 68 | 222 | 309 | 327 |
| 51-55 | 22 | 37 | 151 | 210 | 248 |
| 56-60 | 18 | 33 | 115 | 166 | 168 |
| 61-65 | 19 | 22 | 58 | 99 | 102 |
| 66-70 | 16 | 17 | 40 | 73 | 69 |
| 71-75 | 4 | 9 | 18 | 31 | 35 |
| >75 | 14 | 10 | 24 | 48 | 37 |
| Total | 444 | 1,152 | 4,739 | 6,335 | 6687 |
| Percent of Total | | | | | |
| 01-05 | 11.6 | 19.1 | 69.3 | 100 | |
| 06-10 | 4.3 | 22.3 | 73.3 | 100 | |
| 11-15 | 3.3 | 11.3 | 85.4 | 100 | |
| 16-20 | 5.2 | 11.6 | 83.2 | 100 | |
| 21-25 | 4.5 | 16.1 | 79.4 | 100 | |
| 26-30 | 6.9 | 19.6 | 73.5 | 100 | |
| 31-35 | 6.4 | 18.9 | 74.7 | 100 | |
| 36-40 | 6.7 | 19.0 | 74.3 | 100 | |
| 41-45 | 7.2 | 16.8 | 76.0 | 100 | |
| 46-50 | 6.1 | 22.0 | 71.8 | 100 | |
| 51-55 | 10.5 | 17.6 | 71.9 | 100 | |
| 56-60 | 10.8 | 19.9 | 69.3 | 100 | |
| 61-65 | 19.2 | 22.2 | 58.6 | 100 | |
| 66-70 | 21.9 | 23.3 | 54.8 | 100 | |
| 71-75 | 12.9 | 29.0 | 58.1 | 100 | |
| >75 | 29.2 | 20.8 | 50.0 | 100 | |
| Total | 7.0 | 18.2 | 74.8 | 100 | |

Table 3.9 Cont'd: Casualties by Injury and Age, 2017

| Age | Casualties | | | | Total 2016 |
|------------------|------------|---------|-------|-------|---------------|
| | Fatal | Serious | Minor | Total | |
| Percent of Total | | | | | |
| 01-05 | 5.2 | 3.3 | 2.9 | 3.1 | |
| 06-10 | 2.9 | 5.8 | 4.6 | 4.7 | |
| 11-15 | 1.8 | 2.3 | 4.3 | 3.8 | |
| 16-20 | 5.0 | 4.3 | 7.4 | 6.7 | |
| 21-25 | 8.8 | 12.2 | 14.6 | 13.8 | |
| 26-30 | 16.2 | 17.7 | 16.1 | 16.4 | |
| 31-35 | 15.3 | 17.4 | 16.8 | 16.8 | |
| 36-40 | 11.9 | 13.0 | 12.4 | 12.5 | |
| 41-45 | 7.7 | 6.9 | 7.5 | 7.4 | |
| 46-50 | 4.3 | 5.9 | 4.7 | 4.9 | |
| 51-55 | 5.0 | 3.2 | 3.2 | 3.3 | |
| 56-60 | 4.1 | 2.9 | 2.4 | 2.6 | |
| 61-65 | 4.3 | 1.9 | 1.2 | 1.6 | |
| 66-70 | 3.6 | 1.5 | 0.8 | 1.2 | |
| 71-75 | 0.9 | 0.8 | 0.4 | 0.5 | |
| >75 | 3.2 | 0.9 | 0.5 | 0.8 | |
| Total | 100 | 100 | 100 | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

3.4 Road Traffic Violations by Month

Road traffic violations are cases where motorists violate traffic laws and regulations, e.g. not obeying traffic signs like speeding etc. In 2017, there were 326,436 traffic violations. On average there were 27,203 traffic violations committed in a month. The month that had the most traffic violations was December accounting for 9.2 percent of traffic violations. December was followed by August with 9.1 percent of total traffic violations. The month with the least number of traffic violations was February with 6.9 percent of total traffic violations. The category that had the most traffic violations was "others" contributing 4.3 percent to total traffic violations. "Others" was followed by overspeeding with 3.0 percent. See Table 3.10 below.

Table 3.10: Road Traffic Violations by Month, 2017

| Month | Type of Offence | | | | | | | | | | Total |
|--------------|-----------------|-----------------|-----------------|------------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|
| | Speed | Driving Licence | Drunken Driving | Careless Driving | Cell Phone | P.S.V. | FTPDL | Seat Belt | Traffic Lights | Others | |
| Jan | 7,914 | 1,786 | 364 | 916 | 311 | 252 | 246 | 2,102 | 583 | 11,076 | 25,550 |
| Feb | 6,053 | 1,670 | 484 | 898 | 358 | 230 | 193 | 2,023 | 553 | 10,215 | 22,677 |
| Mar | 8,365 | 1,842 | 623 | 1,186 | 394 | 308 | 200 | 2,408 | 518 | 12,614 | 28,458 |
| Apr | 8,931 | 1,922 | 764 | 935 | 234 | 265 | 228 | 2,050 | 513 | 11,427 | 27,269 |
| May | 9,312 | 1,768 | 603 | 1,017 | 303 | 249 | 207 | 1,925 | 515 | 10,840 | 26,739 |
| Jun | 7,490 | 2,052 | 717 | 948 | 321 | 205 | 274 | 2,092 | 673 | 11,716 | 26,488 |
| Jul | 6,067 | 1,990 | 634 | 798 | 331 | 266 | 259 | 2,315 | 469 | 11,884 | 25,013 |
| Aug | 9,122 | 1,890 | 503 | 984 | 324 | 342 | 196 | 2,061 | 590 | 13,687 | 29,699 |
| Sept | 8,784 | 1,968 | 817 | 1,074 | 378 | 241 | 223 | 2,062 | 788 | 11,736 | 28,071 |
| Oct | 7,891 | 2,020 | 865 | 1,172 | 443 | 325 | 220 | 2,097 | 865 | 11,634 | 27,532 |
| Nov | 9,025 | 2,128 | 782 | 1,027 | 368 | 325 | 108 | 2,464 | 750 | 11,780 | 28,757 |
| Dec | 9,753 | 2,226 | 1,062 | 1,033 | 329 | 175 | 209 | 2,369 | 552 | 12,475 | 30,183 |
| Total | 98,707 | 23,262 | 8,218 | 11,988 | 4,094 | 3,183 | 2,563 | 25,968 | 7,369 | 141,084 | 326,436 |

Source: Botswana Police Services (Road Accident Statistics Unit)

4. AIR TRANSPORT

4.1 Aircraft Movements

Aircraft movements declined by 9.6 percent in 2017, from 77,079 movements recorded in 2016 to 69,716 movements registered in 2017. The decrease was realised in both international (4.9 percent) and domestic movements (11.1 percent). The only type of movement that increased was private movements with international private movements increasing by 15.7 percent and domestic private movements increasing by 9.7 percent.

From 2008 to date aircraft movements have been increasing in one year only to decline in the next year. Aircraft movements declined in 2014 and 2015, only to increase in 2016, then the movements decreased again in 2017. See **Table 18, Appendix 3** and **Table 4.1** below.

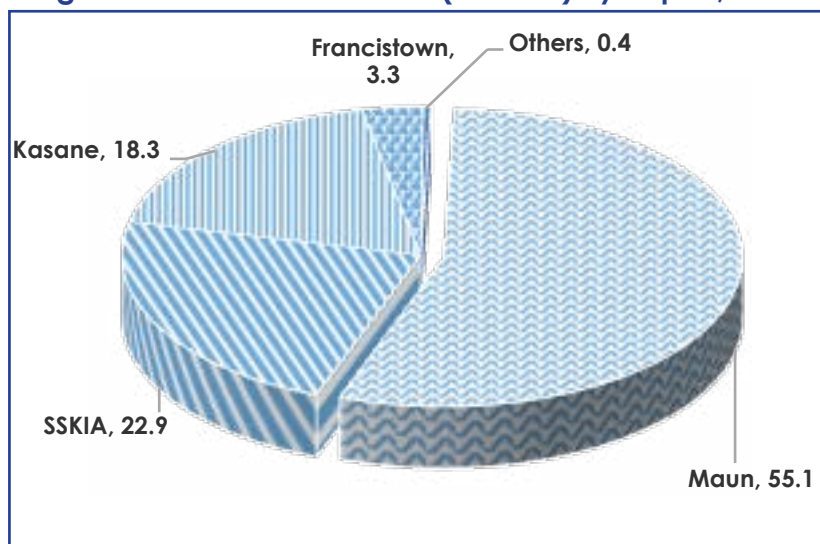
Table 4.1 Aircraft Movements By Type of Flight: 2008 - 2017

| Year | International Movements | | | | Domestic Movements | | | | Total Movements | | | |
|--------------------------|-------------------------|-----------|---------|---------------|--------------------|-----------|---------|---------------|-----------------|-----------|---------|----------------|
| | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Grand Total |
| 2008 | 8,274 | 8,564 | 2,329 | 19,167 | 4,645 | 48,339 | 5,383 | 58,367 | 12,919 | 56,903 | 7,712 | 77,534 |
| 2009 | 10,337 | 6,589 | 2,149 | 19,075 | 4,792 | 72,253 | 6,406 | 83,451 | 15,129 | 78,842 | 8,555 | 102,526 |
| 2010 | 9,806 | 5,861 | 2,058 | 17,725 | 22,463 | 27,582 | 6,683 | 56,728 | 32,269 | 33,443 | 8,741 | 74,453 |
| 2011 | 10,952 | 7,553 | 1,459 | 19,964 | 5,902 | 54,720 | 2,213 | 62,835 | 16,854 | 62,273 | 3,672 | 82,799 |
| 2012 | 10,693 | 5,737 | 1,506 | 17,936 | 5,807 | 54,613 | 1,811 | 62,231 | 16,500 | 60,350 | 3,317 | 80,167 |
| 2013 | 10,799 | 6,690 | 1,335 | 18,824 | 6,036 | 59,698 | 1,805 | 67,539 | 16,835 | 66,388 | 3,140 | 86,363 |
| 2014 | 11,782 | 6,416 | 1,021 | 19,219 | 4,434 | 57,561 | 2,071 | 64,066 | 16,216 | 63,977 | 3,092 | 83,285 |
| 2015 | 12,237 | 5,976 | 1,054 | 19,267 | 4,277 | 48,839 | 2,089 | 55,205 | 16,514 | 54,815 | 3,143 | 74,472 |
| 2016 | 12,628 | 5,783 | 1,062 | 19,473 | 4,555 | 51,316 | 1,735 | 57,606 | 17,183 | 57,099 | 2,797 | 77,079 |
| 2017 | 11,932 | 5,354 | 1,229 | 18,515 | 4,157 | 45,141 | 1,903 | 51,201 | 16,089 | 50,495 | 3,132 | 69,716 |
| Annual Percentage Change | | | | | | | | | | | | |
| 2008 | (0.1) | (3.4) | 1.6 | (1.4) | 3.7 | 1.6 | 9.7 | 2.5 | 1.2 | 0.8 | 7.2 | 1.5 |
| 2009 | 24.9 | (23.1) | (7.7) | (0.5) | 3.2 | 49.5 | 19.0 | 43.0 | 17.1 | 38.6 | 10.9 | 32.2 |
| 2010 | (5.1) | (11.0) | (4.2) | (7.1) | 368.8 | (61.8) | 4.3 | (32.0) | 113.3 | (57.6) | 2.2 | (27.4) |
| 2011 | 11.7 | 28.9 | (29.1) | 12.6 | (73.7) | 98.4 | (66.9) | 10.8 | (47.8) | 86.2 | (58.0) | 11.2 |
| 2012 | (2.4) | (24.0) | 3.2 | (10.2) | (1.6) | (0.2) | (18.2) | (1.0) | (2.1) | (3.1) | (9.7) | (3.2) |
| 2013 | 1.0 | 16.6 | (11.4) | 5.0 | 3.9 | 9.3 | (0.3) | 8.5 | 2.0 | 10.0 | (5.3) | 7.7 |
| 2014 | 9.1 | (4.1) | (23.5) | 2.1 | (26.5) | (3.6) | 14.7 | (5.1) | (3.7) | (3.6) | (1.5) | (3.6) |
| 2015 | 7.2 | (9.9) | 4.0 | 1.3 | 2.7 | (10.8) | (16.2) | (10.1) | 6.0 | (10.8) | (9.5) | (7.5) |
| 2016 | 3.2 | (3.2) | 0.8 | 1.1 | 6.5 | 5.1 | (16.9) | 4.3 | 4.1 | 4.2 | (11.0) | 3.5 |
| 2017 | (5.5) | (7.4) | 15.7 | (4.9) | (8.7) | (12.0) | 9.7 | (11.1) | (6.4) | (11.6) | 12.0 | (9.6) |

Source: Civil Aviation Authority Botswana

Only two airports experienced an increase in aircraft movements in 2017, namely Selebi Phikwe (25.2 percent) and Kasane (5.9 percent). The other four airports registered a decline in aircraft movements with the highest decrease being in Gantsi (15.9 percent). Gantsi was followed by Maun with 14.2 percent and Sir Seretse Khama International Airport (SSKIA) experienced the least decrease with 8.4 percent. Maun accounted for 55.1 percent of total aircraft movements registered in 2017. This is justifiable as Maun is a tourist destination, and as such receives most of non-scheduled aircrafts. Sir Seretse Khama International Airport (SSKIA) accounted for 22.9 percent of total aircraft movements. The airports that had the least number of movements was Selebi Phikwe and Gantsi with 0.2 percent each of total aircraft movements. See **Table 18, Appendix 3** and **Figure 8** below.

Figure 8: Aircraft Movements (Percent) by Airport, 2017



Note: Others consists of Selibe Phikwe and Gantsi airports.

4.2 Air Passenger Movements

36.

Despite the decline in aircraft movements in 2017, there was an increase of 5.6 percent in air passenger movements as compared to 2016. Both the international and domestic movements recorded an increase of 7.9 and 2.5 percent respectively. SSKIA contributed 52.6 percent of total air passenger traffic, while Maun made the second highest contribution of 30.7 percent. The airport which contributed the least number of air passenger traffic was Gantsi with 0.03 percent. In 2017, three airports namely SSKIA, Kasane and Maun realized an increase in passenger movements, while in the other three airports experienced a decline in passenger movements. SSKIA passenger movements increased by 5.4 percent, Kasane increased by 10.5 percent while Maun went up by 7.0 percent. Francistown passenger movements went down by 9.9 percent, the airport that experienced the most decrease was Gantsi with 49.8 percent. All air passenger traffic types realized an increase in 2017, with international arrivals and departures increasing by 7.2 and 8.6 percent respectively. Domestic air passenger arrivals and departures increased by 2.4 and 2.5 percent respectively. Details on Air Passenger Movements are as shown in [Table 4.2](#), [Figure 9](#), [Figure 10](#) and [Figure 11](#) below as well as [Table 19](#) in [Appendix 3](#).

Figure 9: International and Domestic Air Passenger Movements 2008-2017

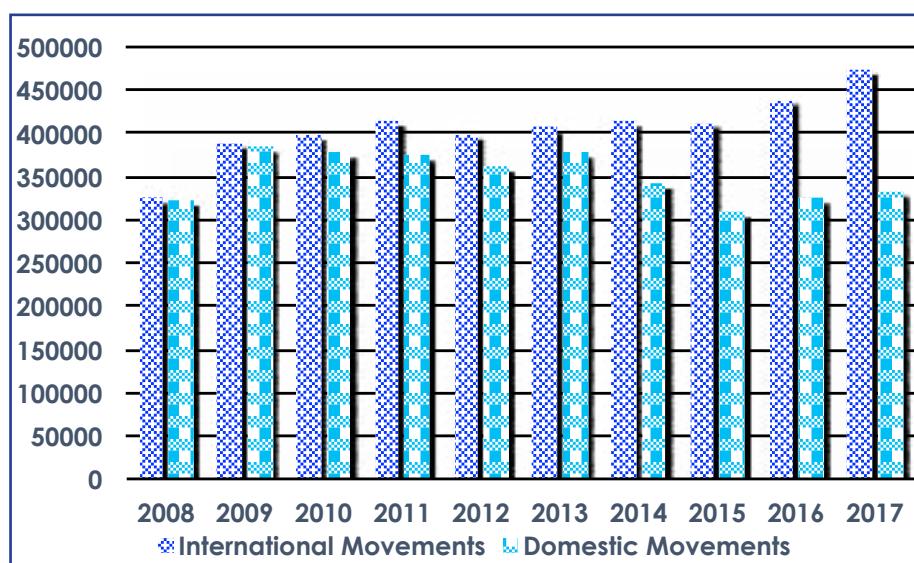


Table 4.2: International and Domestic Air Passenger Traffic, 2008 - 2017

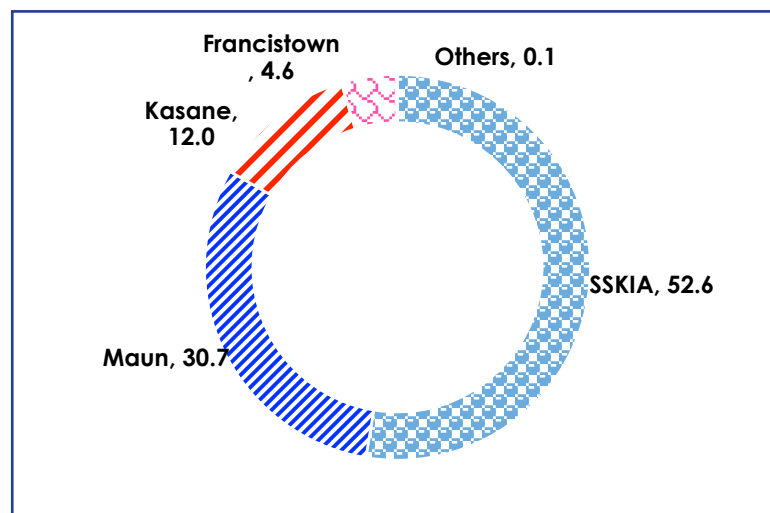
| | International Traffic | | | Domestic Traffic | | | Total International & Domestic Traffic |
|--------------------------|-----------------------|------------|---------|------------------|------------|---------|---|
| | Arrivals | Departures | Total | Arrivals | Departures | Total | |
| Year | Number of Passengers | | | | | | |
| 2008 | 157,398 | 155,695 | 313,093 | 148,833 | 147,424 | 296,257 | 609,350 |
| 2009 | 192,903 | 195,787 | 388,690 | 192,193 | 191,303 | 383,496 | 772,186 |
| 2010 | 197,689 | 199,830 | 397,519 | 189,727 | 187,525 | 377,252 | 774,771 |
| 2011 | 204,693 | 208,867 | 413,560 | 186,978 | 186,917 | 373,895 | 787,455 |
| 2012 | 195,925 | 202,669 | 398,594 | 182,625 | 179,256 | 361,881 | 760,475 |
| 2013 | 199,999 | 206,439 | 406,438 | 190,233 | 186,984 | 377,217 | 783,655 |
| 2014 | 203,707 | 209,718 | 413,425 | 172,306 | 169,990 | 342,296 | 755,721 |
| 2015 | 203,030 | 209,675 | 412,705 | 154,524 | 153,677 | 308,201 | 720,906 |
| 2016 | 215,701 | 223,402 | 439,103 | 164,095 | 160,948 | 325,043 | 764,146 |
| 2017 | 231,323 | 242,553 | 473,876 | 168,043 | 165,040 | 333,083 | 806,959 |
| Annual Percentage Change | | | | | | | |
| 2008 | 1.5 | 0.0 | 0.8 | (1.0) | (0.9) | (1.0) | (0.1) |
| 2009 | 22.6 | 25.8 | 24.1 | 29.1 | 29.8 | 29.4 | 26.7 |
| 2010 | 2.5 | 2.1 | 2.3 | (1.3) | (2.0) | (1.6) | 0.3 |
| 2011 | 3.5 | 4.5 | 4.0 | (1.4) | (0.3) | (0.9) | 1.6 |
| 2012 | (4.3) | (3.0) | (3.6) | (2.3) | (4.1) | (3.2) | (3.4) |
| 2013 | 2.1 | 1.9 | (1.7) | 1.7 | 0.0 | 0.9 | (0.5) |
| 2014 | 1.9 | 1.6 | 1.7 | (9.4) | (9.1) | (9.3) | (3.6) |
| 2015 | (0.3) | -0.0 | (0.2) | (10.3) | (9.6) | (10.0) | (4.6) |
| 2016 | 13.9 | 15.7 | 14.8 | 8.7 | 7.4 | 8.1 | 11.9 |
| 2017 | 7.2 | 8.6 | 7.9 | 2.4 | 2.5 | 2.5 | 5.6 |

Source: Civil Aviation Authority Botswana

Figure 10: Air Passenger Traffic, 2008 - 2017



Figure 11: Air Passenger Movements (Percent) by Airport, 2017



“Others” constitutes S/Phikwe and Ghanzi airports

38.

As is the trend, there were more non-scheduled aircraft movements (72.4 percent), but in passengers, there were more scheduled passenger movements (75.8 percent) than non-scheduled passenger movements.

In 2017, there were 399,396 passenger arrivals and 407,593 departures. Out of those arrivals 75.2 percent were scheduled passenger movements, while non-scheduled passenger movements constituted 23.7 percent of total arrivals. As for passenger departures, 76.4 percent were scheduled while 22.5 percent were non-scheduled. Scheduled and non-scheduled arrivals went up by 6.7 and 6.9 respectively, private arrivals went down by 31.3 percent. In departures, both scheduled and non-scheduled increased by 6.6 and 5.1 percent respectively while private departures decreased by 31.5 percent. (see [Table 20, Appendix 3](#)).

4.3 Air Cargo & Mail Traffic

In 2017, there was a decline of 22.0 percent of air cargo from 583,137 kgs carried in 2016 to 454,909 kgs carried in 2017. Since 2013 air cargo has been declining at an average rate of 14.5 percent per annum. Both international and domestic air cargo went down in 2017, with international air cargo decreasing by 20.3 percent while domestic air cargo declined by 31.4 percent. Some of the reasons for the decline of air cargo is the cancellation and schedule change of flights. Flights operating to and from Botswana do not have flights dedicated to carrying cargo. See [Table 4.3](#) below.

Since 2013 there has not been any mail carried by air. This could be attributed to the the emergence of more cost effective means of communication in recent years. These include, but are not limited to, mobile phones.

Table 4.3: Cargo and Mail Traffic, 2008-2017

| Year | Cargo Traffic (Kgs) | | | Mail Traffic (Kgs) | | |
|--------------------------|---------------------|----------|------------------|--------------------|----------|---------------|
| | International | Domestic | Total | International | Domestic | Total |
| 2008 | 840,318 | 227,521 | 1,067,839 | 26 | 1,429 | 1,455 |
| 2009 | 704,397 | 232,490 | 936,887 | - | 1,683 | 1,683 |
| 2010 | 260,246 | 547,115 | 807,361 | - | 2,878 | 2,878 |
| 2011 | 530,284 | 294,697 | 824,981 | - | 2,664 | 2,664 |
| 2012 | 978,302 | 26,434 | 1,004,736 | - | 519 | 519 |
| 2013 | 697,297 | 238,468 | 935,765 | - | - | - |
| 2014 | 639,343 | 160,607 | 799,950 | - | - | - |
| 2015 | 564,182 | 121,746 | 685,928 | - | - | - |
| 2016 | 496,179 | 86,958 | 583,137 | - | - | - |
| 2017 | 395,299 | 59,610 | 454,909 | - | - | - |
| Annual Percentage Change | | | | | | |
| 2008 | (0.9) | (9.1) | (2.8) | (25.7) | 9.4 | 8.5 |
| 2009 | (16.2) | 2.2 | (12.3) | (100.0) | 17.8 | 15.7 |
| 2010 | (63.1) | 135.3 | (13.8) | - | 71.0 | 71.0 |
| 2011 | 103.8 | (46.1) | 2.2 | - | (7.4) | (7.4) |
| 2012 | 84.5 | (91.0) | 21.8 | - | (80.5) | (80.5) |
| 2013 | (28.7) | 802.1 | (6.9) | - | - | - |
| 2014 | (8.3) | (32.7) | (14.5) | - | - | - |
| 2015 | (11.8) | (24.2) | (14.3) | - | - | - |
| 2016 | (12.1) | (28.6) | (15.0) | - | - | - |
| 2017 | (20.3) | (31.4) | (22.0) | - | - | - |
| Percent of Total | | | | | | |
| 2008 | 78.7 | 21.3 | 100 | 1.8 | 98.2 | 100 |
| 2009 | 75.2 | 24.8 | 100 | - | 100 | 100 |
| 2010 | 32.2 | 67.8 | 100 | - | 100 | 100 |
| 2011 | 64.3 | 35.7 | 100 | - | 100 | 100 |
| 2012 | 97.4 | 2.6 | 100 | - | - | - |
| 2013 | 74.5 | 25.5 | 100 | - | - | - |
| 2014 | 79.9 | 20.1 | 100 | - | - | - |
| 2015 | 82.3 | 17.7 | 100 | - | - | - |
| 2016 | 85.1 | 14.9 | 100 | - | - | - |
| 2017 | 86.9 | 13.1 | 100 | - | - | - |

Source: Air Botswana

5. RAILWAY TRANSPORT

5.1 Rail Passenger Traffic

The passenger train was reinstated in April 2016, hence data for 2016 relates to only three quarters. Passengers transported using rail in 2017 were 134,702, which was a 23.3 percent increase when compared to 2016. Out of the passengers transported using rail in 2017, 11.5 percent used sleeper class, 15.1 percent used business class while 73.4 percent used standard class. In 2017 P15,151 million was generated in the transportation of passengers. See [Table 5.1](#) below.

Table 5.1: Train Passengers By Class and Revenue 2016 - 2017

| | Sleeper Class | Business Class | Standard class | Total Passengers | Revenue ('000 Pula) |
|-----------------|---------------|----------------|----------------|------------------|---------------------|
| 2016 | 3,362 | 20,666 | 85,244 | 109,272 | 10,017 |
| 2017 | 15,493 | 20,388 | 98,821 | 134,702 | 15,151 |
| 2017 Jan | 956 | 1,806 | 9,473 | 12,235 | 1,171 |
| Feb | 622 | 883 | 4,093 | 5,598 | 931 |
| Mar | 568 | 822 | 3,743 | 5,133 | 569 |
| Apr | 1,521 | 2,180 | 9,410 | 13,111 | 1,365 |
| May | 1,411 | 1,624 | 7,318 | 10,353 | 1,242 |
| Jun | 1,242 | 1,403 | 7,688 | 10,333 | 1,153 |
| July | 1,395 | 225 | 9,648 | 11,268 | 1,458 |
| Aug | 1,471 | 1,828 | 8,451 | 11,750 | 1,325 |
| Sept | 1,440 | 2,005 | 9,507 | 12,952 | 1,372 |
| Oct | 1,545 | 1,821 | 9,007 | 12,373 | 1,389 |
| Nov | 1,542 | 1,726 | 7,910 | 11,178 | 1,168 |
| Dec | 1,780 | 4,065 | 12,573 | 18,418 | 2,008 |

Source: Botswana Railways

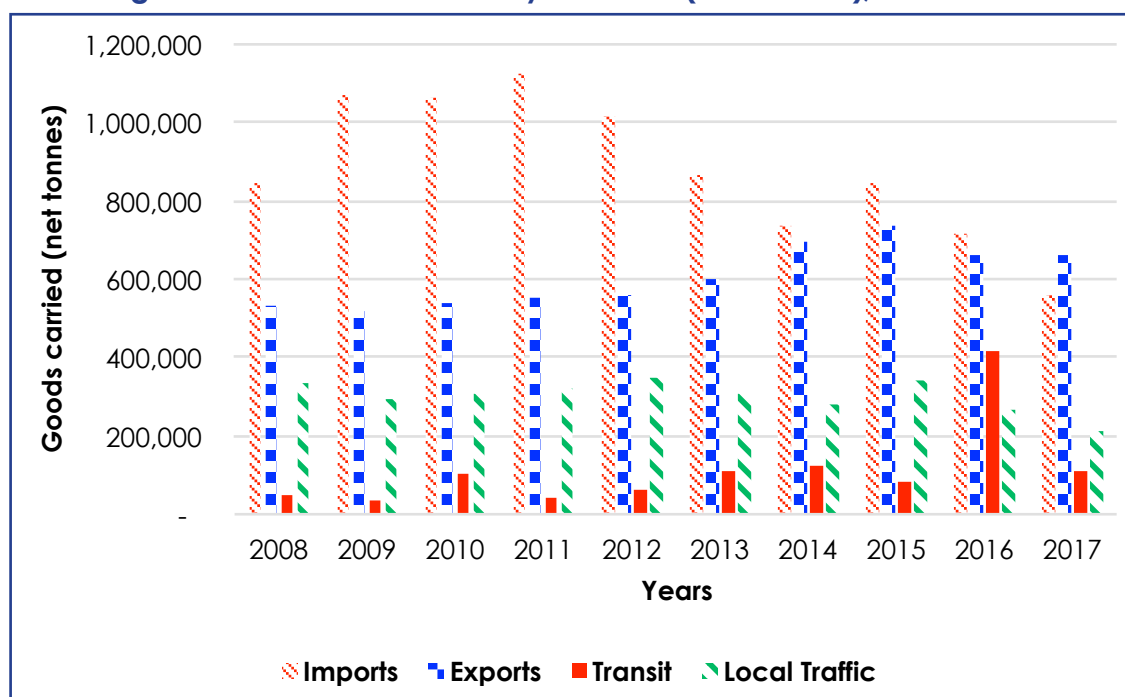
5.2 Rail Goods Traffic

Transportation of goods by rail depends on a lot of factors, some of these being the demand for goods in the market. Rail also faces stiff competition from road transport, as such it sometimes loses its customers to road transport.

The following terms used in Rail Goods Traffic need to be taken into account when going through the associated table ([Table 21](#) in [Appendix 4](#)). Local Traffic refers to goods originating from Botswana and ending in Botswana, Botswana Origin is the sum of goods originating from Botswana (total exports) and Local Traffic. Botswana Total is the sum of total imports and Botswana Origin. Total Traffic is the sum of Botswana total and transit traffic.

In 2017, goods transported through rail declined by 25.0 percent from 2,057,402 net tonnes in 2016 to 1,542,519 net tonnes in 2017. All categories of goods traffic went down except imports from North which increased by 27.1 percent. A significant decrease was realized in transit traffic which went down by 73.0 percent. Total imports declined by 21.8 percent, exports to North decreased by 25.7 percent while local traffic went down by 20.8 percent. See [Table 21](#) in [Appendix 4](#) and [Figure 12](#).

Figure 12: Rail Goods Traffic by Direction (Net Tonnes), 2008-2017



5.3 Revenue From Rail Goods Traffic

In 2017, revenue generated from transportation of goods by rail declined by 10.6 percent from P323 million in 2016 to P289 million. Except for exports, all other categories of goods traffic realized a decline in revenue. Revenue from exports increased by 4.9 percent when compared to 2016. Revenue from rail transported imports declined by 27.7 percent. Revenue generated from Botswana total (the sum of total imports and goods originating from Botswana) decreased by 9.8 percent. The details are as shown in [Table 22, Appendix 4](#).

6. WATER TRANSPORT

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

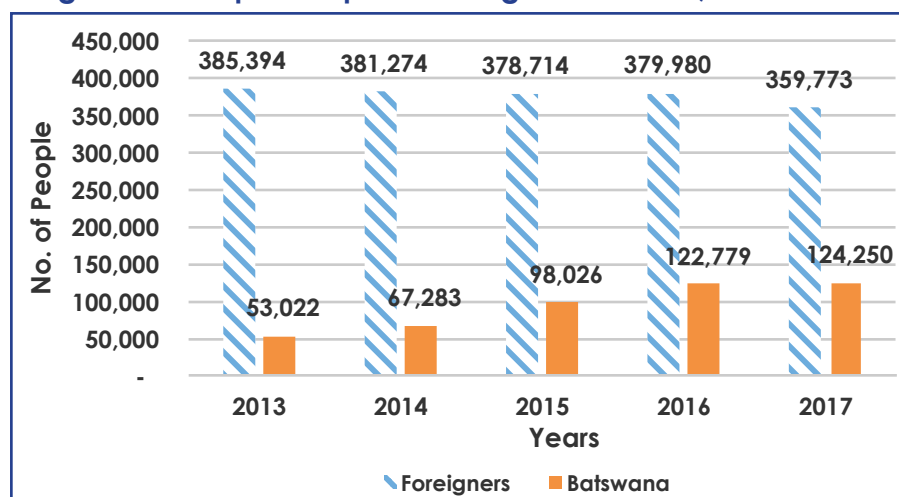
Table 6.2: Kazungula Pontoon Passengers by Nationality, 2013 - 2017

| Year | Foreigners | | | Batswana | | | Grand Total |
|--------------------------|------------|------------|---------|----------|------------|---------|-------------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total | |
| Number | | | | | | | |
| 2013 | 190,823 | 194,571 | 385,394 | 26,629 | 26,393 | 53,022 | 438,416 |
| 2014 | 188,012 | 193,262 | 381,274 | 33,534 | 33,749 | 67,283 | 448,557 |
| 2015 | 185,656 | 193,058 | 378,714 | 48,876 | 49,150 | 98,026 | 476,740 |
| 2016 | 189,196 | 190,784 | 379,980 | 60,846 | 61,933 | 122,779 | 502,759 |
| 2017 | 191,800 | 167,973 | 359,773 | 63,315 | 60,935 | 124,250 | 484,023 |
| Percentage of Total | | | | | | | |
| 2013 | 49.5 | 50.5 | 100 | 50.2 | 49.8 | 100 | |
| 2014 | 49.3 | 50.7 | 100 | 49.8 | 50.2 | 100 | |
| 2015 | 49.0 | 51.0 | 100 | 49.9 | 50.1 | 100 | |
| 2016 | 49.8 | 50.2 | 100 | 49.6 | 50.4 | 100 | |
| 2017 | 53.3 | 46.7 | 100 | 51.0 | 49.0 | 100 | |
| Annual Percentage Change | | | | | | | |
| 2013 | .. | .. | .. | .. | .. | .. | .. |
| 2014 | (1.5) | (0.7) | (1.1) | 25.9 | 27.9 | 26.9 | 2.3 |
| 2015 | (1.3) | (0.1) | (0.7) | 45.8 | 45.6 | 45.7 | 6.3 |
| 2016 | 1.9 | (1.2) | 0.3 | 24.5 | 26.0 | 25.3 | 5.5 |
| 2017 | 1.4 | (12.0) | (5.3) | 4.1 | (1.6) | 1.2 | (3.7) |

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

In 2017, the number of people who used the Kazungula Pontoon to either cross in or out of Botswana was 484,023, which was a decline of 3.7 percent from the number of people who used the Pontoon in 2016. Most of the people who used the Pontoon in 2017 were foreigners (74.3 percent) while 25.7 percent were Botswana citizens. Out of total number of foreigners, 53.3 percent were arrivals into Botswana while 46.72 percent were departing from Botswana. For Batswana 51.0 percent were arrivals while 49.0 percent were departing. This is shown in [Table 6.2](#) and [Figure 13](#).

Figure 13: People transported using the Pontoon, 2013-2017



**Table 6.3: Kazungula Pontoon Transportation
Of Vehicles, 2013 - 2017**

| | Vehicles In | Vehicles Out | Total |
|--------------------------|-------------|--------------|---------------|
| 2013 | 25,911 | 29,247 | 55,158 |
| 2014 | 17,704 | 34,249 | 51,953 |
| 2015 | 26,851 | 46,693 | 73,544 |
| 2016 | 30,260 | 32,908 | 63,168 |
| 2017 | 23,803 | 31,152 | 54,955 |
| Percentage of Total | | | |
| 2013 | 47.0 | 53.0 | 100 |
| 2014 | 34.1 | 65.9 | 100 |
| 2015 | 36.5 | 63.5 | 100 |
| 2016 | 47.9 | 52.1 | 100 |
| 2017 | 43.3 | 56.7 | 100 |
| Annual Percentage Change | | | |
| 2013 | .. | .. | .. |
| 2014 | (31.7) | 17.1 | (5.8) |
| 2015 | 51.7 | 36.3 | 41.6 |
| 2016 | 12.7 | (29.5) | (14.1) |
| 2017 | (21.3) | (5.3) | (13.0) |

Source: Botswana Revenue Services

There were 54,955 vehicles transported using the Pontoon in 2017, which was a 13.0 percent decrease over the 63,138 vehicles transported in 2017. Fifty six point seven (56.7 percent) of these vehicles were leaving the country while 43.3 percent were entering the country. When compared to 2016, the number of vehicles leaving the country declined by 21.3 percent and those entering the country decreased by 5.3 percent. The number of vehicles using the Pontoon mostly decreased in the five years, except in 2014 when they increased. The decline was noted in both vehicles going out of the country and coming in. See **Table 6.3** above.

7. CONTRIBUTION OF THE TRANSPORT SECTOR TO THE ECONOMY

In 2017, the Transport sector contributed 3.5 percent to the Gross Domestic Product at current prices, a 0.1 percentage point increase from the 3.4 percent contributed in 2016. The contribution of transport sector to GDP has been going up and down since 2008. In 2008 contribution of the Transport sector to GDP was 2.9 percent, then it rose until 2010, only to go down in 2011. In 2012 it went up again to 3.7 percent and went down in 2013 and 2014. Contribution of transport sector to GDP went up in 2015, only to go down in 2016. The transport sector that contributed much to GDP was the air sector at 1.5, this was followed by the road sector with 1.2. This maybe to the fact that these two sectors have heavy expenditure on their infrastructure. **Table 7.1, Table 7.2** and **Figure 13** below show these details.

Table 7.1: Contribution of the Transport Sector to GDP by Sector, 2007 - 2016 (P million)

| Year | Road | CTO | Railway | Air | Other | IS | Transport Only | Total | Contribution to GDP (%) |
|------|-------|-----|---------|-------|-------|-----|----------------|----------------|-------------------------|
| 2007 | 763 | 92 | 102 | 501 | 239 | 122 | 1,819 | 67,153 | 2.7 |
| 2008 | 819 | 94 | 128 | 690 | 264 | 150 | 2,145 | 74,721 | 2.9 |
| 2009 | 919 | 100 | 124 | 949 | 288 | 179 | 2,558 | 73,462 | 3.5 |
| 2010 | 840 | 106 | 141 | 1,103 | 323 | 196 | 2,710 | 86,867 | 3.1 |
| 2011 | 1,028 | 111 | 176 | 1,239 | 366 | 216 | 3,137 | 104,980 | 3.0 |
| 2012 | 1,356 | 118 | 198 | 1,681 | 427 | 267 | 4,047 | 109,870 | 3.7 |
| 2013 | 1,494 | 115 | 193 | 1,849 | 470 | 297 | 4,418 | 125,158 | 3.5 |
| 2014 | 1,665 | 117 | 199 | 2,016 | 528 | 322 | 4,846 | 145,868 | 3.3 |
| 2015 | 1,775 | 125 | 220 | 2,169 | 560 | 354 | 5,204 | 145,923 | 3.6 |
| 2016 | 1,996 | 133 | 205 | 2,452 | 606 | 398 | 5,790 | 169,688 | 3.4 |
| 2017 | 2,144 | 139 | 187 | 2,763 | 657 | 438 | 6,329 | 180,113 | 3.5 |

Source: National Accounts, Statistics Botswana

Note: IS refers to the informal sector

Table 7.2: Annual Percentage Contribution of Sub industries to total GDP at current prices, 2007 -2016

| Year | Road | CTO | Railway | Air | Other | Total Transport Only |
|------|------|-----|---------|-----|-------|----------------------|
| 2007 | 1.1 | 0.1 | 0.2 | 0.7 | 0.4 | 2.7 |
| 2008 | 1.1 | 0.1 | 0.2 | 0.9 | 0.4 | 2.9 |
| 2009 | 1.3 | 0.1 | 0.2 | 1.3 | 0.4 | 3.5 |
| 2010 | 1.0 | 0.1 | 0.2 | 1.3 | 0.4 | 3.1 |
| 2011 | 1.0 | 0.1 | 0.2 | 1.2 | 0.3 | 3.0 |
| 2012 | 1.2 | 0.1 | 0.2 | 1.5 | 0.4 | 3.7 |
| 2013 | 1.2 | 0.1 | 0.2 | 1.5 | 0.4 | 3.5 |
| 2014 | 1.1 | 0.1 | 0.1 | 1.4 | 0.4 | 3.3 |
| 2015 | 1.2 | 0.1 | 0.2 | 1.5 | 0.4 | 3.6 |
| 2016 | 1.2 | 0.1 | 0.1 | 1.4 | 0.4 | 3.4 |
| 2017 | 1.2 | 0.1 | 0.1 | 1.5 | 0.4 | 3.5 |

Source: National Accounts, Statistics Botswana

8. Number of Passengers carried by Mode of Transport

In 2017, passengers transported using rail were 134,702, which was a 23.3 percent increase from those passengers transported in 2016. The passenger train was discontinued for some years, only to reintroduced in 2016.

In air transport, passengers carried grew by an average of 2.5 percent annually from 2008 to 2017. A notable growth occurred in 2009 when passengers carried by air increased by 19.5 percent compared to 2008. The bulk of the passengers carried by air were international. The number of passengers carried by air increased by 5.6 percent in 2017 compared to 2016.

Passengers ferried by the Pontoon decreased by 3.7 percent in 2017 compared to 2016. Passengers carried by the Pontoon grew on average by 2.1 percent per annum from 2013 to 2017. See **Table 23** in **Appendix 5**.

APPENDICES

Appendix 1: Motor Vehicle Registrations

Table 1: National Vehicle Stock - Total Registered Vehicles, 2008 - 2017

| Year | Passenger Cars | Vans | Trucks | Buses1 | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------------------|----------------|---------|--------|--------|--------------|----------|----------|----------------|--------|----------------|
| 2008 | 120,783 | 88,547 | 15,324 | 10,889 | 1,109 | 3,371 | 12,296 | 1,892 | 2,287 | 256,498 |
| 2009 | 135,334 | 91,826 | 17,209 | 11,590 | 1,155 | 4,057 | 13,878 | 2,101 | 3,506 | 280,656 |
| 2010 | 177,131 | 100,978 | 22,220 | 14,155 | 1,650 | 5,180 | 17,648 | 2,931 | 2,826 | 344,719 |
| 2011 | 197,293 | 100,459 | 23,413 | 13,875 | 1,716 | 5,708 | 18,605 | 3,119 | 2,967 | 367,155 |
| 2012 | 225,604 | 102,982 | 24,435 | 14,757 | 1,752 | 6,020 | 19,421 | 3,208 | 2,694 | 400,873 |
| 2013 | 239,661 | 103,036 | 24,991 | 15,666 | 1,759 | 6,101 | 19,946 | 3,085 | 2,770 | 417,015 |
| 2014 | 253,222 | 106,565 | 25,412 | 16,616 | 1,807 | 6,478 | 19,567 | 2,845 | 3,238 | 435,750 |
| 2015 | 280,563 | 108,811 | 26,995 | 17,944 | 1,915 | 6,812 | 20,775 | 2,858 | 2,991 | 469,664 |
| 2016 | 303,846 | 111,129 | 29,207 | 19,624 | 2,441 | 6,855 | 21,773 | 2,805 | 2,636 | 500,316 |
| 2017 | 328,572 | 110,125 | 46,729 | 4,541 | 1,914 | 7,152 | 23,242 | 2,842 | 2,784 | 527,901 |
| Annual Percentage Change | | | | | | | | | | |
| 2008 | 15.1 | 6.8 | 19.5 | 8.7 | 14.7 | 18.9 | 8.8 | 3.3 | (6.8) | 11.5 |
| 2009 | 12.0 | 3.7 | 12.3 | 6.4 | 4.1 | 20.4 | 12.9 | 11.0 | 53.3 | 9.4 |
| 2010 | 30.9 | 10.0 | 29.1 | 22.1 | 42.9 | 27.7 | 27.2 | 39.5 | (19.4) | 22.8 |
| 2011 | 11.4 | (0.5) | 5.4 | (2.0) | 4.0 | 10.2 | 5.4 | 6.4 | 5.0 | 6.5 |
| 2012 | 14.3 | 2.5 | 4.4 | 6.4 | 2.1 | 5.5 | 4.4 | 2.9 | (9.2) | 9.2 |
| 2013 | 21.5 | 2.6 | 6.7 | 12.9 | 2.5 | 6.9 | 7.2 | (1.1) | (6.6) | 13.6 |
| 2014 | 5.7 | 3.4 | 1.7 | 6.1 | 2.7 | 6.2 | (1.9) | (7.8) | 16.9 | 4.5 |
| 2015 | 10.8 | 2.1 | 6.2 | 8.0 | 6.0 | 5.2 | 6.2 | 0.5 | (7.6) | 7.8 |
| 2016 | 8.3 | 2.1 | 8.2 | 9.4 | 27.5 | 0.6 | 4.8 | (1.9) | (11.9) | 6.5 |
| 2017 | 8.1 | (0.9) | 60.0 | (76.9) | (21.6) | 4.3 | 6.7 | 1.3 | 5.6 | 5.5 |
| Percent of Total | | | | | | | | | | |
| 2008 | 47.1 | 34.5 | 6.0 | 4.2 | 0.4 | 1.3 | 4.8 | 0.7 | 0.9 | 100 |
| 2009 | 48.2 | 32.7 | 6.1 | 4.1 | 0.4 | 1.4 | 4.9 | 0.7 | 1.2 | 100 |
| 2010 | 51.4 | 29.3 | 6.4 | 4.1 | 0.5 | 1.5 | 5.1 | 0.9 | 0.8 | 100 |
| 2011 | 53.7 | 27.4 | 6.4 | 3.8 | 0.5 | 1.6 | 5.1 | 0.8 | 0.8 | 100 |
| 2012 | 56.3 | 25.7 | 6.1 | 3.7 | 0.4 | 1.5 | 4.8 | 0.8 | 0.7 | 100 |
| 2013 | 57.5 | 24.7 | 6.0 | 3.8 | 0.4 | 1.5 | 4.8 | 0.7 | 0.7 | 100 |
| 2014 | 58.1 | 24.5 | 5.8 | 3.8 | 0.4 | 1.5 | 4.5 | 0.7 | 0.7 | 100 |
| 2015 | 59.7 | 23.2 | 5.7 | 3.8 | 0.4 | 1.5 | 4.4 | 0.6 | 0.6 | 100 |
| 2016 | 60.7 | 22.2 | 5.8 | 3.9 | 0.5 | 1.4 | 4.4 | 0.6 | 0.5 | 100 |
| 2017 | 62.2 | 20.9 | 8.9 | 0.9 | 0.4 | 1.4 | 4.4 | 0.5 | 0.5 | 100 |

Source: Ministry of Transport and Communications

Note: Buses 1 is an addition of Buses and Mini Buses

Table 2: Privately Owned Vehicles - Total Registrations by Year and Type of Vehicle, 2008-2017

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total | Vehicles/1000 Pop |
|--------------------------|----------------|---------|--------|--------------------|--------------|----------|----------|----------------|--------|----------------|-------------------|
| Number | | | | | | | | | | | |
| 2008 | 119,618 | 82,757 | 14,104 | 10,220 | 968 | 3,108 | 11,261 | 1,805 | 1,897 | 245,738 | 140.0 |
| 2009 | 133,295 | 87,231 | 16,210 | 10,976 | 1,042 | 3,794 | 12,843 | 2,000 | 3,496 | 270,887 | 152.5 |
| 2010 | 174,781 | 95,755 | 21,233 | 13,327 | 1,535 | 4,833 | 16,513 | 2,833 | 2,651 | 333,461 | 185.3 |
| 2011 | 196,031 | 94,889 | 22,602 | 13,383 | 1,614 | 5,458 | 17,505 | 3,018 | 2,604 | 357,104 | 176.3 |
| 2012 | 223,084 | 97,745 | 23,588 | 14,206 | 1,632 | 5,715 | 18,309 | 3,285 | 2,251 | 389,815 | 192.5 |
| 2013 | 237,060 | 97,517 | 24,052 | 15,115 | 1,627 | 5,796 | 18,823 | 2,977 | 2,188 | 405,155 | 192.3 |
| 2014 | 250,788 | 101,360 | 24,900 | 16,065 | 1,653 | 6,185 | 19,546 | 2,747 | 2,282 | 425,526 | 198.2 |
| 2015 | 277,730 | 102,265 | 26,110 | 17,343 | 1,741 | 6,421 | 20,710 | 2,733 | 2,354 | 457,407 | 209.1 |
| 2016 | 300,884 | 103,925 | 28,208 | 18,841 | 2,250 | 6,564 | 21,762 | 2,701 | 2,388 | 487,523 | 220.3 |
| 2017 | 325,745 | 103,000 | 45,798 | 3,919 | 1,737 | 6,769 | 23,141 | 2,723 | 2,538 | 515,370 | 227.6 |
| Percent of Total | | | | | | | | | | | |
| 2008 | 48.7 | 33.7 | 5.7 | 4.2 | 0.4 | 1.3 | 4.6 | 0.7 | 0.8 | 100 | |
| 2009 | 49.2 | 32.2 | 6.0 | 4.1 | 0.4 | 1.4 | 4.7 | 0.7 | 1.3 | 100 | |
| 2010 | 52.4 | 28.7 | 6.4 | 4.0 | 0.5 | 1.4 | 5.0 | 0.8 | 0.8 | 100 | |
| 2011 | 54.9 | 26.6 | 6.3 | 3.7 | 0.5 | 1.5 | 4.9 | 0.8 | 0.7 | 100 | |
| 2012 | 57.2 | 25.1 | 6.1 | 3.6 | 0.4 | 1.5 | 4.7 | 0.8 | 0.6 | 100 | |
| 2013 | 58.5 | 24.1 | 5.9 | 3.7 | 0.4 | 1.4 | 4.6 | 0.7 | 0.5 | 100 | |
| 2014 | 58.9 | 23.8 | 5.9 | 3.8 | 0.4 | 1.5 | 4.6 | 0.6 | 0.5 | 100 | |
| 2015 | 60.7 | 22.4 | 5.7 | 3.8 | 0.4 | 1.4 | 4.5 | 0.6 | 0.5 | 100 | |
| 2016 | 61.7 | 21.3 | 5.8 | 3.9 | 0.5 | 1.3 | 4.5 | 0.6 | 0.5 | 100 | |
| 2017 | 63.2 | 20.0 | 8.9 | 0.8 | 0.3 | 1.3 | 4.5 | 0.5 | 0.5 | 100 | |
| Annual Percentage Change | | | | | | | | | | | |
| 2008 | 15.0 | 6.6 | 22.3 | 7.3 | 22.8 | 21.9 | 10.9 | 15.1 | 15.2 | 12.0 | |
| 2009 | 11.4 | 5.4 | 14.9 | 7.4 | 7.6 | 22.1 | 14.0 | 10.8 | 84.3 | 10.2 | |
| 2010 | 31.1 | 9.8 | 31.0 | 21.4 | 47.3 | 27.4 | 28.6 | 41.7 | (24.2) | 23.1 | |
| 2011 | 12.2 | (0.9) | 6.4 | 0.4 | 5.1 | 12.9 | 6.0 | 6.5 | (1.8) | 7.1 | |
| 2012 | 13.8 | 3.0 | 4.4 | 6.1 | 1.1 | 4.7 | 4.6 | 8.8 | (13.6) | 9.2 | |
| 2013 | 6.3 | (0.2) | 2.0 | 6.4 | (0.3) | 1.4 | 2.8 | (9.4) | (2.8) | 3.9 | |
| 2014 | 5.8 | 3.9 | 3.5 | 6.3 | 1.6 | 6.7 | 3.8 | (7.7) | 4.3 | 5.0 | |
| 2015 | 10.7 | 0.9 | 4.9 | 8.0 | 5.3 | 3.8 | 6.0 | (0.5) | 3.2 | 7.5 | |
| 2016 | 8.3 | 1.6 | 8.0 | 8.6 | 29.2 | 2.2 | 5.1 | (1.2) | 1.4 | 6.6 | |
| 2017 | 8.3 | (0.9) | 62.4 | (79.2) | (22.8) | 3.1 | 6.3 | 0.8 | 6.3 | 5.7 | |

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

Table 3: Privately Owned Vehicles – First Registrations by Type of Vehicle and Year, 2008-2017

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/ Horses | Others | Total |
|--------------------------|----------------|--------|--------|--------------------|--------------|----------|----------|--------------------|--------|---------------|
| Number | | | | | | | | | | |
| 2008 | 20,037 | 5,912 | 3,031 | 1,031 | 255 | 430 | 1,792 | 392 | 533 | 33,413 |
| 2009 | 19,354 | 5,831 | 2,970 | 1,136 | 241 | 801 | 2,029 | 396 | 567 | 33,325 |
| 2010 | 20,972 | 4,040 | 2,581 | 1,084 | 249 | 671 | 1,825 | 259 | 248 | 31,929 |
| 2011 | 25,204 | 3,426 | 2,723 | 1,058 | 241 | 825 | 1,894 | 434 | 239 | 36,044 |
| 2012 | 31,471 | 4,160 | 2,499 | 1,313 | 219 | 771 | 1,799 | 392 | 202 | 42,826 |
| 2013 | 31,206 | 3,675 | 2,262 | 1,419 | 229 | 688 | 1,688 | 260 | 192 | 41,619 |
| 2014 | 29,319 | 4,963 | 2,149 | 1,600 | 234 | 852 | 1,786 | 234 | 276 | 41,413 |
| 2015 | 34,372 | 4,380 | 2,183 | 1,692 | 246 | 764 | 1,937 | 218 | 253 | 46,045 |
| 2016 | 37,562 | 4,654 | 2,611 | 2,160 | 213 | 718 | 2,042 | 176 | 288 | 50,424 |
| 2017 | 40,847 | 3,667 | 2,895 | 2,134 | 174 | 803 | 2,125 | 241 | 316 | 53,202 |
| Percent of Total | | | | | | | | | | |
| 2008 | 60.0 | 17.7 | 9.1 | 3.1 | 0.8 | 1.3 | 5.4 | 1.2 | 1.6 | 100 |
| 2009 | 58.1 | 17.5 | 8.9 | 3.4 | 0.7 | 2.4 | 6.1 | 1.2 | 1.7 | 100 |
| 2010 | 65.7 | 12.7 | 8.1 | 3.4 | 0.8 | 2.1 | 5.7 | 0.8 | 0.8 | 100 |
| 2011 | 69.9 | 9.5 | 7.6 | 2.9 | 0.7 | 2.3 | 5.3 | 1.2 | 0.7 | 100 |
| 2012 | 73.5 | 9.7 | 5.8 | 3.1 | 0.5 | 1.8 | 4.2 | 0.9 | 0.5 | 100 |
| 2013 | 75.0 | 8.8 | 5.4 | 3.4 | 0.6 | 1.7 | 4.1 | 0.6 | 0.5 | 100 |
| 2014 | 70.8 | 12.0 | 5.2 | 3.9 | 0.6 | 2.1 | 4.3 | 0.6 | 0.7 | 100 |
| 2015 | 74.6 | 9.5 | 4.7 | 3.7 | 0.5 | 1.7 | 4.2 | 0.5 | 0.5 | 100 |
| 2016 | 74.5 | 9.2 | 5.2 | 4.3 | 0.4 | 1.4 | 4.0 | 0.3 | 0.6 | 100 |
| 2017 | 76.8 | 6.9 | 5.4 | 4.0 | 0.3 | 1.5 | 4.0 | 0.5 | 0.6 | 100 |
| Annual Percentage Change | | | | | | | | | | |
| 2008 | 21.2 | 50.2 | 42.9 | (31.5) | 55.5 | 90.3 | 23.0 | 20.2 | 2.1 | 29.1 |
| 2009 | (3) | (1) | (2.0) | (10.2) | (5.5) | 86.3 | 13.2 | 1.0 | 0.3 | (0.3) |
| 2010 | 8.4 | (30.7) | (13.1) | 4.6 | 3.3 | (16.2) | (10.1) | (34.6) | (3.2) | (4.2) |
| 2011 | 20.2 | (15.2) | 5.5 | 2.4 | -3.2 | 23.0 | 3.8 | 67.6 | (0.1) | 12.9 |
| 2012 | 24.9 | 21.4 | (8.2) | (24.1) | (9.1) | (6.5) | (5.0) | (9.7) | (0.4) | 18.8 |
| 2013 | (0.8) | (11.7) | (9.5) | (8.1) | 4.6 | (10.8) | (6.2) | (33.7) | (0.1) | (2.8) |
| 2014 | (6.0) | 35.0 | (5.0) | (12.8) | 2.2 | 23.8 | 5.8 | -10.0 | 0.8 | (0.5) |
| 2015 | 17.2 | (11.7) | 1.6 | 5.8 | 5.1 | (10.3) | 8.5 | (6.8) | (8.3) | 11.2 |
| 2016 | 9.3 | 6.3 | 19.6 | 27.7 | (13.4) | (6.0) | 5.4 | (19.3) | 13.8 | 9.5 |
| 2017 | 8.7 | (21.2) | 10.9 | (1.2) | (18.3) | 11.8 | 4.1 | 36.9 | 9.7 | 5.5 |

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

Table 4: Privately Owned Vehicles: First Registrations by Type of Vehicle and Registration Station, 2017

| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|--------------|--------------|--------------|------------|--------------|------------|--------------|----------------|------------|---------------|
| Bobonong | 1 | 6 | 2 | - | - | 1 | 4 | 10 | - | - | 24 |
| Francistown | 3,878 | 427 | 254 | 147 | 18 | 2 | 38 | 217 | 7 | 10 | 4,998 |
| Gaborone | 22,180 | 1,931 | 1,582 | 1,083 | 85 | 96 | 369 | 1,007 | 157 | 145 | 28,635 |
| Ghanzi | 172 | 28 | 17 | 2 | 1 | 1 | 15 | 24 | 2 | 12 | 274 |
| Gumare | 10 | - | 1 | - | - | 1 | 1 | - | - | - | 13 |
| Hukuntsi | - | 1 | - | - | - | - | - | - | - | - | 1 |
| Jwaneng | 250 | 26 | 18 | 32 | 3 | - | 27 | 42 | 1 | 4 | 403 |
| Kang | 9 | 2 | 1 | - | - | - | 3 | 3 | - | - | 18 |
| Kanye | 176 | 7 | 17 | 11 | - | - | 31 | 7 | 2 | 1 | 252 |
| Kasane | 58 | 8 | 2 | 1 | - | 1 | 9 | 31 | - | 5 | 115 |
| Letlhakane | 185 | 11 | 12 | 8 | - | - | 10 | 18 | 3 | 4 | 251 |
| Lobatse | 1,553 | 80 | 156 | 111 | 5 | 5 | 70 | 109 | 47 | 12 | 2,148 |
| Mahalapye | 352 | 113 | 21 | 16 | 1 | 2 | 19 | 34 | - | - | 558 |
| Masunga | 3 | - | 1 | - | - | - | 2 | 6 | - | - | 12 |
| Maun | 889 | 320 | 63 | 33 | 2 | 5 | 10 | 127 | 3 | 11 | 1,463 |
| Mochudi | 325 | 15 | 31 | 18 | 2 | 5 | 27 | 42 | 3 | 61 | 529 |
| Mogoditsane | 7,360 | 45 | 426 | 376 | 3 | 6 | 17 | 89 | 4 | - | 8,326 |
| Molepolole | 782 | 13 | 139 | 62 | 2 | 1 | 41 | 60 | - | 1 | 1,101 |
| Palapye | 583 | 26 | 32 | 20 | 3 | 1 | 20 | 114 | 1 | 2 | 802 |
| Ramotswa | 1,054 | 300 | 50 | 39 | 2 | 47 | 31 | 31 | 6 | 41 | 1,601 |
| S/Phikwe | 599 | 125 | 50 | 30 | - | - | 33 | 99 | 3 | 4 | 943 |
| Serowe | 359 | 176 | 12 | 15 | 1 | - | 16 | 35 | 2 | 1 | 617 |
| Shakawe | 7 | 1 | 1 | 1 | - | - | - | - | - | 1 | 11 |
| Sowa | 2 | 1 | 2 | 1 | - | - | 1 | 5 | - | - | 12 |
| Tsabong | 42 | 5 | 1 | - | - | - | 3 | 11 | - | 1 | 63 |
| Tutume | 18 | 1 | 3 | - | - | - | 6 | 4 | - | - | 32 |
| Total | 40,847 | 3,668 | 2,894 | 2,006 | 128 | 174 | 803 | 2,125 | 241 | 316 | 53,202 |

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

Table 4a: Privately Owned Vehicles: First Registrations (Percent) by Type of Vehicle and Registration Station, 2017

| Station | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|------------|------------|------------|------------|--------------|------------|------------|----------------|------------|------------|
| Bobonong | 4.2 | 25.0 | 8.3 | - | - | 4.2 | 16.7 | 41.7 | - | - | 100 |
| Francistown | 77.6 | 8.5 | 5.1 | 2.9 | 0.4 | 0.0 | 0.8 | 4.3 | 0.1 | 0.2 | 100 |
| Gaborone | 77.5 | 6.7 | 5.5 | 3.8 | 0.3 | 0.3 | 1.3 | 3.5 | 0.5 | 0.5 | 100 |
| Ghanzi | 62.8 | 10.2 | 6.2 | 0.7 | 0.4 | 0.4 | 5.5 | 8.8 | 0.7 | 4.4 | 100 |
| Gumare | 76.9 | - | 7.7 | - | - | 7.7 | 7.7 | - | - | - | 100 |
| Jwaneng | 62.0 | 6.5 | 4.5 | 7.9 | 0.7 | - | 6.7 | 10.4 | 0.2 | 1.0 | 100 |
| Kanye | 69.8 | 2.8 | 6.7 | 4.4 | - | - | 12.3 | 2.8 | 0.8 | 0.4 | 100 |
| Kasane | 50.4 | 7.0 | 1.7 | 0.9 | - | 0.9 | 7.8 | 27.0 | - | 4.3 | 100 |
| Kang | 50.0 | 11.1 | 5.6 | - | - | - | 16.7 | 16.7 | - | - | 100 |
| Letlhakane | 73.7 | 4.4 | 4.8 | 3.2 | - | - | 4.0 | 7.2 | 1.2 | 1.6 | 100 |
| Lobatse | 72.3 | 3.7 | 7.3 | 5.2 | 0.2 | 0.2 | 3.3 | 5.1 | 2.2 | 0.6 | 100 |
| Mahalapye | 63.1 | 20.3 | 3.8 | 2.9 | 0.2 | 0.4 | 3.4 | 6.1 | - | - | 100 |
| Masunga | 25.0 | - | 8.3 | - | - | - | 16.7 | 50.0 | - | - | 100 |
| Maun | 60.8 | 21.9 | 4.3 | 2.3 | 0.1 | 0.3 | 0.7 | 8.7 | 0.2 | 0.8 | 100 |
| Mochudi | 61.4 | 2.8 | 5.9 | 3.4 | 0.4 | 0.9 | 5.1 | 7.9 | 0.6 | 11.5 | 100 |
| Mogoditsane | 88.4 | 0.5 | 5.1 | 4.5 | 0.0 | 0.1 | 0.2 | 1.1 | 0.0 | - | 100 |
| Molepolole | 71.0 | 1.2 | 12.6 | 5.6 | 0.2 | 0.1 | 3.7 | 5.4 | - | 0.1 | 100 |
| Palapye | 72.7 | 3.2 | 4.0 | 2.5 | 0.4 | 0.1 | 2.5 | 14.2 | 0.1 | 0.2 | 100 |
| Ramotswa | 65.8 | 18.7 | 3.1 | 2.4 | 0.1 | 2.9 | 1.9 | 1.9 | 0.4 | 2.6 | 100 |
| S/Phikwe | 63.5 | 13.3 | 5.3 | 3.2 | - | - | 3.5 | 10.5 | 0.3 | 0.4 | 100 |
| Serowe | 58.2 | 28.5 | 1.9 | 2.4 | 0.2 | - | 2.6 | 5.7 | 0.3 | 0.2 | 100 |
| Sowa | 16.7 | 8.3 | 16.7 | 8.3 | - | - | 8.3 | 41.7 | - | - | 100 |
| Shakawe | 63.6 | 9.1 | 9.1 | 9.1 | - | - | - | - | - | 9.1 | 100 |
| Tsabong | 66.7 | 7.9 | 1.6 | - | - | - | 4.8 | 17.5 | - | 1.6 | 100 |
| Tutume | 56.3 | 3.1 | 9.4 | - | - | - | 18.8 | 12.5 | - | - | 100 |
| Total | 76.8 | 6.9 | 5.4 | 3.8 | 0.2 | 0.3 | 1.5 | 4.0 | 0.5 | 0.6 | 100 |

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

Table 5: Privately Owned Vehicles: First Registrations by Type of Vehicle and Month of Registration, 2017

| Month | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycle | Tractors | Trailers | Horses/Tankers | Other | Total |
|--------------|----------------|------------|------------|------------|-----------|-------------|------------|------------|----------------|-----------|---------------|
| Number | | | | | | | | | | | |
| January | 1,770 | 270 | 151 | 139 | 11 | 5 | 53 | 152 | 6 | 15 | 2,572 |
| February | 2,854 | 320 | 220 | 138 | 6 | 18 | 53 | 107 | 17 | 19 | 3,752 |
| March | 3,490 | 350 | 252 | 171 | 13 | 4 | 42 | 182 | 25 | 23 | 4,552 |
| Total | 8,114 | 940 | 623 | 448 | 30 | 27 | 148 | 441 | 48 | 57 | 10,876 |
| Apr | 2,878 | 312 | 212 | 155 | 10 | 9 | 40 | 152 | 35 | 30 | 3,833 |
| May | 3,390 | 319 | 207 | 167 | 10 | 12 | 39 | 161 | 20 | 25 | 4,350 |
| Jun | 3,910 | 329 | 287 | 152 | 9 | 16 | 43 | 199 | 23 | 29 | 4,997 |
| Total | 10,178 | 960 | 706 | 474 | 29 | 37 | 122 | 512 | 78 | 84 | 13,180 |
| July | 3,188 | 220 | 263 | 153 | 9 | 25 | 30 | 173 | 17 | 28 | 4,106 |
| August | 4,112 | 324 | 285 | 204 | 10 | 25 | 69 | 192 | 20 | 39 | 5,280 |
| September | 3,697 | 305 | 260 | 180 | 10 | 8 | 65 | 183 | 23 | 22 | 4,753 |
| Total | 10,997 | 849 | 808 | 537 | 29 | 58 | 164 | 548 | 60 | 89 | 14,139 |
| October | 3,459 | 253 | 244 | 194 | 7 | 7 | 109 | 167 | 24 | 33 | 4,497 |
| November | 3,811 | 339 | 284 | 189 | 13 | 38 | 158 | 243 | 13 | 32 | 5,120 |
| December | 4,288 | 326 | 230 | 163 | 21 | 7 | 102 | 214 | 18 | 21 | 5,390 |
| Total | 11,558 | 918 | 758 | 546 | 41 | 52 | 369 | 624 | 55 | 86 | 15,007 |

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

Table 5a: Privately Owned Vehicles: First Registrations (Percent) by Type of Vehicle and Month of Registration, 2016 to 2017

| Month | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|------------|------------|------------|------------|--------------|------------|------------|----------------|------------|------------|
| January | 68.8 | 10.5 | 5.9 | 5.4 | 0.4 | 0.2 | 2.1 | 5.9 | 0.2 | 0.6 | 100 |
| February | 76.1 | 8.5 | 5.9 | 3.7 | 0.2 | 0.5 | 1.4 | 2.9 | 0.5 | 0.5 | 100 |
| March | 76.7 | 7.7 | 5.5 | 3.8 | 0.3 | 0.1 | 0.9 | 4.0 | 0.5 | 0.5 | 100 |
| April | 75.1 | 8.1 | 5.5 | 4.0 | 0.3 | 0.2 | 1.0 | 4.0 | 0.9 | 0.8 | 100 |
| May | 77.9 | 7.3 | 4.8 | 3.8 | 0.2 | 0.3 | 0.9 | 3.7 | 0.5 | 0.6 | 100 |
| June | 78.2 | 6.6 | 5.7 | 3.0 | 0.2 | 0.3 | 0.9 | 4.0 | 0.5 | 0.6 | 100 |
| July | 77.6 | 5.4 | 6.4 | 3.7 | 0.2 | 0.6 | 0.7 | 4.2 | 0.4 | 0.7 | 100 |
| August | 77.9 | 6.1 | 5.4 | 3.9 | 0.2 | 0.5 | 1.3 | 3.6 | 0.4 | 0.7 | 100 |
| September | 77.8 | 6.4 | 5.5 | 3.8 | 0.2 | 0.2 | 1.4 | 3.9 | 0.5 | 0.5 | 100 |
| October | 76.9 | 5.6 | 5.4 | 4.3 | 0.2 | 0.2 | 2.4 | 3.7 | 0.5 | 0.7 | 100 |
| November | 74.4 | 6.6 | 5.5 | 3.7 | 0.3 | 0.7 | 3.1 | 4.7 | 0.3 | 0.6 | 100 |
| December | 79.6 | 6.0 | 4.3 | 3.0 | 0.4 | 0.1 | 1.9 | 4.0 | 0.3 | 0.4 | 100 |
| Total | 77.0 | 6.1 | 5.1 | 3.6 | 0.3 | 0.3 | 2.5 | 4.2 | 0.4 | 0.6 | 100 |

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

Table 6: Privately Owned Vehicles: First Registrations by Type and Make of Vehicle, 2017

| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|-----------------|----------------|--------------|--------------|--------------|------------|--------------|------------|--------------|----------------|------------|---------------|
| Audi | 783 | - | - | - | - | - | - | - | - | - | 783 |
| BMW | 2,692 | - | - | - | - | 3 | - | - | - | - | 2,695 |
| Chevro | 100 | 183 | - | - | - | - | - | - | - | - | 283 |
| Chrysler | 8 | - | - | - | - | - | - | - | - | - | 8 |
| Daewoo | - | - | - | - | - | - | - | - | - | - | - |
| Dodge | 26 | 1 | 1 | 2 | - | - | - | - | - | - | 30 |
| Ford | 202 | 385 | 1 | 6 | 2 | - | 110 | - | - | - | 706 |
| Hino | - | - | 149 | 1 | 10 | 12 | - | 1 | - | - | 173 |
| Home-made | - | - | - | - | - | - | - | 875 | - | - | 875 |
| Honda | 7,273 | - | 5 | - | - | 30 | - | - | - | - | 7,308 |
| Hyundai | 304 | 2 | 4 | 5 | - | - | - | - | - | - | 315 |
| Isuzu | 9 | 321 | 84 | 3 | 3 | - | - | - | - | - | 420 |
| Iveco | - | 2 | 10 | 6 | 11 | - | - | - | - | 2 | 31 |
| Jeep | 195 | - | - | - | - | - | - | - | - | - | 195 |
| Kia | 97 | 3 | 24 | 1 | - | - | - | - | - | - | 125 |
| Land Rover | 170 | 25 | - | - | - | - | - | - | - | - | 195 |
| Mahindra | 2 | 4 | - | - | - | - | - | - | - | - | 6 |
| MAN | - | - | 62 | - | 8 | - | - | - | 16 | - | 86 |
| Massey Ferguson | - | - | - | - | - | - | 358 | - | - | - | 358 |
| Mazda | 3,515 | 28 | 265 | 153 | - | - | - | - | - | - | 3,961 |
| M/Benz | 1,632 | 25 | 96 | 37 | 40 | - | - | 1 | 26 | 8 | 1,865 |
| Mitsubishi | 240 | 23 | 96 | 24 | 3 | - | - | - | - | 6 | 392 |
| Nissan | 1,257 | 806 | 547 | 380 | 6 | - | 1 | - | 7 | 1 | 3,005 |
| Opel | 382 | 3 | - | - | - | - | - | - | - | - | 385 |
| Peugeot | 18 | 2 | - | - | - | - | - | - | - | - | 20 |
| Renault | 23 | - | 6 | - | - | - | - | - | - | - | 29 |
| Scania | - | - | 60 | - | 14 | - | 1 | 1 | 89 | - | 165 |
| Subaru | 94 | 1 | - | - | - | - | - | - | - | - | 95 |
| Tata | 9 | 4 | 52 | 2 | 4 | - | 1 | - | 2 | - | 74 |
| Toyota | 14,104 | 1,756 | 1,157 | 1,366 | 14 | - | - | - | - | 10 | 18,407 |
| VW | 3,517 | 48 | - | 14 | 4 | - | - | - | 14 | - | 3,597 |
| Volvo | 329 | - | 62 | - | 4 | - | 1 | - | 41 | 6 | 443 |
| Yamaha | - | - | - | - | - | 49 | - | - | - | - | 49 |
| Other | 3,866 | 45 | 214 | 5 | 6 | 80 | 331 | 1,247 | 46 | 283 | 6,123 |
| Total | 40,847 | 3,667 | 2,895 | 2,005 | 129 | 174 | 803 | 2,125 | 241 | 316 | 53,202 |

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

Table 6a: Privately Owned Vehicles: First Registrations (Percent) by Type and Make of Vehicle 2017

| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|------------|------------|------------|------------|--------------|------------|-------------|----------------|------------|------------|
| Audi | 100.0 | - | - | - | - | - | - | - | - | - | 100 |
| BMW | 99.9 | - | - | - | - | 0.1 | - | - | - | - | 100 |
| Chevro | 35.3 | 64.7 | - | - | - | - | - | - | - | - | 100 |
| Chrysler | 100.0 | - | - | - | - | - | - | - | - | - | 100 |
| Daewoo | - | - | - | - | - | - | - | - | - | - | - |
| Dodge | 86.7 | 3.3 | 3.3 | 6.7 | - | - | - | - | - | - | 100 |
| Ford | 28.6 | 54.5 | 0.1 | 0.8 | 0.3 | - | 15.6 | - | - | - | 100 |
| Hino | - | - | 86.1 | 0.6 | 5.8 | 6.9 | - | 0.6 | - | - | 100 |
| Home-made | - | - | - | - | - | - | - | 100.0 | - | - | 100 |
| Honda | 99.5 | - | 0.1 | - | - | 0.4 | - | - | - | - | 100 |
| Hyundai | 96.5 | 0.6 | 1.3 | 1.6 | - | - | - | - | - | - | 100 |
| Isuzu | 2.1 | 76.4 | 20.0 | 0.7 | 0.7 | - | - | - | - | - | 100 |
| Iveco | - | 6.5 | 32.3 | 19.4 | 35.5 | - | - | - | - | 6.5 | 100 |
| Jeep | 100.0 | - | - | - | - | - | - | - | - | - | 100 |
| Kia | 77.6 | 2.4 | 19.2 | 0.8 | - | - | - | - | - | - | 100 |
| Land Rover | 87.2 | 12.8 | - | - | - | - | - | - | - | - | 100 |
| Mahindra | 33.3 | 66.7 | - | - | - | - | - | - | - | - | 100 |
| MAN | - | - | 72.1 | - | 9.3 | - | - | - | 18.6 | - | 100 |
| Massey Ferg | - | - | - | - | - | - | 100.0 | - | - | - | 100 |
| Mazda | 88.7 | 0.7 | 6.7 | 3.9 | - | - | - | - | - | - | 100 |
| M/Benz | 87.5 | 1.3 | 5.1 | 2.0 | 2.1 | - | - | 0.1 | 1.4 | 0.4 | 100 |
| Mitsubishi | 61.2 | 5.9 | 24.5 | 6.1 | 0.8 | - | - | - | - | 1.5 | 100 |
| Nissan | 41.8 | 26.8 | 18.2 | 12.6 | 0.2 | - | 0.0 | - | 0.2 | 0.0 | 100 |
| Opel | 99.2 | 0.8 | - | - | - | - | - | - | - | - | 100 |
| Peugeot | 90.0 | 10.0 | - | - | - | - | - | - | - | - | 100 |
| Renault | 79.3 | - | 20.7 | - | - | - | - | - | - | - | 100 |
| Scania | - | - | 36.4 | - | 8.5 | - | 0.6 | 0.6 | 53.9 | - | 100 |
| Subaru | 98.9 | 1.1 | - | - | - | - | - | - | - | - | 100 |
| Toyota | 12.2 | 5.4 | 70.3 | 2.7 | 5.4 | - | 1.4 | - | 2.7 | - | 100 |
| VW | 76.6 | 9.5 | 6.3 | 7.4 | 0.1 | - | - | - | - | 0.1 | 100 |
| Volvo | 97.8 | 1.3 | - | 0.4 | 0.1 | - | - | - | 0.4 | - | 100 |
| Yamaha | 74.3 | - | 14.0 | - | 0.9 | - | 0.2 | - | 9.3 | 1.4 | 100 |
| Other | - | - | - | - | - | 100.0 | - | - | - | - | 100 |
| Total | 63.1 | 0.7 | 3.5 | 0.1 | 0.1 | 1.3 | 5.4 | 20.4 | 0.8 | 4.6 | 100 |

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

Table 7: Privately Owned Vehicles- Renewals by Year and Type of Vehicle, 2008 - 2017

| Year | Passenger Cars | Vans | Trucks | Buses ¹ | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------------------|----------------|--------|--------|--------------------|--------------|----------|----------|----------------|--------|----------------|
| Number | | | | | | | | | | |
| 2008 | 99,581 | 76,845 | 11,073 | 9,189 | 703 | 2,678 | 9,469 | 1,413 | 1,364 | 212,325 |
| 2009 | 113,941 | 81,400 | 13,240 | 9,840 | 801 | 2,993 | 10,814 | 1,604 | 2,902 | 237,535 |
| 2010 | 153,989 | 91,715 | 18,652 | 12,243 | 1,286 | 4,162 | 14,688 | 2,464 | 2,303 | 301,502 |
| 2011 | 153,931 | 91,947 | 18,479 | 12,266 | 1,071 | 4,668 | 14,663 | 2,475 | 2,302 | 301,802 |
| 2012 | 191,653 | 93,531 | 21,104 | 12,893 | 1,413 | 4,944 | 16,510 | 2,714 | 2,227 | 346,989 |
| 2013 | 205,854 | 93,842 | 21,790 | 13,696 | 1,398 | 5,108 | 17,135 | 2,717 | 1,996 | 363,536 |
| 2014 | 221,469 | 96,397 | 22,751 | 14,465 | 1,419 | 5,333 | 17,760 | 2,513 | 2,006 | 384,113 |
| 2015 | 243,358 | 97,885 | 23,927 | 15,651 | 1,495 | 5,657 | 18,773 | 2,515 | 2,101 | 411,362 |
| 2016 | 263,322 | 99,271 | 25,597 | 17,122 | 1,596 | 5,846 | 19,720 | 2,525 | 2,100 | 437,099 |
| 2017 | 284,898 | 99,333 | 26,955 | 17,733 | 1,563 | 5,966 | 21,016 | 2,482 | 2,222 | 462,168 |
| Percent of Total | | | | | | | | | | |
| 2008 | 46.9 | 36.2 | 5.2 | 4.3 | 0.3 | 1.3 | 4.5 | 0.7 | 0.6 | 100 |
| 2009 | 48.0 | 34.3 | 5.6 | 4.1 | 0.3 | 1.3 | 4.6 | 0.7 | 1.2 | 100 |
| 2010 | 51.1 | 30.4 | 6.2 | 4.1 | 0.4 | 1.4 | 4.9 | 0.8 | 0.8 | 100 |
| 2011 | 51.0 | 30.5 | 6.1 | 4.1 | 0.4 | 1.5 | 4.9 | 0.8 | 0.8 | 100 |
| 2012 | 55.2 | 27.0 | 6.1 | 3.7 | 0.4 | 1.4 | 4.8 | 0.8 | 0.6 | 100 |
| 2013 | 56.6 | 25.8 | 6.0 | 3.8 | 0.4 | 1.4 | 4.7 | 0.7 | 0.5 | 100 |
| 2014 | 57.7 | 25.1 | 5.9 | 3.8 | 0.4 | 1.4 | 4.6 | 0.7 | 0.5 | 100 |
| 2015 | 59.2 | 23.8 | 5.8 | 3.8 | 0.4 | 1.4 | 4.6 | 0.6 | 0.5 | 100 |
| 2016 | 60.2 | 22.7 | 5.9 | 3.9 | 0.4 | 1.3 | 4.5 | 0.6 | 0.5 | 100 |
| 2017 | 61.6 | 21.5 | 5.8 | 3.8 | 0.3 | 1.3 | 4.5 | 0.5 | 0.5 | 100 |
| Annual Percentage Change | | | | | | | | | | |
| 2008 | 13.9 | 4.2 | 17.6 | 5.2 | 12.7 | 15.2 | 8.9 | 13.8 | 3.2 | 9.71 |
| 2009 | 14.4 | 5.9 | 19.6 | 7.1 | 13.9 | 11.8 | 14.2 | 13.5 | 112.8 | 11.87 |
| 2010 | 35.1 | 12.7 | 40.9 | 24.4 | 60.5 | 39.1 | 35.8 | 53.6 | (20.6) | 26.93 |
| 2011 | (0.0) | 0.3 | (0.9) | 0.2 | (16.7) | 12.2 | (0.2) | 0.4 | (0.0) | 0.10 |
| 2012 | 24.5 | 1.7 | 14.2 | 5.1 | 31.9 | 5.9 | 12.6 | 9.7 | (3.3) | 14.97 |
| 2013 | 7.4 | 0.3 | 3.3 | 6.2 | (1.1) | 3.3 | 3.8 | 0.1 | (10.4) | 4.77 |
| 2014 | 7.6 | 2.7 | 4.4 | 5.6 | 1.5 | 4.4 | 3.6 | (7.5) | 0.5 | 5.66 |
| 2014 | 7.6 | 2.7 | 4.4 | 5.6 | 1.5 | 4.4 | 3.6 | (7.5) | 0.5 | 5.7 |
| 2015 | 9.9 | 1.5 | 5.2 | 8.2 | 5.4 | 6.1 | 5.7 | 0.1 | 4.7 | 7.1 |
| 2016 | 8.2 | 1.4 | 7.0 | 9.4 | 6.8 | 3.3 | 5.0 | 0.4 | -0.0 | 6.3 |
| 2017 | 8.2 | 0.1 | 5.3 | 3.6 | (2.1) | 2.1 | 6.6 | (1.7) | 5.8 | 5.7 |

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

Table 8: Motor Vehicle License Renewals by Station and Body Type, 2017

| CITIES & TOWNS | | | | | | | | | | | |
|----------------|----------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|-----------------|--------------|----------------|
| Station | Body Type | | | | | | | | | | Total |
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/ Tankers | Others | |
| Gaborone | 115,830 | 30,979 | 9,873 | 6,318 | 655 | 890 | 1,594 | 8,260 | 1,297 | 1,110 | 176,806 |
| Francistown | 24,089 | 8,257 | 2,867 | 1,404 | 255 | 82 | 348 | 2,260 | 363 | 175 | 40,100 |
| Lobatse | 8,162 | 2,112 | 948 | 598 | 50 | 35 | 224 | 704 | 154 | 83 | 13,070 |
| Selibe Phikwe | 7,899 | 3,001 | 952 | 421 | 94 | 27 | 171 | 837 | 90 | 51 | 13,543 |
| Orapa | 2,786 | 1,493 | 154 | 160 | 24 | 10 | 59 | 186 | 2 | 20 | 4,894 |
| Jwaneng | 5,582 | 2,589 | 448 | 405 | 53 | 16 | 211 | 417 | 29 | 38 | 9,788 |
| Sowa | 727 | 330 | 64 | 36 | 8 | - | 18 | 63 | - | 8 | 1,254 |
| Total | 165,075 | 48,761 | 15,306 | 9,342 | 1,139 | 1,060 | 2,625 | 12,727 | 1,935 | 1,485 | 259,455 |

SOUTHERN DISTRICT

| Station | Body Type | | | | | | | | | | Total |
|----------------|----------------|--------------|------------|------------|-----------|--------------|------------|------------|-----------------|-----------|---------------|
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/ Tankers | Others | |
| Digawana | 215 | 97 | 21 | 25 | 1 | - | 14 | 10 | - | - | 383 |
| Goodhope | 967 | 431 | 75 | 60 | 1 | 5 | 90 | 51 | - | 2 | 1,682 |
| Kanye | 5,822 | 2,800 | 560 | 436 | 28 | 17 | 291 | 326 | 17 | 17 | 10,314 |
| Khakhea | 70 | 57 | 4 | 5 | - | 1 | 5 | - | - | - | 142 |
| Mabule | 45 | 39 | 2 | 7 | - | - | 2 | 5 | - | - | 100 |
| Mabutsane | 235 | 158 | 22 | 4 | 2 | - | 5 | 14 | - | 1 | 441 |
| Mmathele | 185 | 121 | 26 | 12 | - | - | 22 | 9 | - | - | 375 |
| Moshupa | 1,316 | 637 | 101 | 84 | 4 | 3 | 35 | 48 | - | 2 | 2,230 |
| Molapowabojang | 250 | 92 | 35 | 22 | - | - | 9 | 12 | - | - | 420 |
| Pitsane | 373 | 117 | 26 | 21 | - | - | 19 | 18 | - | 1 | 575 |
| Sedibeng | 29 | 19 | 3 | 2 | - | - | 2 | 2 | - | - | 57 |
| Total | 9,507 | 4,568 | 875 | 678 | 36 | 26 | 494 | 495 | 17 | 23 | 16,719 |

KGATLENG DISTRICT

| Station | Body Type | | | | | | | | | | Total |
|--------------|----------------|--------------|------------|------------|-----------|--------------|------------|------------|-----------------|------------|---------------|
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/ Tankers | Others | |
| Bokaa | 436 | 183 | 58 | 22 | 1 | 3 | 8 | 20 | - | - | 731 |
| Mochudi | 8,014 | 3,424 | 771 | 382 | 51 | 41 | 352 | 784 | 39 | 123 | 13,981 |
| Oodi | 788 | 249 | 90 | 55 | 2 | 6 | 12 | 36 | 4 | 1 | 1,243 |
| Sikwane | 267 | 162 | 62 | 22 | 1 | 1 | 21 | 17 | - | - | 553 |
| Total | 9,505 | 4,018 | 981 | 481 | 55 | 51 | 393 | 857 | 43 | 124 | 16,508 |

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

Table 8 (Cont'd): Motor Vehicle License Renewals by Station and Body Type, 2017

| KWENENG DISTRICT | | | | | | | | | | | |
|------------------|----------------|--------------|--------------|--------------|------------|--------------|------------|--------------|----------------|------------|---------------|
| Station | Body Type | | | | | | | | | | Total |
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Molepolole | 7,978 | 3,442 | 816 | 502 | 46 | 14 | 297 | 506 | 14 | 17 | 13,632 |
| Gabane | 1,110 | 452 | 129 | 132 | 4 | 4 | 14 | 56 | 9 | 24 | 1,934 |
| Kopong | 466 | 175 | 65 | 30 | 3 | 2 | 12 | 25 | - | - | 778 |
| Lentsweletau | 186 | 102 | 22 | 5 | - | - | 7 | 11 | - | - | 333 |
| Letlhakeng | 528 | 461 | 50 | 33 | 2 | - | 53 | 18 | - | 3 | 1,148 |
| Metsimotlhabe | 1,288 | 359 | 128 | 117 | 4 | 9 | 21 | 67 | 3 | 7 | 2,003 |
| Mmankgodi | 321 | 129 | 19 | 24 | - | 1 | 1 | 17 | - | - | 512 |
| Mogoditshane | 20,181 | 3,243 | 1,739 | 1,238 | 51 | 62 | 130 | 765 | 82 | 119 | 27,610 |
| Motokwe | 38 | 42 | - | - | - | - | 2 | 5 | - | - | 87 |
| Sojwe | 134 | 63 | 13 | 5 | - | - | 9 | 8 | - | - | 232 |
| Thamaga | 1,371 | 582 | 118 | 107 | 7 | 5 | 52 | 56 | - | 1 | 2,299 |
| Thebephatshwa | 829 | 250 | 29 | 26 | 2 | 4 | 12 | 28 | - | - | 1,180 |
| Takatokwane | 125 | 106 | 1 | 10 | 2 | - | 14 | 11 | - | - | 269 |
| Total | 34,555 | 9,406 | 3,129 | 2,229 | 121 | 101 | 624 | 1,573 | 108 | 171 | 52,017 |

SOUTH EAST DISTRICT

| Station | Body Type | | | | | | | | | | Total |
|--------------|----------------|--------------|------------|------------|-----------|--------------|------------|------------|----------------|-----------|---------------|
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Ramotswa | 5,056 | 1,681 | 448 | 321 | 34 | 93 | 115 | 265 | 41 | 67 | 8,121 |
| Otse | 392 | 130 | 29 | 24 | - | 1 | 14 | 21 | - | - | 611 |
| Taung | 788 | 242 | 67 | 41 | 3 | 3 | 13 | 27 | 1 | - | 1,185 |
| Tlokweng | 2,460 | 791 | 188 | 234 | 10 | 17 | 30 | 121 | 4 | 3 | 3,858 |
| Total | 8,696 | 2,844 | 732 | 620 | 47 | 114 | 172 | 434 | 46 | 70 | 13,775 |

CHOBE DISTRICT

| Station | Body Type | | | | | | | | | | Total |
|--------------|----------------|--------------|------------|------------|-----------|--------------|------------|------------|----------------|-----------|--------------|
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Kasane | 2,540 | 1,145 | 236 | 143 | 21 | 18 | 155 | 350 | 29 | 38 | 4,675 |
| Chobe | 691 | 274 | 40 | 28 | 1 | 3 | 19 | 49 | - | 1 | 1,106 |
| Kavimba | 31 | 16 | 1 | 1 | - | - | 6 | 13 | - | - | 68 |
| Panda | 127 | 73 | 21 | 4 | - | 5 | 24 | 30 | 2 | 3 | 289 |
| Total | 3,389 | 1,508 | 298 | 176 | 22 | 26 | 204 | 442 | 31 | 42 | 6,138 |

GHANZI DISTRICT

| Station | Body Type | | | | | | | | | | Total |
|--------------|----------------|--------------|------------|------------|-----------|--------------|------------|------------|----------------|-----------|--------------|
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Ghanzi | 3,045 | 1,849 | 292 | 87 | 23 | 9 | 109 | 398 | 51 | 51 | 5,914 |
| Charleshill | 292 | 181 | 15 | 6 | - | - | - | 14 | - | - | 508 |
| Kalkfontein | 135 | 145 | 3 | 2 | - | - | 2 | 11 | - | - | 298 |
| Ncojane | 59 | 78 | 2 | - | - | - | - | 2 | 1 | - | 142 |
| Bokspits | 90 | 63 | 2 | 2 | - | 1 | 1 | 5 | - | - | 164 |
| Total | 3,621 | 2,316 | 314 | 97 | 23 | 10 | 112 | 430 | 52 | 51 | 7,026 |

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

Table 8 (Cont'd): Motor Vehicle License Renewals by Station and Body Type, 2017

| NORTH EAST DISTRICT | | | | | | | | | | | |
|---------------------|----------------|--------------|------------|------------|-----------|--------------|-----------|-----------|----------------|-----------|--------------|
| Station | Body Type | | | | | | | | | | Total |
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Makaleng | 159 | 124 | 27 | 50 | - | 1 | 8 | 9 | - | - | 378 |
| Masunga | 1,467 | 635 | 143 | 93 | 7 | 1 | 52 | 57 | 3 | 12 | 2,470 |
| Matsiloje | 128 | 80 | 15 | 11 | - | - | 3 | 16 | - | - | 253 |
| Ramokgwebana | 196 | 85 | 31 | 8 | 3 | - | 7 | 1 | - | - | 331 |
| Tshesebe | 231 | 120 | 25 | 15 | 1 | 1 | 3 | 7 | - | - | 403 |
| Total | 2,181 | 1,044 | 241 | 177 | 11 | 3 | 73 | 90 | 3 | 12 | 3,835 |

| KGALAGADI DISTRICT | | | | | | | | | | | |
|--------------------|----------------|--------------|------------|------------|-----------|--------------|-----------|------------|----------------|-----------|--------------|
| Station | Body Type | | | | | | | | | | Total |
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Hukuntsi | 511 | 366 | 29 | 22 | - | 1 | 5 | 16 | 1 | - | 951 |
| Kang | 651 | 494 | 73 | 28 | 6 | - | 30 | 76 | 7 | 13 | 1,378 |
| Lehututu | 33 | 45 | 3 | - | - | - | 1 | 3 | - | - | 85 |
| Middlepits | 84 | 96 | 2 | 5 | - | - | 1 | 5 | - | - | 193 |
| Tsabong | 1,588 | 1,220 | 177 | 67 | 10 | 2 | 27 | 139 | 15 | 12 | 3,257 |
| Werda | 143 | 130 | 5 | - | - | - | 4 | 8 | - | 1 | 291 |
| Total | 3,010 | 2,351 | 289 | 122 | 16 | - | 68 | 247 | 23 | 26 | 6,155 |

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

Table 8 (Cont'd): Motor Vehicle License Renewals by Station and Body Type, 2017

| CENTRAL DISTRICT | | | | | | | | | | | |
|------------------|----------------|---------------|--------------|--------------|------------|--------------|--------------|--------------|----------------|------------|---------------|
| Station | Body Type | | | | | | | | | | Total |
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Bobonong | 1,549 | 950 | 172 | 77 | 6 | 16 | 73 | 125 | 1 | 3 | 2,972 |
| Kalamare | 78 | 60 | 8 | 7 | - | - | 10 | 12 | - | - | 175 |
| Lecheng | 71 | 37 | 7 | 3 | - | - | 4 | 2 | - | - | 124 |
| Lerala | 1,004 | 539 | 113 | 63 | 14 | 4 | 17 | 60 | 5 | 5 | 1,824 |
| Letlhakane | 2,438 | 1,130 | 285 | 157 | 33 | 3 | 44 | 171 | 16 | 19 | 4,296 |
| Machaneng | 1,353 | 693 | 174 | 65 | 15 | 5 | 35 | 113 | 4 | 4 | 2,461 |
| Mahalapye | 4,576 | 2,092 | 522 | 227 | 38 | 15 | 141 | 346 | 14 | 19 | 7,990 |
| Maitengwe | 86 | 52 | 13 | 6 | - | - | 3 | 5 | - | - | 165 |
| Maokatumo | 120 | 92 | 16 | 6 | 1 | - | 4 | 5 | - | - | 244 |
| Mathangwane | 287 | 197 | 40 | 18 | 1 | 1 | 12 | 19 | - | - | 575 |
| Mmadinare | 426 | 263 | 34 | 17 | 2 | 3 | 16 | 50 | - | - | 811 |
| Maunatlala | 172 | 90 | 15 | 11 | - | 2 | 15 | 8 | - | - | 313 |
| Moeng | 106 | 57 | 7 | 2 | - | - | 4 | 3 | - | - | 179 |
| Moiyabana | 107 | 49 | 14 | 3 | - | - | 6 | 1 | - | - | 180 |
| Mookane | 115 | 84 | 17 | 3 | - | - | 5 | 8 | - | - | 232 |
| Mopipi | 163 | 107 | 14 | 4 | 1 | - | 3 | 12 | - | - | 304 |
| Nkange | 1,794 | 756 | 213 | 86 | 26 | 9 | 32 | 200 | 29 | 11 | 3,156 |
| Palapye | 5,766 | 2,039 | 672 | 269 | 61 | 32 | 145 | 595 | 104 | 44 | 9,727 |
| Pilikwe | 126 | 88 | 17 | 5 | - | - | 4 | 8 | - | - | 248 |
| Rakops | 279 | 218 | 16 | 8 | 1 | 2 | 15 | 13 | - | - | 552 |
| Ramokgonami | 204 | 141 | 29 | 6 | - | - | 13 | 19 | - | - | 412 |
| Sebina | 374 | 229 | 53 | 17 | 1 | - | 35 | 29 | - | 1 | 739 |
| Sefhare | 285 | 168 | 36 | 9 | 1 | 1 | 13 | 15 | - | - | 528 |
| Sefhophe | 127 | 83 | 17 | 6 | - | 1 | 5 | 15 | - | - | 254 |
| Semolale | 1,393 | 878 | 162 | 75 | 9 | 1 | 58 | 124 | 7 | 7 | 2,714 |
| Serowe | 4,432 | 2,385 | 436 | 232 | 36 | 5 | 160 | 364 | 11 | 12 | 8,073 |
| Shashe | 265 | 113 | 34 | 8 | 3 | 1 | 6 | 9 | - | 2 | 441 |
| Sherwood | 265 | 156 | 23 | 7 | - | - | 7 | 18 | - | 1 | 477 |
| Shoshong | 940 | 445 | 77 | 32 | 2 | - | 21 | 47 | - | 2 | 1,566 |
| Tonota | 1,152 | 618 | 118 | 39 | 4 | 1 | 42 | 51 | 1 | 1 | 2,027 |
| Tsetsejwe | 98 | 57 | 16 | 4 | - | - | 6 | 8 | - | - | 189 |
| Tumasera | 461 | 318 | 66 | 27 | 5 | - | 24 | 21 | - | 3 | 925 |
| Tutume | 1,594 | 1,008 | 227 | 63 | 4 | 4 | 73 | 89 | 3 | 5 | 3,070 |
| Serule | 108 | 71 | 11 | 5 | - | - | 2 | 8 | - | - | 205 |
| Total | 32,314 | 16,263 | 3,674 | 1,567 | 264 | 106 | 1,053 | 2,573 | 195 | 139 | 58,148 |
| NORTH WEST | | | | | | | | | | | |
| Station | Body Type | | | | | | | | | | Total |
| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Horses/Tankers | Others | |
| Etsha | 62 | 29 | 2 | - | - | - | - | 1 | - | - | 94 |
| Gumare | 1,044 | 552 | 95 | 23 | 2 | 6 | 11 | 33 | 2 | 2 | 1,770 |
| Gweta | 188 | 124 | 18 | 7 | - | 2 | 4 | 12 | - | - | 355 |
| Maun | 10,395 | 4,821 | 889 | 372 | 51 | 53 | 114 | 1,042 | 54 | 75 | 17,866 |
| Nata | 470 | 296 | 57 | 21 | 1 | 2 | 12 | 27 | 1 | - | 887 |
| Sehithwa | 148 | 104 | 6 | 2 | - | 1 | 5 | 6 | - | - | 272 |
| Shakawe | 702 | 328 | 49 | 34 | 3 | 1 | 2 | 27 | - | 2 | 1,148 |
| Total | 13,009 | 6,254 | 1,116 | 459 | 57 | 65 | 148 | 1,148 | 57 | 79 | 22,392 |

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

Table 9: Privately Owned Vehicles - Renewals by Type of Vehicle and Month of Registration, 2017

| | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|----------------|--------------|----------------|
| Number | | | | | | | | | | | |
| January | 16,546 | 6,529 | 1,726 | 1,095 | 108 | 126 | 361 | 1,302 | 156 | 167 | 28,116 |
| February | 19,075 | 7,484 | 1,960 | 1,110 | 116 | 107 | 408 | 1,389 | 199 | 167 | 32,015 |
| March | 23,449 | 8,711 | 2,407 | 1,331 | 167 | 138 | 345 | 1,702 | 218 | 222 | 38,690 |
| April | 20,483 | 7,480 | 2,039 | 1,221 | 133 | 133 | 282 | 1,575 | 199 | 143 | 33,688 |
| May | 20,481 | 7,413 | 2,026 | 1,200 | 143 | 112 | 334 | 1,493 | 260 | 167 | 33,629 |
| June | 28,150 | 9,916 | 2,618 | 1,432 | 170 | 129 | 437 | 1,936 | 232 | 205 | 45,225 |
| July | 23,572 | 7,913 | 2,257 | 1,240 | 128 | 113 | 391 | 1,771 | 222 | 176 | 37,783 |
| August | 26,781 | 8,886 | 2,718 | 1,540 | 160 | 150 | 606 | 1,976 | 205 | 234 | 43,256 |
| September | 25,374 | 8,846 | 2,296 | 1,445 | 144 | 159 | 598 | 1,966 | 218 | 201 | 41,247 |
| October | 25,243 | 8,675 | 2,320 | 1,480 | 140 | 118 | 764 | 1,804 | 245 | 199 | 40,988 |
| November | 28,924 | 9,136 | 2,485 | 1,453 | 195 | 167 | 792 | 2,055 | 196 | 209 | 45,612 |
| December | 26,820 | 8,344 | 2,103 | 1,401 | 181 | 111 | 648 | 2,047 | 132 | 132 | 41,919 |
| Total | 284,898 | 99,333 | 26,955 | 15,948 | 1,785 | 1,563 | 5,966 | 21,016 | 2,482 | 2,222 | 462,168 |

Percent of Type of Vehicle

| | | | | | | | | | | | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Jan | 5.8 | 6.6 | 6.4 | 6.9 | 6.1 | 8.1 | 6.1 | 6.2 | 6.3 | 7.5 | 6.1 |
| Feb | 6.7 | 7.5 | 7.3 | 7.0 | 6.5 | 6.8 | 6.8 | 6.6 | 8.0 | 7.5 | 6.9 |
| Mar | 8.2 | 8.8 | 8.9 | 8.3 | 9.4 | 8.8 | 5.8 | 8.1 | 8.8 | 10.0 | 8.4 |
| Apr | 7.2 | 7.5 | 7.6 | 7.7 | 7.5 | 8.5 | 4.7 | 7.5 | 8.0 | 6.4 | 7.3 |
| May | 7.2 | 7.5 | 7.5 | 7.5 | 8.0 | 7.2 | 5.6 | 7.1 | 10.5 | 7.5 | 7.3 |
| Jun | 9.9 | 10.0 | 9.7 | 9.0 | 9.5 | 8.3 | 7.3 | 9.2 | 9.3 | 9.2 | 9.8 |
| July | 8.3 | 8.0 | 8.4 | 7.8 | 7.2 | 7.2 | 6.6 | 8.4 | 8.9 | 7.9 | 8.2 |
| Aug | 9.4 | 8.9 | 10.1 | 9.7 | 9.0 | 9.6 | 10.2 | 9.4 | 8.3 | 10.5 | 9.4 |
| Sept | 8.9 | 8.9 | 8.5 | 9.1 | 8.1 | 10.2 | 10.0 | 9.4 | 8.8 | 9.0 | 8.9 |
| Oct | 8.9 | 8.7 | 8.6 | 9.3 | 7.8 | 7.5 | 12.8 | 8.6 | 9.9 | 9.0 | 8.9 |
| Nov | 10.2 | 9.2 | 9.2 | 9.1 | 10.9 | 10.7 | 13.3 | 9.8 | 7.9 | 9.4 | 9.9 |
| Dec | 9.4 | 8.4 | 7.8 | 8.8 | 10.1 | 7.1 | 10.9 | 9.7 | 5.3 | 5.9 | 9.1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Percent of Month Total

| | | | | | | | | | | | |
|--------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Jan | 58.8 | 23.2 | 6.1 | 3.9 | 0.4 | 0.4 | 1.3 | 4.6 | 0.6 | 0.6 | 100 |
| Feb | 59.6 | 23.4 | 6.1 | 3.5 | 0.4 | 0.3 | 1.3 | 4.3 | 0.6 | 0.5 | 100 |
| Mar | 60.6 | 22.5 | 6.2 | 3.4 | 0.4 | 0.4 | 0.9 | 4.4 | 0.6 | 0.6 | 100 |
| Apr | 60.8 | 22.2 | 6.1 | 3.6 | 0.4 | 0.4 | 0.8 | 4.7 | 0.6 | 0.4 | 100 |
| May | 60.9 | 22.0 | 6.0 | 3.6 | 0.4 | 0.3 | 1.0 | 4.4 | 0.8 | 0.5 | 100 |
| Jun | 62.2 | 21.9 | 5.8 | 3.2 | 0.4 | 0.3 | 1.0 | 4.3 | 0.5 | 0.5 | 100 |
| July | 62.4 | 20.9 | 6.0 | 3.3 | 0.3 | 0.3 | 1.0 | 4.7 | 0.6 | 0.5 | 100 |
| Aug | 61.9 | 20.5 | 6.3 | 3.6 | 0.4 | 0.3 | 1.4 | 4.6 | 0.5 | 0.5 | 100 |
| Sept | 61.5 | 21.4 | 5.6 | 3.5 | 0.3 | 0.4 | 1.4 | 4.8 | 0.5 | 0.5 | 100 |
| Oct | 61.6 | 21.2 | 5.7 | 3.6 | 0.3 | 0.3 | 1.9 | 4.4 | 0.6 | 0.5 | 100 |
| Nov | 63.4 | 20.0 | 5.4 | 3.2 | 0.4 | 0.4 | 1.7 | 4.5 | 0.4 | 0.5 | 100 |
| Dec | 64.0 | 19.9 | 5.0 | 3.3 | 0.4 | 0.3 | 1.5 | 4.9 | 0.3 | 0.3 | 100 |
| Total | 61.6 | 21.5 | 5.8 | 3.5 | 0.4 | 0.3 | 1.3 | 4.5 | 0.5 | 0.5 | 100 |

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

Table 10: Privately Owned Vehicles - Renewals by Type and Make of Vehicle , 2017

| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|-----------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|----------------|--------------|----------------|
| Audi | 5,624 | - | - | - | - | - | - | - | - | - | 5,624 |
| BMW | 14,690 | 1 | - | - | - | 54 | - | - | - | - | 14,745 |
| Chevro | 2,062 | 1,198 | 4 | 3 | - | - | - | - | - | - | 3,267 |
| Chrysler | 410 | 1 | 1 | 1 | - | - | - | - | - | - | 413 |
| Daewoo | 192 | - | 1 | - | - | - | - | - | - | 2 | 195 |
| Dodge | 480 | 22 | 8 | - | - | - | - | - | - | - | 510 |
| Ford | 3,846 | 5,356 | 44 | 65 | 6 | - | 562 | - | 1 | 1 | 9,881 |
| Hino | - | 5 | 1,155 | 7 | 50 | 74 | 3 | 2 | 30 | 7 | 1,333 |
| Home-made | 1 | - | 3 | - | - | - | - | 6,197 | 4 | 8 | 6,213 |
| Honda | 22,220 | 3 | 11 | 4 | - | 276 | - | - | - | - | 22,514 |
| Hyundai | 3,264 | 270 | 206 | 47 | 1 | - | - | 3 | 6 | 4 | 3,801 |
| Isuzu | 320 | 10,089 | 578 | 65 | 51 | - | - | - | 33 | 42 | 11,178 |
| Iveco | - | 16 | 66 | 91 | 66 | - | - | 1 | 3 | 8 | 251 |
| Jeep | 2,039 | 23 | - | - | - | - | - | - | 4 | - | 2,066 |
| Kia | 2,118 | 176 | 292 | 11 | 1 | - | - | - | - | - | 2,598 |
| Land Rover | 2,701 | 1,340 | 1 | 1 | - | - | - | - | - | 3 | 4,046 |
| Mahindra | 6,126 | 287 | 581 | 219 | 262 | - | 21 | - | 129 | 15 | 7,640 |
| MAN | 28 | 186 | 191 | - | 24 | - | 17 | - | 100 | 5 | 551 |
| Massey Ferguson | - | 2 | 210 | - | 23 | - | 1,110 | 1 | 82 | 5 | 1,433 |
| Mazda | 10,104 | 2,133 | 746 | 709 | 4 | - | 1,938 | - | - | - | 15,634 |
| M/Benz | 18,336 | 2,511 | 1,462 | 997 | 250 | - | 8 | 1 | 138 | 26 | 23,729 |
| Mitsubishi | 5,437 | 770 | 685 | 205 | 48 | - | - | - | 4 | 12 | 7,161 |
| Nissan | 14,060 | 13,579 | 5,036 | 1,684 | 139 | - | 16 | - | 130 | 57 | 34,701 |
| Opel | 1,904 | 1,048 | - | 3 | - | - | - | - | - | - | 2,955 |
| Peugeot | 1,211 | 561 | 386 | 61 | 13 | 158 | 527 | 3,952 | 128 | 513 | 7,510 |
| Renault | 517 | 19 | 19 | 21 | - | - | - | - | 8 | - | 584 |
| Scania | 122 | 3 | 223 | - | 242 | - | 8 | 2 | 696 | 1 | 1,297 |
| Subaru | 1,226 | 1 | 101 | - | 102 | - | 2 | 4 | 238 | 3 | 1,677 |
| Tata | 432 | 153 | 295 | 10 | 118 | - | - | - | 8 | - | 1,016 |
| Toyota | 102,331 | 40,869 | 9,675 | 8,216 | 142 | - | 2 | - | 20 | 42 | 161,297 |
| VW | 47,307 | 14,765 | 3,581 | 3,202 | 103 | - | 8 | - | 80 | 30 | 69,076 |
| Volvo | 8,098 | 176 | 225 | 114 | 55 | - | 21 | - | 272 | 69 | 9,030 |
| Yamaha | 5,425 | 186 | 5 | 116 | 17 | 428 | - | 1 | 1 | - | 6,179 |
| Other | 2,267 | 3,584 | 1,164 | 96 | 68 | 573 | 1,723 | 10,852 | 367 | 1,369 | 22,063 |
| Total | 284,898 | 99,333 | 26,955 | 15,948 | 1,785 | 1,563 | 5,966 | 21,016 | 2,482 | 2,222 | 462,168 |

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

Table 10a: Privately Owned Vehicles - Renewals (Percent) by Type and Make of Vehicle 2017

| Make | Passenger Cars | Vans | Trucks | Mini Buses | Buses | Motor cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------|----------------|-------------|------------|------------|------------|--------------|------------|-------------|----------------|------------|------------|
| Audi | 100.0 | - | - | - | - | - | - | - | - | - | 100 |
| BMW | 99.6 | 0.0 | - | - | - | 0.4 | - | - | - | - | 100 |
| Chevro | 63.1 | 36.7 | 0.1 | 0.1 | - | - | - | - | - | - | 100 |
| Chrysler | 99.3 | 0.2 | 0.2 | 0.2 | - | - | - | - | - | - | 100 |
| Daewoo | 98.5 | - | 0.5 | - | - | - | - | - | - | 1.0 | 100 |
| Dodge | 94.1 | 4.3 | 1.6 | - | - | - | - | - | - | - | 100 |
| Ford | 38.9 | 54.2 | 0.4 | 0.7 | 0.1 | - | 5.7 | - | 0.0 | 0.0 | 100 |
| Hino | - | 0.4 | 86.6 | 0.5 | 3.8 | 5.6 | 0.2 | 0.2 | 2.3 | 0.5 | 100 |
| Home-made | 0.0 | - | 0.0 | - | - | - | - | 99.7 | 0.1 | 0.1 | 100 |
| Honda | 98.7 | 0.0 | 0.0 | 0.0 | - | 1.2 | - | - | - | - | 100 |
| Hyundai | 85.9 | 7.1 | 5.4 | 1.2 | 0.0 | - | - | 0.1 | 0.2 | 0.1 | 100 |
| Isuzu | 2.9 | 90.3 | 5.2 | 0.6 | 0.5 | - | - | - | 0.3 | 0.4 | 100 |
| Iveco | - | 6.4 | 26.3 | 36.3 | 26.3 | - | - | 0.4 | 1.2 | 3.2 | 100 |
| Jeep | 98.7 | 1.1 | - | - | - | - | - | - | 0.2 | - | 100 |
| Kia | 81.5 | 6.8 | 11.2 | 0.4 | 0.0 | - | - | - | - | - | 100 |
| Land Rover | 66.8 | 33.1 | 0.0 | 0.0 | - | - | - | - | - | 0.1 | 100 |
| Mahindra | 80.2 | 3.8 | 7.6 | 2.9 | 3.4 | - | 0.3 | - | 1.7 | 0.2 | 100 |
| MAN | 5.1 | 33.8 | 34.7 | - | 4.4 | - | 3.1 | - | 18.1 | 0.9 | 100 |
| Massey Ferg | - | 0.1 | 14.7 | - | 1.6 | - | 77.5 | 0.1 | 5.7 | 0.3 | 100 |
| Mazda | 64.6 | 13.6 | 4.8 | 4.5 | 0.0 | - | 12.4 | - | - | - | 100 |
| M/Benz | 77.3 | 10.6 | 6.2 | 4.2 | 1.1 | - | 0.0 | 0.0 | 0.6 | 0.1 | 100 |
| Mitsubishi | 75.9 | 10.8 | 9.6 | 2.9 | 0.7 | - | - | - | 0.1 | 0.2 | 100 |
| Nissan | 40.5 | 39.1 | 14.5 | 4.9 | 0.4 | - | 0.0 | - | 0.4 | 0.2 | 100 |
| Opel | 64.4 | 35.5 | - | 0.1 | - | - | - | - | - | - | 100 |
| Peugeot | 16.1 | 7.5 | 5.1 | 0.8 | 0.2 | 2.1 | 7.0 | 52.6 | 1.7 | 6.8 | 100 |
| Renault | 88.5 | 3.3 | 3.3 | 3.6 | - | - | - | - | 1.4 | - | 100 |
| Scania | 9.4 | 0.2 | 17.2 | - | 18.7 | - | 0.6 | 0.2 | 53.7 | 0.1 | 100 |
| Subaru | 73.1 | 0.1 | 6.0 | - | 6.1 | - | 0.1 | 0.2 | 14.2 | 0.2 | 100 |
| Toyota | 42.5 | 15.1 | 29.0 | 1.0 | 11.6 | - | - | - | 0.8 | - | 100 |
| VW | 63.4 | 25.3 | 6.0 | 5.1 | 0.1 | - | 0.0 | - | 0.0 | 0.0 | 100 |
| Volvo | 68.5 | 21.4 | 5.2 | 4.6 | 0.1 | - | 0.0 | - | 0.1 | 0.0 | 100 |
| Yamaha | 89.7 | 1.9 | 2.5 | 1.3 | 0.6 | - | 0.2 | - | 3.0 | 0.8 | 100 |
| Other | 87.8 | 3.0 | 0.1 | 1.9 | 0.3 | 6.9 | - | 0.0 | 0.0 | - | 100 |
| Total | 10.3 | 16.2 | 5.3 | 0.4 | 0.3 | 2.6 | 7.8 | 49.1 | 1.8 | 6.2 | 100 |

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

Table 11: Government Vehicles in Use by Year and Type of Vehicle, 2008 - 2017

| Year | Passenger Cars | Vans | Trucks | Buses | Motor Cycles | Tractors | Trailers | Tankers/Horses | Others | Total |
|--------------------------|----------------|--------|--------|--------|--------------|----------|----------|----------------|--------|--------|
| Number | | | | | | | | | | |
| 2008 | 1,165 | 5,790 | 1,220 | 669 | 141 | 263 | 1,035 | 87 | 390 | 10,760 |
| 2009 | 2,039 | 4,595 | 999 | 614 | 113 | 263 | 1,035 | 101 | 283 | 10,042 |
| 2010 | 2,350 | 5,228 | 982 | 828 | 111 | 347 | 1,140 | 107 | 175 | 11,268 |
| 2011 | 1,262 | 5,570 | 811 | 492 | 102 | 250 | 1,100 | 101 | 363 | 10,051 |
| 2012 | 2,480 | 5,291 | 832 | 551 | 120 | 305 | 1,112 | 102 | 265 | 11,058 |
| 2013 | 2,601 | 5,519 | 939 | 551 | 132 | 305 | 1,123 | 108 | 582 | 11,860 |
| 2014 | 2,434 | 5,205 | 512 | 551 | 154 | 293 | 21 | 98 | 956 | 10,224 |
| 2015 | 2,833 | 6,546 | 885 | 601 | 174 | 391 | 65 | 125 | 637 | 12,257 |
| 2016 | 2,962 | 7,204 | 999 | 783 | 191 | 291 | 11 | 104 | 248 | 12,793 |
| 2017 | 2,827 | 7,125 | 931 | 622 | 177 | 383 | 101 | 119 | 246 | 12,531 |
| Annual Percentage Change | | | | | | | | | | |
| 2008 | 23.2 | 10.1 | (4.8) | 34.6 | (21.2) | (7.7) | (9.6) | (66.9) | (51.6) | 0.9 |
| 2009 | 75.0 | (20.6) | (18.1) | (8.2) | (19.9) | - | - | 16.1 | (27.6) | (9.2) |
| 2010 | 15.3 | 13.8 | (1.7) | 34.9 | (1.8) | 31.9 | 10.1 | 5.9 | (38.1) | 15.3 |
| 2011 | (46.3) | 6.5 | (17.4) | (40.6) | (8.1) | (28.0) | (3.5) | (5.6) | 107.4 | (10.8) |
| 2012 | 96.5 | (5.0) | 2.6 | 12.0 | 17.6 | 22.0 | 1.1 | 1.0 | (27.0) | 10.0 |
| 2013 | 4.9 | 4.3 | 12.9 | - | 10.0 | - | 1.0 | 5.9 | 119.6 | 7.3 |
| 2014 | (6.4) | (5.7) | (45.5) | - | 16.7 | (3.9) | (98.1) | (9.3) | 64.3 | (13.8) |
| 2015 | 16.4 | 25.8 | 72.9 | 9.1 | 13.0 | 33.4 | 209.5 | 27.6 | (33.4) | 19.9 |
| 2016 | 4.6 | 10.1 | 12.9 | 30.3 | 9.8 | (25.6) | (83.1) | (16.8) | (61.1) | 4.4 |
| 2017 | (4.6) | (1.1) | (6.8) | (20.6) | (7.3) | 31.6 | 818.2 | 14.4 | (0.8) | (2.0) |
| Percent of Total | | | | | | | | | | |
| 2008 | 10.8 | 53.8 | 11.3 | 6.2 | 1.3 | 2.4 | 9.6 | 0.8 | 3.6 | 100 |
| 2009 | 20.3 | 45.8 | 9.9 | 6.1 | 1.1 | 2.6 | 10.3 | 1.0 | 2.8 | 100 |
| 2010 | 20.9 | 46.4 | 8.7 | 7.3 | 1.0 | 3.1 | 10.1 | 0.9 | 1.6 | 100 |
| 2011 | 12.6 | 55.4 | 8.1 | 4.9 | 1.0 | 2.5 | 10.9 | 1.0 | 3.6 | 100 |
| 2012 | 22.4 | 47.8 | 7.5 | 5.0 | 1.1 | 2.8 | 10.1 | 0.9 | 2.4 | 100 |
| 2013 | 21.9 | 46.5 | 7.9 | 4.6 | 1.1 | 2.6 | 9.5 | 0.9 | 4.9 | 100 |
| 2014 | 23.8 | 50.9 | 5.0 | 5.4 | 1.5 | 2.9 | 0.2 | 1.0 | 9.4 | 100 |
| 2015 | 23.1 | 53.4 | 7.2 | 4.9 | 1.4 | 3.2 | 0.5 | 1.0 | 5.2 | 100 |
| 2016 | 23.2 | 56.3 | 7.8 | 6.1 | 1.5 | 2.3 | 0.1 | 0.8 | 1.9 | 100 |
| 2017 | 22.6 | 56.9 | 7.4 | 5.0 | 1.4 | 3.1 | 0.8 | 0.9 | 2.0 | 100 |

Source: Central Transport Organization, Ministry of Transport & Communication

Appendix 2: Road Safety

Table 12: Motor Vehicle Accidents - Trend in Accidents, 2008 - 2017

| Year | Number Of | | | Number Of Registered vehicles | Estimated Pop ('000s) | Accidents | | Casualties | | Fatalities | |
|--------------------------|-----------|------------|------------|-------------------------------|-----------------------|-------------------|-----------------------|-------------------|----------------|----------------------|-----------------|
| | Accidents | Casualties | Fatalities | | | Per '000 Vehicles | Per 10,000 Population | Per '000 Vehicles | Per 10,000 Pop | Per '10,000 Vehicles | Per 100,000 Pop |
| 2008 | 20,415 | 8,160 | 455 | 256,498 | 1,755 | 80.0 | 115.0 | 32.0 | 46.0 | 17.7 | 26.0 |
| 2009 | 20,000 | 7,970 | 475 | 280,639 | 1,776 | 71.3 | 113.0 | 28.4 | 45 | 16.9 | 27.0 |
| 2010 | 18,978 | 6,430 | 397 | 344,719 | 1,800 | 55.0 | 105.4 | 18.7 | 35.7 | 11.5 | 22.1 |
| 2011 | 18,001 | 6,436 | 483 | 367,155 | 2,025 | 49.0 | 88.9 | 17.5 | 31.8 | 13.1 | 23.9 |
| 2012 | 17,527 | 6,035 | 404 | 401,015 | 2,066 | 43.7 | 84.8 | 15.0 | 29.2 | 10.10 | 19.6 |
| 2013 | 17,062 | 6,157 | 411 | 417,015 | 2,107 | 40.9 | 81 | 14.8 | 29.2 | 9.90 | 19.5 |
| 2014 | 16,641 | 6,065 | 377 | 435,750 | 2,147 | 38.2 | 77.5 | 13.9 | 28.2 | 8.70 | 17.6 |
| 2015 | 17,654 | 6,303 | 411 | 469,664 | 2,187 | 37.6 | 80.7 | 13.4 | 28.8 | 8.75 | 18.8 |
| 2016 | 18,373 | 6,687 | 450 | 500,316 | 2,226 | 36.7 | 82.5 | 13.4 | 30.0 | 9.0 | 20.2 |
| 2017 | 17,786 | 6,335 | 444 | 527,901 | 2,264 | 33.7 | 78.6 | 12.0 | 28.0 | 8.4 | 19.6 |
| Annual Percentage Change | | | | | | | | | | | |
| 2008 | 4.8 | 6.8 | (8.5) | 11.5 | 1.0 | (5.9) | 3.6 | (3.0) | (18.1) | 7.0 | (7.1) |
| 2009 | (2.0) | (2.3) | 4.4 | 9.4 | 1.2 | (10.9) | (1.7) | (11.3) | (4.5) | (2.2) | 3.8 |
| 2010 | (5.1) | (19.3) | (16.4) | 22.8 | 1.4 | (22.9) | (6.7) | (34.2) | (32.0) | (20.7) | (18.1) |
| 2011 | (5.1) | 0.1 | 21.7 | 6.5 | 12.5 | (10.9) | (15.7) | (6.4) | 13.9 | (10.9) | 8.1 |
| 2012 | (2.6) | (6.2) | (16.4) | 9.2 | 2.0 | (10.8) | (4.6) | (14.3) | (22.9) | (8.1) | (18.2) |
| 2013 | (2.7) | 2.0 | 1.7 | 4.0 | 2.0 | (6.4) | (4.5) | (1.3) | (2.0) | 0.0 | (0.2) |
| 2014 | (5.1) | 0.5 | (6.7) | 8.7 | 3.9 | (12.6) | (8.6) | (7.3) | (13.9) | (3.3) | (10.2) |
| 2015 | 6.1 | 3.9 | 9.0 | 7.8 | 1.9 | (1.6) | 4.1 | (3.5) | 0.6 | 2.0 | 7.0 |
| 2016 | 4.1 | 6.1 | 9.5 | 6.5 | 1.8 | (2.3) | 2.2 | (0.4) | 4.1 | 2.8 | 7.6 |
| 2017 | (3.2) | (5.3) | (1.3) | 5.5 | 1.7 | (8.3) | (4.8) | (10.2) | (6.7) | (6.5) | (3.0) |

Source: Accident Statistics Unit, Botswana Police Services

Note: Pop is Population

Table 13: Motor Vehicle Accidents by District and Time of Occurrence, 2017

| District | Time of Occurrence | | | | | | | | | | | | Total |
|---------------|--------------------|------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | 00-02 | 02-04 | 04-06 | 06-08 | 08-10 | 10-12 | 12-14 | 14-16 | 16-18 | 18-20 | 20-22 | 22-24 | |
| Francistown | 28 | 24 | 35 | 49 | 59 | 79 | 100 | 89 | 85 | 98 | 77 | 33 | 756 |
| Kutlwano | 35 | 38 | 44 | 86 | 57 | 82 | 89 | 77 | 117 | 122 | 124 | 55 | 926 |
| Gaborone | 156 | 121 | 94 | 496 | 436 | 467 | 612 | 547 | 626 | 460 | 375 | 295 | 4,685 |
| G/West | 169 | 134 | 170 | 577 | 339 | 374 | 467 | 462 | 560 | 597 | 422 | 356 | 4,627 |
| Lobatse | 20 | 14 | 12 | 25 | 25 | 27 | 23 | 37 | 44 | 42 | 36 | 19 | 324 |
| Kanye | 40 | 23 | 31 | 79 | 62 | 70 | 53 | 96 | 110 | 134 | 120 | 68 | 886 |
| Molepolole | 26 | 26 | 24 | 59 | 53 | 51 | 55 | 74 | 99 | 141 | 93 | 79 | 780 |
| Mochudi | 26 | 20 | 24 | 50 | 41 | 43 | 31 | 46 | 69 | 100 | 86 | 60 | 596 |
| Serowe | 44 | 39 | 50 | 78 | 50 | 78 | 105 | 106 | 107 | 184 | 130 | 103 | 1,074 |
| Mahalapye | 42 | 32 | 42 | 77 | 47 | 55 | 81 | 61 | 84 | 119 | 144 | 76 | 860 |
| Selibe-Phikwe | 20 | 17 | 23 | 30 | 34 | 35 | 42 | 31 | 47 | 68 | 39 | 39 | 425 |
| Letihekane | 14 | 7 | 10 | 36 | 26 | 24 | 24 | 26 | 46 | 85 | 45 | 31 | 374 |
| Maun | 40 | 25 | 31 | 65 | 68 | 74 | 63 | 83 | 107 | 89 | 64 | 42 | 751 |
| Kasane | 12 | 13 | 10 | 17 | 22 | 25 | 20 | 23 | 29 | 34 | 17 | 15 | 237 |
| Ghanzi | 10 | 12 | 11 | 15 | 14 | 18 | 21 | 14 | 23 | 40 | 40 | 17 | 235 |
| Tsabong | 7 | 6 | 11 | 22 | 21 | 21 | 22 | 25 | 28 | 40 | 30 | 17 | 250 |
| Total | 689 | 551 | 622 | 1,761 | 1,354 | 1,523 | 1,808 | 1,797 | 2,181 | 2,353 | 1,842 | 1,305 | 17,786 |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 14: Road Casualties by Year and Type of Casualty, 2008 – 2017

| Year | Fatalities | Serious Injuries | Minor Injuries | Not Known | Total | Total 2016 |
|--------------------------|------------|------------------|----------------|-----------|--------|------------|
| 2008 | 455 | 1,522 | 6,183 | - | 8,160 | 8160 |
| 2009 | 475 | 1,540 | 5,955 | - | 7,970 | 7970 |
| 2010 | 397 | 1,252 | 4,781 | - | 6,430 | 6430 |
| 2011 | 483 | 1,239 | 4,714 | - | 6,436 | 6436 |
| 2012 | 404 | 1,285 | 4,346 | - | 6,035 | 6035 |
| 2013 | 411 | 1,308 | 4,438 | - | 6,157 | 6157 |
| 2014 | 377 | 1,234 | 4,454 | - | 6,065 | 6065 |
| 2015 | 411 | 1,364 | 4,528 | - | 6,303 | 6303 |
| 2016 | 450 | 1,243 | 4,994 | - | 6,687 | 6687 |
| 2017 | 444 | 1,152 | 4,739 | - | 6,335 | |
| Annual Percentage Change | | | | | | |
| 2008 | (8.5) | 1.9 | 9.5 | - | 6.8 | |
| 2009 | 4.4 | 1.2 | (3.7) | - | (2.3) | |
| 2010 | (16.4) | (18.7) | (19.7) | - | (19.3) | |
| 2011 | 21.7 | (1.0) | (1.4) | - | 0.1 | |
| 2012 | (16.4) | 3.7 | (7.8) | - | (6.2) | |
| 2013 | 1.7 | 1.8 | 2.1 | - | 2.0 | |
| 2014 | 1.7 | 1.8 | 2.1 | - | 2.0 | |
| 2015 | 9.0 | 10.5 | 1.7 | - | 3.9 | |
| 2016 | 9.5 | (8.9) | 10.3 | - | 6.1 | |
| 2017 | (1.3) | (7.3) | (5.1) | - | (5.3) | |
| Percent of Total | | | | | | |
| 2008 | 5.6 | 18.7 | 75.8 | - | 100 | |
| 2009 | 6.0 | 19.3 | 74.7 | - | 100 | |
| 2010 | 6.2 | 19.5 | 74.4 | - | 100 | |
| 2011 | 7.5 | 19.3 | 73.2 | - | 100 | |
| 2012 | 6.7 | 21.3 | 72.0 | - | 100 | |
| 2013 | 6.7 | 21.2 | 72.1 | - | 100 | |
| 2014 | 6.2 | 20.3 | 73.4 | - | 100 | |
| 2015 | 6.5 | 21.6 | 71.8 | - | 100 | |
| 2016 | 6.7 | 18.6 | 74.7 | - | 100 | |
| 2017 | 7.0 | 18.2 | 74.8 | - | 100 | |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 15: Casualty by Severity of Injury and by Sex and District, 2017

| District | Male | | | | Female | | | | Grand Total |
|---------------|------------|------------|--------------|--------------|------------|------------|--------------|--------------|--------------|
| | Fatal | Serious | Minor | Total | Fatal | Serious | Minor | Total | |
| Francistown | 23 | 51 | 118 | 192 | 9 | 36 | 89 | 134 | 326 |
| Kutlwano | 20 | 56 | 176 | 252 | 13 | 31 | 93 | 137 | 389 |
| Gaborone | 24 | 74 | 526 | 624 | 6 | 33 | 385 | 424 | 1,048 |
| Gaborone West | 43 | 107 | 506 | 656 | 22 | 59 | 380 | 461 | 1,117 |
| Lobatse | 17 | 34 | 94 | 145 | 4 | 22 | 38 | 64 | 209 |
| Kanye | 19 | 58 | 199 | 276 | 9 | 23 | 105 | 137 | 413 |
| Molepolole | 24 | 58 | 217 | 299 | 18 | 26 | 89 | 133 | 432 |
| Mochudi | 21 | 54 | 166 | 241 | 8 | 26 | 95 | 129 | 370 |
| Serowe | 31 | 49 | 265 | 345 | 5 | 21 | 161 | 187 | 532 |
| Mahalapye | 27 | 51 | 145 | 223 | 16 | 39 | 91 | 146 | 369 |
| Selibe-Phikwe | 5 | 27 | 92 | 124 | 2 | 13 | 46 | 61 | 185 |
| Letlhakane | 16 | 26 | 71 | 113 | 7 | 15 | 58 | 80 | 193 |
| Maun | 15 | 57 | 179 | 251 | 6 | 20 | 96 | 122 | 373 |
| Kasane | 8 | 19 | 46 | 73 | 3 | 13 | 14 | 30 | 103 |
| Ghanzi | 14 | 16 | 59 | 89 | 2 | 11 | 35 | 48 | 137 |
| Tsabong | 6 | 14 | 74 | 94 | 1 | 13 | 31 | 45 | 139 |
| Total | 313 | 751 | 2,933 | 3,997 | 131 | 401 | 1,806 | 2,338 | 6,335 |

Percent of Severity of Injury

| | | | | | | | | |
|---------------|------------|-------------|-------------|------------|------------|-------------|-------------|------------|
| Francistown | 12.0 | 26.6 | 61.5 | 100 | 6.7 | 26.9 | 66.4 | 100 |
| Kutlwano | 7.9 | 22.2 | 69.8 | 100 | 9.5 | 22.6 | 67.9 | 100 |
| Gaborone | 3.8 | 11.9 | 84.3 | 100 | 1.4 | 7.8 | 90.8 | 100 |
| Gaborone West | 6.6 | 16.3 | 77.1 | 100 | 4.8 | 12.8 | 82.4 | 100 |
| Lobatse | 11.7 | 23.4 | 64.8 | 100 | 6.3 | 34.4 | 59.4 | 100 |
| Kanye | 6.9 | 21.0 | 72.1 | 100 | 6.6 | 16.8 | 76.6 | 100 |
| Molepolole | 8.0 | 19.4 | 72.6 | 100 | 13.5 | 19.5 | 66.9 | 100 |
| Mochudi | 8.7 | 22.4 | 68.9 | 100 | 6.2 | 20.2 | 73.6 | 100 |
| Serowe | 9.0 | 14.2 | 76.8 | 100 | 2.7 | 11.2 | 86.1 | 100 |
| Mahalapye | 12.1 | 22.9 | 65.0 | 100 | 11.0 | 26.7 | 62.3 | 100 |
| Selibe-Phikwe | 4.0 | 21.8 | 74.2 | 100 | 3.3 | 21.3 | 75.4 | 100 |
| Letlhakane | 14.2 | 23.0 | 62.8 | 100 | 8.8 | 18.8 | 72.5 | 100 |
| Maun | 6.0 | 22.7 | 71.3 | 100 | 4.9 | 16.4 | 78.7 | 100 |
| Kasane | 11.0 | 26.0 | 63.0 | 100 | 10.0 | 43.3 | 46.7 | 100 |
| Gantsi | 15.7 | 18.0 | 66.3 | 100 | 4.2 | 22.9 | 72.9 | 100 |
| Tsabong | 6.4 | 14.9 | 78.7 | 100 | 2.2 | 28.9 | 68.9 | 100 |
| Total | 7.8 | 18.8 | 73.4 | 100 | 5.6 | 17.2 | 77.2 | 100 |

(Table 15 Cont'd): Casualty by Severity of Injury and by Sex and District, 2017

| District | Male | | | | Female | | | | Grand Total |
|---------------------------|-------|---------|-------|-------|--------|---------|-------|-------|-------------|
| | Fatal | Serious | Minor | Total | Fatal | Serious | Minor | Total | |
| Percent of District Total | | | | | | | | | |
| Francistown | 7.3 | 6.8 | 4.0 | 4.8 | 6.9 | 9.0 | 4.9 | 5.7 | 5.1 |
| Kutlwano | 6.4 | 7.5 | 6.0 | 6.3 | 9.9 | 7.7 | 5.1 | 5.9 | 6.1 |
| Gaborone | 7.7 | 9.9 | 17.9 | 15.6 | 4.6 | 8.2 | 21.3 | 18.1 | 16.5 |
| Gaborone West | 13.7 | 14.2 | 17.3 | 16.4 | 16.8 | 14.7 | 21.0 | 19.7 | 17.6 |
| Lobatse | 5.4 | 4.5 | 3.2 | 3.6 | 3.1 | 5.5 | 2.1 | 2.7 | 3.3 |
| Kanye | 6.1 | 7.7 | 6.8 | 6.9 | 6.9 | 5.7 | 5.8 | 5.9 | 6.5 |
| Molepolole | 7.7 | 7.7 | 7.4 | 7.5 | 13.7 | 6.5 | 4.9 | 5.7 | 6.8 |
| Mochudi | 6.7 | 7.2 | 5.7 | 6.0 | 6.1 | 6.5 | 5.3 | 5.5 | 5.8 |
| Serowe | 9.9 | 6.5 | 9.0 | 8.6 | 3.8 | 5.2 | 8.9 | 8.0 | 8.4 |
| Mahalapye | 8.6 | 6.8 | 4.9 | 5.6 | 12.2 | 9.7 | 5.0 | 6.2 | 5.8 |
| Selibe-Phikwe | 1.6 | 3.6 | 3.1 | 3.1 | 1.5 | 3.2 | 2.5 | 2.6 | 2.9 |
| Letlhakane | 5.1 | 3.5 | 2.4 | 2.8 | 5.3 | 3.7 | 3.2 | 3.4 | 3.0 |
| Maun | 4.8 | 7.6 | 6.1 | 6.3 | 4.6 | 5.0 | 5.3 | 5.2 | 5.9 |
| Kasane | 2.6 | 2.5 | 1.6 | 1.8 | 2.3 | 3.2 | 0.8 | 1.3 | 1.6 |
| Gantsi | 4.5 | 2.1 | 2.0 | 2.2 | 1.5 | 2.7 | 1.9 | 2.1 | 2.2 |
| Tsabong | 1.9 | 1.9 | 2.5 | 2.4 | 0.8 | 3.2 | 1.7 | 1.9 | 2.2 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 15a: Casualties by Police District and Type of Road User, 2017

| District | Type of Road User | | | | | | | | | | | | Total |
|---------------|-------------------|------------|--------------|-----------|------------|------------|-----------|------------|------------|-----------|-----------|-----------|--------------|
| | Pedestrian | Cyclist | Car | Taxi | 4WD | Pick-up | LDV | Lorry | Buses | Tractor | Animal | Other | |
| Francistown | 93 | 9 | 108 | - | 11 | 47 | 12 | 11 | 33 | - | - | 2 | 326 |
| Kutlwano | 84 | 11 | 160 | 2 | 17 | 40 | 10 | 11 | 43 | 4 | 7 | - | 389 |
| Gaborone | 317 | 51 | 426 | - | 24 | 71 | 9 | 6 | 135 | - | - | 9 | 1,048 |
| Gaborone West | 334 | 28 | 518 | 4 | 14 | 91 | 11 | 10 | 103 | - | 1 | 3 | 1,117 |
| Lobatse | 37 | 3 | 92 | 1 | 6 | 31 | 1 | 4 | 34 | - | - | - | 209 |
| Kanye | 80 | 4 | 164 | - | 30 | 80 | 9 | 16 | 28 | - | 1 | 1 | 413 |
| Molepolole | 107 | 5 | 147 | - | 29 | 81 | 2 | 6 | 35 | 4 | 15 | 1 | 432 |
| Mochudi | 62 | - | 195 | - | 5 | 56 | 2 | 6 | 43 | - | - | 1 | 370 |
| Serowe | 107 | 4 | 252 | 5 | 20 | 72 | 8 | 16 | 38 | - | 8 | 2 | 532 |
| Mahalapye | 47 | 3 | 166 | 2 | 11 | 55 | 14 | 19 | 44 | 1 | 6 | 1 | 369 |
| Selibe-Phikwe | 36 | 2 | 82 | 4 | 9 | 36 | 2 | 2 | 10 | - | - | 2 | 185 |
| Letlhakane | 25 | 1 | 87 | - | 8 | 38 | - | 6 | 18 | 2 | 8 | - | 193 |
| Maun | 69 | 2 | 158 | 4 | 32 | 82 | 2 | 7 | 14 | - | 1 | 2 | 373 |
| Kasane | 12 | 1 | 45 | - | 15 | 7 | 6 | 1 | 15 | - | - | 1 | 103 |
| Ghanzi | 22 | 3 | 46 | - | 18 | 24 | 5 | 3 | 16 | - | - | - | 137 |
| Tsabong | 16 | - | 53 | - | 12 | 44 | 4 | 6 | 3 | - | 1 | - | 139 |
| Total | 1,448 | 127 | 2,699 | 22 | 261 | 855 | 97 | 130 | 612 | 11 | 48 | 25 | 6,335 |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 16: Casualties by Severity of Injury and Cause of Accident, 2017

| Causes of Road Casualties | Fatalities | Serious Injuries | Minor Injuries | Total | Percentage Contribution |
|-----------------------------------|------------|------------------|----------------|--------------|-------------------------|
| Driver fatigue | 6 | 4 | 25 | 35 | 0.6 |
| Under influence of alcohol/ drugs | 23 | 66 | 233 | 322 | 5.1 |
| Driver Losing control | 116 | 308 | 986 | 1,410 | 22.3 |
| Unlicenced Driver | 26 | 69 | 233 | 328 | 5.2 |
| Pedestrian error | 50 | 79 | 257 | 386 | 6.1 |
| Driver Carelessness | 166 | 446 | 2,511 | 3,123 | 49.3 |
| Passenger Error | 7 | 19 | 24 | 50 | 0.8 |
| Animals (Domestic/Wild) | 16 | 75 | 231 | 322 | 5.1 |
| Obstruction | - | 2 | 7 | 9 | 0.1 |
| Vehicle Defects | 28 | 72 | 173 | 273 | 4.3 |
| Road Surface condition | 1 | 1 | 19 | 21 | 0.3 |
| Weather Condition | 1 | - | 7 | 8 | 0.1 |
| Other Causes | 4 | 11 | 33 | 48 | 0.8 |
| Total | 444 | 1,152 | 4,739 | 6,335 | 100 |

Percentage of Causes of Casualties

| | | | | |
|----------------------------------|------------|-------------|-------------|------------|
| Driver fatigue | 17.1 | 11.4 | 71.4 | 100 |
| Under influence of alcohol/drugs | 7.1 | 20.5 | 72.4 | 100 |
| Driver Losing Control | 8.2 | 21.8 | 69.9 | 100 |
| Unlicenced Driver | 7.9 | 21.0 | 71.0 | 100 |
| Pedestrian error | 13.0 | 20.5 | 66.6 | 100 |
| Driver Carelessness | 5.3 | 14.3 | 80.4 | 100 |
| Passenger Error | 14.0 | 38.0 | 48.0 | 100 |
| Animals (Domestic/Wild) | 5.0 | 23.3 | 71.7 | 100 |
| Obstruction | - | - | 78 | 100 |
| Vehicle Defects | 10.3 | 26.4 | 63.4 | 100 |
| Road Surface condition | 4.8 | 4.8 | 90.5 | 100 |
| Weather Condition | - | - | - | 100 |
| Other Causes | - | - | 68.8 | 100 |
| Total | 7.0 | 18.2 | 74.8 | 100 |

Percent of Sevrity of Injury

| | | | | |
|----------------------------------|------------|------------|------------|------------|
| Driver fatigue | 1.4 | 0.3 | 0.5 | 0.6 |
| Under influence of alcohol/drugs | 5.2 | 5.7 | 4.9 | 5.1 |
| Driver Losing Control | - | - | - | - |
| Unlicenced Driver | 26.1 | 26.7 | 20.8 | 22.3 |
| Pedestrian error | 5.9 | 6.0 | 4.9 | 5.2 |
| Driver Carelessness | 11.3 | 6.9 | 5.4 | 6.1 |
| Passenger Error | 37.4 | 38.7 | 53.0 | 49.3 |
| Animals (Domestic/Wild) | 1.6 | 1.6 | 0.5 | 0.8 |
| Obstruction | 3.6 | 6.5 | 4.9 | 5.1 |
| Vehicle Defects | - | - | 0.1 | 0.1 |
| Road Surface condition | 6.3 | 6.3 | 3.7 | 4.3 |
| Weather Condition | 0.2 | 0.1 | 0.4 | 0.3 |
| Other Causes | - | - | - | 0.1 |
| Total | 100 | 100 | 100 | 100 |

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 17: Driver Casualties by Age, 2017

| Age | Fatalities | Drivers Serious | Minor | Total |
|----------------|------------|-----------------|--------------|--------------|
| Number | | | | |
| 01-05 | - | - | - | - |
| 06-10 | - | - | - | - |
| 11-15 | 1 | 1 | 4 | 6 |
| 16-20 | 1 | 2 | 43 | 46 |
| 21-25 | 9 | 30 | 182 | 221 |
| 26-30 | 23 | 50 | 284 | 357 |
| 31-35 | 27 | 73 | 373 | 473 |
| 36-40 | 27 | 67 | 320 | 414 |
| 41-45 | 10 | 32 | 163 | 205 |
| 46-50 | 8 | 34 | 123 | 165 |
| 51-55 | 5 | 6 | 72 | 83 |
| 56-60 | 5 | 11 | 53 | 69 |
| 61-65 | 5 | 4 | 29 | 38 |
| 66-70 | 4 | 3 | 14 | 21 |
| 71-75 | 0 | 1 | 8 | 9 |
| >75 | 1 | 1 | 2 | 4 |
| Total | 126 | 315 | 1,670 | 2,111 |
| Percent of Age | | | | |
| 0-5 | - | - | - | - |
| 6-10 | - | - | - | 100 |
| 11-15 | - | 16.7 | 66.7 | 100 |
| 16-20 | 2.2 | 4.3 | 93.5 | 100 |
| 21-25 | 4.1 | 13.6 | 82.4 | 100 |
| 26-30 | 6.4 | 14.0 | 79.6 | 100 |
| 31-35 | 5.7 | 15.4 | 78.9 | 100 |
| 36-40 | 6.5 | 16.2 | 77.3 | 100 |
| 41-45 | 4.9 | 15.6 | 79.5 | 100 |
| 46-50 | 4.8 | 20.6 | 74.5 | 100 |
| 51-55 | 6.0 | 7.2 | 86.7 | 100 |
| 56-60 | 7.2 | 15.9 | 76.8 | 100 |
| 61-65 | 13.2 | 10.5 | 76.3 | 100 |
| 66-70 | 19.0 | 14.3 | 66.7 | 100 |
| 71-75 | 0.0 | 11.1 | 88.9 | 100 |
| >75 | 25.0 | - | 50.0 | 100 |
| Total | 6.0 | 14.9 | 79.1 | 100 |

Table 17 (Cont'd): Driver Casualties by Age, 2017

| Age | Fatalities | Drivers Serious | Minor | Total |
|--------------------------|------------|-----------------|------------|-------------|
| Percent of Drivers Total | | | | |
| 0-5 | - | - | - | - |
| 6-10 | - | - | - | - |
| 11-15 | - | 0.3 | 0.2 | 0.3 |
| 16-20 | 0.8 | 0.6 | 2.6 | 2.2 |
| 21-25 | 7.1 | 9.5 | 10.9 | 10.5 |
| 26-30 | 18.3 | 15.9 | 17.0 | 16.9 |
| 31-35 | 21.4 | 23.2 | 22.3 | 22.4 |
| 36-40 | 21.4 | 21.3 | 19.2 | 19.6 |
| 41-45 | 7.9 | 10.2 | 9.8 | 9.7 |
| 46-50 | 6.3 | 10.8 | 7.4 | 7.8 |
| 51-55 | 4.0 | 1.9 | 4.3 | 3.9 |
| 56-60 | 4.0 | 3.5 | 3.2 | 3.3 |
| 61-65 | 4.0 | 1.3 | 1.7 | 1.8 |
| 66-70 | 3.2 | 1.0 | 0.8 | 1.0 |
| 71-75 | 0.0 | 0.3 | 0.5 | 0.4 |
| >75 | 0.8 | - | 0.1 | 0.2 |
| Total | 100 | 100 | 100 | 100 |

Source: Road Accident Statistics Unit, Botswana Police Service

Appendix 3: Air Transport

Table 18: AIR TRANSPORT: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2008 - 2017

| Airport | Year | International | | | | Domestic | | | | Total | | | |
|-------------|------|---------------|-----------|---------|---------------|----------|-----------|---------|---------------|--------|-----------|---------|---------------|
| | | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Grand Total |
| Francistown | 2008 | 51 | 1,344 | 547 | 1,942 | 942 | 869 | 1,085 | 2,896 | 993 | 2,213 | 1,632 | 4,838 |
| | 2009 | 7 | 1,394 | 412 | 1,813 | 956 | 1,102 | 1,211 | 3,269 | 963 | 2,496 | 1,623 | 5,082 |
| | 2010 | 142 | 710 | 350 | 1,202 | 951 | 746 | 1,284 | 2,981 | 1,093 | 1,456 | 1,634 | 4,183 |
| | 2011 | 213 | 555 | 173 | 941 | 915 | 906 | 409 | 2,230 | 1,128 | 1,461 | 582 | 3,171 |
| | 2012 | 219 | 432 | 313 | 964 | 929 | 954 | 357 | 2,240 | 1,148 | 1,386 | 670 | 3,204 |
| | 2013 | 303 | 445 | 147 | 895 | 932 | 717 | 190 | 1,839 | 1,235 | 1,162 | 337 | 2,734 |
| | 2014 | 309 | 522 | 68 | 899 | 770 | 752 | 118 | 1,640 | 1,079 | 1,274 | 186 | 2,539 |
| | 2015 | 330 | 466 | 91 | 887 | 735 | 679 | 156 | 1,570 | 1,065 | 1,145 | 247 | 2,457 |
| | 2016 | 316 | 412 | 100 | 828 | 896 | 652 | 176 | 1,724 | 1,212 | 1,064 | 276 | 2,552 |
| | 2017 | 301 | 409 | 46 | 756 | 823 | 538 | 186 | 1,547 | 1,124 | 947 | 232 | 2,303 |
| SSKIA | 2008 | 6,559 | 1,414 | 1,396 | 9,369 | 2,126 | 1,872 | 2,481 | 6,479 | 8,685 | 3,286 | 3,877 | 15,848 |
| | 2009 | 6,707 | 1,479 | 1,321 | 9,507 | 2,154 | 1,803 | 2,380 | 6,337 | 8,861 | 3,282 | 3,701 | 15,844 |
| | 2010 | 7,846 | 756 | 1,456 | 10,058 | 2,134 | 989 | 3,430 | 6,553 | 9,980 | 1,745 | 4,886 | 16,611 |
| | 2011 | 8,773 | 1,689 | 876 | 11,338 | 2,543 | 2,171 | 870 | 5,584 | 11,316 | 3,860 | 1,746 | 16,922 |
| | 2012 | 7,999 | 1,594 | 884 | 10,477 | 2,523 | 2,254 | 896 | 5,673 | 10,522 | 3,848 | 1,780 | 16,150 |
| | 2013 | 7,796 | 1,915 | 841 | 10,552 | 2,738 | 1,993 | 1,063 | 5,794 | 10,534 | 3,908 | 1,904 | 16,346 |
| | 2014 | 8,688 | 2,382 | 648 | 11,718 | 1,976 | 1,553 | 1,301 | 4,830 | 10,664 | 3,935 | 1,949 | 16,548 |
| | 2015 | 9,224 | 2,491 | 727 | 12,442 | 1,904 | 1,903 | 1,314 | 5,121 | 11,128 | 4,394 | 2,041 | 17,563 |
| | 2016 | 9,363 | 2,456 | 766 | 12,585 | 2,062 | 1,716 | 1,076 | 4,854 | 11,425 | 4,172 | 1,842 | 17,439 |
| | 2017 | 8,789 | 1,788 | 920 | 11,497 | 1,849 | 1,388 | 1,246 | 4,483 | 10,638 | 3,176 | 2,166 | 15,980 |
| Gantsi | 2008 | - | 12 | 15 | 27 | 77 | 169 | 103 | 349 | 77 | 181 | 118 | 376 |
| | 2009 | - | 3 | 20 | 23 | 56 | 172 | 167 | 395 | 56 | 175 | 187 | 418 |
| | 2010 | - | - | 7 | 7 | - | 172 | 116 | 288 | - | 172 | 123 | 295 |
| | 2011 | - | - | - | - | - | 147 | 130 | 277 | - | 141 | 118 | 259 |
| | 2012 | - | - | - | - | - | 144 | 114 | 258 | - | 144 | 114 | 258 |
| | 2013 | - | - | - | - | - | 132 | 140 | 272 | - | 132 | 140 | 272 |
| | 2014 | - | - | 20 | 20 | - | 99 | 91 | 190 | - | 99 | 111 | 210 |
| | 2015 | - | 1 | 33 | 34 | - | 106 | 70 | 176 | - | 107 | 103 | 210 |
| | 2016 | - | 1 | 34 | 35 | - | 62 | 73 | 135 | - | 63 | 107 | 170 |
| | 2017 | - | 5 | 53 | 58 | - | 22 | 63 | 85 | - | 27 | 116 | 143 |
| Kasane | 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 |
| | 2013 | 729 | 2,466 | 105 | 3,300 | 830 | 9,147 | 244 | 10,221 | 1,559 | 11,613 | 349 | 13,521 |
| | 2014 | 782 | 2,030 | 149 | 2,961 | 643 | 9,848 | 356 | 10,847 | 1,425 | 11,878 | 505 | 13,808 |
| | 2015 | 762 | 1,590 | 132 | 2,484 | 644 | 8,267 | 270 | 9,181 | 1,406 | 9,857 | 402 | 11,665 |
| | 2016 | 731 | 1,524 | 139 | 2,394 | 613 | 8,747 | 267 | 9,627 | 1,344 | 10,271 | 406 | 12,021 |
| | 2017 | 730 | 1,669 | 169 | 2,568 | 520 | 9,416 | 229 | 10,165 | 1,250 | 11,085 | 398 | 12,733 |

Source: Civil Aviation Authority Botswana

Table 18 (Cont'd): CIVIL AVIATION: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2008 - 2017

| Airport | Year | International | | | | Domestic | | | | Total | | | |
|---------------|------|---------------|-----------|---------|--------|----------|-----------|---------|--------|--------|-----------|---------|-------------|
| | | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Total | Sched | Non-Sched | Private | Grand Total |
| Maun | 2008 | 1,663 | 2,239 | 12 | 3,914 | 1,202 | 36,955 | 637 | 38,794 | 2,865 | 39,194 | 649 | 42,708 |
| | 2009 | 2,171 | 2,329 | 22 | 4,522 | 1,155 | 63,784 | 511 | 65,450 | 3,326 | 66,113 | 533 | 69,972 |
| | 2010 | 1,619 | 1,586 | 16 | 3,221 | 18,806 | 19,054 | 896 | 38,756 | 20,425 | 20,640 | 912 | 41,977 |
| | 2011 | 1,399 | 2,007 | 1 | 3,407 | 1,459 | 42,603 | 39 | 44,101 | 2,858 | 44,610 | 40 | 47,508 |
| | 2012 | 2,145 | 1,444 | - | 3,589 | 1,578 | 42,542 | - | 44,120 | 3,723 | 43,986 | - | 47,709 |
| | 2013 | 1,971 | 1,726 | 1 | 3,698 | 1,536 | 47,671 | - | 49,207 | 3,507 | 49,397 | - | 52,904 |
| | 2014 | 2,003 | 1,392 | 2 | 3,397 | 1,045 | 45,242 | 50 | 46,337 | 3,048 | 46,634 | 52 | 49,734 |
| | 2015 | 1,921 | 1,387 | 6 | 3,314 | 994 | 37,859 | 82 | 38,935 | 2,915 | 39,246 | 88 | 42,249 |
| | 2016 | 2,218 | 1,374 | 6 | 3,598 | 984 | 40,129 | 75 | 41,188 | 3,202 | 41,503 | 81 | 44,786 |
| | 2017 | 2,112 | 1,471 | 17 | 3,600 | 965 | 33,768 | 85 | 34,818 | 3,077 | 35,239 | 102 | 38,418 |
| Selebi-Phikwe | 2008 | - | 55 | 137 | 192 | 2 | 132 | 225 | 359 | 2 | 187 | 362 | 551 |
| | 2009 | - | 7 | 219 | 226 | - | 24 | 404 | 428 | - | 31 | 623 | 654 |
| | 2010 | 21 | 22 | 134 | 177 | 20 | 83 | 296 | 379 | 41 | 105 | 430 | 576 |
| | 2011 | - | 35 | 212 | 247 | - | 35 | 210 | 245 | - | 70 | 422 | 492 |
| | 2012 | - | 124 | 141 | 265 | - | 29 | 204 | 233 | - | 153 | 345 | 498 |
| | 2013 | - | 138 | 241 | 379 | - | 38 | 168 | 206 | - | 176 | 409 | 585 |
| | 2014 | - | 90 | 134 | 224 | - | 67 | 155 | 222 | - | 157 | 289 | 446 |
| | 2015 | - | 41 | 65 | 106 | - | 25 | 197 | 222 | - | 66 | 262 | 328 |
| | 2016 | - | 16 | 17 | 33 | - | 10 | 68 | 78 | - | 26 | 85 | 111 |
| | 2017 | - | 12 | 24 | 36 | - | 9 | 94 | 103 | - | 21 | 118 | 139 |
| Grand Total | 2008 | 8,274 | 8,564 | 2,329 | 19,167 | 4,645 | 48,339 | 5,383 | 58,367 | 12,919 | 56,903 | 7,712 | 77,534 |
| | 2009 | 10,337 | 6,589 | 2,149 | 19,075 | 4,792 | 72,253 | 6,406 | 83,451 | 15,129 | 78,842 | 8,555 | 102,526 |
| | 2010 | 9,806 | 5,861 | 2,058 | 17,725 | 22,463 | 27,582 | 6,683 | 56,728 | 32,269 | 33,443 | 8,741 | 74,453 |
| | 2011 | 10,952 | 7,553 | 1,459 | 19,964 | 5,902 | 54,720 | 2,213 | 62,835 | 16,854 | 62,273 | 3,672 | 82,799 |
| | 2012 | 10,693 | 5,737 | 1,506 | 17,936 | 5,807 | 54,613 | 1,811 | 62,231 | 16,500 | 60,350 | 3,317 | 80,167 |
| | 2013 | 10,799 | 6,690 | 1,335 | 18,824 | 6,036 | 59,698 | 1,805 | 67,539 | 16,835 | 66,388 | 3,139 | 86,362 |
| | 2014 | 11,782 | 6,416 | 1,021 | 19,219 | 4,434 | 57,561 | 2,071 | 64,066 | 16,216 | 63,977 | 3,092 | 83,285 |
| | 2015 | 12,237 | 5,976 | 1,054 | 19,267 | 4,277 | 48,839 | 2,089 | 55,205 | 16,514 | 54,815 | 3,143 | 74,472 |
| | 2016 | 12,628 | 5,783 | 1,062 | 19,473 | 4,555 | 51,316 | 1,735 | 57,606 | 17,183 | 57,099 | 2,797 | 77,079 |
| | 2017 | 11,932 | 5,354 | 1,229 | 18,515 | 4,157 | 45,141 | 1,903 | 51,201 | 16,089 | 50,495 | 3,132 | 69,716 |

Source: Civil Aviation Authority Botswana

Table 19: AIR TRANSPORT: INTERNATIONAL AND DOMESTIC TRAFFIC: 2008 - 2017

| Airport | Year | International Traffic | | | | Domestic Traffic | | | | International & Domestic Passengers |
|-------------|------|-----------------------|----------------------|----------|---------|------------------|----------------------|----------|---------|-------------------------------------|
| | | No. of Movements | Number of Passengers | | | No. of Movements | Number of Passengers | | | |
| | | | Arrivals | Depart's | Total | | Arrivals | Depart's | Total | |
| Francistown | 2008 | 1,942 | 4,694 | 4,419 | 9,113 | 2,896 | 17,844 | 17,042 | 34,886 | 43,999 |
| | 2009 | 1,813 | 3,904 | 3,915 | 7,819 | 3,269 | 22,282 | 21,410 | 43,692 | 51,511 |
| | 2010 | 1,202 | 4,439 | 4,547 | 8,986 | 2,981 | 23,096 | 22,686 | 45,782 | 54,768 |
| | 2011 | 941 | 6,121 | 5,005 | 11,126 | 2,230 | 22,146 | 22,121 | 44,267 | 55,393 |
| | 2012 | 964 | 3,959 | 3,940 | 7,899 | 2,240 | 19,913 | 19,369 | 39,282 | 47,181 |
| | 2013 | 895 | 4,152 | 4,011 | 8,163 | 1,839 | 18,423 | 18,130 | 36,553 | 44,716 |
| | 2014 | 899 | 4,558 | 4,524 | 9,082 | 1,640 | 16,498 | 16,027 | 32,525 | 41,607 |
| | 2015 | 887 | 5,016 | 4,967 | 9,983 | 1,570 | 14,654 | 14,573 | 29,227 | 39,210 |
| | 2016 | 828 | 4,272 | 4,176 | 8,448 | 1,724 | 16,716 | 16,450 | 33,166 | 41,614 |
| | 2017 | 756 | 4,371 | 4,143 | 8,514 | 1,547 | 14,379 | 14,593 | 28,972 | 37,486 |
| SSKIA | 2008 | 9,369 | 128,006 | 127,267 | 255,273 | 6,479 | 39,132 | 39,184 | 78,316 | 333,589 |
| | 2009 | 9,507 | 143,061 | 143,878 | 286,939 | 6,337 | 48,937 | 50,176 | 99,113 | 386,052 |
| | 2010 | 10,058 | 162,318 | 164,187 | 326,505 | 6,553 | 53,239 | 52,402 | 105,641 | 432,146 |
| | 2011 | 11,338 | 160,319 | 161,299 | 321,618 | 5,584 | 51,202 | 50,734 | 101,936 | 423,554 |
| | 2012 | 10,477 | 150,417 | 155,943 | 306,360 | 5,673 | 50,175 | 50,441 | 100,616 | 406,976 |
| | 2013 | 10,552 | 146,758 | 149,780 | 296,538 | 5,794 | 52,282 | 52,280 | 104,562 | 401,100 |
| | 2014 | 11,718 | 145,573 | 147,552 | 293,125 | 4,830 | 45,664 | 45,587 | 91,251 | 384,376 |
| | 2015 | 12,442 | 147,563 | 151,154 | 298,717 | 5,121 | 41,790 | 41,773 | 83,563 | 382,280 |
| | 2016 | 12,585 | 157,400 | 159,474 | 316,874 | 4,885 | 43,078 | 42,913 | 85,991 | 402,865 |
| | 2017 | 11,497 | 171,328 | 174,647 | 345,975 | 4,483 | 39,901 | 38,764 | 78,665 | 424,640 |
| Gantsi | 2008 | 27 | 14 | 8 | 22 | 349 | 650 | 538 | 1,188 | 1,210 |
| | 2009 | 23 | 11 | 12 | 23 | 395 | 295 | 386 | 681 | 704 |
| | 2010 | 7 | 55 | 24 | 79 | 288 | 228 | 265 | 493 | 572 |
| | 2011 | - | - | - | - | 277 | 194 | 251 | 445 | 445 |
| | 2012 | - | - | - | - | 258 | 195 | 227 | 422 | 422 |
| | 2013 | - | - | - | - | 272 | 297 | 352 | 649 | 649 |
| | 2014 | 20 | 22 | 30 | 52 | 190 | 202 | 234 | 436 | 488 |
| | 2015 | 34 | 48 | 39 | 87 | 176 | 168 | 209 | 377 | 464 |
| | 2016 | 35 | 58 | 46 | 104 | 135 | 164 | 158 | 322 | 426 |
| | 2017 | 58 | 48 | 46 | 94 | 85 | 57 | 63 | 120 | 214 |
| Kasane | 2008 | 3,693 | 3,307 | 4,046 | 7,353 | 9,375 | 28,772 | 28,256 | 57,028 | 64,381 |
| | 2009 | 3,779 | 4,947 | 6,849 | 11,796 | 9,642 | 24,035 | 23,076 | 47,111 | 58,907 |
| | 2010 | 3,060 | 8,007 | 9,025 | 17,032 | 7,751 | 27,847 | 27,357 | 55,204 | 72,236 |
| | 2011 | 4,031 | 9,593 | 13,160 | 22,753 | 10,398 | 31,596 | 30,830 | 62,426 | 85,179 |
| | 2012 | 2,641 | 7,197 | 8,049 | 15,246 | 9,707 | 30,352 | 29,042 | 59,394 | 74,640 |
| | 2013 | 3,300 | 11,920 | 15,400 | 27,320 | 10,221 | 35,817 | 34,013 | 69,830 | 97,150 |
| | 2014 | 2,961 | 13,711 | 15,925 | 29,636 | 10,847 | 31,332 | 31,697 | 63,029 | 92,665 |
| | 2015 | 2,484 | 13,514 | 14,927 | 28,441 | 9,181 | 25,418 | 27,122 | 52,540 | 80,981 |
| | 2016 | 2,394 | 15,458 | 17,742 | 33,200 | 9,627 | 26,209 | 28,384 | 54,593 | 87,793 |
| | 2017 | 2,568 | 16,794 | 19,800 | 36,594 | 10,165 | 27,821 | 32,560 | 60,381 | 96,975 |

Source: Botswana Civil Aviation Authority

Table 19 (Cont'd): AIR TRANSPORT: INTERNATIONAL AND DOMESTIC TRAFFIC: 2008 - 2017

| Airport | Year | International Traffic | | | | Domestic Traffic | | | | International & Domestic Passengers |
|-------------|------|-----------------------|----------------------|----------|---------|------------------|----------------------|----------|---------|-------------------------------------|
| | | No. of Movements | Number of Passengers | | | No. of Movements | Number of Passengers | | | |
| | | | Arrivals | Depart's | Total | | Arrivals | Depart's | Total | |
| Maun | 2008 | 3,914 | 26,659 | 25,253 | 51,912 | 38,794 | 74,537 | 74,561 | 149,098 | 201,010 |
| | 2009 | 4,522 | 40,650 | 40,784 | 81,434 | 65,450 | 95,281 | 95,264 | 190,545 | 271,979 |
| | 2010 | 3,221 | 22,577 | 21,757 | 44,334 | 38,756 | 83,894 | 83,633 | 167,527 | 211,861 |
| | 2011 | 3,407 | 29,274 | 29,001 | 58,275 | 44,101 | 81,529 | 82,648 | 164,177 | 222,452 |
| | 2012 | 3,589 | 34,010 | 34,425 | 68,435 | 44,120 | 81,631 | 79,743 | 161,374 | 229,809 |
| | 2013 | 3,698 | 36,627 | 36,720 | 73,347 | 49,207 | 83,122 | 81,870 | 164,992 | 238,339 |
| | 2014 | 3,397 | 39,410 | 41,235 | 80,645 | 46,337 | 78,233 | 76,018 | 154,251 | 234,896 |
| | 2015 | 3,314 | 36,701 | 38,426 | 75,127 | 38,935 | 72,186 | 69,646 | 141,832 | 216,959 |
| | 2016 | 3,598 | 38,470 | 41,929 | 80,399 | 41,188 | 77,812 | 72,916 | 150,728 | 231,127 |
| | 2017 | 3,600 | 38,756 | 43,889 | 82,645 | 34,818 | 85,761 | 78,928 | 164,689 | 247,334 |
| S/Phikwe | 2008 | 192 | 308 | 310 | 618 | 359 | 606 | 991 | 1,597 | 2,215 |
| | 2009 | 226 | 330 | 349 | 679 | 428 | 1,363 | 991 | 2,354 | 3,033 |
| | 2010 | 156 | 293 | 290 | 583 | 399 | 1,423 | 1,182 | 2,605 | 3,188 |
| | 2011 | 247 | 386 | 402 | 788 | 245 | 317 | 333 | 650 | 1,438 |
| | 2012 | 265 | 318 | 299 | 617 | 233 | 383 | 484 | 867 | 1,484 |
| | 2013 | 379 | 542 | 528 | 1,070 | 206 | 292 | 339 | 631 | 1,701 |
| | 2014 | 224 | 433 | 452 | 885 | 222 | 377 | 427 | 804 | 1,689 |
| | 2015 | 106 | 188 | 162 | 350 | 222 | 308 | 354 | 662 | 1,012 |
| | 2016 | 33 | 43 | 35 | 78 | 78 | 116 | 127 | 243 | 321 |
| | 2017 | 36 | 26 | 28 | 54 | 103 | 124 | 132 | 256 | 310 |
| Grand Total | 2008 | 19,137 | 162,988 | 161,303 | 324,291 | 58,252 | 161,541 | 160,572 | 322,113 | 646,404 |
| | 2009 | 19,870 | 192,903 | 195,787 | 388,690 | 85,521 | 192,193 | 191,303 | 383,496 | 772,186 |
| | 2010 | 17,704 | 197,689 | 199,830 | 397,519 | 56,728 | 189,727 | 187,525 | 377,252 | 774,771 |
| | 2011 | 19,964 | 205,693 | 208,867 | 414,560 | 62,835 | 186,984 | 186,917 | 373,901 | 788,461 |
| | 2012 | 17,936 | 195,901 | 202,656 | 398,557 | 62,231 | 182,649 | 179,306 | 361,955 | 760,512 |
| | 2013 | 18,824 | 199,999 | 206,439 | 406,438 | 67,539 | 190,233 | 186,984 | 377,217 | 783,655 |
| | 2014 | 19,219 | 203,707 | 209,718 | 413,425 | 64,066 | 172,306 | 169,990 | 342,296 | 755,721 |
| | 2015 | 19,267 | 203,030 | 209,675 | 412,705 | 55,205 | 154,524 | 153,677 | 308,201 | 720,906 |
| | 2016 | 19,473 | 215,701 | 223,402 | 439,103 | 57,637 | 164,095 | 160,948 | 325,043 | 764,146 |
| | 2017 | 18,515 | 231,323 | 242,553 | 473,876 | 51,201 | 168,043 | 165,040 | 333,083 | 806,959 |

Source: Civil Aviation Authority Botswana

Table 20: CIVIL AVIATION: PASSENGER MOVEMENT BY TYPE OF FLIGHT: 2008 - 2017

| Airport | Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|-------------|------|----------|-----------|---------|----------------|------------|-----------|---------|----------------|----------------|-----------|---------|----------------|
| | | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total |
| Francistown | 2008 | 15,492 | 5,705 | 1,341 | 22,538 | 14,831 | 5,246 | 1,384 | 21,461 | 30,323 | 10,951 | 2,725 | 43,999 |
| | 2009 | 18,418 | 3,669 | 4,099 | 26,186 | 17,828 | 3,358 | 4,139 | 25,325 | 36,246 | 7,027 | 8,238 | 51,511 |
| | 2010 | 20,382 | 2,686 | 4,467 | 27,535 | 19,857 | 2,442 | 4,934 | 27,233 | 40,239 | 5,128 | 9,401 | 54,768 |
| | 2011 | 24,541 | 2,921 | 805 | 28,267 | 23,620 | 2,719 | 787 | 27,126 | 48,161 | 5,640 | 1,592 | 55,393 |
| | 2012 | 21,827 | 1,856 | 189 | 23,872 | 21,415 | 1,675 | 219 | 23,309 | 43,242 | 3,531 | 408 | 47,181 |
| | 2013 | 21,470 | 1,011 | 94 | 22,575 | 21,076 | 963 | 102 | 22,141 | 42,546 | 1,974 | 196 | 44,716 |
| | 2014 | 19,742 | 1,216 | 98 | 21,056 | 19,291 | 1,206 | 54 | 20,551 | 39,033 | 2,422 | 152 | 41,607 |
| | 2015 | 18,533 | 947 | 190 | 19,670 | 18,280 | 1,093 | 167 | 19,540 | 36,813 | 2,040 | 357 | 39,210 |
| | 2016 | 20,030 | 852 | 106 | 20,988 | 19,775 | 761 | 90 | 20,626 | 39,805 | 1,613 | 196 | 41,614 |
| | 2017 | 17,923 | 755 | 72 | 18,750 | 17,969 | 692 | 75 | 18,736 | 35,892 | 1,447 | 147 | 37,486 |
| SSKIA | 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 |
| | 2013 | 189,855 | 6,921 | 2,264 | 199,040 | 193,614 | 6,369 | 2,077 | 202,060 | 383,469 | 13,290 | 4,341 | 401,100 |
| | 2014 | 182,584 | 5,134 | 3,519 | 191,237 | 184,891 | 4,870 | 3,378 | 193,139 | 367,475 | 10,004 | 6,897 | 384,376 |
| | 2015 | 180,369 | 5,161 | 3,823 | 189,353 | 184,374 | 4,976 | 3,577 | 192,927 | 364,743 | 10,137 | 7,400 | 382,280 |
| | 2016 | 191,742 | 6,077 | 2,659 | 200,478 | 193,876 | 5,948 | 2,563 | 202,387 | 385,618 | 12,025 | 5,222 | 402,865 |
| | 2017 | 203,828 | 3,484 | 3,917 | 211,229 | 206,276 | 3,411 | 3,724 | 213,411 | 410,104 | 6,895 | 7,641 | 424,640 |
| Gantsi | 2008 | 123 | 255 | 286 | 664 | 127 | 287 | 132 | 546 | 250 | 542 | 418 | 1,210 |
| | 2009 | - | 192 | 114 | 306 | - | 278 | 120 | 398 | - | 470 | 234 | 704 |
| | 2010 | - | 199 | 84 | 283 | - | 219 | 70 | 289 | - | 418 | 154 | 572 |
| | 2011 | - | 125 | 69 | 194 | - | 184 | 67 | 251 | - | 309 | 136 | 445 |
| | 2012 | - | 137 | 58 | 195 | - | 172 | 55 | 227 | - | 309 | 113 | 422 |
| | 2013 | - | 96 | 85 | 181 | - | 259 | 209 | 468 | - | 355 | 294 | 649 |
| | 2014 | - | 120 | 104 | 224 | - | 137 | 127 | 264 | - | 257 | 231 | 488 |
| | 2015 | - | 120 | 100 | 220 | - | 132 | 112 | 244 | - | 252 | 212 | 464 |
| | 2016 | - | 76 | 146 | 222 | - | 92 | 112 | 204 | - | 168 | 258 | 426 |
| | 2017 | - | 22 | 83 | 105 | - | 32 | 77 | 109 | - | 54 | 160 | 214 |
| Kasane | 2008 | 5,256 | 26,150 | 673 | 32,079 | 5,356 | 26,198 | 748 | 32,302 | 10,612 | 52,348 | 1,421 | 64,381 |
| | 2009 | 9,301 | 17,947 | 1,734 | 28,982 | 9,611 | 18,641 | 1,673 | 29,925 | 18,912 | 36,588 | 3,407 | 58,907 |
| | 2010 | 13,557 | 19,999 | 2,298 | 35,854 | 13,694 | 20,097 | 2,591 | 36,382 | 27,251 | 40,096 | 4,889 | 72,236 |
| | 2011 | 17,704 | 22,925 | 560 | 41,189 | 17,743 | 25,521 | 726 | 43,990 | 35,447 | 48,446 | 1,286 | 85,179 |
| | 2012 | 14,853 | 22,505 | 191 | 37,549 | 14,410 | 22,470 | 211 | 37,091 | 29,263 | 44,975 | 402 | 74,640 |
| | 2013 | 19,986 | 27,385 | 363 | 47,734 | 21,263 | 27,778 | 375 | 49,416 | 41,249 | 55,163 | 738 | 97,150 |
| | 2014 | 20,803 | 23,952 | 288 | 45,043 | 22,059 | 25,161 | 402 | 47,622 | 42,862 | 49,113 | 690 | 92,665 |
| | 2015 | 19,540 | 19,071 | 321 | 38,932 | 20,799 | 20,895 | 355 | 42,049 | 40,339 | 39,966 | 676 | 80,981 |
| | 2016 | 21,926 | 19,502 | 239 | 41,667 | 23,996 | 21,865 | 265 | 46,126 | 45,922 | 41,367 | 504 | 87,793 |
| | 2017 | 22,126 | 22,081 | 408 | 44,615 | 25,326 | 26,568 | 466 | 52,360 | 47,452 | 48,649 | 874 | 96,975 |

Source: Civil Aviation Authority Botswana

TABLE 20 (Cont'd): CIVIL AVIATION: PASSENGER MOVEMENT BY TYPE OF FLIGHT: 2008 - 2017

| Airport | Year | Arrivals | | | | Departures | | | | All Passengers | | | |
|-------------|------|----------|-----------|---------|----------------|------------|-----------|---------|----------------|----------------|-----------|---------|----------------|
| | | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total | Sched | Non Sched | Private | Total |
| Maun | 2008 | 45,304 | 54,879 | 1,013 | 101,196 | 44,427 | 54,589 | 798 | 99,814 | 89,731 | 109,468 | 1,811 | 201,010 |
| | 2009 | 56,822 | 78,463 | 646 | 135,931 | 56,600 | 78,819 | 629 | 136,048 | 113,422 | 157,282 | 1,275 | 271,979 |
| | 2010 | 46,999 | 57,214 | 2,258 | 106,471 | 46,990 | 56,270 | 2,130 | 105,390 | 93,989 | 113,484 | 4,388 | 211,861 |
| | 2011 | 52,254 | 58,539 | 10 | 110,803 | 51,309 | 60,327 | 13 | 111,649 | 103,563 | 118,866 | 23 | 222,452 |
| | 2012 | 57,555 | 57,928 | 158 | 115,641 | 57,364 | 56,804 | - | 114,168 | 114,919 | 114,732 | 158 | 229,809 |
| | 2013 | 59,226 | 60,519 | - | 119,745 | 59,285 | 59,309 | - | 118,594 | 118,511 | 119,828 | - | 238,339 |
| | 2014 | 58,243 | 59,346 | 54 | 117,643 | 60,473 | 56,726 | 54 | 117,253 | 118,716 | 116,072 | 108 | 234,896 |
| | 2015 | 52,985 | 55,837 | 65 | 108,887 | 54,934 | 53,084 | 54 | 108,072 | 107,919 | 108,921 | 119 | 216,959 |
| | 2016 | 55,919 | 60,290 | 73 | 116,282 | 59,108 | 55,688 | 49 | 114,845 | 115,027 | 115,978 | 122 | 231,127 |
| | 2017 | 56,295 | 68,103 | 119 | 124,517 | 61,662 | 61,023 | 132 | 122,817 | 117,957 | 129,126 | 251 | 247,334 |
| S/Phikwe | 2008 | - | 385 | 529 | 914 | - | 722 | 579 | 1,301 | - | 1,107 | 1,108 | 2,215 |
| | 2009 | - | 75 | 1,618 | 1,693 | - | 84 | 1,256 | 1,340 | - | 159 | 2,874 | 3,033 |
| | 2010 | - | 150 | 1,566 | 1,716 | - | 151 | 1,321 | 1,472 | - | 301 | 2,887 | 3,188 |
| | 2011 | - | 108 | 595 | 703 | - | 93 | 642 | 735 | - | 201 | 1,237 | 1,438 |
| | 2012 | - | 143 | 558 | 701 | - | 142 | 641 | 783 | - | 285 | 1,199 | 1,484 |
| | 2013 | - | 194 | 643 | 837 | - | 208 | 656 | 864 | - | 402 | 1,299 | 1,701 |
| | 2014 | - | 306 | 504 | 810 | - | 311 | 568 | 879 | - | 617 | 1,072 | 1,689 |
| | 2015 | - | 120 | 376 | 496 | - | 104 | 412 | 516 | - | 224 | 788 | 1,012 |
| | 2016 | - | 34 | 125 | 159 | - | 35 | 127 | 162 | - | 69 | 252 | 321 |
| | 2017 | - | 40 | 110 | 150 | - | 49 | 111 | 160 | - | 89 | 221 | 310 |
| Grand Total | 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 | 96,405 | 184,952 | 7,104 | 788,461 |
| | 2012 | 286,338 | 89,321 | 2,891 | 378,550 | 291,354 | 87,751 | 2,857 | 381,962 | 577,692 | 177,072 | 5,748 | 760,512 |
| | 2013 | 290,537 | 96,126 | 3,449 | 390,112 | 295,238 | 94,886 | 3,419 | 393,543 | 85,775 | 191,012 | 6,868 | 783,655 |
| | 2014 | 281,372 | 90,074 | 4,567 | 376,013 | 286,714 | 88,411 | 4,583 | 379,708 | 568,086 | 178,485 | 9,150 | 755,721 |
| | 2015 | 271,427 | 81,256 | 4,875 | 357,558 | 278,387 | 80,284 | 4,677 | 363,348 | 549,814 | 161,540 | 9,552 | 720,906 |
| | 2016 | 289,617 | 86,831 | 3,348 | 379,796 | 296,755 | 84,389 | 3,206 | 384,350 | 586,372 | 171,220 | 6,554 | 764,146 |
| | 2017 | 300,172 | 94,485 | 4,709 | 399,366 | 311,233 | 91,775 | 4,585 | 407,593 | 611,405 | 186,260 | 9,294 | 806,959 |

Source: Civil Aviation Authority Botswana

Appendix 4: : Railway Transport

79.

Table 21: Rail Goods Traffic by Direction (Net tonnes), 2008 - 2017

| Year/ Quarter | Imports | | | Exports | | | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
|------------------|---------------|---------------|------------------|-------------|-------------|------------------|------------------|--------------------|-------------------|--------------------|------------------|
| | From North | From South | Total Imports | To North | To South | Total Exports | | | | | |
| 2008 | 74,742 | 768,265 | 843,007 | 48,618 | 483,322 | 531,940 | 336,942 | 868,882 | 1,711,889 | 47,610 | 1,759,499 |
| 2009 | 60,670 | 1,010,605 | 1,071,275 | 25,594 | 494,325 | 519,919 | 292,981 | 822,900 | 1,894,175 | 33,276 | 1,927,451 |
| 2010 | 62,639 | 1,002,555 | 1,065,194 | 69,247 | 467,737 | 536,984 | 304,633 | 841,617 | 1,906,811 | 104,000 | 2,010,811 |
| 2011 | 76,754 | 1,047,444 | 1,124,198 | 94,665 | 457,907 | 552,572 | 318,998 | 871,569 | 1,995,767 | 39,044 | 2,034,811 |
| 2012 | 53,753 | 960,040 | 1,013,793 | 106,189 | 456,579 | 562,768 | 345,451 | 908,219 | 1,922,012 | 62,884 | 1,984,896 |
| 2013 | 28,060 | 840,037 | 868,097 | 107,763 | 490,021 | 597,785 | 310,277 | 908,061 | 1,776,158 | 107,000 | 1,883,158 |
| 2014 | 14,905 | 723,487 | 738,393 | 109,010 | 588,897 | 697,907 | 277,507 | 975,414 | 1,713,807 | 126,006 | 1,844,808 |
| 2015 | 46,325 | 796,248 | 842,574 | 70,316 | 667,566 | 737,882 | 341,549 | 1,079,431 | 1,922,005 | 85,000 | 2,007,005 |
| 2016 | 12,924 | 702,184 | 715,108 | 53,544 | 608,071 | 661,615 | 265,379 | 926,994 | 1,642,102 | 415,300 | 2,057,402 |
| 2016 Jan | 2,495 | 61,952 | 64,447 | 6,762 | 60,871 | 67,633 | 8,075 | 75,708 | 140,155 | 149,000 | 289,155 |
| Feb | 4,367 | 53,012 | 57,379 | 1,511 | 54,975 | 56,486 | 13,995 | 70,481 | 127,860 | 139,000 | 266,860 |
| Mar | 1,503 | 54,108 | 55,611 | 3,393 | 40,477 | 43,870 | 16,913 | 60,783 | 116,394 | 13,300 | 129,694 |
| Apr | 324 | 60,225 | 60,549 | 2,724 | 49,450 | 52,174 | 24,907 | 77,081 | 137,630 | 7,000 | 144,630 |
| May | 292 | 63,164 | 63,456 | 2,104 | 52,871 | 54,975 | 22,114 | 77,089 | 140,545 | 14,000 | 154,545 |
| June | 125 | 57,537 | 57,662 | 3,366 | 49,955 | 53,321 | 23,908 | 77,229 | 134,891 | 10,000 | 144,891 |
| July | 133 | 52,196 | 52,329 | 4,584 | 57,668 | 62,252 | 26,624 | 88,876 | 141,205 | 7,000 | 148,205 |
| Aug | 100 | 82,148 | 82,248 | 5,432 | 53,563 | 58,995 | 29,981 | 88,976 | 171,224 | 1,000 | 172,224 |
| Sept | 592 | 66,283 | 66,875 | 5,578 | 49,543 | 55,121 | 27,041 | 82,162 | 149,037 | 1,000 | 150,037 |
| Oct | 754 | 50,795 | 51,549 | 8,038 | 53,482 | 61,520 | 22,177 | 83,697 | 135,246 | 11,000 | 146,246 |
| Nov | 2,099 | 64,304 | 66,403 | 4,972 | 48,756 | 53,728 | 24,507 | 78,235 | 144,638 | 20,000 | 164,638 |
| Dec | 140 | 36,460 | 36,600 | 5,080 | 36,460 | 41,540 | 25,137 | 66,677 | 103,277 | 43,000 | 146,277 |
| 2017 Jan | 964 | 56,551 | 57,515 | 5,604 | 43,180 | 48,784 | 27,308 | 76,092 | 133,607 | 12,000 | 145,607 |
| Feb | 260 | 29,097 | 29,357 | 1,729 | 31,052 | 32,781 | 14,276 | 47,057 | 76,414 | 14,000 | 90,414 |
| Mar | 706 | 58,347 | 59,053 | 5,728 | 44,171 | 49,899 | 17,128 | 67,027 | 126,080 | 17,000 | 143,080 |
| Apr | 20 | 46,956 | 46,976 | 5,106 | 49,819 | 54,925 | 15,826 | 70,751 | 117,727 | 23,000 | 140,727 |
| May | 93 | 53,143 | 53,237 | 2,232 | 54,474 | 56,706 | 14,610 | 71,317 | 124,553 | 9,000 | 133,553 |
| June | 606 | 43,486 | 44,091 | 6,977 | 46,320 | 53,298 | 19,434 | 72,731 | 116,823 | 1,000 | 117,823 |
| July | 133 | 52,196 | 52,329 | 4,584 | 57,668 | 62,252 | 26,624 | 88,876 | 141,205 | 7,000 | 148,205 |
| Aug | 1,980 | 51,164 | 53,144 | 9,629 | 48,898 | 58,527 | 15,797 | 74,324 | 127,468 | 9,000 | 136,468 |
| Sept | 831 | 40,256 | 41,087 | 8,083 | 59,362 | 67,445 | 17,139 | 84,584 | 125,671 | 16,000 | 141,671 |
| Oct | 655 | 40,299 | 40,954 | 7,008 | 61,123 | 68,131 | 15,180 | 83,311 | 124,265 | 2,000 | 126,265 |
| Nov | 8,996 | 44,097 | 53,093 | 7,650 | 50,017 | 57,667 | 12,151 | 69,818 | 122,911 | 1,000 | 123,911 |
| Dec | 1,187 | 27,342 | 28,529 | 3,000 | 47,416 | 50,416 | 14,750 | 65,166 | 93,695 | 1,000 | 94,695 |

Source: Botswana Railways, Ministry of Transport and Communications

Table 22: Revenue from Goods Traffic ('000 Pula), 2008 - 2017

| | | Imports | | | Exports | | | Total | | | | |
|------|-------|------------|------------|---------------|----------|----------|---------------|---------------|-----------------|----------------|-----------------|---------------|
| | | From North | From South | Total Imports | To North | To South | Total Exports | Local Traffic | Botswana Origin | Botswana Total | Transit Traffic | Total Traffic |
| 2008 | | 4,891 | 68,517 | 73,408 | 4,568 | 69,181 | 73,749 | 35,624 | 109,373 | 182,781 | 22,351 | 205,132 |
| 2009 | | 3,472 | 99,185 | 102,657 | 3,708 | 71,576 | 75,284 | 29,535 | 104,819 | 207,476 | 3,814 | 211,290 |
| 2010 | | 3,507 | 99,093 | 102,600 | 8,815 | 72,358 | 81,173 | 38,106 | 119,279 | 221,879 | 11,403 | 233,282 |
| 2011 | | 5,640 | 104,980 | 110,620 | 12,741 | 81,400 | 94,141 | 45,166 | 139,307 | 249,927 | 5,486 | 255,413 |
| 2012 | | 3,939 | 115,705 | 119,644 | 15,859 | 102,133 | 117,992 | 47,117 | 165,172 | 284,816 | 8,320 | 293,136 |
| 2013 | | 2,460 | 117,333 | 119,793 | 17,822 | 106,419 | 124,241 | 47,312 | 171,554 | 291,346 | 21,641 | 312,987 |
| 2014 | | 1,724 | 110,850 | 112,574 | 18,747 | 118,164 | 136,911 | 45,220 | 182,131 | 294,705 | 23,456 | 318,161 |
| 2015 | | 7,863 | 127,385 | 135,248 | 13,115 | 132,745 | 145,860 | 58,825 | 204,685 | 339,933 | 16,332 | 356,265 |
| 2016 | | 2,922 | 78,420 | 81,342 | 12,060 | 126,918 | 138,978 | 44,573 | 183,551 | 264,893 | 23,822 | 288,715 |
| 2016 | Jan | 560 | 9,506 | 10,066 | 1,217 | 12,378 | 13,595 | 1,604 | 15,199 | 25,265 | 2,024 | 27,289 |
| | Feb | 819 | 8,105 | 8,924 | 278 | 11,410 | 11,688 | 3,011 | 14,699 | 23,623 | 2,144 | 25,767 |
| | Mar | 270 | 7,288 | 7,558 | 184 | 9,040 | 9,224 | 3,416 | 12,640 | 20,198 | 3,209 | 23,407 |
| | April | 606 | 9,055 | 9,661 | 488 | 10,108 | 10,596 | 4,322 | 14,918 | 24,579 | 1,459 | 26,038 |
| | May | 561 | 9,566 | 10,127 | 374 | 10,446 | 10,820 | 3,700 | 14,520 | 24,647 | 2,881 | 27,528 |
| | June | 224 | 8,490 | 8,714 | 611 | 9,007 | 9,618 | 3,816 | 13,434 | 22,148 | 1,442 | 23,590 |
| | July | 237 | 8,799 | 9,036 | 820 | 11,585 | 12,405 | 4,609 | 17,014 | 26,050 | 1,643 | 27,693 |
| | Aug | 883 | 11,999 | 12,882 | 993 | 10,570 | 11,563 | 4,884 | 16,447 | 29,329 | 1,734 | 31,063 |
| | Sep | 104 | 10,666 | 10,770 | 101 | 10,481 | 10,582 | 4,529 | 15,111 | 25,881 | 1,360 | 27,241 |
| | Oct | 147 | 10,500 | 10,647 | 1,468 | 10,500 | 11,968 | 4,353 | 16,321 | 26,968 | 799 | 27,767 |
| | Nov | 423 | 8,120 | 8,543 | 839 | 9,373 | 10,212 | 4,997 | 15,209 | 23,752 | 3,648 | 27,400 |
| | Dec | 9 | 5,618 | 5,627 | 939 | 9,317 | 10,256 | 5,293 | 15,549 | 21,176 | 7,060 | 28,236 |
| 2017 | Jan | 203 | 9,248 | 9,451 | 1,023 | 9,248 | 10,271 | 5,893 | 16,164 | 25,615 | 3,028 | 28,643 |
| | Feb | 23 | 3,838 | 3,861 | 321 | 6,884 | 7,205 | 2,845 | 10,050 | 13,911 | 1,813 | 15,724 |
| | Mar | 136 | 8,760 | 8,896 | 771 | 8,760 | 9,531 | 3,863 | 13,394 | 22,290 | 7,851 | 30,141 |
| | Apr | 2 | 5,480 | 5,482 | 958 | 10,506 | 11,464 | 3,484 | 14,948 | 20,430 | 4,753 | 25,183 |
| | May | 280 | 6,969 | 7,249 | 438 | 11,292 | 11,730 | 3,398 | 15,128 | 22,377 | 998 | 23,375 |
| | June | 133 | 5,067 | 5,200 | 1,337 | 9,230 | 10,567 | 4,152 | 14,719 | 19,919 | (101) | 19,818 |
| | July | 237 | 8,799 | 9,036 | 820 | 11,585 | 12,405 | 4,609 | 17,014 | 26,050 | 1,643 | 27,693 |
| | Aug | 374 | 6,512 | 6,886 | 1,760 | 11,235 | 12,995 | 3,246 | 16,241 | 23,127 | (119) | 23,008 |
| | Sept | 180 | 5,224 | 5,404 | 1,455 | 12,956 | 14,411 | 3,818 | 18,229 | 23,633 | 3,637 | 27,270 |
| | Oct | 143 | 5,161 | 5,304 | 1,240 | 13,154 | 14,394 | 3,086 | 17,480 | 22,784 | 303 | 23,087 |
| | Nov | 954 | 8,221 | 9,175 | 1,370 | 11,416 | 12,786 | 2,565 | 15,351 | 24,526 | (180) | 24,346 |
| | Dec | 257 | 5,141 | 5,398 | 567 | 10,652 | 11,219 | 3,614 | 14,833 | 20,231 | 196 | 20,427 |

Source: Botswana Railways, Ministry of Transport and Communications

Appendix 5: Passengers by Mode of Transport

Table 23: Number of Passengers carried by Mode of Transport

| Passengers | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Air | 646,404 | 772,186 | 774,771 | 788,461 | 760,512 | 783,655 | 755,721 | 720,906 | 764,146 | 806,959 |
| International | 324,291 | 388,690 | 397,519 | 414,560 | 398,557 | 406,438 | 413,425 | 412,705 | 439,103 | 473,876 |
| Domestic | 322,113 | 383,496 | 377,252 | 373,901 | 361,955 | 377,217 | 342,296 | 308,201 | 325,043 | 333,083 |
| Rail | | | | | | | | | 109,272 | 134,702 |
| Pontoon | .. | .. | .. | .. | .. | 438,416 | 448,557 | 476,740 | 502,759 | 484,023 |
| Arrivals | .. | .. | .. | .. | .. | 217,452 | 221,546 | 234,532 | 250,042 | 255,115 |
| Departures | | | | | | 220,964 | 227,011 | 242,208 | 252,717 | 228,908 |

Source: Ministry of Transport and Communications

Appendix 6: Police Districts

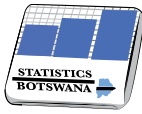
Police Districts

| Francistown District: | Maun District: | Serowe District: | Gantsi District: |
|---|---|---|---|
| Francistown, Matsiloje, Tati Town, Tonota, Tshesebe, Tutume, Masunga, Phase 4, Kutlwano | Gweta, Maun, Sehithwa, seronga, Shakawe, Gumare | Machaneng, Mahalapye, Martin's Drift, Palapye, Serowe, Shoshong, Maunatlala | Gantsi, Kalkfontein, Mamuno, Ncojane |
| Gaborone District: | Kasane District: | Lobatse District: | Letlhakane District: |
| Broadhurst, Central, Urban, Tlokweng, Borakanelo | Kasane, Kavimba, Kasane Airport, Pandamatenga | Jwaneng, Lobatse, Ramatlambama, Woodhall, Good Hope | Dukwi, Letlhakane, Orapa, Rakops, Sowa Town |
| Tsabong District: | Selebi Phikwe: | Molepolole District: | Mochudi District: |
| Bokspits, Kang, Mabutsane, Tsabong, Tshane, Werda | Baines Drift, Bobonong, Botshabelo, Selebi Phikwe, Semolale | Letlhakeng, Molepolole, Thamaga, Takatokwane | Dibete, Mochudi, Olifant's Drift, Sikwane |
| Gaborone West: | Kanye District: | | |
| Gaborone West, Naledi, Ramotswa, Sir Seretse Khama Barracks, Mogoditshane | Kanye, Sejelo, Jwaneng, Moshupa, Phitshane Molopo | | |

TECHNICAL NOTE

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

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



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