



BOTSWANA TRANSPORT & INFRASTRUCTURE

STATISTICS REPORT 2018



STATISTICS BOTSWANA

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PREFACE

This report presents Transport and Infrastructure Statistics for the calendar year 2018. In addition to the quarterly Stats Brief, Statistics Botswana produces this annual report which shows the trend in the status and performance of transport infrastructure and the related services over the years with emphasis on the year 2018.

Statistics relating to road, rail, air and water transport, road safety as well as the contribution of the transport industry to the Gross Domestic Product are covered in this report.

Administrative data from the following organizations was used to produce this report: Department of Transport Road And Safety, Botswana Police Service, Civil Aviation Authority Botswana, Botswana Railways, Central Transport Organization, Ministry Of Local Government and Rural Development. Statistics Botswana acknowledges and extends gratitude to these organizations for their assistance and support in the production of this report.

For more information and further enquiries, contact the Directorate of Stakeholder Relations on +267 367 1300. This publication, and all other Statistics Botswana outputs are available on the website at (<http://www.statsbots.org.bw>) and at the Statistics Botswana Information Resource Centre (Head-Office, Gaborone).



Dr. Burton Mguni
Statistician General
September 2019

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

EXECUTIVE SUMMARY

This section gives only the highlights of the results. More detailed results are shown in the respective sections.

Total road network in Botswana measured 31,761.9 km in 2018, of which 18,507 km (58.3 percent) was under the care of Central Government while 13,254.9 km (41.7 percent) was maintained by Local authorities.

The number of licensed vehicles in Botswana rose by 4.9 percent in 2018 after having increased from 527,901 vehicles recorded in 2017 to 553,648 vehicles in 2018. Out of this total, privately owned vehicles made up 97.7 percent of the total while government vehicles made up only 2.3 percent. The bulk of first registrations (83.5 percent) were used vehicles while 16.3 percent were brand new vehicles.

In 2018, the number of road accidents recorded totalled 17,341 accidents, a decrease of 2.5 percent from 17,786 accidents recorded in 2017. On average road accidents declined by 1.1 percent from 2009 to date. They assumed a downward trend between 2009 and 2014 after declining by 3.3 percent on average over the six year period. In 2015 and 2016 road accidents went up but only to fall again in 2017 and 2018.

The number of accidents per 1,000 vehicles went down by 7.0 percent in 2018, from 33.7 in 2017 to 33.1 in 2018. Accidents per 10,000 population declined from 78.6 in 2017 to 75.3 in 2018, a 4.2 percent decrease.

Casualties in 2018 were 6,243, of which 7.4 percent were fatalities. In 2018 Casualties decreased by 1.5 percent, from 6,335 casualties recorded in 2017 to 6,243 casualties in 2018.

There was an increase of 17.2 percent in aircraft movements recorded in 2018 after registering 81,693 aircraft movements in 2018 compared to 77,079 movements recorded in 2017. Most of aircraft movements were domestic (77.0 percent), while a few (23.0 percent) of them were international. Despite a high number of aircraft movements being domestic, international passengers accounted for 58.3 percent of total air passengers while domestic passengers made 41.7 percent.

Goods transported through rail increased by 0.4 percent from 1,542,519 net tonnes in 2017 to 1,549,282 net tonnes in 2018. Total imports increased by 13.2 percent in 2018 compared to 2017, while total exports declined by 0.6 percent. Local traffic, Botswana origin and transit traffic went down in 2018 compared to 2017. Botswana total (which is total imports plus Botswana origin) increased by 4.5 percent in 2018. Revenue generated from transportation of goods by rail increased by 5.9 percent from P289 million in 2017 to P306 million in 2018.

The number of people who used the Kazungula Pontoon to either cross in or out of Botswana was 569,410 in 2018, which was an increase of 17.6 percent from the number of people who used the Pontoon in 2017. Arrivals made 50.6 percent of the total people who used the Pontoon, while 49.4 percent departed from Botswana.

1. ROAD TRANSPORT

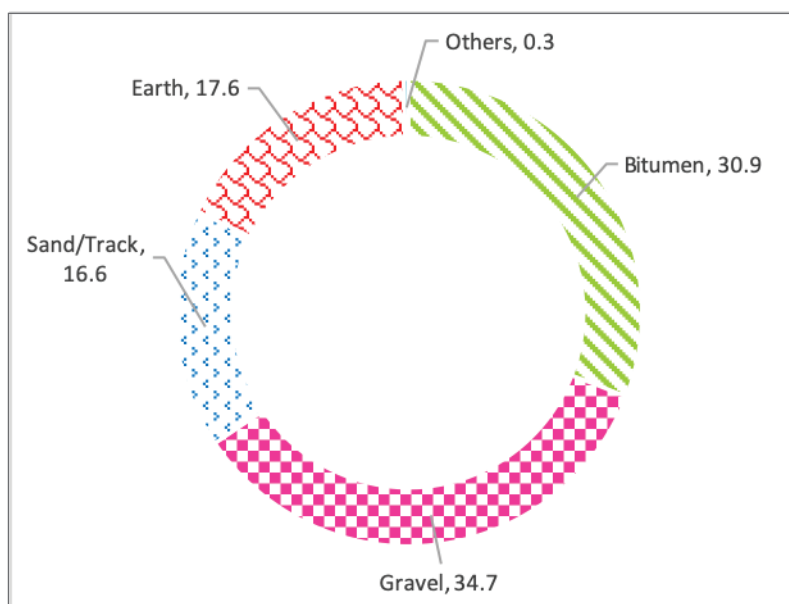
1.1 Road Network

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

In 2018, total road network in Botswana measured 31,761.9 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 bulk of roads in Botswana in 2018 were gravel, constituting 34.7 percent of total road network. Earth and Sand/track accounted for 17.6 and 16.6 percent respectively. Bitumen roads on the other hand constituted 30.8 percent of total road network. See **Table 2.1a, 2.1b and Figure 1** below.

Roads maintained by Central Government remained constant at 18,507 km from 2013 to 2018. 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. See **Table 2.1a & Figure 1** below.

Figure 1: Total Road Network (Percent), 2018



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), 2009-2018

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
2018	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
2018	37.6	40.7	21.7	100

Source: Department of Roads, Ministry of Transport and Communications

In 2018, total road network maintained by Local Authorities increased by 0.1 percent from 13,239.7 in 2017 to 13254.9. Local Authorities are in charge of access roads which are less than 10 km and all the internal roads. The length of roads in most of the districts remained the same in 2018 as in 2017, except in Gaborone where the length of roads increased by 2.4 percent. Just as it was in 2017, Central District had a great length of tertiary roads as it accounted for 27.1 percent of total length of tertiary roads. Kweneng District followed with 12.5 percent. Southern and Kgatleng Districts followed with 9.9 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. Earth roads were followed by gravel accounting for 26.3 percent of total length of tertiary roads. The only district that had 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, 2018

District/City/Town	Sand/ Track	Earth	Gravel	Tar	Interlocking Bricks	Concrete	Total	Total 2017
Central	291	2211.9	627.3	448.02	10.62	-	3,588.8	3588.8
Chobe	200.0	119.5	124.3	40.1	4.1	-	488	488.0
Francistown	-	12.0	18.0	303.0	-	-	333	333.0
Gaborone	-	40.7	153.0	444.6	21.7	-	660.0	644.8
Gantsi	24.8	116.3	212.1	113.0	0.5	-	466.7	466.7
Jwaneng	40.0	-	10.6	99.3	-	-	149.9	149.9
Kgalagadi	17.3	86.8	474.6	143.5	2.8	-	725	725.0
Kgatleng	141.8	330.20	453.30	100.7	38.9	-	1,064.9	1064.9
Kweneng	165.20	927.45	311.2	244.63	11.7	-	1,660.2	1660.2
Lobatse	-	-	230.0	170.0	-	6.0	406	406.0
North East	76.0	498.5	132.3	80.8	-	-	787.6	787.6
North West	194.5	165.0	276.7	131.0	1.0	-	768.2	768.2
Selibe Phikwe	-	17.0	27.0	197.0	0.3	-	241.3	241.3
South East	-	156.6	244.9	126.9	11.6	-	540.0	540.0
Southern	90.4	873.85	188.9	159.7	5.00	-	1,317.9	1317.9
Sowa	-	19.0	-	38.4	-	-	57.4	57.4
Total	1,241.0	5,574.9	3,484.2	2,840.7	108.2	6.0	13,254.9	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, 2018

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	-	6.2	23.2	67.4	3.3	-	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	21.4	0.8	-	100
Percent of Total							
Central	23.4	39.7	18.0	15.8	9.8	-	27.1
Chobe	16.1	2.1	3.6	1.4	3.8	-	3.7
Francistown	-	0.2	0.5	10.7	-	-	2.5
Gaborone	-	0.7	4.4	15.7	20.1	-	5.0
Gantsi	2.0	2.1	6.1	4.0	0.5	-	3.5
Jwaneng	3.2	-	0.3	3.5	-	-	1.1
Kgalagadi	1.4	1.6	13.6	5.1	2.6	-	5.5
Kgatleng	11.4	5.9	13.0	3.5	36.0	-	8.0
Kweneng	13.3	16.6	8.9	8.6	10.8	-	12.5
Lobatse	-	-	6.6	6.0	-	100.0	3.1
North East	6.1	8.9	3.8	2.8	-	-	5.9
North West	15.7	3.0	7.9	4.6	0.9	-	5.8
Selibe Phikwe	-	0.3	0.8	6.9	0.3	-	1.8
South East	-	2.8	7.0	4.5	10.7	-	4.1
Southern	7.3	15.7	5.4	5.6	4.6	-	9.9
Sowa	-	0.3	-	1.4	-	-	0.4
Total	100	100	100	100	100	100	100

Source: Ministry of Local Government

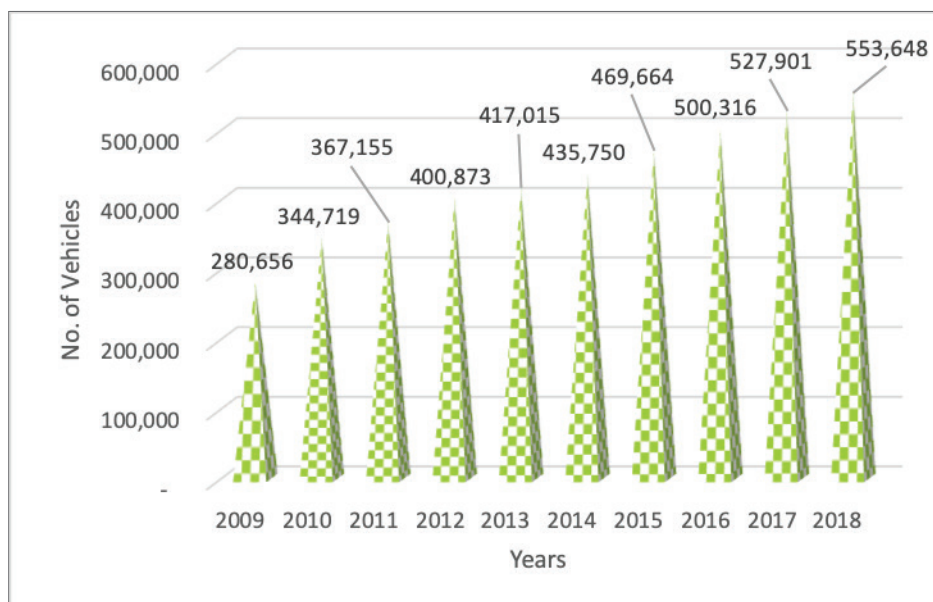
1.2. Motor Vehicle Registrations

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.

1.2.1 National Vehicle Stock

National vehicle stock in Botswana increased by 4.9 percent in 2018, from 527,901 vehicles in 2017 to 553,648 vehicles. From 2009 to 2018, national vehicle stock increased at an annual rate of 9.1 percent. Most of these vehicles were passenger cars (63.4 percent), while 19.9 percent were vans. This is shown in **Table 1** in **Appendix 1** and **Figure 2** below.

Figure 2: National Vehicle Stock, 2009 – 2018



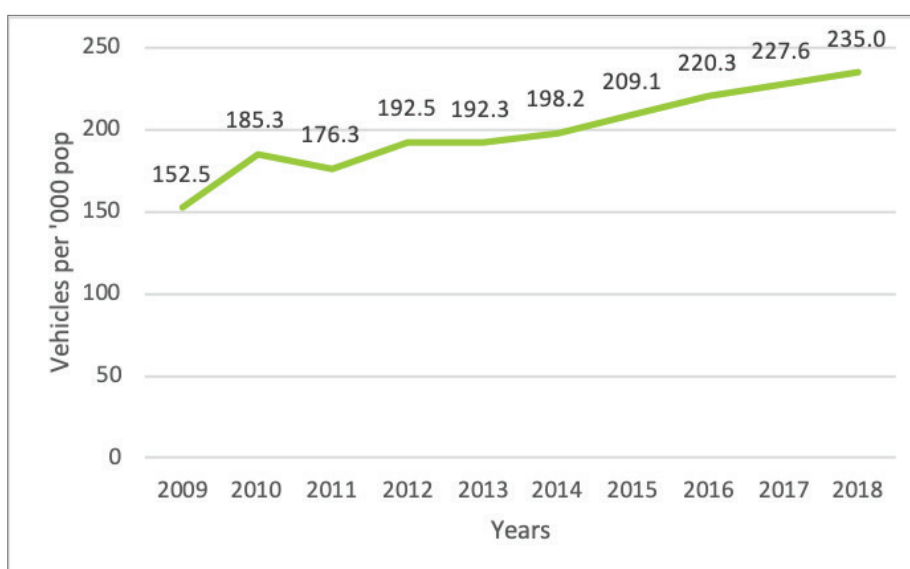
The growth in the national vehicle stock is attributed to privately owned vehicles which constitute 97.7 percent of total vehicle population. The increase in vehicle stock has brought with it some major challenges, for example, an increase in road accidents as shown in Section 3 and congestion on the 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.

1.2.2 Private Vehicle Stock

Private vehicle stock comprises of firstly registered vehicles and renewals. Total privately owned vehicles went up by 5.0 percent from 515,370 in 2017, to 541,110 in 2018. This increase can be attributed to the growth in passenger cars (6.8 percent) and tankers & horses which went up by 11.4 percent. Passenger cars and vans made up 64.3 and 19.1 percent of the total of privately owned vehicles. Three categories of vehicles experienced a decrease, the most notable decline was in trucks which went down by 30.5 percent. Trucks were followed by motor cycles and tractor where each one of them went down by 5.7 percent. From 2009 to 2018, privately owned vehicles increased at an annual rate of 8.3 percent. See **Table 2** in **Appendix 1**.

The proportion of vehicles to the population has been growing steadily throughout the years, except in 2011 when it dropped to 176.3 vehicles and went up again in 2012 to 192.5 vehicles. In 2018, vehicles per 1,000 population was 235.0, an increase of 3.2 percent from 227.6 vehicles per 1,000 population in 2017. 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. creating lanes on roads which are used by public transport only. (see **Table 2**, **Appendix 1** and **Figure 3**).

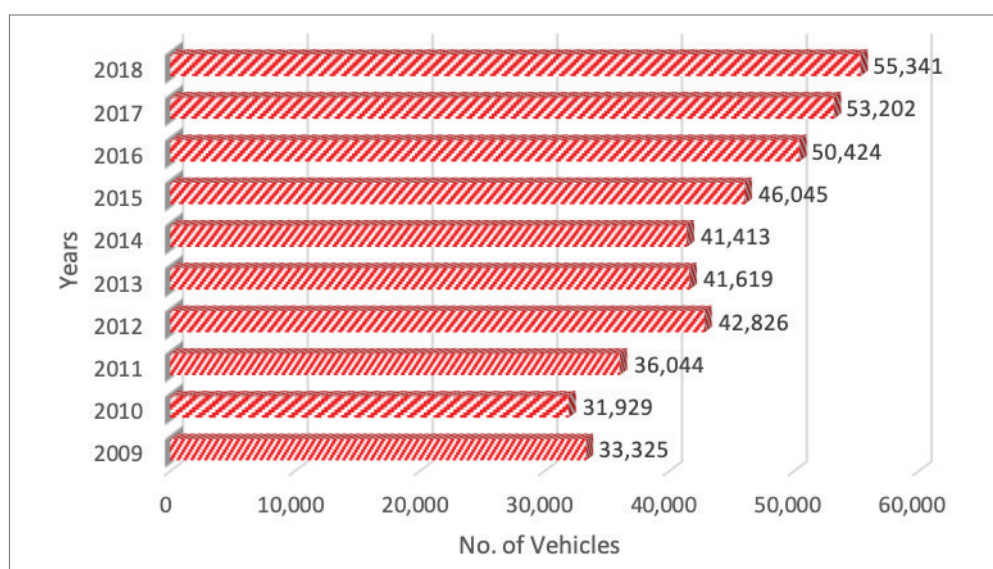
Figure 3: Vehicles per 1,000 Population, 2009-2018



1.2.2.1 Privately Owned Vehicles - First Registrations

There was an increase of 4.0 percent in vehicles registered for the first time in 2018, they rose from 53,202 vehicles registered for the first time in 2017 to 55,341 vehicles. 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 dominated in first registrations, with 76.8 percent of the total first registrations. Vans followed with 7.0 percent. The vehicle category with the least number of first registrations were buses with 0.2 percent See **Table 3** in **Appendix 1** and **Figure 4** below.

Figure 4: Privately Owned Vehicles - First Registrations by Year, 2009 - 2018



1.2.2.2 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 Cash and Carry which are used as licensing offices as well.

The bulk of the vehicles registered for the first time in 2018 were registered in Gaborone constituting 65.4 percent to total first registrations. Francistown and Lobatse followed with 9.0 percent and 5.5 percent of total

first registrations respectively. The stations with the least number of registrations were Shakawe and Sowa with 0.01 percent of total first registrations each. (Tables 4 and 4a, Appendix 1).

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

First time registered vehicles fall into three categories, namely used, brand new and rebuilt. Most of the vehicles registered for the first time in 2018 were used vehicles (83.5 percent), these were followed by brand new vehicles with 16.3 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 BodyType, 2018

	Body Type										Total
	Passenger Cars	Vans	Trucks	Mini Buses	Buses	Motor Cycles	Tractors	Trailers	Tankers/Horses	Others	
Used	39,660	545	2,636	1,703	106	42	287	1,011	135	80	46,205
Brand New	2,841	3,310	493	159	68	110	371	1,297	157	242	9,048
Re-Built	29	2	4	2	-	-	4	46	-	1	88
Total	42,530	3,857	3,133	1,864	174	152	662	2,354	292	323	55,341
	Percent of Total										
Used	85.8	1.2	5.7	3.7	0.2	0.1	0.6	2.2	0.3	0.2	100
Brand New	31.4	36.6	5.4	1.8	0.8	1.2	4.1	14.3	1.7	2.7	100
Re-Built	33.0	2.3	4.5	2.3	-	-	4.5	52.3	-	1	100
Total	76.9	7.0	5.7	3.4	0.3	0.3	1.2	4.3	0.5	0.6	100
	Percent of Total										
Used	93.3	14.1	84.1	91.4	60.9	27.6	43.4	42.9	46.2	24.8	83.5
Brand New	6.7	85.8	15.7	8.5	39.1	72.4	56.0	55.1	53.8	74.9	16.3
Re-Built	0.1	0.1	0.1	-	-	-	0.6	2.0	-	-	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 Communications

Japan accounted for 73.4 percent of used vehicles registered for the first time. South Africa followed with 16.6 percent and Singapore constituted 4.3 percent of total used vehicles. Most of the brand new vehicles came from South Africa accounting for 82.7 percent of total brand new vehicles. Botswana came second with 7.8 percent. The bulk of rebuilt first registered vehicles came from Botswana making 60.2 percent of total rebuilt vehicles, While those from Japan constituted 35.2 percent. See Table 2.2b.

Table 2.2b: Motor Vehicle First Registrations by Vehicle Type and Country, 2018

COUNTRY	Vehicle Type			Total
	Used	Brand New	Rebuilt	
Australia	10	1	-	11
Belgium	3	2	-	5
Benin	1	2	-	3
Botswana	891	704	53	1,648
Canada	6	1	-	7
China	20	97	-	117
Denmark	3	1	-	4
Ethiopia	2	-	-	2
Germany	65	3	-	68
HongKong	3	2	-	5
India	4	19	-	23
Italy	3	1	-	4
Japan	40,403	173	31	40,607
Korea	2	138	-	140
Lesotho	4	-	-	4
Malawi	6	-	-	6
Namibia	56	15	-	71
Pakistan	15	192	-	207
Norway	6	94	-	100
Republic of Ireland	11	1	-	12
Republic of South Africa	1,677	7,483	2	9,162
Singapore	2,364	5	2	2,371
Saudi Arabia	1	2	-	3
Slovakia	-	31	-	31
Swaziland	2	-	-	2
Switzerland	3	-	-	3
Sweden	3	-	-	3
Tanzania	10	-	-	10
Turkey	1	16	-	17
United kingdom	588	45	-	633
United States of America	25	11	-	36
Zambia	3	4	-	7
Zimbabwe	10	2	-	12
Others	4	3	-	7
Total	46,205	9,048	88	55,341

Source: DRTS, Ministry of Transport and Communications

Note: "Others" constitute France, Indonesia, Nigeria, Netherlands, Spain United Arab Emirates and Thailand

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

In 2018, Toyota continued to dominate the vehicle market as the most firstly registered vehicle in Botswana. It constituted 40.2 percent of the firstly registered vehicles and 79.6 percent of these Toyota vehicles were passenger cars. Honda and Volkswagen followed Toyota with 12.7 percent and 8.2 percent respectively. Mazda made up 7.3 percent while Nissan constituted 6.5 percent of the total. BMW and Mercedes benz, some of the most expensive vehicles in the country, constituted only 4.3 percent and 2.3 percent respectively. See **Tables 5** and **5a** in **Appendix 1** for details.

1.2.2.5 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 5.1 percent in 2018 after licenses for 485,769 vehicles were renewed as opposed to those of 462,168 vehicles in 2017. The type of vehicle which had most renewals was the passenger car (62.9 percent), followed by vans (20.4 percent). Three categories of vehicle renewals declined, namely vans (0.1 percent), motor cycles (4.9 percent) and tractors (4.1 percent). (**Table 6, Appendix 1**).

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

Toyota was the most renewed vehicle in 2018; it accounted for 46.5 percent of total renewals with 65.2 percent of those vehicles being passenger cars. Toyota was followed by Nissan with 7.3 percent, Honda (5.8 percent), Mazda (5.5) and Mercedes Benz with 3.7 percent. Daewoo accounted for the least number of total renewals with 0.03 percent only. See **Tables 7** and **7a** in **Appendix 1**.

1. 2.3 Government Vehicle Stock

These vehicles are under the custody of Central Transport Organisation (CTO) and are owned by the Government. CTO is a government department responsible for procurement, management, repair and disposal of government vehicles. The government fleet increased by 0.1 percent from 12,531 vehicles recorded in 2017 to 12,538 vehicles in 2018. Passenger cars, Vans and Trucks declined by 1.8, 0.1 and 39.8 percent respectively. There was no change in motor cycles and tractors while trailers and tankers & horses increased by 29.7 and 10.1 percent respectively. The composition of government fleet changes frequently 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 8, Appendix 1**.

2. ROAD SAFETY

This report publishes only accidents reported to the Botswana Police. The report shows vehicle accidents categorized by road traffic violations, accident severity and casualties.

2.1 Accident Trend

In 2018, the number of road accidents recorded was 17,341, which was a decrease of 2.5 percent from 17,786 accidents recorded in 2017. 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 in 2017, where accidents went down by 5.6 percent. Road accidents started going up in 2015 and continued the upward trend in 2016. The number of accidents went down for both years 2017 and 2018. On average accidents declined by 1.8 percent since 2009 to date.

Accidents per 1,000 vehicles decreased by 7.1 percent from 33.7 in 2017 to 31.3 in 2018. Accidents per 1,000 vehicles have been going down since 2009; on average accidents per 1,000 vehicles went down by 9.4 percent annually. Accidents per 10,000 population declined by 4.2 percent from 78.6 in 2017 to 75.3 in 2018. Accidents per 10,000 population assumed a downward trend from 2009 to 2014, in 2015 and 2016 they went up only to go down in 2017 and 2018. See **Table 3.1** and **Figure 5** below as well as **Table 9** in **Appendix 2**.

Figure 5: Road Accident Trend, 2009 - 2018

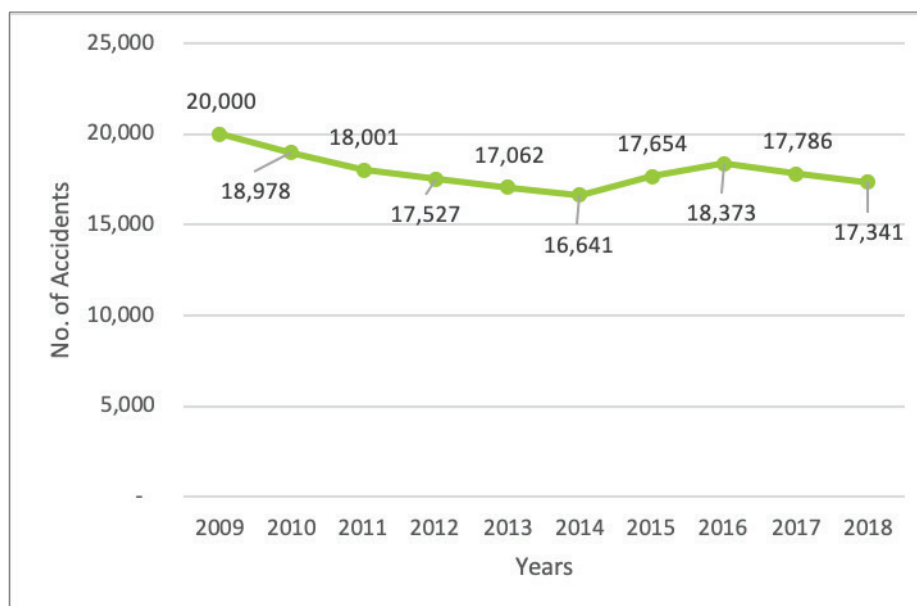


Table 3.1: Motor Vehicle Accident Trend, 2009 - 2018

Year	Number of Accidents	Registered Vehicles	Estimated Population ('000s)	Accidents Per '000 Vehicles	Accidents Per 10,000 Population
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
2018	17,341	553,648	2,303	31.3	75.3
	Annual Percentage Change				
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	(5.6)	10.7	3.5	(14.7)	(8.7)
2018	(2.5)	4.9	1.7	(7.1)	(4.2)

Source: Botswana Police Service (Road Traffic Accident Unit)

2.2 Accident Severity

2.2.1 Accident Severity by Junction Control

In 2018, there were 379 fatal crashes, an increase of 3.6 percent on 366 fatal crashes recorded in 2017. Serious crashes and minor crashes constituted 3.7 and 16.3 percent of total crashes respectively. The rest of the crashes (77.8 percent) resulted in damages to vehicles only.

Out of 379 fatal crashes that happened in 2018, there were 462 fatal injuries, while 1,099 people were seriously injured. Most of the accidents (77.5 percent) were recorded at a place where there was no junction; these accidents resulted in 81.3 percent of casualties of which 90.5 percent were fatal. These were followed by those that happened at a stop sign (9.8 percent), resulting in 8.7 percent of casualties resulting in 6.1 percent of fatalities. Accidents that happened at working traffic lights constituted 8.1 percent of total crashes, while those that happened where traffic lights were not working made 0.6 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, 2018

Junction Control	Accident Severity								Total
	Casualties				Crashes				
	Fatal Injuries	Serious Injuries	Minor Injuries	Total	Fatal Crashes	Serious Crashes	Minor Crashes	Damage Only	
	Number								
Not Junction	418	992	3,667	5,077	339	564	2,257	10,287	13,447
Signals (working)	14	29	391	434	13	18	203	1,170	1,404
Signals (not working)	-	1	31	32	-	1	13	83	97
Stop sign	28	58	460	546	25	37	284	1,360	1,706
Yield	1	4	60	65	1	4	34	374	413
Police	-	-	8	8	-	-	5	23	28
Uncontrolled	1	15	65	81	1	12	39	194	246
Total	462	1,099	4,682	6,243	379	636	2,835	13,491	17,341
	Percent of Total								
Not Junction	8.2	19.5	72.2	100	2.5	4.2	16.8	76.5	100
Signals (working)	3.2	6.7	90.1	100	0.9	1.3	14.5	83.3	100
Signals (not working)	-	3.1	96.9	100	-	1.0	13.4	85.6	100
Stop sign	5.1	10.6	84.2	100	1.5	2.2	16.6	79.7	100
Yield	1.5	6.2	92.3	100	0.2	1.0	8.2	90.6	100
Police	-	-	100.0	100	-	-	17.9	82.1	100
Uncontrolled	1.2	18.5	80.2	100	0.4	4.9	15.9	78.9	100
Total	7.4	17.6	75.0	100	2.2	3.7	16.3	77.8	100
	Percent of Total								
Not Junction	90.5	90.3	78.3	81.3	89.4	88.7	79.6	76.3	77.5
Signals (working)	3.0	2.6	8.4	7.0	3.4	2.8	7.2	8.7	8.1
Signals (not working)	-	0.1	0.7	0.5	-	0.2	0.5	0.6	0.6
Stop sign	6.1	5.3	9.8	8.7	6.6	5.8	10.0	10.1	9.8
Yield	0.2	0.4	1.3	1.0	0.3	0.6	1.2	2.8	2.4
Police	-	-	0.2	0.1	-	-	0.2	0.2	0.2
Uncontrolled	0.2	1.4	1.4	1.3	0.3	1.9	1.4	1.4	1.4
Total	100	100	100	100	100	100	100	100	100

Source: Botswana Police Services (Road Traffic Accident Unit)

2.2.2 Accident Severity by Day of the Week

The weekend days (Friday, Saturday and Sunday) in 2018 accounted for half (50.0 percent) of all accidents that occurred in 2018. The day of the week that had a high number of accidents in 2018 was Saturday with 18.4 percent of total accidents. Friday followed with 16.8 percent while Sunday made up 14.7 percent. The day that recorded the least number of accidents was Tuesday with 12.1 percent. Comparing 2018 to 2017, the same pattern was recorded where Saturday had a high number of accidents. Most of the days realized a decrease in the number of accidents in 2018 compared to 2017, except Wednesday which increased by 1.9 percent. See **Table 3.3** below.

Table 3.3: Accident Severity by Day of the Week, 2018

Day of the Week	Accident Severity (Crashes)				Total	Total 2017
	Fatal Crashes	Serious Crashes	Minor Crashes	Damage Only		
	Number					
Sunday	84	120	484	1,866	2,554	2,581
Monday	32	75	310	1,782	2,199	2,282
Tuesday	27	61	299	1,708	2,095	2,195
Wednesday	27	61	342	1,695	2,125	2,085
Thursday	35	74	348	1,796	2,253	2,265
Friday	59	104	448	2,306	2,917	3,011
Saturday	115	141	604	2,338	3,198	3,367
Total	379	636	2,835	13,491	17,341	17,786
	Percent of Day of the Week					
Sunday	3.3	4.7	19.0	73.1	100	
Monday	1.5	3.4	14.1	81.0	100	
Tuesday	1.3	2.9	14.3	81.5	100	
Wednesday	1.3	2.9	16.1	79.8	100	
Thursday	1.6	3.3	15.4	79.7	100	
Friday	2.0	3.6	15.4	79.1	100	
Saturday	3.6	4.4	18.9	73.1	100	
Total	2.2	3.7	16.3	77.8	100	
	Percent of Accident Severity					
Sunday	22.2	18.9	17.1	13.8	14.7	
Monday	8.4	11.8	10.9	13.2	12.7	
Tuesday	7.1	9.6	10.5	12.7	12.1	
Wednesday	7.1	9.6	12.1	12.6	12.3	
Thursday	9.2	11.6	12.3	13.3	13.0	
Friday	15.6	16.4	15.8	17.1	16.8	
Saturday	30.3	22.2	21.3	17.3	18.4	
Total	100	100	100	100	100	

Source: Botswana Police Services (Road Accident Statistics Unit)

2.3 Accident Severity by Time of Occurrence

In 2018 accidents peaked between 0600 and 2000 hrs, after 2000 hrs accidents went down. Between 0600 hrs and 2200 hrs 82.3 percent of total accidents occurred. Twenty five point two percent (25.2 percent) of accidents occurred between 1600 hrs and 2000 hrs. Accidents that happened between 00.00 hrs and 0600 hrs resulted in 23.2 percent of fatal crashes. Accidents that happened between 1600 hrs and 2400 hrs resulted in a high number of fatal crashes (47.0 percent). Accidents that happened between 1400 hrs and 2000 hrs contributed 33.0 percent of total fatal crashes. Compared to 2017, there was a reduction in the number of accidents that happened at most times except at 0400-0600, 1800-2000, and 2000–2200. Accidents that occurred at those times increased by 3.7, 0.04 and 1.4 percent respectively. (Table 3.4 and Figure 6)

Figure 6: Accident Occurrence (Percent) by the Time of the Day, 2018

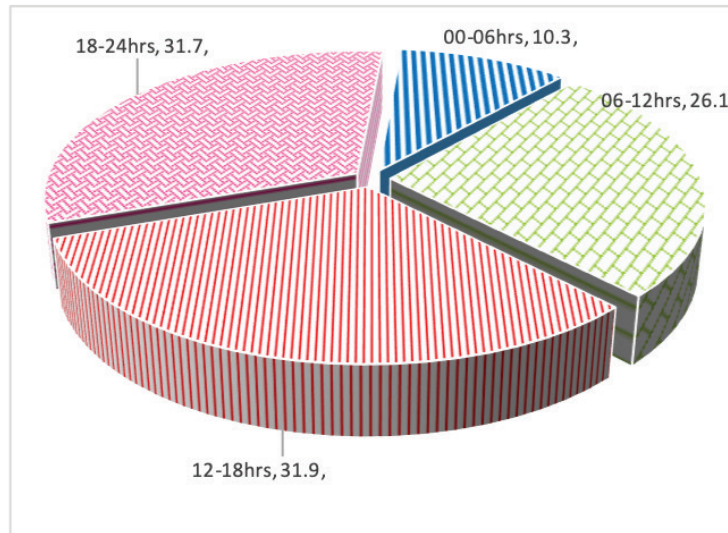


Table 3.4: Accident Severity by Time of Occurrence, 2018

Accident Severity (Crashes)						
Time	Fatal	Serious	Minor	Damage Only	Total	Total 2018
Number						
00-02	35	32	117	461	645	689
02-04	27	36	93	336	492	551
04-06	26	24	121	474	645	622
06-08	20	54	312	1,256	1,642	1,761
08-10	19	40	180	1,185	1,424	1,354
10-12	19	44	179	1,214	1,456	1,523
12-14	21	51	248	1,425	1,745	1,808
14-16	34	62	268	1,405	1,769	1,797
16-18	38	50	363	1,569	2,020	2,181
18-20	53	101	400	1,800	2,354	2,353
20-22	46	73	308	1,440	1,867	1,842
22-24	41	69	246	926	1,282	1,305
Total	379	636	2,835	13,491	17,341	17,786
Percent of Accident Severity						
00-02	9.2	5.0	4.1	3.4	3.7	
02-04	7.1	5.7	3.3	2.5	2.8	
04-06	6.9	3.8	4.3	3.5	3.7	
06-08	5.3	8.5	11.0	9.3	9.5	
08-10	5.0	6.3	6.3	8.8	8.2	
10-12	5.0	6.9	6.3	9.0	8.4	
12-14	5.5	8.0	8.7	10.6	10.1	
14-16	9.0	9.7	9.5	10.4	10.2	
16-18	10.0	7.9	12.8	11.6	11.6	
18-20	14.0	15.9	14.1	13.3	13.6	
20-22	12.1	11.5	10.9	10.7	10.8	
22-24	10.8	10.8	8.7	6.9	7.4	
Total	100	100	100	100	100	
Percent of Time of the Day						
00-02	5.4	5.0	18.1	71.5	100	
02-04	5.5	7.3	18.9	68.3	100	
04-06	4.0	3.7	18.8	73.5	100	
06-08	1.2	3.3	19.0	76.5	100	
08-10	1.3	2.8	12.6	83.2	100	
10-12	1.3	3.0	12.3	83.4	100	
12-14	1.2	2.9	14.2	81.7	100	
14-16	1.9	3.5	15.1	79.4	100	
16-18	1.9	2.5	18.0	77.7	100	
18-20	2.3	4.3	17.0	76.5	100	
20-22	2.5	3.9	16.5	77.1	100	
22-24	3.2	5.4	19.2	72.2	100	
Total	2.2	3.7	16.3	77.8	100	

Source: Road Accident Statistics Unit, Botswana Police Services

2.2.4 Accident Severity by Police District

Most of the accidents occurred in Gaborone and Gaborone West, they each accounted for 26.6 percent of total accidents. The two districts were followed by Serowe with 6.6 percent of total accidents. Kutlwano and Mahalapye followed with 5.1 percent each. The Police district with the least number of accidents was Tsabong with 1.2 percent of total accidents. Most of the districts experienced a reduction in road accidents in 2018 compared to 2017. Only three districts had an increase in road accidents, Mochudi (10.7 percent), Serowe (7.1 percent) and Mahalapye with 2.2 percent. See **Table 3.4a** below and **Table 10** in **Appendix 2**.

Table 3.4a: Accident Severity by Police District, 2018

Accident Severity						
District	Fatal Crashes	Serious Crashes	Minor Crashes	Damage Only	Total Total 2017	
Francistown	21	29	122	485	657	756
Kutlwano	22	41	136	680	879	926
Gaborone	23	65	545	3,979	4,612	4,685
Gaborone West	60	111	644	3,803	4,618	4,627
Lobatse	16	32	54	206	308	324
Kanye	36	61	171	581	849	886
Molepolole	35	36	182	417	670	780
Mochudi	18	35	144	463	660	596
Serowe	36	58	229	827	1,150	1,074
Mahalapye	29	42	145	663	879	860
Selibe-Phikwe	10	23	82	258	373	425
Letlhakane	16	22	66	242	346	374
Maun	21	43	189	433	686	751
Kasane	8	14	41	154	217	237
Ghanzi	13	12	41	157	223	235
Tsabong	15	12	44	143	214	250
Total	379	636	2,835	13,491	17,341	17,786
Percent of Total						
Francistown	3.2	4.4	18.6	73.8	100	
Kutlwano	2.5	4.7	15.5	77.4	100	
Gaborone	0.5	1.4	11.8	86.3	100	
Gaborone West	1.3	2.4	13.9	82.4	100	
Lobatse	5.2	10.4	17.5	66.9	100	
Kanye	4.2	7.2	20.1	68.4	100	
Molepolole	5.2	5.4	27.2	62.2	100	
Mochudi	2.7	5.3	21.8	70.2	100	
Serowe	3.1	5.0	19.9	71.9	100	
Mahalapye	3.3	4.8	16.5	75.4	100	
Selibe-Phikwe	2.7	6.2	22.0	69.2	100	
Letlhakane	4.6	6.4	19.1	69.9	100	
Maun	3.1	6.3	27.6	63.1	100	
Kasane	3.7	6.5	18.9	71.0	100	
Ghanzi	5.8	5.4	18.4	70.4	100	
Tsabong	7.0	5.6	20.6	66.8	100	
Total	2.2	3.7	16.3	77.8	100	

Source: Road Accident Statistics Unit, Botswana Police Services

Note: Police Districts can be found in Appendix 6.

2.2.5 Accident Severity by Road Surface Type

Most of the accidents in 2018 occurred in tarred roads (88.9 percent), resulting in 89.2 percent of fatal crashes. Tarred roads were followed by gravel roads with 6.1 percent of total accidents which resulted in 7.9 percent of fatal crashes. Sand had the second lowest number of accidents (2.9 percent), resulting in 2.4 percent of fatal crashes. See **Table 3.5**.

Table 3.5: Accident Severity by Type of the Road Surface, 2018

Road Surface Type	Accident Severity				Total	Total 2017
	Fatal Crashes	Serious Crashes	Minor Crashes	Damage Only		
	Number					
Tar	338	548	2,534	11,996	15,416	15655
Gravel	30	63	209	763	1,065	1218
Sand	9	20	60	412	501	523
Other	2	5	32	320	359	390
Total	379	636	2,835	13,491	17,341	17786
	Percent of Road Surface Type					
Tar	2.2	3.6	16.4	77.8	100	
Gravel	2.8	5.9	19.6	71.6	100	
Sand	1.8	4.0	12.0	82.2	100	
Other	0.6	1.4	8.9	89.1	100	
Total	2.2	3.7	16.3	77.8	100	
	Percent of Accident Severity					
Tar	89.2	86.2	89.4	88.9	88.9	
Gravel	7.9	9.9	7.4	5.7	6.1	
Sand	2.4	3.1	2.1	3.1	2.9	
Other	0.5	0.8	1.1	2.4	2.1	
Total	100	100	100	100	100	

Source: Botswana Police Services (Road Accident Statistics Unit)

2.3 Road Traffic Violations by Month

Road traffic violations are cases where motorists violate traffic laws and regulations, for example not obeying traffic signs or over speeding. There were 319,232 traffic violations in 2018, a 2.2 percent decrease on 326,436 traffic violations in 2017. The month that had the most traffic violations was September accounting for 9.3 percent of total traffic violations. September was followed by March with 9.2 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 overspeeding with 27.3 percent. Overspeeding was followed by driving without a licence with 8.1 percent of total traffic violations. See **Table 3.6** below.

Table 3.6: Road Traffic Violations by Month, 2018

Month	Type of Offence										Total	Total 2017
	Speed	Driving Licence	Drunken Driving	Careless Driving	Cell Phone	P.S.V.	FTPDL	Seat Belt	Traffic Lights	Others		
Jan	9,227	1,866	904	835	374	231	163	2,598	639	9,312	26,149	25,550
Feb	1,917	2,204	889	1,017	404	239	240	2,183	618	12,269	21,980	22,677
Mar	8,603	2,133	1,085	1,044	368	304	207	2,685	643	12,387	29,459	28,458
Apr	9,363	2,022	972	862	312	217	163	1,976	1,097	11,207	28,191	27,269
May	7,560	1,979	827	1,019	368	218	172	2,135	1,013	9,524	24,815	26,739
Jun	6,817	1,942	880	1,062	375	236	162	2,005	838	9,552	23,869	26,488
Jul	7,766	1,825	821	972	413	208	110	1,949	840	9,897	24,801	25,013
Aug	3,133	2,530	915	1,048	576	283	198	3,034	1,039	14,449	27,205	29,699
Sept	8,730	2,329	1,114	1,008	508	210	159	2,519	833	12,419	29,829	28,071
Oct	8,439	2,271	893	1,008	511	315	204	2,371	672	11,717	28,401	27,532
Nov	7,839	2,231	585	1,036	466	209	171	2,747	750	10,273	26,307	28,757
Dec	7,896	2,468	867	970	425	293	173	2,504	582	12,048	28,226	30,183
Total	87,290	25,800	10,752	11,881	5,100	2,963	2,122	28,706	9,564	135,054	319,232	326,436

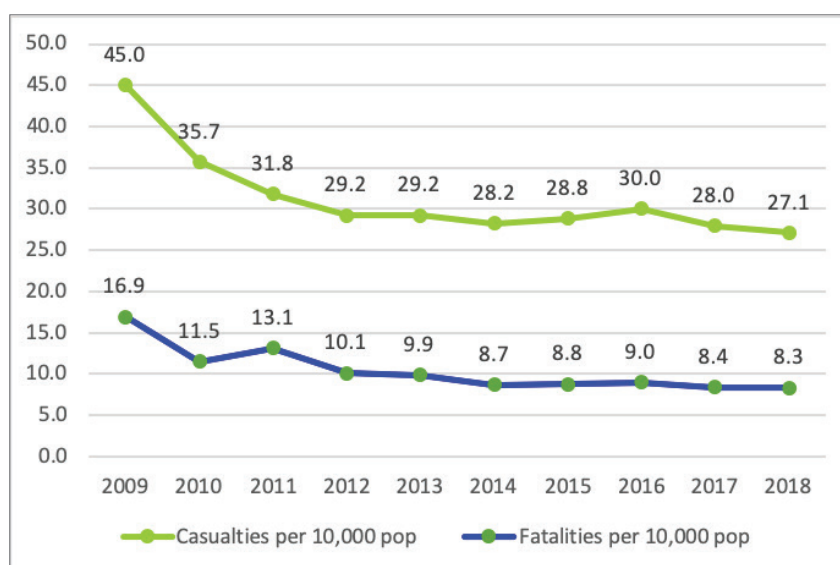
Source: Botswana Police Services (Road Accident Statistics Unit)

2.4 Casualties

Accidents that occurred in 2018 resulted in 6,243 casualties, of which there were 462 deaths, 1,099 serious injuries and 4,682 minor injuries. Casualties declined by 1.5 percent from 6,335 casualties in 2017 to 6,243 casualties in 2018. Fatalities increased by 4.1 percent in 2018 compared to 2017. Serious injuries and minor injuries decreased by 4.6 and 1.2 percent respectively. See **Table 11** in **Appendix 2**.

Casualties per 1,000 vehicles decreased by 6.0 percent in 2018 from 12.0 casualties in 2017 to 11.3 casualties. Casualties per 10,000 population also decreased by 3.1 percent from 28.0 casualties in 2017 to 27.1 casualties in 2018. The number of fatalities per 10,000 vehicles decreased by 0.8 percent from 8.4 fatalities in 2017 to 8.3 fatalities in 2018. Fatalities per 100,000 population increased from 19.6 fatalities in 2017 to 20.1 fatalities in 2018, a 2.3 percent increase. This is shown in **Table 9** in **Appendix 2** and **Figure 7** below.

Figure 7: Casualties and Fatalities per 10,000 Population 2009-2018



2.4.1 Casualties by Gender

Out of the 6,243 casualties recorded in 2018, 4,018 were male (64.4 percent) and the remaining 2,225 were female (35.6 percent). During the same year 332 males lost their lives, which was 8.3 percent of total male casualties while 130 females lost their lives (5.8 percent of female casualties). Male casualties who suffered serious injuries accounted for 17.8 percent of male casualties while female serious injuries accounted for 17.2 percent of female casualties. See **Table 12, Appendix 2**.

2.4.2 Casualties by District and Type of Road User

The District referred to here is the Police district. The district that had a high number of casualties was Gaborone West constituting 19.3 percent of total casualties. Gaborone West also accounted for a high number of car casualties with 22.8 percent of total car casualties. Gaborone and Serowe followed with 15.9 and 8.6 percent of car casualties respectively. Mochudi, Molepolole and Kanye accounted for 6.4 percent of car casualties each. Maun had a high number of Pick-up casualties accounting for 11.5 percent of total pick-up users. Gaborone West followed with 10.2 percent casualties of total Pick-up users. Other districts with a high number of Pick-up casualties were Gaborone (9.9 percent), Serowe (9.8 percent), and Molepolole with 8.1 percent. The tractor users had the least number of casualties accounting for 0.2 percent of total casualties. See **Table 13, Appendix 2**.

2.4.3 Severity of Injury and Cause of Accident

In 2018, most of the accidents were caused by human error, with driver carelessness causing 54.8 percent of casualties which resulted in 47.6 percent of total fatalities. This was followed by driver losing control with 20.6 percent causing 26.8 percent of total fatalities. Pedestrian error caused 5.6 percent of casualties, Animals (domestic & wild) resulted in 5.5 percent of total casualties, while unlicensed driver and driving under the influence of alcohol or drugs resulted in 4.7 and 4.0 percent of total casualties respectively. 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. See **Table 14, Appendix 2**.

2.4.4 Casualty by District

The highest number of male and female casualties in 2018 were recorded at Gaborone West constituting 18.0 and 21.5 percent of total male and female casualties. Gaborone followed with 13.4 percent of total male casualties and 17.3 percent total female casualties. Serowe accounted for 9.0 and 8.6 percent male and female casualties respectively. With regard to male fatalities, Gaborone West recorded 13.3 percent of total male fatalities. It was followed by Serowe with 10.5 percent. Kanye incurred 9.6 percent of total male fatalities while Molepolole accounted for 8.7 percent. Mahalapye and Maun each constituted 7.2 percent of total male fatalities. Concerning females, Gaborone West accounted for 18.5 percent of total female fatalities. Molepolole followed with 12.3 percent of female fatalities. Serowe and Gaborone accounted for 10.0 percent each of female fatalities respectively, while Mahalapye constituted 8.5 percent. (**Table 12 in Appendix 2**).

Pedestrian casualties in 2018 were 1,274, which was 12.0 decrease compared to pedestrian casualties in 2017. Gaborone West recorded 25.4 percent of total pedestrian victims while Gaborone accounted for 21.7 percent. Other areas which had a high number of pedestrian victims were Molepolole constituting 6.4 percent of total pedestrian casualties. Kanye, Maun and Serowe accounted for 6.0 percent of total pedestrian casualties each. Compared to 2017, pedestrian casualties went down in most of the districts, except in four districts where pedestrian casualties increased. In Kasane pedestrian casualties increased by 41.7 percent, Maun (11.6 percent), Ghanzi (4.5 percent) and Selebi Phikwe with 2.8 percent. Pedestrian fatalities in 2018 decreased by 12.7 percent compared to 2017. Gaborone West had a high number of fatalities with 21.4 percent of total pedestrian fatalities. Gaborone and Kanye followed with 13.5 and 10.3 percent respectively. Molepolole and Serowe accounted for 7.9 and 7.1 percent respectively while Mochudi accounted for 5.6 percent of total pedestrian fatalities. See **Table 3.7a** below.

Table 3.7a: Pedestrian Victims by District and Severity of Injury, 2018

District	Casualty Status			Total	2017
	Fatal	Serious	Minor	Total	
	Number				
Francistown	3	8	46	57	93
Gaborone	17	36	223	276	317
Gaborone West	27	47	249	323	334
Kanye	13	20	44	77	80
Kasane	1	6	10	17	12
Kutlwano	6	13	40	59	84
Letlhakane	4	5	13	22	25
Lobatse	6	7	23	36	37
Maun	6	15	56	77	69
Ghanzi	4	6	13	23	22
Molepolole	10	17	55	82	107
Mochudi	7	10	34	51	62
Mahalapye	6	10	24	40	47
Selebi Phikwe	2	9	26	37	36
Serowe	9	13	54	76	107
Tsabong	5	3	13	21	16
Total	126	225	923	1,274	
Total 2017	142	294	1,012		1,448
	Percent of total				
Francistown	5.3	14.0	80.7	100	
Gaborone	6.2	13.0	80.8	100	
Gaborone West	8.4	14.6	77.1	100	
Kanye	16.9	26.0	57.1	100	
Kasane	-	35.3	58.8	100	
Kutlwano	10.2	22.0	67.8	100	
Letlhakane	18.2	22.7	59.1	100	
Lobatse	16.7	19.4	63.9	100	
Maun	7.8	19.5	72.7	100	
Gantsi	17.4	26.1	56.5	100	
Molepolole	12.2	20.7	67.1	100	
Mochudi	13.7	19.6	66.7	100	
Mahalapye	15.0	25.0	60.0	100	
Selebi Phikwe	5.4	24.3	70.3	100	
Serowe	11.8	17.1	71.1	100	
Tsabong	23.8	14.3	61.9	100	
Total	9.9	17.7	72.4	100	
	Percent of total				
Francistown	2.4	3.6	5.0	4.5	
Gaborone	13.5	16.0	24.2	21.7	
Gaborone West	21.4	20.9	27.0	25.4	
Kanye	10.3	8.9	4.8	6.0	
Kasane	-	2.7	1.1	1.3	
Kutlwano	4.8	5.8	4.3	4.6	
Letlhakane	3.2	2.2	1.4	1.7	
Lobatse	4.8	3.1	2.5	2.8	
Maun	4.8	6.7	6.1	6.0	
Gantsi	3.2	2.7	1.4	1.8	

Table 3.7a: Pedestrian Victims by District and Severity of Injury, 2018 (Cont)

Mahalapye	7.9	7.6	6.0	6.4
Molepolole	5.6	4.4	3.7	4.0
Mochudi	4.8	4.4	2.6	3.1
Selebi Phikwe	1.6	4.0	2.8	2.9
Serowe	7.1	5.8	5.9	6.0
Tsabong	4.0	1.3	1.4	1.6
Total	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

2.4.5 Pedestrian Casualty by Age Group

The groups that were prone to accidents regarding pedestrians were 6-10 year olds with 14.2 percent of total pedestrian casualties and 26-30 year olds with 11.5 percent of total pedestrian casualties. The groups that followed were 21-25 year olds and the 31-35 year olds with 11.1 and 10.9 percent of total pedestrian casualties respectively. The age group that had more fatalities was the 31-35 accounting for 13.5 percent of total fatalities. The 01-05 age group followed with 10.3 percent of total fatalities. Age group 41-45 accounted for 9.5 percent while 26-30 and 36-40 accounted for 8.7 percent each. The age group which was most vulnerable to accidents was the 26-40 accounting for 47.6 percent of total casualties. Compared to 2017, most of the age groups pedestrian casualties decreased except the 46-50 age group where pedestrian casualties increased by 12.2 percent. See **Table 3.7 b** below

Table 3.7b: Pedestrian Victims by Age Group and Severity of Injury , 2018

Age Group	Fatal	Serious Injury	Minor Injury	Total	
				Total	2017
Number					
01-05	13	18	54	85	105
06-10	10	35	136	181	195
11-15	2	21	81	104	125
16-20	5	16	89	110	136
21- 25	6	24	111	141	162
26 – 30	11	19	117	147	170
31 – 35	17	23	99	139	146
36 – 40	11	18	62	91	108
41 – 45	12	15	50	77	81
46 – 50	9	9	37	55	49
51 – 55	8	12	31	51	53
56 – 60	6	5	20	31	35
61 – 65	6	4	7	17	20
66 – 70	4	5	6	15	25
71 – 75	1	-	9	10	11
>75	5	1	14	20	27
Total	126	225	923	1,274	1448
Percent of Total					
01-05	15.3	21.2	63.5	100	
06-10	5.5	19.3	75.1	100	
11-15	1.9	20.2	77.9	100	
16-20	4.5	14.5	80.9	100	
21- 25	4.3	17.0	78.7	100	
26 – 30	7.5	12.9	79.6	100	
31 – 35	12.2	16.5	71.2	100	

Table 3.7b: Pedestrian Victims by Age Group and Severity of Injury , 2018 (cont)

36 – 40	12.1	19.8	68.1	100
41 – 45	15.6	19.5	64.9	100
46 – 50	16.4	16.4	67.3	100
51 – 55	15.7	23.5	60.8	100
56 – 60	19.4	16.1	64.5	100
61 – 65	35.3	23.5	41.2	100
66 – 70	26.7	33.3	40.0	100
71 – 75	10.0	0.0	90.0	100
>75	25.0	5.0	70.0	100
Total	9.9	17.7	72.4	100
Percent of Total				
01-05	10.3	8.0	5.9	6.7
06-10	7.9	15.6	14.7	14.2
11-15	1.6	9.3	8.8	8.2
16-20	4.0	7.1	9.6	8.6
21- 25	4.8	10.7	12.0	11.1
26 – 30	8.7	8.4	12.7	11.5
31 – 35	13.5	10.2	10.7	10.9
36 – 40	8.7	8.0	6.7	7.1
41 – 45	9.5	6.7	5.4	6.0
46 – 50	7.1	4.0	4.0	4.3
51 – 55	6.3	5.3	3.4	4.0
56 – 60	4.8	2.2	2.2	2.4
61 – 65	4.8	1.8	0.8	1.3
66 – 70	3.2	2.2	0.7	1.2
71 – 75	0.8	0.0	1.0	0.8
>75	4.0	0.4	1.5	1.6
Total	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

2.4.6 Driver Casualties by Age

There were 2, 220 driver casualties in 2018, a 5.2 percent increase compared to driver casualties in 2017. The 31-35 age group accounted for 20.9 percent of total driver casualties. This age group was followed by the 26-30 with 19.4 percent. Age groups 36-40 and 41-45 accounted for 17.2 and 13.3 percent of total driver casualties respectively. The 21-25 age group constituted 9.9 percent of driver casualties. Compared to 2017, the 26-30 age group casualties increased by 20.4 percent while the 41-45 age group casualties increased by 44.4 percent. The other age group where there was an increase in driver casualties was the 51-55 age group (24.1 percent). See **Table 15, Appendix 2**.

2.4.7 All Road User Casualties by Type of Road User

In 2018, car users accounted for 54.7 percent of total casualties. Pick-up users and Mini bus users followed with 17.0 and 9.5 percent respectively. Tractor users accounted for the least number of casualties, with 0.2 percent only. Most of the road user casualties increased in 2018 compared to 2017. Light Duty vehicles users casualties increased by 3.9 percent, while lorry users casualties and tractor users increased by 34.6 and 18.2 percent respectively. The most notable increase was in taxi users and Bus users casualties which increased by 113.2 and 136.0 respectively. The most notable decrease was in animal drawn which went down by 18.5 percent. Mini-bus users casualties declined by 15.9 percent, while lorry with trailer users casualties went down by 6.1 percent. Car users casualties went down by 3.0 percent, and 4 wheel drive user casualties declined by 0.3 percent. Motor cycle/moped users increased by 28.9 percent.

Just as car users had the highest number of casualties, they accounted for a high number of fatalities, with 50.0 percent of the total fatalities, and 46.6 percent of serious injuries. Pick-up users accounted for 18.2 percent of fatalities and 18.7 percent of serious injuries, while Mini-bus users had 11.3 percent of fatalities and 13.1 percent of serious injuries. See **Table 3.8a**.

Table 3.8a: Casualty Injury by Vehicle Type, 2018

Vehicle Type	Casualty Injury			Total	2017
	Fatalities	Serious Injuries	Minor Injuries		
	Number				
Bicycle	6	7	55	68	60
Motor Cycle/Moped	12	16	70	98	76
Car	231	512	2,670	3,413	3,520
Taxi	3	11	67	81	38
4- wheel drive	26	70	197	293	294
Pick-up	84	206	774	1,064	1,063
Light Duty Vehicle	8	17	107	132	127
Lorry	14	48	113	175	130
Lorry with Trailer	4	6	21	31	33
Mini- Bus	52	144	396	592	704
Bus	1	18	40	59	25
Tractor	2	5	6	13	11
Animal drawn	1	8	35	44	54
Other	18	31	131	180	200
Total	462	1,099	4,682	6,243	6,335
	Percent of Total				
Bicycle	8.8	10.3	80.9	100	
Motor Cycle/Moped	12.2	16.3	71.4	100	
Car	6.8	15.0	78.2	100	
Taxi	3.7	13.6	82.7	100	
4- wheel drive	8.9	23.9	67.2	100	
Pick-up	7.9	19.4	72.7	100	
Light Duty Vehicle	6.1	12.9	81.1	100	
Lorry	8.0	27.4	64.6	100	
Lorry with Trailer	12.9	19.4	67.7	100	
Mini- Bus	8.8	24.3	66.9	100	
Bus	1.7	30.5	67.8	100	
Tractor	15.4	38.5	46.2	100	

Table 3.8a: Casualty Injury by Vehicle Type, 2018 (cont)

Animal drawn	2.3	18.2	79.5	100
Other	10.0	17.2	72.8	100
Total	7.4	17.6	75.0	100
	Percent of Total			
Bicycle	1.3	0.6	1.2	1.1
Motor Cycle/Moped	2.6	1.5	1.5	1.6
Car	50.0	46.6	57.0	54.7
Taxi	0.6	1.0	1.4	1.3
4- wheel drive	5.6	6.4	4.2	4.7
Pick-up	18.2	18.7	16.5	17.0
Light Duty Vehicle	1.7	1.5	2.3	2.1
Lorry	3.0	4.4	2.4	2.8
Lorry with Trailer	0.9	0.5	0.4	0.5
Mini- Bus	11.3	13.1	8.5	9.5
Bus	0.2	1.6	0.9	0.9
Tractor	0.4	0.5	0.1	0.2
Animal drawn	0.2	0.7	0.7	0.7
Other	3.9	2.8	2.8	2.9
Total	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

2.4.8 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. The type of accident that resulted in more casualties is the "side" accounting for 21.1 percent of total casualties, and 8.9 of fatalities. The "roll over" followed with 19.6 percent of total casualties. The "hit a pedestrian" accounted for 19.1 percent, while the "rear end" constituted 10.4 percent of total casualties. "Head on collision" and "Obstacle" accounted for 7.8 and 6.9 percent respectively. The "roll over" collision type resulted in more fatalities with 30.7 percent of total fatalities. The "hit a pedestrian" followed accounting for 26.0 percent of total fatalities. Other collision types that resulted in more deaths were the "head on" and "side", accounting for 12.3 and 8.9 percent of total fatalities respectively. See **Table 3.8b**.

Table 3.8b: Casualties and Severity of Injury by Collision Type, 2018

Collision Type	Casualty Injury			Total	Total
	Fatalities	Serious Injuries	Minor Injuries		
Number					
Rear -End	20	69	560	649	817
Side	41	157	1,120	1,318	1116
Head On	57	134	297	488	414
Hit Pedestrian	120	213	859	1,192	1409
Wild Animal	3	6	20	29	27
Domestic Animal	11	47	265	323	301
Obstacle	30	87	312	429	344
Roll Over	142	296	784	1,222	1224
Other	38	90	465	593	683
Total	462	1,099	4,682	6,243	6335
	Percent of Collision Type				
Rear -End	3.1	10.6	86.3	100	
Side	3.1	11.9	85.0	100	
Head On	11.7	27.5	60.9	100	
Hit Pedestrian	10.1	17.9	72.1	100	
Wild Animal	10.3	20.7	69.0	100	
Domestic Animal	3.4	14.6	82.0	100	
Obstacle	7.0	20.3	72.7	100	
Roll Over	11.6	24.2	64.2	100	

Table 3.8b: Casualties and Severity of Injury by Collision Type, 2018

Other	6.4	15.2	78.4	100
Total	7.4	17.6	75.0	100
Percent of Casualty Injury				
Rear -End	4.3	6.3	12.0	10.4
Side	8.9	14.3	23.9	21.1
Head On	12.3	12.2	6.3	7.8
Hit Pedestrian	26.0	19.4	18.3	19.1
Wild Animal	0.6	0.5	0.4	0.5
Domestic Animal	2.4	4.3	5.7	5.2
Obstacle	6.5	7.9	6.7	6.9
Roll Over	30.7	26.9	16.7	19.6
Other	8.2	8.2	9.9	9.5
Total	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

2.4.9 Casualties by Junction Control

In 2018, most of the casualties (81.3 percent) were found where there were no junctions on the road. This may be due to the high number of accidents that occurred in those roads. Ninety point five (90.5 percent) of total deaths occurred in those types of accidents. Casualties that occurred at a stop sign followed followed with 8.7 percent of total casualties resulting in 6.1 percent of total fatalities. Casualties that happened where signals were working accounted for 7.0 percent accounting for 3.0 percent of deaths. See Table 3.2 above.

2.4.10 Casualties by Light Conditions

Casualties that happened during the day accounted for 54.1 percent of total casualties, resulting in 43.3 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 32.3 percent of total casualties, resulting in 45.2 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 3.9 below.

Table 3.9: Casualty Injury by Light Conditions, 2018

Light Conditions	Casualties			Total	
	Fatal	Serious	Minor	Total	2017
Number					
Day Light	200	569	2,609	3,378	3257
Night Street Lit	49	88	658	795	850
Night Bright Moon	4	8	43	55	63
Dark	209	434	1,372	2,015	2165
Total	462	1,099	4,682	6,243	6335
Percent of Total					
Day Light	5.9	16.8	77.2	100	
Night Street Lit	6.2	11.1	82.8	100	
Night Bright Moon	7.3	14.5	78.2	100	
Dark	10.4	21.5	68.1	100	
Total	7.4	17.6	75.0	100	
Percent of Total					
Day Light	43.3	51.8	55.7	54.1	
Night Street Lit	10.6	8.0	14.1	12.7	
Night Bright Moon	0.9	0.7	0.9	0.9	
Dark	45.2	39.5	29.3	32.3	
Total	100	100	100	100	

Source: Botswana Police Services (Road Accident Statistics Unit)

2.4.11 Casualties by Injury and Age

The age group that incurred a high number of casualties was the 26-30 age group accounting for 17.3 percent of total casualties. It was followed by the 31-35 age group with 16.4 percent of total casualties. The age group of 21-40 accounted for 59.1 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 groups 21-25 and 36-40 years accounted for 12.9 and 12.3 percent of total casualties respectively. The age group 31-35 years incurred the highest number of fatalities (16.0 percent) and serious injuries (15.8 percent). The 26-30 age group followed with 13.6 percent fatalities and 15.6 serious injuries. The age groups 21-25 and 36-40 accounted for 11.5 and 11.0 percent fatalities respectively. See **Table 3.10**.

Table 3.10: Casualties by Injury and Age, 2018

Age	Casualties			Total	2017
	Fatal	Serious	Minor		
Number					
01-05	27	43	127	197	199
06-10	15	57	232	304	300
11-15	7	33	167	207	239
16-20	17	63	303	383	423
21-25	53	142	613	808	874
26-30	63	171	849	1,083	1041
31-35	74	174	778	1,026	1063
36-40	51	136	583	770	790
41-45	49	94	395	538	470
46-50	25	69	228	322	309
51-55	23	47	163	233	210
56-60	18	28	107	153	166
61-65	16	20	53	89	99
66-70	8	13	38	59	73
71-75	4	4	20	28	31
>75	12	5	26	43	48
Total	462	1,099	4,682	6,243	6335
Percent of Total					
01-05	13.7	21.8	64.5	100	
06-10	4.9	18.8	76.3	100	
11-15	3.4	15.9	80.7	100	
16-20	4.4	16.4	79.1	100	
21-25	6.6	17.6	75.9	100	
26-30	5.8	15.8	78.4	100	
31-35	7.2	17.0	75.8	100	
36-40	6.6	17.7	75.7	100	
41-45	9.1	17.5	73.4	100	
46-50	7.8	21.4	70.8	100	
51-55	9.9	20.2	70.0	100	
56-60	11.8	18.3	69.9	100	
61-65	18.0	22.5	59.6	100	
66-70	13.6	22.0	64.4	100	
71-75	14.3	14.3	71.4	100	
>75	27.9	11.6	60.5	100	
Total	7.4	17.6	75.0	100	
Percent of Total					
01-05	5.8	3.9	2.7	3.2	
06-10	3.2	5.2	5.0	4.9	
11-15	1.5	3.0	3.6	3.3	
16-20	3.7	5.7	6.5	6.1	
21-25	11.5	12.9	13.1	12.9	
26-30	13.6	15.6	18.1	17.3	
31-35	16.0	15.8	16.6	16.4	
36-40	11.0	12.4	12.5	12.3	

Table 3.10: Casualties by Injury and Age, 2018 (cont)

Age Group	Injury	Property	Other	Total
36-40	11.0	12.4	12.5	12.3
41-45	10.6	8.6	8.4	8.6
46-50	5.4	6.3	4.9	5.2
51-55	5.0	4.3	3.5	3.7
56-60	3.9	2.5	2.3	2.5
61-65	3.5	1.8	1.1	1.4
66-70	1.7	1.2	0.8	0.9
71-75	0.9	0.4	0.4	0.4
>75	2.6	0.5	0.6	0.7
Total	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

3. AIR TRANSPORT

3.1 Aircraft Movements

In 2018, aircraft movements went up from 69,716 movements in 2017 to 81,693 movements, a 17.2 percent increase. International movements increased by 1.3 percent while domestic movements increased by 22.9 percent. Most types of movements increased except international private movements which declined by 7.6 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 went down again in 2017, only to increase in 2018. See **Table 16, Appendix 3** and **Table 4.1** below.

Table 4.1 Aircraft Movements By Type of Flight: 2009 - 2018

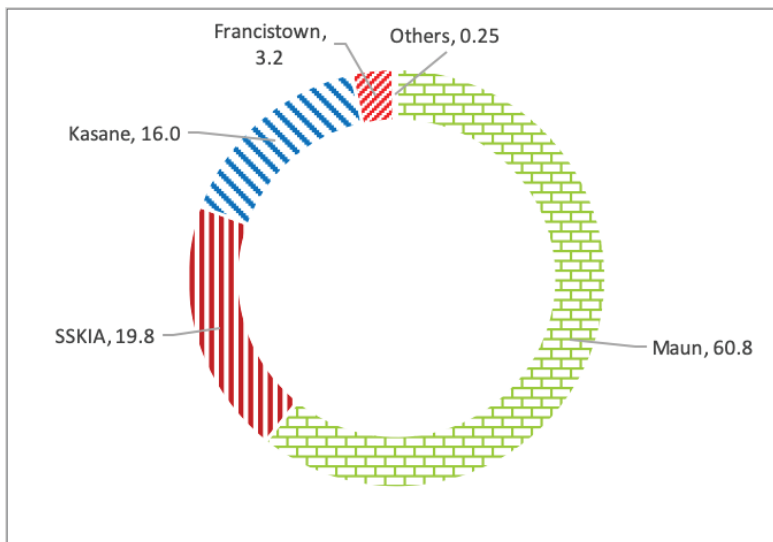
Year	International Movements				Domestic Movements				Total Movements			Grand Total
	Sched	Non-Sched	Private	Total	Sched	Non-Sched	Private	Total	Sched	Non-Sched	Private	
2009	10,337	6,589	2,149	19,075	4,792	72,253	6,406	83,451	15,129	78,842	8,555	102,526
2010	9,806	5,861	2,058	17,725	22,463	27,582	6,683	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
2018	11,986	5,641	1,136	18,763	4,229	56,255	2,446	62,930	16,215	61,896	3,582	81,693
Annual Percentage Change												
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	(5.1)	(2.5)	7.0	(3.6)	(7.2)	9.6	41.0	9.2	(5.6)	8.4	28.1	6.0
2018	0.5	5.4	(7.6)	1.3	1.7	24.6	28.5	22.9	0.8	22.6	14.4	17.2

Source: Civil Aviation Authority Botswana

3.1.1 Aircraft Movements by Airport

Two out of six airports experienced a decline in aircraft movements in 2018, namely Gantsi (71.3 percent) and Selebi Phikwe (2.2 percent). The other four airports registered an increase in aircraft movements with the highest increase in Maun (29.4 percent). The other airport that had a substantial increase in aircraft movements was Francistown with 14.6 percent. Maun accounted for 60.8 percent of total aircraft movements registered in 2018. 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 19.8 percent of total aircraft movements. The airport that had the least number of movements was Gantsi with 0.05 percent of total aircraft movements. See **Table 16, Appendix 3 and Figure 8 below.**

Figure 8: Aircraft Movements (Percent) by Airport, 2018



Note: Others consists of Selibe Phikwe and Gantsi airports.

3.2 Air Passenger Movements

There was an increase of 6.6 percent in air passenger movements from 806,959 movements in 2017 to 859,947 movements in 2018. Both international and domestic movements recorded an increase of 5.7 and 7.8 percent respectively. SSKIA and Maun airport accounted for 51.7 and 31.6 percent of total passenger movements. The airport which contributed the least number of air passenger movements was Gantsi with 0.01 percent. In 2018, Kasane airport realized an increase of 10.4 percent in passenger movements while SSKIA and Maun airports registered increases of 4.7 and 9.7 percent in passenger movements respectively. The other airports, Francistown, Selebi Phikwe and Gantsi passenger movements went down by 2.1, 30.3, and 68.2 respectively. Passenger movements in Gantsi and Selebi Phikwe are mostly private movements. All air passenger traffic types realized an increase in 2018, with international arrivals and departures increasing by 5.9 and 5.6 percent respectively. Domestic air passenger arrivals and departures increased by 7.6 and 7.9 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 17** in **Appendix 3.**

Figure 9: International and Domestic Air Passenger Movements, 2009-2018

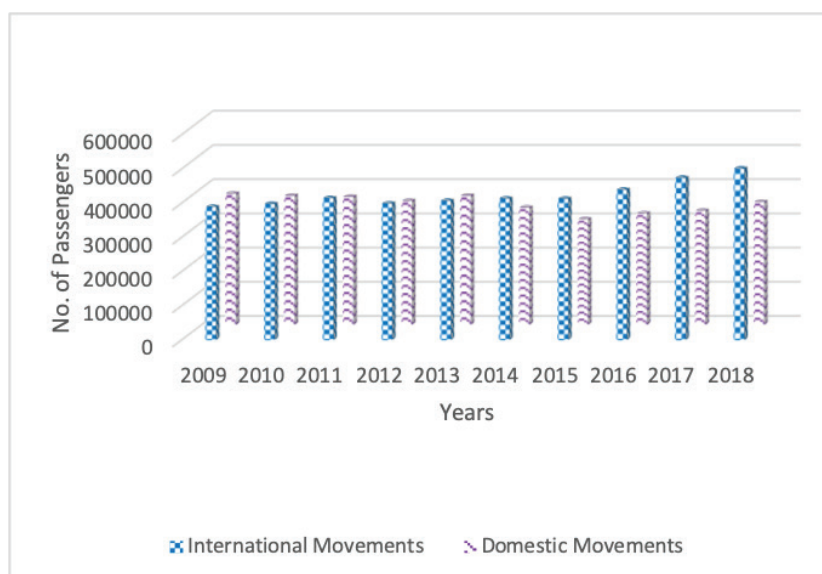


Table 4.2: International and Domestic Air Passenger Traffic, 2009 - 2018

Year	International Traffic			Domestic Traffic			Total International & Domestic Traffic
	Arrivals	Departures	Total	Arrivals	Departures	Total	
	Number of Passengers						
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
2018	244,899	256,098	500,997	180,831	178,119	358,950	859,947
	Annual Percentage Change						
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	13.5	14.6	14.1	10.2	10.7	10.4	12.5
2018	5.9	5.6	5.7	7.6	7.9	7.8	6.6

Source: Civil Aviation Authority Botswana

Figure 10: Air Passenger Traffic, 2009 - 2018

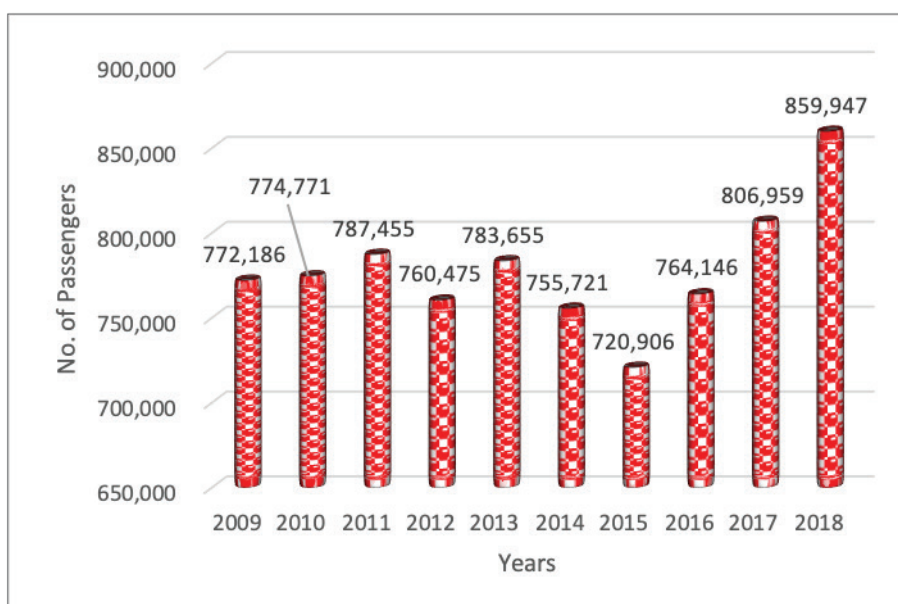
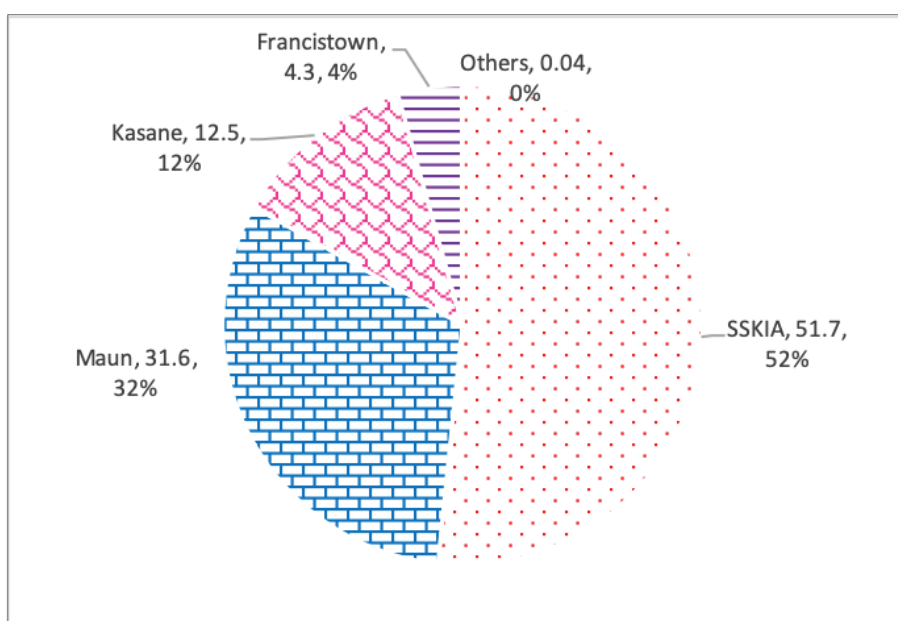


Figure 11: Air Passenger Movements (Percent) by Airport, 2018



"Others" constitutes S/Phikwe and Ghanzi airports

3.2.1 Air Passenger Movements by Type of Flight

In 2018, scheduled passenger movements accounted for 75.0 percent of total passenger movements while non-scheduled and private passenger movements constituted 23.8 and 1.2 percent respectively. Out of 859,947 air passengers, arrivals accounted for 49.5 percent of total passengers, and passenger departures constituted 50.5 percent of total passengers. As for passenger departures, 75.6 percent were scheduled while 23.3 percent were non-scheduled and 1.1 percent were private. Scheduled and non-scheduled arrivals went up by 5.5 and 9.7 respectively, private arrivals went up by 11.5 percent. In departures, scheduled and non-scheduled passengers increased by 5.5 and 10.2 percent respectively while private departures increased by 6.0 percent. (see **Table 18, Appendix 3**).

3.3 Air Cargo & Mail Traffic

There was a decline of 12.7 percent of air cargo from 459,909 kgs carried in 2017 to 396,940 kgs carried in 2018. Since 2013 air cargo has been declining at an average rate of 8.8 percent per annum. A notable decrease was in 2017 when cargo decreased by 22.0 percent. International cargo declined by 15.8 percent while domestic cargo increased by 7.8 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, 2009-2018

Year	Cargo Traffic (Kgs)			Mail Traffic (Kgs)		
	International	Domestic	Total	International	Domestic	Total
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	-	-	-
2018	332,708	64,232	396,940	-	-	-
Annual Percentage Change						
2009	(16.2)	2.2	(12.3)	-	17.8	15.7
2010	(63.1)	135.3	(13.8)	-	71.0	71.0
2011	103.8	(46.1)	2.2	-	(7.4)	(7.4)
2012	84.5	(91.0)	21.8	-	(80.5)	(80.5)
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)	-	-	-
2018	(15.8)	7.8	(12.7)	-	-	-
Percent of Total						
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	-	-	-
2018	83.8	16.2	100	-	-	-

Source: Air Botswana

4. RAILWAY TRANSPORT

4.1 Rail Passengers

The passenger train was reinstated in April 2016, hence data for 2016 relates to only three quarters. Passengers transported using rail in 2018 increased by 72.4 percent from 134,702 passengers in 2017 to 232,160 in 2018. This growth was attributed to the introduction of a commuter train operating between Lobatse and Gaborone. Out of the passengers transported using rail in 2018, 24.5 percent used sleeper class, 11.7 percent used business class while 63.8 percent used standard class. In 2018 P15,776 million was generated in the transportation of passengers, which was a 4.1 percent increase of revenue generated in 2017. See **Table 5.1** below

Table 5.1: Train Passengers By Class and Revenue 2016 - 2018

	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
2018					
Jan	956	1806	9473	12,235	1,171
Feb	6594	1546	836	8,976	0.931
Mar	885	1581	7233	9,699	0.862
Apr	1,291	2,798	13,134	17,223	1,530
May	1,289	2,232	14,959	18,480	1,546
Jun	1,191	1,916	18,107	21,214	1,424
July	1,271	2,178	19,756	23,205	1,562
Aug	1,474	2,401	21,951	25,826	1,630
Sept	20,708	2,551	1,559	24,818	1,662
Oct	1,531	2,254	19,472	23,257	1,619
Nov	1,668	2,429	20,025	24,122	1,665
Dec	18,035	3,410	1,660	23,105	1,965

Source: Botswana Railways

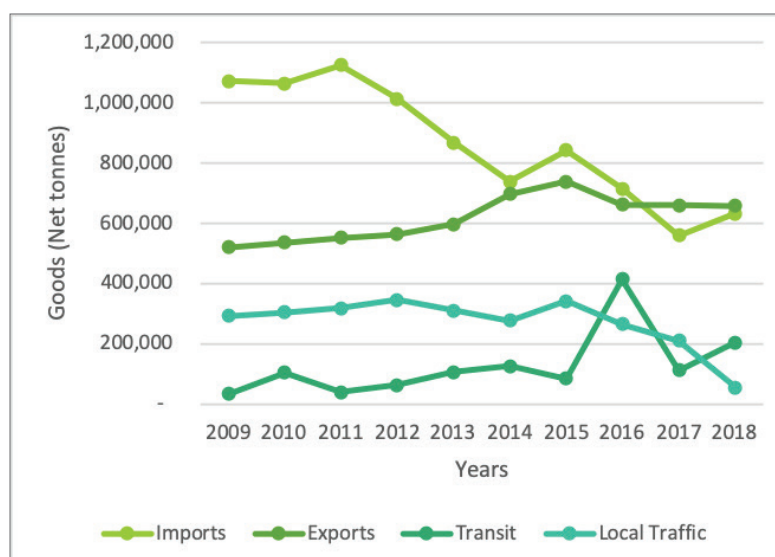
4.2 Rail Goods Traffic

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 total exports plus local traffic. Botswana Total is the sum of total imports and Botswana Origin. Total Traffic is the sum of Botswana total and transit traffic.

Goods transported through rail increased from 1,542,419 net tonnes in 2017 to 1,549,282 net tonnes in 2018, which was a 0.4 percent increase. Most categories of goods transported through rail decreased in 2018 compared to 2017. A significant decrease was realized in transit traffic which went down by 50.7 percent. The reason for the decline in transit traffic is that it is not marketed, it is up to people who want to transport goods to the north if they want to use it or not. Total exports declined by 0.6 percent. Exports to North increased by 5.3 percent while local traffic went down by 3.0 percent. Botswana origin declined by 1.2 percent, while Botswana total increased by 4.5 percent. See **Table 19** in **Appendix 4** and **Figure 12**.

Figure 12: Rail Goods Traffic by Direction (Net tonnes) 2009-2018



4.3 Revenue From Rail Goods Traffic

Revenue generated from transportation of goods by rail increased from P289 million in 2017 to P306 million in 2018, which was a 5.9 percent increase. Except for three categories of goods transported, the rest of the goods transported realized an increase in revenue. Revenue generated from imports from North declined by 12.3 percent, while revenue generated from local traffic and transit traffic decreased by 0.7 percent and 35.1 percent respectively. **Table 20, Appendix 4.**

5. 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.

The number of people who used the Kazungula Pontoon to either cross in or out of Botswana was 569,410 an increase of 17.6 percent from the 484,023 people who used the Pontoon in 2017. Arrivals constituted 50.6 percent of total passengers while departures accounted for 49.4 percent of total passengers. Compared to 2017, arrivals increased by 12.8 percent and departures went up by 23.0 percent in 2018. This is shown in **Table 6.1.**

Table 6.1: Kazungula Pontoon Passengers by Month, 2013 - 2018

Year/Month	Arrivals			Departures			Grand Total
	Batswana	Foreigners	Total	Batswana	Foreigners	Total	
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	63,315	191,800	255,115	60,935	167,973	228,908	484,023
2018							
Jan	3,898	15,844	19,742	3,397	12,946	16,343	36,085
Feb	3,882	15,049	18,931	3,429	13,064	16,493	35,424
March	4,812	14,930	19,742	4,787	13,466	18,253	37,995
Total	12,592	45,823	58,415	11,613	39,476	51,089	109,504
April	6,639	21,313	27,952	6,158	18,921	25,079	53,031
May	6,248	22,617	28,865	5,701	19,799	25,500	54,365
June	5,846	19,332	25,178	5,976	19,079	25,055	50,233
Total	18,733	63,262	81,995	17,835	57,799	75,634	157,629
July	7,696	22,506	30,202	7,634	21,688	29,322	59,524
August	6,391	20,108	26,499	6,870	21,505	28,375	54,874
Sept	5,304	14,432	19,736	5,664	15,038	20,702	40,438
Total	19,391	57,046	76,437	20,168	58,231	78,399	154,836
Oct	..	..	24,485	..	..	24,812	49,297
Nov	..	..	21,803	..	..	23,930	45,733
Dec	..	..	24,716	..	..	27,695	52,411
Total	..	..	71,004	..	..	76,437	147,441

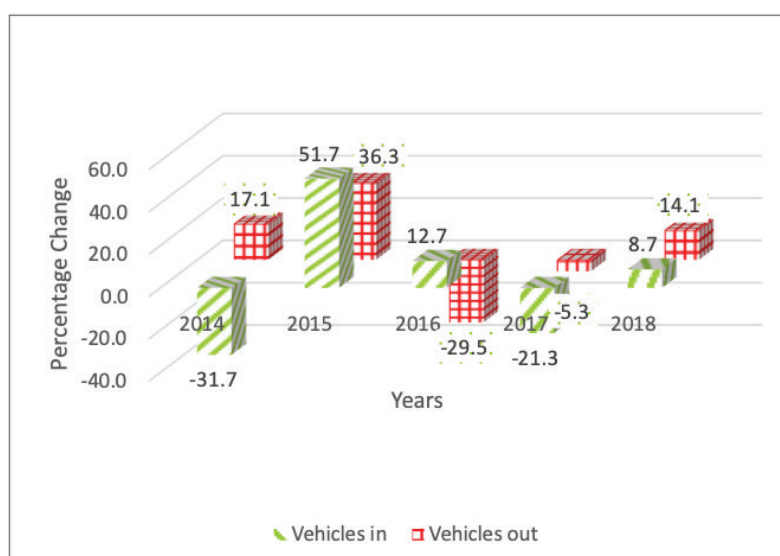
Source: Kazungula Immigration Office, Ministry of Labour and Home Affairs

Table 6.2: Kazungula Pontoon Transportation Of Vehicles, 2013 - 2018

	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
2018	25,881	35,530	61,411
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
2018	42.1	57.9	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)
2018	8.7	14.1	11.7

Source: Botswana Revenue Services

Figure 13: Percentage change of Vehicles Transported, 2013-2018



The vehicles transported using the Pontoon in 2018 were 61,411, which was a 11.7 percent increase over the 54,955 vehicles transported in 2017. Out of these vehicles transported, 57.9 of these vehicles were leaving the country while 42.1 percent were entering the country. The number of vehicles leaving the country went up by 14.1 percent and those entering the country increased by 8.7 percent. The number of vehicles using the Pontoon went down in 2014, only to increase in 2015. Then for the next two years, 2016 and 2017, the number of vehicles transported by the pontoon declined. See **Table 6.2** and **Figure 13** above.

6. CONTRIBUTION OF THE TRANSPORT SECTOR TO THE ECONOMY

The contribution of the transport sector to Gross Domestic Product (current prices) was 3.6, a 0.1 percent increase from the 3.5 percent contributed in 2017. The contribution of transport sector to GDP has been going up and down since 2009. In 2009 contribution of the Transport sector to GDP was 3.5 percent, then it went down until 2012 when it went up to 3.7 percent. It went down in 2013 and 2014. Contribution of transport sector to GDP went up in 2015, only to go down in 2016. Contribution of the transport sector to GDP went up in 2017 and 2018. The transport sector that contributed much to GDP was the air sector with 1.6, 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 14** below show these details.

Table 7.1: Contribution of the Transport Sector to GDP by Sector, 2009 - 2018 (P million)

Year	Road	CTO	Railway	Air	Other	IS	Transport Only	Total	Contribution to GDP (%)
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
2018	2,331	143	198	2,947	704	474	6,798	189,869	3.6

Source: National Accounts, Statistics Botswana

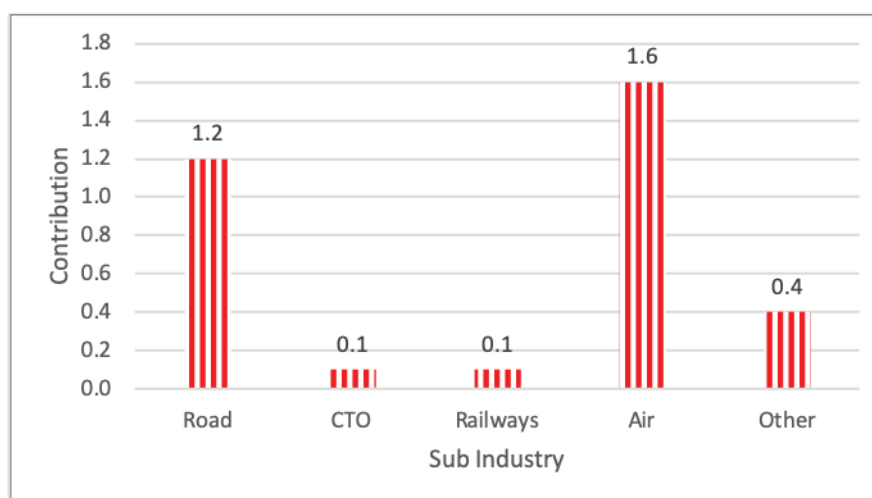
Note: IS refers to the informal sector

Table 7.2: Annual Percentage Contribution of Sub industries to total GDP at current prices, 2009 -2018

Year	Road	CTO	Railway	Air	Other	Total Transport Only
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
2017	1.2	0.1	0.1	1.6	0.4	3.6

Source: National Accounts, Statistics Botswana

Figure 14: Annual Contribution of Sub Industries to Total GDP at Current Prices, 2018



7. NUMBER OF PASSENGERS CARRIED BY MODE OF TRANSPORT

Passengers transported using rail in 2018 were 232,160 a 72.4 percent increase in 134,702 passengers transported by rail in 2017. The passenger train was discontinued for some years, only to reintroduced in 2016.

From 2009 to 2018, air passengers grew by an average of 1.2 percent annually from 2009 to 2018. The bulk of the passengers carried by air from 2009 to 2018 were international (54.5 percent), while 45.5 percent were domestic passengers. The number of passengers carried by air increased by 6.6 percent in 2018 compared to 2017.

In 2018 passengers ferried by the Pontoon increased by 17.6 percent from 484,023 passengers in 2017 to 569,410 passengers. Passengers carried by the Pontoon grew on average by 4.7 percent per annum from 2013 to 2018. See **Table 21 in Appendix 5**.

APPENDICES

Appendix 1: Motor Vehicle Registrations

Table 1: National Vehicle Stock - Total Registered Vehicles, 2009 - 2018

Year	Passenger			Motor			Tankers/			Total
	Cars	Vans	Trucks	Buses ¹	Cycles	Tractors	Trailers	Horses	Others	
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
2018	350,757	110,254	32,389	21,109	1,815	6,766	24,305	3,165	3,088	553,648
Annual Percentage Change										
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
2018	6.8	0.1	(30.7)	364.9	(5.2)	(5.4)	4.6	11.4	10.9	4.9
Percent of Total										
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
2018	63.4	19.9	5.9	3.8	0.3	1.2	4.4	0.6	0.6	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, 2009-2018

Year	Passenger		Trucks	Motor			Tankers/		Others	Total	Vehicles/ 1000 Pop
	Cars	Vans		Buses ¹	Cycles	Tractors	Trailers	Horses			
Number											
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
2018	347,982	103,135	31,829	20,479	1,638	6,383	24,174	3,034	2,456	541,110	235.0
Percent of Total											
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	
2018	64.3	19.1	5.9	3.8	0.3	1.2	4.5	0.6	0.5	100	
Annual Percentage Change											
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	
2018	6.8	0.1	(30.5)	422.6	(5.7)	(5.7)	4.5	11.4	(3.2)	5.0	

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, 2009-2018

Year	Passenger			Motor				Tankers/		Total
	Cars	Vans	Trucks	Buses ¹	Cycles	Tractors	Trailers	Horses	Others	
Number										
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
2018	42,529	3,857	3,133	2,038	152	664	2,354	292	322	55,341
Percent of Total										
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
2018	76.8	7.0	5.7	3.7	0.3	1.2	4.3	0.5	0.6	100
Annual Percentage Change										
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
2018	4.1	5.2	8.2	(4.5)	(12.6)	(17.3)	10.8	21.2	1.9	4.0

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, 2018

Station	Passenger		Mini		Motor			Tankers/		Total	
	Cars	Vans	Trucks	Buses	Buses	Cycles	Tractors	Trailers	Horses		Others
Bobonong	9	2	1	-	-	1	2	1	-	-	16
Francistown	3,784	414	271	152	23	10	34	280	22	18	5,008
Gaborone	29,104	2,222	1,830	1,189	113	78	256	1,118	166	106	36,182
Ghanzi	155	23	9	4	-	-	15	42	-	8	256
Gumare	6	1	1	-	-	-	1	2	-	-	11
Hukuntsi	-	-	-	-	-	-	-	-	-	-	-
Jwaneng	247	11	10	19	4	-	25	40	-	6	362
Kang	21	-	-	1	-	-	-	1	-	-	23
Kanye	128	6	10	10	1	-	26	19	-	4	204
Kasane	46	11	2	4	-	2	2	24	-	1	92
Letlhakane	175	5	8	6	2	1	10	29	-	1	237
Lobatse	2,306	53	219	148	13	4	61	154	73	15	3,046
Mahalapye	320	118	15	19	1	1	27	44	-	1	546
Masunga	6	1	2	1	-	-	2	1	-	-	13
Maun	873	332	56	24	2	8	10	124	2	4	1,435
Mochudi	419	20	81	18	5	2	50	65	8	97	765
Mogoditsane	771	4	51	38	1	-	2	30	-	2	899
Molepolole	1,353	24	324	105	3	2	52	78	1	1	1,943
Palapye	462	17	39	6	-	2	17	110	5	1	659
Ramotswa	1,464	264	130	89	1	40	11	35	9	49	2,092
S/Phikwe	535	133	59	23	-	1	33	101	1	4	890
Serowe	292	189	13	7	5	-	19	40	4	2	571
Shakawe	4	-	-	-	-	-	-	-	-	2	6
Sowa	5	-	-	-	-	-	-	1	-	-	6
Tsabong	32	7	1	1	-	-	3	11	1	-	56
Tutume	12	-	1	-	-	-	6	4	-	-	23
Total	42,529	3,857	3,133	1,864	174	152	664	2,354	292	322	55,341

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, 2018

Station	Passenger		Mini		Motor			Tankers/			Total
	Cars	Vans	Trucks	Buses	Buses	Cycles	Tractors	Trailers	Horses	Others	
Bobonong	56.3	12.5	6.3	-	-	6.3	12.5	6.3	-	-	100
Francistown	75.6	8.3	5.4	3.0	0.5	0.2	0.7	5.6	0.4	0.4	100
Gaborone	80.4	6.1	5.1	3.3	0.3	0.2	0.7	3.1	0.5	0.3	100
Ghanzi	60.5	9.0	3.5	1.6	-	-	5.9	16.4	-	3.1	100
Gumare	54.5	9.1	9.1	-	-	-	9.1	18.2	-	-	100
Hukuntsi	-	-	-	-	-	-	-	-	-	-	-
Jwaneng	68.2	3.0	2.8	5.2	1.1	-	6.9	11.0	-	1.7	100
Kang	91.3	-	-	4.3	-	-	-	4.3	-	-	100
Kanye	62.7	2.9	4.9	4.9	0.5	-	12.7	9.3	-	2.0	100
Kasane	50.0	12.0	2.2	4.3	-	2.2	2.2	26.1	-	1.1	100
Letlhakane	73.8	2.1	3.4	2.5	0.8	0.4	4.2	12.2	-	0.4	100
Lobatse	75.7	1.7	7.2	4.9	0.4	0.1	2.0	5.1	2.4	0.5	100
Mahalapye	58.6	21.6	2.7	3.5	0.2	0.2	4.9	8.1	-	0.2	100
Masunga	46.2	7.7	15.4	7.7	-	-	15.4	7.7	-	-	100
Maun	60.8	23.1	3.9	1.7	0.1	0.6	0.7	8.6	0.1	0.3	100
Mochudi	54.8	2.6	10.6	2.4	0.7	0.3	6.5	8.5	1.0	12.7	100
Mogodit- sane	85.8	0.4	5.7	4.2	0.1	-	0.2	3.3	-	0.2	100
Molepolole	69.6	1.2	16.7	5.4	0.2	0.1	2.7	4.0	0.1	0.1	100
Palapye	70.1	2.6	5.9	0.9	-	0.3	2.6	16.7	0.8	0.2	100
Ramotswa	70.0	12.6	6.2	4.3	-	1.9	0.5	1.7	0.4	2.3	100
S/Phikwe	60.1	14.9	6.6	2.6	-	0.1	3.7	11.3	0.1	0.4	100
Serowe	51.1	33.1	2.3	1.2	0.9	-	3.3	7.0	0.7	0.4	100
Shakawe	66.7	-	-	-	-	-	-	-	-	33.3	100
Sowa	83.3	-	-	-	-	-	-	16.7	-	-	100
Tsabong	57.1	12.5	1.8	1.8	-	-	5.4	19.6	1.8	-	100
Tutume	52.2	-	4.3	-	-	-	26.1	17.4	-	-	100
Total	76.8	7.0	5.7	3.4	0.3	0.3	1.2	4.3	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 and Make of Vehicle, 2018

Make	Passenger Cars	Vans	Trucks	Mini Buses	Buses	Motor cycles	Tractors	Trailers	Tankers/ Horses	Others	Total
Audi	1,066	-	-	-	-	-	-	-	-	-	1,066
BMW	2,377	-	-	-	-	8	-	-	-	-	2,385
Chevro	99	7	-	-	-	-	-	-	-	-	106
Chrysler	11	-	-	-	-	-	-	-	-	-	11
Daewoo	-	-	1	-	-	-	-	-	-	-	1
Dodge	17	1	-	-	-	-	-	-	-	-	18
Ford	137	307	99	9	2	-	51	-	-	-	605
Hino	1	-	191	3	20	-	-	-	2	2	219
Home-made	-	-	-	-	-	-	-	849	-	1	850
Honda	6,994	-	4	3	-	34	-	-	1	-	7,036
Hyundai	231	3	5	-	1	-	-	-	-	-	240
Isuzu	12	374	81	13	4	-	-	-	1	-	485
Iveco	-	6	15	4	6	-	-	-	2	1	34
Jeep	227	-	1	-	-	-	-	-	-	-	228
Kia	179	1	23	-	-	-	-	-	-	-	203
Land Rover	180	24	1	-	-	-	-	-	-	-	205
Lexus	288	-	-	-	-	-	-	-	-	-	288
M/Benz	1,127	18	81	22	22	2	1	-	12	2	1,287
Mahindra	-	8	12	-	1	-	-	-	1	-	22
MAN	-	1	37	-	10	-	120	-	32	-	200
Massey Ferguson	913	9	61	35	-	-	195	-	-	-	1,213
Mazda	3,640	11	232	98	7	-	63	-	2	-	4,053
Mitsubishi	265	20	81	19	25	-	-	-	-	-	410
Nissan	1,671	996	515	376	15	-	1	-	7	1	3,582
Opel	46	3	-	-	-	-	-	-	-	-	49
Peugeot	16	4	-	-	-	-	-	-	-	-	20
Renault	14	1	7	-	-	-	-	-	2	-	24
Scania	-	-	62	-	16	-	-	-	90	-	168
Subaru	213	-	1	-	6	-	-	-	12	-	232
Tata	7	1	55	-	3	-	-	-	-	12	78
Toyota	17,699	1,980	1,245	1,273	22	-	-	-	2	10	22,231
VW	4,477	50	4	6	1	-	-	-	-	-	4,538
Volvo	356	-	100	-	7	-	-	-	45	-	508
Yamaha	-	-	-	-	-	44	-	-	12	-	56
Other	266	32	219	3	6	64	233	1,505	69	293	2,690
Total	42,529	3,857	3,133	1,864	174	152	664	2,354	292	322	55,341

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

Table 5a: Privately Owned Vehicles: First Registrations (Percent) by Type and Make of Vehicle 2018

Make	Passenger Cars	Vans	Trucks	Mini Buses	Buses	Motor cycles	Tractors	Trailers	Tankers/Horses	Others	Total
Audi	100.0	-	-	-	-	-	-	-	-	-	100
BMW	99.7	-	-	-	-	0.3	-	-	-	-	100
Chevro	93.4	6.6	-	-	-	-	-	-	-	-	100
Chrysler	100.0	-	-	-	-	-	-	-	-	-	100
Daewoo	-	-	100.0	-	-	-	-	-	-	-	100
Dodge	94.4	5.6	-	-	-	-	-	-	-	-	100
Ford	22.6	50.7	16.4	1.5	0.3	-	8.4	-	-	-	100
Hino	0.5	-	87.2	1.4	9.1	-	-	-	0.9	0.9	100
Home-made	-	-	-	-	-	-	-	99.9	-	0.1	100
Honda	99.4	-	0.1	-	-	0.5	-	-	0.0	-	100
Hyundai	96.3	1.3	2.1	-	0.4	-	-	-	-	-	100
Isuzu	2.5	77.1	16.7	2.7	0.8	-	-	-	0.2	-	100
Iveco	-	17.6	44.1	11.8	17.6	-	-	-	5.9	2.9	100
Jeep	99.6	-	0.4	-	-	-	-	-	-	-	100
Kia	88.2	0.5	11.3	-	-	-	-	-	-	-	100
Land Rover	87.8	11.7	0.5	-	-	-	-	-	-	-	100
Lexus	100.0	-	-	-	-	-	-	-	-	-	100
M/Benz	87.6	1.4	6.3	1.7	1.7	0.2	0.1	-	0.9	0.2	100
Mahindra	-	36.4	54.5	-	4.5	-	-	-	4.5	-	100
MAN	-	0.5	18.5	-	5.0	-	60.0	-	16.0	-	100
Massey Ferguson	75.3	0.7	5.0	2.9	-	-	16.1	-	-	-	100
Mazda	89.8	0.3	5.7	2.4	0.2	-	1.6	-	0.0	-	100
Mitsubishi	64.6	4.9	19.8	4.6	6.1	-	-	-	-	-	100
Nissan	46.6	27.8	14.4	10.5	0.4	-	-	-	0.2	-	100
Opel	93.9	6.1	-	-	-	-	-	-	-	-	100
Peugeot	80.0	20.0	-	-	-	-	-	-	-	-	100
Renault	58.3	4.2	29.2	-	-	-	-	-	8.3	-	100
Scania	-	-	36.9	-	9.5	-	-	-	53.6	-	100
Subaru	91.8	-	0.4	-	2.6	-	-	-	5.2	-	100
Tata	9.0	1.3	70.5	-	3.8	-	-	-	-	15.4	100
Toyota	79.6	8.9	5.6	5.7	0.1	-	-	-	0.0	-	100
VW	98.7	1.1	0.1	0.1	0.0	-	-	-	-	-	100
Volvo	70.1	-	19.7	-	1.4	-	-	-	8.9	-	100
Yamaha	-	-	-	-	-	78.6	-	-	21.4	-	100
Other	9.9	1.2	8.1	0.1	0.2	2.4	8.7	55.9	2.6	10.9	100
Total	76.8	7.0	5.7	3.4	0.3	0.3	1.2	4.3	0.5	0.6	100

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

Table 6: Privately Owned Vehicles- Renewals by Year and Type of Vehicle, 2009 - 2018

Year	Passenger				Motor			Tankers/		Others	Total
	Cars	Vans	Trucks	Buses ¹	Cycles	Tractors	Trailers	Horses			
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	
2018	305,453	99,278	28,696	18,441	1,486	5,719	21,820	2,742	2,134	485,769	
Percent of Total											
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	
2018	62.9	20.4	5.9	3.8	0.3	1.2	4.5	0.6	0.4	100	
Annual Percentage Change											
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	
2018	7.2	(0.1)	6.5	4.0	(4.9)	(4.1)	3.8	10.5	(4.0)	5.1	

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

Table 7: Privately Owned Vehicles - Renewals by Type and Make of Vehicle, 2018

Make	Passenger Cars	Vans	Trucks	Mini Buses	Buses	Motor cycles	Tractors	Trailers	Tankers/Horses	Others	Total
Audi	6,251	-	-	-	-	-	-	-	-	-	6,251
BMW	15,715	-	-	-	-	54	-	-	-	-	15,769
Chevro	2,095	802	5	2	-	-	-	-	-	-	2,904
Chrysler	359	1	-	2	-	-	-	-	-	-	362
Daewoo	153	-	3	-	-	-	-	-	-	2	158
Dodge	485	23	4	-	-	-	-	-	-	-	512
Ford	3,497	7,145	25	74	10	-	632	-	-	2	11,385
Hino	1	5	1,380	9	85	-	2	2	25	6	1,515
Home-made	-	-	4	-	-	-	-	6,419	3	11	6,437
Honda	27,781	4	10	1	-	346	-	-	-	-	28,142
Hyundai	3,254	247	146	49	1	-	-	-	1	-	3,698
Isuzu	211	9,991	689	60	48	-	-	-	23	11	11,033
Iveco	-	23	76	79	67	-	-	-	10	4	259
Jeep	2,196	21	-	-	-	-	-	-	-	-	2,217
Kia	2,217	229	73	9	3	-	-	-	-	1	2,532
Land Rover	2,664	1,235	3	1	-	-	-	-	-	1	3,904
Lexus	449	-	-	-	-	-	-	-	-	-	449
Mahindra	2,797	316	323	108	112	-	19	-	54	10	3,739
MAN	10	82	333	-	37	-	10	-	99	1	572
Massey Ferguson	-	-	91	-	12	-	2,423	-	47	4	2,577
Mazda	20,476	3,392	1,381	1,094	10	-	573	1	-	-	26,927
M/Benz	14,625	1,043	1,267	644	398	-	6	-	127	29	18,139
Mitsubishi	4,961	783	682	207	76	-	1	-	2	11	6,723
Nissan	14,124	13,977	5,271	1,974	137	-	11	-	108	45	35,647
Opel	1,742	944	1	4	-	-	-	-	-	-	2,691
Peugeot	610	60	-	60	-	-	-	-	-	-	730
Renault	397	13	33	2	-	-	-	-	30	-	475
Scania	-	-	497	1	333	-	9	1	763	4	1,608
Subaru	1,322	2	2	-	-	-	-	-	-	-	1,326
Tata	27	191	473	15	96	-	1	-	8	1	812
Toyota	147,241	55,655	13,761	8,838	226	-	-	-	29	76	225,826
VW	14,214	187	179	204	76	-	23	-	171	26	15,080
Volvo	12,062	565	211	208	68	-	-	-	96	29	13,239
Yamaha	-	-	-	-	-	423	-	1	-	-	424
Other	3,517	2,342	1,773	2,944	57	663	2,009	15,396	1,146	1,860	31,707
Total	305,453	99,278	28,696	16,589	1,852	1,486	5,719	21,820	2,742	2,134	485,769

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

Table 7a: Privately Owned Vehicles - Renewals (Percent) by Type and Make of Vehicle 2018

Make	Passenger Cars	Vans	Trucks	Mini Buses	Buses	Motor cycles	Tractors	Trailers	Tankers/Horses	Others	Total
Audi	100.0	-	-	-	-	-	-	-	-	-	100
BMW	99.7	-	-	-	-	0.3	-	-	-	-	100
Chevro	72.1	27.6	0.2	0.1	-	-	-	-	-	-	100
Chrysler	99.2	0.3	-	0.6	-	-	-	-	-	-	100
Daewoo	96.8	-	1.9	-	-	-	-	-	-	1.3	100
Dodge	94.7	4.5	0.8	-	-	-	-	-	-	-	100
Ford	30.7	62.8	0.2	0.6	0.1	-	5.6	-	-	-	100
Hino	-	-	91.1	0.1	0.6	-	-	-	0.2	-	100
Home-made	-	-	0.1	-	-	-	-	99.7	-	0.2	100
Honda	98.7	-	-	-	-	1.2	-	-	-	-	100
Hyundai	88.0	6.7	3.9	1.3	-	-	-	-	-	-	100
Isuzu	1.9	90.6	6.2	0.5	0.4	-	-	-	0.2	0.1	100
Iveco	-	8.9	29.3	30.5	25.9	-	-	-	3.9	1.5	100
Jeep	99.1	0.9	-	-	-	-	-	-	-	-	100
Kia	87.6	9.0	2.9	0.4	0.1	-	-	-	-	-	100
Land Rover	68.2	31.6	0.1	-	-	-	-	-	-	-	100
Lexus	100.0	-	-	-	-	-	-	-	-	-	100
Mahindra	74.8	8.5	8.6	2.9	3.0	-	0.5	-	1.4	0.3	100
MAN	1.7	14.3	58.2	-	6.5	-	1.7	-	17.3	0.2	100
Massey Ferguson	-	-	3.5	-	0.5	-	94.0	-	1.8	0.2	100
Mazda	76.0	12.6	5.1	4.1	0.0	-	2.1	-	-	-	100
M/Benz	80.6	5.8	7.0	3.6	2.2	-	0.0	-	0.7	0.2	100
Mitsubishi	73.8	11.6	10.1	3.1	1.1	-	0.0	-	0.0	0.2	100
Nissan	39.6	39.2	14.8	5.5	0.4	-	0.0	-	0.3	0.1	100
Opel	64.7	35.1	0.0	0.1	-	-	-	-	-	-	100
Peugeot	83.6	8.2	-	8.2	-	-	-	-	-	-	100
Renault	83.6	2.7	6.9	0.4	-	-	-	-	6.3	-	100
Scania	-	-	30.9	0.1	20.7	-	0.6	0.1	47.5	0.2	100
Subaru	99.7	0.2	0.2	-	-	-	-	-	-	-	100
Tata	3.3	23.5	58.3	1.8	11.8	-	0.1	-	1.0	0.1	100
Toyota	65.2	24.6	6.1	3.9	0.1	-	-	-	0.0	0.0	100
VW	94.3	1.2	1.2	1.4	0.5	-	0.2	-	1.1	0.2	100
Volvo	91.1	4.3	1.6	1.6	0.5	-	-	-	0.7	0.2	100
Yamaha	-	-	-	-	-	99.8	-	0.2	-	-	100
Other	11.1	7.4	5.6	9.3	0.2	2.1	6.3	48.6	3.6	5.9	100
Total	62.9	20.4	5.9	3.4	0.4	0.3	1.2	4.5	0.6	0.4	100

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

Table 8: Government Vehicles in Use by Year and Type of Vehicle, 2009 - 2018

Year	Passenger		Trucks	Buses	Motor			Tankers/		Total
	Cars	Vans			Cycles	Tractors	Trailers	Horses	Others	
Number										
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
2018	2,775	7,119	560	630	177	383	131	131	632	12,538
Annual Percentage Change										
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)
2018	(1.8)	(0.1)	(39.8)	1.3	-	-	29.7	10.1	156.9	0.1
Percent of Total										
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
2018	22.1	56.8	4.5	5.0	1.4	3.1	1.0	1.0	5.0	100

Source: Central Transport Organization, Ministry of Transport & Communication

Appendix 2: Road Safety

Table 9: Motor Vehicle Accidents - Trend in Accidents, 2009 - 2018

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	
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	81.0	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	
2018	17,341	6,243	462	553,648	2,303	31.3	75.3	11.3	27.1	8.3	20.1	
Annual Percentage Change												
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	4.1	6.1	9.5	6.5	1.8	(2.3)	2.2	(0.4)	4.1	2.8	7.6	
2018	(2.5)	(1.5)	4.1	4.9	1.7	(7.0)	(4.2)	(6.0)	(3.1)	(0.8)	2.3	

Source: Accident Statistics Unit, Botswana Police Services
Note: Pop is Population

Table 10: Motor Vehicle Accidents by District and Time of Occurrence, 2018

District	Time of Occurrence												Total	Total 2017
	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	25	21	23	47	64	65	73	83	76	82	60	38	657	756
Kutlwano	38	15	37	88	68	60	63	79	96	164	101	70	879	926
Gaborone	137	111	123	464	464	455	579	558	585	484	372	280	4,612	4685
G/West	165	124	164	521	352	373	476	476	553	583	480	351	4,618	4627
Lobatse	17	10	12	26	26	22	32	35	24	43	39	22	308	324
Kanye	40	26	40	63	61	70	72	66	87	142	114	68	849	886
Molepolole	26	18	25	61	49	54	44	57	91	105	75	65	670	780
Mochudi	33	17	30	54	41	49	46	43	64	116	107	60	660	596
Serowe	48	47	57	87	72	78	97	93	131	172	163	105	1,150	1074
Mahalapye	43	32	42	50	50	56	64	78	76	153	147	88	879	860
Selibe-Phikwe	15	11	17	35	32	29	45	31	41	68	39	10	373	425
Letlhakane	12	18	18	29	21	19	30	32	32	62	43	30	346	374
Maun	25	19	27	61	66	68	69	78	80	80	61	52	686	751
Kasane	4	9	11	23	27	20	20	25	32	26	10	10	217	237
Ghanzi	12	5	7	14	13	22	18	25	21	40	33	13	223	235
Tsabong	5	9	12	19	18	16	17	10	31	34	23	20	214	250
Total	645	492	645	1,642	1,424	1,456	1,745	1,769	2,020	2,354	1,867	1,282	17,341	17,786

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 11: Road Casualties by Year and Type of Casualty, 2009 – 2018

Year	Fatalities	Serious	Minor	Not	Total
		Injuries	Injuries	Known	
2008	455	1,522	6,183	-	8,160
2009	475	1,540	5,955	-	7,970
2010	397	1,252	4,781	-	6,430
2011	483	1,239	4,714	-	6,436
2012	404	1,285	4,346	-	6,035
2013	411	1,308	4,438	-	6,157
2014	377	1,234	4,454	-	6,065
2015	411	1,364	4,528	-	6,303
2016	450	1,243	4,994	-	6,687
2017	444	1,152	4,739	-	6,335
2018	462	1,099	4,682	-	6,243
Annual Percentage Change					
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)
2018	4.1	(4.6)	(1.2)	-	(1.5)
Percent of Total					
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
2018	7.4	17.6	75.0	-	100

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 12: Casualty by Severity of Injury and by Sex and District, 2018

District	Male				Female				Grand
	Fatal	Serious	Minor	Total	Fatal	Serious	Minor	Total	Total
Francistown	18	41	137	196	5	25	72	102	298
Kutlwano	21	49	128	198	6	26	67	99	297
Gaborone	11	55	473	539	13	24	348	385	924
Gaborone West	44	120	561	725	24	50	404	478	1,203
Lobatse	16	38	62	116	5	7	39	51	167
Kanye	32	60	218	310	6	39	87	132	442
Molepolole	29	44	217	290	16	31	110	157	447
Mochudi	16	40	150	206	4	20	78	102	308
Serowe	35	69	256	360	13	37	142	192	552
Mahalapye	24	41	183	248	11	26	71	108	356
Selibe-Phikwe	13	35	97	145	7	19	54	80	225
Letlhakane	15	32	83	130	5	13	47	65	195
Maun	24	53	221	298	5	31	108	144	442
Kasane	12	15	57	84	2	12	36	50	134
Ghanzi	9	15	69	93	5	11	25	41	134
Tsabong	13	10	57	80	3	11	25	39	119
Total	332	717	2,969	4,018	130	382	1,713	2,225	6,243
Percent of Severity of Injury									
Francistown	9.2	20.9	69.9	100	4.9	24.5	70.6	100	
Kutlwano	10.6	24.7	64.6	100	6.1	26.3	67.7	100	
Gaborone	2.0	10.2	87.8	100	3.4	6.2	90.4	100	
Gaborone West	6.1	16.6	77.4	100	5.0	10.5	84.5	100	
Lobatse	13.8	32.8	53.4	100	9.8	13.7	76.5	100	
Kanye	10.3	19.4	70.3	100	4.5	29.5	65.9	100	
Molepolole	10.0	15.2	74.8	100	10.2	19.7	70.1	100	
Mochudi	7.8	19.4	72.8	100	3.9	19.6	76.5	100	
Serowe	9.7	19.2	71.1	100	6.8	19.3	74.0	100	
Mahalapye	9.7	16.5	73.8	100	10.2	24.1	65.7	100	
Selibe-Phikwe	9.0	24.1	66.9	100	8.8	23.8	67.5	100	
Letlhakane	11.5	24.6	63.8	100	7.7	20.0	72.3	100	
Maun	8.1	17.8	74.2	100	3.5	21.5	75.0	100	
Kasane	14.3	17.9	67.9	100	4.0	24.0	72.0	100	
Gantsi	9.7	16.1	74.2	100	12.2	26.8	61.0	100	
Tsabong	16.3	12.5	71.3	100	7.7	28.2	64.1	100	
Total	8.3	17.8	73.9	100	5.8	17.2	77.0	100	
Percent of District Total									
Francistown	5.4	5.7	4.6	4.9	3.8	6.5	4.2	4.6	4.8
Kutlwano	6.3	6.8	4.3	4.9	4.6	6.8	3.9	4.4	4.8
Gaborone	3.3	7.7	15.9	13.4	10.0	6.3	20.3	17.3	14.8
Gaborone West	13.3	16.7	18.9	18.0	18.5	13.1	23.6	21.5	19.3
Lobatse	4.8	5.3	2.1	2.9	3.8	1.8	2.3	2.3	2.7
Kanye	9.6	8.4	7.3	7.7	4.6	10.2	5.1	5.9	7.1
Molepolole	8.7	6.1	7.3	7.2	12.3	8.1	6.4	7.1	7.2
Mochudi	4.8	5.6	5.1	5.1	3.1	5.2	4.6	4.6	4.9
Serowe	10.5	9.6	8.6	9.0	10.0	9.7	8.3	8.6	8.8
Mahalapye	7.2	5.7	6.2	6.2	8.5	6.8	4.1	4.9	5.7
Selibe-Phikwe	3.9	4.9	3.3	3.6	5.4	5.0	3.2	3.6	3.6
Letlhakane	4.5	4.5	2.8	3.2	3.8	3.4	2.7	2.9	3.1
Maun	7.2	7.4	7.4	7.4	3.8	8.1	6.3	6.5	7.1
Kasane	3.6	2.1	1.9	2.1	1.5	3.1	2.1	2.2	2.1
Gantsi	2.7	2.1	2.3	2.3	3.8	2.9	1.5	1.8	2.1
Tsabong	3.9	1.4	1.9	2.0	2.3	2.9	1.5	1.8	1.9
Total	100	100	100	100	100	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 13: Casualties by Police District and Type of Road User, 2018

District	Cyclist	M/Cycle	Car	Taxi	4WD	Pick-up	LDV	Lorry	Buses	Tractor	Animal Drawn	Other	Total
Francistown	3	4	170	-	22	53	7	14	18	-	1	6	298
Kutlwano	5	5	146	-	17	50	6	15	39	-	10	4	297
Gaborone	14	27	544	2	29	105	25	11	119	1	1	46	924
Gaborone West	16	27	777	6	30	109	22	20	140	1	1	54	1,203
Lobatse	2	4	98	1	6	28	2	7	13	-	-	6	167
Kanye	4	9	218	3	13	83	7	12	74	3	5	11	442
Molepolole	2	5	217	2	30	86	10	21	46	7	13	8	447
Mochudi	1	3	218	4	4	42	1	12	18	-	-	5	308
Serowe	9	8	295	18	15	104	13	16	60	-	2	12	552
Mahalapye	1	2	199	2	25	56	13	17	27	1	4	9	356
Selibe-Phikwe	4	-	88	2	15	58	4	13	35	-	2	4	225
Letlhakane	2	-	89	1	26	43	6	13	6	-	2	7	195
Maun	4	3	210	35	27	122	5	19	9	-	2	6	442
Kasane	-	-	56	3	3	24	5	8	34	-	-	1	134
Ghanzi	1	-	47	-	15	54	2	5	9	-	-	1	134
Tsabong	-	1	41	2	16	47	4	3	4	-	1	-	119
Total	68	98	3,413	81	293	1,064	132	206	651	13	44	180	6,243

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 14: Casualties by Severity of Injury and Cause of Accident, 2018

Causes of Road Casualties	Severity			Total	Percentage Contribution
	Fatalities	Serious Injuries	Minor Injuries		
Driver fatigue	4	16	28	48	0.8
Under influence of alcohol/drugs	24	34	190	248	4.0
Driver Losing control	124	302	857	1,283	20.6
Unlicensed Driver	22	57	214	293	4.7
Pedestrian error	29	59	260	348	5.6
Driver Carelessness	220	510	2,692	3,422	54.8
Passenger Error	7	15	23	45	0.7
Animals (Domestic/Wild)	14	52	276	342	5.5
Obstruction	-	-	11	11	0.2
Vehicle Defects	18	50	117	185	3.0
Road Surface condition	-	4	14	18	0.3
Weather Condition	-	-	-	-	-
Other Causes	-	-	-	-	-
Total	462	1,099	4,682	6,243	100

Percentage of Causes of Casualties

Driver fatigue	8.3	33.3	58.3	100
Under influence of alcohol/drugs	9.7	13.7	76.6	100
Driver Losing Control	9.7	23.5	66.8	100
Unlicensed Driver	7.5	19.5	73.0	100
Pedestrian error	8.3	17.0	74.7	100
Driver Carelessness	6.4	14.9	78.7	100
Passenger Error	15.6	33.3	51.1	100
Animals (Domestic/Wild)	4.1	15.2	80.7	100
Obstruction	-	-	100	100
Vehicle Defects	9.7	27.0	63.2	100
Road Surface condition	-	22.2	77.8	100
Weather Condition	-	-	-	-
Other Causes	-	-	-	-
Total	7.4	17.6	75.0	100

Percent of Severity of Injury

Driver fatigue	0.9	1.5	0.6	0.8
Under influence of alcohol/drugs	5.2	3.1	4.1	4.0
Driver Losing Control	26.8	27.5	18.3	20.6
Unlicensed Driver	4.8	5.2	4.6	4.7
Pedestrian error	6.3	5.4	5.6	5.6
Driver Carelessness	47.6	46.4	57.5	54.8
Passenger Error	1.5	1.4	0.5	0.7
Animals (Domestic/Wild)	3.0	4.7	5.9	5.5
Obstruction	-	-	0.2	0.2
Vehicle Defects	3.9	4.5	2.5	3.0
Road Surface condition	-	0.4	0.3	0.3
Weather Condition	-	-	-	-
Other Causes	-	-	-	-
Total	100	100	100	100

Source: Botswana Police Services (Road Accident Statistics Unit)

Table 15: Driver Casualties by Age, 2018

Age	Drivers			Total	Total 2017
	Fatalities	Serious	Minor		
	Number				
01-05	-	-	-	-	-
06-10	-	-	-	-	-
11-15	-	1	5	6	6
16-20	1	7	37	45	46
21-25	16	30	174	220	221
26-30	28	63	339	430	357
31-35	30	63	370	463	473
36-40	22	52	307	381	414
41-45	20	51	225	296	205
46-50	12	27	113	152	165
51-55	9	16	78	103	83
56-60	3	12	47	62	69
61-65	4	5	17	26	38
66-70	2	3	13	18	21
71-75	1	-	8	9	9
>75	3	2	4	9	4
Total	151	332	1,737	2,220	2,111

Percent of Age

0-5	-	-	-	-
6-10	-	-	-	100
11-15	-	16.7	83.3	100
16-20	2.2	15.6	82.2	100
21-25	7.3	13.6	79.1	100
26-30	6.5	14.7	78.8	100
31-35	6.5	13.6	79.9	100
36-40	5.8	13.6	80.6	100
41-45	6.8	17.2	76.0	100
46-50	7.9	17.8	74.3	100
51-55	8.7	15.5	75.7	100
56-60	4.8	19.4	75.8	100
61-65	15.4	19.2	65.4	100
66-70	11.1	16.7	72.2	100
71-75	11.1	-	88.9	100
>75	33.3	-	44.4	100
Total	6.8	15.0	78.2	100

Percent of Drivers Total

0-5	-	-	-	-
6-10	-	-	-	-
11-15	-	0.3	0.3	0.3
16-20	0.7	2.1	2.1	2.0
21-25	10.6	9.0	10.0	9.9
26-30	18.5	19.0	19.5	19.4
31-35	19.9	19.0	21.3	20.9
36-40	14.6	15.7	17.7	17.2
41-45	13.2	15.4	13.0	13.3
46-50	7.9	8.1	6.5	6.8
51-55	6.0	4.8	4.5	4.6
56-60	2.0	3.6	2.7	2.8
61-65	2.6	1.5	1.0	1.2
66-70	1.3	0.9	0.7	0.8
71-75	0.7	-	0.5	0.4
>75	2.0	-	0.2	0.4
Total	100	100	100	100

Source: Road Accident Statistics Unit, Botswana Police Service

Appendix 3: Air Transport

Table 16: AIR TRANSPORT: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2009 - 2018

Airport	Year	International				Domestic				Total			Grand Total
		Sched	Non-Sched	Private	Total	Sched	Non-Sched	Private	Total	Sched	Non-Sched	Private	
Francistown	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
2018	275	450	57	782	803	708	347	1,858	1,078	1,158	404	2,640	
SSKIA	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
2018	8,729	1,753	899	11,381	1,882	1,393	1,479	4,754	10,611	3,146	2,378	16,135	
Gantsi	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
2018	-	-	8	8	-	8	25	33	-	8	33	41	
Kasane	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
2018	734	1,668	166	2,568	532	9,572	370	10,474	1,266	11,240	536	13,042	

Source: Civil Aviation Authority Botswana

Table 16 (Cont'd): CIVIL AVIATION: AIRCRAFT MOVEMENTS BY TYPE OF FLIGHT: 2009 - 2018

Airport	Year	International			Domestic				Total			Grand Total	
		Sched	Non-Sched	Private	Total	Sched	Non-Sched	Private	Total	Sched	Non-Sched		Private
Maun	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
	2018	2,248	1,766	1	4,015	1,012	44,570	102	45,684	3,260	46,336	103	49,699
Selebi-Phikwe	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
	2018	-	4	5	9	-	4	123	127	-	8	128	136
Grand Total	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
	2018	11,986	5,641	1,136	18,763	4,229	56,255	2,446	62,930	16,215	61,896	3,582	81,693

Source: Civil Aviation Authority Botswana

Table 17: AIR TRANSPORT: INTERNATIONAL AND DOMESTIC TRAFFIC: 2009 - 2018

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	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
	2018	782	4,388	3,896	8,284	1,858	14,202	14,212	28,414	36,698
SSKIA	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
	2018	11,381	180,458	182,456	362,914	4,754	41,562	39,997	81,559	444,473
Gantsi	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
	2018	8	12	14	26	33	20	22	42	68
Kasane	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
	2018	2,568	17,530	20,094	37,624	10,474	31,316	38,138	69,454	107,078

Source: Botswana Civil Aviation Authority

Table 17 (Cont'd): AIR TRANSPORT: INTERNATIONAL AND DOMESTIC TRAFFIC: 2009 - 2018

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	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
2018	4,015	42,497	49,624	92,121	45,684	93,639	85,654	179,293	271,414	
S/Phikwe	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
2018	9	14	14	28	127	92	96	188	216	
Grand Total	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
	2018	18,763	244,899	256,098	500,997	62,930	180,831	178,119	358,950	859,947

Source: Civil Aviation Authority Botswana

Table 18: CIVIL AVIATION: PASSENGER MOVEMENT BY TYPE OF FLIGHT: 2009 - 2018

Airport	Year	Arrivals				Departures				All Passengers			
		Non		Private	Total	Non		Private	Total	Non		Private	Total
		Sched	Sched			Sched	Sched			Sched	Sched		
Francistown	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
2018	17,418	1,007	165	18,590	17,039	896	173	18,108	34,457	1,903	338	36,698	
SSKIA	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
2018	214,037	3,617	4,366	222,020	215,059	3,537	3,857	222,453	429,096	7,154	8,223	444,473	
Gantsi	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
2018	-	1	31	32	-	3	33	36	-	4	64	68	
Kasane	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
2018	23,676	24,735	435	48,846	26,862	30,844	526	58,232	50,538	55,579	961	107,078	

Source: Civil Aviation Authority Botswana

TABLE 18 (Cont'd): CIVIL AVIATION: PASSENGER MOVEMENT BY TYPE OF FLIGHT: 2009 -2018

Airport	Year	Arrivals				Departures				All Passengers			
		Non		Private	Total	Non		Private	Total	Non		Private	Total
		Sched	Sched			Sched	Sched			Sched	Sched		
Maun	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
	2018	61,663	74,311	162	136,136	69,262	65,841	175	135,278	130,925	140,152	337	271,414
S/Phikwe	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
	2018	-	14	92	106	-	14	96	110	-	28	188	216
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	596,405	184,952	7,104	788,461
	2012	286,338	89,321	2,891	378,550	291,354	87,751	2,857	381,962	577,692	177,072	5,748	760,512
	2013	290,537	96,126	3,449	390,112	295,238	94,886	3,419	393,543	585,775	191,012	6,868	783,655
	2014	281,372	90,074	4,567	376,013	286,714	88,411	4,583	379,708	568,086	178,485	9,150	755,721
	2015	271,427	81,256	4,875	357,558	278,387	80,284	4,677	363,348	549,814	161,540	9,552	720,906
	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
2018	316,794	103,685	5,251	425,730	328,222	101,135	4,860	434,217	645,016	204,820	10,111	859,947	

Source: Civil Aviation Authority Botswana

Table 19: Rail Goods Traffic by Direction (Net tonnes), 2009 - 2018

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					
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
2017	16,431	542,934	559,365	67,330	593,501	660,831	210,223	871,054	1,430,419	112,000	1,542,419
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
2018 Jan	2,173	83,283	85,456	6,162	56,441	62,603	21,121	83,724	169,180	-	169,180
Feb	1,102	48,242	49,344	5,695	45,727	51,422	16,828	68,250	117,594	14,000	131,594
Mar	391	47,141	47,532	5,602	50,875	56,477	14,662	71,139	118,671	2,000	120,671
Apr	218	26,856	27,074	3,008	47,538	50,546	18,489	69,035	96,109	8,888	104,997
May	1,917	42,089	44,006	4,696	53,966	58,662	18,463	77,125	121,131	6,310	127,441
June	1,528	56,366	57,894	5,992	39,077	45,069	13,250	58,319	116,213	7,381	123,594
July	1,230	47,218	48,448	5,141	62,153	67,294	17,834	85,128	133,576	5,170	138,746
Aug	653	59,203	59,856	9,532	46,909	56,441	15,564	72,005	131,861	5,367	137,228
Sept	1,140	56,771	57,911	7,109	47,283	54,392	17,733	72,125	130,036	222	130,258
Oct	307	58,078	58,385	7,574	50,497	58,071	20,457	78,528	136,913	4,160	141,073
Nov	1,448	59,299	60,747	5,298	52,796	58,094	16,611	74,705	135,452	814	136,266
Dec	132	36,502	36,634	5,070	32,801	37,871	12,878	50,749	87,383	851	88,234

Source: Botswana Railways, Ministry of Transport and Communications

Table 20: Revenue from Goods Traffic ('000 Pula), 2009 - 2018

Year/Quarter	Imports			Exports			Total					
	From North	From South	Total Imports	To North	To South	Total Exports	Local Traffic	Botswana Origin	Botswana Total	Transit Traffic	Total Traffic	
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	
2017	4,843	107,712	112,555	8,312	124,215	132,527	48,534	181,061	293,616	29,403	323,019	
2017	2,922	78,420	81,342	12,060	126,918	138,978	44,573	183,551	264,893	23,822	288,715	
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
	April	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
	Sep	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
2018	Jan	381	9,332	9,713	1,171	12,994	14,165	5,893	20,058	29,771	3,028	32,799
	Feb	238	7,745	7,983	1,026	10,889	11,915	3,327	15,242	23,225	1,813	25,038
	Mar	85	10,613	10,698	997	10,613	11,610	3,032	14,642	25,340	2,919	28,259
	Apr	49	4,458	4,507	564	10,562	11,126	3,682	14,808	19,315	1,817	21,132
	May	431	6,253	6,684	904	11,463	12,367	3,800	16,167	22,851	1,189	24,040
	June	344	8,788	9,132	1,143	8,429	9,572	2,874	12,446	21,578	1,409	22,987
	July	277	7,051	7,328	944	13,872	14,816	3,791	18,607	25,935	986	26,921
	Aug	147	9,158	9,305	1,774	11,153	12,927	3,395	16,322	25,627	1,020	26,647
	Sept	256	9,120	9,376	1,298	11,214	12,512	3,722	16,234	25,610	47	25,657
	Oct	69	9,195	9,264	1,374	11,774	13,148	4,252	17,400	26,664	875	27,539
	Nov	257	9,816	10,073	980	11,994	12,974	3,522	16,496	26,569	171	26,740
	Dec	29	6,106	6,135	946	7,797	8,743	2,956	11,699	17,834	179	18,013

Source: Botswana Railways, Ministry of Transport and Communications

Appendix 5: Passengers by Mode of Transport

Table 21: Number of Passengers carried by Mode of Transport, 2009-2018

Passengers	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Air	772,186	774,771	788,461	760,512	783,655	755,721	720,906	764,146	806,959	859,947
International	388,690	397,519	414,560	398,557	406,438	413,425	412,705	439,103	473,876	500,997
Domestic	383,496	377,252	373,901	361,955	377,217	342,296	308,201	325,043	333,083	358,950
Rail	..	..	..	..	..	..	..	109,272	134,702	232,160
Pontoon	..	..	..	..	438,416	448,557	476,740	502,759	484,023	569,410
Arrivals	..	..	..	..	217,452	221,546	234,532	250,042	255,115	287,851
Departures					220,964	227,011	242,208	252,717	228,908	281,559

Source: Ministry of Transport and Communications

Appendix 6: Police Districts

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

