



Republic of Botswana

BOTSWANA TRANSPORT STATISTICS - 2009

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PREFACE

This annual report represents the twenty-ninth edition of the Botswana Transport Statistics. It is one of the major publications within the scope of the Central Statistics Office (CSO) and provides an accurate, comprehensive and meaningful picture of transport patronage in Botswana. It is aimed at enhancing and assisting the decision-making process within the transportation sector relating to operational, sectoral, national or international purposes.

The report presents a summary of a diverse range of transport statistics in tabular and graphical format. Topics include road network, traffic counts, motor vehicle population, road accidents, passenger and freight movements, employment, trade and gross domestic product attributed to the transport industry. Information is provided for the road, rail and the aviation sectors. Data are gathered from various sources both within the Ministry of Transport and Communications and other organizations within and outside the Botswana Government.

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

The CSO acknowledges and extends gratitude to various government departments and/or organizations that provided information used in this publication



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May 2011

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ABBREVIATIONS

..	Not Available
-	Zero Value
“BA” Permit	Botswana Annual Operations Permit
Kg	Kilogram
LDV	Light Duty Vehicle
“N”	North
“P” Permit	Passenger Permit
“S”	South
“W”	West
MTC	Ministry of Transport and Communications
Govt	Government
Km	Kilometre
CTO	Central Transport Organisation

1. INTRODUCTION

Good transport network is very important for Botswana as a landlocked country with an unevenly distributed population. A well established transport network system is vital for human movement as well as delivery of goods and services.

The transport portfolio covers construction and maintenance of roads, aviation and railway systems. Over the years, the Government of Botswana has channeled millions of Pula towards construction of new roads and upgrading existing ones, as well as upgrading of airports. At the time of independence there was very little basic infrastructure apart from the railway line running from South Africa, through Botswana to Zimbabwe. Infrastructure for transportation of goods, services and passengers has however improved substantially over the past four decades. From less than 10 kilometres of tarmac roads at independence, a system of tarred roads now link all of Botswana's major population centres and many other settlements; while a network of international airports and airfields provides easy access to tourist attractions as well as connecting the country to the wider Southern African Region.

Although water transport is of a small scale in Botswana, it plays a vital role in the lives of people living in the northern part of the country. Apart from fishing, the waters of the perennial rivers in the north are also used for movement of people and goods. Water enhances movement of people and goods locally and between Botswana and other countries.

2. NATIONAL ROAD NETWORK AND TRAFFIC COUNTS

2.1 Road Network

National road network is given by a combination of a set of roads maintained by Local Authorities and those in custody of the Central Government through Department of Roads. Even though this is the case, the statistics contained in this report relate only to Central Government. To bridge this gap, the Central Statistics Office (CSO) has approached the Ministry of Local Governments to liaise with Local Authorities and put structures in place that will enable the availability of data required by CSO to compile these statistics.

The total road network maintained by the Central Government did not change from 2002, it remained at 8,916 km. In 2009 it was constituted by 6,750 km (75.7 percent) of bitumen, 867 km (9.7 percent) gravel and 1,299 km (14.6 percent) of sand. The Length of bitumen roads has increased by 3.7 percent in 2009 as a result of the 244 km of the gravel roads which were bitumenised. This is shown by Table 2a.

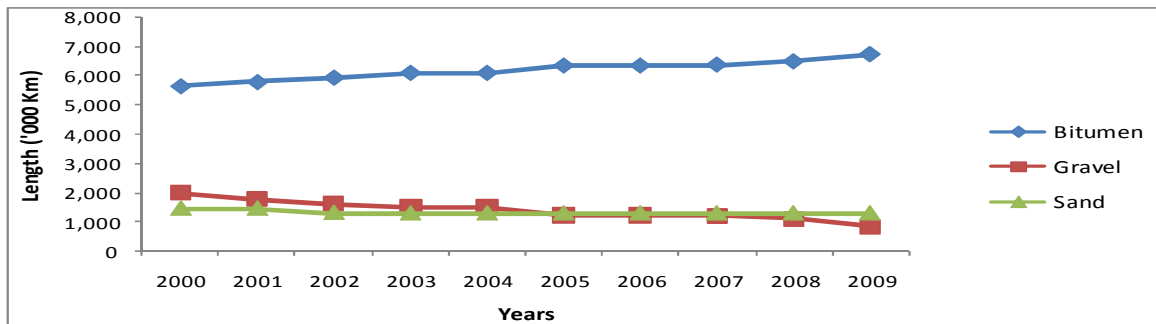
Table 2a: Roads Maintained by Central Government (km) by Type, 1999 – 2008

Year	Bitumen	Gravel	Sand	Total
2000	5,662	1,999	1,471	9,132
2001	5,804	1,800	1,471	9,075
2002	5,954	1,637	1,325	8,916
2003	6,116	1,501	1,299	8,916
2004	6,116	1,501	1,299	8,916
2005	6,367	1,250	1,299	8,916
2006	6,367	1,250	1,299	8,916
2007	6,396	1,221	1,299	8,916
2008	6,506	1,111	1,299	8,916
2009	6,750	867	1,299	8,916

Source: Department of Roads

Table 2a further shows a steady increase in the total length of bitumen roads over the years and a gradual decrease in the length of gravel roads over the same period. The length of Sand roads has up to the year 2003 decreased from 1,471 km to 1,299 km; and thereafter remained constant at 1,299 km. In 2005, the length of gravel roads fell below that of sand roads. This is revealed by Figure 2.1 below.

Figure 2.1: Types and Lengths ('000) of Roads Maintained by Central Government, 2000 - 2009



2.2 Traffic Counts

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

Figures for the year 2009 are not available as the Roads Department has temporarily suspended the data collection on traffic counts.

3. MOTOR VEHICLE REGISTRATIONS

This section provides information on motor vehicle registration and renewal of vehicle licenses.

3.1 National Vehicle Stock

In overall, there were 280,639 registered vehicles in Botswana at the end of 2009. This is an increase of 9.4 percent on the number registered at the end of 2008 (Table 3a). This growth was significantly contributed by privately owned vehicles which rose by 10.2 percent from 245,738 in 2008 to 270,860 in 2009 (Table 3h).

The increase in vehicle stock has resulted in the construction of better roads and increase in revenue collected from registration and licensing of vehicles as well as permits issued to goods and passenger carrying vehicles. On the other hand, this development has brought with it some major challenges like increase in road accidents as shown in section 4. This might also impact negatively on the durability or life span of our national roads. These effects would be felt most in the more populated areas, such as the eastern part of Botswana.

Table 3a: National Population – Private and Government Vehicles, 2000 – 2009

Year	Passenger		Trucks	Buses ¹	Motor			Tankers/ Horses		Others	Total
	Cars	LDVs			Cycles	Tractors	Trailers				
2000	48,223	63,235	7,970	5,989	987	2,688	7,187	1102	1,941	139,322	
2001	53,733	67,306	8,679	6,458	1,027	3,165	7,556	571	2,079	150,574	
2002	59,791	72,134	8,701	6,903	1,041	3,133	7,963	998	2,143	162,807	
2003	65,479	75,355	9,394	7,407	990	2,957	8,808	1,219	2,219	173,828	
2004	74,465	79,122	9,942	8,749	1,027	3,068	9,336	1,286	2,270	189,265	
2005	83,039	79,812	10,349	9,490	943	2,913	9,777	1,406	2,335	200,064	
2006	91,874	80,743	11,270	9,660	947	2,816	10,209	1,600	2,413	211,532	
2007	104,926	82,916	12,819	10,019	967	2,835	11,297	1,831	2,453	230,063	
2008	120,783	88,547	15,324	10,889	1,109	3,371	12,296	1,892	2,287	256,498	
2009	135,334	91,826	17,209	11,590	1,155	4,057	13,878	2,101	3,506	280,639	

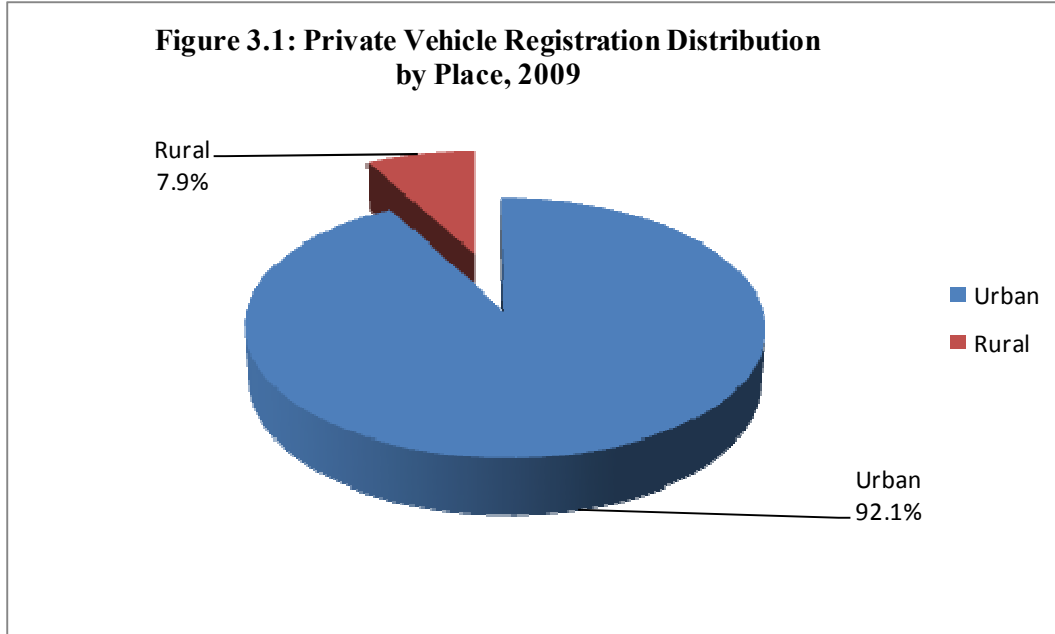
Source: Department of Road Transport and Safety

Buses¹ include minibuses/combies.

The 2009 figures are an estimate

3.2 Private Vehicle Stock

Private vehicles contributed 96.5 percent of the entire vehicle population in 2009. The distribution of private vehicle registration was 92.1 percent in urban areas in 2009. This is shown by figure 3.1.



Registration of private motor vehicle grew gradually over the quarters of 2009. The highest number of registered vehicles was recorded during the last quarter, October – December (Table 3b).

Table 3b: Privately Owned Vehicles - Renewals by Type of Vehicle and Quarter, 2009

Quarter	Passenger		Trucks	Buses	Tankers & Horses ⁴		Others	Total
	Cars	LDVs ¹						
Q 1	22,649	17,595	2,821	2,057	300	4,584	50,006	
Q 2	28,011	20,538	3,172	2,306	452	3,649	58,128	
Q 3	30,104	21,465	3,580	2,620	388	4,306	62,463	
Q 4	33,177	21,802	3,667	2,857	464	4,971	66,938	
Total	113,941	81,400	13,240	9,840	1,604	17,510	237,535	

3.3 Privately Owned Vehicles - First Registrations by Year and Type of Vehicle

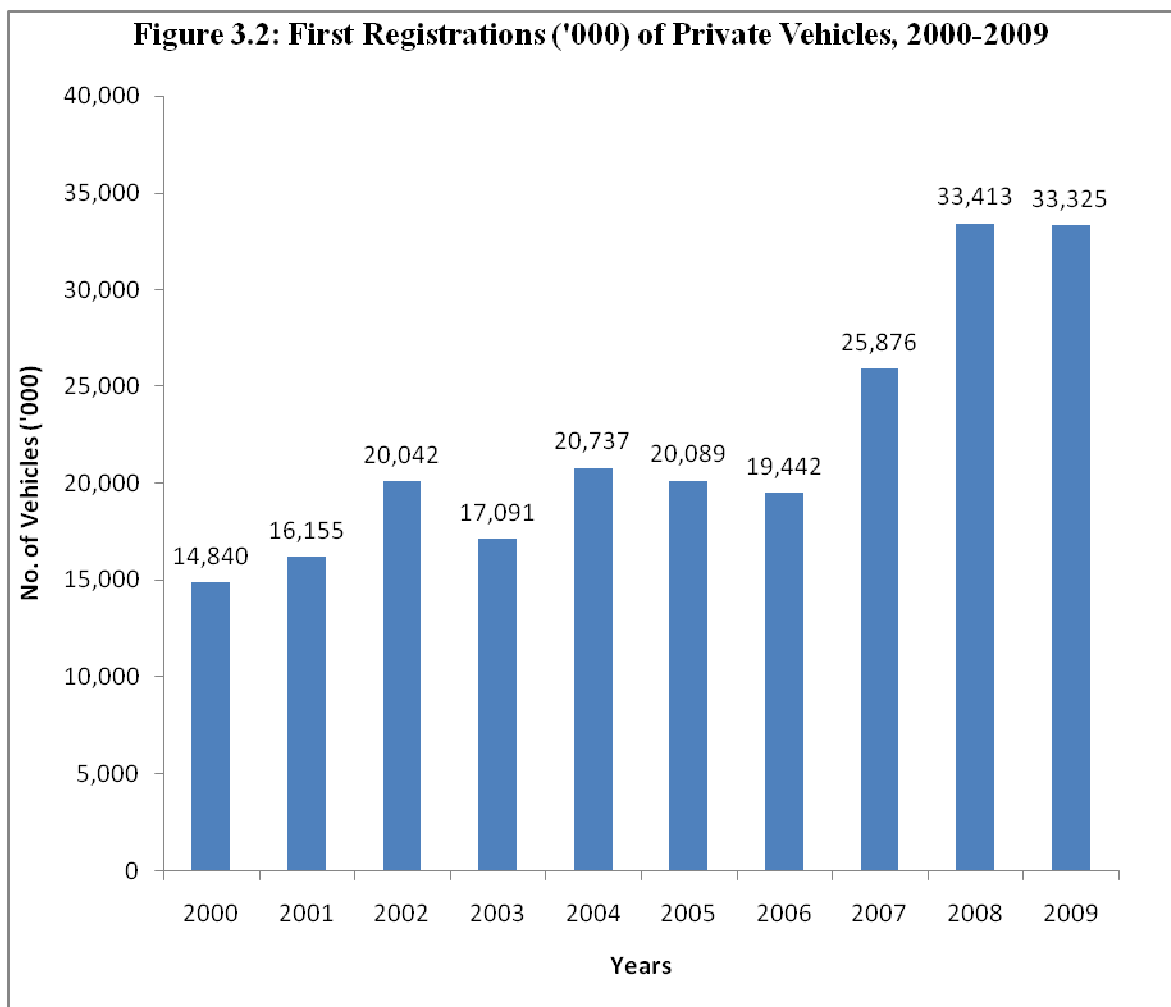
Vehicles registered for the first time in 2009 decreased by 0.26 percent from 33,413 vehicles registered in 2008 to 33,325 vehicles registered. Passenger vehicles accounted for 58.1 percent of vehicles which were registered for the first time in 2009 (Table 3c and Figure 3.2).

Table 3c: Private Vehicles – First Registrations by Year and Type of Vehicle, 2000 – 2009

Year	Passenger		Trucks	Buses ¹	Motor			Tankers/ Horses		Others	Total
	Cars	LDVs			Cycles	Tractors	Trailers				
2000	6,690	4,973	781	941	169	150	774	115	247	14,840	
2001	7,465	5,492	963	788	137	180	841	37	252	16,155	
2002	9,313	7,006	1,136	745	153	218	1,114	80	277	20,042	
2003	8,272	5,031	1,170	804	97	170	1,061	162	324	17,091	
2004	11,608	4,908	1,146	1,433	109	163	1,023	135	212	20,737	
2005	12,905	3,110	1,219	1,298	110	141	960	167	179	20,089	
2006	13,073	2,462	1,395	709	104	138	1,123	275	163	19,442	
2007	16,538	3,935	2,121	784	164	226	1,457	326	325	25,876	
2008	20,037	5,912	3,031	1,031	255	430	1,792	392	533	33,413	
2009	19,354	5,831	2,970	1,136	241	801	2,029	396	567	33,325	

Source: Department of Road Transport and Safety.

Buses¹ include minibuses/combies



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

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

There are currently 28 licensing stations around the country. Depending upon the population of vehicles, other stations like Gaborone have more than one licensing office. A greater number of vehicles were registered in Gaborone in 2009, accounting for 46.6 percent of new registrations. This was followed by Mogoditshane with 22.8 percent. Kang registered the least number of vehicles at 0.01 percent while there were no first registrations at Hukuntsi, Letlhakeng, Masunga, Orapa and Tatitown (Table 3d).

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

There is not much variation between the months in which vehicles are first registered. Most of the vehicles were registered in the fourth quarter of 2009 (October – December), representing 26.6 percent of first registrations. Other quarters recorded around 25 percent of first registrations each (Figure 3.3 and Table 3e).

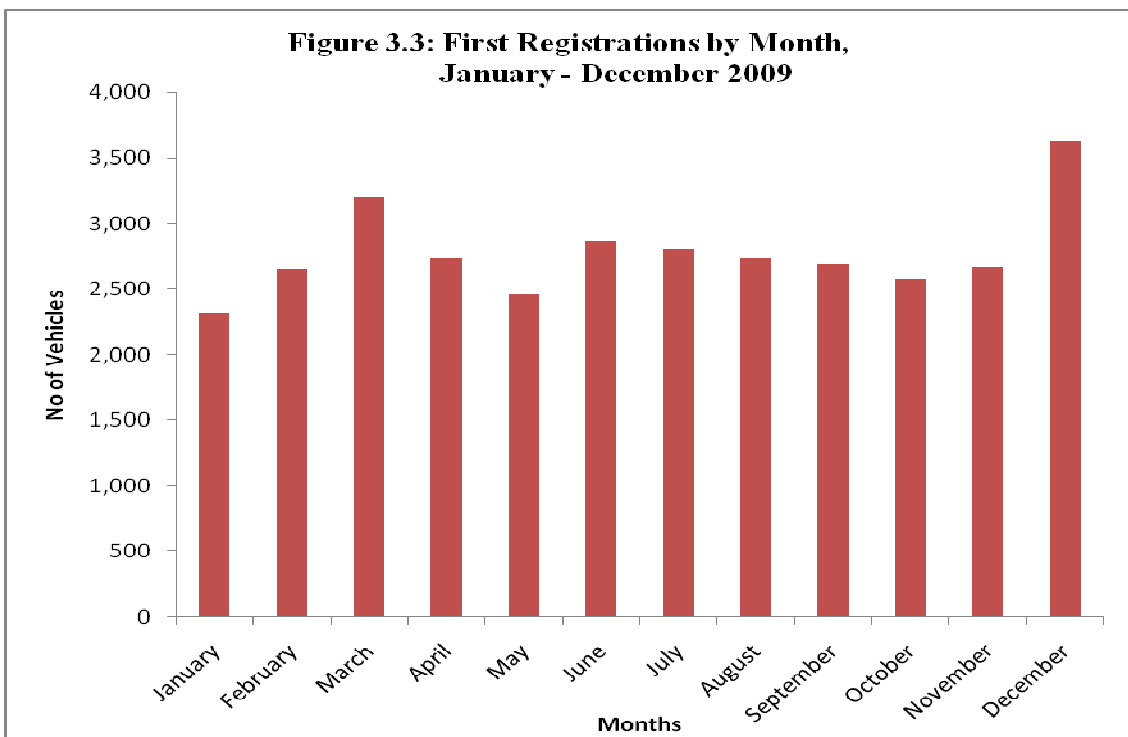


Table 3d: Private Motor Vehicles – First Registration by Station and Type of vehicle, 2009

Station	Passenger Cars	LDV	Trucks <5 tonnes	Trucks >5 tonnes	Mini Buses	Other Buses	Motor Cycles	Tractors	Trailers	Tankers & Horses	Total 2009	Total (2008)
Bobonong	11	12	9	-	-	-		3	-	-	35	32
Francistown	1,782	491	248	51	12	3	23	231	39	29	2,909	3,414
Gaborone	7,906	3,464	1,073	499	90	170	313	964	247	334	15,060	15,538
Gantsi	88	63	27	3	-	2	-	23	2	5	213	134
Gumare	9	1	-	-	-	-	6	7	-	-	23	8
Hukuntsi	-	-	-	-	-	-	-	-	-	-	-	-
Jwaneng	41	7	16	4	-	1	18	-	4	2	93	69
Kang	4	1	-	-	-	-	5	-	-	-	19	4
Kanye	85	27	18	1	1		37	11	1	-	181	110
Kasane	159	33	40	3	2	2	12	22	2	10	285	167
Letlhakane	79	24	28	6	2	-	12	10	-	-	161	116
Letllhakeng	-	-	-	-	-	-	-	-	-	-	-	-
Lobatse	1,917	266	218	66	17	7	114	118	22	11	2,756	1,829
Mahalapye	219	178	28	10	3	-	41	24	1	2	506	503
Masunga	-	-	-	-	-	-	-	-	-	-	-	-
Maun	477	282	50	21	1	13	9	107	4	6	970	893
Mochudi	118	26	22	6	1	-	33	65	7	60	338	108
Mogoditshane	4,212	257	867	220	14	20	34	150	20	49	5,843	7,596
Molepolole	95	14	19	9	2	2	30	31	1	3	206	136
Orapa	-	-	-	-	-	-	-	-	-	-	-	-
Palapye	656	86	65	15	3	1	25	55	18	7	931	585
Ramotswa	465	83	106	15	4	11	11	29	16	33	773	363
Selebi-Phikwe	672	284	65	33	5	7	37	110	10	2	1,225	999
Serowe	160	144	24	6	1	2	21	35	2	1	396	377
Sowa	62	7	12	4	-	-	5	6	-	6	102	59
Tatitown	-	-	-	-	-	-	-	-	-	-	-	-
Tsabong	13	37	13	-	-	-	5	10	-	-	78	40
Tutume	124	44	13	6	-	-	10	18	-	7	222	333
Total	19,354	5,831	2,970	978	158	241	801	2,029	396	567	33,325	33,413

Source: Department of Road Transport and Safety

Table 3e: Privately Owned Vehicles - First Registrations by Type of Vehicle and Month Of Registration, 2009

Month	Passenger Cars	LDVs	Trucks	Mini Buses	Other Buses	Motor Cycles	Tractors	Trailers	Tankers & Horses	Others	Total
Jan	1,217	514	239	62	11	18	60	134	24	44	2,323
Feb	1,491	497	260	66	7	13	98	141	28	45	2,646
Mar	1,635	800	244	129	9	37	38	198	39	70	3,199
Apr	1,634	475	262	69	9	14	28	168	23	49	2,731
May	1,355	458	242	73	13	9	44	175	25	64	2,458
Jun	1,576	611	270	81	13	16	26	201	30	44	2,868
Jul	1,682	450	262	76	19	32	34	155	47	41	2,798
Aug	1,707	337	244	90	6	19	73	160	30	70	2,736
Sep	1,677	348	316	81	16	11	66	182	47	47	2,691
Oct	1,579	350	230	77	9	19	99	143	37	33	2,576
Nov	1,586	409	240	59	12	30	135	132	32	34	2,669
Dec	2,215	582	261	115	34	23	100	240	34	26	3,630
Q1	4,343	1,811	743	257	27	68	196	473	91	159	8,168
Q2	4,565	1,544	774	223	35	39	98	544	78	157	8,057
Q3	5,066	1,135	722	247	41	62	173	497	124	158	8,225
Q4	5,380	1,341	731	251	55	72	334	515	103	93	8,875
Total	19,354	5,831	2,970	978	158	241	801	2,029	396	567	33,325

Source: Department of Road Transport and Safety

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

The vehicle population is constituted by various makes of vehicles. Among the first registrations Toyota was the most common make with 40.1 percent followed by Nissan (8.4 percent), Volkswagen (5.2 percent), Mazda (5.0 percent), Mitsubishi (3.0 percent) and Ford (2.9 percent). This is shown by Table 12.5.

3.7 Privately Owned Vehicles - Renewals by Year and Type of Vehicle

Renewals are pre-existing vehicles at the beginning of every year. Renewals of privately owned vehicles increased by 11.9 percent from 212,325 vehicles in 2008 to 237,535 vehicles in 2009. Of all the privately owned vehicles which were renewed in 2009, passenger cars topped; they made 48 percent of the total. LDVs followed at 34.3 percent of the total. Motor cycles were the list among the privately owned renewals in 2009, they constituted only 0.3 percent. Other details are as shown in Table 3f below.

Table 3f: Private Vehicles – Renewals by Year and Type of Vehicle, 2000 – 2009

Year	Passenger		Trucks	Buses ¹	Motor		Tankers/		Others	Total
	Cars	LDVs			Cycles	Tractors	Trailers	Horses		
2000	40,706	53,821	5,869	4,661	635	2,271	5,407	671	1,074	115,115
2001	45,408	57,273	6,429	5,267	696	2,720	5,713	240	1,125	124,871
2002	49,742	60,941	6,420	5,761	698	2,648	5,836	623	1,201	133,870
2003	56,409	65,892	7,003	6,208	707	2,524	6,649	778	1,241	147,411
2004	61,979	69,547	7,502	6,795	743	2,649	7,160	886	1,378	158,639
2005	69,151	71,277	7,773	7,615	662	2,497	7,654	954	1,371	168,954
2006	77,804	72,573	8,533	8,394	646	2,398	7,927	1,053	1,364	180,692
2007	87,442	73,724	9,416	8,738	624	2,324	8,695	1,242	1,322	193,527
2008	99,581	76,845	11,073	9,189	713	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

Source: Department of Road Transport and Safety

Buses¹ include minibuses/combies

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

The highest number of renewals was recorded in Gaborone, followed by Mogoditshane. Francistown came on the third spot (Table 12.2). In 2009, the number of renewals was 237,535, which is an 11.9 percent growth from 2008.

Table 3g: Private Vehicles – Renewals by Month of Registration and Type of Vehicles, 2009

Month	Passenger Cars	LDVs	Trucks	Mini Buses	Other Buses	Motor Cycles	Tractors	Trailers	Tankers & Horses	Others	Total
Jan	6,420	4,715	747	528	33	86	206	603	93	147	13,578
Feb	7,802	5,677	950	630	70	41	177	671	185	131	16,334
Mar	8,427	7,203	1,124	734	62	51	210	840	22	1,421	20,094
Apr	9,607	6,849	1,027	750	72	89	129	864	160	103	19,650
May	8,580	6,397	1,053	663	77	89	175	820	146	119	18,119
Jun	9,824	7,292	1,092	657	87	59	201	865	146	136	20,359
Jul	10,356	7,387	1,190	770	88	83	206	971	122	155	21,328
Aug	9,544	6,890	1,153	741	79	87	223	939	130	156	19,942
Sept	10,204	7,188	1,237	862	80	67	298	1,002	136	119	21,193
Oct	10,416	7,366	1,250	785	79	79	362	1,004	196	160	21,697
Nov	10,959	7,110	1,229	785	111	69	417	1,057	146	149	22,032
Dec	11,802	7,326	1,188	94	1,003	1	389	1,178	122	106	23,209
Q1	22,649	17,595	2,821	1,892	165	178	593	2,114	300	1,699	50,006
Q2	28,011	20,538	3,172	2,070	236	237	505	2,549	452	358	58,128
Q3	30,104	21,465	3,580	2,373	247	237	727	2,912	388	430	62,463
Q4	33,177	21,802	3,667	1,664	1,193	149	1,168	3,239	464	415	66,938
Total	113,941	81,400	13,240	7,999	1,841	801	2,993	10,814	1,604	2,902	237,535

Source Department of Road Transport and

3.9 Privately Owned Vehicles - Renewals by Type of Vehicle and Month of Registration

Renewals of vehicle licenses grew steadily over the quarters of 2009 and reached the peak during the fourth quarter as displayed by Table 3g above and Figure 3.4 below. The number of renewals for most of the types of vehicles peaked in December, except for mini buses, motor cycles and other type of vehicles.

3.10 Privately Owned Vehicles - Total Registrations by Year and Type of Vehicle

For many past years, Light Duty Vehicles (LDVs) recorded the highest number of registrations in the privately owned vehicle population. This scenario changed in 2005 when passenger cars started to take the lead until 2009 (see Table 3h).

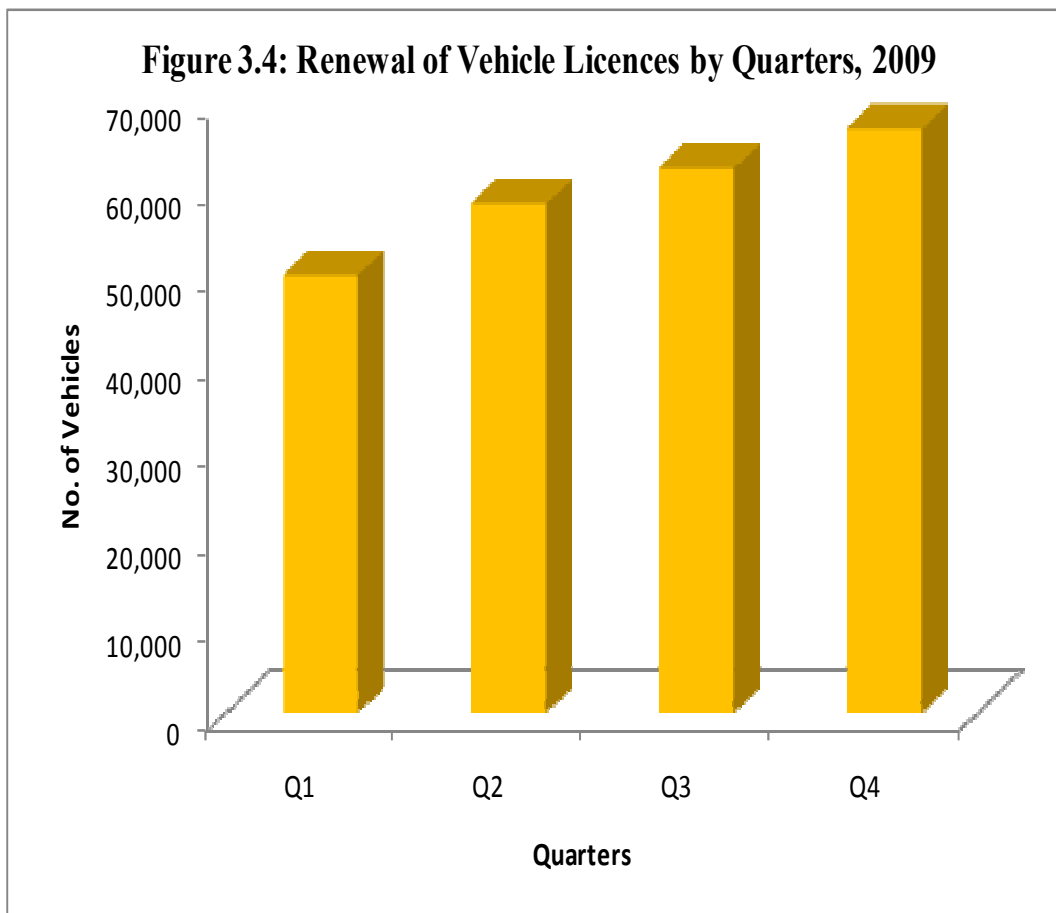


Table 3h: Privately Owned Vehicles – Total Registrations by Year and Type of Vehicle, 2000-2009

Year	Passenger		Trucks	Buses ¹	Motor		Trailers	Tankers/		Total
	Cars	LDVs			Cycles	Tractors		Horses	Others	
2000	48,171	59,313	6,832	5,449	772	2,451	6,248	708	1,326	131,270
2001	52,873	62,765	7,392	6,055	833	2,900	6,554	277	1,377	141,026
2002	59,055	67,947	7,556	6,506	851	2,866	6,950	703	1,478	153,912
2003	64,681	70,923	8,173	7,012	804	2,694	7,710	940	1,565	164,502
2004	73,587	74,455	8,648	8,228	852	2,812	8,183	1,021	1,590	179,376
2005	82,056	74,387	8,992	8,913	772	2,638	8,614	1,121	1,550	189,043
2006	90,877	75,035	9,928	9,103	750	2,536	9,050	1,328	1,527	200,134
2007	103,980	77,659	11,537	9,522	788	2,550	10,152	1,568	1,647	219,403
2008	119,618	82,757	14,104	10,220	968	3,108	11,261	1,805	1,897	245,738
2009	133,295	87,231	16,210	10,976	1,042	3,794	12,843	2,000	3,496	270,860

Source: Department of Road Transport and Safety

Buses¹ include minibuses/combies

The 2009 figures are an estimate

3.11 Government Vehicle Stock

Government Vehicle Stock refers to vehicles owned by the Central Government and in custody of Central Transport Organisation (CTO). Central Transport Organisation is a government department responsible for procurement, management, repair and disposal of government vehicles. In 2009, Government fleet decreased by 9.1 percent; from 10,760 in 2008 to 9,779 in 2009.

Table 3i: Government Vehicle in Use by Year and Type of Vehicle, 2000 - 2009

Year	Passenger		Trucks	Buses ¹	Motor		Trailers	Tankers/		Total
	Cars	LDVs			Cycles	Tractors		Horses	Others	
2000	827	4,441	1,320	387	183	267	1,006	316	620	9,367
2001	860	4,541	1,287	403	194	265	1,002	294	702	9,548
2002	736	4,187	1,145	397	190	267	1,013	295	665	8,895
2003	798	4,432	1,221	395	186	263	1,098	279	654	9,326
2004	878	4,667	1,294	521	175	256	1,153	265	680	9,889
2005	983	5,425	1,357	577	171	275	1,163	285	785	11,021
2006	997	5,708	1,342	557	197	280	1,159	272	886	11,398
2007	946	5,257	1,282	497	179	285	1,145	263	806	10,660
2008	1,165	5,790	1,220	669	141	263	1,035	87	390	10,760
2009	2,039	4,595	999	614	113	263	1,035	101	10	9,779

Source: Central Transport Organisation

Buses¹ include minibuses/combies

Government Vehicles for 2009 are an estimate

4. ROAD ACCIDENTS

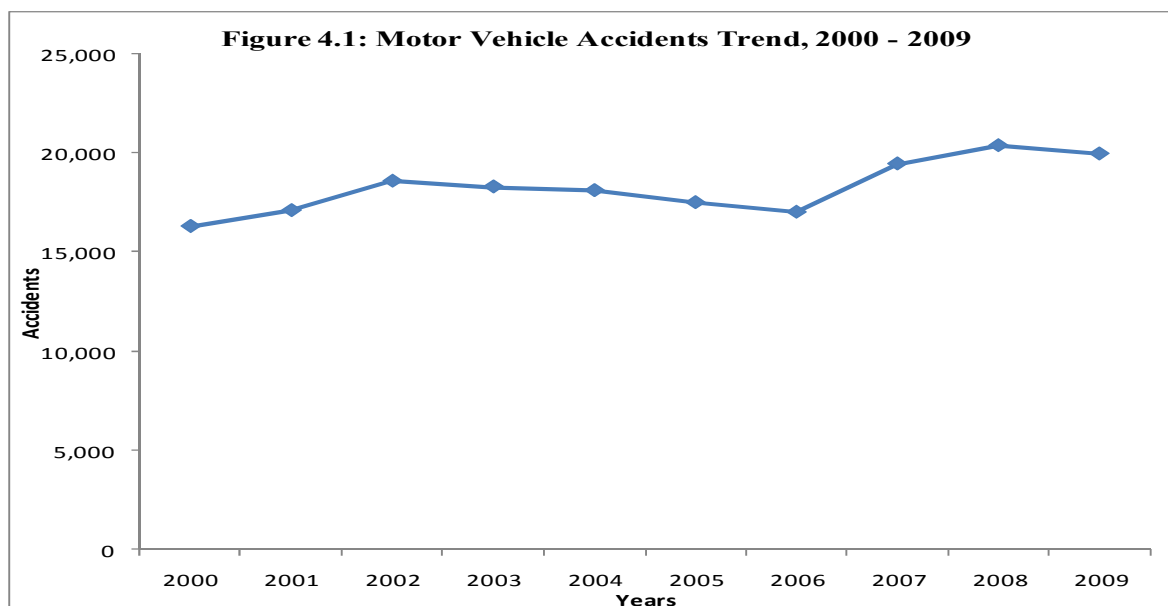
4.1 Accident Trend

The road accident statistics provided in this report relates only to road accidents reported to the Botswana Police Service. During a period of ten years, from 2000 to 2009, the number of road accidents adopted a downward slope in 2003 until 2006. This number started increasing in 2007 and continued in 2008 with a significant decrease in 2009. Road accidents declined by 2.0 percent between 2008 and 2009; they fell from 20,415 in 2008 to 20,000 in 2009. This is shown by Table 4a and Figure 4.1.

Table 4a: Motor Vehicle Accident Trend, 2000 - 2009

Year	Number of Accidents	Registered Vehicles	Estimated Population ('000)	Accidents per '000 Vehicles	Accidents per 10,000 Population
2000	16,313	139,322	1,651	117	99
2001	17,125	150,574	1,622	114	106
2002	18,610	162,807	1,650	114	113
2003	18,328	173,828	1,673	105	110
2004	18,136	189,265	1,693	96	107
2005	17,522	200,064	1,708	88	103
2006	17,035	211,532	1,720	81	99
2007	19,487	230,063	1,736	85	112
2008	20,415	256,498	1,755	80	116
2009	20,000	280,639	1,776	71	113

Source: Botswana Police Service (Road Traffic Accident Statistics Office)



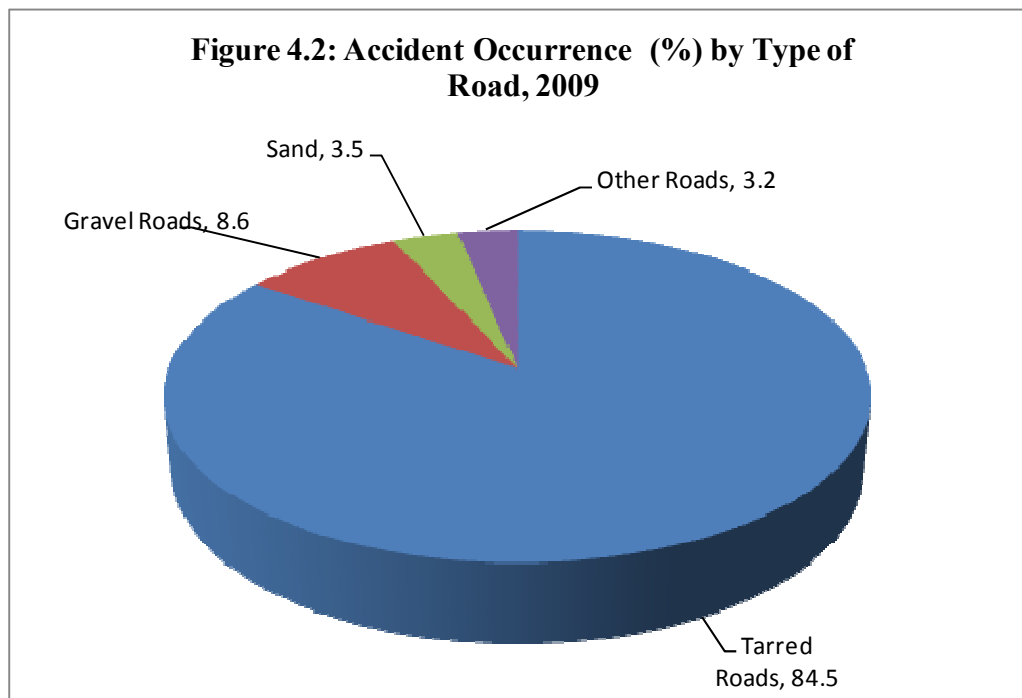
4.2 Occurrences of Road Accidents by Type of Road Surface

Table 4b below shows that most of road accidents occurred on tarred roads. This could have resulted from the fact that tarred roads carry the heaviest traffic volume compared to other types of roads. In 2009, accidents that occurred on tarred roads constituted 87.7 percent of all of the recorded accidents, while in 2008 they constituted 84.5 percent.

Table 4b: Number of Road Accidents by Type of Road Surface, 2005 – 2009

Type of Road Surface	2005	2006	2007	2008	2009	Percentage Contribution (2009)
Tarred road	14,936	14,499	16,649	17,893	16,899	84.5
Gravel road	1,559	1,615	1,781	1,616	1,786	8.6
Sand road	697	609	663	488	690	3.5
Other road	330	312	394	418	625	3.2
Total	17,522	17,035	19,487	20,415	20,000	100

Source: Botswana Police Service (Road Traffic Accident Statistics Office)



4.3 Casualties

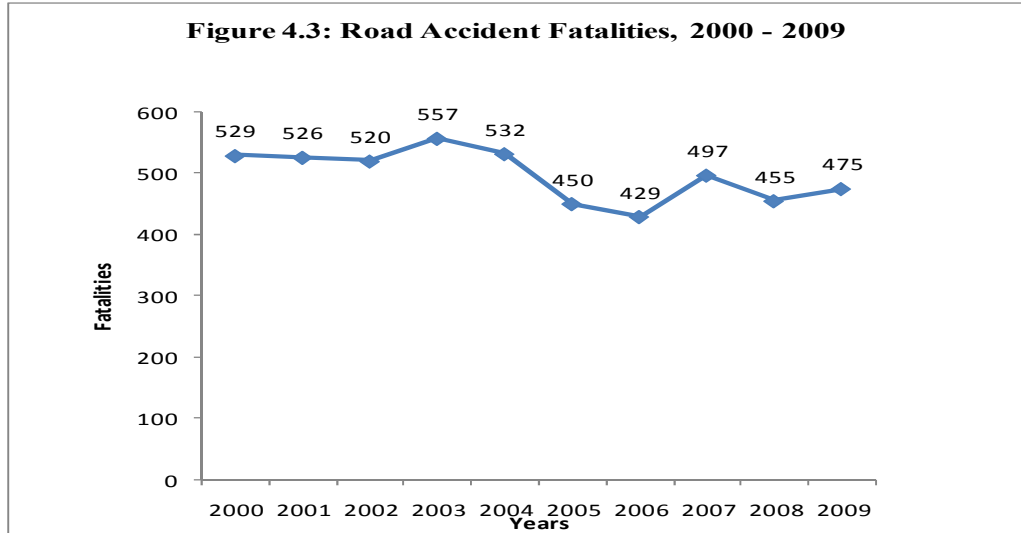
Out of the total number of road accidents which were recorded in 2009, 7,970 of them resulted in human casualties. This is a 2.3 percent decrease from 8,160 casualties in 2008. These casualties range from minor injuries to serious injuries and deaths. In 2009 there were 475 deaths, 1,540 serious injuries and 5,955 minor injuries. This reflects that fatalities went up by 4.4 percent while serious injuries went up by 1.2 percent and minor injuries went down by 3.7 percent (Table 4c).

Table 4c: Road Casualties by Year and Type of Casualty, 2000 – 2009

Year	Fatal	Serious Injuries	Minor Injuries	Not Known	Total
2000	529	1,858	5,403	-	7,790
2001	526	1,853	5,566	-	7,945
2002	520	1,781	5,713	-	8,014
2003	557	1,853	5,553	-	7,963
2004	532	1,602	5,706	-	7,840
2005	450	1,520	5,099	-	7,069
2006	429	1,235	5,274	14	6,952
2007	497	1,494	5,648	-	7,639
2008	455	1,522	6,183	-	8,160
2009	475	1,540	5,955	-	7,970

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

Figure 4.3 shows a trend of road fatalities observed over a period of ten years, from 2000 to 2009. The number of road fatalities has been fluctuating over the years. After going up in 2003, the number of fatalities adopted a downward slope for three consecutive years. The figure went up in 2007 and dropped in 2008 and went up again in 2009. This brought the number of human lives lost during the past ten years to 4,970. The number is likely to be high because some road victims die months later after the accidents and therefore they are not recorded. From 2000 to 2004, fatalities per 100,000 population were slightly above 30 and dropped below 30 from 2005 to 2009.



4.3.1 Causes of Road Casualties

There are various factors or causes of accidents which result in human casualties on our national roads. These range from human to natural causes. According to Table 4d, ‘Driver Carelessness’ was the most common cause of human casualty followed by ‘Animals’ (domestic & wild) on the road and ‘Vehicle Defects’. Some avoidable factors such as ‘Unlicensed Drivers’ also had a significant contribution. It came on the fifth position.

Table 4d: Causes of Casualties by Type of Casualty – 2009

Causes of Road Casualties	Fatalities	Serious Injuries	Minor Injuries	Total	Percentage Contribution
Driver fatigue.	5	15	35	55	0.69
Under influence of alcohol/drugs.	28	36	217	281	3.53
Unlicensed Driver.	16	105	304	425	5.33
Driver carelessness.	315	983	3,894	5,192	65.1
Pedestrian Error.	27	98	372	497	6.2
Passenger Error.	10	25	53	88	1.1
Animals (domestic/wild)	35	110	494	639	8.02
Obstructions.	-	1	25	26	0.33
Vehicle Defects.	35	150	445	630	7.91
Bad road Surface.	1	15	107	123	1.5
Weather Condition.	1	1	6	8	0.1
Use of Cell Phone	2	1	3	6	0.1
Total	475	1,540	5,955	7,970	100.0

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

4.3.2 Casualties by Gender

Males were more vulnerable to road casualties than their female counterparts in all the three casualty categories. They accounted for 66.5 percent of all human casualties in 2009. During the same year, 354 males lost their lives to road accidents compared to 121 females.

Table 4f: Pedestrian Victims by Police District and Severity of Injury, 2009

District	Number of Accidents	Number of Vehicles Involved	Casualty Status						Total 2008	Total 2009
			Fatal		Serious		Minor			
			Male	Female	Male	Female	Male	Female		
Francistown	114	117	9	3	26	12	39	28	117	150
Gaborone	135	140	8	7	11	13	60	46	145	329
G / West	296	301	11	6	34	13	120	119	303	369
Gantsi	65	65	4	1	9	5	31	16	66	10
Kanye	75	77	4	2	13	7	29	26	81	104
Kasane	15	15	1	-	3	3	5	3	15	21
Kutlwano	4	4	1	-	1	1	1	1	5	127
Letlhakane	31	31	3	1	6	3	6	13	32	28
Lobatse	21	21	-	2	5	1	5	8	21	83
Maun	68	74	3	2	17	5	21	22	70	91
Mochudi	87	88	6	-	13	9	34	26	88	79
Molepolole	51	54	3	1	8	11	20	9	52	109
S / Phikwe	361	371	12	6	44	25	161	127	375	62
Serowe	88	89	9	4	18	7	33	20	91	126
Tsabong	140	144	3	2	11	7	52	70	145	16
Total	1,551	1,591	77	37	219	122	617	534	1,606	
Total (2008)	1,635	1,698	78	29	201	124	695	577		1,704

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

G/West means Gaborone West

S/Phikwe means Selebi Phikwe

4.3.3 Casualty By District

District here refers to Police Districts as defined in the appendix. Table 4e shows that in 2009, Serowe recorded the highest number of human casualties followed by Gaborone West. Gaborone and Molepolole came third and fourth respectively. Though Gaborone recorded a higher number of accidents when compared to Serowe, it had lower number of casualties.

As compared to 2008, there were reductions in recorded human casualties in Lobatse, Kasane, Tsabong, Gaborone, Kutlwano, Lethakane, and Francistown in 2009. The number of casualties in the remaining districts went up in 2009 as compared to 2008.

4.3.4 Pedestrian Casualties

The number of pedestrians who got involved in road accidents decreased by 5.8 percent in 2009. Pedestrian casualties went down from 1,704 in 2008 to 1,606 in 2009. Out of this number, 114 pedestrians died while 341 were seriously injured and 1,272 incurred minor injuries. More male pedestrians (56.8 percent) were involved in road accidents compared to their female (43.2 percent) counterparts. This has been the case in previous years. Most pedestrian casualties occurred in Gaborone West and Gaborone districts. However, pedestrian fatalities increased by 6.5 percent from 107 in 2008 to 114 in 2009. This is shown by Table 4f below.

Table 4f: Pedestrian Victims by Police District and Severity of Injury, 2009

District	Number of Accidents	Number of Vehicles Involved	Casualty Status						Total 2008	Total 2009
			Fatal		Serious		Minor			
			Male	Female	Male	Female	Male	Female		
Francistown	114	117	9	3	26	12	39	28	117	150
Gaborone	135	140	8	7	11	13	60	46	145	329
G / West	296	301	11	6	34	13	120	119	303	369
Gantsi	65	65	4	1	9	5	31	16	66	10
Kanye	75	77	4	2	13	7	29	26	81	104
Kasane	15	15	1	-	3	3	5	3	15	21
Kutlwano	4	4	1	-	1	1	1	1	5	127
Lethakane	31	31	3	1	6	3	6	13	32	28
Lobatse	21	21	-	2	5	1	5	8	21	83
Maun	68	74	3	2	17	5	21	22	70	91
Mochudi	87	88	6	-	13	9	34	26	88	79
Molepolole	51	54	3	1	8	11	20	9	52	109
S / Phikwe	361	371	12	6	44	25	161	127	375	62
Serowe	88	89	9	4	18	7	33	20	91	126
Tsabong	140	144	3	2	11	7	52	70	145	16
Total	1,551	1,591	77	37	219	122	617	534	1,606	
Total (2008)	1,635	1,698	78	29	201	124	695	577		1,704

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

G/West means Gaborone West

S/Phikwe means Selebi Phikwe

Pedestrians of age group 6-10 were the most vulnerable to road accidents followed by those in 21-25, 26 – 30 and 16 – 20 age groups respectively. Although age group 1 – 5 had a low number of road casualties compared to the other four age groups, it recorded the highest number of pedestrian fatalities while 6 – 10 had the highest number of pedestrians who got seriously injured (see Table 4g).

Table 4g: Pedestrian Victims by Age Group and Severity of Injury - 2009

Age Group	Fatal	Serious Injury	Minor Injury	Total
1 – 5	15	26	94	135
6 – 10	11	59	170	240
11 – 15	2	26	105	133
16 – 20	10	40	147	197
21- 25	10	41	168	219
26 – 30	8	43	148	199
31 – 35	10	24	92	126
36 – 40	7	24	59	90
41 – 45	7	14	50	71
46 – 50	9	7	38	54
51 – 55	8	9	18	35
56 – 60	4	9	20	33
61 – 65	4	6	14	24
66 – 70	1	3	14	18
71 – 75	3	3	6	12
>75	5	7	8	20
Total	114	341	1,272	1,606

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

4.3.5 Driver Casualty

Driver casualty in this case relates only to drivers who got injured out of the total number of drivers involved in accidents. The number of drivers who were injured in road accidents rose by 1.6 percent from 2,523 in 2008 to 2,563 in 2009. Car drivers were the most hit as they constituted 44.9 percent of all drivers injured in road accidents. On the second spot were pickup drivers who accounted for 23.7 percent.

Age group 26 – 30 recorded the highest number of driver casualty with 23.8 percent followed by age group 31 – 35 with 21.2 percent (Table 4h).

Table 4h: Driver Casualty by Age Group and Mode of Transport – 2009

Age Group	Cycle	Motor Cycle	Car	Taxi	4WD	Pick Up	LDV	Lorry	Buses ¹	Animal	Other	Total
06-10	3	-	-	-	-	-	-	-	-	-	-	3
11-15	13	-	-	-	-	-	-	-	-	3	1	17
16-20	9	1	15	-	4	11	-	-	-	7	-	47
21-25	15	7	174	7	20	59	13	11	13	5	3	327
26-30	11	15	315	16	52	122	22	20	29	5	3	610
31-35	7	13	255	3	54	128	19	34	21	4	6	544
36-40	3	8	173	3	27	88	23	19	15	3	-	362
41-45	2	2	104	-	22	59	10	16	6	-	3	224
46-50	8	1	56	2	19	51	14	8	8	2	1	170
51-55	4	1	29	-	15	35	2	11	3	1	2	103
56-60	8	-	11	-	11	27	7	6	3	1	3	77
61-65	2	-	12	1	5	18	3	5	-	2	-	48
66-70	3	-	2	-	1	2	1	-	1	1	-	11
71-75	1	-	3	-	1	4	-	-	-	-	-	9
76-80	2	-	1	-	-	4	-	2	-	-	-	9
81-85	2	-	-	-	-	-	-	-	-	-	-	2
Total	93	48	1,150	32	231	608	114	132	99	34	22	2,563

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

¹ Buses include mini buses/combies

4.3.6 All Road User Casualties by Type of Road User and Police District, 2009

Cars were not the main contributor to human casualty for drivers only but to other road users as well. Looking at road user casualty by mode of transport, car users were at the highest risk. They accounted for 30.9 percent of road casualties, followed by pickup users and pedestrians who accounted for 21.9 percent and 20.2 percent respectively (Table 4i).

4.4 Time of Occurrence

Road accidents occur 24 hours in a day. The recorded figures show that accidents happen more often between 6:00 in the morning and 12:00 midnight; the highest number of road accidents having been recorded between 1800 – 2000 hours. Accidents usually reduce towards midnight and early morning hours (Table 4j and Figure 4.4).

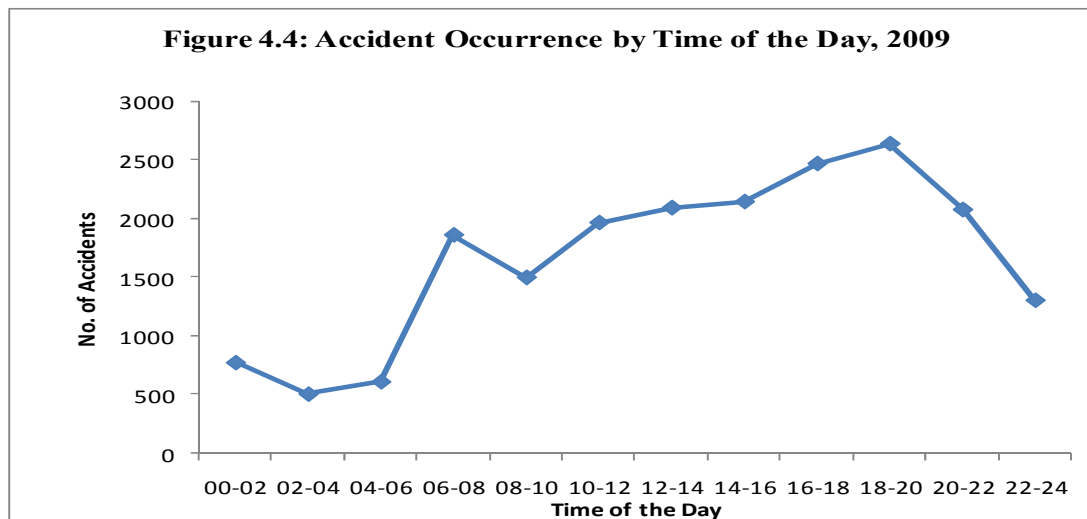
Table 4i: Casualties by Type of Road User and Police District, 2009

District	Pedestrian	Cyclist ¹	Car	Taxi	4WD	Pick		Lorry	Buses ²	Animal	Other	Total
						Up	LDV					
Francistown	145	7	100	10	14	78	25	5	34	1	5	424
Gaborone	303	44	259	-	16	84	17	13	54	-	6	796
G / West	375	42	399	-	21	157	21	22	88	3	3	1,131
Gantsi	15	2	30	1	28	61	34	12	4	2	1	190
Kanye	91	6	148	7	48	139	24	19	37	18	6	543
Kasane	5	2	14	1	19	42	3	9	-	-	1	96
Kutlwano	117	9	193	10	22	116	26	12	76	7	3	591
Letlhakane	32	3	116	2	40	70	18	26	5	5	-	317
Lobatse	66	2	115	4	12	50	3	6	20	4	1	283
Maun	81	4	130	2	85	95	25	17	16	1	4	460
Mochudi	52	6	234	-	41	162	26	19	52	2	7	601
Molepolole	88	6	182	12	43	187	23	23	90	25	5	684
S / Phikwe	70	3	139	6	24	138	37	34	29	10	5	495
Serowe	145	13	347	19	57	335	77	89	75	14	9	1,180
Tsabong	21	-	56	-	49	33	8	2	3	3	4	179
Total	1,606	149	2,462	74	519	1,747	367	308	583	95	60	7,970

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

1 Cyclists include motor cycles

2 Buses include mini buses/combies



4.5 Type of Accident

There are various ways in which accidents may occur. This sub-section looks at how accidents happen on our road network. Table 4k and Figure 4.5 show that ‘Hitting on Side’ was the most common type of road accident in 2009. This type of accident accounted for 23.5 percent followed by ‘Nose to Tail’ and ‘Domestic Animals’ with 22.6 percent and 11.3 percent respectively.

Serowe District had the highest number of animal related accidents (both domestic and wild animals) while accidents which occur as a result of obstacles were more prevalent in Gaborone and Gaborone West Districts followed by Serowe

Table 4j: Motor Vehicle Accidents by District and Time of Occurrence, 2009

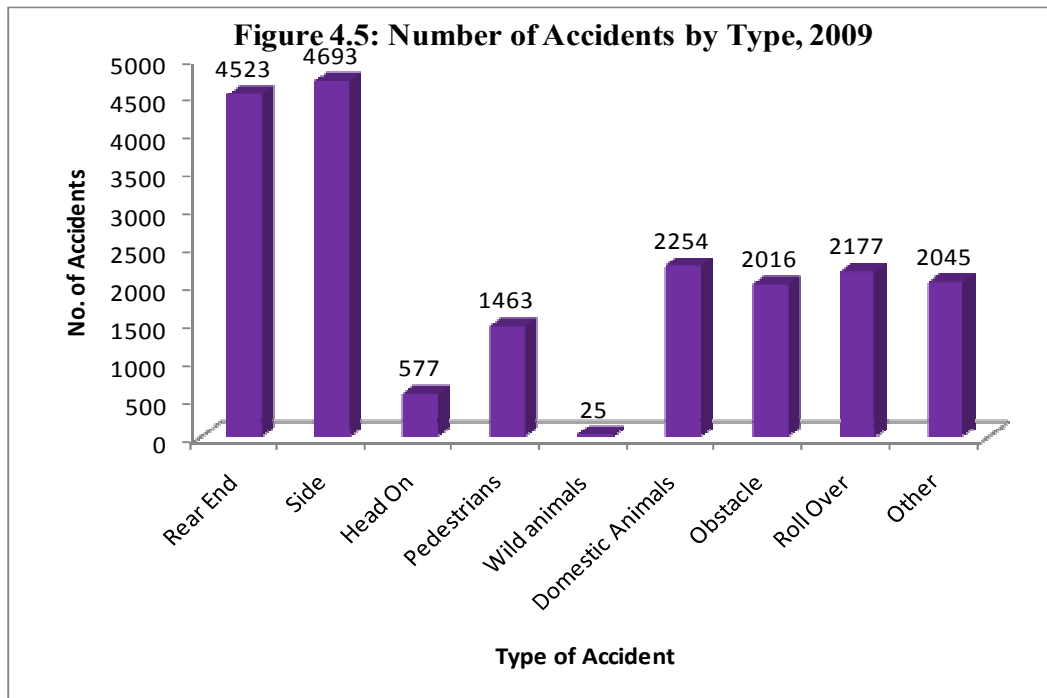
District	Time of the Day the Accident Occurred (Hours)												Total
	00-2	02-4	04-6	06-8	08-10	10-12	12-14	14-16	16-18	18-20	20-22	22-24	
Francistown	30	35	33	84	99	131	147	142	144	111	74	47	1,077
Gaborone	129	110	89	475	412	558	602	534	597	403	324	244	4,477
G / West	210	114	137	565	361	438	546	505	629	628	506	318	4,957
Gantsi	14	2	11	13	23	27	26	26	34	37	29	20	262
Kanye	34	21	43	81	87	88	111	107	141	213	159	72	1,157
Kasane	8	10	7	22	17	22	29	22	28	31	14	12	222
Kutlwano	44	30	43	91	78	70	77	76	113	124	109	87	942
Lethakane	21	14	19	33	32	62	45	53	55	92	67	26	519
Lobatse	23	13	8	40	41	51	55	72	56	106	53	34	552
Maun	24	18	21	80	58	92	73	101	114	110	85	56	832
Mochudi	33	29	41	55	39	60	64	60	104	125	78	69	757
Molepolole	53	14	32	86	72	93	86	112	99	153	144	61	1,005
S / Phikwe	51	27	31	76	53	64	61	90	111	12	105	77	866
Serowe	84	63	78	137	102	181	157	207	193	324	276	162	1,964
Tsabong	17	7	19	29	30	35	20	44	58	69	60	23	411
Total	775	507	612	1,867	1,504	1,972	2,099	2,151	2,476	2,646	2,083	1,308	20,000

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

Table 4k: Motor Vehicle Accidents by Police District and Type of Accident, 2009

District	Type of Accident									Total
	Rear End	Hitting on Side	Head-on Collision	Pedestrian	Wild Animals	Domestic Animals	Obstacle	Roll Over	Other	
Francistown	224	313	31	133	6	72	128	97	73	1,077
Gaborone	1,464	1,363	125	285	17	103	375	326	419	4,477
G / West	1,549	1,347	137	334	16	173	335	498	568	4,957
Gantsi	21	41	3	15	9	58	23	44	38	262
Kanye	156	183	54	79	45	263	139	130	108	1,157
Kasane	28	33	7	3	29	9	29	46	48	222
Kutlwano	205	216	32	110	3	96	113	95	72	942
Letlhakane	40	70	15	26	14	140	64	97	53	519
Lobatse	76	123	12	62	5	79	70	49	76	552
Maun	158	143	18	75	19	153	94	74	98	832
Mochudi	95	121	22	51	15	127	109	145	72	757
Molepolole	177	197	39	87	5	221	115	98	66	1,005
S / Phikwe	102	152	22	51	19	166	126	123	105	866
Serowe	205	353	51	130	25	465	239	280	218	1,964
Tsabong	25	38	9	22	25	129	57	75	31	411
Total	4,523	4,693	577	1,463	252	2,254	2,016	2,177	2,045	20,000

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

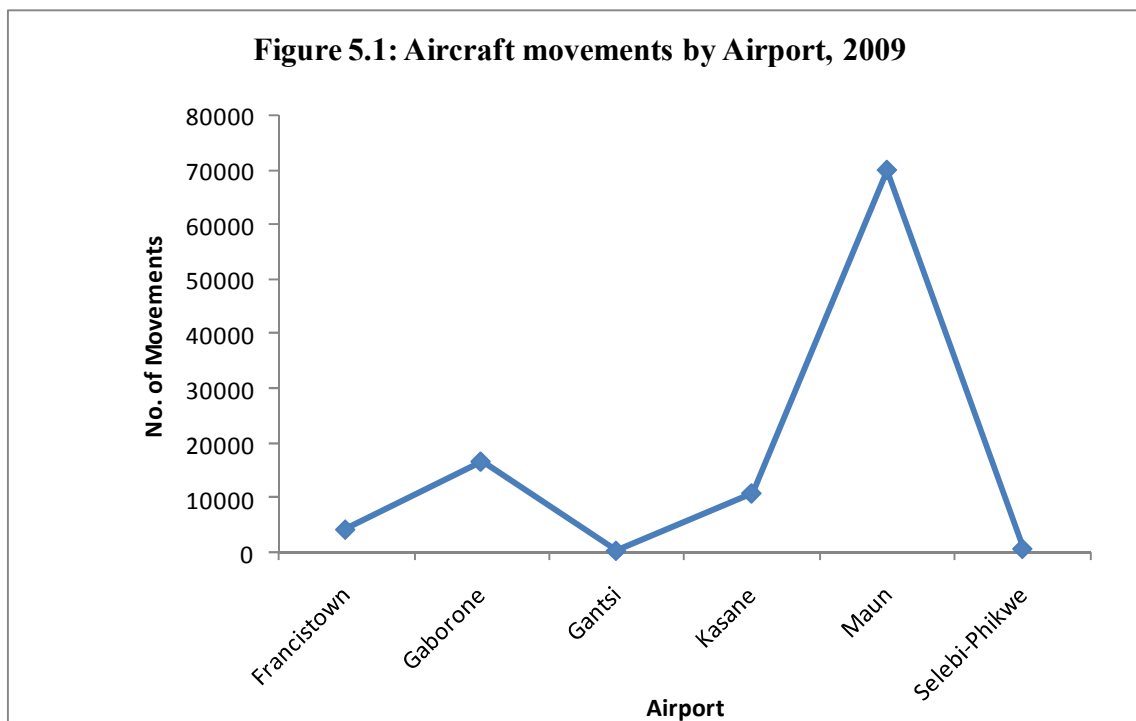


5. CIVIL AVIATION

5.1 Aircraft Movements

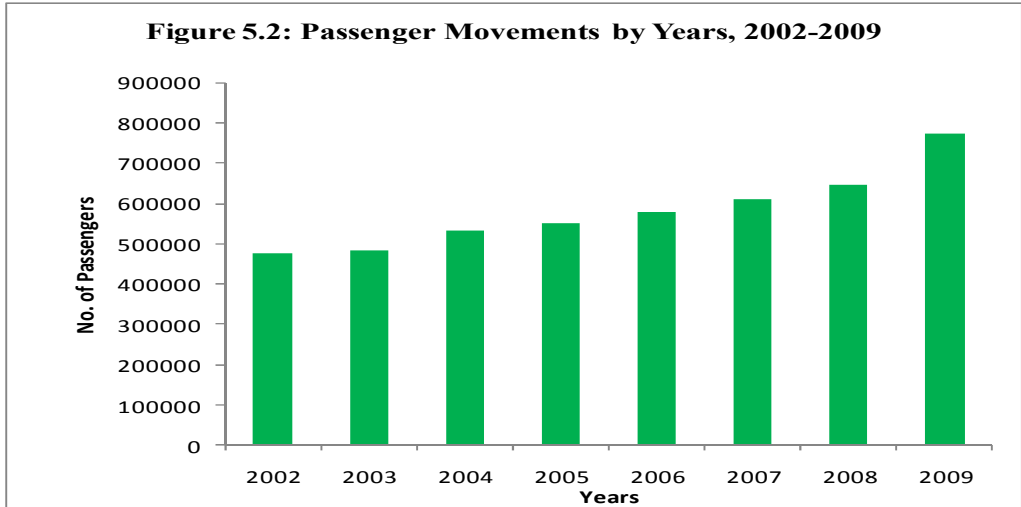
Total aircraft movements went up by 31.4 percent from 78,024 in 2008 to 102,526 in 2009. This resulted from increase in domestic movements. International aircraft movements slightly dropped by 0.8 percent from 19,228 in 2008 to 19,075 in 2009.

Maun airport was the busiest as it accounted for 68.2 percent of all aircraft movements which occurred in 2009. Gantsi airport had the least number of aircraft movements (see Figure 5.1 and Table 9.5).

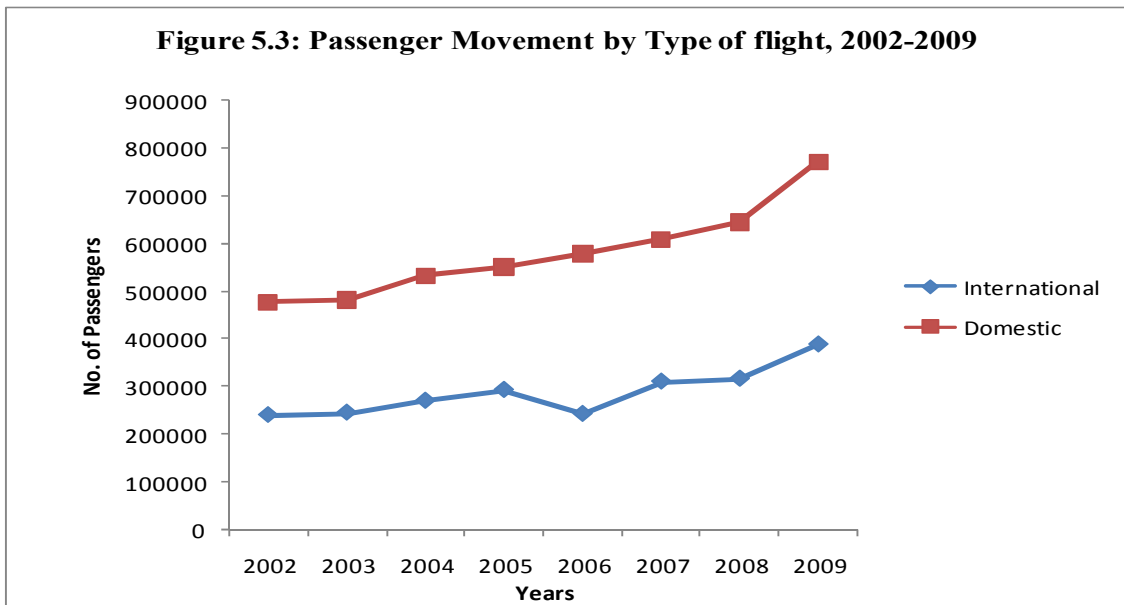


5.2 Air Passenger Movements

The total number of air passengers carried in 2009 increased by 19.6 percent from 645,823 in 2008 to 772,186 passengers. Gaborone airport had the highest number of air passenger movement as it accounted for 50.0 percent of total movements in 2009. Gantsi recorded the least number of air passenger movements.



International passenger movements rose by 22.7 percent from 316,899 passengers in 2008 to 388,690 in 2009. In the same year domestic movements increased by 16.6 percent from 328,924 passengers in 2008 to 383,496 passengers in 2009. (Figure 5.3 and Table 9.6).



For international passenger movements, more passengers departed rather than arrived, whereas in the domestic market, more passengers arrived rather than departed. The busiest airports are Maun and Gaborone.

5.2.1 Passenger Arrivals and Departures

Total air passengers arrivals grew by 18.7 percent from 324,324 passengers in 2008 to 385,096 passengers in 2009. Departing passengers went up by 20.4 percent from 321,499 passengers in 2008 to 387,090 passengers in 2009.

5.2.2 Scheduled and Non – Scheduled Passenger Movements

Currently there are four (4) commercial airlines which operate between Botswana and other countries on scheduled movements. These are Air Botswana, Soth African Airways, Kenya Airways and Namibian Airways. Air Botswana also operates some local flights within the country. Scheduled passenger movements increased by 20.7 percent while Non-Scheduled passenger movements rose by 10.7 percent. Private passenger movements increased by 29.3 percent (see Figure 5.4 below).

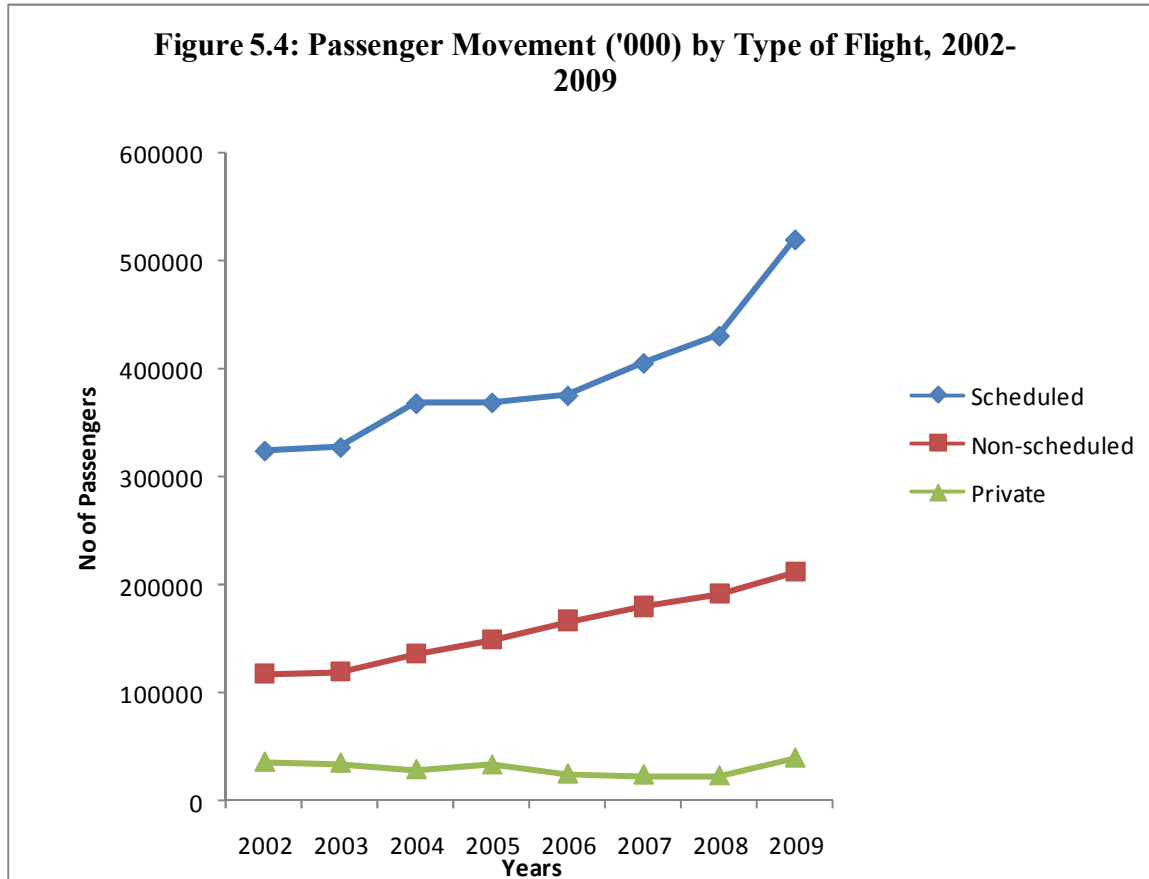


Figure 5.5: Air Passenger Movements (Percent) by Airport, 2009

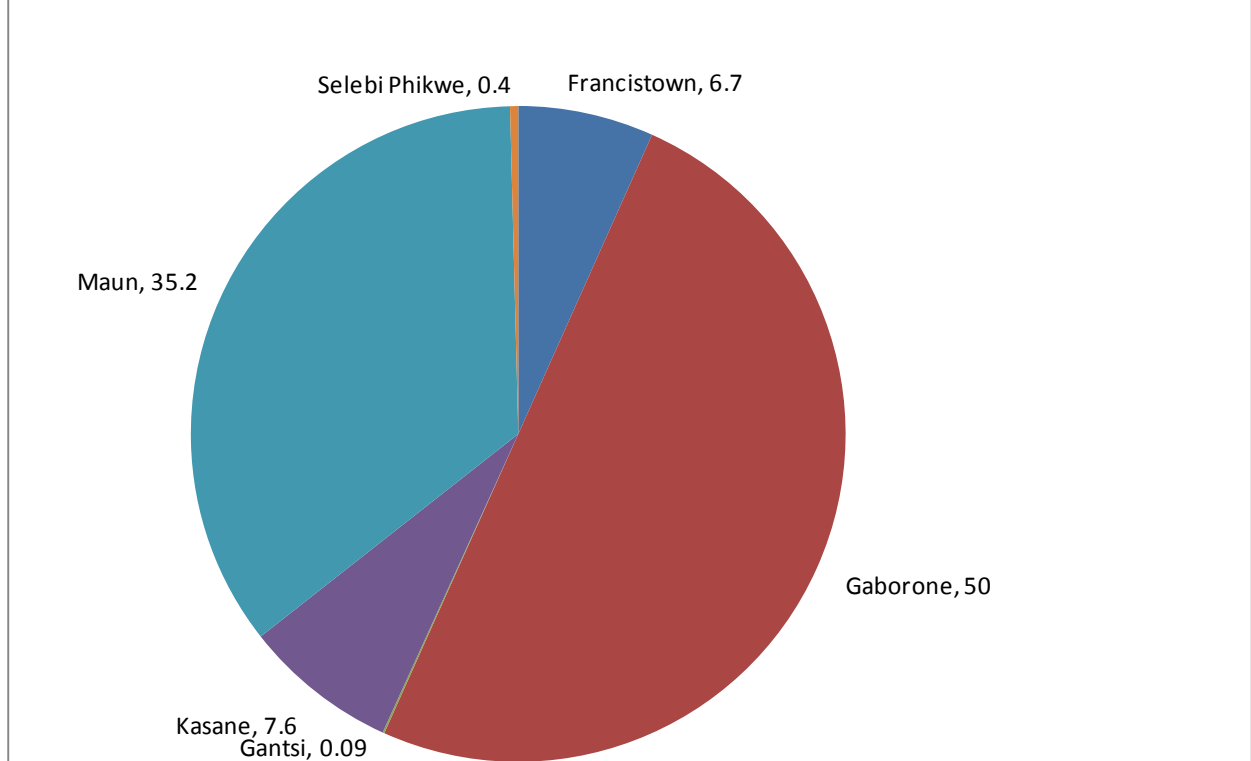


Figure 5.5 gives a graphical presentation of total air passenger movements (in thousands) by airport in 2009

5.3 Air Cargo & Mail Traffic

There was a 12.3 percent decrease in total Air Cargo conveyed in 2009. It went down from 1,067,839 kg in 2008 to 936,887 kg in 2009.

Mail traffic increased by 15.7 percent from 1,455 kg in 2008 to 1,683 kg in 2009. The increase was a result of a rise in mail that was conveyed domestically (Table 5a).

Table 5a: Civil Aviation - Cargo and Mail Traffic, 1995 - 2009

Year	Cargo Traffic (Kgs)			Mail Traffic (Kgs)		
	International	Domestic	Total	International	Domestic	Total
1995	259,910	177,928	437,838	74,930	8,301	83,231
1996	330,237	214,208	544,445	67,615	9,804	77,419
1997	311,875	169,781	481,656	34,157	6,563	40,720
1998	277,310	145,324	422,634	17,226	10,970	28,196
1999	353,413	163,002	516,415	29,446	14,964	44,410
2000	524,979	171,084	696,063	34,115	11,272	45,387
2001	572,221	172,020	744,241	36,284	5,171	41,455
2002	477,232	205,678	682,910	29,734	177	29,911
2003	545,094	211,753	756,847	34,274	3,838	38,112
2004	716,005	204,550	920,555	22,220	978	23,198
2005	743,222	198,131	941,353	5,989	1,406	7,395
2006	798,084	222,208	1,020,292	164	1,919	2,083
2007	847,995	250,202	1,098,197	35	1,306	1,341
2008	840,318	227,521	1,067,839	26	1,429	1,455
2009	704,397	232,490	936,887	-	1,683	1,683

Source: Air Botswana

6. RAILWAYS

6.1 Rail Passengers

The passenger train has been terminated since March 2009, hence there are no passenger figures for 2009.

Table 6a: Railways – Passengers by Class and Revenue, 2000 – 2008

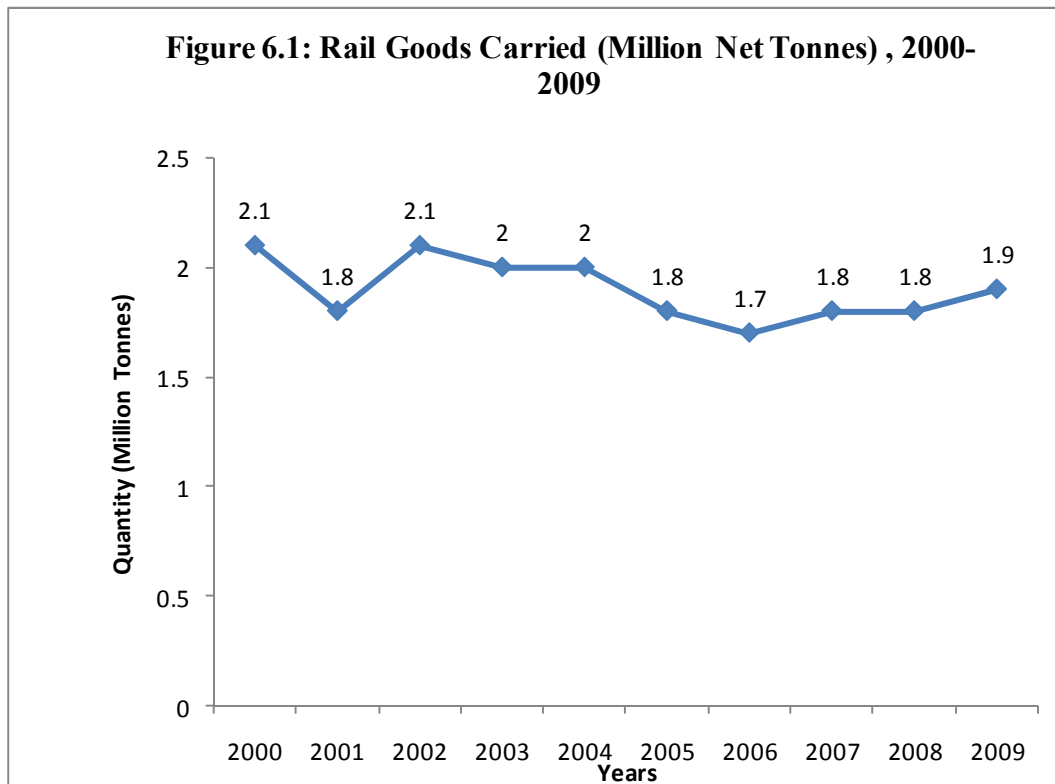
Year	1 st Class	Club Class	2 nd Class	Economy	Total Passengers	Revenue (Pula)
2000	1,483	1,738	2,708	456,534	462,463	8,258,773
2001	..	..	..	..	..	8,447,383
2002	..	..	..	..	528,143	9,914,338
2003	..	..	..	..	572,001	8,929,884
2004	..	..	..	..	406,191	8,418,797
2005	2,158	2,487	7,687	370,263	382,595	8,891,302
2006	3,126	1,918	7,022	414,828	426,894	10,175,527
2007	4,584	11,619	8,050	358,558	382,811	10,392,467
2008	5,180	13,043	8,568	364,259	391,050	11,247,338
2009	..	..	..	..	..	..

Source: Botswana Railways

6.2 Goods Traffic

Amount of goods carried went up by 9.5 percent from 1,759,499 net tonnes in 2008 to 1,927,439 net tonnes in 2009. The increase was primarily influenced by imports. Other categories of goods movement by direction went down. As a result, revenue derived from goods went up by 3.5 percent during the same period (see Table 9.8).

Figure 6.1 below shows quantity of goods (in million net tonnes) carried by rail over a period of ten years.



6.3 Revenue from Rail Goods

Total revenue generated from conveyance of goods rose by 3.5 percent from P205, 132 000 in 2008 to P212, 328,000 in 2009. Although quantities of exports went down in 2009, there was an increase of 3.4 percent in revenue derived from exports.

Local traffic refers to goods which are moved from one point to another within Botswana. Revenue from this category of goods declined by 14.1 percent.

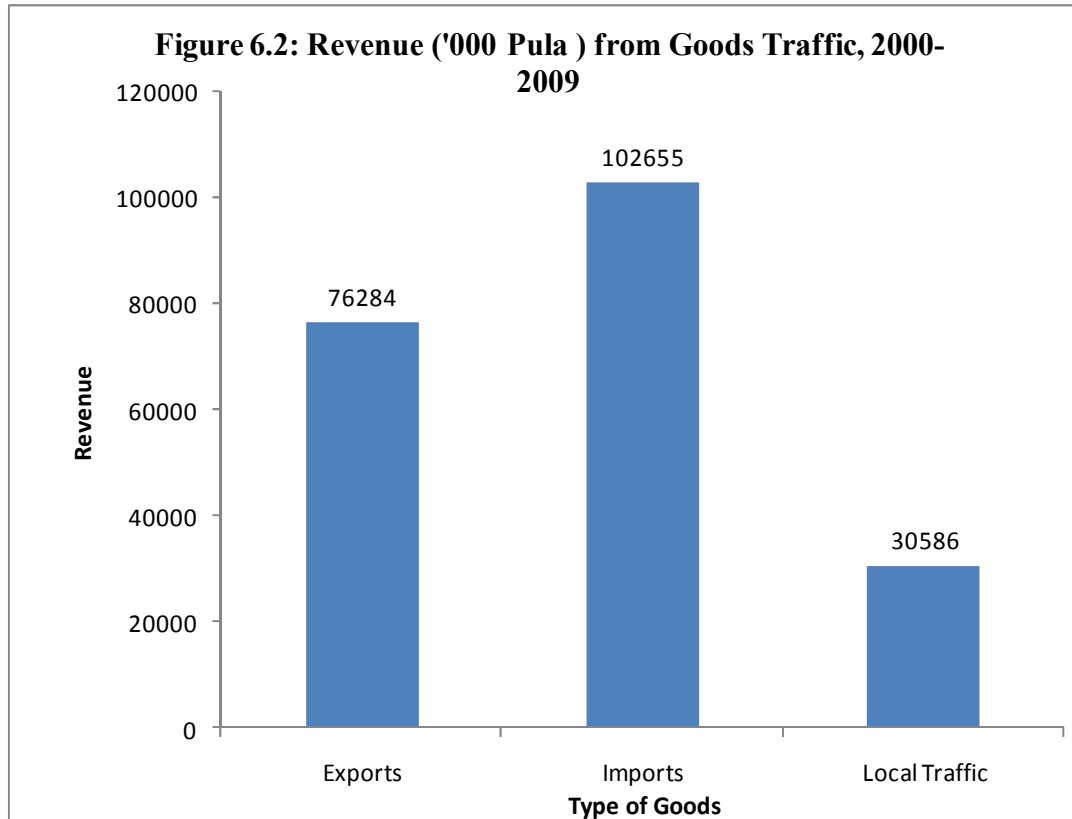


Table 6b: Railways – Revenue from Goods Traffic (‘000 Pula), 2000 – 2009

	Imports			Exports			Local Traffic	Botswana Origin	Botswana Total	Transit Traffic	Total Traffic
	From North	From South	Total Imports	To North	To South	Total Exports					
2000	5,935	28,522	34,457	8,893	22,247	31,140	19,312	50,452	84,909	12,368	97,277
2001	5,587	26,865	32,452	7,601	27,623	35,224	19,103	54,326	86,779	7,227	94,006
2002	5,494	28,036	34,971	8,739	34,826	43,565	27,736	71,301	106,272	16,974	123,246
2003	6,075	38,088	44,163	6,841	30,323	37,164	21,401	58,565	102,698	17,170	119,898
2004	6,117	44,509	50,626	7,149	36,245	43,394	19,678	63,072	113,698	5,139	118,837
2005	6,269	40,125	46,394	8,818	48,230	57,048	26,628	83,676	130,070	16,719	146,789
2006	6,501	53,120	64,771	10,120	81,670	91,790	77,708	169,498	234,269	271,563	505,832
2007	6,971	19,329	26,300	6,858	59,782	66,640	39,896	106,536	132,836	179	133,015
2008	4,891	68,517	73,408	4,568	69,181	73,749	35,624	109,373	182,781	22,351	205,132
2009	3,463	99,422	102,655	3,707	71,577	76,284	30,586	105,849	208,514	3,814	212,328
2008											
Jan	427	1,614	2,041	577	5,416	5,993	3,196	9,189	11,230	-	11,230
Feb	421	7,028	7,449	472	5,729	6,201	3,817	10,018	17,467	11,748	29,215
Mar	604	4,572	5,176	340	4,572	4,912	2,833	7,745	12,921	4	12,925
Apr	482	3,119	3,601	358	5,369	5,727	1,607	7,334	10,935	-	10,935
May	438	5,478	5,916	385	5,369	5,754	4,889	10,643	16,559	-	16,559
Jun	508	4,390	4,898	361	5,103	5,464	3,186	8,650	13,548	1,512	15,060
Jul	476	4,329	4,805	435	5,516	5,951	3,218	9,169	13,974	1,572	15,546
Aug	474	4,732	5,206	401	5,240	5,641	2,769	8,410	13,616	2,246	15,862
Sept	109	7,691	7,800	396	7,060	7,456	2,223	9,679	17,479	1,827	19,306
Oct	332	11,971	12,303	458	6,646	7,104	2,980	10,084	22,387	1,334	23,721
Nov	225	7,523	7,748	306	6,805	7,111	2,589	9,700	17,448	926	18,374
Dec	395	6,070	6,465	79	6,356	6,435	2,317	8,752	15,217	1,182	16,399
2009											
Jan	507	7,258	7,786	388	6,151	6,539	2,330	8,869	16,635	604	17,239
Feb	296	7,023	7,319	286	5,928	6,214	1,706	7,920	15,239	833	16,072
Mar	316	9,406	9,721	474	7,909	8,383	2,299	10,682	20,403	602	21,005
Apr	218	7,161	7,379	256	5,758	6,014	2,596	8,609	15,988	75	16,063
May	378	9,250	9,628	408	5,186	5,594	2,755	8,349	17,977	-	17,977
Jun	248	7,923	8,171	322	5,361	5,683	2,725	8,408	16,579	187	16,776
Jul	146	7,023	7,169	207	5,329	5,538	2,589	8,105	15,274	296	15,570
Aug	295	7,928	8,223	426	4,499	4,925	2,609	7,534	15,757	421	16,178
Sept	273	9,063	9,336	160	6,266	6,426	2,761	9,187	18,523	264	18,787
Oct	244	9,586	9,830	148	5,303	6,451	3,246	8,697	18,527	255	18,782
Nov	275	8,927	9,202	364	7,752	8,116	2,321	10,437	19,639	267	19,906
Dec	267	8,854	8,921	268	6,135	6,403	2,649	9,052	17,973	-	17,973

Source: Botswana Railways

7. CONTRIBUTION OF THE TRANSPORT SECTOR TO GDP.

In 2001, the contribution of the Transport Sector to GDP was 3.1 percent, It rose steadily through the years to 4.9 percent in 2009 (Table 9a).

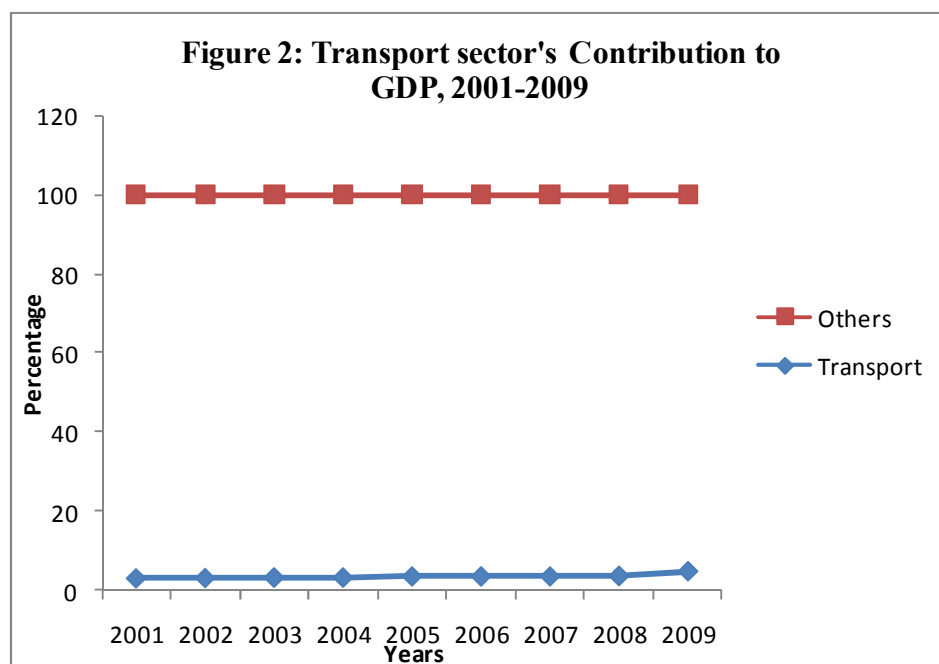


Table 7a: Percentage Contribution of the Transport Sector to GDP at Current Prices

Economic Sector	Years								
	2001	2002	2003	2004	2005	2006	2007	2008	2009
Transport	3.1	3.2	3.3	3.3	3.6	3.6	3.6	3.7	4.9
Others	96.9	96.8	96.7	96.7	96.4	96.4	96.4	96.3	95.1
Total	100	100	100	100	100	100	100	100	100

Source: National Accounts Unit

8. EMPLOYMENT IN THE TRANSPORT SECTOR

In September 2009, the Transport and Communications Sector employed 3.5 percent of the total formal labour force.

Table 8a: Number of People Employed in the Formal Transport and Communications Sector by Month and Year

Year	March	June	September
2006	13,300	..	12,700
2007	12,600	..	12,600
2008	12,294	12,195	12,372
2009	12,474	12,584	12,579

APPENDIX 1: AVERAGE DAILY VEHICLE TRAFFIC

Table 9.1: Average Daily Vehicle Traffic by Place, 2000 – 2009

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
N1	Ramokgwebana	Moroka	247	200	122	..	213	..	226	..	266	..
		Francistown	733	..	..	929	..	772	..	..	..	..
		Ramokgwebana	580	481	336	876	542	624	499	..	761	..
		Tshesebe	..	618	451	..	679	..	572	..	965	..
		Mapoka	..	..	..	227	..	216	..	..	..
N2	Sebina turn-off	Francistown side	1,089	1,448	631	1,122	1,454	1,169	1,204	1,645	1,497	..
		Nata side	679	1,014	429	720	869	744	692	1,069	949	..
		Sebina side	655	1,007	477	858	1,074	717	949	1,371	996	..
N3	Sowa Junction	Nata side	486	525	293	511	500	424	399	529	516	..
		Sowa Town	213	232	131	214	236	190	173	288	306	..
		Sebina turn off	..	677	361	581	637	572	505	730	680	..
N4	Orapa Fork	Orapa side	1,130	977	785	868	926	835	837	1,107	..	..
		Francistown side	3,267	2,680	2,200	2,404	2,474	2,365	1,938	2,757	..	..
		Sebina Junction	2,242	1,820	1,416	1,599	2,079	1,681	1,606	1,935	..	..
N5	Selebi-Phikwe turn-off	Francistown side	1,889	1,781	1,933	1,995	..	1,241	1,612	1,753	2,104	..
		Selebi-Phikwe	1,005	948	967	1,080	..	704	741	995	1,047	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place, 2000 – 2009(contin'd)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
N6	Pandamatenga turn-off	Kazungula	208	213	154	275	308	297	532	459	182	..
		Nata	201	216	157	267	401	323	348	505	320	..
		Pandamatenga	32	44	33	92	132	92	95	162	..	..
N7	Bobonong turn-off (Dikabeya)	Palapye side	1,765	2,032	2,064	2,179	2,195	1,981	1,525	1,364	2,294	..
		Sefhophe	414	..	1,796	518	541	447	462	472	574	..
		Serule	1,459	1,718	477	1,983	1,925	1,715	1,274	1,110	2,013	..
N8	Morupule turn-off	Palapye side	907	843	1,026	1,030	1,011	1,176	1,161	1,436	1,504	..
		Serowe side	896	831	1,012	794	951	1,108	1,072	1,300	1,547	..
N9	Martin's Drift turn-off	Mahalapye side	2,048	2,013	1,783	2,006	2,125	1,658	1,318	1,780	2,524	..
		Palapye side	2,512	2,591	2,383	3,128	2,928	2,374	2,325	2,443	3,441	..
		Martin's Drift	799	738	747	1,332	945	738	1,125	960	1,091	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place, 2000 – 2009 (continued).

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
N10	Sherwood	Palapye side	433	490	445	394	423	589	408	519	549	..
		Ranch	38	35	..	..	..	..	..	..	..	..
		Martin's Drift	397	455	468	409	419	601	461	548	608	..
		Machaneng side	72	25	117	103	124	197	151	139	179	..
N11A	Sefhophe Bridge	Sefhophe side	..	630	..	..	..	..	..	..	..	..
		Selebi-Phikwe side	1,085	1,059	1,322	1,285	1,032	997	1,098	1,097	1,234	..
		Bobonong side	639	..	710	696	651	699	554	560	713	..
N11B	Sefhophe South	Sefophe/S-Phikwe	583	..	..	635	669	576	639	489	740	..
		Martins Drift	481	447	598	513	499	361	477	342	487	..
		Tsetsebye	129	120	176	157	211	158	198	212	109	..
N12	Kazungula turn-off	Nata side/Pandamatenga	314	261	110	492	842	..	..	..	..	..
		Kasane side	436	346	171	677	1,249	707	..	1,054	..	..
		Zambia Border Post	88	86	67	244	401	424	..	965	..	..
		Zimbabwe Border Post	173	148	58	319	508	347	160	..	..	..
N13	Shoshong West	Shoshong	89	87	136	135	114	153	146	166	..	..
		Mosolotshane	110	87	149	160	125	187	154	214	..	..
		Kodibeleng	..	..	..	67	..	65	42	79	..	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
N14	Machaneng	Makwate side	29	25	27	39	29	136	43	60	..	..
	Gate	Sherwood side	105	121	139	191	175	201	264	411	..	..
N15	Shoshong	Shoshong	38	43	85	75	82	90	86	111	136	..
		Lephephe	36	43	78	..	81	..	101	107	139	..
		Kodibeleng	..	..	..	75	..	88	..	..	..	..
N16	Mahalapye East (Shakwe)	Machaneng side	161	206	230	270	236	258	262	289	317	..
		Makwate side	44	46	56	82	74	123	103	94	71	..
		Mahalapye side	199	254	288	343	303	345	356	389	317	..
N17	Mahalapye South (Capricorn)	Mahalapye	1519	1,483	1644	1,380	1,349	2,268	1,418	2,334	1,897	..
		Dibete	1526	1,558	1505	1,392	1,344	1,682	1,425	2,264	1,876	..
		Buffels Drift	33	30	30	29	16	43	24	46	25	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic By Place And Direction, 2000 - 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
N18	Mahalapye Stadium	Shoshong	217	231	282	275	292	313	297	364	323	..
		Mahalapye	215	232	282	267	286	401	311	386	310	..
N19	Kalamare Rd	Mahalapye	64	68	78	81	75	80	91	90	98	..
		Kalamare	61	68	73	76	71	84	92	86	100	..
N20	Mmashoro	Serowe	145	198	197	231	210	259	205	276	243	..
		Orapa	154	174	183	228	192	252	187	262	240	..
N21	Maun East Nata	Gweta Side	374	348	288	328	425	325	254	332	214	..
		Maun Side	317	329	303	336	421	334	263	337	206	..
N22	Gweta Turn Off	Gweta Side	..	..	..	194	290	..	..	..	..	..
		Nata Side	275	287	276	277	..	301	136	154	62	..
		Maun Side	183	279	246	212	216	249	210	144	73	..
N23	Shorobe	Moremi	38	50	55	53	64	53	51	47	..	..
		Maun Side	..	48	49	42	..	52	48	50	..	..
		Shorobe Side	38	..	..	..	68	..	..	..	..	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place and Direction, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
N24	Tshesebe	Ramokgwebana	766	700	407	813	871	629	425	882	546	..
		Molambakwena	151	163	155	..	333	..	140	192	116	..
		Francistown	871	795	617	919	998	743	521	979	490	..
		Mosojane	..	..	..	..	..	162	..	..	..	..
N25	Matlapeng turn - off	Shorobe side	154	140	184	280	198	243	172	141	196	..
		Maun side	154	146	174	277	173	242	164	146	146	199
N26	Gumare	Tsau	203	191	182	..	225	27	210	193	..	..
		Gumare	334	303	..	..	..	237	..	..	..	..
		Shakawe	261	278	227	209	256	..	207	178	..	..
		Schitwa	..	..	..	178	..	244	..	..	..	..
N27	Serowe West	Serowe	215	..	219	432	218	236	212	278	..	..
		Mogorosi	201	..	222	227	221	229	202	240	..	..
N30	Tati Siding	Francistown	72	72	46	91	..	2,133	1,507	2,049	..	..
		Tonota	166	141	100	181	..	2,101	1,559	2,092	..	..
S1	Kanye South	Kanye side	694	674	722	702	758	860	1,278	1,567	1,157	..
		Ranaka	..	..	..	..	..	..	..	..	147	..
		Lobatse side	685	738	717	793	792	882	1,457	1,669	1,184	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place and Direction, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
S2	Lobatse South	Kanye side	1,816	1,914	1,875	1,683	1,875	..	..	..	..	..
		Ramatlabama	..	..	941	1,038	941	..	..	..	..	..
		Lobatse side	2,704	3,007	2,735	2,989	2,735	..	..	..	..	..
S3	Kanye North (Ranaka Junction)	Moshupa side	1,375	1,254	1,019	1,074	1,243	1,474	1,160	1,581	1,050	..
		Kanye side	1,433	1,277	1,098	1,207	1,300	1,248	992	1,528	1,010	..
		Ranaka side	113	146	107	158	127	..	198	238	..	..
S4	Moshaneng turn off	Kanye side	1,181	905	998	832	966	850	1,515	1,653	1,221	..
		Moshaneng side	132	161	140	141	169	152	133	132	142	..
		Jwaneng side	1,146	833	880	830	847	780	1,228	1,548	1,135	..
S5	Good Hope (East)	Goodhope side	184	239	437	..	..	284	611	700	797	..
		Kgoro	..	..	..	..	..	61	78	104	82	..
		Pitsane	..	..	..	..	..	244	552	639	684	..
S5	Pitsane Station	Goodhope side	..	..	..	496	427	..	..	..	..	..
		Pitsane	..	..	..	431	346	..	..	..	..	..
		Kgoro	..	..	..	109	156	..	..	..	..	..
S6	Ramatlabama Border	Ramatlabama side	359	221	323	448	497	145	448	576	301	..
		Pitsane	422	269	319	486	620	256	547	694	576	..
		Metlojane	160	116	167	258	378	193	264	351	288	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place, 2000 - 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
S7	Gabane Junction	Gaborone	4,039	4,454	4,387	4,759	2,956	3,472	5,351	8,079	7,699	..
		Gabane	1,777	2,002	2,458	2,984	2,984	1,766	2,737	4,340	3,916	..
		Ranaka	..	2,825	2,348	2,348	..	..	..	..	..	..
		Moshupa	..	..	..	2,179	2,000	1,630	3,366	5,085	4,526	..
S8	Tlokweng Boarder	Border	659	632	1,126	934	941	571	823	840	996	..
		Gaborone	640	626	1,288	1,122	1,062	571	854	861	1,041	..
S9	Mogobane turn-off	Lobatse side	3,188	2,483	2,349	2,260	1,924	1,715	2,355	3,136	1,898	..
		Gaborone side	3,177	2,502	2,631	2,725	2,629	1,925	2,508	3,430	1,961	..
		Mogobane side	271	284	431	390	462	399	588	793	410	..
S10	Pioneer Boarder	Pioneer Gate	359	404	545	600	456	381	448	317	256	..
		Lobatse	390	438	604	789	532	405	477	360	255	..
S11	Boatle	Gaborone side	4,378	3,491	4,304	3,705	3,822	3,830	4,764	5,411	3,877	..
		Ramotswa side	2,453	1,949	2,451	2,937	2,404	2,098	2,630	3,614	1,866	..
		Thamaga side	159	173	330	300	354	320	530	664	318	..
S12	Jwaneng East	Kanye	..	..	747	725	724	..	..	..	..	..
		Moshaneng	623	626	..	..	..	..	..	..	..	..
		Jwaneng	573	613	762	699	698	..	..	..	..	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place and Direction, 2000 - 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
S13	Modipane	Mabalane	..	..	..	..	..	104	126	98	64	..
		Modipane	..	..	..	..	..	116	132	103	68	..
		Gaborone	2,850	3,497
S14	Lentsweletau	Molepolole	72	77	..	..	..	74	89	101	98	..
		LentsweL/Tau	77	82	..	..	..	220	341	354	415	..
		Gaborone	..	..	..	..	..	179	302	304	351	..
S14	Lentsweletau	Kopong	..	..	..	180	..	..	..	..	..	..
		Molepolole	..	..	..	82	..	..	..	..	..	..
		Lentsweletau	..	..	..	251	..	..	..	..	..	..
S15	Thebe-Phatshwa	Letlhakeng	200	235	264	315	297	268	380	385	318	..
		Molepolole	193	232	266	315	286	289	488	490	331	..
S16	Rasesa North	Capricorn	1,095	1,193	1,318	1,177	1,319	1,106	1,209	1,266	1,352	..
		Gaborone	1,091	1,112	1,260	1,117	1,225	1,117	1,150	1,252	1,332	..
S17	Mabalane	Modipane	..	..	102	94	..	..	354	324	..	..
		Mabalane	188	240	274	283	..	306	..	..	..	..
		Mochudi	144	201	192	216	..	298	312	334	336	..
		Mmamashia	106	96	..	..	..	..	..	..	..	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place and Direction, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
S18	Gakutlo	Gaborone	1,856	2,247	1,336	1,738	1,875	1,739	2,064	1,826	1,867	..
		Molepolole	1,671	1,703	1,307	1,753	1,822	1,805	2,013	1,775	1,926	..
		Kopong side	486	720	..	..	720	..	..	..	..	..
S19	Metlojane	Ramatlabama	100	119	110	132	118	151	244	251	191	..
		Pitsane	..	272	..	..	..	..	..	..	..	..
		Mmathethe	89	102	102	116	188	285	431	565	272	..
		P/ Molopo	191	230	200	242	144	186	188	225	137	..
S20	Lehututu	Good Hope	236	..	252	..	..	..	..	..	..	..
		Hukuntsi	271	226	256	309	359	188	273	528	508	..
		Junction	93	90	108	127	118	71	99	..	..	..
		Tshane	123	110	150	175	140	87	110	322	342	..
S21	Jwaneng	Lehututu	142	164	176	199	198	116	211	278	285	..
		Jwaneng	271	254	322	359	329	339	368	545	280	..
		West	..	284	..	..	..	..	..	..	..	..
S21	West	Morwamosu	..	284	..	..	..	..	..	..	..	..
		Sekoma	301	..	333	337	368	344	400	550	273	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic By Place And Direction, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
S22	Kang Fork	Gantsi Side	170	185	207	198	213	199	164	336	263	..
		Kang	138	148	..	139	..	112	..	..	..	..
		Tshane Side	96	98	102	..	114	91	109	168	..	..
		Morwamosu	134	120	167	147	192	207	171	460	..	..
S23	Mathethe Fork	Mathethe	63	67	100	104	105	102	95	112	..	..
		Lobatse Side	60	..	97	101	113	107	97	115	..	..
S24	Morwamosu Fork	Kang Side	281	266	..	290	157	192	161	384	190	..
		Motokwe	29	30	..	45	44	23	29	51	32	..
		Sekoma Side	..	260	..	281	145	179	161	377	189	..
S25	Khakhea	Sekoma	129	123	..	85	85	69	156	..	..	..
		Werda	118	105	..	71	66	67	180	..	..	..
		Morwamosu	16	15	..	19	16	29	34	..	..	..
S26	Molepolole South	Molepolole	267	302	378	437	457	404	506	496	480	..
		Thamaga	264	301	375	449	436	438	489	452	499	..
S27	Molepolole	Lephephe	159	212	..	286	..	276	336	310	266	..
		Molepolole	159	199	..	269	276	257	310	301	264	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place and Direction, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
W1	Sehitwa	Tsau	..	..	..	229	..	256	165	189	124	..
		Maun side	..	..	..	297	..	332	259	267	246	..
		Gantsi Side	..	..	..	133	..	173	139	192	174	..
W2	Tsau	Gumare side	126	194	..	..	..	..	..	..	..	..
		Tsau side	..	..	..	..	..	..	..	..	..	..
		Sehitwa side	133	212	..	..	..	..	..	..	..	..
W2	Sepopa	Sehitwa	..	..	..	170	..	173	73	107	133	..
		Shakawe	..	..	..	156	..	..	79	89	121	..
W3	D' Kar	Gantsi side	80	73	..	132	106	111	112	212	160	..
		Sehitwa	80	85	..	142	90	94	103	171	121	..
W4	Gantsi South	Gantsi Side	141	158	..	206	..	168	305	390	406	..
		Kang Side	142	154	..	204	..	195	310	377	376	..

Source: Roads Department

Table 9.1: Average Daily Vehicle Traffic by Place and Direction, 2000 – 2009 (continued)

Station	Place	Section of Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
W6	Charleshill	Ncojane side	..	..	..	..	..	..	..	..	..	..
		Mamuno side	175	171	..	118	95	80	160	143	144	..
		Kalkfontein	209	190	..	150	132	95	138	189	203	..
W7	Kalkfontein	Charleshill	119	132	..	151	129	129	156	159	..	..
		Gantsi	..	64	..	..	..	..	161	177	178	..
		KM 44	119	138	..	133	127	121	126	..	..	..
W8	Charleshill	Ncojane	56	64	..	61	..	59	73	73	75	..
	South	Charleshill	55	63	..	55	..	61	81	65	71	..
W9	Mohembo	Shakawe	..	..	..	231	..	261	92	111	75	..
		Namibia	..	..	..	108	..	..	53	58	58	..
		Mohembo	..	..	..	158	..	121	..	..	..	..

Source: Roads Department

APPENDIX 2: MOTOR VEHICLE REGISTRATIONS

Table 9.2: Privately Owned Vehicles - Renewals by Type of Vehicle Registration and Registration Station, 2009

Station	Passenger Cars	LDVs	Trucks	Mini Buses	Other Buses	Motor Cycles	Tractors	Trailers	Tankers & Horses	Others	Total
Bobonong	833	1,155	97	60	46	9	47	88	4	63	2,402
Francistown	5,295	4,024	1,175	414	121	23	101	900	271	208	12,532
Gaborone	45,133	21,770	4,862	2,702	287	417	510	4,051	714	726	81,178
Gantsi	1,162	1,925	206	57	53	15	27	176	19	90	3,730
Gumare	530	847	56	21	40	3	4	31	1	62	1,595
Hukuntsi	48	77	-	-	-	-	1	3	-	-	129
Jwaneng	2,179	2,069	197	126	60	12	93	153	4	76	4,969
Kang	306	579	53	25	39	-	18	25	3	64	1,112
Kanye	2,633	2,833	272	220	61	23	173	180	18	74	6,487
Kasane	1,284	1,105	127	114	47	11	106	205	12	76	3,087
Letlhakane	2,389	2,507	284	185	84	13	56	183	11	90	5,802
Letlhakeng	29	68	6	-	-	-	10	1	-	-	114
Lobatse	4,556	2,894	634	329	80	20	201	505	97	102	9,418
Mahalapye	2,563	2,837	307	174	57	18	159	279	32	74	6,500
Masunga	189	201	10	16	1	-	9	9	-	-	435
Maun	4,606	4,354	466	255	86	43	105	621	34	99	10,669
Mochudi	3,913	3,316	419	302	60	16	331	510	20	110	8,997
Mogoditshane	9,817	5,131	927	1,070	101	63	107	542	59	175	17,992
Molepolole	3,624	3,593	306	275	48	11	191	200	5	71	8,324
Orapa	416	374	18	27	42	1	10	23	-	56	987
Palapye	3,212	2,994	579	190	83	20	124	333	71	87	7,693
Ramotswa	2,797	1,863	293	264	56	16	66	197	41	115	5,708
Selebi-Phikwe	5,281	4,121	664	326	118	30	155	594	71	108	11,464
Serowe	2,522	2,616	307	230	48	10	158	239	10	61	6,201
Sowa	783	742	73	46	45	1	18	71	5	63	1,847
Tatitown	4,463	3,214	479	308	77	7	85	431	69	84	9,217
Tsabong	650	1,353	73	38	40	3	15	62	7	68	2,309
Tutume	2,694	2,823	339	214	62	16	113	207	26	100	6,594
Total	113,941	81,400	13,240	7,999	1,841	801	2,993	10,814	1,604	2,902	237,535

Source: Department of Road Transport and Safety

Table 9.3: Privately Owned Vehicle - First Registrations by Type and Make of Vehicle, 2009

Make	Passenger Cars	LDVs (1)	Trucks	Mini Buses (3)	Other Buses	Motor Cycles	Tractors	Trailers	Tanker & Horses	Others	Total	Total 2008
Audi	399	-	-	-	-	-	-	-	-	-	399	372
BMW	707	-	-	-	-	10	-	-	-	-	717	768
Chevrolet	175	18	-	-	-	-	-	-	-	-	193	362
Chrysler	32	-	-	-	-	-	-	-	-	-	32	54
Colt	-	4	-	-	-	-	-	-	-	-	4	2
Daewoo	7	-	-	-	-	-	-	-	-	4	11	15
Datsun/Nissan	1,086	1,254	344	87	18	-	-	-	12	4	2,805	2,459
Ford	413	341	19	1	-	-	203	-	1	-	978	923
Hino	-	11	106	2	11	-	-	-	6	1	137	113
Honda	756	-	19	-	-	46	-	-	-	-	821	655
Hyundai	348	38	-	3	-	-	-	-	-	-	390	618
Isuzu	41	688	90	7	1	-	-	-	9	3	846	929
Jeep	107	2	-	-	8	-	-	-	-	-	109	124
Kia	350	21	26	-	-	9	-	-	-	-	406	265
Land Rover	164	119	-	-	-	-	-	-	-	2	285	388
MAN	-	-	77	-	7	-	-	-	19	1	104	55
Mass. Ferguson	-	-	-	-	-	-	272	-	-	-	272	150
Mazda	1,104	213	160	181	5	-	-	-	-	-	1,663	1,711
M / Benz	641	27	137	24	15	-	-	-	37	-	884	834
Mitsubishi	873	93	101	8	4	-	-	-	6	3	1,088	1,042
Opel	237	124	-	-	-	-	-	-	-	3	361	534
Peugeot	99	12	-	47	-	-	-	-	-	-	158	162
Renault	44	1	4	-	-	-	-	-	-	-	49	129
Toyota	9,243	2,342	1,209	550	28	1	-	-	6	7	13,385	12,865
Volkswagen	1,653	24	21	15	15	-	-	-	-	-	1,728	2,138
Volvo	294	-	36	-	1	-	3	-	35	25	394	474
Yamaha	-	-	-	-	-	86	-	1	-	2-	87	109
Other	581	621	621	53	45	90	323	2,028	265	265	5,019	5,163
Total	19,354	5,831	2,970	978	158	241	801	2,029	396	567	33,325	33,413

Source: Department of Road Transport and Safety

APPENDIX 3: MOTOR VEHICLE ACCIDENT TREND

Table 9.4: Motor Vehicle Accidents - Trend in Accidents, 2000 – 2009

Year	Number of Accidents	Number of Casualties	Number of Fatalities	Number of Registered Vehicles	Estimated Population ('000s)	Accidents per '000 vehicles	Accident per 10,000 population	Casualties per '000 vehicles	Fatalities per 10,000 vehicles	Casualties per 10,000 population	Fatalities per 100,000 population
2000	16,313	7,790	529	139,322	1,651	117	99	56	38	47	32
2001	17,125	7,945	526	150,574	1,622	114	102	53	35	47	31
2002	18,610	8,014	520	162,807	1,650	114	110	49	32	47	31
2003	18,328	7,963	557	173,828	1,673	105	108	46	32	47	33
2004	18,136	7,840	532	189,265	1,693	96	106	41	28	46	31
2005	17,522	7,069	450	200,064	1,708	88	101	35	23	41	26
2006	17,035	6,952	429	211,532	1,720	81	98	33	20	40	25
2007	19,487	7,639	497	230,063	1,737	85	111	33	22	43	28
2008	20,415	8,160	455	256,498	1,755	80	115	32	18	46	26
2009	20,000	7,970	475	280,639	1,776	71.3	113	28.4	16.2	45	27

Source: Botswana Police Service (Road Traffic Accident Statistics Office)

APPENDIX 4: AIRCRAFT AND PASSENGER MOVEMENT

Table 9.5: Civil Aviation – Aircraft Movements by Type of Flight, 2002 – 2009

Airport	Year	International Movements				Domestic Movements				All Movements			Grand Total
		Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	
Francistown	2002	-	341	538	879	709	520	934	2,163	709	861	1,472	3,042
	2003	2	375	604	981	873	616	1,516	3,005	875	991	2,120	3,986
	2004	-	598	430	1,028	893	809	1,094	2,796	893	1,407	1,524	3,824
	2005	94	759	488	1,341	1,084	789	1,164	3,037	1,178	1,548	1,652	4,378
	2006	191	973	447	1,611	946	793	1,170	2,909	1,137	1,766	1,617	4,520
	2007	51	1,344	547	1,942	942	869	1,085	2,896	993	2,213	1,632	4,838
	2008	7	1,394	412	1,813	956	1,102	1,211	3,269	963	2,496	1,623	5,082
	2009	142	710	350	1,202	951	746	1,284	2,981	1,093	1,456	1,634	4,183
	Gaborone	2002	7,110	1,268	2,060	10,438	1,745	1,557	3,291	6,593	8,855	2,825	5,361	17,041
2003		7,088	1,068	1,957	10,113	1,810	1,556	3,112	6,478	8,898	2,624	5,069	16,591
2004		8,332	1,108	1,923	11,363	1,885	1,491	2,854	6,230	10,217	2,599	4,777	17,593
2005		8,287	1,044	1,998	11,329	1,950	1,490	2,991	6,431	10,237	2,534	4,989	17,760
2006		7,426	1,257	2,677	11,360	1,991	1,415	3,971	7,377	9,417	2,672	6,648	18,737
2007		6,559	1,414	1,396	9,369	2,126	1,872	2,481	6,479	8,685	3,286	3,877	15,848
2008		6,707	1,479	1,321	9,507	2,154	1,803	2,380	6,337	8,861	3,282	3,701	15,844
2009		7,846	756	1,456	10,058	2,134	989	3,430	6,553	9,980	1,754	4,886	16,611
Gantsi		2002	-	18	13	31	-	274	116	390	-	292	129	421
	2003	-	23	25	48	-	265	148	413	-	288	173	461
	2004	-	17	5	22	-	328	111	439	-	345	116	461
	2005	-	11	14	25	-	280	57	337	-	291	71	362
	2006	-	21	19	40	-	198	86	284	-	219	105	324
	2007	-	12	15	27	77	169	103	349	77	181	118	376
	2008	-	3	20	23	56	172	167	395	56	175	187	418
	2009	-	-	7	7	-	172	116	288	-	172	123	295
	Kasane	2002	70	1,718	156	1,944	508	4,623	933	6,064	557	6,341	1,089	7,987
2003		21	2,439	222	2,982	669	5,336	815	6,820	690	7,775	1,037	9,502
2004		129	2,606	113	2,848	528	6,520	672	7,720	657	9,126	785	10,568
2005		138	3,170	207	3,515	546	7,293	569	8,408	684	10,463	776	11,923
2006		38	3,188	170	3,396	497	8,432	595	9,524	535	11,620	765	12,920
2007		1	3,557	135	3,693	319	8,447	609	9,375	320	12,004	744	13,068
2008		3	3,678	98	3,779	310	8,738	594	9,642	313	12,416	692	13,421
2009		178	2,787	95	3,060	552	6,538	661	7,751	730	9,325	756	10,811

Table 9.5: Civil Aviation – Aircraft Movements by Type of Flight, 2002 – 2009 (continued).

Airport	Year	International Movements				Domestic Movements				All Movements			Grand Total
		Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	
Maun	2002	1,051	1,938	21	3,010	1,185	24,419	1,273	26,877	2,236	26,357	1,294	29,887
	2003	1,232	1,953	20	3,205	1,159	25,258	1,232	27,649	2,391	27,211	1,252	30,854
	2004	1,555	1,796	1	3,352	1,110	29,711	1,003	31,824	2,665	31,507	1,004	35,176
	2005	1,657	2,184	115	3,956	1,211	31,641	966	33,818	2,868	33,825	1,081	37,774
	2006	1,554	2,278	24	3,856	1,078	33,652	844	35,574	2,632	35,930	868	39,430
	2007	1,673	2,487	20	4,180	1,014	36,179	408	37,601	2,687	38,666	428	41,781
	2008	1,663	2,239	12	3,914	1,202	36,955	637	38,794	2,865	39,194	649	42,708
	2009	2,171	2,329	22	4,522	1,155	63,784	511	65,450	3,326	66,113	533	69,972
Selebi - Phikwe	2002	-	81	213	294	13	119	308	440	13	200	521	734
	2003	-	45	258	303	-	93	336	429	-	138	594	732
	2004	-	47	215	262	-	68	397	465	-	115	612	727
	2005	-	51	174	225	-	53	307	360	-	104	481	585
	2006	-	89	121	210	-	63	186	249	-	152	307	459
	2007	-	55	179	234	-	43	219	262	-	98	398	496
	2008	-	55	137	192	-	134	225	359	-	189	362	551
	2009	-	7	219	226	-	24	404	428	-	31	623	654
Grand Total	2002	8,231	5,364	3,001	16,596	4,160	31,512	6,855	42,527	12,391	36,876	9,856	59,123
	2003	8,343	5,903	3,086	17,332	4,511	33,124	7,159	44,794	12,854	39,027	10,245	62,126
	2004	10,016	6,172	2,687	18,875	4,416	38,927	6,131	49,474	14,432	45,099	8,818	68,349
	2005	10,176	7,219	2,996	20,391	4,791	41,546	6,054	52,391	14,967	48,765	9,050	72,782
	2006	9,209	7,806	3,458	20,473	4,512	44,553	6,852	55,917	13,721	52,359	10,310	76,390
	2007	8,284	8,869	2,292	19,445	4,478	47,579	4,905	56,962	12,762	56,448	7,197	76,407
	2008	8,360	8,848	2,000	19,228	4,678	48,904	5,214	58,796	13,058	57,752	7,214	78,024
	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

Table 9.6: Civil Aviation- International and Domestic Passenger Traffic, 2002 – 2009

Airport	Year	International Traffic				Domestic Traffic				Grand Total
		Aircraft Movements	Arrivals	Departures	Total	Aircraft Movements	Arrivals	Departures	Total	
Francistown	2002	879	1,199	1,349	2,548	2,163	12,445	11,914	24,359	26,907
	2003	981	1,517	1,663	3,180	3,005	13,550	13,066	26,616	29,796
	2004	1,028	2,064	2,374	4,438	2,796	15,693	14,916	30,609	35,047
	2005	1,341	2,419	2,618	5,037	3,037	14,180	13,357	27,537	32,574
	2006	1,611	3,201	3,469	6,670	2,909	13,725	12,848	26,573	33,243
	2007	1,942	5,020	4,898	9,918	2,896	16,558	16,286	32,844	42,762
	2008	1,813	4,694	4,419	9,113	3,269	17,844	17,042	34,886	43,999
	2009	1,202	3,904	3,915	7,819	2,981	22,282	21,410	43,692	51,511
	Gaborone	2002	10,438	99,567	96,305	195,872	6,593	34,295	35,491	69,786	265,658
2003		10,113	98,198	98,676	196,874	6,478	36,225	36,921	73,146	270,020
2004		11,363	105,283	105,853	211,136	6,230	39,713	39,615	79,328	290,464
2005		11,329	109,994	108,036	218,030	6,431	38,160	39,701	77,861	295,891
2006		11,360	104,608	106,626	211,234	7,377	39,132	39,184	78,316	289,550
2007		9,369	113,786	114,427	228,213	6,479	43,559	42,897	86,456	314,669
2008		9,507	122,414	121,659	244,073	6,337	44,525	44,792	89,317	333,390
2009		10,058	143,061	143,878	286,939	6,553	48,937	50,176	99,113	386,052
Gantsi		2002	31	26	27	53	390	669	691	1,360	1,413
	2003	48	41	36	77	413	680	699	1,379	1,456
	2004	22	15	27	42	439	691	785	1,476	1,518
	2005	25	17	32	49	337	402	548	950	999
	2006	40	78	65	143	284	463	510	973	1,116
	2007	27	21	34	55	349	668	659	1,327	1,382
	2008	23	14	8	22	395	650	538	1,188	1,210
	2009	7	11	12	23	288	295	386	681	704
	Kasane	2002	1,944	3,307	4,046	7,353	6,064	16,070	15,108	31,178	38,531
2003		2,682	3,545	4,664	8,209	6,820	16,628	16,000	32,628	40,837
2004		2,848	5,265	5,882	11,147	7,720	18,832	18,227	37,059	48,206
2005		3,515	6,317	5,703	12,020	8,408	20,212	19,994	40,206	52,226
2006		3,396	5,165	5,097	10,262	9,524	24,332	23,391	47,723	57,985
2007		3,693	4,516	5,833	10,349	9,375	23,896	23,075	46,971	57,320
2008		3,779	4,983	6,178	11,161	9,642	27,096	26,124	53,220	64,381
2009		3,060	4,947	6,849	11,796	7,751	24,035	23,076	47,111	58,907

Table 9.6: Civil Aviation- International and Domestic Passenger Traffic, 2002 – 2009 (continued).

Airport	Year	International Traffic				Domestic Traffic				Grand Total
		Aircraft Movements	Number of Passengers			Aircraft Movements	Number of Passengers			
			Arrivals	Departures	Total		Arrivals	Departures	Total	
Maun	2002	3,010	17,102	16,303	33,405	26,877	54,816	54,856	109,672	143,077
	2003	3,205	17,596	18,274	35,870	27,649	51,651	50,768	102,419	138,289
	2004	3,352	21,997	20,924	42,921	31,824	56,436	56,686	113,122	156,043
	2005	3,956	28,955	28,157	57,112	33,818	55,818	55,904	111,722	168,834
	2006	3,856	29,141	27,808	56,949	35,574	63,452	63,179	126,631	183,580
	2007	4,180	31,401	30,075	61,476	37,601	65,180	65,272	130,452	191,928
	2008	3,914	26,659	25,253	51,912	38,794	74,537	74,561	149,098	201,010
	2009	4,522	40,650	40,784	81,434	65,450	95,281	95,264	190,545	271,979
	Selebi	2002	294	530	516	1,046	440	725	783	1,508	2,554
Phikwe	2003	303	395	395	790	429	765	787	1,552	2,342
	2004	262	440	536	976	465	724	706	1,430	2,406
	2005	225	346	348	694	360	522	610	1,132	1,826
	2006	210	405	368	773	249	395	416	811	1,584
	2007	424	343	397	740	262	448	466	914	1,654
	2008	192	308	310	618	359	600	615	1,215	1,833
	2009	226	330	349	679	428	1363	9901	2,254	3,033
Grand Total	2002	16,596	121,731	118,546	240,277	42,527	119,020	118,843	237,863	478,140
	2003	17,291	121,337	123,849	245,186	44,830	119,458	118,160	237,618	482,804
	2004	18,838	134,970	135,408	270,378	49,369	131,887	130,839	262,726	533,104
	2005	20,391	148,048	144,894	292,942	52,391	129,294	130,114	259,408	552,350
	2006	20,473	110,178	112,091	242,742	55,917	141,499	139,528	336,944	579,686
	2007	19,635	155,087	155,664	310,751	56,962	150,309	148,655	298,964	609,715
	2008	19,228	159,072	157,827	316,899	58,796	165,252	163,672	328,924	645,823
	2009	19,075	192,903	195,787	388,690	83,451	192,193	191,303	383,496	772,186

Table 9.7 : Civil Aviation – Passenger Movements by Type of Flight, 2002 – 2009

Airport	Year	Arrivals				Departures				All Movements			Grand Total
		Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	
Francistown	2002	9,471	2,046	2,127	13,644	9,292	1,832	2,139	13,263	18,763	3,878	4,266	26,907
	2003	10,702	2,199	2,166	15,067	10,558	2,090	2,081	14,729	21,260	4,289	4,247	29,796
	2004	13,064	3,150	1,543	17,757	12,605	2,980	1,705	17,290	25,669	6,130	3,248	35,047
	2005	12,243	2,915	1,441	16,599	11,877	2,594	1,504	15,975	24,120	5,509	2,945	32,574
	2006	12,649	3,123	1,154	16,926	12,391	2,907	1,019	16,317	25,040	6,030	2,173	33,243
	2007	14,649	5,431	1,498	21,578	14,146	5,258	1,780	21,184	28,795	10,689	3,278	42,762
	2008	15,492	5,705	1,341	22,538	14,831	5,246	1,384	21,461	30,323	10,951	2,725	43,999
	2009	18,418	3,669	4,099	26,186	17,828	3,358	4,139	25,325	36,246	7,027	8,238	51,511
Gaborone	2002	116,029	6,574	11,259	133,862	114,587	6,352	10,857	131,796	230,616	12,926	22,116	265,658
	2003	115,552	7,458	11,413	134,423	117,147	7,332	11,118	135,597	232,699	14,790	22,531	270,020
	2004	128,589	6,782	9,625	144,996	130,318	6,129	9,021	145,468	258,907	12,911	18,646	290,464
	2005	129,200	7,458	11,496	148,154	129,683	7,290	10,764	147,737	258,883	14,748	22,260	295,891
	2006	127,742	7,154	8,844	143,740	130,164	7,007	8,639	145,810	257,906	14,161	17,483	289,550
	2007	141,111	7,794	8,440	157,345	141,764	7,696	7,864	157,324	282,875	15,490	16,304	314,669
	2008	150,125	9,065	7,749	166,939	150,214	8,454	7,783	166,451	300,339	17,519	15,532	333,390
	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
Gantsi	2002	-	494	201	695	-	510	208	718	-	1004	409	1,413
	2003	-	484	237	721	-	483	252	735	-	967	489	1,456
	2004	-	521	185	706	-	593	219	812	-	1114	404	1,518
	2005	-	326	93	419	-	511	69	580	-	837	162	999
	2006	-	426	115	541	-	449	126	575	-	875	241	1,116
	2007	176	392	121	689	-	165	135	693	341	785	256	1,382
	2008	123	255	286	664	127	287	132	546	250	542	418	1,210
	2009	-	192	114	306	-	278	120	398	-	470	234	704
Kasane	2002	5,621	12,239	1,517	19,377	5,376	12,156	1,622	19,154	10,997	24,395	3,139	38,531
	2003	5,412	13,464	1,297	20,173	5,155	14,291	1,218	20,664	10,567	27,755	2,515	40,837
	2004	5,780	17,455	862	24,097	5,540	17,564	1,005	24,109	11,320	35,019	1,867	48,206
	2005	5,422	20,295	812	26,529	5,332	19,407	958	25,697	10,754	39,702	1,770	52,226
	2006	5,397	23,424	676	29,497	5,409	22,263	816	28,488	10,806	45,687	1,492	57,985
	2007	4,376	23,325	711	28,412	4,572	23,583	753	28,908	8,948	46,908	1,464	57,320
	2008	5,256	26,150	673	32,079	5,356	26,198	748	32,302	10,612	52,348	1,421	64,381
	2009	9,301	17,947	1,734	28,982	9,611	18,641	1,673	29,925	18,912	36,588	3,407	58,907

Table 9.7: Civil Aviation – Passenger Movements by Type of Flight, 2002 - 2009 (continued)

Airport	Year	Arrivals				Departures				All Passengers			Grand Total
		Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	Total	Scheduled	Non Scheduled	Private	
Maun	2002	32,578	37,109	2,231	71,918	31,773	37,163	2,223	71,159	64,351	74,272	4,454	143,077
	2003	31,690	35,710	1,847	69,247	31,925	35,242	1,875	69,042	63,615	70,952	3,722	138,289
	2004	37,044	39,910	1,479	78,433	35,774	40,412	1,424	77,610	72,818	80,322	2,903	156,043
	2005	39,725	42,900	2,148	84,773	36,032	45,412	2,617	84,061	75,757	88,312	4,765	168,834
	2006	41,801	49,597	1,195	92,593	40,443	49,299	1,245	90,987	82,244	98,896	2,440	183,580
	2007	42,825	53,149	607	96,581	42,272	52,548	527	95,347	85,097	105,697	1,134	191,928
	2008	45,304	54,879	1,013	101,196	44,427	54,589	798	99,814	89,731	109,468	1,811	201,010
	2009	56,822	78,463	646	135,931	56,600	78,819	629	136,046	113,422	157,282	1,275	271,979
	Selebi-Phikwe	2002	28	557	670	1,255	34	499	766	1,299	62	1,056	1,436
2003		-	395	765	1,160	-	407	775	1,182	-	802	1,540	2,342
2004		-	343	821	1,164	-	322	920	1,242	-	665	1,741	2,406
2005		-	209	659	868	-	185	773	958	-	394	1,432	1,826
2006		-	426	374	800	-	349	435	784	-	775	809	1,584
2,007		-	181	610	791	-	164	699	863	-	345	1,309	1,654
2008		-	385	523	908	-	346	579	925	-	731	1,102	1,833
2009		-	75	1,618	1,693	-	84	1,256	1,340	-	159	2,874	3,033
Grand Total		2002	163,727	59,019	18,005	240,751	161,062	58,512	17,815	237,389	324,789	117,531	35,820	478,140
	2003	163,356	59,710	17,725	240,791	164,785	59,845	17,319	241,949	328,141	119,555	35,044	482,740
	2004	184,477	68,161	14,515	267,153	184,237	68,000	14,294	266,531	368,714	136,161	28,809	533,684
	2005	186,590	74,103	16,649	277,342	182,924	75,399	16,685	275,008	369,514	149,502	33,334	552,350
	2006	187,589	84,150	12,358	284,097	188,407	82,274	12,280	282,961	375,996	166,424	24,638	567,058
	2007	203,137	90,272	11,987	305,396	202,754	89,414	11,758	304,319	406,056	179,914	23,745	609,715
	2008	216,300	96,439	11,585	324,324	214,955	95,120	11,424	321,499	431,255	191,559	23,009	645,823
	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

APPENDIX 5: RAILWAY

Table 9.8: Goods Traffic by Direction (Net Tonnes), 2000 – 2009

		Imports			Exports							
		From North	From South	Total Imports	To North	To South	Total Exports	Local Traffic	Botswana Origin	Botswana Total	Transit Traffic	Total Traffic
2000		141,533	739,787	881,320	166,971	282,471	449,442	398,889	848,331	1,729,651	372,843	2,102,494
2001		143,848	733,688	877,536	136,203	309,862	466,065	366,254	812,319	1,689,855	149,075	1,838,930
2002		144,380	765,830	910,209	134,995	370,710	505,704	372,365	878,070	1,788,279	291,921	2,080,200
2003		127,873	836,992	964,865	106,684	328,433	435,117	356,616	791,733	1,756,598	239,231	1,995,829
2004		118,191	891,812	1,010,003	101,943	383,076	485,019	345,826	830,845	1,840,848	133,249	1,974,097
2005		108,123	687,578	795,701	113,960	456,377	570,337	323,942	894,279	1,689,980	107,071	1,797,051
2006		100,807	644,469	745,276	123,824	386,688	510,512	343,026	853,538	1,598,814	113,793	1,712,607
2007		113,883	758,577	872,460	77,435	456,327	533,762	342,761	876,523	1,748,983	1,677	1,750,660
2008		74,742	768,265	843,007	48,618	483,322	531,940	336,942	868,882	1,711,889	47,610	1,759,499
2009		63,609	1,010,642	1,074,251	32,705	494,278	527,085	293,608	820,593	1,894,844	32,595	1,927,439
2008	Jan	6,552	65,508	72,060	6,642	40,183	46,825	26,558	73,383	145,443	..	145,443
	Feb	5,944	65,739	71,683	4,566	41,660	46,226	33,611	79,837	151,520	129	151,649
	Mar	9,051	57,724	66,775	4,515	33,566	38,081	21,002	59,083	125,858	43	125,901
	Apr	6,440	60,912	67,352	4,365	37,476	41,841	7,628	49,469	116,821	..	116,821
	May	7,831	51,433	59,264	4,295	37,785	42,080	35,952	78,032	137,296	..	137,296
	Jun	7,774	56,690	64,464	4,392	36,276	40,668	43,000	83,668	148,132	14	148,146
	Jul	7,348	56,345	63,693	4,396	38,679	43,075	29,000	72,075	135,768	14	135,782
	Aug	7,651	54,823	62,474	4,046	34,244	38,290	32,508	70,798	133,272	20	133,292
	Sept	1,739	62,390	64,129	3,471	44,022	47,493	23,327	70,820	134,949	16,267	151,216
	Oct	4,689	107,794	112,483	4,198	53,187	57,385	32,111	89,496	201,979	11,878	213,857
	Nov	3,196	69,932	73,128	2,758	38,779	41,537	27,944	69,481	142,609	8,245	150,854
	Dec	6,527	58,975	65,502	974	47,465	48,439	24,301	72,740	138,242	11,000	149,242
2009	Jan	8,628	72,411	81,039	2,938	43,533	46,471	25,735	72,206	153,245	5,379	158,624
	Feb	5,182	71,284	76,466	2,748	45,565	48,313	21,878	70,191	146,657	7,417	154,074
	Mar	6,092	111,208	117,300	5,149	58,835	63,984	25,703	89,687	206,987	5,360	212,347
	Apr	3,121	66,752	69,873	2,187	42,036	44,223	23,612	67,835	137,708	631	138,339
	May	6,361	93,026	99,387	3,464	37,430	40,894	23,606	64,500	163,887	-	163,887
	Jun	4,707	78,014	82,721	2,728	31,724	34,452	24,686	59,136	141,859	1,638	143,497
	Jul	2,803	74,088	76,891	1,757	35,796	37,655	25,366	62,921	139,812	2,464	142,276
	Aug	6,836	75,076	81,912	3,618	29,920	33,538	26,327	59,865	141,777	3,506	145,283
	Sept	4,626	104,037	108,663	1,439	41,030	42,469	27,019	69,488	178,151	2,200	180,351
	Oct	4,942	90,476	95,418	1,271	35,094	36,365	27,267	63,632	159,050	2,000	161,050
	Nov	5,068	89,029	94,097	3,053	53,094	56,147	20,720	76,867	170,964	2,000	172,964
	Dec	5,243	85,241	90,484	2,353	40,221	42,674	21,689	64,263	154,747	-	154,747

Source: Botswana Railways

