Republic of Botswana

COMMITTEE OF SUPPLY SPEECH

FOR ORGANISATION 2300

CONSOLIDATED AND DEVELOPMENT FUNDS ESTIMATES 2026/2027

BY

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MINISTER OF TRANSPORT AND INFRASTRUCTURE

DELIVERED TO THE NATIONAL ASSEMBLY

MARCH 2026

INTRODUCTION

1. **Mr. Chairman**, I am pleased to present to this Honourable Committee the budget proposals for the Ministry of Transport and Infrastructure for the financial year 2026/27.

2. As we continue to pursue the transformation and growth of our economy amid financial challenges, we remain fully aware that infrastructure development is a critical catalyst for economic growth and a key driver of inclusive and sustainable development. A catalyst that needs to be nurtured and resourced to achieve the True North. The current fiscal challenges **Mr. Chairman** should not bring fear but instead cultivate the spirit of working together towards a common goal.

3. To this end, over the past year, we have actively engaged with the private sector and our development partners, many of whom have demonstrated strong interest and commitment to invest in our infrastructure projects. I must applaud this commitment. As Government, we remain resolute in embracing these investments and will ensure acceleration of implementing our infrastructure projects, for the benefit of our economy and our people.

4. **Mr. Chairman**, let me also assure the nation that we are committed to providing an enabling environment for economic growth, amongst others through enhanced regulation. A combination of these efforts will

significantly advance our goal of transforming and modernising our infrastructure. Not only is this endeavour intended to improve the quality of life of our citizens, but also to ensure that the future of our younger generation is secure and full of opportunities.

REVIEW OF THE 2025/2026 BUDGET

5. **Mr. Chairman,** to date, Three Billion and Forty-Three Million, Four Hundred and Nineteen Thousand, Six Hundred and Thirty-Five Pula **(P3,043,419,635)** has been spent out of the revised development budget of Four Billion and Eighty-Nine Million, Three Hundred and Eleven Thousand, Seven Hundred and Sixty-Six Pula **(P4,089,311,766)** representing **74%** expenditure level.

6. The Ministry's Recurrent Budget expenditure on the other hand stands at One Billion, Six Hundred and Twelve Million, Six Hundred and Fifty-Two Thousand, Two Hundred and Fifty-Eight Pula (**P1,612,652,258)** out of a budget of (One Billion, Nine Hundred and Thirty-Six Million, Two Hundred and Thirty-Nine Thousand, Seven Hundred and Sixty Pula (**P1,936,239,760)**, representing **83%** expenditure level.

7. **Mr. Chairman**, implementation of projects has for quite sometime been marred by project delays and cost overruns, thereby affecting service delivery to the detriment of our people. Notwithstanding these challenges, our commitment towards improving project delivery cannot be overemphasised. Our current focus is the review of the Development Manager model and come up with measures that will ensure acceleration of project implementation.

8. His Honour The Vice President, in the Budget Speech presentation, gave a comprehensive update of the review of the development manager model. Against this background, a task team of experts drawn across various Ministries was appointed to negotiate with the relevant development managers for closure of all the One Hundred and Forty-Eight (148) projects. Negotiation process has commenced and expected to be complete by the first quarter of 2026/2027 financial year.

TRANSPORT POLICY AND GOVERNANCE

9. To achieve our ambition of transforming the transport infrastructure **Mr. Chairman,** there is a need to align our legislation to current and emerging technological advancements and regional transport commitments. To that end, I will therefore be presenting the reviews of the Road Traffic Act and the Public Roads Act to this Honourable House during the winter session. **Mr. Chairman**, I am also pleased to announce that the Road Traffic Act Regulations on detecting devices

commenced on 27th February 2026 as per Statutory Instrument No. 23 of 2026.

10. **Mr. Chairman**, as presented to this Honourable House last year, the process of reforming the aviation and rail sectors is ongoing. The idea is to separate the functions of Botswana Railways to enable private sector participation. The aviation sector on the other hand will devolve to have the regulator independent from operations.

11. **Mr. Chairman,** plans are underway to establish the Road Authority which will amongst other functions, manage the road levy and other collections meant to enhance the routine maintenance and rehabilitation of our roads.

ROAD TRANSPORT SERVICES

12. **Mr. Chairman,** as I indicated last year, our efforts are mainly focused towards improving service delivery and ensuring that customers are served within the shortest time possible. I must admit **Mr. Chairman** that we are not moving at a pace we envisaged mainly due to financial constraints. However, we cannot stand by and watch whilst services do not reach our customers on time.

13. I am pleased to announce that the online payment project, which allows for online payment through the use of USSD (*174#) is progressing well. I take this opportunity to encourage Batswana to make full use of this platform, in order to minimise long and unnecessary queues for a service that can be easily accessed remotely. These services are renewal of motor vehicle license; renewal of driving license; payment for duplicate driving license; payment for temporary license; driving license test bookings; road worthiness test bookings; and Professional Driving Permits.

14. **Mr. Chairman**, as we continue digitization of our services, my Ministry in collaboration with the Digital Transformation Coordination Office is currently working on enabling more services to be accessible online through the 1Gov-1Citizen Delivery Service platform portal **(rts.gov.bw)**. To this end, thirteen (13) out of forty-four (44) services are completed and ready to go live.

15. **Mr. Chairman**, let me admit that the state of our systems requires a comprehensive upgrade as most of them are obsolete and highly vulnerable to manipulation. During the 2026/27 financial year, we will be upgrading the Driver Licensing System, Vehicle Registration & Licensing System, Road Transport Permit and Road Worthiness Certificate System. In addition, the Intelligent Driver Testing System (IDTS) is planned for roll out to Maun and Letlhakane.

ROAD INFRASTRUCTURE

16. **Mr. Chairman,** let me acknowledge from the onset, that the conditions of our roads are in a bad state of repair. Many have reached their life span whilst others have deteriorated due to heavy traffic, extreme weather conditions resulting in the need for reconstruction and development of new roads. In the interim, while we await establishment of the Road Authority, our immediate focus is to undertake routine maintenance, upgrading and reconstruction of roads in order to ease traffic flow and improve connectivity.

17. To date, we have been able to achieve the development and maintenance of roads through completion of Goodhope – Kgoro – Gathwane Road (13.7km); Construction of Tshesebe – Masunga road (58km); Asphalt overlay of Mahalapye - Radisele Road (44km), Jwaneng - Sekoma Road section B (43km), Reseal of Mogome (10km) and Tewane (6km) access roads as well as Motokwe – Morwamosu (30km) road.

18. **Mr. Chairman**, several projects are ongoing and are at various stages of implementation; Construction of Moshupa – Manyana road (23Km); Construction of Mmandunyane – Shashemooke – Borolong – Chadibe – Mathangwane (65km), Francistown - Nata Road Reconstruction project (200km), Thamaga –Kubung (22Km), Radisele – Pilikwe (23Km), Mmokolodi Access Road (6Km), Ghanzi Junction-New Xade Road

(110Km) and Borobadilepe - Mokatako (52Km). However, some of these projects are experiencing delays as a result of amongst others implementation and financial challenges.

19. It is worth noting **Mr. Chairman**, that Makalamabedi – Motopi Road (30km) and Modipane – Mabalane (23Km) projects are facing implementation challenges as a result of legal disputes which are before the courts of law. The reconstruction of Mogoditshane-Gabane-Mmankgodi Junction Road Dualling (27km) on the other hand has not taken off as initially planned due to delays in detailed designs and valuation of affected properties. Detailed designs are expected to be completed before the end of 2025/2026 financial year while valuation of affected properties is envisaged to be completed before end of first quarter of 2026/2027 financial year.

20. **Mr. Chairman,** the Output and Performance-based Road Contract (OPRC) projects are progressing well and will continue into the 2026/27 financial year. These include Mmankgodi Junction-Kanye Road (50.5km) with associated access roads, Rakhuna – Tlhareseleele – Pitsane – Phitshane Molopo – Mabule road (145km) and associated access roads as well as Traffic Signal Modernisation and Centralised Traffic Control for Greater Gaborone.

21. Implementation of Palapye – Martin's Drift (111km), Digawana-Molapowabojang-Kgomokasitwa-Magotlhwane-Ntlhantlhe(60Km), Mabule – Sekhutlane, design of Access to CBD and Three Grade Intersections at Molapo Crossing, Block 8 Traffic Cycle and Airport Junction are also among projects prioritised for 2026/2027 financial year.

22. **Mr. Chairman**, as part of long-term revenue generation strategy the government is considering the tolling of roads to fund road infrastructure development and maintenance. To this end, plans to toll A1 are underway; there is an ongoing feasibility study which is expected to be completed before the end of the 2026/2027 financial year.

23. **Mr. Chairman**, the Ministry will continue to undertake preventative maintenance to slow down deterioration of the public road network while eradicating maintenance backlog. Some of the preventative and major road maintenance works planned for 2026/2027 financial year include: Rehabilitation of Mmamashia - Oodi – Modipane (19km), Asphalt overlay of Phuduhudu – Gweta road (110km), Asphalt overlaying of Serowe Shoshong Turn Off with Access to Mabuo (116km), Asphalt Overlay of Maun – Shorobe (30km) and Reseal and Asphalt overlay of Mopipi-Rakops (50km).

24. While ongoing projects include: Asphalt Overlay of Mmathethe – Kanye road, Asphalt Overlay of Boatle – Ramotswa, Asphalt Overlays of Gumare – Sepopa (70km), Sepopa – Mohembo Road (70km), Jwaneng - Sekoma Road Section A (42km), Tutume – Maitengwe (51km), Asphalt Overlay of Dikabeya – Martin's drift Turn Off Road (24km) and surfacing of Mmadinare – Robelela (50km) road among others.

AVIATION SECTOR

25. As a country **Mr. Chairman**, our aim to become Africa's leading hub for sustainable air travel, cargo and aerospace innovation calls for robust measures implemented by government in partnership with all the relevant stakeholders. For this reason, we are intensifying our efforts towards improving aviation safety and security and development of aviation infrastructure.

26. Out of the four (4) international airports, we are delighted to have been able to certify the third airport, namely, Kasane International Airport. This is indeed an indication that we are moving in the right direction as certification of airports reflects compliance with international safety, security, and operational standards. It demonstrates our commitment to ensuring that Botswana's aviation sector remains competitive, reliable, and aligned with global best practices. Certification of these airports not only enhances confidence among airlines and passengers but also

strengthens our country's position as a preferred destination for tourism and investment.

27. Another significant milestone **Mr. Chairman** is the increase in air passenger traffic going through our airports. From as low as One Hundred and Six Thousand, Nine Hundred and Seventy-One (106,971) passengers in 2020/2021 financial year to Eight Hundred and Fifty-Nine Thousand Three Hundred and Forty-One (859,341) by the end of 2024/2025 financial year.

28. As part of Botswana Economic Transformation Programme **Mr. Chairman**, we intend to transform Maun airport into a premier wide-body capable international gateway, providing world class arrival and departure experience. The airport is anticipated to be developed over a five-year period. As of May 2026, we will be procuring a consultant to undertake a bankable feasibility study for the project.

29. **Mr. Chairman,** Botswana aims to capture a greater share of the regional supply chains, reducing its over reliance on foreign logistics hubs. We will therefore be developing the Sir Seretse Khama International Airport (SSKIA) into a world-class, multi-modal air cargo and logistics hub. The project will serve as a primary catalyst for Botswana's economic diversification, a key enabler of the SSKIA Special Economic Zone, and the anchor for the Gaborone Airport City concept.

We will be undertaking a bankable feasibility study for the cargo facility for which procurement will commence in June 2026.

30. Through partnership with the Botswana Defence Force (BDF), we are refurbishing the Palapye Airstrip. This is mainly in recognition of the strategic location of the airfield which makes it an ideal hub for conducting humanitarian services across the country. Through this initiative, the refurbished airfield will not only support the Defence Force in delivering timely humanitarian assistance but will also benefit the broader aviation sector by improving regional connectivity and accessibility. The project is expected to be completed by April 2026, marking a significant milestone in strengthening Botswana's air transport infrastructure and ensuring that Palapye plays a pivotal role in national development and emergency response.

31. **Mr. Chairman**, with regard to Air Botswana, we do acknowledge that our most urgent task is to ensure that the airline operates efficiently to improve service delivery and restore customer confidence. To achieve this, I have appointed a Board of Directors, comprised primarily of industry experts and a new general manager. I have assigned them to expedite implementation of the turnaround strategy which has been developed to transform the airline.

32. The strategy clearly outlines immediate, medium and long-term interventions aimed at reclaiming the airline's position as the regional airline of choice and a strategic partner for other economic sectors. These interventions include intensifying charter operations and aircraft leasing, introducing travel packages, expanding the maintenance and repair facility, undertaking a feasibility study for cargo operations, and restructuring the airline.

33. To mitigate the ongoing losses, the new strategy also led to the discontinuation of three routes that had been introduced and operated between November 2024 and July 2025. These routes incurred net losses of P44.5 million during that period.

RAIL INFRASTRUCTURE

34. **Mr. Chairman**, the Ministry's commitment to Botswana's rail network remains unwavering. We view this infrastructure not just as tracks and locomotives, but as a vital engine for economic expansion, regional trade and a cornerstone of Southern African Development Community (SADC) integration. By modernizing our railways, we are directly enhancing trade efficiency, unlocking new industrial opportunities, and ensuring that the movement of bulk commodities across our borders is both seamless and sustainable.

35. **Mr. Chairman**, we are actively developing critical rail links to streamline regional logistics and boost economic efficiency. Implementation of the Mmamabula-Lephalale and Mosetse-Kazungula-Livingstone lines is expected to commence following the completion of bankable feasibility studies in the next financial year.

36. Regarding the Mmamabula-Lephalale link, while milestones were adjusted to ensure alignment with the Public-Private Partnership (PPP) unit, I am confident we are back on track. We are now expediting this project, through a Bilateral Agreement with the Republic of South Africa and a Joint Development Agreement between Botswana Railways and Transnet. These links are cornerstones of our economic transformation, destined to forge a powerful rail connection between Botswana, Zambia, and South Africa.

37. **Mr. Chairman,** the rehabilitation of the Limpopo Railway Line which passes through Zimbabwe to Mozambique will ensure seamless transit facilitation along the Beira Railway corridor. Though delayed, the project is expected to be complete in the next financial year.

38. Our two great nations of Botswana and Namibia stand at a pivotal moment in our shared history. As of February 2026, the Trans-Kalahari Railway is no longer just a blueprint of ambition, it is a project gathering undeniable momentum. Our vision—to link the heart of Botswana's mineral wealth at Mmamabula and our iron ore/copper belt to the

gateway of the Atlantic at Walvis Bay—is being rigorously shaped by the experts at CPCS Transcom UK. While we have extended the feasibility study timeline to June 2026, we have done so with purpose. A project of this magnitude, costing an estimated $16 billion, demands technical precision and financial integrity. Construction is on the horizon for 2027. We will continue to work with the urgency that our economies demand and the vision that our people deserve.

39. **Mr. Chairman**, placing rolling stock maintenance as a priority, will restore the reliability to improve freight performance. In this regard, Botswana Railways has partnered with its customers for maintenance of its rolling stock. These interventions will enhance operational efficiency, reduce service disruptions, and ensure that the rail network is better positioned to meet current and future freight demand.

2026/2027 FINANCIAL YEAR BUDGET PROPOSALS

40. **Mr. Chairman,** the total proposed budget for the financial year 2026/2027 for the Ministry of Transport and Infrastructure under the Recurrent and Development allocations is Five Billion, Seven Hundred and Eighty-Eight Million, Eight Hundred and Fifty-Two Thousand, Nine Hundred and Twenty-Seven Pula **(P5,788,852,927)**. This comprises of One Billion, Nine Hundred and Twenty-Eight Million, Two Hundred and Fifty-Eight Thousand, Five Hundred and Forty Pula **(P1,928,258,540)** or **33%** of the Ministry allocation, and Three

Billion, Eight Hundred and Sixty Million, Five Hundred and Ninety-Four Thousand, Three Hundred and Eighty-Seven Pula **(P3,860,594,387)** or **67%** of the Ministry allocation, for the Recurrent and Development Budget respectively.

RECURRENT BUDGET

41. The Recurrent budget allocations for the departments within my Ministry are as follows:

MINISTRY HEADQUARTERS (P339,778,150)

42. For Ministry Headquarters, I request a budget allocation of Three Hundred and Thirty-Nine Million, Seven Hundred and Seventy-Eight Thousand, One Hundred and Fifty Pula **(P339,778,150)** or **17.6%** of the Ministry's total recurrent budget. Seventy Million, Five Hundred Eighty-Five Thousand, Eight Hundred and Eighty Pula (**P70,585,880)** or **20.8%** is for Personnel Emoluments for the Ministry Headquarters and One Hundred and Twenty-Four Million, One Hundred and Ninety-One Thousand, Five Hundred and Ten Pula **(P124,191,510)** or **30.6%** is for other charges. Out of this provision, Engineers Registration Board (ERB) has been allocated Nine Million, Forty-Eight Thousand, Four Hundred and Eighty Pula **(P9,048, 480)** or **2.7%**; allocation for Quantity Surveyors Registration Council (QSRC) is Two Million, Six Hundred and Eighty-Eight Thousand and Ten Pula **(P2,688,010)** or

0.8%; Architects' Registration Council (ARC) has an allocation of Three Million, Two Hundred and Thirty-Eight Thousand, One Hundred and Seventy Pula **(P3,238,170)** or **1.0%**; Civil Aviation Authority Botswana has an allocation of Ninety-Six Million, One Hundred and Fifty-Nine Thousand, Six Hundred and Fifty Pula **(P96,159,650)** or **28.3%.**

DEPARTMENT OF ROAD TRANSPORT SERVICES (P248,332,590)

43. **Mr. Chairman,** I propose a budget of Two Hundred and Forty-Eight Million, Three Hundred and Thirty-Two Thousand, Five Hundred and Ninety Pula **(P248,332,590)** or **12.9%** of the Ministry budget. From this budget, One Hundred and Thirty-Five Million, Seven Hundred and Eighty-Six Thousand, Two Hundred and Forty Pula **(P135,786,240)** or **54.7%** is allocated to Personnel Emoluments and One Hundred and Four Million, One Hundred and Ninety-Nine Thousand, Eight Hundred and Forty Pula **(P104,199,840)** or **45.3%** is for other charges.

DEPARTMENT OF GOVERNMENT FLEET MANAGEMENT (P622,382,950)

44. **Mr. Chairman,** I propose a budget of Six Hundred and Twenty-Two Million, Three Hundred and Eighty-Two Thousand, Nine Hundred and Fifty Pula **(P622,382,950)** or **32.3%** of my Ministry's total recurrent budget for the Ministry. Out of this budget, Two Hundred and Four Million, Two Hundred and Fifty-Three Thousand, Two Hundred and

Seventy Pula **(P204,253,270)** or **32.8%** is allocated to Personnel Emoluments and Four Hundred and Eighteen Million, One Hundred and Twenty-Nine Thousand, Six Hundred and Eighty Pula **(P418,129,680)** or **67.2%** is for other charges.

DEPARTMENT OF BUILDING MAINTENANCE (P330,497,300)

45. **Mr Chairman,** I propose a budget of Three Hundred and Thirty Million, Four Hundred and Ninety-Seven Thousand, Three Hundred Pula **(P330,497,300)** or **17.1%** of the total Ministry's budget. Three Hundred and Four Million, Three Hundred and Fifty Thousand, Two Hundred Pula **(P304,350,200)** or 92.1% has been allocated to Personnel Emoluments, and Twenty-Six Million, One Hundred and Forty-Seven Thousand, One Hundred Pula **(26,147,100)** or **7.9%** for other charges.

DEPARTMENT OF BUILDING INFRASTRUCTURE PLANNING AND DEVELOPMENT (P50,808,470)

46. **Mr. Chairman,** I propose a budget of Fifty Million, Eight Hundred and Eight Thousand, Four Hundred and Seventy Pula **(P50,808,470)** or **2.6%** of the total Ministry's budget. Out of this budget, Forty-Two Million, One Hundred and One Thousand, One Hundred and Twenty Pula **(P42,101,120)** or **82.9%** has been allocated to Personnel Emoluments and Eight Million, Seven Hundred and Seven Thousand,

Three Hundred and Fifty Pula **(P8,707,350)** or **17.1%** for other charges .

DEPARTMENT OF ROAD INFRASTRUCTURE PLANNING AND DEVELOPMENT (P51,673,350)

47. **Mr. Chairman,** I propose a budget of Fifty-One Million, Six Hundred and Seventy-Three Thousand, Three Hundred and Fifty Pula **(P51,673,350)** or **2.7%** of the total Ministry's budget. Twelve Million, Four Hundred and Seventy Thousand, Seven Hundred and Forty Pula **(P12,470,740)** or **24.1%** has been allocated to Personnel Emoluments, and Thirty-Seven Million, One Hundred and Eighty Thousand, One Hundred and Ten Pula **(P37,180,110)** or **75.9%** is for other charges.

DEPARTMENT OF ROAD MAINTENANCE (P284,785,730)

48. **Mr. Chairman,** I propose a budget of Two Hundred and Eighty-Four Million, Seven Hundred and Eighty-Five Thousand, Seven Hundred and Thirty Pula **(P284,785,730)** or **14.8%** of the total Ministry's budget. One Hundred and Sixty-Nine Million, Four Hundred and Ninety-Four Thousand, Five Hundred and Eighty Pula **(P169,494,580)** or **59.5%** has been allocated to Personnel Emoluments and One Hundred and Fifteen Million, Two Hundred and Ninety-One Thousand, One Hundred and Fifty Pula **(P115,291,150)** or **40.5%** for other charges.

DEVELOPMENT BUDGET

49. **Mr. Chairman,** funds for the development budget will be utilised for computerisation projects, refurbishment of some government buildings, Roads, Rail and Airport Infrastructure.

I THEREFORE PROPOSE FUNDS AS FOLLOWS;

50. Funds amounting to One Hundred and Seven Million Pula **(P107,000,000)** for Information and Communication Technology (ICT).

51. Five Hundred and Nine Million, Six and Sixty-Six Thousand, Seven Hundred and Sixty-Three Pula **(P509,666,763)** for the Ministry Consultancy projects.

52. Two Billion, Six Hundred and Ninety-Three Million, One Hundred and Twenty-Seven Thousand, Five Hundred and Seventy-Seven Pula **(P2,693,127,577)** for Roads Infrastructure.

53. Forty-Seven Million, Seven Hundred and Twenty-Two Thousand and Six Hundred Pula **(P47,722,600)** for Built Infrastructure.

54. One hundred and Forty-Two Million, Three Hundred and Sixty-Four Thousand, Six Hundred and Fifty-Eight Pula **(P142,364,658)** for Railway Infrastructure.

55. Two Hundred and Thirty-Three Million, Seven Hundred and Twelve Thousand, Seven Hundred and Eighty-Nine Pula **(P233,712,789)** for Civil Aviation Infrastructure.

56. One Hundred and Twenty-Seven Million Pula **(P127,000,000)** for Air Botswana Finances.

CONCLUSION

57. **Mr. Chairman,** this concludes my presentation of the 2026/2027 Recurrent and Development Budget for the Ministry of Transport and Infrastructure. I therefore, move that the sum of **One Billion, Nine Hundred and Twenty Eight Million, Two Hundred and Fifty Eight Thousand, Five Hundred and Forty Pula (P1,928,258,540)** and **Three Billion, Eight Hundred and Sixty Million, Five Hundred and Ninety Four Thousand, Three Hundred and Eighty Seven Pula (P3,860,594,387)** for the Recurrent and Development Budget respectively, be approved and stand part of the Schedule of the Appropriation (2026/27) Bill, 2026 (Bill No. 1 of 2026) for Head 2300 and the Total Estimated Costs (TEC) for Subheads in Head 2300 in the

Development Fund Estimates be approved and stand part of those Estimates.

I thank you Mr. Chairman.