



# **Annual Info-Comm and Transport Statistical Bulletin**

**(9<sup>th</sup> Edition, 2018)**

**Policy and Planning Division  
Ministry of Information and Communications  
Royal Government of Bhutan**

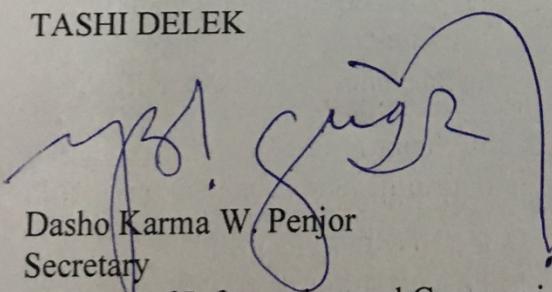
## **FOREWORD**

The Ministry of Information and Communications (MoIC) is pleased to present the 9<sup>th</sup> edition of the Annual Info-Comm and Transport Statistical Bulletin 2018. The data and other information provided in this annual bulletin is valid as of December end 2017.

Like in the past publications, this Annual Bulletin covers statistical data and information covering the ICT, Telecommunications, Media, Films, Postal, Surface Transport and Civil Aviation sectors. The information has been compiled from various sectors and MoIC wishes to thank all the agencies for their kind cooperation and support. The Annual Statistical Bulletin has been formatted for easy understanding and the information may be used freely for planning and other purposes. Every effort has been made to ensure consistency of the data with the Statistical Yearbook of Bhutan and other similar publications with additional statistical information added for quick analysis.

For easier, wider and better access to information provided in this annual bulletin as well as to support the government's effort in reducing paper usage, MoIC is posting this publication online with no printed copies. As usual, MoIC welcomes feedback and suggestions on the content, structure or design of this bulletin from our partner agencies, stakeholders and users. Efforts are also being made to update the basic data every three months to ensure the availability of most recent data at any given time.

TASHI DELEK



Dasho Karma W. Penjor  
Secretary  
Ministry of Information and Communications  
22<sup>nd</sup> March 2018

## Table Contents

I. ABOUT THE ANNUAL INFO-COMM AND TRANSPORT STATISTICAL BULLETIN	1
II. SUMMARY OF ICT, MEDIA AND TRANSPORT SECTOR INDICATORS	2
CHAPTER 1- INFORMATION SOCIETY	4
A. ICT and Telecommunication Development	4
1.1. Fixed-Line Telephony	4
1.2. Mobile Cellular Telephony	7
1.3. Internet Services	9
B. Basic Postal Infrastructure Information	14
C. Media Profile: Current scenario	16
1.4. Print Media	16
1.5. Radio Broadcasters	17
1.6. Magazines	17
1.7. Television Network	18
1.8. Cable Television Services	18
1.9. Films	21
A. Civil Aviation	22
2.1. Airlines, Aircraft and route	22
2.2 Airline Crew Statistics	23
2.3 Airport Details	23
2.4 Helipads	24
2.5 International Air Services	25
2.6. International Air Passengers	26
2.7. Domestic Air Services	29
2.8. Helicopter Services	30
B. Surface Transport	31
2.9. Motor Vehicle growth trend	31
2.10. Vehicle Distribution and Ownership pattern, 2017	32
2.11. Vehicle Growth Trend: by imports and type	43
2.12. Motor Vehicle Crashes and Casualties	53
2.13. Driving license	58
2.14. Revenue from Motor Vehicles and related sources	63
2.15. Public Transport Passenger Flow:	64
III. TECHNICAL NOTES	65

## **I. ABOUT THE ANNUAL INFO-COMM AND TRANSPORT STATISTICAL BULLETIN**

The Annual Info-Comm. and Transport Statistical Bulletin is aimed at disseminating up-to date and correct information and statistical data on ICT, Media, Transport and postal services in the country.

The data in this report were collected and compiled by the Policy and Planning Division of the Ministry of Information and Communications (MoIC). However, agencies dealing with with ICT, Media, Transport and Postal services are the direct source of information concerning their respective areas.

The statistical bulletin provides data until December 2017, and therefore, valid as of that period. Attempt has been made to provide detailed statistical information keeping most parameters into account; however, there are many areas that still lack information. MoIC will continue its endeavour to improve and include missing information in subsequent publications.

This bulletin is divided into two chapters. Chapter one provides statistical information on information society broadly dealing with ICT, Telecommunications, Media and Postal sectors. Chapter two deals with transport sector focusing on Civil Aviation and Surface Transport activities.

It is hoped that the information provided in this publication will prove useful for use by Government agencies, general public, development partners, training institutions and students alike.

## II. SUMMARY OF ICT, MEDIA AND TRANSPORT SECTOR INDICATORS

Sectors	Data (as of December 2017)
<b>ICT</b>	
➤ Internet subscribers <sup>1</sup>	726,138 (565,557 in 2016): 28.39% increase
➤ Fixed Line telephone subscribers	21,364 (21,081 in 2016): 1.34 % increase
➤ Number of Dzongkhags HQ's with Fixed Line connections	All 20 Dzongkhags
➤ Mobile Cellular subscribers	730,623(698,373 in 2016): 4.62% increase
➤ % of population <sup>2</sup> using Mobile phones	93.71% (90.87 % in 2016)- 2.84% increase
➤ Number of Gewog HQ's with access to Mobile network	All 205 Gewogs
<b>Information, Media and Postal</b>	
➤ Television Stations	1 (BBS Channel 1 & 2)
➤ Radio Stations	10 <sup>4</sup> (Including community and campus radio)
➤ Number of Newspapers	8 <sup>5</sup>
➤ Number of Magazines <sup>3</sup>	5
➤ Number of films approved and released for public viewing during 2017	15
➤ Number of post offices including community mail offices	74
<b>Surface Transport</b>	
➤ Vehicle Number	92,008 (84,297 in 2016): 9.15 % increase
➤ Number of Taxis	4,455 (4228 in 2016): 5.37 % increase
➤ Number of Motor Vehicle Crashes	862 (726 in 2016) – 18.73% increase
➤ Number of deaths due to vehicle crashes	104 (105 in 2016): 0.95 % decrease

<sup>1</sup> Internet subscribers here refer to those household/organizations/individuals connected by Fixed Broadband, GPRS/EDGE/3G/4G and Lease line only. The figure does not take into account the actual number of internet users via their Offices, community centers, Internet Cafes or homes.

<sup>2</sup> Using 2017 NSB projected population of 779,666

<sup>3</sup> The list excludes those magazines published by respective airlines

<sup>4</sup> Radio High and Radio Wave are off air

<sup>5</sup> License for Bhutan Observer, Druk Melong, Bhutan Youth and Druk Yoedzer cancelled

➤ Number of injuries due to vehicle crashes	457(355 in 2016) – 28.73% increase
➤ Revenue collected by RSTA from July 2016-June 2017	397.299 M (374.288 M in 2015-2016)- 6.15 % increase
<b>Air Transport</b>	
➤ Domestic Airports	3
➤ International Airport	1
➤ No. of Airlines operating domestic routes	1 (Drukair)
➤ No. of Airlines operating international routes	2
➤ No. of Air Passengers (excluding connecting sectors only)	322,961 (288,971 in 2016): 11.76% increase
➤ No. of Air Passengers (Domestic sector)	11,974(7,147 in 2016)- 67.54% increase
➤ No. of Helicopter Service Operator	1

## CHAPTER 1- INFORMATION SOCIETY

This Chapter deals with basic statistical information relating to the information society such as ICT, Telecommunication, Post and the Media.

### A. ICT and Telecommunication Development

Bhutan Telecom Limited (BTL), Tashi InfoComm Limited (TICL), DrukComm, Supernet InfoComm, Bitcom Systems, Datanet Wifi, Nano and Drangdhen Tshonglay are the eight licensed Internet Service Providers (ISPs) in the country. Bhutan Telecom Limited is the sole provider of Fixed-line telecommunication services, while Cellular Mobile services are provided by B-Mobile (Bhutan Telecom Limited) and Tashi-Cell (Tashi Info-Comm. Ltd). With the exception of Bhutan Telecom, which is a state-Owned Enterprise, all other ISPs are private sector ventures.

Table 1: Key ICT indicators- as of December 2017

Sl. No.	Indicators	Number
1	Fixed line subscribers	21,364
2	Cellular Mobile subscribers	730,623
3	Internet subscribers <sup>6</sup> :	726,138
	i. Lease line subscribers	1,203
	ii. Fixed Broadband subscribers	15,504
	iii. GPRS/EDGE subscribers <sup>7</sup>	3,777
	iv. Mobile Broadband subscribers, of which:	705,654
	a. 4G subscribers/users	83,486
	b. 3G subscribers/users	622,168
4	No. of Gewogs with access to Mobile services	All 205 Gewogs
5	No. of Dzongkhags head-offices with Fixed line and Mobile services	All 20 Dzongkhags

#### 1.1. Fixed-Line Telephony

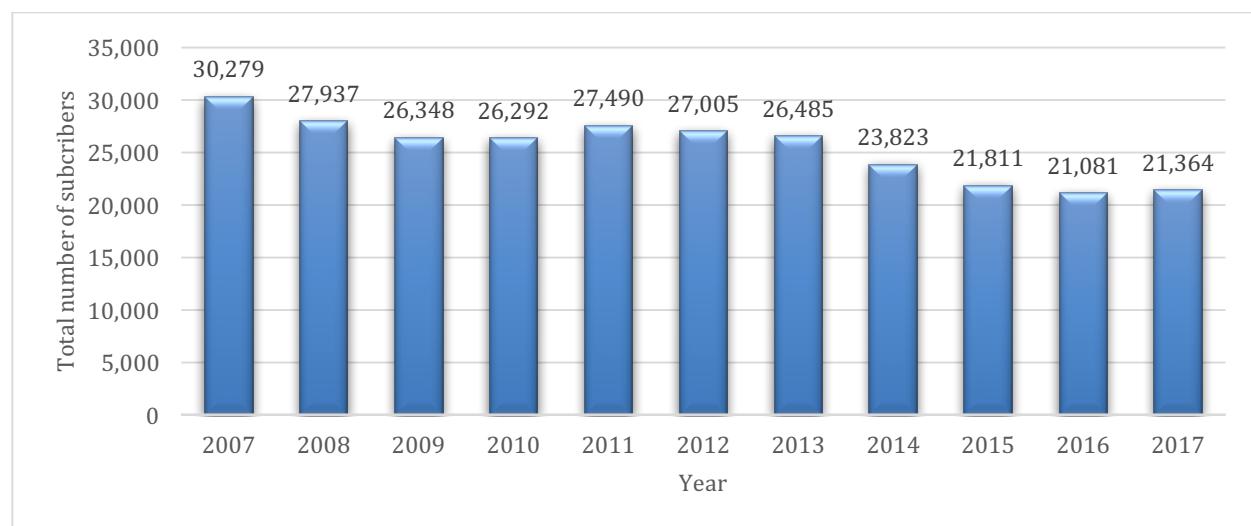
Following the global trend, Fixed-Line subscriptions in Bhutan has been declining over the past few years. Fixed-line subscriptions peaked in 2005 with 32,709 subscribers, and since then the number of subscribers kept declining with the number reaching 21,364 as of December 2017. However, for reasons unknown, 283 more subscribers were added in 2017 in comparison to 2016. For 2017, Fixed-telephone line subscriptions per 100 inhabitants<sup>8</sup> stands at 2.74.

<sup>6</sup> Dial up internet connection discontinued by all ISP providers

<sup>7</sup> Decrease in this figure is attributed to Bhutan Telecom converting all its GPRS/EDGE users to 3G users. The figure reflects Tashi Cell's subscribers only

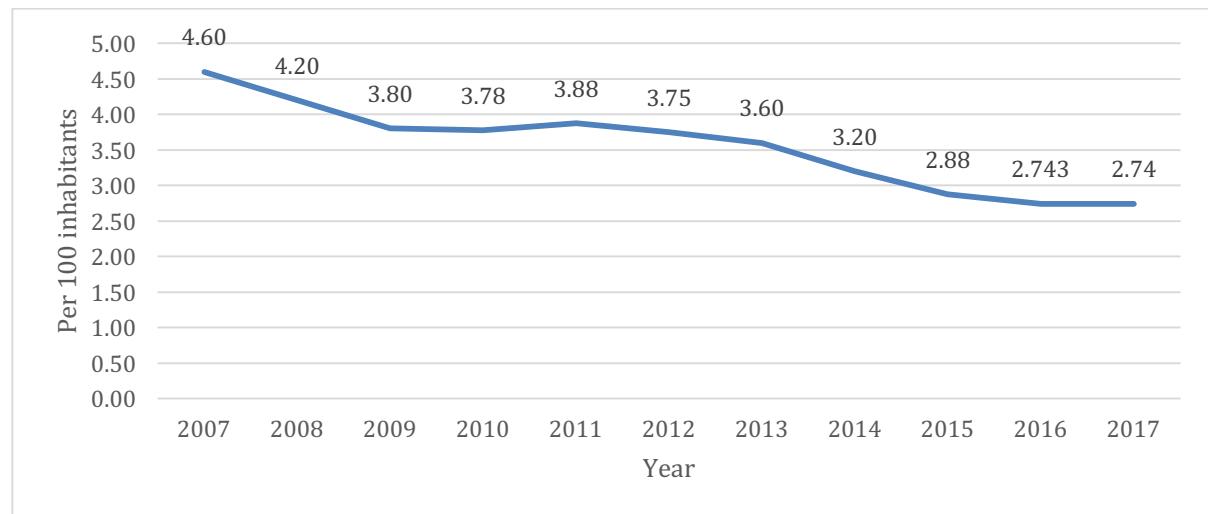
<sup>8</sup> Total projected population of Bhutan as of 2017 December is taken as 779,666 (NSB-estimated projection)

Chart 1: Yearly Fixed-telephone Line Subscriptions trend, 2007-2017



Source: Bhutan Telecom

Chart 2: Fixed-telephone line subscriptions per 100 inhabitants, Bhutan, 2007-2017



Source: Bhutan Telecom & MoIC

Table 2: Fixed-telephone line subscriptions, by Dzongkhags, 2017

Sl. No.	Dzongkhag	Connections (31/12/2017)	Sl. No.	Dzongkhag	Connections (31/12/2017)
1	Bumthang	521	11	Samtse	540
2	Chukha	2,448	12	Sarpang	984
3	Dagana	179	13	Samdrupjongkhar	890
4	Gasa	67	14	Thimphu	9,993
5	Haa	305	15	Trongsa	363
6	Lhuntse	123	16	Trashigang	643
7	Mongar	586	17	Tashi Yangtse	173

8	Paro	1,737	18	Tsirang	197
9	Punakha	383	19	Wangdue Phodrang	740
10	Pemagatshel	204	20	Zhemgang	288
<b>Grand Total</b>					21,364

*Source: Bhutan Telecom*

**Table 3: Fixed-telephone line subscriptions trend, by Dzongkhags, 2011-2017**

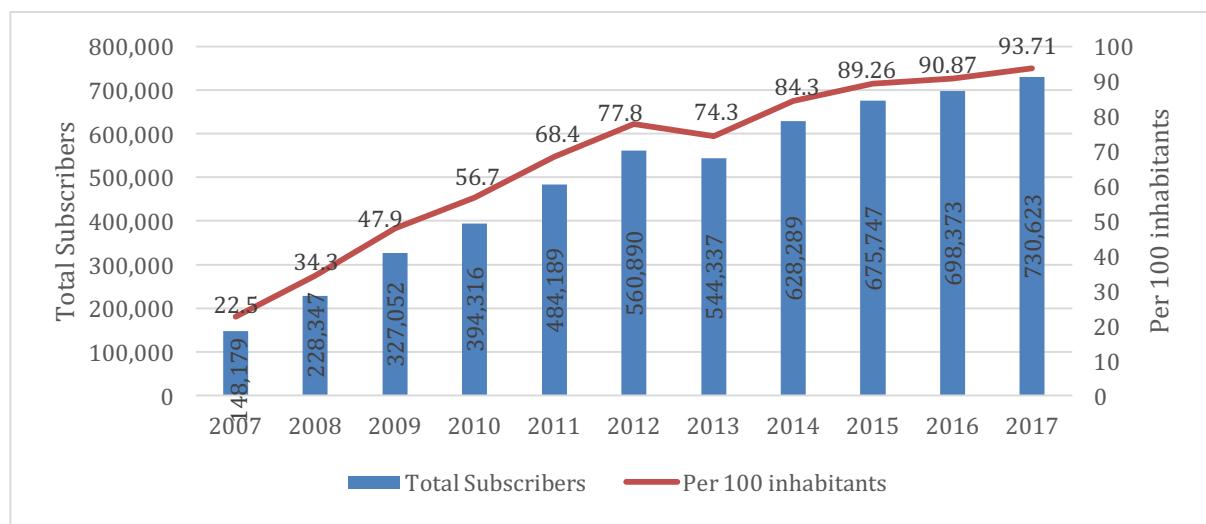
Sl. No.	Dzongkhag	Dec. 2017	Dec. 2016	Dec. 2015	Dec. 2014	Dec. 2013	Dec. 2012	Dec. 2011
1	Bumthang	521	503	612	662	712	734	755
2	Chukha	2,448	2,535	2,706	2,763	3,662	3,797	3,997
3	Dagana	179	172	103	183	208	208	185
4	Gasa	67	65	42	45	50	32	17
5	Haa	305	301	326	356	403	400	385
6	Lhuntse	123	136	138	128	108	111	103
7	Mongar	586	610	671	705	793	868	854
8	Paro	1,737	1,689	1,560	1,768	1,910	1,921	1,835
9	Punakha	383	424	442	552	650	619	594
10	Pemagatshel	204	211	172	270	265	290	298
11	Samtse	540	557	620	723	764	815	822
12	Sarpang	984	1,031	1,218	1,217	1,294	1,311	1,198
13	Samdrup-jongkhar	890	922	946	1,063	1,112	1,251	1,197
14	Thimphu	9,993	9,445	9,578	10,417	10,745	10,637	11,121
15	Trongsa	363	380	377	416	644	674	778
16	Trashigang	643	675	761	784	824	1,020	918
17	Tashi Yangtse	173	167	152	159	140	147	156
18	Tsirang	197	224	250	272	347	367	672
19	Wangdue Phodrang	740	734	799	1,057	1,501	1,355	1,092
20	Zhemgang	288	300	338	283	353	448	513
<b>Grand Total</b>		21364	21081	21811	23823	26485	27005	27490

*Source: Bhutan Telecom*

## 1.2. Mobile Cellular Telephony

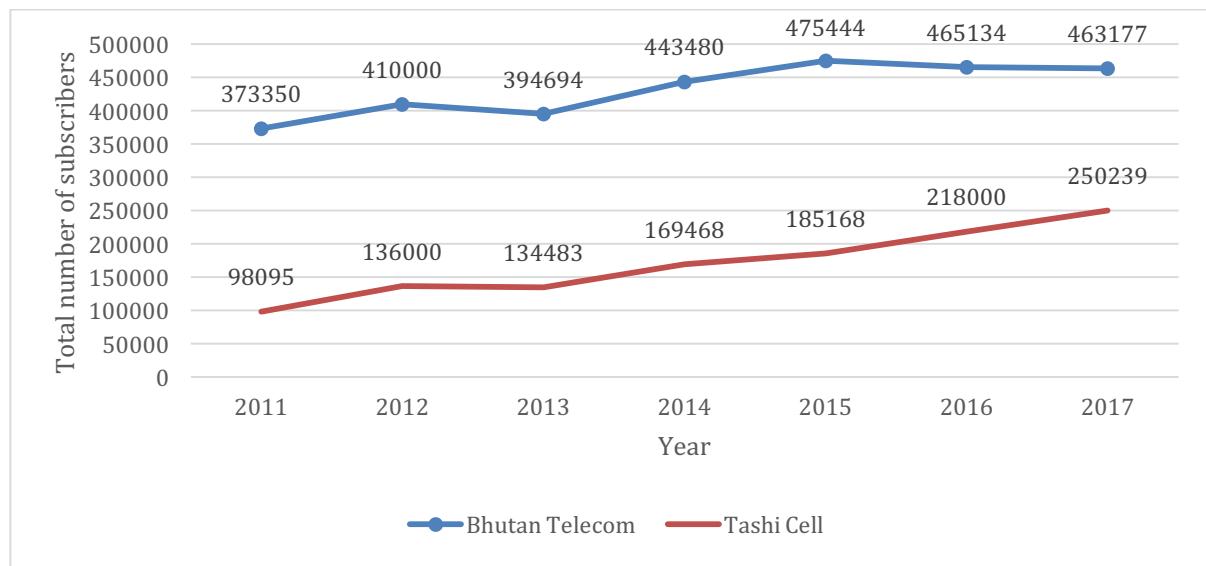
B-Mobile (Bhutan Telecom Ltd) and Tashi-Cell (Tashi Info-Comm. Ltd) mobile services are now available in all the 20 Dzongkhags and Gewogs except remote villages. The two operators had a combined subscription base of 730,623 in 2017, i.e. an increase of 4.62 % from 2016. Apparently, Bhutan Telecom and Tashi Cell had 41,190 and 37,440 passive subscribers respectively in 2017. Further, individuals owning more than one SIM cards per phone or for other electronic gadgets has not been segregated in the final count of mobile subscribers. Of the total Mobile Cellular subscribers, B-Mobile had 475,394 subscribers (or 65.1 % of market share) and Tashi-Cell had 255,229 subscribers (or 34.9 % of market share). Consequently, Bhutan Telecom's market share decreased by 2.97 % and Tashi Cell's market share rose by 2.97 % in 2017.

Chart 3: Yearly Mobile Cellular subscriptions trend, 2007-2017



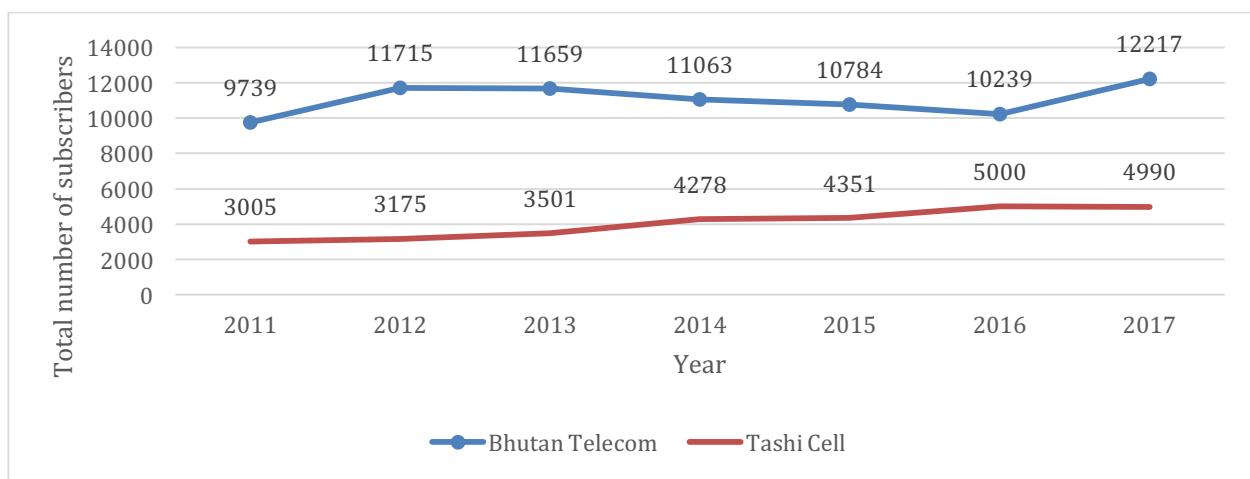
Source: Bhutan Telecom & Tashi Cell

Chart 4: Pre-paid mobile subscribers trend, by operator, 2011-2017



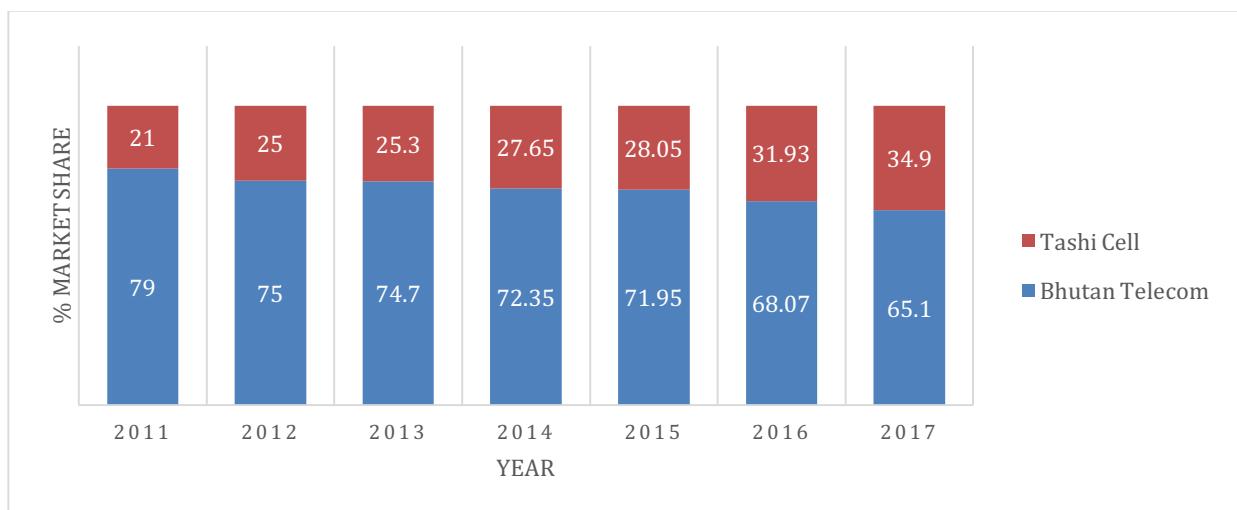
Source: Bhutan Telecom & Tashi Cell

Chart 5: Post-paid mobile subscribers trend, by operator, 2011-2017



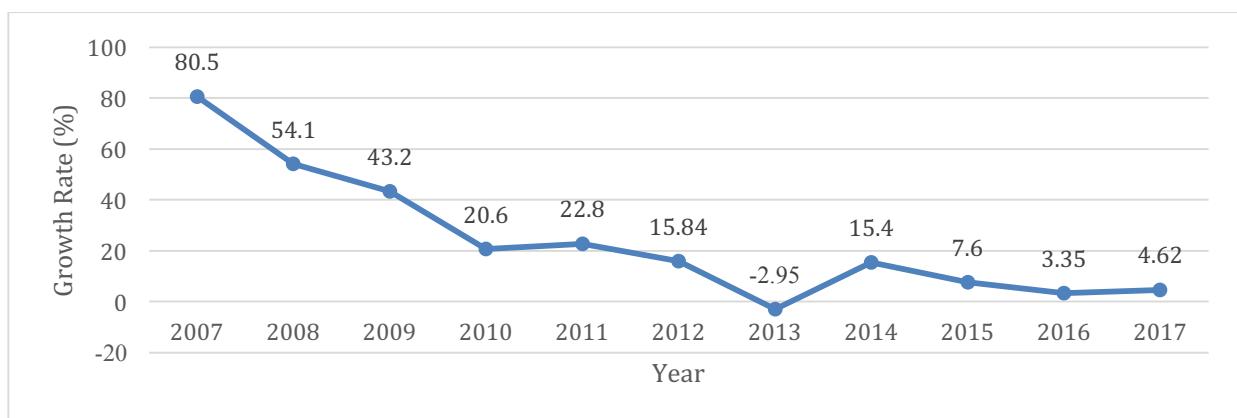
Source: Bhutan Telecom and Tashi Cell

Chart 6: Mobile subscriptions, by Market share and Operator, 2011-2017



Source: MoIC

Chart 7: Yearly Mobile subscriptions growth/decrease rate trend, 2007-2017



Source: MoIC

### 1.3. Internet Services

Druknet (Bhutan Telecom), Drukcom, Tashi-Cell (Tashi Info-Comm. Ltd.), Supernet InfoComm, Bitcom Systems, Datanet Wifi, Nano and Drangdhen Tshonglay are the eight licensed Internet Service Providers (ISPs)<sup>9</sup> in the country providing wide range of internet services as indicated below:

**Table 4: Operators, service provided and coverage**

<b>Operators</b>	<b>Type of services provided</b>	<b>Coverage</b>
Druknet, Bhutan Telecom Limited	Lease line Fixed broadband EDGE/GPRS <sup>10</sup> 3G 4G	All 20 Dzongkhags Refer table 5 below All 20 Dzongkhags All 20 Dzongkhags Thimphu, Paro, Phuentsholing, Wangdue and Punakha
Tashi Cell	Leased Line EDGE/GPRS 3G 4G	All 20 Dzongkhags (Depends on Line of Sight feasibility) All 20 Dzongkhags All 20 Dzongkhags/ Thimphu, Paro, Phuentsholing, Wangdue and Punakha
DrukCom Pvt. Enterprise	Leased Line Fixed broadband	Thimphu only Thimphu only
Supernet InfoComm	Lease Line Fixed Broadband	Thimphu only Thimphu only
Bitcom System	Lease Line	Thimphu only
Datanet Wifi	Lease Line	Thimphu only
Nano	Lease Line	Thimphu only
Drangdhen Tshonglay	Lease Line	Thimphu Only

*Source: Internet Service Providers (Bhutan)*

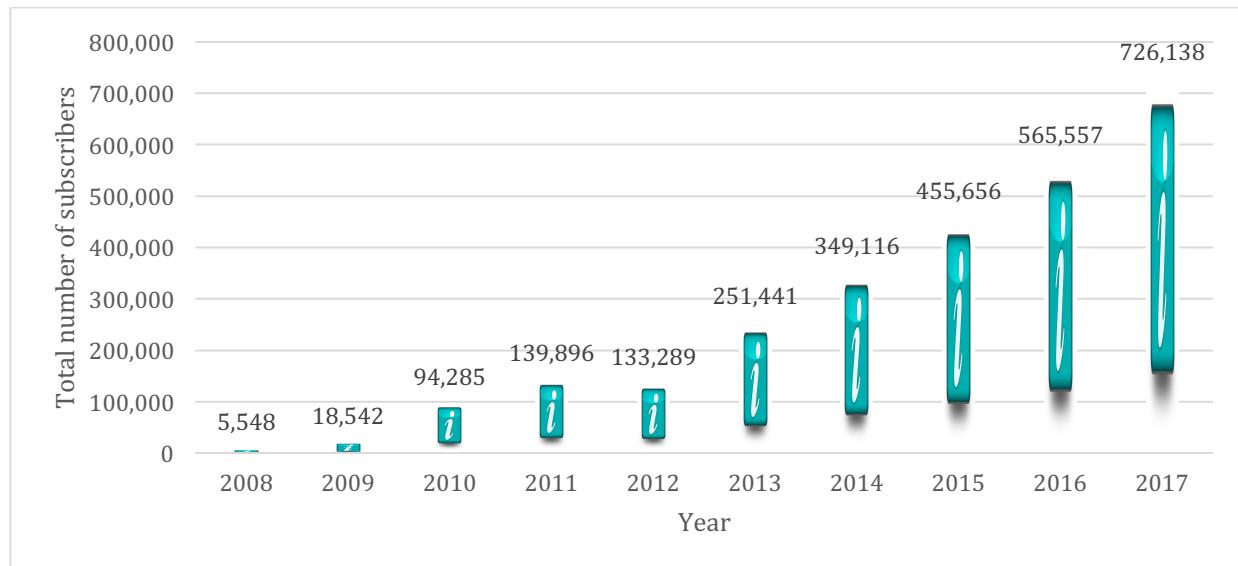
<sup>9</sup> Samden Tech discontinued providing internet services

<sup>10</sup> All subscribers now converted to 3G users

Table 5: Fixed Line broadband coverage

Region	Locations with BB Service
Western Region (Gasa, Haa, Paro, Punakha, Thimphu, Wangdue)	Thimphu, Satsam, Dechencholing, Punakha, Simtokha, Paro, Wangue, Haa, Lobesa, RTC, Khasadrapchu, Damthang, Gyenkhan, Gasa, Kamichu, Rurichu
South Western Region (Chukha, Phutsholing, Samtse)	Phuntsholing, Gedru, Pasakha, Tsimasham, Samtse, Gomtu, Chapcha, Chukha, Sipsu
Central Region (Bumthang, Sarpang, Trongsa, Tsirang, Zhemgang)	Damphu, Bumthang, Gelephu, Trongsa, Sarpang, zhemgang, Dagana, Dagapela, Chumey, Drujaygang, Tshangkha, Jigmecholing, Pangbang, Tingtibi
Eastern Region (Lhuntse, Mongar, Pema Gatsel, Samdrup Jongkhar, Trashigang, Trashi Yangtse)	Kanglung, Tashigang, Pema Gatsel, Samdrup Jongkhar, Mongar, Deothang, Trashi Yangtse, Khaling, Nganglam, Rangjung, Wamrong, Gyelposhing, Lhuntse, Drametse, Tsenkharla, Tsenkhari, Yongphula,

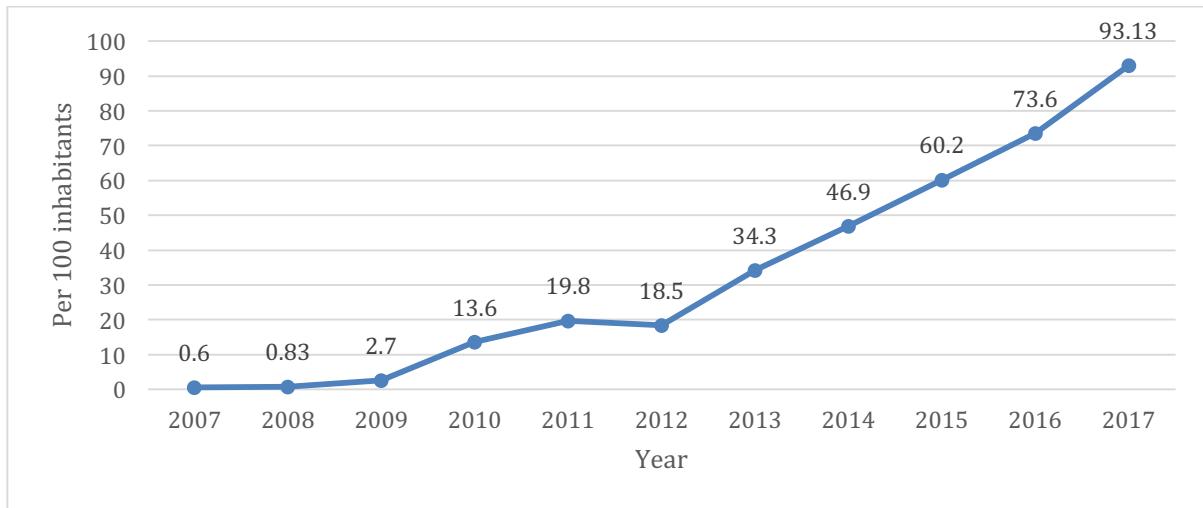
Chart 8: Yearly Internet subscriptions trend, 2008-2017<sup>11</sup>



Source: Internet Service Providers (Bhutan)

<sup>11</sup> Only the actual numbers of Organizations/Households/individual Internet subscribers of ISPs are taken into account.

Chart 9: Internet subscriptions per 100 inhabitants, Bhutan, 2007-2017

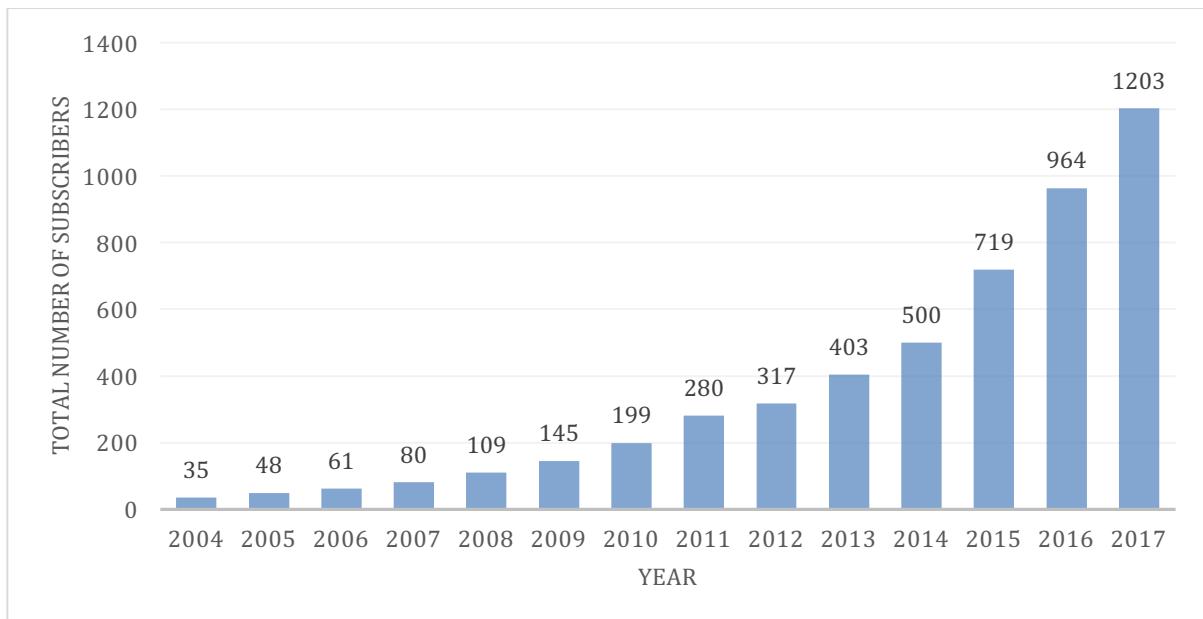


Source: MoIC

#### Types of Internet connections:

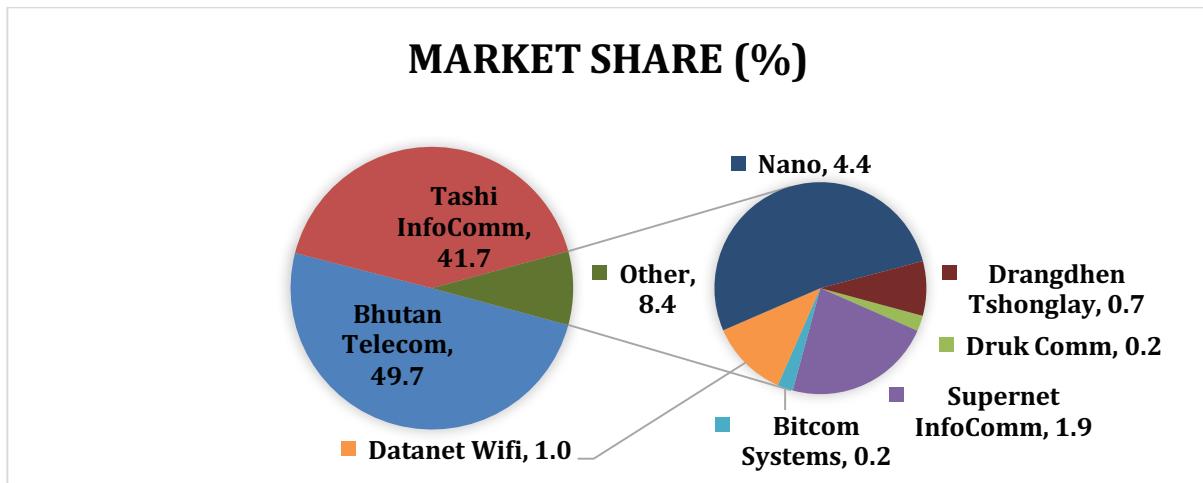
**Lease Line Connection:** Lease line subscription continues to grow at a steady rate despite the rapid rise of Mobile Broadband subscribers. 239 new Lease Line subscribers were added in 2017, taking the total number of Lease Line Household/Organization subscriptions to 1203.

Chart 10: Lease-line subscriptions trend, 2004-2017



Source: Source: Internet Service Providers (Bhutan)

Chart 11: Lease-line market shares of ISPs, 2017



Source: *Source: Internet Service Providers (Bhutan) & MoIC*

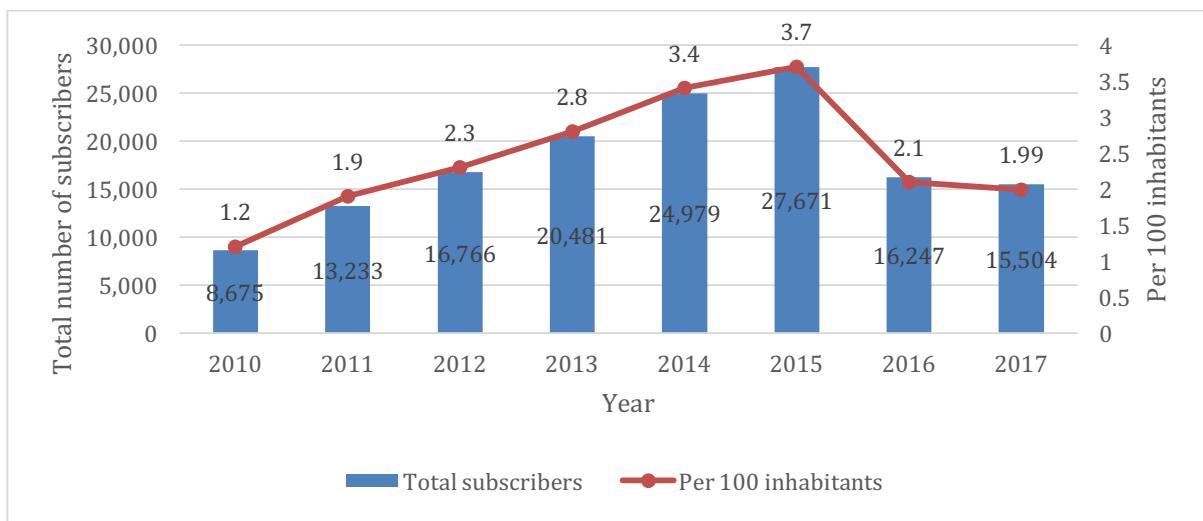
#### **Broadband Connection:**

Broadband Internet services were first introduced in the country in 2008. Broadband connections are generally classified into two: Fixed (wired) Broadband and Mobile Broadband (3G and 4G):

#### **Fixed (wired) Broadband:**

Druknet (Bhutan Telecom), Drukcom, Supernet InfoComm and Datanet Wifi are the four ISPs providing Fixed (wired) Broadband Internet services in the country. Fixed (wired) Broadband services are generally provided through ADSL or Fiber Optic. In 2017, Fixed (wired) Broadband Internet subscriptions decreased to 15,504 i.e. decrease of 4.57 % or 743 subscribers less than 2016. The decrease in Fixed (wired) Broadband Internet subscriptions may be attributed to increase in mobile broadband coverage and subscriptions. Currently Fixed (wired) Broadband subscribers per 100 inhabitants in the country stand at 1.99.

Chart 12: Yearly Fixed (wired) Broadband subscriptions trend, 2010-2017

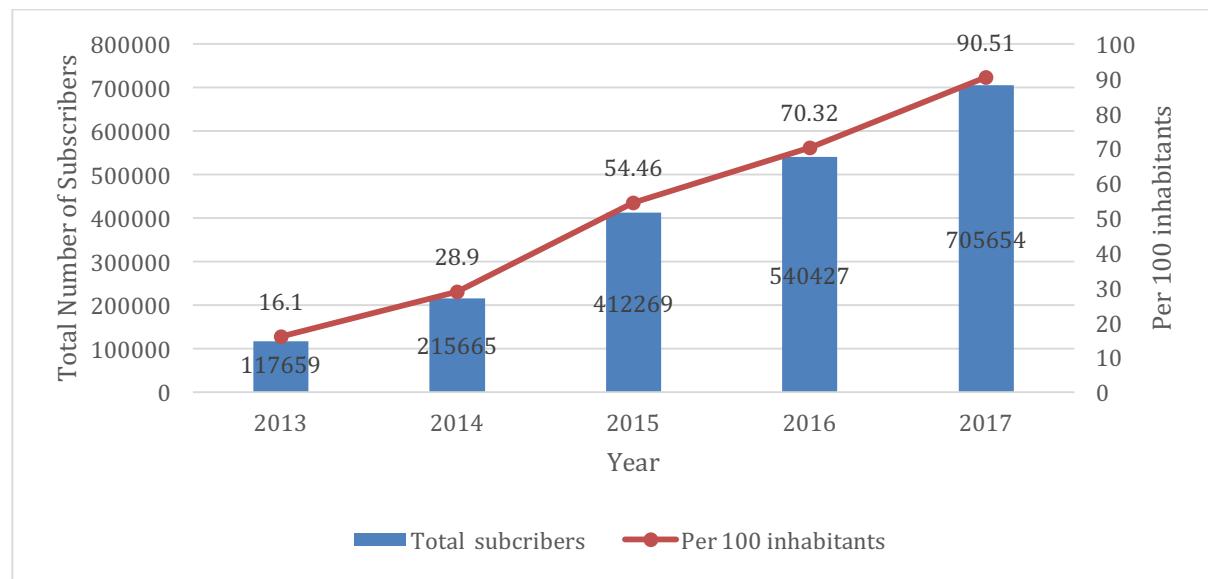


Source: *Fixed Broadband ISPs (Bhutan) & MoIC*

## Mobile Broadband:<sup>12</sup>

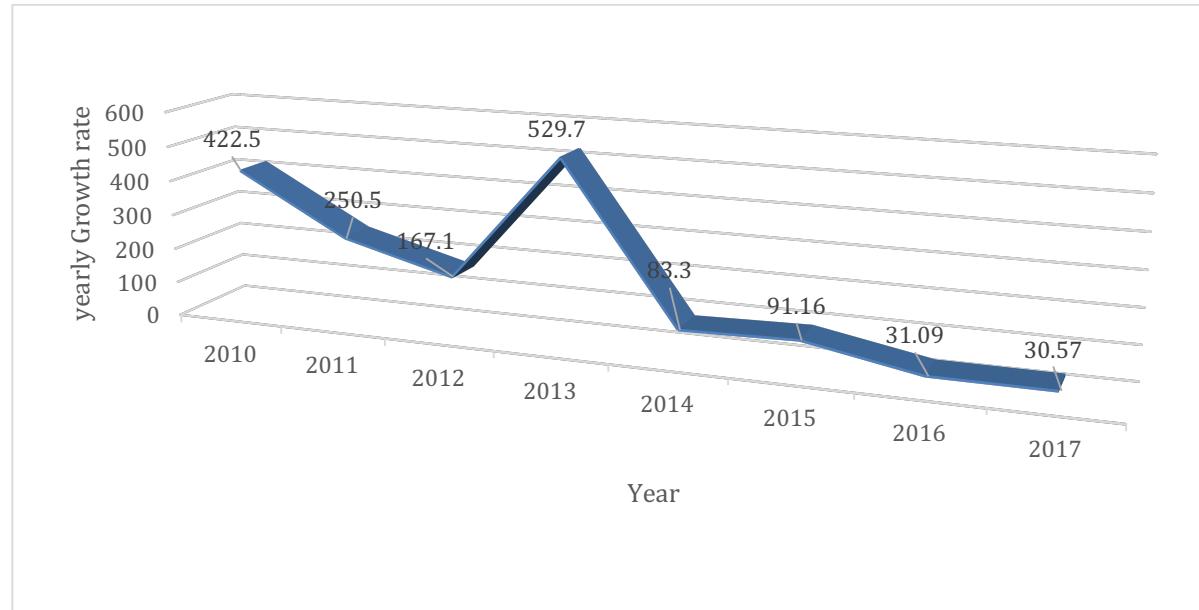
Mobile Broadband connections are generally classified as those connections having 3G or 4G connections. Mobile Broadband subscriptions in 2017 have reached 705,65, i.e. 30.57% increase over the total number of subscribers in 2016. The mobile broadband subscription per 100 inhabitants in the country stands at 90.51.

Chart 13: Yearly Mobile Broadband (3G/4G) subscriptions trend, 2013-2017



Source: Druknet (Bhutan Telecom), Tashi Cell, MoIC

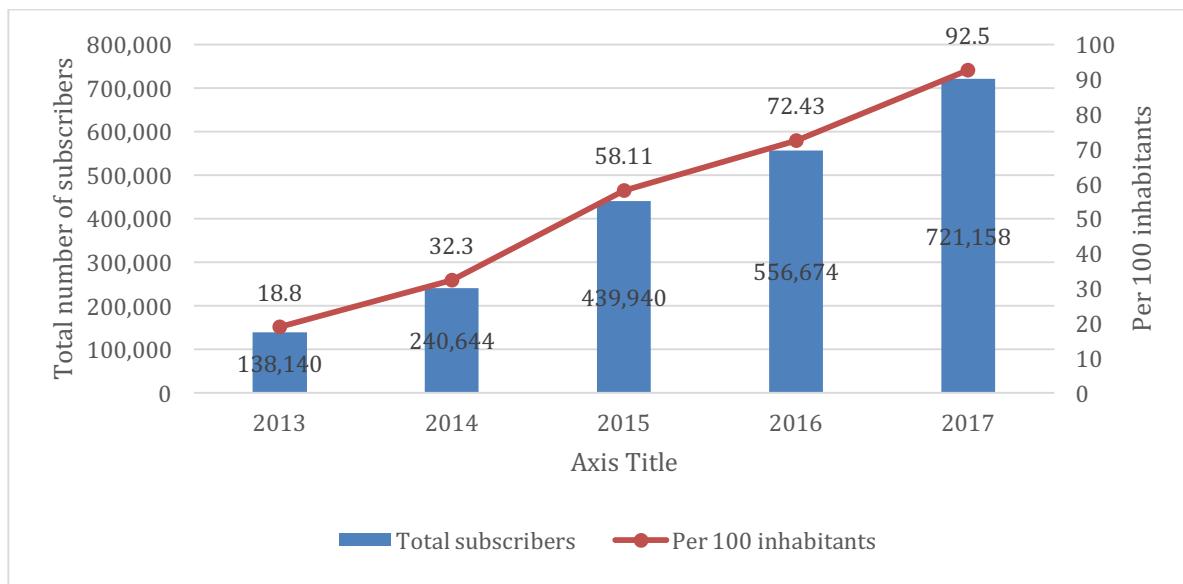
Chart 14: Year-on-Year Actual Mobile Broadband subscriptions growth rate, 2010-2017



Source: MoIC

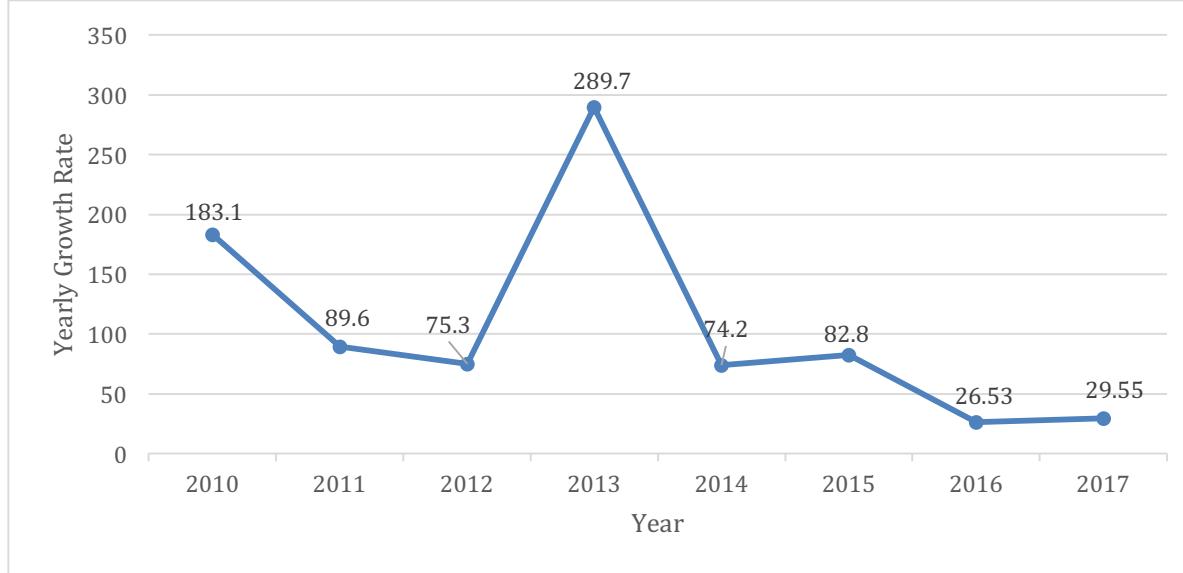
<sup>12</sup> Refers to all devices such as mobile phone, laptops, tablets and others which have 3G/4G internet connections

Chart 15: Total Broadband subscriptions (Fixed -wired & Mobile) trend, 2013-2017



Source: *Internet Service Providers (Bhutan) & MoIC*

Chart 16: Yearly total broadband (Fixed -wired & Mobile) growth/decrease rate, 2010-2017



Source: MoIC

## B. Basic Postal Infrastructure Information

The Postal Services in Bhutan were first launched on 10<sup>th</sup> October 1962 with the opening of a post office in Phuentsholing. In the same year, post offices were also opened in Paro and Thimphu. It was called the Department of Posts and Telegraphs and placed under the Ministry of Communications. This was the initial step taken by the Royal Government to provide a uniform means of communication throughout the country. In 1996 Bhutan Post became a State-Owned Enterprise and delinked from the Government. Today, the Postal network consists of 4 General Offices, 36 Post offices and 34 Community mail Offices providing postal and other services.

Table 6: Postal Infrastructure, 2008-2017 Bhutan

<b>Postal Infrastructures</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
General Post Offices <sup>13</sup>	2	2	4	4	4	4	4	4	4
Post Offices <sup>14</sup>	41	41	40	39	40	40	36	36	36
Community Mail Offices <sup>15</sup>	47	32	30	41	30	30	35	34	34
Total	90	75	74	84	74	74	75	74	74

*Source: Bhutan Postal Corporation Ltd.*

Table 7: Services provided by Bhutan Post

<b>Categories</b>	<b>Services</b>
Domestic Mail	Express Mail Service
	Parcel
	Registered Mail
	Ordinary Mail
	Urgent Mail
	Newspaper
	Facsimile message
International Mail	Express Mail Service (EMS)
	Parcel
	FedEx
	Registered mail
	Ordinary mail
	Post Overnight Courier
	Facsimile message
Financial Service	Western Union Money Transfer
	Domestic Fax Money Order
	Electronic Money Order to India
	Pension Payment
Philately	Philatelic Stamps Postage Stamps
	Stamp Pack
	Postage Stamps
	Personalized Stamps
	Revenue and Judicial Stamps
	First day cover
	Stamp album
	Post cards
	Tee-shirt, magnets and cups
Passenger Transport Service	Thimphu to Phuentsholing and vice versa (daily)
	Phuentsholing to Kolkata and vice versa (Thrce a week)
Postal Museum	
Cargo and Customs Clearance from Phuentsholing	

*Source: Bhutan Postal Corporation Ltd.*

<sup>13</sup> General Post Offices located in Thimphu, Gelephu, Phuentsholing and Samdrupjongkhar

<sup>14</sup> Post Offices Covers- Dzongkhags, Dungkhags and some Satellite towns

<sup>15</sup> Community Mail Offices covers- Dungkhags and Gewogs

## C. Media Profile: Current scenario

Print media in Bhutan compromises mainly of newspapers, magazines and other similar publications. Currently, there are eight licensed newspapers in the country. License for Bhutan Observer, Druk Yoedzer, Druk Melong and Bhutan Youth have been cancelled. There are five licensed Radio Broadcasters, including BBS (Bhutan Broadcasting Service) – a state owned broadcaster, which also provides television services. Additionally, five community/campus radio stations are also currently functioning. The details are listed in Table 9.

### 1.4. Print Media

**Table 8: Different newspapers and their frequencies**

Name of Newspaper	Started/launched	Frequency of publication	Remarks
Kuensel	1967	Started daily since 27 <sup>th</sup> April 2009	Launched as an internal Government bulletin
Bhutan Times	1 <sup>st</sup> April, 2006	Weekly (Sunday)	
Bhutan Observer	2 <sup>nd</sup> June, 2006		License terminated since 1 <sup>st</sup> August 2013
Bhutan Today	30 <sup>th</sup> October, 2008	Weekly (Sunday)	
Business Bhutan	26 <sup>th</sup> September, 2009	Weekly (Saturday)	
The Journalist	20 <sup>th</sup> December, 2009	Weekly (Sunday)	
Druk Nyetshuel	29 <sup>th</sup> August, 2010	Weekly (Monday)	
Druk Yoedzer	19 <sup>th</sup> February, 2011		License cancelled
Gyalchi Sharshog	12 <sup>th</sup> November, 2011	Weekly (Sunday)	
The Bhutanese	21 <sup>st</sup> February, 2012	Weekly (Saturday)	
Druk Melong	20 <sup>th</sup> May, 2012		License cancelled
Bhutan Youth	21 <sup>st</sup> February, 2012		License cancelled

*Source: Bhutan Info-Comm and Media Authority (BICMA)*

## 1.5. Radio Broadcasters

Table 9: List of radio broadcasters

Sl. No	Name of Radio broadcaster	Started/lunched	Coverage	Remarks
1	Bhutan Broadcasting Services (BBS)	November, 1973	Nation wide	Additional channel (exclusive for Dzongkha) launched on 21 <sup>st</sup> February, 2013
2	Kuzoo FM	1 <sup>st</sup> September, 2006	Nation Wide	Two channels (Dzongkha and English)
3	Radio Valley	12 <sup>th</sup> April, 2007	Thimphu	
4	Centennial Radio	21 <sup>st</sup> September, 2008	Thimphu	
5	Sherubtse Community Radio	8 <sup>th</sup> May, 2009	On Campus	
6	Radio High	5 <sup>th</sup> August, 2010	-	Off Air
7	Radio Wave	12 <sup>th</sup> October, 2010	-	Off Air
8	Yiga Radio	17 <sup>th</sup> December, 2013	Thimphu	
9	CST FM (Campus radio)	12 <sup>th</sup> July 2016	On Campus	
10	Edi Community Radio (Tarayana Foundation)	23 <sup>rd</sup> June 2016	Dechen Pelri, Gelephu	
11	Lhop Community Radio (Tarayana Foundation)	23 <sup>rd</sup> June 2016	Lhotukuchu Village, Dorokha, Samtse	
12	Khotakpa Community Radio (READ Bhutan)	19 <sup>th</sup> July 2016	Khotakpa, Denchi, Pemagatshel	

Source: MoIC & Bhutan Info-Comm and Media Authority (BICMA)

## 1.6. Magazines

Table 10: List of magazines and frequencies of publication

Name of Newspaper	Started/lunched	Frequency of publication
Yewong	1 <sup>st</sup> September, 2011	Tri-Annual
Project Bhutan	4 <sup>th</sup> April 2012	4 times in a year
Happiness	5 <sup>th</sup> February, 2016	6 times in a year

Team Happy	14 <sup>th</sup> November, 2017	Annually
Bhutan Observer (BO) Focus	22 <sup>nd</sup> July 2016	Annually

*Source: MoIC & Bhutan Info-Comm and Media Authority (BICMA)*

### 1.7. Television Network

Bhutan Broadcasting Services (BBS) launched on 2<sup>nd</sup> June 1999 and currently has two channels: BBS 1 and BBS 2. Bhutan Broadcasting Service (BBS) is the sole nationwide television network operator in the country.

**Table 11: Existing Television network stations, owned and operated by BBS, by Dzongkhag, 2017**

Sl. No	Dzongkhag	No. of stations	Sl. No	Dzongkhag	No. of stations
1	Bumthang	1	11	Samtse	2
2	Chukha	2	12	Sarpang	2
3	Dagana	2	13	Samdrupjongkhar	1
4	Gasa	1	14	Thimphu	2
5	Haa	1	15	Trongsa	1
6	Lhuntse	3	16	Trashigang	3
7	Monggar	1	17	Trashi Yangtse	1
8	Paro	1	18	Tsirang	1
9	Punakha	0	19	Wangdue Phodrang	1
10	Pema Gatshel	3	20	Zhemgang	2

*Source: BBS (Bhutan Broadcasting Service)*

### 1.8. Cable Television Services

In addition to BBS channels 1 & 2, international television channels are broadcasted through network of cable television (CATV) operators located throughout the country. The details are provided in Table 12.

**Table 12: Cable Television Operators, Bhutan, 2017**

Sl. No	Dzongkhag	Number of Operators	Name
1	Bumthang	3	TD Cable Service
			USD Cable Service
			TashiRabten Cable Network
2	Chukha	6	Cable Sat Club
			Tshela Cable
			Kharung Cable
			DrukCom Digital Services

			Karma Cable Services
			GG Cable Service
3	Dagana	4	CT Cable services
			T and T cable services
			Norbu Cable services
			Kalikhola cable services
4	Gasa	0	
5	Haa	1	Lekey Cable services
6	Lhuntse	2	Namsel Norbu Cable services
			kuertop Cable services
7	Mongar	3	KR Cable services
			Jangchubling Cable sercives
			Yeshi Darjeeling Cable services
8	Paro	5	Sigma Cable services
			Dogar Cable Service
			TD Metho Cable Service
			Kiran Cable Service
			Tshewang Cable Service
9	Punakha	4	Punab cable services
			Damchen Cable services
			Tee Dee cable services
			Tshochay cable services
10	Pema Gatshel	5	Funso Cable services
			Thongthong cable services
			Nima Cable Service
			Dawa Cable Service
			Doejung Cable services
11	Sarpang	9	J choda cable services
			SNS cable services
			Nima cable services
			Yoedsel cable services
			Norla Cable Service
			Tentsho Cable Service
			Techno Cable Service
			Yoezer cable services
			Goe Due Kuenjong Cable Service
12	Samtse	5	SKD Cable services

			RG Cable services
			Gurung cable services
			Namkhai cable services
			Tshering cable services
13	Samdrup Jongkhar	5	ST Cable services
			Phakpa cable serivces
			Anjan and Bro cable services
			Tashi Wangmo Cable services
			DDTC Cable Service
14	Thimphu	4	Norling Cable services
			Etho Metho Cable services
			DrukCom Digital Cable Services
			Nakchung Cable services
15	Trashigang	6	Tshering Norbu cable services
			Kinga Cable services
			NP Cable services
			TC Cable service
			SC cable services
			Yarketh Cable Service
16	Trashi Yangtse	2	Gaki Phuntsho Cable services
			Damnyen cable services
17	Tsirang	2	Yuden Cable services
			Mendrelgang cable services
18	Trongsa	4	Tangbi Cable Service
			Tshodak cable services
			Sheja Rabsel Cable Service
			Thinley Rabten Cable Service
19	Wangdue Phodrang	6	TT Cable services
			Phuntsho Ngadhen cable services
			RC cable services
			Dragon cable services
			Kuenphen cable services
			Lhendup Yarphel Cable Service
20	Zhemgang	4	Kezang cable services

			Uphel Pelring cable services
			DD cable service
			Dawa Cable services
	<b>Grand Total</b>	80	

Source: Bhutan Info-Comm. and Media Authority

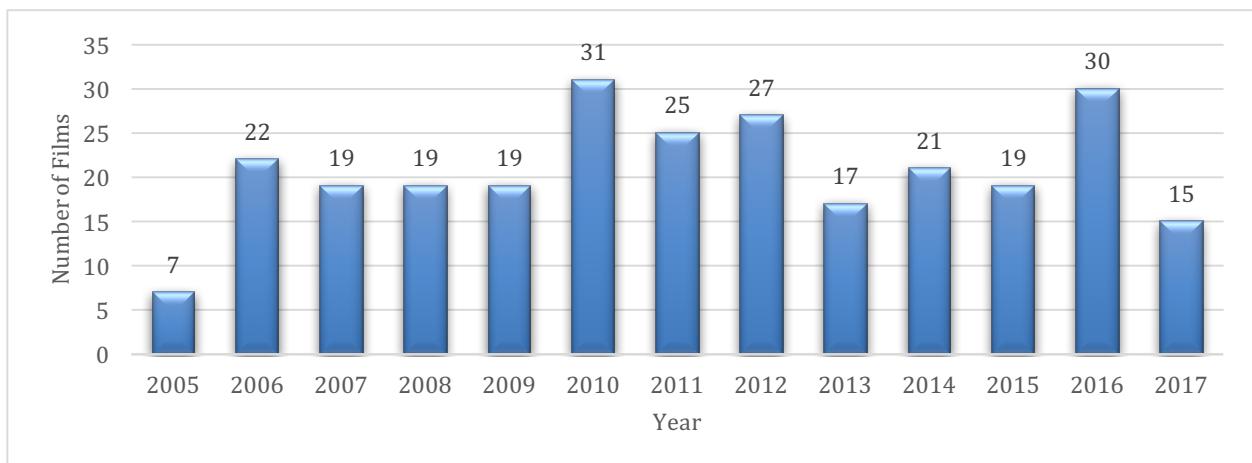
## 1.9. Films

Table 13: Films approved and released for public viewing, 2017

Sl. No.	Name of Film	Production House
1	Woklung-the gas man	Tara Pictures
2	Ngodupchen	Atsara Entertainment
3	Sampa	Effect Entertainment
4	Segi Zukee- the gold ring	Bhutan Kinley Production
5	Udumvara- the mythical flower	PD Production
6	Sem Gi Remo	Wisdom Pictures
7	Tshe dung chen	Chimi Pelyang Production
8	Hingtam Bangzoe	Dawa Yangsel Production
9	Ngabchu Drukchu	Nonpo Entertainment
10	Nge Tsawailama	Tsawailama Production
11	Nge Love Story	Future Film
12	Zu Dha Gyema	Tsheten Mijur Production
13	Sertsho	KLP Production
14	Dhaari Nhaaba	Butter Lamp Production
15	Gaki choe lu ga	Tsheyang Production

Source: Bhutan Info-Comm and Media Authority (BICMA)

Chart17: Number of Films approved and released for public viewing, 2005-2017



Source: Bhutan Info-Comm and Media Authority (BICMA)

## CHAPTER 2 – AVIATION AND SURFACE TRANSPORT

### A. Civil Aviation

#### 2.1. Airlines, Aircraft and route

Table 14: Airlines in Bhutan, by History, Aircraft fleet and Route

Name of the Airline	Establishment Date	Aircraft fleet	Current operational routes	
			International	Domestic
Drukair (Royal Bhutan Airlines) - Drukair Corporation Ltd.	- 5 <sup>th</sup> April, 1981 - International services launched on 11 <sup>th</sup> February, 1983 - Domestic services launched on 17 <sup>th</sup> December 2011	- Airbus A319 – 3 (each with a seating capacity of 118 passengers). - ATR- 42 - 1 (with seating capacity of 48 passengers).	- New Delhi, India - Kolkata, India - Guwahati, India - Bagdogra, India - Gaya, India - Mumbai, India - Dhaka, Bangladesh - Kathmandu, Nepal - Bangkok, Thailand - Singapore	- Bumthang - Yonphula - Gelephu
Tashi Air, (Bhutan Airlines)- Tashi Air Private Ltd.	- 4 <sup>th</sup> December, 2011 - International services began on 10 <sup>th</sup> October 2013. - Domestics services launched on 17 <sup>th</sup> December, 2011	- Airbus A319 - 2 (seating capacity of 122)	- Bangkok, Thailand via Kolkata, India - Kathmandu, Nepal - Gaya - Delhi	Operation suspended since May 2012
Royal Bhutan Helicopter Services Limited (RBHSL)	- Established on August 10, 2015 - Service Operation commenced on November 2015	- Airbus helicopter model –H130 (EC 130 T2) – 2 Nos. - Seating capacity 6 passenger and 1 pilot	-	- Non-schedule flights. -Emergency services- medical evacuations and firefighting.

Source: Department of Air Transport & RBHSL

## 2.2 Airline Crew Statistics

Table 15: Airline Crew statistics, by Operator, 2017

Crew	Drukair	Tashi Air	Royal Bhutan Helicopter Services	Total
Bhutanese Captain	6	6	0	12
Expatriate Captain	7	0	3	10
Senior First Officer	1	1	0	2
First Officer	9	1	0	10
Expatriate First Officer	0	5	0	5
Trainee Pilot	3	0	3	6
<b>Total</b>	<b>26</b>	<b>13</b>	<b>06</b>	<b>45</b>

Source: Department of Air Transport

## 2.3 Airport Details

Table 16: Airport information, 2017

Type of airport(s)	Place	Altitude / Elevation above MSL	Runway length	Runway width	Aerodrome Reference Code
International airport	Paro	2237 m	2265 m	30 m	3C
Domestic	Yonphula	2573 m	1300 m	30 m	2C
Domestic	Bumthang	2550 m	1200 m	30 m	2C
Domestic	Gelephu	300 m	1500m	30 m	2C

Source: Department of Air Transport

## 2.4 Helipads<sup>16</sup>

Table 17: Number of Helipad and associated details

Sl. No	Dzongkhag	Location name	No. of Helipad	Sl. No	Dzongkhag	Location name	No. of Helipad		
1	Bumthang	Bumthang	2	12	Samtse	Samtse	6		
		Kakthang				Duktengang			
2	Chukha	Phuentsholing	4			Tendu	6		
		Chimakoti				Sibsoo			
		Chapcha				Gomtu			
		Sinchinajal (Tala)				Chamchu			
3	Dagana	Dagana	1	13	Samdrup Jongkhar	Samdrup Jongkhar	7		
4	Gasa	Gasa	2			Deothang			
		Lunana				Diafam			
5	Haa	Haa	4			Nanglam	7		
		Damthang				Bhangtar			
		Takha				Samrang			
		Sarithang				Manas			
6	Lhuentse	Lhuentse	3	14	Thimphu	Thimphu (Lungtenphu)	3		
		Tangmachu				Thimphu			
		Takpong				Lingshi Makang			
7	Monggar	Mongar	4	15	Trashigang	Tashigang	5		
		Singur				Tobrang			
		Gyelposhing				Saktang			
		Kheng-yanmari				Kanglung			
8	Paro	Gunichawa	3			Yonphula	0		
		Sooee	16	Trashi Yangtse					
		Chekha			Tsirang	2			
9	Punakha	Punakha	3	17		Goshi			

<sup>16</sup> Helipads in this context mean areas where a helicopter can land and not necessarily black topped surface especially dedicated for helicopter operation

		Takshikha		18	Trongsa	Trongsa	1
		Koina		19	Wangdue Phodrang	Wangdi Phodrang	1
10	Pema Gatshel		0	20	Zhemgang	Zhemgang	
11	Sarpang	Gelephu				Panbang	2
		Batasu					
		Beteni					
		Kalikhola					
		Sarpang					
		Gongkhula					
		Piping					
		Lodrai					
					Grand Total		61

*Source: Department of Air Transport*

## 2.5 International Air Services

Table 18: Routes, Destination country and launch date

Destinations/Country	Services launched	Remarks
Kolkata, India	11 <sup>th</sup> February, 1983	
New Delhi, India	26 <sup>th</sup> November, 1988	
Gaya, India	26 <sup>th</sup> October, 2003	
Bagdogra, India	26 <sup>th</sup> October, 2010	Inaugural flight on 18 <sup>th</sup> June, 2009
Guwahati, India	31 <sup>st</sup> October, 2010	Inaugural flight on 26 <sup>th</sup> October, 2010
Mumbai, India	1 <sup>st</sup> May, 2014	
Kathmandu, Nepal	April, 1989	Flight test familiarization on 25 <sup>th</sup> October, 1987
Bangkok, Thailand	28 <sup>th</sup> June, 1989	
Dhaka, Bangladesh	30 <sup>th</sup> October, 1989	
Yangon, Myanmar	6 <sup>th</sup> January, 1997	Suspended since 15 <sup>th</sup> December, 2004
Singapore	1 <sup>st</sup> September, 2012	

*Source: Department of Air Transport*

## 2.6. International Air Passengers

The national airline Drukair and the country's first privately owned airline Tashi Air, together carried 322,961 international air passengers, excluding passengers carried on international connecting routes, in 2017. The total air passenger figure includes 240 international air passengers that travelled to Bhutan using private chattered flights. Total passengers carried is an increase of 11.76 % compared to 2016.

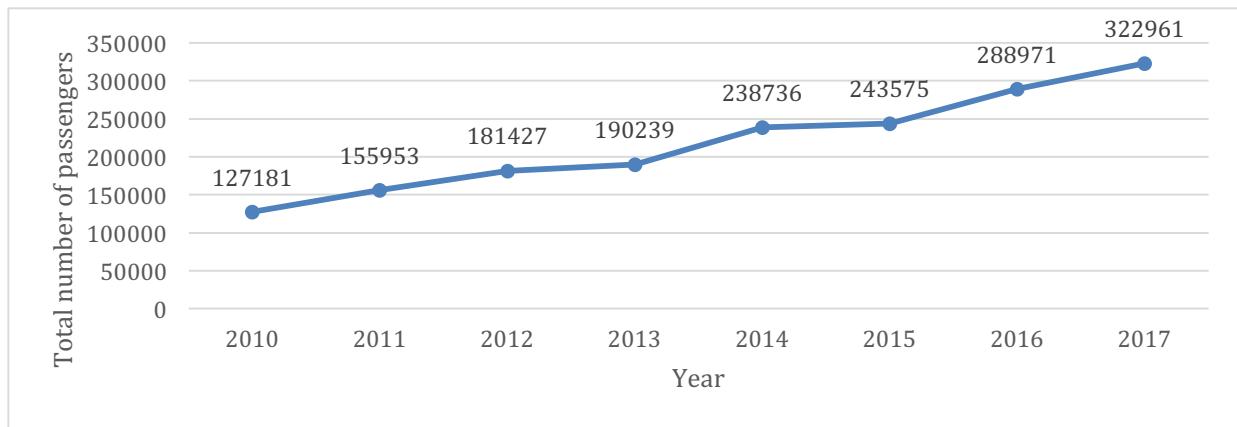
Table 19: International Air Passenger flow, by Operator and Sector, 2017

<b>Sector</b>	<b>Druk Air</b>	<b>Tashi Air</b>	<b>Sub-Total</b>
<b>From Paro to</b>			
New Delhi	31267	8419	39686
Bangkok	29795	21129	50924
Kathmandu	20889	4780	25669
Kolkata	13452	10400	23852
Gaya	1168	859	2027
Dhaka	8649	0	8649
Bagdogra	1632	0	1632
Guwahati	1606	0	1606
Singapore	7105	0	7105
Mumbai	2214	0	2214
<b>Sub-Total</b>	<b>117777</b>	<b>45587</b>	<b>163,364</b>
<b>To Paro from</b>			
New Delhi	29888	7656	37544
Bangkok	29101	18558	47659
Kathmandu	21102	4609	25711
Kolkata	13064	9070	22134
Gaya	1305	925	2230
Dhaka	9057	0	9057
Bagdogra	2658	0	2658
Guwahati	1768	0	1768
Singapore	6509	0	6509
Mumbai	2084	0	2084
<b>Sub-Total</b>	<b>116536</b>	<b>40818</b>	<b>157,354</b>
<b>Chattered Flights</b>			

Mumbai-Paro-Mumbai	0	1068	1068
Yinchuan (China)-Paro- Yinchuan (INC)	0	691	691
Singapore-Bangkok-Paro	0	122	122
Paro-Singapore-Paro	0	122	122
To Paro (using private chattered flights)	0	0	240
<b>Sub-Total</b>	<b>0</b>	<b>2003</b>	<b>2243</b>
<b>Grand Total</b>	<b>234,313</b>	<b>88,408</b>	<b>322,721<sup>17</sup></b>

Source: Druk Air, Tashi Air & Department of Air Transport

Chart 18: Annual International Air Passenger Flow (International Routes, excluding international connecting routes), 2010-2017



Source: Druk Air, Tashi Air and Bhutan Air Services

Table 20: Monthly Air Passengers, number of Flights, Cargo carried, Mails and Extra Baggage carried, 2017

Month	Druk Air International				
	Passenger	No. of Flights	Cargo(Kg)	Mail	Excess Bag
January	16658	354	25248	14070	3459
February	13249	276	25255	11071	3130
March	16411	327	32269	11935	3228
April	19394	330	23872	14731	2904

<sup>17</sup> Additionally, 240 air passenger has travelled to Bhutan using chattered flights. Total international air passenger stands at 322,961

<b>May</b>	23035	360	31147	14442	2936
<b>June</b>	23651	377	25379	15975	2997
<b>July</b>	17109	351	28513	12336	5473
<b>August</b>	17571	350	29550	19487	3048
<b>September</b>	19209	172	27412	16347	3939
<b>October</b>	25946	393	21162	16277	3885
<b>November</b>	21605	364	39293	13014	5221
<b>December</b>	20475	371	28939	10114	4260
<b>Sub-Total</b>	<b>234313</b>	<b>4025</b>	<b>338039</b>	<b>169799</b>	<b>44480</b>
<b>Months</b>	<b>Bhutan Airlines [International]</b>				
	<b>Passenger</b>	<b>No. of Flights</b>	<b>Cargo (Kg)</b>	<b>Mail</b>	<b>Excess Bag</b>
<b>January</b>	5056	132	20270	0	0
<b>February</b>	4364	138	14744	0	0
<b>March</b>	8081	225	18848	0	0
<b>April</b>	11360	217	22806	0	0
<b>May</b>	9303	158	23403	0	0
<b>June</b>	8898	181	14994	0	0
<b>July</b>	5535	147	15575	0	0
<b>August</b>	5848	144	20484	0	0
<b>September</b>	5627	208	27227	0	0
<b>October</b>	10531	214	21800	0	0
<b>November</b>	6490	237	31203	0	0
<b>December</b>	7315	171	25250	0	0
<b>Sub-Total</b>	<b>88408</b>	<b>2172</b>	<b>256604</b>	<b>0</b>	<b>0</b>
<b>Months</b>	<b>Bhutan Air Service</b>				
	<b>Passenger</b>	<b>No. of Flights</b>	<b>Cargo(kg)</b>	<b>Mail</b>	<b>Excess Bag</b>
<b>January</b>	0	0	0	0	0
<b>February</b>	32	1	0	0	0
<b>March</b>	5	2	0	0	0
<b>April</b>	26	4	0	0	0
<b>May</b>	24	2	0	0	0
<b>June</b>	0	0	0	0	0
<b>July</b>	0	0	0	0	0
<b>August</b>	17	2	0	0	0
<b>September</b>	8	4	0	0	0
<b>October</b>	96	9	0	0	0
<b>November</b>	29	5	0	0	0
<b>December</b>	3	32	0	0	0
<b>Sub-Total</b>	<b>240</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand-Total</b>	<b>322961</b>	<b>2233</b>	<b>594643</b>	<b>169799</b>	<b>44480</b>

Source: DrukAir, Bhutan Airlines, Bhutan Air Services & Department of Air Transport

## 2.7. Domestic Air Services

Domestic Air Service in Bhutan started on 17<sup>th</sup> December, 2011 with flights to Bumthang and Yonphula followed by Gelephu on 25<sup>th</sup> October, 2012. Currently, Drukair is the only domestic air service provider.

Table 21: Monthly domestic air passenger flow, by Sector, 2017

Sector <sup>18</sup>	PBH-BUT	BUT-PBH	PBH-GLU	GLU-PBH	GLU-BUT	BUT-GLU	GLU-YON	YON-GLU	PBH-YON	YON-PBH	Total
January	278	314	0	0	0	0	0	0	0	0	592
February	149	152	0	0	0	0	0	0	0	0	301
March	336	316	0	0	0	0	0	0	0	0	652
April	482	550	0	0	0	0	0	0	0	0	1032
May	459	473	0	0	0	0	0	0	0	0	932
June	455	416	0	0	0	0	0	0	0	0	871
July	195	159	0	0	0	0	0	0	0	0	354
August	378	393	0	0	0	0	0	0	0	0	771
September	433	385	0	0	0	0	0	0	0	0	818
October	943	1018	0	0	0	0	0	0	0	0	1961
November	727	882	81	43	0	0	20	12	156	170	2091
December	404	469	57	38	0	0	22	30	273	306	1599
<b>Total</b>	<b>5239</b>	<b>5527</b>	<b>138</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>429</b>	<b>476</b>	<b>11974</b>

Source: Department of Air Transport, Drukair

Table 22: Total number of domestic flights undertaken, by Sector and Month, 2017

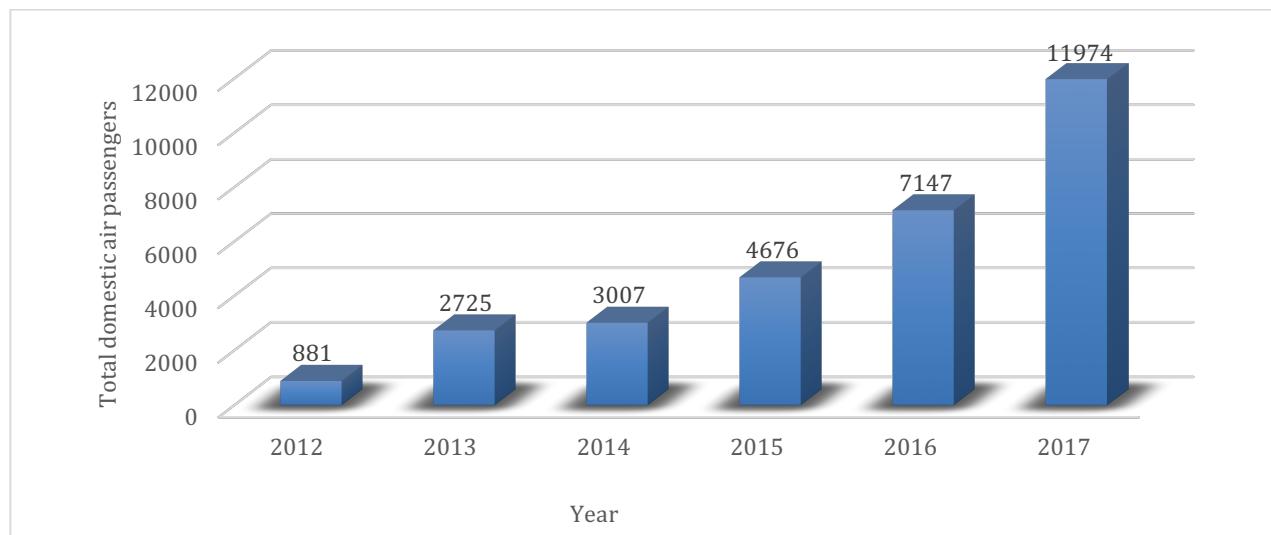
Sector	PBH-BUT	BUT-PBH	PBH-GLU	GLU-PBH	GLU-BUT	BUT-GLU	GLU-YON	YON-GLU	PBH-YON	YON-PBH	Total
January	14	14	0	0	0	0	0	0	0	0	28
February	8	8	0	0	0	0	0	0	0	0	16
March	15	15	0	0	0	0	0	0	0	0	30
April	23	23	0	0	0	0	0	0	0	0	46
May	24	25	0	0	0	0	0	0	0	0	49

<sup>18</sup> PBH: Paro International Airport; GLU: Gelephu; YON: Yonphula; BUT: Bumthang;

<b>June</b>	26	26	0	0	0	0	0	0	0	0	52
<b>July</b>	8	8	0	0	0	0	0	0	0	0	16
<b>August</b>	25	25	0	0	0	0	0	0	0	0	50
<b>September</b>	30	30	0	0	0	0	0	0	0	0	60
<b>October</b>	48	48	0	0	0	0	0	0	0	0	96
<b>November</b>	40	40	7	8	0	0	7	8	8	8	126
<b>December</b>	27	27	8	8	0	0	5	7	10	10	102
<b>Grand Total</b>	288	289	15	16	0	0	12	15	18	18	671

*Source: Department of Air Transport, Drukair*

Chart 19: Yearly domestic air passenger flow, 2012-2017



*Source: Department of Air Transport & Drukair*

## 2.8. Helicopter Services

Helicopter services in the country is being operated by the Royal Bhutan Helicopter Services Limited (RBHSL). In 2017, RBHSL airlifted 334 patients and transported 11,160 passengers.

Table 23: Helicopter services, by purpose and number of flight, 2016-2017

Type of services	NO. OF FLIGHTS (2017)	NO. OF FLIGHTS (2016)
Medical evacuations	159	133
Fire Fighting	04	06

Airlifting of relief materials during the flood	0	4
Aerial Works	20	45
Tourist Charter	110	121
Local Charter	85	117
Local charter- Highlanders	40	37

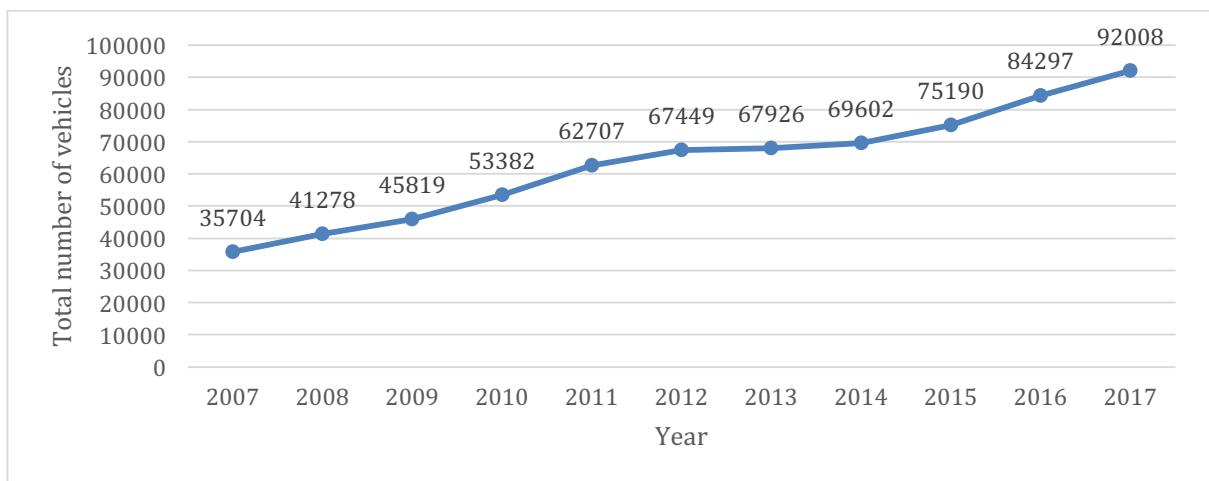
Source: Department of Air Transport and Royal Bhutan Helicopter Services Ltd.

## B. Surface Transport

### 2.9. Motor Vehicle growth trend

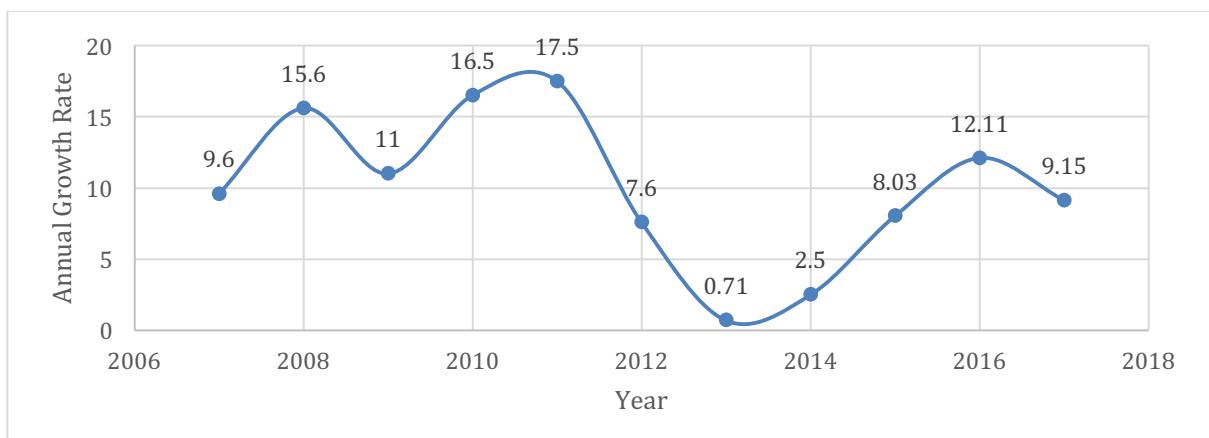
Total number of vehicles in the country as of December 2017 reached 92,008 compared to 84,297 vehicles in 2016, which is 9.15% increase over the last one year.

Chart 20: Vehicle Growth Trend, 2007-2017



Source: Road Safety and Transport Authority

Chart 21: Annual Vehicle Growth Rate, 2007-2017



Source: Road Safety and Transport Authority

Table 24: Total number of vehicles, by Type, 2001-2017

Year	Category <sup>19</sup>											Total	
	HV	HB	MV	MB	LV	TW	PT	TR	EME	Taxi	other	EV	
2001	2863	n.a	697	n.a	9915	8165	n.a	n.a	408	201	278	n.a	22,527
2002	2747	n.a	770	n.a	10199	8371	n.a	n.a	464	1423	456	n.a	24,430
2003	4841	n.a	308	n.a	11575	7507	n.a	n.a	321	1560	384	n.a	26,496
2004	4345	n.a	n.a	n.a	12425	7707	n.a	n.a	1682	1682	388	n.a	28,229
2005	4352	n.a	n.a	n.a	14365	6703	n.a	n.a	511	2050	491	n.a	28,472
2006	4176	n.a	343	n.a	17355	7903	79	109	555	2038	23	n.a	32,581
2007	4547	n.a	467	n.a	19798	7458	109	474	633	2218	n.a	n.a	35,704
2008	4624	n.a	659	n.a	24244	7734	151	611	744	2511	n.a	n.a	41,278
2009	5198	n.a	786	n.a	27145	8027	692	183	929	2859	n.a	n.a	45,819
2010	6568	n.a	1007	n.a	31162	8820	756	210	1260	3599	n.a	n.a	53,382
2011	7996	n.a	1261	n.a	36150	9434	1030	278	1702	4856	n.a	n.a	62,707
2012	8443	n.a	1330	n.a	39254	9739	1128	283	1918	5354	n.a	n.a	67,449
2013	8544	n.a	1347	n.a	39596	9750	1209	318	1971	5191	n.a	n.a	67,926
2014	8474	n.a	1392	n.a	41924	9988	1381	329	2005	4109	n.a	n.a	69,602
2015	8566	n.a	1482	n.a	47734	8978	1715	384	2208	3939	184	n.a	75,190
2016	9480	n.a	1605	n.a	54280	9641	1944	421	2595	4228	103	n.a	84,297
2017	9766	428	1415	313	59653	10165	2213	462	3044	4455	n.a	94	92,008

Source: Road Safety and Transport Authority

## 2.10. Vehicle Distribution and Ownership pattern, 2017

In terms of vehicle distribution, 51.9% of total vehicles are registered under Thimphu<sup>20</sup> region, 34.9% under Phuentsholing<sup>21</sup> region, 6.2% under Gelephu<sup>22</sup> region, 5.3% under Samdrupjongkhar<sup>23</sup> region and 1.6% under Monggar region<sup>24</sup> respectively.

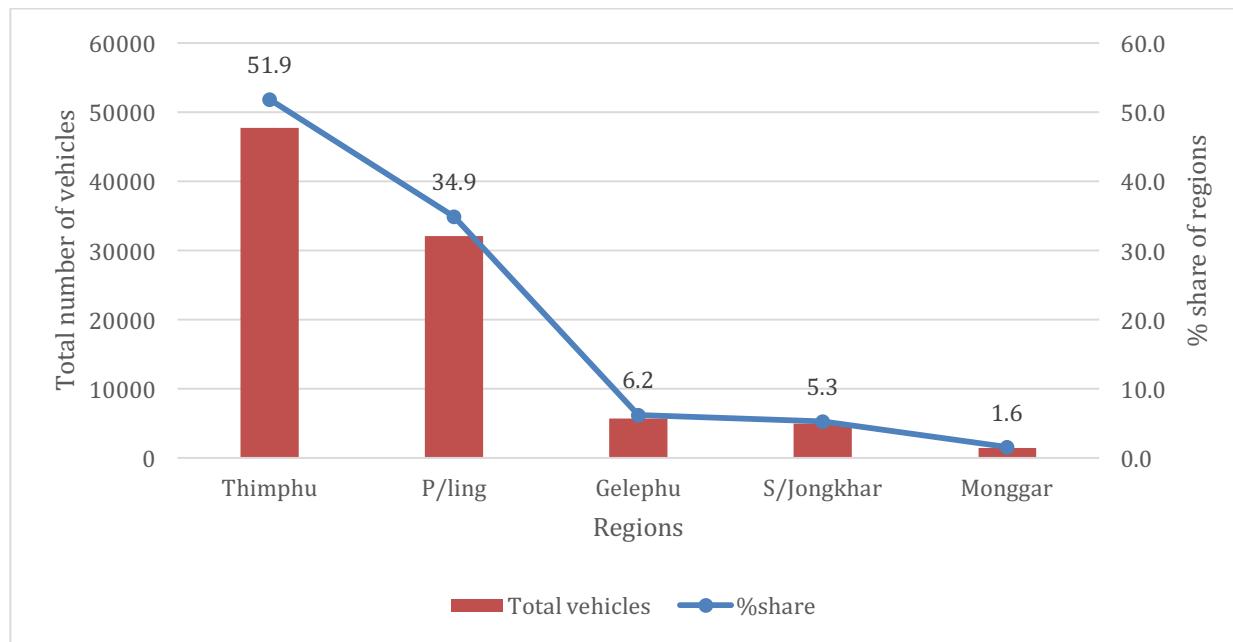
<sup>19</sup> HV: Heavy Vehicles; HB: Heavy Bus; MV: Medium Vehicles; MB: Medium Bus; LV: Light vehicles; TW: Two wheelers; PT: Power Tiller; TR: Tractor; EME: Earth moving Equipment; EV: Electric vehicles

<sup>20</sup> Covers six Dzongkhags: Thimphu, Paro, Haa, Wangdue, Punakha and Gasa

<sup>21</sup> Covers two Dzongkhags: Chhukha and Samtse

<sup>22</sup> Covers six Dzongkhags: Gelephu, Zhemgang, Trongsa, Bumthang, Tsirang and Dagana

Chart 22: Total number of Vehicles, by Region and % Share, 2017



Source: Road Safety and Transport Authority

Table 25: Total number of registered Vehicles, by Region and % Share, 2013-2017

Region	Total number of vehicles					% share of registered vehicles				
	2017	2016	2015	2014	2013	2017	2016	2015	2014	2013
Thimphu	47,753	43,652	38,760	36,796	36,130	51.9	51.78	51.55	52.9	53.2
P/ling	32,134	30,082	27,558	25,196	24,578	34.9	35.69	36.65	36.2	36.2
Gelephu	5,731	4,885	4,064	3,407	3,172	6.2	5.79	5.40	4.9	4.7
S/Jongkhar	4,938	4,627	4,329	4,103	4,046	5.3	5.49	5.76	5.9	5.96
Monggar	1,452	1,051	479	100	0	1.6	1.25	0.64	0.1	0.0
<b>Total</b>	<b>92,008</b>	<b>84,297</b>	<b>7,5190</b>	<b>69,602</b>	<b>67,926</b>					

Source: Road Safety and Transport Authority

<sup>23</sup> Covers two Dzongkhags: Samdrupjongkhar and Pema Gatshel. Since August 2014, Trashigang, Trashi Yangtse, Monggar and Lhuntse Dzongkhags were transferred to Monggar region. However, all vehicles registered and plying in this four Dzongkhags prior to August 2014 are recorded and kept with the Samdrup Jongkhar region.

<sup>24</sup> Started functioning since August 2014 and will cover four Dzongkhags: Monggar, Trashigang, Trashi Yangtse and Lhuntse. Number of vehicles and % share of vehicles for Monggar region is very low as the data indicates the number of vehicles registered on or after august 2014 only.

Table 26: Vehicles owned by Government and Public Sector Corporations, by Type, 2001-2017

Year	Category												Total
	HV	HB	MV	MB	LV	TW	PT	TR	EME	Taxi	other	EV	
2001	618	n.a	193	n.a	1262	467	0	0	126	0	0	n.a	2666
2002	490	n.a	189	n.a	1234	560	0	0	131	0	0	n.a	2604
2003	692	n.a	78	n.a	1176	484	0	0	63	0	0	n.a	2493
2004	871	n.a	0	n.a	1267	506	0	0	63	0	0	n.a	2707
2005	952	n.a	0	n.a	1472	640	0	0	127	0	0	n.a	3191
2006	922	n.a	72	n.a	1517	1277	3	69	156	0	15	n.a	4031
2007	914	n.a	108	n.a	1604	715	30	13	168	0	0	n.a	3552
2008	903	n.a	139	n.a	1820	806	40	16	173	0	0	n.a	3897
2009	952	n.a	170	n.a	2000	839	40	17	192	0	0	n.a	4210
2010	992	n.a	192	n.a	2133	1047	43	17	198	0	0	n.a	4622
2011	1099	n.a	211	n.a	2278	1406	56	21	238	0	0	n.a	5309
2012	1132	n.a	226	n.a	2531	1460	58	21	241	0	0	n.a	5669
2013	1176	n.a	226	n.a	2510	1463	58	89	250	0	0	n.a	5772
2014	1176	n.a	231	n.a	2572	1454	162	91	253	0	0	n.a	5939
2015	1185	n.a	238	n.a	2512	1400	333	113	266	0	184	n.a	6231
2016	1237	n.a	259	n.a	2654	1417	388	119	278	0	29	n.a	6381
2017	1048	213	234	41	2914	1426	479	127	345	0	0	27	6,854

Source: Road Safety and Transport Authority

Table 27: Vehicles owned by Private Organizations/Individuals, by type, 2001-2017

Year	Category												Total
	HV	MB	MV	MB	LV	TW	PT	TR	EME	Taxi	OT	EV	
2001	2244	n.a	505	n.a	7515	5989	0	0	282	1199	201	n.a	17935
2002	2255	n.a	581	n.a	8837	7811	0	0	333	1423	381	n.a	21621
2003	2799	n.a	230	n.a	10252	7023	0	0	258	1560	356	n.a	22478
2004	3474	n.a	0	n.a	11371	7201	0	0	258	1682	356	n.a	24342

2005	3400	n.a	0	n.a	12790	5998	0	0	382	2050	312	n.a	24932
2006	3236	n.a	271	n.a	15739	6626	76	40	399	2038	8	n.a	28433
2007	3633	n.a	359	n.a	18069	6743	79	460	465	2218	0	n.a	32026
2008	3721	n.a	520	n.a	22297	6928	111	595	561	2511	0	n.a	37244
2009	4246	n.a	616	n.a	25018	7180	143	675	737	2859	0	n.a	41474
2010	5576	n.a	815	n.a	28898	7769	167	739	1062	3599	0	n.a	48625
2011	6897	n.a	1050	n.a	33737	8023	222	1009	1478	4856	0	n.a	57272
2012	7311	n.a	1104	n.a	36588	8274	225	1107	1677	5354	0	n.a	61640
2013	7368	n.a	1121	n.a	36973	8282	1151	229	1721	5191	0	n.a	62036
2014	7298	n.a	1161	n.a	39252	8529	1219	238	1752	4109	0	n.a	63558
2015	7381	n.a	1244	n.a	45222	7578	1382	271	1942	3939	0	n.a	68959
2016	8243	n.a	1346	n.a	51541	8223	1556	302	2317	4228	74	n.a	77830
2017	8718	215	1181	272	56739	8739	1734	335	2699	4455	n.a	67	85154

Source: Road Safety and Transport Authority

Table 28: Total number of Vehicles- by Month, Region, Type and Ownerships, 2017:  
January 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	567	0	44	0	1448	460	302	62	141	23	0	3047
<i>P/ling</i>		551	0	154	0	763	607	0	19	60	7	0	2161
<i>Gelephu</i>		68	0	18	0	212	116	32	6	42	0	0	494
<i>S/J</i>		50	0	37	0	227	233	40	31	40	0	0	658
<i>Monggar</i>		5	0	7	0	59	1	18	2	0	0	0	92
<b>Sub-total</b>		<b>1241</b>		<b>260</b>		<b>2709</b>	<b>1417</b>	<b>392</b>	<b>120</b>	<b>283</b>	<b>30</b>	0	<b>6452</b>
<i>Thimphu</i>	Pvt	2280		356		30629	2673	1129	87	759	64	2831	37977
<i>P/ling</i>		5252		827		16322	3126	67	153	1352	6	1012	27105
<i>Gelephu</i>		339		110		2403	1049	118	29	97	4	295	4149
<i>S/J</i>		394		42		1954	1195	245	28	91	0	43	3949
<i>Mongar</i>		44		17		616	211	10	7	37	0	52	942
<b>Sub-total</b>		<b>8309</b>		<b>1352</b>		<b>51924</b>	<b>8254</b>	<b>1569</b>	<b>304</b>	<b>2336</b>	<b>74</b>	<b>4233</b>	<b>78355</b>
<i>Thimphu</i>	BHT	0		0		49	0	0	0	0	0	0	49
<i>P/ling</i>		0		0		0	0	0	0	0	0	0	0
<i>Gelephu</i>		0		0		0	0	0	0	0	0	0	0
<i>S/J</i>		0		0		0	0	0	0	0	0	0	0
<i>Mongar</i>		0		0		0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>		<b>0</b>		<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0	<b>49</b>
<i>Thimphu</i>	Diplomats	0		0		34	1	0	0	0	0	0	35
<i>P/ling</i>		0		0		0	0	0	0	0	0	0	0
<i>Gelephu</i>		0		0		0	0	0	0	0	0	0	0

<i>S/J</i>		0		0		0	0	0	0	0	0	0	0
<i>Mongar</i>		0		0		0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>		<b>0</b>		<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>Grand Total</b>		<b>9550</b>	<b>0</b>	<b>1612</b>	<b>0</b>	<b>54716</b>	<b>9672</b>	<b>1961</b>	<b>424</b>	<b>2619</b>	<b>104</b>	<b>4233</b>	<b>84891</b>

### February 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	567		44		1487	460	302	62	142	23	0	3087
<i>P/ling</i>		559		155		764	607	0	19	60	7	0	2171
<i>Gelephu</i>		68		18		209	116	32	6	42	0	0	491
<i>S/J</i>		50		37		227	233	40	31	40	0	0	658
<i>Monggar</i>		5		7		61	1	18	2	0	0	0	94
<b>Sub-total</b>		<b>1249</b>		<b>261</b>		<b>2748</b>	<b>1417</b>	<b>392</b>	<b>120</b>	<b>284</b>	<b>30</b>	<b>0</b>	<b>6501</b>
<i>Thimphu</i>	Pvt	2290		356		30848	2680	1129	88	769	65	2848	38225
<i>P/ling</i>		5286		828		16426	3132	67	153	1360	6	1012	27258
<i>Gelephu</i>		346		110		2447	1049	118	29	97	4	302	4200
<i>S/J</i>		393		42		1975	1195	245	28	98	0	44	3976
<i>Mongar</i>		47		17		642	212	10	7	37	0	56	972
<b>Sub-total</b>		<b>8362</b>		<b>1353</b>		<b>52338</b>	<b>8268</b>	<b>1569</b>	<b>305</b>	<b>2361</b>	<b>75</b>	<b>4262</b>	<b>78893</b>
<i>Thimphu</i>	BHT	0		0		48	0	0	0	0	0	0	48
<i>P/ling</i>		0		0		0	0	0	0	0	0	0	0
<i>Gelephu</i>		0		0		0	0	0	0	0	0	0	0
<i>S/J</i>		0		0		0	0	0	0	0	0	0	0
<i>Mongar</i>		0		0		0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>		<b>0</b>		<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
<i>Thimphu</i>	Diplomats	0		0		34	1	0	0	0	0	0	35
<i>P/ling</i>		0		0		0	0	0	0	0	0	0	0
<i>Gelephu</i>		0		0		0	0	0	0	0	0	0	0
<i>S/J</i>		0		0		0	0	0	0	0	0	0	0
<i>Mongar</i>		0		0		0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>		<b>0</b>		<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>Grand Total</b>		<b>9611</b>	<b>0</b>	<b>1614</b>	<b>0</b>	<b>55168</b>	<b>9686</b>	<b>1961</b>	<b>425</b>	<b>2645</b>	<b>105</b>	<b>4262</b>	<b>85477</b>

### March 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	567	0	44	0	1494	459	303	63	143	23	0	3096
<i>P/ling</i>		558	0	154	0	767	605	0	19	62	7	0	2172
<i>Gelephu</i>		69	0	18	0	213	114	47	6	42	0	0	509
<i>S/J</i>		50	0	37	0	223	233	40	31	40	0	0	654
<i>Monggar</i>		5	0	7	0	64	1	18	2	0	0	0	97
<b>Sub-total</b>		<b>1249</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>2761</b>	<b>1412</b>	<b>408</b>	<b>121</b>	<b>287</b>	<b>30</b>	<b>0</b>	<b>6528</b>
<i>Thimphu</i>	Pvt	2303	0	361	0	31163	2699	1144	89	783	65	2839	38607
<i>P/ling</i>		5340	0	832	0	16585	3151	68	154	1376	6	1009	27512

<i>Gelephu</i>		347	0	115	0	2519	1056	121	32	106	4	303	4300
<i>S/J</i>		398	0	43	0	2003	1196	245	28	104	0	45	4017
Mongar		51	0	19	0	668	212	10	7	39	0	59	1006
<b>Sub-total</b>		<b>8439</b>	<b>0</b>	<b>1370</b>	<b>0</b>	<b>52938</b>	<b>8314</b>	<b>1588</b>	<b>310</b>	<b>2408</b>	<b>75</b>	<b>4255</b>	<b>79697</b>
<i>Thimphu</i>	BHT	0	0	0	0	48	0	0	0	0	0	0	48
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
Mongar		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
<i>Thimphu</i>	Diplomats	0	0	0	0	31	0	0	0	0	0	0	31
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
Mongar		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>Grand Total</b>		<b>9688</b>	<b>0</b>	<b>1630</b>	<b>0</b>	<b>55778</b>	<b>9726</b>	<b>1996</b>	<b>431</b>	<b>2695</b>	<b>105</b>	<b>4255</b>	<b>86304</b>

#### April 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	567		44		1499	457	303	63	143	23	0	3099
<i>P/ling</i>		556		154		765	610	0	19	66	7	0	2177
<i>Gelephu</i>		69		18		208	114	58	6	42	1	0	516
<i>S/J</i>		50		37		221	232	42	31	40	0	0	653
Monggar		5		9		65	1	18	2	0	0	0	100
<b>Sub-total</b>		<b>1247</b>		<b>262</b>		<b>2758</b>	<b>1414</b>	<b>421</b>	<b>121</b>	<b>291</b>	<b>31</b>	<b>0</b>	<b>6545</b>
<i>Thimphu</i>	Pvt	2318		366		31413	2727	1194	90	793	65	2840	38966
<i>P/ling</i>		5363		831		16708	3170	68	157	1386	6	1005	27689
<i>Gelephu</i>		351		118		2564	1065	121	33	110	4	310	4366
<i>S/J</i>		398		43		2030	1196	245	28	106	0	45	4046
Mongar		51		19		686	214	10	7	41	0	64	1028
<b>Sub-total</b>		<b>8481</b>		<b>1377</b>		<b>53401</b>	<b>8372</b>	<b>1638</b>	<b>315</b>	<b>2436</b>	<b>75</b>	<b>4264</b>	<b>80359</b>
<i>Thimphu</i>	BHT	0		0		48	0	0	0	0	0	0	48
<i>P/ling</i>		0		0		0	0	0	0	0	0	0	0
<i>Gelephu</i>		0		0		0	0	0	0	0	0	0	0
<i>S/J</i>		0		0		0	0	0	0	0	0	0	0
Mongar		0		0		0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>		<b>0</b>		<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
<i>Thimphu</i>	Diplomats	0		0		29	0	0	0	0	0	0	29
<i>P/ling</i>		0		0		0	0	0	0	0	0	0	0
<i>Gelephu</i>		0		0		0	0	0	0	0	0	0	0
<i>S/J</i>		0		0		0	0	0	0	0	0	0	0
Mongar		0		0		0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>		<b>0</b>		<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>Grand Total</b>		<b>9728</b>	<b>0</b>	<b>1639</b>	<b>0</b>	<b>56236</b>	<b>9786</b>	<b>2059</b>	<b>436</b>	<b>2727</b>	<b>106</b>	<b>4264</b>	<b>86981</b>

## May 2017

Region	O/ship	HV	HB	MV	M0MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	567	0	44	0	1509	456	303	63	143	23	0	3108
<i>P/ling</i>		556	0	154	0	775	611	0	19	66	7	0	2188
<i>Gelephu</i>		69	0	18	0	206	114	58	6	42	1	0	514
<i>S/J</i>		51	0	36	0	223	232	42	31	40	0	0	655
<i>Monggar</i>		5	0	10	0	66	1	18	2	0	0	0	102
<b>Sub-total</b>		<b>1248</b>	<b>0</b>	<b>262</b>	<b>0</b>	<b>2779</b>	<b>1414</b>	<b>421</b>	<b>121</b>	<b>291</b>	<b>31</b>	<b>0</b>	<b>6567</b>
<i>Thimphu</i>	Pvt	2329	0	368	0	31668	2748	1211	90	813	65	2834	39292
<i>P/ling</i>		5397	0	833	0	16817	3185	68	158	1402	6	1000	27866
<i>Gelephu</i>		353	0	119	0	2623	1067	121	33	111	4	317	4431
<i>S/J</i>		400		43	0	2043	1199	245	29	112	0	46	4071
<i>Mongar</i>		52	0	19	0	703	214	10	7	41	0	65	1046
<b>Sub-total</b>		<b>8531</b>	<b>00</b>	<b>1382</b>	<b>0</b>	<b>53854</b>	<b>8413</b>	<b>1655</b>	<b>317</b>	<b>2479</b>	<b>75</b>	<b>4262</b>	<b>80968</b>
<i>Thimphu</i>	BHT	0	0	0	0	48	0	0	0	0	0	0	48
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
<i>Thimphu</i>	Diplomats	0	0	0	0	29	0	0	0	0	0	0	29
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>Grand Total</b>		<b>9779</b>	<b>0</b>	<b>1644</b>	<b>0</b>	<b>56710</b>	<b>9827</b>	<b>2076</b>	<b>438</b>	<b>2770</b>	<b>106</b>	<b>4262</b>	<b>87612</b>

## June 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	501	66	35	10	1519	458	317	65	143	19	0	3133
<i>P/ling</i>		444	113	133	21	780	610	15	20	65	7	0	2208
<i>Gelephu</i>		60	10	17	3	210	114	59	7	72	0	0	552
<i>S/J</i>		39	12	32	5	219	232	42	31	40	0	0	652
<i>Monggar</i>		0	5	8	2	67	1	18	2	0	0	0	103
<b>Sub-total</b>		<b>1044</b>	<b>206</b>	<b>225</b>	<b>41</b>	<b>2795</b>	<b>1415</b>	<b>451</b>	<b>125</b>	<b>320</b>	<b>26</b>	<b>0</b>	<b>6648</b>
<i>Thimphu</i>	Pvt	2274	75	192	180	31873	2765	1236	93	829	56	2841	39573
<i>P/ling</i>		5329	97	764	74	16901	3202	69	158	1408	6	1002	28008
<i>Gelephu</i>		333	22	114	4	2657	1068	121	34	113	4	325	4470
<i>S/J</i>		391	9	44	0	2059	1201	245	29	116	0	47	4094
<i>Mongar</i>		50	2	17	2	725	215	10	7	48	0	68	1076
<b>Sub-total</b>		<b>8377</b>	<b>205</b>	<b>1131</b>	<b>260</b>	<b>54215</b>	<b>8451</b>	<b>1681</b>	<b>321</b>	<b>2514</b>	<b>66</b>	<b>4283</b>	<b>81504</b>
<i>Thimphu</i>	BHT	0	0	0	0	46	0	0	0	0	0	0	46

P/ling		0	0	0	0	0	0	0	0	0	0	0	0
Gelephu		0	0	0	0	0	0	0	0	0	0	0	0
S/J		0	0	0	0	0	0	0	0	0	0	0	0
Mongar		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
Thimphu		0	0	0	0	28	0	0	0	0	1		29
P/ling		0	0	0	0	0	0	0	0	0	0		0
Gelephu	Diplomats	0	0	0	0	0	0	0	0	0	0		0
S/J		0	0	0	0	0	0	0	0	0	0		0
Mongar		0	0	0	0	0	0	0	0	0	0		0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		<b>29</b>
<b>Grand Total</b>		<b>9421</b>	<b>411</b>	<b>1356</b>	<b>301</b>	<b>57084</b>	<b>9866</b>	<b>2132</b>	<b>321</b>	<b>2834</b>	<b>93</b>	<b>4283</b>	<b>88227</b>

### July 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
Thimphu	Govt.	500	66	35	10	1516	456	317	65	147	19	0	3131
P/ling		443	116	136	20	787	610	15	20	65	7	0	2219
Gelephu		60	10	17	3	209	114	59	7	72	0	0	551
S/J		39	13	32	5	216	232	42	31	39	0	0	649
Monggar		0	5	8	2	71	1	18	2	0	0	0	107
<b>Sub-total</b>		<b>1042</b>	<b>210</b>	<b>228</b>	<b>40</b>	<b>2799</b>	<b>1413</b>	<b>451</b>	<b>125</b>	<b>323</b>	<b>26</b>	<b>0</b>	<b>6657</b>
Thimphu	Pvt	2297	76	196	179	32138	2809	1275	94	851	56	2849	39971
P/ling		5374	97	772	75	16983	3214	69	158	1412	7	999	28161
Gelephu		335	22	115	4	2684	1070	121	34	117	4	337	4506
S/J		392	9	44	1	2076	1204	245	29	122	0	49	4122
Mongar		52	2	17	2	753	216	10	8	48	0	72	1108
<b>Sub-total</b>		<b>8450</b>	<b>206</b>	<b>1144</b>	<b>261</b>	<b>54634</b>	<b>8513</b>	<b>1720</b>	<b>323</b>	<b>2550</b>	<b>67</b>	<b>4306</b>	<b>82174</b>
Thimphu	BHT	0	0	0	0	45	0	0	0	0	0	0	45
P/ling		0	0	0	0	0	0	0	0	0	0	0	0
Gelephu		0	0	0	0	0	0	0	0	0	0	0	0
S/J		0	0	0	0	0	0	0	0	0	0	0	0
Mongar		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>
Thimphu	Diplomats	0	0	0	0	27	0	0	0	0	1	0	28
P/ling		0	0	0	0	0	0	0	0	0	0	0	0
Gelephu		0	0	0	0	0	0	0	0	0	0	0	0
S/J		0	0	0	0	0	0	0	0	0	0	0	0
Mongar		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>
<b>Grand Total</b>		<b>9492</b>	<b>416</b>	<b>1372</b>	<b>301</b>	<b>57505</b>	<b>9926</b>	<b>2171</b>	<b>448</b>	<b>2873</b>	<b>94</b>	<b>4306</b>	<b>88904</b>

### August 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
Thimphu	Govt.	500	67	36	10	1509	456	323	65	148	19	0	3133

<i>P/ling</i>		443	116	136	22	785	610	15	20	66	7	0	2220
<i>Gelephu</i>		60	10	17	3	6	116	59	7	93	0	0	371
<i>S/J</i>		39	13	32	5	216	232	42	31	39	0	0	649
<i>Monggar</i>		0	5	8	2	72	1	18	2	0	0	0	108
<b>Sub-total</b>		<b>1042</b>	<b>211</b>	<b>229</b>	<b>42</b>	<b>2588</b>	<b>1415</b>	<b>457</b>	<b>125</b>	<b>346</b>	<b>26</b>	<b>0</b>	<b>6481</b>
<i>Thimphu</i>		2315	77	199	179	32293	2829	1278	97	868	56	2838	40191
<i>P/ling</i>		5407	97	772	75	17040	3226	69	158	1417	7	987	28268
<i>Gelephu</i>		336	22	115	4	2702	1070	121	34	121	4	340	4529
<i>S/J</i>		393	9	44	1	2088	1205	245	29	126	0	50	4140
<i>Mongar</i>		54	2	17	2	768	217	10	8	49	0	75	1127
<b>Sub-total</b>		<b>8505</b>	<b>207</b>	<b>1147</b>	<b>261</b>	<b>54891</b>	<b>8547</b>	<b>1723</b>	<b>326</b>	<b>2581</b>	<b>67</b>	<b>4290</b>	<b>82545</b>
<i>Thimphu</i>		0	0	0	0	44	0	0	0	0	0	0	44
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
<i>Thimphu</i>		0	0	0	0	27	0	0	0	0	1	0	28
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>
<b>Grand Total</b>		<b>9547</b>	<b>418</b>	<b>1376</b>	<b>303</b>	<b>57550</b>	<b>9962</b>	<b>2180</b>	<b>451</b>	<b>2927</b>	<b>94</b>	<b>4290</b>	<b>89098</b>

### September 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	500	67	36	10	1518	456	325	65	149	19	0	3145
<i>P/ling</i>		446	115	135	22	784	610	15	21	66	7	0	2221
<i>Gelephu</i>		60	10	17	2	208	116	66	8	94	0	0	581
<i>S/J</i>		39	13	32	5	214	232	42	32	39	0	0	648
<i>Monggar</i>		0	5	8	2	74	1	18	2	0	0	0	110
<b>Sub-total</b>		<b>1045</b>	<b>210</b>	<b>228</b>	<b>41</b>	<b>2798</b>	<b>1415</b>	<b>466</b>	<b>128</b>	<b>348</b>	<b>26</b>	<b>0</b>	<b>6705</b>
<i>Thimphu</i>	Pvt	2329	79	200	182	32574	2845	1279	97	887	56	2908	40528
<i>P/ling</i>		5439	97	778	76	17146	3234	69	159	1420	7	986	28425
<i>Gelephu</i>		338	22	116	5	2738	1073	121	34	125	4	375	4576
<i>S/J</i>		392	9	46	1	2104	1206	245	29	130	0	58	4162
<i>Mongar</i>		54	2	18	2	793	218	10	8	50	0	87	1155
<b>Sub-total</b>		<b>8552</b>	<b>209</b>	<b>1158</b>	<b>266</b>	<b>55355</b>	<b>8576</b>	<b>1724</b>	<b>327</b>	<b>2612</b>	<b>67</b>	<b>4414</b>	<b>83194</b>
<i>Thimphu</i>	BHT	0	0	0	0	44	0	0	0	0	0	0	44
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0

<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	
<i>Thimphu</i>	Diplomats	0	0	0	0	27	0	0	0	1	0	28	
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	
<i>G/Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	
<i>Monggar</i>		0	0	0	0	0	0	0	0	0	0	0	
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	
<b>Grand Total</b>		<b>9597</b>	<b>419</b>	<b>1386</b>	<b>307</b>	<b>58224</b>	<b>9991</b>	<b>2190</b>	<b>455</b>	<b>2960</b>	<b>94</b>	<b>4414</b>	<b>89971</b>

### October 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	500	67	38	10	1536	458	325	66	149	19	0	3168
<i>P/ling</i>		448	116	135	22	786	610	15	21	65	7	0	2225
<i>Gelephu</i>		62	10	17	2	210	116	66	8	94	0	0	585
<i>S/J</i>		39	13	32	5	216	232	42	32	39	0	0	650
<i>Monggar</i>		0	5	9	2	74	1	18	2	0	0	0	111
<b>Sub-total</b>		<b>1049</b>	<b>211</b>	<b>231</b>	<b>41</b>	<b>2822</b>	<b>1417</b>	<b>466</b>	<b>129</b>	<b>347</b>	<b>26</b>	<b>0</b>	<b>6739</b>
<i>Thimphu</i>	Pvt	2348	79	202	183	32872	2882	1280	98	900	56	2908	40900
<i>P/ling</i>		5458	99	783	76	17277	3252	69	160	1437	7	986	28618
<i>Gelephu</i>		339	22	119	5	2785	1075	121	34	127	4	375	4631
<i>S/J</i>		393	9	47	1	2126	1207	245	29	130	0	58	4187
<i>Monggar</i>		54	2	19	2	811	219	10	8	52	0	87	1177
<b>Sub-total</b>		<b>8592</b>	<b>211</b>	<b>1170</b>	<b>267</b>	<b>55871</b>	<b>8635</b>	<b>1725</b>	<b>329</b>	<b>2646</b>	<b>67</b>	<b>4414</b>	<b>83927</b>
<i>Thimphu</i>	BHT	0	0	0	0	44	0	0	0	0	0	0	44
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Monggar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
<i>Thimphu</i>	Diplomats	0	0	0	0	27	0	0	0	0	1	0	28
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>G/Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Monggar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>
<b>Grand Total</b>		<b>8592</b>	<b>422</b>	<b>1401</b>	<b>308</b>	<b>58764</b>	<b>10052</b>	<b>2191</b>	<b>458</b>	<b>2993</b>	<b>94</b>	<b>4414</b>	<b>90738</b>

### November 2017

Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	TAXI	Total
<i>Thimphu</i>	Govt.	500	67	38	10	1537	458	338	65	149	19	0	3181
<i>P/ling</i>		452	116	139	22	787	610	15	21	65	7	0	2234
<i>Gelephu</i>		62	10	17	2	209	116	66	7	94	0	0	583
<i>S/J</i>		39	12	32	5	215	232	42	32	39	0	0	648
<i>Monggar</i>		0	6	9	2	75	1	18	2	0	0	0	113
<b>Sub-total</b>		<b>8592</b>	<b>422</b>	<b>1401</b>	<b>308</b>	<b>58764</b>	<b>10052</b>	<b>2191</b>	<b>458</b>	<b>2993</b>	<b>94</b>	<b>4414</b>	<b>90738</b>

<b>Sub-total</b>		<b>1053</b>	<b>211</b>	<b>235</b>	<b>41</b>	<b>2823</b>	<b>1417</b>	<b>479</b>	<b>127</b>	<b>347</b>	<b>26</b>	<b>0</b>	<b>6759</b>
<i>Thimphu</i>	Pvt	2366	80	201	184	33137	2907	1289	102	914	56	2930	41236
<i>P/ling</i>		5501	98	787	78	17366	3268	69	160	1441	7	982	28775
<i>Gelephu</i>		342	22	121	5	2823	1080	121	36	131	4	384	4685
<i>S/J</i>		394	9	47	1	2138	1207	245	29	138	0	64	4208
<i>Mongar</i>		54	2	19	2	829	221	10	8	52	0	91	1197
<b>Sub-total</b>		<b>8657</b>	<b>211</b>	<b>1175</b>	<b>270</b>	<b>56293</b>	<b>8683</b>	<b>1734</b>	<b>335</b>	<b>2676</b>	<b>67</b>	<b>4451</b>	<b>84552</b>
<i>Thimphu</i>	BHT	0	0	0	0	44	0	0	0	0	0	0	44
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
<i>Thimphu</i>	Diplomats	0	0	0	0	27	0	0	0	0	1	0	28
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>
<b>Grand Total</b>		<b>9710</b>	<b>422</b>	<b>1410</b>	<b>311</b>	<b>59187</b>	<b>10100</b>	<b>2213</b>	<b>462</b>	<b>3023</b>	<b>94</b>	<b>4451</b>	<b>91383</b>

### December 2017

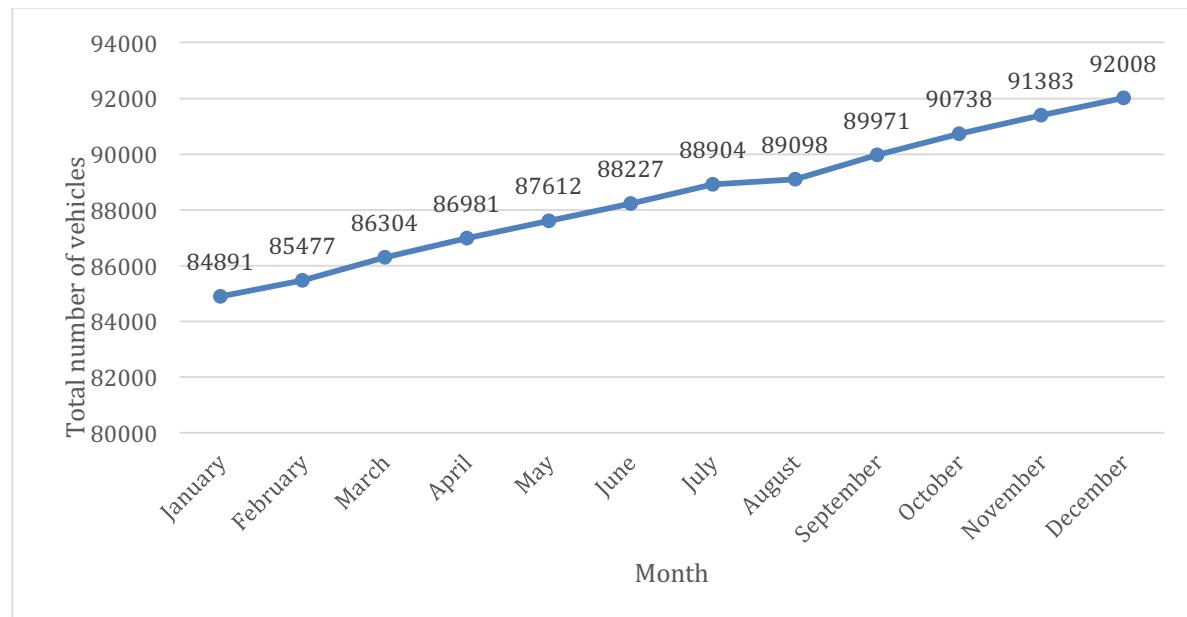
Region	O/ship	HV	HB	MV	MB	LV	TW	PT	TR	EME	EV	Taxi	Total
<i>Thimphu</i>	Govt.	500	70	38	10	1559	459	338	65	147	19	0	3205
<i>P/ling</i>		448	115	138	22	787	618	15	21	65	7	0	2236
<i>Gelephu</i>		61	10	17	2	210	116	66	7	94	0	0	583
<i>S/J</i>		39	12	32	5	213	232	42	32	39	0	0	646
<i>Mongar</i>		0	6	9	2	74	1	18	2	0	0	0	112
<b>Sub-total</b>		<b>1048</b>	<b>213</b>	<b>234</b>	<b>41</b>	<b>2843</b>	<b>1426</b>	<b>479</b>	<b>127</b>	<b>345</b>	<b>26</b>	<b>0</b>	<b>6782</b>
<i>Thimphu</i>	Pvt	2381	82	202	185	33403	2923	1289	102	927	56	2926	41550
<i>P/ling</i>		5538	99	788	78	17461	3287	69	160	1442	7	969	28929
<i>Gelephu</i>		347	22	124	5	2874	1085	121	36	136	4	394	4754
<i>S/J</i>		398	9	47	1	2147	1207	245	29	141	0	68	4224
<i>Mongar</i>		54	3	20	3	854	237	10	8	53	0	98	1242
<b>Sub-total</b>		<b>8718</b>	<b>215</b>	<b>1181</b>	<b>272</b>	<b>56739</b>	<b>8739</b>	<b>1734</b>	<b>335</b>	<b>2699</b>	<b>67</b>	<b>4455</b>	<b>85154</b>
<i>Thimphu</i>	BHT	0	0	0	0	44	0	0	0	0	0	0	44
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Mongar</i>		0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
<i>Thimphu</i>	Diplomats	0	0	0	0	27	0	0	0	0	1	0	28
<i>P/ling</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>Gelephu</i>		0	0	0	0	0	0	0	0	0	0	0	0
<i>S/J</i>		0	0	0	0	0	0	0	0	0	0	0	0

Mongar		0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>		
<b>Grand Total</b>		<b>9766</b>	<b>428</b>	<b>1415</b>	<b>313</b>	<b>59653</b>	<b>10165</b>	<b>2213</b>	<b>462</b>	<b>3044</b>	<b>94</b>	<b>4455</b>	<b>92008</b>		

*Source: Road Safety and Transport Authority*

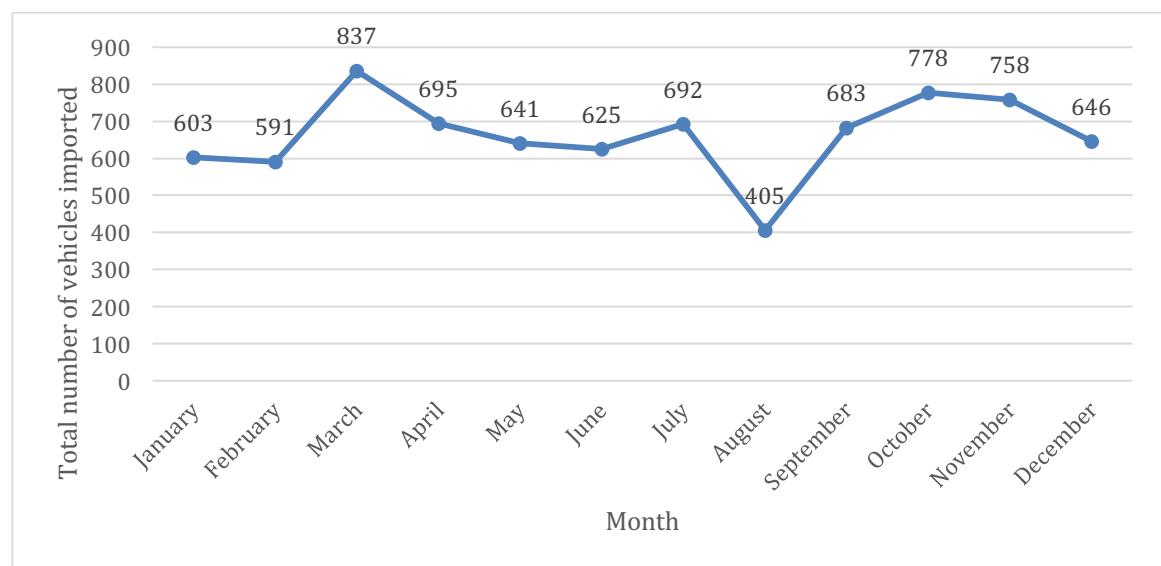
## 2.11. Vehicle Growth Trend: by imports and type

Chat 23: Monthly Motor Vehicle Growth trend, 2017



*Source: Road Safety and Transport Authority*

Chat 24: Monthly vehicle imports, 2017



*Source: Road Safety and Transport Authority*

Table 29: Total vehicle imports – By Month and Type, 2017

**January 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	3	2	1	0	60	0	4	1	5	1	0	77
<i>Private</i>	65	1	6	0	354	32	13	3	20	0	32	526
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>68</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>414</b>	<b>32</b>	<b>17</b>	<b>4</b>	<b>25</b>	<b>1</b>	<b>32</b>	<b>603</b>

**February 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	10	1	0	1	58	0	0	0	1	0	0	71
<i>Private</i>	48	3	1	0	364	17	0	1	25	1	60	520
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>58</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>422</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>60</b>	<b>591</b>

**March 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	1	3	1	0	44	0	16	1	3	0	0	69
<i>Private</i>	76	1	14	1	525	43	19	5	47	0	37	768
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>77</b>	<b>4</b>	<b>15</b>	<b>1</b>	<b>569</b>	<b>43</b>	<b>35</b>	<b>6</b>	<b>50</b>	<b>0</b>	<b>37</b>	<b>837</b>

**April 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	2	0	0	2	25	5	13	0	6	1	0	54
<i>Private</i>	41	1	9	0	406	57	50	5	30	0	42	641
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>43</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>431</b>	<b>62</b>	<b>63</b>	<b>5</b>	<b>36</b>	<b>1</b>	<b>42</b>	<b>695</b>

**May 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	2	1	1	0	39	2	0	0	0	0	0	45
<i>Private</i>	47	2	5	0	402	41	17	2	43	0	37	596

<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>49</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>441</b>	<b>43</b>	<b>17</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>37</b>	<b>641</b>

#### June 2017

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	5	0	2	3	32	3	30	4	30	0	0	109
<i>Private</i>	50	2	10	0	296	36	26	4	32	0	60	516
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>55</b>	<b>2</b>	<b>12</b>	<b>3</b>	<b>328</b>	<b>39</b>	<b>56</b>	<b>8</b>	<b>62</b>	<b>0</b>	<b>60</b>	<b>625</b>

#### July 2017

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	0	5	3	0	18	0	0	0	5	0	0	31
<i>Private</i>	76	1	13	0	361	61	39	2	35	1	72	661
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>76</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>379</b>	<b>61</b>	<b>39</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>72</b>	<b>692</b>

#### August 2017

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	0	2	1	2	6	2	6	0	23	0	0	42
<i>Private</i>	58	1	4	0	204	36	3	3	31	0	23	363
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>58</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>210</b>	<b>38</b>	<b>9</b>	<b>3</b>	<b>54</b>	<b>0</b>	<b>23</b>	<b>405</b>

#### September 2017

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	4	0	0	0	23	0	9	3	2	0	0	41
<i>Private</i>	48	1	11	4	410	29	1	1	33	0	104	642
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>52</b>	<b>1</b>	<b>11</b>	<b>4</b>	<b>433</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>35</b>	<b>0</b>	<b>104</b>	<b>683</b>

**October 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	4	1	3	0	27	2	0	1	0	0	0	38
<i>Private</i>	44	2	12	1	462	60	1	2	33	0	123	740
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>48</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>489</b>	<b>62</b>	<b>1</b>	<b>3</b>	<b>33</b>	<b>0</b>	<b>123</b>	<b>778</b>

**November 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	4	1	4	0	13	0	113	0	0	0	0	135
<i>Private</i>	67	1	6	3	370	52	9	4	30	0	81	623
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>71</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>383</b>	<b>52</b>	<b>122</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>81</b>	<b>758</b>

**December 2017**

<b>Ownership</b>	<b>HV</b>	<b>HB</b>	<b>MV</b>	<b>MB</b>	<b>LV</b>	<b>TW</b>	<b>PT</b>	<b>TR</b>	<b>EME</b>	<b>EV</b>	<b>Taxi</b>	<b>Total</b>
<i>Government</i>	1	3	0	0	26	9	0	0	1	0	0	40
<i>Private</i>	60	3	6	2	391	58	0	0	25	0	61	606
<i>BHT</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>Diplomats</i>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>61</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>417</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>61</b>	<b>646</b>

Source: Road Safety and Transport Authority

Table 30 : Vehicle Import: by Individuals, Organizations<sup>25</sup> and vehicle company, 2017

<b>SL. No.</b>	<b>Vehicle Company</b>	<b>Individuals</b>	<b>Organizations</b>
1	Ford	28	37
2	Eicher	160	53
3	Bharat Benz	29	2
4	Tata	472	141
5	JCB	52	44
6	Man Force	17	19
7	Bajaj	202	27
8	Honda	87	0
9	Hyundai	888	17
10	Agro	1	7
11	Maruti	2239	26

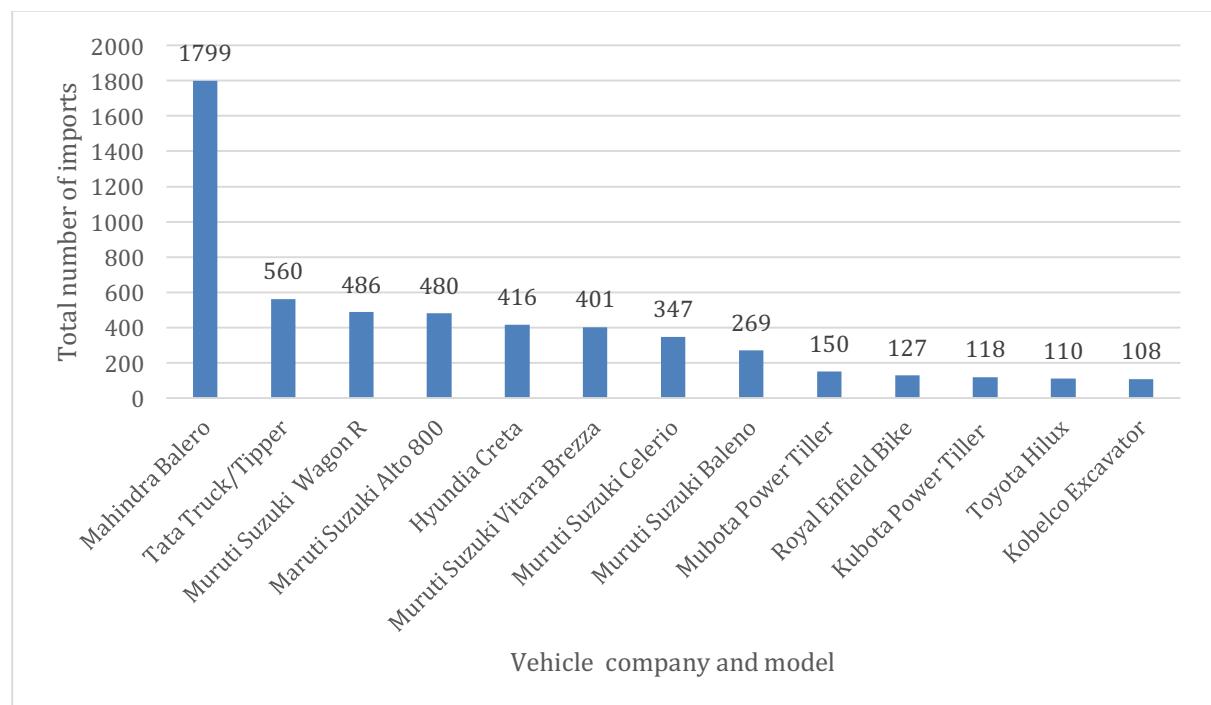
<sup>25</sup> Organizations here refers to any Offices be it government, corporates, NGOs, private or any other offices. Individuals are all privately owned by any individuals

12	Apache	3	0
13	Piaggio Aprilia	1	0
14	Ashok Leyland	3	2
15	Toyota	92	157
16	Avon e-star	3	0
17	Chogqing Axxo	2	0
18	Kobelco	52	57
19	Case	25	42
20	Benelli	4	0
21	Action Constrution Equipment	11	1
22	Mahindra	1742	187
23	Hero Honda	11	15
24	Yamaha	75	2
25	Suzuki	15	0
26	Ducati	1	0
27	Gixsar	3	0
28	Bull Machines	7	1
29	Caterpillar	3	2
30	Royal Enfield	127	0
31	Atlas Copco	1	1
32	Liugong	8	2
33	LeeBoy	6	1
34	Haley Davidson	2	0
35	Excort	20	9
36	Hidromet	2	0
37	Singapore Yang	22	2
38	Komatsu	5	5
39	Force Motors Traveller	2	0
40	Gamzen Skid Street	8	2
41	Hero	16	6
42	Doosan	5	1
43	Isuzu	8	8
44	Kia	55	0
45	Ssangyang	10	0
46	L and T	3	0
47	Mitsubishi	11	60
48	Mubota	148	2
49	Mecredez	1	1
50	Nissan	41	1
51	Apple Paver	1	0
52	Yanmar	5	93
53	Kubota	5	113

54	Bonglua	66	0
55	Shrachi	2	0
56	Powerplus	1	0
57	United motors	1	1
58	Polaris RZR	1	0
59	Sany	36	24
60	Sonalika	6	10
61	Triump Co	1	0
62	TVS Motor	24	1
63	Terex Vectra	1	0
64	Volvo	3	4
65	Apollo	0	3
66	John Asphalt	0	1
67	Universal Industrial	0	1
68	Hino	0	1
69	Normet OY	0	1
70	Sandvit	0	2

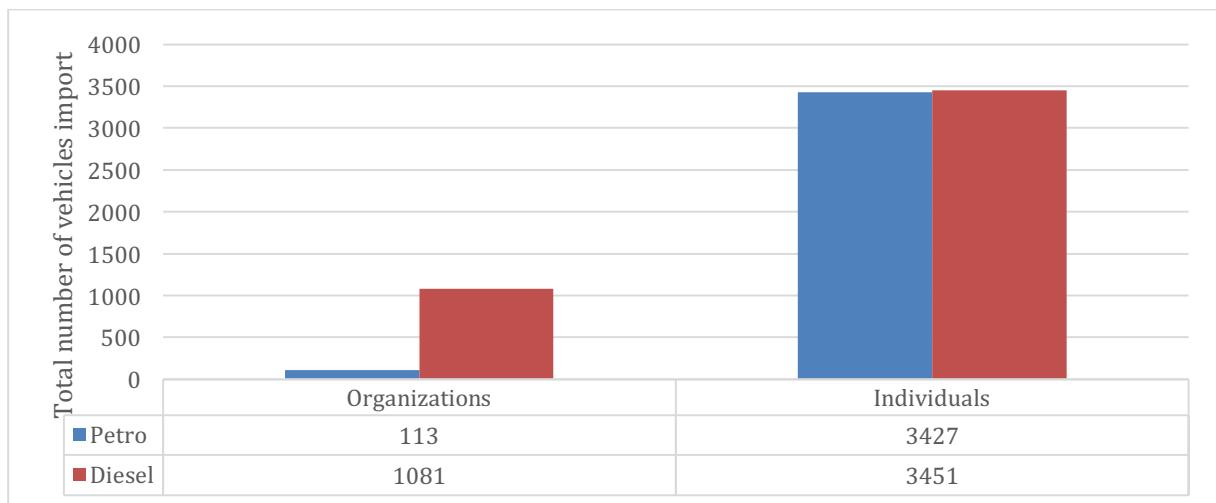
Source: Road Safety and Transport Authority

Chart 24: Top thirteen vehicle imports, by vehicle model, 2017



Source: Road Safety and Transport Authority

Chart 25: Vehicle imports, by fuel consumption, 2017

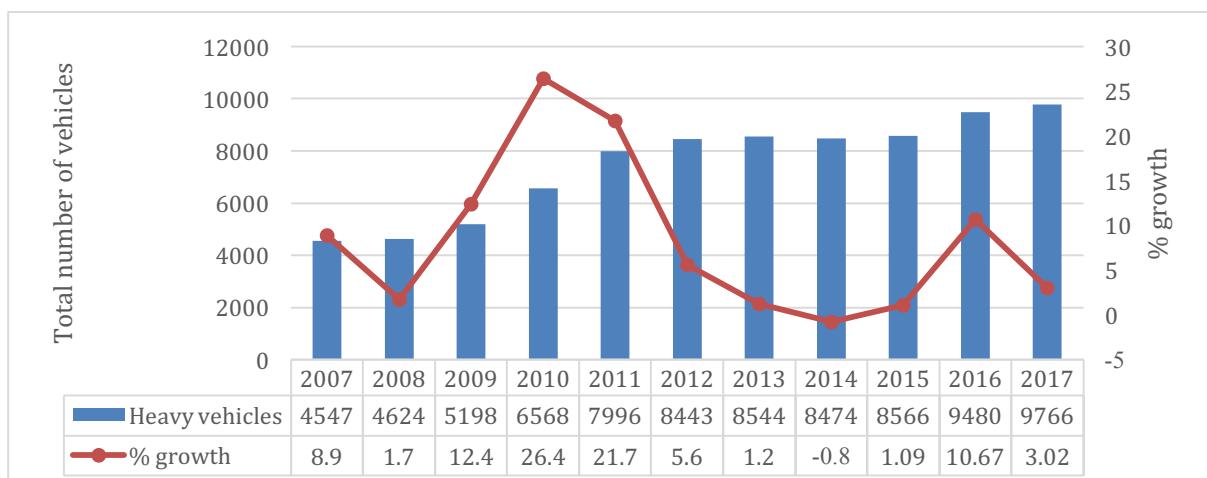


Source: Road Safety and Transport Authority

### Heavy Vehicles<sup>26</sup>:

In 2017, the Heavy vehicle category saw a slight increase of 3.02 % i.e.286 more heavy vehicles after adjusting for new and off road vehicles, thereby taking its total to 9766.

Chart 26: Total number of Heavy Vehicles and % Annual Growth, 2007-2017



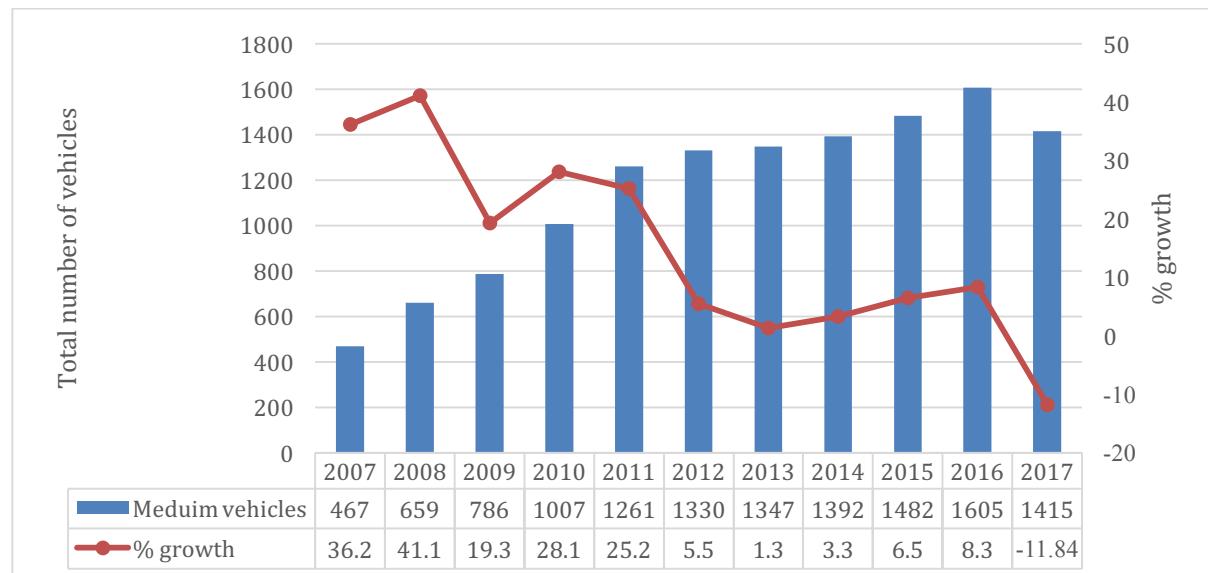
Source: Road Safety and Transport Authority

<sup>26</sup> Heavy vehicle is defined as motor vehicles exceeding 10 tons gross vehicle weight or a bus seating more than 25 adults (including the driver) and these are generally trucks for freight and passenger buses (including buses owned by institutions and schools)

### Medium Vehicles<sup>27</sup>:

Total number of Medium vehicles in 2017, after adjusting new and off road vehicles, decreased by about 190 numbers or by 11.84 % compared to 2016.

Chart 27: Total number of Medium vehicles and % Annual Growth, 2007-2017

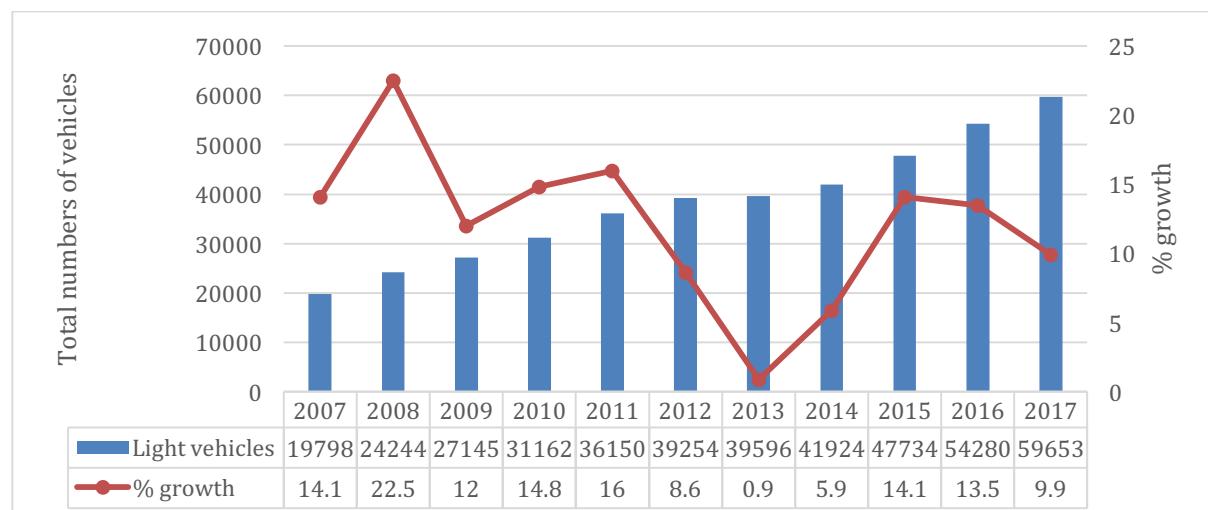


Source: Road Safety and Transport Authority

### Light Vehicles<sup>28</sup>:

After adjusting new and off road vehicles, 5373 light vehicles were added to the Bhutanese roads in 2017 i.e. an increase of 9.9 % from 2016, taking the total number of light vehicles to 59,653.

Chart 28: Total number of Light vehicles and % Annual Growth, 2007-2017



Source: Road Safety and Transport Authority

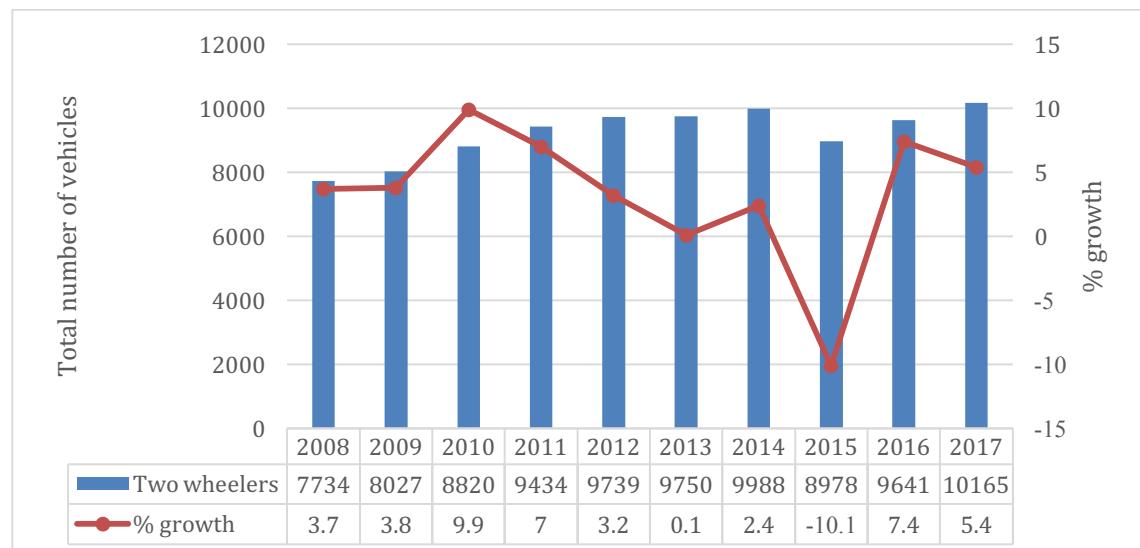
<sup>27</sup> Medium vehicles means a motor vehicle exceeding 3 tons but not exceeding 10 tons gross vehicle weight or a bus seating between 13 and 24 passengers

<sup>28</sup> Light vehicles means a motor vehicle (which is not a two-wheeler) seating not more than 12 adults (including the driver) and not exceeding 3 tones gross vehicle weight

## Two Wheelers<sup>29</sup>:

In 2017, the Two-wheelers segment saw an increase of 524 numbers or 5.4 % after adjusting new and off road vehicles, taking the total number of two-wheelers to 10,165.

Chart 29: Total number of two-wheelers and % growth, 2008-2017

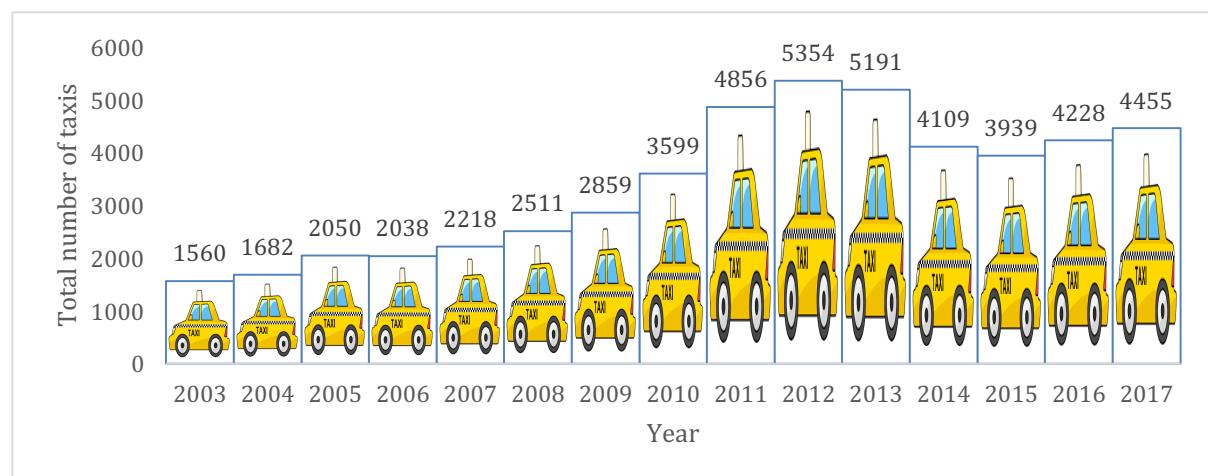


Source: Road Safety and Transport Authority

## Taxi

Total number of Taxis in the country increased by about 5.37% in 2017 or by 227 numbers compared to 2016. In 2017, Monggar region had an increase of 127.9% in its taxi number. It was followed by Gelephu region with 36.33%, Thimphu region by 3.3% and Samdrup Jongkhar region by 1.5%. However, Phuentsholing region saw its taxi number decrease by 4.5%.

Chart 30: Total number of taxis<sup>30</sup>, 2003-2017



Source: Road Safety and Transport Authority

<sup>29</sup> Two wheelers mean a two-wheeled motor vehicle which has its own motive power but not human or animal power

<sup>30</sup> Reverification of total number of taxis led to decrease in the total number in 2015

Table 31: Taxi distribution, by Year and Region, 2010-2017

Sl. No.	Region	Number of Taxis							
		2010	2011	2012	2013	2014	2015	2016	2017
	Nation Wide	3599	4856	5354	5191	4109	3939	4228	4455
	% Growth	25.9	34.9	10.3	-3.04	-20.8	-4.1	7.3	5.37
1	Thimphu	2488	3305	3617	3508	2707	2652	2832	2926
	% Growth	25.47	32.84	9.4	-3.01	-22.8	-2.03	6.8	3.3
	% Share (region wise)	69.1	68.1	67.6	67.6	65.9	67.33	66.98	65.68
2	P/Ling	976	1343	1514	1475	1192	1030	1015	969
	% Growth	26.26	37.6	12.7	-2.6	-19.2	-13.59	-1.5	-4.5
	% Share (region wise)	27.12	27.7	28.3	28.4	29	26.15	24.01	21.8
3	Gelephu	97	151	160	149	156	195	289	394
	% Growth	61.67	55.67	6	-6.9	4.7	25	48.2	36.33
	% Share (region wise)	2.7	3.11	3	2.9	3.8	4.95	6.84	8.8
4	S/Jongkhar	38	57	63	59	54	44	43	68
	% Growth	-11.63	50	10.5	-6.3	-8.5	-18.5	-2.3	58.14
	% Share (region wise)	1.1	1.17	1.2	1.1	1.3	1.12	1.02	1.5
5	Mongar	0	0	0	0	0	18	43	98
	% Growth	-	-	-	-	-	-	138.9	127.9
	% Share (region wise)	-	-	-	-	-	0.46	1.02	2.2

Source: Road Safety and Transport Authority

## 2.12. Motor Vehicle Crashes and Casualties

Table 32: Motor Vehicle Crashes and Casualties, 2005-2017

<b>Year</b>	<b>Number of motor vehicle crashes</b>	<b>Death</b>	<b>Injured</b>
2005	696	39	247
2006	940	71	389
2007	523	40	335
2008	995	92	488
2009	1,436	77	579
2010	1,260	79	611
2011	1,374	104	623
2012	1,350	96	611
2013	1,023	59	601
2014	792	76	426
2015	715	99	373
2016	726	105	355
2017	862	104	457

Source: Traffic Division, Royal Bhutan Police & Road Safety and Transport Authority

Table 33: Monthly Motor Vehicle Crashes and Casualties, by Dzongkhag, 2017

<b>Dzongkhag</b>	<b>Jan</b>	<b>Feb</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
Bumthang	0	0	1	1	0	0	0	1	0	1	0	0	4
Chukha	3	0	4	1	3	3	1	2	4	4	8	11	44
Dagana	0	0	0	0	0	0	0	0	1	0	1	0	2
Gasa	0	0	0	0	0	0	1	0	0	1	0	0	2
Haa	0	0	0	0	0	0	0	0	0	0	0	0	0
Lhuntse	0	0	0	1	0	0	1	0	1	0	0	0	3
Monger	1	1	2	2	1	0	0	0	1	0	0	2	10
Paro	10	14	20	13	10	14	12	11	10	19	20	21	174
P/ Gatshel	0	0	0	0	0	0	0	0	0	0	0	0	0

Punakha	1	0	0	1	0	0	0	1	0	0	2	0	5
S/Jongkhar	1	1	0	1	1	1	0	2	1	3	0	1	12
Samtse	0	1	1	1	2	1	2	1	3	3	2	4	21
Sarpang	0	1	0	3	4	0	5	2	5	0	3	4	27
Thimphu	31	34	40	42	49	31	32	41	55	43	47	61	506
Trashigang	0	1	0	2	0	0	2	1	1	3	3	8	21
T/Yangtse	0	0	0	0	2	1	0	0	0	1	0	0	4
Trongsa	1	0	1	1	0	0	0	0	0	1	0	0	4
Tsirang	0	1	0	0	0	3	1	0	0	0	1	1	7
Wangdue	2	1	0	1	0	0	0	1	3	2	1	2	13
Zhemgang	0	0	0	0	1	0	1	0	0	1	0	0	3
<b>Total</b>	<b>50</b>	<b>55</b>	<b>69</b>	<b>70</b>	<b>73</b>	<b>54</b>	<b>58</b>	<b>63</b>	<b>85</b>	<b>82</b>	<b>88</b>	<b>115</b>	<b>862</b>

Source: Road Safety and Transport Authority and Traffic Police

Table 34: Motor vehicles death and injuries, by police station, 2017

Sl.No	Name of Police Station	MVA	Causalities				Pedestrian accidents	Student accidents		
			Death		Injured					
			M	F	M	F				
1	Thimphu	506	9	4	182	60	27	40		
2	Paro	174	2	0	33	6	13	0		
3	Haa	0	0	0	0	0	0	0		
4	Punakha	4	2	0	2	2	0	0		
5	Metsina CPC	1	0	1	1	1	0	0		
6	Gasa	2	0	0	2	0	0	0		
7	P/Ling	20	4	2	10	8	5	0		
8	Pasakha	5	1	0	4	0	0	0		
9	Gedu	11	4	0	6	3	0	0		
10	Tsimasham	4	2	0	1	0	0	0		
11	Lhamozingkha	4	2	0	3	0	0	0		
12	Samtse	6	0	0	6	2	0	0		
13	Gomtu	2	0	0	6	0	0	0		

14	Norbugang	<b>6</b>	0	0	0	1	0	0
15	Pendeling	<b>4</b>	0	0	1	0	0	0
16	Sipsoo	0	0	0	0	0	0	0
17	Tashichholing	<b>1</b>	0	0	0	0	0	0
18	Dorokha	<b>2</b>	1	0	1	3	0	0
19	Gelephu	<b>18</b>	3	1	5	2	2	0
20	Sarpang	<b>7</b>	1	0	5	1	0	0
21	Zhemgang	<b>2</b>	0	0	0	0	0	0
22	Panbang	<b>3</b>	1	0	0	0	0	0
23	Tsirang	<b>7</b>	3	1	7	4	0	0
24	Dagapela	0	0	0	0	0	0	0
25	Dagana	<b>2</b>	1	0	7	5	0	0
26	Trongsa	<b>4</b>	4	0	4	0	0	0
27	S/Jongkhar	<b>8</b>	6	1	13	3	0	0
28	Pema Gatshel	0	0	0	0	0	0	0
29	Nganglam	<b>3</b>	1	0	2	0	0	0
30	J/tshangkha	<b>1</b>	0	0	0	1	0	0
31	Trashigang	<b>15</b>	1	1	11	3	0	1
32	Wamrong	<b>6</b>	9	1	4	1	0	1
33	T/Yangtse	<b>4</b>	6	0	3	2	0	0
34	Thrimshing	0	0	0	0	0	0	0
35	Monger	<b>5</b>	4	0	1	1	0	0
36	Lhuntse	<b>3</b>	1	2	2	1	0	0
37	Gyelposhing	<b>5</b>	5	3	5	1	0	0
38	Weringla	0	0	0	0	0	0	0
39	Wangdue	<b>12</b>	5	4	13	1	4	0
40	Zhawakha CPC	<b>1</b>	1	0	0	0	0	0
41	Bumthang	<b>4</b>	2	2	4	1	0	0
<b>Total</b>		<b>862</b>	<b>81</b>	<b>23</b>	<b>344</b>	<b>113</b>	<b>51</b>	<b>42</b>

Source: Traffic Division, Royal Bhutan Police

Table 35: Causes of motor vehicle accidents, by Dzongkhag, 2017

Dzongkhag	Cause of Accident																		
	Drivers Error										Road Condition								
	Using of cell phone	Reaching for objects in the vehicles	Speeding	Drink driving	Tail gating	Not keeping left	Not giving right of way	Unsafe over taking	Unlicensed/inexperienced driver	Reverse when unsafe	Unsafe U-turn	Others	Potholes	Icy or snowy road	Sinking Road	Land slide	Improper conning off construction zones	Falling boulders/pebbles	Others
Paro	0	0	12	20	7	0	12	4	10	6	5	112	0	1	0	0	0	0	8
Haa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Punakha	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
Gasa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Chukha	0	0	12	4	0	0	0	0	2	0	0	26	0	0	1	0	0	0	2
Samtse	0	0	2	2	0	0	1	0	2	0	0	11	0	0	0	0	0	0	2
Sarpang	0	0	4	12	0	0	1	0	3	0	0	11	0	0	0	0	0	0	2
Zhemgang	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Tsirang	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Dagana	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Trongsa	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1
S/Jongkhar	0	0	4	0	0	0	0	0	0	0	0	2	3	0	0	0	1	0	1
P/Gathsel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T/Gang	0	0	0	1	0	0	0	0	2	0	0	13	0	0	0	1	0	0	3
T/Yangtse	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
Mongar	0	0	1	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	2
Lhuntse	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
Wangdue	0	0	0	1	0	0	0	0	4	0	0	7	0	0	0	0	0	0	0
Bumthang	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
Thimphu	0	0	39	165	56	33	63	16	51	21	1	239	0	1	1	0	0	1	1
	0	0	77	210	64	33	77	20	78	27	6	447	3	2	2	2	1	2	25

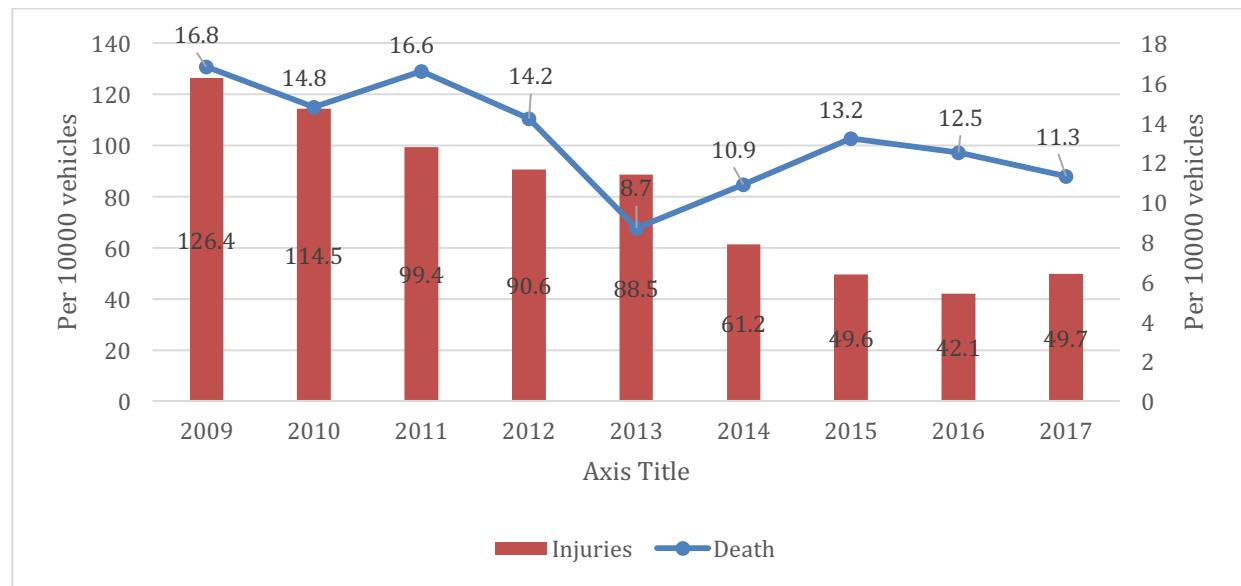
Source: Traffic Division, Royal Bhutan Police

Table 35.1(Continue): Causes of motor vehicle accidents, by Dzongkhag, 2017

Dzongkhag	Weather condition						Mechanical failure						Total no. of causes	Total no. of M.V.A
	Rain	Foggy	Snow	Hailstone	Windy	Others	Brake fail	Tyre Wheel failure	Steering failure	Light failure	Others			
Paro	1	0	0	0	0	0	0	0	1	0	1	200	174	
Haa	0	0	0	0	0	0	0	0	0	0	0	0	0	
Punakha	0	0	0	0	0	0	1	0	0	0	0	5	5	
Gasa	0	0	0	0	0	0	0	0	0	0	1	3	2	
Chukha	0	0	0	0	0	0	1	0	0	0	0	48	44	
Samtse	0	2	0	0	0	2	3	0	0	0	1	28	21	
Sarpang	0	0	0	0	0	0	1	0	1	0	0	35	27	
Zhemgang	0	0	0	0	0	0	0	0	0	0	0	4	3	
Tsirang	0	0	0	0	0	0	1	0	0	0	0	8	7	
Dagana	0	0	0	0	0	0	0	0	0	0	0	3	2	
Trongsa	0	1	0	0	0	0	0	0	0	0	0	5	4	
S/Jongkhar	0	4	0	0	0	0	0	0	0	0	0	15	12	
P/Gathsel	0	0	0	0	0	0	0	0	0	0	0	0	0	
T/Gang	0	0	0	0	0	1	0	0	0	0	1	22	21	
T/Yangtse	0	0	0	0	0	0	0	0	0	0	0	4	4	
Monger	0	0	0	0	0	0	0	0	0	0	0	12	10	
Lhuntse	0	0	0	0	0	0	0	0	0	0	0	5	3	
Wangdue	0	0	0	0	0	0	1	0	1	0	0	14	13	
Bumthang	0	1	0	0	0	0	0	0	0	0	0	4	4	
Thimphu	0	0	0	0	0	0	1	0	0	0	0	689	506	
Total	1	8	0	0	0	3	9	0	3	0	4	1104	862	

Source: Traffic Division, Royal Bhutan Police

Chart 31: Number of Deaths and Injuries per 10,000 vehicles, 2009-2017



Source: Road Safety and Transport Authority

## 2.13. Driving license

Table 36: Monthly Issuance of Driving License, by Type & Region, 2017

### January

Sl. No	Region	Ordinary License	Professional Driving License	Sub-Total (End of 2016+ Jan) (Exclusive of PD)
1	Thimphu	342	33	56349
2	Phuentsholing	58	1	12942
3	Gelephu	139	9	14605
4	Samdrupjongkhar	33	0	10051
5	Monggar	65	1	1325
Sub Total		637	44	95272
<b>Grand Total : [Total of 2016+ Jan end total]</b>		<b>95272</b>	<b>16777</b>	<b>112049</b>

**February**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (Jan + Feb) (Exclusive of PD)</b>
1	Thimphu	277	14	56626
2	Phuentsholing	85	7	13027
3	Gelephu	107	4	14712
4	Samdrupjongkhar	19	1	10070
5	Monggar	24	0	1349
Sub-total		512	26	95784
<b>Grand Total</b>		<b>95784</b>	<b>16803</b>	<b>112587</b>

**March**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (Feb + March) (Exclusive of PD)</b>
1	Thimphu	351	19	56977
2	Phuentsholing	155	2	13182
3	Gelephu	120	4	14832
4	Samdrupjongkhar	81	0	10151
5	Monggar	46	4	1395
Sub-Total		753	29	96537
<b>Grand Total</b>		<b>96537</b>	<b>16832</b>	<b>113369</b>

**April**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (March + April) (Exclusive of PD)</b>
1	Thimphu	346	12	57323
2	Phuentsholing	123	4	13305
3	Gelephu	128	1	14960
4	Samdrupjongkhar	21	0	10172
5	Monggar	41	0	1436
Sub-Total		659	17	97196
<b>Grand Total</b>		<b>97196</b>	<b>16849</b>	<b>114045</b>

**May**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (April + May) (Exclusive of PD)</b>
1	Thimphu	280	13	57603
2	Phuentsholing	123	0	13428
3	Gelephu	119	4	15079
4	Samdrupjongkhar	64	0	10236
5	Monggar	59	0	1495
Sub-Total		645	17	97841
<b>Grand Total</b>		<b>97841</b>	<b>16866</b>	<b>114707</b>

**June**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (May + June) (Exclusive of PD)</b>
1	Thimphu	244	30	57847
2	Phuentsholing	150	1	13578
3	Gelephu	98	11	15177
4	Samdrupjongkhar	41	0	10277
5	Monggar	47	1	1542
Sub-Total		580	43	98421
<b>Grand Total</b>		<b>98421</b>	<b>16909</b>	<b>115330</b>

**July**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (June + July) (Exclusive of PD)</b>
1	Thimphu	353	19	58200
2	Phuentsholing	75	1	13653
3	Gelephu	95	5	15272
4	Samdrupjongkhar	85	0	10362
5	Monggar	53	0	1595
Sub-Total		661	25	99082
<b>Grand Total</b>		<b>99082</b>	<b>16934</b>	<b>116016</b>

**August**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (July + Aug (Exclusive of PD)</b>
1	Thimphu	452	30	58652
2	Phuentsholing	101	18	13754
3	Gelephu	90	6	15362
4	Samdrupjongkhar	59	1	10421
5	Monggar	62	0	1657
<b>Sub-Total</b>		<b>764</b>	<b>55</b>	<b>99846</b>
<b>Grand Total</b>		<b>99846</b>	<b>16989</b>	<b>116835</b>

**September**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (Aug + Sep (Exclusive of PD)</b>
1	Thimphu	268	18	58920
2	Phuentsholing	152	13	13906
3	Gelephu	105	3	15467
4	Samdrupjongkhar	49	1	10470
5	Monggar	67	2	1724
<b>Sub-Total</b>		<b>641</b>	<b>37</b>	<b>100487</b>
<b>Grand Total</b>		<b>100487</b>	<b>17026</b>	<b>117513</b>

**October**

<b>Sl. No</b>	<b>Region</b>	<b>Ordinary License</b>	<b>Professional Driving License</b>	<b>Sub-Total (Sep + Oct (Exclusive of PD)</b>
1	Thimphu	480	23	59400
2	Phuentsholing	136	0	14042
3	Gelephu	116	5	15583
4	Samdrupjongkhar	49	2	10519
5	Monggar	76	8	1800
<b>Sub-Total</b>		<b>857</b>	<b>38</b>	<b>101344</b>
<b>Grand Total</b>		<b>101344</b>	<b>17064</b>	<b>118408</b>

**November**

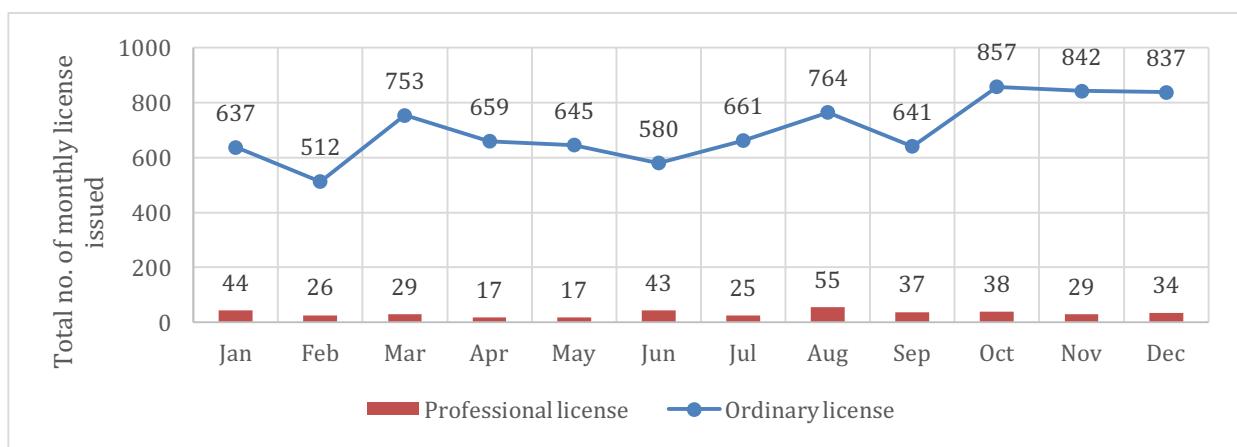
Sl. No	Region	Ordinary License	Professional Driving License	Sub-Total (Oct + Nov) (Exclusive of PD)
1	Thimphu	434	11	59834
2	Phuentsholing	153	4	14195
3	Gelephu	95	5	15678
4	Samdrupjongkhar	99	0	10618
5	Monggar	61	9	1861
Sub-Total		842	29	102186
<b>Grand Total</b>		<b>102186</b>	<b>17093</b>	<b>119279</b>

**December**

Sl. No	Region	Ordinary License	Professional Driving License	Sub-Total (Nov + Dec) (Exclusive of PD)
1	Thimphu	380	28	60214
2	Phuentsholing	169	1	14364
3	Gelephu	108	5	15786
4	Samdrupjongkhar	66	0	10684
5	Monggar	114	0	1975
Sub-Total		837	34	103023
<b>Grand Total</b>		<b>103023</b>	<b>17127</b>	<b>120150</b>

Source: Road Safety and Transport Authority

Chart 32: Monthly issuance of driving license, by Type, 2017



Source: Road Safety and Transport Authority

## 2.14. Revenue from Motor Vehicles and related sources

Chart 33: Total Revenue collected by RSTA, By Region, July 2016-June 2017



Source: Road Safety and Transport Authority

Chart 34: Total Revenue collected by RSTA, July 2009- June 2017



Source: Road Safety and Transport Authority

## 2.15. Public Transport Passenger Flow:

Table 37: Region wise public transport passenger flow, July 2016- June 2017

Month	Thimphu	Phuentsholing	Gelephu	Samdrupjongkhar	Monggar	Total
July	27885	31188	15043	4308	4578	83002
August	26897	30755	13652	2845	3587	77736
September	24489	29738	13005	3169	3195	73596
October	25847	28690	17101	3250	3439	78327
November	29127	34334	15197	4040	3760	86458
December	32129	33373	21322	5352	3849	96025
January	26185	39988	19534	5330	4081	95118
February	28110	35421	20088	3994	3896	91509
March	28511	37608	15819	4671	3887	90496
April	26786	41668	14649	3725	3268	90096
May	26730	35160	14127	3962	3511	83490
June	27298	34812	13953	3900	3508	83471
	329994	412735	193490	48546	44559	1029324

Source: Road Safety and Transport Authority

### **III. TECHNICAL NOTES**

#### **1. Fixed Telephone Lines per 100 Inhabitants**

Fixed Telephone lines refer to telephone lines connecting a customer's equipment i.e. telephone set to Public Switched Telephone Network and which have a dedicated port on public payphones. Fixed telephone line per 100 inhabitants is calculated by dividing the number of fixed lines by the population and multiplying by 100.

#### **2. Mobile cellular per 100 inhabitants.**

Mobile cellular per 100 inhabitants is obtained by dividing the number of mobile cellular subscriptions by number of mobile cellular subscriptions by the population and multiplying by 100.

#### **3. Internet users per 100 inhabitants**

Internet users in the bulletin refers only to those who are connected with either lease line or dial up connections. Internet users per 100 inhabitants is calculated number of users with internet connections by total population multiplied by 100.

#### **4. Fixed Broadband Internet subscribers**

Fixed broadband Internet subscribers refers to subscribers who pay for high speed access to the public Internet at speeds equals to, or greater than, 256 kbps. Fixed broadband internet subscribers per 100 inhabitants is calculated by dividing the population of the country and by multiplying by 100.

#### **5. Mobile Broadband Subscriber per 100 inhabitants**

Mobile broadband internet subscribers per 100 inhabitants is calculated by dividing the population of the country and by multiplying by 100.