

TATOA

e-MAGAZINE

Word from Chairman

**Dear Members and Stakeholders,**

I hope this message finds you well. Today, I want to address a pressing issue that affects each of us in the transportation sector: the application of Value Added Tax (VAT) on transit cargo transportation services in Tanzania.

As the Tanzania Truck Owners Association (TATOA), we represent a diverse group of over 1,000 truck owners engaged in cargo freighting across the region, particularly within the SADC and Great Lakes area. Our sector is not only vital for our economy—contributing 6.70% to the GDP and employing over 80,000 individuals directly—but also plays a crucial role in facilitating trade and commerce in and out of Tanzania.

The recent discussions surrounding VAT application have raised concerns, particularly regarding the classification of transit cargo as international transport. According to Section 59(3) of

The recent discussions surrounding VAT application have raised concerns, particularly regarding the classification of transit cargo as international transport. According to Section 59(3) of the VAT Act, international transport services are zero-rated, which should apply to our transit services given that the goods are merely passing through Tanzania on their way to foreign destinations.

However, complexities arise when the billing involves a Tanzanian-based lead transporter. This introduces an intermediary that could potentially complicate our eligibility for zero-rating. It is crucial that we seek clarity on this issue.

I urge the Tanzania Revenue Authority (TRA) to review the billing structure to better align it with the zero-rating provisions. A formal ruling from the TRA would also provide much-needed guidance on this matter. If VAT is imposed on transit cargo, we risk increasing transport costs, making our services less competitive and potentially driving clients to foreign transporters.

Furthermore, it is important to recognize that 70% of our local transporters operate as subcontractors for larger companies. This interconnectedness is essential for the growth of our logistics sector, and any disruption could stifle local industry development.

In conclusion, I appeal to all stakeholders to reconsider the implications of these VAT changes. Together, we can ensure a thriving transport sector that continues to contribute positively to our economy.

Thank you for your ongoing support and dedication to our industry.

Sincerely,

Elias Lukumay

Chairman, Tanzania Truck Owners Association (TATOA)

TATOA Recommendations on the Proposed LATRA Registration Fees

The Tanzania Truck Owners Association (TATOA) is dedicated to enhancing the cargo freighting industry in Tanzania and the broader SADC and Great Lakes region. As a representative body for truck owners, we address a pressing issue: the recent increase in LATRA registration fees for trailers and horses.

Understanding the Impact

The transport sector is vital to Tanzania's economy, contributing 6.7% to GDP and creating numerous jobs. However, the proposed fee hikes pose significant challenges to transporters:

Current Fees:

Trailer: TZS 130,000 → Proposed: TZS 350,000 (169% increase)

Horse: TZS 55,000 → Proposed: TZS 100,000 (82% increase)

For a fleet of 200 units, this translates to an annual cost increase of TZS 150 million, severely impacting profitability.

Industry-Wide Consequences

The overall financial burden could reach TZS 13.25 billion annually across 50,000 trucks, jeopardizing the sustainability of many transport businesses. Higher operational costs can lead to increased transportation prices, adversely affecting consumers and businesses reliant on road transport.



Recommendations for a Balanced Approach

- 1. Maintain Current Fees:** Keeping fees unchanged will ensure stability in the sector.
- 2. Stakeholder Consultation:** Engage transport sector stakeholders in discussions before implementing any changes.
- 3. Gradual Fee Increments:** Any increases should be phased to avoid sudden financial strain.
- 4. Reduced Fees for Horses:** Given their role, registration fees for horses should be lower.

5. Consider Economic Impact: Increased fees could diminish the competitiveness of Dar es Salaam's port.

Conclusion

While we appreciate recent reductions in fines and penalties, we urge LATRA to reconsider the proposed registration fees. A collaborative approach is essential to ensure the transport sector remains robust and competitive, ultimately benefiting the economy and its stakeholders.

For further inquiries or to engage in discussions, please contact us at info@tatoa.co.tz. Together, we can foster a thriving transport industry in Tanzania.

TATOA and TAFFA Urge Urgent Action on VAT and Transportation Issues

Dar es Salaam, Tanzania.

The Tanzania Truck Owners Association (TATOA) and the Tanzania Freight Forwarders Association (TAFFA) are raising alarms regarding critical issues surrounding the application of Value Added Tax (VAT) on transit cargo transportation and related services.

These concerns have intensified following a recent interpretation of VAT law by the Tanzania Revenue Authority (TRA), which is imposing significant financial strain on our members.

Background

On February 25, 2025, TATOA and TAFFA convened with the Commissioner General (CG) of TRA to address urgent VAT-related challenges impacting the transport sector.

During this discussion, the CG called for a 30-day pause on enforcement actions as we sought a collaborative resolution. Despite our comprehensive submissions to the tax task force and consultations with experts from PWC, we have not received a timely response.

Many transporters are facing delays, with VAT refunds being withheld or incorrectly deducted, and trucks being stopped by TRA officials demanding VAT payments.

The Issue

The TRA's new interpretation suggests that subcontracted services are rendered as agents, thereby disqualifying them from zero-rating under Section

59 of the VATA 2014. This interpretation has resulted in substantial financial distress for transporters, as they are now burdened with increased costs without the ability to reclaim VAT.

Relevant Provisions and Interpretation

Section 59(3) of the VATA 2014 clearly states that international transport services, including ancillary services, should be zero-rated. The law defines international transport as services involving the movement of goods from outside Tanzania to another international location, which aligns with the services provided by subcontractors.

The TRA's reliance on Section 61A to justify its stance is perceived as a misinterpretation of the law, neglecting the specific provisions governing international transport services.

Impact on the Industry

The reclassification of VAT on these services jeopardizes the competitiveness of Tanzanian transporters. The resulting increased costs could lead to:

-Higher transportation fees for customers.

-A decline in the market share of local transporters.

- Potential job losses in a sector that employs over 200,000 individuals.

The logistics sector is crucial to Tanzania's economy, significantly contributing to GDP and foreign exchange earnings.

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Call to Action

TATOA and TAFFA respectfully urge the TRA to reassess its position and realign its practices with the provisions of the VATA 2014. Restoring zero-rating for international transport services is essential to maintaining the competitiveness of the Tanzanian transport industry.

As a key contributor to Tanzania's GDP and foreign exchange revenue, the transport industry requires adherence to VAT laws and swift resolutions to operational challenges.

Additional Concerns

In addition to the VAT issue, we highlight two pressing challenges requiring government attention:

1. Delays at the Port: Ongoing cargo processing delays at the port are hampering operational efficiency, leading to increased costs and delayed goods delivery, affecting both local and international trade.

2. Congestion at Tunduma Border: Significant congestion at the Tunduma border is causing delays in goods movement, resulting in higher freight costs that ultimately impact consumers and the economy.

Conclusion

TATOA and TAFFA call upon all stakeholders, including government authorities and industry partners, to advocate for a reevaluation of the VAT application and urgent action on port and border issues. A collaborative approach is vital to resolving these challenges and safeguarding the future of Tanzania's transport sector. Together, we can foster a more efficient and competitive transport industry that benefits all stakeholders involved.

TATOA and TAFFA Urge Urgent Action on VAT and Transportation Issues



PRESS CONFERENCE

📍 Four points by Sheraton

📅 25-04-2025 | 10:00



PRESS RELEASE

For Immediate Release**Date:** 24th April 2025**Phone:** 0753-337337**Email:** info@tatoa.co.tz

TATO and TAFFA Urge Urgent Action on VAT and Transportation Issues Following Recent Meeting with TRA

Dar es Salaam, Tanzania — The Tanzania Truck Owners Association (TATO) and the Tanzania Freight Forwarders Association (TAFFA) are expressing deep concern regarding ongoing issues surrounding the application of Value Added Tax (VAT) on transit cargo transportation and ancillary services. This matter has escalated due to the Tanzania Revenue Authority's (TRA) recent interpretation of VAT law, leading to significant financial strain on our members.

Background

On February 25, 2025, TATO and TAFFA met with the Commissioner General (CG) of TRA to discuss pressing VAT issues affecting the transport sector. During this meeting, the CG directed that enforcement actions be paused for 30 days while the parties work towards a resolution. Despite our extensive submissions to the tax task force and engagement of tax consultants from PWC, we have yet to receive a response from TRA. Many members are experiencing delays, with VAT refunds withheld or incorrectly deducted, and trucks being stopped by TRA officials demanding VAT payments.

The Issue

TRA's new interpretation asserts that subcontracted services are rendered in the capacity of agents, thus disqualifying them from zero-rating under Section 59 of the VATA 2014. This interpretation has caused significant financial distress for many transporters, who now face increased costs without the ability to reclaim VAT.

Relevant Provisions and Interpretation

Section 59(3) of the VATA 2014 clearly stipulates that international transport services and their ancillary services should be zero-rated. The law defines international transport as services that involve transporting goods from a location outside Tanzania to another outside location, which aligns with the services provided by subcontractors.

TRA's reliance on Section 61A to justify its position is seen as a misinterpretation of the law, as it overlooks the specific provisions that govern international transport services. The associations

Content that subcontracting is integral to these services and should not affect their zero-rated status.

Impact on the Industry

The reclassification of VAT on these services threatens the competitiveness of Tanzanian transporters. The additional costs could lead to:

- Increased transportation fees for customers.
- A decline in the market share of local transporters.
- Job losses in a sector that employs over 200,000 individuals.

The logistics sector is vital to Tanzania's economy, contributing significantly to GDP and foreign exchange earnings.

Call to Action

TAFFA and TATOA respectfully urge TRA to reassess its position and align its practices with the provisions of the VATA 2014. A return to zero-rating for international transport services is crucial for maintaining the competitiveness of the Tanzanian transport industry.

As a vital contributor to Tanzania's GDP and foreign exchange earnings, the transport industry requires adherence to VAT laws and prompt resolutions to operational challenges.

Additional Concerns

In addition to the VAT issue, we wish to highlight two critical challenges that require government attention:

1. **Delays at the Port:** Ongoing delays in cargo processing at the port are impacting the efficiency of transport operations. These delays lead to increased costs and hinder the timely delivery of goods, affecting both local and international trade.
2. **Congestion at Tunduma Border:** The congestion at the Tunduma border is causing significant delays in the movement of goods. This not only affects transporters but also results in increased freight costs, ultimately impacting consumers and the economy.

Call to Action

TATOA and TAFFA respectfully urge the TRA and government authorities to reconsider the current VAT position and address the critical issues of port delays and border congestion. A prompt resolution is essential to restore confidence in the sector and ensure fair taxation practices that will foster growth within Tanzania's transport industry.

Conclusion

We call upon all stakeholders, including government authorities and industry partners, to join us in advocating for a reevaluation of the VAT application and urgent action on port and border issues. A collaborative approach is crucial to resolving these challenges and safeguarding the future of Tanzania's transport sector.



TATOA Addresses Fuel Transportation Cost Regulations

The Tanzania Truck Owners Association (TATOA) would like to update our members regarding crucial regulations affecting the costs of transporting fuel within the country.

Acknowledging the Challenge

TATOA has received numerous complaints regarding the outdated pricing structure for fuel transportation, which has not been reviewed in over a decade. Despite the continuous rise in fuel prices, transportation rates have remained stagnant, placing considerable strain on our members.

Taking Action

In response to these challenges, TATOA has actively engaged with government authorities to address this urgent issue. We have initiated several joint discussions aimed at reviewing the transportation rates set per kilometer.

This important review, previously conducted by the Energy and Water Utilities Regulatory Authority (EWURA), will now be under the purview of the Land Transport Regulatory Authority (LATRA). These changes are necessary to ensure that transportation costs align with current market realities.

Collaborative Efforts

Our efforts have included multiple meetings with both LATRA and EWURA, culminating in a significant meeting with the Honorable Minister of Energy on May 12, 2023, in Dodoma. TATOA has closely collaborated with LATRA throughout this process,



Tanzania Truck Owners Association

NOTICE

01/05/2025

REVIEW OF TRANSPORT FUEL COSTS FOR LOCAL TRANSPORTERS

Dear Members,

We would like to inform you about the regulations regarding the costs of transporting fuel within the country.

The Tanzania Truck Owners Association (TATOA) has received complaints about the pricing structure, which has not been reviewed for over ten years. Despite the continuous rise in fuel prices, transportation rates have remained unchanged during that entire period.

In response to this challenge, the association has made various efforts to address this urgent issue, including engaging the government through several joint discussions. The review of the rates set per kilometer, which was previously conducted by EWURA, will now be carried out by LATRA. These changes aim to ensure that our transportation costs reflect the current market conditions.

These changes are the result of various efforts made by the association, including holding multiple meetings with LATRA and EWURA, and a final meeting with the Honorable Minister of Energy that took place on May 12, 2023, in Dodoma. The association has also closely collaborated with LATRA in this process, including conducting research on transportation costs in which some members participated.

We ask all members to continue supporting this initiative as we strive to find a fair solution.

ISSUED BY,
TANZANIA TRUCK OWNER'S ASSOCIATION

including conducting research on transportation costs, with participation from several of our members.

To access the Gazette enter the link page 117-128

<https://www.utumishi.go.tz/uploads/documents/sw-1747121729-GAZET%20LA%20TAREHE%2025%20APRIL,%202025.pdf>

Call for Support

As we strive to find a fair solution to these pressing issues, we encourage all members to continue supporting this initiative. Your involvement is vital as we work towards establishing a pricing structure that accurately reflects the economic landscape and ensures the sustainability of the fuel transportation sector.

Together, we can advocate for a fairer system that benefits all stakeholders in Tanzania's transport industry. Thank you for your continued commitment to improving our sector.

SHERIA YA MAMLAKA YA UDHIBITI USAFIRI ARDHINI
(SURA YA 413)

AMRI

(Imetengenezwa chini ya kifungu cha 19)

AMRI ZA MAMLAKA YA UDHIBITI USAFIRI ARDHINI YA VIWANGO VYA UKOMO
WA GHARAMA ZA USAFIRISHAJI WA BIDHAA ZA MAFUTA YA PETROLI KWA
MAGARI YANAYOSAFIRISHA MAFUTA KWA NJIA YA BARABARA, 2025

Jina	1. Amri hii itajulikana kama Amri ya Mamlaka ya Udhibiti Usafiri Ardhini ya Viwango vya Ukomo wa Gharama za Usafirishaji wa Bidhaa za Mafuta ya Petroli kwa Magari yanayosafirisha Mafuta kwa Njia ya Barabara, 2025.
Matumizi ya Amri	2. Amri hii itatumika Tanzania Bara kwa magari yanayosafirisha bidhaa za Mafuta ya Petroli, kutoka katika maghala ya kupokea mafuta katika bandari za Dar es Salaam, Tanga, na Mtwara kwenda katika vituo vya mafuta vya Mikoa na Wilaya kwa njia ya barabara.
kuanza kutumika kwa Amri	3. Amri hii itaanza kutumika siku kumi na nne (14) baada ya tarehe ya kutangazwa katika Gazeti la Serikali.
Tafsiri	4. Katika Amri hii, isipokuwa kama muktadha utahitaji vinginevyo: “ <i>Bidhaa za mafuta ya petroli</i> ” ni kama ilivyotafsiriwa katika Sheria ya Petroli, Sura ya 392; “ <i>Mamlaka</i> ” maana yake ni Mamlaka ya Udhibiti Usafiri Ardhini iliyoanzishwa chini ya kifungu cha 4 cha Sheria ya Mamlaka ya Udhibiti Usafiri Ardhini, Sura ya 413. “ <i>gharama za usafirishaji</i> ” maana yake ni tozo ya usafiri kwa kila lita moja ya mafuta anayofidiwa au inayolipwa kwa msafirishaji wa bidhaa ya mafuta ya petroli kutoka kwenye maghala ya kupokea mafuta katika bandari za Dar es Salaam, Tanga na Mtwara hadi kituo cha kuuzia mafuta kwa mtumiaji wa mwisho; na

	<i>"Njia ya barabara"</i> inamaanisha usafirishaji wa mafuta kwa kutumia magari ya mizigo kwa njia ya barabara.
Gharama za usafirishaji wa bidhaa za mafuta kutoka Dar es Salaam	5. Viwango vya gharama za usafirishaji kwa sasa, nyongeza za viwango vya gharama na viwango vipya vya gharama za usafirishaji wa mafuta kutoka Dar es Salaam kwenda kwenye vituo vya mafuta katika mikoa na wilaya za Tanzania Bara zimeainishwa katika Jedwali la Kwanza la Amri hii.
Gharama za usafirishaji wa bidhaa za mafuta kutoka Tanga	6. Viwango vya gharama za usafirishaji kwa sasa, nyongeza za viwango vya gharama na viwango vipya vya gharama za usafirishaji wa mafuta kutoka Tanga kwenda kwenye vituo vya mafuta katika mikoa na wilaya za Tanzania Bara zimeainishwa katika Jedwali la Pili la Amri hii.
Gharama za usafirishaji wa bidhaa za mafuta kutoka Mtwara	7. Viwango vya gharama za usafirishaji kwa sasa, nyongeza za viwango vya gharama na viwango vipya vya gharama za usafirishaji wa mafuta kutoka Mtwara kwenda kwenye vituo vya mafuta katika mikoa na wilaya za Tanzania Bara zimeainishwa Katika Jedwali la Tatu la Amri hii.
Maeneo ya Msingi ya kuzingatia	8. Maeneo ya msingi ya kuzingatiwa na Mtoa Huduma kwa ufuatiliaji wa Mdhibiti katika kutekeleza Amri hii ni pamoja na haya yafuatayo:-
	(a) Kuwa na leseni hai ya LATRA kwa lengo la kutoa huduma usafirishaji (road service license) kila wakati;
	(b) Kuwa na dereva mwenye sifa na Cheti cha Kuthibitishwa kutoka LATRA na mamlaka zingine;
	(c) Uzingatiaji wa viwango vya gharama za usafirishaji wa mafuta zilizoidhinishwa na Mamlaka kwa wakati wote;
	(d) Kuzingatia Sheria, Kanuni na Taratibu zote zinazohusu usafirishaji wa bidhaa za mafuta ya petroli nchini kwa mujibu wa mamlaka zote husika ikiwa ni pamoja na EWURA.



JEDWALI LA KWANZA

(Limetengenezwa chini ya amri ya 5)

VIWANGO VYA GHARAMA ZA USAFIRISHAJI KWA SASA, NYONGEZA ZA VIWANGO VYA GHARAMA NA VIWANGO VIPYA VYA GHARAMA ZA USAFIRISHAJI WA BIDHAA ZA MAFUTA YA PETROLI KUTOKA DAR ES SALAAM KWENDA KATIKA VITUO VYA MAFUTA VYA MIKOA NA WILAYA ZA TANZANIA BARA

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Dar es Salaam	-	10.00	10.00	20.00
Arusha	83.98	93.98	25.00	118.98
Arumeru (Usa River)	83.98	93.98	25.00	118.98
Karatu	102.18	112.18	25.00	137.18
Longido	94.90	104.90	25.00	129.90
Monduli	89.31	99.31	25.00	124.31
Monduli-Makuyuni	94.25	104.25	25.00	129.25
Ngorongoro (Loliondo)	175.25	185.25	15.00	210.25
Pwani (Kibaha)	4.55	14.55	10.00	24.55
Bagamoyo	11.05	21.05	10.00	31.05
Bagamoyo (Miono)	41.67	51.67	10.00	61.67
Bagamoyo (Mbwewe)	22.73	32.73	10.00	42.73
Chalinze Junction	14.17	24.17	10.00	34.17
Chalinze Township (Msata)	18.33	28.33	10.00	38.33
Kibiti	20.41	30.41	10.00	40.41
Kisarawe	7.15	17.15	10.00	27.15
Mkuranga	9.75	19.75	10.00	29.75
Rufiji	27.56	37.56	10.00	47.56

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Dodoma	58.63	68.63	20.00	88.63
Bahi	65.91	75.91	20.00	95.91
Chamwino	53.95	63.95	20.00	83.95
Chemba	85.05	95.05	20.00	115.05
Kondoa	91.35	101.35	20.00	121.35
Kongwa	55.90	65.90	20.00	85.90
Mpwapwa	59.80	69.80	20.00	89.80
Mpwapwa (Chipogoro)	71.76	81.76	20.00	101.76
Mtera (Makatopora)	77.48	87.48	20.00	107.48
Mvumi	65.14	75.14	20.00	95.14
Geita	165.00	175.00	35.00	210.00
Bukombe	154.00	164.00	35.00	199.00
Chato	186.00	196.00	35.00	231.00
Mbogwe	203.00	213.00	35.00	248.00
Nyang'hwale	180.00	190.00	35.00	225.00
Iringa	63.96	73.96	20.00	93.96
Ismani	69.16	79.16	20.00	99.16
Kilolo	68.38	78.38	20.00	98.38
Mufindi (Mafinga)	74.00	84.00	20.00	104.00
Mufindi (Igowole)	82.56	92.56	20.00	112.56
Mufindi (Mgololo)	86.01	96.01	20.00	116.01
Kagera (Bukoba)	214.95	224.95	35.00	259.95
Biharamulo	189.30	199.30	35.00	234.30
Karagwe (Kayanga)	231.30	241.30	35.00	276.30
Kyerwa (Ruberwa)	237.00	247.00	35.00	282.00
Muleba	214.95	224.95	35.00	259.95
Ngara	202.80	212.80	35.00	247.80

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Misenyi	223.35	233.35	35.00	268.35
Katoro	224.71	234.71	35.00	269.71
Katavi (Mpanda)	157.26	167.26	30.00	197.26
Mlele (Inyonga)	139.10	149.10	30.00	179.10
Mpimbwe (Majimoto)	176.43	186.43	30.00	216.43
Tanganyika (Ikola)	175.16	185.16	30.00	215.16
Kigoma	161.93	171.93	35.00	206.93
Uvinza (Lugufu)	152.20	162.20	35.00	197.20
Muyobozi Village (Uvinza)	164.00	174.00	35.00	209.00
Ilagala Village (Uvinza)	166.40	176.40	35.00	211.40
Buhigwe	160.46	170.46	35.00	205.46
Kakonko	162.76	172.76	35.00	207.76
Kasulu	171.06	181.06	35.00	216.06
Kibondo	168.59	178.59	35.00	213.59
Kilimanjaro (Moshi)	73.58	83.58	20.00	103.58
Hai (Bomang'ombe)	76.83	86.83	20.00	106.83
Mwanga	66.69	76.69	20.00	96.69
Rombo (Mkuu)	94.50	104.50	20.00	124.50
Same	59.93	69.93	20.00	89.93
Siha (Sanya Juu)	80.08	90.08	20.00	110.08
Lindi	58.76	68.76	20.00	88.76
Lindi-Mtama	76.80	86.80	20.00	106.80
Kilwa Masoko	33.80	43.80	20.00	63.80
Liwale	79.65	89.65	20.00	109.65
Nachingwea	87.90	97.90	20.00	117.90
Ruangwa	89.55	99.55	20.00	119.55
Manyara (Babati)	122.10	132.10	20.00	152.10

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Hanang (Katesh)	132.60	142.60	20.00	162.60
Kiteto (Kibaya)	133.12	143.12	20.00	163.12
Mbulu	134.85	144.85	20.00	164.85
Simanjiro (Orkasumet)	154.05	164.05	20.00	184.05
Mara (Musoma)	165.23	175.23	38.00	213.23
Musoma Vijijini (Busekela)	178.03	188.03	38.00	226.03
Rorya (Ingirijuu)	172.19	182.19	38.00	220.19
Rorya (Shirati)	180.10	190.10	38.00	228.10
Bunda	156.78	166.78	38.00	204.78
Bunda (Kisorya)	169.05	179.05	38.00	217.05
Butiama	162.50	172.50	38.00	210.50
Serengeti (Mugumu)	173.73	183.73	38.00	221.73
Tarime	173.94	183.94	38.00	221.94
Tarime (Kewanja/Nyamongo)	179.58	189.58	38.00	227.58
Mbeya	106.86	116.86	25.00	141.86
Chunya	116.35	126.35	25.00	151.35
Chunya (Makongolosi)	121.63	131.63	25.00	156.63
Chunya (Lupa Tingatinga)	123.49	133.49	25.00	158.49
Kyela	122.59	132.59	25.00	157.59
Mbarali (Rujewa)	91.00	101.00	25.00	126.00
Rujewa (Madibira)	104.27	114.27	25.00	139.27
Rujewa (Kapunga)	100.81	110.81	25.00	135.81
Rungwe (Tukuyu)	115.83	125.83	25.00	150.83
Busokelo (Iwangwa)	124.51	134.51	25.00	159.51
Morogoro	24.96	34.96	15.00	49.96
Mikumi	40.56	50.56	15.00	65.56
Kilombero (Ifakara)	62.70	72.70	15.00	87.70

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Kilombero (Mlimba)	85.05	95.05	15.00	110.05
Kilombero (Mngeta)	74.25	84.25	15.00	99.25
Ulanga (Mahenge)	73.35	83.35	15.00	98.35
Malinyi	83.55	93.55	15.00	108.55
Kilosa	43.35	53.35	15.00	68.35
Gairo	43.35	53.35	15.00	68.35
Mvomero (Wami Sokoine)	35.40	45.40	15.00	60.40
Mvomero (Sanga Sanga)	24.96	34.96	15.00	49.96
Turian	50.00	60.00	15.00	75.00
Mtwara	72.28	82.28	20.00	102.28
Nanyumbu (Mangaka)	121.00	131.00	20.00	151.00
Masasi	97.89	107.89	20.00	127.89
Newala	104.25	114.25	20.00	134.25
Tandahimba	97.35	107.35	20.00	127.35
Nanyamba	97.35	107.35	20.00	127.35
Mwanza	149.76	159.76	35.00	194.76
Kwimba	167.55	177.55	35.00	212.55
Magu	157.82	167.82	35.00	202.82
Misungwi	144.17	154.17	35.00	189.17
Misungwi (Mbarika)	154.35	164.35	35.00	199.35
Sengerema	182.10	192.10	35.00	227.10
Ukerewe	209.10	219.10	35.00	254.10
Njombe	92.30	102.30	25.00	127.30
Luponde	98.55	108.55	25.00	133.55
Njombe (Kidegembye)	112.80	122.80	25.00	147.80
Ludewa	130.05	140.05	25.00	165.05
Makambako	84.50	94.50	25.00	119.50

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Makete	123.00	133.00	25.00	158.00
Wanging'ombe (Igwachanya)	90.00	100.00	25.00	125.00
Rukwa (Sumbawanga)	172.50	182.50	30.00	212.50
Sumbawanga Rural (Mtowisa)	172.50	182.50	30.00	212.50
Kalambo (Matai)	179.70	189.70	30.00	219.70
Nkasi (Namanye)	186.00	196.00	30.00	226.00
Kabwe	200.39	210.39	30.00	240.39
Nkasi (Kirando)	195.60	205.60	30.00	235.60
Ruvuma (Songea)	123.11	133.11	30.00	163.11
Mbinga	135.72	145.72	30.00	175.72
Namtumbo	128.44	138.44	30.00	168.44
Nyasa (Mbamba Bay)	145.86	155.86	30.00	185.86
Tunduru	102.96	112.96	30.00	142.96
Kizuka	133.95	143.95	30.00	173.95
Shinyanga	128.57	138.57	32.00	170.57
Kahama	133.05	143.05	32.00	175.05
Kishapu	136.54	146.54	32.00	178.54
Ushetu (Nyamilangano)	144.86	154.86	32.00	186.86
Ushetu (Kangeme Village)	150.52	160.52	32.00	192.52
Salawe	142.36	152.36	32.00	184.36
Simiyu (Bariadi)	146.51	156.51	32.00	188.51
Busega (Nyashimo)	158.47	168.47	32.00	200.47
Itilima (Lagangabilili)	146.51	156.51	32.00	188.51
Maswa	140.27	150.27	32.00	182.27
Meatu (Mwanhuji)	151.39	161.39	32.00	193.39
Singida	90.48	100.48	20.00	120.48

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Iramba	102.57	112.57	20.00	132.57
Manyoni	75.24	85.24	20.00	105.24
Itigi (Mitundu)	90.62	100.62	20.00	120.62
Ikungi	86.00	96.00	20.00	116.00
Misigiri	102.69	112.69	20.00	132.69
Mkalama (Nduguti)	115.00	125.00	20.00	145.00
Songwe (Vwawa)	116.09	126.09	30.00	156.09
Songwe (Mkwajuni)	122.98	132.98	30.00	162.98
Ileje	119.99	129.99	30.00	159.99
Momba (Chitete)	125.19	135.19	30.00	165.19
Tunduma	120.25	130.25	30.00	160.25
Tabora	107.97	117.97	28.00	145.97
Igunga	107.77	117.77	28.00	145.77
Kaliua	120.97	130.97	28.00	158.97
Ulyankulu	118.32	128.32	28.00	156.32
Nzega	118.30	128.30	28.00	156.30
Sikonge	116.81	126.81	28.00	154.81
Urambo	117.85	127.85	28.00	155.85
Uyui	114.27	124.27	28.00	152.27
Mpyagula	139.47	149.47	28.00	177.47
Tanga	46.02	56.02	15.00	71.02
Handeni	25.48	35.48	15.00	50.48
Kilindi	60.00	70.00	15.00	85.00
Korogwe	39.00	49.00	15.00	64.00
Lushoto	48.75	58.75	15.00	73.75
Lukozi	53.85	63.85	15.00	78.85
Bumbuli	57.19	67.19	15.00	82.19

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya DSM (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya DSM (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka DSM (Sh./Lita)
Mkinga (Maramba)	60.30	70.30	15.00	85.30
Muheza	46.02	56.02	15.00	71.02
Pangani	52.65	62.65	15.00	77.65

JEDWALI LA PILI

(Limetengenezwa chini ya amri ya 6)

VIWANGO VYA GHARAMA ZA USAFIRISHAJI KWA SASA, NYONGEZA ZA VIWANGO VYA GHARAMA NA VIWANGO VIPYA VYA GHARAMA ZA USAFIRISHAJI WA BIDHAA ZA MAFUTA YA PETROLI KUTOKA TANGA KWENDA KATIKA VITUO VYA MAFUTA VYA MIKOA NA WILAYA ZA TANZANIA BARA

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya Tanga (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya Tanga (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka Tanga (Sh./Lita)
Tanga	-	10.00	10.00	20.00
Handeni	20.67	30.67	15.00	45.67
Kilindi	35.54	45.54	15.00	60.54
Korogwe	12.45	22.45	15.00	37.45
Lushoto	21.97	31.97	15.00	46.97
Lukozi	27.07	37.07	15.00	52.07
Bumbuli	30.67	40.67	15.00	55.67
Mkinga (Maramba)	7.02	17.02	15.00	32.02
Muheza	5.07	15.07	15.00	30.07
Pangani	7.50	17.50	15.00	32.50
Arusha	56.55	66.55	25.00	91.55
Arumeru (Usa River)	56.55	66.55	25.00	91.55
Karatu	74.75	84.75	25.00	109.75
Longido	67.47	77.47	25.00	102.47
Monduli	61.88	71.88	25.00	96.88
Monduli-Makuyuni	66.52	76.52	25.00	101.52
Ngorongoro (Loliondo)	140.88	150.88	25.00	175.88
Kilimanjaro (Moshi)	46.15	56.15	20.00	76.15

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya Tanga (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya Tanga (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka Tanga (Sh./Lita)
Hai (Bomang'ombe)	49.40	59.40	20.00	79.40
Mwanga	39.26	49.26	20.00	69.26
Rombo (Mkuu)	62.85	72.85	20.00	92.85
Same	32.50	42.50	20.00	62.50
Siha (Sanya Juu)	52.65	62.65	20.00	82.65
Manyara (Babati)	90.45	100.45	20.00	120.45
Hanang (Katesh)	100.95	110.95	20.00	130.95
Kiteto (Kibaya)	105.69	115.69	20.00	135.69
Mbulu	103.20	113.20	20.00	133.20
Simanjiro (Orkasumet)	122.40	132.40	20.00	152.40

JEDWALI LA TATU

(Limetengenezwa chini ya amri ya 7)

VIWANGO VYA GHARAMA ZA USAFIRISHAJI KWA SASA, NYONGEZA ZA VIWANGO VYA GHARAMA NA VIWANGO VIPYA VYA GHARAMA ZA USAFIRISHAJI WA BIDHAA ZA MAFUTA YA PETROLI KUTOKA MTWARA KWENDA KATIKA VITUO VYA MAFUTA VYA MIKOA NA WILAYA ZA TANZANIA BARA

Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya Mtwara (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya Mtwara (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka Mtwara (Sh./Lita)
Mtwara	-	10.00	10.00	20.00



Mji	Gharama za Usafirishaji za Sasa Bila Gharama ya Usafirishaji Ndani ya Mtwara (Sh./Lita)	Gharama za Usafirishaji za Sasa Ikujumuishwa Gharama ya Usafirishaji ndani ya Mtwara (Sh./Lita)	Nyongeza za Viwango vya Gharama za Usafirishaji (Sh./Lita)	Viwango Vipya vya Gharama za Usafirishaji kutoka Mtwara (Sh./Lita)
Nanyumbu (Mangaka)	36.14	46.14	20.00	66.14
Masasi	16.12	26.12	20.00	46.12
Newala	20.85	30.85	20.00	50.85
Tandahimba	13.95	23.95	20.00	43.95
Nanyamba	13.95	23.95	20.00	43.95
Lindi	13.52	23.52	20.00	43.52
Lindi-Mtama	18.15	28.15	20.00	48.15
Kilwa Masoko	37.18	47.18	20.00	67.18
Liwale	49.05	59.05	20.00	79.05
Nachingwea	33.40	43.40	20.00	63.40
Ruangwa	39.77	49.77	20.00	69.77
Ruvuma (Songea)	85.28	95.28	30.00	125.28
Mbinga	97.89	107.89	30.00	137.89
Namtumbo	76.31	86.31	30.00	116.31
Nyasa (Mbamba Bay)	123.15	133.15	30.00	163.15
Tunduru	50.70	60.70	30.00	90.70
Kizuka	91.96	101.96	30.00	131.96

.....
Ahmed Mohamed Ame

MWENYEKITI WA BODI

Dodoma



TATO Highlights Challenges in the Transport Sector

The Tanzania Truck Owners Association (TATO) is proud to represent over 1,000 truck owners engaged in the cargo freighting industry, both within the United Republic of Tanzania and beyond. Our commitment extends to facilitating transit transportation trade within the Southern African Development Community (SADC) and the Great Lakes region.

The Importance of the Transport Sector

The transport sector is one of Tanzania's fastest-growing industries, contributing over 6% to the GDP and ranking third in foreign exchange earnings. This growth has generated numerous formal and informal employment opportunities, making a significant impact on the national economy. To sustain this momentum, TATO actively collaborates with government institutions and various ministries to enhance the business environment for all stakeholders.

Concerns Over Cargo Seizures

Recently, we have observed an alarming increase in the seizure of transit goods by the Fair Competition Commission (FCC). Cargoes delivered through the Dar es Salaam Port, destined for neighboring countries, are being confiscated on the grounds of being deemed counterfeit. We believe this issue should be addressed by the destination countries rather than by the transit country, as these goods are not intended for consumption in Tanzania.

This concern was also raised during

the last Port Improvement Committee (PIC) meeting held in March 2025. Our members have reported numerous complaints regarding these seizures, which have caused significant financial losses.

When cargo is held by the FCC, our members face additional storage and container demurrage charges, which clients often refuse to pay. Furthermore, clients have suffered losses on seized cargoes, leading to canceled supplier contracts due to undelivered shipments.

Impact on Business Operations

The losses incurred by transporters and their clients have escalated the cost of doing business, jeopardizing the sustainability of operations.

This situation not only affects our members but also diminishes the reputation of the Dar es Salaam Port as a preferred seaport for transit goods.

A Call to Action

TATO urges all stakeholders to address these challenges collaboratively to protect the interests of transporters and ensure the continued growth of the transport sector. We remain committed to advocating for our members and fostering a more favorable business environment.

Together, we can work towards solutions that enhance the efficiency and reputation of the transport industry in Tanzania. Thank you for your continued support as we navigate these pressing issues.



Prohibition on the use of Foreign Currency in Tanzania

Following the issuance of the **Foreign Currency Usage Regulations, 2025 (GN No. 198 of 2025)** which came into effect on **28 March 2025** by the Government through the Ministry of Finance to regulate the use of Tanzanian Shillings (TZS) for **all domestic transactions by prohibiting** the use of foreign currency except in specified exceptions.

Under these regulations the term **'transaction'** is defined as 'quoting, advertising, specifying, publishing, or setting prices, as well as paying or receiving payments for goods or services within the country. Regulations 3(3).

For Employers engaged in various transactions such as employment contracts or any other business engagements they are also subject to these Regulations and therefore required to comply with it.

Key Provisions of the Regulations

1. Mandatory Use of Tanzanian Shillings

All goods and services (including **Employment engagements**) within Tanzania **must be priced in Tanzanian Shillings (TZS)** (Regulation 2). All transactions within Tanzania **must be paid in Tanzanian Shillings (TZS)** (Regulation 3).

2. Restrictions on Contracts in Foreign Currency (Regulation 5)

Local contracts for goods/services (including **Employment contracts**) must be in Tanzanian Shillings unless falling under permitted exceptions. Regulations 5(1).

Existing foreign currency contracts **must be amended within 12 months** to comply with these regulations. (Regulations 5(2)(b)).

Non-compliant contracts will be **nullified**, unless an extension is granted by the Minister of Finance. (Regulations 5(3)).

3. Offences under the Regulations

The Regulations outline specific activities concerning the use of foreign currency that are unlawful in Tanzania, including:

- Coercing, participating in, assisting, or facilitating the pricing of any goods or services in
- Tanzania in a foreign currency; (Regulations 3(2)(a)).
- Quoting, advertising, displaying, or publishing the prices of any goods or services in
- Tanzania using a foreign currency; (Regulations 3(2)(b)).
- Coercing or facilitating payments for any goods or services in Tanzania to be made in a foreign currency; (Regulations 3(2)(c)).
- Rejecting Tanzanian Shillings (TZS) payments for goods or services in Tanzania; (Regulations 3(2)(d)) and
- Accepting payments for goods or services within Tanzania in foreign currency. (Regulations 3(2)(e))

4. Non-Compliance and Penalties

Failure to comply with these Regulations will not only render any contract that violates the Regulations void but also attract legal penalties. Specifically, under Section 13(2) of the Foreign Exchange Act [CAP 271 R.E 2002], any person who contravenes these Regulations shall be guilty of an

shall be guilty of an offence and be liable to:

- A fine not exceeding TZS 4,000,000;
- Imprisonment for a term not exceeding 14 years; or
- Both such fine and imprisonment.

Employers and businesses are therefore urged to take immediate steps to review their contracts, pricing structures, and payment processes to ensure full compliance with these new Regulations.

5. Permitted Exceptions (Regulation 4)

The following transactions may still be conducted in foreign currency:

- Government contributions to regional organisations.
- Transactions involving Embassies and International Organisations.
- Foreign currency loans from local financial institutions.
- Purchases from duty-free shops.
- The Minister of Finance, in consultation with the Governor of the Bank of Tanzania, may modify this list.

Implications for Employers and Businesses

These regulations will have a significant impact on various sectors including Employment, and other businesses must take the following actions to ensure compliance:

- **Amend contracts** including **Employment Contracts** to ensure payments are made in Tanzanian Shillings.
- **Revise pricing structures** and eliminate foreign currency quotations.
- **Update marketing and sales materials** to exclude foreign currency pricing.
- **Adjust foreign exchange policies** in line with the new regulations.
- **Update accounting and billing systems** to process all transactions in Tanzanian Shillings.

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- Welcome to CFAO Mobility Tanzania.
- CFAO Mobility Tanzania is a subsidiary of CFAO Automotive, the largest automobile network in Africa and the French overseas territories.
- CFAO Mobility Tanzania was set up in 1952.
- We are the authorized Tanzanian distributor of the prestigious global brand such as Volkswagen, Suzuki, Mercedes-Benz, FUSO, Kinglong, Shacman & Toyota Material Handling.
- We distribute a wide range of brand new passenger vehicles, light to heavy commercial vehicles, handling equipments as well as genuine parts and maintenance services for all the vehicles and equipments distributed by CFAO.
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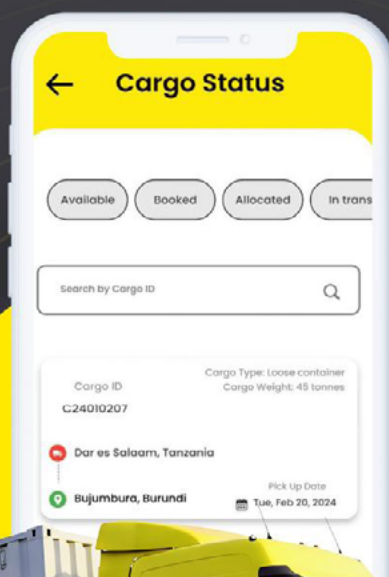


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