



TATO
Tanzania Truck Owners Association

TATO *e*-MAGAZINE

VOLUME 1

JANUARY 2025

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 (TATO A), 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 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 (TATO A)

Enhancing Tax Collection in Tanzania's Transport Sector: Insights from the Recent Stakeholders Meeting

LATRA Conference Hall, Dar es Salaam

On January 2, 2025, stakeholders in Tanzania's transport sector gathered at the LATRA Conference Hall in Dar es Salaam to discuss vital tax enhancement strategies aimed at improving tax collection within the industry. This meeting was convened under the directive of the President's Office, Ikulu Dodoma, following a letter dated December 21, 2024.

Opening Remarks

Mr. Johansen Khatano opened the meeting by emphasizing its significance, highlighting the necessity of gathering diverse opinions to reform the tax collection system effectively. The stakeholders' insights were framed within the context of enhancing the operational efficiency of transporters while ensuring compliance with existing tax laws.

Key Issues Raised by Stakeholders

The discussions led to several pressing tax issues identified by participants:

1. Amendment to the Income Tax Act CAP 332, Section 11

Stakeholders called for amendments to Section 11 of the Income Tax Act to better address the unique challenges faced by transporters. These amendments aim to streamline tax obligations and enhance the operational viability of businesses in the sector.

2. EFD Issuance Requirement

Concerns were raised regarding the Electronic Fiscal Device (EFD) issuance regulations, which currently mandate transporters to issue EFDs upon payment receipt. This requirement poses logistical challenges, especially for long-distance transporters. A proposed solution is to allow EFD issuance at the point of off-loading or at agreed intervals for contract clients, improving practicality and efficiency.

3. VAT on Ancillary Services

The applicability of Value Added Tax (VAT) on ancillary services provided by subcontractors was another focal point. Stakeholders sought clarification to prevent double taxation and ensure transparency for businesses engaged in the transport of goods.

4. City Service Levy

The complexities and inconsistencies surrounding the City Service Levy across various municipalities were highlighted. Participants proposed harmonizing and simplifying this levy to alleviate the administrative burden on transporters operating in multiple regions.

5. Withholding Tax on Non-Resident Transporters

The meeting addressed the withholding tax implications for transport services offered by non-resident transporters. Stakeholders requested clear guidelines on procedures and rates to ensure compliance and minimize disputes.

Enhancing Tax Collection in Tanzania's Transport Sector: Insights from the Recent Stakeholders Meeting

LATRA Conference Hall, Dar es Salaam

6. Lack of Parking Facilities in Dar es Salaam

A significant challenge identified was the shortage of designated parking facilities in Dar es Salaam. This deficit not only hampers operational efficiency but also leads to revenue losses due to delays and potential penalties. Stakeholders urged authorities to prioritize improvements in parking infrastructure.

Any Other Business (AOB)

The need for LATRA to ensure that all local transporters are registered with recognized associations was emphasized. This measure would enhance communication and coordination between LATRA and transporters, fostering better dissemination of information regarding tax regulations and compliance requirements.

Closing Remarks

In conclusion, Mr. Khatano expressed gratitude to all stakeholders for their valuable contributions. He assured attendees that the issues discussed would be forwarded to the relevant authorities for further consideration and action.

The outcomes of this meeting underscore the commitment of Tanzania's transport sector to enhance tax compliance while addressing the operational challenges faced by transporters. Continued dialogue and collaboration among stakeholders will be essential in achieving a more efficient and equitable tax system.

Tackling Road Safety: Insights from the Morning TV Session with LATRA and Tanzania Truck Owners Association



In a proactive effort to address the pressing issue of road accidents in Tanzania, a significant morning TV session recently brought together representatives from the Land Transport Regulatory Authority (LATRA) and the Chairman of the Tanzania Truck Owners Association (TATOA). The discussion focused on strategies to enhance road safety and reduce accidents involving commercial vehicles.

Opening the Dialogue

The session commenced with an introduction to the alarming statistics surrounding road accidents in Tanzania, particularly those involving trucks. The LATRA representatives underscored the importance of collaboration between regulatory bodies and transport operators to create safer road conditions. The Chairman of the TATOA echoed these sentiments, emphasizing the shared responsibility for ensuring the safety of all road users.

Key Strategies Discussed

Several key strategies emerged from the conversation, aiming to mitigate the risk of road accidents

1. Enhanced Driver Training Programs

Both LATRA and TATOA highlighted the critical role of comprehensive driver training. Implementing rigorous training programs that focus on safe driving practices, defensive driving techniques, and awareness of road conditions was deemed essential. Enhanced training can equip drivers with the skills needed to navigate challenging situations effectively.

2. Vehicle Inspections

The session emphasized the necessity of regular vehicle maintenance and inspections. LATRA proposed stricter regulations on vehicle fitness, ensuring that all trucks on the road are in optimal condition. This approach aims to reduce mechanical failures, which are a significant contributor to road accidents.

3. Public Awareness Campaigns

Raising public awareness about road safety was another critical topic. Both organizations recognized the importance of educating the public about the dangers of distracted driving, speeding, and driving under the influence. Joint campaigns could foster a culture of safety among all road users.

5. Implementation of Technology

The integration of technology in monitoring and managing road safety was discussed as a forward-thinking solution. The use of GPS tracking, speed limiters, and electronic logging devices can help monitor driver behavior and ensure compliance with safety regulations.

Collaborative Efforts Moving Forward

The session concluded with a commitment from both LATRA and the TATOA to collaborate on implementing these strategies. Regular meetings and feedback loops between the two organizations will be established to monitor progress and adapt approaches as necessary.

Conclusion

The morning TV session served as a vital platform for addressing the urgent issue of road safety in Tanzania. By fostering collaboration between regulatory authorities and transport operators, the goal of reducing road accidents can be achieved. Both LATRA and the TATOA are determined to work together to create safer roads for all, ultimately protecting lives and enhancing the efficiency of the transport sector

Ensuring Safety at the Port: A Productive Meeting with DPW and Truck Owners Association Management

In a significant step toward enhancing operational safety at Tanzanian ports, representatives from (DPW) and the management of the Tanzania Truck Owners Association (TATO) convened for a vital meeting. The focus was on addressing safety concerns for trucks operating within port premises, an area critical to the nation's logistics and trade efficiency.

Setting the Stage for Collaboration

The meeting was held in a collaborative spirit, with both parties recognizing the importance of maintaining a safe working environment for all stakeholders involved in port operations. With increasing truck traffic at the ports, ensuring safety protocols are in place has become paramount to prevent accidents and enhance operational efficiency.

Key Areas of Discussion

Several critical areas were addressed during the meeting, highlighting the need for improved safety measures:

1. Safety Protocols for Truck Operations

The DPW emphasized the need for stringent safety protocols governing truck operations within the port. This includes designated routes for trucks, clear signage, and the implementation of speed limits to mitigate the risk of accidents. The TATO management expressed their support for these measures, recognizing that safety is a shared responsibility.

2. Training and Awareness Programs

Both parties agreed on the necessity of regular training and awareness programs for truck drivers and port workers. These programs would focus on safe driving practices, proper loading and unloading techniques, and emergency response procedures. The TATO proposed collaborating with DPW to develop tailored training sessions that address specific challenges faced by truck operators in the port environment.

3. Enhanced Communication Systems

Effective communication is crucial for preventing accidents in busy port areas. The meeting discussed the need for improved communication systems between truck drivers and port management. Establishing dedicated communication channels would facilitate real-time updates on port conditions, traffic flow, and any potential hazards.

4. Infrastructure Improvements

The issue of port infrastructure was also a significant point of discussion. The TATO highlighted the necessity for better-designed loading and unloading zones to reduce congestion and improve safety. DPW representatives acknowledged these concerns and committed to reviewing current infrastructure plans to incorporate safety enhancements.

5. Regular Safety Audits

To ensure ongoing compliance with safety measures, both organizations agreed to implement regular safety audits. These audits would assess the effectiveness of existing protocols and identify areas for improvement. A continuous feedback loop would be established to ensure that safety standards evolve with changing operational demands.

Ensuring Safety at the Port: A Productive Meeting with DPW and Truck Owners Association Management

A Commitment to Safety

The meeting concluded with a mutual commitment to prioritize safety at the port. Both DPW and TATOA management recognized that enhancing safety protocols would not only protect drivers and port workers but also improve the overall efficiency of port operations.

Conclusion

The collaboration between DPW and the Tanzania Truck Owners Association marks a significant step toward creating a safer environment for trucks operating within the port. By focusing on training, communication, infrastructure, and regular audits, both parties are poised to make meaningful improvements that will benefit all stakeholders. As the logistics sector continues to grow, ensuring safety at the ports will remain a top priority, fostering a secure and efficient operational landscape.



HSE & SECURITY DUTY PHONE NUMBERS:

HSE DUTY PHONE NUMBER

0677 114018

- | | |
|--|--------------------|
| ▪ SECURITY – SHIFT INCHARGE PHONE NUMBER | 0677 112079 |
| ▪ SECURITY CONTAINER TERMINAL PHONE NUMBER | 0677 114023 |
| ▪ SECURITY – GENERAL CARGO PHONE NUMBER | 0677 114022 |
| ▪ SECURITY – MOTORVEHICLE PHONE NUMBER | 0677 114024 |

Fuata misingi ya ahadi tunazoishi za usalama mahali pa kazi

Enhancing Export Efficiency for Perishable Goods: Insights from the Meeting with Tanzania Ports Authority



In a landmark meeting with the Tanzania Ports Authority, members of the Tanzania Truck Owners Association (TATO) gathered to discuss the critical role of truck transporters in exporting perishable goods through Tanga Port. This meeting not only highlighted the importance of efficient logistics but also provided an opportunity for TATO members to tour the port's infrastructure, gaining first-hand insights into the facilities available for handling perishable exports.

A Focus on Perishable Goods

The primary objective of the meeting was to address the unique challenges associated with transporting perishable goods. With an increasing demand for fresh produce and other perishables in international markets, ensuring the timely and safe delivery of these products is vital. Tanga Port, with its strategic location, is poised to become a key hub for such exports.

Key Responsibilities Outlined in the MOU

During the discussions, a Memorandum of Understanding (MOU) was established, outlining specific responsibilities for truck owners to enhance the transportation of perishable goods. These commitments reflect TaTOA's dedication to improving the logistics framework and ensuring that perishable items reach their destinations in optimal condition. The key responsibilities include:

In a landmark meeting with the Tanzania Ports Authority, members of the Tanzania Truck Owners Association (TATO) gathered to discuss the critical role of truck transporters in exporting perishable goods through Tanga Port. This meeting not only highlighted the importance of efficient logistics but also provided an opportunity for TATO members to tour the port's infrastructure, gaining firsthand insights into the facilities available for handling perishable exports.

A Focus on Perishable Goods

The primary objective of the meeting was to address the unique challenges associated with transporting perishable goods. With an increasing demand for fresh produce and other perishables in international markets, ensuring the timely and safe delivery of these products is vital. Tanga Port, with its strategic location, is poised to become a key hub for such exports.

Enhancing Export Efficiency for Perishable Goods: Insights from the Meeting with Tanzania Ports Authority



1. Promoting Reliable Transportation Services

Truck owners are tasked with ensuring the provision of adequate and reliable transportation services specifically designed for perishable goods. This involves maintaining vehicles equipped with temperature control and monitoring systems.

2. Overseeing Adherence to Schedules and Safety Standards

TATOA members will oversee transporters' adherence to agreed schedules and safety standards. Timeliness is crucial in the perishable goods sector, and strict adherence to schedules will minimize spoilage and maximize freshness.

3. Coordinating Compliance with Regulations

The association will coordinate compliance with traffic and transport regulations, ensuring that all transporters operate within the legal framework and maintain high safety standards.

1. Promoting Reliable Transportation Services

Truck owners are tasked with ensuring the provision of adequate and reliable transportation services specifically designed for perishable goods. This involves maintaining vehicles equipped with temperature control and monitoring systems.

2. Overseeing Adherence to Schedules and Safety Standards

TATOA members will oversee transporters' adherence to agreed schedules and safety standards. Timeliness is crucial in the perishable goods sector, and strict adherence to schedules will minimize spoilage and maximize freshness.

3. Coordinating Compliance with Regulations

The association will coordinate compliance with traffic and transport regulations, ensuring that all transporters operate within the legal framework and maintain high safety standards.

4. Collaborating with Stakeholders

Collaboration with other stakeholders is essential to address logistical challenges effectively. By working together, truck owners can identify and resolve potential bottlenecks in the transportation process.

Enhancing Export Efficiency for Perishable Goods: Insights from the Meeting with Tanzania Ports Authority

5. Educating Transporters on Contingency Planning

TATOA will educate transporters on the importance of developing contingency plans for vehicle breakdowns or delays. Preparedness is key to minimizing disruptions in the transportation of perishable goods.

6. Encouraging Concessionary Transportation Charges

To support the export of perishable goods, truck owners are encouraged to offer concessionary transportation charges. This initiative aims to make exports more competitive in international markets.

7. Advocating Driver Training

Promoting the training of drivers on the handling and transportation of perishable goods is a priority. Well-trained drivers are essential for maintaining the integrity of the products throughout transit.

9. Adhering to Safety Guidelines

Lastly, truck owners will promote adherence to guidelines and standards for the safe transport of perishable goods. This includes proper packaging, temperature control, and monitoring during transit.

Conclusion

The meeting with the Tanzania Ports Authority marks a significant step forward in enhancing the export of perishable goods through Tanga Port. By committing to the responsibilities outlined in the MOU, the TATOA is poised to play a pivotal role in improving logistics, ensuring product quality, and meeting the growing demands of international markets. As collaboration between stakeholders continues to strengthen, the future of perishable exports through Tanga Port looks promising, benefiting both local producers and consumers worldwide.



Addressing VAT Challenges in Transit Cargo: Insights from the Meeting with PWC

In a crucial gathering held in Dar es Salaam, members of the Tanzania Truck Owners Association (TATO) met with tax consultants from PWC to discuss the pressing issue of Value Added Tax (VAT) application on transit cargo transportation services. This meeting was pivotal for truck owners who are keen to navigate the complexities of VAT regulations impacting their operations.

Understanding the Context

TATO represents over 1,000 member companies involved in the cargo freighting business within Tanzania and across the SADC and Great Lakes regions. The transport sector significantly contributes to the national economy, accounting for approximately 6.7% of GDP and providing employment to over 280,000 individuals both directly and indirectly. Given this context, the application of VAT on transit cargo poses serious implications for the sector's growth and competitiveness.

Key Issues Discussed

VAT Provisions and International Transport

The discussion centered around the provisions of the VAT Act, particularly Sections 59 and 61. According to Section 59(3), international transport services are zero-rated, meaning that transit transport services should qualify for zero-rating as long as the goods are merely passing through Tanzania to a final destination outside the country.

However, the involvement of a Tanzanian-based lead transporter introduces ambiguity regarding the eligibility for zero-rating. Section 61A(2) specifies exceptions that could complicate matters if the service is rendered to a local recipient who is not a registered VAT taxpayer. Fortunately, the lead transporter in question is a registered VAT taxpayer, which maintains the potential for zero-rating.

Implications of VAT on Local Transporters

Implementing VAT on transit cargo could significantly increase transportation costs for local operators, making them less competitive compared to foreign transporters. This shift may prompt clients to seek services from overseas transport companies, risking a substantial loss of revenue for Tanzania's economy.

Approximately 70% of local transporters operate as subcontractors for larger companies. The imposition of VAT could disrupt this delicate ecosystem, hindering the growth of the logistics sector and potentially leading to job losses.

Recommendations for Clarity and Compliance

To address these challenges, TATO proposed several recommendations:

- 1. Review the Billing Structure:** TATO urged the Tanzania Revenue Authority (TRA) to reconsider the billing arrangements, linking them directly with international clients to align better with zero-rating eligibility.
- 2. Consult with TRA:** A formal ruling from the TRA would clarify whether transit cargo billed through a local intermediary qualifies for zero-rating under international transport provisions.
- 3. Avoid VAT Implementation on Transit Cargo:** TATO emphasized that imposing VAT could have far-reaching consequences for the transport sector and the broader Tanzanian economy.

Conclusion

The meeting with PWC served as an essential platform for TATO members to voice their concerns regarding VAT application on transit cargo. By advocating for clarity in the VAT regulations and proposing actionable recommendations, TATO aims to ensure the continued growth and competitiveness of Tanzania's transport sector. As stakeholders work collaboratively with government authorities, the focus remains on fostering a supportive business environment that promotes local industry development while safeguarding jobs and economic contributions.



On January 14, 2025, a pivotal meeting was held at the CCE's Conference Room in the One Stop Centre, TPA Building, Dar es Salaam, bringing together representatives from the Tanzania Revenue Authority (TRA), the Tanzania Truck Owners Association (TATO A), and the Tanzania Freight Forwarders Association (TAFFA). The primary focus of the meeting was to address critical issues impacting the transit of goods through Dar es Salaam Port, a key hub for trade in the region.

Opening Remarks

The session commenced at 10:00 AM with welcoming remarks from the Commissioner for Trade Facilitation. He expressed appreciation for the collaboration between TRA, TATO A, and TAFFA, recognizing the importance of open dialogue in addressing the challenges faced by stakeholders in the transport and logistics sector.

The Chairman of TATO A expressed gratitude for the opportunity to discuss pressing issues, emphasizing the need for effective solutions to enhance business continuity and growth for goods transiting through the port.

Addressing Delays at the Border

A significant concern raised by TATO A was the extensive delays at the border caused by intensive physical inspections of cargo. These inspections, particularly for sensitive items such as fabrics, often result in delays of up to four days. The lengthy process requires transporters to write formal letters to the Zambian authorities to secure the release of their trucks, adding to operational costs and negatively impacting their businesses.

TATO A highlighted that these delays not only inconvenience transporters but also drive clients to seek alternative ports, ultimately resulting in lost revenue and business opportunities for Tanzanian stakeholders.

New Procedures for Sensitive Cargo

In response to the concerns raised, the Commissioner for Trade Facilitation acknowledged the issues and proposed a resolution aimed at expediting inspections for sensitive cargo. A key outcome of the meeting was the agreement to implement a new procedure that prioritizes trucks carrying sensitive cargo.

Under this new protocol, once a truck carrying sensitive items is subjected to physical verification inspections, it will be allowed to continue its journey immediately after the inspection is completed.

Enhancing Business Continuity for Goods Transiting Through Dar es Salaam Port

The previous requirement for a formal release letter to be sent to the Zambian side will be discontinued in these priority cases. This change is designed to facilitate trade, expedite the movement of sensitive goods, and ensure that businesses are not unduly penalized by prolonged delays.

Next Steps

TRA committed to promptly communicating this new procedure to customs officials and border personnel to ensure its smooth implementation. Both TRA and TATOA recognized the importance of maintaining open lines of communication and agreed to hold follow-up meetings as necessary to address any emerging challenges.

Closing Remarks

In closing, the Commissioner reiterated TRA's commitment to collaborating with stakeholders to enhance the efficiency and effectiveness of operations at Dar es Salaam Port. The Vice Chairman of TATOA expressed appreciation for TRA's proactive approach to resolving the issues raised, highlighting the importance of continued cooperation in fostering a more efficient transit environment.

Conclusion

The meeting between TRA, TATOA, and TAFFA marks a significant step toward enhancing the business environment for goods transiting through Dar es Salaam Port. By addressing the challenges posed by inspection delays, stakeholders are paving the way for improved trade facilitation and economic growth in Tanzania. With the implementation of new procedures for sensitive cargo, the future looks promising for transporters and businesses relying on the port for their operations.



Public posters



LAUNCHING OF THE UPGRADED TANCIS SYSTEM



2 DAYS TO GO



f x @tratanzania TRA Online TV 0744-233 333

 **THE UNITED REPUBLIC OF TANZANIA**
MINISTRY OF TRANSPORT
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC


ISO 9001:2015 CERTIFIED

INVITATION TO STAKEHOLDERS' MEETING TO COLLECT VIEWS ON THE REVIEW OF DELIVERY ORDER FEE

1. The Tanzania Shipping Agencies Corporation (TASAC) is organizing a consultation meeting to discuss a proposal by the Corporation to review the current Delivery Order Fee charged by shipping agents, cargo consolidators and de-consolidators. The review seeks to better align the Delivery Order Fee with the existing business environment.
2. The meeting is scheduled to take place on 6th February, 2025 at Julius Nyerere International Convention Center (JNICC) starting at 10:00 a.m.
3. The above meeting is being held in accordance with Section 29 of the Tanzania Shipping Agencies Act, Cap. 415. The Public is invited to participate in the meeting as scheduled.
4. Stakeholders who wish to express their views during the meeting are required to register by sending an email to tariff@tasac.go.tz. Views can also be submitted in writing via email to tariff@tasac.go.tz, mailed to the Director General, TASAC, P.O. Box 989, Dar es Salaam, or hand-delivered to TASAC Headquarters. In any case, views on the matter are supposed to be received not later than 13th February, 2025.

Issued by
DIRECTOR GENERAL
TASAC

PSSSF Tower Building, 8 Floor, Plot No. 20/21, Garden Avenue/Ohio Street,
P. O. Box 989, Dar es Salaam - Tanzania. Tel: +255 222 127 314, Fax: +255 222 127 313,
Email: dg@tasac.go.tz, info@tasac.go.tz, Website: www.tasac.go.tz



TANZANIA REVENUE AUTHORITY

PUBLIC NOTICE
SCHEDULED SYSTEM DOWNTIME FOR TANCIS UPGRADE

Dar es Salaam, 13th January, 2025:

The Tanzania Revenue Authority (TRA) hereby notifies all stakeholders that the current Tanzania Customs Integrated System (TANCIS) will be replaced by a new and enhanced version of TANCIS. This upgrade will include improved existing modules, newly established modules, and the integration of new technology to further enhance the system's functionality and efficiency.

Downtime Details:

- **Start Date and Time:** Friday, 17th January 2025, 22:00 hrs
- **End Date and Time:** Monday, 20th January 2025, 04:00 hrs

Impact on Services:

During this period, the following systems and services will be temporarily unavailable:

- Tanzania Customs Integrated System (TANCIS)
- Electronic Cargo Tracking System (ECTS)
- Tanzania Electronic Single Window System (TeSWS)

Please plan ahead and complete any urgent tasks before the scheduled downtime for all operations requiring these systems.

TRA apologizes for any inconvenience this scheduled downtime may cause and appreciates your understanding and cooperation as we work to enhance our systems for improved service delivery. For any inquiries or further assistance, please contact the TRA Call Center at: 0800 750 075, 0800 780 078 and 0800 110 016.

Our team will be available to provide support throughout this transition.

"Together We Build Our Nation"

Yusuph J. Mwenda
Commissioner General

 **THE UNITED REPUBLIC OF TANZANIA**
MINISTRY OF TRANSPORT
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC


ISO 9001:2015 CERTIFIED

In reply please quote:

Ref. No.: DA.264/373/01B/66 Date: 23rd January, 2025

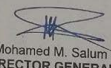
To:

- Port Terminal Operators
- ICD Operators
- Shipping Agents

Re: **DELAYS IN RETRIEVING AND RETURNING CONTAINERS DUE TO SYSTEM DOWNTIME**

Kindly make reference to the heading above.

1. The Tanzania Shipping Agencies Corporation (TASAC) is aware of the difficulties consignees are experiencing in retrieving import containers from Port terminals and ICDs due to the recent customs' system downtime from 17th to 20th January, 2025. The observed situation may have caused delays in returning empty containers to shipping lines through their agents.
2. It is apparent that these challenges currently encountered by merchants will lead to container storage and demurrage charges for reasons which are beyond the merchants' control.
3. The Corporation is therefore calling upon port terminal operators, ICD operators and shipping agents to understand the situation and consider granting relief to merchants for containers which are proven to have been affected by the system downtime. It is fair that merchants should not be responsible for delays which are out of their control.
4. Let everyone remember that the implemented system upgrading is for the benefit of the shipping fraternity at large.
5. Kindly be so guided.


Mohamed M. Salum
DIRECTOR GENERAL

PSSSF Tower Building, 8 Floor, Plot No. 20/21, Garden Avenue/Ohio Street

Public posters



ADJUSTMENT OF TRANSPORT RATES DUE TO DOLLAR DEPRECIATION AND MONTHLY FUEL ADJUSTMENTS



The Tanzania Truck Owners Association (TATOA) understands the challenges facing transporters in the logistics sector. In recent months, transporters have been significantly impacted by the dollar rate depreciation and fuel prices that are adjusted on monthly basis .

After analyzing and assessing the prevailing economic conditions, TATOA recommends that all transporters conduct a thorough review of their current transportation rates and consider necessary adjustments mitigate the fuel prices that are adjusted every 1st week of each month.

1.Fuel Price Changes: Given the fluctuations in fuel prices, it is crucial to enable periodic rate adjustments to align with changing fuel costs.

2.Operating Costs: When determining new rates, it is important to account for all operational expenses, including maintenance, insurance, driver salaries, and fuel costs.

3.Price Competitiveness: While revising rates to accommodate rising costs, it is essential to ensure that the adjusted rates remain competitive within the market.

4.Effective Communication: Clear and professional communication with clients is key when introducing rate changes, emphasizing the rationale behind these adjustments.

5.Contract Review: Transporters with long-term contracts should evaluate their agreements and explore the possibility of renegotiating rates with clients to adapt to the evolving economic conditions

JM MALL 2nd Floor office

Samora Avenue

P.O BOX 40827

✉ **info@tatoa.co.tz**

🌐 **Visit [www,tatoa.co.tz](http://www.tatoa.co.tz)**



**CALL FOR DETAILS
0753-337337**

Public posters



UMUHI MU WA KUZINGATIA VIWANGO VYA GHARAMA ZA USAFIRISHAJI KUTOKANA NA KUSHUKA KWA THAMANI YA DOLA NA MABADILIKO YA BEI YA MAFUTA KILA MWEZI



Chama cha wamiliki wa Malori Tanzania (TATOA) inaelewa changamoto zinazowakabili wasafirishaji katika sekta ya uchukuzi. Katika miezi ya hivi karibuni, wasafirishaji wamepata athari kubwa kutokana na kushuka kwa thamani ya dola na bei ya mafuta kubaki kawaida, jambo ambalo limesababisha shinikizo kubwa kwenye gharama za uendeshaji.

Baada ya kuzingatia na kuchambua hali za kiuchumi iliyopo, TATOA inapendekeza kwamba wasafirishaji wote wafanye tathmini ya makini ya viwango vyao vya usafiri vilivyopo na kufikiria marekebisho muhimu ili kuendana na gharama zinazoongezeka. Marekebisho haya yanapaswa kufanywa kwa fikra, kwa kuzingatia mambo muhimu yafuatayo:

1. **Mabadiliko ya Bei ya Mafuta:** Kwa kuzingatia mabadiliko ya bei ya mafuta, ni muhimu kuwezesha marekebisho ya viwango vya mara kwa mara ili kuendana na gharama za mafuta zinazobadilika.
2. **Gharama za Uendeshaji:** Wakati wa kuamua viwango vipya ni muhimu kuzingatia gharama, ikiwa ni pamoja na matengenezo, bima, mishahara ya madereva, pamoja na gharama za mafuta.
3. **Uwiano kwa Bei:** Wakati wa kubadilisha viwango ili kukidhi gharama zinazoongezeka, ni muhimu kuhakikisha kwamba viwango vilivyorekebisha vinabaki kuwa na ushindani ndani ya soko.
4. **Mawasiliano Bora:** Mawasiliano ya wazi na ya kitaalamu kwa wateja ni muhimu wakati wa kuanzisha mabadiliko ya viwango, huku ukisisitiza sababu za mabadiliko hayo.
5. **Tathmini ya Mikataba:** Wabeba mizigo wenye mikataba ya muda mrefu wanapaswa kufanya tathmini ya mikataba yao, wakikadiria uwezekano wa kujadili tena viwango na wateja ili kuendana na hali ya kiuchumi inayobadilika.

JM MALL 2nd Floor office

Samora Avenue

P.O BOX 40827

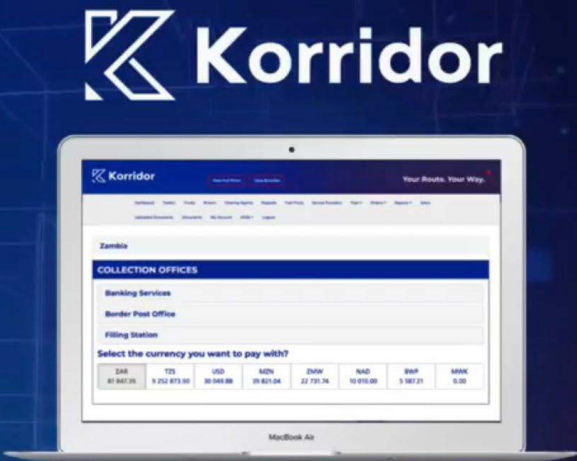
 **info@tatoa.co.tz**

 **Visit www.tatoa.co.tz**



**CALL FOR DETAILS
0753-337337**

Associate Members



Korridor

Experience Korridor's secure, cashless platform

Korridor.com | Your Route. Your Way.



MOBIKEY

**EXCLUSIVE IMPORTER & DISTRIBUTOR
FOR THE FULL RANGE OF HYUNDAI
CONSTRUCTION EQUIPMENT**

**PARTNER FOR NEW UNITS,
SERVICES AND PARTS**

**HD HYUNDAI
CONSTRUCTION EQUIPMENT**

Associate Members



About Us: We are part of **Lake Oil Group**, Tanzania.

What we do: ICD, CFS, Warehousing, Logistics in Tanzania, Zambia and Mozambique.

Specialized in Handling: We have rich experience of 12 years in handling import and export of containerized and bulk cargo. We are managing import and export of Sulphur and copper of leading client like Impala, Polytra.

Facility & Capacity:

AT AFICD TANZANIA: We have more than 200,000 SQM of yard facility with monthly handling capacity of 100,000 MT bulk import and 80,000 MT of export and further expansion is under way.

AT AFICD ZAMBIA: We have 22,000 sqm covered space | 150+ truck parking slots.

AT AFICD MOZAMBIQUE: 20,000 sqm warehouses | 120,000 sqm open yard.

We have dedicated Rail track for Multi Modal Transport Support

Contact for ZAMBIA business:

Mr. Srikanth Abburi +260 777864666
srikanth.abburi@lakeoilgroup.com

Contact for TANZANIA business:

Mr. Bibhuti Singh +255 620456718
bibhuti.singh@lakeoilgroup.com

Contact for MOZAMBIQUE business:

Mr. Badri Kallakuri +258 87093 9999
badri.k@lakeoilgroup.com

<https://www.lakeoilgroup.com/aficd/>

Associate Members



SHACMAN-PRODUCTS

ANDA AUTO LTD



TIPPER TRUCK F3000



**Concrete Mixer
Machine**



Focklift 3.2 Ton



**Tractor Horse
X3000**

OUR SERVICE

Heavy-Duty Trucks

- 01 • TRACTOR TRUCK
- DUMP TRUCK
- CARGO TRUCK
- SPECIAL TRUCK

02 • CONTAINER TRAILER

- CARGO TRAILER
- FUEL TANKER TRILER
- Low Bed TRAILER
- Tipper Trailer
Spare Parts

03 • Excavator

- Wheel Loader
- Truck Crane
- Road Machines
- Mining Machines
Trailers

**04 • Truck Spare
Parts**

- Trailer SpareParts
- Machine Spare
Parts

Associate Members

**VINESHCO
VENTURES**



DISRUPTION CONVICTION INNOVATION

**We help East African Transporters
digitise logistics operations.**



Fleet Management System

A one stop software solution for all your Fleet Management needs to streamline your logistics operations.



Fleetx ERP

Our integrated & unified Transporter ERP manages end-to-end fleet operations and finances at all levels.



Video Telematics

Harness the power of AI and IoT to drive safety and visibility into your Fleet Operations.



www.fleetx.io



sales@fleetx.io



+255784000263
Vineshco Ventures
1998/94 Mshihiri St, Dar es Salaam

Associate Members



SHACMAN



DINGONG

ANDA AUTO LIMITED

Tel: +255 761589551



Address:

**Plot #39, Mikocheni Kinondoni Municipality,
Dar Es Salaam, Tanzania**

TATOA Members

