

TATOA E-MAGAZINE

Word from the Chairman



Greetings to all TATO A members and readers of the E- magazine

I extend my sincere appreciation to the TATO A community for their unwavering support. Together, we have achieved significant milestones in the transportation industry.

In this volume, we address the challenges faced by truck owners and our efforts to ensure continued Collaboration and dialogue have been key in our recent meeting with stakeholders, where we discussed cost of financing, delays, documentation, equipment shortages, scanner issues, system breakdowns, and LRR charges. The Ministry of Transport has shown commitment to finding solutions.

Let's stay united, actively participate, and drive positive change. Our association will advocate for members and enhance industry efficiency.

Thank you to the editorial team and contributors for their dedication. Stay informed, adapt, and seize opportunities.

Thank you for your support and commitment to TATO A.

Elias Lukumay
Chairman,
TATO A

Tanzania Truck Owners Association Shines at Railway Business and Investment Forum in Mwanza

Mwanza, Tanzania.

In a remarkable display of industry collaboration and forward-thinking, the Tanzania Truck Owners Association (TATO) made a resounding impact at the Railway Business and Investment Forum held on March 4, 2024, in Mwanza, Tanzania. The event, which brought together prominent figures from the transportation and logistics sectors, proved to be a pivotal moment for the TATO as they demonstrated their commitment to innovation and explored avenues for synergy between trucks and railways.



With a primary focus on fostering connectivity and boosting economic growth, the TATO actively advocated for enhanced collaboration between the trucking and railway industries during the forum. Recognizing the vital role of a well-integrated transportation network, the association emphasized the need for seamless coordination between trucks and railways to optimize the movement of goods across the nation and beyond.



The Chairman engaged in productive discussions with industry experts and policymakers to address the challenges faced by truck owners in Tanzania. Infrastructure gaps, which often impede efficient transportation, emerged as a key concern. By sharing valuable insights and highlighting these obstacles, the TATO contributed to the ongoing dialogue aimed at improving the country's transportation landscape.



The forum also served as an opportune moment for the TATO A to highlight investment prospects within the transport sector. By showcasing the potential for growth and profitability, the association attracted the attention of potential investors seeking to capitalize on Tanzania's expanding economy.

The Tanzania Truck Owners Association's active participation in the Railway Business and Investment Forum exemplified their dedication to shaping the future of the country's transportation landscape. By advocating for seamless integration, addressing challenges, and exploring investment opportunities, the TATO A demonstrated their commitment to driving innovation and enhancing efficiency in the sector. As Tanzania continues to progress, the TATO A's efforts promise to be instrumental in shaping a more connected, sustainable, and prosperous future for the nation's transportation industry.

Tanzanian Truck Owners Association Addresses Tax Grievances in Productive Meeting

Nyerere Foundation, Tanzania

The Tanzania Truck Owners Association (TATO) engaged in a fruitful discussion with the Deputy Commissioner of Domestic Tax Revenue and TATO Board Members during a meeting held on March 6, 2024. The minutes of the meeting highlighted various grievances faced by transporters regarding tax-related matters and outlined recommendations for improvement.

One of the key concerns raised during the meeting was the poor communication by the Tanzania Revenue Authority (TRA) with taxpayers. Instances were cited where assessments were issued post-audit without prior notice, leading to unexpected tax liabilities and even vehicle seizures. Transporters emphasized the need for a platform for dialogue prior to enforcement measures to prevent such situations.



The practice of seizing trucks in transit over alleged tax liabilities was also discussed. TATO members expressed their belief that this action should be a last resort, not stipulated in the Tax Administration Act, and emphasized the need for proper communication and resolution before resorting to such measures.

Concerns were also raised regarding TRA's approach to tax investigations, with allegations of harassment and lack of engagement with taxpayers to understand their positions. The inefficiency of the new e-filing system, including wrong assessments and incorrect liabilities, was another issue highlighted during the meeting.

In response to these grievances, the Deputy Commissioner of Domestic Tax Revenue provided recommendations for improvement. It was emphasized that TRA officers should not hold trucks but rather focus on holding the cargo itself. Proper procedures, including issuing demand notices, should be followed before taking action against transporters. The importance of improved communication between TRA and taxpayers, as well as prompt reporting of any harassment, was stressed.

The Deputy Commissioner assured the attendees that TRA is actively working on resolving issues related to data cleanup, VAT adjustments, and the communication of notices. Transporters were encouraged to maintain effective communication with their tax consultants and promptly report any errors or issues to TRA.

Additionally, TATO was advised to lobby for a review of tax regulations concerning the demand for Electronic Fiscal Device (EFD) receipts on transit vehicles. The aim is to find a better solution that addresses the challenges faced by transporters, including delays in payment and potential financial losses due to client defaults.

The meeting concluded on a positive note, with both TATO and TRA expressing their commitment to improving communication, addressing grievances, and finding effective solutions to create a conducive tax environment for transporters in Tanzania.

The discussions held during this meeting mark an important step towards fostering a collaborative relationship between TATO and TRA, ensuring a fair and efficient tax system that supports the growth and development of the trucking industry in Tanzania.

TASAC Director General Collaborates with Stakeholders to Improve Tanzania's Maritime Industry

Tanzania's maritime industry faces several challenges, including delays in unloading empty containers, under-utilization of the Kwala dry port, inconsistencies in the Terminal Operating System (TOS), refusal of local payment transactions in Tanzanian Shillings (TZS), absence of approved tariffs and standardized drop-off container charges, the need for a binding instrument, delays in container clearance due to customs processes, understaffing at specific gates, and demurrage charges on export cargo.

To address these challenges, TASAC plans to hold a consultative meeting to address the under-utilization of the Kwala dry port, improve the TOS for better port operations, remind service providers to comply with payment regulations, review tariffs for empty container depots, finalize the Port and Corridor Community Charter, hold consultative meetings to address customs challenges and enhance the Tanzania Customs Integrated System (TANCIS), address understaffing at gates, and ensure that demurrage charges are imposed on the responsible party for delays caused.

TASAC's collaborative efforts aim to enhance efficiency and compliance in Tanzania's maritime industry.



TATOA Launches Driver Database System Following Successful Training Session

Dar es salaam, Tanzania

The Tanzania Truck Owners Association (TATOA) recently unveiled its newly developed driver database system, marking a significant milestone in the transportation industry. The system's launch took place on December 14, 2024, under the auspices of the Prime Minister. Prior to the launch, TATOA organized a training session on March 8, 2024, at the prestigious Harbor View Hotel to familiarize industry professionals with the system's functionalities.



The training session conducted by TATOA aimed to equip participants with the necessary knowledge and skills to effectively utilize the driver database system. The event witnessed the participation of key stakeholders from the transportation sector, who gathered to enhance their understanding of the system's features and benefits.



During the training, participants received comprehensive instruction on the proper management of driver-related data within the database system



Furthermore, the training provided insights into utilizing the database system to enhance driver safety and performance.

TATOA's dedication to innovation and continuous improvement is evident in the development and launch of this driver database system. The association's proactive approach is poised to elevate industry standards, foster professionalism, and drive.

Tanzania Truck Owners Collaborate with LATRA for Database Integration

TATOA Office

Dear Tanzania Truck Owners Members,

We are pleased to announce a significant development in our collaboration with the Land Transport Regulatory Authority (LATRA). On March 8, 2024, LATRA's management visited us to learn about our database system and explore possibilities for system integration. This visit marks an important step toward enhancing efficiency and cooperation within the transportation industry.

During the meeting, our team engaged with LATRA's management to share insights and knowledge regarding our database system. The aim was to foster collaboration and identify opportunities for integrating our systems, thereby streamlining operations and improving overall effectiveness.

Working closely with our dedicated developer, we discussed the technical aspects of system integration and explored potential areas of cooperation. The meeting proved fruitful, resulting in an agreement to convene another session with LATRA's technical team before the end of April. This subsequent meeting will delve deeper into the integration process and address any technical considerations or challenges that may arise.

The collaboration between Tanzania Truck Owners and LATRA holds great promise for the transportation industry. By aligning our databases and systems, we aim to enhance data exchange, improve communication, and foster a seamless flow of information. This integration will contribute to streamlined processes, increased efficiency, and better service delivery for our members and stakeholders.

We view this collaboration as an excellent opportunity to strengthen our relationship with LATRA and work together towards common goals. By leveraging the expertise



TATOA Hosts Successful Iftar Dinner Strengthening Partnerships for a Prosperous Future

Dar es salaam, Tanzania.

Tanzania, 27th March 2024— The Tanzania Truck Owners Association (TATOA) successfully hosted an esteemed Iftar Dinner on March 27, 2024, at the prestigious Serena Hotel. The event brought together a distinguished gathering of industry leaders, including the Executive Secretary of the Tanzania National Business Council (TNBC), the CEO of the Tanzania Private Sector Foundation (TPSF), and the Ambassador of the Democratic Republic of Congo to Tanzania. Representatives from key organizations such as Ewura, LATRA, and the Central Corridor were also present, further elevating the significance of the occasion.

The Iftar Dinner served as a remarkable opportunity for industry stakeholders to convene and strengthen partnerships for a prosperous future. The presence of such esteemed guests reflects the growing recognition of TATOA's pivotal role in the transportation sector and the importance of collaboration in driving positive change.



The Executive Secretary of TNBC, in his address, emphasized the importance of public-private partnerships in advancing the nation's economic agenda. He acknowledged TATOA's significant contributions to the transport industry and encouraged further collaboration between the association and key stakeholders to achieve shared goals.

The CEO of TPSF echoed these sentiments, emphasizing the need for unity and collective action to address industry challenges and unlock new opportunities. He highlighted TATOA's role as a crucial interface between the private sector and government bodies and stressed the importance of continued collaboration to drive inclusive growth and prosperity.

The presence of the Ambassador of the Democratic Republic of Congo underscored the regional significance of the event. It served as a testament to the potential for cross-border cooperation and the strengthening of economic ties between Tanzania and its neighboring countries.



Representatives from Ewura, LATRA, and the Central Corridor expressed their commitment to working closely TATOA.

TATOA remains steadfast in its commitment to nurturing partnerships, fostering collaboration, and advocating for the interests of its members. The association looks forward to further engagements with stakeholders, working together towards a prosperous future for the transportation sector in Tanzania.





Tanzania Truck Owners Meet with the Minister of Transport Address Challenges in Copper Exports at Dar Port

TPA One Stop Center, Tanzania.

In a recent meeting held at the TPA One Stop Center, with the Minister of Transport, Tanzania Truck Owners Association (TATO), representatives from the Copper Community, and the Director General of Tanzania Port Authority (TPA) convened to discuss measures aimed at keeping copper exports within the confines of Dar Port. The meeting, initiated on short notice, aimed to address concerns about the diversion of copper shipments to other ports.

Chaired by Mr. Elias Lukumay, Chairman of Tanzania Truck Owners, the meeting commenced with gratitude expressed to the Prime Minister for accepting the request for an immediate gathering. The primary agenda was to explore strategies that would prevent copper exporters from diverting their cargo to alternative ports.

Mr. Lukumay emphasized that several major copper exporters have already started redirecting their shipments to Durban and Waivers Bay. He cautioned that once one exporter diverts their cargo, others are likely to follow suit, posing a significant risk to the continued presence of copper exports at Dar Port.

Representatives from the copper community addressed the meeting, highlighting the recent surge in copper exports through Dar Port. They attributed this growth to the increasing import of sulfur, stating that Tanzania's strategic location and cost-effectiveness made it an attractive hub for importers. However, they also pointed out the growing competitiveness of Mombasa Port in handling copper due to inefficiencies witnessed at Dar Port. They cited instances where full containers faced delays, resulting in penalties after 90 days of inactivity.



Additionally, Mr. Lukumay expressed full support from the transporters for the copper community's desire to maintain copper exports through Dar Port.

During the meeting, key concerns were raised by both the copper community and Tanzania Truck Owners:

1. **Financing Costs:** The rising cost of financing, currently at 1.2 dollars per ton.
2. **Vessel Delays:** Significant delays of 15-20 days for vessels.
3. **Documentation:** The copper community requested a reduction in the number of days required for documentation to expedite the movement of copper. They proposed streamlining the process by changing from ETA (Estimated Time of Arrival) and ETB (Estimated Time of Berth).
4. **Equipment Shortage:** A shortage of equipment at the port.
5. **Scanner Issues:** Delays caused by scanner problems that affect cargo movement.
6. **System Breakdowns:** Frequent breakdowns of the systems at both TPA and TRA, resulting in the inability to issue release orders for cargo.
7. **LRR Charges:** The need to review LRR charges imposed by TRA, as many containers have been unable to move due to this issue.

In response to these concerns, the Minister of Transport outlined the following actions:

1. **TPA Collaboration:** TPA will engage with the copper community to address the issue of documentation days, with the aim of finding an immediate solution.
2. **Sharing of Stuck Containers:** The copper community is requested to provide information about all containers stuck due to LRR, allowing for appropriate action to clear the backlog.
3. **Special Desk:** TPA will establish a dedicated desk to address shipping, TPA, and TRA-related issues.
4. **Scanning Verification:** TPA will explore the possibility of removing the 100% scanning verification requirement.
5. **Conscious Issuance:** TPA will consult with the copper community regarding the issuance of a "conscious" to bulk exporters.

The meeting concluded with a commitment from all parties to work collaboratively to resolve the challenges faced by the copper community. The stakeholders expressed their determination to ensure the continued export of copper through Dar Port.



The Tanzania Truck Owners Association TATO A participated in the Logistics Stakeholders meeting

The Tanzania Truck Owners Association TATO A participated in the Logistics Stakeholders meeting hosted by the Chartered Institute of Logistics and Transport (CILT), with a focus to discuss the implementation of the Resolutions of the CILT Africa Forum 2023 held in Kigali Rwanda on the Logistics and Infrastructure Development as an Engine for sustainable Implementation of the Africa Continental Free Trade Area AfCFTA.

This meeting also deliberated the 2024 CILT Africa Forum to be held in Zimbabwe from 22nd to 24th April 2025 with the theme "Unlocking Africa's Wealth through Logistics and Transport".

In this deliberative meeting, TATO A had an opportunity to address the Cross border challenges faced by the transport stakeholders which has to be discussed in the 2024 forum in Zimbabwe for solutions and decisions.

TATO A highlighted obstacles to cross boarder trade such as, Inefficient custom procedures, inadequate infrastructures, Security issues, road tolls and toll gates and bureaucracies that affects trade flows.

As the representative of the Transport community in Tanzania, TATO A emphasized the need for regional collaboration and harmonization of trade regulations within the regional blocks to facilitate the implementation of the Africa Continent Free Trade Area (AfCFTA)

TATO A will actively engage with regional bodies and other stakeholders to advocate for its members and Logistics industry at large to ease cross border trade and foster the Implementation of Africa Continent Free Trade Area (AfCFTA).



Associate Members Highlights



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Labour Relations Tips

The Labour Institutions Act

[CAP. 300 R.E. 2019]

PART III COMMISSION FOR MEDIATION AND ARBITRATION

Establishment of Commission
Cap 4
s.8

12. There is hereby established a Commission for Mediation and Arbitration.

Independence and status of Commission
Cap 4
s.8

13.-(1) The Commission –

- (a) shall be an independent department of Government;
- (b) shall not, in the performance of its functions, be subjected to the direction or control of any person or authority; and
- (c) shall be independent of any political party, trade union, employers' association, federation of trade unions or employers' associations.

(2) The Government, public authorities and other registered organisations and federations shall provide such assistance and cooperation as may be required to ensure the effectiveness of the provisions of subsection(1).

(3) Subject to the provisions of this Act, the provisions of any written law relating to public departments shall apply to the Commission and the office of the Commission, and any office established under the Commission shall be a public office.

Functions of Commission
Act No. 24 of 2015
s. 12

14.-(1) The functions of the Commission shall be to-

- (a) mediate any dispute referred to it in terms of any labour law;
- (b) determine any dispute referred to it by arbitration if-

- (i) a labour law requires the dispute to be determined by arbitration;
- (ii) the parties to the dispute agree to it being determined by arbitration;

12

The Labour Institutions Act

[CAP. 300 R.E. 2019]

- (ii) an employee in the public service;
 - (b) six other Commissioners.
- (2) The Chairperson shall be appointed from among persons who have knowledge, experience and a considerable degree of involvement in labour matters.

(3) The President shall appoint-

- (a) the Chairperson, from a list of three persons recommended by the Council;
- (b) two Commissioners proposed by members of the Council representing the interests of employees;
- (c) two Commissioners proposed by members of the Council representing the interests of employers;
- (d) two Commissioners to represent the Government.

(4) The appointment referred to in subsection (3) shall be made on the recommendation of the Minister after the Minister has consulted with the Council.

Tenure and conditions of service of Commissioner
s

17.-(1) A Commissioner shall hold office for a period of three years and shall be eligible for re-appointment at the end of the term of office.

(2) The office of Commissioner shall not be a full time office and a Commissioner shall not be paid a salary but shall be paid allowances for attending meetings, travel and subsistence at a rate determined by the Minister on the recommendation of the Permanent Secretary after consultation with the Permanent Secretary of the Office of Public Service Management.

(3) The office of a Commissioner shall become vacant if the Commissioner-

- (a) resigns;
- (b) is removed from office in terms of subsection (4).

(4) The President, on the recommendations of the Minister, shall remove a Commissioner from office if the Commissioner-

14

The Labour Institutions Act

[CAP. 300 R.E. 2019]

Cap. 366

- (iii) the Labour Court refers the dispute to the Commission to be determined by arbitration in terms of section 94(3)(a)(ii) of the Employment and Labour Relations Act.

(2) The Commission may offer to mediate a dispute that has not been referred to it.

Powers of Commission

15.-(1) In the performance of its functions, the Commission may-

- (a) appoint a director, mediators and arbitrators;
- (b) assign mediators and arbitrators to mediate and arbitrate disputes in accordance with the provisions of any labour law;
- (c) establish offices in areas and at administrative levels as it may determine;
- (d) establish divisions of the Commission and assign particular responsibilities to them;
- (e) make rules to regulate-
 - (i) its internal administration;
 - (ii) the practice and procedure for mediating disputes;
 - (iii) the practice and procedure for arbitrating disputes;
 - (iv) the practice and procedure of the essential services committee;
- (f) publish guidelines; or
- (g) publish a code of ethics for mediators and arbitrators.

(2) The Commission shall, by notice in the *Gazette*, publish any rules or guidelines prescribed in subsection (1)(e) and (f).

Composition of Commission

16.-(1) The Commission shall consist of-

- (a) a chairperson, who shall not be-
 - (i) a member, official or office bearer of a trade union, employers association or federation; or

13

The Labour Institutions Act

[CAP. 300 R.E. 2019]

- (a) no longer represents the interest in respect of which the member was appointed in terms of section 16(3);

Provided that, removal of a Commissioner on this ground shall be done only if requested by the constituency whose interests that Commissioner represents;

- (b) is guilty of serious misconduct relating to the performance of the Commissioner's functions;
- (c) is not able to perform the functions of a Commissioner (due to illness or any other reason);
- (d) is absent from three consecutive meetings of the Commission without permission or good cause;
- (e) is declared bankrupt; or
- (f) is convicted of a criminal offence and sentenced to imprisonment without an option of a fine.

(5) The Minister shall consult with the Council before making a recommendation to the President to remove a Commissioner from office.

(6) Whenever an office of a Commissioner becomes vacant, the President shall appoint a Commissioner to fill that vacancy for the unexpired term of office and while making such an appointment, he shall comply with the provisions of section 16(3).

Director of Commission

18.-(1) There shall be appointed a Director and a Deputy Director of the Commission.

(2) The Commission, after consultation with the Minister, shall appoint a Director and a Deputy Director from among persons who are knowledgeable, skilled and experienced in labour relations and dispute prevention and resolution.

(3) The Director shall be the chief executive of the Commission and subject to the general directions and control of the Commission-

- (a) be responsible for carrying out the policy decisions of the Commission and the day to day administration and management of the affairs of the Commission;

15

Upcoming Events




**TANZANIA – MALAWI
INVESTMENT AND TRADE FORUM**

📅 23RD–24TH MAY, 2024

📍 JM Mall second Floor office 215

✉ info@tatoa.co.tz ☎ +255 753 337 337 📷 [tatoa_tz](https://www.instagram.com/tatoa_tz) 🌐 www.tatoa.co.tz




**TANZANIA – NAMIBIA
BUSINESS AND INVESTMENT FORUM**

📅 30TH–31ST MAY, 2024 📍 WINDHOEK, NAMIBIA

SECTORS

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Our Members

