

TATO *e*-**MAGAZINE**

Word from Chairman



I'm pleased to provide an update on the key initiatives our association has been focused on over the past month

Regarding the port, our team has been working closely with local authorities to address the ongoing challenges faced by businesses and residents. We're happy to report that significant progress has been made in streamlining port operations and reducing delays. New investments in infrastructure and technology have improved cargo flow, and we're optimistic this will continue to yield benefits for the local economy.

On the issue of road tolls, our association has been a vocal advocate for a comprehensive review of the toll system. We believe the current structure places an undue burden on commuters and businesses. After months of negotiations, we're encouraged that the government has agreed to re-evaluate the toll policies and consider more equitable solutions. Our team will remain engaged throughout this process to ensure the interests of our members are represented.

Finally, the association has been spearheading a thorough review of relevant industry regulations and policies. Our goal is to identify outdated or ineffective measures that could be reformed or removed to create a more enabling environment for businesses to thrive. This collaborative effort with policymakers is still ongoing, but we're confident it will result in meaningful changes that support economic growth and innovation within our sector.

I'm grateful for the continued support and engagement of our members. Together, we're making tangible progress on the key issues impacting our community. I look forward to building on these successes in the months ahead.

Sincerely,
Rahim Dossa
Vice Chairman

LATRA Addresses Challenges in Cargo Transportation from Dar Port

Dodoma, Tanzania.

The Land Transport Regulatory Authority (LATRA) recently held a meeting with transport stakeholders to discuss the challenges faced in cargo transportation from the Dar es Salaam port through the central and Dar es Salaam corridors.

The meeting, chaired by LATRA, presented a report highlighting the key challenges identified in their assessment. These included delays at border posts, poor road infrastructure, inconsistent weighbridge measurements, high fines and penalties, road congestion, police harassment, unfavorable taxes and levies, delays during cargo loading/unloading, unfriendly tax services, the existence of multiple government agencies, inadequate storage space at border posts, and a lack of reliable ship connections between ports.



LATRA made two main recommendations from the assessment: to deliberate on the challenges and to work towards resolving them.

Stakeholders, including representatives from the Tanzania Truck Owners Association (TATO) raised several key discussions during the meeting:

1. Regarding the recent challenges of truck seizures and fines in Dar es Salaam, stakeholders proposed that responsible government institutions, including TANROADS, TRA, and local authorities, should align with transporters to find a solution before announcing seizures.

2. Stakeholders suggested that drivers carrying illegal cargo should face criminal charges, including the suspension of their driving licenses, in addition to penalties on the truck owners.

3. LATRA agreed to hold a meeting with TRA to discuss ways of addressing the issue of drivers carrying illegal cargo.

4. Concerns were raised about the accuracy of weighbridge measurements, and LATRA promised to conduct regular surprise visits to assess the problem.

5. Stakeholders highlighted the issue of transit trucks being denied the opportunity to carry local cargo, and TRA responded by indicating that some concessions have been made to allow transit trucks to carry locally manufactured cargo along their routes.

6. The stakeholders called for all transporters, including local ones, to be members of transport associations, and LATRA agreed to implement this recommendation.

7. LATRA also proposed to allow transport associations to act as agents for issuing LATRA permits to their members, in order to address complaints from transporters about the permit issuance process.



The meeting underscored the importance of collaboration between the regulatory authority and transport industry stakeholders to address the challenges facing cargo transportation and improve the efficiency of the regional logistics network.

TATOA Proposes Expanded VAT Deferment on Trailers

Location.

In an effort to support the growth and competitiveness of the Tanzanian transport industry, the Tanzania Truck Owners Association (TATOA) is calling for the government to extend the VAT deferment on trailers and road tractors for semi-trailers to all traders, not just those manufacturing or assembling them in customs bonded warehouses.

The Finance Act 2022/23 had previously expanded the scope of capital goods qualifying for VAT deferment to include trailers and road tractors under HS Codes 87.16 and 8701.20.90. However, TATOA representatives argue that this change has had unintended consequences, effectively creating a monopoly situation.

"The intention of the law was good, as it aimed to make these products more affordable. But in reality, it has only benefited a handful of companies with customs bonded warehouses, who do not have the capacity to meet the growing demand,"



This has forced transporters to import trailers and road tractors directly, incurring the full VAT burden, which is often cheaper than purchasing from the limited number of companies eligible for the deferment.

TATOA is proposing that the VAT deferment be extended to all traders capable of importing these essential transport assets, without the requirement of local manufacturing or assembly in a bonded warehouse.

"Expanding the VAT deferment will provide much-needed relief to transporters, allowing them to invest more in trucks and trailers. This, in turn, will help address the current shortage of transport capacity, particularly along the Dar es Salaam corridor,"



The association estimates that there are currently around 25,861 trucks and trailers registered to carry transit goods, with a significant portion serving neighboring countries like the Democratic Republic of Congo, Zambia, Rwanda, and Burundi. By extending the VAT deferment, TATOA believes the industry could save an estimated \$77.5 million per month in foreign exchange, as transporters would be able to invest more in gas-powered vehicles that utilize Tanzania's domestic fuel resources.

"Making the transport industry more competitive and attractive will also benefit the Tanzanian economy as a whole, creating more jobs and generating additional tax revenue from personal and corporate income,"

TATOA is optimistic that the government will consider their proposal, which aligns with the broader objectives of promoting investment, easing the cost of doing business, and leveraging Tanzania's strategic position as a regional logistics hub.

TATOA Calls for Harmonized Road Toll Rates Across SADC and EAC Regions

In a move to level the playing field for Tanzanian transport operators, the Tanzania Truck Owners Association (TATOA) is urging the government to intervene and address the disparity in road toll rates across the region.

According to SADC protocols on non-tariff barriers, the agreed rate for road tolls is \$10 per 100 km. Tanzania, as a member of SADC, has adopted this rate. However, neighboring countries have not followed suit, placing a significant financial burden on Tanzanian truck owners.

"Zambia currently charges \$16 per 100 km, while Rwanda and Burundi are reciprocating by charging \$270 based on the kilometers that Tanzania charges their trucks,". "This means Tanzanian truck owners are losing an estimated \$54,400 per day for trips to Zambia and \$48,000 per day for trips to Rwanda and Burundi."

The disparities in road toll rates create an uneven playing field, disadvantaging Tanzanian transport operators and eroding their competitiveness in the regional market.

"Other EAC countries, such as Uganda and Kenya, have adopted the SADC standard of \$10 per 100 km, which helps maintain a more harmonized approach. We are calling on the Tanzanian government, through the Ministry of Transport and Infrastructure and the Ministry of Finance and Planning, to intervene and ensure that Rwanda, Burundi, and Zambia align their road toll rates with the SADC and EAC standards,"

Harmonizing the road toll rates across the region would not only benefit Tanzanian truck owners but also contribute to the overall competitiveness of the country's transport and logistics sector. As a regional hub, Tanzania has a significant opportunity to attract more transit cargo and strengthen its position as a preferred logistics corridor.

"Achieving parity in road toll rates will provide much-needed relief to our members, allowing them to reinvest in their businesses and expand their fleet of trucks and trailers. This, in turn, will enhance our industry's capacity to meet the growing demand for freight transportation in the region,"

TATO is confident that with the government's support, they can work towards a more equitable and harmonized road toll system across the SADC and EAC regions, ultimately benefiting Tanzanian transport operators and the broader economy.

3. TATO Advocates for Fair City Service Levy Treatment for Transport Sector

In a move to ease the administrative and financial burden on the transport industry, the Tanzania Truck Owners Association (TATO) is urging the government to revisit the City Service Levy regulations and provide equitable treatment for the sector.

The recent amendments to the Local Government Finances Act, 1982 have empowered the Minister of Local Government to collect a levy from all holders of telecommunication licenses. However, TATOA argues that the transport business should be recognized as a similar revenue-generating industry and included under the same regulatory framework.

"The transport business, like the telecommunications sector, generates revenue from diverse regions within Tanzania and across borders for transit operations. This means transport companies are required to pay levies in various localities, facing challenges akin to those experienced by the telecommunication and banking sectors,"



TATOA's key proposals include:

1. Inclusion of the transport business under Section 9A of the Local Government Finances Act.
2. Centralized remittance of the City Service Levy by transport businesses to the Ministry of Local Government Authorities for domestic transport operations.

"Centralizing the levy remittance process will ease the administrative burden on both the taxpayer and the Tanzania Revenue Authority (TRA). This streamlined approach will enhance efficiency and reduce the compliance challenges faced by our members,"



However, TATOA emphasizes that the revenue generated from transit transport operations should be exempted from the City Service Levy. This is because transit transporters already pay various city-level levies, such as road tolls, in the countries they operate in.

"It is important to recognize that the source of revenue for transit transport is the point of delivery in foreign countries. Subjecting this income to the City Service Levy would create an unfair burden on our members who are already contributing to local economies across the region," added [TATOA representative name].

By addressing these concerns, TATOA believes the government can create a more favorable environment for the transport sector, enabling Tanzanian truck owners to remain competitive and contribute to the country's economic growth.

"We are confident that the government will consider our proposals and work with us to establish a fair and efficient City Service Levy system for the transport industry. This will not only benefit our members but also strengthen Tanzania's position as a regional logistics hub,"





TATOA Board Meets Deputy Speaker, Calls for Update of Outdated Regulations

Dar es salaam, Tanzania

The Tanzania Truck Owners Association (TATOA) board recently met with the Deputy Speaker of the National Assembly of Tanzania to discuss the key challenges facing truck owners in the country.

During the meeting, the TATOA board highlighted the detrimental impact of outdated regulations on their business operations. They emphasized the urgent need for these outdated regulations to be reviewed and updated in order to ease the way of doing business in Tanzania.



"The current regulations are no longer aligned with the realities of the trucking industry," said the TATOA President. "They are hampering our ability to operate efficiently and profitably, which in turn affects the broader logistics and supply chain network in the country."

One of the primary concerns raised by the TATOA board was the way these outdated regulations limit their flexibility and responsiveness to changing market demands. Truck owners often find themselves constrained by rules and procedures that fail to take into account the dynamic nature of the transportation sector.

The Deputy Speaker acknowledged the concerns raised by the TATOA board and pledged to take up the issue with the relevant government authorities. "It is crucial that we create an enabling environment for the trucking industry to thrive," he stated. "The outdated regulations need to be revisited and updated to support the growth and development of this vital sector."

The meeting also provided a platform for the TATOA board to discuss other pressing challenges facing truck owners, such as infrastructure challenges, border delays, and regulatory hurdles. The Deputy Speaker assured the TATOA representatives that their concerns would be considered and addressed through appropriate channels.

"We are encouraged by the Deputy Speaker's willingness to engage with us and prioritize the issues facing the trucking industry," said the TATOA Vice President. "This collaborative approach is essential in finding sustainable solutions that benefit both the truck owners and the broader economy."

The TATOA board expressed their appreciation for the Deputy Speaker's openness to address their concerns and pledged to continue working closely with the government to drive positive change in the sector.

TATO Engages in Discussions on COMESA Rates Amidst Review Process

Dar es salaam

Dar es Salaam, 2024-06-06 - The Tanzania Truck Owners Association (TATO) is currently engaged in a dialogue with the relevant authorities regarding the rates charged for transporting goods under the COMESA (Common Market for Eastern and Southern Africa) framework.

According to industry sources, the rates have recently reached their highest level due to the removal of a 50% discount on COMESA tariffs. This change has been prompted by an ongoing review of the new rates, which is expected to be completed within the next month.

"The removal of the 50% discount on COMESA rates has had a significant impact on our operations," said the TATO President. "We understand the need for a comprehensive review, but the current high rates are putting a strain on our members and the broader logistics sector."

TATO has assured its members that it will continue to closely monitor the review process and advocate for their interests throughout the discussions. The association remains committed to finding a resolution that balances the needs of truck owners, the logistics sector, and the broader economic development of the country.

**Nighttime Public Transport Service Evaluation
Conducted by TATO and LATRA**

**COMESA YELLOW CARD
National Bureau of Tanzania**



COMESA YELLOW CARD RATES

NUMBER OF DAYS	PRIVATE CARS (Tzs)	COMMERCIAL VEHICLES (Tzs)
10 DAYS	10,000/=	20,000/=
15 DAYS	15,000/=	30,000/=
1 MONTH	30,000/=	60,000/=
2 MONTH	40,000/=	80,000/=
3 MONTH	70,000/=	140,000/=
4 MONTH	80,000/=	160,000/=
5 MONTH	110,000/=	220,000/=
6 MONTH	120,000/=	240,000/=
7 MONTH	150,000/=	300,000/=
8 MONTH	160,000/=	320,000/=
9 MONTH	190,000/=	380,000/=
10 MONTH	200,000/=	400,000/=
11 MONTH	230,000/=	460,000/=
12 MONTH	240,000/=	480,000/=

N B: IN ADDITION TO THE ABOVE PREMIUM, CHARGE TSHS.8,000/= PER PASSENGER IN ACCORDANCE WITH THE LEGAL MAXIMUM SEATING CAPACITY AND FOR EACH CARD CHARGE TSHS.5,000/= AS CARD FEE.

N B: THE RATES APPLY FOR EACH TRUCK AND TRAILER SEPARATELY AS EACH MUST HAVE ITS OWN YELLOW CARD.

Dar es salaam

In a collaborative effort, the Tanzania Omnibus Transporters Association (TATO) and the Land Transport Regulatory Authority (LATRA) have recently conducted a comprehensive evaluation of the 24-hour public transport service that was introduced six months ago.

The evaluation process involved key stakeholders, including the Traffic Police Force, LATRA's Central Control Center, transport operators' associations, and road safety ambassadors (RSA). The meeting was held on May 17, 2024, at LATRA's regional office in Dar es Salaam.



Dar es salaam

The 24-hour public transport service was launched in response to the growing demand for reliable and accessible transportation options, particularly during the nighttime hours. The evaluation aimed to assess the effectiveness, challenges, and areas for improvement of this new service.

During the meeting, stakeholders provided valuable insights and feedback based on their respective roles and experiences. The Traffic Police Force shared data on traffic patterns and safety incidents, while transport operators' associations discussed operational challenges and passenger feedback.

"The 24-hour service has been a significant step forward in improving the mobility of our citizens," said LATRA's Regional Manager. "However, we recognize that there is still room for improvement, and this evaluation will help us identify the necessary adjustments to ensure the service meets the needs of the community."

The findings of the evaluation will be used to inform future policy decisions and implementation strategies, with the goal of enhancing the efficiency, safety, and accessibility of the nighttime public transport service in Dar es Salaam.

"We are committed to working closely with our partners to address the concerns raised and to continuously improve the public transport system," said the TATOA representative. "Our collective efforts will contribute to a more vibrant and sustainable transportation network for the city."

The successful collaboration between TATOA and LATRA in this evaluation process highlights the importance of stakeholder engagement and data-driven decision-making in the development of effective public transportation solutions.



Members Visit



Members Visit



News Headlines

THE CITIZEN
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