



TATO A

e-MAGAZINE

VOLUME 5

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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)

Issue: Fair Competition Commission and Transit Goods at Dar Port

Welcome

Welcome to the latest edition of our E-Magazine! In this issue, we delve into the recent actions taken by the Fair Competition Commission (FCC) regarding transit goods passing through Dar es Salaam Port. This topic is critical for our members and the trucking industry at large.

The Current Situation

Recently, the FCC has implemented measures to stop transit goods at Dar es Salaam Port, citing concerns over counterfeit products. This decision has raised alarms among truck owners and operators who rely on the port for their business.

Understanding the FCC's Role

The Fair Competition Commission is tasked with promoting fair competition and protecting consumers from counterfeit goods. While their intentions are commendable, the impact on the trucking industry cannot be overlooked.

Impact on Truck Owners

1. Financial Losses: Many truck owners face potential financial strain due to delays and the inability to transport goods.

2. Increased Bureaucracy: The added layers of verification can slow down operations, affecting the overall efficiency of transit logistics.

3. Market Confidence: Ongoing scrutiny may lead to decreased confidence among international traders in using Dar es Salaam as a transit point.

Industry Perspectives

The situation is frustrating for many in the trucking community. There is an understanding of the need to combat counterfeits, but it shouldn't come at the cost of livelihoods. Delays are affecting schedules, and there is hope for a balanced approach that safeguards consumers without crippling businesses.

Dialogue with Stakeholders

The Tanzania Truck Owners Association is actively engaging with the FCC to address these concerns. Key initiatives include:

- **Meetings with FCC representatives** to discuss the implications of their policies.

- **Workshops and seminars** aimed at educating truck owners on compliance and best practices.

Advocacy for Fair Practices

There is a push for a more transparent process in identifying counterfeit goods, ensuring that legitimate businesses aren't unfairly penalized.

Conclusion

As we navigate these challenges, it is essential for truck owners to stay informed and engaged. Together, we can work towards a fair and thriving trucking industry in Tanzania.

Call to Action

Join us in our upcoming meeting with the FCC! Your voice matters in shaping the future of our industry.

Thank you for reading this edition of the Tanzania Truck Owners Association E-Magazine. Stay safe and drive responsibly!



Promoting the Adhesion Contract for Congolese Cargoes

Date: May 7, 2025

Location: Serena Hotel

Introduction

The Tanzania Truck Owners Association (TATOA) recently hosted a significant meeting aimed at enhancing the road transport framework for Congolese cargoes. Delegates from the Office de Gestion du Fret Multimodal (OGEFREM) and invited TATOA members gathered to discuss the promotion of the adhesion contract vital for regulating transport services to and from the Democratic Republic of Congo (DRC).

OGEFREM, established in 1980, plays a crucial role in managing the freight generated by the Congolese economy, ensuring cargo traceability from production to the final consignee. This meeting served as a platform to outline the necessary steps for compliance with Congolese regulations concerning cargo transport.

Discussion on the Adhesion Contract

Central to the meeting was the discussion of the Membership Contract, which aims to streamline the transport of Congolese goods. Key points highlighted include:

-Licensing Requirements: Carriers transporting goods to Congo must be registered and licensed by the Congolese Government. This requirement ensures that all cargo is supported by the necessary documentation.

- **Membership Contract Overview:**
- Serves as a summary of provisions for handling Congolese cargoes.
- Regulates cargo freight operations to and from Congo.



- Requires all transporters to register their companies and obtain the license to prevent non-compliance.

- Each transporter must have a locally registered representative company in Congo, which can represent multiple Tanzanian companies.

- The contract is valid for one year, with enforcement beginning on June 1, 2025, with no application fees.

This contract is designed to facilitate quick resolutions to issues and enhance control over Congolese freight.

Recommendations and Next Steps

To ensure a smooth transition into the new regulatory framework, several recommendations were made:

- **Compliance Extensions:** Grant extensions of 90 to 120 days for compliance checks due to the short notice of the Membership Contract.

- **Communication:** Early enforcement should be communicated adequately to prevent congestion.

- **Permit Checks:** All permits should be verified before trucks leave Tanzania to avoid delays.

- **OGEFREMPresence:** An OGEFREM representative should be stationed at the border to facilitate communication.

- **Customs Operations:** DRC customs offices, including OCCS, should operate full days to minimize congestion and delays.

Additionally, carriers must ensure they possess the necessary licenses and documentation to operate in Congo.

Promoting the Adhesion Contract for Congolese Cargoes



Conclusion



The meeting concluded with a strong call for collaboration among all stakeholders to ensure the effective implementation of the adhesion contract. TATOA will distribute the adhesion contracts to its members, paving the way for improved transport services between Tanzania and the DRC.

Together, we can create a more efficient and reliable road freight industry, benefiting all parties involved in the transport of Congolese cargoes.

For more updates and information, please contact us at info@tatoa.co.tz or call +255 753 337 337.

Meeting with the permanent secretary of the Ministry of transport

The Tanzania Truck Owners Association (TATOA) is a vital voluntary business association representing truck owners engaged in the cargo freighting industry both within and beyond the United Republic of Tanzania. Committed to enhancing transit transportation trade within the Southern African Development Community (SADC) and the Great Lakes region, TATOA encompasses countries such as the Democratic Republic of Congo, Zambia, Malawi, Zimbabwe, Rwanda, Burundi, Uganda, and South Sudan.

The transport sector in Tanzania is one of the fastest-growing, contributing 6.70% to the GDP and ranking third in foreign exchange contributions. This sector is crucial for economic growth, generating numerous employment opportunities and significantly boosting national income.

TATOA comprises major transporters and taxpayers in the country, playing a pivotal role in bolstering the nation's GDP. To ensure continued growth, TATOA actively collaborates with government institutions through dialogue aimed at improving the business environment for all stakeholders.

Current Challenges

Persistent Delays at Tunduma/Nakonde OSBP

Over the past eight months, the Tunduma/Nakonde One-Stop Border Post (OSBP) has faced significant delays, with trucks now waiting 5 to 7 days to cross the border. This situation has escalated to a critical level, impacting operational costs and causing substantial distress for drivers who endure extended waits under challenging conditions.

Key Contributing Factors

1. Increase in Cargo Volume:

A notable surge in cargo volume has overwhelmed existing processing capabilities at the border. The influx of goods has not been matched with adequate infrastructure or personnel to manage the flow efficiently.

2. Scanner Malfunctions:

The scanning equipment on the Zambian side has been malfunctioning, further exacerbating delays during cargo inspections. The inability to process shipments quickly leads to bottlenecks that ripple through the entire supply chain.

3. Change of Customs Officers:

The recent rotation of customs officers at the Zambian border has introduced inefficiencies, drastically reducing the number of trucks processed daily. Previously, 250-300 container trucks could cross each day; this has plummeted to only 80-100 trucks under the new regime, severely limiting throughput and operational efficiency.

Government Response and Ongoing Concerns

Despite raising these issues with the relevant ministries eight months ago, we seek urgent clarity and accountability from our government regarding the actions taken to address the ongoing challenges with the Zambian government.

Questions for the Committee

Progress on Nakonde OSBP Upgrade:

When will the long-awaited upgrade of the Nakonde OSBP be completed? The lack of communication regarding project timelines has left stakeholders

feeling neglected and uninformed.

Long-term Strategies:

What comprehensive strategies has the government implemented to ensure that the Tunduma/Nakonde OSBP operates efficiently as a true one-stop border post, capable of handling increasing trade demands?

Scanner Status:

What is the status of the scanner provided to the Zambian government? As we understand, the scanner is currently in Dar es Salaam port and awaits acceptance from the Zambian authorities. An update on this matter would be appreciated.

Recommendations for Immediate Action

1. Revise the RTO System for Truck

Flow: We propose that truck nominations should not be based solely on destination. Congolese and Zambian containers should be allowed to cross simultaneously. Implementing two dedicated lanes—one for Zambian containers that bypass the scanner and another for Congolese containers—will significantly expedite the movement of goods.

2. Cease TRA Penalties for Late

Exits: We strongly recommend that the TRA halt penalties for late exits, as these delays are often beyond transporters' control due to cumbersome clearance processes.

3. Enhance Communication and

Transparency: Establish a robust mechanism to provide regular updates on the status of the OSBP upgrade and ongoing negotiations with Zambian authorities. Transparency is essential to foster trust and cooperation among stakeholders.

Meeting with the permanent secretary of the Ministry of transport



4. Engage in Dialogue with Zambian

Authorities: Proactively engage with Zambian officials to collaboratively address operational challenges. Joint task forces should be established to tackle inefficiencies and streamline customs processes at the border.

Conclusion

The ongoing delays at the Tunduma/Nakonde OSBP represent a significant barrier to trade and economic growth. Immediate action is required from both Tanzanian and Zambian authorities to effectively address the outlined challenges. By implementing the recommendations provided, we can enhance the efficiency of the border post, reduce costs for transporters, and improve the overall trade environment in our region.

Thank you for your attention to this urgent matter. We look forward to your prompt action and support in resolving these critical issues.



Addressing New Parking Fees in Temeke

Date: May 21, 2025

Location: Temeke Municipal Office

Introduction

On May 21, 2025, the Tanzania Truck Owners Association (TATO) convened a crucial meeting with the Temeke Municipal Director to address the newly instituted parking fees that have raised concerns among our members. This meeting aimed to clarify the implications of these changes and seek solutions to the challenges faced by transporters.

Meeting Overview

The meeting was attended by key representatives from TATO, including board members and other stakeholders, as well as officials from the Temeke Municipal Accounting Department and Amaz Auction Company, the agency responsible for collecting parking fees.

Key Discussions

1. Clarification on Wrong Parking:

The Municipal Director announced the removal of penalties for wrong parking, responding to numerous complaints from transporters. Instead, a formal parking fee of TZS 10,000 per day has been established, allowing transporters to park in designated areas without penalties.

2. Details on the Parking Fee:

The new parking fee is set at TZS 10,000 per day for vehicles without a municipal permit, which costs TZS 150,000 per month. Transporters holding a loading and unloading permit from any other municipality within Dar es Salaam can use that permit in Temeke without incurring parking fees.

3. Client Benefits:

Companies paying the City Service Levy in Temeke will be exempt from parking fees. They are encouraged to visit municipal offices for assessments and guidance on this matter.

Recommendations for Improvement

During the meeting, several recommendations were proposed to alleviate the impact of the new parking fees:

- Exemption for City Service Levy

Payers: It was suggested that those paying the City Service Levy within the same municipality should not be charged parking fees to avoid double payments.

-Reduction of Parking Fees: A proposal was made to decrease the parking fee to TZS 5,000, considering additional security costs that transporters must bear.

-Enhanced Security: If the parking fee of TZS 10,000 remains, it was urged that the Temeke Municipality ensures adequate security for transport vehicles and cargo.

-Infrastructure Improvements: The need for improved infrastructure within the municipality, especially in truck parking areas, was emphasized.

-Official Truck Parking Areas: The establishment of designated official parking areas for trucks was recommended.

-Collaboration with Other Councils:

It was suggested to hold discussions with directors from other councils, including Ilala and Ubungu, to align policies and practices.

Resolutions

The meeting concluded with several important resolutions:

- The municipality will no longer enforce penalties for wrong parking, alleviating concerns from transporters.

- Companies within Dar es Salaam can obtain a monthly permit for TZS 150,000, exempting them from the daily TZS 10,000 fee unless they lack a permit.

- TATO representatives stressed the importance of disciplined enforcement to minimize disruptions for transporters.

- Parking fees will be collected via control numbers or POS systems, with receipts provided.

- The Municipal Director committed to providing updates on the proposed recommendations by June 10, 2025.

Conclusion

TATO remains dedicated to advocating for the interests of its members and ensuring a fair and efficient operating environment. The dialogue with the Temeke Municipality is a step towards addressing the concerns of transporters, and we will continue to work collaboratively to improve the logistics landscape in Tanzania.

For further updates and information, please contact us at info@tatoa.co.tz or call +255 753 337 337.

Presentation, Deliberation, and Validation of the Annual Transport Observatory Report 2024

Introduction

The Tanzania Truck Owners Association (TATOA) recently participated in the presentation of the 2024 Annual Transport Observatory Report. This important meeting focused on discussing methodological aspects and performance indicators related to the transport sector across the region.

Meeting Highlights

The Regional STACON Meeting provided a platform for stakeholders to discuss various observations and seek clarifications regarding the Central Corridor Transport Observatory Performance Report for 2024. Key areas of focus included:

A. Port Capacity, Operations, and Expansion

1. Current Capacity:

Questions arose about whether the Dar es Salaam Port is currently over or under capacity. It was clarified that while the port's capacity exceeds current trading volumes, proactive planning is essential due to expected traffic growth.

2. Infrastructure Investment:

Heavy investments in port infrastructure do not always lead to improved operational performance. Some Inland Container Depots (ICDs) operate with lower efficiency than the port, resulting in increased handling costs. A further analysis of ICD performance is planned.

3. Cargo Evacuation Challenges:

The reliance on road transport for cargo evacuation remains a significant challenge. Plans to enhance rail-based evacuation through the Standard Gauge Railway (SGR) and revitalization of TAZARA were acknowledged

as positive developments. Ongoing works to increase port entry gates and future development initiatives, such as the construction of Bagamoyo Port, were also highlighted.

B. Trade Costs and Corridor Efficiency

4. Transport Costs:

Concerns were raised about the rising cost of transport, countering the corridor's objective of reducing trade costs. Stakeholders emphasized the need to understand the driving factors behind these increases.

5. Data Coverage:

Current transport rate data primarily focuses on port-to-hinterland movement. There is a request to capture trade in reverse directions and cross-border flows as well.

6. Fees and Levies:

Increasing fees, levies, and tolls imposed by various entities contribute significantly to the rising cost of doing business, including transport costs along the corridor.

C. Performance of ICDs, Parking Facilities, and SCT Implementation

7. ICD Efficiency:

There is a need to assess the actual performance of ICDs, addressing efficiency disparities compared to the main port. Some ICDs reportedly add substantial costs to logistics.

8. Parking Facilities:

The adequacy of parking facilities at border points was questioned, particularly regarding their sizing and location.

9. Congestion Issues:

Congestion at major border points, especially Tunduma/Nakonde and Kasumbalesa, is a significant challenge. Although the Single Customs

Territory (SCT) aims for pre-clearance of goods, practical inefficiencies indicate a need for reforms.

D. Border Management, NTBs, and Risk Analysis

10. Non-Tariff Barriers (NTBs):

Stakeholders requested a comprehensive overview of NTBs affecting the corridor, encompassing both operational and administrative barriers.

11. Border Management:

Insufficient risk management at borders and weak joint management arrangements were noted. Increased efforts in risk profiling and coordination are recommended.

12. Weighbridge Credibility:

Variations in weight readings between ports and weigh stations were highlighted as an issue needing investigation.

13. Compliance Fees:

Questions regarding compliance and penalty fees imposed at border posts were raised, seeking clarification on their legal basis and enforcement mechanisms.

E. Transport Modes, Communication, and Data Utilization

14. Modal Efficiency Indicators:

It was suggested that efficiency indicators be broken down by transport mode—road, rail, and lake—to improve performance analysis.

15. Cost Reporting:

Current transport cost reporting lacks detail. Stakeholders requested a breakdown of rates into components such as fuel, tolls, and handling.

16. Website Data Analysis:

An analysis of the geographical distribution of visits to the Corridor website was requested to enhance communication strategies.

Presentation, Deliberation, and Validation of the Annual Transport Observatory Report 2024

F. Strategic and Institutional Recommendations

17. Challenges and Initiatives:

The report should clearly outline specific challenges and ongoing initiatives within each Member State to foster ownership and accountability.

18. Structured Platform:

Stakeholders called for a structured platform to regularly address corridor performance issues systematically.

19. Ongoing SCT Study:

The ongoing study on the implementation of the SCT, expected to conclude in September 2025, is seen as a critical input for ongoing reforms.

Conclusion

The discussions during the Annual Transport Observatory Report presentation highlighted significant challenges and opportunities within the transport sector. TATO remains committed to advocating for improvements that enhance efficiency and reduce costs for our members. By addressing these issues collaboratively, we can work towards a more efficient and effective transport corridor in the region.



For further updates and information, please contact us at info@tatoa.co.tz or call +255 753 337 337.

Labour relations & Legal Consultancy

Commission for Mediation and Arbitration (CMA) Service Fees

As part of our ongoing commitment to keep employers informed of key legal and regulatory developments affecting the world of work, we bring you important updates from the Government of Tanzania that bear implications for labour relations and dispute resolution mechanisms.

The Government of Tanzania, through the Minister of State in the Prime Minister's Office (Labour, Youth, Employment and Persons with Disability), has introduced fees for services provided by the Commission for Mediation and Arbitration (CMA) under Section 98(2)(p) of the Employment and Labour Relations Act [CAP 366 R.E. 2019]. The newly issued regulations, known as the Commission for Mediation and Arbitration (Fees) Regulations, 2025, published under Government Notice No. 60 of 2025, officially impose fees for CMA services with the aim of promoting sustainability and enhancing the efficiency of service delivery by the Commission.

Services Now Attracting Fees

Annexure A, highlights list a number of payable services, including but not limited to the following;

- » Filing of complaints
- » Application for condonation
- » Application for review of CMA awards
- » Issuance of copies of records and awards
- » Certification of awards
- » Summons and notices

Key Exemptions from Payment of Fees

For purposes of ensuring access to justice, exemption has been provided under these regulations to the following;

a) The Government

The Regulations provide that the Government shall not be liable to pay any fee in relation to any matter it initiates or that is initiated against it before the Commission. (Regulation 4(1))

b) International Agreements

Where any bilateral or multilateral agreement between the United Republic of Tanzania and another country stipulates that no fees shall be paid in respect of CMA matters, such agreements take precedence. (Regulation 4(2))

c) Aided Persons under the Legal Aid Act

A person who has been granted legal aid under the Legal Aid Act is entitled to a full exemption. Whether the matter is initiated by or against them, no fees shall be charged. (Regulation 4(2))

d) Exemption by Director General

The Regulations empower the Director General of the CMA to exempt any person from paying a fee, upon being satisfied that the person is genuinely unable to pay due to such circumstances. (Regulations 4(3)).

Implication to employers

Employers will now have to pay for services marginalized as payable services, such as requesting for certified copies of exhibits, filing notices for revision, settlement registrations etc. Thus, Employers are encouraged to take notice of the new fees usable during the institution of the complaint or prosecuting any case at the CMA.

Table: COMMISSION SERVICE FEES

SN	Service Provided	Fee Amount per Service
1	Registration of Form CMA F.1	TZS 10,000/=
2	Registration of Form CMA F.1B	TZS 10,000/=
3	Request for certified copy of proceedings (per page)	TZS 100/=
4	Request for certified copy of proceedings (per page)	TZS 200/=
5	Registration of a Settlement Agreement	TZS 20,000/=
6	Submission of any other document not specified in this Schedule	TZS 2,000/=
7	Response to any other application	TZS 2,000/=

Commission for Mediation and Arbitration (CMA) Service Fees

Table: COMMISSION SERVICE FEES

8	Application to review the case file	TZS 5,000/=
9	Submission of application under a Certificate of Urgency	TZS 100,000/=
10	Application for extension of time to file documents out of time	TZS 20,000/=
11	Registration of a claim for costs	TZS 30,000/=
12	Submission of Notice of Preliminary Objection and Counter Affidavit	TZS 20,000/=
13	Amendment of Application Documents	TZS 10,000/=
14	Any other application	TZS 10,000/=
15	Application for condonation of late referral	TZS 10,000/=
16	Application to set aside an ex-parte decision	TZS 20,000/=
17	Application for restoration of a dispute	TZS 20,000/=
18	Application for permission to provide minimum service during a strike or lockout	TZS 200,000/=
19	Application to recognize a service as essential before the Essential Services Committee	TZS 300,000/=
20	Registration of a dispute before the Essential Services Committee	TZS 300,000/=
21	Application for designation of minimum service before the Essential Services Committee	TZS 300,000/=
22	Application to transfer a case	TZS 20,000/=
23	Registration of a dispute on fundamental rights	TZS 100,000/=
24	Registration of a retrenchment dispute	TZS 100,000/=
25	Mediation of a dispute not formally filed with the Commission	TZS 100,000/=

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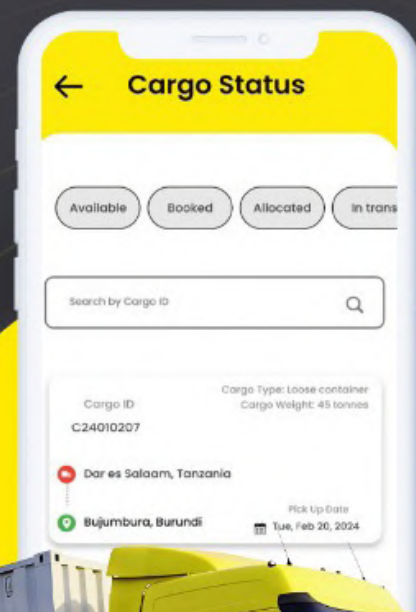
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About us

- 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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