Tanzania Truck Owners Association

TATOA
E-MAGAZINE

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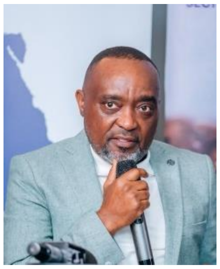
MAY 2026

WORD FROM CHAIRMAN



Dear Members, Partners, and Stakeholders,

It is my pleasure to welcome you to this edition of the TATOA E-Magazine. As we navigate a rapidly evolving logistics landscape, our commitment remains unchanged: to advocate for a trade and transport environment that is efficient, competitive, and supportive of our members' growth.

This quarter, several issues have dominated our engagements with government, port authorities, and regional partners. These are matters that touch directly on your operations, costs, and ability to deliver.

Demurrage Charges Caused by Container Transfer Delays

The persistent delays in transferring laden containers from the Port of Dar es Salaam to Inland Container Depots continue to be a major concern. These delays push containers beyond free storage time, forcing our members to bear demurrage costs that arise from system inefficiencies rather than transporter fault. TATOA has maintained strong engagement with TASAC, TRA, ministry of Transport to demand streamlined cargo movement in Dar Es Salaam Port. Demurrage should not be used to penalize transporters for delays beyond their control.

Delays in Empty Container Offloading

The slow offloading of empty containers at yards and ICDs is another critical challenge. When empties are not offloaded on time, our trucks are tied up, turnaround cycles are disrupted, and operational costs rise unnecessarily. We are calling for dedicated return windows, improved yard management, and better communication so that empty equipment moves with the same urgency as laden cargo. Every hour lost at the ECD is lost productivity on the road.

Expansion of Entry Point at Tunduma on the Tanzania Side

We commend the government for expanding the entry point at Tunduma on the Tanzania side. The upgraded infrastructure and additional lanes will significantly improve truck movement at the border. This expansion will reduce congestion and waiting times, enabling our drivers to cross faster and meet delivery schedules. It is clear proof that targeted infrastructure investment delivers immediate gains for trade facilitation.

Opening of Nakonde One Stop Border Post

The operationalization of the Nakonde One Stop Border Post the use of new scanner is a major step forward for regional trade. With Tanzania and Zambia conducting joint clearance under one roof, we are currently experiencing shorter transit times, reduced clearance costs, and greater transparency. TATOA will continue working closely with TRA, ZRA, and other border agencies to ensure OSBP procedures are fully harmonized and that any remaining bottlenecks at the last mile are addressed.

Looking Ahead

Our focus this year remains on preventing delays, protecting transporters from unfair costs, and promoting seamless cross-border movement. While we keep pressure on demurrage and empty container challenges, we will also support and monitor government initiatives at Tunduma and Nakonde that are already showing positive results.

I thank the TATOA Secretariat and every member for your resilience and collaboration. Let this magazine serve as a platform to share updates, document progress, and speak with one voice for the trucking industry.

Together, we are moving freight, moving trade, and moving Tanzania forward.

Elias Lukumay

Chairman, Tanzania Truck Owners Association – TATOA

Dar es Salaam, May 2026

TRANSPORT MINISTRY BUDGET PRESENTATION REPORT

13 May 2026

TATOA participated in the presentation of the Ministry of Transport's 2026/2027 Budget Speech following an official invitation from the Ministry of Transport. The presentation provided an overview of the transport sector's performance, key achievements recorded during recent years, implementation progress of the 2025/2026 budget, and priorities for the upcoming financial year.

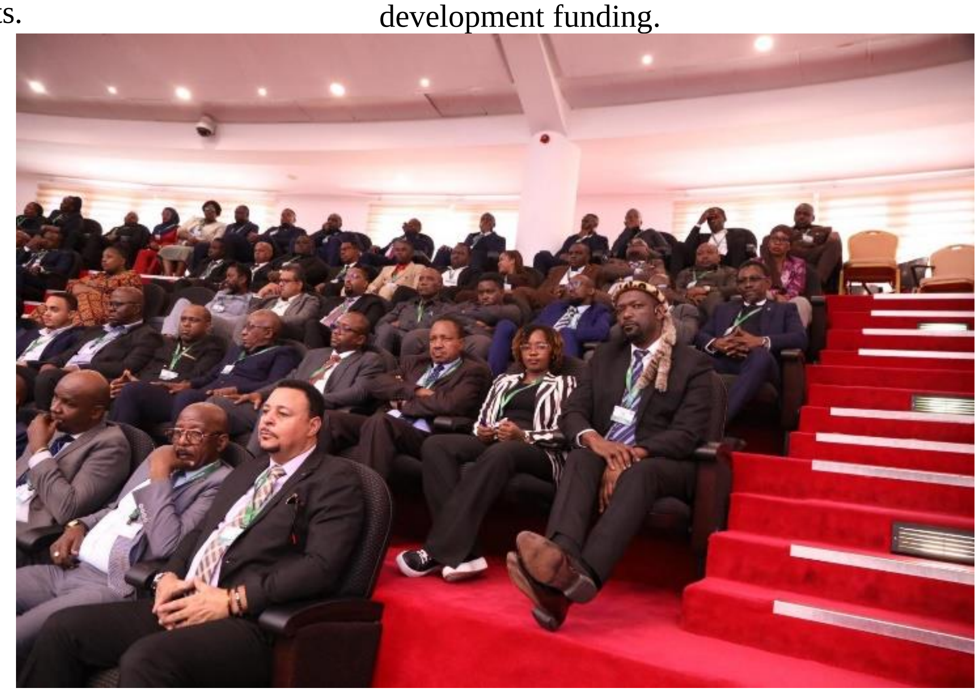
The Minister reported that the transport sector recorded a growth rate of 7.5 percent and currently ranks as the fifth-largest contributor to Tanzania's Gross Domestic Product (GDP). During the implementation of the 2025/2026 budget, the Ministry received TZS 2.746 trillion to support recurrent expenditure and development projects.

Operational efficiency also improved, with container vessel service time reducing from ten days to three days and anchorage waiting time decreasing from 46 days to seven days.

The Ministry further outlined its priorities for the 2026/2027 financial year, including modernization of railway infrastructure, improvement of port facilities and services, enhancement of air transport services, rehabilitation of vessels, strengthening transport safety and regulation, and upgrading sector-specific training institutions.

For the 2026/2027 financial year, the Ministry requested a total budget of TZS 2.87 trillion, consisting of recurrent expenditure and development funding.

Significant progress was recorded across the transport sector. Cargo throughput at the Port of Dar es Salaam increased from 16.27 million tonnes to 27.76 million tonnes, while average monthly container throughput increased from 61,000 TEUs to 102,000 TEUs.



TASAC SITS DOWN WITH TRANSPORTERS AND CFAs TO UNLOCK CONTAINER MOVEMENT

High-Level Talks Held During 2026/2027 Transport Budget Presentation in Dodoma 13 May 2026 | Parliament of Tanzania

While the Ministry of Transport tabled its 2026/2027 budget inside Parliament, the real conversation also happened in a room. The Tanzania Shipping Agencies Corporation - TASAC met the key drivers of cargo movement: leaders from transport associations including TATOA and TAMSTOA, plus the Tanzania Freight Forwarders Association – TAFFA

The meeting was chaired by TASAC Director General, Mr. Mohamed Salum. The agenda was urgent but familiar: how to move containers faster from Port to ICDs, cut delays, Compliance to TASAC regulations especially GN Cap. 415 of 2022 Sec 11 and 19 and make Tanzania's supply chain more competitive.

The TAFFA President, Mr. Edward Urio said their frustration was clear. Payments are delayed, and demurrage charges keep climbing. For CFAs, every extra day a container sits costs money and reputation. The system moves cargo, but the costs are moving faster. From the road side, TATOA brought a message of readiness. Speaking on behalf of the association, Mr. Fahmy Ahmed said truck owners are prepared to ease congestion at the ports. The condition is simple: Ensure timely transfers of containers to ICD and let the party that causes delays bear the responsibilities.

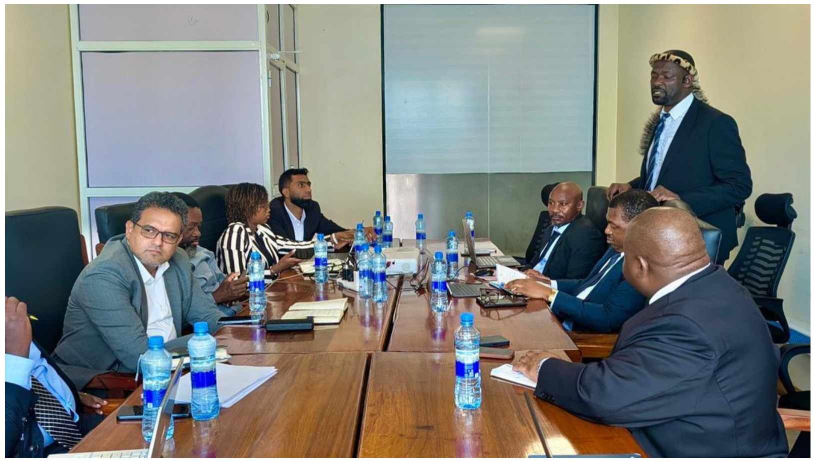
The discussion went deeper. Stakeholders flagged volatile foreign exchange rates that throw off cost calculations, rising charges for cargo volume, and a shortage of equipment at some dry ports.

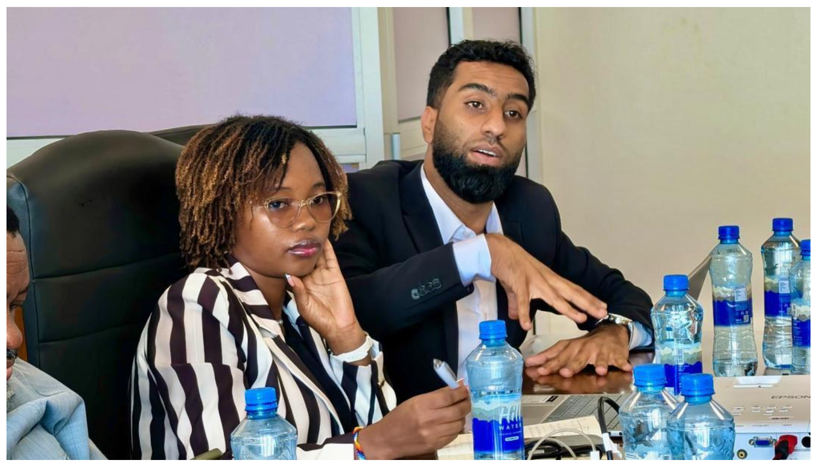
These small frictions add up and slow down deliveries across the country.

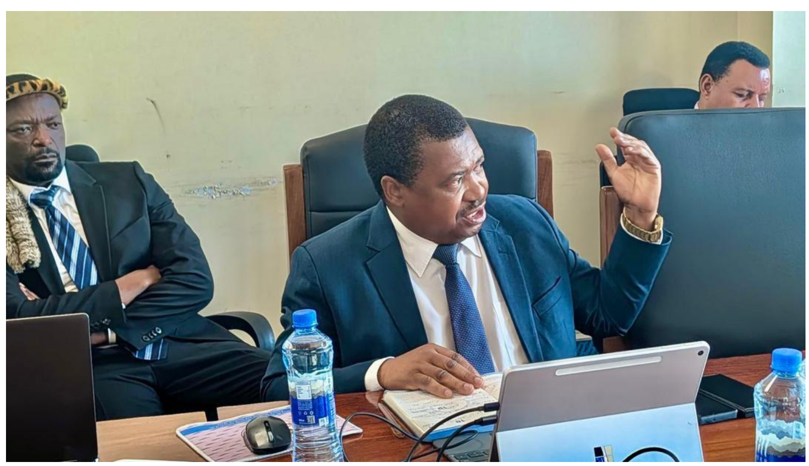
Wrapping up, TASAC DG Mohamed Salum reminded the room that maritime transport operates under international law, and Government is pushing several reforms.

One key move is redirecting export-bound cargo to be cleared from Morogoro instead of only Dar es Salaam. The goal is to spread the load and speed up movement.

He ended with a direct call to action for TATOA: sign a Memorandum of Understanding with TASAC. A formal agreement, he said, would streamline operations and strengthen cooperation between the regulator and truck owners. That partnership, he argued, is how Tanzania builds a transport sector that works for traders, truckers, and the economy.







TASAC DG Mohamed Salum with TATOA and TAFFA leaders during the Dodoma engagement, 13 May 2026.

Tasac Act Cap 415 of 2022 Sec 11&19

11. Application of licence

(1) Any person intending to carry on the business of shipping agency shall make an application to the Authority on the prescribed form and pay the prescribed fee.
(2) Where the Authority approves an application made under subsection (1) licence to the applicant.
(3) The Authority shall not issue a licence to any applicant if—
    (a) the applicant is a ship owner, an operator or a charterer; , the Authority shall issue a
    (b) the applicant does not possess the prescribed qualifications for the proper carrying on of the business of shipping agency;
    (c) the applicant has a known criminal record inside or outside the country; or
    (d) the provisions of this Act or regulations made under this Act have not been complied with.

19. Offences and penalties

Any person who—

(a) furnished any return, written information or explanation containing any particulars which to his knowledge are false or incorrect; or
(b) acts in contravention of any provision of this Act or any regulations made under this Act commits an offence and on conviction is liable, subject to a penalty prescribed by the Regulations regarding a specific offence, to a fine of not more than US $20,000 or its equivalent in Tanzania Shillings or to imprisonment for a term of not more than five years or to both.

DRY PORT TARIFFS UNDER REVIEW: TATOA PUSHES FOR FAIRER, CLEARER CHARGES

Stakeholder Talks Aim to Align Costs with Today's Realities | 18 May 2026 | National College of Tourism

The Tanzania Shipping Agency Corporation opened a formal review of the Dry Port Tariff Order first issued under Government Notice No. 459 of 2022. Four years later, the working environment has changed. Operational challenges have piled up. TASAC's goal is to make sure tariffs stay relevant, cost-reflective, and strong enough to support dry ports for the long haul.

The session was opened by Mr. Mlali, Director of Maritime Transport Regulations. From there, TATOA joined the table fully and brought truck owners' realities into the discussion. The issues on the table were not abstract they hit margins, delivery times, and trust between partners.

TASAC laid out its case first. They walked stakeholders through the challenges currently weighing on dry port operations, explained the approach behind the proposed tariff structure, and outlined the expected outcomes if the new rates take effect. The Authority also shared the guiding principles it wants to anchor the review on, plus proposed capped charges for ICDLC and ICDTC that were attached to the meeting documents.

When it was time for stakeholders to respond, TATOA and other players pushed for practical fixes, not just theory. On transfer charges from the port terminal to the ICD, the call was for clarity and fairness:

A 20ft light container should carry a transfer charge of USD 50. For container evacuation, the proposal was to adjust the 40ft rate to USD 75 instead of keeping it flat at USD 35 for both 20ft and 40ft. The logic is simple the pricing should encourage transporters to move 40ft units instead of penalizing them with the same rate as smaller containers.

Accountability was another flashpoint.Stakeholders argued that the tariff must spell out who pays when things go wrong. If delays happen, the party responsible should bear the cost automatically, without every case dissolving into a chain of letters and disputes.

Stakeholders during the dry port tariff consultation at National College of Tourism, 18 May 2026

The recommendation is for the new tariff to lock that principle in, so responsibility is clear from day one.

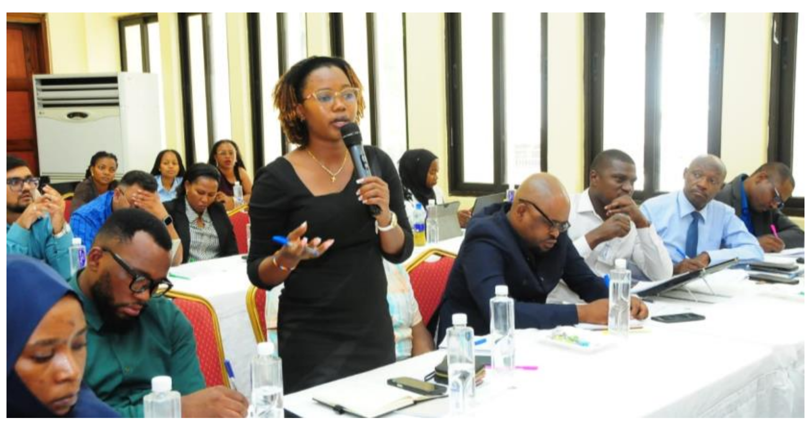
Transparency mattered too. The review should show the formula behind the proposed charges so everyone reached. On handling, stakeholders said lift-on and lift-off charges should stay as they are. Drop-off charges, however, were flagged as too high, with the advice that current rates should be maintained to avoid adding more pressure on transporters.

Finally, the conversation touched on compensation. The tariff needs a clause requiring ICDs or ECDs to compensate a CFA or transporter when delays are caused by the depot. It's about fairness if one side's delay costs the other money, the cost should follow the cause.

This review is still in motion, but the message from the room was consistent: tariffs must reflect reality. With TATOA at the table, truck owners are making sure the final numbers protect both efficiency and sustainability in Tanzania's logistics chain.

Proposed Charges: ICDLC & ICDTC

SN	Tariff Item	TEU (USD)	FEU (USD)
1	Transfer: Port Terminal to ICD (Dar es Salaam)	100	100
2	Transfer: Port Terminal to Distant ICD	Capped at railway tariff	Capped at railway tariff
3	Handling Charge	80	120
4	Local Container Storage — Days 1–7	Free	Free
5	Local Container Storage — Days 8–21 (per day)	20	40
6	Local Container Storage — Day 22+ (per day)	40	80
7	Transit Container Storage — Days 1–15	Free*	Free*
8	Transit Container Storage — Days 16–21 (per day)	20	40
9	Transit Container Storage — Day 22+ (per day)	40	80
10	Removal Charge	100	150
11	Stripping	70	140
12	Handling of Empty Containers	20	40
13	Verification — FCL for Customs Examination	90	140
14	Shifting Cargo between Containers	140	180
15	Change of Container Status	80	135
16	Lift-on/Lift-off or Extra Movement (Customer Request)	40	50
17	Dangerous Cargo Handling Surcharge	+10%	+10%
18	Dangerous goods storage for 24 hour	Free	Free
19	Dangerous goods storage after free period	+20% over normal storage charge	+20%
20	Reefer Plug-in per Day	8	12
21	Reefer storage within first 48 hours	Free	Free
22	Reefer storage after free period	Normal storage tariff	Normal storage tariff
23	OOG Handling Surcharge	+30%	+30%



NOTICE FROM TASAC

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

ISO 9001:2015 CERTIFIED

NOTICE TO STAKEHOLDERS

ON COMPLIANCE WITH THE TANZANIA SHIPPING AGENCIES (INLAND CLEARANCE DEPOT TARIFF) ORDER, GN. NO. 459 OF 2022 AND COMPLAINT HANDLING REQUIREMENTS

The Tanzania Shipping Agencies Corporation (TASAC) reminds all Port Terminal Operators, Inland Clearance Depots (ICDs), Shipping Agents, Clearing and Forwarding Agents, Consignees and other stakeholders to strictly comply with the Tanzania Shipping Agencies (Inland Clearance Depot Tariff) Order, GN. No. 459 of 2022.

In particular, stakeholders are reminded that:

(i) Regulation 11 of the Order provides that a party responsible for occasioning delays in transferring a nominated container to an ICD shall bear the associated storage costs resulting from such delay.
(ii) Regulation 19 of the Order requires a Port Terminal or ICD to compensate a consignee for delays in delivering containers where such consignee is ready and willing to take delivery of the container.

Further, stakeholders are reminded to ensure full compliance with the Tanzania Shipping Agencies (Complaints Handling) Regulations, GN. No. 338 of 2018 as amended, including the establishment, operationalization and effective utilization of internal complaint handling mechanisms, timely resolution of consumer complaints, and provision of safe, reliable and efficient regulated services.

Stakeholders are therefore advised that, in the event of complaints arising from delays in transfer or delivery of containers, or any other complaint relating to regulated services, such complaints shall be handled in accordance with the applicable laws and procedures. TASAC shall continue receiving, evaluating and resolving complaints in accordance with the law.

All regulated service providers are urged to take necessary measures to ensure compliance and avoid unnecessary inconveniences to port users and the general public.

Issued by:
TANZANIA SHIPPING AGENCIES CORPORATION (TASAC)

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

ISO 9001:2015 CERTIFIED

NOTICE TO SHIPPING AGENTS AND EMPTY CONTAINER DEPOTS (ECDs)

Re: **PROHIBITION OF DEMURRAGE CHARGES FOR DELAYED RECEIPT OF EMPTY CONTAINERS TO EMPTY CONTAINER DEPOTS ON RETURN**

WHEREAS the Corporation is mandated to regulate and oversee maritime transport services in accordance with the Tanzania Shipping Agencies Act (Cap. 415) and the Tanzania Shipping Agencies (Dry Port) Regulations, 2025;

AND WHEREAS concerns have been raised by stakeholders regarding the imposition of demurrage charges on consignees and clearing agents due to delays in receiving empty containers at designated Empty Container Depots (ECDs);

AND WHEREAS such delays are, in certain instances, caused by capacity constraints, operational inefficiencies, or refusal to receive containers by ECD operators for any other reason, which are beyond the control of cargo owners, consignees, or clearing and forwarding agents;

NOW THEREFORE, the Corporation hereby directs as follows:

Shipping agents and any other parties are strictly prohibited from charging demurrage or any related storage penalties on containers where delay in return is occasioned by:

i. refusal or inability of an Empty Container Depot to receive the container;
ii. congestion, capacity limitations, or operational inefficiencies at the designated ECD; or
iii. any other factor not attributable to the consignee or clearing agent.

All licensed Empty Container Depot operators are required to:

i. ensure timely and efficient receiving of empty containers;
ii. operate within their approved capacity and maintain proper planning to avoid congestion; and
iii. coordinate effectively with shipping agents to facilitate smooth container returns.

Shipping agents shall:

i. provide alternative receiving arrangements where the designated ECD is unable to accept containers; and
ii. ensure that consignees are not penalized for delays beyond their control.

Any person who contravenes this Notice shall be subject to enforcement measures in accordance with the applicable laws and regulations, including penalties suspension, or other regulatory actions as may be deemed appropriate by the Corporation.
This Notice takes effect immediately upon issuance.

The Corporation reiterates its commitment to ensuring fairness, efficiency, and protection of stakeholders within the shipping and logistics sector.

Issued at Dar es Salaam this ...... 23rd ....day of APRIL 2026

Director General
TANZANIA SHIPPING AGENCIES CORPORATION

DPW AND TRUCK ASSOCIATION FIND COMMON GROUND ON SAFETY

22nd May 2026 | DPW Offices, Dar es Salaam

The boardroom at DPW Offices carried a sense of urgency on 22nd May as DPW leadership sat down with transport associations to confront a growing challenge: efficiency at the port was climbing, but so were safety risks.

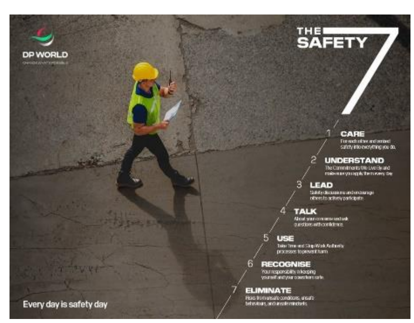
DPW opened the meeting by walking stakeholders through its operational performance journey up to May 2026. The numbers told a clear story. New systems and process improvements had unlocked faster movement of cargo, and as a result, truck inflow and outflow within the terminal had increased significantly. More trucks, more trade, more pressure on the yard.

But that progress came with a cost. With the rise in truck traffic came a rise in safety and compliance incidents. By May 2026, the number of truck violations recorded inside the port had already surpassed the entire total for 2025. DPW was direct in its message: sustained port efficiency cannot exist without strict adherence to safety standards. Every truck owner and driver operating inside the terminal has a role to play in keeping the yard safe and the cargo moving.

The core of the discussion then turned to responsibility. DPW called on transport associations to step up as the first line of enforcement. The expectation is clear — associations must reinforce safety and compliance requirements among their members, make sure every driver understands the rules, and take ownership of violations reported under their banner. For trucks flagged for non-compliance, associations are expected to engage the owners directly and ensure corrective action is taken without delay.

DPW officials and transport association leaders during the 22 May 2026 engagement

To keep the momentum going beyond this single meeting, DPW announced the formation of an Incident Monitoring Task Force. The goal is simple: track incidents in real time and respond faster. Each transport association will nominate one focal person to sit on the task force and act as the direct link between the port and its members. That liaison will ensure issues are communicated quickly and solutions are implemented on the ground.



On his side Elitunu Malamia, DPW representative said Port efficiency and truck safety are not competing goals — they depend on each other. And with associations now fully in the loop as partners, not just stakeholders, the path forward is one of shared accountability.

REVIEW AND REDUCTION OF THE PORT INFRUSTRUCTURE DEVELOPMENT (PID) LEVY

Date: 22nd May 2026

tpsf
TANZANIA PRIVATE SECTOR FEDERATION

NOTICE TO MEMBERS

Review and Reduction of the Port Infrastructure Development (PID) Levy

Tanzania Private Sector Federation (TPSF) wishes to update its members on recent developments regarding the Port Infrastructure Development (PID) Levy, introduced under the Tanzania Ports Authority (TPA) Sea Ports Tariff framework. Following concerns raised by the private sector on the cost implications of the levy on imports, logistics costs, trade competitiveness, and the general cost of doing business. TPA has officially reviewed and reduced the PID Levy from the initially proposed 9% to 4.5% of customs duty with effect from 1st July 2026. This represents a 50% reduction from the originally proposed rate, lowering the anticipated additional cost burden on importers by half. The aim of introducing the levy is to support ongoing port modernisation and expansion programmes across the country while ensuring continued trade facilitation.

It should be noted that TPSF, convened a private sector consultative Meeting on 17th March 2026, bringing together key stakeholders to deliberate on the proposed levy, its potential impact on businesses, and the broader implications on trade facilitation and competitiveness. During the consultations, it was highlighted that while investment in port infrastructure remains important for improving logistics efficiency and cargo handling capacity, the proposed levy risked increasing the landed cost of imported raw materials, intermediate goods, machinery, and consumer products, with downstream effects on production costs and consumer prices. However, the additional port charges could weaken Tanzania's competitiveness relative to alternative regional logistics corridors and ports, particularly for transit and regional trade markets. The revised 4.5% levy, therefore, lowers the projected cost exposure by half while still enabling TPA to mobilise resources for its planned infrastructure investment programme estimated at TZS 16.1 trillion, of which TZS 11.2 trillion (69.6%) is expected to be financed through TPA revenues, including proceeds from the revised levy.

TPSF is pleased to note that the reduction reflects the value of structured public-private dialogue and demonstrates responsiveness by TPA to private sector concerns. While TPSF acknowledges the importance of mobilising resources for port modernisation and infrastructure development, it remains essential that such measures maintain a balance between infrastructure financing needs and sustaining a conducive business environment. From an analytical perspective, the revision presents a more balanced approach by supporting the Government's infrastructure financing agenda while mitigating part of the cost burden initially anticipated by the private sector.

tpsftz tpsf_tanzania Tanzania Private Sector Federation (TPSF)

LATRA AND TRUCK OWNERS CHART A NEW COURSE ON FUEL COSTS AND BROKER

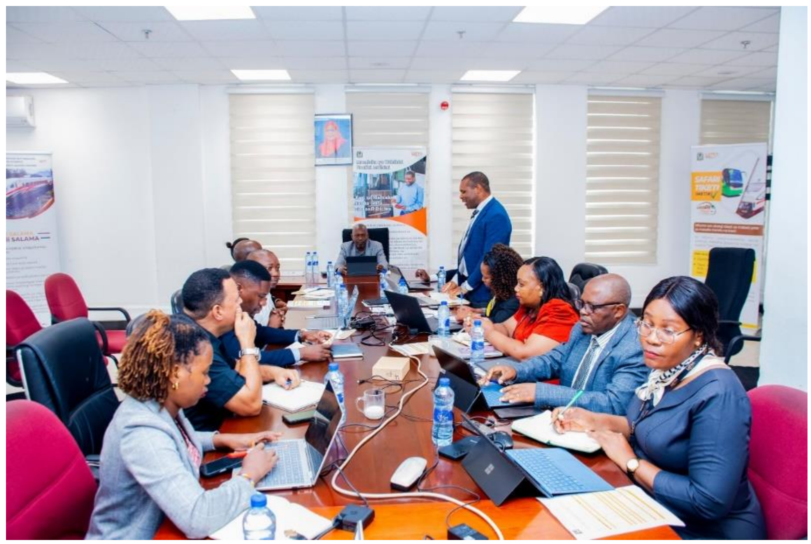
Dar es Salaam | 29 May 2026 | LATRA Headquarters

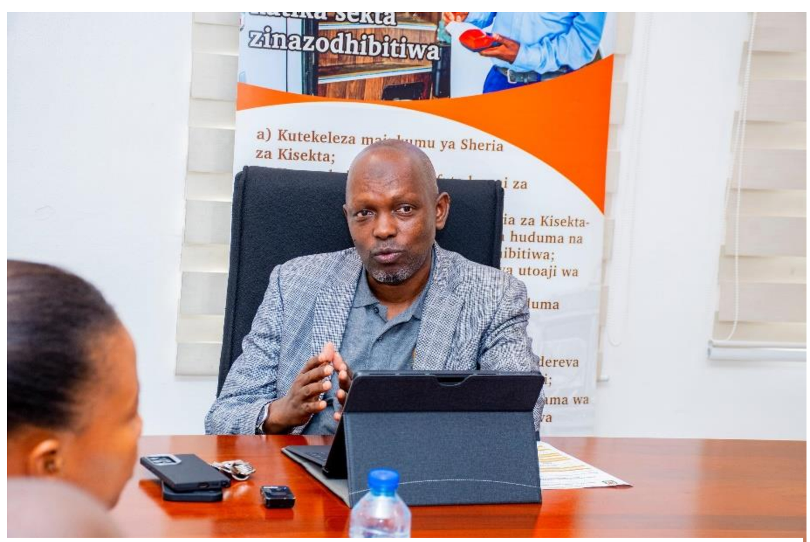
After hours of frank discussion, the Land Transport Regulatory Authority and the Tanzania Truck Owners Association emerged with agreements that could reshape how business is done on Tanzania's roads. The focus was clear: bring transparency to cargo allocation, ease the weight of rising costs, and secure the future of a sector that moves over 80% of the country's trade.

The meeting opened with one of the industry's oldest frustrations unregulated brokers. For years, middlemen operating outside any system have diverted cargo, inflated costs, and exposed truck owners to fraud. That chapter is now closing. LATRA and TATOA agreed that all cargo brokers must be registered through a secure digital platform managed by the Authority. But registration alone is not enough. Every broker will face strict vetting on integrity, financial capacity, and professional qualifications before they can operate.

On his side CPA. Habib Suluo said unregistered brokers will no longer be recognized. The goal is to return control of cargo to legitimate truck owners and restore trust in the allocation process.

On pricing, the conversation took a decisive turn. The long debate over "indicative freight rates" for general cargo and containers ended with a commitment to let the market decide. LATRA agreed it will not set rates for standard cargo transport. Instead, freight prices will rise and fall with supply and demand, giving the sector room to adapt without rigid controls.





LATRA and Transport Associations leadership at the discussion engagement, 29th May 2026

The Authority's role will shift to regulation, monitoring, and issuing guidelines ensuring fairness without fixing prices.

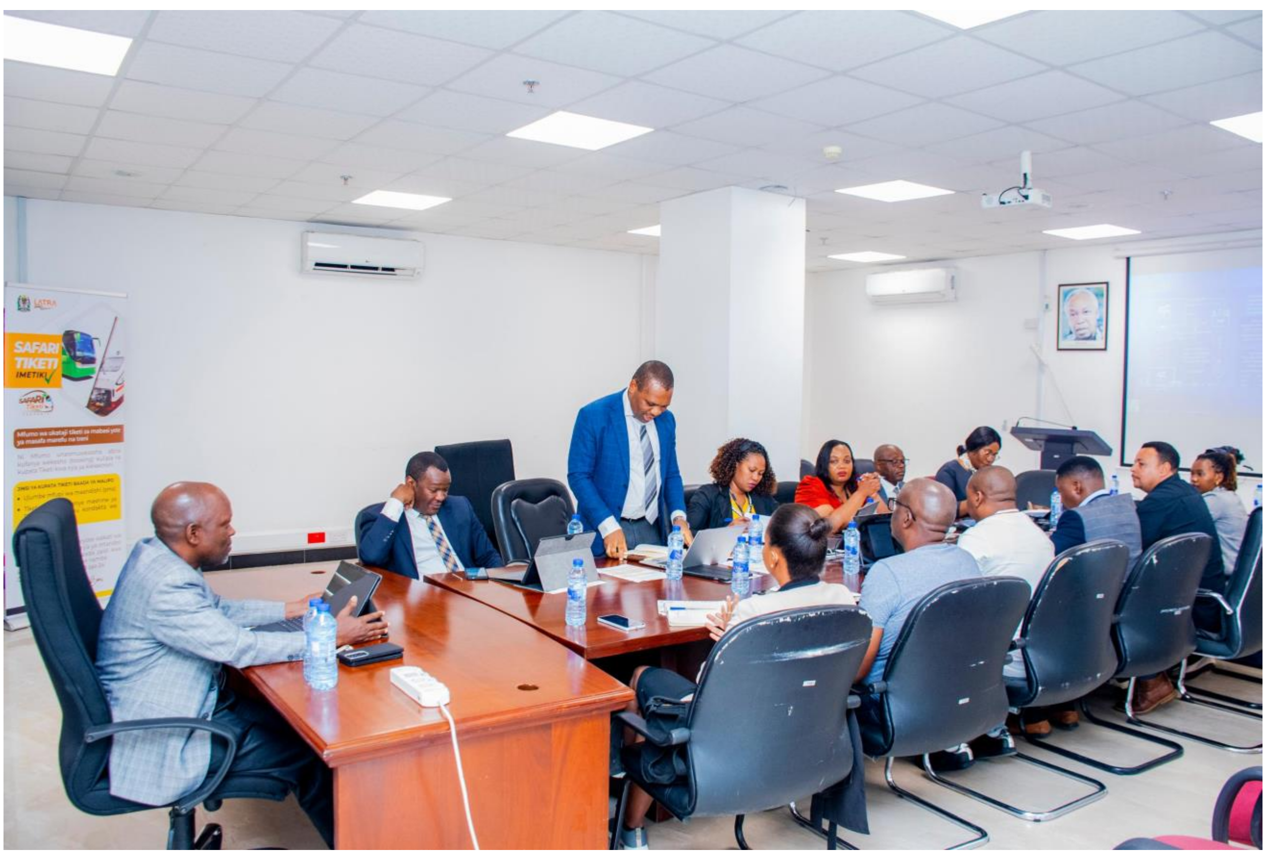
Fuel costs dominated the room. With pump prices squeezing margins, truck owners laid out the pressure they face daily. In response, three actions were agreed. First, the issues around fuel levies, taxes, and duties will be taken up with the Ministries of Energy and Finance for deeper policy review. Second, for domestic fuel tankers whose rates fall under LATRA's mandate, the Authority committed to review the indicative rates so they reflect the current cost of fuel.

Third, LATRA and stakeholders will launch a cost benchmarking study that compares Tanzania's transport expenses with those of competing regional markets. The findings will guide decisions based on data, not assumptions.

The final item on the table was the planned drivers' strike set for 1st July 2026. Truck owners, speaking through their associations, made their position clear: they are not party to any strike. The stance was one of partnership over protest.

Associations reaffirmed their commitment to work with LATRA and Government through dialogue, tackling drivers' grievances directly to keep the wheels turning and avoid disruptions that hurt everyone.

These resolutions mark more than a meeting outcome. They signal a new chapter for Tanzania's trucking sector one built on transparency, market logic, and shared responsibility between regulators and operators.



JOINT COMMUNIQUÉ OF THE 5TH JOINT TRADE COMMITTEE BETWEEN TANZANIA AND ZAMBIA

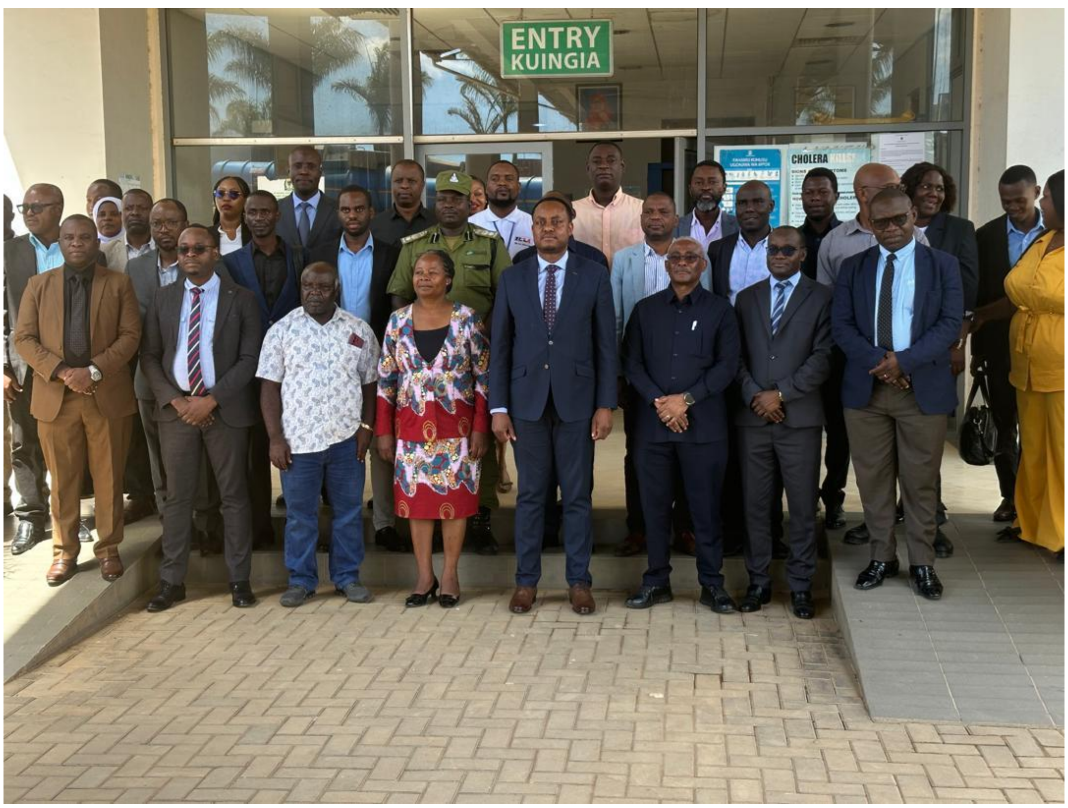
The Fifth Joint Trade Committee meeting between Tanzania and Zambia was held at the Tunduma One Stop Border Post to review previous commitments, discuss emerging trade challenges, and strengthen bilateral economic cooperation between the two countries.

The meeting reaffirmed the long-standing relationship between Tanzania and Zambia and emphasized the importance of promoting trade, investment, transportation, logistics services, and private sector participation.

Several non-tariff barriers were discussed, resulting in progress on a number of key issues. The two countries agreed to harmonize fuel measurement standards through a Mutual Recognition Agreement and welcomed the removal of Zambia's restrictions on night travel for trucks and public service vehicles.

The meeting also noted improvements in customs information-sharing systems, removal of transit permit fees affecting Tanzanian transporters, removal of charges affecting Zambian transporters entering Tanzania, and resolution of concerns relating to the retention of drivers' passports.

Both countries reaffirmed their commitment to resolving remaining trade barriers and strengthening regional integration through continued cooperation.



Minister Hon. Dennis Londo from Tanzania and Hon. Njavwa Simutowe from Zambia after meeting of 4th - 7th May,2026

JOINT COMMUNIQUE OF THE 5TH JOINT TRADE COMMITTEE BETWEEN THE UNITED REPUBLIC OF TANZANIA AND THE REPUBLIC OF ZAMBIA HELD ON 7TH MAY, 2026 AT TUNDUMA, TANZANIA

1. The United Republic of Tanzania and the Republic of Zambia convened the 5th Joint Trade Committee (JTC) Meeting at the Tunduma One Stop Border Post (OSBP), Tanzania, from **4th to 7th May, 2026.**

2. The Meeting was co-chaired by Hon. Dennis Londo (MP), Deputy Minister, Ministry of Industry and Trade of the United Republic of Tanzania and Hon. Njavwa Simutowe (MP), Provincial Minister, Muchinga Province, of the Republic of Zambia.

3. During the meeting, both delegations reaffirmed the longstanding historical ties, strong friendship, and brotherly relations between the two countries. They commended the exemplary leadership of Her Excellency Dr. Samia Suluhu Hassan, President of the United Republic of Tanzania, and His Excellency Mr. Hakainde Hichilema, President of the Republic of Zambia, for their continued commitment in promoting bilateral cooperation, regional integration, and cross-border trade facilitation.

4. The Ministers acknowledged the Joint Ministerial Visit to the Tunduma/Nakonde OSBP undertaken on 23rd February, 2026 by Hon. Mahmoud Thabit Kombo (MP), Minister for Foreign Affairs and East African Cooperation of the United Republic of Tanzania and Hon. Mulambo Haimbe, S.C. (MP), Minister for Foreign Affairs and International Cooperation of the Republic of Zambia. The visit was commended as a demonstration of the continued commitment of both Governments to strengthening bilateral cooperation, enhancing cross-border trade facilitation and deepening regional integration.

5. The objective of the meeting was to review the progress made in the implementation of the previous JTC decisions, addressing emerging trade related matters and further enhance economic and commercial cooperation between the two countries, in alignment with regional integration goals and respective national development priorities.

6. The two Ministers had an opportunity to exchange views on key matters of mutual interest, focusing on: strengthening cross-border trade; enhancing border management and operational efficiency at the Tunduma-Nakonde OSBP; promoting trade, investment, and value addition; facilitating cross-border transport and logistics; and enhancing private sector participation.

7. The Ministers deliberated on twenty (20) Non-Tariff Barriers (NTBs) out of which seven (7) were resolved as follows:

   i. Harmonization of fuel testing standards through the conclusion of a Mutual Recognition Agreement between the respective Metrology Agencies, thereby ensuring consistency and reliability in fuel measurement process;

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ii. Lifting of Zambia's night travel ban through the issuance of Statutory Instrument No. 27 of 2026, thereby enabling 24-hour movement of trucks and public service vehicles, and thereby enhancing logistics efficiency and trade flows;

iii. Improvements in the management and processing of cargo documentation, arising from the enhanced implementation of Phase I of the customs-to-customs data exchange framework and the commencement of system interface under Phase II.

iv. Removal of transit permit fees of K 4, 500 for Tanzanian transporters, resulting in direct savings and lower logistics costs for transporters.

v. Removal of non-reciprocal USD 200 business permit fee for Zambian transporters entering Tanzania, which is projected to result in direct savings and lower logistics costs for transporters.

vi. Resolution of the issue regarding the retention or withholding of Tanzanian drivers' passports, with a commitment to increased sensitization on border formalities and procedures.

vii. Resolution of the concern regarding Zambia's request for URT to consider allowing in-transit vehicles to carry at least one passenger, thereby facilitating a better understanding of the two countries' existing domestic regulations on in-transit vehicles.

8. The Ministers reaffirmed their commitment to expeditiously resolving the remaining outstanding NTBs attributed to each Party.

9. In addition, the Ministers took stock and held in depth discussion on the critical importance of strengthened partnership and cooperation in promoting economic transformation, improving regional connectivity, and achieving sustainable development. The Ministers also underscored the importance of close collaboration among public institutions, the private sector and cross-border traders in achieving the desired shared objectives.

10. The meeting was held in a spirit of friendship, mutual respect, and solidarity. Both delegations expressed satisfaction with the constructive dialogue and outcomes achieved, and reaffirmed their commitment to the effective and timely implementation of the agreed decisions.

11. At the conclusion of the JTC, the Ministers reaffirmed their shared commitment to deepening Tanzania–Zambia relations and agreed to continue working closely in a spirit of good neighbourliness, cooperation and mutual benefit for the prosperity of their people.

Done at Tunduma, United Republic of Tanzania on this 7th day of May, 2026.

FOR THE GOVERNMENT OF THE UNITED REPUBLIC OF TANZANIA	FOR THE GOVERNMENT OF THE REPUBLIC OF ZAMBIA
....	....
Hon. Dennis Londo (MP) Deputy Minister, Ministry of Industry and Trade.	Hon. Njavwa Simutowe (MP) Provincial Minister, Muchinga Province

2

NATIONAL SOCIAL SECURITY FUND (NSSF) UPDATE

PUBLIC NOTICE

UHURU NA UMOJA

BOARD OF TRUSTEES NSSF NATIONAL SOCIAL SECURITY FUND

We Build Your Future

GENERAL AMNESTY TO ALL EMPLOYERS WITH OUTSTANDING ARREARS OF STATUTORY CONTRIBUTIONS AND PENALTIES

THE NATIONAL SOCIAL SECURITY FUND (NSSF) WISHES TO INFORM ITS ESTEEMED EMPLOYERS AND THE GENERAL PUBLIC THAT IT HAS OFFERED A GENERAL AMNESTY TO ALL EMPLOYERS WITH OUTSTANDING ARREARS OF STATUTORY CONTRIBUTIONS AND PENALTIES IN ACCORDANCE WITH THE FOLLOWING CONDITIONS:

1. Employers who will remit all outstanding arrears of statutory contributions (principal amounts) on or before **31st August, 2026** and remain current in remittance of their statutory contributions by **31st December, 2026** will be relieved of 100% of any overdue penalties.

2. Employers who will remit all outstanding arrears of statutory contributions (principal amounts) on or before **31st October, 2026** and remain current in remittance of their statutory contributions by **31st December, 2026** will be relieved of 75% of any overdue penalties.

3. Employers who will remit all outstanding arrears of statutory contributions (principal amounts) on or before **31st December, 2026** will be relieved of 50% of any overdue penalties.

4. Employers who are compliant and have no any outstanding arrears of statutory contributions (principal amounts) as of **31st May, 2026** and remain current in remittance of their statutory contributions until **31st December, 2026** will be relieved of 100% of any overdue penalties.

The amnesty period, during which employers are obliged to remit all arrears of statutory contributions (principal amounts) under the four categories, as explained, runs from **1st June, 2026** to **31st December, 2026.**

For more information, please contact us through a toll-free (call centre) number **0800116773** or visit the nearest NSSF office.

Issued by:
Public Relations and Member Education Unit

TANZANIA BUREAU OF STANDARDS (TBS) UPDATE

THE UNITED REPUBLIC OF TANZANIA

MINISTRY OF INDUSTRY AND TRADE

TANZANIA BUREAU OF STANDARDS (TBS)

ISO 9001:2015 Certified

Member of the International Standardization (ISO), Codex Alimentarius Commission (WHO/FAO), Agent for ISO and other National Standards Bodies

PUBLIC NOTICE TO IMPORTERS OF TBS REGULATED GOODS FROM CHINA MAINLAND, HONG KONG, TAIWAN, MONGOLIA AND MACAU

Dar es Salaam, 4th June 2026

Tanzania Bureau of Standards (TBS) wishes to inform all importers of TBS-regulated goods from China Mainland, Hong Kong, Taiwan, Mongolia and Macau to ensure that all the goods which are subject to Pre-Shipment Verification of Conformity to Standards (PVoC) are inspected in the country of export to confirm compliance with applicable standards before shipment to Tanzania.

In accordance with the Standards Act Cap 130, TBS has contracted the following inspection agents to carry out PVoC inspection of goods in the **China Mainland, Hong Kong, Taiwan, Mongolia and Macau**:

a) China Certification and Inspection Group Inspection Company Ltd (CCIC);
b) Intertek International Limited;
c) Société Générale de Surveillance (SGS);
d) TUV Rheinland Middle East; and
e) World Standardization Certification & Testing Group Co., Ltd.

Importers are required to liaise with the above agents to ensure goods are inspected, and a Certificate of Conformity (CoC) is obtained before shipment. Failure to comply with this requirement shall result in inspection of the goods upon arrival in the country, and the importer shall be subject to a penalty equal to fifteen percent (15%) of the value of the goods.

For detailed contact information of the PVoC inspection agents and full guidance on PVoC procedures, please visit the Bureau's website at www.tbs.go.tz or contact us via our toll-free number 0800 110 827.

Issued By:

Gladness H Kaseka
Public Relations and Marketing Manager

"Inspiring Quality and Safety for Better Livelihood"

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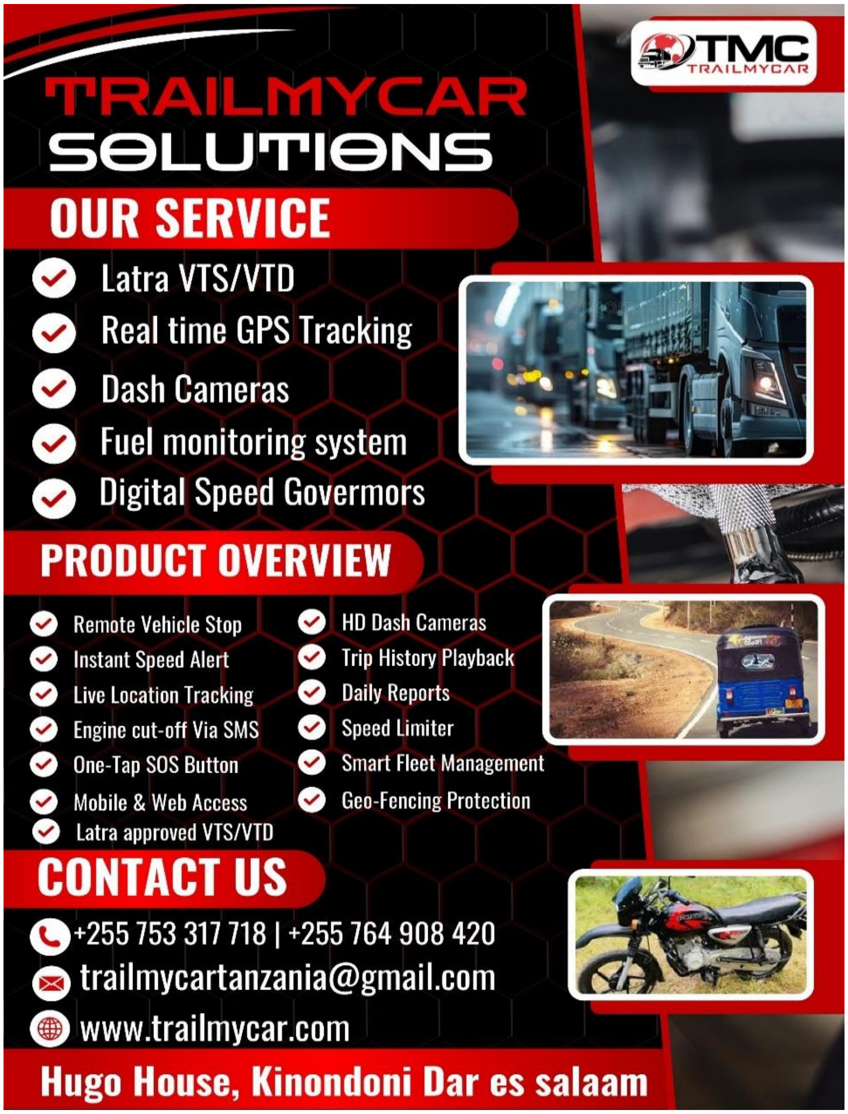
OUR ASSOCIATE MEMBERS



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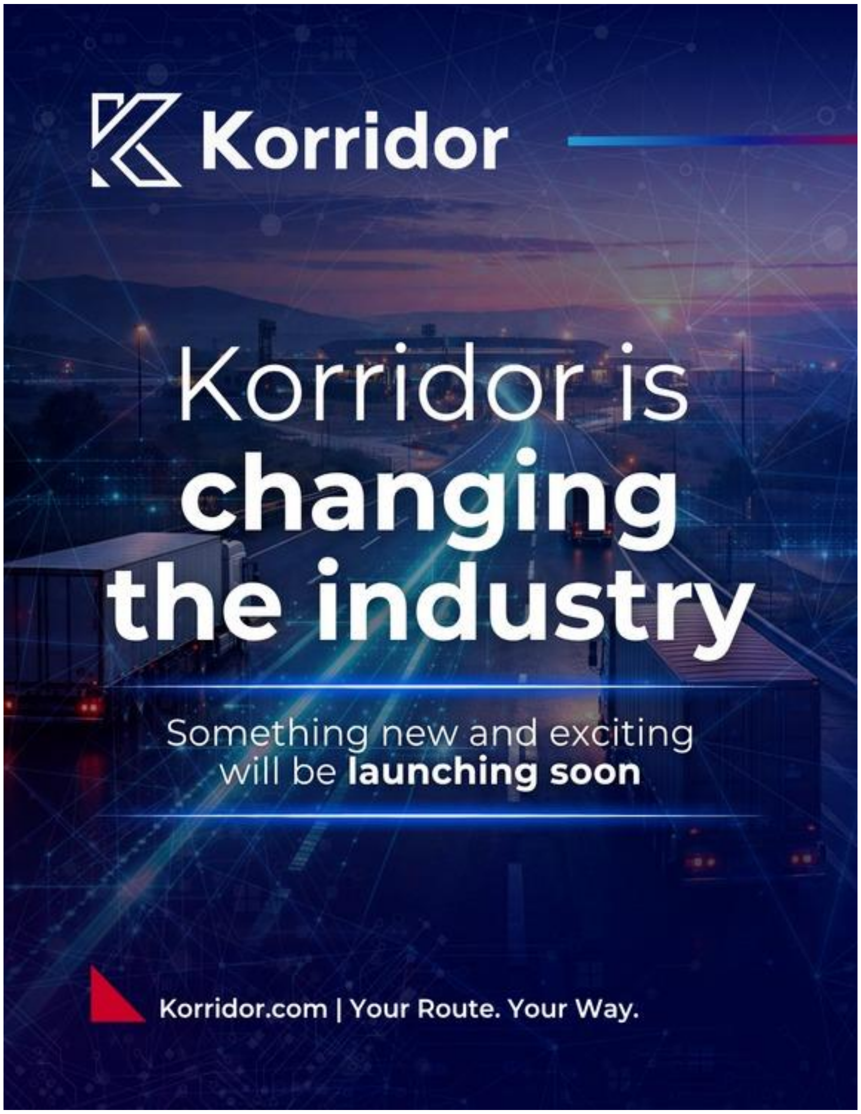

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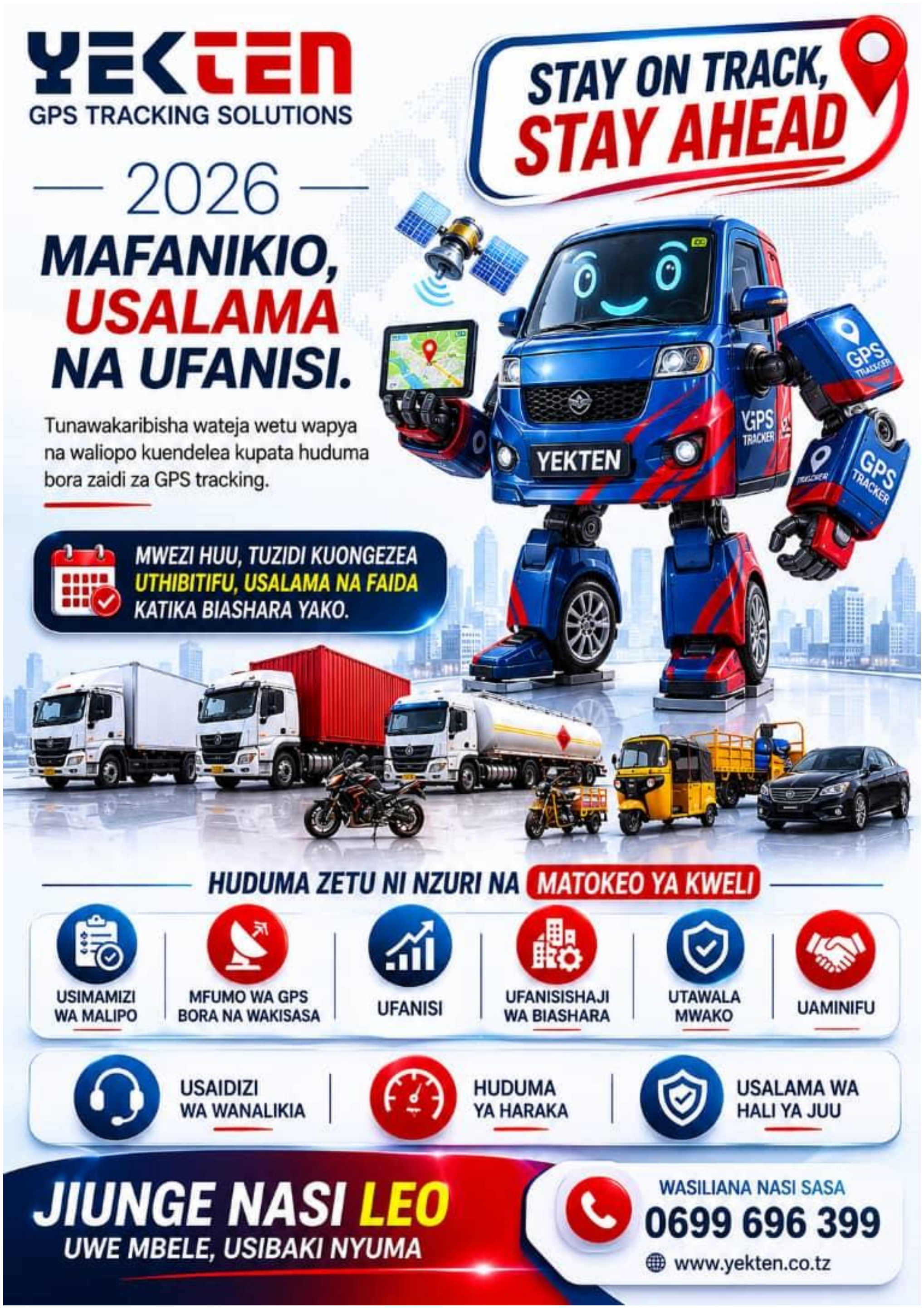

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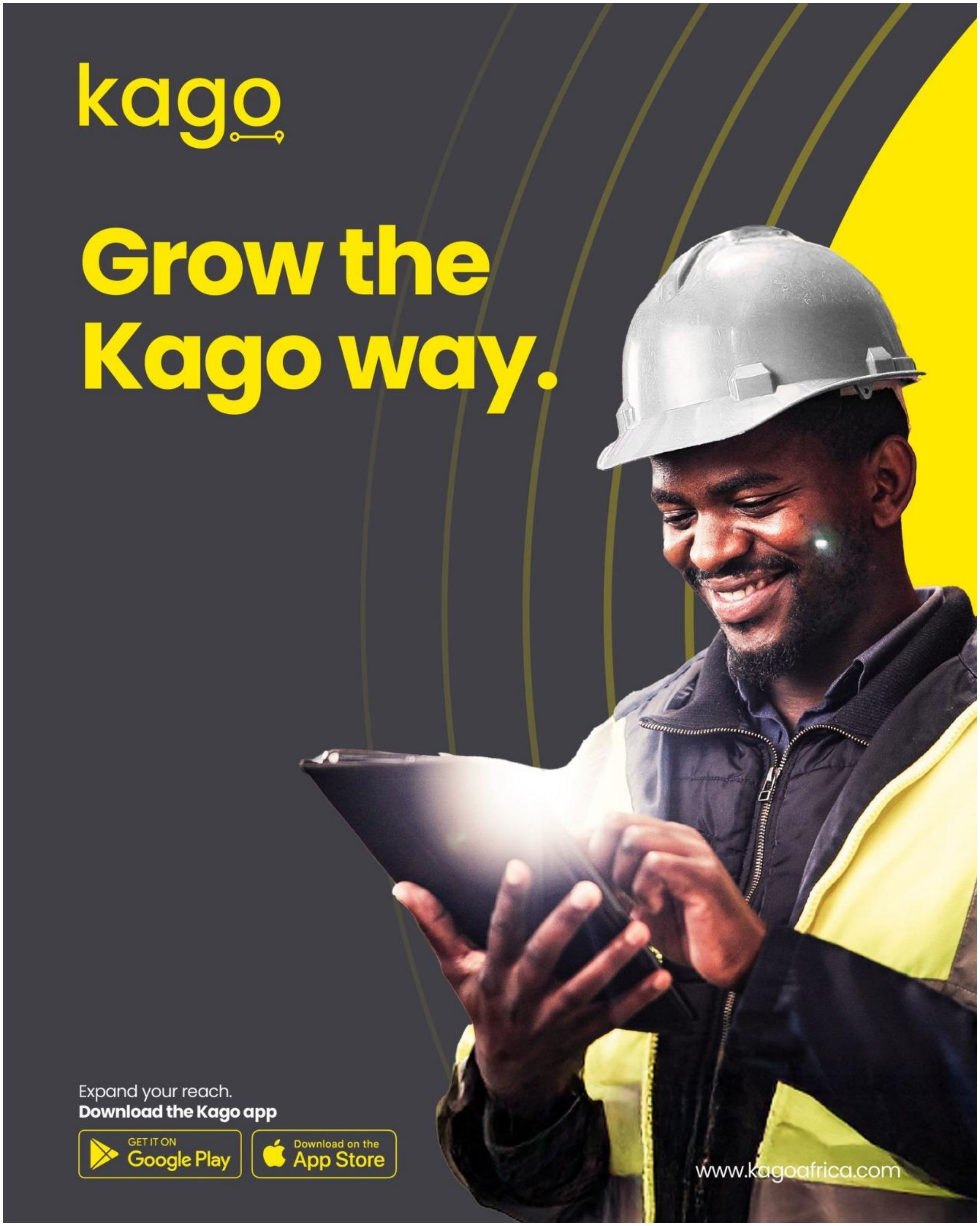

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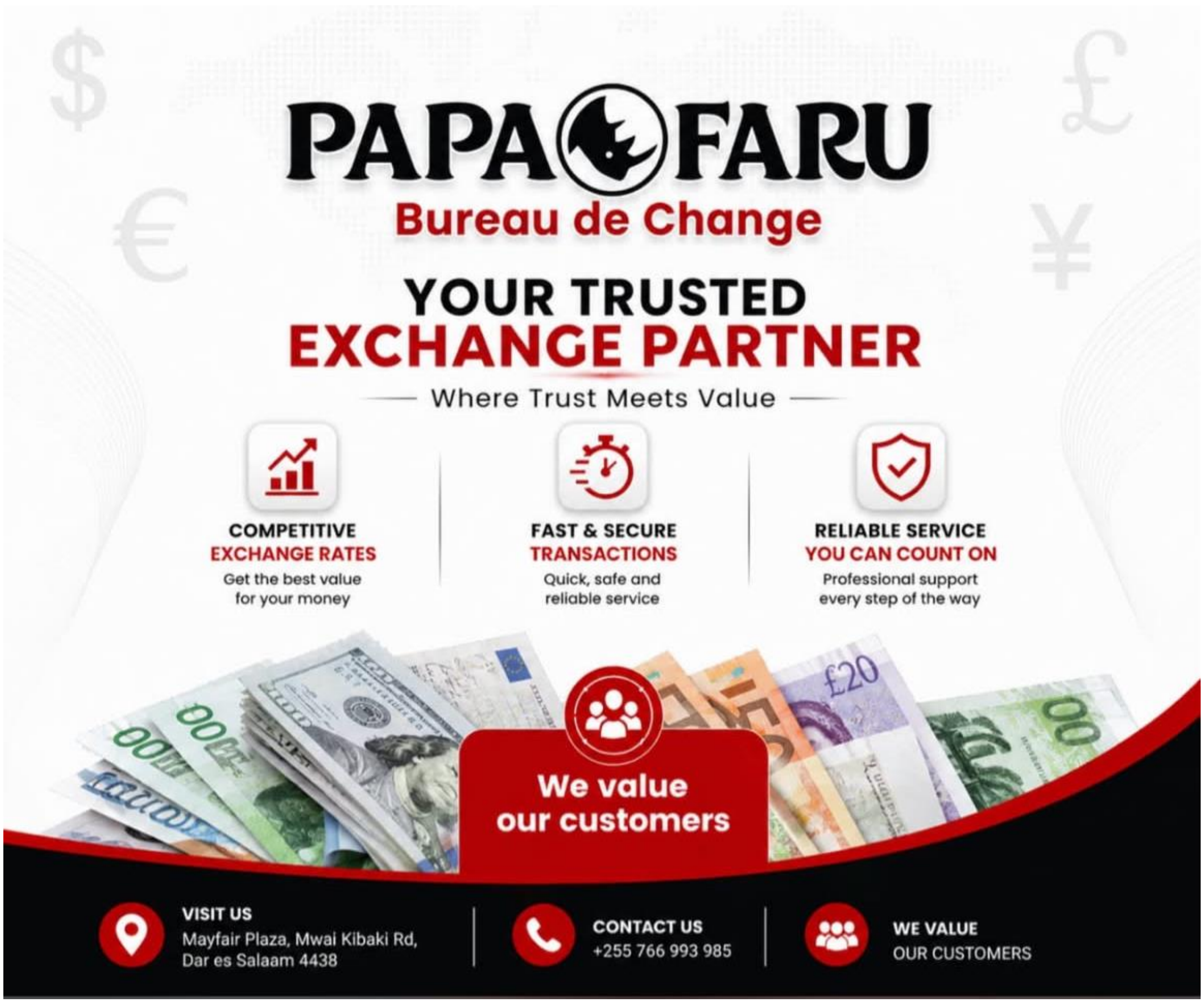

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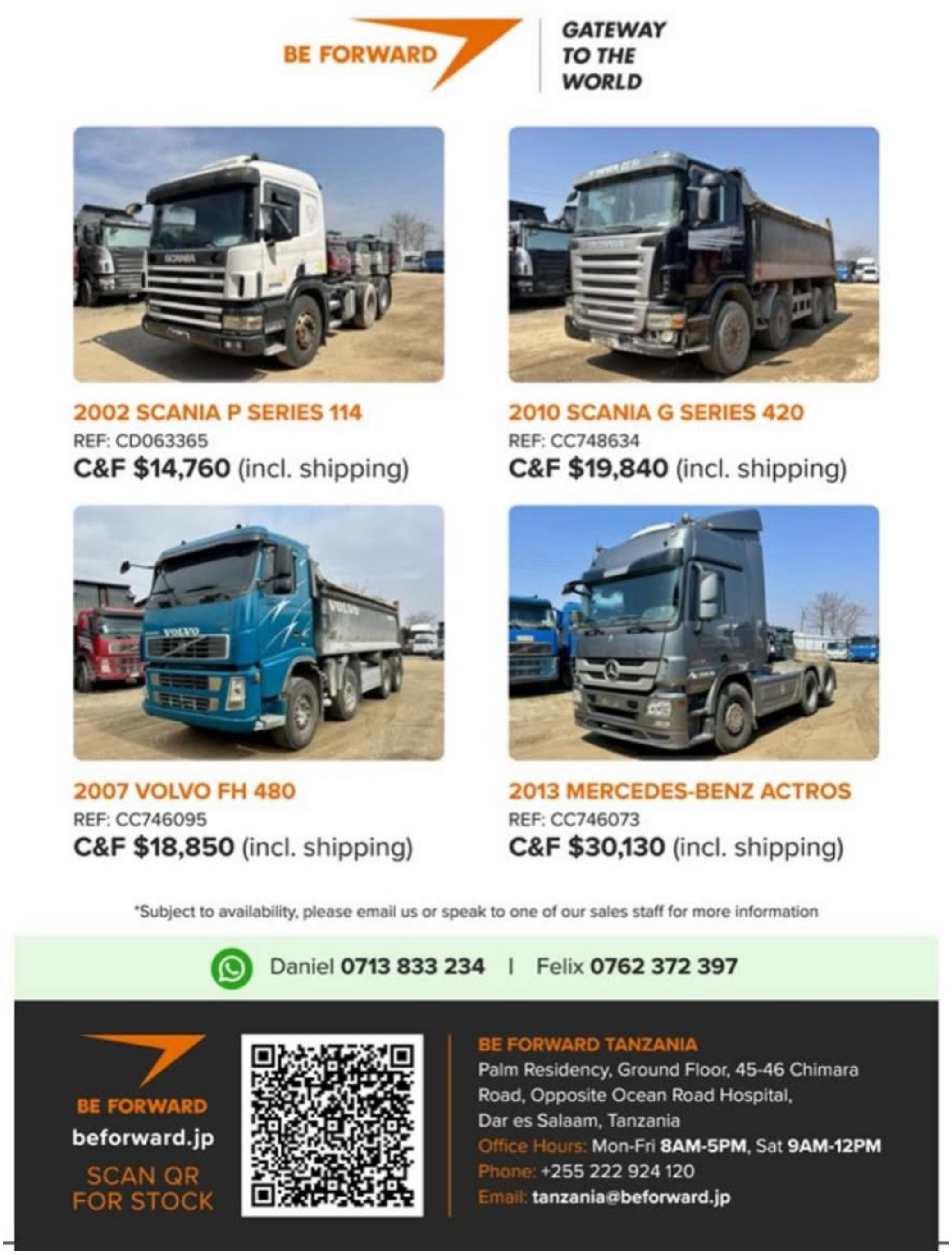

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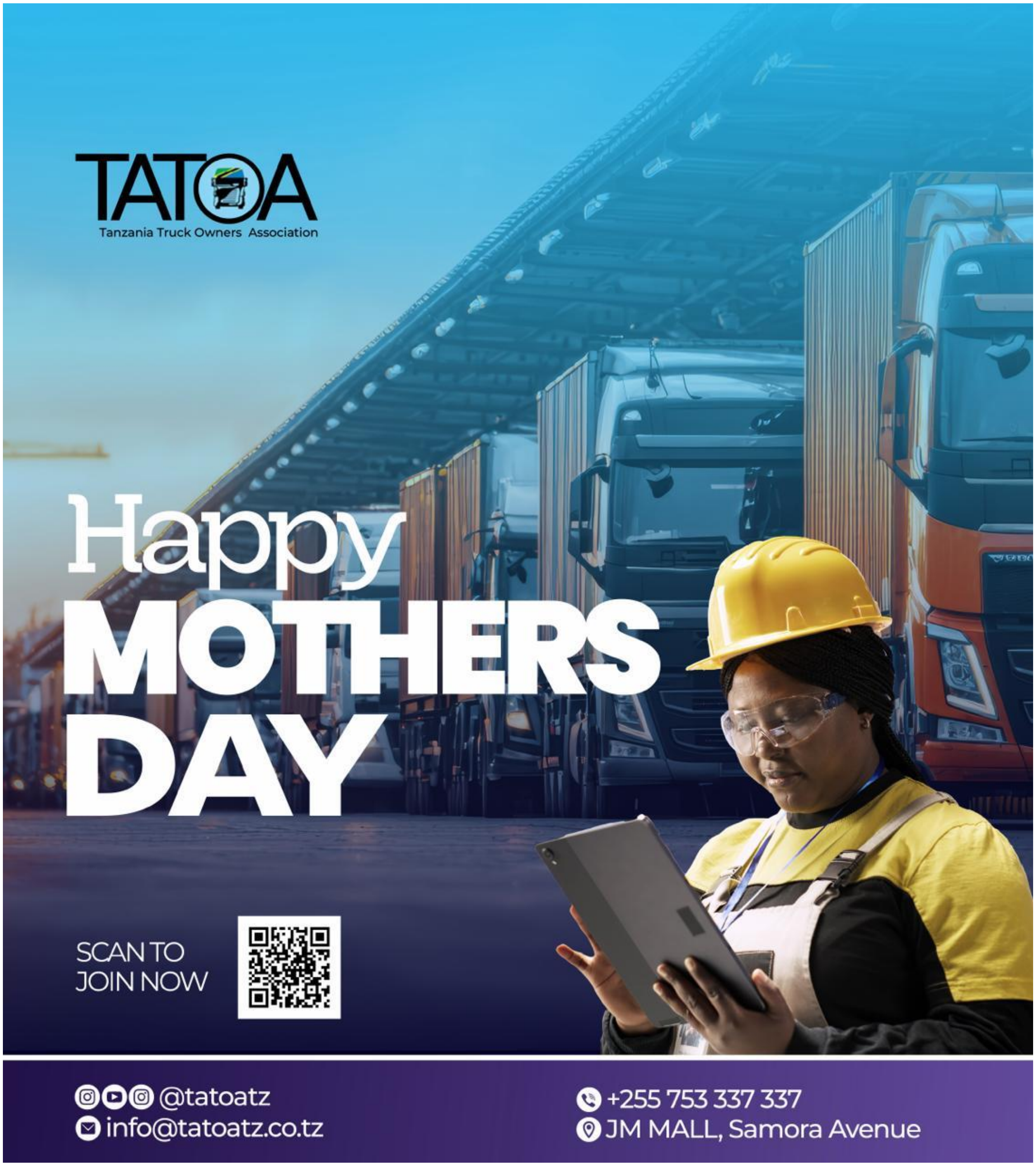
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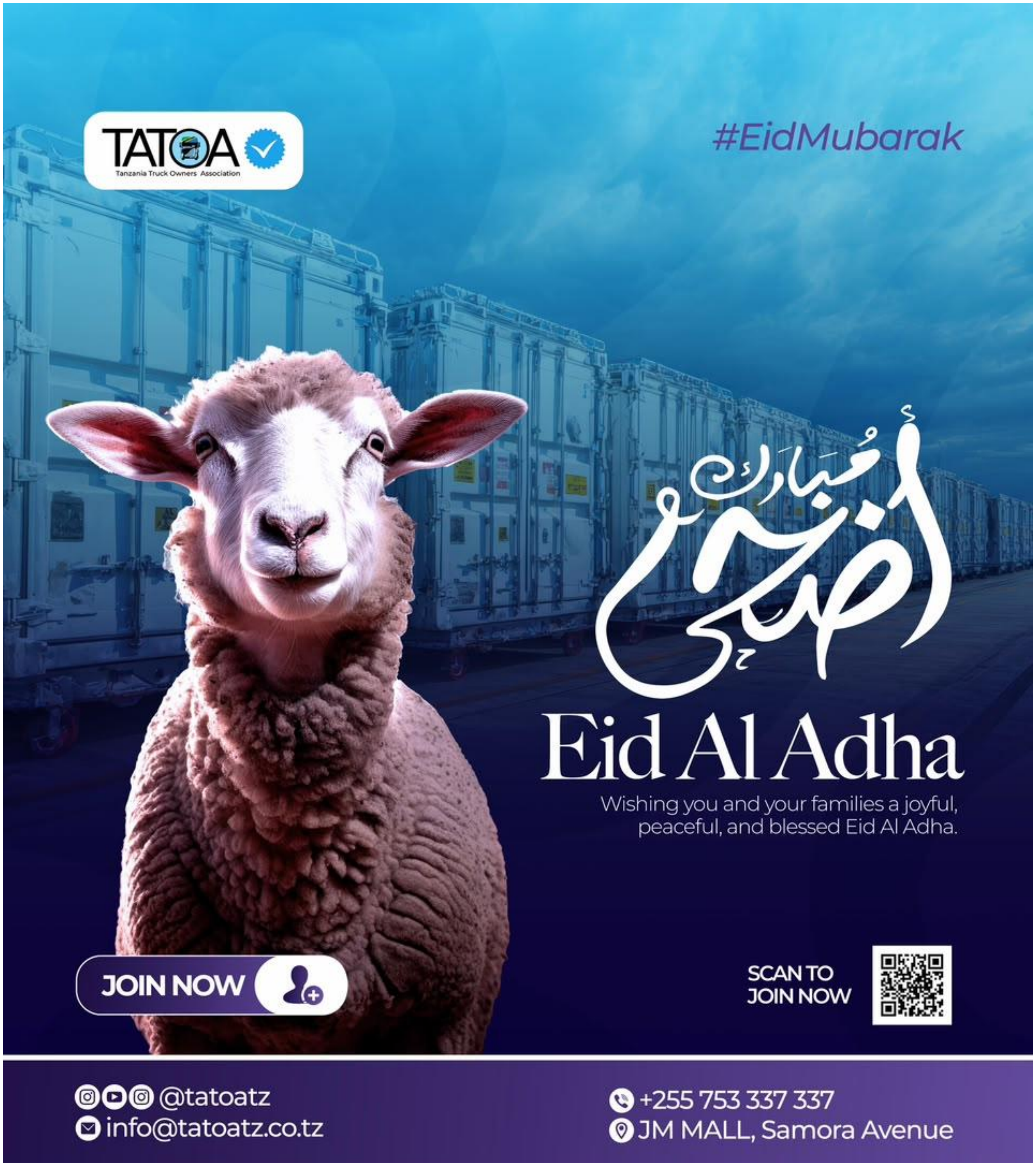
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