THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF TRANSPORT

LAND TRANSPORT REGULATORY AUTHORITY

SURVEY REPORT ON FREIGHT AND PASSENGER SERVICE DEMAND FROM DAR ES SALAAM AND DODOMA TO VARIOUS DESTINATIONS

2025/2026

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1. INTRODUCTION

The Land Transport Regulatory Authority (LATRA) is established under Section 4 of the Land Transport Regulatory Authority Act No. 3 of 2019, Cap. 413 of the laws of Tanzania. LATRA is vested with the mandate of regulating land transport services in Mainland Tanzania. The overall duty of the Authority is to enhance the welfare of Tanzanian society by promoting effective competition and economic efficiency of regulated sectors; promoting safety of regulated sectors, including consumers; protecting interests of consumers; availability of safe land transport services, and protecting and preserving environment.

Pursuant to Section 5 (g) of LATRA Act, CAP 413 of 2019, the Authority is mandated to monitor the performance of the regulated sectors including levels of investment; cost of services; efficiency of production and distribution of services and other matters relevant to the Authority. In order to effectively implement the above function, a survey was conducted to assess demand for bus passenger and road freight services originating from Dar es Salaam and Dodoma, covering various destinations both within and outside the country. The survey in Dar es Salaam and Dodoma was carried out from 7th to 25th February 2026.

1.1. Objective of the Survey

The main objective of this survey was to generate reliable and comprehensive data on bus passenger and road freight services operating from Dar es Salaam and Dodoma to various destinations within the country and major cities in neighbouring countries. The survey sought to provide evidence-based information to support regulatory oversight, policy formulation, and strategic planning in the land transport sector.

i) To obtain chargeable bus fares from Dar es Salaam and Dodoma to various regions within the country and major cities in neighbouring countries;
ii) To determine bus travel time from Dar es Salaam and Dodoma to various regions within the country and major cities of neighbouring countries;
iii) To establish the number of buses operating from Dar es Salaam and Dodoma to various regions within the country and major cities of neighbouring countries; and
iv) To obtain the cost of transporting cargo by trucks from Dar es Salaam and Dodoma to various regions within the country and major cities of neighbouring countries.

1.2. Rationale of the Survey

The survey was conducted to provide the Authority with reliable and up-to-date information necessary for effective regulation and oversight of land transport services. Specifically, the findings will enable the Authority to assess the level of compliance with approved (capped) fares and adherence to speed limits, as reflected through reported travel time. Further, the survey results will support the assessment of service supply, including the number of buses operating on various routes, and provide indicative market rates for cargo transportation by road. Furthermore, the data collected will be submitted to the Ministry of Transport as an input into the preparation of the Annual Transport Statistics Book.

1.3. Limitations of the Survey

The following were limitations/challenges encountered during the survey:

i) Some of the operators on cross-border international routes did not provide information regarding their business performance, challenges encountered, number of service frequencies, or occupancy ratios.
ii) Unavailability of ticketing data from CeTS for some routes affected number of routes to be included in the survey
iii)

2. METHODOLOGY

This section provides description of the survey area, research design, data collection methods, tools and analysis that were used in the survey.

2.1. Description of the Study Area

The survey on bus services in Dar es Salaam was conducted at Magufuli Bus Terminal located at Mbezi, Mbagala, Chanika, Mbande, Shekilengo, Manzese, Riverside, Magomeni, Gongolamboto, Kitunda and Kigamboni. In Dodoma, the survey was conducted at Nanenane Bus Teminal, Ndugai Bus Terminal, Makole and Area C. The mentioned terminals and bus offices serve as origin and destination for intercity buses plying from Dar es Salaam and Dodoma respectively.

The survey on trucks in Dar es Salaam was conducted at Jangwani, Kurasini and Temeke areas while in Dodoma the survey was conducted at Jamhuri and Majengo areas. These areas serve as centers for trucks transporting cargo from Dar es Salaam and Dodoma to other regions.

2.2. Research/Survey Design

This was a survey methodology of descriptive nature. Survey methodology is a research design which generate quantitative data that is analyzed by descriptive statistics to describe features of a larger picture of representative group (Kothari, 2004).

2.3. Unit of Analysis

A unit of analysis refers to the main subject or entity which a study intends to base on. It is mainly determined by the research objectives. Simply put, the unit of analysis is basically the 'who' or what' the survey data is interested in analyzing. In this survey, trucks and buses operating from Dar es Salaam and Dodoma to various regions and major cities of neighboring countries were used as unit of analysis because all information/data were centered on them. The unit of analysis in this survey is also the regulatory unit for which an operating license is issued upon.

2.4. Data Collection Methods

Data were collected through the following methods:

i) Observations
ii) Personal Interviews
iii) Focus Group Discussion
iv) Review of Secondary Records

2.4.1. Observations

Data on chargeable fares from Dar es Salaam and Dodoma to other regions were obtained through observing ticket selling agents or checking the tickets the exact fares charged to passengers by bus operators**.** To verify charged fares, a number of passengers were actually asked to provide their tickets for checking.

2.4.2. Personal Interviews

Personal interviews were conducted using structured questionnaires administered to drivers, crew members and passengers through e-Dodoso to collect information on travel time, bus fares, and the number of bus services. In addition, interviews were held with truck association leaders and drivers to obtain data on prevailing freight charges for cargo transported from Dar es Salaam and Dodoma to various regions and major cities in neighboring countries.

2.4.3. Focus Group Discussion

Group discussions were made with trucks drivers, truck operators and associations such as TAMSTOA (Tanzania Medium and Small Truck Owners Association),

Jangwani Cargo Consolidators, Jangwani Transport Cooperative Society, Mussa Transporters and Jacobs Transporters to obtain information on existing cost of transporting cargo by trucks from Dar es Salaam and Dodoma to other destinations.

2.4.4. Review of Secondary Records

Relevant secondary information was collected in an attempt to obtain of information which was required in planning the survey and supporting results. The documents reviewed included:

i) Various operational reports generated by LATRA; including capped fares on buses operating from Dar es Salaam and Dodoma to other regions for assessment on fare variability;
ii) Daily passengers report from the Core Ticketing System
iii) Daily passenger manifests submitted by bus operators to Bus Stand Management and Traffic Police to obtain information on buses plying from Dar es Salaam and Dodoma to other destinations.
iv) Dar es Salaam City Council and Terminal Police Log books for recording number of buses departing at Magufuli and Nanenane Bus Terminal Buildings every day

2.4.5. Data Analysis

Descriptive and quantitative methods of data analysis were used in the study. Descriptive analysis provided measure of central tendency (means, frequency) and variability on both primary and secondary data to produce an overview of the data. Data entry and analysis was done by using Microsoft excel to derive descriptive statistics.

Fare variability and percentage fare variability were used to assess compliance with approved fare structures based on survey data. These measures provide a standardized approach to quantifying deviations between observed fares and the approved fare per kilometer. Variability captures the absolute difference, while percentage variability expresses this difference relative to the approved benchmark, enabling consistent comparisons across routes and distances. Using a per-kilometer basis controls for trip length differences, thereby enhancing the reliability and validity of the analysis. The formula below were applied.

$$\text{Variability} = \text{Average Observed Fare per kilometer} - \text{Approved Fare per kilometer}$$

$$\text{Percent Fare Variability} = \frac{\text{Variability}}{\text{Approved Fare per kilometer}} \times 100$$

3. FINDINGS

This section presents the results of the survey basing on survey objectives. The section is sub-divided into four main parts. The first part presents actual Bus Fares from Dar es Salaam and Dodoma to selected destinations. The second part presents Bus Travel Time from Dar es Salaam and Dodoma to selected destinations. Third part presents number of bus services from Dar es Salaam and Dodoma to selected destinations while the fourth part presents cost of transporting cargo from Dar es Salaam and Dodoma to selected destinations. It is worth noting that, currently there are no buses or trucks operating from Dodoma as their point of origin to neighboring countries.

3.1. Chargeable Bus Fares from Dar es Salaam and Dodoma to Various Regions Within the Country and Major Cities in Neighbouring Countries

Bus fares survey provided necessary information on actual chargeable fares with a view of checking compliance with set capped rates. Furthermore, it is worth noting that fare rates for buses operating beyond borders are not regulated by LATRA, the prime aim of fare survey on cross border buses was to obtain information on prevailing fares in order to establish trend over a period of time.

3.1.1. Bus Fares from Dar es Salaam to various Regions

Analysis on bus fares from Dar es Salaam to various destinations was conducted on 49 routes. The analysis revealed that buses on 26 routes (equivalent to 53.0%) were charging below regulatory capped fares, 14 routes (equivalent to 28.6% were charging above regulatory capped fares and 9 routes (equivalent to 18.4%) charged on capped fares. Detailed analysis is provided here under:

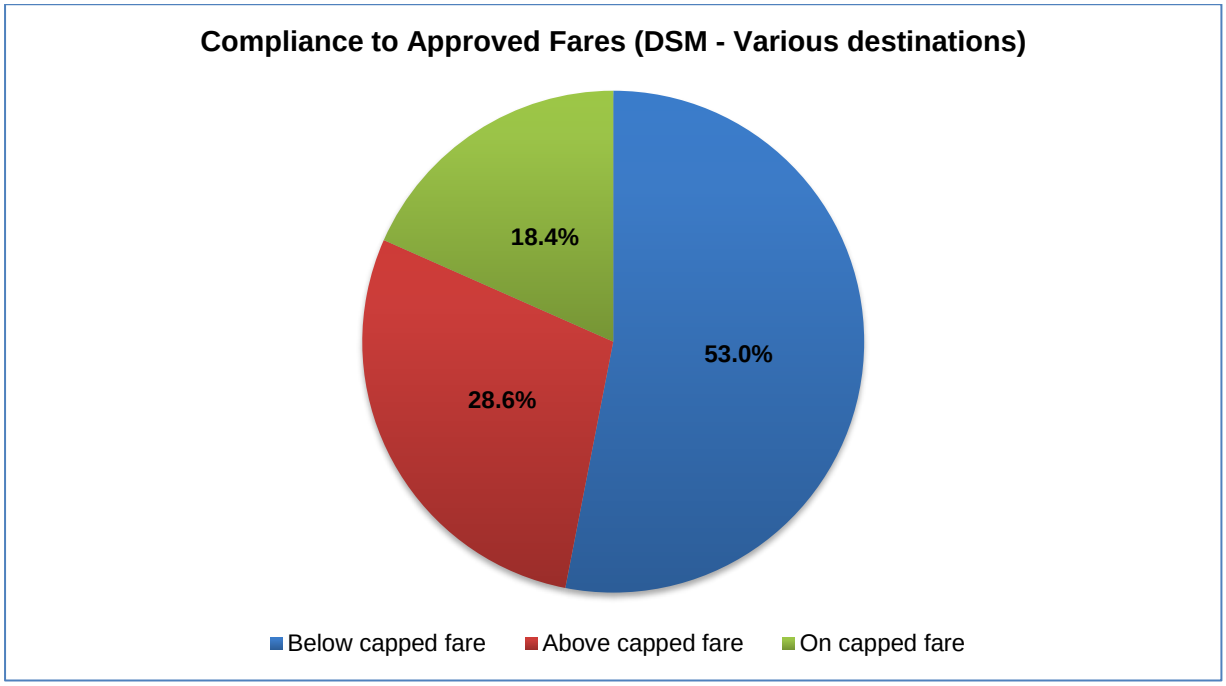
a. Routes above the Capped Fare

Analysis on bus fare for 49 routes plying from Dar es Salaam, revealed that 26 routes had fare per kilometer rates below the regulatory cap of TZS 67.84/km, indicating that passengers are paying significantly lower costs than the approved cap. Notable routes where fares surpass the cap include Dar es Salaam to Handeni (TZS 83.0 /km, 22.35 % above the cap), Dar es Salaam to Dodoma (TZS 80.19 /km, 18.20% above the cap), Dar es Salaam to Tanga (TZS 77.40 /km, 14.09% above the cap), Dar es Salaam to Moshi (TZS 76.34/km, 12.52% above the cap), and Dar es Salaam to Mwanza (TZS 76.05/km, 12.10% above the cap).

b. Routes below the Capped Fare

On the other hand, three (3) routes had fare per kilometer rates significantly lower than the capped rate, offering more affordable travel options for passengers. The most underpriced routes include Dar es Salaam to Mlimba (TZS 49.00/km, 27.8% below the cap), Dar es Salaam to Malinyi (TZS 54.48/km, 19.7below the cap) and Dar es Salaam to Mpwapwa (TZS 56.20/km, 17.2% below the cap). While passengers benefit from these lower fares, sustained underpricing may present challenges for transport operators, potentially leading to declines in service quality or sudden fare adjustments in the future. Figure 1 and **Error! Reference source not found.** offers a detail for bus fares from Dar es Salaam to other regions.

Figure 1: Bus Fares from Dar es Salaam to Various destinations



Source: LATRA Survey, 2026

3.1.2. Bus Fares from Dar es Salaam to Major Cities of Neighbouring Countries

This section provides cost of traveling from Dar es Salaam, Tanzania, to various destinations in East, Central and Southern Africa. These destinations include nearby countries such as Kenya, Uganda, and Burundi, as well as farther ones like Zimbabwe, Zambia, Congo and Malawi. The fares vary depending on distance, route conditions, and logistical factors.

Lubumbashi (D.R.C) has the highest total fare at TZS 160,000 and the highest fare per kilometer at TZS 78.4/km, possibly due to the challenges associated with the route and its longer distance. On the other hand, Lilongwe (Malawi) and Lusaka (Zambia) despite of difference in distance had similar average fare of TZS 120,000, with fares per kilometer of TZS 80.1/km and TZS 61.6/km respectively.

For shorter trips, fares per kilometer are not always low. Mombasa (Kenya), despite being just 504 kilometers away, has a relatively high fare per kilometer at TZS 99.2/km. Similarly, Dar es Salaam to Nairobi (Kenya) with a distance of 822 has the highest fare per kilometer of TZS 103.4/km, which could be due to high demand, cross-border charges, or road conditions. By comparison, Kampala (Uganda), which is farther at 1,710 kilometers, offers the lowest fare kilometer at TZS 49.7/km and a total fare of TZS 85,000.

The fare and applicable fare per kilometer for destinations such as Bujumbura (Burundi) and Harare (Zimbabwe) were not analysed due to reluctance of service provider in data sharing.

In summary, destinations like Kampala and Lusaka provide better cost-efficiency below capped rate of 67.84/km, while Lubumbashi, Lilongwe, Mombasa, and Nairobi are less economical. These differences arise due to factors like route logistics, travel demand, and cross-border conditions. As a key transport hub in the region, Tanzania plays a vital role in linking East and Southern Africa, though travel costs vary depending on the destination. Table 2 below offers a summary of bus fares from Dar es Salaam to other neighbouring countries.

Table 1: Bus Fares from Dar es Salaam to Major cities of neighbouring Countries

SN	TO	COUNTRY OF DESTINATION	DISTANCE (KM)	FARES (TZS)	FARES PER KM
1	Mombasa	Kenya	504	50,000	99.2
2	Nairobi	Kenya	822	85,000	103.4
3	Lilongwe	Malawi	1,499	120,000	80.1
4	Bujumbura	Burundi	1,544	Not obtained	Not obtained
5	Kampala (via Bukoba)	Uganda	1,710	85,000	49.7
6	Lusaka	Zambia	1,949	120,000	61.6
7	Lubumbashi	D.R.C	2,040	160,000	78.4
8	Harare	Zimbabwe	2,433	Not obtained	Not obtained

Source: LATRA Survey, 2026

3.1.3. Bus Fares from Dodoma to Other Regions

The analysis of semi-luxury bus fares from Dodoma to 19 destinations indicated notable variations between approved fares and observed market fares. The approved average fare per kilometer is TZS 67.84 for Semi-Luxury Bus services; however, most routes exhibited higher observed fare rates indicating general non-compliance with the capped fares.

a. Routes above the Cap:

Out of the 19 analyzed routes, six (6) routes equivalent to 31.6% of all observed routes) were charging above the approved fare cap of 67.84 TZS per kilometer, indicating widespread overcharging. These routes exhibited positive deviations ranging from 1.0 to 14.17 TZS/km, alongside percentage variability ranging from 1.5% to 21.7%, demonstrating the extent of non-compliance. Routes that exceeded the capped fares include Dar es Salaam, Singida, Mwanza, Moshi, Sumbawanga, and Njombe, the average observed fares exceed the capped limits. Figure **2** and Annex **2** below provides a detailed analysis.

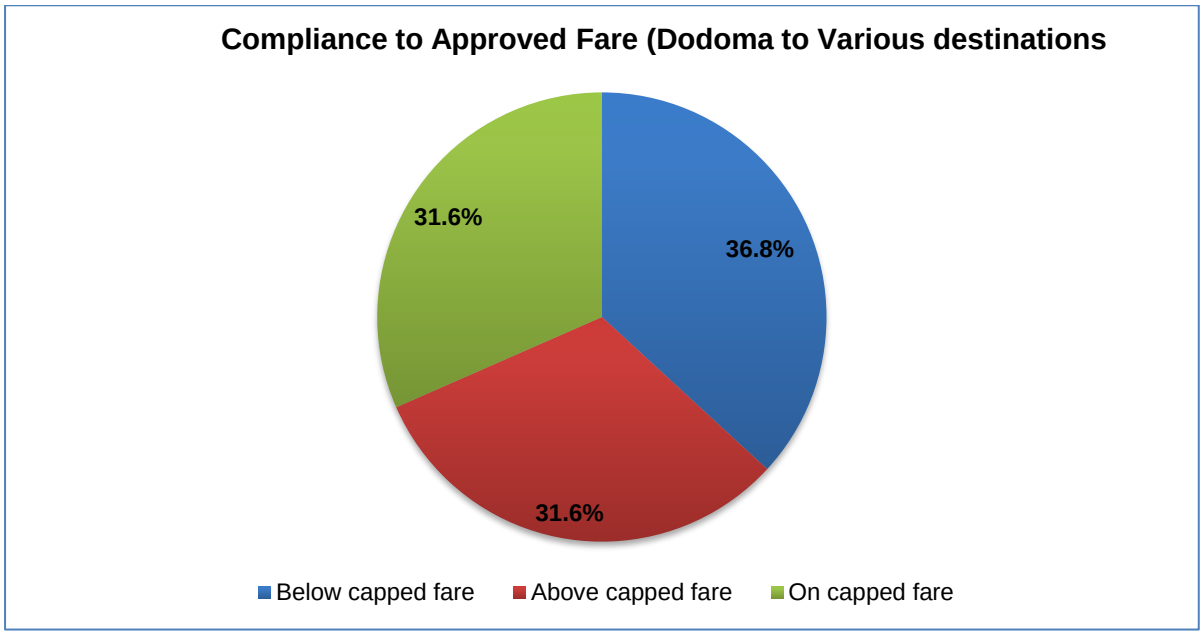
b. Routes below the Cap

Out of the 19 analyzed routes, seven (7) routes equivalent to 36.8% of all observed routes) were operating below the approved fare cap of 67.84 TZS per kilometer namely Dodoma to Geita, Iringa, Bukoba, Kigoma, Tanga and Musoma. These routes showed negative deviations ranging from -12.7 to -1.2 TZS/km with corresponding percentage variability between 18.8 and 1.7 as detailed in Figure **2** and Annex **2**.

c. Routes charging at capped fares

In contrast, of the 19 analysed routes, six (6) routes equivalent to 31.5 percent showed full compliance, where observed fares matched the capped fares. This reflects a balance between supply and demand, as well as the possible effectiveness of regulatory enforcement in these routes. These routes include Tabora, Tunduma, Arusha, Mbeya, Babati, and Mtwara. Figure 2 and Annex 2 provides a detailed analysis.

Figure 2: Bus Fares from Dodoma to other regions



Source: LATRA Survey, 2026

3.2. Determined Bus Travel Time from Dar es Salaam and Dodoma to Various Regions

Travel time is one of the important aspects of transport economics. The more the travel time, the higher the transport cost is likely to be and vice versa. Furthermore, travel time can be used to calculate average speed of buses or trucks given the distance from the origin to the destination.

3.2.1. Bus Travel Time from Dar es Salaam to various Regions

The analysis on travel time from Dar es Salaam to other regions revealed that travel times for these routes were generally proportional to their distances. The longest travel time was from Dar es Salaam to Bukoba via Lusahunga-Muleba, taking 24 hours, while the shortest travel time was from Dar es Salaam to Morogoro via Chalinze, and Dar es Salaam to Kilwa-Kivinje via Nangurukuru routes which took only 4 hours. Other travel times ranged from 5 to 23 hours, with Dar es Salaam to Arusha, Dar es Salaam to Rombo – Tarakea, and Dar es Salaam to Ubaruku both requiring 11 hours.

Average speed across these routes varied, with the fastest route being Dar es Salaam to Kilwa Kivinje via Nangurukuru, which achieved an average speed of 78.8km/h. The slowest route was Dar es Salaam to Handeni via Chalinze-Mkata, with an average speed of 36.1 km/h. Other routes such as Dar es Salaam to Bukoba via Lusahunga-Muleba, Dar es Salaam to Karagwe via Dodoma-Kahama-Runzewe-Muleba, Dar es Salaam to Musoma via Bariadi and Dar es Salaam to Kigoma via Itigi-Uvinza had average speeds ranging from 57.8 km/h to 61.3 km/h, reflecting the longer distances and potentially slower roads.

The Dar es Salaam to Morogoro via Chalinze route, despite its shorter distance the average speed was 48.0km/h, this might be due to frequent and longer traffic jams. Shorter routes such as Dar es Salaam to Mlali via Chalinze-Morogoro-Gairo and Dar es Salaam to Kilwa Kivinje via Nangurukuru were more efficient in terms of speed and travel time, taking less time and offering higher average speeds.

On the other hand, longer routes such as Dar es Salaam to Bukoba via Lusahunga-Muleba and Dar es Salaam to Kigoma via Itigi - Uvinza took significantly longer, with slower average speeds, possibly due to more challenging road conditions or more frequent stops along the way. Dar es Salaam to Geita via Dodoma-Kahama-Ushirombo route, with its high average speed (69.3km/h), stood out as the most efficient long-distance route (above 1000km)

In summary, shorter routes were more time-efficient and had higher average speeds, making them ideal for quicker travel. However, the longer routes could have benefited from infrastructure improvements to increase average speeds and reduce travel times, thus enhancing overall travel efficiency. The Dar es Salaam to Geita via Dodoma-Kahama-Ushirombo route, in particular, demonstrated that speed and efficiency could

still be achieved even on longer journeys if the route was well-maintained. Table 4 provide a summary on the above.

Table 2: Bus Average Travel Time from Dar es Salaam to various regions

S/N	TO	VIA	DISTANCE (KM)	TRAVEL TIME(HRS)	SPEED (KM/HR)
1	BUKOBA	LUSAHUNGA-MULEBA	1,413	24	58.9
2	KARAGWE	DODOMA-KAHAMA-RUNZEWE-MULEBA	1,390	23	60.4
3	MUSOMA	BARIADI	1,271	22	57.8
4	KIGOMA	MANYONI-ITIGI-TABORA-UVINZA	1,226	20	61.3
5	MBINGA	LINDI-MASAI-SONGEA	1,170	19	61.6
6	MPANDA	ITIGI-TABORA	1,169	19	61.5
7	GEITA	DODOMA-KAHAMA-USHIROMBO	1,248	18	69.3
8	MWANZA	DODOMA	1,144	18	63.6
9	SUMBAWANGA	MBEYA	1,130	17	66.5
10	BARIADI	DODOMA-SHINYANGA	1,117	17	65.7
11	KIOMBOI	DODOMA-SINGIDA	914	16	57.1
12	TUNDUMA	CHALINZE	925	16	57.8
13	KAHAMA	DODOMA-TINDE	1,004	16	62.8
14	SONGEA	MOROGORO-NJOMBE	950	16	59.4
15	TUNDURU	LINDI-MASASI	778	16	48.6
16	MALINYI	MOROGORO-MIKUMI-IFAKARA	569	14	40.6
17	TABORA	ITIGI	805	14	57.5
18	KARATU	BAGAMOYO - ARUSHA	761	14	54.4
19	MLIMBA	MIKUMI-IFAKARA	551	13	42.4
20	MBEYA	MOROGORO	823	13	63.3
21	KYELA	CHALINZE-IRINGA-UYOLE	901	13	69.3
22	NJOMBE	CHALINZE=IRINGA	704	12	58.7
23	UBARUKU	IRINGA-MAKAMBAKO-IGAWA	705	11	64.1
24	ROMBO-TARAKEA	CHALINZE-MOMBO-MWANGA	582	11	52.9
25	ARUSHA	BAGAMOYO	626	11	56.9
26	MPWAPWA	GAIRO-BUGIRI	516	10	51.6
27	SINGIDA	DODOMA	674	10	67.4
28	RUANGWA	LINDI	590	10	59.0
29	MAHUTA	NEWALA	589	10	58.9
30	TANDAHIMBA	LINDI-MTAMA	575	9	63.9
31	KONDOA	MOROGORO-DODOMA	589	9	65.4
32	NACHINGWEA	LINDI-NANGANGA	575	9	63.9
33	DODOMA	MOROGORO	424	9	47.1
34	IFAKARA	CHALINZE- MIKUMI	415	8	51.9
35	MASASI	LINDI	586	8	73.3
36	MTWARA	LINDI	573	8	71.6
37	NEWALA	MTAMA-KITANGALI	583	8	72.9
38	IRINGA	MOROGORO	466	8	58.3
39	MOSHI	BAGAMOYO	524	8	65.5

S/N	TO	VIA	DISTANCE (KM)	TRAVEL TIME(HRS)	SPEED (KM/HR)
40	HANDENI	CHALINZE-MKATA	253	7	36.1
41	KILOMBERO	MIKUMI-IFAKARA	331	7	47.3
42	LUSHOTO	CHALINZE-MOMBO	356	7	50.9
43	TANGA	BAGAMOYO	323	7	46.1
44	LINDI	KIBITI	470	6	78.3
45	KILOSA	CHALINZE-MOROGORO	305	6	50.8
46	MLALI	CHALINZE-MOROGORO-GAIRO	342	5	68.4
47	TURIANI	DUMILA	285	5	57.0
48	KILWA KIVINJE	NANGURUKURU	315	4	78.8
49	MOROGORO	CHALINZE	192	4	48.0

Source: LATRA Survey, 2026

3.2.2. Bus Travel Time from Dar es Salaam to Major Cities of Neighbouring Countries

This section provides an overview of bus travel time from Dar es Salaam to major cities of neighboring countries. Further discussion on route distance, travel time, and average speed for each route has been provided. The analysis on the above variables revealed that, Dar es Salaam to Lubumbashi, at 2,040km, had the longest travel time of 72 hours, resulting in a relatively slow average speed of 28.3km/h. This slower speed could be attributed to the considerable distance and potential challenges along the route, such as road conditions or extended stops. Similarly, Dar es Salaam to Lusaka route, covering 1,949km and taking 50 hours, had the second-longest travel time and the slowest average speed of 39.0 km/h. The slower speed may reflect road conditions, border crossings, or other delays along the journey.

In contrast, the shorter routes generally exhibited faster average speeds. For instance, the route to Mombasa, with a distance of 504 km and a travel time of 12 hours, had the highest average speed of 42.00 km/h, indicating efficient travel conditions. Similarly, the Nairobi route, which was 822 km long and took 17 hours, had an average speed of 48.4 km/h, the fastest among the destinations. The shorter distances of these routes likely allowed for more direct and uninterrupted travel, contributing to higher speeds.

Other routes, such as Lilongwe (1,499km, 36 hours) and Kampala (1,710 km, 39 hours), had relatively moderate travel times and average speeds of 41.6km/h and 43.8km/h, respectively. These speeds suggest that the roads for these routes were likely well-maintained, though not as fast as the shorter routes.

Data for Bujumbura and Harare routes were not obtained during the survey due to reluctance of service providers in data sharing despite of emphasis on the need and use of such information

Overall, the data shows a clear relationship between distance and speed: longer routes generally had slower average speeds due to the extended travel times, while shorter routes benefited from higher speeds. Routes such as Lubumbashi and Lusaka experienced slower speeds due to longer distances, while Mombasa and Nairobi had faster travel times, leading to higher speeds. Table 5 below provides a summary.

Table 3: Bus Travel Time from Dar es Salaam to major cities of neighbouring countries

SN	TO	COUNTRY OF DESTINATION	DISTANCE (KM)	TRAVEL TIME (HRS)	AVERAGE SPEED (KM/HR)
1	Mombasa	Kenya	504	12	42.0
2	Nairobi	Kenya	822	17	48.4
3	Lilongwe	Malawi	1,499	36	41.6
4	Bujumbura	Burundi	1,544	Not obtained	Not obtained
5	Kampala (via Bukoba)	Uganda	1,710	39	43.8
6	Lusaka	Zambia	1,949	50	39.0
7	Lubumbashi	D.R.C	2,040	72	28.3
8	Harare	Zimbabwe	2,433	Not obtained	Not obtained

Source: LATRA Survey, 2026

3.2.3. Bus Travel Time from Dodoma to Other Regions

A total of 19 routes originating from Dodoma were analyzed against the regulatory speed limit of 80 km/h with specific consideration to distance and travel time in determining average speed. Travel time reflects operational efficiency and service reliability while average speed computed as distance divided by travel time provides a standardized measure for comparing performance across routes of varying lengths. The interaction between these variables shows that longer travel times relative to distance result in lower speeds, indicating delays or constraints, whereas shorter travel times yield higher speeds, reflecting more efficient operations.

Overall, the average speed across all routes was approximately 57.8 km/h, representing about 72.0% utilization of the allowable limit. The fastest route, Dodoma to Mtwara (1,376 km covered in 19 hours at 72.4 km/h), operated at about 90.5% of the speed limit, indicating relatively efficient time use over a long distance. In contrast, the slowest route, Dodoma to Lushoto (448 km covered in 12 hours at 37.3 km/h), operated at only 46.6%, reflecting extended travel time and significant inefficiencies. The above 19 routes were categorized based on their average operating speeds and the sections below provide a detailed discussion of each category.

a) High-Speed Routes (Above 65 km/h)

Routes such as Dodoma to Mtwara (1,376 km; 19 hours; 72.4 km/h), Musoma (919 km; 13 hours; 70.7 km/h), and Bukoba (1,016 km; 15 hours; 67.7 km/h) performed

closest to the regulatory speed limit, operating between 85% and 91% of the 80 km/h speed limit. These routes demonstrated relatively shorter travel times in relation to the long distances covered indicating efficient operations, good road conditions and minimal interruptions along the corridors.

b) Moderate-Speed Routes (50–65 km/h)

The majority of routes fell within this range, operating between 62.5% and 81% of the regulatory speed limit. These included Dodoma to Arusha (427 km; 7 hours; 61.0 km/h), Geita (712 km; 12 hours; 59.3 km/h), Kahama (536 km; 9 hours; 59.6 km/h), Kigoma (807 km; 14 hours; 57.6 km/h), Mbeya (594 km; 10 hours; 59.4 km/h), Moshi (505 km; 8 hours; 63.1 km/h), Mwanza (701 km; 12 hours; 58.4 km/h), Singida (252 km; 4 hours; 63.0 km/h), Songea (726 km; 12 hours; 60.5 km/h), Sumbawanga (989 km; 17 hours; 58.2 km/h), Tanga (581 km; 10 hours; 58.1 km/h), and Tunduma (655 km; 12 hours; 54.6 km/h). The corresponding travel times indicated moderate efficiency where vehicles operated within acceptable speed limits but were affected by factors such as traffic conditions, road quality, terrain and stopovers.

c) Low-Speed Routes (Below 50 km/h)

Routes including Dodoma to DSM (424 km; 10 hours; 42.4 km/h), Lushoto (448 km; 12 hours; 37.3 km/h), Tabora (393 km; 8 hours; 49.1 km/h), and Tarime (747 km; 15 hours; 49.8 km/h) operated below 63% of the regulatory speed limit. These routes were characterized by relatively long travel times compared to the distances covered, particularly Dodoma to Lushoto and Dodoma to DSM indicating significant delays. Such performance points to systemic inefficiencies likely caused by congestion, challenging terrain or poor road infrastructure.

The analysis further revealed that long-distance routes tend to achieve speeds closer to the regulatory limit due to more consistent travel conditions. Examples include Dodoma to Mtwara, Musoma, Bukoba, and Sumbawanga, where extended distances are covered with relatively stable travel times. In contrast, shorter and medium-distance routes such as Dodoma to Singida, Tabora, DSM, and Lushoto exhibited lower speeds due to disproportionately longer travel times, indicating frequent interruptions such as urban congestion, road crossings, and operational delays.

Moreover, no route exceeded the regulatory speed limit of 80 km/h, confirming high compliance with safety regulations across all corridors. However, the variation of approximately 35 km/h between the fastest and slowest routes represents a 44% difference in speed utilization, highlighting disparities in operational efficiency. Approximately 21% of the routes operated below 63% of the allowable speed, indicating priority areas where improvements in infrastructure, traffic management and service operations are necessary.

Table 4: Bus Travel time from Dodoma to other regions

S/N	Bus Travel Time from Dodoma to	Via	Distance (Km)	Travel Time Hrs)	Observed Average Speed (Km/Hr)	% Of Speed Limit Utilization	Speed Category
1	Mtwara	Songea	1,376	19	72.4	90.5	>65
2	Musoma	Shinyanga	919	13	70.7	88.4	
3	Bukoba	Runzewe-Chato	1,016	15	67.7	84.6	
4	Moshi	Babati	505	8	63.1	78.9	50–65
5	Singida	Manyoni	252	4	63	78.8	
6	Arusha	Kondoa-Babati	427	7	61	76.3	
7	Songea	Iringa	726	12	60.5	75.6	
8	Kahama	-	536	9	59.6	74.5	
9	Mbeya	Iringa	594	10	59.4	74.3	
10	Geita	Kahama	712	12	59.3	74.1	
11	Mwanza	Singida	701	12	58.4	73	
12	Sumbawanga	Iringa	989	17	58.2	72.8	
13	Tanga	Chalinze	581	10	58.1	72.6	
14	Kigoma	Itigi-Tabora	807	14	57.6	72	
15	Tunduma	Iringa	655	12	54.6		
16	Tarime	-	747	15	49.8	62.3	<50
17	Tabora	Itigi	393	8	49.1	61.4	
18	Dsm	Chalinze	424	10	42.4		
19	Lushoto	-	448	12	37.3		
	REGULATORY SPEED LIMIT					**80**	

Source: LATRA Survey, 2026

$$\% \text{ of Speed Limit Utilization} = \frac{\text{Observed Average Speed/km}}{\text{Regulatory Speed Limit}} \times 100$$

3.3. Established Number of Buses Operating from Dar es Salaam and Dodoma to Various Regions Within the Country and Major Cities of Neighbouring Countries

Number of Bus Service refers to number of buses plying on a particular route in a given period that is daily or weekly. It is a proxy measure of demand for services, assuming that a bus would only leave the terminal if the operator is satisfied with adequacy of passengers.

3.3.1. Bus Services from Dar es Salaam to Other Regions

This section includes analysis on total bus services per route, the minimum and maximum number of buses per day, and the average services per day for buses plying

from Dar es Salaam to various destinations (43 routes) over a period between 8th to 14th February 2026). The analysis revealed the following:

The Dar es Salaam to Arusha route has the highest number of services, with a total of 642 services across 7 days, averaging 92 services per day. This route also has the highest frequency, with between 81 to 103 services per day. On the other hand, the routes with the lowest number of services are the Dar es Salaam to Ubaruku and Dar es Salaam to Turiani routes, both with just 10 and 11 service respectively over the 7 days, averaging 1 to 2 services per day respectively.

Routes with average services per day above 30 include Dar es Salaam to Arusha (92), Dar es Salaam to Dodoma (85), Dar es Salaam to Tanga (66), Dar es Salaam to Morogoro (44), Dar es Salaam to Singida (38), and Dar es Salaam to Mwanza (35).

In contrast, some routes have very low average services per day below five (5). These include Dar es Salaam to Mpwapwa (4), while Dar es Salaam to Kilombero, Kilwa, Kiomboi, Karagwe and Malinyi routes each had an average of 3 services per day. The Dar es Salaam to Kilosa and Turiani routes each have an average of 2 services per day, while Dar es Salaam to Ubaruku having the lowest number of services per day (1).

In terms of the most frequent service, the Dar es Salaam to Arusha and Dar es Salaam to Dodoma routes has the highest minimum, with 81 and 69 services. Meanwhile, Dar es Salaam to Kilosa, Turiani and Ubaruku each have a minimum of 1 service per day. Table 7 below offers a summary of number of bus services from Dar es Salaam to various regions.

Table 5: Bus services from Dar es Salaam to various regions

S/N	TO	8 Feb 2026	9 Feb 2026	10 Feb 2026	11 Feb 2026	12 Feb 2026	13 Feb 2026	14 Feb 2026	TOTAL	MIN	MAX	AVERAGE
1	ARUSHA	95	91	90	91	91	103	81	642	81	103	92
2	DODOMA	72	69	71	103	87	103	89	594	69	103	85
3	TANGA	63	56	62	69	73	74	64	461	56	74	66
4	MOROGORO	42	43	41	46	45	51	39	307	39	51	44
5	SINGIDA	28	26	38	46	38	47	41	264	26	47	38
6	MWANZA	32	32	35	40	34	38	35	246	32	40	35
7	TABORA	25	25	27	28	30	29	31	195	25	31	28
8	TUNDUMA	23	22	29	26	22	21	22	165	21	29	24
9	IRINGA	18	19	20	26	23	24	24	154	18	26	22
10	MBEYA	18	20	20	20	22	24	22	146	18	24	21
11	KAHAMA	18	13	18	26	23	27	20	145	13	27	21
12	MTWARA	22	18	21	22	18	23	21	145	18	23	21

S/N	TO	8 Feb 2026	9 Feb 2026	10 Feb 2026	11 Feb 2026	12 Feb 2026	13 Feb 2026	14 Feb 2026	TOTAL	MIN	MAX	AVERAGE
13	MOSHI	17	19	17	20	24	26	20	143	17	26	20
14	NJOMBE	18	19	20	17	14	17	12	117	12	20	17
15	KIGOMA	16	16	20	15	12	14	12	105	12	20	15
16	RUANGWA	12	15	13	15	14	16	12	97	12	16	14
17	GEITA	10	12	14	12	15	10	12	85	10	15	12
18	MUSOMA	11	7	11	14	9	14	11	77	7	14	11
19	SONGEA	12	9	9	9	12	11	12	74	9	12	11
20	IFAKARA	7	6	7	14	9	13	12	68	6	14	10
21	BUKOBA	10	9	8	10	7	12	11	67	7	12	10
22	ROMBO	9	9	8	9	10	10	10	65	8	10	9
23	NACHINGWEA	7	9	10	10	7	10	8	61	7	10	9
24	BARIADI	9	6	6	10	8	11	8	58	6	11	8
25	KYELA	7	9	7	8	9	10	8	58	7	10	8
26	LINDI	8	8	9	5	8	6	9	53	5	9	8
27	TANDAHIMBA	6	9	6	7	7	12	6	53	6	12	8
28	MASASI	7	8	7	9	5	8	6	50	5	9	7
29	TUNDURU	8	7	6	7	7	6	5	46	5	8	7
30	NEWALA	8	6	7	6	6	6	3	42	3	8	6
31	KONDOA	4	5	6	7	5	6	7	40	4	7	6
32	MPANDA	8	5	4	7	6	5	5	40	4	8	6
33	SUMBAWANGA	6	7	5	7	4	6	5	40	4	7	6
34	KARATU	5	5	5	8	5	7	4	39	4	8	6
35	MPWAPWA	5	2	3	5	4	3	4	26	2	5	4
36	KILOMBERO	2	2	2	5	4	5	3	23	2	5	3
37	KIOMBOI	3	2	3	3	3	3	5	22	2	5	3
38	KILWA	3	4	2	3	3	3	3	21	2	4	3
39	MALINYI	3	3	2	2	3	4	3	20	2	4	3
40	KARAGWE	3	2	2	3	3	4	2	19	2	4	3
41	KILOSA	1	2	2	3	3	2	4	17	1	4	2
42	TURIANI	3	1	2	1	1	1	2	11	1	3	2
43	UBARUKU	2	2	2	1	1	1	1	10	1	2	1

Source: CeTS Data January 2026 and LATRA Survey, 2026

3.3.2. Bus Services to Neighbouring Countries

Bus services connecting Dar es Salaam to neighboring countries play a crucial role in facilitating regional mobility and trade. As a major transport hub in East Africa, Dar es Salaam serves as a key gateway for passengers traveling to countries such as Kenya,

Uganda, Rwanda, Burundi, Zambia and DRC. These services not only provide an affordable and accessible mode of transportation for cross-border travelers but also support economic integration by enhancing connectivity between Tanzania and its neighbors.

3.3.3. Bus Services from Dar es Salaam to major cities of neighbouring countries

Data analysis on bus services from Dar es Salaam to various international destinations revealed differing levels of demand, reflecting the economic, tourism, and trade significance of these routes. The route from Dar es Salaam to Mombasa and Dar es Salaam to Nairobi had the highest frequencies, with 42 services per week and 22 services per week respectively, indicating a strong demand for travel between these two majors economic, tourism, and trade centers in East Africa. This high frequency suggests that the proximity and economic ties between Tanzania and Kenya generate significant travel activity.

The route from Dar es Salaam to Lusaka followed with 12 services per week, demonstrating considerable demand, likely driven by trade, tourism, and diplomatic relations between Tanzania and Zambia. The routes from Dar es Salaam to Lilongwe, Kampala, and Lubumbashi has 4, 3, and 2 services per week, suggesting moderate but stable demand. These routes likely serve regional business, migration, and smaller-scale tourism needs.

Finally, the route from Dar es Salaam to Kigali has no available data, which suggests that either there are no bus services currently operating or there is insufficient demand for such services. Whereas data for Dar es Salaam to Harare and Bujumbura were not obtained due to reluctance of the service provider in data sharing. Table **6** below offers a summary of bus services from Dar es Salaam to major cities of neighboring countries.

Table 6: Bus services from Dar es Salaam to Major cities of neighbouring countries

SN	From Dar es Salaam to	Country of Destination	Distance (km)	No of Bus Services
1	Mombasa	Kenya	504	42 per week
2	Nairobi	Kenya	822	22 per week
3	Kigali	Rwanda	1,457	0 per week
4	Lilongwe	Malawi	1,499	4 per week
5	Bujumbura	Burundi	1,544	Not obtained
6	Kampala (via Bukoba)	Uganda	1,710	3 per week
7	Lusaka	Zambia	1,949	12 per week
8	Lubumbashi	D.R.C	2,040	2 per week
9	Harare	Zimbabwe	2,433	Not obtained

Source: LATRA Survey, 2026.

3.3.4. Bus Services from Dodoma to Various Regions

Over the 7-day period, the analysis revealed that the routes with the highest total bus operations were Dar es Salaam with 178 buses, followed by Arusha with 96 buses, Tanga with 62 buses, and Bukoba with 56. In contrast, routes such as Singida and Geita recorded the lowest total buses, ranging from 3 to 6 over the week, indicating that they operate less frequent services.

Destination Dar es Salaam registered the highest number of services at 178(equivalent to 23% of total trips per week), with an average of 25 trips per day. This was followed by Arusha (96 trips), Tanga (62 trips), Bukoba (56 trips), and Moshi (55 trips). These routes account for 58% of the total trips.

Moderate traffic levels were observed in destinations such as Mbeya (33 trips), Mwanza (31 trips), Ruvuma (30 trips), Musoma (29 trips), and Babati (27 trips). These locations exhibit relatively stable demand patterns, making them suitable for consistent and planned transport scheduling.

Lower volumes were recorded in areas such as Kigoma (24 trips), Njombe (22 trips), Tunduma (20 trips), and Ifakara (13 trips), indicating moderate-to-low demand. Meanwhile, Sumbawanga (7 trips), Geita (6 trips), and Singida (3 trips) registered the lowest activity levels, indicating minimal or irregular demand.

Overall, the findings highlight a concentration of transport demand on key routes, particularly Dar es Salaam and Arusha, alongside a clear mid-week peak in operations. While several routes maintain steady performance, others show limited activity, emphasizing the need for efficient resource allocation, demand-based scheduling, and possible service optimization to improve overall operational efficiency. Table 7 details.

Table 7: Bus services from Dodoma to various regions

SNo	FROM DODOMA	08-Feb-26	09-Feb-26	10-Feb-26	11-Feb-26	12-Feb-26	13-Feb-26	14-Feb-26	Total	Min	Max	Average
1	Dar es Salaam	22	23	26	21	29	28	29	**178**	21	29	25
2	Arusha	13	10	13	14	15	16	15	**96**	10	16	14

SNo	FROM DODOMA	08-Feb-26	09-Feb-26	10-Feb-26	11-Feb-26	12-Feb-26	13-Feb-26	14-Feb-26	Total	Min	Max	Average
3	Tanga	5	8	8	11	12	9	9	**62**	5	12	9
4	Bukoba	6	7	8	8	8	10	9	**56**	6	10	8
5	Moshi	7	7	7	8	9	9	8	**55**	7	9	8
12	Iringa	7	7	6	7	9	8	8	**52**	6	9	7
6	Mbeya	5	5	5	5	4	4	5	**33**	4	5	5
7	Mwanza	5	4	4	4	4	5	5	**31**	4	5	4
14	Ruvuma	4	5	4	5	4	4	4	**30**	4	5	4
8	Musoma	3	4	4	4	6	5	3	**29**	3	6	4
17	Babati	4	4	3	4	2	5	5	**27**	2	5	4
9	Tabora	5	3	3	5	5	3	2	**26**	2	5	4
10	Kigoma	1	3	4	3	6	3	4	**24**	1	6	3
11	Njombe	3	3	4	3	3	3	3	**22**	3	4	3
13	Tunduma	3	3	3	3	3	2	3	**20**	2	3	3
19	Ifakara	2	2	2	1	2	2	2	**13**	1	2	2
15	Sumbawanga	1	1	1	1	1	1	1	**7**	1	1	1
16	Geita	1	1	1	0	1	1	1	**6**	0	1	1
18	Singida			1			1	1	**3**	1	1	1
	TOTAL	**97**	**100**	**107**	**107**	**123**	**119**	**117**	**770**	**97**	**123**	**110**

Source: LATRA Survey, 2026 and CeTS

3.4. Freight Transport Costs from Dar es Salaam and Dodoma to Various Regions Within the Country and Major Cities of Neighbouring Countries.

Freight transport costs by truck from Dar es Salaam and Dodoma to various regions in Tanzania play a crucial role in understanding the country's logistics network and overall economic activity. As Dar es Salaam serves as the primary port and commercial hub, and Dodoma functions as the political capital, both cities are central to the distribution of goods across the country.

Transport costs from these hubs vary significantly depending on factors such as distance, road conditions, infrastructure quality, and the nature of the cargo. For instance, some regions incur higher costs due to longer distances or less developed transport networks, while others benefit from relatively lower costs because of better connectivity and proximity. Overall, analyzing these cost variations helps provide insights into regional accessibility, efficiency of the transport system, and potential areas for infrastructure improvement.

The assessment of freight transport costs involves five key variables:

a) **Distance (Km):** The physical distance between the origin (Dar es Salaam or Dodoma) and the destination. Longer distances typically result in increased fuel consumption, labor expenses, and vehicle maintenance costs, contributing to higher overall transport costs.
b) **Truck Size:** The capacity of the vehicle used for transportation. A standard truck in the dataset is a 10-ton truck (Single), indicating a carrying capacity of up to 10 tons. Larger trucks generally enhance cost efficiency on a per-ton basis over longer distances, whereas smaller vehicles may lead to higher costs for certain routes.
c) **Total Cost (TZS):** The total expenditure incurred in transporting goods from the point of origin to the destination. This includes expenses related to fuel, labor, maintenance, tolls, and other associated fees. Understanding total transport costs is critical for businesses and policymakers in evaluating financial implications.
d) **Cost per Km (TZS):** The transportation cost per kilometre travelled. This metric provides insights into route efficiency, as areas with better road infrastructure tend to have lower costs per kilometer, while regions with poor road conditions or longer distances may experience higher transport expenses.
e) **Cost per Ton-Km (TZS):** The cost of transporting one ton of goods over one kilometer. This measure accounts for both cargo weight and distance, offering a standardized evaluation of transport efficiency across different regions. It serves as a valuable tool for assessing cost-effectiveness in freight transportation.

These variables collectively provide a comprehensive overview of freight transport cost dynamics, enabling businesses, logistics companies, and policymakers to develop effective transportation strategies. Understanding these factors is essential for enhancing supply chain management, reducing costs, and improving the efficiency of goods transportation across Tanzania.

Moreover, cost of transporting cargo is measured by cost per ton-kilometer for loose cargo and cost per container-kilometer for containerized cargo. The variation in cost is highly influenced on the availability of return cargo. Availability of return cargo enables truck operators to minimize average operational cost per tonnage per km and therefore charging relative lower cost compared to when there is absence of return cargo. Furthermore, other factors, such as the road conditions may influence the cost more than just the distance. Also, travel time, road tolls and taxes (carbon taxes) for cross border trucks affects cost for transporting cargo.

3.4.1. General Cargo Transport Costs from Dar es Salaam to Hinterland

During the survey period, data for establishing cost for transporting cargo from Dar es Salaam to other regions were collected from trucks of capacities of 10 tons; 15 tons, 20 tons and 30 tons. The analysis on collected data revealed that freight charges varied across regions depending on truck size.

3.4.1.1. Cost of Transporting General Cargo by 10 Tonnage Truck Size

Table 8 below provides summary regarding Cost of Transporting Cargo from Dar es Salaam to other regions using 10 ton-truck.

Table 8:Cost of transporting cargo from Dar es Salaam to other regions: 10 tons Truck Size

S/N	From Dar es Salaam To:	Distance(km)	Truck(km)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton-Km (Tzs)
1	Kigoma	1,126	10	3,500,000	3,108	310.8
2	Kagera	1,413	10	2,500,000	1,769	176.9
3	Katavi	1,169	10	2,000,000	1,711	171.1
4	Mara	1,271	10	2,700,000	2,124	212.4
5	Mwanza	1,144	10	2,500,000	2,185	218.5
6	Mbeya	823	10	1,500,000	1,823	182.3
7	Tabora	805	10	1,400,000	1,739	173.9
8	Dodoma	424	10	900,000	2,123	212.3
9	Iringa	466	10	900,000	1,931	193.1
10	Morogoro	192	10	700,000	3,646	364.6
11	Shinyanga	966	10	2,200,000	2,277	227.7
12	Singida	674	10	1,600,000	2,374	237.4
13	Arusha	625	10	1,200,000	1,920	192.0
14	Kilimanjaro	524	10	850,000	1,622	162.2
15	Tanga	323	10	700,000	2,167	216.7
18	Lindi	442	10	1,200,000	2,715	271.5

S/N	From Dar es Salaam To:	Distance(km)	Truck(km)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton-Km (Tzs)
19	Mtwara	542	10	2,000,000	3,690	369.0
22	Simiyu	1,117	10	2,700,000	2,417	241.7
23	Njombe	704	10	1,500,000	2,131	213.1
24	Manyara	527	10	1,400,000	2,657	265.7
25	Masasi	436	10	1,600,000	3,670	367.0
	Average					

Source: LATRA Survey, 2026

The analysis of cargo transportation costs using a 10-ton truck revealed the following findings.

a) General Observations

Distances from Dar es Salaam to various regions show a wide range, with Kagera being the farthest at 1,413 km, followed by Mara (1,271 km), Geita (1,209 km), and Katavi (1,169 km). Other distant regions include Mwanza, Rukwa, Kigoma, and Simiyu, all exceeding 1,100 km. On the other hand, Morogoro is the closest region at 192 km, followed by Tanga (323 km), Ifakara (415 km), and Dodoma (424 km). Transport costs reflect these differences, with the highest cost of TZS 3,500,000 recorded in Kigoma due to greater distance and unavailability of the return cargo at this time of the year. Equally, the lowest cost of TZS 700,000 is observed in both Morogoro and Tanga, consistent with their shorter distances.

b) . Cost per Kilometer (TZS/Km)

From Dar es Salaam, the cost per kilometre varies significantly across regions, with Mtwara recording the highest rate at TZS 3,690 per km, indicating this route is relatively expensive compared to others, followed closely by Morogoro at TZS 3,646 and Kigoma at TZS 3,108. Other relatively high-cost routes include Masasi and Lindi, all exceeding TZS 2,700 per km. On the other hand, the lowest costs per kilometre are observed in Kilimanjaro at TZS 1,622, Katavi at TZS 1,711, and Songwe at TZS 1,730, indicating comparatively more cost-efficient routes.

c) Cost per Ton-Kilometer (TZS/Ton-Km)

The cost per ton-kilometre from Dar es Salaam shows notable variation across regions, with Mtwara recording the highest rate at TZS 369.0 per ton-km confirming that this route is significantly more expensive, followed by Morogoro at TZS 364.6 and Kigoma at TZS 310.8. Other relatively high-cost destinations include Masasi and Lindi, both above TZS 270 per ton-km, indicating higher transport intensity along these routes. In contrast, the lowest costs are observed in Kilimanjaro at TZS 162.2, Katavi at TZS 171.1, and Songwe at TZS 173.0, indicating more cost-efficient freight movement.

3.4.1.2. Cost of Transporting General Cargo by 15 Tonnage Truck Size:

Table 9: Cost of transporting cargo from Dar es Salaam to other regions: 15 tons Truck Size

S/N	Dar es Salaam to:	Distance	Truck size(ton)	Total Cost (Tzs)	Cost Per Km(Tzs)	Cost Per Ton- Km (Tzs)
1	Kigoma	1,126	15	5,250,000	4,663	311
2	Kagera	1,413	15	3,500,000	2,477	165
3	Katavi	1,169	15	3,500,000	2,994	200
4	Mara	1,271	15	3,500,000	2,754	184
5	Mwanza	1,144	15	2,700,000	2,360	157
6	Mbeya	823	15	2,000,000	2,430	162
7	Tabora	805	15	1,800,000	2,236	149
8	Dodoma	424	15	1,400,000	3,302	220
9	Iringa	466	15	1,200,000	2,575	172
10	Morogoro	192	15	1,000,000	5,208	347
11	Shinyanga	966	15	2,700,000	2,795	186
12	Singida	674	15	2,400,000	3,561	237
13	Arusha	625	15	1,400,000	2,240	149
14	Kilimanjaro	524	15	1,200,000	2,290	153
15	Tanga	323	15	1,500,000	4,644	310
16	Rukwa	1,130	15	3,000,000	2,655	177
17	Ruvuma	950	15	2,300,000	2,421	161
18	Lindi	442	15	1,700,000	3,846	256
19	Mtwara	542	15	3,000,000	5,535	369
20	Songwe	925	15	2,400,000	2,595	173
21	Geita	1,209	15	3,000,000	2,481	165
22	Simiyu	1,117	15	3,500,000	3,133	209
23	Njombe	704	15	2,000,000	2,841	189
24	Manyara	527	15	1,700,000	3,226	215
25	Masasi	586	15	1,850,000	3,157	210
26	Ifakara	415	15	1,200,000	2,892	193

Source: LATRA Survey, 2026

The analysis of cargo transportation costs using a 15-ton truck revealed the following findings.

a) General Observations

The longest transport route is to Kagera, covering a distance of 1,413 km, while the shortest route is to Morogoro at 192 km. Correspondingly, the highest total transport cost is TZS 5,250,000, recorded for the Dar es Salaam to Kigoma route, whereas the lowest cost is TZS 1,000,000 for Morogoro, which aligns with its relatively short distance.

b) Cost per Kilometer (TZS/Km)

The cost per kilometre from Dar es Salaam varies widely across regions, with Mtwara recording the highest rate at TZS 5,535 per km, followed by Morogoro at TZS 5,208, Kigoma at TZS 4,663, and Tanga at TZS 4,644. Other relatively high-cost routes include Lindi, Singida, Manyara, and Dodoma, all exceeding TZS 3,000 per km, indicating higher transport intensity and possible logistical challenges. In contrast, the lowest costs per kilometre are observed in Tabora (TZS 2,236), Arusha (TZS 2,240), Kilimanjaro (TZS 2,290), and Mwanza (TZS 2,360), indicating comparatively more efficient transport routes.

c) Cost per Ton-Kilometer (TZS/Ton-Km)

The cost per ton-kilometre from Dar es Salaam shows substantial variation across regions, with Mtwara recording the highest rate at TZS 369, followed by Morogoro at TZS 347, and both Kigoma and Tanga at around TZS 310. Other relatively high-cost routes include Lindi, Singida, Manyara, and Dodoma, all exceeding TZS 200 per ton-km, indicating higher transport intensity or operational constraints. In contrast, the lowest costs are observed in Tabora and Arusha at TZS 149, followed by Kilimanjaro (TZS 153) and Mwanza (TZS 157), suggesting more cost-efficient freight movement along these routes. Overall, the variation in cost per kilometre highlights the influence of factors such as road conditions and availability of the return cargo.

3.4.1.3. Cost of Transporting General Cargo by 20 Tonnage Truck Size

The analysis of cargo transportation costs using a 20-ton truck revealed the following findings. Table 10 provide more details below provides summary regarding cost of transporting cargo from Dar es Salaam to other regions using 20 ton-truck.

Table 10: Cost of transporting cargo from Dar es Salaam to other regions: 20 tons Truck Size

S/N	Dar es Salaam to:	Distance	Truck size(ton)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
1	Kagera	1,413	20	4,000,000	2,830.9	141.5
2	Mara	1,271	20	4,200,000	3,304.5	165.2
3	Geita	1,209	20	4,000,000	3,308.5	165.4
4	Katavi	1,169	20	3,500,000	2,994.0	149.7
5	Mwanza	1,144	20	3,400,000	2,972.0	148.6
6	Rukwa	1,130	20	3,300,000	2,920.4	146.0
7	Kigoma	1,126	20	7,000,000	6,216.7	310.8
8	Simiyu	1,117	20	4,200,000	3,760.1	188.0
9	Shinyanga	966	20	3,300,000	3,416.1	170.8
10	Ruvuma	950	20		0.0	0.0
11	Songwe	925	20	-	0.0	0.0
12	Mbeya	823	20	N/A	N/A	N/A
13	Tabora	805	20	1,700,000	2,111.8	105.6

S/N	Dar es Salaam to:	Distance	Truck size(ton)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
14	Njombe	704	20	N/A	N/A	N/A
15	Singida	674	20	3,200,000	4,747.8	237.4
16	Arusha	625	20	1,900,000	3,040.0	152.0
17	Masasi	586	20	2,200,000	3,754.3	187.7
18	Mtwara	542	20	4,000,000	7,380.1	369.0
19	Manyara	527	20	2,400,000	4,554.1	227.7
20	Kilimanjaro	524	20	1,600,000	3,053.4	152.7
21	Iringa	466	20	1,600,000	3,433.5	171.7
22	Lindi	442	20	2,000,000	4,524.9	226.2
23	Dodoma	424	20	1,700,000	4,009.4	200.5
24	Ifakara	415	20	2,500,000	6,024.1	301.2
25	Tanga	323	20	2,000,000	6,192.0	309.6
26	Morogoro	192	20	1,800,000	9,375.0	468.8

Source: LATRA Survey, 2026

a) General Observations

Transport costs from Dar es Salaam to Kigoma recorded the highest cost at TZS 7,000,000, followed by Mara, Simiyu, Kagera, Mtwara, and Geita, each ranging between TZS 4,000,000 and 4,200,000. High costs are also observed for regions such as Katavi (TZS 3,500,000), Mwanza (TZS 3,400,000), Shinyanga and Rukwa (TZS 3,300,000), and Singida (TZS 3,200,000). Several regions, including Mbeya, Ruvuma, Songwe, and Ifakara, have costs around TZS 2,500,000, while slightly lower costs are seen in Manyara, Njombe, and Masasi. The lowest transport costs are recorded for Kilimanjaro and Iringa at TZS 1,600,000, followed by Dodoma and Tabora (TZS 1,700,000) and Morogoro at TZS 1,800,000, reflecting relatively shorter distances or more accessible routes.

b) Cost per Kilometer (TZS/Km)

The cost per kilometer for transport from Dar es Salaam varies significantly across destinations. Morogoro records the highest cost per kilometer at TZS 9,375.0, followed by Mtwara (TZS 7,380.1), Kigoma (TZS 6,216.7), Tanga (TZS 6,192.0), and Ifakara (TZS 6,024.1), indicating relatively higher transport intensity despite some routes being shorter. Other high costs are observed in regions such as Singida (TZS 4,747.8), Manyara (TZS 4,554.1), Lindi (TZS 4,524.9), and Dodoma (TZS 4,009.4), while several others including Mara, Simiyu, Geita, Arusha, Mbeya, and Kilimanjaro fall within the range of TZS 3,000 to 3,800. The lowest cost per kilometer was recorded in Tabora at TZS 2,111.8, followed by Ruvuma, Songwe, Kagera, and Rukwa, showing more cost-efficient transport over those routes.

c) Cost per Ton-Kilometre (TZS/Ton-Km)

The cost per ton-kilometer from Dar es Salaam indicates variation across regions. Morogoro records the highest cost at TZS 468.8, followed by Mtwara (TZS 369.0), Kigoma (TZS 310.8), Tanga (TZS 309.6), and Ifakara (TZS 301.2), indicating relatively higher transport costs per unit of load and distance. These high costs are due to lower cargo volume relative to fixed transport costs and unavailability of the return cargo during this period.

Moderate cost levels are observed in regions such as Singida (TZS 237.4), Manyara (TZS 227.7), Lindi (TZS 226.2), and Dodoma (TZS 200.5), while Mara, Geita, Shinyanga, Iringa, and Simiyu fall within the range of TZS 165 to 190. The lowest cost per ton-kilometer is recorded in Tabora at TZS 105.6, followed by Ruvuma, Songwe, Kagera, and Rukwa, indicating more cost-efficient freight transport in these areas. These regions benefit from economies of scale, allowing for lower transport costs per ton.

3.4.1.4. Cost of Transporting General Cargo by 30 Tonnage Truck Size

The analysis of cargo transportation costs using a 30-ton truck revealed the following findings. Table 11 provide more details below provides summary regarding cost of transporting cargo from Dar es Salaam to other regions using 30 ton-truck.

Table 11:Cost of transporting cargo from Dar es Salaam to other regions: 30 tons Truck Size

S/N	From Dar es Salaam To:	Distance(km)	Truck Size(tons)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
1	Kigoma	1,126	30	10,500,000	9,325.0	310.8
2	Kagera	1,413	30	5,500,000	3,892.4	129.7
3	Katavi	1,169	30	5,500,000	4,704.9	156.8
4	Mara	1,271	30	6,000,000	4,720.7	157.4
5	Mwanza	1,144	30	4,800,000	4,195.8	139.9
6	Mbeya	823	30	3,000,000	3,645.2	121.5
7	Tabora	805	30	3,400,000	4,223.6	140.8
8	Dodoma	424	30	2,500,000	5,896.2	196.5
9	Iringa	466	30	2,200,000	4,721.0	157.4
10	Morogoro	192	30	2,200,000	11,458.3	381.9
11	Shinyanga	966	30	4,500,000	4,658.4	155.3
12	Singida	674	30	4,800,000	7,121.7	237.4
13	Arusha	625	30	2,850,000	4,560.0	152.0
14	Kilimanjaro	524	30	2,400,000	4,580.2	152.7
15	Tanga	323	30	2,500,000	7,739.9	258.0
16	Rukwa	1,130	30	5,000,000	4,424.8	147.5
17	Ruvuma	950	30	3,800,000	4,000.0	133.3
18	Lindi	442	30	2,500,000	5,656.1	188.5

S/N	From Dar es Salaam To:	Distance(km)	Truck Size(tons)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
19	Mtwara	542	30	6,000,000	11,070.1	369.0
20	Songwe	925	30	3,800,000	4,108.1	136.9
21	Geita	1,209	30	5,500,000	4,549.2	151.6
22	Simiyu	1,117	30	6,000,000	5,371.5	179.1
23	Njombe	704	30	3,000,000	4,261.4	142.0
24	Manyara	527	30	3,600,000	6,831.1	227.7
25	Masasi	436	30	3,050,000	6,995.4	233.2

a) General Observations

The longest transport route is to Kagera, covering a distance of 1,413 km, while the shortest route is to Morogoro at 192 km. In terms of cost, the highest total transport expense is TZS 10,500,000, recorded for Kigoma. Conversely, the lowest total transport cost is TZS 2,200,200, which is the same for both Iringa and Morogoro.

b) Cost per Kilometer (TZS/Km)

The cost per ton-kilometer for transport from Dar es Salaam varies significantly across regions. The highest cost is recorded for Morogoro at TZS 381.9 per ton-km, followed by Mtwara at TZS 369.0 and Kigoma at TZS 310.8. This high cost is a result of the short distance, which leads to fixed costs (e.g., fuel, driver wages) making up a large proportion of the total cost, reducing cost efficiency.

On the other hand, the lowest costs are observed in Mbeya at TZS 121.5, Kagera at TZS 129.7, and Ruvuma at TZS 133.3 per ton-km. Most other regions fall within a moderate range, generally between TZS 140 and TZS 250 per ton-km, indicating longer routes generally result in lower per-kilometer costs because the fixed costs are spread over a greater distance.

c) Cost per Ton-Kilometer (TZS/Ton-Km)

The cost per ton-kilometer for transporting goods from Dar es Salaam shows notable variation across different regions. Morogoro records the highest cost at TZS 381.9 per ton-km, followed by Mtwara at TZS 369.0 and Kigoma at TZS 310.8. Other relatively high-cost regions include Tanga (TZS 258.0), Singida (TZS 237.4), and Masasi (TZS 233.2). In contrast, the lowest transport costs are observed in Mbeya at TZS 121.5 per ton-km, Kagera at TZS 129.7, and Ruvuma at TZS 133.3. The majority of regions fall within a moderate range of approximately TZS 140 to TZS 200 per ton-km, indicating that long distance helps spread fixed costs over a larger distance, while better truck utilization and economies of scale contribute to the lower cost per ton-kilometer.

d) General Trend

The data indicates that as truck capacity increases from 10 tons to 30 tons, the total transport cost per kilometer rises from TZS 2,371 to TZS 5,708 due to higher operating and fuel costs associated with larger vehicles. However, the cost per ton-kilometer steadily decreases from TZS 237.14 to TZS 190.28, demonstrating clear economies of scale in freight transport. This means that although larger trucks are more expensive to operate overall, they are significantly more efficient in terms of cost per unit of cargo, making them a more economical option for transporting bulk goods, particularly over long distances. Table 18 summaries.

Table 12: Truck Capacity, cost per km and cost per ton-km

SN	Truck Size	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
1	10 tons	2,371	237.14
2	15 tons	3,127	208.42
3	20 tons	3,913	195.67
4	30 tons	5,708	190.28

Source: LATRA Survey, 2026

3.4.2. General Cargo Transport Costs from DSM to Neighbouring Countries

This analysis focused on the transport costs from Dar es Salaam to Burundi, Rwanda, DRC, Malawi, Uganda and Zambia, looking at the cost per kilometer for 20' and 40' containers. It provides insights into cost efficiency, identifying the highest and lowest cost routes, as well as service challenges. The transport cost for 20' and 40' containers is the same across all destinations.

During the survey period, transport costs from Dar es salaam varied across the six countries, largely due to distance and infrastructure condition. Burundi and Rwanda had the lowest and most consistent costs, while DRC shows the highest and most variable rates, especially from Dar es salaam to Uvira and Kolwezi. Malawi and Zambia have moderate costs, and Uganda’s domestic route to Kampala is very efficient, though cross-border routes are more expensive. Overall, better-connected countries experience lower transport costs, whereas longer distances and logistical challenges drive higher expenses. Table 13 below summarizes

Table 13: Cost of Transporting cargo from Dar es Salaam to neighbouring countries

S/n	Country	Destination	Distance (km)	Total Transport Cost (USD)	Cost per km (USD)	Cost per ton-km (USD)
1	BURUNDI	Bujumbura	1,500	$3,000	$2.0	$0.07
2	RWANDA	Gisenyi	1,400	$3,500	$2.5	$0.08
		Ruhengeri	1,400	$3,000	$2.1	$0.07
		Kigali	1,500	$3,000	$2.0	$0.07
		Cyangugu	1,500	$3,000	$2.0	$0.07
		Muhanga	1,450	$3,000	$2.1	$0.07
3	DRC	Bukavu	1,600	$4,250	$2.7	$0.09
		Goma	1,500	$4,250	$2.8	$0.09
		Lubumbashi	2,000	$7,000	$3.5	$0.12
		Uvira	1,600	$9,000	$5.6	$0.19
		Kolwezi	2,000	$9,000	$4.5	$0.15
		Blantyre	1,400	$4,500	$3.2	$0.11
4	MALAWI	Mzuzu	1,300	$3,200	$2.5	$0.08
		Lilongwe	1,350	$4,000	$3.0	$0.10
5	UGANDA	Kampala	1,700	$2,650	$1.6	$0.05
		Ndola	1,750	$4,900	$2.8	$0.09
		Kitwe	1,800	$4,900	$2.7	$0.09
6	ZAMBIA	Chingola	1,800	$4,900	$2.7	$0.09
		Lusaka	1,600	$4,900	$3.1	$0.10
		Kabwe	1,600	$4,900	$3.1	$0.10
		Kasumbalesa	1,850	$4,900	$2.6	$0.09
		Makambo	1,850	$5,500	$3.0	$0.10
		Kipushi	1,850	$5,500	$3.0	$0.10
		Sakania	1,850	$5,500	$3.0	$0.10

Source: TAMSTOA, 2026

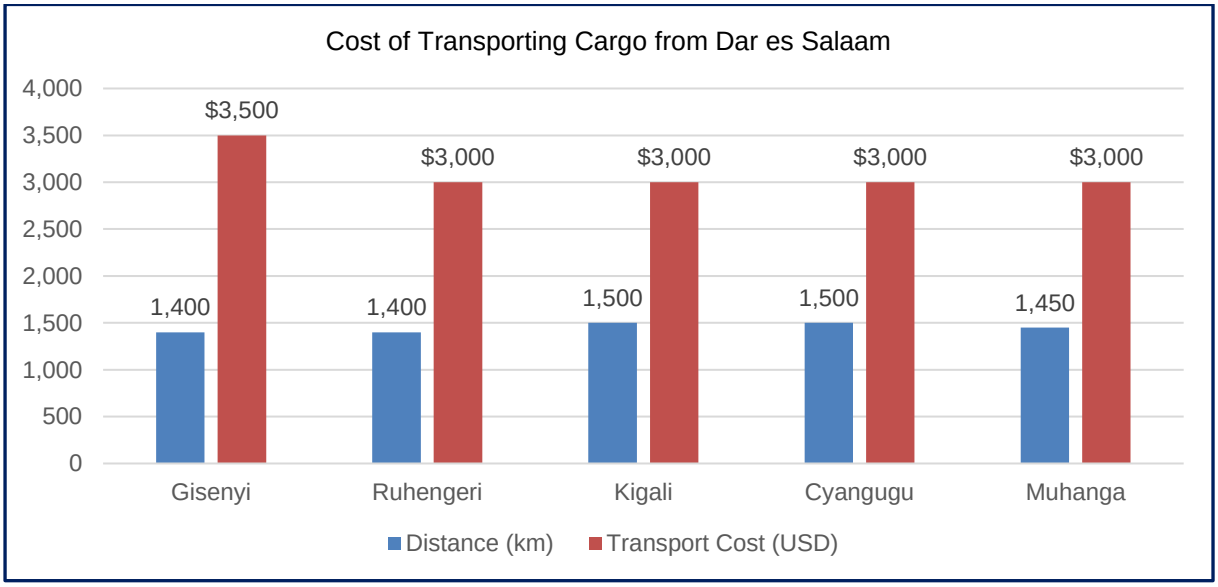
3.4.2.1. Burundi

The cost of transporting goods from Dar es Salaam to Bujumbura, over a distance of 1,500 km in 2026 is around USD 3,000, translating to an average cost of USD 2.00 per kilometre. This results in a cost of approximately USD 0.07 per ton-kilometer, indicating a relatively efficient long-distance freight operation. The overall cost structure reflects key influencing factors such as fuel prices, road conditions, border crossing procedures, and the scale of cargo transported along this regional corridor.

3.4.2.2. Rwanda

The cost of transporting goods from Tanzania to various destinations in Rwanda in 2026 shows moderate variation despite relatively similar distances. For routes such as Kigali, Cyangugu, and Muhanga, transport costs average around USD 3,000 over distances ranging from 1,450 to 1,500 km, resulting in cost efficiencies of approximately USD 2.00 to USD 2.07 per kilometre and about USD 0.07 per ton-kilometre. Ruhengeri reflects a slightly lower cost per kilometre at USD 2.14 due to the same total cost spread over 1,400 km. In contrast, Gisenyi records a higher total transport cost of USD 3,500, translating to USD 2.50 per kilometre and USD 0.08 per ton-kilometre, indicating relatively higher logistics costs. Overall, the Rwanda corridor demonstrates fairly consistent transport efficiency, with minor cost differences likely influenced by terrain, road conditions, and last-mile connectivity.

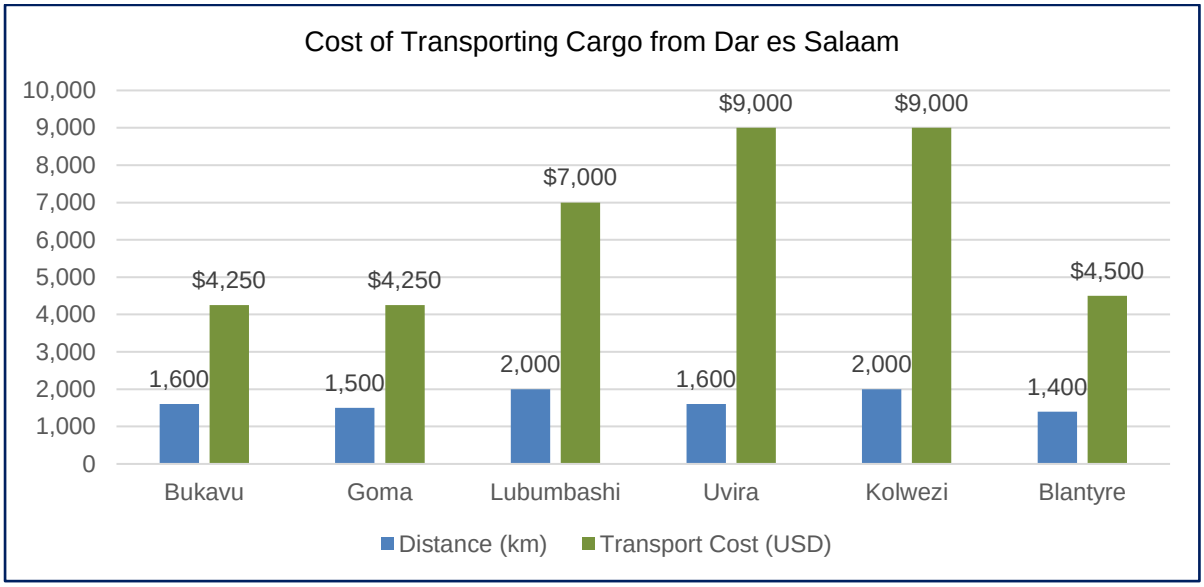
Figure 3: Cost of Transporting Cargo from Dar es salaam to Rwanda



3.4.2.3. Democratic Republic of Congo (DRC),

In DRC, transport costs are significantly higher than in Rwanda and Burundi. Moderate costs are observed for Bukavu, Goma, and Blantyre, ranging between USD 4,250 and USD 4,500 for distances of 1,400 to 1,600 km. Higher costs are recorded for longer routes such as Lubumbashi at USD 7,000 for 2,000 km. However, Uvira and Kolwezi stand out with significantly higher costs of USD 9,000 despite comparable distances, indicating the presence of greater logistical, infrastructural, or operational challenges along these corridors.

Figure 4: Cost of Transporting Cargo from Dar es salaam to DRC



3.4.2.4. Malawi

Transport costs to Mzuzu and Lilongwe in 2026 remain relatively moderate, with Mzuzu costing USD 3,200 over 1,300 km and Lilongwe slightly higher at USD 4,000 for 1,350 km.

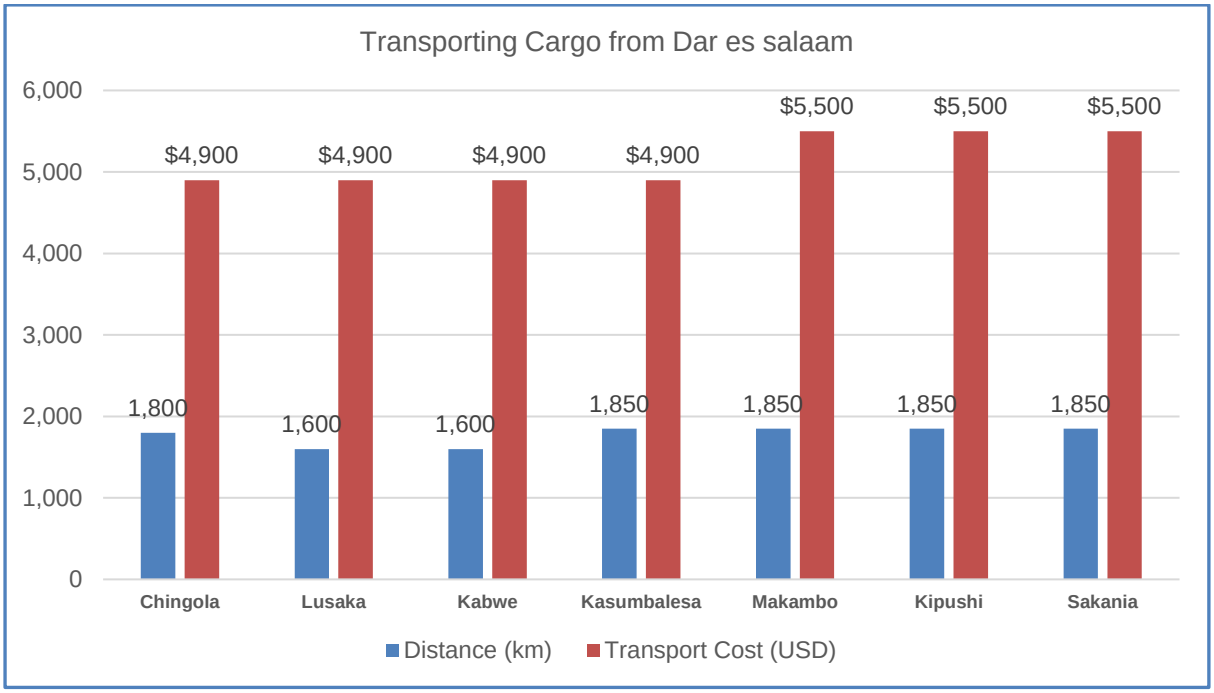
3.4.2.5. Uganda

In Uganda, Transport costs to these destinations in 2026 show clear differences in cost efficiency. Kampala stands out as the most cost-effective route, with a relatively low cost of USD 2,650 over 1,700 km (USD 1.56 per km). In contrast, routes to Ndola and Kitwe are significantly more expensive, each costing USD 4,900 over similar distances, with cost per kilometre ranging between USD 2.72 and USD 2.80. This variation indicates differences in route conditions, border processes, and overall logistics efficiency across the corridors.

3.4.2.6. Zambia

Transport costs from Dar es Salaam to various destinations in Zambia show a relatively consistent pricing structure, with most routes costing between USD 4,900 and USD 5,500 despite differences in distance. Cost per kilometre generally ranges from about USD 2.65 to USD 3.06, while cost per ton-kilometre remains stable at around USD 0.09 to USD 0.10, indicating fairly uniform freight efficiency across the corridor. Routes to Lusaka and Kabwe are slightly more expensive per kilometre due to shorter distances with similar total costs, while destinations such as Makambo, Kipushi, and Sakania record higher total costs, indicating additional logistical or operational challenges. Overall, the Zambia corridor reflects stable but moderately high transport costs with limited variation in efficiency.

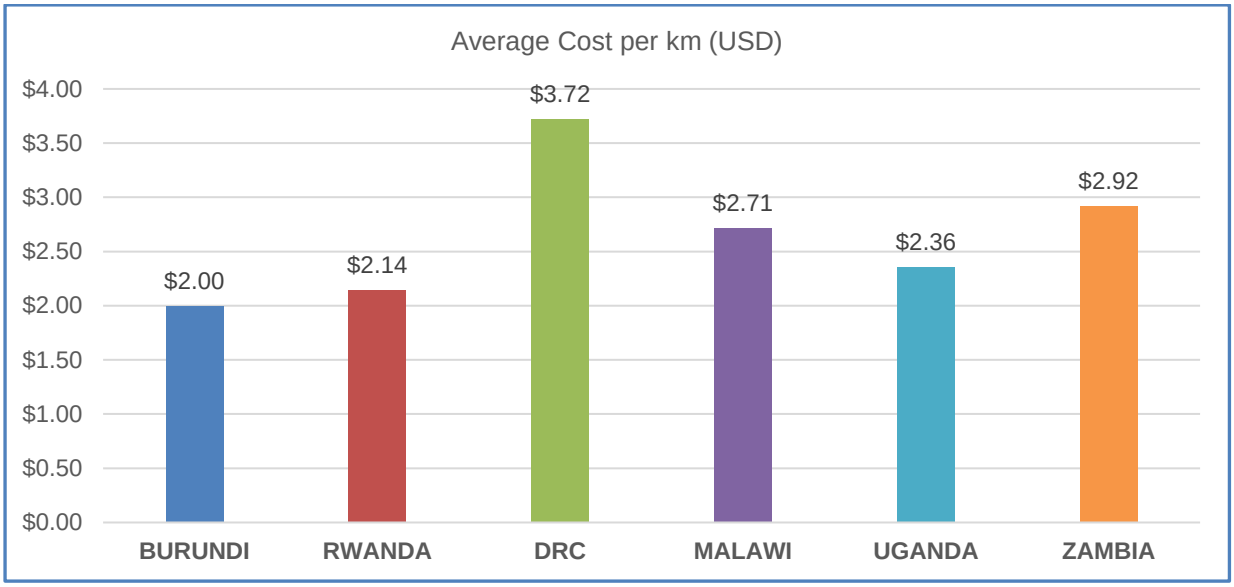
Figure 5: Cost of Transporting Cargo from Dar es salaam to Zambia



3.4.2.7. Cost per kilometer

The average transport cost per kilometer varies significantly across the six countries. Burundi has the lowest cost at $2.00 per km, followed closely by Rwanda at $2.14 per km, indicating relatively more affordable freight movement. Uganda and Malawi fall in the mid-range at $2.36 and $2.71 per km, respectively, while Zambia's cost is slightly higher at $2.92 per km. The Democratic Republic of Congo (DRC) has the highest transport cost at $3.72 per km, almost double that of Burundi, reflecting higher operational and infrastructure challenges. Overall, these variations highlight the differences in logistics efficiency and the impact of geographical and infrastructural factors on transport costs across the region.

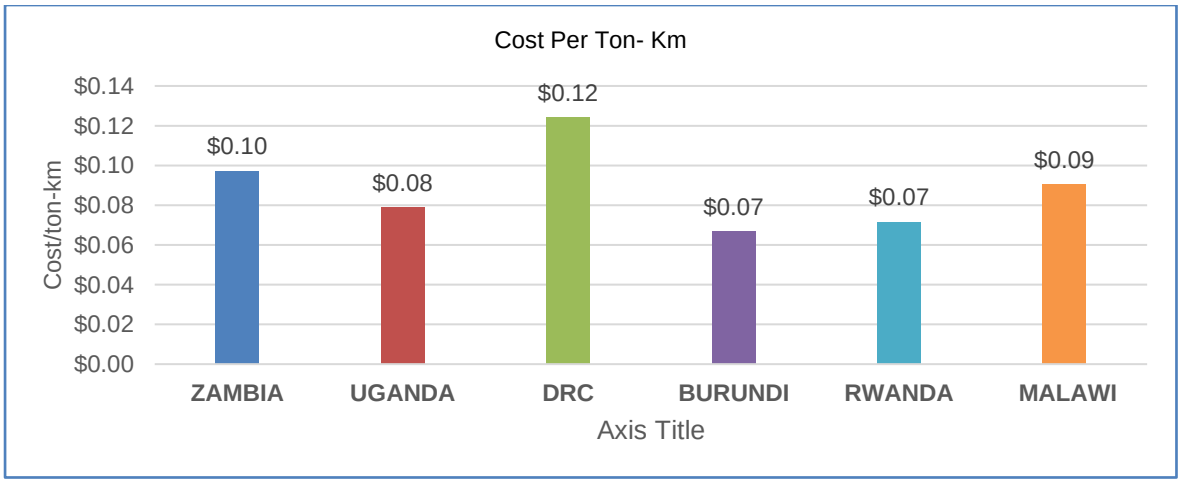
Figure 6: Transport Cost per kilometre



3.4.2.8. Cost per ton-kilometer

The average transport cost per ton-kilometer shows notable variation across the six countries. Burundi and Rwanda share the lowest cost at $0.07 per ton-km, reflecting relatively efficient and affordable freight movement. Uganda follows at $0.08 per ton-km, while Malawi and Zambia have slightly higher costs of $0.09 and $0.10 per ton-km, respectively. The Democratic Republic of Congo (DRC) has the highest cost at $0.12 per ton-km, indicating greater logistical and infrastructural challenges. Overall, these figures highlight how transport efficiency and operational conditions differ across the region, with smaller or better-connected countries tending to have lower freight costs.

Figure 7:Transport Cost per ton- kilometre



3.4.3. General Cargo Freight Costs from Dodoma to Other Regions

It is was reported that about 80 percent of cargo from Dodoma city to other regions were mostly transported by using 32 tons trucks. Dodoma, is not a major industrial production hub thus, outbound cargo originating from the city is relatively limited and largely tied to agriculture and light manufacturing industries. The majority of goods transported out of Dodoma consist of agricultural products, particularly during harvest seasons, including sunflower and processed sunflower oil, as well as staple crops such as maize. Livestock also forms a significant portion of outbound cargo.

In addition, there is some movement of agricultural inputs such as fertilizer for redistribution to nearby areas. Basic manufactured goods, including mattresses and corrugated iron sheets, contribute to outbound freight in smaller volumes. Overall, the cargo profile highlights Dodoma's agrarian economic base and limited industrial activity, with transport patterns heavily influenced by seasonal production cycles. The cargo being transported is mixed, including grocery items, livestock, crops, maize, peanuts, sesame, sunflowers and general cargo.

Smaller trucks of less than 32 tons were operating in rural areas for carrying agricultural products, general cargo. Therefore, analysis was done based on data collected for large trucks with 32 tons operating from Dodoma City to other regions as mentioned above.

3.4.3.1. General Observations

The analysis of freight transport costs from Dodoma indicates a pricing structure largely influenced by fixed trip costs rather than distance. Several routes, including Sumbawanga, Kagera, Kigoma, and Mwanza, incur a uniform cost of TZS 3,840,000 despite significant variation in distance, indicating that operational and logistical fixed costs dominate pricing. Consequently, longer-distance routes demonstrate higher cost efficiency, while shorter routes such as Kahama, Iringa, and Dar es Salaam exhibit relatively higher implicit costs per kilometer and per ton-kilometer. This pattern highlights the presence of economies of distance in freight transport, where cost efficiency improves as distance increases.

3.4.3.2. Cost per Kilometer (TZS/Km)

The data shows a clear inverse relationship between distance and cost efficiency for 32-ton trucks operating from Dodoma. Longer routes such as Sumbawanga (992 km) and Kagera (991 km) have the lowest cost per km (around TZS 3,870), indicating better cost efficiency over long distances. This is because fixed costs (fuel setup, loading, permits, driver allowances) are spread across more kilometers. As distance decreases, the cost per km increases significantly. Mid-range distances like Kigoma (807 km) and Katavi (756 km) already show higher costs (TZS 4,700 -5,000 per km), while shorter routes such as Iringa (278 km) and Kahama (572 km) record the highest

costs (above TZS 6,700-7,100 per km). This reflects inefficiencies in short-haul transport, where fixed costs dominate and limit economies of scale.

An exception appears with Arusha (427 km), which has a relatively low cost per km (TZS 3,747), possibly due to better road infrastructure, higher traffic volumes, or availability of return loads. On the other hand, Dar es Salaam (424 km) shows a higher cost (TZS 6,132), likely influenced by congestion, port-related delays, or operational complexities. Overall, the analysis confirms that long-distance freight transport is more cost-efficient per kilometer, while short-distance routes are relatively more expensive, highlighting the importance of optimizing load factors and reducing idle costs in shorter routes.

3.4.3.3. Cost per Ton-Kilometer (TZS/Ton-Km)

The cost per ton-km data in Table **14** indicates that freight transport from Dodoma becomes more efficient as distance increases, with long-distance routes such as Sumbawanga (TZS 121.0) and Kagera (TZS 121.1) recording the lowest costs due to better load utilization and the spreading of fixed costs over longer distances.

Medium-distance destinations like Kigoma, Katavi, Songea, Mwanza, and Mbeya show moderate costs, reflecting partial efficiency influenced by factors such as road conditions and limited return loads. In contrast, short-distance routes including Iringa (TZS 224.8), Kahama (TZS 209.8), and Dar es Salaam (TZS 191.6) exhibit significantly higher costs per ton-km, as fixed operational costs are distributed over shorter distances and are often compounded by delays and inefficiencies.Table **14** shows that Arusha stands out with the lowest cost (TZS 117.1) despite being a mid-range distance, indicating favorable conditions such as strong cargo demand, efficient logistics, and reliable return trips. Overall, the analysis shows that longer hauls tend to achieve greater cost efficiency.

Table 14: Cost of transporting general cargo from Dodoma to other regions

From Dodoma to:	Distance (km)	Truck Size(ton)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
Sumbawanga	992	32	3,840,000	3,871.0	121.0
Kagera	991	32	3,840,000	3,874.9	121.1
Kigoma	807	32	3,840,000	4,758.4	148.7
Katavi	756	32	3,840,000	5,079.4	158.7
Songea	726	32	3,840,000	5,289.3	165.3
Mwanza	701	32	3,840,000	5,477.9	171.2
Mbeya	594	32	3,200,000	5,387.2	168.4
Kahama	572	32	3,840,000	6,713.3	209.8
Arusha	427	32	1,600,000	3,747.1	117.1

From Dodoma to:	Distance (km)	Truck Size(ton)	Total Cost (Tzs)	Cost Per Km (Tzs)	Cost Per Ton- Km (Tzs)
Dar es Salaam	424	32	2,600,000	6,132.1	191.6
Iringa	278	32	2,000,000	7,194.2	224.8

Source: LATRA Survey, 2026

4. CHALLENGES

During the survey, stakeholders highlighted several challenges they face and recommended areas where LATRA should intervene. These challenges are grouped into the following categories:

4.1. Transit Freight Operators

(i). Dishonest drivers operating from Tanzania to cross-border routes, particularly through Tunduma to countries such as Zambia and DRC, engage in misconduct including theft of fuel, tires, and trip funds, as well as abandoning vehicles with cargo. These actions result in significant financial losses for vehicle owners, especially small operators, sometimes leading to business collapse.

(ii). Challenges in legal procedures, if the crime happens outside Tanzania, the owner must file the case in that foreign country. This makes justice costly, difficult, and often impossible, forcing owners to halt their businesses to pursue cases abroad.

4.2. Local Freight Operators

(i). Frequent and prolonged road inspection stops by government official causing excessive delays without consideration for perishable and fragile goods leading to losses to transporters.

(ii). Inefficient inspection procedures requiring cargo offload item by item and requesting receipts for every item in the vehicle instead of the single consignment receipts. This process results to delays, repeated cargo handling and increase the risk of damage.

(iii). Disputes over cargo valuation resulting from government officials rejecting the declared value on receipts and imposing unfair penalties due to perceived undervaluation.

4.3. International Passenger Operators

(i). Unreliability of transport licensing system (RRIMS) during license renewal resulting to transporters being penalized and fined repeatedly during inspections despite of transporters efforts to comply. This situation places an unfair financial burden on operators and disrupts normal business activities.

(ii). Significant delays at border posts, where clearance procedures often take between two to three hours. These extended waiting times negatively affect transport schedules, increase operational costs, and contribute to potential damage of perishable goods.

(iii). Pan territorial passenger service vehicles are not allowed to carry local passengers under cabotage rule and yet forced to enter intermediate stops/terminals such as Segera, Moshi, Arusha and Tanga pay levies.

(iv). Delay in obtaining LATRA License taking one to two months to get. Also the international category is missing in the system, therefore we are using the category of intercity.

(v). Severe Road congestion continues to affect the efficiency of bus operations. For example, a bus departing the city centre at 1900 hrs may take up to four hours to reach Bunju, arriving around 2300 hrs. Similarly, travel from Shekilango to the city centre can take more than two hours. These prolonged travel times result in significant passenger delays and increased fatigue.

(vi). In addition, there has been a noticeable decline in business, partly attributed to a reduction in international passengers, influenced by the prevailing political situation.

(vii). Many drivers for In Transit (IT) vehicles are young and inexperienced and carries a lot of passengers and cargo illegally.

(viii). Presence of foreigners (Zimbabweans) illegally operating cargo consolidation business and transport their cargoes using In Transit (IT) vehicles in much less price affecting local content.

(ix). Ineffective regulation on passenger service vehicles as some foreign passengers to destinations like Kampala are served by local buses instead of pan territorial buses. Also, some bus operators violate passenger rights by placing VIP ticket holders in ordinary vehicles.

5. RECOMMENDATIONS

Recommendations on this report are based on analysis from the report and as provided by Transit Freight Operators, Local Freight Operators and Bus Operators as follows:

5.1. Transit Freight Operators

(i) The Government through LATRA in cooperation with relevant regional authorities, should strengthen regulatory and monitoring mechanisms for cross-border transport operations. This can be achieved by requiring thorough driver registration and certification, introducing and enforcing formal contractual agreements between drivers and vehicle owners.

(ii) Introducing bilateral or regional agreements between Tanzania and neighbouring countries such as Zambia and Democratic Republic of the Congo to simplify legal procedures and enable joint enforcement in cases of cross-border transport crimes.

(iii) Establishing a coordinated reporting and dispute resolution framework would help ensure that offenses committed abroad can be handled more efficiently without placing excessive burden on vehicle owners.

(iv) Strengthening awareness and training programs to promote professionalism and accountability within the transport sector.

5.2. Local Freight Operators

(i) The Government to implement a pre declared documentation system that require cargo owners to declare goods, quantities, and values before transportation. This allows government officials to verify information electronically, reducing the need for physical unloading and minimizing disputes over valuation during inspections.

(ii) Introduce designated inspection points with clear guidelines that limit how long a truck can be held. Inspections should focus on verifying overall shipment documentation rather than unloading cargo item by item, unless there is reasonable suspicion of non-compliance.

(iii) Create fast-track procedures for perishable or sensitive goods, including minimal handling requirements and priority clearance. Additionally, recognize single-load receipts for bulk cargo to avoid unnecessary demands for multiple receipts and reduce repeated handling that can damage goods.

5.3. Bus Operators bus

(i) LATRA should work on the Licensing system to ensure smooth renewals and proper categorization of transport services and suspend penalties caused by system errors to reduce unfair financial burdens on operators.

(ii) The Government to enhance efficiency in inspections and border operations by streamlining roadside and border clearance processes by introducing time limits, reducing unnecessary stoppages, and focusing on document verification rather than repetitive physical inspections. This will minimize delays, lower operational costs, and protect time-sensitive goods.

(iii) The Government to ensure fair enforcement and strengthen Industry Coordination by promoting transparent and consistent enforcement practices, regulate illegal transport operations, and establish regular engagement forums between authorities, transporters, and enforcement agencies. This will improve compliance, safety, and trust while creating a more balanced and efficient transport sector.

5.4. General Comments

(i) LATRA should enhance its enforcement mechanisms to ensure that bus operators comply with the fare caps set by the Authority. Majority of routes exceeded the capped fare causing a financial burden on passengers.

(ii) Government or private sector investments should focus on improving road infrastructure and service quality on low-demand routes to encourage higher ridership.

(iii) Encourage use of larger trucks: Economies of Scale: Larger trucks (20 tons and above) demonstrated better cost efficiency, particularly in long-haul routes. The government should incentivize the use of larger trucks for freight transportation by reducing taxes and levies on larger freight vehicles or providing subsidies for the purchase of more fuel-efficient trucks.

(iv) The study revealed that return cargo availability is an essential factor in reducing operational costs. Governments can play a role in facilitating better information exchange among freight operators regarding available return cargo. Establishing centralized platforms for matching return cargo could help minimize empty trips, thus lowering costs for all involved parties.

6. CONCLUSION

Bus transport in Tanzania plays a vital role in connecting regions, supporting economic activities, and enhancing social mobility. However, challenges such as fare non-compliance, uneven service distribution, inadequate infrastructure, and weak consumer protection affect its efficiency and reliability. Strengthening fare enforcement, improving service coverage, investing in infrastructure, and adopting modern technologies can significantly enhance service quality, affordability, and accessibility. These measures will also promote sector growth, transparency, and regional integration.

Moreover, analysis of freight transport highlights that cost efficiency is influenced not only by distance but also by road conditions, truck capacity, and availability of return cargo. Larger trucks are generally more cost-effective, particularly on long-distance routes, while shorter routes tend to face higher unit costs. Addressing infrastructure gaps, improving logistics coordination, and supporting regional trade can reduce transport costs and improve overall supply chain performance.

Therefore, addressing these recommendations will contribute to a more efficient, competitive, and sustainable transport system in Tanzania.

7. ANNEXES

Annex 1: Bus Fares from Dar es Salaam to Various regions

S/N	Bus Fares from Dar es Salaam To:	Via	Distance (Km)	Semi Luxury Capped Fares	Average Observed Fares	Observed Fare/Km	Variability	% Fare Variability	Remark
1	Handeni	Chalinze-Mkata	253	17,000	21,000	83.00	15.2	22.4	Above capped fare
2	Dodoma	Morogoro	424	29,000	34,000	80.19	12.3	18.2	Above capped fare
3	Tanga	Bagamoyo	323	22,000	25,000	77.40	9.6	14.1	Above capped fare
4	Moshi	Bagamoyo	524	36,000	40,000	76.34	8.5	12.5	Above capped fare
5	Mwanza	Dodoma	1,144	78,000	87,000	76.05	8.2	12.1	Above capped fare
6	Morogoro	Chalinze	192	13,000	14,000	72.92	5.1	7.5	Above capped fare
7	Kilosa	Chalinze-Morogoro	305	21,000	22,000	72.13	4.3	6.3	Above capped fare
8	Tunduru	Lindi-Masasi	778	53,000	55,000	70.69	2.9	4.2	Above capped fare
9	Arusha	Bagamoyo	625	42,000	44,000	70.40	2.6	3.8	Above capped fare
10	Lushoto	Chalinze-Mombo	356	24,000	25,000	70.22	2.4	3.5	Above capped fare
11	Kyela	Chalinze-Iringa-Uyole	901	61,000	63,000	69.92	2.1	3.1	Above capped fare
12	Nachingwea	Lindi-Nanganga	575	39,000	40,000	69.57	1.7	2.5	Above capped fare
13	Songea	Morogoro-Njombe	950	64,000	66,000	69.47	1.6	2.4	Above capped fare
14	Rombo-Tarakea	Chalinze-Mombo-Mwanga	582	39,000	40,000	68.73	0.9	1.3	Above capped fare
15	Iringa	Morogoro	466	32,000	32,000	67.84	-	-	On capped fare
16	Tabora	Itigi	805	55,000	55,000	67.84	-	-	On capped fare
17	Njombe	Chalinze-Iringa	704	48,000	48,000	67.84	-	-	On capped fare
18	Lindi	Kibiti	470	32,000	32,000	67.84	-	-	On capped fare
19	Kondoa	Morogoro-Dodoma	589	40,000	40,000	67.84	-	-	On capped fare
20	Mahuta	Newala	589	40,000	40,000	67.84	-	-	On capped fare
21	Tandahimba	Lindi-Mtama	575	39,000	39,000	67.84	-	-	On capped fare
22	Mpanda	Itigi-Tabora	1,169	79,000	79,000	67.84	-	-	On capped fare
23	Turiani	Dumila	285	19,000	19,000	67.84	-	-	On capped fare

S/N	Bus Fares from Dar es Salaam To:	Via	Distance (Km)	Semi Luxury Capped Fares	Average Observed Fares	Observed Fare/Km	Variability	% Fare Variability	Remark
24	Karagwe	Dodoma-Kahama-Runzewe-Muleba	1,390	94,298	94,000	67.63	-0.2	-0.3	Below capped fare
25	Newala	Mtama-Kitangali	583	40,000	39,000	66.90	-0.9	-1.4	Below capped fare
26	Ruangwa	Lindi	590	40,000	39,000	66.10	-1.7	-2.6	Below capped fare
27	Musoma	Bariadi	1,271	86,000	84,000	66.09	-1.8	-2.6	Below capped fare
28	Kahama	Dodoma-Tinde	1,004	68,000	66,000	65.74	-2.1	-3.1	Below capped fare
29	Karatu	Bagamoyo - Arusha	761	52,000	50,000	65.70	-2.1	-3.2	Below capped fare
30	Bariadi	Dodoma-Shinyanga	1,117	76,000	73,000	65.35	-2.5	-3.7	Below capped fare
31	Masasi	Lindi	586	40,000	38,000	64.85	-3.0	-4.4	Below capped fare
32	Mtwara	Lindi	573	39,000	37,000	64.57	-3.3	-4.8	Below capped fare
33	Mbeya	Morogoro	823	56,000	53,000	64.40	-3.4	-5.1	Below capped fare
34	Mlali	Chalinze-Morogoro-Gairo	342	23,000	22,000	64.33	-3.5	-5.2	Below capped fare
35	Ubaruku	Iringa-Makambako-Igawa	705	48,000	45,000	63.83	-4.0	-5.9	Below capped fare
36	Bukoba	Lusahunga-Muleba	1,413	96,000	89,000	62.99	-4.9	-7.2	Below capped fare
37	Sumbawanga	Mbeya	1,130	77,000	71,000	62.83	-5.0	-7.4	Below capped fare
38	Geita	Dodoma-Kahama-Ushirombo	1,248	85,000	78,000	62.50	-5.3	-7.9	Below capped fare
39	Singida	Dodoma	674	46,000	41,000	60.83	-7.0	-10.3	Below capped fare
40	Tunduma	Chalinze	925	63,000	56,000	60.54	-7.3	-10.8	Below capped fare
41	Kilombero	Mikumi-Ifakara	331	22,000	20,000	60.42	-7.4	-10.9	Below capped fare
42	Ifakara	Chalinze- Mikumi	415	28,000	25,000	60.24	-7.6	-11.2	Below capped fare
43	Mbinga	Lindi-Masai-Songea	1,170	79,000	70,000	59.83	-8.0	-11.8	Below capped fare
44	Kilwa Kivinje	Nangurukuru	315	21,000	18,000	57.14	-10.7	-15.8	Below capped fare
45	Kigoma	Manyoni-Itigi-Tabora-Uvinza	1,226	83,000	70,000	57.10	-10.7	-15.8	Below capped fare
46	Kiomboi	Dodoma-Singida	914	62,000	52,000	56.89	-10.9	-16.1	Below capped fare
47	Mpwapwa	Gairo-Bugiri	516	35,000	29,000	56.20	-11.6	-17.2	Below capped fare
48	Malinyi	Morogoro-Mikumi-Ifakara	569	39,000	31,000	54.48	-13.4	-19.7	Below capped fare
49	Mlimba	Mikumi-Ifakara	551	37,000	27,000	49.00	-18.8	-27.8	Below capped fare

Approved fare per km 67.84 for Semi Luxury Bus Services

Annex 2: Bus Fares from Dodoma to other regions

S/N	Bus Fares from Dar es Salaam To:	Via	Distance (Km)	Semi Luxury Capped Fares	Average Observed Fares	Observed Fare/Km	Variability	% Fare Variability	Remark
1.	Dar es Salaam	Chalinze	424	29,000	35,000	82.55	14.7	21.7	Above capped fare
2.	Singida	Manyoni	252	17,000	20,000	79.37	11.5	17	Above capped fare
3.	Arusha	Babati	505	34,000	37,000	73.27	5.4	8	Above capped fare
4.	Mwanza	Singida	701	48,000	50,000	71.33	3.5	5.1	Above capped fare
5.	Sumbawanga	Iringa	936	63,000	65,000	69.44	1.6	2.4	Above capped fare
6.	Njombe	Iringa	482	33,000	35,000	72.61	1	1.5	Above capped fare
7.	Tabora	Itigi	393	27,000	27,000	68.7	0	0	On capped fare
8.	Tunduma	Iringa	655	45,000	45,000	68.7	0	0	On capped fare
9.	Arusha	Kondoa -Babati	427	29,000	29,000	67.92	0	0	On capped fare
10.	Mbeya	Iringa	594	40,000	40,000	67.34	0	0	On capped fare
11.	Babati	Kondoa	267	18,000	18,000	67.42	0	0	On capped fare
12.	Mtwara	Dar es Salaam	1,026	70,000	70,000	68.23	0	0	On capped fare
13.	Geita	Kahama-Runzewe-Bwanga	825	56,000	55,000	66.67	-1.2	-1.7	Below capped fare
14.	Musoma	Shinyanga-Bariadi	840	57,000	55,000	65.48	-2.4	-3.5	Below capped fare
15.	Iringa	Mtera	278	19,000	18,000	64.75	-3.1	-4.6	Below capped fare
16.	Bukoba	Runzewe-Chato	1,016	69,000	65,000	63.98	-3.9	-5.7	Below capped fare
17.	Kigoma	Itigi-Tabora	807	55,000	50,000	61.96	-5.9	-8.7	Below capped fare
18.	Tanga	Chalinze	581	39,000	35,000	60.24	-7.6	-11.2	Below capped fare
19.	Songea	Iringa	726	49,000	40,000	55.1	-12.7	-18.8	Below capped fare

Approved Fare per km 67.84 for Semi Luxury Bus Services