



LATRA
IMETHIBITISHWA ISO 9001

LAND TRANSPORT **STATISTICS**

Quarter 1: 2025/2026



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FOREWORD

This Statistical Report presents a comprehensive overview of key data and indicators relating to the sector's performance during the reporting period. The report has been prepared to provide reliable and timely statistics that support evidence-based decision-making, policy formulation, planning, monitoring, and evaluation of sector activities.

The statistics contained in this report have been compiled from various administrative records, surveys, and operational databases collected from stakeholders and institutions operating within the sector. Every effort has been made to ensure the accuracy, consistency, and integrity of the information presented.

The Quarter 1 2025/2026 report highlights major trends, achievements, and emerging challenges, providing valuable insights into the sector's development and performance. It serves as an important reference for policymakers, government institutions, researchers, development partners, investors, and the general public who require statistical information for planning and analysis.

We acknowledge the valuable contributions of all stakeholders who provided data and technical support during the preparation of this report. Their cooperation and commitment have been instrumental in ensuring the quality and completeness of the statistics presented.

It is our expectation that this report will contribute to informed decision-making and facilitate the development of effective strategies aimed at improving service delivery and promoting sustainable sector growth. We welcome feedback and recommendations that will assist in further enhancing the quality and usefulness of future statistical publications.



Director General
Land Transport Regulatory Authority (LATRA)

DEFINITIONS OF TERMS

SN	Term	Definition
	Public Service Vehicle	A motor vehicle which carries or is intended to carry passengers for hire or reward, whether used or constructed solely for that purpose or not. Public Service Vehicles include commuter busses and inter-regional and regional busses
	Tour Vehicles	A passenger chauffeur driven motor vehicle for the principal purposes of sightseeing tours.
	Short Term Licenses	A road service license granted for a seasonal transportation business normally not exceeding three months or execution of a particular transportation work.
	Goods Carrying Vehicle	A motor vehicle constructed or adapted for hire or reward for the carriage of goods or trailer so constructed or adapted, whether used or constructed or adapted solely for that purpose or not
	Private Hire License	A license for private hire service issued by the Authority to the owner of a motor vehicle for a purpose specified in such license.
	Permits	A license or an authorization issued by the Authority to provide commercial road transport services for public services vehicles, goods carrying vehicles or private hire services vehicles.
	Shuttle	Shuttle vehicle means a motor vehicle that operates in short distance frequently between two points.
	Staff Bus	Staff bus means a passenger service vehicle intended to provide transport services to employees.
	School bus	School bus means a passenger service vehicle, whether owned or operated by a registered day-care centre, school or privately owned or operated under contract with such school, which is intended to provide transport services to pupils to or from school, or for any other school related activity, when they are in a group.

Definitions were extracted from Regulation 3 of the Land Transport Regulatory Authority (Public Service Vehicles, Regulations of 2020)

1.0

INTRODUCTION

The Land Transport Regulatory Authority (LATRA) is a Government Regulatory Authority established by the Act No. 3 of 2019 (the Authority). LATRA is set to regulate commercial road, rail, cable or underground transport services. Regulated Transport Services under the LATRA Act, Cap 413 includes transport services for passengers and for goods in the aforementioned land transport modes.

Operationally, the specific regulated services under the road and rail modes are defined under First Schedule of governing regulations to enforce the law; which includes intercity bus services, commuter bus services, staff bus services, school bus services, rural-urban bus services, taxi cabs, ride hailing services, ride sharing, motorcycles, motor tricycles and goods carrying vehicles. Rail transport services includes passenger services defined by classes of services such as long-range, commuter and deluxe trains as well as freight trains.

Section 5(1) (b) of the Land Transport Regulatory Act, Cap 413 directs the Authority to issue and renew road service licenses for Passenger Service Vehicles (PSV), Goods Carrying Vehicles (GCV) and Private Hire Vehicles to ensure availability of safe and quality services. Further, it follows from Section 5(g) of the Act, to prepare this statistical report of its operations in pursuit of monitoring the performance of the regulated services in terms of availability of services, quality of services and level of investment.

In enhancing availability of regulated land transport services that serve socio-economic needs of the public, the Authority targets to expand and increase the supply of transport services, transform urban transport provision; increase efficiency in provision of regulated transport services; promote regulated transport subsectors; as well as, enhancing competition among regulated suppliers. The Authority ensured operating vehicles meet service standards by issuing road transport service licenses for passenger and goods carrying units as required by respective regulations.

Therefore, this Report serves as a reference material for land transport regulatory and services performance to the Authority's stakeholders. This First Quarter Statistics report provides details in terms of numbers on issued licenses of regulated market of road service categories, certified drivers and vehicles fitted with Vehicle Tracking Devices during the period in Financial Year 2025/2026. The report further compares performance of financial year 2025/2026 against the financial year 2024/2025 to assess changes in the levels or structure of the regulated market.

2.0 NUMBER OF ISSUED LICENSES

Pursuant to section 5(1)(b) of the Land Transport Regulatory Act, Cap. 413, the Authority continued to issue and renew road service licenses for passenger and goods carrying vehicles to ensure they meet licensing standards. Overall, the Authority issued a total of 107,523 licenses in the first quarter of FY 2025/2026, reflecting a 30.4 percent increase from 82,457 licenses recorded in the same period of the previous FY 2024/2025. Table 1 below summarizes.

**Table 1: Road Licenses issued in July-September 2025
Vs July-September 2024**

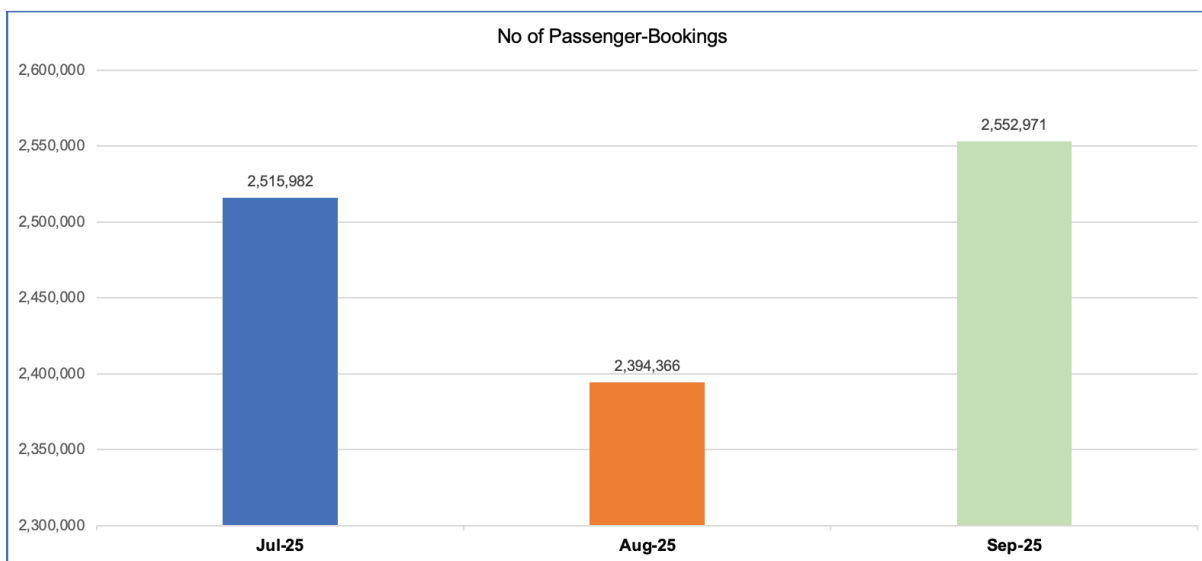
SN	Type of License	FY 2024/2025	FY 2025/2026	% Change	% of Total 2025/26
1	Public Service Vehicle	9,074	6,906	-23.9	6.4
2	Goods Carrying Vehicle	51,786	53,546	3.4	49.8
3	Private Hire Vehicles	21,597	47,071	118.0	43.8
	Total	82,457	107,523	30.4	100.0

Source: LATRA

3.0 ISSUED LICENSES BY SERVICE CATEGORY

During the first quarter of the financial year 2025/2026, Licenses issued to Public Service Vehicles declined by 23.9 percent, decreasing from 9,074 to 6,906. In terms of share, PSV licenses accounted for only 6.4 percent of the total licenses issued in the first quarter of FY 2025/2026, making it the smallest segment. Moreover, Goods Carrying Vehicles recorded a slight increase of 3.4 percent, rising from 51,786 to 53,546. This category maintained the largest share at 49.8 percent of total licenses issued. Furthermore, Private Hire Vehicles experienced the most significant growth, increasing by 118.0 percent from 21,597 to 47,071. This category accounted for 43.8 percent of the total licenses issued, making it the second-largest segment. Table 1 above and Figure 1 below illustrates structure and change in issued licenses for provision of passenger and goods transportation by road during the first quarter of the financial years of 2024/2025 and 2025/2026.

Figure 1: Road Licenses issued in the First Quarter of FY 2024/2025 Vs FY 2025/2026



Source: LATRA

3.1 Issued Licenses to Public Service Vehicles

Public service vehicles include commuter, inter regional and regional busses licensed under regulation 4 of the Transport Licensing (Passenger Service Vehicles) Regulations, GN. No. 76 of 2020. The share of passenger service vehicle licenses was about 6.7 percent of the total issued licenses during the period.

3.1.1 Issued Licenses to Public Service Vehicles Sub-Categories

Public service vehicles are categorized to provide road transport between two administrative regions (Inter-regional) or within administrative region (Regional buses), and Commuter buses operating within shorter distances of an urban center.

During the first quarter of FY 2025/2026, a total of 6,906 Passenger Service Vehicle (PSV) licenses were issued, reflecting a 23.9 percent decline compared to 9,074 licenses issued during the same period in FY 2024/2025.

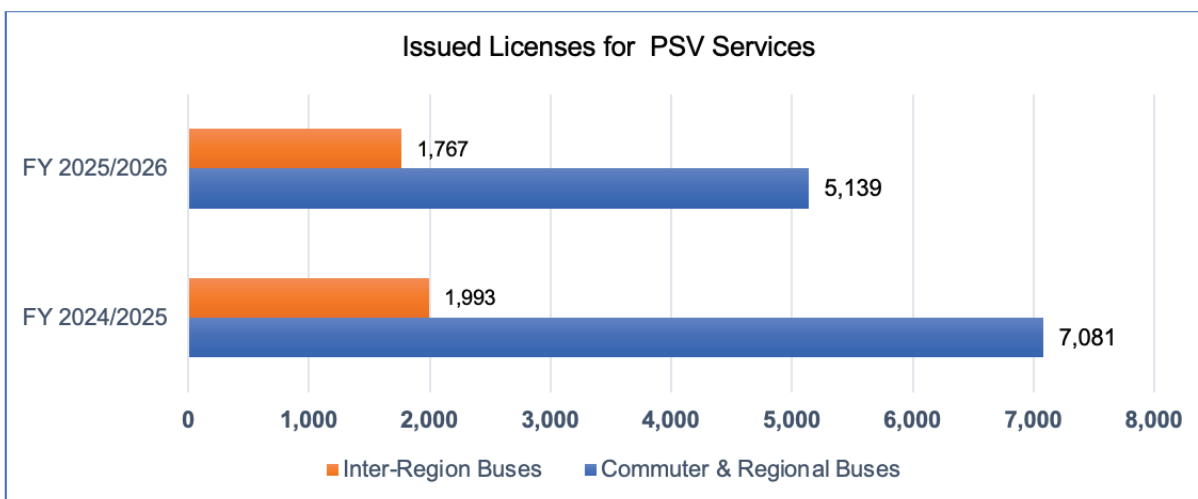
Commuter and Regional Buses accounts for 74.4 percent of all licenses issued, although the number of licenses in this category fell by 27.4 percent. Meanwhile, Inter-Region Buses represented 25.6 percent of total PSV licenses and recorded a more moderate decline of 11.3 percent. Table 2 and Figure 2 below summarizes.

Table 2: Issued PSV by Sub-Categories of Services

SN	License Category	FY 2024/2025	FY 2025/2026	%Change	% of Total
1	Commuter & Regional Buses	7,081	5,139	-27.4	74.4
2	Inter-Region Buses	1,993	1,767	-11.3	25.6
	TOTAL	9,074	6,906	-23.9	100.0

Source: LATRA

Figure 2: Issued PSV per category in FY 2024/2025 Vs FY 2025/2026



Source: LATRA

3.1.2 Issued PSV Licenses per Seating Capacity

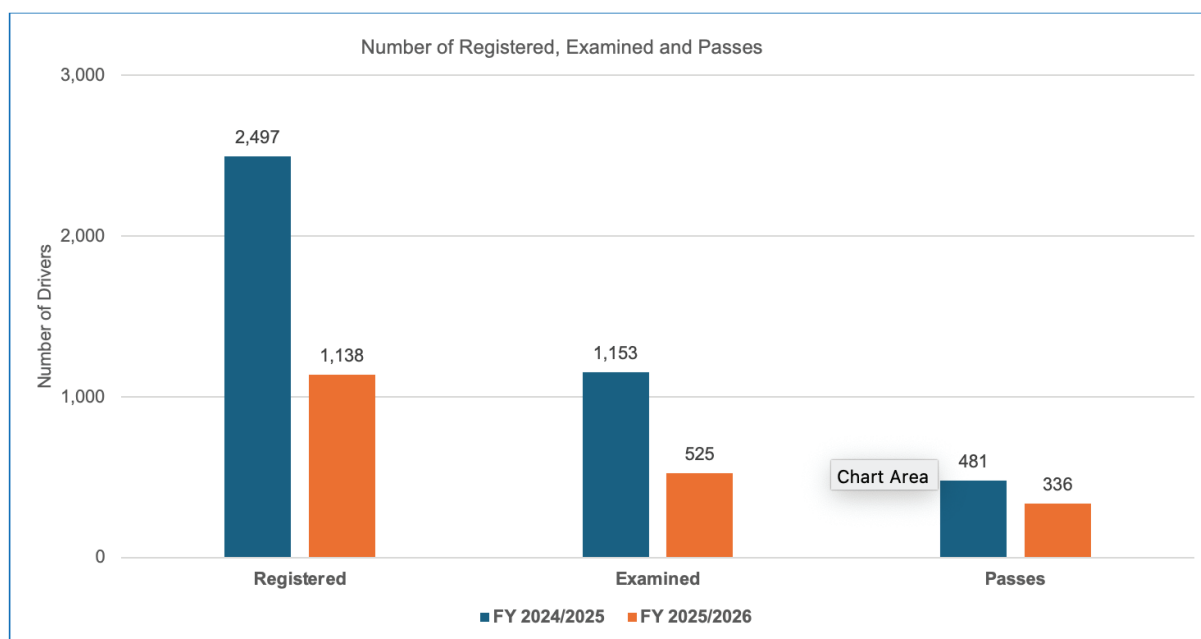
During the period under review, the Authority issued 6,906 PSV licenses. Out of these, buses with seating capacity between 26 to 45 seats constituted the largest sub-category, accounting for 36.5 percent of total licenses issued. The second largest sub-category was buses with seating capacity of up to 15 passengers, which accounted for 30.2 percent of the total. Furthermore, vehicles with seating capacity of 16 to 25 seats represented 21.8 percent of total licenses issued, while those with 46 to 65 seats contributed 11.2 percent. Buses with seating capacity of above 65 seats accounted for the smallest proportion at 0.3 percent. Overall, it was observed that 88.5 percent of the licensed PSV during the reporting period had seating capacity of 45 or less, while only 11.5 percent had seating capacity above 45, representing large buses. Table 3 and Figure 3 provide detailed information of licensed PSV by seating capacity.

Table 3: Licensed PSV by Vehicle Seating Capacity

SN	Seating Capacity	FY 2024/2025	FY 2025/2026	%Change	%of Total
1	Up to 15	2,631	2,084	-20.8	30.2
2	16 to 25	2,105	1,503	-28.6	21.8
3	26 to 45	3,330	2,522	-24.3	36.5
4	46 to 65	986	774	-21.5	11.2
5	Above 65	22	23	4.5	0.3
TOTAL		9,074	6,906	-23.9	100.0

Source: LATRA

Figure 3: Licenses issued to PSV per Seating Capacity



Source: LATRA

3.1.3 Issued Licenses for Inter Regional Buses per Class of Service

Inter-regional bus services are further classified as ordinary class, semi-luxury class and luxury class in accordance with regulation 22 of the Transport Licensing (Public Service Vehicles) Regulations, GN. No. 76 of 2020. During the period under review, the Authority issued 1,767 inter-regional bus licenses, representing a decline of 11.3 percent from FY 2024/2025. Ordinary buses accounted for 70.3 percent (largest share), followed by semi-luxury buses (24.5 percent). While licenses for ordinary and semi-luxury buses declined, luxury bus licenses increased by 65.5 percent, indicating growing investment in premium passenger transport services. Table 4 below provides a detailed summary.

Table 4: Licenses for Inter-Regional Buses per class of service

SN	License Class	2024/2025	2025/2026	%Change	% of Total 2025/26
1	Semi Luxury Busses	541	433	-20.0	24.5
2	Luxury Busses	55	91	65.5	5.1
3	Ordinary Busses	1,397	1,243	-11.0	70.3
	Total	1,993	1,767	-11.3	100.0

Source: LATRA

3.2 Issued Licenses for Goods Carrying Vehicles

Goods carrying vehicles are licensed under regulation 3 of the Transport Licensing (Goods Carrying Vehicle) Regulations, GN. No. 77 of 2020. During the first quarter of the FY 2025/26, a total of 53,546 licenses were issued by the Authority for Goods Carrying Vehicles (GCV) reflecting an increase of 3.4 percent as compared to 51,786 licenses issued during the same period in FY 2024/25. Licenses issued for GCV contributed to about 52.0 percent of the total issued licenses during the reporting period as summarized in Table 1.

3.2.1 Licenses Issued to Goods Carrying Vehicles per Capacity

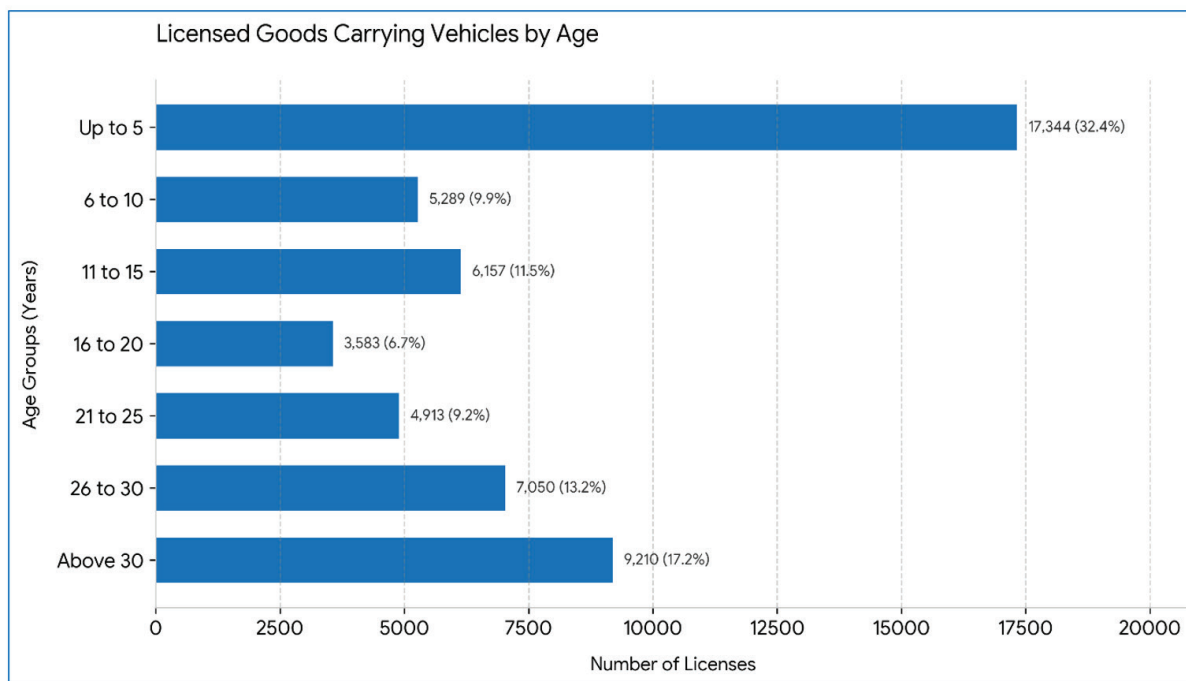
It was noted during the reporting period that, 36.1 percent of the GCV issued licenses were of carrying capacity between 6 and 10 tons. The second largest category with 33.8 percent of total were large trucks with carrying capacity of 31 tons and above. The smallest share of licenses was issued to goods vehicles with carrying capacity between 26 and 30 tons at 0.4 percent of total licenses issued to goods-carrying vehicles. More details are provided in Table 5 and Figure 4.

Table 5: Licenses issued to GCV per carrying capacity

SN	Class	Weight	2024/25	2025/26	% Change	% of Total 2025/26
1	C1	Less than 1 ton	2,401	2,081	-13.3	3.9
2	C2	1 –5 tons	9,090	8,395	-7.6	15.7
3	C3	6 – 10 tons	17,810	19,312	8.4	36.1
4	C4	11 – 15 tons	940	836	-11.1	1.6
5	C5	16 – 20 tons	1,053	987	-6.3	1.8
6	C6	21 – 25 tons	3,655	3,632	-0.6	6.8
7	C7	26 – 30 tons	214	196	-8.4	0.4
8	C8	31 tons and above	16,623	18,107	8.9	33.8
TOTAL			51,786	53,546	3.4	100.0

Source: LATRA

Figure 4: Licenses issued per carrying capacity



Source: LATRA

3.3 Issued Licenses for Private Hire Services

Private hire service vehicles are licensed under regulation 4 of the Land Transport Regulatory Authority (Private Hire Service) Regulations, GN. No. 78 of 2020 as amended by GN. No. 1082 of 2024 and GN. No. 6 of 2026. These Regulations applies to motorcycles (PHS01MCA), motor tricycles (PHS03TCA), taxi cabs (PHS0004TXA), ride hailing (PHS0004RHA), ride sharing (PHS6), special hire vehicle (PHS7), shuttle vehicle (PHS9), staff bus (PHS8), tours vehicle (TSV0008), rental vehicles (PHS10) and school bus (SBS0015).

During the period under review, the Authority issued 47,071 Private Hire licenses, with Motor Cycles and Motor Tricycles dominating the market, accounting for 58.3 percent and 29.1 percent of all licenses issued, respectively. Together, these two categories represented 87.4 percent of total licenses. Tour vehicles accounted for 4.9 percent, followed by School Buses (3.2 percent) and Taxi Cabs (2.8 percent). Table 6 below summarizes.

Table 6: Issued Licenses for Private Hire Services Quarter 1- 2025/2026

SN	Type of License	Jul-25	Aug-25	Sep-25	Total	%of Total
1	Motor Cycles	4,496	10,734	12,201	27,431	58.3
2	Motor Tricycles	2,397	5,680	5,637	13,714	29.1
3	Taxi Cab	274	522	529	1,325	2.8
4	Ride Sharing	-	-	-	-	0.0
5	Special Hire	33	91	113	237	0.5
6	Shuttle	-	-	7	7	0.0
7	Staff Bus	110	214	212	536	1.1
8	Tour	590	1,086	643	2,319	4.9
9	Rental Vehicles	-	-	-	-	0.0
10	School Bus	328	661	513	1,502	3.2
	Total	8,228	18,988	19,855	47,071	100

Source: LATRA

3.3.1 Licenses Issued to Ride Hailing

Ride Hailing Services are a category of Private hire service vehicles which are licensed under regulation 4 of the Land Transport Regulatory Authority (Private Hire Service) Regulations, GN. No. 78 of 2020 as amended by GN. No. 1082 of 2024 and GN. No. 6 Of 2026.

During the first quarter of FY 2025/2026, a total of 5,035 ride-hailing licenses were issued. Ride-Hailing Motor Cycles accounted for the largest share with 2,379 licenses (47.2%), followed by Ride-Hailing Motor Tricycles with 1,887 licenses (37.5%). Ride-Hailing Taxi Cabs recorded 769 licenses (15.3%), representing the smallest share.

Of the total 27,431 motorcycle licenses issued during the first quarter of FY 2025/2026; 8.7% were issued to ride-hailing motorcycles. Similarly, out of 13,714 motor tricycle licenses; 13.8% were issued to ride-hailing motor tricycles. The highest level of ride-hailing penetration was recorded among taxi cabs, where 769 out of 1,325 licenses equivalent to 58.0% were issued to ride-hailing taxi cabs. Table 7 below provides a summary.

Table 7: Licenses issued to Ride Hailing Services Quarter 1, 2025/2026

SN	Type of License	Jul-25	Aug-25	Sep-25	TOTAL	% of Total
1	Ride Hailing Motor cycles	547	900	932	2,379	47.2
2	Ride Hailing Motor Tricycles	452	720	715	1,887	37.5
3	Ride Hailing Taxi Cabs	186	287	296	769	15.3
	Grand Total	1,185	1,907	1,943	5,035	100

Source: LATRA

4.0 CROSS BORDER AND SHORT-TERM PERMITS

Between July and September 2025, a total of 1,943 permits were issued. Cross border permits constituted the majority, with 1,338 permits issued, accounting for 68.9 percent of all permits. Meanwhile, short term permits amounted to 605 permits, representing 31.1 percent of the total permits issued during the period. Table 8 below summarises.

Table 8: Number of Permits Issued

SN	PERMITS	Jul-25	Aug-25	Sep-25	TOTAL	%Total
1	Cross Boarder Permits	33	554	751	1,338	68.9
2	Short Term Permits	115	233	257	605	31.1
	Total Permit	148	787	1,008	1,943	100.0

Source: LATRA

5.0 REGULATORY OFFENCES

A total of 19,884 regulatory offences were registered between July and September. Public Service Vehicles (PSV) accounted for the largest share with 8,731 offences equivalent to 43.9 percent of the total offences. Goods Carrying Vehicles (GCV) followed with 7,674 offences, equivalent to 38.6 percent, while Private Hire Vehicles (PVH) recorded 3,479 offences, accounting for 17.5 percent of all recorded offences during the period.

On a monthly basis, August recorded the highest number of offences (10,161) followed by September with 7,148 offences, while July recorded 2,575 offences. Table 9 summarises.

Table 9: Number of recorded offences

SN	Category	July	August	September	Total	% Total
	GCV	651	3,927	3,096	7,674	38.6
	PSV	1,271	4,468	2,992	8,731	43.9
	PVH	653	1,766	1,060	3,479	17.5
	Total	2,575	10,161	7,148	19,884	100.0

Source: LATRA

6.0 ANALYSIS OF AGEING OF LICENSED VEHICLES

In carrying out its mandate under section 6(c) and (g) of the Land Transport Regulatory Authority Act, Cap. 413, the Authority is required to safeguard the interests of consumers with regard to the cost, quality and standards of transport services, while also taking into account the need to protect and preserve the environment. In this regard, analysis of the age profile of licensed vehicles constitutes an important regulatory tool for assessing the condition and composition of the vehicle fleet operating under regulated services. The

analysis provides information that supports monitoring of service quality, safety, operational efficiency and environmental sustainability, thereby enabling the Authority to evaluate the effectiveness of existing regulatory measures and inform evidence-based interventions aimed at improving land transport services.

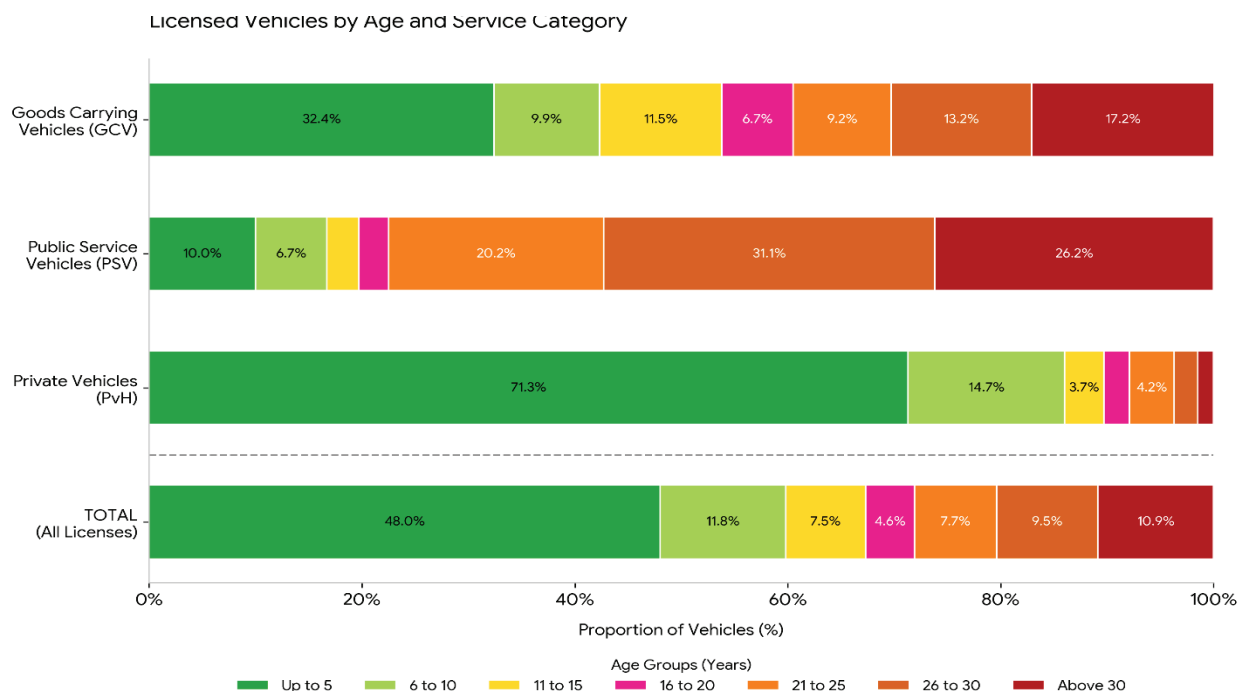
During the first quarter of the Financial Year 2025/2026, the Authority issued a total of 107,523 licenses for Goods Carrying Vehicles (GCV), Public Service Vehicles (PSV) and Private Hire Vehicles (PvH). Out of the total, 51,576 licenses equivalent to 48.0 percent were of the age of up to five (5) years, followed 11,747 licenses equivalent to 10.9 percent of the age above 30 years. Furthermore, data analysis shows that about 60 percent of all licensed vehicles are of age of 10 years and below. describes.

Table 10: Licensed Vehicle by Age

SN	Age Groups (Years)	No of Licensed GCV	No of Li-censed PSV	No of Li-censed PvH	Total Number of License	% of Total
1	Up to 5	17,344	691	33,541	51,576	48.0
2	6 to 10	5,289	464	6,914	12,667	11.8
3	11 to 15	6,157	206	1,747	8,110	7.5
4	16 to 20	3,583	192	1125	4,900	4.6
5	21 to 25	4,913	1,396	1959	8,268	7.7
6	26 to 30	7,050	2,149	1056	10,255	9.5
7	Above 30	9,210	1,808	729	11,747	10.9
	Grand Total	53,546	6,906	47,071	107,523	100.0

Source: LATRA

Figure 5: Licensed Vehicle by Age



Source: LATRA

6.1 Analysis of Licensed Goods Carrying Vehicles by Age

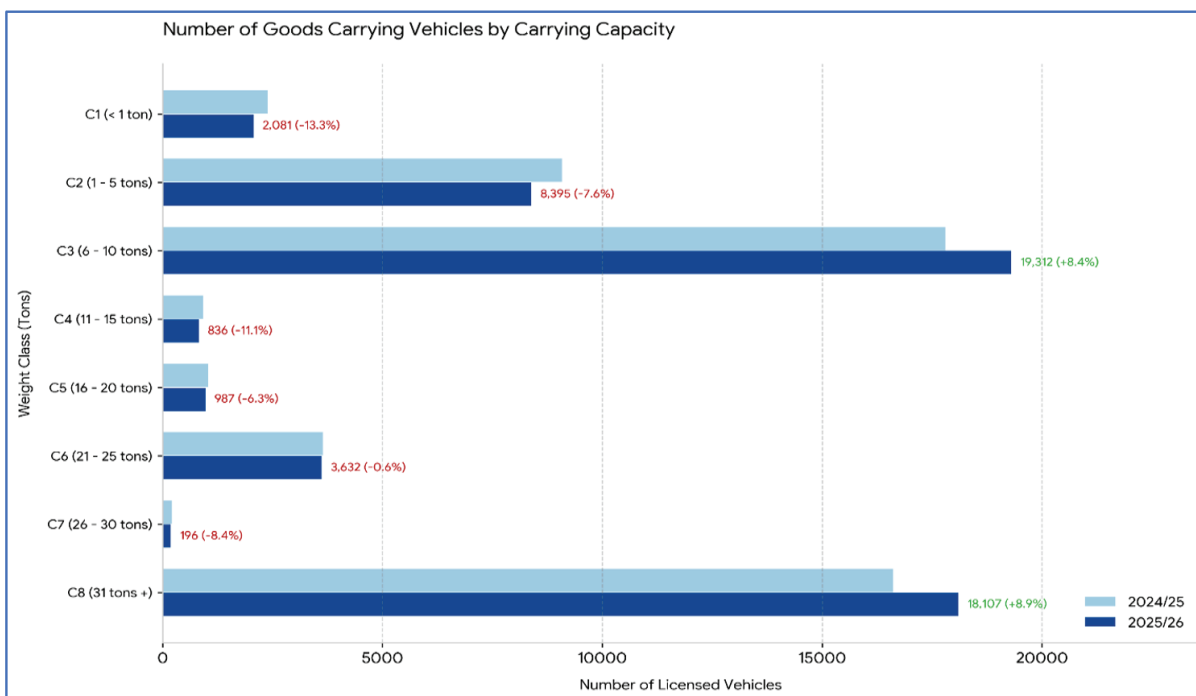
During the period under review, the Authority issued 53,546 licenses to GCV; out of which, vehicles with the age of 5 years and less presents the large sub-category with 32.4 percent. The second largest sub-category issued to those with age more than 30 years with 17.2 percent. Moreover, it was deduced that 60.5 percent of the licensed GCV during the reporting period had age of 20 years or less while 39.5 percent had age above 20 years. Table 11 provide detailed information of licensed GCV by age.

Table 11: Licensed Goods Carrying Vehicles by Age

SN	Age Group (Years)	Number of License	% of Total
1	Up to 5	17,344	32.4
2	6 to 10	5,289	9.9
3	11 to 15	6,157	11.5
4	16 to 20	3,583	6.7
5	21 to 25	4,913	9.2
6	26 to 30	7,050	13.2
7	Above 30	9,210	17.2
	Grand Total	53,546	100.0

Source: LATRA

Figure 6: Licensed Goods Carrying Vehicles by Age



Source: LATRA

6.2 Analysis of Licensed Public Service Vehicles by Age

The public service bus fleet is largely made up of older vehicles, with 77.5 percent aged 21 years and above and only 22.5 percent aged 20 years and below. This age distribution indicates that a substantial proportion of buses in operation are relatively old, underscoring the need for continued fleet modernization to enhance safety, reliability, and service quality.

6.2.1 Ageing of Licensed Commuter & Regional Service Vehicles

The commuter and regional bus fleet is heavily dominated by older vehicles, with 91.4 percent of buses aged over 20 years, while only 8.6 percent are up to 20 years old. This indicates that the fleet is significantly aged, with a limited number of newer buses in operation, highlighting the need for continued fleet modernization to improve service quality, safety, and operational efficiency.

6.2.2 Ageing of Licensed Inter-Regional Buses

The inter-regional bus fleet exhibits a relatively younger age profile compared to commuter and regional buses. 62.8 percent of licensed inter-regional buses are aged 15 years and below, with buses up to 5 years old accounting for the largest share at 34.9 percent, followed by those aged 6 to 10 years (18.2 percent) and 11 to 15 years (6.6 percent). In contrast, 37.2 percent of the fleet is older than 15 years, indicating that while a significant proportion of newer buses are in operation, older vehicles still constitute a substantial share of the fleet. Table 12 below provide a summary

Table 12: Licensed Public Service Vehicles by Age

SN	Age Group (Years)	Commuter & Regional	% Total Commuter & Regional	Inter-Regional	% Total Inter-Regional	Total	% Total
	Up to 5	73	1.4	617	34.9	690	10.0
	6 to 10	142	2.8	322	18.2	464	6.7
	11 to 15	90	1.8	116	6.6	206	3.0
	16 to 20	138	2.7	54	3.1	192	2.8
	21 to 25	1,244	24.2	151	8.5	1,395	20.2
	26 to 30	1,918	37.3	229	13.0	2,147	31.1
	Above 30	1,534	29.9	278	15.7	1,812	26.2
	Total	5,139	100.0	1,767	100.0	6,906	100.0

Source: LATRA

6.3 Ageing of Licensed Private Hire Service Vehicles

Licensed private hire vehicles are predominantly composed of newer vehicles, with **71.3 percent of licensed vehicles aged up to 5 years**. The number of licensed vehicles declines significantly as age increases, with those aged **6 to 10 years** accounting for **14.7 percent** and **11 to 15 years** accounting for **3.7 percent** of the total vehicles. Vehicles **older than 15 years represent 10.3 percent** of the total vehicles. This age profile indicates a relatively new and modern vehicles, reflecting continued vehicle renewal and the replacement of older vehicles. Table 13 provide detailed information.

Table 13: Licensed Private Hire Service Vehicles by Age

SN	Age Group	Motorcycles	Motor Tri-cycle	Other PvH	Total	% of Total
	Up to 5	22,186	10,856	499	33,541	71.3
	6 to 10	4,157	2,478	279	6,914	14.7
	11 to 15	990	356	400	1,746	3.7
	16 to 20	98	24	1,028	1,150	2.4
	21 to 25			1,950	1,950	4.1
	26 to 30			1,051	1,051	2.2
	Above 30			719	719	1.5
	Total	27,431	13,714	5,926	47,071	100.0

Source: LATRA

6.3.1 Motorcycles

Approximately 81.1 percent of licensed motorcycles are up to 5 years old, indicating a relatively young and modern fleet. The number of licensed motorcycles declines significantly with increasing age, while motorcycles older than 15 years account for only 19.2 percent of the total fleet.

6.3.2 Motor Tricycle

Motor tricycles of the age of up to 5 years contributes 79.2 percent of the licensed motor tricycles during the quarter. Motor tricycles above the age of 5 years of age are about 20.8 percent, indicating a strong preference for newer vehicles.

6.3.3 Ageing of Other Categories of Private Hire Vehicles

Other categories include Special Hire, Taxi Cabs, School Bus, Staff Bus, Tour Services and Shuttle Services as indicated in Table 14.

a. Special Hire Vehicles

The data show that 90.3 percent of licensed special hire vehicles were aged between 21 and above 30 years, indicating that the fleet is predominantly composed of older vehicles. In contrast, only 9.7 percent of the vehicles were aged 20 years and below.

b. Taxicabs

The taxi cab fleet is predominantly old, with 95.9 percent of licensed vehicles aged 16 years and above, while only 4.1 percent are below 16 years of age reflecting a limited presence of newer vehicles in the fleet. This age profile highlights the need for continued fleet renewal to improve service quality, safety, and operational efficiency.

c. School Bus Vehicles

The data show that licensed school bus fleet is largely composed of older vehicles, with 84.9 percent of licensed school buses aged 21 years and above. The largest proportion of the fleet falls within the 26 to 30 years age group, accounting for 30.6 percent, followed by buses above 30 years at 27.6 percent and those aged 21 to 25 years at 26.7 percent. In contrast, only 9.3 percent of school buses are 10 years old or less, indicating limited fleet renewal and a continued reliance on aging vehicles. This age distribution highlights the need for fleet modernization to enhance safety, reliability, and service quality in school transport operations.

d. Staff Bus Vehicles

The licensed staff bus fleet exhibits a mixed age profile, although older vehicles remain dominant. 60.2 percent of licensed staff buses are aged 21 years and above, with the 26 to 30 years age group accounting for the largest share at 26.1 percent, followed by 21 to 25 years at 22.0 percent and above 30 years at 12.1 percent. Meanwhile, 27.8 percent of the fleet is 10 years old or less, indicating a relatively higher presence of newer vehicles compared to some other public service vehicle categories.

e. Tour Service Vehicles

The tour services fleet is predominantly composed of older vehicles, with 65.5 percent aged 16 years and above, while 34.5 percent are below 16 years old. This age profile indicates moderate fleet renewal, although a significant proportion (65.5%) of tour service vehicles remain relatively old. Table 14 below provide a summary.

Table 14: Other Categories of Private Hire Services

SN	Age Group	Special Hire	Taxi Cab	School Bus	Staff Bus	Tour Services	Shuttle Services	Total
1	Up to 5	2	19	35	102	341	-	499
2	6 to 10	-	1	48	47	183	-	279
3	11 to 15	2	34	57	31	276	-	400
4	16 to 20	19	337	87	33	552	-	1,028
5	21 to 25	110	837	401	118	480	4	1,950
6	26 to 30	73	89	460	140	286	3	1,051
7	Above 30	31	8	414	65	201	-	719
	Total	237	1,325	1,502	536	2,319	7	5,926

Source: LATRA

7.0 DRIVERS REGISTRATION AND CERTIFICATION

Driver's registration and certification is guided by regulation 4(1) of the Land Transport Regulatory Authority (Certification of Commercial Vehicle Drivers and Registration of Crew) Regulations, GN. No. 81 of 2020. The Authority is implementing registration of drivers for the purpose of certifying their competence, skills and knowledge to enhance road safety and reduce accidents.

7.1 Registration of Drivers

During the period under review, a total of 1,138 drivers were registered, representing a 54.4 percent decline compared to 2,497 drivers registered in the 2024/2025 financial year. The reduction is attributed to reduced enforcement activities.

7.1.1 Examination and Certification of Drivers

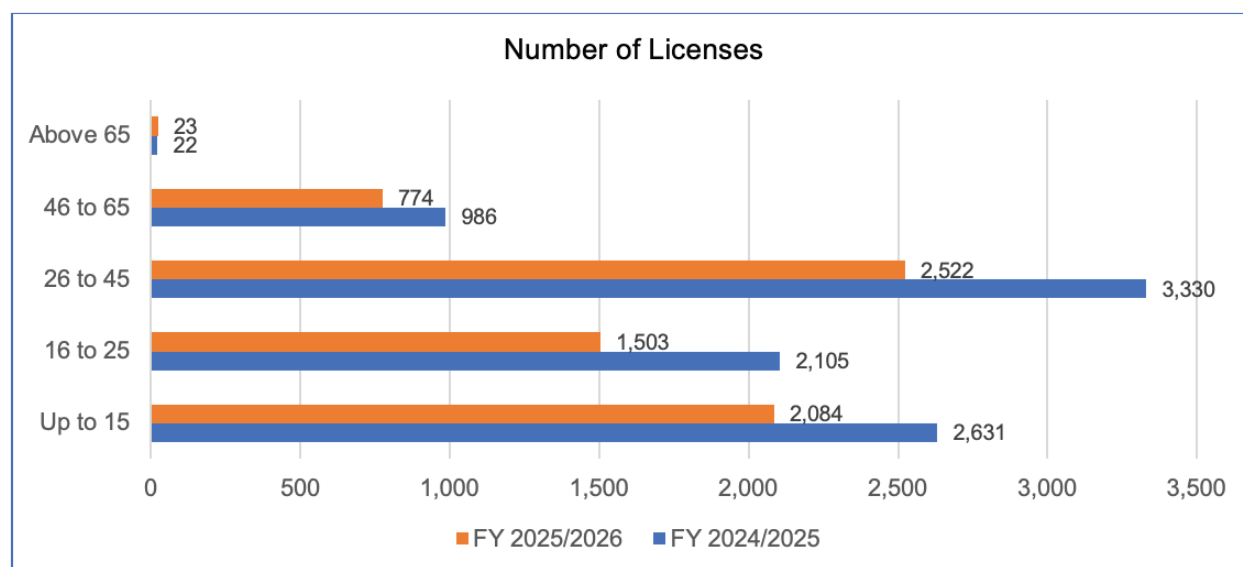
In the reporting period, 336 drivers (equivalent to 64.0 percent) were certified out of 525 that were examined while the remaining 189 drivers equivalent to 36.0 percent failed.

**Table 15: Number of Registered, Examined and Certified Drivers
in 2024/25 vs 2025/26**

S/N	Number of Drivers	FY 2024/2025	FY 2025/2026	% Change
1	Registered	2,497	1,138	-54.4
2	Examined	1,153	525	-54.5
3	Passes	481	336	-30.1
4	Pass Rate (%)	41.7	64.0	

Source: LATRA

**Figure 7: Number of examined and certified drivers in QRT1 of
FY 2024/25 Vs FY 2025/26**



Source: LATRA

7.1.2 Driver Performance by Gender

The performance results indicate that the majority of candidates achieved a passing grade, with 336 out of 525 candidates (64.0%) classified as pass. However, a considerable proportion did not meet the required standards, as 166 candidates (31.6%) failed and an additional 23 candidates (4.4%) were rated as poor, bringing the total proportion of underperformance to 36.0%. In terms of gender distribution, participation was dominated by males, who accounted for 523 candidates (99.6%), while only 2 female candidates (0.4%) were recorded. Table 16 below provide a summary.

Table 16: Driver Performance by Gender

SN	Performance	Female	Male	Total	% of Total (Performance)
1	Pass	2	334	336	64.0
2	Fail	0	166	166	31.6
3	Poor	0	23	23	4.4
	Total	2	523	525	100.0
	% of Total (Gender)	0.4	99.6	100	

Source: LATRA

7.1.3 Driver Performance by Age group

Performance is concentrated among candidates aged 31 to 40 (41.3%) and 41 to 50 (32.0%), who together make up the majority and record the highest numbers of passes, but also notable failures. The 18 to 30 group performs relatively well with no poor results, while performance declines slightly in the 51 to 60 group due to fewer passes and some poor outcomes. Candidates above 60 are very few and have minimal impact. Overall, middle age groups dominate participation and outcomes, while younger candidates show comparatively better performance quality. Table 17 below provide a summary.

Table 17: Drivers Performance by Age group

SN	Row Labels	Fail	Pass	Poor	Total	% Total
1	18 to 30	20	48	0	68	13.0
2	31 to 40	56	153	8	217	41.3
3	41 to 50	63	97	8	168	32.0
4	51 to 60	25	36	7	68	13.0
5	Above 60	2	2	0	4	0.8
	Total	166	336	23	525	100.0

Source: LATRA

7.2 Crew Training and Registration

Crew registration is covered under regulation 17 of the Land Transport Regulatory Authority (Certification of Commercial Vehicle Drivers and Registration of Crew) Regulations, GN. No. 81 of 2020. The Authority started registration of the crews for the purpose of ensuring quality and improve level of customer care in land transport services.

7.2.1 Number of Trained and Registered Crew

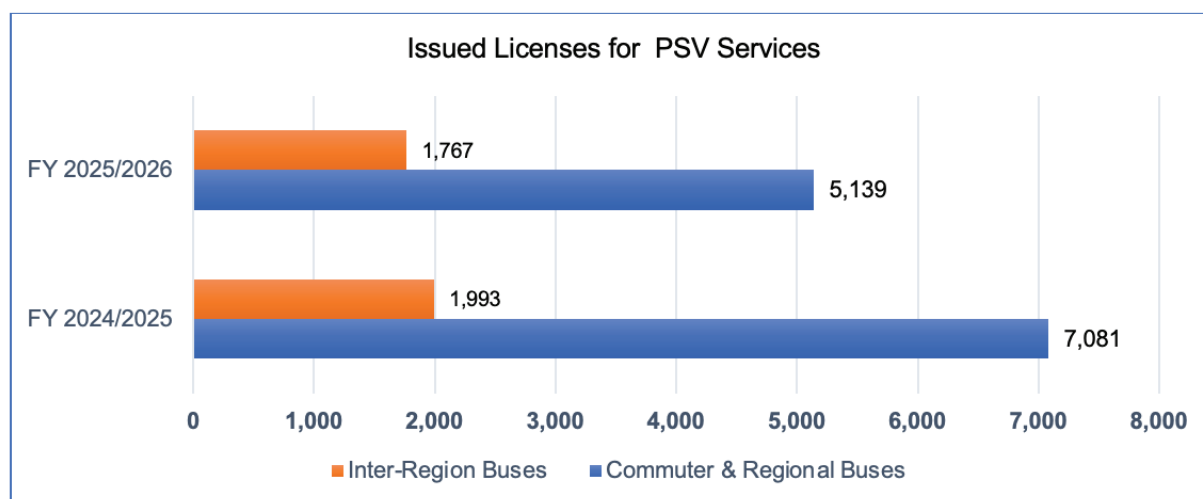
In the reporting period, 1,008 crews were trained, out of which 603 crews, equivalent to 59.8 were registered indicating a decline in number of registered crews when compared to 66.5 percent of crew trained in the similar period of the previous financial year were registered. Overall performance indicates a decline in both number of trained and registered crew by 33.9 percent and 40.5 percent respectively in comparison with FY 2024/2025 as described in Table 18 and Figure 8.

Table 18: Number for Crew Trained and Registered in QRT1 2024/2025 vs 2025/2026

SN	Crew Categories	FY 2024/2025	FY 2025/2026	% Change
1	No of Trained Crew	1,524	1,008	-33.9
2	No of Registered Crew	1,013	596	-41.2
	% of Registered Vs Trained	66.5	59.1	

Source: LATRA

Figure 8: Number of Trained and Registered Crew in QRT1 FY 2024/2025 vs FY 2025/2026



Source: LATRA

7.2.2 Crew Registration by Gender

The analysis of crew registration by gender indicates a relatively balanced distribution between males and females. Out of a total of 596 participants, males accounted for 307 participants (51.5%), while females accounted for 289 participants (48.5%). This indicates almost equal participation across both genders throughout the three-month period. Table 19 below provide a summary.

Table 19: Crew registration by gender

SN	Gender	July 25	August 25	September 25	Total	% Total (Gender)
1	Female	84	89	116	289	48.5
2	Male	108	81	118	307	51.5
	Total	192	170	234	596	100.0
	<i>% of Total (Month)</i>	32.2	28.5	39.3	100.0	

Source: LATRA

7.2.3 Crew Registration by Age Group

The age distribution indicates that crew registered were dominated by young people aged 18 to 30 years, who accounted for 63.8% of all. Crew registered aged 31 to 40 years formed the second largest group at 28.7%, while crew registered significantly declined among older age groups. Crew registered above 40 years collectively accounted for less than 8% of the total participants, showing minimal representation of older participants in the activities. Table 20 below provide a summary.

Table 20: Crew registration by Age group

SN	Age group	July 25	August 25	September 25	Total	% Total (Age)
1	18 to 30	114	119	147	380	63.8
2	31 to 40	59	45	67	171	28.7
3	41 to 50	17	5	18	40	6.7
4	51 to 60	2	-	2	4	0.7
5	Above 60	-	1	-	1	0.2
	Total	192	170	234	596	100.0

Source: LATRA

8.0 VEHICLE TRACKING SYSTEM

Regulation 51 of the Transport Licensing (Public Service Vehicles) Regulations, GN. No. 76 of 2020, provides the requirement for the service provider to install and maintain vehicle tracking device in their regulated vehicles and report any malfunctions of the device within 24 hours.

Moreover, Regulation 24 (a) of the Transport Licensing (Public Service Vehicles) Regulation of 2020, entails, one of the conditions of a license for inter- city or inter-national public service vehicle is a vehicle that is fitted with a vehicle tracking device (VTS) that is authorized by the Authority. The purpose of installing vehicle tracking devices is to monitor speed of vehicles along the journey; increase compliance of drivers and reducing road accidents.

The term **“Activated”** means vehicles with a functioning/ active vehicle tracking device, and **“Deactivated”** means vehicles with a non-active vehicle tracking device, or reported to be non-operating.

During the first quarter of the Financial Year 2025/2026, a total of 804 buses were fitted

with Vehicle Tracking Devices (VTDs), recording an increase of 9.2 percent compared to a total of 736 buses fitted with VTDs in the similar period of the previous financial year. However, during the similar period, a total of 183 buses were deactivated, recording an increase of 2.2 percent compared to a total of 179 buses deactivated in the similar period of the preceding financial year. Table 21 below provide details.

Table 21: New Number of Vehicles Fitted with VTDs First Quarter 2024/2025 Vs 2025/2026

SN	Month	ACTIVATED			DEACTIVATED		
		2024/2025	2025/2026	% Change	2024/2025	2025/2026	% Change
1	July	238	251	5.5	135	24	-82.2
2	August	251	256	2.0	28	38	35.7
3	September	247	297	20.2	16	121	656.3
	Total	736	804	9.2	179	183	2.2

Source: LATRA

9.0 RIDERSHIP ANALYSIS

This section presents analysis of passenger travel during the first quarter of the Fiscal Year (FY) 2025/2026, covering the period from July to September 2025. The analysis is based on data obtained from the LATRA Core e-Ticketing System, which captures official passenger booking records from licensed transport operators and provides a reliable basis for monitoring passenger movement and travel trends within the regulated transport sector.

During the first quarter of FY 2025/2026, a total of 7,463,319 passengers were recorded. Passenger volumes stood at 2,515,982 in July 2025 before declining to 2,394,366 in August, reflecting a moderate seasonal reduction in travel demand. The number of passengers then

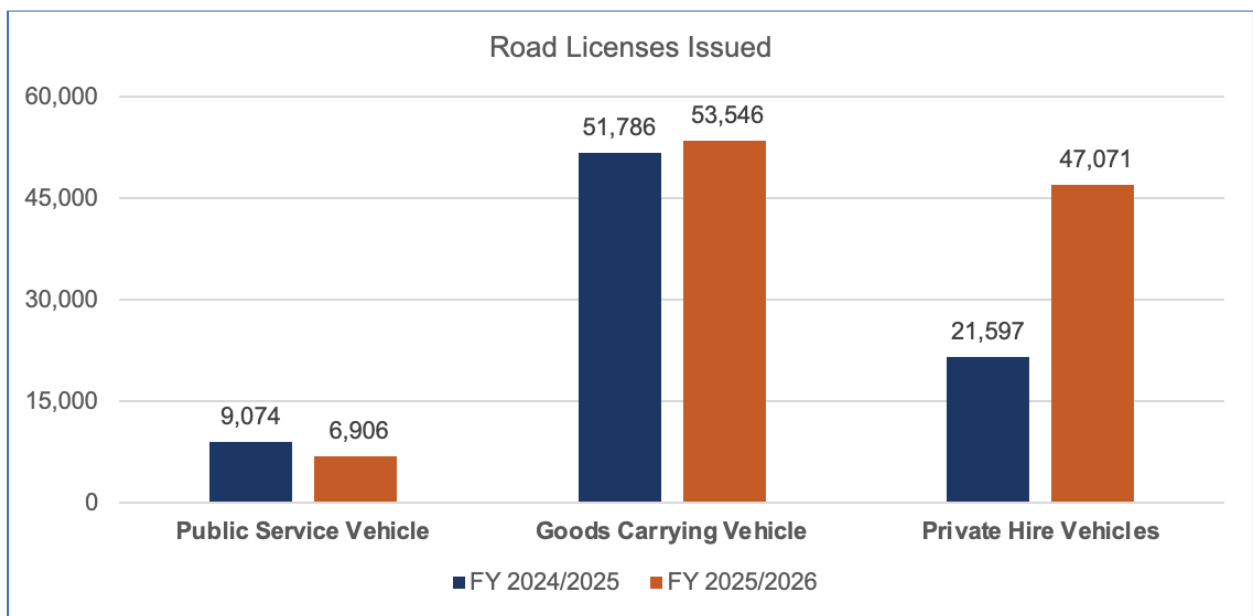
increased to 2,552,971 in September, the highest monthly total in the quarter, indicating a recovery in travel activity. Overall, the results show a relatively stable passenger trend with minor month-to-month fluctuations, highlighting consistent demand for transport services. Table 22 provide details.

Table 22: Number of Passengers travelled in First Quarter of FY 2025/2026

SN	Month	Travelled Passengers
1	July 2025	2,515,982
2	August 2025	2,394,366
3	September 2025	2,552,971
	Total	7,463,319

Source: LATRA

Figure 9: No of Passengers July to September 2025



Source: LATRA

10.0 MACRO-ECONOMIC STATISTICS

10.1 Inflation Trends

Inflation affects the land transport sector by increasing the cost of key inputs such as fuel, spare parts, maintenance, insurance, and labour, which can raise operating expenses and exert pressure on transport fares.

Inflation increased moderately during the first quarter of the financial year 2025/26 compared to the corresponding period in 2024/25. The inflation rate rose from 3.0 percent to 3.3 percent in July, 3.1 percent to 3.4 percent in August, and 3.1 percent to 3.4 percent in September, representing percentage increases of 10.0 percent, 9.7 percent, and 9.7 percent, respectively. Despite the upward trend, inflation remained relatively low and within the Bank of Tanzania's target range, indicating a stable macroeconomic environment that supported continued land transport operations with manageable cost pressures. Table 23 below provide the summary.

Table 23: Inflation Rates, July–September 2024 vs July–September 2025

SN	Financial Year	Jul	Aug	Sep
	2024/2025	3.0	3.1	3.1
	2025/2026	3.3	3.4	3.4
	Percentage Change (%)	10.0	9.7	9.7

Source: NBS, Consumer Price Index and Inflation Reports, 2024 and 2025.

10.2 Fuel Price Trends

Fuel price movements directly affect the operating costs of regulated vehicles. Changes in fuel prices influence transport operators' expenditure, service sustainability and ultimately the affordability of transport services. Monitoring fuel price trends is therefore important in assessing cost pressures within the land transport sector.

10.2.1 Petrol Price Trends

During the first quarter of FY 2025/2026, Petrol Prices recorded a consistent decline compared to the corresponding period in FY 2024/2025. The decreases were 8.7 percent in July, 9.7 percent in August, and 9.1 percent in September, resulting in an average decline of about 9.2 percent. Table 24 below provide the summary

Table 24: Petrol Price Trends July–September 2024 vs July–September 2025

SN	Financial Year	Jul	Aug	Sep	Average
1	2024/2025	3,278	3,294	3,233	3,268
2	2025/2026	2,992	2,976	2,939	2,969
	Percentage Change (%)	-8.7	-9.7	-9.1	-9.2

Source: National Bureau of Statistics

10.2.2 Diesel Price Trends

During the first quarter of FY 2025/2026, the average diesel price was TZS 2,898 per litre, a 9.0 percent decrease from TZS 3,184 per litre recorded in the corresponding period of FY 2024/2025. Although prices rose slightly in August, they declined in September, resulting in an overall quarterly decrease of 0.6 percent. Diesel prices remained lower than the previous financial year across all three months, with year-on-year reductions ranging from 7.3 to 9.8 percent. Table 25 below provide the summary.

Table 25: Diesel Price Trends July–September 2024 vs July–September 2025

SN	Financial Year	Jul	Aug	Sep	Average
1	2024/2025	3,216	3,225	3,112	3,184
2	2025/2026	2,901	2,909	2,884	2,898
	Percentage Change (%)	-9.8	-9.8	-7.3	-9.0

Source: National Bureau of Statistics

11.0 ANNEXES

Annex 1: Issued PSV Licenses per Region in the FY 2024/2025 Vs 2025/2026

S/N	REGION	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	Arusha	587	523	-10.9	7.6
2	Babati	215	183	-14.9	2.6
3	Bariadi	123	57	-53.7	0.8
4	Bukoba	154	118	-23.4	1.7
5	Dar es Salaam	2,469	1,786	-27.7	25.9
6	Dodoma	502	367	-26.9	5.3
7	Geita	130	123	-5.4	1.8
8	Iringa	111	103	-7.2	1.5
9	Kigoma	198	152	-23.2	2.2
10	Lindi	54	36	-33.3	0.5
11	Mbeya	382	321	-16.0	4.6
12	Morogoro	345	300	-13.0	4.3
13	Moshi	524	408	-22.1	5.9
14	Mpanda	123	73	-40.7	1.1
15	Mtwara	135	119	-11.9	1.7
16	Musoma	188	145	-22.9	2.1
17	Mwanza	723	519	-28.2	7.5
18	Njombe	148	105	-29.1	1.5
19	Pwani	190	126	-33.7	1.8
20	Shinyanga	244	197	-19.3	2.9
21	Singida	275	202	-26.5	2.9
22	Songea	181	178	-1.7	2.6
23	Songwe	87	43	-50.6	0.6
24	Sumbawanga	134	100	-25.4	1.4
25	Tabora	447	297	-33.6	4.3
26	Tanga	405	325	-19.8	4.7
	Total	9,074	6,906	-23.9	100.0

Source: LATRA

**Annex 2: Issued GCV Licenses per Region in the first quarter of FY
2024/2025 Vs 2025/2026**

S/N	REGION	2024/2025	2025/2026	% Change	% of Total 2025/26
1	Arusha	2,480	2,274	-8.3	4.2
2	Babati	556	904	62.6	1.7
3	Bariadi	474	351	-25.9	0.7
4	Bukoba	856	856	0.0	1.6
5	Dar Es Salaam	13,100	10,874	-17.0	20.3
6	Dodoma	1,419	947	-33.3	1.8
7	Geita	278	242	-12.9	0.5
8	Iringa	1,371	1047	-23.6	2.0
9	Kigoma	429	705	64.3	1.3
10	Lindi	2,485	3,851	55.0	7.2
11	Mbeya	1,302	1,300	-0.2	2.4
12	Morogoro	2,494	2,413	-3.2	4.5
13	Moshi	3,007	3,149	4.7	5.9
14	Mpanda	140	113	-19.3	0.2
15	Mtwara	5,804	6,720	15.8	12.5
16	Musoma	575	1210	110.4	2.3
17	Mwanza	1,512	4,648	207.4	8.7
18	Njombe	1,231	1,337	8.6	2.5
19	Pwani	5,454	4,007	-26.5	7.5
20	Shinyanga	1,885	2,540	34.7	4.7
21	Singida	195	202	3.6	0.4
22	Songea	1,667	1,171	-29.8	2.2
23	Songwe	765	195	-74.5	0.4
24	Sumbawanga	280	421	50.4	0.8
25	Tabora	585	466	-20.3	0.9
26	Tanga	1,442	1,603	11.2	3.0
	GRAND TOTAL	51,786	53,546	3.4	100.0

Source: LATRA

Annex 3: Licenses issued to Motor Cycles and Motor tricycles per Regions
Quarter 1, FY 2025/26

SN	Region	Motorcycles	Motor Tricycles	Total	% Total Motorcycles	% Total M/ Tricycles	% Total
1	Dar es Salaam	9,988	8,887	18,875	36.4	64.8	45.9
2	Mbeya	6,788	489	7,277	24.7	3.6	17.7
3	Morogoro	2,159	261	2,420	7.9	1.9	5.9
4	Shinyanga	2,086	190	2,276	7.6	1.4	5.5
5	Dodoma	1,898	205	2,103	6.9	1.5	5.1
6	Pwani	1,499	229	1,728	5.5	1.7	4.2
7	Mwanza	908	813	1,721	3.3	5.9	4.2
8	Songwe	810	467	1,277	3	3.4	3.1
9	Mara	307	132	439	1.1	1	1.1
10	Iringa	225	235	460	0.8	1.7	1.1
11	Kagera	217	-	217	0.8	0	0.5
12	Mtwara	118	19	137	0.4	0.1	0.3
13	Katavi	94	168	262	0.3	1.2	0.6
14	Geita	49	289	338	0.2	2.1	0.8
15	Singida	44	119	163	0.2	0.9	0.4
16	Manyara	41	38	79	0.1	0.3	0.2
17	Arusha	30	24	54	0.1	0.2	0.1
18	Tabora	30	23	53	0.1	0.2	0.1
19	Tanga	30	50	80	0.1	0.4	0.2
20	Rukwa	25	77	102	0.1	0.6	0.2
21	Njombe	22	90	112	0.1	0.7	0.3
22	Kilimanjaro	21	626	647	0.1	4.6	1.6
23	Ruvuma	18	38	56	0.1	0.3	0.1
24	Kigoma	17	240	257	0.1	1.8	0.6
25	Lindi	6	4	10	0	0	0
26	Simiyu	1	1	2	0	0	0
	Total	27,431	13,714	41,145	100	100	100

Source: LATRA

Annex 4: Recorded Offences in Quarter 1: 2025/26
A4.1 Offenses Committed by PSV Operators in QRT1 of the FY 2025/2026

SN	Offense	Frequency	%of Total
	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	3,661	41.9
	Kushindwa kuzingatia vigezo vya utendaji vilivyowekwa na Mamlaka	1,348	15.4
	Kutotoa tiketi za kielektroniki kwa abiria	572	6.6
	Kushindwa kuzingatia idadi ya abiria, kama ilivyoidhinishwa kwenye kadi ya gari	540	6.2
	Basi la abiria kutoa huduma kwenye njia ambayo haijaainishwa kwenye leseni yake	502	5.7
	Mtoa huduma hatatoza nauli zaidi ya ile iliyoidhinishwa na Mamlaka kulingana na daraja la basi husika	259	3.0
	Kutozingatia masharti mengine yeyote yaliyowekwa na Mamlaka	252	2.9
	Kutotoa tiketi kwa abiria	242	2.8
	Kuajiri dereva asiyekuwa na cheti cha LATRA	229	2.6
	Kifaa cha kufuatilia mwenendo wa gari kutofanya kazi vyema wakati wote	195	2.2
	Kutotumia mashine zilizoidhinishwa na Mamlaka kutoa tiketi	176	2.0
	Kutoweka utaratibu wa kuweka alama kwenye mizigo inayohifadhiwa kwenye buti la basi	149	1.7
	Mtoa huduma kutopaka rangi ya utambulisho wa njia au kupaka rangi au kuweka matangazo kwenye gari la abiria ambayo yanaingiliana na rangi au inazuia abiria kuona nje	124	1.4
	Kumzuia afisa wa LATRA au Polisi kufanya ukaguzi wa chombo husika	119	1.4
	Kuajiri mfanyakazi wa basi asiyekuwa na cheti cha usajili kutoka LATRA	96	1.1
	Kutoa huduma ya gari la abiria bila kuzingatia batli, ratiba na chati ya nauli iliyoidhinishwa na Mamlaka	56	0.6
	Kutoa huduma ya kusafirisha abiria kati ya mji na mji au nchi na nchi kwa gari ambalo halijafungwa kifaa maalum kilichoidhinishwa na Mamlaka kwa ajili ya kufuatilia mwendo wa gari	37	0.4

SN	Offense	Frequency	%of Total
	Kutoa huduma ya kusafirisha abiria kwa gari ambalo halikidhi vigezo vya madaraja ya mabasi ya abiria vilivyoainishwa kwenye Jedwali la tatu la Kanuni hizi	35	0.4
	Kupaka rangi au kuweka tangazo kwenye gari la abiria linaloingiliana na rangi za utambulisho wa njia	31	0.4
	Kushindwa kuweka kumbukumbu, kuandaa na kutoa taarifa sahihi za biashara ya usafirishaji wa abiria	31	0.4
	Kutoa huduma ya kusafirisha abiria bila kuandika nauli iliyoidhinishwa na Mamlaka karibu na mlango wa kuingilia abiria	20	0.2
	Kama mtoa huduma atashindwa kutoa huduma ya usafiri kwa abiria mwenye tiketi	13	0.1
	Kutumia gari jingine bila kibali cha dharula pale gari la abiria la njia husika ni bovu	12	0.1
	Mtoa huduma kushindwa kuandaa orodha ya abiria wanaosafiri ndani ya basi	8	0.1
	Mtoa huduma na mfanyakazi wa gari linalotoa huduma kati ya nchi na nchi lenye usajili wa nchi nyingine kutoa huduma za usafirishaji abiria kama gari lililosajiliwa nchini na linalotoa huduma za ndani	8	0.1
	Kutoa huduma ya kusafirisha abiria bila gari kuwa na mikanda inayofanya kazi na safi kwa kila kiti cha abiria	4	0.0
	Mtoa huduma atakayetoza malipo ya kusafirisha mzigo wa abiria wenye uzito usiozidi kilo ishirini	4	0.0
	Kuendesha gari la abiria bila kuwa na kisanduku cha huduma ya kwanza, kilichowekwa mahali panapoonekana, kilicho na dawa na vifaa tiba vilivyoainishwa	3	0.0
	Kuajiri dereva wa basi la abiria la masafa marefu mwenye umri chini ya miaka thelathini	2	0.0
	Dereva mmoja wa gari la abiria kuendesha gari mfulululizo zaidi ya saa nane	1	0.0
	Kushindwa kuweka chombo cha taka kwenye gari la abiria	1	0.0
	Mtoa huduma atayemtoza nauli mwanafunzi atakayepanda gari la abiria linalotoa huduma ya usafiri ndani ya miji kwa kiwango cha nauli kisichoidhinishwa na Mamlaka	1	0.0
	Grand Total	8,731	100.0

Source: LATRA

A4.2: Offenses Committed by GCV Operators in QRT1 of the FY 2025/2026

Na.	Offense	Frequency	% of Total
	Kutoa huduma ya kusafirisha Mizigo bila kuwa na leseni halali ya LATRA	7,495	97.67
	Kumzuia Afisa wa Mamlaka au Polisi kutimiza wajibu wake wa ukaguzi kwenye gari husika	62	0.81
	Kutoa taarifa za uongo au kuwasilisha nyaraka za ku-ghushi kwa Mamlaka	59	0.77
	Kukwepa kwa makusudi kulipa tozo za Mamlaka	33	0.43
	Kusimamia Dereva kuwa hapakii abiria kwenye gari la mizigo	6	0.08
	Kushindwa kutoa risiti ya mzigo utakaosafirishwa na gari husika	5	0.07
	Kutoa huduma kwa gari la mizigo lisilokidhi viwango vya ubora na usalama	5	0.07
	Kushindwa kutoa huduma ya kusafirisha mizigo kulingana na makubaliano na mwenye mzigo	4	0.05
	Gari la mizigo likidhi vigezo vilivyowekwa na TBS	3	0.04
	Gari la mizigo kuanzia tani 3 na zaidi kutokuwa na kifaa cha kufuatilia mwenendo wa gari	1	0.01
	Kuajiri dereva asiyekuwa na cheti cha LATRA	1	0.01
	Grand Total	7,674	100.0

Source: LATRA

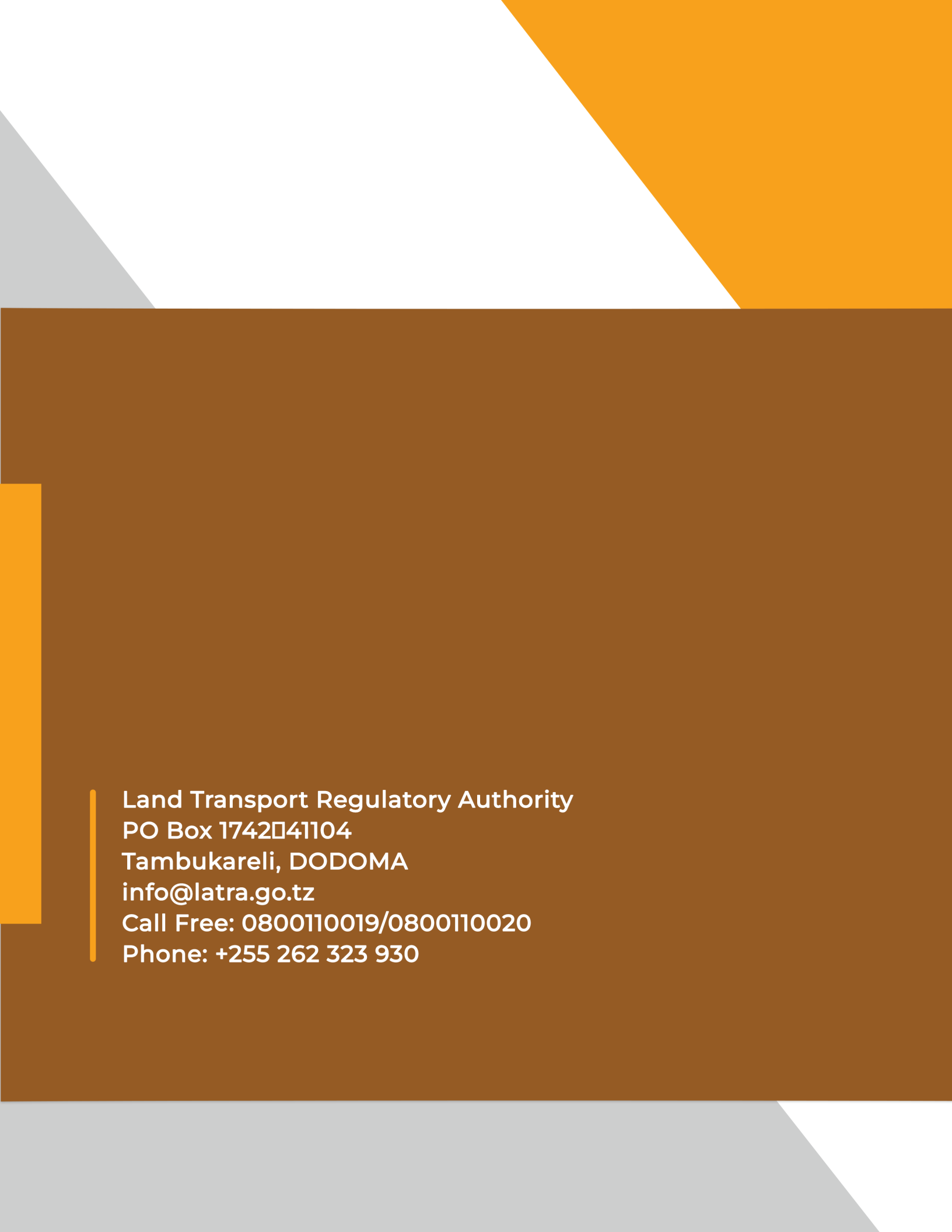
A4.3: Offenses Committed by Private Hire Operators in QRT1 of the FY 2025/2026

Na.	Offense	Frequency	% of Total
	Pikipiki ya magurudumu mawili au matatu kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	2,249	64.6
	Kukiuka masharti mengine yoyote yaliyotolewa na LATRA	444	12.8

Na.	Offense	Frequency	% of Total
	Huduma zinazotolewa haziingiliani na huduma za usafiri wa mijini (daladala) au huduma za mabasi ya masafa marefu.	108	3.1
	Pikipiki ya magurudumu mawili au matatu kuegeshwa au kutoa huduma kwenye maeneo (ya katikati ya Miji/majiji) yaliyokatazwa	106	3.0
	Pikipiki za magurudumu mawili na matatu kutoa huduma kwenye maeneo yaliyowekewa katazo na Mamlaka husika.	97	2.8
	Kubeba idadi kubwa ya abiria zaidi ya ilivyoandikwa kwenye kadi ya chombo husika	93	2.7
	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	79	2.3
	Kubeba abiria wanaosafiri kwa malengo tofauti	51	1.5
	Kuruhusu dereva kutoa huduma bila kuwa na cheti cha LATRA	35	1.0
	Kuruhusu dereva asiyekuwa na Cheti cha Uthibitisho kutoka LATRA kuendesha gari husika	28	0.8
	Huduma zinazotolewa haziingiliani na huduma za usafiri wa Mijini(daladala) au za mabasi ya masafa marefu	24	0.7
	Kukiuka masharti mengine yeyote yaliyotolewa na LATRA	22	0.6
	Kukiuka masharti mengine yaliyotolewa na LATRA	16	0.5
	Kutoa huduma ya usafiri wa basi la shule bila kupakwa rangi ya njano yenye namba Rgb(255,255,0) na kuandikwa maneno "School Bus" au "Basi la Shule"	15	0.4
	Taksi kutoegeshwa kwenye vituo maalumu vilivyoainishwa.	15	0.4
	Kushindwa kutoa risiti ya malipo kwa abiria	13	0.4
	Taksi kutowekewa alama ya utambulisho kama itakavyoelekezwa na Mamlaka	13	0.4
	Kushindwa kuzingatia vigezo vya kiutendaji vilivyo dhiniswa na Mamlaka	9	0.3
	Kutoa huduma ya usafiri wa basi la shule lisilokidhi viwango vilivyo elezwa chini ya Kanuni ya LATRA (Viwango vya Usalama na Ubora wa Huduma)	9	0.3
	Kutumia chombo cha moto kisichokuwa na kibao cheupe cha usajili	6	0.2
	Pikipiki za magurudumu mawili kutokuwa na kofia ngumu na zilizowekewa alama ya utambulisho.	6	0.2

Na.	Offense	Frequency	% of Total
	Taksi kutopakwa rangi ya utambulisho kama itakavyoelekezwa na Mamlaka.	5	0.1
	Waendesha pikipiki za magurudumu mawili na matatu kutovaa sare zilizo safi na nadhifu kama ilivyoelekezwa na Mamlaka	5	0.1
	Gari kutokuwa na alama maalum ya utambulisho kwa mujibu wa maelekezo ya Mamlaka	4	0.1
	Kumzuia Afisa wa Mamlaka kufanya kazi	4	0.1
	Kushindwa kuzingatia vigezo vya kiutendaji vilivyoidhinishwa na Mamlaka	4	0.1
	Gari kutofungwa kifaa cha kuratibu mwendo wa safari	3	0.1
	Kuendesha basi la shule bila kuwa na kisanduku cha huduma ya kwanza kilichowekwa mahali panapoonekana, kilicho na dawa na vifaa tiba vilivyoainishwa	3	0.1
	Kushindwa kutoa risit ya malipo kwa abiria	3	0.1
	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA.	3	0.1
	Kubeba idadi kubwa ya abiria zaidi ya iliyoandikwa kwenye kadi ya chombo	2	0.1
	Kushindwa kubandika leseni ya LATRA mahali pa wazi	2	0.1
	Kutoza nauli kinyume na maelekezo ya Mamlaka	2	0.1
	Kutumia gari lisilokuwa na kibao cheupe cha usajili wa gari	1	0.0
	Grand Total	3,479	100.0

Source: LATRA



Land Transport Regulatory Authority
PO Box 1742□41104
Tambukareli, DODOMA
info@latra.go.tz
Call Free: 0800110019/0800110020
Phone: +255 262 323 930