



LATRA
IMETHIBITISHWA ISO 9001

LAND TRANSPORT **STATISTICS**

Quarter 2: 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 2 report of the financial year 2025/2026 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 Second Quarter Statistics report provides numbers on issued licenses of regulated market of road service categories, licensed vehicles by age, 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 similar period of the financial year 2024/2025 to assess changes in the levels or structure of the regulated market.

2.0 NUMBER OF ISSUED LICENSES

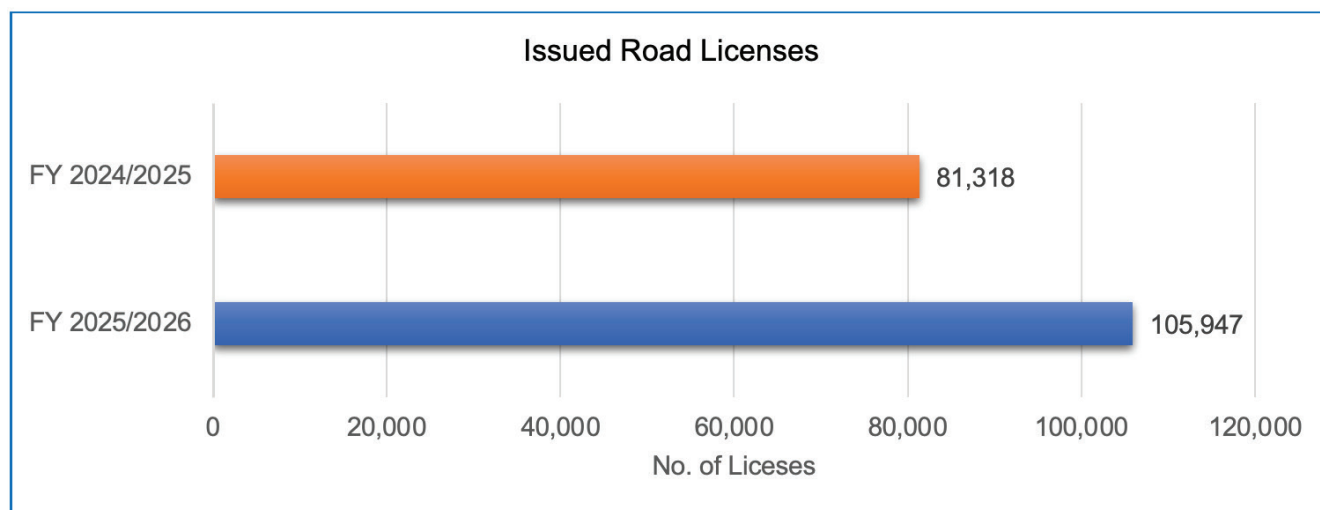
Pursuant to section 5(1)(b) of the Land Transport Regulatory Act, Cap. 413, the Authority continued to issue and renew road service licenses for passenger and goods carrying vehicles to ensure they meet licensing standards. Overall, the Authority issued a total of 105,947 licenses in the second quarter of FY 2025/2026, reflecting a 30.3 percent increase from 81,318 licenses recorded in the same period of the previous FY 2024/2025. Table 1 and Figure 1 below summarizes.

Table 1: Road Licenses issued in October - December 2024
Vs October - December 2025

SN	Type of License	FY 2024/2025	FY 2025/2026	% Change	% of Total 2025/26
1	Public Service Vehicle	9,098	7,658	-15.8	7.2
2	Goods Carrying Vehicle	50,509	55,392	9.7	52.3
3	Private Hire Vehicles	21,711	42,897	97.6	40.5
	Total	81,318	105,947	30.3	100.0

Source: LATRA

**Figure 1: Road Licenses issued in October - December 2024
Vs October - December 2025**



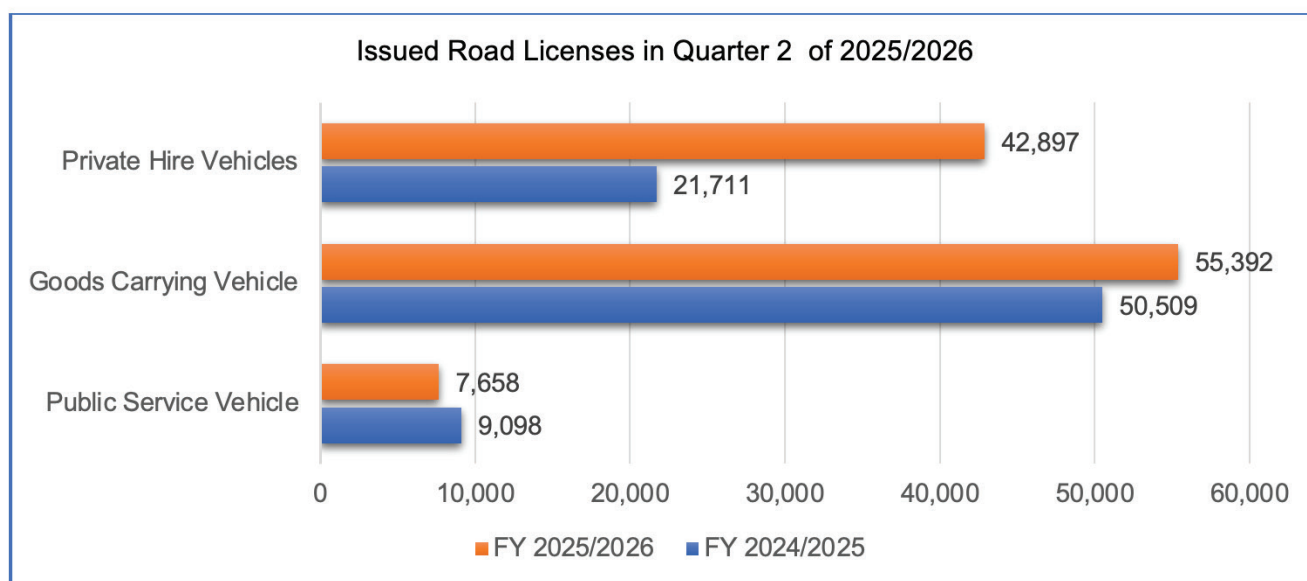
Source: LATRA

3.0 ISSUED LICENSES BY SERVICE CATEGORY

During the second quarter of the financial year 2025/2026, number of licenses issued to Private Hire Vehicles and Goods Carrying Vehicle increased by 97.6 percent, and 9.7 percent respectively while licenses issued to Public Service Vehicles declined by 15.8 percent. The decline in Public Service Vehicle licenses and drastic increase in Private Hire Vehicle licenses is attributed by regulatory changes where new services were introduced (shuttle service, and rental vehicles) and some service categories (school bus, staff bus, and tour services) were reclassified from PSV regulatory framework to Private Hire regulatory framework.

Data analysis showed that the largest category, of issued licenses were for Goods Carrying Vehicles with 55,392 licenses equivalent to 52.3 percent of all license issued, followed Private Hire Vehicles with 42,897 licenses equivalent to 40.5 percent of all issued licenses. Licenses issued to Public Service Vehicles were the lowest category with 7,658 licenses equivalent to 7.2 percent of all licenses issued in the reporting period. Table 1 and Figure 2 illustrates structure and change in issued licenses for provision of passenger and goods transportation by road during the second quarter of the financial years of 2024/2025 and 2025/2026.

Figure 2: Road Licenses issued in the Second 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 7.2 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 towns (Intercity) or within administrative region (Regional buses), and Commuter buses operating within shorter distances of an urban center.

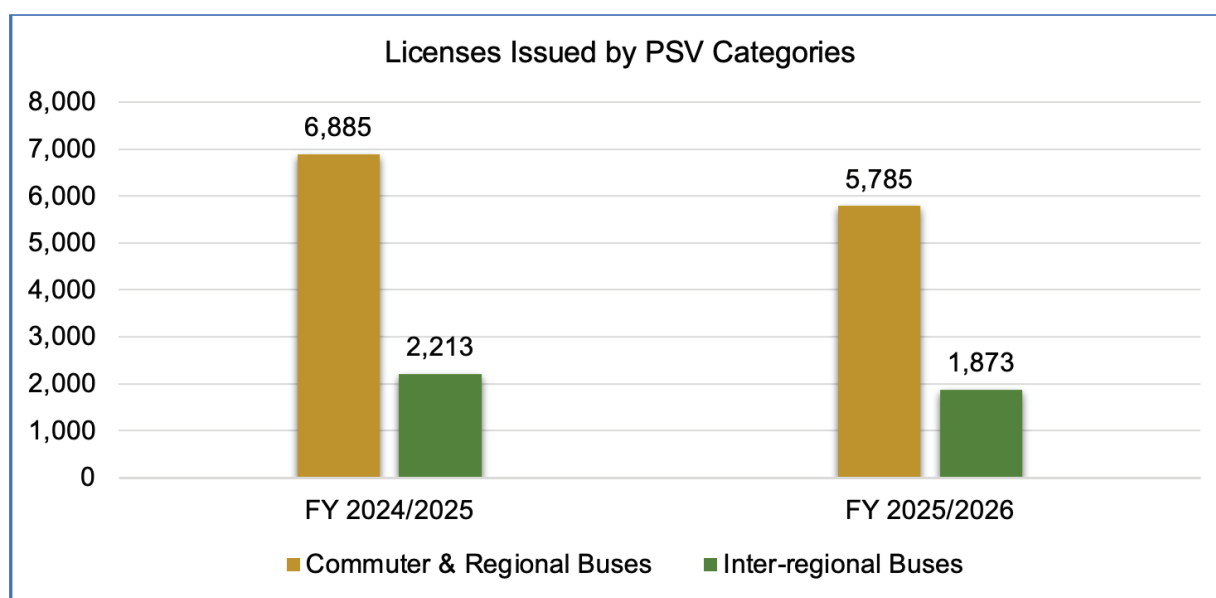
Within PSV, Data analysis show that licenses issued to commuter and regional bus services sub-category present the largest group by 75.5 percent (5,785 licenses), while license issued to Inter-regional bus services sub-category present only 24.5 percent (1,873 licenses) of all licenses issued to Public Service Vehicles. Table 2 and Figure 3 details.

Table 2: Issued PSV by Sub-Categories of Services

SN	License Category	FY 2024/2025	FY 2025/2026	%Change	% of Total
	Commuter & Regional Buses	6,885	5,785	-16.0	75.5
	Inter-regional Buses	2,213	1,873	-15.4	24.5
	TOTAL	9,098	7,658	-15.8	100.0

Source: LATRA

Figure 3: Issued PSV per category in FY 2024/2025 Vs FY 2025/2026



Source: LATRA

3.1.2. Issued PSV Licenses per Seating Capacity

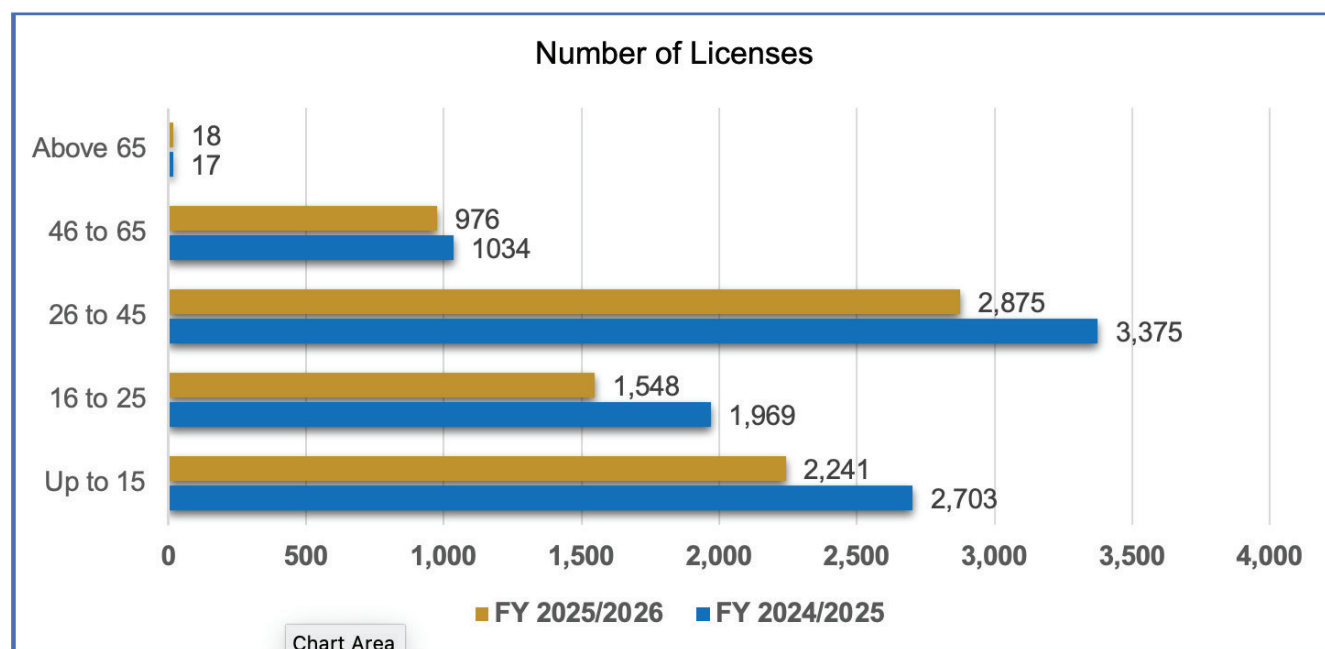
During the period under review, the Authority issued 7,658 licenses to PSV; out of which, buses with seating capacity between 26 to 45 seats presents the large sub-category with 37.5 percent. The second largest sub-category issued to those with seating capacity of up to 15 passengers with 29.3 percent. Moreover, it was deduced that 87.0 percent of the licensed PSV during the reporting period had carrying capacity of 45 or less while only 13.0 percent had seating capacity above 45, considered large buses. Table 3 and Figure 4 provides more details.

Table 3: Licensed PSV by Vehicle Seating Capacity 2025/26 vs 2024/25

SN	Seating Capacity	FY 2024/2025	FY 2025/2026	%Change	%of Total
1	Up to 15	2,703	2,241	-17.1	29.3
2	16 to 25	1,969	1,548	-21.4	20.2
3	26 to 45	3,375	2,875	-14.8	37.5
4	46 to 65	1034	976	-5.6	12.7
5	Above 65	17	18	5.9	0.2
TOTAL		9,098	7,658	-15.8	100.0

Source: LATRA

Figure 4: 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.

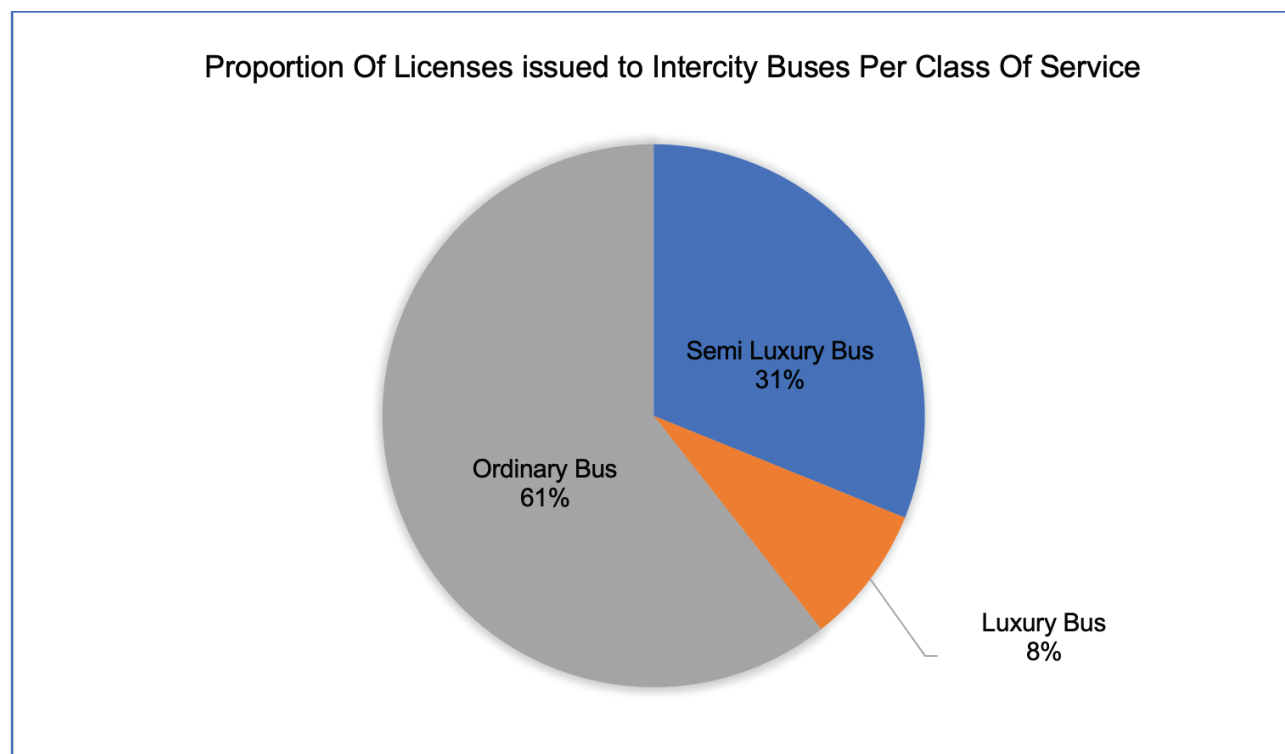
During the reporting period, 60.6 percent of licenses issued for Inter-Regional, were ordinary class while 31.1 percent were semi luxury buses and 8.3 percent were Luxury Buses. However, luxury buses recorded the highest growth rate of 52.0 percent, indicating increasing demand for premium inter-regional transport services. Table 4 summarizes.

Table 4: Licenses for Intercity Buses per class of service

SN	License Class	2024/2025	2025/2026	%Change	% of Total 2025/26
1	Semi Luxury Bus	565	583	3.2	31.1
2	Luxury Bus	102	155	52.0	8.3
3	Ordinary Bus	1,546	1,135	-26.6	60.6
	Total	2,213	1,873	-15.4	100.0

Source: LATRA

Figure 5: Proportion of Licenses for Intercity Buses per class of service in Quarter 2 2025/26



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 second quarter of the FY 2025/26, a total of 55,392 licenses were issued by the Authority for Goods Carrying Vehicles (GCV) reflecting an increase of 9.7 percent as compared to 50,509 licenses issued during the same period in FY 2024/25. Licenses issued for GCV contributed to about 52.3 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 71.8 percent of all licenses issued to GCV were issued to vehicles with carrying capacity between 6 and 10 tons and carrying capacity of 31 tons and

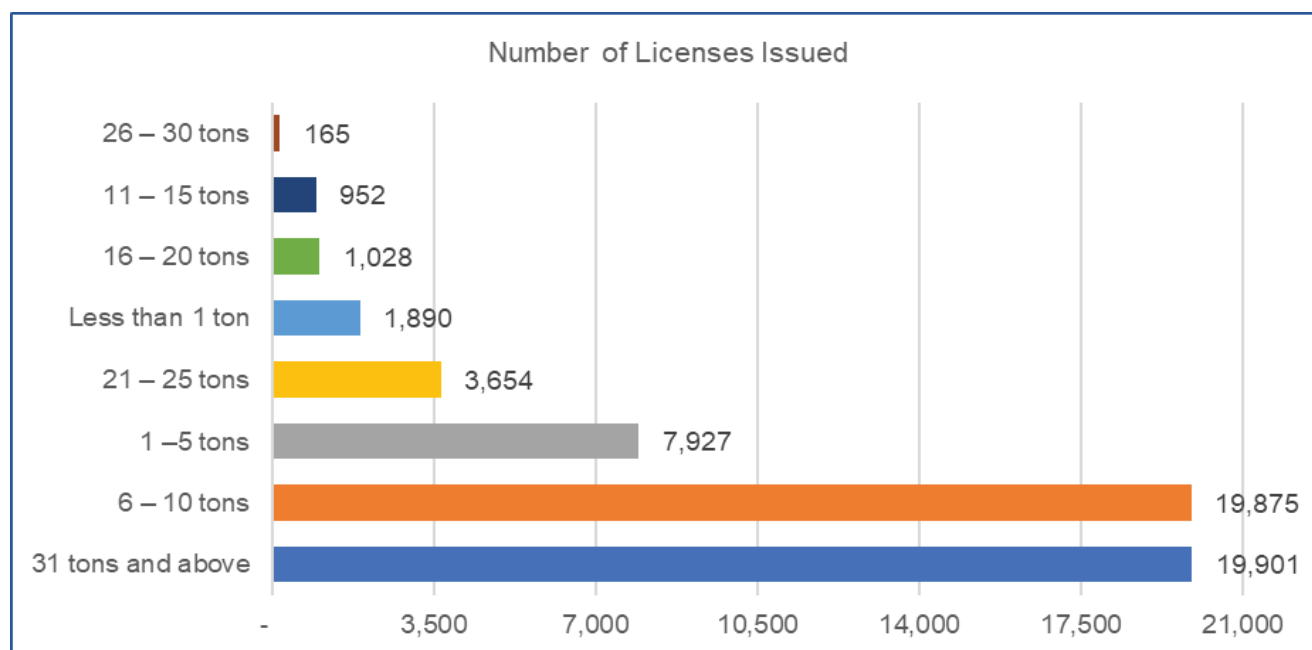
above (35.9 percent each). The smallest share of licenses was issued to goods vehicles with carrying capacity between 26 and 30 tons at 0.3 percent of total licenses issued to goods-carrying vehicles. More details are provided in Table 5 and Figure 6.

Table 5: Licenses issued per carrying capacity

SN	Class	Weight	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	C1	Less than 1 ton	2,584	1,890	-26.9	3.4
2	C2	1 –5 tons	7,972	7,927	-0.6	14.3
3	C3	6 – 10 tons	17,230	19,875	15.4	35.9
4	C4	11 – 15 tons	994	952	-4.2	1.7
5	C5	16 – 20 tons	915	1028	12.3	1.9
6	C6	21 – 25 tons	3,613	3,654	1.1	6.6
7	C7	26 – 30 tons	139	165	18.7	0.3
8	C8	31 tons and above	17,062	19,901	16.6	35.9
TOTAL			50,509	55,392	9.7	100.0

Source: LATRA

Figure 6: 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 (PHS0IMCA), 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 42,897 Private Hire licenses, with Motor Cycles and Motor Tricycles dominating the market, accounting for 62.0 percent and 26.8 percent of all licenses issued, respectively. Together, these two categories represented 88.8 percent of total licenses. Tour vehicles accounted for 3.6 percent, followed by Taxi-cabs 3.3 percent. Table 6 below summarizes.

Table 6: Issued Licenses for Private Hire Vehicles, FY 2024/2025 - 2025/2026

SN	Type of License	Oct-25	Nov-25	Dec-25	Total	% of total 2025/26
	Motorcycles	4,704	9,165	12,720	26,589	62.0
	Motor Tricycles	2,216	4,403	4,857	11,476	26.8
	Taxi Cabs	432	460	521	1,413	3.3
	Special Hire	111	134	122	367	0.9
	Shuttle	0	0	0	-	0.0
	Staff Bus	206	164	213	583	1.4
	Tour	445	373	733	1,551	3.6
	School Bus	378	297	243	918	2.1
	Rental Vehicles	0	0	0	-	0.0
	Total	8,492	14,996	19,409	42,897	100.0

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.

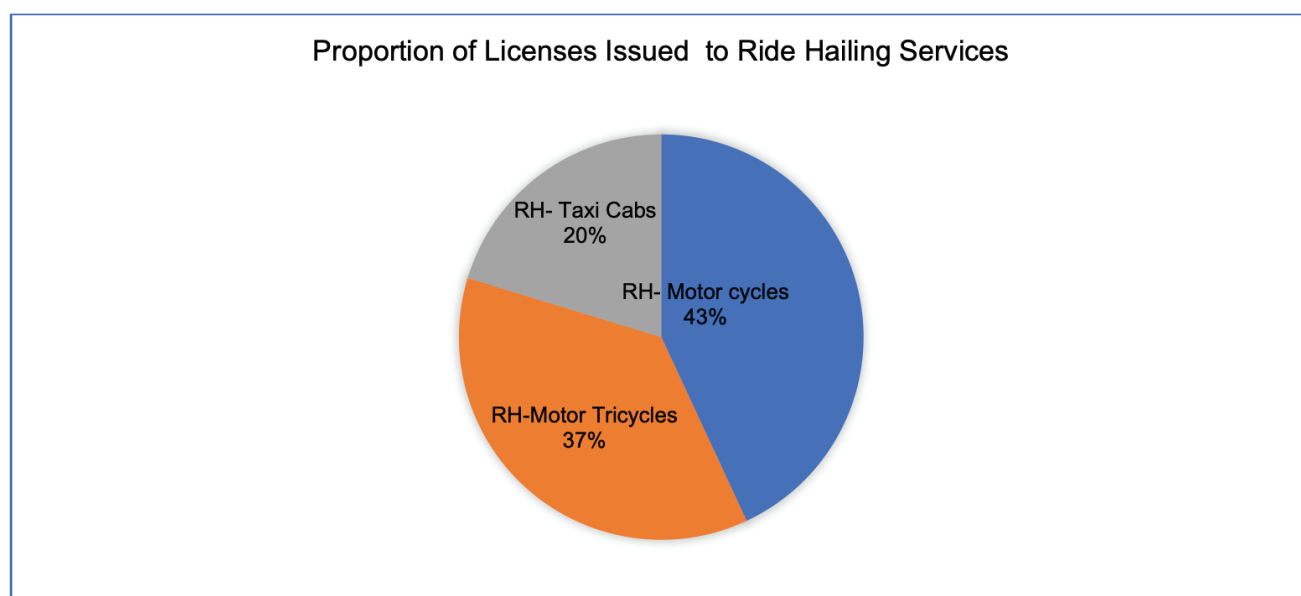
During the second quarter, a total of 4,298 ride-hailing licenses were issued. Ride-hailing motorcycles accounted for the largest share with 1,851 licenses (43.1%), followed by ride-hailing motor tricycles with 1,575 licenses equivalent to 36.6 percent. Ride-hailing taxi cabs recorded 872 licenses, representing 20.3 percent of the total. Overall, motorcycles and motor tricycles together accounted for 79.7 percent of all ride-hailing licenses issued during the period. Table 7 and Figure 7 summarizes.

Table 7: Licenses issued to Ride Hailing Services Quarter 2, 2025/2026

SN	Type of License	Oct-25	Nov-25	Dec-25	TOTAL	% of Total
1	Ride Hailing Motor cycles	705	547	599	1,851	43.1
2	Ride Hailing Motor Tricycles	577	469	529	1,575	36.6
3	Ride Hailing Taxi Cabs	234	286	352	872	20.3
	Grand Total	1,516	1,302	1,480	4,298	100.0

Source: LATRA

Figure 7: Proportion of issued to Ride Hailing Services Quarter 2, 2025/2026



Source: LATRA

4.0 CROSS BORDER AND SHORT-TERM PERMITS

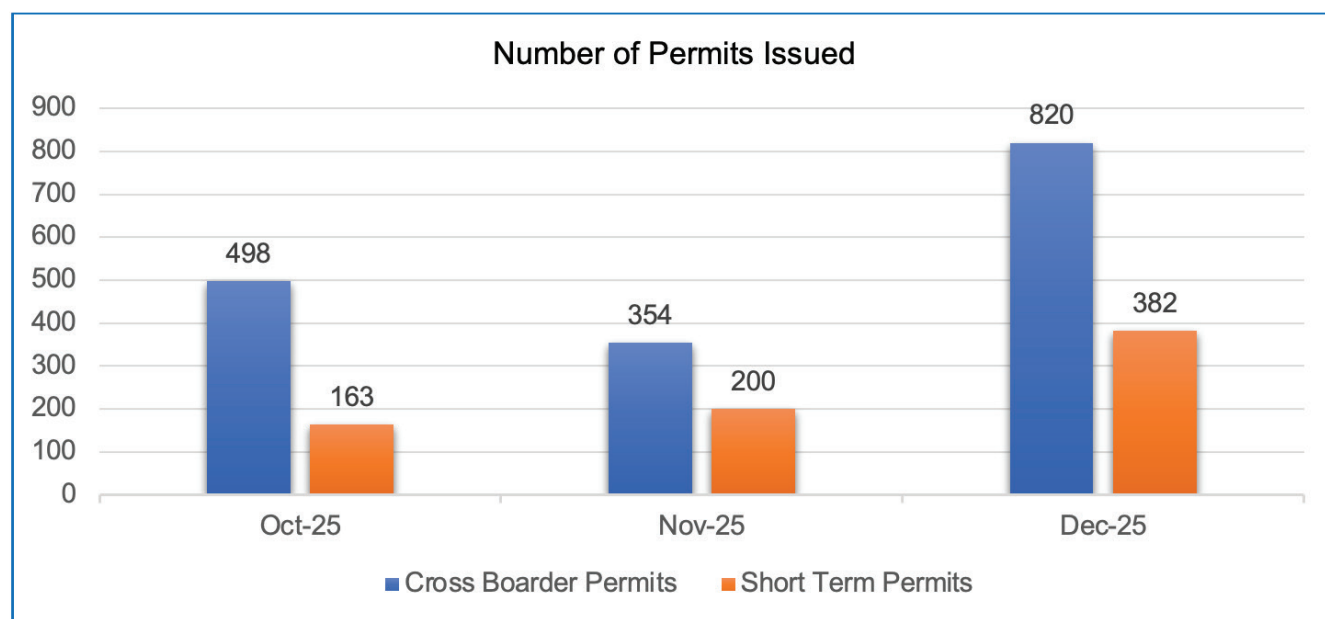
During the reporting period, a total of 2,417 permits were issued, of which 69.2 percent were cross-border permits and 30.8 percent were short-term permits. Permit issuance was highest in December 2025, accounting for nearly half of all permits issued during the period, indicating increased transport activity and demand as summarized in Table 8 and Figure 8.

Table 8: Number of Permits Issued

SN	PERMITS	Oct-25	Nov-25	Dec-25	TOTAL	%Total
1	Cross Boarder Permits	498	354	820	1,672	69.2
2	Short Term Permits	163	200	382	745	30.8
	Total Permit	661	554	1,202	2,417	100.0

Source: LATRA

Figure 8: Number of Permits Issued



Source: LATRA

5.0 NUMBER OF REGULATORY OFFENCES

During the reporting period, a total of 19,884 regulatory offences were recorded across the road transport sector. Goods Carrying Vehicles (GCV) accounted for the largest share with 8,168 offences equivalent to 41.1 percent, followed closely by Public Service Vehicles (PSV) with 7,912 offences equivalent to 39.8 percent. Private Hire Vehicles (PVH) recorded 1,173 offences equivalent to 5.9 percent. Offence cases increased throughout the quarter and peaked in December 2025, indicating heightened transport activity and enforcement operations during the festive season. Table 9 summarises.

Table 9: Number of recorded offences

SN	Offence Category	Oct-25	Nov-25	Dec-25	Total	% Total
	Goods Carrying Vehicles	1,867	2,339	3,962	8,168	41.1
	Passenger Service Vehicles	1,741	2,051	4,120	7,912	39.8
	Private Hire Services	300	319	554	1,173	5.9
	Total	2,575	10,161	7,148	19,884	100

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. Among other measures in performing these duties, the Age analysis of licensed vehicles across various regulated services enables the Authority to conduct self-assessment.

During the second quarter of the Financial Year 2025/2026, the Authority issued a total of 105,947 licenses for both Goods Carrying Vehicles (GCV), Public Service Vehicles (PSV) and Private Hire Vehicles (PvH) out of which 49,593 licenses equivalent to 46.8 percent were of age less or equal to five (5) years, followed 13,070 licenses equivalent to 12.3 percent in age between 6 and 10 years. Furthermore, data analysis shows that 59.1 percent of all licensed vehicles are of age less than 10 years. Table 10 describes

Table 10: Licensed Vehicle by Age

SN	Age Groups (Years)	No of Licensed GCV	No of Licensed PSV	No of Licensed PvH	Total Number of License	% of Total
1	Up to 5	18,889	895	29,809	49,593	46.8
2	6 to 10	5,460	488	7,122	13,070	12.3
3	11 to 15	6,896	259	1,951	9,106	8.6
4	16 to 20	3,801	219	1012	5,032	4.7
5	21 to 25	4,814	1,556	1684	8,054	7.6
6	26 to 30	6,810	2,334	780	9,924	9.4
7	Above 30	8,722	1,907	539	11,168	10.5
	Grand Total	55,392	7,658	42,897	105,947	100.0

Source: LATRA

6.1 Analysis of Licensed Goods Carrying Vehicles by Age

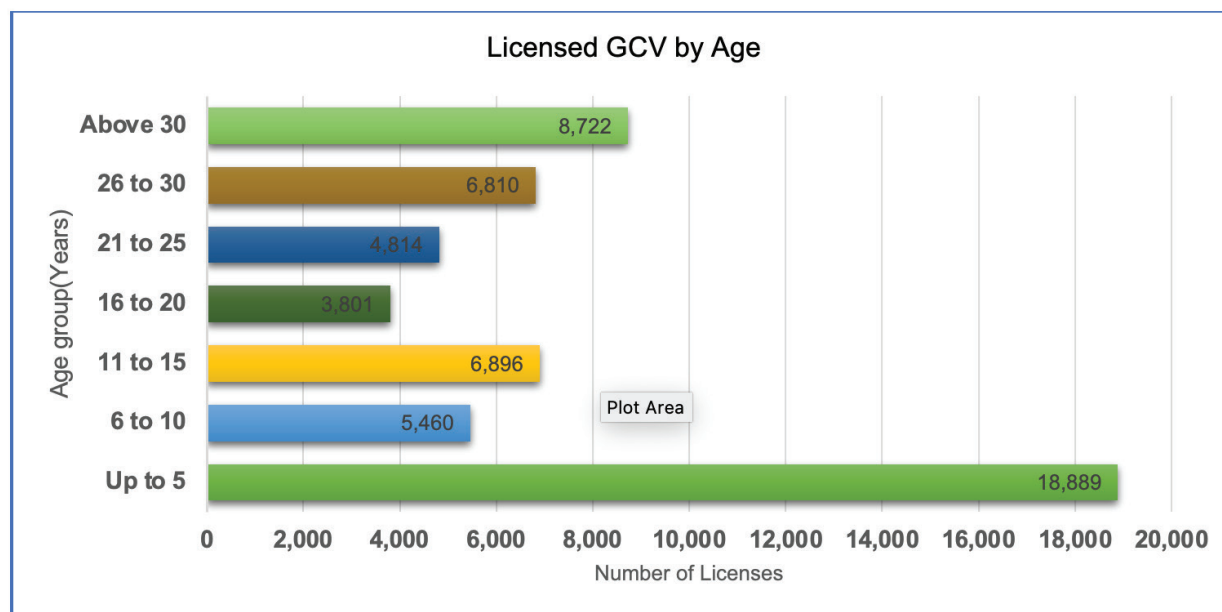
Goods Carrying Vehicles (GCVs) licensed during the period were predominantly newer vehicles, with 34.1% aged up to 5 years, the largest share among all age groups. Nevertheless, the fleet remains relatively old, as 36.7% of vehicles were 21 years and above, highlighting the continued presence of an ageing fleet in the sector. Table 11 provide detailed information of licensed GCV by age.

Table 11: Licensed Goods Carrying Vehicles by Age

SN	Age Groups	Number of License	% of Total GCV
1	Up to 5	18,889	34.1
2	6 to 10	5,460	9.9
3	11 to 15	6,896	12.4
4	16 to 20	3,801	6.9
5	21 to 25	4,814	8.7
6	26 to 30	6,810	12.3
7	Above 30	8,722	15.7
	Grand Total	55,392	100.0

Source: LATRA

Figure 9: Licensed Goods Carrying Vehicles by Age



Source: LATRA

6.2 Analysis of Licensed Public Service Vehicles by Age

The age distribution of licensed Public Service Vehicles (PSVs) shows that the fleet remains predominantly old. Vehicles aged 21 years and above account for 75.7 percent of the total fleet, with those aged 26 to 30 years constituting the largest share (30.5 percent) followed by vehicles above 30 years (24.9 percent). In contrast, only 24.3 percent of PSVs are 20 years and below, including 11.7 percent that are up to 5 years old. This age profile indicates that the PSV fleet is largely ageing, underscoring the importance of continued fleet renewal and modernization to improve service quality, safety, and operational efficiency. Table 12 below summarizes.

Table 12: Licensed Public Service Vehicles by Age

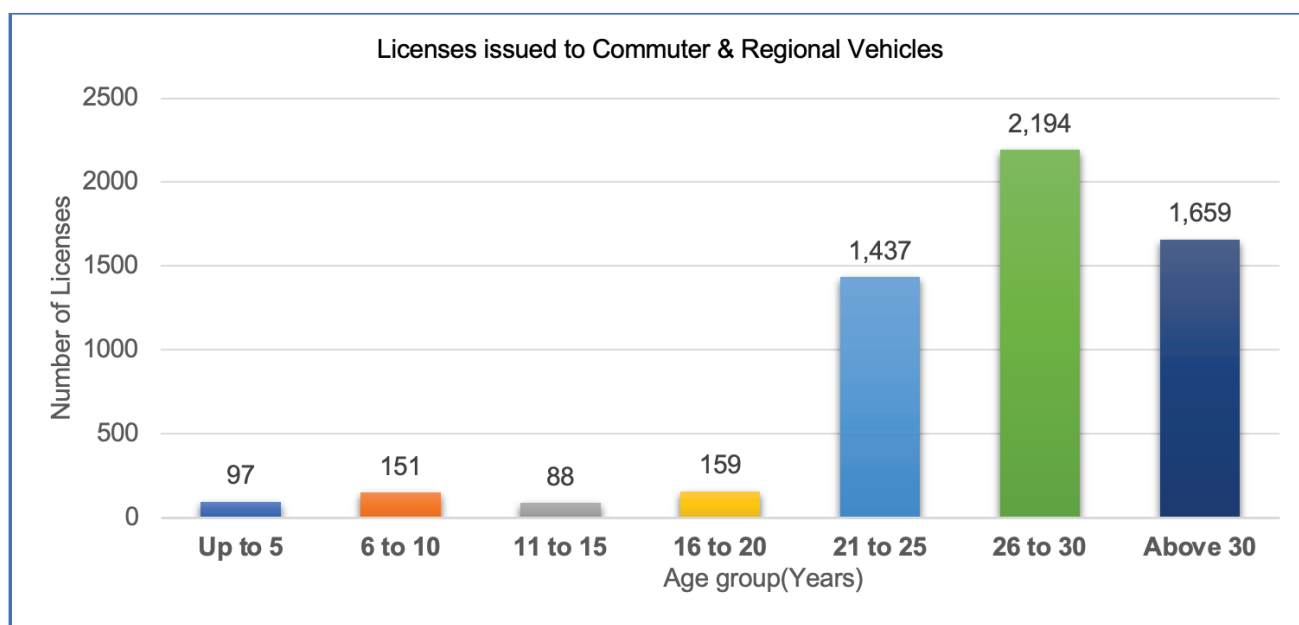
SN	Age Group	Commuter & Regional	% Total Commuter & Regional	Inter-Regional	% Total Inter-Regional	Total	% Total
1	Up to 5	97	1.7	798	42.6	895	11.7
2	6 to 10	151	2.6	337	18.0	488	6.4
3	11 to 15	88	1.5	171	9.1	259	3.4
4	16 to 20	159	2.7	60	3.2	219	2.9
5	21 to 25	1,437	24.8	119	6.4	1,556	20.3
6	26 to 30	2,194	37.9	140	7.5	2,334	30.5
7	Above 30	1,659	28.7	248	13.2	1,907	24.9
	Total	5,785	100.0	1,873	100.0	7,658	100.0

Source: LATRA

6.2.1 Ageing of Licensed Commuter & Regional Service Vehicles

The commuter and regional bus fleet is largely composed of older vehicles, with buses aged 21 years and above accounting for 91.4 percent of the fleet. The 26 to 30 years age group represents the largest share (37.9 percent), followed by buses above 30 years (28.7 percent). In contrast, only 8.6 percent of buses are 20 years and below, indicating that the commuter and regional bus fleet remains highly ageing and requires continued modernization. Table 12 and Figure 9 and summarizes

Figure 10: Licensed Commuter and Regional Vehicles by Age

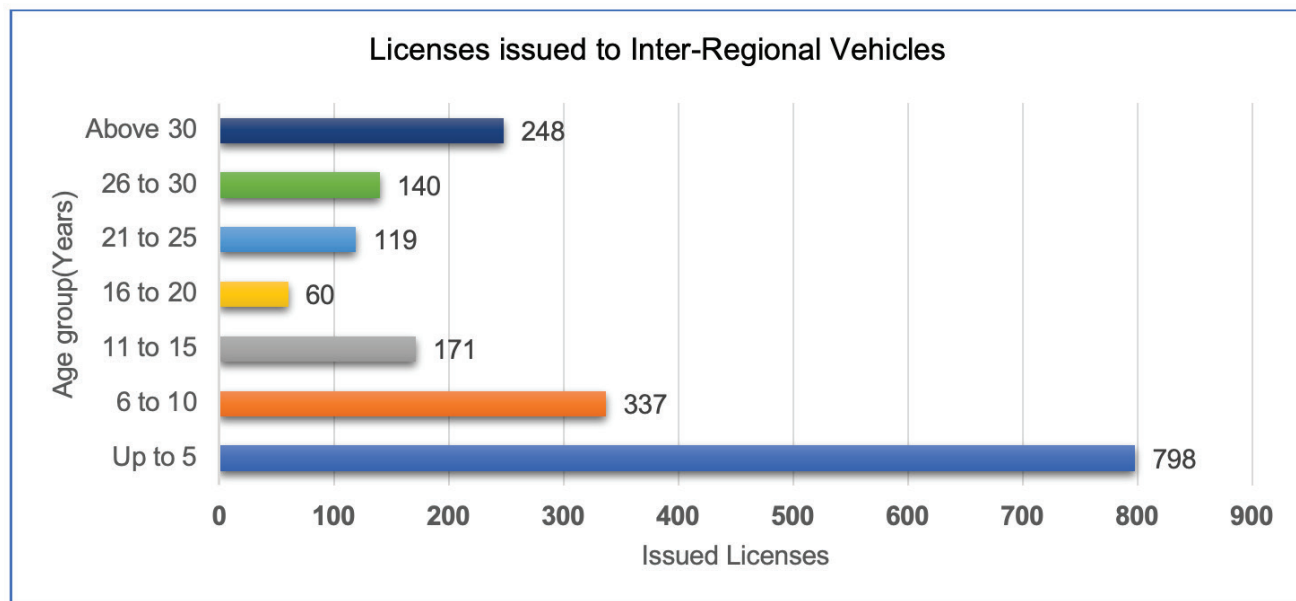


Source: LATRA

6.2.2 Ageing of Licensed Inter-Regional Buses

The inter-regional bus fleet is relatively modern compared to other PSV categories. Vehicles aged 20 years and below account for 69.7 percent of the fleet, with those aged up to 5 years representing the largest share (42.6 percent). In contrast, buses aged 21 years and above constitute 30.3 percent, indicating that fleet renewal efforts have been more successful in the inter-regional segment, resulting in a younger and more modern fleet.

Figure 11: Licenses issued to Inter-Regional Vehicles in QTR 2 of 2025/26



Source: LATRA

6.3 Ageing of Licensed Private Hire Service Vehicles

The age distribution of licensed Private Hire Vehicles (PvH) indicates a relatively young and modern fleet. Vehicles aged up to 5 years account for the largest share at 69.5 percent, while those aged 20 years and below collectively represent 93.0 percent of the fleet. This demonstrates significant investment in newer vehicles and a strong trend towards fleet modernization within the sector.

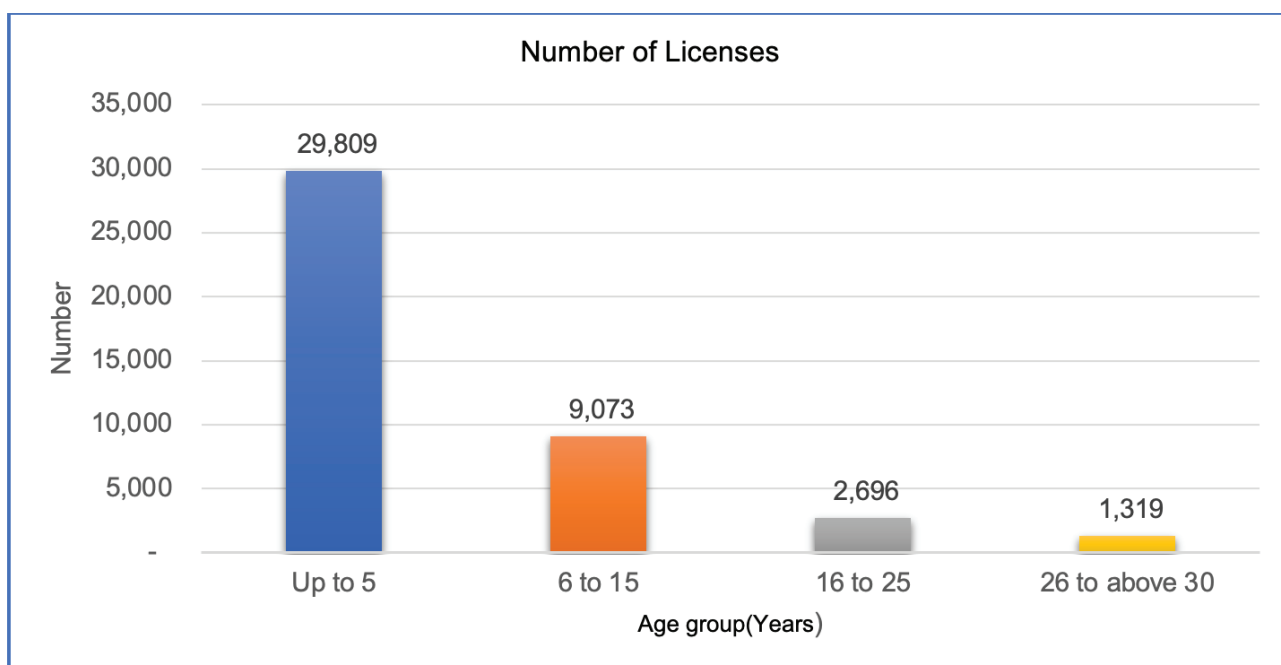
Conversely, vehicles aged 21 years and above constitute only 7.0 percent of the fleet, with those aged above 30 years accounting for a minimal 1.3 percent. Overall, the PVH fleet is considerably newer than other public transport categories, reflecting ongoing fleet renewal efforts and contributing to improved service quality, safety, and operational efficiency. Table 13 and Figure 12 below details.

Table 13: Licensed Private Hire Service Vehicles by Age

SN	Age Group	Motor cycles	% Total M/Cycles	Motor Tricycles	% Total Tricycles	Other Categories	% Total Others	Total PvH	% Total PvH
1	Up to 5	20,809	78.3	8,657	75.4	343	7.1	29,809	69.5
2	6 to 10	4,456	16.8	2,448	21.3	218	4.5	7,122	16.6
3	11 to 15	1203	4.5	344	3.0	404	8.4	1,951	4.5
4	16 to 20	105	0.4	20	0.2	887	18.4	1,012	2.4
5	21 to 25	10	0.0	4	0.0	1,670	34.6	1,684	3.9
6	26 to 30	2	0.0	2	0.0	776	16.1	780	1.8
7	Above 30	4	0.0	1	0.0	534	11.1	539	1.3
	Total	26,589	100.0	11,476	100	4,832	100.0	42,897	100.0

Source: LATRA

Figure 12: Licensed Private Hire Service Vehicles by Age



Source: LATRA

6.3.1 Ageing of Licensed Motorcycles

Approximately 78.3 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 5 years account for only 21.7 percent of the total fleet.

6.3.2 Ageing of Licensed Motor Tricycle

Motor tricycles of the age of up to 5 years contributes 75.4 percent of the licensed motor tricycles during the quarter. Motor tricycles above 5 years of age are about 24.5 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.

Table 14: Other Categories of Private Hire Services

SN	Age Group	Taxi Cab	Special Hire	School Bus	Staff Bus	Tours	Total
1	Up to 5	14	-	38	114	177	343
2	6 to 10	3	-	40	32	143	218
3	11 to 15	60	-	45	22	277	404
4	16 to 20	416	20	66	72	313	887
5	21 to 25	823	182	200	136	329	1,670
6	26 to 30	80	122	273	132	169	776
7	Above 30	17	43	256	75	143	534
	Total	1,413	367	918	583	1,551	4,832

Source: LATRA

a. Ageing of Licensed Taxi-cabs

The taxi cab fleet is predominantly old, with 94.6 percent of licensed vehicles aged 16 years and above, while only 5.4 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.

b. Ageing of Licensed Special Hire Vehicles

The Special Hire fleet by 94. is mostly composed of older vehicles, with 94.6 percent aged 21 years and above. Vehicles aged 21 to 25 years formed the largest share (49.6 percent), followed by those aged 26 to 30 years (33.2 percent). No vehicles were recorded below 16 years of age, indicating limited fleet renewal within this category.

c. Ageing of Licensed School Bus Vehicles

The school bus fleet is largely composed of older vehicles, with 91.5 percent of buses aged over 10 years while only 8.5 percent of school buses are 10 years old and below, indicating an aging fleet that may require gradual replacement and modernization to enhance safety, reliability, and

service quality in school transport operations.

d. Ageing of Licensed Staff Bus Vehicles

The staff bus fleet is 75 percent composed of buses aged over 10 years while 25 percent of staff buses are 10 years old and below. This age profile suggests a need for continued fleet modernization to improve operational efficiency, safety, and service reliability.

e. Ageing of Licensed Tour Service Vehicles

Tour service vehicles fleet has a relatively balanced age distribution compared to other PSV categories. Vehicles aged 21 to 25 years constitute the largest group of vehicles with 21.2 percent, followed by vehicles aged 16 to 20 years with 20.2 percent and 11 to 15 years with 17.9 percent. Overall, 58.1% of the fleet is aged over 20 years, while 41.9% is 20 years old or lower. Table 14 above provide a summary

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 1,363 drivers were registered, showing a decline by 49.7 percent compared to 2,710 drivers registered in the similar period of the financial year 2024/2025. The reduction is attributed to reduced enforcement activities.

7.1.1 Examination and Certification of Drivers

During the reporting period, 964 drivers were examined, with 62.3 percent passing and being certified. Despite declines in the number of registered and examined drivers, the number of

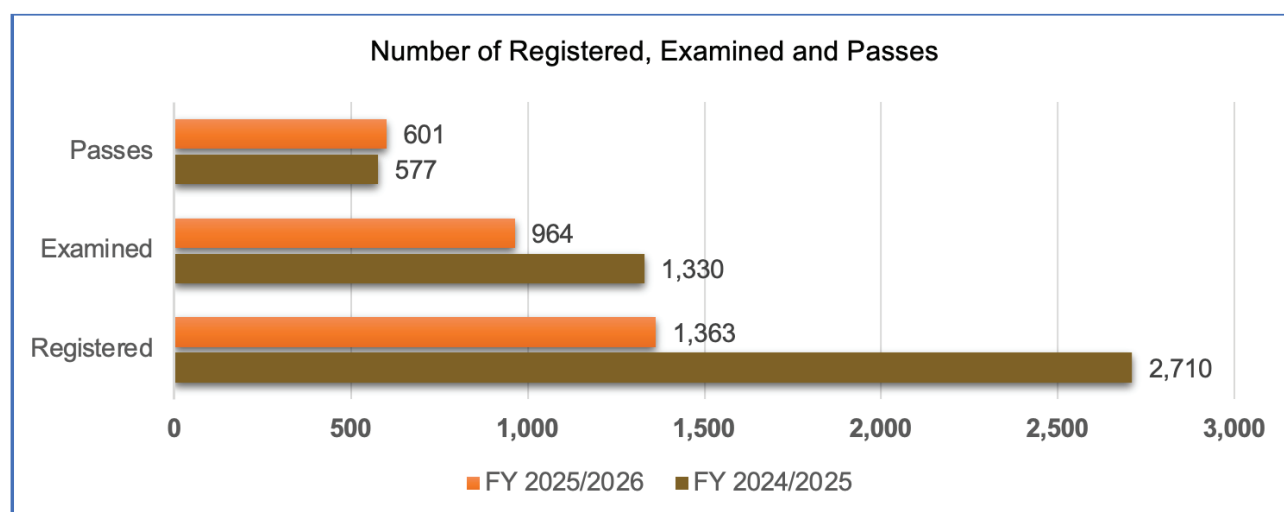
successful candidates increased by 4.2 percent, resulting in a significant improvement in the pass rate from 43.4 percent in FY 2024/2025 to 62.3 percent. Table 15 and Figure 13 summarizes.

**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	2,710	1,363	-49.7
2	Examined	1,330	964	-27.5
3	Passes	577	601	4.2
4	Pass Rate (%)	43.4	62.3	

Source: LATRA

**Figure 13: Number of examined and certified drivers in QRT2 of
FY 2024/25 Vs FY 2025/26**



Source: LATRA

7.1.2 Driver Performance by Gender

The analysis shows a pronounced gender imbalance in driver examinations, with male drivers accounting for 99.6 percent of all candidates, while female drivers represented only 0.4 percent. Male candidates also dominated both pass and fail outcomes, highlighting the limited participation of women in the driver certification process as detailed in Table 16.

Table 16: Driver Performance by Gender

Sn	Performance	Female	Male	Total	% of Total (Performance)
1	Pass	2	599	601	62.3
2	Fail	2	361	363	37.7
	Total	4	960	964	100.0
	% of Total (Gender)	0.4	99.6	100.0	

Source: LATRA

7.1.3 Driver Performance by Age group

During the period under review, a total of 964 drivers were examined, whereby 39.7 percent were aged from 31 to 40 years, followed by 33.6 percent aged from 41 to 50 years. Drivers aged 18 to 30 years and 51 to 60 years accounted for 12.3 percent and 13.9 percent, respectively, while drivers aged above 60 years represented only 0.4 percent indicating that driver participation was largely concentrated among middle-aged individuals.

Table 17: Driver Examinations by Age Group

SN	Age Group	Pass	Fail	Total	% Total
1	18 to 30	82	37	119	12.3
2	31 to 40	238	145	383	39.7
3	41 to 50	195	129	324	33.6
4	51 to 60	83	51	134	13.9
5	Above 60	3	1	4	0.4
	Total	601	363	964	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

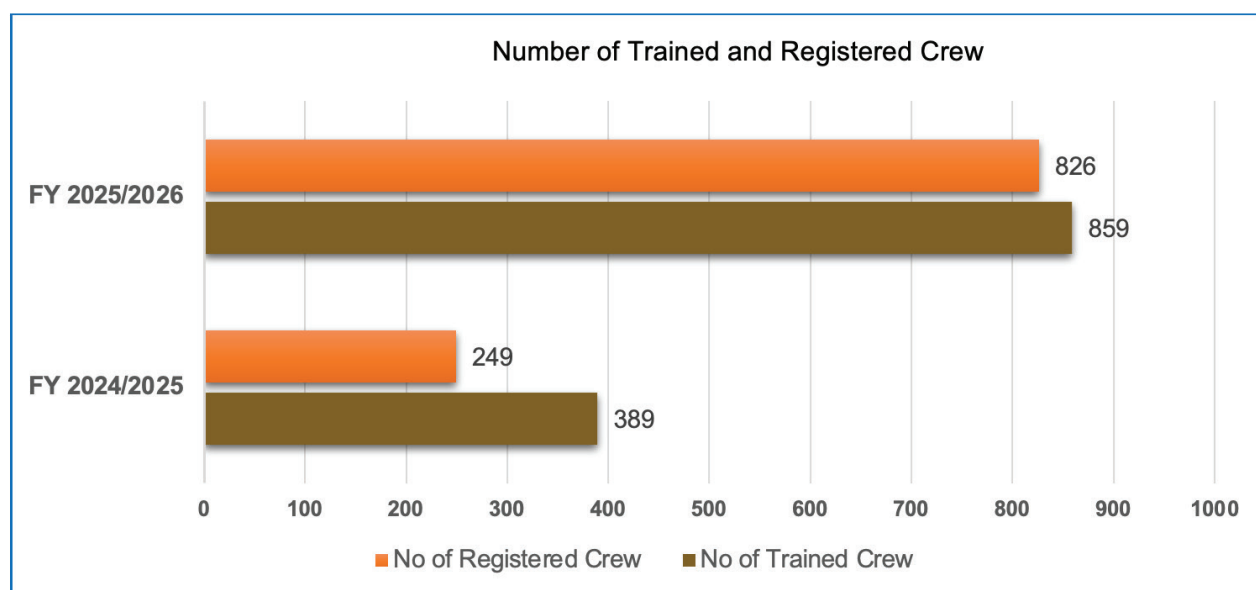
In the reporting period, 859 crews were trained, out of which 826 crews, equivalent to 96.2 were registered indicating a growth in number of registered crews when compared to 64.0 percent of crew trained in the similar period of the previous financial year were registered. Overall performance indicates improved performance in both number of trained and registered crew by 120.8 percent and 231.7 percent respectively in comparison with FY 2024/2025 as described in Table 18 and Figure 14.

Table 18: Number for Crew Trained and Registered in QRT2 2024/2025 vs 2025/2026

SN	Crew Categories	FY 2024/2025	FY 2025/2026	% Change
1	No of Trained Crew	389	859	120.8
2	No of Registered Crew	249	826	231.7
	% of Registered Vs Trained	64.0	96.2	

Source: LATRA

Figure 14: Number of Trained and Registered Crew in QRT2 FY 2024/2025 vs FY 2025/2026



Source: LATRA

7.2.2 Crew Registration by Gender

During the reporting period, 826 crews were registered, comprising 446 females (54.0 percent) and 380 males (46.0 percent). This reflects a relatively balanced gender distribution in crew registration, with female participation slightly exceeding that of males. Furthermore, crew registration remained consistent throughout the period, with each month contributing between 30.1 percent and 37.2 percent of the total registered crews as detailed in Table 19.

Table 19: Crew registration by gender

SN	Gender	Oct-25	Nov-25	Dec-25	Total	% Total (Gender)
1	Female	117	175	154	446	54.0
2	Male	132	132	116	380	46.0
	Total	249	307	270	826	100.0
	% of Total (Month)	30.1	37.2	32.7	100.0	

Source: LATRA

7.2.3 Crew Registration by Age Group

During the reporting period, crews falling under the age group between 18 to 30 years presented the largest share with 506 crews equivalent to 61.3 percent, followed by the age group of 31 to 40 years with 245 crews equivalent to 29.7 percent. Furthermore, data analysis service delivery in public transport is dominated by younger generation for about 90.9 percent of all registered crews are of age below 40 years. Table 20 provide more details.

Table 20: Crew registration by Age group

SN	Age group	Oct-25	Nov-25	Dec-25	Total	% Total (Age)
1	18 to 30	147	189	170	506	61.3
2	31 to 40	74	94	77	245	29.7
3	41 to 50	22	20	19	61	7.4
4	51 to 60	5	4	4	13	1.6
5	Above 60	1	0	0	1	0.1
	Total	249	307	270	826	100.0

Source: LATRA

8.0 VEHICLES 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 second quarter of the Financial Year 2025/2026, a total of 675 buses were fitted with Vehicle Tracking Devices (VTDs), recording an increase of 5.8 percent compared to a total of 638 buses fitted with VTDs in the similar period of the previous financial year. However, during the similar period, a total of 57 buses were deactivated, recording an increase in deactivation by 29.5 percent compared to a total of 44 buses deactivated in the similar period of the preceding financial year. Table 21 details.

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

SN	Month	ACTIVATED			DEACTIVATED		
		2024/2025	2025/2026	% Change	2024/2025	2025/2026	% Change
	October	242	205	-15.3	20	29	45.0
	November	190	233	22.6	10	9	-10.0
	December	206	237	15.0	14	19	35.7
	Total	638	675	5.8	44	57	29.5

Source: LATRA

9.0 RIDERSHIP ANALYSIS

This section presents an analysis of passenger travel during the second quarter of the Fiscal Year (FY) 2025/2026, covering the period from October to December 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.

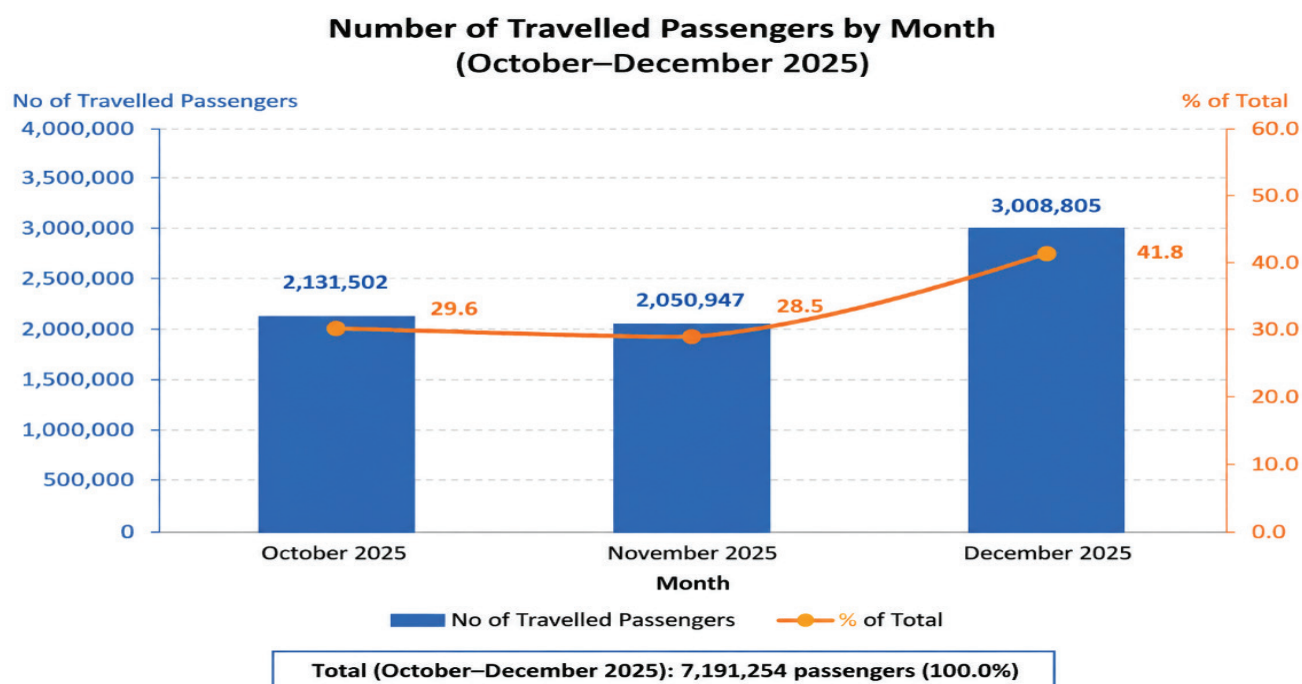
During the second quarter of FY 2025/2026, a total of 7,191,254 passengers were recorded. December presented the highest passenger volume at 3,008,805 equivalents to 41.8 percent of all passenger in the reporting period, when compared to October (2,131,502 passengers, 29.6 percent) and November (2,050,947 passengers, 28.5 percent) reflecting a seasonality in travel demand. Overall, the results show a relatively stable passenger trend with minor month-to-month fluctuations, highlighting consistent demand for transport services. Table 22 and Figure 15 summarizes.

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

SN	Month	No of Travelled Passengers	% Total
1	October 2025	2,131,502	29.6
2	November 2025	2,050,947	28.5
3	December 2025	3,008,805	41.8
	Total	7,191,254	100.0

Source: LATRA

Figure 15: Number of Passengers travelled in Second Quarter of FY 2025/2026



Source: LATRA

10.0 MACRO ECONOMIC STATISTICS

This section presents inflation and fuel price trends as key indicators of macroeconomic stability. Inflation measures changes in the general price level of goods and services over time, while fuel prices influence transportation costs and the movement of people and goods. Both indicators play a significant role in shaping economic activity and are therefore important for assessing the macroeconomic environment during the study period.

10.1 Inflation Trends

Inflation increased moderately during October to December 2025, rising from 3.0 to 3.1 percent in the corresponding period of 2024 to 3.4 to 3.6 percent, indicating continued macroeconomic stability and manageable cost pressures within the land transport sector. Table 23 summarizes.

Table 23: Inflation Rates, J October-December 2024 vs October-December 2025

SN	Financial Year	October	November	December	Average
1	2024/2025	3.0	3.0	3.1	3.0
2	2025/2026	3.5	3.4	3.6	3.5
	<i>Percentage Change (%)</i>	<i>16.7</i>	<i>13.3</i>	<i>16.1</i>	<i>15.4</i>

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 second quarter of the financial year 2025/2026, the average petrol price was TZS 2,884 per litre, compared to TZS 3,059 per litre recorded in the corresponding quarter of FY 2024/2025, representing a decline of 5.7 percent.

Within the second quarter of FY 2025/2026, petrol prices remained stable at TZS 2,883 per litre in both October and November. In December, the price rose slightly to TZS 2,885 per litre, representing an increase of approximately 0.07% compared to November. Overall, between October and December 2025, petrol prices increased marginally from TZS 2,883 to TZS 2,885 per litre, reflecting a total increase of about 0.07% over the period.

Table 24 : Petrol Price Trends October-December 2024 vs October-December 2025

SN	Financial Year	October	November	December	Average
1	2024/2025	3,126	3,058	2,994	3,059
2	2025/2026	2,883	2,883	2,885	2,884
	Percentage Change (%)	-7.8	-5.7	-3.6	-5.7

Source: National Bureau of Statistics

10.2.2 Diesel Price Trends

The average diesel price during October–December FY 2025/2026 decreased by 2.4 percent compared to the corresponding period of FY 2024/2025. However, within the quarter, diesel prices increased by 1.9 percent, rising from TZS 2,838 per litre in October to TZS 2,893 per litre in December.¹

**Table 25: Diesel Price Trends October to December 2025
vs October to December 2025**

SN	Financial Year	Jul	Aug	Sep	Average
1	2024/2025	2,988	2,916	2,877	2,927
2	2025/2026	2,838	2,834	2,893	2,855
	Percentage Change (%)	-5.0	-2.8	0.6	-2.4

Source: National Bureau of Statistics

11.0 ANNEXES

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

S/N	REGION	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	Dar es Salaam	2,470	2,157	-12.7	28.2
2	Arusha	736	653	-11.3	8.5
3	Mwanza	758	605	-20.2	7.9
4	Moshi	505	504	-0.2	6.6
5	Tanga	398	360	-9.5	4.7
6	Mbeya	425	357	-16	4.7
7	Dodoma	453	339	-25.2	4.4
8	Morogoro	289	279	-3.5	3.6
9	Tabora	324	252	-22.2	3.3
10	Singida	215	181	-15.8	2.4
11	Shinyanga	205	173	-15.6	2.3
12	Babati	223	171	-23.3	2.2
13	Musoma	182	167	-8.2	2.2
14	Njombe	191	165	-13.6	2.2
15	Pwani	214	160	-25.2	2.1
16	Bukoba	170	154	-9.4	2
17	Kigoma	183	151	-17.5	2
18	Songea	204	147	-27.9	1.9
19	Mtwara	170	110	-35.3	1.4
20	Geita	142	109	-23.2	1.4
21	Sumbawanga	163	109	-33.1	1.4
22	Iringa	129	105	-18.6	1.4
23	Songwe	95	71	-25.3	0.9
24	Mpanda	94	63	-33	0.8
25	Bariadi	95	62	-34.7	0.8
26	Lindi	65	54	-16.9	0.7
	GRAND TOTAL	9,098	7,658	-15.8	100

Source: LATRA

Annex 2: Issued GCV Licenses in QRT2 of FY 2024/2025 Vs 2025/2026

S/N	REGION	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	Dar es Salaam	12,301	10,514	-14.5	19
2	Mtwara	5,534	6,729	21.6	12.1
3	Pwani	5,492	5,044	-8.2	9.1
4	Mwanza	2,700	4,892	81.2	8.8
5	Lindi	2,703	4,614	70.7	8.3
6	Moshi	2,664	2,884	8.3	5.2
7	Shinyanga	2,169	2,797	29	5.0
8	Arusha	3,270	2,756	-15.7	5.0
9	Morogoro	2,207	2,661	20.6	4.8
10	Njombe	1,215	1,715	41.2	3.1
11	Mbeya	1,160	1,449	24.9	2.6
12	Iringa	942	1,434	52.2	2.6
13	Tanga	1,214	1,400	15.3	2.5
14	Musoma	723	880	21.7	1.6
15	Dodoma	890	859	-3.5	1.6
16	Songea	1,340	764	-43	1.4
17	Bukoba	734	718	-2.2	1.3
18	Kigoma	501	656	30.9	1.2
19	Babati	555	639	15.1	1.2
20	Tabora	410	427	4.1	0.8
21	Songwe	532	363	-31.8	0.7
22	Sumbawanga	306	340	11.1	0.6
23	Geita	292	286	-2.1	0.5
24	Bariadi	374	264	-29.4	0.5
25	Singida	167	201	20.4	0.4
14	Mpanda	114	106	-7	0.2
	Total	50,509	55,392	9.7	100.0

Source: LATRA

Annex 3: Licenses issued to Motor cycles and Motor Tricycles FY 2024/25 Vs 2025/26

SN	Region	Motorcycles	Motor Tricycles	Total	% of Total
1	Dar es Salaam	10,162	5,848	16,010	42.1
2	Mbeya	8,473	1,979	10,452	27.5
3	Pwani	2,239	280	2,519	6.6
4	Morogoro	1,615	655	2,270	6.0
5	Dodoma	1,468	228	1,696	4.5
6	Songwe	1,439	317	1,756	4.6
7	Mwanza	310	235	545	1.4
8	Shinyanga	244	83	327	0.9
9	Ruvuma	98	15	113	0.3
10	Mtwara	95	17	112	0.3
11	Njombe	94	120	214	0.6
12	Iringa	54	234	288	0.8
13	Geita	53	238	291	0.8
14	Mara	46	23	69	0.2
15	Katavi	40	61	101	0.3
16	Singida	31	86	117	0.3
17	Rukwa	31	57	88	0.2
18	Kilimanjaro	25	455	480	1.3
19	Kigoma	21	225	246	0.6
20	Tabora	16	65	81	0.2
21	Arusha	10	75	85	0.2
22	Lindi	9	6	15	0.0
23	Kagera	8	6	14	0.0
24	Tanga	4	34	38	0.1
25	Manyara	2	130	132	0.3
26	Simiyu	2	4	6	0.0
	Total	26,589	11,476	38,065	100.0

Source: LATRA

Annex 4: Recorded Offences in Quarter 2: 2025/2026

A4.1 Offenses Committed by PSV Operators in QRT1 of the FY 2025/2026

SN	OFFENSES	Frequency	%of Total
1	Operating a public service vehicle without a valid license.	1,997	25.2
2	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	1,369	17.3
3	Kushindwa kuzingatia vigezo vya utendaji vilivyowekwa na Mamlaka	801	10.1
4	Kutotoa tiketi za kielektroniki kwa abiria	633	8.0
5	Basi la abiria kutoa huduma kwenye njia ambayo haijaainishwa kwenye leseni yake	501	6.3
6	Kushindwa kuzingatia idadi ya abiria, kama ilivyoidhinishwa kwenye kadi ya gari	380	4.8
7	Kuajiri dereva asiyekuwa na cheti cha LATRA	373	4.7
8	Kutozingatia masharti mengine yeyote yaliyowekwa na Mamlaka	264	3.3
9	Kutoweka utaratibu wa kuweka alama kwenye mizigo inayohifadhiwa kwenye buti la basi	244	3.1
10	Kuajiri mfanyakazi wa basi asiyekuwa na cheti cha usajili kutoka LATRA	229	2.9
11	Kifaa cha kufuatilia mwenendo wa gari kutofanya kazi vyema wakati wote	217	2.7
12	Mtoa huduma hatatoza nauli zaidi ya ile iliyoidhinishwa na Mamlaka kulingana na daraja la basi husika	214	2.7
13	Kutotumia mashine zilizoidhinishwa na Mamlaka kutoa tiketi	160	2.0
14	Kutotoa tiketi kwa abiria	123	1.6
15	Kutoa huduma ya gari la abiria bila kuzingatia batli, ratiba na chati ya nauli iliyoidhinishwa na Mamlaka	111	1.4
16	Kumzuia afisa wa LATRA au Polisi kufanya ukaguzi wa chombo husika	82	1.0

SN	OFFENSES	Frequency	%of Total
17	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	56	0.7
18	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	44	0.6
19	Kupaka rangi au kuweka tangazo kwenye gari la abiria linaloingiliana na rangi za utambulisho wa njia	20	0.3
20	Kutoa huduma ya kusafirisha abiria kwa gari ambalo halikidhi vigezo vya madaraja ya mabasi ya abiria vilivyoainishwa kwenye Jedwali la tatu la Kanuni hizi	20	0.3
21	Kama mtoa huduma atashindwa kutoa huduma ya usafiri kwa abiria mwenye tiketi	19	0.2
22	Kutoa huduma ya kusafirisha abiria bila gari kuwa na mikanda inayofanya kazi na safi kwa kila kiti cha abiria	11	0.1
23	Kushindwa kuweka kumbukumbu, kuandaa na kutoa taarifa sahihi za biashara ya usafirishaji wa abiria	10	0.1
24	Kutoa huduma ya kusafirisha abiria bila kuandika nauli iliyoidhinishwa na Mamlaka karibu na mlango wa kuingilia abiria	10	0.1
25	Mtoa huduma kushindwa kuandaa orodha ya abiria wanaosafiri ndani ya basi	8	0.1
26	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	4	0.1
27	Kushindwa kuweka chombo cha taka kwenye gari la abiria	3	0.0
28	Dereva mmoja wa gari la abiria kuendesha gari mfulululizo zaidi ya saa nane	2	0.0

SN	OFFENSES	Frequency	%of Total
29	Kuajiri dereva wa basi la abiria la masafa marefu mwenye umri chini ya miaka thelathini	2	0.0
30	Mtoa huduma atakayetoza malipo ya kusafirisha mzigo wa abiria wenye uzito usiozidi kilo ishirini	2	0.0
31	Kutumia gari jingine bila kibali cha dharula pale gari la abiria la njia husika ni bovu	1	0.0
32	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
33	Mtoa huduma kushindwa rudisha kiwango cha nauli iliyolipwa pale ambapo wekesho la tiketi litafutwa kwenye muda usiozidi saa ishirini na nne na si chini ya saa kumi na mbili kabla ya muda uliopangwa kabla ya safari kuanza	1	0.0
Grand Total		7,912	100.0

A4.2: Offenses Committed by GCV Operators in QRT2 of the FY 2025/2026

SN	OFFENSES	Frequency	%of Total
1	Kukwepa kwa makusudi kulipa tozo za Mamlaka	25	0.3
2	Kumzuia Afisa wa Mamlaka au Polisi kutimiza wajibu wake wa ukaguzi kwenye gari husika	44	0.5
3	Kushindwa kutoa huduma ya kusafirisha mizigo kulingana na makubaliano na mwenye mzigo	2	0.0
4	Kusimamia Dereva kuwa hapakii abiria kwenye gari la mizigo	9	0.1
5	Kutoa huduma kwa gari la mizigo lisilokidhi viwango vya ubora na usalama	9	0.1
6	Kutoa huduma ya kusafirisha Mizigo bila kuwa na leseni halali ya LATRA	8,038	98.4
7	Kutoa taarifa za uongo au kuwasilisha nyaraka za kughushi kwa Mamlaka	35	0.4

SN	OFFENSES	Frequency	%of Total
8	Kutozingatia sheria nyingine zozote zilizowekwa na Mamlaka	3	0.0
9	Kuzingatia sheria za usalama Barabarani na Sheria nyinginezo	3	0.0
	Total	8,168	100.0

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

SN	OFFENSES	Frequency	%of Total
1	Gari kutofungwa kifaa cha kuratibu mwendo wa safari	1	0.1
2	Huduma zinazotolewa haziingiliani na huduma za usafiri wa mijini (daladala) au huduma za mabasi ya masafa marefu.	11	0.9
3	Huduma zinazotolewa haziingiliani na huduma za usafiri wa Mijini(daladala) au za mabasi ya masafa marefu	3	0.3
4	Kubeba abiria wanaosafiri kwa malengo tofauti	65	5.5
5	Kubeba idadi kubwa ya abiria zaidi ya ilivyoandikwa kwenye kadi ya chombo husika	25	2.1
6	Kukiuka masharti mengine yaliyotolewa na LATRA	2	0.2
7	Kukiuka masharti mengine yeyote yaliyotolewa na LATRA	6	0.5
8	Kukiuka masharti mengine yoyote yaliyotolewa na LATRA	14	1.2
9	Kumzuia Afisa wa Mamlaka kufanya kazi	3	0.3
10	Kuruhusu dereva asiyekuwa na Cheti cha Uthibitisho kutoka LATRA kuendesha gari husika	18	1.5
11	Kuruhusu dereva kutoa huduma bila kuwa na cheti cha LATRA	1	0.1
12	Kuruhusu dereva kuutoa huduma bila kuwa na cheti cha LATRA	4	0.3
13	Kushindwa kutoa risiti ya malipo kwa abiria	10	0.9
14	Kushindwa kuzingatia vigezo vya kiutendaji vilivyoidhinishwa na Mamlaka	5	0.4
15	Kushindwa kuzingatia vigezo vya kiutendaji vilivyoidhinishwa na Mamlaka	5	0.4

SN	OFFENSES	Frequency	%of Total
16	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	60	5.1
17	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA.	10	0.9
18	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"	19	1.6
19	Kutoa huduma ya usafiri wa basi la shule lisilokidhi viwango vilivyoelezwa chini ya Kanuni ya LATRA (Viwango vya Usalama na Ubora wa Huduma)	12	1.0
20	Kutoza nauli kinyume na maelekezo ya Mamlaka	4	0.3
21	Kutumia chombo cha moto kisichokuwa na kibao cheupe cha usajili	2	0.2
22	Pikipiki ya magurudumu mawili au matatu kuegeshwa au kutoa huduma kwenye maeneo (ya katikati ya Miji/majiji) yaliyokatazwa	1	0.1
23	Pikipiki ya magurudumu mawili au matatu kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	890	75.9
24	Taksi kutoegeshwa kwenye vituo maalumu vilivyoainishwa.	1	0.1
25	Taksi kutowekewa alama ya utambulisho kama itakavyoelekezwa na Mamlaka	1	0.1
	Grand Total	1,173	100.0



LATRA

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