



The United Republic of Tanzania
Ministry of Transport

LATRA
ISO 9001 CERTIFIED

LAND TRANSPORT STATISTICS Quarter 3 2025/2026



April, 2025

TABLE OF CONTENTS

Foreword.....	iii
Definitions of Terms.....	iv
1.0 INTRODUCTION.....	1
2.0 NUMBER OF ISSUED LICENSES.....	2
3.0 ISSUED LICENSES BY SERVICE CATEGORY.....	3
3.1 Issued Licenses to Public Service Vehicles.....	4
3.2 Issued Licenses for Goods Carrying Vehicles.....	6
3.3 Issued Licenses for Private Hire Services.....	7
4.0 CROSS BORDER AND SHORT-TERM PERMITS.....	9
5.0 NUMBER OF REGULATORY OFFENCES.....	9
6.0 ANALYSIS OF AGEING OF LICENSED VEHICLES.....	9
6.1 Analysis of Licensed Goods Carrying Vehicles by Age.....	10
6.2 Analysis of Licensed Public Service Vehicles by Age.....	11
6.3 Ageing of Licensed Private Hire Service Vehicles.....	12
7.0 DRIVERS REGISTRATION AND CERTIFICATION.....	14
7.1 Registration of Drivers.....	15
7.2 Crew Training and Registration.....	16
8.0 VEHICLE TRACKING SYSTEM.....	18
9.0 RIDERSHIP ANALYSIS.....	19
10.0 MACRO-ECONOMIC STATISTICS.....	20
10.1 Inflation Trends.....	20
10.2 Fuel Price Trends.....	21
11.0 ANNEXES.....	22
Annex 1: Issued PSV Licenses per Region in the FY 2024/2025 Vs 2025/2026.....	22
Annex 2: Issued GCV Licenses per Region in the Third Quarter of FY 2024/2025 Vs 2025/2026.....	23
Annex 3: Licenses issued to Motor Cycles and Motor tricycles per Regions Quarter 3, FY 2025/26.....	24
Annex 4: Recorded Offences in Quarter 3: 2025/26.....	25

TABLES

Table 1: Road Licenses issued in January – March 2025 Vs January – March 2026.....	2
Table 2: Issued PSV by Sub-Categories of Services.....	4
Table 3: Licensed PSV by Vehicle Seating Capacity.....	5
Table 4: Licenses for Inter-Regional Buses per class of service.....	6
Table 5: Licenses issued to GCV per carrying capacity.....	6
Table 6: Issued Licenses for Private Hire Services Quarter 3 - 2025/2026.....	8
Table 7: Licenses issued to Ride Hailing Services Quarter 3, 2025/2026.....	8
Table 8: Number of Permits Issued.....	9
Table 9: Number of recorded offences.....	9
Table 10: Licensed Vehicle by Age.....	10
Table 11: Licensed Goods Carrying Vehicles by Age.....	11
Table 12: Licensed Public Service Vehicles by Age.....	12
Table 13: Licensed Private Hire Service Vehicles by Age.....	13
Table 14: Other Categories of Private Hire Services.....	14
Table 15: Number of Registered, Examined and Certified Drivers in 2024/25 vs 2025/26.....	15
Table 16: Driver Performance by Gender.....	16
Table 17: Drivers Performance by Age group.....	16
Table 18: Number for Crew Trained and Registered in QRT3 2024/2025 vs 2025/2026.....	17
Table 19: Crew Registration by Gender.....	17
Table 20: Crew registration by Age group.....	18
Table 21: New Number of Vehicles Fitted with VTDs Third Quarter 2024/2025 Vs 2025/2026.....	19
Table 22: Number of Passengers travelled in Third Quarter of FY 2025/2026.....	19
Table 23: Inflation Rates, January – March 2025 vs January – March 2026.....	20
Table 24: Petrol Price Trends January – March 2025 vs January – March 2026.....	21
Table 25: Diesel Price Trends January – March 2025 vs January – March 2026.....	21

FIGURES

Figure 1: Road Licenses issued in the Third Quarter of FY 2024/2025 Vs FY 2025/2026.....	3
Figure 2: Issued PSV per category in FY 2024/2025 Vs FY 2025/2026.....	4
Figure 3: Licenses issued to PSV per Seating Capacity.....	5
Figure 4: Licenses issued per carrying capacity.....	7
Figure 5: Licensed Vehicle by Age.....	10
Figure 6: Licensed Goods Carrying Vehicles by Age.....	11
Figure 7: Number of examined and certified drivers in QRT3 of FY 2024/25 Vs FY 2025/26.....	15
Figure 8: Number of Trained and Registered Crew in QRT3 FY 2024/2025 vs FY 2025/2026.....	17
Figure 9: No of Passengers January to March 2026.....	20

Annexes

Annex 1: Issued PSV Licenses per Region in the FY 2024/2025 Vs 2025/2026.....	22
Annex 2: Issued GCV Licenses per Region in the Third Quarter of FY 2024/2025 Vs 2025/2026.....	23
Annex 3: Licenses issued to Motor Cycles and Motor tricycles per Regions Quarter 3, FY 2025/26.....	24
Annex 4: Recorded Offences in Quarter 3: 2025/26.....	25

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 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 organizations and individuals 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 suggestions 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
1	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
2	Tour Vehicles	A passenger chauffeur driven motor vehicle for the principal purposes of sightseeing tours.
3	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.
4	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
5	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.
6	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.
7	Shuttle	Shuttle vehicle means a motor vehicle that operates in short distance frequently between two points.
8	Staff Bus	Staff bus means a passenger service vehicle intended to provide transport services to employees.
9	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 mandates 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 Third 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. In addition, the Report presents selected macroeconomic indicators, including inflation trends and fuel price movements, to provide the broader economic context for interpreting changes in transport demand, operating costs, and the overall performance of the regulated land transport sector during the reporting period.

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 175,245 licenses in the third quarter of FY 2025/2026, reflecting a 102.0 percent increase from 86,744

licenses recorded in the same period of the previous FY 2024/2025. Table 1 summarizes.

Table 1: Road Licenses issued in January – March 2025 Vs January – March 2026

SN	Type of License	FY 2024/2025	FY 2025/2026	% Change	% of Total 2025/26
1	Public Service Vehicle	8,034	7,967	-0.8	4.5
2	Goods Carrying Vehicle	52,746	64,716	22.7	36.9
3	Private Hire Vehicles	25,964	102,562	295.0	58.5
	Total	86,744	175,245	102.0	100.0

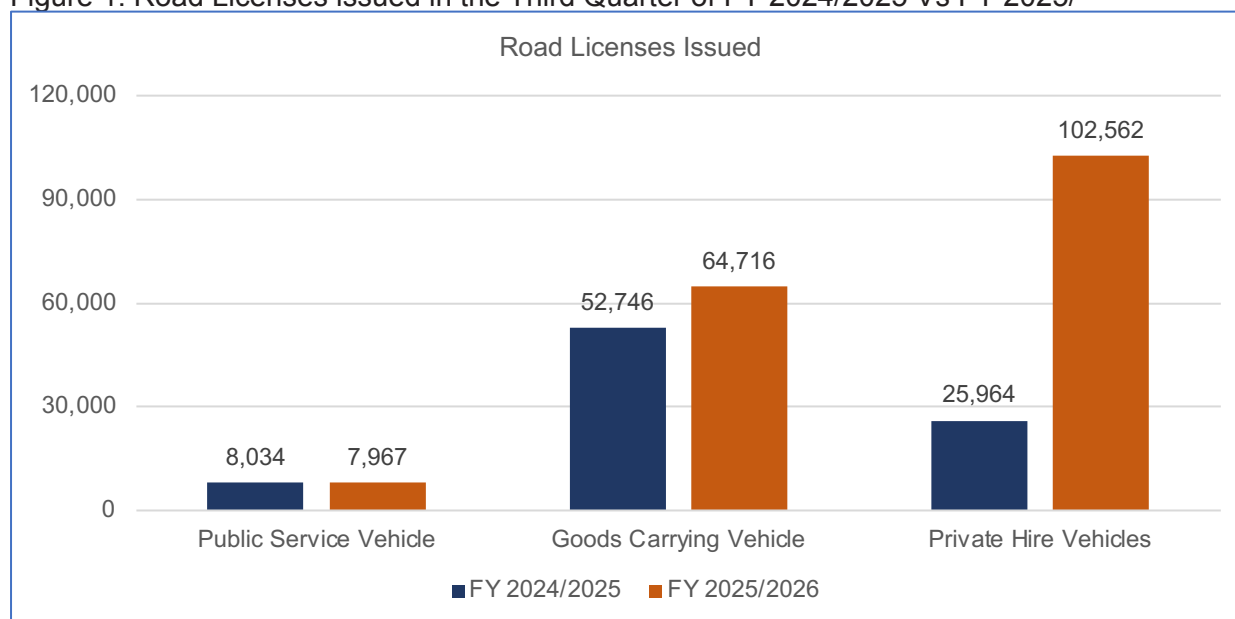
Source: LATRA

3.0 ISSUED LICENSES BY SERVICE CATEGORY

During the third quarter of the financial year 2025/2026, Licenses issued to Public Service Vehicles declined by 0.8 percent, decreasing from 8,034 to 7,967. In terms of share, PSV licenses accounted for only 4.5 percent of the total licenses issued in the third quarter of FY 2025/2026, making it the smallest segment. Moreover, Goods Carrying Vehicles recorded a slight increase of 22.7 percent, rising from 52,746 to 64,716. This category is the second largest share at 36.9 percent of total licenses issued. Furthermore, Private Hire Vehicles experienced the most significant growth, increasing by 295.0 percent from 25,964 to 102,562. This category accounted for 58.5 percent of the total licenses issued, making it the largest segment. The substantial increase in Private Hire Vehicles licenses was largely attributed to the increased number of licenses processed and issued through the Authority's authorized agents, which enhanced service accessibility and improved licensing efficiency.

Table 1 and Figure 1 illustrates structure and change in issued licenses for provision of passenger and goods transportation by road during the third quarter of the financial years of 2024/2025 and 2025/2026.

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



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 4.5 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.

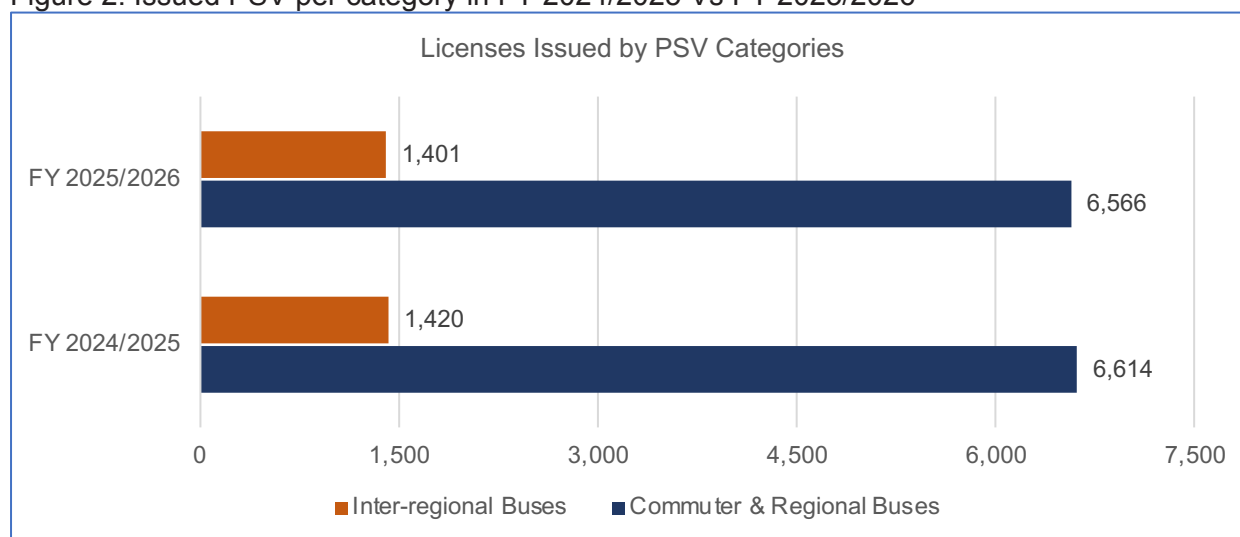
During the third quarter of FY 2025/2026, a total of 7,967 Passenger Service Vehicle (PSV) licenses were issued, reflecting a 0.8 percent decline compared to 8,034 licenses issued during the same period in FY 2024/2025. Commuter and Regional Buses accounts for 82.4 percent of all licenses issued, although the number of licenses in this category dropped by 0.7 percent. Meanwhile, Inter-Region Buses represented 17.6 percent of total PSV licenses and recorded a highest decline of 1.3 percent.

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	6,614	6,566	-0.7	82.4
2	Inter-regional Buses	1,420	1,401	-1.3	17.6
	TOTAL	8,034	7,967	-0.8	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

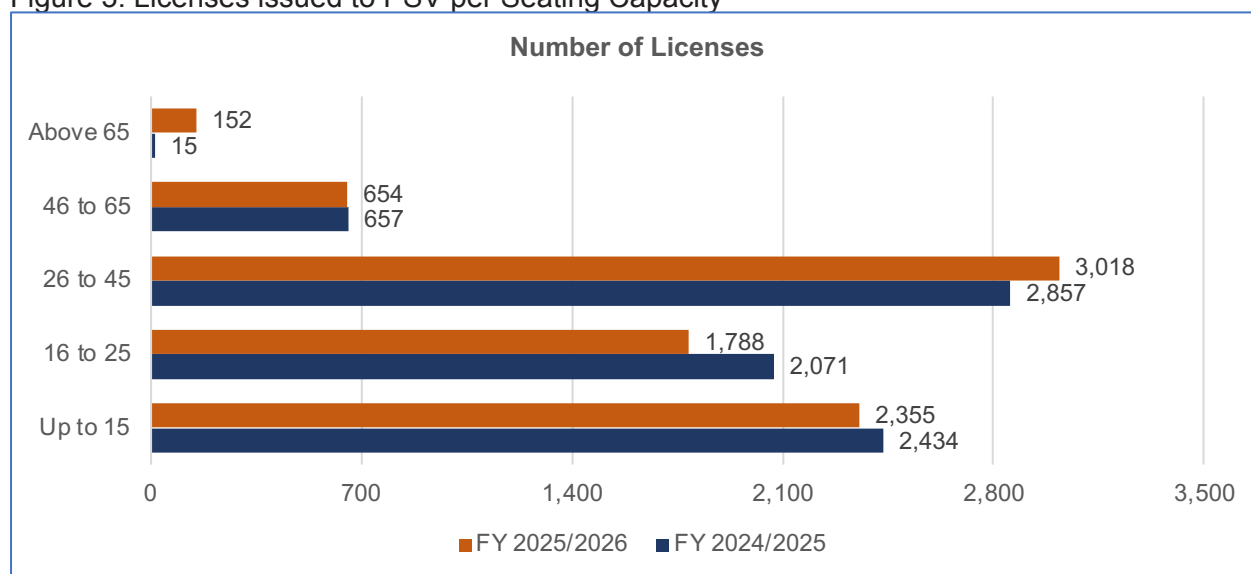
During the period under review, the Authority issued 7,967 PSV licenses. Out of these, buses with seating capacity between 26 to 45 seats constituted the largest sub-category, accounting for 37.9 percent of total licenses issued. The second largest sub-category was buses with seating capacity of up to 15 passengers, which accounted for 29.6 percent of the total. Furthermore, vehicles with seating capacity of 16 to 25 seats represented 22.4 percent of total licenses issued, while those with 46 to 65 seats contributed 8.2 percent. Buses with seating capacity of above 65 seats accounted for the smallest proportion at 1.9 percent. Overall, it was observed that 89.9 percent of the licensed PSV during the reporting period had seating capacity of 45 or less, while only 10.1 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	2,434	2,355	-3.2	29.6
2	16 to 25	2,071	1,788	-13.7	22.4
3	26 to 45	2,857	3,018	5.6	37.9
4	46 to 65	657	654	-0.5	8.2
5	Above 65	15	152	913.3	1.9
TOTAL		8,034	7,967	-0.8	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 1,401 inter-regional bus licenses, representing a decline of 1.3 percent from FY 2024/2025. Ordinary buses accounted for 66.8 percent (largest share), followed by semi-luxury buses (26.9 percent). While licenses for ordinary and semi-luxury buses declined, luxury bus licenses increased by 69.2percent, 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 Bus	401	377	-6.0	26.9
2	Luxury Bus	52	88	69.2	6.3
3	Ordinary Bus	967	936	-3.2	66.8
	Total	1,420	1,401	-1.3	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.

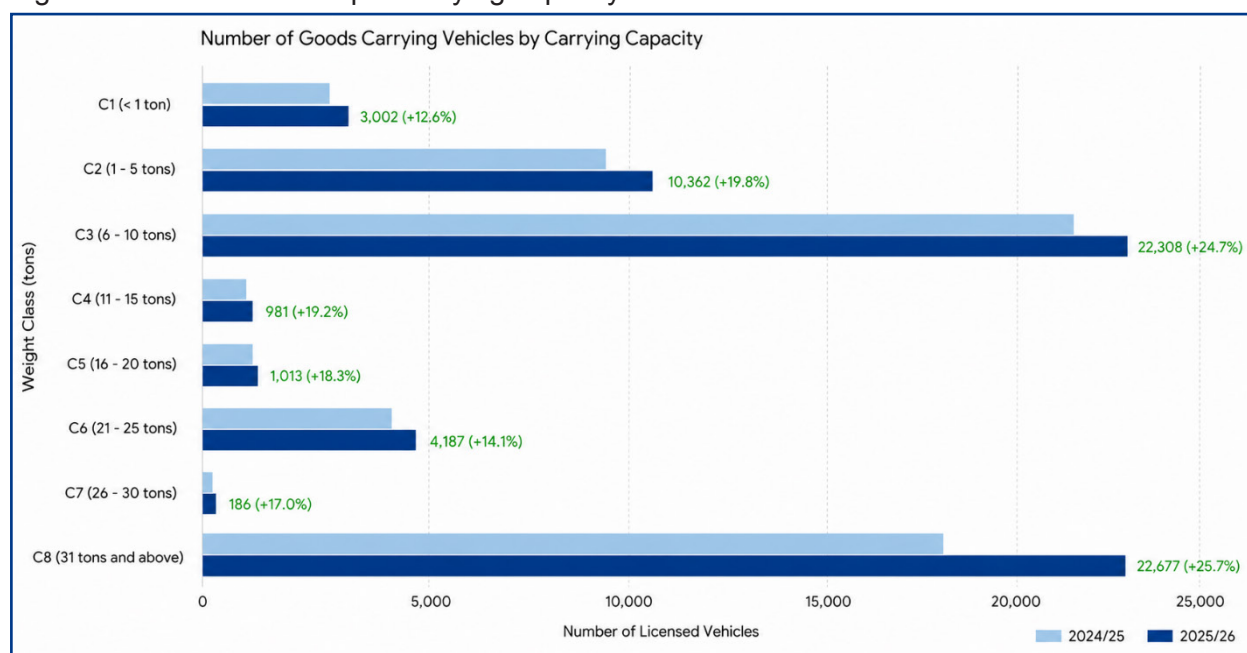
It was noted during the reporting period that, 35.0 percent of the GCV issued licenses were of carrying capacity of 31 tons and above. The second largest category with 34.5 percent of total were large trucks with carrying capacity between 6 and 10 tons. The smallest share of licenses was issued to goods 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 4.

Table 5: Licenses issued to GCV per carrying capacity

SN	Class	Weight	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	C1	Less than 1 ton	2,667	3,002	12.6	4.6
2	C2	1 –5 tons	8,649	10,362	19.8	16.0
3	C3	6 – 10 tons	17,887	22,308	24.7	34.5
4	C4	11 – 15 tons	823	981	19.2	1.5
5	C5	16 – 20 tons	856	1013	18.3	1.6
6	C6	21 – 25 tons	3,668	4,187	14.1	6.5
7	C7	26 – 30 tons	159	186	17.0	0.3
8	C8	31 tons and above	18,037	22,677	25.7	35.0
	Total		52,746	64,716	22.7	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 102,562 Private Hire licenses, with Motor Cycles and Motor Tricycles dominating the market, accounting for 74.5 percent and 17.7 percent of all licenses issued, respectively. Together, these two categories represented 92.2 percent of total Private Hire licenses issued. On other categories school buses accounted for 3.4 percent, followed by Taxi Cab (1.9 percent) and Tours vehicles (1.7 percent). No licenses were issued for Ride Sharing and Rental Vehicles, and Shuttle Services vehicles. Table 6 below summarizes.

Table 6: Issued Licenses for Private Hire Services Quarter 3 - 2025/2026

SN	Type of License	Jan-26	Feb-26	Mar-26	Total	% of Total
	Motorcycles	20,298	24,171	31,911	76,380	74.5
	Motor Tricycles	5,707	5,418	7,067	18,192	17.7
	Taxi Cab	654	646	604	1,904	1.9
	Special Hire	87	66	92	245	0.2
	Shuttle	0	0	0	-	0.0
	Staff Bus	225	189	213	627	0.6
	Tour	758	630	340	1,728	1.7
	School Bus	1,457	1,201	828	3,486	3.4
Total		29,186	32,321	41,055	102,562	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 third quarter of FY 2025/2026, a total of 6,059 ride-hailing licenses were issued. Ride-Hailing Motor Cycles accounted for the largest share with 2,916 licenses (48.1%), followed by Ride-Hailing Motor Tricycles with 1,972 licenses (32.5%). Ride-Hailing Taxi Cabs recorded 1,171 licenses (19.3%), representing the smallest share. Out of the total 27,431 motorcycle licenses issued during the third quarter of FY 2025/2026; 3.8% were issued to ride-hailing motorcycles. Similarly, out of 18,192 motor tricycle licenses; 10.8% 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 61.5% were issued to ride-hailing taxi cabs.

Table 7: Licenses issued to Ride Hailing Services Quarter 3, 2025/202

SN	Type of License	Jan-26	Feb-26	Mar-26	Total	% of Total
1	Motorcycles	1,006	988	922	2,916	48.1
2	Motor Tricycles	701	592	679	1,972	32.5
3	Taxi Cab	420	385	366	1,171	19.3
	Total	2,127	1,965	1,967	6,059	100.0

Source: LATRA

4.0 CROSS BORDER AND SHORT-TERM PERMITS

Between January and March 2026, a total of 3,558 permits were issued. Cross border permits constituted the majority, with 2,936 permits issued, accounting for 82.5 percent of all permits. Meanwhile, short term permits amounted to 622 permits, representing 31.1 percent of the total permits issued during the period. Table 7 below summarises.

Table 8: Number of Permits Issued

SN	PERMITS	Jan-26	Feb-26	Mar-26	Total	%Total
1	Cross Boarder Permits	1,893	607	436	2,936	82.5
2	Short Term Permits	228	168	226	622	17.5
	Total Permit	2121	775	662	3,558	100.0

Source: LATRA

5.0 NUMBER OF REGULATORY OFFENCES

A total of 24,104 regulatory offences were registered between January and March 2026. Public Service Vehicles (PSV) accounted for the largest share with 15,214 offences equivalent to 63.1 percent of the total offences. Goods Carrying Vehicles (GCV) followed with 8,421 offences, equivalent to 34.9 percent, while Private Hire Vehicles (PVH) recorded 469 offences, accounting for 1.9 percent of all recorded offences during the period.

On a monthly basis, March recorded the highest number of offences (10,052) followed by February with 8,139 offences, while January recorded 5,913 offences. Table 9 summarises.

Table 9: Number of recorded offences

SN	Row Labels	January 2026	February 2026	March 2026	Total	%Total
1	GCV	2,034	2,448	3,939	8,421	34.9
2	PSV	3,740	5,496	5,978	15,214	63.1
3	PvH	139	195	135	469	1.9
	Grand Total	5,913	8,139	10,052	24,104	100.0

Source: LATRA

6.0 ANALYSIS OF AGEING OF LICENSED VEHICLES

Pursuant to section 6(c) and (g) of the Land Transport Regulatory Authority Act, Cap. 413, the Authority has the duty of protecting the interests of consumers in relation to costs, quality and standards of transport services as well as 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 third quarter of the Financial Year 2025/2026, the Authority issued a total of

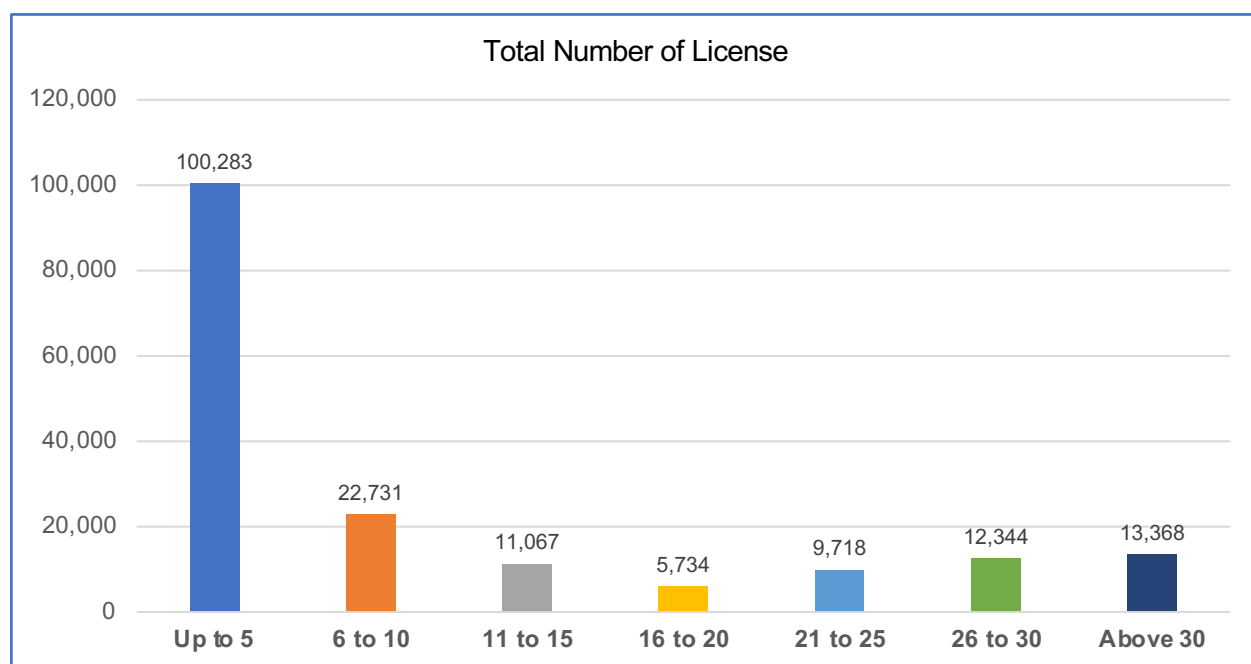
175,245 licenses for Goods Carrying Vehicles (GCV), Public Service Vehicles (PSV) and Private Hire Vehicles (PvH). Out of the total, 100,283 licenses equivalent to 57.2 percent were of the age of up to five (5) years, followed 22,731 licenses equivalent to 13.0 percent of the age between 6 to 10 years. Furthermore, data analysis shows that 70.2 percent of all licensed vehicles are of age of 10 years and below. 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	24,385	817	75,081	100,283	57.2
2	6 to 10	6,235	445	16,051	22,731	13.0
3	11 to 15	6,537	221	4,309	11,067	6.3
4	16 to 20	3,971	211	1,552	5,734	3.3
5	21 to 25	5,414	1,671	2,633	9,718	5.5
6	26 to 30	8,193	2,517	1,634	12,344	7.0
7	Above 30	9,981	2,085	1,302	13,368	7.6
	Grand Total	64,716	7,967	102,562	175,245	100.0

Source: LATRA

Figure 5: Licensed Vehicle by Age



6.1 Analysis of Licensed Goods Carrying Vehicles by Age

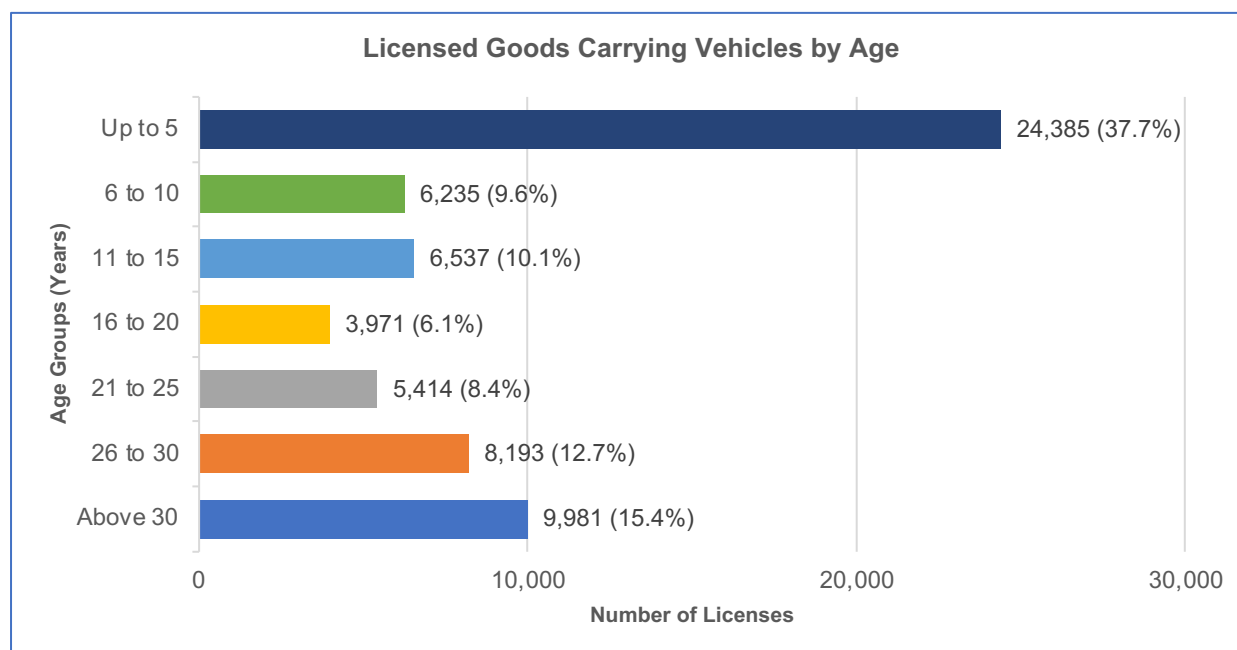
During the period under review, the Authority issued 64,716 licenses to GCV; out of which, vehicles with the age of 5 years and less presents the large sub-category with 37.7 percent. The second largest sub-category issued to those with age more than 30 years with 15.4 percent. Moreover, it was deduced that 63.5 percent of the licensed GCV during the reporting period had age of 20 years or less while 36.5 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 Groups	Number of License	% of Total GCV
1	Up to 5	24,385	37.7
2	6 to 10	6,235	9.6
3	11 to 15	6,537	10.1
4	16 to 20	3,971	6.1
5	21 to 25	5,414	8.4
6	26 to 30	8,193	12.7
7	Above 30	9,981	15.4
	Grand Total	64,716	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 78.7 percent aged 21 years and above and only 21.3 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.

6.3.1 Ageing of Licensed Commuter & Regional Service Vehicles

The commuter and regional bus fleet is heavily dominated by older vehicles, with 89.9 percent of buses aged over 20 years, while only 10.1 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.

6.3.2 Ageing of Licensed Inter-Regional Buses

The inter-regional bus fleet exhibits a relatively younger age profile compared to commuter and regional buses. In the reporting period 71.2 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 43.8 percent, followed by those aged 6 to 10 years (20.3 percent) and 11 to 15 years (7.1 percent). In contrast, 28.8 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: 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	204	3.1	613	43.8	817	10.3
2	6 to 10	160	2.4	285	20.3	445	5.6
3	11 to 15	122	1.9	99	7.1	221	2.8
4	16 to 20	175	2.7	36	2.6	211	2.6
5	21 to 25	1,585	24.1	86	6.1	1,671	21.0
6	26 to 30	2,411	36.7	106	7.6	2,517	31.6
7	Above 30	1,909	29.1	176	12.6	2,085	26.2
	Total	6,566	100.0	1,401	100.0	7,967	100.0

Source: LATRA

6.3 Ageing of Licensed Private Hire Service Vehicles

Licensed private hire vehicles are predominantly composed of newer vehicles, with 73.2 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 15.7 percent and 11 to 15 years accounting for 4.2 percent of the total vehicles. Vehicles older than 15 years represent 6.9 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-Tricycle	Other Private Hire	Total	% Total
1	Up to 5	60,567	14,039	475	75,081	73.2
2	6 to 10	12,130	3,640	281	16,051	15.7
3	11 to 15	3,345	473	491	4,309	4.2
4	16 to 20	338	40	1,234	1,612	1.6
5	21 to 25			2,598	2,598	2.5
6	26 to 30			1,617	1,617	1.6
7	Above 30			1,294	1,294	1.3
	Total	76,380	18,192	7,990	102,562	100.0

Source: LATRA

6.3.1 Motorcycles

Approximately 79.5 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 20.5 percent of the total fleet.

6.3.2 Motor Tricycle

Motor tricycles of the age of up to 5 years contributes 77.2 percent of the licensed motor tricycles during the quarter. Motor tricycles above 5 years of age are about 22.8 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 91.8 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 8.2 percent of the vehicles were aged 20 years and below.

b. Taxicabs

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.

c. School Bus Vehicles

The data show that licensed school bus fleet is largely composed of older vehicles, with 85.6 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 32.1 percent, followed by buses above 30 years at 28.6 percent and those aged 21 to 25 years at 24.9 percent. In contrast, only 6.7 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. 61.9 percent of licensed staff buses are aged 21 years and above, with the 21 to 25 years age group accounting for the largest share at 26.2 percent, followed by 26 to 30 years at 21.7 percent and above 30 years at 14.0 percent. Meanwhile, 22.3 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 61.7 percent aged 16 years and above, while 38.3 percent are below 16 years old. This age profile indicates moderate fleet renewal, although a significant proportion (61.7 %) of tour service vehicles remain relatively old.

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	21	-	132	109	213	475
2	6 to 10	4	-	103	31	143	281
3	11 to 15	77	1	82	25	306	491
4	16 to 20	541	19	186	74	414	1,234
5	21 to 25	1,118	106	868	164	342	2,598
6	26 to 30	130	75	1,118	136	158	1,617
7	Above 30	13	44	997	88	152	1,294
	Total	1,904	245	3,486	627	1,728	7,990

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 3,880 drivers were registered, representing a 91.6 percent increase compared to 2,025 drivers registered in the 2024/2025 financial year. The growth is attributed to improved enforcement activities.

3.2.1 Examination and Certification of Drivers

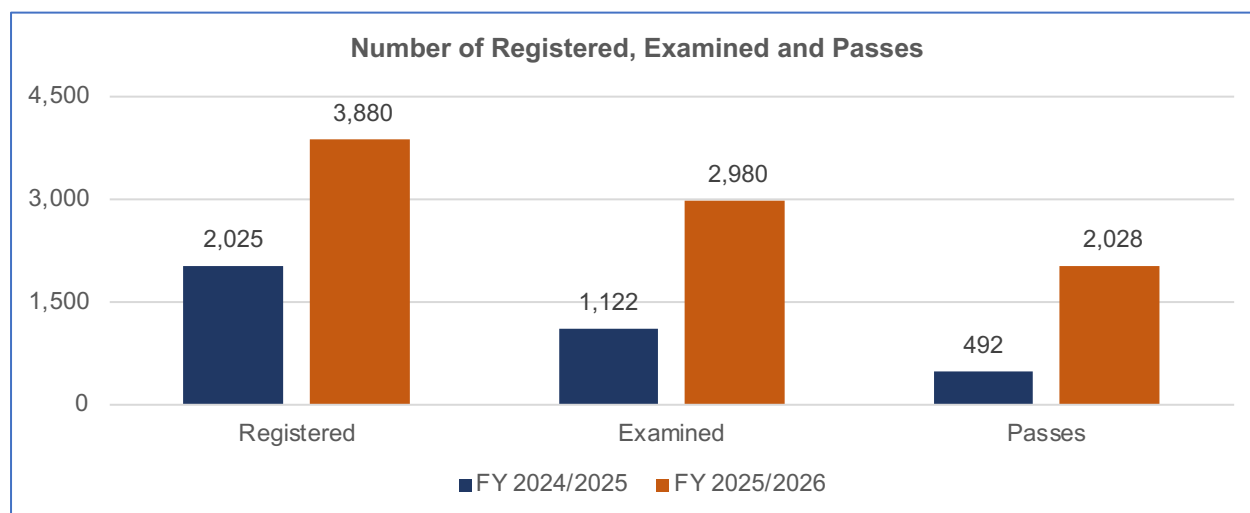
In the reporting period, 2,028 drivers (equivalent to 68.1 percent) were certified out of 2,980 that were examined while the remaining 952 drivers equivalent to 31.9 percent failed.

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	2,025	3,880	91.6
2	Examined	1,122	2,980	165.6
3	Passes	492	2,028	312.2
4	Pass Rate (%)	43.9	68.1	

Source: LATRA

Figure 7: Number of examined and certified drivers in QRT3 of FY 2024/25 Vs FY 2025/26



Source: LATRA

3.2.2 Driver Performance by Gender

The performance results indicate that the majority of candidates achieved a passing grade, with 2,028 out of 2,980 candidates (68.1%) classified as pass. However, a considerable proportion did not meet the required standards, as 952 candidates (31.9%) failed. In terms of gender distribution, participation was dominated by males, who accounted for 2,969 candidates (99.6%), while only 11 female candidates (0.4%) were recorded.

Table 16: Driver Performance by Gender

SN	Performance	Female	Male	Total	% of Total (Performance)
1	Pass	8	2,020	2,028	68.1
2	Fail	3	949	952	31.9
	Total	11	2,969	2,980	100.0
	% of Total (Gender)	0.4	99.6	100.0	

Source: LATRA

3.2.3 Driver Performance by Age group

Performance is concentrated among candidates aged 31 to 40 (39.7%) and 41 to 50 (32.9%), 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 passes about 69.4%, 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: Drivers Performance by Age group

SN	Age Group	Pass	Fail	Total	% Total
1	18 to 30	310	137	447	15.0
2	31 to 40	830	352	1,182	39.7
3	41 to 50	649	331	980	32.9
4	51 to 60	233	128	361	12.1
5	Above 60	6	4	10	0.3
	Total	2,028	952	2,980	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

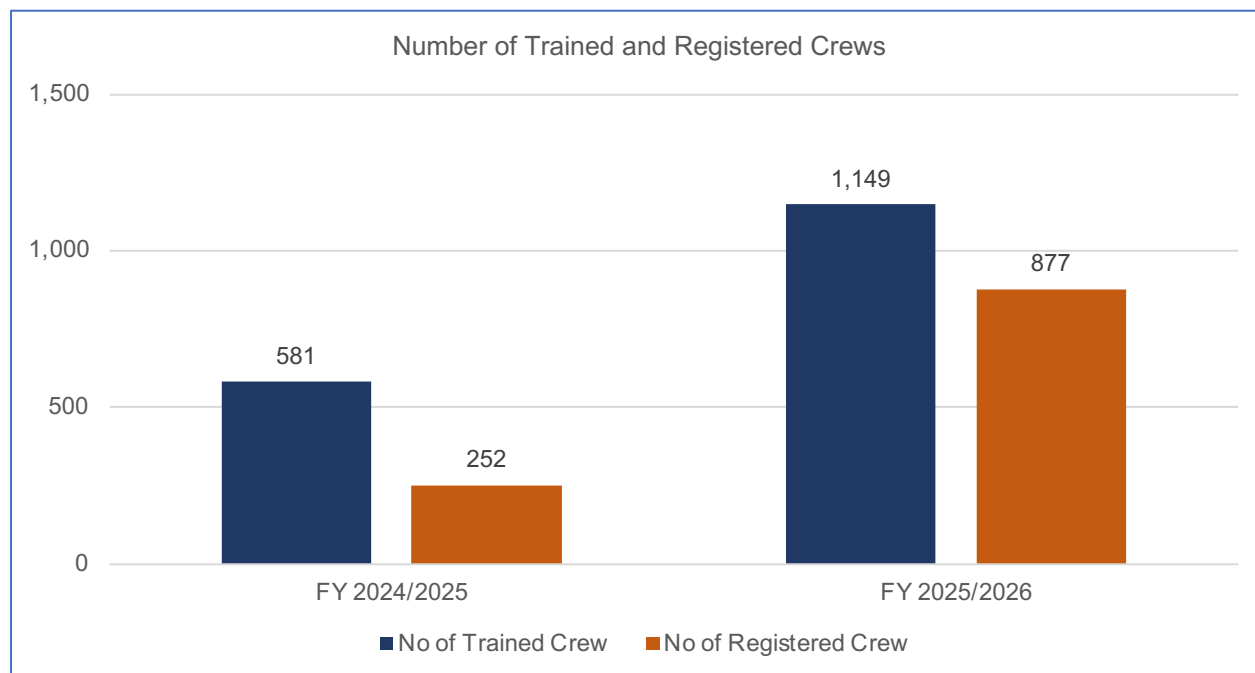
In the reporting period, 1,149 crews were trained, out of which 877 crews, equivalent to 76.3 percent were registered indicating a growth in number of registered crews when compared to 43.4 percent of crew trained in the similar period of the previous financial year were registered. Overall performance indicates an increase in both number of trained and registered crew by 97.8 percent and 248.0 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 QRT3 2024/2025 vs 2025/2026

SN	Crew Categories	FY 2024/2025	FY 2025/2026	% Change
1	No of Trained Crew	581	1,149	97.8
2	No of Registered Crew	252	877	248.0
	% of Registered Vs Trained	43.4	76.3	

Source: LATRA

Figure 8: Number of Trained and Registered Crew in QRT3 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 877 participants, Males accounted for 418 participants (47.7%), while Females accounted for 459 participants (52.3%). This indicates almost equal participation across both genders throughout the three-month period.

Table 19: Crew Registration by Gender

SN	Gender	January 26	February 26	March 26	Total	% Total (Gender)
1	Female	148	126	185	459	52.3
2	Male	86	232	100	418	47.7
	Total	234	358	285	877	100.0
	% of Total (Month)	26.7	40.8	32.5	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 67.7% of all. Crew registered aged 31 to 40 years formed the second largest group at 24.4%, while crew registered among older age groups were significantly low. Crew registered above 40 years collectively accounted for less than 7.9% of the total participants, showing minimal representation of older participants in the activities.

Table 20: Crew registration by Age group

SN	Age group	January 26	February 26	March 26	Total	% Total (Age)
1	18 to 30	162	217	215	594	67.7
2	31 to 40	55	110	49	214	24.4
3	41 to 50	15	28	18	61	7.0
4	51 to 60	2	3	3	8	0.9
5	Above 60	0	0	0	0	0.0
	Total	234	358	285	877	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 third quarter of the Financial Year 2025/2026, a total of 588 buses were fitted with Vehicle Tracking Devices (VTDs), recording an increase of 1.0 percent compared to a total of 582 buses fitted with VTDs in the similar period of the previous financial year. However, during the similar period, a total of 68 buses were deactivated, recording an increase of 44.7 percent compared to a total of 47 buses deactivated in the similar period of the preceding financial year. Table 21 details.

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

SN	Month	Activated			Deactivated		
		2024/2025	2025/2026	% Change	2024/2025	2025/2026	% Change
1	January	194	213	9.8	17	18	5.9
2	February	161	169	5.0	17	26	52.9
3	March	227	206	-9.3	13	24	84.6
	Total	582	588	1.0	47	68	44.7

Source: LATRA

9.0 RIDERSHIP ANALYSIS

This section presents analysis of passenger travel during the third quarter of the Fiscal Year (FY) 2025/2026, covering the period from January to March 2026. 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 third quarter of FY 2025/2026, a total of 6,922,167 passengers were recorded. Passenger volumes stood at 2,894,372 in January 2026 (the highest monthly volume, and 41.8% of all passengers) before declining to 1,855,305 in February (the lowest monthly volume and 26.8% of all passengers), reflecting a moderate seasonal reduction in travel demand. The number of passengers then increased to 2,172,490 in March (31.4% of all passengers) Overall, the results show a relatively stable passenger trend with minor month-to-month fluctuations, highlighting consistent demand for transport services. Table 22 details.

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

SN	Month	No of Passenger/ Bookings	% of Total
1	January 2026	2,894,372	41.8
2	February 2026	1,855,305	26.8
3	March 2026	2,172,490	31.4
	Total	6,922,167	100.0

Source: LATRA CeTS

Figure 9: No of Passengers January to March 2026



Source: LATRA CeTS

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.

During the period under review, national inflation rates showed mixed movements compared with the corresponding period in FY2024/2025. In January, inflation increased from 3.1 percent in 2025 to 3.3 percent in 2026, representing a 6.5 percent increase. In February, inflation was at 3.2 percent in both 2025 and 2026, indicating no percentage change. In March, inflation declined from 3.3 percent in 2025 to 3.2 percent in 2026, representing a 3.0 percent decrease.

The observed movements indicate relatively stable inflationary conditions during the third quarter of FY 2025/ 2026, with minor fluctuations across the months. Overall, the results show that price levels remained broadly stable compared with the same period in 2025. This stability implies that cost pressures on land transport operators were generally contained, supporting continued efficiency in service delivery within the sector.

Table 23: Inflation Rates, January – March 2025 vs January – March 2026

SN	Month	Inflation Rate 2025 (%)	Inflation Rate 2026 (%)	% Change
1	January	3.1	3.3	6.5
2	February	3.2	3.2	0.0
3	March	3.3	3.2	-3.0

Source: NBS, Quarterly Inflation Trends

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 third quarter of FY 2025/2026, Petrol Prices recorded a consistent decline compared to the corresponding period in FY 2024/2025. There was an increase of 0.1 percent in January, and decreases of 0.3 percent in February, and 3.6 percent in March, resulting in an average decline of about 1.3 percent as described in Table 24.

Table 24: Petrol Price Trends January – March 2025 vs January – March 2026

SN	Financial Year	2024/2025	2025/2026	% Change
1	January	2,898	2,901	0.1
2	February	2,915	2,906	-0.3
3	March	3,095	2,983	-3.6
	Average	2,969	2,930	-1.3

Source: National Bureau of Statistics

10.2.2 Diesel Price Trends

During the third quarter of FY 2025/2026, the average diesel price was TZS 2,892 per litre, a 1.3 percent increase from TZS 2,855 per litre recorded in the corresponding period of FY 2024/2025. Although prices dropped slightly in March (0.8%), they rose in January and February, resulting in an overall quarterly increase of 1.3 percent as described in Table 25.

Table 25: Diesel Price Trends January – March 2025 vs January – March 2026

SN	Financial Year	2024/2025	2025/2026	% Change
1	January	2,764	2,869	3.8
2	February	2,805	2,837	1.1
3	March	2,996	2,971	-0.8
	Average	2,855	2,892	1.3

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	678	682	0.6	8.6
2	BABATI	218	171	-21.6	2.1
3	BARIADI	71	64	-9.9	0.8
4	BUKOBA	138	126	-8.7	1.6
5	DAR ES SALAAM	2,379	2,495	4.9	31.3
6	DODOMA	313	346	10.5	4.3
7	GEITA	155	168	8.4	2.1
8	IRINGA	113	91	-19.5	1.1
9	KIGOMA	174	167	-4.0	2.1
10	LINDI	51	58	13.7	0.7
11	MBEYA	433	401	-7.4	5.0
12	MOROGORO	244	321	31.6	4.0
13	MOSHI	380	450	18.4	5.6
14	MPANDA	60	63	5.0	0.8
15	MTWARA	121	95	-21.5	1.2
16	MUSOMA	162	180	11.1	2.3
17	MWANZA	669	614	-8.2	7.7
18	NJOMBE	134	135	0.7	1.7
19	PWANI	216	177	-18.1	2.2
20	SHINYANGA	201	162	-19.4	2.0
21	SINGIDA	166	156	-6.0	2.0
22	SONGEA	147	149	1.4	1.9
23	SONGWE	65	70	7.7	0.9
24	SUMBAWANGA	147	87	-40.8	1.1
25	TABORA	260	211	-18.8	2.6
26	TANGA	339	328	-3.2	4.1
	Total	8,034	7,967	-0.8	100.0

Source: LATRA Licensing System

Annex 2: Issued GCV Licenses per Region in the Third Quarter of FY 2024/2025 Vs 2025/2026

S/N	REGION	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	ARUSHA	2,630	2,562	-2.6	4.0
2	BABATI	668	867	29.8	1.3
3	BARIADI	257	402	56.4	0.6
4	BUKOBA	779	725	-6.9	1.1
5	DAR ES SALAAM	12,802	13,831	8.0	21.4
6	DODOMA	1,372	1,111	-19.0	1.7
7	GEITA	195	284	45.6	0.4
8	IRINGA	1,371	1,394	1.7	2.2
9	KIGOMA	460	570	23.9	0.9
10	LINDI	3,356	6,236	85.8	9.6
11	MBEYA	1,022	1,975	93.2	3.1
12	MOROGORO	3,256	3,991	22.6	6.2
13	MOSHI	2,803	2,867	2.3	4.4
14	MPANDA	103	120	16.5	0.2
15	MTWARA	6,229	7,749	24.4	12.0
16	MUSOMA	506	949	87.5	1.5
17	MWANZA	3,419	4,213	23.2	6.5
18	NJOMBE	1,246	1,784	43.2	2.8
19	PWANI	3,912	4,706	20.3	7.3
20	SHINYANGA	2,643	2,437	-7.8	3.8
21	SINGIDA	197	215	9.1	0.3
22	SONGEA	1,282	2,588	101.9	4.0
23	SONGWE	492	300	-39.0	0.5
24	SUMBAWANGA	390	299	-23.3	0.5
25	TABORA	436	470	7.8	0.7
26	TANGA	920	2,071	125.1	3.2
	GRAND TOTAL	52,746	64,716	22.7	100.0

Source: LATRA

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

S/N	REGION	Motorcycles	Motor Tricycles	Total	% Total Motorcycles	% Total M/Tricycles	% Total
1	ARUSHA	1,581	612	2,193	2.1	3.4	2.3
2	BABATI	77	179	256	0.1	1.0	0.3
3	BARIADI	2,501	117	2,618	3.3	0.6	2.8
4	BUKOBA	469	8	477	0.6	0.0	0.5
5	DAR ES SALAAM	23,904	8,385	32,289	31.3	46.1	34.1
6	DODOMA	4,493	306	4,799	5.9	1.7	5.1
7	GEITA	2,407	257	2,664	3.2	1.4	2.8
8	IRINGA	369	516	885	0.5	2.8	0.9
9	KIGOMA	290	344	634	0.4	1.9	0.7
10	LINDI	152	16	168	0.2	0.1	0.2
11	MBEYA	9,877	1,095	10,972	12.9	6.0	11.6
12	MOROGORO	9,262	1,432	10,694	12.1	7.9	11.3
13	MOSHI	210	520	730	0.3	2.9	0.8
14	MPANDA	58	193	251	0.1	1.1	0.3
15	MTWARA	2,492	252	2,744	3.3	1.4	2.9
16	MUSOMA	813	72	885	1.1	0.4	0.9
17	MWANZA	1,797	1,015	2,812	2.4	5.6	3.0
18	NJOMBE	594	337	931	0.8	1.9	1.0
19	PWANI	3,125	297	3,422	4.1	1.6	3.6
20	SHINYANGA	5,133	456	5,589	6.7	2.5	5.9
21	SINGIDA	156	386	542	0.2	2.1	0.6
22	SONGEA	127	154	281	0.2	0.8	0.3
23	SONGWE	3,923	455	4,378	5.1	2.5	4.6
24	SUMBAWANGA	2,036	559	2,595	2.7	3.1	2.7
25	TABORA	4	132	136	0.0	0.7	0.1
26	TANGA	530	97	627	0.7	0.5	0.7
	Total	76,380	18,192	94,572	100.0	100.0	100.0

Source: LATRA

Annex 4: Recorded Offences in Quarter 3: 2025/26

A4.1 Offenses Committed by PSV Operators in QRT3 of the FY 2025/2026

SN	Offence	Frequency	% of Total
1	Pikipiki ya magurudumu mawili au matatu kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	5,530	36.3
2	Operating a public service vehicle without a valid licence.	2,381	15.7
3	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	1,896	12.5
4	Kushindwa kuzingatia vigezo vya utendaji vilivyowekwa na Mamlaka	863	5.7
5	Kutotoa tiketi za kielektroniki kwa abiria	674	4.4
6	Basi la abiria kutoa huduma kwenye njia ambayo haijaainishwa kwenye leseni yake	561	3.7
7	Kuajiri dereva asiye kuwa na cheti cha LATRA	418	2.7
8	Kukiuka masharti mengine yoyote yaliyotolewa na LATRA	300	2.0
9	Kushindwa kuzingatia idadi ya abiria, kama ilivyoidhinishwa kwenye kadi ya gari	285	1.9
10	Kutozingatia masharti mengine yeyote yaliyowekwa na Mamlaka	278	1.8
11	Kifaa cha kufuatilia mwenendo wa gari kutofanya kazi vyema wakati wote	246	1.6
12	Huduma zinazotolewa haziingiliani na huduma za usafiri wa mijini (daladala) au huduma za mabasi ya masafa marefu	227	1.5
13	Mtoa huduma hatatoza nauli zaidi ya ile iliyoidhinishwa na Mamlaka kulingana na daraja la basi husika	208	1.4
14	Kuajiri mfanyakazi wa basi asiye kuwa na cheti cha usajili kutoka LATRA	172	1.1
15	Pikipiki za magurudumu mawili na matatu kutoa huduma kwenye maeneo yaliyowekwa katazo na Mamlaka husika.	169	1.1
16	Kumzuia afisa wa LATRA au Polisi kufanya ukaguzi wa chombo husika	162	1.1
17	Kutotumia mashine zilizoidhinishwa na Mamlaka kutoa tiketi	157	1.0
18	Kutotoa tiketi kwa abiria	151	1.0
19	Pikipiki ya magurudumu mawili au matatu kuegeshwa au kutoa huduma kwenye maeneo (ya katikati ya Miji/majiji) yaliyokatazwa	121	0.8
20	Kutoa huduma ya gari la abiria bila kuzingatia batli, ratiba na chati ya nauli iliyoidhinishwa na Mamlaka	72	0.5
21	Kubeba idadi kubwa ya abiria zaidi ya ilivyoandikwa kwenye kadi ya chombo husika	48	0.3
22	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	47	0.3
23	Pikipiki za magurudumu mawili kutokuwa na kofia ngumu na zilizowekwa alama ya utambulisho	45	0.3
24	Kutoweka utaratibu wa kuweka alama kwenye mizigo inayohifadhiwa kwenye buti la basi	33	0.2
25	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	25	0.2

SN	Offence	Frequency	% of Total
26	Kupaka rangi au kuweka tangazo kwenye gari la abiria linaloingiliana na rangi za utambulisho wa njia	20	0.1
27	Kama mtoa huduma atashindwa kutoa huduma ya usafiri kwa abiria mwenye tiketi	17	0.1
28	Kutoa huduma ya kusafirisha abiria bila kuandika nauli iliyoidhinishwa na Mamlaka karibu na mlango wa kuingilia abiria	17	0.1
29	Kutoa huduma ya kusafirisha abiria kwa gari ambalo halikidhi vigezo vya madaraja ya mabasi ya abiria vilivyoainishwa kwenye Jedwali la tatu la Kanuni hizi	17	0.1
30	Mtoa huduma kushindwa kuandaa orodha ya abiria wanaosafiri ndani ya basi	15	0.1
31	Kushindwa kuweka chombo cha taka kwenye gari la abiria	10	0.1
32	Kuruhusu dereva kutoa huduma bila kuwa na cheti cha LATRA	9	0.1
33	Dereva mmoja wa gari la abiria kuendesha gari mfulululizo zaidi ya saa nane	8	0.1
34	Kutumia gari jingine bila kibali cha dharula pale gari la abiria la njia husika ni bovu	7	0.0
35	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	0.0
36	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
37	Kushindwa kuweka kumbukumbu, kuandaa na kutoa taarifa sahihi za biashara ya usafirishaji wa abiria	3	0.0
38	Waendesha pikipiki za magurudumu mawili na matatu kutovaa sare zilizo safi na nadhifu kama ilivyoelekezwa na Mamlaka	3	0.0
39	Kuendesha gari la biashara bila kuvaa sare safi na nadhifu	2	0.0
40	Kutoa huduma ya kusafirisha abiria bila gari kuwa na mikanda inayofanya kazi na safi kwa kila kiti cha abiria	2	0.0
41	Kuajiri dereva wa basi la abiria la masafa marefu mwenye umri chini ya miaka thelathini	1	0.0
42	Kuendesha gari kwenye njia ambayo haijaainishwa kwenye leseni ya gari husika	1	0.0
43	Kushindwa kuvaa sare safi na nadhifu	1	0.0
44	Kushindwa kuweka alama kwenye mzigo na kutunza mizigo ya abiria kwenye buti la basi	1	0.0
45	Kutoa huduma bila kuwa na kifaa cha kukokotoa nauli, umbali na muda wa safari (fare meter)	1	0.0
46	Kutokuwa na cheti cha usajili kutoka LATRA (Kondakta)	1	0.0
47	Kutoza nauli kinyume na maelekezo ya Mamlaka	1	0.0
48	Mtoa huduma atakayetoza malipo ya kusafirisha mzigo wa abiria wenye uzito usiozidi kilo ishirini	1	0.0
Total		15,214	100.0

A4.2: Offenses Committed by GCV Operators in QRT3 of the FY 2025/2026

SN	Offence	Frequency	% of Total
1	Kutoa huduma ya kusafirisha Mizigo bila kuwa na leseni halali ya LATRA	8,243	97.9
2	Kukwepa kwa makusudi kulipa tozo za Mamlaka	84	1.0
3	Kumzuia Afisa wa Mamlaka au Polisi kutimiza wajibu wake wa ukaguzi kwenye gari husika	48	0.6
4	Kutoa taarifa za uongo au kuwasilisha nyaraka za ku-ghushi kwa Mamlaka	13	0.2
5	Kushindwa kutoa huduma ya kusafirisha mizigo kulingana na makubaliano na mwenye mzigo	10	0.1
6	Kuajiri dereva asiyekuwa na cheti cha LATRA	7	0.1
7	Kusimamia Dereva kuwa hapakii abiria kwenye gari la mizigo	7	0.1
8	Kutoa huduma kwa gari la mizigo lisilokidhi viwango vya ubora na usalama	4	0.0
9	Kushindwa kutoa risiti ya mzigo utakaosafirishwa na gari husika	2	0.0
10	Kutozingatia sheria nyingine zozote zilizowekwa na Mamlaka	2	0.0
11	Kuzingatia sheria za usalama Barabarani na Sheria nyinginezo	1	0.0
Total		8,421	100.0

A4.3: Offenses Committed by Private Hire Operators in QRT3 of the FY 2025/2026

SN	Offence	Frequency	% of Total
1	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	141	30.1
2	Kubeba abiria wanaosafiri kwa malengo tofauti	100	21.3
3	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"	40	8.5
4	Huduma zinazotolewa haziingiliani na huduma za usafiri wa Mijini(daladala) au za mabasi ya masafa marefu	23	4.9
5	Kubeba idadi kubwa ya abiria zaidi ya ilivyoandikwa kwenye kadi ya chombo husika	23	4.9
6	Kutoa huduma ya usafiri wa basi la shule lisilokidhi viwango vilivyoelezwa chini ya Kanuni ya LATRA (Viwango vya Usalama na Ubora wa Huduma)	21	4.5
7	Kuruhusu dereva asiyekuwa na Cheti cha Uthibitisho kutoka LATRA kuendesha gari husika	17	3.6
8	Kushindwa kuzingatia vigezo vya kiutendaji vilivyoandikwa na Mamlaka	13	2.8
9	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA.	9	1.9
10	Kukiuka masharti mengine yaliyotolewa na LATRA	8	1.7
11	Kushindwa kutoa risiti ya malipo kwa abiria	7	1.5

SN	Offence	Frequency	% of Total
12	Kushindwa kuzingatia vigezo vya kiutendaji vilivyooidhinishwa na Mamlaka	7	1.5
13	Gari kutofungwa kifaa cha kuratibu mwendo wa safari	6	1.3
14	Gari kutokuwa na alama maalum ya utambulisho kwa mujibu wa maelekezo ya Mamlaka	6	1.3
15	Kubeba idadi kubwa ya abiria zaidi ya iliyoandikwa kwenye kadi ya chombo	6	1.3
16	Kutoza nauli kinyume na maelekezo ya Mamlaka	5	1.1
17	Kutumia chombo cha moto kisichokuwa na kibao cheupe cha usajili	5	1.1
18	Kukiuka masharti mengine yeyote yaliyotolewa na LA-TRA	4	0.9
19	Kumzuia Afisa wa Mamlaka kufanya kazi	4	0.9
20	Taksi kutowekwa alama ya utambulisho kama itakavyoelekezwa na Mamlaka	4	0.9
21	Kuchezea au kuharibu kifaa cha ufuatiliaji mwenendo wa gari	3	0.6
22	Huduma zinazotolewa haziingiliani na huduma za usafiri wa mijini (daladala) au huduma za mabasi ya masafa marefu.	2	0.4
23	Kuruhusu dereva kuutoa huduma bila kuwa na cheti cha LATRA	2	0.4
24	Kushindwa kutoa risit ya malipo kwa abiria	2	0.4
25	Kuwasilisha nyaraka za kughushi	2	0.4
26	Mtoa huduma wa mfumo wa utoaji huduma mtandao kutoa huduma bila kupata leseni kutoka LATRA	2	0.4
27	Taksi kutoegeshwa kwenye vituo maalumu vilivyoainishwa.	2	0.4
28	Taksi kutopakwa rangi ya utambulisho kama itakavyoelekezwa na Mamlaka.	2	0.4
29	Huduma zinazotolewa haziingiliani na huduma za usafiri wa Mijini (daladala) au za mabasi ya masafa marefu	1	0.2
30	Kuendesha basi la shule bila kuwa na kisanduku cha huduma ya kwanza kilichowekwa mahali panapoonekana, kilicho na dawa na vifaa tiba vilivyoainishwa	1	0.2
31	Kutumia gari lisilokuwa na kibao cheupe cha usajili wa gari	1	0.2
Total		469	100.0

Authority for a licence in a form prescribed in the First Schedule.

(2) The application under subregulation (1), shall be accompanied with-

- (a) a copy of motor vehicle registration card; and
- (b) a vehicle inspection report.

(3) Without prejudice to subregulation (2), in case of a company, the applicant shall be required to submit the following additional documents-

- (a) a copy of the certificate of incorporation;
- (b) a safety management plan;
- (c) an emergency response plan; and
- (d) any other documents as the Authority may at any time require.



**Director General,
Land Transport Regulatory Authority,
Head Office,
P.O.Box 1742,
60 Lusinde Street,
41104 Tambukareli Street,
DODOMA.**

WWW.LATRA.GO.TZ



**0800 11 00 19
0800 11 00 20**