



The United Republic of Tanzania
Ministry of Transport



LAND TRANSPORT STATISTICS QUARTER 4 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 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 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 Fourth Quarter Statistics report provides details in terms of numbers on issued licenses of regulated market of road service categories, certified drivers and vehicles fitted with Vehicle Tracking Devices during the period in Financial Year 2025/2026. The report further compares performance of financial year 2025/2026 against the financial year 2024/2025 to assess changes in the levels or structure of the regulated market.

2.0 NUMBER OF ISSUED LICENSES

Pursuant to section 5(1)(b) of the Land Transport Regulatory Act, Cap. 413, the Authority continued to issue and renew road service licenses for passenger and goods carrying vehicles to ensure they meet licensing standards. Overall, the Authority issued a total of 201,753 licenses in the fourth quarter of FY 2025/2026, reflecting a 96.5 percent increase from 102,672 licenses recorded in the same period of the previous FY 2024/2025. Table 1 summarizes.

Table 1: Road Licenses issued in April – June 2025 Vs April – June 2026

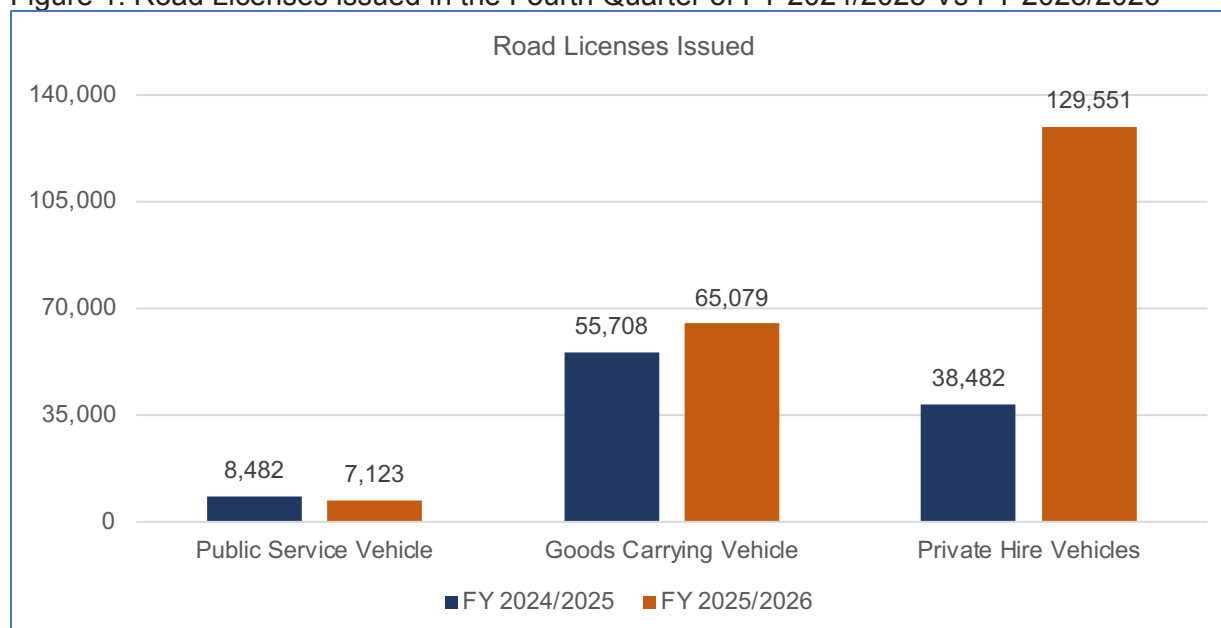
SN	Type of License	FY 2024/2025	FY 2025/2026	% Change	% of Total 2025/26
1	Public Service Vehicle	8,482	7,123	-16.0	3.5
2	Goods Carrying Vehicle	55,708	65,079	16.8	32.3
3	Private Hire Vehicles	38,482	129,551	236.7	64.2
	Total	102,672	201,753	96.5	100.0

Source: LATRA

3.0 ISSUED LICENSES BY SERVICE CATEGORY

During the fourth quarter of the financial year 2025/2026, Licenses issued to Public Service Vehicles declined by 16.0 percent, decreasing from 8,482 to 7,123. In terms of share, PSV licenses accounted for only 3.5 percent of the total licenses issued in the fourth quarter of FY 2025/2026, making it the smallest segment. Moreover, Goods Carrying Vehicles recorded a slight increase of 16.8 percent, rising from 55,708 to 65,079. This category is the second largest share at 32.3 percent of total licenses issued. Furthermore, Private Hire Vehicles experienced the most significant growth, increasing by 236.7 percent from 38,482 to 129,551, these changes are attributed by the use of Authorized Agencies who issues licenses for motorcycles and motor tricycles on behalf of the Authority. This category accounted for 64.2 percent of the total licenses issued, making it the largest segment. 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 Fourth 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 3.5 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 fourth quarter of FY 2025/2026, a total of 7,123 Passenger Service Vehicle (PSV) licenses were issued, reflecting a 16.0 percent decline compared to 8,482 licenses issued during the same period in FY 2024/2025.

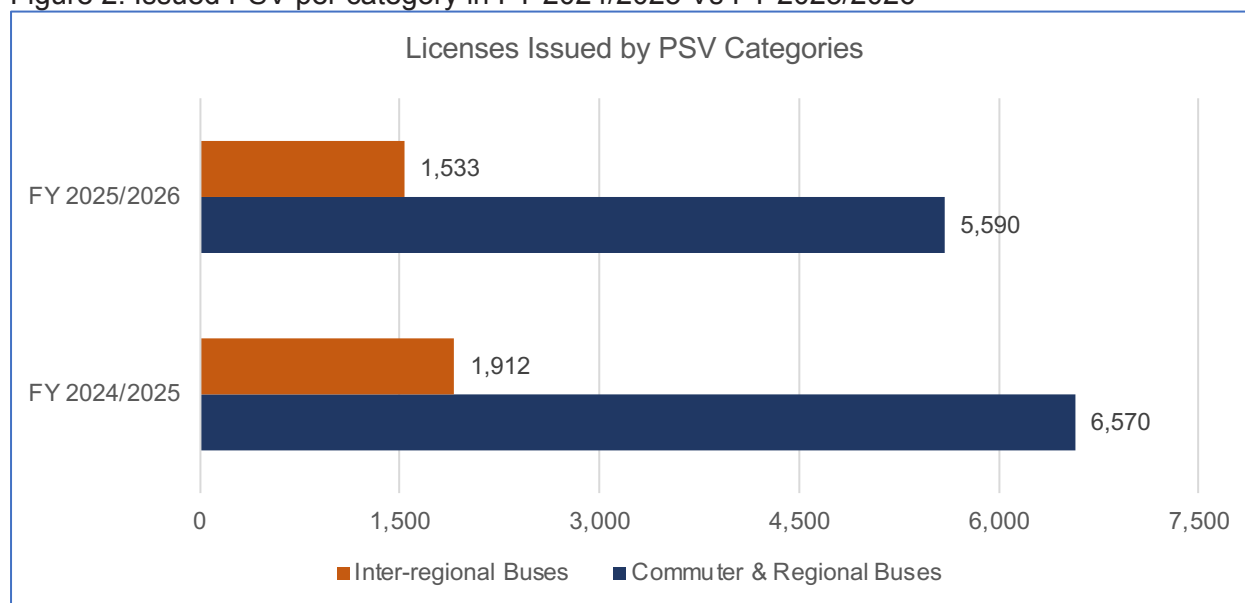
Commuter and Regional Buses accounts for 78.5 percent of all licenses issued, although the number of licenses in this category dropped by 14.9 percent. Meanwhile, Inter-Region Buses represented 21.5 percent of total PSV licenses and recorded a highest decline of 19.8 percent.

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	6,570	5,590	-14.9	78.5
2	Inter-regional Buses	1,912	1,533	-19.8	21.5
	TOTAL	8,482	7,123	-16.0	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

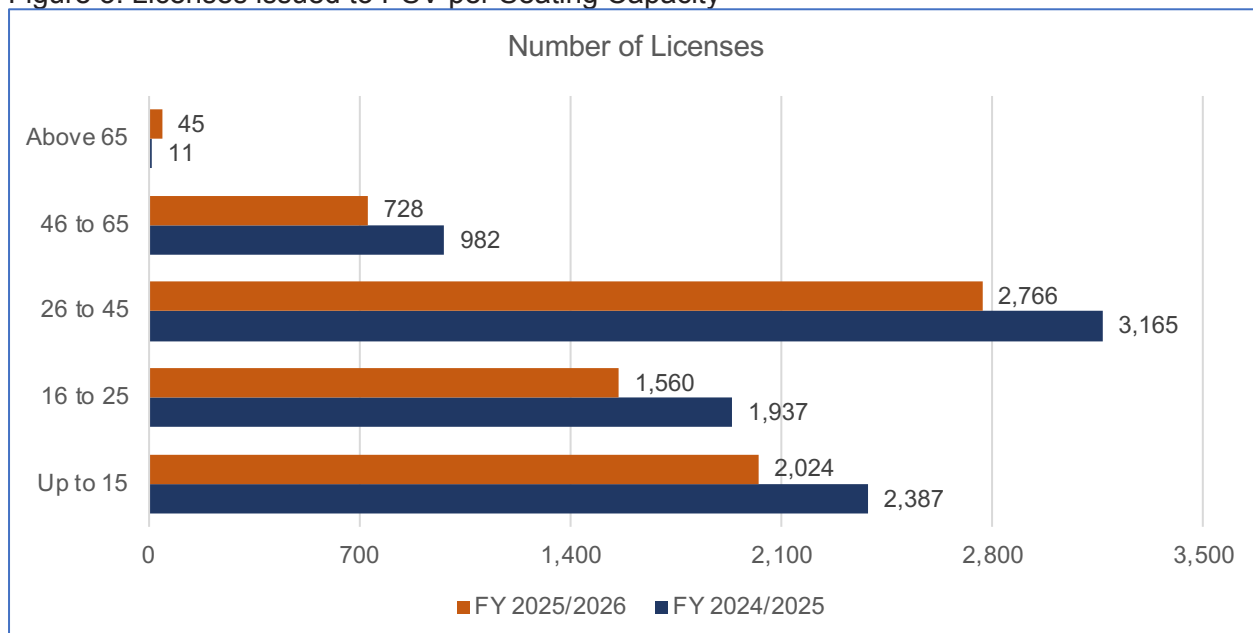
During the period under review, the Authority issued 7,123 PSV licenses. Out of these, buses with seating capacity between 26 to 45 seats constituted the largest sub-category, accounting for 38.8 percent of total licenses issued. The second largest sub-category was buses with seating capacity of up to 15 passengers, which accounted for 28.4 percent of the total. Furthermore, vehicles with seating capacity of 16 to 25 seats represented 21.9 percent of total licenses issued, while those with 46 to 65 seats contributed 10.2 percent. Buses with seating capacity of above 65 seats accounted for the smallest proportion at 0.6 percent. Overall, it was observed that 89.1 percent of the licensed PSV during the reporting period had seating capacity of 45 or less, while only 10.9 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	2,387	2,024	-15.2	28.4
2	16 to 25	1,937	1,560	-19.5	21.9
3	26 to 45	3,165	2,766	-12.6	38.8
4	46 to 65	982	728	-25.9	10.2
5	Above 65	11	45	309.1	0.6
TOTAL		8,482	7,123	-16.0	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 1,533 inter-regional bus licenses, representing a decline of 19.8 percent from FY 2024/2025. Ordinary buses accounted for 65.0 percent (largest share), followed by semi-luxury buses (28.8 percent). While licenses for ordinary and semi-luxury buses declined by 19.7 percent and 26.1 percent respectively, luxury bus licenses increased by 30.1 percent, indicating growing investment in premium passenger transport services. Table 4 below provides a detailed summary.

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

SN	License Class	2024/2025	2025/2026	%Change	% of Total 2025/26
1	Semi Luxury Bus	598	442	-26.1	28.8
2	Luxury Bus	73	95	30.1	6.2
3	Ordinary Bus	1,241	996	-19.7	65.0
	Total	1,912	1,533	-19.8	100.0

Source: LATRA

3.2 Issued Licenses for Goods Carrying Vehicles

Goods carrying vehicles are licensed under regulation 3 of the Transport Licensing (Goods Carrying Vehicle) Regulations, GN. No. 77 of 2020. During the third quarter of the FY 2025/26, a total of 65,079 licenses were issued by the Authority for Goods Carrying Vehicles (GCV) reflecting an increase of 16.8 percent as compared to 55,708 licenses issued during the same period in FY 2024/25. Licenses issued for GCV contributed to about 32.3 percent of the total issued licenses during the reporting period as summarized in Table 1.

7.1.1 Licenses Issued to Goods Carrying Vehicles per Capacity

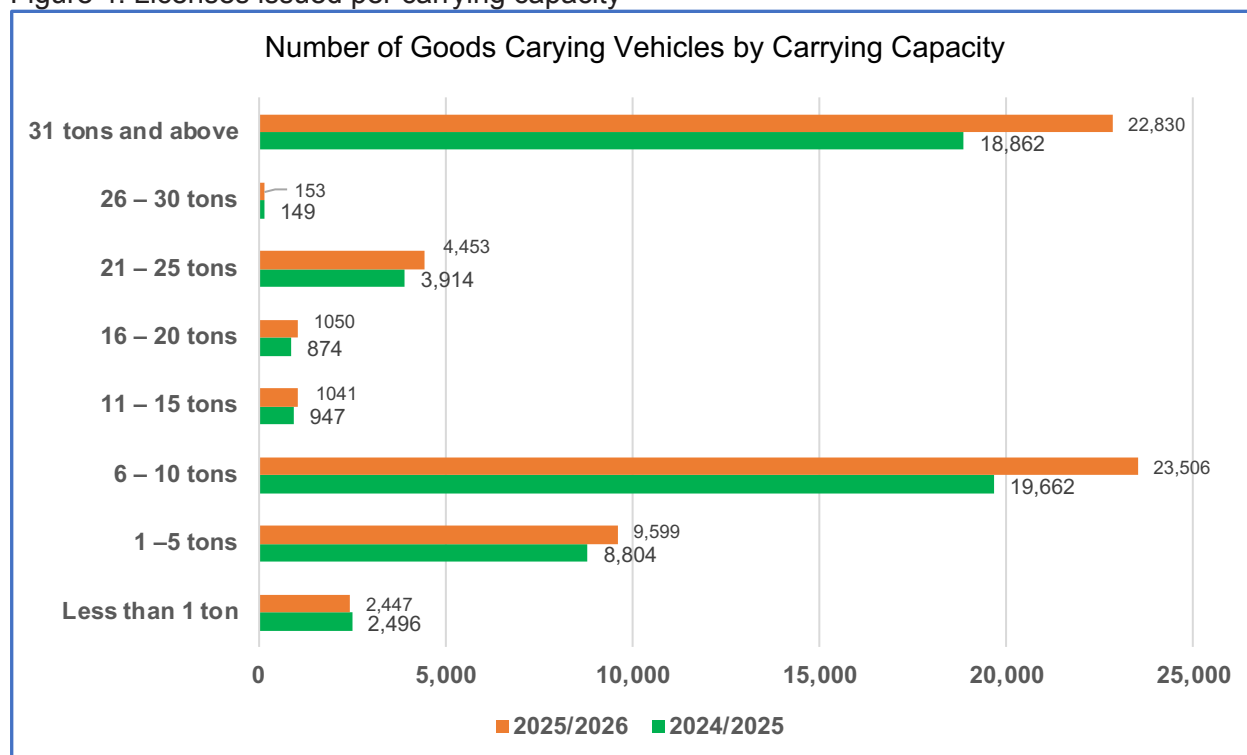
It was noted during the reporting period that, 36.1 percent of the GCV issued licenses were of carrying capacity between 6 to 10 tons presenting the largest category. The second largest category with 35.1 percent of total were large trucks with carrying capacity above 30 tons. The smallest share of licenses was issued to goods vehicles with carrying capacity between 26 and 30 tons at 0.2 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	2,496	2,447	-2.0	3.8
2	C2	1 –5 tons	8,804	9,599	9.0	14.7
3	C3	6 – 10 tons	19,662	23,506	19.6	36.1
4	C4	11 – 15 tons	947	1041	9.9	1.6
5	C5	16 – 20 tons	874	1050	20.1	1.6
6	C6	21 – 25 tons	3,914	4,453	13.8	6.8
7	C7	26 – 30 tons	149	153	2.7	0.2
8	C8	31 tons and above	18,862	22,830	21.0	35.1
Total			55,708	65,079	16.8	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 motor-cycles (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 129,551 Private Hire licenses, with Motor Cycles and Motor Tricycles dominating the market, accounting for 80.1 percent and 14.8 percent of all licenses issued, respectively. Together, these two categories represented 94.9 percent of total Private Hire licenses issued. On other categories Tours Vehicles accounted for 1.8 percent, followed by Taxi Cab (1.5 percent) and School buses (1.3 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 4 - 2025/2026

SN	Type of License	April 2026	May 2026	June 2026	Total	% of Total
	Motorcycles	30,430	34,804	38,554	103,788	80.1
	Motor Tricycles	5,947	6,178	6,987	19,112	14.8
	Taxi Cab	443	667	796	1,906	1.5
	Special Hire	94	78	81	253	0.2
	Shuttle	0	0	0	0	-
	Staff Bus	182	165	210	557	0.4
	Tour	371	676	1,228	2,275	1.8
	School Bus	753	569	338	1,660	1.3
	Total	38,220	43,137	48,194	129,551	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 fourth quarter of FY 2025/2026, a total of 8,140 ride-hailing licenses were issued. Ride-Hailing Motor Cycles accounted for the largest share with 4,261 licenses (52.3%), followed by Ride-Hailing Motor Tricycles with 2,649 licenses (32.5%). Ride-Hailing Taxi Cabs recorded 1,230 licenses (15.1%), representing the smallest share. Out of the total 103,788 motorcycle licenses issued during the fourth quarter of FY 2025/2026 (Table 6); 4.1% were issued to ride-hailing motorcycles. Similarly, out of 18,192 motor tricycle licenses; 13.9% were issued to ride-hailing motor tricycles. The highest level of ride-hailing penetration was recorded among taxi cabs, where 1,230 out of 1,325 licenses equivalent to 64.5% were issued to ride-hailing taxi cabs.

Table 7: Licenses issued to Ride Hailing Services Quarter 4, 2025/2026

SN	Type of License	April 2026	May 2026	June 2026	Total	% of Total
1	Motorcycles	483	1,306	2,472	4,261	52.3
2	Motor Tricycles	480	873	1,296	2,649	32.5
3	Taxi Cab	264	382	584	1,230	15.1
	Total	1,227	2,561	4,352	8,140	100.0

Source: LATRA

4.0 CROSS BORDER AND SHORT-TERM PERMITS

Between April and June 2026, a total of 2,750 permits were issued. Cross border permits constituted the majority, with 1,911 permits issued, accounting for 69.5 percent of all permits. Meanwhile, short term permits amounted to 839 permits, representing 30.5 percent of the total permits issued during the period. Table 7 below summarises.

Table 8: Number of Permits Issued

SN	PERMITS	April 2026	May 2026	June 2026	Total	%Total
1	Cross Boarder Permits	646	660	605	1,911	69.5
2	Short Term Permits	247	237	355	839	30.5
	Total Permit	893	897	960	2,750	100.0

Source: LATRA

5.0 NUMBER OF REGULATORY OFFENCES

A total of 20,759 regulatory offences were registered between April and June 2026. Goods Carrying Vehicles (GCV) accounted for the largest share with 7,446 offences equivalent to 35.9 percent of the total offences. Private Hire Vehicles (PVH) followed with 6,736 offences, equivalent to 32.4 percent, while Public Service Vehicles (PSV) recorded 6,577 offences, accounting for 31.7 percent of all recorded offences during the period. Table 9 summarises.

Table 9: Number of recorded offences

SN	Row Labels	April 2026	May 2026	June 2026	Total	%Total
1	GCV	1,771	2,718	2,957	7,446	35.9
2	PSV	2,034	2,529	2,014	6,577	31.7
3	PvH	1841	2696	2199	6,736	32.4
	Grand Total	5,646	7,943	7,170	20,759	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.

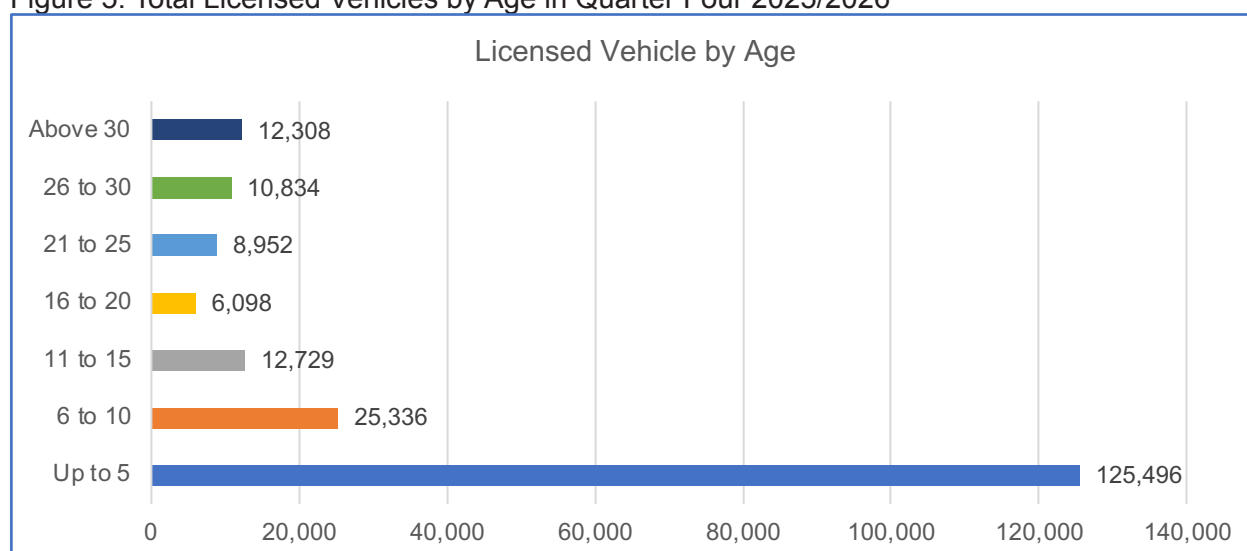
During the Fourth Quarter of the FY 2025/2026, the Authority issued 201,753 vehicle licenses. Of these, 62.2 percent were for vehicles aged up to 5 years, while 12.6 percent were aged 6 to 10 years. Overall, 74.8 percent of licensed vehicles were 10 years old or below, indicating a relatively young vehicle fleet. Table 10 summarises.

Table 10: Licensed Vehicle by Age

SN	Age Groups (Years)	No of Licensed GCV	No of Li-censed PSV	No of Li-censed PvH	Total Number of License	% of Total
1	Up to 5	25,053	869	99,574	125,496	62.2
2	6 to 10	6,034	378	18,924	25,336	12.6
3	11 to 15	7,178	205	5,346	12,729	6.3
4	16 to 20	4,047	205	1846	6,098	3.0
5	21 to 25	5,321	1,487	2144	8,952	4.4
6	26 to 30	7,667	2,189	978	10,834	5.4
7	Above 30	9,779	1,790	739	12,308	6.1
	Grand Total	65,079	7,123	129,551	201,753	100.0

Source: LATRA

Figure 5: Total Licensed Vehicles by Age in Quarter Four 2025/2026



Source: LATRA

6.1 Analysis of Licensed Goods Carrying Vehicles by Age

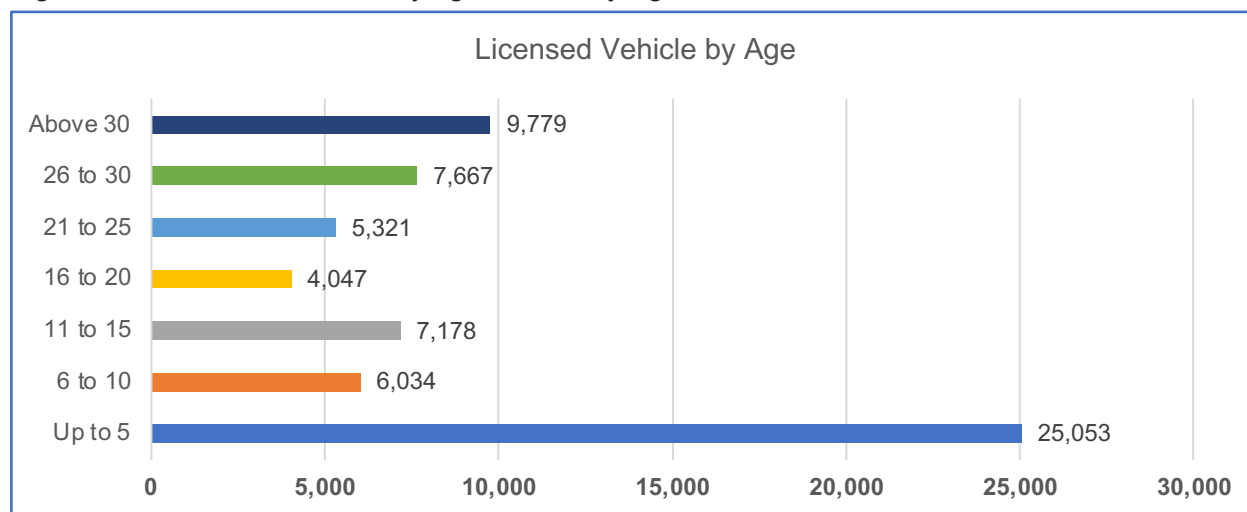
During the period under review, the Authority issued 65,079 licenses to GCV; out of which, vehicles with the age of 5 years and less presents the large sub-category with 38.5 percent. The second largest sub-category issued to those with age more than 30 years with 15.0 percent. Moreover, it was deduced that 65.0 percent of the licensed GCV during the reporting period had age of 20 years or less while 35.0 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	25,053	38.5
2	6 to 10	6,034	9.3
3	11 to 15	7,178	11.0
4	16 to 20	4,047	6.2
5	21 to 25	5,321	8.2
6	26 to 30	7,667	11.8
7	Above 30	9,779	15.0
	Grand Total	65,079	100.0

Source: LATRA

Figure 6: Licensed Goods Carrying Vehicles by Age



6.2 Analysis of Licensed Public Service Vehicles by Age

The analysis shows that the vehicle fleet is predominantly aged, with 76.7 percent of vehicles being 21 years or older and only 12.2 percent being up to five years old. Vehicles aged 26 to 30 years constitute the largest proportion at 30.7 percent, followed by vehicles above 30 years at 25.1 percent. The high concentration of older vehicles highlights the need to strengthen fleet renewal initiatives to improve the safety, efficiency, reliability and environmental performance of the transport sector.

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	124	2.2	745	48.6	869	12.2
2	6 to 10	144	2.6	234	15.3	378	5.3
3	11 to 15	89	1.6	116	7.6	205	2.9
4	16 to 20	171	3.1	34	2.2	205	2.9
5	21 to 25	1,390	24.9	97	6.3	1,487	20.9
6	26 to 30	2,063	36.9	126	8.2	2,189	30.7
7	Above 30	1,609	28.8	181	11.8	1,790	25.1
	Total	5,590	100.0	1,533	100.0	7,123	100.0

Source: LATRA

6.3.1 Ageing of Licensed Commuter & Regional Service Vehicles

The commuter and regional bus fleet is heavily dominated by older vehicles, with 90.6 percent of buses aged over 20 years, while only 9.4 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. Table 12 above details.

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 71.4 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 48.6 percent, followed by those aged 6 to 10 years (15.3 percent) and 11 to 15 years (7.6 percent). In contrast, 28.6 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 above details.

6.3 Ageing of Licensed Private Hire Service Vehicles

Licensed private hire vehicles are predominantly composed of newer vehicles, with 76.9 percent of licensed vehicles aged up to 5 years. The number of licensed vehicles declines significantly as age increases, with those aged 6 to 10 years accounting for 14.6 percent and 11 to 15 years accounting for 4.1 percent of the total vehicles. Vehicles older than 15 years represent only 4.4 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, Table 14 and Figure 7 provide detailed information.

Table 13: Licensed Private Hire Service Vehicles by Age

SN	Age Group	Motorcycles	Motor-Tricycle	Other PvH	Total	% Total
1	Up to 5	83,749	15,167	658	99,574	76.9
2	6 to 10	15,200	3,419	305	18,924	14.6
3	11 to 15	4,365	477	504	5,346	4.1
4	16 to 20	474	49	1,379	1,846	1.4
5	21 to 25			2,110	2,144	1.7
6	26 to 30			965	978	0.8
7	Above 30			730	739	0.6
	Total	103,788	19,112	6,651	129,551	100.0

Source: LATRA

6.3.1 Motorcycles

The age distribution of licensed motorcycles indicates a predominantly young fleet, with 79.3 percent of motorcycles aged up to five years. Motorcycles aged 6 to 10 years account for a further 15.9 percent, meaning that 95.2 percent of licensed motorcycles are 10 years old or less. Only 4.8 percent are aged between 11 and 20 years, while no motorcycles above 20 years were reported. This distribution suggests a strong preference for newer motorcycles and a relatively low level of fleet ageing.

6.3.2 Motor Tricycle

The age distribution of licensed motor-tricycles indicates that the fleet is predominantly young, with 77.2 percent aged up to five years. A further 20.0 percent are aged 6 to 10 years, resulting in 97.2 percent of motor-tricycles being 10 years old or less. Only 2.8 percent are aged between 11 and 20 years, while no motor-tricycles above 20 years were reported. This distribution indicates a strong preference for newer motor-tricycles and a relatively low level of fleet ageing.

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. In the reporting period it was deduced that, services offered by Other Private Hire categories are dominated mostly by older vehicles such that 77.9 percent of all vehicles are aged 15 years and above 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	% Change
1	Up to 5	7	0	79	75	497	658	9.9
2	6 to 10	5	1	63	32	204	305	4.6
3	11 to 15	98	1	64	54	287	504	7.6
4	16 to 20	641	27	95	53	563	1379	20.7
5	21 to 25	1,061	106	427	138	378	2110	31.7
6	26 to 30	89	79	491	130	176	965	14.5
7	Above 30	5	39	441	75	170	730	11.0
	Total	1,906	253	1,660	557	2,275	6,651	100.0

a. Special Hire Vehicles

The data show that 99.2 percent of licensed special hire vehicles were aged above 15 years, indicating that the fleet is predominantly composed of older vehicles. In contrast, only 0.8 percent of the vehicles were aged 15 years and below.

b. Taxi Cabs

The taxi cab fleet is predominantly old, with 94.2 percent of licensed vehicles aged 16 years and above, while only 5.8 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

Licensed school buses are predominantly old, with 87.6 percent aged 16 years and above. The largest share is 26 to 30 years (29.6 percent), followed by those above 30 years (26.6 percent) and 21 to 25 years (25.7 percent). Only 12.4 percent are 15 years or less, indicating limited fleet renewal and a need for modernization to improve safety, reliability, and service quality.

d. Staff Bus Vehicles

The licensed staff bus fleet is predominantly old, with 71.1 percent aged 16 years and above. The largest share is 21 to 25 years (24.8 percent), followed by 26 to 30 years (23.3 percent) and above 30 years (13.5 percent). Meanwhile, 19.2 percent are aged 10 years or less, indicating a relatively higher presence of newer vehicles, although fleet ageing remains a concern.

e. Tour Service Vehicles

The tour services fleet is predominantly composed of relatively older vehicles, with 56.6 percent aged 16 years and above, while 43.4 percent are below 16 years old. This age profile indicates moderate fleet renewal, although a significant proportion of tour service vehicles remain relatively old.

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 3,171 drivers were registered, representing a 54.5 percent increase compared to 2,053 drivers registered in the 2024/2025 financial year. The growth is attributed to improved enforcement activities.

7.1.2 Examination and Certification of Drivers

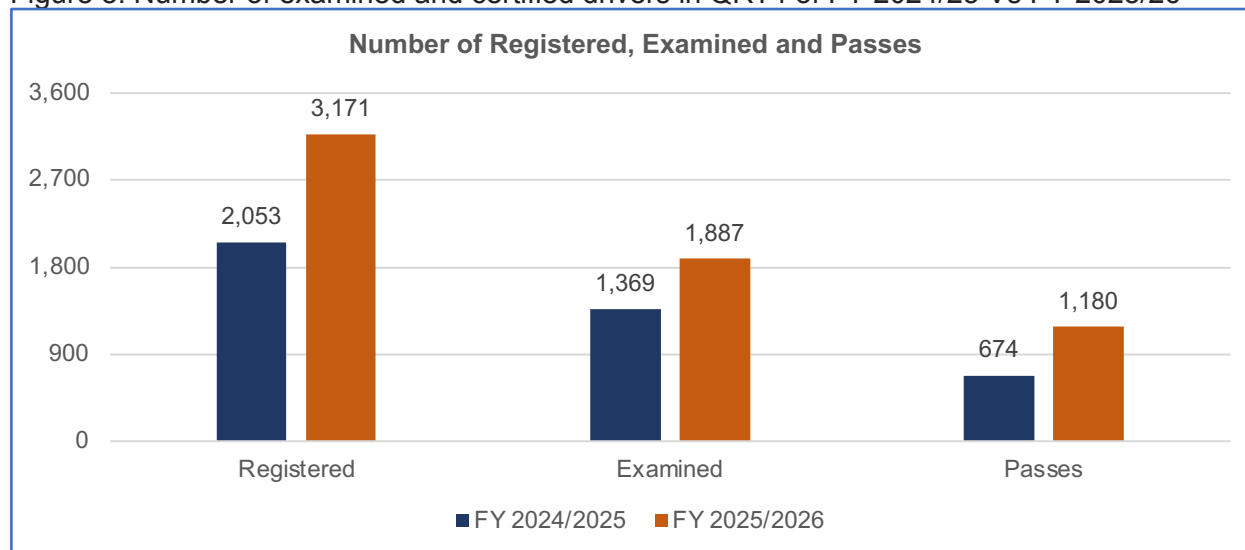
In the reporting period, 1,180 drivers (equivalent to 62.5 percent) were certified out of 1,887 that were examined while the remaining 707 drivers equivalent to 37.5 percent failed.

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	2,053	3,171	54.5
2	Examined	1,369	1,887	37.8
3	Passes	674	1,180	75.1
4	Pass Rate (%)	49.2	62.5	

Source: LATRA

Figure 8: Number of examined and certified drivers in QRT4 of FY 2024/25 Vs FY 2025/26



Source: LATRA

7.1.3 Driver Performance by Gender

The performance results indicate that the majority of candidates achieved a passing grade, with 1,180 out of 1,887 candidates (62.5%) classified as pass. However, a considerable proportion did not meet the required standards, as 707 candidates (37.5%) failed. In terms of gender distribution, participation was dominated by males, who accounted for 1,878 candidates (99.5%), while only 9 female candidates (0.5%) were recorded.

Table 16: Driver Performance by Gender

SN	Performance	Female	Male	Total	% of Total (Performance)
1	Pass	4	1,176	1,180	62.5
2	Fail	5	702	707	37.5
	Total	9	1,878	1,887	100.0
	% of Total (Gender)	0.5	99.5	100.0	

Source: LATRA

7.1.4 Driver Performance by Age group

The results show that 62.5 percent of examined drivers passed, while 37.5 percent failed. Drivers aged 31 to 40 years constituted the largest proportion of those examined (39.4 percent) and recorded the highest number of successful candidates. Overall, the results indicate moderate examination performance across all major age groups, with pass rates generally ranging between 55 percent and 68 percent.

Table 17: Drivers Performance by Age group

SN	Age Group	Pass	Fail	Total	% Total
1	18 to 30	177	110	287	15.2
2	31 to 40	503	241	744	39.4
3	41 to 50	371	255	626	33.2
4	51 to 60	122	98	220	11.7
5	Above 60	7	3	10	0.5
	Total	1,180	707	1,887	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.

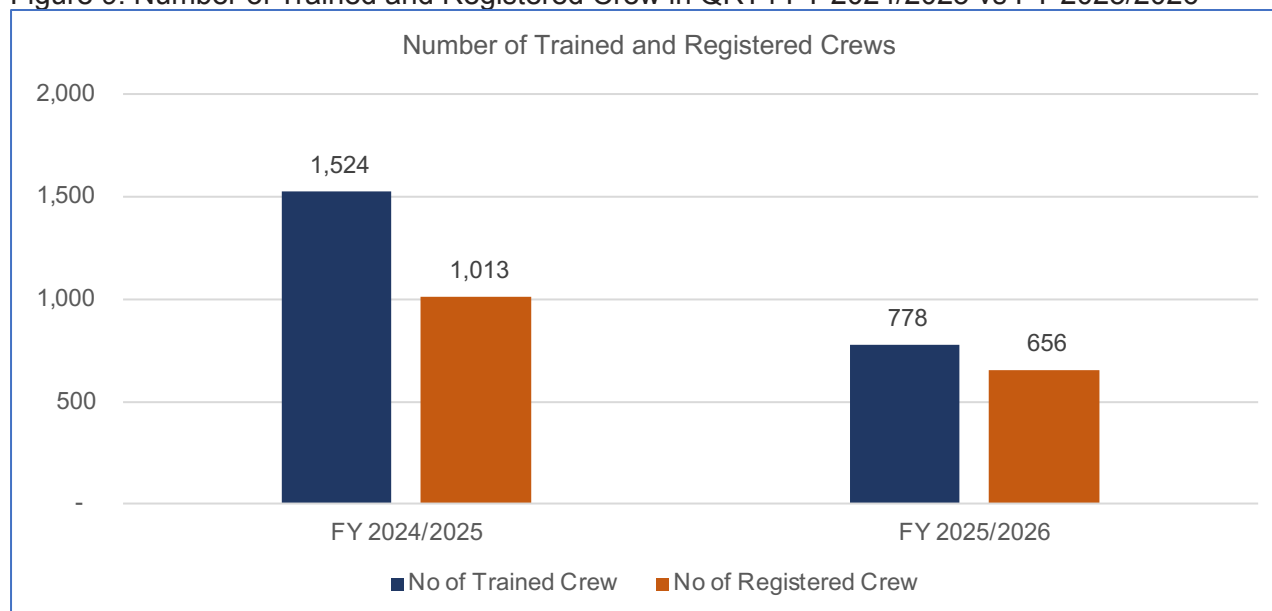
The number of trained and registered crew declined by 49.0 percent and 35.2 percent, respectively, in FY 2025/2026 compared with FY 2024/2025. However, the proportion of registered crew relative to trained crew increased from 66.5 percent to 84.3 percent, indicating improved change of trained crew into registered crew despite the overall decline in training and registration numbers as described in Table 18 and Figure 8.

Table 18: Number for Crew Trained and Registered in QRT4 2024/2025 vs 2025/2026

SN	Crew Categories	FY 2024/2025	FY 2025/2026	% Change
1	No of Trained Crew	1,524	778	-49.0
2	No of Registered Crew	1,013	656	-35.2
	% of Registered Vs Trained	66.5	84.3	

Source: LATRA

Figure 9: Number of Trained and Registered Crew in QRT4 FY 2024/2025 vs FY 2025/2026



Source: LATRA

7.2.1 Crew Registration by Gender

The analysis of crew registration by gender indicates high responsiveness to females compared to males. Out of a total of 656 participants, females accounted for 425 participants (64.8%), while males accounted for 231 participants (35.2%). This indicates unequal participation across both genders throughout the three-month period.

Table 19: Crew Registration by Gender

SN	Gender	April 2026	May 2026	June 2026	Total	% Total (Gender)
1	FEMALE	153	134	138	425	64.8
2	MALE	87	82	62	231	35.2
	Total	240	216	200	656	100.0
	<i>% of Total (Month)</i>	<i>36.6</i>	<i>32.9</i>	<i>30.5</i>	<i>100.0</i>	

Source: LATRA

7.2.2 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 70.4 percent of all. Crew registered aged 31 to 40 years formed the second largest group at 24.1 percent, while crew registered among older age groups were significantly low. Crew registered above 40 years collectively accounted for less than 5.5 percent of the total participants, showing minimal representation of older participants in the activities.

Table 20: Crew registration by Age group

SN	Age group	April 2026	May 2026	June 2026	Total	% Total (Age)
1	18 to 30	168	138	156	462	70.4
2	31 to 40	59	63	36	158	24.1
3	41 to 50	11	12	6	29	4.4
4	51 to 60	1	3	2	6	0.9
5	Above 60	1	0	0	1	0.2
	Total	240	216	200	656	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 fourth quarter of the Financial Year 2025/2026, a total of 699 buses were fitted with Vehicle Tracking Devices (VTDs), recording a decline of 9.5 percent compared to a total of 772 buses fitted with VTDs in the similar period of the previous financial year. However, during the similar period, a total of 217 buses were deactivated, recording a decline of 2.3 percent compared to a total of 222 buses deactivated in the similar period of the preceding financial year. Table 21 details.

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

SN	Month	ACTIVATED			DEACTIVATED		
		2024/2025	2025/2026	% Change	2024/2025	2025/2026	% Change
1	April	164	200	22.0	9	34	277.8
2	May	272	219	-19.5	187	149	-20.3
3	June	336	280	-16.7	26	34	30.8
	Total	772	699	-9.5	222	217	-2.3

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 fourth quarter of FY 2025/2026, a total of 7,390,309 passengers were recorded. Passenger volumes stood at 2,824,849 in June 2026 (the highest monthly volume, and 38.2% of all passengers), also, April recorded the second highest number of passengers travelled at 2,360,074 (31.9 percent of all passengers in the period) while May being with the least passengers travelled at 2,205,386 (29.8 percent of all passengers) during the period. 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 Fourth Quarter of FY 2025/2026

SN	Month	No of Passenger-Bookings	% of Total
1	April	2,360,074	31.9
2	May	2,205,386	29.8
3	June	2,824,849	38.2
	Total	7,390,309	100.0

Source: LATRA CeTS

Figure 10: No of Passengers April to June 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 labor, which can raise operating expenses and exert pressure on transport fares.

During the fourth quarter of FY 2025/2026 (April and June 2026), Tanzania's inflation rate remained consistently higher compared to the corresponding period in 2025. Inflation increased from 3.2 percent to 4.0 percent in April (a 25.0% increase), from 3.2 percent to 4.2 percent in May (a 31.3% increase), and from 3.3 percent to 4.0 percent in June (a 21.2% increase).

The elevated inflation during the reporting period was largely associated with the economic effects of the U.S.– Iran war, which began in late February 2026. The conflict disrupted global oil markets and heightened uncertainty over energy supplies, leading to a sharp increase in international crude oil prices. As Tanzania relies heavily on imported petroleum products, the rise in fuel prices increased transport operating costs, including fuel, lubricants, spare parts, and maintenance expenses. These higher operating costs contributed to inflationary pressures and provided a strong economic basis for transport fare adjustments during the period.

Table 23: Inflation Rates, April – June 2025 vs April – June 2026

SN	Month	Inflation Rate 2025 (%)	Inflation Rate 2026 (%)	% Change
1	April	3.2	4.0	25.0
2	May	3.2	4.2	31.3
3	June	3.3	4.0	21.2

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 fourth quarter of FY 2025/2026, Petrol Prices recorded a consistent growth compared to the corresponding period in FY 2024/2025. There was an increase of 25.6 percent, 40.0 percent, and 40.8 percent in April, May and June respectively resulting in an average growth of about 35.4 percent as described in Table 24.

Table 24: Petrol Price Trends April – June 2025 vs April – June 2026

SN	Financial Year	2024/2025	2025/2026	% Change
1	April	3,131	3,934	25.6
2	May	3,032	4,245	40.0
3	June	3,009	4,238	40.8
	Average	3,057	4,139	35.4

Source: National Bureau of Statistics

10.2.2 Diesel Price Trends

During the fourth quarter of FY 2025/2026, the average diesel price was TZS 4,253 per litre, a 42.7 percent increase from TZS 2,980 per litre recorded in the corresponding period of FY 2024/2025. Diesel prices recorded a consistent growth when compared to similar period in the previous Financial Year, data shows an increase of 29.1 percent, 48.2 percent and 51.2 percent for April, May and June respectively. Table 25 describes

Table 25: Diesel Price Trends April – June 2025 vs April – June 2026

SN	Financial Year	2024/2025	2025/2026	% Change
1	April	3,035	3,917	29.1
2	May	2,951	4,374	48.2
3	June	2,955	4,467	51.2
	Average	2,980	4,253	42.7

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	505	481	-4.8	6.8
2	DAR ES SALAAM	2409	1,948	-19.1	27.3
3	DODOMA	471	387	-17.8	5.4
4	GEITA	171	163	-4.7	2.3
5	IRINGA	108	90	-16.7	1.3
6	KAGERA	131	108	-17.6	1.5
7	KATAVI	120	76	-36.7	1.1
8	KIGOMA	169	131	-22.5	1.8
9	KILIMANJARO	483	401	-17.0	5.6
10	LINDI	72	53	-26.4	0.7
11	MANYARA	205	186	-9.3	2.6
12	MARA	143	157	9.8	2.2
13	MBEYA	375	370	-1.3	5.2
14	MOROGORO	323	289	-10.5	4.1
15	MTWARA	105	98	-6.7	1.4
16	MWANZA	640	528	-17.5	7.4
17	NJOMBE	160	139	-13.1	2.0
18	PWANI	187	156	-16.6	2.2
19	RUKWA	159	111	-30.2	1.6
20	RUVUMA	180	142	-21.1	2.0
21	SHINYANGA	276	203	-26.4	2.8
22	SIMIU	79	75	-5.1	1.1
23	SINGIDA	219	194	-11.4	2.7
24	SONGWE	102	70	-31.4	1.0
25	TABORA	364	297	-18.4	4.2
26	TANGA	325	271	-16.6	3.8
	Total	8,481	7,124	-16.0	100.0

Source: LATRA Licensing System

Annex 2: Issued GCV Licenses per Region in the QRT4 of FY 2024/2025 Vs 2025/2026

S/N	REGION	2024/2025	2025/2026	% Change	% of Total 2025/2026
1	ARUSHA	2,471	2,725	10.3	4.2
2	DAR ES SALAAM	13,584	14,188	4.4	21.8
3	DODOMA	795	910	14.5	1.4
4	GEITA	219	366	67.1	0.6
5	IRINGA	1,290	1,302	0.9	2.0
6	KAGERA	863	690	-20.0	1.1
7	KATAVI	164	78	-52.4	0.1
8	KIGOMA	615	696	13.2	1.1
9	KILIMANJARO	3,121	3,097	-0.8	4.8
10	LINDI	3,579	6,056	69.2	9.3
11	MANYARA	823	844	2.6	1.3
12	MARA	712	873	22.6	1.3
13	MBEYA	1,318	2,371	79.9	3.6
14	MOROGORO	3,188	3,698	16.0	5.7
15	MTWARA	6,063	7,034	16.0	10.8
16	MWANZA	4,294	3,251	-24.3	5.0
17	NJOMBE	1,573	2,132	35.5	3.3
18	PWANI	3,886	4,695	20.8	7.2
19	RUKWA	526	473	-10.1	0.7
20	RUVUMA	1,298	4,145	219.3	6.4
21	SHINYANGA	2,251	2,407	6.9	3.7
22	SIMUYU	230	549	138.7	0.8
23	SINGIDA	308	231	-25.0	0.4
24	SONGWE	422	235	-44.3	0.4
25	TABORA	323	530	64.1	0.8
26	TANGA	1,792	1,503	-16.1	2.3
	GRAND TOTAL	55,708	65,079	16.8	100.0

Source: LATRA

Annex 3: Licenses issued to Motor Cycles and Motor tricycles per Regions QRT4, FY 2025/26

S/N	REGION	Motor cycles	Motor Tricycles	Total	% Total Motorcycles	% Total M/ Tricycles	% Total
1	ARUSHA	2,269	292	2,561	2.2	1.5	<i>2.1</i>
2	DAR ES SALAAM	36,392	9,536	45,928	35.1	49.9	<i>37.4</i>
3	DODOMA	4,938	214	5,152	4.8	1.1	<i>4.2</i>
4	GEITA	2,332	883	3,215	2.2	4.6	<i>2.6</i>
5	IRINGA	804	298	1,102	0.8	1.6	<i>0.9</i>
6	KAGERA	18	15	33	0.0	0.1	<i>0.0</i>
7	KATAVI	263	343	606	0.3	1.8	<i>0.5</i>
8	KIGOMA	2,819	374	3,193	2.7	2.0	<i>2.6</i>
9	KILIMANJARO	221	565	786	0.2	3.0	<i>0.6</i>
10	LINDI	475	53	528	0.5	0.3	<i>0.4</i>
11	MANYARA	881	196	1,077	0.8	1.0	<i>0.9</i>
12	MARA	2,013	152	2,165	1.9	0.8	<i>1.8</i>
13	MBEYA	10,639	1,192	11,831	10.3	6.2	<i>9.6</i>
14	MOROGORO	9,830	894	10,724	9.5	4.7	<i>8.7</i>
15	MTWARA	1,952	131	2,083	1.9	0.7	<i>1.7</i>
16	MWANZA	1,831	701	2,532	1.8	3.7	<i>2.1</i>
17	NJOMBE	2,211	924	3,135	2.1	4.8	<i>2.6</i>
18	PWANI	2,155	176	2,331	2.1	0.9	<i>1.9</i>
19	RUKWA	3,685	332	4,017	3.6	1.7	<i>3.3</i>
20	RUVUMA	205	74	279	0.2	0.4	<i>0.2</i>
21	SHINYANGA	5,726	613	6,339	5.5	3.2	<i>5.2</i>
22	SIMIU	1,795	19	1,814	1.7	0.1	<i>1.5</i>
23	SINGIDA	299	417	716	0.3	2.2	<i>0.6</i>
24	SONGWE	5,605	337	5,942	5.4	1.8	<i>4.8</i>
25	TABORA	4,421	318	4,739	4.3	1.7	<i>3.9</i>
26	TANGA	9	63	72	0.0	0.3	<i>0.1</i>
	Total	103,788	19,112	122,900	100.0	100.0	100.0

Source: LATRA

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

A4.1 Offenses Committed by PSV Operators in QRT4 of the FY 2025/2026

SN	Offense	Frequency	% Total
1	Operating a public service vehicle without a valid licence.	1,611	24.5
2	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	1,366	20.8
3	Basi la abiria kutoa huduma kwenye njia ambayo haijaainishwa kwenye leseni yake	503	7.6
4	Kutotoa tiketi za kielektroniki kwa abiria	490	7.5
5	Mtoa huduma hatatoza nauli zaidi ya ile iliyoidhinishwa na Mamlaka kulingana na daraja la basi husika	487	7.4
6	Kushindwa kuzingatia vigezo vya utendaji vilivyowekwa na Mamlaka	481	7.3
7	Kutotoa tiketi kwa abiria	309	4.7
8	Kushindwa kuzingatia idadi ya abiria, kama ilivyoidhinishwa kwenye kadi ya gari	257	3.9
9	Kifaa cha kufuatilia mwenendo wa gari kutofanya kazi vyema wakati wote	191	2.9
10	Kuajiri dereva asiyekuwa na cheti cha LATRA	169	2.6
11	Kutotumia mashine zilizoidhinishwa na Mamlaka kutoa tiketi	164	2.5
12	Kutozingatia masharti mengine yeyote yaliyowekwa na Mamlaka	162	2.5
13	Kutoa huduma ya gari la abiria bila kuzingatia batli, ratiba na chati ya nauli iliyoidhinishwa na Mamlaka	141	2.1
14	Kumzuia afisa wa LATRA au Polisi kufanya ukaguzi wa chombo husika	73	1.1
15	Kuajiri mfanyakazi wa basi asiyekuwa na cheti cha usajili kutoka LATRA	43	0.7
16	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	33	0.5
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	19	0.3
18	Kama mtoa huduma atashindwa kutoa huduma ya usafiri kwa abiria mwenye tiketi	18	0.3
19	Kutoa huduma ya kusafirisha abiria kwa gari ambalo halikidhi vigezo vya madaraja ya mabasi ya abiria vilivyoainishwa kwenye Jedwali la tatu la Kanuni hizi	10	0.2
20	Mtoa huduma atayemtoza nauli mwanafunzi atakayepanda gari la abiria linalotoa huduma ya usafiri ndani ya miji kwa kiwango cha nauli kisichoidhinishwa na Mamlaka	9	0.1
21	Kushindwa kuweka chombo cha taka kwenye gari la abiria	8	0.1

SN	Offense	Frequency	% Total
22	Kutoa huduma ya kusafirisha abiria bila kuandika nauli iliyoidhinishwa na Mamlaka karibu na mlango wa kuingilia abiria	8	0.1
23	Kutumia gari jingine bila kibali cha dharula pale gari la abiria la njia husika ni bovu	8	0.1
24	Kutoweka utaratibu wa kuweka alama kwenye mizigo inayohifadhiwa kwenye buti la basi	5	0.1
25	Kuwabughudhi au kusumbua abiria au watu wengine	4	0.1
26	Kupaka rangi au kuweka tangazo kwenye gari la abiria linaloingiliana na rangi za utambulisho wa njia	3	0.0
27	Kushindwa kuweka kumbukumbu, kuandaa na kutoa taarifa sahihi za biashara ya usafirishaji wa abiria	2	0.0
28	Mtoa huduma kushindwa kuandaa orodha ya abiria wanaosafiri ndani ya basi	2	0.0
29	Dereva mmoja wa gari la abiria kuendesha gari mfulululizo zaidi ya saa nane	1	0.0
Total		6,577	100.0

A4.2: Offenses Committed by GCV Operators in QRT4 of the FY 2025/2026

SN	Offense	Frequency	% Total
1	Kutoa huduma ya kusafirisha Mizigo bila kuwa na leseni halali ya LATRA	7,184	96.5
2	Kuajiri dereva asiyekuwa na cheti cha LATRA	188	2.5
3	Kumzuia Afisa wa Mamlaka au Polisi kutimiza wajibu wake wa ukaguzi kwenye gari husika	33	0.4
4	Kukwepa kwa makusudi kulipa tozo za Mamlaka	29	0.4
5	Kusimamia Dereva kuwa hapa kii abiria kwenye gari la mizigo	5	0.1
6	Kushindwa kutoa huduma ya kusafirisha mizigo kulingana na makubaliano na mwenye mzigo	2	0.0
7	Kutoa taarifa za uongo au kuwasili-sha nyaraka za kughushi kwa Mamlaka	2	0.0
8	Kutozingatia sheria nyingine zote zilizowekwa na Mamlaka	2	0.0
9	Kutoa huduma kwa gari la mizigo lisi-lokidhi viwango vya ubora na usalama	1	0.0
Total		7,446	100.0

A4.3: Offenses Committed by Private Hire Operators in QRT4 of the FY 2025/2026

SN	Offense	Frequency	% Total
1	Pikipiki ya magurudumu mawili au matatu kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	5,068	75.2
2	Kukiuka masharti mengine yoyote yaliyotolewa na LATRA	492	7.3
3	Huduma zinazotolewa haziingiliani na huduma za usafiri wa mijini (daladala) au huduma za mabasi ya masafa marefu.	347	5.2
4	Pikipiki ya magurudumu mawili au matatu kuegeshwa au kutoa huduma kwenye maeneo (ya katikati ya Miji/majiji) yaliyokatazwa	207	3.1
5	Kubeba idadi kubwa ya abiria zaidi ya ilivyoandikwa kwenye kadi ya chombo husika	188	2.8
6	Pikipiki za magurudumu mawili na matatu kutoa huduma kwenye maeneo yaliyowekewa katazo na Mamlaka husika.	131	1.9
7	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA	77	1.1
8	Kubeba abiria wanaosafiri kwa malengo tofauti	39	0.6
9	Kuruhusu dereva asiyekuwa na Cheti cha Uthibitisho kutoka LATRA kuendesha gari husika	22	0.3
10	Pikipiki za magurudumu mawili kutokuwa na kofia ngumu na zilizowekewa alama ya utambulisho.	22	0.3
11	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	0.3
12	Kutoa huduma ya usafiri wa basi la shule lisilokidhi viwango vilivyoelezwa chini ya Kanuni ya LATRA (Viwango vya Usalama na Ubora wa Huduma)	19	0.3
13	Kuruhusu dereva kutoa huduma bila kuwa na cheti cha LATRA	17	0.3
14	Kushindwa kuzingatia vigezo vya kiutendaji vilivyoandikwa na Mamlaka	15	0.2
15	Huduma zinazotolewa haziingiliani na huduma za usafiri wa Mijini(daladala) au za mabasi ya masafa marefu	12	0.2
16	Kushindwa kutoa risiti ya malipo kwa abiria	12	0.2
17	Kutoa huduma ya kusafirisha abiria bila kuwa na leseni halali ya LATRA.	8	0.1
18	Kukiuka masharti mengine yeyote yaliyotolewa na LATRA	6	0.1
19	Kukiuka masharti mengine yaliyotolewa na LATRA	5	0.1
20	Kumzuia Afisa wa Mamlaka kufanya kazi	4	0.1
21	Kutumia chombo cha moto kisichokuwa na kibao cheupe cha usajili	4	0.1
22	Taksi kutoegeshwa kwenye vituo maalumu vilivyoainishwa.	3	0.0
23	Gari kutokuwa na alama maalum ya utambulisho kwa mujiibu wa maelekezo ya Mamlaka	2	0.0
24	Kuajiri dereva wa basi la shule mwenye umri chini ya miaka thelathini na tano	2	0.0

SN	Offense	Frequency	% Total
25	Kushindwa kuzingatia vigezo vya kiutendaji vilivyoidhinishwa na Mamlaka	2	0.0
26	Kutoa huduma bila kuwa na kifaa cha kukokotoa nauli, umbali na muda wa safari (fare meter)	2	0.0
27	Kuwasilisha nyaraka za kughushi	2	0.0
28	Taksi kutopakwa rangi ya utambulisho kama itakavyoelekezwa na Mamlaka.	2	0.0
29	Waendesha pikipiki za magurudumu mawili na matatu kutovaa sare zilizo safi na nadhifu kama ilivyoelekezwa na Mamlaka	2	0.0
30	Gari kutokuwa na alama maalumu ya utambulisho kwa mujibu wa maelekezo ya Mamlaka.	1	0.0
31	Kuchezea au kuharibu kifaa cha ufuatiliaji mwenendo wa gari	1	0.0
32	Kuruhusu dereva kuutoa huduma bila kuwa na cheti cha LATRA	1	0.0
33	Kushindwa kutoa risit ya malipo kwa abiria	1	0.0
34	Taksi kutowekewa alama ya utambulisho kama itakavyoelekezwa na Mamlaka	1	0.0
Total		6,736	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,
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