

THE UNITED REPUBLIC OF TANZANIA



Land Transport Regulatory Authority

**LAND TRANSPORT REGULATORY AUTHORITY**

**IN THE MATTER OF LAND TRANSPORT REGULATORY AUTHORITY**

**AND**

**IN THE MATTER OF FARE REVIEW FOR COMMUTTER BUSES**

**(Made under Section 19(1) of the Land Transport Regulatory Authority, 2019  
and Regulation 13 (1) (b) of the Land Transport Authority  
(Tariff) Regulations, 2020)**

**ORDER NO. LATRA/02 /2022**

**1.0 BACKGROUND**

The Land Transport Regulatory Authority (LATRA) is established under Section 4 of the Land Transport Regulatory Authority Act, 2019 to regulate land transport sector.

Subject to Section 19(1) of the Land Transport Regulatory Authority Act, 2019 and Regulation 13 (1) (b) of the Land Transport Authority (Tariff) Regulations, 2020, the Authority reviewed fares to be applicable for the commuter services in Mainland Tanzania.

**2.0 RATIONALE FOR REVIEW**

In April, 2022, the Authority received an application to review upward passenger fares for commuter services in Dar es Salaam submitted by Mr. Julius C. Munisi in accordance with Regulation 9 (1) of the Land Transport Authority (Tariff) Regulations, 2020.

LATRA is mandated under section 19(1) to set rates and charges of all regulated sectors stipulated under the Land Transport Regulatory Authority Act, 2019.

### 3.0 FACTORS TAKEN INTO ACCOUNT DURING FARE REVIEW

The analysis of the review was made pursuant to section 19(2) of Land Transport Regulatory Authority Act, 2019. Therefore, the Authority took into consideration the following factors:

- (i) Need for a holistic approach by looking at all key variables such as fuel pump prices, capital, salaries and wages, repairs, maintenance and depreciation etc.
- (ii) Infrastructure (Roads) conditions and their effect on transport system;
- (iii) Consideration of macro-economic variables such as currency depreciation and inflation rate which affect cost of operation;
- (iv) Affordability of transport services; and
- (v) Statutory requirements as provided under Sections 5, 6, 19, and 21 of LATRA Act, 2019.

### 4.0 BOARD'S ORDER

In view of the foregoing and in effort to maintain competition and affordable commuter services, the Board at its 8<sup>th</sup> Ordinary meeting held on 29<sup>th</sup> April, 2022 approved commuter services fares and ordered as follows:

#### 4.1 Economic Commuter Bus Fares – Adults

**Table: 1: Commuter Bus Fares – Adults**

<b>ROUTE CATEGORY</b>	<b>CURRENT FARE PER TRIP</b>	<b>NEW FARE PER TRIP (TZS)</b>
Routes of up to 10 km (+CBD)	400	<b>500</b>
Routes [11 to 15 km]	450	<b>550</b>
Routes [16 to 20 km]	500	<b>600</b>
Medium routes [21 to 25 km]	600	<b>700</b>
Long routes [26 to 30 km]	750	<b>850</b>
Long routes [31 to 35 km]	-	<b>1000</b>
Very Long routes [36 to 40 km]	-	<b>1100</b>

4.2 Students Fare remained the same as per table 2 below:

**Table 2: Students Fares**

<b>ROUTE CATEGORY</b>	<b>CURRENT FARE PER TRIP</b>	<b>NEW FARE PER TRIP (TZS)</b>
Routes of up to 10 km (+CBD)	200	200
Routes [11 to 15 km]	200	200
Routes [16 to 20 km]	200	200
Medium routes [21 to 25 km]	200	200
Long routes [26 to 30 km]	200	200
Long routes [31 to 35 km]	-	200
Very Long routes [36 to 40 km]	-	200

#### 4.3 Fares for Unpaved Road

Fare levels on unpaved roads is adjusted upward by 20% in relation to the rates on paved roads. The adjustments seek to accommodate additional costs, which arise due to difficult operating conditions.

#### 5.0 FOLLOW UP MEASURES

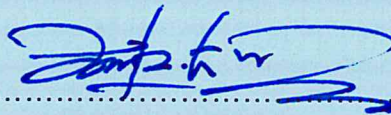
Bus operators must continue to comply with conditions of license including:

- i. Service providers must ensure they charge fares as approved;
- ii. Bus operators must charge fares appropriately based on the distance traveled and refrain from a tendency of charging full trip fares to passengers embarking or disembarking at intermediate bus stops;
- iii. Bus owners should closely supervise their bus crew to ensure observance of safety and conduct which is acceptable to the public;
- iv. Bus operators must ensure that passengers are always given bus tickets that are properly filled to reflect the amount paid as a bus fare;
- v. The fares have been computed on the basis of commuter buses with carrying capacity of at least 50 passengers; hence the need to encourage operators to use large capacity buses;
- vi. The computation of the new tariff has considered 0.5% of levy payable to the Authority and therefore it will not be part of operational cost to transporters.

NB: This Order shall be executed in any number of counterpart, each of which, when executed, shall constitute a duplicate original, but all the counterparts of the Order shall together constitute one Order.

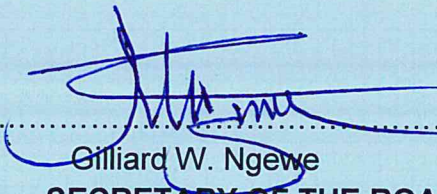
#### 6.0 EFFECTIVE DATES

The Order shall be effective fourteen (14) days after the Order is published in the Gazette.



Henry Bantu  
**VICE BOARD CHAIRMAN**

Dated and delivered under my hand and the SEAL of the Authority at Dar es Salaam this 30<sup>th</sup> day of April, 2022.



Gilliard W. Ngewe  
**SECRETARY OF THE BOARD**