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## THE LEGAL RIGHTS OF CHILDREN IN VEHICLE: A LOOK AT TANZANIA LAWS FOR CHILD SAFETY TRANSPORT

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### Abstract

This article explores the legal rights of children in vehicles and focuses on the laws relating to child safety transport in Tanzania. It delves into the specific regulations in Tanzania regarding the transportation of children in vehicles. The responsibility of parents and legal guardians in ensuring child safety are also addressed, alongside discussion on the enforcement and compliance aspects of child safety transport laws. The article concluded by advocating for a concerted effort by stakeholders to prioritize child safety in vehicles and suggests avenues for enhancing child safety transport laws and practices in Tanzania.

**Keywords:** Legal rights, Children, Vehicle, vehicle transport, driver, Tanzania laws, Child safety.

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### Introduction

Child safety in motor vehicles transport is of utmost importance as it plays a crucial role in preventing injuries and fatalities among children. Traffic accidents are leading causes of death and injury among children in Tanzania, and contributory factors for those accidents are but not limited to mechanical defects, driving while intoxicated by drugs or alcohol, overload, over speeding, and distracted driving, poor weather, and poor infrastructure. The use of child safety measures like child safety seats, booster seats, and seat belts during transportation can significantly reduce the risk of accidents because they are designed to provide appropriate protection for children of different ages and sizes. These safety devices help to distribute the forces of a crash over the strongest parts of a child's body, reducing the risk of severe injuries to vulnerable areas such as the head, neck, and abdomen. Moreover, educating parents and caregivers about the importance of buckling up children and using age-appropriate restraints can further enhance child safety in vehicle transport. Overall, prioritizing child safety in motor vehicle transport is not only essential for the well-being of children but also helps in creating a culture of responsible

driving and care for future generations. In Tanzania, child safety in motor vehicles transport is regulated by the following laws, but not limited to The Constitution of the United Republic of Tanzania Cap 2, the Road Traffic Act, Cap 168, The Child Act, Cap 13, Transport Licensing Act, Cap 317 and its regulations.

### Legal Requirements Concerning Transportation of Children in Tanzania

#### National Road Safety Policy 2009

The National Safety Policy aims to ensure the safety and security of all citizens within the country. The policy outlines measures to prevent and respond to various safety threats, such as accidents. The policy also provides for the purpose of accountability on day to day operation, evaluation, and research that can dictate the need for resetting objectives for the enhancement of road safety programs which can have an effective impact on the public in general<sup>1</sup>.



The policy provides for the government to put in place a legal framework to regulate and control the importation of used vehicles and second-hand vehicle into Tanzania<sup>ii</sup>. Furthermore, it provides for the Government to enact regulations that set appropriate and affordable standards of vehicle roadworthiness that are in line with SADC Protocol and Best Practices by having the provisions that mandatory system for checking the roadworthiness of vehicles, inspection facilities, equipment, and trained personnel, having reliable garages and repair shops, as the police inspect some vehicles, but the inspection process is primarily visual and liable to inconsistencies. The design standards and specifications for public transport vehicle should ensure safety, security and comfort to all road users, including disadvantaged groups such as elderly people, people with disabilities, and children. Most of the existing public transport vehicles do not accommodate the needs of the disadvantaged groups<sup>iii</sup> where child fall under this category.

Therefore, the Government needed to make legal provisions for the mandatory and periodic inspection of vehicles under the supervision of the Ministry of Works and Transport to make sure all vehicles comply with the required standards. The policy also provides for the government to seek private sector involvement in the operation of the vehicle inspection systems and further provides for the government to digitalize all vehicle registration data base that enable the government to have good data on the fleet size and vehicle types for comparison with crash involvement rates, routine inspections, and insurance compensation matters<sup>iv</sup>. This article found that, though the policy provides a framework on how to reduce and avoid accidents, no legislative measures have been taken by the government to ensure that they reduce or eliminate all road accidents and their impacts in the country.

#### **The Constitution of United Republic of Tanzania, 1977**

The constitution of Tanzania as a fundamental and supreme law of a country as enacted in 1977 was amended in 1984 via Act No. 15 which codified the principles of fundamental natural rights into the constitution as the Bill of Rights from Article 12-29 where there are basic rights and duties<sup>v</sup>. Article 12 and 14 respectively provide that all human beings are born free and are all equal, and they are entitled to the right to life and to protection of life. The protection of children is one of the paramount rights recognised by the constitution, though the constitution does not direct clearly specify the rights of infants and children during transportation for their safety in Tanzania, but it lays the foundation, recognizes, enforces, implements, and protects human rights under the Bill of Rights.

The government of Tanzania, in order to protect the rights of individuals, including the protection of children's rights during transportation in motor vehicles, enacted the Road Traffic Act as the main legislation for the protection of all road users to ensure there are no accidents caused due to the lack of or weakness of the laws which ensure compliance with all road regulations.

The constitution provides the right to life; these fundamental natural rights as outlined from the Constitution protect the life and welfare of its people. Child is among the people who are protected by the constitution in all aspects of life. Article 14 explains the

right to life and to the protection of life. The URT's constitution does not directly provide for safety child rights; rather, it indirectly protects the basic rights and fundamental freedoms of every person in general terms, including children. According to the Constitution of the United Republic of Tanzania, it provides that every person is entitled to recognition and respect for his dignity<sup>vi</sup>. This provision can be interpreted to include the protection of children's rights and dignity. Article 13 provides for equality before the law and prohibits discrimination on the grounds of nationality, tribe, and place of origin, political opinion, colour, religion, or station in life. This provision also implicitly protects children from discrimination. Therefore, children are entitled to all the rights and freedoms set out in Articles 12 to 24.

#### **The Law of the Child Act [CAP 13 RE: 2019]**

The law of the Child Act is an important piece of legislation that provides for the protection of the children. This Act was specifically enacted for protection of child, to reform and consolidate laws relating to children, stipulate rights of a child, protect and maintain the welfare of a child with a view to giving effect to international and regional conventions on the rights of the child. But this Act does not protect the child occupant in a motor vehicle because there is no specific provision which provides safety and protection of the child while they are in a motor vehicle.

The law of the Child Act provides a mechanism for the protection of children through the incorporation of children's rights in the Act to meet the standards recommended under the CRC so as to ensure adequate protection in Tanzania;

The best interest of the child in Tanzania, after the enactment of the Law of Child Act, is given first in all issues concerning children. The law provides that the best interest of children shall be the primary consideration in all actions concerning children, whether undertaken by public or private social welfare institutions, courts, or administrative bodies<sup>vii</sup> by requiring that all issues concerning children in Tanzania shall be given first priority and much attention. The article discovered that child left unprotected by this Act in terms of seat belt and other protective instruments during traveling as one of the rights of protection as the requirement of the constitution of the United Republic of Tanzania.

Right to Non-Discrimination in the protection child in motor vehicles; all children have the same status regardless of anything, and all children are required to be protected. It is stipulated under the law that all children have the same status,<sup>viii</sup> therefore, initiatives taken to protect against children, should not discriminate children especially during transportation for the purpose of preserving the right to non-discrimination in relation to motor vehicle transport right for the safety of the child.

Right to Survival and Development; children have the right to survival and to develop their potential in every respect, including their personality, talent, and abilities. That right cannot be enjoyed without having a legal framework which will assure enjoyment of such right. In correspondence to that, children's right to survive and develop is guaranteed under the Act, as that no person shall subject a child to torture or other cruel, inhuman punishment or



degrading treatment, including practices that dehumanize or lead to injury to the physical and mental well-being of a child<sup>ix</sup>. Whoever contravenes this provision is liable for punishment of six months imprisonment, a fine not exceeding five million, or both<sup>x</sup>.

#### **The Road Traffic Act [CAP 168 RE 2002]**

The Road Traffic Act No. 30 was enacted in 1973, and the rationale behind for enacting and amending this Act is to improve road safety, regulate traffic, and establish rules and regulations for vehicles, drivers, and other road users<sup>xi</sup>. The Act is the basic legislation that aims to promote the efficient use of roads and reduce the number of accidents, injuries, and fatalities. The Act came to regulate the road traffic, but from then to date, the law is silent on the safety rights during motor vehicle travel. There are no any provisions under The Road Traffic Act which provide for the protection of the child while in the motor vehicle, such as those that provide for the child restraints. However, it does contain provisions that directly contribute to their safety. For instance, the Act regulates the conduct of drivers, which can be interpreted as measures to protect all road users, including children. It stipulates that drivers must not drive recklessly or negligently, and they must not drive under the influence of alcohol or drugs<sup>xii</sup>. These provisions indirectly protect children by promoting safe driving practices. The Act also contains provisions on the use of seat belts and helmets, which can contribute to the safety of children. However, it does not specifically mention children car seats or other child-specific safety measures.

The law provides that any two children while in the motor vehicle shall be treated as one passenger<sup>xiii</sup>. This shows that the law does not protect children because how could they wear safety belt or children restraints? Section 39 (4) (b) of the Road Traffic Act<sup>xiv</sup> states, "Any two children, each of whom is over the apparent age of three years and under the apparent age of three years and under the apparent age of twelve years, shall be deemed to be one passenger". This provides a great loophole as regards children and puts them at risk of becoming injured or dying when they are two on one seat without any protection. Far from that, the article identified other weaknesses in the law of the Road Traffic Act whereby it directs the driver and front seat passenger to wear seat belts while it is silent on passengers in the back seat as to wearing the important device<sup>xv</sup>. This Act fails to incorporate provisions which provide for the protection of the child as the requirements of The United Nations Convention on the Rights of the Child, which requires protection of the child by the laws and society in all circumstances. The Act is also against the constitution of the United Republic of Tanzania which needs protection and preserves the right to life for all human being. Failing to protect a child during transportation in a motor vehicle means we are letting them died or get injured when accidents occurs, something which is against with the requirement of the constitution.

The Act also provides for penalties for violations of its provisions, which serve as a deterrent to unsafe driving practices and thus indirectly contribute to the safety of children on the road, though there are still increasing numbers of child deaths associated with motor accidents due to the fact that in our laws, especially the

Road Traffic Act, which is the main legislation, there is no any provision which provides for the protection of the child while in motor vehicles.

#### **The Land Transport Regulatory Authority Act, 2019**

The Land Regulatory Authority Act is a piece of legislation introduced in 2019 for the purpose of regulating land transport services in the country. The Act provides for the establishment of the body to be known as the Land Transport Regulatory Authority (LATRA)<sup>xvi</sup>, which is responsible for the regulation of land transport services. The Act outlines the power and function of LATRA, which include the regulation of tariffs, fares, and charges for land transport services<sup>xvii</sup>. The Act's indirectly contributes to the protection of children in motor vehicles. The Acts provisions for the enforcement of the standards for land transport services, regulation of fares, rates, and charges, and issuance of licences to operators all contribute to creating a safer and more reliable environment for all users, including children. However, the article found that the Act does not explicitly mention specific provisions or dedicated sections for the protection of children, which makes it difficult to interpret the Act on safety rights for the child during motor vehicle transportation. Absence of the section that provides for the protection of children becomes a big challenge in preserving the right of children during motor vehicle transportation and puts them in danger of becoming injured or dying when an accident happens. This is because the absence of sections that specifies how child should be transported and which children restraint systems should be used according to the age, weight, and height of children means drivers will not comply with requirements of the law. When all this is covered by the law, it has a direct impact on the reduction of deaths and injuries. In other jurisdictions, when the same is provided by the laws, it helps in the reduction of deaths and injuries.

#### **The Transport Licencing Act 2002**

The Tanzania Transport Licensing Act is a piece of legislation that governs the licencing and regulation of transport services in Tanzania. The Act has its roots in the country's effort to regulate and standardize transport service for the safety and convenience of its citizens. The Act has undergone several amendments over the years to adapt to the changing needs and challenges of the transport sector in Tanzania. The Act primarily established to govern the licencing and regulation of transport service in the country. It covers wide range of aspects; includes the licencing of vehicles, drivers, and transport operators, as well as regulation of transport fares and routes. The Act also established the Transport Licencing Authority<sup>xviii</sup>, the authority responsible for administering the Act and issuing transport licences. The Authority has the power to grant, renew, suspend, or revoke<sup>xix</sup> transport licences, and to impose conditions on the operation of transport services.

Over the years, the Act has played a crucial role in ensuring safety, efficiency, and reliability of transport services in Tanzania. It has set out the requirements for obtaining a transport licence, the duties and responsibilities of license holders, and penalties for violating the Act's provisions. While the Act does not specifically mention the protection of the child in the motor vehicles, it does require that



transport services operate in a manner that ensures the safety of all passengers. This could be interpreted to include the safety rights of the child in the motor vehicles transport.

The Act under section 45<sup>xx</sup> empowers minister to make regulations, the minister enacted The Transport Licencing (Public Service Vehicle) Regulation 2020, which aims to ensure the safety and efficiency of public transportation services to the passengers, including children while they are in school buses or other public transport. The regulation covers various aspects related to public vehicles, including licencing requirements<sup>xxi</sup>, vehicle specifications, driver qualifications, insurance, and safety standards. It also outlines procedures and conditions of obtaining and renewing licences, as well as penalties for non-compliance.

The purpose of this regulation is to protect the safety and interests of passengers using public service vehicles. By establishing minimum standards and requirements, the regulation aims to ensure that passengers are transported in safe and reliable vehicles, driven by competent drivers. Public service vehicles typically include buses, taxis, minibuses, and other passenger-carrying vehicles used for hire or reward. The regulations differentiate between different types of vehicles based on their size, capacity or function, and impose specific requirements for each category. Compliance with these regulations is usually enforced by the relevant transportation authority. Failure to adhere to licencing and operation requirements may result in penalties such as fines or licencing suspension<sup>xxii</sup>. Something important to note is that it is essential for public transportation providers and operators to familiarize themselves with this specific regulation to ensure compliance and maintain the highest standards of service and safety, including children even though they are not directly mentioned by these regulations. The article concluded that failing to have direct provisions that provide for the protection of child rights in motor vehicle transportation denied child rights to protection of life by the law, something which is against international instruments<sup>xxiii</sup> and the constitution of United Republic of Tanzania<sup>xxiv</sup> that guarantee the right to life and protection.

## Institutional Framework

### The Tanzania Police Force

Tanzania Police Force is established and governed by several laws, including the Constitution<sup>xxv</sup>, The police Force and Auxiliary Service Act<sup>xxvi</sup>, and the Police General Orders<sup>xxvii</sup>. These laws provide the legal framework for the police force's operations and responsibilities, including protection of child rights during motor vehicle transport, whether in public or private vehicle. The Police Force and Auxiliary Service Act establishes the Tanzania Police Force and outlines its duties, powers, and functions<sup>xxviii</sup>. The Act grants the police force the authority to enforce laws, maintain public order, and protect citizens' lives and property. Police General Order establishes different police departments, including the Commission of Operation and Training<sup>xxix</sup>, where this commission is divided into chiefdoms and one among these chiefdoms is Traffic Management and Control Section. The main

function of this chiefdom is to make sure all road users comply with the laws governing road traffic. The police General Orders also provide operational guidelines for the police forces, including procedures for handling cases involving road accidents where children are most affected.

In fulfilling their duties, the Tanzania Police Force ensures the safety of children by enforcing provisions of the Road Traffic Act to reduce the risk of injury or death in the event of an accident, conducting traffic patrols and checkpoints to identify and penalize drivers who violate the child safety laws, and collaborating with other agencies like LATRA and organizations to raise awareness about safety of road users, including child. The article found that enforcement of traffic Acts becomes a challenge for failing to have provisions which provide for the protection of child safety during traveling. Police, as one of the law enforcers, they cannot enforce something which is not prohibited or not provided by the law.

### National Road Safety Council

The Tanzania National Road Safety Council<sup>xxx</sup> is a governmental body established to oversee and coordinate road safety activities in Tanzania. The council is responsible for formulating and implementing road safety policies, strategies, and programs to reduce road traffic accidents and their impacts. The National Road Safety Council works in collaboration with various stakeholders, including the police, transport operators, and other relevant government agencies, to promote road safety. Its activities include public education and awareness campaigns, to make proposals for amending traffic and road safety legislation with the view to reducing road traffic accident, and to promote research into the causes of road accidents.

The council also plays a key role in advising the government on matters related to road safety, including the development and implementation of legislation such as the Tanzania Licencing Act. It involves planning and coordinating of road safety initiatives, and in monitoring and evaluating the effectiveness of these initiatives. The National Road Council is a crucial institution in the country's efforts to improve road safety. It works to reduce road traffic accidents and their impact through a range of activities, including public education, advising government on different matters concerning road safety and research. The article found that the Council does not act actively enough to perform its duties as the required by the law which established this Council. The council failed to advise the government to enact or amend the law to incorporate provisions for the protection of children, thus why in our road traffic laws you will not find any provision for the protection of children in motor vehicle transport due to their age, which need extra special care and protection.

### The Land Transport Regulatory Authority (LATRA)

The Land Transport Regulatory Authority is a government agency responsible for regulating and overseeing land transportation in Tanzania. It was established in 2019 by the Land Transport Regulatory Authority Act<sup>xxxi</sup>. LATRA is tasked with the regulation of the land transport sector, particularly road, cable transport, and railway by issuance, renewal, and cancellation of permits and





licences as well as certification of crew and drivers in public transport for non-compliance. They solve disputes and complaints; establish standards and certification of roadworthiness of vehicles as well as coordination of safety activities, monitoring of performance in levels of investment, quality and standard of services, and costs of public services for the land transport sector, in Tanzania and general protection of consumers of the public transport sector<sup>xxxii</sup> where children are included.

### The Tanzania Bureau of Standard (TBS)

The Tanzania Bureau of Standards (TBS) was established under the Ministry of Industry and Trade by an Act of Parliament<sup>xxxiii</sup>. TBS is the government agency responsible for the development and implementation of standards, quality assurance, and in Tanzania. The main objectives of the Tanzania Bureau of Standards are to protect consumers, to facilitate trade, and to promote industrial development by establishing and enforcing standards in various sectors in Tanzania. TBS conduct test quality and certification to different services to ensure that products meet required standards and also provides certification services, such as products certification and management system certification, to verify compliance with relevant standards<sup>xxxiv</sup>. TBS works with the established guidelines by the Act<sup>xxxv</sup> and requirements for the aim of ensuring the safety, health, and well-being of users of different products including products, used by children. The standard covers aspects like product safety, hygiene, quality, and labelling to safeguard consumers from potential harm or hazards where the Act aims to protect users from industrial products that do not meet the established set of standards. Children are among the beneficiary of that protection because the standards of vehicles they are supposed to meet the required standards established by the Act and TBS, as agents of government, are required to inspect those vehicles before being used. The article discovered that TBS just ended its inspection of vehicles during importation to see if they meet required standards within the county but they do not have tendency of inspecting public and private vehicles in use to see if drivers and vehicle owners comply.

### Responsibility of Parents and Legal Guardians to Ensure the Safety of Children in Motor Vehicle transport

In Tanzania, ensuring the safety of children in motor vehicles transport requires strict adherence to the legal responsibility by parents, drivers, and caregivers. Parents are responsible for providing appropriate child safety seats or restraints for their children. They are also responsible for ensuring that their children are properly secured in the vehicle during travel, though the laws are silent on that because our traffic laws don't have provisions which give parents legal responsibility to provide for appropriate child safety seats or restraints for their children, hence practice for those safety measures remains to the individual understanding of the importance of safety measures.

Drivers, on the other hand, have a legal obligation to drive cautiously and follow all traffic laws to ensure the safety of all passengers, especially children. This includes obeying speed limits<sup>xxxvi</sup>, avoiding destructions while driving, and ensuring that all passengers are wearing seat belts or properly secured in child

safety seats<sup>xxxvii</sup>. Caregivers who transport children in motor vehicles must also ensure that the children are properly restrained and secured during the journey. They should be aware of the specific legal requirements for child safety in vehicles and take measures to comply with these regulations at all times. Therefore, the legal responsibilities of parents, drivers, and caregivers in Tanzania should be provided by the laws for them to comply with those laws for the aim of ensuring safety and well-being of the children while traveling in motor vehicles. Compliance with those required international responsibilities is crucial to prevent accidents and injuries involving children on the road.

### Enforcement and Compliance with Child Safety Laws

Enforcement and compliance with child safety laws in motor vehicle transport is an essential aspect of ensuring the well-being and safety of children in motor vehicles. These laws are put in place to create a safer environment for children in vehicles. Enforcement of child safety laws in vehicles falls under the jurisdiction of law enforcement agencies like the police force<sup>xxxviii</sup> and regulatory bodies like LATRA<sup>xxxix</sup>. These authorities work collaboratively to monitor compliance with laws relating to the safety of children in motor vehicles and take necessary action against drivers or anyone with the duty of care for children who are on board<sup>xl</sup>.

Monitoring compliance involves conducting routine vehicle inspections and investigations to assess whether drivers and owners of vehicles are adhering to the prescribed road safety standards. Inspection may encompass physical inspections of facilities for the child while in motor vehicles. When violations are detected, enforcement entities have the power to impose penalties, fines, or sanctions on the non-compliant<sup>xli</sup>. The severity of the penalties may vary depending on the nature and extent of the violation. These consequences can include monetary fines as those imposed by Traffic Officer, licence suspension or revocation as done by Police Officers and LATRA, and mandatory corrective actions.

In order to ensure widespread compliance, public awareness and education outreach efforts are very important. Government agencies, non-profit organizations, and community stakeholders they have the primary duty to promote road safety laws and educate the public about their importance. Also, collaboration between enforcement agencies, regulatory bodies, and relevant stakeholders is important to ensure effective compliance with road traffic laws. This coordination also enables the identification of emerging challenges or gaps in existing regulations, leading to the development of new laws or amendments to strengthen safety measures.

### Conclusion

Implementing effective child safety measures in motor vehicles is very important to protect the lives of children in Tanzania. While the country has made progress in raising awareness about the importance of child safety, there is still a long way to go in terms of adopting best practices. Strict enforcement of laws mandating the use of car seats and seat belts for children, along with public education campaigns, can help ensure that parents and caregivers



prioritize the safety of their little ones while on board. Additionally, collaborating between government agencies, non-profit organizations, and the private sector can contribute to the availability and affordability of child safety equipment. By consistently implementing these measures, Tanzania can strive towards a future where no child is at risk of injury or death due to lack of proper safety measures in motor vehicles.

## Recommendations

1. Strengthening the existing laws by introducing comprehensive regulations for child safety seats and restraints in vehicles, aligning them with international standards.
2. To improve the implementation and enforcement of child safety laws by increasing penalties for non-compliance and conducting regular check-ups and inspections.
3. To enhance public awareness campaign through various mediums, including television, radio, and social media to

educate parents and caregivers on the importance of child safety in vehicles.

4. To introduce educational programs in schools and community centres to promote responsible parenting and increase knowledge about child safety measures.
5. To collaborate with relevant stakeholders, such as law enforcement agencies, NGOs, and health care professionals, to create a comprehensive approach towards child safety in vehicles.
6. To conduct research and studies to gather data on child injuries and fatalities in road accidents, in order to develop evidence-based strategies and policies for improved child safety.
7. To monitor and evaluate the effectiveness of implemented measures regularly to identify any shortcomings or areas for improvement

<sup>i</sup>National Road Safety Policy of 2009 at page iii which provide for executive summary

<sup>ii</sup>National Road Safety Policy of 2009 at page 23

<sup>iii</sup> National Road Safety Policy of 2009 at page 22

<sup>iv</sup>National Road Safety Policy of 2009 at page 23

<sup>v</sup>The Constitution of the United Republic of Tanzania, 1977

<sup>vi</sup> Article 12 of Cap 2,1977

<sup>vii</sup>Section 4 (2) of the law of Child Act

<sup>viii</sup>Section 5 of the law of the Child Act, [Cap 13 RE 2019]

<sup>ix</sup>Section 13 of the law of the Child Act, [Cap 13 RE 2019]

<sup>x</sup>Section 14 of the law of the Child Act, [Cap 13 RE 2019]

<sup>xi</sup> The Commission's Report on the Road Traffic Law of 1999

<sup>xii</sup>Section 45 of the Road Traffic Act [Cap 168 RE 2002]

<sup>xiii</sup>S.39 (4) (a) (b) of The Road Traffic Act

<sup>xiv</sup> Act No 30 of 1973

<sup>xv</sup>S 39 (11) of The Road Traffic Act

<sup>xvi</sup>Section 4 of The Land Transport Regulatory Authority Act, 2019

<sup>xvii</sup> Section 5 of The Land Transport Regulatory Authority Act, 2019

<sup>xviii</sup>Section 4 of The Licencing Act, [Cap 317 RE2002]

<sup>xix</sup>Section 33 of The Licencing Act, [Cap 317 RE 2002]

<sup>xx</sup>Section 45 of the Transport Licencing Act, [Cap 317 RE 2002]

<sup>xxi</sup>Regulation 8 of The Transport licencing (Public Service Vehicle) Regulations, 2020

<sup>xxii</sup>Part IV of The Transport licencing (Public Service Vehicle) Regulations, 2020

<sup>xxiii</sup> Universal Declaration of Human Rights 1948, The United Nations Convention on the Rights of Child, 1989

<sup>xxiv</sup> Cap 2 of 1977

<sup>xxv</sup>Article 147 (4) of The Constitution of United Republic of Tanzania 1977

<sup>xxvi</sup>Section 3 of The Police Force and Auxiliary Service Act 2002

<sup>xxvii</sup>Police General Order No 1 of 2021

<sup>xxviii</sup>Section 5 of The Police Force and Auxiliary Service Act 2002

<sup>xxix</sup>Police General Order No 4 of 2021

<sup>xxx</sup>Section 96 of The Road Traffic Act, [Cap 168 RE 2002]

<sup>xxxi</sup> Section 4 of the Land Transport Regulatory Authority Act 2019

<sup>xxxii</sup> Section 5 of the Land Transport Regulatory Authority Act 2019

<sup>xxxiii</sup> The Standard Act No 2 of 2009

<sup>xxxiv</sup> Section 4(1) of the Standard Act of 2009

<sup>xxxv</sup> The Standard Act No 2 of 2009

<sup>xxxvi</sup>Section 50 of the Road Traffic Act, Cap 168

<sup>xxxvii</sup> Section 39 (11) of the Road Traffic Act, Cap 168

<sup>xxxviii</sup> Section 5 of the Police Force and Auxiliary Service Act, Cap 322

<sup>xxxix</sup> Section 6 of the Land Transport Regulatory Authority Act, 2019

<sup>xl</sup> Section 24 of the Land Transport Regulatory Authority Act, 2019



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<sup>xii</sup> *Section 42 of the Land Transport Regulatory Authority Act, 2019*

