

# TANZANIA PORTS AUTHORITY

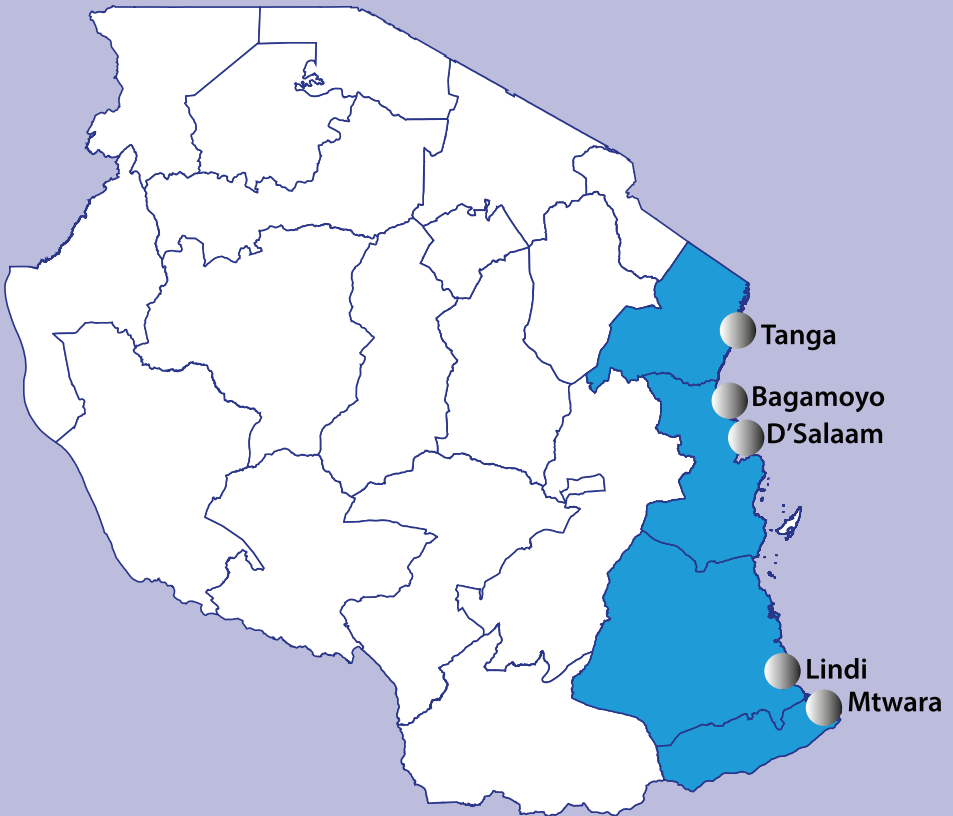


# SEA PORTS TARIFF BOOK





# Location of the SEA PORTS



## **TPA PORTS:**

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**TANZANIA PORTS AUTHORITY**

The logo of the Tanzania Ports Authority (TPA) is a large, light blue graphic in the background. It features the letters 'TPA' in a bold, sans-serif font. Below the letters are three wavy lines representing water. A yellow circle is positioned at the bottom left of the logo, and a yellow line curves around the top and right sides, ending at the circle. The text 'TANZANIA PORTS AUTHORITY' is written in a smaller, light blue font across the middle of the logo.

**TARIFF BOOK  
SEA PORTS**

**JANUARY 2026**

#### VISION



To lead the Regional Maritime Trade and Logistics Services to Excellence.

#### MISSION



To develop and manage ports that provide world class maritime services and promote excellent total logistics services in Eastern, Central and Southern Africa

#### VALUES



“A Stable systematic caring organisation” with Integrity/Trust, reliability, Customer Care and Team Work.



# TABLE OF CONTENTS

<b>PREAMBLE</b> .....	v
<b>LIST OF ABBREVIATIONS</b> .....	vi
<b>PART I: APPLICATION AND INTERPRETATION</b> .....	1
<b>PART II: APPLICABLE PRINCIPLES</b> .....	6
<b>PART III: FEES, DUES, CHARGES FOR VESSEL AND MARINE SERVICES</b> .....	14
<b>CLAUSE 1: PILOTAGE FEES</b> .....	14
<b>CLAUSE 2: PORT DUES</b> .....	16
<b>CLAUSE 3: NAVIGATIONAL DUES</b> .....	17
<b>CLAUSE 4: FIRE, SAFETY AND SECURITY DUES</b> .....	18
<b>CLAUSE 5: DOCKAGE AND BUOYAGE</b> .....	19
<b>CLAUSE 6: TUG SERVICES</b> .....	20
<b>CLAUSE 7: MOORING AND UNMOORING SERVICES</b> .....	21
<b>CLAUSE 8: HIRE OF LIGHTERS AND PONTOONS</b> .....	23
<b>CLAUSE 9: SUPPLY OF FRESH WATER TO VESSELS</b> .....	25
<b>CLAUSE 10: GARBAGE DISPOSAL</b> .....	26
<b>PART IV: CHARGES FOR CARGO SERVICES</b> .....	27
<b>CLAUSE 11: STEVEDORING CHARGES FOR CARGO SERVICES</b> .....	27
<b>CLAUSE 12: WHARFAGE CHARGES</b> .....	33
<b>CLAUSE 13: WAYLEAVE DUES</b> .....	35
<b>CLAUSE 14: SHORE HANDLING CHARGES</b> .....	36
<b>CLAUSE 15: PORT INFRASTRUCTURE DEVELOPMENT AND GREEN PORT INITIATIVES CHARGES</b> .....	40
<b>CLAUSE 16: CHARGES FOR ICD AND CFS OPERATIONS</b> .....	41
<b>CLAUSE 17: THE GRAIN TERMINAL SERVICES</b> .....	45
<b>CLAUSE 18: CHARGES FOR COASTWISE CARGO</b> .....	47
<b>CLAUSE 19: IMPORT AND EXPORT OF LIVESTOCK</b> .....	52
<b>CLAUSE 20: STORAGE AND REMOVAL CHARGES</b> .....	53



**CLAUSE 21: HIRE OF STAFF AND LABOUR ..... 58**

**CLAUSE 22: HIRE OF EQUIPMENT..... 61**

**CLAUSE 23: SPECIAL RATES..... 65**

**PART V: CHARGES AND FEES UNDER LICENSES AND MISCELLANEOUS SERVICE ..... 68**

**CLAUSE 24: OTHER CHARGES AND FEES ..... 68**

**CLAUSE 25: MISCELLANEOUS PORT SERVICE ..... 74**

**PART VI: GENERAL PROVISIONS ..... 79**

**1. CHARGES OR DUES NOT EXPRESSLY PROVIDED ..... 79**

**2. CONTRACTS ..... 79**

**3. POWER OF AUTHORITY TO IMPOSE SURCHARGES AND ADJUST CHARGES ..  
    ..... 79**

**4. REVIEW, AMENDMENT OR REPEAL OF THE TARIFF BOOK ..... 79**

## **PREAMBLE**

“This Tariff Book has been prepared pursuant to Section 73(1)(a) of the Ports Act Cap. 166 R.E 2023. This Tariff Book shall come into effect as provided in the Government Gazette No.3 of year 2026.

The Tariff Book contains charges payable for services rendered by Tanzania Ports Authority and Sea Port Terminal Operators.

Where the provisions of this Tariff Book are inconsistent with or contradict the provisions of the Act, the provisions of the Act shall prevail.”

## **DIRECTOR GENERAL**

## LIST OF ABBREVIATIONS

<b>BPS</b>	Bulk Procurement System
<b>DPR</b>	Detective Package Report
<b>CFS</b>	Container Freight Station
<b>CIF</b>	Cost Insurance and Freight
<b>e. a. o.h.p</b>	Except as Otherwise herein Provided
<b>FCL</b>	Full Container Load
<b>GRT</b>	Gross Registered Tonnage
<b>HTN</b>	Harbour Tonne
<b>ICD</b>	Inland Container Depot
<b>IMDG</b>	International Maritime Dangerous Goods
<b>IMO</b>	International Maritime Organization
<b>KOJ</b>	Kurasini Oil Jetty
<b>LCL</b>	Less Container Load
<b>n. o. e</b>	Not Otherwise Enumerated
<b>SBM</b>	Single Buoy Mooring
<b>TEU</b>	Twenty Equivalent Unit
<b>TL</b>	Telescopic Ladder
<b>TRA</b>	Tanzania Revenue Authority
<b>USD</b>	United States of America Dollar(s).
<b>VGM</b>	Verification Gross Mass

# PART I: APPLICATION AND INTERPRETATION

## 1. APPLICATION

This Tariff Book shall apply to all sea ports as declared under the Ports Act Cap. 166 R.E 2023 as amended from time to time.

## 2. INTERPRETATION

In this Tariff Book unless the context otherwise requires:

“**Act**” means the Ports Act, Cap. 166 R.E 2023 as amended from time to time.

“**appointed places**” means any place officially designated by the Authority as a place for the loading or discharge of goods.

“**Authority**” means the Tanzania Ports Authority established under Section 5 (1) of the Act.

“**change of status**” means amendment of the original status of the container/ any other cargo declared in the manifest to a new status.

“**charges**” means all sums received or receivable, charged or chargeable for, or in respect of service, rendered to vessel or cargo or any other services performed or facilities used as prescribed under applicable laws or this Tariff Book.

“**coastwise cargo**” means cargo carried between ports specified in the second schedule to the Act and others duly authorized landing and embarkation places along the coastal waters of Tanzania.

“**conventional cargo**” means non containerized cargo.

“**custom duty**” means total taxes paid by customer to Tanzania Revenue Authority.

“**deadweight (dwt) tonne**” means 1,000 kilograms.

“**deep sea going vessel**” means ocean going vessel designed and built to operate on the high seas (beyond coastal or inland waters), undertaking long distance international voyage across oceans and deep waters.

“**destuffing/stripping**” means unloading of cargo from a container.

“**dhow**” means is a traditional wooden sailing vessel or boats, with or without engines, used mainly for coastal and short-sea transport of cargo and passengers.



“**difficult cargo**” means special cargo that requires extra and specialized handling efforts, extra care due to their nature and characteristics or environmental requirement.

“**direct delivery**” means the cargo is directly discharged from ship onto the consignee’s truck/wagon/pipeline for exit without involvement of any port storage facility.

“**direct loading**” means the cargo is directly loaded onto the ship from the consignee’s truck/wagon/pipeline without involvement of any port storage facility.

“**Director General**” means the Director General appointed under section 35 of the Act.

“**domestic cargo**” means goods produced, permanently entered or manufactured within Tanzania.

“**dry port**” means an inland intermodal terminal, connected to sea port by road/ rail, that is legally designated to perform port related functions, including the receipt, handling, storage, customs clearance and transfer of maritime cargo between sea transport and inland transport systems and vice versa.

“**high cube container**” means a shipping container that has extra height, designed to carry a larger volume of cargo compared to a standard container and neither require special gear for handling nor out of gauge containers charges.

“**laden RoRo operation**” means handling of self-propelled truck loaded with cargo during loading or discharge.

“**large animals**” means live animals of substantial size such as cattle, camels, horses, donkeys, or similar livestock which, due to their dimensions, weight, or handling requirements, necessitate special cargo handling arrangements, equipment, or facilities for loading, discharge, or movement within the port premises.

“**Minister**” means the Minister for the time being responsible for matters relating to ports.

“**non-documented vessel**” means any vessel found within port limits without prior notification, clearance or authorization as per applicable laws and this tariff book.

“**out of gauge cargo/container**” means a cargo/container carrying cargo that ex-



ceed internal or external dimensions over a normal ISO container requiring special handling equipment or technique.

“**part thereof**” means any fraction of a unit treated as full unit for the purpose of applying charges.

“**passenger**” means any person carried on a vessel except (a) a person employed or engaged in any capacity on the business of the vessel; (b) a person on board the vessel either in pursuance of the obligation laid upon the Master to carry shipwrecked, distressed or other persons, or by reason of any circumstance that neither the master nor the owner nor the charterer, if any, could have prevented or forestalled; (c) a child under one year of age.

“**passengers’ baggage**” means packages containing the ordinary personal effects of the passenger, including bicycles, perambulator and the like but does not extend to merchandise provisions (other than food taken on board, dhows, and steam ship by deck passengers for consumption during a voyage).

“**pleasure craft**” means a vessel used primarily for personal or recreational purposes, such as cruising, sailing, or sport, rather than for commercial transport or fishing.

“**port limits**” means the area defined under the Act, encompassing the legal, geographical, and administrative boundaries of the port.

“**private coastwise stevedore**” means a person or entity permitted by the Authority to perform stevedoring services on Coastwise vessels.

“**regional coastal cargo**” in respect to clause 12 means cargo carried between ports specified in the second schedule to the Act and others duly authorized landing and embarkation places along the limits of Mogadishu in the north, Maputo in the south and the Port Victoria in the east.

“**regional coasters**” in respect to clause 5 means vessels other than those registered in Tanzania and strictly trading anywhere between the limits of Mogadishu in the north, Maputo in the south and the port Victoria in the east.

“**regulations**” means the Ports Regulations.

“**ships engaged in coastal trade**” means ships or steam ships registered in Tanzania and strictly trading anywhere between the limits of Mogadishu in the north, Maputo



in the south and the port Victoria in the east.

“**ship-to-ship (STS) operation**” means the transfer of cargo directly between two seagoing vessels positioned alongside each other, typically at the anchorage or a designated STS area, without the use of shore-based facilities.

“**shore handling**” means the movement of cargo from the quay to the storage area or truck and vice versa and the loading of cargo onto trucks for delivery or reception for export.

“**small animals and creatures**” means all animals not listed in large animal’s example dogs, pigs, goats, sheep calves, mice, rats, guinea, pigs, birds, reptiles, fish, and insects or as may be described by the Authority.

“**small ports**” means all formalized ports that are authorized to handle inward and outward cargo, as provided for under applicable laws and this Tariff Book.

“**stevedoring**” means transfer or movement of cargo within the vessel and/or between the vessel and the quay.

“**stuffing**” means loading and arranging of cargo in a container.

“**terminal operator**” means any person who, or a body corporate which, performs any duty as a contractor, agent or a lessee to carry out the functions of port operations.

“**tonne**” means a unit measurement of weight or volume equivalent to 1,000 kilograms or 1 cubic meter. the expression “per tonne” (ton) or “per harbour tonne” (per htn) in relation to this tariff shall mean a unit of charge equivalent of 1 dead-weight tonne or 1 cubic meter whichever yields the higher charge or in relation to fresh water supplied to ships shall mean a unit or charge equivalent to 1,000 litres.

“**TPA**” means the Tanzania Ports Authority.

“**traditional fishing boat**” means a traditional vessel on partially decked having a maximum crew of ten persons and exclusively employed in fishing within territorial waters.

“**traditional vessel**” means any vessel which being under 200 gross tonnes burden, either: presents the outward appearance of being locally built or rig; or is manned by



a crew of whom the captain and the majority of the seamen are nationals of Tanzania.

“**transshipment cargo**” means cargo that is discharged from one vessel and reloaded onto another vessel for onward shipment to port of its final destination.

“**wayleave charge**” means a charge that shall be raised on all cargo passing either over the facility which are within port limits but not belong to the Authority or over places other than the appointed places within the port limits.

“**wharfage charge** ” means a charge that shall be raised on all cargo passing over the quays, wharves, jetties, and buoys belonging to the Authority.

## PART II: APPLICABLE PRINCIPLES

### 1. TONNAGE SCALE

**1.1** With exception of items enumerated in **item 1.2 below**, coastwise and trans-shipment cargo, all Imports and Exports handling, storage and stevedoring charges shall be assessed on a tonne or 1,000 kilogrammes or one cubic meter whichever shall yield the higher charge.

**1.2 Items referred to in paragraph 1.1 above are as follows:**

- i. Containerized cargo shall be charged as TEU or FEU;
- ii. Horses and Cattle boxes, each (empty) shall be charged as 2 deadweight tones;
- iii. Sheep and Pig Pens, each (empty) shall be charged as 1 deadweight tonne;
- iv. Other small animal boxes or crates, each (empty) shall be charged as 300 kilograms;
- v. Livestock handling shall be charged as per Clause 19;
- vi. Gold, Nickel and Silver coin: per USD 200 minted C.I.F value;
- vii. Bullion per USD 200 C.I.F. value;
- viii. Curios, Natural and Artificial per USD 200 C.I. F value;
- ix. Elephant Ivory: per USD 200 C.I.F. value;
- x. Essential oils: per USD 200 C.I.F value;
- xi. Goldware and gold-plate per USD 200;
- xii. Hippo teeth per USD 200 C.I.F value;
- xiii. Platinum per USD 200 C.I.F. value;
- xiv. Precious stones and jewelry: per USD 200 CIF value;
- xv. Rhino horns per USD 200 C.I.F. value;
- xvi. Silk per USD 200 C.I.F. value;
- xvii. Silverware and silver-plate per USD 200 C.I.F. value;
- xviii. Specie per USD 200 C.I.F. value;
- xix. Tortoise shell per USD 200 C.I.F. value;
- xx. Anchors, chains, and grapnels: per tonne of 1,000 kgs;
- xxi. Baling hoops, iron and steel per ton of 1,000 kgs;
- xxii. Bundles per ton of 1,000 kgs;
- xxiii. Barbed wire in coils or on reels per ton of 1,000 kgs Bronze Plates per ton of 1,000 kgs;
- xxiv. Brass rods per ton of 1,000 kgs;



- xxv. Cement in casks, drums and bags per ton of 1,000 kgs;
- xxvi. Copper rods per ton of 1,000 kgs;
- xxvii. Fertilizers in bags per ton of 1,000 kgs;
- xxviii. Firebricks, loose and in cases per ton of 1,000 kgs;
- xxix. Fishplates and bedding plates per ton of 1,000 kgs;
- xxx. Galvanised iron roofing ridging per ton of 1,000 kgs;
- xxxi. Galvanised iron sheets packed flat per ton of 1,000 kgs;
- xxxii. Girders, beams joists and pillars (iron & steel) per ton of 1,000 kgs;
- xxxiii. Hoe heads in bundles per ton of 1,000 kgs;
- xxxiv. Iron and steel bars and rods in bundles and single, e.a.o.h.p. per ton of 1,000 kgs;
- xxxv. Iron and steel fencing material, loose or in bundles per ton of 1,000 kgs;
- xxxvi. Ingots e.a.o.h.p. per ton of 1,000 kgs;
- xxxvii. Lime, hydraulic and/ pulverised per ton of 1,000 kgs;
- xxxviii. Nails in bags or kegs per ton of 1,000 kgs;
- xxxix. Nuts, bolts and rivets in bags, kegs or casks per ton of 1,000 kgs;
- xl. Paint and putty in kegs or drums per ton of 1,000 kgs;
- xli. Pick heads in bundles per ton of 1,000 kgs;
- xlii. Pig iron per ton of 1,000 kgs;
- xliii. Piles, iron and steel, up to 8 inches outside diameters including tees, elbows, bends, etc. per tonne of 1,000 kgs;
- xliv. Rails and sleepers, excluding made-up sections per ton of 1,000 kgs;
- xlv. Caustic Soda in kegs and drums per ton of 1,000 kgs;
- xlvi. Spares for agricultural implements, loose or in bundles per ton of 1,000 kgs;
- xlvii. Steel clips in bags per ton of 1,000 kgs;
- xlviii. Steel sheets packed flat per ton of 1,000 kgs;
- xliv. Tip truck parts in bags per ton of 1,000 kgs;
- l. Washers, iron, steel and lead in bundles and bags per ton of 1,000 kgs;
- li. Wire galvanized, iron, steel and copper per ton of 1,000 kgs;
- lii. Wire rope in coils per ton of 1,000 kgs;
- liii. Zinc blocks per ton of 1,000 kgs.

**Note:**

- a) Charges on packages containing accepted and non-accepted items shall be based on the total deadweight or cubic measurement of the package according to whichever shall yield the higher charge, plus the specified tariff charge for the accepted items.
- b) For the purpose of this tonnage scale, cubic measurements shall be assessed on the three greatest dimensions, height, length and breadth unless otherwise provided.
- c) The cubic measurements of pipes shall be the overall length multiplied by the external diameter squared, the greater diameter of the flanges being ignored; tees and elbows being regarded as two pipes, and the curvature of bends and other curved pipes being ignored for the purpose of ascertaining the length.
- d) The cubic measurement of diminishing pieces shall be the overall length multiplied by the greatest diameter squared, the greater diameter of the flange being ignored.
- e) Foodstuffs in bags, where the bags are the sole containers shall be charged for at deadweight tonne except where sea freight has been charged on measurement in which case the charge shall be assessed on a tonne of 1,000 kgs, or one cubic metre whichever shall yield the higher charge.

**1.3 ROUNDING OFF OF CENTS**

Amounts of 1 to 99 cents in each amount chargeable will be rounded off to USD 1.00.

**1.4 UNDERCHARGES AND OVERCHARGES**

Undercharges or Overcharges of amounts not exceeding USD 0.05 shall not be raised.

**2. WORKING HOURS****2.1 Regular Working Hours**

“Regular Working Hours” shall mean the appointed hours of business as may, from time to time, be prescribed by Authority for the provision of any particular service or facility.



## 2.2 Overtime

- 2.2.1 Hours worked outside regular working hours and, in addition, in the case of shore handling and stevedoring gangs, extensions of regular working hours specified for a particular shift, shall constitute “overtime”.
- 2.2.2 Subject to any charge that Authority may at any time order, the regular working hours for the provision of services specified under this item shall be as detailed in **Table 1 below**:

**Table 1: Prescription of regular working hours in respect of specified services**

Service	Regular Working Hours	Overtime Working Hours
	Monday to Friday	Saturdays, Sundays and Public Holidays
	Hours	
i. Receipt of Import and Export Documents as defined in Regulation 35	0700 - 2300	2300 – 0700 (Third Shift)
ii. Receipt and Delivery of Cargo Miscellaneous Port Services not otherwise enumerated	0700 - 2300	
iii. Repairing broken packages	0700 - 1800	
Shore handling Gangs or Stevedoring Gangs		
• First Shift	0700 - 1500	
• Second Shift	1500 – 2300	
• Third Shift		
v. Conservancy and Supply of Water and Gangway	0700 – 1200 and and 1300 - 1600	
vi. Others	0700 - 1500	

- 2.2.3 When a party desires any services as enumerated under item 2.2 to be performed during hours other than the regular working hours or when a party requests for an extension of the regular working hours specified for a particular shift in respect of shore handling and steve-



doring gangs, a requisition for the working of overtime must, on each occasion, be made to Authority in form and within the period of notice as may be specified by Authority. Services so provided outside regular working hours shall be charged for as overtime in accordance with the provisions of this Tariff.

### **2.3 Invoice Cut-off time**

For invoice with accrued storage; customers can pay their dues and clear their cargoes within 24hrs since the approval of the invoice without incurring additional storage charges.

## **3. VALUABLE CARGO**

Valuable goods shall include:

- i. Bullion
- ii. Curios, Natural and Artificial
- iii. Elephant Ivory
- iv. Essential Oils
- v. Goldware and gold plate
- vi. Hippo teeth
- vii. Platinum
- viii. Precious stones and Jeweler
- ix. Pyrethrum extract
- x. Silks
- xi. Rhinoceros horns
- xii. Silverware and silver place
- xiii. Specie
- xiv. Tortoise shells
- xv. Cargo not otherwise enumerated carried on an ad valorem bill of lading

## **4. DANGEROUS CARGO**

Dangerous or inflammable goods on board as described in the IMDG Code, shall be declared by Ship Operators in the form prescribed under the IMDG Code. It is also mandatory for all Ship's Agents to declare all dangerous cargo by class not in trade names on all documents required in the clearance process.



## 5. SPECIAL AGREEMENTS

All valid contracts and other agreements embodying specific tariffs and charges or rates which a customer had the relevant Authority's consent in writing shall remain in full force and effect.

## 6. TARIFFS FOR CONTAINER HANDLING AND OTHER SPECIALIZED SERVICES

### 6.1 THROUGH BILL OF LADING CONTAINER

- a) A through Bill of Lading Container is a house-to-house container whose handling and Wharfage Charges are paid by the ship's agents, in addition to Stevedoring Charges.
- b) For other house to house containers, the Stevedoring Charges are paid by the Shipping Agents and the Shore handling and Wharfage charges by the Clearing Agents.

### 6.2 REEFER CONTAINERS

Refrigerated containers also called reefer containers, are used for carriage of goods that need to be temperature controlled during shipping.

These will be plugged on to discharging points when available and shall pay an additional charge as per Clause 14.2.4.

### 6.3 STATUS OF CONTAINERS

The status of all containers will be declared in the manifest and uploaded in relevant applicable system before the ship starts working. If the status of the container is not declared in the manifest, such a container will attract storage charges as per tariff immediately the container is landed until a declaration is received or it is cleared from the Port.

**Delivery Order and Release Order** for containers must also show the status, which must agree with the details in the manifest. In case of difference in status between the Delivery Order and Release Order and the manifest, the Delivery Order and Release Order will be rejected until there has been an amendment to the manifest.

Amendments of status from Port-to-Port to House-to-House and vice versa will be received before the vessel starts working, otherwise rent memos on both cargo and container will be raised from the time the container is landed till such time an



amendment is received. Further, if such an amendment is received after the container has been stripped, stripping and stuffing charges shall be charged.

The disposal of containers will be based on the instructions contained in the Delivery Order and Release Order only. No other document shall be accepted.

#### **6.4 DISCHARGING AND LOADING EMPTY CONTAINER**

In case of discharging and loading empty containers, a full list of containers to be handled, showing the numbers and sizes should be submitted to the Terminal Operator's office four (4) days before the ship's arrival.

#### **6.5 STUFFING CONTAINERS ASHORE**

The closing date for receiving export cargo for stuffing will be 4 working days before the ship starts loading operation. Empty containers lying outside the port area and required for stuffing with export cargo must be brought to the Container Terminal five (5) days before the ship starts loading operation.

#### **6.6 STUFFING CONTAINERS ABOARD SHIPS**

Goods to be stuffed in containers aboard ships will be declared in tonnage as general cargo by the Shipping Agents to facilitate the raising of Stevedoring and Stuffing Charges.

#### **6.7 STRIPPING CONTAINERS ASHORE**

Stripping charges on port-to-port containers will be raised against the Shipping Agents. When a house-to-house container has to be stripped and stuffed on request by the Customs Department the charges will be raised against the importer.

#### **6.8 CONTAINER GROSS MASS VERIFICATION (VGM)**

The weight of the cargo in the container including dunnage and bracing plus the tare weight of the container carrying this cargo must be determined through weighing and Certificate be issued. In compliance to SOLAS, the shipper has to provide VGM in a "shipping document," either as part of the shipping instruction or in a separate communication before vessel loading.

#### **6.9 HEAVY LIFT CHARGES ON CONTAINERS**

Heavy lift charges will not apply.



**7. SERVICE NOT OTHERWISE ENUMERATED**

Any other service not enumerated anywhere else in this Tariff will be rendered on application and will be subject to such charges as the Authority may determine from time to time.

**8. CURRENCY DENOMINATION**

All charges prescribed in this Tariff Book are denominated in the United States Dollar save that, the Authority may allow payment to be affected in Tanzania Shillings at the exchange rate as may be determined by the Authority.

**9. VALUE ADDED TAX (VAT)**

All charges in this Tariff exclude VAT and any other statutory charges where applicable. VAT and those other statutory charges/levies will be applied at the rate(s) applicable at the time of billing.

## PART III: FEES, DUES, CHARGES FOR VESSEL AND MARINE SERVICES

### CLAUSE 1: PILOTAGE FEES

The charge shall be compulsory to all vessels except those explicitly exempted			Rate per 100 GRT or part thereof per operation - USD	
			Deep Sea Going Vessels	Coasters
1.1	(a)	Entering or leaving Port or internal movement	6.00	1.60
	(b)	Dead ship movements	15.00	3.10
	(c)	Movements between adjacent berths/hauling	5.50	1.1
	(d)	Subject to a minimum charge per vessel per pilotage service as enumerated in (a) to (c) above	150.00	33.80
	(e)	Shifting/Movement of vessels under the Terminal Operator's convenience	3.00	Not Applicable
	(f)	Ship to ship operation	6.00	1.60
1.2	<b>Pilotage Detention Fees:</b>			
	Where the services of a pilot have been requested at a given time and offered at that time, but the ship, through no fault of Authority, does not take these services, pilotage detention fees shall be levied as follows:			
			<b>USD</b>	<b>USD</b>
	(a)	For the first 30 minutes	Free	Free
(b)	Thereafter, per minute (subject to a minimum of USD 100.00 for deep going vessels and USD 22.50 for coasters)		4.20	0.80



1.3.	Cancellation Fees for Pilotage Services Ordered	Rate per 100 GRT or part thereof per operation - USD	
		Deep Sea Going Vessels	Coasters
(a)	Any cancellation made 30 minutes prior to the time services are required	Free	Free
(b)	Cancellation made within 30 minutes of the time service is required	115.83 (Fixed rate)	2.2/GRT
(c)	Where the services of a pilot have been requested for pilotage and the pilot proceeds in response to that request but the ship does not pick up the pilot, a fee for pilotage twice as much the one payable under Sub-Clause 1.1(a) above shall be levied		
1.4.	<b>EXEMPTION FROM COMPULSORY PILOTAGE</b> The following vessels are exempted from compulsory pilotage:		
(a)	Vessels owned or operated by the Government other than those engaged in commercial trade.		
(b)	Vessels owned or operated by the Authority.		
(c)	Ferry boats plying as such exclusively within the limits of the port and whose GRT is not more than 200 tonnes		
(d)	Vessels of less than 200 tonnes net registered and all other vessels of less than 200 GRT in case of coasters.		
(e)	Tugs, Dredgers, Barges or similar vessels whose ordinary course of navigation does not extend beyond the limits of the port.		
(f)	Vessels by notice in the official gazette exempted by the Minister.		
(g)	Vessels exempted by the Director General in any one particular case.		
	Provided that such exemption will not endanger the assured safety of Port Installations, other vessels and other marine crafts.		
1.5	Where a vessel is subject to compulsory pilotage but exemption is granted to the Master, a certificate for exemption shall be issued upon payment of an annual fee of USD 500.		



## CLAUSE 2: PORT DUES

Port Dues shall be paid by all vessels entering the Port. The charges shall be raised on gross registered tonnage of the vessel as follows:		Rate per 100 GRT per call or part thereof - USD	
		Deep Sea Going Vessels	Coasters
2.1	For the first 5 days or part thereof	13.40	2.50
2.2	For each successive 5 days period or part thereof	8.10	1.50
2.3	Pleasure crafts over 30 GRT shall pay:		
(a)	For the first 5 days period or part thereof	5.40	1.00
(b)	Thereafter, per 5 days period or part thereof	3.40	0.60
2.4	Vessels coming for bunkering, slipping, dry docking, water and or stores will pay half of the rates in Sub-Clause 2.1 and 2.2 above		
2.5	Port Dues shall be charged for the days a vessel is berthed at a port. For a vessel that is drifting within the limits of a Port for its own convenience, the respective charge shall be applied for each day it stays within the port limits.		
2.6	At the discretion of the Authority, vessel entering a port on account of stress such as bad weather, mutinous or for crews' requiring medical assistance shall not be charged port dues for the first 48 hours after their arrival. Where such vessel remains in the port beyond 48 hours, such vessels will <b>pay half of the normal rates</b> specified under Sub-Clause 2.1 and 2.2.		
2.7	<b>EXEMPTION FROM PORT DUES</b> The following vessels are exempted from payment of Port Dues:		
(a)	Warships of all friendly nations and government vessels not engaged on trading voyage.		
(b)	Vessels lying in outer anchorage for the purpose of landing or embarking/ disembarking passengers and mail only. However, should such vessels load or discharge cargo, port dues at normal rates specified under Sub-clause 2.1 and 2.2 above become payable.		



### CLAUSE 3: NAVIGATIONAL DUES

		Rate per 100 GRT or part thereof per call in USD	
3.1	Combined navigational dues, covering the use of all coast lights in Tanzania Mainland and Zanzibar, shall be levied as follows:	<b>Deep Sea Going Vessels</b>	<b>Coasters</b>
	(a) Trading and other vessels not exempted under this Clause, including pleasure crafts per call	6.00	1.20
	(b) Minimum charge per call	26.90	5.10
3.2	Vessels may pay in advance for a calendar year an annual fee equivalent to 10 calls in one year. Should such vessels make more or less calls than paid for in advance, no adjustment shall be made on the advance payment.		
3.3	Ships shall pay combined light dues at the first port of call in Tanzania mainland or Zanzibar.		
3.4	Ships (other than those covered under Sub-Clause 3.5(a) and (b) below) which remain in the ports of Tanzania mainland or Zanzibar shall be charged once only per turn-around voyage.		
3.5	<b>Exemption</b>		
	(a)	Ships of war of all friendly nations and government vessels not engaged in trading voyages.	
	(b)	Ships entering a port on account of stress of weather or with mutinous crew or ships entering disabled or for medical assistance (provided they do not stay in port longer than 48 hours).	
		For any period in excess of 48 hours, such ships shall pay the normal rate specified under Sub-Clause 3.1 above.	
		This privilege will be accorded at the sole discretion of Authority.	
(c)	Traditional fishing boats and traditional vessels.		



## CLAUSE 4: FIRE, SAFETY AND SECURITY DUES

4.1	Subject to a minimum of USD 100 for Domestic Vessel and USD 250 for foreign vessel, Fire, safety and Security shall be raised on all vessels per call.	<b>Rate per 100 GRT-or part thereof-USD</b>	
		<b>Deep Sea Vessels</b>	<b>Coaster</b>
		1.50	0.5
4.2	Dhows/Boat (MV&SV) shall pay an annual Fee	200	



## CLAUSE 5: DOCKAGE AND BUOYAGE

Ships mooring alongside or double banked at quays, wharves and jetties or moored to buoys shall pay dockage or buoyage charges as the case may be as follows:		Rate per 100 GRT or part thereof per hour or part thereof in USD	
		Deep Sea Going Vessels	Coasters
5.1	Vessels at quays, wharves or jetties	0.50	0.10
5.2	Vessels moored at buoys (except as in Sub Clause 5.5 below)	0.30	0.10
5.3	Vessels double banked at quays, wharves or jetties	0.50	0.10
5.4	Tankers and other vessels at Bulk Oil Jetties	0.50	0.19
5.5	Tankers at Single Mooring Buoy	0.96	0.96
5.6	Vessels at Dhow Wharf/Lighter Wharf/Lighter Wharf Coaster	0.30	0.10
5.7	RO-RO vessels berthed stern ramp to quay	0.30	0.10
5.8	Non-documented vessels at outer anchorage	2.10	Not Applicable
5.9	Regional Coasters operates at coastwise berth	Not Applicable	0.25
5.10	Where a coaster shall remain moored at a buoy because owners are canvassing for cargo, a charge equal to 50% of the normal dockage charge shall be levied. Such stay by the vessel shall however, not deprive Authority the liberty to use such anchorage for the working of other ships.		
<b>Note:</b> Charges referred under Sub-Clause 5.5 includes tug services in Clause 6.2 (a) and the services for standby tugs during discharge operations.			



## CLAUSE 6: TUG SERVICES

6.1	All vessels, including barges and bunkering vessels, shall comply with port's requirement to use tug services.		
6.2	<b>Vessels under own Steam</b> If a vessel is under its own steam the charges shall be as follows:		<b>Rate per 100 GRT or part thereof for each tug used per operation – USD</b>
			<b>Deep Sea Going Vessels</b>
			<b>Coasters</b>
	(a)	Berthing or unberthing vessels	14.50
	(b)	Assisting turning any vessel in the anchorage or in clearing hawser	9.40
	(c)	Moving a vessel from one point to another point within the port limits	14.50
	(d)	Moving vessels from or to a point within port limits or from a point outside the port	40.00
	(e)	Shifting/Movement of vessels under the Terminal Operator's conveniences	7.25
	(f)	Ship to Ship operations	14.50
(g)	Towage of lighters, pontoons and small crafts (other than lash)	8.00	
	Salvage services shall be charged separately from normal marine charge as per TPA salvage policy or Lloyds Open Form		
6.3	<b>Vessels not under own Steam</b> If a vessel is not under its own steam the charges shall be double those set out in Sub-Clause 6.2(a) to (d).		
6.4	<b>Tugs Ordered but kept or remaining idle</b>		
	Tugs ordered but kept or remaining idle shall be charged for per tug per hour or part thereof	<b>Deep Sea Going Vessels</b> USD 500	<b>Coasters</b> Tugs shall be charged for under Sub-Clause 6.2 and 6.3.



## CLAUSE 7: MOORING AND UNMOORING SERVICES

Mooring and unmooring charges shall be raised as follows:		Rate per Operations Per 100 GRT – USD		
		Deep Sea Going Vessels	Coasters	
			Vessels	Dhows/ Boat
7.1	Subject to minimum charge of USD 200 for deep sea going vessels and USD 50 for coasters per Operation	3.00	1.20	0.6
7.2	Shifting/Movement of Vessels under Terminal Operator’s convenience for each movement	1.50	Not Applicable	
7.3	Any other Service provided by the Mooring gang upon request per quarter of an hour or part thereof including hauling Services	<b>Rate per quarter of an Hour per operation – USD</b>		
		200.00	20.30	
7.4	No charge shall be levied for vessel movements undertaken solely for the Authority’s convenience			
7.5	Mooring or Unmooring constitute separate operations and shall be charged separately.			
7.6	Mooring gangs ordered but remaining idle shall be charged for as per Sub-Clause 7.3 of this Clause.			
7.7	<b>PRIVATE MOORING BUOYS</b>		<b>USD</b>	
	Authority may grant permission for laying Mooring Buoys for private use. The fees payable on such Private Mooring Buoys shall be as follows:			
	(a) For craft engaged in commercial activities			
	(i)	Buoys of ships, lighters and tugs, for each buoy and its mooring, per calendar month	33.60	
	(ii)	Buoys for motor and other boats over 10 metres Length Overall, for each buoy and its moorings, per Calendar month	9.40	
(iii)	Buoys for motor and other boats, under 10 metres, L.O.A, for each buoy and its moorings, per calendar month	5.40		
	(b) For private boats and yachts used solely for pleasure; for each buoy and its mooring per calendar month		9.40	



**Note:**

1. No private moorings are to be laid or removed without specific permission from Authority.
2. Mooring Buoys for Police Boats, Customs Boats and Government owned boats, not engaged in trading, shall be exempted from payment of fees prescribed above.



## CLAUSE 8: HIRE OF LIGHTERS AND PONTOONS

8.1	<p>In this Clause:  <b>“STEAM”</b> shall include all power used for mechanical propulsion.  <b>“VESSEL”</b> shall include all ships, traditional vessels, small crafts, lighters and pontoons.</p>			
8.2	<p>Hire of lighters and/or pontoons between the ship and quays, wharves, jetties or buoys shall, subject to their availability, be charged as follows:</p>		<b>Rate Per ton of lighter or pontoons capacity per 12 hours or part thereof – USD</b>	
			<b>Deep Sea Going Vessels</b>	<b>Coasters</b>
	(a)	For vessels loading or discharging in steam	1.30	0.40
	(b)	For vessels loading or discharging alongside quays, wharves or jetties	1.30	0.40
	(c)	For use as fenders, between vessels and the main wharves (subject to special conditions of hire as laid down by the Authority in an agreement to be entered into before use)	1.30	0.40
	(d)	Transshipment of cargo from ship to ship by lighter within the port	1.30	0.60
	(e)	For conveyance of explosives, inflammable oils in cases or drums or dangerous cargo as described in IMDG Code and Sub-Clause 8.3	Treble rates as indicated in Sub-Clause 8.2(a), (b) and (d) hereof and Sub-Clause 8.3 below:	
Note: Charges above include towage of lighters and/or pontoons.				
8.3	Hire of lighters or pontoons for any other purposes:		<b>Deep Sea Going Vessels USD</b>	<b>Coasters USD</b>
	(a)	Lighters or Pontoons	1.60	0.60
	(b)	Towage	<b>Rates as per Clause 6</b>	



8.4	(a)	For Sub-Clause 8.2 and 8.3 above, the minimum charge shall be	200.00	56.40
<p><b>Note:</b> Charges in respect of Sub-Clause 8.2(a), (b) and (d) shall be raised on the following time basis:</p>				
<p>(i) <b>Imports</b> From the time the lighter or pontoon is placed alongside the ship until it is unloaded ashore, or 12 hours after it is removed from the ship, whichever is earlier.</p>				
<p>(ii) <b>Exports</b> Lighters shall be prepared in advance of ship's appointed time but hire time shall commence twelve hours (12 hours) from the posted ship's arrival time as advised by the Agent and run until it is emptied. In case of Coasters, hire time shall start from the time of commencing to load the lighter or pontoon ashore until it is emptied.</p>				
<p>(b) Hire of lighters and/or pontoons is subject to availability.</p>				
<p>(c) Notwithstanding payment of hire charges, the lighters and pontoons will be operated by the Authority's personnel.</p>				



## CLAUSE 9: SUPPLY OF FRESH WATER TO VESSELS

Supply of fresh water shall be charged:		Rates per ton or 1,000 litres or part thereof– USD	
9.1	From shore hydrants direct to ship	10.00	
9.2	In stream by barge or tug (Subject to a minimum charge of USD 95.00)	16.00	
9.3	(a)	At outer anchorage (subject to a minimum charge of USD1500.00)	30.00
	(b)	By barges	30.00
	(c)	By water bowsers	20.00
9.4	For testing meter on request a charge of USD 10.00 shall be made and shall be refunded if the meter is found to register incorrectly. A difference of less than 5% either way shall be ignored.		
9.5	When supply of fresh water to a vessel is requested at a given time and a tug, barge or water-boat is either sent out or made available at that time, but is kept waiting alongside vessel or awaits her arrival, charges for detention of the craft shall be raised as follows:		<b>Rates per half hour or part thereof – USD</b>
	(a)	Detention for any length of time between 2300 hours and 0700 hours, or on Saturdays, Sundays and Public Holidays	26.00
	(b)	Detention for any length of time between 0700 hours and 2300 hours	13.00
	(c)	Where the vessels’ intake of water is deemed by Authority to be below the normal delivery rate, an extra charge of USD 6.00 in the case of (a) and USD 4.00 in the case of (b), per half hour or part thereof, will be payable for any period taken above the normal time for delivery of water.	
	(d)	All coaster vessels shall be charged for use of water while in port at a rate of USD 0.2/GRT for (SV and MV) and USD 0.5/GRT for other vessel.	
<p><b>NOTE:</b> The supply of water outside the port limits shall be subject to additional cost of labour and fuel</p>			



## CLAUSE10: GARBAGE DISPOSAL

Garbage from vessels berthed alongside a quay, wharf or jetty or double banked alongside any other vessels or a quay, wharf or jetty may be placed in covered receptacles on the quay, wharf or jetty specified by Authority shall be charged as follows:		<b>Per day or part thereof – USD</b>
10.1	Per receptacle	13.00
<b>NOTE:</b> When the Authority's vehicles are hired for the purpose of disposing refuse, a charge of USD 200 will be payable per vehicle per trip		

## PART IV: CHARGES FOR CARGO SERVICES

### CLAUSE 11: STEVEDORING CHARGES FOR CARGO SERVICES

11.1	<b>STEVEDORING CHARGES FOR CONTAINERIZED CARGO</b>		<b>Rate per Container Unit of – USD</b>	
	<b>Charges for loading or discharging vessel shall be levied per move as follows</b>		<b>Up to 20ft.</b>	<b>Over 20 ft.</b>
	(a)	Stevedoring FCL	100.00	150.00
	(b)	Stevedoring LCL	170.00	270.00
	(c)	Stevedoring Empty	50.00	70.00
	(d)	Shifting Containers	115.00	230.00
11.1.2	Transshipment container shall be levied the following charges:			
	(a)	Stevedoring	90.00	135.00
	(b)	Transfer within terminal	40.00	50.00
11.1.3	<b>Containers handled by RoRo vessels shall be levied the following charges:</b>			
	(a)	Stevedoring FCL	70.00	105.00
	(b)	Stevedoring LCL	140.00	240.00
	(c)	Stevedoring Empty	30.00	40.00
	(d)	Shifting Containers	80.00	120.00
	<b>NOTE</b>			
	(i)	Stevedoring charges for both FCL and LCL include transfer charges to Stripping sites and in the case of LCL additional charge for Stripping/ Stuffing operations are also included in the above quoted rate.		
	(ii)	In addition to the above charges, a flat rate of USD 500.00 per gang per shift shall apply where work has been requested and performed during 3 <sup>rd</sup> shift, Saturdays, Sundays and Public Holidays.		
	(iii)	All the above charges shall be on the account of the carrier.		
	(iv)	Export containerized cargo shall attract FCL rates.		
	(v)	Dangerous cargo containers shall attract 10% surcharge on Sub-Clause 11.1(a), (b), (d) and 11.3(a), (b), (d)		
	(vi)	<b>Out of gauge container shall attract a surcharge of 30%.</b>		



	(vii)	Stevedoring charges on transshipment containers shall cover the inward and outward operations and shall be paid in fully by the inward vessels.	
11.2	<b>STEVEDORING CHARGES FOR CONVENTIONAL CARGO</b>		
	For any Stevedoring services performed during regular and overtime hours, the following charges shall be raised		<b>Rate per Harbour Tonne or part thereof – USD</b>
11.2.1	(a)	<b>Breakbulk Cargo</b>	
		Discharging, loading, shifting within hold or shifting on deck without landing; Breakbulk cargo including Motor Vehicles discharged on LoLo and RoRo Vessels, palletized or unitized cargo, bagged cargo and shut out cargo.	5.50
	(b)	<b>Dry Bulk Cargo</b> Discharging, loading, shifting within hold or shifting on deck without landing	6.00
	(c)	Discharging or loading Transshipment cargo	6.00
	(d)	Cargo loaded to a ship but not accepted for carriage and discharged from the ship to shore	9.00
	(e)	Cargo landed and reshipped and shifting from hold to hold	9.00
	(f)	Bagging charges (excluding overtime charges)	7.50
11.2.2	<b>Other Cargo</b>		<b>Rate per package or per bag -USD</b>
	(a)	Passenger and Crew Baggage for ocean passengers, i.e., passengers embarking or disembarking at a port, a stevedoring fee for handling passengers' and crew baggage on board and ship's stores per package or article	2.00
	(b)	Mail Bags - per bag	1.00
11.2.3	<b>Difficult, Dangerous and valuable cargo</b>		<b>Rate per Harbour Tonne or part thereof - USD</b>



	(a)	Discharging or loading of Charcoal, Oil Cake, Wet Hides and Skins, Rock Sulphate, Pig Iron, Sulphur, Dangerous as listed in Part II of this Tariff Book and Secret cargo.	7.00
	(b)	Discharging or loading of Loose Timber and Loose Scrap	8.00
	(c)	Discharging or loading of Cold Storage Cargo	12.00
	(d)	Valuable Cargo as listed in Part II of this Tariff Book	7.00
11.2.5	<b>Heavy Lifts</b> In addition to normal stevedoring charges under this Clause, heavy lifts handling charges shall be raised as below:		<b>Rate per package or article - USD</b>
	(a)	Over 10 deadweight tonnes but under 20 deadweight tones	15.00
		Over 20 deadweight tonnes but under 40 deadweight tones	40.00
	(b)	40 deadweight tonnes but under 70 deadweight tones	70.00
	(c)	70 deadweight tonnes and over	85.00
11.2.6	<b>Handling of Livestock</b>		<b>Rate per Animal - USD</b>
	(a)	Camels, Horses, Cattle, Mules, Donkeys, and other large animals	6.00
	(b)	Sheep, Pigs, and other small animals	2.00
	(c)	Cattle walked on Board - Large Cattle walked on Board - Small	2.00 1.00
	(d)	Game animals in crates or boxes per 1 cubic meter or part thereof	3.00
<b>NOTE:</b> A permit must be obtained from the Authority where livestock is required to be handled at other than appointed places.			



11.2.7	<b>Overtime Working:</b> Overtime working shall be at the discretion of Authority and shall be requested by the Master of the ship or his agent. Where such a request is accepted by Authority, a charge of USD 500 shall be levied per gang per shift additional to the rates quoted above.		
11.2.8	<b>Movement of cargo in or from a vessel</b> When a vessel desires to land cargo temporarily for later re-loading prior permission of Authority must be obtained. cWhen such permission has been obtained the following charges shall apply:		
	<b>Rate per ton or part thereof-USD</b>		
	(a)	If the cargo deposited on wharf; the charge per 24 hours per tonne or part thereof	1.00
	(b)	If a port vehicle is used; the charge per 24 hours per tonne or part thereof	9.00
			<b>Rate per Lift-USD</b>
(c)	Handling unpacked motor vehicles on two wheels: Per vehicle up to 5 deadweight tons; and for each additional 5 Dead Weight tons or part thereof.	9.00	
(d)	If the cargo has to be landed ex-lighter, charges as appropriate shall be raised under sub-Clause 11.2.8 (a), (b) and (c) above.		
11.2.9	If any cargo is landed under the provisions of this Clause without the prior permission of Authority, charges as for “Trans-shipment” shall be raised under sub-Clause 11.2.1 (c)		
<b>Note:</b>			
1. Palletised or Unitised cargo shall exclude containerized cargo.			
2. Discharging or loading transshipment cargo, handling of cargo landed and re-shipped, shifting within the same hold or from hold to hold as well as shifting on deck without landing will only be performed on request and prior authority obtained.			
3. When cargo has been landed to be trans-shipped and is left on the port premises after the grace period, a charge of <b>USD 0.4 per Harbour Tonne</b> or part thereof.			
4. If use is made of port vehicles, per 24 hours or part thereof; when available, such use shall attract a charge of <b>USD 4.00 per Harbour Tonne</b> .			



5. If the cargo has to be landed ex-lighter, charges as appropriate shall be raised under Sub-Clause 11.2.1
6. Cargo landed and re-shipped without import/export shipping documents will in addition be charged as per Clause 12.2(g)
7. <b>Dangerous Cargo:</b> Dangerous or inflammable goods as described in IMDG Code and those listed in the applicable principles shall be subject <b>to a surcharge of 10% on loose or containerized cargo</b>
<b>8. Stevedoring Gangs Requested But not utilized</b> Should stevedoring and associated gangs be requested by the Master or Agent of a ship for over-time work but not utilised, charges shall be raised against the vessel at hire of labour rates for each category of staff or labour (comprising the gang or gangs) as set out in Clause 20, subject to a minimum of 2 gangs, charged for as working a minimum of 8 hours each. Provided that cancellation of stevedoring gangs ordered will be accepted without charge one hour prior to the time the service is required.
<b>9. Incidental Services included in Stevedoring Rates</b> The following incidental services insofar as they are related to cargo loaded, discharged, shut-out or loaded but not accepted for carriage and discharged from the vessel, are included in the above stevedoring rates: Supply of craft for transporting labour to or from ship, use of cranes when available, except floating cranes, labour for Lighters, winchmen, hatchway men and use of gear other than special equipment.  (i) Services not included Use of floating cranes services insofar as they relate to stevedoring services, are not included in the stevedoring charges: (ii) Opening and closing of hatches (iii) Laying dunnage (iv) Pre-slinging (v) Trimming bulky cargo (vi) Rigging derricks (vii) Sweeping and cleaning of hatches (viii) Sorting mixed cargo (ix) Re-stowing cargo (x) Lashing (xi) Any other incidental services not included under Note 8 above.  Where items enumerated under this Note above (i) - (xi) have been performed charges shall be raised as follows: (xii) On the basis of hire of labour for each category of staff or labour as set in Clause 20 (xiii) On the basis of hire of equipment provided and/or material used as set in Clause 21



### 10. Operations Causing Poor Stevedoring Performance

Where stevedoring services have been performed but operating results are deemed by Authority to be unsatisfactory due to that type of cargo, storage or vessel or on account of any other reason outside the control of Authority, charges as applicable shall be raised on the basis of:

- (i) Hire of labour rates as set out in Clause 20
- (ii) Hire of equipment provided and/or material used as set in Clause 21

### 11.3 STEVEDORING AND OTHER CHARGES FOR BULK OILS

Handling charges for bulk oils at Kurasini Oil Jetty (KOJ), Single Buoy Mooring (SBM) and other oil terminals on both imports and exports shall be to the account of the carrier at the following rates:

		<b>Rate per Harbour Tonne of Bulk Liquid - USD</b>
(a)	Handling at KOJ and other terminals	2.00
(b)	Handling at SBM and other crude oil terminals of other liquid products other than crude products	3.00
(c)	Flushing of pipe line for the first one hour	2,000.00 per hour
(d)	Flushing after each one hour	500.00 per hour
(g)	Filling tanks for the first service hour	2,000.00 per hour
(h)	Filling after each one hour	500 .00 per hour
(i)	Hire of meter prover per service per unit	2,000 .00
	This rate doesn't involve transportation costs to the premises of hirer.	



## CLAUSE 12: WHARFAGE CHARGES

12.1	<p><b>Basis for determination of values of Commodities</b></p> <p>For the purpose of assessing wharfage charges, the values of commodities shall be deemed to be the values accepted by the Customs and Excise Department and declared on the relevant documents as defined in the Regulations subject to a <b>minimum value of USD 200.00 and a maximum value of USD 2,500.00 per Harbour Tonne</b> or part thereof. Wharfage charges on cinema films shall, however, be assessed on the print value of the film.</p>	
12.2	<b>Wharfage Rates for Conventional Cargo</b>	<b>Rate - USD</b>
(a)	<b>Imports Cargo</b>	
	(i) Domestic	1.6% ad valorem
	(ii) Domestic Bulk liquid bulk under BPS	Tshs.15/ litre
	(iii) Regional coastal cargo	USD 3.00/HTN
	(iv) Transit	4.00/HTN
	(v) Wharfage charges for deep sea import conventional cargo destined to Zanzibar	USD 3.00/HTN
(b)	<b>Exports Cargo</b>	
	(i) Domestic	1.0% ad valorem
	(ii) Transit	USD 3.00/HTN
	(iii) Regional coastal cargo	USD 3.00/HTN
(c)	<b>Transshipment and overlanded Cargo</b> Charged once (on arrival)	
		4.00/HTN
		<b>Rate – USD/HTN</b>
(d)	Lubricating and fuel oils (including Petrol, Benzine, etc.) supplied to vessels for their own use (Bunkering), by pipeline or ship or by other means per deadweight tonne or part thereof	2.00
(e)	Bulk loading cargo	2.00
(f)	Bullion, specie, currency Note, postal stamps, registered envelopes and embossed revenue postal stationery	
	(i) Bullion, per USD 200 value of part thereof	3.00
	(ii) Specie, currency Note postal stamps, registered envelopes and embossed revenue postal stationery per harbour tonne or part thereof:	3.00



	(f)	Molasses in Bulk	1.0% ad valorem	
	(g)	Goods landed and reshipped not covered by import or shipping documents per tonne	2.00	
	(h)	Secret Cargo	<b>Rate per Harbour Tonne of part thereof – USD</b>	
	(i)	Domestic Conventional cargo	12.00	
	(ii)	Transit Conventional cargo	10.00	
12.3		<b>Wharfage Charges on Containerized Cargo</b>		
	(a)	Domestic Traffic	1.6% ad valorem	
			<b>Rate per TEU – USD</b>	
			<b>Up to 20ft</b>	<b>Over 20ft</b>
	(b)	Empty Containers	3.00	6.00
	(c)	Domestic Containers - Secret Cargo	250.00	500.00
	(d)	Wharfage charges for deep sea import container destined to Zanzibar (Export wharfage will be charged as per Clause 18)	90.00	180.00
12.4		<b>Transit Traffic</b>	<b>Rate per Container Unit of – USD</b>	
			<b>Up to 20ft</b>	<b>Over 20ft</b>
	(a)	FCL Containers – Imports	90.00	180.00
	(b)	FCL Containers – Exports	75.00	150.00
	(c)	Transit Containers - Secret Cargo	200.00	400.00
12.5		<b>Transshipment Containers</b>	<b>Up to 20ft</b>	<b>Over 20ft</b>
		Wharfage - Transshipment	Not Applicable	Not Applicable
		<b>Note:</b>		
		1. Wharfage charges collected on shut-out cargo already in the port shall not be refunded.		
		2. Wharfage for empty containers shall be charged to the account of the carrier.		



### CLAUSE 13: WAYLEAVE DUES

13.1	Except as may be expressly authorized and subject to special other conditions as may be imposed by the Authority, no goods may be landed or loaded at other than appointed places within the port limits.				
13.2	Where such permission has been granted, wayleave dues shall be levied on all cargo passing either:				
	(a)	Over facilities which are within the port limits but which do not belong to the Authority.			
	(b)	Over places other than the appointed places within the port limit			
13.3	<b>Wayleave dues shall be levied at the following rates:</b>		<b>Rate per Harbour Tonne or part thereof – USD</b>		
	(a)	Conventional cargo		4.00	
	(b)	Containerized cargo		<b>Up to 20 FT - USD</b>	<b>Over 20 FT – USD</b>
		i.	Imports	80.00	170.00
		ii.	Exports	65.00	140.00
13.4	Should cargo which has been subject to wayleave dues under this Clause be subsequently transferred over any of the Authority’s facilities (including quays, wharves, jetties, mooring or anchorages), the relevant tariff charges shall apply.				
13.5	Lighterage and handling may be performed on request for which rates will be as per Clause 8 of this Tariff Book.				
<b>Note:</b> In this Clause, Wayleave dues do not include wayleave charges raised for use of land quay, land held by the Authority for which charges may be raised and paid as quoted and prescribed by or covenanted with Authority.					



## CLAUSE 14: SHORE HANDLING CHARGES

14.1	<b>Shore handling Rates for Conventional Cargo</b>	
14.1.1	<b>Domestic Traffic</b>	
	Where Shore handling services have been provided for import, export or transshipment cargo and over-landed cargo, charges shall be raised as follows:	<b>Rate per Harbour Tonne or part thereof - USD</b>
(a)	Imported Breakbulk Cargo (including dry bulk, bagged cargo, motor vehicles, machinery, etc.)	7.00
(b)	Domestic Exports	3.50
(c)	Transshipment and overlanded cargo	7.00
(d)	Shut-out Cargo	1.50
(e)	Transfer of cargo within the Port area	3.50
(f)	Transfer of cargo to Customs Warehouse	3.50
(g)	Domestic Imports directly delivered from vessel or lighters to road/rail	6.00
(h)	Loading and unloading	Hire of Staff and equipment
(i)	Railway Wagons	
(j)	Lorries and other motor vehicles	Hire of Staff and equipment where applicable
(k)	Valuable Cargo as listed in Part II of this Tariff Book per USD 200.00 value or part thereof.	7.00
(l)	Crew baggage per package or article	1.50
(m)	Passenger baggage per package or article	1.50
(n)	Change of status for conventional cargo (Rate per Bill of Lading)	10
14.1.2	<b>Transit Traffic</b>	
(a)	Imported Breakbulk (including Dry bulk, Bagged cargo, Motor vehicles, Machinery, etc.)	6.00
(b)	<b>Transit Imports directly delivered</b> from vessel or lighters to road/rail	5.00
(c)	Transit Exports	3.00
(d)	Change of status for conventional cargo (Rate per Bill of Lading)	10



14.1.3	<b>Heavy lift</b>			
In addition to normal shore-handling charges to any package, moving machine or article weighing 20 deadweight tons and above shall be subject to the following heavy lift handling charges			<b>Rate per package or article - USD</b>	
	(a)	20 deadweights but under 30 tonnes	30.00	
	(b)	30 deadweights but under 50 tonnes	45.00	
	(c)	50 deadweight and above	60.00	
14.2	<b>Shore handling for Containerized Cargo</b>			
14.2.1	<b>Domestic Containers</b>			
	<b>Exports &amp; Imports</b>		<b>Rate per Container Unit of - USD</b>	
			<b>Up to 20 FT.</b>	<b>Over 20 FT.</b>
	(a)	FCL Containers	90.00	135.00
	(b)	Stripping/Stuffing	70.00	140.00
	(c)	Empty Containers	10.00	20.00
	(d)	Verification-FCL for customs examination	90.00	140.00
	(e)	Extra Movement or lift on/ lift off- Empty	20.00	40.00
	(f)	Extra Movement or lift on/ lift off-Full	40.00	50.00
	(g)	Change of status	80.00	135.00
	(h)	Change of Container Status on submission of notice	25	35
14.2.2	<b>Transit Containers</b>			
	<b>Exports &amp; Imports</b>		<b>Rate per Container Unit of USD</b>	
			<b>Up to 20 FT.</b>	<b>Over 20 FT.</b>
	(a)	FCL Containers	80.00	120.00
	(b)	Verification-FCL for customs examination	80.00	140.00
	(c)	Empty Container	10.00	20.00
	(d)	Extra Movement or lift on/ lift off- Empty	20.00	40.00
	(e)	Extra Movement or lift on/ lift off- Full	40.00	50.00
	(f)	Stripping/Stuffing	70.00	140.00
	(g)	Change of status	70.00	135.00
	(h)	Change of Container Status on submission of notice	25	35



14.2.3	<b>Transshipment Containers</b>		<b>Up to 20 FT.</b>	<b>Over 20 FT.</b>
	Shore handling		Not Appli- cable	Not Appli- cable
14.2.4	<b>Refrigerated Containers (Reefer Containers)</b>			
	Containers using the reefer facilities shall be charged for power supply, storage and connecting/disconnecting services, at the following rates			
			<b>Rate per Container Unit of - USD</b>	
			<b>Up to 20 FT</b>	<b>Over 20 FT.</b>
	(a)	Power supply per container per day	8.00	12.00
	(b)	Storage per container per day after the first 48 hours	20.00	40.00
<b>NOTE:</b> Power supply rates may change without prior notice subject to a change in the Authority responsible for power and electricity tariffs.				
14.2.5	<b>Shut-out charges on Containers</b>			
	Where containers are shut-out they shall be subject to removal from the berth and shall be subject to shut-out charges which shall be to the account of the Carrier.			
			<b>Rate per Container Unit - USD</b>	
			<b>Up to 20 FT.</b>	<b>Over 20 FT.</b>
(a)	Shut-out charges	50.00	75.00	
<b>Note:</b>				
1. Transshipment's cargo must be that which is on a through bill of lading and where notice in writing of intended Transshipment has been given to Authority prior to the cargo being discharged from the importing vessels. While awaiting reshipment, such a cargo must not leave custody of Authority or be subjected to manipulation.				
2. Transshipment must be handled by shipping agent of the inward vessel, or if delivery order is issued then the cargo will be treated as normal import and shall be subject to normal import rates/charges				



3.	The Shore handling rates in Clause 14.1.1 and 14.1.2 per tonne do not include the actual loading or stowing of goods in a railway wagon. Likewise, the Authority's responsibility in the shore handling operations, unless otherwise specified, shall commence at wagon door and end at the ships tackle at ship's side in case of exports; and vice versa in case of imports.
4.	The loading or unloading of railway wagons shall be done by the Authority on request at a charge additional to the normal shore handling rates, as per Clause 14 of the Tariff at the sole risk and responsibility of the owner or his agent.
5.	<b>Dangerous Cargo:</b> Dangerous or inflammable goods as described in Schedule to the Regulations and reproduced in the Applicable Principles shall be subject to a <b>surcharge of 10% on loose or containerized cargo</b>
6.	<b>Out of gauge container</b> shall attract a <b>surcharge of 30% on handling</b>
7.	<b>Cold Storage Cargo:</b> Handling of cold storage cargo shall attract a <b>surcharge of 30%</b> . This will apply to cold storage cargo handled loose, stripping or stuffing
8.	In the case of transshipment cargo "per lift" shall be deemed to cover both in and out when shipped direct over side to another vessel or by lighter to vessels in the stream or at quay
9.	Where a change of status notice in Clause 14.2.1(h) and 14.2.2(h) above is served at least 48 hours before vessels arrival charges specified above shall not apply. Where notice is served 5 days after the vessel's arrival, the charges shall be double those set out above.



## CLAUSE 15: PORT INFRASTRUCTURE DEVELOPMENT AND GREEN PORT INITIATIVES CHARGES

15.1	Where cargo has been landed at a sea port, the Port Infrastructure and Green Port Initiatives charges shall be raised as follows: -				
				<b>USD</b>	
	(a)	Port Infrastructure Development (applicable for domestic cargo only)		0.09 of Customs Duty	
	(b)	<b>Green Port Initiatives (Domestic &amp; Transit)</b>			
				<b>Up to 20 FT</b>	<b>Over 20 FT</b>
		i.	Containerized Cargo	USD 50	USD 100
		ii.	General Cargo	USD 0.25 per MT/HTN	
		iii	Motor Vehicle	USD 1.00 per CBM	



## CLAUSE 16: CHARGES FOR ICD AND CFS OPERATIONS

		EXPORT CFS	Rate per Container Unit of-USD		
16.1		<b>TPA CONTAINER FREIGHT STATION</b>			
(a)	<b>HANDLING ACTIVITIES</b>		<b>Up to 20 FT</b>	<b>Over 20 FT</b>	
	i.	Lift on/Lift off empty	20.00	40.00	
	ii.	Lift on/Lift off full	40.00	50.00	
	iii	Stuffing	70.00	140.00	
	iv	Stripping	70.00	140.00	
	v	Transfer to port (export bay)	100.00	100.00	
	(b)	<b>Loading/offloading operations</b>			
		i	Box body Wagon/Truck (Rate per HTN)	2.50	
		ii	Flatbed truck /Wagon (Rate per HTN)	2.00	
	(c)	<b>STORAGE SERVICES</b>			
i		Received cargo for storing only	20.00	40.00	
ii		<b>Received cargo for stuffing</b>			
iii		For the first 14 days from receipt of cargo	NIL	NIL	
From 15 <sup>th</sup> day till delivery					
<b>Containerized cargo</b>			<b>Up to 20 FT</b>	<b>Over 20 FT</b>	
iv		Full	20.00	40.00	
v		Empty	10.00	20.00	
vi		Loose cargo (Rate per HBT)	USD 2.00 Per harbor tone		



	<b>(d)</b>	<b>SHED/YARD ACTIVITIES</b>			
		<b>Transfer cargo from one point to another</b>			
	i	Loose cargo	USD 3.5 Per harbor tone		
		<b>Containerized cargo</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>	
	ii	Full	70.00	100.00	
	iii	Empty	50.00	70.00	
	iv.	Shifting cargo from one container to another (stripping and stuffing)	140.00	280.00	
	v	Weighing	60.00	60.00	
	vi	Partial stripping or stuffing of container	USD 5.00 Per harbor tone		
	v	Partial stripping of container and stuffing into another container	USD 10.00 Per harbor tone		
16.2	<b>TPA ICD</b>				
	(a)	ICD handling Conventional cargo		USD 7.00 Per harbour tone	
	(b)	Transfer fee from terminal to ICD via rail		TRC RATE   TRC RATE	
	(c)	Containerized Cargo		<b>Rate per Container Unit of - USD</b>	
				<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	i	ii	ICD handling charges FCL	60.00	70.00
		ii	Verification/custom examination FCL	70.00	140.00
		iii	Stripping	70.00	140.00
		iv	Change of status	80.00	135.00
	(d)	Transfer cargo from one point to another			
	i	ii	Conventional cargo	USD 3.5 Per harbor tone	
		ii	Containerized cargo	<b>Rate per Container Unit of - USD</b>	
				<b>Up to 20 FT</b>	<b>Over 20 FT</b>
		1	FCL Containers	70.00	100.00
	2	Empty Containers	50.00	70.00	



	(e)	Shifting cargo from one container to another (stripping & stuffing)	140.00	280.00
	(f)	Weighing	60.00	60.00
	(g)	Partial stripping or stuffing of container	USD 5.00 Per harbour tone	
	(h)	Partial stripping of container and stuffing into another container	USD 10.00 Per Harbour Tonne	
	(i)	Loading/offloading operations		
	i	Box body Wagon/Truck (Rate per HTN)	2.50	2.50
	ii	Flatbed truck /Wagon (Rate per HTN)	1.75	1.75
<b>16.3</b>	<b>STORAGE AT TPA ICD</b>			
	(a)	Domestic and Transit Exports	<b>RATE- USD</b>	<b>RATE- USD</b>
	i	Consolidation of cargo up to 5,000 tons for the first 30 days	Free	
	ii	Thereafter until the date fixed as the transfer day	0.5 per Harbor Ton per Day	
	(b)	Domestic and Transit Imports under the port extension mode	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	i	Local 30 days the container is landed at the ICD after	Free	
	ii	For the next 14 days (from day 31-44)	USD 20 per Day	USD 40 per Day
	iii	Thereafter until delivery	USD 40 per Day	USD 80 per Day



	iv	Transit 60 days after the container is landed at the ICD	Free	Free
	v	For the next 14 days (from day 61-74	USD 20 per Day	USD 40 per Day
	vi	Thereafter until delivery	USD 40 per Day	USD 80 per Day
	vii	Conventional cargo upon expiry of free day	USD 1.0 per Ton per Day or part thereof	
16.4	<b>Overstayed cargo</b>			
	(a)	<b>OVERSTAYED CARGO</b> (Domestic and Transit Imports)	<b>RATE-USD</b> As per Clause 20.1.	<b>RATE-USD</b> As per Clause 20.1.
	(b)	Dangerous Cargo at all ICDs shall be charged as follows:  (i) For the first 24 hours after transfer to the ICD  (ii) Thereafter until delivery	<b>RATE-USD</b>	<b>RATE-USD</b>
			Free	Free
			As per Clause 20.1	As per Clause 20.1
		<b>Note:</b> All other services rendered by TPA but not otherwise enumerated in these proposed special tariffs shall be charged in accordance with the applicable specific clause in this Tariff Book.		



## CLAUSE 17: THE GRAIN TERMINAL SERVICES

17.1	The Grain Terminal shall provide services enumerated below and a charge at the rates provided shall be levied:			
			<b>Rate Per HTN - USD</b>	
			<b>Domestic Services</b>	<b>Transit Services</b>
	(a)	Shore Handling	7.00	6.00
	(b)	Bagging Bulk Cargo (at Silo/quay)	8.00	8.00
	(c)	Intake and Out-take of Grain	4.00	4.00
	(d)	Recirculation of Grain	1.00	1.00
	(e)	Aeration of Grain	0.50	0.50
	(f)	Fumigation of Grain	1.00	1.00
	(g)	Hire charge for Tipping Trucks for Shore transfer from/to the Silo	2.00	2.00
<b>Imports</b>				
17.2	<b>Imports Storage at the Grain Terminal</b>		<b>Domestic Storage</b>	<b>Transit Storage</b>
	(a)	A free storage period allowed	10 Days	15 Days
	(b)	The next 30 days per HTN/day	1.00	1.00
	(c)	Thereafter until delivery per HTN/day	1.50	1.50
	<b>Exports</b>			



17.3	<b>Exports Storage at the Grain Terminal</b>		<b>Domestic Storage</b>	<b>Transit Storage</b>
(a)	A cushion stock of 5,000 tonnes will be stored free, provided that:		N/A	N/A
	i	The cargo has been nominated for shipment	N/A	N/A
	ii	The shipper has a quantity of at least 10,000 tonnes	N/A	N/A
(b)	Quantities in excess of 5,000 tonnes shall attract storage		0.50 per HTN per day	0.15 per HTN per day
(c)	<b>Contract Rates</b> Authority shall enter into agreement with users who may wish to use the Grain Terminal for storage not associated with shipment (e.g., Food Reserve), subject to availability of space.		Rate on application	



## CLAUSE 18: CHARGES FOR COASTWISE CARGO

	<b>Coastwise Cargo, not for trans-shipment, shall be charged as follows for imports or exports</b>		<b>Rate per Harbor Tone or Part thereof-USD</b>	
18.1	<b>Conventional Cargo</b>		<b>Direct Delivery</b>	<b>Indirect Delivery</b>
	(a)	Wharfage	2.00	2.00
	(b)	Shore handling	4.00	5.00
	(c)	Stevedoring	3.00	3.00
	(d)	A private terminal(s) which utilize TPA's staff or equipment, TPA administrative fee will be charged in additional to wayleave	4.00	
	(e)	Stevedoring services for dhows/traditional boats are performed by the owner's labours	0.5	
18.2		<b>Containerized Cargo</b>		
18.2.1		<b>Stevedoring Services</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(a)	Full	100.00	150.00
	(b)	Empty	50.00	70.00
18.2.2		<b>Shore handling Services</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(a)	Full	50.00	85.00
	(b)	Empty	20.00	40.00
18.2.3		<b>Wharfage</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(a)	Full	50.00	85.00
	(b)	Empty	20.00	40.00



18.3		<b>Laden RoRo Operations</b>		
18.3.1		<b>Conventional Cargo</b>	<b>Rate per Harbour Tonne or Part thereof-USD</b>	
	(a)	Wharfage	2.00	
	(b)	Wharfage for Empty truck	0.5 per CBM	
	(c)	Shore handling	3.00	
	(d)	Stevedoring	2.00	
	(e)	A private terminal(s) which utilize TPA's staff or equipment, TPA administration fee will be charged in addition to wayleave	3.00	
18.3.1		<b>Containerized cargo</b>		
	(a)	<b>Shore handling</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	i	Full	35.00	60.00
	ii	Empty	15.00	30.00
	(b)	<b>Stevedoring</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	i	Full	70.00	90.00
	ii	Empty	35.00	50.00
	(c)	<b>Wharfage</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	i	Full	50.00	85.00
	ii	Empty	20.00	40.00
18.4		<b>Passenger and Luggage Services - Lindi (coastwise traffic)</b>		
	(a)	Passenger - for each passenger to or Baggage other than that carried in the hands of a passenger per package	1.00	
	(b)	For each passenger to or from a ship at the outer anchorage	1.00	
	(c)	Baggage other than that carried in the hands of the passenger, per package	1.00	



18.5		<b>Hire of Motor Boat – Lindi</b> Charges for the hire of motor boat, if available, for conveyance of passengers and personal effects only:	
	(a)	To or from – Kitunda	Not Applicable
	(b)	Myange	4.00
	(c)	Arab House	6.00
	(d)	Mkwaya/ Mgongo / Nyanda /Mingoyo /Nyan-nura	9.00
	(e)	Kiwetu	15.00
	(f)	<b>Demurrage charges</b> If the boat is detained at destination for more than 1 hour - for extra one hour or part thereof double rates as above will apply.	
(g)	Portrage - from shore boat to Customs Shed or vice versa per package	1.00	
18.6		<b>Storage and removal: Conventional cargo</b>	<b>USD Per Day</b>
	(a)	For the first three (3) days after discharge	Free
	(b)	Thereafter until delivery per tonne or CBM or part thereof per day	0.5
	(c)	Removal (Charged once Charged once after expiry of grace period)	2.00 per HTN



18.7		<b>Storage and removal: Containerized cargo</b>	<b>USD Per Day</b>	
	(a)	For the first three (3) days after discharge	Free	
	(b)	Thereafter until delivery	<b>Rate per container unit -USD</b>	
			<b>Up to 20 FT</b>	<b>Over 20 FT</b>
			20.00	40.00
(c)	Removal (Charged once after expiry of grace period)	<b>Rate per container unit -USD</b>		
		<b>Up to 20 FT</b>	<b>Over 20 FT</b>	
		100.00	150.00	
<b>Note:</b>				
	1. Any service (s) which will be offered but not captured under this Clause, the rate under respective clause shall be applied			
	2. Dangerous Cargo or inflammable goods as described in schedule to the Regulation and reproduced in the Applicable Principles shall be subject to a surcharge of 10% on shore handling and stevedoring charge for both loose or containerized cargo			
	3. Out of gauge container shall attract a surcharge of 30% on handling			
	4. <i>Ad valorem</i> Bill of lading cargo USD 200 of <i>Ad valorem</i> cargo shall constitute one harbour tonne for purposes of levy of wharfage, shore handling and stevedoring			
	5. Wharfage charge for Coastwise cargo handled at the Small Sea ports shall be charged once at the port of loading. Cargo weighing 21kg up to 500 kg shall be charged at the actual deadweight tons. Any cargo weighing above 500 kg shall be in Harbor Tonne (HTN) or part thereof.  The referred Small sea ports include: Mbwani, Kunduchi & Kimbiji in DSM region; Mafia, Bagamoyo, Nyamisati, Tumbuju, Mlingotini & Kisiju in Pwani region; Sahare, Kigombe, Mkwaja & Kipumbwi in Tanga region; Somanga, Songosongo & Kilwa Kivinje in Lindi region; and Kilambo, Msimbati & Mikindani in Mtwara region and any other port which shall be declared.			



	<p>6. Personal effects baggage (such as suitcase, bags and any other small articles) weighing up to 20kgs-shall be handled free of charge.</p>
	<p>7. For RoRo Operations:</p> <ul style="list-style-type: none"><li>(1) Empty truck registered by vessel owner as a carrier will be treated as a cargo and charged wharfage only at the rate specified in Sub-Clause 18.3.1(c) of this clause.</li><li>(1) Full loaded Truck will be considered as a carrier thus only cargo will be charged as detailed in Part II: Applicable Principles Item 1.1</li><li>(1) The Import cargo will be received by the terminal at the shed/storage area.</li></ul>



## CLAUSE 19: IMPORT AND EXPORT OF LIVESTOCK

		Wharfage and Shore handling - USD	
		Other than Coastwise	Coastwise
19.1	small animals such as Dogs, Goats, Sheep, Calves and other small animals related, each	2.80	1.10
19.2	Large size animal such as Oxen, Bulls, Cows, Horses, Donkeys, Foals, Zebra, Camel and other large size animal (not otherwise enumerated), each	7.50	2.80
19.3	Large size animal such as Giraffes, Elephants, Rhinoceros, Hippopotamus and other large animals (not otherwise enumerated), each	11.30	4.20
19.4	Ostriches, each	7.50	2.80
19.5	Small creatures such as Mice, Rats, Guinea Pigs, each bird (not otherwise enumerated) reptiles, Fish and Insects, Crated or Caged: Imports and exports per harbour tonne or part thereof	5.70	2.10
<p><b>Note:</b> A permit must be obtained from Authority where livestock is required to be handled at other than appointed places.</p>			



## CLAUSE 20: STORAGE AND REMOVAL CHARGES

20.1	<b>Storage</b>		
Goods remaining in the Authority’s premises in excess of allowed periods shall be levied storage at the rates provided below.			
20.1.1		<b>Conventional Domestic Cargo</b>	<b>Rate per Harbour tone- USD/Day</b>
	(a)	<b>Import Storage Rates</b>	<b>Free</b>
	(i)	For the first <b>5 days</b> from the date the cargo is discharged and posted in the TRA system.	
	(ii)	The next 30 days <b>per HTN/day</b>	1.00
	(iii)	Thereafter until delivery per HTN/day	1.50
	(b)	<b>Export Storage Rates</b>	
	(i)	For the first 5 days including Sundays and Public Holidays from the date of acceptance of cargo by the Authority in the port designated area	Free
	(ii)	Thereafter until the date fixed as the loading day	0.50
20.1.2	<b>Trans-shipment and over landed Cargo</b>		
Trans-shipment cargo must be that carried by the importing vessel on a through bill of lading and where notice in writing of intended trans-shipment has been given to Authority prior to the cargo being discharged from the importing vessel. While awaiting reshipment, such cargo must not leave custody of Authority or be subjected to manipulation.			
<b>Rate per Harbour tone- USD/Day</b>			
	(a)	First <b>10 days</b> from date of berthing of importing vessel	Free
	(b)	Thereafter until loading date of the carrying vessel, or the date of presentation of the relevant shipping documents whichever is later	0.50
	(c)	Cargo not otherwise enumerated	0.50
	(e)	Cargo carried on an <i>Ad valorem</i> bill of lading per USD 200 value or part thereof	1.00



20.1.3	<b>Passenger Baggage</b> per package or article per day	0.20	
20.1.4	<b>Cargo Under Fumigation:</b> Storage of cargo under fumigation shall be charged for at the relevant rates under Sub-Clause 20.1.1 and 20.1.2 of this Clause.		
20.1.5	<b>Breakage Cargo and Customs Examination Delays</b>		
	If the importer and/or Agent does not notify his intention to verify the day after a package has been weighed and Defective Package Report prepared, the following storage charges shall apply:		
		<b>Rate per Package per day or part thereof - USD</b>	
	(a)	Up to weighment and preparation of DPR	Free
	(b)	Thereafter, until notice to verify/ removal	1.00
	(c)	Delays due to Customs, however, caused, resulting into delayed delivery and storage of affected cargo, (if not received from Customs the date after it has been presented to Customs for examination), shall be charged storage in accordance with provisions of the tariff.	
20.1.2	<b>Containerized Cargo</b>	<b>Rate per day per Unit of - USD</b>	
	(a)	<b>Domestic FCL Containers (Imports)</b>	<b>Up to 20 FT</b>
			<b>Over 20 FT.</b>
	(i)	For the first 5 days after the cargo is discharged and posted in TRA system	Free
	(ii)	For the next 10 days (from day 6-15)	20.00
	(iii)	Thereafter until delivery	40.00
	(b)	<b>Domestic FCL Container (Exports)</b>	
	(i)	For the first 5 days including Sundays and public Holidays from the date of acceptance of the containers by the Authority in the Port designated area.	Free
	(ii)	Thereafter until shipment	16.00
			32.00



20.1.3	<b>Incorrect Marking of Cargo</b> Delayed delivery of cargo due to incorrect marking of the cargo in question shall be charged at full storage rates as provided for under Sub-clause 20.1.1 and 20.1.2 herein above as appropriate		
20.1.4	<b>Transshipment Containers</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(i)	Storage, Free Period	15 Days
			<b>Rate per container per Day - USD</b>
	(ii)	Thereafter until loading in out-going vessels	15.00      30.00
20.1.5	<b>Conventional Transit Cargo</b>		
	(a)	<b>Import Storage</b>	<b>USD</b>
	(i)	For the first 15 days from the date the cargo is discharged and posted in TRA system	Free
	(ii)	The next 30 days per HTN/day	1.00
	(iii)	Thereafter until delivery per HTN/day	1.50
	(b)	<b>Export Storage</b> Free storage period 21 days including Sundays and Public Holidays, shall be allowed on export cargo other than copper and other metals calculated from the date of acceptance by the Authority of the goods in the Port designated area. Any period in excess of such free period shall incur storage charges. The rates of charges shall be as follows:	
			<b>Rates per Harbour Tonne or part thereof per day – USD</b>
	(i)	<b>Coffee, Copper and Other Metals</b>	
	A	Up to 3,500 tons cushion	Free
	B	Thereafter until the date fixed as the loading day	0.50
	(ii)	<b>Other Transit Exports</b>	
	A	For the First 21 days including Sundays and Public Holidays	Free
	B	Thereafter until the date fixed as the loading day	0.50



	C	Shut-out for export cargo from the date of shut-out until removed or shipped.	0.10	
20.1.6	<b>Transit FCL Containers</b>		<b>Rate per Day per unit -USD</b>	
	<b>(a)</b>	<b>Imports</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(i)	For the first 15 days after ship completes discharge and posted in the TRA system	Free	Free
	(ii)	For the next 6 days (from day 16-21)	20.00	40.00
	(iii)	Thereafter until final delivery	40.00	80.00
	<b>(b)</b>	<b>Exports</b>	<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(i)	For the first 21 days	Free	Free
	(ii)	Thereafter until shipment	16.00	32.00
20.1.7	<b>Empty Containers</b>		<b>Rate per Unit per day - USD</b>	
			<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(a)	For the first 5 days after the stripping advice sent to Shipping agent or posted in TRA system whichever shall be the earlier.	Free	Free
	(b)	For the next 10 days	4.00	8.00
	(c)	Thereafter until final delivery	8.00	16.00
	(d)	Empty containers received into the port from outside shall enjoy free period of 3 days from the date of receipt.		
20.1.8	<b>Shut-out Containers</b>		<b>Rate per Unit per day of - USD</b>	
	Where containers are shut-out they shall be subject to removal from the berth and shall be subject to shut-out and removal charges as follows:		<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(a)	Storage period for the first 5 days from notification date by the Terminal operator	Free	
	(b)	Thereafter per container per day	15.00	30.00
	<b>Note:</b> The above charges shall be to the account of the carrier.			



20.2	<b>Removal Charges</b> Any cargo remaining in the port premises after expiry of grace period shall be removed or transferred by Authority, at its discretion, to any point in the port area or left <i>in situ</i> , provided that, such cargo shall incur additional charges as follows:			
			<b>Rate per Harbour Tonne or part thereof – USD</b>	
	(a)	Removal charges for conventional cargo	2.00	
	(b)	Removal charges for containerized Cargo	<b>Rate per Container Unit of - USD</b>	
			<b>Up to 20 FT</b>	<b>Over 20 FT</b>
	(i)	Full Container	100.00	150.00
(ii)	Shut-out Container	30.00	45.00	
20.3	<p><b>Overstayed cargo.</b>            (a) Any import cargo remaining in the port area and for which no documents as prescribed in the Act have been presented and accepted within twenty-one (21) days of the date the vessel breaks bulk, shall be transferred by Authority to Customs Warehouse after announcement of Custom Warehouse Date or any other ICD owned by the Authority after the cargo being declared as overstayed and all charges payable in respect of such cargo shall immediately become payable.            (b) Any entered goods remaining in the port area for more than 90 days shall, pursuant to Section 29 of the Act; be sold and the proceeds retained by the Authority.</p>			
20.4	<p><b>Dangerous cargo.</b>            Local and transit dangerous goods as described by the IMDG Code shall be secured and guarded by the Fire and Safety Unit upon completion of discharge. After the expiry of 24 hours allowable free time, these goods shall attract a storage charge plus a surcharge of 20% on the applicable storage rate under this clause.</p>			



## CLAUSE 21: HIRE OF STAFF AND LABOUR

Unless otherwise provided for in this Tariff Book the following charges shall apply where staff and/or labour is, on request, hired or deemed by Authority to be hired		
		<b>Rate per Man per Hour or part thereof - USD</b>
21.1	Hire of carpenters for opening, resecuring or repairing cases or other packages, coopering and repairs to casks, soldering drums, having non-inflammable contents	5.00
21.2	Hire of coopers for repairs to packages landed in defective conditions.	5.00
<b>Note:</b> Where carpenters and/or coopers are hired for services other than those specified in sub-Clause 21.1 and 21.2 above charges shall be quoted on application.		
21.3	<b>Hire of Staff and Labour for other services, not otherwise enumerated, the following charges shall apply:</b>	
	(a) Watchman/Security Guard/ Stacker Index man/ Sorter	4.00
	(b) Crane/ Winch/Operator/ Gangway man	5.00
	(c) Forklift operators	5.00
	(d) Serang	5.00
	(e) Clerk	5.00
	(f) Foreman	6.00
	(g) Asst. Operations Officer	7.00
	(h) Operations Officer	8.00
21.4	<b>Diving Service</b>	<b>Rate Per Operation per Hour - USD</b>
	Hire of Divers (crew and tools)	2,500
21.5	<b>Crane Staff:</b>	<b>Rate per Man per Hour or part thereof - USD</b>
	Crane staff under this item shall be charged as follows:	
	(a) Crane/Winch Foreman	7.00



	(b)	Crane/Winch Operator	5.00
	(c)	Cableman	4.00
	(d)	Mechanic	5.00
	(e)	Electrician	5.00
21.6	<b>Fire and Safety Staff</b>		
	(a)	Principal Fire & Safety Officer	9.00
	(b)	Senior Fire & Safety Officer	8.00
	(c)	Fire & Safety officer	8.00
	(d)	Fire and Safety Inspector	6.00
	(e)	Leading Fireman	5.00
	(f)	Firefighter Driver/Pump Operator	5.00
	(g)	Firefighter	4.00
21.7	Rates for hire of staff and labour not otherwise specified in this clause shall be charged for as quoted by Authority.		
21.8	Ordering and cancellation of labour		
(a)	For 2 <sup>nd</sup> , 3 <sup>rd</sup> and 1 <sup>st</sup> shift of the next day, request for port labour must be made in writing by 1200hr each.  For Saturday, Sunday the order must be placed by Friday at 1200hr while for public holidays orders must be placed by 1200hr on the day before a public holiday.		
(b)	Cancellation of labour must be done in writing, by 1300hr for the 2 <sup>nd</sup> shift and 1700hr for 3 <sup>rd</sup> and 1 <sup>st</sup> shift of the following day. For public holiday cancellation must be made 1700hr a day before public holiday.		
(c)	Cancellation is received after the time specified by Authority for cancellation, charges shall be raised equivalent to 8 hours for each of the categories of staff or labour as set out under this Clause.		
21.9	<b>PORT LABOUR KEPT OR REMAINING IDLE</b>		
(a)	If port labour, after being ordered for the purpose of handling imports, exports, trans-shipments or baggage is kept or has to remain idle for any reason whatsoever, except as provided for elsewhere in this Tariff Book, charges shall be raised, subject to a minimum of 2 hours, for each of the categories of staff or labour at hire rates as set out under this Clause.		



	(b)	Provided that where port labour is kept or has to remain idle through direct action of Port Authority alone, charges under this item may not be raised.
	(c)	<b>In this Clause the term: “Port labour”</b> shall include baggage gangs, shore-handling gangs, lighterage gangs, stevedoring gangs and any other port labour that may be hired.



## CLAUSE 22: HIRE OF EQUIPMENT

When, subject to availability and convenience to Authority, equipment hired, charges shall be <b>exclusive of staff and labour</b> and raised as follows:		<b>Rates per hour or part thereof -USD</b>	
		<b>Within Port area</b>	<b>Outside Port area</b>
22.1	<b>Mobile Cargo Handling Equipment/ Lifting equipment (Forklifts)</b>		
	(a) Up to and including 5 tons capacity, each	16.00	32.00
	(b) Over 5 tons capacity each to 15 tons, each	60.00	120.00
	(c) Over 15 tons capacity each and up to 60 tons, each	90.00	180.00
22.2	<b>Mobile cranes</b>		
	(a) Cranes of up to and including 5 tons capacity, each	40.00	80.00
	(b) Cranes over 5 tons but not exceeding 10 tons, each	60.00	120.00
	(c) Cranes over 10 tons but not exceeding 20 tons, each	80.00	160.00
	(d) Cranes over 20 tons but not exceeding 40 tons, each	100.00	200.00
	(e) Cranes over 40 tons each and up to 70 tons, each	150.00	300.00
22.3	<b>Quay Cranes, Portal Yard and Lighter/Coaster Wharf Cranes</b>		
	(a) Cranes of up to and including 5 tons capacity, each	100.00	Not Applicable
	(b) Cranes of over 5 tons capacity, each	120.00	Not Applicable



22.4	<b>Floating Cranes</b>			
	(a)	For hire of crane per hour or part thereof (Minimum charge two hours)		
	(i)	Up to 60 tons capacity, each	200.00	400.00
	(ii)	Above 60 tons capacity, each	300.00	600.00
	(b)	Hire of Dredger	300.00	600.00
	(c)	<b>In addition:</b>	<b>Rate per Lift -USD</b>	
			<b>Within Port area</b>	<b>Outside Port area</b>
	(i)	Per lift to 20 deadweight tons	80.00	160.00
	(ii)	Per lift over 20 deadweight tons	120.00	240.00
(iii)	Per lift over 60 deadweight tons	170.00	340.00	
22.5	<b>Hire of Pilot Boats</b>			
	Pilot boats shall be hired <b>per hour</b> or part thereof <b>within the Port Limit</b> . This rate includes the normal port pilot boat crew.			1,500.00
22.6	<b>Hire of Tug Boats</b>			
	Hire of tug boats shall be hired per hour or part thereof within the Port area. This rate includes the normal boat crew			<b>Rate Per Hour or part thereof</b>
	(a)	For less than 10,000HP		3,000.00
	(b)	For 10,000HP and above		4,500.00
22.7	<b>Hire of Miscellaneous Equipment</b>		<b>Rate per Calendar Day or part thereof – USD</b>	
			<b>Within Port area</b>	<b>Outside Port area</b>
	(a)	Pallets, each	2.00	4.00
	(b)	Tarpaulins, each	20.00	40.00
	(c)	Gangways, each	40.00	80.00
	(d)	Lorries hire including for disposal or offensive, condemned, damaged or abandoned cargo, shall be charged USD 250.00 per lorry per trip on regular working hours and USD 300.00 per lorry per trip on overtime working hours		
	(e)	Terminal Trailer per trip or Part thereof	100.00	Not Applicable



22.8		<b>Fire and Safety Appliances and Equipment</b>	<b>Rate per Hour or part thereof - USD</b>
	<b>(a) Appliances</b>		
	(i)	Turntable Ladder	20.00
	(ii)	Heavy Unit (750-1000 Gallons Per Minute or 2100-5000 Litres Per Minute)	18.00
	(iii)	Major Unit (450-500 Gallons Per Minute or 1500 – 2000 Litres Per Minute)	15.00
	(iv)	Portable Pumps	13.00
	(v)	Light Van	20.00
	<b>(b) Equipment on Hire</b>		<b>Rate per day or part thereof - USD</b>
	(i)	Stand Pipe and bar	4.50
	(ii)	Fire Hose per Length	4.50
	(iii)	Ladders (other than Telescopic Ladder)	5.50
	(iv)	Ropes and Lines	3.50
	(v)	Flood Light	3.50
(vi)	Fire Extinguishers	8.50	
(vii)	Dispersants/Foam per litre	15.00	
(viii)	Supply of water by bowser (Inclusive of cost of water per trip)	40.00	
<b>(c) Testing and Repairs</b>		<b>USD Each</b>	
(i)	Test	4.00	
(ii)	Patch	4.00	
(iii)	Rewire Coupling	4.00	
(iv)	Jointing	4.00	
(v)	Hose Blunt Joint	4.00	
(vi)	Hose Reel Test	4.00	



<b>Note:</b>
1. The charge for hire of lorry includes the cost of labour
2. For equipment hired outside the port area hire charges are collectable in advance.
3. Rates for hire of equipment not otherwise specified above shall be charged by Authority on application
4. Delaying in returning the equipment outside the specified time attracts extra charges at the applicable tariff rates
5. Authority can rent/hire any equipment that not specified above at agreed/ market price
6. Hire charges for the floating cranes include towage.
7. For operations outside port area; A hire time will begin from the time the crane leaves the port and ends when it is returned to the port. The hirer will be responsible for the Operator worked overtime <i>and in transit fuel to operation site.</i>



## CLAUSE 23: SPECIAL RATES

		Rate per Deadweight tonne or part thereof - USD		
		Wharfage	Shore handling	
23.1	<b>Shipping and Landing Charges on Motor Vehicles</b>			
	Motor vehicles accompanying persons proceeding overseas or vehicles accompanying or handled on behalf of bona fide tourist shall be charged to cover shipping and/ or landing or vice versa at a Tanzania Port, per vehicle.		12.00	12.00
	(a)	Tourist must be in possession of a triptych or carnet or to other means establishing their bona fides.		
	(b)	All rates under this item are subject to the conditional heavy lift charges as set out in <b>Clause 14</b>		
	(c)	Motor vehicles with trailers shall count as 2 vehicles		
23.2	<b>Internal Port Traffic</b>			
	Subject to a permit being first obtained from Authority, goods articles or crated animals passed over the quays to or from such places as are situated on the water front of the port shall be charged		2.00	2.00
<b>Note:</b> Shorehandling shall include crantage.				
23.3	<b>Discharge and Shipping of small craft overside by ship's gear and crew.</b>			
	(a)	Provided a permit has been obtained from Authority, no charges are due.		
	(b)	In the event of craft discharged overside into the port waters, tariff charges on imports shall apply.		
	(c)	Similarly, any small craft placed in the water by wharf cranes shall be charged at the normal export rates unless proof that the craft was locally made and was not for export, in which case a charge will be made only for hire of the cranes.		
	(d)	Heavy lift charges, where applicable shall be raised in accordance with Clause 14.		



		Rate per bag- USD		
23.4	<b>Mails</b>	<b>Wharfage</b>	<b>Shore handling</b>	
	Handling mail inwards or outwards	0.60	0.60	
		Rate per Deadweight tonne or part thereof - USD		
		Wharfage	Shore handling	
23.5	<b>Landing of Empty Oil Drums and Barrels</b>			
	For landing of empty oil drums and barrels returned to the original shippers, not necessarily to the original port of shipment, for re-export after refilling, per 1 cubic metre or part thereof.	1.50	1.50	
23.6	<b>Ballast</b>			
	For landing or shipping of ballast per tonne of 1,000 kgs.	1.50	1.50	
23.6	<b>Goods Landed and Re-shipped</b>			
	For goods landed and re-shipped on same vessel not covered by import or shipping documents, per tonne.	2.50	2.50	
23.7	<b>SPECIAL TARIFF RATES FOR TRANSSHIPMENT OF CONTAINERS AT TANGA AND MTWARA PORT</b>			
	<b>(a)</b>	<b>Containers – Stevedoring</b>	<b>Up to 20 FT - USD</b>	
			<b>Over 20 FT - USD</b>	
		(i) Loading and unloading full containers	34.70	52.10
		(ii) Loading and unloading Empty containers	12.50	18.60
		(iii) Shifting and Restowing full containers in the same hold	19.80	29.70
		(iv) Shifting and Restowing full containers hold to hold	24.80	37.25
		(v) Shifting & Restowing Empty Containers in the same hold	9.90	19.80
	(vi) Shifting and restowing Empty Container hold to Hold	12.50	24.80	



	<b>(b)</b>	<b>Containers - Wharfage</b>		
		Wharfage shall be levied at the following rates	N/A	N/A
	<b>(c)</b>	<b>Storage</b>		
		<b>Full Containers</b>		
		(i) For the first 30 days per day after the ship completes discharge	Free	Free
		(ii) For the next 30 days per day	19.80	42.80
		(iii) Thereafter until final delivery per day	26.95	57.05
		<b>Empty Containers</b>		
		(i) For the first 30 days per day after the ship completes discharge	Free	Free
		(ii) For the next 30 days per day	3.95	7.90
		(iii) Thereafter until final Delivery per day	7.90	15.85
		<b>(d)</b>	<b>General Cargo - Stevedoring</b>	<b>Rates per Harbour Tonne or part thereof – USD</b>
<b>Regular</b>				<b>Overtime</b>
		<b>Difficult Cargo</b>		
		(i) Such as Coal, Charcoal, Oilcake, Wet Hides or Skins, Rock Sulphate, Sulphur, Loose timber, loose scrap and other not enumerated	3.20	4.75
		(ii) Chemicals and oils	5.85	8.90
<b>(f)</b>		<b>General Cargo - Wharfage</b>	<b>Rates per Harbour Tonne or part thereof – USD</b>	
			2.00	
<b>(g)</b>		<b>General Cargo – Storage</b>	<b>Rates per Harbour Tonne or part thereof – USD</b>	
			Free	
			0.95	
	1.90			

# PART V: CHARGES AND FEES UNDER LICENSES AND MISCELLANEOUS SERVICE

## CLAUSE 24: OTHER CHARGES AND FEES

	<b>CHARGES AND FEE FOR SERVICES UNDER LI- CENSES AND CERTIFICATIONS</b>	<b>Rate -USD</b>	
24.1	<p><b>Port Baggage Attendants' and Private Coastwise Stevedores Charges</b></p> <p>Port Baggage Attendants and Private Coastwise stevedores' will be issued with a permit, to a person or firm, for the period from 1<sup>st</sup> January to 31<sup>st</sup> December or part thereof. The issue of these permit shall be subject to such conditions as may be notified to the holders from time to time.</p>	8.10	
24.2	<p><b>Baggage Attendants' Charges</b></p> <p>Licensed Baggage Attendants are authorized to make the following charges:</p>		
	(a)	<p>An inclusive fee as below for all services performed in the port area relative to the baggage of passengers from or to ships: USD 2.00 per package, with a minimum of USD 3.00 and a maximum of USD 10.00</p>	
	(b)	<b>Motor Boat</b>	<b>Row Boat</b>
		<b>USD</b>	
	(i)	2.00	2.00
	(ii)	1.00	1.00
<b>Note:</b>			
	1. Double the amount of charges prescribed 24.2 may be charged between 8 p.m. and 5 a.m.		
	2. The baggage attendant and his employees are not to be included as passengers in the charges made.		
	3. Charges in respect of passengers' baggage as prescribed in Sub-Clause 24.10 shall also apply.		
	4. Motor car hire is a charge personally incurred by the passenger concerned and is not included the Baggage Attendants' authorized charges.		



24.3	<b>Ship Chandler's, Ship Contractor, Dry Port Operators and Shipping Agent Charge</b>			
	(a)	Ship Chandler's charge, per person or firm, for the period from 1 <sup>st</sup> January to 31 <sup>st</sup> December or part thereof.	500.00	
	(b)	Ship Contractor's charge per person or firm for the period from 1 <sup>st</sup> January to 31 <sup>st</sup> December or part thereof	500.00	
24.4	<b>Charge for Harbour Craft in use and Fishing Stakes at all Ports</b>		<b>Rate per metre of Crafts or part thereof USD</b>	
	Charge for harbour craft in use and fishing stakes per calendar, or part thereof:			
	(a)	Rowing and sailing boats used in the conveyance of goods, baggage or passenger		4.00
	(b)	Steam and motor launches used in the conveyance of goods, baggage or passengers, or for any other business purposes		5.00
	(c)	Steam or motor launches licensed for public hire		4.00
	(d)	Dump lighters, boats, barges and Pontoons		4.00
	(e)	Tugs, lighters, motor boats, or other working craft, mechanically propelled		5.00
	(f)	Hulks		7.50
	(g)	Steam Ships motor or rowing boats, or any other craft used solely for pleasure purposes and not plying or let for hire		5.00
	(h)	Any other unspecified floating crafts		2.70
(i)	Traditional fishing canoes (dug-outs), Traditional fishing boats, Fishing Stakes (fito) and Fishing Stalks (Khuti)	2.70		
24.5	Passengers' embarkation per person per embarkation		0.50	
24.6	Passenger and Cargo canvassing for Dhows and Schooners Agency fee per person or firm per year		55.00	
24.7	Bunkering fee per person or firm per year		671.00	
24.8	Cargo Handling Agency Fees (Clearing & Forwarding) and Consolidator per person or firm per year.		50.00	



<b>Note:</b>		
1. Ship Contractor's charge is raised to all persons or firm having contract with Ship line or Shipping Agency		
2. Fees are due <b>on the 1<sup>st</sup> January of each year or within one month</b> from the date the craft or fishing stake is brought into use.		
3. <b>Fees shall be automatically doubled if not paid within three months</b> from the date they become due.		
24.9	<b>Amending or Cancelling of Orders or Invoices</b> A charge of <b>USD 3.00 shall be raised for preparation, amendment or cancellation of each order, invoice or any other document.</b>	
24.10	<b>Hire of Row Boats, Boats, Portages and Bumboatman's Licenses</b> The following are the authorized charges; -	
<b>24.10.1</b>	<b>Row Boats</b>	<b>USD</b>
(a)	To or from ships in the inner port between 6.00 a.m. to midnight single journey per passenger	1.00
(b)	6.00 a.m. to midnight double journey per passenger	2.00
(c)	Midnight to 6.00 a.m. single journey per passenger	2.00
(d)	Midnight to 6.00 a.m. double journey per passenger	4.00
(e)	Double journey fares include fifteen minutes waiting time after which charges for waiting in excess of every fifteen minutes or part thereof will be:	1.00
(f)	Baggage other than small articles carried in the hands of a passenger per package	1.00
<b>24.10.2</b>	<b>Motor Boats - Dar es Salaam</b>	
(a)	To or from ships in the inner harbor between 6.00 a.m. and midnight per passenger	2.00
(b)	Midnight to 6.00 a.m. per passenger	3.00
(c)	Baggage other than small articles carried in the hand of a passenger, per Package	1.00
(d)	To or from ships lying at the Outer Anchorage Per passenger	3.00
(e)	Baggage other than small articles per package	1.00



24.10.3	TANGA: By Arrangement between 6.00 a.m. to 6.00 p.m.		Hire Time by Arrangement USD	
			6.00am and 6.00pm	6.00pm and 6.00am
(a)	From Pier to 'F' Berth or beyond per Passenger	2.00	3.00	
(b)	From Pier to any Anchorage off Customs Pier per passenger	1.00	2.00	
(c)	From Pier to any other berth per passenger	2.00	3.00	
(d)	Baggage for each package of 25kgs carried personally	1.00	1.00	
(e)	Baggage for other packages not carried personally	1.00	1.00	
(f)	Transport of Passengers and Baggage to and from Dhow Anchorage per person or per package	1.00	1.00	
24.10.4	Porterage – Dar es Salaam		USD	
(a)	Licensed porters at Passenger landing Jetty, City Drive: Hand Baggage 5 kgs. and over per package	1.00		
(b)	All baggage (except hand baggage) Over 5 kgs but under 50 kgs. Per package	2.00		
(c)	All baggage under 5 kgs. per package	1.00		
(d)	All baggage (except hand baggage) over 5 kgs. and over, for each 25 kgs. or part thereof	1.00		
<b>Note:</b>				
(i)	In respect of passengers' and crews' baggage dealt with over the Authority's Main Quay per package or article	2.00		
(ii)	Registration of porters and monthly licensing fees per month per person	1.00		
(iii)	For preparation of copy of license per copy	1.00		



24.10.5	<b>Portage - Tanga</b>		<b>USD</b>
	(a)	For each piece of baggage from Landing Stage to the Customs Shed up to 25 kgs or for every additional 25 kgs or part thereof	1.00
	(b)	From Customs Shed to Tanga Municipality up to 25 kgs in weight or for every additional 25 kgs or part thereof	1.00
24.10.6	<b>Bumboatman's Licenses - Dar es Salaam</b>		<b>USD</b>
	(a)	Monthly license fees per month per person	2.00
	(b)	For preparation or copy of license (per copy)	1.00
24.11	<p><b>Slipping and Unslipping of Vessels Hire of Slipways</b>  The Authority may, at its discretion and subject to its own requirement, permit its slipways, to be hired for work to be done on vessels privately, subject to conditions of hire as laid down by the Authority and incorporated in an Agreement to hire to be entered into between the hirer and the Authority.</p>		
	<b>The charges shall be raised and paid as quoted by Authority in advance.</b>		
24.12	<p><b>Ships' Stores</b>  Vessels stores handled by owner's labour are exempted from Port Charges provided a permit had been obtained from the Authority, in each case prior to shipment. However, where such stores are landed from one vessel for subsequent loading into another, and are left in the port area for any length of time, these shall be treated as trans-shipment cargo and charged for accordingly</p>		
24.13	<p><b>Military Baggage</b>  Military Baggage handled by the Military is exempted from payment of port charges.</p>		
24.14	<p><b>Charts</b>  Navigational charts may be purchased at the office of the Port Director /Manager at rates quoted by Authority.</p>		



24.15	<p><b>Laid-Up Ships</b></p> <p>(a) A ship in a port shall not be treated as “laid-up” unless Authority is satisfied that she has no cargo on board, she is not used for storage purposes, the articles of agreement with the crew thereof have been closed other than the following who must remain on board during the entire period of lay up to man the ship and facilitate safety:</p> <ol style="list-style-type: none"><li>1. An Engineer to man the generators;</li><li>1. One Deck Officer;</li><li>i. 2 Seamen to deal with any emergency that may arise.</li></ol> <p>(b) The ship has been surveyed and a certificate of seaworthiness issued by a competent authority, and it has been adequately insured</p> <p>(c) A laid-up ship is a ship that is temporarily idle due to lack of cargo or temporarily phased out due to commercial operations problems or technical sea unworthiness</p>
24.16	Due notice of intention to “lay-up” a ship shall be given by the owners or agents thereof to Authority who shall thereupon declare the date on which such ship is to be treated as a “laid-up-ship”.
24.17	As and from such date dues shall be charged for such ship at the rate of USD 13.00 per 100 GRT for Laid-up vessels up to 10,000 GRT per week of seven calendar days or part thereof, and USD 13.40 per 100 GRT for Laid-up vessels over 10,000 GRT per week of seven calendar days or part thereof. After the twenty-four weeks, the laid-up status shall cease and the normal port charges shall be levied.
24.18	If such ship proceeds to another port for the purpose of being “laidup”, port dues shall be charged afresh as herein before prescribed from the date of entry of such ship into the next port.
24.19	All charges under this Clause shall be paid in addition to any charges payable in respect of such ships under Clause 2 and other relevant Clauses of this Tariff Book.



## CLAUSE 25: MISCELLANEOUS PORT SERVICE

Miscellaneous services will be provided on request.

25.1	Weighing and/or measuring shall be performed only for the purposes of assisting and/or checking port and shipping charges. The undermentioned services, which include the supply of weighing and measurement certificates where applicable, shall be at the following rates:	
25.1.1	<b>Weighing and Marking – Import and Trans-shipment</b>	<b>Rate Per Harbour ton of part thereof</b>
	(a) Weighing of packages or articles singly, per 50 kgs or part thereof	1.00
	(b) Weighing of packages or articles collectively, per 1000 kgs. Or part thereof.	4.00
25.1.2	<b>Verification of Gross Mass (VGM) charges for a single full export container unit (20ft or above)</b>	
	(a) Dar es Salaam Port	60.00
	(b) Tanga and Mtwara Port	30.00
25.1.3	<b>Measuring</b>	
	(a) <b>Imports, Exports and Trans-shipment:</b> Measuring of packages or articles per tonne or 1 cubic meter or part thereof	4.00
	(b) <b>Baggage:</b> Measuring of baggage per piece	1.00
25.1.4	<b>Removal and/or Sorting</b>	<b>Rate Per Harbour tonne of part thereof</b>
	(a) <b>Removal of Exports</b>	
	Export cargo received into the port area and subsequently unstacked, loaded and removed therefrom, through being shut-out, or any other of the senders or their agents, shall be charged for on the following basis:	
	Dar es Salaam	4.00
	Mtwara and Tanga Ports	
	(i) For unstacking and loading by sender's labour	2.00
	(ii) For unstacking and loading by Port labour	3.00
	(b) <b>Sorting of Exports</b>	2.00
	Sorting exports to marks, numbers, kind, size or other characteristics.	



	<p><b>Note:</b>          Except as may be otherwise herein provided removal and sorting charges of export cargo waiting shipment shall be charged for on the following basis:          (1) Under single shipping order when:              (a) The shipping marks and/or the nature of shipping instructions make it necessary to search physically for marks/or numbers peculiar to single individual package in order to effect delivery to the ship,              (b) By express request or by nature of instructions for delivery to the ship, sorting is necessary according to kind or size of three dimensions, or to other characteristics, unidentifiable by any common shipping mark in order to effect delivery to the ship.          (2) From one truck and under two or more shipping orders, irrespective of the identity or diversity of their holders if the shipping marks and/or general characteristics of the packages make it impossible to distinguish between the contents of the different shipping orders without physical reference to marks, numbers and/or characteristics peculiar to single individual packages.</p>	
	<p>The charges shall be on the following basis:</p>	<p><b>Rate per Harbour tonne or part thereof – USD</b></p>
	<p><b>Sorting or Removal</b> to another shed or stacking ground when in the discretion of the Authority this is necessary for sorting</p>	<p>4.00</p>
<p>(c)</p>	<p><b>Sorting of Imports</b>          Sorting of imports aboard or ashore to marks, numbers, kind, size or other characteristics</p>	<p>4.00</p>



	<p><b>Note:</b> Except as may be otherwise herein provided removal charges on import cargo shall be raised on the following basis:</p> <p>(1) Under single bill of lading when, the shipping marks and/ or the nature of delivery instructions make it necessary to search physically for marks and/or numbers peculiar to single individual packages in order to effect delivery; OR</p> <p>(a) By express request or by the nature of delivery instruction, sorting is necessary according to kind or size (meaning any of three dimensions) or to other characteristics unidentifiable by any common shipping mark in order to effect delivery; AND</p>							
	<p>(b) From one ship and under two or more bills of lading, in respect of the identify or diversity of their holders, if the shipping marks and/ or general characteristics of the packages make possible to distinguish between the contents of the different bills of lading without physical reference to marks, numbers and/or characteristics, peculiar to single individual packages.</p>	<p><b>Rate per Harbour tonne of part thereof USD</b></p>						
	<table border="1"> <tr> <td>i</td> <td>Sorting only</td> <td>3.00</td> </tr> <tr> <td>ii</td> <td>Removal to another shed or stacking ground necessary for sorting</td> <td>4.00</td> </tr> </table>	i	Sorting only	3.00	ii	Removal to another shed or stacking ground necessary for sorting	4.00	
i	Sorting only	3.00						
ii	Removal to another shed or stacking ground necessary for sorting	4.00						
	<p><b>Note:</b></p> <p>(1) For sorting purposes, shipping marks and numbers are those which both appear physically on the articles and/or packages and are described in the bill of lading and shipping and disposal documents.</p> <p>(2) Subsidiary marks and numbers shall mean those which are not common to the whole consignment and which are not necessary for the delivery of a consignment in its entirety.</p>							
	<p>(d) <b>Bagging and Re-bagging of cargo excluding cost of bags per bag:</b></p> <table border="1"> <tr> <td>i.</td> <td>Manual</td> <td>2.00</td> </tr> <tr> <td>ii.</td> <td>Mechanized</td> <td>1.00</td> </tr> </table>	i.	Manual	2.00	ii.	Mechanized	1.00	<p><b>Rate per Bag- USD</b></p>
i.	Manual	2.00						
ii.	Mechanized	1.00						



	(e)	<b>Patching, repair and sewing of bales, including replacement of one end of cover (excluding cost of hessian) per bale; Re-Sewing of bagged export cargo per bag, charges for re-sewing of bagged import cargo and banding or re-banding of cases per case (excluding cost of materials)</b>	1.00
	(f)	<b>Returning and Shipping of Empty Bags:</b> Where bagged commodities are loaded in bulk and bags are bled on board vessel, for returning empty bags ashore and stacking per tonne of commodity.  Shipping empty bags on board for bagging bulk cargo for landing ashore per Harbour tonne of commodity. <b>Note:</b> Storage charges at export rates shall be raised 48 hours after the ship sails.	1.00
			<b>Rate per Harbour Tonne or part thereof –USD</b>
	(g)	<b>Double handling of Cereals</b> Double handling of maize, pulses or wheat in transit sheds for the purpose of grading per deadweight tones	3.00
	(h)	<b>Facilities for fumigation of import cargo on request</b>	<b>Rate per Harbour Tonne or part thereof – USD</b>



	Import cargo requiring fumigation shall be placed at the disposal of the fumigator at a suitable site ashore convenient to Authority; and fumigation charges shall be raised on the following basis:	
	(i) Rice per deadweight tonne	4.00
	(ii) Other commodities: per bag or sack or per bale or per package not otherwise enumerated.	1.00

**Note:**

	1: If lighters are used, charges for <b>hire of lighters shall be USD 1.00 per tonne</b> of lighter capacity <b>per 12 hours</b> or part thereof <b>subject to a minimum of USD 150.00</b> and Normal <b>storage</b> charges as set out in <b>Sub - Clause 20.1.4</b> shall apply <b>in respect of cargo under fumigation.</b>
	2: In addition to the foregoing, other miscellaneous port services not specifically provided for, shall, at the convenience of Authority, be performed on request. Charges for such services shall be based on the Hire of Labour, Hire of Equipment and/or Materials used.

## **PART VI: GENERAL PROVISIONS**

### **1. CHARGES OR DUES NOT EXPRESSLY PROVIDED**

Any other services rendered or to be rendered or facilities provided or to be provided, but which services or facilities are not specified in this Tariff Book, shall be determined and raised at such rates or for such amount or amounts as Authority may in each case consider appropriate.

### **2. CONTRACTS**

The Authority may enter into agreement with any person including any company or association or body of persons corporate or incorporate for the performance of the provisions by that person of any of the services or the facilities which may, under the Act, be performed or provided by the Authority and raise charges at such rates or for such amount or amounts as may be mutually agreed between them; and such charges or rates shall apply and be correct as if they were set out in this Tariff Book.

### **3. POWER OF AUTHORITY TO IMPOSE SURCHARGES AND ADJUST CHARGES**

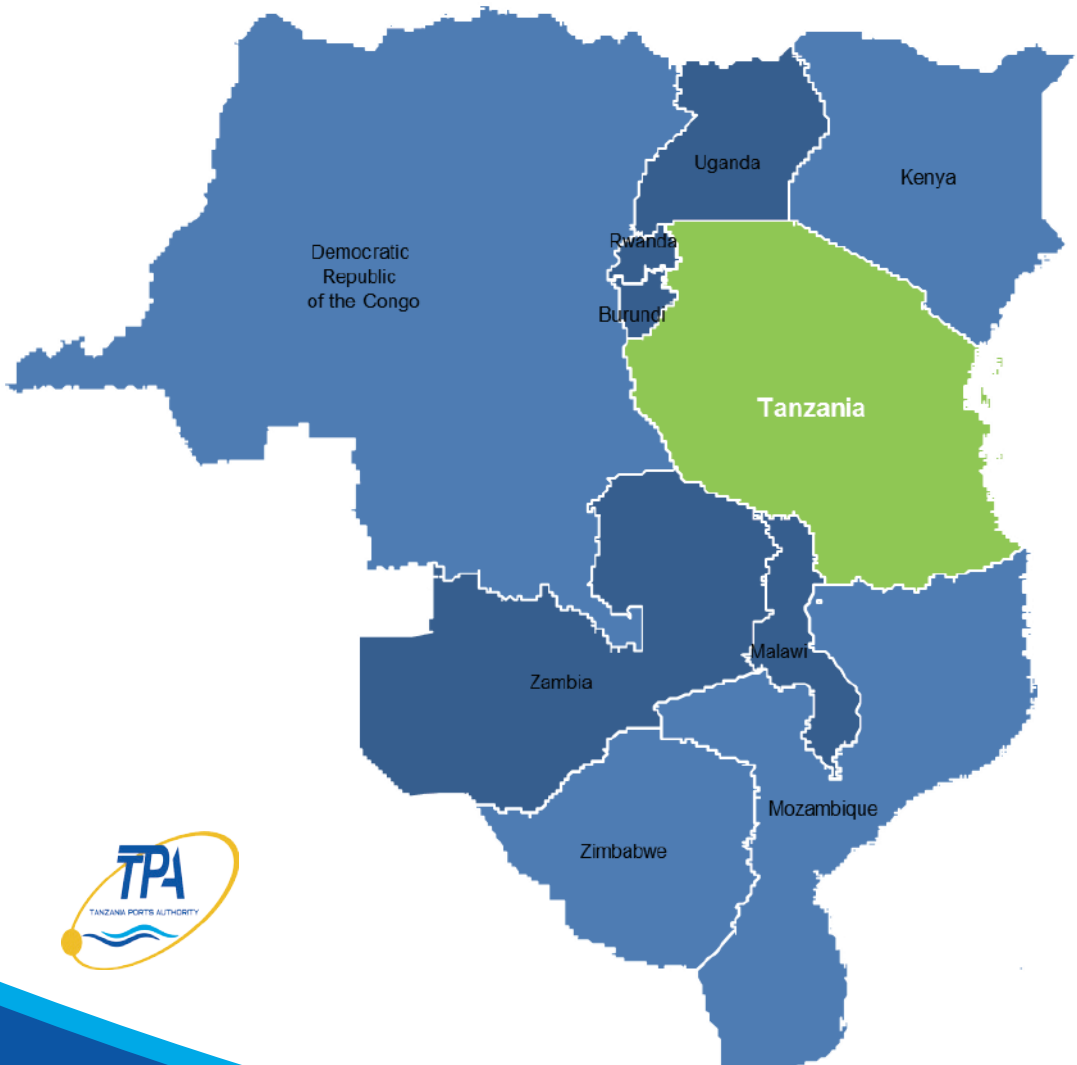
Authority may impose specific or general surcharges or adjust upwards the rates set out in this Tariff Book according to the nature of the services rendered or facility provided or afforded or on account of specific or general economic consideration.

### **4. REVIEW, AMENDMENT OR REPEAL OF THE TARIFF BOOK**

The Tariff Book, Sea Port issued November, 2023, shall cease to have legal effect upon coming into operations of this Tariff Book.

This Tariff Book may be reviewed after every five years from the date of publications or earlier when circumstance render necessary.





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