

TANZANIA

PORTS HANDBOOK

2019-20



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AN ACHIEVEMENT WORTH CELEBRATING



The future is looking bright for Tanzania Ports Authority (TPA). In April 2018 we celebrated 13 years of operation since the TPA came into existence, replacing the former Tanzania Harbours Authority.

In the intervening years we have made significant progress in our core business of providing cargo handling operations. We regard our country's ports as a gateway to global trade and prosperity. Consequently, the TPA has been a key player in the nation's economic transformation.

The TPA operates a system of ports serving the hinterland of Tanzania and the neighbouring landlinked countries of Malawi, Zimbabwe, Zambia, Democratic Republic of Congo, Burundi, Rwanda and Uganda.

As a result of our successful policies, and despite operating in a competitive business environment, we have attracted a growing number of volumes at our ports. In particular, the Government, TPA Board of Directors and the management have taken measures to address some of the key challenges that previously contributed to inefficiency and loss of revenue at the ports, especially Dar es Salaam, and this has led to a significant increase in revenue collection.



We are now undertaking some ambitious schemes, such as the Dar es Salaam Maritime Gateway Project, to improve port infrastructure and operations. The aim is to increase the capacity of our ports to handle larger vessels so as to benefit from economies of scale.

PORT PROMOTION

We are indebted to H.E. Dr John Pombe Joseph Magufuli, the President of the United Republic of Tanzania, who has been a good promoter of our country's ports and has played a big role in attracting leaders from neighbouring countries to come and see how Tanzania's ports are capable of handling their goods.

Presidents Yoweri Museveni of Uganda, Paul Kagame of Rwanda, Joseph Kabila of DRC and Edgar Lungu of Zambia have all visited Tanzania to bear witness to the efficiency of our ports.

As we move forward as a nation, the TPA is more determined than ever before to keep our ports systems at the forefront of the global trade through increased efficiency, effectiveness and diligence.

Tanzania Ports Authority





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TPA PLAYS KEY ROLE IN ECONOMIC SUCCESS OF NATION – AND REGION

The ports of Tanzania are an essential gateway for trade in East and Central Africa. The Tanzania Ports Authority (TPA) operates a system of sea and lake ports that provide a series of vital links between the Indian Ocean, the hinterland of Tanzania and the nation's landlinked neighbours beyond.

It is well understood by governments across the region that the performance of Tanzania's ports – in conjunction with road and rail transport and other logistic services – is critical to their economic success.

ECONOMY

The ports play a key part in driving the success of Tanzania's own national economy, too, by facilitating trade and generating income to help the government fund essential public services such as health, education and infrastructure development.

The TPA is a parastatal organisation established in April 2005 and wholly owned by the Government of Tanzania. Its head office is at the TPA Tower's



One Stop Centre, a new high-rise building in Dar es Salaam opened in June 2018. The Authority is responsible for Tanzania's three main seaports – Dar es Salaam, Mtwara and Tanga – as well as for other small coastal ports and for ports and jetties on the three principal lakes of Victoria, Tanganyika and Nyasa.

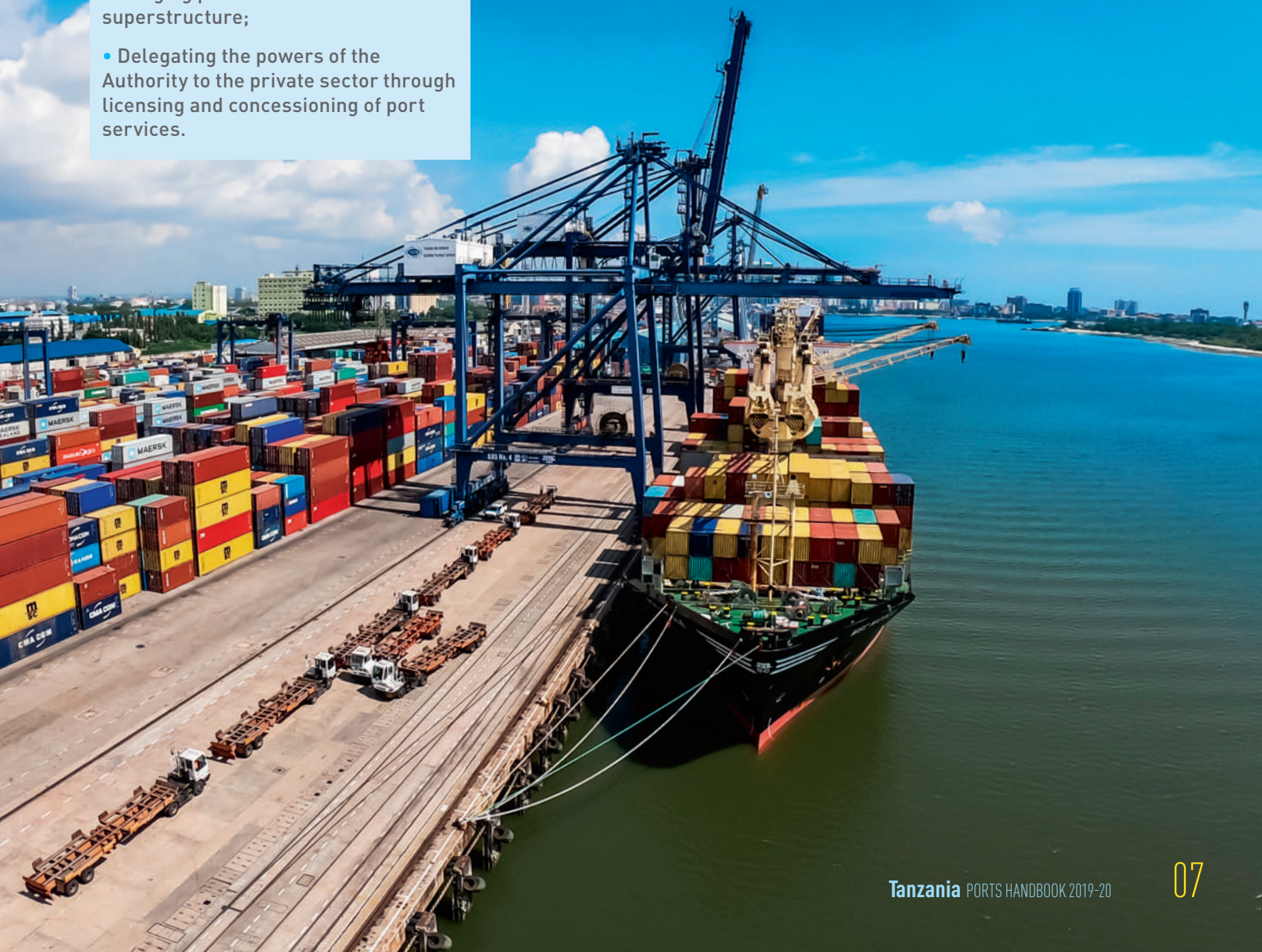
There is an ongoing programme of investment in expanding and modernising Tanzania's ports and developing new gateways to the hinterland. These initiatives, in tandem with projects to upgrade the nation's road and rail network and to establish new inland terminals for freight, have already begun to transform the transport chain



ROLE OF TPA

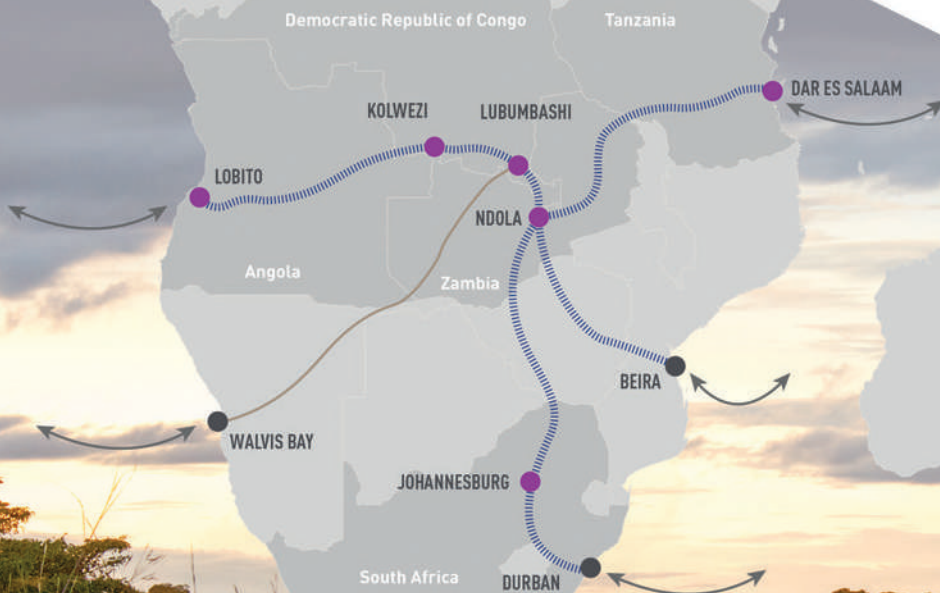
The TPA performs the role of both a landlord and operator with the main functions of:

- Promoting effective management and operations of sea and inland waterways;
- Providing facilities for the loading and unloading of cargo and for passenger services;
- Developing, promoting and managing port infrastructure and superstructure;
- Delegating the powers of the Authority to the private sector through licensing and concessioning of port services.





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across Tanzania. This has brought significant benefits for the nation at large as well as allowing the TPA to provide quicker and more efficient services for its customers.

A major focus of investment is the Port of Dar es Salaam, which is Tanzania's principal port, handling over 90 per cent of its international trade. Under the Dar es Salaam Gateway Maritime Project, the TPA has invested heavily in upgrading the port's cargo handling facilities as well as installing new high-tech systems of cargo clearance, establishing the One Stop Centre for cargo clearance and introducing an online payment processing system. Port security in Dar es Salaam has also been greatly enhanced.

The TPA has continued to implement the Ports Master Plan (which runs until 2028) along with other government initiatives such as Vision 2025.

CENTRAL CORRIDOR

A key role in helping to smooth the flow of cargo between Dar es Salaam and the regional hinterland is played by the Central Corridor Transit Transport Facilitation Agency (CCTTFA).

The CCTTFA was established in 2006 by the governments of Burundi, the Democratic Republic of Congo, Rwanda, Tanzania and Uganda. Its aim is to co-ordinate road, rail and lake transport routes within the Central Corridor in order to assist the flow of imported goods into Tanzania and neighbouring states as well as exports leaving the region.

The CCTTFA has encouraged the development of inland container depots within the Corridor, while the nation's road and rail networks are now undergoing an extensive programme of upgrading and rehabilitation.

NATURAL GAS

The discovery of natural gas in the Mtwara region has led to a significant increase in maritime activity. Tanzania has been gearing its infrastructure and services to support the upcoming oil and gas sector.

Many providers of upstream and midstream services and equipment have opened offices in Mtwara, while Dar es Salaam has also seen an increase in oil and gas activity.

PORTS RUN BY TPA

COASTAL PORTS

Main gateway – Dar es Salaam

Major ports – Tanga, Mtwara

Small ports – Kilwa, Lindi, Mafia, Pangani, Bagamoyo

Other minor ports – 10

LAKE PORTS

Lake Victoria – Mwanza, Bukoba, Kemono Bay, Nansio, Musoma plus 25 minor ports

Lake Tanganyika – Kigoma, Kasanga plus 23 minor ports

Lake Nyasa – Itungi, Mbamba Bay plus 13 minor ports





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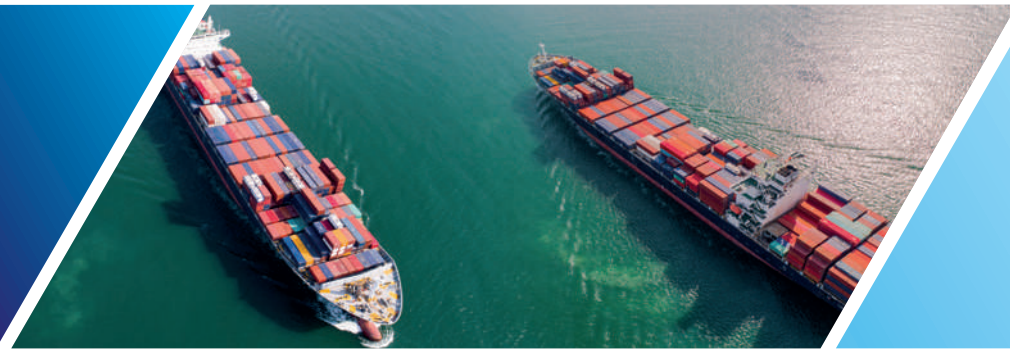
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PORTS TAKE LEAD IN DRIVE FOR INDUSTRY



Significantly, as the Tanzania Ports Authority marked its 13th year of existence in April 2018, the TPA chose the subject of industry as its theme during the week of celebrations.

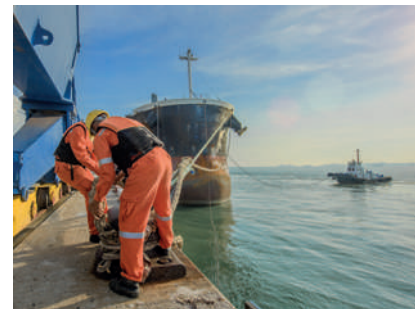
The purpose of the chosen theme – ‘The future of TPA ports as a catalyst for industrial development and social prosperity in Tanzania and beyond’ – was to emphasise the link between marine transport and the national drive for industrialisation.

President John Magufuli has been urging every sector of the national government to focus on supporting the industrial drive. This is in line with Vision 2025, which sees the manufacturing sector as a significant driver of growth and transformation as Tanzania strives to build a semi-industrialised economy.

The Integrated Industrial Development Strategy (IIDS) assumes that the manufacturing sector will contribute nearly a quarter of Tanzania’s gross domestic product by 2025. The government is taking proactive measures to encourage manufacturing activities; and it sees the transport sector – carrying goods by road, rail, lake and sea – as the essential link in this process.

Deusdedit Kakoko, director general of the TPA, said the authority would be looking at ways to stimulate the industrial agenda, well aware of the “huge competition” from ports in neighbouring countries.

Among the priorities for the TPA will be to provide efficient handling and timely discharge of raw materials and machinery being imported by sea for use in Tanzanian industries. By the same token, local industries will be given every facility for exporting their goods by sea.



VISION 2025

In 1995 the government appointed a group of experts to formulate a policy document in consultation with various sections of the Tanzanian community. The outcome was the Tanzania Development Vision 2025, which aims to guide Tanzania’s development effort into the first quarter of the 21st century. The expectation is that, by 2025, Tanzania will have achieved:

- A population with a high quality of life
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UPGRADING OF ROAD SYSTEM IS A TOP PRIORITY



A programme of development and investment is moving forward in Tanzania to bring the nation's road network into line with modern standards. This programme is designed to complement the ongoing expansion of Tanzania's port facilities.

The government has been giving priority to transport links in its budget forecasts and there is also a significant amount of ongoing foreign investment in this sector.

Road haulage is a key part of Tanzania's logistics network because it provides a largely door-to-door service and there is less risk of damage or pilferage. In terms of container traffic, something like 99 per cent of inbound containers leaving the Port of Dar es Salaam currently go by truck. So the need for an efficient road network to maintain the growth and smooth operation of the port can hardly be overstated.

TRUNK ROADS

Tanzania has a network of about 87,000 km of roads, of which about 12,780 km are classified as trunk roads. Of this trunk road system, about 5,130 km is paved and 7,650 km unpaved. In addition, there are some 21,000 km of regional roads, mostly unpaved.



The trunk roads join the main cities of Tanzania and provide international connections. The trunk and regional roads are the responsibility of the Tanzania National Roads Agency (TANROADS), a semi-autonomous agency of the Ministry of Works.

The country's poor road network is one of the main causes of congestion in Dar es Salaam and on trunk roads. In recent years it has been a focus of

investment, receiving up to 70 per cent of the national transport budget.

Under the current National Transport Policy, the aim is to pave all trunk roads linking regional capitals to bitumen standard as well as improving urban roads to further reduce congestion.

Much of the foreign investment is from China, with US\$ 1.7 billion pledged so far.

FOCUS ON MODERN RAIL LINKS TO LAKE PORTS

The use of rail transport between the seaports of Tanzania and its hinterland markets is entering a significant new chapter.

It has long been understood that rail transport, in tandem with lake ferries, is the most reliable and effective way to move cargo between the main seaports and the landlinked countries of Rwanda, Burundi, the Democratic Republic of Congo, Zambia, Malawi and Uganda.

But, until very recently, the country's existing narrow-gauge rail network, constructed many years ago, has been unable to cope with modern levels of

traffic. Only one percent of inbound cargo arriving in the Port of Dar es Salaam and destined for hinterland destinations is actually transported by rail or rail-plus-ferry.

This situation has now been addressed and key improvements are under way to the national rail system. The existing rail infrastructure is being improved, while a new standard gauge rail system, 2,560 km in length, is under construction. Tanzania plans to spend US\$ 14.2 billion on its standard gauge network. It is designed to improve the flow of cargo between Dar es Salaam and Rwanda, Burundi, the DRC and Uganda while also providing better and faster domestic links.



The TPA is well aware of the cost-saving advantages of using a modern intermodal rail and ferry system to reach the landlinked countries. Both Lake Victoria and Lake Tanganyika are located at the borders with neighbouring countries, with ferry ports already long established on both lakes.

The Tanzania Ports Authority is now carrying out projects to improve the lake ports to allow them to handle the expected higher levels of rail-hauled cargo from Dar es Salaam.

PROJECT

The main rail project is the so-called DIKKM line (Dar es Salaam, Isaka, Kigali/Keza and Musongati). This US\$ 7.6 billion project will involve upgrading the existing 970 km line from Dar es Salaam to Isaka and then constructing a new 702 km line to a junction at Keza, where the route will divide, with branch lines to Rwanda and Burundi.

Additional freight-only rail capacity is to be constructed between the Port of Dar es Salaam and mining areas such as Liganga where Tanzania's largest iron ore reserves are held.



Meanwhile, another key rail link is to undergo a major upgrade. This is the 3 ft 6 in gauge TAZARA line, which was built in the 1970s to provide landlinked Zambia with an alternative outlet for its exports of copper. The 1,860 km line connects Dar es Salaam with New Kapiri Mposhi in Zambia's Central Province.

SECTION

There is a US\$ 1.9 billion plan to revive the 438 km long 1 metre gauge line from Tanga to Arusha and Moshi as well as to build a new 664 km section from Arusha to Musoma on Lake Victoria. This would be a standard gauge line providing a convenient link to the ocean for Ugandan importers and exporters.

There are also plans to link coal and iron ore mines in the south-western region of Njombe (600 km from Dar) to Mtwara port (500 km from Dar). This 1,000 km standard gauge line is expected to cost US\$ 1.4 billion.

EXISTING RAIL NETWORK

The core of Tanzania's existing rail network is the 1 metre gauge Central Railway Line, built in German colonial times and completed in 1912. Now run by Tanzanian Railways Corporation (TRC), it connects Dar es Salaam with Kigoma (on Lake Tanganyika) and Mwanza (on Lake Victoria).

The TRC rail system at present consists of some 2,700 km of track with an axle load of 15 tons. In theory, this rail system is integrated with lake ferries to provide through transport of freight to landlinked neighbours. But, in practice, it handles only a small percentage of inbound cargo.



ONE STOP CENTRE SLASHES CARGO DWELL TIME

The speed and efficiency of cargo clearance in the Port of Dar es Salaam has been given a major boost with the opening in June 2018 of the One Stop Centre (OSC).

This impressive new high-rise building, costing TZS 149.5 billion, is designed to bring all the government agencies and entities involved in cargo clearance under one roof, thus speeding the clearance of documents as well as sparing customers the inconvenience of moving from one place to another.

As a result of the opening of the OSC, goods passing through the Port of Dar es Salaam can now be cleared within 48 hours – well down from the previous average of 72 hours.

It has been estimated that the cost of one day of dwell time at the Port of Dar es Salaam is roughly US\$ 400 per 20 ft container.

Another key aspect of the OSC is the greatly enhanced transparency between departments that were previously scattered, thus ensuring that all transactions are honest and above board.

The new 36-storey building is the tallest in Eastern and Central Africa. It contains the head office and most departments of the Tanzania Ports Authority (TPA) as well as all the government agencies involved in the inspection of cargo imported through Dar es Salaam. These include the Tanzania Revenue Authority, the Tanzania Food and Drugs Authority, the Ministry of Transport, the Government Chemist Laboratory Agency, the Atomic Energy Commission, the Weights and Measures Agency and the Immigration, Health and Agriculture Ministries.

AMBITIOUS

The offices of various clearing and forwarding agents, as well as shipping lines and other private companies, are also to be housed in the OSC building.

The OSC project is one of the most ambitious long-term transformation projects by the TPA. This one-stop facility goes a long way towards helping the TPA to achieve its aim of making Tanzania the maritime gateway of choice for its landlinked neighbours.

The new centre has allowed the port to raise its game and offer its customers a much improved level of service. New technology is being used to process documents quickly, while the physical movement of documents

HOW IT ALL BEGAN

The OSC project was launched in August 2012 in response to pressure from port stakeholders to improve the efficiency of document handling in the Port of Dar es Salaam. Previously, clearing and forwarding agents were obliged to travel considerable distances between multiple agencies in order to complete the cargo clearance process.

Construction of the OSC building got under way in 2013. The project was originally due to be completed by May 2017 but was delayed as the TPA sought to ensure that the work was carried out within budget.

is greatly reduced by having all the various agencies in one building. The new technology includes electronic payments such as internet banking and telephone banking.

From the point of view of the government and the ports authority, the OSC has made the Port of Dar es Salaam much more efficient, thus enabling it to handle more cargo and generate more revenue for the national economy.

Freight forwarders and other port customers acknowledge that the OSC makes the business of clearing their cargo through Dar es Salaam a lot easier and quicker and free of hassle.



E-PAYMENT SYSTEM IS GOOD FOR PORT BUSINESS

An online payment system introduced by the Tanzania Ports Authority (TPA) is helping to transform the way port business is conducted.

The Integrated Electronic Payment System (IePS) is a single window system introduced in July 2015 and overseen by the Tanzania Revenue Authority (TRA).

IePS is now connected with the Government Electronic Payment Gateway (GePG), enabling TPA customers to access their invoices and eventually make payment through an interlinked system. The IePS module that was previously linked directly with banks has now been replaced by GePG, which offers multiple payment channels.

The system is now in use at the ports of Dar es Salaam, Tanga and Mtwara. Its advantages include faster operations, automation, accuracy, cost-effectiveness and easy access to data for decision making. In addition, the operation is more secure, scalable and reliable.

HOW IEPS WORKS

IePS offers access to information in real time as well as immediate payments status for verification. The customer can request an invoice through IePS by uploading the required documents such as the Release Order and Delivery Order. Once the documents have been submitted, the TPA will issue invoices with a

respective control number from GePG as requested. The customer will then receive an online invoice and payment note with a control number for payments to all permitted GePG payment channels – such as all banks connected with GePG (NMB, TPB, NBC and TIB) – and all network mobile operators such as M’Pesa, Tigo Pesa, Hallo Pesa and Airtel Money. The invoice will then appear with ‘pending’ status which can be downloaded and printed. Once the payment has been made, the status will change from ‘pending’ to ‘paid’. The customer can then obtain an online receipt and fiscalised invoice from the Revenue Authority before collecting his cargo from the TPA.

IMPROVEMENTS

AUTOMATION: The system allows everything to be done automatically, from the customer’s request for an invoice to invoice creation by the TPA to payment by the customer to cargo delivery or customer’s cargo collection.

SAVING TIME: The operation has been speeded up. The customer can now submit the required documents and request and receive an invoice without coming physically to the TPA premises or going to the bank for payments which previously took up a lot of time.



ONLINE CUSTOMS CLEARANCE IS A MAJOR TIME SAVER



The introduction of an online customs clearance system has greatly enhanced the flow of cargo through the Port of Dar es Salaam.

The Tanzania Customs Integrated System (TANCIS) was introduced by the Tanzania Revenue Authority (TRA) in 2014. It has brought total transparency to the clearance process by handling all documentation online. Instead of clearing agents moving from office to office, the whole process can be carried out from the agent's desk, leading to a significant time saving.

The expected time for import clearance has been reduced from nine days to five, while export clearance has been reduced from five days to a single day.

Other key players such as shipping lines, banks and the Tanzania Ports Authority are linked into TANCIS for quick payment of fees and duties.

Importers and exporters submit all documentation online while government agencies in the clearance process, such as the Tanzania Bureau of Standards and the Tanzania Food and Drugs Authority, can issue permits and clearance.

IMPORT PROCEDURES

- Importers appoint a clearing and forwarding agent
- Customs agents and importers complete a declaration and self-assessment online through TANCIS and attach relevant documents at least seven days before the ship's arrival

- Import documents include:
 - Commercial invoice
 - Authorisation letter from importer to agent
 - Necessary import permits
 - Exemption documents (if any)
 - Packing list
 - Bill of lading or other transport documents
 - Certificate of origin.
- Government agencies at the port ensure that all requirements have been met. These include:
 - Ministry of Livestock & Fisheries Development
 - Ministry of Agriculture, Food Security & Cooperatives
 - Ministry of Home Affairs (Immigration, Police)
 - Department of Forestry
 - Tanzania Revenue Authority
 - Bureau of Standards
 - Security agencies.
- Clearance is then carried out and documents are uploaded to TANCIS and can be accessed by the terminal operator, the TRA, customs, shipping agents and freight forwarders.
- The freight forwarder extracts the Delivery Order, pays customs taxes and obtains a Release Order. The Delivery Order and Release Order are then lodged with the terminal operator for invoicing and subsequent payment of port charges.
- The cargo is released.



MAJOR IMPROVEMENTS IN PORT SECURITY



Safe and secure handling and storage of cargo is a matter of top priority for the Tanzania Ports Authority – and this same duty of care extends to its employees as well as to those visiting the port areas under its direct control.

In particular, the Port of Dar es Salaam handles high-value commodities such as precious minerals, copper (from Zambia) and tantalite. The TPA has invested in state-of-the-art security systems in Dar es Salaam as well as in special training of staff to ensure customer confidence. This includes new patrol boats, new electronic



surveillance equipment, a modern access control system and screening machines (comprising walk-through detectors and X-ray equipment).

The port's Integrated Security System (ISS) is designed to protect the port from cargo theft and from threats of terrorism. Some 486 CCTV cameras have been installed throughout the port along with 180 high-powered lights.

SUPPORTED

This is supported by the TPA's Access Control System, featuring smart card entry at each visitor gate. All activities in or near port operational areas are monitored by CCTV and other security devices that will detect anyone entering these areas without due clearance.

The TPA has installed heavy-duty barriers at all eight of the port's gates at Dar es Salaam Port. It has also constructed new gate houses and installed electronic fencing around the port perimeter.

Finally, the TPA has been putting security scanners in place at main building entrances and gates. These are designed to scan all visitors and their bags for weapons or any other items prohibited within the port area.



These improvements have not only made cargo more secure but have also enhanced the safety of employees.

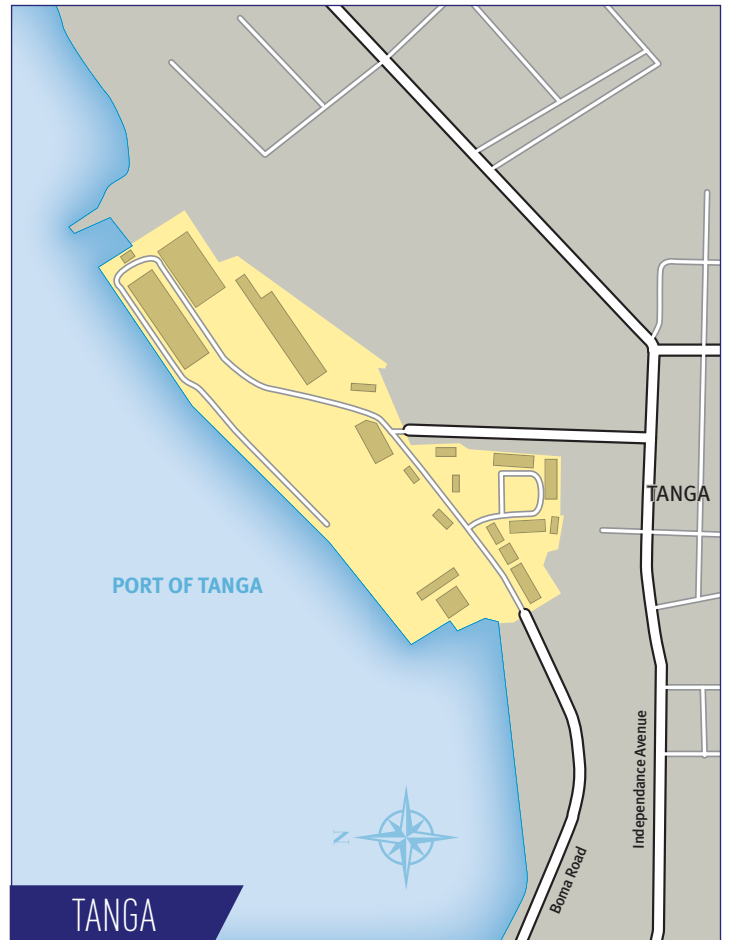
The TPA has made a considerable investment in a well-trained security team with the skills, equipment and expertise to carry out checks at all Tanzania's ports.

The Authority has put tough measures in place to successfully prevent theft and pilferage. Its strict zero tolerance policy is helping to protect customers' goods within the port area and to minimise any compensation claims.

Building on this success, the TPA plans to make a similar investment in the other main seaports of Tanga and Mtwara.

LOCATION AND PORT MAPS





DAR IS HUB PORT FOR TANZANIA AND ITS NEIGHBOURS



Dar es Salaam is the principal port of Tanzania. It is the main cargo gateway not only for the Tanzanian hinterland and the Great Lakes region but also for landlinked neighbours in east and central Africa such as Burundi, the Democratic Republic of Congo (DRC), Malawi, Rwanda, Uganda and Zambia.

In terms of international trade, the port is strategically placed to receive shipping services to and from the Middle East, the Far East, Europe, Australia and the Americas.

In terms of inland trade, Dar es Salaam is connected with inland destinations by a network of roads and railways. There are rail links to ferry ports on Lake Tanganyika and Lake Victoria as well as a rail link to Zambia, the DRC and Zimbabwe.

Now, a grand port modernisation project is well under way. This represents the first large-scale modernisation of the port in its history. It aims to double the port's cargo handling capacity from 16 million tonnes in 2017 to 25 million tonnes over the next seven years.

In parallel with this expansion and modernisation is an upgrading of the nation's transport network – and especially rail – is under way. Both the national road network and the main rail corridors are currently being upgraded and improved with a view to greatly increasing the flow of goods between Dar es Salaam and hinterland destinations in Tanzania and beyond.

Enhancing the operational potential of Dar es Salaam will boost trade and create jobs across the region as well as bringing down the cost of doing business.





GATEWAY PROJECT

The Dar es Salaam Maritime Gateway Project (DMGP) is valued at TZS 336.4 billion and represents the first large-scale modernisation of the port in its history. The project is well under way, with initial works now virtually complete under the supervision and management of the Tanzania Ports Authority.

The main contractor – responsible for mobilisation of plant, equipment and manpower – is China Harbour Engineering Construction Company, a subsidiary of the state-run China Communications Construction Company.

DMGP is being supervised by two German companies, Inros Lackner and H.P. Gauff Ingenieure GmbH, operating in close partnership to ensure that work progresses as per schedule.

This pace is in line with President John Magufuli’s directive to speed up the project and ensure its completion within 36 months from the signing of the contract in June 2017. As President Magufuli laid a foundation stone in July 2017 he urged the TPA to speed up the project so that it would be completed in 36 months. Consequently, within 13 months of its implementation, overall performance stands at an impressive 36 per cent.



The project has required a high degree of expertise, as well as a determination to achieve the desired work standards. This is because of the technicalities involved in establishing horizontal and vertical benchmarks, a baseline for calculation of dredged materials and verification of soil parameters. There have been other challenges, too, not least the necessity to carry out the work while normal operations continue in the port.



KEY ASPECTS OF DMGP

- Strengthening and deepening berths Nos 1 to 7 and the ro-ro terminal
- Dredging the entrance channel, turning circle and harbour basin
- Strengthening and deepening berths Nos 8 to 11
- Modernisation of dry bulk cargo handling operations
- Installation of a floating dry dock for maintenance and repair of marine craft.



The ro-ro berth and terminal are almost complete and preparations are under way for construction of Berths 1 and 2.

As a result of this impressive progress, Dar es Salaam is better placed than ever to attract major shippers and traders, because they will come to regard Dar as their ideal port of call on trade routes to eastern and southern Africa.

Currently, Dar es Salaam is a prominent multipurpose port with 11 berths. The volume of cargo handled by the port has been growing at an average of nine per cent per year over the past five years. As a result of the modernisation project, however, it expects to double its capacity by 2020 as well as getting rid of congestion and draft limitation.

Included among the multiple components of DMGP are the strengthening and deepening of berths and dredging of the entrance channel and turning basin to accommodate larger vessels with a draft of 15.0 metres. In this way, the project will open a new chapter in the nation's maritime and logistics sectors.

The project includes the design and construction of a dedicated ro-ro terminal, deepening and strengthening of Berths 1 to 7, construction of a new container terminal, rehabilitation of rail links inside the port and the development of two new berths.

In addition, three roads leading out of the port will be upgraded to six-lane highways in order to reduce congestion within the port. This will speed the turnaround of trucks as well as ultimately addressing the dwell time of 10 days currently afflicting the port.





For Tanzania, which is an industrial-driven economy, DMGP will not only give a boost to the domestic economy but will also be a catalyst to all economies reliant on Tanzania's ports as the gateway for their trade.

FINANCING OF DMGP

The project is being co-financed by the World Bank, which has lent Tanzania US\$ 345 million for the scheme and has given a US\$ 12 million grant; while the UK's Department for International Development has contributed US\$ 12 million. The Tanzanian government has contributed about US\$ 63 million.

DAR ES SALAAM AT A GLANCE

About 95 per cent of Tanzania's international trade is handled by the Port of Dar es Salaam, which has 11 deepwater berths with a total length of about 2,600 metres. The port is equipped to handle large volumes of liquid bulks as well as dry cargo.

On the liquid bulk side, there is a single mooring point for refined and crude oil tankers as well as a refined oil jetty.

On the dry cargo side, the port has a major container terminal, with four berths, operated by Tanzania International Container Services Ltd (TICTS), as well as a general cargo facility, with seven berths, for breakbulk, dry bulk and rolling cargo. There is also a major grain terminal.

Support facilities include inland container depots and container freight stations.

In 'ball park' figures, the port currently handles in excess of 10 million tonnes of cargo per year, consisting of 6 million tonnes of liquid bulks, over 3 million tonnes of general cargo and 1 million tonnes of containerised cargo. These figures are set to rise significantly as a result of the Maritime Gateway Project.

EFFICIENT CONTAINER HANDLING IN DAR ES SALAAM

Container operations in the Port of Dar es Salaam are dominated by the private operator Tanzania International Container Terminal Services Ltd (TICTS), which handles about 500,000 teu each year at its two terminals.

The port's container handling business was transformed by the decision of the Tanzanian government in 2000 to privatise the port's then only container terminal, which was leased to a consortium of third-party operators. This led to a significant improvement in efficiency and productivity. In fact, container handling services in the Port of Dar es Salaam became the envy of its competitors as it achieved the best productivity ratings in the region.

Today, about 450 containerships a year call Dar es Salaam carrying more than 600,000 teu – or 10 million tonnes – of containerised cargo. A further 60 to 70 containerships are handled each year in the regional ports of Tanga and Mtwara. Figures for 2017 show that 58 per cent of the containers handled were domestic and 42 per cent were in transit.

Despite the economic challenges facing Tanzania and the hinterland nations, cargo throughput has continued to grow at an annual rate of 3.5 per cent since 2008. There was a



problem with congestion and delays as the hinterland infrastructure struggled to keep pace. This has been eased significantly, however, by improvements to the nation's road network, the opening of more inland container depots (ICDs) and an expansion of the Port of Dar es Salaam.

CAPACITY

TICTS handled 501,689 teu in 2017 – a fivefold increase since 2000 when it handled 123,047 teu. The company has two terminals with an annual capacity of 400,000 teu. To supplement this, as the TICTS terminal began to reach its peak capacity, the TPA has been handling more and more containers across its multipurpose berth, which has an annual capacity of 200,000 teu.

TICTS has been operating the container terminal on a 25-year lease since 2000. It now handles about 85 per cent of containerised cargo in the Port of Dar es Salaam.

TICTS is operated by Hutchison Port Holdings Ltd (HPH), a subsidiary of Hutchison Holdings Ltd (CK Hutchison), the world's leading port operator. So the reputation of TICTS for reliability and efficiency is backed by a world leader with operations in 52 ports and 26 countries.

The TICTS terminal in Dar es Salaam has 725 metres of continuous quay with four berths and a depth alongside of 12.2 metres. Access from the open sea is by way of a 140 metre wide channel with a depth of 10.7 metres. The berths are equipped with six ship-to-shore gantry cranes, each with a capacity of 45 tonnes. Three vessels can be accommodated simultaneously at Berths 8, 9, 10 and 11.

There is a paved area of more than 16 hectares for container stacking with a capacity of 18,404 teu served by 17 rubber tyred gantry cranes and other yard handling equipment. There are 92 plug-in points for refrigerated containers.

TICTS has one other container facility, the Kurasini Inland Container Depot, with a stacking capacity of 500 teu. This facility is used for both ICD and container freight station operations.





Other equipment at the terminal includes a rail mounted gantry crane, fork-lift trucks, empty container handlers and yard tractors and trailers.

Nearly all containers leave the port by road, with less than one per cent going by rail. This has led to road congestion, with about 800 vehicles entering and leaving the port each day. To offset this, the port is endeavouring to make greater use of rail for hauling freight. The TPA is also seeking to reduce congestion by releasing vehicles at off-peak times as well as encouraging inland clearance.

Lack of storage space in the port was formerly an obstacle to growth. Container flow has now improved significantly, however, with the creation of inland container depots and container freight stations. The ICDs are treated as an extension to the port. They have greatly eased congestion in the harbour as well as allowing the port to retain business. They have also boosted its effective capacity. Many containers are now discharged in the port and transferred directly to an ICD for customs clearance.

As well as those operated by TICTS, there are 12 private licensed ICDs – all within a 12 km radius of the port – with a combined handling capacity of 13,900 teu. They include:

- Azam ICD and CFS: 30,600 square metres and 1,600 teu capacity
- Jefag Logistics Tanzania operating DICD and Jefag ICD with a combined capacity of 4,000 containers and 3,500 square metres of warehousing
- MCCL ICD and CFS: 750 teu capacity

- Lake Oil (African ICD): 42,000 square metres and 5,000 teu capacity

- Tanzania Road Haulage ICD and CFS, Tanzania's largest independent ICD, 5 km from the port

- PMM ICD

- Trans-AMI ICD and CFS, operated by Bollere Africa.

The port's productivity has trebled since ICDs were introduced. It fell slightly when the container terminal suffered congestion in 2009 but has now recovered. In 2017 it reached an average of 27.5 moves per hour for vessels handled at TICTS and 16.6 moves per hour at the TPA quays.

Average container dwell time in 2017 was 11.2 days, with average time for domestic containers down to five days. Dwell time figures have been improving since 2010; and with measures in place to improve rail capacity, reduce cargo weighing points and remove highway checkpoints and road blocks, they should continue to improve.

FACILITY

The TPA owns and operates a 3,600 teu capacity container stuffing facility outside the port. The facility is located on Mandela Road in the former National Shipping Agencies Company (Nasaco) yard next to the Camel Oil tank farm. It receives export cargo from up-country and stuffs them into containers, which are then transferred to the port for shipment. This facility has allowed stuffing operations to be sited away from the port, helping to further ease congestion.

RECORD CONTAINER THROUGHPUT

A significant rise in container traffic has led to a challenge for TICTS, which handled a record 54,447 teu in August 2018.

The volume of local and transit traffic has grown by over 20 per cent compared with August 2017. Transit cargo for some countries grew by over 45 per cent year on year in August 2018.

TICTS chief executive Jared Zerbe said: "Landlocked countries have been driving growth for TICTS. Our modern equipment and standards of excellence are helping us handle the volume increase, although space constraints represent an acute challenge."

To increase efficiency, TICTS has been working with the government to locate alternative storage areas for transit containers.



MAJOR NEW ROLE FOR MTWARA IN OIL AND GAS SECTOR

The natural deepwater port of Mtwara is located in Mikindani Bay, 580 km south of Dar es Salaam. It is one of three major seaports managed by the TPA along with Dar and Tanga.

The port at Mtwara was built between 1948 and 1954. Its development was accompanied by the construction of a railway between Mtwara and Nachingwea. With the failure of the groundnut scheme, the railway fell into disuse and is now defunct. The port continues to function.

Mtwara is designed to handle mainly convention cargo, with an annual capacity of 400,000 tonnes of imports and exports. Its main export is raw cashew nut to India and Vietnam, while its main imports are drilling equipment for oil and gas companies and coal and gypsum for Dangote Industries for cement manufacture.

ACCESSIBLE

With the introduction of new and more reliable solar powered navigation aids the port will be accessible 24 hours a day.

Today, with the discovery of significant offshore oil and gas fields totalling an estimated 50 trillion cubic feet, Mtwara is taking on a new role of national importance. The port is being transformed from a comparatively small harbour into a port that will play a big part in the future economic development of Tanzania.



The TPA plans to expand and upgrade the port and has earmarked US\$ 214 million for this work. Over 260 hectares of land has been acquired for an expansion westwards that will see the quay lengthened and the number of berths increased. Previously, the port covered only 70 hectares.

A second berth is currently under construction at Mtwara.

The offshore oil and gas sector now uses Mtwara as its main supply base. Several major international energy firms now operate from the port. A further 400 hectares is being set aside for expansion of the gas sector.

At the same time, 110 hectares is earmarked for a proposed new free zone to be developed in two phases. The first phase will involve the development of some 10 hectares for oil and

gas support companies, while the remainder is to be used as a general export processing and economic zone.

In the long term, the TPA is looking to create a port capable of handling 28 million tonnes of cargo a year compared with about 400,000 tonnes at present.

The Port of Mtwara is a key element of the Mtwara Development Corridor, a scheme to provide better transport links with the underdeveloped south of the country and with the neighbouring subregion formed by northern Malawi, eastern Zambia and northern Mozambique. The Corridor will form part of a new road and rail network linking Mtwara with Lake Nyasa.

MTWARA AT A GLANCE

Ahead of the proposed expansion, the Port of Mtwara consists of one continuous quay with a length of 385 metres and a maximum depth alongside of 10.0 metres which can accommodate one ship and two coastal vessels at a time. Ships are restricted in size to 175 metres LOA.

For containers, the port has an annual handling capacity of 200,000 teu with 27,500 square metres of stacking yards and capacity for 3,500 teu stacked five high. Two small yards measuring 15,200 square metres will be added for storage of empty containers.

Cargo handling equipment includes a 100 tonne capacity mobile harbour crane, two reach stackers of 45 tonnes, a front loader of 42 tonnes, two mobile cranes of 50 tonnes and 25 tonnes, three empty container handlers, eight fork-lift trucks of 16 tonnes, 5 tonnes and 3 tonnes, six terminal tractors, two hoppers and four grabs.

The port has an annual handling capacity of about 400,000 tonnes of cargo. The port is capable of handling up to 750,000 tonnes using the same number of berths but with additional equipment in place for containerised traffic.

NEW RAIL LINK

There is a US\$ 3.6 billion plan to build a new 862 km railway linking Mtwara with Mbamba Bay on Lake Nyasa, with branch lines to Mchuchuma and Liganga. From Mbamba Bay it is possible to ferry goods across the lake to Nkhata in Malawi.

This line will be used to export coal from Mchuchuma and vanadium, titanium and iron ore from Liganga. The line is being constructed by China Railway No 2 Engineering Group.

There are petrochemicals at Songo Songo and gas at Mnazi Bay that may also be exported via the new rail link. And there are plans, too, for a pipeline from Mtwara to Mbamba Bay.

It is the large-scale export of this coal and iron ore that will eventually see Mtwara, as a mineral-based port, reach the 28 million tonnes a year envisaged as part of the long-term expansion plans.



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TANGA TO GET NEW RAIL LINK TO LAKE VICTORIA

Tanga is the nation's second-largest port after Dar es Salaam and a natural gateway for cargo destined for northern Tanzania and points beyond.

There are plans for an upgraded and extended rail link between the seaport and Lake Victoria that will allow Tanga to fully exploit its role as a cargo gateway.

At present, Tanga is linked by a 1 metre gauge railway to Arusha via Moshi. But only the 99 km stretch of line from Tanga to Korogwe is in operation while the rest of the line is disused.

STANDARD GAUGE

Now there are plans to build a 668 km standard gauge line from Arusha to the Lake Victoria port of Musoma. There is also a proposal to construct two branches from this line, one to a phosphate mine at Minjingu and the other to a planned soda ash plant at Wosiwosi, near Lake Natron. Products from these two sites would be rail-hauled to the Port of Tanga to be loaded for export.

At the same time, the 435 km Tanga to Arusha line will be upgraded to standard gauge to make it compatible with the new Arusha to Musoma line. The new line will be just over 1,100 km long and is expected to cost about US\$ 3 billion.



For the time being, Tanga is a lighterage port with two shallow-water berths for lighters and coastal craft of less than 5.0 metres draft. Larger vessels anchor at the inner anchorage (with a maximum draft of 9.45 metres). Loading and discharging at stream is by ship's gear with cargo being transferred to and from the oceangoing vessel using barges and lighters supported by tugs. There is also a small tanker berth connected by submarine pipeline. In addition, the port has a ro-ro ramp for passenger vessels.

The port currently has an annual capacity of 700,000 tonnes, while the upgraded capacity is put at 1.21 million tonnes.

Quay No 2 has been in the process of rehabilitation, with new fendering and cathodic protection, and a new tarmac road has been constructed along Gate No 2.

Other facilities at Tanga include an oil terminal for white products at Raskazone, an LNG terminal, a medium-sized dockyard for minor vessel repairs and 65 acres of dedicated port land.

The port also has a state-of-the-art cargo scanner with a rate of 32 containers per hour and an integrated port security system for surveillance and monitoring.

UPGRADING OF LAKE PORTS UNDER WAY

The concept of intermodal transport is not new in Tanzania. Rail links were established long ago between the main seaports of Dar es Salaam and Mtwara and ferry ports on the principal lakes of Victoria, Tanganyika and Nyasa, thus providing a series of through routes to the landlinked neighbours.

Today, as the nation's rail network is being upgraded to carry modern levels of cargo traffic, there has been a focus on bringing the lake ports up to the required standard to handle modern levels of transit cargo.

LAKE VICTORIA

The Port of Mwanza is the largest and busiest of Tanzania's lake ports. It has long been a major rail-and-ferry transit point for cargo moving between Dar es Salaam and Port Bell in Uganda.



Mwanza is at the end of the Central Line from Dar es Salaam. It is the gateway for rail and lake ferry services through to Kenya and Uganda. The port's North and South terminals were originally built to provide a seamless link in the East African rail system, but the vast majority of this traffic is now moved by truck.

Mwanza North Port consists of a passenger terminal with an annual handling capacity of about 150,000 passengers and 20,000 tonnes of mainly personal effects. The North Pier has no shoreside cargo handling facilities, so loading and unloading of cargo is by ship's gear and stevedores.



Mwanza South Port takes the form of a cargo terminal with an annual handling capacity of about 500,000 tonnes. It handles transit and locally sourced traffic moving to and from Uganda.

Plans are in hand to modernise Mwanza South, along with other Tanzanian lake ports, and to acquire new cargo handling equipment. The Dutch firm Royal Haskoning DHV is the consultant for this work.

The project would involve dredging the port to restore its 6.0 metre deep access channel; rehabilitating a watercourse management system to minimise soil erosion and the



silting of the port; and creating or reviving areas for vehicles involved in ro-ro operations. Other projects envisaged over the long term include an additional quay, a new linkspan, a new oil berth, new open and coverage storage areas and improved parking for trucks.

LAKE TANGANYIKA

On Lake Tanganyika, the busiest port is Kigoma, which is linked by ferry to other lake ports in the Democratic Republic of Congo, Burundi and Zambia. A programme of upgrading and rehabilitation is under way at Kigoma, where construction of the Kagunga Jetty is now complete.

Kigoma is equipped to handle containers. The port handles mainly bagged cargo, which is loaded manually using labour to carry the bags from quay to ship. There is covered storage for up to 45,000 tonnes of cargo in the port area and next to the quay and 75,000 tonnes of open storage including space for vehicles.

LAKE NYASA

On Lake Nyasa, ferry services to Malawi have been operating from a temporary port at Kiwira, 5 km south of Itungi. There are plans to revitalise the existing quay and buildings at Itungi and to dredge the harbour.

Also on Lake Nyasa, the Port of Kyela continues to handle cargo, but the ferry terminal is not in use due to silting of the harbour. Two barges have been constructed at Kyela.



Mbamba Bay is set to become the main Tanzanian port on Lake Nyasa. It features prominently in the Southern Corridor development plan to link the Tanzanian seaport of Mtwara with Malawi and other hinterland states.

Other ports run by the TPA on Lake Nyasa are Matema, Lundu, Lumbili, Igunga, Lupingu, Njambe, Nkili, Ndumbi and Makonde. There are plans for most of these to become fully operational again.

PORT DETAILS



DAR ES SALAAM

ACCESS: The port is accessible via a 3.5 km entrance channel that can allow vessels of up to 234 metres LOA and 140 metres breadth with a depth of 10.5 metres at Chart Datum.

ANCHORAGE: Outer anchorage for all vessel types. Tankers must obtain prior permission from the harbour master.

BERTHS: The port has a total quay length of 2.6 km. There are 12 berths at the Main Quay, plus a single buoy mooring (SBM) and a dedicated berthing area for coastal vessels at the Lighterage Quay.

DEEPWATER BERTHS:

- Berths Nos 1 to 7 with depths from 8.7 to 10.5 metres for general cargo vessels.
- Berths Nos 8 to 11 with an average depth of 11.0 metres for container vessels.
- Kurasini Oil Jetty (1 and 2) with an average depth of 11.0 metres for refined liquid products.
- SBM with a depth of more than 14.0 metres for both white and crude liquid products.

COASTAL VESSEL BERTHS:

- Malindi Wharf for coastal passenger and cargo vessels. The passenger terminal is for domestic services between the islands of the Zanzibar archipelago, mainly Unguja.
- Dhow Wharf for dhows and schooners.
- The Lighterage berths have a total quay length of 588 metres.

BUNKERS: MGO and IFO supplied in-port via road tanker. Three working days' notice required for efficient delivery. Only fully tax-paid bunkers are supplied.

CONTROL: The port has a modern vessel traffic control tower with a radar system. It also uses electronic charts and identification systems to enhance data collection. A search and rescue centre is operated by the Surface and Marine Transport Regulatory Authority.

DIMENSIONS: Maximum size: breadth 38.0 metres, LOA 250 metres, draft 13.2 metres.

HANDLING EQUIPMENT:

FOR CONTAINERS: Includes panamax ship-to-shore gantry cranes, RTG cranes, rail mounted gantry crane, Gottwald mobile harbour crane, terminal tractors and trailers, fork-lift trucks and highway trucks and trailers.

FOR GENERAL CARGO: Includes portal cranes, fork-lift trucks, tractors and trailers, grabs, hoppers, bagging units, dump trucks, weighbridges and conveyor belts.

LOCATION: 6°50'4"S and 39°17'57"E.

MARINE CRAFT AND NAVAIDS:

Port is served by berthing tugs, pilot boats mooring boats, a surveillance and patrol boat, a water barge and floating cranes. Navigation aids include buoys, beacons, leading marks and a lighthouse.

PILOTAGE: Compulsory except for vessels owned by government and TPA,





ferries under 200 grt, vessels under 200 nrt, tugs, dredgers, barges and other specially exempted vessels.

RADIO: Signal station Channel 12.

STEVEDORING: TPA provides stevedoring for all geared vessels on a 24-hour basis. The shift performance on general cargo is 200 tonnes per gang per shift and 60 teu on containerised cargo per gang per shift.

TERMINALS:

GENERAL CARGO TERMINAL: Used for breakbulk. Total quay length of 1,478 metres with seven main quays, transit sheds with over 64,000 square metres of floor space and over 200,000 square metres of open storage.

CONTAINER TERMINAL: TICTS manages the container handling activities at berths Nos 8 to 11 with a total quay length of 540 metres. Support facilities include the Kurasini Inland Container Depot (2 km away) and the Ubungu Container Depot.

GRAIN TERMINAL: Fully automated grain handling facility with 30,000 tonnes of storage in concrete silos with fumigation, aeration and temperature control facilities. Grain can be discharged and bagged on quay at an average rate of over 2,000 tonnes in 24 hours or transferred to silos using dump trucks.

OIL TERMINAL: The port has two oil terminals: a single point mooring and the Kurasini Oil Jetty (KOJ). The SPM is an offshore tanker berth exclusively for crude and refined oil. It can accommodate tankers of up to 150,000 dwt and provides a fast discharge rate of 2,500 cubic metres per hour for crude. The SPM is connected to refineries in Dar es Salaam and Ndola (Zambia) via floating hoses and submarine pipes. The KOJ is used for refined oil products. It can receive tankers of 45,000 dwt. Pumping capacity is 750 tonnes per hour.

STORAGE:

- Sheds for cargo storage.
- Silo storage for 30,000 tonnes of grain.
- Storage yards for containers, motor vehicles and general cargo.

TIDES: Maximum tidal variation is about 3.25 metres.

TOWAGE: Six berthing tugs of up to 60 tonnes bollard pull and 16 smaller tugs for towing lighters.

WATER: Port's fresh water supply is not guaranteed. Delivery by truck from outside the port is more reliable.

TANGA

ACCESS CHANNEL: Access from the ocean is via a 6 km deepwater natural channel that follows the course of a river to the port. The channel has not been dredged for some time although there are plans to do so. Deepsea ships and coasters must anchor in the river channel.

ANCHORAGE: Safe anchorage for seven oceangoing vessels of up to 21.3 metres length and drafts from 6.4 to 9.45 metres. Three anchorages in outer harbour ranging in depth from 9.45 metres to 13.72 metres.

BERTHS: The port has an unused multipurpose jetty, 12 anchorage berths and a lighterage quay of 3.8 metres draft for local craft. Maximum draft alongside is 11.0 metres. The 12 anchorage berths range from 5.0 to 12.5 metres draft. Tanker berth with a maximum draft of 4.1 metres and a submarine pipeline to discharge fuel oil.

BUNKERS: Supplied by Shell Oil Tanzania. Fuel oil not available.





CARGO HANDLING: Equipment includes two harbour mobile cranes of 63 tonnes; two reach stackers of 40 tonnes; one empty container handler of 12 tonnes; four terminal tractors; 27 terminal trailers; seven standard fork-lift trucks of up to 5 tonnes; two fork-lifts with bale clamps; two grabs and two hoppers for bulk cargo.

DIMENSIONS: Ships work at stream anchorage using own gear. Maximum LOA 220 metres and draft 12.0 metres. No size restrictions in terms of breadth.

LOCATION: 5°3'56"S and 39°6'18"E.

MARINE CRAFT: The port has two tugs, three cargo barges of 3,500 tonnes, a mooring boat, a labour launch, a cargo lighter of 600 tonnes and five pontoons for cargo transfer.

PILOTAGE: Compulsory for all deepsea vessels and permitted in daylight hours. Communication via VHF Channels 16, 11 and 12. The latter two channels are used for stevedoring. Charts in use area BA 866.669 3310 and Admiralty Pilot NP3.

STEVEDORING: Port provides stevedoring for all geared vessels on a 24-hour basis. Shift performance on general cargo is 200 tonnes per gang per shift and 60 teu on containerised cargo per gang per shift.

STORAGE: Three sheds with 13,800 square metres of covered storage for weather-sensitive cargo. Paved yard of

16,430 square metres for containers and other cargo. Unpaved area of 5,200 square metres for general cargo.

TIDES: Mean tide is 3.35 metres (11.0 ft). No tidal restrictions.

WATER: Available.

MTWARA

ACCESS: Entrance channel is 20 metres and 250 metres wide, allowing ships of 175 metres LOA to enter. Inner anchorage depth is 20 metres and can accommodate up to four vessels at once.

ANCHORAGE: There is sheltered anchorage in the inner bay (basin) with good holding ground of 20 metres. Basin can accommodate six vessels of 175 metres LOA.

BERTHS: Quay with a length of 385 metres and a draft of 9.85 metres. There is a maximum permissible draft of 12.0 metres alongside the jetty.

BUNKERS: Supplies available.

CARGO HANDLING: Equipment includes a 100 tonne capacity mobile harbour crane, two reach stackers of



45 tonnes, a front loader of 42 tonnes, two mobile cranes of 50 tonnes and 25 tonnes, three empty container handlers, eight fork-lift trucks of 16 tonnes, 5 tonnes and 3 tonnes, six terminal tractors, two hoppers and four grabs.

CUSTOMS: Pre-inspection services are provided by SGS. In order to speed up documentation, the customs department works seven days a week from 07.00 to 18.00 hours and will also work at night if a request is made by 12.00 noon on the same day.

LOCATION: 10°16'4"S and 40°11'53"E.

MARINE CRAFT: The port has one tug and one mooring boat available.

PILOTAGE: Compulsory for all deepsea vessels and permitted in daylight hours. Communication is through VHF Channels 16 and 12.

STORAGE: Transit shed and back of port shed with total closed storage capacity of 12,500 tons. There is yard capacity for 3,500 teu stacked five high.

TIDES: No tidal restrictions for vessels entering and leaving the port.

DIRECTORY

USEFUL ADDRESSES

Tanzania Ports Authority
 Head Office
 TPA Tower – One Stop Centre
 Edward Sokoine Drive
 PO Box 9184, Dar es Salaam
 Tel: +255 (22) 110401-5
 Toll Free: 0800 110032 & 0800 110047
 Email: dg@ports.go.tz
 Web: www.ports.go.tz

Central Corridor Transit Transport Facilitation Agency (TTFA)
 PO Box 2372, Dar es Salaam
 Tel: +255 22 2127 149
 Email: ttfa@centralcorridor-ttfa.org

Surface & Marine Transport Regulatory Authority (SUMATRA)
 PO Box 3093, Dar es Salaam
 Tel: +255 22 2129 325

Tanzania Revenue Authority
 Edward Sokoine Drive
 PO Box 11491, Dar es Salaam
 Tel: +255 (22) 2119343
 Email: services@tra.go.tz

Tanzania Shipping Agency Corporation
 Kurasini Road, Dar es Salaam
 Tel: +255 (22) 2850673

Lusaka Zambia
 Tanzania Ports Authority
 Tanzania/Ujamaa House, 5200 UN Avenue
 PO Box 31219, Lusaka, Zambia
 Tel: +260 976 695 144
 Fax: +260 976 695 144
 Email: abedgallus@yahoo.com

Kigali Rwanda
 Tanzania Ports Authority
 KNU Avio M-Peace Plaza, Plot No 10601
 Nyarugenze Street, Kigali, Rwanda
 Tel: +250 786 323 020
 Fax: +250 786 323 020
 Email: mpyax@yahoo.com

Lubumbashi DRC
 Tanzania Ports Authority
 828 Sandoa/Lubumbashi Avenue
 Lubumbashi, DRC
 Tel: +243 813 494 012
 Tel: +243 844 168 534
 Email: tpadrc@ports.go.tz

Bujumbura Burundi
 Tanzania Ports Authority
 Tanzania Embassy
 No 51 Avenue du Large, Kinindo
 PO Box 855, Bujumbura, Burundi
 Tel: +257 75 420 035
 Fax: +257 22 248 636
 Email: emmanuelalfred58@gmail.com

Kampala Uganda
 TERP Group
 37/41 Port Bell, Luzira
 PO Box 12339, Kampala, Uganda
 Tel: +256 414 220702
 Email: info@terpgroup.com

AIRLINES

Air Tanzania
 PO Box 543, Dar es Salaam
 Tel: +255 22 211 7500
 Email: info@airtanzania.com

Fastjet
 PO Box 38639, Dar es Salaam
 Tel: +255 784 108900
 Email: sales.tanzania@fastjet.com

Precision Air
 1st floor, Diamond Plaza
 Plot no 162/38
 Mirambo Street/Samora Ave
 Dar es Salaam
 Tel: +255 22 219 1000
 Email: pwreservations@precisiontz.com

ASSOCIATIONS

Container Freight Stations – Inland Container Depots Dry Ports Association of Tanzania (CIDAT)
 PO Box 2517, Dar es Salaam
 Tel: +255 222 866 323
 Email: ashokhan@yahoo.com

Tanzania Freight Forwarders' Association
 PO Box 7900, Dar es Salaam
 Tel: +255 22 213 7237
 Email: info@taffa.or.tz

Tanzania Shipping Agents Association
 PO Box 12070, Dar es Salaam
 Tel: +255 74 1324 573

Tanzania Trucks Owners' Association (TATO)
 PO Box 4082, Dar es Salaam
 Tel: +255 22 286 3041
 Email: info@tatoa.co.tz

BANKS

Bank of Tanzania
2 Mirambo Street, 11884
PO Box 2939, Dar es Salaam

NMB Bank
Head Office
Ohio Street / Ali Hassan Mwinyi Road
PO Box 9213, Dar es Salaam
Tel: +255 (22) 2322000

TIB Development Bank
Building No 3, Mlimani City Office Park
Sam Nujoma Road
PO Box 9373, Dar es Salaam
Tel: +255 (22) 2411101-9
Fax: +255 (22) 2411095
Email: md@tib.co.tz

CRDB Bank
PO Box 268, Dar es Salaam
Tel: +255 (22) 2197700
Email: info@crdbbank.com

Citigroup Bank (T) Ltd
PO Box 71625, Dar es Salaam
Tel: +255 22 221 1226

Barclays Bank
PO Box 5137, Dar es Salaam
Tel: +255 774 700 703
Email: feedback.tz@barclays.com

BUNKER SUPPLIERS

Petrofuel (T) Ltd
PO Box 14525, Dar es Salaam
Tel: +255 22 286 6011
Email: info@petrofuel.net

CARGO HANDLING

Superdoll Trailer Manufacture Co Ltd
PO Box 16541, Dar es Salaam
Tel: +255 22 2860 930
Email: sales@superdoll-tz.com

CLEARING AND FORWARDING

BNM Freight Forwarders Co Ltd
PO Box 8812
Dar es Salaam
Tel: +255 22 212 8567
Tel: +255 787 773 777
Email: info@bnmfreight.com
Web: www.bnmfreight.com

Cargo Stars Ltd
PO Box 10000, Dar es Salaam
Tel: +255 22 211 5064
Email: info@cargo-stars.com

Cusna Investment Ltd
PO Box 63138
Dar es Salaam
Tel: +255 222 181 420
Email: info@cusna.co.tz
Web: www.cusna.co.tz

ETG Logistics
Tel: +255 22 212 4474-75
Tel: +255 684 892 409
Email: info.logistics@etgworld.com

Freight Forwarders Tanzania
PO Box 79658, Dar es Salaam
Tel: +255 213 9892
Email: general@ffwdt.com

Jambo Freight Ltd
PO Box 70355, Dar es Salaam
Tel: +255 22 286 3790
Email: info@jambofreight.com

JSB Envidep Ltd
PO Box 32312, Dar es Salaam
Tel: +255 22 245 2137

Mcjuro Investments Ltd
PO Box 33790, Dar es Salaam
Tel: +255 784 780 071
Email: info@mcjuro.co.tz

Ralucot Tanzania Ltd
PO Box 246, Dar es Salaam
Tel: +255 22 211 8796
Email: info@ralucot.co.tz

Sea Air Forwarders (T) Ltd
PO Box 6150, Dar es Salaam
Tel: +255 22 2121 261
Email: info@safitz.com

Sodetra (SPRL) LTD
PO Box 71784, Dar es Salaam
Tel: +255 22 211 3598
Email: sodetra-dsm@sodetra.com

United Youth Shipping Co Ltd
PO Box 372, Dar es Salaam
Tanzania
Tel: +255 22 2134 359
Tel: +255 754780151
Email: info@uyscl.com

CONSTRUCTION & ENGINEERING

Chex Engineering Ltd
PO Box 33112, Dar es Salaam
Tel: +255 22 277 3950

Comfix & Engineering Ltd
PO Box 311211, Dar es Salaam
Tel: +255 22 239 4678
Email: info@comfix-engineering.com

Del Monte (T) Ltd
PO Box 8877, Dar es Salaam
Tel: +255 22 220 3191
Email: info@delmonte.co.tz

Estim Construction
PO Box 19716, Dar es Salaam
Tel: +255 22 277 4253
Email: info@estimconstruction.com

Gemen Engineering Company Ltd
PO Box 562, Mwanza
Tel: +255 28 255 0714
Email: info@gemenengineering.com

K & M Archplans (T) LTD
PO Box 32625, Dar es Salaam
Tel: +255 22 266 7915

Jandu Construction & Plumbers Ltd
PO Box 7541, Dar es Salaam
Tel: +255 27 250 3468
Email: jandu@cybernet.co.tz

Royal Haskoning DHV
PO Box 1132
3800 BC Amerfoort
The Netherlands
Tel: +3188 348 2000

Saxon Building Contractors Ltd
PO Box 22347, Dar es Salaam
Tel: +255 22 211 2191

Skol Building Contractor Ltd
PO Box 7963, Dar es Salaam
Tel: +255 22 277 4064
Email: info@skol.co.tz

CONTAINER FREIGHT STATIONS

African Inland Container Depot (AFICD)
Lake Group, PO Box 5055, Dar es Salaam
Tel: +255 22 2861 949
Email: admin@lakeoilgroup.com

Al-Hushoom ICD
PO Box 20831, Dar es Salaam
Tel: +255 22 211 0091/4
Email: info@alhushoom-icd.com

AMI Tanzania Ltd ICD
Bollore Africa
PO Box 9041, Dar es Salaam
Tel: +255 22 240 1016
Email: ami.tanzania@bollore.com

Azam ICD
Bakhresa Group
PO Box 2517
Dar es Salaam
Tel: +255 22 286 6311
Email: info@bakhresa.com
Web: www.bakhresa.com

Chikasa CFS
PO Box 25234, Dar es Salaam

East Coast Liquid Storage Ltd
PO Box 20660, Dar es Salaam

Farion Trading Ltd
PO Box 22786, Dar es Salaam

Hesu Investment Ltd
PO Box 2465, Dar es Salaam
Tel: +255 788 449010
Email: info@hesu.co.tz

Impala Terminals Africa
Sandton, Johannesburg
2196 South Africa
Web: www.impalaterminals.com

Mas Holding and Container Depot Ltd
PO Box 8593, Dar es Salaam
Email: info@masholdingstz.com

PMM Estates Ltd ICD
PO Box 33790, Dar es Salaam
Tel: +255 784 780071
Email: info@pmmicd.com

TICTS
PO Box 71442
Dar es Salaam
Tel: +255 22 213 4056 / 7 / 8
Email: ticts@ticts.com
Web: www.ticts.net

Trans African Logistic Ltd CFS
PO Box 75238, Dar es Salaam

ENERGY

Camel Oil (T) Ltd
Amsons Group
PO Box 22786, Dar es Salaam
Email: info@amsonsgroup.net

Lake Oil Group
PO Box 5055, Dar es Salaam
Tel: +255 222 861 949
Email: admin@lakeoilgroup.com

Oryx Oil Ltd
PO Box 9540, Dar es Salaam
Tel: +255 22 551 4000
Email: oryx.tanzania@oryxenergies.com

Pan African Energy Tanzania Ltd
PO Box 80139, Dar es Salaam
Tel: +255 22 2138 737

Puma Energy Tanzania Ltd
PO Box 9043, Dar es Salaam
Tel: +255 22 211 1269
Email: tanzania@pumaenergy.com

HAULAGE

Mainline Carriers Ltd
PO Box 42804, Dar es Salaam
Tel: +255 732 992 463
Email: general@mainlinecarriers.co.tz

MCCL Ltd
PO Box 21157, Dar es Salaam
Tel: +255 222 851 845
Email: mtmccdar@mccl.co.tz

Tanzania Road Haulage (TRH) Ltd
PO Box 21493, Dar es Salaam
Tel: +255 22 285 0625
Email: mfo@trhtz.com

INDUSTRIAL BRAKE SYSTEMS

SIBRE Siegerland Bremsen
35708 Haiger-Rodenbach
Germany
Tel: +49 2773 94 00-0
Fax: +49 2773 94 00-10
Email: info@sibre.de
Web: www.sibre.de

INSPECTION SERVICES

SGS Tanzania Superintendence
PO Box 2249
Dar es Salaam

INSURANCE

ASTRA Insurance Co Ltd
PO Box 75178, Dar es Salaam
Tel: +255 22 212 1091

LOGISTICS

Alpha Logistics (T) Ltd
PO Box 8316, Dar es Salaam
Tel: +255 22 212 8828
Email: info@alphatz.com

Bollore Logistics
PO Box 1683, Dar es Salaam
Tel: +255 22 240 1016
Email: bollore.tanzania@bollore.com

Bravo Logistics
PO Box 38387, Dar es Salaam
Tel: +255 22 285 0579
Email: info@bravo.co.tz

DSM Corridor Group Ltd
PO Box 50163
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Web: www.dsmcorridor.com

ETG Logistics
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Tel: +255 684 892 409
Email: info.logistics@etgworld.com

Jefag Logistics
PO Box 70329, Dar es Salaam
Tel: +255 22 285 0703
Email: info@jefag.com

Next Couriers & Logistics Ltd
PO Box 10719
Dar es Salaam
Tel: +255 22 286 3017
Tel: +255 789 088 288
Tel: +255 0782 288 288
Tel: +255 629 288 288
Tel: +255 628 288 288
Email: marketing@nextcouriers.net
Web: www.nextcouriers.net

Ralucot Tanzania Limited
PO Box 246, Dar es Salaam
Tel: +255 22 211 8796
Email: info@ralucot.co.tz

Raphael Logistics (T) Ltd
PO Box 62353, Dar es Salaam
Tel: +255 22 245 1526
Email: info@raphaellogistics.com

Simba Logistics Ltd
PO Box 19681, Dar es Salaam
Tel: +255 752 696 344
Email: info@simba-logistics.com

Spedag Interfreight Tanzania Ltd
Dar es Salaam
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Web: www.spedaginterfreight.com

Supply Base Solutions
PO Box 11407, Dar es Salaam
Tel: +255 22 266 6692

Teddy Junior
PO Box 1360, Dar es Salaam
Tel: +255 22 213 5990
Email: zim@teddyjnr.com

MARINE EQUIPMENT

Port Marine Solutions Ltd
PO Box 20966
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Email: info@portmarinesolutions.com
Web: www.portmarinesolutions.com

MISCELLANEOUS

Kearsleys Travel & Tours
PO Box 801, Dar es Salaam
+252 22 213 7713
Email: info@kearsleys.com

Pillars Intertrade Ltd
PO Box 72706, Dar es Salaam
Tel: +255 784 253 636

SEC Company Ltd
PO Box 8454, Dar es Salaam
Tel: +255 22 2112002

Usangu Logistics (T) Ltd
PO Box 79421, Dar es Salaam
Tel: +255 22 217 0051
Email: info@usangu.co.tz

PROJECT LOGISTICS

Cusna Investment Ltd
PO Box 63138
Dar es Salaam
Tel: +255 222 181 420
Fax: +255 222 180 181
Email: info@cusna.co.tz
Web: www.cusna.co.tz

SAFETY

Industrial Safety and General Mercantile (ISGM) Ltd
PO Box 7468, Dar es Salaam
Tel: +255 22 2118922/3
Email: info@isgmtz.com

SECURITY & TECHNOLOGY

Business Connexion (T) Ltd
PO BOX 76384, Dar es Salaam
Tel: +255 22 278 0606

Central Electricals International Ltd
PO Box 5968, Dar es Salaam
Tel: +255 22 266 7545

Kotes (T) Ltd
PO Box 7211, Dar es Salaam
Tel: +255 222 136 884
Email: info@kotes.co.tz

Pharoos Group
Catershoflaan 77,2170
Merksem, Belgium

SCI Ltd
PO Box 80015, Dar es Salaam
Tel: +255 22 219 8600
Email: sales@scitiz.com

Systems 2000
PO Box 372, Dar es Salaam
Tel: +255 22 2136642
Email: info@systems2000.net

WIA Company Ltd
PO Box 5117, Dar es Salaam
Tel: +255 222 923 206/7
Email: info@wiagroup.co.tz

SHIPREPAIR

Songoro Marine Transport Ltd
PO Box 473, Mwanza
Tel: +255 713 233 607
Email: smtbyard@yahoo.com

SHIPPING AGENTS

African Shipping
PO Box 79130, Dar es Salaam
Tel: +255 22 212 6740/42
Email: info@asltanzania.com

Diamond Shipping Ltd
PO Box 75970, Dar es Salaam
Tel: +255 22 212 0160
Email: info@dssdar.com

East Africa Commercial & Shipping Co Ltd
PO Box 80202, Dar es Salaam
Tel: +255 22 2127170
Email: General.EACS@bollore.com

Emirates Shipping Agencies
PO Box 79130, Dar es Salaam

Forebridge Tanzania Ltd
PO Box 72338, Dar es Salaam
Tel: +255 28 254 1051

Nyota Tanzania
PO Box 77264, Dar es Salaam
Tel: +255 22 286 5871

PIL (Tanzania) Ltd
PO Box 77940
Dar es Salaam
Tel: +255 22 211 9116
Email: sales@piltanzania.co.tz
Web: www.pilship.com

Rais Shipping Services
PO Box 79869, Dar es Salaam
Tel: +255 22 2136860/61
Email: neel.c@rsstz.com

Seaforth General Agencies
PO Box 9313, Dar es Salaam
Tel: +255 22 213 9109
Email: info@seaforthtz.com

Sharaf Shipping
Delta House, PO Box 75924
Dar es Salaam
Tel: +255 22 212 2290
Email: info@ssatanzania.com

Sturrock Shipping Co Ltd
PO Box 3746, Dar es Salaam
Tel: +255 22 215 1760/02
Email: sgm.dar@sturrockgrindrod.com

Tanzania Shipping Agency
WEC Lines
PO Box 372, Dar es Salaam
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Email: gmts@ttsal.co.tz

SHIPPING LINES

Ignazio Messina & Co (T) Ltd
PO Box 3317, Dar es Salaam
Tel: +255 22 213 4801
Email: daressalaam@messineline-tz.com

Mediterranean Shipping Co
PO Box 63069, Dar es Salaam
Tel: +255 655 444 662
Email: info.tzdar@msctzdar.com

TELECOMMUNICATIONS

Airtel Tanzania
Airtel House, Ali Hassan Mwinyi/Kawawa Road
PO Box 9623, Dar es Salaam
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Tanzania Telecommunications Corporation
Extelcoms House, Samora Avenue
PO Box 9070, Dar es Salaam
Tel: +255 (22) 2142000
Fax: +255 (22) 2142045
Email: info@ttcl.co.tz

Vodacom Tanzania
15th Floor, Vodacom Tower
Ursino Estate Plot 23
Old Baganmoyo Road
PO Box 2369, Dar es Salaam
Tel: +255 (22) 754 705000

TOUR OPERATOR

Sun Tours and Travel
PO Box 484
Zanzibar
Tel/Fax: +255 242 239 695
Email: info@suntourszanz.com
Web: www.suntourszanz.com

VEHICLE PROVIDERS

City Motors Tanzania Ltd
PO Box 71774, Dar es Salaam
Tel: +255 22 211 5338

Incar Tanzania Ltd
PO Box 20479, Dar es Salaam
Tel: +255 714 042 566

Noble Motors Ltd
PO Box 20066, Dar es Salaam
Tel: +255 765 923 535
Email: noblemotors@cats-net.com

Toyota Tanzania Ltd
PO Box 9060, Dar es Salaam
Tel: +255 22 2866353/8
Email: sales@toyotatz.com

DSM Corridor Group is the first cargo handling company in Tanzania Certified for Quality Standard ISO 9001:2015 and Environmental Standard ISO 14001: 2015.

Being a world leader in pursuing the New Occupational Health and Safety Standard ISO 45001:2018.

"Leave it in our capable hands"



DSM Corridor Group Ltd, Bandari Road, 1st floor
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www.dsmcorridor.com.



**FOR ALL YOUR PROJECTS:
ONE PARTNER**
BNM FREIGHT FORWARDERS

CLEARING AND FORWARDING

Transportation to and from all of East Africa, BNM Freight Forwarders is with you at every step. LCL, FCL and loose cargo, there is nothing that we cannot do.

TRANSPORTATION

With our fleet of 100 trucks, together with excellent drivers, we offer tailor-made road haulage solutions for FCL, LCL, abnormal loads and fuel transportation. We care for what we carry.

WAREHOUSING AND PACKAGING

We provide warehouse storage for all types of cargo. Our experienced team of specialists will make your goods fit for transport by sea, air, road or rail.

CONTACT US:

Tanzania Office

Plot No 2/3/4, Keko Mwanga, Industrial Area
(Old Coca-Cola Factory) off Nyerere Road
PO Box 8812 / Dar es Salaam

Email: info@bnmfreight.com /
ali.kreik@bnmfreight.com

Tel: +255 22 212 8567 / +255 787 773 777

Zambia & DRC Office

Email: info@bnmfreight.com



WWW.BNMFREIGHT.COM



PROVIDING AFRICA WITH **WORLD-CLASS** LOGISTIC SOLUTIONS



AZAM ICD is strategically located in the Chang'ombe area of Dar es Salaam, Tanzania, approximately six kilometres from the port. It is one of the most preferred centres for importers and exporters through Dar es Salaam port.

AZAM ICD is built over an area of more than 30,000 square metres and can store 1,600 TEUs. Within this facility, there is a customs office, port office and a bank to facilitate quicker processing and clearance of cargo.

AZAM ICD provides cost effective and efficient services to its customers in the region including receipt of import containers under custom bond from the port, offering storage facilities for containerised cargo, as well as LCL shipments. Two covered and secured warehouses are there to receive and store loose cargo.

AZAM ICD is equipped with state-of-the-art handling equipment for processing containers and has advanced IT systems for the location and handling of containers, plus processing and clearance of consignments. An efficient security system including surveillance cameras at entry and exit locations is in place for the safety and security of cargo.

AZAM ICD 003

PO Box 2517, Dar Es Salaam, Tanzania.

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www.bakhresa.com



BAKHRESA GROUP



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