



TANZANIA PORTS  
AUTHORITY

# TARIFF BOOK

## SEA PORTS

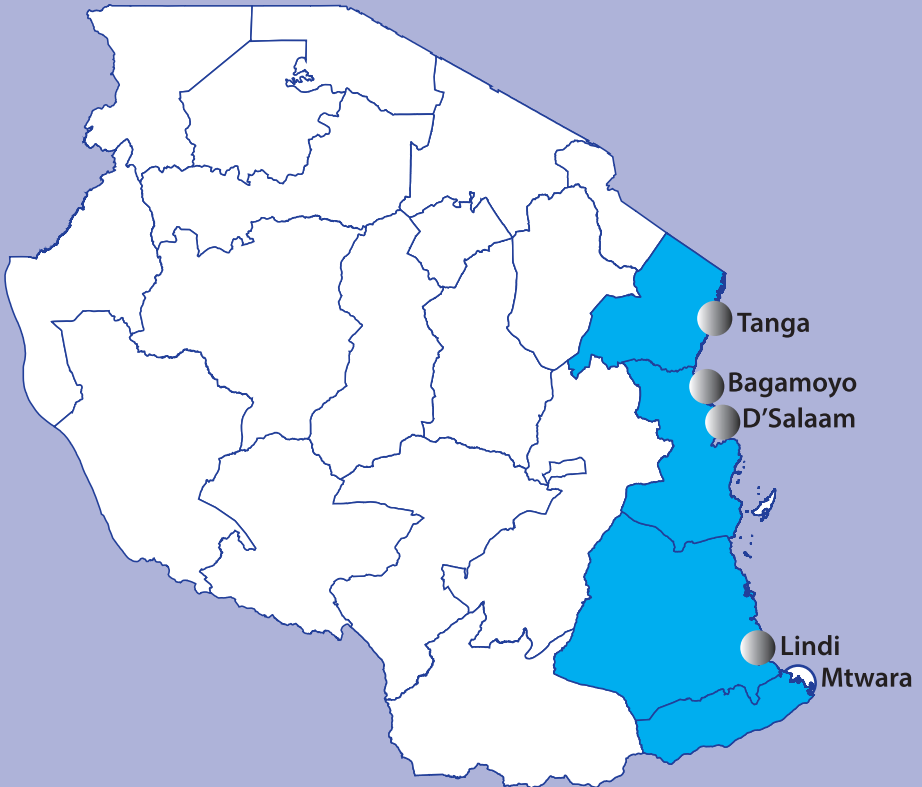
November 2023

**TPA PORTS:**  
*Your Gateway to  
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# Location of the SEA PORTS



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**TANZANIA PORTS AUTHORITY**

# **TARIFF BOOK SEA PORTS**

**November 2023**





**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

PREAMBLE .....	iii
LIST OF ABBREVIATIONS .....	iv
PART I: APPLICATION AND INTERPRETATIONS .....	1
PART II: APPLICABLE PRINCIPLES .....	5
PART III: FEES, DUES AND CHARGES .....	13
CLAUSE 1: PILOTAGE DUES .....	13
CLAUSE 2: PORT DUES .....	15
CLAUSE 3: NAVIGATIONAL DUES .....	17
CLAUSE 4: DOCKAGE AND BUOYAGE .....	18
CLAUSE 5: TUG SERVICES .....	19
CLAUSE 6: HIRE OF LIGHTERS AND PONTOONS .....	21
CLAUSE 7: MOORING AND UNMOORING SERVICES .....	23
CLAUSE 8: SUPPLY OF FRESH WATER TO VESSELS .....	24
CLAUSE 9: GARBAGE DISPOSAL .....	25
CLAUSE 10: HIRE OF TELEPHONE ( <i>Disapplied</i> ) .....	
CLAUSE 11: HIRE OF STAFF AND LABOUR .....	26
CLAUSE 12: HIRE OF EQUIPMENT .....	28
CLAUSE 13: PORT LABOUR KEPT OR REMAINING IDLE .....	33
CLAUSE 14: STEVEDORING .....	34
CLAUSE 15: MOVEMENT OF CARGO IN OR FROM A VESSEL .....	38
CLAUSE 16: LAID-UP-SHIPS .....	39
CLAUSE 17: SLIPPING AND UNSLIPPING OF VESSELS HIRE OF SLIPWAYS .....	40
CLAUSE 18: OTHER CHARGES AND FEES .....	41
CLAUSE 19: HIRE OF ROW BOATS, BOATS, PORTRAGES AND BUMBOATMEN'S LICENCES .....	43
CLAUSE 20: BAGGAGE ATTENDANTS' CHARGES .....	46
CLAUSE 21: PASSENGER AND LUGGAGE SERVICES LINDI (Coastwise traffic) .....	47
CLAUSE 22: PRIVATE MOORING BUOYS .....	48

<b>CLAUSE 23: AMENDING OR CANCELLING OF ORDERS OR INVOICES .....</b>	<b>49</b>
<b>CLAUSE 24: SHIPS' STORES .....</b>	<b>50</b>
<b>CLAUSE 25: MILITARY BAGGAGE .....</b>	<b>51</b>
<b>CLAUSE 26: CHARTS .....</b>	<b>52</b>
<b>CLAUSE 27: WHARFAGE .....</b>	<b>53</b>
<b>CLAUSE 28: WAYLEAVE DUES .....</b>	<b>54</b>
<b>CLAUSE 29: SHOREHANDLING .....</b>	<b>57</b>
<b>CLAUSE 30: HEAVY LIFTS .....</b>	<b>61</b>
<b>CLAUSE 31: REMOVAL CHARGES .....</b>	<b>62</b>
<b>CLAUSE 32: STORAGE .....</b>	<b>63</b>
<b>CLAUSE 33: COASTWISE CARGO .....</b>	<b>67</b>
<b>CLAUSE 34: IMPORT AND EXPORT OF LIVESTOCK .....</b>	<b>69</b>
<b>CLAUSE 35: SPECIAL RATES .....</b>	<b>70</b>
<b>CLAUSE 36: CONTAINER HANDLING RATES DAR ES SALAAM CONTAINER TERMINAL (DCT) BERTHS 5-7 .....</b>	<b>74</b>
<b>CLAUSE 37: CONTAINER HANDLING RATES BERTHS 0-4 .....</b>	<b>75</b>
<b>CLAUSE 38: ROLL ON-ROLL-OFF OPERATIONS .....</b>	<b>76</b>
<b>CLAUSE 39: OTHER CONTAINER SERVICE CHARGES .....</b>	<b>77</b>
<b>CLAUSE 40: HANDLING CHARGES FOR BULK OILS .....</b>	<b>79</b>
<b>CLAUSE 41: THE GRAIN TERMINAL SERVICES .....</b>	<b>80</b>
<b>CLAUSE 42: SPECIAL RATE FOR INLAND CLEARANCE DEPOTS OR DRY PORTS (ICDs) .....</b>	<b>82</b>
<b>PART IV:</b>	
<b>CLAUSE: 43: MISCELLANEOUS PROVISIONS AND CHARGES.....</b>	<b>88</b>
<b>1. Miscellaneous services .....</b>	<b>88</b>
<b>2. Charges or Dues not expressly provided for .....</b>	<b>93</b>
<b>3. Contracts .....</b>	<b>93</b>
<b>4. Power of Authority to impose Surcharges and adjust charges ....</b>	<b>93</b>
<b>PART V: Review, Amendment or Repel of the Tariff Books .....</b>	<b>94</b>

## **PREAMBLE**

“This Tariffs Book has been prepared pursuant to Section 71(1)(a) of the Ports Act Cap. 166. This Tariffs Book shall come into effect on the date of its publication in the Government Gazette.

The Tariffs Book contains charges payable for services rendered by Tanzania Ports Authority and other operators to port users.

All charges prescribed in this Tariffs Book are denominated in the United States Dollars save that the Authority may allow payment to be effected in Tanzanian Shillings at the exchange rate as may be determined by the Authority.

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

## **DIRECTOR GENERAL**

## LIST OF ABBREVIATIONS

<b>C.I.F</b>	Cost Insurance and Freight
<b>DPR</b>	Detective Package Report
<b>DWT</b>	Deadweight Tonne
<b>e. a. o. h. p</b>	Except as Otherwise herein Provided
<b>FCL</b>	Full Container Load
<b>G. R. T.</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 Organisation
<b>KOJ</b>	Kurasini Oil Jetty
<b>LCL</b>	Less Container Load
<b>LOA</b>	Length Overall
<b>MV</b>	Motor Vessels
<b>n. o. e</b>	Not Otherwise Enumerated
<b>SBM</b>	Single Buoy Mooring
<b>SV</b>	Sailing Vessels
<b>TEU</b>	Twenty Equivalent Units
<b>TL</b>	Telescopic Ladder
<b>USD</b>	United States of America Dollar(s)
<b>VGM</b>	Verification Gross Mass

# PART — I

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## APPLICATION AND INTERPRETATIONS

### 1. APPLICATION

This Tariffs Book shall apply to all sea ports set out in Part I of the Second Schedule to the Ports Act Cap. 166

### 2. INTERPRETATION

In this Tariffs Book unless the context otherwise requires:

- i. **“ACT”** means the Ports Act, Cap. 166
- ii. **“AUTHORITY”** means the Tanzania the Ports Authority (TPA)
- iii. **“APPOINTED PLACES”** means any place officially designated by the Authority as a place for the loading or discharge of goods.
- iv. **“CHANGE OF STATUS”** means amendment of the original status of the container/ any other cargo declared in the manifest to a new status.
- v. **“CHARGES”** means all sums received or receivable, charged or chargeable for, or in respect of, any ship or harbour or the handling or warehousing; of goods by the Authority or for, or in respect of, any other service performed or facilities provided by the Authority.
- vi. **“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.
- vii. **“DEADWEIGHT (DWT) TONNE”** means 1,000 kilograms.
- viii. **“DESTUFFING/STRIPPING”** means unloading of cargo from a container.
- ix. **“DIFFICULT CARGO”** means special cargo that requires extra and specialized handling efforts, extra care and environment.
- x. **“DIRECT DELIVERY”** means the cargo is directly discharged from ship onto the consignee’s truck/wagon for exit without involvement of any port storage facility.
- xi. **“DIRECT LOADING”** means the cargo is directly loaded onto the ship from the consignee’s truck/wagon ex town without involvement of any port storage facility.
- xii. **“DIRECTOR GENERAL”** means the Director General appointed

- under section 34 of the Port Act Cap. 166.
- xiii. **“DOMESTIC”** The word “domestic” in relation to cargo shall be construed as referring to goods produced, permanently entered or manufactured within Tanzania.
  - xiv. **“DRY PORT”** It is an inland intermodal terminal directly connected by road or rail to a seaport, operating as a center for the transshipment of sea cargo to inland destinations and vice versa.
  - xv. **“LARGE ANIMALS”** include all big game animals not otherwise enumerated, oxen, bulls, cows, horses, camels, mules, donkeys, foals, ponies, crocodiles, pythons, ostriches, and large birds not otherwise enumerated, and any other animals, reptiles or birds adjudged by the Authority as falling in this category.
  - xvi. **“MINISTER”** means the Minister for the time being responsible for matters related to Ports.
  - xvii. **“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).
  - xviii. **“PORT LIMITS”** means the area within the limits of any port as may be defined by an Order made under Section 14 of the Act. These areas include:
    - a. **BAGAMOYO:** The Port of Bagamoyo includes all the waters enclosed by an imaginary line drawn from Ras Nunge to the western extremity of Mbwakuni island along its south shore at its eastern extremity and from thence to Ras Mbegani and the shore at high water mark in ordinary spring tides between these points.
    - b. **DAR ES SALAAM:** The Port of Dar Es Salaam includes all tidal waters enclosed by a boundary which commencing at high water mark at a point South East of Ras Koronjo (a point approximately 6 nautical miles East of the City of Dar Es Salaam) follows a straight line due North to the West tip of Outer Sinda Island, thence a straight line to Makutumbe Lighthouse, a straight line drawn 254° to the high water mark at a point on the mainland South of the entrance to Peremji Piver, thence following the water around Msasani Bay, Dar Es Salaam Inner Port to the first point due South of Outer Sinda Island. The Inner port shall mean all waters inside a straight line joining East and West Ferry points.
    - c. **KILWA KIVINJE:** The port of Kilwa Kivinje includes all the



water enclosed by an imaginary line drawn from Ras Miramba 90° to the meridian of 39° 30'E from thence northward parallel of Lat. 80°40'S, thence 270° to the mainland and the shore at high water at ordinary spring tide between these points.

- d. **KWALE:** The Port of Kwale includes all the water within three nautical miles of the coast of the island of Kwale measured from low water mark.
- e. **LINDI:** The Port of Lindi includes all the water enclosed by an imaginary line from Ras Mongo to Ras Nongerungo, and the shore at high water marks between these points. The inner port shall mean all the waters enclosed by a line from Ras Rungi to Red Cliff.
- f. **MTWARA AND MIKINDANI:** The Ports of Mtwara and Mikindani include all the waters south of a line drawn 270° from the Northern tip of Ras Sangamku till it meets the Western shore of Mikindani Bay.
- g. **PANGANI:** The Port of PANGANI includes all the waters enclosed by an imaginary line drawn from Ras Kikokwe 030° to the mainland and the shore at high water mark between these points.
- h. **TANGA:** The Port of Tanga includes all tidal waves enclosed by boundary commencing at the high water mark at Ras Kwawa which follows a line drawn 090° to the meridian of 39° 15'E long thence 180° to the parallel of 05° 05'S Lat. thence 270° to the mainland at high water mark, thence in a northerly direction following the high water mark around Tanga bay to Ras Chongoliani, in thence in a north easterly direction following the high water mark to the said Ras Kwawa.

Where the delimitation of a port, set' out in the second schedule to the Act is not expressly given in this Tariff Book, but such port is directly or on an agency basis, under the administration of the Tanzania Ports Authority, then that delimitation shall be as the Minister may on ad hoc or otherwise determine.

- xix. **“REGULATIONS”** Means the Ports Regulations.
- xx. **“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.
- xxi. **“SHOREHANDLING”** means handling, transfer or removal of cargo to or from the quay or jetty and the transit sheds, warehouses

or stacking yards

- xxii.** “**SMALL ANIMALS AND CREATURES**” include all animals not listed in large animal’s example dogs, pigs, goats, sheep calves, mice, rats, guinea pigs, birds, reptiles, fish, and insects.
- xxiii.** “**SMALL PORTS**” In the context of this Tariffs Book, this category includes all formalized ports which have customs operations and thus authorized to handle inward and outward cargo.
- xxiv.** “**STUFFING**” means loading and arranging of cargo in a container.
- xxv.** “**STEVEDORING**” means transfer or movement of cargo within the vessel and/or between the vessel and the quay or the next mode of transportation.
- xxvi.** “**TASAC**” means the Tanzania Shipping Agencies Corporation established under Tanzania Shipping Agencies Act No. 14 of 2017.
- xxvii.** “**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 224 gallons or 1,000 liters.
- xxviii.** “**TPA**” means the Tanzania Ports Authority.
- xxix.** “**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.
- xxx.** “**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 caption and the majority of the seamen are nationals of Tanzania.
- xxxi.** “**WHARFAGE**” means a charge that shall be raised on all cargo including empty containers passing over the quays, wharves, jetties, and buoys belonging to the Authority.

## PART — II

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### 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:

- Containerized cargo shall be charged as TEU
- Horses and Cattle boxes, each (empty) shall be charged as 2 deadweight tones
- Sheep and Pig Pens, each (empty) shall be charged as 1 deadweight tonne
- Other small animal boxes or crates, each (empty) shall be charged as 300 kilograms
- Livestock handling shall be charged as per **Clause 37**
- Gold, Nickel and Silver coin: per USD 200 minted C.I.F value
- Bullion per USD 200 C.I.F. value
- Curios, Natural and Artificial per USD 200 C.I. F value
- Elephant Ivory: per USD 200 C.I.F. value
- Essential oils: per USD 200 C.I.F value
- Goldware and gold-plate per USD 200
- Hippo teeth per USD 200 C.I.F value
- Platinum per USD 200 C.I.F. value
- Precious stones and jewelry: per USD 200 C.I.F value
- Rhino horns per USD 200 C.I.F. value
- Silk per USD 200 C.I.F. value
- Silverware and silver-plate per USD 200 C.I.F. value
- Specie per USD 200 C.I.F. value
- Tortoise shell per USD 200 C.I.F. value
- Anchors, chains, and grapnels: per tonne of 1,000 kgs
- Baling hoops, iron and steel per ton of 1,000 kgs
- Bundles per ton of 1,000 kgs

- Barbed wire in coils or on reels per ton of 1,000 kgs Bronze Plates per ton of 1,000 kgs.
- Brass rods per ton of 1,000 kgs
- Cement in casks, drums and bags per ton of 1,000 kgs
- Copper rods per ton of 1,000 kgs.
- Fertilizers in bags per ton of 1,000 kgs
- Firebricks, loose and in cases per ton of 1,000 kgs
- Fishplates and bedding plates per ton of 1,000 kgs.
- Galvanised iron roofing ridging per ton of 1,000 kgs.
- Galvanised iron sheets packed flat per ton of 1,000 kgs
- Girders, beams joists and pillars (iron & steel) per ton of 1,000 kgs.
- Hoe heads in bundles per ton of 1,000 kgs
- Iron and steel bars and rods in bundles and single, e.a.o.h.p. per ton of 1,000 kgs
- Iron and steel fencing material, loose or in bundles per ton of 1,000 kgs
- Ingots e.a.o.h.p. per ton of 1,000 kgs
- Lime, hydraulic and/ pulverised per ton of 1,000 kgs
- Nails in bags or kegs per ton of 1,000 kgs
- Nuts, bolts and rivets in bags, kegs or casks per ton of 1,000 kgs
- Paint and putty in kegs or drums per ton of 1,000 kgs
- Pick heads in bundles per ton of 1,000 kgs
- Pig iron per ton of 1,000 kgs
- Piles, iron and steel, up to 8 inches outside diameters including tees, elbows, bends, etc. per tonne of 1,000 kgs.
- Rails and sleepers, excluding made-up sections per ton of 1,000 kgs
- Caustic Soda in kegs and drums per ton of 1,000 kgs.
- Spares for agricultural implements, loose or in bundles per ton of 1,000 kgs
- Steel clips in bags per ton of 1,000 kgs.
- Steel sheets packed flat per ton of 1,000 kgs.
- Tip truck parts in bags per ton of 1,000 kgs.
  - i. Washers, iron, steel and lead in bundles and bags per ton of 1,000 kgs.
  - ii. Wire galvanized, iron, steel and copper per ton of 1,000 kgs
  - iii. Wire rope in coils per ton of 1,000 kgs.
  - iv. Zinc blocks per ton of 1,000 kgs.

## **NOTES:**

- 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 the 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 Harbour Regulation 56	0700 - 2300	
ii. Receipt and Delivery of Cargo Miscellaneous Port Services not otherwise enumerated	0700 - 0700	
iii. Repairing broken packages	0700 - 1800	
iv. Shorehandling Gangs or Stevedoring Gangs		
• First Shift	0700 - 1500	
• Second Shift	1500 – 2300	
• Third Shift		2300 – 0700 (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 stevedoring gangs, a requisition for the working of overtime must, on each occasion, be made to Authority by filing a form and within the period of notice as may be specified by the 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

Customers can pay their dues and clear their cargoes on the same working day as tax invoice is printed by TPA or within 24hrs since the invoice printed without incurring additional storage charges.

## 3. VALUABLE CARGO

Valuable goods shall include:

- Bullion
- Curios, Natural and Artificial
- Elephant Ivory
- Essential Oils
- Goldware and gold plate
- Hippo teeth
- Platinum
- Precious stones and Jeweler
- Pyrethrum extract
- Silks
- Rhinoceros horns
- Silverware and silver place
- Specie
- Tortoise shells
- Cargo not otherwise enumerated carried on an ad valorem bill of lading

## 4. “DANGEROUS CARGO”

Dangerous or inflammable goods as described in Schedule ‘Fourth’ of the regulations are those substances listed in the IMDG Code published by the International Maritime Organisation (IMO). Ship Operators shall declare all Dangerous goods on board in the form prescribed under the IMDG

Code. It is also mandatory for all Ship's Agents to declare all dangerous cargo by class on all documents required in the clearance process. Trade Names of dangerous goods are not acceptable.

**Note:** Dangerous cargo shall attract 10% surcharge on Stevedoring and Shorehandling services, and 20% on storage services for both loose and containerized cargo.

## **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 SPECIALISED SERVICES**

### **6.1 FULL CONTAINER SHIP**

- a) A full container ship is one specifically designed to carry containers only. In case of doubt, this will be determined by the Port Director or Manager, Tanzania Ports Authority, before the ship starts working.
- b) For the purposes of raising interim bills, all container ships will be treated as ordinary ships until the type of the ship is determined through the container return.

### **6.2 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.

### **6.3 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 42.

### **6.4 STATUS OF CONTAINERS**

The status of all containers will be declared in the manifest, an extra copy of which will be submitted to the Port Director's or Manager's office for

onward transmission to the Container Terminal 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 will be raised through a container MPS voucher. If the amendment is received at the Container Terminal before the container has been stripped but after the container return has been submitted to the Finance Manager/Revenue Manager, stripping charges will be refunded, subject to an Administration fee of 10% on the amount being refunded.

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

## 6.5 DISCHARGING AND LOADING CONTAINER

In case of discharging and loading containers, a full list of containers to be handled, showing the numbers and sizes should be submitted to the Port Director or Manager's Office four (4) days before the ship's arrival. If the list is not submitted as stipulated herein the vessel will not be worked.

## 6.6 STUFFING CONTAINERS ASHORE

The closing date for receiving export cargo for stuffing will be 4 working days before the ship starts working.

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 working.

As part of stuffing instructions, shipping orders will be endorsed: "For stuffing containers in the Port Area" by the Shipping Agents, documents without this endorsement will be rejected.

## **6.7 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.

## **6.8 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 or his Agents through a container MPS voucher. The charges will be raised as per Clause 39 of this Tariff for port-to-port containers.

## **6.9 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. SOLAS requires the shipper to provide VGM in a “shipping document,” either as part of the shipping instruction or in a separate communication before vessel loading.

## **6.10 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. 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 AND CHARGES

#### CLAUSE 1: PILOTAGE FEES

			Rate per 100 GRT or part thereof per operation - USD	
			Deep Sea Going Vessels	Coasters
1	(a)	Entering or leaving Port	5.50	1.10
	(b)	Internal movements	5.50	1.10
	(c)	Dead ship movements	15.00	3.10
	(d)	Movements between adjacent berths	2.80	0.60
	(e)	Subject to a minimum charge per Vessel per pilotage service as enumerated in (a) to (d) above	150.00	33.80
2	<p><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:</p>			
			<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

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)	2.2/100 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, <b>a fee for pilotage twice as much the one payable under 1(a) or 1(b) above shall be levied.</b>		
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.			



## 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
1.	For the first 5 days or part thereof	13.40	2.50
2.	For each successive 5 days period or part thereof	8.10	1.50
3.	Vessels coming for bunkering, water and or stores <b>pay half of the rates</b> in items 1&2 above		
4.	(a)	Ships entering port on account of stress such as bad weather of mutinous crews or disabled or for medical assistance shall not be charged port dues for the first 48 hours after their arrival.	
	(b)	For any period above 48 hours stay, such vessels will <b>pay half the normal rates</b> specified under Items 1 and 2 above.	
	(c)	The privilege under item 4(a) will be accorded at the sole discretion of Authority.	
5.	Ships calling for slipping or dry docking shall <b>pay half the rates</b> specified in Items 1 and 2 above.		

Rate per 1 GRT in USD			
6.	Pleasure crafts over 30 GRT equipped with mechanical means of propulsion shall pay:	Deep sea going vessels	Coaster
	(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
	(c) Vessels coming for bunkering, water and or stores pay half of the rates in items 1&2 above		

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 Item 1 and 2 above become payable.

## CLAUSE 3: NAVIGATIONAL DUES

		<b>Rate per 100 GRT or part thereof per call in USD</b>	
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
2.	Vessels may pay in advance for a calendar year an annual fee equivalent to 10calls 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.	Ships shall pay combined light dues at the first port of call in Tanzania mainland or Zanzibar.		
4.	Ships (other than those covered under Items 5(a) and (b) below) which remain in the ports of Tanzania mainland or Zanzibar shall be charged once only per turn-around voyage.		

### **Exemption**

5.	(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 Item 1 above.
		This privilege will be accorded at the sole discretion of Authority.
	(c)	Traditional fishing boats and traditional vessels.

## CLAUSE 4: 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
1.	Vessels at quays, wharves or jetties	0.50	0.10
2.	Vessels moored at buoys (except as in item 5 below)	0.30	0.10
3.	Vessels double banked at quays, wharves or jetties	0.50	0.10
4.	Tankers and other vessels at Bulk Oil Jetties	0.50	0.10
5.	Tankers at Single Mooring Points	0.50	0.10
6.	Vessels at Dhow Wharf/Lighter Wharf /Lighter Wharf Coaster	0.30	0.10
7.	RO-RO vessels berthed stern ramp to quay	0.30	0.10
8.	Vessels at outer anchorage (Non-documented arrival)	2.10	Not Applicable
9.	Where a coaster shall remain moored at a buoy because owners are canvassing for cargo, a charge equal to 25% 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.		

## CLAUSE 5: TUG SERVICES

1.	<b>Charges for Tug Services shall be paid by all vessels.</b>		
2.	<b>In this Clause:</b>		
	‘STEAM’ shall include all power used for mechanical propulsion.		
	“VESSEL” shall include all ships, traditional vessels, small crafts, lighters and pontoons.		
3.	<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>Coast-ers</b>
	(a)	Berthing or unberthing vessels	14.00
	(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	14.00
	(d)	Moving vessels from or to a point within port limits or from a point outside the port	20.00
	(e)	Moving vessels to or from a point outside port limits beyond two nautical miles	<b>Rate on application – USD</b>
(f)	Towage of lighters, pontoons and small crafts (other than lash)	8.00	2.70
4.	<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-item 3(a) to 3(d).		
5.	<b>Use or Hire of Tugs for purposes outside the normal tariff</b> Use or hire of tugs is subject to availability and convenience of the Authority and shall be charged at rates available on request.		

6.	<b>Note: 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>	<b>Coasters</b>
	USD 200.00	Tugs shall be charged for under paragraph 3 and 4 of Clause 5 as appropriate.



## CLAUSE 6: HIRE OF LIGHTERS AND PONTOONS

1.	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.		
2.	Hire of lighters and/or pontoons between the ship and quays, wharves, jetties or buoys shall, subject to their availability, be charged as follows:	<b>Rate Per ton of Lighter or Pontoons capacity per 12 hours or part thereof – USD</b>	
		<b>Deep Sea Going Vessels</b>	<b>Coaster</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 Schedule C of the Harbours Regulations (d) hereof and Item 3.	Treble rates as indicated in sub item (a), (b) and (d) hereof and item 3 below:	
<b>Note:</b> Charges above include towage of lighters and/or pontoons.			

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 5</b>	
4.	(a)	For items 2 and 3 above, the minimum charge shall be	200.00	56.40
	<b>Notes:</b> Charges in respect of items 2(a), 2(b), 2(d) shall be raised on the following time basis:			
	(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.		
	(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.		
	(b)	Hire of lighters and/or pontoons is subject to availability.		
	(c)	Notwithstanding payment of hire charges, the lighters and pontoons will be operated by the Authority's personnel.		

## CLAUSE 7: MOORING AND UNMOORING SERVICES

For any mooring and unmooring, any vessel in the Port, charges shall be raised as follows:					
		<b>Rate per Operations Per 100 GRT – USD</b>			
		<b>Deep Sea Going Vessels</b>		<b>Coasters</b>	
		<b>Normal Time</b>	<b>O/T</b>	<b>Normal Time</b>	<b>O/T</b>
1.	Mooring and Unmooring Subject to minimum charge of USD 100 for deep sea going vessels & USD 25.90 for coasters per Operation	2.00	3.00	0.60	1.12
2.	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>			
		100.00	120.00	20.30	27.00
3.	Authority may exempt from charge any movement by a vessel made solely for the convenience of Authority				
4.	Mooring or Unmooring constitute separate operations and shall be charged separately.				
5.	Mooring gangs ordered but remaining idle shall be charged for as per item 2 of this Clause.				

## CLAUSE 8: SUPPLY OF FRESH WATER TO VESSELS

<b>Rates per ton of 224 gallons or 1,000 litres or per harbour tonne or part thereof (whichever is higher) within the port limits – USD</b>		
1.	Fresh water from shore hydrants direct to ship	4.00
2.	Supply of water to ships in stream (Subject to a minimum charge of USD 95.00)	8.00
3	(a) Supply of water to ships at outer anchorage (subject to a minimum charge of USD 145.00)	14.00
	(b) Fresh water from barges	8.00
	(c) Fresh water from water bowsers	14.00
4.	For testing metre on request a charge of USD 10.00 shall be made and shall be refunded if the metre is found to register incorrectly. A difference of less than 5% either way shall be ignored.	
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 2215 hours and 0700 hours	26.00
	(b) Detention for any length of time between 0700 hours and 2300 hours	13.00
	(c) Detention for any length of time on Saturdays, Sundays & Public Holidays	26.00
	(d) 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 (c) 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.	
	(e) Water supply to traditional vessels (SV and MV) will be charged at a rate of USD 0.2 per GRT	
<b>Note:</b> The supply of water outside the port limits shall be subject to additional cost of labour and fuel		

## CLAUSE 9: 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>For a Day or part thereof – USD</b>
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 114.20 will be payable per vehicle per trip during working hours and USD 125.00 during overtime working hours.		

## CLAUSE 11: HIRE OF STAFF AND LABOUR

Unless otherwise provided for in this Tariff Book the following charges shall apply where staff and/or labour (exclusive of equipment) is, on request, hired or deemed by Authority to be hired			
		<b>Rate per Man per Hour or part thereof – USD</b>	
		<b>Regular Working Hours</b>	<b>Overtime Hours</b>
1.	Hire of carpenters for opening, resecur-ing or repairing cases or other packag-es, coopering and repairs to casks, sol-dering drums, having non-inflammable contents	2.50	5.00
2.	Hire of coopers for repairs to packages landed in defective conditions.	2.50	5.00
<b>Note:</b> Where carpenters and/or coopers are hired for services other than those specified in sub-items (1) and (2) above charges shall be quoted on applica-tion.			
3.	<b>Hire of Staff and Labour for other services, not otherwise enumer-ated, the following charges shall apply:</b>		
(a)	Labourer	2.00	4.00
(b)	Watchman/Security Guard/ Stacker Indexman/Sorter	2.00	4.00
(c)	Crane/ Winch/Operator/ Gang-way man	2.50	5.00
(d)	Forklift operators	2.50	5.00
(e)	Serang	2.50	5.00
(f)	Clerk	2.50	5.00
(g)	Foreman	3.00	6.00
(h)	Asst. Operations Officer	3.50	7.00
(i)	Operations Officer	4.50	9.00

4.	<b>Crane Staff:</b>		
	Crane staff under this item shall be charged as follows:		
	(a)	Crane/Winch Foreman	3.50 7.00
	(b)	Crane/Winch Operator	2.50 5.00
	(c)	Cableman	2.00 4.00
	(d)	Mechanic	2.50 5.00
(e)	Electrician	2.50 5.00	
5.	<b>Fire and Safety Staff</b>		
	(a)	Principal Fire & Safety Officer	5.00 10.00
	(b)	Senior Fire & Safety Officer	4.50 9.00
	(c)	Fire & Safety officer	4.00 8.00
	(d)	Fire and Safety Inspector	3.00 6.00
	(e)	Leading Fireman	2.50 5.00
	(f)	Firefighter Driver/Pump Operator	2.50 5.00
	(g)	Firefighter	2.00 4.00
6.	Rates for hire of staff and labour not otherwise specified in item 3 above shall be charged for as quoted by Authority in application		
7.	Where labour is ordered to be available at specified times but:		
(a)	Cancellation of such order is received at/or before the time specified by Authority for cancellation, no charges shall be raised.		
(b)	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 in item 1, 2, 3 or 4 above.		
(c)	Labour ordered during overtime hours, except extensions, shall be charged for full shift of 8 hours.		

## CLAUSE 12: 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:		Rates per Hour or part thereof USD	
		Within Port area	Outside Port area
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 but not exceeding 10 tons capacity each	20.00	40.00
	(c) Over 11 tons but not exceeding 16 tons capacity each	60.00	120.00
	(d) Over 16 tons capacity each and up to 60 tons	90.00	180.00
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	150.00	300.00
<b>Note:</b> 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.			
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	
	(b) Cranes of over 5 tons capacity each	120.00	



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 in 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
<b>Note:</b> Hire charges for the floating cranes include towage.				
5.	<b>Hire of Pilot Boats</b>			
	Pilot boats shall be hired <b>per hour</b> or part thereof <b>within the Port Area</b> . This rate includes the normal port pilot boat crew.			500.00
6.		<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 100.00 per lorry per trip on regular working hours and USD 200.00 per lorry per trip on overtime working hours		
	<b>Note:</b> (i) The charge for hire of lorry includes the cost of labour (ii) For equipment hired outside the port area hire charges are collectable in advance.			
(e)	Port Trailer per calendar day or Part thereof	100.00	200	

**Note:**

- (i) Rates for hire of equipment not otherwise specified above shall be charged by Authority on application
- (ii) Delaying in returning the equipment outside the specified time attracts extra charges at the applicable tariff rates
- (iii) Authority can rent/hire any equipment that not specified above at agreed/market price

7.		<b>Fire and Safety Appliances and Equipment</b>	<b>Rate per Hour or part thereof - USD</b>
	(a)	<b>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	10.00
	(vi)	Staff Car inclusive of driver	8.00
	(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 liter	15.00
	(viii)	Supply of water by bowser (Inclusive of cost of water per trip)	40.00

(c)	<b>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

## CLAUSE 13: PORT LABOUR KEPT OR REMAINING IDLE

1.	Advice as to the particulars of port labour required must be furnished to Authority by 1400 hours for third shift working on the same day and for the first and second shifts working for the following day.
2.	The only times for which port labour may be ordered for work is starting at the following times:
	(a) Monday to Fridays - 0700 hours, 1445 hours and 2245 hours (b) Saturdays, Sundays and Public Holidays - 0700 hours
3.	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, 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 in Clause 11. 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.
4.	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.
5.	<b>In this Clause the term:</b>
	“ <b>Port labour</b> ” shall include baggage gangs, shore-handling gangs, light-erage gangs, stevedoring gangs and any other port labour that may be hired.

## CLAUSE 14: STEVEDORING

1.	In this Clause the terms:		
	“ <b>Regular working hours</b> ” and “ <b>overtime</b> ” shall have the meaning and construction ascribed to them in the preliminary, Interpretation and Miscellaneous Provisions Sections of this Tariff Book.		
2.	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>	
a.	(i)	<b>Breakbulk Cargo</b> Breakbulk cargo discharging, loading, shifting within hold or shifting on deck without landing including Motor Vehicles discharged on LOLO and RORO Vessels including palletized or unitized cargo, bagged cargo and shut out cargo from lighters	5.50
	(ii)	<b>Cargo loaded to a ship but not accepted</b> for carriage and discharged from the ship to shore	9.00
	(iii)	<b>Cargo landed and reshipped</b> and shifting from hold to hold	9.00
	(iv)	Discharging or loading Transshipment cargo	6.00
	b.	<b>Dry Bulk</b> Discharging or loading of dry bulk cargo handled from a vessel via mechanical method to a waiting truck or to a bagging facility on the quay	6.00
c.	(i)	<b>Stevedoring and Bagging</b> Commodities carried in bulk and bagged at the quayside or silo <b>excluding transfer cost to silo</b> shall be charged Stevedoring.	6.00
	(ii)	Bagging charges (excluding overtime charges)	7.50
d.	<b>Other Cargo</b>	<b>Rate per package or per bag - USD</b>	

	(i)	Passenger and Crew Baggage for ocean passengers, i.e. passengers embarking or disembarking at a port, a stevedoring fee <b>for handling passengers' and crew baggage on board and ship's stores</b> per package or article	2.00
	(ii)	Mail Bags - per bag	1.00
e.	<b>Difficult Cargo</b>		<b>Rate per Harbour Tonne or part thereof - USD</b>
	(i)	Discharging or loading of Charcoal, Oil Cake, Wet Hides and Skins, Rock Sulphate, Pig Iron, Sulphur, Dangerous and Secret cargo listed under Schedule Fourth of Harbour Regulations and the Tariff Book and as partly set out in Part II of Section 4 (Applicable Principle)	7.00
	(ii)	Discharging or loading of Loose Timber and Loose Scrap	8.00
	(iii)	Discharging or loading of Cold Storage Cargo	12.00
f.	<b>Valuable Cargo</b> Valuable cargo including: Bullion, Curios (natural and artificial), Elephant Ivory, Essential Oils, Goldware and Gold plate, Hippo Teeth, Platinum, Precious Stones and jewelry, Pyrethrum extract, Rhinoceros Horns, Silks, Silverware and Silver plate, Specie, Tortoise Shells and Cargo n.o.e. carried on an advalorem bill of lading shall be subject to stevedoring charges of:		<b>Rate per Harbour Tonne or part thereof – USD</b> 7.00

g.		<b>Heavy Lifts</b> In addition to normal stevedoring charges due under this Clause, heavy lifts handling charges shall be raised as below:	<b>Rate per package or article - USD</b>
	(i)	5 deadweight tonnes but under 10 deadweight tones	10.00
	(ii)	10 deadweight tonnes but under 20 deadweight tones	15.00
	(iii)	20 deadweight tonnes but under 40 deadweight tones	25.00
	(iv)	40 deadweight tonnes and over	36.00
h.		<b>Handling of Livestock</b>	<b>Rate per Animal - USD</b>
	(i)	Camels, Horses, Cattle, Mules, Donkeys, and other large animals	6.00
	(ii)	Sheep, Pigs, and other small animals	2.00
	(iii)	Cattle walked on Board - Large	2.00
		Cattle walked on Board - Small	1.00
	(iv)	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			
i.	<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, <b>a charge of USD 500 shall be levied per gang per shift</b> additional to the rates quoted above.			

j.	<b>Notes on Stevedoring</b>
	<p><b>Note 1:</b> Palletised or Unitised cargo shall exclude containerized cargo.</p> <p><b>Note 2:</b> 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.</p> <p><b>Note 3:</b> When cargo has been landed to be trans-shipped and is left on the port premises for more than 24 hours a charge of <b>USD 0.4 per Harbour Tonne</b> or part thereof per 24 hours or part thereof shall become payable.</p> <p><b>Note 4:</b> 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></p> <p><b>Note 5:</b> If the cargo has to be landed ex-lighter, charges as appropriate shall be raised under item (a) above.</p>
	<b>Note 6:</b> Cargo landed and re-shipped without import/export shipping documents will in addition be charged as per <b>Clause 27(3)h.</b>
	<b>Note 7: Dangerous Cargo:</b> Dangerous or inflammable goods as described in Schedule to the Regulations and reproduced in the applicable principles shall be subject <b>to a surcharge of 10% on loose or containerized cargo</b>
	<b>Note 8:</b> Stevedoring Gangs Requested But not utilized 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 11, 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.



	<p><b>Note 9: Incidental Services included in Stevedoring Rates</b></p> <p>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:  <b>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.</b></p>
	<p><b>Note 10: Services not included</b></p> <p>Use of floating cranes services insofar as they relate to stevedoring services, are not included in the stevedoring charges:</p>
	<ul style="list-style-type: none"> <li>(i) Opening and closing of hatches</li> <li>(ii) Use of floating cranes</li> <li>(iii) Handling of dunnage or separation materials</li> <li>(iv) Trimming of Cargo</li> <li>(v) Any other incidental services not included under Note 9 above.</li> </ul>
	<p>Where items enumerated under this note above (i) - (v) have been performed charges shall be raised as follows:</p> <ul style="list-style-type: none"> <li>(i) On the basis of hire of labour for each category of staff or labour as set in Clause 11.</li> <li>(ii) On the basis of <b>hire of equipment</b> provided and/or material used.</li> </ul>
	<p><b>Note 11: Operations Causing Poor Stevedoring Performance</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>(i) Hire of labour rates as set out in <b>Clause 11</b></li> <li>(ii) Hire rates for equipment provided and/or material used as set out in <b>Clause 12</b>.</li> </ul>

## CLAUSE 15: MOVEMENT OF CARGO IN OR FROM A VESSEL

1.	When a vessel desires to land cargo temporarily for later re-loading prior permission of Authority must be obtained. When such permission has been obtained the following charges shall apply:	<b>Rate per Tonne or part thereof - USD</b>
(a)	If the wharf is used per tonne or part thereof of cargo deposited per 24 hours or part thereof	1.00
(b)	If a port vehicle is used per 24 hours or part thereof (when available)	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-items (a), (b) and (c) above.	
2.	If any cargo is landed under the provisions of this Clause without the prior permission of Authority, charges as for “Trans-shipment” as defined in <b>Clause 14 a (iv)</b> (and over landed cargo) shall be raised.	

## CLAUSE 16: LAID UP SHIPS

1.	<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> <ul style="list-style-type: none"> <li>i. An Engineer to man the generators;</li> <li>ii. One Deck Officer;</li> <li>iii. 2 Seamen to deal with any emergency that may arise.</li> </ul> <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>
2.	<p>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”.</p>
3.	<p>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.</p>
4.	<p>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</p>
5.	<p>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.</p>

## CLAUSE 17: SLIPPING AND UNSLIPPING OF VESSELS HIRE OF SLIPWAYS

1.	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.
2.	Application for the use of port slipway facilities, giving particulars of the vessel to be slipped, the time for which occupation of the slipway is needed, and the work proposed to be carried out on the vessel, should be made to the Port Director or Manager.
3.	The charges shall be raised and paid as quoted by Authority in advance.

## CLAUSE 18: OTHER CHARGES AND FEES

1.	<p><b>Exemption from compulsory Pilotage</b></p> <p>When in any particular case a ship is exempted from compulsory pilotage, a certificate of exemption shall, on payment of the prescribed fee, be issued by Authority to the Master of the ship concerned, and unless suspended or revoked or unless the Master of the ship relinquishes command of such ship, the certificate, shall remain in force for a period of 12 calendar months from the date of issue:</p> <p>Provided that a ship may on a single or special occasion be exempted from compulsory pilotage without issuing a certificate of exemption.</p>	
	The prescribed fee aforesaid shall be: Exemption from pilotage for a period of one calendar year or part thereof:	<b>Rate -USD</b>
		73.90
2.	<p><b>Port Baggage Attendants' Charges</b></p> <p>Port Baggage Attendants' Certificate, will be issued 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 certificate shall be subject to such conditions as may be notified to certificate's holders from time to time.</p>	
		8.10
3.	<p><b>Ship Chandler's and Ship Contractor Charge</b></p>	
	(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

4.	<b>Charge for Harbour Craft in use and Fishing Stakes at all Ports</b> Charge for harbour craft in use and fishing stakes per calendar, or part thereof:	<b>Rate per Metre of Crafts or part thereof USD</b>
	(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 licenced 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
	5. Passengers embarkation per person per embarkation	0.50
	6. Passenger and Cargo canvassing for Dhows and Schooners Agency fee per person or firm per year	55.00
	7. Bunkering fee per person or firm per year	671.00
	8. Cargo Handling Agency Fees (Clearing & Forwarding) per person or firm per year.	50.00
<p><b>Notes:</b> (a) Ship Contractor's charge is raised to all persons or firm having contract with Ship line or Shipping Agency</p> <p>(b) 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.</p> <p>(c) <b>Fees shall be automatically doubled if not paid within three months</b> from the date they become due.</p>		

## CLAUSE 19: HIRE OF ROW BOATS, BOATS, PORTRAGES AND BUMBOATMEN'S LICENCES

The following are the authorized charges;-		
<b>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>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

3.	<b>TANGA: By Arrangement between 6.00 a.m. to 6.00 p.m.</b>	<b>Hire Time By Arrangement USD</b>	
		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
4.	<b>Portrage – Dar Es Salaam</b>	<b>USD</b>	
(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 licence per copy	1.00	



<b>5.</b>	<b>Portrage - Tanga</b>	<b>USD</b>
(a)	For each piece of baggage from Landing Stage to the Customs Shed up to 25 kgs <b>OR</b> For every additional 25 kgs or part thereof	1.00
(b)	From Customs Shed to Tanga Municipality up to 25 kgs in weight <b>OR</b> For every additional 25 kgs or part thereof	1.00
<b>6.</b>	<b>Bumbboatmen's Licences - Dar Es Salaam-</b>	<b>USD</b>
(a)	Monthly licence fees per month per person	2.00
(b)	For preparation or copy of licence (per copy)	1.00

## CLAUSE 20: BAGGAGE ATTENDANTS' CHARGES

Licensed Baggage Attendants are authorized to make the following charges:			
1.	(a)	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	
	(b)	<b>Motor Boat</b>	<b>Row Boat</b>
		<b>USD</b>	
	(i)	Per Passenger	2.00      2.00
	(ii)	Per Package	1.00      1.00
2.	Double the amount of charges prescribed above may be charged between 8 p.m. and 5 a.m.		
3.	The baggage attendant and his employees are not to be included as passengers in the charges made.		
4.	Charges in respect of passengers' baggage as prescribed in Clause 19 shall also apply.		
5.	Motor car hire is a charge personally incurred by the passenger concerned and is not included the Baggage Attendants' authorized charges.		

## CLAUSE 21: PASSENGER AND LUGGAGE SERVICES - LINDI (Coastwise traffic)

		USD
1.	(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
2.	<b>Hire of Motor Boat</b> - Charges for the hire of motor boat, if available, for conveyance of passengers and personal effects only:	
	(a) To or from – Kitunda	N/A
	(b) Myange	4.00
	(c) Arab House	6.00
	(d) Mkwaya/ Mgongo / Nyanda /Mingoyo /Nyannura	9.00
	(e) Kiwetu	15.00
	<b>Note: 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.	
3.	Portrage - from shore boat to Customs Shed or vice versa per package	1.00

## CLAUSE 22: PRIVATE MOORING BUOYS

1.	Authority may grant permission for laying Mooring Buoys for private use. The fees payable on such Private Mooring Buoys shall be as follows:	<b>USD</b>
	(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 buoys and its moorings, per Calendar month	9.40
(iii)	Buoys for motor and other boats, under 10 metres, LOA 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
<b>Note:</b>		
(i) No private moorings are to be laid or removed without specific permission from Authority.		
(ii) 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 23: AMENDING OR CANCELLING OF ORDERS OR INVOICES**

A charge of USD 3.00 shall be raised for amendment or cancellation of each order or invoice. This shall include preparation of fresh documents when the original documents are reported lost.

## CLAUSE 24: SHIPS' STORES

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.

## CLAUSE 25: MILITARY BAGGAGE

Military Baggage handled by the Military is exempted from payment of port charges.

## CLAUSE 26: CHARTS

Navigational charts may be purchased at the office of the Port Master at rates quoted by Authority.



## CLAUSE 27: WHARFAGE

1.	Wharfage charges shall be raised on all cargo passing over the quays, wharves, jetties and buoys belonging to the Authority.
2.	<b>Basis for determination of values of Commodities</b> 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 TPA 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.

3.	<b>Wharfage Rates</b>	<b>Rate - USD</b>
(a)	<b>Imports (including Bulk Oils not otherwise enumerated)</b>	
	(i) Domestic	1.6% ad valorem
	(ii) Transit	3.00/HTN
(b)	<b>Exports (including Bulk Oils not otherwise enumerated)</b>	
	(i) Domestic	1.0% ad valorem
	(ii) Transit	3.00/HTN
(c)	<b>Transshipment (Excluding Container) and overlanded cargo-charged once</b>	0.8% ad valorem
(d)	<b>Dhow cargo</b> per harbour tonne or part thereof:	2.00
(e)	Lubricating and fuel oils (including Petrol, Benzine, etc.) supplied to vessels for their own use, by pipeline or ship or by other means per deadweight tonne or part thereof	2.00
(f)	Bullion, specie, currency notes, postal stamps, registered envelopes and embossed revenue postal stationery (not handled by the Authority)	
	(i) Bullion, per USD 200 value of part thereof	3.00
	(ii) Specie, currency notes postal stamps, registered envelopes and embossed revenue postal stationery per harbour tonne or part thereof:	3.00
(g)	Molasses in Bulk	1.0% ad valorem
(h)	Goods landed and reshipped not covered by import or shipping documents <b>per tonne (USD)</b>	2.00

	(i)	<b>Secret Cargo</b>	<b>Rate per Harbour Tonne of part thereof – USD</b>	
		(i) Domestic General cargo	12.00	
		(ii) Transit General cargo	10.00	
			<b>Rate per TEU – USD</b>	
			<b>Up to 20ft</b>	<b>Over 20ft</b>
		(iii) Domestic Containers	250.00	500.00
	(iv) Transit Containers	200.00	400.00	
<b>4.</b>	<b>Wharfage Charges on Containerized 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
<b>Note:</b> Wharfage charges collected on shut-out cargo already in the port shall not be refunded.				

## CLAUSE 28: WAYLEAVE DUES

<b>1.</b>	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.		
<b>2.</b>	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 do not belong to the Authority.		
(b)	Over places other than the appointed places within the port limits.		
<b>3.</b>	<b>Wayleave dues shall be levied at the following rates:</b>	<b>Rate per Harbour Tonne or part thereof – USD</b>	
(a)	Import and Exports per Harbour Tonne ( <b>Deep sea</b> )	3.00	
		<b>Upto to 20ft - USD</b>	<b>Over 20ft – USD</b>
(b)	Imports Containerized	80.00	170.00
(c)	Exports Containerized	65.00	140.00
<b>4.</b>	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.		
<b>5.</b>	Lighterage and handling may be performed on request for which rates will be as per Clause 6 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 29: SHOREHANDLING

1.	<b>Domestic Traffic</b>	
	(a) 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>
	(i) Imported Dry and Breakbulk Cargo (including bagged cargo, motor vehicles, machinery, etc.)	7.00
	(ii) Domestic Exports	3.50
	(iii) Transshipment and overlanded cargo	7.00
	(iv) Shut-out Cargo (Note: In addition, removal charges on shut-out cargo shall be charged).	1.50
	(v) Transfer of cargo within the Port area	3.50
	(vi) Transfer of cargo to Customs Warehouse	3.50
	(vii) <b>Domestic Imports directly delivered</b> from vessel or lighters to road/rail	6.00
	(b) <b>Loading and Unloading</b>	Hire of Staff and equipment
	(i) Railway Wagons	
	(ii) Lorries & Other motor vehicles	Hire of Staff and equipment where applicable

(c)	<b>Valuable Cargo</b> as mentioned in the preliminary interpretation and miscellaneous provisions per USD 200.00 value or part thereof.	7.00	
(d)	<b>Crew Baggage</b> per package or article	1.50	
(e)	<b>Passenger Baggage</b> per package or article	1.50	
(f)	<b>Shorehandling on Domestic Containers (Exports &amp; Imports)</b>	<b>Rate per Container Unit of - USD</b>	
		<b>Up to 20ft.</b>	<b>Over 20ft.</b>
(i)	FCL Containers	90.00	135.00
(ii)	Stripping/Stuffing	70.00	140.00
(iii)	Empty Containers	10.00	20.00
(iv)	Verification-FCL for customs examination	90.00	140.00
(v)	Extra Movement or lift on/ lift off	10.00	20.00
(vi)	Change of status	80.00	135.00

2.	<b>(a) Transit Traffic</b>			
	Shorehandling shall include loading and unloading of Railway wagons and/or Road vehicles. Where Shorehandling Services have been provided for Import or Export Cargo, charges shall be raised as follows:		<b>Rate per Harbour Tonne or Part thereof - USD</b>	
(i)	Imported Dry and Breakbulk (including Bagged cargo, Motor vehicles, Machinery, etc)	6.00		
(ii)	<b>Transit Imports directly delivered</b> from vessel or lighters to road/rail	5.00		
(iii)	Transit Exports	3.00		
<b>(b) Transit Containers (Exports &amp; Imports)</b>		<b>Rate per Container Unit of USD</b>		
		<b>Up to 20ft.</b>	<b>Over 20ft.</b>	
(i)	FCL Containers	80.00	120.00	
(ii)	Verification-FCL for customs examination	80.00	140.00	
(iii)	Empty Container	10.00	20.00	
(iv)	Extra Movement (e.g. Shifting for Inspection)	10.00	20.00	
(v)	Stripping/Stuffing	70.00	140.00	
(vi)	Change of status	70.00	135.00	

<b>Notes:</b>	
(i)	Transshipment 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.
(ii)	Transshipment must be handled by shipping agent, or if delivery order is issued then the cargo will be treated as normal import and shall be subject to normal import rates/charges
(iii)	The Shorehandling rates in 1(a) – (e) and 2 per tonne do not include the actual loading or stowing of goods in a railway wagon or lorry/truck. Likewise, the Authority’s responsibility in the shorehandling operations, unless otherwise specified, shall begin at wagon door or tail end of lorry/truck and end at the ships tackle at ship’s side in case of exports; and vice versa in case of imports.
(iv)	The loading or unloading of railway wagons or trucks lorries shall be done by the Authority on request at a charge additional to the normal shorehandling rates, as per Item in 1(a) – (f) and 2(a) – (b) above of the Tariff at the sole risk and responsibility of the owner or his agent.
(v)	<b>Dangerous Cargo:</b> Dangerous or inflammable goods as described in Schedule to the Regulations and reproduced in the Applicable Principles shall be subject <b>to a surcharge of 10% on loose or containerized cargo.</b>
(vi)	<b>Over- dimension Containers</b> shall attract a <b>surcharge of 30% on handling.</b>
(vii)	<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.



## CLAUSE 30: HEAVY LIFTS

1.	In addition to normal shore-handling charges due under Clause 29, any package, moving machine or article weighing over 5 deadweight tonnes shall be subject to the following heavy lift handling charges:	
		<b>USD Per Lift</b>
(a)	5 deadweight but under 10 tonnes	6.00
(b)	10 deadweight but under 20 tonnes	10.00
(c)	20 deadweight but under 40 tonnes	18.00
(d)	40 deadweight and over tonnes	26.00
2.	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.	

## CLAUSE 31: REMOVAL CHARGES

Any **Domestic Import** cargo remaining in the port area for **more than five (5) days**, Any **Transit Import cargo** remaining in the port area for **more than fifteen (15) days** from the date the vessel completes discharge and any trans-shipment cargo the first ten (10) days from date of arrival of importing vessel shall be removed or transferred by Authority, at its discretion, to any point in the port area or left in situ, provided that, such cargo shall incur additional charges as follows:

		<b>Rate per Harbour Tonne or part thereof – USD</b>	
1.	Removal charges for loose cargo	2.00	
		<b>Rate per Container Unit of - USD</b>	
		<b>Up to 20ft.</b>	<b>Over 20ft.</b>
2.	Removal charges for containerized cargo	100.00	150.00
<b>Note:</b>			
(i)	Any import cargo remaining in the port area and for which no documents as prescribed in Ports 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 the announcement of Customs Warehouse Date and all charges payable in respect of such cargo shall immediately become payable.		
(ii)	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.		
(iii)	Any delays that are caused by TPA, the Authority at its discretion may consider waiver of removal charges.		

## CLAUSE 32: STORAGE

Goods remaining in the Authority's sheds or stacking grounds in excess of allowed periods shall be levied storage at the rates provided below. Any delays that are not caused by a customer, the Authority at its discretion may consider waiver of storage charges.

1	<b>Domestic Cargo - Break Bulk</b>	<b>Rate per Harbour Tonne- USD</b>
	<b>(a) 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 system (Tancis)	
	(ii) The next <b>30 days</b> per HTN per day	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 by the Authority of the goods in the port area	Free
	(ii) Thereafter until the date fixed as the loading day, per 1,000 kgs. per HTN per day	0.50
	<b>(c) 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 reshhipment, such cargo must not leave custody of Authority or be subjected to manipulation.	
		<b>USD</b>
	(i) First <b>10 days</b> from date of arrival of importing vessel	Free
	(ii) Thereafter until loading date of the carrying vessel, or the date of presentation of the relevant shipping documents whichever is later per HTN per day	0.50
	(iii) Cargo not otherwise enumerated per HTN per day	0.50
	(iv) Cargo carried on an ad valorem bill of lading per USD 200 value or part thereof, per HTN per day	1.00

			<b>USD</b>
(d)	<b>Dhow and Coastwise Cargo</b>		Free
	(i) For the First Three (3) days after discharge		
	(ii) Thereafter until delivery per tonne or 1CBM or part thereof per day		0.30
(e)	<b>Passenger Baggage</b> per package or article per day		0.20
(f)	<b>Cargo Under Fumigation:</b> Storage of cargo under fumigation shall be charged for at the relevant rates under Sections a, b, c, or d of this Clause.		
(g)	<b>Breakage Cargo &amp; 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>	
(i)	Up to weightment and preparation of DPR		Free
(ii)	Thereafter, until notice to verify/ removal		1.00
(iii)	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.		
<b>2</b>	<b>Containers Storage Charges</b>		
		<b>Rate per Day per Unit of - USD</b>	
	<b>(a) Domestic FCL Containers (Imports)</b>	<b>Upto 20 ft</b>	<b>Over 20 ft.</b>
	(i) For the first five (5) days after the cargo is discharged and posted in the system (Tancis)	Free	Free
	(ii) For the next ten (10) days (from day 6-15)	20.00	40.00
	(iii) Thereafter till delivery	40.00	80.00

<b>(b) Domestic FCL Container (Exports)</b>			
(i)	For the first five <b>(5) days</b> including Sundays and public Holidays from the date of acceptance of the containers by the Authority in the Port area.	Free	Free
(ii)	Thereafter until shipment	16.00	32.00
<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 in items 1 and 2 herein above as appropriate			
<b>3. Transit Cargo - Break Bulk</b>			
(a)	<b>Import Storage</b>	<b>USD</b>	
(i)	For the first <b>15 (fifteen)</b> days from the date the cargo is discharged and posted in the system (Tancis)	Free	
(ii)	The next thirty (30) days per HTN/day	1.00	
(iii)	Thereafter until delivery per HTN/day	1.50	
(b)	<b>Export Storage</b> Free storage period <b>21 (twenty one)</b> 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 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>	
<b>Coffee, Copper and Other Metals</b>			
(i)	Up to 3,500 tons cushion	Free	
(ii)	Thereafter until the date fixed as the loading day	0.50	
<b>Other Transit Exports</b>			
(i)	For the First <b>twenty one (21) days</b> including Sundays and Public Holidays	Free	
(ii)	Thereafter until the date fixed as the loading day	0.50	
	<b>Note:</b> Shut-out copper and other export cargo from the date of shut-out until removed or shipped.	0.10	

4	<b>Transit FCL Containers</b>		<b>Rate per Day per Unit of - USD</b>	
	<b>(a)</b>	<b>Imports</b>	<b>Up to 20ft</b>	<b>Over 20ft</b>
	(i)	For the First <b>fifteen (15) days</b> after ship completes discharge and posted in the system (Tancis)	Free	Free
	(ii)	For the next <b>six (6) days</b> (from day 16-21)	20.00	40.00
	(iii)	Thereafter until final delivery	40.00	80.00
	<b>(b)</b>	<b>Exports</b>		
	(i)	For the first <b>twenty one (21) days</b>	Free	Free
	(ii)	Thereafter until shipment	16.00	32.00
5.	<b>Empty Containers</b>		<b>Rate per Day per Unit of - USD</b>	
			<b>Up to 20 ft</b>	<b>Over 20ft</b>
	(i)	For the first <b>five (5) days</b> after the ship completed discharge or the container is landed or stripped/unstuffed whichever shall be the earlier	Free	Free
	(ii)	For the next <b>ten (10) days</b>	4.00	8.00
	(iii)	Thereafter until final delivery	8.00	16.00
	(iv)	Empty containers received into the port from outside shall enjoy free period of <b>three (3) days</b> from the date of receipt.		
<p><b>Note:</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 and after the expiry of 24 hours allowable free time, these dangerous goods shall attract a <b>surcharge of 20% on the applicable storage rates under Clause 32</b></p>				

## CLAUSE 33: COASTWISE CARGO

Coastwise Cargo, not for transshipment, shall be charged as follows for <b>imports or exports</b> :		<b>Rate per Harbour Tonne or part thereof - USD</b>		
<b>1.</b>	<b>Break Bulk</b>	<b>Domestic</b>		
	(a) Wharfage	2.00		
	(b) Shorehandling	2.00		
	(c) Stevedoring	2.00		
	(d) Storage (Export/Import cargo per day (Clause 32 1 (d)))	0.30		
<b>2.</b>	<b>Containerised Cargo</b>	<b>Rate per Container Unit of - USD</b>		
	<b>(a) Wharfage</b>			
		<b>Up to 20ft</b>	<b>Over 20ft</b>	
	(i) Stuffed	37.50	75.00	
	(ii) Empty	75.00	1.50	
	<b>(b) Shore handling</b>			
	(i) Stuffed	37.50	75.00	
	(ii) Empty	3.00	6.00	
	<b>(c) Stevedoring</b>			
	(i) Stuffed	37.50	58.25	
	(ii) Empty	3.75	5.63	
	(v) Shifting	22.50	22.50	
	<b>3.</b>	<p><b>Note: Ad valorem Bill of lading cargo</b>  <b>USD 200</b> of ad varolem cargo shall constitute one harbour tonne for purposes of levy of wharfage, shore handling and stevedoring.</p>		

4.

**Note: Wharfage charges for Coastwise cargo** handled at the Minor Sea ports shall be charged **once at the port of loading**. Cargo weighing 21 kg up to 500 kg shall be charged at the actual deadweight tons. Any cargo weighing above 500 kg shall be charged in Harbor Tonne (HTN) or part thereof.

The referred Minor sea ports include: Mbwani, Kunduchi & Kimbiji in DSM region; Mafia, Bagamoyo, Nyamisati, Tumbuju, Mlingotini & Kisiju in Pwani region; Sahare, Kigombe, Mkwaja & Kipungwi in Tanga region; Somanga, Songosongo & Kilwa Kivinje in Lindi region; and Kilambo, Msimbati & Mikindani in Mtwara region among others.

**Note:** Personal effects baggage (such as suitcase, bags and any other small articles) weighing up to 20kgs - shall be handled free of charge.



## CLAUSE 34: IMPORT AND EXPORT OF LIVESTOCK

		<b>Wharfage and Shorehandling - USD</b>	
		<b>Other than Coastwise</b>	<b>Coastwise</b>
1.	Dogs, Goats, Sheep, Calves and other small animals each	1.50	0.56
2.	Oxen, Bulls, Cows, Horses, Donkeys, Foals, Zebra, Camel and other large size animal (not otherwise enumerated) each	4.00	1.50
3.	Giraffes, Elephants, Rhino Hippopotamus and other large animals (not otherwise enumerated) each	6.00	2.25
4.	Ostriches, each	4.00	1.50
5.	Small creatures such as Mice, Rats, Guinea Pigs, each bird (not otherwise enumerated) reptiles, Fish and Insects, Crated or Caged: <b>Imports and exports</b> per harbour tonne or part thereof	3.00	1.13
6.	Domestic animals for slaughter shipped to or from Tanzania ports, driven to or from the wharf on the hoof by exporters and not detrained or entrained each	2.00	0.75
7.	Livestock handled by owners own labour at Dhow Jetty or at other than appointed places: Large animals, each	1.00	0.38
8.	Small animals, each	0.50	0.19
<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 35: SPECIAL RATES

The following special rates in respect of wharfage and shorehandling charges will apply, subject to the special conditions specified under each item below:			
		<b>Rate per Deadweight Tonne or part thereof - USD</b>	
		<b>Wharfage</b>	<b>Shore handling</b>
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 30</b>	
	(c)	Motor vehicles with trailers shall count as 2 vehicles	
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 cramage.		
	<b>Discharge and Shipping of small craft overside by ship's gear and crew.</b>		

3.	(i)	Provided a permit has been obtained from Authority, no charges are due.
	(ii)	In the event of craft discharged overside into the port waters, tariff charges on imports shall apply
	(iii)	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.
	(iv)	Heavy lift charges, where applicable shall be raised in accordance with Clause 30.

		RATE- USD	
4.	<b>Mails</b> Handling mail inwards or outwards per bag	<b>Wharfage</b>	<b>Shore handling</b>
		0.60	0.60
		<b>Rate per Deadweight-Tonne or part thereof - USD</b>	
		<b>Wharfage</b>	<b>Shore handling</b>
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
6.	<b>Ballast</b>		
	For landing or shipping of ballast per tonne.	1.50	1.50
7.	<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

8.	<b>SPECIAL TARIFF RATES FOR TRANSSHIPMENT OF CONTAINERS AT TANGA AND MTWARA PORT</b>		
	<b>(a) Containers – Stevedoring</b>	<b>Up to 20ft. - USD</b>	<b>Over 20ft. - 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) Containers – Wharfage</b>		
	Wharfage shall be levied at the following rates	N/A	N/A
	<b>(c) Storage</b>		
	<b>Full Containers</b>		
	(i) For the first thirty (30) days per day after the ship completes discharge	Free	Free
	(ii) For the next thirty (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 thirty (30) days per day after the ship completes discharge	Free	Free
	(ii) For the next thirty (30) days per day	3.95	7.90
	(iii) Thereafter until final Delivery per day	7.90	15.85

(d)	<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) Charcoal/Oilcake/ Wet Hides or Skins/Rock Sulphate/Sulphur/ Loose timber/loose scrap	3.20	4.75
	(ii) Chemicals and oils	5.85	8.90
(f)	<b>General Cargo - Wharfage</b>	<b>Rates per Harbour Tonne or part thereof – USD</b>	
	(i) Wharfage shall be levied at the following rates	2.00	
(g)	<b>General Cargo – Storage</b>	<b>Rates per Harbour Tonne or part thereof – USD</b>	
	(i) For the first thirty (30) days after the ship completes discharge	Free	
	(ii) For the next thirty (30) days per tonne per day or part thereof	0.95	
	(iii) Thereafter until final delivery per tonne per day or part thereof	1.90	

**CLAUSE 36: CONTAINER HANDLING RATES  
DAR ES SALAAM CONTAINER TERMINAL (DCT)  
BERTHS 8 - 11**

<b>1.</b>	<b>Containers handled at the Dar es Salaam Container Terminal shall be levied the following charges:</b>		
	<b>Stevedoring charges</b>	<b>Rate per Container Unit of – USD</b>	
		<b>Up to 20ft</b>	<b>Over 20 ft.</b>
(a)	Stevedoring FCL	80.00	120.00
(b)	Stevedoring LCL	160.00	255.00
(c)	Stevedoring Empty	40.00	60.00
(d)	Shifting Containers	100.00	200.00
<b>Note:</b>			
(i)	Stevedoring charges of LCL containers include charges for transfer to ICD/Stripping sites plus stripping charges.		
(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 3rd 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)	<b>Dangerous cargo</b> containers shall attract <b>10% surcharge</b> on rates 1(a), (b) and (d)		
(vi)	<b>Over-dimension containers</b> shall attract a <b>surcharge of 30%</b> .		

## CLAUSE 37: CONTAINER HANDLING RATES BERTHS 0-7

<b>1.</b>	<b>Containers handled at Berths 0 - 7 and other Dedicated Terminals shall be levied the following charges:</b>		
	<b>Stevedoring Charges</b>	<b>Rate per Container Unit of – USD</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
	<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 3rd 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)	<b>Dangerous cargo</b> containers shall attract <b>10% surcharge</b> on rates 1(a), (b) and (d).		
(vi)	<b>Over-dimension containers</b> shall attract a <b>surcharge of 30%</b> .		

## CLAUSE 38: ROLL ON-ROLL-OFF OPERATIONS

<b>1.</b>	<b>Containers handled by RORO vessels shall be levied the following charges:</b>		
<b>Stevedoring Charges</b>		<b>Rate per Container Unit of - USD</b>	
		<b>Up to 20ft.</b>	<b>Over 20 ft.</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 rates for both FCL and LCL include charges for transfer to DCT and/or ICD/Stripping/Stuffing sites as well as an additional charge for Stripping/Stuffing for LCL containers.		
	Third shift, Saturdays, Sundays and Public Holidays shall attract an additional gang charge of USD 500 per Gang per Shift.		
(ii)	Export containerized cargo shall attract FCL rates.		
(iii)	<b>Dangerous cargo</b> containers shall attract <b>10% surcharge</b> on rates 1 (a), (b) and (d).		
(iv)	<b>Over-dimension containers</b> shall attract a <b>surcharge of 30%</b> .		
(v)	<b>Other RORO Stevedoring Services</b> - Applicable charges are quoted in Clause 14: 2(a) (i)		



## CLAUSE 39: OTHER CONTAINER SERVICE CHARGES

<b>1. 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 TARIFF.			
<b>2. Change of Container Status on submission of notice</b>		25.00	35.00
Changing the status of a container shall attract <b>additional charges</b> as follows:			
<b>Note:</b>			
(i)	Where notice is served at least 48 hours before vessels arrival charges specified above shall not apply.		
(ii)	Where notice is served 5 days after the vessels arrival, the <b>charges shall be double those set out above.</b>		
		<b>Rate per Container Unit of - USD</b>	
		<b>Up to 20 ft.</b>	<b>Over 20 ft.</b>
<b>3. Stuffing/Stripping</b>		70.00	140.00

4.	<b>Transshipment Containers</b>			
	Transshipment container shall be levied the following charges:			
	(a)	Stevedoring	90.00	135.00
	(b)	Wharfage	N/A	N/A
	(c)	Shorehandling	N/A	N/A
	(d)	Storage, Free Period	15 Days	15 Days
	(e)	Thereafter until loading in/outgoing vessels <b>(Rates per day)</b>	15.00	30.00
(f)	Transfer	10.00	15.00	
<b>Note:</b> Stevedoring and related charges as provided above cover the inward and outward operations and shall be paid in fully by the inward vessels.				
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 and removal charges as follows:			
			<b>Rate per Container Unit of - USD</b>	
			<b>Up to 20 ft.</b>	<b>Over 20 ft.</b>
	(a)	Shut-out charges	50.00	75.00
	(b)	Removal charges	30.00	45.00
	(c)	Storage: Free period	5 days	5 days
(d)	Thereafter per container per day	15.00	30.00	
<b>Note:</b> The above charges shall be to the account of the carrier.				
6	<b>Wharfage on Empty Containers</b>	3.00	6.00	
	<b>Wharfage on empty containers</b> received and/ or delivered to ships shall be levied at:			
<b>NOTE:</b> The above charges shall be to the account of the carrier.				

## CLAUSE 40: HANDLING 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 at other terminals	1.50
(b)	Handling of crude products at SBM and at other crude oil terminals	0.50
(c)	Handling at SBM and at other crude oil terminals for other liquid products other than crude products	2.50

## CLAUSE 41: THE GRAIN TERMINAL SERVICES

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	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>				
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>			
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 at the rate of (per HTN per day)	0.50	0.15

(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
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## **CLAUSE 42: SPECIAL RATE FOR INLAND CLEARANCE DEPOTS OR DRY PORTS (ICDs)**

The ICDs are handling and storage facilities that facilitate the import and export of goods, (both containerized and general cargo) in enhancing port efficiency in terms of port terminals' decongestion, timely and efficient loading, unloading, stuffing, de-stuffing and a variety of other activities. These ICDs may be located adjacent to the port terminal (like Ex NASACO Yard) or a few kilometres away (like UICD) as well as inland or remote from the port terminals such as Kwala Ruvu and others in the offing.

The Management is cognizant of the fact that, an effective integrated transport system between the port(s) and ICDs is pivotal for conveyance of cargo from the port terminals to the ICDs and vice versa. Therefore, TPA and the rail/road transporters work closely to facilitate the transfer of imports and exports between the port terminals and the ICD facilities in a seamless manner.

	Charges for each activity performed shall be levied as follows:	Rate per Container Unit of - USD	
		Upto 20ft	Over 20ft
1	<p><b>EX NASACO YARD: (Domestic and Transit Exports only)</b></p> <p>Services rendered:</p> <p>(a) Lift on/off empty container: [TPA Clause 29 1 (f) (iii)]</p> <p>(b) Off-loading cargo from truck/ wagon: [TPA Clause 11&amp;12] Hire of staff &amp; equipment ]</p> <p>(c) Placing cargo in the shed/ yard – transfer within port area: [TPA Clause 29: 1 (a) (v)]</p> <p>(d) Stuffing/Stripping: [TPA clause 39.(3)]</p> <p>(e) Lift on / off Full Container: [TPA Clause 12 4(c) (i) &amp;(ii)]</p> <p>(f) Transport to Port: [TPA Clause 12 6(d&amp; e)]</p> <p><b>Note 1:</b> The applicable rate per unit of container is applied where all services i.e (a) to (f) above are offered as a package including transport to the port. Otherwise, individual tariff rates under (a) to (f) above and other relevant tariffs shall apply subject to the services rendered.</p>	280.00	510.00

2	<p><b>Ubungo Inland Container Depot: (Domestic and Transit Exports only)</b></p> <p>Services rendered:</p> <p>(a) Lift on /off empty container: [TPA Clause 29: 1 (f) (iii)]</p> <p>(b) Off-loading cargo from truck/ wagon: [TPA Clause 11&amp;12 Hire of staff &amp; equipment]</p> <p>(c) Placing cargo in the shed/ yard – transfer within port area: [TPA Clause 29: 1 (a) (v)]</p> <p>(d) Stuffing/Stripping: [TPA clause 39.(3)]</p> <p>(e) Lift on / off Full Container: [TPA Clause 12: 4(c) (i) &amp;(ii)]</p> <p><b>Note 2:</b> Conveyance charges for transportation of the container from the Port to UICD or vice versa shall be charged on account of the consignee separately as per the railway or trucking charges in application.</p> <p><b>Note 3:</b> The applicable rate per unit of container is applied where all services i.e (a) to (e) above are offered as a package. Otherwise, individual tariff rates under (a) to (e) above and other relevant tariffs shall apply subject to the specific services rendered.</p>	180.00	310.00
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3	<p><b>Other Inland Clearance Depots- Kwala Ruvu and Others:</b>  <b>(Domestic and Transit Exports only – Consolidation services)</b>  Services rendered:</p> <ul style="list-style-type: none"> <li>(a) Lift on /off empty container: [TPA Clause 29: 1 (f) (iii)]</li> <li>(b) Off-loading cargo from truck/ wagon: [TPA Clause 11&amp;12. Hire of staff &amp; equipment]</li> <li>(c) Placing cargo in the shed/yard – transfer within port area: [TPA Clause 29: 1 (a) (v)]</li> <li>(d) Stuffing/Stripping: [TPA clause 39(3)]</li> <li>(e) Lift on / off Full Container: [TPA Clause 12 4(c) (i)&amp;(ii)]</li> </ul> <p><b>Note 4:</b>  The applicable rate per unit of container is applied where all services i.e (a) to (e) above are offered as a package. Otherwise, individual tariff rates under (a) to (e) above and other relevant tariffs shall apply subject to the specific services rendered.</p> <p><b>Note 5: Conveyance charges</b> for transportation of the container from Kwala ICD to the port be charged separately <b>as per the railway or trucking charges in application.</b></p>	180.00	310.00
	<p><b>Note 6: Conveyance charges</b> for all import containers transferred under the PORT EXTENSION MODE OF OPERATION shall be borne by the Authority.</p>		
	<p><b>Note 7: Conveyance charges</b> to Kwala ICD and others for the <b>OVERSTAYED IMPORT CONTAINERS</b> and <b>Shipper’s Nomination</b> shall be <b>on account of the consignee.</b></p>		

4	<b>Storage Charges</b> <b>(a) EX NASACO YARD:</b> (Domestic and Transit <b>Exports:</b> Storage charges shall be applied as per Clause 32.	As per Clause 32	As per Clause 32
	<b>(b) Ubungo Inland Container Depot:</b> Domestic and Transit <b>Exports</b>	<b>RATE-USD</b>	<b>RATE-USD</b>
	(i) Consolidation of cargo up to 3,500 Tons (whether in containers or warehouse yard)	Free	Free
	(ii) Thereafter until the date fixed as the transfer day	As per Clause 32	As per Clause 32
	<b>(c) Ubungo Inland Container Depot:</b> Domestic and Transit <b>Imports</b> Storage charges shall be applied as per Clause 35.	<b>RATE-USD</b>  As per Clause 32.	<b>RATE-USD</b>  As per Clause 32
	<b>(d) Other Inland Clearance Depots-Kwala Ruvu and Others:</b> (Domestic and Transit <b>Exports</b> )	<b>RATE-USD</b>	<b>RATE-USD</b>
	(i) Consolidation of cargo up to 5,000 Tons (whether in containers or warehouse/yard)	Free	Free
	(ii) Thereafter until the date fixed as the transfer day	As per Clause 32	As per Clause 32
	<b>(e) Other Inland Clearance Depots-Kwala Ruvu and Others:</b> (Domestic and Transit <b>Imports</b> ) — under the port extension mode	RATE-USD	RATE-USD
	(i) <b>Local</b> 30 days after the container is landed at the ICD	Free	Free
	(ii) <b>Transit</b> 60 days after the container is landed at the ICD	Free	Free

	(iii) <b>Local:</b> For the next 14 days (from day 31-44)	20.00	40.00
	(iv) <b>Transit:</b> For the next 14 days (from day 61-74)	20.00	40.00
	(v) Thereafter until delivery for both Local and Transit	40.00	80.00
<b>5</b>	<b>Storage General Cargo</b>	<b>Rate per Hobour Tonne or part thereof - USD</b>	
	(i) <b>Local:</b> For the first 30 days after the cargo is landed at the ICD	Free	
	(ii) <b>Transit:</b> For the first 60 days after the cargo is landed at the ICD	Free	
	(iii) Thereafter until delivery for general cargo per ton or part thereof	0.50	
	(a) Other Inland Clearance Depots- Kwa- la Ruvu and Others: (Domestic and Transit Imports) —	<b>RATE - USD</b>	<b>RATE - USD</b>
	<b>OVERSTAYED CONTAINERS</b> Storage charges shall be applied as per Clause 32	As per Clause 32	As per Clause 32
	(b) Dangerous Cargo at all ICDs shall be charged as follows:	<b>RATE - USD</b>	<b>RATE - USD</b>
	(i) For the first 24 hours after transfer to the ICD	Free	Free
	(ii) Thereafter until delivery	As per Clause 32.	As per Clause 32.
	<b>Note 8:</b> All other services rendered by TPA but not otherwise enu- merated in this proposed special tariffs shall be charged in accordance with the applicable specific clause in this Tariff Book.		

## PART — IV

### CLAUSE 43: MISCELLANEOUS PROVISIONS AND CHARGES

#### 1. Miscellaneous services

Miscellaneous services will be provided on request. The following services will be charged on Hire of labour and/or Equipment:

- i. Opening and closing of hatches
- ii. Laying dunnage
- iii. Pre-slinging
- iv. Trimming bulky cargo
- v. Rigging derricks
- vi. Sweeping and cleaning of hatches
- vii. Shifting cargo
- viii. Sorting mixed cargo
- ix. Re-stowing cargo
- x. Lashing
- xi. Any other not otherwise enumerated.

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:

1.	<b>Weighing and Marking – Import and Trans-shipment</b>	<b>Rate per Harbour Tonne or 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 one tonne or part thereof.	4.00

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
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
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> Sorting exports to marks, numbers, kind, size or other characteristics.	2.00	
	<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:		
	(i) 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.
		(ii) 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
		The charges shall be on the following basis:
		<b>Per Harbour Tonne or part thereof – USD</b>
		<b>Sorting or Removal</b> to another shed or stacking ground when in the discretion of the Authority this is necessary for sorting
		4.00
	(c)	<b>Sorting of Imports</b> Sorting of imports aboard or ashore to marks, numbers, kind, size or other characteristics
		4.00
		<b>Note:</b> Except as may be otherwise herein provided removal charges on import cargo shall be raised on the following basis:
		(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
		(i) 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

	(ii) From one ship and under two or more bills of lading, in respect of the identity 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.	<b>Rate per Harbour tonne of part thereof USD</b>
	(a) Sorting only	3.00
	(b) Removal to another shed or stacking ground necessary for sorting	4.00
	<b>Notes:</b>	
	(i) 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.	
	(ii) 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.	
(d)	<b>Bagging and Re-bagging of cargo excluding cost of bags per bag:</b>	<b>Rate per Bag- USD</b>
	(i) Manual	2.00
	(ii) Mechanised	1.00
(e)	<b>Patching and repair and sewing of bales</b> of replacing one end of cover (excluding cost of hessian) per bale; <b>Re-Sewing of bagged</b> export cargo per bag, charges for re-sewing of bagged import cargo and <b>Banding or re-banding of cases</b> per case (excluding cost of materials)	1.00

	<p>(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.</p> <p>Shipping empty bags on board for bagging bulk cargo for landing ashore per Harbour tonne of commodity.</p> <p><b>Note:</b> Storage charges at export rates shall be raised 48 hours after the ship sails.</p>	1.00
		<p><b>Rate per Harbour Tonne or part thereof –USD</b></p>
	<p>(g) <b>Double handling of Cereals</b> Double handling of maize, pulses or wheat in transit sheds for the purpose of grading per dead-weight tones</p>	3.00
	<p>(h) <b>Facilities for fumigation of import cargo on request</b></p>	<p><b>Rate per Harbour Tonne or part thereof – USD</b></p>
	<p>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:</p>	
	<p>(i) Rice per deadweight tonne</p>	4.00
	<p>(ii) Other commodities: per bag or sack or per bale or per package not otherwise enumerated.</p>	1.00
	<p><b>Note:</b> If lighters are used, charges for <b>hire of lighters shall be USD 1.00 per tonne of lighter capacity per 12 hours</b> or part thereof <b>subject to a minimum of USD 150.00 AND</b> Normal storage charges as set out in <b>Clause 32: 1(f)</b> shall apply in respect of <b>cargo under fumigation</b></p>	



(i)	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.
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**2. Charges or Dues not expressly provided for**

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.

**3. 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.

**4. 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.

**PART — V**

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**REVIEW AND REPEALS**

**Review, Amendment or Repeal of  
the Tariff Books**

Following the printing of this Tariff Book in February 2024, the previous Tariff Book of Port Dues and Charges issued in April, 2013 and applicable to all sea ports in Tanzania mainland shall, serve as herein provided, cease to have validity and effect.

This Tariff Book will be reviewed every five years from the date of publications.







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