



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF TRANSPORT
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC



ISO 9001:2015 CERTIFIED

ANNUAL STATISTICAL BULLETIN - 2023



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FOREWORD

As Tanzania's population continues to grow, low-cost and efficient maritime transport has an essential role to play in the growth and sustainable development. Shipping helps to ensure benefits of trade and commerce are more evenly spread which shades out the need for Government regulation and exclusive mandate in some items.

The mandated functions and duties of the Corporation are stipulated under sections 7, 10, 11 and 12 of the Tanzania Shipping Agencies Act, Cap 415. Prior to the coming into force of the Finance Act No. 5 of 2022, the mandated functions and duties among others included exclusive mandates of clearing and forwarding functions relating to import and export of exclusive items, documentation in relation to shipping agency, ship tallying services, regulation of maritime transport services, maritime environment, safety and security matters.

In view of the above functions, TASAC has prepared annual statistics for the year 2023 for provision of official statistics to the Government, business community and the Public at large.

The Corporation is open to views, comments and feedback with the intention of adding value to subsequent publications.



Mohamed M. Salum
Director General

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ABBREVIATIONS

CFA	Clearing and Forwarding Agent
CFS	Container Freight Station
ECD	Empty Container Depot
FEU	Forty Foot Equivalent Unit
GMV	Gross Mass Verifier
ICD	Inland Containers Depot
ICDV	Inland Clearance Depot – Vehicles
LCL	Less than Container Load
MPS	Miscellaneous Ports Services
MRCC	Maritime Rescue Coordination Centre
TASAC	Tanzania Shipping Agencies Corporation
TEU	Twenty Foot Equivalent Unit
TICTS	Tanzania International Container Terminal Services

1.0 INTRODUCTION

Statistical Bulletin describes in numbers the Corporation's achievements and trends of its business and regulatory role for the period of three calendar years since its establishment in 2018. The bulletin presents shipping business statistics, maritime transport regulation statistics and presents maritime safety, security and environment statistics of the calendar year 2023.

1.1 DEFINITION OF TERMS

1.1.1 Ship Turn Around Time

Total time a vessel spends at a port, from entrance to exit. It is calculated from the time of arrival to the time of departure excluding time lost due to ship own convenience.

1.1.2 Truck turnaround time

Total time spent from the time the truck enters the port to the time the truck leaves the exit gate.

1.1.3 Ship Waiting Rate

Ratio of ship time at berth and ship time outside. The ratio is determined as follows:

$$\text{Waiting Rate} = \frac{\text{Time Spent Outside Berth}}{\text{Time Spent at Berth}}$$

1.1.4 Berth Occupancy Rate

Percentage of time that berths are in use by ships and it is determined as follows:

$$\text{Berth Occupancy Rate} = \frac{\text{Total Ship Time (days) at Berth} \times 100}{\text{Number of Berths} \times \text{ND}}$$

Whereas ND is the number of days in a reporting period

1.1.5 Working Time over Time at Berth

extent ship being worked while at a port. It is determined as follows:

$$\text{Working Time Over Time at Berth} = \frac{\text{Working Time}}{\text{Time at Berth}}$$

1.1.6 Cargo Dwell Time

Time (in days) elapsed cargo was unloaded from a ship until it exits the port or vice versa.

1.1.7 Gang Productivity

Measure of labour productivity measured by number of units or tons performed by a group of laborers (i.e., gang) in a shift.

1.1.8 Gross Moves

Measure of productivity of the main equipment for container loading and unloading per unit time without deducting time lost due to stoppages for any reason. Equipment considered in this case are Ship to Shore Gantry Crane (SSG) or Mobile Harbour Crane (MHC).

1.1.9 Ship Productivity

Measure of total productivity of a port in cargo handling on a ship per day. It is measured in units or tons per ship - day.

2.0 MARITIME TRANSPORT REGULATION

The actual maritime transport service involves the movement of goods by vessels between the port of embarkation where the merchandise is received from the shipper/ consignor; and the port of destination; where the merchandise is claimed by the importer/ consignee. Shipping is international if performed from the port of one country to the port of another country, i.e. for the provision of a complete service, a ship must enter the ports (or offshore terminals) of at least two countries. This implies that regulatory system is involved whenever an international maritime transport service is supplied.

2.1 Service Providers

The Corporation is vested with the mandate to regulate maritime transport services as per sections 10 and 12 of Cap. 415. Registration of service providers and issuance of licences/certificates is one of the regulatory roles under the Directorate of Maritime Transport Regulation. Service providers regulated by the Directorate of Maritime Transport Regulation are shipping and port service providers. Shipping service providers include shipping agents, cargo consolidators and de-consolidators and CFAs. Port service providers include port terminals, dry ports, MPS providers and GMVs.

With the exception of port terminal and dry port service operators, validity of issued certificates/licences across all other categories of regulated service providers is one (1) calendar year starting from January to December and the same are renewable. Besides that, new service providers are allowed to lodge new applications at any time bearing in mind the validity period specified with the exception of MPS which consider a period of one year at any moment of the application.

Licences for port terminal and dry port service operators as per regulations governing the sector are issued with the expiry period of ten years for major sea ports, five (5) years for major inland waterway ports, three (3) years for small sea ports and small inland waterway ports and five (5) years for dry ports (ICDs, ECDs and CFSs). Basing on the reasons of facilitating the sector, currently, licences for port terminals are issued for a period of two (2) years in accordance with Section 9 (1) (f) of the Tanzania Shipping Agencies (Port Terminal Operators) Regulations, 2020 and dry port operators are issued for a duration of one (1) year pending compliance of Regulation 9 (2) of the Tanzania Shipping Agencies (Dry Port) Regulations, 2018.

Table 2.1 shows the number of registered/licenced regulated service providers as they have been registered/issued with licenses in calendar year from January, 2020 to December, 2023.

Table 2.1: Number of Licensed and Registered Service Providers

S/N	Regulated Subsectors	2021	2022	2023
1	Licensed Port Terminal Operators	5	5	0
2	Shipping Agents	24	39	45
3	Inland Containers Depots	1	3	20
4	Empty Container Depots	1	12	1
5	Container Freight Stations	2	12	15
6	Inland Clearance Depot - Vehicles	0	8	6
7	Miscellaneous Ports Services	68	74	129
8	Clearing and Forwarding Agents	947	1,129	1,143
9	Cargo Consolidators/De-consolidators	32	48	54
10	Gross Mass Verifiers	54	47	48

Source: TASAC

Table 2.2 shows the number of valid licenses and registration certificates of regulated service providers as they have been issued with registration/licenses in calendar year from January, 2021 to December, 2023.

Table 2.2: Valid License and Registration Certificate for Maritime Transport Service Providers

S/N	Service provider	Validity period	2021	2022	2023
1	Licensed Port Terminal Operators	Ten/five/three years	6	11	10
2	Shipping Agents	one calendar year	24	34	41
3	Inland Container Depots	five years	17	20	24
4	Empty Container Depots	five years	7	10	10
5	Container Freight Stations	five years	22	30	31
6	Inland Container Depots - Vehicle	five years		9	12
7	Licensed Miscellaneous Ports Services	one year based on the date of issuance	65	83	129
8	Clearing and Forwarding Agents	one calendar year	947	1,129	1,143
9	Cargo Consolidators/De-consolidators	one calendar year	32	33	54
10	Gross Mass Verifiers	one year based on the date of issuance	54	47	48

Source: TASAC

2.2 Port Services Regulation

This section presents statistics on regulated sub-sectors including port performance according to benchmarked indicators, CFAs, shipping agencies and performance of dry port operators.

Among the functions of the Corporation on port service regulation include enforcement of standards for regulated services, the terms and conditions of services and monitoring of performance of the regulated service providers.

Table 2.3 displays benchmarked indicators and the performance of sea ports (TPA) as terminal operator for Dar es Salaam Port;

Table 2.3: Dar es Salaam Port Average Performance

S/N	Indicator	Unit of Measure	Set Standard	2021	2022	2023
1.	Ship Turnaround Time - Terminal I	Days	3	4.6	8.9	7.2
2.	Ship Turnaround Time - Terminal II	Days	3	3.3	7.9	8.6
3.	Ship Turnaround Time - General Cargo	Days	3	4.2	10.1	8.9
4.	Ship Turnaround Time - Dry Bulk	Days	5	6.1	10.3	10.1
5.	Ship Turnaround Time - KOJ	Days	4	4.0	12.4	12.5
6.	Ship Turnaround Time - SPM	Days	6	8.9	15.5	12.0
7.	Waiting Rate - Terminal I	Rate	1	0.0	0.9	1.0
8.	Waiting Rate - Terminal II	Rate	1	0.0	1.1	1.9
9.	Waiting Rate - General Cargo	Rate	1	0.0	0.9	0.9
10.	Waiting Rate - Dry Bulk	Rate	1	0.0	0.7	0.9

S/N	Indicator	Unit of Measure	Set Standard	2021	2022	2023
11.	Waiting Rate - KOJ	Rate	1	0.0	2.0	2.3
12.	Waiting Rate - SPM	Rate	1	0.0	0.9	1.0
13.	Working Time over Time at Berth - Terminal II	Rate	1	0.9	0.9	0.9
14.	Gross Moves per Ship working Hour - Terminal I	Moves/hr	75	13.5	13.5	18.95
15.	Gross Moves SSG - Terminal II	Moves/hr	30	40.5	24.7	23.7
16.	Gross Moves MHC - Terminal I	Moves/hr	15	11.5	10	14
17.	Truck Turnaround Time	Hours	1	1.0	1.0	1.1
18.	Dwell Time Local - Terminal I	Days	5	6.1	6.4	7.0
19.	Dwell Time Local - Terminal II	Days	5	4.4	4.9	4.1
20.	Dwell Time Transit Overall - Terminal I	Days	14	8.7	12.3	9.0
21.	Dwell Time Transit Overall - Terminal II	Days	14	9.9	10.7	10.9
22.	Dwell Time Transit DRC - Terminal I	Days	14	10.3	14.0	9.5
23.	Dwell Time Transit DRC - Terminal II	Days	14	9.2	12.85	6.6
24.	Yard Density - Terminal I	Percentage	50	57	45	34.5
25.	Yard Density - Terminal II	Percentage	50	62	58	48

Source: TASAC, 2023

3.0 MARITIME SAFETY, SECURITY AND ENVIRONMENT

3.1 Safety Inspections in Marine Transport

Among the functions of the Corporation is to ensure safety of maritime transport, conduct ship surveys and inspections in accordance with the requirements of Part IX of the Merchant Shipping Act, 2003. The function serves to verify that the conditions of the ships' hull, machinery and equipment are being maintained satisfactorily and vessels are properly manned. Tables 3.1 to 3.7 displays the number of surveys and inspections which led to the provision of certificates and inspections carried out for compliance in calendar years to all maritime regions.

Table 3.1 Surveys and Inspections Conducted on Small Vessels (Vessels Below 50GT or 24m)

Maritime Region	Surveys and inspections conducted on Small Vessels (Vessels Below 50GT or 24m)		
	2021	2022	2023
Dar es Salaam and Pwani	337	314	564
Mtwara and Lindi	245	214	622
Tanga	234	288	638
Mwanza	706	926	1,555
Ukerewe	82	1344	1,122
Kagera	916	1399	1,768

Maritime Region	Surveys and inspections conducted on Small Vessels (Vessels Below 50GT or 24m)		
	2021	2022	2023
Mara	545	865	1,019
Kigoma	820	1,047	2,777
Rukwa and Katavi	912	636	512
Mbeya, Ruvuma and Njombe	10	33	181
Geita	1,454	2,033	622
Other navigable waters	63	60	20

Source: TASAC

Table 3.2: Licensed Small Vessels (Vessels below 50GT or 24m)

Maritime Region	Licenced Small Vessels (Vessels Below 50GT or 24m)		
	2021	2022	2023
Dar es Salaam and Pwani	126	272	552
Mtwara and Lindi	144	198	616
Tanga	125	235	573
Mwanza	520	597	1,419
Ukerewe	21	1,164	1,122
Kagera	401	1,241	1,593
Mara	159	743	989
Kigoma	306	554	2,076
Rukwa and Katavi	319	408	498
Mbeya, Ruvuma and Njombe	10	18	90
Geita	756	1,533	622
Other navigable waters	0	0	20

Source: TASAC

Table 3.3: Surveys Conducted on Ships (Vessels Above 50GT or 24m)

Maritime Region	Surveys conducted on Ships (Vessels Above 50GT or 24m)		
	2021	2022	2023
Dar es Salaam and Pwani	25	11	17
Mtwara and Lindi	4	0	9
Tanga	0	0	3
Mwanza	36	33	43
Ukerewe	0	3	0
Kagera	0	0	2
Mara	9	0	6
Kigoma	11	0	0
Rukwa and Katavi	0	0	0
Mbeya, Ruvuma and Njombe	3	0	3
Geita	3	0	0
Other navigable waters	0	0	0

Source: TASAC

Table 3.4: Flag State Inspections (Vessels Above 50GT or 24m)

Maritime Region	Flag state Inspections conducted on Ships (Vessels Above 50GT or 24m)		
	2021	2022	2023
Dar es Salaam and Pwani	46	13	27
Mtwara and Lindi	8	5	14
Tanga	5	4	13
Mwanza	108	91	93
Ukerewe	1	14	3
Kagera	3	4	3
Mara	18	1	6
Kigoma	11	33	32
Rukwa and Katavi	0	0	0
Mbeya, Ruvuma and Njombe	3	3	6
Geita	4	1	0
Other navigable waters	0	0	0

Source: TASAC

Table 3.5: Port State Control Inspections (Foreign Going Ships)

Maritime Region	Port state Inspections conducted on Ships (Vessels Above 50GT or 24m)		
	2021	2022	2023
Dar es Salaam and Pwani	11	46	240
Mtwara and Lindi	2	2	7
Tanga	0	0	0

Source: TASAC

Number of foreign going ships docking at Dar es Salaam Port were found to be higher than Tanga and Mtwara Ports as indicated in Table 3.4.

Table 3.6: Port State Control Inspections (Inland Waters)

Maritime Region	Port state Inspections conducted on Ships (Vessels Above 50GT or 24m)		
	2021	2022	2023
Mwanza	1	1	2
Kigoma	2	2	37
Rukwa and Katavi	4	4	0

Source: TASAC

Table 3.7: Certificates of Seaworthiness

Maritime Region	Certificates of Seaworthiness		
	2021	2022	2023
Dar es Salaam and Pwani	3	2	3
Mtwara and Lindi	0	0	9
Tanga	4	0	3
Mwanza	11	12	43
Ukerewe	0	0	0
Kagera	0	0	2
Mara	0	0	6
Kigoma	2	0	0
Rukwa and Katavi	0	0	0
Mbeya, Ruvuma and Njombe	0	3	1
Geita	0	0	0
Other navigable waters	0	0	0

Source: TASAC

3.2 Seafarers Training and Certification

The Corporation discharges its responsibilities in accordance to the International Convention on Standards of Training, Certification and Watch keeping for Seafarers 1978 (STCW, 1978), as amended. The objective of the Convention is to ensure that ships are manned with competent and qualified seafarers. Table 3.8 presents statistics on this category.

Table 3.8: Seafarers Certificates

Type of Certificate	2021	2022	2023
Certificates of Competency (COC)	149	381	238
Certificates of Proficiency (COP)	10,866	18,004	15,774
Continuous Discharge Certificate (CDC)	502	537	834

Source: TASAC

3.3 Navigation, Security and Environment

3.3.1 Marine Accidents

To ensure safe operation of vessels at sea and lake terminals, the Corporation, through MRCC, has been recording marine accidents and incidences reports. Table 3.9 shows that the number of accidents has been decreasing steadily over years from 2021 to 2023.

Table 3.9: Reported and Recorded Marine Accidents

Distress Statistics			
Year	2021	2022	2023
Marine Accidents	6	9	7
Number of Persons Involved in Distress	49	68	66
Number of Persons Rescued	36	55	6
Number of Casualties	13	13	57
Number of Persons Missing	0	0	0
Number of Deaths	6	9	7

Source: TASAC**Table 3.10:** Issued Marine Weather Reports (Indian Ocean and Lake Regions)

Weather			
Issued reports	2021	2022	2023
Weather Reports	1,460	1,460	1,460
Warning Reports	633	567	660

Source: TASAC

4.0 SHIPPING BUSINESS

Tanzania Shipping Agencies Corporation (TASAC) performs its exclusive mandate in clearing and forwarding functions in accordance with section 7 of the Tanzania Shipping Agencies Act, Cap. 415 as amended by the Finance Act No. 5 of 2022. The Directorate of Shipping Business (DSB) is responsible for carrying out the responsibilities of cargo clearing and forwarding services under the exclusive mandate.

4.1 Clearing and Forwarding functions

The Corporation has exclusive mandate as to the carrying out of clearing and forwarding functions relating to import and export of arms and ammunition, mineral concentrates, chemical used by mining companies, Government trophies and live animals under the Wildlife Conservation Act. Table 4.1 displays statistics in clearing and forwarding services for exclusive mandated items for the year 2023.

Table 4.1: Number of Shipments Cleared

S/N	Description	Unit of Measure	Import	Export
			2023	2023
1	Arms and Ammunition	shipments	252	2
2	Mineral concentrates	shipments	6	124
3	Chemicals used by mining companies	shipments	634	51
4	Government trophies	shipments	0	1
5	Live animals under the Wildlife Conservation Act.	shipments	0	0
	Total	shipments	892	178

Source: TASAC

The enactment of the Finance Act No. 5 of 2022 had impact on the number of shipments cleared in each month. Table 4.2 displays the statistics in clearing and forwarding services for the year 2021, 2022 and 2023 and the trend analysis provided under figure 4 in appendix.

Table 4.2: Annual Comparison in Number of Shipments Cleared

Month	Import			Export		
	2021	2022	2023	2021	2022	2023
January	629	903	65	674	856	14
February	676	980	54	657	841	15
March	852	964	85	713	953	13
April	700	954	56	673	957	16
May	821	940	71	737	1,069	14
June	902	915	71	663	950	19
July	695	233	97	782	128	17
August	894	90	73	822	19	17
September	936	65	73	798	18	19
October	858	66	86	779	9	10
November	957	71	86	938	16	11
December	993	70	75	861	19	13
Total	9,913	6,251	892	9,097	5,835	178

Source: TASAC

APPENDIX

TREND and TENDENCIES – LICENSING OF REGULATED SERVICE PROVIDERS

Fig. 2.1.1: Licensable Port Terminal Operators
Monthly average (2021 - 2023)

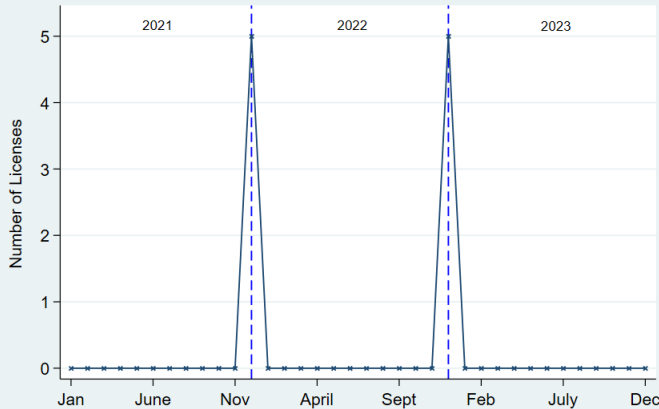


Fig. 2.1.2: Licensed Miscellaneous Port Service Providers (MPS)
Monthly Trend (2021 - 2023)

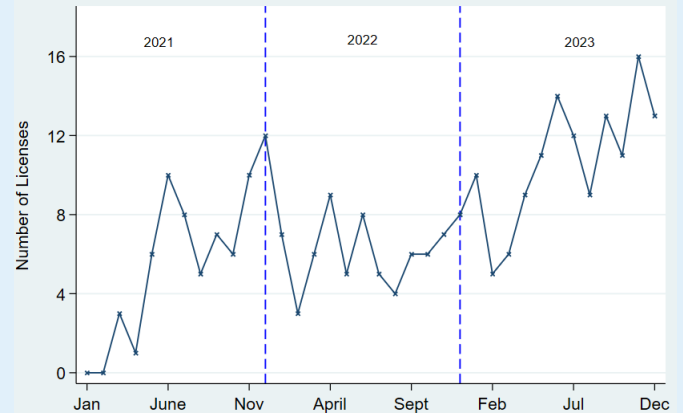


Fig. 2.1.3: Licensed Gross Mass Verifiers (GMV)
Monthly Trend (2021 - 2023)

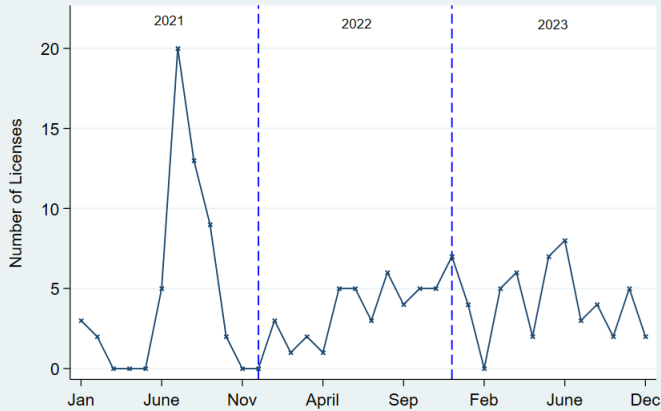


Fig. 2.1.4: Licensed Shipping Agents
Monthly Average (2021 - 2023)

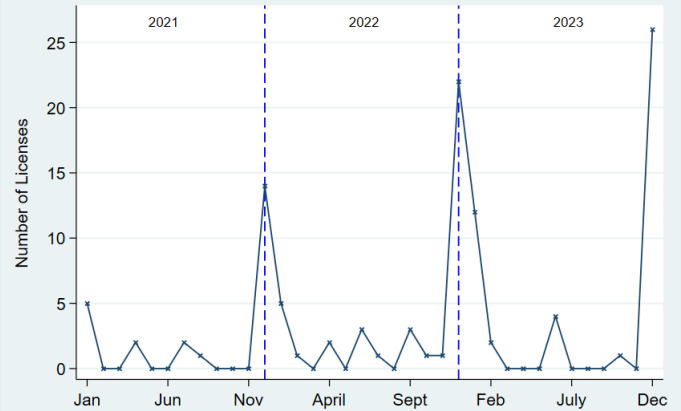


Fig. 2.1.5: Registered Clearing and Forwarding Agents (CFA) Monthly Trend (2021 - 2023)

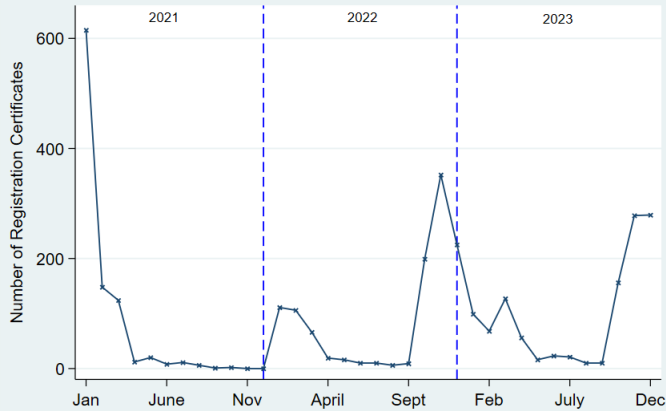


Fig. 2.1.6: Licensed Cargo Consolidators/Deconsolidators Monthly Trend (2021 - 2023)

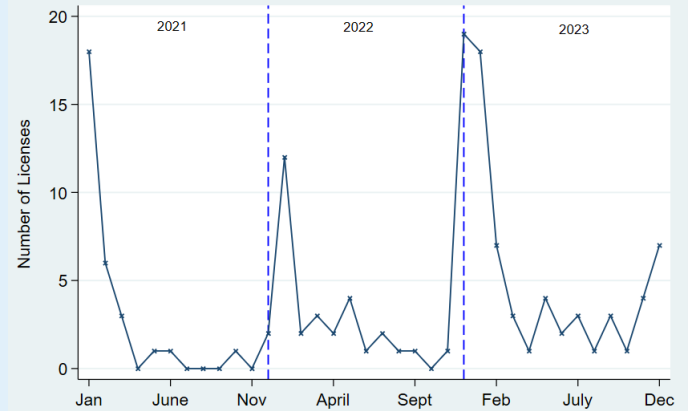


Fig. 2.1.7: Licensed Inland Container Depots (ICD)
Monthly Trend (2021 - 2023)

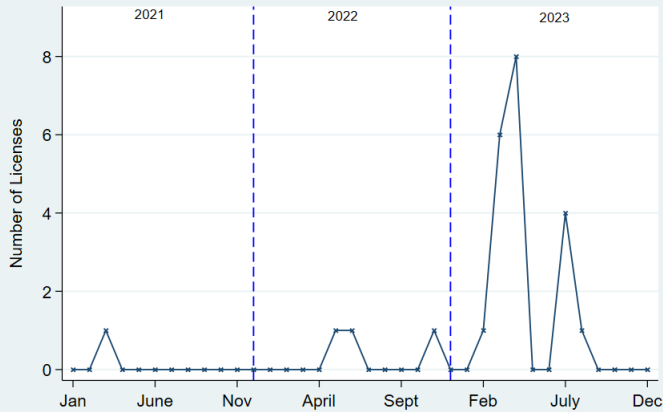


Fig. 2.1.8: Licensed Empty Container Depots (ECD)
Monthly Trend (2021 - 2023)

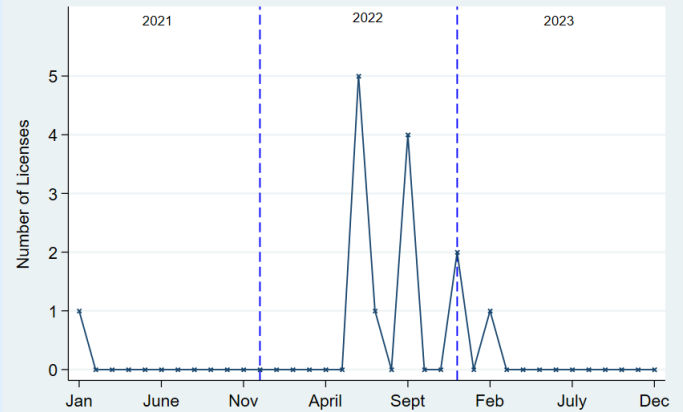


Fig. 2.1.9: Licensed Container Freight Stations (CFS)
Monthly Trend (2021 - 2023)

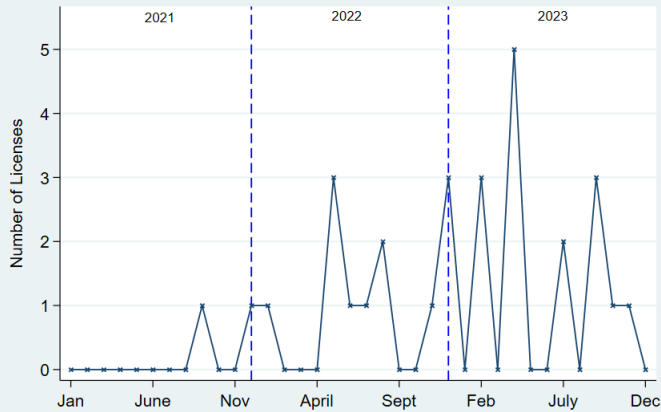
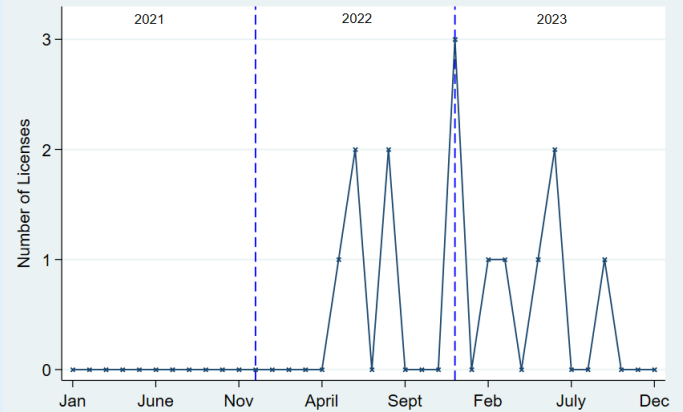


Fig. 2.1.10: Licensed Inland Clearance Depot - Vehicle (ICDV)
Monthly Trend (2021 - 2023)



TREND and TENDENCIES – DAR ES SALAAM PORT TERMINALS

Fig. 2.2.1: Ship Turnaround Time - TPA Container Terminal I
Monthly Trend (2021 - 2023)

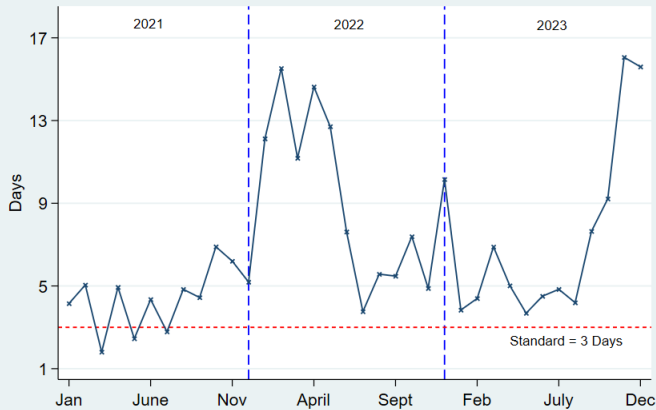


Fig. 2.2.2: Ship Turnaround Time - TPA Container Terminal II
Monthly Trend (2021 - 2023)

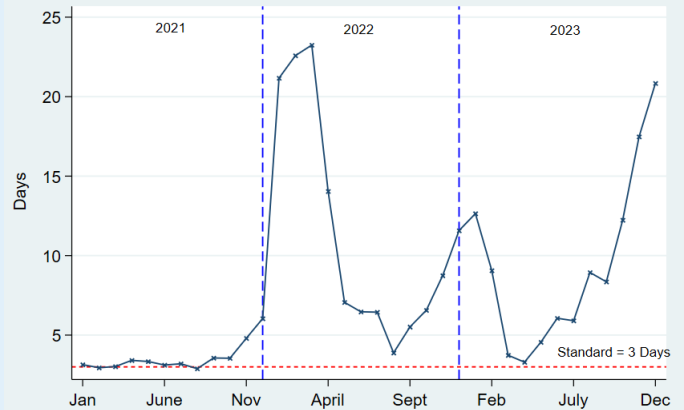


Fig. 2.2.3: Ship Turnaround Time - General Cargo
Monthly Trend (2021 - 2023)

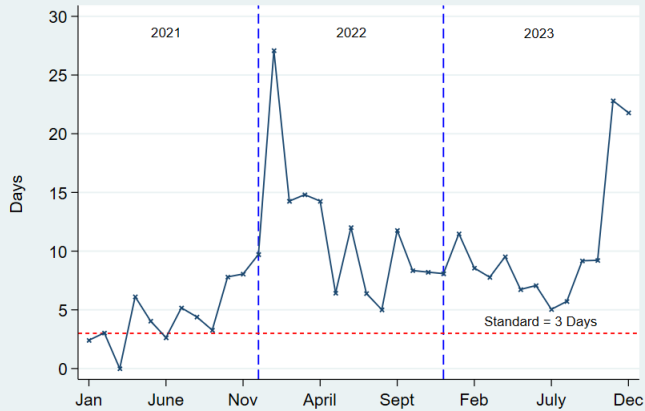


Fig. 2.2.4: Ship Turnaround Time - Dry Bulk
Monthly Trend (2021 - 2023)

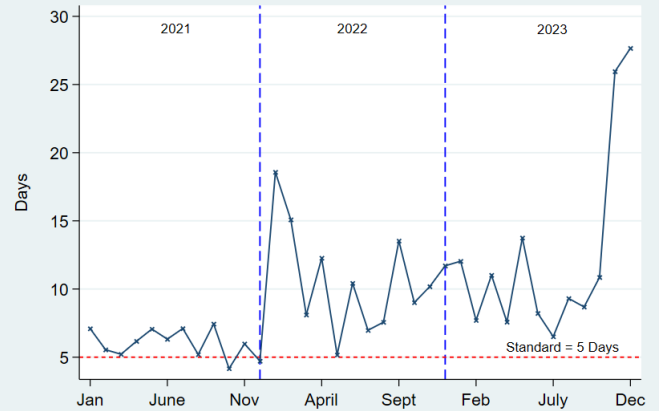


Fig. 2.2.5: Ship Turnaround Time - KOJ
Monthly Trend (2021 - 2023)

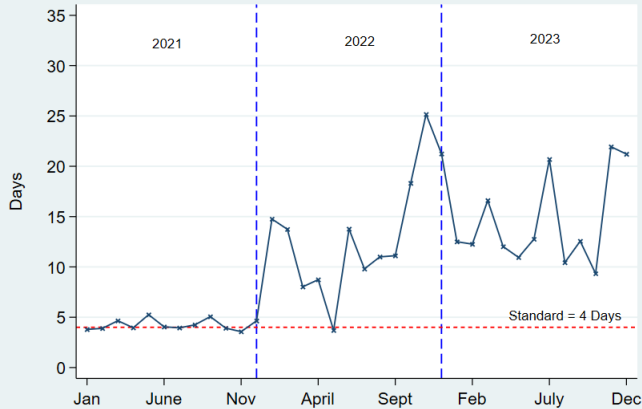


Fig. 2.2.6: Ship Turnaround Time - SPM
Monthly Trend (2021 - 2023)

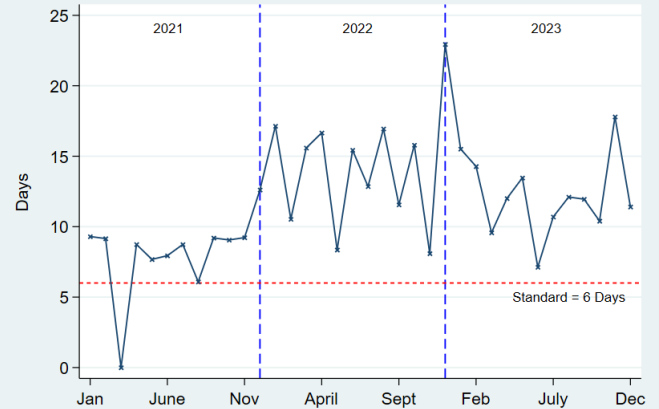


Fig. 2.2.7: Waiting Rate - Terminal I
Monthly Trend (2021 - 2023)

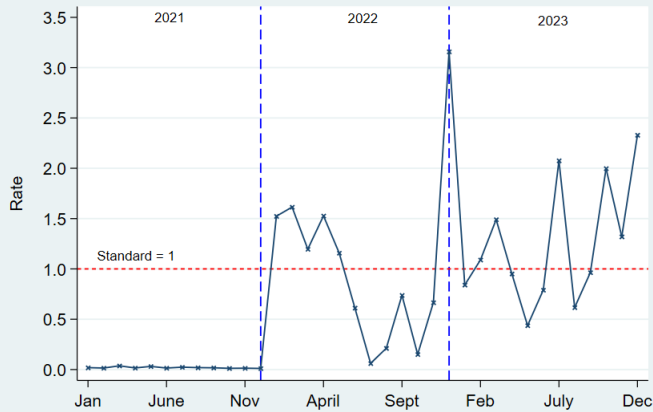


Fig. 2.2.8: Ship Waiting Rate - Terminal II
Monthly Trend (2021 - 2023)

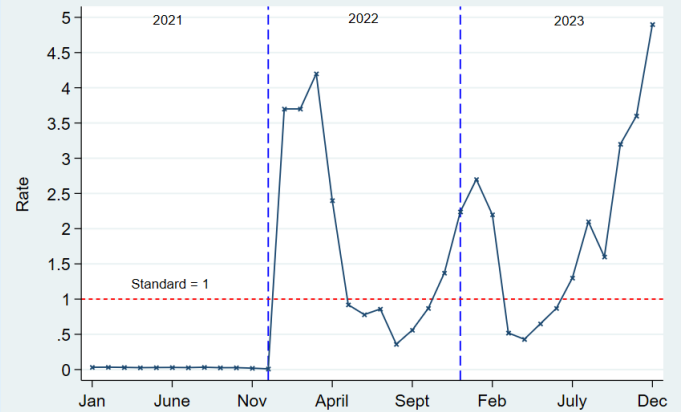


Fig. 2.2.9: Ship Waiting Rate - General Cargo
Monthly Trend (2021 - 2023)

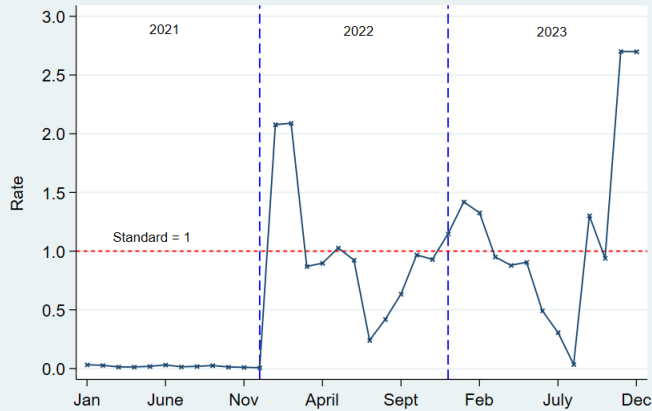


Fig. 2.2.10: Ship Waiting Rate - Dry Bulk
Monthly Trend (2021 - 2023)

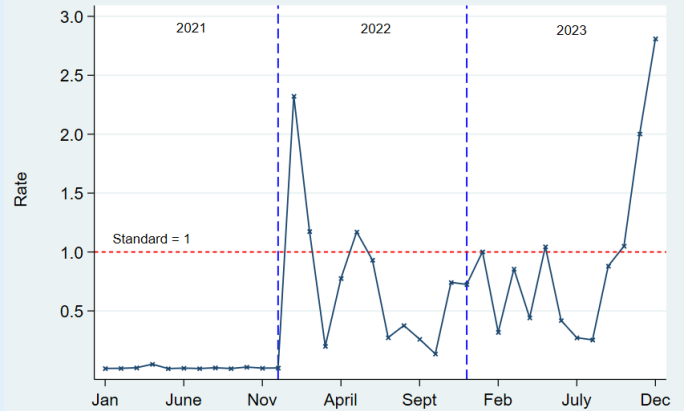


Fig. 2.2.11: Ship Waiting Rate - KOJ
Monthly Trend (2021 - 2023)

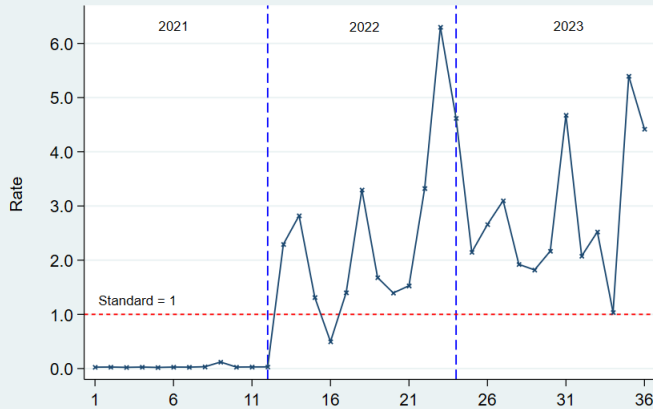


Fig. 2.2.12: Ship Waiting Rate - SPM
Monthly Trend (2021 - 2023)

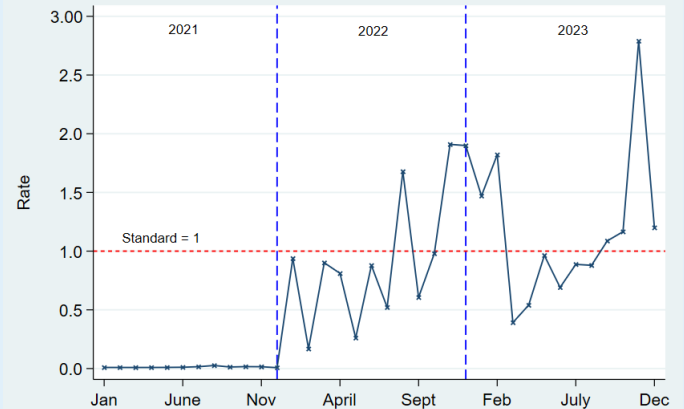


Fig. 2.2.13: Working Time over Time at Berth - Terminal II
Monthly Trend (2021 - 2023)

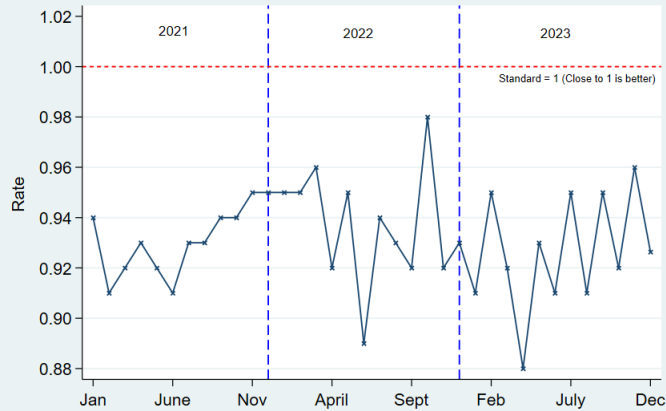


Fig. 2.2.14: Gross Moves per Ship Working Hour - Terminal I
Monthly Trend (2021 - 2023)

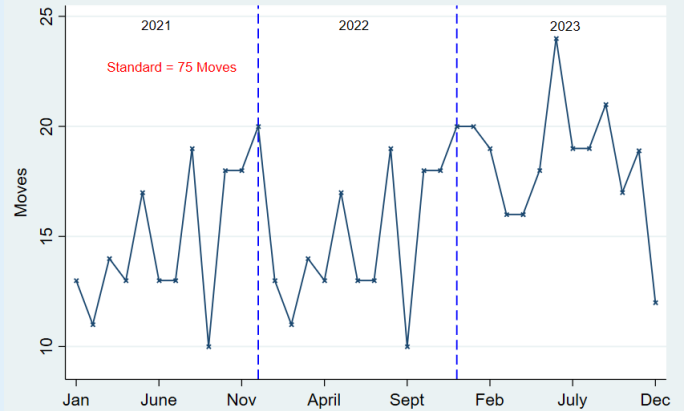


Fig. 2.2.15: Gross Moves - SSG Terminal II
Monthly Trend (2021 - 2023)



Fig. 2.2.16: Gross Moves - MHC Terminal I
Monthly Trend (2021 - 2023)

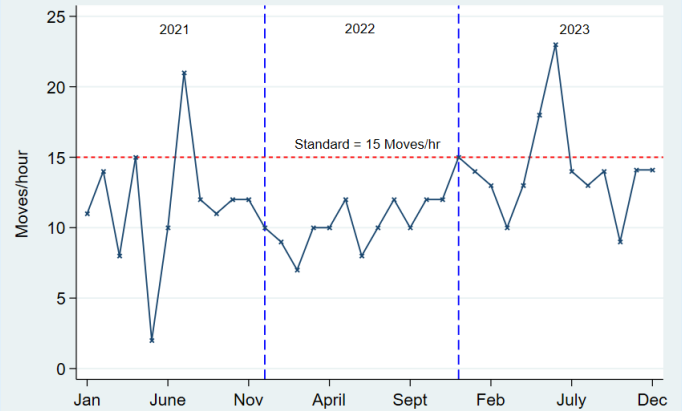


Fig. 2.2.17: Truck Turnaround Time
Monthly Trend (2021 - 2023)

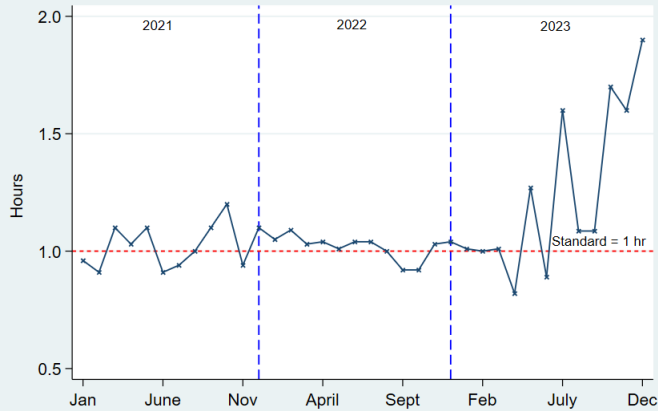


Fig. 2.2.18: Dwell Time Local - Terminal I
Monthly Trend (2021 - 2023)

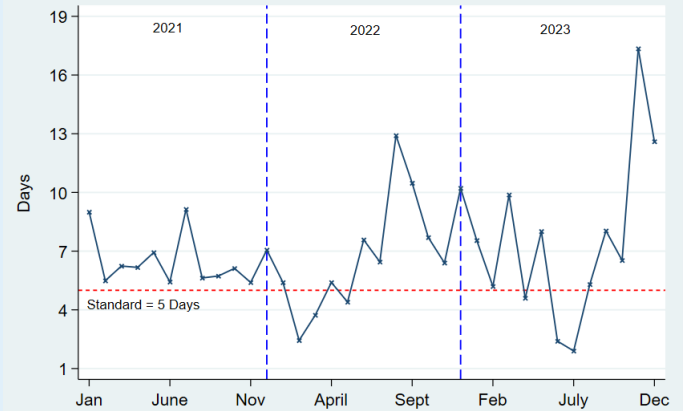


Fig. 2.2.19: Dwell Time Local - Terminal II
Monthly Trend (2021 - 2023)

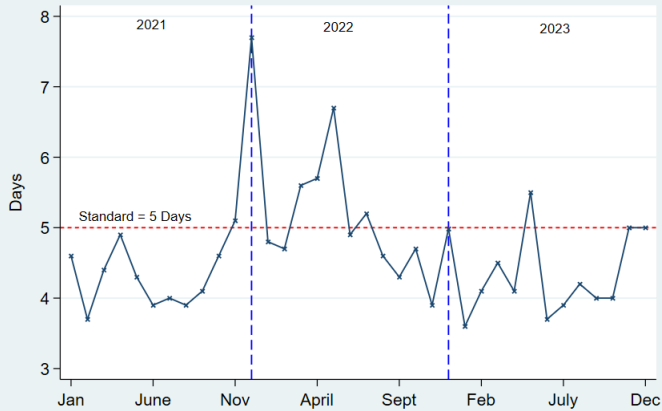


Fig. 2.2.20: Dwell Time Transit Overall - Terminal I
Monthly Trend (2021 - 2023)

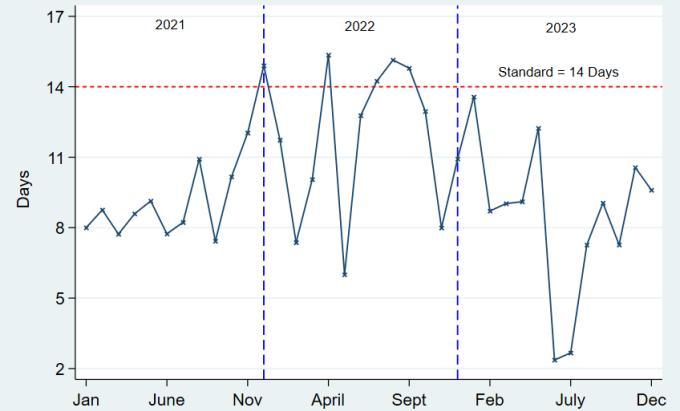


Fig. 2.2.21: Dwell Time Transit Overall - Terminal II
Monthly Trend (2021 - 2023)

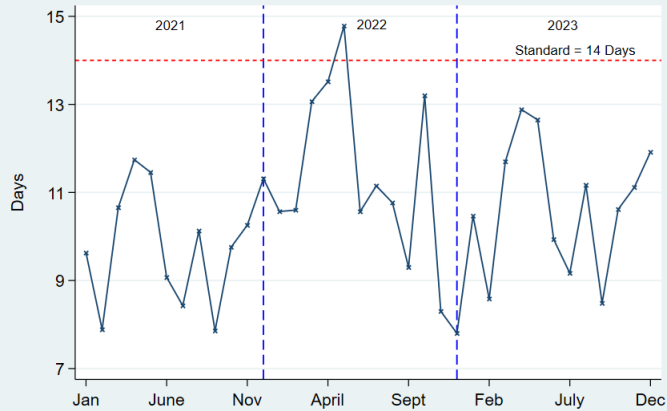


Fig. 2.2.22: Dwell Time Transit DRC - Terminal I
Monthly Trend (2021 - 2023)

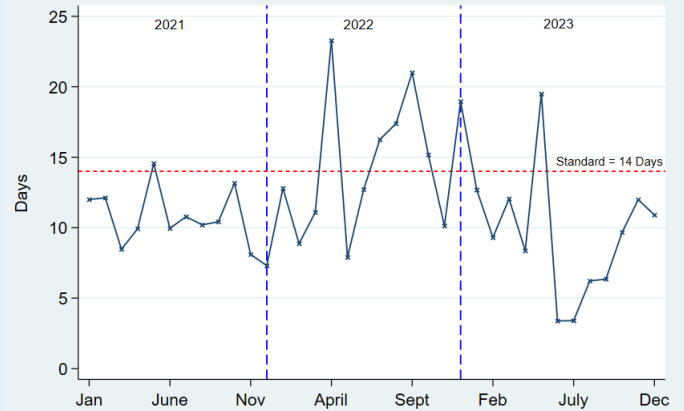
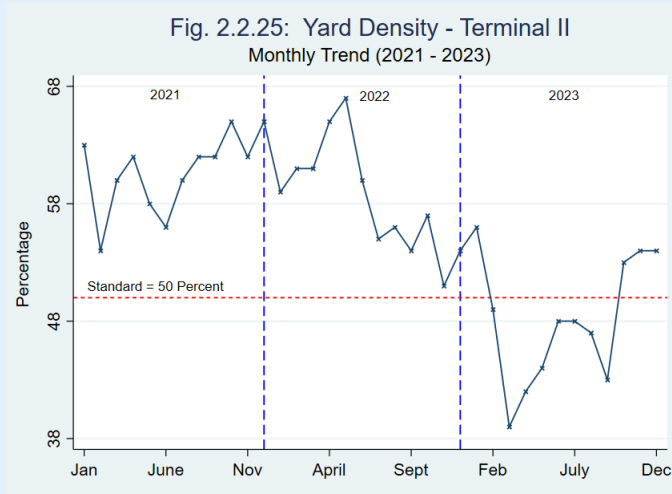


Fig. 2.2.23: Dwell Time Transit DRC - Terminal II
Monthly Trend (2021 - 2023)



Fig. 2.2.24: Yard Density - Terminal I
Monthly Trend (2021 - 2023)





TREND and TENDENCIES – SURVEYS AND INSPECTIONS

Fig. 3.1: Surveys and Inspections on Small Marine Vessels Dar es Salaam and Pwani, January - December (2021 - 2023)

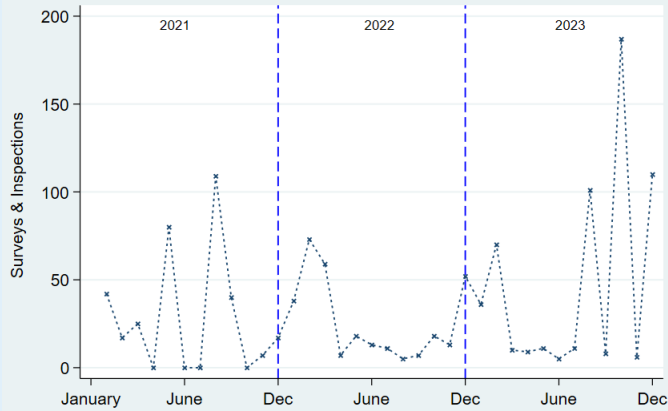


Fig. 3.2: Surveys and inspections on Small Marine Vessels Mtwara and Lindi - Monthly Trend (2021 - 2022)

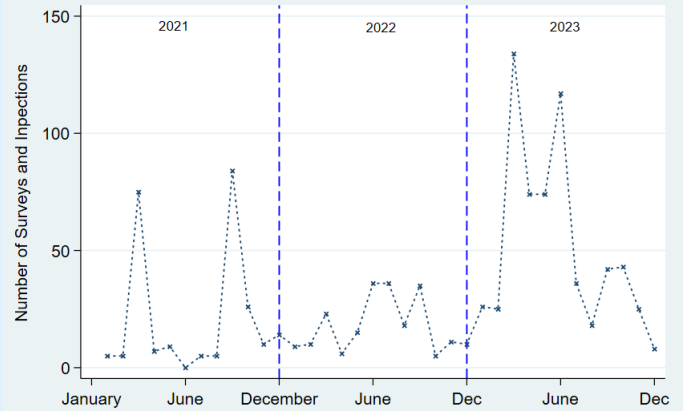


Fig. 3.3: Surveys and inspections on Small Marine Vessels
Monthly Trend - Tanga (2021 - 2023)

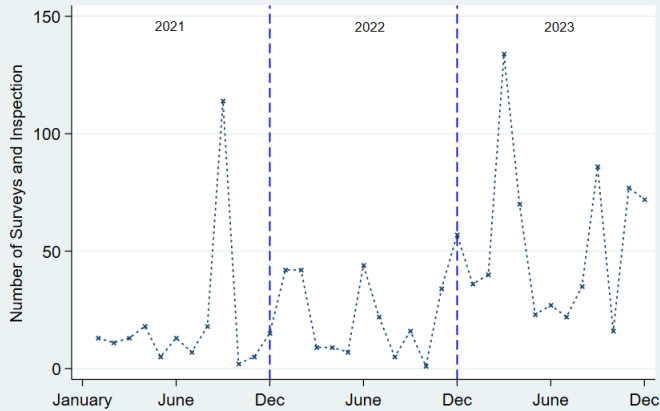


Fig. 3.4: Surveys and inspections on Small Marine Vessels
Monthly Trend - Mwanza (2021 - 2023)

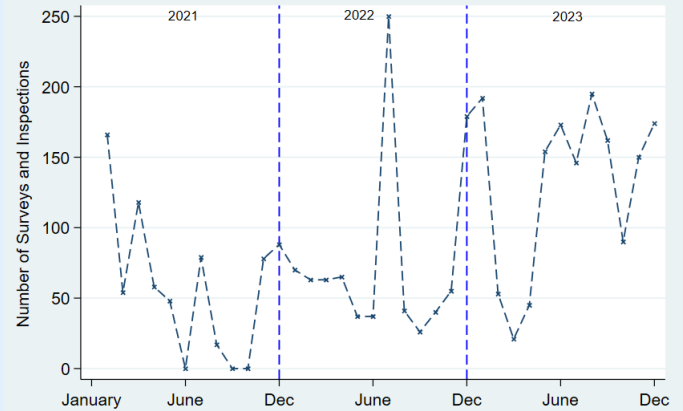


Fig. 3.5: Surveys and inspections
Monthly Trend - Ukerewe (2021 - 2023)

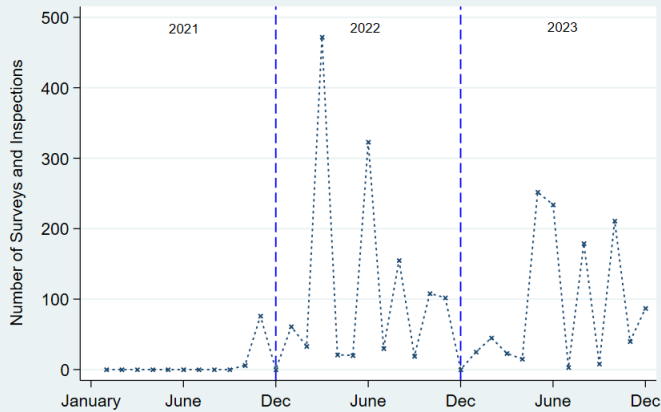


Fig.3.6: Surveys and Inspections o Small Marine Vessels
Monthly Trend - Kagera (2021 - 2023)

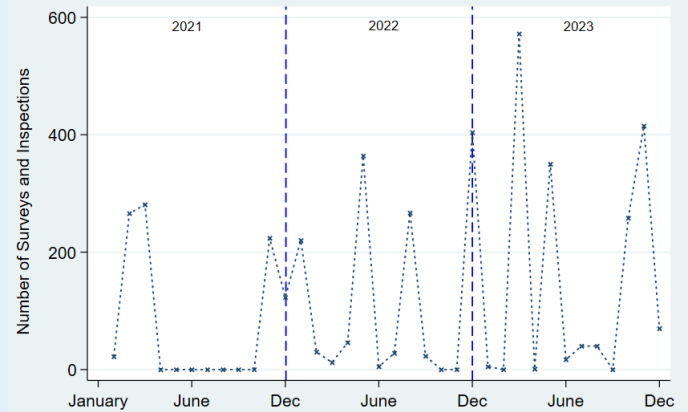


Fig. 3.7: Surveys and Inspections o Small Marine Vessels
Monthly Trend - Mara (2021 - 2023)

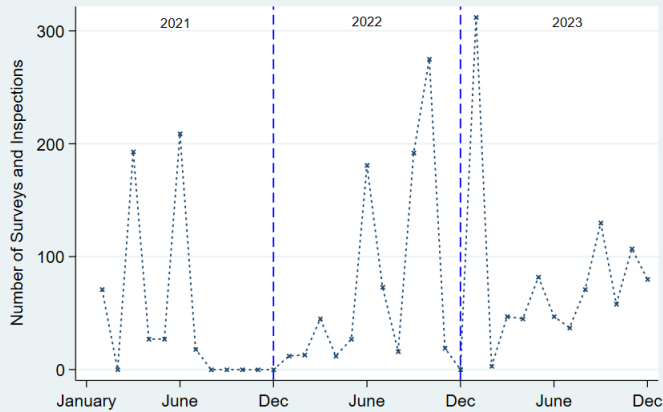


Fig. 3.8: Surveys and Inspections on Small Marine Vessels
Monthly Trend - Kigoma (2021 - 2023)

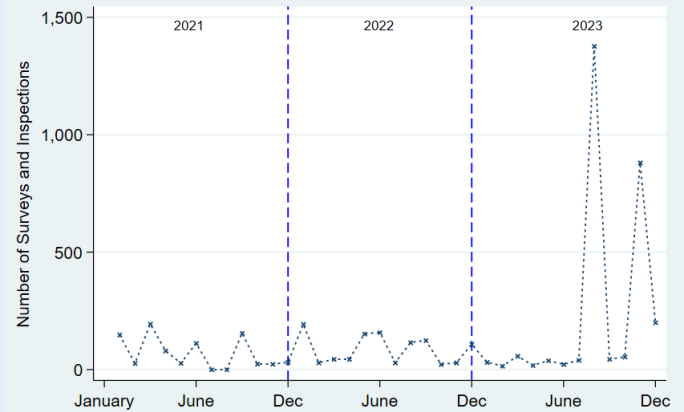


Fig. 3.9: Surveys and Inspections on Small Marine Vessels
Monthly Trend - Rukwa and Katavi (2021 - 2023)

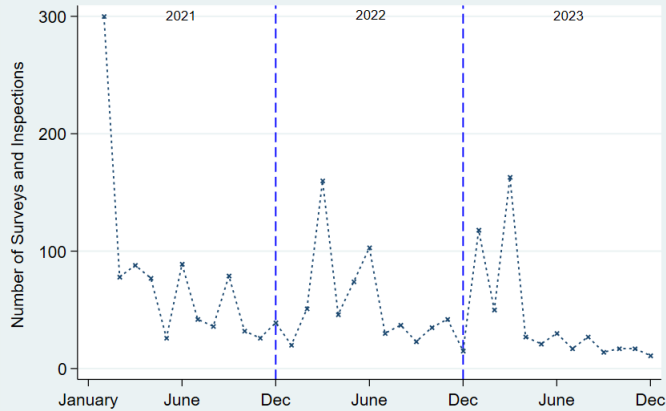


Fig. 3.10: Surveys and Inspections on Small Marine Vessels
Monthly Trend - Mbeya, Ruvuma and Njombe (2021 - 2023)

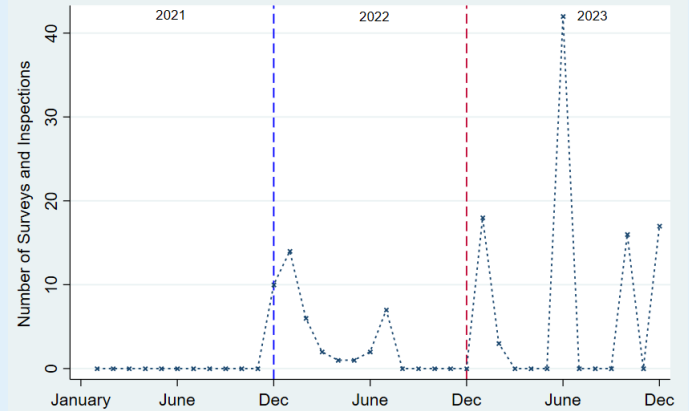


Fig. 3.11: Surveys and Inspections on Small Marine Vessels
Monthly Trend - Geita (2021 - 2023)

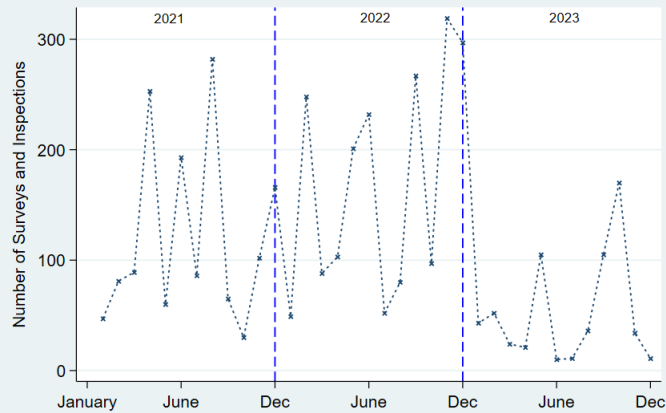
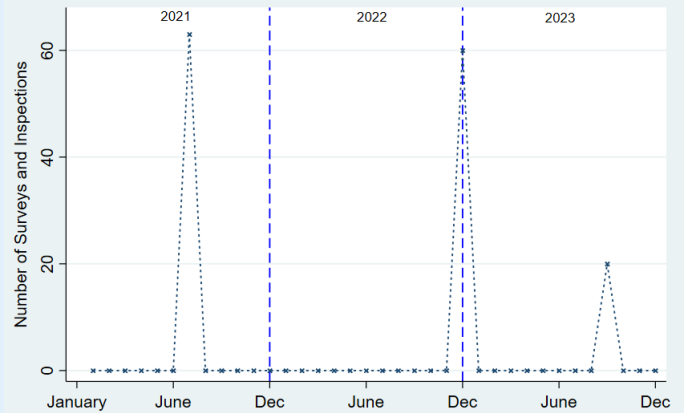
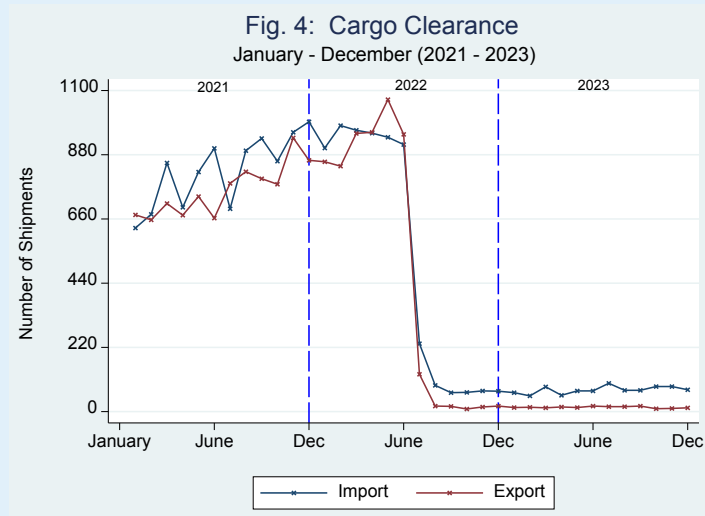


Fig. 3.12: Surveys and Inspections on Small Marine Vessels
Monthly Trend - Other Navigable Waters (2021 - 2023)



TREND and TENDENCIES – CARGO CLEARANCE





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