

GOVERNMENT NOTICE No. 257 published on 4/9/2026

THE TANZANIA SHIPPING AGENCIES ACT,
(CAP. 415)

ORDER

(Made under section 28(3))

THE TANZANIA SHIPPING AGENCIES (DRY PORT TARIFF) ORDER, 2026

Citation and
commencement

1. This Order may be cited as the Tanzania Shipping Agencies (Dry Port Tariff) Order, 2026 and shall come into operation fourteen days after the date of its publication in the *Gazette*.

Application

2. This Order shall apply to tariffs and related conditions for services provided by-

- (a) operators of inland clearance depots handling local containers;
- (b) operators of inland clearance depots handling transit containers;
- (c) operators of empty container depots;
- (d) port terminal operators;
- (e) the port operator; and
- (f) shipping agents.

Interpretation
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3. In this Order, unless the context otherwise requires-

“Act” means the Tanzania Shipping Agencies Act;

“approved railway tariff” means a tariff approved by the competent authority for the carriage of a container by railway to the relevant destination;

“Corporation” means the Tanzania Shipping Agencies Corporation established under the Act;

“dry port” means an inland common user facility connected to a maritime port by road, rail or other suitable mode of transport and equipped with the

necessary infrastructure, handling equipment and storage facilities for the transshipment of sea-bound cargo and containers to and from inland destinations, and includes, but is not limited to, inland clearance depots, container freight stations and empty container depots;

“dry port operator” means a person licensed by the Authority to operate a dry port;

“FEU” means a standard container measuring forty feet in length;

“FEU HC” means a high-cube container measuring forty feet in length with an increased height;

“empty container depot operator” means a person licensed by the Authority to operate an empty container depot;

“free storage period” means a period specified under paragraph 8 during which cargo or a container may be stored at a dry port without a storage charge;

“IMDG Code” means the International Maritime Dangerous Goods Code issued by the International Maritime Organisation;

“local container” means a container carrying cargo for delivery within Mainland Tanzania;

“manifest” means a document providing a complete list of cargo on board a named ship and includes information and details of each bill of lading covering all such cargo, name of master of the ship and the agent of the ship at a particular port of loading or discharge;

“port extension mode” means an operational arrangement whereby a port operator designates a specific dry port to perform the functions of cargo or container receipt, storage, and delivery, and mandates the execution of such operations at that dry port including the transfer of cargo or containers between the designated dry port facilities and the main port terminal, as directed by the port operator;

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“port operator” means the Tanzania Ports Authority established under the Ports Act;

“reefer container” means a refrigerated container that requires connection to an electrical power supply for temperature control;

“shipper nomination mode” means the logistical and operational arrangement for the transfer of cargo from a port terminal to a designated dry port, as specified by the consignee at the port of discharge or the shipper at the port of loading, and as indicated as the place of delivery on the bill of lading;

“tariff” means a charge with corresponding terms and conditions applied by a regulated service provider;

“TEU” means a standard container measuring twenty feet in length; and

“transit container” means a container carrying cargo destined for a country outside Mainland Tanzania.

PART II

APPLICATION OF APPROVED TARIFFS

Maximum
tariffs

4.-(1) A regulated service provider operating under port extension mode shall not charge an amount exceeding the applicable maximum tariff specified in the Schedule.

(2) A tariff shall be charged in respect of a service actually rendered and shall be subject to the conditions specified in this Order.

Shipper
nomination
mode

5. (1) A shipper or consignee may nominate a dry port to which a container is to be transferred under the shipper nomination mode.

(2) A consignee who nominates a dry port shall communicate the nomination to the shipping agent in writing or by an electronic record not later than seventy-two hours before the scheduled arrival of the ship.

(3) A shipping agent who receives a nomination under subparagraph (2) shall record the nominated dry port in the manifest and any other relevant cargo

document.

(4) A shipper or consignee and a dry port operator may, under the shipper nomination mode, agree in writing on the tariff and related terms applicable to a service.

(5) A shipping agent may charge the nomination fee specified in Part C of the Schedule.

(6) Where a consignee nominates or changes the nomination of a dry port less than seventy-two hours before the scheduled arrival of the ship, the port terminal operator may charge the late nomination fee specified in Part C of the Schedule.

(7) Where a shipping agent fails to give effect to a nomination communicated within the period specified under subparagraph (2), the shipping agent shall bear the late nomination fee and shall not recover that fee from the consignee.

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(8) A late nomination fee shall not be payable where the port operator changes the nomination in accordance with the Tanzania Shipping Agencies (Dry Port) Regulations.

Port extension
mode

6.-(1) Where a consignee does not nominate a dry port within the period specified under paragraph 5(2), the consignee shall be deemed to have authorised the port operator to nominate a dry port on the consignee's behalf under the port extension mode.

(2) A dry port operator who provides a service under the port extension mode shall not charge a tariff exceeding the applicable maximum tariff specified in Part A of the Schedule.

(3) In case of stripped cargo, a dry port operator may charge the consignee a storage charge not exceeding one United States Dollar for each tonne or cubic metre per day, whichever yields the higher charge.

Transfer
outside port
region

7. Where a container is transferred under port extension mode from a port terminal to a dry port outside the region in which the port is located, the transfer tariff shall not exceed the approved railway tariff applicable to the relevant destination.

Free storage
period

8.-(1) A dry port operator shall grant a free storage period of-

- (a) not less than seven days for domestic cargo;
- (b) not less than fifteen days for a transit container, or such longer period as may be provided under a bilateral agreement between the United Republic of Tanzania and the relevant transit country;
- (c) twenty-four hours for dangerous cargo classified under IMDG Classes 1, 2.1, 4.1, 5.1, 6.1 and 7, and not less than seventy-two hours for dangerous cargo in the remaining IMDG Classes;
- (d) not less than forty-eight hours for a loaded reefer container;
- (e) not less than forty-eight hours for an empty container after stripping and transmission by the dry port operator of a stripping notice to the shipping agent; and
- (f) not less than sixty days for an empty container at an empty container depot.

(2) The applicable free storage period shall commence-

- (a) for a loaded local, transit, dangerous-cargo or reefer container, when the relevant Customs electronic system records the cargo as having arrived and being available for collection at the dry port;
- (b) for an empty container referred to in subparagraph (1)(e), when stripping is completed and the stripping notice is transmitted to the shipping agent; and
- (c) for an empty container at an empty container depot, when the container is received and recorded at the depot.

Computation of
storage tariff

9.-(1) A consignee shall collect cargo within the applicable free storage period.

(2) Where cargo or a container is not collected

within the applicable free storage period, the consignee shall be liable for the applicable storage tariff from the expiry of that period until the cargo or container is collected or transferred.

(3) Nothing in this paragraph authorises recovery of a tariff that is not specified in the Schedule or, in the case of the shipper nomination mode, agreed in accordance with paragraph 5(4).

PART III

TARIFF CONDITIONS AND REDRESS

Tariff
conditions

10. A dry port operator shall-

- (a) display the tariffs applicable under this Order at a conspicuous place at its premises and on any electronic platform used to offer the services;
- (b) issue an invoice and an official receipt showing the service provided, the number and type of containers, the applicable tariff, the amount charged and, where conversion is required, the exchange rate and its source;
- (c) convert a tariff expressed in United States Dollars into Tanzanian Shillings using the exchange rate prevailing on the date the invoice is issued, as published by the Bank of Tanzania or by a commercial bank licensed by the Bank of Tanzania;
- (d) not charge for a service that has not been rendered;
- (e) maintain an electronic system for management operations including invoicing, container movement, inventory and delivery;
- (f) comply with lawful service conditions issued by the Corporation and efficiency standards issued by a competent authority; and
- (g) make records relating to services, invoices and tariffs available to the Corporation upon request.

Keeping of
records

11.-(1) A shipping agent shall maintain a record of every nomination made under the shipper nomination mode, including-

- (a) the name of the shipper;
- (b) the name, address and telephone number of the consignee;
- (c) the date, time and content of communications relating to the nomination;
- (d) the bill of lading number and container number; and
- (e) the nominated dry port.

(2) A person to whom this Order applies shall retain records relating to a nomination, service rendered, invoice issued and tariff charged and shall make those records available to the Corporation upon request.

Review of
Tariff Order
GN. No.
7 of 2020

12. The Corporation may review the maximum tariffs and tariff conditions specified in this Order in accordance with the Tanzania Shipping Agencies (Tariff) Regulations.

Complaints
G.N. No.
338 of 2018

13. A person aggrieved by the implementation of this Order or a decision made under it may lodge a complaint with the Corporation in accordance with the Tanzania Shipping Agencies (Complaints Handling) Regulations.

Monitoring and
enforcement

14.-(1) The Corporation shall monitor compliance with this Order.

(2) For the purpose of subparagraph (1), the Corporation may inspect the records and systems of a person to whom this Order applies or require that person to furnish relevant information.

(3) The Corporation may take any regulatory or enforcement action authorised by the Act or any other written law in respect of a failure to comply with this Order.

Revocation
GN. No.
245 of 2026

15. The Tanzania Shipping Agencies (Dry Port Tariff) Order, 2026 is revoked.

SCHEDULE

(Made under paragraphs 4, 5 and 6)

A: MAXIMUM DRY PORT TARIFFS FOR LOCAL AND TRANSIT CONTAINERS

S/N	Tariff item	Maximum tariff per TEU payable in TZS	Maximum tariff per FEU/FEU HC payable in TZS	Person liable and remarks
1.	Transfer of a loaded container from a port terminal to a dry port within the region in which the port is located.	USD 100	USD 100	Payable by the consignee. Applies under the port extension mode.
2.	Transfer of a loaded container from a port terminal to a dry port outside the region in which the port is located.	Not exceeding the approved railway tariff	Not exceeding the approved railway tariff	Payable by the consignee. Applies under the port extension mode.
3.	Handling of a loaded container.	USD 50	USD 80	Payable by the consignee. Includes lift-off, yard placement, stacking where applicable, and lift-on to a truck for delivery.
4.	Removal charge after expiry of the free storage period.	USD 100	USD 150	Payable by the consignee. Includes remarshalling or restacking within the storage area.
5.	Storage of a loaded container per day	USD 20	USD 40	Payable by the consignee.

Tanzania Shipping Agencies (Dry Port Tariff)

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S/N	Tariff item	Maximum tariff per TEU payable in TZS	Maximum tariff per FEU/FEU HC payable in TZS	Person liable and remarks
	during the first seven days after expiry of the free storage period.			
6.	Storage of a loaded container per day after the first seven days following expiry of the free storage period.	USD 40	USD 80	Payable by the consignee.
7.	Transfer of a container carrying dangerous cargo from a port terminal to a dry port within the region in which the port is located.	USD 110	USD 110	Payable by the consignee. Applies under the port extension mode.
8.	Transfer of a container carrying dangerous cargo from a port terminal to a dry port outside the region in which the port is located.	Not exceeding the approved railway tariff	Not exceeding the approved railway tariff	Payable by the consignee. Applies under the port extension mode.
9.	Handling of a container carrying dangerous cargo.	USD 55	USD 88	Payable by the consignee.
10.	Storage of a container carrying dangerous cargo per day during the first seven days after expiry of the free storage period.	USD 24	USD 48	Payable by the consignee.
11.	Storage of a container carrying dangerous cargo per day after the first seven days	USD 48	USD 96	Payable by the consignee.

Tanzania Shipping Agencies (Dry Port Tariff)

GN. NO.257 (Contd.)

S/N	Tariff item	Maximum tariff per TEU payable in TZS	Maximum tariff per FEU/FEU HC payable in TZS	Person liable and remarks
	following expiry of the free storage period.			
12.	Transfer of an out-of-gauge container from a port terminal to a dry port within the region in which the port is located.	USD 130	USD 130	Payable by the consignee. Permit and authorisation costs required for the movement are reimbursable to the dry port operator.
13.	Handling of an out-of-gauge container.	USD 65	USD 104	Payable by the consignee. Includes lift-off, yard placement and lift-on to a truck for delivery.
14.	Storage of an out-of-gauge container per day during the first seven days after expiry of the free storage period.	USD 26	USD 52	Payable by the consignee.
15.	Storage of an out-of-gauge container per day after the first seven days following expiry of the free storage period.	USD 52	USD 104	Payable by the consignee.
16.	Stripping or stuffing a container.	USD 70	USD 140	Payable by the consignee or shipping line, depending on the cargo status.
17.	Handling of an empty container.	USD 20	USD 40	Payable by the consignee or shipping line, depending on the cargo status. Includes yard placement and loading onto a truck for transfer to an empty

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S/N	Tariff item	Maximum tariff per TEU payable in TZS	Maximum tariff per FEU/FEU HC payable in TZS	Person liable and remarks
				container depot.
18.	Storage of an empty container per day after expiry of the free storage period until delivery.	USD 10	USD 20	Payable by the shipping line.
19.	Reefer plug-in, electricity supply and monitoring per day.	USD 20	USD 30	Payable by the consignee.
20.	Storage of a reefer container per day after expiry of the free storage period.	USD 20	USD 40	Payable by the consignee.
21.	Facilitation of Customs examination of a full container load.	USD 90	USD 140	Payable by the consignee.
22.	Shifting cargo from one container to another.	USD 140	USD 180	Payable by the person requesting the service.

B: MAXIMUM TARIFFS FOR EMPTY CONTAINER DEPOTS

S/N	Tariff item	Maximum tariff per TEU payable in TZS	Maximum tariff per FEU/FEU HC payable in TZS	Person liable and remarks
1.	Drop-off charge.	TZS 100,000	TZS 200,000	Payable by the person returning the empty container.
2.	Depot usage charge.	USD 25	USD 25	Payable by the shipping line. Includes routine depot operational services but excludes storage.
3.	Storage per day after expiry of the free	USD 2	USD 4	Payable by the shipping line.

Tanzania Shipping Agencies (Dry Port Tariff)

GN. NO.257 (Contd.)

S/ N	Tariff item	Maximum tariff per TEU payable in TZS	Maximum tariff per FEU/FEU HC payable in TZS	Person liable and remarks
	storage period.			

C: MAXIMUM NOMINATION TARIFFS

S/N	Tariff item	Maximum tariff payable in TZS	Person liable and remarks
1.	Nomination of a dry port communicated not later than seventy-two hours before the scheduled arrival of the ship, per bill of lading.	USD 10	Payable to the shipping agent by the shipper or consignee making the nomination.
2.	Late nomination or change of nomination communicated less than 72 hours before the ship's scheduled arrival, per container.	USD 100	Payable to the port terminal operator by the consignee, subject to paragraph 5(7) and (8).

Note: A tariff expressed in United States Dollars shall be invoiced and paid in Tanzania Shillings using the exchange rate prevailing on the date the invoice is issued, as published by the Bank of Tanzania or by a commercial bank licensed by the Bank of Tanzania.

Dar es Salaam,
2nd September, 2026

MOHAMED M. SALUM
Director General