



ANNUAL REPORT & ACCOUNTS

**For the year ended
30th June 2022**



LETTER OF SUBMISSION

Director General
Tanzania Ports Authority (TPA)
P.O. Box 9184
Dar es Salaam
TPA One Stop Centre
Sokoine Drive, Ilala
11105 Dar es Salaam
Telephone: +255 22 2116250
Fax (255-22) 2-130390/2113938
Email: dg@ports.go.tz
Website: www.ports.go.tz
Date: June, 2022

The Minister
Ministry of Transport,
Government City - Mtumba, 1 Ujenzi Street,
P.O. Box 638
40470 DODOMA

Honourable Minister,

Submission of the 2021/2022 TPA Annual Report and Audited Accounts

In pursuance of the Ports Act, Cap. 166, I have the honour to submit the Annual Report and Audited Accounts of the Tanzania Ports Authority for the Financial Year ended 30th June 2022.

The report outlines the major activities accomplished by the Authority during the year under review.

I submit.

Amb. Ernest J. Mangu
CHAIRPERSON OF THE BOARD OF DIRECTORS



Amb. Ernest J. Mangu
CHAIRPERSON OF THE BOARD OF DIRECTORS



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ABBREVIATIONS AND ACRONYMS

DMGP	Dar es Salaam Maritime Gateway Project
DT	Dwell Time
ERP	Enterprise Resource Planning
GRT	Gross Registered Tonnage
ICD	Inland Container Depot
ICT	Information Communication and Technology
ISS	Integrated Security System
KOJ	Kurasini Oil Jetty
MHC	Mobile Harbour Crane
PMP	Ports Master Plan
POS	Port Operating System
SPM	Single Point Mooring
SSG	Ship to Shore Gantry Crane
TAZARA	Tanzania Zambia Railway Authority
TEUs	Twenty Feet Equivalent Units
TICTS	Tanzania International Container Terminal Services
TPA	Tanzania Ports Authority
TZS	Tanzania Shillings

An aerial photograph of a port area, showing several large cargo ships docked at piers, with various containers and port infrastructure visible. The water is a deep blue-green. A large, semi-transparent teal shape covers the right side of the image, serving as a background for the text.

#1

TPA'S PROFILE

Our Profile

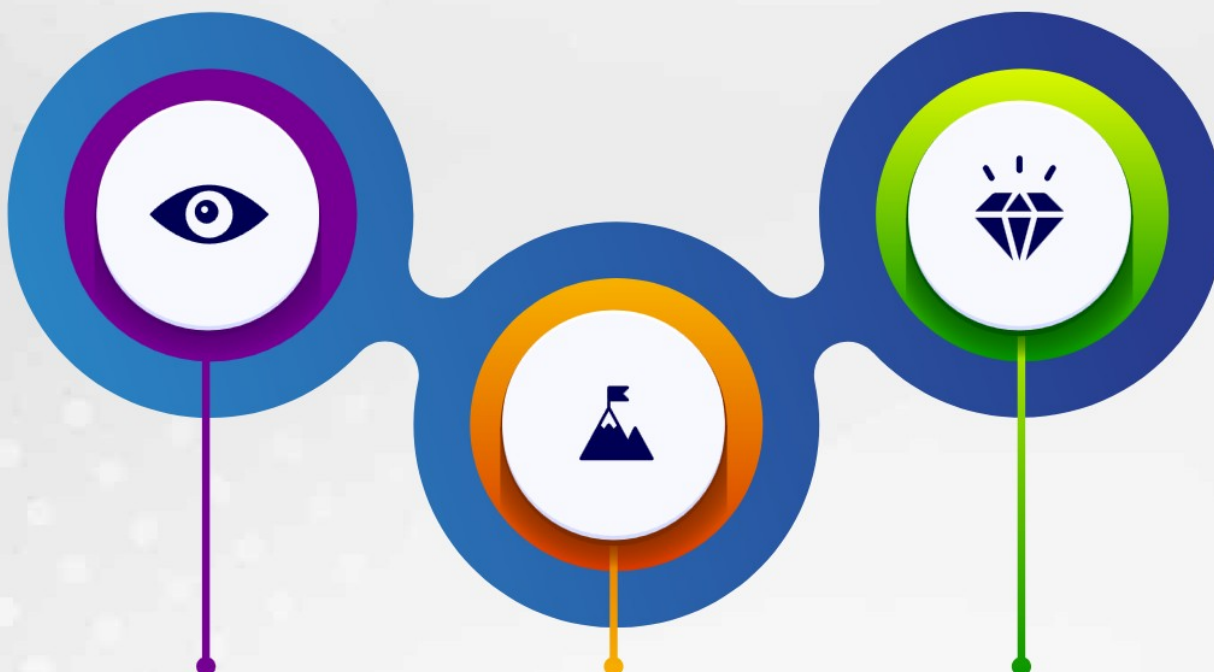
Introduction

Tanzania Ports Authority (TPA) was established by the Ports Act, Cap. 166, as landlord-cum-operator port authority. It operates a system of ports serving the Tanzania hinterland and the land-linked countries of Malawi, Zambia, Democratic Republic of Congo (DRC), Burundi, Rwanda, and Uganda.

The Authority performs the role of landlord and operator with the main functions of promoting the use, development and management of the ports and their hinterlands, entering contracts for the purpose of delegating the powers of the Authority through licensing and concessions for port services.

The TPA manages a diverse system of sea and inland waterways on Tanzania's Mainland. Dar es Salaam, Tanga, and Mtwara are the major seaports; Kilwa, Lindi, Mafia, Pangani, and Bagamoyo, Nyamisati, Mbweni, Kisiju, Kipumbwi, Mkwaja and Sahare are the small Coastal ports; and Lake ports in Lake Victoria, Tanganyika, and Nyasa.

The TPA Vision, Mission and Value Statements



OUR VISION

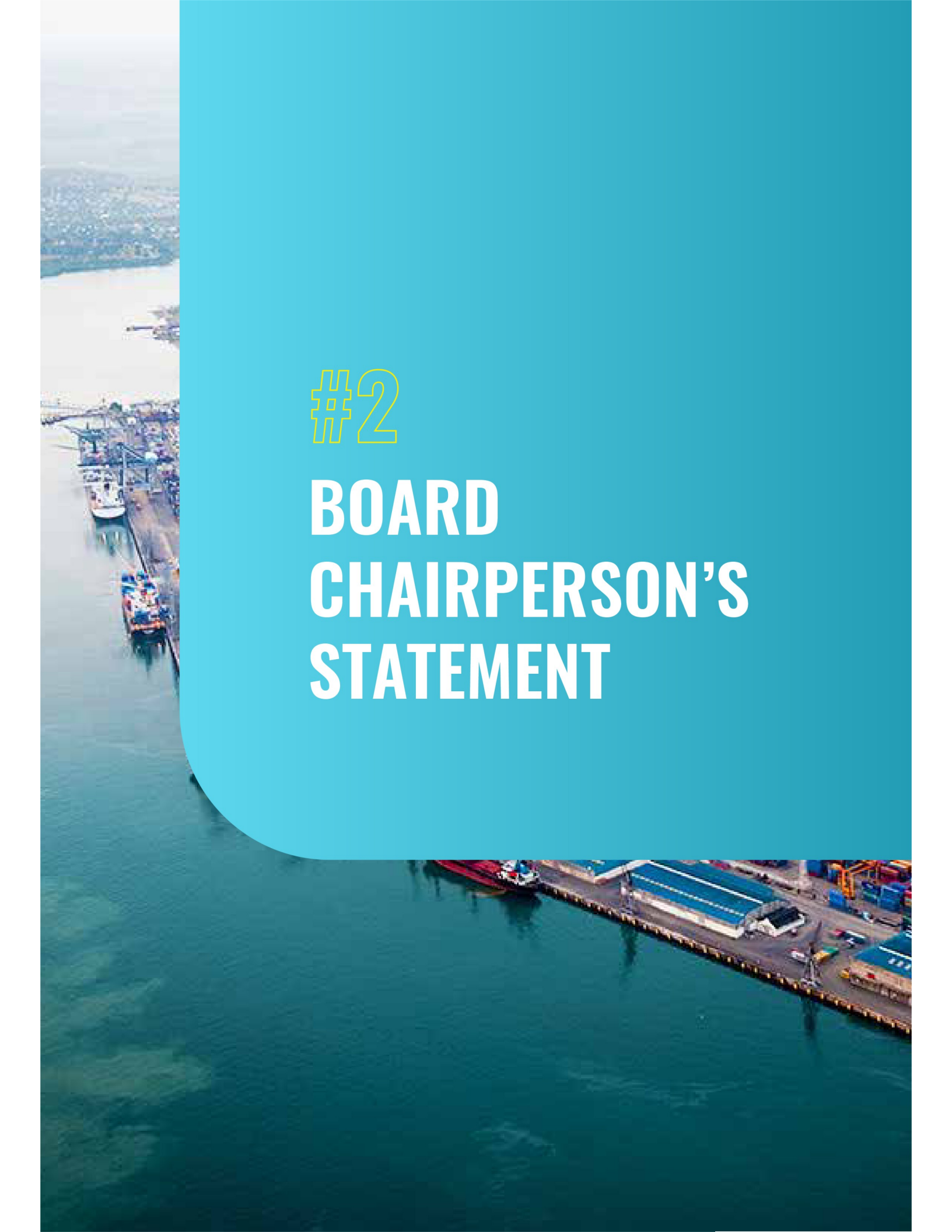
"To lead the regional maritime trade and logistics services to excellence"

OUR MISSION

"To develop and manage ports that provide world class Maritime services and promote excelling total logistics services in Eastern, Central and Southern Africa"

OUR VALUES

The Authority is guided by a code of conduct which fosters Integrity, Professionalism, Team Work, Customer Focus, Accountability and Transparency.

An aerial photograph of a busy port. In the foreground, a large blue ship is docked at a pier. To its right, a smaller red and white ship is also docked. The water is a deep blue-green. In the background, a city with a dense grid of buildings is visible on a hillside, overlooking the water. The sky is a pale blue.

#2

BOARD CHAIRPERSON'S STATEMENT



BOARD CHAIRPERSON'S STATEMENT



Introduction

I am delighted to deliver TPA's Annual Report and Accounts of the Financial Year ended June, 2022. The Authority's performance was good during the period under review as a result of the management's purposeful efforts to improve port operations and capitalize on the positive good management-staff relationship, which improved dedication and teamwork in carrying out the Authority's responsibilities.

Despite the significant progress in strategic areas, the Authority is still faced with stiff competition from other ports in the region, as well as congestion at the Dar es Salaam port due to low cargo off take. However, the growing traffic and demand on Maritime sector, point to a brighter future to seize new opportunities and expand our market position as the regional gateway.

Vision and Mission

The Fourth Corporate Strategic Plan (CSP) for the period of 2021/22 -2025/26 has reconsidered and concertized its focus on enhancement on human capital and ICT development, improvement of ports infrastructure and facilities, observance of security, safety and environment conservation in ports operation. I am pleased to report that, with the aid of the government and all port stakeholders, the Authority continued to realize our vision and we were able to carry out that mission effectively during the year under review.

Outlook

The Dar es Salaam Maritime Gateway Project (DMGP), the extensive rehabilitation of Tanga Port, and the development of additional gateways to the hinterland were among the major issues that preoccupied the Board. During the same period, a notable concern was the strengthening of human resources, where a significant number of employees were transferred to the Authority from various government institutions to bridge the staff gap that existed.

Acknowledgement

I would like to thank the management and all staff for their dedication and efforts in pursuing Authority's roles. I commend and appeal to our customers for their continued loyalty that is crucial for our existence and success.

I would also like to extend my gratitude to the Government of Tanzania, Development Partners, and all stakeholders for their continued support.

Amb. Ernest J. Mangu

CHAIRPERSON OF THE BOARD OF DIRECTORS

BOARD OF DIRECTORS AS AT 30TH JUNE 2022



The following are the names of the members of the Board of Directors of the Authority who served during the year under review;

1

Amb. Ernest Mangu - Chairperson

2

Dr. Ellinami J. Minja - Vice Chairperson

3

Eng. Abdallah O. Mwinyi - Member

4

Mr. Masanja K. Kadogosa - Member

5

Ms. Mariam J. Mkama - Member

6

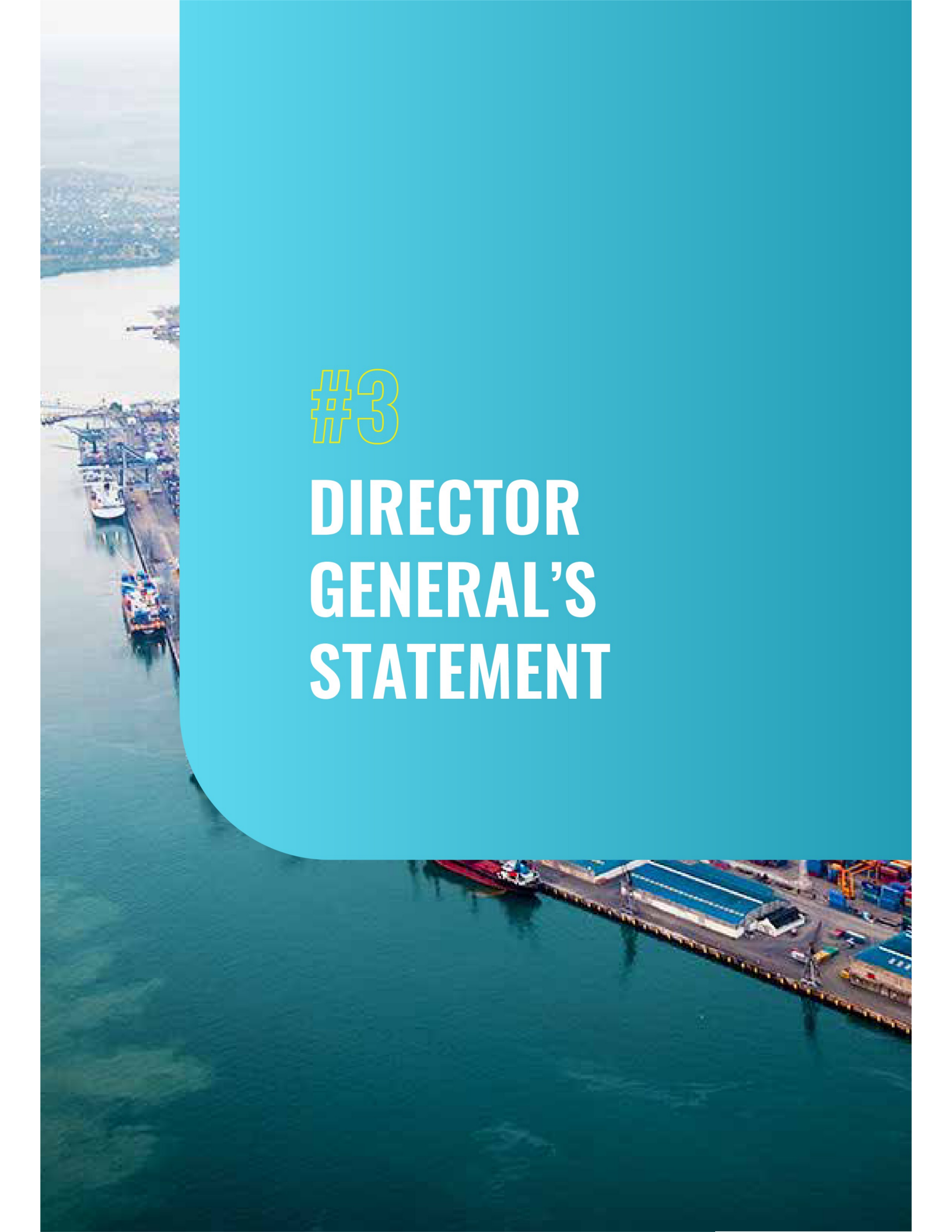
Ms. Ruth H. Zaipuna - Member

7

Mr. Mussa I. Mbura - Member

8

Dr. Jabir K. Bakari - Member

An aerial photograph of a busy port. In the foreground, a large blue ship is docked at a pier. To its right, a smaller red and white ship is also docked. Further back, another large white ship is visible. The water is a deep blue-green. In the background, a city with many buildings is visible on a hillside, with a body of water in front of it.

#3

DIRECTOR GENERAL'S STATEMENT

DIRECTOR GENERAL'S STATEMENT



Introduction

In line with our commitment to keep our customers and other stakeholders aware of TPA's performance I am delighted to present the Authority's annual report for the Financial Year 2021 / 2022 as part of the operationalization of the Fourth Corporate Strategic Plan (2021/2022 – 2025/2026).

Financial Performance

The Authority realized revenue of TZS 1,144,454.7 million during the financial year ended 30th June 2022 compared to TZS 896,951.5 million earned during the financial year ended 30th June 2021 and therefore representing an increase of 27.59 per cent.

Operational Performance

During the year under review, the volume of cargo which passed through TPA ports increased to 20.784 million metric tons from 17.778 million metric tons in the year 2020/21. This is equivalent to 16.91 per cent increase in the volume of the cargo. Imports continued to dominate the traffic, accounting for 76.64 per cent of the total cargo traffic handled, down from 79.45 per cent in 2020/2021 while exports accounted for 22.24 per cent, compared to 19.22 per cent in 2020/2021. On the other hand, transhipments contributed 0.03 per cent of the total cargo handled.

Container traffic handled in seaports was 823,404 TEUs as compared to 735,532 TEUs in 2020/2021. This performance was higher by 11.94 per cent as compared to the container traffic handled in the preceding year.

Transit cargo traffic recorded an increase of 39.82 per cent registering 7.802 million metric tons in 2021/2022 from 5.580 million metric tons handled in 2020/2021. The Democratic Republic of Congo (DRC), which is the Tanzania's biggest transit market, had its cargo going up by 48.82 per cent, registering 2.956 million metric tons in 2021/2022 from 1.987 million metric tons in 2020/2021.

The Dar es Salaam port continued to dominate the market share by handling 18.414 million metric tons, which is equivalent to 88.59 per cent of the total cargo traffic. Tanga port handled 0.890 million metric tons, equivalent to 4.29 per cent and Mtwara port 0.592 million metric tons, equivalent to 2.85 per cent. The Small coastal ports handled a total of 0.237 metric tons, equivalent to 1.69 per cent of the total cargo. Lake ports, on the other hand, handled 0.539 million metric tons, which is equivalent to 2.58 per cent of the total cargo.

Development Program

The Authority continued to implement the Ports Master Plan (PMP 2020-2045) through the Five-year Corporate Strategic Plans (CSP) and the Annual Budget with much emphasis on the development program aimed at modernization and expansion of ports within the country.

The port capacity expansion programme is on track, with some of the investment objectives being implemented as follows:

- 1) Strengthening and deepening of Berths 1-7 as well as construction of a RoRo terminal at Dar es Salaam Port;
- 2) Deepening and widening of the Dar es Salaam Port turning basin and entrance channel;
- 3) Construction of Berth number 2 at Mtwara Port;
- 4) Modernization of Existing Tanga Port;
- 5) Improvement of ICT systems (ERP, POS and ISS) to facelift and automate ports' operations;
- 6) Construction of Karema Port; and
- 7) Acquisition of Operation Equipment.

Despite these achievements, the Authority continued to be faced with several challenges, which include slow cargo offtake, prolonged dwell time for hinterland cargo, high berth occupancy at the Container Terminal and KOJ at Dar es Salaam port and high turn round time of trucks due to road congestion in Dar es Salaam city.

Nevertheless, the Authority has put in place mitigation measures that will develop and modernize its ports to meet future demand. It is our expectation that involvement of key stakeholders and indeed the private sector will effectively ensure that we have adequate funding and expertise to realize our endeavours.

Appreciation

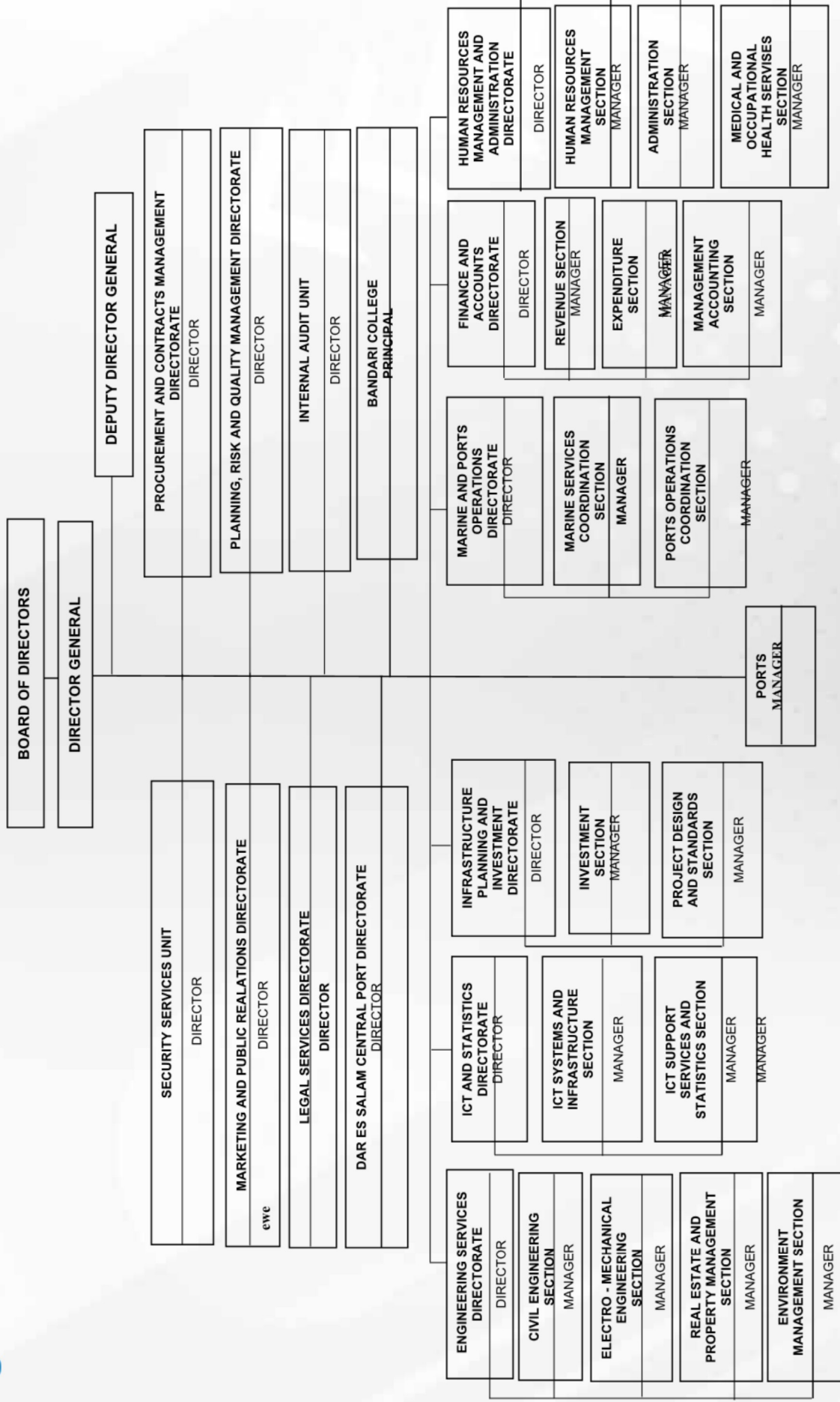
I, would like to thank the TPA Board of Director, Management, Staff and Customers for their contribution during the year. I profoundly look forward to their continued support as we endeavour to transform and modernize our ports to create value for our stakeholders.

Conclusion

The port industry has become more challenging and demanding. We therefore aspire to grow and deliver value to all our stakeholders which will enable us to achieve tremendous in the years ahead. Our confidence is embedded in well-articulated targets which will be attained through hard work and realistic plans.


Plasduce M. Mbossa
DIRECTOR GENERAL

Organization Structure



Names of the Management Team FY 2021/2022



NAME	POSITION
Mr. Eric B. Hamissi	Director General
Mr. Plasduce M. Mbossa	Deputy Director General
Mr. Gabriel T. Mwita	Director of Human Resource Management and Administration
Dr. Boniphace S. Nobeji	Director of Planning, Quality & Risk Management
Capt. Abdallah Y. Mwingamno	Director of Marine and Port Operations
Mr. Ferdinand S. Nyathi	Ag. Director - Finance & Accounts
Mr. Elihuruma S. Lema	Director Internal Audit
Mr. Novatus E. Mpanda	Director Of Security Services
Mr. Stanslaus W. Kagisa	Director Of Legal Services
Mr. Erasto U. Ndunguru	Director of Infrastructure Planning and Investment
Mr. Godfrey J. Kanyama	Director Procurement and Contracts
Eng. Baraka R. Mdimba	Director of Engineering Services
Mr. Nicodemus T. Mushi	Ag. Director of Marketing & Public Relations
Mr. Abdulatif A. Minhajj	Ag. Director of ICT and Statistics
Dr. Lufunyo S. Hussein	Principal - Bandari College
Eng. Juma S. Kijavara	Ag. Port Director - DSM Port
Mr. Masoud A. Mrisha	Ag. Port Manager - Tanga Port
Mr. Norbert J. Kalembwe	Ag. Port Manager - Mtwara Port
Mr. Manga G. Gassaya	Ag. Port Manager - Lake Tanganyika Port
Mr. Vicent R. Stephen	Ag. Port Manager - Lake Victoria Port
Mr. Abdallah Y. Mohammed	Ag. Port Manager - Lake Nyasa Port

An aerial photograph of a busy port. In the foreground, a large blue ship is docked at a pier. To its right, a smaller red and white tugboat is visible. Further back, another large white ship is docked. The water is a deep blue-green. On the right side of the image, a long pier extends into the water, lined with numerous colorful shipping containers (blue, red, yellow) and several large industrial buildings with blue roofs. In the background, a city skyline is visible across the water under a hazy sky.

#4

PERFORMANCE REVIEW

Performance review

Financial Performance

Operating Revenues

During the financial year ended 30th June 2022, the actual revenue earned by the Authority amounted to TZS 1,144,454.7 million. This reflects an increase of TZS 247,503.2 million, which is equivalent to 27.59 per cent as compared to TZS 896,951.5 million earned in 2020/2021.

Operating Expenditure

During the same period, the Authority's expenditure was TZS 931,558.8 million as compared to TZS 635,080.1 million incurred in 2020/2021. The expenditure was higher than previous year's by TZS 296,478.7 million, which is equivalent to 46.68 per cent increase.

Surplus from Operation

During the period under review, the Authority recorded a surplus before tax of TZS 212,895.9 million from Operations compared to the Surplus of TZS 261,871.3 million recorded in the financial year 2020/2021. The decrease in Surplus was TZS 48,975.5 million, equivalent to 18.70 per cent. Table 4.1 presents the financial performance of the Authority during the year under review in comparison with the previous years.

Table 4. 1: Overall Financial Performance Highlights

DESCRIPTION	2022 TZS '000	2021 TZS '000	Net movement TZS '000	Net movement %
Statement of Profit or Loss and Other Comprehensive Income				
Revenue from operation	1,016,284,846	806,605,132	209,679,714	26%
Operating expenses	(464,474,764)	(311,899,861)	(152,574,903)	49%
Gross profit	551,810,082	494,705,271	57,104,811	12%
General & administrative expenses	(273,116,716)	(199,365,710)	(73,751,006)	(37%)
Other income	127,757,277	90,341,694	37,415,583	41%
Other expense	(741,343)	(280,793)	(460,550)	164%
Other gains net	(13,545,809)	(3,631,699)	(9,914,110)	273%
Operating profit	392,163,491	381,768,763	10,394,728	3%
Finance income	412,592	4,686 407,906	870	5%
Finance costs	(53,529,285)	-	53,529,285	100%
Net finance income	(53,116,693)	4,686	(53,121,379)	(1133619%)
Profit before income tax	339,047,768	381,773,449	42,726,651	11%
Income tax	(126,151,254)	(119,902,076)	(6,249,178)	(5%)
Profit for the year	212,895,544	261,871,373	(48,975,829)	(19%)
Statement of financial position				
Non-current assets	2,693,908,736	2,388,726,359	305,182,377	13%
Current assets	854,340,508	871,130,875	(16,790,367)	(2%)
Total assets	3,548,249,593	3,259,914,789	288,392,010	9%
Capital and reserves	(1,492,921,840)	(1,618,187,579)	125,265,739	8%
Non-current liabilities	(1,051,729,578)	(808,768,381)	(242,961,197)	(30%)
Current liabilities	(1,003,597,826)	(832,901,274)	(170,696,552)	(20%)
Total equity and liabilities	(3,548,249,244)	(3,259,857,234)	(288,392,010)	(9%)
Average equity	(1,555,554,709)	(1,572,511,682)	(16,956,973)	(1%)
Average total assets	3,404,053,239	3,031,972,228	372,081,011	12%
Net working capital	(101,459,443)	(124,083,411)	(225,542,854)	(182%)
Inventories	2,776,106	2,781,288	(5,182)	(0.2%)

*Note: () Indicates Negative Figure

Some of the major performance indicators (in table 4.1) depicting the Authority's performance during the year under review are highlighted as follows: -

Non-Current Assets

During the year the Authority's non-current assets increased by 12.78 per cent with net amount of TZS 305.182 billion, this is mainly contributed by completion of projects and procurement of equipment during the year under review.

Current Assets

The Authority's current assets position decreased by 1.93 per cent from preceding year's position. The decrease of current assets was contributed by the net impact of increase of cash and cash equivalent by TZS 198 billion and decrease of receivable by 252 billion.

Capital and Reserves

The Authority's Capital and Reserves decreased by 7.74 per cent which is equivalent to TZS 125 billion. The decrease is due to reduction of Wharfage receivables from Retained Earnings.

Liabilities

Non-Current Liabilities increased by 30.04 per cent which is equivalent to TZS 243 billion. The increase is due to new loan taken during the year amounting to TZS 202 billion and increase of deferred tax liability amounting to TZS 39 billion.

Key Performance Ratios

The Authority's key performance ratios for the year under review as compared to the previous year's is as presented on Table 4.2.

Table 4.2 Key Performance Ratio

Profitability ratio	30 th June 2022	30 th June 2021
Gross surplus margin	0.54	0.61
Net profit margin	0.21	0.32
Return on Assets (ROA)	0.06	0.08
Return on Equity (ROE)	0.14	0.16
Liquidity ratio		
Current ratio	0.86	1.18
Quick ratio	0.85	1.18
Net working capital ratio	0.03	0.01
Activity analysis ratio		
Assets turnover ratio	0.30	0.27
Capital structure analysis ratio		
Debt to equity ratio	0.48	0.31

The Authority's Liquidity

Current and quick ratios remained sound at 1.03 and 1.02 respectively. However, the net working capital ratio was lower during the year under review compared to the preceding year's when compared to the Assets base. For the current year, net working capital constitutes 0.03 of the total assets compared to 0.01 of the preceding year.

Activity Analysis Ratio

The assets turnover ratio was 0.30 compared to 0.27 in preceding year which implies that the Authority's efficiency in using its assets to generate revenue has increased by 11.1 percent in the current year as compared to preceding year.

Capital Structure Analysis Ratio

The Debt-to-Equity ratio has increased to 0.48 compared to 0.31 in the previous year; meaning that the Authority's ability to finance Assets has decreased in current year.

AUDITOR'S REPORT ON THE FINANCIAL STATEMENTS

Chairperson of the Board,
Board of Directors,
Tanzania Ports Authority,
Bandari Tower-One Stop Centre,
Plot No.1/2, Sokoine Drive,
P.O Box 9184,
11105 DAR ES SALAAM.

RE: REPORT OF THE CONTROLLER AND AUDITOR GENERAL ON THE FINANCIAL STATEMENTS OF TANZANIA PORTS AUTHORITY FOR THE YEAR ENDED 30TH JUNE 2022.

REPORT ON THE AUDIT OF FINANCIAL STATEMENTS

Unqualified Opinion

I have audited the financial statements of Tanzania Ports Authority which comprise the statement of financial position as at 30 June 2022, and the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, as well as the notes to the financial statements, including a summary of significant accounting policies.

In my opinion, the accompanying financial statements present fairly in all material respects, the financial position of Tanzania Ports Authority as at 30 June 2022, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standard (IFRS) Accrual basis of accounting and the manner required by the Public Finance Act, Cap. 348.

Basis for Opinion

I conducted my audit in accordance with the International Standards of Supreme Audit Institutions (ISSAIs). My responsibilities under those standards are further described in the section below entitled "Responsibilities of the Controller and Auditor General for the Audit of the Financial Statements". I am independent of Tanzania Ports Authority in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (IESBA Code) together with the National Board of Accountants and Auditors (NBAA) Code of Ethics, and I have fulfilled my other ethical responsibilities in accordance with these requirements.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of Matter

I draw attention to Note 25 of the financial statements which include trade receivables for cargo and shipping of TZS 106 billion and wharfage receivables of TZS 53 billion. Of these amounts, TZS 45 billion and TZS 21 billion respectively, were considered to have no probability of being recovered and an impairment (provision) was made in the year ended 30 June 2022.

This matter is significant because it highlights the financial impact of the Authority's inability to collect certain amounts owed to them, which will affect the Authority's financial position and liquidity. This matter does not modify the opinion.

Key Audit Matters

Key audit matters are those matters that, in my professional judgment, were of most significance in my audit of the financial statements of the current period. I have determined that there are two key audit matter on the Trade Receivables and Data Migration as narrated below.

SN	Key Audit Matter	Result of test of procedures
Use SAP ERP System at TPA		
1.	During the current audit of the Tanzania Ports Authority, management implemented a new SAP ERP system to replace the legacy system (COBOL) that was previously used to maintain financial records. The previous system (COBOL) was not a live system and was not used adequately by all branches. The system had no audit trail and segregation of duties was weak as there were no controls around the system design and all Port branches had their own controls and procedures. Therefore, I identified the use of the new SAP ERP system as a key audit matter since the implementation of the new system presents a significant risk to the financial statements, as any errors or inaccuracies could result in material misstatements.	In response to the key audit matter regarding the use of the new system SAP ERP at the Tanzania Ports Authority, I performed the following procedures: 1. Test the accuracy and completeness of the data transferred I reviewed the data migration process to ensure that all relevant data from the audited financial statements 2021 were transferred from the legacy system (COBOL) to the new SAP ERP system and that any necessary reconciliations were performed. 2. Evaluating the design and effectiveness of internal controls I reviewed controls related to the new system on access, data input and validation, and segregation of duties, as well as any other controls necessary to ensure the accuracy and completeness of financial information. 3. Testing the accuracy of financial information I performed substantive procedures to test the accuracy of the financial information processed through the new system. Including verifying the calculations of key financial metrics, comparing data from the new system to source documents, and re-performing the work performed by management.
Trade Receivables		
2.	I noted that the recoverability of the outstanding amount of account receivables was significant to my audit because of the amount of the loans outstanding being material and the likelihood of repayment being dependent on improvement in revenue collection methods. I have identified the assessment of the impairment of trade receivables at the Tanzania Ports Authority as a key audit matter. The trade receivables, amounted to TZS 159 billion, are derived from cargo, wharfage, and shipping revenue from the five ports of Dar es Salaam, Tanga, Mwanza, Mtwara, and Kigoma. To form an opinion on the impairment, it is necessary to evaluate focus on evaluating the assumptions and judgements made by the TPA in accordance with IFRS 9. Impairments on receivables are disclosed under Note 25 of the financial statements TZS 84 billion.	In response to the key audit matter regarding the impairment of trade receivables at the Tanzania Ports Authority, I performed the following procedures: 1) Verification of trade receivable data, including existence, accuracy, proper recording and valuation in the financial statements. 2) Review of the entity's impairment methodology, assessment of its appropriateness, and compliance with IFRS 9. 3) Evaluation of assumptions and judgements used by TPA in determining the impairment, including assessment of data accuracy and completeness. 4) Testing of impairment amount calculations and verification of supporting documentation. 5) Review of disclosures related to trade receivables, including assessment of their completeness and accuracy in the financial statements. 6) Review of disclosures related to impairment calculation and methodology, including assessment of their accuracy and completeness. 7) Consideration of the impact of significant changes in credit risk on impairment calculation. Based on these procedures, I have obtained sufficient appropriate audit evidence to support my conclusions regarding the impairment of trade receivables at the Tanzania Ports Authority.

Other matter

I draw attention to the following matter that relate to my responsibilities in the audit of the financial statements.

I identified a non-compliance issue related to the lack of an automated system to track revenue recognition when TPA fulfils its performance obligation over time. TPA currently recognizes revenue only when a customer requests an invoice for port charges, which has resulted in instances where revenue has not been recognized for cargo handling and storage services that have been provided but not invoiced due to customers' outstanding dues. I found out as of 30 June 2022, there were cases of uncleared cargo dating back to 2012, which included two dry bulk cargoes, 28 general cargoes, 616 motor vehicles, and 694 containers.

Other Information

Management is responsible for the other information. The other information comprises the Director's Report or any other equivalent report, statement of management responsibility, Declaration by the Head of Finance and but does not include the financial statements and my audit report thereon which I obtained prior to the date of this auditor's report.

My opinion on the financial statements does not cover the other information, and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements, or my knowledge obtained in the audit, or otherwise appears to be materially misstated.

If, based on the work I have performed on the other information that I obtained prior to the date of this audit report, I conclude that there is a material misstatement of this other information, I am required to report that fact. I have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with IFRS and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the entity or to cease operations or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the entity's financial reporting process.

Responsibilities of the Controller and Auditor General for the Audit of the Financial Statements

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error and to issue an audit report that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISSAIs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISSAIs, I exercise professional judgment and maintain professional skepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the entity's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my audit report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my audit report. However, future events or conditions may cause the entity to cease to continue as a going concern; and
- Evaluate the overall presentation, structure, and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I also provide those charged with governance with a statement that I have complied with relevant ethical requirements regarding independence and to communicate with them all relationships and other matters that may reasonably be thought to bear on my independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, I determine those matters that were of most significance in the audit of the financial statements of the current period and are, therefore, the key audit matters. I describe these matters in my audit report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, I determine that a matter should not be communicated in my report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest of such communication.

In addition, Section 10 (2) of the Public Audit Act, Cap 418 requires me to satisfy myself that the accounts have been prepared in accordance with the appropriate accounting standards.

Further, Section 48(3) of the Public Procurement Act, 2011 requires me to state in my annual audit report whether the audited entity has complied with the procedures prescribed in the Procurement Act and its Regulations.

REPORT ON COMPLIANCE WITH LEGISLATIONS

Compliance with the Public Procurement laws

Subject matter: Compliance audit on procurement of works, goods, and services

I performed a compliance audit on procurement of works, goods, and services in the Tanzania Ports Authority for the financial year 2021/22 as per the Public Procurement laws.

Conclusion

Based on the audit work performed, I state that, except for the matters described below, procurement of goods, works and services of Tanzania Ports Authority is generally in compliance with the requirements of the Public Procurement laws.

i) **Anomalies on the Management of Contract AE/016/2020-21/HQ/C/5**

The contract between TPA and Hitech SAI, LLC was signed on 27 February 2021 for the purpose of providing consultancy services for the Port Operating System (POC), SAP - ERP, and other ICT systems under phase 2. The contract price for these services was set at USD 1,800,000 for a period of 36 months from the effective date of the contract, which was 1 July 2020. However, despite providing the services, the consultant has yet to receive payment from the Authority. In light of this, the consultant has notified the Authority of the interest of USD 156,521.25 that has accumulated due to the delayed payments. This situation may lead to further legal and financial consequences for the Authority if not addressed promptly.

Compliance with the Budget Act and other Budget Guidelines

Subject matter: Budget formulation and execution

I performed a compliance audit on budget formulation and execution in the Tanzania Ports Authority for the financial year 2021/22 as per the Budget Act and other Budget Guidelines.

Conclusion

Based on the audit work performed, I state that, except for the matters described below, Budget formulation and execution of Tanzania Ports Authority is generally in compliance with the requirements of the Budget Act and other Budget Guidelines.

i) **Unreconciled Numbers between MTEF and TPA Budget**

The TPA prepares its Medium-Term Expenditure Framework (MTEF) based on the national policies, programs and budget guidelines issued by the Ministry of Finance and Planning. The MTEF outlines the TPA's spending plans for a three-year period, starting from 2019/20 and ending in 2021/22. The goal of this framework is to ensure that the TPA's budgets reflect the government's and TPA's priorities, and to provide substance to the TPA's recurrent and development commitments.

In addition to the MTEF, the TPA prepares an internal budget using General Ledger (GL) accounts. These GL accounts are different from the Government Finance Statistics (GFS) codes used to prepare the MTEF. However, the TPA does not reconcile the two budgets, meaning that there is no assessment of how well the submitted budget on the MTEF aligns with the actual internal budget. This lack of reconciliation makes it difficult to accurately assess the TPA's budget performance



Charles E. Kichere
Controller and Auditor General,
Dodoma, United Republic of Tanzania.
March 2023



FINANCIAL STATEMENT FOR THE YEAR ENDED 30TH JUNE 2022

STATEMENT OF FINANCIAL POSITION AS AT 30TH JUNE 2022

	30 th June 2022 TZS '000'	30 th June 2021 TZS '000'
ASSETS		
Non - Current Assets		
Property, plant and equipment	2,033,503,770	1,679,326,659
Leasehold land	520,687,549	526,361,806
Advance compensation - land	85,459,925	85,443,605
Intangible assets	5,240,001	10,494,596
Investment properties	1,219,616	1,245,885
Advances to contractors	47,797,875	85,853,808
Total Non-Current Assets	2,693,908,736	2,388,726,359
Current Assets		
Inventories	2,776,106	2,781,288
Trade and other receivables	443,528,006	657,889,117
Fixed deposits	-	431,790
Cash and bank balances	405,746,018	207,738,202
Assets held for sale	2,290,478	2,290,478
Total Current Assets	854,340,508	871,130,875
TOTAL ASSETS	3,548,249,244	3,259,857,234
EQUITY AND LIABILITIES		
Capital and Reserves		
Capital fund	31,889,861	31,889,861
Other reserves	866,986,953	860,900,396
Retained earnings	594,045,126	725,397,322
Total Capital and Reserves	1,492,921,840	1,618,187,579
Non-Current liabilities		
Borrowings	710,144,677	507,984,949
Deferred tax liability	247,543,865	208,373,976
Grants	33,044,230	34,748,970
Employee benefit obligation	60,996,806	57,660,486
Total Non-Current Liabilities	1,051,729,578	808,768,381
Current Liabilities		
Trade and other payables	942,792,147	808,834,584
Current tax liabilities	60,805,679	24,066,690
Total Current liabilities	1,003,597,826	832,901,272
TOTAL LIABILITIES	2,055,327,404	1,641,669,655
TOTAL EQUITY AND LIABILITIES	3,548,249,244	3,259,857,234

STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME FOR THE YEAR ENDED 30TH JUNE, 2022

	30TH JUNE 2022 TZS '000'	30TH JUNE 2021 TZS '000'
Operating revenue	1,016,284,846	806,605,132
Operating expenses	(464,474,764)	(311,899,861)
Gross Profit	551,810,082	494,705,271
General and administrative expenses	(273,116,716)	(199,365,710)
Other operating income	127,757,277	90,341,694
Non-operating expenses	(741,343)	(280,793)
Foreign exchange loss	(13,545,809)	(3,631,699)
	(159,646,591)	(112,936,508)
Operating Profit	392,163,491	381,768,763
Finance income	412,592	4,686
Finance costs	(53,529,285)	-
Net finance (cost)/income	(53,116,693)	4,686
Profit before income tax	339,046,798	381,773,449
Income tax expense	(126,151,254)	(119,902,076)
Profit for the year	212,895,544	261,871,373
Other Comprehensive Income		
<i>Items that will not be reclassified to Profit or Loss</i>		
Actuarial gain	8,695,082	23,746,485
Deferred tax impact	(2,608,525)	(7,123,945)
Other comprehensive income for the year net of Tax	6,086,557	16,622,540
TOTAL COMPREHENSIVE INCOME FOR THE YEAR	218,982,101	278,493,913

STATEMENT OF CHANGES IN EQUITY AS AT 30TH JUNE 2022

	Capital Fund		Retained Earnings	Total
As of 01st July 2020	31,889,861	844,277,856	650,594,939	1,526,762,656
Comprehensive income				
Profit for the Year	-	-	261,871,373	261,871,373
Actuarial gain	-	23,746,485		23,746,485
Deferred tax credit	-	(7,123,945)		(7,123,945)
Impact of IFRS 9 Assessment	-	-		-
Transaction with owners:	-	-		-
70% government contribution for 2021	-	-	(187,068,990)	(187,068,990)
At 30th June 2021	31,889,861	860,900,396	725,397,322	1,618,187,579
As of 01 July 2021	31,889,861	860,900,396	725,397,322	1,618,187,579
Comprehensive income				
Profit for the Year	-	-	212,895,544	212,895,544
Actuarial gain	-	8,695,082		8,695,082
Deferred tax credit	-	(2,608,525)		(2,608,525)
Impact of IFRS 9 Assessment	-	-		-
Transaction with owners:	-	-		-
70% government contribution for 2022	-	-	(166,132,931)	(166,132,931)
Prior year adjustment on deferred tax	-	-	(57,177,299)	(57,177,299)
TRA Wharfage receivable-TANCIS	-	-	(120,937,509)	(120,937,509)
At 30th June 2022	31,889,861	866,986,953	594,045,126	1,492,921,940

STATEMENT OF CASH FLOW FOR THE YEAR ENDED 30TH JUNE 2022

	2022 TZS '000	2021 TZS '000
Cash Flows from Operating activities		
Cash receipts from customers	1,143,909,253	831,577,038
Cash paid to suppliers and employees	(613,481,100)	(513,450,243)
Cash generated from operations	530,428,153	318,126,795
Interest paid	(53,529,285)	-
Interest received	412,592	4,686
Income taxes paid	(89,310,895)	(112,675,515)
Net cash flows generated from operating activities	388,000,565	205,455,966
Cash flow from investing activities		
Payments for property, plant and equipment	(390,957,253)	(242,786,477)
Payment for land (advance compensation)	(16,320)	(1,113,509)
Net cash flows used in investing activities	(390,973,573)	(243,899,986)
Cash flow from financing activities		
Proceed from borrowings	200,980,824	96,553,380
Repayments of borrowings	-	-
Cash flows generated from financing activities	200,980,824	96,553,380
Net increase (decrease) in Cash and Cash Equivalent	198,008,816	58,109,360
Cash and cash equivalents at the beginning of the year	207,738,202	149,628,842
Cash and cash equivalent at the end of the year	405,746,018	207,738,202

Operational Performance

Overall Cargo Performance

Total cargo traffic handled during the year 2021/22 was 20.784 million metric tons compared to 17.778 million metric tons handled in 2020/21. This makes an increase of 3.006 million metric tons equivalent to 16.9 percent. Cargo traffic handled in 2021/22 comprises dry bulk → 2.759 million metric tons, break bulk 3.277 million metric tons, containerized cargo 7.970 million metric tons, liquid bulk 6.544 million metric tons, Inward 63,152 metric tons and Outward 169,556 metric tons. Chart 4.2.1A & 4.2.1B presents cargo handled.

Chart. 4.2.1A: Overall Cargo Traffic Handled

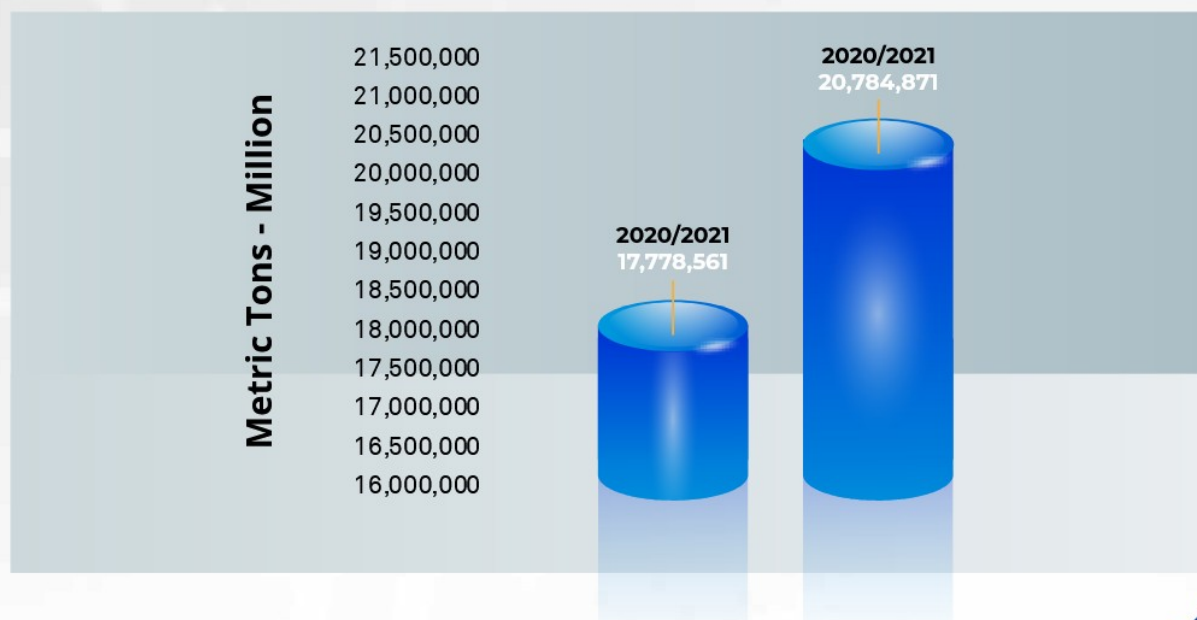
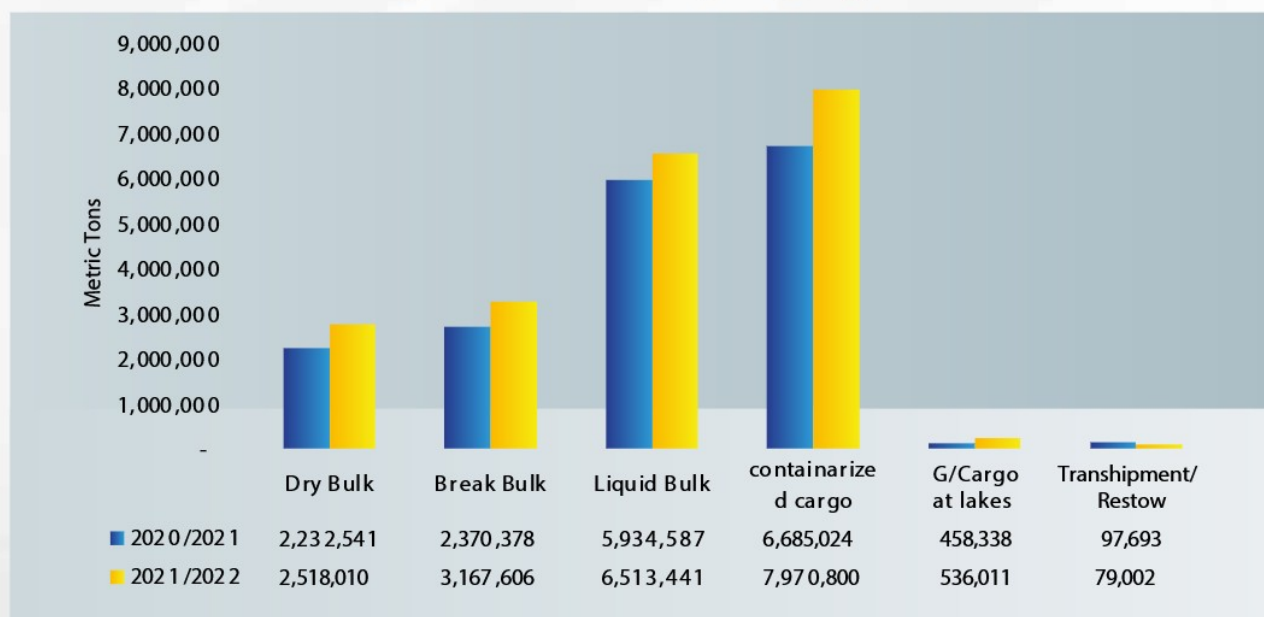
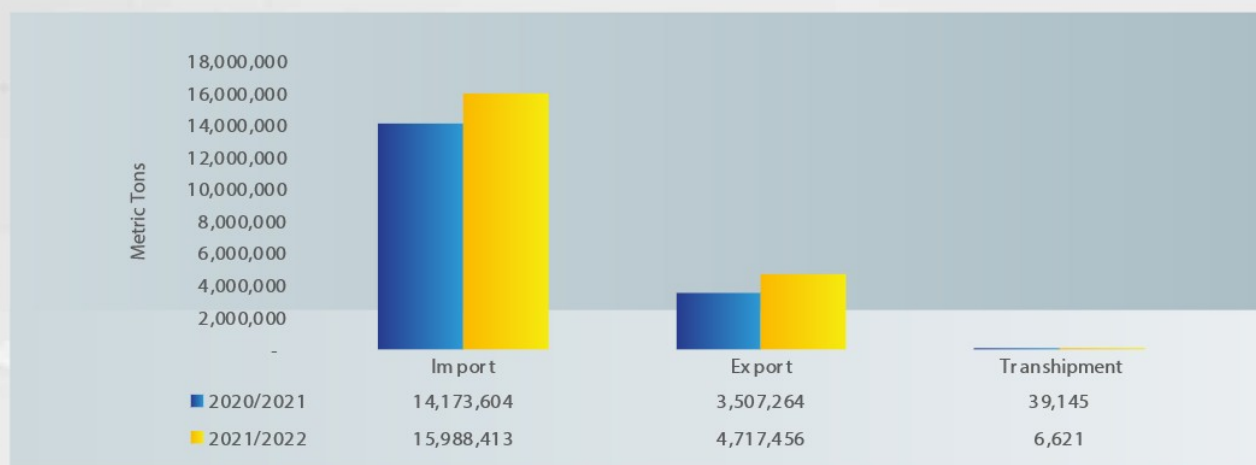


Chart. 4.2.1B: Overall Cargo Traffic Handled by Cargo Type



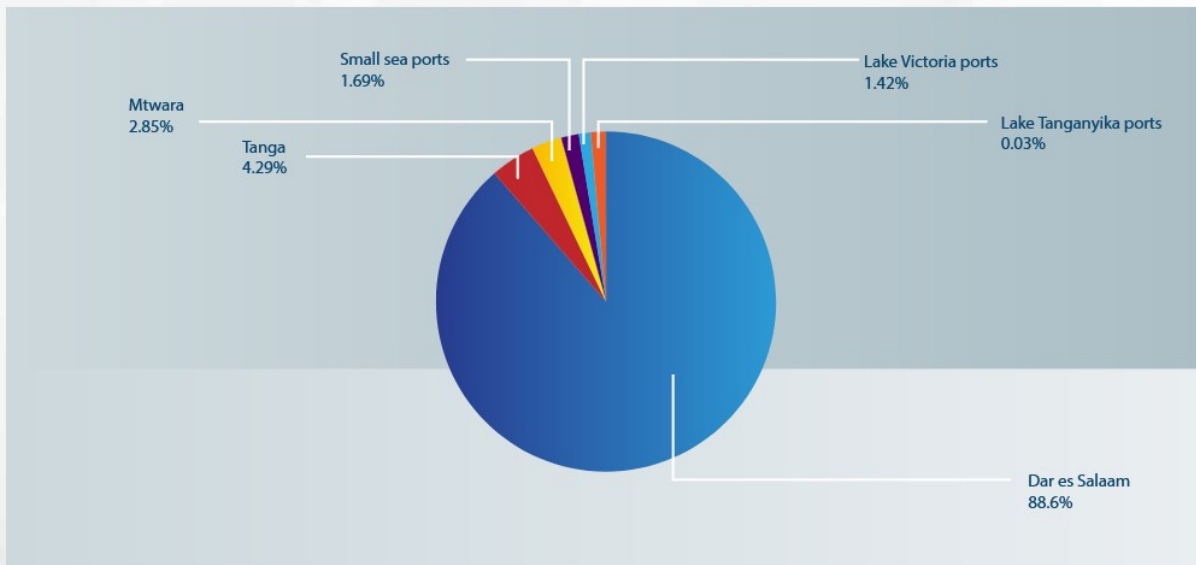
In 2021/2022, the overall imports increased by 12.80 per cent, equivalent to 1.815 million metric tons from 14.173 million metric tons handled in 2020/2021 to 15.988 million metric tons. Exports increased by 34.51 per cent equivalent to 1.210 million metric tons as Chart 4.3 presents.

Chart 4. 3: Imports, Exports and Transhipment



The total cargo handled amounted to 20.784 million metric tons. This comprises 18.414 million metric tons handled at the principal port of Dar es Salaam, which makes 88.60 per cent of the total cargo; Tanga port handled 0.890 million metric tons, equivalent to 4.29 per cent; Mtwara port 0.592 million metric tons, equivalent to 2.85 per cent; the small coastal ports handled 0.351 million tons, which is 1.69 per cent. Lake Victoria ports handled 235,043 metric tons which is 1.13 per cent; Lake Tanganyika ports 295,560 metric tons which is 1.42 per cent; and Lake Nyasa ports 5,410 metric tons which is equivalent to 0.03 per cent as Chart 4.4 presents.

Chart 4. 4: Cargo Traffic Share by Ports



Container Traffic

Container traffic handled in sea ports during the period under review was 823,404 TEUs as compared to 735,532 TEUs in 2020/2021. This was an increase of 87,872 TEUs equivalent to 11.94 per cent as presented in Chart 4.5. Dar es Salaam port handled 816,368 TEUs as compared to 728,436 TEUs in 2020/2021 and Tanga port handled 7,036 TEUs compared to 7,006 TEUs handled in 2020/2021.

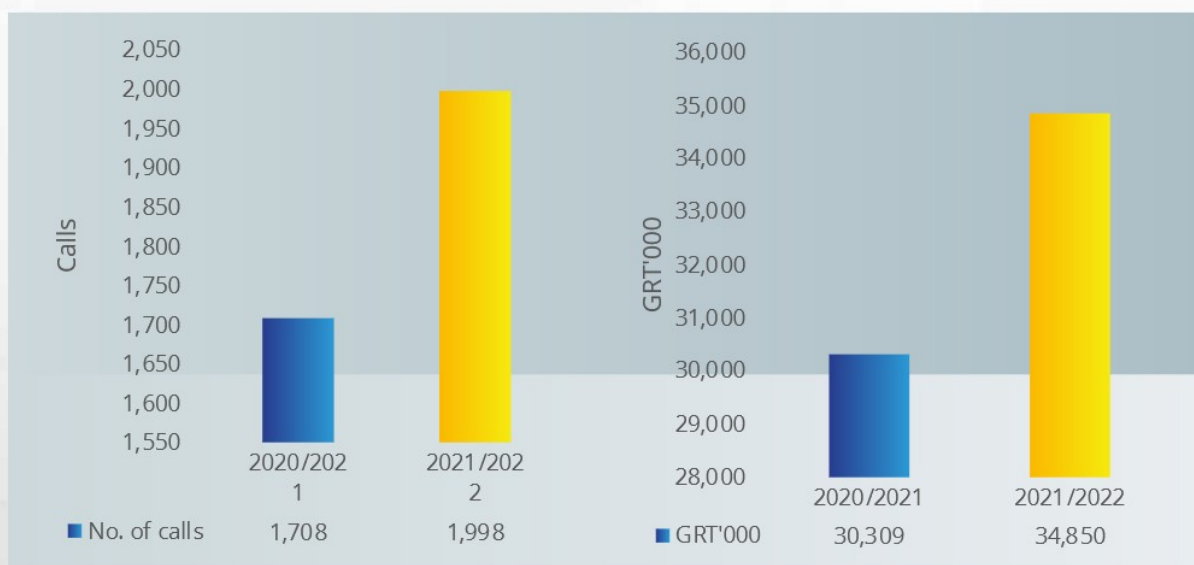
Chart 4. 5: Container Traffic Handled at Sea Ports



Shipping Traffic

The shipping traffic at major seaports (DSM, Tanga and Mtwara Ports) increased to 1,998 ship calls with 34.851 million GRT from 1,708 ship calls with 30.310 million GRT handled in 2020/21. Chart 4.6 present ship calls and capacity.

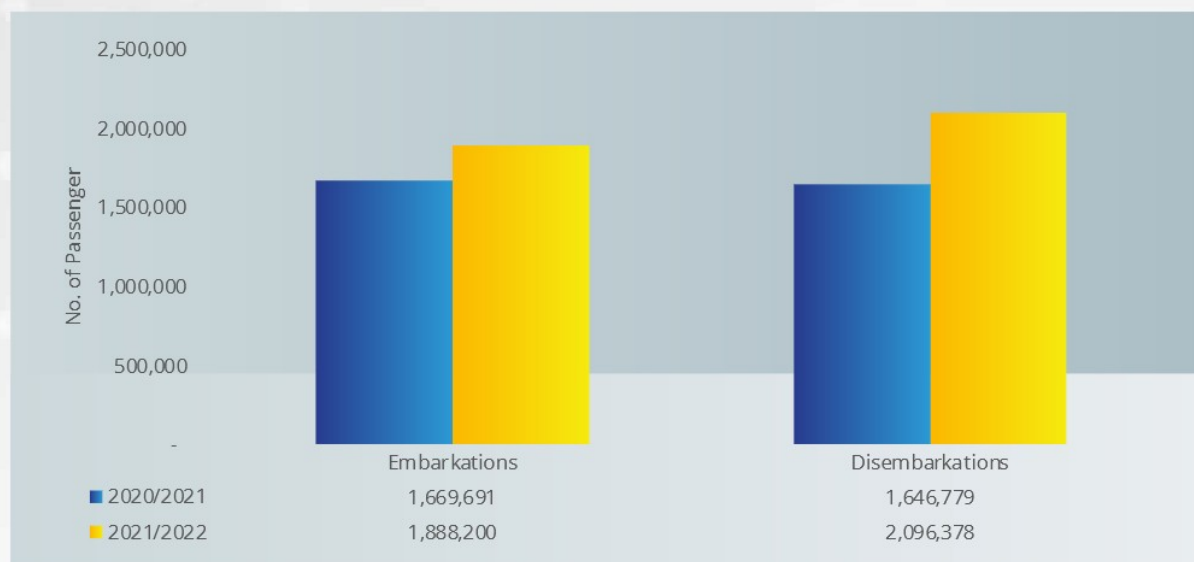
Chart 4. 6: Ship calls and Capacity (GRT)



Passenger Traffic

Passenger traffic handled in 2021/2022 was 3,984,578 passengers (1,888,200 embarkations and 2,096,378 disembarkations) which is an increase of 668,108 passengers (equivalent to 20.14 per cent) from 3,316,470 passengers (1,669,691 embarkations and 1,646,779 disembarkations) handled in 2020/2021. Chart 4.7 presents the number of passengers handled.

Chart 4. 7: Overall Passenger Traffic Handled



Individual Ports Performance

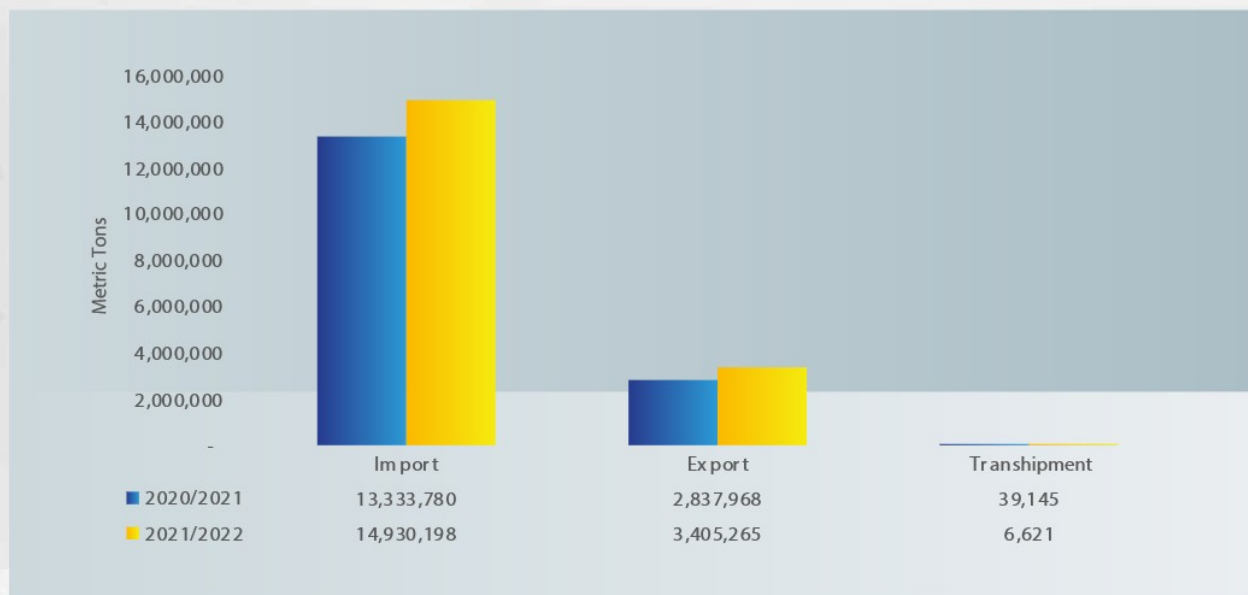
Dar es Salaam Port

During the year under review, Dar es Salaam Port, which is the principal Port of Tanzania, handled 90 per cent of the total Ports' throughput. The Port serves land-linked countries of Democratic Republic of Congo, Zambia, Rwanda, Burundi, Malawi, Uganda, Zimbabwe and other neighbouring countries. These countries are connected to the Port through two railway systems (TRC-1.0 metre gauge and TAZARA-1.067 cape gauge), road network as well as TAZAMA pipeline to Zambia.

Cargo Traffic

A total of 18.414 million metric tons were handled at Dar es Salaam port in 2021/2022 as compared to 16.269 million metric tons handled in 2020/2021. This makes an increase of 2.15 million metric tons of the cargo traffic handled which is equal to 13.18 per cent. The total cargo handled comprises imports, exports, and transshipments of 14.930 million tons, 3.405 million metric tons and 0.079 million metric tons, respectively as presented in chart 4.8.

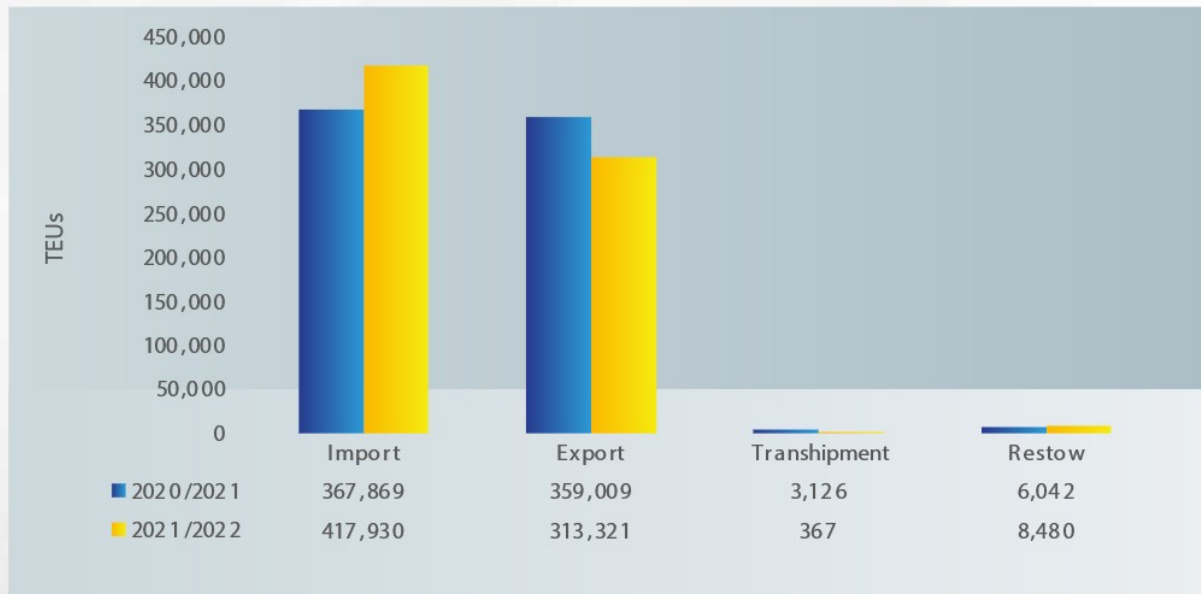
Chart 4.8: Cargo Traffic



Container Traffic

Container traffic handled during this period was 816,368 TEUs as compared to 728,436 TEUs in 2020/2021. This is an increase of 87,932 TEUs equivalent to 12.07 percent as depicted in Chart 4.9.

Chart 4. 9: Container Traffic



Transit Traffic

Transit cargo handled in 2021/2022 was 7.801 million metric tons as compared to 5.580 million metric tons in 2020/2021, which is an increase of 2.221 million metric tons equivalent to 39.80 per cent. Chart 4.10 & 4.11 present transit traffic and ratio between local and transit cargo handled.

Chart 4.10: Transit Cargo Traffic

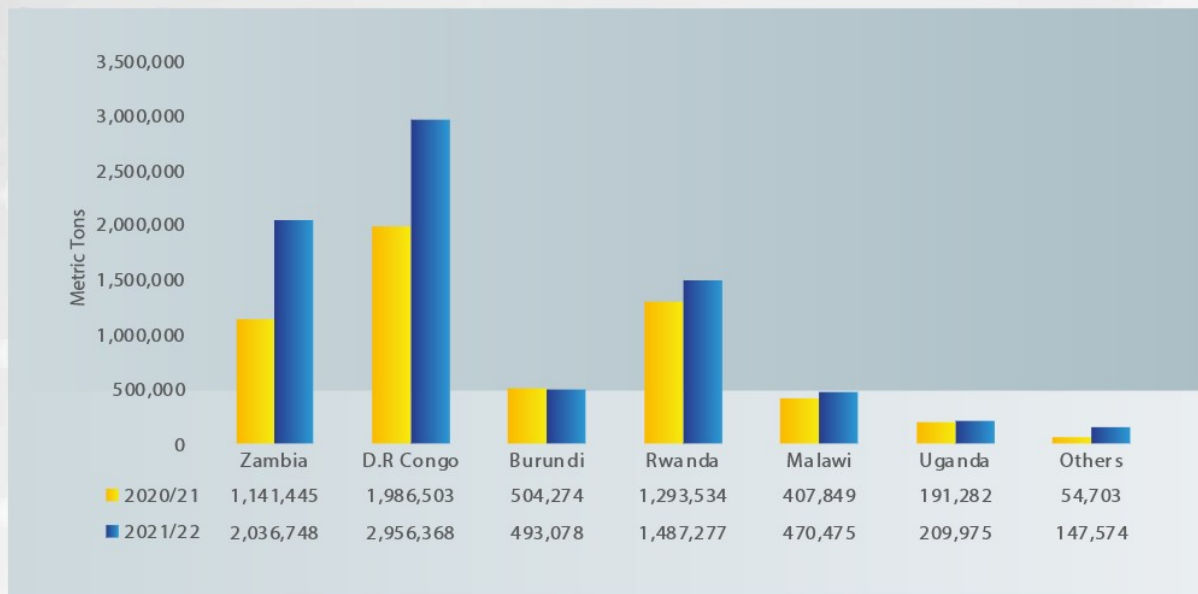
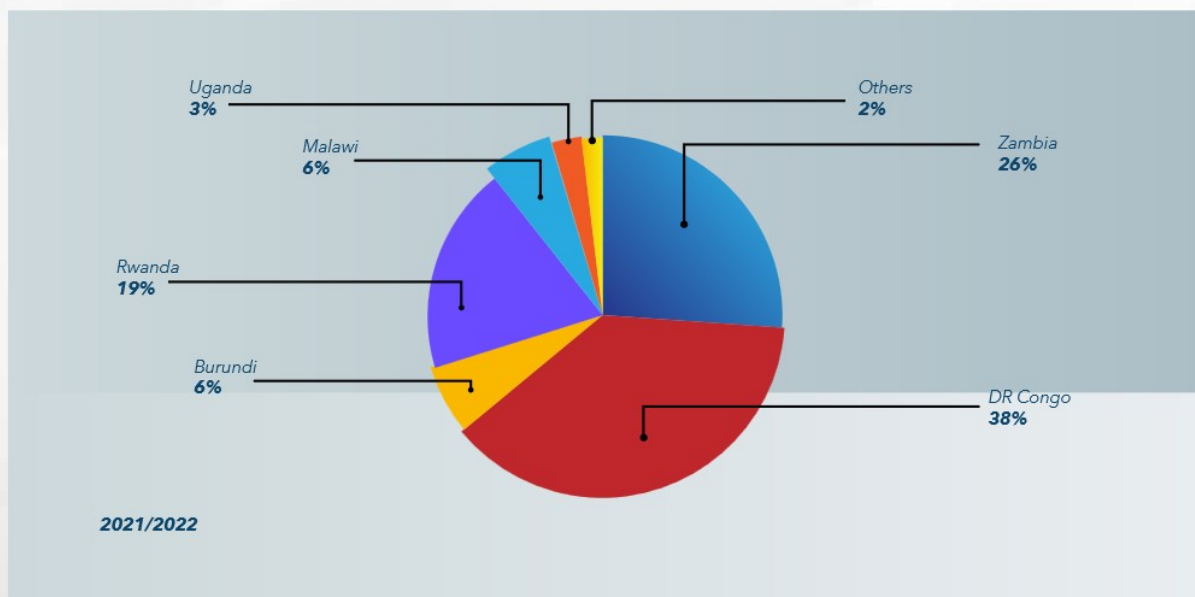


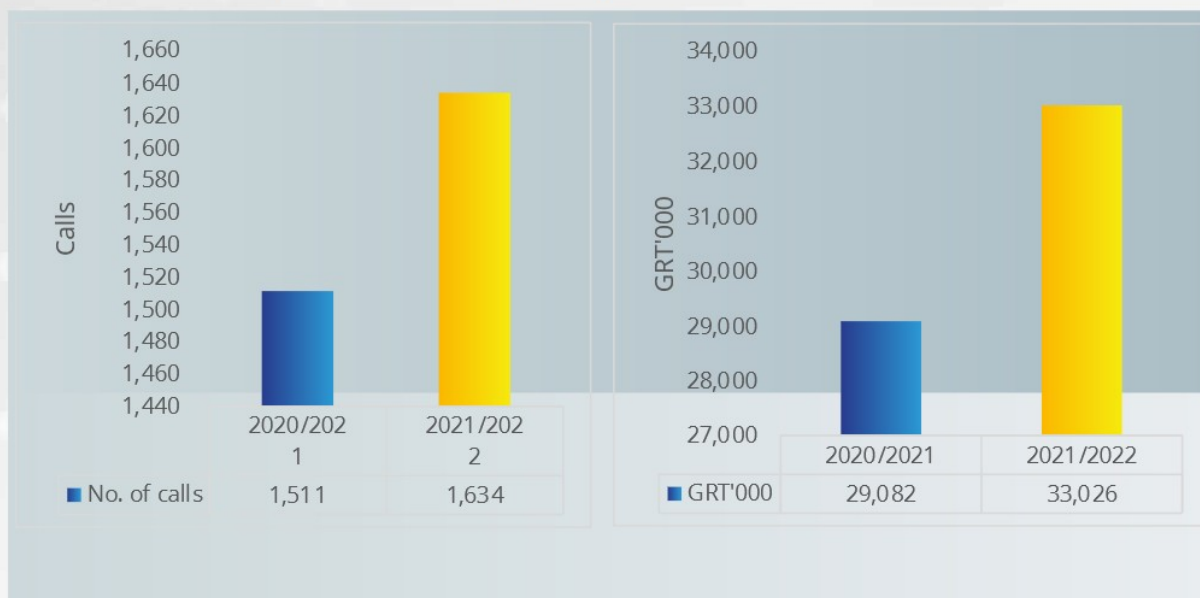
Chart 4.11: Contribution of each Country in Transit Traffic in 2021/2022



Shipping Traffic

The shipping traffic at DSM port during the year under review increased to 1,634 calls with 33.026 million GRT, (868 calls were deep sea ships with 31.708 million GRT and 766 calls were coastal plying ships with 1.318 million GRT), from 1,511 calls with 29.082 million GRT handled in 2020/2021.

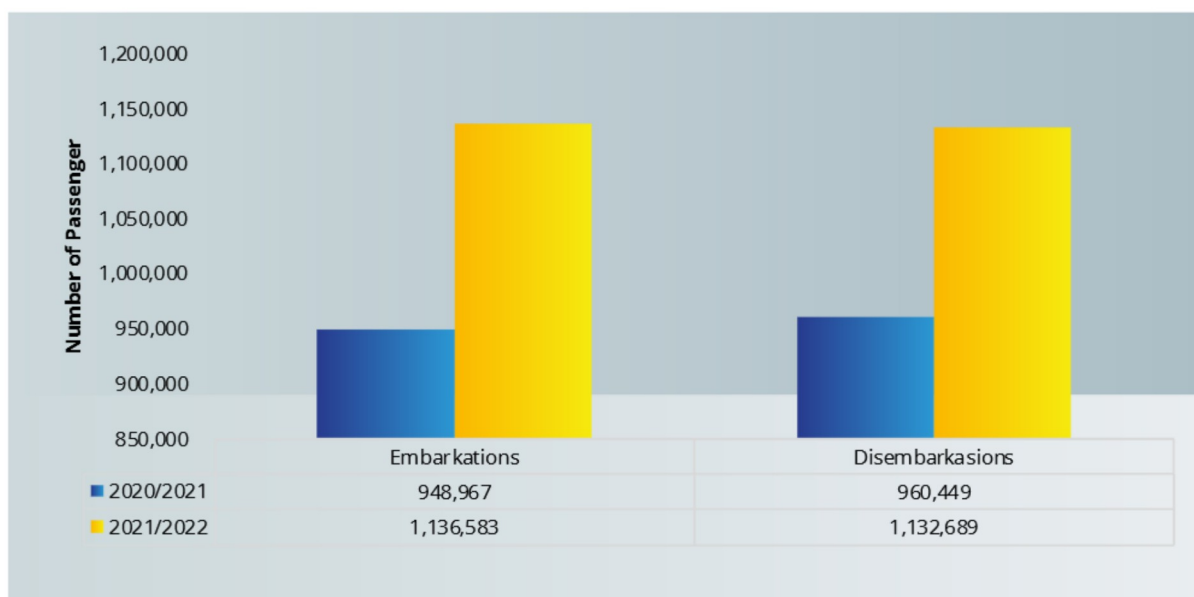
Chart 4.12: Ship calls and Capacity – Dar es Salaam Port



Passenger Traffic

Passenger traffic handled in 2021/2022 was 2,269,272 passengers (1,136,583 embarkations and 1,132,689 disembarkations) which is an increase of 359,856 passengers (equivalent to 18.85 per cent) from 1,909,416 passengers (948,967 embarkations and 960,449 disembarkations) handled in 2020/2021. Chart 4.13 presents the number of passengers handled.

Chart 4. 13: Passenger Traffic



Port Productivity

Productivity (as measured in terms of tons per gang/shift for break bulk, dry bulk, units of motor vehicles and moves for containers) in 2021/2022 as compared to 2020/2021 is as presented in Table 4.3.

Table 4.3: Productivity at Dar es Salaam Port

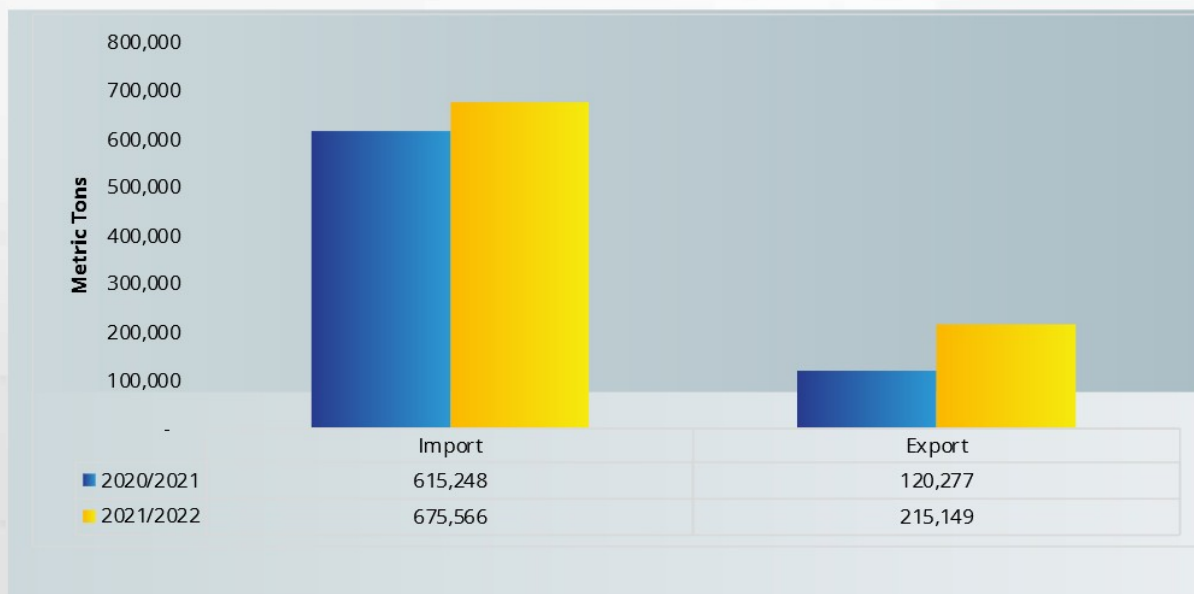
Cargo Type	2020/2021	2021/2022
Break Bulk (Tons/Gang-Shift)	477	278
Dry Bulk (Tons/Gang-Shift)	588	666
Vehicles (Units/hours)	76	91
Containers – MHC (Moves/24 hrs)	218	198
Containers – SSG (Moves/24 hrs)	617	589

Tanga Port

Cargo Traffic

A total of 890,715 metric tons were handled at Tanga port in 2021/2022 as compared to 735,525 metric tons handled in 2020/2021. This makes an increase of 155,190 metric tons of the cargo traffic handled which is equal to 21.10 per cent. The total cargo handled comprises imports and exports of 675,566 tons, 215,149 metric tons respectively as presented in Chart 4.14.

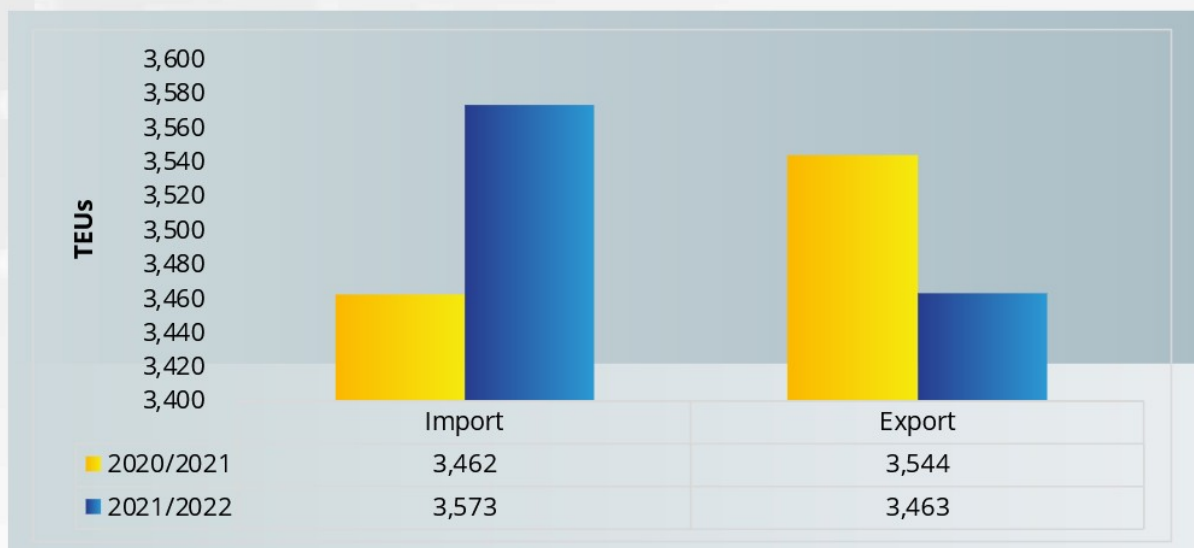
Chart 4.14: Cargo Traffic Handled



Container Traffic

Container traffic handled in 2021/2022 was 7,036 TEUs as compared to 7,006 TEUs handled in 2020/2021. This is increase of 30 TEUs or 0.43 percent. Chart 4.15 below presents imports and exports cargo handled.

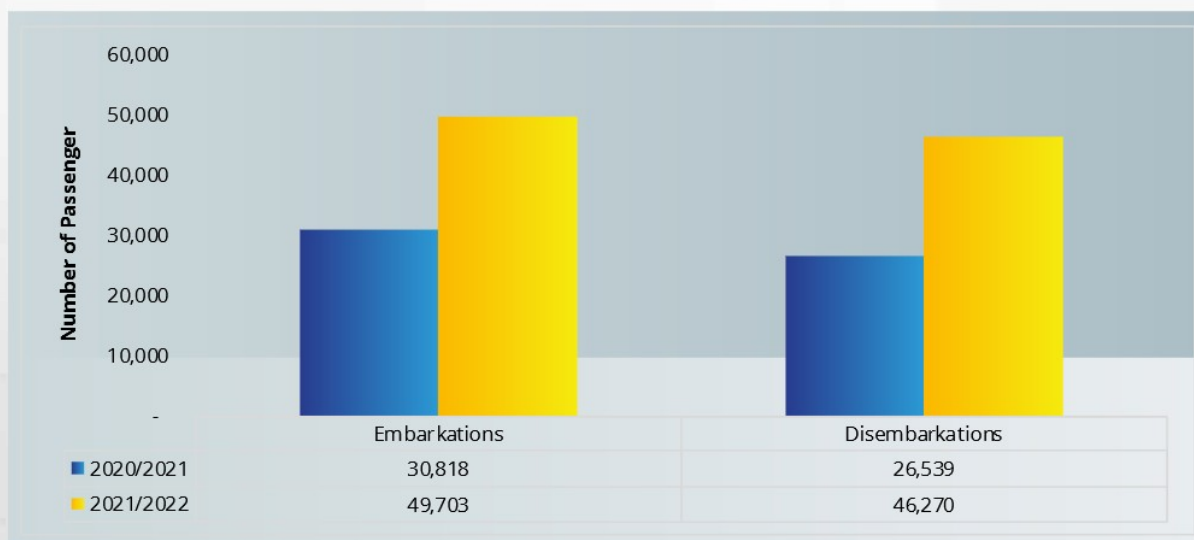
Chart 4. 15: Container Traffic



Passenger Traffic

Passenger traffic handled in 2021/2022 was 95,973 passengers (49,703 embarkations and 46,270 disembarkations) which is an increase of 38,616 passengers (equivalent to 67.68 per cent) from 57,357 passengers (30,818 embarkations and 26,539 disembarkations) handled in 2020/2021. Chart 4.16 presents the number of passengers handled.

Chart 4. 16: Passenger Traffic



Shipping Traffic

The shipping traffic at Tanga port increased to 198 ship calls with 0.919 million GRT from 113 ship calls with 0.841 million GRT handled in 2020/2021. Chart 4.17 present ship calls and GRT handled.

Chart 4. 17: Ship calls and Capacity



Productivity

Productivity for break bulk cargo was 146 tons/gang/shift compared to 90 tons/gang/shift recorded in 2020/2021, Dry cargo was 517 tons/gang/shift compared to 555 tons/gang/shift recorded in 2020/2021 and the moves per 24 hours increased from 102 in 2020/2021 to 120 in the year under review.

Table 4. 4: Port Productivity

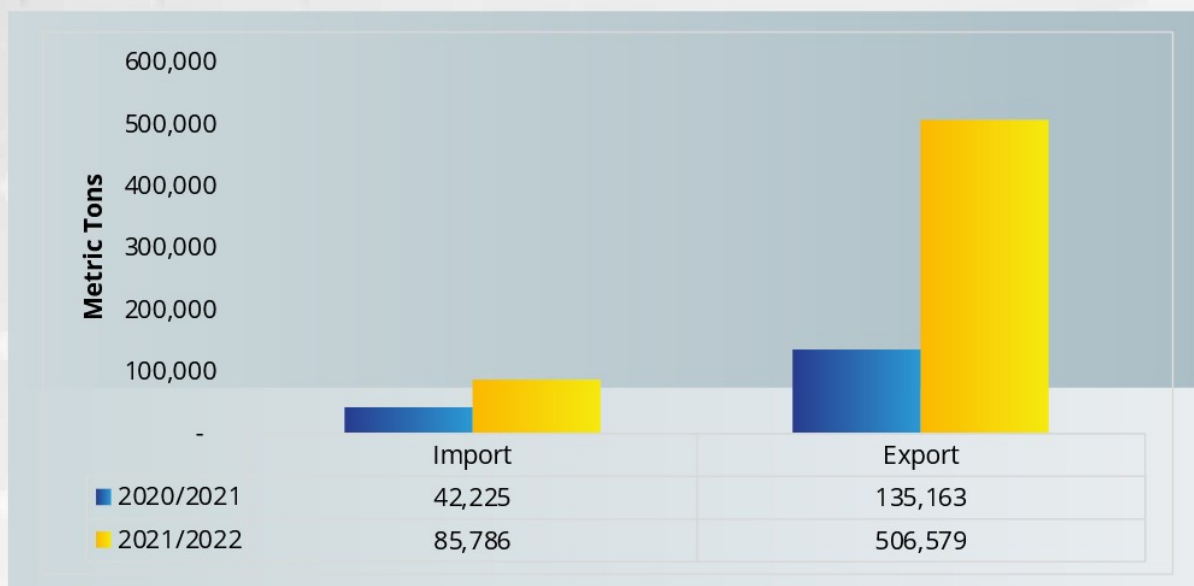
Cargo Type	2020/2021	2021/2022
Break Bulk (Tons/Gang-Shift)	90	146
Dry Bulk (Tons/Gang-Shift)	555	517
Containers – MHC (Moves/24 hrs)	102	120

Mtwara Port

Cargo Traffic

A total of 592,365 metric tons were handled at Mtwara port in 2021/2022 as compared to 177,388 metric tons handled in 2020/2021. This makes an increase of 414,977 metric tons of the cargo traffic handled equivalent to 233.94 per cent. The total cargo handled comprises imports and exports of 85,786 tons, 506,579 metric tons respectively as presented in Chart 4.18.

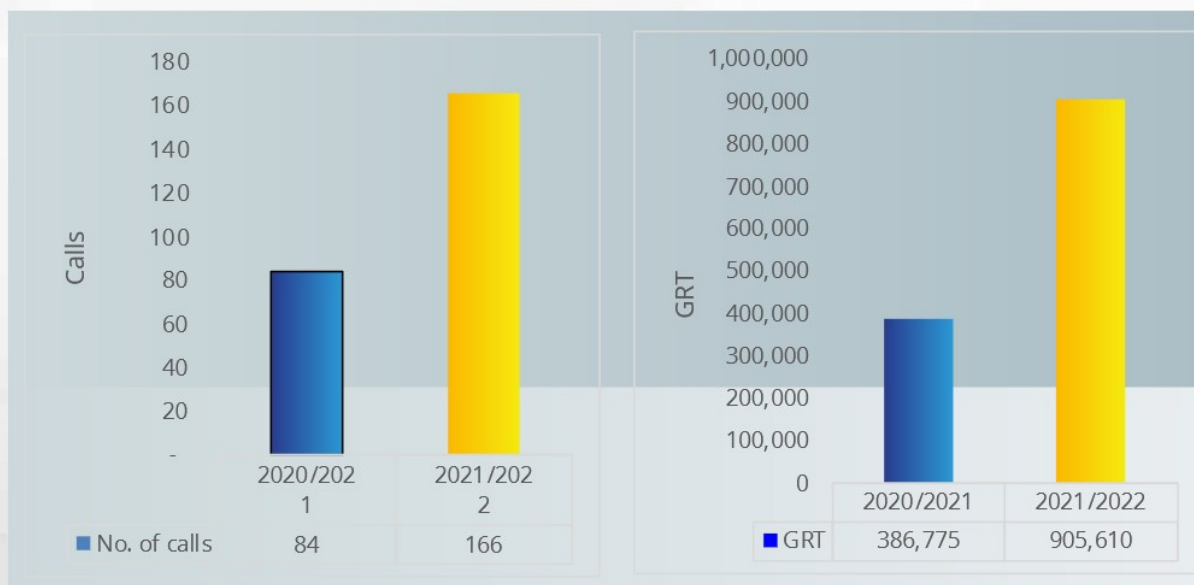
Chart 4. 18: Cargo Traffic Handled – Mtwara Port



Shipping Traffic

The shipping traffic at Mtwara port increased to 166 ship calls with 0.906 million GRT from 84 ship calls with 0.387 million GRT handled in 2020/2021. Chart 4.19 present ship calls and GRT handled.

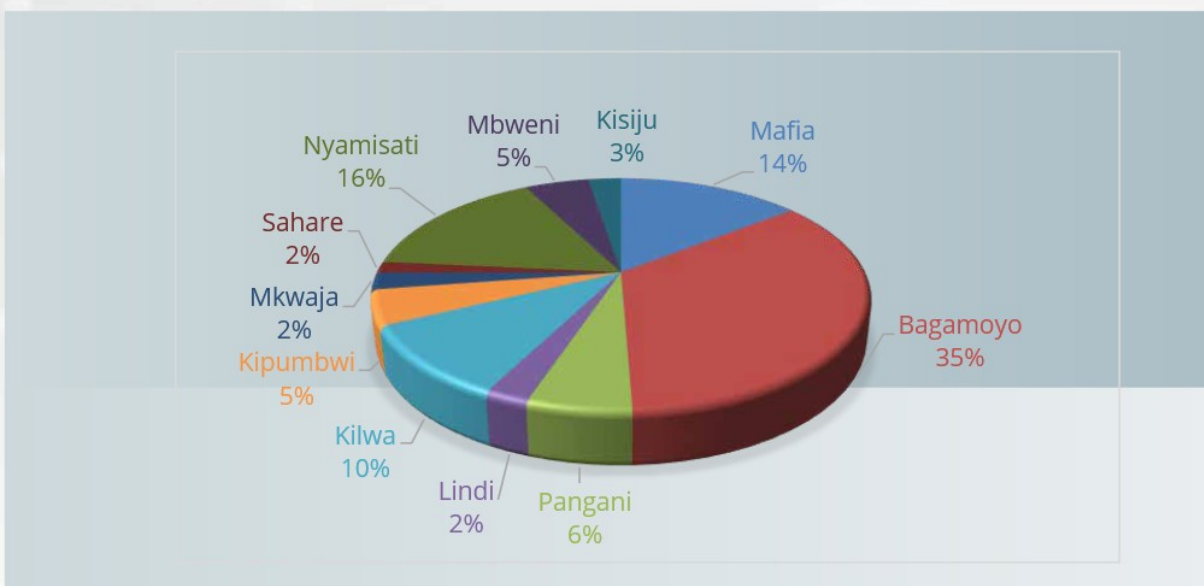
Chart 4. 19: Shipping Traffic and Capacity – Mtwara Port



Small Coastal Ports

In year 2021/2022 Small coastal ports handled a total of 351,314 metric tons compared to 138,174 tons handled in 2020/2021, which is an increase of 99,715 metric tons (equivalent to 72.17 percent). The share of individual small ports in 2021/2022 is: Bagamoyo (123,133 tons), Nyamisati (55,877 tons), Mafia (50,386 tons), Kilwa (35,681 tons), Pangani (20,247 tons), Mbweni (17,567 tons), Kipumbwi (17,082 tons), Lindi (8,574 tons), Kisiju (9,062 tons), Mkwaja (8,251 tons) and Sahare (5,454 tons) as depicted in Chart 4.20.

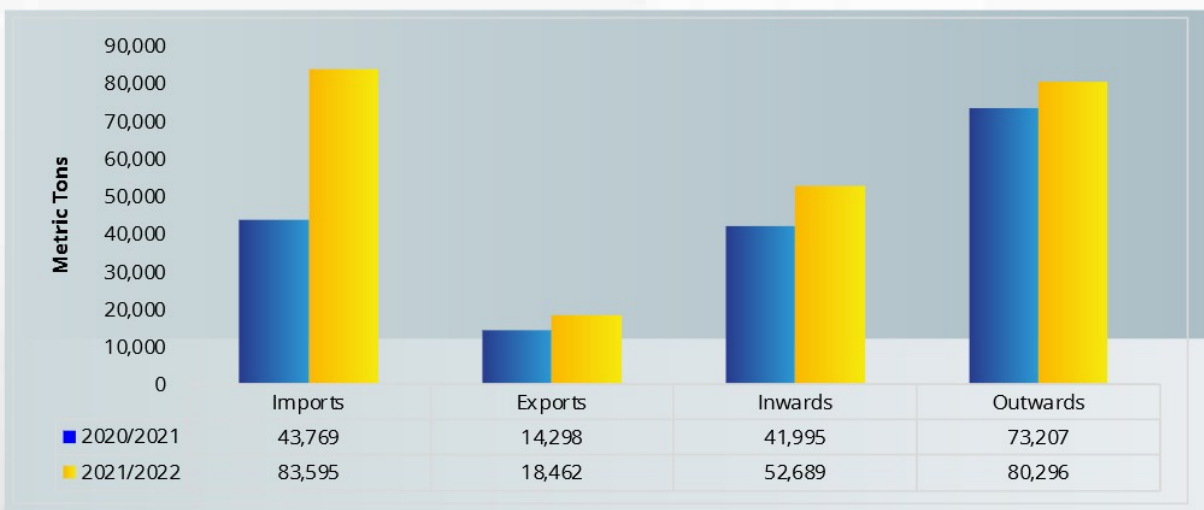
Chart 4. 20: Cargo Traffic Handled – Small Coastal Ports



Lake Victoria Ports

A total of 235,042 metric tons were handled at Lake Victoria ports in 2021/2022 as compared to 173,270 metric tons handled in 2020/2021. This makes an increase of 61,772 metric tons of the cargo traffic handled equivalent to 35.65 per cent as presented in Chart 4.21.

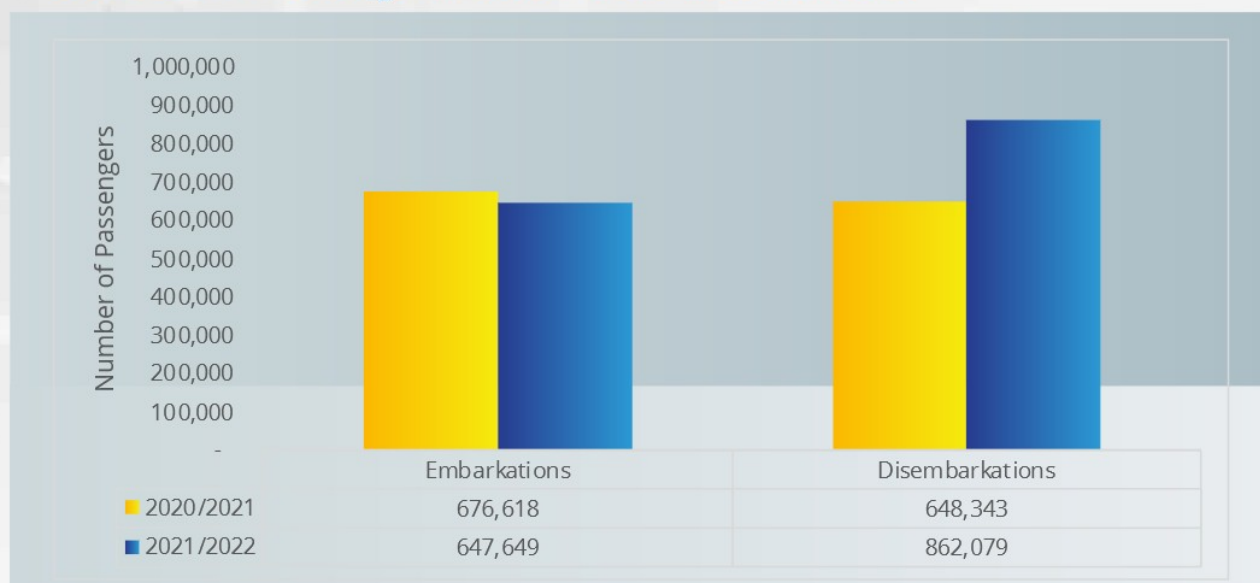
Chart 4. 21: Cargo Traffic Handled – Lake Victoria Ports



Passenger Traffic

Passenger traffic handled in 2021/2022 was 1,509,728 passengers (647,649 embarkations and 862,079 disembarkations) which is an increase of 184,767 passengers (equivalent to 13.95 per cent) from 1,324,961 passengers (30,818 embarkations and 26,539 disembarkations) handled in 2020/2021. Chart 4.22 presents the number of passengers handled.

Chart 4. 22: Passenger Traffic - Lake Victoria Ports



Tanganyika Ports

Cargo Traffic

A total of 295,559 metric tons were handled at Lake Tanganyika ports in 2021/2022 as compared to 277,632 metric tons handled in 2020/2021. This makes an increase of 17,927 metric tons of the cargo traffic handled equivalent to 6.46 per cent as presented in Chart 4.23.

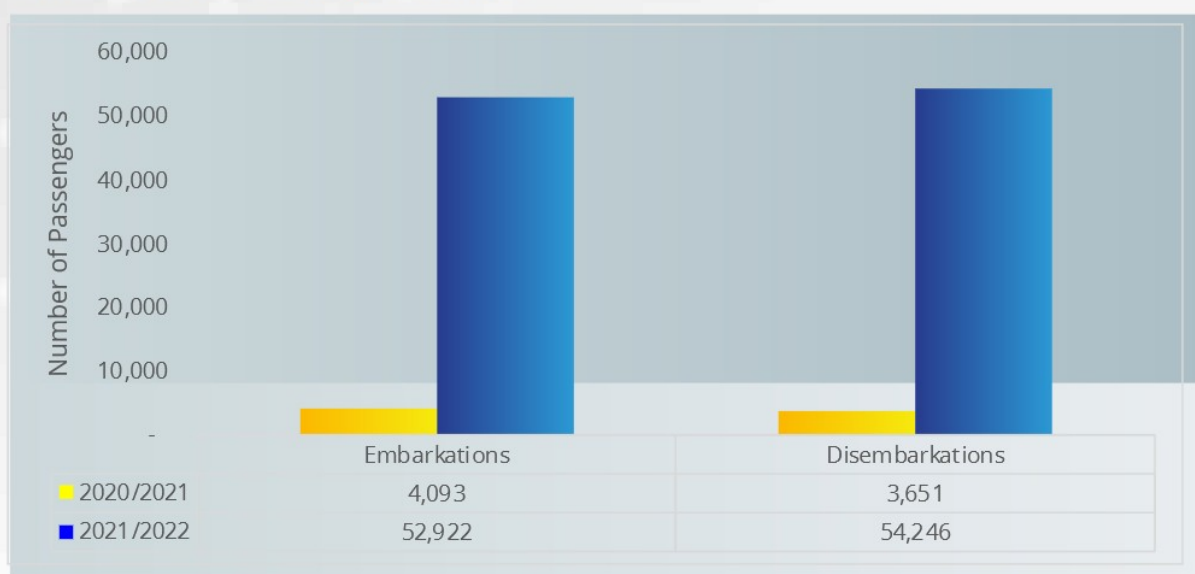
Chart 4. 23: Cargo Traffic Handled



Passenger Traffic

Passenger traffic handled in 2021/2022 was 107,168 passengers (52,922 embarkations and 54,246 disembarkations) which is an increase of 99,424 passengers (equivalent to 12.84 per cent) from 7,744 passengers (4,093 embarkations and 3,651 disembarkations) handled in 2020/2021. Chart 4.24 presents the number of passengers handled.

Chart 4. 24: Passenger Traffic

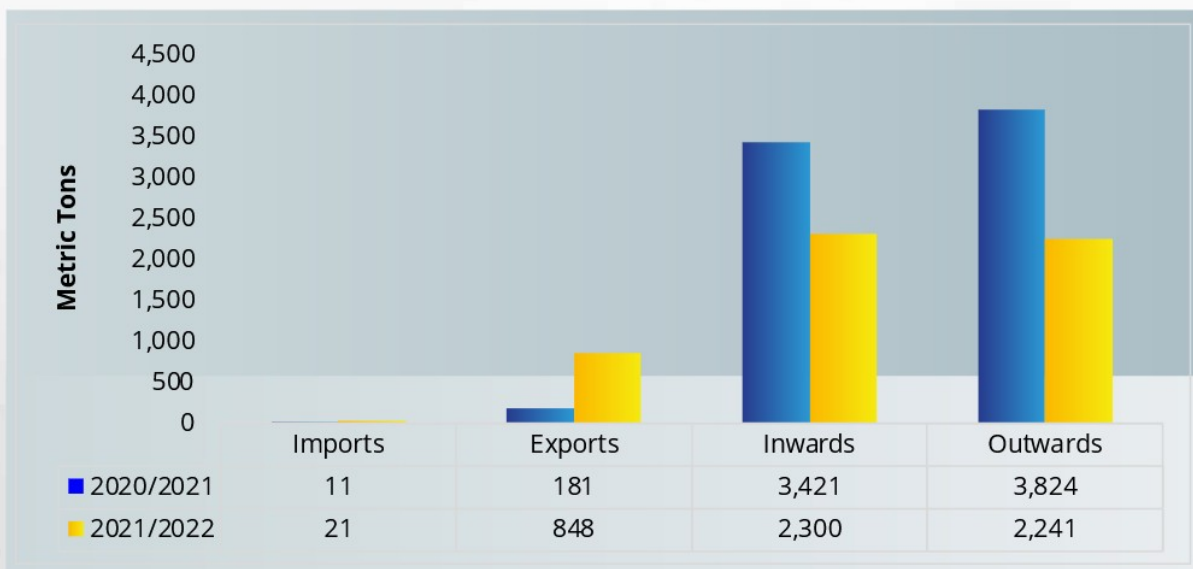


Lake Nyasa Ports

Cargo Traffic

A total of 5,410 metric tons were handled at Lake Nyasa ports in 2021/2022 as compared to 7,437 metric tons handled in 2020/2021. This makes a decrease of 2,027 metric tons of the cargo traffic handled equivalent to 27.26 per cent as presented in Chart 4.25.

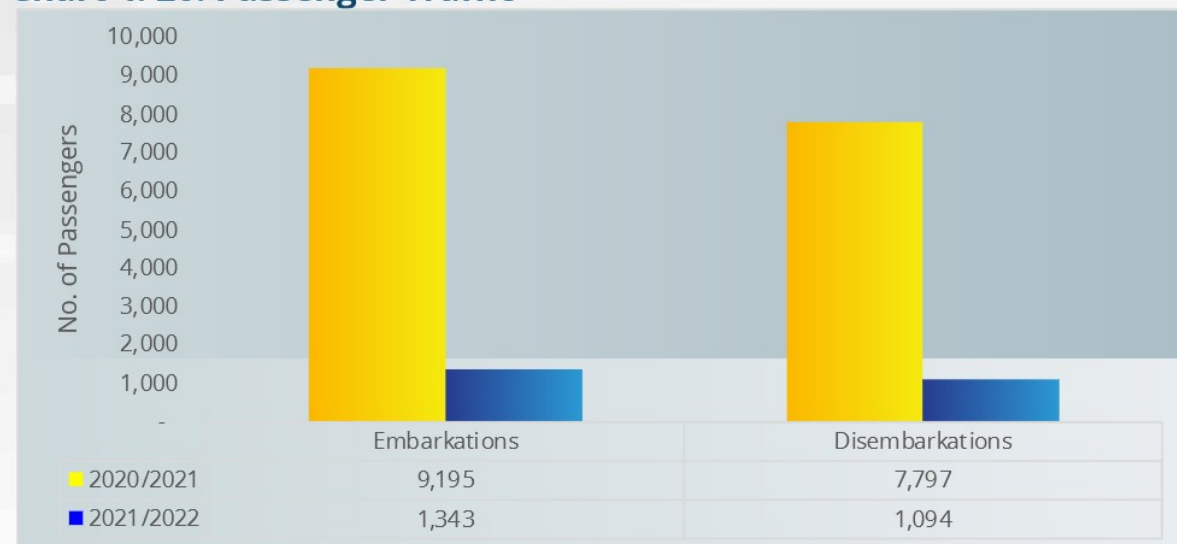
Chart 4. 25: Cargo Traffic Handled



Passenger Traffic

Passenger traffic handled in 2021/2022 was 2,437 passengers (1,343 embarkations and 1,094 disembarkations) which is a decrease of 14,555 passengers (equivalent to 85.66 per cent) from 16,992 passengers (9,195 embarkations and 7,797 disembarkations) handled in 2020/2021. Chart 4.26 presents the number of passengers handled.

Chart 4. 26: Passenger Traffic



An aerial photograph of a port area, showing several large cargo ships docked at piers, with numerous colorful shipping containers stacked on the docks. The water is a deep blue-green. A large, semi-transparent teal shape covers the right side of the image, serving as a background for the text.

#5

MARKET OVERVIEW

MARKET OVERVIEW

The TPA ports serve Tanzania and the neighbouring countries of Zambia, DRC, Malawi, Burundi, Rwanda, Uganda, and Zimbabwe. There are other emerging potential markets, including the Northern Mozambique and South Sudan which have started using Tanzania's ports. The Shipping Lines which are represented by some Shipping Agents under the umbrella of Tanzania Shipping Agents Association constitute another important market segment for TPA Ports.

Tanzania contributed 57.49 per cent of TPA ports' traffic in 2021/22 while 42.51 per cent that came from the land-linked countries. Tanzania's own exports are mainly agricultural and animal products, which include coffee, sisal tea, cotton, cashew nuts, minerals, tobacco, wheat, cattle, hides, vegetable, fruits, pyrethrum, bananas corn and cassava. Tanzania imports consumer goods, machinery, construction materials, transport equipment, industrial raw material and oil.

The TPA in collaboration with other Stakeholders in the transport sector embarked on various marketing campaigns to keep its clientele informed about the improvement on the existing infrastructure and development of new ones for provision of value for money services. The market overview of the land-linked countries is highlighted here below;

Democratic Republic of Congo

The Democratic Republic of Congo (DRC) was the first major user of Dar es Salaam Port among the land-linked countries which contributed 16.06 per cent of the Dar es Salaam Port traffic and 37.89 per cent of transit traffic. The DRC market segment's major imports are containerized cargo, liquid cargo, and motor vehicles while export cargo is copper. There is a railway link network from Lubumbashi to Ndola in Zambia where it connects to New Kapiri Mposhi linking it with TAZARA line to Dar es Salaam. The DRC economic prospects are expected to improve given the continuous recovery in agricultural production and sustained growth in the mining sector. The other link to DRC is through Lake Tanganyika's Kigoma Port on to Dar es Salaam Port through the central line.

Zambia

During the year under review, Zambia market segment was the second major user of Dar es Salaam port among the land-linked countries and contributed 11.06 per cent of the Dar es Salaam Port traffic and 26.11 per cent of the total transit traffic. The major export traffic from Zambia is copper and the major import commodities are sulphur, motor vehicle, petroleum and fertilizer. TAZARA line is the major link to this market and is shorter by 700 km from the Copper belt region to Dar es Salaam when compared to the South African competing ports. The Performance of TAZARA is critical to Dar Port's success in this market segment given the economic prospects of Zambia being supported by high copper output.

Rwanda

The Rwanda market segment was the third major transit market. During the period under review, Rwanda contributed 19.06 per cent of the Dar es Salaam traffic and 8.08 per cent of transit traffic. Agriculture is the major sector of the Rwandan economy with main export commodities being coffee, tea, hides and tin ore; whereas the major import commodities include manufactured goods, petroleum products, fertilizers and wheat. The economic growth for this country is expected to increase even further given the economic development programs in place.

Burundi

The Burundi market segment contributed 2.68 per cent of the total traffic and 6.32 per cent of transit traffic of Dar es Salaam Port. The country's economy depends on agricultural activities with main exports being coffee and tea. The import traffic includes containerized cargo, liquid cargo, motor vehicles and wheat. Dar es Salaam port is the natural port for Burundi as it is well connected by rail up to Kigoma Port where goods are ferried to Bujumbura port by barges. In the long term, the future prospects for this market are very bright and its tonnage is expected to increase further.

Malawi

The Malawi market segment contributed 2.55 per cent of the total traffic and 6.03 per cent of transit traffic of Dar es Salaam Port. Imports of petroleum products from Malawi continued to dominate the traffic. The country's economy depends on agricultural activities, with the main exports being tobacco, sugar and tea; whereas imports comprise consumer goods, chemical products and machinery. During the period under review, the volume of containerised cargo increased whereas imported liquid and motor vehicle traffic to Malawi, through Dar es Salaam Port, slightly decreased.

Uganda

The Uganda market segment contributed 1.14 per cent of the Dar es Salaam Port traffic and 2.69 per cent of transit traffic. Uganda's exports mainly consist of coffee, tea, fish fillets, and maize, whereas the main import commodities are capital equipment, motor vehicles, petroleum products and cereals. The key to success in this market hinges upon an improvement on the Tanzania inland transport, especially rail and lake transport and availability of commercially competitive road transport from TPA ports. In collaboration with key stakeholders, TPA is determined to attract more Ugandan traffic for TPA ports.

An aerial photograph of a busy port. In the foreground, a large red cargo ship is docked at a pier. To its left, a smaller white ship is also docked. The water is a deep blue-green. In the background, there are more ships, including a large blue and white container ship. The port infrastructure includes various piers, cranes, and buildings. A large blue semi-transparent shape covers the right side of the image, containing the text.

#6

IMPROVEMENT ON PORT INFRASTRUCTURE

IMPROVEMENT ON PORT INFRASTRUCTURE

In the effort to improve port infrastructure, TPA continued to implement various capital projects at both Sea and Lake Ports. Some of the capital projects completed in the year 2021/2022 include Strengthening and Deepening of Container Terminal Berth 5-7 at Dar es Salaam Port; Dredging Works for the Entrance Channel and Turning Basin and Procurement of Port Operational Equipment at Tanga Port; One Additional Berth at Mtwara Port; Construction of Karema Port on Lake Tanganyika; and construction of Jetty at Ndumbi and Lagosa Ports on Lake Nyasa and Lake Tanganyika, respectively. On-going capital projects implemented in the same year include Deepening and widening of the Entrance Channel and Turning Basin at Dar es Salaam Port; Strengthening, Deepening and Modernization of the existing berths No. 01 & 2 at Tanga Port; and improvement of infrastructure and access road of Kwala Dry Port in the Coast Region.



An aerial photograph of a busy port. In the foreground, a large blue ship is docked at a pier. To its right, a smaller red and white ship is also docked. The water is a deep blue-green. In the background, there are more ships, including a large white cargo ship, and a large area of the port filled with colorful shipping containers. The sky is a clear, pale blue.

#7

AUTOMATION OF OPERATING SYSTEMS



AUTOMATION OF OPERATING SYSTEMS

Information Technology is increasing and becoming a prerequisite in achieving efficiency and effectiveness in the provision of port services. To match with the growing demand, TPA continued to automate its operating systems. Some of the ICT projects completed in 2021/2022 include Deployment and Launching of Seven Modules of SAP ERP; Development of Enterprise Architecture; Deployment of Wireless LAN in the Bandari Tower - One-Stop Centre Building; Development of Fire and Safety Management System; and Network Upgrade and Security Improvement of Datacentre.

An aerial photograph of a busy port. In the foreground, a large blue ship is docked at a pier. To its right, a smaller red and white ship is also docked. The water is a deep blue-green. In the background, a large city is visible on a hillside, with a body of water in front of it. The sky is a pale blue.

#8

MANAGEMENT AND ADMINISTRATION PERFORMANCE

MANAGEMENT AND ADMINISTRATION PERFORMANCE

Port Safety, Security and Environment

In the year under review, TPA continued to promote and reinforce intrinsic safety, security and green development through improved systems, promote automated operations and intelligent service through innovations and technology and improve governance and management capabilities through reform, innovations, and market benchmarking.

Emergency Preparedness and Response is another critical area that TPA invested in the year under review to ensure timely response to emergency calls. In 2021/2022, TPA developed training and exercise schedule to all ports to ensure greater stakeholders' engagement in various incidents. In addition, TPA provided new fire appliance, water bowsers and enhanced rescue and response equipment to Dar es Salaam and Mtwara Ports.

On a similar note, TPA continued to implement various environmental management plans and procedures to ensure marine and ports operations are not affecting the fauna and flora surrounding our ports and other premises. Furthermore, TPA worked with other stakeholders, including NEMC and TASAC to establish proper waste management and disposal systems as per IMO standards.

Security around the ports has been accorded a significant weight in the year under review. In 2021/2022, TPA continued to engage law enforcement agencies to support a strong border response, particularly in respect to identity checks and crew desertions. Similarly, TPA provided training to staff on drug and alcohol sampling, safety essentials, leadership development, records management and ISPS Codes requirements.

Human Resource and Organizational Development

Human Capital Development

During the period under review, TPA continued to improve staff adequacy through transfer and new recruitment. Similarly, TPA provided training to its staff comprising both long and short course training in the areas of Corporate Leadership, Port Security, Equipment Operation and Maintenance, Occupation Health and Safety, ICT system Management, Cybercrime and Money Laundering, Budgeting and Basic Shipping and Port Management Course.

Labour/ Industrial Relations

During the year under review, TPA continued to uphold cordial relationship between Management and Staff, whereby employees were involved in major policy changes. In 2021/2022, TPA continued to demonstrate a healthy relationship with the Workers' Trade Union (DOWUTA) where regular meetings were held with the Management taking the opinions of employees in the major decisions made in the year under review.

Employees Health and Medical Assistance

During the year under review, TPA continued to provide free medical care and specialized medical check-up to all staff and their families. Similarly, TPA provided awareness training on HIV/AIDS and provided care and support to infected staff. In the same year, TPA provided protective gear to employees and emphasized on necessary measures to combat COVID 19.

Inclusion and Diversity

During the year under review, TPA continued to value diversity and inclusion for institutional development through providing enabling environment to employees to ensure they attain their potentials regardless of gender, education level, religion and/or ethnicity.

Corporate Governance

During the year under review, TPA continued to maintain its emphasis on corporate governance issues. TPA provided guidance on compliance on relevant laws and rules in the public service and ensured integrity and confidentiality are maintained in the provision of services to both internal and external clients.

Corporate Visits

In the year 2021/2022, TPA received a range of domestic and foreign dignitaries visiting its ports where more than twenty-five visits (25) were recorded. Domestic dignitaries who visited the ports included the President of the United Republic of Tanzania, H. E. Dr. Samia Suluhu Hassan (Dar es Salaam Port); Vice President, Hon. Dr. Philip Isidor Mpango (Mtwara Port); Infrastructure Development Committee (Dar es Salaam Port); and Public Accounts Committee (Tanga Port).

Foreign dignitaries who visited the ports in the period under review include President of Burundi, H. E. Evariste Ndayishimiye (Dar es Salaam Port); Netherlands, Norway, United Kingdom and United States of America's Ambassadors to Tanzania (Dar es Salaam Port); and Indian Ambassador to Tanzania (Headquarters).

TPA Visibility

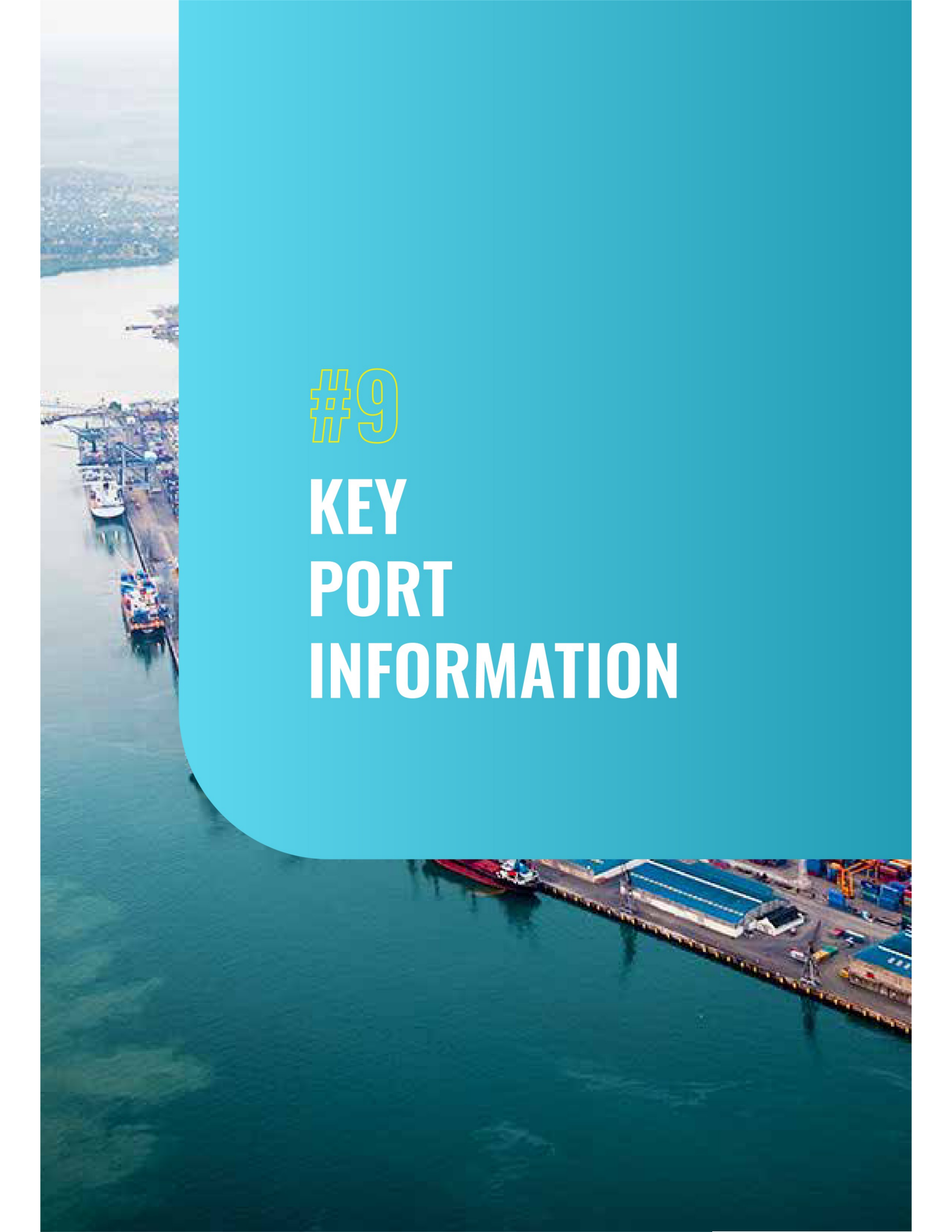
In 2021/2022 period, TPA continued to increase its local and international visibility to the public. Accordingly, TPA produced 12 Swahili and 12 English Feature Stories and Articles, 134 coverage stories in both English and Swahili Newspapers; 180 contents on Social Media, 102 pictures on TPA's Website and 3,000 copies of Quayside Magazine and TPA Gazette distributed to stakeholders.

Corporate Social Responsibility

TPA continued to maintain its culture of giving back to the society in the year under review, whereas TPA provided TZS 1,402,145,000 in the areas of Health, Education and Community Development as compared to 2020/2021 as presented in Table 8.1:-

Table 8. 1: TPA's Contribution on Corporate Social Responsibility

S/NO	CATEGORY	2020/2021	2021/2022
1	Education Sector	57,500,000	220, 145, 000
2	Healthy Sector	20,000,000	180,000,000
3	Community Development	68,600,000	1,002,000, 000
	TOTAL	146,100,000	1,402, 145,000

An aerial photograph of a busy port. In the foreground, a large blue ship is docked at a pier. To its right, a smaller red and white ship is also docked. Further back, another large white ship is visible. The water is a deep blue-green. On the right side of the image, there is a large industrial area with several large blue-roofed buildings, likely warehouses or cargo storage areas. Numerous yellow and blue shipping containers are stacked in rows. A road with several vehicles, including trucks, runs along the edge of the industrial area. In the background, a city with many buildings is visible across a body of water.

#9

KEY PORT INFORMATION

CARGO TRAFFIC AT ALL PORTS 2020/21 - 2021/22

Description	2020/2021	2021/2022	2020/2021	2021/2022	2020/2021	2021/2022	2020/2021	2021/2022	2020/2021	2021/2022
SEA PORTS	DAR ES SALAAM		TANGA		MTWARA		SMALL COASTAL PORTS			
Imports/Discharged										
Dry Bulk	2,138,041	2,078,110	94,500	104,500	0	0	0	0	0	0
Break Bulk	1,537,554	1,909,737	-	-	6,640	6,814	61,485	119,962		
Liquid Bulk	5,462,310	5,812,243	356,900	498,353	34,490	78,604	0	0	0	0
Containerized cargo	4,045,686	4,992,719	149,539	54,200	738	0	0	0	0	0
Coastal (General Cargo)	150,190	137,389	14,309	18,513	357	368	0	0	0	0
Sub - Total	13,333,780	14,930,198	615,248	675,566	42,225	85,786	61,485	119,962		
Export/Loaded										
Dry Bulk	-	-	-	-		335,400				
Break Bulk	31,338	151,835	-	11,683	80,621	50,677	76,384	231,351		
Liquid Bulk	80,887	38,991	-	80,581	0	4,669	0	0	0	0
Containerized cargo	2,432,608	2,895,817	56,453	28,064	0	0	0	0	0	0
Coastal (General Cargo)	293,135	318,623	63,824	94,821	54,542	115,833	0	0	0	0
Sub - Total	2,837,968	3,405,265	120,277	215,149	135,163	506,579	76,384	231,351		
Transshipments In	19,159	4,012	-	-	0	0	-	-	-	-
Transshipments Out	19,986	2,609	-	-	0	0	-	-	-	-
Restow	58,548	72,381	-	-	0	0	-	-	-	-
Sub - Total	97,693	79,002	-	-	-	-	-	-	-	-
TOTAL	16,269,441	18,414,465	735,525	890,715	177,388	592,365	137,869	351,314		
LAKE PORTS	LAKE VICTORIA		LAKE TANGANYIKA		LAKE NYASA		TOTAL LAKE PORTS			
Description	2020/2021	2021/2022	2020/2021	2021/2022	2020/2021	2021/2022	2020/2021	2021/2022		
Import	43,769	83,595	27,338	34,144	11	21	71,118	117,760		
Export	14,298	18,462	232,682	245,235	181	848	247,161	264,545		
Inwards	41,995	52,689	3,972	4,151	3,421	2,300	49,388	59,140		
Outward	73,207	80,296	13,640	12,029	3,824	2,241	90,671	94,566		
TOTAL	173,269	235,042	277,632	295,559	7,437	5,410	458,338	536,011		

CARGO TRAFFIC FOR SMALL COASTAL PORTS 2020/21 - 2021/22

S/N.	Port	Description	Actual	Actual
			2020/2021	2021/2022
1	Mafia Port	Discharged	20,743	34,668
		Loaded	8,780	15,718
		Total	29,523	50,386
2	Bagamoyo Port	Discharged	37,074	20,525
		Loaded	37,769	102,608
		Total	74,843	123,133
3	Pangani Port	Discharged	2,361	6,485
		Loaded	11,236	13,762
		Total	13,597	20,247
4	Lindi Port	Discharged	54	191
		Loaded	7,746	8,383
		Total	7,800	8,574
5	Kilwa Ports	Discharged	1,558	12,980
		Loaded	10,548	22,701
		Total	12,106	35,681
6	Kipumbwi Port	Discharged	-	695
		Loaded	-	16,387
		Total	-	17,082
7	Mkwaja Port	Discharged	-	978
		Loaded	-	7,273
		Total	-	8,251
8	Sahare Port	Discharged	-	1,888
		Loaded	-	3,566
		Total	-	5,454
9	Nyamisati Port	Discharged	-	22,076
		Loaded	-	33,801
		Total	-	55,877
10	Mbweni Port	Discharged	-	15,737
		Loaded	-	1,829
		Total	-	17,567
11	Kisiju Port	Discharged	-	3,739
		Loaded	-	5,323
		Total	-	9,062
Grand Total		Discharged	61,790	119,962
		Loaded	76,079	231,351
		Total	137,869	351,314

*Kipumbwi, Mkwaja, Sahare, Mbweni and Kisiju was formalized in 2021/2022

COUNTRYWISE DISTRIBUTION OF CONTAINER THROUGH DAR ES SALAAM PORT						
COUNTRY	2020/2021			2021/2022		
	Boxes	TEUs	Tons	Boxes	TEUs	Tons
IMPORTS						
Tanzania	139,734	198,753	2,106,753	147,264	214,164	2,658,644
Zambia	17,171	29,632	305,724	28,241	47,231	508,298
D.R. Congo	37,631	53,251	640,109	49,493	72,551	871,271
Burundi	10,527	15,500	185,559	11,067	16,693	198,339
Rwanda	41,155	59,553	742,071	34,258	51,255	625,371
Malawi	2,452	4,350	43,332	6,087	10,771	113,558
Uganda	537	797	8,591	415	573	6,564
Others	38	56	615	100	143	1,945
Empties	5,472	5,977	12,932	4,093	4,549	8,730
Total imports	254,717	367,869	4,045,686	281,018	417,930	4,992,719
Of which Transit:	109,511	163,139	1,926,001	129,661	199,217	2,325,346
Transshipment IN	1,147	1,561	19,159	203	244	4,012
EXPORTS						
Tanzania	61,225	85,293	1,039,980	68,130	98,079	1,222,902
Zambia	15,959	16,245	257,406	23,057	24,381	418,062
D.R. Congo	38,530	41,106	656,200	42,323	47,691	763,338
Burundi	823	1,096	14,531	488	701	9,186
Rwanda	2,311	3,360	40,199	2,083	2,900	36,818
Malawi	111	124	1,704	1,076	1,166	18,558
Uganda	11	14	171	34	40	534
Others	1	1	15	0	0	0
Empties	131,925	211,770	422,401	126,988	215,113	426,420
Total exports	250,897	359,009	2,432,607	264,179	390,071	2,895,817
Of which Transit:	57,746	61,946	970,226	69,061	76,879	1,246,496
Transshipment-OUT	1,206	1,565	19,986	109	127	2,609
Total imports & exports	505,614	726,878	6,478,293	545,197	808,001	7,888,536
Of which Total Transit:	167,257	225,085	2,896,227	198,722	276,096	3,571,841
% Transit	33	31	45	36	34	45
Transshipment	2,353	3,126	39,145	312	371	6,621
Restow	3,282	6,042	58,548	4,362	7,996	72,381
Grand Total	511,249	736,046	6,575,986	549,871	816,368	7,967,538

LIQUID BULK BY COUNTRY

	TANZANIA		ZAMBIA		MALAWI		BURUNDI		UGANDA		RWANDA		D.R. CONGO		TOTAL	
	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22
JULY	230,698	254,948	26,239	69,359	37,556	28,829	25,667	23,507	14,437	13,351	20,401	45,511	34,730	68,247	389,729	503,753
AUGUST	307,896	240,956	16,979	87,553	29,658	16,491	17,881	11,583	12,133	8,680	25,527	36,096	35,332	60,873	445,407	462,231
SEPTEMBER	284,489	293,305	31,859	73,676	25,934	22,312	23,530	17,764	10,145	16,896	30,118	42,647	42,071	74,684	448,145	541,285
OCTOBER	253,611	268,114	114,204	49,236	26,215	23,487	12,419	19,702	13,041	14,569	34,994	43,518	42,578	83,557	497,062	502,183
NOVEMBER	284,290	297,817	32,602	44,745	34,405	13,768	17,983	14,439	10,884	10,015	45,371	33,783	73,724	44,449	499,259	459,016
DECEMBER	336,343	298,075	37,337	46,749	26,601	28,262	12,914	15,473	10,646	12,020	39,940	57,813	39,697	85,014	503,477	543,405
JANUARY	284,906	294,227	24,602	53,895	40,788	29,062	17,920	12,530	7,937	11,146	30,241	44,832	35,249	62,641	441,644	508,334
FEBRUARY	269,085	229,464	63,380	37,917	37,064	39,857	13,081	12,154	7,263	7,435	36,764	52,040	69,344	70,169	495,981	449,035
MARCH	303,474	260,619	41,509	58,379	22,050	27,599	13,167	21,071	8,336	7,948	32,309	56,274	68,974	91,922	489,820	523,812
APRIL	275,246	205,844	46,204	36,355	25,987	25,881	24,113	10,160	10,943	10,674	29,208	40,568	76,662	90,744	488,363	420,225
MAY	334,257	215,285	39,368	43,292	37,506	25,384	16,753	12,163	10,866	14,445	46,881	37,863	50,147	58,549	535,778	406,981
JUNE	186,810	264,591	26,763	43,970	17,621	30,882	12,128	10,288	4,029	24,843	29,349	55,857	31,832	100,540	308,532	530,972
Sub Total	3,351,106	3,123,246	501,045	645,127	361,385	311,813	207,557	180,835	120,661	152,023	401,103	546,803	600,340	891,388	5,543,197	5,851,234

1



CONTAINER THROUGHPUT

Description	2020 /21			2021 /22		
	CONTAINERIZED			CONTAINERIZED		
	BOXES	TEU's	TONS	BOXES	TEU's	TONS
IMPORTS						
Dar es Salaam G/C	38,607	48,652	810,325	67,290	93,043	1,411,939
TICTS	216,110	319,594	3,235,362	213,728	327,139	3,580,780
Tanga	2,507	3,462	149,539	2,700	3,573	54,200
Mtwara	47	90	738	0	0	0
Sub Total	257,271	371,798	4,195,964	283,718	423,755	5,046,919
EXPORTS						
Dar es Salaam G/C	38,597	47,750	339,127	59,894	80,213	738,675
TICTS	212,300	312,440	2,093,480	204,285	315,973	2,157,142
Tanga	2,536	3,544	56,453	2,523	3,463	28,064
Mtwara	0	0	0	0	0	0
Sub Total	253,433	363,734	2,489,060	266,702	399,649	2,923,881
GRAND TOTAL	516,339	735,532	6,782,717	555,300	823,404	8,059,948



PASSENGER TRAFFIC AT TPA PORTS																								
DAR ES SALAAM				TANGA				LAKE VICTORIA PORTS				LAKE TANGANYIKA PORTS				LAKE NYASA PORTS				TOTAL				
MONTH	2020/21		2021/22		2020/21		2021/22		2020/21		2021/22		2020/21		2021/22		2020/21		2021/22		2020/21		2021/22	
	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.	Emb.	Dis.
July	61,603	68,659	93,327	97,206	2,668	2,099	3,970	2,840	35,472	29,001	53,315	81,187	27	118	1,133	1,001	378	66	82	48	100,148	99,943	151,827	182,282
August	73,929	70,607	97,748	97,157	2,919	2,863	4,813	4,555	47,255	53,627	52,567	78,791	36	162	3,608	2,402	324	105	58	16	124,463	127,264	158,794	182,921
September	70,836	68,250	92,225	89,916	2,080	2,426	3,323	4,211	60,708	59,062	51,819	77,235	93	33	4,260	3,092	260	95	74	46	133,977	129,866	151,701	174,500
October	62,369	60,514	100,232	97,502	1,354	1,656	3,901	4,278	35,364	39,753	50,337	79,801	50	137	3,499	2,780	40	58	79	30	99,177	102,118	158,048	184,391
November	71,223	72,142	95,540	88,723	886	805	4,430	3,978	110,049	59,286	49,729	85,858	40	137	4,316	5,054	56	37	197	120	182,254	132,407	154,612	183,733
December	110,468	114,085	132,256	119,001	2,290	1,802	5,672	5,070	60,208	67,018	53,007	92,469	42	121	4,315	4,906	52	36	104	107	173,060	183,062	195,354	221,553
January	97,755	100,163	108,472	105,160	3,067	2,480	5,433	4,868	45,851	55,976	56,622	70,200	630	790	5,447	5,656	2,235	2,220	145	110	148,538	161,629	176,119	185,994
February	70,478	71,830	79,432	77,218	2,352	1,851	3,181	3,069	47,020	47,613	46,906	57,475	471	462	5,565	6,293	1,860	1,298	236	261	122,181	123,054	135,320	144,316
March	76,052	79,638	94,802	94,419	3,102	1,909	4,058	3,252	63,090	58,348	56,163	59,155	639	359	6,394	6,810	2,464	2,437	108	108	145,347	142,691	161,525	163,744
April	83,095	76,962	76,971	85,786	2,642	2,152	3,871	2,928	54,396	54,845	58,874	62,327	587	420	2,074	2,941	1,294	1,294	30	63	142,014	135,673	141,820	154,045
May	85,048	86,106	87,430	95,077	4,116	3,415	3,989	4,195	51,883	52,316	58,503	57,017	729	428	6,148	6,692	183	121	143	99	141,559	142,386	156,213	163,080
June	86,111	91,493	77,748	85,524	3,342	3,081	3,062	3,026	65,322	71,498	59,807	60,564	749	484	6,163	6,619	49	30	87	86	155,573	166,586	146,867	155,819
TOTAL	946,967	960,449	1,136,583	1,132,689	30,818	26,539	49,703	46,270	676,618	648,343	647,649	862,079	4,093	3,651	52,922	54,246	9,195	7,797	1,343	1,094	1,669,691	1,646,779	1,888,200	2,096,376

SHIPPING TRAFFIC AT MAJOR SEA PORTS									
DESCRIPTION	DAR ES SALAAM			TANGA		MTWARA		TOTAL	
	2020/2021	2021/2022	2020/2021	2021/2021	2020/2021	2020/2021	2020/2021	2020/2021	2021/2022
Deep Sea									
Container (TICTS)	Calls	249	244	-	-	-	-	249	244
	GRT	8,302,966	7,095,700	-	-	-	-	8,302,966	7,095,700
Container (TPA)	Calls	54	66	27	29	-	-	81	95
	GRT	1,364,104	1,832,676	141,138	58,182	-	-	1,505,242	1,890,858
Dry Bulk	Calls	82	90	-	3	-	-	82	93
	GRT	2,214,180	2,606,925	-	93,044	-	-	2,214,180	2,699,969
General Cargo	Calls	112	155	4	5	16	35	132	195
	GRT	2,538,274	3,822,039	124,903	21,817	75,855	378,571	2,739,032	4,222,427
RoRo Car carrier	Calls	143	153	-	-	-	-	143	153
	GRT	8,303,635	8,431,494	-	-	-	-	8,303,635	8,431,494
RORO container	Calls	29	26	-	-	-	-	29	26
	GRT	1,225,525	2,236,093	-	-	-	-	1,225,525	2,236,093
Tankers	Calls	110	126	32	38	10	15	152	179
	GRT	4,214,368	5,495,082	487,118	530,007	282,930	440,333	4,984,416	6,465,422
Others (Cruise)	Calls	2	8	-	-	-	-	2	8
	GRT	2,612	187,863	-	-	-	-	2,612	187,863
Sub-Total	Calls	781	868	63	75	26	50	870	993
	GRT	28,165,664	31,707,872	753,159	703,050	358,785	818,904	29,277,608	33,229,826
Coasters									
General cargo	Calls	577	683	4	17	58	116	639	816
	GRT	480,635	707,332	2,136	9,278	27,990	86,706	510,761	803,316
Tankers	Calls	78	72	-	31	-	-	78	103
	GRT	411,549	607,774	-	86,081	-	-	411,549	693,855
Passengers/Cargo	Calls	74	11	46	75	-	-	120	86
	GRT	22,126	3,289	86,034	120,591	-	-	108,160	123,880
Others (schooners, barge etc)	Calls	1	-	-	-	-	-	1	-
	GRT	1,684	-	-	-	-	-	1,684	-
Sub-Total	Calls	730	766	50	123	58	116	838	1,005
	GRT	915,994	1,318,395	88,170	215,950	27,990	86,706	1,032,154	1,621,051
GRAND TOTAL	Calls	1,511	1,634	113	198	84	166	1,708	1,998
	GRT	29,081,658	33,026,267	841,329	919,000	386,775	905,610	30,309,762	34,850,877

PRODUCTIVITY OF TPA SEA PORTS														
MONTH	DAR ES SALAAM						TANGA						MTWARA	
	2020/21			2021/22			2020/21			2021/22			2020/21	2021/22
	Break Bulk	Dry Bulk	Vehicles	Break Bulk	Dry Bulk	Vehicles	Break Bulk	Dry Bulk	Break Bulk	Dry Bulk	Break Bulk	Break Bulk	Break Bulk	Break Bulk
	Tons/shift	Tons/shift	Units/shift	Tons/shift	Tons/shift	Units/shift	Tons/shift	Tons/shift	Tons/shift	Tons/shift	Tons/shift	Tons/shift	Tons/shift	Tons/shift
July	473	301	543	392	569	708	0	0	0	0	0	302	306	
August	660	606	553	344	672	734	0	337	0	0	0	265	475	
September	784	647	572	405	631	735	0	0	0	0	0	285	287	
October	533	581	632	269	703	774	0	0	143	0	0	226	381	
November	440	482	653	199	633	780	0	655	143	423	277	562		
December	583	591	448	166	622	807	0	0	223	370	300	416		
January	475	575	526	442	520	764	0	0	16	0	270	553		
February	378	582	678	264	644	669	0	0	0	0	420	332		
March	272	677	670	199	809	835	0	0	300	0	371	647		
April	431	443	624	210	495	725	0	0	12	0	181	558		
May	307	495	526	255	529	650	90	673	177	0	322	302		
June	386	717	819	195	1168	604	0	0	154	758	218	439		
AVERAGE	477	558	604	278	666	732	90	555	146	517	286	438		



MOVES/24 HRS FOR CONTAINER TRAFFIC										
MONTH	DAR ES SALAAM				TANGA		MTWARA			
	2020/21		2021/22		2020/21	2021/22	2020/21	2021/22		
	MHC	S5G	MHC	S5G	MHC		MHC		MHC	
July	456	649	144	660	95	106	0			0
August	336	655	264	665	86	126	0			0
September	720	670	288	658	102	119	0			0
October	408	676	312	655	72	123	0			0
November	336	650	216	650	80	129	0			0
December	192	661	312	650	113	95	0			0
January	336	812	216	645	83	103	0			0
February	408	654	336	647	105	130	250			0
March	264	665	288	618	131	136	0			0
April	264	666	624	610	139	110	0			0
May	168	662	240	627	135	159	0			0
June	192	659	360	606	86	100	0			0
TOTAL AVERAGE	340	673	300	641	102	120	83			0

ANNUAL REPORT & ACCOUNTS

**For the year ended
June 2022**



Contacts



P.O Box 9184, Dar es salaam



Phone: 0800-1100 32



Fax: +255 22 2130390



Email: dg@ports.go.tz