

TANZANIA LEGAL INSIGHT

Tanzania Ports Authority New Sea Ports Tariff Book 2026

Tanzania Ports Authority's (TPA) January 2026 Sea Ports Tariff Book (prepared under section 73(1)(a) of the Ports Act, Cap. 166 R.E 2023, and stated in the tariff book to be published in Government Gazette No. 3 of 2026) replaces the prior sea ports tariff book issued in November 2023 and introduces a new regime of port charges that will increase clearance and landed costs for importers and exporters. A version of the tariff book is publicly available online.

The key changes include: (i) a Port Infrastructure Development (PID) charge, set at 0.09 of customs duty on domestic import cargo; (ii) a Green Port Initiatives charge applied to containerised cargo (USD 50/100 for 20ft/over 20ft), general cargo (USD 0.25 per MT/HTN), and motor vehicles (USD 1.00 per CBM); and (iii) adjustments to vessel, cargo-handling, and storage fees across the tariff schedule.

The revised tariffs were intended to take effect in March 2026 but following stakeholder pushback on cost impact and limited lead time, it has been widely reported that the TPA deferred implementation of the PID charge to 1 July 2026, pending further consultations. The non-PID charges are, based on TPA feedback, operational and are being applied in accordance with the new tariff book.

In this legal alert, we analyse Tanzania's revised 2026 sea port tariffs, examining the cost impact on imports, exports, and supply chains, and outlining what businesses need to do to prepare.

At a Glance

- **PID go-live:** publicly reported as deferred to 1 July 2026 (subject to formalisation and any further notice). Other tariff changes are operational.
- **Cost impact:** higher port and clearance charges will squeeze margins and may drive repricing across supply chains.
- **Contracts:** check who pays (Incoterms) and whether you can pass through new port charges.
- **Operational readiness:** expect new billing codes, documentation requirements, and invoice queries once the final notice is published.

For the revised tariff regime to be fully operationalised (including the deferred PID), several regulatory and administrative steps are required:

1. Ports Act

The Ports Act (Cap. 166 R.E 2023) provides TPA's statutory basis to set and revise port charges, subject to procedural requirements, including gazettment.

2. TPA Regulations and Operating Procedures

Subsidiary legislation and internal operating procedures may need updating to reflect new tariff categories (including environmental and infrastructure charges) and ensure consistent application across terminals.

3. TPA Tariff Orders / Notices

The final tariff schedule is formalised through publication in the Government Gazette. The instrument should clearly set out scope, rate base (noting that PID is linked to customs duty payable to TRA), effective dates, transitional rules, and invoicing arrangements.

4. TASAC Approvals

TASAC regulates rates for certain maritime transport services, including terminal operator pricing. Certain tariffs may intersect with TASAC oversight depending on the nature of the service and charge. Where required, regulatory clearances should be obtained early to reduce implementation risk.

Operationalising the revised framework will require a coordinated implementation effort, including:

- Publication of the final tariff notice (with clear effective dates and transitional provisions) in the Government Gazette.
- Alignment of port billing systems and tariff codes to prevent disputes and clearance delays.
- Updated directives to port users (clearing agents, shipping lines, terminal operators) on charge assessment and documentation.
- Customs-interface alignment, given PID's link to customs duty/taxes payable to TRA.
- Stakeholder communications and dispute-resolution channels for billing queries during go-live.

Key Uncertainties

Several points remain unresolved, namely, how PID will be operationally calculated against TRA assessment lines; whether TASAC approval applies to particular charges; and what transitional or documentation requirements will accompany implementation.

Stakeholders should assume there may be changes or clarifications to: (i) the final scope of affected cargo and services; (ii) the calculation base and rate mechanics; (iii) exemptions, rebates, or transitional arrangements; (iv) invoice documentation and dispute timelines; and (v) any regulatory engagement required. We recommend validating these points against the final published instruments before locking in pricing or contract positions.

What This Means for Businesses

1. **Landed-cost uplift:** model the impact by route, commodity, and container type to understand margin and pricing exposure.
2. **Contract and Incoterms sensitivity:** Incoterms guide cost allocation but do not conclusively determine pass-through. Review forwarding, warehousing, supply, and clearing-agent contracts for charge-allocation and adjustment mechanisms.
3. **Routing and network decisions:** revised charges may affect port selection, consolidation strategies, and last-mile pricing, particularly for time-sensitive or low-margin cargo.
4. **Process and compliance:** expect updated billing documentation and charge codes once the final notice is gazetted. Clearing agents should plan for invoice-query management during go-live.

Bottom line: Treat this as a pricing-and-contract event. Use the PID deferral window to quantify exposure, agree pass-through positions with counterparties, and get operational teams ready for a potentially fast PID go-live on 1 July 2026.

Recommended Next Steps

- Run a tariff-impact assessment across key cargo flows (by lane, Incoterms, and product line) to quantify exposure and identify cost-bearers.
- Review and update contracts to confirm charge allocation and refresh tariff-adjustment and change-in-law mechanisms.
- Monitor the Government Gazette and TPA notices for the final tariff schedule, effective dates, and implementation guidance.
- Engage in stakeholder consultations (directly or through industry associations) to seek clarity on scope, exemptions, and transition arrangements.
- Prepare internal processes for go-live: budget updates, invoice validation, customs documentation, staff training, and dispute-management protocols.

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