



TANZANIA PORTS AUTHORITY

ANNUAL REPORT & ACCOUNTS

For the year ended 30th June

2016





LETTER OF SUBMISSION

TANZANIA PORTS AUTHORITY

Office of the Director General

One Bandari Road Kurasini, P.O. Box 9184 Dar Es Salaam. Telephone: (255-22)2110401
Fax (255-22) 2-113432. Email: dg@tanzaniaports.com

Date: June, 2017

The Minister,
Ministry of Works, Transport and Communications,
Tanzania Building Agency (TBA),
5th Floor Moshi Street,
P.O. Box 638,
40470, **Dodoma.**

Dear Honourable Minister,

Re: Submission of the 2015/16 TPA Annual Report and Audited Accounts

Pursuant to Section 73 (2) of the Ports Act No. 17 of 2004, I have the honour to submit the 11th Annual Report of the Tanzania Ports Authority for the financial year ended 30th June 2016.

Attached herewith, please find the said report for your reference.

Yours faithfully,



Prof. Ignas Aloys Rubaratuka
CHAIRMAN OF THE BOARD OF DIRECTORS

TABLE OF CONTENTS

	Pages
ABBREVIATIONS.....	4
1.0 TPA PROFILE.....	5
2.0 CHAIRMAN'S STATEMENT.....	6
3.0 CHIEF EXECUTIVE'S STATEMENT.....	10
4.0 PERFORMANCE REVIEW.....	15
4.1 Financial Performance.....	15
4.2 Operational Performance.....	28
4.3 Individual Ports Performance.....	33
4.3.1 Dar es Salaam Port.....	33
4.3.2 Tanga Port.....	37
4.3.3 Mtwara Port.....	38
4.3.4 Small Coastal Ports.....	40
4.3.5 Mwanza Port.....	40
4.3.6 Kigoma Port.....	42
4.3.7 Kyela Port.....	43
5.0 MARKET ANALYSIS.....	44
5.1 Zambia.....	45
5.2 Democratic Republic of Congo.....	45
5.3 Burundi.....	45
5.4 Malawi.....	46
5.5 Rwanda.....	46
5.6 Uganda.....	46
6.0 PORTS INVESTMENT.....	47
7.0 PORT SECURITY, SAFETY AND ENVIRONMENT.....	48
8.0 HUMAN RESOURCE AND CAPITAL DEVELOPMENT.....	49
11.0 STATISTICAL TABLES.....	53

ABBREVIATIONS

AIDS	Acquired Immunodeficiency Syndrome
BRN	Big Results Now
CFS	Cargo Freight Station
DOWUTA	Dock workers Union of Tanzania
EPZ	Export Processing Zone
EWS	Exchange Web Services
GRT	Gross Registered Tonnage
HIV	Human Immunodeficiency Virus
ICD	Inland Container Depot
ICT	Information Communication and Technology
ISPS	International Ship and Port Facility Security Code
ISS	Integrate Security System
KOJ	Kurasini Oil Jetty
MARPOL	International Convention for the Prevention of Pollution From ships
NASACO	National Shipping Agency Company
OSHE	Occupation Safety, Health and Environment
OSHA	Occupational Safety and Health Authority
PMP	Ports Master Plan
PPP	Public Private Partnership
SPM	Single Point Mooring
SOLAS	Safety of Life at Sea
SOP	Standard Operating Procedure
SNCC	Student Nonviolent Coordinating Committee
TAZARA	Tanzania-Zambia Railway Authority
TEU	Twenty–Feet Equivalent Unit
TICTS	Tanzania International Container Terminal Services
TPA	Tanzania Ports Authority
TRL	Tanzania Railway Limited
TRT	Turnaround Time
PFSA's	Port Facilities security Assessments

1.0 TPA PROFILE

1.1 Introduction

TPA is a corporate body established by the Ports Act No. 17 of 2004 as landlord port authority. It operates a system of ports serving the Tanzania hinterland and the landlocked countries of Malawi, Zambia, Democratic Republic of Congo (DRC), Burundi, Rwanda and Uganda.

Currently, the Authority performs the role of both a Landlord and Operator with the main objective of promoting effective management and operations of sea and inland waterways ports, provision of services in relation to loading and unloading of cargo and passenger services, developing, promoting and managing port infrastructure and superstructure, maintaining port safety and security.

TPA administers a diverse system of Tanzania's Mainland Sea and Inland waterways (Lake Ports). The major sea ports are Dar es Salaam, Tanga and Mtwara while smaller sea ports are Kilwa, Lindi, Mafia, Pangani and Bagamoyo. The Lake Ports include Mwanza North and South Ports, Nansio, Kemondo Bay, Bukoba and Musoma on the Lake Victoria; Kigoma and Kasanga on Lake Tanganyika and Itungi Port, Kiwira, Manda Liuli and Mbamba Bay on Lake Nyasa.

1.2 THE TPA VISION, MISSION AND VALUE STATEMENTS

VISION



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

MISSION



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

VALUES



"A stable, systematic and caring organization with Integrity/Trust, Stability, Good Governance, Recognition, Customer Care and Team Work"

2.0 CHAIRMAN'S STATEMENT



Prof. Ignas Aloys Rubaratuka
CHAIRMAN OF THE BOARD OF DIRECTORS

2.1 INTRODUCTION

I am pleased to present the annual report and accounts of the Authority for the period ending June 2016. During the period under review, cargo performance was not impressive as compared to last financial year 2014/15. However, financial performance was satisfactory whereby the Authority was able to register operating profit before tax of TZS. 171,675.4 million. Satisfactory financial performance was attributed among others by strictly controlling of all sources of revenue. The Board continued to focus on improvement of ports infrastructure and acquisition of cargo handling equipment at Sea and Lake Ports to enhance port efficiency and increase port capacities. The management and staff worked closely involving all stakeholders in every step of action is being taken to improve performance.

2.2 OUR VISION AND MISSION

The second strategic plan (2011/12 – 2015/16) come to an end in June 2016. However, the third strategic plan (2016/17 – 2020/21) is in the final stage of preparations. The third strategic plan has maintained the same vision and mission since is yet to be fully realized. This plan will continue to focus on improvement of ports infrastructures and superstructures alongside Sea and Lakes Ports. In order to realize our mission and vision, support from Government, port's stakeholders, development partners and our esteemed customers are highly needed.

2.3 OUTLOOK

During the period under review, major issues focused by the Board focused on implementation of the major program for modernization of the Dar es Salaam port under Maritime Gateways Program and improvement of Lake Ports to unlock Dar es Salaam port from congestion and slow moving of cargo to hinterland. In order to achieve these fulfillments, the Authority had to work hand in hand with its Stakeholders, Development Partners and Government. During the period under review the Board was constituted by the following Directors as depicted in **table 1**.

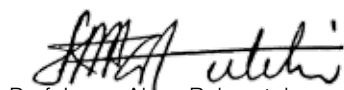
2.4 ACKNOWLEDGEMENT

I am delighted that both operation and financial performance of the Authority in 2016/17 will continue to improve through development of ports infrastructure and computerization of TPA activities. The logistics chain and the interplay between industry, logistics and maritime transportation need to be more integrated to further optimize them.

We shall continue to assign high priority to expand and improve our ports in terms of infrastructure, cargo handling equipment and trained personnel to meet the demands of our esteemed customers.

I am grateful to my fellow Board Directors, Management and the entire staff for their tireless efforts for keeping our organization on its steady course of success.

Nevertheless, it is through the full support and cooperation from the Government, development partners and customers who have enabled us to successfully carry out our mission.



Prof. Ignas Aloys Rubaratuka
CHAIRMAN OF THE BOARD OF DIRECTORS

TABLE 1: NAMES OF THE MEMBERS OF THE BOARD OF DIRECTORS OF THE AUTHORITY

AS AT 30TH JUNE 2016		
S/N	Name	Position
1	Prof. Ignas A. Rubaratuka	Chairman
2	Dr. Francis K. Michael	Vice Chairman
3	Ms. Jayne K. Nyimbo	Director
4	Mr. Jaffer S. Machano	Director
5	Dr. Jabiri K. Bakari	Director
6	Mr. Aziz M. Kilonge	Director
7	Mr. Renatus G. Mkinga	Director
8	Mr. Gabriel P. Malata	Director
9	Mr. Masanja K. Kadogosa	Director
1ST JULY 2015 UP TO MAY 2016		
1	Prof. Joseph Msambichaka	Chairman
2	Mr. Haruna Masebu	Vice Chairman
3	Mr. Flavian Kinunda	Director
4	Hon. Dr. Tulia Ackson (MP)	Director
5	Ms. Donatha S.M Mugassa	Director
6	Dr. Fransis Michael	Director
7	Mr. Crescentius John Magori	Director
8	Eng. Mussa Ally Nyamsigwa	Director
9	Eng. Gemma Modu	Director

2.5

BOARD OF DIRECTORS AS AT 30TH JUNE, 2016



BOARD CHAIRMAN
Prof. Ignas A. Rubaratuka



VICE CHAIRMAN
Dr. Francis K. Michael



SECRETARY
Eng. Deusdedit C.V. Kakoko



DIRECTOR
Ms. Jayne K. Nyimbo



DIRECTOR
Mr. Renatus G. Mkinga



DIRECTOR
Mr. Jaffer S. Machano



DIRECTOR
Mr Aziz M. Kilonge



DIRECTOR
Mr. Gabriel P. Malata



DIRECTOR
Dr Jabiri K. Bakari



DIRECTOR
Mr. Masanja K. Kadogosa

3.0 CHIEF EXECUTIVE'S STATEMENT



Eng. Deusdedit C.V. Kakoko
DIRECTOR GENERAL

3.1 INTRODUCTION

It is my pleasure to avail to you the annual report performance of the Authority for the financial year 2015/16 ended 30th June 2016. During this period the Authority recorded an increase of financial performance by 10.1% as compared to the last year 2014/15. Cargo traffic performance for the year under review was not impressive as compared to the last year by 3%.

3.2 CARGO TRAFFIC

Overall cargo handled for the period ending June 2016 registered a total of 15.536 million metric tons as compared to 16.001 million metric tons handled in year 2014/15. Imports continued to dominate the market, accounting for 81% of the total cargo traffic handled up from 80.5% in 2014/15 while exports accounted for 15.8% down from 16.3% in 2014/15. On the other hand, transshipments went up by 10% as compared to 2014/15.

Container traffic handled in sea ports was 651,117 TEUs as compared to 702,155 TEUs in 2014/15. This performance was down by 7% as compared to container handled in the last year 2014/15 due to world economy shrinkage.

Transit cargo traffic recorded an increase by 2% registering 4.830 million metric tons in 2015/16 up from 4.732 million metric tons handled in 2014/15. Zambia, our biggest transit market increased its usage of the port of Dar es salaam. In 2015/16, Zambia cargo went up by 5.3% registering 1.810 million metric tons in 2015/16 down from 1.719 million metric tons in 2014/15.

Dar es Salaam port continued to dominate the market share by handling 14.276 million metric tons which is equivalent to 91.9% of the total cargo traffic. Tanga port handled a total of 0.676 million metric tons or 4% of total cargo and Mtwara port handled a total of 0.272 million metric tons or 1.8% of the total cargo. Smaller sea ports of Kilwa, Lindi and Mafia handled a total of 0.046 million metric tons or 0.16% of total cargo. Lake ports (Mwanza, Kigoma and Kyela) on the other hand handled 0.263 million metric tons, or 1.7% of total cargo.

3.3 FINANCIAL PERFORMANCE

The Authority's operating revenue earned was TZS. 600,170.7 million an increase of TZS.55,354.8 million by 10.1%. Operating surplus from operations for the year before tax was TZS.171,675.4 million below TZS.30,169.0 million by 14.9% as compared to the previous year 2014/15.

3.4 DEVELOPMENT PROGRAM

The Authority remains committed to supporting local and transit countries for their imports and exports of merchandise through our ports by providing good services to our esteemed customers. The Authority's development programme (Ports Master Plan) which covers the period from year 2009 - 2028 together with the Corporate Strategic Plan (2011/12 – 2015/16) which ended June 2016 focused at improving and modernizing ports infrastructure to become competitive in the region. The third corporate strategic plan (2016/17 – 2020/21) which is in the final stage of preparations, will continue focuses on improving ports infrastructure and acquiring modern cargo handling equipment.

We believe in partnering with our communities and remain committed to advocating the role of being economic drivers as a source of economic development in the countries using our ports. These partnerships with our customers, port stakeholders, Government and development partners strengthen our reputation as a trusted and respected partner of choice.

We also made significant investments in our communities in enhancing education, health, social developments, disaster management and national interest. We are proud of the contributions we continue to make within the community as responsible citizens.

Apart from the above performance, during the period under review, the Authority continued to experience a number of challenges, which include inadequate rail services, prolonged dwell time for hinterland cargo and high turn round time of trucks due to road congestion in Dar es Salaam city and Non-Tariff Barriers along the corridors.


The outlook for the year ahead will depend on the sustainability of the economies of trading partners and exchange rates in their respective countries including Tanzania. On the other hand, the Authority in collaboration with private sector will continue to develop and modernize its ports so as to meet the future demand. I believe that the combination of our actions, commitments and trading partners will ensure that TPA will emerge as a stronger and more competitive institution.

3.5 APPRECIATION

I am very grateful to the Board of Directors, Management and the staff of TPA for good cooperation and their tireless efforts to ensure that plans are implemented as per targets. Furthermore, we extend our sincere gratitude to our collaborating partners including; the rail and road transporters, clearing and forwarding agents, Government institutions, Customs Authority, regional and international organizations to mention the few, for their heartfelt support and good relationships for our mutual benefits.

3.6 CONCLUSION

The outlook for the year ahead will depend on the sustainability of the local and transit country economies and the stability of the Tanzanian shilling. It is our stand that we shall therefore continue improve our performance, become user friendly and be customer focused to increase our market share.



Eng. Deusdedit C.V. Kakoko
DIRECTOR GENERAL

3.8 MANAGEMENT TEAM AS AT 30TH JUNE 2016



DIRECTOR GENERAL
Eng. Deusededit C.V. Kakoko



Ag. DEPUTY DIRECTOR GENERAL (CS)
Alhaji Hassan M. Kyomile



AG. DEPUTY DIRECTOR GENERAL (ID)
Eng. Alois Matei



Ag. PORT MANAGER - DSM
Mr. Hebel Mhanga



DIRECTOR OF MARKETING
Mrs. Francisca K. Muindi



DIRECTOR OF ENGINEERING
Eng. Karim Mattaka



Ag. DIRECTOR OF INTERNAL AUDIT
Mrs. Amina Makoko



Ag. DIRECTOR OF MANAGEMENT SERVICES
Mr. Lucas P. Mganga



Ag. DIRECTOR OF FINANCE
Mr. Elihuruma S. Lema



Ag. DIRECTOR OF PLANNING & INVESTMENT
Mr. Gladson Urioh



Ag. DIRECTOR OF LEGAL SERVICES
Mrs. Kokutulage Kazaura



Ag. DIRECTOR OF OPERATIONS
Mr. Joseph Msaki



DIRECTOR OF HUMAN RESOURCES
Mr. Erasmo A. Mbilinyi



Ag. DIRECTOR OF INFORMATION & TECHNOLOGY
Mr. Abdulrhman Mbamba



Ag. DIRECTOR OF PROCUREMENT & SUPPLY
Mr. Benito Kalinga



CHIEF OF SECURITY
Mr. Lazaro Twange



CHIEF OF MEDICAL
Dr. Mkude S. Mlay



CHIEF OF FIRE & SAFETY
Mr. Musa Biboze



CORPORATE COMMUNICATIONS MANAGER
Mrs. Janeth Ruzangi



Ag. PRINCIPAL BANDARI COLLEGE
Mr. Anthony I. Mateza



Ag. PORT MASTER - TANGA
Mr. Henry Arika



Ag. PORT MASTER - MTWARA
Ms. Stella J. Katondo



Ag. PORT MASTER - MWANZA
Mr. Abel Moyo



Ag. PORT MASTER - KIGOMA
Mr. Athumani Malimbamba



Ag. PORT MASTER - KYELA
Mr. Percival Salama

4.0 PERFORMANCE REVIEW

4.1 FINANCIAL PERFORMANCE

4.1.1 OPERATING REVENUE

During the financial year ended 30th June, 2016, actual operating revenue earned by the Authority amounted to TZS. 600,170.7 million an increase of TZS. 55,354.8 million which is equivalent to 10.1% as compared to TZS. 544,815.9 million earned in 2014/2015.

4.1.2 OPERATING EXPENDITURE

During the same period, the Authority's operating expenditure was TZS. 336,444.1 million as compared to TZS. 349,007.7 million incurred in 2014/2015. The expenditure was less than last year by TZS. 12,563.6 million which is equivalent to 3.6%.

4.1.3 SURPLUS FROM OPERATIONS

During the period under review, the Authority recorded a surplus before tax from Operations of TZS. 171,675.4 million compared to the Surplus of TZS. 201,844.5 million recorded in the financial year 2014/15. The decrease in surplus was TZS. 30,169.0 million which is equivalent to 14.9%.

Table 2 below depicts the financial performance of the Authority during the year in comparison with the previous years.

Table 2: Overall Financial Performance Highlights

DESCRIPTION	2016	2015	Net movement	Net movement
	TZS '000	TZS '000	TZS '000	%
Profit or loss				
Revenue from operation	600,170,785	544,815,973	55,354,812	10.16%
Operating expenses	(336,444,148)	(349,007,781)	12,563,633	-3.60%
Gross profit	263,726,637	195,808,192	67,918,445	34.69%
General and administrative expenses	(173,643,644)	(110,435,852)	(63,207,792)	57.23%
Other income	50,221,542	38,050,145	12,171,397	31.99%
Other expense	(455,359)	14,109	(469,468)	-3327.44%
Other gains net	31,826,273	78,407,927	(46,581,654)	-59.41%
Operating profit	171,675,449	201,844,521	(30,169,072)	-14.95%
Finance income	21,567,555	18,042,902	3,524,653	19.53%
Finance costs	(5,008,908)	(5,195,580)	186,672	-3.59%
Net finance income	16,558,647	12,847,322	3,711,325	28.89%
Profit before income tax	188,234,096	214,691,843	(26,457,747)	-12.32%
Income tax	(60,377,319)	(67,350,996)	6,973,677	-10.35%
Profit for the year	127,896,777	147,340,847	(19,484,070)	-13.22%
Statement of financial Position				
Non-current assets	649,683,111	538,135,932	111,547,178	20.73%
Current assets	683,310,079	628,152,578	55,157,502	8.78%
Total assets	1,332,993,190	1,166,288,510	166,704,680	14.29%
Capital and reserves	912,197,725	846,069,437	66,128,288	7.82%
Non-current liabilities	139,679,889	194,628,741	(54,948,852)	-28.23%
Current liabilities	281,115,576	125,590,332	155,525,244	123.84%
Total equity and liabilities	1,332,993,190	1,166,288,510	166,704,680	14.29%
Average equity	879,122,581	772,399,013	106,966,220	13.85%
Average total assets	1,249,640,850	1,063,469,136	186,171,714	17.51%
Net working capital	402,194,504	515,674,039	(113,479,535)	-22.01%
Inventories	2,482,549	2,929,135	(446,586)	-15.25%

From the above analysis, the Authority's performance during the year is summarized as follows:-

4.1.3.1 NON-CURRENT ASSETS

During the year the Authority's non-current assets increased by 20.7% or net amount of TZS 111.5 billion, this is mainly contributed by additions of WIP due to ongoing construction of one stop Centre building, self-propelled badges, Pangani Jetty, Kagunga Jetty and supply and commissioning of mobile scanners and oil flow meters also intangible assets as a result of supply and commissioning of Enterprise Resource Planning (ERP) and capitalization of Integrated electronic payment system (E – payment).

4.1.3.2 CURRENT ASSETS

The Authority's current assets position has been increased by 8.8% from last year. Increase in current assets was mainly caused by increase in trade and other receivables which increased by 54 billion attributed by the increase of trade debtors by TZS 7 billion, LC cash margin by 8 billion and advance compensation to land occupants of Bagamoyo of TZS 47 billion.

4.1.3.3 CAPITAL AND RESERVES

The Authority's Capital and Reserves continued to maintain a growth trend by recording an increase of 7.8% compared to an increase of 21.09% in last year. The downward growth was attributed by appropriation of reserve to the government during the year to the tune of 62 billion.

4.1.3.4 LIABILITIES

Non-Current Liabilities decreased by 28.2%, this is mainly attributed by reclassification of borrowings to current liabilities.

Current Liabilities increased by 123.5% from last year. Increase in current liability is mainly due to reclassification of borrowings to current liabilities and increase in provision for taxation, accounts payable, deferred leased income, engineering contract security and liability from SPM project as a result of currency fluctuation.

4.1.4 KEY PERFORMANCE RATIOS

The Authority's key performance ratios for the year under review as compared to the previous year are shown on Table 3.

Table 3: Key Performance Ratios

Profitability ratio	June 2016	June 2015
Gross surplus margin	43.94%	35.94%
Net profit (surplus) margin	21.31%	27.04%
Return on Assets (ROA)	9.59%	13.85%
Return on Equity (ROE)	14.02%	17.41%
Liquidity ratio		
Current ratio	2.43	5.00
Quick ratio	2.42	4.98
Net working capital ratio	0.30	0.43
Activity analysis ratio		
Assets turnover ratio	0.48	0.47
Capital structure analysis ratio		
Debt to equity ratio	0.10	0.12

4.1.4.1 THE AUTHORITY'S LIQUIDITY

Both current and quick ratios remained sound above normal of 2:1 and 1:1 respectively. Net working capital ratio was lower during the year under review compared to the preceding year when compared to the Assets base. For the current year, net working capital form 0.30 of the total assets compared to 0.43 of the prior year.

4.1.4.2 ACTIVITY ANALYSIS RATIO

The assets turnover ratio was 0.48:1 compared 0.47:1 in prior year. Likewise, revenue generation per asset was lower by 2.2% as compared to revenue generation per asset in previous year.

4.1.4.3 CAPITAL STRUCTURE ANALYSIS RATIO

The Debt to Equity ratio improved to 0.10 compared to 0.12 last year.

AUDITOR'S REPORT ON THE FINANCIAL STATEMENTS

Chairman of the Board,
Tanzania Ports Authority,
PO Box 9184,
Dar es Salaam

REPORT OF THE CONTROLLER AND AUDITOR GENERAL ON THE FINANCIAL STATEMENTS OF THE TANZANIA PORTS AUTHORITY FOR THE YEAR ENDED 30 JUNE 2016

Report on financial information

I have audited the accompanying financial statements of the Tanzania Ports Authority, which comprise the statement of financial position as at 30 June 2016, 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, and a summary of significant accounting policies and other explanatory notes set out on pages 24 to 68 of this report.

Directors' responsibility for the financial statements

The Board of directors of Tanzania Ports Authority is responsible for the preparation and fair presentation of these financial statements in accordance with International Financial Reporting Standards. This responsibility includes designing, implementing and maintaining internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, selecting and applying appropriate accounting policies and making accounting estimates that are reasonable in the circumstances.

Responsibilities of the Controller and Auditor General

My responsibility is to express an independent opinion on the financial statements based on the audit. The audit was conducted in accordance with International Standards on Auditing (ISA) and such other audit procedures I considered necessary in the circumstances. These standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers the internal controls relevant to the Authority's preparation and fair presentation of the financial statements 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 Authority's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

Responsibilities of the Controller and Auditor General (continued)

In addition, Section 10(2) of the PAA of 2008 requires me to satisfy myself that the accounts have been prepared in accordance with appropriate accounting standards and that; reasonable precautions have been taken to safeguard the collection of revenue, receipt, custody, disposal, issue and proper use of public property, and that the law, directions and instructions applicable thereto have been duly observed and expenditures of public monies have been properly authorized. Further, Section 44(2) of the Public Procurement Act No.21 of 2011 and Reg. No. 31 of the Public Procurement (Goods, Works, Non-consultant services and Disposal of Public Assets by Tender) Regulations of 2013 requires me to state in my annual audit report whether or not the auditee has complied with the provisions of the Law and its Regulations.

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

Basis for qualified of opinion

Accuracy and completeness of recorded revenue

Review of income earned during the year revealed various matters detailed below, which indicate income recorded in the general ledger may not have been properly accounted for:

1. The Authority has a large volume of transactions and is using outdated accounting software, COBOL, which is not linked to other systems used as primary sources for recording transactions. Also, there is no proper integration of systems between Harbor View Plus (HVP) and Cargo Management System (CMS) used at Tanzania Ports Authority (TPA) and Tanzania Customs Integrated System (TANCIS) used at Tanzania Revenue Authority (TRA).

2. The Authority does not maintain a record of vessels that are serviced at TICTS, which could be used to independently verify information received from TICTS. For this reason, the Authority relies on information supplied by TICTS, but this information lacks important details such as names of vessels serviced, date of their arrival and Port ID (CALL ID), which could be used to trace them in the Authority's records. In absence of this information, it is difficult for the Authority to determine the expected royalties and wharfage charges to be earned from TICTS. I am therefore unable to confirm whether all income on vessels serviced at TICTS was collected and accounted for.
3. The Authority does not have adequate controls to ensure all income earned on leasing of its assets is accurately and completely recorded in the general ledger. For instance, the Authority does not maintain a register of all assets leased to third parties, which could be used to confirm completeness of rental income. Also, the Authority does not have contracts and other relevant records to support income generated from Bandari College and Bandari house.

As a result of the above matters, I am unable to determine whether any adjustment would be required in respect of unrecorded revenue.

Responsibilities of the Controller and Auditor General (continued)

Basis for qualified of opinion (continued)

Revaluation of fixed assets

The statement of financial position includes property, plant and equipment with a carrying value of Tshs 646 billion at 30 June 2016, which is accounted for using a revaluation model. Paragraph 123 of the International Accounting Standard number (IAS) 16, Property, Plant and Equipment, requires that when revaluation model is used an entity should have a policy of regular revaluation of its assets. The Authority's policy requires a revaluation of assets after every five years. The last revaluation was performed in the year ended 30 June 2008, which means the next revaluation was required in the year ended 30 June 2013. This has, however, not been performed to date. The Authority has therefore not complied with its accounting policy and the requirement of IAS 16. As a result, I am unable to determine whether adjustments would be required in respect of carrying value of Property, Plant and Equipment recorded in the statement of financial position and gain for the year reported in the statement of profit or loss and other comprehensive income.

Accuracy and completeness trade and other payables

The Authority does not have adequate controls to ensure all expenses and amounts payable to third parties are properly recorded in the correct accounting period. As a result as at the year end, there was unresolved difference of Tshs 105.8 billion between trade and other payables recorded in the Authority's statement of financial positions and amounts confirmed by suppliers. In addition, expenses incurred in the period ended 30 June 2016 amounting to Tshs 8.6 billion were incorrectly accounted for in the period ending 30 June 2017. As a result, I am unable to determine whether adjustments would be required in respect of unrecorded expenses, trade and other payables and property, plant and equipment.

Provision for litigations

As at 30th June 2016, the Authority had 77 pending litigations at various courts of law. Management provided the status of cases and assessment of the liability that may arise out of these cases as required by IAS 37, Provisions, contingent liabilities and contingent assets. However, a provision of Tshs 6.1 billion have not been provided for in the financial statements but management has disclosed contingent liability in note 34 of the financial statements.

Responsibilities of the Controller and Auditor General (continued)

Basis for qualified of opinion (continued)

Indirect tax assessment

Subsequent to the year end, the Authority received the final tax assessments from Tanzania Revenue Authority amounting to Shs. 42.88 billion in respect of various indirect taxes for the years ended 30 June 2013 and 30 June 2014. The Authority has not accrued fully for the assessed liabilities relating to 2013 and 2014 and is yet to quantify and provide for potential liability relating to the years ended 30 June 2015 and 30 June 2016. In the absence of information to establish the quantum of the potential liability relating to these years, I am unable to satisfy myself whether tax liability recorded in the statement of financial position is stated at its proper amount. Any adjustment to tax liability would have a similar effect on the profit before tax for the year.

Qualified opinion

In my opinion, except for the possible effects of the matters described in the Basis for Qualified Opinion paragraph, the accompanying financial statements give a true and fair view of the statement of financial position of the Authority's as at 30 June 2016 and of its profit and cash flows for the year then ended in accordance with International Financial Reporting Standards.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

In view of my responsibility on the procurement legislation, and taking into consideration the procurement transactions and processes I reviewed as part of this audit, I state that the Tanzania Ports Authority has generally complied with the Public Procurement Act, CAP:410 and its related Regulations of 2013.



Prof. Mussa J. Assad

CONTROLLER AND AUDITOR GENERAL

National Audit Office,
Dar es Salaam, Tanzania.

Date: 16th March, 2017



FINANCIAL STATEMENTS FOR THE YEAR ENDED 30TH JUNE 2015

(i) STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME


	2016	2015
	TZS '000	TZS '000
Operating revenue	600,170,785	544,815,973
Operating expenses	(336,444,148)	(349,007,781)
Gross profit	263,726,637	195,808,192
General and administrative expenses	(173,643,644)	(110,435,852)
Other income	50,221,542	38,050,145
Other(expenses) / income (net)	(455,359)	14,109
Foreign exchange gain	31,826,273	78,407,927
	(92,051,188)	6,036,329
Operating profit	171,675,449	201,844,521
Finance income	21,567,555	18,042,902
Finance costs	(5,008,908)	(5,195,580)
Net finance income	16,558,647	12,847,322
Profit before income tax	188,234,096	214,691,843
Income tax expense	(60,337,319)	(67,350,996)
Profit for the year	127,896,777	147,340,847


Statement of comprehensive income

Profit for the year	127,896,777	147,340,847
Other comprehensive income	-	-
Total comprehensive income for the year	127,896,777	147,340,847

(ii) STATEMENT OF FINANCIAL POSITION

	2016	2015
	TZS '000	TZS '000
ASSETS		
Non-current assets		
Property, plant and equipment	646,076,563	536,425,039
Intangible assets	2,229,178	307,083
Investment properties	1,377,370	1,403,810
	649,683,111	538,135,932
Current assets		
Inventories	2,482,549	2,929,135
Trade and other receivables	163,423,541	119,662,540
Fixed deposits	234,208,495	440,811,126
Held to maturity investments	86,267,146	-
Cash and bank balances	196,380,317	64,190,319
Assets held for sale	548,031	559,458
Total assets	1,332,993,190	1,166,288,510
Capital and reserves		
Capital fund	31,889,861	31,889,861
Other reserves	248,701,484	242,790,024
	631,606,380	571,389,552
	912,197,725	846,069,437
Borrowings	1,495,469	81,031,036
Deferred tax liability	27,594,716	36,529,535
Grants	34,536,960	1,732,760
Post-employment benefits	76,052,750	75,335,410
	139,679,895	194,628,741
Current liabilities		
Trade and other payables	161,761,262	93,049,287
Provision for Taxation	34,418,196	13,111,793
Borrowings	84,936,112	19,429,252
	281,115,570	125,590,332
Total equity and liabilities	1,332,993,190	1,166,288,510


PROF IGNAS A. RUBARATUKA
CHAIRMAN


ENG. DEUSDEDIT C.V. KAKOKO
DIRECTOR GENERAL

Date: 18/02/2017

Date: 18/02/2017

(iii) STATEMENT OF CHANGES IN EQUITY

DESCRIPTION	Capital fund	Other reserves	Accumulated surplus	Total
	TZS '000	TZS '000	TZS '000	TZS '000
30 June 2016				
At start of the year	31,889,861	242,790,024	571,389,550	846,069,435
Profit for the year	-	-	127,896,777	127,896,777
Appropriation of reserve to the government			(61,768,487)	(61,768,487)
Reclassification of interest earned on FDR	-	5,911,460	(5,911,460)	-
At 30 June 2016	31,889,861	248,701,484	631,606,380	912,197,725
30 June 2015				
At start of the year	31,889,861	232,645,567	434,193,161	698,728,589
Cents adjustments	-	-	(1)	(1)
Profit for the year	-	-	147,340,847	147,340,847
Reclassification of interest earned from FDR	-	10,144,457	(10,144,457)	-
At 30 June 2015	31,889,861	242,790,024	571,389,550	846,069,435

(iv) STATEMENT OF CASH FLOWS

	2016	2015
	TZS '000	TZS '000
Cash flows from operating activities		
Revenue generated	626,236,622	574,519,553
Payments made	(410,224,160)	(382,484,895)
Cash generated from operations	216,012,462	192,034,658
Interest paid	(5,008,908)	(5,195,580)
Corporation tax paid	(48,164,296)	(38,688,244)
Net cash flows from operating activities	162,839,257	148,150,834
Cash flows from investing activities		
Proceeds from disposal of assets held for sale	1,908	5,550
Interest received	21,022,611	8,029,403
Investment in fixed deposits (Net)	212,476,739	(111,256,679)
Movement in treasury bills	(81,582,811)	-
Investments in capital works in buildings	(4,507,608)	-
Investment in capital works in major port constructions	(5,458,050)	-
Investment in capital works in progress	(102,529,811)	(54,600,976)
Acquisition of property, plant and equipment	(2,225,679)	(3,649,145)
Investment in capital goods in transit	(24,853,564)	(2,255,383)
Net cash flows from used in investing activities	12,343,734	(163,727,231)
Cash flows from financing activities:		
Loans received	-	318
Loans repaid	(21,755,193)	(17,910,270)
Unrealized exchange loss on borrowing	7,726,487	17,908,963
Appropriation of reserve to the government	(61,768,488)	-
Grant received	32,804,200	77,489
Cash flows generated from financing activities	(42,992,995)	76,500
Net (decrease)/increase in cash and cash equivalents	132,189,997	(15,499,896)
Cash and cash equivalents at the beginning of the year	64,190,319	79,690,215
Cash and cash equivalents at the end of the year	196,380,317	64,190,319

4.2 OPERATIONAL PERFORMANCE

During the period under review, the Authority strived to reduce ship turn round time up to 2.5 days/ship as compared to last year was 3 days/ship. This is a significant leap for our operations at the port. Gateway demand for our ports defined as traditional import and export cargo which is directly linked to the economic development of a port's hinterland. Hence the focus is in increasing trade by the Authority by improving service delivery to position a sustainable strategy for our ports.

The Authority also participated in the discussion of licensing private ports in the Lake Victoria organized by SUMATRA which involved stakeholders Mwanza City Council, Illemela Municipal, NEMC, Government officials and the private port operators i.e Bijli, Samar, Nyehunge Express, Kamanga Ferry, Mkombozi Fishing and Marine Transport, Hamo Marine (M.V. Juliana), Nile Perch and Kipeja Timber. The purpose of the meeting was to arrange modalities of formalization and licensing these ports as per Port Act of 2004. This is a pilot project whereby all non-formal ports in Tanzania will be formalized from coastal to all inland waterways.

4.2.5 OVERALL CARGO PERFORMANCE

Total cargo traffic handled during the year 2015/16 was 15.536 million metric tons compared to 16.001 million metric tons handled in 2014/15. This makes a decrease of 0.464 million metric tons equivalent to 3%. Cargo traffic handled in 2015/16 comprises of dry bulk 2.069 million metric tons, break bulk 7.429 million metric tons, liquid bulk 5.472 million metric tons, inwards 0.016 million metric tons, outwards 0.062 million metric tons, transshipment in 0.242 million metric tons, transshipment out 0.227 million metric tons and restore 0.016. **Chart 1A&B** below portray cargo handled.



CHART. 1A: OVERALL CARGO TRAFFIC HANDLED

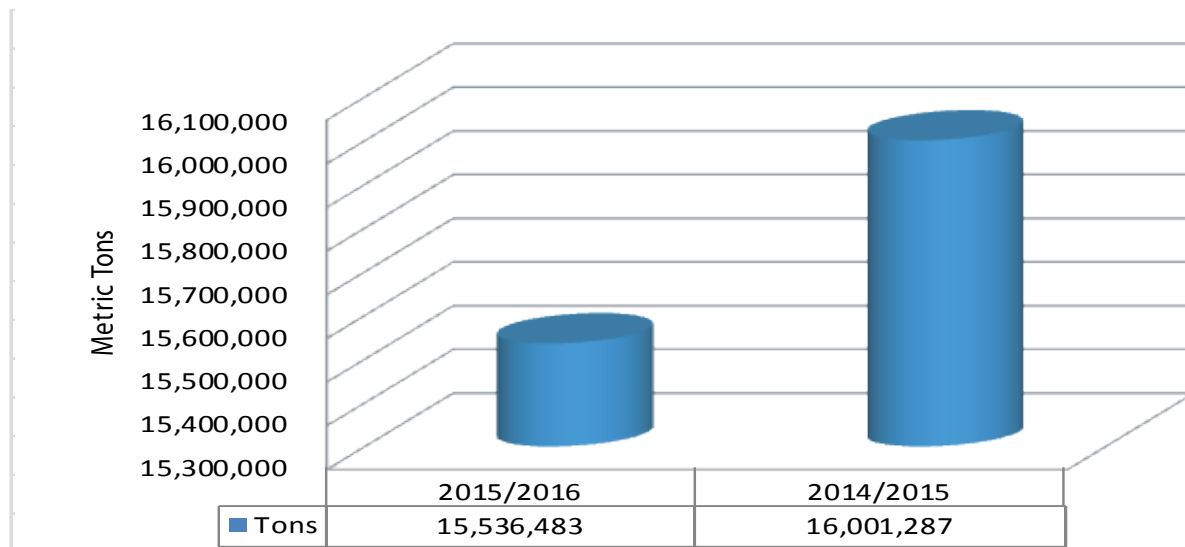
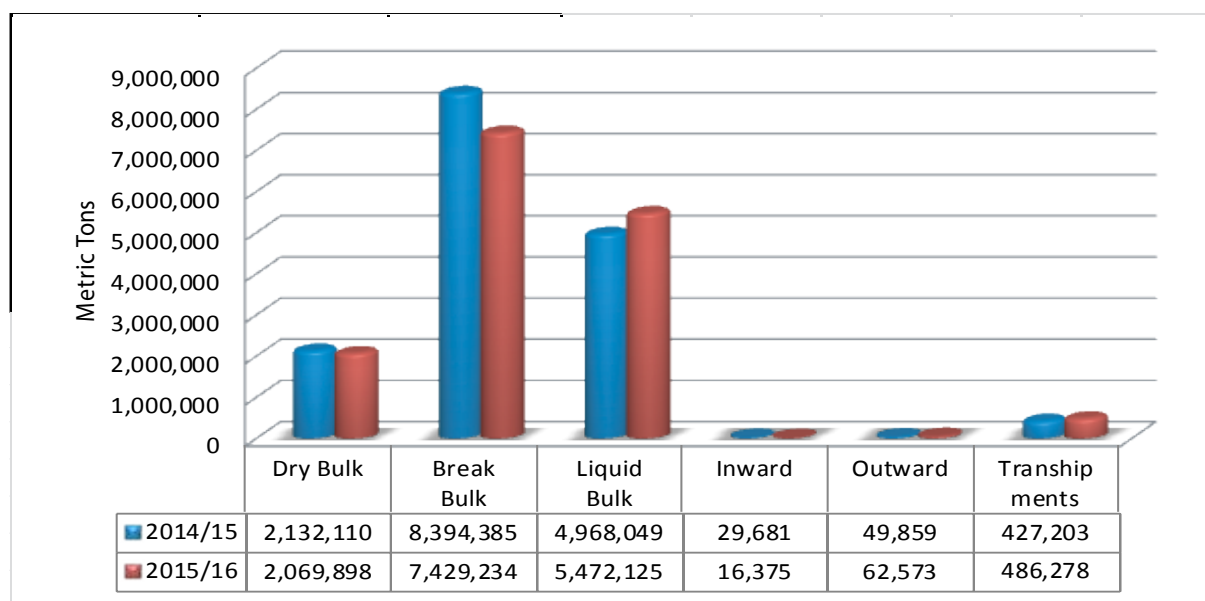


CHART. 1B: OVERALL CARGO TRAFFIC HANDLED BY CARGO TYPE

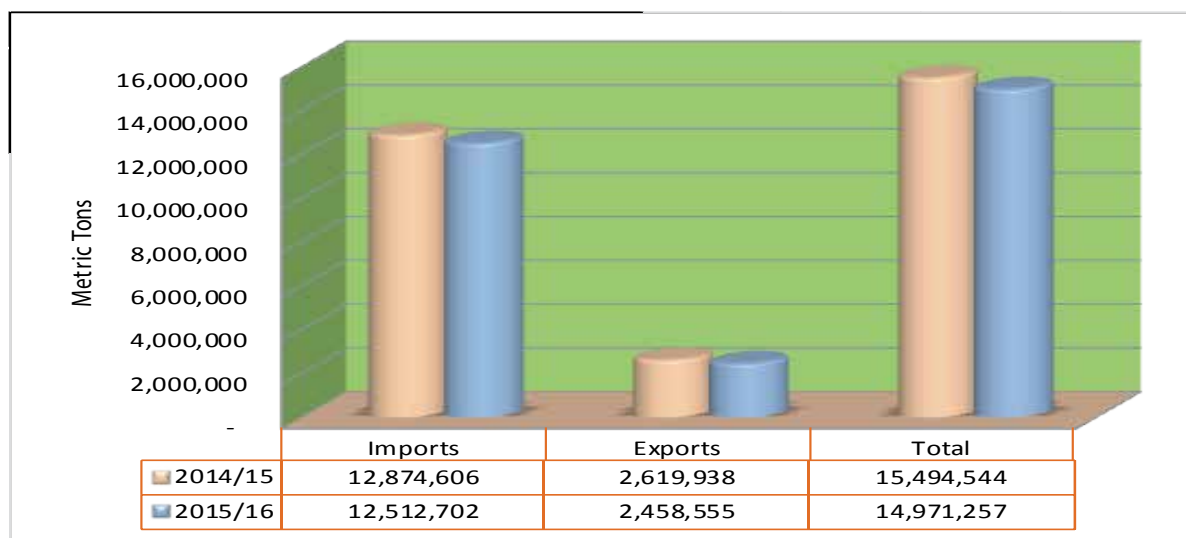


In 2015/16, the overall imports decreased by 0.361 million metric tons equivalent to 2.8% which makes a total imports of 12.512 million metric tons as compared to 12.874 million tons in 2014/15. Exports decreased from 2.619 million metric tons to 2.458 million metric tons by 0.161 million metric tons which is equivalent to 6.1%. **Chart1C** below portray.

The total cargo handled comprises of 14.276 million metric tons handled at the principle port of Dar es Salaam which makes 91.9% of the total cargo, Tanga port handled 0.676 million metric tons equivalent to 4% and Mtwara port 0.272 million metric tons equivalent to 1.8%. The small sea ports of Kilwa, Lindi and Mafia together handled 0.046 million tons which is 0.16% of the total cargo. Kilwa port handled 10,243 tons, Lindi port handled 2,032 tons and Mafia port handled 16,127 tons.

Lake ports handled a total of 0.263 million tons equivalent to 1.7% of all cargo handled compared to 0. 0.230 million metric tons handled in 2014/15. Mwanza port handled 123,649 metric tons, Kigoma port 139,570 metric tons and Kyela 447 metric tons.

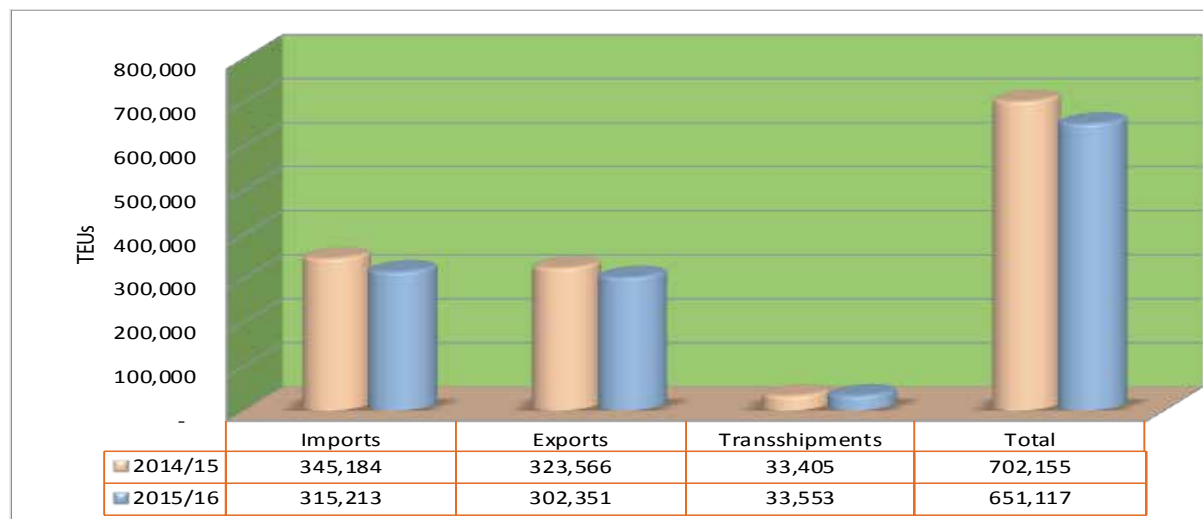
CHART. 1C: IMPORTS AND EXPORTS



Container traffic handled during the same period was 651,117 TEUs as compared to 702,155 TEUs in 2014/15. This was a decrease of 51,038 TEUs or 7% as depicted in **Chart 1D**. Container imports, exports and transshipments for the year 2015/16 was 315,213 TEUs, 302,351 TEUs and 33,553 TEUs respectively as compared to 345,184 TEUs, 323,566 TEUs and 33,405 TEUs in 2014/15 respectively. TICTS and General Cargo Terminal at Dar es Salaam port handled 464,502 TEUs and 130,607 TEUs respectively as compared to 442,842 TEUs and 202,719 TEUs in 2014/15. Tanga and Mtwara ports handled 8,118 TEUs and 14,337 TEUs respectively, compared to 10,207 TEUs and 12,982 TEUs in 2014/15 respectively.



CHART.1D: CONTAINERS TRAFFIC

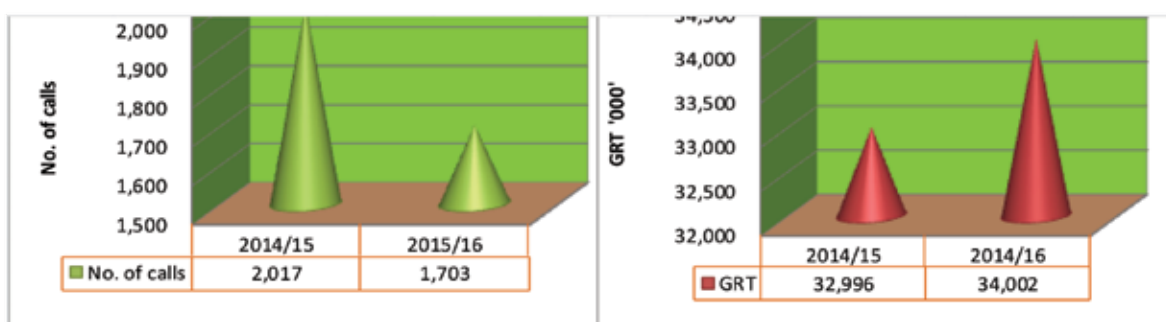


4.2.6 SHIPPING TRAFFIC

The major sea ports, received a total of 1,703 ship calls with 34.002 million GRT compared to 2,017 ship calls with 32.996 million GRT handled in 2014/15. Shipping traffic decreased by 116 ship calls equivalent to 5.4%. GRT also decreased by 1.388 million, from 34.384 million to 32.996 million equivalents to 4%.



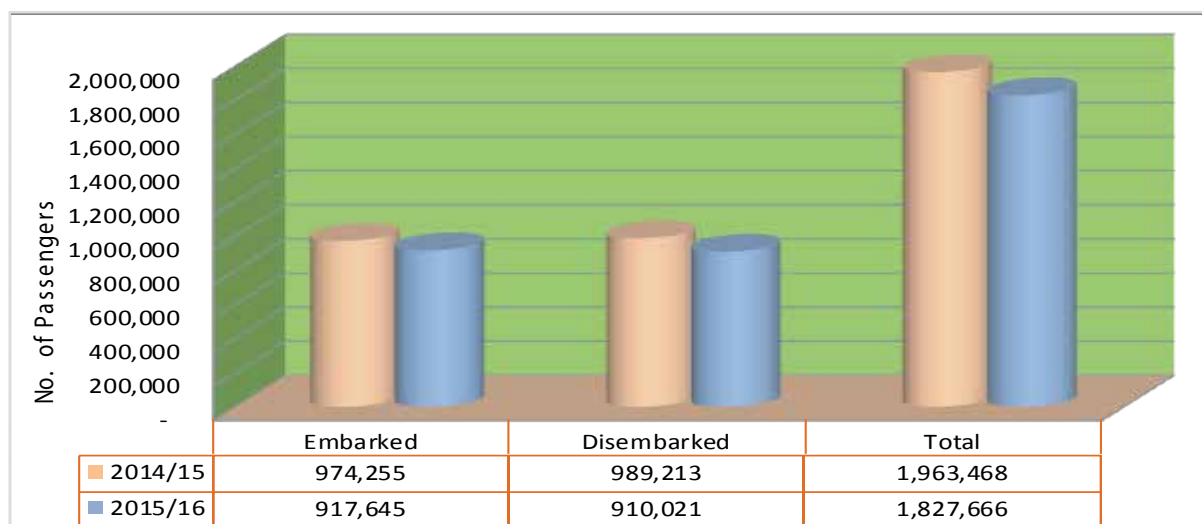
CHART 2: SHIP CALLS AND CAPACITY (GRT)



4.2.7 PASSENGER TRAFFIC

During the period under review a total of 1,827,666 passengers were handled of whom 917,645 embarked and 910,021 disembarked. Compared to the 2014/15, the number of passengers handled at the ports has decreased by 6.9% from 1,963,468 in 2014/15. **Chart 3** shows a number of passengers handled.

CHART 3: OVERALL PASSENGER TRAFFIC HANDLED



4.3 INDIVIDUAL PORTS PERFORMANCE

4.3.1 DAR ES SALAAM PORT

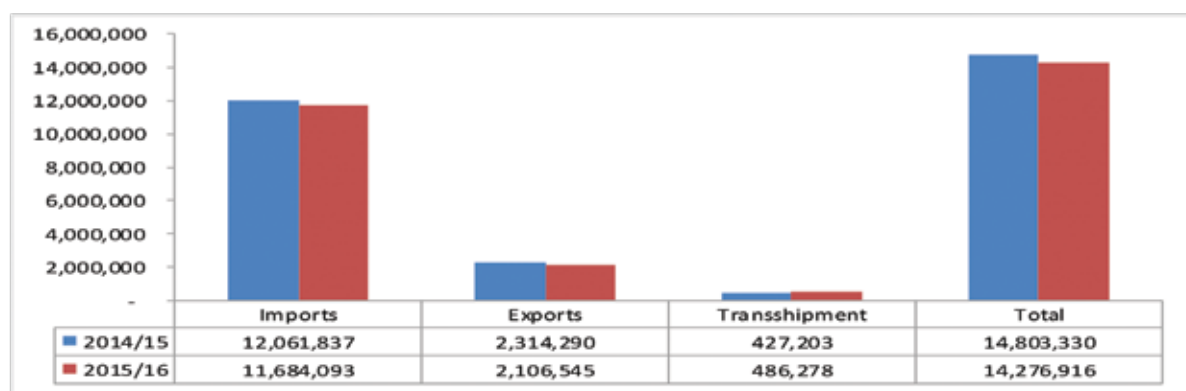
Dar es Salaam is the Tanzania's principal port with intrinsic capacity of 10.1 million metric tons per annum. The port handles over 91 of the total maritime ports' throughput. The port serves land linked countries of Malawi, Zambia, Democratic Republic of Congo, Rwanda, Burundi and Uganda. These countries are connected to the port through two railway systems (TRL-1.0 metre gauge and TAZARA-1.067 cape gauge), road network as well as TAZAMA pipeline to Zambia.

4.3.1.1 CARGO TRAFFIC

A total of 14.276 million metric tons were handled at Dar es Salaam port in 2015/16 as compared to 14.803 million metric tons handled in 2014/15. This makes a decrease of 526,414 metric tons of the cargo traffic handled which is equal to 3.5%. The total cargo handled comprises of imports, exports and transshipments of 11.684 million tons, 2.106 million metric tons and 0.486 million metric tons respectively. Cargo handled by the port recorded a decrease in imports, exports and transshipments as shown in **chart 4** below.

Containers traffic handled was 595,109 TEUs as compared to 645,561 TEUs in 2014/15. This is a decrease of 50,452 TEUs or 7.8%.

CHART 4: CARGO TRAFFIC



4.3.1.2 TRANSIT TRAFFIC

Transit cargo handled at the port was 4,830,567 metric tons as compared to 4,732,963 metric tons in 2014/15, which is an increase of 97,604 metric tons equivalent to 2%. **Chart 5a & 5b** depict transit traffic and ratio between local and transit cargo handled at Dar es Salaam Port for the year.

CHART 5A: TRANSIT CARGO TRAFFIC – DSM PORT

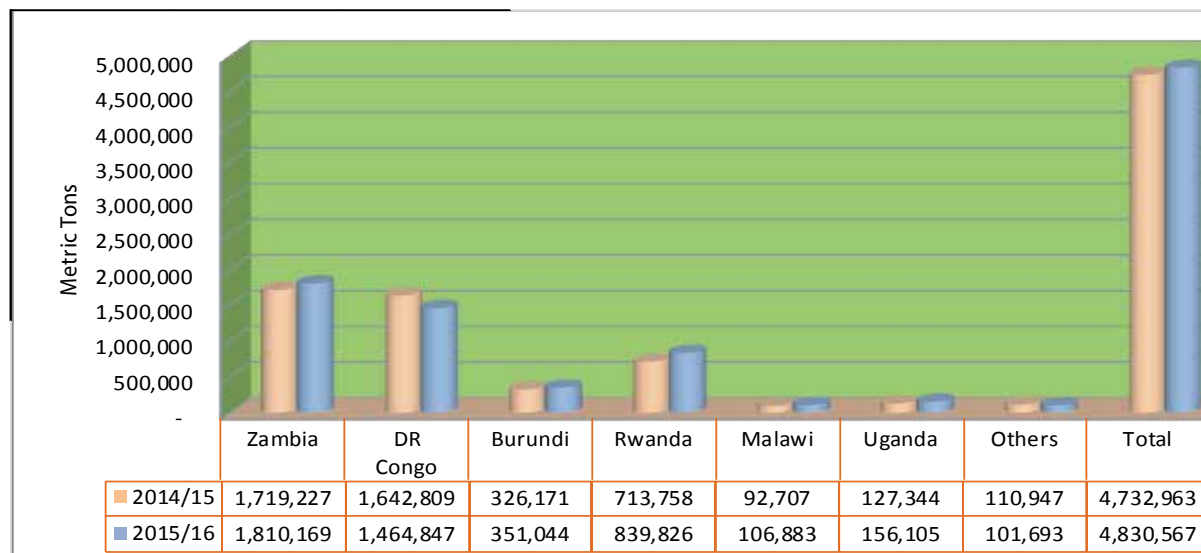
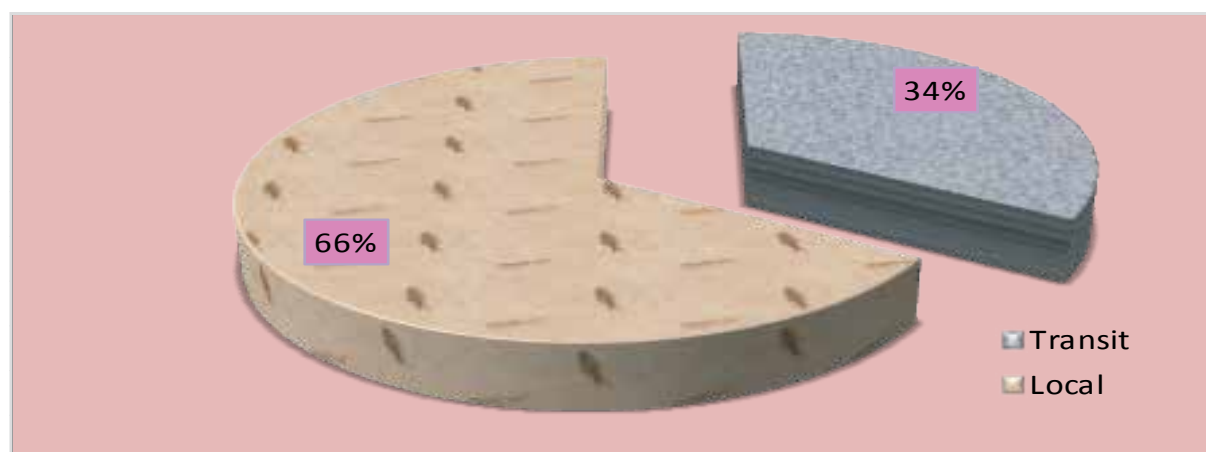


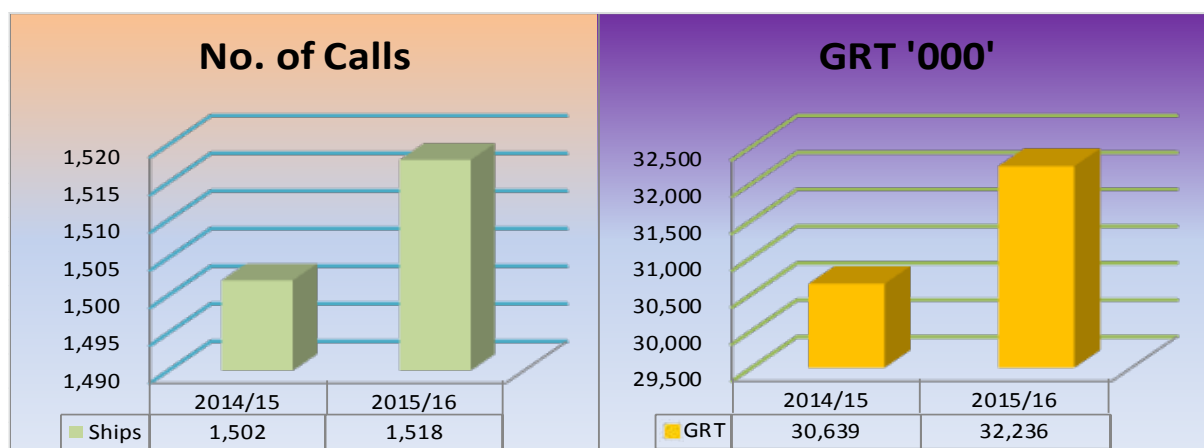
CHART 5B: RATIO BETWEEN LOCAL AND TRANSIT CARGO



4.3.1.3 SHIPPING TRAFFIC

During the year under review, the port received a total of 1,518 calls with GRT 32,236. Out of 1,020 calls were deep sea ships with GRT of 32.003 million and 498 calls were coastal plying ships with GRT 0.232 million. Compared to 2014/15 shipping traffic, the number of calls for deep sea decreased by 22 ships and GRT increased by 0.393 million. **Chart 6** shows shipping traffic and GRT for the port.

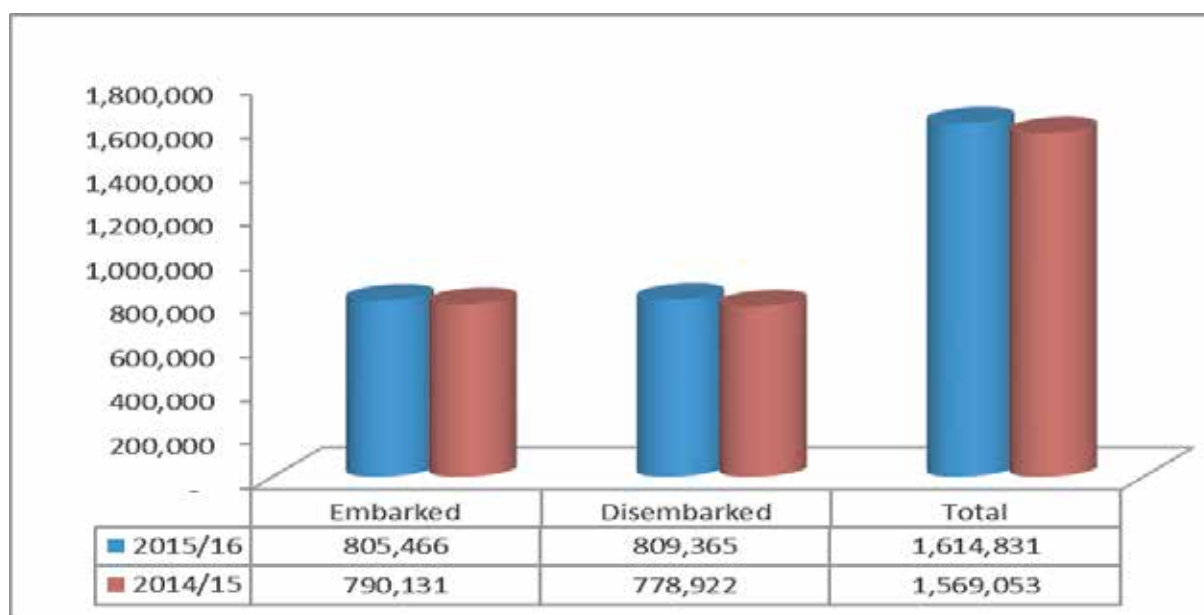
CHART 6: SHIP CALLS AND CAPACITY – DSM PORT



4.3.1.4 PASSENGER TRAFFIC

During 2015/16, Dar es Salaam port handled a total of 1,614,831 passengers as compared to 1,569,053 passengers handled in 2014/15 which makes an increase of 45,778 passengers' equivalent to 2.9%. Among the total passengers handled, 805,466 and 809,365 were embarked and disembarked respectively. This is clearly portrayed in **chart 7** below.

CHART 7: PASSENGER TRAFFIC - DSM PORT



4.3.1.5 PORT PRODUCTIVITY

Productivity at the General Cargo Terminal is measured in terms of tons per gang/shift for break bulk, dry bulk, units of motor vehicles and TEUs for containers. Generally productivity of this reporting period as compared to that of the year 2014/15 was not impressive. Productivity at Container Terminal (TICTS) moves per ship to shore gantry crane (SSG) in 2015/16 improved as compared to 2014/15 as depicted in **Table 5**.

TABLE 5: PRODUCTIVITY ACHIEVEMENTS AT GENERAL CARGO - DSM PORT

Cargo Type	2014/15	2015/16
Break Bulk (Tons/Gang/Shift)	349	424
Dry Bulk (Tons/Gang/Shift)	643	556
Vehicles (Units/Shift)	789	677
Container - G/Cargo (moves/24Hrs)	569	609

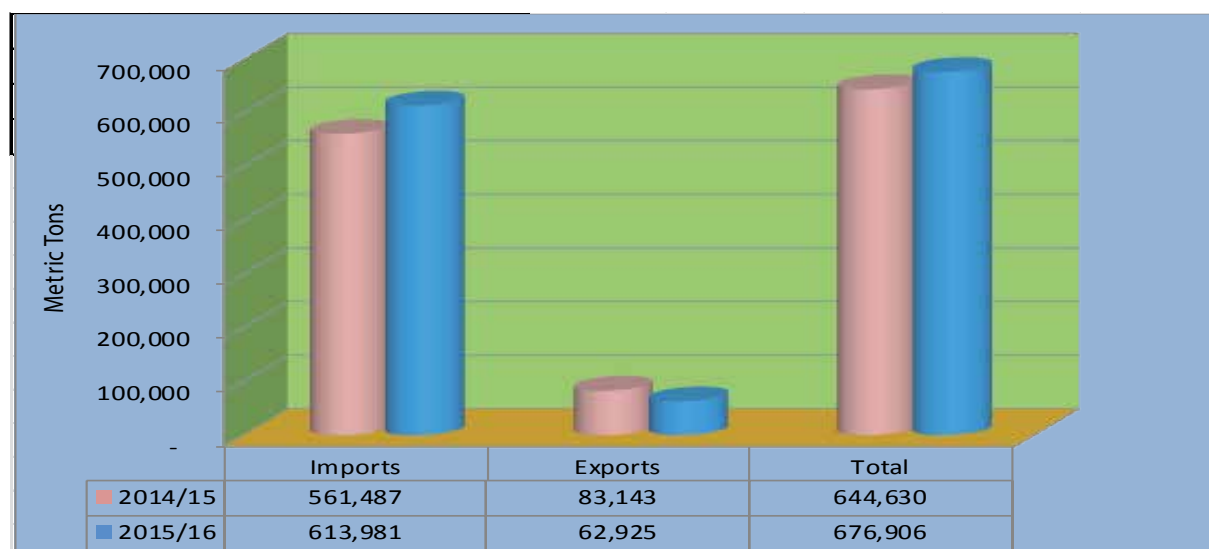
4.3.2 TANGA PORT

4.3.2.1 CARGO TRAFFIC

During the year 2015/16 the port handled a total of 676,906 metric tons which is above 644,630 metric tons handled in 2014/15. This was above by 32,276 metric tons or 5%. Imports and exports were 613,981 metric tons and 62,925 metric tons respectively. Compared to cargo handled in 2014/15, imports has increased by 9.3% while exports decreased by 24.3%.

Containers traffic handled was 8,118 TEUs as compared to 10,207 TEUs in 2014/15. This is a decrease by 2,089 TEUs or 20.4%. **Chart 8** below depicts imports and exports cargo handled.

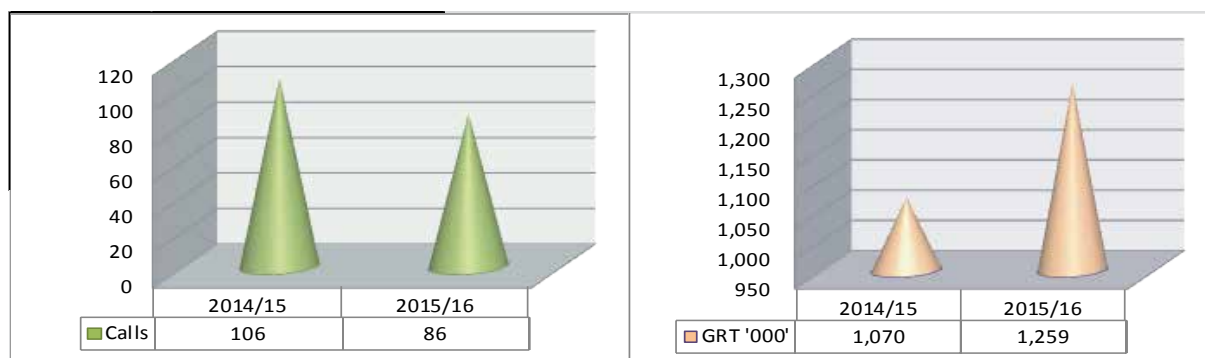
CHART 8: CARGO TRAFFIC HANDLED – TANGA PORT



4.3.2.2 SHIPPING TRAFFIC

In 2015/16, the port received a total of 86 calls with GRT of 1.259 million. Compared to 2014/15, ship calls were 106 with GRT of 1.040 million a decrease of 20 calls but an increase of GRT 0.219 million which is equivalent to 18.8% of calls and 21% GRT respectively. **Chart 9** shows the overall number of calls and GRT handled at the port.

CHART 9: SHIP CALLS AND CAPACITY – TANGA PORT



4.3.2.3 PRODUCTIVITY

Productivity for general cargo and dry bulk was 14 and 481 tons/gang/shift compared to 47 tons/gang/shift and 483 tons/gang/shift recorded in 2014/15, which is a decrease of 70% and 0.2% respectively.

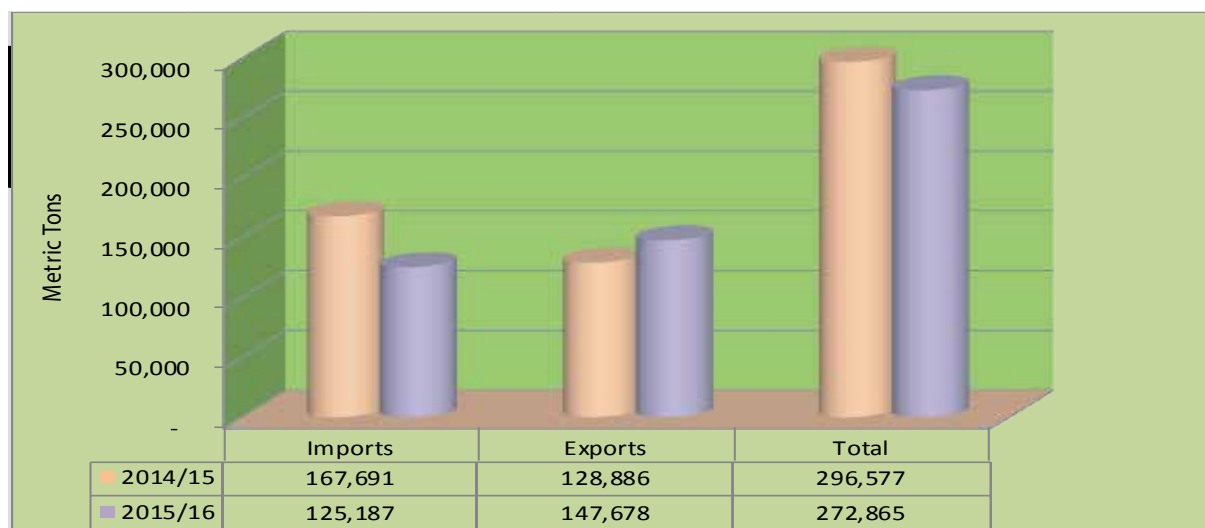
4.3.3 MTWARA PORT

4.3.3.1 CARGO TRAFFIC

The port handled a total of 272,865 metric tons as compared to 296,577 metric tons of 2014/15. This is a decrease of 23,712 metric tons or 8%. Imports and exports cargo handled were 125,187 metric tons and 147,678 metric tons respectively, which shows a decrease of imports by 42,504 metric tons and increase of imports by 18,792 metric tons as depicted in **Chart 10**.

Containers traffic handled was 14,337 TEUs as compared to 12,982 TEUs in 2014/15. This is an increase of 1,355 TEUs or 10.4%.

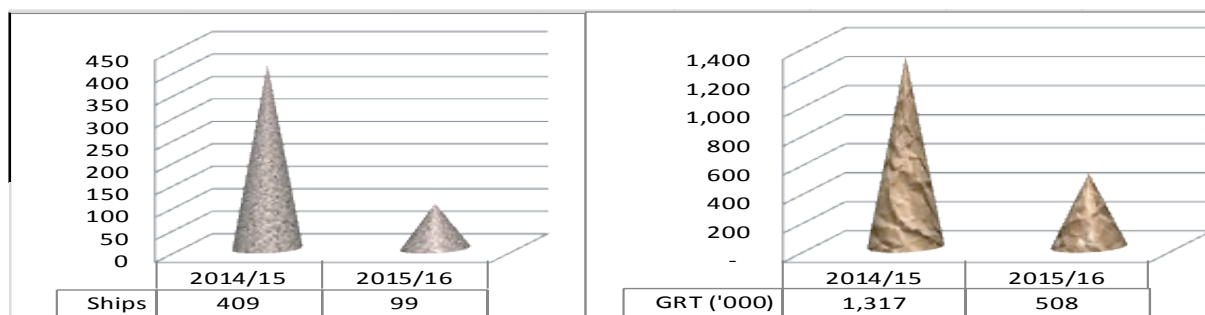
CHART 10: CARGO TRAFFIC HANDLED – MTWARA PORT



4.3.3.2 SHIPPING TRAFFIC

The port received a total of 99 ship calls with GRT of 0.508 million. Compared to 2014/15, ship calls were 409 calls with GRT of 1.317 million a decrease of 310 calls and GRT of 0.809 million which is equivalent to 75.8% of calls and 61.4% GRT respectively. **Chart 11** shows the overall number of calls and GRT handled at the port.

CHART 11: SHIPPING TRAFFIC AND CAPACITY – MTWARA PORT



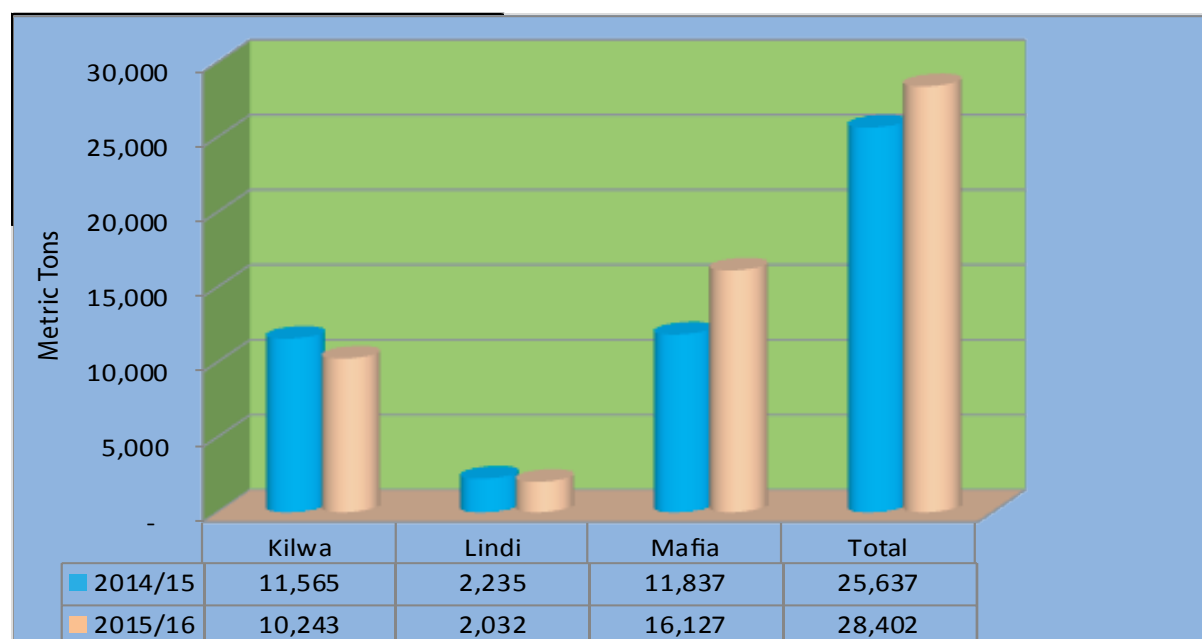
4.3.3.3 PRODUCTIVITY

Productivity per gang per shift for general cargo was 169 in 2015/16 as compared to 174 tons attained in 2014/15. This was a decrease by 2.8%.

4.3.4 SMALL COASTAL PORTS

Small ports of Kilwa, Lindi and Mafia handled a total of 28,402 metric tons in which each port handled 10,243 metric tons, 2,032 metric tons and 16,127 metric tons respectively. Compared to 2014/15, cargo traffic at all ports increased by 2,765 metric tons which is equivalent to 10.8% as depicted in **Chart 12**.

CHART 12: CARGO TRAFFIC HANDLED – SMALL PORTS

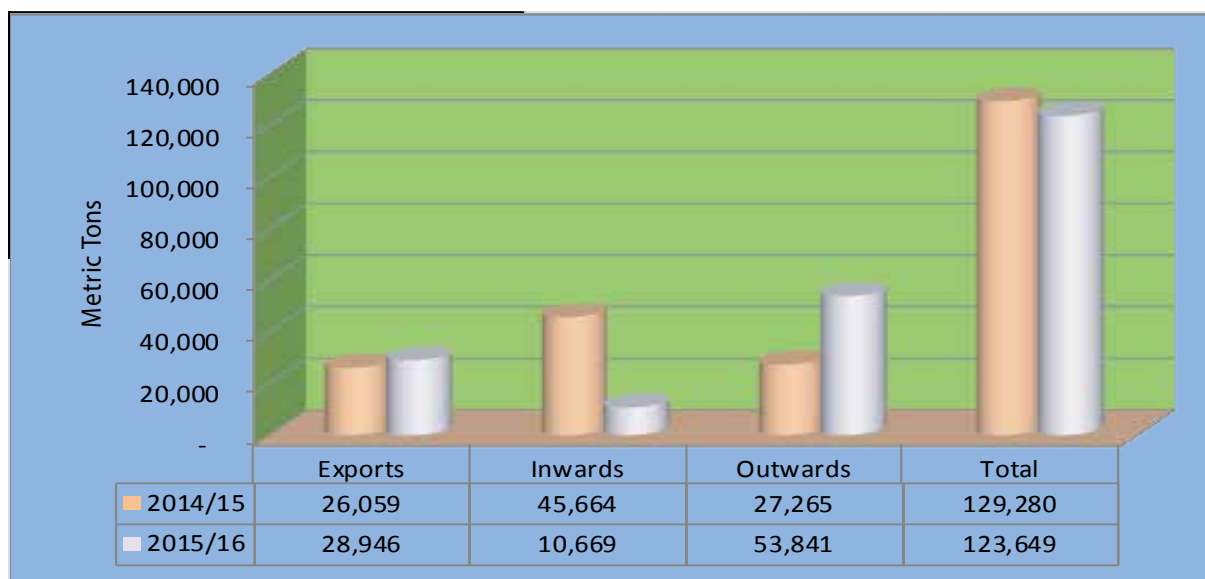


4.3.5 MWANZA PORT

4.3.5.1 CARGO TRAFFIC

A total of 123,649 metric tons were handled in 2015/16 as compared to 129,280 metric tons handled in 2014/15 which makes a decrease of 5,631 metric tons equals to 4.3%. By comparing between the two years, imports and inwards recorded a decrease by 99 metric tons and 16,596 metric tons respectively while exports and outwards increased by 2,887 and 8,177 metric tons respectively as portrayed in **chart 13** below.

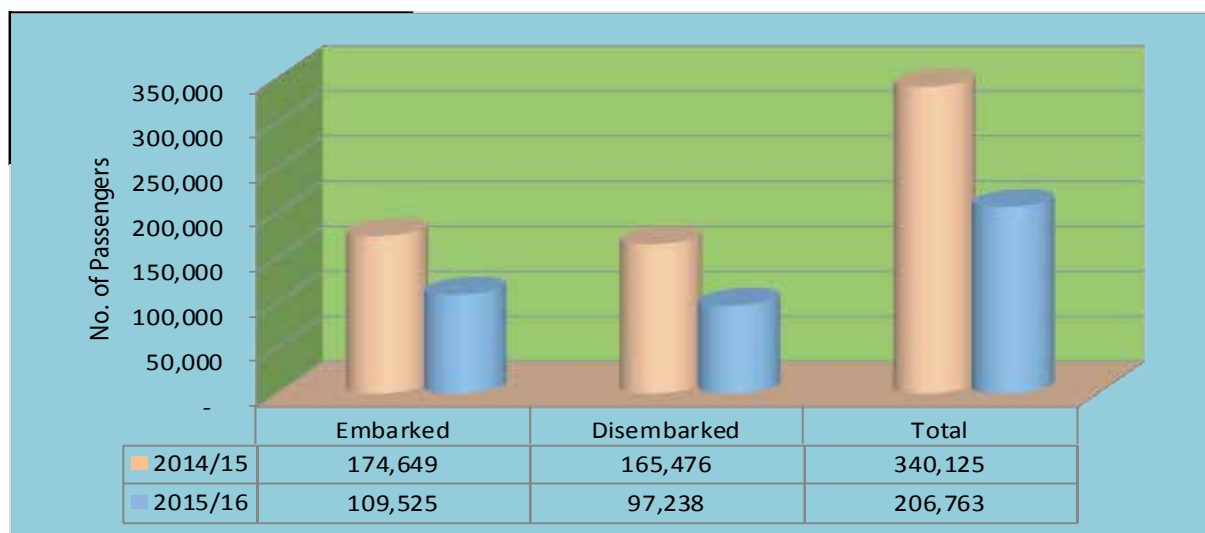
CHART 13: CARGO TRAFFIC HANDLED – MWANZA PORT



4.3.5.2 PASSENGER TRAFFIC

A total of 206,763 passengers comprising of 109,525 embarked and 97,238 disembarked were handled at Mwanza port during the period under review. This makes a decrease of 133,362 passengers which is equal to 39.2% as compared to 340,125 passengers handled in 2014/15 as depicted in **chart 14**.

CHART 14: PASSENGER TRAFFIC - MWANZA PORT

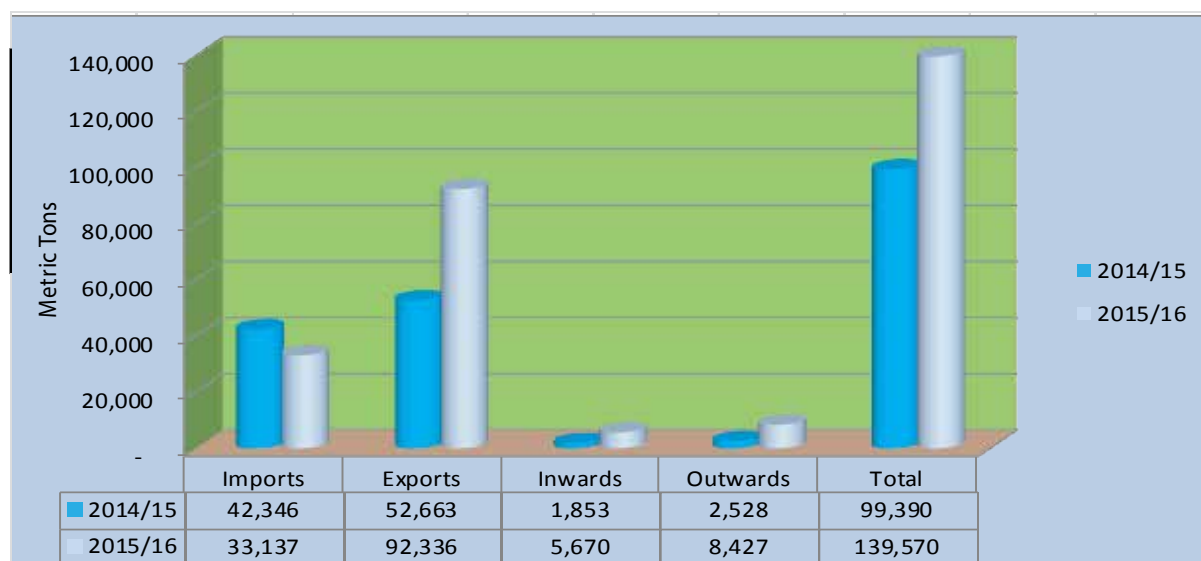


4.3.6 KIGOMA PORT

4.3.6.1 CARGO TRAFFIC

During the year 2015/16, Kigoma port handled a total of 139,570 metric tons which makes an increase of 40,180 metric tons or 40.4% as compared to 99,390 metric tons handled in 2014/15. Cargo for exports, outwards and inwards increased by 39,673 metric tons, 5,899 metric tons and 3,817 metric tons respectively while cargo for imports decreased by 9,209 metric tons as portrayed in **chart 15** below.

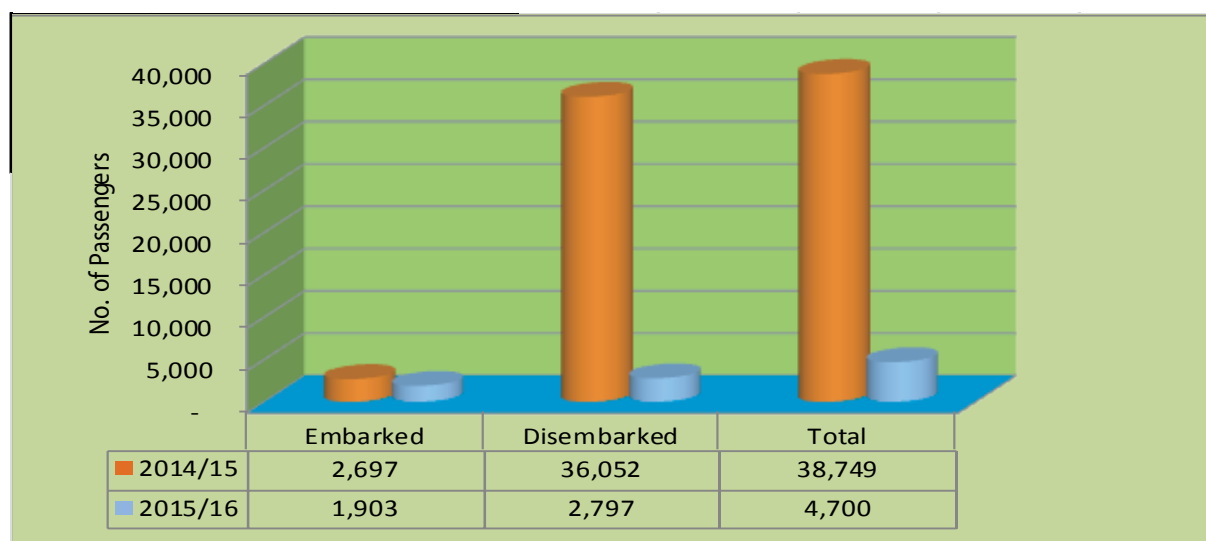
CHART 15: CARGO TRAFFIC HANDLED – KIGOMA PORT



4.3.6.2 PASSENGER TRAFFIC

During the period under review Kigoma port handled a total of 4,700 passengers comprising of 1,903 embarked and 2,797 disembarked. This makes a decrease of 34,049 passengers which is equivalent to 87.8% as compared to 38,749 passengers handled in 2014/15 as depicted in **chart 16**.

CHART 16: PASSENGER TRAFFIC – KIGOMA PORT

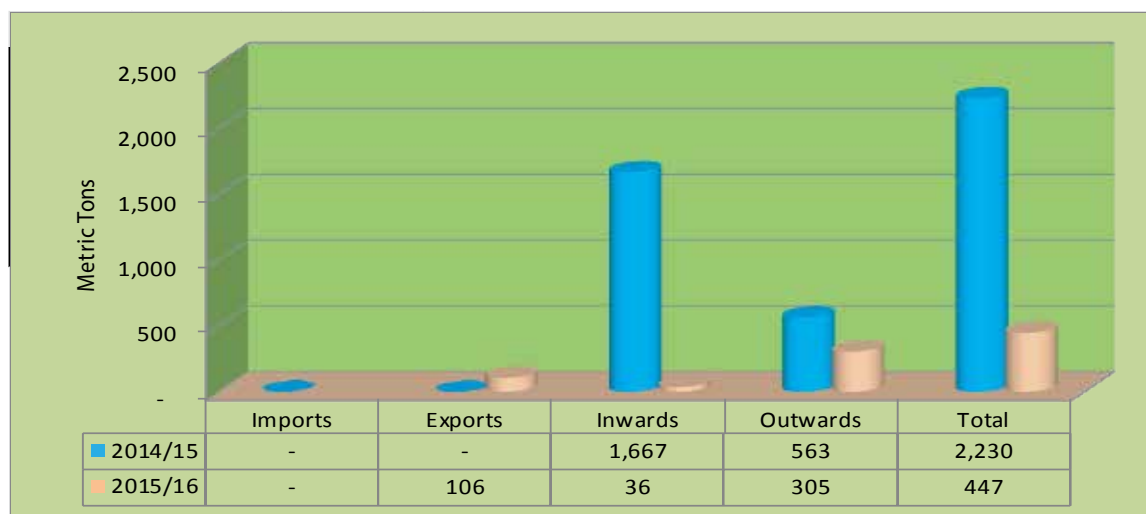


4.3.7 KYELA PORT

4.3.7.1 CARGO TRAFFIC

447 metric tons were handled by Kyela port in 2015/16 as compared to 2,230 metric tons handled in 2014/15. This makes a decrease of 1,783 metric tons which is equivalent to 80%. For the past two year there were no imports. As compared to the year 2014/15 all types of commodities decreased except exports increased by 100% as depicted in **chat 17**.

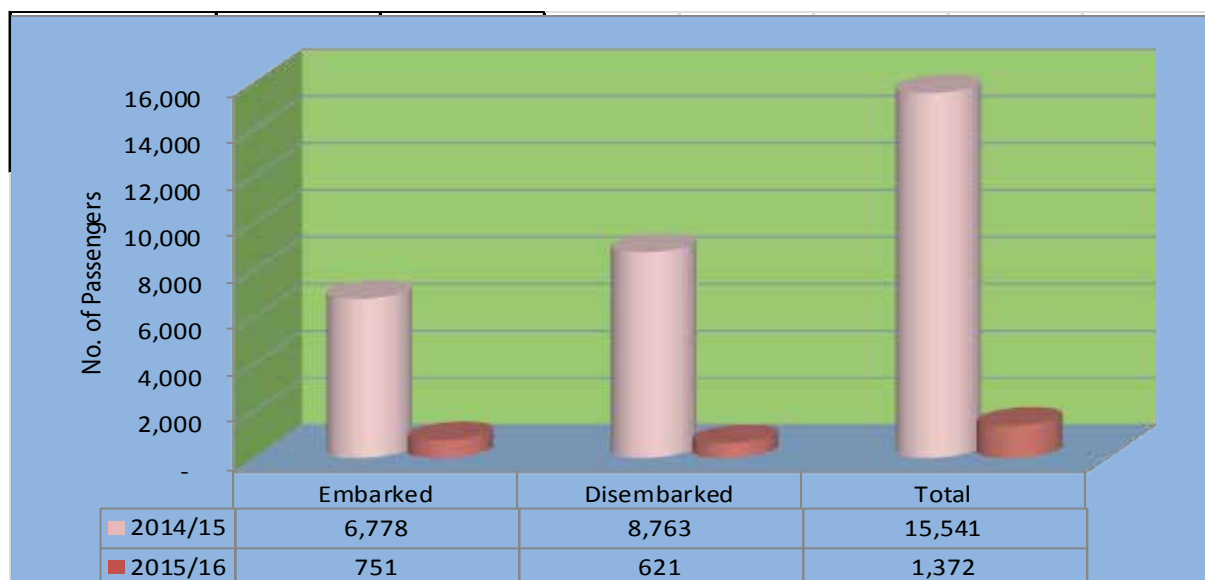
CHART 17: CARGO TRAFFIC HANDLED – KYELA PORT



4.3.7.2 PASSENGER TRAFFIC

Total passengers handled at Kyela port was 1,372 passengers which comprising of 751 embarked and 621 disembarked. This makes a decrease of 14,169 passengers which is equivalent to 91.1% as compared to 12,325 passengers handled in 2014/15, as depicted in **chart 18**.

CHART 18: PASSENGER TRAFFIC – KYELA PORT



5.0 MARKET ANALYSIS

TPA ports serve Tanzania and the neighbouring countries from Zambia, DRC, Malawi, Burundi, Rwanda, Uganda, Comoro and Zimbabwe. There are other emerging potential markets in the Northern Mozambique and South Sudan which have started using our ports. These countries have a total area of 4.5 million square km and population of close to 200 million with total estimated annual seaborne traffic of over 30 million metric tons in total. Tanzania contributed 66% of TPA ports' traffic in 2015/16 while 34%

came from the land linked countries

5.1 ZAMBIA

During the year under review, Zambia was the major user of Dar es Salaam port among the land linked countries and contributed 12.6% of the total traffic and 37.4% of the total transit traffic. The major export traffic from Zambia is copper and the major import commodities are crude petroleum through the SPM and fertilizer. TAZARA is the major link to this market and distance-wise is shorter by 700 km from the Copper belt to Dar es Salaam when compared to South African ports. Performance of TAZARA is critical to Dar Port's success in this market segment. The economic prospects of Zambia continued to improve being supported by high copper output, recovery in agricultural production and sustained growth in the construction and tourism sectors.

5.2 DEMOCRATIC REPUBLIC OF CONGO

DRC is potentially a rich country capable of producing more traffic for Dar port because of its abundant mineral wealth. Dar es Salaam route is well situated to handle this wealth once exploitation starts. There is a good railway network from Lubumbashi to Ndola in Zambia where it connects to New Kapiri Mposhi linking it with TAZARA to Dar es Salaam. During the year under review, DRC contributed 10.2% of the total traffic and 30.3% of transit traffic.

The DRC economic prospects are expected to improve given the continuous recovery in agricultural production and sustained growth in the mining sector. The key to success in this market hinges upon an improvement in wagons and locomotives availability by TAZARA, Congolese Railways (S.N.C.C) and Zambia Railways. The other link to DRC is via Lake Tanganyika at Kigoma port and then by TRL to Dar es Salaam.

5.3 BURUNDI

A total of 2.4% of the total traffic and 7.2% of transit traffic was contributed by Burundi. 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. There is a road link to Bujumbura through the Isaka Dry Port. In the long term, the future prospects for this market are very bright and its tonnage is expected to increase further given the political stability in recent years.

5.4 MALAWI

Imports of petroleum products from Malawi continued to dominate the traffic going to Malawi which contributed 0.7% of the total traffic and 2.2% of transit traffic. The volume of dry cargo to and from Malawi through the port of Dar es Salaam continued to decline. The failure of Dar port to attract Malawi traffic is mainly on account of its proximity to Mozambican ports of Nacala and Beira.

5.5 RWANDA

Rwanda contributed a total of 5.8% of the total traffic and 17.4% of transit traffic. The economic growth for this country is expected to increase even further given the political stability and the economic development programs in place.

Border logistics favour Dar es Salaam because of a single border crossing, shorter physical distance of 1,462 KM through Isaka as compared to 1,740 km for the Northern Corridor. Road transport has recorded significant improvement and delivered the bulk of the cargo. However, the existing strict axle-load limitations and handling at weighbridges made it difficult for Dar Port to attract and handle more bulky commodities from Rwanda. The on-going efforts to revamp the railway sector by extending the central railway line to Kigali and upgrading it to the standard gauge upto Dar es Salaam would provide enough capacity to satisfy the market leading to increased market share for Dar Port.

5.6 UGANDA

Uganda contributed 1% of the total traffic and 3.2% of transit traffic. The main weakness in this market is the longer physical distance of about 600 km farther up in comparison with the Northern Corridor and the constrained inland transport system.

The key to success in this market hinges upon an improvement on the inland transport especially rail/lake and transport. TPA in conjunction with other key stakeholders is working even harder to tap into this

growing market since Dar Port provides Uganda another reliable route to the sea which is required for Uganda's international trade. TPA in collaboration with key stakeholders is determined to attract more Uganda traffic for Dar port. Transit time of 4 days between Dar and Kampala is being attained, given the improved road condition and truck operations. The on-going improvement of TRL services and the availability of MV Umoja and MV Kaawa- increased the capacity on Lake Victoria.

6.0 PORTS INVESTMENT

Acquisition of modern equipment, IT Solutions and implementation of ports infrastructure, superstructure and expansion of operational areas projects significantly contributes towards improving service delivery and increase productivity for our ports as a logistics centre in the regional competitive environment. Implementations of TPA's projects for the period under review have positive effects on its image and those of all the project partners.

During the year 2015/16, the Authority spent a total amount of Tshs. 171,579.056 million to fund ports infrastructure and acquisition of cargo handling equipment.

6.1 ICT ENHANCEMENT

TPA activities computerization program aims at enabling the organization to provide world class maritime services and promote excelling total logistics services in East, Central and Southern Africa. The program intends to computerize all TPA core and non-core functions and by putting systems that will seamlessly integrate to provide services to its customers using single window system that will facilitate easy clearance of cargo and eventually reduce cargo dwell time. For employees the ERP and other systems to be installed will enhance controls and increase efficiency of internal processes thus reducing operating costs and vessel ship turnaround time, plug revenue leakage, increase transparency and eventually will attract and retain more business to TPA and hence increase the revenue.

To attain the above aim, the Authority has been involved in implementing two major projects as described below as follows:

- (i) Implementation of the Integrated Security System (ISS) project which involved strengthening of gatehouses; renovation of the existing room; installation of security door; installation of radioactive detectors at gates; training on ID printing, bollards and barriers operation, CCTV operation, X – ray machine, UHF HYTERA, walk through access control and radioactive detectors.
- (ii) Implementation of Enterprise Resource Planning (ERP) aimed at computerization of Financial Management System, enhance controls and increase efficiency of internal processes thus reducing operating costs

7.0 PORT SECURITY, SAFETY AND ENVIRONMENT

7.1 PORT SECURITY

During the period under review, our ports experienced no serious incidents of security concerns and all security threats that had occurred within the ports and port related areas (Sea and Lake Ports) were successfully contained. Generally, security of our ports have been in good shape taking into account the implementations of security measures in place as per the Port Facility Security Plans and other security arrangements/procedures. Generally, security of cargo and other properties at our ports have been improved and theft incidences tremendously decreased to zero percent hence give confidence our customers to use our ports.

The Authority also undertaken trainings to 111 security staff on the issues related to Personal Survival Technique, Personal Safety and Social Responsibilities, Ship/Port Security Awareness, Proficiency Survival Craft and Rescue Boat, Dangerous/Hazardous and harmful cargoes, Cargo System, E-Crime/ Investigation and Fraud, Implementation of ISPS Code and Security Auditing.

7.2 PORT SAFETY AND ENVIRONMENT

Marine and quayside operations are the key activities at the ports' operations. Difference strategies have been put in place to integrate the safety practices with those activities in order to remove or minimize hazards in port operations and increase efficiency and productivity.

Marine and quayside safety measures have been enhanced at ports for seamless operations. The use of standard operations procedures has been the only secret for achieving safety goals in day to day operations as it has been emphasized in the TPA OSHE Policy, 2008. The review of the contingency plans also compliments the safety measures which have been undertaken by the Management.

These efforts which have been put in place by the Management have helped to enhance the safety of people, property and environment from hazards that are associated with workplaces.

The Authority also conducted a seminar in collaboration with Tanzania Atomic Energy Commission (TAEC) to all ports staff on environmental conservation issues aimed at providing environmental skills and competence to officers dealing with operations. TPA ports properly screen, accept and transport dangerous cargo based on local and international standards and regulations. These staff was highlighted on the safe handling, transportation and storage of uranium cargo.

8.0 HUMAN RESOURCE AND CAPITAL DEVELOPMENT:

The relationship between Management and employees continued to improve and stable at all time. Management continued to honour the voluntary agreement entered with the Workers Union. Workers organs i.e. the Central Joint Industrial Council (CJIC) and the Master Workers Council were fully involved in the Authority's affairs. During the period under review, four (4) CJIC and four (4) JIC meetings were held.

During the period under review, strength for permanent staff was 3,630 staff and 122 contract staff, summing up to a total of 3,752 staff. The Authority is committed to employment policy which follows best practice, based on equal opportunity.

8.1 RECRUITMENT

The Authority continued to create job opportunities and promoting through different approach including engaging staff through recruitment process. During the year under review, a total of 8 staff was engaged, 98 employees were promoted and 117 employees were confirmed to different positions in the organization.

8.2 TRAINING AND DEVELOPMENT

As a key maritime player in Tanzania and in the region, the Authority has played its role in shaping employees in multidisciplinary courses through different Universities, College including Bandari College owned by TPA, Dar Es Salaam Maritime Institution (DMI) and college from Alexandria, Egypt for staff who went for Marine courses. At every end of year Marine Pilots and Engineers do revalidation programs in accordance to their international standards which is in line with International Maritime Organization (IMO).

During the period under review, a total of 866 employees attended short-term and long term training programs in various fields in order to enhance the performance of the Authority activities. The Authority spent a total of TZS. 2, 537,036, 820.00 on training to pay respective costs.

9.0 CORPORATE VISITS

During the period under review, the Authority received prominent International Dignitaries, Legislators, Prospective Foreign Investors and Students of various levels. Those who visited the Authority included various visitors both Local and Foreign. Among the prominent visitors who visited the Authority during this period were as follows:

- i. Vice-President World Bank (Africa Region), Mr. Makhtar Diop visited the Port of Dar es Salaam to inspect among other things implementation of Big Results Now Project Development at Dar es Salaam port;
- ii. Delegation from China Zhanjiang Port lead by the Executive Vice Governor of People's Government of Guangdong Province, Mr. Xu Shaohua visited the Port of Dar es Salaam to sign a friendly Cooperation memorandum between Dar es Salaam Port and Zhanjiang Port;
- iii. Delegation from GIBB Engineering & Architecture from South Africa visited the Authority

Headquarters as part of its study tour and initiative to obtain information on the short term, medium term and long term business plans of the Authority and exchange ideas on the possible Public Private Partnership (PPP) investments and share with TPA the GIBB's pool of expertise and services available;

- iv. The Committee of the East African Legislative Assembly has also visited the port of Dar es Salaam to discuss challenges facing the implementation of the East African Common Market protocol along the Central Corridor;
- v. The Prime Minister for the United Republic of Tanzania Hon. Majaliwa Kassim Majaliwa visited KOJ and inspected the new flow meters which are being installed at Kigamboni area in order to familiarize with oil operations; representatives of French company namely Lafon Technologies met with the Director General and exchanged ideas on various ports issues;
- vi. Malawi Ministry of Transport and Public Works with the Private Public Partnership Commission paid a courtesy call to the Director General to assess technical proposals or infrastructure upgrade of the cargo handling facilities in Dar es Salaam;
- vii. TMEA Board of Directors visited the Port of Dar es Salaam to assess the marquee project in the port, demolished shed areas, the completed roads for gates 4 and 8a as well as the ongoing works at roads for gate 5 and 8a;
- viii. Ambassador of the Republic of Korea, H.E. Song Geum-yong paid a courtesy call visit to the office of the Director General for a brief discussion on various issues within transport sector.
- ix. The delegation from Chinese Enterprises from the China International Engineering Consulting Corporation (CIECC), the Third Railway Survey and Design Institute Group Corporation (TSDI), China Civil Engineering Construction Corporation (CCECC), China Railway 15th Bureau Group Co. Ltd and China Railway Experts Team for TAZARA (CRET), all of them visited the construction location of the new Port in Bagamoyo as well as the Bulk Goods Quayside at the Port of Dar es Salaam.
- x. The Belgian Deputy Prime Minister and Minister for Foreign and European Affairs, H.E. Didier Reynders visited the port of Dar es Salaam as part of his official state visit. Belgium is involved in the port through its support to the Trade Mark East Africa Tanzania programs.
- xi. The Vice President of the Arab Academy for Science, Technology and Maritime Transport, Dr. El Snoussy Balbaa visited the Authority Headquarters to discuss among other things the needs for training and capacity building for the Authority staff.
- xii. The delegation of U.S. Coast Guard International Port Security Assessment paid a courtesy call visit to the office of the Director General towards their official visit to assess port stakeholder's commitment on the implementation of ISPS Code.

10.0 CORPORATE SOCIAL RESPONSIBILITY

TPA recognizes that with its success as a Corporate Citizen, it has the responsibility of giving back to the Society in a meaningful and sustainable manner that would contribute to social progress and improve lives of Tanzanians through poverty alleviation and promoting economic development.

To support the Government Development Initiatives, TPA focuses its assistance to main areas of Health, Education, Social Development, Physically Handicapped Group and also responds to National disasters.

During the year, the Authority supported community development projects in the areas of education where assistance was focused on provision of desks and other utilities. Donation was granted towards refurbishment of hospital wards and Health centers to various communities and assistance to various development projects.

The Authority also responded to National disasters that hit the country whereby victims of floods in Mbinga district were assisted with iron sheets.

During the year 2015/16, the Authority's contribution in form of donations was 932,188,460/= as follows;

S/NO.	CATEGORY	AMOUNT
	Education	209,212,800/=
	Health	43,370,000/=
	Social Development	188,464,160/=
	Disaster Management	5,000,000/=
	National Interest	71,141,500/=
		415,000,000/=
	TOTAL	932,188,460/=



11.0 STATISTICAL TABLES

CARGO TRAFFIC AT ALL PORTS 2014/15 - 2015/16																
STATEMENT NO. 1																
	DAR ES SALAAM		TANGA		MTWARA		KILWA, LINDI AND MAFIA		MWANZA		KIGOMA		KYEIA		(DWT)	
	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015
IMPORTS																
Dry Bulk	1,620,636	1,693,875	349,502	438,235	99,760										2,069,898	2,132,110
Break Bulk	4,863,529	5,504,868	94,586	123,252	25,427	158,055	26,111	10,953	30,193	30,292	32,202	36,959	-	-	5,072,048	5,864,379
Liquid Bulk	5,199,928	4,863,094	169,893	-	-	9,636	-	-	-	-	935	5,387	-	-	5,370,756	4,878,117
Sub - Total	11,684,093	12,061,837	613,981	561,487	125,187	167,691	26,111	10,953	30,193	30,292	33,137	42,346	-	-	12,512,702	12,874,606
EXPORTS																
Break Bulk	2,005,176	2,239,255	62,925	83,143	147,678	128,886	20,019	14,897	28,946	26,059	92,336	52,663	106	0	2,357,186	2,544,903
Liquid Bulk	101,369	75,035		0	0	0	0	0	-	-	-	-	0	0	101,369	75,035
Sub - Total	2,106,545	2,314,290	62,925	83,143	147,678	128,886	20,019	14,897	28,946	26,059	92,336	52,663	106	-	2,458,555	2,619,938
Outwards	-	-			-	-	-	-	53,841	45,664	8,427	2,528	305	1,667	62,573	49,859
Inwards	-	-			-	-	-	-	10,669	27,265	5,670	1,853	36	563	16,375	29,681
Sub - Total	-	-	-	-	-	-	-	-	64,510	72,929	14,097	4,381	341	2,230	78,948	79,540
Transshipment In	242,478	209,228			-	-	-	-	-	-	-	-	-	-	242,478	209,228
Transshipment Out	227,057	217,975													227,057	217,975
R/S	16,743	6,501													16,743	6,501
GRAND TOTAL	14,276,916	14,809,831	676,906	644,630	272,865	296,577	46,130	25,850	123,649	129,280	139,570	99,390	447	2,230	15,536,483	16,007,788
Note: DSM includes Bagamoyo and Tanga includes Pangani port																
Note: Yellow includes additional amount taken from statement 3																

CARGO TRAFFIC AT ALL PORTS 2014/15 - 2015/16															
STATEMENT NO. 1	DAR ES SALAAM		TANGA		MTWARA		KILWA, LINDI AND MAFIA		MWANZA		KIGOMA		KVELA		TOTAL
	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	
Dry Bulk	1,620,636	1,693,875	349,502	438,235	99760								0	0	2,069,898
Break Bulk	6,625,073	7,744,123	157,511	206,395	173,105	286,941	46,130	25,850	123,649	129,280	138,635	94,003	447	2,230	7,264,550
Liquid Bulk	5,301,297	4,938,129	169,893	-	-	9,636	-	-	-	-	935	5,387	-	-	5,472,125
Transshipment In	242,478	427,203			-		-	-	-	-	-	-	-	-	242,478
Transshipment Out	227,057														227,057
R/S	16,743														16,743
GRAND TOTAL	14,033,284	14,803,330	676,906	644,630	272,865	296,577	46,130	25,850	123,649	129,280	139,570	99,390	447	2,230	15,292,851
															16,001,287

MINOR COASTAL PORTS CARGO TRAFFIC 2014/15 - 2015/16									
STATEMENT NO. 2	Kilwa		Lindi		Mafia		Total		DWT
	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	
Imports	9,437	721	1,170	981	7,564	9,038	18,171	10,740	
Exports	806	10,844	862	1,254	8,563	2,799	10,231	14,897	
Sub Total	10,243	11,565	2,032	2,235	16,127	11,837	28,402	25,637	

STATEMENT NO. 3	COUNTRYWISE DISTRIBUTION OF CARGO THROUGH DAR ES SALAAM PORT 2014/15 - 2015/16																		(DWT)
	TANZANIA		ZAMBIA		D. R. CONGO		BURUNDI		RWANDA		MALAWI		UGANDA		Others		TOTAL		
	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	
IMPORTS																			
BREAK BULK	1,072,798	874,383	65,113	108,395	25,398	56,005	8,702	9,912	11,433	12,894	16,633	23,548	2,428	2,592	28,189	37,908	1,230,694	1,125,637	
DRY BULK	1,532,978	1,818,696	8,802	0	0	0	28,145	0	25,068	12,106	9,608	0	1,500	0	0	0	1,606,101	1,830,802	
LIQUID BULK	2,530,885	2,625,254	1,233,501	987,111	641,759	590,461	186,119	170,847	357,694	294,419	57,112	45,256	130,991	102,975	61,870	46,773	5,199,931	4,863,096	
CONTAINERIZED																			
FULL	2,455,471	2,772,100	303,031	409,405	321,451	500,627	110,859	131,944	423,359	376,184	23,288	23,830	20,288	20,772	11,601	25,377	3,669,348	4,260,239	
EMPTYES	7,999	3,819	-	0	-	-	-	-	-	-	-	-	-	-	-	-	7,999	3,819	
TOTAL IMPORTS	7,600,131	8,094,252	1,610,447	1,504,911	988,608	1,147,093	333,825	312,703	817,554	695,603	106,641	92,634	155,207	126,339	101,660	110,058	11,714,073	12,083,593	
EXPORTS																			
BREAK BULK	97,734	117,937	0	0	0	0	0	0	0	0	0	0	0	0	0	167	97,734	118,104.00	
LIQUID BULK	101,369	75,035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101,369	75035	
CONTAINERIZED																			
FULL	809,410	910,912	199,722	214,316	476,239	495,716	17,219	13,468	22,272	18,155	242	73	898	1,005	33	722	1,526,035	1,654,367	
EMPTYES	381,407	445,028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	381,407	445,028	
TOTAL EXPORTS	1,389,920	1,548,912	199,722	214,316	476,239	495,716	17,219	13,468	22,272	18,155	242	73	898	1,005	33	889	2,106,545	2,292,534	
Transshipment IN	212,666	427,203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212,666	427,203	
Transshipment OUT	227,256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227,256	0	
R/S	16,376	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,376	0	
GRAND TOTAL	9,446,349	10,070,367	1,810,169	1,719,227	1,464,847	1,642,809	351,044	326,171	839,826	713,758	106,883	92,707	156,105	127,344	101,693	110,947	14,276,916	14,803,330	

STATEMENT NO. 4								
CONTAINER PENETRATION IN THE DRY GENERAL CARGO TRADE 2014/15 - 2015/16								
	2015/2016				2014/2015			
	DRY CARGO (Tons)	CONTAINERIZED			DRY CARGO (Tons)	CONTAINERIZED		
		TEU's	TONS	%		TEU's	TONS	%
IMPORTS								
Dar es Salaam G/C	8,553,680	66,308	1,094,732	12.8	8,922,490	93,402	1,377,727	15.4
TICTS	2,834,886	237,557	2,834,886	100.0	2,883,744	241,182	2,883,744	100.0
Tanga	610,828	4,158	55,037	9.0	558,449	4,065	82,342	14.7
Mtwara	125,187	7,190	16,420	13.1	167,691	6,535	148,472	88.5
Sub Total	12,124,581	315,213	4,001,075	33.0	12,532,374	345,184	4,492,285	35.8
EXPORTS								
Dar es Salaam G/C	655,107	64,299	600,201	91.6	841,120	109,317	720,900	85.7
TICTS	1,418,496	226,945	1,418,496	100.0	1,369,927	201,660	1,369,927	100.0
Tanga	61,865	3,960	59,013	95.4	83,143	6,142	73,205	88.0
Mtwara	147,678	7,147	125,061	84.7	128,886	6,447	13,117	10.2
Sub Total	2,283,146	302,351	2,202,771	96.5	2,423,076	323,566	2,177,149	89.9
Transshipment IN	242,478	14,939	212,666	87.7	209,228	16,096	209,228	100.0
Transshipment OUT	227,256	17,083	227,256	100.0	217,975	17,053	217,975	100.0
R/S	16,376	1,531	16,376	100.0	6,501	256	6,501	100.0
GRAND TOTAL	14,893,837	651,117	6,660,144	44.7	15,389,154	702,155	7,103,138	46.2

STATEMENT NO. 5												
PRODUCTIVITY PER GANG PER SHIFT FOR GENERAL CARGO												
	DAR ES SALAAM						TANGA				MTWARA	
	2015/16			2014/15			2015/16		2014/15		2015/16	2014/15
	Break Bulk	Dry Bulk	Vehicles	Break Bulk	Dry Bulk	Vehicles	Break Bulk	Dry Bulk	Break Bulk	Dry 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
July	345	704	939	360	750	102	0	1487	-	384	26	142
August	354	714	830	496	707	757	0	0	165	492	142	251
September	299	532	509	361	687	1,051	0	1187	133	725	156	212
October	377	684	581	343	468	891	0	0	33	1,338	102	207
November	349	539	565	358	731	701	0	1007	-	-	830	345
December	517	509	616	382	655	598	0	0	-	1,273	154	-
January	542	491	502	283	660	585	79	1746	-	595	106	198
February	467	549	870	259	742	1,024	0	0	-	-	-	172
March	386	572	580	282	534	952	0	0	-	342	44	224
April	485	361	711	486	655	938	0	350	-	642	16	76
May	429	526	663	264	495	865	0	0	236	-	14	145
June	534	490	761	316	640	1,006	91	0	-	-	435	118
AVERAGE	424	556	677	349	644	789	14	481	47	483	169	174

STATEMENT NO. 6								
MOVES/24 HRS FOR CONTAINER TRAFFIC								
	DSM PORT - TICTS				TANGA		Mtwara	
	2015/16		2014/15		2015/16	2014/15	2015/16	2014/15
	Gross	Net	Gross	Net	Net	Net	Net	Net
July	591	640	524	566	63	59	16	299
August	675	616	532	930	73	63	29	-
September	601	651	518	660	52	89	-	257
October	609	681	575	667	78	78	210	160
November	615	694	575	667	82	98	184	187
December	637	668	531	669	-	96	188	221
January	584	655	584	655	71	82	159	187
February	603	676	603	676	82	100		257
March	599	674	599	674	96	79	87	27
April	604	684	604	684	64	91	-	-
May	596	651	596	651	199	90	-	12
June	593	651	593	651	108	74	-	-
TOTAL AVERAGE	609	662	569	679	81	83	73	134

STATEMENT NO. 7	PASSENGER TRAFFIC AT TPA PORTS																							
	DAR ES SALAAM								MWANZA								KIGOMA							
	2015/2016		2014/2015		2015/2016		2014/2015		2015/2016		2014/2015		2015/2016		2014/2015		2015/2016		2014/2015		2015/2016		2014/2015	
	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	73,640	67,999	65,144	59,637	7,305	5,758	28,118	26,814	40	21	107	208	-	-	1,105	1,179	80,985	73,778	94,474	87,838	80,985	73,778	94,474	87,838
August	77,165	76,780	62,366	67,977	5,059	4,162	34,982	37,330	44	30	112	157	-	-	809	1,404	82,268	80,972	98,269	106,868	82,268	80,972	98,269	106,868
September	71,512	66,895	52,103	43,599	3,727	3,694	23,799	23,690	32	23	101	148	-	-	973	1,040	75,271	70,612	76,976	68,477	75,271	70,612	76,976	68,477
October	54,957	58,241	59,003	61,112	7,003	8,715	17,499	16,300	28	28	703	742	-	-	330	429	61,988	66,984	77,535	78,583	61,988	66,984	77,535	78,583
November	57,108	62,101	65,697	70,234	10,339	8,618	15,122	14,565	38	20	323	833	-	-	549	687	67,485	70,739	81,691	86,319	67,485	70,739	81,691	86,319
December	81,672	78,459	87,491	88,818	15,200	17,415	9,923	8,911	11	14	103	135	-	-	864	1,307	96,883	95,888	98,381	99,171	96,883	95,888	98,381	99,171
January	75,745	75,255	77,042	74,941	13,571	11,479	4,782	3,425	61	38	177	145	-	-	616	791	89,377	86,772	82,617	79,302	89,377	86,772	82,617	79,302
February	59,372	60,553	63,007	61,828	10,472	8,800	7,135	5,984	31	25	339	529	237	284	287	391	70,112	69,662	70,768	68,732	70,112	69,662	70,768	68,732
March	61,328	63,813	62,899	62,242	10,000	8,019	8,498	7,199	42	26	136	1,259	339	262	418	723	71,709	72,120	71,951	71,423	71,709	72,120	71,951	71,423
April	60,677	63,579	68,284	66,433	8,222	6,675	9,286	7,328	227	649	431	894	-	-	-	-	69,126	70,903	78,001	74,655	69,126	70,903	78,001	74,655
May	66,113	70,420	60,852	58,974	7,676	5,125	8,937	8,619	526	606	102	30,521	73	15	463	507	74,388	76,166	70,354	98,621	74,388	76,166	70,354	98,621
June	66,177	65,270	66,243	63,127	10,951	8,778	6,568	5,311	823	1,317	63	481	102	60	364	305	78,053	75,425	73,238	69,224	78,053	75,425	73,238	69,224
TOTAL	805,466	809,365	790,131	778,922	109,525	97,238	174,649	165,476	1,903	2,797	2,697	36,052	751	621	6,778	8,763	917,645	910,021	974,255	989,213	917,645	910,021	974,255	989,213

STATEMENT NO. 8								
SHIPPING TRAFFIC AT MAJOR SEA PORTS								
	DAR ES SALAAM		TANGA		MTWARA		TOTAL	
	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015	2015/2016	2014/2015
1. DEEP SEA SHIPS								
(a). Dry General Cargo Vessels								
Number of Calls	424	414	67	16	14	24	505	454
GRT ('000)	17,261	15,831	916	386	192	297	18,370	16,515
(b). Container Vessels								
Number of Calls	457	488	-	47	19	18	476	553
GRT ('000)	11,019	10,787	-	631	252	253	11,271	11,671
(b). Tankers								
Number of Calls	139	140	15	-	1	4	155	144
GRT ('000)	3,723	3,778	342	-	16	43	4,081	3,821
Sub-Total -ship call	1,020	1,042	82	63	34	46	1,136	1,151
GRT	32,003	30,396	1,258	1,018	460	593	33,722	32,007
2. COASTAL SHIPS								
(a). Dry Cargo								
Number of Calls	447	409	4	43	65	363	516	815
GRT ('000)	126	93	1	22	48	724	175	839
(b). Tankers								
Number of Calls	51	51	-	-	-	-	51	51
GRT ('000)	106	150	-	-	-	-	106	150
Sub-Total -ship call	498	460	4	43	65	363	567	866
GRT	232	243	1	22	48	724	281	989
Grand- Total -ship calls	1,518	1,502	86	106	99	409	1,703	2,017
GRT	32,236	30,639	1,259	1,040	508	1,317	34,002	32,996

STATEMENT NO. 9								
QUAY AND CARGO HANDLING AREAS (30 JUNE 2016)								
	FACILITIES	DSM	TANGA	MTWARA	MWANZA	KIGOMA	KYELA	TOTAL
(a).	BERTHS, WHARVES, JETTY ETC.							
	Deep Water Berths No.	11	-	2	18	3		34
	-Total Length (m)	2,018	-	385	1151	301		3,855
	Depth Dredged	10	-	2		0		12
	Bulk Oil Jetty (Tanker Berth) No.	1	-	-	3	1		5
	Single Buoy Mooring (SBM) No.	2	-	-		0		2
	Grain Silo (30,000 Tons)	1	-	-		0		1
	Lighterage & Dhow Wharves No.	4	2	-		0	1	7
	-Total Length (m)	588	381	-		0		969
	Stream Handling Points No.	5	9	-				14
								-
(b).	SHEDS.							-
	Main Quay Transit Shed No.	6	1	1	7	1		16
	-Total Floor Area(m2)	46,439	-	7,322	38157	10300		102,218
	Passenger, Baggage Hall and Shed No.	2	-	-	4	1		7
	-Total Floor Area	532	-	-	3000			3,532
	Back of Port Transit Shed No.	2	-	1		0		3
	-Total Floor Area(m2)	6,290	-	9,160				15,450
	10 day Cargo Shed No.	1	-	-		0		1
	-Total Floor Area(m2)	1,560	-	-				1,560
	Lighterage Area Transit Shed No.	3	7	-		0		10
	-Total Floor Area(m2)	8,692	34,692	-				43,384
	Transit Depots No.	2	-	-				2
	-Total Floor Area (Ubungo) (m2)	28,060	-	-				28,060
	-Total Floor Area (Kurasini) (m2)	28,300	-	-				28,300
	Customs Warehouse No.	1	-	-	2			3
	-Total Floor Area (m2)	3,800						3,800
(c).	STACKING GROUNDS.							-
	Total Floor Area - main Port (m2)	129,794	28,210	15000		10000		183,004
	- Container Terminal (m2)	104,500				3745		108,245
	- AMI Area (m2)	22,800						22,800
	Transit Depots - (Ubungo) (m2)	29,745	-					29,745
	- (Kurasini) (m2)	40,385	-					40,385
	The Ports of Lindi, Kilwa Masoko and Mafia have the following facilities:							
	Lindi: 1 No: Dhow Jetty & 3 No: Transit shed - Floor area 1,783 (m2).							
	Kilwa Masoko; 1 No: Dhow Jetty & 1 Custom Godown - floor area 300(m2)							
	A unit Transit Shed is taken as part of the whole of a shed allocated for one berth.							
	Mafia: 1 No. Dhow jetty & Export and Import shed - floor area 417 (m2)							

STATEMENT NO.10							
CARGO HANDLING EQUIPMENT AND MARINE CRAFT (BY 30 JUNE 2016)							
FACILITIES	DAR ES SALAAM		TANGA	MTWARA	MWANZA	KIGOMA	KYELA
	TICTS	G/CARGO TERMINAL					
CARGO HANDLING EQUIPMENT							
CRANES:							
Portal Crane	0	4	0	0	1	2	0
Mobile Crane	0	4	0	2	1	2	1
Tower crane	0	0	0	0	0	0	0
Harbour Cranes	0	9	2	1	0	0	0
Ship to Shore Gantry Crane	5	0	0	0	0	0	0
Rubber Tyred Gantry Crane	10	1	0	0	0	0	0
Rail Mounted Gantry Crane	1	0	0	0	0	1	0
OPERATIONAL EQUIPMENTS							
Tractors	31	35	3	6	0	2	0
Trailers	39	74	14	12	7	11	0
Lorries	0	18	0	2	1	0	1
Forklifts (3-5Ton)	18	41	12	11	1	9	0
Forklifts (8-42Ton)	1	17	0	4	0	0	0
Front Loader	0	0	0	0	0	0	0
Reach stacker	0	15	4	2	0	0	0
Conveyors (Loading, Chain& Bert)	0	20	0	0	0	0	0
Grabs	0	13	2	0	0	0	0
Spreader	0	20	8	6	0	1	0
Weighbridge	0	3	2	2	3	0	0
Bucket Elevator	0	1	0	0	0	0	0
Grain Hoppers	0	5	2	2	0	0	0
Bagging Scales	0	0	0	0	0	0	0
Silo Bagging Line	0	0	0	0	0	0	0
Dust coll Unit	0	0	0	0	0	0	0
Mobile bagging unit	0	10	0	0	0	0	0
Generator	0	24	1	3	1	3	3
Stadd Cars	0	68	16	5	2	1	2
Motorcircles	0	49	0	6	2	2	2
Fire Tender	0	3	0	2	0	0	0
Ambulance	0	2	1	1	0	0	0
Wheel Loader	0	1	1	1	0	0	0
Water Bowser	0	1	0	0	0	0	0
Daft trucks	0	10	0	0	0	0	0
Fuel Tanker	0	1	0	0	0	0	0
Breakdown truck	0	2	0	0	0	0	0
Road Sweeper	0	1	0	0	0	0	0
MARINE CRAFTS							
Berthing Tugs	0	5	1	1	0	0	0
Ligther Towing Tugs	0	0	0	0	0	0	0
Cargo Lighters	0	12	0	0	0	0	0
Pantoons	0	1	0	0	0	0	0
Labour Launches	0	0	0	0	0	0	0
Pilot Boats	0	3	3	0	0	0	0
Patrol Boats	0	1	0	0	0	0	0
Mooring Boats	0	1	1	1	0	0	0
Water Barge	0	0	0	0	0	0	0
SBM Tender	0	1	0	0	0	0	0
Hydrograph Boat	0	1	0	0	0	0	0
Security Dingly	0	3	2	2	0	0	0
Inner Harbour Patrol Boat	0	3	0	0	0	0	0

STATEMENT NO.11					
NAVIGATIONAL AIDS AND LIGHTS (BY 30TH JUNE 2015)					
STATION	NAVIGATION AID TYPE	TOTAL IN Nos.	RANGE NM	SOURCE OF LIGHTS	ABOVE HIGH WATER (MTRS)
DSM PORT	STEEL BUOYS				
	Red (ps)	11	5.5 - 7	Solar	-
	Green(s.s)	5	5.5 - 7	"	-
	Beacons	8	5.5 - 7	Solar	-
	Leading mark/LM	13	10 - 18	"	-
	Light House (Makatumba)	2	15 - 96	"	29
MAFIA CHANNEL	STEEL BUOYS	2	3	Gas	-
	Light House				
	Ras Mkumbi	2	15.96	Gas	31
TANGA PORT	STEEL BUOYS				
	Red (ps)	2	3	Gas	-
	Green (s.s)	1	5.5 - 7	Solar	-
	Beacons	6	5.5 - 6.1	Gas & Solar	
	Leading mark/LM	6	7 - 12.6	"	
	Light House	1	14.5	Gas	26
MTWARA PORT	STEEL BUOYS				
	Red (ps)	3	5.5 - 7	Solar	-
	Green (s.s)	3	5.5 - 7	Solar	-
	GRP Red	0	4	Gas	-
	Leading mark/LM	1	7 - 12.6	Solar	16
	Light House	0	18 - 14	Gas	-
LINDI PORT	STEEL BUOYS	-	-	-	-
	Red (ps)	-	3	Gas	-
	Green (s.s)	-	3	Gas	-
	Beacons	-	-	-	-
	Leading mark/LM	-	-	Gas	-
	Light House	-	-	Gas	16
KILWA	STEEL BUOYS	-	4	Gas	-
	Leading mark/LM	-	7 - 12.6	Gas	-
Musoma	Steel Beacons	4	2 - 8	Solar	9 - 9
Nansio	Steel Beacons	4	2-6	Solar	6-7
	STEEL BUOYS	2	2	Solar	-
Mwanza North	Steel Beacons	6	2-4	Solar	-
Mwanza South	Steel Beacons	5	2-4	Solar	4-6
	GRP Beacons	2	2-4	Solar	8
	STEEL BUOYS	1	2	Solar	-
Mwaloni Jetties	Steel Beacons	8	2-4	Solar	6
Busisi Ferry	Steel Beacons	4	2	Solar	6
	STEEL BUOYS	1	2	Solar	-
Bukoba	Steel Beacons	5	42373	Solar	6
Kemondo	Steel Beacons	2	2	Solar	6
	GRP Beacons	2	2-8	Solar	6-8
	STEEL BUOYS	3	2	Solar	-









