



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF WORKS AND TRANSPORT
TANZANIA PORTS AUTHORITY



Please Refer:

Ref. No. FB.263/566/01/53

Date: 9th September 2022

Commissioner General,
Tanzania Revenue Authority,
P.O. Box 11491,
DAR ES SALAAM

Executive Secretary,
Tanzania Freight Forwarders Association (TAFFA),
P.O. Box 7900,
DAR ES SALAAM

Executive Secretary,
Tanzania Shipping Agents Associations (TASAA),
P.O. Box 63217,
DAR ES SALAAM

Chairman,
Container and Inland Depots Association of Tanzania,
P.O. Box 2517,
DAR ES SALAAM



Re: **SUBMISSION OF STANDARD OPERATING PROCEDURES FOR RECEIVING, TRANSFER, STORAGE AND DELIVERY OF VEHICLES FROM THE PORT OF DAR ES SALAAM TO DRY PORT PORTS UNDER PORT EXTENSION MODE FOR YOUR REVIEW AND COMMENTS**

Reference is made to the above subject.

2. We would like to inform you that, Tanzania Ports Authority is at the final stage of engaging Dry Port Operator under port extension mode on provision of port services in respect with receiving, transfer, storage and delivery of vehicles from the port of Dar es Salaam as a strategy to free the port from cargo congestion.
3. In compliance with the requirements of the Regulation 25 of the Tanzania Shipping Agencies (Dry Port) Regulations, 2018, we have prepared draft Standard

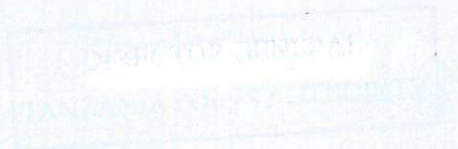
Operating Procedures (SOPs) which set-out duties and responsibilities of parties involved in the handling of motor vehicles cargo under port extension mode.

4. Therefore, we submit the SOPs for your review and comments prior to be signed by both parties

5. Considering the prevailing challenges of Dar es Salaam port storage capacity, we urge your good office to reciprocate on this matter by 14th September 2022. The comments may be submitted through dg@ports.go.tz and copy to josephnat.lukindo@ports.go.tz.

6. I thank you for your continued cooperation.

Plasduce M. Mbossa
DIRECTOR GENERAL



Copy.

Port Director
DAR ES SALAAM

**STANDARD OPERATING PROCEDURES FOR RECEIVING,
TRANSFER, STORAGE AND DELIVERY OF VEHICLES FROM THE
PORT OF DAR ES SALAAM TO DRY PORTS UNDER PORT
EXTENSION MODE**

AUGUST 2022

This Standard Operating Procedures (SOP) is made this..... day of, between Tanzania Ports Authority, (herein collectively referred as the **Port Operator**) and the **Inland Container Depots Operator** (Whether or not CIDAT members) who is in this SOP are represented by CIDAT, Tanzania Shipping Agencies Association (TASAA) and Tanzania Freight Forwarder Association (TAFFA) herein collectively referred as the "Parties" and **Tanzania Revenue Authority** (herein after referred as Witness)

PREAMBLE

- A. WHEREAS** the Tanzania Ports Authority (TPA) wishes to use Dry Ports for handling of all imported Vehicles and ancillary services in accordance with the terms of **Port Extension Agreement** and these Standard Operating Procedures (herein referred to as "SOP");
- B. WHEREAS** Dry Port Operator has agreed to provide to the Port Operator with the services required in accordance with the standard terms of this SOP;
- C. WHEREAS** SOP set guidelines and address all operational issues including but not limited to duties and responsibilities of all parties involved in facilitating handling of Vehicles nominated to Dry Port; documentation, billing, transfer and handover of Vehicles between the Port Operator and the Dry Port, delivery of Vehicles to importers at Dry Port, handling of overdue Vehicles with associated cost/revenue sharing, sharing of information among parties and reconciliation with TRA and others after the completion of the transfer and delivery process;
- D. AND WHEREAS** the parties herein recognize that this SOP set out guidelines and parameters for provision of port services and that each party shall execute a Port Extension Agreement (herein referred to as "PEA") between parties which sets out the terms and conditions of operational aspects of implementing this SOP;
- E. AND PROVIDED THAT** parties to the PEA shall ensure that the terms and conditions of the PEA do not contravene or conflict the terms set out in this SOP.

1.0 DEFINITIONS

In these SOP, unless the context otherwise requires, the terms used herein shall mean the following:

Cargo	Means goods, merchandise, items or materials accepted for commercial transportation by an ocean carrier including dry and liquid substances in loose form, aggregated or containerised.
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Carrier	Means an individual, company, or corporation engaged in the transportation of goods by sea.
Cargo Manifest	Means detailed list of cargo carried on board a ship providing among others, the Bill of Lading, Port of loading, Port of Discharge, Shipper, Consignee, cargo description, measurement, etc., required to be declared to Customs and Port before discharging the cargo from the ship
Customs	Means the Tanzanian Revenue Authority (TRA) Customs and Excise Department responsible for regulating the flow of goods to and from Tanzania and to collect duties levied by Tanzania on imports and exports.
Delivery Order	Means a document issued by Shipping Agent on behalf of a carrier, to a named party approving a port terminal operator or dry port to undertake physical delivery of cargo under a specified bill of lading to the named party.
Dry Port	Means an inland common user facility which is directly linked to a maritime port by railway or road, having appropriate infrastructure, equipment and storage facilities operating as a centre for transshipment of sea bound cargo and containers to and from inland destinations and includes "Inland Clearance Depots for Containers or Vehicles and "Empty Container Depots.
Dry Port Operator	Means a company which, for the purpose of the Tanzania Shipping Agencies (Dry Port) Regulations, 2018 is licensed to carry out the functions of dry port.
Port Operator	Means Tanzania Ports Authority established under section 4 of the Ports Act Cap [166].
Port Extension Agreement	Means the port extension contract entered between Port Operator and Dry Port Operator pursuant to Regulations 23 of Tanzania Shipping Agencies (Dry Port) Regulations, 2018.

Regulator: means the Tanzania Shipping Agencies Corporation (TASAC), established under Tanzania Shipping Agencies Act, 2017 as a maritime authority to regulate ports, shipping services, maritime environment, safety and security and maritime transport services in Tanzania.

Shipping Agent A Shipping Agent means a company engaged in providing Shipping Agency services for sea ports and inland waterways port in mainland Tanzania in accordance with Tanzania Shipping Agencies Act.No.14 of 2017.

Shipper Shippers Means a consignor of cargo named in the bill of lading as party responsible for initiating a shipment, and who is responsible for payment of freight cost or forming agreement with the carrier on how the freight cost has to be paid.

Vehicles means motor cars, station wagons combis, panel vans, light commercial vehicles, light trucks, pick-ups, heavy-duty trucks, buses of all kinds and capacities, motorcycles, tricycles of all kinds, agricultural tractors and all wheeled self-propelled vehicles including types of trailers and wheeled chassis.

WES Means 'Want of Entry Slip'

2.0 GENERAL INTERPRETATION

2.1 In these SOP the singular shall include the plural and the plural shall include the singular except where the text otherwise requires.

2.2 Headings used in this SOP are included for ease of reference and shall not affect the interpretation of its text.

3.0 GENERAL GUIDING PRINCIPLES

3.1 The Parties recognise that Port extension mode shall be used during transfer of Vehicles from the Port Operator to Dry Ports as per the Tanzania Shipping Agencies (Dry Port) Regulations, 2018.

- 3.2 Port extension mode shall be applicable for Local Vehicles and transit Vehicles.
- 3.3 The Port Extension mode shall be done or determined by the Port Operators to regulate Operational Yard Densities in compliance with Regulator Benchmark.
- 3.4 This SOP sets the guidelines and procedures to be followed during transfer of Vehicles from Dar es Salaam Port to Dry Ports under Port Extension mode and shall accordingly apply to all such transfers at Dar es Salaam port. The SOP shall also be applicable to all parties who are involved and obliged to facilitate the handling of Vehicles through Dry Port.
- 3.5 To facilitate the quick transfer of Vehicles to Dry Port, the Port Operator and the Dry Port Operator shall agree on an efficient method of executing payment of Port Operator handling charges. The credit or deposit facility before the berthing of the vessel arrival is preferable. Terms and conditions for such arrangement shall be agreed upon between the Port Operator and the Dry Port and clearly stated in the PEA between them.
- 3.6 As a general rule, the Port Operator retain the responsibility on all Vehicles being transferred to respective Dry Port until their delivery to customers or Customs, subject to agreed terms in the PEA which will among others set out the details on apportionment of responsibility, liability, and indemnification on the transferred Vehicles between the Port Operator and respective Dry Port.
- 3.7 As a general rule, the Port Operator and the Dry Port Operator shall jointly be responsible on the transferred Vehicles which shall become overdue while still under the Dry Port Operator's custody until delivery or handover to Customs as overdue cargo.
- 3.8 The SOP shall be read and construed together with the laws governing importation and exportation of goods, Port Management and Operations, legislation relating to Maritime Transport Regulation, Maritime Laws and where there is any conflict in the interpretation, the substantive Law shall prevail.

4.0 DUTIES AND RESPONSIBILITIES OF PARTIES TO THIS SOP

Duties and responsibility of each party involved in facilitation of handling Vehicles through Dry Port shall be as follows:

4.1 Shipping Agent:

- (i) Assigning of Vehicles cargo to Dry Port in the available Custom system for both Shipper and Port extension.

- (ii) Lodge cargo manifest in available Custom system in advance of ships arrival.
- (iii) Submission of Vehicles cargo discharge information to the Port Operator.
- (iv) Issuance of delivery orders for Vehicles/cargo delivery at Dry Port.
- (v) Making follow up of their overdue Vehicles at Dry Port.

4.2 Port Operator

- (i) Allocating Vehicles to Dry Port.
- (ii) Advising Shipping Agent on Vehicles nominated to Dry Port including Vehicles to be retained in the port for specific reason operational and administrative reasons.
- (iii) Discharge of Dry Port nominated Vehicles from the ship.
- (iv) Facilitation of transfer of Vehicles nominated to Dry Port for easy access, attending transfer documentation and provision of Vehicles handling service to Dry Port Operator.
- (v) Handing over of Vehicles to the assigned Dry Port Operator in a manner and arrangement agreed between parties.
- (vi) Conducting periodic Vehicles stock taking/audit at respective depots as set out in the PEA.
- (vii) Informing Dry Port Operator/Shipping Agent/Customs on any disruption affecting transfer of nominated Vehicles to Dry Port.
- (viii) Prepare and set service levels to be maintained by the Dry Port Operator and its monitoring mechanism.

4.3 Tanzania Revenue Authority (Customs)

- (i) Approval of cargo manifest lodged by Shipping Agent nominated to Dry Port.
- (ii) Monitor Vehicles transfer from Port Operator to Dry Port through the execution of various approvals through TANCIS
- (iii) Management and overall control of Vehicles/cargo clearance from Dry Ports.

4.4 Clearing and Forwarding agent:

Clearance of Vehicles cargo through Dry Port on behalf of the importer.

4.5 Dry Port Operator

- (i) Safely transfer of nominated Vehicles to Dry Port yard and store in safe place pending delivery.
- (ii) Designate a space in the Dry Port yard for receiving and keeping Vehicles.
- (iii) Provide ancillary services to Vehicles and any other related services as may be required.

- (iv) Maintain effective security controls for Vehicles and their related cargo when in their custody until delivery.
- (v) Render the service of Vehicles/cargo delivery to Clearing and Forwarding Agent as per requirements provided in this SOP.
- (vi) Up-date Port Operator Operator/Customs/Shipping Agent electronically on Vehicles movement information as provided in this SOP.
- (vii) Communicate electronically with Customs/Port Operator/Shipping Agent in the event of the failure to transfer nominated Vehicles to Dry Ports providing the reasons for failure and ask for solution from the responsible party as provided in this SOP.
- (viii) Maintain good standard of services to customers.
- (ix) Carry out any other service in compliance with the Customs Laws and Regulations.

5.0 DISCHARGE OPERATION

Discharge Operation shall entirely involve Port Operator executing the stevedore operation by discharging Vehicles to the designated Handing Over point. Dry Port Operator shall take responsibility of the Vehicles from there onwards to Dry Port Operator via the designated Holding Ground depending on situation, on some occasions the Handing Over Point shall also be the holding ground as shall be determined by Port Operator. Discharge of Vehicles shall be in sequence and by categories as follows: -

5.1 Category 1: (Intact Vehicles)

Vehicles found with parts (e.g., radio, power windows etc.) visually "INTACT", starting well and no damage/dent etc., shall be discharged first and direct to the designated Handing Over Point and the following shall be done: -

- (i) Port Operator and Dry Port Operator Clerks/Driver shall inspect the Vehicles and if found visually in intact shall paste them with a "GREEN" sticker at the Vehicles' windscreen.
- (ii) Once an intact unit has been inspected and pasted with a GREEN sticker, Dry Port Operator's driver shall drive the Vehicles to a designated Holding Ground.
- (iii) In the event that the Handing Over Point is also the designated Holding Ground, the Vehicles shall be left under Dry Port Operator's control.
- (iv) For Vehicles which are found intact but also loaded with cargo onboard

(see CATEGORY 5) shall bear two stickers, "GREEN" to indicate intact condition of the Vehicles and "YELLOW" to indicate goods loaded onboard. The Vehicles loaded with good shall remain onboard and discharged last as provided in section 2.0.

5.2 Category 2: (Vehicles with Missing Car Parts)

- (i) Vehicles found with parts missing onboard a ship shall be set aside in the respective Ship Deck and "a joint tally" involving Port Operator, Ship's Officer/Agent and Dry Port Operator Officer shall be conducted onboard including inspection for other accessories like jack & wheel spanner and VDITT prepared and signed prior to discharge of the Vehicles.
- (ii) Once inspected, Port Operator clerks shall paste the defective unit with a "RED" sticker at the Vehicles' windscreen. The Vehicles shall be left in the respective Deck until the end of discharge operation and discharged last.
- (iii) For Vehicles which are found with missing parts and also loaded with cargo onboard (see CATEGORY 5) shall bear two stickers, "RED" to indicate intact condition and "YELLOW" to indicate goods loaded onboard and shall remain onboard and discharged last as provided in section 2.0.

5.3 Category-3:(Vehicles not Starting even After Being Boosted)

- (i) Vehicles "not starting even after being boosted" shall be set aside onboard in the respective Ship Deck and reason for not starting shall be provide by Ship's Officer to Port Operator Technician and Dry Port Operator's Officer/technician (where applicable).
- (ii) "A Joint Tally Operation" Shall be conducted onboard and VDITT prepared showing categorically reason for non-starting e.g missing 'Engine Control box, lack of fuel, unknown technical reason etc. For missing "Engine Control box" Letter of Indemnity shall be issued by the Ship's Officer to Port Operator.

5.4 Category-4:(Vehicles with Missing Ignition Key)

Vehicles with missing "Ignition Keys" shall only be discharged after receipt of "letter of indemnity" from Ship's Officer and Ship's acknowledgement on Port Operator, VDITT completed onboard which shall indicate categorically "Ignition key Missing." Copy of Indemnity letter shall be given to Dry Port Operator's Officer.

5.5 Category-5: (Vehicles Loaded with Cargo)

For Security reasons, Vehicles loaded with "personal effects or goods" of any kind including Vehicles stowed on other Vehicles shall also be set aside onboard in a respective deck. Discharge of such Vehicles shall be done last. While in the

respective Deck, the Vehicles shall be inspected onboard by Port Operator and Dry Port Operator clerk as follows: -

- (i) If found intact shall be pasted with a "GREEN" sticker to indicate its intact condition "YELLOW" sticker to indicate presence of goods onboard that require Security attention.
- (ii) If found with parts missing shall be passed with "RED" sticker to indicate its condition and "YELLOW" sticker to indicate presence of goods on-board that require more Security attention.
- (iii) In both cases, VIDTT shall be prepared to indicate condition of the Vehicles and that the Vehicles is loaded with goods on board.
- (iv) More attention shall be given to the Vehicles with goods on-board by both Port Operator and Dry Port Operator security personnel.

5.6 **Category- 6: (Vehicle with Special Keys)**

- (i) For Vehicles with special keys vulnerable to theft, the Vehicles shall be inspected onboard and VDITT prepared indicating the condition of the Vehicles and Special Key Remarks to indicate presence of the key while onboard. Number of keys shall be indicated in the remark space provided together with the name and ID number of the Port Operator driver who shall sign on all copies of VDITT.
- (ii) Once the unit is inspected, shall be pasted with an appropriate sticker, indicating its condition. (i.e intact - GREEN Un intact - RED, Intact with cargo - GREEN + YELLOW, Un intact with cargo = 'RED+YELLOW).
- (iii) After inspection, the Port Operator's driver shall drive the Vehicles to the Handing Over Point where the driver shall hand over the key to a Nominated Dry Port Operator's Officer in presence of Port Operator Security staff. Dry Port Operator Officer shall sign Port Operator's Security Logbook to acknowledge receipt of the keys. The Port Operator's driver shall also countersign Port Operator's Security Logbook.

5.7 **Special Instruction for Handling of Vehicles in Categories 2 to 6**

- (i) Strictly all Vehicles under the categories 2 to 6 shall be discharged last.
- (ii) If the vehicles under these categories obstruct the discharge operation, the Port Operator's Officer in charge shall look for best alternative place onboard or at quayside provided the vehicles are handled with special care in particular Vehicles with special keys.
- (iii) In addition to VDITT, Port Operator shall prepare a list of Vehicles falling under categories 2 to 6 indicating chassis number and details of each

Vehicles condition (missing parts/Non starting/missing engine control/missing keys, presence of cargo onboard etc.) to be signed by Ship's Officers. The list signed list shall be distributed to all parties; Port Operator/Ship Agent.

5.8 Reconciliation of Discharge List with Actual Discharge Vehicles

- (i) While at holding ground, Port Operator's clerk together with Dry Port Operator's Clerk shall reconcile Vehicles discharged against Discharged List.
- (ii) Reconciliation shall also cover Plant and Equipment or any Vehicles remaining in the Port Operator's, and this shall be extended by Port Operator's clerk.
- (iii) The reconciliation shall involve checking actual Chassis Numbers against the Discharge List and adding the remarks on the condition of the Vehicles as follows: -
 - (a) Green - 'V'
 - (b) Red - 'X'
 - (c) Yellows - 'C'
 - (d) Green & Yellow - 'V+C'
 - (e) Red & Yellow - 'X+C'
- (iv) After reconciliation the following shall be reported, and appropriate action taken by Port Operator. -
 - (a) Short, landed Vehicles
 - (b) Excess Landed Vehicles
 - (c) Transshipment Vehicles
- (v) Reconciled list shall be prepared in (6) copies and also distributed as follows: -
 - (d) Dry Port Operator,
 - (e) TRA,
 - (f) Port Operator's Security staff,
 - (g) Motor vehicle Section,
 - (h) Discharging Section,
 - (i) Port Operator's Statistics.
 - (j) The CMS shall also be provided with soft copy by e-mail

6.0 TRANSFER TO DRY PORT OPERATOR

- 6.1 Transfer of Vehicles to Dry Port Operator shall use the reconciled Discharged List with Vehicles remaining at Port Operator removed from the list by Port Operator.

- 6.2 The final transfer list shall be distributed as follows: -
- (i) Port Operator's Security staff,
 - (ii) TRA,
 - (iii) Dry Port Operator,
 - (iv) Motor vehicle Section, and
 - (v) Revenue Section.
- 6.3 Transfer operation shall involve Dry Port Operator driver driving the Vehicles from the Holding Ground to Port Operator's exit gate awaiting clearance to Dry Port Operator's Yard.
- 6.4 At the exit gate, chassis number of the Vehicles shall be physically verified and compared to the one in the Transfer List (Hard and Soft Copies) by Port Operator's Clerk and Security, Dry Port Operator's Clerk and TRA Officer.
- 7.0 PREPARATION OF LIST OF VEHICLES TRANSFERRED TO DRY PORT OPERATOR**
- 7.1 On completion of the transfer operation the list of Vehicles transferred to Dry Port Operator shall be prepared by reconciling records of all parties; and
- 7.2 The reconciled list shall be signed by Dry Port Operator's Officer to acknowledge transfer of the Vehicles to Dry Port Operator.
- 8.0 DOCUMENTATION AND DELIVERY OF VEHICLES TO C&F AGENT**
- 8.1 Vehicle's clearance documentation shall involve use of Port Operator's Cargo System and Billing to generate invoices.
- 8.2 On daily basis, Dry Port Operator shall avail Port Operator with copies of Payment receipts and Gate Passes of the day for updating Cargo and Billing Systems.
- 9.0 RECEIPT OF CLIENT'S CLAIM NOTICE**
- 9.1 Upon delivery at Dry Port Operator, if the Vehicles is found with missing parts, fault damaged etc which attract claim by the client, the C&F Agent/Consignee shall be asked to complete a "CLAIM" NOTICE FORM "to be found at Port Operator 's Customer Services Offices at Dry Port Operator indicating the missing part or remark on damage.
- 9.2 Upon receipt, the Customer Service Officer at Dry Port Operator shall verify the CLAIM NOTICE FORM as follows: -
- (i) If the Vehicles is in the RED list, Customer Service Officer shall verify the respective VDITT details against the claim details, If the claimed part/damage is in the VIDTT the C&F Agent shall be advised to lodge the

claim with Shipping Agent by putting remark on the CLAIM NOTICE FORM. If the part missing is not in the VDITT, the CLAIM NOTICE FORM shall be accepted and handed over to Dry Port Operator to await formal claim.

- (ii) If the Vehicles is in GREEN category, the car shall jointly be verified by Port Operator/Dry Port Operator and Dry Port Operator Officers, VDITT and CLAIM NOTICE FORM shall be accepted and handed over to Dry Port Operator to wait formal claim.
- (iii) The CLAIM NOTICE FORM shall be filled in 4 copies and distributed as follows: -
 - (i) 1st Copy to C&F Agent,
 - (ii) 2nd Copy to Dry Port Operator
 - (iii) 3rd Copy to Commercial Manager – Port Operator
 - (iv) 4th Copy to remain with to Customer Service at Dry Port Operator

10.0 WANT OF ENTRY SLIP (WES) PREPARATION

10.1 On weekly basis, Port Operator shall prepare details of uncleared vehicles from Cargo System and submit to Dry Port Operator for WES preparation.

10.2 WES prepared shall be submitted to Customs with copies to Port Operator.

10.3 Port Operator shall liaise with TRA to establish the following for planning of appropriate party to disposal: -

- (i) Vehicles entered – Local (Duty Paid/ Not Paid)
- (ii) Vehicles entered – Transit
- (iii) Un entered vehicles (Local & Transit)

10.4 Port Operator shall coordinate all the disposal of un-cleared vehicles.

11.0 INVENTORY

The Port Operator shall conduct both periodic and ad hoc inventory of stocks at Dry Port. Dry Port Operator shall be obliged to provide all required assistance for the exercise.

12.0 CHANGE OF POLICY ON TRANSFER OF VEHICLES TO DRY PORTS

In the event that the policy on transfer of Vehicles to Dry Ports is changed, upon approval by the Corporation, the parties shall amend this SOP only to the extent required and the provisions of this SOP shall remain in full force and effect.

13.0 DURATION OF SOP

This SOP shall come into force after the approval of the Corporation as provided under Tanzania Shipping Agencies (Dry Port) Regulations, G.N 341 Of 2018 and shall remain until it is replaced, amended or revoked by operation of the Law.

14.0 REVISION OF SOP

In the event of the review necessitates the amendment of the SOP the same shall be amended upon agreement by all parties in writing and approval of the Corporation.

15.0 CLARIFICATIONS AND DISPUTES

15.1 The Parties agree that in the event of any need for clarification and/or interpretation on the contents of this SOP and/or any dispute relating to this SOP, the party affected shall refer the matter in the first instance to the Regulator for in accordance with the Tanzania Shipping Agencies (Complaints Handling) Regulations GN. No. 338 of 2018 for determination.

15.2 In the case of any continuing disputes, the aggrieved party may refer the matter to Ministry responsible for Transports.

15.3 Failure of which the same shall be referred to the Court of competent jurisdiction.

16.0 GOVERNING LAW

This SOP shall be governed by the Tanzania Shipping Agencies Act. Regulations and other Relevant Laws of Tanzania.

IN WITNESS and acting on behalf of their respective institutions, the undersigned have signed the STANDARD OPERATING PROCEDURES on the dates first above written,

SIGNED and DELIVERED for and on behalf of the **TANZANIA PORTS AUTHORITY (TPA)**,

NAME: Plasduce Mkeli Mbossa
SIGNATURE:
DESIGNATION: DIRECTOR GENERAL
POSTAL ADDRESS: P.O. Box 9184, DAR ES SALAAM
TELEPHONE: +255 22 2116250
EMAIL: dg@ports.go.tz

In the Presence of:

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS: P.O. Box 9184, DAR ES SALAAM
TELEPHONE: +255 22 2116250
EMAIL: dg@ports.go.tz

SIGNED and DELIVERED for and on behalf of the **TANZANIA REVENUE AUTHORITY (TRA)**,

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

In the Presence of:

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

SIGNED and DELIVERED for and on behalf of the **TANZANIA SHIPPING AGENTS ASSOCIATIONS (TASAA)**,

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

In the Presence of:

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

SIGNED and DELIVERED for and on behalf of **THE CONTAINER AND INLAND DEPOTS ASSOCIATION OF TANZANIA (CIDAT)**,

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

In the Presence of:

NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

SIGNED and DELIVERED for and on behalf of the **TANZANIA FREIGHT FORWARDERS ASSOCIATION (TAFFA)**,

.....
NAME:
SIGNATURE:
DESIGNATION:
POSTAL ADDRESS:
TELEPHONE:
EMAIL:

In the Presence of:

NAME:
SIGNATURE:
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POSTAL ADDRESS:
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