The Tanzania Ports Authority (TPA) has officially announced its Revised Sea-Port Tariff 2026, which comes into effect this February. While periodic tariff updates are a standard part of port management, this latest revision has sparked particular attention across the East African logistics sector, drawing interest from freight forwarders, shippers, regional traders, and other stakeholders who rely heavily on Tanzanian ports.

The adjustments come after Kenya raised its own port tariffs, with TPA's new charges increasing by 2 to 15 per cent across various services. The changes are expected to put additional pressure on regional importers, exporters, and ultimately, consumer prices.

TPA said in the official notice, the revision followed a year-long review throughout 2025, conducted in line with national laws and regulations. The process involved extensive consultations with stakeholders, coordinated jointly with the Tanzania Shipping Agencies Corporation (TASAC). The final tariff, approved under Government Notice No. 03 of 9 January 2026, is publicly available on the TPA website.

For the Federation of East African Freight Forwarders Associations (FEAFFA) and its members across the East African Community (EAC), the update is significant. Tanzania's ports; especially the Port of Dar es Salaam; serve as critical gateways not just for domestic cargo, but for transit trade destined for landlocked neighbors such as Uganda, Rwanda, Burundi, and the Democratic Republic of Congo. Any increase in port charges directly affects the cost of moving goods along the Central Corridor and other regional trade routes.

The move mirrors a similar decision by the Kenya Ports Authority (KPA) in 2025, which had a noticeable impact on freight forwarders, clearing agents, and shipping lines operating through the Port of Mombasa. Together, these revisions highlight a broader regional trend: port authorities are adjusting tariffs to fund infrastructure expansion, modernization, and long-term sustainability. At the same time, these changes add new financial pressures on logistics providers and traders.

According to the FEAFFA, these adjustments come at a challenging time for the shipping and logistics industry, which is already dealing with volatile freight rates, tightening margins, and uncertain markets. For freight forwarders, rising port costs are often unavoidable and typically passed along the supply chain, ultimately affecting traders, businesses, and consumers across the region.

While the Federation welcomes the consultative approach taken by both TPA and KPA, it stresses the importance of transparency, predictability, and ongoing dialogue in implementing revised tariffs. FEAFFA Executive Director Elias Baluku told the media that any increase should come with tangible improvements in service:

“Port tariff increases should go hand in hand with measurable gains in efficiency, faster cargo processing, and enhanced digital systems across EAC ports.”

As tariff reviews become more frequent across the region, FEAFFA will continue working closely with port authorities, regulators, and member associations to ensure the interests of freight forwarders and regional trade stakeholders are represented. The Federation maintains that port reforms should strengthen East Africa’s trade corridors, not make them less competitive.

FEAFFA is the regional umbrella body representing customs clearing and forwarding agents across East Africa. Its membership includes national associations such as the Tanzania Freight Forwarders Association (TAFFA), Kenya International Freight and Warehousing Association (KIFWA), Rwanda Freight Forwarders Association (RWAFFA), Zanzibar Freight Forwarders Bureau (ZFB), Association Burundaise des Agences en Douane et Transitaires (ABADT), South Sudan Freight Forwarders Association (SSFFA), and the Uganda Freight Forwarders Association (UFFA).