



Tanzania Port Infrastructure Development (PID) Levy

Effective from 1st July 2026

What is the Port Infrastructure Development (PID) Levy?

The Port Infrastructure Development (PID) Levy is a statutory port charge introduced by the Tanzania Ports Authority (TPA) under the 2026 Sea Ports Tariff Book, which was issued pursuant to section 73(1)(a) of the Ports Act, Cap. 166 (R.E. 2023). The levy is created for dedicated funding source for long-term investment in Tanzania's port infrastructure.

The Authority has indicated that the revenue will contribute to an infrastructure programme which is intended to finance expansion of the Port of Dar es Salaam, modernization of the Ports of Tanga and Mtwara, inland dry ports and logistics facilities, cargo handling equipment, digitalisation and operational efficiency improvements and increased capacity to handle regional transit cargo.



The levy is calculated as a percentage of customs duty of imported goods as per Table 1 below.

Table 1: Port Infrastructure Development (PID) Levy

Category	PID Levy
Domestic import cargo	4.5% of customs duty
Industrial raw materials	1.5% of customs duty
Goods attracting zero customs duty	1.50%
Liquid bulk cargo	Exempt

The levy was initially imposed at 9% and subsequently reduced to 4.5% because the stakeholders argued that the proposed 9% levy would significantly increase the landed cost of imported goods because it would be added on top of existing customs duties, VAT, railway development levy, port handling charges and other statutory fees.

The PID Levy is a TPA port charge, not an additional customs duty.

Who pays the levy?



The economic burden generally falls on the cargo owner (importer/consignee) with effect from 1st July 2026. The levy is intended to be paid during the import cargo clearance process, together with other applicable port charges before cargo release.

In practice:

- The importer appoints a clearing and forwarding agent;
- The agent processes customs and port documentation;
- The agent pays applicable port charges on behalf of the importer;
- The importer reimburses the agent or settles directly depending on contractual arrangements.

Which businesses will be most affected?

The impact depends primarily on import volume and customs duty exposure. Sectors like Import trading companies, Manufacturing companies importing inputs, Importers of vehicles, parts and its spare parts, Large retailers importing directly rather than purchasing locally are expected to experience the greatest increase in landed costs.

Who is exempt?

The published tariff specifically excludes liquid bulk cargo. And there's a reduced 1.5% rate applying to industrial raw materials and goods attracting zero customs duty.

