

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE DEEPENING AND STRENGTHENING OF BERTHS 8–11 AND ELECTRICAL WORKS FOR BERTHS 1–11, THE RO-RO YARD AND THE CONTAINER TERMINAL AT DAR ES SALAAM PORT, PLOT NO. 1/2, MVINJENI MTAA, KURASINI WARD, TEMEKE MUNICIPALITY, DAR ES SALAAM REGION

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EXECUTIVE SUMMARY

(a) Title and Location of the Project

The proposed project is titled **Environmental and Social Impact Assessment for the Deepening and Strengthening of Berths 8–11 and Electrical Works for Berths 1–11, the Ro-Ro Yard and the Container Terminal at Dar es Salaam Port**.

The project is located within Dar es Salaam Port, Plot No. 1/2, Mvinjeni Mtaa, Kurasini Ward, Temeke Municipality, Dar es Salaam Region. The works will be carried out inside the existing port area. No project activities will extend into residential areas, undeveloped land, farms, or natural coastal habitats outside the port boundary.

(b) Name of the Proponent

The project proponent is **Tanzania Ports Authority (TPA)**.

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(c) EIA Experts / Consultants

The Environmental and Social Impact Assessment was undertaken by **Tansheq Limited**, a registered environmental consulting firm based in Dar es Salaam.

The study team was led by **Mr. Lusako Raphael**, Team Leader, supported by specialists in environmental management, waste management, marine ecology, sociology, community development, occupational health and safety, and environmental engineering.

(d) Brief Description and Justification of the Project

Dar es Salaam Port is the main sea gateway for Tanzania and serves several neighbouring landlocked countries, including Zambia, Malawi, Rwanda, Burundi, Uganda and the Democratic Republic of Congo. The port is therefore very important for trade, transport, employment and national economic growth.

The project will improve the existing port facilities by deepening and strengthening **Berths 8–11**, paving the container stacking yard behind these berths, and upgrading electrical systems serving **Berths 1–11, the Ro-Ro Yard and the Container Terminal**. The works will allow the port to receive larger vessels, improve cargo handling, reduce delays, improve safety and increase operational efficiency.

The project is justified because the existing berth depth and quay structures limit the size of ships that can safely use the port. The existing electrical infrastructure also needs improvement to support modern port operations. Upgrading the current port facilities is considered better than developing a new port area elsewhere because it uses already developed land and avoids major new land acquisition and displacement.

(e) Description of the Project Environment

The project area is a long-established industrial port environment. The land area is already paved or developed for port operations, including berths, container yards, warehouses, cranes, roads, substations and other port infrastructure.

There are no farms, forests, wetlands, schools, hospitals, houses or sensitive natural habitats within the direct project footprint. The terrestrial environment has already been heavily modified by many years of port development.

The marine environment around Berths 8–11 is also influenced by existing port activities, ship movements, dredging history and cargo handling. The seabed around the berths consists mainly of sand, silt and sediments typical of a working harbour. No coral reefs or seagrass beds are located directly within the dredging and berth improvement area. However, sensitive marine habitats such as coral reefs, seagrass areas and mangroves exist farther away along the Dar es Salaam coast and have therefore been considered in the assessment.

No threatened or endangered species was confirmed within the direct Berths 8–11 footprint, although threatened and conservation-sensitive species occur or may occur within the wider Dar es Salaam coastal and marine environment.

The surrounding social environment includes port workers, transporters, clearing and forwarding agents, small businesses, fishers, nearby communities and local authorities. The port provides many direct and indirect economic benefits but also contributes to existing challenges such as traffic congestion, noise, dust and pressure on local roads.

(f) Stakeholders and Their Involvement

Stakeholders were consulted as part of the ESIA process. These included government institutions, regulatory authorities, local government leaders, port operators, workers, transporters, fishers, business people and nearby communities.

Consultations were conducted through meetings, interviews, discussions and review of comments from relevant institutions. The purpose was to explain the project, collect views, identify concerns and ensure that the proposed mitigation measures respond to real issues raised by affected and interested parties. Institutions and groups consulted included TPA, NEMC, relevant ministries and regulatory authorities, Temeke Municipal Council, Kurasini Ward leadership, port operators, fishers, port workers, truckers, clearing and forwarding agents and community representatives.

(g) Results of Public Consultation

Most stakeholders supported the project because they expect it to improve port efficiency, reduce delays, increase trade, create jobs and support economic growth.

However, stakeholders also raised concerns that need to be properly managed. Fishers and fish market users were concerned about possible disturbance from dredging and marine works. Port workers and operators wanted assurance that construction would not cause unnecessary loss of jobs or long disruption of port operations. Nearby communities raised concerns about dust, noise, truck traffic, road safety and general disturbance during construction.

Stakeholders requested that construction be properly phased, affected groups be informed in advance, complaints be handled quickly, local employment opportunities be considered, and environmental controls such as dust suppression, waste management, noise control and spill prevention be strictly implemented.

(h) Explanation of Impacts Not Considered Significant

Some potential impacts were considered but found not to be significant because of the nature and location of the project.

Impacts on agriculture were not considered significant because there is no farming within the project footprint. Impacts on residential houses and physical displacement were not considered significant because the project will be implemented inside the existing port boundary and no relocation of households is expected.

Impacts on natural terrestrial habitats were also found to be insignificant because the land area is already developed and does not contain natural forests, wetlands or important wildlife habitats. No known graves, sacred sites or archaeological sites were identified within the direct project area. However, a chance-find procedure will still be applied in case any unexpected cultural or historical materials are discovered during construction.

(i) Major Environmental and Social Impacts

The main negative impacts are expected during the construction phase, especially from dredging, strengthening of berths, civil works, movement of equipment, waste generation and temporary disruption of port activities.

The most important environmental impact will be temporary disturbance of marine water quality during dredging. Dredging can increase turbidity, which means the water may become cloudy due to disturbed sediments. This can affect marine organisms living on or near the seabed. There is also a risk of accidental oil or fuel spills from construction equipment if not properly controlled.

Other possible construction impacts include noise, dust, vibration, solid and liquid waste generation, occupational health and safety risks, traffic disturbance and temporary disruption of port users and workers.

During operation, the improved port may receive larger vessels and handle more cargo. This will bring economic benefits but may also increase risks related to marine traffic, ship waste, oil spills and general port-related pollution if not properly managed.

Positive impacts are also significant. The project will improve port capacity, reduce vessel waiting time, improve cargo movement, increase government revenue, support trade, create employment and improve the competitiveness of Dar es Salaam Port. The electrical upgrades may also reduce emissions and noise by improving power supply to port operations and supporting cleaner port systems.

(j) Alternatives Considered

The ESIA considered the **no-project alternative**, which means leaving the port as it is. This option would avoid construction impacts but would not solve the existing problems of limited berth depth, ageing infrastructure and port congestion. It would also reduce the port's ability to handle larger modern vessels.

The ESIA also considered location alternatives. Since this is an improvement of existing berths within an established port, there is no practical alternative site for the main works. Using the existing port is preferable because it avoids new land acquisition and major disturbance elsewhere.

Alternatives for dredging methods, quay strengthening methods, electrical systems, substation locations and disposal of dredged materials were also considered. The preferred option is the one that provides safe and efficient port operations while reducing environmental and social risks.

A phased construction approach is recommended so that not all berths are closed at the same time. This will reduce disruption to port operations and users.

(k) Mitigation Measures

The ESIA proposes several measures to prevent or reduce negative impacts.

For marine impacts, dredging should be carefully planned and monitored. Water quality should be checked during dredging, and disposal of dredged material should be done only at approved locations. The contractor should use proper dredging equipment and follow good environmental practices.

For pollution prevention, fuels, oils and chemicals should be stored safely. Spill response equipment should be available at the site, and workers should be trained on how to respond quickly to spills.

For dust and air pollution, construction areas should be watered when necessary, trucks should be covered where appropriate, and equipment should be maintained in good working condition.

For noise and vibration, noisy works should be planned during appropriate hours as far as possible, equipment should be maintained, and workers should use protective equipment.

For social impacts, TPA and the contractor should communicate with stakeholders in advance, phase works to reduce disruption, protect workers' rights, promote local employment where possible, and maintain a grievance mechanism for receiving and resolving complaints.

Occupational health and safety measures should include site induction, risk assessment, provision of personal protective equipment, emergency response arrangements, first aid, clear signage and regular safety inspections.

(l) Environmental and Social Management Plan

An Environmental and Social Management Plan has been prepared to guide the implementation of mitigation measures. TPA will have overall responsibility for ensuring that the project is implemented in an environmentally and socially responsible manner.

The contractor will be required to prepare and implement a site-specific construction environmental and social management plan. This plan will translate the ESIA recommendations into practical site procedures.

The supervision consultant will monitor the contractor's performance and report to TPA. Regulatory authorities such as NEMC and OSHA will provide oversight and may inspect the project to confirm compliance with approval conditions and legal requirements.

Environmental and social requirements should be included in tender documents and contracts so that contractors are legally required to implement them.

(m) Monitoring and Auditing

Monitoring will be carried out to confirm whether mitigation measures are working. The monitoring programme will cover water quality, dust, noise, vibration, waste management, occupational health and safety, traffic management, employment, grievances and general environmental compliance.

Water quality monitoring will be especially important during dredging. Noise and dust monitoring will also be important during active construction. Waste handling and spill prevention will be checked regularly.

Internal audits will be conducted during construction, and external audits may be undertaken by NEMC or independent auditors as required. If monitoring shows unexpected impacts, the mitigation measures will be reviewed and improved.

(n) Resource Evaluation and Cost-Benefit Analysis

The project will require significant investment in dredging, berth strengthening, paving, electrical infrastructure, environmental management and monitoring.

The main benefits will include improved port capacity, reduced ship waiting time, faster cargo handling, increased trade efficiency, higher port revenue, employment opportunities and improved competitiveness of Dar es Salaam Port. The project will also support regional trade because Dar es Salaam Port serves several neighbouring countries.

Although there will be environmental and social costs during construction, these can be managed through proper mitigation and monitoring. Overall, the long-term economic and social benefits of the project are expected to outweigh the temporary negative impacts and management costs.

(o) Decommissioning

The project is expected to operate for many years. However, when some infrastructure reaches the end of its useful life, decommissioning or replacement may be required.

Decommissioning may involve removal of old equipment, demolition of damaged structures, handling of waste materials and rehabilitation of affected areas. These activities should be carried out safely and in accordance with environmental laws and good engineering practice.

Reusable and recyclable materials should be recovered where possible. Hazardous materials should be handled by licensed service providers. A detailed decommissioning plan should be prepared before any major closure or removal works are undertaken.

(p) Conclusion

The proposed improvement of Berths 8–11 and associated electrical works at Dar es Salaam Port is environmentally and socially acceptable provided that the recommended mitigation, monitoring and management measures are fully implemented.

The project is located within an already developed port area and will not require displacement of communities or conversion of natural land. The main impacts will be associated with dredging, construction activities, temporary disruption of port operations, waste, dust, noise, safety risks and possible effects on marine water quality. These impacts can be reduced to acceptable levels through proper planning, contractor control, monitoring and stakeholder engagement.

The project will bring major long-term benefits by improving port efficiency, supporting trade, creating employment, reducing delays and strengthening Dar es Salaam Port's role as a national and regional gateway. Therefore, the project is recommended for implementation subject to compliance with the Environmental and Social Management Plan and all conditions that may be issued by the relevant authorities.