Non-Technical Executive Summary

Environmental and Social Impact Assessment for Deepening and Strengthening Berths 8–11 and Electrical Works at Dar es Salaam Port

Tanzania Ports Authority | September 2026

This document explains the proposed port improvement works and the main findings, mitigation measures and commitments of the final Environmental and Social Impact Assessment/Environmental Impact Statement (ESIA/EIS) in clear, non-technical language. It supports public disclosure and accountability under Tanzania's environmental management framework and the World Bank safeguards applicable to the project. It must be read together with the final ESIA/EIS, including the Environmental and Social Management Plan (ESMP), which contains the detailed studies, data, impact ratings, commitments and monitoring requirements.

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Glossary of Abbreviations

This summary uses the following abbreviations and short forms:

Term	Meaning
ESIA / EIS	Environmental and Social Impact Assessment / Environmental Impact Statement
ESMP	Environmental and Social Management Plan
NTS	Non-Technical Summary
TPA	Tanzania Ports Authority
DMGP	Dar es Salaam Maritime Gateway Project
NEMC	National Environment Management Council
ERB	Engineers Registration Board
OSHA	Occupational Safety and Health Authority
OP/BP	World Bank Operational Policy / Bank Procedure
CESMP	Construction Environmental and Social Management Plan
GRM	Grievance Redress Mechanism
Cap. 191 (R.E. 2023)	Chapter 191 of the Laws of Tanzania (the Environmental Management Act), Revised Edition 2023.

1. Project Overview

Project Detail	Summary
Project Proponent	Tanzania Ports Authority (TPA)
Consultant	Tansheq Limited P.O. Box 31517 Dar es Salaam
Programme	Dar es Salaam Maritime Gateway Program (DMGP)
National Assessment Basis	Full ESIA/EIS under the Environmental Management Act, Cap. 191 (R.E. 2023) and the Environmental Impact Assessment and Audit Regulations, 2005, as amended in 2018
World Bank Project	P150496 – Dar es Salaam Maritime Gateway Project
World Bank Category	Category A – Full Assessment under World Bank OP/BP 4.01
Triggered Safeguards	OP/BP 4.01 Environmental Assessment; OP/BP 4.04 Natural Habitats; and OP/BP 4.11 Physical Cultural Resources
Location	Existing Dar es Salaam Port, Kurasini Ward, Temeke Municipality, Dar es Salaam Region
Main Works	Deepen and strengthen Berths 8–11; modernise the container yard; and upgrade electrical supply for Berths 1–11, the Ro-Ro Yard and the Container Terminal
Target Berth Depth	Approximately 14.5 metres below Chart Datum
Indicative Duration	About 36 months, implemented in phases to limit disruption to port operations
Land and Livelihoods	Works are within the existing port boundary; no new land acquisition or household displacement is expected, but temporary livelihood and operational disruption must be managed

2. National and World Bank Assessment Basis

Under Tanzania's Environmental Management Act, Cap. 191 (R.E. 2023) and the Environmental Impact Assessment and Audit Regulations, 2005, as amended in 2018, the proposed works required environmental assessment, public participation and statutory review. The final ESIA/EIS reflects the completed national assessment process. The EIA Certificate and all associated conditions must be incorporated into project planning, contracts, construction, operation, monitoring and reporting.

The World Bank classified the Dar es Salaam Maritime Gateway Project as Category A, requiring a full environmental and social assessment. For a Category A project, consultation is required during early scoping and again on the draft assessment, supported by accessible disclosure and continued engagement during implementation as necessary. The project-level appraisal documents identify OP/BP 4.01 on

Environmental Assessment, OP/BP 4.04 on Natural Habitats and OP/BP 4.11 on Physical Cultural Resources as triggered. They record OP/BP 4.12 on Involuntary Resettlement and OP/BP 4.36 on Forests as not triggered because the works were expected to remain on TPA land without involuntary resettlement or forest impacts.

The present ESIA nevertheless assesses possible temporary disruption to fishers, traders, port workers and businesses. These risks must be avoided or minimised and verified losses or damage addressed through the agreed project process. If detailed design or construction planning introduces land acquisition, physical displacement or economic displacement not covered by the disclosed ESIA, TPA must screen the change, consult affected people and prepare and disclose any additional safeguard instrument required before the impact occurs.

TPA will apply both systems as one integrated set of commitments. Where an applicable regulatory condition and a World Bank safeguard requirement address the same issue, the project will follow the more protective or specific requirement. Material changes to the design, dredging or disposal method, footprint, schedule or associated facilities must be screened under both systems and submitted for any required review before they are implemented.

3. Significance of the Project

Dar es Salaam Port is Tanzania's principal maritime gateway and serves regional trade with neighbouring landlocked countries. Berths 8–11 are currently constrained by water depth and ageing quay structures, while parts of the port's electrical system require modernisation. These constraints limit the size of vessels that can berth safely, slow cargo movement and reduce operational efficiency.

The proposed improvements are intended to enable larger vessels to use the port safely, improve cargo handling and vessel turnaround, strengthen berth safety, provide more reliable power and support cleaner port operations. Improving facilities within the existing port is preferable to opening a new site because it makes use of already developed land and avoids major new land acquisition and displacement.

4. Proposed Components

The project has three closely related groups of works:

1. **Marine and berth works:** deepen Berths 8–11 from about 12 metres to about 14.5 metres below Chart Datum; construct a new piled quay structure; strengthen the deck and beams; improve fenders and mooring systems; and align the berth platform with the improved Berths 5–7.
2. **Container-yard works:** upgrade and pave the stacking yard behind Berths 8–11, improve internal traffic arrangements, and strengthen stormwater drainage and oil-control systems.
3. **Electrical works:** install four substations and associated medium- and low-voltage networks to serve Berths 1–11, ship-to-shore and rail-mounted cranes, refrigerated containers, lighting, the Ro-Ro Yard and other port loads. The design also provides for shore-power functions, where compatible vessels can connect to electricity while at berth instead of relying on onboard auxiliary engines.

The preferred dredging approach uses a cutter suction dredger because it is suitable for the compact silty-sand material expected in the berth pocket and provides controlled excavation in a confined working harbour. Any material change to the assessed dredging method will require environmental review and approval before use. Dredged material will be tested and only suitable material may be taken to the authorised offshore disposal area in accordance with applicable permits and management controls.

5. Existing Environmental and Social Setting

The works will take place within a long-established and heavily modified industrial port. The land footprint is already occupied by berths, paved yards, roads, cranes, warehouses, drainage systems, substations and other port infrastructure. There are no farms, forests, wetlands, schools, hospitals or houses within the direct construction footprint.

The marine area at Berths 8–11 is a working harbour affected by vessel movements, runoff, cargo handling and previous dredging. The seabed consists mainly of sand, silt and other harbour sediments. No coral reefs or seagrass beds were identified within the direct dredging and quay footprint. Coral reefs, seagrass areas, mangroves and conservation-sensitive species are present or may occur in the wider Dar es Salaam coastal environment, so the assessment considers possible indirect effects on these receptors.

The social environment includes port employees and operators, truck drivers, agents, ferry operators, fishers, traders, small businesses, local authorities and nearby communities. The port supports employment and business activity but also contributes to existing traffic, noise, dust and road-safety pressures.

Generally, the project will not convert natural terrestrial land and is not expected to displace households. The most important risks are therefore associated with marine construction, port operations, worker safety and temporary disruption rather than land acquisition or resettlement.

6. Stakeholder Engagement and Key Concerns

Stakeholder identification and consultation began during scoping, and the ESIA records that NEMC reviewed the scoping report and Terms of Reference. Engagement continued during the original ESIA studies and was updated in November 2025 through meetings, interviews and discussions with national and local authorities, port and terminal operators, workers, transport and ferry stakeholders, fishers, marine-resource users, businesses and community representatives. The full ESIA records the stakeholders consulted, the issues raised and how the assessment responded. This supports both Tanzania's participation requirements and the World Bank requirement for meaningful consultation on a Category A project.

Most stakeholders supported the project, particularly its potential to improve trade, reliability, employment and port efficiency. The main issues raised were:

1. the need to coordinate closely with ferry management, the Harbour Master and other marine users so that construction does not create avoidable delays or safety risks;
2. possible disturbance of fish, fishing activities, fish trading and marine access during dredging and offshore disposal;

3. temporary interruption of port and terminal operations and concern about continuity of employment;
4. dust, noise, truck traffic, congestion and pedestrian safety near port access routes;
5. protection of wider marine habitats and careful control of dredged-material disposal;
6. oil-spill preparedness, worker safety and emergency response; and
7. the need for timely information, continued dialogue and a functioning complaints and grievance mechanism.

The final ESIA/EIS responds through phased construction, marine-traffic planning, advance notices, environmental monitoring, occupational health and safety requirements, spill-prevention and response arrangements, protection of livelihoods, and a grievance redress mechanism. Comments received during assessment and disclosure were considered in finalising the ESIA/EIS and ESMP. Engagement is required to continue throughout detailed design, construction and early operation, particularly where activities may affect access, navigation, livelihoods, safety or nearby communities. Post-project engagement will be conducted to address all outstanding stakeholder concerns and ensure that all grievances are adequately resolved and closed out

7. Expected benefits

The following are anticipated socio-economic and environmental benefits (positive impacts) of the project:

1. safer and more reliable berthing for larger vessels;
2. shorter vessel waiting and cargo-handling times;
3. greater port capacity and stronger regional trade links;
4. temporary construction employment, local procurement and business opportunities;
5. improved berth, yard, drainage, lighting and electrical safety;
6. more reliable power for cranes, refrigerated containers and other terminal operations; and
7. the potential to reduce local air emissions and noise when compatible ships and equipment use shore-based electricity.

The ESIA identifies the long-term economic benefit of improved port capacity and efficiency as a major beneficial impact. These benefits will depend on good maintenance, efficient operations, workforce development and fair access to employment and procurement opportunities.

8. Main Risks and Mitigation Measures

a. Dredging and Marine Water Quality

Dredging will disturb seabed sediments and temporarily make the water more turbid or cloudy. Without control, this could affect plankton, fish, seabed organisms and marine users. Sediment will be tested before dredging and disposal. Dredging will be confined to the assessed footprint, unnecessary over-dredging and rehandling will be avoided, equipment and pipelines will be maintained, and turbidity will be monitored both up-current and down-current. Agreed alert and stop-work levels will be used so that the work rate or method can be changed if monitoring shows unacceptable effects.

b. Seabed Disturbance and Offshore Disposal

Removal of the seabed within the berth pocket is unavoidable and will affect organisms living in the dredging footprint. Disposal may also bury soft-bottom organisms at the authorised offshore site. The project will minimise the affected area, verify dredging depths before and after the works, accept only material suitable for offshore disposal, remain within the designated disposal polygon, rotate placement areas, keep vessel-position records and monitor water quality and seabed recovery where required.

c. Underwater Noise and Marine Fauna

Pile installation, demolition and vessels will create underwater noise and vibration. Where practicable, lower-noise or vibratory techniques will be used. Piling will start gradually, marine-fauna observation and exclusion procedures will be applied, work will be scheduled during suitable periods, and hearing protection and noise monitoring will be provided for workers.

d. Spills, Waste and Pollution

Fuel, oil and chemicals could pollute harbour water or land if poorly handled. Tanks and storage areas will be bunded, hoses and valves inspected, spill kits and containment booms kept ready, workers trained, and emergency drills carried out. Construction and operational wastes will be separated, labelled, stored securely and transferred only through authorised recycling or disposal services. Stormwater systems will include silt traps, oil-water separation and maintenance controls.

e. Dust, Noise, Traffic and Disruption

Demolition, paving, excavation and vehicle movement may cause temporary dust, noise, congestion and restricted access. Controls include water spraying, covering dusty loads, maintaining equipment, limiting speeds, using signs and traffic marshals, scheduling noisy work appropriately, phasing construction so not all berths are closed at once, and giving advance notice to affected port users and communities.

f. Worker and Community Health and Safety

Marine construction, lifting, work over water, diving, excavation and electrical installation are high-risk activities. Contractors will be required to use competent personnel, task-specific risk assessments, permit-to-work systems, certified equipment, fall and flotation protection, lockout and tagout procedures, rescue arrangements, first aid, personal protective equipment, emergency plans and regular inspections. Access to construction areas will be controlled.

g. Livelihoods, Employment and Labour

Fishers, traders, port workers and service businesses may experience temporary access or operational disturbance. The project will provide advance notice of restrictions, keep exclusion areas as small as safely possible, coordinate alternative access where practicable, phase the works and investigate verified loss or damage through the grievance process. Recruitment will be transparent and non-discriminatory, local employment and procurement will be promoted where feasible, and child labour, forced labour and unfair working conditions will be prohibited.

h. Physical Cultural Resources and Chance Finds

Dredging, excavation or demolition could unexpectedly expose archaeological, historical or other culturally important material. If a possible find is encountered, work in the immediate area will stop, the location will be secured and the relevant authorities will be notified. Work will resume only after authorised assessment and clearance under the project chance-finds procedure.

9. Environmental and Social Management

The ESIA/EIS includes an Environmental and Social Management Plan (ESMP) that assigns responsibilities, monitoring requirements, implementation timing, costs and corrective actions. TPA will retain overall accountability for national legal compliance, conditions attached to the EIA Certificate and the World Bank safeguard commitments. Environmental and social requirements and their budgets will be included in procurement documents, construction contracts and project supervision arrangements.

1. Before work begins, the contractor must prepare a site-specific Construction Environmental and Social Management Plan, method statements, emergency plans and other required topic-specific plans for TPA and supervision-consultant approval.
2. A supervision consultant will inspect the works, review monitoring and require corrective action where needed.
3. TPA's Environmental Management Unit, Project Manager and Community Liaison Officer will oversee compliance, disclosure, engagement and grievances, while NEMC, OSHA, maritime and fisheries authorities and local government provide regulatory oversight and inspections within their mandates.
4. Serious incidents will be reported promptly, and work may be changed or stopped if monitoring shows unacceptable risk.
5. ESMP implementation, monitoring, training and grievance-management costs will be financed through the project budget and contractual pay items, rather than treated as optional activities.
6. Any regulatory certificate conditions, World Bank review comments and commitments made during consultation will be tracked in a single compliance register and translated into responsible actions, deadlines and evidence of completion.

a. Monitoring

Monitoring will cover marine water and sediment quality, underwater noise, marine fauna, dust, noise, waste, spills, navigation, worker and community safety, traffic, employment and grievances. Contractors will report to TPA and the supervision consultant, with consolidated reports submitted to NEMC and the World Bank as required. TPA will arrange the environmental inspections and audits required by national law and the EIA Certificate. TPA will disclose understandable summaries of material monitoring results, serious incidents, corrective actions and substantive ESMP updates. Unexpected impacts, repeated complaints or exceedance of agreed thresholds will trigger investigation and stronger controls.

10. Alternatives Considered

The ESIA considered leaving the port unchanged, different locations, alternative quay-strengthening and dredging methods, electrical arrangements, substation locations, disposal options and construction sequencing. The no-project option would avoid temporary construction impacts but would not address berth depth, ageing structures, congestion or electrical limitations. A different site is not practical for improvements that must connect to the existing port.

The preferred approach is therefore to improve the existing port, construct a new piled quay, use controlled cutter suction dredging, manage suitable material at the authorised offshore site and implement the works in phases. Detailed design must continue to avoid and minimise impacts and provide appropriate remedy where impacts occur.

a. Cost-Benefit Considerations

The assessment weighs the expected long-term gains from safer berthing, greater cargo capacity, more reliable electricity and more efficient regional trade against the construction, environmental, social and management costs. The preferred option uses the existing port footprint and is expected to avoid the much larger land, displacement and infrastructure costs of developing a separate site. The project remains justified only if the ESMP, monitoring, engagement, compensation or remedy where applicable, and future maintenance costs are fully budgeted and implemented.

11. Decommissioning and Closure

The improved facilities are intended to operate for many years, but equipment, substations or structures may eventually be replaced, removed or closed. Before any major decommissioning, TPA will prepare a detailed plan, consult affected parties, obtain the required approvals and identify responsibilities, costs and monitoring. The plan will cover safe isolation and dismantling, recovery of reusable materials, licensed management of hazardous and other waste, control of dust, noise, spills and access, worker and community safety, rehabilitation of affected areas and post-closure monitoring.

12. Overall Conclusion

The proposed project is considered environmentally and socially acceptable provided that the ESMP, monitoring programme, contractor controls, stakeholder commitments and all conditions issued by the responsible authorities are fully implemented.

The works are located within an existing industrial port and are not expected to cause physical displacement or loss of natural terrestrial habitat. The most important adverse impacts relate to dredging, seabed disturbance, underwater noise, navigation, spills, construction nuisance, waste and safety. These impacts can be reduced through the controls described above, although some temporary and localised marine effects will remain.

The project is expected to deliver major long-term benefits through safer and more efficient port operations, increased capacity, improved trade performance and more reliable infrastructure. Continued

public engagement and effective implementation of the EIA Certificate conditions, ESMP and monitoring programme are essential throughout construction and operation.

13. Disclosure of the final ESIA and ongoing engagement

This final non-technical summary accompanies the final ESIA/EIS. Public disclosure allows stakeholders to understand the project, its impacts, the mitigation measures that TPA and its contractors must implement, and the channels available for questions and grievances. The disclosure package should include this summary, the final ESIA/EIS and ESMP, a Kiswahili non-technical summary, and relevant environmental authorisation information. It should be available on the TPA website and at accessible public locations, including TPA Headquarters, the project site office and Kurasini Ward Office. Information should also be made available orally or in another accessible form where needed.

The website notice accompanying the disclosure package must clearly state:

1. the project title, ESIA/EIS date and available document or reference numbers;
2. direct links to the final ESIA/EIS, ESMP, English and Kiswahili non-technical summaries, and relevant environmental authorisation information;
3. the addresses and opening hours of locations where hard copies can be reviewed;
4. the current project status, indicative implementation schedule and how advance notice of disruptive activities will be provided; and
5. the dedicated email address, telephone or hotline, postal address and in-person channels for questions and grievances.

The final ESIA/EIS should retain the consultation record and response matrix showing the information provided, participants, comments received, responses and resulting changes. During implementation, TPA will continue inclusive engagement, publish understandable monitoring information where appropriate and give affected stakeholders advance notice of activities that may disrupt access, navigation, business or livelihoods.

Before the relevant works begin, TPA will confirm implementation readiness by:

1. verifying that the final design, construction methods, dredging and disposal arrangements remain within the scope assessed in the final ESIA/EIS;
2. obtaining all other applicable sector permits, consents and operational clearances;
3. incorporating the EIA Certificate conditions, ESMP and World Bank commitments into procurement documents, contracts, method statements and supervision plans;
4. approving the contractor's site-specific management plans and confirming that competent staff, monitoring equipment, emergency arrangements and budgets are in place; and
5. disclosing the implementation schedule, access or navigation restrictions, grievance channels and emergency contact arrangements before disruptive activities begin.

Any material change to the assessed scope, footprint, dredging or disposal method, associated facilities or impact profile must be notified and screened before implementation. TPA will obtain any required NEMC variation or additional authorisation and any required World Bank review or clearance before proceeding with the change.

a. Project Grievance Redress Mechanism

During implementation, project-related complaints may be submitted through the project site office, Kurasini Ward Office, TPA's community liaison office, or the published telephone and electronic channels. The TPA Community Liaison Officer will log, acknowledge, track and report grievances, protect confidentiality where requested and communicate outcomes, with a target of resolving routine matters within two weeks. Unresolved or recurring cases will be escalated. Using the project mechanism does not prevent a complainant from approaching NEMC, other regulators, courts or applicable World Bank accountability channels.

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b. Study Consultant

The ESIA was undertaken by Tansheq Limited, a Tanzanian environmental and engineering consulting firm registered with NEMC and ERB and operating an ISO 9001:2015-certified quality management system. Its multidisciplinary team provided expertise in environmental management, marine ecology, social assessment, stakeholder engagement, occupational health and safety, waste management and monitoring. Engineering Solutions for Sustainability | www.tansheq.co.tz | info@tansheq.co.tz. Project questions and grievances should be directed to TPA through the channels above.