



THE UNITED REPUBLIC OF TANZANIA  
MINISTRY OF ENERGY

ENERGY AND WATER UTILITIES  
REGULATORY AUTHORITY  
(EWURA)



# THE MID AND DOWNSTREAM PETROLEUM SUB-SECTOR PERFORMANCE REPORT FOR THE FINANCIAL YEAR 2022/23

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## CHAIRMAN'S STATEMENT

On behalf of the EWURA Board of Directors, I am delighted to present the ninth Mid and Downstream Petroleum Sub-Sector Performance Report. This report covers the performance of the sub-sector in mainland Tanzania for the financial year 2022/23. The report provides information on relevant matters in the sub-sector, including legal instruments governing the sub-sector, available infrastructure, suppliers of petroleum products in the country, quantity of imported petroleum products, market share of licensed operators, the movement of petroleum prices and the industry's compliance with the applicable laws, standards and best international petroleum industry practices.

EWURA continued to conduct technical and economic regulation in the petroleum industry. This included ensuring that there is security of supply of petroleum products in the country and that regulated entities comply with the applicable laws, standards and best international petroleum industry practices. The Authority also continued to promote the construction of petrol stations in rural areas and storage facilities for safe distribution of Liquefied Petroleum Gas (LPG) to complement the Government's effort in transitioning to clean energy for cooking.

In the period under review, the country had a stable supply of petroleum products amid the challenge of foreign currency availability that faced many net-importing countries. The standard of petrol stations has continued to improve with stiff competition amongst operators in urban areas. Furthermore, investments in rural petrol stations continued to increase to cater to economic growth in our townships and villages.

I would like to extend my special gratitude to the Government of Tanzania under the leadership of Her Excellency Dr. Samia Suluhu Hassan, the President of the United Republic of Tanzania, for taking necessary measures to ensure petroleum products were made available in the country at affordable prices despite the high increase in prices of refined petroleum products at the world market. My appreciation also goes to the Ministry of Energy for its continued support and to all key stakeholders in the mid and downstream petroleum sub-sector for their cooperation.

Finally, I take this opportunity to congratulate my colleagues, the EWURA Board Members, Management and Staff for their commitment, dedication, and insightful contributions aimed at developing the sub-sector.



Prof. Mark J. Mwandosya  
**BOARD CHAIRMAN**

**March 2024**

## FOREWORD

The Petroleum Act, Cap 392 together with the Energy and Water Utilities Regulatory Authority (EWURA) Act, Cap 414 provide the foundation for the legal framework to regulate the mid and downstream petroleum sub-sector in mainland Tanzania. Also, regulations and rules that have been established to facilitate regulation of the sub-sector. According to Section 30(1) of the Petroleum Act Cap 392, EWURA is mandated to perform technical, economic and safety regulatory functions in respect of petroleum activities. Section 31(2)(b) of the Petroleum Act Cap 392, requires EWURA to prepare an annual report on petroleum activities. EWURA has prepared an annual report outlining the performance of the mid and downstream petroleum sub-sector in mainland Tanzania for the period covering 1<sup>st</sup> July 2022 to 30<sup>th</sup> June 2023. The highlights of the sub-sector performance in the Financial Year 2022/23 are as follows:

- (a) The importation of the main petroleum products increased by 8% from 7.5 billion litres imported in FY 2021/22 to 8.2 billion litres in FY 2022/23. Imports for the local market accounted for 47% of the total imports and the remaining 53% were imports for transit to neighbouring landlocked countries. Local imports decreased by 4.9% from 4.1 billion litres imported in FY 2021/22 to 3.9 billion litres in FY 2022/23. Petroleum products imported for transit markets increased by 24% from 3.5 billion litres in FY 2021/22 to 4.3 billion litres in FY 2022/23.
- (b) LPG importation continued to grow and recorded an increase of 16% from 252,022 MT imported in FY 2021/22 to 293,167 MT imported in FY 2022/23. The Government and LPG marketing companies (LMCs) continued to create awareness to the public on the importance of using LPG instead of traditional fuels such as charcoal, firewood, and kerosene, coupled with market promotions done by LMCs to promote the usage of LPG.
- (c) The lubricants market continued to grow. The sum of the quantity of lubricants blended in-country and the quantity imported during the period under review was 59.3 million litres. This is an increase of 5% compared to 56.3 million litres of lubricants supplied into the market in FY 2021/22. The quantity of lubricants blended in the country in FY 2022/23 was 81% of the total quantity of lubricants supplied into the market.
- (d) The price of crude oil at the world market in the financial year under review decreased by 5% to an average price of 86 USD/BBL compared to an average price of 90 USD/BBL that was recorded in FY 2021/22.
- (e) With a decline in the price of crude oil, the price of petrol also declined. However, the price of diesel increased slightly due to the high demand for the product compared to the quantity that was produced in the global market.

EWURA continued to regulate the mid and downstream petroleum sub-sector by ensuring the sub-sector is streamlined and there is security of supply of petroleum products throughout the year. The Authority also conducted inspections to ensure petroleum operations are conducted in compliance with the applicable laws, standards and international petroleum industry best practices.

I hope that all our stakeholders will find the report useful in their investment decisions and planning for improved efficiency of the operations in the mid and downstream petroleum sub-sector, particularly in improving standards of the available infrastructures and in constructing new petroleum products receiving infrastructure, storage and retail outlets in rural areas.



Dr. James Andilile Mwainyekule  
**DIRECTOR GENERAL**

**March 2024**

## ABBREVIATIONS AND ACRONYMS

AGO	Automotive Gasoil
BPS	Bulk Procurement System
BoT	Bank of Tanzania
BBL	Barrel
CIF	Cost, Insurance, and Freight
DWT	Dead Weight Tonnage
EA	Environmental Audit
EACOP	East Africa Crude Oil Pipeline
EIA	Environmental Impact Assessment
EWURA	Energy and Water Utilities Regulatory Authority
FOB	Free on Board
GIS	Geographic Information System
GN	Government Notice
HFO	Heavy Furnace Oil
HSE	Health, Safety and Environment
IDO	Industrial Diesel Oil
IK	Illuminating Kerosene
KOJ1	Kurasini Oil Jetty 1
KOJ2	Kurasini Oil Jetty 2
LPG	Liquefied Petroleum Gas
L	Litres
m <sup>3</sup>	Cubic metre
MoE	Ministry of Energy
MT	Metric Ton
NEMC	National Environment Management Council
NBS	National Bureau of Statistics
OMCs	Oil Marketing Companies
OPEC	Organization of Petroleum Exporting Countries
PBPA	Petroleum Bulk Procurement Agency
PMS	Petroleum Motor Spirit
SBM	Single Buoy Mooring
TAZAMA	Tanzania Zambia Mafuta
TBS	Tanzania Bureau of Standards
TIPER	Tanzania International Petroleum Reserve
TPA	Tanzania Ports Authority
TPDC	Tanzania Petroleum Development Corporation
TRA	Tanzania Revenue Authority
TShs	Tanzania Shillings
USD	United States Dollar

## EXECUTIVE SUMMARY

EWURA is mandated by Section 30(1) of the Petroleum Act, Cap 392 to perform technical, economic, and safety regulatory functions for mid and downstream petroleum activities in mainland Tanzania. EWURA is required to regulate the sub-sector in an effective, efficient, and transparent manner. In this regard, EWURA prepares annual performance reports that provide data and information about the petroleum sub-sector to the general public.

This is the Ninth Mid and Downstream Petroleum Sub-Sector Performance Report which provides key sub-sector information, such as data and information on regulatory tools used to regulate the sub-sector, available petroleum infrastructure, petroleum product importation, consumption levels and the trend of prices of white petroleum products. Below is a highlight of the sub-sector's performance.

### Infrastructure

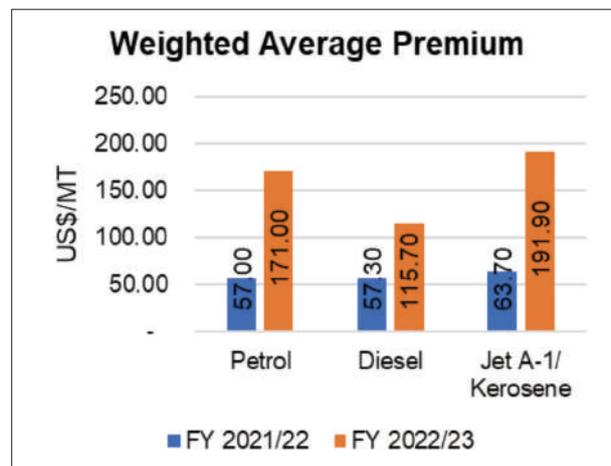
The main infrastructure for the mid and downstream petroleum sub-sector in Tanzania are berthing facilities at Dar es Salaam, Tanga, and Mtwara ports and petroleum products receiving and storage terminals located in the vicinity of the aforementioned ports. As of 30<sup>th</sup> June 2023, there were 23 operational petroleum receiving and storage terminals located around Dar es Salaam, Tanga, and Mtwara ports with installed storage capacity of 1,637,222 cubic metres, which are for the main petroleum products, and six (6) receiving and storage terminals with installed storage capacity of 15,750 MT for liquefied petroleum gas (LPG). Also, there were 2,435 operating petrol stations with 322 located in rural areas and 2,113 located in townships. Below are the capacities of the berthing facilities at the ports:

Berthing Facility	Maximum Vessel Capacity (DWT)
Single Buoy Mooring (SBM) at Dar es Salaam Port	150,000
Kurasini Oil Jetty 1 (KOJ1) at Dar es Salaam Port	45,000
Kurasini Oil Jetty 2 (KOJ2) at Dar es Salaam Port	5,000
Tanga Port, Ras kazone	40,000
Mtwara Port	38,000

### Bulk Procurement System (BPS)

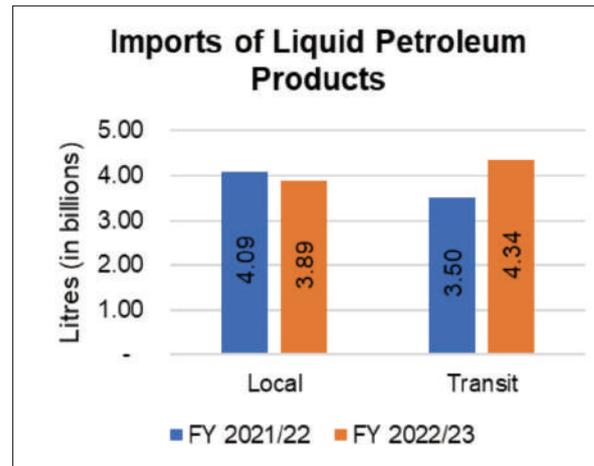
The main petroleum products, namely petrol, diesel, Jet A1 and kerosene for local consumption are supposed to be imported using the Bulk Procurement System (BPS). The products are imported through Dar es Salaam, Tanga, and Mtwara ports. In the financial year 2022/23, the Petroleum Bulk Procurement Agency (PBPA) awarded 105 BPS contracts to suppliers that won BPS tenders for the supply of petroleum products to Tanzania.

The weighted average premium tendered by the suppliers that won the BPS tenders in FY 2022/23 was 115.7 USD/MT for diesel, 171 USD/MT for petrol, and 191.9 USD/MT for Jet A1/kerosene. The weighted average premium for diesel, petrol, and Jet A-1/kerosene in FY 2022/23 increased by 102%, 200%, and 201% respectively compared to the weighted average premiums in FY 2021/22.

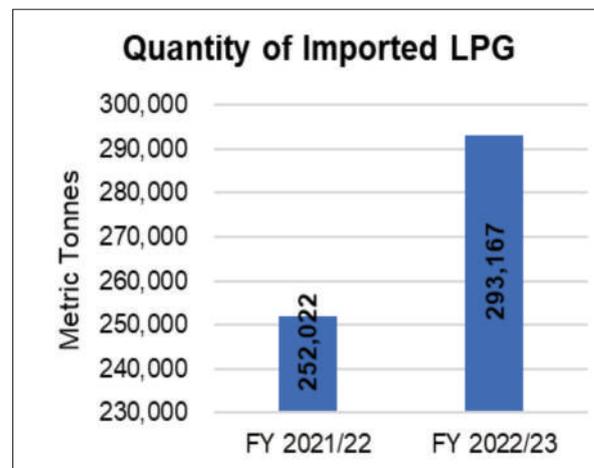


### Importation of Petroleum Products

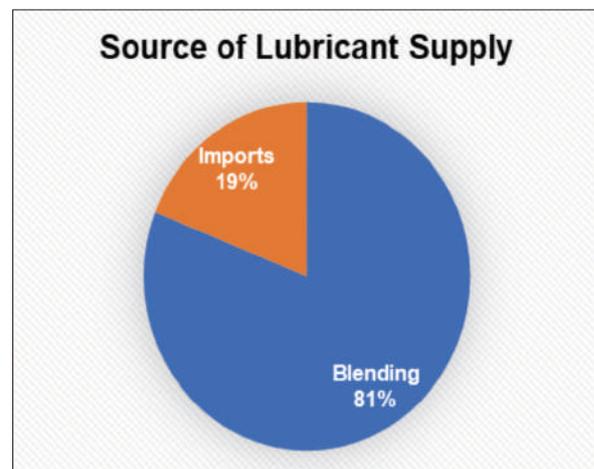
Importation of the main petroleum products increased by 8% from 7.59 billion litres imported in FY 2021/22 to 8.23 billion litres imported in FY 2022/23. The increase in imported petroleum products is mainly driven by the 24% increase in transit imports given that there was a 4.9% decrease in imports for local consumption. The increased transit imports are mainly because Zambia increased its imports of diesel through Dar es Salaam port for the product to be transported through TAZAMA pipeline.



LPG importation increased by 16% from 252,022 MT imported in FY 2021/22 to 293,167 MT imported in FY 2022/23. The launch of the clean cooking agenda by the Ministry of Energy in November 2022 and the continued market penetration programs by LPG Marketing Companies (LMCs) contributed to the increased importation of LPG.

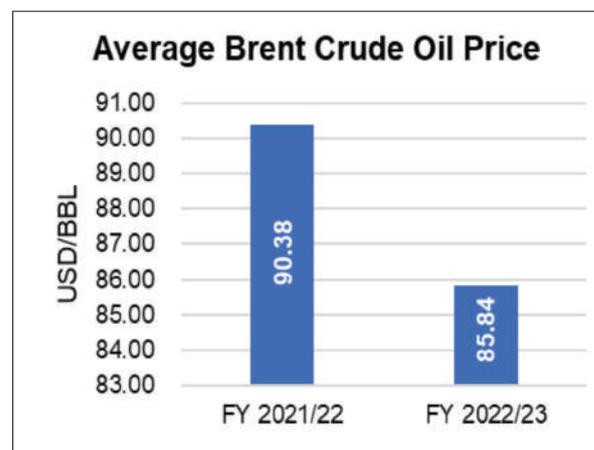


In the financial year under review, the quantity of lubricants supplied to the market was 59.3 million litres, which is an increase of 5% compared with 56.3 million litres supplied in financial year 2021/22. Out of the quantity that was supplied in the financial year under review, 81% was from the quantity of lubricants produced from the six (6) lubricant blending plants that are in the country. The remaining 19% was imported as finished products ready for consumption.

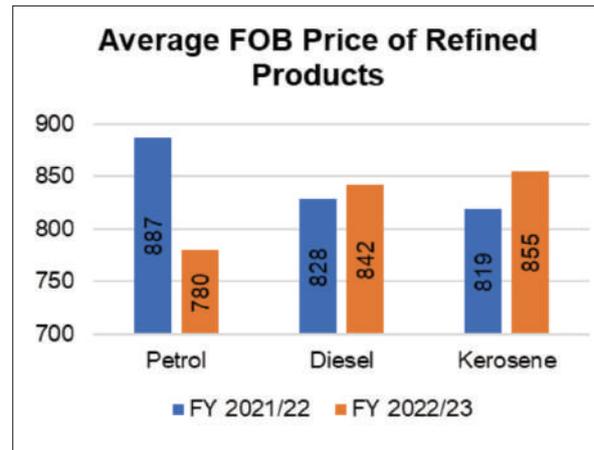


### Petroleum Prices

The average crude oil price in FY 2022/23 was 86 USD/BBL, which is a decrease of 5% compared to the average crude oil price of 90 USD/BBL in FY 2021/22. The main reasons for the decline include the slowdown of the world economy, increase in production and geopolitical tensions.



On average, the FOB prices of petrol, diesel and Jet A-1/kerosene fell by 6%. Product-wise, the average FOB price of petrol decreased by 12%, while diesel, and Jet A-1/kerosene increased by 2% and 4% respectively when compared to the average FOB prices recorded in FY 2021/22.



### Compliance Monitoring of Petroleum Facilities

In FY 2022/23, the Authority conducted compliance monitoring inspections at 903 petroleum facilities out of which 747 facilities, equivalent to 82.72% compliance level, complied with licence terms and conditions, applicable laws, HSE requirements, and the best petroleum industry practices. The compliance level increased by 5.92% compared to the 76.8% compliance level attained in FY 2021/22. The non-compliant facilities were closed until all identified irregularities were rectified. The quality of petroleum infrastructures, particularly at retail outlets, continues to show improvement. The Authority will continue to conduct regular compliance monitoring and enforcement to ensure all petroleum facilities are operated at a high level of compliance. The Authority will also continue to raise awareness among petroleum operators and the public to ensure petroleum handling facilities meet the required standards at all times.

### Monitoring of the Quality of Petroleum Products Distributed in the Market

As per section 30(2)(b) of the Petroleum Act, Cap 392, EWURA is mandated to monitor petroleum quality and standards. Similarly, section 179(1) of the same Act requires that a person shall not distribute petroleum products unless such petroleum products conform to quality, safety, and environmental specifications set out in the regulations made by the Minister.

In implementing the above-mentioned function, EWURA has been conducting quality checks on petroleum products in accordance with the Petroleum (Sampling and Testing) Rules, 2010, GN No. 211. During the period under review, EWURA collected a total of 608 samples of petroleum products for quality checks. Out of the total collected samples, 541 samples were collected from licensed facilities (i.e., petroleum retail outlets and storage depots). Out of 541 samples collected from licensed facilities, 523 samples, equivalent to 96.67%, conformed to quality specifications. This is a slight increase in conformance level compared to 95.29% recorded in FY 2021/22. Quality tests for the collected samples were conducted at accredited laboratories to check for conformity of products to Tanzanian standards.

### Challenges in the Petroleum Mid and Downstream Sub-Sector

The main challenges that still face the sub-sector are the lack of a Single Receiving Terminal (SRT) for white petroleum products to ensure products are received within a short period and hence reduce demurrage costs and product losses; limited capacity of offloading facilities at the ports, especially for petrol and LPG; shortage of US Dollars in the market to facilitate importation of petroleum products; an increase of products offloaded on financial hold resulting in ullage constraints; inadequate investments in petrol stations in rural areas; high LPG starter pack cost which limits the increase of users especially low-income earners; and illegal re-filling of LPG cylinders.

## 1. INTRODUCTION

This is the ninth edition of the Mid and Downstream Petroleum Sub-Sector Performance Report. The report provides comprehensive data and insights of the mid and downstream petroleum sub-sector in Tanzania for the financial year 2022/23 covering the period from 1<sup>st</sup> July 2022 to 30<sup>th</sup> June 2023. The report covers regulatory tools, petroleum infrastructure, product importation, price movements in global and local markets. Additionally, it evaluates the operators' adherence to legislations, standards and ensuring the supply of products in the market meets the national quality specifications.

### 1.1 Regulatory Tools and Standards

The mid and downstream petroleum sub-sector is regulated using various legal instruments and standards. These instruments include the National Energy Policy 2015, the Petroleum Act 2015 Cap 392, EWURA Act, Cap 414, and other cross-cutting regulatory instruments.

#### 1.1.1 Legislations

In addition to the aforementioned legislative tools, various subsidiary legislations are used in regulating the mid and downstream petroleum sub-sector. These include:

- (i) The Petroleum (General) Regulation, 2011 GN. No. 163;
- (ii) The Petroleum (Bulk Procurement) Regulations, 2017 GN. No. 198;
- (iii) The Petroleum (Wholesales, Storage Retail, and Consumer Installation) Rules 2022 GN. No 150;
- (iv) The Petroleum (Retail Operations in Townships and Villages) Rules, 2020 GN. No. 818;
- (v) The Petroleum (Liquefied Petroleum Gas Operations) (Amendment) Rules, 2022-GN. No. 144;
- (vi) The Petroleum (Marine Loading and Offloading) Rules, 2018 GN. No. 379;
- (vii) The Petroleum (Refinery Operations) Rules, 2018 GN. No. 378;
- (viii) The Petroleum (Lubricants Operations) Rules, 2022 GN. No. 115;
- (ix) The Petroleum (Waste Recycling) Rules, 2017 GN. No. 220;
- (x) The Petroleum (Sampling and Testing) Rules, 2010 GN. No. 211;
- (xi) The Petroleum (Marking and Quality Control) Rules, 2010 GN. No. 210;
- (xii) The Petroleum (Pipeline Operations) Rules, 2015 GN No. 477
- (xiii) The Petroleum (Licensing Fees) Rules, 2020 GN. No. 816
- (xiv) The Petroleum (Bitumen and Petcoke Operations) Rules, 2016 GN. No. 99
- (xv) The Energy and Water Regulatory Authority (Petroleum Products Price Setting) Rules, 2022 GN. No. 57;
- (xvi) Energy and Water Utilities Regulatory Authority (Compounding of Offences) Regulations, 2020 SUPP GN. No. 397; and
- (xvii) The Petroleum (Condensate Operations) Rules, 2021 GN. No. 395.

#### 1.1.2 Petroleum Products and Infrastructure Standards

According to Section 30(2)(b) of the Petroleum Act, Cap. 392, EWURA is mandated to monitor the quality and standards of petroleum products and the petroleum handling infrastructures. In performing its regulatory activities, the Authority ensures that petroleum products and

infrastructure comply with standards. Tanzania Bureau of Standards (TBS) is the statutory body in mainland Tanzania whose main responsibility, among others, includes the formulation of standards. In developing Tanzanian standards related to petroleum products and facilities, TBS involves key stakeholders, including EWURA. International standards are used in the absence of national standards. The applicable national standards are shown below:

### **Petroleum Products Standards**

- (i) TZS 580:2017 (3<sup>rd</sup> Ed) Illuminating Kerosene (IK) – Specifications;
- (ii) TZS 798:2021 (3<sup>rd</sup> Ed) Lubricating Greases – Specifications;
- (iii) TZS 818:2021 (2<sup>nd</sup> Ed) Liquefied Petroleum Gases – Specifications;
- (iv) TZS 2260:2018 (1<sup>st</sup> Ed) – High-performance engine lubricating oil for diesel engines - Specifications;
- (v) TZS 2261:2018 (1<sup>st</sup> Ed) – High-performance engine lubricating oil for petrol engines - Specifications;
- (vi) TZS 667:2018 (2<sup>nd</sup> Ed) Motor Vehicle Brake Fluids – Specifications;
- (vii) TZS 673:2016 (2<sup>nd</sup> Ed) Fuel Oils - Specifications;
- (viii) TZS 672:2021 (5<sup>th</sup> Ed) EAS 158:2019 ICS 75.160.20: Automotive gasoline (premium motor spirit) – Specifications;
- (ix) TZS 674:2012 (2<sup>nd</sup> Ed) EAS 177:2012 ICS 75.160.20: Automotive gasoil (automotive diesel) – Specifications;
- (x) TZS 1099: 2017 (2<sup>nd</sup> Ed) Automotive Biodiesel Fuel - Specifications;
- (xi) TZS 1068 (9):2008/ISO 6743-9 Lubricants, Industrial Oils and related products (Class I) Classification – Part 9: Family X (Greases);
- (xii) TZS 666: 2017 (2<sup>nd</sup> Ed) – Aviation Turbine Fuel (Jet A-1) Specifications;
- (xiii) TZS 1074: 2009 (1<sup>st</sup> Ed) – ISO 12922: 1999 – Lubricants, industrial oils, and related products (class L) – Family H (hydraulic systems) Specifications for categories HFAE, HFAS, HFB, HFC, HFDR AND HFDU;
- (xiv) TZS 1072: 2018 (2<sup>nd</sup> Ed) – ISO 11158: 2009 - Lubricants, industrial oils and related products (class L) – Family H (hydraulic systems) – Specifications for categories HH, HL, HM, HV and HG;
- (xv) TZS 1073: 2018 (2<sup>nd</sup> Ed)/ - ISO 15380: 2002 – Lubricants, industrial oils, and related products (class L) – Family H (Hydraulic systems - Specifications for categories HETG, HEPG HEES and HEPR;
- (xvi) TZS 1066 (Part 99): 2009 (1<sup>st</sup> Ed)- ISO 6743-99: 2002 – Lubricants, industrial oils, and related products (class L) – Classifications –General;
- (xvii) TZS 675: 2018 (4<sup>th</sup> Ed) – Multipurpose automotive gear lubricants (EP) – Specifications;
- (xviii) TZS 1691: 2021 (3<sup>rd</sup> Ed) – Automatic Transmission Fluids (ATF) based on road vehicles – Specifications;
- (xix) TZS 2653-1:2021/ ISO 12925-1:2018 - Lubricants, industrial oils and related products (class L) - Family C (gears) - Part 1: Specifications for lubricants for enclosed gear systems;

- (xx) TZS 2852:2021/ISO 8068:2006 - Lubricants, industrial oils and related products (class L) - Family T (Turbines) - Specifications for lubricating oils for turbines;
- (xxi) TZS 2651:2021/ISO 13738:2011 - Lubricants, industrial oils and related products (class L) - Family E (Internal combustion engine oils) - Specifications for two-stroke-cycle gasoline engine oils (categories EGB, EGC and EGD);
- (xxii) TZS 2652-6:2021/ISO 6743-6:2018 - Lubricants, industrial oils and related products (class L) - Classification - Part 6: Family C (gear systems); and
- (xxiii) TZS 2652-99:2019/ISO 6743-99:2002-Lubricants, industrial oils and related products (class L) - Classifications - Part 99: General. Establishes a general system of classification, which applies to lubricants, Industrial oils and related products, designated by the prefix letter "L". Within class L, 18 families of product.

### Petroleum Infrastructure Standards

- (i) TZS 1076: 2009 (1<sup>st</sup> Ed) – Selection, specification, installation, operation, and maintenance of automatic liquid level and temperature measuring instruments on petroleum storage tanks;
- (ii) TZS 1113:2009 (1<sup>st</sup> Ed) – Depots for the storage of petroleum products;
- (iii) TZS 1115: 2009 (1<sup>st</sup> Ed) – Petroleum Products Retail Outlets;
- (iv) TZS1114:2015 (2<sup>nd</sup> Ed) – Road transport vehicles, containers, and equipment used for the transportation of dangerous petroleum products;
- (v) TZS 1079: 2009 (1<sup>st</sup> Ed) – Installation of underground storage tanks, pumps/ dispensers and pipework at service stations and consumer installation;
- (vi) TZS 1007:2008 (1<sup>st</sup> Ed) – Code of practice for cleaning of the petroleum storage tanks and disposal of sludge;
- (vii) TZS 916:2015 (1<sup>st</sup> Ed)/ISO 10464:2004 – Gas cylinders – Refillable welded steel cylinders for liquefied petroleum gas (LPG) – Periodic Inspection and Testing;
- (viii) TZS 915:2015 (1<sup>st</sup> Ed)/ISO 10691:2004 – Gas cylinders – Refillable welded steel cylinders for liquefied petroleum gas (LPG) – Procedures for checking before, during and after filling;
- (ix) TZS 1228:2009 (1<sup>st</sup> Ed)/ISO 22991:2004 – Gas cylinders – Transportable refillable welded steel cylinders for liquefied petroleum gas (LPG) – Design and construction;
- (x) TZS 2872: 2021 (1<sup>st</sup> Ed) - The handling, storage, distribution and maintenance of liquefied petroleum gas in domestic, commercial, and Industrial installations: Liquefied petroleum gas installations involving storage vessels of individual water capacity exceeding 500 L;
- (xi) TZS 2312: 2019 (1<sup>st</sup> Ed) - Domestic gas stoves for use with liquefied petroleum gases – Specifications;
- (xii) TZS 2374-1:2020 - EAS 924-1:2018 - Handling, storage, and distribution of Liquefied Petroleum Gas (LPG) in domestic, commercial, and industrial installations – Code of practice Part 1: Storage and filling sites for refillable LPG containers of a capacity not exceeding 150 L; and
- (xiii) TZS2374-2:2020-EAS924-2:2018-Handling, storage, and distribution of Liquefied Petroleum Gas (LPG) in domestic, commercial, and industrial installations – Code of practice – Part 2: LPG installations involving gas storage vessels of individual water capacity exceeding 150 L and combined water capacity not exceeding 9,000 L per installation.

## 2. LIQUID PETROLEUM PRODUCTS INFRASTRUCTURE

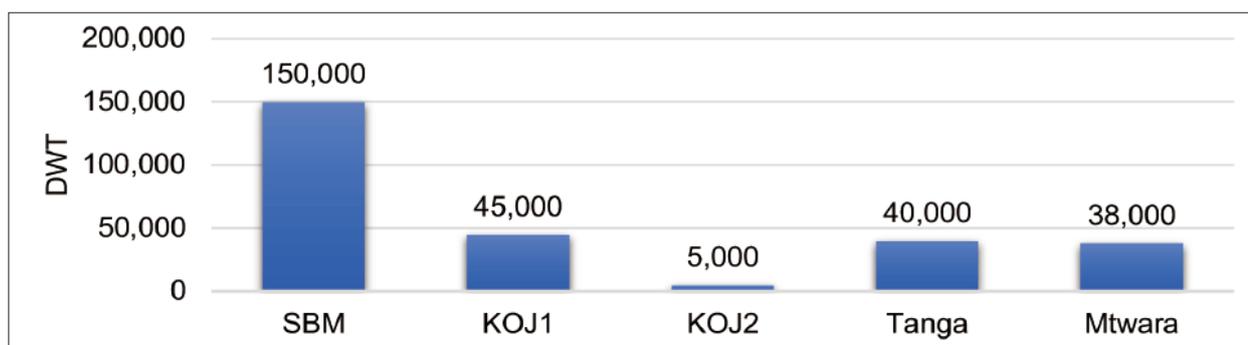
The main available infrastructure in the Mid and Downstream petroleum sub-sector includes offloading facilities at the ports, petroleum receiving and storage terminals, petroleum retail outlets (petrol stations), LPG storage and re-filling facilities, and lubricant blending plants.

### 2.1 Offloading/Receiving Facilities

All liquid petroleum products are imported using marine tankers which are received through berthing facilities located at Dar es Salaam, Tanga, and Mtwara ports. The imported products are for consumption in the country and for transit to the neighbouring landlocked countries of Zambia, Uganda, the Democratic Republic of Congo (DRC), Malawi, Rwanda, and Burundi. Most of the transit products are received through Dar es Salaam Port.

Petroleum products for local consumption imported through Mtwara Port are designated to serve Mtwara, Lindi, and Ruvuma regions, whereas products imported through Tanga Port are designated to serve the northern regions of Tanga, Kilimanjaro, Manyara, and Arusha. The two ports also receive products for the transit market, although Dar es Salaam Port remains as the main port for receiving transit products. **Figure 1** indicates the maximum safe operating capacity and products received at the berthing facilities at each port.

In Dar es Salaam, the Single Buoy Mooring (SBM) can handle vessels with a maximum safe operating capacity of 150,000 DWT for diesel and crude oil, while KOJ1 accommodates up to 45,000 DWT for petrol, heavy fuel oil (HFO), kerosene, Jet A-1, and diesel. Additionally, KOJ2 facilitates a capacity of 5,000 DWT for LPG and supports the backloading of petrol, diesel, kerosene, and Jet A-1 to Zanzibar. Tanga Port has a maximum safe operating capacity of 40,000 DWT, specifically for diesel, petrol, and kerosene. In Mtwara, vessels with a maximum safe operating capacity of 38,000 DWT are accommodated, primarily for handling diesel and petrol.



**Figure 1: Maximum Safe Operating Capacity and Products Received by Berthing Facility at Each Port**

### 2.2 Petroleum Storage Terminals

#### 2.2.1 Receiving terminals

These are petroleum products receiving and storage terminals located in the vicinity of Dar es Salaam, Tanga, and Mtwara ports. As of 30<sup>th</sup> June 2022/23, there were 23 operational petroleum receiving and storage terminals with a combined capacity to store 1,637,222 cubic metres of petroleum products.

The available receiving and storage terminals receive petroleum products directly from vessels berthed at berthing facilities at ports. The country's current consumption rate is 11,547.223 cubic metres per day. Therefore, the terminals can store products that meet the country's demand for about 142 days at a time. **Appendix 1** presents the storage capacities of each receiving terminal.

### 2.2.2 Inland Storage Depot

There are 28 upcountry inland storage depots with a total storage capacity of 70,937 cubic metres. These depots can receive products from terminals using railway wagons and trucks. However, as most of the petroleum products are transported by road tankers, the use of these depots was considered to be cost-inefficient mainly due to double handling costs. As a result, most of these depots are non-operational. Road tankers are now used to transport petroleum products directly from receiving terminals at the ports to petroleum retail outlets and consumer installations. The capacities of inland storage depots are presented in **Appendix 2**.

### 2.3 TAZAMA Receiving Terminal

The TAZAMA receiving terminal is connected to a Single Buoy Mooring (SBM) with a 28" pipeline running for 8 kilometres from SBM through Mjimwema Beach to Kigamboni tank farm, consisting of six storage tanks with a total capacity of 231,000 cubic metres. This receiving terminal was used for receiving finished gasoil product and transporting the product through a 1,710km long pipeline to Indeni Refinery located at Ndola in Zambia. In the year 2022, the Zambian Government decided to change the use TAZAMA facility from handling spiked crude oil to handling refined petroleum products.

In the period under review, TAZAMA started to convert the infrastructures to be able to handle Gasoil. The activities that have been done include cleaning and repairing of the six (6) petroleum storage tanks at Kigamboni and flushing the pipeline from Kigamboni to Ndola, Zambia. Five (5) tanks and the pipeline have been completed and are ready for receiving, storing, and transporting gasoil. One (1) tank is still under major rehabilitation.

### 2.4 Transportation Infrastructure

Distribution of petroleum products within Tanzania Mainland from the receiving terminals at the ports is mainly done by road using road tankers. Road tankers are also used to transit petroleum products to landlocked neighbouring countries. Despite the use of road tankers to transport most of the petroleum products, GBP Tanzania Limited transports some of the products by railway from its Tanga depot to Kigoma and Mwanza depots through the central railway line passing through Ruvu, Morogoro, Dodoma and Tabora.

TAZAMA Pipelines Limited owns and operates a 1,710km long pipeline with a throughput of 1,100 MT per annum from Kigamboni, Dar es Salaam, in Tanzania to Ndola in Zambia which is used for transporting gasoil. TAZAMA has plans to increase the storage capacity from 231,000M<sup>3</sup> to 380,000M<sup>3</sup> by constructing new storage tanks at Kigamboni and constructing new multiple product pipelines from Dar es Salaam to Ndola along the current wayleave with take-off points at Morogoro, Makambako, Mbeya, Songwe in Tanzania and Mpika and Serenje in Zambia.

### 2.5 Petrol Stations

As of 30<sup>th</sup> June 2023, there were 2,361 operational petrol stations in the country compared to 2,184 petrol stations as 30<sup>th</sup> June 2022, equivalent to an increase of 8.10%. Out of the total operational retail stations, 364 petrol stations are located in villages which is a 23.39% increase from 295 stations that were operational as of 30<sup>th</sup> June 2022. The ongoing increase in the number of petrol stations in both urban and rural areas is attributed to the increased demand for petroleum products in the country due to growth in economic activities including mining, construction and transportation activities.

The Government continued to devise and implement various strategies to increase investments in petrol stations in rural areas. Among other measures, the Authority continued to issue conditional licences to rural petrol stations that meet minimum HSE requirements so that they can continue to offer services while the respective operators rectify any observed anomalies within the agreed timeframe.

In addition, the Petroleum (Wholesale, Storage, Retail and Consumer Installation Operations) Rules also require retailers who own at least four petrol stations in either city, municipal, or district council to construct at least one petrol station in township or village areas that have no petrol stations. To attract more investments in rural petrol stations, the Authority reduced its fees for construction approvals and licences issued for rural petrol stations from a total of TShs 2,000,000/= to TShs 200,000/=.

**Table 1: Licensed Petrol Stations in Mainland Tanzania as of 30<sup>th</sup> June 2023**

S/N	Region	No. of Urban Petrol Station	No. of Rural Petrol Station	Total Number of Petrol Stations
1	Arusha	107	12	119
2	Dar es Salaam	394	--	394
3	Dodoma	94	22	116
4	Geita	64	19	83
5	Iringa	46	9	55
6	Kagera	86	21	107
7	Katavi	15	6	21
8	Kigoma	54	6	60
9	Kilimanjaro	86	27	113
10	Lindi	46	8	54
11	Manyara	47	17	64
12	Mara	49	28	77
13	Mbeya	89	19	108
14	Morogoro	101	17	118
15	Mtwara	50	14	64
16	Mwanza	129	23	152
17	Njombe	37	15	52
18	Pwani	127	19	146
19	Rukwa	21	4	25
20	Ruvuma	49	4	53
21	Shinyanga	83	9	92
22	Simiyu	28	11	39
23	Singida	32	11	43
24	Songwe	47	6	53
25	Tabora	48	15	63
26	Tanga	68	22	90
	<b>Grand Total</b>	<b>1,997</b>	<b>364</b>	<b>2,361</b>

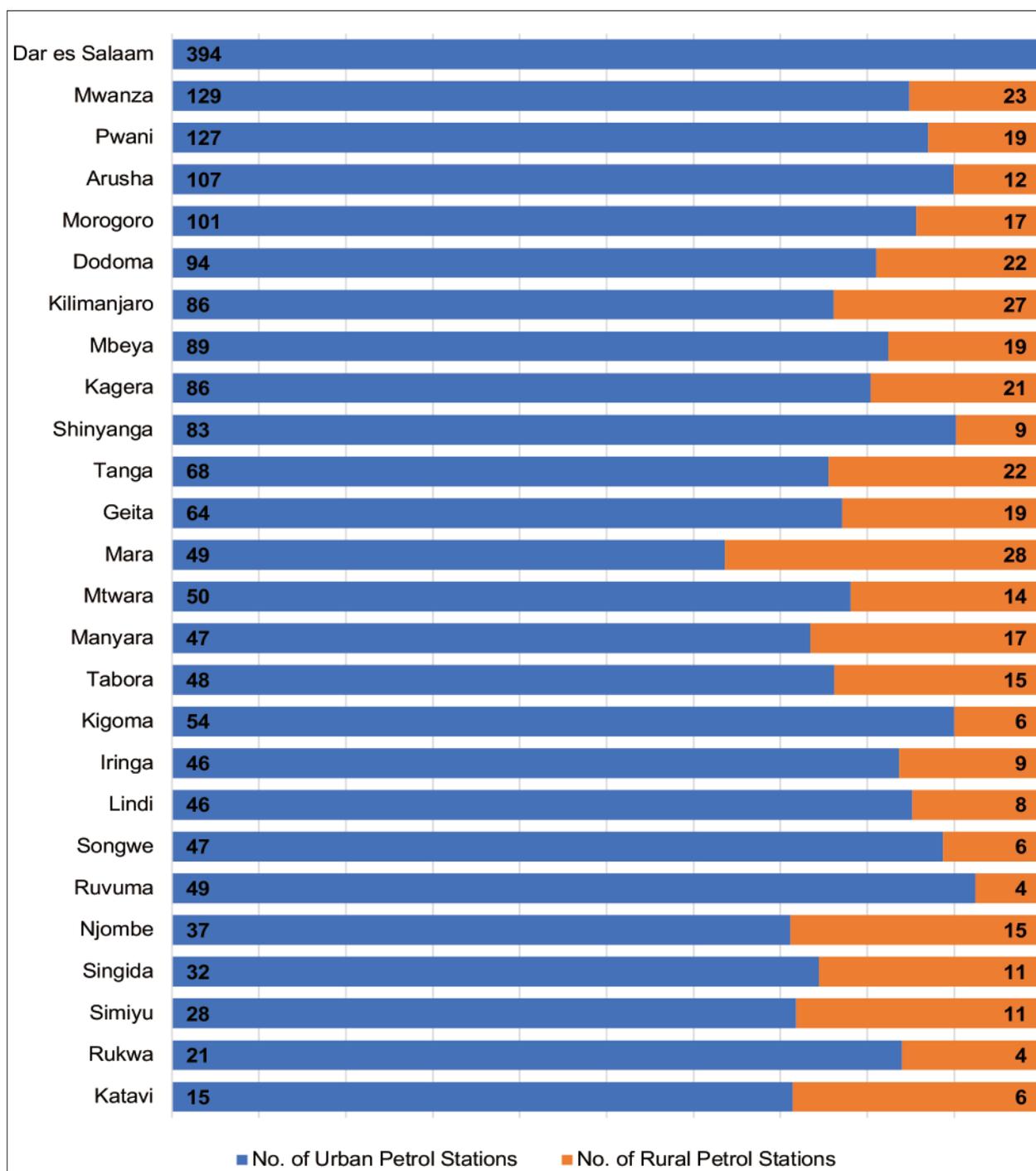


Figure 2: Licensed Petrol Stations in Mainland Tanzania as of 30th June 2023

### 3. LIQUID PETROLEUM PRODUCTS SUPPLY AND CONSUMPTION

#### 3.1 Importation of Petroleum Products through the Bulk Procurement System

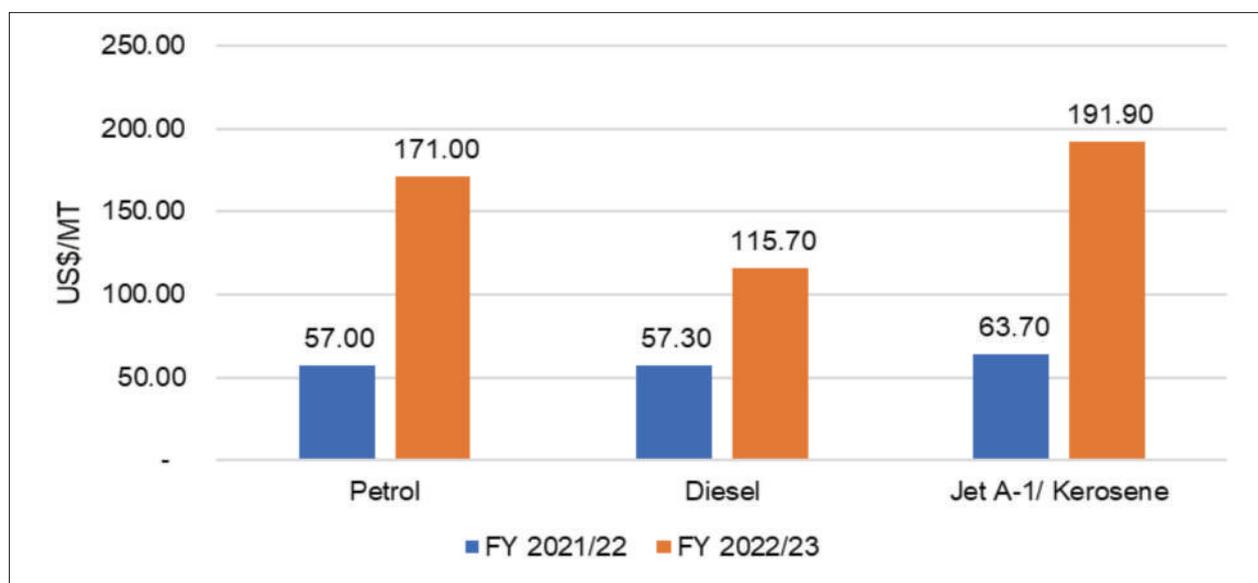
The importation of main petroleum products for local consumption is done through BPS. The BPS provides an opportunity to be used for importation of petroleum products for transit to neighbouring countries. The products that are imported under BPS are: petrol, diesel, kerosene, and Jet A-1. Other petroleum products including LPG, HFO, lubricants, base oil and bitumen are imported by companies licensed by EWURA under private arrangements of the companies.

A total of 105 BPS tenders were floated in FY 2022/23, which is a decrease of 5 tenders compared to 110 BPS tenders floated in FY 2021/22. The decrease in the number of tenders is attributed to the increase of transit products imported outside the BPS, especially the product received by TAZAMA for transportation through pipeline to Ndola, Zambia. **Table 2** shows a summary of suppliers that won BPS tenders and the number of tenders won during the year under review. **Appendix 3** presents a list of all BPS tenders, the winning bidders, and the corresponding premiums.

**Table 2: Winning Suppliers and Number of Tenders Won in the Financial Year 2022/23**

SN	BPS Tender Winner	Number of tenders Won	Percentage
1	Addax Energy SA	26	25%
2	Augusta Energy DMCC	21	20%
3	Sahara Energy Resources	18	17%
4	Vitol Bahrain EC	12	11%
5	HAPCO FZE	11	10%
6	E3 Energy DMCC	7	7%
7	Coral Energy DMCC	6	6%
8	Tanzania Petroleum Development Corporation	3	3%
9	Montfort Trading FZE	1	1%
	<b>Total</b>	<b>105</b>	<b>100%</b>

As shown in **Figure 3**, the weighted average premiums in 2022/23 increased by 178%, 196% and 201% for diesel, petrol and Jet A-1/kerosene respectively, compared to the weighted average premiums in 2021/22.



**Figure 3: Weighted Average Premiums in FY 2021/22 and 2022/23**

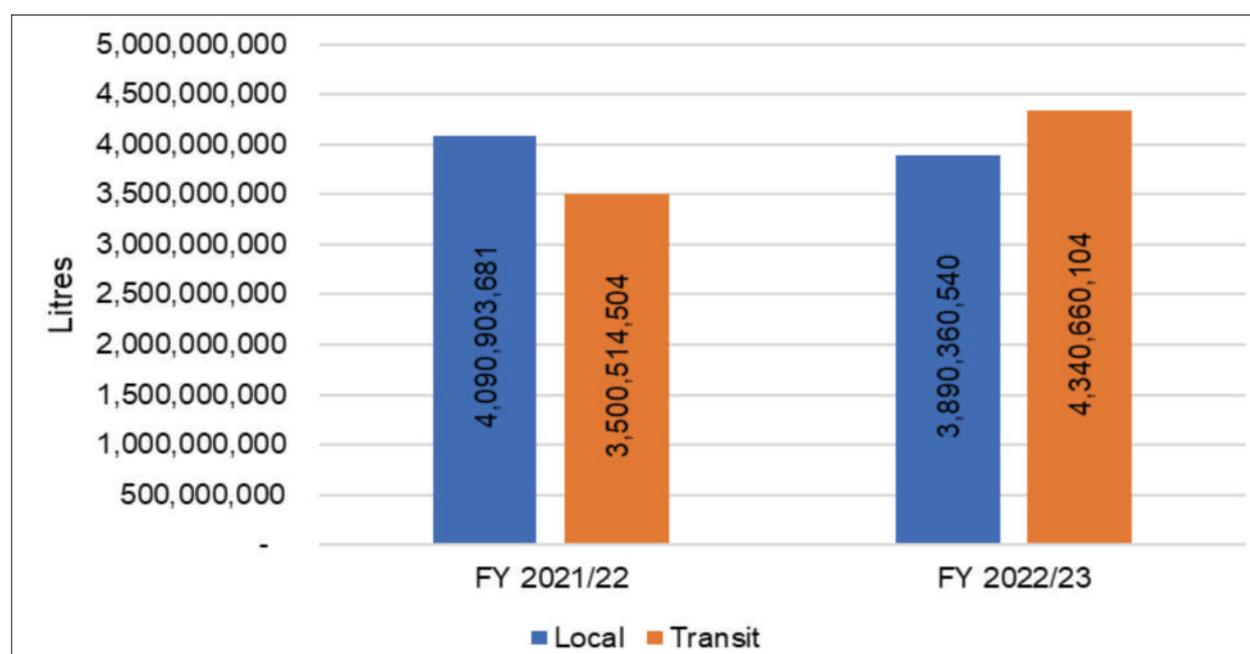
Premiums for the supply of petroleum products through Dar es Salaam Port continued to be lower than premiums of products imported through Tanga and Mtwara ports mainly due to economies of scale that can be attained at the Dar es Salaam Port. The average premiums for the supply of petroleum products through the three ports are shown in **Table 3**. The monthly premiums of each petroleum product for each port are provided in **Appendix 4**.

**Table 3: Weighted Average Premiums for each Port**

Name of Port	Number of Cargoes	AGO (USD/MT)	PMS (USD/MT)	JET A-1/Kerosene (USD/MT)
Dar es Salaam	97	112.01	169.44	191.92
Tanga	12	153.72	181.90	--
Mtwara	10	188.91	199.50	--

### 3.2 Quantities of Imported Liquid Petroleum Products

The main imported petroleum products are petrol, diesel, kerosene, Jet A-1, and HFO. During the financial year 2022/23, a total of 8,231,020,644 litres were imported which is an 8% increase compared to 7,591,418,185 litres imported in financial year 2021/22. Imports for the local market account for 47% of the total imports and the remaining 53% were imports for transit to neighbouring countries as depicted in **Figure 4**.



**Figure 4: Local vs Transit Petroleum Products Imports in FY 2021/22 and 2022/23**

Imports for local consumption decreased by 4.9% while imports for transit increased by 24.0% when compared to the quantities imported in FY 2021/22 as shown in **Table 4** and **Appendix 5**. The decrease in local imports is attributed to a shortage of US Dollars in the country during the year under review.

**Table 4: Total Local and Transit Products Imports (in Litres)**

Year	Local Imports	Transit Imports	Total
FY 2021/22	4,090,903,681	3,500,514,504	7,591,418,185
FY 2022/23	3,890,360,540	4,340,660,104	8,231,020,644
Change	-4.9%	24.0%	8.4%

As shown in **Table 5**, local imports of kerosene have continued to decline while transit imports increased significantly as TAZAMA imported the kerosene required for cleaning the pipeline in December 2022. Additional details of the imported quantities for each petroleum product for the local and transit markets are indicated in **Appendix 5**.

**Table 5: Total Local and Transit Imports by products (in Litres)**

	Type of Product	2021/22	2022/23	% Change
Local Imports	Petrol	1,559,813,103	1,450,931,164	-7
	Diesel	2,322,278,960	2,215,366,404	-4.6
	Kerosene	13,920,183	5,663,976	-59
	Jet A-1	160,766,660	203,971,371	26.9
	HFO	34,124,775	14,427,625	-57.7
Transit Imports	Diesel	2,094,606,863	2,874,528,966	37
	Petrol	1,212,059,839	1,237,702,670	2
	Kerosene	5,610,745	26,896,048	379
	Jet A-1	171,216,841	197,963,143	16
	HFO	17,020,216	3,569,277	-79

### 3.3 Consumption of Liquid Petroleum Products

In the financial year 2022/23, a total of 4,446,691,488 litres of liquid petroleum products were consumed, equivalent to an 11% increase when compared to 4,009,659,374 litres consumed in FY 2021/22 as depicted in **Table 6**.

**Table 6: Petroleum Product Consumption in Financial years 2021/22 and 2022/23 (in Litres)**

Year	Diesel	Petrol	Kerosene	HFO	Jet-A1	IDO	TOTAL
2021/22	2,148,341,730	1,665,238,527	22,064,151	20,928,497	151,171,469	1,915,000	4,009,659,374
2022/23	2,520,847,056	1,639,465,033	9,671,800	33,283,991	243,383,608	40,000	4,446,691,488
Change	17%	-2%	-56%	59%	61%	-98%	11%

The main business segments that consume petroleum products include transportation, industries, construction, mining, agriculture and aviation. The quantity of petroleum products consumed by the business segments is shown in **Table 7**. In the year under review, the retail segment (transportation) consumed 56% of the total consumed petroleum products and the direct customers' segment (agriculture & industries) consumed 34%. Mining and aviation segments consumed 4% and 5% of the total consumption products respectively.

**Table 7: Petroleum Consumption by Category for the financial year 2022/23**

CATEGORY	AGO	PMS	IK	HFO	JET A-1	IDO	TOTAL	% of Total Consumption
Retail (Transportation)	1,188,399,393	1,310,270,116	3,671,213	-	-	-	2,502,340,721	56%
Direct Customers (Industry)	1,168,073,429	329,194,919	6,000,587	24,469,146	-	40,000	1,527,778,081	34%
Mining (Others)	164,374,234	-	-	8,814,845	-	-	173,189,079	4%
Aviation	-	-	-	-	243,383,608	-	243,383,608	5%
<b>TOTAL</b>	<b>2,520,847,056</b>	<b>1,639,465,034</b>	<b>9,671,800</b>	<b>33,283,991</b>	<b>243,383,608</b>	<b>40,000</b>	<b>4,446,691,489</b>	<b>100%</b>

#### 3.3.1 White Petroleum Products (AGO, PMS and IK) Consumption per Region

During the period under review, the annual consumption of petroleum products at retail stations and consumer installations totalled 4,005,609,656 litres. The highest consumption was in Dar es Salaam followed by Arusha, Iringa, Dodoma and Mwanza as shown in **Table 8**.

**Table 8: Annual Consumption per Region (in Litres)**

Region	AGO	PMS	IK	Total
Arusha	148,522,022	110,138,172	1,072,277	259,732,471
Dar es Salaam	801,292,934	494,284,601	4,191,624	1,299,769,159
Dodoma	123,470,004	69,576,776	160,114	193,206,894
Geita	23,339,441	26,488,524	19,543	49,847,508
Iringa	83,922,618	43,471,474	108,495	127,502,587
Kagera	50,394,443	57,941,458	224,806	108,560,707
Katavi	15,516,839	5,819,913	9,165	21,345,917
Kigoma	17,101,917	25,395,939	9,839	42,507,695
Kilimanjaro	72,086,214	72,396,699	949,092	145,432,005
Lindi	11,624,378	18,576,330	78,709	30,279,417
Manyara	21,647,195	20,986,288	-	42,633,482
Mara	15,040,726	21,312,676	18,060	36,371,462
Mbeya	128,212,491	80,963,923	210,385	209,386,799
Morogoro	110,873,686	73,002,066	312,410	184,188,163
Mtwara	51,454,191	48,289,266	50,406	99,793,864
Mwanza	198,600,327	166,732,290	831,567	366,164,185
Njombe	50,830,769	30,217,374	5,930	81,054,074
Pwani	152,638,465	49,766,593	181,462	202,586,520
Rukwa	17,195,164	16,679,406	72,644	33,947,214
Ruvuma	40,565,643	35,038,265	49,732	75,653,640
Shinyanga	59,186,872	38,824,803	21,295	98,032,969
Simiyu	5,985,897	5,413,604	-	11,399,500
Singida	24,851,722	24,017,345	37,333	48,906,400
Songwe	19,265,608	11,447,697	-	30,713,306
Tabora	28,490,646	23,626,265	36,929	52,153,840
Tanga	84,362,610	69,057,285	1,019,984	154,439,878
<b>TOTAL</b>	<b>2,356,472,822</b>	<b>1,639,465,034</b>	<b>9,671,800</b>	<b>4,005,609,656</b>

### 3.3.2 Aviation Fuel Consumption and Distribution

Aviation fuels were mainly supplied by three Oil Marketing Companies (OMCs). These are Puma Energy Ltd, Total (T) Ltd, and Oilcom (T) Ltd. A total of 208,292,862 litres of Jet A-1 and 417,782 litres of aviation gasoline (AvGas) were distributed and consumed at various airports in Tanzania. Puma Energy continued to be the only supplier of AvGas.

Julius Nyerere International Airport (JNIA) accounted for 75% of the Jet A-1 consumed in the country due to its higher air traffic compared to other airports, followed by Kilimanjaro International Airports (KIA) which consumed 17%. The consumption of Jet A-1 by airports is indicated in **Figure 5** and **Figure 6**.

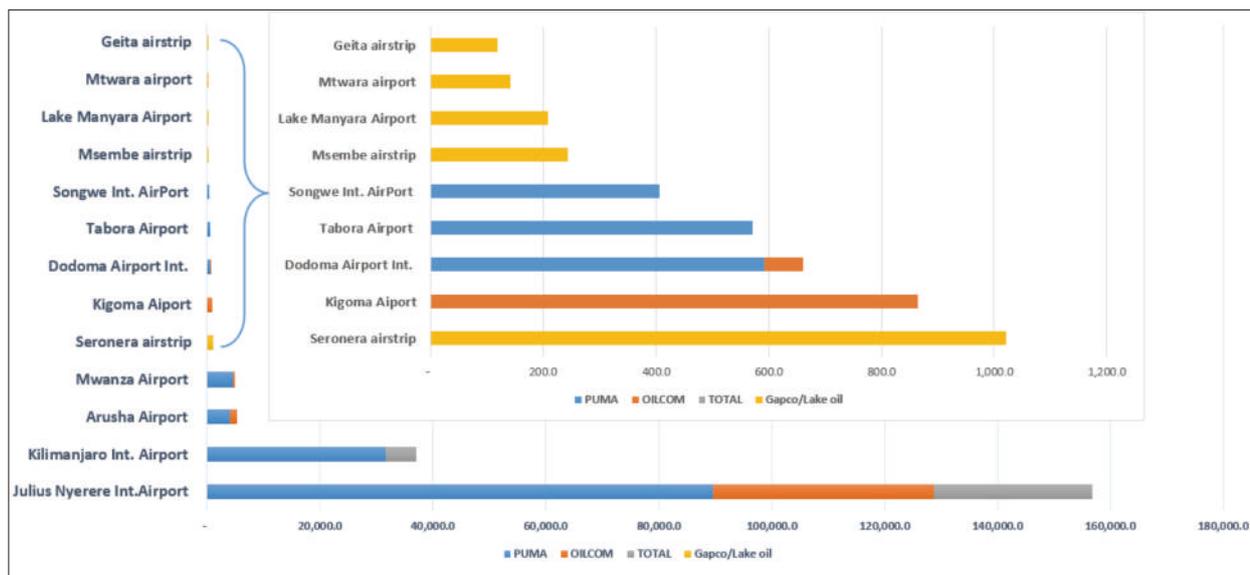


Figure 5: Jet A-1 Consumption and Distribution by Airport and Company

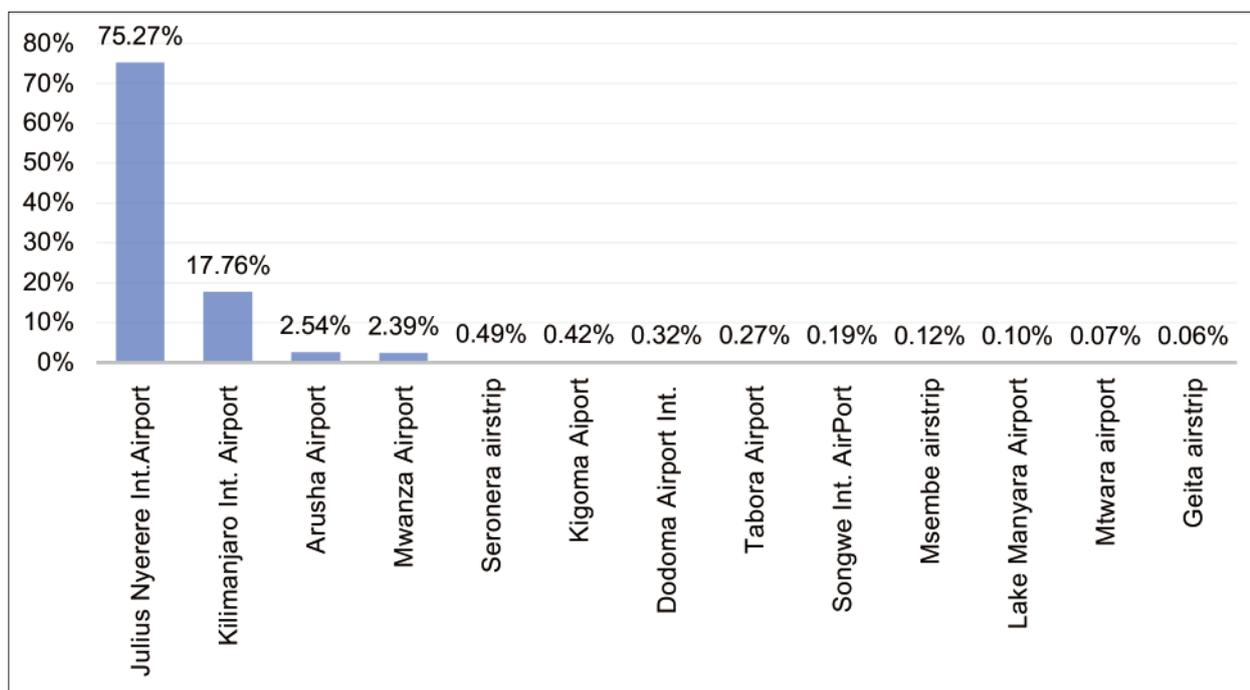


Figure 6: Jet A-1 Percentage of Consumption by Airport and Market share

### 3.4 Stock Availability

Pursuant to regulation 6 of the Petroleum (General) Regulations of 2011, OMCs are required to maintain at least 15 days' stock of petroleum products based on their market shares. The regulation Rule 25 (I) (I) of the Petroleum (Wholesale, Storage, Retail and Consumer Installation) Rules 2022, GN 150 stipulates that the OMC is obligated to prepare weekly stock position of petroleum products in a facility as directed by the Authority. EWURA monitors the requirement of the aforementioned regulation and rules by checking the OMCs' stock balances every week and ensuring sufficient products are procured through BPS every month. The objective is to ensure the country has sufficient stock of petroleum products.

In the year under review, the country had sufficient stocks to meet the demand for more than 15 days as indicated in **Figure 7** and **Figure 8**.

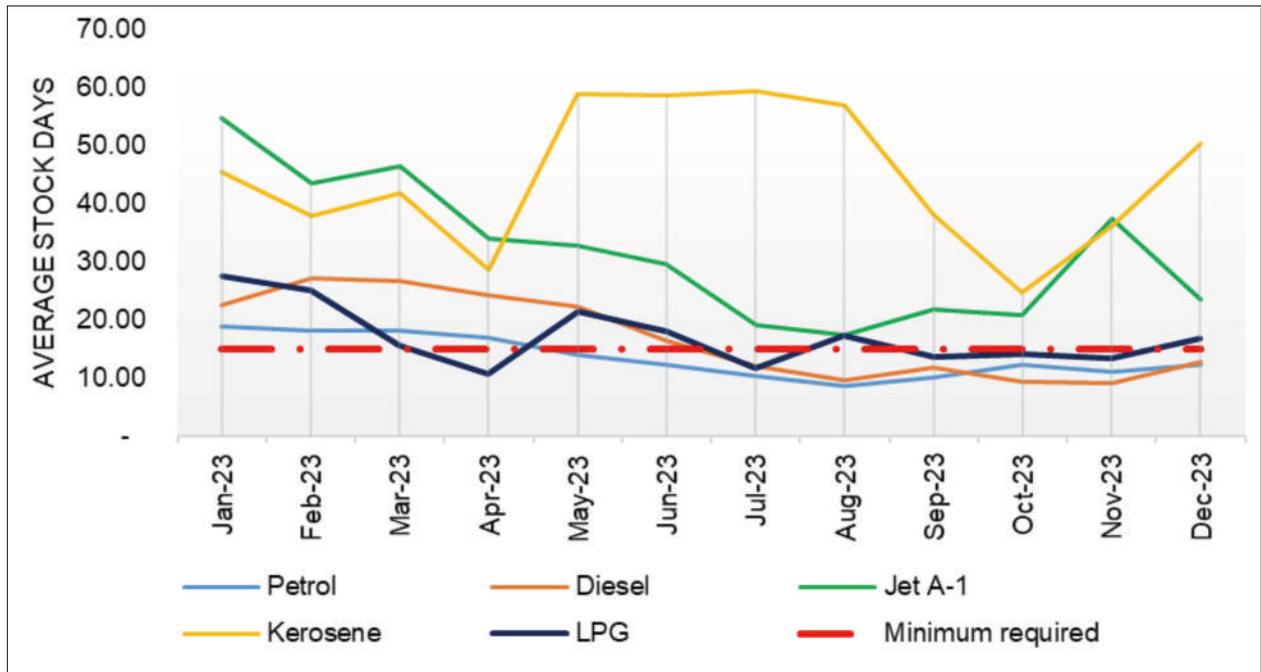


Figure 7: Monthly Average Stock Days of Petroleum Products in FY 2022/23

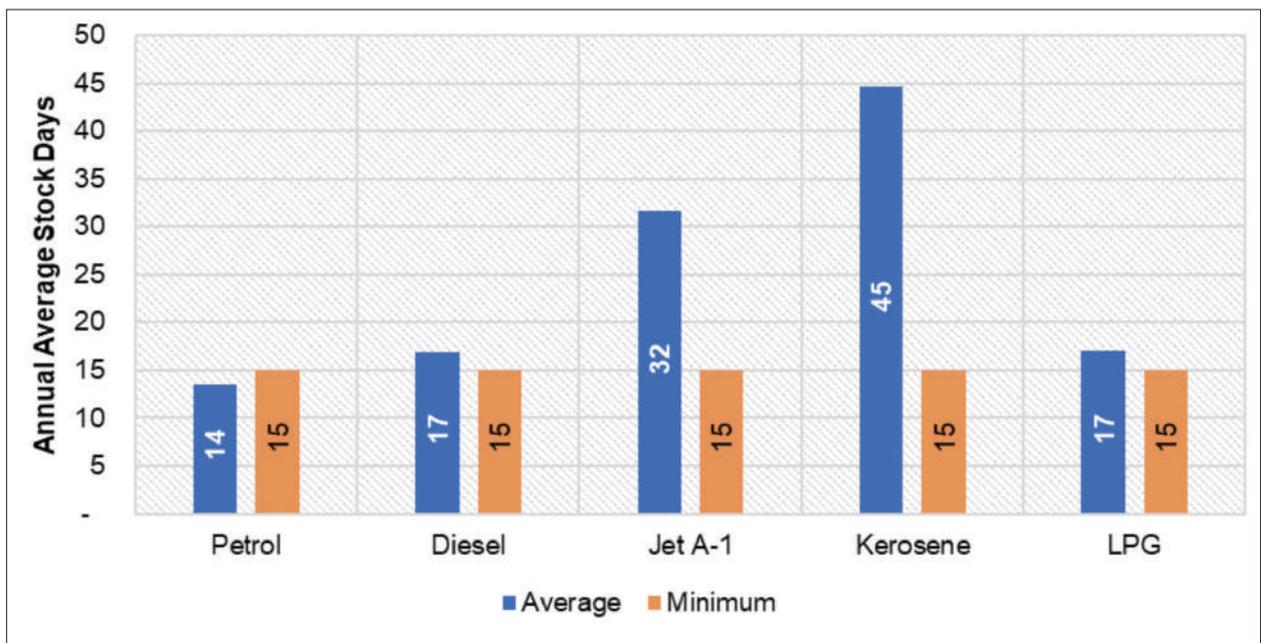


Figure 8: Annual Average Stock Days of Petroleum Products in FY 2022/23

## 4. PRICES OF LIQUID PETROLEUM PRODUCTS

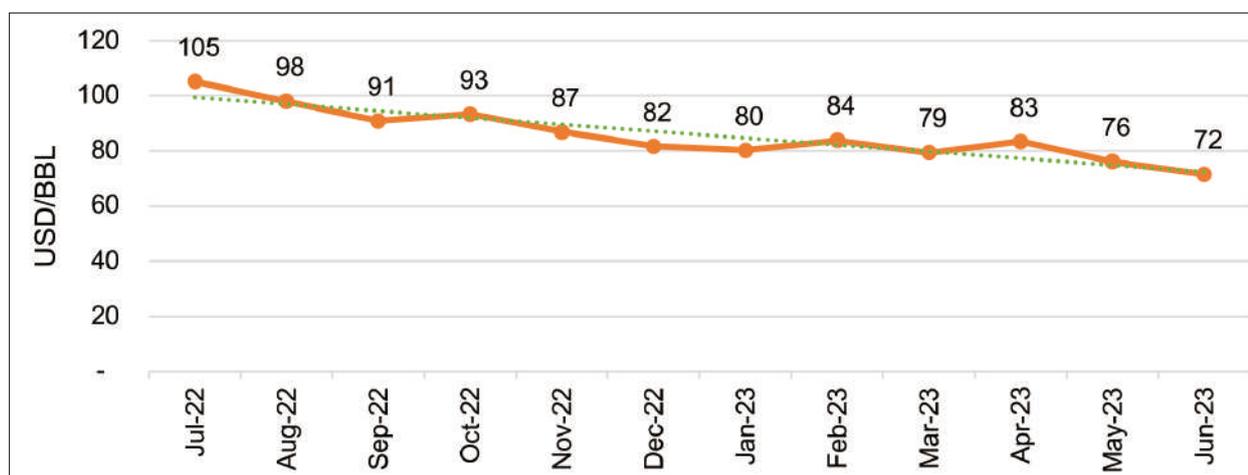
Prices of petroleum products are determined and published in accordance with Section 166 of the Petroleum Act, Cap 392. Petroleum wholesale and retail cap prices for diesel, petrol, and kerosene are set every month as required by the Energy and Water Utilities Regulatory Authority (Petroleum Products Price Setting) Rules.

### 4.1 Trend of World Prices for Petroleum Products

Most of the petroleum products that are supplied in Tanzania are sourced from the Arab Gulf with some of the products being sourced from Oman and India. It is in this regard that the FOB reference prices in the Shipping and Supply Contracts for supply of petroleum products through BPS are based on the Arabian Gulf (AG) market prices as published by Platts.

#### 4.1.1 World Market Crude Oil Prices

In the period under review, the market observed a decrease in crude oil prices following an increase in production in non OPEC countries, expectations of inflation and world recession, demand being less than expectations and crude oil from Russia finding a market in different parts of the world despite the EU import ban of Russian oil. Therefore, in financial year 2022/23, the average price of crude oil stood at USD 86 per barrel compared to USD 90 per barrel in the financial year 2021/22, equivalent to a decrease of 5%. The trend of crude oil prices is shown in **Figure 9**.



**Figure 9: The Trend of Brent Crude Oil Prices in FY 2022/23**

#### 4.1.2 World Refined Petroleum Products Market Prices

In the year under review, the average FOB prices for refined petroleum products in the world market recorded a decreasing trend as indicated in **Figure 10** and **Table 9**. On monthly basis, petrol FOB price fell from USD 949/MT in July 2022 to USD 723/MT in June 2023. In similar months, diesel FOB prices fell from USD 1,054/MT to USD 662/MT while Jet A-1/Kerosene FOB prices fell from USD 1,035/MT to USD 692/MT respectively.

In comparison to FY 2021/22, the average FOB prices for petrol fell by 12% from USD 887/MT in year 2021/22 to USD 780/MT, the average diesel FOB price increased by 2% from USD 828/MT in year 2021/22 to USD 842/MT and Jet A-1/Kerosene average FOB price increased by 4% from USD 819 MT in year 2021/22 to USD 855/MT. Generally, the average FOB prices decreased by 6% compared to the last financial year 2021/22.

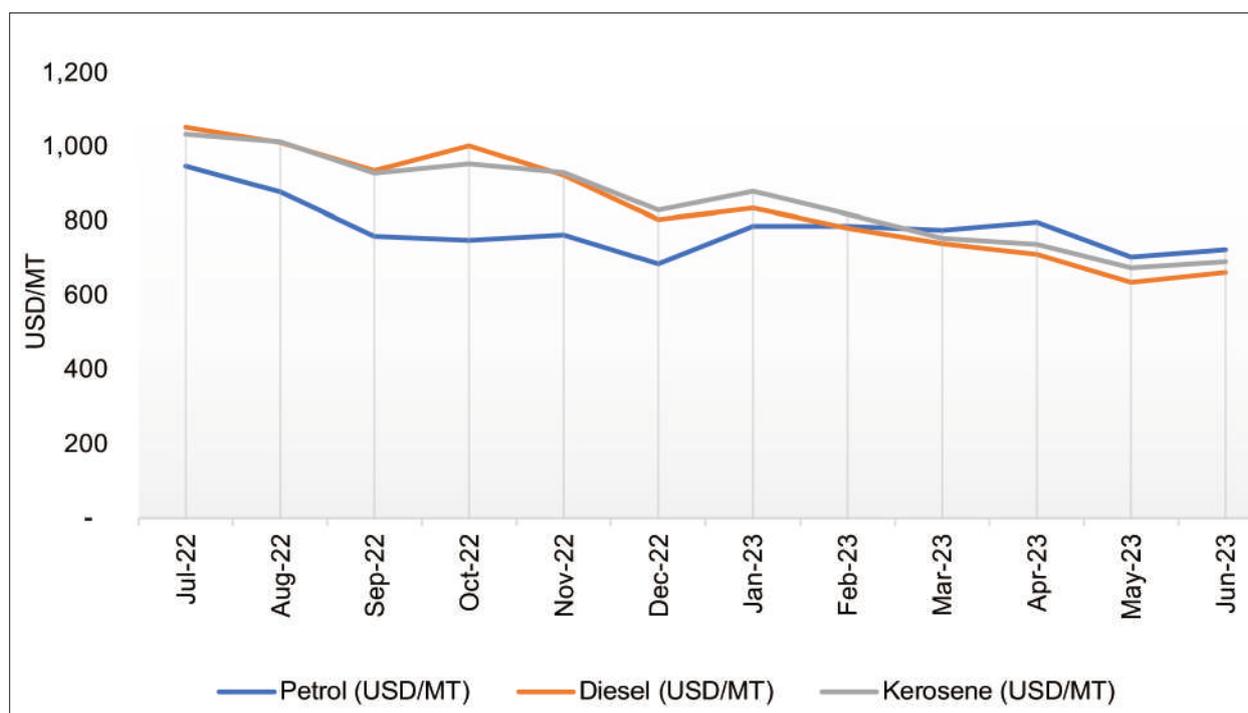
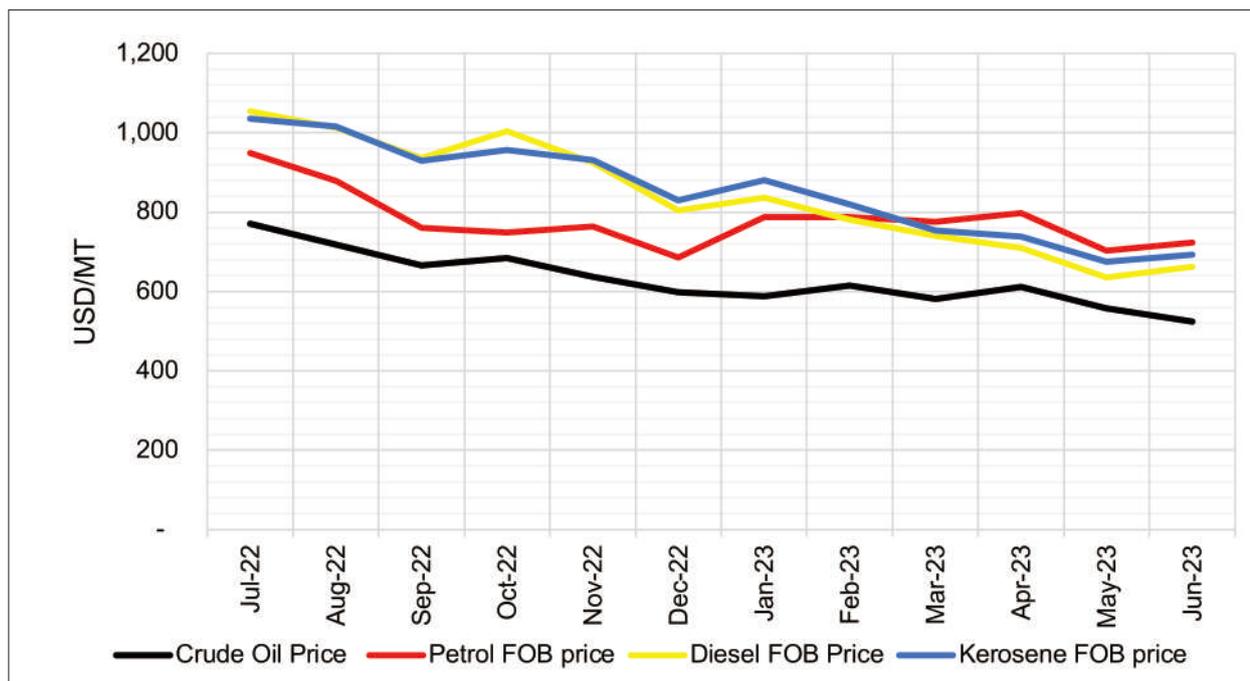


Figure 10: Average World Market Refined Petroleum Products FOB Price Trends in year 2022/23

Table 9: Monthly Average World Market Prices of Refined Petroleum Products FOB in 2022/23 (in USD/MT)

Month	Petrol	Diesel	Kerosene
Jul-22	949	1,054	1,035
Aug-22	879	1,013	1,015
Sep-22	761	936	929
Oct-22	749	1,004	956
Nov-22	764	924	931
Dec-22	686	804	830
Jan-23	787	836	880
Feb-23	787	781	820
Mar-23	776	739	754
Apr-23	797	710	739
May-23	703	635	675
Jun-23	723	662	692
<b>Average FY 2022/23</b>	<b>780</b>	<b>842</b>	<b>855</b>
<b>Average FY 2021/22</b>	<b>887</b>	<b>828</b>	<b>819</b>
<b>Change</b>	<b>-12%</b>	<b>2%</b>	<b>4%</b>
<b>Overall Change</b>	<b>-6%</b>		

The FOB prices trend was a reflection of the world crude oil prices trend in the year under review. This was an indication of a strong relationship between crude oil prices and refined petroleum products prices trends. **Figure 11** indicates the relationship between the world crude oil prices and FOB prices trends.

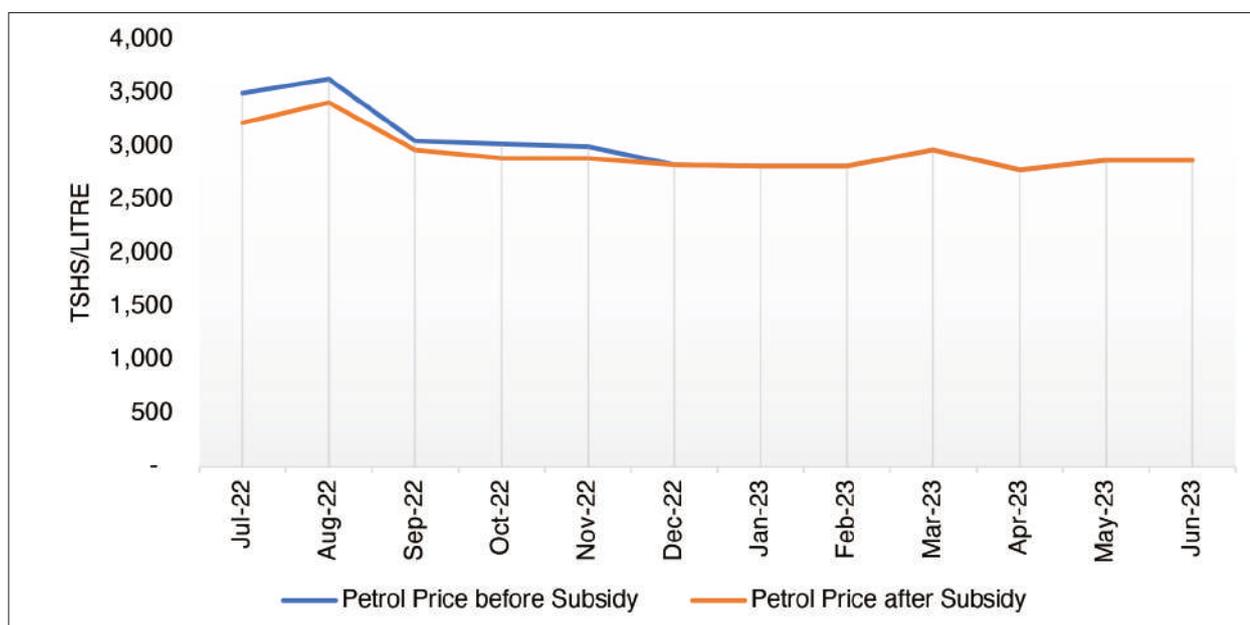


**Figure 11: The Trend of Brent Crude Oil Prices vs FOB Prices in FY 2022/23**

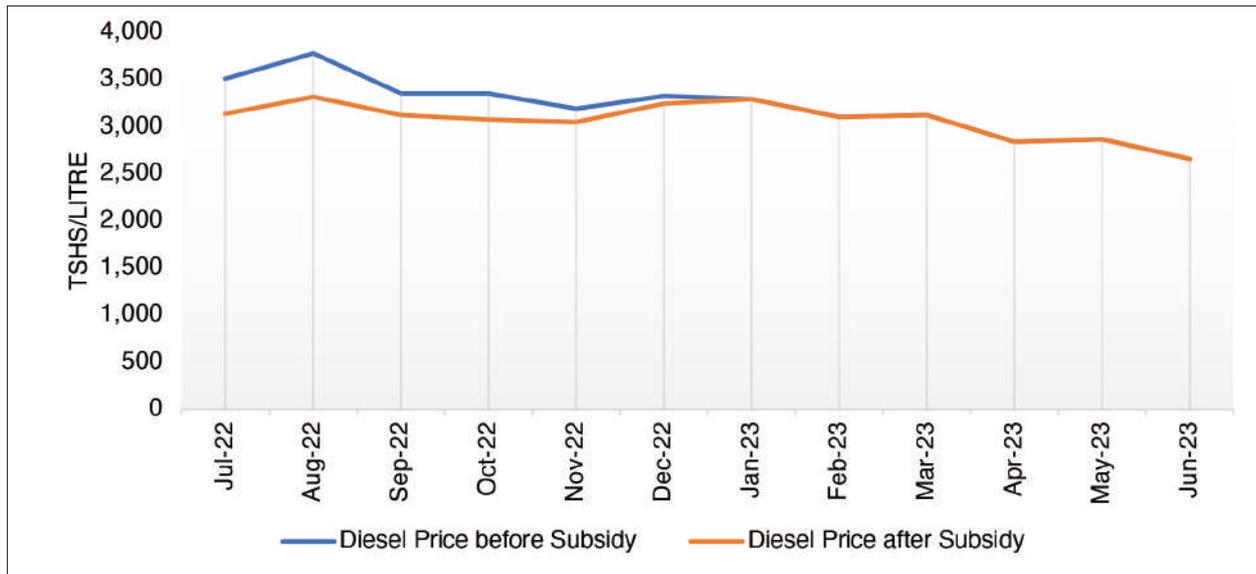
#### 4.2 Domestic Petroleum Product Prices

In the year under review, domestic wholesale cap prices of petrol, diesel and kerosene were published on monthly basis for all districts in mainland Tanzania. The prices were determined by considering the product costs at the receiving ports. These costs included landed costs, local costs, Government taxes, local transport costs and margins of wholesalers and retailers to cover operating costs and a return on investment.

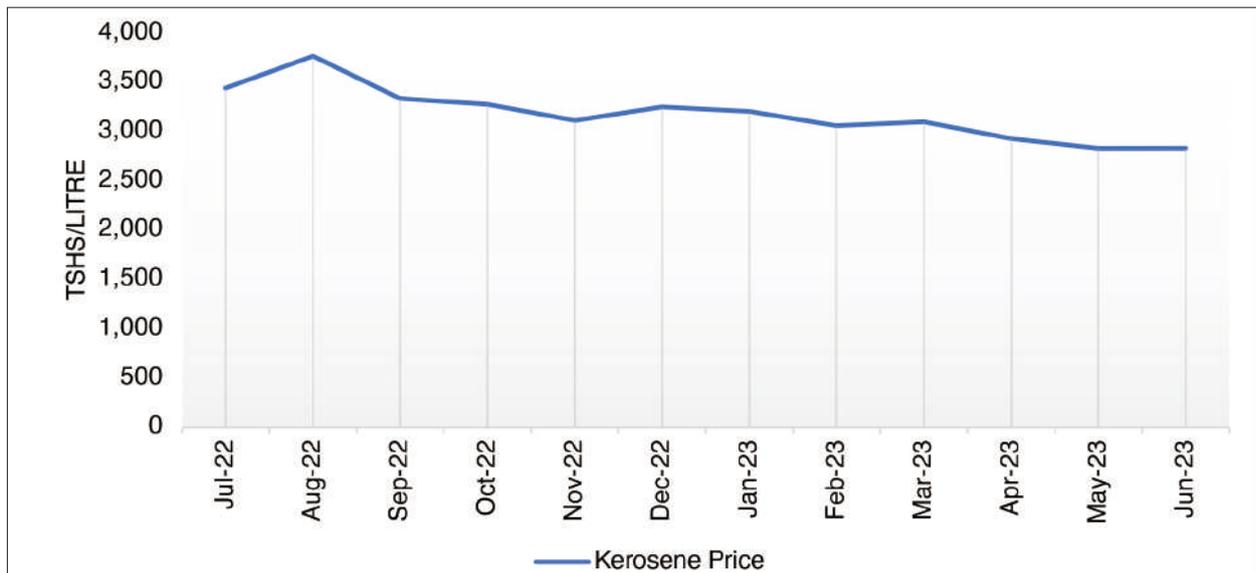
In the financial year 2022/23, prices were demonstrating similar decreasing trends as crude oil prices and refined petroleum products FOB prices as indicated in **Figure 12** to **Figure 14**. After considering the subsidy that was provided to cushion the increases in petrol and diesel prices from July to December 2023, from July 2022 to June 2023, petrol, diesel and kerosene prices decreased from TShs 3,497/Litre to TShs 2,873/Litre, from TShs 3,510/Litre to TShs 2,662/Litre, and from TShs 3,442/Litre to TShs 2,829/Litre respectively.



**Figure 12: The Trend of Petrol Pump Prices for Dar es Salaam for FY 2022/23**



**Figure 13: The Trend of Diesel Pump Prices for Dar es Salaam for FY 2022/23**



**Figure 14: The Trend of Kerosene Pump Prices for Dar es Salaam for FY 2022/23**

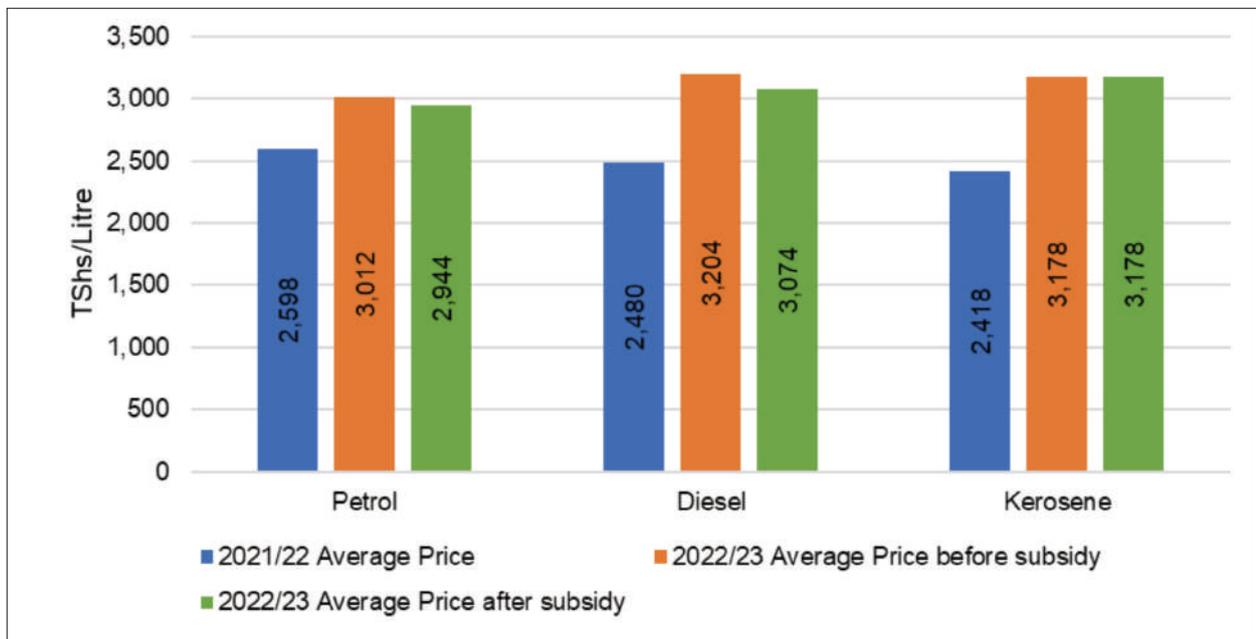
Based on the actual cost of products received through Dar es Salaam Port, the average pump prices in Dar es Salaam would have been TShs 3,012 per litre and TShs 3,204 per litre for petrol and diesel, respectively, which is an increase of 16% and 29% when compared to the average pump prices in 2021/22.

Given the subsidy that was provided in the second half of the year 2022 to reduce the increase in prices of petrol and diesel, the actual pump prices for the two products increased by 13% and 24% to TShs 2,944 per litre and TShs 3,074 per litre, respectively.

There was no subsidy provided for kerosene prices and hence the price of the product increased by 31% from TShs 2,418 per litre to TShs 3,178 per litre. **Table 10** provides the monthly pump prices for Dar es Salaam and **Figure 15** shows the average retail pump prices for Dar es Salaam in financial years 2021/22 and 2022/23.

**Table 10: Monthly Pump Prices in Dar es Salaam in FY 2022/23 (TShs/Litre)**

Month	Petrol Price before subsidy	Petrol Price after subsidy	Diesel Price before subsidy	Diesel Price after subsidy	Kerosene Price
Jul-22	3,497	<b>3,220</b>	3,510	<b>3,143</b>	3,442
Aug-22	3,630	<b>3,410</b>	3,784	<b>3,322</b>	3,765
Sep-22	3,049	<b>2,969</b>	3,359	<b>3,125</b>	3,335
Oct-22	3,019	<b>2,886</b>	3,358	<b>3,083</b>	3,275
Nov-22	2,996	<b>2,886</b>	3,197	<b>3,052</b>	3,111
Dec-22	2,827	2,827	3,330	<b>3,247</b>	3,252
Jan-23	2,819	2,819	3,295	3,295	3,203
Feb-23	2,819	2,819	3,105	3,105	3,061
Mar-23	2,968	2,968	3,130	3,130	3,098
Apr-23	2,781	2,781	2,847	2,847	2,929
May-23	2,871	2,871	2,871	2,871	2,830
Jun-23	2,873	2,873	2,662	2,662	2,829
<b>Average FY 2022/23</b>	<b>3,012</b>	<b>2,944</b>	<b>3,204</b>	<b>3,074</b>	<b>3,178</b>
<b>Average FY 2021/22</b>	<b>2,598</b>	<b>2,598</b>	<b>2,480</b>	<b>2,480</b>	<b>2,418</b>
<b>Change</b>	<b>16%</b>	<b>13%</b>	<b>29%</b>	<b>24%</b>	<b>31%</b>



**Figure 15: Average Pump Prices for Dar es Salaam in FY 2021/22 and 2022/23**

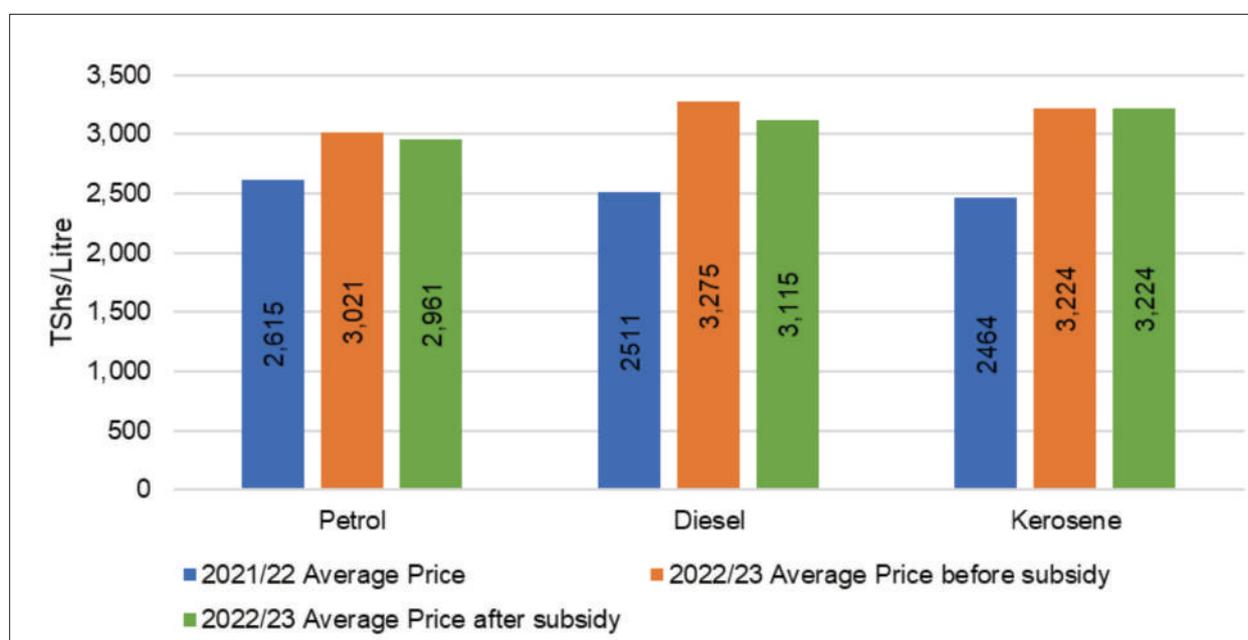
In financial year 2022/23, petrol and diesel continued to be received through Tanga Port while kerosene was sourced from Dar es Salaam Port. The average pump prices at Tanga before the provision of subsidy would have been TShs 3,021/Litre and TShs 3,275/Litre for petrol and diesel, respectively.

This is equivalent to an increase of prices by 16% and 30% respectively when compared to the average pump prices in 2021/22. Given the subsidy that was provided during the review period, the actual average prices of petrol and diesel increased by 13% and 24% to TShs 2,961 and TShs 3,115/Litre, respectively.

The pump price of kerosene which had no subsidy increased by 31% increasing from TShs 2,464 to TShs 3,224/Litre. **Table 11** provides the monthly pump prices for Tanga and **Figure 16** indicates the comparison in a graphical presentation of the average pump prices for Tanga in 2021/22 and 2022/23.

**Table 11: Monthly Pump Prices for Tanga in FY 2022/23 (in TShs/Litre)**

Month	Petrol Price before subsidy	Petrol Price after subsidy	Diesel Price before subsidy	Diesel Price after subsidy	Kerosene Price
Jul-22	3,486	<b>3,214</b>	3,527	<b>3,150</b>	3,488
Aug-22	3,584	<b>3,435</b>	3,929	<b>3,349</b>	3,811
Sep-22	3,073	<b>3,033</b>	3,336	<b>3,131</b>	3,381
Oct-22	3,128	<b>2,924</b>	3,468	<b>3,108</b>	3,322
Nov-22	2,806	<b>2,806</b>	3,223	<b>3,074</b>	3,157
Dec-22	2,873	<b>2,815</b>	3,496	<b>3,249</b>	3,298
Jan-23	2,979	2,979	3,340	3,340	3,249
Feb-23	2,979	2,979	3,340	3,340	3,107
Mar-23	2,915	2,915	3,131	3,131	3,144
Apr-23	2,756	2,756	2,900	2,900	2,975
May-23	2,756	2,756	2,900	2,900	2,876
Jun-23	2,919	2,919	2,708	2,708	2,875
<b>Average FY 2022/23</b>	<b>3,021</b>	<b>2,961</b>	<b>3,275</b>	<b>3,115</b>	<b>3,224</b>
<b>Average FY 2021/22</b>	<b>2,615</b>	<b>2,615</b>	<b>2,511</b>	<b>2,511</b>	<b>2,464</b>
<b>Change</b>	<b>16%</b>	<b>13%</b>	<b>30%</b>	<b>24%</b>	<b>31%</b>



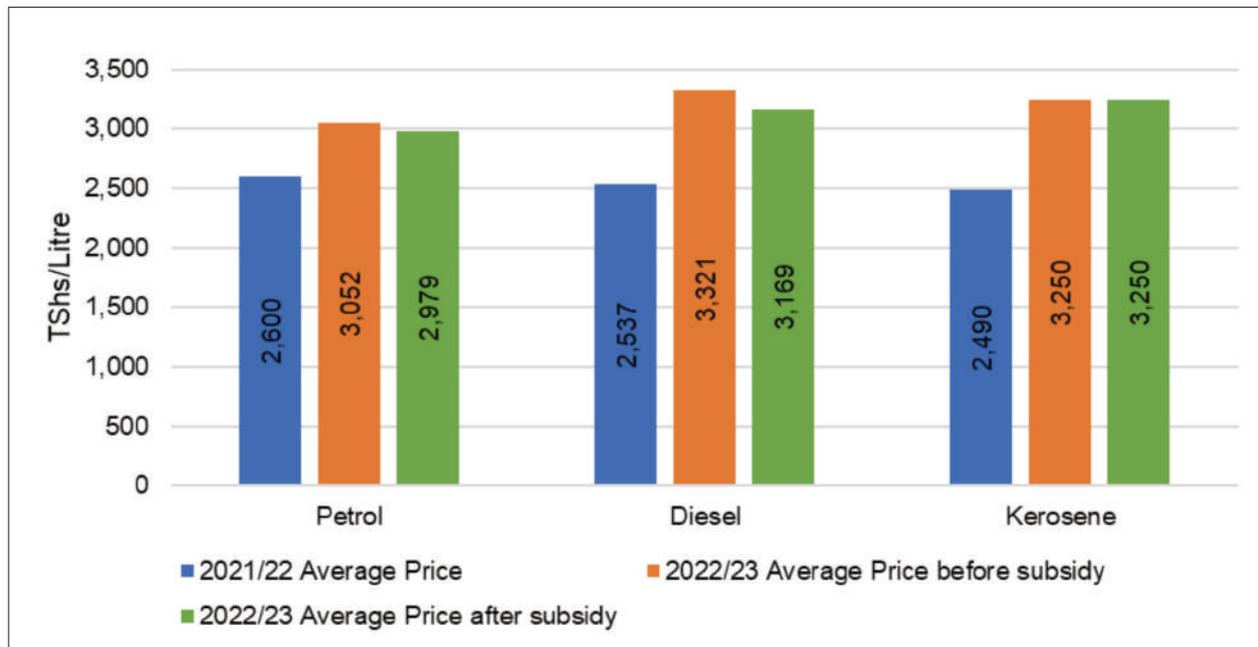
**Figure 16: Average Pump Prices for Tanga in FY 2021/22 and 2022/23**

Similarly, Mtwara port continued to receive petrol and diesel only while kerosene was sourced Dar es Salaam Port. Before the provision of subsidy, the average pump prices of petrol and diesel at Mtwara would have been TShs 3,052/Litre and TShs 3,321/Litre respectively, equivalent to an increase of 17% and 31%, respectively compared to average pump prices of 2021/22.

With the provision of subsidy in the second half of the year 2022, the average prices of petrol and diesel increased by 15% and 25% to TShs 2,979/Litre and TShs 3,169/Litre, respectively. The pump price of kerosene which had no subsidy increased by 31% increasing from TShs 2,490 to TShs 3,250/Litre. **Table 12** provides the monthly pump prices for Mtwara and **Figure 17** presents the average pump prices for Mtwara in financial years 2021/22 and 2022/23.

**Table 12: Monthly Pump Price in Mtwara in the year 2022/23 (in TShs/Litre)**

Month	Petrol Price before subsidy	Petrol Price after subsidy	Diesel Price before subsidy	Diesel Price after subsidy	Kerosene Price
Jul-22	3,504	<b>3,205</b>	3,624	<b>3,172</b>	3,514
Aug-22	3,762	<b>3,393</b>	3,933	<b>3,351</b>	3,838
Sep-22	3,122	<b>3,082</b>	3,433	<b>3,213</b>	3,408
Oct-22	3,026	<b>2,908</b>	3,432	<b>3,099</b>	3,348
Nov-22	2,917	<b>2,917</b>	3,096	<b>3,096</b>	3,183
Dec-22	2,877	<b>2,825</b>	3,512	<b>3,269</b>	3,325
Jan-23	2,993	2,993	3,404	3,404	3,275
Feb-23	2,875	2,875	3,244	3,244	3,134
Mar-23	3,013	3,013	3,176	3,176	3,170
Apr-23	2,793	2,793	3,000	3,000	3,001
May-23	2,793	2,793	3,000	3,000	2,902
Jun-23	2,946	2,946	3,000	3,000	2,901
<b>Average FY 2022/23</b>	<b>3,052</b>	<b>2,979</b>	<b>3,321</b>	<b>3,169</b>	<b>3,250</b>
<b>Average FY 2021/22</b>	<b>2,600</b>	<b>2,600</b>	<b>2,537</b>	<b>2,537</b>	<b>2,490</b>
<b>Change</b>	<b>17%</b>	<b>15%</b>	<b>31%</b>	<b>25%</b>	<b>31%</b>



**Figure 17: Average Pump Prices for Mtwara in FY 2021/22 and 2022/23**

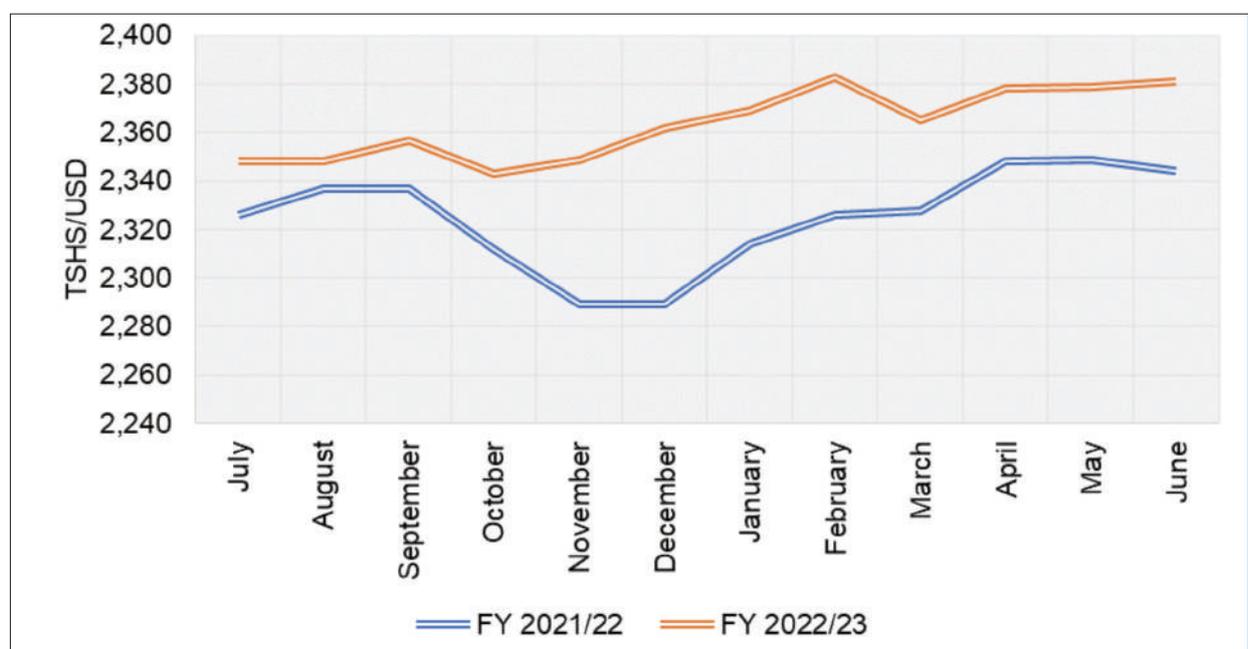
#### 4.2.1 Exchange Rate

The currency used in the procurement of petroleum products is the United States Dollar. As the products are sold in the market in the local currency, an exchange rate is determined each month during the computation of petroleum product prices to convert the foreign currency to the local currency. In the determination of the exchange rate, EWURA sources from the Bank of Tanzania the exchange rate obtained by Oil Marketing Companies when sourcing the Dollars to pay for the products received at the storage terminals.

During the period under review, the average exchange rate was TShs 2,363 per USD indicating an increase of TShs 38.57 in the exchange rate of the Shilling against the Dollar compared to TShs 2,325 per USD in 2021/22. **Table 13** and **Figure 18** present the exchange rates in 2021/22 and 2022/23.

**Table 13: Monthly Trend of the Applicable Exchange Rate in FY 2021/22 and FY 2022/23 (in TSHs/USD)**

FY 2021/22		FY 2022/23	
Month	Applicable Exchange rate	Month	Applicable Exchange Rate
Jul-21	2,326	Jul-22	2,348
Aug-21	2,337	Aug-22	2,348
Sep-21	2,337	Sep-22	2,357
Oct-21	2,312	Oct-22	2,343
Nov-21	2,289	Nov-22	2,349
Dec-21	2,289	Dec-22	2,362
Jan-22	2,314	Jan-23	2,369
Feb-22	2,326	Feb-23	2,383
Mar-22	2,328	Mar-23	2,365
Apr-22	2,348	Apr-23	2,378
May-22	2,349	May-23	2,379
Jun-22	2,344	Jun-23	2,381
<b>Average Exchange Rate</b>	<b>2,325</b>		<b>2,363</b>
<b>Change</b>			<b>2%</b>



**Figure 18: Monthly Exchange Rates in FY 2021/22 and 2022/23**

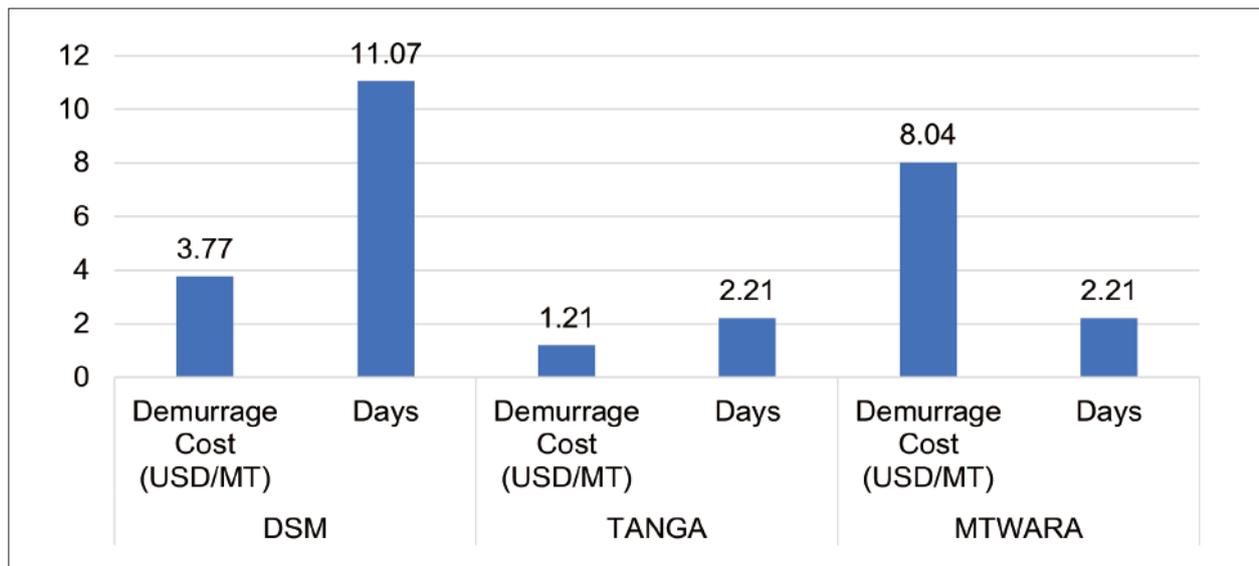
#### 4.2.2 Demurrage Costs

Demurrage costs are the charges payable to petroleum suppliers due to delays in discharging petroleum products based on an agreed time as specified in the shipping and supply contracts. **Figure 19** shows the trend of unit demurrage costs and demurrage days for the three ports.

Dar es Salaam Port has the highest demurrage days due to the congestion of vessels mainly at KOJ1 resulting from the limited capacity of the receiving facility and increased number of users of the facility including importers of HFO, vegetable oil and receipt of private vessels for importation of petroleum products that are destined to the neighbouring countries. Despite having low demurrage days at Mtwara Port, the unit demurrage cost is high due to low imported quantities through the said port.

**Table 14: The Average Demurrage Cost and Days for the Three Ports in Financial year 2022/23**

Months	DSM		TANGA		MTWARA	
	Demurrage Cost (USD/MT)	Days	Demurrage Cost (USD/MT)	Days	Demurrage Cost (USD/MT)	Days
Jul-22	3.41	8.39	0.59	2.43	6.65	2.43
Aug-22	3.05	5.05	0.28	2.29	5.83	2.29
Sep-22	2.37	9.47	0.21	2.75	5.96	2.75
Oct-22	6.93	13.73	6.97	2.50	5.99	2.50
Nov-22	5.39	21.61	0.48			
Dec-22	3.72	16.82	0.10	3.23	5.63	3.23
Jan-23	4.33	10.51	0.70	2.24	5.50	2.24
Feb-23	2.64	12.76	0.24	1.74	4.59	1.74
Mar-23	3.74	7.31		1.72	17.32	1.72
Apr-23	3.20	9.66	2.36	1.62	11.48	1.62
May-23	3.09	8.74	0.54			
Jun-23	3.42	8.76	0.80	1.62	11.48	1.62
<b>Average FY 2022/23</b>	<b>3.77</b>	<b>11.07</b>	<b>1.21</b>	<b>2.21</b>	<b>8.04</b>	<b>2.21</b>
<b>Average FY 2021/22</b>	<b>2.87</b>	<b>7.94</b>	<b>1.24</b>	<b>1.86</b>	<b>6.83</b>	<b>2.48</b>
<b>Change</b>	<b>31.51%</b>	<b>39.41%</b>	<b>-2.39%</b>	<b>19.04%</b>	<b>17.69%</b>	<b>-10.58%</b>

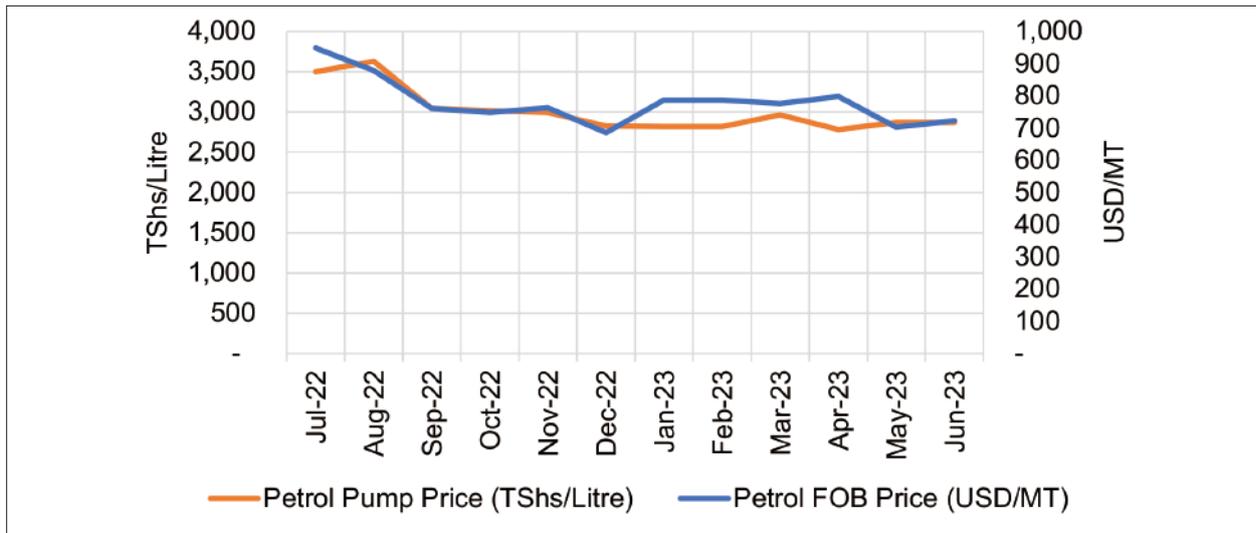


**Figure 19: Demurrage Days and Unit Demurrage Cost at Dar es Salaam, Tanga and Mtwara ports**

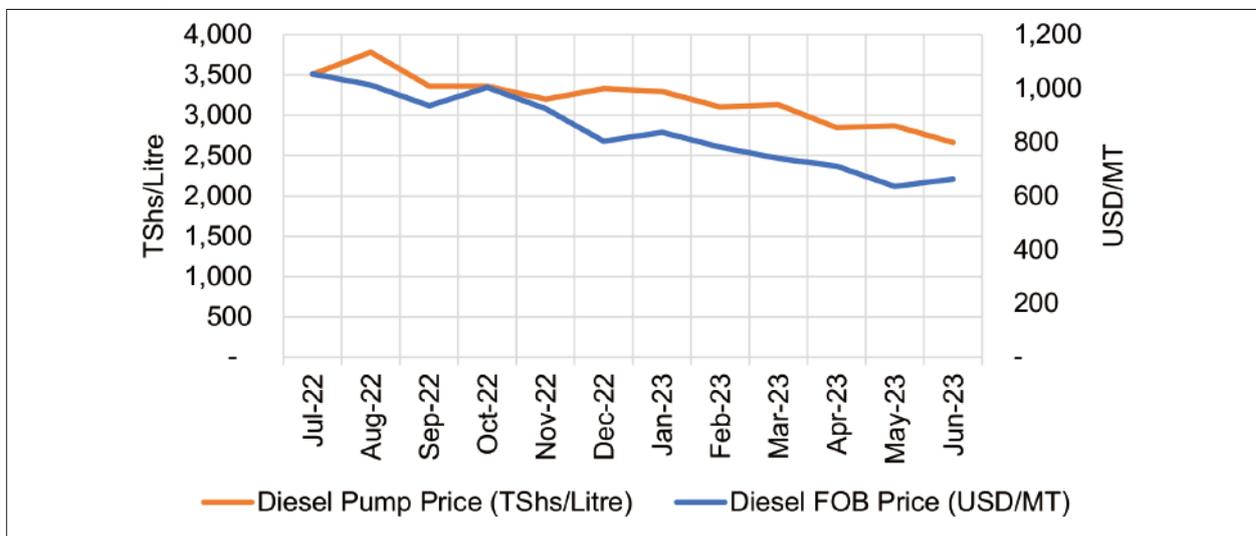
The average unit demurrage costs at Dar es Salaam Port in financial year 2022/23 increased to 3.77 USD/MT, which is equivalent to an increase by 32%, and demurrage days increased to 11.1 days, equivalent to a 39% increase compared to financial year 2021/22. The average unit demurrage costs at Tanga Port decreased to 1.21 USD/MT, which is equivalent to a decrease by 2%, and the demurrage days increased to 2.21 days, which is a 19% increase compared to financial year 2021/22. The average demurrage cost per unit at Mtwara Port increased to 8.04 USD/MT and on the other hand, demurrage days have also decreased to 2.2 days, which is a decrease of 11% compared to financial year 2021/22.

#### 4.2.3 Relationship between FOB prices and Local pump prices

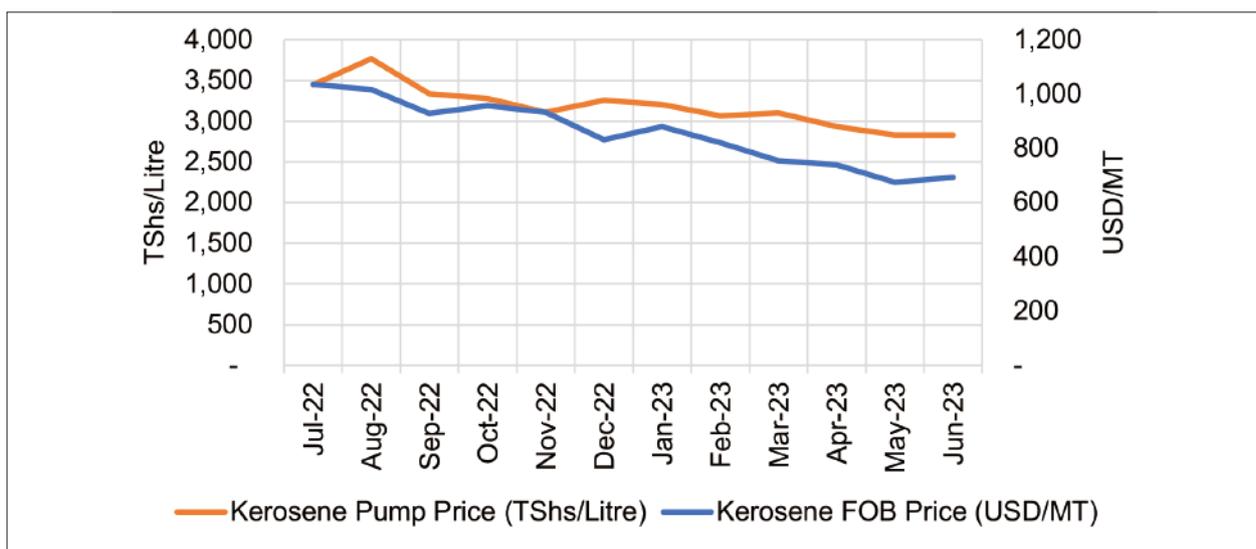
Tanzania is a net importer of petroleum products as no product is produced locally. This being the case, fluctuations of refined petroleum product prices in the world market ultimately affect local pump prices. The relationship between FOB prices of refined petroleum products and local pump prices during the period under review is shown in **Figure 20** to **Figure 22**. The trend shows local pump prices for diesel, petrol, and kerosene in FY 2022/23 versus FOB prices.



**Figure 20: Relationship between Petrol FOB and Pump Prices in FY 2022/23**



**Figure 21: Relationship between Diesel FOB and Pump Prices in FY 2022/23**



**Figure 22: Relationship between Kerosene FOB and Pump Prices in FY 2022/23**

### 4.3 Market Share of Oil Marketing Companies

The performance of Oil Marketing Companies (OMCs) is monitored by the Authority to view the level of competition in the industry. OMCs are allowed to enter or exit the market, merge, acquire, re-branding, or conduct business promotions provided that it is all in line with the legal provisions and they do not breach the rules and licence terms and conditions. Anti-competitive practices, including distortion of fuel quality standards, selling petroleum products beyond cap prices, and breaching HSE practices are restricted and legal actions were taken against dishonest players.

In the year under review, the petroleum market in the country remained competitive and fairly distributed among different OMCs. Six OMCs accounted for 56% of the total market share. These are Puma Energy Tanzania Limited (14%), TotalEnergies Marketing Tanzania Limited (12%), Mansoor Industries Limited (8%), Oryx Energies Tanzania Limited (8%), Oilcom Tanzania Limited (7%) and Acer Petroleum Tanzania Limited (7%) while the remaining OMCs shared the remaining portion. Factors contributed to the observed market share include ownership of petrol stations, customers' brand loyalty and supply contracts with big consumers such as industries, mining, and agricultural companies. The market share of all OMCs is shown in **Table 15**.

**Table 15: OMCs Market Share for Financial Year 2022/23**

S/N	NAME OF OIL MARKETING COMPANY	PMS	AGO	IK	HFO	JET A-1	IDO	TOTAL SALES	MARKET SHARE
1	Puma Energy	137,146,900	247,660,843		13,514,991	172,394,531		570,717,265	13.54%
2	TotalEnergies	186,348,300	266,141,100	2,079,800	19,769,000	29,560,292	40,000	503,938,492	11.96%
3	MOIL	175,806,850	180,628,130	184,000				356,618,980	8.46%
4	Oryx Energies	104,691,431	230,953,577	824,500				336,469,508	7.98%
5	Oilcom	102,588,584	145,380,890	4,423,600		41,428,785		293,821,859	6.97%
6	Acer Petroleum	135,784,857	148,476,157					284,261,014	6.74%
7	Camel Oil	101,684,200	170,971,834	5,000				272,661,034	6.47%
8	GBP	113,155,597	130,546,504	530,500				244,232,601	5.79%
9	Mount Meru Petroleum	96,489,422	104,520,941					201,010,363	4.77%
10	Olympic Petroleum	86,200,271	99,520,564					185,720,835	4.41%
11	Lake Oil	64,690,970	73,431,442	94,000				138,216,412	3.28%
12	Star Oil	52,305,800	66,012,784					118,318,584	2.81%
13	Vivo Energy	45,931,100	60,880,303	28,000				106,839,403	2.53%
14	Afroil Investment	32,129,778	64,431,478					96,561,256	2.29%
15	Barrel Petro Energy	25,916,601	50,693,809					76,610,410	1.82%
16	TANOIL Investments	30,032,126	38,292,100					68,324,226	1.62%
17	Petroafrica	28,543,000	35,254,000					63,797,000	1.51%
18	Hass Petroleum	28,971,400	32,871,300					61,842,700	1.47%
19	Petrofuel	71,000	43,370,643					43,441,643	1.03%
20	Dalbit Petroleum	7,956,786	31,171,573	693,200				39,821,559	0.94%
21	Admire Oil	14,487,480	23,348,614					37,836,094	0.90%
22	GAPCO	11,073,000	8,096,500					19,169,500	0.45%
23	United Group	18,700	16,865,500					16,884,200	0.40%
24	Sahara	6,195,294	7,559,500					13,754,794	0.33%
25	GM & Company	6,334,200	3,944,200					10,278,400	0.24%
26	Sultamate Energy	4,807,500	5,012,500					9,820,000	0.23%
27	Olasiti Investment	203,000	8,140,000					8,343,000	0.20%
28	Infinity Oil	6,000	7,428,500					7,434,500	0.18%
29	Others	10,736,687	17,254,056					27,990,743	0.66%
	<b>TOTAL SALES</b>	<b>1,610,306,834</b>	<b>2,318,859,342</b>	<b>8,862,600</b>	<b>33,283,991</b>	<b>243,383,608</b>	<b>40,000</b>	<b>4,214,736,375</b>	<b>100.00%</b>

## 5. INFRASTRUCTURE AND SUPPLY OF LIQUEFIED PETROLEUM GAS

### 5.1 LPG Facilities

The main LPG facilities include receiving and storage facilities, LPG cylinder re-filling plants, and LPG cylinder distribution warehouses. LPG is primarily imported into Tanzania through the ports of Dar es Salaam and Tanga.

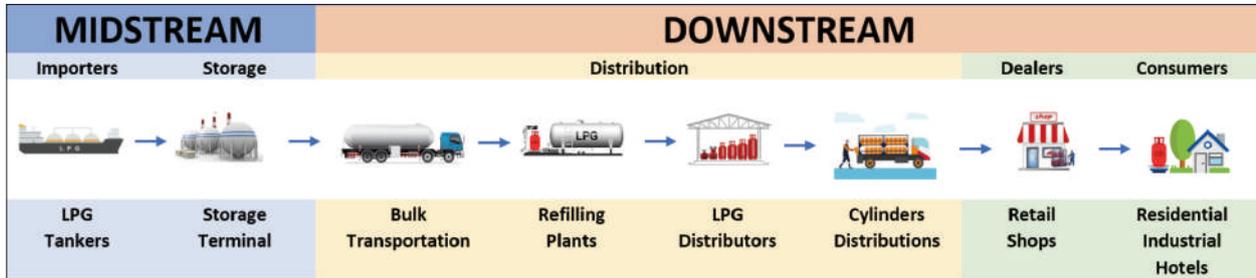
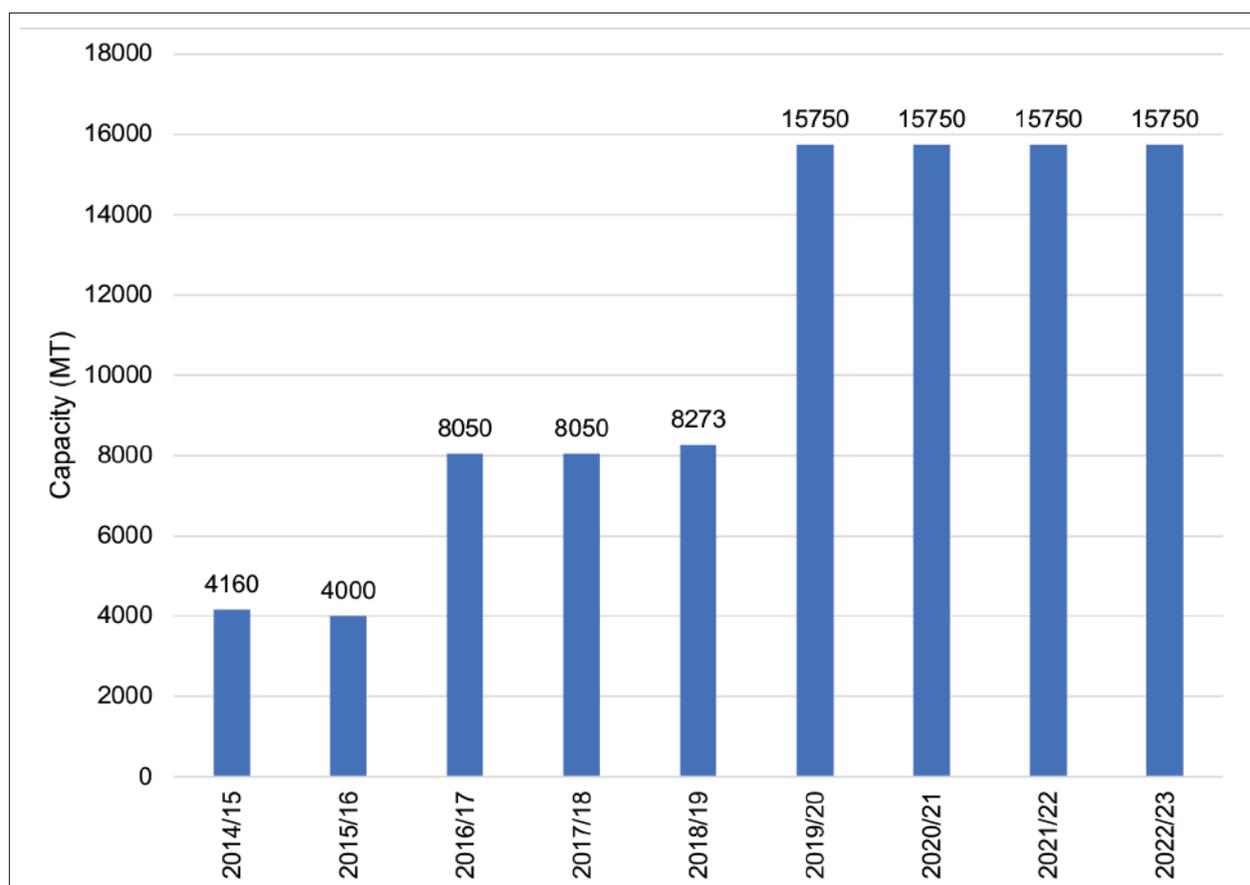


Figure 23: LPG Supply Chain in Tanzania Mainland

In FY 2022/23, there was no new investment in LPG receiving facilities. Therefore, the total storage capacity for LPG receiving facilities in Dar es Salaam and Tanga remained at 15,750 MT as presented in **Table 16** and **Figure 24**. The number of upcountry LPG storage and filling plants have increased with the storage capacity increasing from 1,910 MT in the year 2021/22 to 2,122 MT in the year 2022/23 as shown in **Table 17**.

Table 16: A List of LPG Receiving Facilities in Dar es Salaam and Tanga as of 30<sup>th</sup> June 2023

S/N	Name	Physical Location	Capacity (MT)
1	Taifa Gas Tanzania Limited – Kigamboni LPG Facility	Vijibweni Industrial area, Kigamboni, Dar es Salaam	7,450
2	Oryx Energies Tanzania Limited – Kigamboni LPG Facility	Vijibweni Industrial area, Kigamboni, Dar es Salaam	3,100
3	Manjis Gas Supply Limited – Kigamboni LPG Facility	Vijibweni Industrial area, Kigamboni, Dar es Salaam	2,900
4	Lake Gas Limited – Tanga LPG Facility	Chumbageni, Tanga	1,050
5	Lake Gas Limited - Kigamboni LPG Facility	Vijibweni Industrial area, Kigamboni, Dar es Salaam	750
6	Oilcom Tanzania Limited - Kurasini LPG Facility	Kurasini, Dar es Salaam	500
<b>Total Capacity</b>			<b>15,750</b>



**Figure 24: Growth of LPG Storage Capacity in Tanzania Mainland**

**Table 17: List of Upcountry LPG Facilities and their storage capacities in Mainland Tanzania**

S/N	Name of Facility	Region	Capacity in MT
1	Acer Petroleum Tanzania Limited - Arusha LPG Facility	Arusha	50
2	Lake Gas Limited - Arusha LPG Facility	Arusha	60
3	Manjis Gas Limited - Arusha LPG Facility	Arusha	180
4	Orange Gas Limited - Arusha LPG Facility	Arusha	262
5	Taifa Gas Tanzania Limited - Arusha LPG Facility	Arusha	46
6	Lake Gas Limited – Dodoma LPG Facility	Dodoma	20
7	Oryx Energies Tanzania Limited - Dodoma LPG Facility	Dodoma	110
8	Taifa Gas Tanzania Limited - Dodoma LPG Facility	Dodoma	146
9	Taifa Gas Tanzania Limited - Geita LPG Facility	Geita	23
10	Lake Gas Limited - Iringa LPG Facility	Iringa	34
11	Oryx Energies Tanzania Limited - Iringa LPG Facility	Iringa	25
12	Taifa Gas Tanzania Limited - Iringa LPG Facility	Iringa	23
13	Taifa Gas Tanzania Limited - Bukoba LPG Facility	Kagera	23
14	Taifa Gas Tanzania Limited - Kigoma LPG Facility	Kigoma	23
15	Oryx Energies Tanzania Limited - Moshi LPG Facility	Kilimanjaro	110
16	Taifa Gas Tanzania Limited - Moshi LPG Facility	Kilimanjaro	23
17	Taifa Gas Tanzania Limited - Lindi LPG Facility	Lindi	23
18	Taifa Gas Tanzania Limited - Babati LPG Facility	Manyara	23
19	Taifa Gas Tanzania Limited - Musoma LPG Facility	Mara	23
20	Lake Gas Mbeya	Mbeya	20
21	Oryx Energies Tanzania Limited - Mbeya LPG Facility	Mbeya	50
22	Taifa Gas Tanzania Limited - Mbeya LPG Facility	Mbeya	46
23	Lake Gas - Morogoro (nyuma ya nanenane)	Morogoro	20
24	Taifa Gas Tanzania Limited - Morogoro LPG Facility	Morogoro	46

S/N	Name of Facility	Region	Capacity in MT
25	Lake Gas Limited – Mwanza LPG Facility	Mwanza	60
26	Oryx Energies Tanzania Limited - Mwanza LPG Facility	Mwanza	260
27	Taifa Gas Tanzania Limited - Mwanza LPG Facility	Mwanza	146
28	Taifa Gas Tanzania Limited - Njombe LPG Facility	Njombe	23
29	Taifa Gas Tanzania Limited - Sumbawanga LPG Facility	Rukwa	23
30	Taifa Gas Tanzania Limited - Songea LPG Facility	Ruvuma	23
31	Oryx Energies Tanzania Limited - Isaka LPG Facility	Shinyanga	50
32	Taifa Gas Tanzania Limited - Kahama LPG Facility	Shinyanga	23
33	Taifa Gas Tanzania Limited - Shinyanga LPG Facility	Shinyanga	23
34	Taifa Gas Tanzania Limited - Singida LPG Facility	Singida	23
35	Taifa Gas Tanzania Limited - Tabora LPG Facility	Tabora	23
36	Lake Gas - Tanga Kange	Tanga	13
37	Taifa Gas Tanzania Limited - Tanga LPG Facility	Tanga	23
<b>Grand Total</b>			<b>2,122</b>

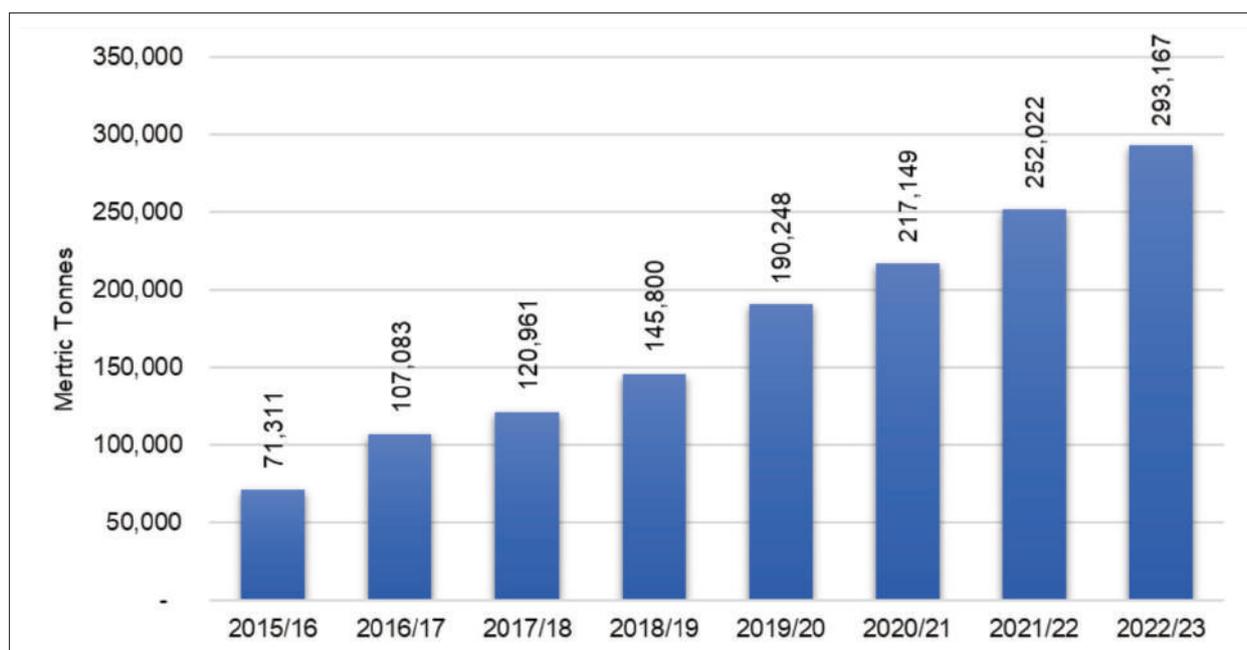
## 5.2 LPG Imports

In the financial year under review, the LPG business segment continued to grow with LPG imports increasing by 16% to 293,167 MT compared to 252,022 MT imported in 2021/22. The Government and LPG marketing companies continued to create awareness to the public on the importance and convenience of using LPG instead of traditional fuels such as charcoal, firewood, and kerosene so as to increase usage of LPG in the country.

In order to increase the consumption of LPG, especially for cooking in households, LPG is available in different cylinder sizes from 3kg to 15kg cylinders. For the convenience of cooking in restaurants, cylinders of up to 40kg are also available in the market. **Table 18** presents LPG imports in 2022/23, whereas **Figure 25** indicates the LPG imports trend from 2015/16 to 2022/23.

**Table 18: LPG Imports in Financial Year 2022/23 (in Metric Tonnes)**

MONTH	Quantity
Jul-22	15,417
Aug-22	23,910
Sep-22	19,189
Oct-22	24,308
Nov-22	20,967
Dec-22	27,154
Jan-23	25,165
Feb-23	23,229
Mar-23	23,951
Apr-23	26,793
May-23	37,670
Jun-23	25,414
<b>Financial Year 2022/23</b>	<b>293,167</b>
<b>Financial Year 2021/22</b>	<b>252,022</b>
<b>Change</b>	<b>16%</b>



**Figure 25: LPG Imports from Financial year 2015/16 to 2022/23**

The LPG business is still growing following public awareness campaigns by the Government and LMCs. This includes the Clean Cooking Conference organised by the Ministry of Energy which was held in November 2022. At the Conference, the President, Her Excellency Samia Suluhu Hassan directed that a National Taskforce be formed to prepare a national roadmap and strategy to attain the goal of getting at least 70% of Tanzanians to transition to clean cooking energies; a Clean Cooking Fund be established; and institutions that serve food to more than 300 people should transition to clean cooking energies.

The clean cooking awareness that was created during the conference is expected to continue contributing in the growth of LPG imports and consumption. Likewise, LMCs have continued to penetrate the market in regions that have low LPG consumption levels through different market strategies including increased distribution network, improved customer service, advertisement, brand image or loyalty and sales discounts.

### 5.3 Monitoring Market Share of Liquefied Petroleum Gas Marketing Companies

The Authority continued to monitor the performance of LMCs in terms of liquefied petroleum gas (LPG) sales levels attained by each company in the market. As shown in **Table 19**, in the year under review, Oryx Gas Tanzania emerged as the market leader with a 38% market share, followed by Taifa Gas with a 26% market share and Manjis Gas Limited with an 18% market share. Lake Gas, O Gas, Orange Gas, Cam Gas, Mount Meru Gas and Puma Gas have market shares of 11%, 4%, 2%, 1%, 0.4% and 0.1% respectively.

Regional LPG consumption was reviewed and monitored during the fiscal year under review. LMCs have grouped the Tanzania Mainland regions into five zones: the Coastal zone, which includes Dar es Salaam, Pwani, Morogoro, Mtwara, Lindi and Ruvuma regions, led the way with an average LPG consumption of 44% of total consumption, followed by the Northern Zone at 23%. The Northern Zone includes the regions of Arusha, Kilimanjaro, Manyara, and Tanga. The Lake Zone (Mwanza, Mara, Geita, Shinyanga, Kagera, and Simiyu) and the Central Zone (Dodoma, Singida, Kigoma, and Tabora) have consumption levels of 11% and 12% respectively. The remaining 8% was consumed in the Southern Highland Zone (Iringa, Njombe, Mbeya, Katavi, Rukwa, and Songwe).

Table 19: LPG Marketing Companies Market Share for financial year 2022/23

SN	Name of Zone Name of LPG Company	Coastal Zone		Central Zone		Northern Zone		Lake Zone		Southern Highland Zone		TOTAL SALES	COMPANY SHARE
		Zonal Sales (Kg)	Zonal Share	Zonal Sales (Kg)	Zonal Share								
1	Oryx Gas Tanzania Limited	35,827,387	50%	2,890,861	15%	7,560,439	20%	9,644,135	53%	5,678,142	42%	61,600,963	38%
2	Taifa Gas Tanzania Ltd	21,468,776	30%	4,980,711	25%	4,202,046	11%	5,752,029	32%	6,269,598	46%	42,673,160	26%
3	Oilcom (T) Limited	5,224,217	7%	870,248	4%	273,239	1%	551,842	3%	280,807	2%	7,200,353	4%
4	Camel Oil (T) Limited	1,468,365	2%	7,708	0%	-	0%	36,471	0%	-	0%	1,512,544	1%
5	Orange Gas Limited	-	0%	467,472	2%	2,770,129	7%	-	0%	1,275	0%	3,238,875	2%
6	Manjis Gas Supply Co. Ltd	1,192,688	2%	10,590,845	53%	15,367,632	40%	1,243,648	7%	675,807	5%	29,070,620	18%
7	Lake Gas Limited	6,816,269	9%	-	0%	7,656,660	20%	645,375	4%	531,440	4%	17,389,820	11%
8	Acer Petroleum (T) Ltd	111,115	0%	2,258	0%	332,434	1%	176,416	1%	46,333	0%	668,556	0.4%
9	Puma Energy Tanzania Limited	217,029	0%	-	0%	-	0%	-	0%	-	0%	217,029	0.1%
<b>Total Sales Local (Kg)</b>		<b>72,325,844</b>		<b>19,810,103</b>		<b>38,162,578</b>		<b>18,049,916</b>		<b>13,483,402</b>		<b>163,571,919</b>	<b>100%</b>
<b>Zonal Consumption (%)</b>		<b>44%</b>		<b>12%</b>		<b>23%</b>		<b>11%</b>		<b>8%</b>		<b>100%</b>	

## 6. SUPPLY OF LUBRICANTS

Lubricants supplied in the country are from imports of finished goods and local blending. Currently, there are six lubricant blending plants, namely Oryx Service and Specialities Ltd, Total (T) Ltd, Mineral Oil Ltd, General Petroleum Ltd, Lake Lubes Ltd and Mogas (T) Ltd. The quantity of lubricants supplied into the market in the financial year 2022/23 was 59,306,966 litres, whereas 48,178,189 litres equivalent to 81% were blended at the aforementioned blending plants and 11,128,777 litres, equivalent to 19%, were imported. Basically, the lubricant business is showing a growing trend in Tanzania.

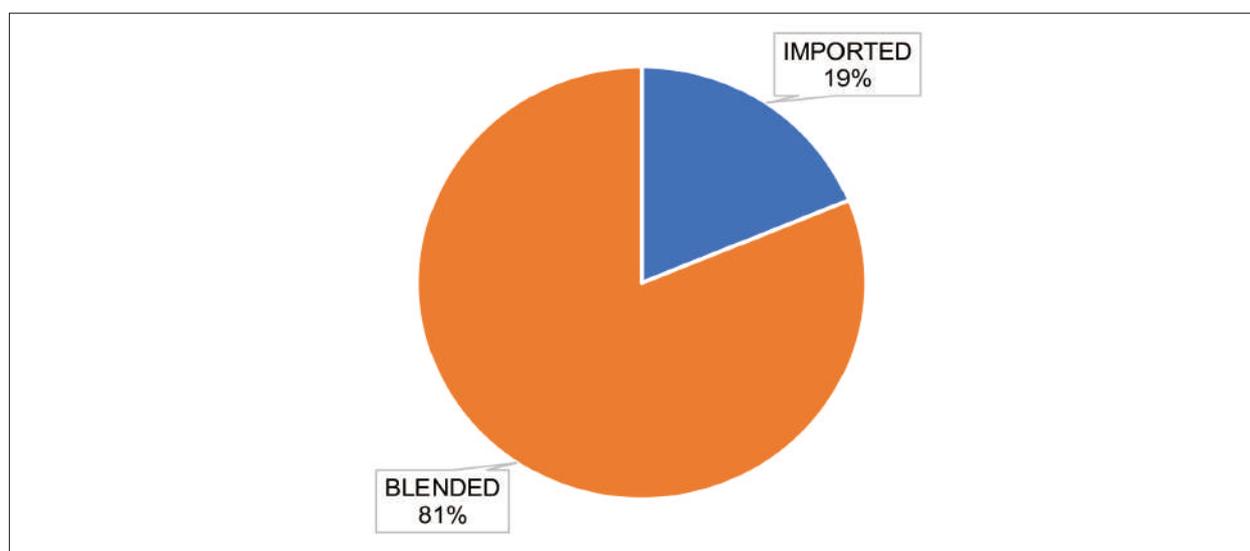


Figure 26: Contribution of Imported and Locally Blended Lubricants in financial year 2022/23

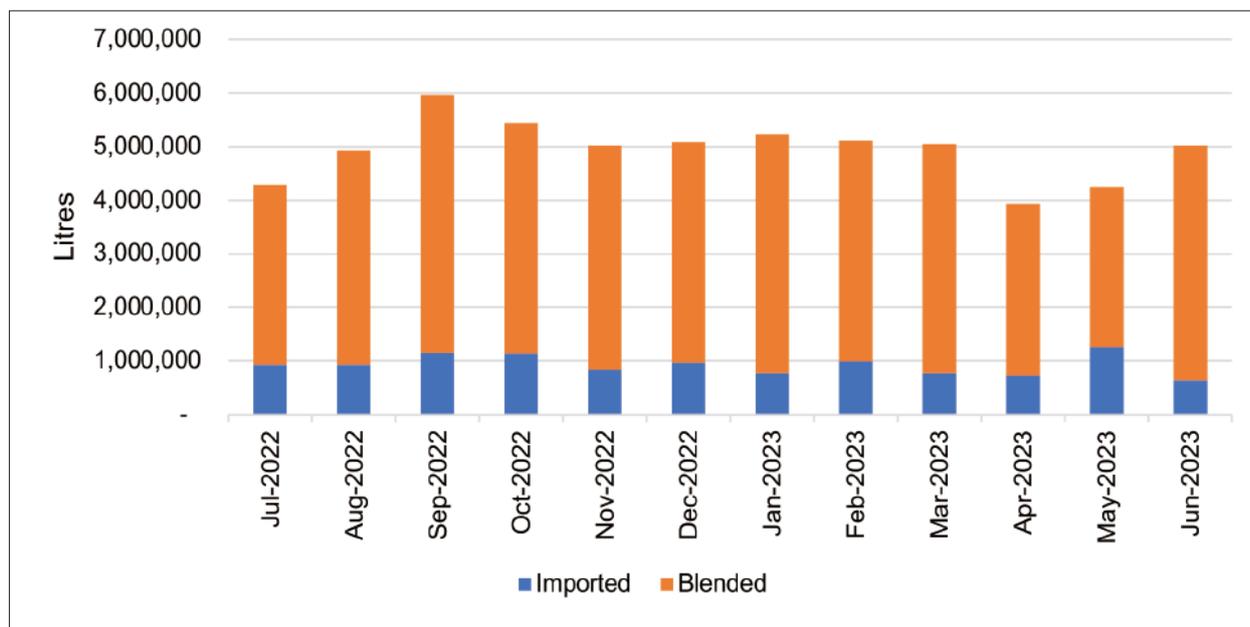


Figure 27: Locally Blended and Imported Lubricants in 2022/23

Table 20 shows the quantities of lubricants imported and locally blended in the year under review. The lubricant volume in year 2022/23 increased by 5% compared to the volumes in year 2021/22.

**Table 20: Locally blended and imported lubricants in FY 2022/23**

Month	Imported	Blended	Total
Jul-2022	923,191	3,368,909	4,292,100
Aug-2022	929,032	3,997,482	4,926,514
Sep-2022	1,159,321	4,798,861	5,958,182
Oct-2022	1,145,673	4,293,636	5,439,308
Nov-2022	845,851	4,179,823	5,025,674
Dec-2022	963,906	4,117,104	5,081,010
Jan-2023	771,047	4,450,794	5,221,841
Feb-2023	989,991	4,114,964	5,104,955
Mar-2023	776,454	4,276,198	5,052,651
Apr-2023	728,403	3,209,594	3,937,997
May-2023	1,261,704	2,987,233	4,248,936
Jun-2023	634,205	4,383,592	5,017,797
<b>Total FY 2022/23</b>	<b>11,128,777</b>	<b>48,178,189</b>	<b>59,306,966</b>
<b>Total FY 2021/22</b>	<b>7,176,615</b>	<b>49,179,241</b>	<b>56,355,857</b>
<b>Change</b>	<b>55.1%</b>	<b>-2.0%</b>	<b>5.2%</b>

## 7. LICENSING ACTIVITIES

Pursuant to Section 131(1) of the Petroleum Act, Cap 392, any person who intends to undertake a regulated activity is required to apply to EWURA for a licence. The petroleum licenses that are issued by the Authority include petroleum wholesale, petroleum storage, retail outlets commonly known as petrol stations, LPG distribution, and lubricants wholesale to mention a few. For smooth implementation of this obligation, EWURA processes licences through its online application system namely, **License and Order Information System (LOIS)** which is accessed through the EWURA website [www.ewura.go.tz](http://www.ewura.go.tz) or <https://lois.ewura.go.tz/ewura/home>.

In the year under review, the division continued to issue construction approvals and licenses to petroleum infrastructures. A commendable 100% evaluation was undertaken for construction approvals, with 274 applicants granted construction approvals in FY 2022/23. Moreover, a thorough pre-licensing inspection was conducted on 663 facilities between 1<sup>st</sup> July 2022 and 30<sup>th</sup> June 2023, whereby EWURA issued a total of 520 petroleum licenses, which is equivalent to an increase of 9.47% compared to 475 licences issued in FY 2021/22. Out of 520 licences, 304 licences were issued to new applicants, whereas 216 licences were renewed.

EWURA continues to license LPG distributors and encourages the establishment of low-cost petrol stations in rural areas to increase the availability of LPG across the country and quality petroleum products in rural areas. On the other hand, EWURA kept granting conditional licenses to rural petrol stations that complied with the essential technical standards without endangering HSE requirements.

A summary of licences issued in the year 2022/23 is shown in **Table 21**. The Authority will continue to issue licenses to qualified applicants for licences.

**Table 21: Petroleum Licences Issued in 2022/23**

Type Of Licence	New	New with conditions	Renewed	Renewed with conditions	Grand Total
Village Retail	53	3	10		66
Retail	176	3	192	1	372
Petroleum Wholesale	21		6		27
Petroleum Storage			2		2
Lubricant Wholesale	6		2		8
LPG Wholesale Licence	1		1		2
LPG Distribution	21		2		23
Consumer installation	10	3			13
Condensate Dealership	5				5
Bunkers Licence	2				2
<b>Grand Total</b>	<b>295</b>	<b>9</b>	<b>215</b>	<b>1</b>	<b>520</b>

## 8. COMPLIANCE MONITORING AND ENFORCEMENT

During the review period, EWURA continued to carry out compliance monitoring programmes and enforcements in several regulated areas to ensure that operators in the mid and downstream petroleum sub-sector adhered to the relevant laws, rules, standards, and best petroleum industry practices. Compliance monitoring activities included a sampling of petroleum products for checking the quality of products, monitoring fuel marking project, conducting fuel marker detection tests, an inspection of petroleum facilities to check compliance to infrastructure standards and HSE requirements, and monitoring compliance to the published petroleum cap prices.

Operators who were found to violate applicable laws and standards faced legal action. This section describes the compliance monitoring programmes and enforcement in various regulated areas conducted during the period under review.

### 8.1 Monitoring Compliance to Petroleum Infrastructure Standards

EWURA continued to conduct regular and ad hoc compliance monitoring inspections of petroleum facilities in order to monitor compliance with the applicable laws, standards, licence terms and conditions, HSE requirements, and the best petroleum industry practices. The facilities that were inspected for compliance monitoring included petrol stations, petroleum storage depots, petroleum consumer installations, LPG storage and filling plants, LPG super dealers' warehouses, lubricant blending plants, and lubricant wholesalers' warehouses.

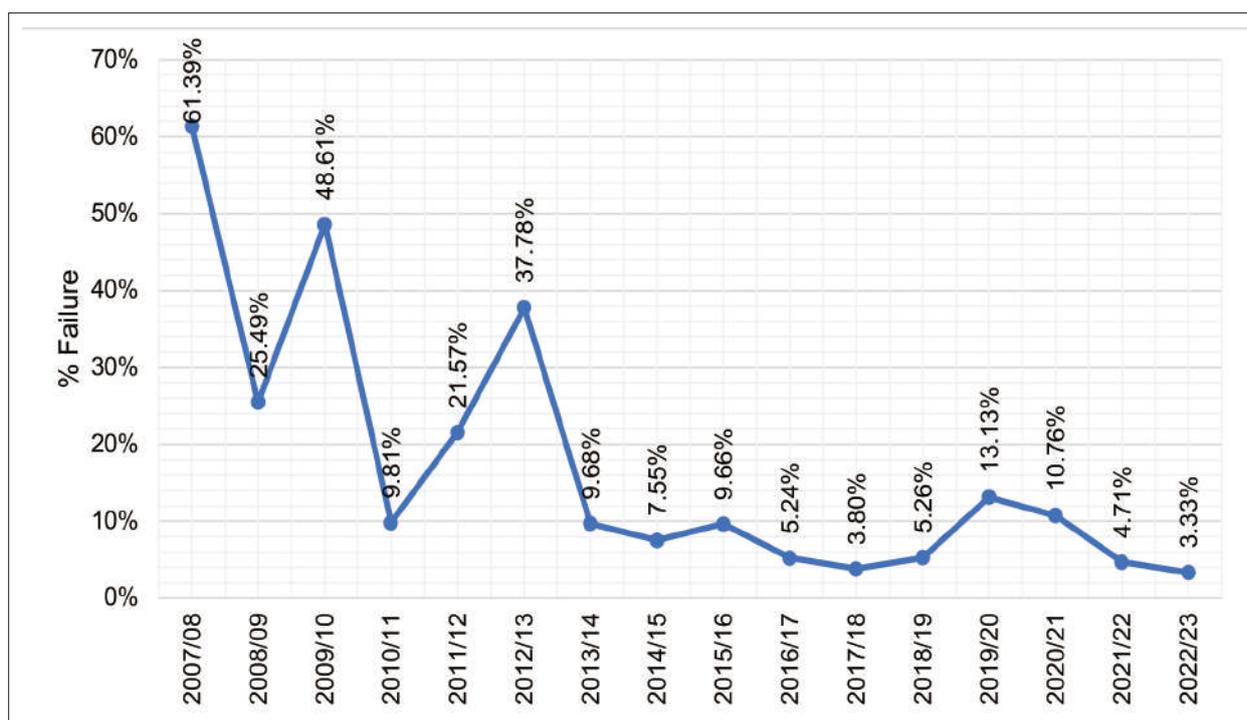
In the FY 2022/2023, the Authority conducted compliance monitoring inspections of a total of 903 petroleum facilities. Out of which 747 facilities, equivalent to 82.72% compliance level, complied with licence terms and conditions, applicable laws, HSE requirements, and the best petroleum industry practices. The compliance level has increased by 5.92% compared to 76.8% attained in FY 2021/22. The non-compliant facilities were closed until all identified irregularities were rectified. The quality of petroleum infrastructures, particularly at retail outlets, continues to show improvement. Legal actions were taken against facilities that were found to be non-compliant, including the closure of the facilities until the respective operators rectified anomalies. The Authority will continue to conduct regular compliance monitoring and enforcement in order to ensure all petroleum facilities are operated at a high level of compliance. The Authority will also continue to raise awareness among petroleum operators and the public to ensure petroleum handling facilities meet the required standards at all times.

### 8.2 Monitoring Compliance to Petroleum Products Quality

As per Section 30(2)(b) of the Petroleum Act, Cap 392, EWURA has been mandated to monitor petroleum quality and standards. Similarly, Section 179(1) of the same Act requires that a person shall not distribute petroleum products unless such petroleum products conform to quality, safety, and environmental specifications set out in the regulations made by the Minister.

In implementing the above-mentioned function, EWURA has been conducting quality checks on petroleum products in accordance with the Petroleum (Sampling and Testing) Rules, 2010, GN No. 211. During the period under review, EWURA collected a total of 608 samples of petroleum products for quality checks. Out of the total collected samples, 541 samples were collected from licensed facilities (i.e., petroleum retail outlets and storage depots). Out of 541 samples collected from licensed facilities, 523 samples, equivalent to 96.67%, conformed to quality specifications. This is a slight increase in conformance level compared to 95.29% recorded in FY 2021/22. Quality tests for the collected samples were conducted at accredited laboratories to check for conformity of products to Tanzanian standards.

The Authority will continue to put more effort to ensure a 100% level of compliance is attained at all times and hence only quality petroleum products are supplied to the market. **Figure 28** presents a trend of non-conformity to petroleum products quality from FY 2007/08 to FY 2022/23.



**Figure 28: Trend of Non-Conformity to Quality Standards from 2007/08 to 2022/23**

Legal actions were taken against petroleum operators found with non-conforming petroleum products in accordance with Section 179(2)(a) and (c) of the Petroleum Act, Cap 392. Legal actions included the closure of the facilities, payment of requisite fines, and blending of non-conforming products.

### 8.3 Monitoring Compliance with Fuel Marking Programmes

EWURA continued to oversee the fight against dumping of transit, tax exempted, and smuggled petroleum products into the local market. The marking programme is done under the Petroleum Products (Marking and Quality Control) Rules, 2010, GN. No. 210.

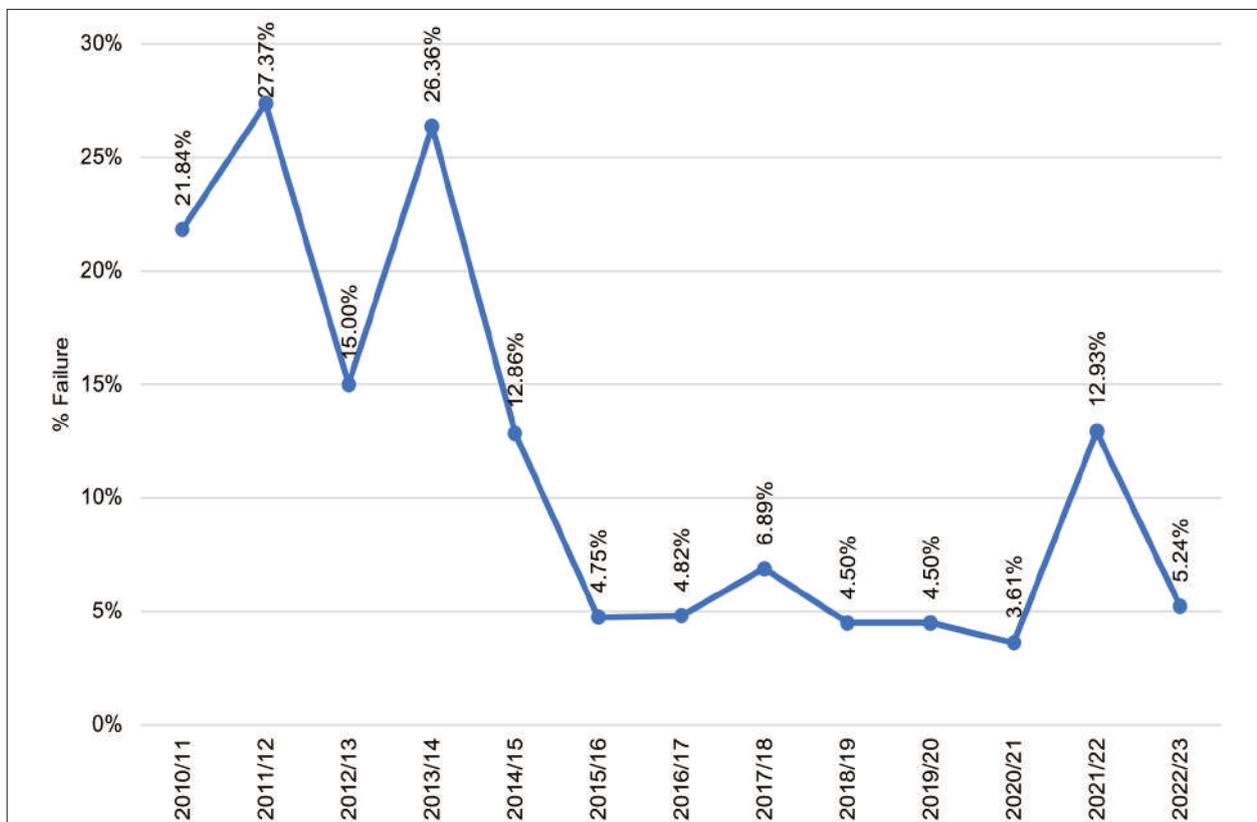
During the period of review, a total of 4,005,609,656 litres of petroleum products were marked compared to 3,813,863,046 litres reported in the year 2021/22, equivalent to an increase of 5.0%. The volume of petrol marked in FY 2022/23 was 1,639,465,034 litres, which is an increase of 5.4% while the volume of marked diesel was 2,356,472,822 litres, which is an increase of 5.3%. An increase in the volume of both marked petrol and diesel is an indicator of growth in demand, which reflects the growth of economic activities and human well-being.

The total volume of marked kerosene declined by 50.8% to a reported volume of 9,671,800.00 litres. The continued decrease in the market volume of kerosene is attributed to the following main factors: availability and accessibility of affordable alternative energy sources including LPG, solar energy, and electricity which are facilitated by the intensive rural electrification programme. Similarly, the decline in the market volume of kerosene is also due to compliance monitoring and enforcement done by the Authority to curb adulteration of petroleum products which may be done using kerosene. **Table 22** presents the monthly marked volume in FY 2022/23. EWURA will continue to oversee the fight against dumping of transit, tax exempted, and smuggled petroleum products into the local market.

**Table 22: Summary of Marked Volumes in 2022/23 (in Litres)**

Month	Petrol	Diesel	Kerosene	Total
Jul-22	137,382,315	197,254,952	1,232,800	335,870,067
Aug-22	136,952,126	207,232,845	579,500	344,764,471
Sep-22	140,633,693	211,119,381	905,500	352,658,574
Oct-22	138,196,725	209,372,821	723,000	348,292,546
Nov-22	139,180,000	213,203,680	772,700	353,156,380
Dec-22	148,445,911	208,793,688	1,100,100	358,339,699
Jan-23	132,878,002	187,026,754	594,500	320,499,256
Feb-23	128,777,829	176,343,792	427,500	305,549,121
Mar-23	129,340,298	184,578,576	638,500	314,557,374
Apr-23	125,928,300	169,440,476	893,000	296,261,776
May-23	139,282,062	190,784,504	1,002,100	331,068,666
Jun-23	142,467,773	201,321,353	802,600	344,591,726
<b>Total Marked FY 2022/23</b>	<b>1,639,465,034</b>	<b>2,356,472,822</b>	<b>9,671,800</b>	<b>4,005,609,656</b>
Total Marked FY 2021/22	1,555,396,605	2,238,813,741	19,652,700	3,813,863,046
Change	<b>5.4%</b>	<b>5.3%</b>	<b>-50.8%</b>	<b>5.0%</b>

EWURA conducted periodic and ad-hoc inspections and collecting samples from different petroleum facilities across the country to conduct fuel marker detection tests. In the year 2022/23, a fuel marker detection exercise was conducted on 1,145 petroleum facilities, out of which 1,085 equivalent to 94.76% passed the test. The Authority took legal action against operators who were found with non-conforming petroleum products under the Petroleum Product (Marking and Quality Control) Rules, 2010, which included the closure of the facilities and the payment of the required fines. Operators discovered with tax-exempt and transit petroleum products were referred to TRA for payment of evaded taxes and other penalties imposed by customs laws.



**Figure 29: Trend of Marker Failed Facilities from 2010/11 to 2022/23**

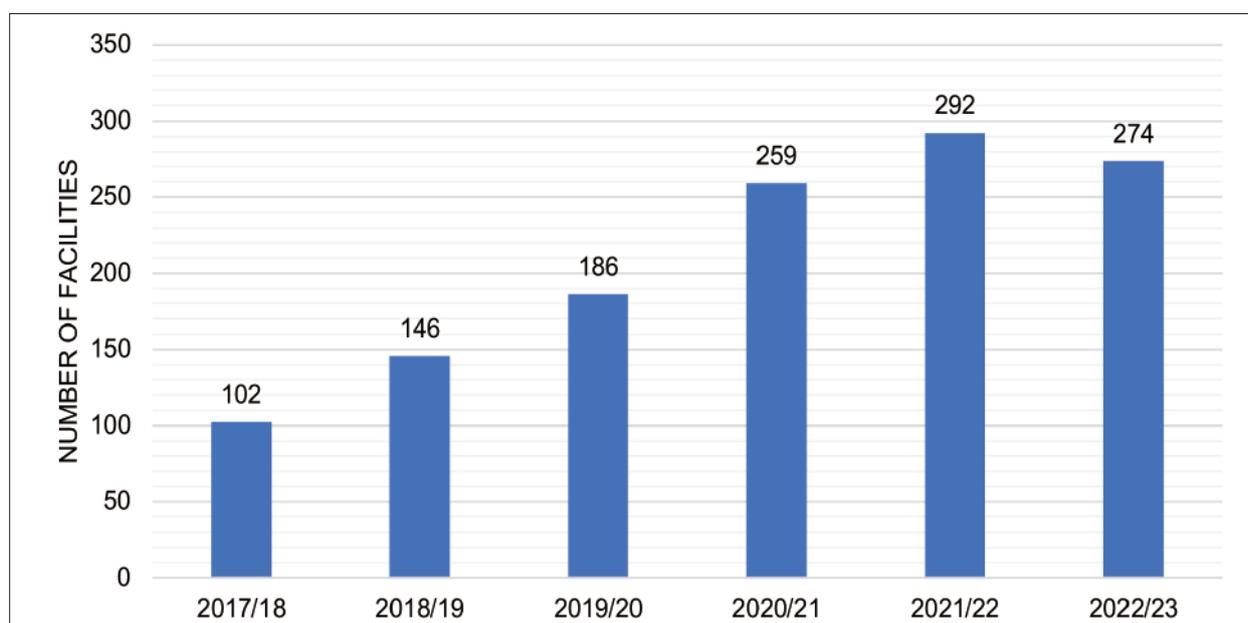
### 8.4 Compliance to the Price Setting Rules

As per the Energy and Water Utilities Regulatory Authority (Petroleum Products Price Setting) Rules, 2022, the Authority continued to publish and monitor the compliance of petroleum cap prices. The petroleum products’ cap prices are computed monthly and publication is done on the first Wednesday of every month. In 2022/23, the Authority conducted compliance monitoring of cap price to 1,330 petrol stations across the country, whereby 15 petrol stations were found selling petroleum products above cap prices, which is equivalent to 1.21%. Legal actions were taken against the operators found selling above the cap prices. The Authority will continue to monitor compliance to the published cap prices and ensure petroleum products are sold at the published cap prices and 100% compliance level is maintained at all times.

### 8.5 Issuance of Construction Approvals

Section 126(1) of the Petroleum Act, Cap 392, requires that any person intending to construct a petroleum installation or petroleum carriage facility is required to apply and obtain construction approval from EWURA. Section 127(1) of the Petroleum Act Cap 392 prohibits the construction of petroleum installations without approval from EWURA. Constructing without approval is an offence punishable under the law.

In the year under review, the division continued to issue construction approvals to petroleum infrastructures. A commendable 100% evaluation was undertaken for construction approvals, with 274 applicants granted construction approvals in FY 2022/23. Out of 274 construction approvals granted, 272 were for the construction of petrol stations, 1 for the construction of a consumer installation and 1 for the EACOP pipeline. **Appendix 7** shows the list of applicants that were granted construction approvals in year 2022/23.



**Figure 30: Trend of Facilities Issued with Construction approval since 2017/18**

### 8.6 The Implementation Status of the EACOP Project as of 30th June 2023

#### 8.6.1 About the EACOP Project

The EACOP project came as a result of the discovery of crude oil in Uganda in 2006. The stock tank oil in place (STOIP) is estimated to be 9 billion barrels. However, the recoverable oil given the existing technology is estimated to be 6 billion barrels. On 23<sup>rd</sup> April 2016, the decision to develop a crude oil pipeline from Hoima, in Uganda, to Tanga, in Tanzania, was taken. On 26<sup>th</sup> May 2017, the governments of Tanzania and Uganda entered into an Inter-Governmental Agreement (IGA), which set out common principles between Tanzania and Uganda to facilitate the implementation of the EACOP project. On 20<sup>th</sup> May 2021 and 11<sup>th</sup> April 2021 respectively, the governments of

Tanzania and Uganda signed Host Government Agreements (HGAs) with the investors, namely Total East Africa Midstream B.V. on behalf of the East African Crude Oil Pipeline (EACOP) Limited. Following the signing of the respective HGAs by the governments of Tanzania and Uganda, the Final Investment Decision (FID) was announced on 2<sup>nd</sup> February 2022. As a result of the signing of the HGAs, EACOP Limited was established on 18<sup>th</sup> February 2022. The main responsibilities of EACOP Limited are to construct and operate the EACOP pipeline system.

EACOP Limited is owned by four shareholders, namely the Government of the United Republic of Tanzania through Tanzania Petroleum Development Corporation (“TPDC”) (15%), the Government of the Republic of Uganda through Uganda National Oil Company (“UNOC”) (15%), Total East Africa Midstream B.V. (62%) and China National Offshore Oil Corporation (CNOOC) (8%). EACOP Limited is a company registered in the United Kingdom with its headquarters in Uganda. During the operations phase, EACOP Limited will take custody of the oil at the flange immediately after the upstream fiscal metering until the loading flange on the marine jetty in Tanga Bay. The ownership of the oil remains with the Upstream Shippers (Government of Uganda, TotalEnergies E&P Uganda, CNOOC Uganda, and UNOC).

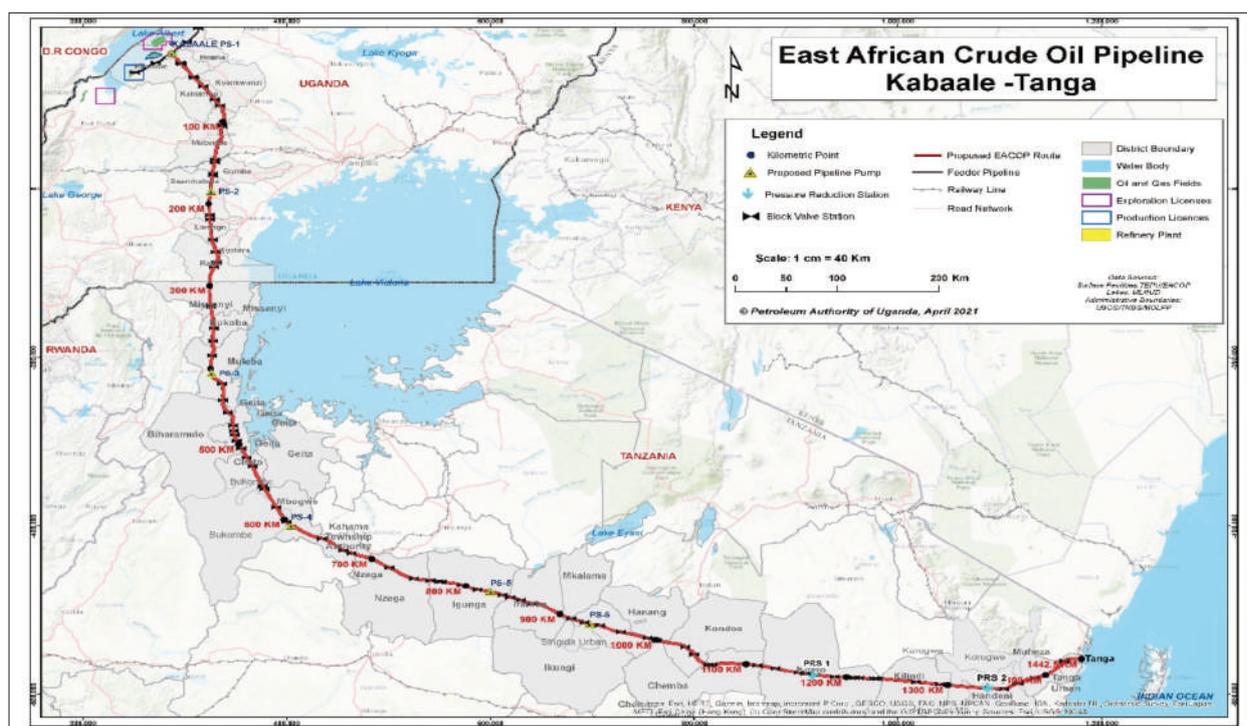
The EACOP pipeline system from Hoima in Uganda to Chongoleani in Tanzania has a length of 1,443km. On the Ugandan side, the EACOP pipeline system has 296 kilometres while on the Tanzanian side, it will stretch for 1,147 kilometres. The pipeline will have a diameter of 24 inches and it will be buried at a depth of 1.8 to 2 metres. The design capacity of the pipeline is 216,000 barrels per day. In the Ugandan part, East African Crude Oil Pipeline (EACOP) will traverse ten (10) districts from Hoima to Kyotera while in Tanzania the pipeline system will cross eight (8) regions, twenty-four (24) districts, and one hundred thirty-four (134) wards. The regions include Kagera, Geita, Shinyanga, Tabora, Singida, Dodoma, Manyara and Tanga.

The EACOP pipeline system will have six pumping stations with two in Uganda and four in the Tanzania side, three pressure reduction stations all in Tanzania side, one marine storage and export terminal (MST), 20 heating stations along the route, and an offshore Jetty facility at Chongoleani in Tanga Region.

The pipeline will be coated with fusion-bonded epoxy to preserve heat and protect the pipeline against external corrosion or deterioration during the project’s lifetime. The crude oil is waxy in nature and will have to be heated to flow. The crude oil will be required to be at a temperature of at least 50°C to flow in the pipeline.

International applicable standards will be applied in the designing, construction, and operationalisation of the EACOP project.

On 27<sup>th</sup> October 2022, EWURA issued the construction approval for construction of the EACOP pipeline system for EACOP Limited. Main construction works for the pipeline are expected to commence in August 2023 and the completion period for the EACOP pipeline system is expected to be 36 months.



**Figure 31: The EACOP Route in Uganda and Tanzania**

### 8.6.2 The Implementation Status of the EACOP Project and Local Content

The Energy and Water Utilities Regulatory Authority (EWURA) continued to monitor technical and local content compliance by the East African Crude Oil Pipeline (EACOP) Project. As of 30th June 2023, the details of ongoing activities are as follows:

#### a) Detailed Design of Main Parts of The EACOP Project

- i. Worley Europe Limited is contracted to undertake (Engineering, Procurement, Construction Management, and Commissioning (EPCmC)). The contract activities include the detailed design of the main parts of the EACOP pipeline system, procurement of vendors for supplying materials and equipment for the project, and management of construction operations. The company will also manage the commissioning operations. The activities under this contract are ongoing. The overall detailed design of the project is at 61.6% to completion.
- ii. E.A.L.S Limited (Bollere Logistics SAS, France) is contracted to undertake the main logistics of the EACOP project. The activity of this contract includes the transportation of pipelines from Dar es Salaam Port to the coating plant and from the coating plant to the main camps for pipeline yards (MCPYs) both in Tanzania and Uganda. Transportation of the pipelines has not started. However, the company has subcontracted M/s. Superdoll Tanzania Limited to manufacture 300 special trailers for trucks that will transport the 18m line pipes for the EACOP project. The manufacturing of trailers is ongoing. The trailers are 21 meters long and 2.5 meters wide and have been tested and approved for manoeuvrability by Tanzania National Roads Agency. As of 30th June 2023, M/s. Superdoll Tanzania Limited has manufactured about 190 trailers out of the required 300 trailers for the EACOP Project.
- iii. Schneider Electric France is contracted to design electrical, instrumentation controls, and telecommunication and security systems (EITS). The activities for this contract are ongoing in France. EITS has been designed, and the company will be undertaking integrated factory acceptance tests (IFATs) of the system in France. The iFAT platform is a key investment by the EITS partners in the project to test the communications and control

systems managing the pipeline. At the peak of the testing programme, it is anticipated that more than 180 cabinets will be networked at one time to demonstrate the integrity of the networks to be deployed along the length of the pipeline.

- iv. BESIX Ballast Nedam Limited (BBN) is contracted to undertake the design and construction of the loading out facility (LOF) at Chongoleani Peninsula in Tanga Region. The company is currently undertaking the detailed design of the LOF. The overall detailed design of the LOF is at 28% to completion and the detailed design schedule will be completed upon project completion in quarter (Q1) 2026 as it includes all as-built engineering activities.
- v. Daqing Oilfield Construction Group (DOCG) is contracted to undertake engineering, procurement, construction, and commissioning of oil storage facilities and the construction of the marine storage and export terminal (MST) at Chongoleani Peninsula in Tanga Region. The company is currently undertaking the detailed design of the marine storage tanks in China. The overall detailed design of the MST is at 54.98% to completion and is expected to be completed in the quarter (Q1) 2026 as it includes all as-built engineering activities.

**b) Compensation and Resettlement of Project Affected Persons (PAPs)**

The compensation and construction of replacement houses for the project affected persons (PAPs) continued. The total number of PAPs in Tanzania is 9,898. As of 30th June 2023, a total of 9,776 PAPs, equivalent to 99%, have been compensated. The compensation is in terms of cash payment and provision of replacement houses. The number of replacement houses to be constructed is 339, out of which 158 houses have been completed and handed over to the respective PAPs, 96 houses are under construction and construction of 85 houses has not started. The contracts have been awarded for the construction of all houses.

**c) Level I Contractors Mobilization and Early Civil Works**

- i. Main Level 1 Contract for the Jetty facility, BESIX Ballast Nedam Ltd (BBN), is currently mobilising the office at the Tanga Port area and is expected to start working by 15th September 2023 offshore Chongoleani peninsula in Tanga Region. BBN is a partnership of two companies each with 50% shares. The first one is BESIX Group which is a construction company based in Brussels, Belgium active since 1909 operating in Europe, the Middle East, Oceania, Africa, North America, and Asia. The second company is Ballast Nedam which is part of Ronasans, executing multidisciplinary projects in Africa, Europe, Asia, and the Middle East.
- ii. The early civil works (ECWs) at MCPY-6, MCPY-8, MCPY-9, and MCPY-10 are ongoing and are at various stages of completion by the local companies Nyanza Road Works Limited and JV SPEK respectively. At the coating plant in the Sojo village area at Nzega District, the construction of the main building structure has been 100% completed and installation of the machinery and production line is currently 30% completed.
- iii. The early civil works (ECWs) at MCPY-5, MCPY-7, and MCPY-16 are expected to start by 1st September 2023, 31st July 2023, and 1st August 2023 respectively, also, the early civil works (ECWs) on MCPY-12, 13, and 14 are expected to start by 1st September 2023.
- iv. Also, ECWs are ongoing at the marine storage and export terminal (MST) at Chongoleani in Tanga, and are at 65% to completion. The details of ECWs conducted are mulching (100%), topsoil stripping (69%), cutting (37%), and filling (16%). The geotechnical survey for above ground installations (AGIs) has been completed by M/s. Norplan.
- v. The ECWs for above ground installations (AGIs) with China Petroleum Pipeline Engineering Company Limited (CPP) are expected to start by 21st September 2023. Also, preliminary

works for the pipeline stations (HV, MLBVs, and EHT) are expected to start by 20th October 2023 with CPP.

- vi. In the main Level 1 contract for the marine storage terminal (MST), Daqing Oilfield Construction Group Co., Ltd (DOCG) from China, is currently on the site constructing temporary camp houses. The concrete works for tanks foundation purposes are expected to start on 20th October 2023.
- vii. The main Level 1 contract for EACOP pipe hauling and stringing with CPP is scheduled for about 20th February 2024.

#### d) Local Content Implementation

As of 30th June 2023, EACOP Limited, corporate contractors, and Level 1 contractors continued to implement various local content commitments as per approved construction combined plans. The implementation status of various aspects of local content is as follows:

- i. **Employment:** By the end of June 2023, a total of 3,619 Tanzanian citizens were employed, which is an increase of 683 employees from the previous quarter. These are both short and long-term contracts of which 184 are working for EACOP Ltd, 2,133 for Level 1 contractors, and 1,302 for corporate contractors. These employees contributed 2,145,999 man-hours of which, 98,274 man-hours are from EACOP Ltd, 1,153,881 man-hours are from Level 1 contractors and 893,844 man-hours are from corporate contractors.
- ii. **Capacity Building:** Regarding the capacity building of employees of the EACOP Project, during the 4th quarter ending June 2023, a total of 6,442 Tanzanian citizens received different types of training, mainly on HSE, defensive driving, and financial management, and a total of 22,454 man-hours were spent. The management continues to monitor and follow up with all engaged contractors to ensure they provide the required committed training through the construction combined plan to their staff. Also, EACOP is implementing a massive open online course (MOOC) which was launched on 5th June 2023. The sensitisation for MOOC has been done for 23 days by EACOP Limited in various areas, including Mwanza, Arusha, Kilimanjaro, and Dar es Salaam, whereby over 9,000 potential applicants were engaged.
- iii. **Procurement of Goods Services, and Works:** The overall spending on local goods, services, and works during the reporting period (Q4-2023) amounted to US\$19,410,103 cumulatively. A total of US\$954,030 was spent by EACOP corporate contractors and US\$18,456,073 was spent by Level 1 contractors. Over fifty (50) local companies were involved in the provision of various goods, services, or the execution of works.
- iv. **The cost for construction:** The cost of EACOP pipeline system is US\$5.088 billion. The project is financed through debt (60%) and equity (40%). The equity contribution from shareholders is expected to be around US\$2.035 billion. The Government through TPDC, which has 15% of the total shares, will contribute up to US\$305.28 million for the entire construction period. As of June 2023, the government of the United Republic of Tanzania has contributed a total amount of US\$164.28 million (53.34%) as part of its equity contribution of US\$308 million.
- v. **The main risks facing the project:** The project risks include the financing of the project and cases from activists that could be instituted against the project. European banks have pulled out of financing of the project. However, the Chinese Government has taken over the financing of US\$3 billion for the East African Crude Oil Pipeline (EACOP) project. The overall financing arrangement for the project is progressing well. The earlier plan is to have financial closure (FC) by the Chinese ECA, SINOCSURE, currently, the lender is progressing with the internal review of the project documents. The financing arrangement is expected to be concluded in April 2024.

## 9. ENVIRONMENTAL IMPACT ASSESSMENT AND AUDIT REVIEW

The project developers or proponents are required to conduct Environmental Impact Assessment (EIA) and audit studies to fulfil requirements of the Environmental Management Act, 2004 and the Environmental Impact Assessment and Audit Regulations, 2005. EIA studies are conducted prior to implementation of a project while Environmental Audit studies are carried out after the commencement of operations to determine compliance to EIA recommendations and level of impacts of the project to the environment. The regulations further prohibit any licensing Authority in mainland Tanzania to issue a licence unless the applicant produces to the licensing Authority an EIA certificate issued by the Minister responsible for the environment.

In the period under review, the Authority received and reviewed a total of 176 Environmental Impact Assessment (EIA) and 31 Environmental Audit (EA) studies related to petroleum facilities. EWURA will continue providing awareness to the public so that prospective project developers are aware of the importance of conducting EIA to protect the environment and fulfil the requirements of obtaining construction approval from EWURA.

## 10. INCIDENT INVESTIGATIONS

During the period under review, the Authority continued to investigate incidents focusing on identifying their causes and recommending corrective actions so that controls can be put in place to prevent the recurrence of similar incidents in the future. This is in accordance with Section 30(2)(o) of the Petroleum Act, Cap 392 which requires the Authority to investigate incidents that result in damage to infrastructure, injury, or loss of life or property.

In the year 2022/23, four (4) incidents occurred involving TAZAMA pipeline rupture, road accidents, and LPG-related incidents. The TAZAMA pipeline rupture on 15<sup>th</sup> May 2023, caused a spill of one million litres of diesel, impacting water sources and irrigation schemes. The second incident on 31<sup>st</sup> March 2023, in Kwamachalema village involved an LPG tanker explosion, resulting in casualties, property damage, and environmental pollution. The third incident on 20<sup>th</sup> March 2023, in Taula village, caused a significant loss of LPG, environmental pollution, and traffic jams.

The fourth incident on 09<sup>th</sup> May 2023, at Aggy Bakery involved LPG overfilling, leading to an explosion and various damages. Corrective actions included pipeline surveys, improved emergency preparedness, and vehicle safety measures. The Authority will conduct inspections to monitor HSE compliance. Table 25 presents detailed information about the incidents that occurred. The Authority will continue to undertake planned and ad-hoc inspections to monitor compliance with HSE requirements.

**Table 23: Incidents that Occurred in FY 2022/23**

SN	Incident Date	Location	Type/ Cause	Description of Incident	Incident Impact(s)	Corrective Actions
1	15 <sup>th</sup> May 2023	Nsenga Village, Mbeya District in Mbeya Region	Pipeline Rupture/ Petroleum Spillage	The incident of TAZAMA pipeline leakage was caused by execution of TARURA project during construction of Nsenga Bridge. The operator of motor grader blade while digging a road at the wayleave of the pipeline about 0.5m from the surface, ruptured pipeline and caused fuel spillage to the environment. Fuel spilled at high pressure to the environment along the road about 1km towards Nzovwe River. Fuel flowed into Nzovwe River.	<p>a) Pollution of water sources (streams, rivers and lake) was observed physically and also confirmed through laboratory results of samples taken for analysis;</p> <p>b) Land pollution was observed visually by presence of oil residual on the land at the incident area and river banks;</p> <p>c) Impacts on Irrigation schemes and crops; irrigation schemes along Nzovwe River which are ULOWA and UWAKU schemes at Utengule Ward were contaminated with diesel spillage that affected crops within schemes;</p> <p>d) Loss of product i.e. diesel; TAZAMA Pipelines Limited has lost approximately one (1) million litres of low sulphur gasoil (LSG);</p> <p>e) Delay of completion of road under construction; due to rupture of the TAZAMA pipe, road construction works stopped, that may lead to time extension for completion of the project and increase in road construction costs;</p> <p>f) Damage of the pipeline; due to damage of pipeline, TAZAMA Pipelines Limited incurred costs of repairing part of ruptured pipeline</p> <p>g) Fetching of spilled product for consumption by the community around. After the incident of spillage of diesel, the community around and along Nzovwe River fetched diesel which was contaminated with water and soil. By using the dirty diesel, it would affect the equipment due to presence of contaminants i.e., water and soil.</p>	<p>Investigation was conducted and the team recommended the following</p> <p>a) The entire pipeline should be surveyed to identify sensitive areas where the pipeline passes and should be mapped and marked with signage for safety purposes;</p> <p>b) TAZAMA Pipeline Limited should improve its emergency preparedness plan by</p> <p>c) purchasing equipment for fuel containment specifically on water bodies and land areas and submit plan to authorities for authorization;</p> <p>d) The entire TAZAMA pipeline should be inspected regularly by relevant authorities;</p> <p>e) The TAZAMA pipeline has to be modernized including the installation of leak detection systems, automated MLBVs and SCADA systems.</p> <p>f) TAZAMA Pipeline Limited should put in place pipeline line markers with warning signs so that other users of the land are aware of the delineation of the TAZAMA pipeline.</p>

SN	Incident Date	Location	Type/ Cause	Description of Incident	Incident Impact(s)	Corrective Actions
2	31st March 2023 around 0500hrs	Kwamachalema village, Komkonga ward, Handeni District in Tanga Region (along Chalinze - Segera Highway).	Road accident/ LPG Leakage/ Fire Explosion	The LPG road tanker with registration no. KCK 229C/ZC 5984 lost control and went off the left side of the road, overturned, leaked the product to the environment and an explosion occurred. This tanker was loaded with 22,820kg of LPG consignment at Manjisi Gas LPG terminal in Dar es Salaam on 30th March 2023. The consignment belonged to Topline Traders Ltd, an LPG dealer licensed for LPG distribution business in Kenya.	<p>a) Loss of lives of three people (Indigenes) at Kwamachalema village, Komkonga ward, Handeni District in Tanga Region);</p> <p>b) Damage to the truck and the tanker;</p> <p>c) Destruction of properties;</p> <p>d) Environmental pollution due to LPG leakage; and</p> <p>e) Injuries to nine people (Indigenes) at Kwamachalema village, Komkonga ward, Handeni District in Tanga Region).</p>	<p>a) Investigation was conducted and the team recommended the following;</p> <p>b) Vehicles used to transport petroleum products should be restricted to transport the products in day time i.e from 0600hrs to 1800hrs, this will reduce accidents that are caused by driver's fatigue and effects caused by accidents;</p> <p>c) Vehicles used to transport the products should have Vehicle Tracking Devices that will enable the monitoring of the vehicles speed which will reduce accidents and their impacts;</p> <p>d) There should be a thorough check up of vehicles used to transport petroleum products before loading the products onto them that they should meet the safety requirements to be liable to transport the products and there should be vehicle inspection check points on the highways to inspect the vehicles; and</p> <p>e) Petroleum products transportation vehicles should have emergency numbers on them to ensure that people communicate information to the fire fighting force immediately in case of emergency.</p>

SN	Incident Date	Location	Type/ Cause	Description of Incident	Incident Impact(s)	Corrective Actions
3	20th March 2023	Taula village, Kwedizinga ward, Handeni district in Tanga region.	Road accident/ LPG Leakage	The incidents involved LPG road tanker with registration No. KCL 899E/ZE4638 with LPG gas owned by Austken Gas. Co. Ltd of P.O. BOX 71659, Nairobi – Kenya transported by a company known as City Gas of Kenya. A total of 24,400kg of LPG was loaded from Manjilis LPG Terminal in Dar es Salaam on 18th March 2023. The incident occurred on 20th March 2023 at around 01:30 Hours where the truck overturned and led to the LPG tanker to roll about 37m from the vehicle and caused a huge loss of the product. The recovered amount of LPG was about 3,866.1kg approximately 84.16% loss.	<p>a) Damage to the truck;</p> <p>b) Environmental pollution due to the uncontrolled release of about 20,533.9 Kg of LPG.</p> <p>c) Loss of about 20,533.9 Kg of LPG; and</p> <p>d) Traffic jam along the Segera- Dar es Salaam road due to control of vehicles which was done by the police force since the leaking LPG tanker overturned 20m from the main road.</p>	<p>a) The transportation of petroleum products should be done during the daytime only (From 0600 hours to 1800hrs), the limitation of transportation timing for petroleum products will reduce such incidents caused by driver fatigue.</p> <p>b) There should be a thorough checkup of the trucks used to transport petroleum products either locally or transit to ensure their integrity before carrying the petroleum products.</p>
4	09th May 2023	Keranyi Village, Keranyi Ward, Arumeru District in Arusha Region	LPG Product Overfilling into storage tanks/ Gas release/ Fire explosion	LPG storage vessels incident: The incident happened on 09th May 2023 around 12:45hrs at a bakery known as Aggy Bakery, which is a small-scale industry that deals with the production of baked products. Aggy Bakery was a bulk LPG customer and was supplied gas by Taifa Gas Co. Ltd. The facility had four (4) LPG storage tanks each with a safe capacity of 200kg, making a total safe capacity of 800kg of LPG and the LPG product was delivered directly to the tanks at the facility by Taifa Gas mobile tankers. The bulk LPG stored at the facility was used as cooking fuel. On 08th May 2023 Taifa Gas Co. Ltd delivered LPG to one of the tanks at the bakery through its mobile tanker but the gas was not enough, the delivery was completed on the next day on 09th May 2023 where three tanks were filled, on filling the last tank around 12:45hrs there was overfilling, which led to opening of safety valve and numerous amount of gas was released under very high pressure that resulted into an explosion of the gas around the tank area, that burned the bakery hence causing loss of properties, injuries to nine (9) people and loss of 1,000kg of LPG product	<p>a) Property damage, including the bakery building, machinery used in the bakery, raw materials, and finished goods were all burnt;</p> <p>b) Nine (9) people were badly injured during the incident.</p> <p>c) Damage of the gas systems including the LPG storage vessels, associated fittings and distribution systems. One storage tank (Tank number 2) ruptured during the incident.</p> <p>d) Loss of LPG product of about 1,000kg</p> <p>e) Loss of productivity since production at the bakery has stopped since the day of incident.</p>	<p>From the investigation, it was recommended that the Authority should inform Taifa Gas Co. Ltd to compensate Aggy bakery and victims of the incident as per section 23(1) of the Petroleum (Liquefied Petroleum Gas Operations) Rules, 2020</p>



**Figure 32:** The pipeline's road-crossing where the TARURA contractor was undertaking excavation for the construction of a road and eventually damaged the pipeline. The part of the land was polluted with spilt diesel.



**Figure 33:** The damaged part of the pipeline was temporarily fixed before connecting the pipeline with the spool piece of the pipe.



**Figure 34:** The road tanker incident occurred at Kwamachalema village, Komkonga ward, Handeni District in Tanga Region (along the Chalinze-Segera highway)



**Figure 35:** The LPG Road tanker incident occurred at Taula village, Kwedizinga ward, Handeni District, in Tanga Region.



**Figure 36:** The LPG storage vessels incident at Keranyi village, Keranyi ward, Arumeru District in Arusha Region.

## 11. REGULATORY IMPACT

Through various regulatory interventions, EWURA has made the following impact in the mid and downstream petroleum sub-sector during the financial year 2022/2023:

- (i) Stable supply of petroleum products in the country by monitoring available stocks and procurement plans;
- (ii) Increased compliance to infrastructure standards;
- (iii) Increased the number of petrol stations in rural areas through targeted standards that are aimed at reducing investment costs while maintaining HSE standards;
- (iv) Ensuring petroleum products that are distributed in the country meet the required national standards;
- (v) Protection of efficient suppliers and Government tax revenues through the fuel marking programme; and
- (vi) Protection of consumers and efficient suppliers through issuance of monthly petroleum product cap prices and periodic compliance monitoring.

## 12. CHALLENGES IN THE SUB-SECTOR

The sub-sector still faces the following challenges:

- (i) Absence of a single receiving terminal for white petroleum products that will ensure products are received within a short period and hence reduce demurrage costs and allow receipt of more vessels within a given period of time;
- (ii) Limited availability of US dollars in the market to facilitate importation of petroleum products;
- (iii) Increase of products on financial hold and cause ullage problem;
- (iv) A need for increased investments in petrol stations in rural areas to ensure petroleum products are available in those localities and are supplied in a manner that observes health, safety and environmental issues;
- (v) Smuggling of petroleum products from neighbouring countries and dumping of transit products. EWURA will continue to work with other Government institutions to curb such illegal businesses;
- (vi) Limited capacity of the berthing facility at KOJ2 for offloading LPG which precludes the industry from achieving economies of scale in importation;
- (vii) Limited capacity of the berthing facility at KOJ1 for offloading petrol which prevents the industry from achieving economies of scale in importation
- (viii) High starter pack cost for new LPG consumers which limits the increase of users of LPG, especially low-income earners. The starter pack includes cylinders, burners and cookers; and
- (ix) Continued illegal re-filling of LPG cylinders, which is mostly done by decanting LPG from 38kg cylinders to 15kg cylinders and 6kg cylinders. This malpractice distorts fair competition in the market and poses an imminent danger to health, safety and the environment.

### 13. FUTURE OUTLOOK OF THE PETROLEUM SUB-SECTOR

As consumption of petroleum products continues to grow in Tanzania and in neighbouring countries, there is need to increase the storage capacity of the country and improve the offloading and receiving facilities so that larger vessels can be received and offload within a short period of time. To attain this, the Government has a vision of making Tanzania a hub for white petroleum products to cater to the growing demand in the country and in all other countries that rely on the ports of Tanzania.

To increase efficiency in receiving petroleum products, the Government through the Tanzania Ports Authority (TPA) plans to start constructing a single receiving terminal (SRT) for petroleum products in FY 2023/24 at the vicinity of the Dar es Salaam Port. TPA also has a plan to construct the conventional bouy mousing (CBM) for receiving big vessels for petrol with at least 80,000MT at Dar es Salaam Port. Further plans are underway for installation of a supervisory control and data acquisition (SCADA) system to monitor the receipt of petroleum products from vessels and the amount received in each storage terminal. The operators of receiving and storage terminals have been directed to install automatic tank gauging systems (ATGs) to ensure the Authority can effectively monitor the availability of petroleum products in the country.

The Government is promoting the use of clean energy for cooking to protect the environment from deforestation and protect the health of individuals from smoke produced by cooking using firewood and charcoal. The Ministry of Energy is thus promoting the use of LPG as a clean source of energy. This includes implementation of fiscal policies, such as the provision of subsidies on small-size LPG cylinders and reduction of taxes on LPG accessories.

## 14. CONCLUSION

The petroleum mid and downstream sub-sector, in general, continued to perform well through the improvement and increased investments in infrastructure, well-managed procurement of petroleum products through the Bulk Procurement System and periodic compliance monitoring activities. The Authority will continue to monitor the performance of the sub-sector to ensure the availability, quality, and affordability of petroleum products for the betterment and contribution to the economic growth of the country. To maintain the current success and for further improvement, the Authority will:

- (i) Increase compliance monitoring activities to ensure maximum compliance by operators to applicable laws, regulations, rules, standards, and international best practices;
- (ii) Continue to promote investments in low-cost petrol stations in rural areas to improve availability of petroleum products in remote areas while protecting the environment and safety of consumers;
- (iii) Continue to promote the use of LPG as a clean energy to protect the environment. HSE awareness should continue to be provided to LPG operators and users to ensure safe distribution and usage; and
- (iv) Engage with other Government and private sector players to address challenges in offloading and receiving facilities of white petroleum products and LPG and petroleum products receiving ports.

## 15. APPENDICES

### Appendix 1: Storage capacities for import terminals at receiving ports in Tanzania 2022/23

SN	Name of the Company	Location	Cubic Metres													
			MSP	JET A1	IK	AGO	CONDEN-SATE	IDO	FO 125	FO 180	TOTAL					
1	Afroil Investment Limited	Kigamboni	12,041			27,940										39,981
2	Camel Oil (T) Ltd	Kurasini	13,571	0	0	33,395	-	-	-	-	-	11,187				58,153
3	GAPCO (T) Ltd	Kurasini	29,861	11,551	0	39,579	-	-	-	-	-	-	-	-	-	80,991
4	GBP (T) Ltd	Kurasini	28,704		9,118.62	31,962	-	-	-	-	-	-	-	-	-	69,785
5	Hass Petroleum Ltd	Kigamboni	10,282	-	-	14,165	-	-	-	-	-	-	-	-	-	24,447
6	Lake Oil Ltd	Kigamboni	27,112	17,947	-	37,200	-	-	-	-	-	-	-	-	-	82,259
7	MCCL LTD	Kurasini	8,500			12,500										21,000
8	MOIL	Kigamboni	15,000	-	-	27,000	-	-	-	-	-	-	-	-	-	42,000
9	Mogas (T) Limited	Kigamboni	16,000			24,000										40,000
10	Oilcom (T) Limited	Kurasini	14,141	12,226	5,973	37,582	0	-	-	-	-	0	0	0	0	69,922
11	Oryx Oil Ltd	Kurasini	13,463	933	0	40,730	-	-	-	-	-	0	4,498			59,624
12	Puma Energy (T) Ltd	Kurasini	10,056	31,693	0	36,326	-	-	-	-	-	1,820	2,348			82,243
13	Sahara (T) Ltd	Kigamboni	35,606	-	-	35,545	-	-	-	-	-	-	-	-	-	71,151
14	Star Oil (T) Ltd	Kurasini	12,941	-	-	24,800	-	-	-	-	-	-	-	-	-	37,741
15	Super Star Forwarders Co. Ltd	Kurasini		5,714	418	11,566						1,250	7,307			26,255
16	TIPER	Kigamboni	56,302		5,723	180,246						0	11,383			253,654
17	Vivo Energy Tanzania Limited,	Kurasini	11,943	0	0	12,160	-	-	-	-	-	-	0			24,103
18	World Oil (I)	Kigamboni	11,256	-	-	22,231	-	-	-	-	-	-	-	-	-	33,487
19	World Oil Ltd (II)	Kigamboni	18,000	-	-	36,000	-	-	-	-	-	-	-	-	-	54,000
20	TAZAMA	Kigamboni	0	-	-	231,000										231,000
21	GBP (T) Ltd	Raskazone, Tanga	73,185	0	170	107,578										180,933
22	G&M Co Mtwara	Mtwara	30,000	0		19,500										49,500
23	Oilcom (T) Ltd Mtwara	Mtwara	2,499			2,494										4,993
	<b>Grand Total</b>		<b>450,463</b>	<b>80,064</b>	<b>21,403</b>	<b>1,045,499</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,070</b>	<b>36,723</b>	<b>0</b>	<b>0</b>	<b>1,637,222</b>	

Appendix 2: Storage Capacities for Inland Terminals (Units in Cubic Metres, m<sup>3</sup>)

S/N	Name of the Company	Location	MSP	JET A1	IK	AGO	IDO	FO	TOTAL
1	Engen Petroleum Ltd	Kibirizi, Kigoma	1,392	-	399	550	-	150	2,491
2	Gapco Tanzania Ltd	Kibirizi, Kigoma	2,010	-	2,014	2,013	162	372	6,571
3	GBP Tanzania Ltd	Kibirizi, Kigoma	1,000	-	500	1,500	-	-	3,000
4	Oilcom Tanzania Ltd	Kibirizi, Kigoma	770	490	320	715	150	-	2,445
5	Total Tanzania Ltd	Kibirizi, Kigoma	1,600	810	-	765	-	-	3,175
6	World Oil Ltd	Kibirizi, Kigoma	410	-	410	410	-	-	1,230
7	East Africa Fossils Company	Musoma	544	-	153	816	-	-	1,513
8	Gapco Tanzania Ltd	Musoma	68	-	254	408	-	-	730
9	Malawi Government	Iyunga, Mbeya	1,820	-	392	2,027	-	-	4,239
10	Oryx Oil Company Ltd/Total Tanzania Ltd	Iyunga, Mbeya	930	-	550	2,260	-	-	3,740
11	Engen Petroleum Ltd	Pasua, Moshi	100	-	100	200	-	-	400
12	Oryx Oil Company Ltd	Pasua, Moshi	206	-	102	303	46	72	729
13	Puma Energy (T) Ltd	Pasua, Moshi	1,000	-	90	1,000	-	180	2,270
14	Engen Petroleum Ltd	Mwanza South	275	-	100	996	-	-	1,371
15	Gapco Tanzania Ltd	Mwanza South	155	-	207	408	59	-	829
16	Gapco Tanzania Ltd	Mwanza South	544	-	1,997	4,008	1,998	-	8,547
17	GBP Tanzania Ltd	Mwanza South	576	-	606	2,607	-	-	3,789
18	Oryx Oil Company Ltd	Mwanza South	160	-	100	400	58	-	718
19	Puma Energy (T) Ltd	Mwanza South	228	500	466	1,646	118	220	3,178
20	Engen Petroleum Ltd	Isaka, Shinyanga	516	-	163	1,399	-	-	2,078
21	Oilcom Tanzania Ltd	Isaka, Shinyanga	1,000	-	1,000	4,000	-	-	6,000
22	Oryx Oil Company Ltd	Isaka, Shinyanga	-	-	-	1,549	-	-	1,549
23	Total Tanzania Ltd	Shinyanga	216	-	147	1,273	-	-	1,636
24	Amazon Petroleum (T) Ltd	Kiloleni, Tabora	120	-	188	358	-	-	666
25	GBP Tanzania Ltd	Kiloleni, Tabora	158	-	217	412	-	-	787
26	Gapco Tanzania Ltd	Unga Ltd, Arusha	544	-	767	1,301	-	-	2,612
27	Mount Meru Petroleum	Mbauda, Arusha	483	-	875	1,443	-	43	2,844
28	NSK Oil	Njiro, Arusha	300	-	300	1,200	-	-	1,800
<b>Total Capacity</b>			<b>17,125</b>	<b>1,800</b>	<b>12,417</b>	<b>35,967</b>	<b>2,591</b>	<b>1,037</b>	<b>70,937</b>

Appendix 3: List of Suppliers and the Premiums for Financial Year 2022/23

Date	BPS Tender No.	Delivery Port	BPS Tender Winner Name	AGO		PMS		JET A1/IK	
				Premium (US\$/MT)	Tendered Volumes (MT)	Premium (US\$/MT)	Tendered Volumes (MT)	Pre-mium (US\$/MT)	Tendered Volumes (MT)
Jul-22	CPP/AGO/C1-SBM/07/2022	DSM	Vitol Bahrain EC	47.97	100,857				
Jul-22	CPP/AGO/C2-SBM/07/2022	DSM	Vitol Bahrain EC	46.45	100,857				
Jul-22	CCP/AGO/C3-SBM/07/2022	DSM	TPDC	36.40	100,857				
Jul-22	CCP/AGO/C4-SBM/07/2022	DSM	Vitol Bahrain EC	0.05	100,857				
Jul-22	CPP/PMS/C1-KOJ1/07/2022	DSM	HAPCO FZE			143.50	36,231		
Jul-22	CPP/PMS/C2-KOJ1/07/2022	DSM	HAPCO FZE			141.50	36,231		
Jul-22	CPP/PMS/C3-KOJ1/07/2022	DSM	Augusta Energy DMCC			169.88	36,231		
Jul-22	CPP/PMS/C4/KOJ1/07/2022	DSM	Addax Energy SA			138.60	36,231		
Jul-22	CPP/PMS/C5/KOJ1/07/2022	DSM	Sahara Energy Resources Limited			170.56	36,231		
Jul-22	CPP/JET A1&IK/C-KOJ1/07/2022	DSM	Addax Energy SA					187.92	26,884
Jul-22	CPP/COMBI/DAR-MTR/07/2022	DSM/MTWARA	Augusta Energy DMCC	140.20	2,800	239.00	35,200		
Jul-22	CPP/COMB/TNG/07/2022	TANGA	Hapco FZE	148.50	19,250	148.50	16,010		
Aug-22	CPP/AGO/C1-SBM/08/2022	DSM	Sahara Energy Resources Limited	61.21	110,000				
Aug-22	CPP/AGO/C2-SBM/07/2022	DSM	Addax Energy SA	69.27	110,000				
Aug-22	CPP/C/TNG/07/2022	TANGA	Augusta Energy DMCC	75.11	38,000				
Aug-22	CPP/COMBI/TNG/07/2022	TANGA	Augusta Energy DMCC	84.15	16,977	130.50	21,023		
Aug-22	CPP/PMS/C1-KOJ1/08/2022	DSM	Sahara Energy Resources Limited			100.70	39,953		
Aug-22	CPP/PMS/C2-KOJ1/08/2022	DSM	Sahara Energy Resources Limited			109.70	39,953		
Aug-22	CPP/PMS/C3-KOJ1/08/2022	DSM	Augusta Energy DMCC			101.80	39,953		
Aug-22	CPP/JET&IK/C-KOJ1/08/2022	DSM	Addax Energy SA					189.93	37,890
Aug-22	CPP/COMBI/DAR-MTR/08/2022	DSM/MTWARA	Sahara Energy Resources Limited	92.55	5,150	122.58	32,920		
Sep-22	CPP/AGO/C1-SBM/09/2022	DSM	Augusta Energy DMCC	151.10	100,000				
Sep-22	CPP/AGO/C2-SBM/09/2022	DSM	Vitol Bahrain EC	125.60	100,000				

Date	BPS Tender No.	Delivery Port	BPS Tender Winner Name	AGO		PMS		JET A1/IK	
				Premium (US\$/MT)	Tendered Volumes (MT)	Premium (US\$/MT)	Tendered Volumes (MT)	Pre-mium (US\$/MT)	Tendered Volumes (MT)
Sep-22	CPP/AGO/C3-SBM/09/2022	DSM	Addax Energy SA	144.40	100,000				
Sep-22	CPP/AGO/C1-KOJ1/09/2022	DSM	Addax Energy SA	169.20	38,450				
Sep-22	CPP/COMBI/AGO-JET&IK/KOJ1/09/2021	DSM	Addax Energy SA	184.55	9,670			184.50	34,370
Sep-22	CPP/PMS/C1-KOJ1/09/2022	DSM	E3 Energy DMCC			178.98	38,500		
Sep-22	CPP/PMS/C2-KOJ1/09/2022	DSM	Sahara Energy Resources Limited			183.25	38,500		
Sep-22	CPP/PMS/C3-KOJ1/09/2022	DSM	Sahara Energy Resources Limited			186.25	38,500		
Sep-22	CPP/PMS/C4-KOJ1/09/2022	DSM	Sahara Energy Resources Limited			190.44	35,824		
Sep-22	CPP/PMS/C5-KOJ1/09/2022	DSM	Augusta Energy DMCC			192.00	35,824		
Sep-22	CPP/COMB/DAR-MTR/09/2022	DSM/MTWARA	Addax Energy SA	198.50	15,230	198.50	20,870		
Sep-22	CPP/C/TNG/09/2022	TANGA	Augusta Energy DMCC	177.30	38,415				
Sep-22	CPP/COMB/TNG/09/2021	TANGA	Augusta Energy DMCC	184.77	26,339	222.00	11,655		
Oct-22	CPP/AGO/C1-SPM/10/2022	DSM	Addax Energy SA	136.98	84,755				
Oct-22	CPP/AGO/C2-SPM/10/2022	DSM	Sahara Energy Resources Limited	139.35	84,755				
Oct-22	CPP/AGO/C3-SPM/10/2022	DSM	Augusta Energy DMCC	138.88	84,755				
Oct-22	CPP/AGO/C4-SPM/10/2022	DSM	Vitol Bahrain EC	144.80	84,755				
Oct-22	CPP/PMS/C1-KOJ1/10/2022	DSM	Hapco FZE			198.90	35,800		
Oct-22	CPP/PMS/C2-KOJ1/10/2022	DSM	Addax Energy SA			178.20	35,800		
Oct-22	CPP/PMS/C3-KOJ1/10/2022	DSM	E3 Energy DMCC			174.40	35,800		
Oct-22	CPP/PMS/C4-KOJ1/10/2022	DSM	Vitol Bahrain EC			165.80	35,800		
Oct-22	CPP/PMS/C5-KOJ1/10/2022	DSM	Hapco FZE			184.32	30,055		
Oct-22	CPP/JET A-1 & IK/C-KOJ1/10/2022	DSM	Addax Energy SA					185.00	32,162
Oct-22	CPP/COMBI/DAR & MTWARA/10/2022	DSM/MTWARA	Hapco FZE	210.90	7020	210.90	32,970		
Oct-22	CPP/COMBI/TANGA/10/2022	TANGA	Vitol Bahrain EC	166.80	26,339	186.80	11,655		
Nov-22	CPP/AGO/C1-SPM/11/2022	DSM	Tanzania Petroleum Development Corporation	101.71	88,182				

Date	BPS Tender No.	Delivery Port	BPS Tender Winner Name	AGO		PMS		JET A1/IK	
				Premium (US\$/MT)	Tendered Volumes (MT)	Premium (US\$/MT)	Tendered Volumes (MT)	Pre-mium (US\$/MT)	Tendered Volumes (MT)
Nov-22	CPP/AGO/C2-SPM/11/2022	DSM	Tanzania Petroleum Development Corporation	85.38	88,182				
Nov-22	CPP/AGO/C3-SPM/11/2022	DSM	Sahara Energy Resources Limited	137.70	88,182				
Nov-22	CPP/JET A-1 & IK/C-KOJ1/11/2022	DSM	Addax Energy SA			211.95	26,660		
Nov-22	CPP/COMBI/TANGA/11/2022	TANGA	Addax Energy SA	210.96	13,350	210.96	12,720		
Dec-22	CPP/AGO/C1-SPM/12/2022	DSM	Vitol Bahrain EC	182.50	75,363				
Dec-22	CPP/AGO/C2-SPM/12/2022	DSM	Vitol Bahrain EC	178.40	75,363				
Dec-22	CPP/AGO/C3-SPM/12/2022	DSM	Augusta Energy DMCC	179.40	75,363				
Dec-22	CPP/JET A-1 & IK/C-KOJ1/12/2022	DSM	Addax Energy SA			218.30	28,861		
Dec-22	CPP/COMBI/TANGA/11/2022	TANGA	Augusta Energy DMCC	209.10	15,550	254.10	16,950		
Dec-22	CPP/COMBI/DAR & MTWARA/12/2022	DSM/ MTWARA	E3 Energy DMCC	237.60	5,800	237.60	25,798		
Dec-22	CPP/PMS/C1-KOJ1/12/2022	DSM	Augusta Energy DMCC			233.70	33,199		
Dec-22	CPP/PMS/C2-KOJ1/12/2022	DSM	Hapco FZE			218.70	33,199		
Dec-22	CPP/PMS/C3-KOJ1/12/2022	DSM	Sahara Energy Resources Limited			235.00	33,199		
Jan-23	CPP/AGO/C1-SPM/01/2023	DSM	Addax Energy SA	189.90	82,337				
Jan-23	CPP/AGO/C2-SPM/01/2023	DSM	Addax Energy SA	194.90	82,440				
Jan-23	CPP/AGO/C3-SPM/01/2023	DSM	Augusta Energy DMCC	178.80	82,109				
Jan-23	CPP/PMS/C1-KOJ1/01/2023	DSM	E3 Energy DMCC			203.90	38,000		
Jan-23	CPP/PMS/C2-KOJ1/01/2023	DSM	Hapco FZE			201.81	38,000		
Jan-23	CPP/JET A-1 & IK/C-KOJ1/01/2023	DSM	E3 Energy DMCC			207.50	33,685		
Jan-23	CPP/COMBI/DAR & MTWARA/01/2023	DSM/ MTWARA	Addax Energy SA	249.60	3,900	249.60	33,154		
Feb-23	CPP/AGO/C1-SPM/02/2023	DSM	Addax Energy SA	175.55	85,352				
Feb-23	CPP/AGO/C2-SPM/02/2023	DSM	Sahara Energy Resources Limited	170.20	85,512				
Feb-23	CPP/AGO/C3-SPM/02/2023	DSM	Augusta Energy DMCC	162.50	85,265				
Feb-23	CPP/PMS/C1-KOJ1/02/2023	DSM	Sahara Energy Resources Limited			207.15	37,610		
Feb-23	CPP/PMS/C2-KOJ1/02/2023	DSM	Hapco FZE			199.80	35,802		

Date	BPS Tender No.	Delivery Port	BPS Tender Winner Name	AGO		PMS		JET A1/IK	
				Premium (US\$/MT)	Tendered Volumes (MT)	Premium (US\$/MT)	Tendered Volumes (MT)	Premium (US\$/MT)	Tendered Volumes (MT)
Feb-23	CPP/PMS/C3-KOJ1/02/2023	DSM	Augusta Energy DMCC			215.10	34,159		
Feb-23	CPP/JET A-1 & IK/C-KOJ1/02/2023	DSM	Addax Energy SA					213.66	26,025
Feb-23	CPP/COMBI/DAR & MTWARA/02/2023	DSM/ MTWARA	E3 Energy DMCC	219.82	2,850	219.82	33,101		
Feb-23	CPP/COMBI/TANGA/02/2023	TANGA	Hapco FZE	198.45	18,040	198.45	17,260		
Mar-23	CPP/AGO/C1-SPM/03/2023	DSM	Vitol Bahrain EC	76.87	100,862				
Mar-23	CPP/AGO/C2-SPM/03/2023	DSM	Vitol Bahrain EC	77.47	100,862				
Mar-23	CPP/PMS/C1-KOJ1/03/2023	DSM	Sahara Energy Resources Limited			104.25	38,092		
Mar-23	CPP/PMS/C2-KOJ1/03/2023	DSM	Augusta Energy DMCC			104.70	38,092		
Mar-23	CPP/JET A-1 & IK/C-KOJ1/03/2023	DSM	Addax Energy SA					182.48	30,800
Mar-23	CPP/COMBI/DAR & MTWARA/03/2023	DSM/ MTWARA	Sahara Energy Resources Limited	139.54	33,300	101.23	34,535		
Mar-23	CPP/COMBI/TANGA & DAR/03/2023	DSM/ TANGA	Sahara Energy Resources Limited	131.24	26,230	104.38	11,370		
Apr-23	CPP/AGO/C1-SPM/04/2023	DSM	Augusta Energy DMCC	157.55	77,686				
Apr-23	CPP/AGO/C2-SPM/04/2023	DSM	Vitol Bahrain EC	149.80	77,686				
Apr-23	CPP/AGO/C3-SPM/04/2023	DSM	Addax Energy SA	103.91	77,686				
Apr-23	CPP/PMS/C1-KOJ1/04/2023	DSM	Sahara Energy Resources Limited			175.77	34,247		
Apr-23	CPP/PMS/C2-KOJ1/04/2023	DSM	Augusta Energy DMCC			189.99	34,247		
Apr-23	CPP/PMS/C3-KOJ1/04/2023	DSM	Addax Energy SA			194.81	26,000		
Apr-23	CPP/JET A-1 & IK/C-KOJ1/04/2023	DSM	Augusta Energy DMCC					205.55	25,490
Apr-23	CPP/COMBI/DAR & MTWARA/04/2023	DSM/ MTWARA	Sahara Energy Resources Limited	162.28	1,300	207.00	36,447		
May-23	CPP/AGO/C1-SPM/05/2023	DSM	Addax Energy SA	64.44	84,886				
May-23	CPP/AGO/C2-SPM/05/2023	DSM	Addax Energy SA	58.59	84,887				
May-23	CPP/PMS/C1-KOJ1/05/2023	DSM	Addax Energy SA		35,682	95.40			
May-23	CPP/PMS/C2-KOJ1/05/2023	DSM	Addax Energy SA		20,600	117.90			
May-23	CPP/JET A-1 & IK/C-KOJ1/05/2023	DSM	E3 Energy DMCC					208.80	17,573
May-23	CPP/COMBI/DAR & MTWARA/05/2023	DSM/ MTWARA	Hapco FZE	190.00	1,570	190.00	34,541		

Date	BPS Tender No.	Delivery Port	BPS Tender Winner Name	AGO		PMS		JET A1/IK	
				Premium (US\$/MT)	Tendered Volumes (MT)	Premium (US\$/MT)	Tendered Volumes (MT)	Pre-mium (US\$/MT)	Tendered Volumes (MT)
May-23	CPP/COMBI/TANGA & DAR/05/2023	DSM/ TANGA	Augusta Energy DMCC	188.75	3,850	188.75	29,211		
Jun-23	CPP/AGO/C1-SPM/06/2023	DSM	Coral Energy DMCC	46.42	92,658				
Jun-23	CPP/AGO/C2-SPM/06/2023	DSM	Coral Energy DMCC	45.73	92,657				
Jun-23	CPP/PMS/C1-KOJ1/06/2023	DSM	Coral Energy DMCC			87.23	39,000		
Jun-23	CPP/PMS/C2-KOJ1/06/2023	DSM	Coral Energy DMCC			89.19	39,000		
Jun-23	CPP/PMS/C3-KOJ1/06/2023	DSM	Coral Energy DMCC			89.19	39,000		
Jun-23	CPP/JET A-1 & IK/C-KOJ1/06/2023	DSM	Montfort Trading FZE					101.33	22,950
Jun-23	CPP/COMBI/TANGA & DAR/06/2023	DSM/ TANGA	Coral Energy DMCC	116.16	6,000	116.16	32,484		
<b>Average FY 2022/23</b>				<b>115.68</b>		<b>171.02</b>		<b>191.92</b>	
<b>Average FY 2021/22</b>				<b>41.63</b>		<b>57.74</b>		<b>63.67</b>	
<b>Change</b>				<b>178%</b>		<b>196%</b>		<b>201%</b>	

**Appendix 4: Monthly Petroleum Products Premiums for each port in FY 2022/23  
DAR ES SALAAM**

Date	BPS Tender No.	BPS Tender Winner	AGO		PMS		JET A-1/IK	
			Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)
Jul-22	CPP/AGO/C1-SBM/07/2022	Vitol Bahrain EC	47.97	100,857				
Jul-22	CPP/AGO/C2-SBM/07/2022	Vitol Bahrain EC	46.45	100,857				
Jul-22	CCP/AGO/C3-SBM/07/2022	TPDC	36.40	100,857				
Jul-22	CCP/AGO/C4-SBM/07/2022	Vitol Bahrain EC	0.050	100,857				
Jul-22	CPP/PMS/C1-KOJ1/07/2022	Hapco FZE			143.50	36,231		
Jul-22	CPP/PMS/C2-KOJ1/07/2022	Hapco FZE			141.50	36,231		
Jul-22	CPP/PMS/C3-KOJ1/07/2022	Augusta Energy DMCC			169.88	36,231		
Jul-22	CPP/PMS/C4-KOJ1/07/2022	Addax Energy SA			138.60	36,231		
Jul-22	CPP/PMS/C5-KOJ1/07/2022	Sahara Energy Resources			170.56	36,231		
Jul-22	CPP/JET A1&IK/C-KOJ1/07/2022	Addax Energy SA					187.92	26,884.00
Jul-22	CPP/COMBI/DAR-MTR/07/2022	Augusta Energy DMCC			239.00	32,830		
Jul-22	CPP/COMB/TNG/07/2022	HAPCO FZE	148.50	19,250	148.50	16,010		
Aug-22	CPP/AGO/C1-SBM/08/2022	Sahara Energy Resources	61.213	110,000				
Aug-22	CPP/AGO/C2-SBM/07/2022	Addax Energy SA	69.27	110,000				
Aug-22	CPP/PMS/C1-KOJ1/08/2022	Sahara Energy Resources			100.70	39,953		
Aug-22	CPP/PMS/C2-KOJ1/08/2022	Sahara Energy Resources			109.70	39,953		
Aug-22	CPP/PMS/C3-KOJ1/08/2022	Augusta Energy DMCC			101.80	39,953		
Aug-22	CPP/JET&IK/C-KOJ1/08/2022	Addax Energy SA					189.93	37,890.00
Aug-22	CPP/COMBI/DAR-MTR/08/2022	Sahara Energy Resources			122.58	30,000		
Sep-22	CPP/AGO/C1-SBM/09/2022	Augusta Energy DMCC	151.10	100,000				
Sep-22	CPP/AGO/C2-SBM/09/2022	Vitol Bahrain EC	125.60	100,000				
Sep-22	CPP/AGO/C3-SBM/09/2022	Addax Energy SA	144.40	100,000				
Sep-22	CPP/AGO/C1-KOJ1/09/2022	Addax Energy SA	169.20	38,450				
Sep-22	CPP/COMBI/AGO-JET&IK/KOJ1/09/2022	Addax Energy SA	184.55	9,670			184.50	34,370
Sep-22	CPP/PMS/C1-KOJ1/09/2022	E3 Energy DMCC			178.98	38,500		
Sep-22	CPP/PMS/C2-KOJ1/09/2022	Sahara Energy Resources			183.25	38,500		
Sep-22	CPP/PMS/C3-KOJ1/09/2022	Sahara Energy Resources			186.25	38,500		
Sep-22	CPP/PMS/C4-KOJ1/09/2022	Sahara Energy Resources			190.44	35,824		
Sep-22	CPP/PMS/C5-KOJ1/09/2022	Augusta Energy DMCC			192.00	35,824		
Sep-22	CPP/COMB/DAR-MTR/09/2022	Addax Energy SA	198.50	8,330	198.50	17,880		
Oct-22	CPP/AGO/C1-SPM/10/2022	Addax Energy SA	136.98	84,755				
Oct-22	CPP/AGO/C2-SPM/10/2022	Sahara Energy Resources Limited	139.35	84,755				

Date	BPS Tender No.	BPS Tender Winner	AGO		PMS		JET A-1/IK	
			Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)
Oct-22	CPP/AGO/C3-SPM/10/2022	Augusta Energy DMCC	138.88	84,755				
Oct-22	CPP/AGO/C4-SPM/10/2022	Vitol Bahrain EC	144.80	84,755				
Oct-22	CPP/PMS/C1-KOJ1/10/2022	Hapco FZE			198.90	35,800		
Oct-22	CPP/PMS/C2-KOJ1/10/2022	Addax Energy SA			178.20	35,800		
Oct-22	CPP/PMS/C3-KOJ1/10/2022	E3 Energy DMCC			174.40	35,800		
Oct-22	CPP/PMS/C4-KOJ1/10/2022	Vitol Bahrain EC			165.80	35,800		
Oct-22	CPP/PMS/C5-KOJ1/10/2022	Hapco FZE			184.32	30,055		
Oct-22	CPP/JET A-1 & IK/C-KOJ1/10/2022	Addax Energy SA					185.00	32,162
Oct-22	CPP/COMBI/DAR & MTWA-RA/10/2022	Hapco FZE			210.90	25,480		
Nov-22	CPP/AGO/C1-SPM/11/2022	Tanzania Petroleum Development Corporation	101.71	88,182				
Nov-22	CPP/AGO/C2-SPM/11/2022	Tanzania Petroleum Development Corporation	85.38	88,182				
Nov-22	CPP/AGO/C3-SPM/11/2022	Sahara Energy Resources Limited	137.70	88,182				
Nov-22	CPP/JET A-1 & IK/C-KOJ1/11/2022	Addax Energy SA					211.95	26,660
Dec-22	CPP/AGO/C1-SPM/12/2022	Vitol Bahrain EC	182.50	75,363				
Dec-22	CPP/AGO/C2-SPM/12/2022	Vitol Bahrain EC	178.40	75,363				
Dec-22	CPP/AGO/C3-SPM/12/2022	Augusta Energy DMCC	179.40	75,363				
Dec-22	CPP/JET A-1 & IK/C-KOJ1/12/2022	Addax Energy SA					218.30	28,861.00
Dec-22	CPP/COMBI/DAR & MTWA-RA/12/2022	E3 Energy DMCC			237.60	23,498		
Dec-22	CPP/PMS/C1-KOJ1/12/2022	Augusta Energy DMCC			233.70	33,199		
Dec-22	CPP/PMS/C2-KOJ1/12/2022	Hapco FZE			218.70	33,199		
Dec-22	CPP/PMS/C3-KOJ1/12/2022	Sahara Energy Resources Limited			235.00	33,199		
Jan-23	CPP/AGO/C1-SPM/01/2023	Addax Energy SA	189.90	82,337				
Jan-23	CPP/AGO/C2-SPM/01/2023	Addax Energy SA	194.90	82,440				
Jan-23	CPP/AGO/C3-SPM/01/2023	Augusta Energy DMCC	178.80	82,109				
Jan-23	CPP/PMS/C1-KOJ1/01/2023	E3 Energy DMCC			203.90	38,000		
Jan-23	CPP/PMS/C2-KOJ1/01/2023	HAPCO FZE			201.81	38,000		
Jan-23	CPP/JET A-1 & IK/C-KOJ1/01/2023	E3 Energy DMCC					207.50	33,685.00
Jan-23	CPP/COMBI/DAR & MTWA-RA/01/2023	Addax Energy SA			249.60	30,704		
Feb-23	CPP/AGO/C1-SPM/02/2023	Addax Energy SA	175.55	85,352				
Feb-23	CPP/AGO/C2-SPM/02/2023	Sahara Energy Resources Limited	170.20	85,512				

Date	BPS Tender No.	BPS Tender Winner	AGO		PMS		JET A-1/IK	
			Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)
Feb-23	CPP/AGO/C3-SPM/02/2023	Augusta Energy DMCC	162.50	85,265				
Feb-23	CPP/PMS/C1-KOJ1/02/2023	Sahara Energy Resources Limited			207.15	37,610		
Feb-23	CPP/PMS/C2-KOJ1/02/2023	Hapco FZE			199.80	35,802		
Feb-23	CPP/PMS/C3-KOJ1/02/2023	Augusta Energy DMCC			215.10	34,159		
Feb-23	CPP/JET A-1 & IK/C-KOJ1/02/2023	Addax Energy SA					213.66	26,025.00
Feb-23	CPP/COMBI/DAR & MTWA-RA/02/2023	E3 Energy DMCC			219.82	30,001		
Mar-23	CPP/AGO/C1-SPM/03/2023	Vitol Bahrain EC	76.87	100,862				
Mar-23	CPP/AGO/C2-SPM/03/2023	Vitol Bahrain EC	77.47	100,862				
Mar-23	CPP/PMS/C1-KOJ1/03/2023	Sahara Energy Resources Limited			104.25	38,092		
Mar-23	CPP/PMS/C2-KOJ1/03/2023	Augusta Energy DMCC			104.70	38,092		
Mar-23	CPP/JET A-1 & IK/C-KOJ1/03/2023	Addax Energy SA					182.48	30,800.00
Mar-23	CPP/COMBI/DAR & MTWA-RA/03/2023	Sahara Energy Resources Limited			101.23	32,285		
Mar-23	CPP/COMBI/TANGA & DAR/03/2023	Sahara Energy Resources Limited	131.24	20,000	104.38	6,000		
Apr-23	CPP/AGO/C1-SPM/04/2023	Augusta Energy DMCC	157.55	77,686				
Apr-23	CPP/AGO/C2-SPM/04/2023	Vitol Bahrain EC	149.80	77,686				
Apr-23	CPP/AGO/C3-SPM/04/2023	Addax Energy SA	103.91	77,686				
Apr-23	CPP/PMS/C1-KOJ1/04/2023	Sahara Energy Resources Limited			175.77	34,247		
Apr-23	CPP/PMS/C2-KOJ1/04/2023	Augusta Energy DMCC			189.99	34,247		
Apr-23	CPP/PMS/C3-KOJ1/04/2023	Addax Energy SA			194.81	26,000		
Apr-23	CPP/JET A-1 & IK/C-KOJ1/04/2023	Augusta Energy DMCC					205.55	25,490.00
Apr-23	CPP/COMBI/DAR & MTWA-RA/04/2023	Sahara Energy Resources Limited			207.00	34,597		
May-23	CPP/AGO/C1-SPM/05/2023	Addax Energy SA	64.44	84,886				
May-23	CPP/AGO/C2-SPM/05/2023	Addax Energy SA	58.59	84,887				
May-23	CPP/PMS/C1-KOJ1/05/2023	Addax Energy SA		35,682	95.40			
May-23	CPP/PMS/C2-KOJ1/05/2023	Addax Energy SA		20,600	117.90			
May-23	CPP/JET A-1 & IK/C-KOJ1/05/2023	E3 Energy DMCC					208.80	17,573
May-23	CPP/COMBI/DAR & MTWA-RA/05/2023	Hapco FZE			190.00	32,691		
May-23	CPP/COMBI/TANGA & DAR/05/2023	Augusta Energy DMCC			188.75	25,591		
Jun-23	CPP/AGO/C1-SPM/06/2023	Coral Energy DMCC	46.42	92,658				
Jun-23	CPP/AGO/C2-SPM/06/2023	Coral Energy DMCC	45.73	92,657				

Date	BPS Tender No.	BPS Tender Winner	AGO		PMS		JET A-1/IK	
			Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)
Jun-23	CPP/PMS/C1-KOJ1/06/2023	Coral Energy DMCC			87.23	39,000		
Jun-23	CPP/PMS/C2-KOJ1/06/2023	Coral Energy DMCC			89.19	39,000		
Jun-23	CPP/PMS/C3-KOJ1/06/2023	Coral Energy DMCC			89.19	39,000		
Jun-23	CPP/JET A-1 & IK/C-KOJ1/06/2023	Montfort Trading FZE					101.33	22,950.00
Jun-23	CPP/COMBI/TANGA & DAR/06/2023	Coral Energy DMCC			116.16	26,454		
<b>Average FY 2022/23</b>			<b>112.0</b>		<b>169.4</b>		<b>191.9</b>	
<b>Average FY 2021/22</b>			<b>41.6</b>		<b>57.7</b>		<b>63.7</b>	
<b>Percentage Change</b>			<b>169%</b>		<b>193%</b>		<b>201%</b>	

### TANGA

Date	BPS Tender No.	Name of BPS Tender Winner	AGO		PMS	
			Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)
Jul-22	CPP/COMBI/TNG/07/2022	Hapco FZE	148.50	19,250	148.50	16,010
Aug-22	CPP/C/TNG/07/2022	Augusta Energy DMCC	75.11	38,000		
Aug-22	CPP/COMBI/TNG/07/2022	Augusta Energy DMCC	84.15	16,977	130.50	21,023
Sep-22	CPP/C/TNG/09/2022	Augusta Energy DMCC	177.30	38,415		
Sep-22	CPP/COMBI/TNG/09/2021	Augusta Energy DMCC	184.77	26,339	222.00	11,655
Oct-22	CPP/COMBI/TANGA/10/2022	Vitol Bahrain EC	166.80	26,339	186.80	11,655
Nov-22	CPP/COMBI/TANGA/11/2022	Addax Energy SA	210.96	13,350	210.96	12,720
Dec-22	CPP/COMBI/TANGA/11/2022	Augusta Energy DMCC	209.10	15,550	254.10	16,950
Feb-23	CPP/COMBI/TANGA/02/2023	Hapco FZE	198.45	18,040	198.45	17,260
Mar-23	CPP/COMBI/TANGA & DAR/03/2023	Sahara Energy Resources Limited	131.24	6,230	104.38	5,370
May-23	CPP/COMBI/TANGA & DAR/05/2023	Augusta Energy DMCC	188.75	3,850	188.75	3,620
Jun-23	CPP/COMBI/TANGA & DAR/06/2023	Coral Energy DMCC	116.16	6,000	116.16	6,030
<b>Average FY 2022/23</b>			<b>153.72</b>		<b>181.90</b>	
<b>Average FY 2021/22</b>			<b>41.6</b>		<b>57.7</b>	
<b>Percentage Change</b>			<b>269%</b>		<b>215%</b>	

**MTWARA**

Date	BPS Tender No.	Name of BPS Tender Winner	AGO		PMS	
			Premium (USD/MT)	Tendered Volumes (MT)	Premium (USD/MT)	Tendered Volumes (MT)
Jul-22	CPP/COMBI/DAR-MTR/07/2022	Augusta Energy DMCC	140.20	2,800	239.00	2,370
Aug-22	CPP/COMBI/DAR-MTR/08/2022	Sahara Energy Resources	92.55	5,150	122.58	2,920
Sep-22	CPP/COMB/DAR-MTR/09/2022	Addax Energy SA	198.50	6,900	198.50	2,990
Oct-22	CPP/COMBI/DAR & MTWARA/10/2022	Hapco FZE	210.90	7,020	210.90	7,490
Dec-22	CPP/COMBI/DAR & MTWARA/12/2022	E3 Energy DMCC	237.60	5,800	237.60	2,300
Jan-23	CPP/COMBI/DAR & MTWARA/01/2023	Addax Energy SA	249.60	3,900	249.60	2,450
Feb-23	CPP/COMBI/DAR & MTWARA/02/2023	E3 Energy DMCC	219.82	2,850	219.82	3,100
Mar-23	CPP/COMBI/DAR & MTWARA/03/2023	Sahara Energy Resources Limited	139.54	3,300	101.23	2,250
Apr-23	CPP/COMBI/DAR & MTWARA/04/2023	Sahara Energy Resources Limited	162.80	1,300	207.00	1,850
May-23	CPP/COMBI/DAR & MTWARA/05/2023	Hapco FZE	190.00	1,570	190.00	1,850
<b>Average FY 2022/23</b>			<b>188.91</b>		<b>199.50</b>	
<b>Average FY 2021/22</b>			<b>41.6</b>		<b>57.7</b>	
<b>Percentage Change</b>			<b>354%</b>		<b>245%</b>	

Appendix 5: Imported Local and Transit Petroleum Products in Financial year 2022/23 (in Litres)

Imported Local Petroleum Products

MONTH	AGO	PMS	IK	JET A-1	HFO	TOTAL
Jul-22	134,040,562	111,611,595	637,125	21,827,092	4,529,036	272,645,410
Aug-22	308,899,804	142,306,795	1,845,334	26,900,348		479,952,281
Sep-22	242,022,340	100,434,573			2,555,455	345,012,368
Oct-22	184,715,620	91,916,144	491,880	17,273,692		294,397,335
Nov-22	177,134,418	117,869,979		21,295,282		316,299,680
Dec-22	147,271,332	134,301,205		17,272,600		298,845,137
Jan-23	125,179,002	92,599,784		21,414,352		239,193,138
Feb-23	199,051,846	82,358,367	656,793	19,696,669	4,195,487	305,959,162
Mar-23	143,488,531	155,503,018	382,093	18,665,745	3,142,485	321,181,872
Apr-23	158,016,459	85,859,875	379,044	16,534,497		260,789,876
May-23	136,612,008	105,741,020		22,622,565		264,975,592
Jun-23	114,441,315	115,921,775				230,363,090
Add: Localized FY 2022/23	144,493,167	114,507,032	1,271,707	468,529	5,162	260,745,597
<b>Total FY 2022/23</b>	<b>2,215,366,404</b>	<b>1,450,931,164</b>	<b>5,663,976</b>	<b>203,971,371</b>	<b>14,427,625</b>	<b>3,890,360,540</b>
Total FY 2021/22	2,322,278,960	1,559,813,103	13,920,183	160,766,660	34,124,775	4,090,903,681
% Change	<b>-4.6%</b>	<b>-7.0%</b>	<b>-59%</b>	<b>26.9%</b>	<b>-57.7%</b>	<b>-4.9%</b>

**Imported Transit Petroleum Products**

MONTH	AGO	PMS	IK	JET A-1	HFO	TOTAL
Jul-22	145,208,462	140,568,390	764,550	15,804,848		302,346,250
Aug-22	276,300,732	141,004,240	1,286,653	19,552,284		438,143,909
Sep-22	239,958,156	100,042,713			3,574,439	343,575,308
Oct-22	300,249,102	73,457,991		15,335,837		389,042,930
Nov-22	301,610,779	142,167,277		20,673,642		464,451,697
Dec-22	196,755,281	118,172,654	22,460,144	18,291,082		355,679,161
Jan-23	239,841,584	94,100,123	2,080,506	16,779,092		352,801,306
Feb-23	346,623,282	94,407,124	786,345	24,649,833		466,466,583
Mar-23	293,121,782	117,371,727	789,557	16,798,395		428,081,462
Apr-23	204,141,441	72,448,197		21,112,106		297,701,745
May-23	314,700,436	139,493,087		30,706,260		484,899,784
Jun-23	160,511,097	118,976,178				279,487,275
<b>Less: Localized FY 2022/23</b>	<b>(144,493,167)</b>	<b>(114,507,032)</b>	<b>(1,271,707)</b>	<b>(1,740,236)</b>	<b>(5,162)</b>	<b>(262,017,304)</b>
<b>Total FY 2022/23</b>	<b>2,874,528,966</b>	<b>1,237,702,670</b>	<b>26,896,048</b>	<b>197,963,143</b>	<b>3,569,277</b>	<b>4,340,660,104</b>
Total FY 2021/22	2,094,606,863	1,212,059,839	5,610,745	171,216,841	17,020,216	3,500,514,504
<b>% Change</b>	<b>37%</b>	<b>2%</b>	<b>379%</b>	<b>16%</b>	<b>-79%</b>	<b>24%</b>





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