

Dart: Udart imeshindwa kutoa huduma bora

WAKALA wa Mabasi Yaendayo Haraka (DART) umesema Kampuni ya Usafiri wa Mabasi Yaendayo Haraka (UDART) imeshindwa kuwapa wananchi huduma bora.

Mkurugenzi Mtendaji wa Dart, Dk Athuman Kihamia alitoa msimano huo wakati wa Mkuu wa Mkoa wa Dar es Salaam, Albert Chalamila alipokwenda kwenye ofisi za Dart baada ya kumaliza ziara katika kituo cha mabasi ya

mwendokasi Kimara Mwisho.

Dk Kihamia alisema ili kurekebisha hali hiyo, Kampuni ya Mofat italeta mabasi 99 mapya yakayowasili nchini Agosti 15, mwaka huu na mengine 101 yatafuata kati kati ya Septemba mwaka huu hivyo kampuni hiyo itakuwa na mabasi 200.

"Faida yetu kama serikali ni abiria kusafiri bila usumbufu na kwa wakati, hasara yetu ni kinyume chake kama watakata shida ya foleni na

uchache wa mabasi hiyo ndo hasara yetu na ndiyo maana tumechukua hatua na suluhisho la kudumu kwa kuleta mabasi mapya," alisema Dk Kihamia.

Alisema mikataba mipya na kampuni za kutoa huduma inasisitiza suala la muda wa huduma na kwamba mabasi yanatakiwa kuondoka kituoni kila baada ya dakika tatu ili kupunguza msongamano wa abiria.

Dk Kihamia alisema Dart

inaendelea kuboresha mfumo wa kadi za usafiri ambazo zitakuwa na matumizi mengi zaidi yakiwemo ya kulipia kivuko, kuangalia mechi, kupanda reli ya kisasa (SGR) na kusaaidia vyombo vya usalama kufuatilia mwenendo wa magari.

"Kadi zetu zina zaidi ya sifa 15. Zitasaidia kufuatilia madereva waliokiuka sheria, pamoja na kupata taarifa mbalimbali muhimu na mazungumzo yanaendelea

na Kampuni ya N-Card kwa ajili ya kuongoza ushirikiano," alisema.

Watoa huduma

Dk Kihamia alisema barabara ya kutoka Gereza hadi Mbagala Rangi Tatu ina maeneo yakiwemo ya Buza, Chalambe na kwingineko ambako kutakuwa na mtoa huduma.

"Eneo la Chamanzi, Buza, Chalambe, Temeke na Yombo kuna mtoa huduma kutoka

Kampuni ya AK na kampuni hii ni ya Kitanzania na italeta jumla ya mabasi 166 ya meta 12 kwa ajili ya kusaaidia wananchi kutoka maeneo tajwa kuja njia kuu ili waweze kusafiri na kuelekea wanakotaka," alisema.

Aliongeza: "Eneo la Kigamboni kutakuwa na Kampuni ya Metro Ling City ambayo italeta mabasi 334 na hili linafanikiwa kwa kufuata sheria ambayo ni lazima mabasi hayo yawe ni mapya."

Udart yataja sababu huduma duni mwendokasi

KAMPUNI ya Usafiri wa Mabasi Yaendayo Haraka (UDART) imesema imeshindwa kutoa huduma bora kutokana na uchakavu wa mabasi.

Kaimu Mkuu wa Idara ya Uendeshaji wa Udart, Daniel Nyamulange alisema mabasi yao yamekuwa yakifanya kazi kwa zaidi ya miaka tisa jambo ambalo limechangia kupungua kwa ufanisi wa huduma zinazotolewa.

Nyamulange alisema hayo wakati Mkuu wa Mkoa wa Dar es Salaam, Albert Chalamila alipofanya ziara katika kituo cha mabasi ya mwendokasi Kimara Mwisho jana.

"Mabasi haya yaliwasili

mwaka 2015 na kuanza kazi rasmi mwaka 2016. Kwa sasa yamefanya kazi kwa zaidi ya miaka tisa. Mkataba wetu ulikuwa wa miaka tisa, hivyo ni wazi muda wake umeisha. Tayari uongozi umeanza maandalizi ya kuagiza mabasi mapya ili kuboresha huduma," alisema.

Nyamulange alisema mabasi yanayotoa huduma kwa sasa ni 60 pekee kati ya 200 ya awali hivyo kusababisha msongamano wa abiria vituoni hasa asubuhi na jioni katika maeneo ya Kimara, Morocco, Gereza na hata Kivukoni.

"Msongamano mkubwa unatokea kuanzia saa 12 asubuhi hadi saa 2 asubuhi

kwa kuwa watu wengi wanatoka maeneo mbalimbali kufika eneo hili kwa wakati mmoja kila mmoja akielekea kwenye shughuli au makazi yake," alisema.

Nyamulange alisema wana lengo la kuwa na angalau mabasi 300 ili watoe huduma kwa ufanisi kwenye maeneo yote.

Changamoto kubwa ni injini za mabasi haya, vipuri vyake havipatikani nchini kwa urahisi hivyo tunalazimika kuagiza moja kwa moja China," alisema Nyamulange.

Pia, alisema gharama kubwa za uendeshaji ni changamoto kwa Udart hasa kutokana na uchakavu wa mabasi na mahitaji ya matengenezo.

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DART set to receive 99 buses within two months

By Correspondent James Kandoya

A SHIPMENT of 99 buses for the second phase of the Dar es Salaam rapid bus transit project (DART) is slated for delivery on September 15, with 201 more buses expected within a month after that, city authorities say.

Albert Chalamila, the regional commissioner, made this affirmation in the company of the DART management and a team of journalists in tour of ongoing works for the Phase II of the Dar es Salaam Bus Transit (BRT) covering 20.3 km from Mbagala to Gerezaani and along

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DART to receive 99 buses in two months

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Kilwa Road, expected to serve over 400,000 commuters daily.

He said the regional authorities and DART are addressing the challenges BRT commuters face, noting that DART and the President's Office have launched a joint plan to streamline and improve services.

Reaffirming the government's commitment to professionalism and contract enforcement, he said that the regional authorities are working to ensure that all investors operate strictly within the terms of their contracts and maintain the highest standards of service delivery.

DART profiled a new smartcard rolled out for BRT use, saying it is a one-stop pass for mobility and security in particular.

Dr Athuman Kihamia, the DART CEO, said during the tour to assess transport challenges and inspect the ongoing Ubungo-Kimara extension, an extension of the BRT first phase.

The smartcard is meant to grant access not only to BRT buses but also to Benjamin Mkapa Stadium, ferry terminals, the standard gauge railway (SGR) and even the Mlimani City shopping complex.

The card was launched earlier

this year as part of DART's digital transformation efforts, following the phasing out of paper tickets in March.

Pointing to its use to access a number of services, the CEO said DART is in talks with N-Card operators to harmonize payment systems 'and eliminate the need for multiple transport cards across different services.'

"Our smartcard opens the door to a variety of essential services—marking a major leap in blending technology with everyday urban life," he said.

"President Samia has directed us to streamline systems for easier access to services. That's why we have started talks with N-Card providers for a unified experience," he said.

As part of efforts to modernize transit, DART has opened tenders for feeder road operators to boost private sector involvement in its first and last mile services, not on the BRT system itself, he elaborated.

The new buses will be using compressed natural gas (CNG) aligned with official climate goals like reducing carbon emissions, fuel costs and air pollution in high-traffic areas.

Several companies have submitted bids to run new feeder routes with services set to start once infrastructure is complete, he added.

Matumaini mapya kwa watumiaji mwendokasi

Na Gwamaka Alipipi

WAKAZI wa Dar es Salaam wako karibu kupata unafuu mkubwa wa usafiri, kufuatia ujio wa mabasi mapya ya mwendokasi yatakayoondoa kero ya uhaba wa mabasi hayo.

Hii ni baada ya serikali kutangaza ujio wa mabasi 171 mapya yatakayohudumu kuanzia Oktoba Mosi mwaka huu.

Akizungumza jana na waandishi wa habari katika ziara ya ukaguzi wa miundombinu ya mradi huo katika eneo la Kimara, Mkuu wa Mkoa wa Dar es Salaam, Albert Chalamila (pichani), alieleza kuwa serikali imechukua hatua madhubuti kukabiliana na changamoto ya usafiri wa mwendokasi jijini humo.

"Ninawaomba radhi wakazi wa Kimara na maeneo mengine ya jiji kwa usumbufu walioupata. Serikali imesikia kilio chenu na sasa tunakuja na suluhisho la kudumu," alisema Chalamila.

Alifafanua kuwa Wakala wa Mabasi Yaendayo Haraka (DART), kwa kushirikiana na Ofisi ya Rais - TAMISEMI, wameingia mkataba na mtoa huduma mpya ambaye ataleta mabasi mapya 171 kwa ajili ya awamu ya kwanza ya mradi huo (Kimara-Posta-Gereza-ni).

Kwa awamu ya pili ya mradi huo (Posta-Mbagala kupitia Barabara ya Sokoine yenye urefu wa kilomita 20.3), mabasi mapya 99 yanatarajiwa kuwasili nchini Agosti 15 na kuanza kazi



rasmi Agosti 30.

"Mabasi haya mapya ni ya kisasa, yanatumia gesi asilia, na yanatokana na ushirikiano wa sekta ya umma na binafsi. Pia kwa wakazi wa maeneo ya pembezoni, tayari kampuni zimepewa zabuni kuleta magari maalum ya kuwasafirisha hadi kwenye njia kuu za mwendokasi," alibainisha Chalamila.

Akizungumzia maendeleo ya awamu ya tatu ya mradi huo (Kati ya Jiji hadi Gongolamboto - Km 23.6), Chalamila alisema ujenzi umefikia asilimia 86, huku awamu ya nne (Kati ya Jiji hadi Tegeta Dawasa - Km 30.1) ukiwa umefikia asilimia 30, na utakapokamilika mtoa huduma mpya atatangazwa.

Aidha, Chalamila alieleza kuwa ifikapo Novemba mwaka huu, upanuzi wa Barabara ya Morogoro katika eneo la Kimara utakuwa umekamilika, hatua ambayo itarahisisha zaidi huduma za usafiri jijini.

Kwa upande wake, Mtendaji Mkuu wa DART, Dk. Athuman Kihamia, alisema ujio wa mabasi hayo utaondoa kabisa kero ya kusubiri mabasi kwa muda mrefu kwani kila baada ya dakika tatu basi litatuwa kituoni.

"Tumekubaliana na watoa huduma kuwa mabasi haya yasichelewe kufika. Pia idadi yao itaendana na mahitaji ya kila eneo," alisema Dk. Kihamia.

Ujio wa mabasi mapya ni dalili ya mwanga mpya kwa wakazi wa Dar es Salaam, ambao kwa muda mrefu wamekuwa wakikumbana na changamoto ya usafiri wa umma.

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Dar es Salaam. Mtazamo wa jamii kuamini shughuli za ukondakta na uhudumu wa mabasi hufanywa na wanaume, unazidi kubadilika kutokana na idadi ya wanawake wanaofanya kazi hiyo kwenye mabasi ya masafa marefu kupindukia.

Kulingana na takwimu za Mamlaka ya Udhambi wa Usafiri wa Ardhi (Latra), jumla ya makondakta 1,146 wamesajiliwa tangu kuanzishwa kwa mpango wa kuwatambua Juni 2023, miongoni mwao, 704 ni wanawake ulikinganisha na wanaume 442.

Takwimu hizo ni za kushangaza katika eneo ambalo kwa muda mrefu, kazi hiyo iliaminika kufanywa na wanaume pekee na kuonekana si sahihi kwa wanawake, ambao walikuwa nyuma kwa kipindi kirefu kwenye majukumu hayo.

Kwa sasa, wanawake wanaonekana wakikatisha tiketi na kuhudumia abiria kwenye mabasi yaendayo mikoani, hasa kutoka Dar es Salaam kwenda Arusha, Dodoma, Mbeya, Tanga, Mwanza, Kigoma na maeneo mengine.

"Namba inazidi kuongezeka kila siku, sekta ya usafiri inazidi kuwa jumuishi kwa sababu kanuni zetu zinahitaji zaidi watu wenye taaluma na kile wanachokifanya," alisema Mkuu wa Kitengo cha Mawasiliano Latra, Salum Pazy wakati wa mahojiano na *Mwananchi*.

Pazy alisema tangu 2022, jumla ya madereva 5,173 walitambuliwa na mamlaka hiyo ambapo miongoni mwao wanawake ni 37.

Ameongeza mabadiliko ya sheria sasa yanahitaji makondakta wote kusomea kazi hiyo, hasa namna ya kuwahudumia abiria na kutoa huduma ya kwanza ndani ya basi kwa abiria wanaopata changamoto.

Taasisi kama Chuo cha Usafirishaji wa Taifa (NIT) na Chuo cha Ufundi Arusha ndizo zinazotambuliwa kutoa mafunzo hayo, wakati ambapo mabasi ya kisasa yanaingia nchini na kuvutia jinsia zote kuhitaji kufanya kazi kwenye mabasi hayo.

Kwa mujibu wa Katibu wa Umo-



Wanawake wapindua meza uhudumu kwenye mabasi



Niliwahi kuchukia kusafiri kwa sababu baadhi ya makondakta wa kiume walikuwa wakorofi au wakali, lakini wanawake ni watulivu."

Rehema Swai

ja wa Wamiliki wa Mabasi Tanzania (Taboa), Joseph Priscus, uwepo wa wanawake katika majukumu hayo umechochea mabadiliko ya wazi.

"Kwa sasa, faraja ya abiria haihusiani tu na kufika salama kwenye safari, ni kuhusu jinsi abiria wanavyohudumiwa katika kipindi chote cha safari," alisema.

Alisema wanawake mara nyingi huwa na heshima zaidi na huwajali abiria kwa umakini, jambo linalovutia abiria wengi.

Katibu huyo alisema wanawake katika fani hiyo wana nidhamu kubwa ya fedha katika matukio tofauti na wana uwezo wa kutatua changamoto za kifedha zinapotokea, hali inayoonyesha kiwango chao cha uadilifu.

Wataalamu wa sekta ya usafirishaji wanasema uwepo wa wanawake katika fani hiyo ni kichocheo kingine kikubwa cha ushindani unaozidi kuongezeka kwenye sekta hiyo.

"Ni lazima madereva na makondakta sasa waamini kuwa waajiri wetu ni abiria, kuwapa huduma bora ni jambo la lazima," alisema Priscus.

Pazy, alisema kuboreshwa kwa

miundombinu ya barabara kumechangia kwa kiasi kikubwa ongezeko hilo la wanawake katika sekta hiyo, kwani mabasi husafiri kwa usalama zaidi jambo ambalo huvutia wanawake kuingia katika sekta hiyo.

Kwa barabara za kisasa za viwango vya kimataifa, wataalamu wa sekta wanaeleza kuwa kondakta hatarajiwi tena kufanya kazi za ufundi wa magari, kama ilivyokuwa zamani wakati barabara nyingi zilipokuwa katika hali mbaya.

Vilevile, upanuzi wa mfumo wa Mabasi Yaendayo Haraka (BRT) jijini Dar es Salaam umefungua nafasi mpya kwa madereva wanawake.

Wengine sasa wanaendesha malori ya mafuta na magari ya mizigo yanayosafiri mipakani, hatua inayozidi kuvunja vikwazo na mitazamo potofu kuhusu nafasi ya wanawake katika sekta ya usafiri.

Rehema Swai, ambaye ni msafiri wa mara kwa mara kati ya Dar es Salaam na Arusha, alisema uwepo wa wanawake kwenye mabasi kama makondakta unawatia faraja wakati wote wa safari.

REVOLUTION Change witnessed in the last few years marks a significant milestone in an industry that has traditionally been resistant to gender inclusion

Female bus attendants take the wheel in public transport shift

Of the 1,146 bus attendants registered in the last two years, 704 are women, marking a remarkable reversal in a sector that was long male-dominated

By Gadiosa Lamtey

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Dar es Salaam. Once an uncommon sight, women working as bus attendants on Tanzania's long-distance routes are fast becoming a normal part of the public transport landscape, thanks to supportive regulation, improved training and rising competition.

According to the Land Transport Regulatory Authority (Latra), a total of 1,146 attendants have been registered since mandatory certification was introduced in June 2023. Of these, 704 are women and 442 are men, a remarkable reversal in a sector that was long male-dominated.

The shift marks a significant milestone in an industry traditionally resistant to gender inclusion. Women bus attendants are now regularly seen managing ticketing and passenger services on popular routes from Dar es Salaam to Arusha, Dodoma, Mbeya and other destinations.

"The number continues to grow daily," Latra head of public relations and communications Salum Pazy said in an interview with *The Citizen*. "The transport sector is becoming more inclusive because the regulatory framework promotes professionalism and opens the door for everyone, especially women."

Since 2022, a total of 5,173 drivers have also received formal certification, including 37 women, a figure that, while still modest, represents a critical step forward.

Mr Pazy added that changes in



Thirty-seven women are among 5,173 long-distance bus drivers who have received formal certification since 2022. While this figure may seem modest, it represents a big step forward. PHOTO | FILE

law now require all bus attendants to undergo formal training in areas such as customer care, basic first aid and passenger handling. This has helped to elevate the profession while encouraging more women to join.

Institutions such as the National Institute of Transport (NIT) and Arusha Technical College are now playing a key role in preparing these new entrants. The emergence of more modern buses with digital diagnostics and safer, more comfortable conditions has also made the field more attractive to both men and women.

According to Tanzania Bus Owners Association (Taboa) national secretary Joseph Priscus, the presence of women in these roles has

already made a tangible difference.

"Today, customer comfort is about more than just reaching the destination safely. It's about how travellers are treated throughout the journey," he said.

"Women are setting a new standard in service. They tend to be more respectful and attentive, which enhances the overall passenger experience."

Mr Priscus also noted that women often exhibit greater financial discipline.

"In cases of fare discrepancies, women are more likely to report and resolve issues transparently. That speaks to their professionalism and integrity."

Industry insiders say another major driver of change is increas-

ing competition, particularly from the government's investment in the modern standard gauge railway (SGR). With the SGR offering high-quality, reliable service, bus operators have had to improve or risk losing customers.

"Bus drivers and attendants must now realise that their true employers are the travellers. Offering quality service is no longer optional," Mr Priscus said.

The changing landscape has also attracted investment in new vehicles and technologies. Advanced tracking systems now monitor bus drivers in real time, enhancing accountability and boosting public confidence in long-distance road travel.

"Improved road infrastructure

The transport sector is now more inclusive because of a conducive regulatory environment

MR PAZZY | LATRA

has also played a role. It allows buses to travel more efficiently and safely, which makes transport a more appealing career option, especially for women," Mr Pazy said.

With world-class roads, the job of a bus attendant can now be clearly defined, insiders say. They say a bus attendant is no longer expected to play the role of a motor vehicle mechanic as things used to be in the past when some roads were in poor conditions.

The expansion of the bus rapid transit (BRT) system in Dar es Salaam has similarly opened new roles for female drivers, while others are now operating fuel tankers and cross-border haulage vehicles, further dismantling gender stereotypes in transport.

Travellers are noticing the difference.

Ms Rehema Swai, a frequent traveller between Dar es Salaam and Arusha, said the presence of women attendants has made her journeys much more comfortable.

"I used to dread travelling because some male attendants were rude or harsh, but the women are calm, respectful and really improve the experience. It's a welcome change," she said.

The inclusion of more women in the transport workforce is not only challenging long-held perceptions but also raising service standards and creating a more professional, customer-centred industry.

As regulation, modernisation and competition reshape Tanzania's transport sector, women are no longer just travellers, they are increasingly the face of progress.

USAFIRI WA UMMA

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Dar es Salaam. Sauti za malalamiko kuhusu huduma duni za usafiri wa mabasi yaendayo haraka maarufu kama mwendokasi jijini Dar es Salaam, zimechukua sura mpya baada ya Mkuu wa Mkoa wa Dar es Salaam, Albert Chalamila kujitokeza na kushuhudia mwenyewe hali halisi ya adha inayowakumba abiria.

Akiwa katika kituo cha Kimara — miongoni mwa vituo vinavyolalamikiwa zaidi, Chalamila aliomba radhi kwa niaba ya Serikali kutokana na usumbufu mkubwa unaowakumba wakazi, ikiwamo baadhi ya abiria kulazimika kuingia kwenye mabasi kupitia madirishani kutokana na msongamano na uhaba wa magari.

Katika ziara hiyo, Chalamila ambaye haikuwa mara ya kwanza kutembelea mradi huo jana, aliahidi neema ya mabasi mapya ndani ya siku chache zijazo, huku Serikali ikieleza kuwa ucheleweshwaji wa matengenezo ya mabasi yaliyoharibika umechangia upungufu mkubwa wa magari yanayotoa huduma kwa sasa.

Wakati huohuo, Kampuni ya UDART ambayo imelaumiwa kwa kushindwa kuweka uwazi kuhusu magari yanayogeshwa bila kutoa huduma, imetaja ujio wa mwekezaji mpya, Kampuni ya Mofat, kama hatua ya kuimarisha huduma katika awamu ya pili ya mradi unaoanzia Gerezani hadi Mbagala.

UDART imeeleza sababu ya magari mengi yaliyoharibika kutotengenezwa kwa wakati, hali inayosababisha magari machache kuwa tegemezi katika utoaji wa huduma.

Malalamiko dhidi ya usafiri huo yanatokana na watu kutumia muda mrefu kusubiri magari, wakati ambao wengine yanakuwa yamepaki bila sababu zilizowekwa wazi, huku machache yanayokuwapo watu wakiyagombania kwa wengine kupita dirishani.

Chalamila alisema Watanania kwa sasa wanalia na usafiri huo kwa kuwa kuingia katika basi



Mkuu wa Mkoa wa Dar es Salaam, Albert Chalamila (wa nne kutoka kushoto), akiwa katika Kituo cha Mabasi Yaendayo Haraka cha Kimara alipokwenda kukagua utoaji wa huduma ya usafiri huo, jijini Dar es Salaam jana. Picha na Aurea Simtowe

Chalamila alia na huduma mwendokasi, aahidi neema

Baadhi ya video zinaonesha mvua inanyesha na watu wameshika miamvuli ndani ya magari. Adha hizi zimepokelewa kwa mikono miwili na wizara inayohusika na kuanza kufanyiwa kazi kwa haraka na Mtendaji Mkuu wa DART.
Chalamila

imekuwa ni vurugu, hali inayowe-ka ugumu zaidi kwa watu wenye mahitaji maalumu na wajawazito.

“Kwa niaba ya Serikali na wizara zote zinazohusika, kwa ziara ambayo nimefanya na video zinazotembea mitandaoni, niwaombe radhi Watanania wanaotumia usafiri huu wa mwendokasi. Radhi hii tunaomba kwa sababu tumeona video ambazo baadhi ya watu wanaingia kwenye magari kwa

kupitia madirishani,” alisema.

Alisema ili kuboresha huduma, Serikali imealika sekta binafsi zifanye uwekezaji katika utoaji wa huduma, na tayari awamu ya pili ya mradi inayoanzia Gerezani hadi Mbagala amepewa mtoa huduma mzawa, Kampuni ya Mofat, anayetarajiwa kuanza kazi Septemba mwaka huu.

Mtoa huduma huyo anatarajiwa kutoa huduma kwa miaka 12, mabasi 99 ya kwanza yanatarajiwa kufika nchini mwezi ujao, huku mengine yakitarajiwa kuwasili siku 30 baada ya yale ya awali. Hili linafanyika wakati ambao pia njia za mlisho kuelekea vituo vya mradi huo zimepata watoa huduma, ambao wanatarajiwa kuleta magari 200.

Awamu ya kwanza nayo imepata mtoa huduma anayetarajiwa kuongeza idadi ya mabasi, hali inayotarajiwa kuleta ahueni kwa wakazi wanaohudumiwa na ruti hiyo.

Mtendaji Mkuu wa DART, Dk Athuman Kihamia aliwahi kunukuliwa huko nyuma akisema awamu ya kwanza ya njia ya Kimara-Morocco-Kivukoni na Gerezani itaendeshwa na Kampuni ya Emirates National Group (ENG) kwa miaka 12, na wanatarajiwa kushusha mabasi 177.

Dk Kihamia alisisitiza kuwa baada ya wawekezaji hao waza-wa kwa njia ya Gerezani-Mbagala na awamu ya kwanza kuanza kazi: “Suala la hali ya usafiri wa kugombania au kusubiria muda mrefu sasa litakuwa historia.”

Hayo yanasemwa wakati ambao mwananchi, Rashid Suleiman, alilalamika kupoteza muda mwingi kituoni hapo huku akishangaa huduma iliyokuwa ikitolewa jana.

“Leo (jana) ni ajabu, saa 1 asubuhi kituo kipo tupu, hakuna watu. Magari yanakuja yanaondoka yakiwa hayajajaa. Hali haiko hivi, wameboresha leo wakijua mkuu wa mkoa unakuja. Siku uje bila

taarifa, utasukumwa udondoke hapa,” alisema Suleiman, huku akitaka huduma ziboreshwe ili wawe salama.

Sababu za magari kutotengenezwa

Meneja upangaji ratiba na udhibiti kutoka UDART, Daniel Madili alisema magari mengi yaliyoharibika changamoto kubwa ni injini, na bahati mbaya wao kuwa wa kwanza kuanzisha mradi huo umewafanya kukabiliwa na uhaba wa upatikanaji wa vipuri.

“Kwa sasa wasambazaji wa vipuri ni wachache. Mfano, hata wiper ikiharibika lazima tuagize kutoka nje ya nchi, injini na vitu vingine vingi. Tumekuwa na changamoto kuwa wasambazaji waliopo nchini hawana vitu vingi vya kuhudumia haya mabasi,” alisema Madili.

Alisema vifaa hivyo huagizwa kutoka China, hali inayowafanya kutumia ndege au meli kinachosababisha ucheleweshaji na hilo hufanyika pale anapoonekana hakuna msambazaji anayeweza kuleta vitu hivyo.

“Pia kulikuwa na gharama kubwa za uendeshaji, kwani tangu mradi unaanzishwa ilikuwa iki-tumika Sh650, tofauti na sasa,” alisema. Hadi sasa wana magari takribani 60 yanayotoa huduma katika awamu hiyo ya kwanza kati ya yaliyokuwapo wakati mradi unaanza kazi.

Awali, Mkuu wa Wilaya ya Ubungo, Albert Msando alisema kiten-do cha wananchi kuchelewa kufika maeneo yao ya kazi kina athari za moja kwa moja katika uchumi.

“Magari mengi yameharibika na mengine yanaharibika barabarani na kusababisha foleni kutokana na kukaa muda mrefu bila kufanyiwa matengenezo,” alisema huku akita-ka waainishe hatua za muda mfupi za kutatua changamoto hiyo.

“Wananchi wako vituoni. Ukimwambia subiri hadi Oktoba au Novemba hawezi kukuelewa kwa sababu anataka kwenda kazini, na wewe kama mwajiri unataka kumuona mfanyakazi wako kazi-ni,” alisema.