

SHERIA

Sheria ngumu zaliza wamiliki wa mabasi, malori nchini

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Dar es Salaam. Wamiliki wa mabasi na malori nchini Tanzania wameitaka Serikali kufanya marekebisha ya haraka katika sheria wanazozitaja "za kizamani na kandamizi" ambazo zinawawajibisha kwa makosa yanayofanywa na abiria.

Hoja hii imekuja kufuatia kuwapo kwa sheria zinazowabana watoa huduma hizo za usafirishaji kwa vitendo vinavyofanywa na abiria, ilhali wao wakiwa hawana uwezo wa kuwajibika.

Wamiliki wa mabasi kupitia umoja wao, Taboa, walisema wameanza mazungumzo na maafisa wa Serikali, hasa kutoka Wizara ya Uchukuzi, hasa lengo la kutaka mabadiliko ya sheria ambazo wanadai zimekuwa zikiwabebesha mzigo mkubwa watoa huduma wa usafirishaji bila sababu.

Sheria zinazolalamikiwa ni pamoja na Sheria ya Kudhibiti na Kupambana na Dawa za Kulevya ya mwaka 2015 na Sheria ya Uhamiaji.

Wamiliki hao wameeleza wasiwasi mkubwa kuhusu sheria hizo kwa kuwa zinawawajibisha moja kwa moja wao, iwapo abiria atakamatwa akisafirisha vitu haramu kama vile dawa za kulevya, kemikali hatarishi kupitia magari yao.

Kwa mujibu wa sheria ya sasa, mmiliki wa basi anaweza kuchukuliwa hatua za kisheria, ikiwamo chombo chake kutafishwa, ikiwa bidhaa haramu zitagunduliwa ndani ya gari lake.

Akizungumza katika mahojiano na gazeti dada la The Citizen, Katibu Mkuu wa Taboa, Joseph Priscus alisema hiyo si haki.

"Wakuguzi (makondakta) hawana mamlaka wala vifaa vya kukagua mizigo ya abiria, lakini wamiliki ndiyo wanaadhibiwa kwa kila kifurushi kilichomo ndani ya basi. Ili kuepuka usumbufu huu, tunapendekeza kuwapo kwa skana (ya kukagua mizigo) katika vituo vya mabasi," alisema.

Taboa inasisitiza wamiliki wawajibike tu kwa mizigo inayopokelewa rasmi kupitia mifumo wa kuhifadhi mizigo, na siyo kwa mabegi binafsi ya abiria.

"Changamoto hiyo inakuwa kubwa zaidi kwa kuwa mabasi mengi ya masafa marefu haya na vifaa vya ukaguzi au mifumo ya usalama kama CCTV ambayo ingeweza kusaidia kugundua vitu hatarishi. Wamiliki wameongeza kuwa madereva na makondakta si askari wa usalama, wala hawajapewa mafunzo ya namna ya kukabiliana na vitisho vya aina hiyo, lakini bado wanatarajiwa kuwajibika kisheria," alisema.

Hata hivyo, akitoa ufafanuzi wa sheria hiyo, Kamishna Jenerali wa Mamlaka ya Kudhibiti na Kupam-



Mabasi yakiwa katika moja ya vituo nchini

Tunachotaka sheria ifanyiwe marekebisha kila mtu abebe mzigo wake, mmiliki awajibike na makosa yanayohusu gari ikiwamo ubovu, lakini inapofika kwenye vile vitu vinavyofanywa na dereva akiwa amebeba bangi, magendo, wahamiaji haramu ashughulikiwe yeye. Ukikamata gari yeye anaenda kutafuta kazi sehemu nyingine inakuwa hasara ya mmiliki."

Chuki Shabani

bana na Dawa za Kulevya (DCEA), Aretas Lyimo alisema chombo kitatafshwa pale itakapothibika kuwa kimesafirisha dawa za kulevya na dereva pamoja na kondakta wanafahamu kuhusu usafirishaji huo, kinyume na hapo abiria mwenye mzigo ndiye atachukuliwa hatua.

"Kiwa abiria atakutwa na dawa za kulevya kwenye chombo cha usafiri, atachukuliwa yeye hatua halafu kondakta na dereva watakuwa mashahidi, watatoa maelezo yao kuthibitisha kumpakia abiria huyo, hii haitahusisha kutaifishwa kwa chombo.

"Ikitokea ikabainika chombo husika kimesafirisha dawa za kulevya bila uwepo wa abiria basi hatua zitachukuliwa kwa chombo na wasafirishaji, ndiyo maana tunasisitiza wawe makini na madereva na makondakta wanaoawajiri," alisema.

Licha ya ufafanuzi huo, Riziki Mrema, kondakta wa basi moja la mikoani, alisema: "Wakati mwingine abiria wanapanda basi na bangi au vitu haramu bila sisi kujua. Polisi wakivigundua sisi ndiyo tunatiwa hatiani."

Kadri wito wa mabadiliko ya sheria unavyozidi kushika kasi, wadau wa usafirishaji wanaomba Serikali ishirikiane nao kwa karibu ili kuunda sheria zinazolinda usalama bila kuwauimiza watoa huduma.

Hoja hiyo ya Taboa imeungwa mkono na Mwenyekiti wa Chama cha Wamiliki wa Malori ya Kati na Madogo (Tamstoa), Chuki Shabani akisema marekebisha ya sheria hizo ambazo kwa kiasi kikubwa zinatumuza mmiliki wa chombo ni muhimu.

"Hata sisi ni sehemu ya waliotaka marekebisha hayo, hii haihusishi dawa za kulevya tu, hata wahamiaji haramu, una-kukata dereva anabeba mizigo au wahamiaji halafu akikamatwa adhabu inaenda kwa mmiliki, maana ukikamata gari unatumuza mwenye gari.

"Tunachotaka sheria ifanyiwe marekebisha kila mtu abebe mzigo wake, mmiliki awajibike na makosa yanayohusu gari ikiwamo ubovu, lakini inapofika kwenye vile vitu vinavyofanywa na dereva akiwa amebeba bangi, magendo, wahamiaji haramu ashughulikiwe yeye. Ukikamata gari yeye anaenda kutafuta kazi sehemu nyingine inakuwa hasara ya mmiliki," alisema Shabani.

Maelezo ya Latra

Mamlaka ya Udhhibiti Usafiri wa Nchi Kavu (Latra) imesema tayari hoja hizo za wasafirishaji zime-wasilishwa kwa Tume ya Haki Jinai, hasa katika kipengele cha usafirishaji wa dawa za kulevya.

Mkuu wa Kitengo cha Mawasiliano na Uhusiano wa Umma wa Latra, Salum Pazy alisema licha ya hilo, ukali wa sheria hiyo unalenga kupambana na biashara hiyo haramu.

"Watoa huduma wanapaswa kuhakikisha wafanyakazi wao wamepewa mafunzo ya kutosha kuhusu usimamizi wa mizigo. Sheria haitamlinda mtu anayedai kutokujua," alisema.

hata siku kwa sababu za kiutawala kama ukaguzi wa kodi au nyaraka, hali inayosababisha hasara kubwa kiuchumi na malalamiko kwa abiria.

Ili kukabiliana na changamoto hizo, wamiliki wa mabasi kupitia Taboa wanajiandaa kuwasilisha mapendekezo rasmi ya marekebisha ya sheria hizo, wakitaka kuwe na mgawanyo wa wazi wa uwajibikaji kati ya mzigo wa abiria na ule wa mtoa huduma.

"Ni lazima kuwe na uwajibikaji wa pamoja. Wamiliki wasibebeshe mzigo wote wa kisheria kwa vitendo vya kila abiria," alisema Priscus.

Kutokana na hilo, baadhi ya wamiliki wameanza kutafuta namna ya kujinasua na rungu hilo kwa kuangalia uwekezaji katika teknolojia ya usalama kama mifumo ya CCTV na skana za kisasa kwa ajili ya ukaguzi wa mizigo.

Vilevile, baadhi wanatoa mafunzo kwa wafanyakazi wao ili waimarishie ukaguzi wa mizigo na kufuatilia tabia za abiria kwa ufanisi zaidi.

"Seka yetu ni muhimu kwa usafirishaji wa watu na ukuaji wa uchumi, lakini bila sheria za haki na mifumo ya kusaidia, tunahatarisha kudhoofisha moja ya huduma muhimu zaidi kwa umma," alisema.

Suala jingine linaloibua utata ni kutegemewa kwa madereva na makondakta kuthibitisha uraia na utambulisho wa abiria.

Kwa mujibu wa wamiliki, madereva na makondakta si maafisa uhamiaji na hawana uwezo wala mafunzo ya kufanya kazi hiyo. Hata hivyo, pindi wahamiaji haramu wanapokamatwa ndani ya basi, mmiliki ndiye anayehukumiwa.

KARIBU MGENI

Katibu Mtendaji wa Tume ya Taifa ya Mipango, Dk Fred Msemwa (kushoto) akisalimiana na Mkuu wa Huduma wa Mfuko wa Ushirikiano na Udhhamini wa Miradi wa Umoja wa Mataifa, Dk John Gilroy alipomtembelea kwenye ofisi za Umoja wa Mataifa, jijini New York, Marekani jana. Picha ya Tume ya Mipango



USAFIRI WA UMMA

Mabasi 99 mwendokasi Mbagala kutua Agosti

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Dar es Salaam. Ndoto ya wakazi wa Mbagala kutumia usafiri wa mabasi yaendayo haraka inakaribia kutimia, baada ya mabasi 99 kuanza kusafirishwa kutoka China kuleta nchini kutoka huduma hiyo.

Idadi hiyo ya mabasi yanayotarajiwa kuwasili Agosti 15, mwaka huu, ni sehemu ya yale 250 yatakayotoa huduma katika njia hiyo, ikiwa ni utekelezaji wa awamu ya pili ya mradi huo.

Hata hivyo, imepita takriban miaka miwili tangu Wakala wa Mabasi Yaendayo Haraka (DART) ukamilishe utekelezaji wa miundombinu ya awamu hiyo inayohusisha eneo la Mbagala.

Barabara hiyo yenye urefu wa kilomita 20.3 kutoka Mbagala hadi Gereza, ilijengwa na Kampuni ya Sinohydro kutoka China na ilikabidhiwa kwa DART tangu Agosti 2023.

Katika awamu hiyo, Kampuni ya kizalendo ya Mofat ndiyo imeundwa na kuwama mabasi yake yatatumia nishati ya gesi asilia.

Akizungumza na *Mwananchi* jana, Mtendaji Mkuu wa DART, Dk Athuman Kihamia alisema baada ya kuwasili kwa mabasi hayo yatafuata mengine.

Mabasi hayo 99, alisema yameanza kusafirishwa kutoka China Julai

18 na yanatarajiwa kutumia siku 21 hadi kuwasili nchini Agosti 15, mwaka huu.

"Agosti 20, nilishuhudia mabasi 99 yakipakiwa pale China tayari kuanza safari kuja nchini. Tunatarajia yatafika hapa ndani ya siku 20 hadi 21," alisema Dk Kihamia.

Ujio wa mabasi hayo utafuatia na mabasi mengine 101 yatakayoanza kusafirishwa Agosti kutoka China, kwa mujibu wa Dk Kihamia.

Mtendaji mkuu huyo alisema hayo yanafanyika kurahisisha huduma ya usafiri na kuwaondolea kero wananchi hasa wa Mbagala kuelekea Kariakoo, Posta na maeneo mengine.

"Kwa utafiti uliopo kutokana na wingi wa watu wa Mbagala kwenda mjini na Mbezi, kila siku mabasi makubwa 50 yenye urefu wa mita 18 yatakuwa yakianza hapo safari zake ili kuwabebea abiria wote na kuondoa msongamano," alieleza.

Dk Kihamia alisema katika awamu hiyo ya pili, wamejitoto zilizotokea katika awamu ya kwanza hazijirudii.

Hatawa ya miundombinu ya awamu hiyo kukamilika mapele kabla ya kuwapa kwa mabasi, ilisababisha itumike vibaya na watumiaji wengine wa barabara, huku Dk Kihamia akitoa hakikisho kwa umma kuwa haitajirudii.

Baada ya mabasi hayo yote kutoka China, alisema vyombo vingine vya usafiri vitawasilili nchini kutoka huduma katika barabara za Buza, Chamazi na njia za Kongowe na Vikindu.

Alisema hatua hiyo itawafuisha watumiaji wa njia za Kimara na Gongo la Mboto.

"Tunaanza na magari 200, mambo ni mazuri, na tutatumia tiketi za kadi. Kwa Mbagala

USULI >

Mofat ilivyojipanga kutoa huduma

Kampuni ya Mofat iliyopewa zabuni ya kutoa huduma hiyo, ilieleza namna ilivyojipanga kukabiliana na changamoto zilizonekana wakati wa utekelezaji wa awamu ya kwanza ya mradi huo.

Changamoto hizo ni pamoja na abiria kukaa muda mrefu vituoni kusubiri usafiri na kusongamana kwa abiria vituoni na ndani ya mabasi.

Wakati awali mradi huo ulikuwa ni mtu asikae zaidi ya dakika tano kituoni, lakini kutokana na uhaba wa mabasi ulopo sasa abiria kusubiri usafiri na kuondoa maana nzima ya mabasi yaendayo haraka.

tumeagiza kadi milioni moja kwa ajili ya huduma hiyo," alisema Dk Kihamia huku akigusia kwamba mabasi yatakuwa yanapita kila dakika mbili hadi tano.

Kwa sasa, DART inashirikiana na Shirika la Fedha la Kimataifa (IFC), ambalo ni mshauri katika utekelezaji wa mchakato wa awamu ya tatu na nne.

IFC inaendelea na hatua za mwisho za upembuzi yakinifu, maandalizi ya nyaraka za zabuni, kuratibu majadiliano na kuandaa mikataba.

Ili kuhakikisha uratibu unazingatiwa zaidi, DART ipo kwenye hatua ya kuajiri mshauri mwendeshaaji wa mpito ili

kuhakikisha mabasi yanakuwapa mara tu ujenzi utakapokamilika, huku uzinduzi ukitarajiwa kufanyika Desemba mwaka huu.

"Kwa sasa tupo kwenye mchakato wa zabuni. Baada ya kukamilika, mabasi yatawasili nchini yakiwa tayari kwa matumizi. Tutakuwa na nafasi ya kuyakagua kabla hayajafika, tofauti na awamu ya pili," alisema Dk Kihamia.

Katika kusisitiza hilo, Dk Kihamia alisema: "Suala la hali ya usafiri wa kugombania au kusubiria muda mrefu sasa litakuwa historia."

Serikali ilipata mkopo wa Sh570.6 bilioni kwa ajili ya kutekeleza awamu ya tatu na nne ya mradi huo. Kati ya fedha hizo, Dola milioni 148.1 za Marekani (zaidi ya Sh378 bilioni) zimepangwa kutekeleza awamu ya tatu, yenye barabara yenye urefu wa kilomita 23.6 kutoka Gongo la Mboto kupitia Barabara ya Nyerere hadi katikati ya Jiji, ikiujumuisha sehemu ya Barabara ya Uhuru.

Mabasi hayo yanayokuja ni ya Kampuni ya Mofat iliyopewa zabuni ya kusimamia mradi huo. Julai 8, mwaka huu, Ofisa Mkuu wa Uendeshaaji wa Kampuni ya Mofat, Mabrouk Masasi akizungumza na *Mwananchi* alisema shartanyika na wamehakikisha mabasi yanayotumika ni imara zaidi ili yasiharibike ndani ya muda mfupi.

Ndani ya basi hilo jipya, alisema vitatumika viyoyoyi na hakutakuwa na utaratibu wa kufungua madirisha kuanzia mwanzo hadi mwisho wa safari.

Alisema wameweka zaidi ya Dola milioni 76 za Marekani, sawa na zaidi ya Sh197 milioni, fedha zitakazotumika katika ufungaji wa mifumo yakiwamo mageti janja kwa ajili ya uku-sanyaji wa nauli na shughuli nyingine za uendeshaaji.

Naye Mariam Juma, mkazi wa Kongowe, alisema huduma hiyo imekuja wakati muafaka, kwani eneo la Mbagala kwa sasa limekuwa kama kituo kikubwa cha watu kukutana wakitoka maeneo ya pembezoni, ikiwamo Chanika, Mbande, Chamazi, Kisemvule, Vikindu, na baadhi

wakitokea mkoa wa Pwani, ikiwamo Mkuranga na Rufiji.

Kinachoendelea awamu ya tatu

Meneja wa Mradi wa BRT, Frank Mbiliyini, alisema awamu ya tatu imekamili kwa takribani asilimia 90.

"Barabara kuu kutoka Gongolamboto hadi mjini zimeshakamilika kwa sehemu kubwa. Kilichobaki ni ujenzi wa njia za waenda kwa miguu na barabara za huduma ya dharura," alisema.

Hatawa hiyo ya kuja kwa mabasi hayo imepokelewa na wadau kwa matumaini huku wakitoa tahadhari kwa DART.

Katibu Mtendaji wa Baraza la Ushauri la Watumiaji wa Huduma za Usafirishaji (LATRA CCC), Daud Daudi, alitoa wito wa kuwapa kwa maandalizi tabiti ya uendeshaaji na uhakika wa upatikanaji wa mabasi hayo.

"Watoa huduma lazima waweke kipaumbele katika matengenezo na upatikanaji wa mabasi. Moja ya changamoto kubwa katika awamu ya kwanza ilikuwa ni uhaba wa mabasi na mengine kuharibika mara kwa mara," alisema.

Alisema matarajio yake ni DART kuhakikisha kunakuwa na mabasi ya kutosha kwa awamu ya tatu itakapozinduliwa.

Hofu kuhusu upatikanaji wa mabasi si jambo jipya. Awamu ya pili, iliyokamilika Desemba 2023, haikuanza kutoa huduma kutokana na kuchelewa kwa mabasi.

Hali hiyo ilisababisha mzigo kwa mabasi machache yaliyokuwapa kwa awamu ya kwanza.

Awamu ya kwanza ilizinduliwa ikilenga kuwa na mabasi 305, lakini idadi hiyo haijawahi kufikiwa. Mabasi mengi yaliyopo sasa ni mabovu. Kwa awamu ya pili, mabasi 755 yalipangwa kutumika, lakini yaliyonunuliwa ni 250.

Wakati DART ikisonga mbele na awamu ya tatu na nne, matarajio ni makubwa. Ikiwa sura hii mpya italeti mifumo wa usafiri wa haraka, kuaminika na kisa-sa, itategemea uwezo wa wakala huo kutimiza ahadi na kuzifanya kuwa matokeo halisi.



TRANSPORT The agency is in the process of hiring a transition operator advisor too ensure that the bus fleet will be in place by the time construction ends

'Never again': Dart's promise on BRT after painful lessons

Dar es Salaam Rapid Transit Agency chief executive said lessons from the past are shaping a more coordinated and efficient rollout of Phase III

By Rosemary Mironde and Hellen Nachilongo
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Dar es Salaam. As the Dar es Salaam Rapid Transit Agency (Dart) prepares to launch the third phase of the bus rapid transit (BRT) network in the city, its leadership has vowed to avoid the costly delays and planning gaps that plagued Phase II.

Speaking to *The Citizen* yesterday, Dart chief executive Athuman Kihamia said lessons from the past are shaping a more coordinated and efficient rollout of Phase III.

"In this third phase, we have prepared ourselves so that the challenges we faced in Phase II do not happen again. This time, infrastructure and buses will be ready at the same time," he said.

In Phase II, roads were completed months before buses arrived, resulting in underutilised infrastructure and mounting public frustration.

Dr Kihamia assured that such inefficiencies will not be repeated.

Dart is now working closely with the International Finance Corporation (IFC), which is serving as its transaction advisor for both Phases III and IV. IFC is currently finalising feasibility studies, preparing tender documents, facilitating negotiations and drafting contracts.

To further align operations, Dart is in the process of hiring a transition operator advisor. This step aims to ensure that the bus fleet is in place by the time construction ends, with the launch expected in December.



Buses operate on a section of the bus rapid transit (BRT) network in Dar es Salaam. The Dar es Salaam Rapid Transit Agency has vowed to avoid the costly delays and planning gaps that plagued the second phase of the BRT project. PHOTO: FILE

"We are currently in the tendering process. Once finalised, buses will arrive in the country ready for operation. We'll also be able to inspect them beforehand, unlike in Phase II," Dr Kihamia said.

The government has secured a \$570.6 billion loan for the implementation of Phases III and IV. Of this, \$148.1 million (about Sh378

billion) is allocated to Phase III, which covers a 23.6-kilometre corridor stretching from Gongola Mboto along Nyerere Road to the City Centre, including part of Uhuru Road.

According to BRT project manager Frank Mbilinyi, Phase III is approximately 90 percent complete. "Trunk roads from Gongola Mboto to the City Centre are largely done. What remains are pedestrian walkways and service roads," he said.

Despite visible progress, Dart

faces public trust deficits following revelations of financial mismanagement in the 2023/24 Controller and Auditor General (CAG) report.

The CAG's findings, presented in April 2025, indicated that Sh2.04 billion allocated for passenger transport and compensation was diverted to unrelated expenditures. Only Sh1.8 billion remained while outstanding claims totalled Sh1.94 billion. Overall, Sh16.03 billion was misappropriated across Dart, regional secretariats and

We're prepared so that the challenges we faced in Phase II don't happen again

DR KIHAMIA | DART DEO

local governments during the same financial year.

In response, stakeholders have expressed cautious optimism.

Latra Consumers Consultative Council (Latra CCC) executive secretary Daud Daudi called for a greater focus on operational preparedness and fleet sustainability.

"Service providers must prioritise maintenance and bus availability. One of the major challenges in Phase I was persistent bus shortages and breakdowns," he said.

"We hope DART ensures that enough buses are available for the Gongolamboto route when Phase III launches."

Concerns about bus availability are not new. Phase II, which was finalised in December 2023, with only the installation of traffic lights pending, did not see service rollout due to delays in bus procurement. This caused increased pressure on the ageing Phase I fleet.

Phase I was designed for 305 buses, but that number has never been met. Many of the existing units are now in poor condition. For Phase II, 755 buses are planned, but procurement remains pending.

As Dart advances into its third and fourth phases, expectations are high. Whether this new chapter will deliver a more reliable and integrated transit system will depend on the agency's ability to translate promises into tangible results.

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Madereva 11 wazuiliwa leseni kwa kuendesha gari wakiwa wamelewa

NA SULEIMAN SHAGATA, MWANZA

JESHI la Polisi mkoani Mwanza limewasimamisha madereva 11 kuendesha vyombo vya moto kwa miezi mitatu kutokana na kuendesha wakiwa wamelewa, hivyo kuhatarisha usalama wa wananchi barabarani.

Akizungumza na vyombo vya habari jijini hapa, Kamanda wa Polisi mkoani humo, Wilbroad Mutafulungwa, alisema kuna ajali nyingi zikihusishwa na ulevi wa pombe.

Alisema kutokana na hali hiyo, jeshi hilo limeanzisha operesheni ya kuwakamata madereva wanaovunja sheria, kanuni na tatatibu za usalama barabarani kwa kufanya vitendo

hatarishi barabarani vinavyoweza kusababisha ajali.

Alisema katika operesheni hiyo, wamekamatwa madereva 11 kwa siku tofauti wakiendesha wakiwa wamelewa hivyo kuhatarisha usalama wa wapita njia kwenye barabaa.

Alikemea vitendo hivyo akisema watu wote wanaoendesha vyombo vya moto kuepuka tabia ya kuendesha vyombo vya moto wakiwa wamelewa pombe.

Wakati huo huo, jeshi hilo linawashikilia watu wawili kwa kufanya fujo na kuzuia askari polisi kufanya kazi zao ambapo James Kululema (42) fundi gari mkazi wa Tumbuka Reli, mkoa wa Geita na Aisam Oscar (34) mfanyabiashara mkazi wa Kapripoint

wilaya ya Nyamagana, wanatuhumiwa kutenda kosa hilo.

Kamanda Mutafulungwa alisema Juali 19 saa 12.20 mchana wakiwa katika eneo la Kamanga - Sengerema wilayani humo, gari namba T.226DPV- Subaru Forester liliegeshwa barabarani na kuzuia gari nyingine kupita kwenye eneo hilo.

Alisema watuhumiwa wakiwa wamelewa waliwazuia askari kuwahoji kwa kosa la kuegesha gari barabarani na kuzuia gari nyingine kupita.

Alionya juu ya tabia ya kuzuia askari kutekeleza jukumu lao la kisheria kwani kufanya hivyo ni kinyume na utaratibu na sheria za nchi.

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Police warn bodaboda over traffic violations

By **DAILY NEWS**
Reporter

THE Tanzania Police Force has urged all motorcycle and bajaj (three-wheeler) riders to strictly observe road safety regulations to avoid road accidents that often result in permanent disabilities and fatalities.

The development comes amid growing concerns over the increasing number of riders, particularly bodaboda riders, who continue to flout road safety rules by carrying more than one passenger and, in some cases, operating

without a valid driver's licence.

General statistics from police show that between January and December last year, the country recorded a total of 1,735 accidents, of which 1,198 accidents resulted in the deaths of 1,715 people and injuries to 2,719 others.

97 per cent of the accidents were caused by human errors with the leading factors being negligence, reckless driving and speeding which together account for 73.7 per cent of all accidents.

Speaking over the weekend during the launch of a new

engine lubricant for motorcycles and bajaj, the Havoline Ezy 4T Plus manufactured by Caltex, the Chang'ombe District Traffic Officer (DTO), Reverent Nkyami, insisted that riders must observe road safety laws to help curb the ongoing surge in road accidents across the country.

"No one should be on the road without proper knowledge of road safety regulations and laws. What we are seeing now is someone learning to ride in just two days on the street and the next day they are already on the road, carrying passengers danger-

ously. Because they lack road awareness, they ride carelessly and end up causing fatal accidents," he said.

Reverent Nkyami added that the police force has continued to educate riders and carry out various operations to raise awareness and minimise road accidents.

"The education we have been providing has significantly helped reduce road accidents. That's why we are focusing heavily on educating motorcycle riders, as most accidents involve collisions between motorcycles and pedestrians, motorcycles and

cars, motorcycles and other motorcycles and motorcycles and bajaji," he said.

He also urged all motorcycle riders to take part in training sessions organised by the police to increase their knowledge and protect themselves from road-related dangers.

Commenting on the newly launched lubricant, Karimjee Value Chain Limited Business Lubricant Unit Manager, Mr Anam Mwemutsi, said the product is environmentally friendly and will help reduce operational costs, including the frequency of oil changes.

Hatari ya bodaboda kubeba mitungi gesi

Na Christina Mwakangale

JESHI la Zimamoto na Uokoaji Mkoa wa Kinondoni, Dar es Salaam, limetoa elimu kwa jamii kuhusu matumizi sahihi ya mitungi ya gesi na ujenzi wa majengo, likitoa mbinu za usafirishaji na utumiaji wa nishati hiyo.

Limesema usafirishaji sahihi wa mitungi ya gesi ni kuisimamisha wima na sio kuilaza kama inavyofanywa na waendesha bodaboda. Hata inapotokea kusafirishwa kwa kulazwa ikifika nyumbani ni lazima kusubiri dakika 10 hadi 15 kabla ya kuanza kuitumia.

Aidha, ujenzi wa majengo hasa makazi yanayohusisha matumizi nishati hiyo ya kupikia, uzingatie kuweka hifadhi ya mtungi nje ya jiko.

Mrakibu Msaidizi wa Jeshi la Zimamoto Jeshi na Uokoaji Mkoa wa Kizimamoto Kinondoni, ASF Jacob Chacha, alisema hayo jana, Mikocheni, Dar es Salaam, kwenye mahojiano maalumu ofisi za Nipashe, kuhusu mafanikio na changamoto pamoja na kampeni ya elimu ya nyumba kwa nyumba.

"Ushauri, unapojenga nyumba, jengo ambalo litatumia nishati hii ambayo kwa sasa ndio inayopendekezwa kwa kuwa ni nishati safi, weka mtungi nje. Mtungi wa gesi unapousafirisha kutoka dukani ukatumia usafiri kama vile bodaboda unatakiwa usafirishwe ukiwa wima, sio ulazwe.

"Mtungi unapowasili nyumbani kutoka kununuliwa kabla ya kuwasha na kupikia, subiri dakika 10 hadi 15, ili utulie au upoe. Kama umejengea nje mtungi wako na kuleta mrija ndani hadi kwenye jiko

la kupikia, hakikisha unafanyia ukarabati kila baada ya miaka mitano," alisema.

Kamanda Chacha, ambaye pia ni Kaimu Kamanda wa jeshi hilo mkoa huo, alisema jeshi hilo linaendelea kutoa elimu kwa umma hasa kuhusu kazi za Jeshi la Zimamoto na uokoaji, kutimizwa takwa la majengo kukaguliwa, kuchukua kinga na tahadhari ili kulinda mali na uhai.

Alisema wananchi wanaokusudia kujenga au wanaojenga majengo ya kuishi wanahitajika kufuata sheria, ikiwamo ya Jeshi la Zimamoto na Uokoaji ya Mwaka ya Mwaka 2007.

"Jeshi la hili linafanya majukumu yake kupitia Sheria ya Jeshi la Zimamoto na Uokoaji Namba 14 ya mwaka 2007 ambayo inatoa mwongozo mahususi, ikiwamo jukumu kubwa na la msingi la kuhakikisha tunaokoa maisha ya watu na mali zao.

"Jukumu hili limebainishwa zaidi kwenye sheria hiyo kuanzia kifungu cha tano, kunzia kifungu kidogo cha kwanza. Tunafanya ukaguzi, uchunguzi hasa iwapo eneo fulani au kwa nini matukio ya moto yanajitokeza zaidi," alisema.

Alisema kwa mwaka wa fedha 2024/25 jeshi hilo lilishiriki uokoaji kwenye matukio yaliyoripotiwa 290 kati ya hayo 259 yalikuwa ya moto, yaliyosababisha vifo 10, majeruhi 20 pamoja na maokozi 31 na mengi ya hayo yalitokea majumbani.

Aidha, kwa mwaka wa fedha 2023/24 kulikuwa na matukio mengi zaidi yaliyoripotiwa, ikilinganishwa na mwaka huu, huku likishiriki matukio 312 kati ya hayo

284 yalikuwa ya moto na maokozi ni 28.

Kadhalika, alisema tathmini ya matukio ya moto 33, iliyofanywa na jeshi hilo kwa miezi miwili, Mei na Juni, mwaka huu, baada ya kufanya uokozi mali zenye thamani ya Sh. bilioni 3.6 ziliokolewa.

Kamanda Chacha, alifafanua kuhusu ukaguzi wa majengo na kwamba wasioomba kufanyiwa ukaguzi wanakwenda kinyume cha sheria, na tayari kupitia kampeni hiyo wananchi wapatao 88,456 wamefikwa mmoja mmoja kuelimishwa.

"Wananchi wanapaswa kuomba kukaguliwa majengo na Jeshi la Zimamoto na Uokoaji, ni takwa kisheria, isipofanyika hivyo ni kinyume cha sheria hiyo, kifungu namba tano, Kanuni ya Ukaguzi wa Majengo (Fire Safety & Inspection) ilitungwa mwaka 2008 na ikafanyiwa marejeo mwaka 2014 na tena kurejewa mwaka 2022.

"Inatoa mwongozo namna mwananchi anatakiwa kufanya kwenye majengo yao, mwananchi anapaswa kuhakikisha anaomba kukaguliwa, na sisi tunapaswa kukagua. Usipofanya jeshi tutakulazimisha kukukagua.

"Usipokaguliwa unahatarisha jengo, mali na watumiaji wa jengo. Adhabu yake ni faini ya Shilingi milioni moja ama kifungu kisichozidi miezi 12 au vyote kwa pamoja. Jengo lolote maelekezo kisheria lazima likaguliwe," alisema Kamanda Chacha.

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