

Electric train, Kwala to revolutionise regional trade

By DAILY NEWS
Reporter

TANZANIA is rapidly redefining its regional trade landscape, with the transformative electric powered Standard Gauge Railway (SGR) and the expansive Kwala Dry Port emerging as pivotal infrastructure investments driving efficiency, competitiveness and integration.

The SGR, now operational, has dramatically reduced cargo transit times. Goods from Dar es Salaam Port now reach Kwala Dry Port in as little as 45 minutes and arrive in Dodoma within five hours—down from 35 hours by road.

These gains are part of a larger government strategy to modernise the country's logistics systems and cement its role as a key regional hub. President Samia Suluhu Hassan is confident about the impact:

"We expect SGR freight services to significantly lower logistics costs, stimulate economic activity and enhance the competitiveness of the Dar es Salaam Port." She noted that the railway will decongest the port, improve operational efficiency and drastically reduce offloading time.

To support these operations, the government has invested 330.2bn/- in acquiring 1,430 freight wagons.

But President Samia is urging more than just infrastructure investment—she is calling for operational reform.

"We must deploy creative and skilled personnel and strengthen collaboration with major producers to attract more cargo," she said.

The synergy between SGR and Kwala Dry Port is being strategically expanded. Plans are underway to connect Kwala with Bagamoyo Port—just 60 kilometres away—and Tanga Port, located 216 kilometres north.

The envisioned deep-water port in Bagamoyo is designed to receive vessels carrying up to 6,000 containers, further en-



A BIRD'S-eye view of the vast cargo container storage at the Marshalling Yard, located within the Kwala Industrial Park as captured in Coastal Region recently. (Photo by State House)

hancing Tanzania's maritime logistics capacity.

Meanwhile, the scale and ambition of the Kwala Dry Port project are unmistakable.

Spanning 502 hectares—five times the size of Dar es Salaam Port—it is quickly becoming the inland freight nerve centre. Already, 120 hectares have been cleared, 60 fenced and five paved, supporting a handling capacity of up to 5,000 containers when fully stacked.

The Tanzania Ports Authority (TPA) reports that Kwala processes 821 containers daily, accounting for around 30 per cent of Dar Port's volume.

"Kwala is designed to decongest Dar Port and lower logistics costs," said TPA Director General Plasduce Mbossa.

He said the facility's role in speeding up clearance for transit goods, including DRC-bound cargo, thanks to cold storage, container freight stations and operational regulatory offices.

Kwala is also positioning itself as a regional logistics nexus. Neighbouring countries including the DRC, Rwanda, Burundi, Malawi, Uganda, South Sudan and Zimbabwe have been allocated land within the dry port's cluster—ranging from 10 to 45 hectares.

In return, Tanzania has secured 60 hectares within key Congolese logistics sites: Kasumbalesa, Kasambondo and Kasenga.

The shift is already being felt across the Central Corridor. Delivery times for cargo from Dar es Salaam to Kampala are expected to shrink from 15–16 days to just 5–6 days.

Transport Minister Prof Makame Mbarawa noted that the government has allocated 2.6tr/- to the transport sector, with almost half of the allocation earmarked for railway infrastructure.

The SGR-Kwala ecosystem is clearly the centrepiece of this

modernisation drive.

President Samia has also instructed local governments to prepare complementary infrastructure in Kwala—including truck parks, fuel stations, spare parts outlets, housing, markets and security installations.

She called on TPA and TRC to provide long-term development plans, including dedicated zones for hazardous cargo and a railway training institute.

The international dimension of this strategy is taking shape quickly. During the June 2025 Central Corridor Inter-State Council of Ministers meeting, Tanzania and

the DRC exchanged land title deeds, solidifying bilateral co-operation.

DRC Deputy Prime Minister Jean-Pierre Bemba commended Tanzania's efforts: "These dry ports will fight smuggling, improve cargo traceability and create jobs." He added that the DRC is finalising a private operator for its Kwala and Kigoma-based facilities.

"Kwala is a symbol of regional integration," Mr Bemba said.

Business expert Dr Sylvester Jotta from Saint Augustine University of Tanzania (SAUT)

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How motorists' indiscipline affects efficiency of DART system

Once construction is over and all DART lines are in use, both intercity DART buses and passenger trains will improve a considerable extent the provision of public transport services

By Telesphor Magobe

WHEN intercity bus rapid transit, and passenger train transport was introduced in the city of Dar es Salaam, the aim was to improve public transport. This is due to the fact that almost always Dar es Salaam commuter buses are crowded, which makes it difficult to carry elderly persons, pregnant women, persons with disability and schoolchildren. If one is in the city centre or elsewhere and wants to travel fast one can use bus rapid transit or passenger train transport because it has no traffic jam.

If one sees the number of people disembarking from an intercity Dar Rapid Transit Agency (DART) bus or an intercity passenger train in the morning or

those returning home in the evening, one will be surprised at the number of passengers. Whenever I see such a huge number of passengers what comes in mind is that if there were no such transport facilities, how would it have been like at this time?

The population of Dar es Salaam is now estimated at 8,562,000, according to Macrotrends, which is an increase of 4.91 per cent from last year's population.

World Population Review puts it at 8,561,520. Both estimates are based on the latest revisions of the UN World Urbanisation Prospects. According to Tanzania's Housing and Population Census (2022), Dar es Salaam Region's population was 5.4 million. This shows that there is always an increase in the number of people coming to and living in Dar es Salaam, Tanzania's commercial city.

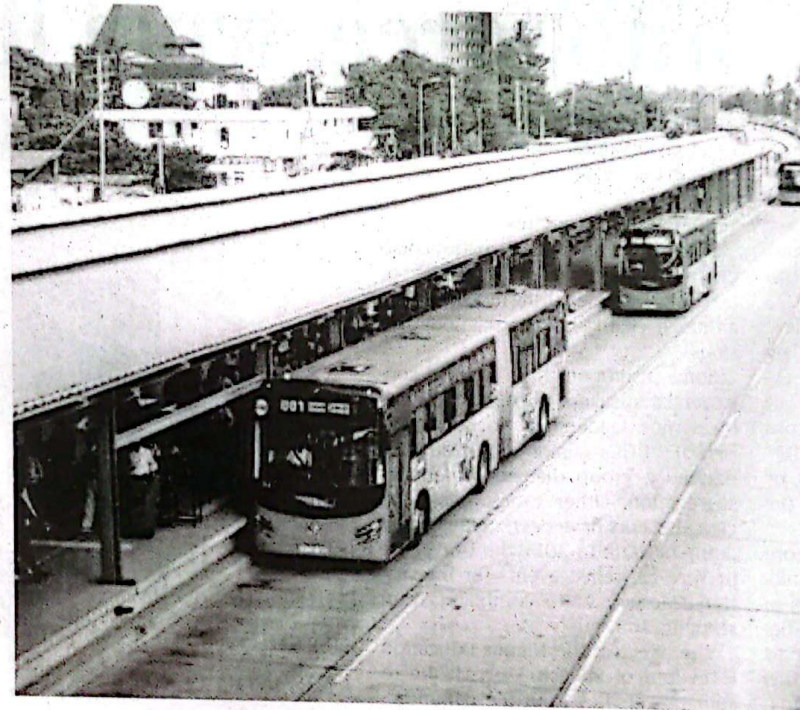
There are people who get up

early at dawn because they travel long distances to reach their workplace or back home. There are also schoolchildren travelling to and from school and from different parts of Dar es Salaam. Their arriving at school or home late can be blamed on the public transport problem, the DART system tries to solve.

We can say that despite the operating Dar Rapid Transit Agency (DART) system, still people who use public or private transport are often stuck on heavy traffic jams caused mainly by the ongoing construction of DART infrastructure in some parts of Dar es Salaam. Once construction is over and all DART lines are in use, both intercity DART buses and passenger trains will improve a considerable extent the provision of public transport services.

But due to movements of people from upcountry regions to Dar es Salaam, DART buses are no longer enough. Many people still arrive at work in the morning or return home in the evening late. We can say that traffic jams are counterproductive.

I haven't been in the Dar es Salaam City Centre for a long time. So, a few days ago I went to the city centre, and on my way back home, while I was still in the city



centre, I came across one DART line near Kisutu Bus Station.

I stopped, and it took me a few minutes to cross it because a few cars and motorcycles were passing from either side of the line to the extent that if one was not careful when crossing,

one could easily be knocked down by cruising cars or motorcycles.

It was really chaotic if I may say so, because not only the cars and motorcycles were cruising, but also there was also a lot of indiscriminate hooting. So,

to cross the DART line one had to look at the right- and left-hand sides several times, and then cross only when it was safe to do so.

Yes, the DART system has been introduced to ease intercity public transport, and together with passenger trains, it has somehow helped to reduce public transport problems because people going to work in the morning or returning home in the evening can arrive at work or home earlier than relying on crowded commuter buses which most of them time happen to take longer due to the ongoing construction of DART infrastructure.

But if DART lines are used by other vehicles, then this will affect the efficiency of DART system. Like the day I went to the city centre, when I was waiting to let other cars and motorcycles using the DART line pass first, the DART bus also came, but it had to reduce the speed or stop to let those cars and motorcycles pass first, otherwise if it maintained its speed, it would have caused a road accident. This causes great inconvenience to the DART system, and as such it loses meaning.

It is strange that some motorists interfere with the DART system, and unless there is discipline in this, DART transport won't serve the purpose. I think the authorities mandated to supervise DART system should do their homework. Why then to start an intercity bus rapid transport system if we are not ready for it?

DART yasaini mikataba kuleta mabasi 932

Na Selemani Nzaro

WAKALA wa Mabasi Yaendayo Haraka (DART) umesaini mikataba na watoa huduma binafsi kwa ajili ya kuleta mabasi mapya 932 kwa awamu ya kwanza na ya pili hadi ifikapo Oktoba mwaka huu.

Mtendaji Mkuu wa Dart, Dk Athumani Kihamia alisema hayo ofisini kwake Dar es Salaam jana wakati akizungumza na wanahabari.

Dk Kihamia alisema mikataba hiyo ilisainiwa na watoa huduma wanne wakiwemo

watatu wa Tanzania.

Alisema mabasi hayo yataanza kuwasili nchini katikati ya Agosti mwaka huu ambapo yatapokewa mabasi 99 kabla ya mengine kuwasili nchini mwezi unaofuata na kukamilika Oktoba mwaka huu.

Alitaja kampuni hizo na mabasi yatakayolewa katika mabano ni Mofat Company Limited (255) ya njia kuu yenye urefu wa meta 18, Metro City Link Ltd (334) ya njia za mlisho kwa njia tatu na YK City Link Ltd (166) kwa njia sita za mlisho na mabasi

yote yakiwa ni kwa ajili ya barabara ya Mbagala.

Aliongeza kuwa kati ya mabasi 255 yanayolewa na Kampuni ya Mofat, mabasi 150 tayari yamepakwa kwenye meli na yanatarajiwa kufika Bandari ya Dar es Salaam Agosti 15, 2025.

Aidha, Dk Kihamia alisema mtoa huduma wa nne ni Kampuni ya TransDar ambayo imepewa jukumu la kuleta mabasi 177 kuchukua nafasi ya mtoa huduma wa mpito. Kampuni inaendeshwa kwa ubia kati ya Mtanzania na Kampuni kutoka

Falme za Kiarabu (UAE).

Kadhalika, Dk Kihamia aliwakumbusha wadau na umma kwa ujumla kuwa Dart ndiye msimamizi pekee na msemaji halali wa mradi wa Mabasi Yaendayo Haraka (BRT).

Alibainisha kuwa kutokana na ukweli huo, mawasiliano yoyote ya utekelezaji wa mradi, sera au mipango lazima yatoke rasmi kupitia Dart.

"Kumekuwa na taarifa zisizo sahihi zilizotolewa na baadhi ya watoa huduma binafsi zikihusisha maju-

kumu ya usimamizi, ununuzi wa mabasi na shughuli za waendesaji wenzao. Taarifa hizo ni batili na zinakiuka taratibu za mawasiliano zilizowekwa na Dart," alisema Dk Kihamia.

Alisisitiza kuwa hakuna mtoa huduma anayeruhusiwa kuzungumza na vyombo vya habari kuhusu masuala ya kifedha, mikataba ya ununuzi wa mabasi au mipango ya waendesaji wenzao kwani masuala hayo yapochini ya Dart.

Katika hatua nyingine, Dk Kihamia alivikumbusha

vyombo vya habari kuhakikisha vinathibitisha taarifa kwa Dart kabla ya kuzichapisha ili kuepuka upotoshaji na kwamba mawasiliano yote kwa umma kuhusu mradi wa BRT yanapaswa kuratibiwa na Kitengo cha Mawasiliano na Uhusiano kwa Umma cha Dart.

Awamu ya Kwanza ya mradi inatoka Kimara hadi Kivukoni, awamu ya pili ni kutoka Mbagala hadi Gerezani, awamu ya tatu inatoka Gongo la Mboto hadi Gerezani na ya nne inatoka Tegeta hadi Morocco.

Watu wawili akiwemo askari polisi wafariki katika ajali Tunduma

NA STEVEN WILLIAM, MUHEZA

WATU wawili akiwemo askari polisi, Staff Sajenti, Asha Issa Mtambo, wamefariki dunia katika ajali ya gari la mizigo, iliyotokea Tunduma mkoani Songwe.

Kwa mujibu wa taarifa za mashuhuda, waliofariki ni pamoja na dereva wa gari hilo na askari huyo.

Walisema askari huyo aliabiri gari hilo baada ya kuomba msaada wakati akitokea kazini kurudi nyumbani mkoani Tanga.

Akitoa salamu za pole, Kaimu Mkuu wa upelelezi mkoa wa Songwe, Ester Ngaja, ambae aliongoza msafara wa kusafirisha mwili wa marehemu kutoka Tunduma hadi Tanga, alisema jeshi la polisi limepokea kwa masikitiko taarifa ya kifo cha askari wake.

Alisema askari huyo alifika kazini asubuhi na kupangiwa majukumu ya kazi na ilipofika jioni wakati anarudi nyumbani kupumzika alisimamisha gari la kubeba mizigo ambalo alipanda akiwa na abiria mwingine na dereva.

Alisema kabla ya kufika nyumbani,

walipata ajali ambapo dereva alifariki papo hapo na askari huyo alikimbizwa hospitali na kufariki wakati akipatiwa matibabu.

Alisema taratibu za kusafirisha mwili wa askari huyo zilianza kwa kutumia basi la polisi kutoka Tunduma hadi Muheza kwa mazishi.

Kwa upande wake, Mkaguzi wa polisi mkoani Songwe, Robert Philipo, alisema marehemu aliwahi kupitia mafunzo mbalimbali kabla ya kufikia ngazi hiyo.

Alisema mpaka umauti unamfika,

alikuwa na cheo cha Staff Sajenti na kwamba ameacha mtoto mmoja na mjukuu mmoja.

Kwa upande wake, Mwenyekiti wa Tume ya Ulinzi wa Taarifa Binafsi, Balazi Adadi Rajabu, ambae ni ndugu wa karibu wa marehemu, alisema msiba huo wameupokea kwa majonzi kwa kuwa marahemu alikuwa mtu wa watu.

Aliwashukuru askari na wananchi wa Tunduma kwa kufanikisha kuletwa miwili wa marehemu kijijini kwao kwa ajili ya maziko.

CONCERN Out of the total 1,530 road accident deaths recorded nationwide, motorcycles accounted for 722 fatalities

Motorcycle accidents cause nearly half of all road deaths in Tanzania

A total of 2,799 accidents in 2024 involved motorcycles, cementing their place as the primary cause of traffic-related injuries and deaths in the country

By Julius Maricha
@jay_anc
jmaricha@tz.nationmedia.com

Dar es Salaam. Motorcycle accidents continue to be one of the deadliest forms of road incidents in Tanzania, claiming hundreds of lives and injuring thousands, according to the newly released Crime and Traffic Incidents Statistics Report, January–December 2024 by the Tanzania Police Force.

The report shows that motorcycles were involved in 2,799 accidents in 2024 alone, making them the leading cause of traffic-related injuries and deaths in the country.

Out of the total 1,530 road accident deaths recorded nationwide, motorcycles accounted for 722 fatalities, representing nearly 47.2 percent of all road deaths. In addition, 2,736 people sustained injuries in motorcycle-related crashes.

In comparison, vehicles such as private cars and lorries combined were responsible for 451 deaths, while pedestrians struck by vehicles accounted for 222 fatalities. A look at 2023 data reveals that motorcycle-related road carnage is not a new trend, though it has intensified. That year, motorcycles were involved in 2,374 accidents, which resulted in 679 deaths and 2,486 injuries.

Motorcycle-related fatalities in 2023 accounted for approximately 45.9 percent of the total 1,479 road accident deaths recorded that year.

These figures indicate a year-on-year rise in both the number of motorcycle accidents and the resulting deaths and injuries, highlighting a persistent and worsening public safety crisis on Tanzania's roads.

However, Tanzania's Traffic Police commander, William Mkonda, acknowledged the seriousness of the issue and said that traffic police officers across the country have been working diligently to ensure road users comply with safety regulations aimed at preventing accidents.

"Our traffic teams are doing their job with com-

mitment—checking documents, enforcing helmet use, preventing overloading, and penalising those who do not follow the law. We are taking firm action against riders found without valid licences or safety gear," he said.

He added: "We recognise that bodaboda is now employing thousands of young people across the country, and many of them are operating in good faith. But what they need is education and guidance to understand the legal framework, the safety standards, and how non-compliance puts their lives—and the lives of their passengers—at serious risk."

He went on to say that enforcement alone is not enough. He called for frequent outreach to bodaboda stands to engage riders in safety talks and awareness campaigns.

"These riders are organised. They operate from specific stands and are often part of local networks. We are giving them education on that so that we can reduce accidents significantly," he said.

Experts say the issue is being fuelled largely by the casual and unregulated way in which many motorcycle riders enter the transport business.

According to a senior instructor at the National Institute of Transport (NIT), Mr Athumani Shayo, a worrying number of riders begin operating bodaboda within just days of learning how to ride—usually through informal, peer-led coaching rather than structured driving education.

"One of the most serious contributors to the rise in motorcycle accidents is the



fact that most riders learn on the streets. A friend teaches them the basics—how to balance, how to accelerate and brake. But that's where the training ends," he said.

He continues: "There's no formal education on road signs, traffic laws, rider etiquette, passenger handling, or accident avoidance techniques. After just a few days of self-learning, some even buy or rent a motorcycle and hit the road with paying customers. This is incredibly dangerous, not only for them but for every other road user."

Mr Shayo emphasised the need for frequent and uncompromising licence checks targeting bodaboda operators, even if it inconveniences some commuters initially.

"Yes, many people rely on motorcycles to get to work quickly or avoid traffic jams, but that cannot justify turning a blind eye to the safety risks. I strongly believe that if we made it a routine for traffic officers to stop and verify licences, roadworthiness of motorcycles, and safety gear compliance, we would start seeing behaviour change," he said.

He added that although some passengers might complain about being delayed during these checks, they would ultimately benefit from safer journeys.

"It's better to delay someone for a few minutes than to rush them to the hospital—or worse, the mortuary," he shared.

more riders who operate informally.

"It's not enough to wait for riders to come to training centres. We must go to them. Many of them are well-organised now, operating from designated bodaboda stands and forming local associations. These structures give us an excellent platform to bring training directly to their areas," she said.

Ms Mkumbo noted that the problem is no longer access to information, but rather how that information is delivered.

"Many of these young men are working long hours just to make ends meet. Telling them to take a week off and attend training at a far-off centre doesn't work. Instead, we should be meeting them in their own communities—early mornings or evenings—and providing short, practical safety lessons. If Veta, in partnership with local governments and the police, can make this a routine, we will start to see fewer crashes," she said.

She added that community-based training would not only improve safety knowledge but also reinforce a culture of responsibility and accountability among riders.

We take firm action against riders found without valid licences or safety gear

Mkonda | commander