

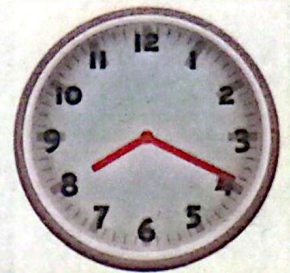
Mwambe released on bail amid alleged plot against police chief P.3



NATIONAL APPLICATION

Traders seek court approval to sue government over forest produce regulations P.5

Proposed rules seek to curb driver fatigue

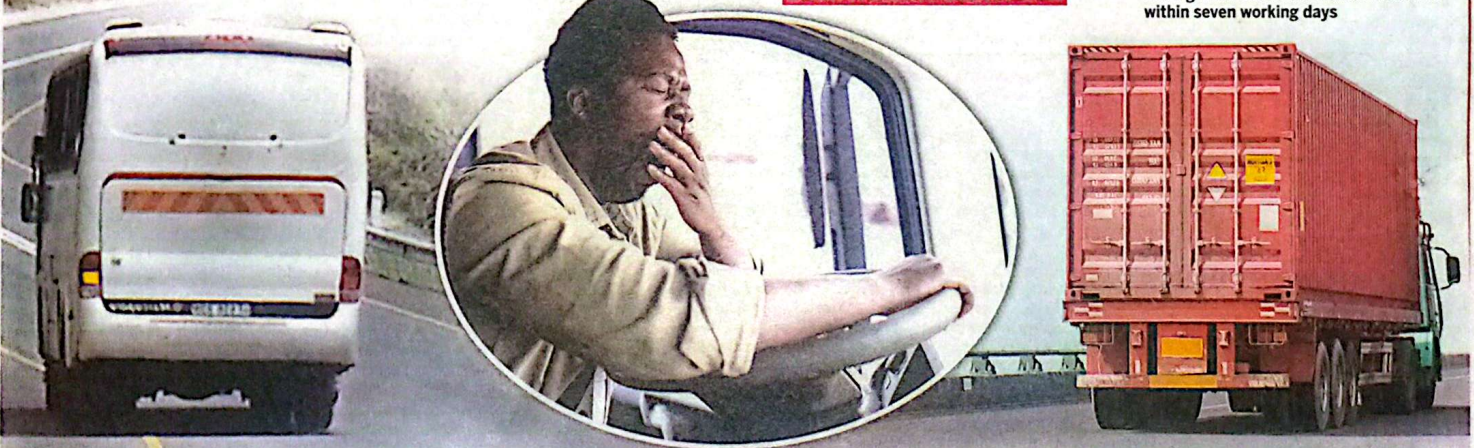


Commercial drivers will soon face stricter limits on how long they can stay behind the wheel under new regulations aimed at reducing fatigue-related road accidents and improving public safety

STORY ON PAGE 2

Rest to be mandatory

To enhance safety, the regulations will make rest compulsory. Drivers will be required to take at least 10 hours of rest within every 24 hours, a 30-minute break after every five consecutive hours of driving and 24 consecutive hours of rest within seven working days



Why EAC monetary union delays persist

More than a decade after the East African Community agreed to pursue a single currency, the region's long-anticipated Monetary Union remains elusive, slowed by institutional delays, uneven economic convergence and mounting global pressures

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2013

The EAC Monetary Union Protocol was signed on November 30, 2013 with the initial target to establish a single currency within 10 years (by 2024). However, the bloc has revised its timeline, pushing the target date for the Monetary Union to 2031

Tread carefully on US health aid arrangement, govt urged

Story on Page 2

ROAD SAFETY Proposed rules will be discussed during a stakeholders' meeting on December 22

New regulations seek to curb driver fatigue

By Hellen Nachilongo
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Dar es Salaam. Commercial drivers will soon face stricter limits on how long they can stay behind the wheel under new regulations aimed at reducing fatigue-related road accidents and improving public safety.

The draft Land Transport Regulatory Authority (Fatigue Risk Management for Drivers) Regulations, 2025, introduce clear caps on daily and weekly driving hours, alongside mandatory rest periods, as part of a broader effort to manage fatigue risks in public and commercial transport.

Under the proposed rules, a driver will not be allowed to drive a public service vehicle for more than nine hours within a 24-hour period, nor exceed 48 driving hours in seven days. In addition, drivers must not drive for more than five consecutive hours without taking a resting break.

To reinforce safety, the regulations make rest compulsory. Drivers will be required to take at least 10 hours of rest within every 24 hours, a 30-minute break after every five consecutive hours of driving, and 24 consecutive hours of rest within seven working days.

Additionally, drivers will be required to take mandatory breaks every four hours for at least 10 to 20 minutes, ensuring they are fit to drive.

The Ministry of Transport, in partnership with the Land Transport Regulatory Authority (Latra), has scheduled a stakeholders' meeting for December 22.

Latra legal services head Mwadawa Sultan told *The Citizen* that the proposed regulations aim to address a significant gap in road safety oversight by formally recognising driver fatigue—a growing factor in serious road crashes.

"While current laws cover aspects like licensing and penalties for speeding, they fall short in dealing with the dangers posed by driver fatigue," she said.

With Tanzania operating a 24-hour transport system, Ms Sultan acknowledged its advantages, yet warned of the risks involved.

"Accidents can occur not just from speeding, but also when a driver is tired, sick, or falls asleep, leading to serious collisions," she said.

According to her, focusing solely on speeding does not address a crucial cause of road



accidents.

"A driver might not be speeding, but fatigue can still result in severe consequences for passengers and other road users."

Ms Sultan noted that some private companies in Tanzania already implement fatigue management systems, including alert devices designed to warn drivers exhibiting signs of exhaustion.

"These measures aim to prevent overworking drivers, which poses risks to passengers, other road users, and the entire transport sector," she said.

The proposed regulations explicitly prohibit both drivers and service providers from allowing a vehicle to be driven if the driver is fatigued or suspected to be unfit to drive, citing risks to passengers, other road users and road infrastructure.

Service providers will now be required to prepare and implement a Fatigue Risk Management Plan, detailing how driving hours, rest breaks, driver exchanges and fatigue monitoring will be managed. These plans must be approved by Latra and reviewed whenever

operational changes occur.

For long journeys exceeding eight driving hours, the regulations require the use of co-drivers, particularly for intercity buses, with clearly designated driver-change points. Goods-carrying and commuter vehicles will also be required to ensure driver rest or exchange once the eight-hour threshold is reached.

Drivers, for their part, will be obliged to formally declare their fitness before starting each journey, accurately record working and resting hours in an official workbook, and report fatigue whenever they are unfit to continue driving. Failure to do so may attract penalties or suspension of certification.

The regulations give Latra powers to suspend or revoke licences and driver certificates for repeated violations, particularly where non-compliance poses a threat to public safety. Both drivers and service providers may also face fines or imprisonment upon conviction for breaching the rules.

The regulations also place emphasis on education, requiring both drivers and service providers to have basic knowledge of the causes and prevention of fatigue, including the risks associated with long working hours, poor sleep, stress and alcohol use.

Officials believe that once fully implemented, the new framework will significantly reduce fatigue-related accidents while promoting a safer and more disciplined road transport sector.

Commercial drivers will soon face stricter limits on how long they can stay behind the wheel under new regulations aimed at reducing fatigue-related road accidents and improving public safety.

PHOTO FILE

Tread carefully on US health aid arrangement, experts tell government

By Julius Maricha
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Dar es Salaam. Tanzanian health experts have cautioned the government against hastily endorsing a new United States global health aid model, warning that poorly negotiated agreements could undermine data sovereignty and roll back hard-won gains in reproductive health.

The warnings come as Kenya's High Court last week suspended the implementation of a \$2.5 billion (Tsh6.13 trillion) health assistance memorandum of understanding (MoU) signed with the US, citing concerns over the sharing of sensitive personal and medical data.

Reproductive health specialists in Tanzania say the agreement, now under discussion in several African countries, could impose conditions that restrict access to reproductive health information and services if adequate safeguards are not established.

Although the full text of the MoU has not been made public, regional experts note that similar arrangements have previously caused confusion among service providers, reduced community outreach, suspended mobile clinics, and heightened fear among health workers of breaching donor conditions.

EngenderHealth Tanzania country director Moke Makoma said accepting such agreements without scrutiny could prove costly.

"Family planning is clearly not a priority under these arrangements, and the conditions may reduce access to reproductive health services, increase maternal deaths, and reverse gains made in family planning," she said.

Dr Makoma warned that any reduction or restructuring of US support through MoUs could lead to the scaling down of critical reproductive health services.

UNFPA Tanzania Representative Jacqueline Mahon underscored the economic and social risks, noting that every dollar invested in family planning can save up to six dollars in emergency healthcare costs and wider socio-economic consequences.

A senior reproductive health expert told *The Citizen* that any policy limiting access to family planning or post-abortion care would have immediate and severe effects.

"Any policy that restricts family planning or post-abortion services will directly increase maternal mortality. Rural women will suffer the most," the expert said on con-

dition of anonymity.

These concerns have gained urgency following developments in Kenya, where a legal challenge has put the US-backed health agreement on hold.

Kenya court intervention

Kenya's High Court issued interim orders barring authorities from implementing the MoU "insofar as it provides for or facilitates the transfer, sharing or dissemination of medical, epidemiological or sensitive personal health data."

The case was filed by consumer rights groups, including the Consumer Federation of Kenya (Cofek), which argued that the agreement could expose Kenyans' personal medical records and weaken the country's strategic control over its health systems, particularly digital infrastructure such as cloud-based data storage.

Health Cabinet Secretary Aden Duale said on December 12 that the government would comply with the court order while contesting it.

"We wish to clarify that the current conservatory orders relate specifically to data sharing and do not suspend the broader health partnership," he said.

Under the agreement, the US would contribute \$1.7 billion (Tsh4.17 trillion), while the Kenyan government would provide \$850 million (Tsh2.08 trillion), gradually assuming a larger share of health financing.

At the signing ceremony, US Secretary of State Marco Rubio described the deal as "historic".

However, public concern has grown in Kenya amid fears that the MoU could allow external access to sensitive medical records, including HIV status, tuberculosis history, and vaccination data. President William Ruto sought to reassure citizens, saying the Attorney General had reviewed the agreement "with utmost diligence" to ensure Kenyan law governs citizens' data. The US has not publicly responded to the data privacy concerns. The case is scheduled to return to court on February 12, 2026.

Broader shift in US aid

The contested MoU is part of the newly launched America First Global Health Strategy, introduced months after the closure of the US Agency for International Development (USAID).

Under the new approach, Washington is moving away from channelling aid through non-governmental organisations and international agencies, instead favouring direct bilateral agreements with recipient governments.

Current laws fall short in dealing with the dangers posed by driver fatigue

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JANGA LA AJALI...

Kitanzi cha madereva

Madereva wote wa magari ya abiria kupangiwa muda wa kikomo kuwa barabarani nchini. Latra yataja sababu za kuja na kanuni pendekezwa. Wadau wataja faida, hasara



HABARI UK 4

RASIMU YA KANUNI PENDEKEZWA

- Dereva hataruhusiwa kuendesha gari la abiria kwa saa tano mfululizo.
- Kanuni mpya za usalama zinaelekeza dereva kuwa na mapumziko ya lazima
- Dereva hataruhusiwa kuendesha gari zaidi ya saa 48 ndani ya wiki moja.

10

Saa za mapumziko ambazo dereva anatakiwa kupumzika kwenye kila saa 24 anazokuwa safarini au dakika 20 kwenye kila saa nne.

Msiba wa Jenista ulivyosimamisha kazi Peramiho

Wananchi wa Peramiho mkoani Ruvuma walizoea kulia tabasamu la aliyekuwa mbunge wao, Jenista Mhagama anapokwenda kuwatembelea. Hata hivyo, jana haikuwa hivyo jambo lililowafanya kusimamisha... UK5

Mapya yaibuka tena sakata la Mwambe, Polisi



"Tuhuma kuu zinazomkabili ni mbili; kwanza anatumia kula njama za kutaka kumuua mkuu wa polisi lakini hawajaeleza ni mkuu gani na tuhuma ya pili ni uchochezi wa kimtandao, ambao pia hawajaufanua." Hekima Mwasipu, wakili wa Mwambe

UK 5

SALUTI KWA AFANDE

Rais na Amiri Jeshi Mkuu, Samia Suluhu Hassan akipokea salamu ya kijeshi, alipowasili katika Shule ya Kijeshi ya Ulinzi wa Anga kwa ajili ya kufungua Mkutano wa Tisa wa Mkuu wa Majeshi na makamanda uliofanyika chuoni hapo mkoani Tanga jana. Picha Ikulu



Mbinu sahihi ya kutunza vyakula visigeuke sumu UK6

USAFIRI

Kitanzi kwa madereva

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Dar es Salaam. Ili kupunguza ajali za barabarani zinazotokana na uchovu wa madereva, Mamlaka ya Udhubiti wa Usafiri Ardhi (Latra) imekuja na kanuni zitakazowabana madereva wa magari ya kibiashara.

Rasimu ya Kanuni za Usimamizi wa Hatari ya Uchovu kwa Madereva, 2025, inaweka wazi viwango vya saa za kuendesha kwa siku na kwa wiki, pamoja na mapumziko ya lazima kama sehemu ya mkakati mpana wa kudhibiti hatari ya uchovu katika usafiri wa umma na wa kibiashara.

Kwa mujibu wa kanuni zilizo-pendekesha, dereva hataruhusiwa kuendesha gari la huduma ya umma kwa zaidi ya saa tisa ndani ya kipindi cha saa 24, wala kuzidi saa 48 za kuendesha ndani ya siku saba.

Pia, dereva hataruhusiwa kuendesha kwa zaidi ya saa tano mfululizo bila kuchukua mapumziko.

Ili kuimarisha usalama, kanuni hizo zinataka mapumziko yawe ya lazima, na madereva watazimika kupata angalau saa 10 za mapumziko ndani ya kila saa 24, mapumziko ya dakika 30 baada ya kila saa tano za kuendesha mfululizo, na saa 24 za mapumziko mfululizo ndani ya siku saba za kazi.

Zaidi ya hayo, madereva watazimika kuchukua mapumziko ya lazima kila baada ya saa nne za kuendesha kwa muda wa angalau dakika 10 hadi 20, ili kuhakikisha wako katika hali nzuri ya kuendesha.

Ili kuzipitia kanuni hizo, Wizara ya Uchukuzi, kwa kushirikiana na Mamlaka ya Udhubiti wa Usafiri wa Nchi Kavu (Latra), imepan-ga kufanya mkutano wa wadau unaotarajiwa kufanyika Desemba 22, mwaka huu.

Akizungumza na gazeti dada la *The Citizen*, Mkuu wa Huduma za Kisheria wa Latra, Mwada-wa Sultan, alisema kanuni hizo zilizo-pendekesha zinalinga kuziba pengo kubwa katika usimamizi wa usalama barabarani kwa kutambua rasmi uchovu wa dereva kama chanzo kinachoongoza cha ajali za barabarani.

"Ingawa sheria zilizo-pendekesha masuala kama leseni na adhabu za mwendo kasi, bado hazijashughulikia ipasavyo hatari zinazotokana na uchovu wa dereva," alisema.

Akitambua kuwa Tanzania inaendesha mfumo wa usafirishaji wa saa 24, Sultan amebainisha faida zake, lakini akaonya juu ya hatari zinazoweza kujitokeza. "Ajali zinaweza kutokea si kwa sababu ya mwendo kasi pekee, bali pia pale dereva anapokuwa amechoka, ngonjwa au anapolala, hali inayoweza kusababisha ajali kubwa," alisema.

Kwa mujibu wake, kuingatia mwendo kasi pekee hakutoshi kushughulikia chanzo muhimu cha ajali za barabarani. "Dereva

Hatua hizi zinalinga kuzuia madereva kufanya kazi kupita kiasi, jambo ambalo ni hatari kwa abiria, watumiaji wengine wa barabara na sekta nzima ya usafiri."

Mkuu wa Huduma za Kisheria wa Latra, Mwada-wa Sultan



Mabasi ya mikoani yakiwa katika stendi ya Mbezi Magufuli. Picha na Said Khamis

USULI

Maelekezo ya Rais

Desemba 31, mwaka jana, Rais Samia Suluhu Hassan, akitoa salamu za mwaka mpya, alitoa maelekezo kwa Wizara ya Mambo ya Ndani na Jeshi la Polisi kuongeza mikakati ya kuzuia ajali zinazosababishwa na uzembe.

Katika maelezo yake, aliraja takwimu za Jeshi la Polisi zilizo-onesha kuitokea jumla ya ajali 17,315 kwa mwaka huo, ambapo Watanzania 1,715 walipoteza maisha. Vifo hivyo vilitokea kuanzia Januari hadi Desemba 2024.

Saa 09

Muda ambao dereva hataruhusiwa kuendesha gari la huduma ya umma ndani ya kipindi cha saa 24, kwa mujibu wa kanuni zinazopendekesha.

Saa 10

Muda ambapo madereva watazimika kupata mapumziko ndani ya kila saa 24.

kuhakikisha dereva anapumzika au anabadilishwa baada ya kufikia kikomo cha saa nane.

Madereva, kwa upande wao, watazimika kutamka rasmi hali yao ya afya na uwezo wa kuendesha kabla ya kuanza kila safari, kurekodi kwa usahihi saa za kazi na mapumziko katika daftari rasmi, na kuripoti uchovu wanaposhindwa kuendelea kuendesha.

Kushindwa kufanya hivyo kun-

aweza kusababisha adhabu au kusimamishwa kwa vyeti vyao.

Kanuni hizo pia zinampa Latra mamlaka ya kusimamisha au kufuta leseni na vyeti vya madereva kwa ukiukwaji wa mara kwa mara, hasa pale kutokuzingatia kunapohatarisha usalama wa umma.

Madereva na watoa huduma wanaweza pia kukabiliwa na faini au kifungo jela endapo watapati-kana na hatia ya kukiuka masharti hayo.

Pia, kanuni zinatilia mkazo elimu, zikihitaji madereva na watoa huduma wawe na uelewa wa msingi kuhusu chanzo na kinga ya uchovu, ikiwemo hatari za kufanya kazi kwa muda mrefu, kukosa usingizi wa kutosha, msongo wa mawazo na matumizi ya pombe.

Maofisa wanaamini kuwa kanuni hizo zitakapotekelezwa kikamilifu, zitapunguza kwa kiasi kikubwa ajali zinazotokana na uchovu na kuongeza usalama na nidhamu zaidi katika sekta ya usafiri wa barabarani.

Wasemavyo wadau

Akizungumzia suala hilo, Mwenyekiti wa Chama cha Wamiliki wa Malori Tanzania (Tamstoa), Chuki Shaabani, alisema muongozo wa Serikali unaolenga kudhibiti muda wa uendeshaji wa vyombo vya usafiri ni hatua nzuri itakayosaidia kupunguza ajali za barabarani.

Shaabani alisema Tamstoa ilishanza kutekeleza utaratibu huo muda mrefu, kwa kuweka kikomo cha madereva kuendesha magari hadi saa 12 jioni.

"Serikali ni kama imeku-

ja kugongea msumari, sisi tulishaanza kudai, na kama wamiliki, tulishaanza kuweka muda wa madereva kuendesha magari yetu mwisho saa 12 jioni," alisema Shaabani.

Alieleza uamuzi huo ulitokana na sababu kuu mbili, ikiwemo kujikinga na ajali zinazochangia na uchovu wa madereva kutokana na safari ndefu na usalama wa mizigo, kwani malori hubeba mizigo mikubwa ikiwemo madini kama shaba (copper), hivyo kusa-firi usiku kuna hatari ya kuibiwa na baadaye kushindwa kulipwa na mwajiri.

Shaabani alisema hatua ya Serikali kuja na muongozo huo itasaidia kuimarisha utekelezaji kwa wamiliki wote wa malori, kwani watakuwa na wajibu wa kuuzingatia kwa maslahi mapana ya usalama na kuboresha sekta ya usafiri ndani.

Kwa upande wake, Msemaji wa Chama cha Wamiliki wa Mabasi Tanzania (Taboa), Mustapha Mwalongo, alisema wanaunga mkono uamuzi huo, huku akieleza walishaanza kuchukua tahadhari kwa kuajiri madereva wawili kwa kila basi.

"Ni utaratibu tulioanzisha baada ya kuongezeka kwa ajali. Kila safari yenye umbali wa kilomita 700 tunahakikisha basi linakuwa na madereva wawili wa kupokezana," alisema Mwalongo.

Hata hivyo, Mwalongo alisema hawezi kuzungumzia kwa undani muongozo wa Serikali kwa sasa, kwa kuwa bado haujafikisha rasmi. "Tunasubiri kuupata na kuusoma ili kuona ni mambo gani mapya yameainishwa kabla ya kuanza kutekeleza," alisema.

MAKALA

Mnyororo sekta za uchukuzi unavyoleta mageuzi kiuchumi

Na Salome Kitomari,

ARUSHA

WIZARA ya Uchukuzi imechukua hatua ya kuimarisha mifumo ya usafirishaji kama msingi wa mageuzi ya kiuchumi kuelekea DIRA 2050, huku ikikuza diplomasia ya uchumi na kuongeza mnyororo wa thamani ambao utatoa ajira kwa mamia ya Watanania.

Uamuzi huo unalenga kuzileta sekta zote za usafirishaji za umma na sekta binafsi kujadiliana na katika Mkutano wa 18 wa pamoja wa mapitio ya sekta ya usafirishaji, ambao umewaleta wadau zaidi ya 100 ikiwamo taasisi 12 zilizopo chini ya Wizara ya Uchukuzi.

Aidha, Wizara za Tawala za Mikoa na Serikali za Mitaa (TAMISEMI), Wizara ya Uchukuzi Zanzibar na Wizara ya Ujenzi, zimeshiriki mkutano huo katika kuhakikisha mnyororo wa usafirishaji unakamilika na kila sekta ione shughuli za mwingine kwa ajili ya kuzioanisha na utekelezaji wa miradi unakwenda kwa ukamilifu.

Akiifunga mkutano huo jamaa jiji Arusha, Naibu Waziri wa Uchukuzi, David Kihenzile, alisema lazima miradi inayotekelezwa katika taasisi mbalimbali zilizo chini ya wizara hiyo na nyingine zisomane ili mwananchi apate huduma muhimu bila kikwazo.

"Kupitia mkutano huo mtatona TARURA anafanya nini vijijini, TANROADS naye anafanya nini kwenye barabara kuu, anayejenga reli iungane na barabara, lakini bandari nayo iungane na barabara pamoja na meli, pia viwanja vya ndege ili mnyororo ukamilike. Kule Singida wananchi walilalimika reli inajengwa ili barabara yao ni mbovu maana yake TANROADS alipaswa kuwapo akamilikisha barabara ili reli ikikamilika na barabara imekamilika," alisema.

Kauli hiyo ilizungumzwa pia na Katibu Mkuu wa Wizara ya Uchukuzi, Prof. Godius Kahyarara, wakati akimkaribisha Naibu Waziri kufungua mkutano huo, akisema hotuba ya Rais Samia Suluhu Hassan wakati akizindua Bunge la Awamu ya Sita alisema lengo ni kuifanya sekta ya uchukuzi kuwa ni uti wa mgongo wa uchumi, ndiyo maana wameamua kutafiri kwa kuziweka sekta pamoja.

Alisema walibaini kuwa sekta nyingi za wizara hiyo na nyingine zinazofanana zinafanya kazi kivyake badala ya kushirikiana, jambo linalosababishwa mnyororo wa thamani kutofanikiwa kuleta tija ya pamoja kwenye maisha ya Watanania.

Waziri Kihenzile alisema ikiwa kila sekta itatekeleza majukumu yake bila kuwasiliana na kuendana na sekta nyingine baadhi ya miradi itakamilika, lakini kuna huduma hazitapatikana, jambo linalowakosesha wananchi huduma bora na kushindwa kutafiri maoni ya Rais Samia.

"Wananchi wanatushangaa



Katibu Mkuu Wizara ya Uchukuzi, Profesa Godius Kahyarara (ku-shoto) alimkabidhi tuzo Naibu Waziri wa Uchukuzi, David Kihenzile mara baada ya kufungua mkutano wa 18 wa pamoja wa mapitio ya sekta ya usafirishaji unaoendelea Jijini Arusha kwa kauli mbiu ya Mifumo jumuiishi ya usafirishaji kama msingi wa mageuzi ya kiuchumi kuelekea Dira ya 2050 Zaidi ya wadau 100 wa sekta za umma na binafsi wanahudhuria. **PICHA: MPIGAPICHA WETU**

taasisi mbili tatu zinafanya mambo hayaendani, kulikuwa na malalamiko Singida kwamba reli imejengwa ili barabara ni mbovu, maana yake TRC na TANROADS wazungumze. Hii itapunguza gharama na kutoa huduma bora kwa wananchi," alifanua.

Kadhalika, alisema SGR wakati inaanza ilikuwa na abiria milioni mbili na sasa ni milioni 4.8 na imeingiza Sh. bilioni 88 kwa ujenzi wa vipande vya Dar es Salaam hadi Dodoma na Tabora, na mkataba wa kujenga hadi nje ya nchi kuunganisha SGR na Burundi umesainiwa ili kukuza diplomasia ya uchumi.

"Kwa maisha ya Mtanzania ina maana gani, fedha inayopatikana inakwenda kwenye sekta za afya, maji, elimu na nyingine, lakini mtu anayesafirisha mgonjwa wake anawahi kufika Dar au Dodoma, anayefanyabishara anawahi anakokwenda, yote ni kukuza uchumi unaobadilisha maisha ya Mtanzania," alisema.

Kuhusu Reli ya TAZARA, Waziri Kihenzile alisema Rais Samia, ameweka juhudi kuhakikisha Reli ya TAZARA inaboreshwa kwa viwango vya kisasa akitambua ni uti wa mgongo kwa kuwa inaunganisha nchi tatu.

"Tunapozungumza umadhubuti wa kiongozi tunapima anavyofikiri, anavyopanga, anavyosimamia na matokeo yake, Dk. Samia amethibitisha ni kiongozi anayepanga na kutekeleza, aliamua kusaini mkataba wa TAZARA ambao ni neema kubwa.

"TAZARA ikikamilika itawezesha urafiki na undugu na nchi jirani utaongezeka, tutasafirisha madini kutoka jirani kwenda du-

anaelekea Kigoma maana yake asikie kama meli kubwa imekamiliwa, tunataka mtu akishuka kwenye treni anafika anakokwenda kwa barabara za TANROADS au TARURA," alisema.

Profesa Kahyarara alisema Tanzania iko kwenye ushindani mkubwa wenye changamoto nyingi ndiyo maana imeweza nguvu kwenye uchukuzi huku akitoa mfano wa kuimarishwa kwa ushoroba wa kati kuunganisha bandari zote ambazo zinagusa uchumi wa watu wengi kwa wakati mmoja na kuhudumia nchi jirani.

Aidha, alisema SGR imekuwa kitutio kikuu na kwamba wazalishaji wakubwa wa vichwa vya treni, mabehewa na betri wameonesha nia ya kuja kuwekeza nchini, na kwamba hadi Januari, mwaka huu, Bandari ya Dar es Salaam itakuwa imeunganishwa na SGR na mizigo itakwenda moja kwa moja hadi bandari kavu za Kwala, Ithumwa na Isaka. Alifanua kuwa lengo la serikali ni kuwa mtu akifika Isaka anapata huduma zote muhimu, hana sababu ya kwenda Dar es Salaam, na kwamba Bandari ya Kwala ilianza kwa kupokea kontena 36, lakini sasa ni 2,000 kwa mwezi, huku sekta binafsi ikiwa na mipango mizuri ya kuwekeza kwenye eneo hilo. Kuhusu kasi bandarini, alisema inatoa kontena moja kwa dakika moja, na baada ya kuona nafasi ni ndogo, Rais Samia alihidi kuongeza gati 10 na zitaanza hivi karibuni hivyo kuwa na gati 22, hivyo kuwa bandari ya pili kwa ukubwa ukanda wa Kusini mwa Afrika, huku mipango ya kuanza ujenzi wa Bandari ya Bagamoyo ikiwa katika hatua za mwisho.

"Itafika wakati meli kubwa zisizoweza kuingia Bandari ya Dar es Salaam zitakwenda Bandari ya Bagamoyo. Wiki hii tunapokea meli kubwa ya mita 300 ambayo pia tunapata fursa ya vivutio vya utalii," alisema.

Kuhusu Reli ya TAZARA, Profesa Kahyarara alisema tangu kuanza kwake mwaka 1975 haikuwahi kufikisha mizigo tano milioni tano ambayo ni lengo la awali, na sasa ni 500,000 na kwamba marais wote walihangaika kuifufua bila mafanikio na sasa Rais Samia amefanikiwa na kutafiri Diplomasia ya Uchumi.

"Tumejenga reli kwa kilomita moja chini ya Dola milioni moja hadi sita, maana yake gharama za mizigo, usafiri, inashuka sana, ikikamilika reli na bandari, mizigo ikapanda kutoka tani milioni tano hadi milioni 30, alizozikuta, Bagamoyo itakuwa kubwa kuliko zote.

"Vita ya uchumi itakuwa kubwa, lazima Watanania wafumbue macho wanufaika ni sisi na watoto wetu na si Rais Samia," alisema Waziri Kihenzile.

"Tulinde mshikamano wetu, utaiifa wetu, amani yetu wakati tukijua kwamba watu wanaitolea macho na kuitamani sana nchi yetu."

Profesa Kahyarara alisema Ri-

poti ya Benki Kuu ya Tanzania (BoT) inaonesha sekta ya uchukuzi ilichangia Sh. bilioni 2.6 kwenye uchumi, hakuna sekta inaweza kuchangia kiasi hicho, ikifuatiwa na utalii.

Kuhusu ajira, alisema asilimia nane hadi 10 ya ajira zinatoka kwenye sekta ya usafirishaji huku akitoa mfano wa waendesha bodaboda 200,000 wamejiariri na kuajiriwa na kwamba zipo nyingi kutokana na mnyororo wa thamani wa sekta hizo," alisema.

Kuhusu usafiri wa majini, Waziri Kihenzile alisema hadi mwaka 2020 meli nyingi zilikuwa zimechoka katika maziwa yote matatu, na kwamba kwa maelekezo ya Rais Samia Meli za Mwongo na Liemba zilizopendwa sana Ziwa Tanganyika zimekaa muda refu bila kufanyakazi kuhudumia wananchi wa Katavi, Kigoma na Rukwa zinakarabatiwa.

Alisema Ziwa Victoria MV Umoja inafanya kazi, ujenzi wa meli mpya Mv Mwanza imeanza kazi, na kwamba eneo kubwa la Ziwa Tanganyika liko Congo, Tanzania ni ya pili, Ziwa Victoria nusu liko Tanzania, na Ziwa Nyasa asilimia 80 liko nchini, na ndiyo maana serikali inaweza ili kufanya Tanzania kuwa kitovu cha uchumi kulisha wengine.

"Meli tani 3,500 zinajengwa Ziwa Tanganyika na Ziwa Victoria, na wanakamilisha Katabe kutajengwa ujenzi wa kiwanda cha kutengeneza na kukarabati meli, tutanufaika na uchumi wa buluu kwa matendo," alisema.

Aidha, alisema viwanja vya ndege kwenye nchi vimejengwa kuliko wakati mwingine wowote, Iringa, Mbeya, Rukwa, Katavi, Kigoma, Mtwara na Lindi kinaenda kuanza, Shinyanga, Simiyu, Musoma, Serengeti, Kiyabakwa, Njombe na majengo ya abiria na kwanja kikubwa cha Msaloto.

Pia, alisema TCAA wanaratibu ndege na kusimamia kwa kuboresha mifumo ya mawasiliano na wanajenga chuo cha sekta ya anga, Rais Samia alipewa tuzo na Chuo cha Sayansi cha Korea kutambua mchango wake kwenye usafiri wa anga.

Aidha, alisema ndege zote 16 zinafanyakazi na vituo vinaongezeka Ruvuma, Mtwara na Iringa kote wanakwenda, na sekta binafsi ipo na wanakamilisha maono ya Rais Samia.

"Viwanja vyote vitakamilika miaka mitatu ijayo, tunawaomba sekta binafsi waje tunabadili sheria na kanuni zetu, ili watu walete ndege binafsi maana soko ni kubwa, watu waliopo nchini na nje, tunaangalia vikwazo vyote vya kisheria na kikanuni ili viwanja vikikamilika kuwe na usafiri wa uhakika," alisema.

Waziri Kihenzile alisema serikali itanunua ndege nyingine nane kabla ya 2030, na kwamba lazima fedha zinazotengwa kwenye sekta ziwe na tija kwenye maisha ya watu," alisema.

Naye, Mwakilishi wa Sekta Binafsi, Patrick Mwandiri alisema wanaendelea kushirikiana na serikali katika kusukuma kurudumu la maendeleo na watapenda kuendelea kuhushishwa kwenye utekelezaji wa mipango ya sekta mbalimbali.

LATRA yatoa vibali 169 vya mabasi nchini

Na REHEMA MAIGALA

MAMLAKA ya Udhibiti wa Usafiri Ardhiini (LATRA), inaendelea kutoa vibali vya usafiri ambapo hadi kufikia jana, vimetolewa 169 kwa mabasi mbalimbali nchini.

Lengo la LATRA ni kuondoa changamoto ya usafiri katika kipindi cha kuelekea sikukuu za mwisho wa mwaka.

Akizungumza na gazeti hili jijini Dar es Salaam jana, Ofisa Mfawidhi wa LATRA wa Kituo cha Mabasi cha Magufuli, Rukia

Kibwana, alisema vibali hivyo ni vya muda, ambavyo mara nyingi hutolewa mwisho wa mwaka.

Rukia, alisema ongezeko la abiria wanaosafiri mwishoni mwa mwaka, ndiyo sababu kubwa LATRA kutoa vibali kwa mabasi mengine yanayofanya safari mikoani.

Rukia, alisema awali walianza na vibali 72, lengo lilikuwa kwa mikoa mitano ambayo ilionekana ina abiria wengi zaidi ambayo ni Dodoma, Iringa, Tanga,

Morogoro na Kilimanjaro.

"Hivi sasa tumetoa vibali 169 katika mikoa yote ya Tanzania na kufanya hivi, tumepunguza msongamano mkubwa wa abiria wakati wa asubuhi na jioni.

"Mambo yanaenda vizuri, abiria wetu wanakwenda mikoani kama walivyopanga," alisema.

Rukia aliwaomba wananchi kuwa na uvumilivu katika kipindi hiki cha mwisho wa mwaka, akieleza LATRA inafahamu idadi kubwa ya watu husafiri kwenda

kuungana na familia zao mikoani.

Alisema kuwa, mamlaka inaendelea kusimamia na kuratibu uongezaji mabasi zaidi kadri ya mahitaji.

MABASI

VIBALI

Alisema ongezeko la abiria wanaosafiri mwishoni mwa mwaka, ndiyo sababu kubwa LATRA kutoa vibali...