

## 40%&gt;&gt; Ni idadi ya wagonjwa wanaolazwa Moi kutokana na ajali za bodaboda

Na IRENE MWASOMOLA

**W**AKATI jamii ikiona kawaida kupanda pikipiki na bajaji kwa mtindo wa 'mshikaki' (abiria zaidi ya uwezo wa chombo husika), takwimu zinaonesha vitendo hivyo bado ni janga kwa taifa kwani hugarimu maisha ya vijana wengi kutokana na ajali za barabarani.

Kwa mujibu wa Taasisi ya Tiba ya Mifupa na Ubongo Muhimbili (MOI), takwimu za mwaka 2025 zinaonesha kuwa, asilimia 60 ya wagonjwa waliopokelewa hospitalini hapo walitokana na ajali za barabarani, ambapo kati ya hao asilimia 40 ni ajali za pikipiki na bajaji.

Akizungumza na gazeti hili, Mkuu wa Kitengo cha Utafiti MOI, Dk. Joel Bwemelo, alisema ni asilimia 20 pekee ya wagonjwa ndiyo waliotokana na ajali zilizohusisha magari.

"Mwaka juzi na mwaka jana idadi inacheza hapo asilimia 36 hadi 40, hao ni wagonjwa ambao wamepata ajali na wametufikia MOI," alisema.

Dk. Bwemelo alisema baada ya kuwahoji wagonjwa hao walibaini sababu kubwa ya ajali ni kuendesha vyombo hivyo kwa mwendo kasi wa zaidi ya kilomita 80 kwa saa.

**MADHARA YA 'MSHIKAKI'**

Mkaguzi wa Polisi Kikosi cha Usalama Barabarani, Happiness Mndeme alisema dereva anapopakia mshikaki tofauti na uwezo wa chombo husika humfanya ashindwe kudhibiti mwendo na kusababisha ajali.

Alisema jeshi la Polisi Kikosi cha Usalama Barabarani lina namna nzuri ya kuwakamata waendesha bajaji na bodaboda kwa kutumia mbinu maalumu hususan wanapokuwa katika mkusanyiko mkubwa.

"Tuna namna nzuri ya kuwakamata ukamataji salama, tunawakamata tunawaadhibu wanalipa faini na tunawaelimisha.

"Kupakia abiria tofauti na uwezo wa chombo bado ni changamoto na ina ukubwa wake Dar es Salaam, watu

# Matumizi holela ya pikipiki janga la taifa

wengi wanaokuja katikati ya mji wanashawishi bodaboda kufanya hivyo," alisema.

Mkaguzi Happiness alisema dereva anapopakia abiria zaidi ya uwezo wa chombo chake mfano bodaboda kupakia mshikaki inahatarisha usalama wake na abiria aliowabeba kwasababu ni rahisi kumwangusha aliyekaa mwisho.

Aliongeza kuwa, kikosi hicho kinaendelea na operesheni mbalimbali za kudhibiti uvunjifu huo wa sheria ikiwemo kuwalipisha faini wanaofanya makosa na wengine kuwafikisha mahakamani.

**MKAKATI WA JESHI LA POLISI**

Mkaguzi Happiness alisema Kikosi cha Usalama Barabarani kinaendelea kuutoa elimu ya usalama barabarani kwa waendesha bajaji na bodaboda kupitia kwa viongozi wao.

Happiness alisema semina na elimu wanayotoa kwa madereva hao inahusu namna ya kuendesha vyombo hivyo, kuvaa na kujikinga na ajali wawapo barabarani.

"Tunawafundisha namna ya kuvaa ikiwemo kofia ngumu yenye kioo mbele ambayo inawasaidia kuwakinga na wadudu machoni, mchanga, pia tunawasisitiza kuvaa makoti kujikinga na baridi.

"Tunawapa elimu ya kuwa na nyaraka mbalimbali mfano bima, ili ajali inapotokea aweze kufidiwa, hawa watu tunakutana nao katika vijawe na kumbi mbalimbali," alisema.

Mkaguzi huyo wa polisi alisisitiza suala la usalama barabarani siyo jukumu la askari peke yake, bali kila mwananchi ana wajibu na nafasi ya kuzingatia na kufuata sheria.

**LATRA YAJIPANGA KUJA NA MWAROBAINI**

Mkurugenzi Mkuu wa Mamlaka ya Udhidi Usafiri wa



"Tunawapa elimu ya kuwa na nyaraka mbalimbali mfano bima, ili ajali inapotokea aweze kufidiwa, hawa watu tunakutana nao katika vijawe na kumbi mbalimbali," alisema. jukumu la askari peke yake, bali kila mwananchi ana wajibu na nafasi ya kuzingatia na kufuata sheria.

Ardhini (LATRA), Habibu Suluo, alisema mamlaka hiyo imejipanga kuja na mapendekezo na mikakati ya kudhibiti uvunjifu wa sheria kwa waendesha bajaji kuongeza idadi ya abiria zaidi ya uwezo wa chombo.

Suluo alisema kutekeleza hilo, LATRA itashirikiana na taasisi nyingine kufanikisha kwa ufanisi.

Kwa mujibu wa Suluo, bajaji zinazotakiwa kupakia abiria watatu, zinapozidisha zaidi ya hapo ni kosa kisheria.

Alisema mamlaka hiyo imeanza kuchukua hatua za kueneza elimu kwa kuanzisha vyama vya kuwaelimisha waendesha bajaji na vikundi vya bodaboda na kuwapa uwakala wa LATRA na kwamba dereva anayekiuka miongozo anafutwa kutoa huduma.

Mbali na hatua hiyo, alieleza kuwa waendesha bajaji watakaobainika kukithiri kukiuka sheria itafika mahali watazuwa kuingia mjini.

"Hili ni jambo kubwa, tunaangalia namna ya kuliendea kama nchi, tuna mapendekezo tunayafanyia kazi nafikiri yakishaidhinishwa tutakuwa na muunganiko wa taasisi kadhaa kuona hili jambo tunaliendeaje pamoja.

"Kwanini upakie watu wanne kwenye bajaji au watatu kwenye boda boda (mshikaki) ni tamaa tu, hizi hela huwa hazitoshi, tufanye kazi kwa kuzingatia sheria na ustaarabu," alisema.

Aliongeza kuwa, LATRA inashirikiana na kampuni binafsi ambazo zimeshapewa uwakala kwa lengo la kutoa elimu na kusaidia madereva kuomba leseni mtandaoni.

Suluo aliongeza kuwa, madereva bajaji na bodaboda wakitia sheria nchi inaweza kupiga hatua kubwa

kwa usalama barabarani.

"Suala kubwa ni uti wa sheria tukitia sheria nchi itakwenda vizuri, moja ya sheria ni kuvaa kofia ngumu," alisema.

Suluo alibainisha madereva kutotii sheria kunasababisha madhara makubwa hususan yanayotokana na ajali na kupoteza nguvu kazi ya taifa.

"Ukienda Muhimbili kuna wodi kabisa kila siku kuna watu wanapata ajali zinazohusisha pikipiki," alisema.

**SHIRIKISHO LA BODABODA, BAJAJI**

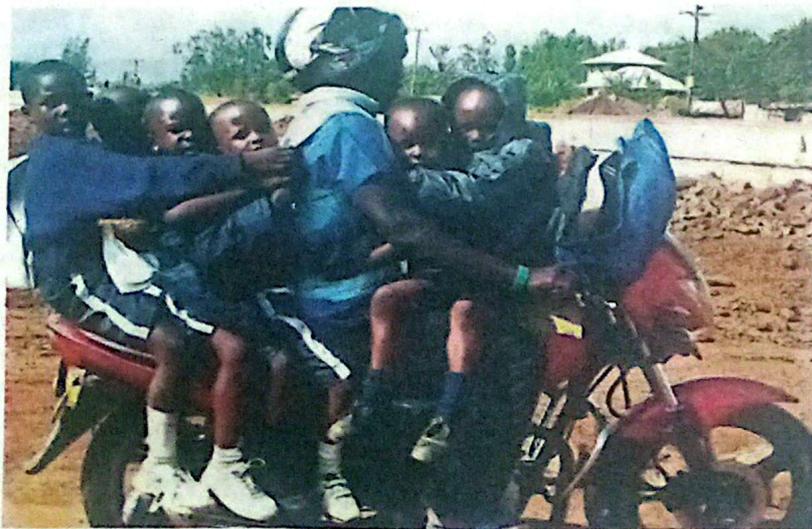
Mwenyekiti wa Shirikisho la Vyama vya Madereva Bodaboda na Bajaji, Said Kagomba, alisema uvunjifu wa sheria unapaswa kuanza kudhibitiwa na abiria wenyewe, kwa kuwa baadhi yao wamekuwa wakishawishi madereva kupakia mshikaki.

Kagomba alisema abiria ndiye anatakiwa kuwa wa kwanza kupinga uvunjifu huo wa sheria na kwamba kuendelea kukubali kupakia mshikaki kunachelewesha kumalizika kwa changamoto hiyo.

"Abiria ni changamoto, haiwezekani unaitwa kupanda mshikaki na wewe unaenda. Tunashauri serikali itangaze abiria atakayepanda mshikaki ashtakiwe... tuone kama watu watapanda. Abiria akishakataa kupanda mshikaki dereva atampakia nani? alioji.

Pia, alilishauri jeshi la polisi kuendelea kuwachukulia hatua madereva wanaokuuka sheria na utaratibu wa usalama barabarani.

Kwa mujibu wa Kagomba, vyama vya bodaboda na bajaji vinashirikiana kwa karibu na polisi kupata semina za mara kwa mara kuhusu suala la usalama barabarani.



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# SGR nears Lake Victoria:

# Mwanza prepares for economic transformation

By **ALEXANDER SANGA**

AS Tanzania's Standard Gauge Railway (SGR) steadily stretches toward the shores of Lake Victoria, a new chapter of economic promise is unfolding in the Lake zone.

The fifth phase (Lot five) of the SGR from Isaka in Shinyanga region to Mwanza region has reached more than 68 per cent completion a milestone that signals not just engineering progress but the dawn of opportunity for thousands of residents.

The 341-kilometre stretch, being constructed at a cost of USD 1.326bn/-, began in 2021 and is expected to be completed in 2028.

Once operational, it will mark the final link in the SGR corridor connecting Dar es Salaam to Mwanza significantly reducing travel time and transportation costs while strengthening regional trade.

## Strategic hub at Fela

At the heart of this transformation lies Fela which is a location that is quietly positioning itself as a future logistics powerhouse. The area will host a major cargo interchange station, train exchange facilities and maintenance services, making it one of the country's three principal railway hubs alongside Kwara in Tabora and Uvinza.

Fela is expected to become the main cargo gateway connecting the Port of Dar es Salaam to the Lake Zone and neighbouring countries.

With plans for an Inland Container Depot (ICD) and container freight services, the area could soon attract investors in warehousing, agro-processing, transport and trade logistics. For residents of Misungwi District and Mwanza Region at large, this is more than infrastructure it is a catalyst for economic reinvention.

Government's heavy investment  
During a recent inspection tour, Minister for Transport Professor Makame Mbarawa emphasised the Government's commitment to delivering the railway on time and to international standards. He noted that substantial public funds have been invested in the project, underscoring its national importance.

Beyond the steel tracks and concrete bridges, the SGR represents Tanzania's ambition to modernise its transport network and unlock new markets. By easing the movement of goods from Dar es Salaam to inland regions and across borders, the railway is expected to lower freight costs, boost exports and enhance competitiveness.

## Seizing the opportunity

Leaders have called on citizens to prepare themselves for the economic ripple effects the railway will generate. From petty traders and farmers to large-scale investors, the message is clear: organise, plan and take advantage.

The presence of a major railway hub typically triggers growth in land value, hospitality services, retail businesses and industrial activities. However, officials have cautioned that proper land use planning is essential to avoid future disputes and costly compensation claims.

Tanzania Railways Corporation (TRC) Director General Masanja Machibya has urged local authorities to prepare the Fela area early to prevent unplanned settlements that could undermine orderly development. With strategic planning, Fela could evolve into a model logistics and industrial centre for the Lake Zone.

## Regional impact

The SGR's arrival in Mwanza is expected to have ripple effects beyond Tanzania's borders. The Lake zone serves as a trade gateway to neighbouring countries including Rwanda, Burundi, Uganda and the Democratic Republic of Congo. Improved rail connectivity will facilitate faster and more affordable transportation of agricultural produce, minerals and manufactured goods.

For farmers, the railway means easier access to larger markets. For traders, it means lower transport costs. For investors, it means proximity to both domestic and regional customers.

## A Promise of inclusive growth

Local leaders describe the infrastructure boom in Mwanza including the Busisi Bridge and the new passenger and cargo vessels on Lake Victoria as part of a broader vision to expand economic opportunities and improve livelihoods.

Residents of Misungwi and surrounding areas are already witnessing visible transformation. Roads are being upgraded, new businesses are emerging and expectations are rising.

Yet, experts say infrastructure alone does not guarantee prosperity. The true impact will depend on how well communities align themselves with the opportunities created — through skills development, entrepreneurship and responsible land management.

For his part, the Member of Parliament for Misungwi Constituency, Mr Silvery Luboja has urged residents of the Fela area to support and protect the Standard Gauge Railway (SGR) project.

He said that the Government has allocated 900 hectares of land for the construction of industries, with the aim of adding value to agricultural and livestock products an initiative expected to stimulate economic development in the area.

He also called on residents of Fela and Usagara wards to cooperate in safeguarding the project's infrastructure and to invest in the area, taking advantage of the presence of the railway station in their locality.

## The road and rail ahead

With completion targeted for 2028, the Isaka-Mwanza SGR section represents the final piece in a strategic national corridor designed to integrate Tanzania's economic zones. When trains eventually run seamlessly from Dar es Salaam to Mwanza, the Lake Zone will no longer be at the periphery of the national economy it will be firmly at its centre.

For now, as construction cranes continue their steady work and rails inch closer to Lake Victoria, Mwanza waits not just for a train, but for transformation.

Uthukel Jemamosi February 28, 2026 pg 3

## ATHARI ZA MVUA

**DARAJA** la  
Karema  
likiwa  
limesombwa  
na maji  
kutokana  
na mvua  
iliyonyesha  
wilayani  
Tanganyika  
mkoani  
Katavi, juzi.  
(Picha na  
Irene Temu).

