

HABARI KITAIFA

MAKALI BEI MAFUTA

Na Waandishi Wetu

KUPANDA kwa bei ya mafuta nchini kumeanza kuonesha athari kubwa katika maisha ya kila siku ya wananchi, huku nauli za usafiri wa umma na vyombo vya kukodisha zikiongezeka kwa kasi.

Katika maeneo mbalimbali nchini Nipashe liliona baadhi ya wananchi wakihangaika kutafuta usafiri wa kutoka sehemu moja kwenda nyingine kulikosababishwa na magari ya umma kutofanya kazi, mengine yakipandishwa nauli mara mbili.

DAR ES SALAAM

Mkoani Dar es Salaam katika maeneo mengi bei za nauli za daladala na usafiri wa kukodisha zimepanda, huku wananchi wakiomba mamlaka husika kuchukua hatua kumaliza suala hilo haraka.

Baadhi ya wananchi akiwamo Zena Mohamed, alisema kwa kawaida hupanda daladala zinaoanzia Makumbusho-Mbezi kwa Sh. 900, lakini tangu kutangazwa kwa bei mpya za mafuta wanalazimika kulipa Sh. 1,000.

Alisema jambo hilo limekuwa kero kwa abiria kwa sababu mamlaka husika hazijatangaza ongezeko la nauli.

"Tunaomba serikali ichukue hatua za haraka kuhusu upandishaji huu holela wa nauli. Wananchi tunapata tabu sana," alisema.

Aliiongeza; "Wapo waliiongeza Sh. 100 na wengine Sh. 200 kwenye nauli za kawaida za daladala. Mamlaka husika badala ya kuishia kuonya ziwachukule hatua wanaokaidi na kupandisha kinjemela".

Mkazi mwingine, Sophia Gervas, alisema kawaida bajaji za kuchangia abiria zinazofanya safari zake Segerea-Mnazi Mmoja nauli kwa mtu mmoja ni Sh. 3,000, lakini kwa sasa wanalazimika kulipa Sh. 5,000.

Yohana Laurance, alisema kwa upande wa bajaji za kuchangia kuanzia Posta-Mwenge nauli imefikia Sh. 2,000 kwa mtu mmoja kutoka Sh. 1,000 ya awali, huku wanaokwenda hadi Feri wakilazimika kulipa Sh. 3,000 badala ya Sh. 2,000.

MBEYA

Mkoani Mbeya tatizo la kupanda kwa bei ya mafuta limesababisha mgomo ya magari yanayosafirisha abiria kutoka katika maeneo mbalimbali ya mkoa huo kuingia katikati ya Jiji hilo.

Baadhi ya wananchi walilazimika kutembea kwa mguu, huku baadhi wakilazimika kutumia bodaboda na bajaji kwa gharama kubwa.

Kabla ya mgomo huo, wananchi waliokuwa wakisafiri kwa daladala kutoka Uyole na Mbali zikuingia katikati ya Jiji la Mbeya waliukuwa wanalazimika kusafiri kwa Sh.3,000 kwenye bajaji.

Baadhi ya wananchi hao waliomba serikali lwasaidie kuon-

Kiio ni kila kona



Baadhi ya wananchi katika Kituo cha Daladala Kimara Suka jijini Dar es Salaam wakisubiri usafiri jana
PICHA: MPICAPICHA WETU

doa tatizo hilo wakidai kuwa limesababisha shughuli zao kukwama pamoja na kuongeza gharama za maisha.

Mmoja wa wananchi hao, Fatuma Mwakisu mkazi wa Mamlaka ya Mji Mdogo wa Mbali alisema mgomo huo umesababishwa biashara zao kukwama kwa sababu wanashindwa kuzisafirisha bidhaa zao kwenda Mbeya Mjini ambako ndiko wanakouzia.

KASKAZINI

Katika Manispaa ya Moshi idadi kubwa ya wananchi walionekana wamesimama kando ya barabara wakisubiri usafiri wa bajaji au daladala.

Kadhhalika, hali ya usafiri barabara kwa siku ya jana ilikuwa tofauti na siku za kawaida, magari yalikuwa ni machache na yalikuwa yakifanya kazi yalilazimika kuongeza nauli.

Katika maeneo ya KCMC, Rau, Majengo na Bonite, idadi ya bajaji ilikuwa imepungua, huku nauli ikipanda kutoka Sh.700 hadi Sh.1,000.

Wakizungumza na Nipashe, dereva wa bajaji, Moris Herman, alisema hali imewalazimika kuwa na mazungumzo marefu na abiria kabla ya safari kutokana na kupandishwa kwa bei ya mafuta.

"Tunawaeleweha wateja hadi tukubaliane. Wapo wanaolewa ila wengine wanaondoka. Mafuta yamepanda sana, hali ni ngumu," alisema.

Katika vituo vya mafuta mjini Moshi, wateja walionekana kuwa ni wachache, huku baadhi yao wakinunua mafuta kwa tahadhari kubwa.

TANGA

Hali kama hiyo haikuwa tofauti mkoani Tanga, ambako wadau wa usafirishaji walisema ongezeko la bei ya mafuta limekula moja kwa moja mapato yao.

Akizungumza kwa ntaba ya madereva, Hussein Mbwana alisema: "Unapomaliza kazi, fedha yote inashika kwenye mafuta, hakuna kinachobaki, hii si biashara tena, ni hasara."

Dereya wa safari za Tanga hadi Pongwe, Rashid, Awadh, alisema hali ikiendelea, hivyo watapaki magari.

ARUSHA

Katika jiji la Arusha, hali ilikuwa tofauti ambapo wananchi wengi walionekana wakitembea kwa miguu kutoka sehemu moja kwenda nyingine kulikosababishwa na uchache wa magari.

Abiria, Neema Joseph, akizungumza na Nipashe alisema: "Unaweza kusubiri daladala zaidi ya dakika 40. Ukipata unaambiwa nauli imeongezeka. Hii hali inatutesa, kwa leo ni kama wanafanya mgomo baridi na kutesa maisha ya wananchi."

KANDA YA ZIWA

Katika mikoa ya Kanda ya Ziwa hali ya usafiri kwa magari ya umma ilikuwa inapatikana kwa shida, huku wananchi wakieleza kuwa kumesababishwa na uhaba wa mafuta.

Kadhhalika, gharama za usafiri na bidhaa mbalimbali zimeongezeka hali ambayo imezua malalamiko miongoni mwa wananchi.

Katika maeneo mbalimbali ya Kanda ya Ziwa, Nipashe lilishuhudia nauli za usafiri zimepanda ghafla, huku madereva wa mabasi, bajaji na bodaboda wakieleza kuwa wamelazimika kufanya hivyo ili kufidia gharama kubwa za mafuta.

Bajaji ambazo zilikuwa zikitotoza Sh. 500 waliiongeza hadi Sh. 1,000, huku boda wakitoza Sh.2,000 tofauti na Sh.1,000 ya awali kwa safari za za mjini.

Akizungumza na Nipashe, John Dornad, mkazi wa Ilemela, aliomba serikali kuangalia upya kodi za mafuta ili kupunguza mzigo kwa wananchi, akitoa mifano wa nchi za Zambia na Namibia zilizochochuka hatua za kupunguza ili kudhibiti bei.

Elizabeth Faustine, mkazi wa Kisesa, alisema kuwa hali ikiendelea hivyo kutakuwa na athari kubwa katika sekta ya biashara, hususan usafirishaji wa mazao, hali itakayochangia bidhaa kuongezeka bei. Anasema,

"Mfano gharama ya kusafirisha mahindi awali ilikuwa Sh. 800,000 kwa shehena ikapanda hadi kufikia hadi Sh. milioni moja, hali ambayo lazima mfanayabashara atapandisha bei ili kufidia ongezeko la gharama," alisema.

GEITA

Hali ya usafiri mkoani Geita nayo ilikuwa ya kusuasua hali il-

iyosababishwa na magari mengi ya abiri kutokufanya kazi.

Baadhi ya madereva wa vyombo vya usafiri waliomba mamlaka husika kuharakisha kutangaza nauli mpya, wakisema kucheleva kufanya hivyo kunawaweka katika hasara kutokana na gharama kubwa za mafuta.

Mmoja wa madereva hao, Musa Adam anayefanya safari kati ya Geita na Katoro pamoja na maeneo jirani alisema hali imekuwa ngumu.

KIGOMA

Baadhi ya wananchi mkoani Kigoma walisema kupanda kwa bei ya mafuta kumesababisha ongezeko la nauli za usafiri, hali inayoongeza ugumu wa maisha kwa makundi mbalimbali ya jamii.

Abubakari Hamis, dereva wa bajaji, alisema ongezeko hilo limeathiri kipato chao kwa kiasi kikubwa kutokana na gharama kubwa za uendeshaji.

"Kwa upande wake, Elizabeth Joseph, mfanayabashara wa mazao ya Ziwa Tanganyika, alisema kupanda kwa nauli kutaathiri moja kwa moja bei za bidhaa sokoni, hasa mboga, kutokana na gharama kubwa za usafirishaji.

Brian Sumvya, mwanafunzi wa kidato cha tatu katika Shule ya Sekondari Kasingirima, alisema wanafunzi wamekumbwa na changamoto hiyo iliyojitokeza ghafla, hali inayowaweka katika mazingira magumu ya usafiri.

SINGIDA

Nipashe lilishuhudia vyombo vya usafiri katika mikoa ya Dodoma na Singida vikiwa vimepandishwa nauli kulinganisha na siku za kawaida.

Wamiliki wa vyombo hivyo vya usafiri wamepandishwa nauli hizo kiholela licha ya kuwapo kwa onyo lililotolewa juzi na Mamlaka ya Udhhibiti wa Usafiri Ardhi (LATRA), ambayo ilisitizwa kusiwapo na ongezeko la nauli bila kufuata utaratibu rasmi.

Hata hivyo, wasafirishaji hao wamepuuza agizo hilo ambapo nauli ya bajaji kutoka Soko Kuu la Singida kwenda Ginery iliyokuwa Sh.500, kwa sasa abiria wanatozwa Sh.1,000.

Ongezeko hilo pia limegusa

maeneo mengine mengi ikiwamo kutoka katikati ya mji wa Singida kwenda Manga ambako nauli imepanda kutoka Sh.1,500 hadi Sh.3,000.

Kwa upande wa bodaboda, nauli ya kutoka Soko Kuu la Singida kwenda Ginery ambayo ilikuwa Sh.2,000 sasa imefikia Sh.4,000, ongezeko ambalo ni sawa na asilimia 100.

DODOMA

Mkoani Dodoma nako hali ya usafiri ilikuwa ni ngumu kwa baadhi ya wananchi, kulikosababishwa na vyombo vya usafiri kupandishwa nauli.

Katika baadhi ya maeneo ya Iringa Road kuelekea Kikuyu, usafiri unaoategemewa zaidi na abiria ni wa bajaji, ambapo abiria walilazimika kulipa nauli ya Sh.2,000 badala ya 1,000 ya awali.

Mbali na hilo, abiria wanaoshuka mbele ya maeneo ya Kikuyu walisema nauli imeongezeka kutoka Sh. 1,000 hadi kufikia Sh.2,500, hali inayoongezeka mzigo wa gharama za usafiri wa kila siku.

Mmoja wa wasafiri jijini hapa, Blandina Yohana mkazi wa Maili mbili, alisema kama serikali wasipoiingilia kati kuna hatari ya kuyumba kwa uchumi kwa Watanzania.

LATRA YAONYA

Wakati hali hiyo ikitokea maeneo mbalimbali nchini, Mamlaka ya Udhhibiti Usafiri Ardhi (LATRA) imetishia kuwafungia leseni watoa huduma za usafiri watakaogoma kutoa huduma hivyo.

Akizungumza na Nipashe mkoani Pwani, Mkurugenzi Mkuu wa LATRA, Dk Habibu Suluo, alisema kwa kikokotoo kilichotumika kupanga nauli zinazotumika sasa, watoa huduma wana uwezo wa kufanya kazi kwa kupitia nauli za sasa labda kutokee mabadiliko mengine zaidi ya yalipo sasa.

"Ninachotaka kusema nataka Watanzania wafahamu, ni kwamba sisi tuna kikokotoo ambacho tulikutimua wakati tunapanga bei ya nauli za mabasi ya kwenda mikoani na mijini inayotumika sasa."

"Kikokotoo chetu hakioneshi kwamba mafuta kwa sasa hivi inaathiri kwa kiasi kikubwa nauli. Ila inawezekana baada ya mwezi mmoja, kama bei hizi zitafautiana au zitapanda tena, hapo ndipo itaathiri kikokotoo kile tulichotumika kupanga bei inayotumika sasa."

Alisema dereva yeyote sasa hivi atakayepandishwa nauli atakuwa anatenda kosa kwa mujibu wa sheria.

Alisema anaamini kwamba wanaogoma siyo wamiliki ila ni madereva na makondakta kwa sababu ya msimu ambao wamejiweka wa kupeleka hesabu kila siku.

Suluo alisema; "Na nimewaambia waje na hesabu katika kikao hicho na wasipoleta hesabu nitaleta mimi, ila ninawaambia kwamba mwezi huu wanamudu biashara pasi na kuongeza nauli."



The Guardian

www.ippmedia.com

ISSN 0856 - 5434 ISSUE No. 9746 • PRICE: Tsh 1,000, Kenya sh100

TANZANIA

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Paper policy



Public bracing for fare hikes, sharp price rises

Commuter transport in partial paralysis as bus operators 'wait' for fare increases

By Guardian Reporters

AS fuel prices surged to record highs in the past week, tension has emerged between expectations for proper regulation of public transport fares and apparent unwhinging of fare caps to harsh realities.

The sharp fuel price increase, driven largely by global oil market disruptions linked to Middle East tensions, has unveiled prospects for commuter and hired transport fare hikes, also touching off all round increase in staples and other basic household needs.

From the northern and southern highlands through the central regions, Lake Zone, Dodoma and Dar es Salaam, the ripple effects of higher energy costs are expected to reset costs in daily activities, as petrol now retails at around 3,820/- per litre in Dar es Salaam, up more than 33 percent from March, with even steeper prices in upcountry areas such as Mwanza

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A long and desperate wait for elusive commuter buses at Kimara-Temboni station along Dar es Salaam city's Morogoro Road yesterday, with some sources blaming the situation on the rise in fuel prices that took effect on Wednesday (Apr 1). Photo: Correspondent Imani Nathaniel

Public bracing for fare hikes, sharp price rises

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at 4,005/-.

Diesel and kerosene are on similar price range, where transport operators are waiting for mid next week for decisions on how much fare rise will be accepted by the Land Transport Regulatory Authority (LATRA).

The Land Transport Act, Cap 413, and the 2020 LATRA regulations clearly prohibit arbitrary fare hikes without official approval from the regulator, while private hiring as with motorcycles and tricycles isn't covered by this regulation.

MPs and the wider public were expecting fuel prices to remain stable as there was at least stocks for two months by the time the conflict flared over Iran, but the Energy and Water Utilities Regulatory Agency (EWURA) opted to raise fuel prices by 33 percent at the start of April in anticipation of higher costs for fuel already ordered but the ships are stranded, with likely higher insurance and delivery charges.

In Moshi municipality, the usual morning rush has given way to prolonged waits and heated bargaining as commuters guard their margins and transporters push up the cost of services

To come to the centre from KCMC, Rau or and Majengo, tricycle fares have risen from 700/- to 1,000/- as operators settle for the nearest round figure in the wake of the 33pc fuel price hike, adding 1,000/- to a litre from earlier price caps.

—a jump of nearly 43 percent. Lake Zone commuter transport fares for tricycles effectively doubling on many routes in Mwanza city, reports indicated.

Further west in Kigoma Ujiji and Ngara districts, small-scale operators dependent on collective mobility such as Mariam Pauline who runs a porridge eatery, are watching thin profit margins evaporate as they try to avoid hiking prices.

In Mbeya, with commuter buses grounded, residents face a 300percent fare hike, demanded 3,000/- for what was otherwise a 700/- trip. Small-scale traders like Fatuma Mwakisu and Sofia Mbuza are hit hardest, worried about raising prices as it might put off many of their customers.

Joseph Mbilinyi, the Chadema

zonal chairman for the Southern Highlands, said that the government needs to slash fuel taxes as these levies comprise over half the pump price. As public servants abandon private vehicles and commerce stalls, stakeholders warn that without immediate tax relief, the escalating cost of living will become unbearable.

Dr Habibu Suluo, the LATRA director general, threatened to revoke the licenses of any transport providers who go on strike or refuse to provide services, asserting that the regulatory 'fare calculator' demonstrates that operators remain capable of functioning profitably under existing rates.

The recent fuel price increases have not yet impacted the baseline enough to necessitate a formal hike, he stated, insisting that striking or overcharging is a legal offense.

Dissatisfied transporters need to use proper legal channels such as the Fare Review Board or the Fair Competition Tribunal, he said, noting that the current unrest is largely driven by drivers and conductors struggling to meet the daily revenue targets plus what is demanded by vehicle owners.

He was convinced that the transport business remains viable for the remainder of the month without additional fare increases, while analysts predict swifter policy interventions, taxes and levies account for 30 to 40 percent of local fuel prices. Some stakeholders moved to demand that the government invokes Article 8(1) (b) of the Constitution to protect citizen welfare by reducing specific fuel levies to ease the burden on consumers and prevent a broader economic slowdown.

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Middle East conflict weakens

REACTION Petrol and diesel prices rose by an average of over Sh900 per litre effective April 1, a sharp increase described as the highest seen in over two decades

Calls mount for govt action to soften blow of fuel price spike

Citizens are now urging the government to emulate regional peers such as Zambia, Namibia and South Africa, by removing VAT and various levies

By The Citizen Reporters
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Dar es Salaam. A wave of anxiety and public outcry has swept across Tanzania following a historic surge in fuel prices, with citizens calling on the government to intervene urgently to prevent a total cost-of-living meltdown.

The price of petrol and diesel rose by an average of over Sh900 per litre effective April 1, a sharp increase described as the highest seen in over two decades.

The hike, announced by the Energy and Water Utilities Regulatory Authority (Ewura), has been attributed to the escalating international crisis involving the United States, Israel and Iran, which has severely disrupted global oil production and logistics.

From the bustling streets of Dar es Salaam to the highland farms of Njombe and the lakeside markets of Kigoma, the impact was immediate.

Citizens are now urging President Samia Suluhu Hassan to emulate regional neighbours, such as Zambia, Namibia and South Africa, by removing Value Added Tax (VAT) and various levies to cushion the blow for ordinary Tanzanians and the transport sector.

Voices from the ground

The weight of the increase is being felt most acutely by those in the informal transport sector and small-scale traders.

In Tanga, a driver from Kange, Mr Ayubu Limo, expressed deep concern over the ripple effect on the broader economy.

"Even if we raise fares, the impact will still be felt in other businesses because transport costs will increase," said Mr Limo.

He noted that the burden is not just the fuel itself, but the rising costs of maintenance and tyres, making it nearly impossible for vehicle owners to operate effectively.

Similar sentiments were echoed in Dodoma, where Mr William Mussolin recounted his shock at the sudden jump in transport costs.

He reported that a trip from the city centre to Isanga prison, which previously cost Sh3,000, had jumped to Sh5,000.

"I argued but remembered it was true that fuel had risen, so I had to accept, but fares have increased too much," he said.

For bodaboda and bajaji operators, who serve as the backbone of urban transport, the price hike is a matter of survival.



Commuter buses, popularly known as daladalas, seen in Dar es Salaam. The transport sector has been hit hard by this week's record increase in fuel prices. The Land Transport Regulatory Authority has cautioned bus operators against unilaterally raising fares, saying they risk having their licences revoked. PHOTO FILE

Even if we raise fares, the impact will still be felt in other businesses

MR LIMO | DRIVER

A bodaboda rider, Mr Yusuph Nondo, explained that they were forced to hike a Sh2,000 trip to between Sh3,000 and Sh4,000 just to maintain a margin.

"If I buy fuel at Sh3,900 per litre, how much profit can I make?" he asked.

In Kigoma, the situation is equally dire. A resident of Mjimwema, Mr Juma Selemani, noted that the Sh500 fare for bajajis has effectively disappeared, replaced by a Sh1,000 minimum per stop.

This has forced many low-income residents to walk long dis-

tances because they can no longer afford daily transport.

The agricultural sector is also on edge. Njombe Regional Agricultural Inputs Traders Chairperson Abusalum Magoma warned that the spike in fuel would inevitably lead to a rise in the price of fertilisers and other inputs.

He suggested the government should consider establishing a fuel reserve for at least three years, similar to the National Food Reserve Agency (NFRA), to protect citizens from such shocks.

Transport strikes and regulatory warnings

The immediate fallout of the price hike was most visible in Mbeya, where daladala operators launched a strike on Wednesday demanding fare increases to offset the Sh900 jump.

The strike caused significant disruption before services resumed following negotiations between the government and transport stakeholders.

Mbeya District Commissioner Solomon Itunda confirmed that order had been restored, urging residents to remain calm while

awaiting a formal national decision.

However, the Land Transport Regulatory Authority (Latra) has taken a firm stance against arbitrary fare hikes.

Latra Director General Habibu Suluo warned that any operator who stops providing services or increases fares without following official procedures risks having their transport licence revoked.

He urged stakeholders to wait for a high-level meeting scheduled for April 8, 2026, in Dar es Salaam, which is expected to deliberate on the fare structure.

The global context

The domestic price surge is a direct consequence of geopolitical volatility. Ewura reported that the US-Israel conflict with Iran, which began on February 28, has choked the Hormuz Strait, a vital artery carrying approximately 20 percent of the world's oil.

Targeted attacks on refineries, storage depots and oil wells have further constricted supply, leading to a shortage of shipping vessels and a subsequent spike in transportation costs for importing

nations like Tanzania.

Government response and Parliamentary debate

As the public outcry intensified, the matter took centre stage in Parliament. Prime Minister Mwigulu Nchemba, responding to a query from Mr Ado Shaibu (Tunduru North-ACT-Wazalendo) Ado Shaibu, acknowledged that "Tanzania is not an island" and must face the global economic shock head-on.

The Prime Minister outlined a two-pronged strategy to mitigate the crisis: strengthening the mining sector and tightening government expenditure.

He noted that mining, particularly from small-scale miners, could provide a necessary revenue cushion if managed effectively.

However, it was the call for "tightening the belt" that resonated most with lawmakers.

Several MPs urged the government to lead by example by cutting non-essential spending, particularly regarding the use of high-end official vehicles.

Mr John Nchimbi (Nyasa-CCM) criticised the continued use of expensive V8 vehicles for local tasks.

"You find a director using a Sh480 million car unnecessarily... when the journey is short," he said, adding that many drivers keep engines running all day just to keep the air conditioning on for waiting officials.

"You wonder if they realise this fuel is purchased in dollars? But it is government cost," he added, calling for leaders to be the first to implement control measures.

Mr Eric Shigogo (Buchosa-CCM) also weighed in, stating that the nation cannot continue to operate as if there is no economic challenge.

"Even in a normal family, during hard times, some things must be reduced," he said, requesting that the government manage life by tightening its own expenditure according to the current situation.

What happens next?

The focus now shifts to the Energy and Mining Committee, which was directed by Speaker Mussa Zungu to meet with Energy Minister Deogratius Ndejemi to assess the fuel situation.

As citizens await the outcome of the April 8 stakeholder meeting, the pressure remains on the government to provide more than just long-term strategies.

For traders like Asha Ramadhani in Kigoma, who is already seeing her profits vanish as food prices rise to cover transport costs, the need for immediate relief is paramount.

The government has indicated that it has conducted "sufficient assessments" to understand the impact, but for many Tanzanians, the only assessment that matters is the one at the fuel pump.

Reported by Bakari Kiango (Dar), Rachel Chibwete (Dodoma), Happiness Tesha (Kigoma), Mbonea Herman (Tanga), Yese Tunuka (Moshi), Sadam Sadick (Mbeya), Seif Jumanne (Njombe), Habel Chidawali (Dodoma) and Hellen Nachilongo (Coast)