

USAFIRISHAJI

Zamu ya mikoa minne kufikiwa mwendokasi

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Dar es Salaam. Serikali imeanza kufanya tafiti za upembuzi yakinifu katika miji minne mikubwa nchini ili kuongoza mipango ya baadaye ya miundombinu ya usafiri na kupunguza gharama za fidia kabla ya upanuzi uliopangwa wa mfumo wa mabasi yaendayo haraka (BRT).

Tafiti hizo zinatarajiwa kutoa msaada wa kitaalamu kwa Wakala wa Mabasi Yaendayo Haraka Dar es Salaam (Dart), unaotarajiwa kuwa mamlaka kamili itakayohusika na utekelezaji wa BRT katika miji mbalimbali nchini.

Akizungumza hivi karibuni jijini Dar es Salaam, Mtendaji Mkuu wa Dart, Said Tunda alisema tafiti hizo pia zitasaidia mipango ya muda mrefu ya kuboresha huduma za usafiri wa umma na kudhibiti gharama za uendelezaji wa miundombinu wakati miji ikiendelea kukua.

Hatua hiyo inakuja wakati Serikali ikiandaa Sheria ya Mamlaka ya Usafiri wa Mijini (UMTA), itakayoipa Dart mamlaka kamili ya kupanua huduma za BRT nje ya

Dar es Salaam.

Tunda alisema kwa sasa tafiti hizo zinafanyika katika miji ya Arusha, Mbeya, Mwanza na Dodoma, ikiwa ni sehemu ya mpango mpana wa kupanua mifumo ya usafiri wa umma ili-oratibiwa nchini.

Alisema wataalamu wanachunguza namna ya kubaini na kulinda mapema njia za usafiri ili kuepuka madai makubwa ya fidia ambayo mara nyingi huhelewesha utekelezaji wa miradi ya miundombinu. "Katika baadhi ya miji kama Dodoma, maeneo ya miundombinu hiyo yalishatengwa tangu hatua za awali za upangaji. Hali hii itapunguza kwa kiasi kikubwa,

“Ingawa ujenzi wa miundombinu hiyo unahitaji uwekezaji mkubwa mwanzoni, kwa muda mrefu unaweza kuwa nafuu zaidi na kuongeza usalama pamoja na ufanisi wa uendeshaji.”

Said Tunda



au hata kuondoa kabisa gharama za fidia," alisema.

Tunda alibainisha kutenga mapema maeneo ya njia ni miongoni mwa mbinu bora za kudhibiti ongezeko la gharama za upanuzi wa usafiri wa mijini, hasa katika miji inayokua kwa kasi ambako makazi holela tayari yamejengwa kwenye maeneo muhimu.

Alisema katika miji yenye msongamano mkubwa wa makazi, tafiti hizo pia zitapendekeza uwezekano wa kutumia mifumo ya usafiri wa chini ya ardhi.

"Ingawa ujenzi wa miundombinu hiyo unahitaji uwekezaji mkubwa mwanzoni, kwa muda mrefu unaweza kuwa nafuu zaidi na kuongeza usalama pamoja na

ufanisi wa uendeshaji," alisema.

Alisema njia za chini ya ardhi pia zitalinda miundombinu ya mabasi dhidi ya kuingiliwa na watumiaji wengine wa barabara, wakiwamo waendesha pikipiki maarufu kama bodaboda, wanaoingia kwenye njia maalumu na kuvuruga huduma.

Tunda alisema matumizi ya mchanganyiko wa mifumo ya juu ya ardhi na chini ya ardhi kulingana na jiografia ya kila mji, yataisaidia Tanzania kujenga mfumo imara na wenye ufanisi wa usafiri wa mijini, wakati idadi ya watu ikiendelea kuongezeka kwa kasi.

Aidha, alisema rasimu ya sheria ya UMTA bado inaendelea kuboreshwa ili kuhakikisha

inakuwa kamilifu na kuepuka upungufu utakaoweza kuathiri utekelezaji wake baadaye.

Alisema mapitio hayo yanazingatia pia uzoefu uliopatikana katika utekelezaji wa mradi wa BRT Dar es Salaam.

"Tunatarajia sheria hiyo mpya kuwa tayari katika mwaka wa fedha 2026/27, itakayotuwezesha kuanzisha mamlaka kamili na kuanza kupanua huduma katika mikoa mingine," alisema.

Alisema mfumo huo utakuwa na jukumu muhimu la kuratibu usafiri wa umma mijini, kupunguza msongamano na kurahisisha safari kwa maelfu ya wananchi.

Mtaalamu wa usafiri kutoka Taasisi ya Taifa ya Usafirishaji (NIT), Prosper Nyaki alitaka Serikali kuhakikisha tafiti za kina zinafanyika kuhusu usanifu wa vituo vya BRT pamoja na uhalali wa kijamii na kiuchumi kabla ya kupanua mfumo huo katika miji mingine. Alisema ni muhimu vituo hivyo vikajengwa kwa kuzingatia idadi halisi ya abiria ili kuepuka kujenga miundombinu mikubwa isiyolingana na mahitaji halisi, kama ilivyojitokeza katika baadhi ya vituo Dar es Salaam.

Nyaki alisisitiza umuhimu wa tafiti za kiuchumi kubaini shughuli zitakazochochewa kando ya njia hizo, zikiwamo za viwanda, benki na masoko, pamoja na kutathmini uwezo wa mamlaka za Serikali za mitaa kuendeleza huduma baada ya utekelezaji.

Feasibility studies commence in four cities to guide BRT roll-out

• A new law, Urban Mass Transit Authority Act, is in the offing, to give DART a full power to expand BRT services beyond Dar es Salaam

BY HELLEN NACHILONGO

Dar es Salaam. The government has commissioned feasibility studies in four major cities to guide future transport infrastructure and help reduce compensation costs ahead of the planned expansion of Bus Rapid Transit (BRT) system.

The studies are expected to provide technical support to the Dar es Salaam Rapid Transit Agency (Dart) which is expected to become a fully mandated authority, responsible for the BRT execution in Tanzanian cities.

Dart's Chief Executive, Mr Saidi Tunda said the studies will also help long-term planning aimed at improving public transport services and keep infrastructure development costs manageable as cities continue to expand.

The move comes at the time when the government is preparing a law to be called Urban Mass Transit Authority Act (UMTA) which will give the Dart a full power to expand the BRT services to cities other than Dar es Salaam. The studies are currently being conducted in Arusha, Mbeya, Mwanza and Dodoma as part of broader plans to expand organised mass transit systems across the country, Mr Tunda said.

He explained that planners are examining how transport corridors can be recognised and protected early enough to avoid costly compensation claims that frequently slow down infrastructure projects.



BRT buses in Dar es Salaam. PHOTO | FILE

"In some cities such as Dodoma, land was already set aside for this type of infrastructure during earlier planning stages. This will significantly reduce, or in some cases eliminate, compensation costs," he said.

Mr Tunda noted that early lane reserves remain one of their most effective ways to control rising costs associated with urban transport expansion particularly in fast growing cities where informal settlements have already developed along key routes.

"In cities where expansion at surface level would be difficult due to dense settlement patterns, the studies will also suggest the possibility of underground transport systems," he

said, adding that although such systems require significant investment at the construction stage, it could prove more cost-effective over time while improving safety and operational efficiency.

"Underground corridors will also protect bus infrastructure from interference by other road users, including boda bodas, which sometimes enter restricted lanes and disrupt services," he said.

According to him, adopting a mix of surface and underground solutions depending on the geographic location of each city could help Tanzania build more resilient and efficient urban mobility systems as urban populations continue to grow

rapidly. Mr Tunda also revealed that the draft of the legislation is still being refined and reviewed to ensure it's comprehensive and avoids gaps that could create implementation challenges in the future. He said the ongoing reviewing of UMTA is informed partly by lessons emerging from the implementation of the Dar es Salaam BRT project, which continues to provide practical experience for planners and policymakers.

"We expect the new legislation to be ready in the 2026/27 financial year, enabling us to establish a fully mandated authority and begin extending services to other regions," he said.

According to him, the framework will play a central role in co-

ordinating urban public transport systems across major cities, supporting long-term efforts to improve mobility, reduce congestion and make daily travel easier for thousands of commuters.

Transport expert from the National Institute of Transport, Mr Prosper Nyaki, urged authorities to conduct comprehensive feasibility studies on the design of the BRT stations, as well as social and economic viability, before rolling out the transport system in additional cities to avoid mistakes experienced in the Dar es Salaam project.

"Experts must study cost-effective BRT station designs that reflect the real number of passengers expected. Stations should not be unnecessarily large like some of those in Dar es Salaam, where passenger numbers have not always matched the scale of the infrastructure," he said.

Mr Nyaki also stressed the importance of economic feasibility studies to identify key activities likely to be stimulated along proposed corridors, including industries, banks and markets, while assessing whether local government authorities have reliable revenue sources to sustain operations after implementation.

He added that social feasibility assessments are equally important, as they help determine how effectively the system will improve mobility and accessibility, enabling residents to reach workplaces, hospitals and markets more easily.

Serikali yapata tril 3.3/- za ujenzi SGR

Na Magnus Mahenge,
Dodoma

SERIKALI na wadau wa maendeleo wamesaini mkataba wa mkopo wenye masharti nafuu wa Dola za Marekani bilioni 1.277 (Sh trilioni 3.3) kwa ajili ya ujenzi Reli ya Kisasa (SGR) kipande cha Makutupora hadi Isaka.

Katibu Mkuu Wizara ya Fedha, Dk Natu Mwamba na Ofisa Mtendaji Mkuu wa Benki Standard Chartered Tanzania, Herman Kasekende walisaini mkataba huo jijini Dodoma jana.

Wakati wa hafla hiyo Waziri wa Uchukuzi, Profesa Makame Mbarawa alisema ujenzi wa kipande cha

Makutupora-Tabora-Isaka utawezesha kilometa 2,100 ziendelee kujengwa nchini.

Profesa Mbarawa alisema kwa sasa reli ya SGR Dar es Salaam hadi Dodoma inahudumia abiria milioni tano kwa mwaka na imezalisha ajira za moja kwa moja 30,000 kwa Watanzania.

Alisema SGR inaendeshwa kwa umeme na kama ingekuwa inatumia vichwa vya dizeli ingekuwa inatumia mafuta ya lita milioni 17 kwa mwaka na inapunguza kuzalisha hewa ukaa kwa asilimia 50.

Alisema reli hiyo itakopokamilika itakuwa na uwezo wa kusafirisha mizigo ya tani milioni 25 kwa mwaka.

Waziri wa Fedha, Balozi

Khamis Mussa Omar alisema nchi wadau wa maendeleo waliotoa fedha hizo ni Poland, Italia na Sweden.

Balozi Omar alisema kujengwa kwa kipande cha Makutupora-Tabora-Isaka kutakamilisha ujenzi wa reli hiyo hadi Mwanza kwa sababu kipande cha Isaka-Mwanza mkandarasi yupo eneo la ujenzi.

Alisema reli hiyo licha kusaidia usafiri na usafirishaji wa abiria na mizigo, pia itaunganisha na nchi za Afrika Mashariki na Kati zikiwemo Burundi, Rwanda na Jamhuri ya Kidemokrasia ya Congo (DRC) kupitia kipande cha Tabora-Kigoma.

Alisema kujengwa kwa reli hiyo kuimeifanya Benki

ya Dunia kufanya uchunguzi wa fursa zilizopo katika ushoroba huo inamopita reli hiyo katika mikoa 12 nchini ili kuboresha fursa za kilimo, ufugaji, madini na viwanda.

Balozi Omar alisema pia benki hiyo inataka kuangalia uwezekano wa ujenzi wa vituo vya biashara kwa ajili ya nchi hizo ikiwemo Uganda kupitia Musoma kutumia ushoroba huo kusafirisha watalii kwenda korido ya Kusini na Kaskazini.

Dk Mwamba alipongeza juhudi zilizofanywa na Shirika la Reli Tanzania (TRC), timu ya wizara ya fedha, uchukuzi, wadau wa maendeleo kuhakikisha kipande che reli hiyo kinapata

mkandarasi.

Balozi wa Poland nchini, Serguiz Wolski alisema ujenzi wa SGR unafungua milango kwa nchi zingine za Afrika na unaleta athari chanya kwa maendeleo ya nchi hizo.

Balozi wa Italia nchini, Giuseppe Coppola alisema reli hiyo inaimarisha ushirikiano na sekta binafsi na wadau wa maendeleo na hasa kuimari-sha usafiri na usafirishaji.

Balozi wa Sweden nchini, Charlotta Macias alisema ujenzi wa SGR ni mradi wa kufanya mageuzi katika sekta ya usafiri na usafirishaji na kufungua uchumi kupitia biashara, kusafiri watu na kuunganisha na nchi nyingine.

Balozi Yakubu awasilisha hati Ufaransa, aahidi ushirikiano

Na Mwandishi Maalumu,
Paris

BALOZI wa Tanzania nchini Ufaransa, Saidi Yakubu amewasilisha rasmi nakala ya hati zake za utambulisho kwa Serikali ya Jamhuri ya Ufaransa.

Hafla hiyo ya kiitifaki imefanyika katika Ofisi za Ubalozi wa Tanzania jijini Paris jana.

Katika hafla hiyo Balozi Yakubu alimpokea Naibu Mkurugenzi wa Idara ya Itifaki katika Wizara ya Ulaya na Mambo ya Nje ya Ufaransa, Balozi Mathieu Carmona aliyepokea nakala hizo kwa niaba

Raia Mwenzi Jumatano April 29, 2026 Pg 7



Ofisa Muuguzi mbobezi wa Taasisi ya Moyo ya Jakaya Kikwete (JKCI), Happiness Muragwa (kushoto), akimpima kiwango cha sukari kwenye damu, Ofisa Mfawidhi wa Mamlaka ya Udhibiti wa Usafiri Ardhini (LATRA), Rukia Kibwana kwenye kambi maalumu ya kutoa elimu na uchunguzi wa afya kwa wafanyakazi wa LATRA iliyofanyika mwishoni mwa wiki Dar es Salaam. (Picha na JKCI).