

INVESTMENT Together, the projects represent a broader economic strategy that connects countries via Tanzania's Indian Ocean gateway at Dar es Salaam

Inside Samia's plan to position Kigoma as a logistics gateway

The government's current plan seeks to change this by developing a multimodal transport system where railways, ports, roads and maritime transport operate as one

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Dar es Salaam. For decades, Kigoma carried a description that reflected its physical location but failed to capture its economic potential as it was widely known as the 'end of the railway'.

This meant that Kigoma was the final destination of Tanzania's Central Line where trains from Dar es Salaam stopped before reaching the shores of Lake Tanganyika.

President Samia Suluhu Hassan now wants that narrative to change.

Her administration is positioning Kigoma not as a terminal point, but as a strategic logistics and commercial gateway linking Tanzania with some of the most important markets in East and Central Africa, particularly eastern Democratic Republic of Congo (DRC), Burundi and Zambia.

The ambition is being backed by a series of large-scale infrastructure investments, including the construction of the 506-kilometre Tabora-Kigoma Standard Gauge Railway (SGR).

Other projects include the expansion of Kigoma Port, introduction of modern cargo vessels on Lake Tanganyika, rehabilitation of the historic MV Liemba, development of a government shipyard and improvements at Kigoma Airport.

Together, the projects represent a broader economic strategy that connects countries via Tanzania's Indian Ocean gateway at Dar es Salaam, aiming to transform Kigoma into a regional logistics hub.

Speaking during the launch of the SGR project and commissioning of four new cargo vessels in Kigoma yesterday, President Hassan said the investments marked a turning point for the region.

"Kigoma will no longer be known as the end of the railway. Instead, it will become the beginning of new opportunities for trade and investment," she said.

Why Kigoma matters

Kigoma's importance is rooted in geography. Located on the eastern shores of Lake Tanganyika, the region provides Tanzania with a natural connection to Burundi, eastern DRC and Zambia.

The lake itself forms one of Africa's largest freshwater transport corridors, stretching for more than 670 kilometres and serving millions of people across four countries.

Yet for decades, Kigoma's strategic



President Samia Suluhu Hassan cuts the ribbon to officially launch four cargo vessels that will operate on Lake Tanganyika during a ceremony in Kigoma Region. PHOTO | STATE HOUSE

position remained underutilised.

Limited shipping capacity, inadequate port infrastructure and unreliable transport connections meant that the region struggled to fully benefit from its location.

Cargo movement between Tanzania and eastern DRC was often expensive and slow, reducing the competitiveness of businesses operating along the corridor.

The government's current plan seeks to change this by developing a multimodal transport system where railways, ports, roads and maritime transport operate as one connected network.

Transport Minister, Prof Makame Mbarawa, said the objective was not simply to construct infrastructure, but to create an environment where public and private investments work together to expand economic opportunities.

"Our government believes that sustainable development cannot be achieved by the government alone. It requires strong cooperation between the government and the private sector," said Prof Mbarawa.

He added that the government's approach was to support investors rather than compete with them.

"We do not compete with investors; our main responsibility is to empower them. We do not put obstacles in their way; instead, it is our duty to remove those obstacles and ensure they succeed in Tanzania," he said.

That philosophy is increasingly visible in Kigoma, where private investors have become central to

the expansion of lake transport.

The DRC opportunity

At the centre of Kigoma's economic transformation is the Democratic Republic of Congo.

The DRC is already one of Tanzania's most important regional trade partners and among the largest users of the Central Corridor, which connects the Port of Dar es Salaam with landlocked markets.

The importance of eastern DRC goes beyond its population. The region is home to significant mineral resources, including copper, cobalt and other strategic minerals that are critical to global industries. For Tanzania, the opportunity is twofold.

First, improving transport links will allow more cargo from eastern DRC to move through Tanzanian ports, increasing revenue for ports, railways, logistics companies and service providers.

Second, it will create opportunities for Tanzanian businesses to access a growing market for manufactured goods, agricultural products, construction materials and services. The government believes that strengthening the Kigoma corridor will make Tanzania more competitive against alternative routes used by traders in the Great Lakes region.

The expansion of Lake Tanganyika transport is therefore not only a regional connectivity project; it is also an economic strategy aimed at increasing Tanzania's role in regional supply chains.

Connecting Dar with Central Africa

The transformation of Kigoma

cannot be separated from developments taking place more than 1,200 kilometres away at the Port of Dar es Salaam.

The port remains Tanzania's largest maritime gateway and one of the most important entry points for cargo serving domestic and regional markets.

The government's plan is to create a seamless transport chain where imported goods arriving at Dar es Salaam can move efficiently through the SGR network to Kigoma before crossing Lake Tanganyika into neighbouring countries.

The Tabora-Kigoma SGR project, officially known as Lot 6, covers 506 kilometres and is being implemented at a cost of about Sh74 trillion.

Once completed, the railway will connect Kigoma with Tabora, Dodoma, Morogoro and Dar es Salaam, significantly reducing transport time and costs.

Tanzania Railway Corporation (TRC) executive director, Mr Machibya Masanja, told President Hassan that: "the project would fundamentally transform the movement of goods and people between western Tanzania and the coast."

President Hassan said the investments were designed to take advantage of Tanzania's unique geographical position.

"God Himself knows why Tanzania was created in the position where we are today. He has blessed us with resources and opportunities that can enable Tanzania to become a major trading hub," she said. She added that geogra-

phy alone was not enough; deliberate policies, laws and investments were required to transform the opportunity into economic reality.

Although the SGR has attracted much public attention, experts argue that the railway alone cannot transform Kigoma into a logistics hub.

The success of the corridor depends on every part of the system working together.

This is why the launch of four new cargo vessels on Lake Tanganyika was considered a major milestone.

The vessels, constructed by Gold Voyage Logistics Limited, have a carrying capacity of about 2,000 tonnes each and are expected to improve freight movement between Tanzania and eastern DRC.

Prof Mbarawa said the ships would open a new chapter in lake transport.

"These four new vessels will open a new era of maritime transport on Lake Tanganyika. They will increase cargo capacity, improve transport safety, reduce transportation costs and strengthen trade between Tanzania, the Democratic Republic of Congo and Burundi," he said.

The private investor has indicated plans to construct two additional vessels by 2027, while TRC and Tanzania Ports Authority (TPA) also plan further investments in marine transport.

The government expects the combined public and private sector investments to increase the number of modern vessels operating on Lake Tanganyika in coming years.

The shipyard question

While celebrating the infrastructure progress, economists have warned that Kigoma's transformation requires more than railways and ships.

Former Kigoma North MP Zitto Kabwe has argued that the region needs a functional shipyard to support long-term maritime operations.

In his recent commentary, Mr Kabwe welcomed the SGR investment but cautioned that without ship maintenance and construction capacity, Tanzania risks building an incomplete logistics system.

His argument is that every successful transport corridor requires supporting industries.

President Hassan appeared to acknowledge this challenge when she directed the Ministry of Transport to explore partnerships with private investors to accelerate completion of the Kigoma shipyard.

She said government resources alone could slow the process, while collaboration with capable investors could help deliver the project faster.

On the other hand, President Hassan stressed that protecting the investments would be essential: "Without security, there can be no development."

The President urged citizens to protect infrastructure because damage to roads, railways, ports and other public assets affects not only the government but every taxpayer and the future generation.

Sulai 21/2006

Nipashe

MIWANGA WA JAMII

SGR Tabora-Kigoma ni daraja la maendeleo kitaifa, kikanda

UZINDUZI na uwekaji jiwe la msingi wa ujenzi wa Reli ya Kisasa (SGR) kutoka Tabora hadi Kigoma uli- ofanywa jana na Rais Samia Suluhu Hassan ni hatua muhimu katika safari ya Tanzania ya kujenga uchumi shindani unaotegemea miundombinu ya kisasa.

Mradi huu wa kilometa 506, wenye thamani ya Sh. trillioni 6.31, haupaswi kutazamwa kama mradi wa reli pekee, bali kama uwekezaji wa kinkakati wenye uwezo wa kubadilisha sura ya uchumi wa magharibi mwa Tanzania na kulimarisha nafasi ya nchi katika biashara ya kikanda na kimataifa.

Kwa miaka mingi, Mkoa wa Kigoma umekuwa ukikabiliwa na changamoto za miundombinu ya usafiri zilizopunguza kasi ya maendeleo ya kiuchumi na kijamii.

Kukamilika kwa reli hii kutarahisisha usafirishaji mizigo na abiria, kupunguza gharama za usafiri, kuongeza ufanisi wa biashara na kuvutia uwekezaji katika sekta mbalimbali.

Vilevile, zaidi ya ajira 15,000 zinazotarajiwa kuzalishwa wakati wa ujenzi ni fursa muhimu kwa wananchi wa Tabora na Kigoma, huku manufaa ya muda mrefu yakionekana kupitia ukuaji wa biashara, viwanda, utalii na huduma nyingine.

Mradi huu pia unaendana kikaamilifu na Dira ya Taifa ya Maendeleo ya Tanzania 2025, ambayo inasisitiza umuhimu wa uwekezaji katika miundombinu ya kisasa kama kichocheo cha ukuaji wa uchumi, kuongezeka kwa uzalishaji na kuboresha maisha ya wananchi.

Pia unatekeleza malengo ya Mpango wa Tatu wa Taifa wa Maendeleo wa Miaka Mitano unaolenga kujenga uchumi shindani kupitia uwekezaji katika reli, barabara, bandari na nishati.

Katika ngazi ya kikanda, reli ya Tabora-Kigoma ni utekelezaji azma ya Jumuiya ya Afrika Mashariki (EAC) ya kuunganisha nchi wanachama kupitia miundombinu bora ili kurahisisha biashara na usafirishaji bidhaa.

Kuunganisha Bandari ya Dar es Salaam na masoko ya Burundi pamoja na Jamhuri ya Kidemokrasia ya Congo (DRC) kutapunguza muda na gharama za usafirishaji mizigo, hivyo kuongeza ushindani wa bidhaa za Tanzania katika soko la kikanda.

Hili pia inaunga mkono utekelezaji Mkataba wa Eneo Huru la Biashara Barani Afrika (AFCFTA), unaolenga kuondoa vikwazo vya biashara na kuongeza biashara ndani ya Bara la Afrika.

Kimataifa, mradi huu unaendana na Malengo ya Maendeleo Endelevu ya Umoja wa Mataifa (SDG), hususan Lengo la 9 linalohimiza ujenzi wa miundombinu imara, maendeleo ya viwanda na ubunifu.

Pia unachangia Lengo la 8 kuhusu ukuaji wa uchumi unaojumuisha wote na ajira zenye staha, pamoja na Lengo la 13 kwa kuwa usafiri wa reli huchangia kupunguza uzalishaji hewa ukaa kulinganishwa na utegemezi mkubwa wa usafirishaji mizigo kwa malori.

Hata hivyo, mafanikio ya mradi huu hayatategemea ujenzi wa reli pekee. Serikali na sekta binafsi zinapaswa kuwekeza kwa wakati katika maeneo ya viwanda, maghala ya kisasa, vituo vya ukusanyaji mazao, huduma za usafirishaji na miji ya kibiashara kandokando ya reli.

Bila hatua hizo, uwezo mkubwa wa reli unaweza usitumike kikaamilifu. Vilevile, ni muhimu kuhakikisha wananchi wa maeneo husika wanapewa kipaumbele katika ajira, mafunzo ya ujuzi na fursa za kiuchumi zitokanazo na mradi huu.

Usimamizi madhubuti wa mradi unapaswa kuzingatia uwazi, uwajibikaji, thamani ya fedha na ulinzi wa mazingira ili kuhakikisha uwekezaji huu mkubwa unaleta matokeo yaliyokusudiwa.

Hili litajenga imani ya wananchi na wadau wa maendeleo, sambamba na kuhakikisha mradi unakamilika kwa wakati na kwa viwango vinavyokubalika kimataifa.

Kwa ujumla, Nipashe tunaona SGR Tabora-Kigoma ni zaidi ya njia ya usafiri. Ni daraja la fursa mpya za biashara, uwekezaji, ajira na maendeleo ya kijamii.

Ikiwa itaunganishwa na sera sahihi za maendeleo ya viwanda, biashara na rasilimali watu, mradi huu utafanya Tanzania kuwa kitovu muhimu cha usafirishaji na biashara katika ukanda wa Maziwa Makuu na Afrika kwa ujumla.

Huu ndio wakati wa kuhakikisha uwekezaji huu unazaa matunda yanayowanufaisha Watanzania wa kizazi cha sasa na kijacho.

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USAFIRISHAJI



**Kuka-
milika
kwa SGR
Inay-
oungani-
sha Kigoma na
Tabora, Dodoma,
Morogoro hadi
Dar es Salaam,
kutafungua fursa
mpya za kiuchumi,
kuongeza ajira na
kurahisisha usa-
firishaji wa abiria
na mizigo ndani na
nje ya nchi**

Rais Samia Suluhu
Hassan akikata utepe
kuashiria uzinduzi wa
Meli 4 za mizigo zi-
takazo hudumu katika
Ziwa Tanganyika mkoani
Kigoma jana. **PICHA:**
IKULU

SGR yachanua kwa trilion 7/-

Na Christina Mwakangale
0715086344 WhatsApp SMS

NIA ya Serikali ya kuimarisha sekta ya usafiri nchini, imezidi kudhihirika baada ya Rais Samia Suluhu Hassan, kuweka jiwe la msingi la Mradi wa Ujenzi wa Reli ya Kisasa (SGR), kipande cha sita kinachozia Tabora hadi Kigoma.

Rais Samia aliweka jiwe hilo jana alipokuwa katika ziara yake mkoani Kigoma. Kisha akazungumza na wananchi katika Uwanja wa Katosha, Mjini Kigoma.

Kwa mujibu wa Rais Samia, miundombinu ya ujenzi wa reli hiyo utharimu takribani Sh. trilion 7.

Katika mazungumzo yake, Rais Samia alisisitiza watanzania kuzingatia umuhimu wa kulinda miundombinu ya reli, bandari na barabara, akisema miradi hiyo imegharimu fedha nyingi za walipakodi na ni msingi wa maendeleo ya sasa na ya vizazi vijavyo.

"Uharibifu wa miundombinu hii si hasara kwa serikali pekee bali ni hasara kwa kila mtanzania. Bila amani na usalama, maendeleo hayawezi kupatikana," alisema.

Aliwataka wananchi wa Kigoma na watanzania kwa ujumla, kuendelea kushirikiana na vyombo vya ulinzi na usalama katika kulinda miundombinu ya kimkakati na kudumisha amani, akieleza kuwa mazingira salama ndiyo msingi wa maendeleo endelevu kwa taifa.

Katika hatua nyingine, Rais Samia Mkoa wa Kigoma uli-ozoeleka kuitwa mwisho wa reli, hautaendelea kuitwa hivyo, bali utakuwa mwanzo wa kufunguka kibiashara kutokana na ujenzi wa miundombinu unaoendelea ili kuunganisha na mkoa mwingine nchini.

"Kukamilika kwa SGR inay-



Kigoma na Tabora, Dodoma, Morogoro hadi Dar es Salaam, kutafungua fursa mpya za kiuchumi, kuongeza ajira na kurahisisha usafirishaji wa abiria na mizigo ndani na nje ya nchi.

"Itaunganisha pia mitandao wa reli kuelekea Mwanza, hivyo kuifanya Kigoma kuwa kitovu muhimu cha biashara na usafirishaji katika Ukanda wa Maziwa Makuu," alisema Rais Samia.

Pia, alisema kwa uhakika wa safari kutokana na uwekezaji huo, wankulima watanufaika kwa kupata pembejeo kwa gharama nafuu na kusafirisha mazao yao kwa urahisi hadi kwenye masoko makubwa.

Aidha, alisema wavuvi nao watanufaika na uwekezaji huo kwa kuwa watapata fursa ya kupeleka mazao ya uvuvi katika masoko ya uhakika ndani na nje ya Tanzania.

"Wafanyabiashara pamoja na wajasiriamali, nao watanufaika kwa kupungua kwa muda na gharama za usafirishaji, hali itakayongeza ushindani wa biashara na kucheza ukuaji wa

uchumi wa mkoa huo.

"Uwekezaji tunaofanya katika reli, bandari na usafiri wa majini, utazalisha mafu ya ajira, hasa kwa vijana, katika sekta za usafirishaji, maghala, bandari, hoteli, matengenezo ya mitambo pamoja na huduma nyingine zitakazobuka kutokana na miradi hiyo.

"Kwa hiyo, nawaomba wananchi wa Kigoma kujiandaa na kuzitumia fursa hizi kwa sababu uwekezaji huu umeletwa kwa manufaa ya wananchi na unalenga kuboresha maisha yao," alisema.

Awali, Rais Samia alizindua meli nne za mizigo zilizotengenezwa na Kampuni ya Gold Logistics Limited, zitakazotumika kusafirisha makasha ya mizigo kupitia Bandari ya Kigoma kwenda Jamhuri ya Kidemokrasia ya Congo (DRC), Burundi na Zambia.

Alipongeza kampuni hiyo kwa kushirikiana na serikali katika kuimarisha sekta ya uchukuzi nchini kwa kuwa uwekezaji huo utachoeza ujio wa vituo vikub-

wa vya usafirishaji na uthafadhi wa mizigo, jambo litakaloongeza fursa za ajira na biashara katika Mkoa wa Kigoma.

Rais Samia pia alitoa wito kwa wawekezaji wengine wa ndani na nje ya nchi, kutumia fursa zilizopo nchini kwa kuwa serikali imeboresha mazingira ya uwekezaji kupitia sera, sheria na mifumo ya kitaasisi inayoweza biashara kufanyika kwa manufaa ya pande zote.

Aliagiza Wizara ya Uchukuzi na Mamlaka ya Usimamizi wa Bandari Tanzania (TPA), kuhakikisha Meli ya MV Liemba, inayofanyiwa ukarabati unaoelekea hatua za mwisho, kuhakikisha kazi hiyo inakamilika kwa ubora, ili meli hiyo lendelee kutoa huduma kwa mlaka mingi ijayo.

"Pia, Wizara ya Uchukuzi, itafute ushirikiano na sekta binafsi ili kukamilisha kwa haraka karakana ya kisasa ya kutengeneza na kuhudumia meli inayojengwa Kigoma kwa kuwa ushirikiano huo utasaidia kuongeza ufanisi na kupunguza gharama za uendeshaji," alisema.

KUHUSU AMANI

Akizungumzia suala la amani nchini, Rais Samia alisisitiza umuhimu wa kulinda amani na usalama wa nchi, akisema ndio msingi wa maendeleo na uwekezaji mkubwa unaofanywa na serikali katika miradi ya kimkakati.

"Nipende kusisitiza suala la amani, usalama na maendeleo ya nchi yetu, uwekezaji huu unagharimu fedha nyingi sana.

"Watanzania wanapaswa kuwa na mtazamo wa kuweka usalama imbele kwa sababu maendeleo hayawezi kupatikana bila kuwapa kwa mazingira salama.

"Niwaombe sana wote kuwa na itikadi ya usalama kwanza na maendeleo yetu, bila usalama

hakuna maendeleo.

"Katika hilo, navielekeza vyombo vya ulinzi kushirikiana na vyombo vya ulinzi na usalama kwa kushirikiana na Wizara ya Uchukuzi, kuweka mikakati inahubuni na shirikishi ya ulinzi wa miundombinu tunayojenga," alisema Rais Samia.

Alisema kwamba, Tanzania haipaswi kupuza suala la usalama kwa kuwa kuvurugika kwa amani, kunaweza kuathiri kasi ya maendeleo na kuzula wananchi kunufaika na uwekezaji unaofanywa na serikali.

"Suala la usalama wa nchi yetu ni kipaumbele cha kwanza na hatupaswi kupuza hata kidogo. Ninawataka tulinde tunu hizi, tusti kubali kushawishiwa au kutumika na watu wasioitakla mema nchi yetu, wawe wa ndani au kutoka nje ya nchi. Tukivuruga amani, maendeleo tunayotaka hayatahamiri na hayatakuwa na maana.

"Mifano mingi tunayo, nchi jirani zinaagiza kila kitu kutoka nje kwa sababu hawana fursa na wasaa wa kutulla na kuzalisha ndani kwao, hata kilimo kuwa na mazao yao na kujitegemea hawana," alisema.

KIGOMA MWISHO WA RELI

Naye Mkuu wa Mkoa wa Kigoma, Simon Sirro, alisema kuweka jiwe la msingi katika Mradi wa SGR, kutafungua mkoa huo na mkoa mwingine hadi Dar es Salaam.

Alisema kwamba, Mkoa wa Kigoma ambao umekuwa mwisho wa reli, utaanza kuwa fursa wa watanzania kwa kuwa safari za kuingia na kutoka mkoani humo zilizokuwa zikichukua muda mwingi na gharama kubwa, zitazaa kuwa fupi na kuleta matumaini na fursa kwa wananchi wa Kigoma.

Reli ya Kisasa (SGR), kipande cha sita kutoka Tabora hadi Kigoma, litakuwa na urefu wa kilomita 506 ujenzi unatarajiwa kukamilika mwaka 2030.

Mradi huo pia, unatarajiwa kupunguza muda wa safari kutoka Dar es Salaam kwenda Kigoma kutoka zaidi ya saa 20 za sasa hadi saa nane.

Nukuu



"Ujasiri hautokani na ushindi. Jitih
Unapopitia taabu na ukaamua ku

Arnold Schwarzenegger (Mche

Usalama madereva wa sulphur upewe kipaumbele

Bandari ya Dar es Salaam imeendelea kuwa lango muhimu la biashara kwa nchi za ukanda wa Afrika, huku maelfu ya tani za bidhaa mbalimbali ziki-safirishwa kwenda Zambia, Jamhuri ya Kidemokrasia ya Congo (DRC) na mataifa mengine jirani. Miongoni mwa mizigo hiyo ni sulphur, kemikali muhimu inayotumika katika uzalishaji wa mbolea na shughuli za migodini.

Hata hivyo, nyuma ya mchango huo mkubwa wa kiuchumi kuna kundi la madereva wanaobeba jukumu kubwa kwa kusafirisha kemikali hiyo kwa maelfu ya kilomita. Kauli zao zinaonesha kuwa bado wanakabiliwa na changamoto za mazingira ya kazi, hofu ya usalama na ukosefu wa vifaa vya kutosha vya kujikinga.

Ni kweli kwamba wataalamu wa Ofisi ya Mkemia Mkuu wa Serikali wameeleza kuwa sulphur katika hali yake ya kawaida si hatari kubwa kama ilivyo pale inapowaka na kuzalisha gesi ya sulphur dioxide. Pia wamefafanua kuwa matumizi ya vifaa vya kujikinga hutegemea aina ya shughuli inayofanyika, hususan wakati wa kushughulikia ajali au kemikali inapomwagika.

Hata hivyo, maelezo hayo ya kisayansi hayapaswi kupuuzia hofu halisi ya madereva wanaokaa waki kadhaa safarini wakiwa na mzigo huo. Hofu yao inapaswa kutazamwa kama sehemu ya usalama kazini na afya ya wafanyakazi, si jambo la kubezwa.

Ndiyo maana kuna umuhimu wa Serikali, waajiri na wadau wa sekta ya usafirishaji kutazama upya namna kemikali hii inavyosafirishwa. Dunia imeendelea kubuni njia salama zaidi za kusafirisha kemikali hatarishi, hivyo hakuna sababu ya Tanzania kushindwa kujifunza kutoka kwa mataifa yaliyopiga hatua. Kwa mfano, nchini Cana-

da na sehemu kubwa za Marekani, sulphur inayoyeyushwa (molten sulphur) husafirishwa kwa kutumia mabehewa maalumu ya reli na matangi yaliyofungwa kabisa (sealed tank cars), huku sulphur ya punje au unga ikifungashwa katika mifuko maalumu au makontena yaliyofungwa kwa viwango vina-vyopunguza kabisa kusambaa kwa vumbi.

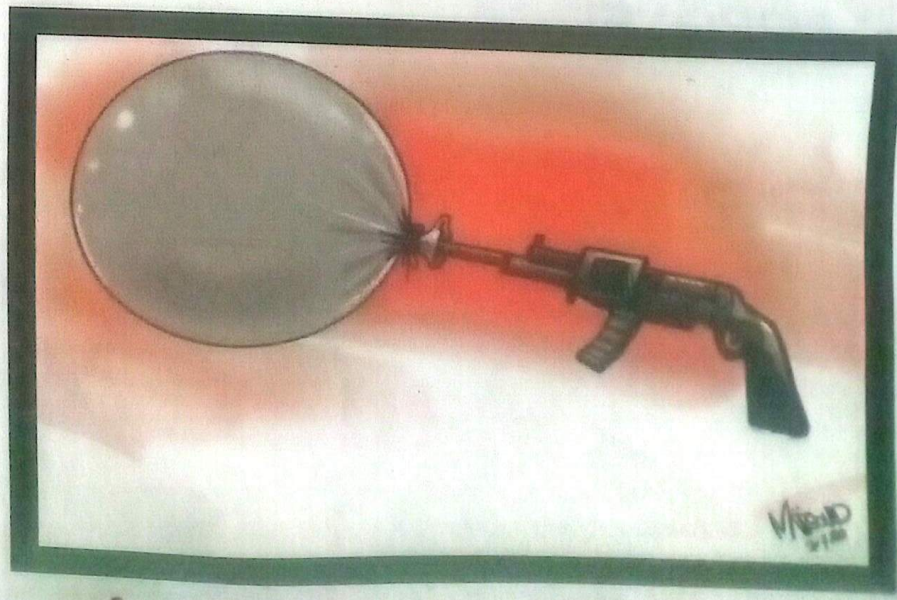
Aidha, nchini Australia, kampuni za migodi hutumia makontena yaliyofungwa na mifumo maalumu ya kudhibiti vumbi wakati wa usafirishaji wa sulphur kwenda migodini.

Mifano hiyo inaonesha kuwa maendeleo ya teknolojia yamewezesha kupunguza hatari kwa wafanyakazi bila kuathiri biashara yenyewe. Tanzania inaweza kujifunza kutokana na uzoefu huo kwa kuhimiza matumizi ya makontena au matangi maalumu yanayofungwa vizuri badala ya kutegemea zaidi usafirishaji wa mifuko iliyo wazi chini ya turubai.

Hata kama mabadiliko hayo hayawezi kufanyika mara moja, yanaweza kuanza kwa awamu kupitia uwekezaji na maboresho ya kanuni. Pamoja na hilo, ukaguzi wa mara kwa mara wa afya za madereva wanaobeba kemikali, utoaji wa vifaa vya kisasa vya kujikinga, mafunzo endelevu na bima zinazozingatia mazingira yao ya kazi vinapaswa kuwa sehemu ya utaratibu wa kawaida, badala ya kutegemea hiari ya mwajiri.

Uchumi wa Taifa unanufaika na safari hizi, lakini mafanikio hayo hayatakuwa na maana ikiwa yatajengwa juu ya hofu na mazingira yasiyowapa madereva uhakika wa usalama. Ni wakati wa kuwekeza zaidi katika teknolojia, kanuni na ustawi wa watu wanaofanya kazi hii muhimu. Usalama wa dereva nao unapaswa kuwa sehemu ya mzi-go unaopelekwa salama mpaka unakofika.

KIPANYA



UWEKEZAJI

Baadhi ya mawaziri na wageni mbalimbali wakikwa katika hafla ya uwekezaji wa jwe la msingi ujenzi wa Reli ya Kisasa (SGR) kipande cha sita kutoka Tabora hadi Kigoma iliyofanyika jana mkoani Kigoma. Picha Ikulu



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Dar es Salaam. Rais Samia Suluhu Hassan amesema Serikali inaendelea kutekeleza mkakati wa kuiondoa Kigoma katika historia ya kuwa mwisho wa reli na kuigeuza kuwa kitovu cha biashara, usafirishaji na uwekezaji kinachounganisha Tanzania na nchi za Afrika Mashariki na Kati.

Amesema hatua hiyo inatekeleza kupitia uwekezaji wa Reli ya Kisasa (SGR), upanuzi wa Bandari ya Kigoma na ujenzi wa meli za mizigo katika Ziwa Tanganyika, miradi inayolenga kufungua fursa mpya za uchumi kwa wananchi.

Rais Samia, aliyasema hayo jana wakati wa uwekezaji jwe la msingi la ujenzi wa SGR kipande cha Tabora-Kigoma na uzinduzi wa ujenzi wa meli nne za mizigo mkoani Kigoma.

Alisema tangu alipotembelea Kigoma mwaka 2022 aliahidi kufungua mkoa huo kiuchumi kwa kutumia nafasi yake ya kijiografia na kwamba miradi inayotekeleza sasa ni sehemu ya utekelezaji wa ahadi hiyo.

"Niliyahidi Kigoma haitakuwa mwisho wa reli tena. Itakuwa katikati kutoka Dar es Salaam kwenda mbele na kila tunachokifanya leo ni utekelezaji wa ahadi hiyo," alisema.

Alisema Kigoma ina nafasi muhimu kwa sababu ni lango la Tanzania kuelekea nchi jirani, hivyo maendeleo ya reli, bandari na usafiri wa majini yataifanya kuwa kitovu cha biashara za kikanda.

"Kigoma haitakuwa mwisho wa reli kama ilivyozeleka kufu-

Samia: Kigoma kuwa kitovu cha biashara



Rais, Samia Suluhu Hassan akimsikiliza Mkurugenzi Mkuu wa Mamlaka ya Usimamizi wa Bandari Tanzania (TPA), Plasduce Mbossa akitoa maelezo kuhusu ujenzi na ukarabati wa meli kabla ya uzinduzi uliofanyika katika bandari ya Kigoma mkoani humo jana. Picha Ikulu

hamika, bali mwanzo wa kufungua kwa fursa za biashara na uwekezaji," alisema.

Mkuu huyo wa nchi, alisema reli hiyo itakapokamilika itaunganisha Kigoma na Tabora, Dodoma, Morogoro hadi Dar es Salaam, huku ikiunganishwa na mtandao mpana wa reli unaoelekea Mwanza.

Alisema hali hiyo itarahisisha usafirishaji wa mizigo kutoka Bandari ya Dar es Salaam kwenda Kigoma na kurahisisha bidhaa kutoka Kigoma kufika katika masoko ya ndani na nje ya nchi.

Alieleza kuwa wakulima watanufaika kwa kupata pembejeo kwa urahisi na gharama nafuu, huku mazao yao yakifikishwa sokoni kwa haraka zaidi kuliko ilivyo sasa.

Pia, alisema wafugaji, wavyvi na wafanyabiashara watanufaika kutokana na kupungua kwa gharama za usafirishaji na kuongezeka kwa fursa za masoko.

"Tujandae na kuchangamkia fursa hizi. Uwekezaji huu ni kwa faida ya wana Kigoma na unakwenda kustawisha maisha yao," alisema.

Mbali na reli, Rais Samia alisema ujenzi wa meli nne za mizigo katika Ziwa Tanganyika utapanua uwezo wa usafirishaji kati ya Tanzania, Burundi, Zambia na Jamhuri ya Kidemokrasia ya Congo.

Mwaka 2024, Tanzania iliua bidhaa zenye thamani ya takribani dola za Marekani milioni 61.5 (takriban Sh162.15 bilioni) kwenda Burundi.

Bidhaa kuu zilizouzwa ni pamoja na saruji, mbolea, chuma na bidhaa za chuma, mafuta ya petroli, nafaka, bidhaa za viwandani na vipodozi.

Kwa upande mwingine, Tanzania iliagiza bidhaa kutoka Burundi zenye thamani ya karibu dola za Marekani 996,540 (takriban Sh2.63 bilioni) mwaka 2024. Bidhaa hizo ni pamoja na kahawa,

chai, magari, sabuni na baadhi ya bidhaa za viwandani.

Aidha, mwaka huohuo, Tanzania iliua bidhaa kwenda DRC zenye thamani ya Dola za Marekani milioni 313.3 (takriban Sh825.9 bilioni).

DRC ilikuwa soko la nane kwa ukubwa kwa bidhaa za Tanzania, ikichukua takribani asilimia 3.6 ya mauzo yote ya Tanzania nje ya nchi.

Rais Samia, alisema uwekezaji huo utavutia kampuni zaidi za usafirishaji, vituo vya kuhifadhi mizigo na shughuli nyingine za lojistiki zitakazochochea ukuaji wa uchumi wa Kigoma.

Kuhusu amani, ulinzi miundombinu

Katika hotuba yake hiyo, Rais Samia alisisitiza amani, usalama na maendeleo ya nchi, akidokeza uwekezaji huo umegharimu fedha nyingi na wananchi wana wajibu wa kikatiba na kizalendo kulinda miundombinu yote.

"Niliyahidi Kigoma haitakuwa mwisho wa reli tena. Itakuwa katikati kutoka Dar es Salaam kwenda mbele na kila tunachokifanya leo ni utekelezaji wa ahadi hiyo."

Rais Samia Suluhu Hassan

"Hujuma yoyote dhidi ya miundombinu hii si hasara kwa Serikali peke yake, bali kwa kila Mtanzania, kila anayelipa kodi na nchi kwa ujumla. Lakini sio tu kwa sisi tulipo hata kizazi kijacho," alisema.

Alisema fedha inayowekezwa ikiharibiwa itakuwa vigumu

kupata kiasi hicho na kurudisha mradi, hivyo hilo litafisha maendeleo ya kizazi kijacho.

"Niwaombe wananchi wa Kigoma wote kuwa na itikadi ya usalama kwanza kisha maendeleo. Kusingekuwa na usalama tusingeweke jwe la msingi hapa, wana Kigoma msingefurika kwa wingi hapa kila mtu angekuwa amejifungia na kuogopa kutoka," alisema.

Alivitaka vyombo vya ulinzi na usalama kuweka mikakati madhubuti na shirikisho ya ulinzi wa miundombinu inayojengwa, kwani suala la usalama ni kipaumbele na halipaswi kupuuziwa.

"Tusikubali kushawishiwa au kutumika na watu wasioitakia mema nchi yetu, wawe wa ndani au nje ya nchi yetu. Tukivuruga amani na usalama wa nchi yetu maendeleo haya tunayoyataka hayatahamiri na hayatakuwa na maana," alisema.

Alijenga hoja hiyo akitolea mfano baadhi ya nchi jirani, licha ya kuwa na ardhi lakini wanashindwa kulima na kupata chakula cha kujitegemea kwa sababu ya kukosa amani na usalama.

"Sote tuwe macho na tuelekele wasaliti na maadui wa nchi yetu," alisema Rais Samia.

Awali, akizungumza katika hafla hiyo, Waziri wa Uchukuzi, Profesa Makame Mbarawa, alisema uwekezaji wa meli nne za mizigo unaonesha jinsi mazingira yaliyowekwa na Serikali yaliyovowezesha sekta binafsi kuweza katika miradi mikubwa ya uchukuzi.

Alisema meli hizo zitafungua enzi mpya ya usafirishaji wa majini katika Ziwa Tanganyika na kuimarisha biashara kati ya nchi za Afrika Mashariki na Kati.

"Uwekezaji huu unatarajiwa kuzalisha ajira zaidi ya 600 za moja kwa moja kwa wakazi wa Kigoma na kuchochea biashara nyingine zinazotegemea sekta ya usafirishaji," alisema.

Kwa upande wake, Makamu wa Rais wa Kampuni ya Zijing Mining Group, Shaoyang Shen alisema maboreho ya Bandari ya Kigoma yataimarisha biashara kati ya Tanzania na nchi za ukanda wa Afrika Mashariki na Kati.

"Mradi huu utaongeza ufanisi wa usafirishaji wa mizigo, ikiwemo madini yanayosafirishwa kutoka Kalemie nchini Congo kuelekea Bandari ya Dar es Salaam na masoko ya kimataifa," alisema.

Mkuu wa Mkoa wa Kigoma, Simon Sirro, alisema mradi wa SGR utaunganisha mkoa huo na Dar es Salaam na kupunguza muda wa usafirishaji wa mizigo na abiria.

Sirro ambaye ni Mkuu wa Jeshi la Polisi mstaafu alisema reli hiyo itaongeza ushindani wa biashara, kuvutia uwekezaji wa viwanda na kufungua masoko mpya kwa wakulima, wafugaji na wavuvi.

Sirro, alisema meli mpya zitaisaidia kutatua changamoto ya uhaba wa usafiri wa mizigo katika Ziwa Tanganyika, ambayo kwa sasa huchelewesha biashara za nchi jirani.

Sh162.15 bil

Kiasi cha fedha ambacho Tanzania ilipata kwa kuuza bidhaa kwenda nchini Burundi mwaka 2024. Bidhaa hizo ni saruji, mbolea, chuma na bidhaa zake, mafuta ya petroli, nafaka, bidhaa za viwandani na vipodozi.