

USAFIRI

Bajaj zinavyotikisa daladala



Bajaj zikitoa huduma ya usafirishaji abiria katika Manispaa ya Iringa jana. PICHA: FLORA KAMAGHE

NA FLORA KAMAGHE, IRINGA
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MABADILIKO makubwa yanay-
oendelea katika sekta ya usafiri
wa umma ndani ya Manispaa
ya Iringa yameibua mjadala
baada ya ongezeko kubwa la
bajaj kubadili taswira ya hudu-
ma hiyo.

Kukiwa na ushuhuda wa ma-
badiliko hayo, wamiliki wa da-
ladala wamelalamikia kushuka
kwa mapato na kupoteza se-
hemu kubwa ya soko wallolita-
wala kwa miaka mingi.

Takwimu za wadau wa sekta
hiyo zinaonesha kuwa kwa sasa
zaidi ya bajaj 2,000 zinafanya
kazi katika Manispaa ya Iringa
na maeneo ya jirani, wakati
idadi ya daladala imeporomoka
na kubaki chini ya magari 100.

Kwa miaka mingi daladala zi-
likuwa uti wa mgongo wa usafiri
wa umma mjini Iringa, zikibeba
maelfu ya abiria kila siku.

Hata hivyo, mwelekeo ume-
badilika, ambapo wananchi
wengi sasa wanapendeleva ba-
jaj kutokana na kasi, urahisi na
uwezo wa kuwafikisha moja
kwa moja wanakokwenda bila
kubadilisha vyombo vya usafiri.

Mwenyekiti wa Chama cha
Wamiliki na Waendesha Bajaj
Manispaa ya Iringa, Melabu Ki-
hwele, anasema ongezeko hilo
limechangiwa na kuongezeka
kwa mahitaji ya wananchi
pamoja na uwekezaji mpya un-
aofanywa na wakazi wa mkoa
huo.

WAMILIKI DALADALA

Kwa upande mwingine, wa-
miliki wa daladala wanasema
ushindani huo umeathiri kwa
kiasi kikubwa biashara yao.

Mmiliki wa daladala, Ema-
nuel Mgongolwa, anasema ma-
pato ya kila siku yameshuka
kwa kiwango kikubwa.

"Zamani tulikuwa tunapata
zaidi ya Sh. 50,000 kwa siku,
lakini sasa unaweza kurudi ny-
umbani ukiwa na Sh. 15,000
tu. Hii ni tofauti kubwa sana na
miaka ya nyuma," anasema.

Dereva wa daladala, Ed-
son Vahaye, anasema pamoja

WACHUMI WALONGA
Mchumi Patson
Kaduma anasema
kinachoendelea
Iringa ni matokeo
ya nguvu za soko,
ambapo wananchi
wanachagua
huduma inay-
owapa urahisi,
huku wawekezaji
wakielekeza mitaji
yao kwenye shu-
ghuli zenye tija
zaidi.
Anasema
ongezeko la ba-
jaji limeongeza
ajira kwa vijana
na kupanua fursa
za kujiajiri, la-
kini anaonya
kuwa ushindani
usiposimamiwa
vizuri unaweza
kudhoofisha hu-
duma za daladala
ambazo bado zina
nafasi muhimu ka-
tika kubeba idadi
kubwa ya abiria
kwa gharama
nafuu

na gharama za mafuta, vi-
puri, bima na matengenezo
kuongezeka, idadi ya abiria
imeendelea kupungua kwa
sababu wengi wamehamia ku-
tumia bajaji.

Mmiliki mwingine wa da-
ladala, Jameson Maginga,
anasema changamoto kubwa
ni baadhi ya bajaj kuingia ka-
tika maeneo yaliyotengwa kwa
daladala na kuchukua abiria
wao.

"Tunachoumia nacho ni
kuona bajaj zikifanya biashara
kwenye maeneo ya daladala.
Hilo linatupunguzia wateja
moja kwa moja," anasema.

KAULI ZA ABIRIA

Hata hivyo, wananchi wengi
wanaona mabadiliko hayo
kama hatua inayoboreshwa
huduma za usafiri.

Mkazi wa Iringa, Bahati
Ngoda, anasema ingawa nauli
ya bajaj ni Sh. 1,000 kulingan-
ishwa na Sh. 600 za daladala,
wengi wanazichagua kwa
sababu ya kuokoa muda.

"Muda nao una thamani
yake. Bajaj inakupeleka moja
kwa moja bila kusubiri muda
mrefu kituoni," anasema.

Mkazi mwingine, Rehema
Mwakalebela, anasema bajaji
zimokuwa msaada mkubwa
kwa wazee, wagonjwa na wa-
nawake wenye watoto wadogo
kwa kuwa zinafika karibu na
makazi yao.

Kwa upande wa wanafunzi,
Neema Mwasongwe anasema
daladala bado ndizo chaguo
lao kutokana na gharama
nafuu, lakini wanapotaka
kuwahi vipindi vya masomo
hulazimika kutumia bajaj.

Wanafunzi Kelvin Mligo
anasema baadhi ya wanafunzi
hulazimika kutembea umbali
mrefu kutafuta daladala ili ku-
punguza gharama za usafiri.

Mfanyakazi wa kampuni
binafsi, Godfrey Mwakipesile,
anasema kwa wafanyakazi
muda ni sehemu ya uzalishaji,
hivyo wengi huamua kutumia
bajaj ili kuwahi kazini.

"Nikichelewa kazini na-
poteza muda wa kazi. Bora nili-

ipe Sh. 1,000 nifike mapema
kuliko kusubiri daladala kwa
muda mrefu," anasema.

JICHO LA KIBIASHARA

Wadau wa sekta ya usafiri
wanaeleza kuwa ongezeko
la bajaj pia limechochewa na
kuimarika kwa uchumi wa
wakulima, ambao baada ya
misimu ya mavuno wame-
kuwa wakiwekeza sehemu ya
mapato yao katika ununuzi
wa bajaj kama chanzo kipya
cha kipato.

Ofisa Biashara wa Manispaa
ya Iringa, Misinzo Mahenge,
anasema kupungua kwa da-
ladala kumeathiri mapato ya
halmashauri kulinganishwa
na miaka iliyopita, lakini mam-
laka hiyo itaendelea kukusan-
ya mapato kwa mujibu wa she-
ria kutoka kwa watoa huduma
wote.

Anasema kutokana na mfu-
mo wa uchumi wa soko huria,
halmashauri haina mamlaka
ya kuamua idadi ya daladala
au bajaj, bali jukumu lake ni
kuhakikisha sheria zinafuatwa
na ushindani unakuwa wa
haki.

Ofisa Mdhidhibi Uboara wa
Mamlaka ya Udhidhibi Usa-
firi Ardhiini (LATRA), Fredrick
Shayo, anasema mamlaka
hiyo imeweka utaratibu wa
matumizi ya njia maalumu za
bajaj ili kupunguza migonga-
no na daladala.

"Lengo letu si kuzuia bi-
ashara ya mtu yeyote, bali ku-
hakikisha kila mtoa huduma
anafanya kazi kwa kuzingatia
sheria na kanuni zilizowek-
wa," anasema.

WACHUMI WALONGA

Mchumi Patson Kaduma
anasema kinachoendelea Ir-
inga ni matokeo ya nguvu za
soko, ambapo wananchi wa-
nachagua huduma inayowa-
pa urahisi, huku wawekezaji
wakielekeza mitaji yao kwe-
nye shughuli zenye tija zaidi.

Anasema ongezeko la bajaji
limeongeza ajira kwa vijana
na kupanua fursa za kujiajiri,
lakini anaonya kuwa ushinda-

ni usiposimamiwa vizuri un-
aweza kudhoofisha huduma
za daladala ambazo bado zina
nafasi muhimu katika kubeba
idadi kubwa ya abiria kwa
gharama nafuu.

"Suluhisho si kuzuia bajaj
wala kulinda daladala kwa
nguvu za kiutawala, bali ni ku-
weka mazingira ya ushindani
wa haki kupitia upangaji mzuri
wa njia, vituo na usimamizi wa
sheria," anasema.

KAULI YA DC

Mkuu wa Wilaya ya Iringa,
Benjamin Sita, anasema seri-
kali inatambua mabadiliko
yanayoendelea katika sekta ya
usafiri na itaendelea kushirik-
iana na LATRA, Jeshi la Polisi
na halmashauri kuhakikisha
ushindani unazingatia sheria.

"Serikali haiwezi kuzuia
uwekezaji halali, lakini tunata-
ka kila mtoa huduma afanye
kazi kwa kufuata sheria ili
wananchi wapate huduma
bora, salama na za uhakika,"
anasema.

Kwa upande wa Jeshi la
Polisi, Kamanda wa Polisi
Mkoa wa Iringa, Allan Bu-
kumbi, anasema operesheni
dhidi ya bajaji zinazokutika
sheria za usalama barabarani
zinaendelea, zikiwamo za ku-
wabaini madereva wasio na
leseni halali, wanaokosa bima,
wanaofanya kazi bila ukaguzi
unaotakiwa na wanaopakia au
kushusha abiria katika ma-
neo yasiyoruhusiwa.

MIONGOZO ILIYOPO

Kwa mujibu wa Sheria ya
Mamlaka ya Udhidhibi Usa-
firi Ardhiini na kanuni zake,
usafiri wa umma unapaswa
kuendesha kwa kuzingatia
ushindani wa haki, usalama
wa abiria, ubora wa huduma
na matumizi sahihi ya njia zi-
lizodhinishwa.

Vilevile, Malengo ya Maen-
deleo Endelevu ya Umoja wa
Mataifa (SDG 11) yanasisitiza
umuhimu wa kuhakikisha miji
inakuwa na mifumo ya usafiri
salama, nafuu, jumuishi na en-
delevu.

Mwigulu: Tutaendelea kuwekeza kwenye miundombinu ya usafiri

Na Zena Chande

SERIKALI imeahidi kuendelea kuimari-sha uwekezaji katika miundombinu ya usafiri na usafirishaji ili Tanzania inufaike zaidi na fursa za kiuchumi zinazotokana na maendeleo ya uchukuzi

nchini na katika Ukanda wa Afrika Mashariki.

Waziri Mkuu, Dk Mwigulu Nchemba amesema Rais Samia Suluhu Hassan amielekeza serikali kuhakikisha wataalamu wa sekta ya usafiri wa-nawezesha ili kutumia kwa ufansi uwekezaji unaendelea kufanywa katika reli, bandari,

viwanja vya ndege na barabara.

Dk Mwigulu alisema hayo kwenye Kongamano la Wataalamu wa Lojistik na Usafirishaji kwenye Chuo cha Taifa cha Usafirishaji (NT) Mabibo mkoani Dar es Salaam jana. Alisema sekta ya uchukuzi ni mhimili muhimu wa uchuini kwa kuwa inaunganisha

uzalishaji, biashara na masoko

huku nafasi ya kijiografia ya Tanzania ikiitanyia kuwa lango la nchi zisizo na bandari kupitia Bandari za Dar es Salaam, Tanga na Mtwara.

Serikali inaendelea

kutekeleza miradi mikubwa ya kinkakati ikiwemo ujenzi wa Reli ya Kiasa (SGR), ukarabati

wa Reli ya TAZARA, uboreshaji wa bandari, barabara na viwanja vya ndege ili kuongeza ufansi wa huduma za usafiri," alisema Dk Mwigulu.

Alitaja Kiwanja cha Ndege cha Msalato, Murosoma, Sumbawanga, Arusha, Bukoba, Mtwara na Kilimanjaro ni miongoni mwa vilivyoboreshwa na maandalizi ya kuboresha cha Mwanza yakiendelea.

Alisema uwekezaji uliofanywa NIT umebadili hadhi ya taasisi hiyo na kuifanya kuwa miongoni mwa vyuo vinaavyoongoza Afrika Mashariki katika kutoa taaluma za usafirishaji na lojistik.

Dk Mwigulu alisema zaidi ya Sh bilioni 70 zimeuwekezwa kuboresha miundombinu ya chuo hicho yakiwemo mabweni, majengo ya kufundishia na vifaa vya kiasa vya kuifunzia.

Texmaco rail to construct South African locomotive plant under \$425m contract

JOHANNESBURG

Texmaco Rail & Engineering will build a locomotive and freight wagon manufacturing plant in South Africa to support the country's rail freight liberalization and expand logistics capacity.

The investment follows a \$425 million contract to supply 30 diesel locomotives, more than 2,235 freight wagons and provide 15 years of maintenance services. South Africa expects private sector access to its rail network to add 24 million tonnes of freight capacity, with potential expansion to 52 million tonnes over the next five years.

Texmaco Rail & Engineering, an Indian manufacturer of rolling stock and railway infrastructure solutions, announced on Wednesday, July 22, that it will build the plant to support private-sector participation in rail freight and improve the country's logistics performance.

The company announced the investment after South African private logistics operators Tsiko Africa Logistics and Barberrry Holdings awarded it a contract in late May. The contract, valued at about \$425 million, covers the supply of 30 diesel locomotives,

more than 2,235 freight wagons and a 15-year maintenance partnership.

"The contract awarded by Tsiko Africa Logistics and Barberrry Holdings marks an important milestone for us. Given the significant order volume, we have decided to establish a manufacturing plant in South Africa," said Saroj Kumar Poddar, chairman of Advent Group, parent company of Texmaco Rail & Engineering.

The Times of India, "In the first phase, we will invest about 200 crore to 300 crore rupees in this project, and we will increase that amount during the subsequent phases."

The company expects the plant to begin production in 2027.

Half of the equipment covered by the South African order will be delivered in 2027 and 2028. We will complete the remaining deliveries in subsequent phases," said Indrajit Mookerjee, Barberrry Holdings' vice chairman, among the 11 private companies that secured rail access slots on South Africa's railway network in May.

The company operates rail

terminals and bulk freight services. It has partnered with Tsiko Africa Logistics to provide freight services for projects and customers of local group Tosa Energy across the oil, gas and renewable energy sectors. The logistics services offer end-to-end supply chain.

Previously, state-owned operator Transnet held a monopoly over South Africa's rail network. However, the company has faced financial constraints and years of underinvestment in rail infrastructure.

Consequently, the government has gradually opened the rail freight market to private operators as part of a broader reform program to improve logistics performance. Industries and mining companies have repeatedly criticized the country's freight transport bottlenecks for limiting economic activity.

According to South Africa's Railway Authority, the reform should add 24 million tonnes of freight transport capacity annually. The authority expects the additional capacity to expand to 52 million tonnes over the next five years.

