



Tanzania Media Women's Association

TAMWAnites Konnect

VISION

A peaceful Tanzania society which respects human rights from a gender perspective.

MISSION

To advocate for women and children's rights for cultural, policy and legal changes/ transformations in the society through the use of media.



Kaimu Mrakibu wa Polisi Deus Sokoni Kulia pamoja na wenzake wakisikiliza Kongamano la Habari na Usalama Barabarani, Bungeni tarehe 23 Mei, 2020

Vifo Vitokanavyo na Ajali za Barabarani Vinaongezeka: WHO, 2018

Na Penina Malundo

USALAMA Barabarani ni suala ambalo linatakiwa kutiliwa uzito unaostahili na ni moja ya mambo ambayo yanatupa fursa kubwa ya kuokoa maisha ya watu ulimwenguni.

Miongoni mwa hatua zinafanya kazi, sera madhubuti na utekelezaji wake, miundombinu bora ya barabara na kampeni kubwa za uelewa kwa umma vinaweza kuokoa maisha ya mamilioni ya watu katika miongo ijayo.

Kwa mujibu wa ripoti mpya ya Shirika la Afya Duniani (WHO) iliyozinduliwa Mwaka 2018 mjini Geneva Uswis, inaeleza kuwa vifo vitokanavyo na ajali za barabarani vinaendelea kuongezeka na kufikia vifo milioni 1.35 kwa mwaka.

Aidha katika ripoti hiyo inaeleza majeraha yatokanayo na ajali za barabarani ndio chanzo kinachoongoza kwa vifo vya watoto na vijana wa kati ya umri wa miaka 5 hadi 29.

Ripoti inasema hatua mbalimbali zilizochukuliwa zimesaidia kupunguza vifo vitokanavyo na ajali za barabarani katika nchi 48 za kipato cha kati na za kipato cha juu hata hivyo imeonya kwamba hakuna hata nchi moja ya kipato cha chini iliyoonyesha kupunguza idadi ya vifo kwa ujumla na kwa asilimia kubwa, kwa sababu hatua hizi zinakosekana.

Katika Sheria ya Usalama Barabarani (RTA) ya mwaka 1973 kuna mapungufu ambayo ikiwa yataboreshwa, ajali za barabarani, idadi ya majeruhi na vifo vitokanavyo na ajali za barabarani vitapungua.

Hivyo Serikali kwa kushirikiana na watunga sera wanapaswa kuufanyia haraka mchakato wa

urekebishaji huo wa sheria ili kuweza kupunguza kasi za ajali nchini.

Miongoni mwa maeneo hayo ni pamoja na mwendo kasi, matumizi ya vilevi wakati wa kuendesha vyombo vya moto, kutotumia kofia ngumu (helmet) kwa abiria na dereva wa pikipiki, kutokufunga mikanda wakati wa safari na kutotumia vizuizi vya watoto.

Akizungumza hivi karibuni katika Kongamano la Usalama Barabarani lililofanyika mjini Dodoma, Waziri wa Mambo ya Ndani ya Nchi, George Simbachawene anasema ajali bado zimekuwa zikiendelea kuwa tatizo sugu katika taifa na linagharimu maisha ya watu pamoja na mali.

Anasema kongamano la usalama barabarani ni siku muhimu ya kukumbusha umuhimu wa masuala mbalimbali ya usalama barabarani.

Simbachawene anasema masuala ya kukumbushana ni pamoja na madereva kuwa waangalifu na kuzingatia sheria za usalama barabarani.

“Wapo waendesha pikipiki pamoja na abiria wao wamekuwa wakipuuzia kuvaa kofia ngumu (Helmet) kwa ajili ya kujikinga na madhara yatokanayo na ajali za pikipiki pia wapo madereva wanaendesha magari wakiwa wamelewa, bado madereva wanaoendesha mwendokasi hatari katika maeneo ya katika makazi ya watu yasiyoruhusiwa na alama barabarani,” anasema Simbachawene.

Anasema serikali inania dhabiti ya kuhakikisha kwamba ajali zinapungua kwa asilimia 50 ifikapo 2030 kama ambavyo serikali tayari imeahidi katika mikataba ya kimataifa na kama matakwa ya sheria za kimataifa zinavyosema.

Kwa Upande wake Mkurugenzi wa Chama cha Wanahabari Wanawake Tanzania (TAMWA), Rose Reuben anasema umoja wa asasi za kiraia uliamua kuungana katika masuala ya usalama barabarani na

kuzindua umoja huo Mei 2016 ikiwa na wanachama sita chini ya uratibu wa Chama cha Wanasheria Wanawake Tanzania (TAWLA).

Anasema miongoni mwa wanachama wa umoja huo ni pamoja na TAMWA, TAWLA, Chama cha Wanasheria Tanzania (TLS), Mabalizi wa usalama barabarani (RSA), Tanzania Media Foundation (TMF), YMCN, Shirikisho la Vyama vya Walemavu Tanzania (SHIVYAWATA) na Media Space ambapo kwa sasa wamefika wanachama nane.

Anasema mtandao huo umeamua kuwa mstari mbele katika kuhakikisha mchakato wa mabadiliko ya sheria ya usalama barabarani ya mwaka 1973 ambayo kwa sasa imeanza kufanyiwa mabadiliko inabadilishwa.

Anasema mtandao huo unafanya uchechemuzi juu ya mfumo bora wa kisheria juu ya usalama barabarani ili kuhakikisha kuwa ajali za barabarani zinapungua, ikiwa ni pamoja na majeraha yatokanayo na ajali za barabarani pamoja na vifo.

Rose anasema kuwa shirikisho linatetea na kupigania marekebisha ya Sheria ya Usalama Barabarani (RTA) ya mwaka 1973. Kuna mapungufu ambayo yalitambuliwa katika Sheria ya Usalama Barabarani (RTA) na kwamba ikiwa yataboreshwa, ajali za barabarani zitapungua, idadi ya majeraha na vifo vitokanavyo na ajali za barabarani zitapungua.



Mwendo kasi, ulevi na matumizi ya simu ni hatari kwa dereva awapo barabarani.

Educate drivers, public to end road Crashes- Simbachawene

By James Kamala

The Minister for home affairs George Simbachawene has warned errant traffic police officers to change from wicked ways and harassing drivers instead, they ought to stick to education and law enforcement as the country works to end avoidable road fatalities.

The minister who was speaking during a recent road safety conference which brought together different stakeholders last week in Dodoma said that the government was aware of odd behaviors the officers do to drivers, and that they should embrace professionalism to avert road crashes.

“Some traffic officers turn stubborn to drivers, stopping them with no reasons and raising suspicion and indulging into corruption than offering road safety education,” the minister said.

Mr. Simbachawene said instead that, the officers must be professional, using the current laws to end road mayhem which leads to death through avoidable crashes.

Some of the issues which annoyed the minister included arrogance, and fining drivers instead of giving them road safety education.

Earlier, road safety activist under the CSOs road safety coalition, suggested that public education on all matters pertaining to road safety be taught to the young children and adult, to avoid the five risk factors for road injuries identified by the world health organization (WHO).



Mmoja wa wabunge waliohudhuria kongamano la Habari na Usalama Barabarani akipata maelekezo kutoka kwa Mwanahabari wa Mwananchi Communication Ltd.

“Road safety education must be introduced and strengthened, from primary school level and to the law enforcers (Traffic Police officers) and to pedestrians, and motorcyclists,” Rose Reuben, the Director of Tanzania Media Women’s Association (TAMWA) said on behalf of the CSOs road safety coalition.

Ms Reuben added that the law should recognize establishment of road safety clubs at schools level where Traffic policy officers will be main knowledge deliverers

On the side of incompetence to the officers, Ms Ruben expressed that there should be legal framework to come up with best ways of holding responsible misbehaving traffic police officers, ditching the ones who acts against ethics there by becoming setbacks of the efforts to end road crashes.

Activists want quicker review of RTA to end road deaths, injuries

By James Kamala

In order to revert road crashes in the country, CSOs Coalition on Road Safety have nailed emphasis on quick review of The Road Traffic Act No. 30 of 1973, to address the five risk factors more efficiently.

The review of the laws, should address minimum speed for residential areas and 50 Kilometers Per hour on urban areas which is manageable in case of emergency and considered to be friendly to all road users.

Other suggestion by the coalition during the conference which brought together members of parliaments, activists and senior government officials included driving under the influence of alcohol and distracted driving which risks safety of drivers and other road users.

“We call for revising section 51 (8) of RTA to enforce mandatory maximum speed of 50 KpH in urban areas. Also 30KpH speed limit for areas surrounding Schools, markets and other public places with more interaction and large number of people,” said Rose Ruben, Executive Director of Tanzania Media Women’s association TAMWA.

On top of that, Ms. Ruben called that the envisaged legal review which should be presented before the next parliamentary seating, it should elaborate clearly which areas should be classified as residential areas.

The coalition also called for the law to completely ban the use of mobile phone while driving and that blood alcohol concentration (BAC) levels should meet 0.04 g/dl international standard stipulated by the World Health Organization (WHO).

Speaking at the event, the guest of honor who is also The Minister of Home Affairs George Simbachawene said that statistics shows decrease in road accidents, but more efforts are to be made to redeem lives and casualties.

“It is not yet time for law enforcement organs to relax while people are dying or injured due to road crashes. More efforts are to be done by traffic police department and other stakeholders”.

The minister however said that statistics of road crashes shows that there were a total of 2,701 crashes in the year 2019 alone and that most crashes happened due to reckless driving, speeding and over speeding. Other factors according to him were caused by pedestrians, motorcyclists and bicycle riders.



Waheshimiwa Wabunge pamoja na wadau wakisikiliza hoja mbalimbali katika Kongamano la Habari na Usalama Barabarani.

Traffic Law needs review

The alcohol limit set by the Road Traffic Act of 1973 is very high compared to World Health Organisation standards of 50 milliliters (0.05g/dl) limit, if Tanzania is to reduce road accidents by half in 2020. Amplifying the call for government amendment of section 49 of the Road Traffic Act, which provides for 80 milligrams (0.08g/dl) alcohol limit. The 80 milligrams (0.08g/dl) limit set by the Traffic Act Section 49 is high even for seasoned drivers and even higher for other drivers where the recommended alcohol average is (0.02g/dl) said David Sokoni, Traffic Police lawyer calling for amendment to comply to 50 milliliters (0.05g/dl) international standards of the alcohol limit.



The 80 milligrams (0.08g/dl) limit set by the Traffic Act Section 49 is high even for seasoned drivers and even higher for other drivers where the recommended alcohol average is (0.02g/dl) said David Sokoni, Traffic Police lawyer calling for amendment to comply to international standards of alcohol limit.



Commander Fortunatus Musilimu, Chief In charge of Traffic Police in his normal duties to educate the public on Road Safety issues.

Wananchi waomba traffic maeneno ya makazi

Na Evance Ng'ingo

WANANCHI mkoani Dar es Salaam wameliomba Jeshi la Polisi kikosi cha Usalama Barabarani kuweka askari wa usalama barabarani (Trafiki) katika maeneo yenye baa kubwa kwa ajili ya kuwakamata wanaoendesha magari wakiwa wamelewa.

Hoja hiyo imekuja kutokana na kuongezeka kwa madereva wanaoonekana kuendesha magari wakiwa wamelewa ambapo wakazi wa maeneo ya jirani na baa hizo wamesema kuwa hali hiyo imekuwa ikihatarisha maisha ya wakazi wa maeneo hayo.

Mkazi wa Tabata Chama, Ali Hamza, anasema kuwa katika eneo hilo kuna baa inaitwa Kaites ambapo siku za mwishoni mwa wiki inakuwa na idadi kubwa ya watu ambao wengine hulewa na kuendesha magari yao kwa mwendo kasi zaidi ya kiwango kinachotakiwa kuendesha kwenye eneo hilo la makazi ambacho ni kilomita 50 kwa saa.

Ali anasema kama hali hiyo ikiachwa huenda ikaja sababisha ajali kwa kuwa wakati wakiendesha kwenye mwendo kasi huo hasa majira ya usiku kunakuwa na wengine ambao wanakuwa wakiendesha mwendo wa kawaisa huku wanywaji wengine wakivuka barabara.

Anashauri kuwa trafiki wawepo ili kuwapima kiwango cha kilevi waendesha magari hayo ili kuwabaini ambao wamelewa kisha kuwaandikia faini na kuwazuia kuendesha magari.

Hoja hiyo imekuja huku kukiwa na mapendekezo ya wadau wa masuala ya usalama barabarani wakitaka kuboreshwa kwa kifungu namba 49 cha sheria usalama barabarani kuhusu matumizi ya vilevi wakati wa kuendesha vyombo vya moto.

Akizungumzia zaidi kifungu hicho mwanasheria wa kikosi cha usalama barabarani, David Sokoni anasema kuwa Sheria ya Usalama Barabarani katika kifungu cha 49, kimweka kiwango kilevi kinachoruhusiwa wakati wa uendesaji wa vyombo vya moto ambacho ni miligramu 80 kwa kila mililita 100 za damu (0.08g / dl).

Anasema, "kiwango hiki ni kikubwa kulingana na kiwango cha kimataifa kilichowekwa na Shirika la Afya Duniani (WHO) ambacho ni miligramu 50 kwa kila mililita 100 za damu (0.05g / dl) kwa angalau dereva mwenye uzoefu, na kutofautisha kati ya dereva mwenye uzoefu na asiye na uzoefu ambaye kiwango cha pombe cha damu kinapaswa kisizidi miligramu 20 kwa kila mililita 100 za damu (0.02g / dl)."

Anashauri kupunguzwa kwa kiwango ruhuswa kilichopo ili kifkie sawa na cha kimataifa kulingana na viwango vya Shirika la Afya Duniani.

Je, dereva na ubovu wa barabara nani anastahili lawama kwenye ajali?

Na George Mapunjo

Taarifa ya kiulimwengu zinasema kuwa, ajali za barabarani zimefikia hatua kubwa katika takwimu za kimataifa na zinatarajiwa kuongezeka. Takwimu hizo zinaeleza kwamba idadi za ajali barabarani zinazosababisha vifo zimefikia milioni 1.35 kwa mwaka na zile zinazosababisha majeruhi zinaonekana kusababisha vifo vingi sana kwa watu wenye miaka kuanzia 5-29.

Wahanga wakubwa kwenye hili ni watembea kwa miguu, wapanda baiskeli na waendesha pikipiki na tatizo hili lipo hasa katika nchi zinazoendelea (WHO-2018, The Global Status Report on Safety).

Taarifa ya WHO zinasema ajali za barabarani ulimwenguni zinatarajiwa kuongezeka kwa miaka ya hivi karibuni kufikia asilimia 15.1 ikilinganisha na kupungua kwake kwa asilimia 12.7 kwa miaka ya hivi karibuni. Taarifa pia zinasema ajali za barabarani zinazosababisha vifo zimethibitishwa kuongezeka katika mazingira tuliyomo ukilinganisha na ajali za barabarani zinazosababisha majeruhi. Taarifa zinadai kwamba tatizo la ajali za barabarani litabaki kuwa janga la kimataifa ingawa kuna hatua mbalimbali zinazoendelea kuchukuliwa na mataifa mbalimbali duniani.

Ingawa Bara la Afrika limepiga hatua katika utoaji wa elimu ya usalama barabarani bado ajali zinabakia kuwa tatizo kubwa. Nchi zilizopo kusini mwa Jangwa la Sahara ni kitovu cha ajali za barabarani hasa zile zinazosababisha vifo.

Tanzania inazo rasilimali nyingi sana kwa kizazi cha sasa na kijacho. Nchi ina miundombinu mingi na mizuri sana hasa ya barabara. Miundo mbinu hiyo ndiyo kichocheo kikubwa sana kimaendeleo katika sekta ya usafirishaji. Pamoja na miundombinu hii mizuri bado tatizo la ajali za barabarani linaonekana kuwa kubwa. Katika taarifa iliyotolewa na WHO (2017) zinasema kuwa ajali za barabarani zilizosababisha vifo zilifikia 17,840 (4.78%) ya ajali zilizotokea duniani kote. Tanzania katika taarifa za ulimwengu ni ya tisa katika nchi zenye ajali nyingi (WHO, 2018).

Kuna wanaokubali kuwa dereva ndiye msababishi wa ajali na kuna wengine wanaamini kuwa, ubovu wa barabara ni chanzo cha ajali. Katika kujadili hili, tuangalie pande zote mbili. Kwa wale wanaoamini kuwa dereva ni chanzo cha ajali, wanaamini kuwa, hakuna

Global reports indicate road accidents all over the world have reached alarming proportions in recent years. The reports say averagely 1.35 million deaths have been recorded in 2018 claiming lives of youth aged between 5-29 years of age. According to the World Health Organization (WHO), Global Status on Safety. The report further says road accidents world over are expected to reach 15.1% from 12.7% in recent years. Urging road accidents must be treated as a global disaster although individual countries including Tanzania, have been taking measures to curb the vice.



Hon. Joseph Selasini, MP for Rombo and RS Champion contributing his views during the Symposium.

ajali inayosababishwa na ubovu wa barabara mfano, mashimo. Huo utakuwa ni uzembe wa dereva. Ikiwa hii ni kweli, je ni kwa nini katika vyanzo vya ajali za barabarani hali ya barabara hupewa takribani asilimia 14? Hivyo, wanaoamini madereva ni chanzo cha ajali wanaangalia sifa za dereva kuwa, ni mtu anayeweza kukiendesha na kukimudu chombo chake kwa ustahili kuanzia mwanzo hadi mwisho wa safari yake.

Mtu mwenye sifa hii hupewa leseni ikiwa ameyatimiza mambo kadhaa kama vile kukijua chombo chake vizuri, kuijua njia na namna ya kuitumia na kuzijua, kuziheshimu na kuzitekeleza alama za barabarani. Hivyo, sifa kuu za dereva ni kuwa na elimu husika, awe mwangalifu na chombo anachokitumia, anatakiwa kufikisha abiria pamoja na mizigo kwa usalama, awe mzoefu, awe mwaminifu na awe msafi. Wajibu na tahadhari kwa dereva ni kwamba, asitumie vitu vibaya vinavyoweza kusababisha ajali. Vitu hivyo ni kama vile, kunywa pombe wakati wa kazi, kutumia madawa ya kulevya, kuwa na njaa wakati wa kazi, kushiba sana wakati wa kazi, kutumia madawa makali na kuleta madhara mwilini, usiwe na msongo wa mawazo wakati wa kazi, usiwe na hasira na usitumie simu wakati anaendesha gari.



Wadau wa Usalama Barabarani wawasha mishumaa kukumbuka wahanga wa ajali za Barabarani tarehe 17 Novemba, 2019.

Misingi bora ya udereva ni uwajibikaji, umakini, utambuzi, uvumilivu na kujiamini. Na udereva bora barabarani ni kufuata kanuni za barabarani, kuwa na utulivu barabarani, kuwa na subira na kufunga mkanda wakati wa kuendesha gari kwa mwendo stahiki, matunzo ya chombo, utoaji wa ishara sahihi, kuwa na tabia njema na utambuzi wa hatari barabarani. Wanamalizia kwa kusema kwamba, unapoongelea udereva wa kujiami ni udereva ambao dereva anaendesha gari ili kuhakikisha ajali haitokei hasa pale madereva wengine wanapodharau uendeshaji wao. Nao wanatakiwa kufuata vitu kama vile kuangalia, kutambua, kutabiri, kuamua na kutekeleza.

Kwenye mafunzo ya usalama barabarani kuna msembo kuwa asilimia 76 ya ajali hutokana na makosa ya kibinadamu. Hapa unatakiwa kutofautisha neno binadamu na dereva. Wengi wanajichanganya juu ya hilo na kumuona dereva ndiyo binadamu anayesemwa hapo wakati aliyetengeneza barabara ni binadamu, fundi anayerekebisha brake, (wheel alignment), matairi na kadhalika ni binadamu na yeyote katika hawa anaweza kuwa chanzo cha ajali. Ajali huwa hazifanani na vyanzo vyake pia ni tofauti. Japo ni kweli wakati mwingine vyanzo vinaweza kuwa ni barabara. Lakini shimo au mazingira mabovu ya barabara nani anayaratibu kwa wakati huo? Tukumbuke kuwa, mratibu mkuu wa safari ni dereva mwenyewe. Ikiwa kuna kona au chochote ambacho kinaweza sababisha madhara, ni dereva ndiye wa kuing'amua.

Kama mazingira ni ya utelezi, ukungu, moshi au moto kando ya barabara, mashimo na kadhalika ni dereva pekee wa kubaini. Wewe dereva utasababisha ajali kwa kujisahau au kuwa nje ya fikra ukiwa kwenye usukani. Lakini tukiacha mazoea na kujitambua, tukafuata maelekezo sahihi ya barabara, ajali tutaepukana nazo. Hivyo, asilimia 76 ya ajali za barabarani husababishwa na dereva

Na wale wanaoamini kuwa ubovu wa barabara ni chanzo cha ajali. Wanasimamia katika utafiti wa WHO na Benki ya Dunia (WB) ambao wanazungumzia kuhakikisha kunakuwa na barabara nzuri na zilizo salama ili kuepusha ajali. Kwa mujibu wa sheria ya barabara ya mwaka 2007 na sheria iliyoanzisha mamlaka za TANROADS na TARURA, zina jukumu la kuzifanyia matengenezo barabara zilizo mbovu. Mamlaka hizi ndizo wenye dhamana ya kujenga na kufanyia matengenezo barabara ikiwemo kuziwekea miundombinu muhimu kama vile alama na taa za barabarani.

Mamlaka hizi pia zina wajibu wa kukagua barabara kuhakikisha zipo katika kiwango cha kutosababisha ajali. Mashimo ya mduara (pot holes) barabarani yamekuwa vyanzo vikubwa vya ajali hasa nyakati za usiku. Kwa kukumbushia tu, ajali ya basi la lori maarufu kama ajali ya Majinjah pale Mafinga chanzo cha msingi kilikuwa ni shimo, ajali ya basi la fuso kule Shelui, Singida, chanzo cha msingi kilikuwa ni mashimo barabarani, ajali iliyotokea eneo la Nane Nane mjini Dodoma iliyosababisha vifo na kujeruhi pamoja na uharibifu wa mali na ajali ya Mkuranga Mkoani Pwani iliyoua na kujeruhi, basi la Rota na lori Dodoma, Hood, basi la Nganga na fuso Mikumi, Taqwa na lori la Azam Lusahunga, shimo katika barabara ya Morogoro eneo la Chalinze nyama ambalo wananchi walitoa tahadhari mapema kabla ya maafa.

Taarifa kupitia vyombo vya habari kuwa vyanzo vya ajali hizo kwa mujibu wa makamanda wa Polisi Kikosi cha Usalama barabarani na hata wakuu wa Polisi kuwa ni mashimo ambayo madereva walikuwa wakijaribu kuyakwepa kutoka upande alipokuwa kwenda upande mwingine. Bila shaka, madereva wangukuwa na uelewa wa kutosha wangepunguza mwendo na ikiwezekana kusimama kabisa kupisha gari ya upande mwingine ipite kwani anajua kabisa kutokana na lile shimo gari zinatabia ya kulikwepa na kuhama upande. Hata hivyo, tukisema tubaki kuwaangalia madereva tu, bado tutakuwa tunamficha mtu mwingine anayepaswa kuwajibika katika hili. Na huyu si mwingine bali ni mamlaka ya barabara TANROADS na TARURA.

Mashimo aina ya chungu (potholes) yana tabia ya kutookenana vizuri barabarani usiku. Ni vigumu sana kwa dereva kujua kina cha shimo hilo, hivyo wakati mwingine dereva kukutana nalo ghafla tu. Na hapa ndipo akijaribu kukwepa basi, ukubali kupasua tairi zako au kuliingia hilo shimo au kupinduka ambapo anaweza kuacha njia na kupinduka huko pembeni au ukapoteza mwelekeo na kugonga chochote kilichopo mbele yako au kandoni. Mbadala mwingine ni dereva ajaribu kulikwepa shimo hilo ambapo napo akipoteza udhibiti wa gari anaweza kugonga gari analopishana nalo au akayumba kidogo barabarani na kwenda salama hasa kama njia haina gari jingine. Kama tunakubaliana na jibu hili basi chanzo cha msingi wa ajali hizo ni mashimo.

Usalama barabarani ni pamoja na kuweka miundombinu salama barabarani kama vile vyuma vya kupunguza mwendo ikiwa gari itafeli breki kwenye kona au mteremkoni, kuweka kingo, kutengeneza njia za mchepuko na kadhalika.. Nyingine bila shaka ni kuziba mashimo hayo kabla hayajawa makubwa. Hivi sasa barabara ya Makambako-Mbeya eneo la Igawa hadi Igurusi, kuna mashimo mengi na makubwa sana. Je, hapa napo tutasubiri ajali itokee tumlaumu dereva? Je, mamlaka zetu za barabara bado hazijayaona mashimo haya?

Lakini hata kama sehemu ya lawama inakwenda kwa mamlaka ya barabara, je wanawajibika kisheria kwa hasara inayosababishwa na ubovu wa miundombinu na hivyo kusababisha ajali? Jibu hapa ni hapana. Kwa mujibu wa sheria ya barabara ya 2007 mamlaka ya barabara hawawajibiki kwa hasara yoyote inayotokana na kukosekana kwa alama za barabarani au ubovu wa barabara. Ni vema sasa yakafanyika marekebisho ya sheria hii ya mamlaka za barabara zianze kuwajibika hasa pale itakapothibitika kuna mtu au taasisi ilizembea.

Kwa ujumla, pande zote mbili zinasababisha ajali. Dereva anasababisha ajali kwa upande wake hali kadhalika, ubovu wa barabara pia husababisha ajali. Hoja zote zinatakiwa kufanyiwa kazi na kwa umakini na mamlaka husika. Hoja zote zinaua na kujeruhi na hivyo kupoteza nguvu kazi ya taifa. Kwa mujibu wa utafiti uliofanywa na Chuo Kikuu cha Dar es Salaam (UDSM) asilimia 76 ya ajali zinazotokea husababishwa na madhaifu ya kibinadamu. Na asilimia iliyobaki kutokana na mambo mengine, mfano, Mashimo kwenye barabara za lami zinazosimamiwa na TANROADS na zile za vijijini zinazosimamiwa na TARURA.

Henry M. Bantu wa taasisi ya Safespeed Foundation anasema barabara nyingi zina mashimo na mara nyingi hali inakuwa mbaya zaidi baada ya msimu wa mvua. TANROADS na TARURA wanawajibika kuzifanyia

matengenezo hayo ya lazima hizo barabara zinapoharibika japo zina changamoto za kibajeti. Matengenezo hayo yanasaidia kupunguza uwezekano wa kutokea ajali. Anasema kisingizio cha ajali nyingi huwa uharibifu wa barabara, lakini ubovu huo huwa hatari zaidi ukikumbana na umbumbumbu wa madereva. Dereva bora, hususani, dereva wa kujiami, ana tabia ya kuchukua tahadhari ya ziada anapotumia barabara zilizoharibika. Kwa hiyo, ubovu wa barabara unatakiwa ufdiwe na madereva wanaojitambua, mahiri na weledi, wanaojali usalama wao na wa magari yao.

Augustino Mkumbo ambaye ni Mwalimu kitaaluma lakini ni mratibu wa RSA kanda ya Mashariki (ZRC EASTERN ZONE), anasema TANROADS kwa upande wake ambao husimamia barabara kuu za mikoa na wilaya wanajitahidi kufanya ukarabati kwa kiasi fulani. Tatizo linakuwa kwa mameneja wa mikoa ambao wanachelewa kufanya ukarabati hasa zile barabara za lami zinazoharibika au kuchimbika. Tatizo la kuchelewa kwao huenda tatizo ni bajeti. Anasema, licha ya mashimo barabarami, kumekuwepo na tabia ya kuyachonga hayo mashimo kwa lengo ya kuyaziba lakini baada ya kuchongwa yanaachwa muda mrefu bila kuzibwa hapo napo yamekuwa yakisababisha ajali zisizo za lazima hasa kwa magari kupasua matairi na kupoteza mwelekeo na maeneo mengine hupelekea hata kuanguka.

Mfano, barabara ya Morogoro eneo la Kibaha imekuwa ikichongwa na kuachwa muda mrefu bila kuzibwa. Ombi langu, mamlaka husika wawe na hulka ya kukagua barabara kila mara na kuhakikisha kuwa mashimo yanayobainika kuzibwa mara tu yanapojitokeza, alimalizia Mkumbo.

Suala la kudhibiti ajali linatakiwa kuwa jukumu la kila mtu, mahali popote. Serikali inatakiwa kulinda raia wake dhidi ya madhara yoyote yawe ya kimwili au kiafya kwa ujumla. Raia wengi wanasafiri na vyombo vya usafiri wa umma. Vyombo hivi hubeba watu wengi kwa mara moja, hivyo ikitokea ajali madhara yake huwa ni makubwa sana, tofauti na vyombo vya usafiri vya binafsi ambavyo huchukua watu wachache. Katika sekta ya usafirishaji abiria popote duniani mambo mawili ya msingi huangaliwa kwa ukaribu sana. Jambo la kwanza ni usalama wa chombo husika kusafirishia abiria na la pili huwa ni ubora wa huduma itolewayo kwa abiria. Kwa hiyo, kisheria ni wajibu wa msafirishaji kuhakikisha anazingatia mambo hayo hata kama hasimamiwi na mtu yeyote. Hivyo, ombi langu kwa abiria wa kike, kiume na watoto chukua taadhari kabla ya ajali.



KONGAMANO LA USALAMA BARABARANI

MADA KUU:
KUELEKEA MALENGO YA USALAMA BARABARANI YA 2030: MAENDELEO, FURSA NA CHANGAMOTO ZIJAZO

MADA:
"Usalama Barabarani kwa Uhai na Maendeleo ya Uchumi Wetu"

MADA NDOGO:

1. Visababishi 5 vya tabia hatari
2. Ushirikiano wa wadau
3. Usawa na mtazamo wa kijinsia katika usalama barabarani

MGENI RASMI – **MH. WAZIRI WA MAMBO YA NDANI NCHI**

Imeandikwa na:
George Cleopa Mapunjo
Mwalimu kitaaluma.
Simu: +255 717 314 100,
B/Pepe: mapunjogc@gmail.com

▶ MAHALI: Ukumbi wa Bunge wa Pius Msekwa, Dodoma.	▶ TAREHE: 23 MEI 2020 SAA 3:00-5:00 (ASUBUHI)	▶ MUBASHARA: YouTube Mwananchi Digital LIVE
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▶ Jiunge kwenye mjadala: **#AjaliSasaBasi**

Imeandaliwa na: 	Imefadhiliwa na: 
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WASILIANA NASI: ▶ Simu:+255 714 767 770 | Barua Pepe: lmiyuko@tz.nationmedia.com

LATRA CREATE AWARENESS TO PASSENGERS AND DRIVERS OVER COVID-19

By Esther Macha

THE Southern Highlands zone of the Land transport Authority (LATRA) says it has started to offer public awareness sessions on prevention against the corona virus pandemic to long distance, short and within Mbeya city drivers and warned them against over-booking of passengers.

Speaking to reporters recently, LATRA Zonal Manager, Denis Daudi said the public awareness trainings were implementation of the directive by the Ministry of Health, Community Development, Gender and Children that it is mandatory for passengers travelling to and from Mbeya Region to wash hands with running water with soap, to wear face mask and use sanitizers as frequently as possible.

Mr Daudi said the objective of the public awareness was to ensure the public is aware of the symptoms and take necessary protective measures. LATRA will afterwards make follow ups on implementation of the directives in all bus stations in the region.

“We have started this exercise on public awareness to drivers and conductors as well as passengers using public transport with aim to guards against contracting corona virus be enabling them to understand the symptoms and take necessary measures,”

He has urged owners of the long distance buses to instruct their drivers to observe traffic laws and regulations by maintaining level seats and avoid pricking passengers along the way. LATRA will closely monitor their implementation and stern measures will be taken against violators.

In efforts to cope with congestion at commuter bus stations arrangements will be made to engage tri-circles (bajaji) to ferry passengers, thus, minimize congestion, according to MrDaudi.

Speaking to reporters at different intervals in Mbeya City, Ms Jane Amos, Ms Zainab Ally welcomed the move, saying it is the responsibility of all Tanzanians to be in the forefront to deal with the coronavirus by observing health experts’ advice.

Mr Omar Juma is the commuter bus driver within Mbeya city. He said several drivers have been observing experts advice on coronavirus but other have been ignoring them. “ We drivers and conductors are at risk of contracting the pandemic because of the nature of our job. For example, my conductors and I carry sanitizer in our bus in order to protect ourselves and the our passengers,” He said. But other do not do that, this is said, he noted.

The Executive Director of Mbeya City Council, Mr Kames Kasusura, has ordered all buses leaving or entering stations within the city as well as bajaji and taxis operating within the city to ensure they have soap, running water and sanitizer.

Mr Kasusura said this was a directive which should be implemented by all and that stern measrures will be taken against violators. He also urged the general public to volunteer information against violators of the government directive in campaigns against coronavirus.
ends

Laws and regulations which guide road safety have challenges both to the government and to Development partners. Current laws and regulations are outdated and need to be reviewed in order to comply with current standards. Wearing of seat belts and child restraints has been identified as some of the road safety regulations which need to be taken seriously if road accidents are to be reduced in the country.



Sheria na Kanuni za Usalama Barabarani ziangaliwe upya

Na George Cleopa Mapunjo

Sheria na kanuni zinazosimamia masuala ya usalama barabarani bado ni changamoto kwa Serikali na wadau wa maendeleo kwa ujumla wake. Sheria na kanuni zilizopo huenda zimepitwa na wakati na hivyo kuhitaji kufanyiwa marekebisho au zinajulikana lakini hazifanyiwi marekebisho kulingana na wakati uliopo. Kanuni mojawapo inayoleta sitofahamu ni kuhusu uvaaji wa mkanda kwenye vyombo vya usafiri kwa watoto wenye umri mdogo. Kwa mujibu wa kanuni ya 3 ya kanuni za usafirishaji abiria, GN 218/2007 inafasili Abiria ni mtu yeyote anayesafiri kwenye chombo cha usafiri na inahusisha mtu yeyote mwenye tiketi halali tangu muda wa kuripoti kituoni kwa ajili ya safari. Na kwa mujibu kanuni za LATRA sura 95 (2019) inafasili abiria ni mtu yeyote anayesafiri kwa gari, ambaye ana tiketi halali la basi kutoka wakati wa taarifa au mtoto. Aidha kwa mujibu wa kifungu cha 39(4) (a) cha sheria ya usalama barabarani (Road Traffic Act Cap, 168) mtoto ambaye kwa kumuangalia tu yupo chini ya miaka mitatu (3) na ambaye hakai kwenye kiti huwa hahesabiki kuwa ni abiria ndani ya chombo cha usafiri.

Aidha kwa mujibu wa kifungu cha 39(4) (b) watoto wawili ambapo kila mmoja yupo juu ya umri wa miaka mitatu (3) na si zaidi ya miaka kumi na miwili (12), watahesabika kuwa ni abiria mmoja.

Utata wa kisheria kuhusu abiria mtoto katika sharia ya usalama barabarani, ni kwamba kwa mujibu wa kanuni za LATRA za usafirishaji abiria kila basi linatakiwa kuwa na mikanda (Seat belts). Hii ina maana kuwa ni lazima kila abiria afunge mkanda. Hata hivyo kwa mujibu wa sheria ya usalama barabarani sura ya 168, siyo lazima abiria afunge mkanda kwani sheria hiyo inalazimisha dereva na abiria wa kiti cha mbele pekee ndiyo wafunge mkanda. Hii ina maanisha kuwa kama ni basi abiria waliokaa siti za nyuma ya dereva hadi mwishoni mwa basi si lazima wafunge mikanda. Hii ndiyo kusema kuwa basi lililopakia watoto ishirini (20) litahesabika kuwa limepakia abiria kumi (10) tu. Kwa hiyo kama ni gari la watu kumi na tano (15) likipakia watoto thelathini (30) linakuwa halijazidisha abiria kwa minajili ya kifungu hicho.

Swali hapa ni je? Watoto hawa watafungaje mkanda ili kukidhi masharti ya kanuni za LATRA? Na je ikitokea ajali suala la Bima litakuwaje? Bima itatambua watoto thelathini (30) au watoto kumi na tano (15). Maana tunafahamu magari ya abiria hukatiwa bima kulingana na idadi ya siti. Huu ni utata wa kisheria unaotakiwa kushughulikiwa haraka. Vinginevyo sheria iseme wazi kuwa maana ya kifungu 39(4) (a) na (b) ni kwa ajili ya kulipia nauli tu na si vinginevyo.

Akihojiwa na mwandishi wa Makala hii, Augustino Mkumbo ambaye kitaaluma ni Mwalimu lakini ni mratibu wa RSA kanda ya Mashariki anasema kuwa, kanuni ya usalama barabarani kifungu cha 39 (4) (a,b) kinatakiwa kubadilishwa kuendana na wakati uliopo. Maana tunapotoa elimu ya usalama barabarani hususani kipengele cha tiketi huibuka maswali mengi kutoka kwa wadau pamoja na wanafunzi kuhusiana na haki zao za tupewa tiketi wanaposafiri. Pamoja na kujibu kupitia kifungu hiki, inaoneka bado inaibua maswali mengine. Hivyo, tunaomba Serikali kupitia Wabunge, waweze kuangalia upya kipengele hiki. Hali kadhalika, Henry M. Bantu kutoka taasisi ya SAFESPEED FOUNDATION anamuunga mkono Augustino Mkumbo kuhusiana na kuangaliwa upya kifungu hiki. Waweza kuuliza swali ambalo hukutegemea kulinganisha na umri wao. Kuhusu utoaji wa tiketi kwa watoto Serikali inatakiwa kuangalia upya. Maana inapotokea tatizo kama vile ajali, inaweza kusababisha wanyimwe haki zao kama vile Bima, alimalizia kusema.¹

Suala la ajali halijalishi umri wala jinsia. Waathirika ni wote. Inapotokea, kwa ujumla wake hupoteza nguvu kazi ya taifa. Suala la tiketi liwe la abiria wote. Hata watoto wanastahili kuwa na tiketi wanaposafiri. Jamii tunapaswa kuungana pamoja ili kuishinikiza Serikali kubadili baadhi ya kanuni ambazo zimepitwa na wakati.



Mkurugenzi Mtendaji wa TAMWA, Bi Rose Reuben akiwakilisha Mtandao/Wadau wa Usalama Barabarani kwa kuelezea juhudi na kazi zinazofanyika wakati wa Kongamano

Wadau wa Usalama Barabarani wadai marekebisho Sheria ya Usalama Barabarani

Na Janeth Jovin

USAFIRI wa Pikipiki alimaarufu kwa jina la Bodaboda ni miongoni mwa usafiri uliokuja kwa kasi nchini na asilimia kubwa ya watu wanaotumia usafiri huo ni wale wa kipato cha kati na chini.



Usafiri wa bodaboda na bajaji ulianza mwaka 2008, lakini serikali ilipitisha kanuni na masharti ya usafirishaji mwaka 2010, ila hakuwa na utaratibu wa kusimamia biashara hiyo.

Kwa takribani miaka kadhaa sasa usafiri wa pikipiki wa magurudumu mawili umekuwa ni msaada mkubwa wa usafiri katika maeneo mengi ya mijini na pembezoni mwa mji.

Taasisi mbalimbali pamoja na Mashirika yamekuwa yakipiga kelele kuwaishwa kwa marekebisho ya sheria ya Usalama Barabarani ya mwaka 1973.

Road safety members call for revision of traffic laws

Road Safety Coalition Members have called for amendment of the Road Traffic Act of 1973 Section 39(12) which emphasizes wearing of helmets to motorbike drivers to include passengers. Which has posed a great challenge to reinforce, causing more deaths being the most common form of transport to middle and low income people. Despite efforts done by the Land Transport Authority (LATRA) provision for mandatory helmet wearing to motorbike drivers and passengers and even selling two helmets to make sure the law is observed, it was impossible to reinforce the law, prevent more accidents, deaths and injuries because it was not included in the Traffic Act according to Augustine Fungo, the Director of Law Research Department from Road Safety Ambassadors.



SIKU YA MTOTO WA AFRIKA

16 JUNE 2020 #DAC2020 #Ajalisasabasi



Kauli mbiu 2020: Mifumo Rafiki ya Upatikanaji Haki za Mtoto; Msingi Imara wa Kulinda Haki zao.

#Covid19



Na Sheria hii imekuwa inapigiwa kelele na wadau wengi wa maendeleo ikiwemo Chama cha Waandishi wa Habari Wanawake (TAMWA) ambao ni miongoni mwa taasisi zilizowasilisha mapendekezo yao juu ya marekebisho ya Sheria hiyo katika baadhi ya maeneo.

Katika sheria hiyo Kifungu cha 39(12) kinalazimisha dereva wa pikipiki kuvaa kofia ngumu yeye na kuhakikisha abiria wake pia amevaa.

Katika kuendelea na mapambano dhidi ya ajali za barabarani, dereva wa pikipiki na abiria wake wanapaswa kuhakikisha wanavaa kofia ngumu ili kuzuia wasipate madhara makubwa ya kichwani pindi ajali inapotokea.

Akizungumza hivi karibuni Mtaalamu kutoka Kitengo cha Elimu ya Afya kwa Umma wa Wizara ya Afya, Maendeleo ya Jinsia, Wazee na Watoto, Dk. Meshack Chinyuli anasema ni muhimu kuvaa kofia ngumu wakati wa kupanda pikipiki huku kuchukua tahadhari zote za kiafya.

Naye Mkurugenzi wa Idara Taftiti za Sheria kutoka Umoja wa Mabalazi wa Usalama Barabarani (RSA), Augustus Fungo anasema uvaaji wa kofia kwa mtu anaepanda pikipiki ni muhimu katika kujikinga na ajali inayoweza kutokea.

Anasema uvaaji huo wa kofia unaweza kumsaidia dereva na abiria wake kujikinga wasipate jeraha sehemu ya kichwa.

Fungo anasema katika sheria ya usafirishaji ya umma inayosimamiwa na Mamlaka ya Udhhibiti wa Usafiri Ardhini (Latra) inakanuni inayomtaka mwendesha pikipiki anaendesha pikipiki awe na kofia yeye pamoja na abiria wake.

Fungo anasema ndani ya sheria hiyo pia imemtaka muuzaji wa pikipiki awe anauza pikipiki na kofia mbili ila katika sheria hiyo changamoto iliyopo ni Latra kuwa ni mamlaka ya kusimamia usafirishaji wa umma ambapo kwenye pikipiki kuna baadhi ya pikipiki zinazotumika na watu binafsi lakini zinapakia watu.

Anasema ni vema katika sheria mama ya Usalama barabarani itamke wazi juu ya uvaaji wa kofia ipasavyo na endapo mtu akitokea hajavaa sheria kali ichukulie dhidi yake.



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