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TANZANIA ROADS

Issue No 001 March 2013 - September 2013

A NEWSLETTER FOR ROADS FUNDS BOARD



**MINISTER MAGUFULI
REBUKES CORRUPTION
ON WEIGHBRIDGES**

**Roads Fund Board
in new commitment**

NOT FOR SALE

Message from the Roads Fund Board Chairman

It is my pleasure to introduce to you this first edition of the Roads Fund Board Newsletter, which among other things will serve as a communication bridge between you and the Board.

The Roads Fund Board is not well known to the general public, partly because of the nature of its work which does not involve the public directly. Therefore, allow me to take this opportunity to introduce you to the Roads Fund Board and its short history.

The Parliament enacted the Roads Tolls (Amendment) No. 2 Act 1998 that established the Roads Fund and the Roads Fund Board. The Executive Agencies Act, 1997 established an Executive agency, the Tanzania National Roads Agency (TANROADS), which has the responsibility of managing the Trunk and Regional roads in Mainland Tanzania.

In accordance with the Law which established the Roads Fund (i) At least ninety percent of the money deposited in the Fund shall be used for maintenance and emergency repair of classified roads and related administrative costs in Mainland Tanzania in accordance with approved operational plans. (ii) Furthermore it states that no more than ten percent of the money deposited in Fund shall be used for roads development and related administrative costs in

Mainland Tanzania. These expenditures are in accordance with the plans and budgets approved by Parliament".

7% of funds is allocated to the Ministry of Works to finance development projects,

63% is allocated to TANROADS and 30% is allocated to the Prime Minister's Office, Regional Administrations and Local Authorities. This allocation assumes that costs of administration of the Fund are already deducted.

The main responsibilities of the Board are to ensure full collection of funds, disbursement and monitor utilization of the same. The Board comprises of nine members, four of them from public sector and five from private sector organizations including the Chairman who is appointed by His Excellency the President of United Republic of Tanzania. The Board is served by Secretariat of fifteen staff

Major achievements

i) Consistent increase in revenue collections for the fund: The size of the Fund when it was established in 2000/01 was Tshs. 47.25 billion. The revenue base has grown consistently to Tshs 406 billion in the year 2011/12 in this financial year (2012/13) we are expecting to collect Tshs. 430 billion. This is about ten times what we used to collect twelve years ago. though the Fund collections do not meet 100% of maintenance needs.

ii) Improvement in Network Road conditions: Road network condition has improved to greater extent since the road maintenance works started to be financed through Roads Fund.

iii) Enhancement on effective monitoring of Road Fund utilization: Monitoring of the use of disbursed funds to en-

sure value for money has been enhanced by increasing monitoring visits by the Board and using Consultants. Over time we have witnessed positive changes which include the decreasing number of audit queries, increase in absorption capacity and improvement in quality road works.

Major Challenges

Despite achievements from good performance of the Fund there are some challenges which needs to be addressed to achieve desired goal and some of them are:

i) Insufficient resources to meet 100% road maintenance needs: There is still a gap between the collections and funds required to meet total maintenance requirement and this resulted into maintenance backlog. Currently the Road Fund meets around 70% of the maintenance requirements of roads in maintainable condition.

ii) Unstable Road network: Most of our roads are unpaved (gravel and earth roads) and are prone to heavy rains or excessive traffic and therefore more money is spent on these type of roads to keep them in maintainable condition to allow all year around accessibility.

iii) Escalation in road maintenance cost: Due to economic factors like increasing in price of fuel, materials, wages etc, the cost of road maintenance has increased tremendously in recent years. This has impacted on the number of kilome-



Roads Fund Board Chairman, Dr James Wanyancha

ters that can be maintained using the same amount of funds as in previous year.

iv) Overloading of axle load: Road damages caused by overloading of vehicle axles load by transporters is a big problem since money is required to repair the damaged road sections much earlier than anticipated. Such funds could have been saved for other road maintenance works to improve road network conditions.

Way forward

The Board has prepared strategies with a view of addressing the above mentioned challenges which include:

i) Explore other sources of fund to increase revenue for the Fund

ii) Engage with the Government with a view of stabilizing the road network.

iii) Engage with Ministry of Works and TANROADS to address the issue of overloading.

I hope this brief will give an overview of the RFB to those who knew very little about the Board's functions, and that this newsletter will give an understanding of what is happening in the roads sector.

Dr James Wanyancha
Chairman-Road Fund Board

Editorial

For you a child is born

Dear reader,

Welcome to the very first edition of *Tanzania Roads*, a newsletter of the Roads Fund Board aimed at briefing you of what is going on in the roads sub-sector.

Tanzania Roads is a bi-annual newsletter which will be coming out every November and May, carrying various news from the Roads Fund Board and other stakeholders who, in one way or another, play a vital role in the maintenance of 'the arteries' of our national economy – the roads.

In August last year we had an important PMORALG, Roads Fund and Stakeholders meeting in Arusha, as we were at the midst of compiling stories for this edition, it is fortunate that we have many news items from the meeting. In this way, this edition will cover much of what has transpired in the meeting, for records.

I encourage you all to contribute stories from your organizations, to write letters to the editor and to advertise with us for a very modest rate but with maximum impact.

Tanzania Roads is not a professional regular magazine or a newspaper which requires literary skills in journalism in order to write in, therefore, any person from architects, engineers and the like can be regular contributors in this newsletter – to make it information-rich.

I hope to see more articles, pictures and stories for the next issue.

Thank you.

Christopher Kidanka

Editor

Editorial Board

Joseph Haule	Chairman
Chris Kidanka	Chief Editor
Eliud Nyauhenga	Content Editor
Joram Kilemile	Sub Editor
Ronald Lwakatare	Member
Matayo Kiwayo	Member
Kukwe Nyabusalo	Secretary

Message from the Roads Fund Manager

The "Tanzania Roads" January 2013 issue, is the beginning of the end to the communication gap which existed for some time among Roads Fund Board and its stakeholders and the public at large. It has always been our efforts to bring closer Parties which in one way or another impacts the Roads Fund Board's achievements. The "Tanzania Roads" is another communication channel added to our live website www.roadsfundtz.org which was created in our efforts to increase public awareness and disclosures about the activities and obligations of the Board.

Roads Fund Board is a public institution and we feel that we are accountable to the public in general and the road users in particular; in whatever we are doing, hence the need for sharing relevant information which is beneficial to us all. In this issue and others which will be distributed free of charge, after every six months; we will be disseminating information related to Roads Fund performance, current issues in Road Maintenance sub sector, stakeholders' views, and other related news which will add value to the road users.



*Roads Fund Manager,
Joseph Haule*

It is my expectation that the Road users; who are the prime beneficiaries of the Fund's operation will seize this opportunity to air their views and interventions through this newsletter.

Let me take this opportunity to register my sincere appreciation to all the people who in one way or another contributed to the preparation of this newly born "Tanzania Roads" Newsletter.

It is my sincere hope that all readers will enjoy and have something to share in the future for the benefit our country and the economy as a whole. Please welcome aboard.



J. O Haule
Roads Fund Manager

Minister warns weighbridges over graft

'More than 80 per cent of weighbridge attendants are corrupt, that's why the problem of overloading continues to take toll on our roads'

The Minister for Works, Dr. John Magufuli, has ordered a thorough probe of weighbridge attendants, saying that they were involved in corruption.

"More than 80 per cent of weighbridge attendants are corrupt, that's why the problem of overloading continues to take toll on our roads," said the Minister, adding that even some big shots have been making calls, lobbying to have their children and relatives employed in weighbridges, which implies that there is easy money there.

"... and I am sure the majority of the attendants are associated with bigwigs, it is time for those taking bribes to be shown the (exit) door. Fire them," he ordered. The minister made the directive recently, in Arusha, when he was officially opening the three-day Roads Stakeholders meeting where, Prime Minister's Office, Regional Administration and Local Government; Roads Fund Board and other roads stakeholders attended.

According to Dr. Magufuli, while the Government works hard to build more roads, the existing ones continue to suffer massive destruction from their misuse. He also observed that, despite increased cases of infrastructural damages caused by overloading; the fines charged from the vehicles exceeding their axle loads were still very low.

"The money raised from penalties imposed at the weighbridges do not reflect the destruction seen on our highways," said Dr. Magufuli, explaining that for the past three years, the weighbridges have been collecting just 3 billion per year and the officials in charge seem to have decided to fix that as an annual round figure by colluding with the motorists who overload trucks for their personal gain.

Dr. Magufuli directed the Tanzania Roads Agency (TANROADS) to exercise their hiring and firing powers to address the situation. "You have the power to hire and fire. I want you to exercise firing rather than hiring," he ordered. He also said in order for the situation to be brought under control, at least 90 per cent of weighbridge officials and attendants must be fired and replaced.

Roads fund money

The Minister also warned officials who have been diverting the money allocated for roads maintenance into activities which are not related to road construction projects. He said the problem has been serious and that it needed to be addressed, so as to make the Board fulfill its obligations. The Minister explained that in some areas, the Roads Fund money has been diverted into paying bills for the Uhuru Torch rallies, paying allowances for Form

Four examination invigilators as well as paying allowances for board meetings. "This is not acceptable, I call upon the Roads Fund Board to investigate and work on this matter and take action against the officials who are behind the dubious spending," Dr. Magufuli said. The Minister urged the Board to ensure that the findings of the investigation are submitted to the responsible

Ministry for further actions. He also urged Permanent Secretaries in the Ministry of Work, Regional Administration and Local Government, Regional Administrative Secretaries, and TANROADS top officials to take drastic actions against all officials involved in diverting the RFB money. "This is contrary to the laws governing the Roads Fund," he said, adding that in the Dodoma District Council there was a road contractor, who was paid twice in one project. He said other examples were seen in the District Councils of Morogoro, Chato, Kishapu, Mtwara, Kigoma, Biharamulo, Bukoba, Muleba and Misenyi whereby the Roads Fund money was used to pay allowances and fuel costs, something which is not related to road construction projects. "This problem is very serious across the

country," he said. The Minister also gave examples of Morogoro and Musoma Municipalities, Mafia, Mwanza, Geita, Chato, Kibondo, Bariadi and Tarime District Councils where the roads funds were spent on financing the Uhuru Torch rallies, paying allowances for the Form Four examination invigilators and buying facilities which were not related to road construction projects. He also revealed that in Chato district, the funds were used to dig a dump site a project



A weighbridge station at Mikese, Morogoro. Hon Magufuli says most of such stations are corrupt

which was all together implemented without calling tenders as required by the law. Dr. Magufuli also pointed out that there were some contractors who underperformed their assignments, hence contributing to poor spending of public funds. "This has happened in Bahi District Council whereby the Kigwe-Ngulgungano bridge was built below standards." He urged RFB to ensure that the allocated funds are wisely spent for the country's socio-economic development.

Dar: Proposition is four people to one car

Dar es Salaam residents are said to be purchasing cars at an alarming rate, that at the moment there is a motor vehicle

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Magufuli on weighbridges

continued from pg 4

per every four persons in the commercial capital.

Dr Magufuli, speaking at the stakeholders' meeting, in Arusha observed that so far there are one million registered cars in Dar es Salaam alone, the country's largest urban centre, with an estimated population of 4 million.

However, as many vehicles continue to congest the city's roads, more shipments of imported vehicles continue to dock at the port with many earlier arrivals queuing for registration.

"That is why we need to work harder in order to expand the city's corridors in addition to constructing new roads so as to help ease the traffic and accommodate the ever increasing number of vehicles being bought," said the Minister.

As far as Dr. Magufuli is concerned, massive road works projects in the city and the related inconveniences are inevitable especially because road reserves in Dar-es-Salaam are different from other regions.

"In Arusha and other regions the road reserve clearance is 30 metres on either sides but in Dar-es-Salaam the law demand an extensive 100 metres clearance on both sides of the main road like the Morogoro Highway," said Dr Magufuli.

The Minister pointed out that demolitions of both residential and business premises that have encroached into road reserves will be an ongoing exercise unless Local Authorities take the initiative to educate the public regarding the laws. "The laws have been there before most of us were born; they were meant to guide our operations and when it comes to road reserves, the Acts had made provisions even for these modern days when our cities will experience a boom in car ownership.

"But as more and more vehicles get shipped into the country, the government isn't about to regulate such importation, take the case of Dar-es-Salaam, the one million vehicles would require one million people to drive them around and that in itself creates employment," said Dr Magufuli.

He was of the view that both private and public means of transport created ample employment opportunities including jobs for drivers, conductors, and mechanics as well as fuel pumps' attendants.

Open up Arusha City

Dr Magufuli has directed the Arusha Regional Commissioner, Mr. Ma-

gessa Mulongo and Municipal Mayor, Mr Gaudence Lyimo, to start working on the construction of three new bus stations to serve the city.

"Arusha is congested and the current bus stations' position, which is right in the town center contributes to unnecessary traffic jams whenever the long-distance busses depart or arrive in the city," said the Minister, adding that the city was ripe for new terminals. He instructed the Regional and Municipal Authorities to find other locations for such projects.

"The bus station at the town centre must be shifted to some other place along Moshi-Arusha highway and that terminal should only cater for passenger vehicles connecting Arusha with Moshi, Tanga, Morogoro and the Southern Highlands regions," he pointed out.

Dr Magufuli also advised that another bus station should be established along the main Dodoma Road, towards Kisongo where buses from the Central and Lake Zones of Tanzania, bringing passengers from Mwanza, Shinyanga, Singida, Babati and Dodoma will be docking.

The Minister also asked the officials to create a third terminal to handle short-distance commuters as well as town buses.

At least 100 passenger up-country buses from various destinations arrive in and depart from Arusha on daily basis making the old bus terminal in the City Center, which had never been expanded to be overwhelmed by the increasing number of passenger vehicles.

The Regional Commissioner asked the Minister to allow them establish a new divert road to link the Arusha Airport section of Dodoma highway with Ngaramtoni area so as to ease traffic channeling into the city while trying to connect to the two destinations.

"Vehicles coming from Namanga intending to reach, Babati, Monduli or Ngorongoro are forced to drive all the way to Arusha town first and vice-versa



Minister for Works, Hon John Magufuli addressing roads stakeholders meeting held in Arusha recently

while it would have been easy to have a by-pass road to link Dodoma road and Namanga highway without forcing motorists to enter Arusha City en-route to either Namanga or Manyara," pointed out the RC.

In response to that, the Minister issued green light to the proposed road, asking the RC to send an evaluation team immediately to see if there are any compensations needed before the construction works could commence. The proposed road will be paved.

Meanwhile the road project to upgrade the Arusha-Makuyuni section of Dodoma road into a two-lane track-way has started and already the houses built on the road sides in Ngarenaro, Majengo and Mbauda sections of the town are being demolished to pave the way for the infrastructural development. ■

RFB pledges professionalism and accountability

The Roads Fund Board (RFB) has reassured its clients on commitment to professionalism, honest and accountability in delivering its services.

The commitment which was declared during the roads stakeholders' meeting in Arusha in August is contained in a Clients' Service Charter presented by the Board.

The Charter which was discussed by stakeholders and adopted, stipulates the Board's obligations on matters pertaining to communication, disbursement of funds and monitoring to Ministry of Works, TANROADS and the Local Government Authorities.

The Board has pledged to be result-oriented and to provide prompt, relevant and accurate responses to queries from clients, while observing ethics, accepting responsibility for its action and learning from its mistakes.

"The Board shall be client and stakeholder focused, and will work with clients and stakeholders to deliver outputs as expected by the Government. The Board shall consult widely to gain the views of its clients and stakeholders about future policy directions," says the Charter in part.

The Board has further reassured its commitment to ensure value for money is observed in the roads maintenance activities.

To ensure that efficiency and promptness in the flow of information exists, the Board has committed itself to respond to letters within five working days, email

communication received responded in three days (except for those that require a length process and decision making by top executives) and phone calls to be responded instantly.

Service Standards to stakeholders

To the Controller and Auditor General (CAG), the Board says it will Accord the office of the CAG deserving cooperation in the process of Audits undertakings such as submitting financial statements within 90 days after the closure of the financial year, and ensuring that there is compliance with the Public Procurement Act in all transactions.

To the Ministry of Works, The Board says it will ensure that the Annual Reports are submitted 180 days after the closure of the financial year; advise the roads Minister on new sources of road tolls, adjustment of rates and on regulations for collection of road tolls and attending consultative meetings according to the schedules and timetables.

It further promises to develop and review periodically the formula for allocation of funds among Agencies and advise the roads Minister accordingly; and disbursing 10% of the funds for roads development purposes.

TANROADS, PMORALG and Local Government Authorities have been assured that the Board will ensure that Funds to facilitate their activities are disbursed within 3 days after they have been received in the Board's bank account and the Performance Agreements are prepared before the beginning of the

Contractors banned for malpractice

A total of 32 firms and two individual contractors have been suspended for one year for various malpractices, including getting paid for non-existent works.

A list released by Public Procurement Regulatory Authority (PPRA) during PMORALG, Roads Fund Board and Stakeholders meeting in Arusha recently enlisted the firms and individuals barred from June 22, 2012 to June 21 2013.

The firms and individuals are from Dar es Salaam, Mwanza, Morogoro, Mtwara, Mbeya, Njombe and Dodoma regions.

While individuals, Zephania Ngeleja of Ukerewe and Grace Mbilinyi of Njombe have been suspended for failure to execute contract for revenue collection at Malelema Island and failure to comply with terms of contract for the revenue collection at Idosi Gate respectively, most barred firms have allegedly swindled more than Shs 200 million in overpayments and payment for ghost works.

However, other companies have a different tale of abandoning the site before completion of the work as per contracts.

The PPRA statement availed to Tanzania Roads told the story of each company and the way technical auditors revealed

various malpractices which led them to be terminated by their employers.

For example, Muson Engineers Limited of Dodoma was awarded contract No. LGA/024/BDC/RW/2009-2010/06/2010- 2011/W/07 by Bahi District Council for construction of Kigwe Mnadani Vented drifts but later it was established that measured quantities at site were lower than what was paid.

"...Site inspection confirmed that the work has indeed been completed but the drawings differed significantly from what was actually at site."

"... To make the situation worse, measurement sheets were not attached to the payment certificates. The estimated overpayment is Tshs. 9 million," reads the report in part.

Man - Ncheye Pa Company Limited of Bunda has been barred for allegedly being unjustifiably paid Tsh 24.4 million by Magu District Council "for the work which they did not execute". The PPRA report say the malpractice was observed under contract No, MDC/CW/LGC-DG/R/Q/2009-2010/01 where measured quantities at site were lower than what was paid. This makes the total of overpayment of Tshs 24.4 million for non-existent work. ■



Minister for Works, Dr John Magufuli

new financial year (normally in June) for review and comments.

The Board has also committed itself to ensure that feedback on conducted Technical Audits are availed to Implementing Agencies within one month after the receipt of such reports and to monitor regularly operations of the TANROADS' and LGAs'.

However, the Charter has clauses that place some responsibilities to stakeholders such as the Controller and Auditor General, the Ministry of Works, Prime Minister's Office Regional Administrations and Local Governments (PMORALG), TANROADS and the Councils.

The Controller and Auditor General (CAG), is expected to timely audit and report on the RFB financial statements, and advise on the proper ways of managing the Roads Fund.

Ministry of Works, under this Charter, the Ministry is required to continue performing support and regulatory role to the RFB and consider proposals submitted by the Board on various issues related to better Fund management.

The PMORALG, under this Charter PMORALG shall conduct monitoring of the councils' roads maintenance, ensuring availability of technically competent staff, as well as building capacity to LGAs and effect recommendations from the RFB on issues related to fund utilization in LGAs'.

TANROADS and LGAs, these are to ensure that they are better informed on the underlying principles on the road maintenance activities, before a Performance Agreement is formerly signed with the RFB; and to ensure efficiency and effectiveness in works implementation.

They are also required, among other things, to ensure that the Agencies' implementing budgets reach the RFB on the stipulated submission time without delays; ensure that there is always value for money for the works they execute through good planning and design; ensure existence of appropriate procurement procedures, proper contract administration; effective quality control and cost effectiveness in operations. ■

Councils criticized over misuse of roads money

Auditors observed that a sum of Shs.100,547,857 was transferred from the roads fund account to other accounts, either on loan or erroneously

Extracts from the audit of funds disbursed to Local Government Authorities under the Roads Fund Board during the year which ended in June 2010, reveal misuse and misallocation of millions of shillings.

A paper presented at the Roads Fund Stakeholders meeting in Arusha, by a representative from the National Audit Office, shows that the Audit tests carried out on Councils' financial documents revealed that TShs.31,043,184 were used for expenditure which was not related to the approved Roads Fund activities. This implies that guidelines of the Roads Fund Board are not adhered to, as the funds have been used in roads unrelated activities.

The audits also revealed unvouched expenditure of about TShs.476,066,839 where the payment documents worth TShs.476,066,839 recorded in the cash books were not produced for audit examination, contrary to Section 45 (5) of the Local Government Finances Act of 1982.

"In the absence of the payment vouchers, the nature of the payments made and expenditure charged in the account, could not be confirmed to be proper charge to the Roads Fund Account," says the report availed to 'Tanzania Roads'.

In what seems to be a weakness in management and control over goods purchased, there were no records to confirm that the goods purchased were utilized for

public interest. For instance, the goods purchased for TShs.60,805,852 were not recorded on the charge ledger and its utilization was not accounted for.

The Local Authority Financial Memorandum Order 223 stipulates that after goods have been examined and/or tested where necessary and those responsible for examination and testing have signed and certified the correctness of deliveries the Stores Officer shall cause the goods to be recorded in the relevant ledger.

According to the report, other allegedly misused money include: improperly vouched expenditure of Shs.1,033,544,112, overpayments to contractors Shs.30,374,527, delays in completion of contracts Shs. 3,505,775,545, and payments acknowledged by non-official receipts Shs. 132,539,250.

Auditors also observed that a sum of Shs.100,547,857 was transferred from the roads fund account to other accounts.

The audit report shows further that some of the District Councils paid a sum of Shs.117,907,980 to contractors for rehabilitation works. "The said contracts were not made available to auditors when requested as well as tender documents; thus the legality of the payments made could not be verified in the absence of the contract documents. Therefore the authenticity of the payment made could not be

justified in the absence of the contract documents". Reads part of the report.

The report concludes: "The detailed audit findings presented above were communicated to management of the respective Councils in the exit meetings in which the issues raised were discussed and agreed upon". The Management of the Local Government Authorities has promised to take appropriate action with a view to rectifying the situation." ■

RFB adopts new VfM tool

The Roads Fund Board has introduced a new Value for Money [VfM] instrument to be used as a tool to assess how the funds disbursed to implementers of roads maintenance activities countrywide has been used.

The improved version is a result of a stakeholders' meeting held in April 2011 which discussed the previous instrument that was used in the technical audit for 2009/2010 financial year, which was seen to have some weaknesses calling for improvement. The new instrument was developed and applied from July 2011.

In a presentation during a stakeholders' meeting held in Arusha on 31st July 2012, Eng. Ronald Lwakatare mentioned that the new VfM instrument has retained some features of the old instrument including the overall structure. The new instrument has five indicators or criteria for tracking Value for Money through all stages of a project cycle namely Planning, design and tender documentation; Procurement process; Works supervision and contract administration; Project completion and closure; and Executed works. Each indicator has a number of selected parameters capturing vital outcomes of Value for Money derived from best practices.

Quality of executed works is allocated the highest weighting of 40%, followed by Planning and design 20%, Works supervision and contract administration 20%, Procurement process 10% and Project completion and closure 10%. The parameters are evaluated on a three points scale ranging from 1 to 3, where a score of 3 signifies good performance, a score of 2 signifies fair performance and a score of 1 signifies poor performance.

Eng. Lwakatare mentioned that the
Continued to pg 7



PMORALG Official responsible for roads, Eng. Elina Kayanda presenting a paper about LAGs performance in roads maintenance during the roads stakeholders' meeting

Roads Fund Board to injects 127/- billion to PMORALG

The Roads Fund Board will inject the sum of Tsh. 127,610,208,637.20 during the financial year 2012/13 to Prime Minister's Office Regional Administration and Local Government (PMORALG) for roads construction countrywide.

A performance agreement between the Board and PMORALG for Districts, Urban and Feeder Roads maintenance and development works signed between the two sides stipulates that the Board shall disburse the funds for the purpose of roads maintenance and development and related administrative costs including supervision.

"The Board shall have the obligation of availing to PMORALG the agreed and required funds in time and according to PMORALG implementation Plan 2012/13, within the limits of the Board's own revenue stream," reads part of the Agreement adding that the disbursed roads funds under this agreement must only be used for the payments of activities carried out during the financial year 2012/2013 according to the operational plan.

Allocations of the funds are as follows:

Tshs. 102,541,450,000 is for road maintenance works; Tshs. 4,474,760,000 is for Emergencies; Tshs. 1,704,000,000 is for PMORALG HQ based activities

Tshs. 12,761,002,000 is for road development projects; Tshs. 4,852,000,000-- for supervision costs by the Councils; and Tshs. 1,276,100,000 for Monitoring and Administrative costs

Total: Tshs. 127,609,312,000

The Agreement insists that the PMORALG and Councils shall be responsible to ensure that the Roads Fund received are spent for activities as per

budget items of the operational plan and in accordance with the Performance Targets in the schedule as agreed in the Performance agreement.

"PMORALG is free to reallocate budgets if the difference is within 10% per budget item and the overall budget is not exceeded. If it is anticipated that the expenses per budget item will exceed the budget by 10% or more, or if new activities not foreseen at all in the operational plan, are to be implemented, or subject to other financial or operational constraints, PMORALG may only decide to reallocate the granted funds in consultation and agreement with the Board." In case of any savings accruing from award

of contracts, the Agreement requires the beneficiary to report to the Board. Seeking the latter's approval before such savings are spent.

The Agreement further requires that PMORALG must try to utilise the full budget during the current financial year, and thereby limit the occurrence of roll-over funds as far as possible. "Rolled-over funds should be utilised in the new financial year to complete the projects for which it was budgeted originally. PMORALG must obtain the Board's specific approval for the use of rolled-over funds through a supplementary Maintenance Operational Plan within the first month of the new financial year. ■



Roads Fund Board's Deputy Manager for Resource Mobilisation, Eliud Nyauhenga presenting Clients' Service Chahrter to stakeholders for discussion.

Roads Fund Board adopts improved Value for Money instrument

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overall VfM performance is provided in the form of an opinion, unlike in the form of percentages used in the old instrument. The range of opinions for individual projects is that Good is for a score in the range of 2.6 – 3.0; Adequate for a score in the range 1.7 – 2.5 and Inadequate for a score less than 1.7.

VfM scores of the individual projects executed by these agencies may also be used to rate the overall performances of the respective agencies. To do this, VfM scores of the audited individual projects

are weighted in proportion to their respective contract prices.

Application of the new instrument started in the financial year 2011/2012 by being applied for the Post Technical Audit for financial year 2010/2011, Preventive Audits and Monitoring visits by the Secretariat of the Board in financial year 2011/2012.

The new instrument has some limitations in that some elements of analysis may be subjective. Also, for routine maintenance works some of the VfM parameters are not applicable. The instrument is

intended for assessing projects only and does not examine whether the organizational systems in place are conducive to enhance value for money outcomes by assessing staffing levels, staff duties, management organization and procedures.

Eng. Lwakatare mentioned that that the instrument would be reviewed every two years to make improvements and that a user manual would be developed for the same. ■

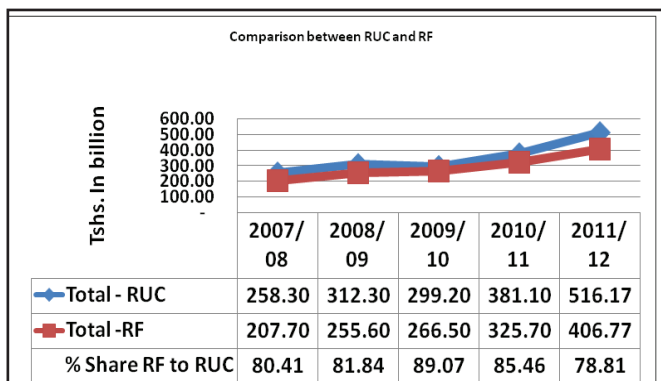
Key performance indicators for Roads Fund Board

The performance of the Fund is assessed using indicators developed under the Road Maintenance Initiatives (RMI), an initiative which was sponsored by World Bank programme "Sub-Saharan Africa –Transport Policy Programme"

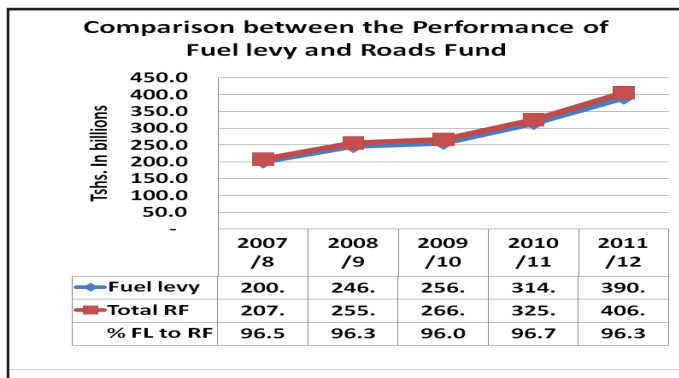
The objectives of RMI indicators were to assess performance of the Fund in terms of (i) level of reforms measured by share of Road Fund to the Road user charges and share of fuel levy to the Road Fund, (ii) asset preservation measured by coverage of periodic, routine maintenance needs and coverage of total maintenance needs; (iii) Government commitment to reforms measured by share of annual disbursement against budget; (iv) Roads Fund Board Efficiency in term of timely transferring of funds to implementing agencies.

It is also assessed using MKUKUTA indicators as enshrined in the MKUKUTA II document.

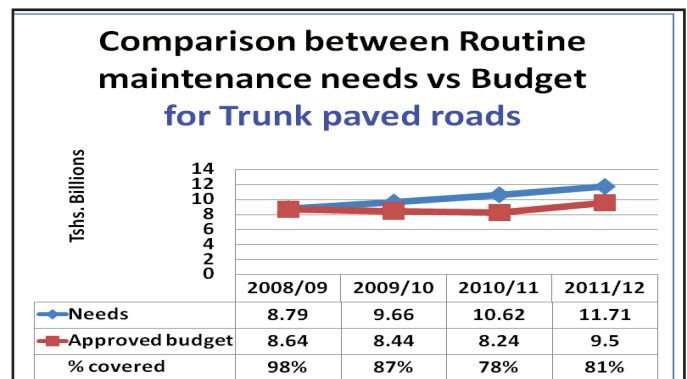
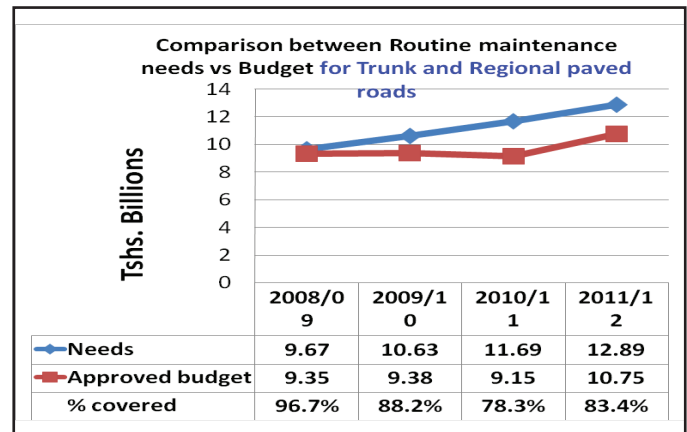
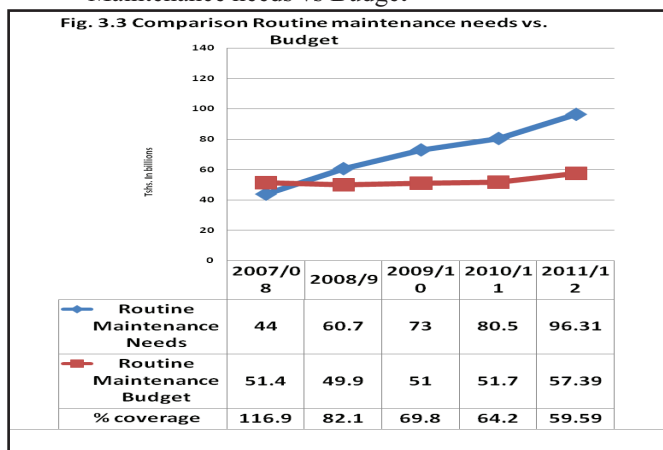
1. Level of Reforms measured by the share of Roads Fund to the Road User Charges



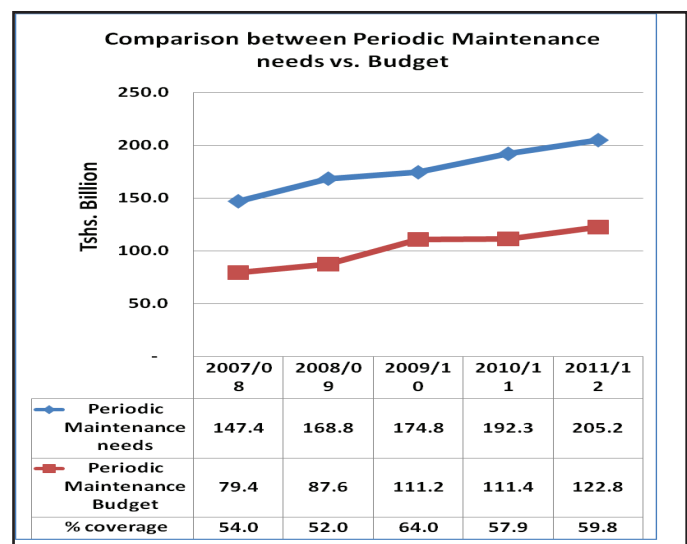
2. Level of Reforms measured by share of the fuel Levy vs Total Revenue for the Fund



3. Asset preservation measured by Routine Maintenance needs vs Budget



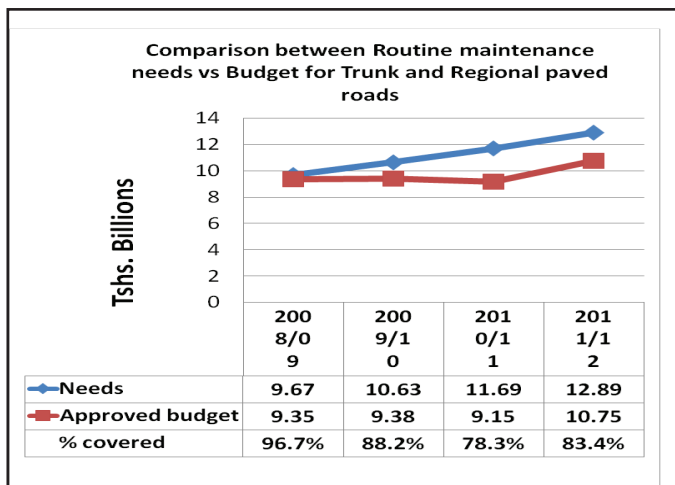
Asset preservation measured by coverage of periodic maintenance needs vs budget



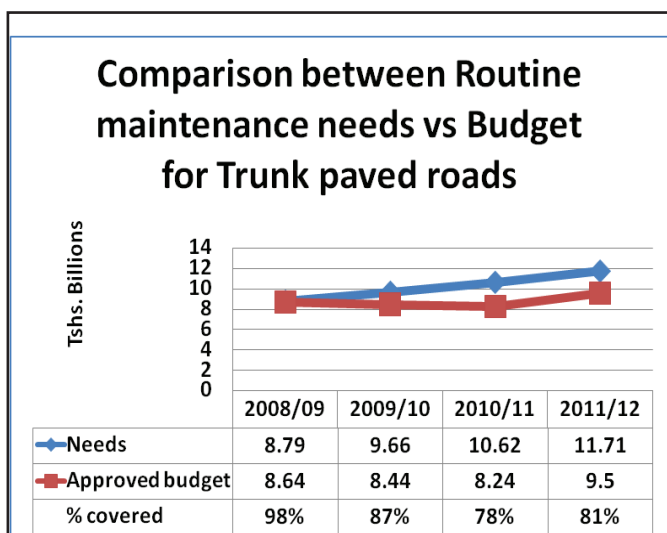
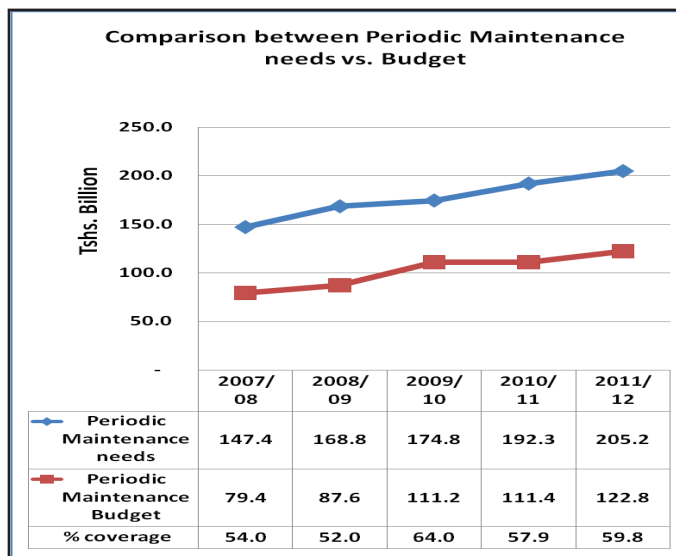
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Key performance indicators for Roads Fund Board

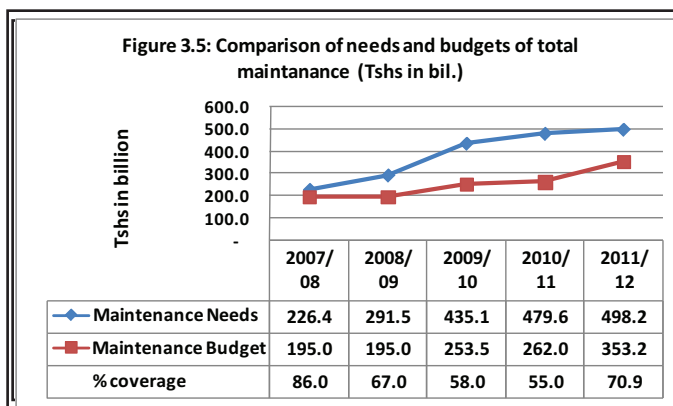
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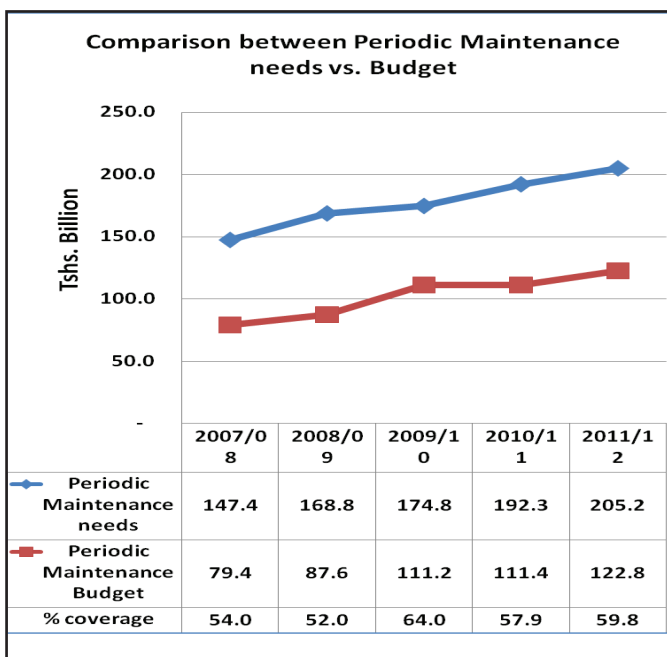
Asset preservation measured by coverage of Periodic maintenance needs vs Budget



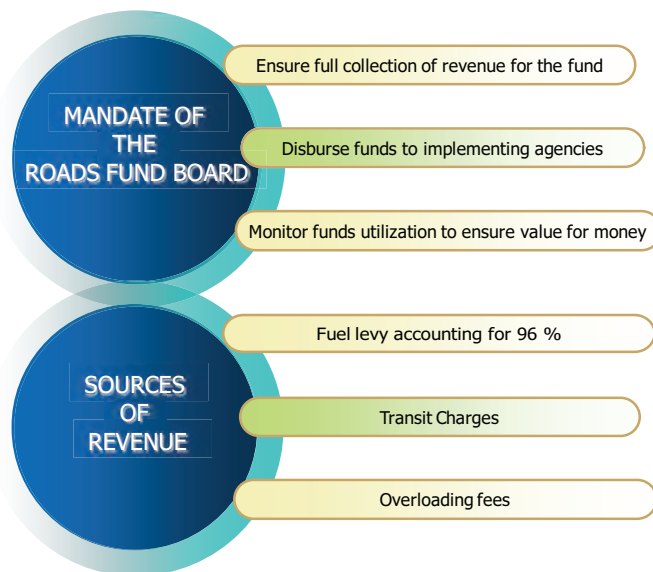
Asset preservation measured by coverage of total maintenance needs vs Budget



Asset preservation measured by coverage of Periodic maintenance needs vs Budget



Roads Fund Board at glance



Only if men could be better listeners

A man was driving up a steep, narrow mountain road. A woman was driving down the same road. As they pass each other, the woman leans out of the window and yells "DOG!"

The man immediately leans out of his window and replies, "YOU BITCH!" adding many more insults to the lady. They each continue on their way, and as the man rounds the next corner, as he was still looking back at the woman, he crashes into a dog in the middle of the road. His car over turns and goes down the ditch. He dies. If only he could listen.



LAUGH IT OUT



Quotes of Wisdom



Mandela on sainthood

"I am not a saint, unless you think of a saint as a sinner who keeps on trying."

-Nelson Mandela



King on ethics

"Our scientific power has outrun our spiritual power. We have guided missiles and misguided men."

-Martin Luther King



Lincoln on force

"Force is all-conquering, but its victories are short-lived."

-Abraham Lincoln

The Editor invites letters and short articles from readers on subject related to road and transport sub-sectors. Letters and articles should be brief and direct to the point and be addressed to 'Editor, Tanzania Roads newsletter, P. O. Box 12497 Dar es Salaam, Tanzania'. Or you can email your letter to roadfund@raha.com and/or ckidanka@regaliamedia.com. We shall publish letters which meet our standards and which bear the name and address of the author. You are also welcome to contribute jokes to our jokes column. You may choose to include your name or not, if you wish to remain anonymous. Please share information with us.

STAKEHOLDERS MEETING IN PICTURES



Fund Board Chairman, Dr James Wanyancha delivering a speech at the opening of the roads stakeholders meeting in Arusha
Aliyekiti wa Bodi ya Mfuko wa Barabara, Dk James Wanyancha akizunguwa wakati wa ufunguzi wa mkutano wa wadau wa barabara jijini Arusha



Minister for Works, Dr John Magufuli greets Arusha Regional Commissioner Magessa Mulungo after the opening of the roads stakeholders meeting
Waziri wa Ujenzi, Mh. Dkt. John Magufuli akisalimiana na Mkuu wa Mkoa wa Arusha, Mh. Magessa Mulungo baada ya kufungua mkutano



Dr. James Wanyancha greets Minister John Magufuli

Dkt. James Wanyancha akimsalimia Mh Waziri John Magufuli



Minister of State for Policy, Coordination, & Parliamentary Affairs, Prime Minister's Office, William Lukuvi speaking at the roads stakeholders meeting. Seated is Minister Hawa Ghasia.

Waziri wa Nchi Ofisi ya Waziri Mkuu (Sera, Uratibu na Bunge), Mh William Lukuvi akizungumza katika mkutano wa wadau wa barabara. Aliyekiti ni Waziri Hawa Ghasia

PMORALG/ROADS FUND BOARDS AND ST



Participants of the PMORALG/ Roads Fund Board pose in a group photo after official opening of the meeting in Arusha recently

Washiriki wa Mkutano wa TAMISEMI, Bodi ya Mfuko wa Barabara na wadau wa barabara wakiwa katika picha ya pamoja mara baada ya mkutano huo kufunguliwa jijini Arusha hivi karibuni



A section of participants following a presentation during the meeting

Baadhi ya washiriki waki-fuatilia mada wakati wa mkutano



All photos by Christopher Kidanka

Picha zote na Christopher Kidanka

BURUDANI

Heri mwanaume huyu angekuwa msikivu

Mwanaume mmoja alikuwa akiendesha gari akipandisha kilima kirefu kwenye barabara nyembamba iliyokuwa na bonde kubwa kila upande. Wakati huo huo, mwanamke mmoja alikuwa akishuka kilima hicho hicho kwa gari. Walipokuwa wakipishana, mwanamke alitoa kichwa dirishani na kusema kwa sauti "mbwa!", kusikia hivyo, mwanaume yule naye akatoa kichwa na kujibu kwa hasira 'na wewe mbwa tena jike' na akaongeza matusi mengine kadhaa. Kwa kuwa alikuwa akimwangualia yule mwanamke nyuma yake, hakuweza kuangualia vema aendako. Ghafla alipoangualia mbele, akamwona mbwa barabarani. Alipojaribu kumkwepa, akamgonga na gari lake likatumbukia bondeni na yeye mwenyewe kufa papo hapo.



VUNJA MBAVU



Nukuu za Busara



Mandela na utakatifu

Mimi si mtakatifu, isipokuwa kama mnamchukulia mtakatifu kama mtu mwenye dhambi anayeendelea kujaribu kuziacha-Nelson Mandela



King na maadili

Uwezo wetu wa kisayansi umeuzidi uwezo wetu wa kiroho. Tumeweza kuongoza makombora lakini tumepotosha watu-Martin Luther King, Jr



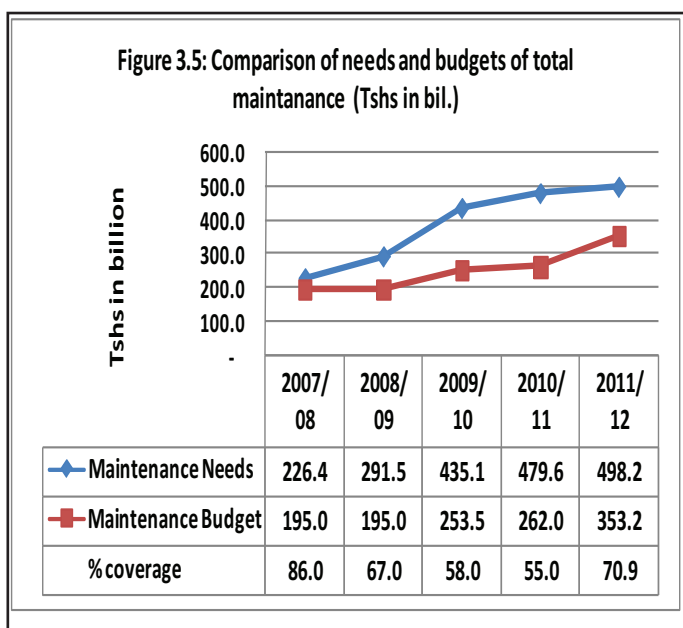
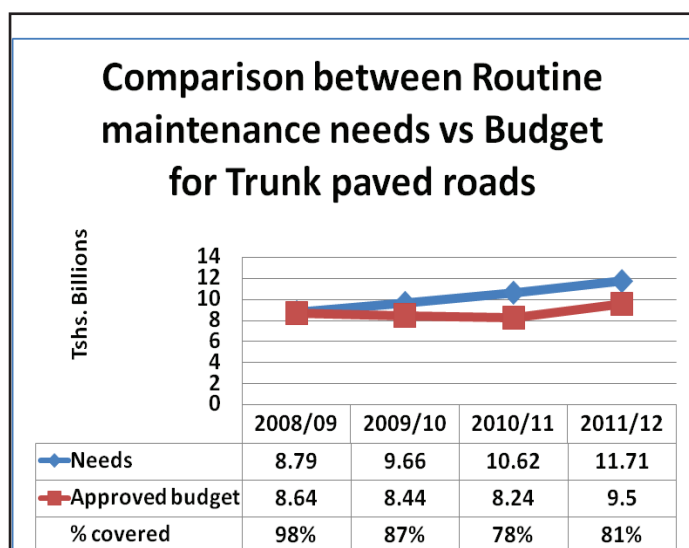
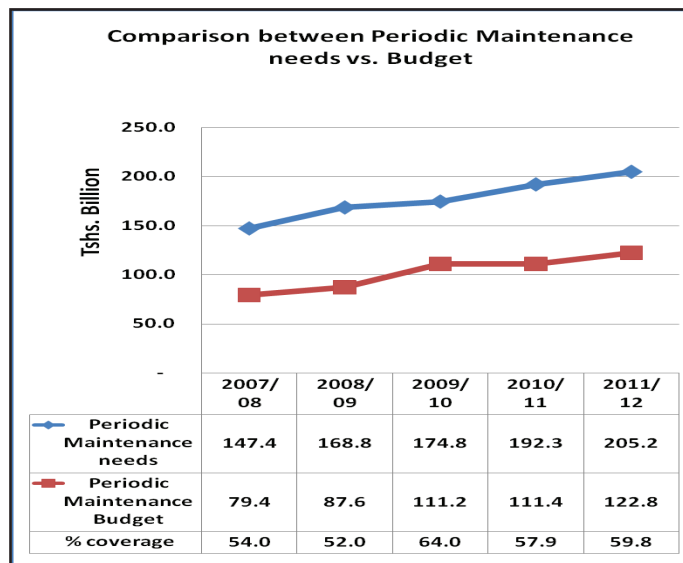
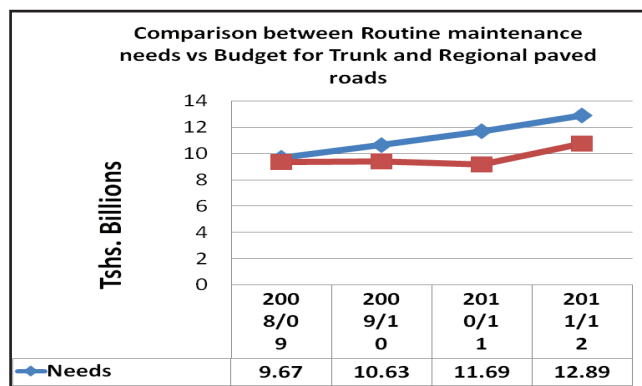
Lincoln na mabavu

Mabavu huweza kushinda kila kitu, lakini ushindi wake huwa ni wa muda mfupi - Abraham Lincoln

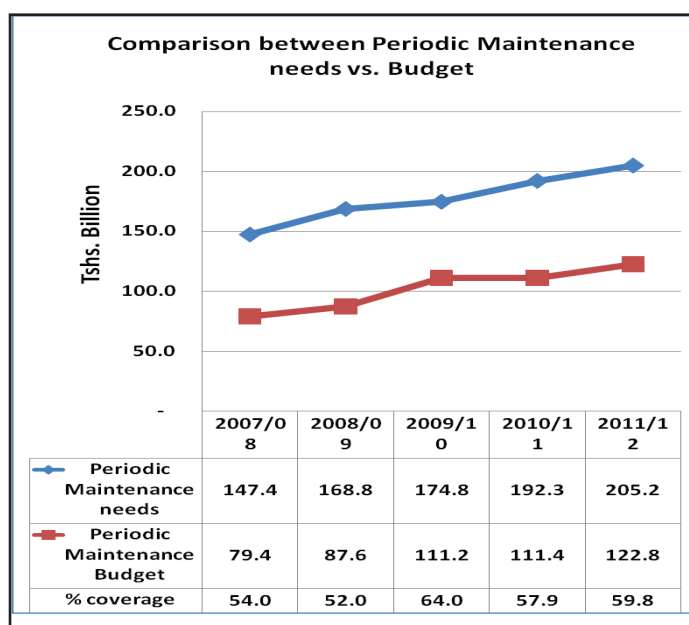
Mhariri anakaribisha barua na makala fupi kutoka kwako msomaji kuhusu masuala ya babrabara na usafirishaji. Barua ziwe fupi na zinazoeleza suala moja kwa moja na zitumwe kwa Mhariri, Tanzania Roads S. L. P 12497 Dar es Salaam, au kwa barua pepe kwa roadfund@raha.com au ckidanka@regaliamedia.com. Tutachapisha barua zinazofikia kiwango tunachokitaka na zilizo na jina na anuani ya mwandishi. Ikiwa hupendi jina lako litokee kwenye jarida, tueleze hivyo. Unakaribishwa pia kuleta kichekesho kwa ajili ya safu hii.

Vigezo vya ufanisi wa Bodi ya Mfuko wa Barabara

Inaendelea kutoka Uk 9



Utunzaji rasilimali ukipimwa kwa mahitaji yote ya ukarabati yakilinganishwa na bajeti



Bodi ya Mfuko wa Barabara kwa ufupi

WAJIBU WA BODI YA MFUKO WA BARABARA

kuhakikisha makusanyo kamiliifu ya mapato ya mfuko

kugawa fedha kwa wakala wa utekelezaji

kusimamia matumizi ya fedha kuhakikisha thamani yake katika kazi

VYANZO VYA MAPATO

Tozo ya mafuta inachangia asilimia 96

Malipo ya mizigo ya nje

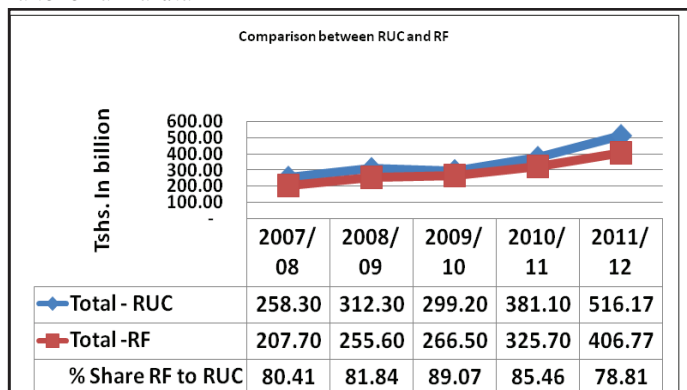
Faini za kuzidisha uzito

Vigezo vya ufanisi wa Bodi ya Mfuko wa Barabara

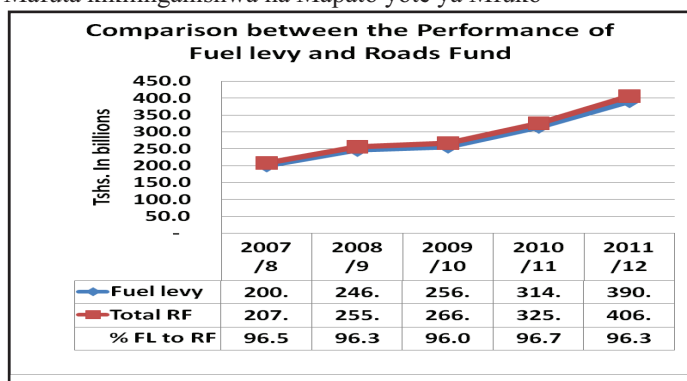
Ufanisi wa Bodi ya Mfuko wa Barabara hupimwa kwa kutumia vigezo vilivyoandaliwa chini ya mradi uliobuniwa na kufadhiliwa na Bank ya Dunia unaoitwa “Sub-Saharan Africa –Transport Policy Programme” ambao ulibuni mpango wa matengezo ya barabara kwa nchi zilizo chini ya Jangwa la Sahara. Aidha ufanisi wa Mfuko unapimwa pia na malengo ya MKUKUTA kama yalivyoainishwa kwenye kitabu cha MKUKUTA II.

Malengo ya vigezo hivyo ni kuongoza kutathmini ufanisi wa Mfuko kwa kuangalia (i) **kiwango cha maboresho** kinachopimwa kwa mchango tozo kwa watumiaji wa barabara na mchango wa tozo za mafuta kwa Mfuko wa Barabara, (ii) **utunzaji wa barabara kama rasilmali** unaopimwa kwa kiwango cha mahitaji ya ukarabati wa kawaida, kiwango cha mahitaji yote ya ukarabati; ukilinganisha na bajeti inayotengwa (iii) **Nia ya dhati ya Serikali katika Maboresho** inayopimwa kwa kiwango cha fedha zinazotengwa kila mwaka kikilinganishwa na bajeti; (iv) **Ufanisi wa Bodi ya Mfuko wa Barabara** unaopimwa kwa utoaji wa fedha kwa wakati kwa wakala wa utekelezaji.

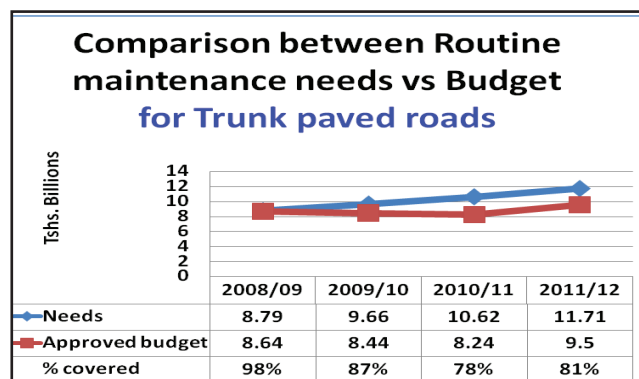
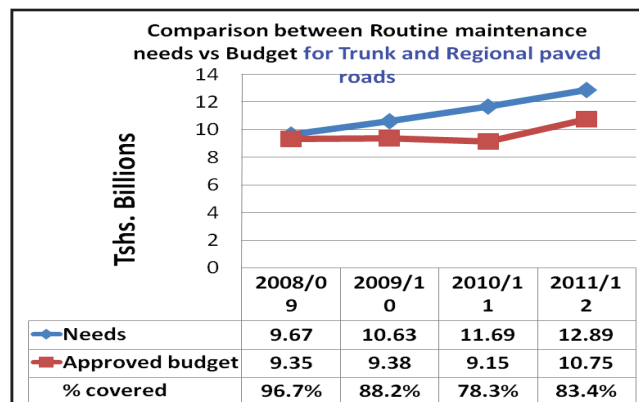
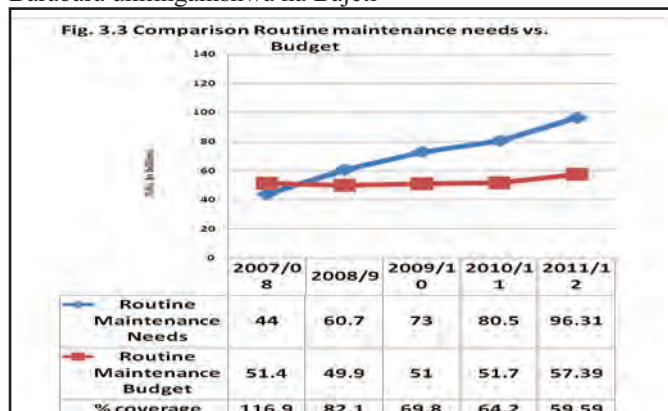
Ulinganifu kati ya tozo zinazolipwa na watumiaji wa barabara na tozo za mafuta



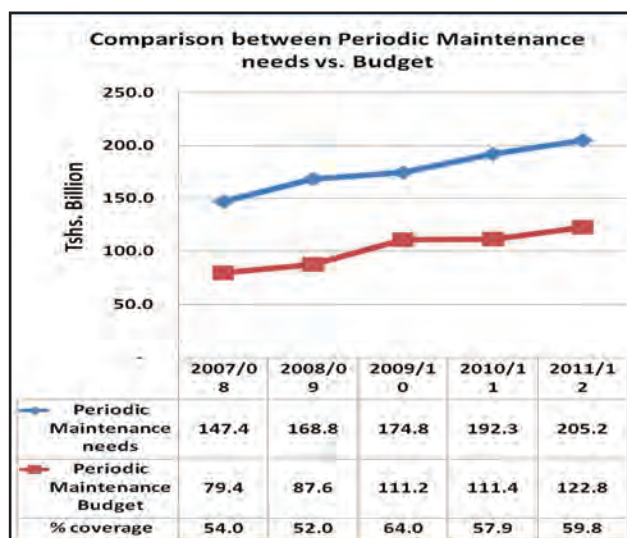
Kiwango cha Maboresho kikipimwa kwa mchango wa Tozo za Mafuta kikilinganishwa na Mapato yote ya Mfuko



Utunzaji wa rasilimali ukipimwa na Mahitaji ya Ukarabati wa Barabara ukilinganishwa na Bajeti



Utunzaji wa rasilimali ukipimwa na Mahitaji ya Ukarabati wa Barabara ukilinganishwa na Bajeti



RFB kutoa bilioni 127/- TAMISEMI

Bodi ya Mfuko wa Barabara imetenga kiasi cha Tsh. 127,610,208,637.20 katika mwaka wa fedha 2012/13 kwa ajili ya Ofisi ya Waziri Mkuu Tawala za Mikoa na Serikali za Mitaa (TAMISEMI) kwa madhumuni ya ujenzi wa barabara zinazosimamiwa na serikali za mitaa nchi nzima.

Mkataba wa Kiutendaji kati ya Bodi na TAMISEMI kuhusu matengenezo ya barabara za wilaya, miji na za ujazio pamoja na ujenzi wa barabara mpya uliosainiwa kati ya taasisi hizo mbili unaeleza kuwa Bodi itatoa fedha hizo kwa ajili ya matengenezo na ujenzi wa barabara mpya ikiwa ni pamoja na kugharamia shughuli za utawala zinazohusiana na kazi hizo na usimamizi wake.

“Bodi itakuwa na majukumu ya kutoa kwa TAMISEMI kiasi cha fedha kili-chokubaliwa na kinachohitajika kwa wakati na kulingana na Mpango wa Fedha wa TAMISEMI 2012/13, na kulingana na taratibu za utoaji fedha za Bodi,” inasomeka sehemu ya Makubaliano hayo na kuongeza kuwa fedha za barabara zitakazotolewa chini ya makubaliano hayo lazima zitumike kwa malipo ya kazi zilozifanyika katika mwaka wa fedha 2012/13 kwa mujibu wa mpango-kazi.

Utoaji fedha utakuwa kama ifuatavyo: Tshs. 102,541,450,000 kwa kazi za ukarabati wa barabara; Tshs. 4,474,760,000 kwa matumizi ya dharura; Tshs. 1,704,000,000 kwa shughuli za Makao Makuu ya TAMISEMI; Tshs. 12,761,002,000 kwa miradi ya maendeleo ya barabara; Tshs. 4,852,000,000 kwa gharama za usimamizi wa Halmashauri; na Tshs. 1,276,100,000 kwa ufuatiliaji na utawala. Jumla: Tshs. 127,609,321,000.

Makubaliano hayo yanasisitiza kuwa TAMISEMI na Halmashauri zitawajibika kuhakikisha kuwa fedha zinazotolewa zinatumika kwa kufuata bajeti ya mpango-kazi kwa mujibu wa vigezo vya utendaji katika utekelezaji wa makubaliano hayo.

“TAMISEMI inaweza kubadili matumizi ya fedha kwenye bajeti kwa kiasi cha asilimia 10 kwa kipengele na matumizi yasiyidhi bajeti ya jumla. Ikiwa

itaonekana kuwa matumizi ya kipengele cha bajeti yanazidi asilimia 10 au zaidi, au kazi mpya ambazo hazikuwekwa kwenye mpango-kazi zinapaswa kutekelezwa, au kutokana na vikwazo vingine vya kifedha au kiutendaji kunajitokeza tatizo, TAMISEMI inaweza kuamua kubadili matumizi ya fedha hizo baada ya kushauriana na kukubaliana na Bodi.”

Inapotokea fedha zilizotolewa kwa mujibu wa makubaliano haya zinabaki, makubaliano yanataka aliyepokea fedha kutoa taarifa kwa Bodi na kuomba idhini ya kutumia fedha hizo kwa matumizi mengine.

Makubaliano hayo yanaelekeza kuwa TAMISEMI inapaswa kufanya juhudi za makusudi kutumia fedha zote katika mwaka husika wa fedha, na hivyo kupunguza kadiri iwezekanavyo kuwepo kwa fedha zinazolinga mwaka mwingine

wa fedha. “Fedha zinazobaki zinapaswa kutumika katika mwaka mpya wa fedha kumalizia mradi uliotengewa fedha hizo. TAMISEMI inapaswa kupata idhini ya Bodi kutumia fedha zilizobaki kwa matengenezo ya dharura ya barabara ndani ya mwezi mmoja tangu kuanza kwa mwaka mpya wa fedha.”

Katika makubaliano hayo, TAMISEMI inatakiwa kufanya juhudi kubwa kuhakikisha kuwa fedha zinatumika katika mwaka husika wa fedha, na matatizo mengine ya nje ya TAMISEMI kama vile ukosefu wa wakandarasi na vifaa yanashughulikiwa. Inatazamiwa kuwa kwa kufanya hivyo, fedha zinazobaki hazitakuwa zaidi ya asilimia 25. Fedha zote zilizowekwa kwa ajili ya ujenzi zita-tolewa kwa mujibu wa mkataba uliosainiwa Juni 30, 2012. ■



Naibu Meneja, Utafutaji Rasilimali wa Bodi ya Mfuko wa Barabara, Eliud Nyahenga akiwasilisha mkataba wa huduma kwa wateja katika Mkutano wa Wadau wa barabara hivi karibuni

RFB kutumia nyenzo mpya kupima thamani ya fedha

Inatoka uk. 6

alieleza kwamba upimaji wa tathmini ya thamani ya fedha inatolewa kwa njia ya maoni, tofauti na nyenzo ya zamani ambapo asilimia ilitumika. Maoni kwa ajili ya mradi mmoja mmoja ni kwamba Nzuri ni kwa alama 2.6 – 3.0; Kutosheleza ni kwa alama 1.7 – 2.5; na Kutotosheleza ni kwa alama chini ya 1.7.

Thathmini ya thamani ya fedha kwa mradi mmoja mmoja inayotekelezwa na

taasisi ya barabara inaweza kutumika kupima utendaji wa taasisi husika. Ili kupima utendaji wa taasisi, alama za tathmini ya thamani ya fedha hupatikana kwa kuzingatia alama za mradi mmoja mmoja pamoja na gharama husika ya miradi.

Nyenzo mpya ilianza kutumika katika mwaka wa fedha 2011/2012 katika ukaguzi wa kiufundi wa miradi ya kazi za barabara zilzofanyika mwaka

2010/2011 na 2011/2012.

Hata hivyo nyenzo mpya imekuwa na mapungufu ikiwemo kuhitajika mkaguzi kufanya uamuzi wa alama ya kuweka kwa kuzingatia busara yake. Kwa kazi za matengenezo ya kawaida, baadhi ya vigezo kwenye nyenzo hazihitajiki. Nyenzo hii inatumika kwa ajili ya kukagua miradi tu na kuwa haichunguzi kama mifumo ya kitaasisi iliyopo inafaa kuwezesha kuwepo kwa thamani ya fedha

kwa kuangalia viwango vya wafanyakazi, majukumu ya wafanyakazi, uratibu na kanuni za kiutawala inahakikisha kuwepo na kuboreshwa kwa thathmini ya thamani ya fedha.

Mhandisi Lwakatare alieleza kuwa nyenzo hiyo itakuwa inarekebishwa kila baada ya miaka miwili ili kuiboresha na utatarishwa mwongozo wa kuitumia. ■

Halmashauri lawamani kwa fedha za barabara

Wakaguzi wa hesabu wamegundua kuwa kiasi cha Sh 100,547,857 zimehamishwa kutoka akaunti ya Mfuko wa Barabara kwenda akaunti zingine

Sehemu ya taarifa ya Mkaguzi Mkuu na Mdhhibiti wa Serikali iliyotolewa na Bodi ya Mfuko wa Barabara kuhusu Serikali za Mitaa kwa mwaka wa fedha ulioishia Juni 2010; inaonesha kiwango kikubwa cha matumizi mabaya na uhamishaji wa mamilioni ya shilingi.

Taarifa hiyo ilitolewa kama mada katika mkutano wa TAMISEMI na wadau wa barabara ulioofanyika jijini Arusha hivi karibuni.

Ukaguzi wa hesabu uliofanywa kwenye nyaraka za kumbukumbu za fedha za Halmashauri zilizopokea fed-

ha za Mfuko, umegundua kuwa Sh 31,043,184 zilitumika kwa matumizi ambayo hayahusiani na shughuli za barabara. Hii inaashiria kwamba miongozo ya Bodi ya Mfuko wa Barabara inakiukwa.

Kadhalika, ukaguzi huo umegundua kuwa kiasi cha Sh 476,066,839 zimetumika nje ya utaratibu wa kuandikiwa vocha ambapo nyaraka za malipo ya kiasi hicho cha fedha hazikutolewa kwa ajili ya ukaguzi kinyume cha Kifungu 45 (5) cha Sheria ya Fedha za Serikali za Mitaa ya mwaka 1982.

“Kutokuwepo kwa vocha za malipo, mazingira ya mali-

po na matumizi ya fedha za kwenye akaunti hakukuthibitisha kuwa matumizi hayo ya Mfuko wa Barabara yalikuwa sahihi. inasema sehemu ya taarifa hiyo ambayo ‘Tanzania Roads’ inayo.

Katika kile kinachoonkana kuwa ni udhaifu wa usimamizi na udhibiti wa bidhaa na manunuzi, wakaguzi hawakukuta taarifa zozote zinazothibitisha kuwa bidhaa zilizonunuliwa zilitumika kwa maslahi ya umma. Maafisa wa bohari waliagiza bidhaa na kulipa Sh 60,805,852 ambazo hazikuonekana kwenye nyaraka na kumbukumbu za fedha

na matumizi yake hayakujulikana.

“Kwa mujibu wa taarifa hiyo, fedha zinazosemeka kutumiwa vibaya ni pamoja na Sh 1,033,544,112 zilizotolewa bila vocha; malipo zaidi kwa wakandarasi Sh 30,374,527; ucheleweshaji wa kumaliza kazi kwa wakandarasi Sh 3,505,775,545 na malipo yaliyotolewa stakabadhi zisizo rasmi Sh 132,539,250.

Wakaguzi pia waligundua kuwa kiasi cha Sh 100,547,857 zilihamishwa kutoka akaunti ya Mfuko wa Barabara kwenda akaunti zingine, ama kwa makosa au kwa kukopwa. Hadi wakati wa ukaguzi wa hesabu hizo, fedha hizo zilikuwa bado hazijarejeshwa kwenye akaunti ya mfuko wa barabara.

Taarifa hiyo ya ukaguzi wa hesabu pia inasema kuwa baadhi ya Halmashauri za Wilaya zililipa kiasi cha Sh 117,907,980 kwa wakandarasi kwa kazi ya ukarabati, wakati Mikataba ya malipo hayo haikupatikana kwa ajili ya ukaguzi, kama ilivyotakiwa na Sheria. Kwa hiyo uhalali wa malipo hayo haukuweza kuthibitishwa kutokana na kutokuwepo kwa nyaraka hizo, inasomeka sehemu ya taarifa.

Taarifa hiyo inahitimisha: “Taarifa ya ukaguzi wa kina iliyowasilishwa ilifikishwa pia kwenye mengineji za Halmashauri husika katika vikao vya baada ya kumaliza ukaguzi ambapo masuala hayo yalijadiliwa na kufikiwa makubaliano kuwa ndivyo yalivyokuwa. Mengineji za Serikali za Mitaa ziliahidhi kuchukua hatua stahiki na kurekebisha makosa hayo. ■



Ofisa wa TAMISEMI anayeshughulikia barabara, Mhandisi Elina Kayanda akiwasilisha mada kuhusu utendaji wa Halmashauri katika miradi ya matengenezo ya barabara

Bodi ya Mfuko wa barabara kutumia nyenzo mpya

Bodi ya Mfuko wa Barabara (RFB) imeanza kutumia nyenzo mpya ya kutathmini thamani ya fedha (VfM) ili kukagua jinsi fedha zinazotolewa na Bodi hiyo zinavyotumika kwa ajili ya matengenezo ya barabara.

Nyenzo hiyo iliyoboreshwa ni matokeo ya mkutano wa wadau uliofanyika Aprili 2011 ambao ulijadili nyenzo iliyokuwepo ambayo ilitumika kwenye ukaguzi wa kiufundi kwa kazi zilizofanyika mwaka wa fedha 2009-2010, ambayo

ilionekana kuwa na udhaifu na hivyo kutakiwa kuboreshwa. Nyenzo mpya, ilianza kutumika Julai mwaka 2011.

Akitoa mada katika mkutano wa wadau wa barabara jijini Arusha tarehe 31 Julai mwaka 2012, Mhandisi Ronald Lwakatare alibainisha kuwa nyenzo mpya ya VfM imebaki na baadhi ya miundo iliyokuwa ikitumiika katika nyenzo ya awali ikiwemo muundo wake wa jumla. Nyenzo mpya ina viashiria vitano zinazotumika kutathmini thamani ya fedha

katika hatua mbali mbali ya utekelezaji wa mradi zikiwa ni Mipango, usanifu na kuandaa nyaraka za manunuzi; taratibu za Manunuzi; Usimamizi wa mradi; Kukamilika kwa mradi; na Utekelezaji na ubora wa kazi. Kila kiashiria ina vigezo vinavyozingatia matokeo muhimu ya kutathmini thamani ya fedha inayotokana na kuiga uzoefu bora kutoka sehemu mbali mbali duniani.

Utekelezaji na ubora wa kazi umepewa uzito mkubwa kuliko viashiria

vyote kwa kuwa na asilimia 40, ikifuatiwa na Mipango, usanifu na kuandaa nyaraka za manunuzi asilimia 20%; Usimamizi wa mradi asilimia 20; taratibu za Manunuzi asilimia 10; na Kukamilika kwa mradi asilimia 10. Vigezo hufanyiwa uhakiki katika skeli ya namba moja hadi tatu, tatu ikimaanisha utendaji mzuri, mbili utendaji wa wastani, na moja utendaji mbovu.

Mhandisi Lwakatare

Inaendelea uk 7

RFB yajizatiti kutoa huduma bora zaidi

Bodi ya Mfuko wa Barabara imewahakikishia wateja wake kuwa imejizatiti kutoa huduma zake kwa weledi, uaminifu na uwajibikaji.

Hakikisho hilo lililotolewa katika mkutano wa wadau wa barabara uliofanyika jijini Arusha Agosti mwaka huu, na limeainishwa katika Mkataba wa Huduma kwa Wateja ulio-wasilishwa na Bodi hiyo. Mkataba huo uliojadiliwa na wadau na kukubaliwa unaeleza wajiibu wa Bodi katika masuala yanayohusu mawasiliano, utoaji wa fedha na ufuatiliaji kwa wadau mbalimbali kama vile Wizara ya Ujenzi, Wakala wa Barabara –Tanzania (TANROADS) na Serikali za Mitaa.

Bodi imeahidi kufanya kazi kwa kuzingatia matokeo na kutoa majibu ya haraka na sahihi kwa maswali ya wateja huku ikizingatia maadili, kukubali kuwajibika kwa vitendo vyake, na kujifunza kutokana na makosa yake.

“Bodi itajali wateja, na itashirikiana na wateja pamoja na wadau kutekeleza majukumu kama inavyotarajiwa na Serikali. Bodi itafanya majadiliano na wadau na wateja mbalimbali ili kupata maoni kuhusu mwelekeo wa kisera wa baadaye,” inasema sehemu ya Mkataba huo.

Vilevile, Bodi imeahidi kuwa itazingatia kuhakikisha kuwa thamani ya fedha zilizotolewa inaonekana katika miradi ya matengenezo na ukarabati wa

barabara inayotekelezwa.

Katika kuhakikisha utoaji wa taarifa unafanyika kwa haraka na umakini, Bodi imeahidi kujibu barua ndani ya siku tano za kazi, barua pepe zitajibiwa ndani ya siku tatu (isipokuwa zile zinazohitaji kufanyiwa utafiti zaidi na maamuzi kuchukuliwa na viongozi wa juu) na simu zitajibiwa mara moja.

Viwango vya Huduma kwa Wadau

Mdhibiti na Mkaguzi Mkuu wa Hesabu za Serikali (CAG), Bodi ya Mfuko wa Barabara inaahidi kutoa ushirikiano unaohitajika kwa ofisi hiyo katika mchakato wa ukaguzi wa hesabu; kama vile kuwasilisha taarifa za fedha ndani ya siku 90 baada ya kufungwa kwa mwaka wa fedha, na kuhakikisha kuwa sheria ya manunuzi ya umma inazingatiwa.

Kwa Wiraza ya Ujenzi, Bodi imeahidi kuwa Taarifa za Mwaka zitawasilishwa ndani ya siku 180 baada ya kufungwa kwa mwaka wa fedha, kumshauri Waziri anayehusika na barabara kuhusu vyanzo vipya vya tozo za barabara, kurekebisha viwango katika kanuni za ukusanyaji wa tozo za barabara na kuhudhuria mikutano ya mashauriano kwa mujibu wa ratiba.

Aidha Bodi imeahidi kutengeneza na kurekebisha mara kwa mara kanuni ya utengaji wa fedha miongoni mwa Wakala na kumshauri kwa usahihi Waziri anayehusika na barabara; ikiwa ni pamoja

na kutenga asilimia 10 ya fedha kwa ajili ya uendelezaji wa barabara.

TANROADS, TAMISEMI na Serikali za Mitaa zimehakikishiwa kuwa Bodi ya Mfuko wa Barabara itahakikisha fedha za kufanyia matengenezo ya barabara zinatolewa ndani ya siku tatu baada ya fedha hizo kuwa zimeingia katika akaunti ya benki ya Bodi, na makubaliano ya utendaji yataandaliwa mwanzoni mwa mwaka wa fedha (kwa kawaida ni mwezi Juni) kwa ajili ya kuyapitia na kutoa maoni.

Bodi pia imeahidi kuhakikisha kuwa taarifa za matokeo ya Ukaguzi wa Kiufundi uliofanyika itatolewa kwa Wakala wa Utekelezaji ndani ya mwezi mmoja tangu kupokelewa kwa taarifa hizo na kufuatilia mara kwa mara utendaji wa TANROADS na Mamlaka za Serikali za Mitaa.

Mkataba huo pia una vipengele vinavyoweke bayana majukumu ya wadau kama vile **Mdhibiti na Mkaguzi Mkuu wa Hesabu za Serikali**, Wizara ya Ujenzi, TAMISEMI, TANROADS na Halmashauri za Miji na Wilaya.

Kwa mujibu wa Mkataba huo, **Mdhibiti na Mkaguzi Mkuu wa Hesabu za Serikali** anatarajiwa kukagua hesabu na kutoa taarifa za fedha kwa Bodi kwa wakati, na kushauri namna bora ya kuendesha Mfuko.

Wizara ya Ujenzi, inatarajiwa kuendelea kutoa msaada na maelekezo kwa Bodi na

kufanyia kazi mapendekezo yanayotolewa na Bodi kuhusiana na uendeshaji mzuri zaidi wa Mfuko.

TAMISEMI, itatarajiwa kusimamia majukumu ya Halmashauri ya ukarabati barabara, kuhakikisha uwepo wa wafanyakazi wenye sifa na uwezo, pamoja na kujenga uwezo kwa Mamlaka za Serikali za Mitaa na kutekeleza mapendekezo kutoka katika Bodi kuhusu masuala ya matumizi ya fedha katika halmashauri hizo.

TANROADS na Mamlaka za Serikali za Mitaa zinatakiwa kuwa na taarifa kamili kuhusu kanuni za ukarabati barabara, kabla ya Mkataba wa Utendaji haujasainiwa kati yake na Bodi, ili kuhakikisha kuwepo kwa ufanisi katika utendaji kazi.

Aidha TANROADS na Serikali za Mitaa zinatakiwa, pamoja na mambo mengine, kuhakikisha kuwa makadirio ya bajeti za matengenezo ya barabara zinawasilishwa kwenye Bodi kwa wakati bila kuchelewa. Wakati wa utekelezaji, watahakikisha kuwa thamani ya fedha inaonekana katika kupanga, kusanifu, kutumia kanuni za manunuzi, utekelezaji wa matakwa ya mikataba na uhibiti ubora wa gharama zisizo za lazima.

Wakandarasi wafungwa kwa kukiuka masharti

Jumla ya kampuni za ukandarasi 32 za ujenzi na watu binafsi wawili wamefungwa kufanya kazi ya ukandarasi kwa mwaka mmoja kutokana na makosa mbalimbali likiwemo la kulipwa kwa ‘kazi hewa’.

Orodha iliyotolewa na Mamlaka ya Manunuzi ya Umma na Ugavi (PPRA) wakati wa Mkutano wa TAMISEMI, Bodi ya Mfuko wa Barabara na Wadau wa barabara mjini Arusha hivi karibuni ilibainisha kuwa kampuni hizo pamoja na wakandarasi binafsi wamefungwa kuanzia Juni 22, 2012 hadi Juni 21, 2013.

Kampuni hizo pamoja na wakandarasi binafsi wanatoka mikoa ya Dar es Salaam, Mwanza, Morogoro, Mtwara, Mbeya, Njombe na Dodoma.

Wakati wakandarasi binafsi, Zephania Ngeleja wa

Ukerewe na Grace Mbilinyi wa Njombe wamefungwa kwa kushindwa kufanya kazi ya kukusanya mapato katika kisikwa cha Malelema (Ngeleja) na kushindwa kutimiza masharti ya mkandarasi ya kukusanya mapato katika Lango la Idosi (Mbilinyi), kampuni nyingi zilizofungwa zimejipatia zaidi ya Sh milioni 200 kama malipo zaidi ya yaliyohitajika kwa kazi walizofanya ama malipo kwa ‘kazi hewa’.

Hata hivyo, zipo kampuni ambazo zina hadithi tofauti, nyingine zikiwa zimeteteleza kazi na kuondoka kabla ya kazi kumalizika kwa mujibu wa mkataba.

Muson Engineering Ltd ya Dodoma ilipewa kandarasi na Halmashauri ya Wilaya ya Bahi kwa ajili ya kujenga eneo la Mnadani lakini baadaye iligundulika kuwa viwango vilivyotumika katika ujenzi

huo vilikuwa duni kulingana na kiasi walicholipwa.

“Ukaguzi wa eneo la kazi uligundua kuwa kazi ilikuwa imekamili lakini michoro ya kazi hiyo ilitofautiana sana na kile ambacho kilifanyika eneo la kazi. “Mabadiliko hayo hayakuwa yamerekodiwa wala kukubalika na hivyo kufanya kuwa vigumu kwa Wakaguzi kulinganisha kiwango kilicholipwa, vipimo halisi katika michoro iliyo kwenye mkataba na vipimo halisi sehemu iliyojengwa. Kiwango cha malipo kilichoizidishwa kwenye malipo kinakadiriwa kuwa Sh. milioni 9,” inasomeka sehemu ya taarifa hiyo.

Man – Ncheye Pa Co. Ltd ya Bunda imefungwa kwa kudaiwa kulipwa isivyo halali kiasi cha Sh. milioni 24.4 na Halmashauri ya Wilaya ya Magu “kwa kazi ambayo hawakuifanya kabisa”.

“Ingawa baadhi ya kazi za ujenzi wa mfumo wa majitaka na matengenezo ya barabara ya Ng’haya – Bugatu ilithibishwa na kumlipa mkandarasi, wakaguzi hawakuona ujenzi wowote eneo la kazi.

Kampuni nyingine ambazo zimetuhumiwa kulipwa fedha ambazo hawakustahili ni Jossam and Co. Ltd ya Karagwe, Satellite Contractors Co. Ltd ya Dodoma, Tenco Construction Ltd ya Morogoro na Icon Engineers ya Mwanza.

Wakati Jossam and Co. Ltd ililipwa malipo yasiyo halali ya Tsh 17.3 milioni na Halmashauri ya Wilaya ya Geita kwa kazi ambayo haikufanyika, Satellite Contractors Co. Ltd ililipwa kiasi cha Tsh 94.6 milioni na Halmashauri ya Wilaya ya Geita kwa kazi ambazo hazikufanyika. ■

Magufuli na rushwa Mizani

Inatoka uk 4

na watu ni gari moja watu kwa wanne.

Dkt. Magufuli alisema kuwa hivi sasa kuna magari yaliyosajiliwa yanakadiriwa kuwa 1,000,000 katika jiji la Dar es Salaam pekee, ambalo kwa mujibu wa Sensa ya Watu na Makazi ya mwaka 2002 lilikadiriwa kuwa na wakazi 4,000,000.

Huku magari yaliyopo tayari yakiendelea kusababisha msongamano; magari zaidi yamejazana bandarini yakisubiri kutolewa, huku mengine yakiwa njiani kuja nchini.

“Ndio maana tunapaswa kufanya kazi pamoja kuhakikisha kuwa tunapanua Jiji na kujenga barabara mpya ili kupunguza msongamano unaotokana na ongezeko la magari,” alisema Waziri.

Kwa mujibu wa Dkt. Magufuli, miradi mingi ya ujenzi wa barabara jijini Dar es Salaam na usumbufu uliopo haukupukiki kwa kuwa hifadhi za barabara jijini Dar es Salaam ni tofauti na zile za mikoani.

“Hapa Arusha na mikoa mingine hifadhi ya barabara ni mita 30 kutoka katikati ya barabara lakini Dar es Salaam ni mita 100 kwa pande zote kwa barabara kuu kama ile ya Morogoro,” alisema Dkt. Magufuli.

Waziri alibainisha kuwa ubomoaji wa nyumba za makazi na za biashara zilizo katika hifadhi ya barabara ni zoezi endelevu na wananchi waelimishwe kuhusu umuhimu wa kufuata sheria.

“Ingawa magari zaidi na zaidi yanaendelea kuingizwa nchini, Serikali haina haja ya kuzuia uingizwaji huo. Chukulia mfano wa Dar es Salaam, magari milioni moja lazima yatahitaji madereva milioni moja kuyaendesha na hivyo kuongeza fursa za ajira,” alisema Dkt. Magufuli.

Alisema kuwa magari ya usafiri wa umma na ya binafsi yote yanaongeza fursa za ajira ikiwa ni pamoja na madereva, makondakta, mafundi gereji na wahudumu wa vituo vya mafuta.

Fungueni jiji la Arusha

Dk. Magufuli alimwagiza Mkuu wa Mkoa wa Arusha, Magesa Mulongo na Meya wa Manispaa ya Arusha Gaudence Lyimo kuanza kufanyia kazi vituo vipya vitatu vya mabasi kwa ajili ya kuhudumia jiji la Arusha.

“Arusha imesongamana na mahali vilipo vituo vya sasa vya mabasi ambapo ni katikati kabisa ya mji, inachangia foleni isiyo ya lazima wakati mabasi yanayokwenda masafa marefu yanapolazimika kwanza kuingia mjini,” alisema Waziri na kuongeza kuwa wakati umefika kwa Arusha kuwa na vituo vipya vya mabasi.

“Kituo cha basi katikati ya mji kinapaswa kuhamishiwa mahali kama barabara ya Moshi Arusha na kihudumie mabasi yanayokwenda Moshi, Tanga, Dar es Salaam, Morogoro na mikoa ya Nyanda za Juu Kusini,” alisema.

Dkt. Magufuli pia alishauri kituo kingine cha mabasi kijengwe barabara kuu iendayo Dodoma, kuelekea Kisongo ambapo mabasi kutoka Kanda ya Kati, Kanda ya Ziwa huleta abiria kuto-



Waziri wa Ujenzi, Mh John Magufuli akifungua Mkutano wa Wadau wa barabara jijini Arusha

ka Mwanza, Shinyanga, Singida, Babati na Dodoma.

Waziri pia aliwataka watendaji wa Jiji kujenga kituo kingine cha tatu kwa ajili ya mabasi ya masafa mafupi na daladala.

Jijini Arusha, mabasi ya abiria yasiyopungua 100 huingia kila siku na kufanya kituo cha mabasi kilichopo katikati ya jiji na ambacho hakijawahi kupanuliwa kuzidiwa na magari.

Mkuu wa Mkoa wa Arusha alimwomba Waziri aruhusu kujengwa kwa barabara mchepuko itakayounganisha Uwanja wa Ndege wa Arusha na Barabara ya Dodoma na Ngaramtoni ili kupunguza magari yanayokwenda huko kuingia mjini.

“Magari yanayotoka Namanga yakielekea Babati, Monduli au Ngorongoro yanalazimika kuingia mjini kwanza na yale yanayotoka huko kwenda Namanga pia lazima yaingie mjini. Tungeweza kuyafanya yapitie Barabara ya Dodoma na Namanga bila kulazimika kuingia mjini,” alisema Mkuu wa Mkoa.

Akijibu hilo, Waziri alitoa ruhusa ya kujengwa kwa barabara hiyo na kumtaka Mkuu wa Mkoa kutuma timu ya wathamini kuangalia suala la fidia kabla ya kuanza kazi ya ujenzi.

Wakati huo huo mradi wa upandishaji hadhi wa barabara ya Arusha-Makuyuni, sehemu ya Barabara ya Dodoma na kuwa njia mbili umeanza na tayari nyumba zilizojengwa kando ya barabara ya Ngarenaro, Majengo na Mbauda zimeanza kuvunjwa kupisha ujenzi huo. ■

Magufuli awaonya wafanyakazi wa Mizani kuhusu rushwa

Waziri wa Ujenzi Dkt. John Magufuli ameagiza uchunguzi wa kina ufanywe katika mizani za barabarani, kuhusu matukio kadhaa yanayofanyika yanayoashiria kukithiri kwa rushwa.

“Zaidi ya asilimia 80 ya watendaji wa mizani ni wala rushwa, ndio maana tatizo la uzidishaji wa uzito kwenye magari linaendelea,” alisema. Aliongeza kusema kuwa hata baadhi ya watu wazito wamekuwa wakipiga simu, kuomba watoto wao na ndugu zao wapewe kazi katika mizani jambo linaloashiria kuwepo kwa fedha za haraka haraka. “...na nina hakika wahudumu wengi (wa mizani) wana uhusiano na vigogo, waondoeni. Wafukuzeni,” alisema.

Waziri alitoa maagizo hayo hivi karibuni jijini Arusha alipokuwa akifungua mkutano wa siku tatu uliohusisha wadau wa barabara; Ofisi ya Makamu wa Rais, Tawala za Mikoa na Serikali za Mitaa (TAMISEMI); na Bodi ya Mfuko wa Barabara.

Kwa mujibu wa Dkt. Magufuli, wakati Serikali inajitahidi kujenga barabara zaidi, zile zilizopo zinaendelea kuharibika kwa haraka kutokana na matumizi mabaya yanayotokana na uzidishaji wa uzito; na faini inayotozwa kwa magari yanayozidisha uzito kuwa ndogo sana. “Faini inayotozwa kwa wanaozidisha uzito haiendani na uharibifu unaofanyika kwenye barabara,” alisema Dkt. Magufuli na kueleza kuwa katika miaka mitatu iliyopita, Mizani imekuwa ikikusanya kiasi cha Sh. bilioni 3 kila mwaka hali inayoonisha kuwa maofisa wa mizani wameweka hicho kama kiwango cha makadirio huku wakiwa wanakula njama na madereva wanaozidisha uzito kwa maslahi yao binafsi.

Dkt. Magufuli aliamuru Wakala wa Barababara Tanzania (TANROADS) kutumia mamlaka yake ya kuajiri na kufukuza kushughulikia tatizo hili. “Ninyi mnayo mamlaka ya kuajiri na kufukuza. Sasa tumieni mamlaka yenu kufukuza zaidi kuliko kuajiri,” alisema na kuongeza kuwa kama jambo hili likifanyika, anaamini asilimia 90 ya maofisa wa mizani ‘watakwenda na maji’.

Fedha za Mfuko wa Barabara

Dkt. Magufuli pia aliwaonya maofisa wanaohamisha fedha zinazotolewa na Bodi ya Mfuko wa Barabara kwa ajili ya matengenezo ya barabara na kuzitumia kwa matumizi mengine yasiyohusiana na barabara. Alisema tatizo hilo limekuwa kubwa na sasa linahitaji kushughulikiwa, ili kuiwezesha Bodi kutimiza majukumu yake. Alisema kuwa ana taarifa kuwa baadhi ya fedha za matengenezo ya barabara zimekuwa zikitumika kwenye mbio za Mwenge wa Uhuru, kulipia posho za wasimamizi wa mitihani ya Kidato cha Nne au kulipa posho ya mikutano ya Bodi.

“Hii haiukubaliki, natoa wito kwa Bodi kuchunguza na kufanyia kazi suala hili ili kuwachukulia hatua maofisa wote wanaohusika katika matumizi haya yasiyofaa,” alisema Dkt. Magufuli.

Waziri alitaka Bodi kuhakikisha kuwa matokeo ya uchunguzi huo yanapelekwa kwa Wizara husika haraka kwa utekelezaji.

Pia aliwataka makatibu wakuu wa Wizara za Ujenzi, Tawala za Mikoa na Serikali za Mitaa na maofisa wa juu wa TAN-



Mzani wa barabarani eneo la Mikese Morogoro. Waziri Magufuli anasema watendaji wengi wa Mizani ni wala rushwa

ROADS kuwachukulia hatua maofisa waliohusika na kutumia fedha za matengenezo ya barabara kwa matumizi mengine. “Hii ni kinyume cha sheria inayoongoza Mfuko wa Barabara,” alisema, na kuongeza kuwa katika Halmashauri ya Wilaya ya Dodoma kuna Mkandarasi aliyelipwa mara mbili katika mradi mmoja.

Alisema mifano mingine imetokea katika Halmashauri za Wilaya za Morogoro, Chato, Kishapu, Mtwara, Kigoma, Bihamramulo, Bukoba, Muleba na Misenyi ambapo fedha za Mfuko zilitumika kulipa posho, mafuta ya gari, na matumizi mengine ambayo hayahusiani na matengenezo ya barabara.

“Tatizo hili ni kubwa sana katika nchi hii,” alisema akitoa mfano wa Manispaa za Morogoro na Musoma, Halmashauri za Wilaya ya Mafia, Mwanga, Geita, Chato, Kibondo, Bariadi na Tarime ambako fedha za Mfuko wa Barabara zilitumika kwa mbio za Mwenge na kulipa posho za wasimamizi wa mitihani ya Kidato cha Nne na kununua vifaa ambavyo havihusiani kabisa na ujenzi.

Pia alisema kuwa katika Wilaya ya Chato, fedha za Mfuko zilitumika kuchimba shimo la takataka na kutoa kazi hiyo bila hata kutangaza zabuni. Dkt. Magufuli pia alisema kuwa kuna wakanadarasi wanaofanya kazi chini ya kiwango, hivyo kuchangia katika matumizi mabaya ya rasilimali. “Imetokea katika Halmashauri ya Wilaya ya Bahi ambapo daraja la Kigwe-Ngulugano lilikuwa chini ya kiwango.”

Aliitaka Bodi kuhakikisha kuwa fedha za barabara zinatumika kwa maendeleo ya kijamii na kuichumi ya nchi.

Dar es Salaam: Uwiano ni watu wanne gari kwa moja

Wakazi wa Dar es Salaam wameelezewa kuwa wananunua magari katika kasi ya kutisha ambapo hivi sasa uwiano wa magari

Inaendelea uk. 5

Asemavyo Mhariri

Jarida jipya kwa ajili yako

Mpendwa mdau,

Karibu katika toleo la kwanza kabisa la 'Tanzania Roads', jarida la Bodi ya Mfuko wa Barabara lenye lengo la kukupa habari juu ya kinachoendelea ndani ya Bodi ya Mfuko wa Barabara na sekta ya barabara kwa ujumla.

'Tanzania Roads' ni jarida litakalokuwa likitoka mara mbili kwa mwaka, ikiwa ni kila mwezi wa Novemba na Mei. Jarida litabeba habari mbalimbali kutoka Bodi ya Mfuko wa Barabara na wadau wengine ambao, kwa njia moja au nyingine, wana wajibu mkubwa katika matengenezo ya barabara ambazo ni kichocheo cha kukua uchumi wa Taifa letu.

Mwezi Agosti mwaka jana, kulikuwa na mkutano muhimu kati ya TAMISEMI, Bodi ya Mfuko wa Barabara na wadau wengine uliofanyika jijini Arusha, na kwa kuwa wakati huo tulikuwa katika mchakato wa kuandaa jarida hili, imetokea kwamba tumekuwa na habari nyingi kutoka katika mkutano huo. Ni matumaini yangu kuwa jarida hili litafanya kazi nzuri ya kueleza kilichotokea na pia kuweka kumbukumbu za mkutano huo.

Tafadhali tulettee habari na matukio mbalimbali kutoka katika taasisi yako kwa ajili ya toleo lijalo. Pia tunapokea matangazo ambayo tutayachapisha kwa bei nzuri sana kwako na kwa kuwa jarida hili linawafikia wadau wengi, utakuwa na nafasi nzuri sana ya kuwasiliana nao.

'Tanzania Roads' siyo kama magazeti mengine ya kawaida ambayo unahitaji kuwa na taaluma ya uandishi wa habari ili kuliandikia. Katika Jarida hili hata Mhandisi, Msanifu majengo, ama mtu yeyote mwenye taaluma nyingine anaweza kuandikia. Tulettee habari yako nasi tutaichapisha na kuweza kuboresha zaidi jarida letu siku za usoni.

Natumaini kupata habari na matangazo kutoka kwako katika toleo lijalo.

Christopher Kidanka
Mhariri

Bodi ya Uhariri

Joseph Haule	Mwenyekiti
Kukwe Nyabusalo	Katibu
Chris Kidanka	Mhariri Mkuu
Eliud Nyauhenga	Mhariri Maudhui
Joram Kilemile	Mhariri Msanifu
Ronald Lwakatare	Mjumbe
Matayo Kiwayo	Mjumbe

Ujumbe wa Meneja Mfuko wa Barabara

Kijarida hiki cha 'Tanzania Roads' kitakuwa ni mwanzo wa ukomo wa pengo la mawasiliano lililokuwepo huko nyuma kati ya Bodi ya Mfuko wa Barabara na wadau wake, pamoja na jamii.

Ni kusudi langu kuwakutanisha wale wote ambao kwa namna moja ama nyingine wanahusika kuleta maendeleo ndani ya Bodi ya Mfuko wa Barabara. 'Tanzania Roads' ni njia nyingine zaidi ya mtandao wetu yaani www.roadsfundtz.org) iliyoanzishwa ili kupanua wigo kwa jamii katika kuwasiliana na kujua nini kinaendelea ndani ya Mfuko.

Bodi ya Mfuko wa Barabara ni Taasisi ya umma na tunawajibika kwa jamii na hasa kwa watumiaji wa barabara katika kila tunalolifanya na pia kutoa taarifa ambazo zitasaidia ku fahamisha kazi tunazofanya. Katika toleo hili na mengine yajayo ambayo yatatolewa bure kila baada ya miezi sita; tutatoa taarifa kuhusu utendaji wa Mfuko, masuala yanayohusu Idara ya barabara, maoni ya wadau na habari nyingine zinazofaa kwa wadau wa



Meneja Mfuko wa Barabara,
Joseph Haule

barabara .

Nategemea kuwa watumiaji wa barabara ambao wanahusika kwa karibu na utendaji wa Mfuko, watatumia fursa hii kutoa maoni yao kupitia kijarida hiki.

Nachukua fursa hii kuwashukuru wale wote waliohusika kwa namna mbalimbali katika kufanikisha maandalizi ya toleo hili jipya la 'Tanzania Roads'.

Ni matumaini yangu kuwa wasomaji wote wa kijarida hiki watafurahia habari zilizo, na watakuwa na kitu cha kuchangia siku zijazo na hivyo kusaidia kuleta faida kwa Nchi na uchumi wake kwa ujumla. Nawakaribisha sana kwa usomaji.

J.O. Haule.

Meneja wa Mfuko wa Barabara.

Salamu za Mwenyekiti wa Bodi ya Mfuko wa Barabara

Mpendwa msomaji,
Ninayo furaha kubwa kuwaletsa salamu kupitia toleo la kwanza la jarida la Bodi ya Mfuko wa Barabara, ambalo, pamoja na mambo mengine litakuwa kiunganishi kati yako na Bodi.

Kwa hakika, kwa wananchi wa kawaida, Bodi ya Mfuko wa Barabara haijulikani sana, kwa kiasi fulani, hali hii ni kutokana na ukweli kuwa Bodi haifanyi kazi zake moja kwa moja na jamii.

Naomba nichukue fursa hii kukujulisha kwa kifupi madhumuni ya kuanzishwa Bodi ya Mfuko wa Barabara, muundo na majukumu yake.

Bunge lilipitisha Sheria iliyoanzisha Mfuko wa Barabara na Bodi yake kwa Sheria ya Tozo za Barabara ya 1998 (Roads Tolls Act 1998 ammendment No 2) kama ilivyorekebisha na Sheria ya Tozo za Barabara na Mafuta Sura 220 ya mwaka 2006 na kuitwa " Road and Fuel Tolls Act Cap 220. Vilevile Bunge lilipitisha sheria iliyounda Wakala wa Barabara (TANROADS) kwa sheria ya mwaka 1997 ambayo inalo jukumu la kusimamia matengenezo ya barabara kuu na za mikoa kote nchini.

Kufuatana na sheria iliyounda Mfuko mgawanyo wa fedha zilizokusanya ni kwamba

(i) Kiasi cha asilimia isiyopungua tisini ya fedha iliyowekwa katika Mfuko itatumika kwa utunzaji na matengenezo ya dharura ya barabara zilizoainishwa pamoja na gharama za kiutawala zinazohusiana na shughuli hizo katika Tanzania Bara kulingana na mipango ya utendaji iliyo dhinishwa ambayo imepangwa na: Wakala wa Barabara (TANROADS) kwa upande wa barabara kuu na mikoa na Mamlaka za Halmashauri kwa upande wa barabara za wilaya na miji.

(ii) Asilimia isiyozidi kumi ya fedha iliyowekwa katika Mfuko itatumika kwa uendelezaji barabara pamoja na gharama za kiutawala katika Tanzania Bara. Matumizi yatafuata mipango na bajeti iliyo dhinishwa na Bunge.

Mgawanyo wa fedha za Mfuko ni kwamba asilimia 7 hugawiwa Wizara ya Ujenzi kwa ajili ya miradi ya maendeleo, Wakala wa Barabara asilimia 63, Tawala za Mikoa na Serikali za Mitaa asilimia 30. Mgawanyo huu hufanywa baada ya gharama za uendeshaji za Bodi kuondolewa.

Majukumu makuu ya Bodi ni kuku-sanya fedha, kuzigawa na kufuatilia ma-

tumizi yake. Bodi ina Wajumbe tisa, kati yao wanne wanatoka Serikalini na Wajumbe watano wanawakilisha sekta binafsi wanatoka katika Asasi za kiraia ambao ni pamoja na Mwenyekiti ambaye huteuliwa na Mhe. Rais wa Jamhuri ya Muungano wa Tanzania kutoka sekta binafsi

Mafanikio

i) Kuongezeka kwa mapato ya Mfuko.

Mapato ya Mfuko ulipoanzishwa mwaka 2000/11 yalikuwa ni T. shs 47.25 bilioni, na yameongezeka hadi kufikia T.shs 406 bilioni mwaka 2011/12 na yanategemewa kuwa T.shs

430 bilioni mwaka 2012/13. Hili ni ongezeko la karibu mara kumi katika kipindi cha miaka 12.

ii) Kuboreshwa kwa ubora wa mtandao wa Barabara.

Hali ya mtandao wa barabara imeimarika zaidi tokea kipindi fedha za matengenezo zimetolewa na Mfuko wa Barabara.

iii) Kuimarishwa kwa ufuatiliaji wa matumizi ya fedha za Mfuko.

Ufuatiliaji wa matumizi ya fedha za Mfuko umeimarishwa ili kuhakikisha kunakua na thamani

ya fedha katika kazi za matengenezo ya barabara. Hili limefanyika kwa kuajiri wataalam elekezi

kukagua kazi na kwa Bodi na sekretariati kwenda kukagua jinsi kazi zinavyofanyika. Hili limesaidia kupunguza idadi ya hoja za wakaguzi, ongezeko katika uwezo wa kutumia fedha na ubora wa kazi za matengenezo ya barabara.

Changamoto

Pamoja na mafaniko haya, Mfuko unakabiliana na changamoto zifuatazo;

i) Ukosefu wa fedha za kutosha kufanya matengenezo yote ya barabara zote.

Kuna pengo kati ya mahitaji ya fedha za matengenezo na fedha zilizopo, hivi sasa Mfuko unaweza kugharimia kiasi cha asilimia 70 ya fedha zinazo hitajika kwa matengenezo ya barabara. Hali hii husababisha kuwepo kwa bakaa ya barabara zinazohitaji matengenezo.

ii) Hali ya Mtandao wa barabara sio thabiti.

Barabara nyingi sio za lami ni za changarawe/udongo na sio imara wakati wa mvua au magari yakiongezeka hahari-



*Dr James Wanyancha
Mwenyekiti, Bodi ya
Mfuko wa Barabara*

bika upesi hivyo huhitaji matengenezo ya mara kwa mara.

iii) Kupanda kwa gharama za matengenezo.

Kupanda kwa bei za vifaa vya ujenzi na dizeli pamoja na gharama za vibarua kumesababisha kuongezeka kwa gharama za matengenezo ya barabara. Hali hii ime-sababisha upungufu katika kiasi cha kazi za matengenezo ambazo zingefanywa kwa kiasi kilekile cha fedha ukilinganisha na miaka iliyopita.

iv) Ongezeko katika magari yanayozidisha uzito

Magari yanayozidisha uzito husababisha uharibifu katika barabara na kuzifanya zilazimike kutengenezwa mapema kuliko ambavyo ilipangwa. Fedha zinazotumika kurekebisha hali hii zingeweza kutengeneza maeneo mengine kama hili lisingetokea.

Mipango ya baadaye

Bodi imeandaa mikakati ifuatayo kukabiliana na changamoto hizo;

i) Kutafiti juu ya vyanzo vingine vya mapato ya Mfuko.

ii) Kuwasiliana na Serikali juu ya suala la kuimarisha hali ya mtandao wa Barabara.

iii) Kuwasiliana na Wizara ya Ujenzi na TANROADS juu ya ufumbuzi wa uzidishaji mizigo.

Nakutakia usomaji mzuri wa jarida letu na hivyo kuendelea kufahamu zaidi kazi zetu za sekta ya barabara kwa ujumla.

Dr James Wanyancha

Mwenyekiti, Bodi ya Mfuko wa Barabara

Changamoto matumizi
fedha za barabara Uk 7

RFB kutumia nyezo
mpya za VfM Uk 8

Wakandarasi
wasimamishwa Uk 6



JAMHURI YA MUUNGANO WA TANZANIA

TANZANIA ROADS

Toleo Na 001 Machi 2013 - Septemba 2013

JARIDA LA BODI YA MFUKO WA BARABARA

**WAZIRI MAGUFULI
AKEMEA RUSHWA MIZANI**

**RFB yajizatiti
kuboresha huduma**

HALIUZWI