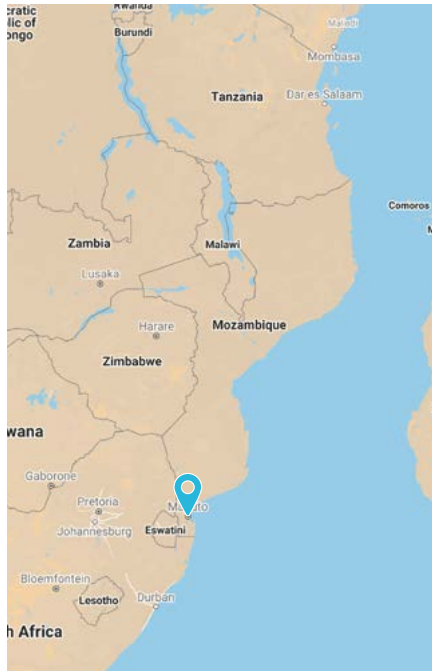


# Maputo, Mozambique

Partner city

Status of the project: ongoing technical assistance



## Basic Information

Urban area: 2,200 km<sup>2</sup>

Population: 3,158,000 | Growth rate: +4.8%

GDP per capita: USD 1,376

### Modal Share

Formal public transport: 9.2%

Informal public transport: 32.9%

Walking/cycling: 45.9%

Private cars: 10.2%

Private motorbikes or 2-wheelers: 0.2%

Freight vehicles: 0.7%

National GHG emissions per capita: 1.24 (tCO<sub>2</sub>eq)

National capital city

## Context

Maputo is the capital and most populous city in Mozambique with 3,158,000 inhabitants. It is located near the southern end of the country on a large natural bay on the Indian Ocean and is a port city, with an economy centered on commerce.

The current demand for public transport is greater than the offer, which leads to a growth in illegal transport and private vehicles ownership. Maputo is suffering from traffic congestion and irregular parking on public roads, a high number of road accidents and a lack of security for women in transport. The poor state of road infrastructures reduces the quality and durability of public transport and the fluidity of traffic. The city also lacks proper infrastructure for active mobility.

The city of Maputo wants to develop a Sustainable Urban Mobility Plan to solve these issues and expand the public transport system to all neighborhoods. The plan shall also improve access routes and consolidate the overall transport system.

## Transport system

An Urban transport master plan for the Great Maputo area has been prepared under JICA funding in 2014. According to this document, two dominant transport modes were walking (46%) and chapas/minibus (33%). Chapas/minibus are informal public transport, owned by private operators and operating on a "fill and go" system, usually waiting at terminal areas until being fully loaded before departing. Chapas are supposed to be licensed and about 4,500 chapas were licensed and operating in the Great Maputo in 2004. However, many additional chapas are operating without licenses.

The master plan forecast significant growth in mobility demand in the forthcoming year. Daily number of trips are expected to double from 2012 (3.3 million trips/day) to 2035 (expected 6.7 million trips per day).

As a result, road network congestion is expected to increase to unbearable levels if no action is taken to make mobility patterns more efficient in Maputo.

These mobility issues can undermine the economic development of the area (bad access to employment, poor health, time loss), affect especially urban poor and leads to unbearable impact on air quality and climate.

The 2014 master plan proposes a prioritized action plan to tackle these mobility challenges. Main proposed actions are the development of a mass rapid transit network combined to road network improvements.

## Institutional context

The Metropolitan Transport Agency of Maputo was created in 2017 (through Decree No. 85/2017), but it was only in August 2018 that it started operating after the appointment of the PCA. Its main objective is to implement an urban mobility plan. AMT has responsibilities in the Metropolitan Area of Maputo to plan, implement and manage collective public transport, and to respond to the interests of municipalities, Provincial, District Governments and private partners in the Maputo metropolitan area, as well as the central government, in matters of public transport.

The AMT is chaired by a board composed by 5 people, of which 3 people works full time in the AMT. The AMT staff is supported by the think tank Waza that is involved as a partner under the T-SUM project. In 2019 the AFD approved a technical assistance package to AMT, with the financing of 2 technical assistance positions. The junior consultant started its activities in November 2019. The senior consultant just started at the beginning of 2021.

AMT precise role, competence, and financial framework still should be precisely defined but the Agency must progressively gain competence to plan, implement and manage collective public transport in the Metropolitan Area of Maputo. Refined objectives shall be reflected in a strategic plan for the AMT itself, aiming at structuration and consolidation of the authority. A partnership with UITP, under World Bank funding, has started to develop such a strategic plan but is currently on-hold. In that respect, the current SUMP assignment shall support AMT in the finalization of the Strategic Plan. The process of the SUMP elaboration shall also help in the structuration of the AMT and relationship with other main stakeholders.

## Challenges and main aim of the SUMP

Main current mobility challenges in Maputo Metropolitan Area are:

- Rapid urban expansion;
- Lack of a land use plan with metropolitan perspective;
- Lack of transport strategy for the area;
- Low accessibility to workplaces, places of leisure, and other activities and unequal access to the city from different social strata;
- Not enough regulation;
- Lack of adequate infrastructure, especially non-motorised transport infrastructure;
- Car/road focused urban development;
- Growing motorisation, and worsening congestion;
- Unregulated parking;
- Inefficient public transport system: no mass transport offer, proliferation of informal and poorly regulated paratransit services (“chapas”);
- Poor maintenance of transport infrastructure;

- Increased pollution and its effects;
- Increased number and severity of road accidents.

Main challenges for public stakeholders to tackle these urban mobility issues are:

- Poor coordination between public entities;
- Lack of a common vision and objectives;
- Limited technical and institutional capacity in matters related to mobility, transport, data management and management of companies and transport cooperatives.
- Limited options regarding revenues/tax collection from the transportation system

## Support from the Partnership

**Technical Assistance:** Sustainable Urban Mobility Plan (SUMP)

**Funded by:** AFD

**Implemented by:** AFD and CODATU through the MobiliseYourCity Africa Program

**Local counterpart:** Agencia metropolitana de transportes de Maputo (AMT)

**Supported activities:**

- SUMP for Maputo Metropolitan Area, managed by the local transport authority, *Agencia metropolitana de transportes de Maputo* (AMT)
- Technical Assistance to the AMT (Senior and Junior positions)
- Quick wins actions

## Status of implementation

**Project start:** 2021 Q1

**Expected project completion:** 2022 Q4

**Completed outputs:**

- Mobilise Days (2019)
- Elaboration of specific Terms of Reference
- Launch of the consulting call
- Evaluation of the proposals
- Selection of the consultant and administrative assignment of the mission (February 2021)
- Beginning of the assignment

**Next expected outputs:**

Inception Mission (Rescheduled for April 2021)

## Highlights in the past year

### Impact of the COVID-19 pandemic

On September 7, 2020 Mozambique transitioned from a State of Emergency (SOE) to a State of Public Calamity (SOPC). The SOPC will continue indefinitely at the red alert level while the risk of spreading COVID-19 exists in Mozambique. This situation has caused a delay of 6 weeks in the project. The inception mission has been delayed by 4 weeks and should take place early April 2021. Preliminary traffic counts that were expected to be conducted during the Inception Meeting (in order to assess the impact of Covid19 pandemic in urban mobility in Maputo) were also delayed.

The delay of the Inception Mission also has an impact in obtaining critical information to define the methodology of the surveys campaign, its validation and, consequently, in the surveys campaign expected starting date. The expected delay of the surveys campaign starting date is around 5 weeks.

It has therefore been suggested to deliver a report on the survey's methodology, prior to the Inception Report, in order to be able to proceed with the surveys campaign at the earliest.

In the first activities to be carried out during the start-up phase of the SUMP, the consultant is expected to conduct a qualitative assessment of the current urban mobility situation in Maputo Metropolitan area and compare this situation to the urban mobility situation prevailing before COVID crisis. This assessment shall in particular provide answers to the following questions:

- Is the current situation similar to the situation before the crisis?
- If not, is the situation expected to return to normal, and if so, by what timeframe?

This qualitative analysis will be based on interviews, field visits and available data.

- On the basis of this assessment, the consultant will identify:
  - » The risks and opportunities arising from the impact of COVID on urban mobility in Maputo.
  - » The impact of COVID-19 on the SUMP development process.

If the COVID-19 crisis continues at the time of the surveys, the methodology related of data collection should be adapted:

- Household surveys: if local authorities allow it, it would be possible to maintain household surveys by imposing a mask on the interviewers and a physical distance of at least one meter from the surveyed family. This relates to the first contact. The rest of the survey is done via telephone;
- OD surveys of public transport: they cannot be carried out on board to ensure the safety of interviewers and respondents. They can be replaced by surveys at bus stops;

If the country finds itself under a new lockdown, the surveys will have to be postponed in order to observe the representative movements of the usual activities of the inhabitants of Maputo.