

# Maputo, Mozambique

Partner city

Status of the project: Ongoing preparation of the Sustainable Urban Mobility Plan



## Basic Information

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

Population: 2,541,000 | Growth rate: +2,5%

National capital city

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)

## Context

Maputo is the capital of Mozambique and a port city located on the Indian Ocean coast in Southern Africa. The Maputo Metropolitan Area is the political and commercial centre, and the most populated area of Mozambique, where approximately 8.8% of the country's population lives. Furthermore, the Metropolitan Area of Maputo includes the densest municipality (Maputo city), the most populated municipality (Matola city), and the largest municipality in the country (Boane city). The district of Marracuene and Maputo city is the most urbanised area of the agglomeration. The major economic activities in Maputo are trade, transportation, communication, and manufacturing. The attraction of economic opportunities in the capital has therefore resulted in population growth which is spiralling into neighbouring cities and districts. There is continuous growth further away from the central area towards the outskirts of Maputo.

The current demand for public transport is greater than the offer, which leads to an increase in private vehicles ownership, traffic congestion and irregular parking on public roads. 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, a high number of road accidents and a lack of security for women in transport. These mobility issues can undermine the economic development of the area, due to the limited access to employment opportunities, poor health, and time-consuming trips. This situation especially affects low-income populations and leads to a severe impact on air quality and climate.

## Transport system

An urban transport master plan for the Great Maputo area has been prepared under JICA funding in 2014. According to this document, the two dominant transport modes were walking (46%) and chapas/minibus (33%). Chapas is an informal

public transport, owned by private operators and following a “fill and go” system, usually waiting at terminal areas until being fully loaded. 4,500 chapas were licensed and operating in the Maputo Metropolitan Area in 2004. However, many additional chapas are operating without licenses.

The master plan forecasts significant growth in mobility demand in the forthcoming years. Urban trips are expected to double between 2012 (3.3 million trips/day) and 2035 (expected 6.7 million trips per day). As a result, congestion is expected to increase to unbearable levels if no action is taken to make mobility patterns more efficient in Maputo. The 2014 master plan proposes a prioritised action plan to tackle these mobility challenges that feed into the SUMP. The main proposed actions are the development of a mass rapid transit network combined with road network improvements.

## Institutional context

The Metropolitan Transport Agency of Maputo (AMT – Agencia Metropolitana de Transportes de Maputo) was created in 2017 through Decree No. 85/2017, and it started operating in August 2018 after the appointment of the Board of Directors (PCA). AMT has the responsibility 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.

AMT's precise role, competence, and financial framework are still to be precisely defined. Refined objectives shall be reflected in a strategic plan for the AMT itself, aiming at the 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. The AMT staff is supported by the think tank Waza, involved as a partner under the T-SUM project. The AMT currently does not have the mandate and responsibility to finance mass public transport infrastructure. It does not have the authority to borrow from international finance sources. Systems and procedures are not in place to monitor, evaluate and report on urban mobility.

In this challenging environment, some of the main issues for public stakeholders to tackle are the lack of a common metropolitan vision, poor coordination between stakeholders, limited technical and institutional capacities, and limited options for tax collection and revenues from the transportation system. The Transport Agency for Maputo Metropolitan Area, together with the municipalities of the Metropolitan Area, want to develop a Sustainable Urban Mobility Plan (SUMP) to work on the current issues related to urban mobility, and to expand the public transport system to all neighbourhoods. The plan shall also improve access routes, consolidate the overall transport system and help with the relationship with other main stakeholders. In the organisational aspect, the SUMP assignment shall support AMT in the finalisation of the institution structure strategic plan that is under formulation.

## Support from the Partnership

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

**Funded by:** AFD

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

**Local counterpart:** Agência Metropolitana de Transporte de Maputo (AMT)

## Supported activities:

- SUMP preparation for Maputo Metropolitan Area, managed by the local transport authority, Agência Metropolitana de Transportes de Maputo (AMT)

**Other related activities supported by AFD outside of MobiliseYourCity scope and financing:**

- Technical assistance to the AMT (Financing of one Senior and one Junior position)
- Quick wins actions

## Status of the SUMP process

**Project start:** 2021 Q1

**Expected project completion:** 2023 Q2

**Completed outputs:**

- Mobilise Days (2019)
- Elaboration of Terms of Reference
- Selection of the consultant and administrative assignment of the mission (February 2021)
- Inception phase (completed in January 2022)

**Next expected outputs:**

- Diagnosis phase
- Vision and scenario phase
- Action plan and final SUMP

## SUMP key measures, leveraged financing and projected impact

**SUMP deliverables or specific information are not available at this stage of the SUMP process.**

*Due to the limited availability of new or aggregated data, the factsheet has only marginally been updated in 2023.*