

Maputo, Mozambique

Sustainable Urban Mobility Plan

Ongoing

Basic information

Urban area	→ 2,200 km ²
Population	→ 2,541,000
Growth rate	→ +2,5%
National capital city	
GDP per capita	→ USD 1,376
Baseline motorisation rate	→ ~ 250 vehicles / 1,000 inhab.

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 ₂ eq)
Exposure to climate change	→ HIGH



Context

Maputo, the capital and main economic centre of Mozambique, is a rapidly growing coastal city situated on the Indian Ocean. Along with the neighbouring municipalities of Matola, Boane, and Marracuene, it forms the Maputo Metropolitan Area, which is home to nearly 9% of the national population. This metropolitan region concentrates the country's political, administrative, and economic functions, driven by trade, transport, logistics, communications, and manufacturing. As a result of economic opportunities in the capital, the population is growing, leading to expansion into surrounding cities and districts. Continuous development is spreading further away from the central area towards the outskirts of Maputo.

The current demand for public transport exceeds the supply, leading to increased private vehicle ownership, traffic congestion, and irregular parking on public roads. The poor state of road infrastructure reduces the quality and durability of public transport and the fluidity of traffic. The city also lacks proper infrastructure for active mobility, has a high number of road accidents, and

has inadequate security for women in transport. These mobility issues can undermine the area's economic development due to the limited access to employment opportunities, poor health, and time-consuming trips. This situation especially affects low-income populations and severely impacts air quality and climate.

In 2014, an urban transport master plan for the Great Maputo area was created with funding from JICA. This document indicates that walking (46%) and chapas/minibuses (33%) are the two primary modes of transport in the area. Chapas are informal public transport vehicles operated by private owners, using a "fill and go" system in which they wait at terminal areas until fully loaded. In 2004, 4,500 licensed chapas were operating in the Maputo Metropolitan Area; however, many more operate without licenses.

The master plan predicts a significant increase in mobility demand in the coming years. Urban trips are expected to double from 3.3 million per day in 2012 to an anticipated 6.7 million per day by 2035. Without measures to improve mobility patterns in Maputo, congestion could reach unbearable levels. To address these challenges, the 2014 master plan proposes a prioritised action plan to support the Sustainable Urban Mobility Plan (SUMP). The main recommendations include developing a mass rapid transit network and enhancing the road network.

Despite walking and informal public transport being predominant, the current transport offerings are inadequate and poorly coordinated, leading to long travel times, congestion, irregular service, and increased private vehicle use. The quality of infrastructure varies significantly, with limited pedestrian and cycling facilities, deteriorating road conditions, and high accident rates. These deficiencies disproportionately affect low-income residents and women, hindering their access to jobs, education, health services, and economic opportunities.

The specific role, competencies, and financial framework of the Transport Agency for the Maputo Metropolitan Area (AMT) are yet to be defined. Refined objectives will be included in the AMT's strategic plan to structure and consolidate authority. A partnership with UITP, funded by the World Bank, has begun to develop this strategic plan, but it is currently on hold. The think tank Waza is supporting AMT staff as a partner through the T-SUM project. Currently, the AMT lacks the mandate and financial authority to fund mass public transport infrastructure and cannot borrow from international financial sources. Systems and procedures to monitor, evaluate, and report on urban mobility are also not in place.

In this context, key issues for public stakeholders include the lack of a common metropolitan vision, poor coordination among stakeholders, limited technical and institutional capacity, and limited options for tax collection and revenue generation from the transportation system. The Transport Agency for the Maputo Metropolitan Area and the municipalities within it aim to develop a Sustainable Urban Mobility Plan (SUMP) to tackle existing urban mobility issues and expand the public transport system to all neighbourhoods. The plan will also improve access routes, consolidate the overall transport system, and enhance relationships with other primary stakeholders. Additionally, the SUMP assignment will assist AMT in finalising the strategic plan for its institutional structure, currently under formulation.

Support from the Partnership

Technical Assistance: Support to develop a Sustainable Urban Mobility Plan (SUMP)

Founded by: Agence Française de Développement (AFD)

Funding amount: EUR 500,000

Implemented by: AFD through the MobiliseYourCity Africa Program

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

Consultant(s) involved: Transitec-Transamo

Overview:

Maputo is expected to reach almost 4 million inhabitants by 2035, doubling mobility demand. The SUMP aims to provide the transport infrastructure and services needed to meet the conurbation's needs in the years to come.

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 the MobiliseYourCity scope and financing:

- Technical Assistance to the AMT (Financing of one Senior and one Junior position)
- Quick-win actions to improve transport operations

Status of the SUMP development process

Project start: 2021 Q1

Expected project completion: 2023 Q2

Completed outputs:

- Consultant mobilised: Transitec (with Transamo) was selected to develop the SUMP for Greater Maputo, with the assignment officially launched in April 2021.
- Inception phase completed (Jan 2022): Project framework, scope and workplan validated.
- Diagnosis phase completed: Comprehensive analysis of mobility demand, transport supply (formal and informal), infrastructure gaps, governance challenges, and population growth trends.
- Urban mobility improvements underway through the MOVE Maputo Project (World Bank-funded; approx. USD 250 million):
- Development of a Bus Rapid Transit (BRT) system for Greater Maputo restarted in 2025 after earlier delays.
- Progress made on regulatory harmonisation, metropolitan coordination and development of a public transport network at metropolitan scale.
- Significant fleet renewal: The government introduced 390 new buses in 2024-2025 as part of efforts to strengthen the formal public transport system and reduce reliance on informal operators.
- New multimodal pilot (2025): Launch of a bus + rail integrated service operated jointly with the national rail company CFM, improving connectivity between Maputo and Matola.
- Institutional capacity building: Continued technical support to AMT through AFD and the T-SUM programme (Waza), including staffing of senior and junior technical positions.

Next expected outputs:

- **Vision and scenario development:** Formulation of long-term mobility scenarios aligned with projected trip growth (doubling by 2035), urban expansion dynamics, and ongoing investments such as BRT and rail modernisation.
- **Action plan and final SUMP:** A phased, costed and prioritised action plan covering public transport reform, road infrastructure improvement, regulation of chapas, active mobility networks, and traffic management.
- **Financial and institutional roadmap:** Definition of a sustainable financing model for operations, maintenance and fleet renewal, and consolidation of AMT's statutory role and organisational structure.
- **Monitoring & Evaluation (M&E) system:** Establishment of KPIs and data systems to track ridership, modal share, emissions, safety, accessibility and network performance over time.

- **Sustainable mobility transition measures:** Integration of decarbonisation pathways, including the introduction of cleaner buses, demand management measures, and modal shift incentives toward public and active transport.
- **Active mobility and road safety programme:** Design of pedestrian- and cycling-friendly corridors, safety interventions, and targeted actions to reduce risks for women and vulnerable users.
- **Citizen engagement and communication strategy:** Strengthening participation mechanisms to ensure public acceptance and long-term ownership of SUMP measures.

Insights from practice

- Metropolitan governance is essential: Fragmented responsibilities across multiple municipalities hinder coherent planning and implementation. Strengthening AMT's mandate is a critical success factor.
- Informal transport integration is unavoidable: Chapas remain the backbone of mobility. Any transition towards a regulated, efficient system must include incentives, progressive formalisation, and new service models.
- Infrastructure is not enough without stable financing: Large projects (e.g., BRT) must be matched with long-term operational funding, maintenance budgets, and affordable fare structures.
- Intermodality significantly improves accessibility: Early results from the 2025 bus + rail pilot show promising potential for reducing congestion and offering seamless mobility across the metropolitan area.
- Equity and inclusion drive sustainable outcomes: Women and low-income groups are disproportionately affected by poor transport. Safe walking/cycling facilities, secure public transport environments and equitable coverage are necessary.
- Data-driven planning enhances resilience: Regular mobility surveys, crash data, emissions monitoring and system performance metrics enable adaptive management and informed decision-making.

Highlights in the past year

- Reactivation of the BRT programme in 2025 marks a turning point after years of delays, signalling renewed political commitment to high-capacity public transport.
- Major bus fleet expansion (390 buses) has improved reliability and coverage of public transport services in the metropolitan area.
- Launch of an intermodal transport service (bus + rail, 2025) represents a foundational step towards integrated mobility in Maputo.
- Historic dominance of walking and chapas remains a defining feature of Maputo's mobility landscape and a key consideration for the SUMP.
- Strong international support ecosystem (AFD, World Bank, T-SUM, UITP, MobiliseYourCity) creates favourable conditions for long-term reforms.
- Mobilise Days (2019) successfully initiated a culture of dialogue and participatory approaches around urban mobility, influencing the SUMP design process.

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