

TRANSPORT

1. Policies and progress on transport access, including the rural population and poor

To increase mobility and accessibility in rural urban transport the government is implementing policies and strategies to reduce the lack of passenger transport and for the transportation of goods. Thus a project for massive use of bikes and motorcycles is under implementation.

2. Regional and global transport system integration encouraging efficient modes

Mozambique is part of the SADC Protocol on Transport, Communication and Metrology. It is within this context that it signed road transport bilateral agreements with some countries of the region namely, RAS, Malawi, Swaziland, Zimbabwe and Zambia. The agreements are aimed at:

- Create a regulatory system that will lead to a road transport that will be of full use to the citizens;
- Ensure development of strong, competitive of transport industry;
- Ensure the maintenance of adequate levels of safety in the public transport;
- Promote correct use of transport infrastructures and collect revenue in a non discriminatory basis;
- Promote acceptance of harmonized standards;
- Provide to any transport the right to develop transport activity in accordance with the law and regulations in force in the member counties;

3. Urban transport planning and policies

The country has an urban transport policy which foresees:

- Develop passenger transport with priority to collective transport;
- Ensure public passenger transport in the major urban centres through public companies which may enter in private management schemes if so adequate taking into consideration the social character of its operation, by defining the acceptable fare;
- To guarantee, through appropriate institutions, road transport in the transportation of passengers.
- To ensure licensing of private economic agents to explore internal and peri urban routes to the urban centres in accordance with existing passenger flows.

4. Vehicle efficiency and emissions policies

Compulsory Periodical Inspection Vehicle Centres are under construction which are due to be concluded within 2009, and they are aimed at certify mechanical and technical condition of vehicles as to guarantee safety standards.

5. Development of any transport technology research and development (public sector our private)

There is a lot to be done in this area because there are limitations of financial resources to adopt new monitoring technologies to the transit management system and transportation means both in public and private sectors.

6. Road, rail and marine systems construction standards and changes in the, in anticipation of climate change impacts (sea level risk, and increased frequency and severity of weather events)

The government is creating conditions for the strengthening of transportation capacity with the purchase of more buses, ferry boats and fast trains for public transport, standardizing the models and makes that must adapt themselves into local conditions (in terms of simplified mechanical operation). Furthermore, the use of national natural gas vehicles are being testes in the cities of Maputo and Matola. The other challenger is the reponsibilization of all road, rail and water public and private transportation companies for them to participate in the integrated system of urban passenger transport.

Integration of transport system into multimodal to facilitate desired connections for passengers and balance the fares.

Creation of tariff system that takes into account the distance that the passenger has to go through (regardless of the connections that he/she may have to make) and availability of pre paid tickets with preferential fairs with preference to those tickets purchased will in advance.

Establishment of appropriate system of tariffs for most vulnerable groups of the society.

7. Capacity building needs on transport activity assessment and analysis for integrated planning (e.g., urban transit, congestions relief, non-motorized transit, vehicle efficiency programs development, assessing fiscal incentives, inter-modal freight management systems)

In 2008 the government approved the strategy for the reorganization and management of urban public transport that foresee the following actions that are being implemented:

- Creation of operatios' training centres in relevant fields like, business management, fleet management, legislation, maintenance etc.
- Training of drivers in relevant subjects to guarantees road safety
- Implementation of norms of conduct in passenger transports to improve service rendering to the public

- Creation of conditions for the setting up of workshops that will support public transports
- Limitation of circulation in the city of limited capacity transporters so as for them to transport in the sub urban area (entry and exit from cities) and transporters of greater capacity for circulation in the urban areas to prevent major road traffic constraints.
- Creation of conditions for meticulous and permanent inspection of vehicles and rigorous observance of road traffic law.
- Creation of infrastructures in the public transport terminals so that vehicles and passengers do not block public roads at the time of embarkation and disembarkation
- To achieve these objectives it is important to have institutional capacity building, training and computing of operators and drivers.