

IN BRIEF...

Mozambique Road Sector Support

During the last few years major institutional changes have taken place in the road sector in line with a comprehensive reform package formulated as a part of the World Bank supported Roads and Coastal Shipping Programme (ROCS I and II).

The building blocks of the institutional reforms consist of a semiautonomous National Road Administration (ANE) to manage the main road network, a Road Fund (FE) responsible for funding road maintenance activities, and the management of tertiary, urban and unclassified roads (regional roads) decentralised to the provincial authorities. Today the Road Fund is an integral part of ANE, but in the future it will be transformed into a separate institution.

The funding of road sector activities is divided into two main areas: a) Construction of new roads, rehabilitation and periodic maintenance which are activities basically financed by different donor supported programmes and the investment budget of the government. b) The Road Fund collects money from road users for routine and periodic maintenance of the road network. The main resource of the Road Fund is the road user maintenance charge levied on automobile fuel (petrol and diesel). The government policy, as embodied in the letter of the development programme, is to progressively adjust the fuel levies from the present level over the next three years.

A host of donor countries and multilateral financiers are involved in the road sector in Mozambique. The various interventions are co-ordinated under the World Bank/government of Mozambique led Roads 3 programme. Roads 3 (the successor to ROCS II and III) covers a period of ten years starting from July 2002.

Swedish support

Sweden has supported the road sector since 1979 with various interventions – some of emergency character, others of strategic importance. Lately Sweden has supported the so-called Feeder Road Programme 1997–2002 (SEK185m) and Emergency Opening of Roads (SEK51m).

The Swedish support to the road sector is to be regarded as an integral part of the World Bank led Roads 3 programme, which has the objective to ensure a sustainable improvement of Mozambique's network of roads and bridges.

The present programme support (2002–2003, SEK30m) is directed towards the Directorate of Regional Roads (DER). The support comprises a works' component, technical assistance, seminars and training activities, and consultancies.

The present project support consists of a) the rehabilitation of EN 242 in the Niassa province (SEK245m). The project includes the rehabilitation of approximately 320 kilometres of road and the construction of a new bridge over Luambala river; and b) the improvement of the ferry connection across the Zambezi river at Caia (SEK45m), and c) emergency rehabilitation of roads in the Niassa and Zambezia provinces (SEK25m).

Co-operating partner is the National Road Administration (ANE).

Objectives

The main purpose of the Swedish support is to improve rural access, which will allow rural economies to develop and facilitate the reestablishment of educational, health and administrative services. This will be done mainly by improving the quality of the regional road network.

Results

Generally, improvements in the Mozambican road network could provide opportunities for benefits ranging from lower transport costs, better transport services, to improved access to markets and social services.

By applying labour intensive methods as much as possible in the construction works, the support will promote the participation of rural disadvantaged groups, including women, landless and displaced persons and thus inject cash directly into the most needy sections of the rural economy.

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