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MINISTRY OF TRANSPORT AND LOGISTICS

Economic and Social Plan and State Budget Integrated Road Sector Program PRISE/PESOE 2024



ANNUAL REPORT 2024



PRISE/PESOE



**INTEGRATED ROAD SECTOR PROGRAM
ECONOMIC AND SOCIAL PLAN AND STATE BUDGET**

INTEGRATED ROAD SECTOR PROGRAM
ECONOMIC AND SOCIAL PLAN AND STATE'S BUDGET

ANNUAL REPORT 2024

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PRISE/PESOE 2024

INDEX

SUMMARY	11
1. INTRODUCTION	13
2. ROAD PROGRAM 2024	14
3. ROAD PRESERVATION	18
3.1. Routine Maintenance	18
3.2. Periodic Maintenance	20
3.3. Bridge Maintenance	21
3.4. Road Safety	22
3.5. Emergencies	24
3.6. District Roads Program	26
3.7. Urban Roads Program	28
3.8. Maintenance Supervision	30
4. ACCESSIBILITY	32
4.1. Upgrading of Regional Roads	32
4.1.1. Government of Mozambique	32
4.1.2. Rural Development Project – PROMOVE Transporte	33
4.1.3. Mtwara Corridor Project – Phase 2	33
4.1.4. Climate Resilient Roads for the North (CRRN) Project	34
4.1.5. Compact for Connectivity and Resilience in Mozambique	35
4.1.6. Construction Project for Drainage Structures on the R698 Road: Montepuez-Mueda.	36
4.2. Rehabilitation of Regional Roads	37
4.2.1. Integrated Feeder Roads Development Project (IFRDP)	37
4.2.2. Rural Development Project – PROMOVE Transporte	38
4.2.3. Trade and Connectivity Project in Southern Africa (PCCAA)	39
5. CONNECTIVITY	40
5.1. Rehabilitation of National Roads	40
5.1.1. Integrated Feeder Roads Development Project (IFRDP)	41
5.1.2. Rural Development Project – PROMOVE Transporte	42
5.1.3. Safer Roads for Economic Integration (SRSEI) Programme	42
5.2. Upgrading of National Roads	43
5.2.1. Rural Development Project – PROMOVE Transporte	44
5.2.2. Climate Resilient Roads Project for the North (CRRN)	44

5.2.3. Upgrading of Mueda – Negomano Road (Mtwara Corridor)	45
5.2.4. Upgrading of the N13 and N14 Roads.....	45
5.2.5. Compact for Connectivity and Resilience in Mozambique	46
5.2.6. Concession Contracts.....	47
5.3. Bridge Rehabilitation.....	49
5.4. Bridge Construction.....	50
6. GOVERNANCE AND INSTITUTIONAL CAPACITY BUILDING	51
6.1. Road Program Administration	51
6.2. Institutional Training.....	51
6.3. Road and Bridge Studies and Projects.....	52
7. THE 2024 ROAD PROGRAM BUDGET	53
7.1. Revenues for the 2024 Roads Program.....	53
7.2. Budget for Financing the 2024 Roads Program.....	54
7.3. 2024 Roads Program Expenditures.....	56
8. PERFORMANCE EVALUATION.....	57
8.1. Results Indicators.....	57
8.2. Outcome Indicators.....	58
9. CONCLUSIONS, CHALLENGES AND PERSPECTIVES.....	59
9.1. CONCLUSIONS.....	59
9.2. CHALLENGES AND PERSPECTIVES.....	61

LIST OF TABLES

Table 1 : PRISE/PESOE 2024 Plan and Budget.....	15
Table 2 : PRISE/PESOE 2024/2023 behavior	16
Table 3: PRISE/PESOE 2024/2023 behavior	16
Table 4: PRISE/PESOE 2024 Resources.....	17
Table 5: PRISE/PESOE Budget 2024.....	18
Table 6: Routine Maintenance of Classified Roads	18
Table 7: No. of Classified Roads Program Contracts	19
Table 8: Periodic Maintenance of Classified Roads.....	20
Table 9: Distribution of Bridges	21
Table 10: Bridge Maintenance	22
Table 11: Road Signage	23
Table 12: Weighbridge Network	23
Table 13: Contingent Emergency Response Component (CERC).....	25
Table 14: CERC Physical and Budget Execution	25
Table 15: District Roads Program Targets	27
Table 16: District Roads Program Expenditures.....	27
Table 17: Urban Roads Program Execution.....	29
Table 18 : Budget Execution of the Urban Roads Program.....	29
Table 19: Provincial Consultancies 2024.....	31
Table 20: Consultancy Contracts for Provincial Supervision	31
Table 21: Upgrading of Regional Roads.....	32
Table 22: Upgrading of Regional Roads.....	32
Table 23: Asphaltting of Regional Roads	33
Table 24: Upgrading of the N381/R1251 road in Cabo Delgado	34
Table 25: Climate Resilient Roads Project in the North	35

Table 26: Mozambique Connectivity and Resilience Compact.....	35
Table 2 7: R698 Road Project: Montepuez-Mueda (USAID).....	35
Table 28: Rehabilitation of Regional Roads	37
Table 29: Integrated Feeder Roads Development Project – Unpaved Roads	38
Table 30: PROMOVE Transporte – Regional Roads	38
Table 31: Southern Africa Trade and Connectivity Project	39
Table 32: Rehabilitation of National Roads.....	41
Table 33: Integrated Feeder Roads Development Project (Paved)	41
Table 34: PROMOVE Transporte – National Roads	42
Table 35: Safer Roads Programme for Economic Integration	42
Table 36: Rehabilitation of National Roads.....	43
Table 37: Asphalting of National Roads	43
Table 38: Rural Development Project – PROMOVE Transporte	43
Table 39: Climate Resilient Roads Project in the North	44
Table 40: Mueda-Negomano Road – Cabo Delgado	45
Table 41: Mozambique Connectivity and Resilience Compact.....	46
Table 42: Public-Private Partnership Contracts	47
Table 43: TRAC Concession Agreement – Maputo.....	47
Table 44: Zambezi Roads.....	48
Table 45: Road Network of Mozambique - REVIMO.....	49
Table 46: Bridge Rehabilitation.....	50
Table 47: Bridge Construction	51
Table 48: Institutional Capacity Building.....	52
Table 49: Detailed Engineering Designs.....	54
Table 50: Roads Program Revenues 2024	55
Table 51: PRISE/PESOE Budget Growth 2024.....	55
Table 52: 2024 Roads Program Budget	56
Table 53: 2024 Roads Program Expenditures.....	56
Table 54: Growth in Roads Program Expenditure 2024/2023	57
Table 55: PRISE/PESOE 2023/2024 Behavior - Execution	60
Table 56: Trend of the PRISE/PESOE 2024/2023 Resource.....	60

Table 57: Physical Execution of the PRISE/PESOE 2024 Roads Program.....	65
Table 58: PRISE/PESOE Roads Program Budget 2024.....	70
Table 59: Budget Execution of the PRISE/PESOE Roads Program 2024.....	75
Table 60: Contingent Emergency Response Component - CERC.....	76
Table 61. Performance Assessment Framework for the Roads Programme 2020-2024.....	81

LIST OF FIGURES

Figure 1: PRISE/PESOE 2024 Features	16
Figure 2: Forecasted Revenue for 2024.....	53
Figure 3: Revenue Collected in 2024.....	53

LIST OF GRAPHS

Graphic 1: 2024 Routine Maintenance Program Achievements.....	19
Graphic 2: 2024 District Roads Program Achievements	27
Graphic 3: Implementation of the Urban Roads Program 2024	29
Graphic 4. Performance of the Roads Programme 2020-2024	59

LIST OF ATTACHMENTS

ANNEXES	61
ANNEXES 1	63
REPORT TABLES.....	63
ANNEXES 2.....	81
PROJECTS WITH EXTERNAL INVESTMENT.....	81
Annex 2.1. Rural Development Project – PROMOVE Transporte	83
Table 2.1.A: PROMOVE Transporte - Roads.....	83
Table 2.1.B: PROMOVE Transporte – Accompanying Measures.....	84
Annex 2.2. Integrated Feeder Roads Development Project (IFRDP).....	84
Table 2.2: Integrated Rural Roads Project – Unpaved Roads.....	85
Annex 2.3. Contingent Emergency Response Component (CERC).....	85
Table 2.3: Contingent Emergency Response Component (CERC).....	86
Annex 2. 4. Climate Resilient Roads for the North (CRRN) Project	86
Table 2.4: Climate Resilient Roads Project in the North	87

Annex 2.5 . Compact for Connectivity and Resilience in Mozambique	87
Table 2.5: Mozambique Connectivity and Resilience Compact.....	87
Annex 2. 6. Construction of Drainage Devices on the R698 Road: Montepuez-Mueda.....	87
Table 2.6: R698 Road Project: Montepuez-Mueda (USAID).....	88
Annex 2. 7. Southern Africa Trade and Connectivity Project (PCCAA).....	89
Table 2.7: Southern Africa Trade and Connectivity Project	89
Annex 2. 8. Safer Roads Programme for Economic Integration (SERSEI)	89
Table 2.8: Safer Roads Programme for Economic Integration	90
Annex 2. 9. Upgrading of the Mueda – Negomano Road (Mtwara Corridor).....	90
Table 2.9: Mtwara Corridor	91

LIST OF ACRONYMS

ANE, IP	National Highway Administration, Public Institute
BAD	African Development Bank
BM	World Bank
CERC	<i>Contingent</i> Emergency Response Component
CFE	Chimoio Road Training Center
CFMP	Medium-Term Fiscal Scenario
CRRN	<i>Resilient</i> Roads for the North Project
CRZ.	Crossroads
CTR	Connectivity and Rural Transport
DBOT	<i>Design</i> , Build, Operate, Transfer
AND IF	Road Sector Strategy
FE, FP	Road Fund, Public Fund
GoM	Government of Mozambique
IFRDP	Integrated Rural Road Development Project (“ <i>Integrated Feeder Roads Development Project</i> ”)
iRAP	Road Assessment <i>Programme</i>
JICA	Japan International Cooperation Agency (“ <i>Japanese International Cooperation Agency</i> ”)
km	Kilometers
MPA	Multiphase Programmatic <i>Approach</i>
MT	Meticaís
N/A	Not applicable

N7	Primary Road No. 7
N322	Secondary Road No. 322
OE	State Budget
OPBRC	Outcome and Performance Based Road Contracts (“ <i>Output Performance Based Road Contract</i> ”)
PCCAA	Southern Africa Trade and Connectivity Project
QAD	Performance Evaluation Framework
R602	Regional Road No. 602
PRISE	Integrated Road Sector Program
WEIGHT	Economic and Social Plan and State Budget
PRISE/PESOE	Integrated Road Sector Programme harmonised with the Economic and Social Plan and State Budget
PQG	Government Five-Year Program
QAD	Performance Evaluation Framework
I REVIEW	Mozambique Road Network
SRSEI	Socio - Economic Integration Program
TRAC	“ <i>Trans African Concession</i> ”
Un	Units
USD	US Dollar
VG	Global Value



OPENING NOTE

It is with great satisfaction that we present the Annual Report of the Integrated Road Sector Program (PRISE), for the fiscal year 2024, prepared within the scope of harmonization with the Economic and Social Plan and State Budget (PESOE) of 2024.

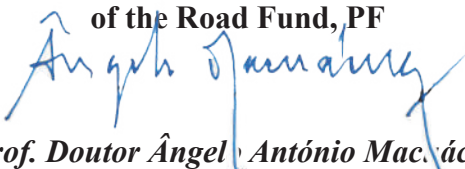
This report constitutes an essential instrument for accountability, monitoring and evaluation of the performance of the road sector, reflecting the progress achieved and the challenges faced in the implementation of construction, rehabilitation and maintenance activities of the national road network. Throughout 2024, PRISE/PESOE recorded significant interventions, covering both classified and unclassified roads, in addition to the execution of important engineering works and technical services to support the management of road infrastructure, with emphasis on studies, consultancies and audits.

In a context characterized by growing financial challenges, adverse climate conditions and pressures on production costs, the results achieved demonstrate the continued commitment of the Government, development partners, the private sector and sector institutions to the sustainable development of the road network, a key element for promoting territorial cohesion, economic growth and improving the quality of life of citizens.

We reiterate our appreciation to all those involved — technicians, contractors, inspectors, partners and other stakeholders — who, with dedication and resilience, contributed to the implementation of the actions reported. We also encourage continued institutional collaboration and the strengthening of coordination and financing mechanisms, as indispensable conditions for overcoming the challenges identified and achieving the medium and long-term goals of the sector.

With the hope that this report will be read carefully and usefully, we renew our commitment to excellence, transparency and continued commitment to the materialization of the objectives of PRISE/PESOE and the development of the national road network.

**Chairman of the Board of Directors
of the Road Fund, PF**


Prof. Doutor Ângel António Mac. ádua

**General Director of the National
Road Administration, PI**


Eng. Elias Paulo

SUMMARY

This progress report of the Integrated Road Sector Programme (PRISE), harmonised with the Economic and Social Plan and State Budget (PESOE), describes the achievements of the roads programme in the 2024 financial year, based on the analysis of the physical and financial achievements planned for the financial year under analysis.

Overall, the interventions carried out in the 2024 financial year were on 15 359 km of classified roads and 1 016 km of unclassified roads (district and urban), including the construction, rehabilitation and maintenance of 32 hydraulic structures. For the classified roads component, the achievements refer to routine maintenance interventions on 10 538 km of paved and unpaved roads, periodic maintenance of 273 km of paved roads, including sections of the N1 in Sofala Province and emergency repairs of 2 507 km of roads damaged by Cyclone Freddy in 2023, under the contingent emergency response component financed by the World Bank. In this component there were also included interventions carried out by concessionaires of public-private partnership contracts, including the rehabilitation and periodic maintenance of 379 km of roads under their operation.

The financing of service contracts for maintenance and calibration of 37 weighbridges, supervision of road works (10) and the carrying out of 7 engineering studies for road and bridge projects also contributed to the achievements of PRISE/PESOE 2024.

From the analysis of the PRISE/PESOE 2024 achievements described above, it can be concluded that although progress has been made in implementing the planned actions, the interventions that impact the development of the road network, namely upgrading of national and regional roads, have recorded low achievements due to the fact that most of the contracts are in their initial phase.

Despite these constraints, the road programme - PRISE/PESOE 2024, carried out interventions on 86% of the planned road extension, with a negative deviation of 5% compared to that carried out in the same period in 2023. A similar trend was observed with the financial component, with a budget execution of 67%, influenced by the volume of resources mobilised in the period under analysis (62%), which contributed to the low expenditure on the rehabilitation of national roads (25%), which has a relevant weight (19%) in the PRISE/PESOE 2024 budget structure.

Overall and based on the analysis of the achievements of the PRISE/PESOE 2024 roads programme, it is concluded that the 67% performance, calculated from the average of the physical and financial performances and the performance assessment framework, is considered “ *acceptable* ”. However, from the analysis of the contribution of the roads programme to the targets of the five-year period 2020-2024, it is concluded that it was characterised by an increasing deviation of the physical and financial cumulative curves, which resulted in the achievement of 86% of the physical targets and 67% of the financial targets planned for the five-year period.

Several factors were associated with this trend, the most notable being the limited availability of financial resources for investment in the development of the road network and liquidity for payment of expenditures with the execution of works and services contracts. In addition to financial issues, the long periods spent preparing investment projects for the development of the main sections of the national road network, the increase in the costs of raw materials essential for the execution of road works and the impacts of climate effects on road maintenance conditions had also contributed to deviations observed in the performance of the road program.

1. INTRODUCTION

The annual progress report of the Integrated Road Sector Programme (PRISE), harmonised with the Economic and Social Plan and State Budget (PESOE) for the 2024 fiscal year (PRISE/PESOE 2024), describes the progress made in the implementation of the actions planned for the development and conservation of the classified road network and includes an analysis of the decentralised implementation programmes by the District Governments and Municipal Councils, financed with part of the resources from the fuel levy taxes.

From the activities implemented in the period under analysis, the following are worth highlighting:

- The execution of periodic maintenance works on sections of the N1 between Inchope, Gorongosa and Caia in Sofala Province and the N7 between Vanduzi, Catandica and Changara in the Provinces of Manica and Tete;
- The contracting of works for the rehabilitation of the N1 section between Gorongosa and Zangue in Sofala Province, within the scope of the World Bank's Program Safer Roads for Socio Economic Integration (SRSEI);
- Extension of the validity of the concession contract with the Concessionaire - Estradas do Zambeze, in Tete province;
- Start of road rehabilitation and upgrading by the PROMOVE Transporte Project in the provinces of Nampula and Zambézia;
- Repair of roads and drainage structures damaged by Cyclone Freddy in 2023, under the World Bank's Contingent Emergency Response Component (CERC).

For the detailed description of the achievements of the PRISE/PESOE 2024 roads programme, this report followed the pillar structure of the Road Sector Strategy (ESE), the description of which is developed in nine chapters, including the conclusions chapter, namely:

- (i) Summary of major achievements of the roads program;
- (ii) Introduction with the description of the report structure;
- (iii) Road Preservation and Conservation Pillar describing maintenance interventions on classified roads, conservation of non-classified roads financed by the Road Sector, including interventions on hydraulic and drainage structures and road safety devices, as well as emergency

repairs of damages caused by adverse weather events and quality control by consulting firms for the supervision of provincial road programs;

- (iv) Accessibility Pillar with the description of rehabilitation and upgrading activities of regional roads, including rural development projects financed by development partners.
- (v) Connectivity Pillar describing the interventions carried out in the rehabilitation and upgrading of the national road network and of the construction and rehabilitation of hydraulic infrastructures (bridges);
- (vi) Governance Pillar that describes the activities of Administration of the Roads Programme by the implementing (FE, FP) and executing entity (ANE, IP), the training activities of Roads Sector employees and the engineering design studies of road and bridge projects for the development of the national road network;
- (vii) In the financing paragraph, the analyses is on the trend of the resources mobilized for the roads program and the incurred expenditures to finance the implementation of the planned actions for the period under analysis;
- (viii) To assess the performance of the annual roads programme, the targets of the results and outcome indicators of the performance assessment framework and their evolution are analysed, to measure the contribution of the roads programme to the Government's development objectives;
- (ix) The conclusions paragraph interprets the results obtained in the implementation of the roads program in relation to the targets planned for the period under analysis and their contribution to the Government's development objectives, formulated in the Government's Five-Year Program for the period 2020-2024.

The report's analyses are complemented by tables, charts, graphs and figures illustrating the assessment made.

2. ROAD PROGRAM 2024

The Integrated Road Sector Programme (PRISE), harmonised with the Economic and Social Plan and State Budget (PESOE), planned interventions on 17 411 km of classified roads for the 2024 financial year, consisting of the rehabilitation and upgrading of 167 km of national roads in the Connectivity Pillar, 556 km of regional roads in the Accessibility Pillar and the maintenance of 16 688 km of roads in the Preservation Pillar. In addition to these interventions, conservation, 1 634 km of unclassified district and urban roads, were also planned by the Districts and Municipalities to be financed with PRISE/PESOE resources, totalling 19 045 km of roads, the planned extension for the PRISE/PESOE 2024 programme (Table 1).

Table 1 : PRISE/PESOE 2024 Plan and Budget

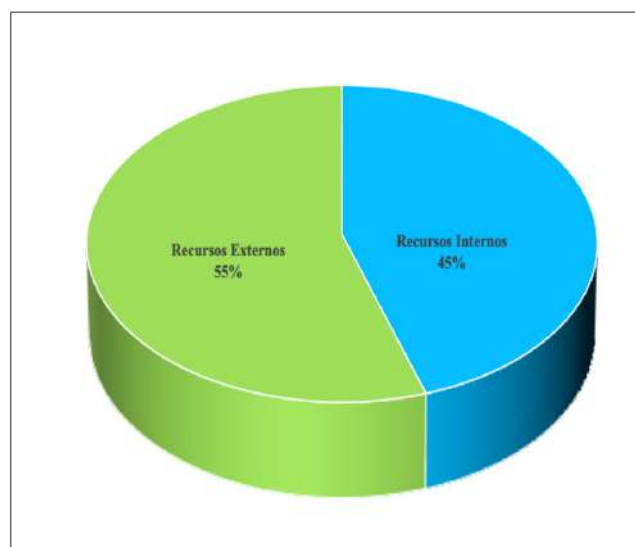
Description of the Action	Un	Target	Budget (1,000 MT)
Connectivity	km	167	8 853 855
Rehabilitation of National Roads	km	107	4 726 772
Upgrading of National Roads	km	60	3 402 000
Public-Private Partnerships	km	0	186 595
Bridge Construction	Un	15	374 840
Bridge rehabilitation	Un	3	163 649
Accessibility	km	556	3 919 067
Rehabilitation of Regional Roads	km	551	2 823 067
Upgrading of Regional Roads	km	5	1,096,000
Preservation	km	18 322	9 098 566
Classified Roads	Km	16 688	7 591 171
Periodic Maintenance of Paved Roads	km	235	2 950 089
Self-Sustained Road Maintenance Program			410,000
Routine Maintenance of Paved and Unpaved Roads	km	15 030	2 903 000
Road Signs	km	1 423	141 582
Emergency Repairs	km	0	1 186 500
Unclassified Roads	Km	1 634	916 760
Unclassified Roads - District	km	1 515	307,000
Unclassified Roads - Urban	km	163	609 760
Hydraulic Structures and Weighbridges	Un	51	75 027
Bridge Maintenance	Un	14	50 027
Weighbridge Assembly and Maintenance	Un	37	25,000
Supervision	No.	10	515 607
Administration and Training	No.	7	3 267 206
PRISE/PESOE Administration	VG	0	2 839 757
Training and Sector Studies	No.	0	287 500
Road and Bridge Engineering Projects	No.	7	139 949
Total Classified Roads	Km	17 411	19 825 605
Total Unclassified Roads	Km	1 634	916 760
Total Infrastructures and Weighbridges	Un	32	613 516
Total Services and Administration	VG	17	3 782 813
TOTAL PRISE/PESOE 2024	km	19 045	25 138 694

The PRISE/PESOE 2024, program also planned the construction, rehabilitation and maintenance of 32 bridge units, the assembly, maintenance and calibration of 37 weighbridges and the carrying out of 7 road and bridge engineering studies for the development of the national road network (Table 1). In the PRISE/PESOE 2024 roads programme, ten consultancy services were contracted for the supervision of road works carried out by local contractors, including three concession contracts for the management of 1 444 km of national and regional roads in the provinces of Maputo, Gaza, Sofala and Manica and Tete.

Table 2 : PRISE/PESOE 2024/2023 behavior

Pillars of PRISE	Un	Physical Goals		Growth (%)
		2024	2023	
Connectivity	km	167	128	30%
Accessibility	km	556	743	-25%
Preservation	km	18 322	18 451	-6%
Administration and Training	No.	7	7	0%
Total	km	19 045	19 835	-6%

The planned targets for the 2024 financial year recorded a negative growth of 4% compared to those of the 2023 financial year, influenced by the trends of the accessibility and preservation pillar targets, which reduced by 25% and 3% respectively, which however were cushioned by the 30% growth in the accessibility pillar, although with little impact on the growing trend of the PRISE/PESOE 2024 targets (Table 2).

**Figure 1: PRISE/PESOE 2024 Features****Table 3: PRISE/PESOE 2024/2023 behavior**

PRISE Pillars	Budget (1,000 MT)		Growth (%)
	2024	2023	
Connectivity	8 853 856	9 857 763	-10%
Accessibility	3 919 067	3 444 593	14%
Preservation	9 098 566	4 186 795	117%
Administration and Training	3 267 206	2 719 834	20%
Total	25 138 694	20 208 985	24%

To finance the PRISE/PESOE 2024 road program, a budget of 25 138 million Meticaïs was approved, consisting of 11 303 million Meticaïs of internal resources (45%), from the road users charges and the State Budget and 13 835 million Meticaïs of external resources (55%), of donations from development partners (Table 3 and Figure 1).

Compared to the approved budget for the 2023 financial year, there was a 24% growth of the 2024 budget, influenced by the financing resources for the preservation and accessibility pillar, which were cushioned by the negative trend of the financing budget of the connectivity pillar (Table 3).

The analysis of the approved resources for the 2024 road's program budget (Table 4), it is found that the revenues from fuel tax (33%) and donations from the World Bank (26%) and the European Development Fund (23%) are the ones that most contributed to the PRISE/PESOE 2024 resource envelope.

Table 4: PRISE/PESOE 2024 Resources

Designation	Revenues 2024 (1,000 MT)	Weight (%)	Revenues 2023 (1,000 MT)	Growth (%)
Internal Resources	11 303 516	45	7 612 986	48
Tax Revenues	0	0	943 000	-100
ICE-Fuels	8 352 843	33	4 247 604	97
Road Taxes	1 099 044	4	708 940	55
Toll Rates	1 611 280	6	1 493 442	8
Own Revenues FE, FP	240 349	1	220,000	9
External Resources (Donations)	13 835 178	55	12 595 999	10
World Bank	6 644 612	26	4 195 917	58
African Development Bank	1 200 000	5	4 200 000	-71
Japan Development Agency	0	0	12 741	-100
European Development Fund	5 831 067	23	1 661 341	251
United States Agency for International Development	149,000	1	126,000	18
Millenium Challenge Account	10 500	0		
Exim Bank, India	0	0	2 400 000	-100
Total	25 138 694		20 208 985	24

Table 5: PRISE/PESOE Budget 2024

Pillars of PRISE	Budget 2024 (1,000 MT)	Weight (%)
Connectivity	8 853 856	35
Accessibility	3 919 067	16
Preservation	9 098 566	36
Admin. and Training	3 267 206	13
Total	25 138 694	

Based on the approved resource envelope, a budget allocation for the PRISE/PESOE 2024 Roads Program was made, which prioritized the financing of the preservation pillars, with 36% of total resources, and connectivity pillar with 35%, following the strategic orientation of the roads policy of preserving the investment made and developing the network in response to the growing demand for mobility of people and goods (Table 5).

3. ROAD PRESERVATION

The maintenance of the classified road network, under the PRISE/PESOE 2024 preservation pillar, are programmed by the Provincial Delegations of ANE, IP and coordinated by the central level division, the Road Maintenance and Safety Services. For the execution of the maintenance programme, the delegations have technical support from the consultancy companies, responsible for monitoring and supervision of the road works carried out by the local contractors, selected through public tender.

The preservation pillar also includes conservation of unclassified roads (district and urban), under the jurisdiction of District Governments and Municipalities, financed with part of the revenues from the fuel tax, the application of which is based on the financing rules established by the Road Fund, FP and management rules issued by ANE, IP.

3.1. ROUTINE MAINTENANCE

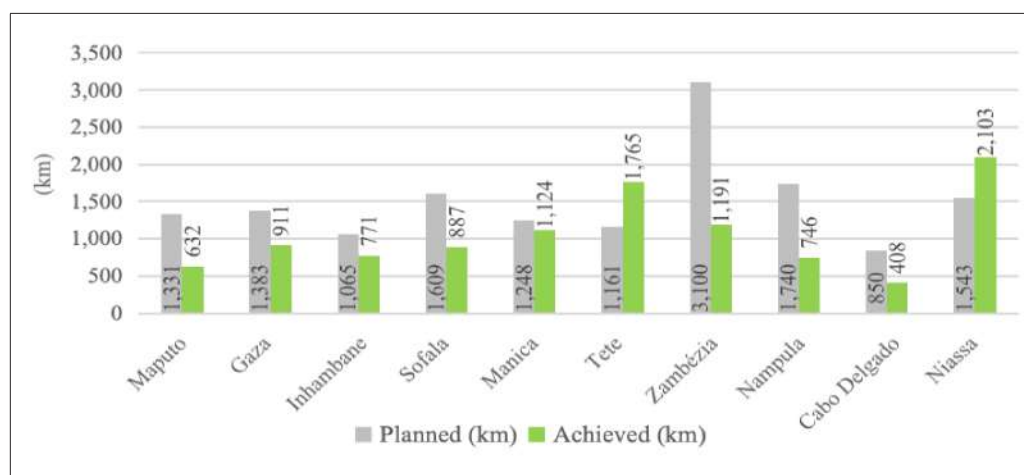
Routine maintenance activities on the country's classified road network are implemented by the Provincial Delegations of ANE, IP and financed by the Delegations of FE, FP, whose work carried out by local contractors, selected through public tenders, is supervised by the consultancy firms, contracted by ANE, IP.

Table 6: Routine Maintenance of Classified Roads

Province	Planned (km)	Weight (%)	Done (km)	Realization (%)
Maputo	1 331	9	632	47
Gaza	1 383	9	911	66
Inhambane	1 065	7	771	72
Sofala	1 609	11	887	55
Manica	1 248	8	1 124	90
Tete	1 161	8	1 765	152
Zambezia	3 100	21	1 191	38
Nampula	1 740	12	746	43
Cabo Delgado	850	6	408	48
Niassa	1 543	10	2 103	136
Total	15 030		10 538	70

Based on the established management approach, maintenance interventions for the 2024 financial year were scheduled to be carried out on 15 030 km of paved and unpaved roads, with the Provinces of Zambezia (21%), Nampula (12%) and Sofala (11%) being responsible for the maintenance of 43% of the total planned length.

Of the total planned extension, the carried out interventions, during the period under analysis, were of 10,538 km of classified roads, corresponding to 70% of the planned length (Table 6). These achievement are the result of the performance of the provinces of Tete (152%) and Niassa (136%), which exceeded the planned targets, with the outputs of the remaining provinces below planned targets, with the exception of Manica (90%) and Inhambane (70%), which made progress in implementation of their maintenance programmes (Table 6 and Graph 1). In contrast, the provinces of Zambézia, Nampula and Cabo Delgado were those that had a poor performance, with achievements below 50% of the planned targets.



Graphic 1: 2024 Routine Maintenance Program Achievements

Table 7: No. of Classified Roads Program Contracts

Provinces	MR	MP	ML	OA	IN	ASF	Total
Maputo	41	1	2	1	7		52
Gaza	53	1			3		57
Inhambane	34			5			39
Sofala	33				3		36
Manica	17				5		22
Tete	27			1	3	1	32
Zambezia	73			8			81
Nampula	30				6		36
Cabo Delgado	45	1	10	12			68
Niassa	51						51
Total	404	3	12	27	27	1	474
Legend MR – Routine Maintenance MP – Periodic Maintenance ML – Target Improvements				AO – Drainage Structures EM – Emergency Repairs ASF - Upgrading			

A total of 474 local construction companies were contracted to carry for the provincial maintenance program, of which 404 were for routine maintenance works, 27 for construction drainage structures, 27 for emergency repairs, 3 for periodic maintenance works and 1 for upgrading provincial roads (Table 7).

3.2. PERIODIC MAINTENANCE

Planned periodic road maintenance activities for the 2024 financial year, prioritized interventions on the paved road network, with a focus on the N1 national road, sections in the provinces of Gaza, Sofala and Zambézia and included sections of the N2 road in Maputo, N7 and N260 in Manica and N103 in Zambézia Provinces.

Periodic maintenance works consisted of carrying out targeted interventions on sections of the paved roads, with reduced structural capacity or wear of the paved layer.

The total length of planned paved roads periodic maintenance interventions were 235 km, of which 32% from the national road N1, in the Provinces of Gaza, Sofala and Zambézia, and the remaining length distributed along the roads N2 (9%), N7 (31%), N103 (21%) and N260 (6%), as described in Table 8.

During the period under analysis, periodic maintenance works were carried out on 273 km of roads, corresponding to 116% of the planned target, with emphasis on the Provinces of Sofala (219%), Maputo (168%) and Manica (106%), which exceeded planned targets (Table 8), with the Zambézia Province, recording low physical achievements due to the late start of the works contracts.

Table 8: Periodic Maintenance of Classified Roads

Province	Road	Planned (Km)	Completed (km)	Realization (%)
Maputo	N2: Matola-Boane-Namaacha	22	37	168
Gaza	N1: Incoluane-Xai Xai	11	3	27
Sofala	N1: Save-Muxungue-Inchope River	10	38	380
	N1: Inchope-Gorongosa	15	22	147
	N1: Muera River-Nhamapaza	10	40	400
	N1: Nhamapaza-Caia	10	31	310
	Total	78	171	219
Manica	N260: Munhinga-Espungabera River	15	2	13
	N7: Vanduzi-Catandica	22	58	264
	N7: Catandica-Changara	50	32	64
	Total	87	92	106
Zambezia	N1: Namacurra-Nampevo	20	10	50
	N103: Gurué-Nampevo	50	0	0
	Total	70	10	14
Total		235	273	116

Among the periodic maintenance works carried out, it is worth highlighting the 131 km interventions on the N1 national road in Sofala Province, which had considerably improved the traffic conditions on this section and reduced the travel time between Inchope and Caia.

3.3. BRIDGE MAINTENANCE

Table 9: Distribution of Bridges

Province	Extension (m)
Maputo	4 600
Gaza	1 200
Sofala	2 350
Tete	1 440
Zambezia	600
Nampula	3 300
Cabo Delgado	700
Total	14 190

The 2024 bridge maintenance works of the PRISE/PESOE programme consisted of interventions on fourteen (14) special units, which due to the nature of their dimensions and flow capacity, are subject to specific maintenance contracts, unlike the smaller bridges, which are an integral part of the road maintenance contracts on which they are located. With a total length of 14 190 metres, the Maputo-Katembe bridges, with 3,500m in Maputo Province, Ilha de Moçambique bridge with 3,300m in Nampula Province, and Armando E. Guebuza bridge with 2,350m, over the Zambezi River, on the border between the Provinces of Sofala and Zambézia (Tables 9 and 10), are the ones that contribute the most to this length.

Bridge maintenance activities, which consist of cleaning and removal of debris on the river bed at the upstream of the hydraulic structure, cleaning the deck, ditches, drainage channels and embankments, including repairs and painting of concrete and/or metal elements, which were carried out on all fourteen (14) bridges, corresponding to 100% execution.

Table 10: Bridge Maintenance

Location	Designation	Extension (m)	Province	Planned (un)	Achievement (%)
Maputo Estuary	Ka Tembe	3 500	Maputo	1	100
Incomati River	Handle	300	Maputo	1	100
Maputo River	Maputo River	500	Maputo	1	100
Incomati River	Moamba	300	Maputo	1	100
Limpopo River	Guija	500	Gaza	1	100
Limpopo River	Chibuto	300	Gaza	1	100
Limpopo River	Xai-Xai	400	Gaza	1	100
Zambezi River	AE Guebuza	2 350	Sofala	1	100
Zambezi River	Samora Machel	720	Tete	1	100
Zambezi River	Kassuende	720	Tete	1	100
Lugela River	Lugela	300	Zambezia	1	100
Licungo River	Licungo	300	Zambezia	1	100
Indian Ocean	Mozambique Island.	3 300	Nampula	1	100
Rovuma River	Unit	700	C. Delgado	1	100
Total		14 190		14	100

3.4. ROAD SAFETY

The preservation pillar of the PRISE/PESOE program also includes implementation of road safety activities on the classified road network, which consist of the supply, installation and maintenance of vertical signage, marking of horizontal signage on paved roads, assembly, calibration and maintenance of weigh-bridges for load control, and control of the use of the road reserve area.

- **Road Signs**

Planned road signage activities consisted of interventions to replace and improve horizontal and vertical signage on 540 km of the N1 road between Xai Xai, Lindela and Pambara in the provinces of Gaza and Inhambane and N1/N12 between Nampula, Namialo and Nacala in the province of Nampula. The extension of roads initially planned for road signage was revised to include seven sections of the N1 road in Maputo, Gaza and Sofala, N12 in Nampula and N260 and R520 in Manica provinces.

During the period of the implementation of the current road programme, road signage works were carried out on 1 563 km of the N1 section in Maputo, Gaza, Inhambane and Sofala and the N260 and R520 in Manica, corresponding to 110% execution of the total planned interventions for the current financial year (Table 11).

Table 11: Road Signage

Road	Planned (km)	Revised (km)	Achieved (km)	Achievement (%)
N1: Xai Xai-Lindela	110			
N1: Lindela-Pambarra	230			
N1/N12: Nampula-Namialo-Nacala	200			
N1: Marracuene-Incoluane		100	101	101
N1: Incoluane-Zandamela		100	94	94
N1: Zandamela-Pambara		240	185	77
N12: Namialo-Nacala Port		100		0
N1: Inchope-Gorongosa		75	75	100
N260: Crz. N6 (Chimoio)-Espungabera		233	1 108	413
R520: Crz. N260 (Dombe)-Crz. N1 (Chitause)		35		
Total	540	883	1 563	110

Table 12: Weighbridge Network

Province	Weighbridges (un)		
	Fixed		Mobile
Maputo	4	Pessene, Texlom, Bobole, Matola Rio	2
Gaza	1	Soft	2
Inhambane	2	Inharrime, Save	2
Sofala	3	Inchope, Dondo	2
Manica	1	Vanduzi	2
Tete	3	Maue, Mussacama, Changara	2
Zambezia			2
Nampula			2
Cabo Delgado	2	Pemba, Sunate	2
Niassa	1	Mandimba	2
Total	17		20

● Load Control

Within the framework of the PRISE/PESOE road safety interventions, load control activities were carried out, comprising construction, rehabilitation and maintenance of weighbridge buildings, the assembly, maintenance and calibration of fixed weighbridges and the maintenance and calibration of mobile weighbridges. These services, carried out by selected providers through public tender, were for the existing weighbridges on the countries classified road network, which, for the financial year under analysis, were carried out on the thirty-seven (37) operational units made of 20 fixed and 17 mobile (Table 12).

Despite the operational condition of the weighbridge network, maintenance and calibration interventions were carried out on these units during the reporting period, through contracts carried over from the previous year, with the contracting of the new service providers for the 2024/2025 biennium already initiated.

3.5. EMERGENCIES

The emergency works carried out in the 2024 financial year consisted of repairs of the damages caused by the heavy rainfall that occurred between October 2022 and January 2023, which resulted in floods in the Province and City of Maputo, due to the increase in water flows in Maputo and Incomáti rivers. The year 2023 was also affected by the Cyclone Freddy, that ravaged the country twice, the first time in the southern part of Inhambane and the second in the central and northern parts of the country, mainly in the Zambézia province. These storms, which resulted in increased water levels in the Buzi, Púngue and Zambezi rivers, destroyed several economic and social infrastructures, affecting about 13 886 km of roads, of which 5 448 km were completely damaged, including 47 bridges, 26 small bridges, 29 drifts and 282 culverts.

In addition to these impacts, during the 2023/2024 rainy season, approximately 5 504 km of roads were affected and 10 bridges, 7 small bridges, 5 “ *drifts* ” and 41 culverts were also destroyed by the severe storm FILIPO, characterized by intense rainfall that caused flooding and inundation in some cities and towns in the country’s southern region.

In order to restore the economic and social infrastructure damaged by these storms, an Emergency Plan was approved, and negotiations initiated by the Government of Mozambique to mobilize resources from the development partners, which resulted in the allocation of World Bank of 3 547 million MT, through the activation of the Contingent Emergency Response Component (CERC), from the Mozambique’s on-going projects, financed by this multilateral financial institution.

The amount made available was allocated to finance the repairs of damages that occurred on the classified road network under the management of the provincial delegation of ANE, IP and urban roads under the jurisdiction of municipalities, with part of these resources applied to financing consultancy services for the supervision, monitoring and evaluation of the interventions carried out (Table 13).

Table 13: Contingent Emergency Response Component (CERC)

Province/ Municipality	Extension (km)	Units (Un)	Budget ANE, IP (1 000 MT)	Budget Municipality (1 000 MT)	Total Budget (1 000 MT)
Maputo					
Matola	4			190 141	190 141
Gaza	281	75	338 422		338 422
Inhambane	622	83	943 614		943 614
Sofala	107	21	145 400		145 400
Manica	304	118	166 218		166 218
Tete	302	13	212 286		212 286
Zambezia	570	32	603 391		603 391
Alto Molocue		2		9 659	9 659
Milange		2		12 551	12 551
Quelimane	8	4		356 282	356 282
Niassa	365	15	202 621		202 621
Lichinga		2		13 762	13 762
Inspection + M&A					213 767
Total	2 594	367	2 611 953	582 394	3 408 114

Based on the approved budget, a total of twenty-eight (28) road works contracts (Table 60) were contracted at a value of 3 408 million MT, for the execution of seventy-one (71) road projects with a total extension of 2 517 km, in forty-five (45) districts of the Provinces of Gaza, Inhambane, Sofala, Manica, Tete, Zambézia and Niassa and the Municipalities of Matola, Quelimane, Milange, Alto Molócue and Lichinga (Tables 14 and 60).

Table 14: CERC Physical and Budget Execution

Province / Municipality	ANE, IP			Municipalities			Total		
	Length (km)	Units (Un)	Expenditures (1,000 MT)	Length (km)	Units (Un)	Expenditures (1,000 MT)	Length (km)	Units (Un)	Expenditures (1,000 MT)
Matola				4		188 659	4		188 659
Gaza	278	75	309 206				278	75	309 206
Inhambane	622	83	871 925				622	83	871 925
Sofala	107	21	140 105				107	21	140 105
Manica	304	118	159 971				304	118	159 971
Tete	292	13	206 918				292	13	206 918

Table 14: CERC Physical and Budget Execution

Zambezia	555	32	486 820				555	32	486 820
Alto Molocue					2	9 456		2	9 456
Milange					2	10 844		2	10 844
Quelimane				6	4	351 307	6	4	351 307
Niassa	350	15	167 238				350	15	167 238
Lichinga					2	13 762		2	13 762
Supervision + M&A									173 668
Total	2 507	357	2 342 182	10	10	574 028	2 517	367	3 089 879
Achivement (%)	99.6%	97.3%	75.8%	0.4%	2.7%	18.6%			

The Contingent Emergency Response Component (CERC), completed in December 2024, carried out interventions on 2 517 km of roads during the period under analysis and built a total of 367 drainage structures (small bridges, box culverts and culverts), of which 97% were physically completed with an expenditure of 3 089 million Meticaís, corresponding to a budget execution of 91% (Tables 14 and 60). Overall, most of the emergency repair works financed by the CERC were completed with the exception of seventeen (17) contracts in the provinces of Gaza (1), Inhambane (5), Tete (1), Zambézia (2) and Niassa (1) and eight (8) in the municipality of Quelimane. Two works in Niassa (1) and in the Municipality of Quissico were not implemented (Table 60).

3.6. DISTRICT ROADS PROGRAM

The main objective of the District Roads Conservation Programme is to increase the mobility of people and goods in regions with agricultural and fishing potential, contributing to the achievement of the Government's objectives of increasing agricultural and fishing production and productivity and employment generation¹. This programme also aims to provide District Administrations with the capacity to intervene and manage the network of unclassified roads under their jurisdiction, to carry out localized repairs to improve mobility and guarantee access to areas with recognized agricultural potential.

To finance the conservation of this network of unclassified roads, the Road Fund, FP, approved allocations of 2 million Meticaís for each of the 154 Districts, whose budget, for the 2024 financial year, was 308 million Meticaís.

¹ Government's Five-Year Program 2020-2024. Central Objective and Major Strategic Options. Page 76

Table 15: District Roads Program Targets

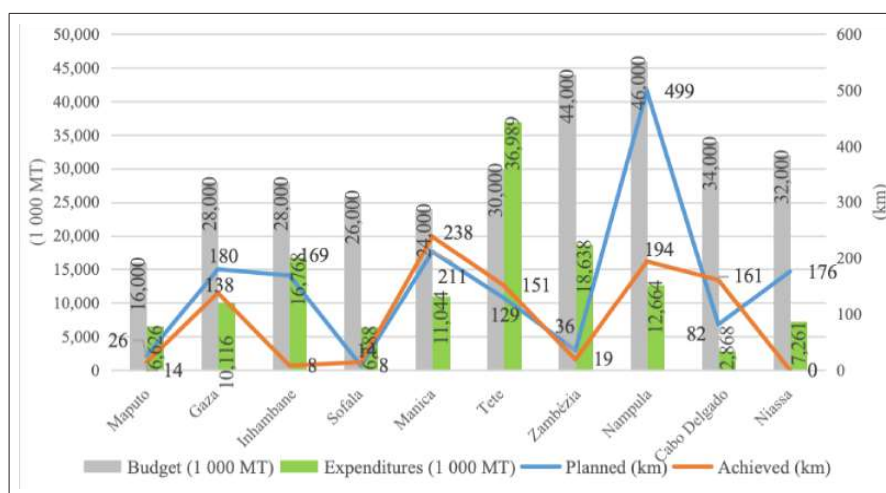
Province	No. of Districts	Number of Contracts	Planned (km)	Achieved (km)	Achievement (%)
Maputo	8	9	26	14	54
Gaza	14	19	180	138	77
Inhambane	14	6	169	8	5
Sofala	13	7	8	14	174
Manica	12	18	211	238	113
Tete	15	15	129	151	117
Zambezia	22	62	36	19	53
Nampula	23	18	499	194	39
Cabo Delgado	17	21	82	161	197
Niassa	16	20	176	0	0
Total	154	195	1 515	937	62

Based on the approved allocation, a total of 195 contracts were mobilized by the Districts to carry out interventions on 1 515 km of unclassified roads. During the period under analysis, 937 km of roads were carried out, corresponding to 62% of the planned physical target. Performance of the provinces of Cabo Delgado, Sofala, Tete and Manica were the ones that contributed to this achievement, which exceeded the planned targets for the period under analysis, with the remaining provinces achieving varied performances and below the targets for the period under analysis, with a focus on the provinces of Inhambane and Niassa, whose achievements were negative (Table 15).

Table 16: District Roads Program Expenditures

Province	Districts	Budget (1 000 MT)	Expenditures (1 000 MT)	Execution (%)
Maputo	8	16 00	6 626	41
Gaza	14	28 000	10 116	36
Inhambane	14	28 000	16 768	60
Sofala	13	26 000	6 388	25
Manica	12	24 000	11 044	46
Tete	15	30 000	36 989	123
Zambezia	22	44 000	18 638	42
Nampula	23	46 000	12 664	28
Cabo Delgado	17	34 000	2 868	8
Niassa	16	32 000	7 261	23
Total	154	308 000	129 362	42

In order to finance the works carried out under the District Roads Programme (PED), an expenditure of 129 million MT was made during the 2024 financial year, corresponding to 42% of the approved budget for the period under analysis (Table 16). This financial execution was largely influenced by the expenditure made by the provinces of Tete (123%) and Inhambane (60%), in the payment of road works and debts carried over from previous financial years (Graph 2).



Graphic 2: 2024 District Roads Program Achievements

3.7. URBAN ROADS PROGRAM

Financing the maintenance, conservation and target interventions of urban roads and related infrastructures, by the Road Fund, FP, follows the procedures defined by the consignment decree, now revoked, which allocates 10% of the revenues from the taxes on diesel and gasoline, to finance this program.

Based on this obligation, a budget of 586 million Meticaís was approved for the 2024 financial year, which was distributed among the 65 Municipalities, based on the categorization attributed by the Ministry of State Administration and Public Function and the density of the urban road network.

The approved allocation for the municipalities resulted in the planning of conservation activities for 120 km of urban roads and the contracting of 92 civil works contracts. Of the planned extension, interventions were carried out on 70 km of urban roads, corresponding to a physical execution of 59% of the programme (Table 17), with the achievements of the Provinces of Zambezia (21 km), Cabo Delgado (12 km) and Maputo (10 km), standing out from the remaining provinces.

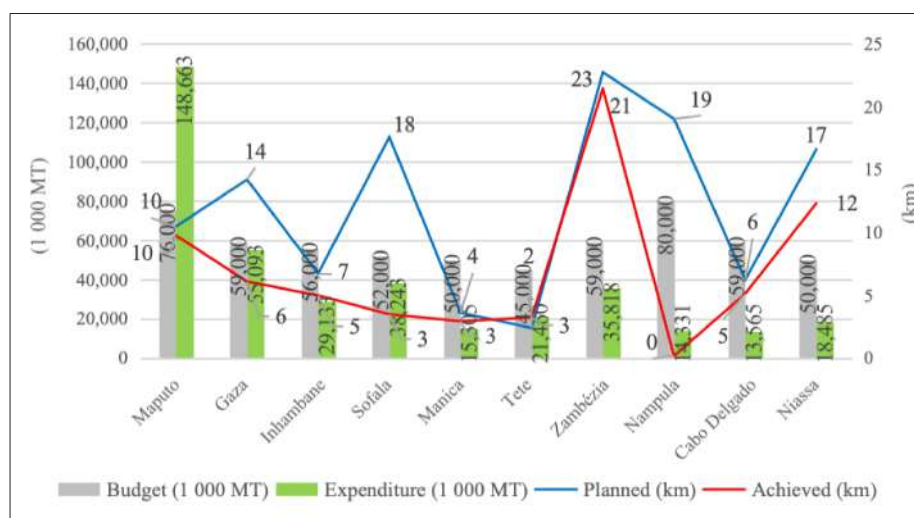
Table 17: Urban Roads Program Execution

Province	No. of Municipalities	Number of Contracts	Planned (km)	Completed (km)	Realization (%)
Maputo	7	19	10	10	93
Gaza	7	19	14	6	43
Inhambane	6	14	7	5	74
Sofala	6	4	18	3	20
Manica	6	7	4	3	81
Tete	5	3	2	3	135
Zambezia	7	7	23	21	94
Nampula	8	8	19	0	1
Cabo Delgado	7	5	6	5	82
Niassa	6	6	17	12	74
Total	65	92	120	70	58

The approved budget for the 2024 urban roads program in the amount of 586 million MT, a total of 390 million MT of expenditures were made, corresponding to a budget execution of 67%, absorbed mainly by the Provinces of Maputo (196%), Gaza (93%) and Tete (76%), respectively (Table 18, Graph 3).

Table 18 : Budget Execution of the Urban Roads Program

Province	Number of Municipalities	Number of Contracts	Budget (1 000 MT)	Expense (1 000 MT)	Execution (%)
Maputo	7	19	76 000	148 663	196
Gaza	7	19	59 000	55 093	93
Inhambane	7	14	56 000	29 133	52
Sofala	6	4	52 000	38 243	76
Manica	6	7	50 000	15 305	29
Tete	5	6	45 000	21 460	48
Zambezia	7	7	59 000	35 818	61
Nampula	8	8	80 000	14 331	18
Cabo Delgado	7	5	59 000	13 565	23
Niassa	6	6	50 000	18 485	37
Total	66	89	586 000	390 096	67



Graphic 3: Implementation of the Urban Roads Program 2024

3.8. MAINTENANCE SUPERVISION

The control and supervision of the execution of the provincial road maintenance program is carried out by consulting firms contracted to provide inspection services. The terms of the services are the certification of materials used on site, the quality of road works and drainage structures carried out by local contractors contracted by the Provincial Delegations of ANE, IP, through supervision of the execution of the works.

The consulting firms for the supervision of the provincial road maintenance program are also responsible for certifying the quantities of work carried out to prepare the interim payment certificates to be paid for by the Provincial Delegations of the Road Fund, FP.

For the 2024 financial year, consultancy contracts initiated in the first half of 2023 were in progress, with a duration of twenty-four (24) months, whose overall price for the ten contracts for the same number of provinces is 894 million Metical (Table 19).

For the quality control of the 2024 roads program, expenditures worth 516 million MT were planned, of which 104 million MT were spent on financing the services provided in the period under analysis, corresponding to 20% execution of the approved budget for the financial year under analysis (Table 59).

Table 19: Provincial Consultancies 2024

Province	Consultant	Price (MT)
Maputo	Técnica Engenheiros Consultores, Lda	59 573 170.39
Gaza	COTOP Consultoria e Serviços	78 225 566.40
Inhambane	COTOP Consultoria e Serviços	74 262 937.60
Sofala	STANGE Consult Moçambique, Lda	111 279 760.28
Manica	STANGE Consult Moçambique, Lda	93 650 656.23
Tete	STANGE Consult Moçambique, Lda	102 620 077.99
Zambezia	STANGE Consult Moçambique, Lda	126 906 316.16
Nampula	CONSULTEC, Consultores Associados, Lda	75 409 252.97
C. Delgado	TRITIA Engenharia, Lda	94 276 040.12
Niassa	CONSULTEC, Consultores Associados, Lda	78 265 837.45
Total		894 469 615.59

The financing of consultancy contracts for supervision of the provincial roads works programme included, in addition to the contracts in force in the 2023/2024 biennium, those concluded in the previous biennium, which however had outstanding debts for the services provided. In the period under analysis, expenses of 201 million MT were reported, corresponding to 21% of the resources required to pay for the services provided and the debts carried over from previous financial years.

Table 20: Consultancy Contracts for Provincial Supervision

Province	Consulting Firms	Start Date	Budget (1,000 MT)	Expense (1,000 MT)	Performs. (%)
Maputo	Technical Consulting Engineers, Lda	2023	59 573	19 764	33.2%
Gaza	COTOP Consulting and Services	2023	78 226	14 429	18.4%
	NIPPON KOEI	2020	52 661	4 821	9.2%
Inhambane	COTOP Consulting and Services	2023	69 784	15 824	22.7%
	NIPPON KOEI Mozambique	2020	77 311	8 557	11.1%
Sofala	STANGE Consult Mozambique, Lda	2023	21 984	10 500	47.8%
	COTOP Consulting and Services	2020	89 296	1 682	1.9%
Manica	STANGE Consult Mozambique, Lda	2023	30 404	18 016	59.3%
	COTOP Consulting and Services	2020	43 724	15 179	34.7%
Tete	STANGE Consult Mozambique, Lda	2023	102 620	5 500	5.4%
	COTOP Consulting and Services	2020		7,000	0.0%
Zambezia	STANGE Consult Mozambique, Lda	2023	101 720	14 500	14.3%
	CONSULTEC - Associated Consultants, Lda	2017	777		0.0%
Nampula	CONSULTEC - Associated Consultants, Lda	2023	37 206	11 114	29.9%
C. Delgado	TRITIA Engineering, Lda	2020	94 276	12 225	13.0%
	Technical Consulting Engineers, Lda	2020	26 219	12 100	46.2%
Niassa	CONSULTEC - Associated Consultants, Lda	2023	78 266	10 817	13.8%
	GAUFF Engineering, Lda	2020		19 381	0.0%
Total			964 046	201 410	20.9%

4.ACCESSIBILITY

The Accessibility Pillar of the Roads Programme comprises interventions on regional roads, financed with investment resources from the Roads Sector and Development Partners under the rural development programmes. The interventions in this pillar are to facilitate the marketing of agricultural surpluses by providing safe access between agricultural and fishing production centres and trade centres, and access to basic social services for rural populations. The interventions carried out in the accessibility pillar involved upgrading and rehabilitation of regional roads and rehabilitation of accesses to agricultural and fishing production poles.

4.1.UPGRADING OF REGIONAL ROADS

Table 21: Upgrading of Regional Roads

Road	Plan (km)	Province
R808: Michafutene-Vundiça	4	Maputo
R650: Milange-Milange Aerodrome R650: Milange-Molumbo	9	Zambezia
Total	13	

The regional road upgrading component of the PRISE/PESOE roads program, scheduled for the 2024 financial year, the execution of works on 13 km of two regional roads located in the Provinces of Maputo and Zambézia (Table 21), providing access between the population centres and the production centres.

4.1.1. GOVERNMENT OF MOZAMBIQUE

The upgrading of the R808 road between Michafutene and Vundiça, in Maputo Province, districts of Marracuene and Matola, connecting the N1 national road with the agro-economic and social development pole, is financed with resources from the Government of Mozambique.

Table 22: Upgrading of Regional Roads

Road	Planned (km)	Done (km)	Realization (%)
R808: Michafutene-Vundiça	4	0.2	5%
Total	13	0.2	5%

The upgrading works that started in previous financial years were characterized by low performance during the period under analysis, resulting in the upgrading of only 200 meters in length, corresponding to 5% of the planned output for the period under analysis (Table 22).

The low level of performance observed in the execution of the planned length of this contract was due to the fact that a new contractor was hired to replace the previous one, whose contract was terminated due to non-compliance with the contract requirements.

4.1.2. RURAL DEVELOPMENT PROJECT – PROMOVE TRANSPORT

The rural development project – PROMOVE Transporte, being implemented in the provinces of Nampula and Zambézia, includes interventions for upgrading of 17 km of regional roads in the Province of Zambézia. Planned works for the regional road R650 in the District of Milange, comprises the construction of a double seal upgrading on two sections of the road, between Milange Aerodrome and Milange (5 km) and between Milange and Molumbo (12 km), which for the financial year under analysis were planned 9 km extension.

Table 23: Asphaltting of Regional Roads

Road	Planned (km)	Realization (%)
R650: Milange-Milange Aerodrome	9	63%
R650: Milange-Molumbo		17%
Total	13	5%

Although no upgrading has been carried out, the physical progress indicator, during the period under analysis, construction of pavement layers of gravel materials was initiated, whose progress, measured by the percentage of the completed volume of works from the bill of quantities, was 63% for the section of the R650 road between Milange Aerodrome and Milange and 17% between Milange and Molumbo (Table 23).

4.1.3. MTWARA CORRIDOR PROJECT – PHASE 2

The upgrading works of the R1251 road between Mueda and Roma in Cabo Delgado Province, with a length of 100 km, financed by the African Development Bank, comprises two sections between Mueda and Nambungale with 65 km and between Nambungale and Roma with 35 km that started in the 2024 financial year, with a planned extensions of 10 km for each section.

For the execution of the upgrading works on the 35 km section of the R1251 road between Nambungale and Roma, contracting of a consulting firm was completed in August 2023 and of the contractor in September 2023. The contract scope of work includes, in addition to the construction of a double seal upgrading, the construction of a small two-span bridge with 40 m length and a two five-span bridges with 100 m length, as well as 64 culverts and six box culverts.

In order to carry out the works provided for in this contract, the contractor completed its mobilization in March 2024, with the construction of two camps, recruitment of the labour force and the mobilization of all equipment for the execution of the road works, in accordance with the requirements of the contract. During the mobilization, 19 gravel pits and a quarry were also identified, which has already started the production of crushed stone for the pavement layers and concrete structures, as well as the source for the supply of sand for the concrete.

In the financial year under review (2024), the contractor started execution of the road works, whose cumulative physical progress were 35% of the planned volume of work, consisting of the construction of 62 culverts in concrete manholes and two in box *culverts*. The activities carried out also included the preparation of geotechnical studies for the construction of bridges and the production of 92 concrete bridge beams (Table 24).

In the project to rehabilitate and surface the 65 km section of the R1251 road between Mueda and Nambungale, contracting of the works contractor was completed in December 2023, which started in June 2024, with a deadline of 30 months.

During the period under analysis, the contractor started construction of the site camp and the contractors and supervision offices, with a progress of 60% and the definition of the road centreline through topographic survey, as well as the execution of 64% of the clearing and grubbing works, representing an overall physical progress of 5.4% (Table 24).

Table 24: Upgrading of the N381/R1251 road in Cabo Delgado

Intervention	Length (km)	Planned (km)	Achievement (%)
R1251: Mueda-Nambungale	65	10	5.4
R1251: Nambungale-Rome	35	10	35.0
Total	100	20	

4.1.4. CLIMATE RESILIENT ROADS FOR THE NORTH (CRRN) PROJECT

The Climate Resilient Roads Project for Northern Mozambique is financed by the World Bank, with the objective of Improving Climate Resilient Road Connectivity in the Northern Provinces of Mozambique. With a geographic focus on the Provinces of Nampula, Cabo Delgado and Niassa, the project started in May 2024 with the signing of the financing agreement to allocate resources for the components of (1) improving road connectivity with climate resilient standards, (2) provision of safe access and improving rural mobility, and (3) institutional development and capacity building for project management.

The CRRN project includes upgrading of the regional road R762 between Muepane and Quissanga in the Province of Cabo Delgado and the supply and assembly of 1 950 metres of bailey bridges in locations to be designated in the Provinces of Cabo Delgado, Niassa and Nampula (Table 25).

Table 25: Climate Resilient Roads Project in the North

Road	km	Intervention	Province
R762: Muepane-Quissanga	15	Asphalting	Cabo Delgado
Supply and assembly of 1,950 meters of metal bridges			Cabo Delgado, Niassa, Nampula

During the period under review, progress made in implementing the project activities consisted essentially of establishing the instruments and institutional arrangements for its management, namely the creation of the Project Implementation Unit to be based in Cabo Delgado, the preparation of the proposed Project Operations Manual and a proposal for establishing a Project Steering Committee.

4.1.5. COMPACT FOR CONNECTIVITY AND RESILIENCE IN MOZAMBIQUE

The Compact for Connectivity and Coastal Resilience in Mozambique has as its development objective the reduction of poverty through the economic growth of Mozambique and includes, among others, the Rural Connectivity and Transport (CTR) project to reduce transport costs in the Zambézia Province in Mozambique.

With interventions on national and regional roads, the CTR planned, for the latter, the upgrading and rehabilitation of 184 km (Table 26), consisting of widening the road to meet the minimum geometric requirements for paved secondary roads, as defined by ANE.

Table 26: Mozambique Connectivity and Resilience Compact

Road	km	Intervention
R646: Mugeba-Crossing	22	Upgrading (width 8m)
R651/N325: Magiga Crossing	123	Upgrading (width 6m)
R640: Zero-Mopeia	39	Rehabilitation (width 6m)
Total	184	

During the period under review, the CTR project was in the initiation phase, including discussions with the Roads Sector to ensure that the conditions precedent for the implementation of the compact are met. In addition to ensuring the conditions precedent, no progress was made in preparing the regional road component, due to the need to wait for the completion of the preparation of the engineering project and cost estimate for the construction of the bridge over the Licungo River and access road, in order to assess the resources available within the approved package, for application in financing these roads.

4.1.6. CONSTRUCTION PROJECT FOR DRAINAGE STRUCTURES ON THE R698 ROAD: MONTEPUEZ-MUEDA.

The project to build hydraulic structures and drainage devices on the R698 road between Montepuez and Mueda, in Cabo Delgado Province, is funded by the United States Agency for International Development (USAID) under the Accelerated, Resilient, Broad-Based Economic Growth and Healthy, Prosperous and Resilient Mozambique Program for Bridge/Road Reconstruction in Cabo Delgado.

For the execution of the road works, four lots were defined to be implemented in two phases of reconstruction of the bridge and the road in Phase 1 and construction of drainage devices and target interventions in Phase 2.

For Phase 2, works were scheduled for Lot IV, which involves upgrading 1.7 km of the road, building sixteen (16) culverts along the section of the road between km 50 and 169 and building two 10-meter bridges.

The works that started at the end of 2023 and lasting twenty-four (24) months, recorded different levels of cumulative physical progresses in the period under analysis, namely 52% for Lot 1, 95% for Lot 2, 88% for Lot 3 and 24% for Lot 4. In these achievements, it is worth highlighting the completion of eleven (11) hydraulic structures out of the seventy-four (74) planned, corresponding to 15% of the total number of units planned by the project.

The abovementioned progress is considered to be delayed when compared with the total volume of work planned for the project and the period of time elapsed. The causes for this delay were identified as the reduced performance of some contractors in executing the scheduled works, which resulted in the reduction of the scope of these contracts and their award to the contractors with the best performance. Despite this limitation, it is noted that Lots II and III achieved positive physical and financial achievements (Table 27), which were, however, negatively influenced by the performance of Lots I and IV.

Table 27: R698 Road Project: Montepuez-Mueda (USAID)

Lots	Construction of 10m bridges (un)	Construction of Culverts (un)	Culverts Widening (un)	Road Asphaltting (km)	Hydraulic Works Protection (Un)	Price (1,000 MT)	Expenditure (1,000 MT)	Budget Execution (%)	Physical Achievement (%)
I	4	7	5			78 914	23 612	30	52%
II	4	4	5			72 953	39 504	54	95%
III		3	12		12	47 897	46 352	97	88%
IV	2			1.7	16	177 351	25 164	14.	24%
Total	10	14	22	1.7	28	377 116	134 633	36%	65%

4.2. REHABILITATION OF REGIONAL ROADS

The regional road rehabilitation component of the PRISE/PESOE 2024 roads programme planned, for the financial year under analysis, interventions to improve road connectivity between district production poles and consumption centres, with emphasis on the Provinces of Nampula and Zambézia, within the scope of the PROMOVE Transporte Project and the Integrated Rural Road Development Project (IFRDP), both financed by Development Partners. It should be noted that the rural road works of the IFRDP project were completed in the financial year 2023.

Table 28: Rehabilitation of Regional Roads

Road	km
Integrated Rural Road Development Project	0
PROMOVE Transporte Project	551
Total	551

For the rehabilitation of regional roads in the financial year under analysis, interventions were scheduled for 551 km, by the PROMOVE Transport Project (Table 28).

4.2.1. INTEGRATED FEEDER ROADS DEVELOPMENT PROJECT (IFRDP)

The Integrated Rural Roads Development Project (IFRDP), launched in May 2018, aims to improve road access in selected rural areas to support the livelihoods of local communities and provide immediate response to eligible emergency crises. Funded by the World Bank and the Government of Mozambique, the IFRDP is being implemented in the provinces of Nampula and Zambézia, with the aim of boosting production and contributing to poverty reduction in adjacent districts, selected for having high poverty rates.

The regional road works planned for unpaved roads in the two provinces comprises the rehabilitation and maintenance of 1 308 km through Output and Performance *Base Road Contracts (OPBRC)*, construction of 12 maintenance camps and the rehabilitation of 7, construction of 874 culverts, 86 drifts, 70 bridges less than 12 meters long, 62 bridges more than 12 meters long and the installation of 4 207 vertical signs.

Despite the completion of the IFRDP rural road works in the 2023 financial year, this project was included in the 2024 roads programme with the aim of completing all the planned road works. However, changes made in the scope of the project, through the cancellation of contracts for works located in areas of difficult access, resulted in the reduction of the planned extensions to 573 km in Zambézia Province and 652 km in Nampula Province, thus totalling the intervention extension at 1 225 km (Table 29).

Table 29: Integrated Feeder Roads Development Project – Unpaved Roads

Activity	Un	Nampula		Zambezia		Total		Realiz. (%)
		Flat	Realiz.	Flat	Realiz.	Flat	Realiz.	
Road Rehabilitation	km	652	652	573	573	1 225	1 225	100
Construction of Maintenance Camps	Un	11	11	1	2	12	13	108
Rehabilitation of Maintenance Camps	Un			7	7	7	7	100
Construction of Culverts	Un	317	300	557	524	874	824	94
Construction of Drifts	Un	45	2	41	28	86	30	35
Construction of Bridges < 12m	Un	10	10	60	56	70	75	107
Construction of Bridges > 12m	Un	21	19	41	26	62	36	58
Mounting Vertical Signs	Un	2 528	1 789	1 679	1 408	4 207	3 197	76

4.2.2. RURAL DEVELOPMENT PROJECT – PROMOVE TRANSPORTE

The Rural Development Project for the improvement of transport in the Provinces of Nampula and Zambezia in Mozambique – PROMOVE Transporte, aims to contribute to sustainable, equitable, inclusive and broad-based economic growth and to poverty reduction in the context of food and nutrition security (FNS) and climate change, through improving equitable access to food and public goods and services in rural areas of the provinces of Nampula and Zambezia.

In the PROMOVE Transporte project, interventions were scheduled on 551 km of regional roads in the Provinces of Nampula (303 km) and Zambezia (248 km), comprising road formation, grading, gravelling and improvement of drainage devices (Table 30).

Table 30: PROMOTES Transporte – Regional Roads

Road	km	Province
R681: Cross. N324-Larde	36	Nampula
R683: Chalaua-Mecane	67	Nampula
R683: Namethyl-Chalaua	48	Nampula
R650: Milange-Molumbo	75	Zambezia
R658: Molumbo-Mugomo	48	Zambezia
R650/649: Milange-Majaua Aero-drome	49	Zambezia
Total	323	

The planned extension for PRISE/PESOE 2024 was based on the list of roads foreseen by the project, which was however revised downwards, to suit to the available volume of resources. This review, carried out together with the project beneficiaries, resulted in the prioritization of 151 km for periodic maintenance and 92 km for routine maintenance by the two maintenance camps, to be built in Nampula Province, financed by PROMOVE Transporte.

The civil works contracts that started in November 2023 (Lot 1) and March 2024 (Lots 2 and 3), rehabilitation works (periodic maintenance) were underway, consisting of bush clearing and grubbing on the road platform and construction of a 150 mm thick gravel wearing course, in Lot 1 in Nampula and the rehabilitation of three sections of regional roads in Lot 3 in Zambézia Province, with a progress of 33%, 14% and 77%, respectively, compared to the volume of work foreseen in the bill of quantities. During the referred period, the identification and approval of the quarries for supplying aggregates for the concrete works were also completed, and the identification of gravel pits for imported soils to pavement layers along the road route was ongoing.

4.2.3. TRADE AND CONNECTIVITY PROJECT IN SOUTHERN AFRICA (PCCAA)

The Southern Africa Trade and Connectivity Project aims at supporting Mozambique and Malawi in increasing regional trade coordination, reducing the costs and time of doing business, developing regional value chains and improving access to infrastructure.

The main objective of the transport infrastructure component of the PCCAA is to ensure the development of the value chain by improving the main roads in areas with high economic activity along the Nacala corridor. The prioritization of the project's roads are based on an screening tool that considers criteria such as: distance to consumption centers, local economic activities, existing road projects, proximity to agricultural potential, poverty rate in adjacent districts, flood risk, economic indicators related to trade, traffic forecasts and potential for agricultural growth in the targeted value chains. Based on these criteria, interventions on 352 km of roads in the provinces of Nampula and Niassa were prioritized for Mozambique, as described in Table 31.

Table 31: Southern Africa Trade and Connectivity Project

Batch	Road	Plan (km)	Province
I	R360: Cuamba-Metarica	67	Niassa
	R720: Cuamba-Insaca	86	Niassa
II	R1170: Namiconha-Iapala	38	Nampula
	R1156: Namialo-Imala	55	Nampula
III	R696: Rapale-Mecuburi	55	Nampula
	R686/R687: Nampula-Corrane	51	Nampula
Total		352	

The Southern Africa Trade and Connectivity project for Mozambique was restructured due to financial constraints, which resulted in the postponement of the interventions planned for Lot II for a period to be defined and in the change in the contracting modality of contractors from output and performance-based road contract (OPBRC) to bill of quantities contract.

For the execution of road works, the contracting of consultancy services for the supervision of road rehabilitation started in August 2024, with the terms of reference in the final phase of preparation and approval, as a condition for the request for expression of interest to consultancy firms.

5. CONNECTIVITY

The strategic pillar of Connectivity, finances projects for rehabilitation and upgrading of national roads, construction and rehabilitation of bridges and participation in Public-Private Partnership contracts, with the aim of increasing transitivity rates on the national road network.

The interventions planned in this pillar, for the 2024 financial year, were the rehabilitation and upgrading of 176 km of roads, comprising 60 km of rehabilitation and 116 of upgrading, including the construction of 13 and the rehabilitation of 5 bridges.

5.1. REHABILITATION OF NATIONAL ROADS

The national roads rehabilitation projects, under the PRISE/PESOE 2024 programme, were focused on the N1 national road, sections between Inchope (Manica Province) and Namacurra (Zambézia Province), passing through Gorongosa and Caia in Sofala Province, and Nicoadala in Zambézia Province. Priority also included the N10 road between the city of Quelimane and Nicoadala, in Zambézia Province.

The financing of these projects is by the Government's resources and the contributions of the Development Partners under the bilateral and multilateral agreements for the development and conservation of the national road network. As part of these investments, the rehabilitation of 107 km of national roads was approved for the 2024 financial year, with a focus on the N1 national road (20 km), in the provinces of Sofala and Cabo Delgado (Table 32).

The 2024 national road rehabilitation program also included interventions on the N103 road in Zambézia Province and the N360 in Niassa, which were not included in the 2024 economic and social plan.

Table 32: Rehabilitation of National Roads

Road	Plan (km)	Province
Rehabilitation of the National Road N1	15	Sofala
	5	Cabo Delgado
Integrated Rural Road Development Program	40	Nampula/Zambezia
N8: Cuchamano - Changara	40	Tete
N340: Cross. N324-Moma	7	Nampula
Total	107	

5.1.1. INTEGRATED FEEDER ROADS DEVELOPMENT PROJECT (IFRDP)

The Integrated Rural Roads Development Project includes funding for the PRISE connectivity pillar, part of which was allocated to pay the costs of rehabilitation works on the primary roads N10 between Quelimane and Nicoadala and N1 between Nicoadala and Namacurra in Zambézia Province, including works to build safety devices and improve intersections on this roads.

For the execution of the rehabilitation works, the Output and Performance Base Road Contract (*OPBRC*) was adopted, which started in 2021, with a deadline of ten (10) years, until 2031. This contract has as its object the widening of the entire length of 67.7 km, the construction of five bridges and the rehabilitation of four, the construction of 17 culverts and the widening of one hundred and eleven culverts (Table 33). The scope of the contract also includes the improvement of road safety devices and intersections along the route of both roads.

Table 33: Integrated Feeder Roads Development Project (Paved)

Activity	Un	Planned (km)	Achieved (km)	Achievement (%)
Rehabilitation of N10 Road: Quelimane-Nicoadala	km	36.4	63.0	93.1
Rehabilitation of N1 Road: Nicoadala-Namacurra	km	31.3		
Bridge Rehabilitation	Un	4	4	100
Bridge Construction	Un	5	2	40
Widening of Culverts	Un	111	111	100
Construction of New Culverts	Un	17	17	100

During the period under analysis, the project has carried out cumulatively the rehabilitation of 63.0 km, corresponding to 93% of the total contracted length, including four bridges (100%), and the construction of two bridges out of the five planned (40%). The achievements of this contract also included the construction of seventeen culverts (100%) and the widening of all planned culverts (111 units).

5.1.2. RURAL DEVELOPMENT PROJECT – PROMOVE TRANSPORTE

The Rural Development Project for the improvement of rural transport in Mozambique – PROMOVE Transporte, finances, in addition to interventions on regional roads (see 4.2.2), rehabilitation works (periodic maintenance) and upgrading of national roads in the Provinces of Nampula and Zambézia.

Table 34: PROMOVE Transporte – National Roads

Intervention	km	Realization (%)	Province
N104: Nametil-Angoche	45	35%	Nampula
N103: Gurué-Nampevo	125	45%	Zambezia
Total	170		

Rehabilitation works (periodic maintenance) on national roads were scheduled for two sections of the N103 and N104 roads in the Provinces of Nampula (45 km) and Zambézia (125 km), whose total length is 170 km (Table 34).

The construction contracts initiated in November 2023 (Lot 1) and March 2024 (Lot 2), recorded, in the period under analysis, cumulative physical progress, measured by the volume of work carried out, of 35% for N104 (Lot 1) in Nampula province and 45% for N103 (Lot 2) in Zambézia province, respectively.

The identification and approval of the quarries to supply aggregates for the pavement layers and for concrete works were also completed, with the identification of borrow pits for gravel soils to pavement layers continuing along the route.

5.1.3. SAFER ROADS FOR ECONOMIC INTEGRATION (SRSEI) PROGRAMME

The Safer Roads for Economic Integration (SRSEI) Programme aims to improve road connectivity, safety and climate resilience and develop social inclusion in the project areas. Through a Multi-Phase Programmatic Approach (MPA), of progressive and sustained long-term investments, the outputs of each phase contribute to the holistic addressing of connectivity needs along the corridor, making the road safer, creating social inclusion and economic empowerment opportunities for the beneficiary communities and institutional capacity building initiatives to ensure the sustainability of the Road Sector within a given fiscal period.

Table 35: Safer Roads Programme for Economic Integration

Road	km	Province
N1: Metoro-Pemba	94	Cabo Delgado
N1: Gorongosa-Caia Lot 1 (km 0 – 84)	84	Sofala
N1: Gorongosa-Caia Lot 2 (km 84 – 168)	84	Sofala
N1: Inchope-Gorongosa	70	Sofala
N1: Chimuará-Nicoadala Lot 1 (km 0 – 88)	88	Zambezia
N1: Chimuará-Nicoadala Lot 2 (km 88 – 176)	88	Zambezia
Total	508	

To achieve these assumptions, the Safer Roads for Economic Integration Programme (SRSEI) planned, for phase 1, connectivity interventions for the rehabilitation, upgrading and maintenance of critical and climate-vulnerable sections of the N1, over a length of 508 km through results-based and performance-based contracts (OPBRC), for the six sections described in Table 35.

Table 36: Rehabilitation of National Roads

Road	km	Province
N1: Gorongosa-Zangue	5	Sofala
N1: Inchope-Gorongosa	5	Sofala
N1: Chimuara-Nicoadala	5	Zambezia
N1: Pemba-Metoro	5	Cabo Delgado
Total	20	

As part of the approval of this agreement and the progress made in negotiations between the parties, the start of rehabilitation works was scheduled for the 2024 financial year, covering an extension of twenty (20) kilometres for the four selected sections in the provinces of Sofala, Zambézia and Cabo Delgado (Table 36). This schedule considered that the preparatory phase and the start of contracts would be in the 2024 financial year. However, in the 2024 financial year, the preparation of engineering projects and tender documents for procurement of contracts was still underway, ending up with the launch of tenders for the sections between Gorongosa and Zangué and Inchope and Gorongosa in Sofala Province, Pemba and Metroro in Cabo Delgado Province and Chimuara and Nicoadala in Zambézia Province. Of these tenders, the contract for the rehabilitation of the section between Gorongosa and Zangué was awarded during the period under review.

5.2. UPGRADING OF NATIONAL ROADS

Table 37: Asphaltting of National Roads

Road	Plan (km)
PROMOTES Transportation	30
Mtwara Corridor Project	30
Total Rehabilitation of Regional Roads	60

The national road upgrade component of the PRISE/PESOE roads program has scheduled interventions on 60 km of roads in the provinces of Nampula, Zambézia and Cabo Delgado for the financial year 2024. The national road upgrading works, financed with resources from the Government of Mozambique and Development Partners, have scheduled interventions within the scope of the PROMOVE Transporte and Mtwara Corridor projects (Table 37).

5.2.1. RURAL DEVELOPMENT PROJECT – PROMOVE TRANSPORTE

The Rural Development Project for improvement of rural transport in Mozambique – PROMOVE Transporte, finances, in addition to regional roads, upgrading interventions on the national roads N104 and N103 in the provinces of Nampula and Zambézia (Table 38).

Table 38: Rural Development Project – PROMOVE Transporte

Intervention	km	Realization(%)	Province
N104: Namethyl-Angoche – Lot 1	53	35	Nampula
N103: Lioma-Mutuali – Lot 2	50	45	Zambezia
Total	103		

For the upgrade of the N104 road between Nametil and Angoche - Lot 1, the works carried out during the period under analysis consisted of cleaning drainage structures, prepare the road foundation and build pavement layers on selected and stabilized soils, with the volume of work carried out being 35% of the agreed work program. During this period, the contractor completed the assembly of the crusher for the production of crushed stone and began the construction of culverts along the route of the road.

For the upgrade of the N103 road between Lioma and Mutuali, the progress achieved consisted on construction of diversions to accommodate traffic, bush clearing and grubbing of the road platform, preparation of the roadbed and earthmoving. The works carried out also included the construction of pavement layers on selected gravel soils and a cement stabilized base, for which the total cumulative progress was 35.2% during the period under review.

The PROMOVE Transporte Project also includes the implementation of accompanying measures in each of the project lots, comprising the construction of classrooms and administrative blocks, fencing walls and leisure areas along the route of the intervened roads and close to population clusters. As part of the provision of these social infrastructures for the populations benefiting from the project, and during the period under analysis three (3) classrooms and two (2) school fencing walls were built as well as one (1) toilet in one of the leisure areas.

5.2.2. CLIMATE RESILIENT ROADS PROJECT FOR THE NORTH (CRRN)

Table 39: Climate Resilient Roads Project in the North

Road	km	Intervention
N381: Mueda-Xitaxi	52	Asphalting
N380: Muagamula-Xitaxi	25	Rehabilitation
Construction (4 units) and rehabilitation (1 unit) of concrete bridges on the N380 road: Metoro-Mocimboa da Praia.		

The Climate Resilient Roads project for the Northern Region of Mozambique, financed by the World Bank, includes interventions on seventy-seven (77) kilometers of roads in the Province of Cabo Delgado and the construction of a concrete bridge on the N380 national road between Metoro and Mocimboa da Praia (Table 39).

Progress achieved in implementing the planned activities consisted essentially of establishing the instruments and institutional arrangements for project management, namely the start of the recruitment of the Project Implementation Unit to be based in Cabo Delgado, preparation of the proposed Project Operations Manual and the proposal for establishing the Project Steering Committee.

5.2.3. UPGRADING OF MUEDA – NEGOMANO ROAD (MTWARA CORRIDOR)

The upgrade project of the N381/R1251 road between Mueda and Negomano (border with Tanzania), 165 km long, of the Mtwara Development Corridor, in Cabo Delgado Province, is financed by the African Development Bank and aims to contribute to the socio-economic growth of Northern Mozambique by increasing regional integration with Tanzania. The financing started in March 2017 and is scheduled for completion in December 2026. The objective is to surface the road and build drainage structures, weighbridges and a one-stop border post between Mozambique and Malawi.

The upgrading of the N381/R1251 section between Roma and Negomano, which began in the 2019 financial year, was completed and opened to public in 2023, with the works to correct the defects listed in the provisional acceptance of the road in the process of being completed, as a condition for the issuance of the final acceptance certificate.

5.2.4. UPGRADING OF THE N13 AND N14 ROADS

Table 40: Mueda-Negomano Road – Cabo Delgado

Road	km
N13: Malema-Cuamba (Lot C)	35
N14: Montepuez-Ruaça (Lot A)	135
Total	170

The upgrading works on the N13 and N14 roads in the provinces of Nampula, Cabo Delgado and Niassa are financed by the Government of Mozambique and the African Development Bank (AfDB) and are an integral part of the Mtwara corridor between Mozambique and Tanzania, referred to above (5.2.3).

For the upgrading of part of the section of the N13 road between Malema and Cuamba in the Province of Niassa, the hiring of the contractor was completed during the period under analysis, which is in the mobilization process.

For the N14 road project between Montepuez and Ruaça, Lot A, the upgrading works have been completed and the defects identified during the inspection of the work were included in the list of defects agreed between the parties and are currently being corrected.

5.2.5. COMPACT FOR CONNECTIVITY AND RESILIENCE IN MOZAMBIQUE

The Compact for Coastal Connectivity and Resilience in Mozambique has as its development objective the reduction of poverty through economic growth in Mozambique and includes, among others, the Rural Connectivity and Transport (CTR) project to reduce transport costs in the Zambézia Province in Mozambique. The CTR project for Mozambique aims to improve the quality and climate resilience of key routes through interventions on roads and bridges, with the aim of reducing and postponing the maintenance of these road infrastructures.

Within the scope of this objective, interventions were planned for the construction of a new bridge over the Licungo River on the N1, and a 16 km long access road, for a bypass to the city of Mocuba. The CTR also includes interventions for widening (52 km), periodic maintenance (187 km), reupgrading and resealing (33 km) and upgrading (194 km) of 466 km of primary and secondary roads (Table 41), in Zambézia Province, the financing of which is dependent on the remaining amounts from the financing of the project to build the new bridge over the Licungo River and access roads.

The progress made during the period under review, comprised the contracting of consultancy services to carry out the environmental impact study and the resettlement action plan for the construction of the bridge over the Licungo River and the launching of the procurement process to mobilize a consultant to carry out the conceptual project of the bridge.

Table 41: Mozambique Connectivity and Resilience Compact

Road	km	Intervention
Bridge over Licungo River		Construction
Access Road (By Pass)	16	Construction of paved road
N1: Malei-Mocuba	52	Widening, resealing and upgrading
N1: Namacurra-Malei	29	Periodic maintenance
N1: Nampevo-Nipiodi	33	Berms upgrading and resealing
N1: Nipiodi-Ligonha River	158	Periodic maintenance
N103/R657: Magige-Cuamba	65	Upgrading (width 9m)
N103: Crz. R657-Lioma	9	Upgrading (width 8m)
N325: Magiga-Pebane	19	Upgrading (width 6m)
N324: Malei-Maganja da Costa	53	Upgrading (width 6m)
N322: Zero-Morrumbala	48	Upgrading (width 6m)
Total	466	

5.2.6. CONCESSION CONTRACTS

Table 42: Public-Private Partnership Contracts

Contract	Road	km
TRAC	N4: Maputo-Ressano Garcia	92.0
Zambezi Roads	Kassuende Bridge	0.72
	N7/N8: Cuchamano-Tete-Zóbuè	260.0
	N9: Matema-Cassacatiza	269.0
	N304: Mussacama-Calómuè	159.0
I REVIEW	N6: Beira-Machipanda	287.0
	N230: Maputo Ring Road	71.7
	Macaneta Bridge	0.3
	Maputo-Katembe Bridge	3.5
	N1: Ponta D'Ouro-Maputo	187.0
	N101: Macia-Chókwè	61.7
	R453: Macia-Bilene Beach	38.5
	R448: Chokwe-Macarretane	21.8
Total		1 452

The Concession contracts (Public-Private Partnerships) for the management of sections of the road network by private partners, comprises the following roads: N4 between Maputo and Ressano Garcia in Maputo Province; N7 and N8 between Cuchamano, Tete and Zóbuè, including the Kassuende Bridge in Tete Province; N6 between Beira and Machipanda in Sofala and Manica Provinces, the Maputo ring road and the Maputo/Katembe Bridge and connecting roads in Maputo Province, which includes roads from Macia to Chókwè and Macia to Praia do Bilene in Gaza Province, totalling 1 452 km (Table 42).

- **Concession Agreement No. 184/CONC/97 for the National Road N4: Maputo-Pretoria**

The DBOT Concession Contract – Design, Build, Operate and Transfer, which includes periodic and routine maintenance of the National Road N4 between Maputo (Mozambique) and Pretoria (South Africa), started on May 5, 1997, with a duration of 30 years, has as main actors the Governments of Mozambique and South Africa as Concessors and Trans African Concessions (TRAC) as Concessionaire.

Table 43: TRAC Concession Agreement – Maputo

Section	Length (km)	Intervention
Novare-Tchumene's Knot	9.0	Enlargement
Moamba-Ressano Garcia		Rehabilitation
Total	9.0	

The 600 km long road comprises the 95 km long sections from Maputo to Ressano Garcia in the Republic of Mozambique and the 505 km long sections from Lebombo to Witbank (Emalahlene) and Pretoria in the Republic of South Africa.

As part of the operation of this road, the section between Novare and the Tchumene junction was rehabilitated (widened) with a length of 9 km. Also in the current financial year, a tender was launched to hire the contractor for the rehabilitation of the section between Moamba and Ressano Garcia (Table 43).

- **Kassuende Bridge and Roads Concession Agreement**

The concession agreement for the construction, financing, operation and maintenance (periodic and routine) of the Kassuende Bridge and access roads, dated July 2010 and for a period of 30 years, has the Government of Mozambique as Concessor and Estradas do Zambeze as Concessionaire. The concession agreement also includes the initial rehabilitation, financing, operation and routine maintenance of the N7 and N8 roads between Cuchamano, Tete and Zobué; the routine maintenance of the roads N9 between Tete and Cassacatiza and N304 between Mussacama and Calómuè, totaling a length of 701 km; and includes the operation and routine maintenance of the Samora Machel Bridge (Table 44).

Table 44: Zambezi Roads

Section/Road	Extension	Intervention	Achievements
Kassuende Bridge	720 m	Construction, financing, operation and maintenance	Maintenance
Samora Machel Bridge	720 m	Operation and maintenance	Maintenance
N7/N8: Cuchamano-Tete-Zóbuè	260 km	Initial rehabilitation, financing, operation and maintenance	Maintenance
N9: Tete-Cassacatiza	286 km	Maintenance	269 km rehabilitated
N304: Mussacama-Calómuè	156 km	Maintenance	Maintenance
Total	702 km		

Under this concession contract, the rehabilitation of 269 km of the N9 road between Matema and Cassacatiza was scheduled, which was completed during the period under analysis.

- **Concession Agreement No. 01/CONC/340/2021 for Operation and Conservation of the N6 Road: Beira-Machipanda; Maputo Ring-Road and Macaneta Bridge; Bridge between Maputo and Katembe and connecting roads and roads in Gaza Province.**

Concession contract no. 01/CONC/340/2021, which began in February 2021 and with a duration of 20 years, has as its main parties the Government of Mozambique as Concessor and Rede Viária de Moçambique (REVIMO) as Concessionaire. The object of the contract is the Operation and Conservation of 679.70 km of roads and drainage structures described in Table 45.

During the 2024 financial year, works were carried out to build a bridge over the Metuchira River in Manica, on the N6 road and to upgrade 1.0 km of the N200 road between Boane and Cruz. de Massaca.

Table 45: Road Network of Mozambique - REVIMO

Roads	Province	Extension (km)	Achievements
N6: Beira-Machipanda	Sofala/ Manica	287	Constructed of a bridge over Metuchira River Operation and Maintenance of N6 Road
N200: Boane / Bela Vista	Maputo		Rehabilitation of 2.3 km
N203: Marracuene-Mira-Mar Beach Roundabout	Maputo	71.7	Operation and maintenance Maintenance of lighting poles
N204: Tchumene-Chiango			
Macaneta Bridge		300 m	Conservation
R408: Marracuene-Macaneta		12	Operation and maintenance
Maputo-Katembe Bridge		3 500 m	Operation and maintenance
N1: Ponta D'Ouro-Maputo and connecting roads		187	Operation and maintenance
N101: Macia-Chókwè	Gaza	61.7	Operation and maintenance
R453: Macia-Bilene Beach		38.5	Operation and maintenance
R448: Chokwe-Macarretane		21.8	Operation and maintenance
Total (km)		679.7	

5.3. BRIDGE REHABILITATION

The bridge rehabilitation component of the 2024 roads program planned interventions in three (3) hydraulic infrastructures located in the Provinces of Maputo (2) and Tete (1).

Table 46: Bridge Rehabilitation

Bridge	Planned	Done	Province
Incomati (Moamba)	1	1	Maputo
Movene	1		Maputo
Revubué	1	1	Tete
Total	3	2	67%

During the period under analysis, rehabilitation works were completed on the bridges over the Incomati rivers in Moamba, on the R401 road, Maputo Province, and Revubué in Moatize, Tete Province, with the achievement of 67% of this component (Table 46).

5.4. BRIDGE CONSTRUCTION

The connectivity pillar also includes the construction of bridges, which due to their size are subject to individual contracts.

For the bridge construction component, a total of 15 metal bridge units were planned for the 2024 financial year (Table 47), in the Provinces of Sofala (8), Manica (3), Tete (1), Zambézia (1) and Niassa (2).

During the period under analysis, the construction of 16 metal bridges was completed in the provinces of Sofala (7), Tete (4), Zambézia (2) and Niassa (3), with a completion rate of 107%.

Table 47: Bridge Construction

Bridge	Road	Planned	Done	Province
Buzi River	N260: Chimoio-Espungabera	1		Manica
Chinhica River	R441: Espungabera-Inhacufera	1		Manica
Mossurize River	R441: Espungabera-Inhacufera	1	1	Manica
Metuchira River	R1000: Nhamatanda-Metuchira	1	1	Sofala
Nhacule River	R1005: Maringoe-Machaua	1	1	Sofala
Nhadue River	R564: Gorongosa-Piro	1	1	Sofala
Dombue River	NC: Mangunde-Chibabava	1		Sofala
Mussangadiji River	NC: Mangunde-Chibabava	1	1	Sofala
Maciamboza River	NC: Crz. N282-Maciamboza	1		Sofala
Dzimbu River	R1005: Maringoe-Chauaua	1	1	Sofala
Chiredze River	R520: Mutindir-Guara	1		Sofala
Phofi River	NC: Cazula-Matenge	1		Tete
Luangua River	NC: Majune-Mavago	1		Niassa
Lochesse River	NC: Majune-Mavago	1		Niassa
Moon Moon River	R652: Derre-Alto Benfica	1		Zambezia
Nhabaua River			1	Sofala
Revubue River			1	Tete
Chipembere River			1	Tete
Simuali River			1	Tete
Nkuleche			1	Tete
Whip			1	Zambezia
Liaze			1	Zambezia
Tulu			1	Niassa
Lúrio			1	Niassa
Lugenda			1	Niassa
Total		15	16	

6. GOVERNANCE AND INSTITUTIONAL CAPACITY BUILDING

6.1. ROAD PROGRAM ADMINISTRATION

The administration of the Roads Programme is the responsibility of central-level institutions and their representations in the provinces, namely the National Roads Administration, IP (ANE, IP) and the Roads Fund, FP (FE, FP), which are respectively responsible for implementing and financing government policies for the development and maintenance of public roads. The ANE, IP and the FE, FP are represented in the provinces by Provincial Delegations, which are responsible for implementing and financing road programmes at provincial level and for advising District Administrations and Municipal Councils on the management of the road network under their jurisdiction. In the implementation and financing of provincial road programmes, the Delegations rely on the support of consultancy firms to supervise road works carried out at provincial level.

For the management and implementation of the 2024 roads program, the roads sector staff was made up of a total of 848 employees, of which 224 were assigned to headquarters, 420 to Provincial Delegations and 204 to toll plazas .

Table 48: Institutional Capacity Building

Course Designation	Location
Leadership	Portugal
Outcome and Performance Based Contracting (OPRC)	Ghana
Road Safety, Star Rating Methodology - iRAP	Maputo (iRAP)
PPPs	Portugal
Cost-Benefit Analysis of Investment Projects	Maputo (MEF/WB)

6.2. INSTITUTIONAL TRAINING

In order to ensure efficiency in implementation of the road programmes and their effectiveness in contributing to the country's development objectives, as defined in the Government's Five-Year Programme, part of the 2024 resources from the road programme budget were allocated to finance short and medium-term capacity-building activities at national and international level. Of the courses provided during the period under review, the following stand out: short-term courses in leadership (Portugal), results-based and performance-based contracts (Ghana), Infrastructure Transparency Initiative – COST (Mexico), Public-Private Partnerships (Portugal), Road Safety, Star Rating Methodology – iRAP (Maputo) and Cost-Benefit Analysis of Investment Projects (Maputo-MEF/WB).

6.3. ROAD AND BRIDGE STUDIES AND PROJECTS

The studies scheduled for the 2024 financial year were for detailed engineering designs and preparation of bidding documents for construction of bridges and rehabilitation/upgrading of roads (Table 49), which recorded the following progress:

- For the construction of the Bridge over the Licungo River in Zambézia Province, during the period under analysis, the process of contracting consultancy services for the preparation of the detailed engineering design of the said bridge was underway;
- The construction project of the Bridge over the Save River in Massangena, Inhambane Province, a consultancy services was contracted, who started the preparation of the detailed engineering design of this bridge;
- Within the scope of the Safer Roads Programme for Economic Integration (SRSEI) which adopts a Multiphase Programmatic Approach (MPA) for the rehabilitation of the N1 national road, the preparation of detailed engineering designs for the section between Gorongosa and Zângue was completed, while for the sections between Inchope and Gorongosa (Sofala), Chimuara and Nicodala (Zambézia) and Pemba-Metoro (Cabo Delgado), consultancy services were underway for the preparation of the tender documents for the procurement of civil works contractor.
- During the period under analysis and within the scope of the Southern Africa Trade and Connectivity Project for the Provinces of Nampula and Niassa, the preparation of conceptual design for the regional roads connecting to the Nacala corridor in the Provinces of Nampula and Niassa was completed.

Table 49: Detailed Engineering Designs

Planned Studies	Progress
Construction of the Bridge over the Licungo River (Zambezia)	Consultant currently being hired to prepare the detailed design
Construction of the Bridge over the Save River in Massangena (Inhambane)	Consulting services for the preparation of the executive project are underway
Rehabilitation of the N1 Road: Gorongosa-Zângue (Sofala)	Detailed design prepared
Rehabilitation of the N1 Road: Inchope-Gorongosa (Sofala)	Ongoing consultancy services for the preparation of tender documents for the procurement of works contractor
Rehabilitation of the N1 Road: Chimuara-Nicoadala (Zambezia)	
Rehabilitation of the N1 Road: Pemba-Metoro (Cabo Delgado)	
Southern Africa Trade and Connectivity Project (Nampula and Niassa)	Completed preparation of conceptual design for selected roads.

7. THE 2024 ROAD PROGRAM BUDGET

7.1. REVENUES FOR THE 2024 ROADS PROGRAM

The resources to finance the 2024 road program budget were from internal sources consisting of tax revenues from the State Budget and fees charged to road users and external resources from donations from bilateral and multilateral partners, respectively.

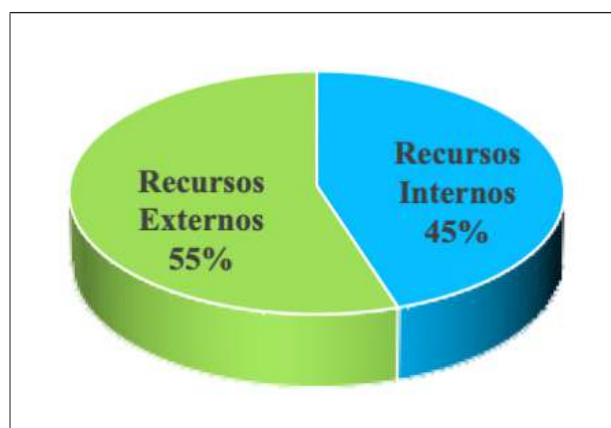


Figure 2: Forecasted Revenue for 2024

For the financing of the PRISE/PESOE 2024 roads program, revenues worth 25 139 million Meticaís were estimated and approved, comprising 11 303 million Meticaís (45%) from internal revenues and 13 835 million Meticaís (55%) from external resources (Table 49 and Figure 2).

Of the resources collected resources to finance the 2024 roads program, revenues from fuel taxes contributed the most to the budget structure at 33% (Table 50), followed by resources from the World Bank at 26% and the European Development Fund (23%).

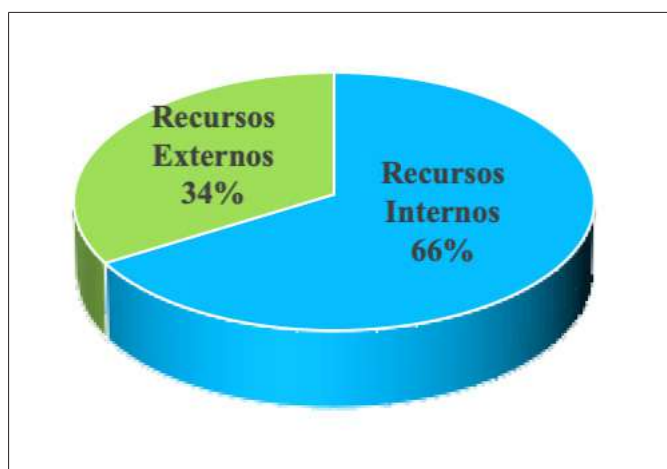


Figure 3: Revenue Collected in 2024

The revenues collected by the Road Fund, FP, in the period under analysis were 15 552 million Meticaís, corresponding to 62% of the revenues forecast for the 2024 financial year, consisting of 10 314 million Meticaís (66%) of internal resources, corresponding to 91% of the forecasted amount and 5,239 million Meticaís (34%) of external resources, which corresponded to 38% of the forecasted contribution from Development Partners (Table 49 and Figure 3).

From the analysis of the revenues collected, it can be seen that the trend of the internal component, with a weight of 66% in the revenues structure, was influenced by the ones from fuel taxes (47%) and toll fees (8%) respectively (Table 49).

Table 50: Roads Program Revenues 2024

Resource Sources	Expected Revenues (1,000 MT)	Weight (%)	Revenues Collected (1,000 MT)	Weight (%)	Execution (%)
Internal Revenue	11 303 516	45	10 313 800	66	91
Inspectors			521 100	3	
Fuels	8 352 843	33	7 305 650	47	87
Bus stations	1 099 044	4	1 133 660	7	103
Tolls	1 611 280	6	1 264 280	8	79
Own Recipes	240 349	1	28 480	0	12
Concession Fees			59 930	0	
External Revenue (Donations)	13 835 178	55	5 238 860	34	38
World Bank	6 644 612	26	1 807 460	12	27
FED	5 831 067	23	1 184 460	8	20
USAID	149,000	1	115 300	1	77
BAD	1 200 000	5	2 131 640	14	178
MCA	10 500	0			
Total	25 138 694		15 552 660		62

The external component, which contributed 34% of the volume of resources mobilized for the PRISE/PESOE 2024 budget, had an execution of 38% of the forecasts made, resulting from the contributions of the African Development Bank (14%) which exceeded the volume of forecasted revenues by 78% and the World Bank (12%), with an execution of 27% of the forecast revenues.

7.2. BUDGET FOR FINANCING THE 2024 ROADS PROGRAM

The preparation of the 2024 Roads Program budget was based on the assumptions of the Medium-Term Expenditure Framework (MTEF) 2024-2025; the activities and targets of the Economic and Social Plan for the 2024 financial year; the limits assigned by the Ministry of Economy and Finance for 2024; and the volume of resources allocated by the Development Partners to finance the PRISE/PESOE Roads Program.

Based on these sources, a budget of 25 139 million Meticaís was approved for the 2024 financial year,

which registered a growth of 24% compared to that approved for the 2023 financial year. This growth was largely influenced by the resources allocated to finance the preservation pillar, which grew by 117%, resulting from the increase in the revenues from fuel taxes, as described in Table 51.

Table 51: PRISE/PESOE Budget Growth 2024

Pillars of PRISE	Budget 2024 (1,000 MT)	Weight (%)	Budget 2023 (1,000 MT)	Growth (%)
Connectivity	8 853 856	35	9 857 763	-10%
Accessibility	3 919 067	16	3 444 593	14%
Preservation	9 098 566	36	4 186 795	117%
Admin. and Training	3 267 206	13	2 719 834	20%
Total	25 138 694		20 208 985	24%

When applying the approved revenues to finance the 2024 roads programme, these were directed towards the preservation pillar, which absorbed 36% of the approved budget, followed by connectivity with 35%, accessibility (16%) and Administration and Institutional Capacity Building (13%). This allocation responds to the strategic principles of the Roads Sector of ensuring the preservation of investments made in the development of the national road network.

The allocation of resources to finance the PRISE/PESOE 2024 Roads Programme were for the conservation of classified roads (32%) through routine and periodic maintenance of paved and unpaved roads and for the rehabilitation of national roads (19%) within the scope of the resources allocated by the development partners of the Roads Sector (Tables 52 and 58).

Table 52: 2024 Roads Program Budget

Name of the Action	Budget 2024 (1,000 MT)			Weight (%)
	Internal	External	Total	
Costs and Administrative Support	2 471 167	0	2 471 167	10
Technical Training and Studies	200 000	87 500	287 500	1
Conservation of District and Urban Roads	916 760	0	916 760	4
Conservation of Classified Roads	6 828 723	1 186 500	8 015 223	32
Bridge Construction	0	374 840	374 840	1
Bridge Rehabilitation	163 649	0	163 649	1
Rehabilitation of Regional Roads	0	2 823 067	2 823 067	11
Asphalting of Regional Roads	0	1,096,000	1,096,000	4
Rehabilitation of National Roads	0	4 726 772	4 726 772	19
Asphalting of National Roads	0	3 402 000	3 402 000	14
Road and Bridge Studies and Projects	1 449	138 500	139 949	1
Road Signage and Cargo Control	166 582	0	166 582	1
Public-Private Partnership Projects	186 595	0	186 595	1
Infrastructure Construction	368 590	0	368 590	1
Total	11 303 516	13 835 178	25 138 694	

7.3. 2024 ROADS PROGRAM EXPENDITURES

Expenditure on the implementation of the roads programme, PRISE/PESOE, in the 2024 financial year amounted to 16 795 million Meticaís (Tables 53 and 59), corresponding to a budget execution of 67%. This execution was contributed to by expenditure on the roads and bridge maintenance programme, with a weight of 34% in the expenditure structure and budget execution of 72%, and on the rehabilitation of regional roads and upgrading of national roads, with achievements of 107% and 68% respectively, absorbing 18% and 14% of the approved budget for 2024 (Table 53).

Table 53: 2024 Roads Program Expenditures

Name of the Action	Expenses 2024 (1,000 MT)			Execution (%)	Weight (%)
	Internal	External	Total		
Costs and Administrative Support	1 661 694	0	1 661 694	67	10
Technical Training and Studies	56 429	122 110	178 539	62	1
Conservation of District and Urban Roads	461 696	0	461 696	59	3
Classified Road Maintenance	3 273 483	2 482 958	5 756 441	72	34
Bridge Construction	281 481	75 817	357 299	95	2
Bridge Rehabilitation	612 872	0	612 872	375	4
Rehabilitation of Regional Roads	393 428	2 624 839	3 018 267	107	18
Asphalting of Regional Roads	88 056	0	88 056	8	1
Rehabilitation of National Roads	214 442	990 629	1 205 071	25	7
Asphalting of National Roads	190 423	2 129 176	2 319 599	68	14
Road and Bridge Studies and Projects	11 711	150 097	161 809	116	1
Road Signaling Load Control	19 020	0	19 020	11	0
Public-Private Partnership Projects	909 410	0	909 410	487	5
Infrastructure Construction	45 228	0	45 228	12	0
Total	8 219 373	8 575 627	16 795 000	67	

The expenditures of the 2024 Roads Programme exceeded those from the same period in 2023 by 55%, influenced by the performance of the accessibility pillar with growth of 119%, preservation by 69% and connectivity by 45%, based on their weight in the structure of the expenditures by pillar.

Table 54: Growth in Roads Program Expenditure 2024/2023

Pillars of PRISE	Expenses (1,000 MT)			Growth (%)
	2024	Weight (%)	2023	
Connectivity	5 404 250	32	3 724 542	45%
Accessibility	3 106 323	18	1 415 899	119%
Preservation	6 237 157	37	3 695 601	69%
Admin. and Training	2 047 269	12	2 023 148	1%
Total	16 795 000		10 859 191	55%

8. PERFORMANCE EVALUATION

The performance assessment of the Roads Sector in the implementation of the Roads Program is through the Performance Assessment Framework (QAD), which is composed of two result indicators and six outcome indicators, which measure the contributions of the roads program in guaranteeing the mobility and transitivity of road users and in increasing and maintaining the service levels of the national road network (Table 61).

8.1. RESULTS INDICATORS

- **Percentage of Rural Population within a 2 km Radius of an All Year Round Transitible Road**

Result indicator to measure the percentage of the rural population living within a 2.0 km radius of an all year round transitible road, which is used to analysis the rural accessibility index and measurement of the mobility of the rural population.

To measure this indicator, it is considered the length of a transitible roads in a given territorial area, multiplied by the bordering width of 2.0 km and by the population density in the area of analysis, as a percentage of the rural population (excluding municipal/urban areas). When measuring this indicator, a road, whether classified or not, is considered to be passable when it allows transitivity throughout the year, with a few exceptions, in which the periods of none transitivity are less than two continuous weeks, including during the rainy season.

This indicator has not been measured since the 2015 financial year, when it was assessed at 35%, due to the need to stratify population data for the lowest level of public administration, Districts and Localities, in order to measure more accurately the coverage of the actions carried out within the scope of the implementation of the Roads Programme.

- **Percentage of Classified Road Network that is in Good and Fair Condition**

Indicator of measuring the annual growth of the extension of the classified road network in good and reasonable condition, ensuring continuous and increasing transitivity and national mobility. The measurement of this indicator is based on reports of the transitivity conditions of the classified road network, which assess the conservation conditions of the surface and drainage, including their geometric characteristics. When measuring the conservation condition of the road, the average speed at which a light vehicle can travel in safe conditions along its route is also considered, which for good condition is the speed of 80 km/h for paved roads and 60 km/h for unpaved roads and for reasonable condition the speeds are 60 km/h and 40 km/h, respectively for paved and unpaved roads.

The target set for the indicator of the transitivity conditions of the classified road network, in the period under analysis, was 74%. Due to logistical issues and budgetary limitations, this indicator has not been measured since the 2021 financial year.

8.2. OUTCOME INDICATORS

- **Extension of the Rehabilitated National and Regional Road Network**

Indicator measuring the accumulated length of the rehabilitated national and regional road network, which has a reference target of 2 749 km, corresponding to the accumulated achievement verified in the previous five-year period from 2015 to 2019.

In the period under analysis, rehabilitation interventions were carried out on national and regional roads on 98 km, meaning that the target was not achieved, compared to the planned target of 1 450 km for 2024.

- **Extension of the Network of Paved National and Regional Roads**

Indicator measuring the accumulated length of the paved national and regional road network, which has as a reference target of 720 km from the 2019 financial year.

The target set for the length of paved roads for the year 2024 was 783 km, corresponding to the accumulated value of 1 882 km.

In the period under analysis, the road upgrading works were at the stage of construction of the pavement layers, not including the upgrading layer, which is why the results for this indicator were null, meaning that the target was not achieved.

- **Extension of the National Road Network that benefits from Routine Maintenance Every Year**

Indicator measuring the length of the national road network, paved and unpaved, that benefits from routine maintenance interventions, the reference target of which is 15 000 km achieved in 2019.

The achievements of the 2024 road routine maintenance program were 10 538 km, below the program target of 20 000 km, meaning that the target was not achieved.

- **Extension of the National Road Network that benefits from Annual Periodic Maintenance**

Indicator measuring the length of the national road network, paved and unpaved, which benefits from periodic maintenance interventions, the reference target of which is 761 km achieved in 2019.

During the period under analysis, periodic maintenance interventions were carried out on 273 km of roads, corresponding to a cumulative achievement of 975 km below the planned annual target of 400 km and the cumulative target of 2 000 km respectively, meaning that the target was not achieved.

- **Number of Hydraulic Infrastructures (Bridges) Constructed, Rehabilitated and Maintained**

Indicator measuring the growth in the number of large and medium-sized hydraulic infrastructures (bridges) built in a given year, including analysis of the total number in full functionality conditions (rehabilitated and maintained).

The achievements of the 2024 bridge program were 30 units built, rehabilitated and maintained, which exceeded the target of 21 units, including the cumulative target of 107 units built against the 88 planned, meaning that the target was achieved.

- **Number of Studies for the Upgrading and Rehabilitation of Roads and for the Construction of Bridges, Carried Out in a Given Year**

Indicator measuring the number of institutional studies for the review of the management standards and procedures of the Roads Sector and engineering studies for the preparation of detailed engineering designs and tender documents for construction and rehabilitation works of roads and bridges.

During the period under analysis, four (4) studies were carried out, equivalent to four (4) planned in the PRISE/PESOE performance assessment framework for the year 2024, meaning that it was achieved.

9. CONCLUSIONS, CHALLENGES AND PERSPECTIVES

9.1. CONCLUSIONS

The performance assessment of the 2024 Roads Programme is based on the analysis of the physical and financial achievements of the planned interventions for the financial year under analysis and the targets of the indicators of the performance assessment framework. To classify the performance of the roads programme, three levels of achievement are considered, namely: equal to or greater than 100% – Good; between 50% and 99% – Acceptable; and equal to or less than 49% – Bad.

Based on these assumptions, it is found that the average performance of 67% of the PRISE/PESOE 2024 roads program is “*acceptable*”, measured by the physical achievement of 86% and financial execution of 67%, which however were cushioned by the achievements of the performance assessment framework of 48%.

From the analysis of the performance of the 2024 roads programme, it is concluded that the efforts of the Roads Sector in this financial year were focused on the preservation (15 898 km) and connectivity (477 km) pillars, which represent 53% of the total length of the classified road network of 30 616 km. This effort resulted in a 5% reduction in the length of roads intervened in the 2024 financial year (16 375 km) compared to that carried out in 2023 (17 266 km), influenced by the reductions of the interventions carried out in the accessibility pillar, which had a null result in 2024, and in the preservation pillar of 1%, despite the 251% growth in the connectivity pillar, the length of which was not sufficient to counteract this downward trend in the PRISE/PESOE 2024 roads programme (Table 55).

Table 55: PRISE/PESOE 2023/2024 Behavior - Execution

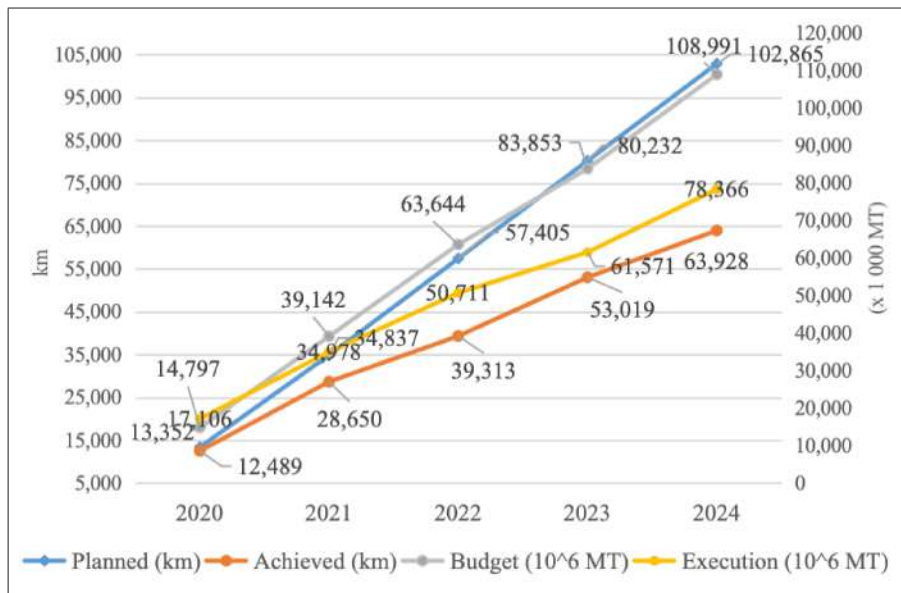
Pillars of PRISE	Un	Physical Achievements		Growth (%)	Expenses (1,000 MT)		Growth (%)
		2024	2023		2024	2023	
Connectivity	km	477	136	251%	5 404 250	3 724 542	45%
Accessibility	km	0	952	-100%	3 106 323	1 415 899	119%
Preservation	km	15 898	16 178	-1%	6 237 157	3 695 601	69%
Admin. and Training	No.	7	6	17%	2 047 269	2 023 148	1%
Total	km	16 375	17 266	-5%	16 795 000	10 859 191	55%

Opposite to the negative performance observed in the physical component, the trend of 2024 roads programme expenditure grew by 55% compared to that of 2023, influenced by expenditure on the accessibility with 119%, due to the contributions from the European Development Fund which grew by 118% and by the preservation pillar, resulting from the increase in the volume of revenue collected from the fuel tax, which grew by 86% respectively (Table 56), compared to the 2023 financial year. The growth of the revenues to finance the preservation of the road asset, from fuel taxes, allowed the settlement of part of the debts carried over from previous financial years, which is why there was a reduction in the extent of intervention in the 2024 financial year, compared to 2023.

Table 56: Trend of the PRISE/PESOE 2024/2023 Resource

Designation	Recipes 2024 (1,000 MT)	Recipes 2023 (1,000 MT)	Growth (%)
Internal Resources	10 313 800	6 337 240	63
Tax Revenues	521 100	223 390	133
ICE-Fuels	7 305 650	3 936 780	86
Road Taxes	1 133 660	873 070	30
Toll Rates	1 264 980	1 265 330	0
Own Revenues FE, FP	28 480	38 670	-26
Concession Fees	59 930	0	0
External Resources	5 238 860	8 474 520	-38
World Bank	1 807 460	7 258 040	-75
African Development Bank	2 131 640	675 150	216
Japan Development Agency	0	16 320	-100
European Development Fund	1 184 460	417 910	183
United States International Development Agency	115 300	70 650	63
Exim Bank, India	0	36 450	-100
Total	15 552 660	14 811 760	5

The performance analysis of the PRISE/PESOE 2024 roads programme also includes an assessment of its contribution to the targets of the Government's Five-Year Programme (PQG) 2020-2024, illustrated by the cumulative curves of physical and financial achievements, which show increasing deviations compared to the curves of the planned targets. The growing trend of deviation from the planning and implementation curves resulted in a negative implementation of 62% of the physical targets for the five-year period (38 937 km) and 72% of the budget for financing road actions planned for the five-year period (30 626 million Meticaïs), as described in Graphic 4.



Graphic 4. Performance of the Roads Programme 2020-2024

9.2. CHALLENGES AND PERSPECTIVES

Notwithstanding this acceptable performance, the Sector continues to struggle with several challenges that influence the mobility rates of people and goods on the national road network, namely:

- The uncertain trend of the volume of financial resources collected over the past five years (2020-2024), influenced by the reduction in tax revenues, the main share of foreign investment, which limited the Government's cofinancing the investment projects, with a focus on the N1 national highway;
- The impact of adverse weather events, with increasing and uncertain intensities, which resulted in damage and destruction to road infrastructure, resulting in the need to divert part of the revenues collected from road users for the preservation of road assets, to finance the restoration of transitivity on the national road network;
- The long periods required to prepare the conditions for access to the mobilized financing sources, which, combined with the continued degradation of the network's conservation conditions, have a negative impact on the dynamics of implementing road projects.

Although these challenges have had a negative impact on the performance of the Road Sector in the last five years, the new governance cycle presents positive prospects with the integration of the road sub-sector into the transport and logistics sector, thus constituting an added value for the effective contribution to the intermodality of means of transport, as a prerequisite for increasing the mobility of people and goods and the complementarity of means of transport based on their vocation.

In the financing component, the diversity of existing windows, namely road user participation in financing the preservation of road assets, the experience of which was consolidated with the implementation of the Self-Sustained Road Maintenance Program (PROASME); private capital through public-private partnerships (TRAC, Revimo and Estradas do Zambeze); and the recent Multi-Phase Programmatic Approach for a long-term engagement in addressing the connectivity needs of the N1 national road which includes the components of road safety, social inclusion and economic empowerment of beneficiaries including institutional capacity building; constitute a new dynamic in the mobilization of financing for the development and conservation of the national road network.

In the technical component, the experience gained from the execution of the output and performance-based road contracts (OPBRC) is a contribution to the growing involvement of the private sector in the management of the national road network and to the development of this industry's capacity to provide quality services in improving road infrastructures. The consolidation of these contracts in the management of the road network will also allow the mitigation of the cyclical budget deficit, through the programming of expenses throughout the validity period of the contracts.

ANNEXES

ANNEXES 1

REPORT TABLES

Table 57: Physical Execution of the PRISE/PESOE 2024 Roads Program

Action	Un	Flat	Done	Realization (%)	Province
Rehabilitation of National Roads	km	107	98	92	
N1: Gorongosa-Zangue	km	5		0	Sofala
N1: Inchope-Gorongosa	km	5		0	Sofala
N1: Chimuara-Nicoadala	km	5		0	Zambezia
N1: Pemba-Metoro	km	5		0	Cabo Delgado
N4: Ressano Garcia-Moamba	km	0	9	0	Maputo
N8: Cuchamano-Changara	km	40		0	Tete
N1/10: Quelimane-Nicoadala-Namacurra	km	40	44	110	Zambezia
N340: Cross. N324-Moma	km	7		0	Nampula
N103: Magige-Lioma-Rio Lúrio	km	0	25	0	Zambezia
N360: Maua-Metarica	km	0	20	0	Niassa
Rehabilitation of Regional Roads	km	551	0	42	
R680: Murrupula-Iuluti-Chalaua-Mecane	km	80		0	Nampula
R682: Cross. N1324-Aube	km	20		0	Nampula
R1159: Cross. N1324-Pilivili	km	22		0	Nampula
R1162: Cross. N104-Sangagaje	km	15		0	Nampula
R689: Cross. N104-Liupo-Quixaxe	km	70		0	Nampula
R687: Meconta-Corrane	km	40		0	Nampula
R698: Muecate-Cruz. N12	km	17		0	Nampula
R1171: Iuluti-Namethyl	km	39		0	Nampula
R681: Cross. N324-Larde (PROMOTES)	km	0		20	Nampula
R690: Lunga-Cruz. N105	km	20		38	Zambezia
R701: Matibane-Cruz. N12	km	26		17	Zambezia
R1169: Matibane-Cruz. N1	km	30		83	Zambezia
R650: Milange-Molumbo	km	75		38	Zambezia
R650: Molumbo-Mugomo	km	48		17	Zambezia
R650/R649: Milange-Majaua Aerodrome	km	49		83	Zambezia
Asphalting of National Roads	km	60	0	24	
N104:Namethyl-Angoche	km	20		35	Nampula
N13: Malema-Cuamba	km	10		0	Nampula
N103: Lioma-Mutuali	km	10		45	Zambezia
N381/R1251: Nambungale-Rome	km	10		35	Cabo Delgado
N381/R1251: Nambungale-Mueda	km	10		5	Cabo Delgado
Asphalting of Regional Roads	km	5	0	4	
R808: Michafutene-Vundiça	km	5	0.2	4	Maputo
R650: Milange-Milange Aerodrome (PROMOVE)	km	5		0	Zambezia
R650: Milange-Coromane (PROMOVE)	km	5		0	Zambezia
Public-Private Partnerships	km	0	379	0	
N4: Maputo-Ressano Garcia	km	9	9	100	Maputo

Table 57: Physical Execution of the PRISE/PESOE 2024 Roads Program

Action	Un	Flat	Done	Realization (%)	Province
Kassuende Bridge	m	720		0	Tete
Samora Machel Bridge	m	720		0	Tete
N7/N8: Cuchamano-Tete-Zóbuè	km	260		0	Tete
N9: Matema-Cassacatiza	km	269	269	100	Tete
N304: Mussacama-Calómuè	km	159		0	Tete
N6: Beira-Machipanda	km	287		0	Sofala/Manica
N203: Marracuene-Mira-Mar Beach Roundabout	km	26	1	4	Maputo
N204: Tchumene-Chiango	km	27		0	Maputo
Macaneta Bridge	m	300		0	Maputo
R408: Marracuene-Macaneta	km	12		0	Maputo
Maputo-Katembe Bridge	m	3 500		0	Maputo
N1: Ponta D'Ouro-Maputo and connecting roads	km	187		0	Maputo
N101: Macia-Chókwè	km	62	62	100	Gaza
R453: Macia-Bilene Beach	km	39	39	100	Gaza
R448: Chokwe-Macarretane	km	22		0	Gaza
Routine Maintenance of Paved and Unpaved Roads	km	15 030	10 538	70	
Maputo	km	1 331	632	47	Maputo
Gaza	km	1 383	911	66	Gaza
Inhambane	km	1 065	771	72	Inhambane
Sofala	km	1 609	887	55	Sofala
Manica	km	1 248	1 124	90	Manica
Tete	km	1 161	1 765	152	Tete
Zambezia	km	3 100	1 191	38	Zambezia
Nampula	km	1 740	746	43	Nampula
Cabo Delgado	km	850	408	48	Cabo Delgado
Niassa	km	1 543	2 103	136	Niassa
Periodic Maintenance of Paved Roads	km	235	273	116	
N2: Matola-Boane-Namaacha	km	22	37	168	Maputo
N1: Incoluane-Xai Xai	km	11	3	27	Gaza
N1: Save-Muxúngue-Inchope River	km	10	38	380	Sofala
N1: Inchope-Gorongosa	km	15	22	147	Sofala
N1: Muera River-Nhamapaza	km	10	40	400	Sofala
N1: Nhamapaza-Caia	km	10	31	310	Sofala
N260: Munhinga-Espungabera River	km	15	2	13	Manica
N7: Vanduzi-Catandica	km	22	58	264	Manica
N7: Catandica-Changara	km	50	32	64	Manica
N1: Namacurra-Nampevo	km	20	10	50	Zambezia
N103: Gurué-Nampevo	km	50		0	Zambezia
Emergency Repairs	km		2 507	0	
Maputo / Matola	km		0.0	0	Maputo
Gaza	km		0.0	0	Gaza
Inhambane	km		277.5	0	Inhambane

Table 57: Physical Execution of the PRISE/PESOE 2024 Roads Program

Action	Un	Flat	Done	Realization (%)	Province
Quissico	km		622.0	0	Inhambane
Sofala	km		0.0	0	Sofala
Manica	km		107.0	0	Manica
Tete	km		304.0	0	Tete
Zambezia	km		292.1	0	Zambezia
Upper Molocue	km		555.2	0	Zambezia
Milange	km		0.0	0	Zambezia
Quelimane	km		0.0	0	Zambezia
Niassa	km		0.0	0	Niassa
Lichinga	km		349.5	0	Niassa
Bridge Construction	Un	15	16	107	
Buzi River	Un	1		0	Manica
Chinhica River	Un	1		0	Manica
Mossurize River	Un	1	1	100	Manica
Metuchira River	Un	1	1	100	Sofala
Nhacule River	Un	1	1	100	Sofala
Nhadue River	Un	1	1	100	Sofala
Dombue River	Un	1		0	Sofala
Mussangadiji River	Un	1	1	100	Sofala
Maciamboza River	Un	1		0	Sofala
Dzimbu River	Un	1	1	100	Sofala
Chiredze River	Un	1		0	Sofala
Phofi River	Un	1		0	Tete
Luangua River	Un	1		0	Niassa
Lochesse River	Un	1		0	Niassa
Moon Moon River	Un	1		0	Zambezia
Nhabaua River	Un		1	0	Sofala
Revubue River	Un		1	0	Tete
Chipembere River	Un		1	0	Tete
Simuali River	Un		1	0	Tete
Nkuleche	Un		1	0	Tete
Whip	Un		1	0	Zambezia
Liaze	Un		1	0	Zambezia
Tulu	Un		1	0	Niassa
Lúrio	Un		1	0	Niassa
Lugenda	Un		1	0	Niassa
Bridge rehabilitation	Un	3	2	67	Sofala
Incomati (Moamba)	Un	1	1	100	Maputo
Movene	Un	1		0	Maputo
Revvubé	Un	1	1	100	Tete
Bridge Maintenance	Un	14	14	100	Sofala

Table 57: Physical Execution of the PRISE/PESOE 2024 Roads Program

Action	Un	Flat	Done	Realization (%)	Province
Moamba	Un	1	1	100	Maputo
Handle	Un	1	1	100	Maputo
KaTembe	Un	1	1	100	Maputo
Maputo	Un	1	1	100	Maputo
Guija	Un	1	1	100	Gaza
Chibuto	Un	1	1	100	Gaza
Xai Xai	Un	1	1	100	Gaza
Samora Machel	Un	1	1	100	Tete
Kassuende	Un	1	1	100	Tete
Lugela	Un	1	1	100	Zambezia
Licungo	Un	1	1	100	Zambezia
Armando Guebuza	Un	1	1	100	Sofala/Zambezia
Mozambique Island	Un	1	1	100	Nampula
Negomane	Un	1	1	100	Cabo Delgado
Fixed scales	Un	17	17	100	Province
Pessene, Texlom, Bobole, Matola Rio	Un	4	4	100	Maputo
Soft	Un	1	1	100	Gaza
Inharrime, Save	Un	2	2	100	Inhambane
Inchope, Dondo	Un	3	3	100	Sofala
Vanduzi	Un	1	1	100	Manica
Maue, Mussacama, Changara	Un	3	3	100	Tete
Pemba, Sunate	Un	2	2	100	Cabo Delgado
Mandimba	Un	1	1	100	Niassa
Mobile Scales	Un	20	20	100	
Maputo	Un	2	2	100	Maputo
Gaza	Un	2	2	100	Gaza
Inhambane	Un	2	2	100	Inhambane
Sofala	Un	2	2	100	Sofala
Manica	Un	2	2	100	Manica
Tete	Un	2	2	100	Tete
Zambezia	Un	2	2	100	Zambezia
Nampula	Un	2	2	100	Nampula
Cabo Delgado	Un	2	2	100	Cabo Delgado
Niassa	Un	2	2	100	Niassa
Road Signs	km	1 423	1 563	110	
N1: Xai Xai-Lindela	km	110		0	Gaza
N1: Lindela-Pambarra	km	230		0	Inhambane
N1/N12: Nampula-Namialo-Nacala	km	200		0	Nampula
N1: Marracuene-Incoluane	km	100	101	101	Maputo
N1: Incoluane-Zandamela	km	100	94	94	Gaza
N1: Zandamela-Pambara	km	240	185	77	Inhambane
N12: Namialo-Nacala Port	km	100		0	Nampula
N1: Inchope-Gorongosa	km	75	75	100	Sofala
N260: Crz. N6 (Chimoio)-Espungabera	km	233	1 108	476	Manica

Table 57: Physical Execution of the PRISE/PESOE 2024 Roads Program

Action	Un	Flat	Done	Realization (%)	Province
R520: Crz. N260 (Dombe)-Crz. N1 (Chitause)	km	35		0	Manica
Urban Road Conservation	km	120	79	66	
Maputo	km	10	14	93	Maputo
Gaza	km	14	6	43	Gaza
Inhambane	km	7	5	74	Inhambane
Sofala	km	18	3	20	Sofala
Manica	km	4	3	81	Manica
Tete	km	2	3	135	Tete
Zambezia	km	23	27	94	Zambezia
Nampula	km	19	0	1	Nampula
Cabo Delgado	km	6	5	82	Cabo Delgado
Niassa	km	17	12	74	Niassa
District Road Maintenance	km	1 515	937	62	
Maputo	km	26	14	54	Maputo
Gaza	km	180	138	77	Gaza
Inhambane	km	169	8	5	Inhambane
Sofala	km	8	14	174	Sofala
Manica	km	211	238	113	Manica
Tete	km	129	151	117	Tete
Zambezia	km	36	19	53	Zambezia
Nampula	km	499	194	39	Nampula
Cabo Delgado	km	82	161	197	Cabo Delgado
Niassa	km	176	0	0	Niassa
Studies	No.	7	7	100	
Construction of the Bridge over the Licungo River	No.	1	1	100	Zambezia
Construction of the Bridge over the Save River in Massangena	No.	1	1	100	Inhambane
Rehabilitation of the N1 Road: Gorongosa-Zângue	No.	1	1	100	Sofala
Rehabilitation of the N1 Road: Inchope-Gorongosa	No.	1	1	100	Sofala
Rehabilitation of the N1 Road: Chimuara-Nicoad-ala	No.	1	1	100	Zambezia
Rehabilitation of the N1 Road: Pemba-Metoro	No.	1	1	100	Cabo Delgado
Southern Africa Trade and Connectivity Project in Nampula and Niassa Provinces	No.	1	1	100	Nampula/Niassa
Total Length of Roads	km	19 045	16 375	86	

Table 58: PRISE/PESOE Roads Program Budget 2024

Action Code	Name of the action	BUDGET 2024 (1,000 MT)		
		Internal	External	Total
MOP-1994-0043	10000: Costs and Administrative Support	2 471 167	0	2 471 167
00000000F00	111100: Civilian Personnel (Current Expenses)	1 418 099	0	1 418 099
00000000F00	112100: Civilian Personnel (Other Personnel Expenses)	157 850	0	157 850
00000000F00	121000: Goods (Goods and Services)	134 180	0	134 180
00000000F00	121001: Fuels and Lubricants (Goods and Services)	88 292	0	88 292
00000000F00	122000: Services (Goods and Services)	182 186	0	182 186
00000000F00	122000: Services (Goods and Services)	182 186	0	182 186
00000000F00	122001: Communications in general (Goods and Services)	23 591	0	23 591
00000000F00	143399: Other Expenses (Current Transfers)	8 350	0	8 350
00000000F00	143401: Scholarships in the Country (Current Transfers)	52 000	0	52 000
00000000F00	143409: Medical Assistance (Current Transfers)	96 000	0	96 000
00000000F00	212000: Machinery and Equipment (Capital Goods)	128 433	0	128 433
MOP-2023-OF02	20000: Technical Training and Institutional Studies	200 000	87 500	287 500
MOP-1994-0041	21000: Technical Assistance	0	0	0
MOP-2009-0012	22000: Consulting and Studies	120 000	52 500	172 500
MOP-2009-0011	23000: Training	80 000	35 000	115 000
MOP-2023-OF03	30000: Conservation of District and Urban Roads	916 760	0	916 760
MOP-2009-0016	31000: Urban Road Maintenance	609 760	0	609 760
MOP-2009-0003	32000: District Road Maintenance	307 000	0	307 000
MOP-2023-OF04	30000: Classified Road Maintenance	6 828 723	1 186 500	8 015 223
MOP-2009-0014	33000: Provincial Inspection	515 607	0	515 607
MOP-2002-0016	34000: Emergency Maintenance	0	1 186 500	1 186 500
MOP-2009-0013	35000: Routine Maintenance of Unpaved Roads	1 103 000	0	1 103 000
MOP-2009-0002	36000: Routine Maintenance of Paved Roads	1 800 000	0	1 800 000
MOP-2015-0008	36100: Periodic Maintenance of Paved Roads	2 950 089	0	2 950 089
MOP-2022-0023	36200: Self-sustained Road Maintenance Program (PROASME)	410 000	0	410 000
MOP-2010-0007	37000: Bridge Maintenance	50 027	0	50 027
MOP-2023-OF19	41000: Bridge Construction	0	374 840	374 840
MOP-2018-0020	41032: Construction of the New Save Bridge	0	0	0
	41035: Construction of Works of Art on the R698 Road	0	149 000	149 000
	41010: Construction of 3 metal bridges in Manica: Buzi River on the N260 Chimoio Espungabeira	0	46 168	46 168
	41010: Construction of 3 metal bridges in Sofala: Mutuchira River - R1000; Nhacule River - R1005; Nhacule River - R564; Dombue River in NC: Mangunde-Chibabava; Massangadji River - NC: Mangunde-Chibabava; Maciamboza River - NC: Cross N282-Maciamboza; Dzimbuna River - R1005 and Chiredze River - R520	0	139 448	139 448
MOP-2022-0014	41033: Construction of the New Licungo River Bridge (Malei)	0	0	0

Table 58: PRISE/PESOE Roads Program Budget 2024

Action Code	Name of the action	BUDGET 2024 (1,000 MT)		
		Internal	External	Total
	41010: Building a bridge over the Phofi River in NC: Cazula-Matengue	0	28 932	28 932
	41010: Construction of 2 bridges in Niassa: Over Luan-gua River - NC: Majune-Mavago; and Lochesse River - NC: Majune-Mavago	0	7 528	7 528
	41010: Construction of a bridge over the Lua Lua river on the R652: Derre-Alto Benfica	0	3 764	3 764
MOP-2023-OF20	42000: Bridge Rehabilitation	163 649	0	163 649
MOP-2021-0004	42000: Rehabilitation of the Bridge over the Incomati River (Moamba) and Movene River	23 809	0	23 809
	42008: Rehabilitation of the Bridge over the Revubwe River (Tete)	139 840	0	139 840
MOP-2023-OF21	51100: Rehabilitation of Regional Roads	0	2 823 067	2 823 067
MOP-2004-0018	51100: Rehabilitation of Regional Roads	0	0	0
MOP-2019-0007	511006: Rehabilitation of Regional Road R680: Murru-pula-Iluti-Chalaua-Mecane	0	835 200	835 200
MOP-2019-0007	511006: Rehabilitation of Regional Road R681: Cross N324-Larde	0	354 960	354 960
MOP-2019-0007	511006: Rehabilitation of Regional Road R650: Milange - Mulombo - Mugomo	0	793 440	793 440
MOP-2019-0007	511006: Rehabilitation of Regional Road R650/649: Aerodrome-Majaua	0	208 800	208 800
MOP-2019-0001	511007: Integrated Rural Roads Programme (European Union)	0	340 667	340 667
MOP-2022-0027	511008: Trade and Connectivity Project - Comp 4 (World Bank)	0	290 000	290 000
New	51111: Cabo Delgado Reconstruction Program	0	0	0
	Integrated Rural Roads Program	0	0	0
MOP-2023-OF22	51200: Asphaltting of Regional Roads	0	1 096 000	1 096 000
MOP-2020-0019	511212: Asphaltting of Regional Road R 699: Nague-ma-Chocas Mar	0	0	0
MOP-2022-0023	511216: Asphaltting of Regional Road R762: Mue-pane-Metuge-Quissanga	0	0	0
	511222: Asphaltting of Regional Road R650: Mi-lange-Milange-Molumbo Aerodrome	0	1 096 000	1 096 000
MOP-2023-OF23	52100: Rehabilitation of National Roads	0	4 726 772	4 726 772
MOP-2019-0010	52127: Rehabilitation of the National Road N10/N1: Quelimane-Nicoadala-Namacurra	0	2 173 228	2 173 228
MOP-2019-0010	52127: Rehabilitation of the National Road N1: Chimuara-Nicoadala	0	271 654	271 654
MOP-2019-0010	52127: Rehabilitation of National Road N234: Ligonha River - Boila	0	1 086 614	1 086 614
MOP-2019-0010	52127: Rehabilitation of the National Road N1: Gorron-goza-Zangue	0	271 654	271 654

Table 58: PRISE/PESOE Roads Program Budget 2024

Action Code	Name of the action	BUDGET 2024 (1,000 MT)		
		Internal	External	Total
MOP-2019-0010	52127: Rehabilitation of National Road N1: Inchope-Gorongosa	0	271 654	271 654
MOP-2019-0010	52127: Rehabilitation of National Road N1: Pemba-Metoro	0	271 654	271 654
MOP-2019-0010	52127: Rehabilitation of National Road N340: Cross N324-Moma	0	380 315	380 315
MOP-2019-0003	521221: Rehabilitation of National Road N1: Inchope-Gorongosa	0	0	0
MOP-2023-OF24	52200: Asphaltting of National Roads	0	3 402 000	3 402 000
MOP-2010-0009	522031: Asphaltting of the National Road N13: Malema-Cuamba	0	300 000	300 000
MOP-2010-0014	522011: Asphaltting of the National Road N14 Ruaça-Montepuez (Lot A)	0	0	0
MOP-2011-0004	52210: Paving of the National Road N221: Caniçado-Chicualacuala	0	0	0
MOP-2017-0001	52215: Paving of the National Road N381/R1251: Nambungale-Roma	0	734 000	734 000
MOP-2017-0001	52215: Asphaltting of the National Road N381/R1251: Nambungale-Mueda	0	734 000	734 000
MOP-2017-0001	52215: Asphaltting of the National Road N381/R1251: Mueda-Negomano	0	900 000	900 000
	52218: Asphaltting of National Road N104: Namethyl-Angoche	0	734 000	734 000
MOP-2023-OF25	53000: Road and Bridge Studies and Design	1 449	138 500	139 949
MOP-2010-0006	43000: Preparation of bridge projects	1 449	10 500	11 949
MOP-2011-0025	53000: Preparation of Road Rehabilitation and Asphaltting Projects	0	128 000	128 000
MOP-2023-OF05	60000: Road Signaling and Load Control	166 582	0	166 582
MOP-1994-0045	61000: Infrastructure (signaling)	141 582	0	141 582
MOP-2009-0004	62000: Load Control (weighbridges)	25 000	0	25 000
MOP-2023-0027	70000: Public-Private Partnerships	186 595	0	186 595
MOP-2015-0034	70000: Toll Road Concession	186 595	0	186 595
MOP-2016-0001	52120: Rehabilitation of the National Road N6: Beira-Machipanda - REVIMO	0	0	0
	52121: Rehabilitation of National Road N8/N9: Zambezi Roads	0	0	0
MOP-2023-0036	80000: Construction of Support Infrastructures	368 590	0	368 590
MOP 20230027	80000: Construction of ANE and EF Support Buildings	368 590	0	368 590
Total PRISE/PESOE 2024		11 303 516	13 835 178	25 138 694

Table 59: Budget Execution of the PRISE/PESOE Roads Program 2024

Action Code	Name of the action	EXECUTION 2024 (1,000 MT)		
		Internal	External	Total
MOP-1994-0043	10000: Costs and Administrative Support	1 661 694	0	1 681 694
00000000F00	111100: Civilian Personnel (Current Expenses)	1 475 880	0	1 475 880
00000000F00	112100: Civilian Personnel (Other Personnel Expenses)	0	0	0
00000000F00	121000: Goods (Goods and Services)	0	0	0
00000000F00	121001: Fuels and Lubricants (Goods and Services)	0	0	0
00000000F00	122000: Services (Goods and Services)	0	0	0
00000000F00	122000: Services (Goods and Services)	180 623	0	180 623
00000000F00	122001: Communications in general (Goods and Services)	5 191	0	5 191
00000000F00	143399: Other Expenses (Current Transfers)	0	0	0
00000000F00	143401: Scholarships in the Country (Current Transfers)	0	0	0
00000000F00	143409: Medical Assistance (Current Transfers)	0	0	0
00000000F00	212000: Machinery and Equipment (Capital Goods)	0	0	0
MOP-2023-OF02	20000: Technical Training and Institutional Studies	56 429	122 110	178 539
MOP-1994-0041	21000: Technical Assistance	0	0	0
MOP-2009-0012	22000: Consulting and Studies	31 970	121 059	153 030
MOP-2009-0011	23000: Training	24 459	1 051	25 510
MOP-2023-OF03	30000: Conservation of District and Urban Roads	461 696	0	461 696
MOP-2009-0016	31000: Urban Road Maintenance	332 334	0	332 334
MOP-2009-0003	32000: District Road Maintenance	129 362	0	129 362
MOP-2023-OF04	30000: Classified Road Maintenance	3 273 483	2 482 958	5 756 441
MOP-2009-0014	33000: Provincial Inspection	104 196	0	104 196
MOP-2002-0016	34000: Emergency Maintenance	1 091 954	2 482 958	3 574 912
MOP-2009-0013	35000: Routine Maintenance of Unpaved Roads	458 269	0	458 269
MOP-2009-0002	36000: Routine Maintenance of Paved Roads	94 277	0	94 277
MOP-2015-0008	36100: Periodic Maintenance of Paved Roads	482 043	0	482 043
MOP-2022-0023	36200: Self-sustained Road Maintenance Program (PROASME)	1 042 744	0	1 042 744
MOP-2010-0007	37000: Bridge Maintenance	0	0	0
MOP-2023-OF19	41000: Bridge Construction	281 481	75 817	357 299
MOP-2018-0020	41032: Construction of the New Save Bridge	248 290	0	248 290
	41035: Construction of Works of Art on the R698 Road	6 173	75 817	81 991
	41010: Construction of 3 metal bridges in Manica: Buzi River on the N260 Chimoio Espungabeira	0	0	0
	41010: Construction of 3 metal bridges in Sofala: Mutuchira River - R1000; Nhacule River - R1005; Nhadue River - R564; Dombue River in NC: Mangunde-Chibabava; Massangadiji River - NC: Mangunde-Chibabava; Maciamboza River - NC: Cross N282-Maciamboza; Dzimbuna River - R1005 and Chiredze River - R520	0	0	0
MOP-2022-0014	41033: Construction of the New Licungo River Bridge (Malei)	27 017	0	27 017

Table 59: Budget Execution of the PRISE/PESOE Roads Program 2024

Action Code	Name of the action	EXECUTION 2024 (1,000 MT)		
		Internal	External	Total
	41010: Building a bridge over the Phofi River in NC: Cazula-Matengue	0	0	0
	41010: Construction of 2 bridges in Niassa: Over Luan-gua River - NC: Majune-Mavago; and Lochesse River - NC: Majune-Mavago	0	0	0
	41010: Construction of a bridge over the Lua Lua river on the R652: Derre-Alto Benfica	0	0	0
MOP-2023-OF20	42000: Bridge Rehabilitation	612 872	0	612 872
MOP-2021-0004	42000: Rehabilitation of the Bridge over the Incomati River (Moamba) and Movene River	28,000	0	28,000
	42008: Rehabilitation of the Bridge over the Revubwe River (Tete)	584 872	0	584 872
MOP-2023-OF21	51100: Rehabilitation of Regional Roads	393 428	2 624 839	3 018 267
MOP-2004-0018	51100: Rehabilitation of Regional Roads	3 300	0	3 300
MOP-2019-0007	511006: Rehabilitation of Regional Road R680: Murru-pula-Iluti-Chalaua-Mecane	0	0	0
MOP-2019-0007	511006: Rehabilitation of Regional Road R681: Cross N324-Larde	0	0	0
MOP-2019-0007	511006: Rehabilitation of Regional Road R650: Mi-lange - Mulombo - Mugomo	0	0	0
MOP-2019-0007	511006: Rehabilitation of Regional Road R650/649: Aerodrome-Majaua	0	0	0
MOP-2019-0001	511007: Integrated Rural Roads Programme (European Union)	0	1 999 380	1 999 380
MOP-2022-0027	511008: Trade and Connectivity Project - Comp 4 (World Bank)	0	37 546	37 546
	51111: Cabo Delgado Reconstruction Program	390 128	0	390 128
	Integrated Rural Roads Program	0	587 913	587 913
MOP-2023-OF22	51200: Asphaltting of Regional Roads	88 056	0	88 056
MOP-2020-0019	511212: Asphaltting of Regional Road R 699: Nague-ma-Chocas Mar	33 056	0	33 056
MOP-2022-0023	511216: Asphaltting of Regional Road R762: Mue-pane-Metuge-Quissanga	55,000	0	55,000
	511222: Asphaltting of Regional Road R650: Mi-lange-Milange-Molumbo Aerodrome	0	0	0
MOP-2023-OF23	52100: Rehabilitation of National Roads	214 442	990 629	1 205 071
MOP-2019-0010	52127: Rehabilitation of the National Road N10/N1: Quelimane-Nicoadala-Namacurra	0	990 629	990 629
MOP-2019-0010	52127: Rehabilitation of the National Road N1: Chimuara-Nicoadala	0	0	0
MOP-2019-0010	52127: Rehabilitation of National Road N234: Ligonha River - Boila	0	0	0
MOP-2019-0010	52127: Rehabilitation of the National Road N1: Gorron-goza-Zangue	0	0	0

Table 59: Budget Execution of the PRISE/PESOE Roads Program 2024

Action Code	Name of the action	EXECUTION 2024 (1,000 MT)		
		Internal	External	Total
MOP-2019-0010	52127: Rehabilitation of National Road N1: Inchope-Gorongosa	0	0	0
MOP-2019-0010	52127: Rehabilitation of National Road N1: Pemba-Metoro	0	0	0
MOP-2019-0010	52127: Rehabilitation of National Road N340: Cross N324-Moma	0	0	0
MOP-2019-0003	521221: Rehabilitation of National Road N1: Inchope-Gorongosa	214 442	0	214 442
MOP-2023-OF24	52200: Asphaltting of National Roads	190 423	2 129 176	2 319 599
MOP-2010-0009	522031: Asphaltting of the National Road N13: Malema-Cuamba	27 709	514 808	542 517
MOP-2010-0014	522011: Asphaltting of the National Road N14 Ruça-Montepuez (Lot A)	95 160	0	95 160
MOP-2011-0004	52210: Paving of the National Road N221: Caniçado-Chicualacuala	62 468	0	62 468
MOP-2017-0001	52215: Paving of the National Road N381/R1251: Nambungale-Roma	0	0	0
MOP-2017-0001	52215: Asphaltting of the National Road N381/R1251: Nambungale-Mueda	0	0	0
MOP-2017-0001	52215: Asphaltting of the National Road N381/R1251: Mueda-Negomano	5 086	1 614 368	1 619 454
	52218: Asphaltting of National Road N104: Namethyl-Angoche	0	0	0
MOP-2023-OF25	53000: Road and Bridge Studies and Design	11 711	150 097	161 809
MOP-2010-0006	43000: Preparation of bridge projects	0	0	0
MOP-2011-0025	53000: Preparation of Road Rehabilitation and Asphaltting Projects	11 711	150 097	161 809
MOP-2023-OF05	60000: Road Signaling and Load Control	19 020	0	19 020
MOP-1994-0045	61000: Infrastructure (signaling)	11 154	0	11 154
MOP-2009-0004	62000: Load Control (weighbridges)	7 866	0	7 866
MOP-2023-0027	70000: Public-Private Partnerships	909 410	0	909 410
MOP-2015-0034	70000: Toll Road Concession	0	0	0
MOP-2016-0001	52120: Rehabilitation of the National Road N6: Beira-Machipanda - REVIMO	573 866	0	573 866
	52121: Rehabilitation of National Road N8/N9: Zambezi Roads	335 543	0	335 543
MOP-2023-0036	80000: Construction of Support Infrastructures	45 228	0	45 228
MOP 20230027	80000: Construction of ANE and EF Support Buildings	45 228	0	45 228
Total PRISE/PESOE 2024		8 219 373	8 575 627	16 795 000

Table 60: Contingent Emergency Response Component - CERC

Road	Flat (km)	Done (km)	Done (Un)	Realization (%)	Budget (1,000 MT)	Expense (1,000 MT)	Execution (%)
National Highway Administration	2 582	2 507	357	97%	2 611 952.68	2 342 182.43	90%
Gaza	281	278	75	99%	338 422.11	309 205.79	91%
R451: Mandlakazi-Chibonzane	22	22	20	100%	191 168.84	191 168.84	100%
R851: Cross. N1-Xai Xai Beach	10	10		100%			
NC: Xai Xai-Chilaulene	13	13	3	100%			
N222: Mapai-Maxaila	117	114	27	97%	77 291.89	52 533.41	68%
NC: Ndonga-Ndindiza	119	119	25	100%	69 961.38	65 503.54	94%
Inhambane	654	622	83	95%	943 614.36	871 925.32	92%
N222: Mapinhane-Mabote	115	115	12	100%	260 094.40	226 027.48	87%
R481: Funhalouro-Mabote	147	147	14	100%			
NC: Cross. N1-Chicuque-Monguê	12	8		67%	402 756.34	380 208.79	94%
NC: New Mambone-Matasse	7	7	2	100%			
NC: Inhassoro-Nhamabwe	24	24	0	100%			
R457: Cross. R912-Zinave National Park	77	77	3	100%			
N1: Vulcanjane-Rio Save	3	3	1	100%			
R922: Tessolo-Cruz. R457 (Jofane)	77	77	17	100%	69 111.62	56 033.77	81%
R481: Furvela-Mucodoene	23	21	7	92%			
R902: Cross. N1-Cambine-Mocodoene	25	22	3	86%			
R900: Morrumbene-Sitila	35	19	3	53%			
R914: Cross. N1-Morrungulo	14	8		58%			

Table 60: Contingent Emergency Response Component - CERC

Road	Flat (km)	Done (km)	Done (Un)	Realization (%)	Budget (1,000 MT)	Expense (1,000 MT)	Execution (%)
R482: Maxixe-Homoine	23	23	3	100%	211 652.01	209 655.29	99%
R918: Nhaguiviga-Marrengo	17	17	6	100%			
NC: Chindjingir-Mubalo	25	25	10	100%			
R919: Panda-Urene	30	30	2	100%			
Sofala	107	107	21	100%	145 400.28	140 104.55	96%
N283: Caia-Sena-Chemba	30	30	1	100%	62 852.74	61 420.78	98%
R1005: Maringue-Chauaua	2	2	1	100%			
NC: Cross. R1003-Sengo	20	20	11	100%	82 547.53	78 683.77	95%
N282: Dondo-Matondo	55	55	8	100%			
Manica	304	304	118	100%	166 217.59	159 970.51	96%
R521: Chitobe-Cruz. Chibabava	78	78	89	100%	139 514.28	133 324.59	96%
R953: Cross. R522 (Save)-Locality Mazissanga	48	48	1	100%			
R522: Chitobe-Save	48	48	15	100%			
R529: Cross. N7-Nhacolo	130	130	13	100%	26 703.30	26 645.92	100%
Tete	302	292	13	97%	212 286.29	206 917.91	97%
N322: Madamba-Mutarara-Rio Chire	257	257	11	100%	159 383.38	156 645.47	98%
N300: Nhamayabue-New Frontier Village	45	35	2	78%	52 902.91	50 272.44	95%
Zambezia	570	555	32	97%	603 390.93	486 820.43	81%
N324: Maganja da Costa-Mocubela	77	77	2	100%	76 846.65	68 350.55	89%
R652: Derre-Alto Benfica	56	56	2	100%	103 415.01	100 674.92	97%
N1: Nicoadala-Moon Moon	60	60		100%			

Table 60: Contingent Emergency Response Component - CERC

Road	Flat (km)	Done (km)	Done (Un)	Realization (%)	Budget (1,000 MT)	Expense (1,000 MT)	Execution (%)
N11: Alto Benfica-Milange-Malawi Border	110	110		100%	315 661.07	210 662.19	67%
R1113: Molumbo-Regone	60	49	6	82%			
R650: Milange-Molumbo (Cruz. Lioma-Rio Lúrio)	28	28	1	100%			
N103: Magige-Cruz. Lioma-Lúrio River	14	14	17	100%			
R649: Mongue-Muanhambo	18	14	2	80%			
R1114: Ile-Cruz. N1 (Mugulama)	43	43	2	100%	107 468.19	107 132.77	100%
R1102: Regone-Gurué	44	44		100%			
R653: Mocuba-Lugela	60	60	1	100%			
R650: Milange-Morire				0%	0.00	0.00	0%
Niassa	365	350	15	96%	202 621.13	167 237.93	83%
N14: Majune-Marrupa	63	48	1	75%	83 055.05	78 405.37	94%
R734: Metangula-Cobue	111	111	14	100%			
R720: Cuamba-Mecanhelas	91	91		100%	119 566.08	88 832.56	74%
N360: Maua-Metarica	80	80		100%			
R625: Cuamba-Etatara-Rio Lúrio	20	20		100%			
N13: Cuamba-Mandimba				0%			0%
Municipalities	12	10	10	83%	582 394.42	574 028.49	99%
Quelimane	8	6	4	75%	356 281.63	351 307.28	99%

Table 60: Contingent Emergency Response Component - CERC

Road	Flat (km)	Done (km)	Done (Un)	Realization (%)	Budget (1,000 MT)	Expense (1,000 MT)	Execution (%)
Rehabilitation of Paulo Samuel Kankomba Avenue	2	1		89%	177 433.40	177 433.40	100%
Liberty Avenue	3	2		53%			
Av. 7 de Setembro and Av. Karl Marx	1	0		89%			
Rehabilitation of Streets 3040 and 3042	3	2		94%			
Rehabilitation of 4000 Street	1	0		52%			
Construction of a Bridge over the Inhangombe River			1	80%	178 848.22	173 873.87	97%
Construction of a Bridge over the Ilalane River			1	100%			
Repair of the Metal Bridge over the Incidua River			1	96%			
Repair of the Metal Bridge over the Namuinho River			1	100%			
Repair of the Metal Bridge over the Ivagalane River			0	30%			
Matola	4	4	0	100%	190 140.80	188 658.75	99%
Jossias Tongagare	1	1		100%	145 545.81	144 423.58	99%
Patrice Lumumba-T3	0	0		100%			
Patrice Lumumba-Singathela	1	1		100%			
Machava Socimol (km 15)-Nkobe	0	0		100%			
Mutateia Avenue	1	1		100%	44 594.99	44 235.17	99%
African Union Avenue	1	1		100%			
Joaquim Chissano Avenue	1	1		100%			
Upper Molocue	0	0	2	100%	9 658.71	9 455.77	98%
Bridge over the Molocue River			1	100%	9 658.71	9 455.77	98%
Metallic Bridge over Rio Mucaca			1	100%			
Quissico	0	0	0	0%	0.00	0.00	0%

Table 60: Contingent Emergency Response Component - CERC

Road	Flat (km)	Done (km)	Done (Un)	Realization (%)	Budget (1,000 MT)	Expense (1,000 MT)	Execution (%)
NC: Cross. N1- Access to Salinas Bridge			0	0%	0.00	0.00	0%
Lichinga	0	0	2	100%	13 762.49	13 762.49	100%
Sambula Aqueduct			1	100%	13 762.49	13 762.49	100%
Bridge over the Chiulucuto River			1	100%			
Milange	0	0	2	100%	12 550.79	10 844.21	86%
NC: Cruz. Mussosso-EPC Josina Machel			1	100%	7 857.84	6 966.70	89%
NC: Cross. R650-Municipal Building			1	100%	4 692.95	3 877.51	83%
Supervision and Monitoring Services	0	0	0	0%	213 766.63	173 668.09	81%
Provinces of Gaza and Inhambane				0%	64 815.71	49 357.67	76%
Provinces of Sofala, Manica and Tete				0%	50 172.58	42 819.79	85%
Provinces of Zambezia and Niassa				0%	98 778.34	71 215.26	72%
CERC Monitoring and Evaluation				0%		10 275.37	0%
TOTAL CERC	2 594	2 517	367	97%	3 408 113.73	3 089 879.01	91%

Table 61. Performance Assessment Framework for the Roads Programme 2020-2024**Strategic Objective: Improve and Expand the Network of Roads and Bridges Vital to Socioeconomic Development**

Indicators	Indicator Classification	Reference Goal	2020	2021	2022	2023	2024	Observations
Percentage of Rural Population within 2.0 km of a Road Passable All Year Round	Goal							It was not measured
	Result							
Percentage of Roads Rated in Good and Fair Condition	Goal	70%	71%	72%	73%	74%	75%	It was not measured
	Result		69%					
km of National and Regional Roads Rehabilitated	Goal	2 749	5	800	1 445	1 500	1 450	Not Reached
	Result			677	0	1 051	98	
km of paved national and regional roads	Goal	720	262	235	658	727	783	Not Reached
	Result		190	213	141	37	0	
km of Maintained Roads - Routine	Goal	15,000	13,000	20,000	20,000	20,000	20,000	Not Reached
	Result		12 258	15 201	10 251	12 298	10 538	
km of Maintained Roads - Periodic	Goal	761	85	450	465	600	400	Not Reached
	Result		41	70	271	320	273	
Number of Bridges Built, Rehabilitated and Maintained	Goal	59	24	15	14	14	21	Reached
	Result		19	18	17	23	30	
Study No. for Rehabilitation, Asphaltting of Roads and Construction and Rehabilitation of Bridges	Goal	11	4	5	7	9	4	Reached
	Result		4	3	3	2	4	
Total	Goals	19 230	13 352	21 485	22 568	22 827	22 633	Not Reached
	Results		12 489	16 161	10 663	13 706	10 909	
	Realization		94	75	47	60	48	

ANNEXES 2

PROJECTS WITH EXTERNAL INVESTMENT

ANNEX 2.1. RURAL DEVELOPMENT PROJECT – PROMOVE TRANSPORT

The Rural Development Project through Improvement of Rural Transport in Mozambique – PROMOVE Transporte, aims to contribute to sustainable, equitable, inclusive and broad-based economic growth and to poverty reduction in the context of food and nutrition security (FNS) and climate change. PROMOVE Transporte contributes to this objective by improving equitable access to food and public goods and services in rural areas of the provinces of Nampula and Zambézia.

Structured in three components of rural road works; secondary benefits for local communities through accompanying measures; and the establishment of a sustainable system for the management of rural road assets in the project areas, PROMOVE Transporte has a deadline of 120 months from June 2019, of which 96 months are the operational period and 24 months the closure period.

For road infrastructure, the PROMOVE Transporte project has planned interventions on 856 km of national and regional roads in the Provinces of Nampula (492 km) and Zambézia (364 km), including the upgrading of 120 km; rehabilitation (periodic maintenance) of 57 km with double seal surface and 113 km with single seal surface, and rehabilitation (periodic maintenance) of 323 km of unpaved roads. The PROMOVE Transporte Project also finances routine maintenance works on 243 km of regional roads rehabilitated by the project, which will be implemented by existing maintenance camps, including two to be built by the project in Nampula Province (Table 2.1.A). Implementation of road works and accompanying measures is through three lots for the Provinces of Nampula (Lot 1) and Zambézia (Lots 2 and 3), comprising the following scope (Table 2.1.A).

Table 2.1.A: PROMOVE Transporte - Roads

Road	Un	Planned	Province
Lot 1 – Nampula Province	km	492	Nampula
Upgrading of N104: Nametil-Angoche	km	53	
Periodic Maintenance of N104: Nametil-Angoche	km	45	
Design and Construction of the Luazi Bridge	m	168	
Periodic Maintenance of Unpaved Roads	km	156	
Routine Maintenance by Maintenance Camps	km	395	
Lots 2 – Zambezia Province	km	175	Zambezia
Upgrading of N103: Lioma-Mutuali	km	50	
Periodic Maintenance of N103: Gurué-Nampevo (double seal)	km	12	
Periodic Maintenance of N103: Gurué-Nampevo (single seal)	km	113	
Lots 3 – Zambezia Province	km	189	
Upgrading of R650: Milange-Milange Airfield	km	5	
Upgrading of R650: Milange-Coromane	km	12	
Periodic Maintenance of R650: Milange-Molumbo	km	75	
Periodic Maintenance of R650: Milange-Mugomo	km	48	
Periodic Maintenance of R650/R649: Milange-Majaua Airfield	km	49	
Total	km	856	

For the execution of the works contracts and quality control of the executed works, two contractors and the same number of consultancy firms were hired, for Lot 1 and Lots 2 and 3, whose contracts started in November 2023 (Lot 1) and September 2023 (Lots 2 and 3), for the works contract and in March 2023 (Lot 1) and September 2023 (Lots 2 & 3), for the Supervision Services.

The PROMOVE Transporte Project also includes the construction of community infrastructures to pro-

vide secondary benefits to communities along the route of the selected roads, including classrooms (7), fencing walls for schools and health posts (3), and road safety measures, boreholes in schools and health posts (30) and leisure areas (14) for road users, which include in their layout, areas for marketing of surplus production from the beneficiary communities (Table 2.1.B).

Table 2.1.B: PROMOVE Transporte – Accompanying Measures

Road	Un	Flat	Province
Lot 1 – Nampula Province	Un	11	Nampula
Construction of Classrooms and Administrative Blocks	Un	2	
Boreholes Construction	Un	3	
Construction of Fencing Walls in Schools and Health Centers	Un	3	
Construction of Leisure Areas (STOPPlaces)	Un	3	
Lots 2 – Zambezia Province	Un	29	Zambezia
Construction of Classrooms and Administrative Blocks	Un	3	
Boreholes Construction	Un	18	
Construction of Leisure Areas (STOPPlaces) Type A	Un	3	
Construction of Leisure Areas (STOPPlaces) Type B	Un	5	
Lots 3 – Zambezia Province	Un	14	
Construction of Classrooms and Administrative Blocks	Un	2	
Boreholes Construction	Un	9	
Construction of Leisure Areas (STOPPlaces) Type A	Un	1	
Construction of Leisure Areas (STOPPlaces) Type B	Un	2	
Total	Un	54	

ANNEX 2.2. INTEGRATED FEEDER ROADS DEVELOPMENT PROJECT (IFRDP)

The Integrated Feeder Roads Development Project (IFRDP), launched in May 2018, is to improve road access in selected rural areas to support the livelihoods of local communities and to provide immediate response to eligible emergency crises. Financed by the World Bank and the Government of Mozambique, the IFRDP is being implemented in the provinces of Nampula and Zambézia, with the aim of boosting production and contributing to poverty reduction in adjacent districts, selected for having high poverty rates.

Structured into four components of (i) Rehabilitation and Maintenance of Unpaved Roads and extension of Maintenance Camp System in selected provinces; (ii) Primary Road Rehabilitation including safety features and improvement of intersections; (iii) Project Administration and Capacity Building including national road asset management; and (iv) Contingencies for Emergency Response.

Planned road works on the two provinces is to improve unpaved roads, through rehabilitation and maintenance of 1 308 km through Output and Performance Base Road Contracts (OPBRC), construction of 12 maintenance camps and the rehabilitation of 7, construction of 874 culverts, 86 drifts, 81 bridges with less than 12 meters in length, 51 bridges with more than 12 meters in length and the installation of 4 207 vertical signs. The planned road works also include the rehabilitation of 67.7 km of the primary roads between Quelimane and Namacurra, the rehabilitation of 9 bridges, widening of 111, replacement of 11 and construction of 6 new culverts, as well as vertical and horizontal signage, construction of ramble strips on the pavement, bus stops and access roads including culverts.

Table 2.2: Integrated Rural Roads Project – Unpaved Roads

Activity	Un	Nampula	Zambezia	Total
Road Rehabilitation	km	660	759	1 419
Construction of Maintenance Camps	Un	11	1	12
Rehabilitation of Maintenance Camps	Un		7	7
Construction of Culverts	Un	317	557	874
Construction of Drifts	Un	45	41	86
Construction of Bridges < 12m	Un	10	60	70
Construction of Bridge > 12m	Un	21	41	62
Mounting Vertical Signs	Un	2 528	1 679	4 207

ANNEX 2.3. CONTINGENT EMERGENCY RESPONSE COMPONENT (CERC)

The climate conditions in Mozambique from October 2022 to January 2023 were characterized by heavy rains that resulted in flooding in the Province and City of Maputo, due to the increase in water levels in the Maputo and Incomati rivers. The year 2023 was also affected by Cyclone Freddy, which hit the country twice, the first time in the southern part of Inhambane and the second in the central and northern parts of the country, affecting the province of Zambézia. These bad weather events, which resulted in the increase in water levels in the Buzi, Púngue and Zambezi rivers, caused destruction to several economic and social infrastructures, having affected approximately 13 886 km of roads in the road area, of which 5 448 km were completely damaged, including 47 bridges, 26 pontoons, 29 drifts and 282 culverts.

In addition to these impacts, during the rainy season of 2023/2024, approximately 5 504 km of roads were affected and 10 bridges, 7 small bridges, 5 drifts and 41 culverts were destroyed by the effects of the severe storm FILIPO, characterized by intense rains that caused flooding and inundation in some cities and towns in the southern part of the country.

In order to restore the economic and social infrastructure damaged by these storms, an Emergency Plan was approved, and negotiations were initiated by the Government of Mozambique to mobilize resources from development partners, which resulted in the activation by the World Bank of the emergency response mechanism, called the Contingent Emergency Response Component (CERC).

With the activation of this component, an amount of 3 547 million MT was made available to the Government of Mozambique, of which 2 894 million MT (82%) was allocated to financing repairs to damages caused on the classified road network under the management of ANE, IP; 609 million MT (17%) to financing repairs to the urban roads and the remaining 44 million MT (1%) to financing the supervision, monitoring and evaluation services of the interventions carried out. The amount made available for the repair the damaged roads, 2 611 million MT was allocated to ANE, IP, 582 million MT to Municipalities and 213 million MT to supervision and project monitoring and evaluation, totalling 3 089 million MT (Table 2.3).

Table 2.3: Contingent Emergency Response Component (CERC)

Province / Municipality	ANE, IP (1 000 MT)	Municipality (1 000 MT)	Total (1 000 MT)
Maputo			
Matola		190 141	190 141
Gaza	338 422		338 422
Inhambane	943 614		943 614
Quissico		0	0
Sofala	145 400		145 400
Manica	166 218		166 218
Tete	212 286		212 286
Zambézia	603 391		603 391
Alto Molócue		9 659	9 659
Milange		12 551	12 551
Quelimane		356 282	356 282
Niassa	202 621		202 621
Lichinga		13 762	13 762
Fiscalização + M&A			213 767
Total	2 611 953	582 394	3 408 114

ANNEX 2. 4. CLIMATE RESILIENT ROADS FOR THE NORTH (CRRN) PROJECT

The Climate Resilient Roads project for Northern Mozambique is financed by the World Bank, with the objective of Improving Climate Resilient Road Connectivity in the Northern Provinces of Mozambique. With a geographical focus on the Provinces of Nampula, Cabo Delgado and Niassa, the project started on May 17, 2024 with the signing of the financing agreement for the allocation of financing resources for three (3) components, of (1) improving road connectivity with climate resilient standards, (2) providing safe access and improving rural mobility, and (3) institutional development and capacity building for project management.

For the component (1) of improving road connectivity, planned interventions were to upgrade 15 km of regional roads in Cabo Delgado Province and the supply and construction of 1 950 meters of metal bridges in the three Northern provinces of Mozambique, including the preparation of feasibility studies, conceptual design and tender documents for a bridge construction program in this region. To improve rural mobility and safe access to social services (component 2), capacity building activities are planned for ANE, IP in road safety, including education, awareness and deterrence of pedestrians with a focus on young people, as well as training in rescue for victims of road accidents. Component 3 of institutional development and capacity building finances the strengthening of the institutions for administration, monitoring and supervision of the project, including environmental safeguards, audits, gender-based violence, asset management and climate resilience.

Table 2.4: Climate Resilient Roads Project in the North

Road	Intervention	km	District
N381: Mueda – Xitaxi	Asphalting	52	Coin
R762: Muepane – Quissanga	Asphalting	15	Quissanga/Metuge
N380: Muagamula – Xitaxi	Rehabilitation	25	Macomia/Muidumbe/Mueda
Construction of five concrete bridges (Nango, Muera I & II, Muagamula and Catipuessi) on the N380			
Supply and assembly of 1,950 m of metal bridges on tertiary roads in the Provinces of Cabo Delgado, Niassa and Nampula			

ANNEX 2.5. COMPACT FOR CONNECTIVITY AND RESILIENCE IN MOZAMBIQUE

The Compact for Coastal Connectivity and Resilience in Mozambique has as its development objective the reduction of poverty through the economic growth of Mozambique and includes, among others, the Rural Connectivity and Transport (CTR) project to reduce transport costs in Zambézia Province and in Mozambique.

The CTR project, which began in September 2024 and is expected to last until September 2028, aims to improve the quality and climate resilience of the main routes, through interventions on roads and bridges, with the aim of reducing and postponing the maintenance of these road infrastructures.

With interventions on national and regional roads, the CTR programmed the asphalting and rehabilitation of 184 km (Table 2.6), consisting of widening the road to meet the minimum geometric requirements for paved secondary roads, defined by ANE, IP.

Table 2.5: Mozambique Connectivity and Resilience Compact

Road	km	Intervention
R646: Mugeba-Crossing	22	Upgrading (width 8m)
R651/N325: Magiga Crossing	123	Upgrading (width 6m)
R640: Zero-Mopeia	39	Rehabilitation (width 6m)
Total	184	

ANNEX 2.6. CONSTRUCTION OF DRAINAGE DEVICES ON THE R698 ROAD: MONTEPUEZ-MUEDA

The project to build drainage structures and drainage devices on the R698 road between Montepuez and Mueda, in Cabo Delgado Province, is financed by the United States Agency for International Development (USAID) under the Accelerated, Resilient, Broad-Based Economic Growth and Healthy, Prosperous and Resilient Mozambique Bridge/Road Reconstruction Programs in Cabo Delgado.

Under the terms of the USAID program, the objective of this project was defined as the construction of drainage structures (double culverts) and lined ditches, the reconstruction of a bridge and a section of the R698 road between Montepuez and Mueda.

For the execution of the road works, four lots were defined to be implemented in two phases of reconstruction of the bridge and the road in Phase 1 and construction of drainage devices and target improvement works in Phase 2.

In Phase 1, the works scheduled for Lot I were the construction of seven (7) culverts, three (3) 10-meter bridges and the widening of five (5) culverts, between km 0 and 50; for Lot II the construction of four (4) culverts, four (4) 10-meter bridges and the widening of five (5) culverts, between km 50 and 169; and for Lot III the construction of three (3) culverts, the widening of twelve (12) and the carrying out of protection works on twelve (12) culverts built in Lots 1 and 2.

For Phase 2, works were scheduled for Lot IV, which involves upgrading of 1.7 km of the road, building sixteen (16) culverts along the section of the road between km 50 and 169 and building two 10-meter bridges.

Table 2.6: R698 Road Project: Montepuez-Mueda (USAID)

Lots	Construction of 10m Bridges (un)	Construction of Culverts (un)	Widening of Culverts (un)	Road Upgrading(km)	Protection of Drainage Structures (Un)	Price (1 000 MT)
I	4	7	5			78 914.21
II	4	4	5			72 953.35
III		3	12		12	47 897.42
IV	2			1.7	16	177 350.75
Total	10	14	22	1.7	28	377 115.73

ANNEX 2.7. SOUTHERN AFRICA TRADE AND CONNECTIVITY PROJECT (PCCAA)

The Southern Africa Trade and Connectivity Project is to support Mozambique and Malawi in increasing regional trade coordination, reducing the costs and time of doing business, developing regional value chains and improving access to infrastructure. It is structured around four components: (i) reducing trade costs through the development of information and communication technology (ICT) systems, improving borders and their management system and strengthening institutional capacity for trade and connectivity; (ii) strengthening regional coordination and project implementation; (iii) strengthening value chains for regional integration; and (iv) strengthening transport infrastructure to improve market access through improved roads and road safety.

For the transport infrastructure component, the main objective is to ensure value chain development by improving major roads in areas with high economic activity along the Nacala corridor, the prioritization of which is based on a screening tool that considers several criteria such as: distance to consumption centers, local economic activities, existing road projects, proximity to agricultural potential, poverty rate in adjacent districts, flood risk, economic indicators related to trade, traffic forecasts and agricultural growth potential in the targeted value chains. Based on these criteria, interventions on 352 km of roads were prioritized for Mozambique, as described in Table 2.8.

Table 2.7: Southern Africa Trade and Connectivity Project

Batch	Road	Plan (km)	Province
I	R360: Cuamba-Metarica	67	Niassa
	R720: Cuamba-Insaca	86	Niassa
II	R1170: Namiconha-Iapala	38	Nampula
	R1156: Namialo-Imala	55	Nampula
III	R696: Rapale-Mecuburi	55	Nampula
	R686/R687: Nampula-Corrane	51	Nampula
Total		259	

The Southern Africa Trade and Connectivity project for Mozambique was restructured due to financial constraints, which resulted in the postponement of Lot II interventions for a period to be defined and in the change in the contracting modality from output and performance-based roads contracts (OPBRC) to bill of quantities contracts.

The Southern Africa Trade and Connectivity Project also includes financing for the construction of One-Stop Border Posts in Ponta do Ouro (Maputo), Calómue, Zóbie and Cassacatiza (Tete) and Milange (Zambézia), where the stakeholder consultation process was completed and the draft law to be submitted to the Council of Ministers for rectification was drawn up.

ANNEX 2.8. SAFER ROADS PROGRAMME FOR ECONOMIC INTEGRATION (SERSEI)

The Safer Roads for Economic Integration Programme (SERSEI) aims to improve road connectivity, safety and climate resilience and develop social inclusion in the project areas. Through a Multi-Phase Programmatic Approach (MPA), the project will provide opportunities for integrated and long-term engagement that will gradually change the way road programmes are developed in the country. In the multi-phase programmatic approach, the outputs of each phase contribute to the holistic addressing of connectivity needs along the corridor, making the road safer, creating social inclusion and economic empowerment opportunities for beneficiary communities and institutional capacity building initiatives to ensure the sustainability of the Road Sector over a given fiscal period, through progressive and sustained long-term investments.

To achieve these objectives, the Safer Roads for Economic Integration Program was structured into five components: (i) Safe and Resilient Road Connectivity for the rehabilitation, upgrading and maintenance of critical and climate-vulnerable sections of the N1, over a length of 508 km through results-based and performance-based contracts (OPBRC); (ii) Community Engagement and Women's Empowerment through approaches to manage the risks of Abuse, Exploitation and Sexual Harassment, including the implementation of community programs for the maintenance of rural roads; (iii) improving Road Safety Management through the provision of technical assistance to achieve Sustainable Development Goal 3.6 of reducing the number of fatalities from road accidents by 50%; (iv) Institutional Development and Project Management, including consultancy services and technical assistance in various areas of knowledge and management of the Roads Sector; and (v) Emergency Response Contingencies for access to rapid financing, allowing unauthorized project funds to be reallocated in the event of a natural disaster, upon formal declaration of a national or regional state of emergency at a formal request from the government.

For phase 1 of the MPA implementation, interventions are planned on 504 km of the N1, comprising the six sections described in Table 2.9.

Table 2.8: Safer Roads Programme for Economic Integration

Road	Length (km)	Province
N1: Metoro-Pemba	94	Cabo Delgado
N1: Gorongosa-Caia Lot 1 (km 0 – 84)	84	Sofala
N1: Gorongosa-Caia Lot 2 (km 84 – 168)	84	Sofala
N1: Inchope-Gorongosa	70	Sofala
N1: \-Nicoadala Lot 1 (km 0 – 88)	88	Zambezia
N1: Chimuará-Nicoadala Lot 2 (km 88 – 176)	88	Zambezia
Total	508	

ANNEX 2.9. UPGRADING OF THE MUEDA – NEGOMANO ROAD (MTWARA CORRIDOR)

The upgrading project for the N381/R1251 road between Mueda and Negomano (border with Tanzania), which is 163 km long and located in the Province of Cabo Delgado, is financed by the African Development Bank and comprises two implementation phases, namely Phase I of the civil works for the upgrading of the road between Negomano and Roma, which is 70 km long, and Phase II of upgrading the section between Roma and Mueda, which is 93 km long.

With the aim of contributing to the socio-economic growth of Northern Mozambique, through increased regional integration with Tanzania, the project will promote the physical, economic and social integration of the sub-region and will provide better transport and access to the ports of Mtwara, in Tanzania, and Pemba, in Mozambique, thus contributing to the development of strategic planning for transport infrastructure in the Northern Region of Mozambique.

Initiated in 2019, the project consists, in addition to upgrading the roads, the components of (i) social inclusion and biodiversity and social inclusion to improve the living conditions of the populations along the corridor (SIBP); (ii) development of the Transport and Connectivity Master Plan for the Northern Region; (iii) capacity development; (iv) project management including the hiring of consultancy services to supervise the works, safety audits and support the Project Implementation Unit (PIU); and (v) compensation and resettlement of persons affected by the project, in Phase I and the construction of a One-Stop Border Post (OSBP) in Negomano in Phase II.

For the upgrading of the N381/R1251 road between Mueda and Negomano, three sections were defined, between Negomano and Roma with 70 km, already surfaced and open to traffic; Roma and Nambungale with 35 km, starting in February 2024; and between Nambungale and Mueda with 65 km, which includes the construction of 5.4 km of an urban road in the Municipality of Mueda that started on June 19, 2024.

For the execution of the upgrading works on the 35 km section of the R1251 road between Roma and Nambungale, the hiring of the consultancy firm was completed in August 2023 and in September 2023, the hiring of the contractor to execute the surfacing works on the road with a double seal surfacing, including the construction of a two-mouth culvert measuring 40 m in length and two five-mouth small bridge measuring 100 meters in length, in addition to 64 culverts and six box culverts.

Table 2.9: Mtwara Corridor

Road	Length (km)	Observations
R1251: Negomano – Rome	70	Completed in 2023
N381/R1251: Rome – Nambungale	35	Started in February 2024
N381/R1251: Nambungale – Mueda	65	Started in June 2024
Urban Road – Municipality of Mueda	5	
Total	175	

