

**MICRO-DYNAMICS AND MACRO-PROCESSES: A MAPUTO-
JOHANNESBURG COMPARATIVE STUDY OF INTRA-HOUSEHOLD
DECISION-MAKING AND STATE-INVESTMENT IN TRANSIT:
POLICY BRIEF: MAPUTO, JULY 2021**

A VREF funded project

Background

Governments in South Africa and Mozambique have made significant investments in transport infrastructure over the last decade but this has not always resulted in changes to transit patterns in the metropolitan areas of Johannesburg and Maputo.

To understand how transport infrastructure is used by residents in these cities, this research project examined the nuances of household mobility, access and decision-making in selected sites in Johannesburg and Maputo, and located these everyday and lived experiences relative to government transport plans and policies in each location.

The study used a variety of disciplinary approaches broadly connected to urban studies and a range of methods, including an innovative mobile app to monitor and map access and mobility, focus groups, auto-photography, digital diaries and deep qualitative interviews.

Research Questions

There are three sets of intersecting research questions:

A. Internal Household Dynamics and Resource-Decision-making

- What is the composition of the household? What, if any changes have occurred in the household composition over time? What has influenced these changes?
- How do patterns of mobility or spatial footprints differ between members of the same household?
- How do modes of transport differ between household members?
- How are decisions about transport made within the household considering access and resources?
- And how might this affect the decision about the location of activities such as work or education?

B. Public investment and use

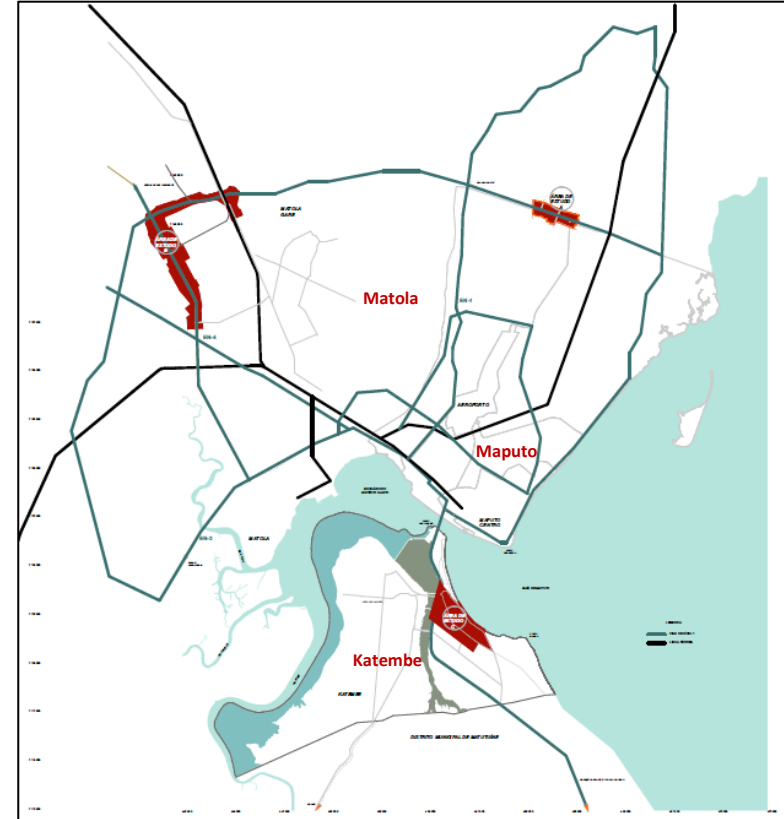
- What have been the large-scale public investments into transport within the last decade in Maputo and Johannesburg within the last decade?
- How have these been implemented at the precinct, suburb or area level?
- Who was intended to benefit/be the targeted market of these interventions?
- What has been the performance of these interventions as understood by authorities i.e. What is the ridership? Popularity and take up? How are they viewed by the public?

C. Interface between the macro and micro-scale

- How does household composition, resources, their availability and distribution affect decisions about the take up and use of state-infrastructure?
- Who within households benefits and gains greater access from large-scale infrastructure investments and why is this the case?

Case Study Sites

- The case study areas were selected within Maputo metropolitan space. In this approach, we tried to be as comprehensive as possible in locating areas that can demonstrate the characteristics of mobility in Maputo. From the exercise were selected places in the Albazine neighbourhood, in the Municipal District of Kamavota and in Chali, Katembe Municipal District, both belonging to the Municipality of Maputo. The Neighbourhood of Matola-Gare was the elected in the Municipality of Matola.
- The identification of the three sites was carried out according to a set of criteria based on: location along main structuring roads in the city and metropolitan area of Maputo, namely the ring road and the Maputo-Katembe Bridge, the main railway network, main transport terminals, etc. Through this method, three places were listed, namely KaMavota, Matola and Katembe. For a detailed reading of these places, the neighborhood was defined as the unit of analysis. Thus, three very representative neighborhoods were used as a reference for the objectives of the project.
- The selected cases are very representative for the project scope, although with different contexts and realities. In these three areas, the low-income population dominates it, which are the most affected by the precariousness of public transport, the mode which they mainly depend on.



Internal Household Dynamics and Resource-Decision-making (Component A)

General Findings participants

- The basic hierarchical household composition of the interviewers is composed of the father, mother, siblings and other members of the household that can be grandparents, uncles, cousins and nephews.
- Women usually dedicate themselves more to household duties regardless of whether they are all married or not, and their children, in addition to studying or working, also help with household duties.
- Men are the ones who go out to work and provide for the family, they are effectively the heads of the family, through which all the important decisions of the household pass, or the last word.
- Decisions are based on the principle of these two figures, father or mother, especially if they are the ones who work and support the family. Therefore, there is thus an interdependent relationship between those who make the decisions within the home with those who provide for the family or who work.

What is the composition of the household? What, if any changes have occurred in the household composition over time? What has influenced these changes?

- **marriage,**
- **Divorce,**
- **Death,**
- **New job,**
- **Children (born or moving out- to study or creating new families),**

Women are responsible for carrying out the domestic tasks and taking care of the children, and the man – normally the 'provider' of the household and the head of the family is responsible for providing for the family. Throughout the participants' reports, we will notice that this is a very familiar domestic structure, with the exception of houses where women (usually divorced or without a partner) are the ones who provide support in addition to taking care of the house and carrying out household chores. In other houses, tasks are divided between women and children – the children – who, in addition to going to school, also participate in these activities, especially if they are female.

Public investment in transit and use (Component B)

General Findings Stakeholders

- What we can immediately take away from the stakeholder interview we conducted is that, despite these numerous associations, **those who make decisions regarding transport policy** (which unfortunately seems to be unclear and what exists remains outdated in the country) **is the government through its ministry of transport and then to the most active agent that are the municipalities.**
- Therefore, who actually implements these policies, are the municipalities. And they try in the best possible way, according to their institutional and financial capacities, to implement mobility .
- However, in 2014 the municipality invested in carrying out a Comprehensive Urban Transport Master Plan for Greater Maputo (2014), which was prepared by the Japan International Cooperation Agency (JICA) and is the only Mobility Plan existing in Mozambique at the time. **It should be noted that the municipality is also seeking with the AMT to carry out a SUMP (Sustainable Mobility Plan) for the Metropolitan Area of Maputo.**



- All participants said they walked, and most said **walking was one of their main form of transportation and spend over a third of their income on transport**



- **The majority of participants said they used the mini-bus (chapa)** But many people have to walk far distances to access bus stops



- **Although most participants said they used the bus,** but only about a third said it was their main form of transportation



- **Very few people had cars or motorbikes and even when they did have them, did not constitute their main form of transport**

Key findings

- Most participants said they don't have many transportation alternatives besides the public ones, which affects their decision making everyday because **they are only able to use the available forms of transportation. There are few alternatives mainly because of a lack of finances**
- Commuters who use public transport noted that there aren't any **alternatives if their main form of transport is unavailable.** They either have to wait long hours for any transport to show up, or they hitchhike with unknown people, walk long distances or stay home

Key findings

Differentiation in transport modes within households:

- **Children usually walk to school if the distance is relatively reachable. If not, they take the available transport, namely mini-buses or buses.** Older children use minibuses more often and are usually sent to do household duties outside their residential area by their parents.
- **The travel pattern of men is simpler compared to women, as they only travel to work and return home at the end of the day, while women make more daily movements.** This is also due to the fact that most of them carry out household duties, for example, **women are the ones making the payments, going to the market, taking the children to hospitals, for leisure, family visits, etc.**

Key findings

Although the majority of people walk or use paratransit there are numerous challenges associated with all modes of transport:

- Safety and security
- Rude and abusive drivers and public authorities
- Gender-related violence
- Many people reported very poor experiences with public and paratransit
- A deficient road infrastructure with poor accessibility on the inner streets of the neighborhoods;
- Few paved roads, the few/only ones that exist are for public transport circulation, with stops far from urban agglomerations;

Key findings

- Insufficient public transport routes, leaving large gaps for emerging areas and interconnection between them, with areas without a minimum of transport and unsustainable connections; and little offer of collective transport for the high and growing demand;

Key findings

- COVID-19 has had a significant effect on transportation with many respondents reporting long queues at bus stops
- Participants said they felt insecure while using public transport in the middle of the pandemic and waiting for the transport on the bus stops

Key findings

- **Transport policy** unfortunately seems to be unclear and what exists remains outdated in the country
- In 2014 the municipality invested in carrying out a Comprehensive Urban Transport Master Plan for Greater Maputo (2014), which was prepared by the Japan International Cooperation Agency (JICA) and is the only Mobility Plan existing in Mozambique at the time.

Key findings

- Although the Metropolitan Transport Agency is a recent body with less than 5 years of creation, its contribution and involvement in improving mobility conditions in Maputo, mainly involving public transport, is remarkable. It is the first agency of this type in the country and the level of its involvement is already noted by the various projects spread across the city of Maputo, which has its participation mainly as a coordinating entity among the entities that effectively implement, or make happen, the improvement in transport in the city and its supporting infrastructure.

large-scale public investments in transport over the past decade in Maputo over the past decade

- **The bridge to Catembe,**
- **The Maputo Ring road;**
- **1000 bus project;**
- **Metro bus**
- **Application for bus traffic management and ticketing**

Recommendations 1:

- **Recommendation 1: There is a need to clarify the legislative environment and to update Transport Policy for Maputo;**

Recommendations 2:

- **Recommendation 2: Municipalities are responsible for transport policy implementation but they need greater support and more funding from the other levels of the state**

Recommendation 3:

Recommendation 3: Greater investment is needed in the public realm and into transport infrastructure this includes: large roads need to be paved, this often affects transport in certain neighborhoods or areas of the city, as public transport stops are usually located in these large roads that cross the neighborhoods, and these must have minimum conditions for the circulation of cars.

Recommendation 4:

Recommendation 4: due to the necessity of making more than 2 connections to get to destination points at each trip, this problem could be solved by adding more cars and several strategically located bus stops around the neighborhoods.

Recommendation 5:

- **Recommendation 5 : It is important to define a secondary road network for the public transport**