



KNOW BEFORE YOU GO

- ❑ Driving is on the left.
- ❑ Drivers are required to carry passport, vehicle registration, proof of third-party insurance and a valid national license from their home country, good for up to 90 days. An International Driving Permit (IDP) is recommended. Laws require that original documents be available at all times for inspection.
- ❑ Road travel outside of the capital city is regarded as dangerous, especially at night.
- ❑ Pedestrians are at high risk; crashes involving pedestrians and vehicles are common. Avoid walking at night, particularly on isolated roads or in well-known tourist areas.
- ❑ Blood alcohol limit is below 0.06 g/dl for all drivers.
- ❑ There are 30.1 road deaths per 100,000 people in Mozambique, compared to 2.8 in Sweden and 3.1 in the UK.

ROAD CULTURE

- **Driving standards** are poor.
- **Reckless driving** is widespread.
- **Drivers typically** overtake on blind curves and hills; be alert to drivers operating vehicles without headlights.
- **Drink driving** is a leading cause of crashes despite blood alcohol limit laws.
- **Pedestrians** typically walk along highway verges, even in the dark.
- **Drivers** generally ignore pedestrians.
- **Many vehicles** are in poor condition and lack standard safety features including seat belts, working brakes, brake lights, windshield wipers, taillights, headlights and adequate tires.
- **Broken-down vehicles** frequently block roadways.
- **Police may** demand bribes. If given a ticket, ask for a written copy that can be paid at a local police station.

ROAD CONDITIONS

- **There are** 31,083 km (19,314 miles) of roads in Mozambique; 7,365 km (4,576 miles) are paved and 23,718 km (14,737 miles) are unpaved.
- **Roads** are poorly lit.
- **The EN4** toll road linking Maputo to South Africa is well-maintained.
- **Many roads** require a four-wheel drive vehicle; these vehicles are regarded as valuable and are often the target of armed bandits.
- **Serious** hurricane damage from 2019 has affected many roads and bridges throughout Mozambique. Repairs are ongoing.
- **Deep potholes** and debris in roadways create hazardous conditions and are major contributing factors to road crashes, particularly in rural areas.
- **Surfaces** of the road network connecting provincial capitals are generally in fair condition. In some sections, random potholes or other obstacles may create dangerous driving conditions.
- **Pedestrian infrastructure** is underdeveloped. There are few sidewalks; existing sidewalks are poorly maintained and hazardous, particularly in the dark.
- **Pedestrian paths** and marked crossings are scarce; pedestrians are typically ignored by drivers.
- **Though** Mozambique was declared free of land mines 2015, unknown or unmarked mines may remain in rural areas in central and southern provinces including Sofala, Tete, Manica, Gaza, Inhambane and Maputo. Do not leave main roadways.
- **Fuel may be** scarce beyond large towns. Travel in convoys of at least two vehicles, and carry a first aid kit, extra fuel, water and supplies.
- **Livestock** left to graze on roadsides adds to road dangers, particularly at night and in poor lighting. Large animals including goats and cows often lay on warm roadways at night.



Source: CIA Factbook



Road Conditions, cont.

- **Due to potential violence, travel is not recommended** in the following districts:
 - » Mueda, Nangade, Palma, Mocimboa da Praia, Muidumbe, Meluco, Macomia, Quissanga and Ibo in Cabo Delgado Province, including coastal islands.
 - » The districts of Ancuabe and Metuge in Cabo Delgado province (with the exception of the city of Pemba), including coastal islands.
- **The following roads** may present particular challenges to motorists:
 - » **The EN1** (Estrada Nacional 1) road between Inchope and the town of Gorongoza in Sofia and Manica provinces, and the **EN6 road** between Tica and Inchope and Beira and Chimoio are subject to armed attacks on vehicles.
 - » **The EN 7** from Nova Vanduzi to Luenha is regarded as highly dangerous and is subject to armed attacks.
 - » **The EN8** links Nacala (Cidade de Nacala/Nacala-Porto) with Chiponde in the Niassa Province north of Mount Namuli. The portion of the road close to Nacala has an asphalt surface, but becomes dirt and gravel from the town of Nampula onwards. The road is 707 km (439 miles) in length; most of it is unpaved. There are several bridges with asphalt surfaces.
 - » **Lagoa Poelela Road** in the southern part of the country is a 21-km (13-mile) road with a gravel surface. During and after heavy rains, the road becomes slippery with mud and may be impassable, even with a four-wheel drive vehicle. After extended dry weather conditions, the road may have potholes and washboard surfaces.
 - » **The Mozambique Island Bridge** links the mainland to Mozambique Island across the Indian Ocean. The narrow concrete bridge is 3,800 meters (12,500 feet) in length. The one-lane bridge may be difficult to navigate during heavy rains.

REGIONAL AND SEASONAL CONDITIONS

- **Traffic increases** significantly on Victory Day in September.
- **Mozambique** is subject to cyclones, torrential rains, seasonal floods and seasonal droughts.
- **Rainy season** is generally from November to March. Heavy rains and flooding may disrupt travel. Roads and bridges may become impassable. Flooding may be more intense around river basins, including near the Zambezi River.
- **Cyclones** are more prevalent in coastal areas. Extensive damage from Tropical Cyclones Idai and Kenneth in 2019 destroyed large areas of infrastructure; roads and public health services have not been fully restored in sections of Sofala, Manica, Zambezia and Cabo Delgado provinces. Some roads remain impassable.
- **Recent heavy rains**, flooding, landslides and destructive winds resulted in extensive additional infrastructure damage in Sofala, Zambezia and Cabo Delgado. Some road damage remains.
- **Be familiar with emergency procedures.** The Red Cross provides a website and free, downloadable emergency app: <http://www.redcross.org/get-help/prepare-for-emergencies/types-of-emergencies>

TRANSPORTATION

- **Transportation options** include cars, buses, “chapa” minibuses, trains, taxis and three-wheeled motorbike taxis alternately called txoupelas, choupelas or tuk-tuks.
- **Public transportation** is regarded as unsafe. Chapa minibuses are frequently involved in fatal crashes.
- **Most public** transportation signage is in Portuguese.
- **Many buses**, minibuses and taxis are in poor working condition and lack standard safety features.
- **Buses operate** between main cities; service may not be offered if road surface conditions are viewed as poor or unsafe.

Maximum Speed Limits

Type of road	Maximum speed
Urban areas	60 kph (37 mph)
Rural roads	120 kph (74 mph)
Motorways	No maximum speed

Always adjust speed according to signage, hazards and weather conditions.

Signs are generally pictorial and may not follow European Union conventions.

Hairpin curve ahead	New style of stop sign	Older stop sign still in some places	Be alert to children in area	No entry	Pedestrian crossing	Be aware of falling rocks	Uneven road surface	Yield to existing traffic



Transportation, cont.

- **Official** metered taxis have yellow roofs.
- **There are** many unmetered taxis. Negotiate fare with driver prior to entering vehicle.
- **Unregulated taxis** include private pick-up trucks; passengers are required to stand in the back of the truck.
- **Rail service** is limited. There are daily trains from Maputo to the border of South Africa, connecting to the South African city of Komatiport with continuing service to Johannesburg and Pretoria.
- **Ferry service** is available between Quelimane and Beira; and also between Quelimane, Nacala and Pemba. Ferry boats may lack adequate navigational and life saving equipment. If traveling by ferry, bring your own life preserver.
- **Access for disabled travelers** throughout Mozambique is very limited:
 - » Efforts to implement raised bus platforms in Maputo were abandoned due to traffic congestion at bus stops.
 - » Accessibility to public buildings and transportation including buses and taxis is generally not provided for persons with mobility challenges.

TRAFFIC REGULATIONS

- **Enforcement** of traffic laws is inadequate.
- **There are** few road signs or traffic lights.
- **It is illegal** to drive on the beach.
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- **Drivers must** be at least 18 years of age.
- **Drivers** typically must be a minimum of 23 years of age to rent a vehicle. Rules may vary with rental agency.
- **Seat belt use** is compulsory for driver and all passengers.
- **Children** from age three to 12 may not be seated in front seats of vehicles; children under the age of three must be secured in a rear-facing child restraint with vehicle airbag deactivated.
- **Children under** the age of 12 must be secured in a child restraint. Enforcement is poor.
- **Helmet use** is mandatory for motorcycle drivers and passengers. Helmets must be fastened.
- **Children** under the age of 7 years may not be passengers on motorcycles.
- **Checkpoints** are common. When stopping at a checkpoint is necessary, obey all instructions from officials.
- **Military police** in camouflage uniforms are authorized to search vehicles at their discretion. Customs officials in blue trousers and light blue shirts are permitted to search vehicles for undeclared items.
- **Police** may carry out random breath tests for alcohol use.
- **Law prohibits** a driver or vehicle occupant from having any part of the body extended outside of vehicle, including an arm or hand.
- **Passenger vehicles** must be equipped with two reflective triangles and a reflective vest.

Maputo (Capital)

- » Largest city. Driving is not recommended; traffic is aggressive and chaotic.
- » Highways connecting to Johannesburg in South Africa are generally well maintained.
- » Transportation options include cars, buses, “chapa” minibuses, trains, taxis and three-wheeled motorbikes alternately called txoupelas, choupelas and tuk-tuks.
- » Many taxis are unmetered; metered taxis generally have yellow roofs.
- » Chapa minibuses operate extensive routes throughout the city. Chapas are generally regarded as unsafe. Drivers typically ignore traffic rules.
- » Chapas depart from the central Baixa market area. The two main bus terminals are Baixa and Museu.
- » Destinations are written on cards or on colored bars in the windshields of chapas. Cards reading “A. Voador” refer to Baixa terminal.
- » Driver assistants standing in the doorways of chapas generally call out the destination.
- » Larger city buses operate out of the same terminals as chapas.
- » Passengers are required to board through the rear door of city buses.
- » Rail service is limited. There are daily trains to the border of South Africa, connecting to the South African city of Komatiport, with continuing service to Johannesburg and Pretoria.
- » Pedestrian infrastructure is underdeveloped.
- » Pedestrians should avoid the central business district after dark.
- » Maputo International Airport (also known as Mavalane International Airport) is 3 km (1.9 miles) from the city.
- » Transportation to the city from the airport includes taxi, bus, hotel transfer, minibus and car.
- » Bus and minibus schedules are inconsistent. Service is generally better during day hours.
- » Not all taxis are metered. If taxis are not metered or do not offer a set fare to the city, agree on fare prior to entering vehicle.
- » Hotels may offer airport pick-up service to confirmed guests. Check with hotel prior to travel.
- » Some major car rental agencies are represented at the airport.

Beira

- » Second largest city; capital of Sofala Province.
- » The EN6 links the city to Zimbabwe via the EN1. The EN6 is generally in good condition but the EN1

*Beira, cont.*

- deteriorates significantly. There are many large potholes; roads may require a four-wheel drive vehicle.
- » The route is frequented by heavy transport vehicles and overcrowded buses en route between Zimbabwe and the city. These vehicles rarely yield to smaller passenger vehicles. Extreme caution should be used; these roads should only be attempted during daylight hours.
 - » Transportation options include cars, “chapa” minibuses, taxis and three-wheeled motorbikes alternately called txoupelas, choupelas and tuk-tuks.
 - » Chapa minibuses are the most common form of public transport.
 - » Pedestrians are at high risk. There is little pedestrian infrastructure; drivers often disregard those traveling on foot.
 - » Beira International Airport is located about 10 km (6.2 miles) from the city.
 - » Transportation to the city is provided by rental cars, buses and taxis.

Nampula

- » Primary connection to the Island of Mozambique.
- » Transportation options include cars, buses, “chapa” minibuses, taxis, trains and three-wheeled motorbikes alternately called txoupelas, choupelas and tuk-tuks.
- » Long distance bus service is available to Beira several times a week.
- » There is daily bus service between the city and Mocuba.
- » Rail transport connects to Cuamba close to the border of Malawi. The approximately 11-hour journey runs several times a week.
- » Pedestrians should exercise caution. Walking after dark is not recommended. Pedestrian infrastructure including sidewalks and crosswalks is underdeveloped.
- » Pedestrians are prohibited from walking on the sidewalk located outside of the governor’s residence and must walk in the roadway.

EMERGENCY INFORMATION

- **Responders to emergency numbers** in remote areas generally do not speak fluent English; many medical responders speak no English at all.
 - » Police: 119
 - » Ambulance: 117
 - » Fire: 198
 - » Alternate phone number for emergencies: 08911 or 21313103
- **Pre-program** emergency numbers into your phone before departure.
- **Responses to emergency situations** may be slow or non-existent. First responders are typically unable to access areas beyond major cities to provide urgent medical treatment; access is particularly limited outside normal working hours.
- **Medical facilities** are basic. In the event of an injury, appropriate medical treatment is generally available only in or near major cities. In the event of serious injury, medical evacuation to South Africa or Europe may be necessary.
- **Public and private** medical facilities are available in the capital city and in most provincial capitals.
- **Payment is required** prior to, or at the time of all medical services. Credit cards are generally not accepted.
- **If involved in a crash:**
 - » Call police or report crash to the nearest police station.
 - » Obtain copy of police report.
 - » Law requires that drivers immediately notify their national embassy even if there are no injuries.
 - » Drivers involved in a crash or who witness a crash are required by law to provide assistance. Caution should be exercised: render assistance only if safe to do so. Crowds may quickly gather at the scene of a crash, and may become violent. Hijackers may pretend to be motorists in distress.
 - » If safety allows, take photos of crash scene and collect contact information from other driver(s) and any witnesses.



ABOUT THE ASSOCIATION FOR SAFE INTERNATIONAL ROAD TRAVEL (ASIRT)

ASIRT is a non-profit humanitarian organization established in memory of Aron Sobel, age 25, who was killed along with 22 other passengers in a Pamukkale Bus Company crash on the roads of Turkey.

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