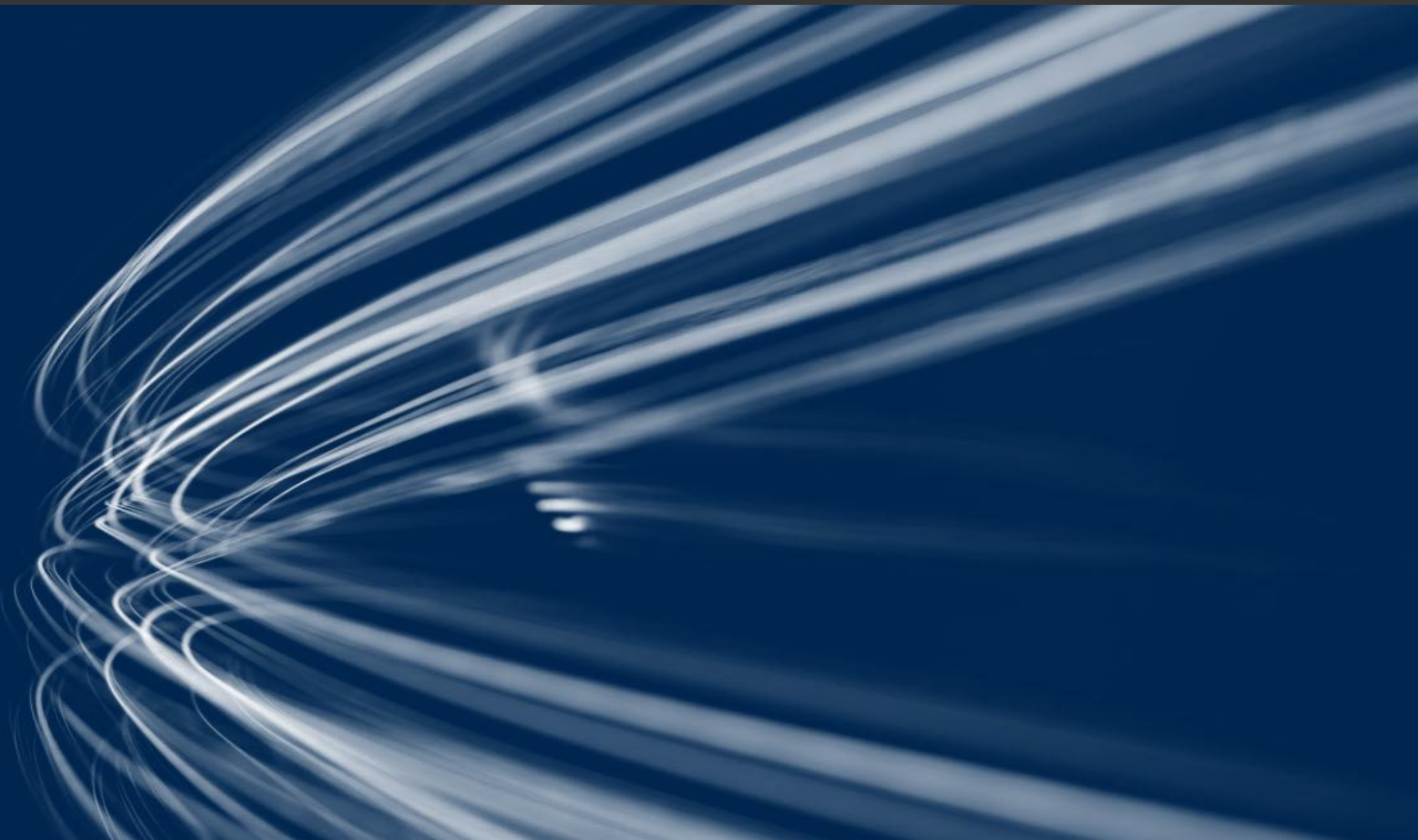




POWERING PROGRESS

*Trends and insights in Mozambique's energy, mining
and mobility sectors*



FOREWORD

Mozambique sits on plenty of unrealized opportunities, but conflict in parts of the country and popular protests after the October 2024 elections has left the country somewhat destabilized. With a new government in place, there is now possibility to achieve notable change, with planned developments in the energy, mining, and transport sectors. If these developments are realized, they will play crucial roles in the country's economic landscape. The sectors mentioned above offer opportunities for international investment and collaboration, though challenges remain.

The energy sector has a lot of unreleased potential with significant natural gas projects in the Rovuma Basin, positioning Mozambique as a latent player in the global LNG market. Investments in renewable energy, such as hydropower and solar, indicate a growing interest in sustainability and regional energy integration. Mozambique's mining industry is expanding, driven by reserves of coal, graphite, and other minerals. While regulatory improvements and global demand for battery minerals present opportunities, the sector faces hurdles that need addressing. Upgrades to transport infrastructure, particularly in rail and port logistics, aim to enhance trade corridors and regional connectivity, though progress is gradual.

Following the 2024 elections, Mozambique has faced political instability, impacting its social and economic development. Despite this, initiatives like the Just Energy Transition Strategy aim to support transformation across key sectors. Economic growth potential exists, driven by investors seeking emerging markets, but it requires careful navigation of the political and economic landscape. Mozambique's young population and efforts to diversify into agriculture, manufacturing, and tourism are steps towards more balanced growth. For Swedish companies, Mozambique offers a dynamic environment for long-term growth, particularly in industrial technology, infrastructure, logistics, and sustainable energy solutions. Actors who invest in the country before its full potential is reached have an opportunity to establish strong strategic partnerships and contribute to the country's development with innovative expertise.



ANDRÉS JATO

Swedish Ambassador to
Mozambique
andres.jato@gov.se



SARA RADU

Trade Commissioner, Business
Sweden
Sara.radu@business-sweden.se



KUDAKWASHE KOKE

Project Manager, Business
Sweden
Kudakwashe.koke@business-
sweden.se



LETHOKUHLE DLADLA

Consultant, Business Sweden
Lethokuhle.dladla@business-
sweden.se

SUMMARY

As Mozambique continues to unlock its vast natural resource potential, developments across the energy, mining, and transport sectors are playing a pivotal role in shaping a new era of economic progress and regional influence.

ENERGY



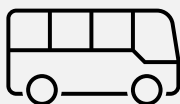
- Mozambique possesses significant energy resources, including natural gas, coal, and hydropower. It is one of the largest producers of natural gas in Africa, with substantial reserves located in the Rovuma Basin. Hydropower remains a key component of Mozambique's energy sector, with the Cahora Bassa Dam standing as the largest hydroelectric power plant in Southern Africa.

MINING



- Mozambique is rich in mineral resources, including coal, titanium, and precious stones like rubies. Tete Province is known for its large coal reserves, which have attracted significant foreign investment. The country also has deposits of graphite in Balama, as well as gold in Cabo Delgado, Manica and Niassa, along with other minerals.

TRANSPORT & MOBILITY



- Mozambique's transport infrastructure, including ports, railways, and roads, is crucial for the export of its natural resources. The Port of Maputo is a major gateway for trade, and the Nacala Corridor is an important rail link connecting the interior of the country to the coast. The transport sector is vital for the movement of goods and people within Mozambique and to neighbouring countries.

ECONOMIC MOMENTUM SLOWED, AND PROJECTIONS FOR RECOVERY AND GROWTH REVISED DOWNWARD DUE TO POLITICAL UNREST

The post-election violence in 2024 negatively affected Mozambique's economic outlook by weakening investor confidence and delaying critical business decisions. The instability disrupted operations in key sectors such as mining, logistics, and infrastructure development, leading to project delays and increased operational risks. Uncertainty around political stability prompted many investors to adopt a wait-and-see approach, slowing capital inflows and dampening the investment climate.

Additionally, the diversion of government resources toward security efforts temporarily constrained public spending on infrastructure and economic development. For businesses assessing market entry or expansion, the unrest underscored the importance of political risk considerations in strategic planning and investment deployment.

On observation, the new Mozambican government has showed signs of wanting to restore stability and rebuild investor confidence. The government has prioritised political dialogue and reconciliation efforts to ensure a more stable governance environment, while also strengthening institutional frameworks to promote transparency and the rule of law. Targeted economic recovery programs have been discussed. Their purpose would be to accelerate infrastructure development; support affected industries and stimulate private sector activity.

Moreover, renewed commitments to key reforms — particularly in investment regulation, public sector efficiency, and security sector modernisation — are helping to rebuild trust among investors and development partners. These recovery efforts signal Mozambique's determination to return to a path of inclusive growth and long-term economic resilience.

MACROECONOMIC FORECASTS (MOZAMBIQUE 2022-2025)

<i>Indicator</i>	<i>2023e</i>	<i>2024f</i>	<i>2025f</i>	<i>2026f</i>
<i>Real GDP growth, % y-o-y</i>	5.4	3.7	4.0	4.1
<i>Nominal GDP, USDbn</i>	21.0	22.5	21.9	22.3
<i>Consumer price inflation, % y-o-y, eop</i>	4.3	2.6	4.2	3.5
<i>Exchange rate MZN per USD, eop</i>	63.90	63.90	68.00	TBC
<i>Budget balance, % of GDP</i>	-1.6	-1.9	-2.0	-2.0
<i>Current account balance, % of GDP</i>	-10.9	-12.4	-24.5	-32.5

e/f = BMI estimate/forecast. Source: National sources, BMI

KEY RISKS

- Mozambique is vulnerable to extreme weather events, specifically cyclones, but also floods and droughts, which will continue to pose a risk to agricultural activities and infrastructure.
- An ongoing Islamist insurgency threatens to delay the development of Mozambique's liquefied natural gas sector.
- Unrest after the October 2024 general elections has been a significant setback to the Mozambican market, posing risks of political compromise that could weaken the ruling party's dominance in parliament.

ENERGY

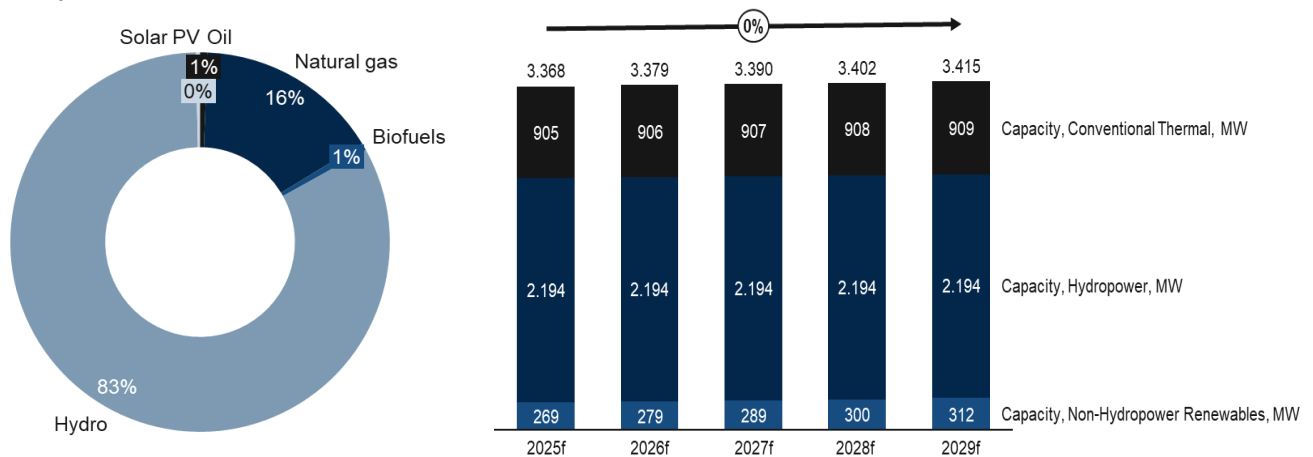
As part of broader energy sector reforms, the government has made efforts to liberalise the market through the introduction of independent power producers (IPPs) and public-private partnerships. These initiatives are designed to attract investment and foster competition – both critical to supporting the country's goal of scaling up energy production and broadening access to electricity.

Power Generation Sector: Mozambique possesses abundant natural resources, notably substantial hydroelectric and natural gas potential. The Cahora Bassa Hydroelectric Dam remains a critical asset in the country's energy infrastructure, contributing a significant share of national electricity generation. Furthermore, recent offshore gas discoveries and ongoing developments in the Rovuma Basin present considerable opportunities to expand the role of natural gas in the power generation mix, subject to the successful implementation of these projects in the coming years.

Transmission Sector: Mozambique's transmission network is managed by Electricidade de Moçambique (EDM), which oversees the high-voltage grid linking major generation facilities to key consumption centres. Ongoing initiatives aim to expand and modernise the transmission infrastructure to accommodate growing electricity demand and facilitate the integration of new power generation sources.

Distribution Sector: Electricidade de Moçambique (EDM) is also responsible for electricity distribution across the country, with ongoing efforts to enhance grid connectivity and improve service reliability. A key priority has been the expansion of the distribution network to rural areas to increase national electrification rates and promote inclusive access to energy.

ELECTRICITY GENERATING CAPACITY DATA AND FORECASTS (MOZAMBIQUE 2025-2029)



f = BMI forecast. Source: EIA, BMI

Economic and demographic growth suggests increased demand for electricity generation and capacity over the coming decade, but meeting this demand will be a challenge. Vast domestic offshore gas reserves create potential for major LNG developments; however, progress on actual projects remains poor. Hydropower is set to maintain dominance as the primary electricity source throughout the medium to long term, despite efforts at diversification.

The expectation remains that there will only be modest gains in non-hydro capacity. Structural restrictions such as poor regulatory frameworks continue to limit investor interest and by extension the project pipeline. Rooftop solar and off-grid solutions will remain the main contributors to non-hydro capacity and generation growth, with slow and delayed progress on larger utility-scale projects.

KEY POLICY UPDATES AND MARKET STRUCTURE

- According to details provided in the Energy Transition Strategy (ETS) released in February 2024, Mozambique could look to reduce or end hydropower supplies to Eskom (South Africa's state-owned electricity utility), after the agreement in place since 1979 comes to an end.
- Mozambique plans to secure the 1,150MW of power it sells to South Africa from the Cahora Bassa hydropower plant for its own use once the contract ends at the end of 2030.
- The new policy plans for 2GW of hydropower capacity by 2030. This includes upgrades on the existing plan and the completion of the new 1.5GW Mphanda Nkuwa hydropower project.
- The market is likely to remain dependent on hydropower. The new energy policy paper released in early 2024 indicates plans to boost solar power capacity to 1.0GW by 2030 and 7.5GW by 2050.
- Onshore wind capacity is expected to expand between 200-500MW by 2030 and 2.5GW by 2050.



- The insurgency in Cabo Delgado is serving as a significant deterrent to large-scale investment projects in Mozambique, contributing to delays in the global Total Energies liquefied natural gas (LNG) export project and potentially affecting future investments in the sector.
- Mozambique's 1997 Electricity Law is expected to undergo revision to provide greater clarity on the regulatory framework for electricity exports, well in advance of the completion of the 1.5 GW, USD 4.5 billion Mphanda Nkuwa mega hydroelectric project. Specifically, Clause 15, which addresses the basis for setting domestic tariffs—focusing on minimum costs and reasonable return on capital invested—has become outdated and needs modernisation.
- There is a shift towards electric vehicles to reduce emissions from the transport sector.
- Efforts are being made to discourage the use of firewood and charcoal for cooking by connecting people to the grid and making LNG more easily available.

Several small-scale renewable energy projects – primarily solar and wind – are currently under development, aimed at diversifying Mozambique's energy portfolio and reducing reliance on hydroelectric power, which remains susceptible to drought-related disruptions. These initiatives underscore the government's commitment to sustainable energy development and are aligned with broader global objectives to advance the transition toward a low-carbon economy.

MINING

MOZAMBIQUE HAS SIGNIFICANT POTENTIAL IN THE MINERAL RESOURCES SECTOR

Mozambique holds considerable potential in the mineral resources sector and is steadily expanding its presence in the global market. In addition to its well-established coal reserves, the country is endowed with a range of valuable mineral deposits across provinces such as Cabo Delgado, Nampula, Gaza, and Tete – offering attractive opportunities for investors and contributing meaningfully to economic development. The country continues to be a key supplier of graphite as it is home to the world's largest graphite mine – the Balama Graphite Project. This mine produces

350,000 tonnes per year to supply global electric vehicle technology firms such as Tesla and South Korea's Posco. Mining activity in the northern region has increased in response to rising global demand for battery minerals used in electric vehicles, clean energy systems, and energy storage technologies.

The Kimberley Process Certification Scheme continues to support the growth of the diamond industry, facilitating further exploration and investment in promising regions. Mozambique is also a leading mineral

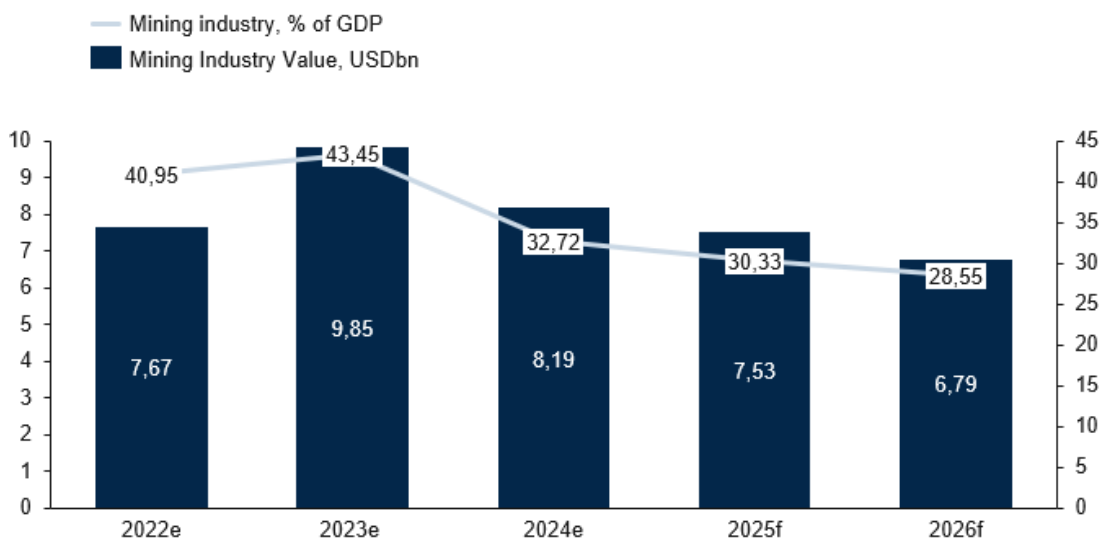
sand producer, while output of gold, copper, and manganese is anticipated to grow gradually, albeit at modest volumes.

Growing international interest in Mozambique’s mining sector has been reinforced by its strategic investments in transport and logistics infrastructure. The expansion of the Maputo Port and the doubling of the Ressano Garcia railway line are transformative developments that will significantly enhance export capacity and regional trade flows. Furthermore, government

initiatives to formalise and support artisanal mining activities have contributed to increased production of gold and precious stones.

Ongoing efforts to curb illegal mining and improve traceability within the sector are expected to strengthen regulatory oversight, improve productivity, and safeguard national revenue streams – further solidifying Mozambique’s position as a competitive and investment-ready mining destination.

MOZAMBIQUE MINING INDUSTRY VALUE FORECAST (2020-2026)



e/f = BMI estimate/forecast. Source: Mozambique Ministry of Mineral Resources and Energy, BMI

MINING INDUSTRY DEVELOPMENTS

Two major investment projects focused on the mining and processing of heavy sands are progressing in Mozambique. The MOMA heavy sands project, led by Kenmare Resources of Ireland, and the Corridor Sands project, owned by BHP Billiton, are set to require a total investment of USD 1.0 billion. Kenmare operates the MOMA titanium minerals mine. The sale of Vale’s Mozambique-based coal assets to Jindal Group’s subsidiary, Vulcan, is expected to further consolidate the presence of mid-sized Indian firms in the coal sector. Mozambique’s mining landscape is also characterised by several smaller companies involved in various sectors, including gold, titanium, and graphite. Additionally, Mozambique is undertaking several graphite exploration

initiatives in the Cabo Delgado province, in collaboration with mining firms from Australia, Mainland China, and the UK.

While key rail and port infrastructure projects, such as the Maputo Corridor, are progressing through development and construction, the growth potential of Mozambique's coal mining sector remains limited by the existing shortcomings in transport infrastructure and the high capital requirements associated with mine development. These logistical and cost-related constraints continue to pose challenges to the sector's full-scale expansion and operational efficiency. However, Mozambique has seen positive developments in its coal sector through increased investment from Indian companies, which have expanded the production of both coking and thermal coal. Additionally, the commissioning of the Nacala rail line represents a significant milestone in enhancing coal transport capacity and marks a critical step toward revitalising the country's coal industry and improving its export competitiveness.

KEY REGULATORY UPDATES AND MARKET STRUCTURE

- Mozambique receives a low-rating for-Country Risks, reflecting both short-term and long-term economic and political uncertainties. The country is grappling with threats to its stability, including political tensions between the government and the opposition as well as Islamist militant activity in the northern provinces.
- The Government of Mozambique continues to demonstrate openness to foreign investment in the mining sector. However, challenges persist due to regulatory uncertainty and political instability, which may pose risks to investor confidence and present potential obstacles to sustained sectoral growth.

TRANSPORT AND MOBILITY

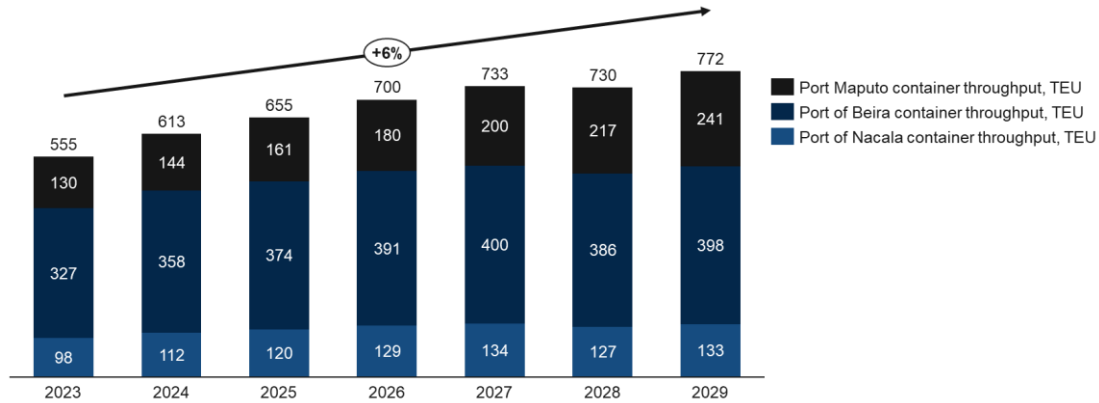
SHIPPING AND MARITIME

The shipping and maritime industry in Mozambique plays a pivotal role in the nation's economic infrastructure, facilitating international trade and commerce. With strategically located ports such as Maputo, Beira, and Nacala, Mozambique serves as a vital gateway for maritime traffic in Southern Africa. Recent investments in port modernisation, expansion projects, and improved maritime logistics have

significantly enhanced operational efficiency and capacity. These developments support the export and import of key commodities, including coal, natural gas, and agricultural products, further strengthening Mozambique's position in the global trade network. The growth of the shipping and maritime industry is essential for the country's economic advancement, reducing transportation

costs, fostering regional trade partnerships, and positioning Mozambique as a critical actor in the global logistics and freight sectors.

MAJOR PORTS DATA '000 TEU (MOZAMBIQUE 2023-2029)



e/f = BMI estimate/forecast. Source: INE, BMI

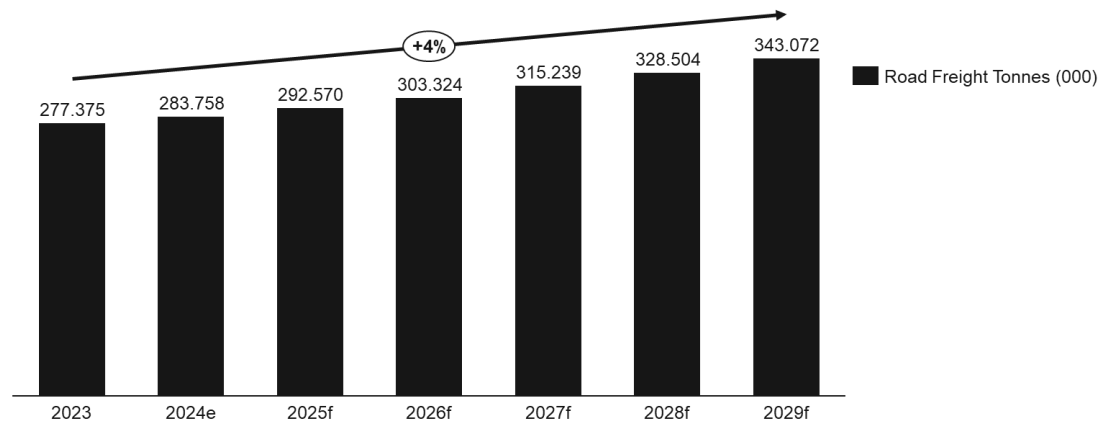
In the short term, the Port of Maputo is projected to experience a 9.2% year-on-year increase in total cargo volume and an 11.8% rise in container throughput in 2025, supported by economic recovery and strategic infrastructure investments – including a USD 164 million capacity expansion project launched in January 2025 to raise throughput to 530,000 TEUs. Medium-term forecasts for the 2025–2029 period anticipated a 10.9% increase in container throughput at the Port of Maputo and a 3.7% rise in total tonnage at the Port of Beira, driven by strengthened regional trade links and improved port infrastructure. Over the longer term, through to 2034, continued growth is expected, underpinned by substantial infrastructure development and enhanced connectivity, contributing to the country’s overall trade competitiveness.

ROAD TRANSPORT

The road transport industry in Mozambique is a vital component of the nation's transportation network, underpinning both domestic and regional trade. The country's extensive road infrastructure, including major highways and arterial routes, facilitates the efficient movement of goods and passengers across diverse geographical areas. Recent investments in road construction, maintenance, and upgrades have significantly improved connectivity and logistics efficiency, thereby enhancing

the overall transportation capacity. These advancements support the distribution of essential commodities, bolster economic activities, and promote regional integration by linking Mozambique with neighbouring countries. The growth of the road transport industry is crucial for Mozambique's economic development, reducing transportation costs, fostering trade partnerships, and ensuring the seamless flow of goods and services throughout the Southern African region.

ROAD FREIGHT DATA AND FORECAST (2023-2029)



e/f = BMI estimate/forecast. Source: Local sources, BMI

Mozambique's road freight sector is projected to expand by 3.1% year-on-year in 2025, reaching a volume of 292.6 million tonnes, driven by ongoing economic recovery and key infrastructure initiatives, including Highway Code reforms and the rehabilitation of the N1 highway. Between 2025 and 2029, the sector is expected to register an average annual growth rate of 3.9%, supported by enhanced trade activity and substantial infrastructure investments, such as the USD 500 million Millennium Challenge Corporation project in Zambézia and TRAC's USD 85.7 million rehabilitation of the N4 corridor.

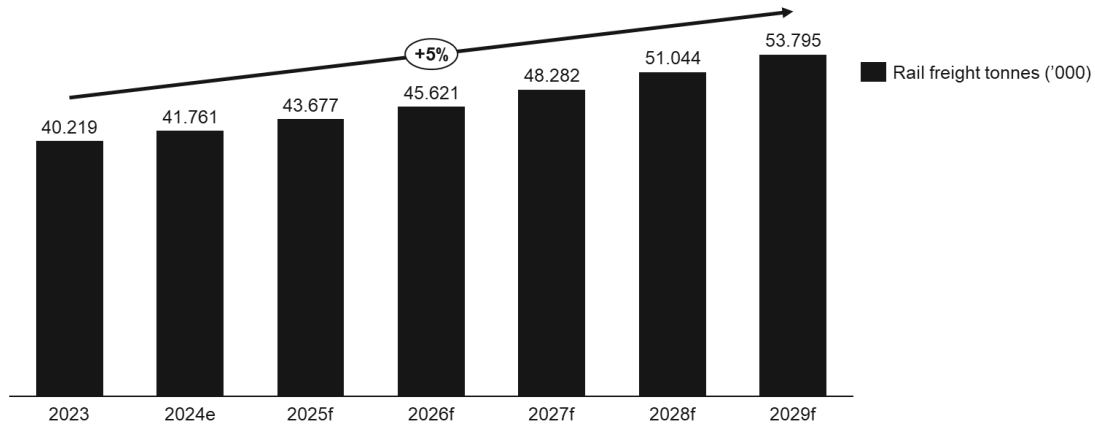
Long-term projections through 2034 remain favourable, with continued improvements in infrastructure and macroeconomic conditions expected to drive demand for goods transportation and strengthen regional trade. Notably, large-scale investments, including the World Bank's USD 850 million commitment to north-south road rehabilitation, will further support the sector's growth trajectory.

RAIL TRANSPORT

The rail industry in Mozambique is integral to the nation's transportation infrastructure, facilitating both domestic and international trade. Through key rail corridors such as the Nacala and Beira lines, Mozambique effectively connects landlocked neighbouring countries, including Malawi and Zimbabwe, to major ports, thereby enhancing regional economic integration. Recent investments in rail rehabilitation and expansion projects, including the modernisation of tracks and bridges, have markedly improved

logistics efficiency and capacity. These advancements support the export of essential commodities like coal and agricultural products and establish Mozambique as a strategic hub in Southern Africa's freight and logistics sectors. The growth of the rail industry is vital for the country's economic development, reducing transportation costs and fostering trade partnerships throughout the region.

MOZAMBIQUE RAIL FREIGHT FORECAST (2023-2029)



e/f = BMI estimate/forecast. Source: Institute of National Statistics, BMI

Mozambique's rail freight volumes are forecast to increase by 4.6% year-on-year in 2025, supported by improved transshipment infrastructure that enhances integration between ports, railways, and road networks, as well as growing regional trade activity. Key infrastructure developments, including the rehabilitation of the Machipanda railway line and improved port connectivity, are central to this growth. Between 2025 and 2029, rail freight volumes are projected to grow at an average annual rate of 5.2%, driven by continued investment in multimodal transport infrastructure, notably the expansion of the Maputo–Ressano Garcia railway corridor. Over the long term, Mozambique's strategic geographic position, coupled with ongoing infrastructure enhancements, is expected to facilitate more efficient goods movement and strengthen the country's role as a regional trade hub.

PROJECT UPDATES

- As of January 2025, the second phase of the Maputo–Ressano Garcia railway line duplication is underway, aiming to increase freight capacity to 24 million tonnes annually. This USD 80 million infrastructure project is expected to significantly enhance Mozambique's export capabilities by reducing transportation costs and alleviating road congestion. Supported by international partners, including the French Development Agency, the initiative reinforces Mozambique's position as a key regional trade corridor and is anticipated to generate substantial economic and social benefits through improved logistics efficiency and connectivity.
- Last year, CFM incurred approximately USD 10 million in losses resulting from vandalism and disruptions to cargo transport during post-election protests. Damage to key infrastructure, including facilities at Tenga and Matola-Gare stations, led to the suspension of passenger rail services and negatively affected logistics operations, particularly for businesses dependent on rail freight. The company has indicated a requirement of USD 6 million for infrastructure repairs, with the disruption placing additional strain on

Mozambique's road freight and logistics sector by increasing operational costs and interrupting critical supply routes essential for regional trade.

- The completion of the Balaka-Lilongwe rail rehabilitation project in October 2024, which connects to Mozambique's Nacala railway, will facilitate the resumption of coal exports from Tete Province to Malawi. This upgrade, encompassing new tracks and bridges, will significantly enhance logistics efficiency, benefiting coal exporters such as Jindal and JSW Steel. The restored connectivity will bolster regional trade, reduce transportation costs, and position Mozambique as a pivotal entity in Southern Africa's logistics and freight sectors.

URBAN MOBILITY – MAPUTO BRT PROJECT



Source: Comprehensive Urban Transport Master Plan for the Greater Maputo, JICA

The Greater Maputo region of Mozambique has experienced rapid population and economic growth in recent years, resulting in increased transport demand and mobility challenges. The movement of people and goods has significantly risen, exacerbating traffic congestion due to limitations in the road network. Public transportation predominantly relies on privately operated minibuses, known as “chapas”, which are rented to drivers who collect fares to cover operational costs.

Larger buses also operate, but their routes often overlap with those of the “chapas”. The region, which includes the cities of Maputo and Matola, as well as the districts of Boane and Marracuene, is projected to grow from 2.2 million residents in 2012 to over 3.7 million by 2035. Although municipal authorities are responsible for transport planning and regulation, coordination issues persist across the interconnected metropolitan area.

To address these challenges, the Maputo Metropolitan Transport Agency (AMT) was established in late 2017 under the Ministry of Transport and Communications. AMT is charged with managing the master transportation plan for Greater Maputo. However, as a newly formed agency, AMT requires support to define its mandates, staffing, and financing frameworks, and is positioned to administer bus route contracts across municipalities in the region.

PROJECT UPDATE

<i>Name</i>	<i>Previous</i>	<i>Current</i>
<i>Progress towards achievement of PDO</i>	Satisfactory	Satisfactory
<i>Overall Implementation Progress (IP)</i>	Satisfactory	Moderately Satisfactory
<i>Overall Risk Rating</i>	High	High

Source: World Bank Implementation Status & Results Report

- ✓ Maputo is advancing the development of its inaugural Bus Rapid Transit (BRT) system—a 22-kilometre corridor originating from Workers' Square—designed to enhance urban mobility and integrate existing public transportation networks. The project is being financed by the World Bank.
- ✓ Additionally, the Municipality of Matola has confirmed the continuation of the 'Move Maputo' initiative, a strategic urban transport development project valued at USD 250 million.
- ✓ The project is expected to facilitate the transport of more than 124,000 people a day, reducing the need for long-distance travel to access buses. The BRT will start operating from downtown Maputo and will extend along Guerra Popular Avenue to Praça dos Combatentes, linking Magoanine to Missão Roque.
- ✓ After obtaining finance from the World Bank last year, the Ministry of Transport and Communications (MTC) in Mozambique invited Expressions of Interest (EOIs) from qualified and experienced consultancy firms for the provision of consultancy services for the design and supervision of construction works for a depot to support electric Bus Rapid Transit (BRT) services in Maputo.
- ✓ The EOI process was intended to precede the issuance of a Request for Proposal (RFP) for the corresponding consultancy services package to be tendered among shortlisted firms.
- ✓ The specific objective of the assignment was to conduct preparatory studies and tests, as well as to develop detailed architectural, environmental, and engineering plans for a depot and holding facility. Additionally, the assignment included the supervision of the associated construction works.

OPPORTUNITIES FOR SWEDISH COMPANIES

Swedish companies can play a significant role in the development of Mozambique's energy, mining, and transport industries through various strategic initiatives and

partnerships. Here are some ways they can be involved, along with examples of known Swedish companies:

<i>Industry</i>	<i>Swedish Offer</i>
<i>Energy</i>	<p>Swedish involvement primarily comes through government funding and support for projects aimed at rural electrification, particularly through the national electricity utility, Electricidade de Moçambique (EDM), with a focus on capacity building and infrastructure upgrades, including rehabilitation of hydropower stations like Mavuzi and Chicamba.</p> <ul style="list-style-type: none"> • Renewable Energy Projects: Companies like Hitachi Energy, Siemens Energy, Voith Hydro and ABB can develop solar, wind, and hydroelectric power projects in Mozambique, leveraging their advanced technologies and sustainable practices. • Energy Infrastructure: Swedish companies with proficiency in energy management systems are well-positioned to collaborate with local entities to build and upgrade energy infrastructure, including power plants, transmission lines, and distribution networks, ensuring reliable and efficient energy supply. • Capacity Building: Providing training and capacity-building programmes to the local workforce and institutions to enhance skills and knowledge in renewable energy technologies and energy management.
<i>Mining</i>	<p>Swedish technology providers in the mining industry are globally recognised for their advanced, reliable, and sustainable solutions that enhance productivity, safety, and efficiency. Companies like Sandvik and Epiroc lead the way with cutting-edge automation, electrification, and digitalisation technologies tailored for modern mining operations.</p> <p>Their strong reputation is built on decades of engineering excellence, robust equipment, and a strong commitment to environmental stewardship. These providers are preferred for their high-quality innovations, proven performance in demanding conditions, and strong after-sales support, making them trusted partners in driving sustainable growth and operational excellence in the mining sector.</p> <ul style="list-style-type: none"> • Mining Technology and Equipment: Equipment suppliers such as Sandvik and Epiroc can supply advanced mining equipment and technologies that improve efficiency, safety, and environmental sustainability in Mozambique's mining operations. • Exploration and Extraction: Partnering with local mining companies for exploration and extraction of minerals,

Transport / Mobility

bringing in expertise in sustainable mining practices and resource management.

- **Environmental Management:** Implementing best practices for environmental management and rehabilitation of mining sites, ensuring compliance with international standards and reducing ecological impact.

Swedish technology providers in the transport and mobility sector are renowned for their innovation, sustainability, and safety-driven solutions. Global leaders like Volvo and Scania have set industry benchmarks with their advanced vehicle technologies, including electrified drivetrains, autonomous systems, and intelligent transport solutions. Their commitment to reducing emissions, improving fuel efficiency, and enhancing road safety has made them preferred partners in both urban mobility and long-haul transport. Backed by strong engineering expertise and a forward-looking approach to sustainable mobility, Swedish providers are trusted globally for delivering reliable, efficient, and environmentally responsible transport solutions.

- **Infrastructure Development:** Companies like Scania and Volvo can participate in the construction and modernisation of transport infrastructure, including roads, railways, and ports, leveraging their engineering expertise and innovative solutions.
- **Public Transportation Systems:** Collaborating with local authorities to develop efficient and sustainable public transportation systems, such as bus rapid transit (BRT) and rail networks, incorporating Swedish technology and management practices from companies like Scania and Volvo.
- **Logistics and Supply Chain Solutions:** Offering advanced logistics and supply chain management solutions to improve the efficiency of goods movement and reduce transportation costs within Mozambique and across the region.

CONCLUSION

Swedish enterprises have notable opportunities in Mozambique, particularly within the energy, mining, and transport/mobility sectors. However, these opportunities come with challenges due to the country's political and economic instability. Mozambique's energy sector presents potential for development, given its vast, untapped resources such as natural gas, coal, and hydropower. Swedish firms can contribute by leveraging their expertise in renewable energy technologies, including solar and wind power, and by participating in energy infrastructure projects encompassing power generation, transmission, and distribution. However, ongoing political instability and complex procurement processes can pose significant hurdles.

In the mining industry, Mozambique is endowed with rich mineral resources, including coal, titanium, and precious stones. Swedish companies can engage in mining operations by providing advanced equipment, technology, and sustainable mining practices. There is also potential for investment in exploration activities and the development of mining infrastructure, which can benefit from Swedish innovation and efficiency. Nevertheless, regulatory challenges and economic disruptions must be carefully navigated.

The transport sector in Mozambique offers opportunities for development, particularly in road, rail, and port infrastructure. Swedish companies can provide valuable expertise in constructing and upgrading transport networks, supplying modern transport solutions, and contributing to sustainable urban mobility systems. A notable project in this sector is the Maputo Bus Rapid Transit (BRT) system, which aims to enhance urban mobility in the capital city. Swedish firms can play a role in the development and implementation of the Maputo BRT, bringing their experience with efficient and sustainable public transport systems to the fore. However, political unrest and logistical challenges can impact project timelines and success.

In summary, while Swedish enterprises can play a role in the advancement of Mozambique's energy, mining, and transport/mobility sectors by introducing advanced technologies, sustainable practices, and investment, they must also be prepared to navigate the complexities of political and economic instability and challenging procurement processes.



We help Swedish companies grow global sales and international companies invest and expand in Sweden.

BUSINESS-SWEDEN.COM

BUSINESS SWEDEN Box 240, SE-101 24 Stockholm, Sweden
World Trade Center, Klarabergsviadukten 70
T +46 8 588 660 00 F +46 8 588 661 90
info@business-sweden.se

Business Sweden South Africa
4th Floo, 138 West Street,
Sandton 2196,
Johannesburg, South Africa
ask.southafrica@business-sweden.se