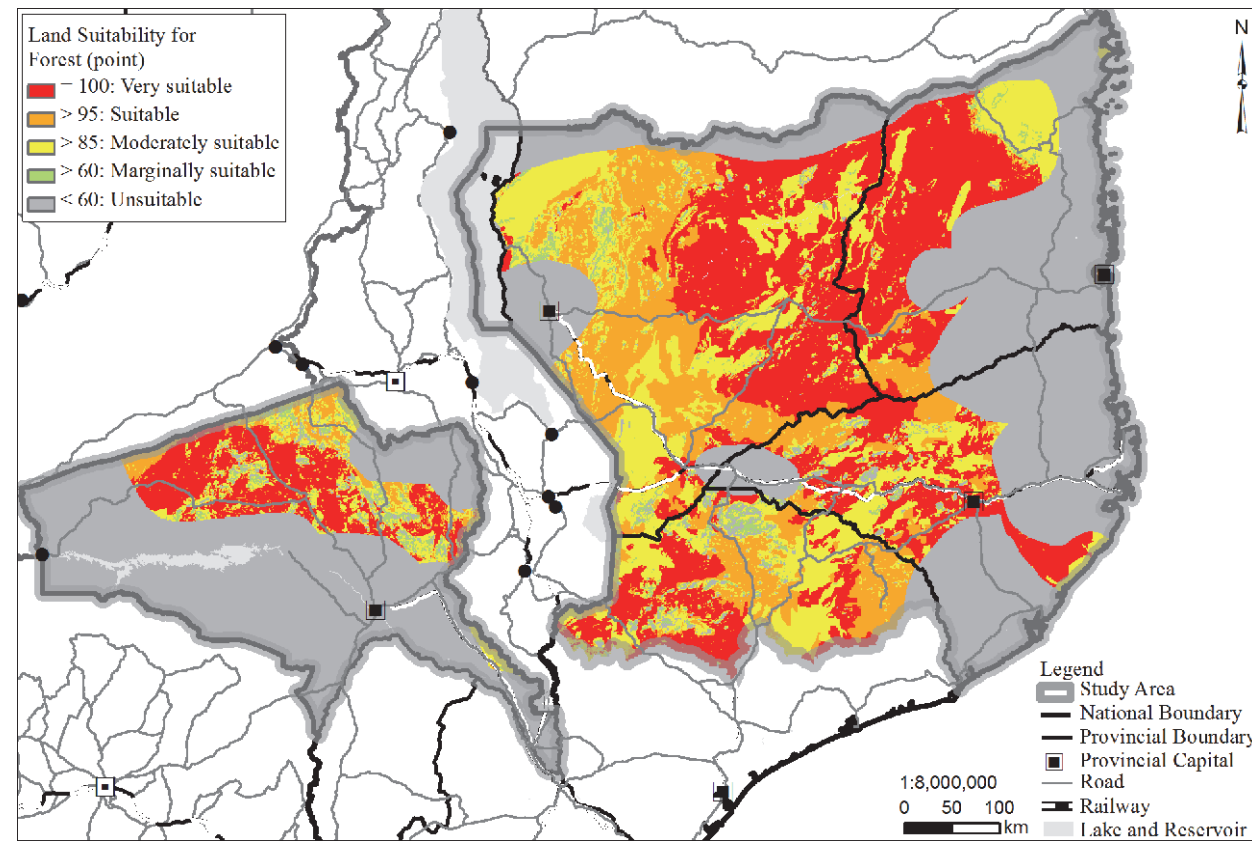
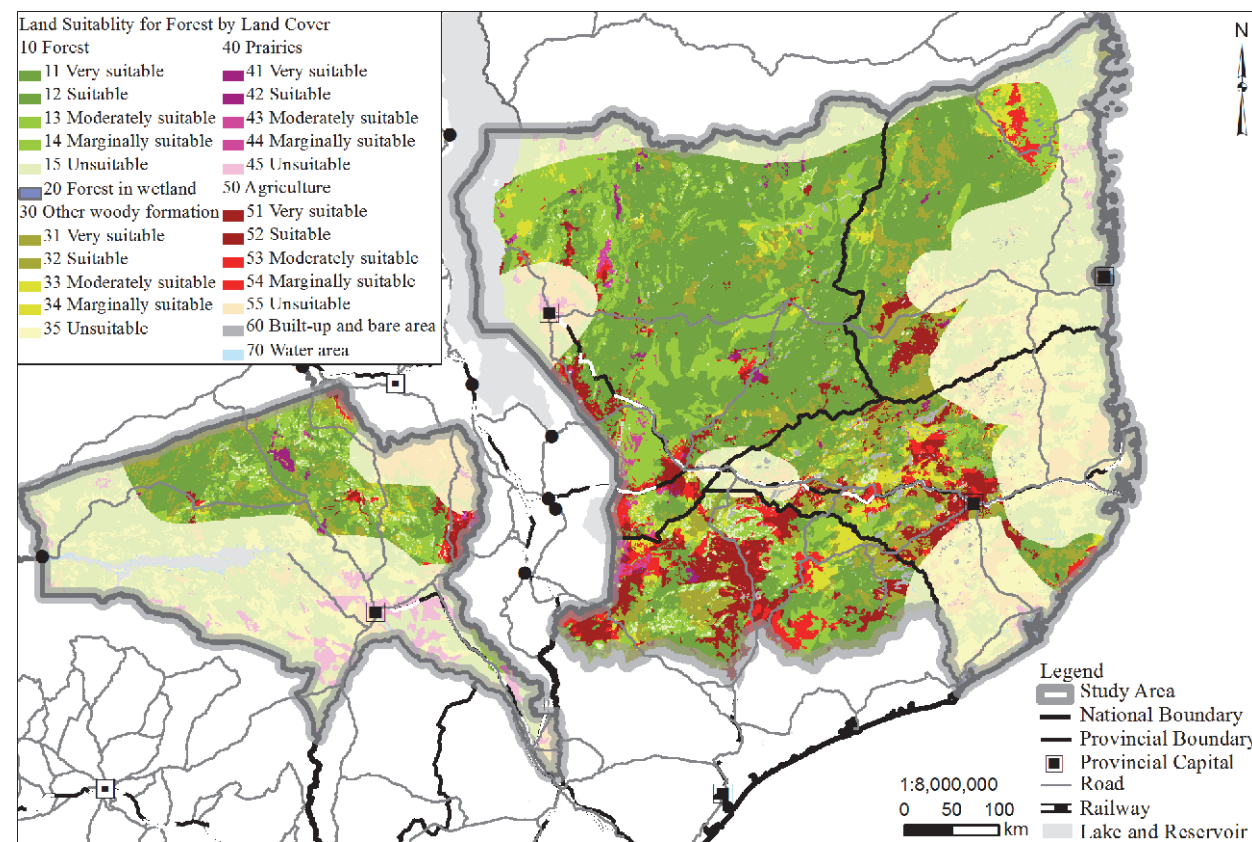


### C. Analysis Map / C-2 Forest Potentials

[C-2-1] Land Suitability for Forest

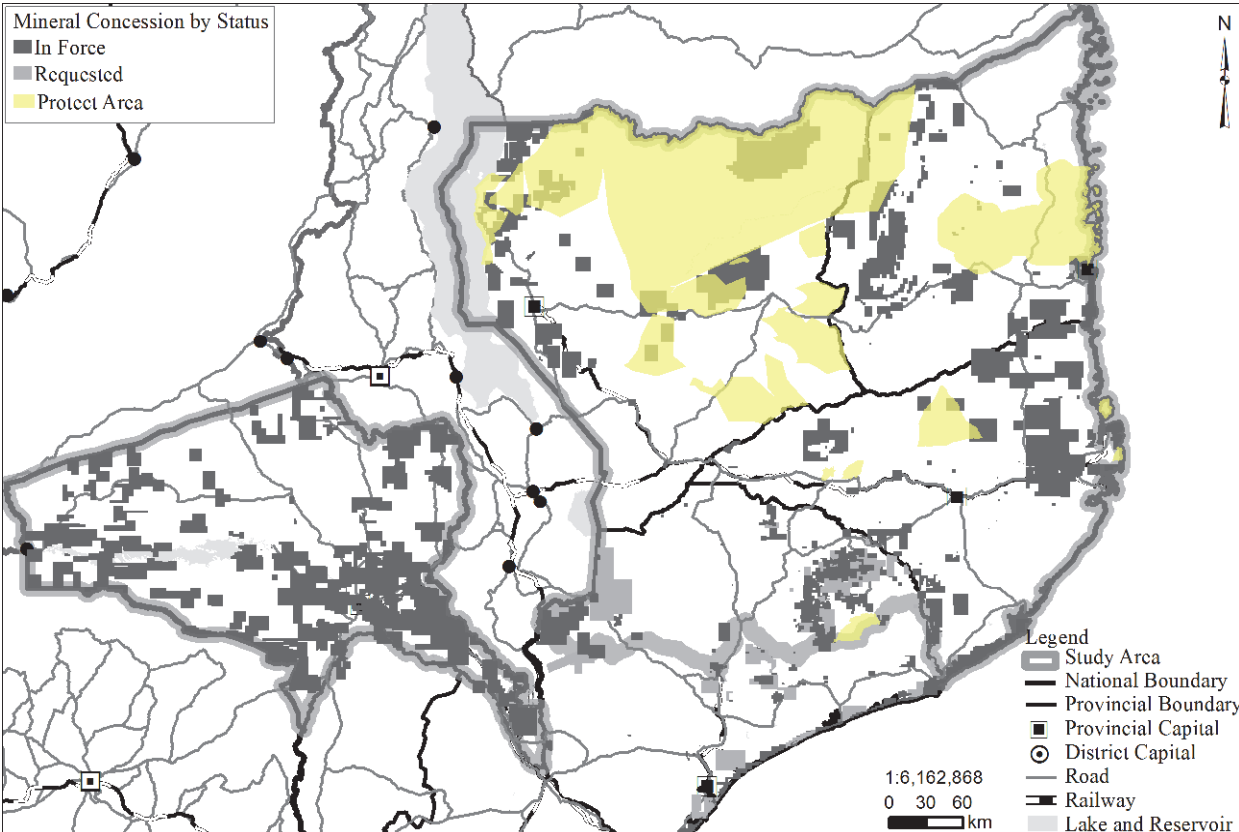


[C-2-2] Land Suitability for Forest by Land Cover

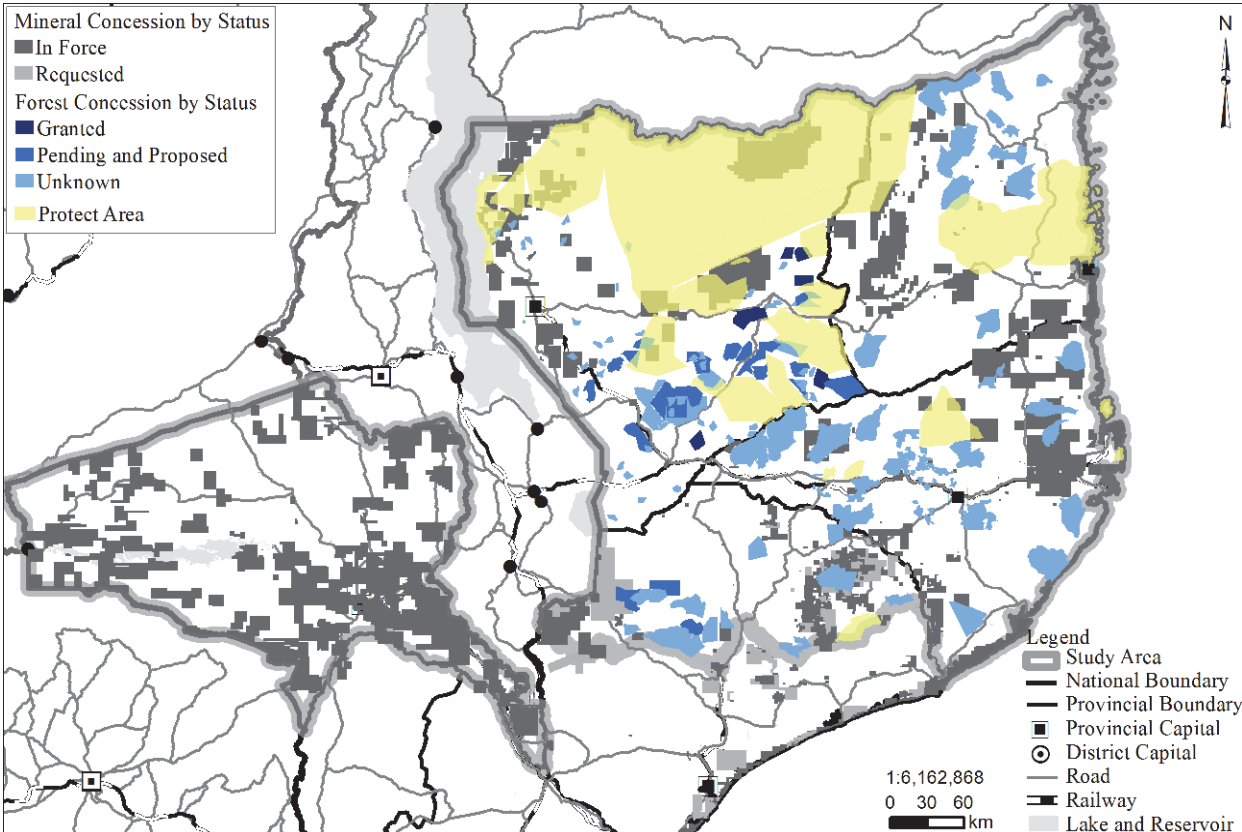


### C. Analysis Map / C-3 Constraints to Agricultural Land Use

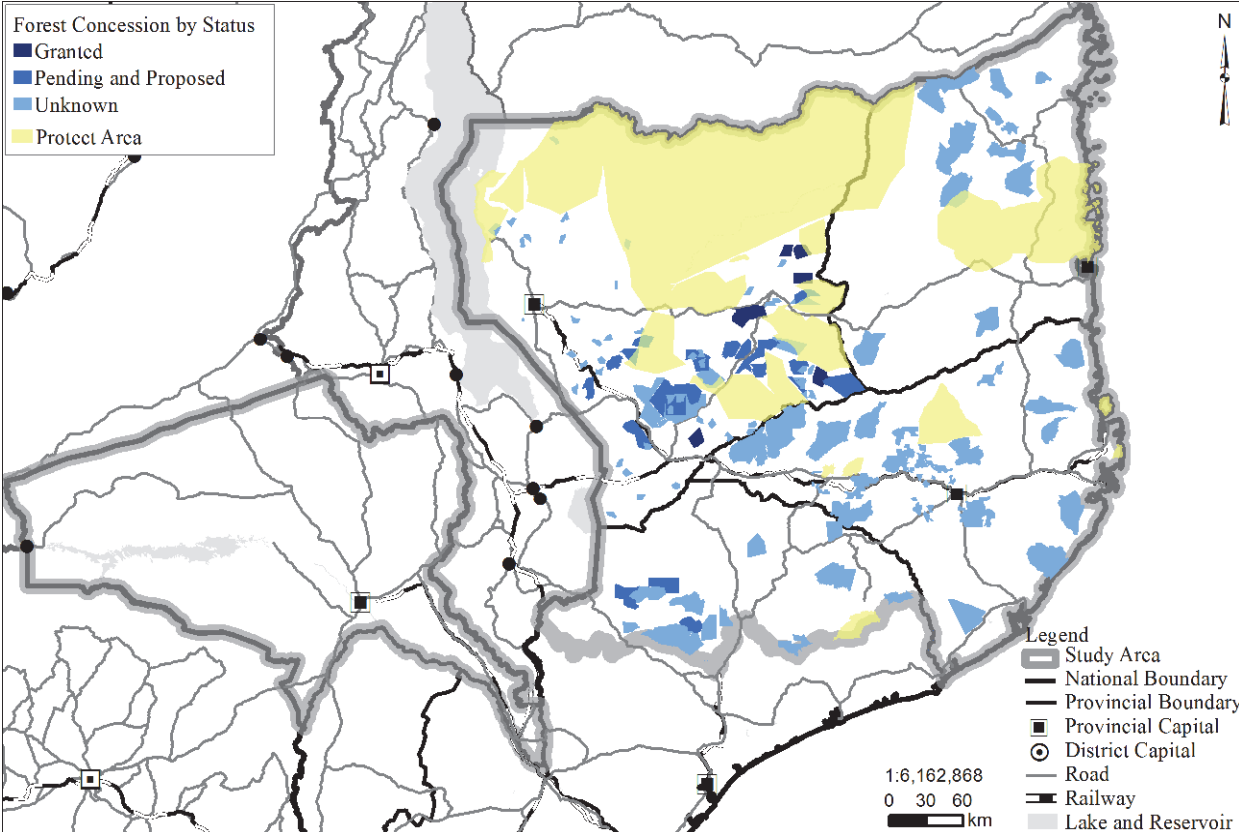
[C-3-1] Mineral Concession Area



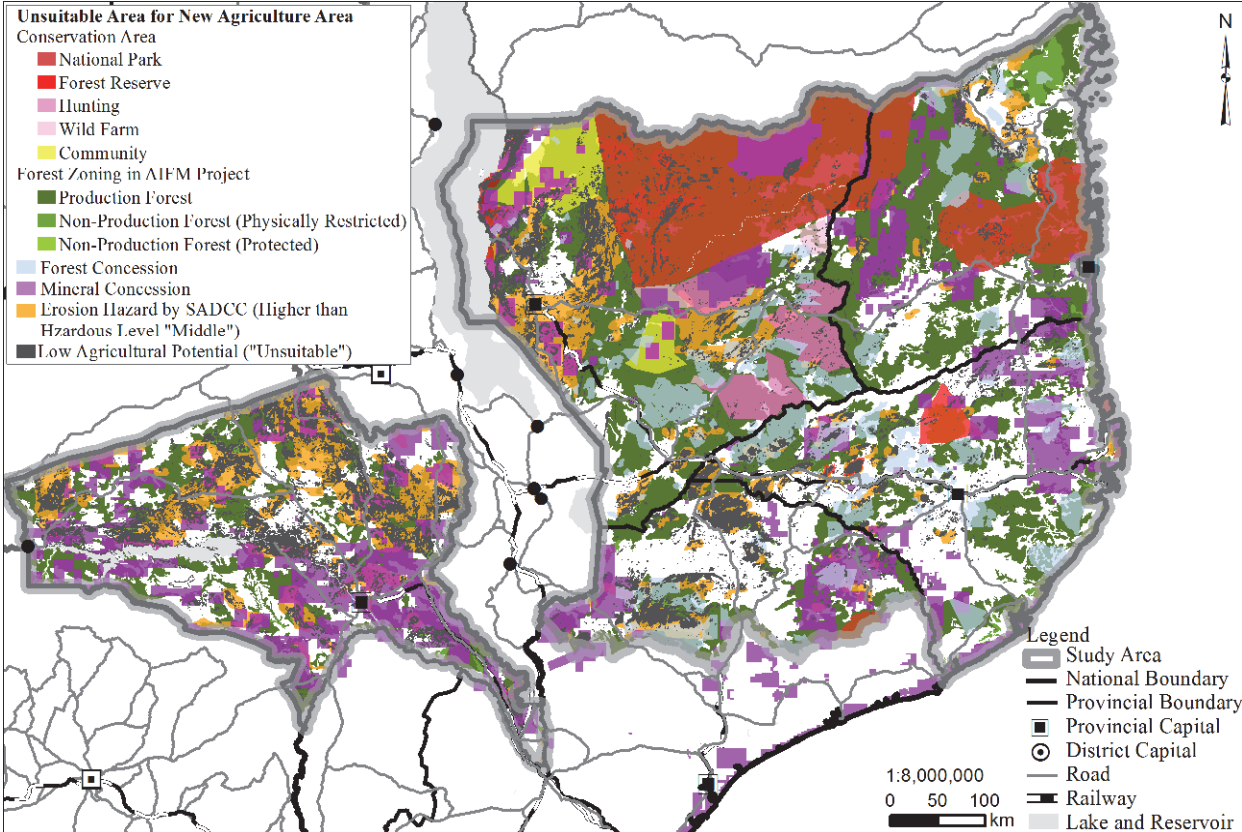
[C-3-3] Concession Area (Mineral + Forest)



[C-3-2] Forest Concession Area

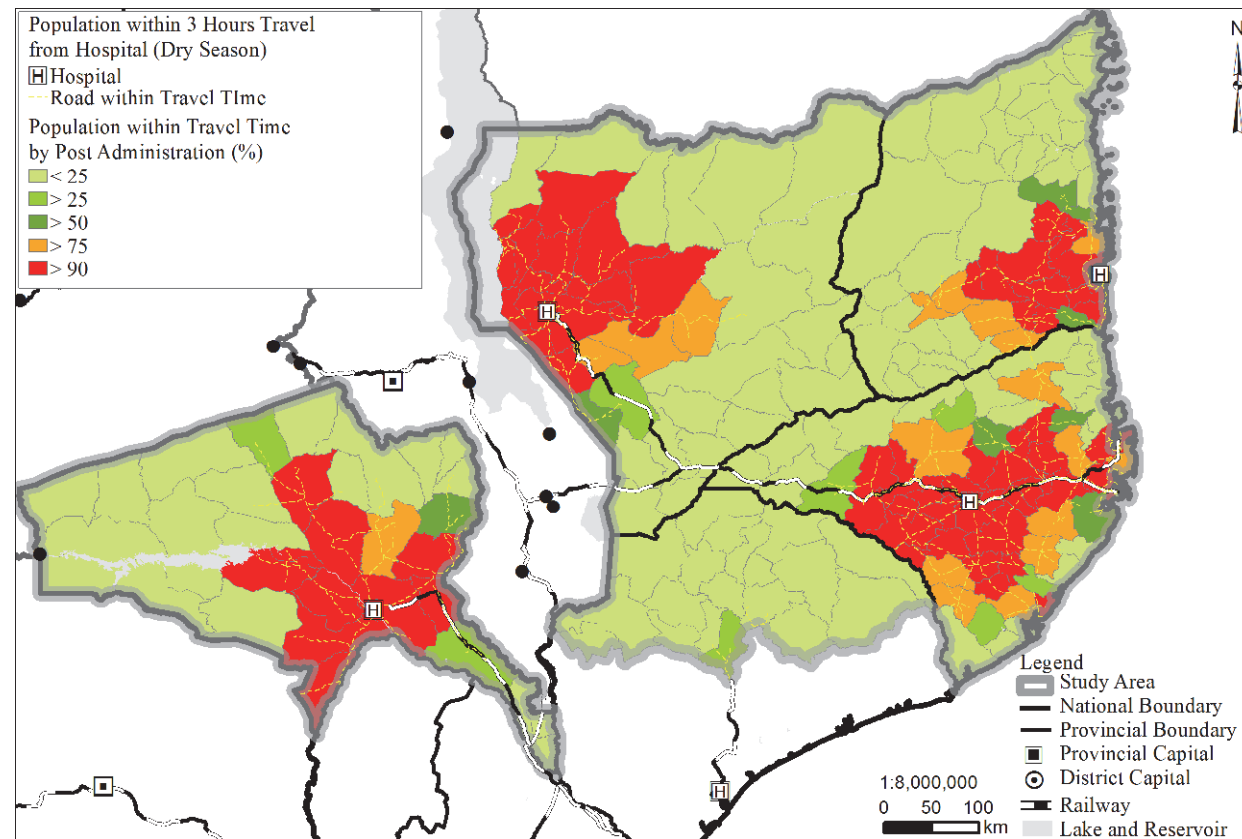


[C-3-4] Unsuitable Area for New Agriculture

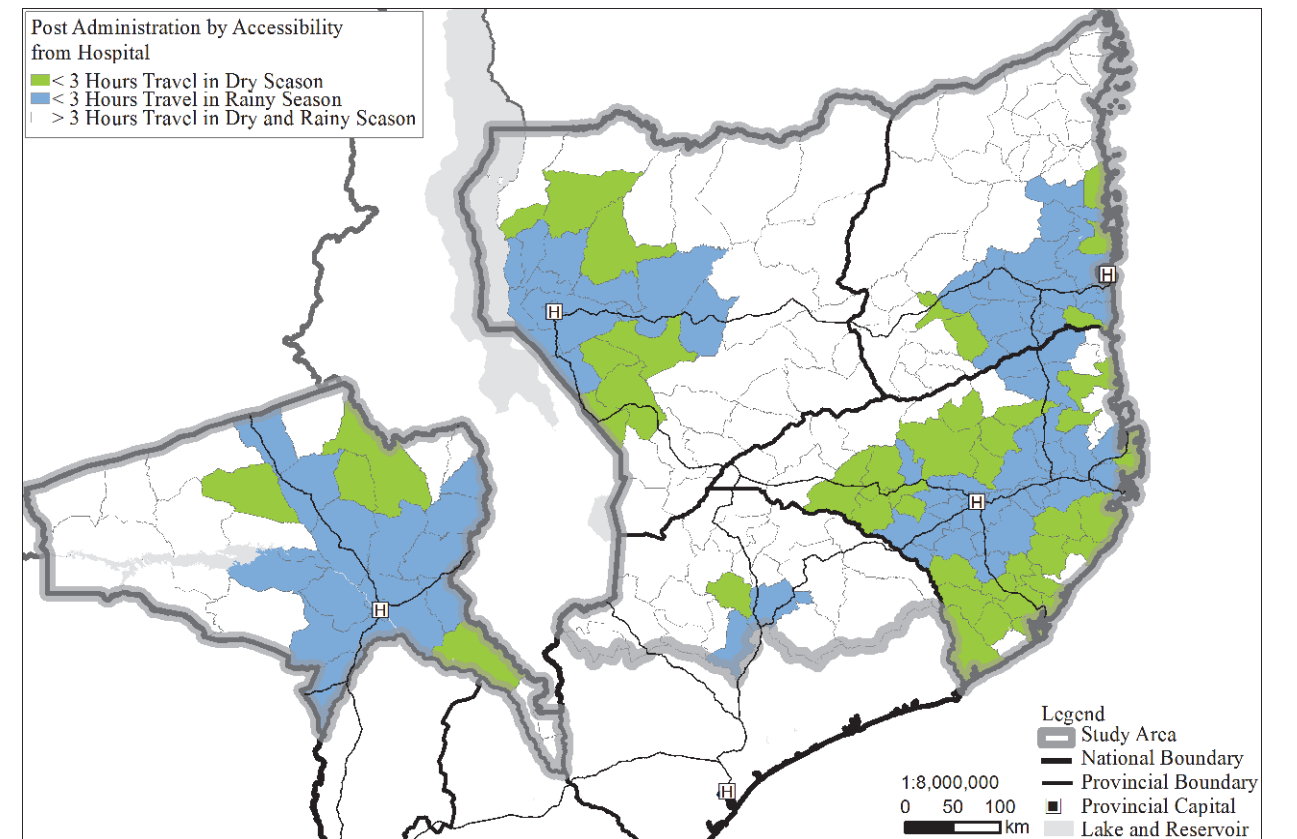


### C. Analysis Map / C-4 Accessibility Analysis

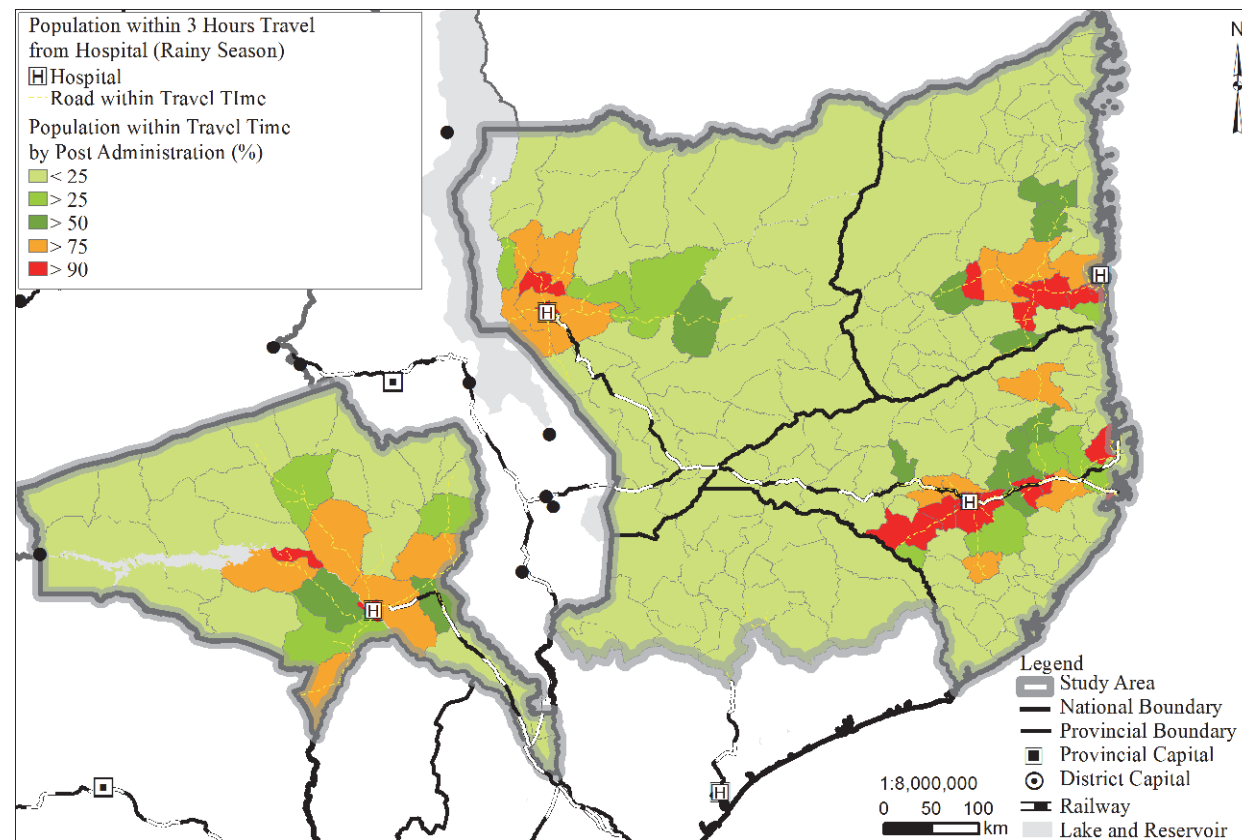
[C-4-1] Accessibility to Hospital <Dry Season>



[C-4-3] Accessibility to Hospital <Comparison between Dry and Rainy Season>

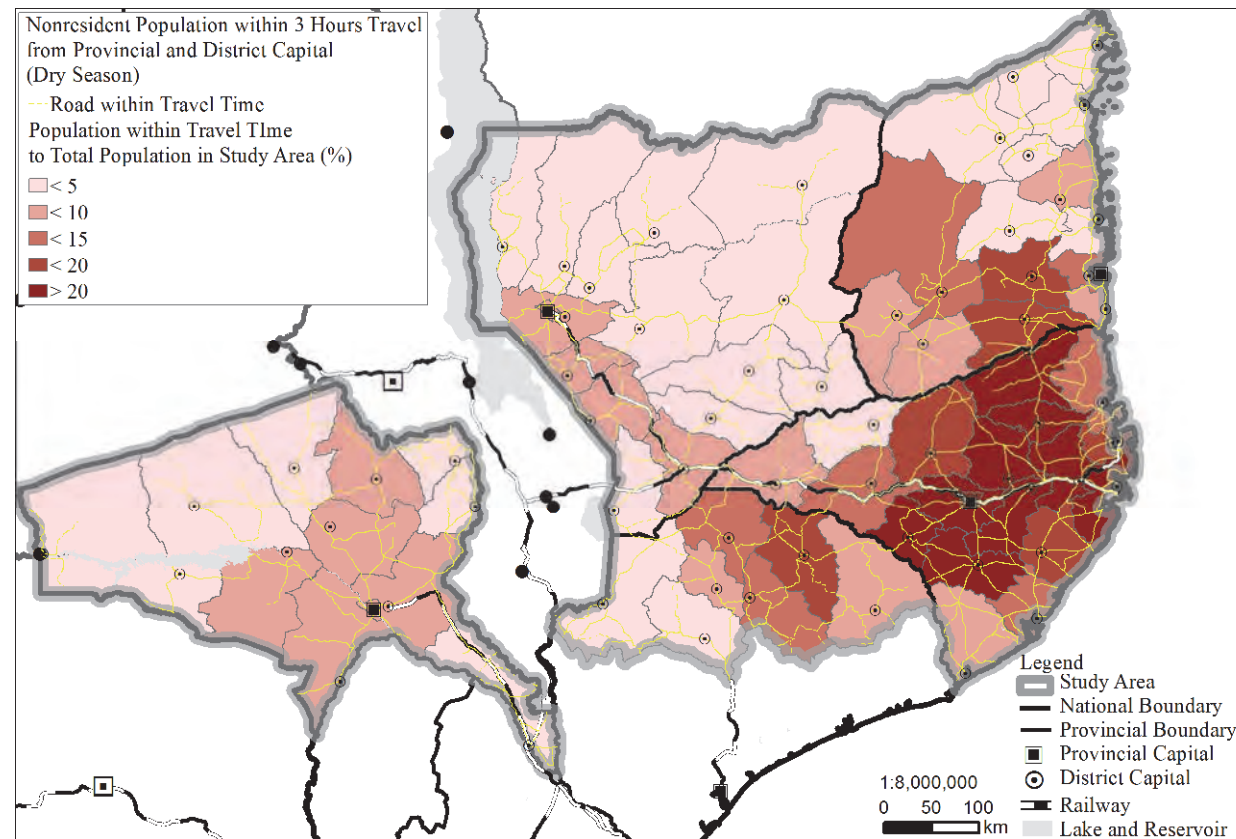


[C-4-2] Accessibility to Hospital <Rainy Season>

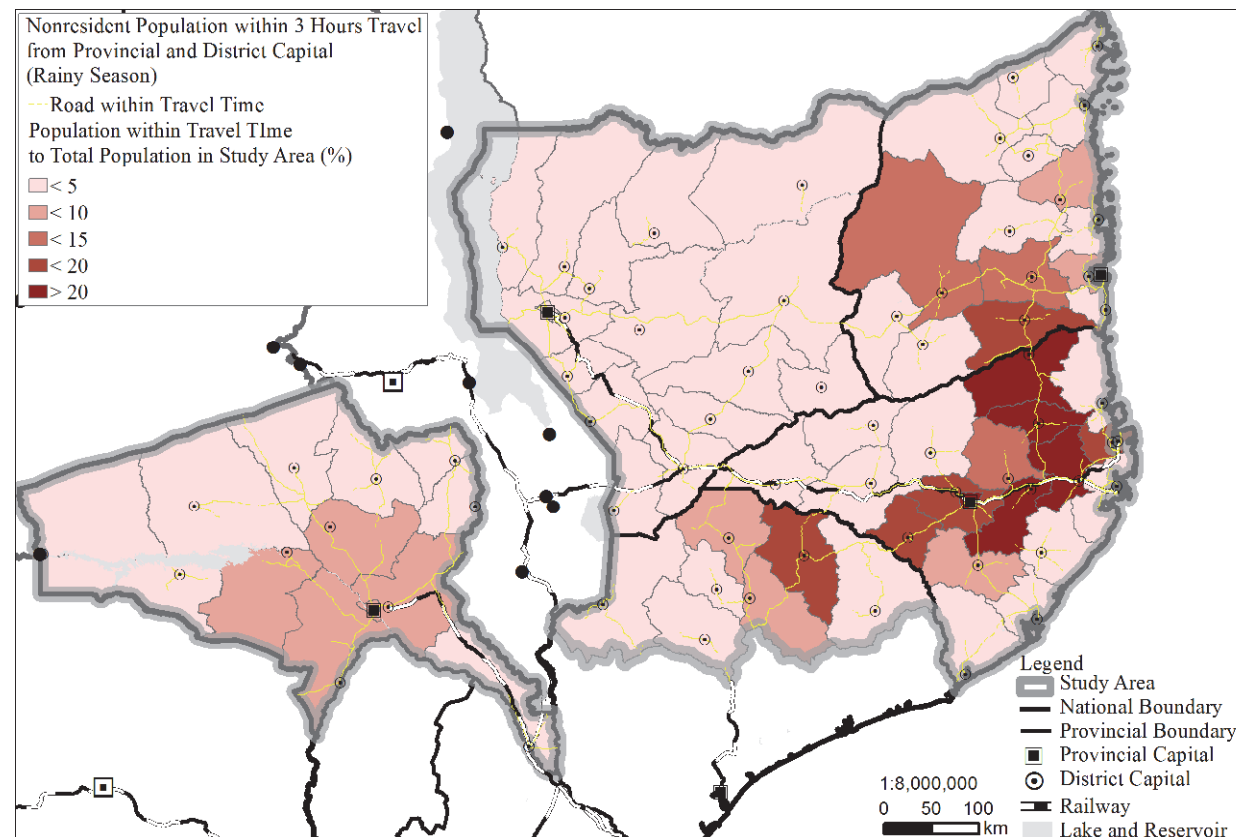


## C. Analysis Map / C-4 Accessibility Analysis

[C-4-4] Market Potentials <Dry Season>



[C-4-5] Market Potential <Rainy Season>



### Market Potential

Definition: Number of population with whom each district resident can communicate within 3 hours travel.

Methodology:

1. Analyze the coverage of 3 hours driving from each district and provincial capital for both dry and rainy season.
2. Calculate the population within 3 hours coverage. [A-dry] and [A-rainy]
3. Calculate total population within the Study Area [B]
4. Calculate the percentage of [A] / [B] for each district.

Results:

The weighted average of non-resident population is

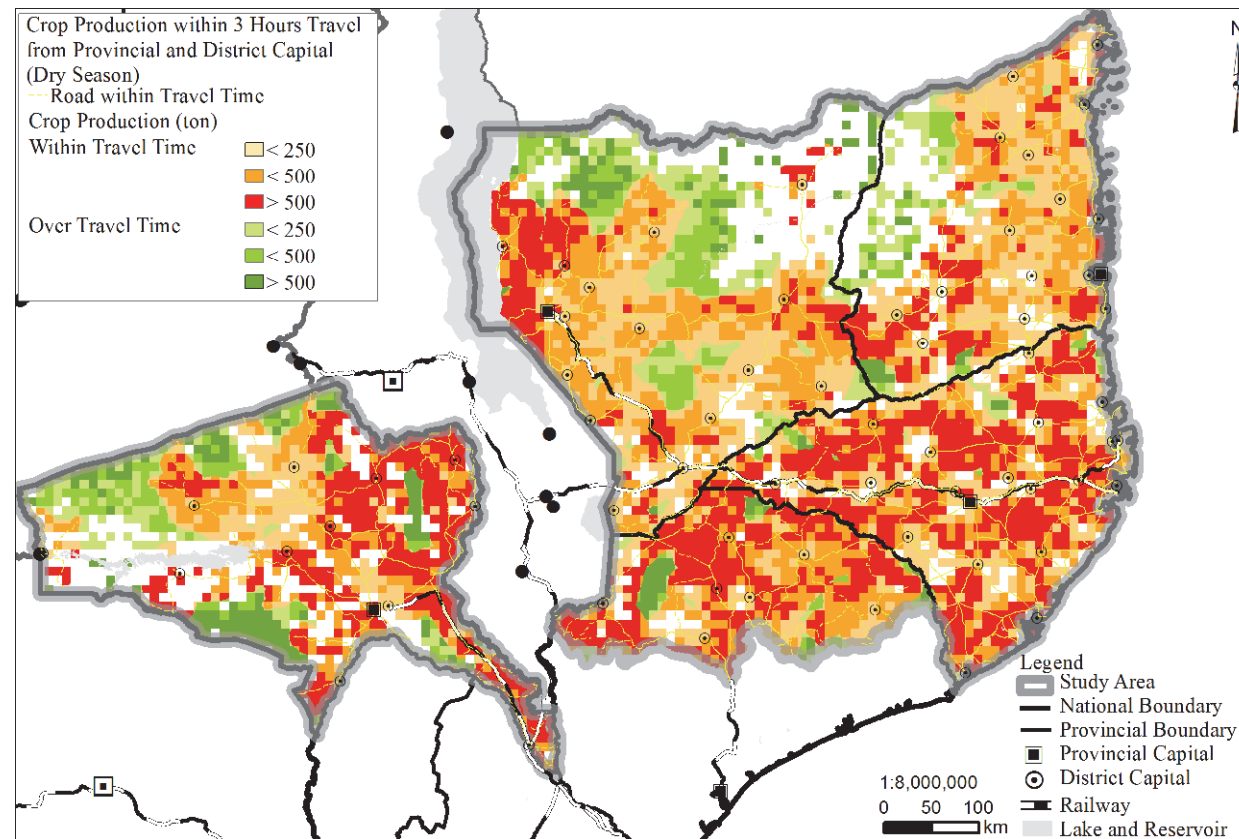
	Current	Short Term	Long Term
Dry Season	12.4%	14.2%	16.0%
Rainy Season	7.8%	11.2%	15.1%

Short Term: see at [C-5-9] and [C-5-10]

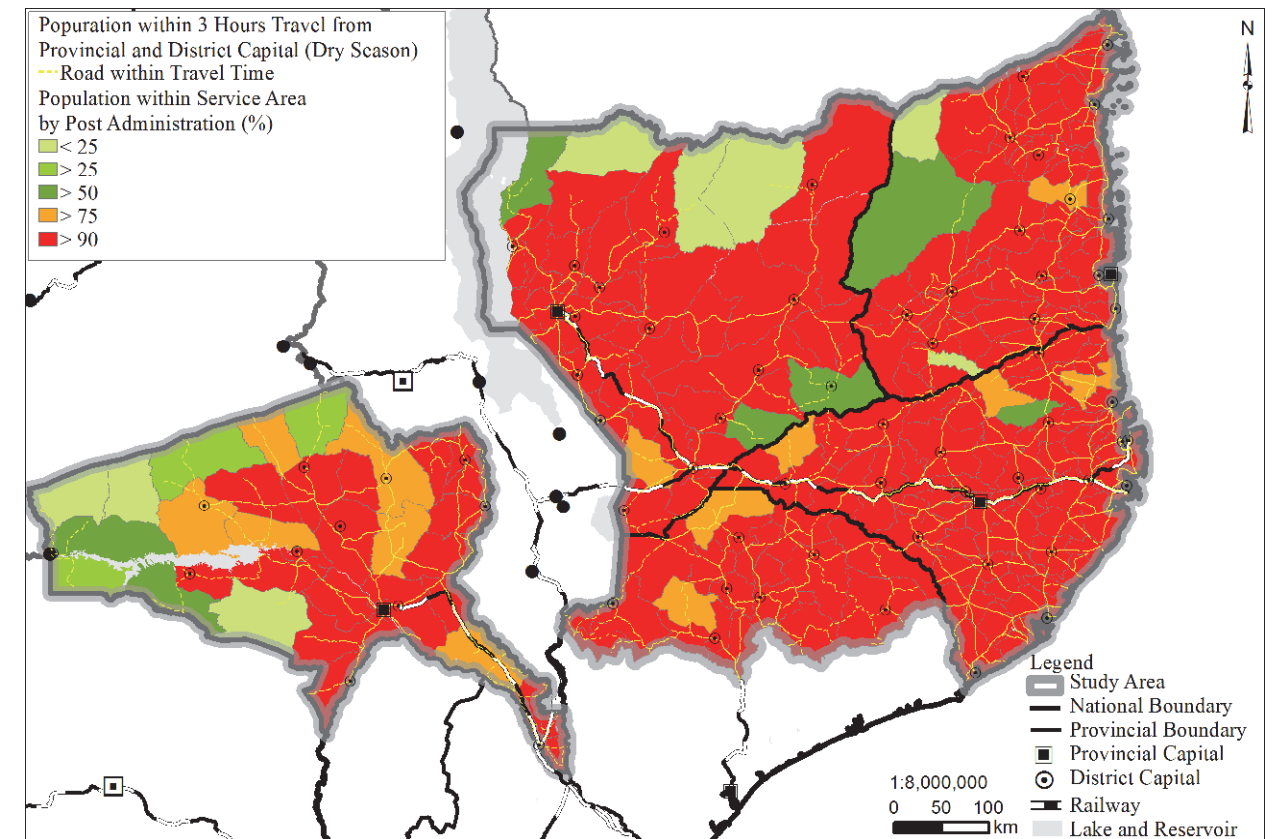
Long Term: see at [C-5-11] and [C-5-12]

## C. Analysis Map / C-4 Accessibility Analysis

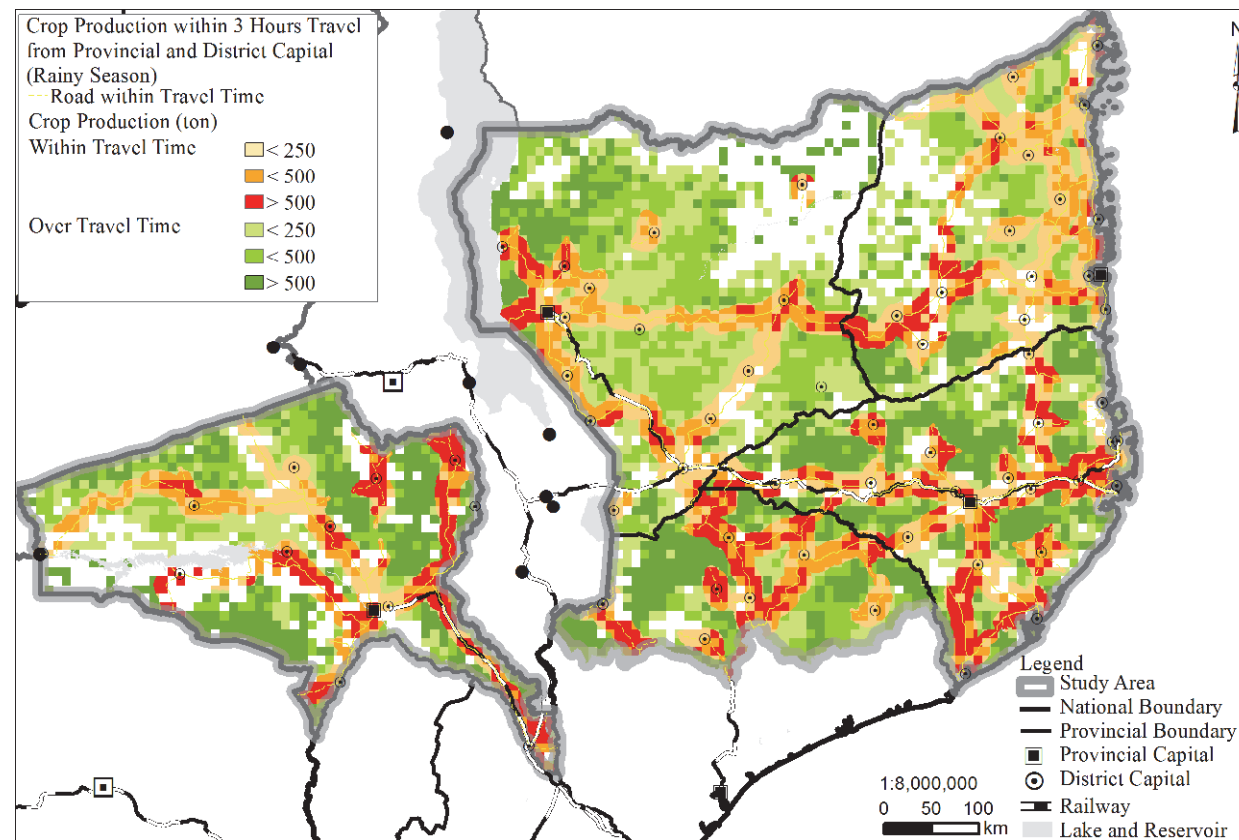
[C-4-6] Crop Production within 3 hours traveling from District Capital <Dry Season>



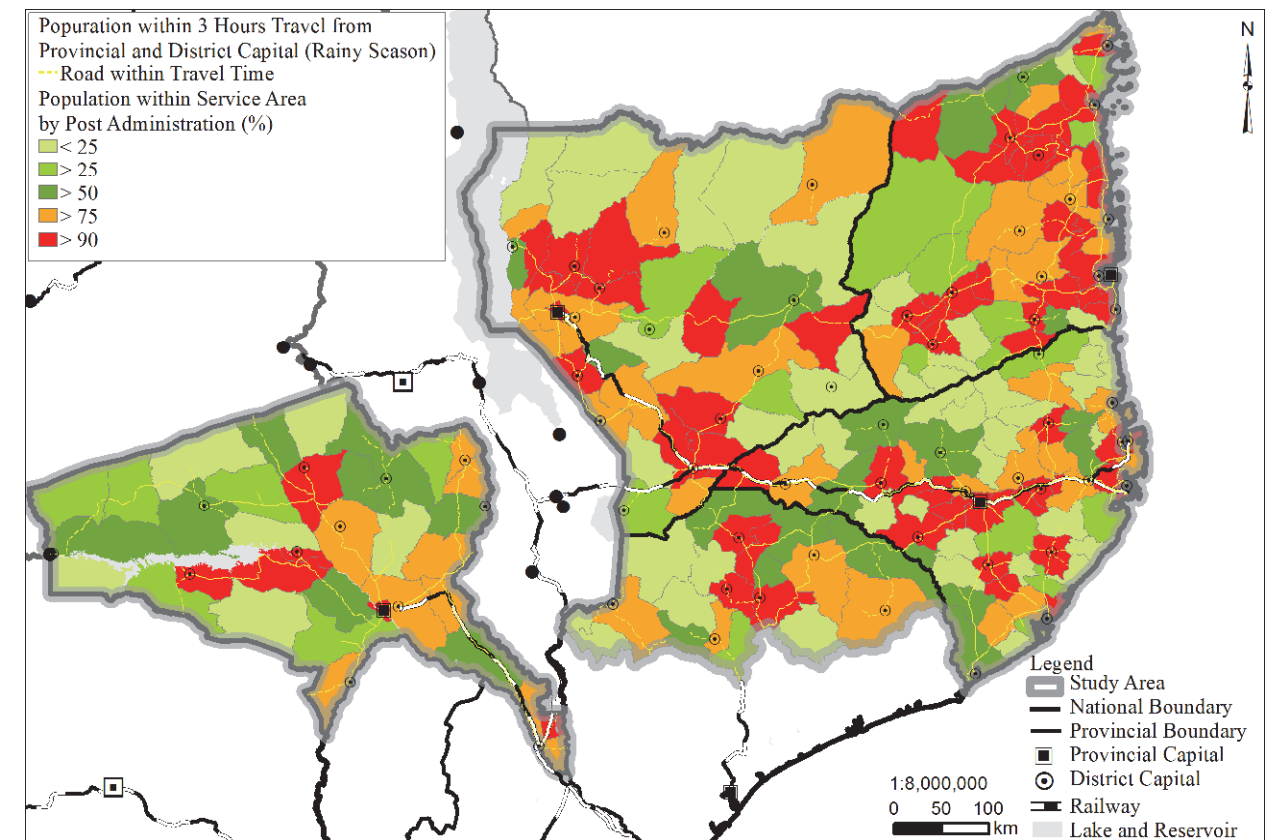
[C-4-8] Accessibility to District/Provincial Capital within 3 hours from Administrative Post <Dry Season>



[C-4-7] Crop Production within 3 hours traveling from District Capital <Rainy Season>

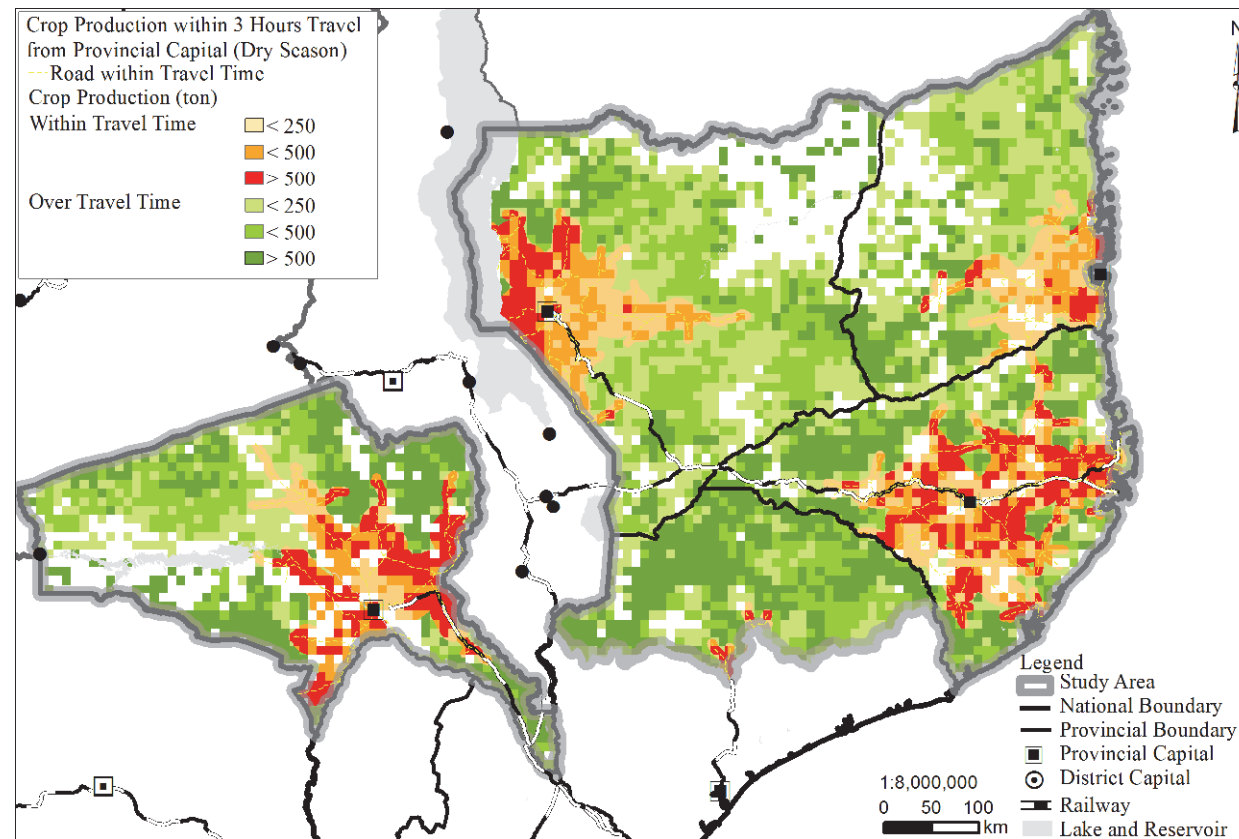


[C-4-9] Accessibility to District/Provincial Capital within 3 hours from Administrative Post <Rainy Season>

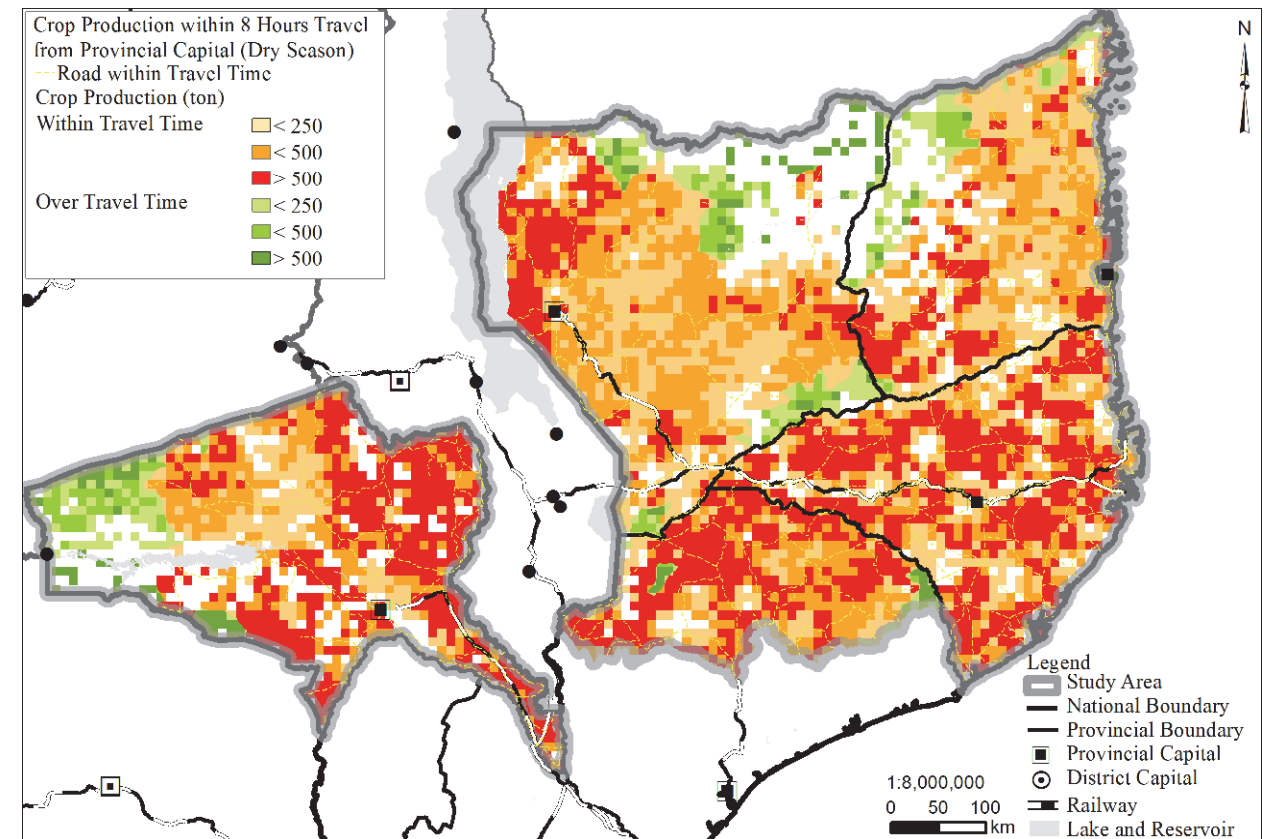


### C. Analysis Map / C-4 Accessibility Analysis

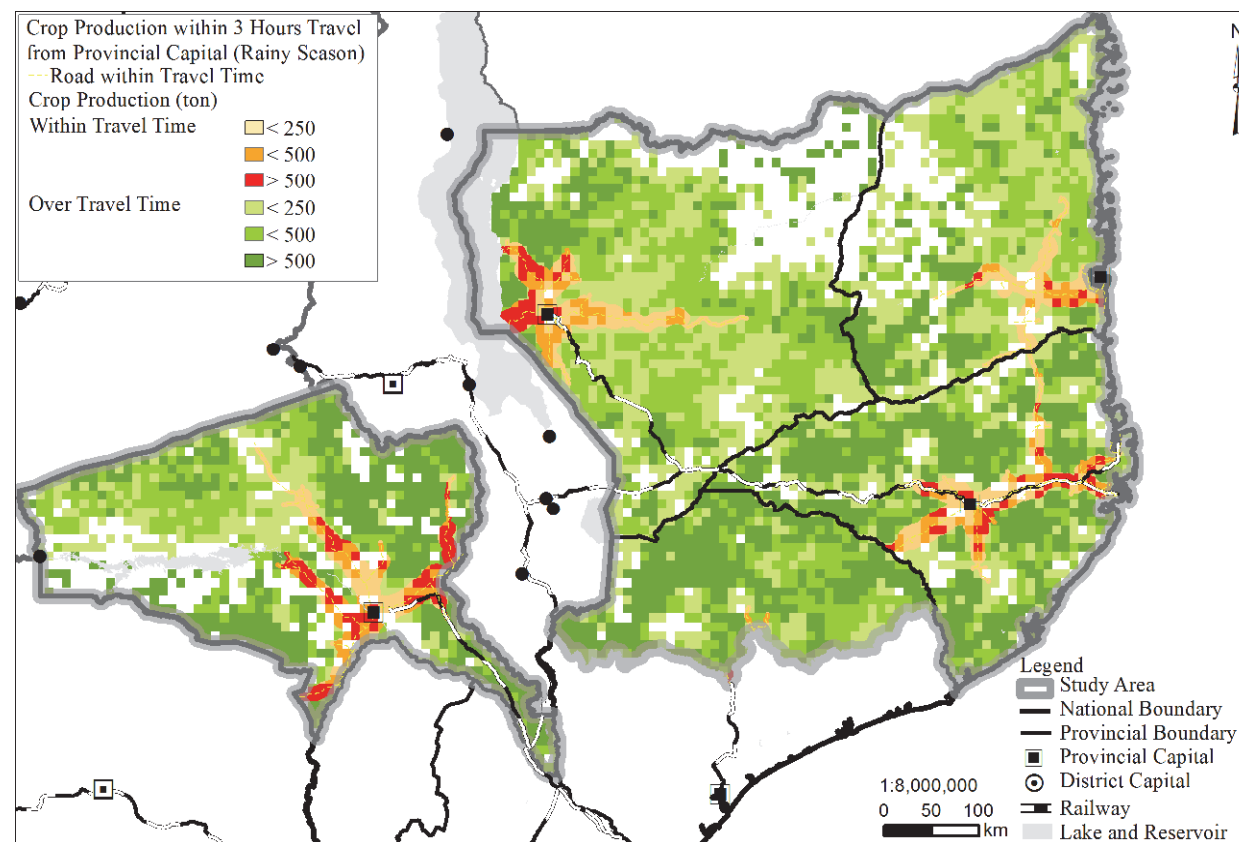
[C-4-10] Crop Production within 3 hours traveling from Provincial Capital <Dry Season>



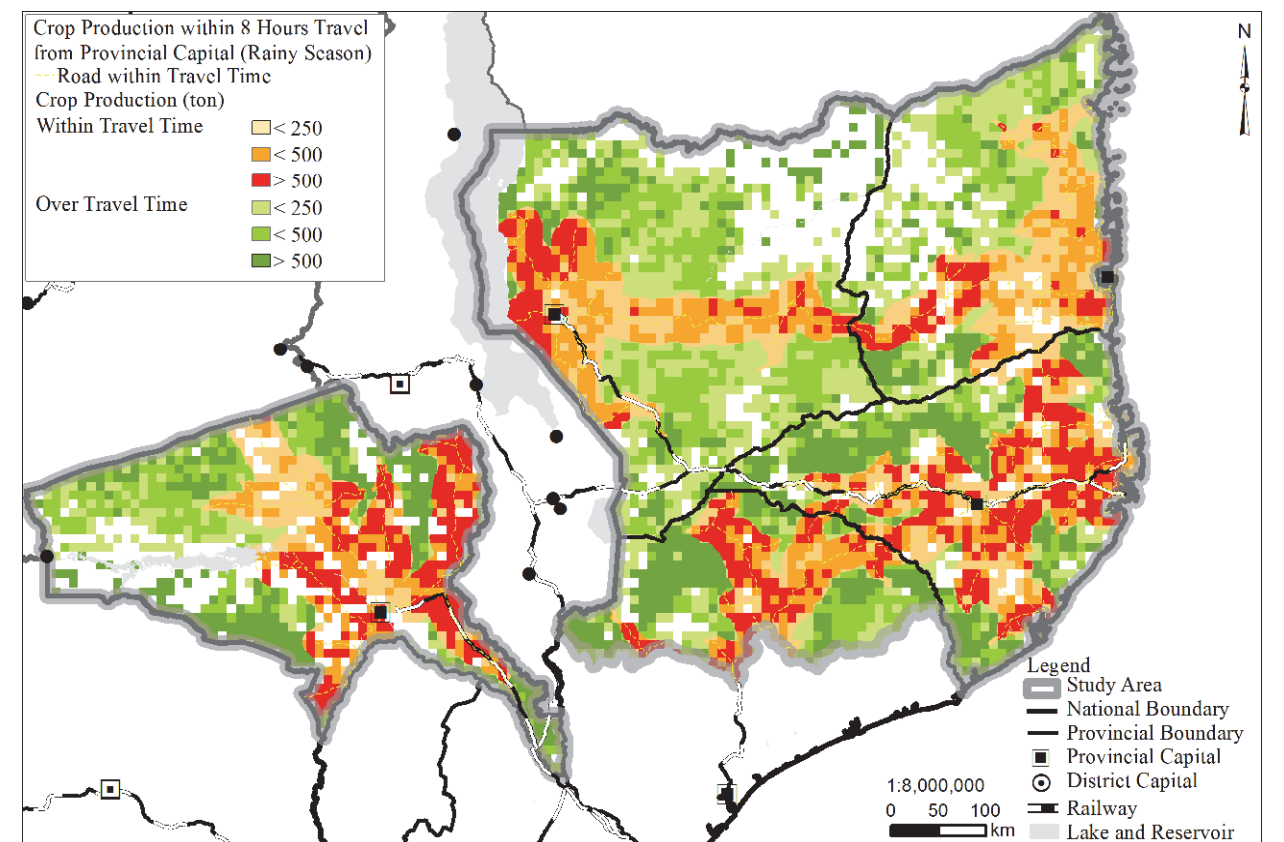
[C-4-12] Crop Production within 8 hours traveling from Provincial Capital <Dry Season>



[C-4-11] Crop Production within 3 hours traveling from Provincial Capital <Rainy Season>

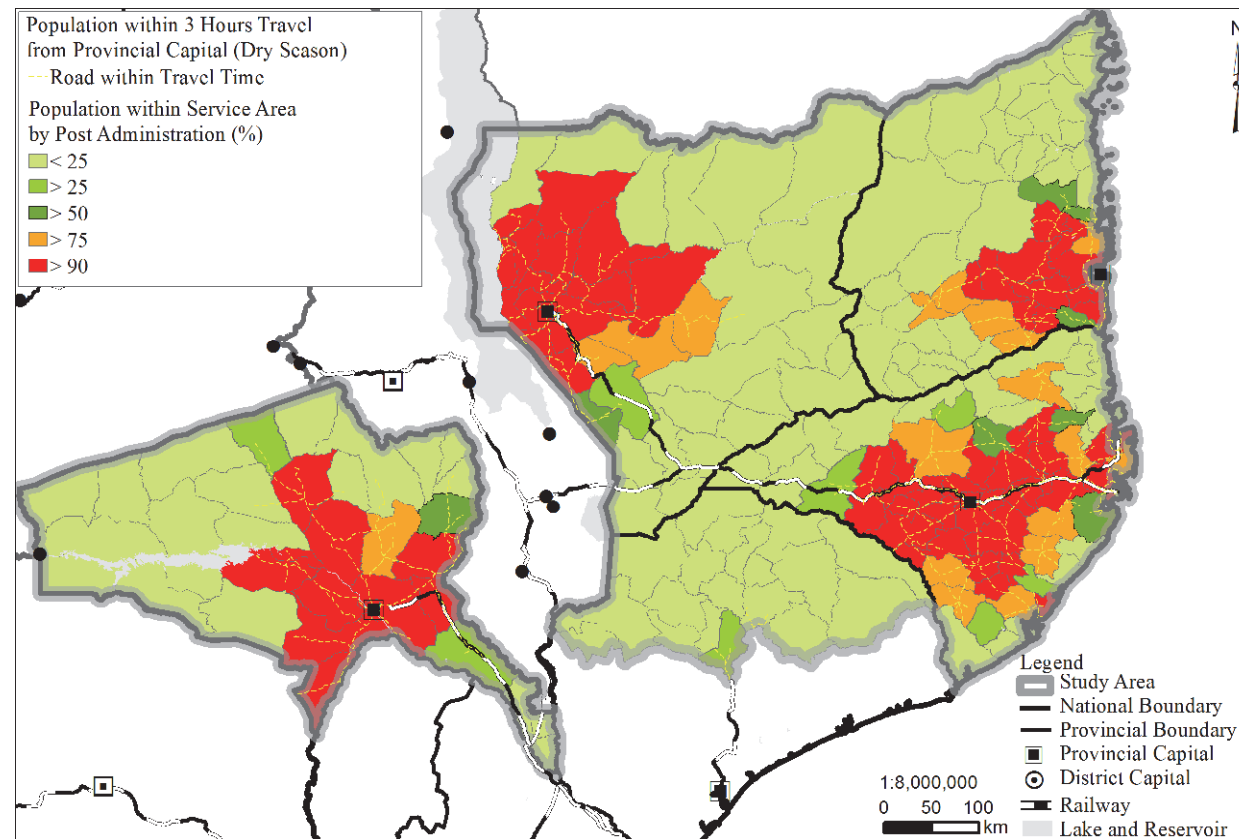


[C-4-13] Crop Production within 8 hours traveling from Provincial Capital <Rainy Season>

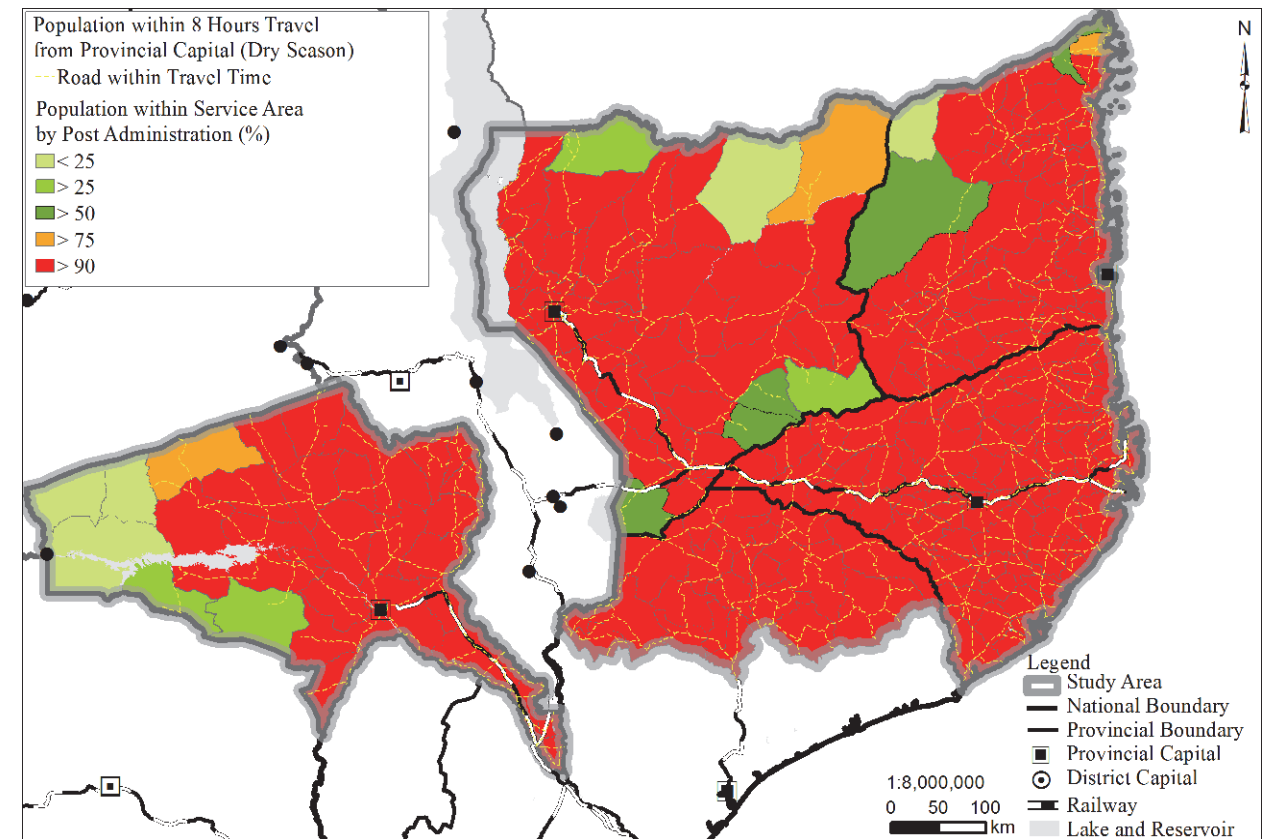


## C. Analysis Map / C-4 Accessibility Analysis

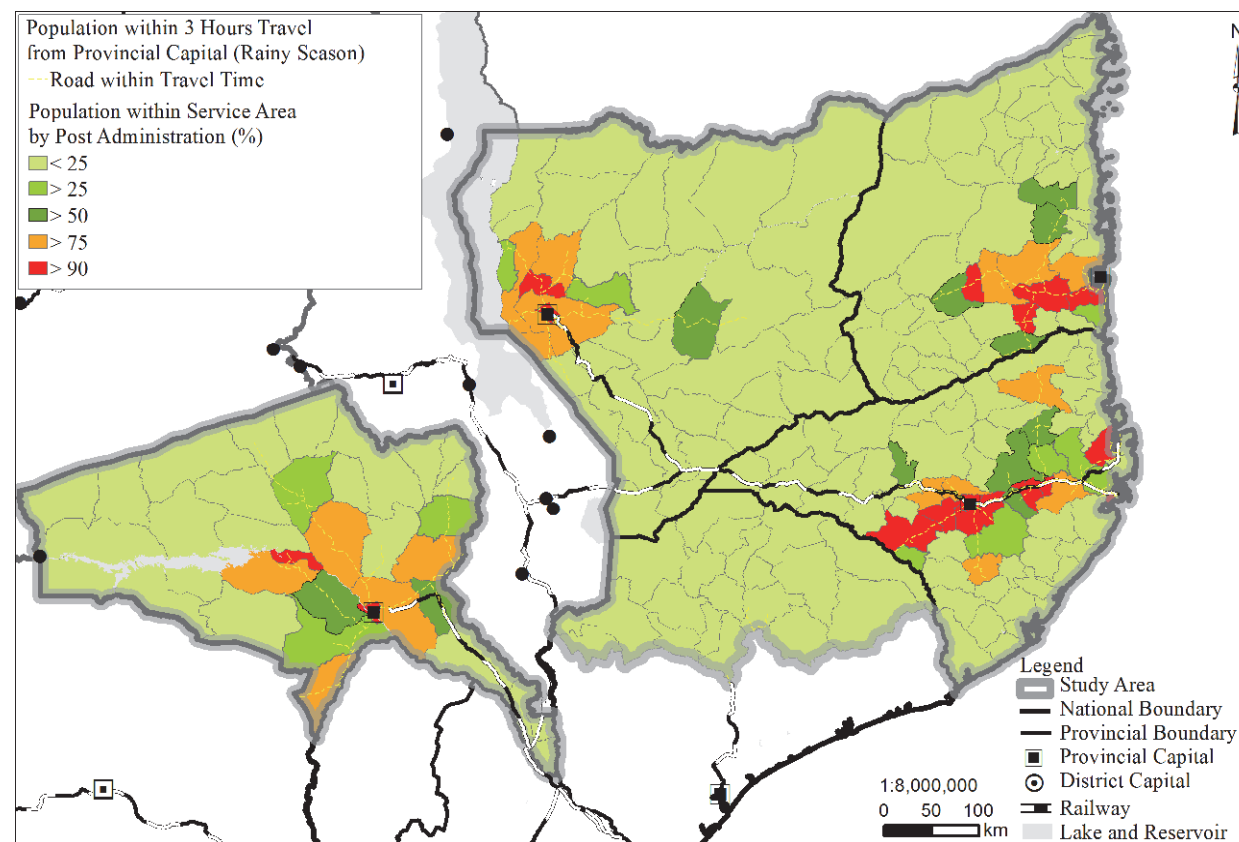
[C-4-14] Accessibility to Provincial Capital within 3 hours from Administrative Post <Dry Season>



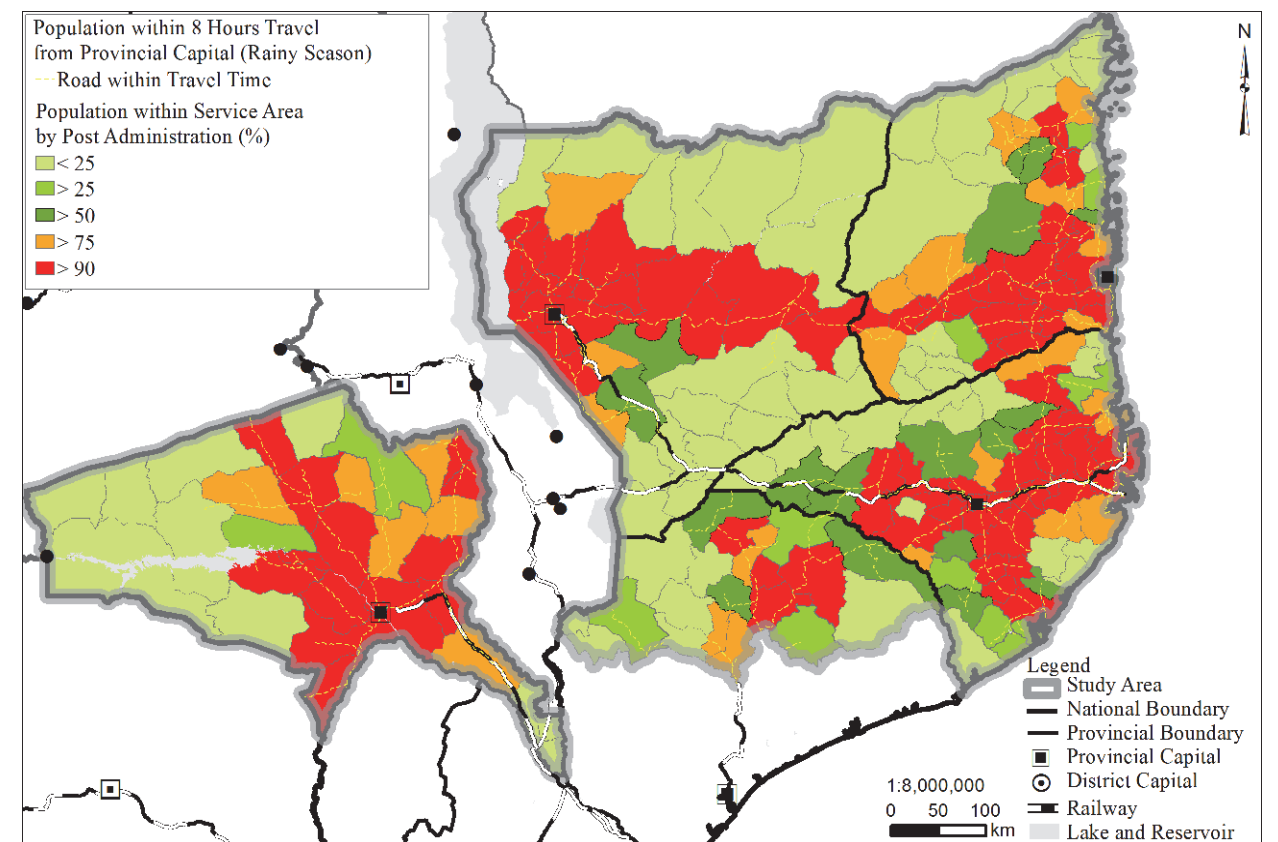
[C-4-16] Accessibility to Provincial Capital within 8 hours from Administrative Post <Dry Season>



[C-4-15] Accessibility to Provincial Capital within 3 hours from Administrative Post <Rainy Season>

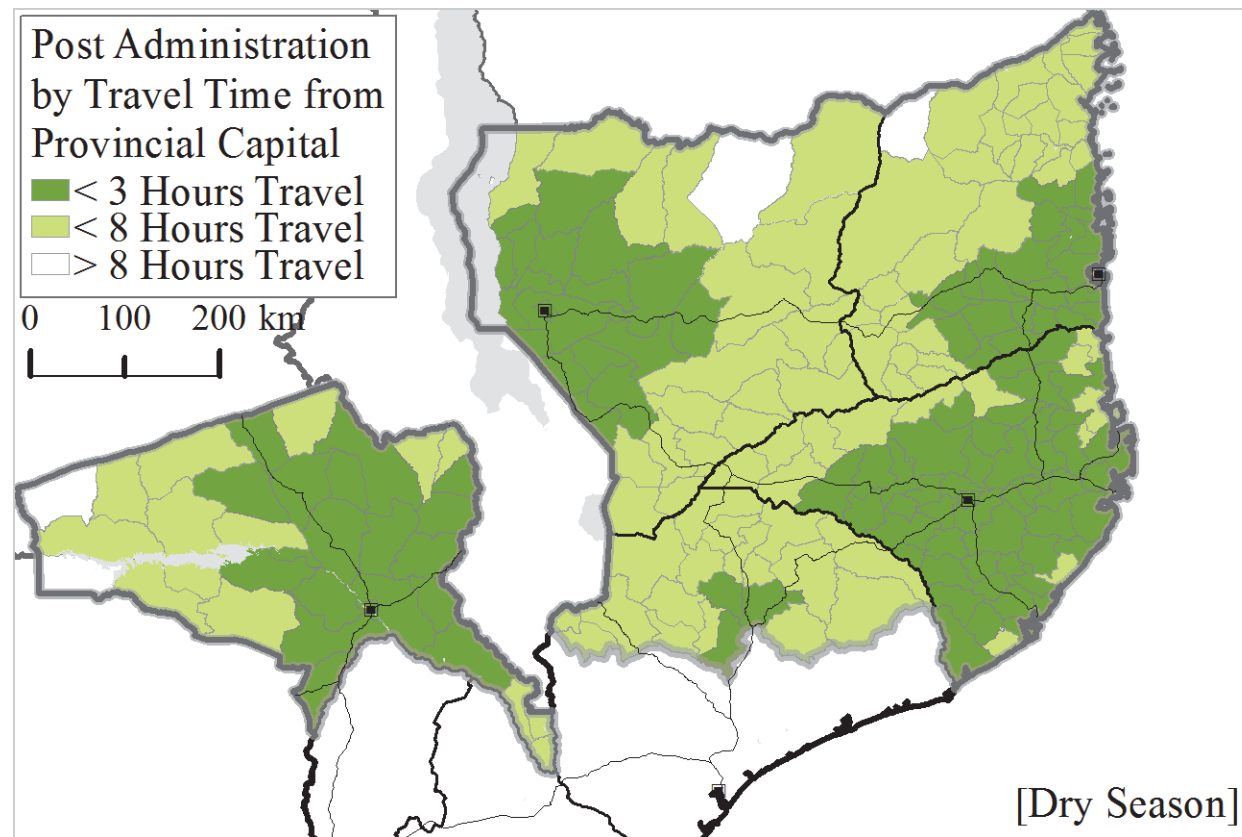


[C-4-17] Accessibility to Provincial Capital within 8 hours from Administrative Post <Rainy Season>

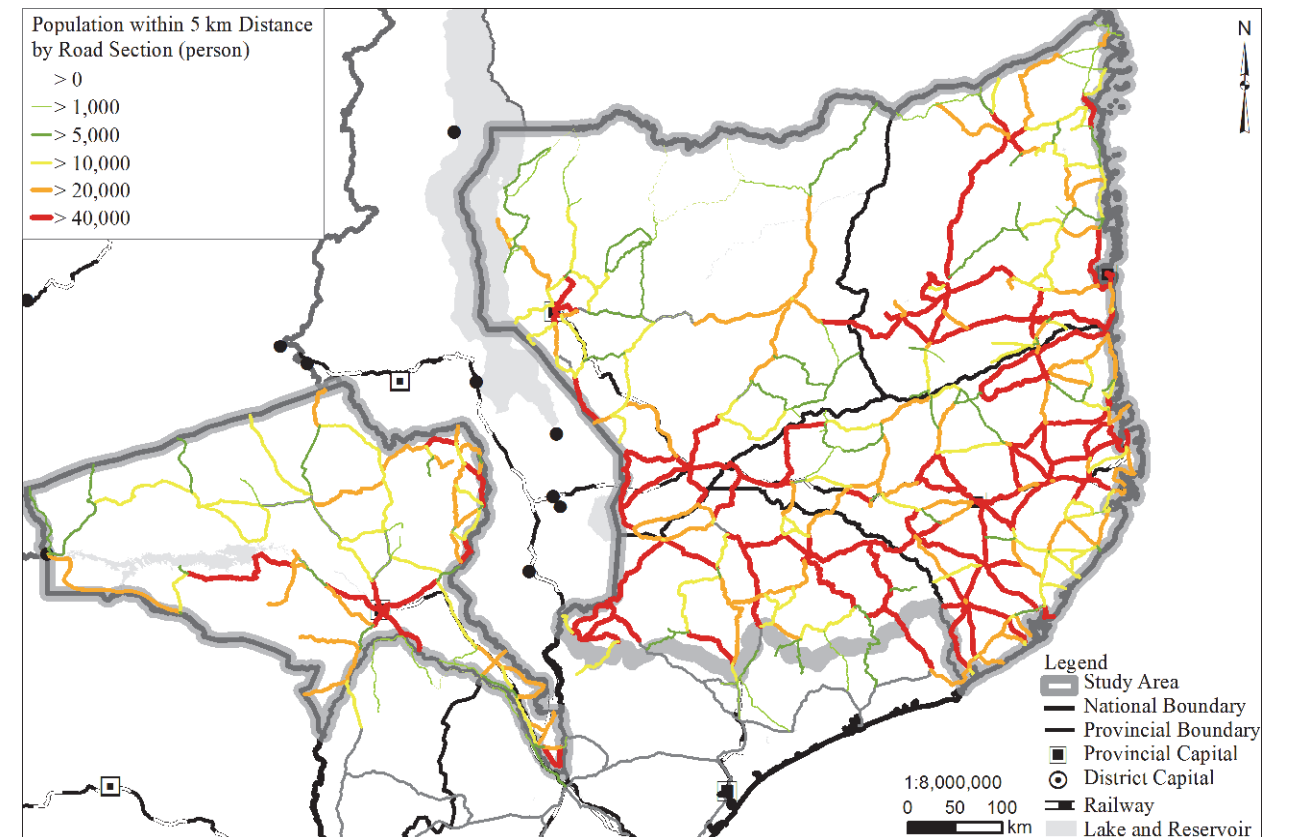


### C. Analysis Map / C-4 Accessibility Analysis

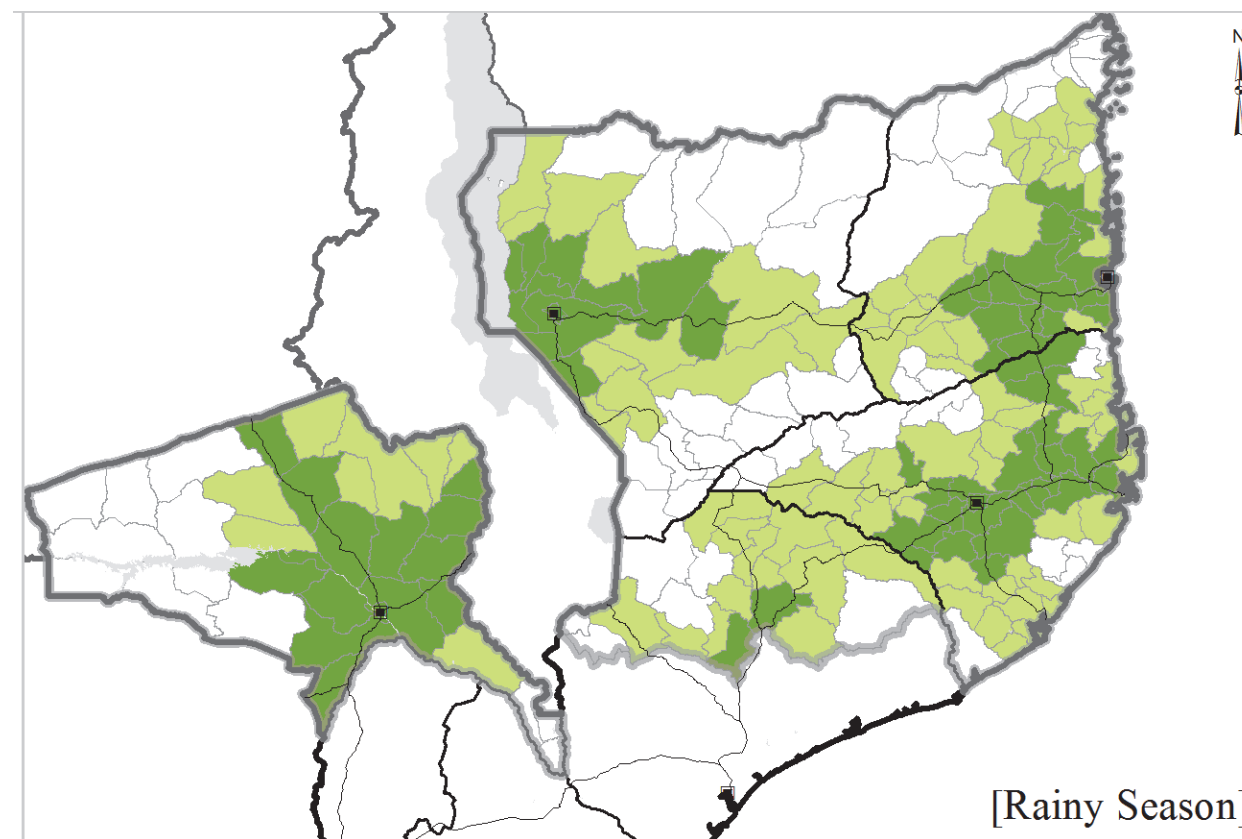
[C-4-18] Accessibility to Provincial Capital within 3/8 hours from Administrative Post <Dry Season>



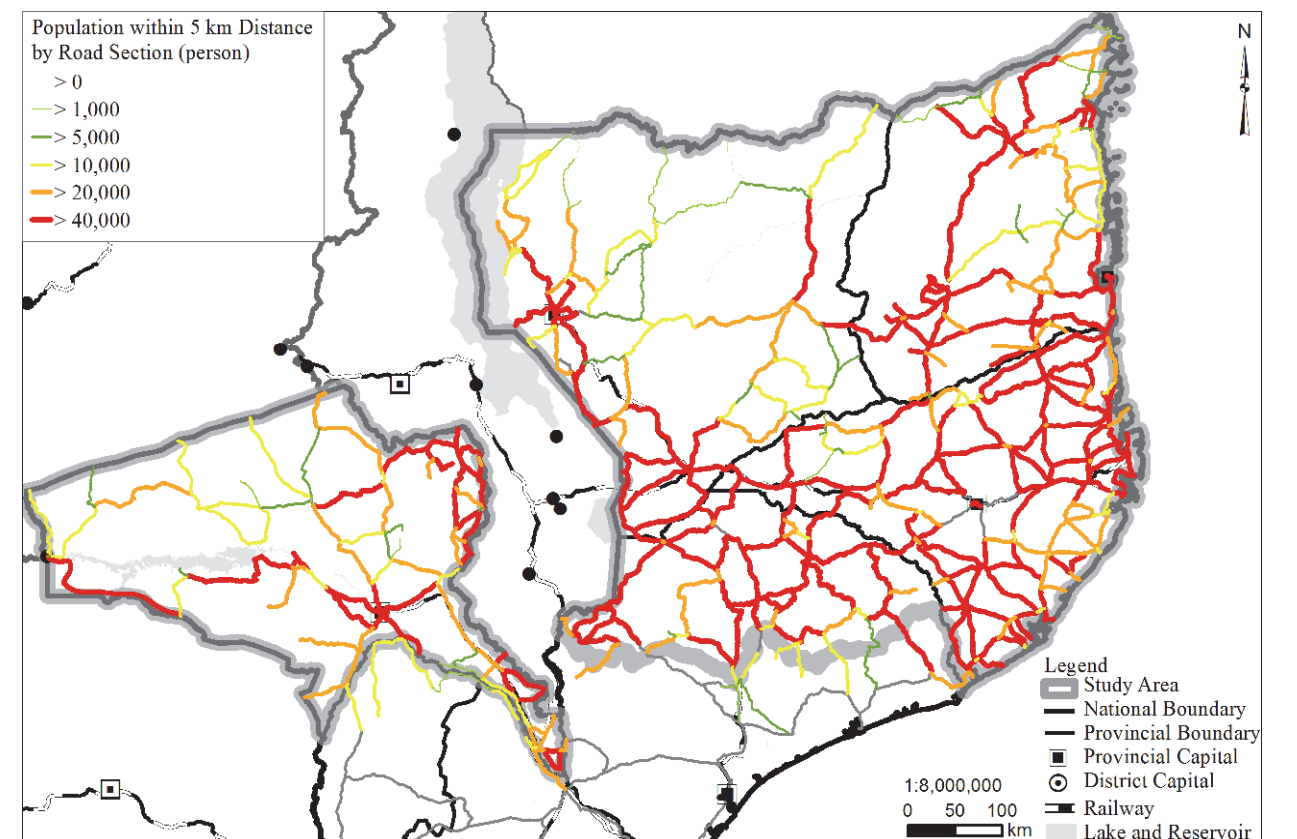
[C-4-20] Population within 5km from Road Section



[C-4-19] Accessibility to Provincial Capital within 3/8 hours from Administrative Post <Rainy Season>



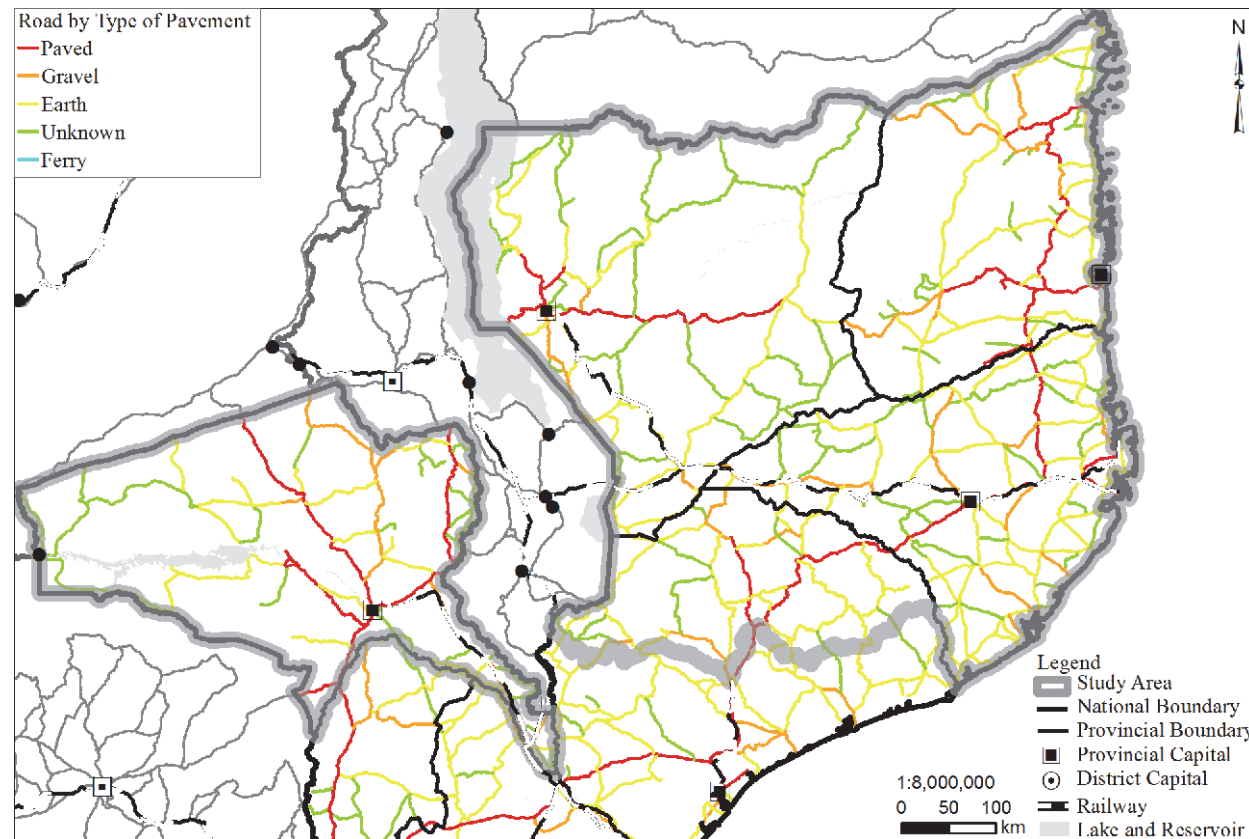
[C-4-21] Population within 10km from Road Section





## C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

[C-5-1] Current Pavement Condition



### Conditions of Network Analysis

- Travel speed is established at each road section by type of road pavement and road class in dry season and rainy season respectively, as shown in the tables below.
- JICA Study Team estimated the travel speed for each category based on the field survey in the study area.

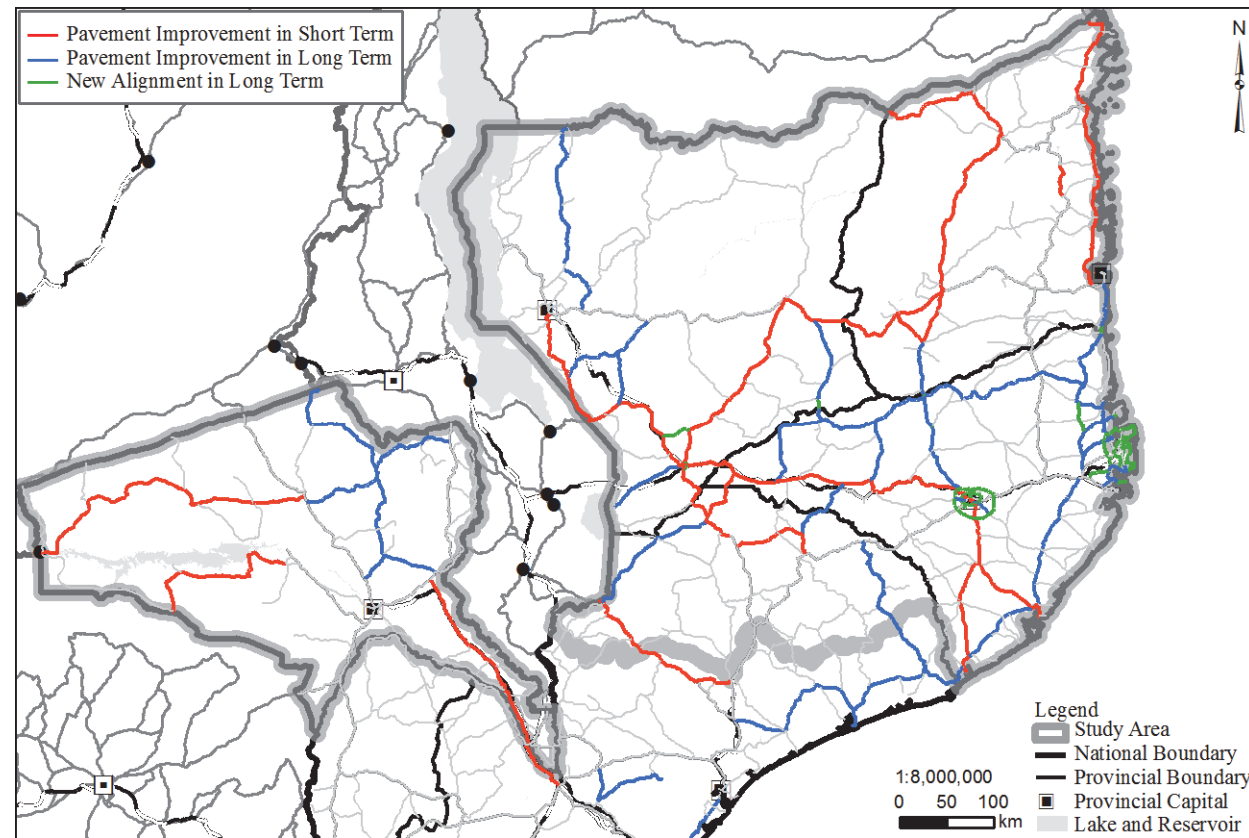
[Dry Season] (km/hour)

Pavement	Primary	Secondary	Tertiary	Vicinal	Other	Unclassified
Paved	80	60	60	40	40	40
Gravel	60	50	40	20	20	20
Earth	60	50	40	20	20	20
Ferry	-	5	5	5	5	5
Unknown	20	20	20	20	20	20
No data	20	20	20	20	20	20

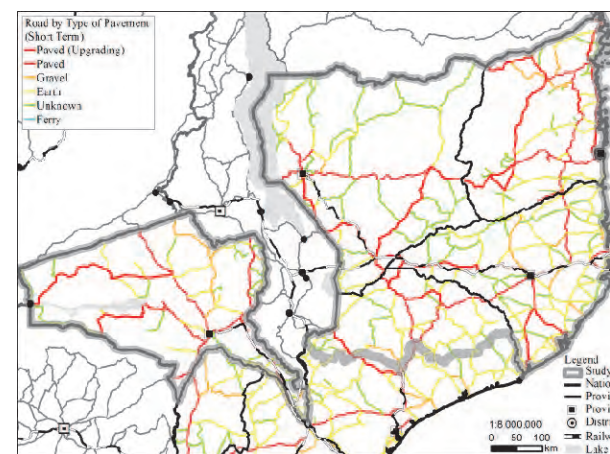
[Rainy Season] (km/hour)

Pavement	Primary	Secondary	Tertiary	Vicinal	Other	Unclassified
Paved	80	60	60	40	40	40
Gravel	30	20	10	0	0	0
Earth	30	20	10	0	0	0
Ferry	-	5	5	5	5	5
Unknown	0	0	0	0	0	0
No data	0	0	0	0	0	0

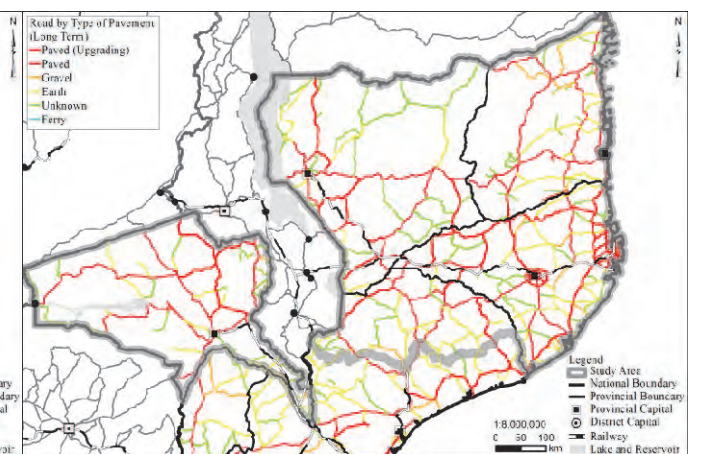
[C-5-2] Pavement Improvement Plan (Short, Long-term)



Ref. Current Pavement Condition <Short-Term>

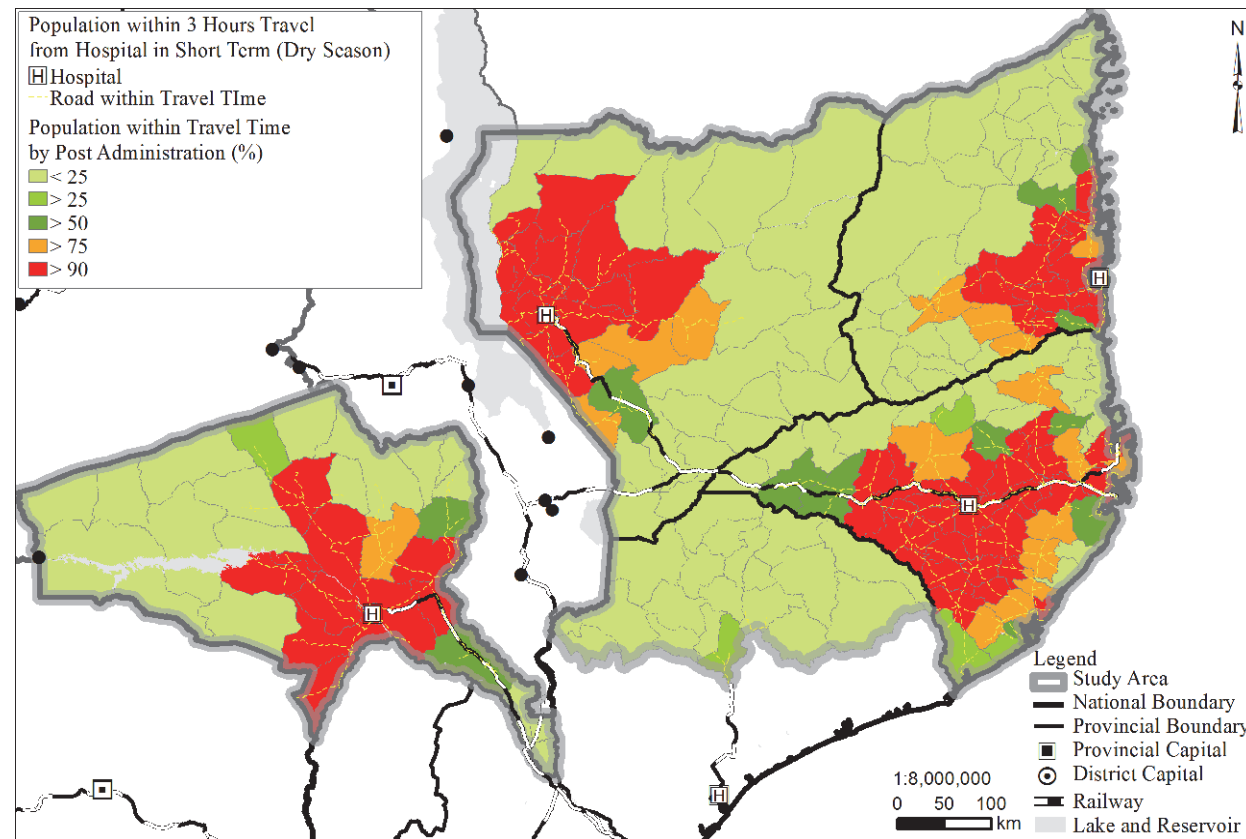


<Long-Term>

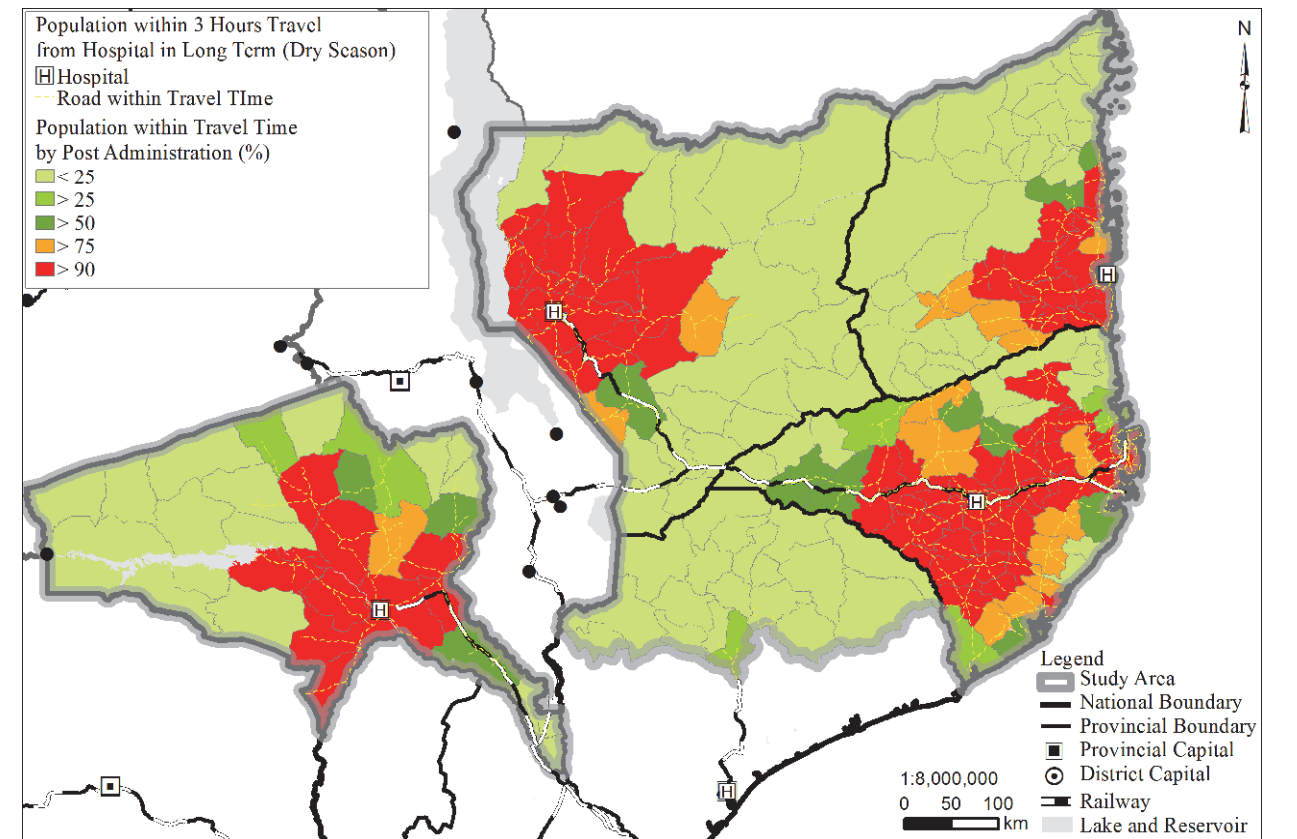


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

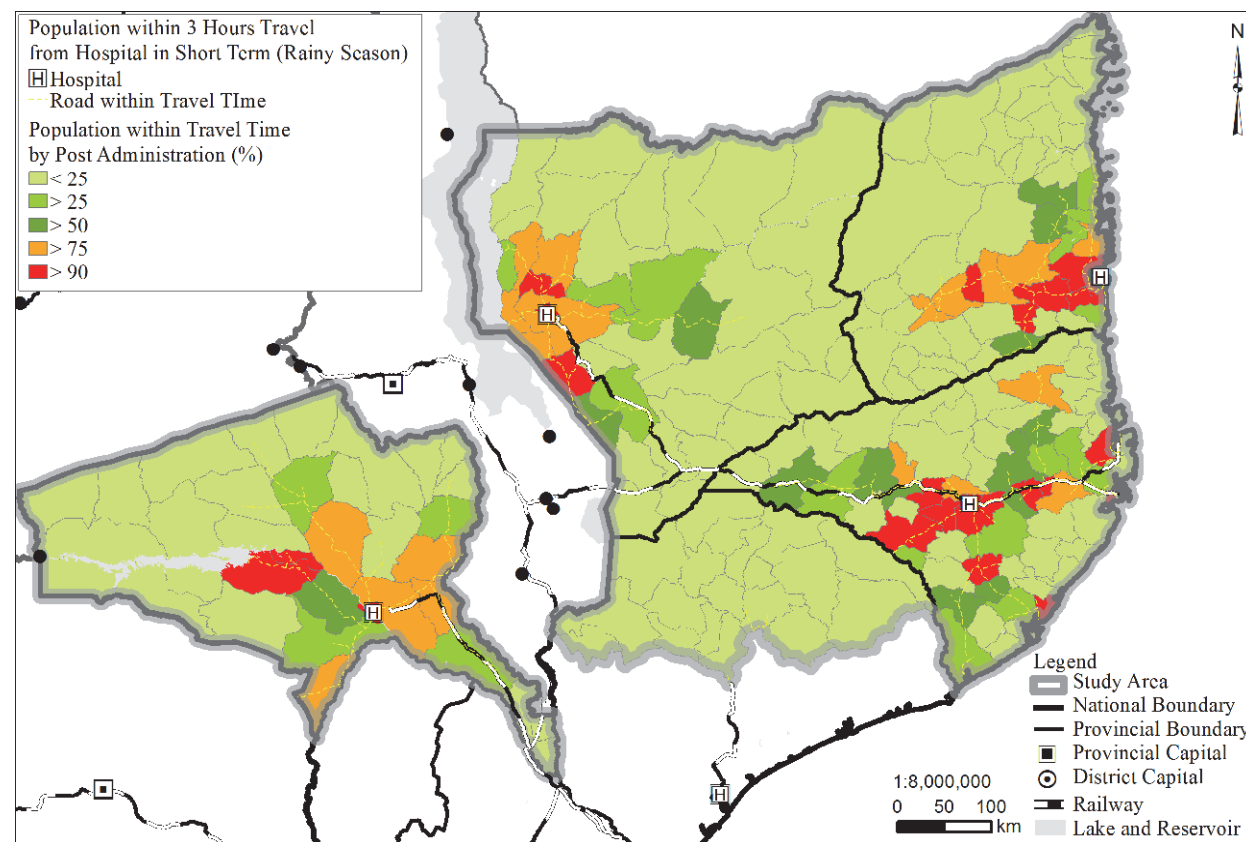
[C-5-3] Accessibility to Hospital <Dry Season> <Short-Term>



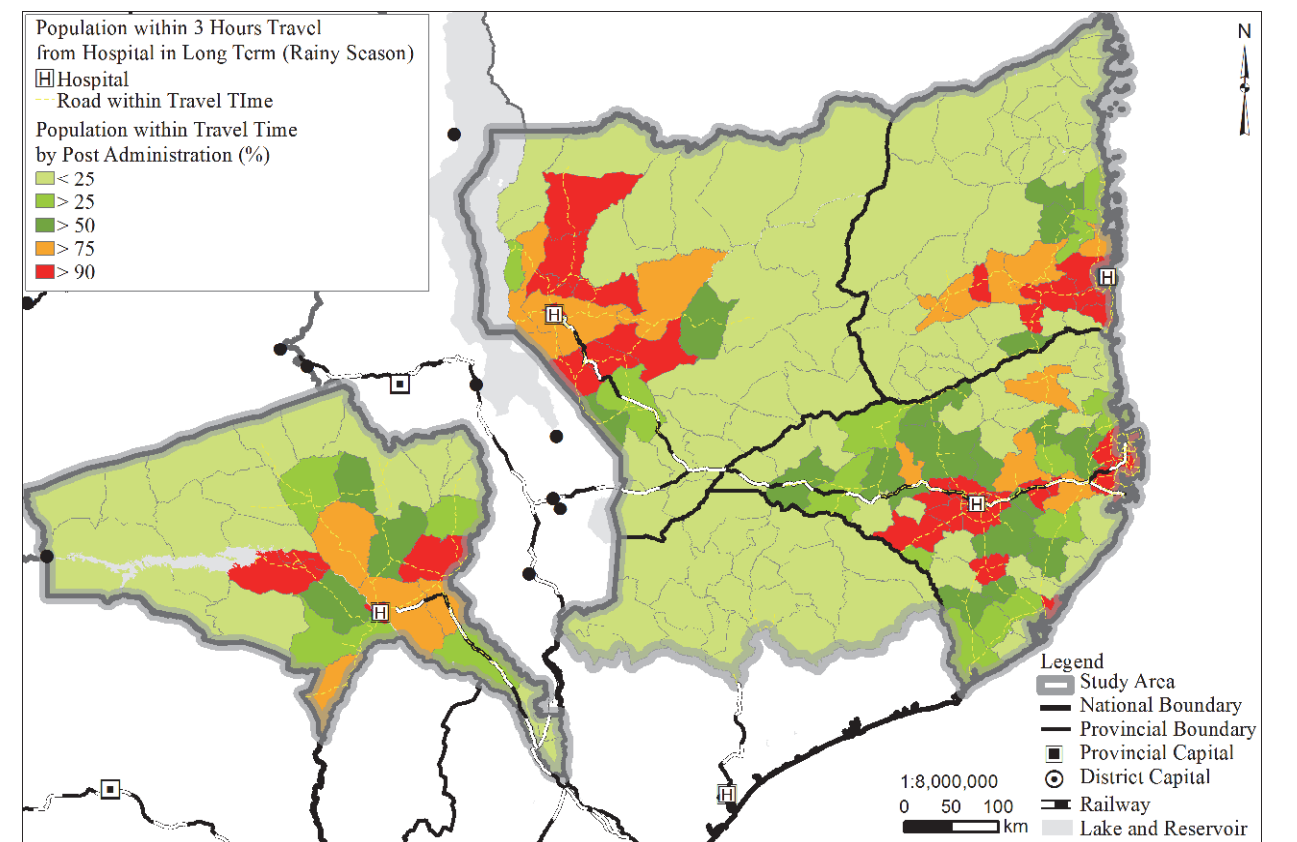
[C-5-5] Accessibility to Hospital <Dry Season> <Long-Term>



[C-5-4] Accessibility to Hospital <Rainy Season> <Short-Term>

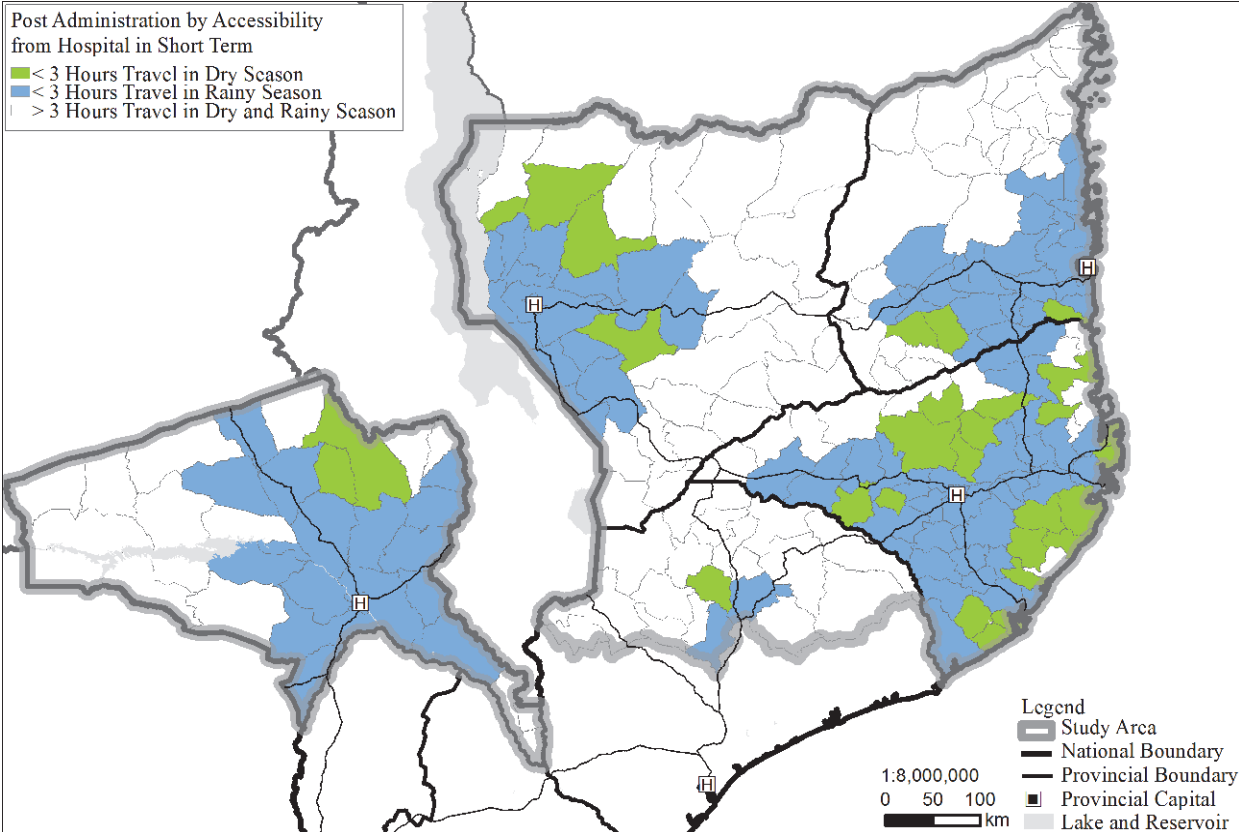


[C-5-6] Accessibility to Hospital <Rainy Season> <Long-Term>

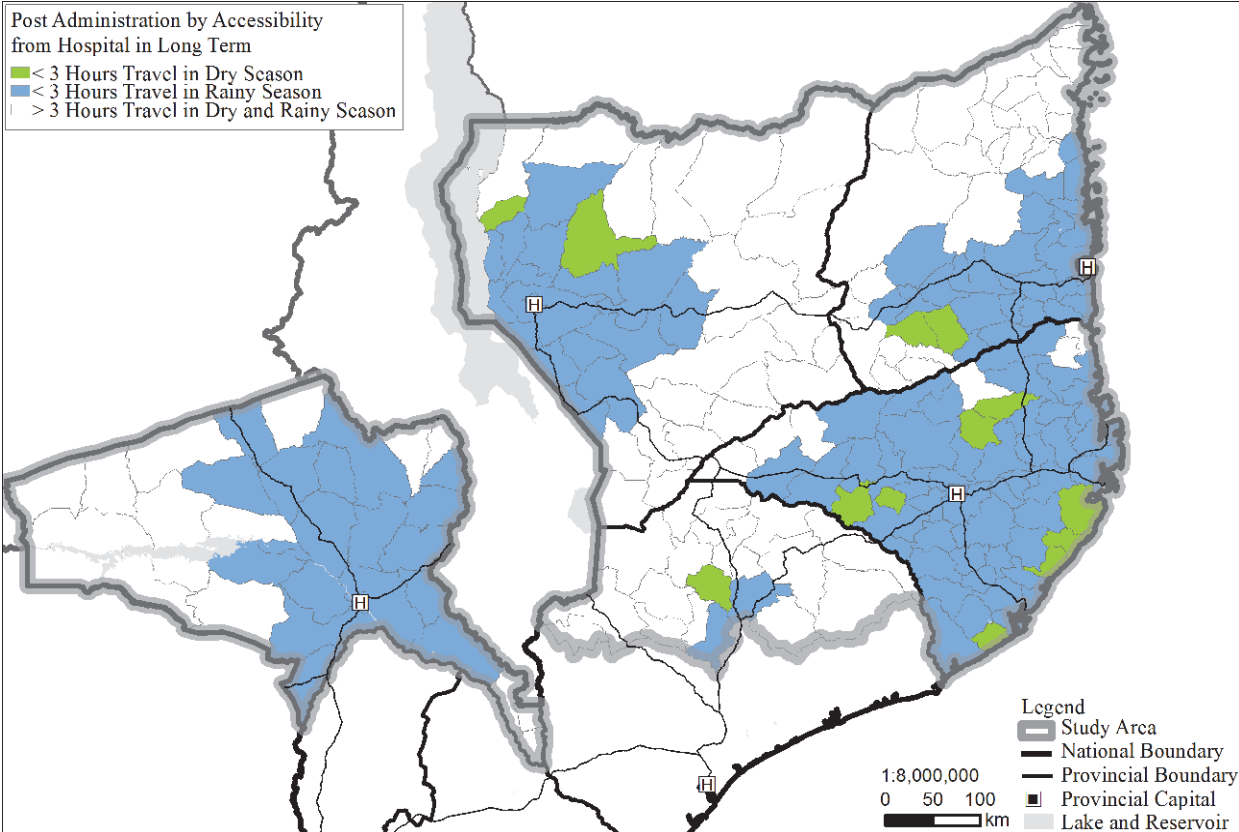


C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

[C-5-7] Accessibility to Hospital <Comparison between Dry and Rainy Season> <Short-Term>

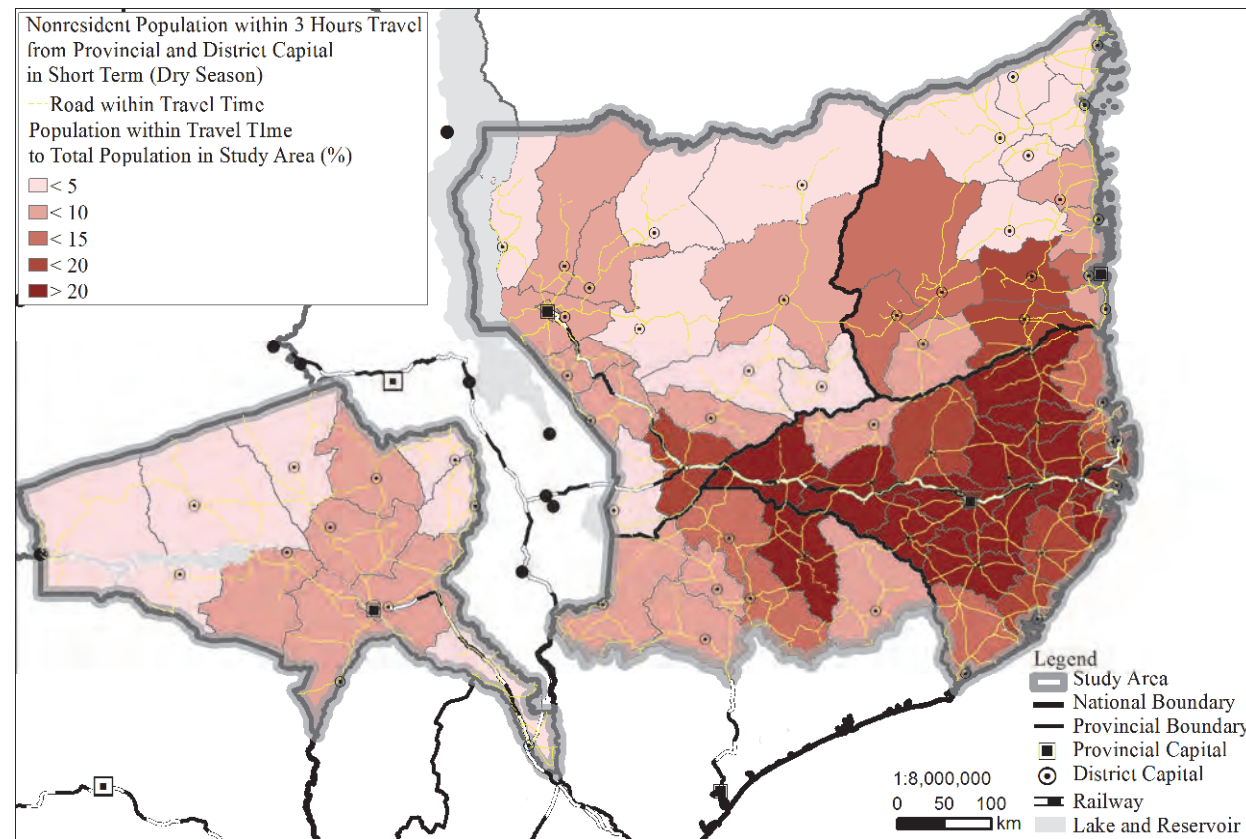


[C-5-8] Accessibility to Hospital <Comparison between Dry and Rainy Season> <Short-Term>

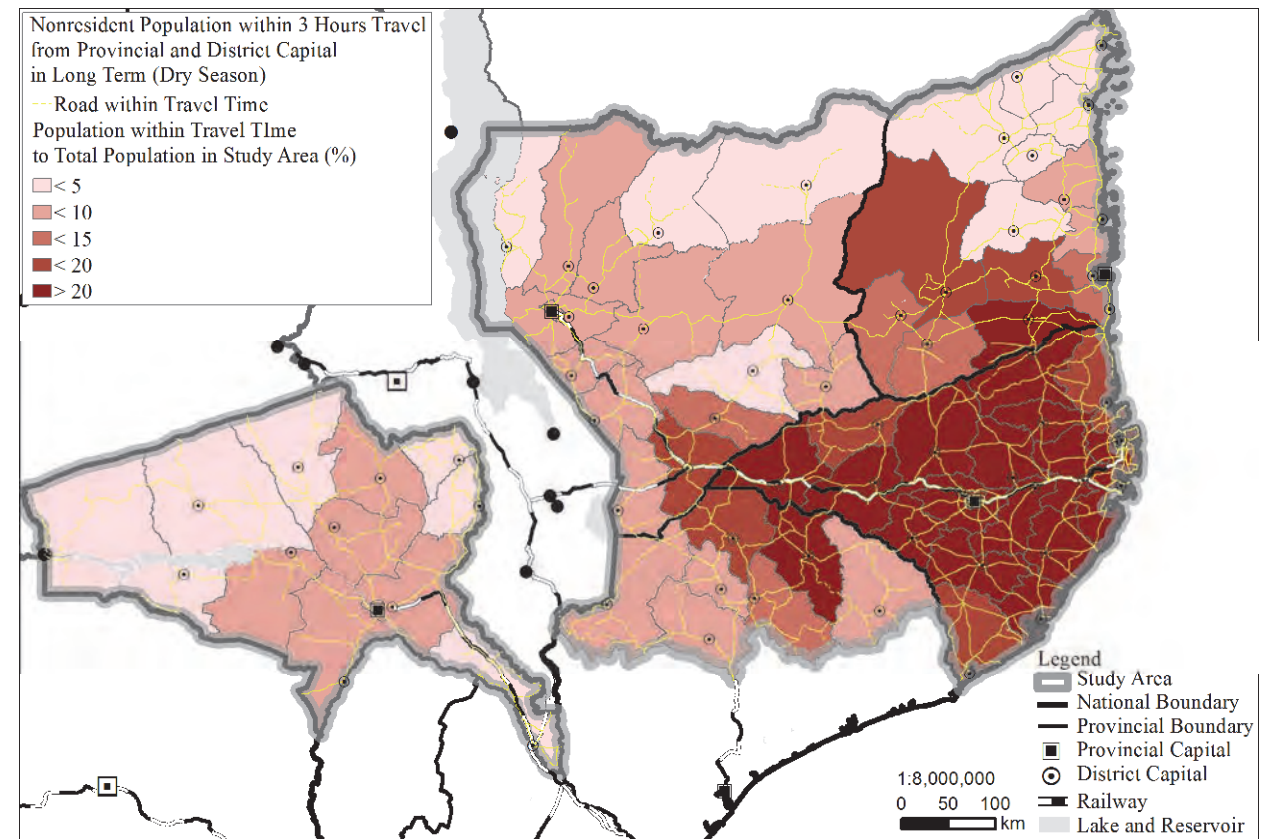


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

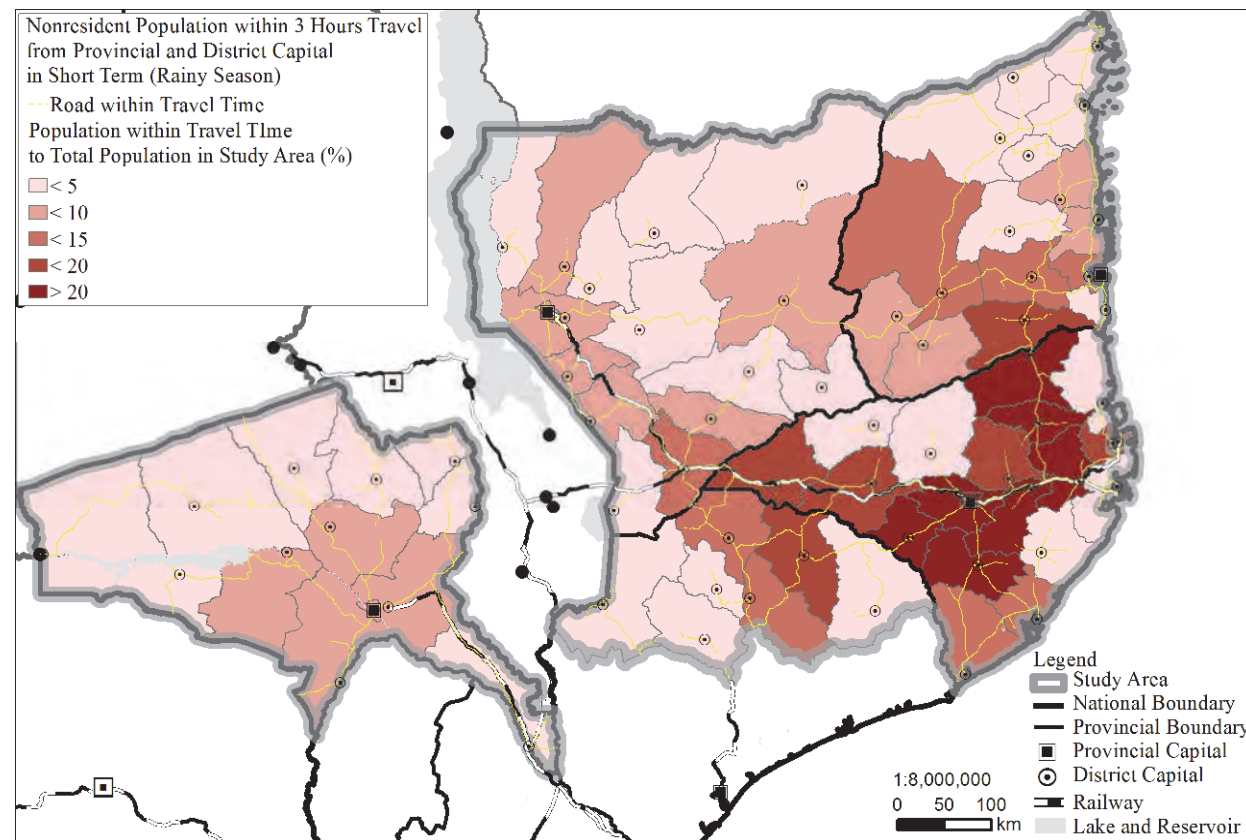
[C-5-9] Market Potential <Dry Season> <Short-Term>



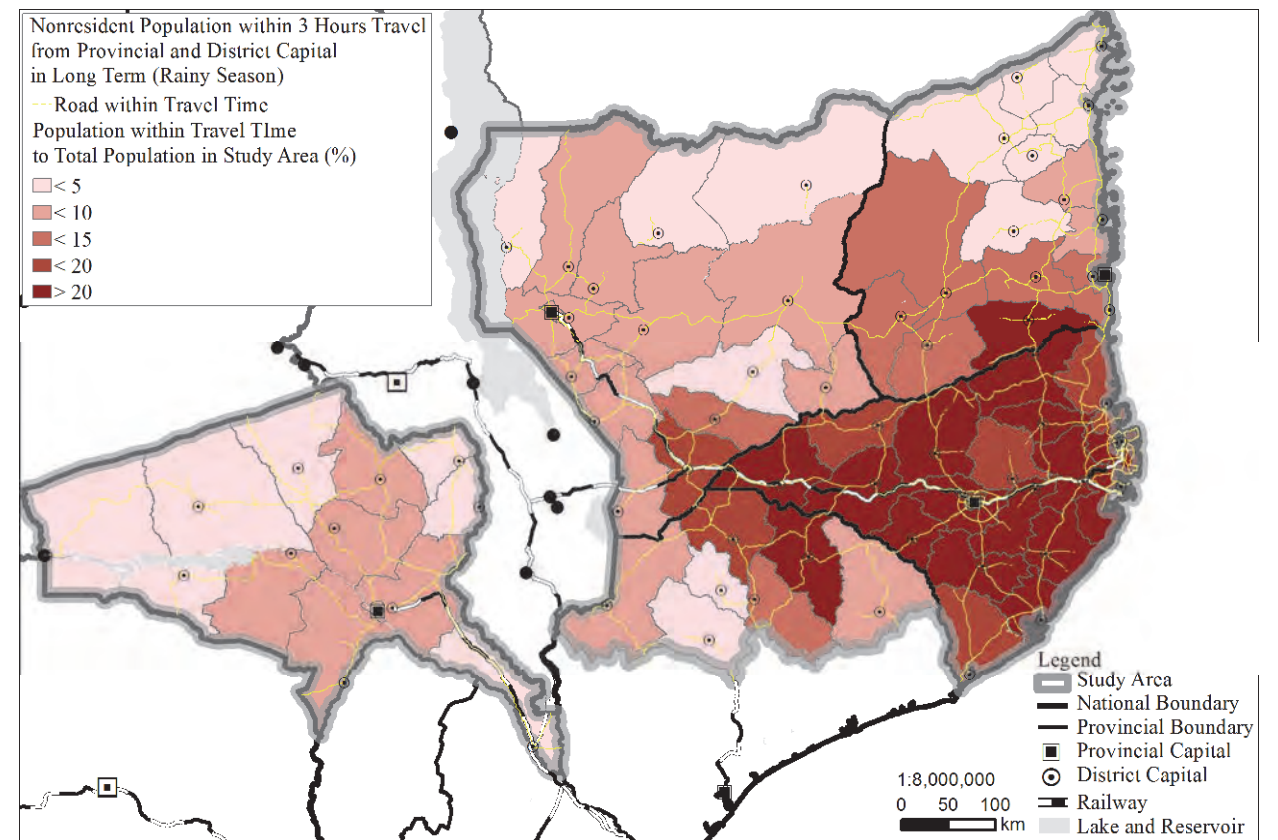
[C-5-11] Market Potential <Dry Season> <Long-Term>



[C-5-10] Market Potential <Rainy Season> <Short-Term>

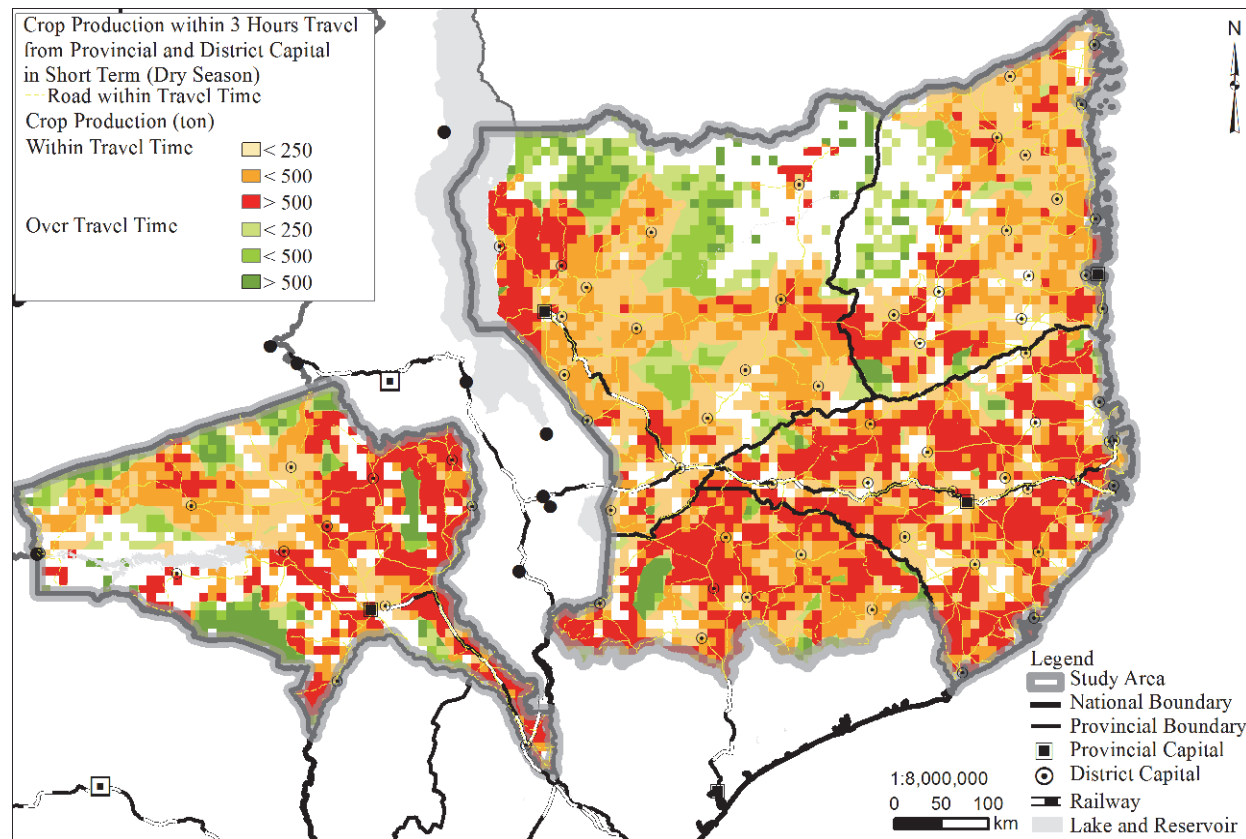


[C-5-12] Market Potential <Rainy Season> <Long-Term>

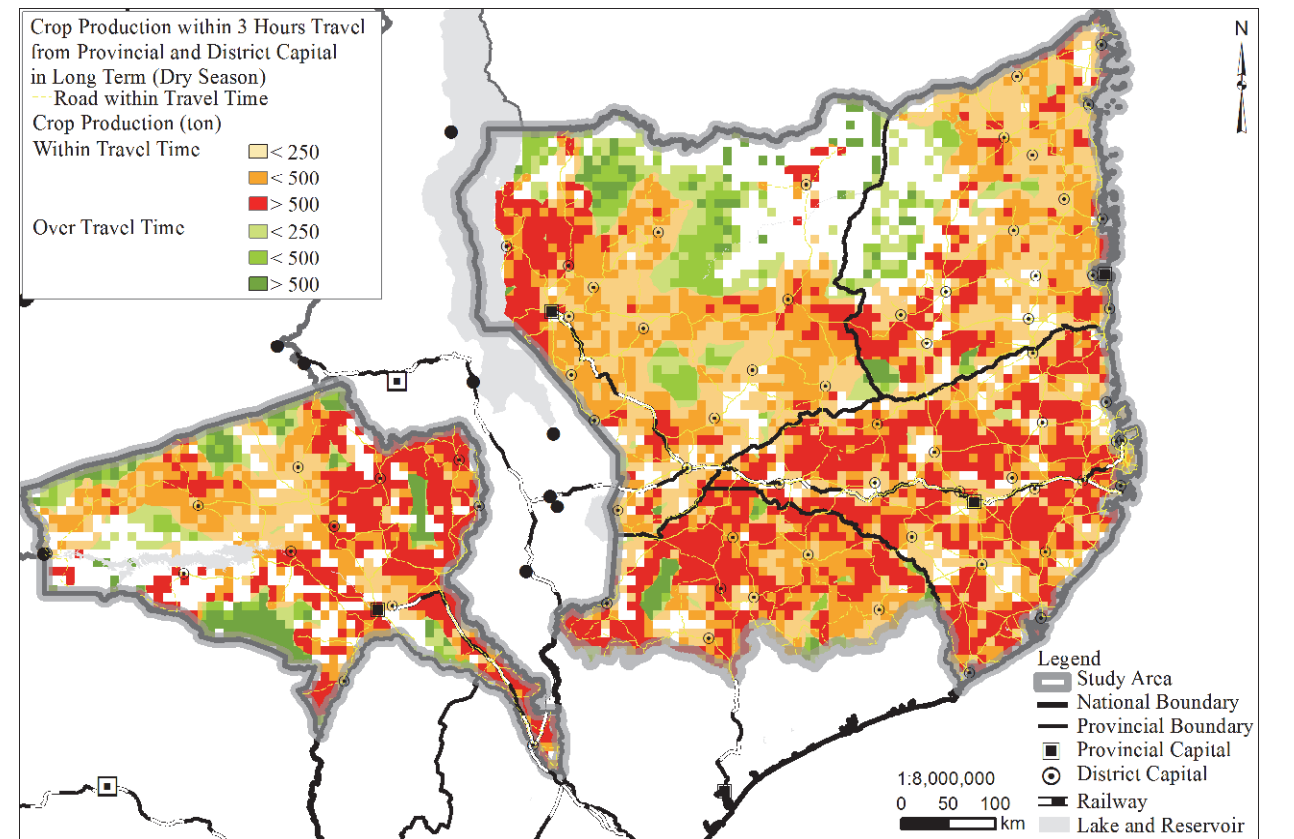


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

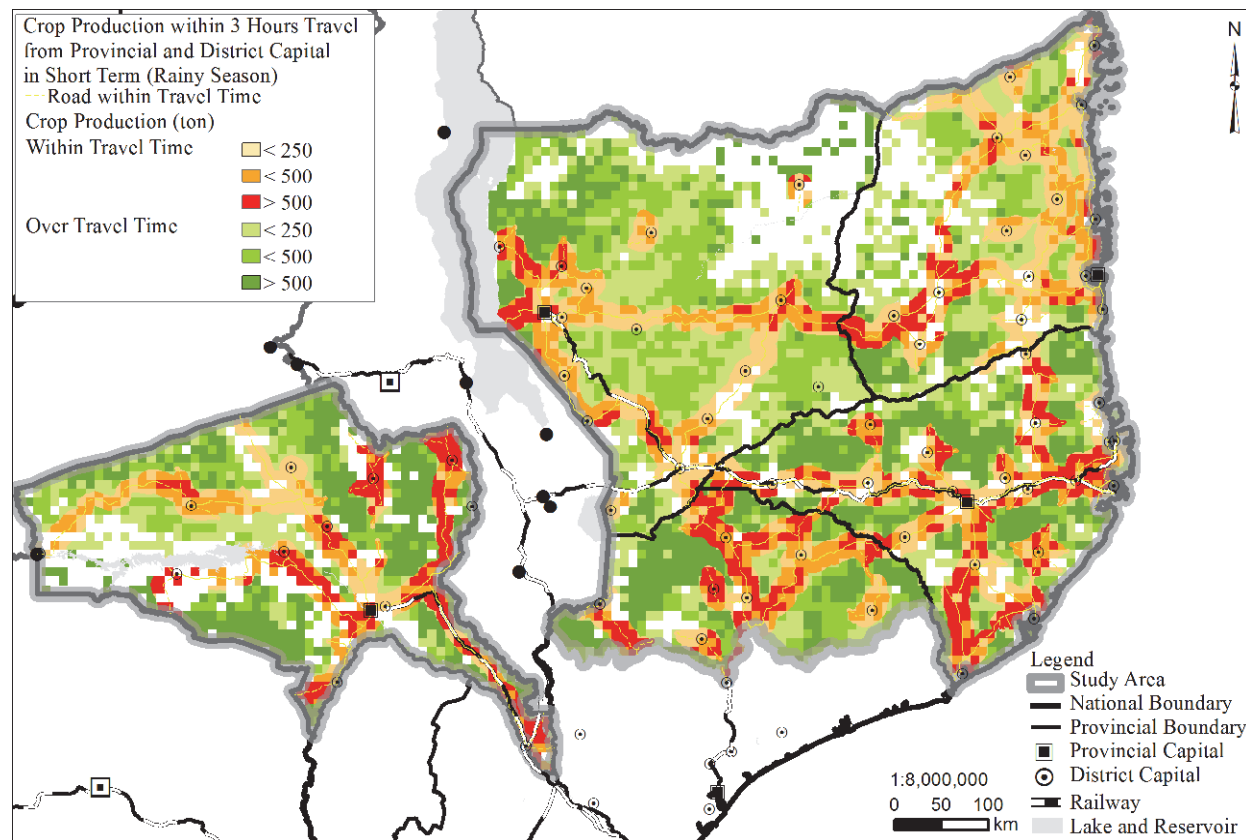
[C-5-13] Crop Production within 3 hours traveling from District Capital <Dry Season> <Short-Term>



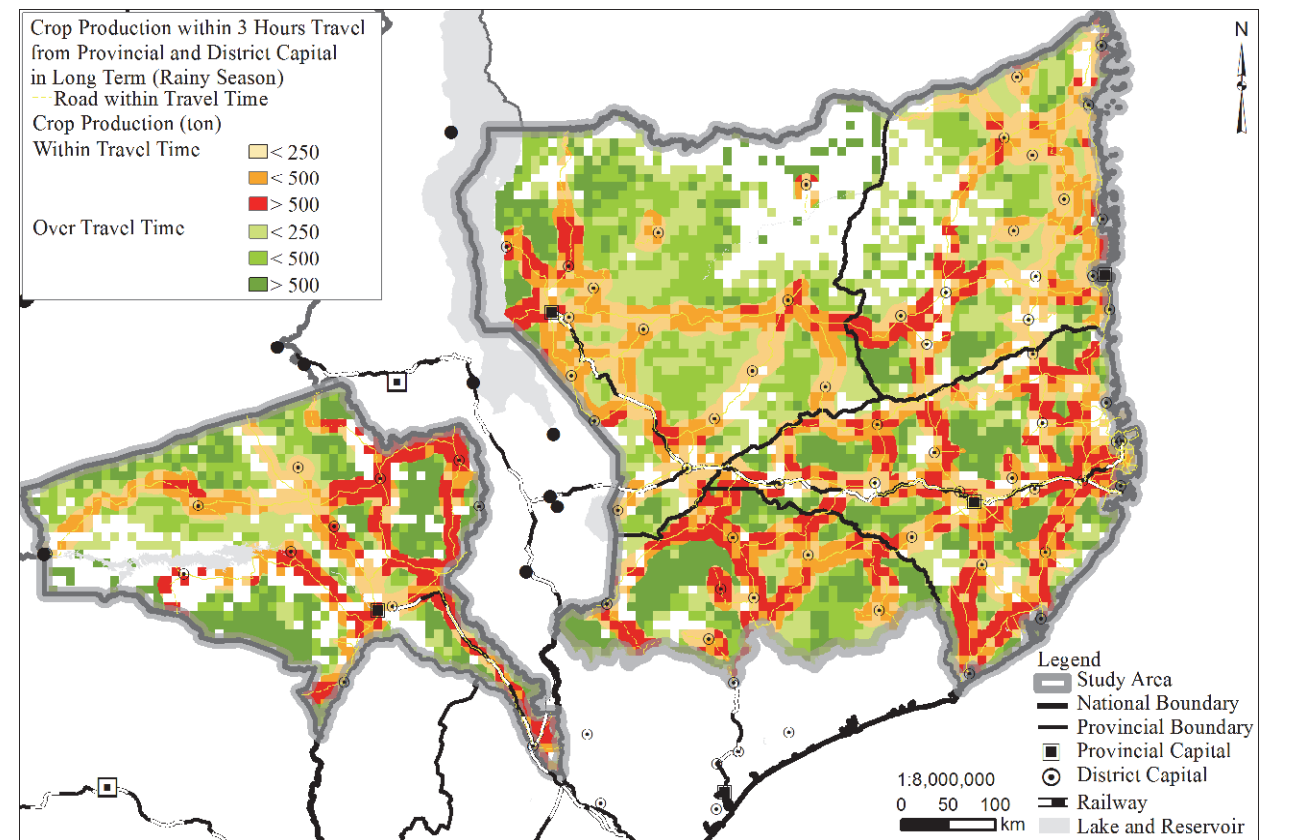
[C-5-15] Crop Production within 3 hours traveling from District Capital <Dry Season> <Long-Term>



[C-5-14] Crop Production within 3 hours traveling from District Capital <Rainy Season> <Short-Term>

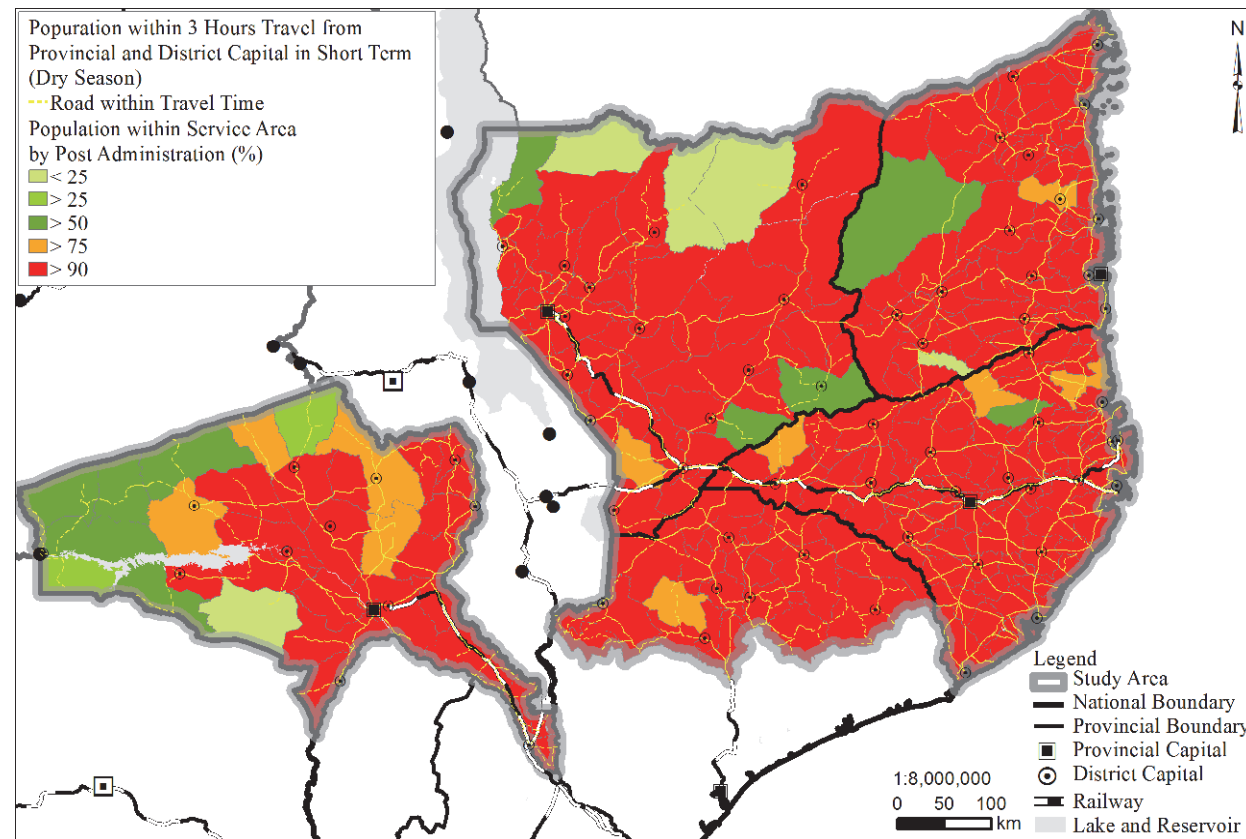


[C-5-16] Crop Production within 3 hours traveling from District Capital <Rainy Season> <Long-Term>

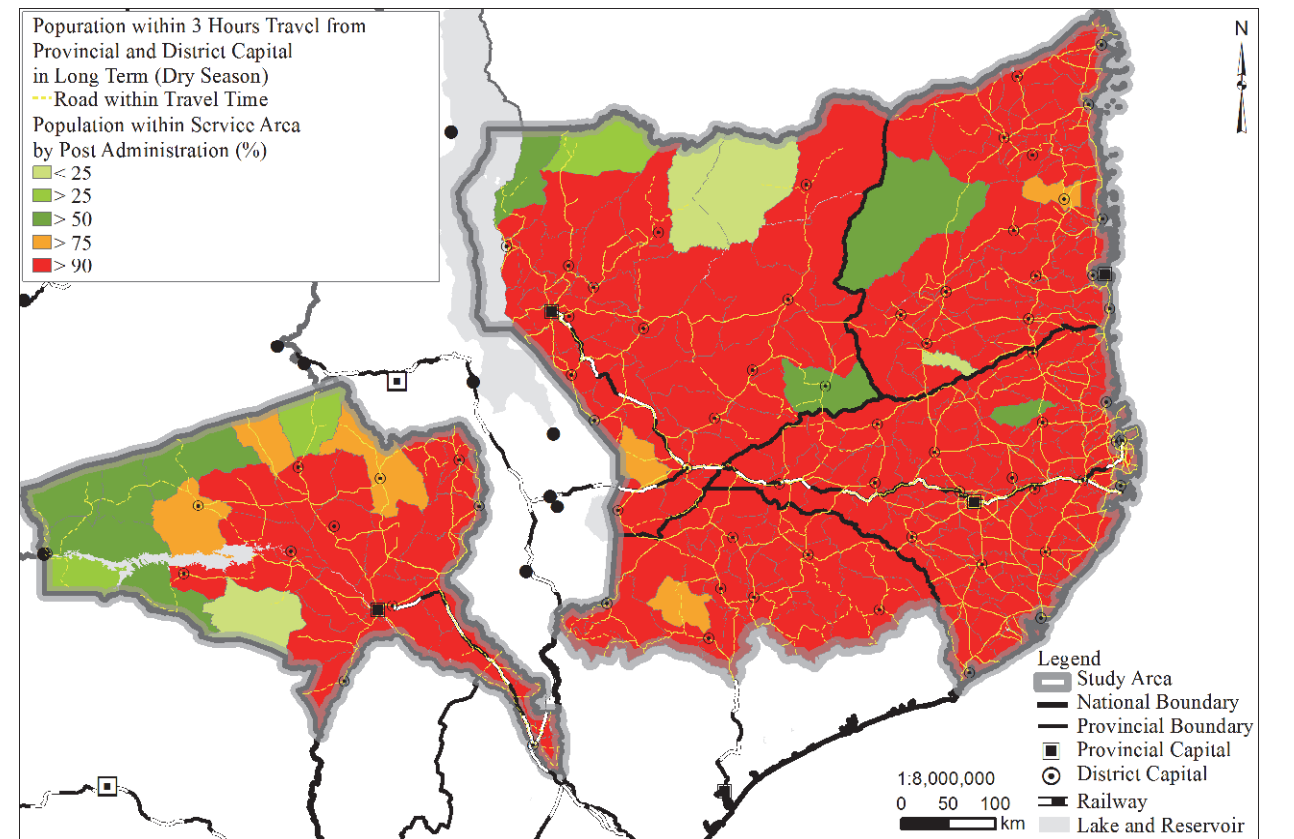


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

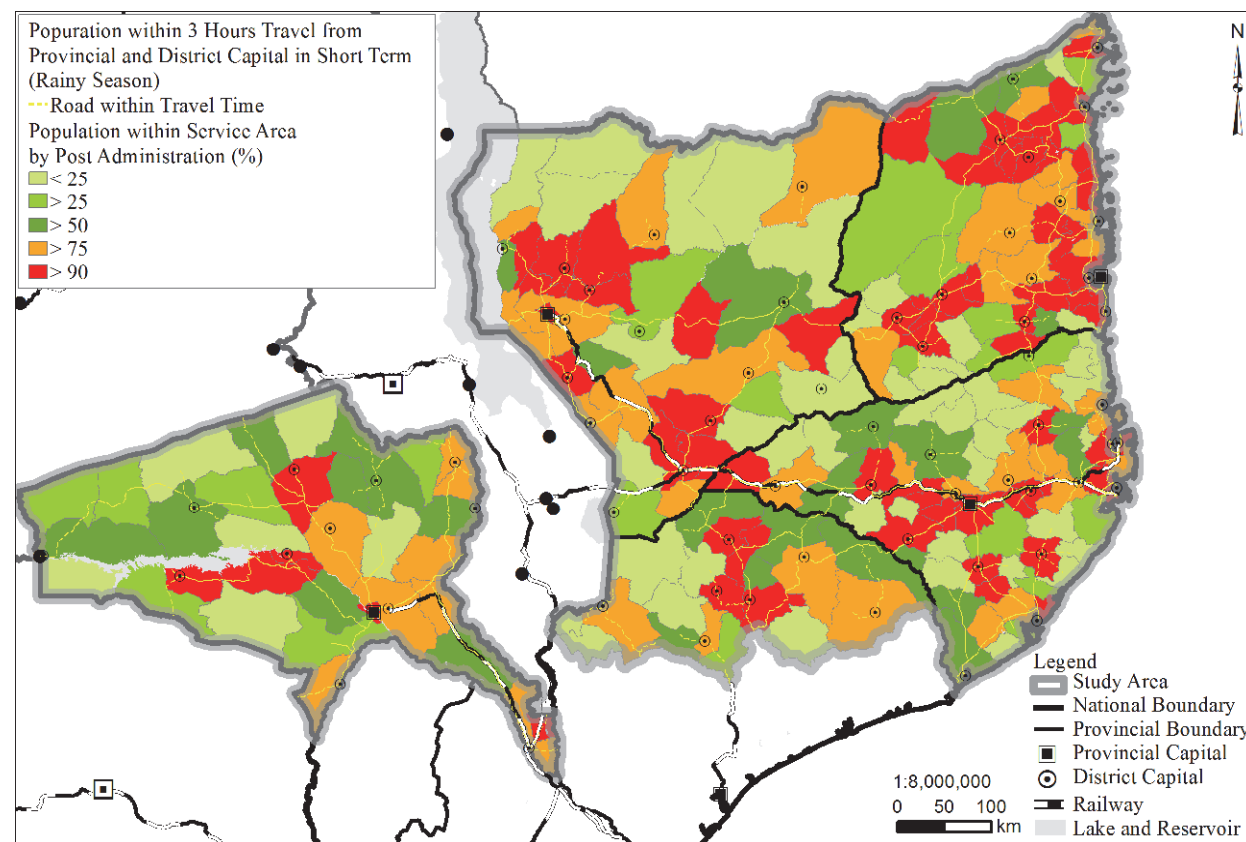
[C-5-17] District/Provincial Capital within 3 hrs. from Administrative Post <Dry Season> <Short-Term>



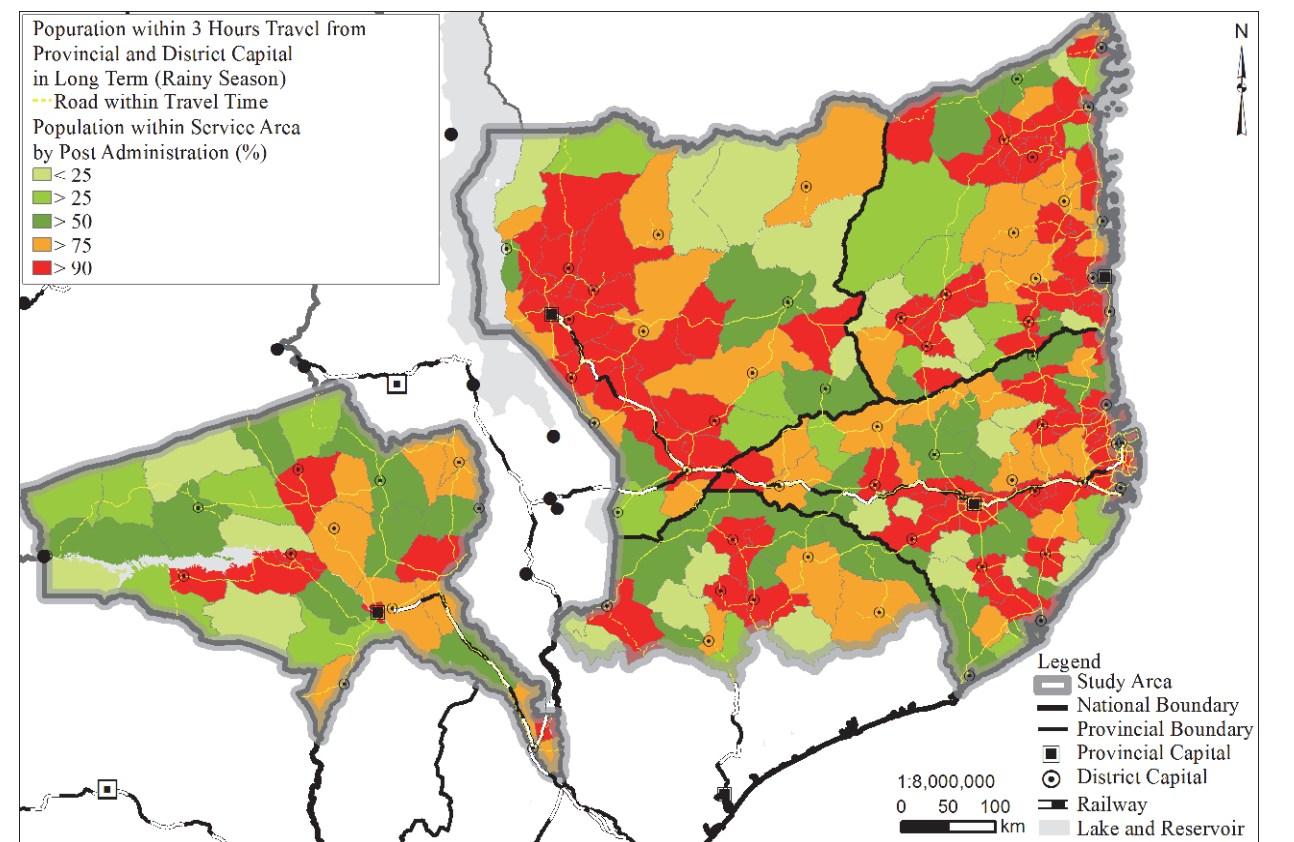
[C-5-19] District/Provincial Capital within 3 hrs. from Administrative Post <Dry Season> <Long-Term>



[C-5-18] District/Provincial Capital within 3 hrs. from Administrative Post <Rainy Season> <Short-Term>

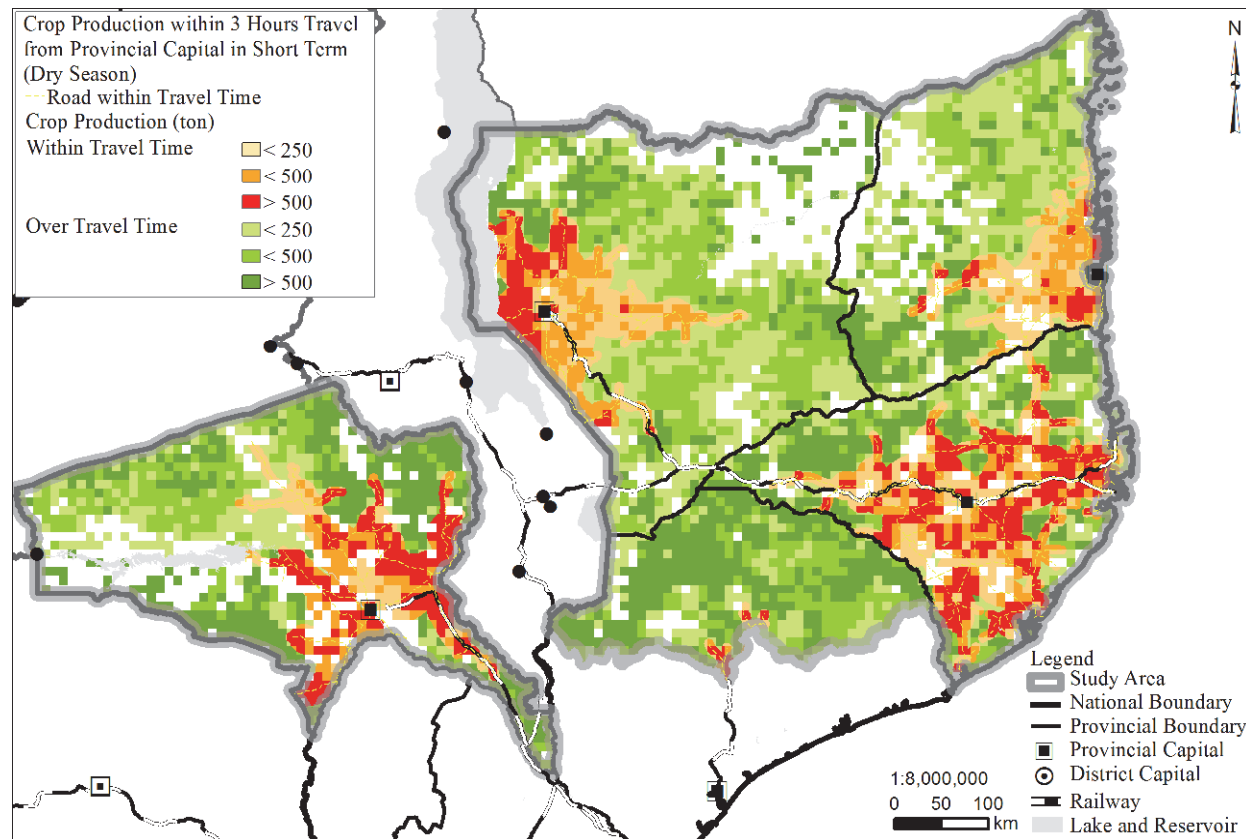


[C-5-20] District/Provincial Capital within 3 hrs. from Administrative Post <Rainy Season> <Long-Term>

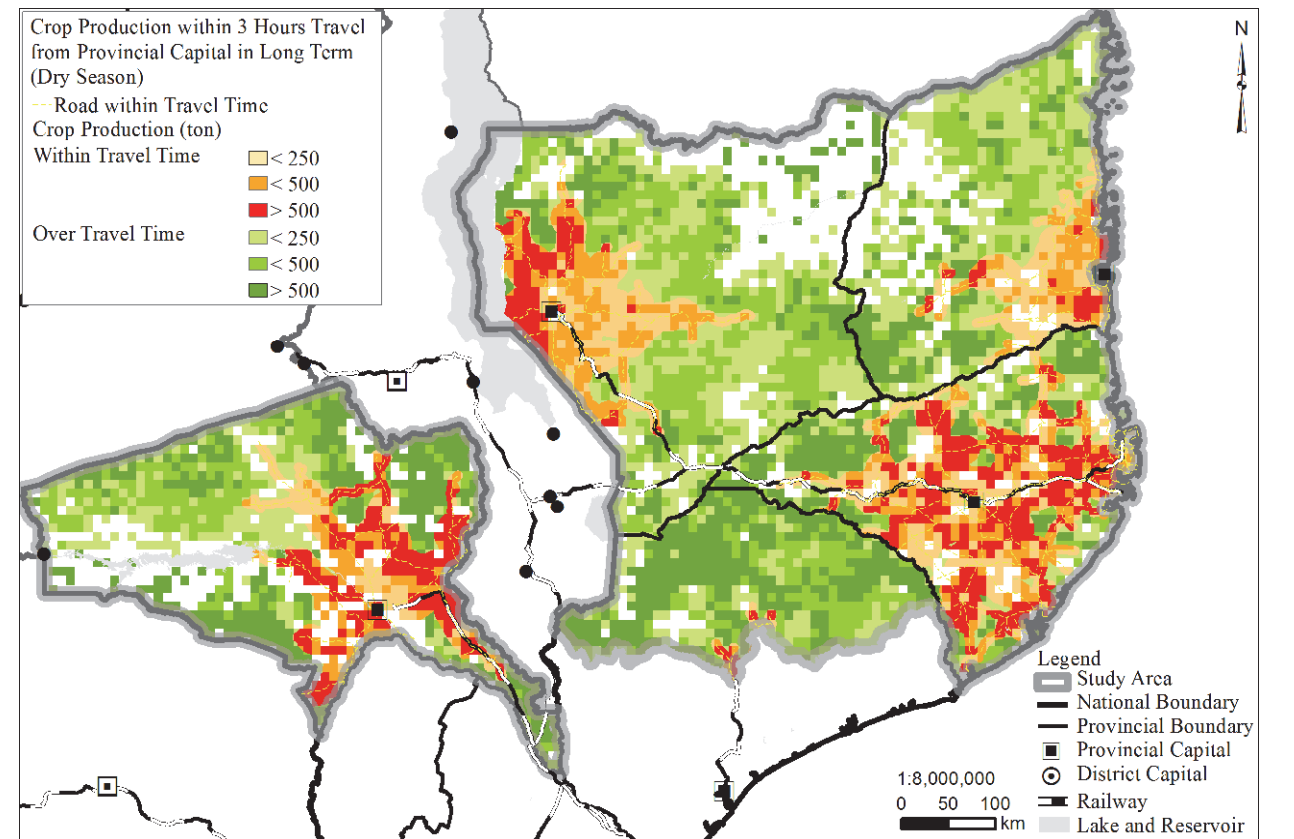


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

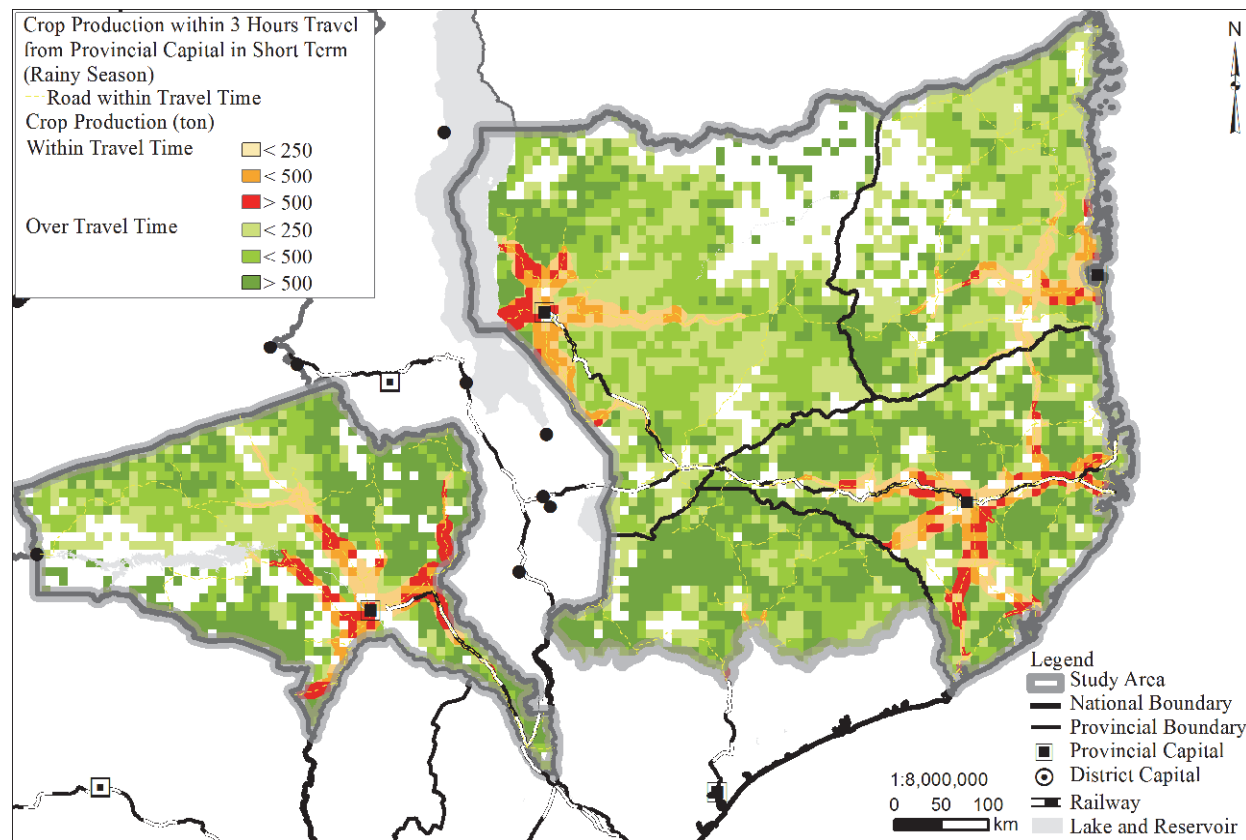
[C-5-21] Crop Production within 3 hours traveling from Provincial Capital <Dry Season> <Short-Term>



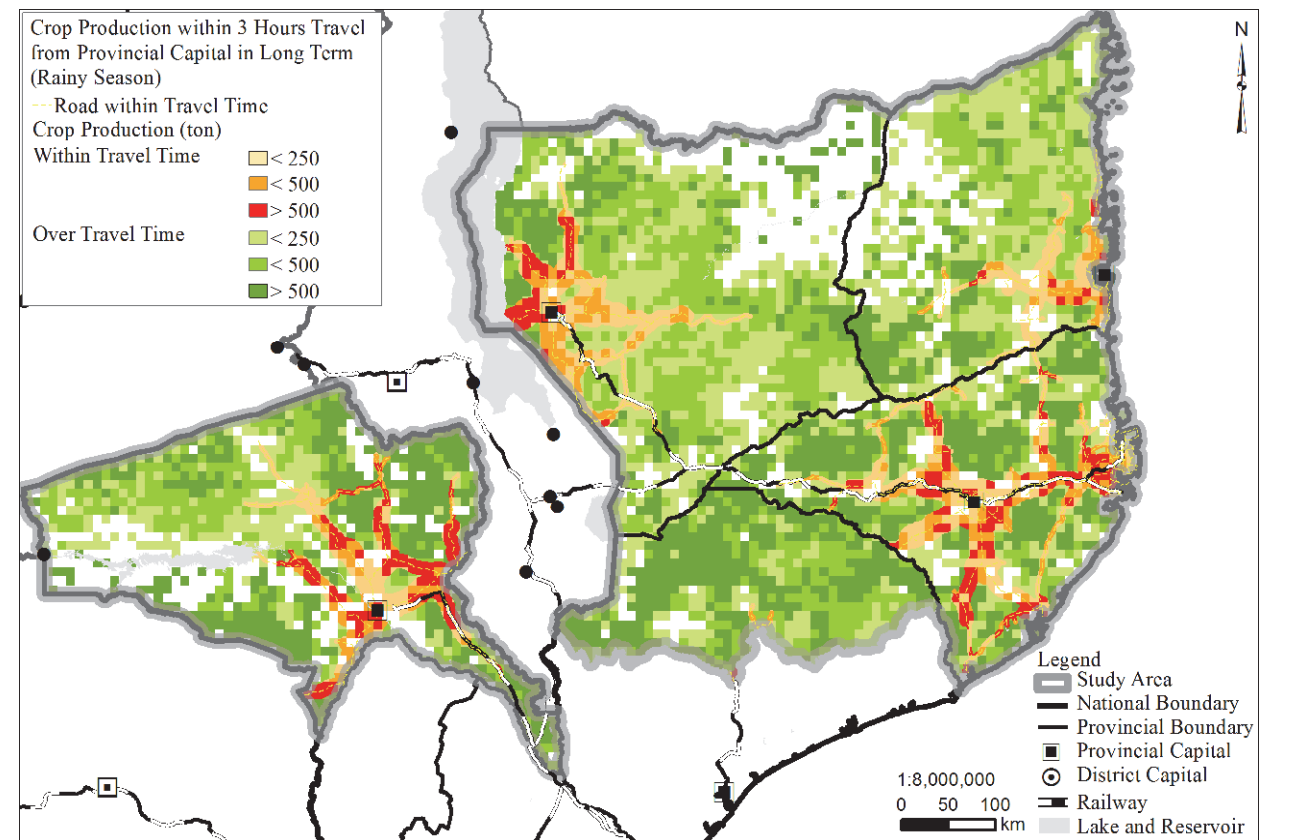
[C-5-23] Crop Production within 3 hours traveling from Provincial Capital <Dry Season> <Long-Term>



[C-5-22] Crop Production within 3 hours traveling from Provincial Capital <Rainy Season> <Short-Term>

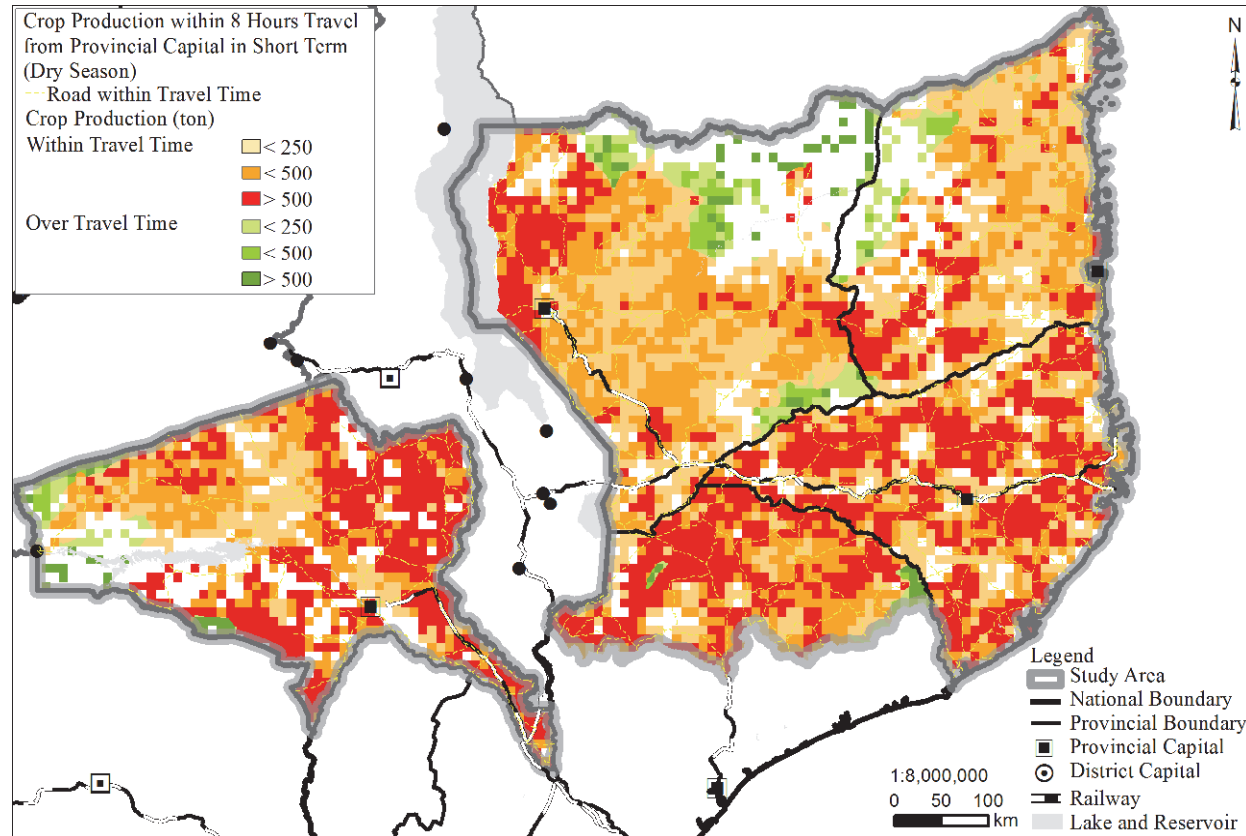


[C-5-24] Crop Production within 3 hours traveling from Provincial Capital <Rainy Season> <Long-Term>

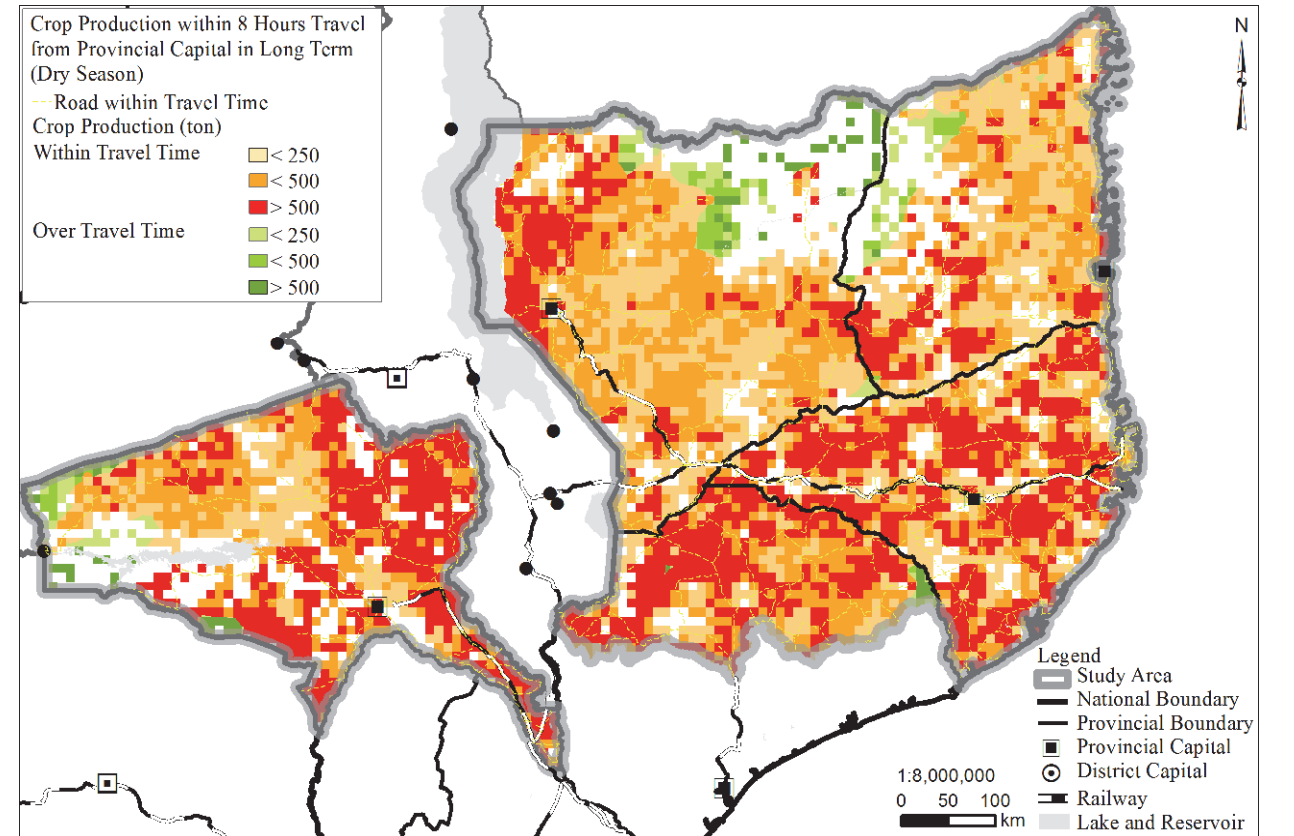


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

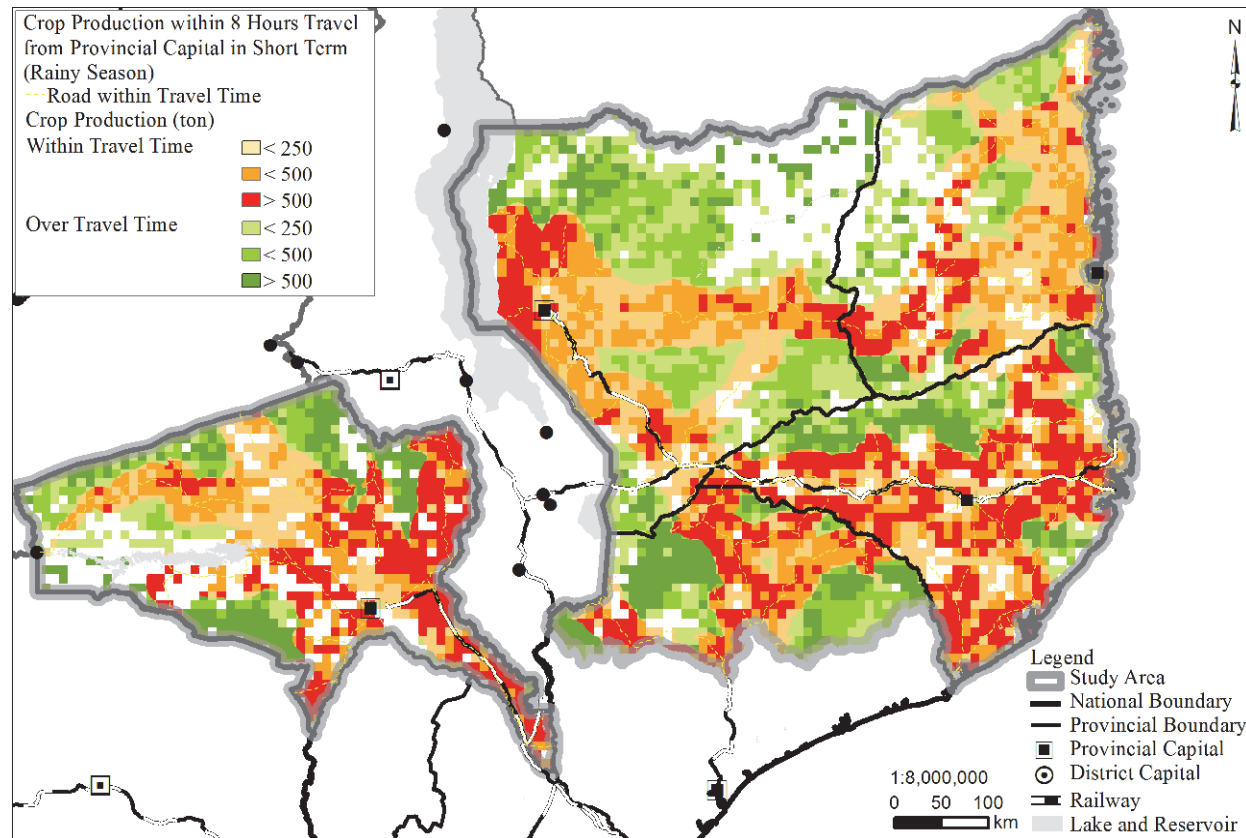
[C-5-25] Crop Production within 8 hours traveling from Provincial Capital <Dry Season> <Short-Term>



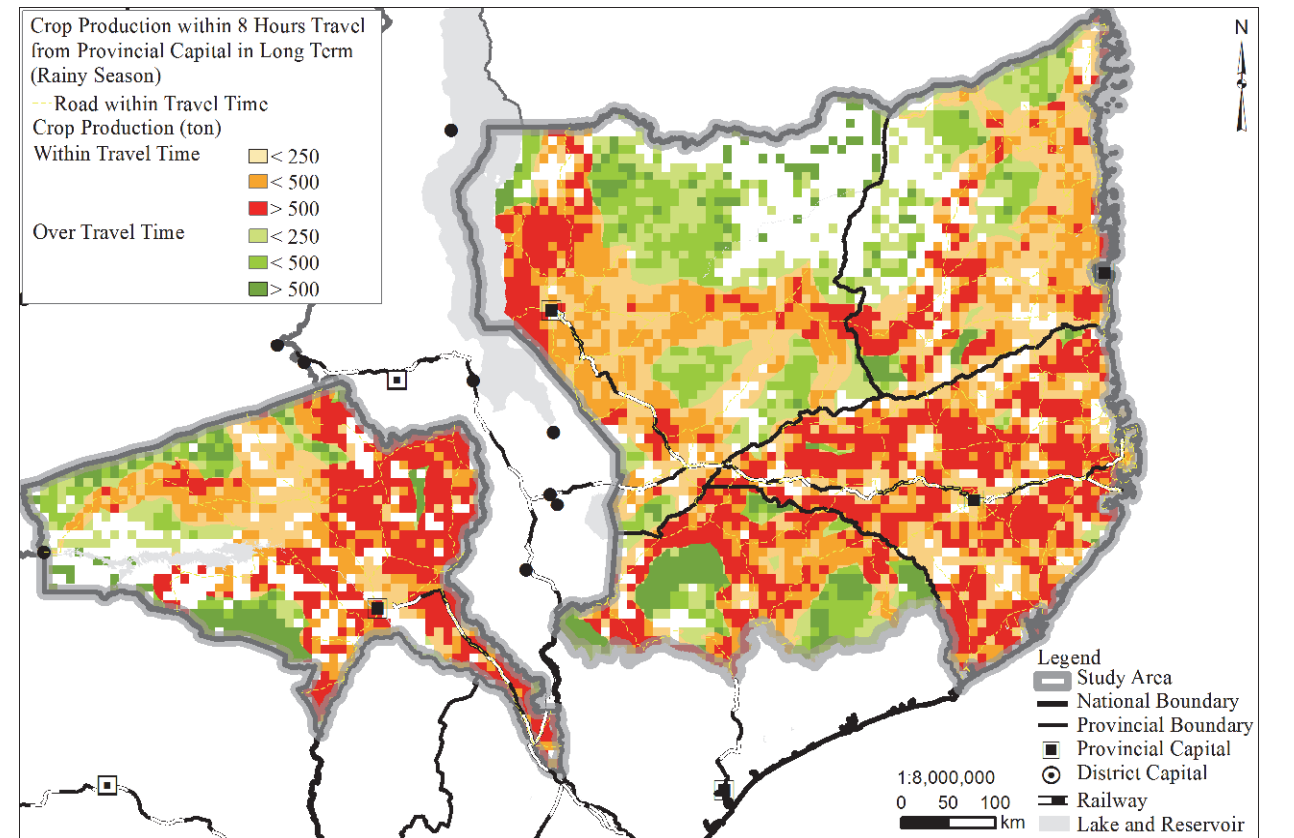
[C-5-27] Crop Production within 8 hours traveling from Provincial Capital <Dry Season> <Long-Term>



[C-5-26] Crop Production within 8 hours traveling from Provincial Capital <Rainy Season> <Short-Term>



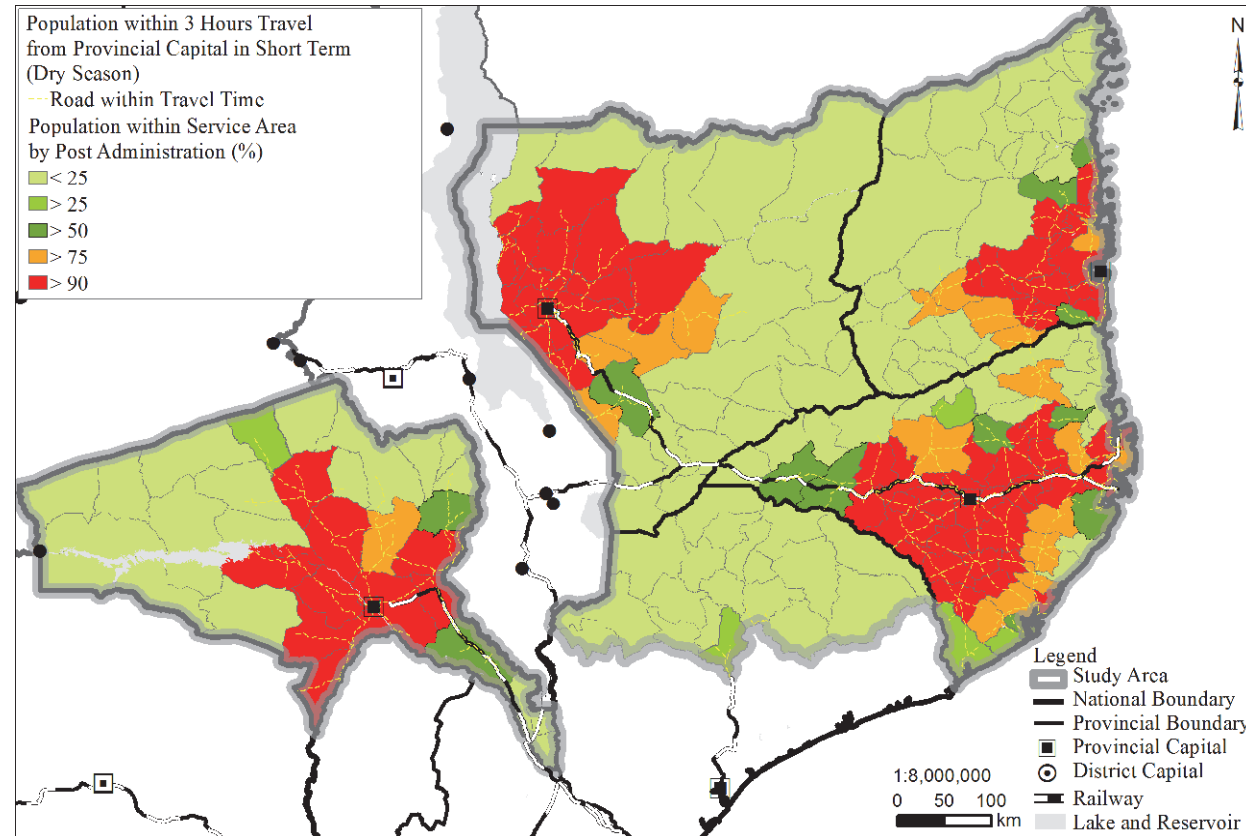
[C-5-28] Crop Production within 8 hours traveling from Provincial Capital <Rainy Season> <Long-Term>



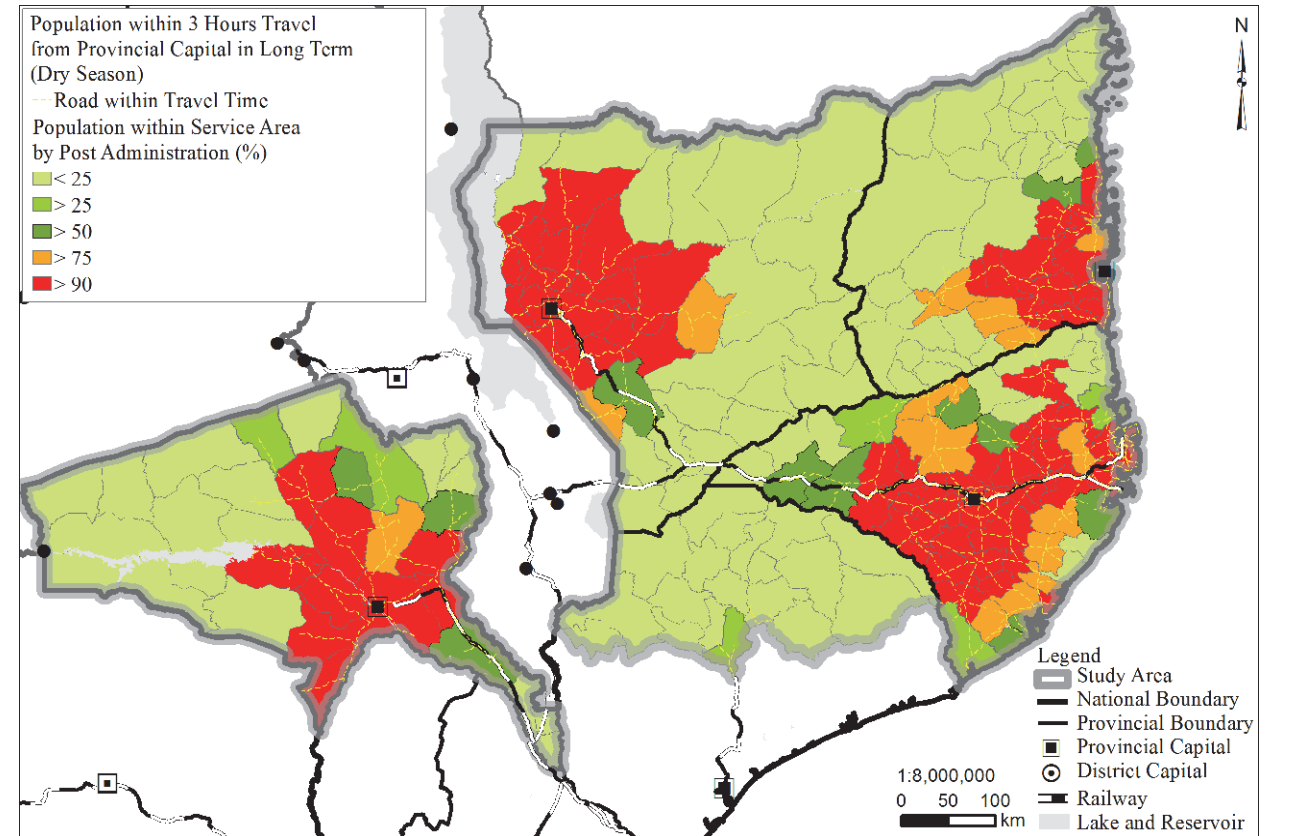


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

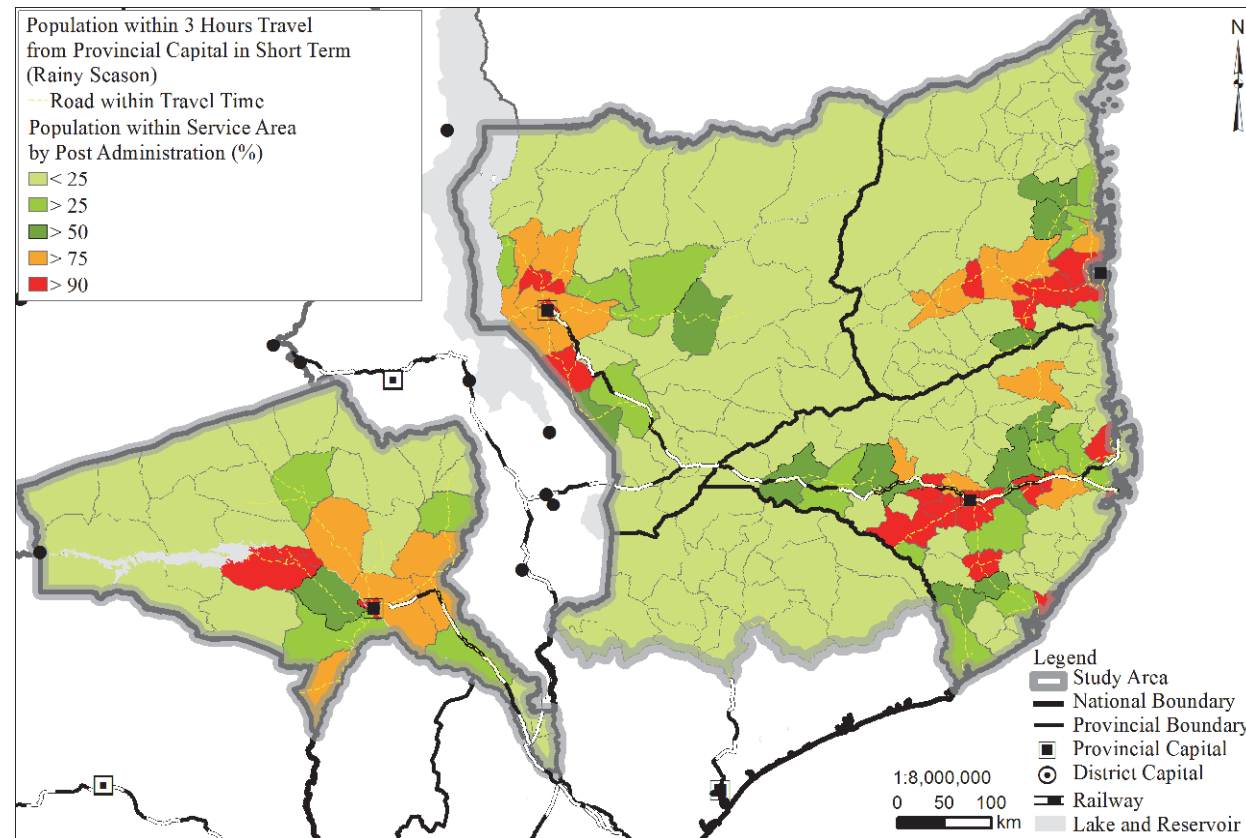
[C-5-29] Accessibility to Provincial Capital within 3 hrs. from Administrative Post <Dry Season> <Short-Term>



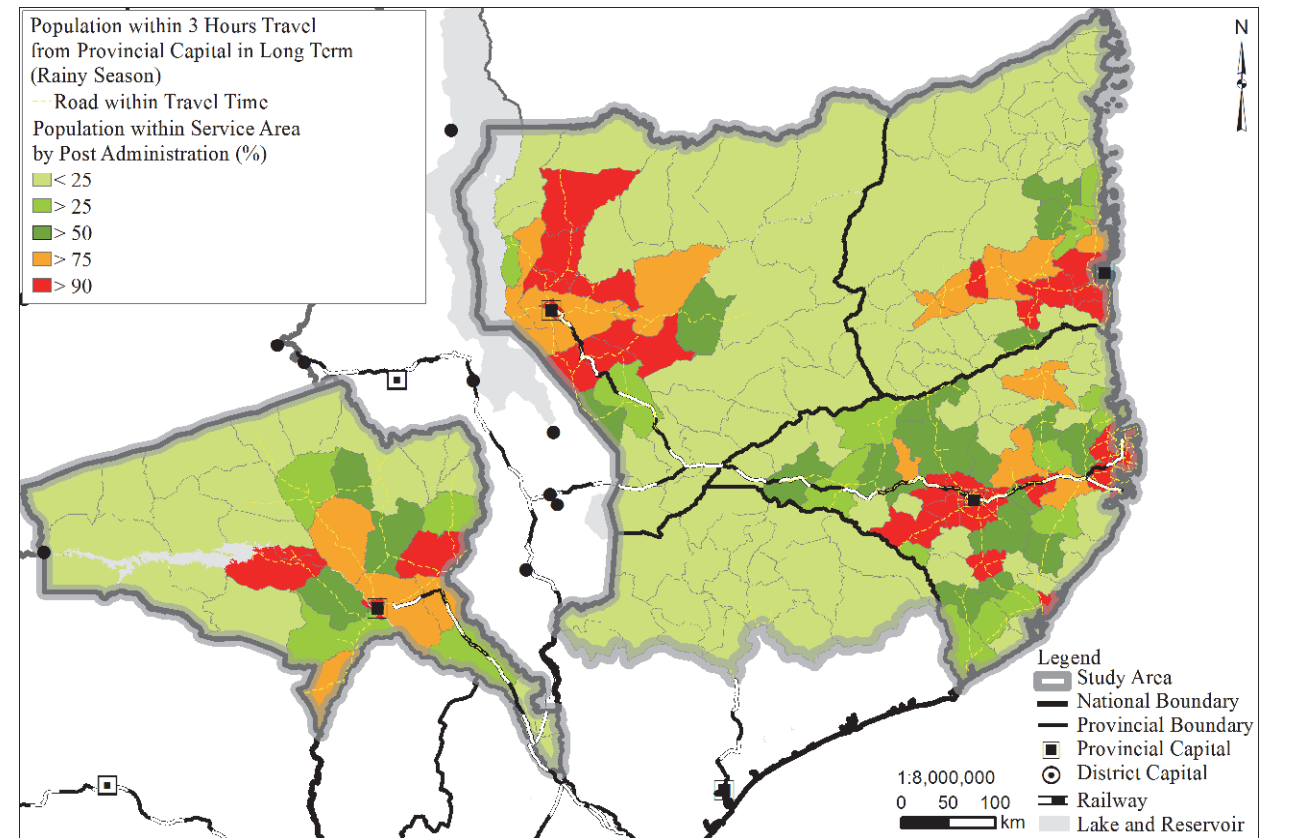
[C-5-31] Accessibility to Provincial Capital within 3 hrs. from Administrative Post <Dry Season> <Long-Term>



[C-5-30] Accessibility to Provincial Capital within 3 hrs. from Administrative Post <Rainy Season> <Short-Term>

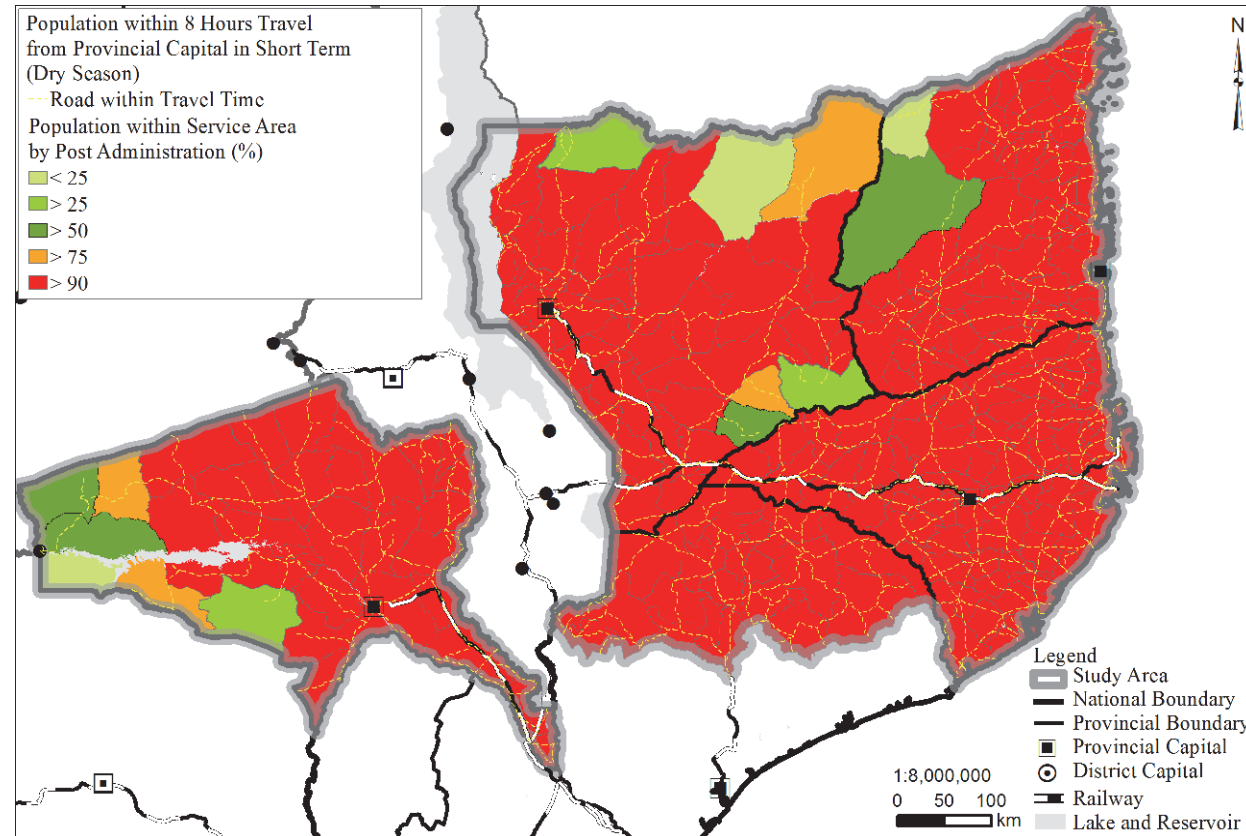


[C-5-32] Accessibility to Provincial Capital within 3 hrs. from Administrative Post <Rainy Season> <Long-Term>

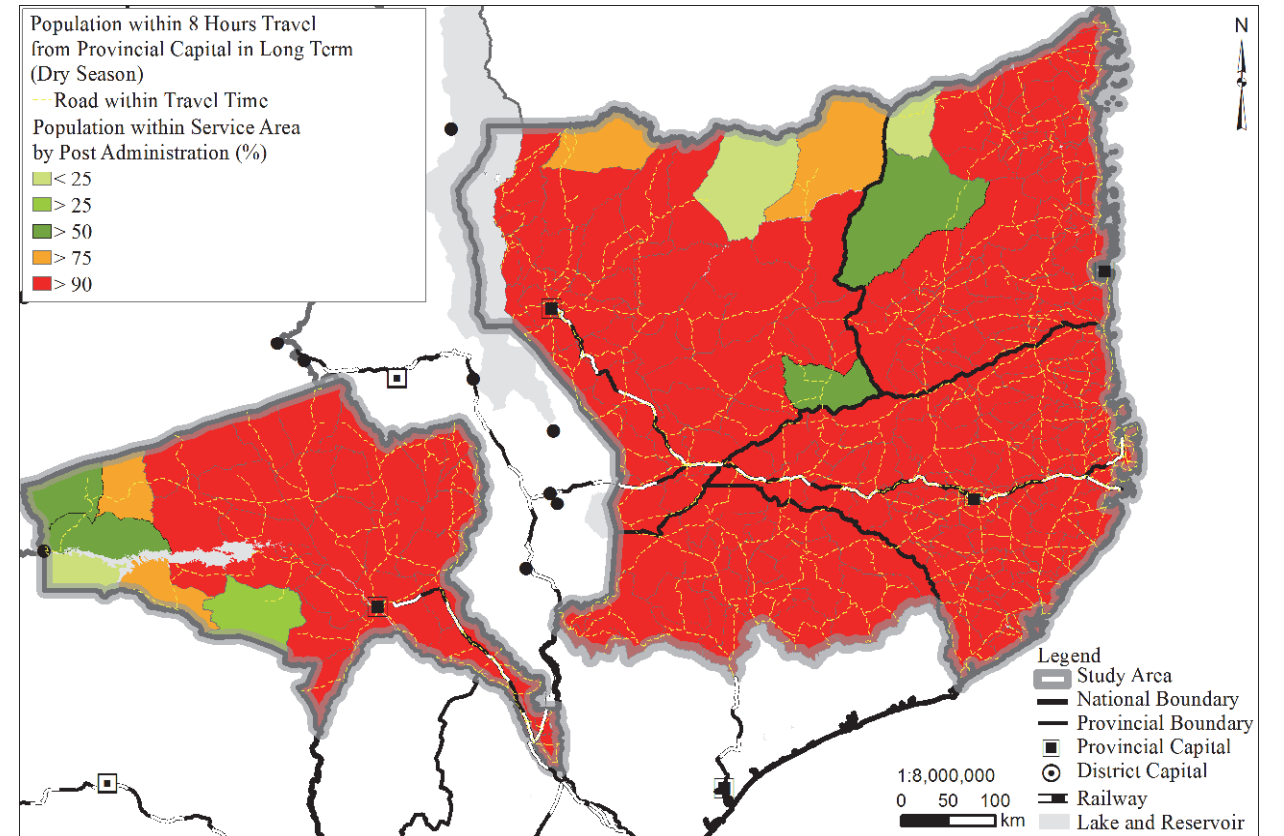


### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

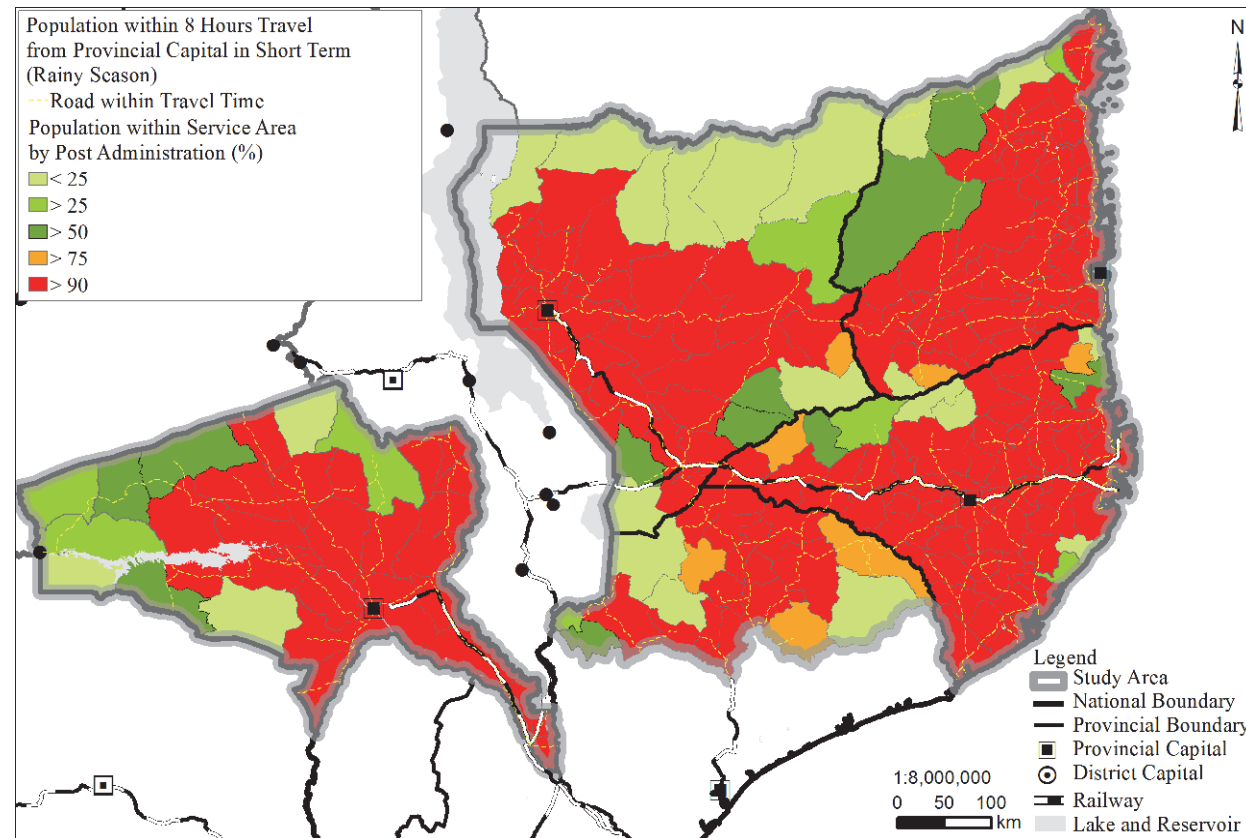
[C-5-33] Accessibility to Provincial Capital within 8 hrs. from Administrative Post <Dry Season> <Short-Term>



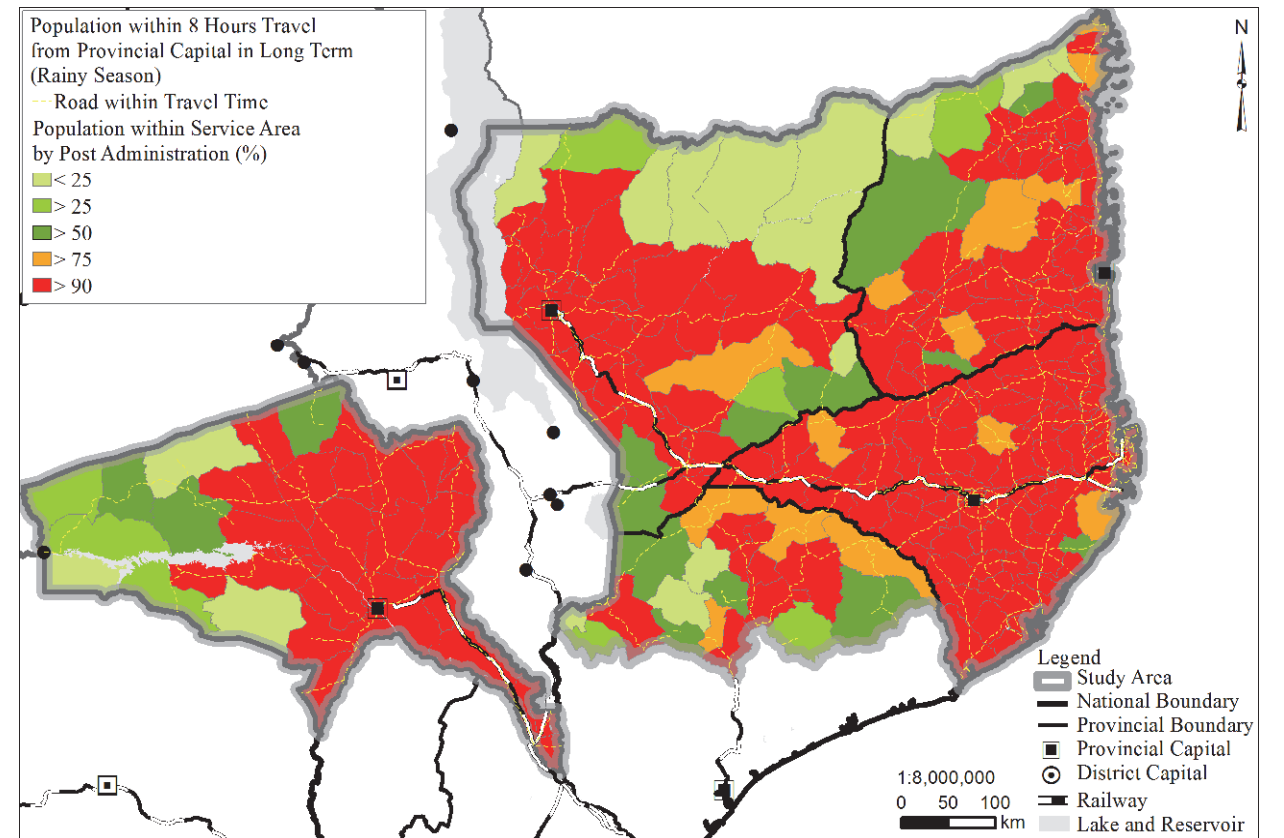
[C-5-35] Accessibility to Provincial Capital within 8 hrs. from Administrative Post <Dry Season> <Long-Term>



[C-5-34] Accessibility to Provincial Capital within 8 hrs. from Administrative Post <Rainy Season> <Short-Term>

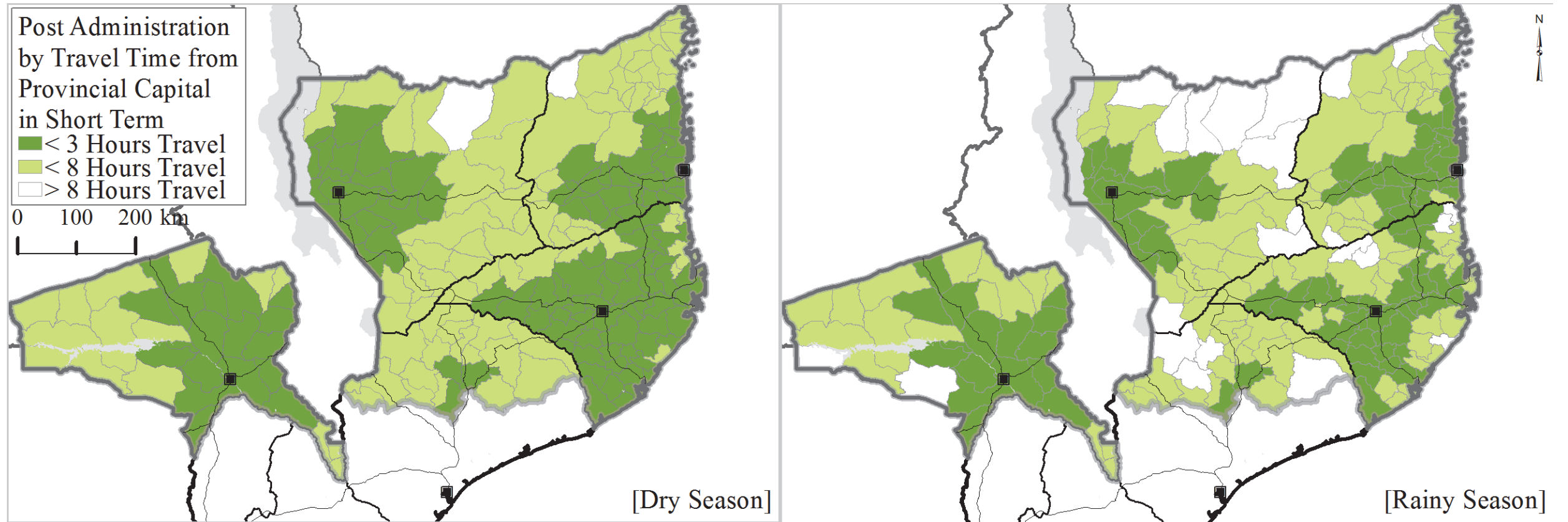


[C-5-36] Accessibility to Provincial Capital within 8 hrs. from Administrative Post <Rainy Season> <Long-Term>

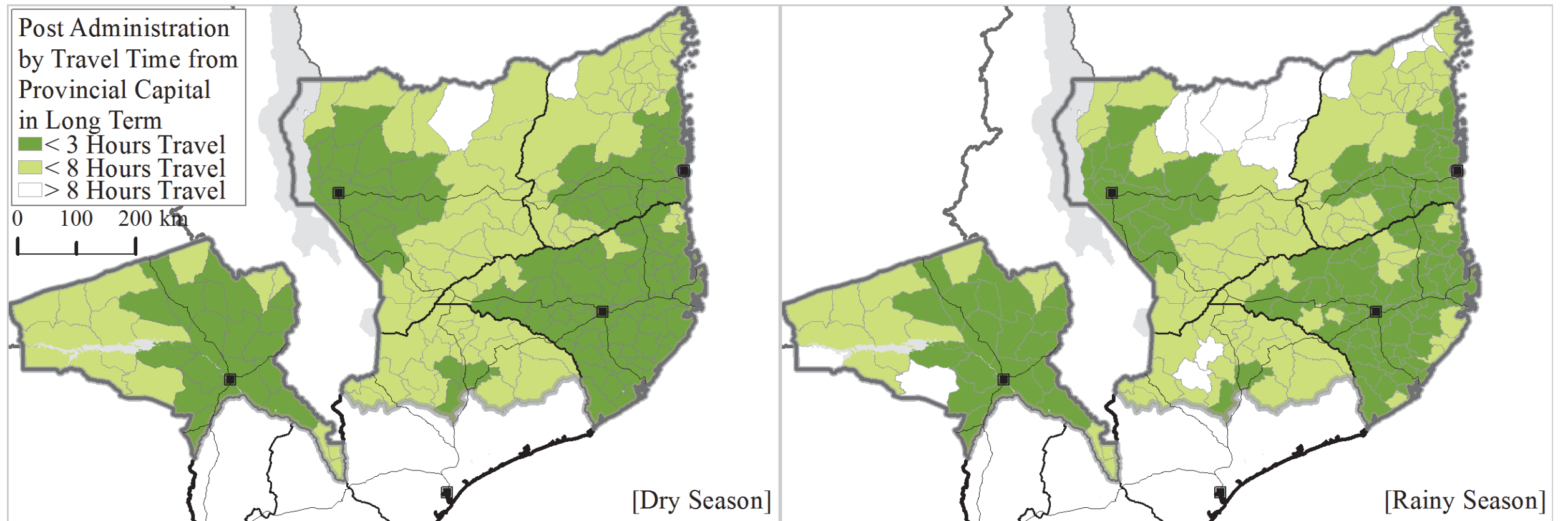


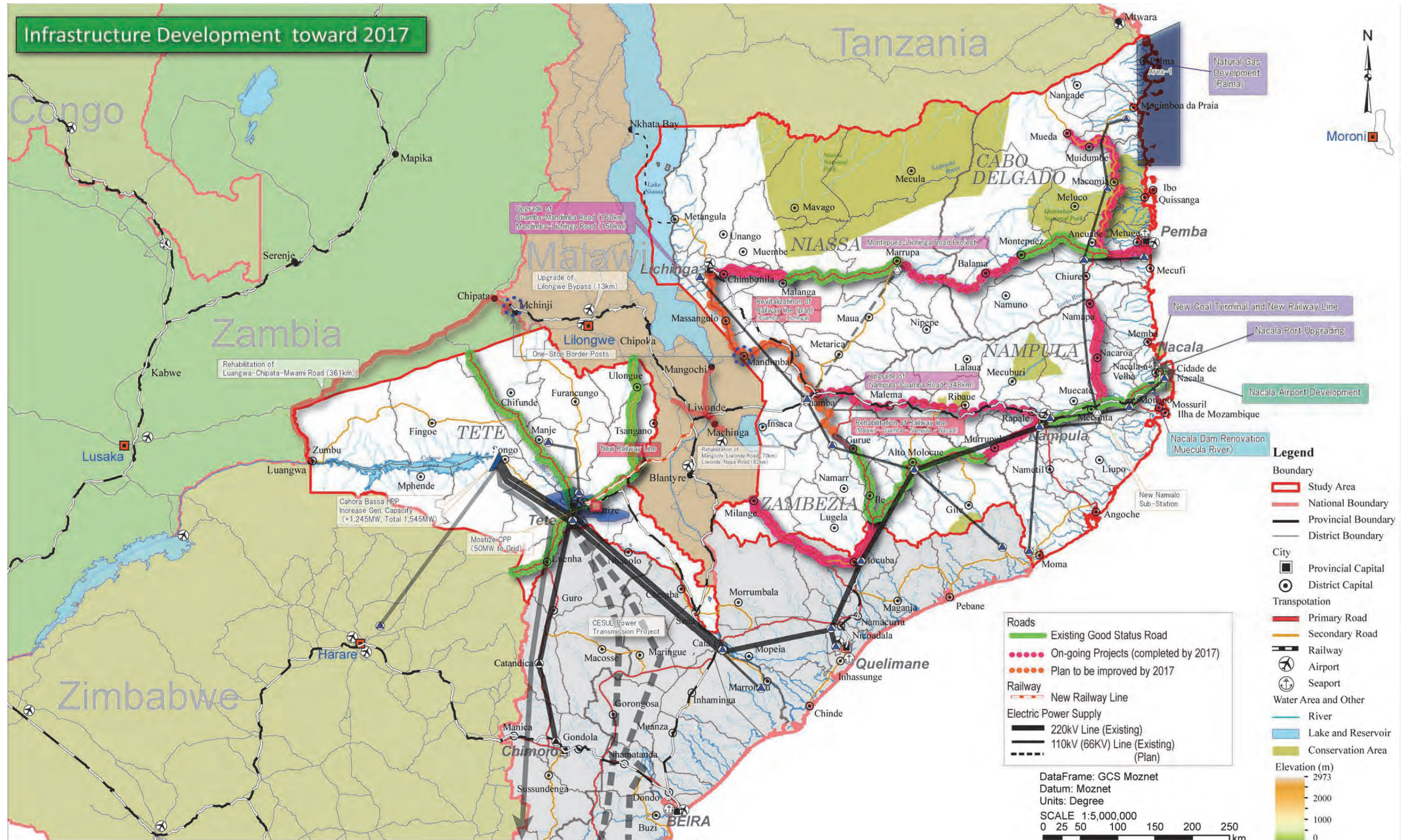
### C. Analysis Map / C-5 Accessibility Improvement by Road Improvement Plan

[C-5-37] Accessibility to Provincial Capital within 3/8 hours from Administrative Post <Dry Season/Rainy Season> <Short-Term>

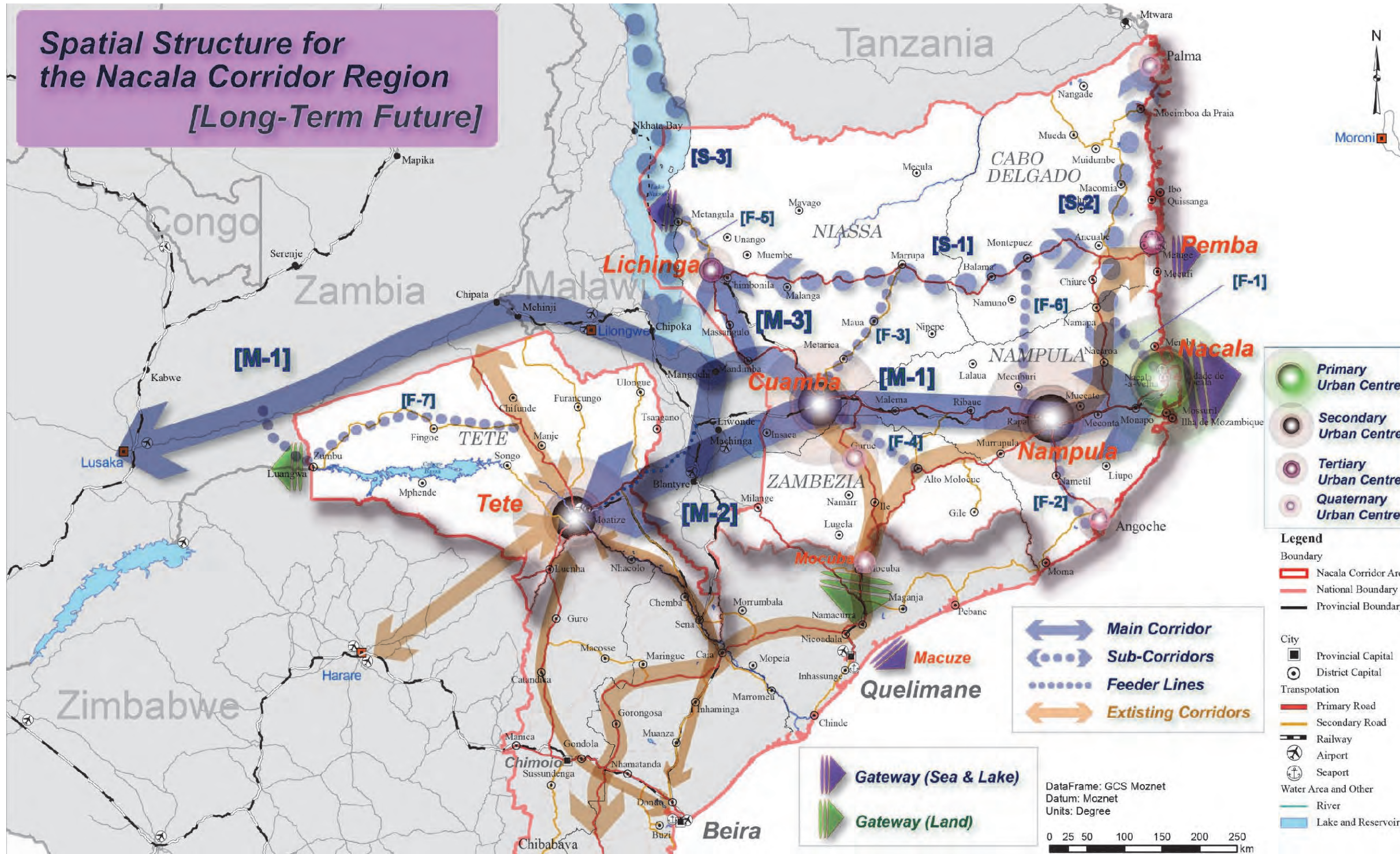


[C-5-38] Accessibility to Provincial Capital within 3/8 hours from Administrative Post <Dry Season/Rainy Season> <Long-Term>









**Main Corridors (M-1 to M-3)**

The main corridors end at Nacala Port as the gateway, having two transportation modes which are railway and road. These corridors are supported by large catchment areas.

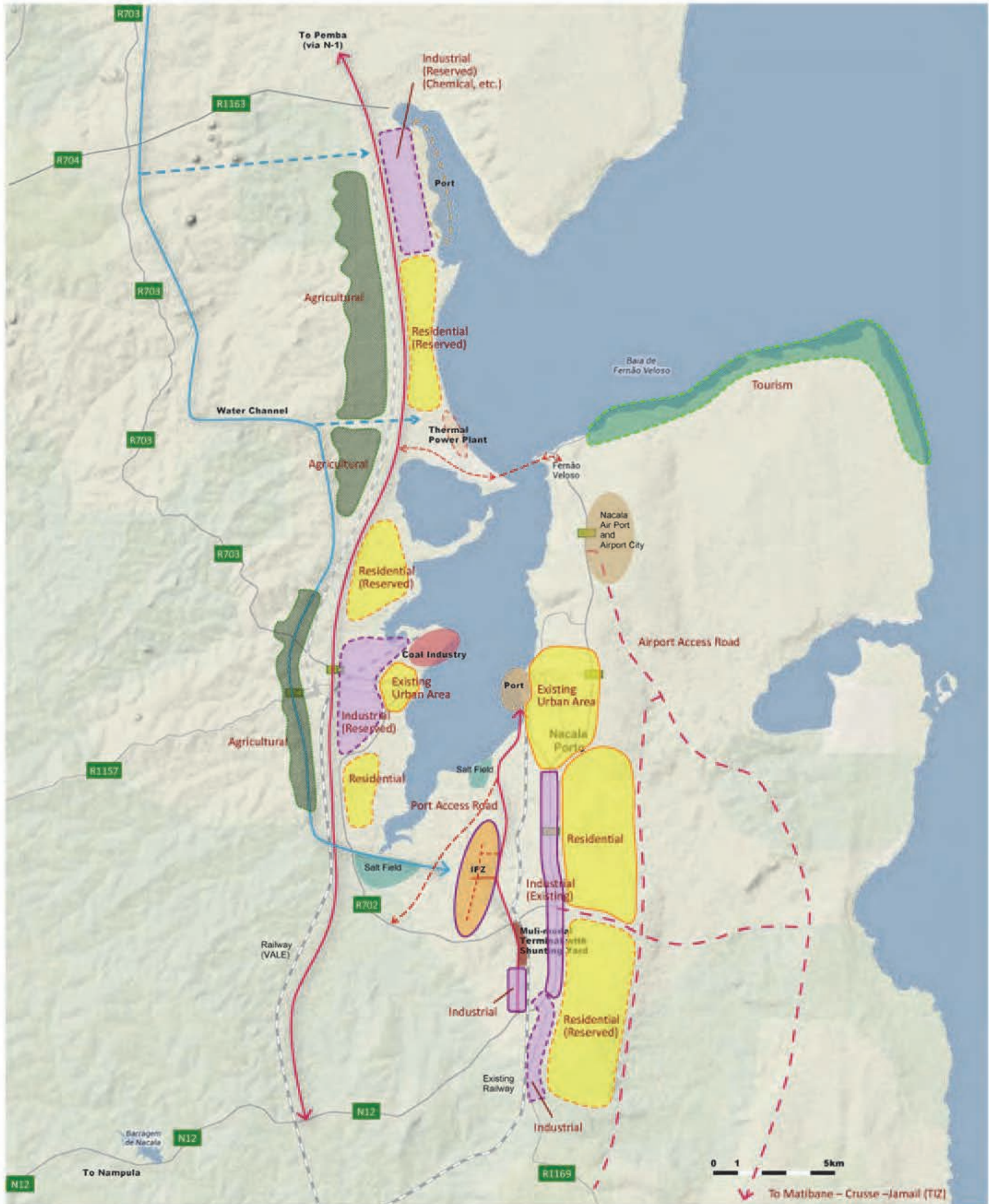
**M-1:** Nacala-Nampula-Cuamba-Lilongwe-Lusaka Main Corridor, the route envisaged since early 2000s, transports the goods produced in Malawi and Zambia to Nacala for export as well as transports the goods imported from overseas to Malawi and Zambia at lower costs. It stimulates the economy of the areas along the route in Mozambique by increased exports and imports at lower costs.

**M-2:** Cuamba-Moatize Main Corridor connects Cuamba and Moatize in Tete Province by a railway through Malawi. It transports the goods produced in Tete Province and Zimbabwe to Nacala for export and transports the goods from overseas to Tete Province and Zimbabwe at lower costs.

**M-3:** Lichinga-Cuamba Main Corridor strengthens the link between Cuamba and Lichinga by the rehabilitated railway and upgraded roads. It transports the goods produced in Niassa Province and neighbouring countries such as Tanzania and Malawi linked by water transportation to Cuamba and further to Nacala for export. It also transports the goods from overseas through Nacala to Niassa Province, Tanzania and Malawi at lower costs.

## Nacala Bay Area

### Draft Spatial Structure Plan and Projects



Reference: Conceptual Development Image (Nacala Bay Area and Greater Nampula Area)

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