ECOFIN AGENCY · MOZAMBIQUE · SUBSEA

Mozambique plans $7.5bn logistics corridor upgrades

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Mozambique is planning nearly $7.5 billion in infrastructure investments across three major logistics corridors, targeting upgrades to ports, railways, roads, and border crossings to strengthen freight connectivity across Southern Africa. The programme is designed to position Mozambique as a preferred transit hub for landlocked neighbours, offering alternative shipping routes and reducing exposure to supply disruptions along existing regional trade arteries.

The three corridors under development span key freight routes linking Mozambique's coastline to interior markets across the region. The investment package covers a broad range of infrastructure types: port capacity expansions, railway rehabilitation and extension, road upgrades, and improvements to border post facilities. No single financing source or lead developer has been identified in available reporting, and the programme appears to be structured across multiple projects rather than as a single unified procurement.

The scale of the commitment reflects Mozambique's strategic ambition to capitalise on its geography. The country's ports — including Beira, Nacala, and Maputo — have historically served as access points for landlocked countries such as Zambia, Zimbabwe, Malawi, and parts of the Democratic Republic of Congo. Improving the reliability, capacity, and efficiency of these corridors is central to the government's development strategy, particularly as the country moves toward large-scale LNG production in the north, which will itself place significant new demands on logistics and supply chain infrastructure.

Completion risk remains a material factor. Infrastructure programmes of this scale in the region have historically faced delays linked to financing sequencing, contractor availability, land acquisition, and security conditions — particularly in northern Mozambique, where instability has previously disrupted project timelines. The government's ability to attract private co-investment alongside public funding will be a key determinant of delivery pace.

For the energy sector, the corridor investments carry direct relevance. Port and road upgrades along the northern and central corridors would improve access for heavy equipment, modules, and consumables associated with LNG construction and operations. Railway and road links also affect the economics of domestic gas distribution and the movement of project cargo to offshore support bases. As Mozambique's upstream and LNG sectors mature, the adequacy of landside logistics infrastructure is increasingly a project-execution variable rather than a background condition.

Why this matters to partners and clients of Saga

These investments are at the planning and announcement stage — no contracts or tenders have been confirmed in available reporting, making this a monitoring situation rather than an active procurement opportunity. Norwegian service companies with interests in Mozambique LNG supply chains and offshore logistics should track corridor progress, particularly port and road upgrades in the north, as these will directly affect base camp access, equipment mobilisation, and offshore support vessel operations. Relationship-building with port authorities and logistics concessionaires active in Nacala and Pemba would be a productive early-stage step.

PARTNER ANGLES

- **Subsea:** Port capacity upgrades at Nacala or Pemba would affect vessel access and load-out logistics for subsea equipment destined for northern Mozambique offshore blocks — worth monitoring for future procurement alignment.
- **FPSO:** Improved heavy-lift port facilities and road access along upgraded corridors would reduce module and topsides mobilisation costs for any floating production units associated with Mozambique offshore development.

- **Drilling:** Railway and road rehabilitation improves rig consumables supply and crew rotation logistics from inland bases, reducing operational costs for drilling campaigns in northern Mozambique.
- **LNG:** Landside corridor upgrades are a direct enabler for LNG construction logistics — Norwegian contractors active in Mozambique LNG should map which corridor segments overlap with their project supply routes.
- **Pipeline:** Border crossing and road upgrades across the three corridors could reduce transit times and costs for pipeline equipment and large-bore materials moving to onshore and nearshore project sites.

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