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ORGANISATION DE L'UNITE  
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CM/739 (XXVII)  
Part II

MEASURES TAKEN BY MOZAMBIQUE FOR THE  
APPLICATION OF SANCTIONS AGAINST THE RACIST  
REGIME OF RHODESIA



MEASURES TAKEN BY MOZAMBIQUE WITH A VIEW TO  
APPLYING SANCTIONS AGAINST THE RACIST REGIME OF RHODESIA

On 3 March 1976, the Government of the People's Republic of Mozambique decided to close its borders with Rhodesia and to apply strictly, the sanctions imposed by the United Nations and the OAU.

The Organization of African Unity and the entire International Community welcomed with the greatest satisfaction, this courageous decision of major political and historical significance.

By cutting off all road, rail, air and other communications with the white racist minority regime of Salisbury in conformity with the relevant UN and OAU resolutions, the Republic of Mozambique has opened new prospects for the liberation of the people of Zimbabwe from the Yoke of the white racist minority. In so doing, it has accepted to make enormous sacrifices which have been reflected in its considerable economic difficulties. Although it is impossible, at present, to evaluate exactly the losses suffered by the People's Republic of Mozambique, the immediate assistance needed is estimated at US \$57 million. On 16 March 1976, the UN Security Council was informed of this personally by the Mozambican Minister for Foreign Affairs, Mr. Joachim Chissano. This is only a tentative estimate covering the most urgent and basic needs. The United Nations Mission which visited Mozambique was able to make a more detailed evaluation of the losses resulting from the decision to strictly apply the sanctions against Rhodesia.

According to the Mission's on-the-spot investigation, the People's Republic of Mozambique is confronted with serious economic and social problems which require increasingly urgent financial assistance.

At the social level, the People's Republic of Mozambique is faced with the following problems:

- Many of the workers in Mozambique are liable to lose their employment because of a slow-down in activities at the ports of Maputo and Beira and the railways attached to them.

In fact, the Mozambique's ports and railways had been built to handle trade from the interior. This is why two-thirds of the activities of the Port of Beira and one-fifth of the activities of the Port of Maputo consisted of the shipment going to or through Southern Rhodesia. The number of port and railway workers is now estimated at 30,000; to that should be added another 6,000 employed by agencies directly involved in the handling of rail traffic.

- Workers from Mozambique in the border areas who formerly worked in Rhodesia and must now be find employment in Mozambique are estimated at 37,000.
- In Rhodesia there are 8,000 workers from Mozambique with temporary jobs and another 80,000 with fixed jobs.
- The People's Republic of Mozambique will therefore have to solve the problem of the sudden flow of workers who will not only require employment but will also have to be re-oriented towards long-term productive jobs for the development of the country.

In the economic area, the problems are equally serious and perhaps even more alarming. The People's Republic of Mozambique has suffered considerable financial losses following the closing of its borders with Rhodesia. In normal circumstances, the ports of Maputo and Beira and the railways linking them to Rhodesia could handle up to 4 million tons of exports and imports per year which would have provided \$72 million for Mozambique in 1976. It would appear, however, that even before the strict application of comprehensive sanctions by Mozambique, activities in the Ports of Beira and Maputo had reduced. It was observed, for example, that the total amount of trade handled by the two ports had dropped to 2.3 million tons in 1975, no doubt, because of the application of comprehensive or selective sanctions by many countries in particular the closing of the border between Rhodesia and Zambia. Despite all these factors

in 1975, the People's Republic of Mozambique earned a little less than 35 million dollars. In 1976, it would easily have earned 40 million dollars.

The following two tables indicate the volume of trade handled by the ports and railways of Beira and Maputo and the earnings from 1965 to 1975.

## I\* Rail

Year	Maputo railway	Beira railway	T O N N A G E	T O T A L	
	Tonnage	Tonnage		Earnings (contos)	Earnings Per ton (Escudos)
1965	1 677 000	2 275 000	3 952 000	764 000	193.40
1966	1 567 000	1 803 000	3 370 000	485 000	144.00
1967	1 954 000	1 704 000	3 658 000	607 000	166.00
1968	1 761 000	1 497 000	3 258 000	610 000	187.20
1969	2 067 000	1 185 000	3 252 000	692 000	218.80
1970	2 271 000	1 181 000	3 452 000	681 000	197.30
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1973	2 362 000	942 000	3 304 000	877 000	265.40
1974	1 820 000	970 000	2 790 000	868 000	311.10
1975	1 277 000	1 000 000	2 277 000	727 000	326.00

\* Source: UN document: E/5812 of 30 April 1976

PART II Port

Year	Port of Maputo	Port of Beira	Total (Maputo + Beira)	Earnings Per Ton (Escudos)
	Tonnage	Tonnage	Tonnage	
1965	1 640 000	2 293 000	3 933 000	71.70
1966	1 580 000	1 817 000	3 397 000	64.50
1967	1 901 000	1 718 000	3 619 000	59.30
1968	1 692 000	1 509 000	3 201 000	56.30
1969	1 847 000	1 194 000	3 041 000	52.90
1970	2 096 000	1 420 000	3 516 000	66.10
1971	1 843 000	1 698 000	3 541 000	85.60
1972	2 094 000	2 215 000	4 309 000	82.70
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1974	1 774 000	1 260 000	3 034 000	94.30
1975	1 235 000	1 078 000	2 313 000	93.80

Source: UN document E/5812 of 30 April 1976.

Furthermore, by closing the border with Rhodesia, the People's Republic of Mozambique has lost the revenue from goods passing through Rhodesia to other countries.

The statistics given below indicate the port traffic for 1973 - 1975 \* (in thousands of deadweight tonnes)

	Maputo			Beira			Nacala		
	1975	1974	1973	1975	1974	1973	1975	1974	1973
1. Total all cargo	10,920	13,049	14,167	3,004	2,930	2,982	758	805	793
2. All cargo by inland origin and destination:									
Mozambique	2,441	2,676 <sup>b/</sup>	2,755 <sup>b/</sup>	1,234	1,139	1,099	461	602	690
Southern Rhodesia	1,235	1,774 <sup>b/</sup>	2,139 <sup>b/</sup>	934	1,202	1,122	-	-	-
Swaziland	2,829	2,949 <sup>b/</sup>	3,045 <sup>b/</sup>	-	-	-	-	-	-
South Africa	4,415	5,650 <sup>b/</sup>	6,228 <sup>b/</sup>	-	-	-	-	-	-
Malawi	-	-	-	436	486	631	180	133	97
Botswana	<sup>c/</sup>	<sup>c/</sup>	<sup>c/</sup>	-	-	-	-	-	-
Zaire	<sup>d/</sup>	<sup>d/</sup>	<sup>d/</sup>	144	58	38	-	-	-
Zambia	-	-	-	256 <sup>e/</sup>	45 <sup>f/</sup>	92 <sup>g/</sup>	117	70	6

<sup>b/</sup> Estimate.

<sup>c/</sup> Included in cargo for South Africa.

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Source: UN Document E/5812 at 30 April 1976

On the basis of the 1974 statistics, the UN mission estimated that the People's Republic would lose between \$57 to \$74 million in revenue from ports and railways alone. To this must be added a loss of between \$5 to \$10 million per year in service charges, and \$1 million from airport taxes and landing fees paid by Rhodesian aircraft and \$750,000 from the Mozambique airlines which will no longer be able to land in Rhodesia and will have to be rerouted to serve the other African capital cities.

The People's Republic of Mozambique is deprived of another very important source of revenue. The number of tourists coming from Rhodesia each year was estimated at 50,000. In future, they will not be allowed to visit the People's Republic of Mozambique which will lose about \$4.5 to \$5.5 million per year.

As indicated earlier there are many workers from Mozambique with lucrative jobs in Rhodesia. The majority of these workers who include skilled workers, leave their families behind and are therefore obliged to transfer a part of their income home, either in kind or in cash. According to the United Nations, the Mozambique Authorities estimate the total sum of such remittances at between \$18 and \$28 million. This estimate corresponds more or less to that of the mission which put the figure at a minimum of \$22 million and a maximum of \$25 million.

The volume of these losses in revenue weighs heavily on the balance of payments of the People's Republic of Mozambique all the more so that its trade balance is already seriously affected. In 1975, the exports from Mozambique to Rhodesia amounted approximately to \$5 million and imports from Rhodesia totalled \$20 million approximately. Not only will the People's Republic of Mozambique be deprived of such essential products as maize, cement and others which were imported from Rhodesia but it will have some difficulty in finding alternative markets for its own products. The People's Republic of Mozambique will have to obtain those products normally supplied by Rhodesia from other countries farther away at prices which will obviously be

higher because of the distance. The UN Mission estimated Mozambique's losses in export earnings at approximately \$3 million per year and the increase in the price of imports at \$10 million. The total balance of trade deficit will increase by about \$16 million in the next 18 months and by about \$9 to \$10 million when Mozambique finds alternative markets for its products.

All these difficulties will cause a serious deterioration in the balance of payments situation. According to the UN Mission Report on Mozambique, the balance of payments deficit will range from \$175 to \$200 million over the next two years. The financial losses resulting from the application of sanctions by the People's Republic of Mozambique against Rhodesia will be between \$110 and \$135 million per year.

Summary of Mozambique's Financial Losses  
as a result of the application of sanctions against  
Southern Rhodesia

Sector	Losses (in US \$) per year
Transport and services	between 69 and 85 million
Tourism	between 45 and 55 million
Remittances	between 22 and 28 million
balance of trade deficit	16 million

This financial imbalance is liable to affect very seriously the ability of the People's Republic of Mozambique to carry out its development activities, not to speak of the numerous projects which would not have required immediate implementation if the People's Republic of Mozambique had not decided to apply the mandatory sanctions against Rhodesia.



For instance, emergency funds will have to be devoted to power, telecommunications, transport, the reception and resettlement of workers, agriculture, etc. All these emergency projects and the technical assistance required for their implementation are likely to cost between \$175 and \$200 million and an additional \$36 million for short-term agricultural projects.

Electric power for the regions of Manica and Espungabara was supplied by Rhodesia. To deal with this emergency, the People's Republic of Mozambique will therefore have to purchase four mobile generating units and two transformers until the necessary permanent power stations can be built in the region which is both a mining and agricultural region. Like electricity, the water supply of the region is provided by the Nunene River in Rhodesia. An urgent solution must be found to these problems and both financial and technical assistance will be needed.

The telecommunications circuit between Beira and Nairobi as well as all communications with Zambia pass through Salisbury. In the circumstance, the People's Republic of Mozambique will have to use an alternative makeshift system. Here also financial and technical assistance are absolutely indispensable and required urgently.

With regard to transport, the Mozambique Government will have to reorganize the railways network and build new roads for the transport of goods from one part of the country to another without passing through Rhodesia as was the case in the Province of Manica during the rainy season. 140 kms of roads are needed urgently in that agricultural area.

For the Mozambique workers coming in from Rhodesia, the Government will have to set up reception centres. This will require about \$3 million and substantial technical assistance.

Finally, there are short-term agricultural projects to fill in the gaps caused by the cutting off of food supplies from Rhodesia. The cost of these projects totals \$6 million.

The needs of the People's Republic of Mozambique as a result of its decision to apply sanctions against Rhodesia are immense. Obviously, that country's ability to continue to apply sanctions will depend first and foremost on African solidarity and on international solidarity which should be demonstrated through immediate and increased financial and technical assistance.

The list of urgently required materials for implementation of projects is given below:

<u>Materials and Commodities</u>	<u>Tons</u>
Petroleum or crude oil	400,000
Wheat	120,000
Maize	90,000
Fertilizers (mostly nitrogenous)	12,500
Groundnuts	10,000
Rice	40,000
Disinfectants, insecticides, herbicides, fungicides etc.	3,000
Powdered milk	4,000
Medicines	(\$14,000,000)
Thread made of synthetic or artificial fibres:	
Continuous	450
Discontinuous	<u>250</u>
Cotton thread	350
Cotton textiles:	
Raw and white	350
Dye prints	250
Dyed, non-specified	<u>1,250</u>
Fabric made from synthetic or artificial fibres	500
Raw jute, packing material and wastes	4,500
Sacks for packing merchandise	3,000
Tin plate	5,000
Plates of soft iron or steel	15,000
Metal structures and iron parts	1,500
Aluminium, raw and semi-processed	500

Equipment and Spare PartsEquipment

Caterpillar machines	\$ 2,300,000
Motors	\$ 71,000
Stackers	SK 101,000
Heavy household equipment	BF 892,000
Agricultural tractors, Cameco	\$ 300,000
Air conditioning equipment, Atlascopco	SK 70,000
Excavators, Poclain	F 3,650,000
Trucks, British Leyland	£ 2,100,000
Trucks, Berliet	F 1,200,000
Machinery, John Deere	\$ 230,000

Spare Parts

Caterpillar	\$ 2,100,000
Rome	\$ 71,000
Atlas Copco	SK 101,000
Atlas Copco	BF 892,000
Delpes and Atlas Copco	\$ 30,000
Poclain	F 189,000
Berliet	F 2,300,000
Tema Terra	\$ 11,000
John Deere	\$ 70,000
Miscellaneous parts for agricultural equipment	\$ 910,000
Hand tools	F 510,000

Tyres

Michelin	F 3,500,000
British Leyland	£ 405,000
Landrover	£ 491,000
Dunlop	\$ 330,000
Yokohama	\$ 81,000
John Deere	\$ 100,000
Massey Ferguson	\$ 980,000
Mercedes Benz	\$ 1,400,000
Peugeot	\$ 525,000

Tyres (continued)

Ford	\$	18,300
Ransomes	£	6,000
Ford	\$	175,000
Mitsubishi	\$	140,000
International	\$	210,000
Gallion	\$	35,000
David Brown	\$	175,000
For Volvo, Scania, Leyland and Mercedes Benz	\$	100,000

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Source: UN Document E/5812 of 30 April 1976

Technical Assistance Requirements

a)	Public Works and Housing	147	units
b)	Transport and Communications	412	"
c)	Agriculture	87	"
d)	Finance	6	"

As may be seen, Mozambique's courageous decision to fully apply the sanctions imposed on the racist regime of Rhodesia entails heavy consequences for the Young Republic in all areas.

A number of African States have spontaneously granted assistance to Mozambique to show their solidarity with this sister country for its political decision.

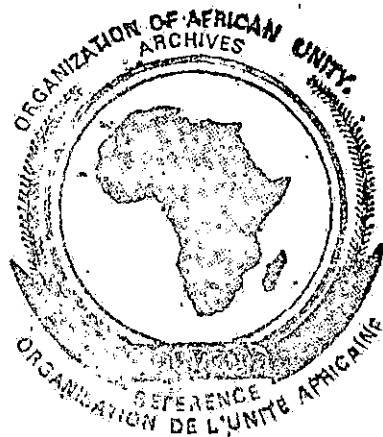
With the framework of Afro-arab solidarity a loan of US \$ 6 million was granted from the oil emergency fund to Mozambique.

The United Nations and its Specialized Agencies will no doubt provide considerable aid to Mozambique in application of Article 50 of the Charter.

We feel it is indispensable that OAU should take part, as an organization, in this move to assist Mozambique so as to give to its exemplary decision full political significance and to prove that Africa is able to cope with the consequences of its commitment to the total liberation of the continent.

Mozambique should not bear alone the burden of a decision of collective responsibility.

Unfortunately, it should be noted that OAU does not have a permanent emergency fund to cope in a consistent manner with the circumstantial difficulties of Member States. The Council of Ministers would no doubt wish to prepare a programme to collect funds for the financing of a specific project in Mozambique and lay down the basis for setting up an OAU assistance Fund for the future.





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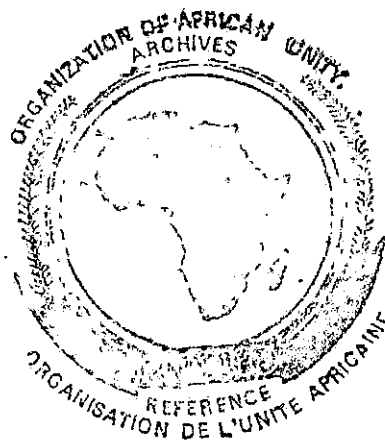
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Electric power for the regions of Manica and Espungabara was supplied by Rhodesia. To deal with this emergency, the People's Republic of Mozambique will therefore have to purchase four mobile generating units and two transformers until the necessary permanent power stations can be built in the region which is both a mining and agricultural region. Like electricity, the water supply of the region is provided by the Nunene River in Rhodesia. An urgent solution must be found to these problems and both financial and technical assistance will be needed.

The telecommunications circuit between Beira and Nairobi as well as all communications with Zambia pass through Salisbury. In the circumstance, the People's Republic of Mozambique will have to use an alternative makeshift system. Here also financial and technical assistance are absolutely indispensable and required urgently.

With regard to transport, the Mozambique Government will have to reorganize the railways network and build new roads for the transport of goods from one part of the country to another without passing through Rhodesia as was the case in the Province of Manica during the rainy season. 140 kms. of roads are needed urgently in that agricultural area.

For the Mozambique workers coming in from Rhodesia, the Government will have to set up reception centres. This will require about \$3 million and substantial technical assistance.

Finally, there are short-term agricultural projects to fill in the gaps caused by the cutting off of food supplies from Rhodesia. The cost of these projects totals \$6 million.

The needs of the People's Republic of Mozambique as a result of its decision to apply sanctions against Rhodesia are immense. Obviously, that country's ability to continue to apply sanctions will depend first and foremost on African solidarity and on international solidarity which should be demonstrated through immediate and increased financial and technical assistance.

The list of urgently required materials for implementation of projects is given below:

<u>Materials and Commodities</u>	<u>Tons</u>
Petroleum or crude oil	400,000
Wheat	120,000
Maize	90,000
Fertilizers (mostly nitrogenous)	12,500
Groundnuts	10,000
Rice	40,000
Disinfectants, insecticides, herbicides, fungicides etc.	3,000
Powdered milk	4,000
Medicines	(\$14,000,000)
Thread made of synthetic or artificial fibres:	
Continuous	450
Discontinuous	<u>250</u>
Cotton thread	350
Cotton textiles:	
Raw and white	350
Dye prints	250
Dyed, non-specified	<u>1,250</u>
Fabric made from synthetic or artificial fibres	500
Raw jute, packing material and wastes	4,500
Sacks for packing merchandise	3,000
Tin plate	5,000
Plates of soft iron or steel	15,000
Metal structures and iron parts	1,500
Aluminium, raw and semi-processed	500

Equipment and Spare PartsEquipment

Caterpillar machines	\$	2,300,000
Motors	\$	71,000
Stackers	SK	101,000
Heavy household equipment	BF	892,000
Agricultural tractors, Cameco	\$	300,000
Air conditioning equipment, Atlascopco	SK	70,000
Excavators, Poclain	F	3,650,000
Trucks, British Leyland	£	2,100,000
Trucks, Berliet	F	1,200,000
Machinery, John Deere	\$	230,000

Spare Parts

Caterpillar	\$	2,100,000
Rome /	\$	71,000
Atlas Copco	SK	101,000
Atlas Copco	BF	892,000
Delpes and Atlas Copco	\$	30,000
Poclain	F	189,000
Berliet	F	2,300,000
Tema Terra	\$	11,000
John Deere	\$	70,000
Miscellaneous parts for agricultural equipment	\$	910,000
Hand tools	F	510,000

Tyres

Michelin	F	3,500,000
British Leyland	£	405,000
Landrover	£	491,000
Dunlop	\$	330,000
Yokohama	\$	81,000
John Deere	\$	100,000
Massey Ferguson	\$	980,000
Mercedes Benz	\$	1,400,000
Peugeot	\$	525,000



Tyres (continued)

Ford	\$	18,300
Ransomes	£	6,000
Ford	\$	175,000
Mitsubishi	\$	140,000
International	\$	210,000
Gallion	\$	35,000
David Brown	\$	175,000
For Volvo, Scania, Leyland and Mercedes Benz	\$	100,000

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Source: UN Document E/5812 of 30 April 1976

Technical Assistance Requirements

a)	Public Works and Housing	147	units
b)	Transport and Communications	412	"
c)	Agriculture	87	"
d)	Finance	6	"

As may be seen, Mozambique's courageous decision to fully apply the sanctions imposed on the racist regime of Rhodesia entails heavy consequences for the Young Republic in all areas.

A number of African States have spontaneously granted assistance to Mozambique to show their solidarity with this sister country for its political decision.

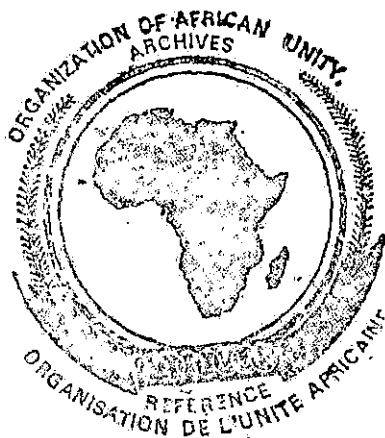
With the framework of Afro-Arab solidarity a loan of US \$ 6 million was granted from the oil emergency fund to Mozambique.

The United Nations and its Specialized Agencies will no doubt provide considerable aid to Mozambique in application of Article 50 of the Charter.

We feel it is indispensable that OAU should take part, as an organization, in this move to assist Mozambique so as to give to its exemplary decision full political significance and to prove that Africa is able to cope with the consequences of its commitment to the total liberation of the continent.

Mozambique should not bear alone the burden of a decision of collective responsibility.

Unfortunately, it should be noted that OAU does not have a permanent emergency fund to cope in a consistent manner with the circumstantial difficulties of Member States. The Council of Ministers would no doubt wish to prepare a programme to collect funds for the financing of a specific project in Mozambique and lay down the basis for setting up an OAU assistance Fund for the future.



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# Measures Taken by Mozambique for the Application of Sanctions Against the Racist Regimes of Rhodesia

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