I was supposed to give this presentation face to face but as you may know, my visa hasn’t been issued until now.
Since last Thursday, we have been waiting for VISA to be issued. This is the second time after TICAD in August and I or we still don’t know the reason and what is going on behind.
Not only me, but the Japanese CSs are disappointed by this situation. But we shall carry on our triangular “luta” and solidarity hand in hand with our Mozambican and Brazilian comrades.

Today I’m going to look into “ProSAVANA as agriculture initiative under Nacala Corridor Development, based on the analysis of PEDEC-Nacala”. I would like to make this presentation especially for peasants from the corridor regions to see and understand what is going on in the area and why, under which context.

Let me move forward to my presentation because time is very limited.
Here is the structure of my presentation.

PEDEC-Nacala stands for the project for Nacala Corridor Economic Development Strategy. This project is agreed only between Mozambique and Japan, not with Brazil.

I am going to talk about
- Relevance between PEDEC-Nacala and ProSAVANA
- Analysis of PEDEC-Nacala Master Plan (agriculture part)
- ProSAVANA Master Plan (a bit)
- Conclusion

And only if I have time I am going to talk about the researches which I’d done with UPC-N, and district Unions, and CSOs for last few years because what we saw there is related to or part of PEDEC-Nacala.
First, relevance between PEDEC-Nacala and ProSAVANA.

ProSAVANA is triangular cooperation for agriculture development among Mozambique, Brazil and Japan. Its Master plan’s official name is “Support of Agriculture development master plan for Nacala Corridor”. So you can already see the relation of ProSAVANA and PEDEC-Nacala from the title.
Here is the process sheet attached to TOR for the consultant to produce Master plan for PEDEC Nacala. This was prepared in December 2011.

Above side shows the schedule and Process sheet of PEDEC from January 2012-Dec 2013 and bottom side you can see the schedule of ProSAVANA and also projects related to infrastructure which are part of Nacala corridor development.

So both PEDEC and prosavana were supposed to be proceeded hand in hand in the same period. But as you know ProSAVANA Masterplan, which was supposed to be produced till 2013, has not yet been completed because of our struggle.

Anyway you can see the relevance of the programmes from this time line as well.
You can also see the relevance from TOR for consultants on PEDEC-Nacala.

It talks about the linkage between PEDEC and projects in the other sectors targeting Nacala Economic Corridor, and it says that PEDEC-Nacala should be carried out carefully to avoid discrepancy between the other projects such as ProSAVANA.
This is the map of Northern part of Mozambique. PEDEC-Nacala is targeting five provinces, Nampula, Cabo Delgado, Niassa, Tete and Zambezia. You can see Nacala Corridor with purple line in the map.
And this is the target areas of ProSAVANA, which are three provinces Nampula, Niassa and Zambezia. So the target regions of PEDEC-Nacala and Prosavana are overlapping each other. So both are also geologically overlapping.

And about this, Japanese MOFA said **agricultural strategy of PEDEC is covering much larger area than the one of ProSAVANA. In this point, ProSAVANA Master Plan is supposed to be interfaced or harmonized with PEDEC-Nacala Master Plan and he understands Mozambican government takes responsibility for this part.**

‘Master Plan of PEDEC-Nacala is largely targeting the Northern Mozambique while ProSAVANA targets only three provinces, which are Nampula, Niassa and Zambezia. This means agricultural strategy of PFDEC is covering much larger area than the one of ProSAVANA. In this point, ProSAVANA Master Plan is supposed to be interfaced with PEDEC-Nacala Master Plan and I understand Mozambican government takes responsibility for this part.’ (MOFA, 23rd Feb 2017 @ dialogue meeting on ODA issues with NGOs)
So now let’s look in to the report of PEDEC-Nacala.

There are three types of reports for PEDEC Nacala. One is Main text. Another one is **Analysis Report: Strategic Master Plan on Strengthening of Nacala Corridor Region-Wide Freight Network for Agricultural and Mining Sectors.**

Today I am mainly talk about this. And the other is analysis report about Gas related sectors.
First, here is the info from Main text just to see outline of PEDEC-Nacala roughly.

Objective of PEDEC Nacala is to formulate development strategies to guide appropriate development and investment in the Nacala Corridor. So development and investment, are the main targets.
And here are the seven strategies to guide those development and investment.

You can see agriculture is one of them, No. 3.

And what kind of agriculture are they talking about under the project.

We see from the next.
Overall Development Strategies for the Nacala Corridor Region

Dynamic and Inclusive Development for the Nacala Corridor Region

Securing of Transport Function of Nacala Corridor

Promoting Agricultural Development By Supporting Small-Scale Farmers and Effective Utilization of Private Sector

Strategies to Support the above Strategies

- Development of Foundation for Nacala Bay Area and Greater Nampula
- Strengthening of Basic Education and Industrial Human Resources
- Institutional Framework for Coordinating and Promoting Integrated Regional Development
- Taking Care of Emerging Social Problems, Vulnerable People and Low-Accessible Areas

Source: JICA Study Team

Main text Vol 2, P13-14

Figure 13.3.1 Composition of Essential Development Strategies
Here it is.
PEDEC Nacala sets the promotion of *Sustainable Agricultural Development* as the strategy. And small scale farmers are part of it. It also promote utilization of the private sector’s fund to assist small scale farmers.
And it says protection of the rights of small scale farmers and communities are necessary for development.

But Here I just want to mention one thing. When you say sustainable agriculture, first I thought it will be more about sustainable of environment and so it is more about how you can keep utilizing resources you have, conserving environment like peasants in Mozambique are already doing. But I found out it’s kind of the opposite here. It talks more about economically sustainable and so small scale farmers are portrayed to be changed to be “sustainable”. And in ProSAVANA MP you find the same expression.
So I’ll move forward to Strategic Master Plan on Strengthening of Nacala Corridor Region-Wide Freight Network for Agricultural and Mining Sectors.

As you see from the title, Objective of this report is to show How a region-wide freight network, infrastructure would be established and strengthened. And then What kinds of private business chances would be available for agriculture, and the other sector.
The report talks about the driving forces for the development in the region and from the report you can see.....
...here it is. This is the image or concept of what the report draws. You can see network and business sector.

So idea is you develop industrial business such as coal mine, tree plantation, gas and oil exploration and agribusiness, and at the same time transport and logistics. You can see where those products go. Via port road and railway it goes somewhere else from you live. It’s more export oriented model. It’s a value chain.

And how does this model function?
As we saw now, this report is focusing on the development through the strengthening transport section and also industrial sectors.

To make it work, you need international market and private sector investment. And these sectors support each other like win-win relationship.

For example, if it’s renovated, Railway and road can offer good transport with low cost for industrial sectors and then the industrial sectors can boost their business and call more investment. And then they will be able to support transport function with sustainably creating enough cargo so that transport sector can call more investment for renovation and maintenance. And when this circle goes well it gives more business opportunities for investors or private sector investment. And as the exit of production you need the big market, which is international market.
And it brings regional development. It will make a city growing and then you need water and electricity development and this infrastructure calls more business.

So, in this development circle, Agriculture and regional development are recognized as the ones to create more and more production to maintain this circle. This is the idea.
Therefore corridor is not only passing Along the main road but it goes to deep in rural area. You can see arrow with dotted lines going to the region around lurio river, northern part of Niassa and Cabo Delgado. This map is spatial structure for the region in 2035. So everywhere is connected to the value chain.

<click>
It’s the same thing, regional development is expected stainably create enough cargo to maintain transport corridors.
Under this development model, what and how are peasants in the region expected to be?

For example, in the chapter 6 which talks about Development potential, it is said that, the Nacala Corridor Region has potential to develop responsible commercial agriculture with a win-win relationship with local small agriculturalists.

Or...

...food crops like maize, cassava, beans and peas offer “promising prospects.” And soy and the other cash crops are described as “promising cash crops”.

From here you can see what this model expects local small agriculturalist to be.

Market oriented type of agriculture is premised even with SSF.
Anyway what you can see from the report is,

- “Corridor Development Model” is strongly connected with private sector investment and international value chain. And this means any industry including agriculture is supposed to be export oriented.
- Therefore, Regional Development and agriculture are portrayed as supplier for cargo to maintain the model. And that’s why farmers need to increase their production for the market.
- In another words, Potential of Small Scale farmers is described only as a part of commercial agriculture.
- Food crops described as “offering promising prospects”
- = food as commodity to sell
- No description about the significance of self-sufficiency

<=Possible only if “responsible investment” and “responsible governance on land” work properly

<table>
<thead>
<tr>
<th>Development Potential of Small Scale Farmers</th>
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<tr>
<td>• “Corridor Development Model” = private sector investment + international value chain = export oriented</td>
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<td>• Regional Development and agriculture are portrayed as supplier for cargo to maintain the model.</td>
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<tr>
<td>• Potential of Small Scale farmers = commercial agriculture (&lt;= expected role as supplier)</td>
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<tr>
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<td>&lt;=Possible only if “responsible investment” and “responsible governance on land” work properly</td>
</tr>
<tr>
<td>• DUAT: enable to access to credit ⇔ collateral = when you cannot pay back credit, you will use your land (confirmed by GAPI, research in 2015)</td>
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Now what can you see ProSAVANA based on the analysis of PEDEC-Nacala?

First let me briefly look into the revised master plan which was disclosed in English in Nov, 2016.

So here also you can see the title of Agricultural development master plan for the Nacala corridor.
First some changes from the previous master plan.

Putting high position on family farmers,
For example it says Family farmers –
- have been producing sufficient food staples while maintaining the preservation of natural resources
- would figure prominently in attaining food security for Mozambique.
- they are the key to development.

And also mentioning the importance of sovereignty.
However, they are likely to remain just as ‘writing’.

So remaining points from the previous MP.

- **necessity of transformation of current farming systems and mind-set of family farmers**
- **Provide opportunities to change from subsistence agriculture to sustainable agriculture**

And they even say family farming is **classified as Family-based Agricultural Exploitation**, saying **labor force is provided by the farmer household without payment**.

So The direction of development suggested by MP is based on transformation approach.
And this scope is consistent since the previous master plan. And If MP does not change this biased scope, major change of MP, that is ‘family farmers first’, will remain as only superficial writing.

basic framework of MP still shows the willing not to know the real world
of family farmers or not to learn seriously from their activities.
And also Public and private partnership is considered as major way to achieve the objective the MP, not as one of the driving forces.
**Conclusion**

- ProSAVANA is strongly connected with / part of PEDEC-Nacala
- Agriculture portrayed under PEDEC-Nacala is export oriented and described as a component in the region to support “corridor development” by creating cargo volume = producing commodity.
- Small scale farmers/peasants are portrayed only as a part of value chain and their potential/prosperity is described only under the context of commercial agriculture.
- Though the descriptions of “Large scale agriculture” “investment” “Land bank” have disappeared from the revised ProSAVANA Master Plan, as long as PEDEC-Nacala is implemented, peasants can not escape from the huge changes caused by the project, and the impacts of ProSAVANA on peasants, community and their agriculture remain the same as before.

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**Read all the points.**

**and add the following -**

And also you saw that now ProSAVANA also still think that Public and private partnership is considered as major way to achieve the objective the MP, not as one of the driving forces whether it talks about family faming or not, it doesn’t change.
Read the four points.

Then add,

Our government says that ProSAVANA doesn’t take away your land but what about Nacala corridor development? What has been going on around Nacala railway is under Nacala corridor development and also some of you may remember our research along Lurio river, that is also related.

And from this analysis, it is obvious that under any type of development programme or project, peasants are described as the objective to be changed.

So where is sovereignty?

And it raises an important question for us to ask ourselves “what is sovereignty?”
For example, the situation of each households are very different according to the conditions such as: whether you have a transport (bike or bicycle)=>enable to choose a place/person to sell, whether you are self-sufficient or not=>enable to choose time to sell, whether you sell production as association/forum=>negotiable on price to sell, etc.

On the other hand, the intermediate distributor is the one who decides the price and peasants have to no choice but selling at very low price.

Thus peasants suffer more from “social structure” or “power balance” in their society.

What will happen to peasants if big international value chain is established in Nacala Corridor Region before this “social structure” problem is solved and more intermediate distributor (collecting production) come and they have more power??
Thank you very much for your attention.
Reality of Nacala Corridor Development – Result of the researches in 2014-2016
Development? Reality of peasants

Research in 2014
Development? Reality of peasants

The number of trains which pass the station has decreased since 2014 because of construction of railway and also trains carry more coals/cargos than passengers. It used be full of people and market around the station but now you don’t find any people there. (2016)
[UP] New railroad is laid at the depth of about 3 m without any bridge. After that small children, pregnant women and old people are forced to pass over by passing the railway up and down on foot and it already caused fatal accident. Ambulance and cars cannot pass over. “Communities around are divided.” (2016)

[down] Train with coals passes frequently and people now look into problems of dust and vibration. Also very long train sometimes stops at station for more than 30 mins suddenly and people struggle passing railway. The railway construction is done by subsidiary of VALE (Brazil) and Mitui (Japan) has been investing. (2016)
Development? Reality of peasantry

Community people around the railway are losing their land and houses by forced relocation. Most of the people get neither any alternative place nor compensation.
• Aug 2014: Local peasant organizations contacted UPC-N, saying “Our chiefs were called to Nampula city by Provincial government (MOA) who told us that community people along Lurio River would be forced to be relocated because of development projects/business along the river.”

• May, 2015: GRAIN & ADECRU Report “There is a possibility that 100,000 community people will lose their land”

• Map is produced by a company, TurConsult. ⇒ “This is just a future plan.”

  Red: Large scale commercial agriculture, Yellow: Small scale farmers, Gray: Livestock agriculture
Development? Reality of peasants