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economy might be damaged—despite the recession which has eased the pressure in South Africa's own ports. As recently as August the South African Railways (SAR) mounted a major campaign to persuade businessmen to make full use of Maputo's export capacity, and permits to use local harbour facilities "will be and have already been refused".

Mr. K. Loubser, general manager of the Railways, said: "Full, effective use of Maputo must be made if an export drive has to get out of South Africa. The SAR can handle all exports out of South Africa—but full use must be made of Maputo." The SAR even took leading South African businessmen on a one-day trip to Maputo to convince them of the advantages of the port, and Loubser explained that the citrus handling section of the port was being run by an African ("and he is doing a better job than the white official before him"). Francis le Riche, director of a chemical company, said after the tour: "It was fantastic. There was happiness, complete calmness, just like I knew it as a tourist in the old days."

He had his doubts about the new government, "but I saw for myself that the Africans in Mozambique are making a go of it, and I am happy for them." Asked about reports of Cubans and Russians being in key positions in the city, Le Riche answered: "We didn't see one. In fact we saw only one Frelimo soldier."

The visit got wide publicity in the South African press and coincided with reports that the Railways could not handle the total quantity of exports going through Durban. At the same time South African shipping agencies confirmed that the use of Maputo was no more expensive than South African ports, and that services there were good. For Vorster now to counteract this publicity drive would be difficult and take time.

Pressure over Cabora Bassa would be even more difficult to apply since the flow of electricity, which was to have started over a year ago, is still only on an irregular basis and then at less than a third of capacity. The trouble appears to lie in Lisbon—under the independence agreement Portugal is handling all the contract negotiations with South Africa. In August the Portuguese government was reported to be demanding that South Africa should pay twice as much for the power it will eventually receive than has been arranged.

The South African Electricity Supply Commission (ESCOM) admits to "a certain amount of inconvenience" in the irregularity of supplies and is negotiating with Portugal over high prices. Ironically, Cabora Bassa does not yet supply the port of Maputo which at the moment gets its power from the Eastern Transvaal.

While Mozambique's economy may be in dire trouble, South African pressures on Machel may not be so easily applied—if Pretoria is thinking of applying them at all.