



Young man in Maromeu Hospital whose leg was blown off by a Renamo mine: "In the past year, hundreds of people have been killed in attacks on convoys of buses and cars"

bandits, what Mozambicans call Renamo), but we need to visit family," said a woman passenger on the train to Matola-Gare, about 25 miles south of Maputo.

Just a week after that train made its journey, a train traveling toward Maputo along the same line was derailed by a Renamo mine and attacked by a rebel band. Ten passengers were killed and 23 other injured as the rebels ransacked the cars, robbing a group of Mozambican miners returning from lucrative work in South Africa.

The scene on the train is indicative of Mozambique's current situation in more ways than one. The country, like the railway, is plagued by violent and seemingly unending sprees of Renamo attacks. But as expressed by the passengers, life still manages to go on. The cities, especially, are more vibrant and visibly affluent than they have been for years, largely thanks to the economic restructuring program designed by the IMF.

Mozambique's cities—Maputo, Beira, Quelimane, Tête, and Nampula—are the main areas where the government has been able to assure security and where economic restructuring has had an effect. But Mozambique's vast rural areas, where 85 percent of the 14.7 million population lives, are trapped in a nightmare of chaotic

violence that has made nearly 6 million people—more than one-third of the entire population—unable to feed themselves in the fertile country. Even when food aid is available, Renamo sabotage of road and rail transport prevents deliveries to the remote regions where it is needed.

It is to guard transport routes that about 8,000 Zimbabwean army troops are deployed in central Mozambique—to keep open landlocked Zimbabwe's 180-mile road, rail, and oil-pipeline link to Beira port. In April, Zimbabwean troops became engaged in battles to safeguard the 370-mile railway line from Zimbabwe to Maputo port. The rehabilitation of that rebel-sabotaged railway line has been funded by a £14 million British grant.

As the war has ripped Mozambique's cities from their tropical hinterland, the state of sustained anarchy in the countryside has exposed Renamo for what it is: a surrogate force for South Africa that has no political program except to make the country so troubled and disrupted that it cannot be an independent beacon for South Africa's black majority.

In the past year, hundreds of people have been killed in attacks on convoys of buses and cars, the worst in October last year at Tanninga, 50 miles north of Maputo, when 248 people were killed. Such Renamo attacks are blamed for the

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deaths of more than 400 civilians between August and January this year. As a result, many Maputo residents won't consider traveling more than 12 miles outside the city.

The capital of the war-torn country is surprisingly bustling and active, much more lively than it was just a few years ago. Shop windows that were once empty now boast brightly colored fabrics, dresses, shoes, and batteries. But while the IMF economic restructuring program has breathed new life into Maputo and other Mozambican cities, the ongoing war makes it questionable whether this economic success can be maintained.

"I haven't been to this restaurant since I was a teen-ager," said a Mozambican woman enjoying fresh prawns piquantly spiced with the local piri-piri (chili) sauce. "We used to hang out here, but it has been closed for at least 10 years, maybe longer." Where a few years ago, a visitor to Maputo could find only meager meals at the main international hotel, the Polana, now restaurants and cafés, as well as shops, have reopened throughout the city. This has been in response to the incentives offered in the government's wide-ranging Program for Economic Rehabilitation (popularly known as PRE, its Portuguese acronym).

The first phase of the program began