

Bruno Vedor and Enrico Dodi (Vedor Lda Architects, Maputo)

Bruno Vedor was born in 1978 in Maputo, Mozambique. He has a degree in Architecture and Planning from Eduardo Mondlane University, Maputo, 2005 and a master's Degree in Urban Management and Planning in Developing Countries from La Sapienza University, Rome, 2007. Founder in 2009 of Vedor Lda, an engineering, architecture and urban planning consultancy firm with an extensive portfolio of public and private projects in Mozambique and elsewhere. Since 2017 he has been Coordinator of the Working Group for Land and Environment of the Confederation of Economic Associations of Mozambique - Private Sector. Since 2018 member of the Managing Committee of the Group of African Members Association (GAMA), International Federation of Consulting Engineers (FIDIC). Since 2019 Bruno Vedor has led an interdisciplinary team commissioned by the Ministry of Land and Environment to draft the Territorial Plan for Sustainable Development of the Province of Gaza, Mozambique. Since February 2020 he has been a member of the National Mozambican Commission for the Review of the National Land Policy.

Enrico Dodi was born in 1941 in Milan. He has a Masters Degree in Architecture and Urban Planning, University of Milan, 1966; a Diploma in Social Work (Rural and Urban Development), Madras School of Social Work, Tamil Nadu, India, 1967/1968 and a Postgraduate Specialization in Urban and Regional Planning, University of Milan, 1971/1972. Author of many urban plans and consultant, for many years, to public authorities with extensive experience in planning on various scales from urban design projects, detailed urban plans, master plans to large area plans including resettlement plans, rehabilitation of historic towns and upgrading of informal settlements. He has work experience in Italy, Cuba, India, Lebanon, Mauritius, Mozambique, Portugal, South Africa, Spain, Tanzania including Zanzibar and Zambia. From 2015 to the present time he has been Senior Consultant and General Coordinator of Planning Projects of Vedor Lda, Maputo (Mozambique).

By train from Marracuene to Chicualacuala: colonial legacy, heritage, cultural identity and sustainable development in the province of Gaza, Mozambique

The railway from Maputo to Zimbabwe, built by the Rhodesian Railways (1957), was a fundamental economic infrastructure of Portuguese Mozambique and White Rhodesia. In Marracuene, today a district of Maputo, the Portuguese defeated Gungunyama, last emperor of Gaza, causing his empire's collapse (1895). On the Zimbabwean border the town of Chicualacuala, (colonial name Malvernia), is the terminus of the Caminho de Ferro de Moçambique. The town's urban structure and architecture are a typical example reminiscent of the colonial period. Today the Gaza Territorial Plan identifies the railway and the road running parallel to it as the backbone of a vital spatial transnational corridor.

The infrastructure built during the colonial period - railways, roads, dams, power lines - constitutes the first chapter of the colonial transformation of the landscape. In the central part of the province, railway and road are flanked to the west by the Limpopo National Park and to the east by the Banhine National Park. National parks form the second chapter of the colonial territorial and landscape transformation. Unlike America and Europe, where national parks were established to preserve natural spaces in times of social and economic change, in Mozambique national parks were created in colonial times as hunting reserves and only after independence were they classified as areas of biodiversity and natural ecosystems.

The third chapter of the colonial transformation is the built environment, possibly the most important due to its continuing impact on the communities' daily life. It includes urban plans and spatial hierarchies, buildings of the political, administrative and religious powers, and monuments. The Territorial Plan of the Province of Gaza – completion scheduled for May 2021 – will address the themes of colonial legacy, heritage and cultural identity in terms of methodological approach and planning procedures.



Chicualacuala, Main street. Down the street is the church. Behind, at the other end of the street is the railway station.



Chicualacuala, Railway station