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# MOZAMBICAN AIRPORTS IN THE COLONIAL ERA: A CRITICAL AND HISTORICAL ANALYSIS

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## [ABSTRACT]

The first air flight from Lisbon to Lourenço Marques (the present-day Maputo), calling at Guinea-Bissau, São Tomé and Príncipe and Angola, took place from 5 September to 26 October 1928. The flight was commanded by Captain Celestino Pais Ramos, who was assisted by Captain António de Oliveira Viegas, Lieutenant João Maria Alves Esteves and Sergeant/Mechanic Manuel António.

In 1932 the Portuguese Minister of Colonies, Dr. Armindo Monteiro, who had travelled by sea from Lisbon to Luanda, took the train and crossed Africa from Angola to Mozambique. He travelled in carriage number 108 of Benguela Railways, the 1<sup>st</sup> coast-to-coast train crossing of southern Africa by a Portuguese railway carriage.

A research line focused on air terminal buildings at Mozambican airports should take into account the history of regional aviation and articulate it with the development process of other rail, road and maritime transport infrastructures. It is also necessary to deepen the existing knowledge on the coordinating role played by the former colonial institutions responsible for the transportation sector, in particular the Mozambique Ports, Railways and Transport Services Directorate (*Direção dos Serviços dos Portos, Caminhos de Ferro e Transportes de Moçambique* or, in short, CFM, *Caminhos de Ferro de Moçambique* [Mozambican Railways]). This paper seeks to analyse the CFM's public transport network in 1970, the year before the publication of the "History of the Mozambique Railways", by the historian Alfredo Pereira de Lima, and of the bulletin "Ports and Transport of Mozambique", published in June 1971.

**KEYWORDS:** Mozambique; airport terminal; architecture; colonial

## MOZAMBIQUE PORTS, RAILWAYS AND TRANSPORT SERVICES DIRECTORATE

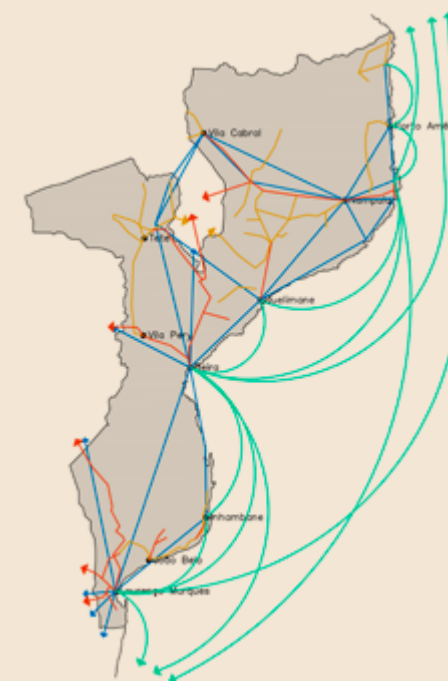
The state-owned Mozambique Ports, Railways and Transport Services Directorate was set up on July 6, 1929 and began operations in August 1931, on the initiative of the Governor-General, Lieutenant-Colonel José Cabral, and of its first director, the military engineer Major Francisco Pinto Teixeira. Its immediate mission was to unify, in a single provincial body, a number of services that were previously autonomous, relating to the operation, construction and administration of the ports and railways of the former Portuguese colony or overseas province: the administrations of the ports and railways of Lourenço Marques, Inhambane, Moçambique and Quelimane. The objective expressed in the legal diploma of its regulation was to serve the Mozambican economy by putting together "a vast and complex organisation that includes, in its diverse and multiple ways of serving the community interests, transportation by rail, road and air and the unified administration of the ports, the spearheads of natural penetration into the hinterland, with the aim of serving the development of the province and the economy of the neighbouring countries".<sup>1</sup> Under the supervision of CFM, the road motor transport was organised in early 1930 and the Department of Air Transport of Mozambique (DETA, *Departamento de Exploração dos Transportes Aéreos*) was set up in August 1936, and began operations in December 22, 1937. From the end of 1960s onwards DETA was authorised to use its present-day name LAM, *Linhas Aéreas de Moçambique* (Mozambique Airlines). For about forty years, until the end of the colonial era, the transportation network in Mozambique was coordinated and administrated by the Mozambique Ports, Railways and Transport Services Directorate, organised on the basis of a structure of complementary networks: Ports – Railways – Road Motor Services – Airlines (Fig. 1).

### PORTS

Although maritime transport was handled by private Portuguese and Mozambican companies, the main ports of the territory were operated by CFM. Other smaller ports were managed by local councils such as Vilanculos (Vilankulo), Pebane, Chinde, Mozambique, António Enes (present-day Angoche), Moma, etc.

Ports in Mozambique served as hubs between maritime transport and the railway penetration system within the province and in neighbouring countries of southern and central Africa: South Africa, Swaziland, Rhodesia (now Zimbabwe) and Nyasaland (later Malawi).

Fig. 1. CFM's transportation network circa 1970.



1. Decree No. 315 of August 22, 1931.

This general network was subdivided into international ports – Lourenço Marques, Beira and Nacala; and cabotage ports – Inhambane, Quelimane, Porto Amélia (now Pemba) and Mocimboa da Praia (Fig. 2).

### RAILWAYS

The railways in Mozambique was made up of a discontinuous network of three autonomous systems, more or less perpendicular to the coast of the Indian Ocean, and communicating through neighbouring countries:

- Northern system: the Mozambique Line, from the port of Nacala to Vila Cabral (now Lichinga), including the Lumbo branch line, and the line from Nova Freixo (present-day Cuamba) to Entre-Lagos, where it connected with the Malawi railway network;
- Centre system: the Beira Railway, from the port of Beira to Machipanda, where it connected with the Rhodesia railway network; the Trans-Zambezia Railway, from Dondo to Sena, where it connected with the Malawi railway network, and including the Inhamitanga branch line; the Tete Railway, from Dona Ana bridge to Moatize; and the stand-alone Quelimane Line, from the port of Quelimane to Mocuba;
- Southern system: the Ressano Garcia Line, from the port of Lourenço Marques to Ressano Garcia, where it connected with the South Africa railway network; the Goba Line, from Machava to Swaziland, including the Salamanga and Xinavane branch lines; the Limpopo Line, from Lourenço Marques to Malvéria (now Chicualacuala), where it connected with the Rhodesia railway network; the Gaza Line, from João Belo (now Xai-Xai) to Marão and Chicomo; and the Inhambane Line, from the port of Inhambane to Inharrime.

It was an objective of CFM to bring these systems together through the progressive expansion of the existing railroads; whilst this was never achieved during the colonial era, it remains a goal of present-day Mozambique (Fig. 3).



Fig. 2. CFM's ports network circa 1970.



Fig. 3. CFM's railways network circa 1970.

### ROAD SERVICES

Road services for passenger and goods complemented the railroad system, linking small towns with the nearest railway stations and making it possible for their products to be shipped through the coastal ports. This discontinuous network was made up of regular and occasional routes, the latter being the case at harvest times, so that the various agricultural products could be shipped out. This network was complemented by private companies, which served the locations that road services didn't reach. The general road transport system was in turn subdivided into four autonomous regular route networks, two of which met at Blantyre, in neighbouring Malawi: the Mozambique network, Quelimane network, Tete network and the Inhambane and Gaza networks (Fig. 4).



### AIRLINES

The airlines ensured the rapid transportation of people and goods along the regular domestic and international DETA routes. The air routes covered the main provincial locations — Lourenço Marques, Inhambane, Vilanculos, Beira, Quelimane, Tete, Vila Coutinho (the present-day Ulongué), Vila Cabral, Nova Freixo, Nampula, Nacala, António Enes, Porto Amélia and Mocimboa da Praia, as well as the major cities in the neighbouring countries — Johannesburg and Durban in South Africa, Manzini in Swaziland, Salisbury (now Harare) in Rhodesia and Blantyre in Malawi. The remaining locations in the province were served by about ten private air taxi companies. Flights between Lisbon and Lourenço Marques or Beira were a monopoly of TAP, Portuguese Airlines (Fig. 5).

### CIVIL AVIATION

Answering to CFM's Planning and Construction Division (DEC, *Divisão de Estudos e Construção*) the Airfield Service (SE, *Serviço de Aeródromos*) was responsible for the construction



of new aviation infrastructures, such as Lourenço Marques, Beira or Quelimane airports. The setting up, in 1954, of the Civil Aviation Service (SAC, *Serviço da Aeronáutica Civil*), both in Angola and Mozambique, transferred this responsibility to the direct authority of the Governor General of each former overseas province, but remaining technically dependent on the Civil Aviation Authority in Lisbon.

According to a report on telecommunication, civil aviation, railways, ports and maritime transport of the Government of Mozambique, of circa 1973, civil aviation in the former overseas province was organised as follows:

- International Airports: Beira and Lourenço Marques;
- Regional Airfields: António Enes, Inhambane, João Belo, Lumbo, Nampula, Mocimboa da Praia, Nacala, Porto Amélia, Quelimane, Songo, Tete, Vila Cabral, Vila Coutinho, Vilanculos and Vila Pery;
- Landing fields for tourism: Bazaruto, Chitengo, Inhaca, Inhassoro, Manhiça, Ponta do Ouro, Vila Fontes (now Caia) and Zivane;
- Airstrips: between 150 and 200 smaller airstrips, over 700 meters in length, distributed all across the former overseas province.

#### MILITARY AVIATION

In 1956 Portuguese military aviation was restructured into three Air Regions, which covered the following geographic regions: region one - the European territory of Portugal, Madeira, Azores, Cape Verde and Guinea Bissau; region two - Angola and São Tomé and Príncipe; and region three - Mozambique, the Portuguese State of India, Macao and East Timor. For each of these aviation regions the building of aeronautical infrastructures was planned, so as to ensure full aviation coverage of the Portuguese Empire.

The construction of military airfields in Mozambique, in anticipation of the onset of the colonial or liberation war (1964-1974), began in 1962. The construction formed a network of civil and military infrastructures that covered the main war fronts in the north, in the Niassa and Cabo Delgado districts, and in the northwest, in the Tete district, as was organised in accordance with the following hierarchy:

- Air Bases: Air Base no. 10, Beira, in central Mozambique, was the main military aviation infrastructure;
- Airfield Bases: no. 5, Nacala; no. 6, Nova Freixo; no. 7, Tete; and no. 8, Lourenço Marques, where the regional headquarters was installed;
- Sub-dependent Airfields: dependent on Airfield no. 5, Mueda and Nampula; dependent on no. 6, Vila Cabral and Marrupa; and dependent on no. 7 Furancungo, Chicó and Mutarara.
- There was a total of fifteen major civil and military aviation infrastructures, including Quelimane, Porto Amélia and Tenente Valadim.

#### AIRPORT TERMINALS

The terminal buildings of Mozambican airports, in addition to meeting the most recent international requirements for the design of air terminals, namely the IATA (International Air Transport Association) standards, also

performed functions of a social and political nature that distinguished them from their counterparts in Portugal. Thus, the large influx of crowds that came to welcome or say goodbye to passengers, especially on flights between Europe and the old overseas province, made it necessary to have generous reception spaces for the general public, such as lounges, restaurants, bars and outdoor terraces overlooking the airport's apron. On the other hand, as infrastructural buildings, their architecture and construction systems, which closely followed the principles and forms of the Modern Movement, symbolised the modernity and progress of the colonial policy of the *Estado Novo* regime.

#### LOURENÇO MARQUES/MAPUTO

The first air terminal for Lourenço Marques airfield, located in Mavalane, on the outskirts of the capital, was built by CFM for DETA to the plans and under the supervision of engineer Tito Esteves, of the DEC; it had *Art Déco* facades designed by the architect Carlos César dos Santos. The construction of this building, together with a new hangar and the lighting of the runways, was incorporated into the *Estado Novo's* Bicentennial celebrations. Inauguration took place on December 17, 1940 (Fig. 6).

Between 1967 and 1969, after the original functions had been transferred to a new air terminal, the building underwent extensive refurbishment and expansion work to house the DETA headquarters. Designed at the DEC between 1966 and 1968 by the architect Pinho da Cruz, with calculations by the engineer Sá Fernandes, the new construction work commenced in mid-1969 and was concluded in February 1970 (Fig. 7). The new design maintained the *Art Déco* look and spatial layout of the central part of the previous building, while the exterior of the new side aisles featured an architectural language in line with the Modern Movement. It remains the LAM headquarters (Fig. 8).

Fig. 6. Mavalane air terminal, undated.





Fig. 7. DETA Headquarters, circa December 1969.



Fig. 8. LAM Headquarters, April 3, 2018.

The construction of the second air terminal for Lourenço Marques airport was part of the second phase of the General Plan for Lourenço Marques Airport, approved in 1948 and funded by the First Development Plan (1953–1958). The first phase of the General Plan envisaged a set of improvements to the infrastructure, including the construction of a new control tower. The Lourenço Marques Aviation Communications Centre was inaugurated in the control tower on May 28, 1959, as part of the celebrations for the 33<sup>rd</sup> anniversary of the National Revolution (as the fascist coup d'état in Portugal was known at the time). The air terminal was designed in Lisbon between 1955 and 1960 by the architect Cândido Palma de Melo (1922–2003) at the Directorate-General for Civil Aviation (DGAC, *Direção Geral de Aeronáutica Civil*). Construction began in the first quarter of 1961



Fig. 9. Lourenço Marques air terminal, circa May 1963.



Fig. 10. Lourenço Marques air terminal, before July 1964.

and it was inaugurated, together with the control tower, on June 17, 1963, commemorating the first air crossing of the southern Atlantic (Figs. 09 – 10). On March 28, 1964 the airport was officially named Gago Coutinho Airport. Modernised and expanded between 1970 and 1972, the terminal was demolished in 2011, leaving only the control tower.

The building was a symbol of modern contemporaneity at the main entrance to the former overseas province, thanks to its affiliation with the principles, forms and methods of Modern Movement architecture: asymmetric layout, horizontal windows, optimisation of the functional arrangement, flexibility of spatial divisions, structural and construction system standardisation, use of climate protection systems and mechanisms and incorporation of works of art.

The expansion and modernisation process of Maputo International Airport, which began in 2006, included, in addition to the new control tower and the new cargo terminal, the construction of a new international passenger terminal, opened in 2010, and a new domestic terminal, which began operating in October 2012. Both buildings, externally identical, feature an anonymous design based on an international high-tech architectural and

construction idiom that is hardly sustainable in the subtropical climate of Maputo (Fig. 11).



Fig. 11. Maputo air terminal, April 2, 2018.

#### INHAMBANE

The Aero Club of Inhambane was founded on June 27, 1948, with its statutes being published on May 28, 1949. Its airfield facilities were designed in 1953 by the Central Government's Inhambane Department of Public Works. An extension to the premises was built in the late 1960s by SAC to accommodate the increasing flow of tourists from neighbouring countries.

The air terminal is divided into two small sectors: the original building, consisting of a hangar flanked by two towers containing a bar, traffic control and the headquarters of the Aero Club; and the extension, a single-storey



Fig. 12. Inhambane air terminal, March 23, 2018.

volume that houses the remaining functions of an airport terminal: entrance, check-in, departure and arrival lounges, offices, etc. Both buildings display an anonymous but evocative *Art Déco* architectural language and a strictly functional arrangement of the internal spaces (Fig. 12).

#### NAMPULA

Nampula Airfield was inaugurated on December 8, 1951. The contract for the construction of a building to replace the existing air terminal, which was no more than a hut, (Fig. 13) was awarded in November 1958. The new terminal began to operate on August 30, 1960, having been built to a design for SAC by Lourenço Marques architects João José Tinoco (1924–1983), Maria Carlota Quintanilha (1923–2015) and Alberto Soeiro (b. 1917).

Fig. 13. Nampula air terminal, May 21, 1958.



The exterior images of this then new building, which is no longer there today, reveal a close similarity to the headquarters of the Civil Aviation Service, in Lourenço Marques, which was designed by the same group of architects circa 1958 and inaugurated on May 28, 1959. Both consist of two autonomous volumes and both are influenced by contemporaneous modern Brazilian architecture, reflected in the plastic exploration of brise-soleil, oblique gables and butterfly roofs (Fig. 14).

A large investment programme in public works and communications on the former province, announced in 1969, included the improvement of the main runway and the expansion of Nampula airfield's airbase facilities to accommodate DETA Boeing 737 jets. Work on the air terminal began in January 1970, and was scheduled for completion by the end 1973, to a design by the Nampula-based architect José Joaquim Dias (b. 1932) for SAC.

This long two-storey building of a constant volume and structural rhythm most likely was built on top of the pre-existing facilities (Fig. 15). The public area is structured around a double-height space, in a similar scheme to the spatial composition and functional distribution of its Lourenço Marques and Beira counterparts.



Fig. 14. Nampula air terminal, circa November 1960



Fig. 15. Nampula air terminal, March 7, 2009

#### PORTO AMÉLIA/PEMBA

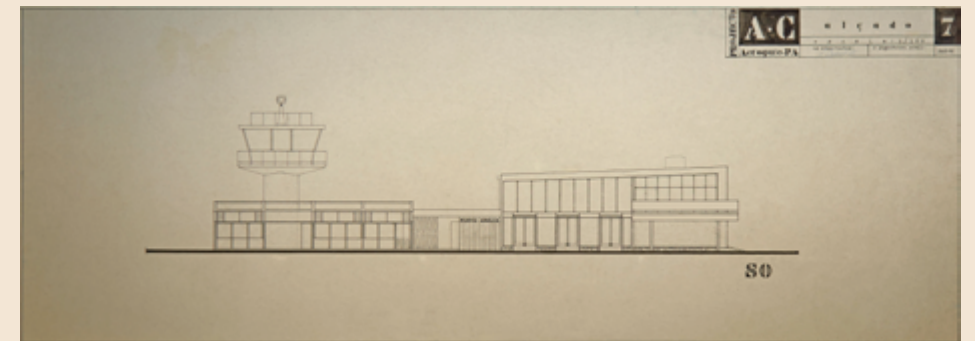
Construction work on the building that replaced the air terminal hut at Pemba airport (Fig. 16) commenced in December 1959, led by the builder Andrea Sassateli, to a design for SAC by the married couple, the architects João José Tinoco and Maria Carlota Quintanilha (Fig. 17). In early 1961 the construction was completed, with exception of the access road. Two years later it was still closed to the public.

The building was made of two formally autonomous volumes connected by a porch: the one-floor body of technical services and control tower, and the two-story body of public area organized around a double height ceiling. It shares with its contemporaneous Nampula terminal the same influences from Brazilian modern architecture.

Fig. 16. Porto Amélia air terminal, May 21, 1958



Fig. 17. Porto Amélia air terminal, elevation, circa 1959



The air terminal underwent several remodelling and expansion over time, due to new functional requirements, which significantly altered its physiognomy. The main changes identified were the creation of a new block to house a departure lounge and VIP room, among other functions, according to a 1995 design (Fig. 18), and comprehensive rehabilitation and extension works, namely for the creation of a longitudinal block parallel to the existing construction on the square front, inaugurated on March 25, 2014 by the President of the Republic Armando Guebuza (Fig. 19).

Fig. 18. Pemba air terminal, June 30, 2010





Fig. 19. Pemba air terminal, March 5, 2014

#### VILANCULOS/VILANKULO

A public tender for the construction of the air terminal and emergency centre at Vilanculos airfield to a design project whose authorship has yet to be determined, was opened by SAC in October 1959. The terminal, which was demolished to make way for the current one, consisted of a long, one-storey volume interrupted by a taller block containing control tower, meteorological services and a restaurant (Fig. 20).

The current air terminal was inaugurated on April 13, 2011 by the then President of the Republic, Armando Guebuza. Its design, also of unknown authorship, sets a scale and functional organisation that are appropriate for the amount of air traffic; it also opted for a high-tech architectural and construction system language similar to that of Maputo International Airport (Fig. 21).



Fig. 20. Vilankulo air terminal, undated, after 1980

Fig. 21. Vilankulo air terminal, March 24, 2018



#### BEIRA

The issue of a new aerodrome to replace Pais Ramos Airfield, located in the centre of the city of Beira, without available area for expansion, was first addressed in 1947. The construction of three new dirt strips in Alto da Manga, carried out by CFM through AS, was concluded in 1953. The strategic geographical position of the city of Beira was the basis for the CFM programme that, among other improvements, provided for the construction of a new air terminal. The project for the terminal, also designed in 1964 at DGAC, incorporated the existing control tower. In the same year, the airfield was officially renamed Sacadura Cabral Airport, currently known as Beira International Airport. At the time, the largest air terminal in all of Portugal and the colonial territories, its construction began in mid-1965 and it was inaugurated on June 27, 1968.

The formal and conceptual characteristics of the building show the same affiliation in the Modern Movement as its Lourenço Marques counterpart. The main support structure, consisting of concrete pillars, slabs and prefabricated roof vaults, which also found expression in exterior elevations and interior spaces, was governed by a base modulation that allowed for flexible partitioning of all interior spaces and adaptability to ever-changing aeronautical programmes (Figs. 22–23).

Fig. 22. Beira air terminal, March 26, 2018





Fig. 23. Beira air terminal, March 27, 2018

#### VILA CABRAL/LICHINGA

The tender for the construction of the air terminal at Vila Cabral Airfield to replace the existing one (Fig. 24), was opened in late 1961. Built by Paixão & Irmãos, L.<sup>da</sup>, to a design for SAC by architect João José Tinoco (Fig. 25), the terminal was inaugurated on August 3, 1964, by the President of the Portuguese Republic, Américo Tomás.

The building consisted of two one-floor prismatic volumes separated by a lower third volume providing covering for the external porch, main entrance and offices of the airlines. The public areas were situated in the west block, and in the east the technical services and the elegant control tower, which rose from the flat roof. The pared-back design of this building found



Fig. 24. Vila Cabral air terminal, July 28, 1956

its expression in the play of volumes and in the contrast between transparent and opaque planes and between plaster and stone claddings. Over the years this building has been successively altered by several refurbishments and extensions. At present, only the control tower and fragments of the eastern block facades maintain their original physiognomy (Fig. 26).

Fig. 25. Vila Cabral air terminal, Main Façade

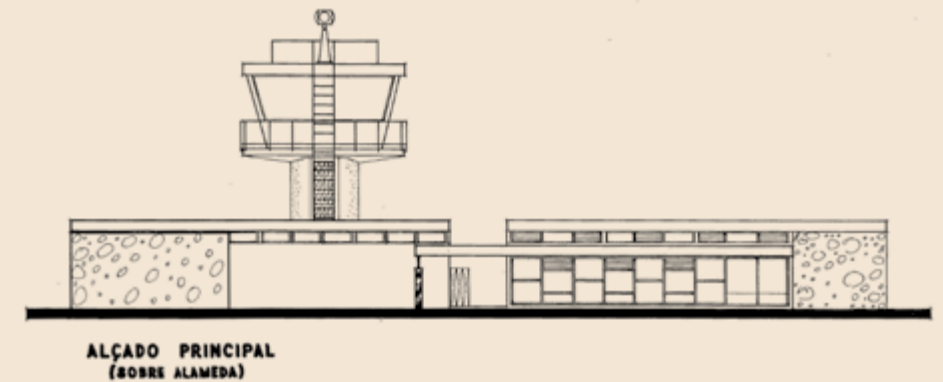


Fig. 26. Lichinga air terminal, March 5, 2009



#### QUELIMANE

The city of Quelimane has been used as a stop by Mozambican Aero Club airline planes since 1929, Aero Colonial since 1933, British Imperial since 1935 and DETA since 1938. Its airfield opened to public in 1940 as part of the commemorations for the Bicentennial of Mozambique as a Portuguese colony. The inadequacy of the existing facilities (Fig. 27) for traffic growth and aviation developments led to the decision, officially published in May 1966, to build a new airport on land to be expropriated for public utility. The preparatory work for the construction of the infrastructure began in mid-1967. The main runway was inaugurated on January 23, 1971, together with DETA's Boeing 737 flight routes to Quelimane. The construction of the

air terminal and attached facilities, designed by the Lourenço Marques-based and established architect, Octávio Rego da Costa, for SAC (Fig. 28), was awarded to Sociedade de Construções, Lda. on December 23, 1970. The inauguration of the new infrastructure, at the time named Engenheiro Pinto Teixeira Airport, took place on October 13, 1973.

The formal unity of the independent buildings that make up the current Quelimane International Airport facilities – air terminal, VIP lounge, fire station, cargo terminal and staff housing – is guaranteed by the use of the same architectural language that originated from various sources (Fig. 29): from the vernacular architecture of Portugal came the human scale, the domestic spaces, the sloping roofs, the textured plastering and the varnished wood surfaces on windows and finishes; the expressiveness of the volumes, gutters and structural walls, came from Barragán, Louis Kahn, Venturi or Aldo Rossi's architecture; and the signage, decorative panels and door handles was inspired by pop culture aesthetics.



Fig. 27. Quelimane air terminal, December 20, 1956

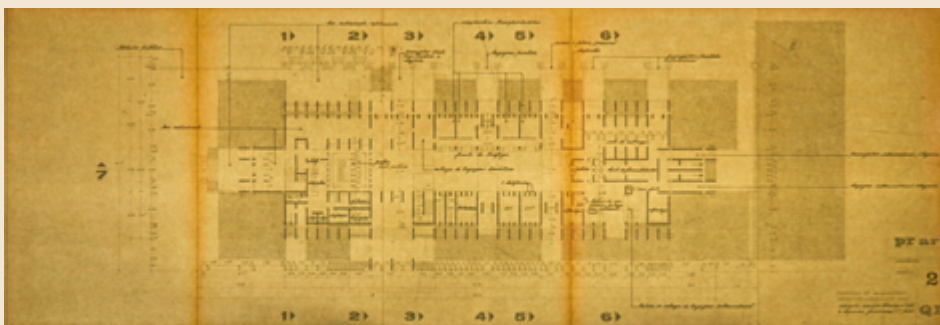


Fig. 28. Quelimane air terminal, ground floor plan, circa 1970

Fig. 29. Quelimane air terminal, June 28, 2010



### SONGO

Lusitânia Airfield, now known as Songo Airfield, was built to serve Cahora Bassa Dam with regular flights arriving from Tete Airfield. The construction was awarded to Sociedade Técnica de Construções, Lda. in early 1971, and it was inaugurated on October 29, 1972, as part of the celebrations of the 50<sup>th</sup> anniversary of the first air crossing of the South Atlantic.

Although no document has been found that would confirm its authorship, the obvious formal proximity between the Songo air terminal and its Quelimane counterpart and between the technical drawings for both designs leads one to attribute the Songo design to architect Octávio Rego da Costa (Fig. 30). The facilities consist of two separate main blocks, a long, one-storey, gable-roofed air terminal and a square control tower topped by an oblique glass ring; and a small building at the southern end, different from the original design (Fig. 31). The buildings have kept their original physical aspect, even though the airfield is no longer used as a stop by regular flights.

Fig. 30. Songo air terminal, ground floor plan, circa 1971

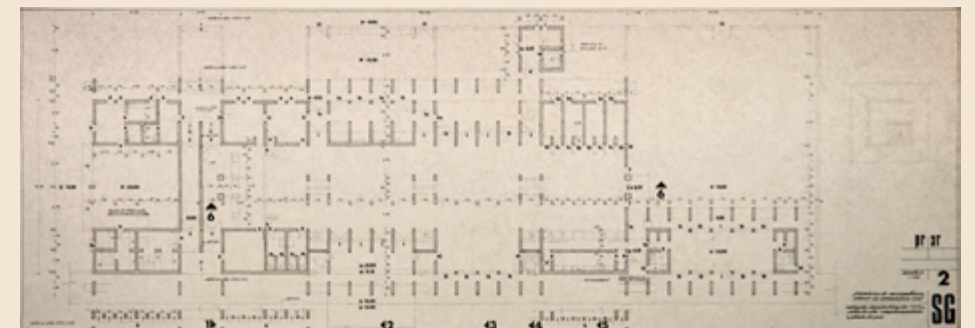




Fig. 31. Songo air terminal, March 29, 2018

### TETE

The first flight route to Tete was inaugurated in 1940 as part of the Bicentennial celebrations. In May 1958, the temporary air terminal was no more than a small shack (Fig. 32). In April 1973, the metal structure of a provisional terminal was erected, currently used as a fire station. The Tete Chingodzi International Airport air terminal design for SAC by the Lourenço Marques-based, architects João José Tinoco and António Matos Veloso (1923-2014), was sent to Tete in July 1973 (Fig. 33). In December 1976, the construction of the terminal, awarded to SOCOL, Sociedade de Construções, Lda., was well underway, except for the control tower, which was to be executed as a metal structure by the subcontractor EMETAL, Empresa Metalúrgica, L.da. Finishing plans and detailing were the responsibility of E. E. de Projectos de Arquitectura in the mid-1980s. The building entered into full operation in September 1981.

Tete's air terminal design takes advantage of the terrain morphology to open the four fronts of a rectangular block to four different exterior spaces, set at two different levels. The main functions are distributed on the three floors of this volume around a decentralized lighting and ventilation patio, in a fluid sequence of autonomous spaces. The geometry and structural expressiveness of the terminal and control tower remind one of the architecture of Louis Kahn and Robert Venturi; the design of signage evokes contemporary advertising aesthetics (Fig. 34).

Fig. 32. Tete air terminal on May 27, 1958



Fig. 33. Tete air terminal, second floor plan, c.1973

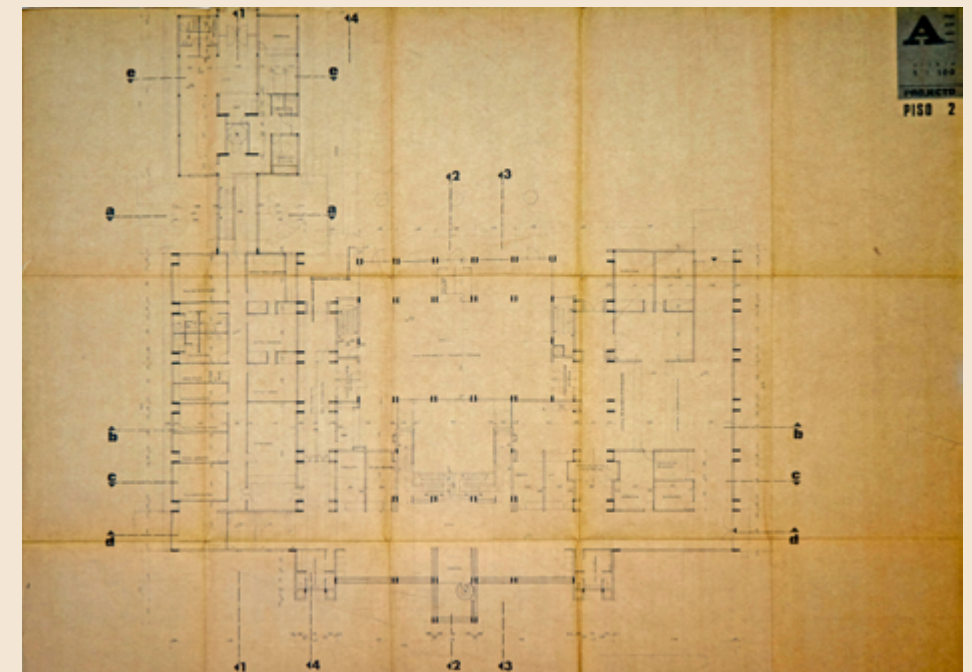


Fig. 34. Tete air terminal on March 28, 2018



## EPILOGUE

The construction of airport infrastructure in Mozambique during the colonial period was, as with commercial aviation, a precursor for what took place within Portugal itself. From the first terminal buildings purpose-built in 1940, in the airfields of Lumbo and Lourenço Marques, serving the old and new capitals in the colony, to the Tete terminal, which opened after the independence of the overseas province, the design of the projects followed the most up-to-date functional layouts, construction systems and architectural concepts. Because, as Cândido Palma de Melo, the architect/designer of the Lourenço Marques terminal and co-designer of that in Beira, mentions in the *Descriptive and Justificatory Report* for the former: In an airport general plan, the terminal building stands out as a prominent element of the operations [...].

[...] is [...] subject to the rapid aging of the conception itself in the face of the rapid evolution of the pace and characteristics of this mode of transport.

However, experience shows that whilst the progressive adaptation of the runways, platforms and paths to the ever-evolving needs of aircraft may be difficult, with regard to terminal buildings these developments lead to their inexorable condemnation in the short term. (Palma de Melo, 1959)<sup>2</sup>

2. Cândido Palma de Melo, *Lourenço Marques Airport, Air Terminal, Descriptive and Justificatory Report*, December 31, 1959.

## IMAGE CREDITS

Figs. 01 – 05. Elisiário Miranda.  
Fig. 06. Museu dos Caminhos de Ferro de Moçambique, Maputo.  
Fig. 07. *Boletim dos Portos, Caminhos de Ferro e Transportes de Moçambique*, Lourenço Marques, December 1969, p. 27.  
Fig. 08. Elisiário Miranda.  
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Fig. 10. Carlos Alberto, circa 1964, in *Aeroporto Gago Coutinho*, Lourenço Marques, Serviço da Aeronáutica Civil.  
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### FILIPA FIÚZA

#### Researcher in session

SESSION: *Projecting Power in Colonial and Post-Colonial Angola and Mozambique: Architecture, Urban Design, Public Art and Monuments*  
CHAIRS: Jeremy Ball and Gerbert Verheij

M. Arch., 2010, ISCTE-IUL. PhD candidate on Cultural Heritage of Portuguese Influence at the University of Coimbra. Researcher at DINÂMIA'CET-IUL, since 2012. Co-IR of the project “Dominance and mass-violence through Housing and Architecture during colonial wars. The Portuguese case (Guinea-Bissau, Angola, Mozambique) ...”, financed by the FCT. Participant in the Cost Action CA18137 “European Middle-Class Mass Housing”. Researcher in several projects funded by the FCT related to middle-class housing, architecture, and urbanism in the former Portuguese colonial African countries. She was a visiting researcher at the Faculty of Engineering and Architecture - Ghent University. Since 2011, she has participated in national and international conferences. She has published articles in books, magazines, and conference proceedings, and has co-organized several conferences and exhibitions.

### BEATRIZ SERRAZINA

#### Researcher in session

SESSION: *The spatialization of population control in late colonialism: contexts, modalities, dynamics*  
CHAIR: Miguel Bandeira Jerónimo

Postdoctoral Researcher at Dinâmia'CET-Iscte. She holds a PhD. in Architecture and Urbanism from the University of Coimbra (2024). She is currently involved in the project “ArchLabour”. Former researcher in the projects “ArchWar” and “WomArchStruggle”. Her research interests span the history of colonial architecture, imperial companies, transnational connections, circulation of knowledge, and (post) colonial heritage. Her main contributions include the co-organization of the exhibition *Colonizing Africa*

in Lisbon, in 2019, the participation in national and international meetings, and research publications on the interplay between private companies, the production of space, and population control during late Portuguese colonialism.

### ANA SILVA FERNANDES

#### Researcher in session

SESSION: *The spatialization of population control in late colonialism: contexts, modalities, dynamics*  
CHAIR: Miguel Bandeira Jerónimo

Architect and researcher, with postgraduate studies on architectural heritage, and a PhD on policies for improvement of self-produced areas, focusing on African territories. She has been undertaking applied research on urban policies, spatial justice, informality, self-produced settlements, participation and heritage. She is nowadays a postdoctoral researcher on the socio-spatial impacts of the infrastructural network in Mozambique, and on participatory policies for overcoming social asymmetries in its access, in a research hosted by ISCTE-IUL (Lisbon, PT) and FAPF-UEM (Maputo, MZ). She is also an Invited Lecturer at FAUP (Porto, PT), having multiple publications, supervisions and conference participations.

### ANTÓNIO DEUS

#### Researcher in session

PANEL 6: *Peripheral Infrastructures in Late Colonial Cities*  
MODERADOR: Tiago Castela

PhD student at CES-UC in the doctoral programme at «Heritages of Portuguese Influence». The research project focuses on the design of the urban network in Angola, in the main cities founded in the Highlands, along the railway lines, in a key period of its definition, and of its relationship with other centralities, such as the Catholic Missions. Research fellow (2017-2019) in the project “Coast to Coast - Late Infrastructure Development in Ancient Portuguese Africa” (ISCTE-UL), coordinated by Ana Vaz Milheiro.

**Title:** Colonial and Post-Colonial Landscapes I – Architectures, Cities, Infrastructures in Africa. Coast to Coast Researchers’ book

**Coordination:** Ana Vaz Milheiro

**Authors:** Ana Vaz Milheiro; Helder Pereira; Johan Lagae; Paul Jenkins; Ana Canas D. Martins; Sónia Henrique; Luís Lage; Elisiário Miranda; José Luís Saldanha; Filipa Fiúza; Beatriz Serrazina; Ana Silva Fernandes; António Deus

**Editorial team:** Beatriz Serrazina; Filipa Fiúza; Leonor Matos Silva

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This first volume of the book series Colonial and Post-Colonial Landscapes gathers articles from researchers and consultants of the research project *Coast to Coast Late Portuguese Infrastructural Development in Continental Africa (Angola and Mozambique): Critical and Historical Analysis and Postcolonial Assessment* (PTDC/ATP-AQI/0742/2014), presented at the *I International Congress Colonial and Post-Colonial Landscapes*, in Lisbon, in 2019. The contributions span the history of architecture, urban planning, colonialism, public works, infrastructure, and (post)colonial heritage.

