Moroccan Transport Infrastructures Strategy

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First Part: Strengths of Morocco as a platform for investment
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Second Part: Transport Infrastructure Strategies and action plan 2017-2021
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STRENGTHS OF MOROCCO AS A PLATFORM FOR INVESTMENT
First Part: Strengths of Morocco as a platform for investment

Content

- An overview of Morocco
- Moroccan strengths and opportunities
- Mission and Organisation of the METLW
- High capacity of moroccan infrastructure
- Ambitious Evolution of the Investments in transport infrastructure
At 15 km from Europe, Morocco is the main entrance to North of Africa. Most of the trade goes through Morocco, and the TANGER-MED port provides another advantage to the country.
An overview of Morocco

- One of oldest Kingdoms in the world;
- Monarchy = high level of legitimacy, cement for the country, last recourse in terms of arbitration
- A constitutional monarchy, constantly revisited (last revision: 1st July 2011)
- Young country (65% of population under 25 years of age)
An overview of Morocco

- **Surface**: 710 850 sq Km
- **Population** (2015): 34 Million inhabitants
- **Main cities**: Rabat (Capital), Casablanca, Meknès, Marrakech, Fès, Oujda, Agadir, Tangier, Laayoune,…
- **Languages**:
  - **Official**: Arabic & Tamazight
  - **Business**: French, English, Spanish
- **Currency**: Dirham (1 US Dollar # 9,8MDH).
- **Time**: GMT (GMT +1 in summer)
- **Climate**: Continental – Mediterranean
- Constitutional monarchy with democratic institutions
- Political and social stability
- Privileged geo-strategic position
- Excellent road infrastructure
- Efficient telecommunication network
- Developed port and airport infrastructures
- Developed industrial areas & facilities: industrial free zones, parks and platforms
- Structured energy infrastructure
- Competent and competitive human resources
- Attractive legislative and institutional framework
Moroccan strengths and opportunities

- Moroccan economy in full development (private sector)
- Member of the World Trade Organization
- Several trade agreements more than 56 countries:
  - a billion consumers and 60% of global GDP
  - FTA with EU, USA, EFTA, Turkey and most Arab countries
- Progressive tariff dismantling
- Relaxed freedom of exchange
- Each region with Regional Investment Centre: “single window” (one-stop shop)
Moroccan strengths and opportunities

- Agreement under negotiations with Canada
- Agreement with United States of America (2005)
- Located just 14 km from Europe
- Association Agreement with European Union (1996)
- Agreement with Turkey (2003)
- Agreement under negotiations with the Economic Community of West African States (ECOWAS & CEMAC)
Moroccan strengths and opportunities

- Morocco is a convenient gateway to serve the markets of the Maghreb and Africa
- Morocco has become a platform for countries and businesses looking for easier access to Africa
- Morocco provides a fertile field to develop exports to African countries
- Morocco offers the main advantage of its ability to meet the quality standards for complex products
- Morocco’s economic and commercial potentials are insufficiently exploited by investors
Moroccan strengths and opportunities

Industry
- Emergence
  - 50 MMDh

Trade
- Rawaj
  - 900 MDh

IT
- Maroc Numeric 2013
  - 5.2 MMDh

Agriculture
- MAROC
  - 120 MMDh

Tourism
- MAROC
  - 120 MMDh

Fishing
- Hauteutis
  - 9.3 MMDh

Phosphat
- 145 MMDh

Energy
- 120 MMDh

Craft
- Artisanat du Maroc
  - 2.8 MMDh
Mission and Organisation of the METLW

• The ministry develops and implements within the framework of the laws and regulations in force, the government policy in :
  - Transport infrastructure relating to the areas of road, port, railway, logistics and maritime.
  - Transportation on road, on rail and maritime.

• It is also responsible for defining the government's road safety policy and coordinating its implementation.

• The Ministry also provides, on behalf of other departments or territorial authorities, or public establishments if requested :
  - Technical aspect : the execution, supervision or control of studies ;
  - The realization of technical works or technical control for works granted or given in management.
High capacity of moroccan infrastructure

- Motorway network linking 10 largest cities (1770 km)
- 2109 km of rail network
- First high-speed train in Africa (1500 km 2035)
- 18 international airports
- 40 ports including 13 commercial ports
- 16 public universities
- 22 new industrial zones
- 3 large logistics areas (30 ha)
- An extensive network of dams
- New power plants for electricity production
- Production stations:
Ambitious Evolution of the Investments in transport infrastructure

Evolution of the volume of investments in billion dirhams

<table>
<thead>
<tr>
<th>Sectors</th>
<th>Investments volume Billion dollars</th>
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<tbody>
<tr>
<td>Roads</td>
<td>2.61</td>
</tr>
<tr>
<td>Motorways</td>
<td>1.58</td>
</tr>
<tr>
<td>Railways</td>
<td>2.75</td>
</tr>
<tr>
<td>Seaports</td>
<td>2.85</td>
</tr>
<tr>
<td>Airports</td>
<td>0.5</td>
</tr>
<tr>
<td>Logistics</td>
<td>6.3</td>
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<tr>
<td>Total</td>
<td>≈ 16.6</td>
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600 MMDh (60 Billion dollars) for the period 2016 /2035
Second Part

TRANSPORT INFRASTRUCTURE STRATEGIES AND ACTION PLAN 2017-2021
Second Part: Transport infrastructure strategies and action plan 2017-2021

Content

- Transport infrastructures patrimony
- Infrastructure strategies
- METLW strategic axis 2017-2021
- METLW action plan 2017-2021
- Conclusion
TRANSPORT INFRASTRUCTURES PATRIMONY
Patrimony/Roads and Road Transport

- National Roads: 15,782 km
- Regional roads: 11,157 km (including 1,066 km expressways)
- Provincial roads: 30,395 km
- Structures: 9,400 units

140 km of rural roads carried out and 15,028 km launched during the period 2005-2016.
Road transport transports 90% of persons and 75% of freight transport.

The sector accounts for 6% of GDP and employs 10% of the urban labor force.

- Liberalization of the road freight transport sector
- Adoption of a new Road Code
- The adoption of a strategic vision for the reform of the passenger road transport sector and its upgrading
Patrimony/Ports and Maritime Transport

- Ports including 13 commercial, fishing and royal marine, 10 regional fisheries, 10 for local fishing, 7 marinas.
- 2 ports under construction, namely the new port of Safi and Nador West Port.

Coastal linear of approximately 3500 km on the Atlantic and Mediterranean coast.

Appropriate legislative framework (Law 15-02) consistent with agreements and partnerships that Morocco has signed and encouraging private sector initiatives.
Morocco occupies a distinguished geographical position, as it is considered one of the most important and densest corridors in the world. Maritime transport in Morocco, which accounts for more than 95% of Morocco's trade with the outside world, is among the most connected countries, according to the United Nations.

Gradual liberalization of regular lines
Reform and rationalization of maritime passenger transport
Liberalization of charter activity
Opening of Moroccan seafarers on the international scene
Patrimony/Railways and Rail Transport

In Africa, Morocco ranks first in terms of rail infrastructure quality. Morocco has a railway network with a length of 2,109 km of which 877 km electrified. Moroccan railway network has 656 structures (bridges, ...)

In 2016: The number of passengers transported by train is 39.5 million passengers. Railway assured the transport of 9.3 million tonnes of general cargo and 19 million tonnes of phosphates.

Adoption of a new law No. 52.03 on the organization, management and exploitation of the national rail network.
First logistic zones in Casablanca and Tangier carried out by public operators:
- Zenata zone (1st phase) in Casablanca developed by the SNTL
- Mita zone (1st phase) in Casablanca developed by the ONCF
- Medhub in Tangier developed by the TMSA

Several logistic zones developed by private operators

World class logistic infrastructures with real assets
- International Standards for the Implementation of Logistic Zones
- Efficient connectivity to transport infrastructures
- Integrated services for users
Mobilization of land by the government

- 82% of required lands are identified
- More than 1,000 ha already mobilized for logistics zones of Casablanca
- Nearly 1,700 ha identified in these regions: Tangier, Agadir, Fez, Meknes, Marrakech, Rabat, Kenitra, Dakhla
INFRASTRUCTURE STRATEGIES
SECTORAL STRATEGIES

- Road Master Plan by 2035
- Rail Master Plan by 2040
- National Port Strategy by 2030
- National Strategy for the Development of Logistics Competitiveness by 2030
- National Mobility Master Plan by 2020 and 2035
**Objective:** To provide the country with a road network for economic emergence and social cohesion

An ambitious program of modernization of the road network:
- 7,000 km of major developments
- 2,100 km of expressway
- 30 interchanges to reduce access time and improve trade security

A motorway network:
- Reach 3,400 km in 2035
**Railway Master Plan 2040**

- **Present railway network (2109 Km)**
- **Projects of classic lines (2743 Km)**
- **Projects of high-speed train lines (1500 Km)**
- **Regional rail transport network (Casablanca RER)**

**Classic lines**
- **Number of projects:** 20 projects
- **Length:** 2743 km of classic lines
- **Target population:** 80%

**High Speed Train Lines**
- **Number of projects:** 6 projects
- **Length:** 1,500 Km
- **Travelers:** 133 million (53 without the project)

**Regional railway line Mohammedia - Casablanca - Med V Airport (63 km)**
Port Strategy to 2030

New ports

City ports integration

Big extensions
Land requirements:
Total: 3.300 ha at the horizon of 2030 including 2.080 ha in the medium term

National Logistics Zone Scheme

Five types of logistics areas:
- containers
- Distribution and logistics services
- Agri-marketing
- Cereals
- Building materials

Foreseeable significant impact:
- Decreased weight logistics costs by 20% to 15% of GDP
- Increase in GDP growth of 5% over 10 years (0.5% per year)
- Creation of 36,000 new jobs by 2015
- Reducing the negative externalities associated with flow of goods: lower CO2 emissions and congestion intra and per-urban-
**Objectives:**

- To extract visibility on prospects and projected issues, to be considered in terms of mobility of goods and people
- To optimize the existing transport system (all modes)
- To improve the performance of the transport system in serving the territories
- To improve the energy performance of the transport system
- To reduce the environmental impact of transport infrastructure
METLW STRATEGIC AXIS
2017-2021
Reminder of Gouvernemental Program’s axis

**Axis I**
- Supporting the democratic choice, the principles of the rule of law and the consecration of advanced regionalization

**Axis II**
- Reinforcing the values of integrity, reform of the administration and consecration of good governance

**Axis III**
- Development of the economic model, promotion of employment and sustainable development

**Axis IV**
- Enhancing human development and social and spatial cohesion

**Axis V**
- Reinforcing Morocco's international radiance for its just causes in the world
### Strategic Axis 2017-2021

<table>
<thead>
<tr>
<th>Infrastructure and Transport corridors serving economic emergence and social cohesion</th>
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<tbody>
<tr>
<td>Continuing deployment of efforts aiming development of infrastructures and transport corridors that structure the territory and Which strongly support economic development and the rapprochement of regions</td>
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<tr>
<th>Multi-modality for better efficiency and competitiveness of transport services and logistics</th>
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<tbody>
<tr>
<td>Ensure the complementarity of transport modes and the promotion of multimodal transport in order to improving efficiency and developing competitive and integrated logistics services</td>
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<tr>
<th>Quality, safety, sustainability and resilience of infrastructures, transport services and logistics</th>
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<tbody>
<tr>
<td>Establishment of safe, high-quality transport systems and ensuring the effective maintenance of the national transport network to insure its preservation and improvement of the level of services</td>
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<thead>
<tr>
<th>Regional and Continental radiance in the sectors of Infrastructure, Transport, Logistics and Water</th>
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<tbody>
<tr>
<td>Continuing the policy of opening up to Africa and reinforcing relations with continental institutions</td>
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Strategic axis 2017-2021 (continued)

- Strong and visible impact on the economy and citizens
- Equilibrium between new infrastructures and saving of patrimony
- Territorial equity and cohesion of action
- Safety and Environmental Responsibility

DIRECTOR PRINCIPALES
METLW ACTION PLAN
2017-2021
METLW Action Plan 2017-2021

Governmental program in relation to the responsibilities of the METLW

 needs (present and future)

 Master Plans and Strategic Sectoral Visions

 Previous commitments, in particular within the framework of the Partnership Agreements

 Budgetary priorities

 Action Plan 2017-2021
Highway Projects at the horizon of 2025

502 Km for an investment of 23.5 billion dirhams

Expressways Projects at the horizon of 2021

Completion of 333 km
Realization of 187 km in addition to the expressway Tiznit Laayoune with a length of 555 km

Rural Roads Projects at the horizon of 2022

23 000 Km for an investment of 28 billion dirhams
Action Plan 2017-2021/Roads and Road Transport

Road freight transport
- Renewal of the road freight transport fleet
- Strengthening the restructuring of the road freight transport sector
- Upgrading of road freight transport operators
- Support for the development of leading national companies in international road transport (IRT)

Road transport of passengers
- Professionalization of the road passenger transport sector and improvement of its profitability
- Establishment of transparent mechanisms and rules for access to the sector and for control ensuring fair competition and good functioning of the system
- Opening of the sector and promotion of investment and the professions of passengers road transport;
- Development of regional and provincial transportation, as well as rural transportation
- Renewal of the road passenger transport fleet
- Upgrading of road passenger transport operators
Plan D'Action 2017-2021/Sécurité Routière

- Création de l’Agence Nationale de la sécurité routière en application de sa propre loi

- Réduction de 20% du nombre de décès causés par les accidents de la circulation routière à l’horizon 2020
• Activation of the doubling of the track: Settat - Marrakech (175 km)
• Realization of studies for the extension of the railway network to the province of the south at a cost of 900 million dirhams.
• Start of construction of the high-speed rail line: Casablanca – Marrakech.
• Construction of new railway stations integrating fully with the services of the high-speed line between Casablanca and Tangier.
• Modernization of existing railway stations.
• Realization of the rail connection to the new port of Safi.
• Realization of the rail connection to the Peugeot-Citroën project in Kenitra.
• Development of rail logistics areas.
• Improving rail safety
Action Plan 2017-2021/Ports and Maritime Transport

- Continuing the implementation of ports strategy,
- Development and upgrading ports,
- Completion of works concerning:
  - The new port of Safi
  - The port of Nador West Med
- Launching works concerning:
  - Kenitra Atlantic port;
  - Dakhla Atlantic port;
  - Energetic port of Jorf Lasfar
Kenitra Atlantic Port (9 billion dirhams)

Bulk carrier And conventional polyvalent port

- The first phase consists of the construction of the protective dikes and the traffic dock of the Peugeot Citroën factory and a cereal dock.
- The second phase consists of the construction of bulk carrier docks in addition to a hydrocarbon terminal;
- The project also concerns the construction of an Ouled Taleb logistics area (83 ha).
Action Plan 2017-2021/Ports and Maritime Transport

Dakhla Atlantic Port (7.6 billion dirhams)

Fishing port and logistics area for the southern region

- Deep sea port outside the bay, which will be able to satisfy future traffic in fisheries products and the exploitation of small pelagics in stock C and will serve as a logistical and economic tool to facilitate the economic and social structuring of the South Kingdom.
- Logistics area of about 250 to 300 ha.
New energy port Jorf Lasfar (8 billion dirhams)

Bulk carrier And conventional polyvalent port

- **Consistency**: terminal LNG (Liquefied Natural Gas) and terminal hydrocarbon

- **Objective**: to meet national LNG needs (5 billion m³ in the first phase and 8 billion m³ at the end of the project) and in terms of crude oil and hydrocarbons (capacity 20 billion tons).
Maritime Transport

- The implementation of a strategic plan for the development of the Moroccan Pavilion
- Continued efforts to modernize procedures and improve services to sector partners
- Improving the quality of the services of the Vessel Traffic Monitoring Center in Tangier
- Improving training conditions at Superior Institute of Maritime Studies (ISEM)
Poursuite de la mise en œuvre de la stratégie nationale de développement de la compétitivité logistique

Valorisation de l'exploitation de 600 hectares de plateformes logistiques,

Aménagement de 300 hectares à moyen terme;

Adoption d'un système juridique pour le développement et l'intégration des services logistiques fournis;
Continuing the implementation of the national strategy for the development of logistic competitiveness;

Valorizing the exploitation of 600 hectares of logistic platforms;

Development of 300 hectares in medium term;

Adoption of a legal system for the development and integration of provided logistic services;
Thank You For Your Attention