

Casablanca, Morocco

Status of the project: Ongoing preparation of the Sustainable Urban Mobility Plan



Basic Information

Grand Casablanca urban area: 1,117 km²

Population: 4,047,066 | Growth rate: 0.85%

Region capital city

GDP per capita: USD 2,832 (2016)

Modal Share:

Formal public transport: 13%

Informal public transport: 6%

Walking: 60%

Private cars: 13%

Private motorbikes or 2-wheelers: 4 %

Taxis: 4%

National GHG emissions per capita: 2.62 (tCO₂eq)

Exposure to climate change: HIGH

Context

Located in the western part of the country, Casablanca is the largest city in Morocco and operates as the country's economic capital, with the industrial and service sectors contributing a viable share in the country's GDP (World Bank, 2017). Statistics show that the region of Casablanca-Settat alone accounted for 34% of Morocco's economy in 2014, positioning the city as the backbone of the country's economy.

Regardless of serving as an important financial hub, the metropolitan area is facing exponential mobility challenges such as increasing traffic congestion, degrading air quality and a public transport network unable to meet the growing demands and take its fair share of the 7.8 million trips taken daily in the city. In 2005, only 15% of inhabitants used public transport system to commute. Since then, the Moroccan government and the municipality of Casablanca have committed to significantly increasing access to mass public transport by tackling various underlying issues.

In line with this objective, the municipality formulated a strategic development plan focusing on expanding and improving existing tram and bus networks to integrate different neighbourhoods, and foreseeing the development of approximately 100 km of new public transport network by 2025, consisting of four tram lines and two rapid bus lines (Casa Transports SA, 2020). The highlight of this project was the implementation of tramway line 1 (31 km in 2012) and line 2 (19 km in 2018) to develop efficient and green public transport. Additionally, tramway line 3 (14 km) and line 4 (18km) and the BRT lines 5 and 6 are in the pipeline, expected to operate fully in 2022. Alongside the tram lines, the project features a green corridor and improving pedestrian facilities to ensure enhanced safety and security of citizens. By strengthening various components of the public transport system, the city is committed to reducing private vehicle ownership and cut on GHG emissions in line with Morocco's NDCs.

There is an existing transport master plan or similar document. Casa Transports, the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It has authority to borrow from international finance sources. Systems and procedures are in place to monitor, evaluate and report on urban mobility.

The technical assistance has contributed to institutional strengthening by supporting Casa Transports in the stakeholder engagement process.

Support from the Partnership

Technical assistance: Project management assistance to the Sustainable Urban Mobility Plan (SUMP)

Funded by: AFD

Funding amount: EUR 90,000 (total cost of the SUMP EUR 1,500,000)

Implemented by: AFD through the MobiliseYourCity Morocco project

Local counterpart: Casa Transports

Finance leverage: EUR 100,500,000

Supported activities:

The objective of the MobiliseYourCity service is to assist Casa Transports in piloting the SUMP study in order to contribute to its technical quality, its implementation, its coherence with the MobiliseYourCity orientations as well as with the different approaches at national and local level in terms of low-carbon transport planning.

- Mission 1: Evaluation and assessment of the urban mobility plan 2004
- Mission 2: Data collection, surveys, and counts
- Mission 3: Realisation of the diagnosis
- Mission 4: Definition of scenarios and choice of a scenario
- Mission 5: Formalisation of the SUMP Project
- Mission 6: Design and implementation of a mobility observatory

Status of the SUMP process

Project start date: 2017 Q3

SUMP expected completion date: 2022 Q4

Completed outputs:

- Inventory and diagnosis; goal setting and strategy development
- Scenario elaboration
- Formalisation of the SUMP project

Next expected outputs:

- Full SUMP report

SUMP key measures and cost estimates

The following table gives an overview of the measures and cost estimates identified at a preliminary stage of the SUMP process.

Measure	Cost Estimate
Implementation of a Transport Authority	EUR 1,000,000
Mass Transit lines implementation	EUR 4,600,000,00
Bus network and taxis reorganisation and related bus lane	EUR 140,000,000
Circulation plan and parking policy upgrade	EUR 250,000,000
Non-motorised transport policy upgrade	tbd
Intermodality facilities upgrade	tbd
Freight regulation enhancement	tbd
Transversal: improve road safety and reduce private car disturbance	tbd

The following table summarises the total capital expenses (CAPEX) estimates for different types of measures in the SUMP.

Urban transport investment measures	CAPEX Estimate
Public transport and NMT	EUR 4,741,000,000
Street shaping urban roads and traffic management	EUR 250,000,000
Other measures	EUR 0
Total	EUR 4,991,000,000

Finance leverage

Financing resulting from the SUMP	Source	Amount
Line 3 and 4 of the tramway networks	AFD Loan	EUR 100,000,000
Technical assistance for Casa Transport	AFD Grant	EUR 500,000

Projected impact

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2019	Projected 2030 BAU	Projected 2030 SUMP scenario
Total annual GHG emissions (Mt CO₂eq)	-0,1 Mt CO ₂ eq	1,05 Mt CO ₂ eq	1,50 Mt CO ₂ eq	1,40 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO₂eq)	-17 kg CO ₂ eq / capita	262 kg CO ₂ eq / capita	257 kg CO ₂ eq / capita	240 kg CO ₂ eq / capita

Due to the limited availability of new or aggregated data, the factsheet has only marginally been updated in 2023. As the completed SUMP is not yet available, aggregated figures related to SUMP measures, finance leverage and projected impact may be incomplete.