

Oujda, Morocco

Partner city

Status of the project: ongoing technical assistance



Basic Information

Urban area: 93 km²

Population: 494,300 | Growth rate: 3%

GDP per capita: Approx. USD 2,715

Modal Share

Formal public transport: 14%

Walking: 54%

Cycling: 2%

Private cars: 18%

Private motorbikes or 2-wheelers: 3%

Taxis: 7%

Other: 2%

National GHG emissions per capita: 2.62 (tCO₂eq)

Region capital city

Context

Oujda is a medium-sized city, capital of the Oriental region, located near the Algerian border. The city already has a Sustainable Urban Mobility Plan, called *Plan d'Action en faveur de l'Energie Durable (PAED) de la Commune d'Oujda*. The city's population increased significantly over the last years, but the growth is stabilizing. The economy is largely agriculture-based, and the border closure since 1994 has had a negative influence on the local economy, tourism, and agriculture.

Various development projects are in progress or realized, like the highway between Fès and Oujda or other development project targeting the industry or tourism. Oujda has an existing mass transit system and a transport master plan.

Support from the Partnership

Technical Assistance: Set-up of a mobility observatory and technical assistance related to road sharing and safe walking and cycling.

Funded by: FFEM

Implemented by: CEREMA through the MobiliseYourCity Morocco Program

Local counterpart: City council of Oujda

Supported Activities:

- to set-up of a mobility observatory,
- to improve road sharing and safe walking and cycling

Status of implementation

Project start: May 2018

Expected project completion: End 2020

Completed outputs:

- Goal Setting: 2018
- Monitoring & Reporting – MRV GHG: 06/2019
- Mobility observatory: 06/2019
- Capacity Development in traffic management and funding: 06/2019

Next expected outputs:

- Completion of the observatory
- Assistance on financing opportunities

Highlights in the past year

Capacity development in Traffic Management helps make the support concrete

The city received technical assistance on the issue of traffic. A diagnosis and technical proposals for further development were carried out in the form of action/training with the city's technicians. Cerema agents and city technicians travelled together through the streets to identify the issues and see what improvements could be made. The results were presented orally, and a report was written. The "traffic" commission then validated the proposals and requested their spatial extension.

The seamless course of this activity contrasted with the many challenges encountered in the process of setting up a mobility observatory. It shows that it is easier to work and communicate on infrastructure than on institutional reforms such as the set-up of a new data-collecting and data-managing organisation, such as the mobility observatory.