

Casablanca, Morocco

Sustainable Urban Mobility Plan

Completed

Basic information

Urban area	→	1,117 km ² (Grand Casablanca)
Population	→	4,047,066
Growth rate	→	0.85%
Region capital city		
GDP per capita	→	USD 2,832 (2016)
Baseline motorisation rate	→	113 per 1000 inhabitants
Modal share		
Formal public transport (bus, tram,...)	→	10,1%
Walking	→	60%
Cycling	→	1,0%
Private cars	→	13,0%
Private motorbikes	→	3,0%
Taxis	→	10,0%
Freight vehicles	→	0%
Other (Staff transport - School transport)	→	2,9%
National GHG emissions per capita	→	2.62 (tCO ₂ eq)
Exposure to climate change	→	HIGH



Context

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

Despite serving as an important financial hub, the metropolitan area is facing exponential mobility challenges, including increasing traffic congestion, deteriorating air quality, and a public transport network unable to meet the growing demand and take its fair share of the 7.8 million trips taken daily in the city. In 2005, only 15% of inhabitants used the 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 a new public transport network by 2025, which consists of four tram and two rapid bus lines (Casa Transports SA, 2020). The highlight of this project was the implementation of tramway lines 1 (31 km completed in 2012) and 2 (19 km completed in 2018) to develop efficient, green public transport. Additionally, tramway lines 3 (14 km) and 4 (18km), and the BRT lines 5 and 6, are in the pipeline and are expected to operate fully in 2022. Alongside the tram lines, the project features a green corridor and improved pedestrian facilities to ensure the 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 cutting GHG emissions in line with Morocco's NDCs.

There is an existing transport master plan. Casa Transports, the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It has the authority to borrow from international financial 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: Agence Française de Développement (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

Consultant(s) involved: Not reported

Project start date: 2017 Q3

SUMP completion date: 2023 Q4

Final Sump report: No public SUMP report available

Supported activities:

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

- Mission 1: Evaluation and assessment of the 2004 urban mobility plan
- 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

Completed outputs:

- Inventory and diagnosis; goal setting and strategy development
- Scenario elaboration
- Formalisation of the SUMP project
- 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 (EUR)
Implementation of a Transport Authority	1,000,000
Mass Transit line implementation	4,600,000,000
Bus network and taxi reorganisation and related bus lane	140,000,000
Circulation plan and parking policy upgrade	250,000,000
Non-motorised transport policy upgrade	tbd
Upgrade of intermodality facilities	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 (EUR)
Public transport and NMT	4,741,000,000
Street shaping urban roads and traffic management	250,000,000
Other measures	0
Total	4,991,000,000

Finance leverage

Financing resulting from the SUMP	Source	Type	Status	Amount (EUR)
Lines 3 and 4 of the tramway networks	AFD	Loan	Secured	100,000,000
Technical assistance for Casa Transport	AFD	Grant	Secured	500,000

Projected impact

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2019	Projected 2030 BAU	Projected 2030 SUMP scenario
Total annual GHG emissions (Mt CO ₂ eq)	-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 CO ₂ eq/capita)	-17 kg CO ₂ eq / capita	262 kg CO ₂ eq / capita	257 kg CO ₂ eq / capita	240 kg CO ₂ eq / capita

Last updated December 2025