

Morocco

National Urban Mobility Policies and Investment Programme

Completed

Basic information

Population	→	36,828,330
Growth rate	→	0,85%
Percentage of urban population	→	62,8% (2010)
GDP per capita	→	USD 4.153,2 (2024) ¹
Percentage of the population living below the national poverty line	→	3,9% (2022) ²
Baseline motorization rate	→	< 100 cars / 1,000 inhab.
Modal share		
Formal public transport	→	8,2%
Informal public transport	→	N/A
Walking	→	58,3%
Cycling	→	1,3%
Private cars	→	17,9%
Private motorbikes or 2-wheelers	→	3,6%
Taxis	→	9,6%
Moto taxis	→	-0%
Freight vehicles	→	N/A
Other (Staff transport - School transport)	→	3,5%
National Determined Contribution	→	Quantified transport related NDC
National GHG emissions per capita	→	1.8 (tCO ₂ eq) (2024) ³
Exposure to climate change	→	HIGH



Context

Urban mobility in Morocco faces rapid demographic growth, urbanisation above 60%, and expanding peri-urban areas, all of which are driving higher travel demand. Walking accounts for about half of daily trips in major cities, while public transport, mainly buses and taxis, cannot meet demand in terms of capacity, quality, or integration. Increased motorisation, driven by rising incomes and a diesel-heavy vehicle fleet, leads to congestion, air pollution, and higher greenhouse gas

¹ <https://data.worldbank.org/indicator/NY.GDP.PCAP.CD?locations=MA>

² https://www.hcp.ma/Pauvrete-vulnerabilite_r493.html

³ <https://data.worldbank.org/country/morocco>

emissions. Institutional fragmentation and limited funding further constrain system performance, underscoring the need for mobility reform to support sustainable urban development.

Support from the Partnership

Technical Assistance: Support to develop a National Urban Mobility Policy and Program (NUMP)

Type of NUMP: Policy NUMP

Funded by: European Union

Funding amount: EUR 500,000

Implemented by: Agence Française de Développement (AFD), Agence de l'environnement et de la maîtrise de l'énergie (ADEME), Cerema, and Coopération pour le Développement et l'Amélioration des Transports Urbains et Périurbains (CODATU), through the MobiliseYourCity Morocco Program

Local counterpart: Ministry of Home Affairs, Directorate General of local authorities (DGCL)

NUMP Summary

Status	Adopted
NUMP Development Timeline	Morocco joined MobiliseYourCity: 2016 Q4 Project start: 2017 Project completion: 2019 NUMP adoption:
NUMP Vision	The NUMP offers cities a general enabling framework for SUMP
Key expected results (GHG, modal share and access)	<ul style="list-style-type: none"> • GHG: Reduction aligned with national climate commitments (-13% transport sector emissions vs. BAU) by 2030. • Car modal share: Maintain automobile share at ~16% of daily trips by 2030 • Commute time: < 35 minutes average homework/study trip by 2030 • Access to public transport: > 80% of urban population within 500 m of a bus stop with ≥3 buses/hour by 2030
Total NUMP Investment Requirement	N/A

The NUMP preparation process, the geographies covered, and the stakeholders' involvement

The preparation of Morocco's NUMP builds on more than a decade of national reflection on urban mobility. At the request of the Ministry of Interior, the World Bank conducted a first diagnostic of urban mobility in 2006 to formulate recommendations for a national urban mobility policy and to support institutional reform. This work contributed to strengthening national and local capacities. It led to the creation of a National Committee for Urban Transport in 2010, chaired by the Director General of Local Authorities and composed of representatives from several key ministries. Under the MobiliseYourCity (MYC) initiative, the NUMP preparation followed a structured process, including a diagnostic phase and a strategic phase that resulted in the Vision 2030 document, followed by a tactical phase dedicated to action plan development. The Vision is explicitly based on analyses conducted during the MYC technical assistance and shared with major sector actors.

The NUMP is conceived as a national framework aligned with Morocco's broader sustainable development agenda, notably the National Sustainable Development Strategy 2030. While national in scope, it primarily targets large urban agglomerations, especially cities with populations

above 100,000. Earlier diagnostics covered Casablanca, Rabat, Tangier and Fès. Within the MobiliseYourCity framework, specific technical assistance was provided to the agglomerations of Casablanca, Rabat-Salé-Témara, Kénitra, and Oujda, each at a different stage of mobility planning. The NUMP, therefore, combines a national policy vision with implementation anchored in major metropolitan areas.

Stakeholder involvement has been multi-level and inter-institutional. The Ministry of Interior plays a central coordinating role in urban mobility matters, working alongside other ministries, including Equipment and Transport, Housing and Urbanism, and Economy and Finance, within the National Committee framework. International partners supporting the process under MobiliseYourCity include AFD, GIZ, CODATU, CEREMA and ADEME. The preparation of the Vision and proposed measures was conducted in co-construction with numerous mobility stakeholders during the initial stages of report preparation, reflecting a participatory and interdisciplinary planning approach consistent with PMUD principles.

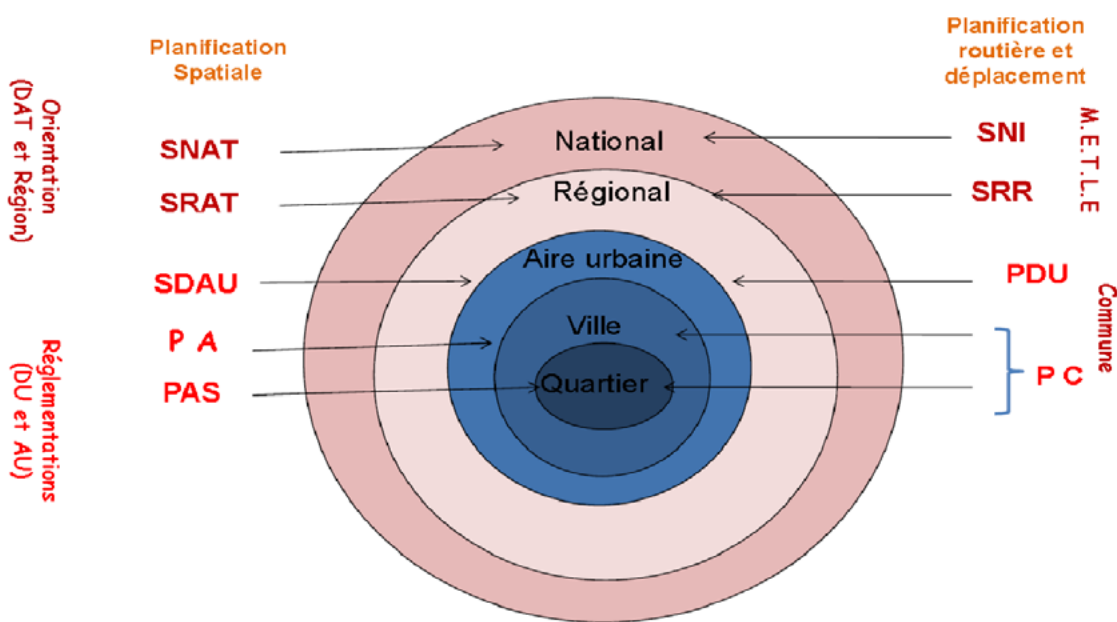


Figure 1 Stakeholders' engagement in the NUMP process

Diagnosis of urban mobility in Morocco

Urban and territorial context:

Morocco has undergone rapid demographic shifts over recent decades. The urbanisation rate increased from around 29% in 1960 to over 60% in recent years, and is projected to reach around 70% by 2050. At the same time, the average household size is steadily decreasing, contributing to an increase in the total number of households and therefore in mobility demand. Although overall population growth is slowing, the demographic structure is changing significantly: the share of the population in working-age groups continues to grow, increasing the proportion of individuals likely to travel independently for work, education, and other daily activities. This demographic pressure directly translates into higher transport demand. Meanwhile, the spatial footprint of Moroccan cities has expanded considerably, with urban growth increasingly occurring in peri-urban areas. This territorial extension results in longer average travel distances to access employment centres, education facilities, and essential services, thereby intensifying pressure on already constrained urban transport systems

Land use and urban development:

Morocco's rapid urban transition is fundamentally reshaping mobility demand. The national urbanisation rate increased from approximately 29% in 1960 to over 60% in recent years, and is projected to approach around 70% by 2050. At the same time, the average household size is steadily decreasing, resulting in a growing number of households despite slower overall population growth. This combination significantly increases daily travel needs. The Diagnostic also stresses that mobility planning must increasingly be based on functional travel areas (home-work movements) rather than strictly administrative boundaries, reflecting the growing spatial disconnect between residential zones and employment centres.

These dynamics are particularly visible in major urban agglomerations. Cities such as Casablanca and the Rabat-Salé-Témara metropolitan area illustrate the scale of inter-municipal commuting pressures linked to metropolitan expansion. Earlier mobility studies in Tangier, as well as planning efforts in Marrakech and Tétouan, further demonstrate how urban growth has extended beyond traditional cores. Under the MobiliseYourCity framework, additional cities, such as Kénitra and Oujda, were included in mobility planning support processes. Across these cases, peri-urban expansion and the decentralisation of housing, industry and services have lengthened travel distances and intensified pressure on urban transport systems, reinforcing the need for integrated metropolitan mobility planning.

Mobility and transport services:

Urban mobility patterns in Morocco are rooted in socioeconomic realities: walking remains the primary mode of travel, largely due to cultural norms and cost considerations. Despite this, walking conditions are often unsafe and uncomfortable, with discontinuous pathways, obstacles in public spaces, and dangerous road crossings. Meanwhile, rising incomes and fiscal incentives that favour diesel vehicles stimulate rapid motorisation, which is expected to increase significantly in the coming years. Public transport offerings, primarily buses and taxis, struggle to keep pace with rising demand. While taxis fill critical service gaps, they remain poorly regulated and inconsistently integrated within the broader mobility ecosystem. Combined, these factors have led to worsening congestion, limited modal alternatives, and mounting pressure on city streets.

Parts modales des grandes villes marocaines

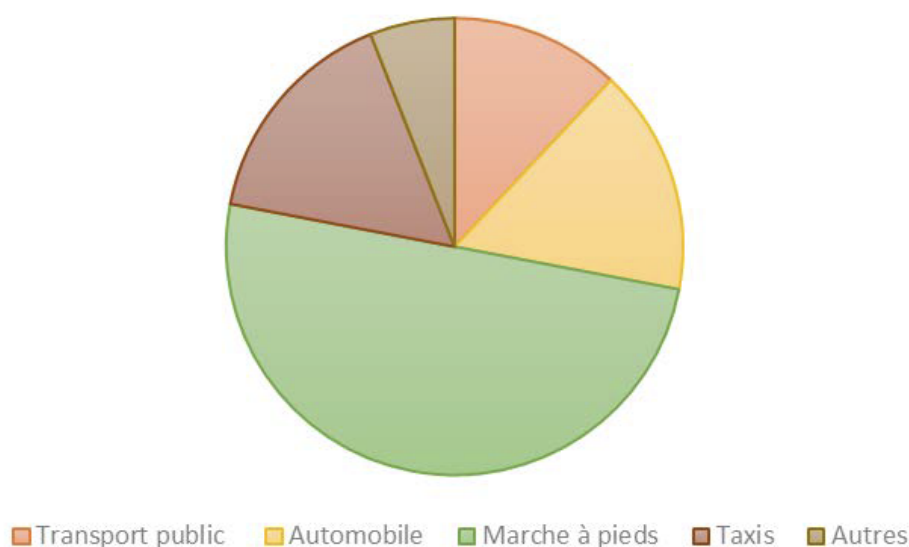


Figure 2 Average modal shares in Moroccan cities (Data source: MobiliseYourCity Diagnostic)

Infrastructure, accessibility and public space:

It is clear in Morocco that infrastructure and conditions in public spaces represent major barriers to equitable mobility. Pedestrian environments are especially challenging: sidewalks are frequently narrow, obstructed or discontinuous, leaving many pedestrians, especially vulnerable users such as people with reduced mobility, to walk directly in traffic. Public spaces are often designed without universal accessibility principles, are encumbered, and rarely offer safe and comfortable walking routes. These deficiencies worsen accessibility gaps and impose high mobility burdens on low-income groups and residents of informal or peripheral settlements.

Safety and comfort:

Safety is a critical concern within the mobility landscape. The report notes that road traffic accidents disproportionately affect pedestrians and two-wheelers, who represent a higher share of fatalities than in most developed countries. Progress on road safety has been insufficient to reverse these trends. Comfort and security aboard public transport are also problematic: women in particular face high levels of insecurity and harassment, with several media reports illustrating the broader social urgency of the issue. These factors contribute to a mobility environment in which vulnerable groups face both physical and psychological barriers to travel.



Trottoir large permettant une bonne circulation des piétons



Stationnement obligeant les piétons à marcher sur la chaussée

Figure 3. Pedestrians accessing the sidewalks in Oujda.

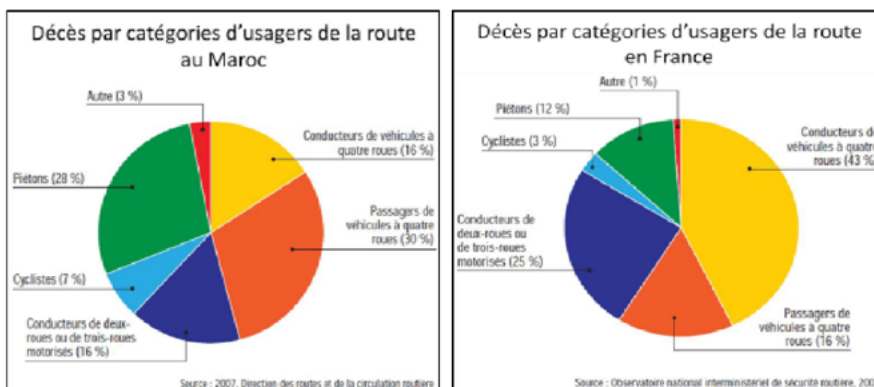


Figure 4 Distribution of road traffic fatalities by mode of transport in Morocco and France, 2007 (CID, 2013)

Socioeconomic and gender inequality:

Mobility and accessibility are deeply linked to social inclusion in Morocco. Access to employment, education, health services and commercial activities is uneven across cities, with low-income households, women, older people and people with reduced mobility facing the greatest challenges. Gender inequality is especially salient: women frequently encounter insecurity while travelling, and the public debate has even included proposals for women-only buses in Rabat and Casablanca. Despite the scale of these issues, gender considerations remain insufficiently addressed in mobility planning and data collection.

Environmental and climate change:

Environmental pressures linked to mobility are substantial. The Diagnostic indicates that the transport sector accounts for approximately 38% of final energy consumption in Morocco and represents around 16% of total national GHG emissions, or 28% of emissions from the energy sector (national references cited in the report). With increasing motorisation, energy consumption and emissions are projected to grow sharply, with national projections indicating potential increases of up to 350% by 2040 under business-as-usual scenarios. Air quality concerns are particularly acute in major cities. The Diagnostic references national and international datasets, indicating that PM2.5 concentrations in Casablanca are approximately three times the WHO-recommended levels. In parallel, the national vehicle fleet is heavily diesel-based, with around 68% of passenger vehicles using diesel, and over 90% of new vehicle registrations diesel-powered, increasing exposure to fine particulates and NO₂ in dense urban corridors (as discussed in the diagnostic's environmental section).

Without structural reforms to mobility policy, the continued rise in vehicle ownership and traffic volumes will further accelerate emissions growth, reinforcing the environmental and climate dimensions as central drivers of national mobility reform.

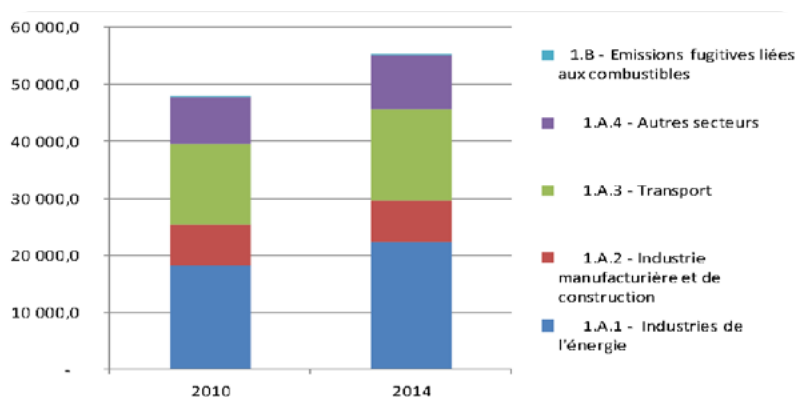


Figure 5 GHG emissions attributable to energy by sector, 2010 and 2014, ktCO₂e (4C, 2015)

High transport costs:

Transport costs present a growing burden for households, especially low-income groups. Congestion, insufficient public transport supply and reliance on taxis or private vehicles increase mobility expenses. The strategic vision later indicates that transport costs should ideally not exceed 10% of household expenditures for the lowest-income households, highlighting concern over affordability. Rising motorisation, long travel distances and weak alternatives deepen mobility-related financial stress for urban residents.

Institutional and financial constraints:

The diagnostic identifies institutional fragmentation as a central obstacle. Urban mobility falls under the shared or overlapping mandates of communes, intercommunal entities, national ministries and SDLs. Coordination among these actors is limited, and planning tools are applied inconsistently. Financially, municipalities generally lack the resources to maintain or expand public transport systems, while the end of fuel subsidies, although beneficial environmentally, has reshaped sector economics. The report underscores the need for stronger governance frameworks, clearer mandates and sustainable financing mechanisms to address these systemic gaps.

NUMP visions and goals

“The strategic vision is a sustainable, accessible, low-carbon and socially inclusive mobility system aligned with Morocco’s national sustainable development strategy (SNDD 2030), focusing on accessibility, safety, emissions reduction, governance and equity.”

Methodological framework

The vision is designed within a broader national strategic context, particularly the country’s long-term social, cultural, economic and environmental development goals as formalised in the National Sustainable Development Strategy (SNDD 2030). This means the vision must be consistent with Morocco’s commitments to sustainability, climate change policy, energy efficiency policy, and other sectoral strategies.

The framework begins by stating that the effectiveness of urban mobility and city residents’ access to the services and opportunities required for well-being and social and economic functioning are essential objectives. This establishes accessibility and mobility performance as the foundation of the vision.

The methodological approach is then described as the result of a shared diagnostic process, combining:

- an assessment of the current characteristics of mobility in major Moroccan cities,
- an evaluation of the key challenges that urban mobility stakeholders must address, and
- analytical work conducted under the MobiliseYourCity technical assistance process.

Another critical element of the methodology is the choice of the time horizon. Morocco selected 2030 because this year aligns with other major national strategies (SNDD 2030, national climate strategy, national energy efficiency strategy) and with Morocco’s first-step COP21 commitments. Ensuring a consistent time horizon across national strategies is presented as an essential methodological principle.

The framework also clarifies how the vision is translated into objectives:

Long-term strategic objectives (2030) are developed to reflect sustainability challenges across themes such as accessibility, safety, gender inclusion, pollution, congestion, and public transport performance.

Medium-term operational objectives (2025–2030) translate these strategic goals into actionable targets, indicators and priority areas, ensuring coherence between strategy and implementation (Pages 11–24).

Finally, the methodological framework is not scenario-based. It relies on: an analytical diagnosis, alignment with national strategies, participatory exchanges with stakeholders, and a structured logic linking diagnosis → strategic objectives → operational objectives → implementation levers.

NUMP key measures

The Morocco National vision for urban mobility in 2030 outlines several significant measures to integrate mobility into sustainable development, improve funding and governance, and promote the efficient organisation of public transport, among other initiatives.

Cluster	Brief description	Proposed Financing Source	Implementation Period
Governance	Adapt and operationalize target governance model	N/A	2020–2026
Governance	Define criteria for creation of ECIs	N/A	2020–2022
Governance	Prepare model statutes for ECIs	N/A	2020–2022
Governance	Establish sustainable financing sources for ECIs	State + local (implied)	2023–2026
Governance	Develop decision-making mechanisms outside ECI areas	N/A	2023–2026
Governance	Develop model statutes for SDLs	N/A	2020–2022
Governance	Develop governance tools	N/A	2020–2026
Governance	Ensure each agglomeration has a quality, financially realistic SUMP	Local + State	2020–2022
Governance	Establish mobility information systems	N/A	2023–2026
Governance	Continue national mobility observatory (SSMU)	State	2020–2022
Governance	Develop civil society consultation mechanisms	N/A	2023–2026
Governance	Integrate mobility into other sectoral policies	N/A	2023–2026
Financing	Maintain and redeploy State funding (FART)	State budget (FART)	2023–2030
Financing	Increase and rationalize municipal funding	Municipal budgets	2023–2026
Financing	Develop alternative financing sources & pilots	Mixed / innovative	2023–2026
Capacity Building	Strengthen national & local technical capacities	N/A	2020–2026
Capacity Building	Develop professional training & knowledge sharing	N/A	2023–2026
Transport Technologies	Establish legal & technical framework for new mobility solutions	N/A	2023–2026
Transport Technologies	Implement high-impact pilot projects	State + local (implied)	2023–2026
Public Transport	Promote integrated public transport organization	State + local	2023–2026
Public Transport	Adopt public transport master plans	Local + State	2023–2026
Public Transport	Regulate first-category taxis	N/A	2020–2022
Public Transport	Develop administrative travel plans	N/A	2020–2022
Public Transport	Improve delegated management	N/A	2020–2022
Public Transport	Maintain realistic fare policy	Users + State (students)	2020–2022

NUMP impacts: projected results and impacts

Indicator	Impact 2030 (NUMP vs BAU)	Baseline (~2018)	BAU 2030 (estimated)	NUMP 2030 target
Total annual GHG emissions (Mt CO ₂ eq)	- ~0.5 Mt CO ₂ eq	~6 Mt CO ₂ eq	~13 Mt CO ₂ eq	-0.5 Mt
Annual urban transport GHG emissions per capita (kg CO ₂ eq / capita)	~150	~140-170	~190	decrease
Population living within 500 m of a high-frequency PT stop	+ 20-30 points	~50-55%	~50% (no major expansion under BAU)	≥ 80% of urban population
Mean PM _{2.5} at road monitoring stations (µg/m ³)	- substantial (toward WHO standards)	~35-40 µg/m ³ (e.g., Casablanca 3× WHO limit – page 13)	Could rise to ~45 µg/m ³ due to diesel fleet growth	0 days exceeding WHO PM _{2.5} limits
Modal share – Formal public transport	+ 5-10 points	~10-12%	likely ↓ to ~8-10%	Increase (no % given; implicit +)
Modal share – Informal public transport	+ small	~10-12%	stable or slight ↓	Better integrated, stable or ↑
Modal share – Walking	Maintain high levels	~50% (page 12 & 21)	↓ to ~40-45% (due to urban expansion)	≥50% maintained
Modal share – Cycling	+ 1-2 points	< 1%	remains <1%	↑ slightly (pilot-based growth)
Total share of sustainable modes (walking, cycling, PT)	+ 10-20 points	~70-73%	↓ to ~60-65%	Increase
Traffic fatalities per 100,000 inhabitants	- 50%	~12-14	~14-16 (projected deterioration)	-50% (aligned with National Road Safety Strategy)
Share of income spent on PT (2nd quintile)	- to ≤10%	~10-12%	↑ slightly with inflation (12-15%)	≤10%

NUMP finance leverage

Description	Source of financing	Type	Status	Amount (EUR)
National bus modernisation program (2025–2029) ⁴	Moroccan Government	Public budget	Planned	1,050,000,000
World Bank Urban Transport Program-for-Results (PforR) ⁵	World Bank (IBRD)	Loan	Secured	136,000,000
	Moroccan Government	Domestic	Secured	32,000,000

⁴ <https://www.maroc.ma/fr/actualites/m-laftit-annonce-un-nouveau-programme-de-transport-urbain-par-bus-pour-un-cout-de-11-mmdh>

⁵ <https://projects.worldbank.org/en/projects-operations/project-detail/P173048>

Associated finance

Description	Source of financing	Type	Status	Amount
Mass transit (tram/BRT/other infrastructure) ⁶	Government of Morocco + local authorities (regional)	Budget allocation	Planned	6,100,000,000

Insights from practice: lessons learned

Clarifying competencies and aligning decentralisation practice with effective metropolitan governance are prerequisites for accountable implementation.

A central lesson emerging from Morocco's NUMP experience is that institutional fragmentation undermines delivery unless roles, mandates, and human resources are explicitly defined and operationalised. Stakeholders repeatedly highlighted diffuse responsibility across actors, captured in the expression "everyone is responsible, yet no one is responsible" ("Tout le monde est responsable, mais personne n'est responsable."), which weakens accountability in the implementation of SUMP frameworks. In practice, effective execution requires a precise allocation of competencies and the transfer of adequate technical and managerial capacity to inter-municipal entities (ECI), which are expected to steer mobility planning at the metropolitan scale.

Robust monitoring systems require clear methodologies, user-oriented tools, and well-defined data governance circuits.

Experience with the national mobility data system reveals that technical design and institutional coordination are as critical as the data itself. Local actors reported that current data collection forms are not user-friendly, requiring manual retyping and navigating excessive validation constraints, which discourages efficient reporting. Beyond usability, the absence of clear definitions, units of measurement, and an explicit purpose for the requested indicators has led to hesitation and inconsistencies in submissions. These technical shortcomings are compounded by unclear data transmission circuits between SDLs, ECIs, and Wilayas, resulting in fragmented reporting flows. Methodological inconsistencies, such as significant variations in reported commercial speed across sources, further undermine comparability and reliability. The lesson is that monitoring frameworks must combine harmonised definitions, streamlined digital tools for consultation and visualisation, and coherent institutional arrangements, while ensuring alignment with emerging mobility observatories and capitalising on pilot experiences in cities such as Agadir.

⁶ <https://northafricapost.com/92392-morocco-commits-8-5-blm-dollars-to-clean-mobility-by-2029.html>

Coordinated and structured capacity-building for both technical staff and elected officials is essential to operationalise mobility reforms.

A key lesson is that institutional reform and planning instruments cannot be effectively implemented without sustained investment in human capital at multiple governance levels. There is strong demand for training not only for technical staff but also for elected officials, who require targeted awareness-building on core governance and regulatory issues such as establishing an AOM (urban mobility authority), rendering a SUMP legally enforceable, structuring sustainable financing models, understanding delegated management frameworks, and drafting robust technical specifications. While Morocco hosts numerous training initiatives, including the Ministry's "training of trainers" programme and contributions from private and international actors such as RATP Dev's École de la Mobilité durable, these efforts remain fragmented and limited in scope. The practical recommendation emerging from stakeholders is to institutionalise regular regional exchanges among elected officials to facilitate peer learning and convergence of practice. Overall, the lesson is that capacity-building must evolve from ad hoc initiatives to a coordinated, strategically structured national system aligned with NUMP objectives.

Activating and structuring mobility networks can transform isolated actors into a coordinated community of practice.

A further lesson is that peer networks and institutional partnerships remain an underexploited lever for strengthening urban mobility governance. While the REMA-TP network formally exists, it is currently underutilised. It could be repositioned as a national mobility platform that brings together communes, ECI, and SDLs to address shared technical and institutional challenges. MobiliseYourCity's experience points to the value of reinforcing both domestic coordination and structured international partnerships, such as Rabat-Lyon, Agadir-Nantes, and Casablanca-Bordeaux, to facilitate technical exchange and institutional learning. For these arrangements to be impactful, networks must move beyond symbolic cooperation and function as operational resource hubs, enabling systematic knowledge sharing, the dissemination of good practices, and mutual support in implementation.

Perspectives for implementation

Morocco's NUMP implementation should focus on providing clear operational guidance and establishing a national resource centre to ensure methodological consistency and reduce reliance on external expertise.

Transitioning from strategic frameworks to effective delivery requires practical, hands-on guidance that addresses stakeholders' calls for the "passage au concret." Stakeholders highlight the need for clear operational toolkits, standardised procedures, and better coordination among donors and technical partners to prevent fragmented support and overlapping methods. A national resource centre would address these issues by centralising technical references, harmonising approaches, and leveraging domestic expertise. This centre would gradually reduce dependence on external consultants while ensuring continuity, consistency, and institutional memory for mobility projects. Successful implementation depends not only on funding and planning, but also on establishing a permanent national support structure to translate NUMP principles into practice.

Morocco should consolidate its NUMP implementation by scaling up low-carbon, inclusive and data-driven mobility systems that are already delivering measurable national impact.

National and local ambitions are now materialising in high-impact projects that demonstrably improve accessibility, social inclusion, and climate performance. The Rabat and Casablanca tramways collectively serve around 160 million passengers annually, nearly half of whom are women. In comparison, Al Boraq has carried 27 million passengers since its launch, reinforcing intercity connectivity and economic integration. In Agadir, more than 150,000 residents will benefit from direct access to Amalway BRT stations, further expanding equitable access to urban opportunities. Altogether, sustainable mobility investments are estimated to avoid approximately 175,000 tonnes of CO₂ equivalent each year, positioning transport as a tangible contributor to Morocco's energy transition. Building on this momentum, the Government of Morocco, supported by AFD and technical partners, is expected to further strengthen the NUMP framework by prioritising low-carbon public transport expansion, improved multimodal integration, more systematic, data-driven planning, and targeted measures to enhance mobility access for women and vulnerable populations.

Highlights in the past year

In 2025, Morocco is accelerating NUMP-aligned mobility investments by expanding urban transit infrastructure and committing significant long-term funding to multimodal, low-carbon systems⁷.

In 2025, Morocco reinforced its commitment to sustainable metropolitan mobility by allocating substantial resources and advancing key transit projects. National and regional authorities announced a clean mobility investment plan exceeding MAD 78 billion (approximately USD 7.8 billion) through 2029, with most funding dedicated to expanding tramways, regional rail (RER), and other mass transit infrastructure, particularly in Casablanca-Settat.

In 2025, Morocco is transforming urban mobility by rolling out modernised bus networks to improve service quality and governance under the NUMP framework⁸.

Morocco launched the first phase of its National Urban Bus Transport Program (2025–2029), marking a major step toward modern, reliable, and sustainable city transit. Nearly 1,000 new buses will enter service across 29 urban areas by late October or early November 2025, including key cities such as Tangier, Tetouan, Fès, Rabat, Marrakech, and Agadir, as well as nearby zones. This initiative is part of a broader plan to equip urban networks with approximately 3,800 buses and smart systems, such as electronic ticketing, passenger information, and maintenance facilities, under a renewed delegated-management model to improve service quality and operational performance.

⁷ <https://www.moroccoworldnews.com/2025/11/268251/morocco-invests-7-8-billion-to-transform-public-transport-by-2029/>

⁸ <https://moroccobeat.com/infrastructure-innovation/infrastructure-innovation-morocco-new-buses-urban-transport-2025>

Morocco is leveraging AFCON 2025 to boost tourism by integrating sustainable, multimodal urban mobility upgrades into broader improvements to the visitor experience and city accessibility⁹.

As Morocco prepared to host the Africa Cup of Nations, mobility upgrades were designed not only to facilitate the movement of fans and teams but also to enhance tourists' access to cultural and urban destinations, reinforcing the country's appeal as a global visitor destination. Investments in integrated mobility systems, combining tramways, upgraded buses, modernised infrastructure and smart transport technologies, are intended to serve both international supporters and broader tourism demand, supporting the national Tourism Roadmap 2023–2026 and accelerating long-term visibility for Morocco's cities. These transport enhancements align with efforts to leverage AFCON 2025's global exposure to strengthen tourism growth, diversify destination offerings, and showcase Morocco as a modern, accessible destination for travellers beyond the tournament.

Last updated December 2025

⁹ https://en.walaw.press/country/support/QWSP/articles/afcon_2025_morocco_bets_on_sustainable_multimodal_and_smart_mobility/GQLRRXXGFWXP