



THE CASABLANCA URBAN TRANSPORT PLAN 2022: PUBLIC TRANSPORT

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INTRODUCTION

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- Morocco's largest city and business center, with a population of 4.3 million residents (2018), and huge population growth
 - With an area of 220 km² and 7.8 million daily journeys
 - In 2014 the region of Casablanca-Settat accounted for 32% of Morocco's GDP.
 - But suffers from infernal traffic congestion, related air pollution and insufficient public transit, which consists of BRT, tramway and bus network - effectively connecting different parts of the city and reduce the GHG emissions from transport sector. The municipality has planned 3 tram lanes and 4 BRT lanes by the year 2022
 - In 2005 only 15% of the city population used public transport. The city's local authority intends to increase access to public transport to 21% by 2019,
 - To cope with the strong increasing urbanization in a region with more than 11 million daily trips, local authorities have undertaken the development of an urban transport plan (PDU) in 2009



Réseau de transport en commun en site propre à l'horizon 2022



Source: Casa-Transports

Tracé	Distance (km)
Ligne 1 (en service): (Sidi Moumen à Aïn Diab et aux Facultés) Bd Mohammed Zefzaf, Bd Okba, Bd Ali Yaata, Bd Mohammed V, Bd Hassan II, Bd Abdelmoumen, Bd Panoramique, Bd des Préfectures, Bd Anoual, Bd Omar Khayam, Bd du Littoral	31
Ligne 2 (en construction): (Aïn Diab à Sidi Bernoussi) Bd Anoual, Bd 2 Mars, Bd El Fida, Bd Grande Ceinture, d'Ibn Zair, Bd Ali Yaata, Ancienne Route de Rabat, Bd Abi Der El Ghafari, Tronçon existant 7,5 km: Bd Anoual, Bd Omar Khayam, Bd du Littoral	15
Ligne 3: (Sidi Othmane à Mosquée Hassan II) Bd 10 Mars, Rte Ouled Ziane, Rue Khouribga, Bd Lalla Yacout, Mosquée Hassan II	14
Ligne 4: (Bd Mohammed VI à Gare Casa Port) Bd Mohammed VI, Bd Smiha, Gare Casa Port	18
Ligne 5: (ZI Moulay Rachid à Bd Mohammed VI) Bd Driss Harti, Bd Ibn Tachfine, Bd Al Qods	14
Ligne 6: (Bd Mohammed VI à Sidi Maârouf) Bd Al Qods	10



- Casablanca is leading urban public transport reforms in Africa, little wonder that it has become a global hub for transport conferences



- Launched a second tramway line in 2018, after the first line in 2012. this 2nd one is a 31 km and 48 stops tram provide service to the city center and peripheral mixed social component areas

Fair and Ticketing

- Ticket prices are subsidised by the Moroccan government and the city of Casablanca, and set at a flat rate of 6 dirhams per journey, with a weekly season ticket at 60 dirhams and a monthly season ticket at 230 dirhams. Fares are paid by a paper smart card at turnstiles on each station platform. Students get a reduced monthly season ticket of 150 dirhams. A combined tram-and-bus fare is being considered



Some Milestone

- The first result of this plan was the launch of the first tramway line in December 2012. With a line of 31 km and 48 stops tram provide service to the city center and peripheral mixed social component areas and the second line 19km with 22stops in 2018
- 50 km and 71 stations to date, with 320,000 passengers a day expected by 2025 on both lines, there will also be a reduction of some 10,000 tons of equivalent CO2 thanks to the modal transfer
- this tram network benefits from a video surveillance system and security teams who ensure the safety of passengers, and especially women who account for 44% of passengers

Morocco launched the first ever African High speed train (bullet train)



- Traveling at speeds of nearly 320 kph, brand-new TGVs are now cutting across the hills of western Morocco, connecting Rabat with Tangier and Casablanca
- The project engaged 5,000 workers and enabled Morocco to develop its railway expertise.

The Future



- After the completion of the city's first and the second tramways, work is now underway to create a further 76km of mass transit operating on its own dedicated infrastructure. Consisting of 2 additional tram lines and 2 BRT lines, the plans also By 2022, dedicated infrastructure for public transport will be 110km long (four tram lines and three BRT lines), the objective being to increase the use of public transport from 13% in 2005 to 21% in 2019.



THANK YOU FOR LISTENING

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