

Morocco

In **Morocco**, the transport sector is the third-largest contributor to GHG emissions, accounting for 16.59% of national emissions in 2023. Transport emissions have grown by 6.2% from 2015 to 2023. Freight transport activity showed decreasing trends between 2015 and 2023, as the main focus was on passenger rail transport. Road transport remains dominant in urban transport, with private cars comprising 56.1% of passenger travel in Marrakesh. This is reflected in the high number of road traffic fatalities (18.6 deaths per 100,000 people) which cost the country 5.8% of GDP in 2021.

Additionally, transport contributed 5.7% to air pollution in 2019.

Morocco has made some progress on sustainable, low-carbon transport through initiatives such as promoting rail and public transport, as well as establishing energy efficiency standards. However, the country faces challenges in adopting renewable energy in transport and lacks specific transport mitigation targets in their Updated NDC.

Income group: Middle-income

Human Development Index (2023): 0.71

Population size (2023): 34.81 million **+9.05%** (2015 - 2023)

Urban population share (2023): 66.50% **+17.91%** (2015 - 2023)

GDP per capita (2023): 3,452.01 USD **+7.58%** (2015 - 2023)

Share of women employed in transport and storage (2023) **4.7%**

Share of transport and storage jobs in workforce (2023) **3%**



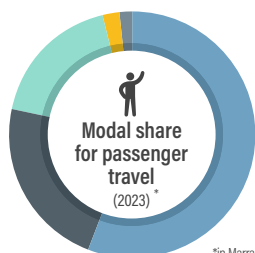
Transport Demand Trends

Passenger transport activity

6 879

million passenger-km of rail transport in 2023

+24.9%
(2015 to 2023)



56.1% Automobile
22.3% Walking
17.9% Motorcycle
2.2% Cycling
1.5% Bus

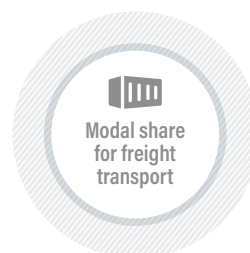
SDG 91

Freight transport activity

2 239

million ton-km of rail transport in 2023

-52.9%
(2015 to 2023)



SDG 91

Transport energy consumption (2022)

240 157

TJ

+7.2%
(2015 to 2022)

Oil products

99.5%

of total transport energy consumption

Per capita fossil fuel subsidies (2022)

148.0

USD per capita

SDG 12

Fuel quality standards (2022)

<15 ppm

Average light duty vehicle fuel consumption (2022)



Road traffic fatalities (2021), WHO estimates

SDG 3.6

18.6 deaths per 100,000 people

18.7 Regional
15.0 Global

Road traffic fatality cost as percentage of GDP (2021)

SDG 3.6

5.8%

Premature deaths linked to transport air pollution (2019)

SDG 11.6

4.3 deaths per 100,000 people

1.0 Regional
2.3 Global

Contribution of transport to air pollution (2019)

SDG 11.6

5.7%

Transport Emission Trends

Transport GHG emissions (2023)

17.7

million tonnes of CO₂ equivalent

+6.2%
(2015 to 2023)

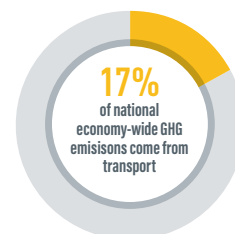
-0.8%
(2022 to 2023)

Per capita transport GHG emissions (2023)

0.47

tonnes of CO₂ equivalent per capita

PER CAPITA EMISSION COMPARISON



Transport is the **third-largest** GHG-emitting sector in the country in 2023.

Transport Decarbonisation Pathways

Transport strategy identifies climate change



Long-term strategy submitted to UNFCCC



NDC submitted:

1st and Updated NDC

NDC highlights transport for GHG mitigation



Transport mitigation targets in NDC



Other non-emission related transport targets in NDC



VNR highlights transport



2020 VNR with transport linkages to SDG 3, SDG 4, SDG 7, SDG 9, SDG 11 and SDG 13

Transport actions in VNRs

- Urban infrastructure development
- Public transport promotion
- Rural roads development
- Infrastructure development programs
- Energy efficiency improvements
- Rail network planning

Transport actions in NDC

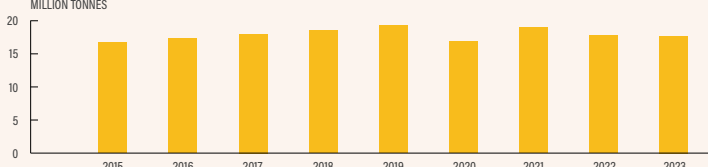
Mitigation

- Ecodriving | Use of renewable energy
- Freight transport shifting to rail or inland waterways | Vehicle air pollution emission standards
- General economic instruments | Vehicle efficiency standards
- General freight efficiency improvements | Vehicle scrappage scheme
- General vehicle improvements | Vehicle taxes
- Public transit integration and expansion

Adaptation

Transport GHG emissions from 2015 to 2023

HISTORIC EMISSIONS MILLION TONNES



Policy Areas: Indicators and Targets

Integrated Transport Planning

National urban mobility framework (2024)	✓
Sustainable urban mobility plans (2024)	✓
Number of sustainable urban mobility plans (2022)	3 cities
Low emission zones (2022)	✗

Adaptation and Resilience

ND-GAIN Index (2022)	53.38
Vulnerability score for infrastructure (2022)	0.29

Walking

Walkability Score (2024)	0.73
National walking strategies (2024)	—

Cycling

Cycling infrastructure in capital (2022)	—
Percent near protected bikeways (2024)	0.5%
Bike sharing systems (2024)	0
National cycling strategies (2024)	—

Public Transport

Bus rapid transit (2024)	—
Bus rapid transit daily passenger volume (2024)	—
Urban rail (LRT, metro, tram) (2024)	101 km in 2 cities
Proportion of population that has convenient access to public transport (2020) <small>SDG 11.2</small>	51.50%

Intercity Rail

Rail network (2021)	2295 km
Rail travel activity (2022)	6 879 million passenger-km
Rail freight activity (2023)	2 239 million ton-km
High-speed rail (2023)	186 km
High-speed rail travel activity (2023)	1 214 million passenger-km
National plans for passenger and freight rail expansion (2024)	✓

Target

- ▶ To create a 1500-km high-speed rail network, alongside a standard network of 2700 km by 2030
- ▶ To increase the number of cities served by conventional, high-speed rail links from 23 to 43

Road Transport

Total road vehicles in use per 1,000 people (2020)	113.2
Road vehicle fleet growth (from 2015 to 2020)	19.77%
Rural Access Index (2019) <small>SDG 9.1</small>	80.3 RAI PST
Diesel prices (2022)	1.05 USD per litre
Gasoline prices (2022)	1.46 USD per litre

Aviation

Air passengers carried (2021)	4.7 million people
Air freight activity (2021)	58.9 million ton-km
Carbon-accredited airports (2023)	7 airports
of which carbon neutral:	none

Shipping

Logistics Performance Index (2023)	—
Liner shipping connectivity index (Q4 2024)	69.3
Container port traffic (2020)	6 980 958.0 TEU

Transport Energy Sources

Biofuel blend overall mandate (2023)	—
Biofuel blend biodiesel mandate (2023)	—
Biofuel blend ethanol mandate (2023)	—
Carbon intensity of electricity (2023)	616.82 gCO ₂ /kWh
Renewable energy (biofuels and electricity) share in transport (2022) <small>SDG 7.2.1</small>	0.5% of total transport energy consumption
Biofuels (2022)	—
Electricity (2022)	0.5% of total transport energy consumption
Targeted renewable power share	—

Vehicle Technologies

Emission standards for LDVs (2024)	Euro 4 and above
CO ₂ emissions performance for passenger cars (2024)	—
Targeted CO ₂ emissions performance (2024)	No target set
Regulatory environment ranking on used vehicles (2024)	Very Good
Electric vehicles stock for passenger cars (2023)	—
Share of electric vehicles in car sales (2023)	—
ICE phase-out targets	✗
Electric vehicles stock for vans (2023)	—
Electric vehicles stock for trucks (2023)	—

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List of acronyms

GDP	Gross-domestic product
HDV	Heavy-duty vehicle
ICE	Internal combustion engine
kWh	Kilowatt-hour
LDV	Light-duty vehicle
LRT	Light-rail transit
NDC	Nationally determined contribution
PST	Primary, secondary or tertiary roads

TEU	Twenty-foot Equivalent Unit
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
VNR	Voluntary national review of the Sustainable Development Goals
WLTP	Worldwide harmonised light vehicles test procedure

