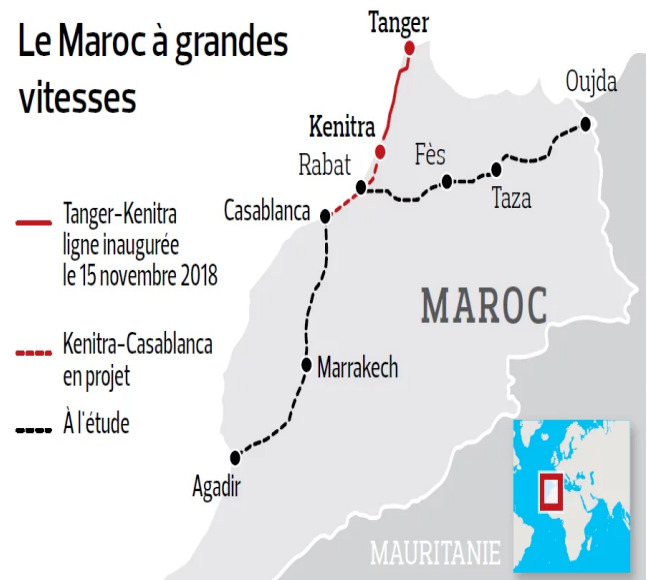


Memo on high-speed rail in Morocco

1st high-speed line Tangier - Kenitra

- New high-speed line linking Tangier and Kenitra
- Length: 187 km of double track
- Design speed: 350 km/h
- Signalling: ERTMS Level 2
- Rolling stock: 12 Euroduplex (2N2) trains delivered by Alstom
- Project cost: €1.8 billion, financed as follows:
 - Moroccan government: €500m
 - French government: €920m (€625m RPE loan / €220m AFD loan / €75m grant)
 - Gulf States: €400m
- Service start date: November 2018
- Commercial name of the service: Al Boraq
- Maximum operating speed: 320 Km/h
- Cities served: Tangier - Kenitra - Rabat - Casablanca
- Drastically reduced journey times:
 - Tangier - Rabat: 1h20 (compared with 3h45 previously)
 - Tangier - Casablanca: 2h10 (compared with 4h45 previously)
- Frequency: 28 trains a day
- Average price Tangier - Rabat: €12
- Traffic growth: 3 million passengers in 2019 / 5 million passengers in 2023

Le Maroc à grandes vitesses



Ambitions

- The Kingdom has drawn up and published its Rail Morocco 2040 Plan (PRM), a medium- and long-term master plan for the development of the various components of the national rail network up to 2040. In particular, it provides for :
 - Extension of the conventional network by 1,600 km
 - Extension of the high-speed network by 1,100 km
 - Service to 43 Moroccan cities (compared with 23 cities currently served)
- This plan would require funding estimated at €36 billion.
- Two GV corridors are highlighted, in order of priority:
 - Extension of the Atlantic corridor to Agadir via Marrakech
 - Construction of a "Maghreb" corridor linking Rabat to Oujda via Fez

Extension of the Atlantic HSR corridor

- The extension of the Atlantic HSR corridor is divided into 2 parts:
 - The Kenitra - Marrakech high-speed line
 - The Marrakech - Agadir high-speed line
- The cost of the Atlantic extension projects is estimated at between €7 and €10 billion.
- In its search for financing, the Moroccan government has raised the possibility of a PPP scheme.
- According to the 2024 Finance Bill, the Moroccan government will allocate a budget of €128 million between now and 2027 to finance studies and the acquisition of property relating to this corridor.
- Progress report on the Kenitra - Marrakech high-speed line :
 - Divided into 3 sections: Kénitra-Aïn Sebaa / Aïn Sebaa-Nouaceur / Nouaceur- Marrakech
 - The detailed studies for infrastructure / civil engineering / equipment / operating system were awarded in March 2022, according to the above lots, to 3 consortia including Moroccan, French and Korean companies (Novec / Ingerop ; Setec Maroc /Setec Ferroviaire/ Setec International / Setec TPI ; CID/Dohwa Engineering CO/ Korea National Railway).
 - The latest rolling stock mega-tender launched by ONCF in November 2023 includes the purchase of 18 high-speed trainsets for the future link to Marrakech.
- Progress report on the Marrakech - Agadir high-speed line :
 - The preliminary design studies for the infrastructure/civil engineering/equipment/terminal facilities/operating system were awarded in July 2023 to the Chinese company China Railway Design Corporation.
 - The geological, hydrogeological and geotechnical reconnaissance work was awarded to the Moroccan engineering firm LPEE in August 2023.
- Several foreign railway operators, particularly Chinese, German, Spanish and Korean, have shown their willingness to participate in the realisation of these projects, with varying intensity (participation in studies, cooperation agreements/MoUs, possibility of contributing to the financing, etc.).