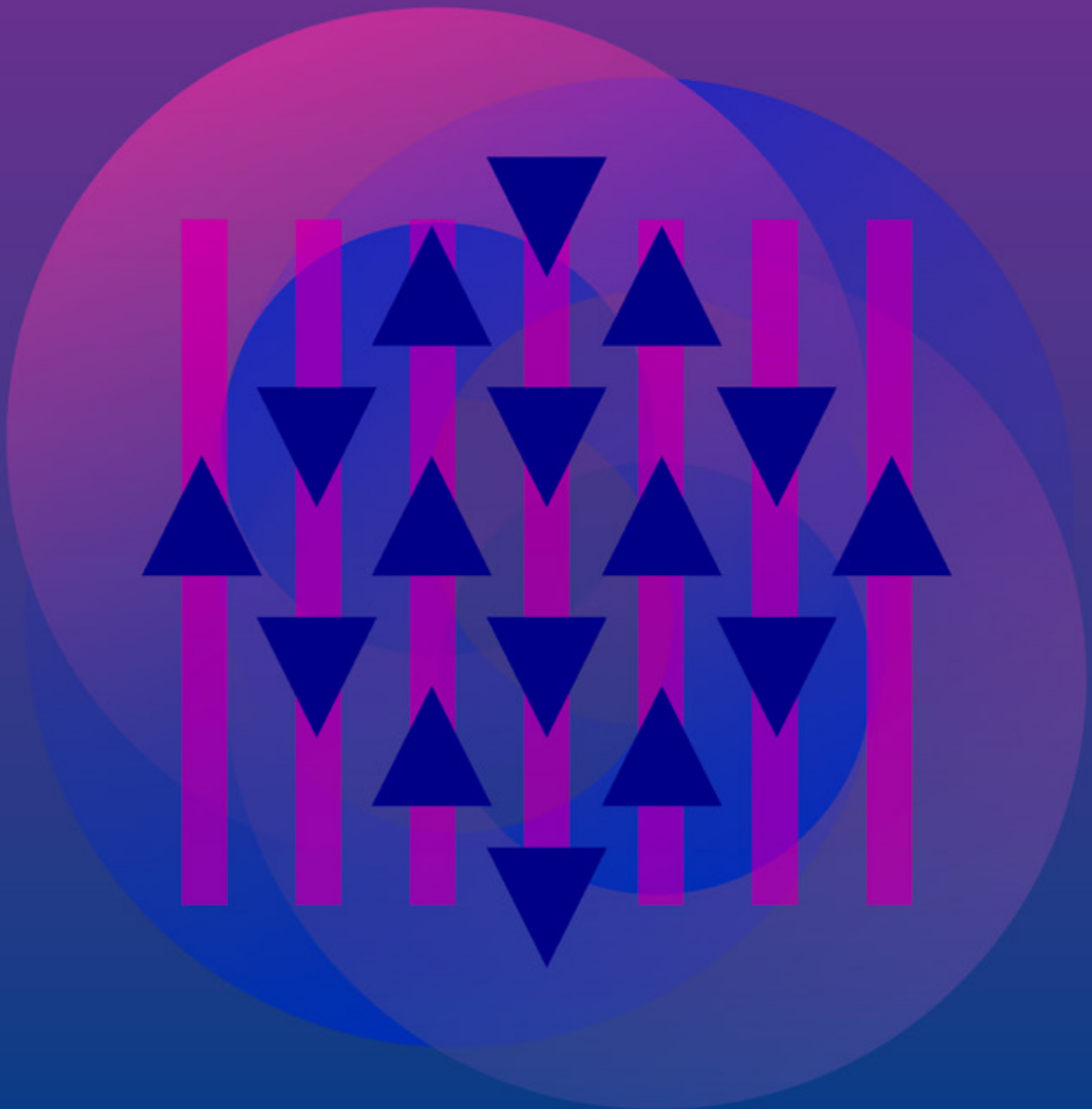


# Road Safety Country Profile

## Morocco 2023



## Overview

Morocco recorded 3 499 road deaths in 2022, a 5% decrease compared to 2021. Vulnerable road users represent almost three-quarters of all deaths. The increase in the number of motorcyclists killed is a growing concern.

Note that the data in this country profile come from the National Road Safety Agency (NARSA); IRTAD has yet to validate them.

### Quick facts: Morocco (all data from 2022, unless otherwise stated)

Population	36.7 million				
GDP per capita	USD 3 659				
Total number of motor vehicles	6.3 million				
	Cars	Motorcycles	Goods vehicles	Buses	
	45%	36%	17%	0.2%	
Speed limits	Urban roads	Rural roads		Motorways	
	60 km/h (30 in residential areas)	70-80-90-1000 km/h		120 km/h	
Limits on blood alcohol content	General drivers	Professional drivers		Novice drivers	
	0.2 grams/litre (g/l)	0.2 g/l		0.2 g/l	
Road fatalities	3 499				
	Pedestrians	Cyclists	Car occupants	Motorised two-wheelers	Other and unknown
	25%	5%	23%	40%	6%
Road fatalities per 100 000 population	9.5				
Road fatalities per 10 000 vehicles	5.6				
Cost of road crashes	1.2% of GDP (2020)				

## Short-term trends

Mobility and road safety in Morocco were impacted by the Covid-19 pandemic that hit the world in 2020. Figure 1 illustrates the number of road deaths in 2020, 2021 and 2022 compared to the linear trend before the pandemic. It shows that road death figures for 2020 were very much below the trend.

Due to the impact of the Covid-19 pandemic on mobility and road crashes, the data for 2020 and 2021 represent a poor reference point for benchmarking. Therefore, for short-term trends, this report compares data for 2022 with the average for 2017-19.

Morocco recorded 3 499 road deaths in 2022, a 5.3% decrease compared to the average for 2017-19.

**Table 1. Road fatalities in Morocco, 2017-2022**

	2017	2018	2019	Average 2017-19	2020	2021	2022	2022 compared with average 2017-19
January	287	263	308	286	272	236	309	8.0%
February	212	259	273	248	252	238	220	-11.3%
March	276	311	295	294	192	262	237	-19.4%
April	265	204	256	242	93	229	215	-11.0%
May	245	247	255	249	143	316	322	29.3%
June	316	348	335	333	200	305	255	-23.4%
July	408	338	330	359	340	399	397	10.7%
August	405	477	425	436	309	360	403	-7.5%
September	385	304	310	333	311	359	251	-24.6%
October	357	334	274	322	336	350	307	-4.6%
November	311	280	273	288	327	299	285	-1.0%
December	259	371	288	306	230	332	298	-2.6%
Total	3 726	3 736	3 622	3 695	3 005	3 685	3 499	-5.3%

Road deaths decreased for all road users except those of powered two- or three-wheelers (PTW). Between 2017 and 2022, registered motorised two-wheelers increased by 76%. The number of PTW users killed in traffic increased by 26.9% (from 1 102 in 2017-19 to 1 398 in 2022), while the number of car occupants killed decreased by 27.8%, the number of pedestrians killed by 12.6% and the number of cyclists killed by 11.2% (Figure 2).

Road deaths increased markedly on urban roads (+19.3%), decreased by 20.1% on rural roads, and decreased by 16.1% on motorways (Figure 2).

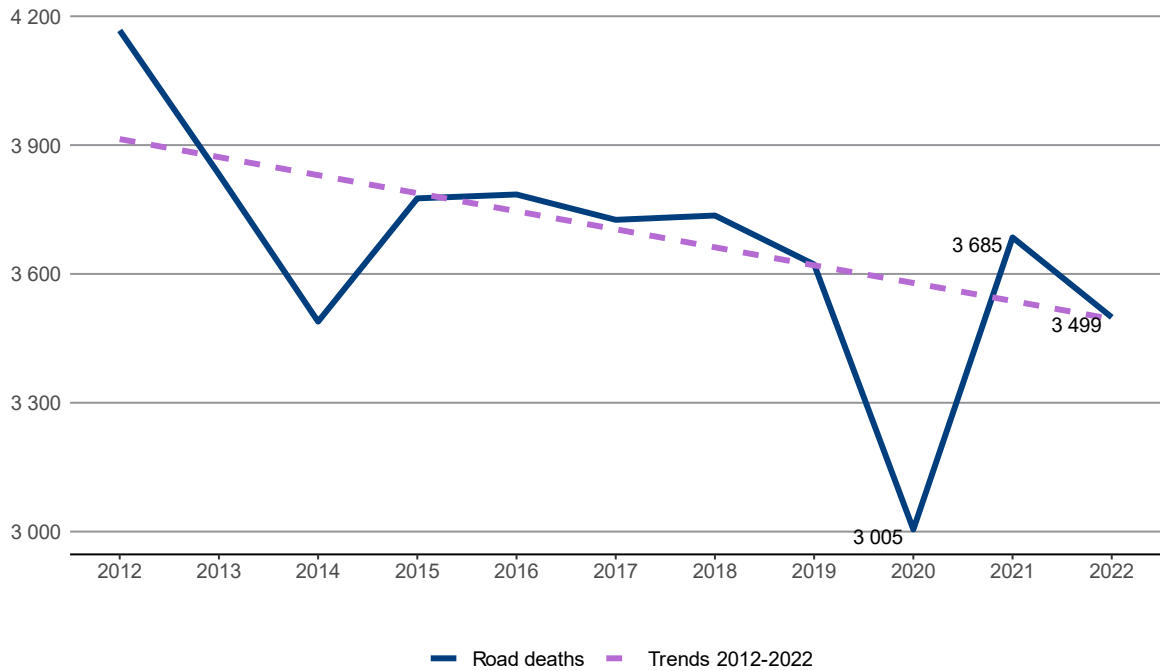
In 2022, Morocco had a mortality rate of 9.5 road deaths per 100 000 population, slightly lower than in 2021, when it was at 10.1 (Figure 3). In 2022, the fatality risk was 5.6 road deaths per 10 000 registered motor vehicles (Figure 4).

In 2022, powered two-wheeler users represented the largest share (40%) of road deaths, followed by pedestrians (25%) (Figure 5). Together, vulnerable road users account for more than 70% of all road deaths.

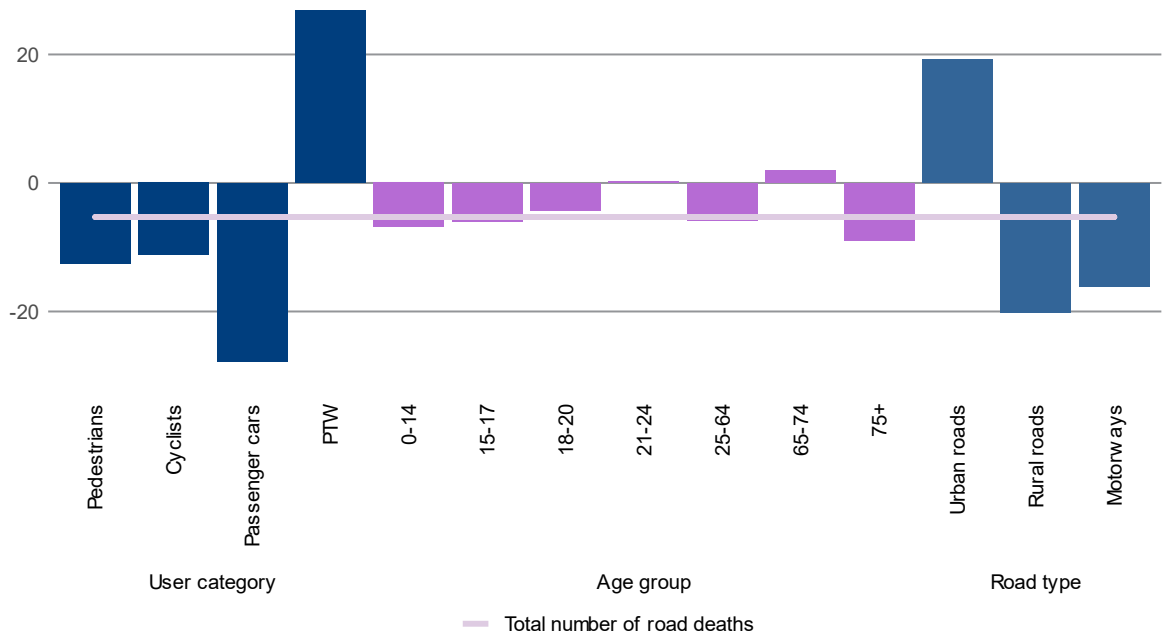
Road deaths were equally spread between urban and non-urban areas (see Figure 6).

The age groups the most at risk in traffic were people aged 75 and above, with a mortality rate of 17.2 deaths per 100 000 population. Older people are particularly vulnerable as pedestrians (Figure 7).

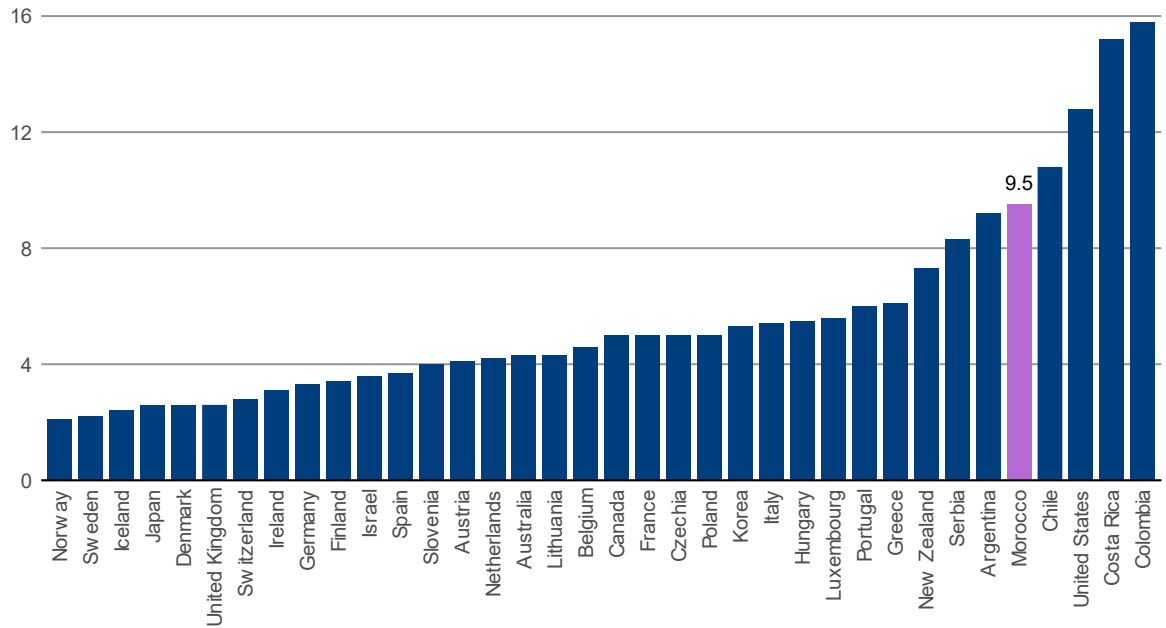
**Figure 1. Road fatalities in Morocco in 2020, 2021 and 2022 compared to the linear trend since 2012**



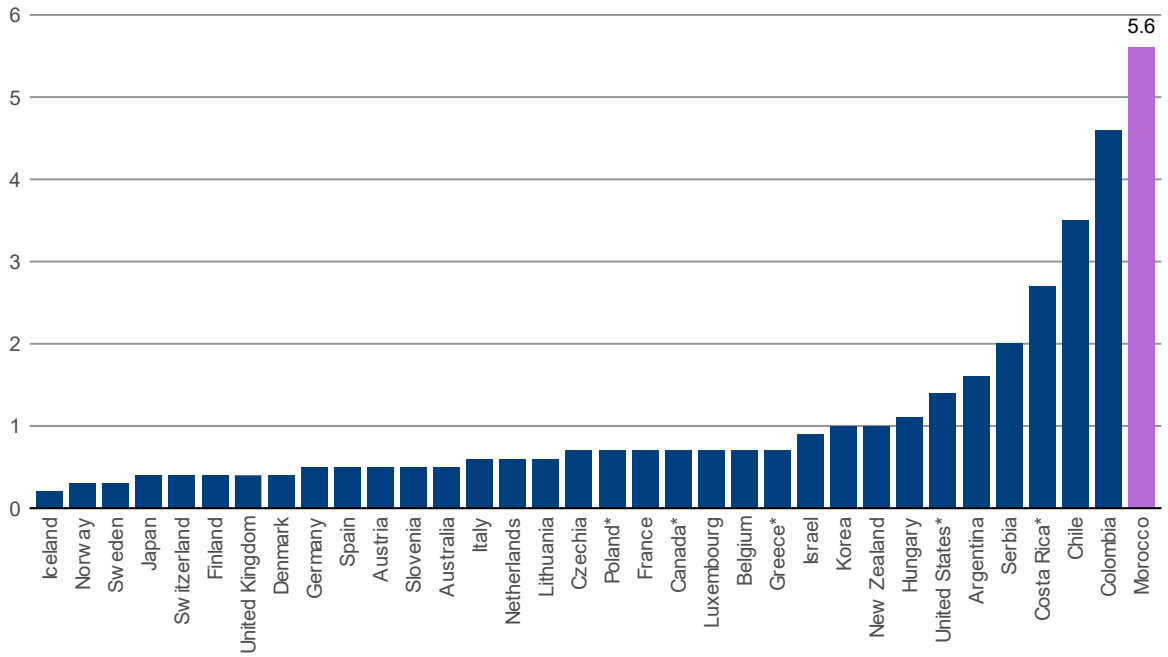
**Figure 2. Evolution of road fatalities in Morocco by user category, age group and road type, 2022 compared to the average for 2017-19**



**Figure 3. Road fatalities per 100 000 inhabitants in Morocco compared to other IRTAD countries, 2022**

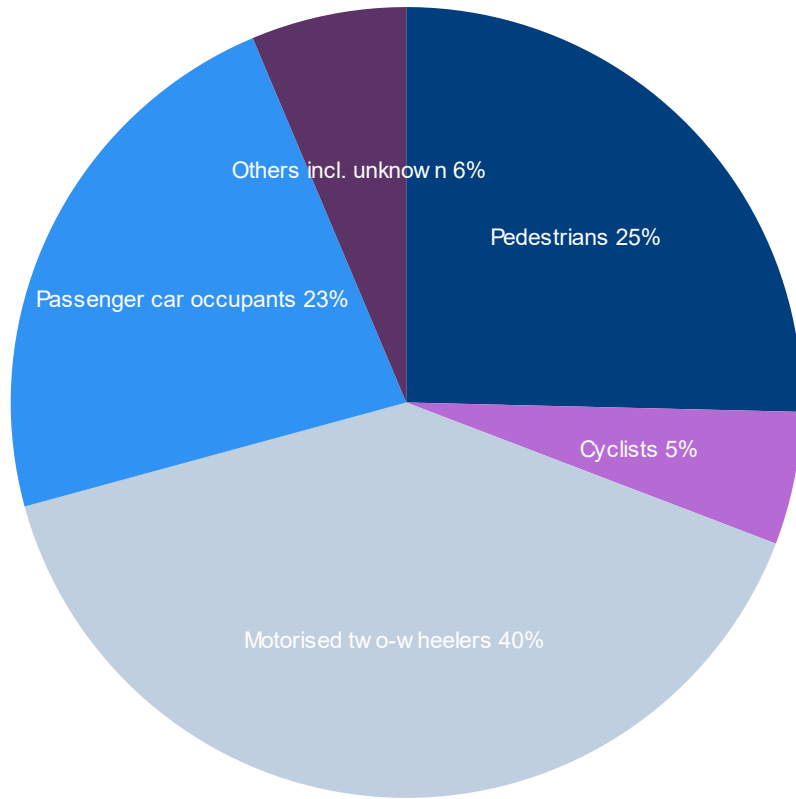


**Figure 4. Road fatalities per 10 000 registered vehicles in Morocco compared to other IRTAD countries, 2022**

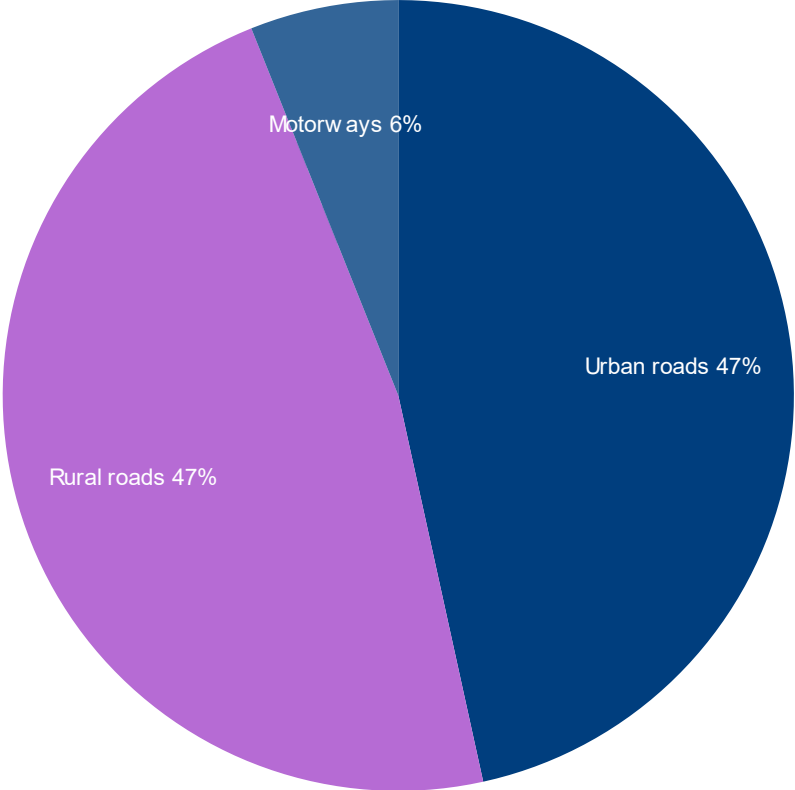


Note: in Belgium, Denmark, Germany and Hungary, registered vehicles do not include mopeds. \* 2021 data.

**Figure 5. Road fatalities in Morocco by user category, 2022**



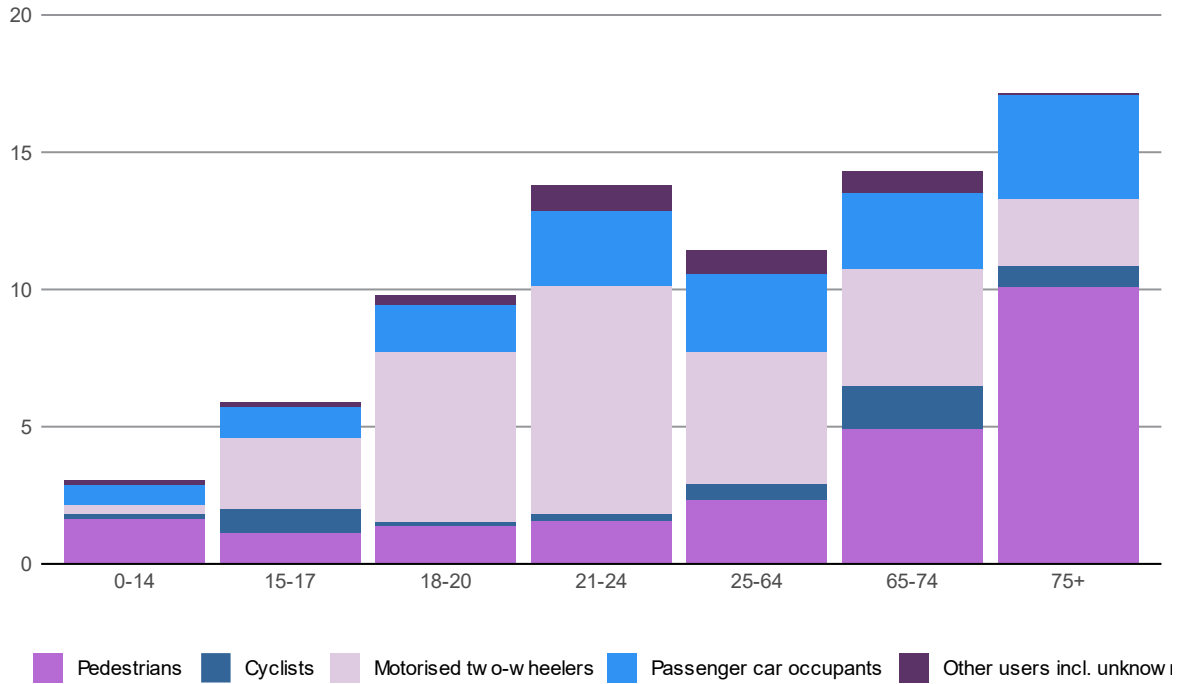
**Figure 6. Road fatalities in Morocco by road type, 2022**





**Figure 7. Road fatality rate in Morocco by user category and age group, 2022**

Rate per 100 000 population in the same age group



## Road safety data 2012-22

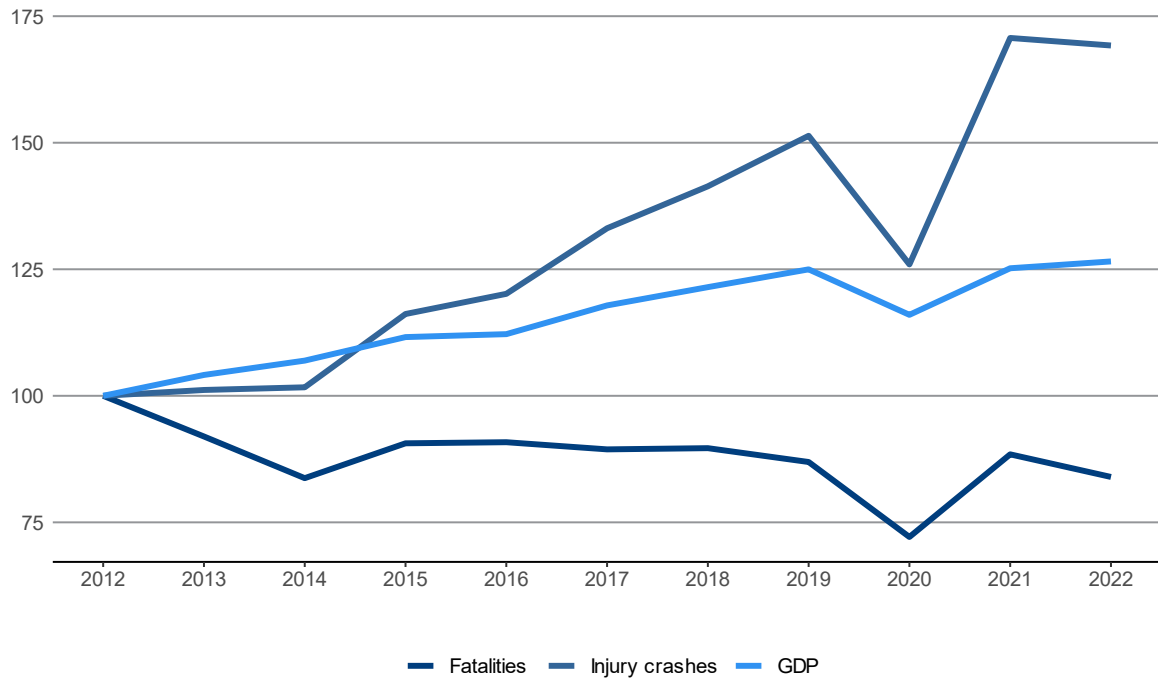
Between 2012 and 2022, road deaths decreased by 16%. During the same period, registered vehicles more than doubled from 2.8 million units in 2010 to 6.3 million in 2022.

**Table 2. Crash, casualty and traffic data in Morocco, 2012-22**

	2012	2020	2021	2022	Evolution 2012-22
<b>Reported safety data</b>					
Fatalities	4 167	3 005	3 685	3 499	-16.0%
Injury crashes	67 151	84 585	114 626	113 625	69.2%
Injured persons hospitalised	90 099	112 122	154 411	153 179	70.0%
Deaths per 100 000 population	12.8	8.4	10.1	9.5	-25.4%
Deaths per 10 000 registered vehicles	..	5.3	6.2	5.6	..
<b>Fatalities by road user</b>					
Pedestrians	..	730	900	888	..
Cyclists	..	188	187	190	..
Motorised two-wheelers	..	1 095	1 450	1 398	..
Passenger car occupants	..	782	929	801	..
Other road users	..	210	219	222	..
<b>Fatalities by age group</b>					
0-14 years	..	199	262	281	..
15-17 years	..	79	127	105	..
18-20 years	..	172	188	177	..
21-24 years	..	272	340	326	..
25-64 years	..	1 898	2 250	2 118	..
65-74 years	..	198	295	287	..
≥ 75 years	..	157	144	153	..
<b>Fatalities by road type</b>					
Urban roads	..	1 281	1 634	1 629	..
Rural roads	..	1 550	1 836	1 658	..
Motorways	..	174	215	212	..
<b>Traffic data</b>					
Registered vehicles (thousands)	2 791	5 666	5 930	6 269	124.6%
Registered vehicles per 1 000 population	87.5	157.6	163.3	171.0	95.4%

**Figure 9. Evolution of road fatalities, motorisation and GDP in Morocco, 2012-22**

Index 2012 = 100



## Safety performance indicators

### Speed

Inappropriate speed is one of the leading causes of road crashes. In Morocco, about 18% of all road fatalities in 2022 were caused by speeding.

Table 3 summarises the main speed limits for passenger cars in Morocco.

**Table 3. Passenger car speed limits by road type in Morocco, 2023**

	General speed limit	Comments
Urban roads	60 km/h 30 km/h in residential areas	Lower speed limits for motorcycles and motor powered tricycles and quadricycles
Rural roads	100 km/h	Lower speed limits for trucks, buses, taxis, tow trucks and motorcycles
Motorways	120 km/h	Lower speed limits for trucks, buses, tow trucks and motorcycles

### Drink driving

In 2010, Morocco enacted a law prohibiting driving under the influence of alcohol. The law fixed the maximum permissible BAC at 0.2 g/l when measured by a blood sample and 0.1 mg/l when

measured by breath. In 2022, based on police data, about 3.2% of road fatalities were alcohol-related.

## Drugs and driving

According to the highway code, it is forbidden to drive under the influence of illicit drugs.

## Use of mobile phones while driving

An increasing problem for traffic safety in Morocco is distraction, for instance, through the use of mobile phones while driving. The use of hand-held phones while driving is forbidden. The use of hands-free devices while driving is authorised. Morocco participated in ESRA2 in 2018. The survey among 1 047 car drivers revealed that 48.3% of drivers admitted to using a mobile phone while driving in the last 30 days.

## Fatigue

The share of sleepiness and fatigue as a causal factor in crashes is especially challenging to detect. Based on police data, it was estimated that about 1% of fatalities in 2022 were due to sleepiness or fatigue.

## Seat belt and helmet use

Seat belt use has been compulsory for front seats in rural areas since 1977 and since 2005 for front seats in urban areas and rear seats in rural areas. There is a law prohibiting children under ten from sitting in the front seat, but there is no law concerning the compulsory use of a child restraint system.

The wearing rates are reported in Table 4. Despite recent progress, these use rates are too low. It shows a slight deterioration in the share of motorcyclists wearing helmets. Many lives could be saved if the seat belt wearing rate was closer to the average in IRTAD countries.

Helmet use has been compulsory for drivers and passengers of mopeds and motorcycles since 2010.

Helmet use is not compulsory for cyclists.

As part of Morocco's 2017-26 road safety strategy, targets have been set for 2026 regarding using seatbelts and helmets (see section on road safety management and strategy).

**Table 4. Seat belt and helmet wearing rates in Morocco**

Percentages

	2021	2022
<b>Front seats</b>		
Driver (urban roads)	59	62
Driver (rural roads)	73	..
Passenger (urban roads)	55	57
Passenger (urban roads)	65	57
<b>Rear seats</b>		
General	36	..
<b>Helmet</b>		
Moped - rider	60	56
Moped - passenger	37	31
Motorcycle - rider	65	58
Motorcycle - passenger	37	32

## Cost of road crashes

Traffic crashes represent a high cost for Morocco, and in 2022, they were estimated at EUR 1.6 billion (1.2% of GDP) without counting the cost of slight injuries and property damage.

**Table 5. Cost of road crashes in Morocco, 2022**

	Unit Cost (EUR)	Number	Total cost (EUR)
Fatalities	256 136	3 499	0.9 billion
Seriously injured	64 033	10 929	0.7 billion
Total			1.6 billion
Total as % of GDP			1.2 %

## Road safety management and strategy

### History of road safety

The number of police-reported road fatalities peaked in 2011, with 4 222 people killed. There was a continuous decrease in road fatalities from 2012 to 2014 when the lowest number of fatalities since 1999 (3 489) was reached. Between 2015 and 2018, road deaths stabilised at around 3 750 per year. A significant drop was observed in 2020, partly due to the Covid-19 pandemic. In 2021, the number of road deaths returned to the pre-Covid period. In 2022, Morocco recorded 3 499 road deaths, a decrease of 5% compared to 2021.

Morocco has experienced substantial growth in its vehicle fleet, with an estimated increase from 2.7 million vehicles (moped not included) in 2015 to 4.3 million in 2022. Over the same period, the traffic volume, measured as vehicle-kilometres travelled, grew by more than 15.7%.

The first national road safety strategy was implemented between 2004 and 2013 and led to some progress, but this was not homogeneous over the entire period. During 2006-08, there was an increase in fatalities, with growth rates comparable to those of the pre-strategy period. In addition, a significant increase was recorded in 2011 (12% more road fatalities compared to 2010). However, a decrease in road fatalities was recorded in 2005, 2010 and 2012-13. The drop in 2005 was explained by the implementation of a memorandum from the minister of justice ordering the withdrawal of driving licenses for traffic violations. The cancellation of this memorandum during the first half of 2006 led to an increase in road crashes. The launch of the new highway code explained the decline in 2010. However, lack of enforcement led to the rise in road fatalities recorded in 2011.

## Governance of road safety

From 2006 until 2019, Morocco's road safety responsibility was delegated to the Directorate of Road Transport and Road Safety in the Ministry of Transport, Infrastructure, Logistics and Water. In 2006, several committees dedicated to road safety were created. They are still active:

- The Interministerial Committee for Road Safety, chaired by the head of government, is responsible for validating national road strategies and co-ordinating, monitoring, and evaluating the implementation of action plans.
- The Permanent Committee for Road Safety, chaired by the minister of transport, infrastructure and logistics, acts as the technical secretariat for the Interministerial Committee.
- Regional committees for road safety.

In February 2018, the government adopted a law to create a national road safety agency. The agency became operational in January 2020 and is responsible for implementing and managing all road safety actions. The agency is an independent public body administered by a board of directors and operated by a director. The head of government chairs the agency.

## National road safety strategy

The current road safety strategy covers the period 2017-26. The strategy refers to the safe system. Priority measures focus on pedestrians, motorcycles, single-vehicle crashes, children and professional transport. The 2017-26 strategy is supported by an annual budget of around USD 200 million.

It includes the following targets:

- reducing the number of deaths to less than 2 800 by 2021 (a decrease of 20% from 2015 to 2021)

- reducing the number of deaths to less than 1 900 fatalities by 2026 (a reduction of 50% from 2015 to 2026)
- reducing the mortality rate to 4.9 road deaths per 100 000 population in 2026.

There are also specific targets related to Morocco's priority challenges: pedestrians, powered two- and three-wheelers, children, single-vehicle crashes, and commercial transport.

**Table 6. Specific targets of the 2017-26 road safety strategy**

Priority challenges	Indicators	Baseline (2015)	Target 2026
Pedestrians	Pedestrians killed	992	500
	Pedestrians killed in urban areas	523	250
Single vehicle crashes	Fatal single vehicles crashes	545	250
	Compliance with UN standards on motorcycles	..	As of 2020
	PTW type approval		100% as of 2020
Children 0-14	Road deaths 0-14	356	150
	Child pedestrian deaths	217	75
Professional transport	Fatal crashes involving public transport vehicles	305	150
	Fatal crashes involving trucks	633	300
Safety performance indicators	Seatbelt use by drivers	67%	95%
	Seatbelt use by front seat passengers	63%	95%
	Seatbelt use by taxi passengers	63%	70%
	Helmet use by PTW drivers	65.5%	95%
	Helmet use by PTW passengers	22%	85%

The strategy was developed by the Ministry of Transport and Logistics in collaboration with all the stakeholders concerned about road safety, and its implementation was launched in 2018. The strategy has been endorsed at the head of government level and integrated into the government plan. The five-year action plan 2017-2021 relating to this strategy was approved by the interministerial committee chaired by the head of government. The action plan for 2022-2027 is in progress.

## Latest road safety measures

The year 2020 was marked by establishing the National Road Safety Agency, which co-ordinates, implements, and manages all road safety-related actions. These included piloting the national road safety strategy, issuing motorcycle and motor vehicle registration cards, driving license examination, demerit point system management, technical inspections and inspections of all

motor vehicles, issuing authorisations for driving schools and their instructors, communication campaigns, and acquiring enforcement equipment.

In 2022, the national road control plan was established with the creation of the co-ordination bodies, the acquisition of the control equipment and regional application.

The national strategy was broken down into regional strategies.

The national road safety observatory was established.

A program of local rescue centres for victims of road traffic crashes was established.

Communication campaigns were implemented on specific topics, such as speed, seat belts, the use of mobile phones while driving, and respect for pedestrian crossings.

Bicycle and motorcycle helmets were distributed.

The road safety certificate in the school curriculum (middle school students) was developed.

The enforcement enhancement against dangerous road user behaviour, such as speed, drunk driving, mobile phone use while driving and transporting children in the front seats, was enhanced.

The civil society components collaborate in awareness-raising projects and providing training and technical support to NGOs, constituting an actual local communication relay.

The ambulance fleet was increased to enhance its presence nationwide.

## Research and resources

### Publications

Rapport de la sécurité routière, Bilan de l'année 2022:  
[https://www.narsa.ma/sites/default/files/2023-10/Rapport%20de%20la%20SR%202022%20V5\\_231020\\_140005\\_compressed.pdf](https://www.narsa.ma/sites/default/files/2023-10/Rapport%20de%20la%20SR%202022%20V5_231020_140005_compressed.pdf)

Recueil des statistiques des accidents corporels de la circulation routière 2022:  
[https://www.narsa.ma/sites/default/files/2023-10/Recueil%20des%20accidents%20-%202022\\_231020\\_140050.pdf](https://www.narsa.ma/sites/default/files/2023-10/Recueil%20des%20accidents%20-%202022_231020_140050.pdf)

### Websites

National Road Safety Agency (NARSA): <http://narsa.ma/fr/accueil>

Ministry of Transport and Logistics: <http://www.transport.gov.ma/Pages/accueil.aspx>



## Definition, methodology, data collection

Term	Definition
Road death	Any person killed immediately or who dies within 30 days due to a road crash.
Person seriously injured	Any person injured in a road crash requiring hospitalisation for six days or more.
Person slightly injured	Any person injured in a road crash requiring medical treatment or hospitalisation of fewer than six days.

Crash data in Morocco are collected at the crash scene by the gendarmerie in rural areas and the national police in urban areas. Police are expected to attend to all crashes with fatalities or injuries. Data related to crashes involving material damage only are not recorded.

Crash information is filled in on a form like the one used in France. This form contains information on the circumstances of the crash, the location, the casualties, etc. The government plans to progressively introduce Global Information System (GIS) information into police reports.

Data are consolidated nationally by the Roads Directorate, part of the Ministry of Equipment, Transport and Logistics. They are entered into a database that the same entity has administered since the 1970s.

Police liaise with hospitals to complete their reports in case of injuries. The International Classification of Diseases 10 (ICD-10) system began in pilot hospitals in 2019 before being extended nationally in 2020.

The level of underreporting is not known. In its 2018 global status report, the WHO estimated that in 2016, the total number of road fatalities was between 6 100 and 7 700, whereas the reported number was 3 785.

## About the IRTAD Database

The IRTAD Database includes road safety data, aggregated by country and year from 1970 onwards. It provides an empirical basis for international comparisons and more effective road safety policies.

The IRTAD Group validates data for quality before inclusion in the database. At present, the database includes validated data from 35 countries: Argentina, Australia, Austria, Belgium, Canada, Chile, Colombia, Costa Rica, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, the Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, the United Kingdom and the United States.

The data is provided in a common format based on definitions developed and agreed by the IRTAD Group. Selected data is available for free; full online access requires IRTAD membership.

Access the IRTAD Database via the OECD statistics portal:

[https://stats.oecd.org/Index.aspx?DataSetCode=IRTAD\\_CASUAL\\_BY\\_AGE](https://stats.oecd.org/Index.aspx?DataSetCode=IRTAD_CASUAL_BY_AGE)

## About the International Transport Forum

The International Transport Forum (ITF) is an intergovernmental organisation with 66 member countries that organises global dialogue for better transport. It acts as a think tank for transport policy and hosts the Annual Summit of transport ministers. The ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous.

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## About the IRTAD Group

The International Traffic Safety Data and Analysis (IRTAD) Group is the ITF's permanent working group for road safety. It brings together road safety experts from national road administrations, road safety research institutes, international organisations, automobile associations, insurance companies, car manufacturers, etc. With 80 members and observers from more than 40 countries, the IRTAD Group is a central force in promoting international co-operation on road-crash data and its analysis.

[www.itf-oecd.org/irtad](http://www.itf-oecd.org/irtad)

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Data in this country profile have been provided by countries to the database of the International Traffic Safety Data and Analysis (IRTAD) Group. Where data has not been independently validated by IRTAD, this is indicated.

Read more country profiles online:

<https://www.itf-oecd.org/road-safety-annual-report-2023>

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