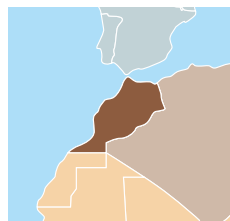




Middle East **Morocco**



# Expressway Construction Project; Casablanca South Ring Road Construction Project

Contributing to economic development in and around Casablanca by constructing expressways

**[External evaluator]**

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Rating		Overall rating <b>B</b>
Effectiveness, Impact	b	
Relevance	a	
Efficiency	b	
Sustainability	a	

**Project Objectives**

To improve road safety and speed up physical distribution by repairing and widening an existing road and constructing a new expressway (approx. 56.4 km) between Casablanca and Settat and building another expressway (approx. 35 km) in the southern part of Casablanca in anticipation of the growth of the volume of traffic in this part of the city, thereby improving the climate for private investment and promoting economic development in the region.

**Outline of the Loan Agreement**

- Loan amount / disbursed amount:
  - (i) Expressway Construction Project: 9,568 million yen / 7,514 million yen
  - (ii) Casablanca South Ring Road Construction Project: 7,046 million yen / 4,793 million yen
- Loan agreement: (i) December 1997; (ii) June 1998
- Terms and conditions: (i) 2.7% interest rate; 30-year repayment period (including a 10-year grace period); general untied [consulting services: 2.3% interest rate; 30-year repayment period (including a 10-year grace period); general untied]
- (ii) 2.2% interest rate; 30-year repayment period (including a 10-year grace period); general untied [consulting services: 0.75% interest rate; 40-year repayment period (including a 10-year grace period); partially untied]
- Final disbursement date: (i) May 2003; (ii) September 2005
- Executing agency: Société Nationale des Autoroutes du Maroc (ADM)
- Website URL: <http://www.adm.co.ma>

**Effects of Project Implementation (Effectiveness, Impact)**

The annual average daily traffic near Casablanca on the Casablanca-Settat Expressway has been on a par or above the planned value. The traffic volume has been extremely low at points further than 20km from Casablanca, due partly to the fact that the segment to Marrakech, a major city in the south, was not yet opened in 2005 and 2006. The traffic volume on the South Ring Road has remained at 45 to 70% of the planned value. One reason is that the Casablanca-Rabat Expressway, which runs parallel to the road, has sufficient capacity, thus not causing drivers to divert to the South Ring Road to avoid traffic jams.

A beneficiary survey found that 51% of the respondents highly evaluate the economic benefits of the projects. Some 88% feel that their household income has increased due to the road improvements. Better access to markets and to government offices has been experienced by 78% and 60% of the respondents, respectively.

These projects have produced certain effects, and their effectiveness is moderate.

**Relevance**

These projects have been highly relevant with Morocco's national policies and development needs at the times of both appraisal and ex-post evaluation. The Expressway Development Master Plan of 1991 put a high priority and called for the completion by 2004 of the section that includes the Expressway Construction Project. At the time of the ex-post evaluation, an improved investment climate was one of the two major development goals of the Moroccan government.

**Efficiency**

This project took much longer in duration (241%) while the cost was lower than planned; therefore the evaluation for efficiency is moderate. Delays were caused by underestimations made in the original plans and the time required for changes to the designs and civil works as well as for land acquisition, which took longer than expected.

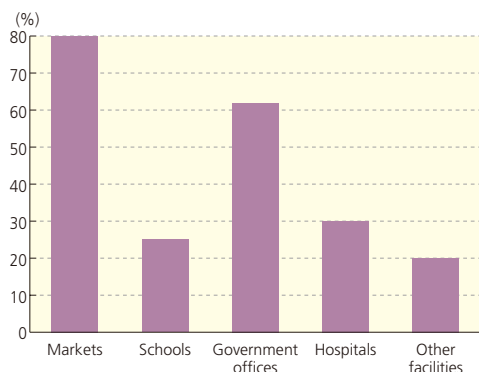
**Sustainability**

No major problems have been observed in the capacity in the executing agency nor its operation and maintenance system; therefore sustainability of this project is high. With only a few years in public use, the roads need only routine O&M for their maintenance. The question is whether it is possible to secure sufficient funds to finance the large-scale repair work that will be required in 5 to 10 years.

**Conclusion, Lessons Learned, Recommendations**

In light of the above, these projects are evaluated to be satisfactory. At the time of the appraisal, no major problems were anticipated in relation to the land acquisition and resettlement during project implementation. However, separation of communities as a result of land acquisition called for extra measures, including construction of additional road crossing facilities. A lesson learned is that building consensus among affected people through information disclosure and sufficient prior consultations is the key to efficient project implementation.

**Facilities to which access has noticeably improved**



Source: Beneficiary Survey