

# Study visit on 'Railway System Technologies'



## Presentation of the Moroccan Railways (ONCF)

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# Kingdom of Morocco in Brief

ONCF



- Population : **32 millions**
- GDP : **100.2 billion\$**
- GDP growth : **4.5%**
- Inflation : **1.4%**



# PLAN

- 1** ONCF in short
- 2** Main achievements 2005-2012
- 3** Development strategy
- 4** Preparing for the future



## Status and missions....

1963 by Dahir  
n°1-63-225 by  
August ,5<sup>th</sup> ,1963

**Creation**

PEIC with legal  
personality and  
financial autonomy

**Statute**

Security, Excellence,  
Transparency, Rigor,  
Engagement

**Values**

Rail transportation  
in the best  
conditions

**Mission**

public establishment of an industrial and commercial character

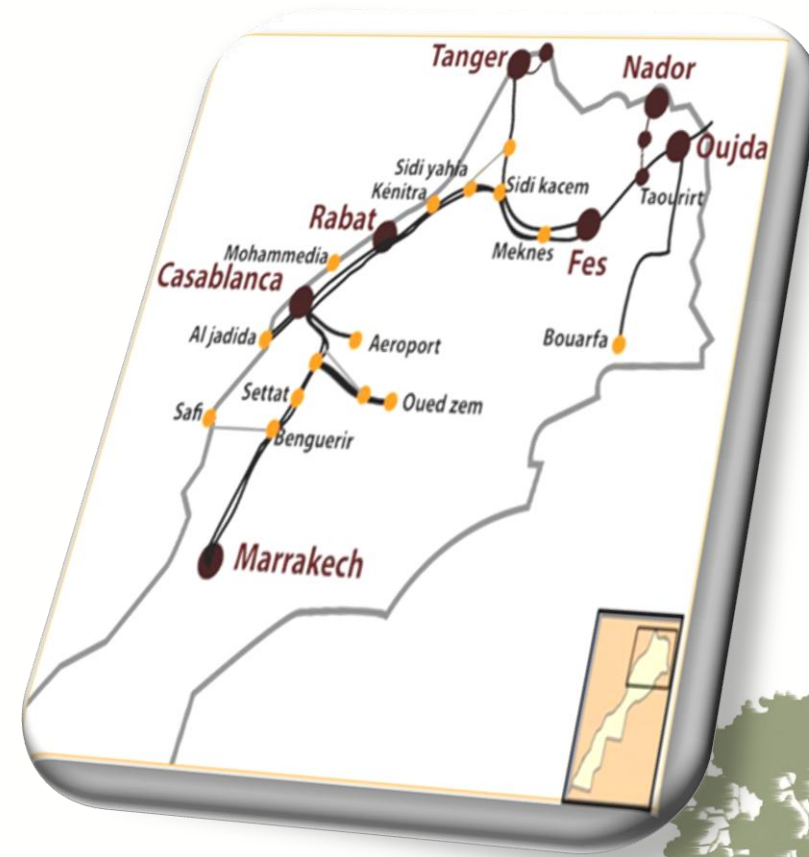
## Human Resources: Some Indicators



✓ Staff	: <b>7846</b>	✓ Average seniority	: <b>24 ans</b>
✓ Managerial staff	: <b>13%</b>	✓ operational activities	: <b>95%</b>
✓ Average age	: <b>47 Years</b>	✓ Recruitment per year	: <b>235</b>
✓ women staff	: <b>400</b>	✓ Minimum Wage	: <b>4000 dh</b>

## The rail network

- ✓ Length : **2110 km**
- ✓ Electrified lines : **75%** (1284 km)
- ✓ Double track : **28%** (600 km)
- ✓ Long welded Rail : **93%**
- ✓ Level crossings : **398**
- ✓ Stations : **120**
- ✓ Density of network : **63**  
km / million inhabitants / km<sup>2</sup>
- ✓ Served population : **42,5%**



## Rolling stock

Traction equipment	
railcar	38
Electric locomotives	89
Diesel locomotives	38
locomotives maneuver	69
<b>Total</b>	<b>234</b>
Coaches	
railcars	138
Car Lines	322
Couchettes	20
Sleeping cars	5
Vans generators	31
<b>Total</b>	<b>516</b>
Wagons	
phosphates wagons	1701
Other types of wagons	3583
<b>Total</b>	<b>5284</b>



## Three independent SBU .....

	Turnover (10 <sup>9</sup> ) 2012	Structure %
Passengers activity	1,30	38
Freight Activity	0,43	13
Phosphatase activity	1,69	49
<b>Total</b>	<b>3,42</b>	<b>100</b>





## 2 Main achievements 2005-2012

ONCF

### Passengers activity: traffic

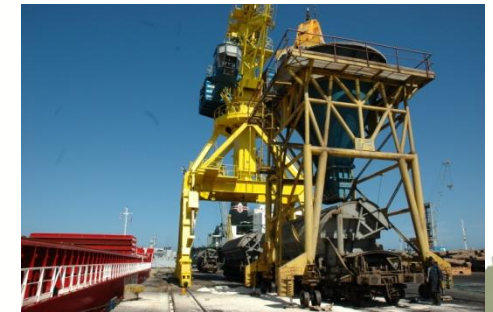


- ✓ Trains/Day : **210**
- ✓ Passengers : **36 millions**
- ✓ Growth : **10%** (2002-2012)
- ✓ Regularity : **80%**
- ✓ Satisfaction rate : **69%**
- ✓ standards : **ISO 9001**



### Freight & Logistics activity ....

- ✓ Trains/Day : **24**
- ✓ Tonnage : **9 millions**
- ✓ Growth : **3%** (2002-2012)
- ✓ Conventonnement : **86%**
- ✓ standards : **ISO 9001**

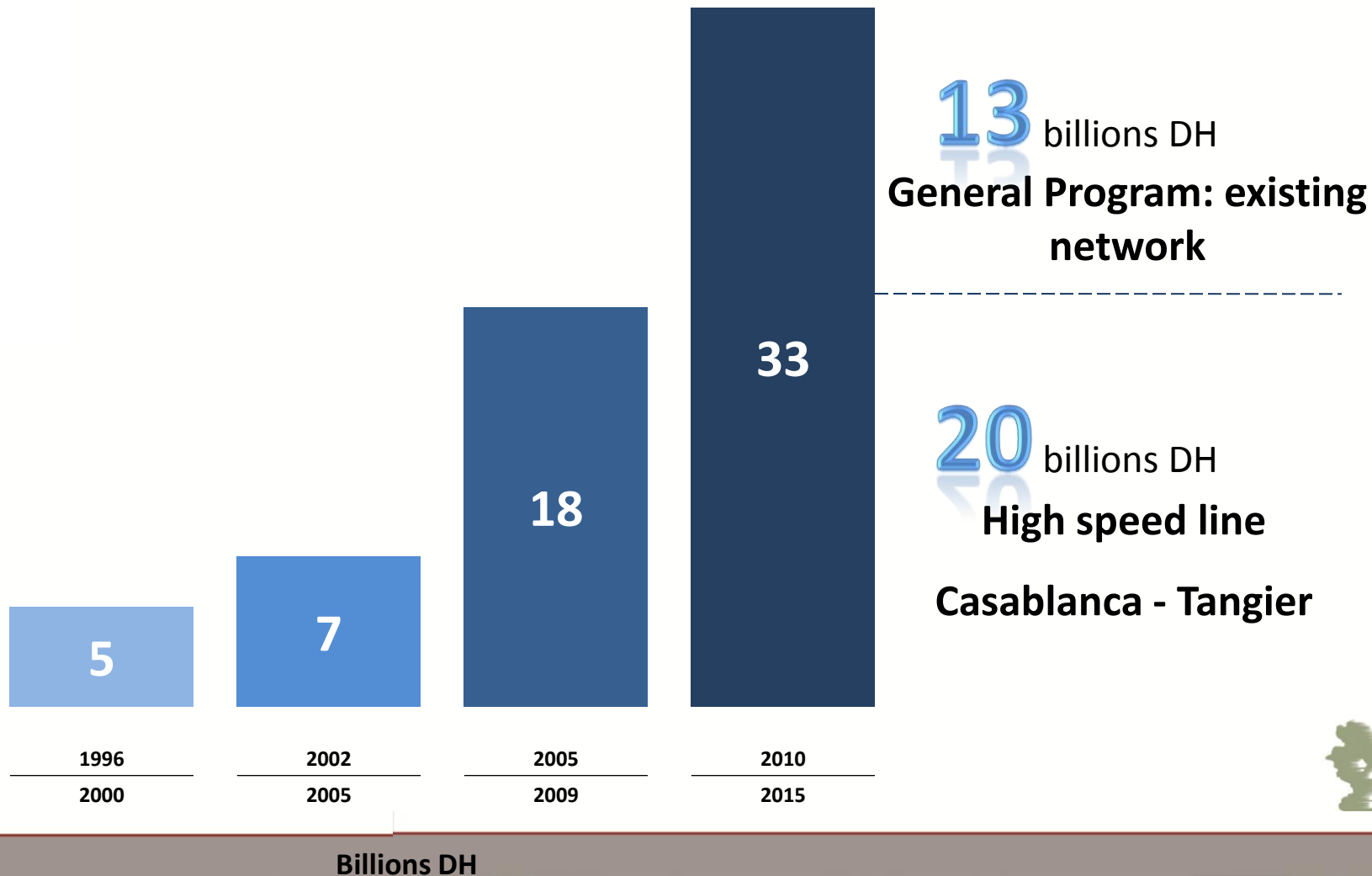





### Freight & Logistics activity ....

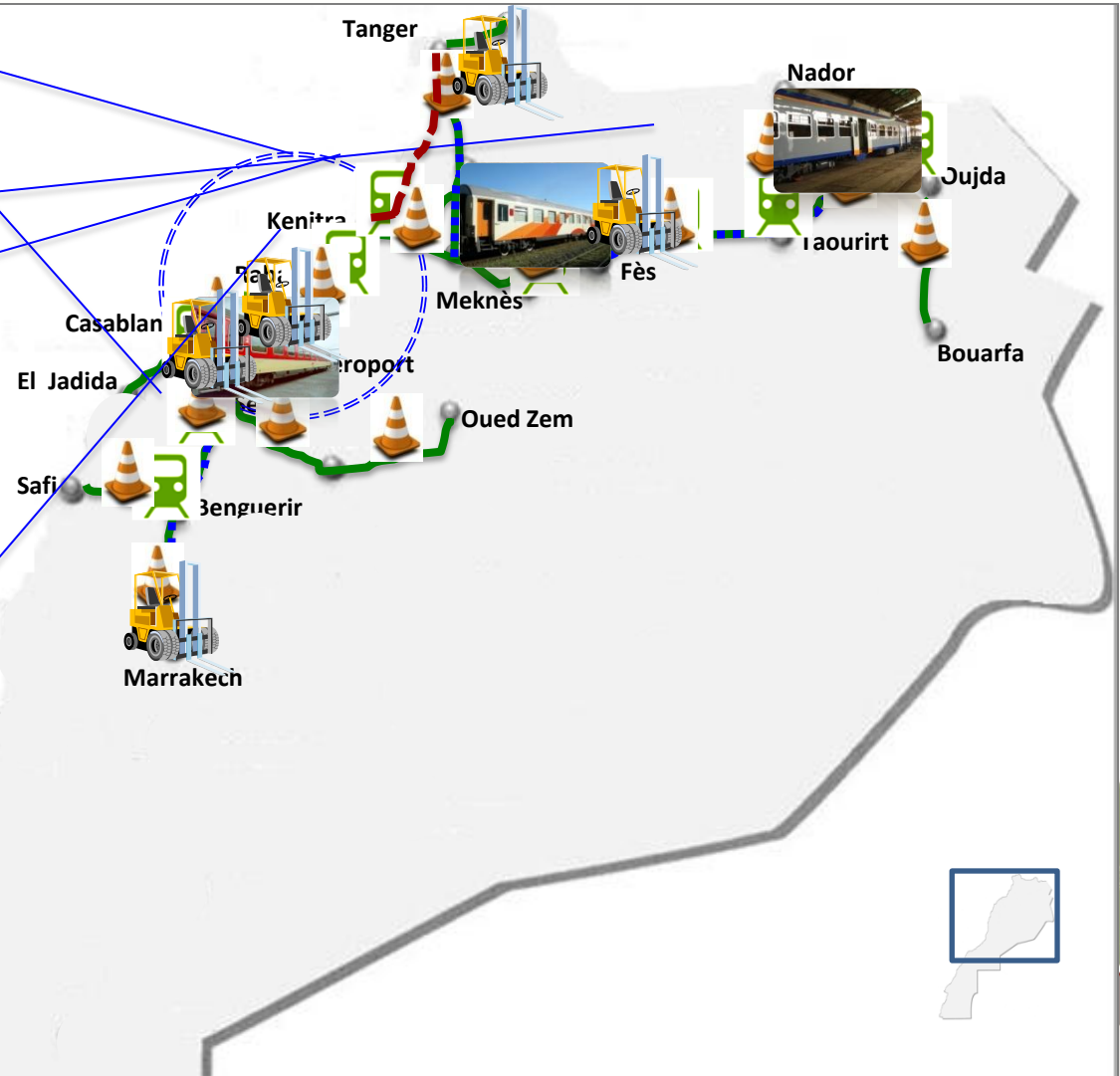
- ✓ Trains/Day : **48**
- ✓ Tonnage : **28 millions**
- ✓ Growth : **3%** (2002-2012)
- ✓ Conventonnement : **OCP**
- ✓ standards : **ISO 9001**



## Evolution of railway investments



- Tripling of Casa – Kénitra line
- Doubling of Settat – Marrakech line
- Electrification of North line
- Upgrading of S.Kacem – Tanger line
- Satation's modernization 
- Logistics platforms 
- Security installations 
- Roulling stock Rejuvenation
- High Speed Line Casablanca - Tanger



Global advancement rate

**37%**

## The High Speed Train in Morocco

### Context

#### At the national level

##### ✓ Policy of the Major Projects:

- Highways: 1,500 km in 2010 and 1800 in 2015
- complex port Integrated 'Tangier Med' (3 million TEU and 8,000,000 term)

##### ✓ ONCF Context (2005-2009) :

- Investments : 18 billion DH
- Turnover : 1.1 billion DH
- Traffic Increase : 12% per year

#### At the international level

Benchmarking on the experiences and strategies for rail development, resulted in the adoption of the high speed, for all construction projects lines (for the carriage of passengers) for medium and long distances

### Technology of HS

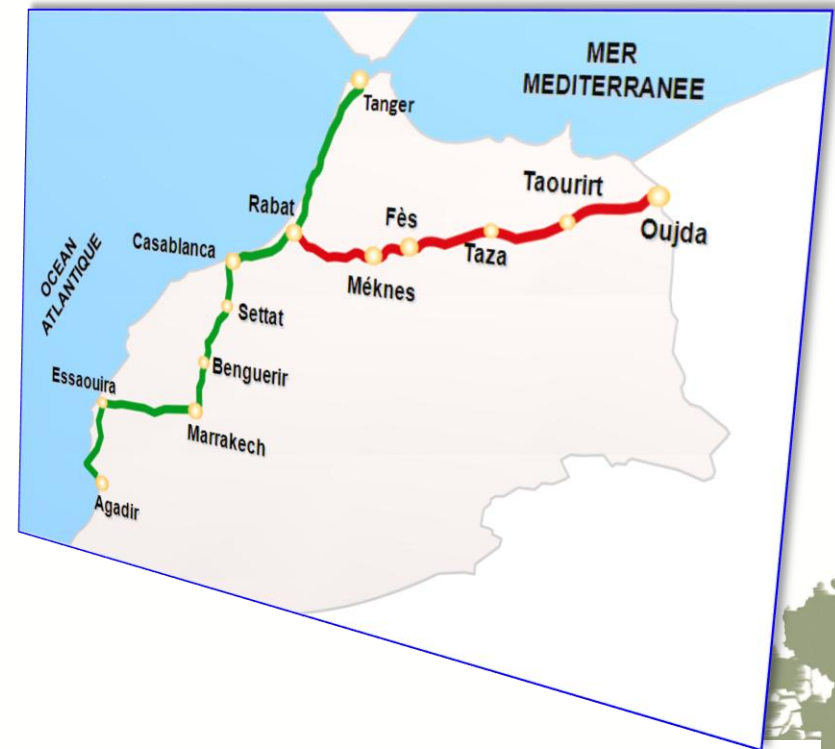
Natural extension of the policy of major projects

Logical choice in line with the Kingdom development

## The High Speed Train in Morocco

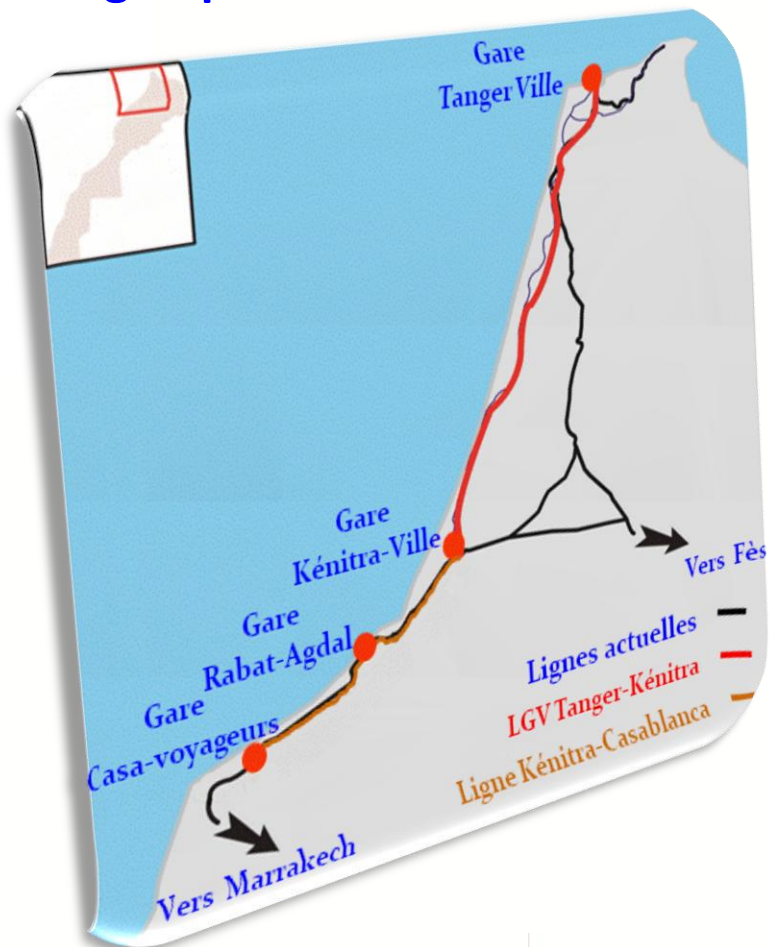
### Master Plan of high speed: Main conclusions

- Length : 1500 km
- Startup date : 2015 – 2035
- Investment (infra) : 100 billion dh
- Financing needs : 0,6% of GDP
- Running time : -3 to 4 times
- Profitability : 8,5%



## The High Speed Train in Morocco

### High Speed Line Casablanca - Tanger



#### → consistency

- New line of 200 km Tanger-Kénitra with operating speed of 320 km / h
- Railway Equipment ( tracks, signalling, telecom)
- Acquisition of high-speed trains
- Maintenance workshop trains in Tanger

→ **Cost: 20** Billion DH

→ **Project Progress : 52%**



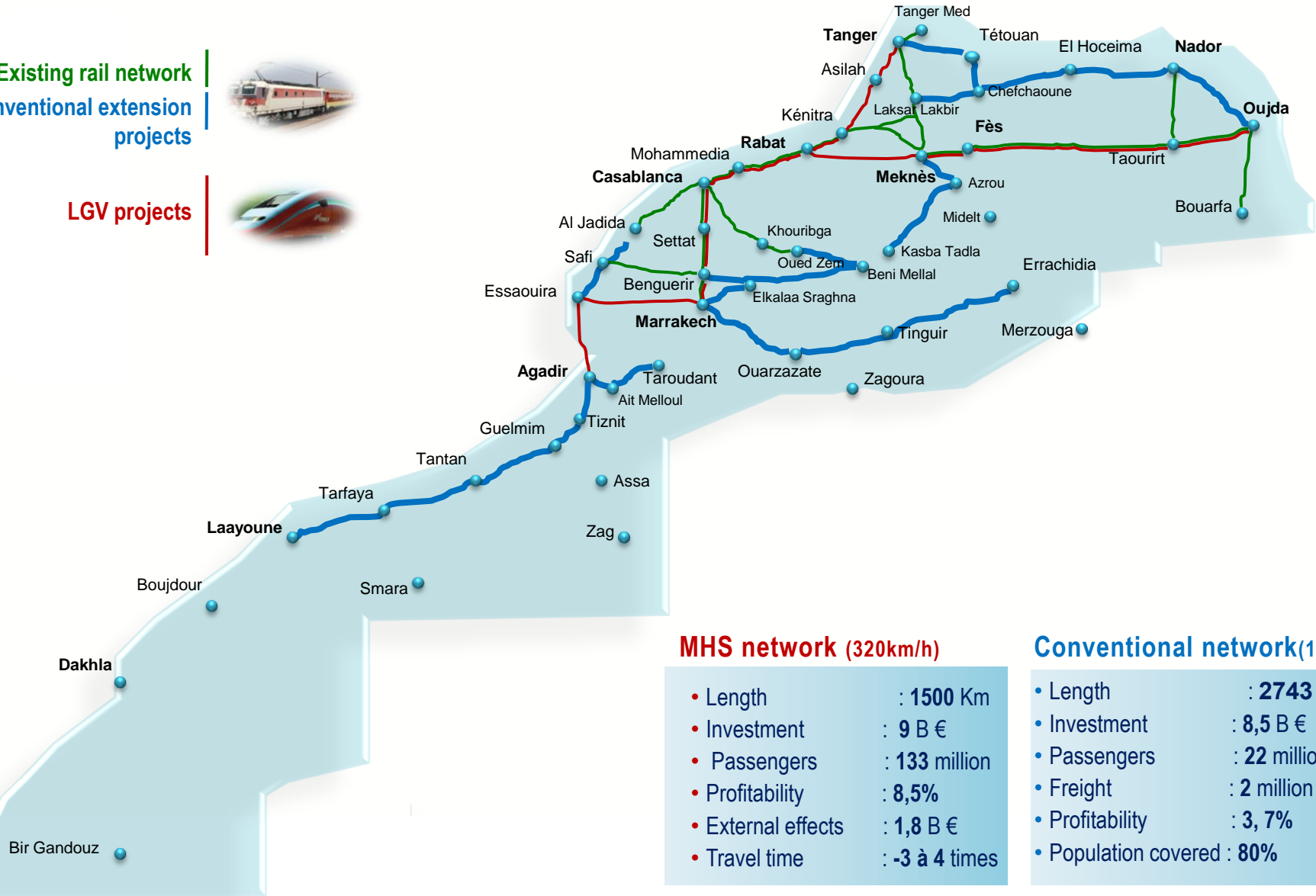
# 4 Preparing for the future



Existing rail network  
Conventional extension projects



LGV projects



## MHS network (320km/h)

- Length : 1500 Km
- Investment : 9 B €
- Passengers : 133 million
- Profitability : 8,5%
- External effects : 1,8 B €
- Travel time : -3 à 4 times

## Conventional network(160km/h)

- Length : 2743 Km
- Investment : 8,5 B €
- Passengers : 22 million
- Freight : 2 million Tonnes
- Profitability : 3, 7%
- Population covered : 80%



# Moroccan Railways in few minutes





**Thank you for your attention**

