















sector. The target value of this indicator is to have a revised MandE system that has been implemented in at least nine cities by the end of 2019. Currently, the system is in principle operational and deployed in at least three cities (Nakat and Salim, 2018).

At local level, the objective is to strengthened local capacity to plan, implement and monitor urban transport. The first Intermediate Results Indicator for this objective is the number of operational inter-municipal cooperation entities (ICE). The target value of this indicator is to have three operational inter-municipal cooperation entities by the end of 2019. Currently, these ICEs have been created in Rabat-Sale-Temara, Nador, Agadir and Casablanca. However, the ICEs of Agadir and Casablanca are the most operational ones (Nakat and Salim, 2018).

The second Intermediate Results Indicator for this objective is the number of urban mobility master plans prepared using a structured process and a participatory approach. The target value of this indicator is to have six and seven prepared master plans by the end of 2018 and 2019 respectively. At present, Masterplans have been finalized and approved in El Jadida, Oujda and Agadir cities. Others are being finalized in Fes, Safi and Kenitra cities.

The third Intermediate Results Indicator for this objective is the number of Operational municipally-owned urban transport enterprises. The target value of this indicator is to have for Operational municipally-owned urban transport enterprises by the end of 2018 and 2019 respectively. Currently, theses enterprises have been created in Marrakech, Agadir and Khouribga cities but are not all operational yet. The most operational one is in Marrakech.

## 6. Conclusion

Rapid urbanization has imposed considerable pressure on Morocco's urban transport systems. Public urban transport remains inadequate, deficient in quality, and functionally disorganized, particularly in terms of bus-tramway integration in Rabat and Casablanca. Intermodal transport is inefficient, as operators see themselves in competitive rather than complementary roles. Traffic accidents and inadequate access to public transport have disproportionately affected the poor, women and persons with limited mobility.

The urban public transport issues are partly the results of weaknesses in governance and a significant underinvestment in the sector. In this paper, we have highlighted the governance problems faced by the Moroccan urban public transport sector in particular the institutional coordination and capacity weaknesses and the lack of a regulatory framework. We also discussed the first reforms initiated by the Moroccan state to improve governance as well as the reasons for failure to implement certain reform actions. We finally describe the target governance model of UPT and presents the progress of the measures taken to achieve it.

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