

KINGDOM OF MOROCCO  
MINISTRY OF EQUIPMENT AND TRANSPORT  
NATIONAL COMMITTEE FOR PREVENTION OF TRAFFIC ACCIDENTS

Road safety: a strategic axis of reform and development

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## Summary

Morocco road safety in numbers

National Road Safety Strategy

The new Road Code: a structuring axis

Monitoring measures

Statistics of accidents and victims

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### Road Safety in Morocco in figure

Indicators	Year 2009
Length of road network covered	39 000 of 58 000 km classified
Fleet	2,436,204 units
Traffic (AADT)	60500000 veh.km / d
Motorization rate	79 veh. per 1000 inhabitants
Number of deaths per day	11.07 or 4042 per year
Number of fatalities per million people	135
Number of deaths per million veh	1708
Socio-economic cost	2% of GDP, or 11 billion DH

## The Different actors in the field of road safety

MET	DGSN	MI/DGCL	Manufacturers	
housing				
GR	Health	Civil Protection	Transporters	Com.
Industry				
Justice	Education	private sector	Insurance	Civil Society
		automotive		

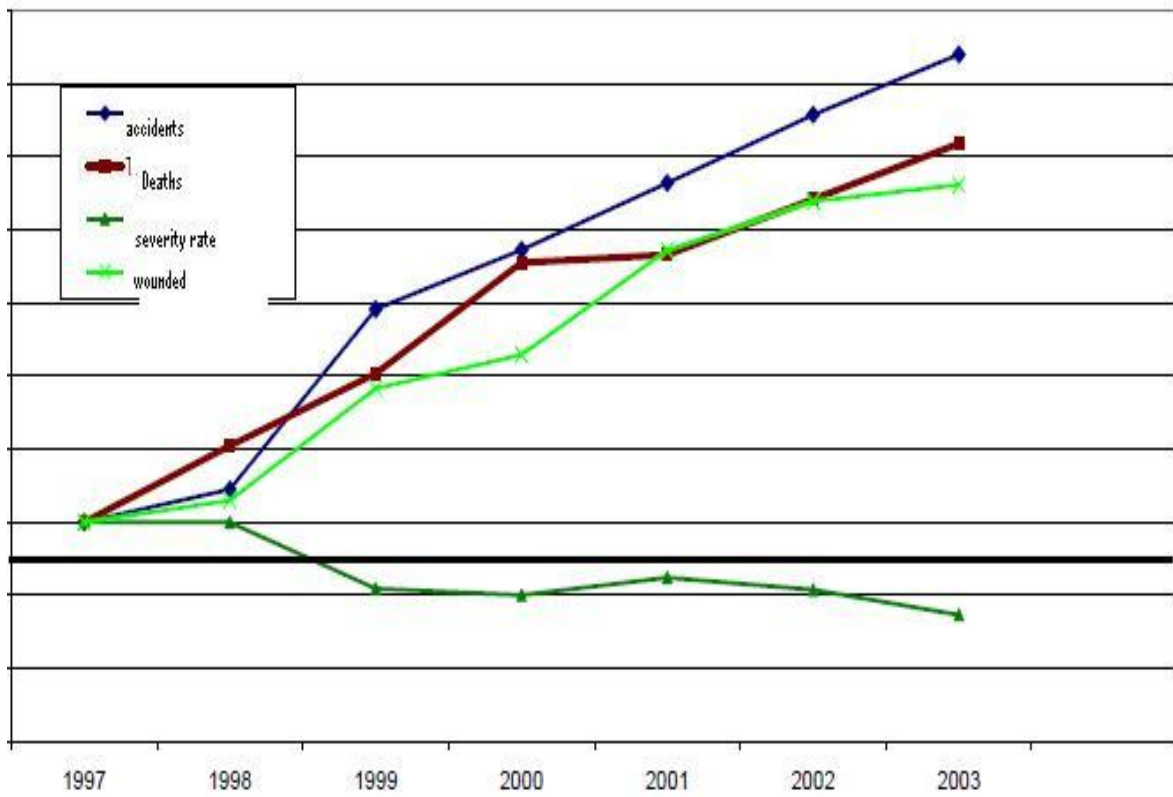
## **Situation before 2004**

1. Sectoral action plans:
  1. Each department has its own security vision
  2. Five-Year Socio-Economic Plan 1999-2003 is set as an objective targeting a 5% decrease in the annual number of deaths. Results: increase between 4 and 5% per year.
2. A multitude of actors
3. No coordination between actors.

## Without Coordination

<b>Legislation</b> <b>Surveillance</b> <b>Punishing</b> <b>Education</b> <b>Information</b>	<b>Limited influence of the behavior of users</b>
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## Evolution of fatalities



## **2004: A National Integrated Strategy**

### **For Road Safety in 10 years**

#### Objective

Reverse the upward trend in the annual number of deaths and serious injuries: pass from a situation of continued increase of 4 to 5% annually to a situation of stabilization then to a sustained and continuing decline in numbers fatalities and serious injuries.

Emergency Integrated Strategic Plans of Road Safety over 3 years

### **Strategic axes of the Emergency Integrated Strategic Plans**

1. Coordination and management of SR at a higher level (CISR, CPSR, CRSR)
2. Legislation
3. Monitoring and sanctions
4. Making of documents and reform of the driving licence exams
5. Road infrastructures and urban road networks
6. Help to the victims of road accidents
7. Communication and education



**The new traffic code: a structural strategic axis**

## **Phase of Preparation and adoption... difficult moments**

### **Concerned actors**

1. During the preparation phase: like any bill, all departments (ministries) were involved;
2. During the phase of adoption in the two parliament houses
  1. Political parties
  2. Professionals: endless strikes in 2008 and 2009
  3. The Media: follow-up and media coverage of all negotiations
  4. Adoption: January 14, 2010

### **Main provisions of the new traffic code**

1. Marks based driving licence (20 – 30 marks);
2. 3 classes of transactional and standard fines (TSF);
3. Improvement of the road surveillance and surveillance equipment;
4. Criminalization of alcohol and drugs and the medicines forbidden while driving;
5. Defining responsibility fields and freedom depriving sanctions in case of accidents;
6. Improvement of the jobs relating to road transportation: professional behavior, technical tests of vehicles, driving training

## Follow-up measures to ensure the implementation of the Traffic Code

### Follow-up measures

#### In terms of communication

- Elaboration of communication plan dedicated to the Traffic Code
- Media actions
- Traffic education
- Studies and research

### Follow-up measures

#### In terms of communication

Media actions: TV coverage

- Production of and broadcasting of some 40 of TV and Radio programs dealing with the main themes of the Traffic Code broadcasted during the prime time on:
- 5 TV channels: 2M, Al Aoula, Al Maghribia, Arriadia and the Amazigh Channel
- 2 Radio channels: Medi 1 end Hit Radio



### Follow-up measures

#### In terms of communication

Media actions: Sport TV

Production of 4 sport TV dealing with the subjects:

Marks based driving license

Alcohol while driving



## Follow-up measures

### In terms of communication

Media actions: Radio programs

<b>Program</b>	<b>Channel</b>	<b>Broadcasting period</b>	<b>length</b>
<b>ATTARIQ ILA AL HAYAT</b>	Radio de Tanger	Saturday at 12 :05 pm and Reply Wednesday at 02:00	1 hour
<b>TARIQ ASSALAMA</b>	Arabic	Saturday at 10 am and Reply Monday at 00:05	1 hour
<b>SIR BLMHEL</b>	Arabic	Monday at 08:50 am	06 min
	Tamazight	Tuesday at 12:15 pm (Tarifit)	06 min
<b>ROULEZ-COOL</b>	Internationale	Monday at 6:45 am	06 min
<b>MECANIQUE AL ARABA</b>	Arabic	Tuesday 8:50 am	06 min
	Tamazight	Wednesday at 2:30 pm (Tamazight)	06 min
<b>MECANIQUE</b>	Internationale	Tuesday at 6:45 am	06 min
<b>ASSAIK AL MOHTARIF</b>	Arabic	Wednesday at 8:50 am	06 min
	Tamazight	Thursday at 10:15 pm (Tamazight)	06 min
<b>CONDUCTEUR PROFESSIONNEL</b>	Internationale	Wednesday at 6:45 am	06 min
<b>BILA HAWADIT</b>	Arabic	Thursday at 8:50	06 min
	Tamazight	Tuesday at 12:15 pm (Tarifit)	06 min
<b>SANS ACCIDENTS</b>	Internationale	Thursday at 6:45 am	06 min
<b>ATTRBIA ALA ATTARIQ</b>	Arabic	Friday at 8:50 am	06 min
	Tamazight	Wednesday at 2:30 pm (Tamazight)	06 min
<b>EDUCATION ROUTIERE</b>	Internationale	Friday at 6:45 am	06 min

## Follow-up measures

### In terms of communication

Media actions: poster campaign plan in urban areas



15 cities concerned





## **Follow-up measures**

### **In terms of communication**

Media actions: poster campaign plan in rural areas

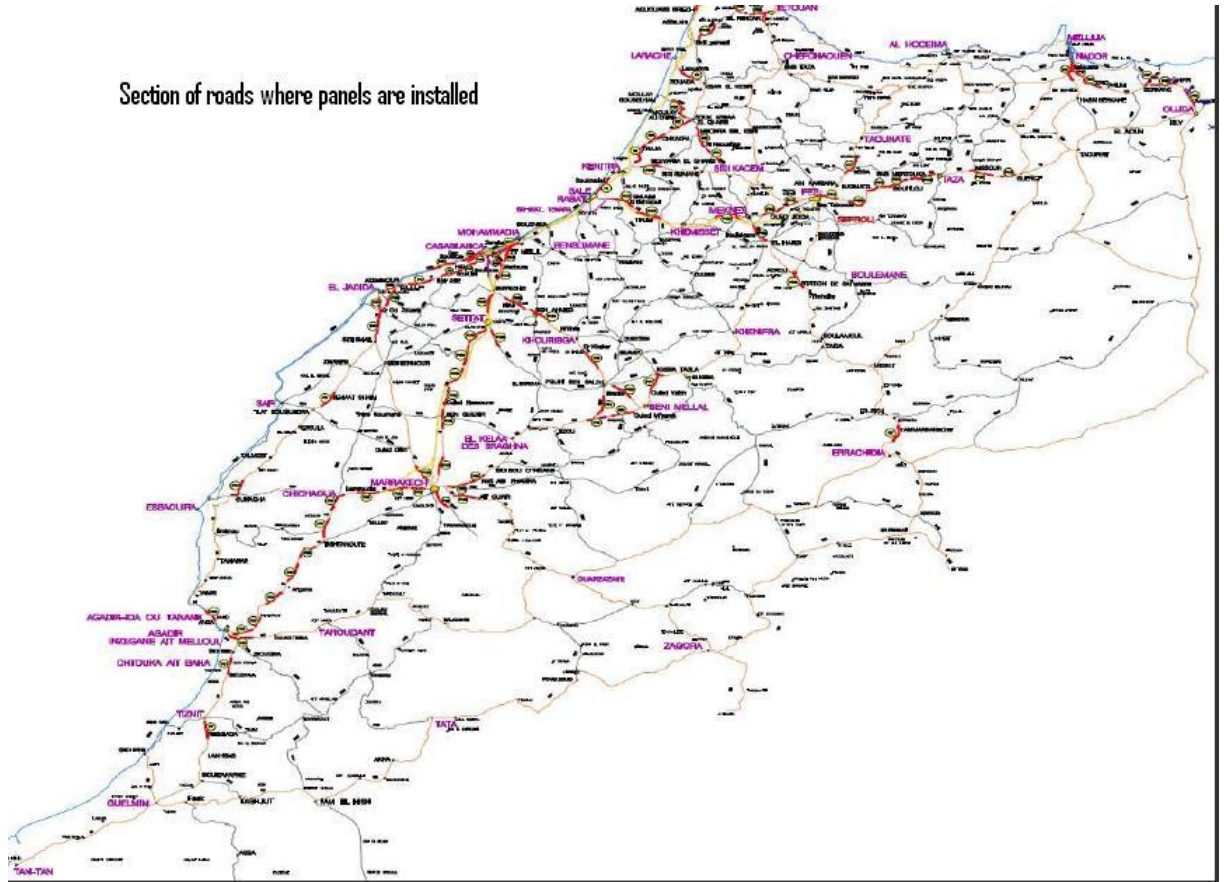
86 panels are installed and 84 others pending



**Display network in rural areas on the sections of the roads with most accidents**

# Section of roads where panels are installed

Section of roads where panels are installed



## Follow-up measures

### In terms of communication

Media actions: print documents

<p><b>Controllers guide</b></p>		<p><b>65000 copies</b></p>
<p><b>Road user guide</b></p>		<p><b>1.3 million copies</b></p>
<p><b>Professional drivers guide</b></p>		<p><b>350 000 copies</b></p>

## Follow-up measures

### In terms of communication

Media actions: print documents

### 10 thematic leaflets printed in thousands of copies

Marks based driving license	driving license general provisions	Standard and transactional fines	Improvement and renovation of road surveillance
<p>مدونة السير الجديدة ملا يستغير</p> <p>رخصة السياقة بالنقط</p>  <p>وزارة الجمهورية الجزائرية</p>	<p>مدونة السير الجديدة ملا يستغير</p> <p>رخصة السياقة أحكام عامة</p>  <p>وزارة الجمهورية الجزائرية</p>	<p>Code de la Route Ce qui va changer!</p> <p>Amendes Transactionnelles et Forfaitaires (ATF)</p>  <p>Ministère de l'Équipement et des Transports</p>	<p>مدونة السير الجديدة ملا يستغير</p> <p>تأهيل وتحديث المراقبة الطرقية</p>  <p>وزارة الجمهورية الجزائرية</p>

**Constraints in the implementation and the role of actors**

<b>Coordination</b>	<b>Means of control</b>	<b>Information systems</b>
<b>Improvement of professional sectors</b>	<b>Infrastructures in urban areas</b>	<b>Training</b>
	<b>Road users' behavior</b>	

**Coordination**

**Met**

**DGSN**

**GR**

**Management**

**And follow-up**

**Of infrastructures**

**Justice**

**TGR**

**Customs**

**Constraints: Very precise judicial procedure that requires very precise measures and actions**

## **Information System**

**Elaboration of new systems of information including several data bases:**

- **driving licenses**
- **vehicles' registration**
- **Detection of offences related to speed by fixed automatic radars**

**Constraints:**

- **A news information system that requires regular updates**
- **The volume of data to be exchanged between actors**
- **Sensibility of data**
- **Infractions defined by the law**

## **Tools and equipment of control**

**The principles of taking recourse to the appropriate tools and equipment during the operation of control**

- **Speed**
- **Technical overloading**
- **Driving under the effect of alcohol, drugs or medicines forbidden while driving**
- **Pollution and gas emission**
- **Vehicles lights**
- **Pneumatic**
- **Respect of regulatory time of driving and rest**

### **Constraints:**

- **Progressive covering of territories by control equipment**
- **Control of alcohol, medicines, drugs...**



## **Infrastructures in urban areas**

**The implementation of the Traffic Code in urban areas requires:**

- **An adapted Infrastructure that takes into account specificities of all the categories of users**
- **An adequate horizontal and vertical road signs**
- **A traffic plan that takes into account the poles of attraction and emission of trips**
- **Regular maintenance and improvement**

**Constraints:**

- **Very limited or badly managed financial means**
- **Lack of qualified human resources**
- **Infrastructures that are adequate to the speed**
- **Deficient public transportation**
- **Insufficient road signs, lack or incredibility of road signs**

### **What was done to face these constraints?**

- **Resuming the planned programs of reforms and improvement within the frame of the national strategy of road safety**
- **Resuming the mobilization and will in all the actors in order to make the project of the Traffic Code succeed**
- **Creation of a surveillance committee that meets every 15 days so as to ensure the follow-up and the implementation of the Traffic Code. This committee consists of the following actors:**
  - **Ministry of equipment and transportation**
  - **Bodies of control (GR and DGSN)**
  - **Ministry of Justice**
  - **Ministry of finance**
  - **Ministry of health**

## **Results**

**Despite the multiplicity and variety of constrains, the implementation of the Traffic Code has allowed to have some results**

**A significant decrease in accidents and damages**

**Provisional statistics 2010**

		<b>Total accidents</b>	<b>Deaths</b>	<b>BG</b>	<b>BL</b>	<b>gravity</b>
<b>Total</b>	<b>number</b>	<b>67 697</b>	<b>3643</b>	<b>11055</b>	<b>88409</b>	<b>5.38</b>
	<b>Evl %</b>	<b>-2.38%</b>	<b>-7.68%</b>	<b>-9.12%</b>	<b>-2.82%</b>	<b>-5.45%</b>
<b>Gendarmerie Royale</b>	<b>number</b>	<b>18 499</b>	<b>2687</b>	<b>7813</b>	<b>27911</b>	<b>14.53</b>
	<b>Evl %</b>	<b>-7.97%</b>	<b>-7.92%</b>	<b>-12.30%</b>	<b>-8.51%</b>	<b>0.07%</b>
<b>DGSN</b>	<b>number</b>	<b>49198</b>	<b>956</b>	<b>3242</b>	<b>60498</b>	<b>1.94</b>
	<b>Evl %</b>	<b>-0.10%</b>	<b>-7.00%</b>	<b>-0.40%</b>	<b>0.05%</b>	<b>-7.18%</b>

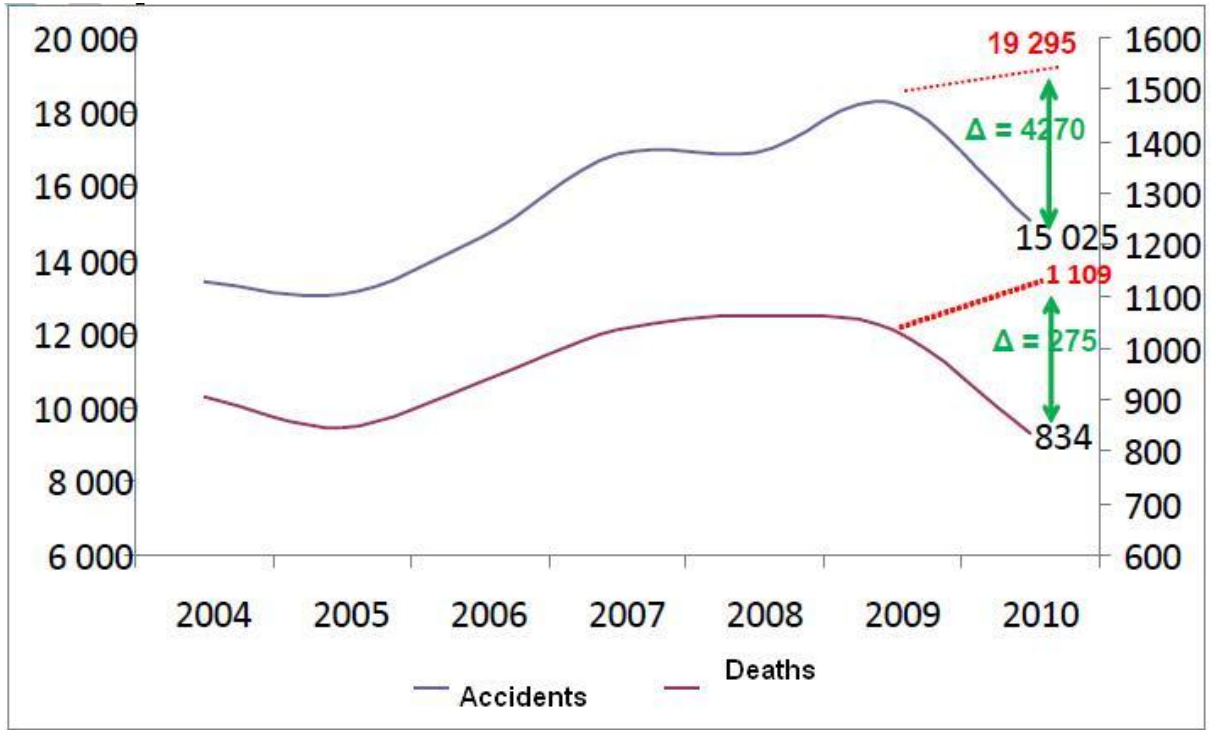
**The entering into force of the Traffic Code since October 1<sup>st</sup> 2010 has led to a decrease in all the indicators**

**Provisional statistics (October 2010 - February 2011)**

		<b>Total accidents</b>	<b>Mortal accidents</b>	<b>deaths</b>	<b>BG</b>	<b>BL</b>
<b>Total</b>	<b>number</b>	<b>24829</b>	<b>1187</b>	<b>1374</b>	<b>4189</b>	<b>31515</b>
	<b>Evl %</b>	<b>-11.61%</b>	<b>-9.53%</b>	<b>-10.78%</b>	<b>-6.74%</b>	<b>-13.63%</b>
<b>Gendarmerie Royale</b>	<b>Number</b>	<b>6735</b>	<b>809</b>	<b>982</b>	<b>2920</b>	<b>9451</b>
	<b>Evl %</b>	<b>-11.61%</b>	<b>-11.00%</b>	<b>-11.53%</b>	<b>-7.68%</b>	<b>-16.97%</b>
<b>DGSN</b>	<b>number</b>	<b>18094</b>	<b>378</b>	<b>392</b>	<b>1269</b>	<b>22064</b>
	<b>Evl %</b>	<b>-11.27%</b>	<b>-6.20%</b>	<b>-8.84%</b>	<b>-3.57%</b>	<b>-11.71%</b>

**Reduction of the average number of deaths per day from 11.24 to 9.1**

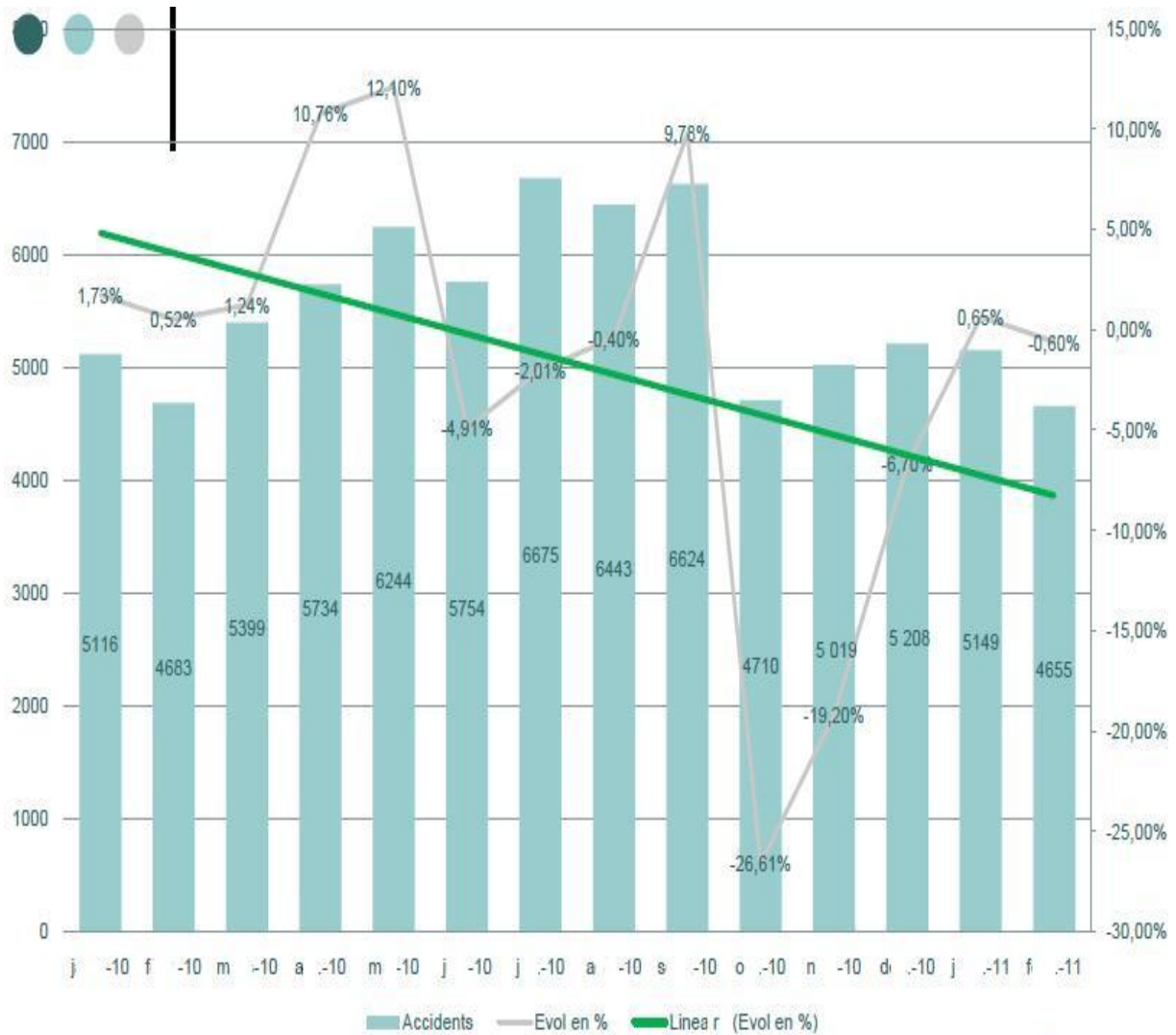
## Evolution of the number of deaths in accidents during the period 2001-2010



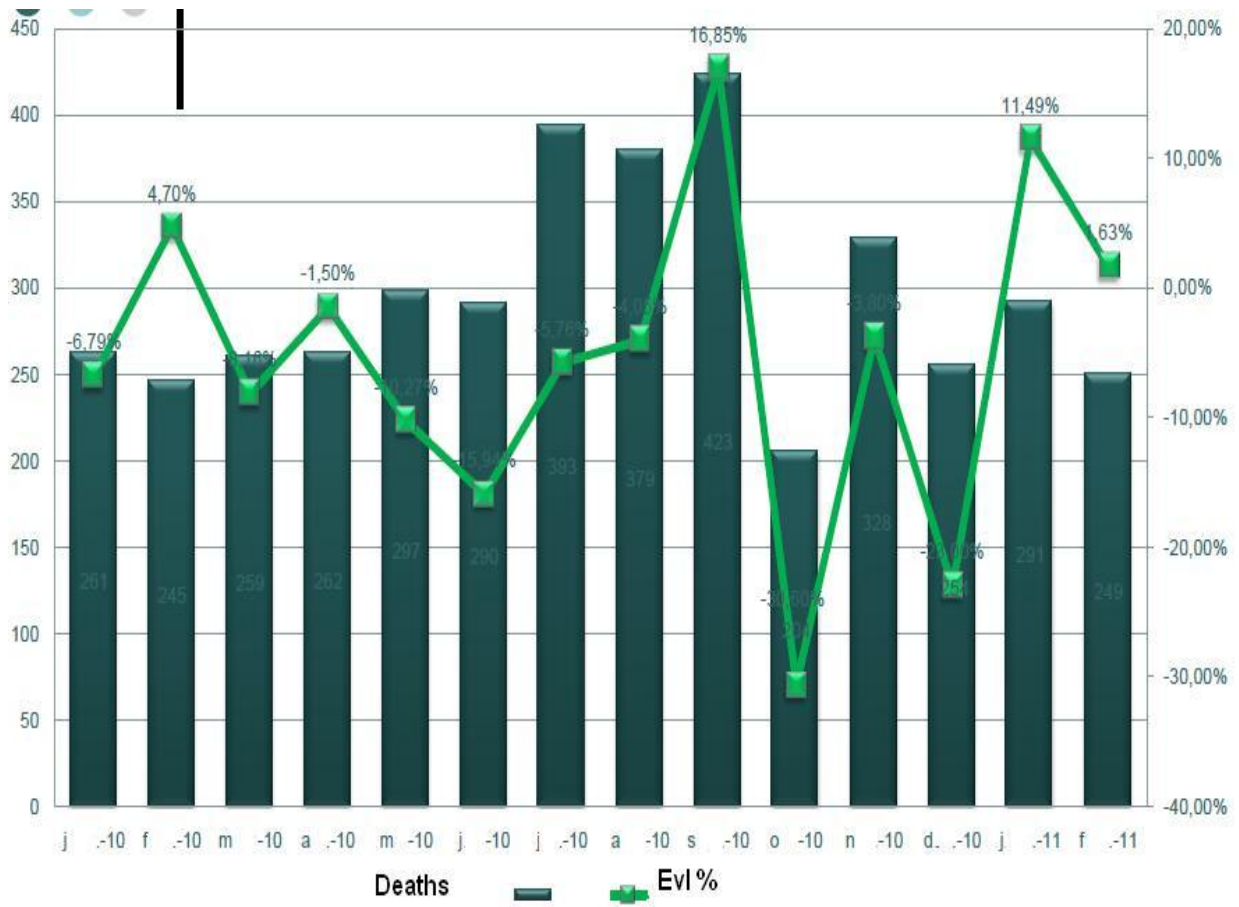
**Significant impact of the implementation of the Traffic Code**

**Passage from an upward trend to a downward trend**

## Evolution of accidents per month (January 2010 – February 2011)



### Evolution of the number of deaths (January 2010 – February 2011)





**Thank you for your attention**