جهة طنجة - تطوان - الحسيمة
REGION TANGER-TÉTOUAN-HOCEÏMA

المملكة المغربية
ROYAUME DU MAROC

المرصد الجهوي لليقظة الاستراتيجية والذكاء الترابي لطنجة - تطوان - الحسيمة
Observatoire Régional de Veille Stratégique et d'Intelligence Territoriale de Tanger-Tétouan-Al Hoceïma

MONITORING REPORT

REGIONAL OBSERVATORY FOR STRATEGIC MONITORING AND TERRITORIAL INTELLIGENCE OF TANGIER-TETOUAN-AL HOCEIMA

SEPTEMBER 2026

IN THIS ISSUE

NEWS ANALYSIS.P.2

The Region begins developing an integrated air quality monitoring system

Tangier: The future rail link as a driver of metropolitan mobility transformation

NEWS IN BRIEF.P.11

Tangier's automotive ecosystem attracts new equipment manufacturers

Wildfires: A study maps territorial susceptibility

KEY STATISTICS.P.8

Tanger Med rises to 16th place among the world's container ports

Regional accounts 2024: The region consolidates its position as the third-largest economic hub

COUNCIL PROCEEDINGS AND EVENTS.P.15

The budget committee reviews the draft 2027 budget and 17 agenda items

31st Tetouan Mediterranean Film Festival, 3–10 October 2026

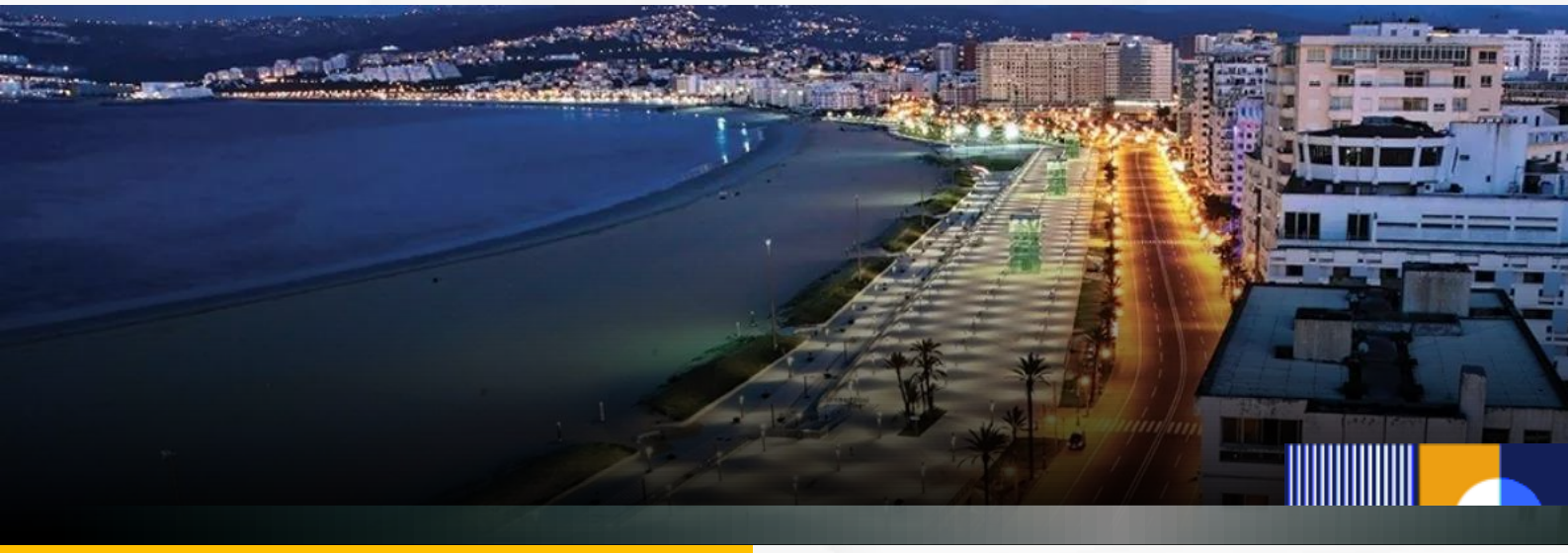


SYNTHESIS INTRODUCTORY

The month of September 2026 saw progress in infrastructure, economic development and the management of territorial challenges. The Regional Council's Budget, Financial Affairs and Programming Committee reviewed the draft 2027 budget and several agreements, including those concerning air quality monitoring. Meanwhile, ONCF launched the preselection of contractors for the future Tangier Ville–Ibn Battouta Airport rail link, as Tanger Med climbed to 16th place among the world's container ports.

On the economic front, the creation of Gentex Technologies Morocco and completion of the Veritas plant reflect continued investment in the regional automotive ecosystem. The 2024 regional accounts confirm Tangier-Tetouan-Al Hoceima as Morocco's third-largest economic hub, with 10.7% of GDP, against a backdrop of 4% national growth in the second quarter of 2026. At the same time, fires in Tafoughalt and the TAC 1 area underline the importance of prevention and risk-management systems.

The month's developments point to two complementary priorities for the region: supporting the expansion of infrastructure and industry while strengthening risk anticipation and the integration of environmental concerns into territorial policies.



The Region begins developing an integrated air quality monitoring system

The Tangier-Tetouan-Al Hoceima region is strengthening its air quality monitoring system through two partnership agreements totaling 17 million dirhams. In September 2026, the Regional Council's Budget, Financial Affairs and Programming Committee examined two draft agreements covering an inventory of atmospheric emissions and the expansion of the air quality monitoring network. Both are aligned with the National Air Programme to 2030, which seeks to improve knowledge and monitoring of air pollution.

This initiative addresses particularly significant challenges in a territory characterized by the concentration of industrial, port and logistics activities around Tangier, the growth of its main urban centres and increasing mobility. The region's geographical diversity—coastal areas, cities, business zones and mountainous territories—also calls for monitoring tailored to potentially differing exposure patterns. Beyond deploying equipment, the challenge is to better understand pollution sources, map their territorial distribution and progressively integrate this knowledge into planning, mobility and public-health prevention decisions.

FROM AIR QUALITY MONITORING TO TERRITORIAL DECISION SUPPORT

Better understanding environmental pressures

Combining emissions inventories with measurements of atmospheric concentrations will provide a clearer picture of pollution sources, their geographical distribution and their evolution. This approach could help identify the most exposed areas and better target monitoring needs.

Territorially differentiated challenges

The concentration of industrial, port and logistics activities around Tangier, urban expansion and growing mobility generate potentially contrasting exposure patterns. The challenge will be to build a territorial understanding that reflects urban centres, economic corridors and less densely populated areas.

A tool to support regional public policies

Beyond pollution monitoring, the data generated could inform planning, mobility and public-health prevention decisions. Their effective use will depend on reliability, regular updates and coordination among the institutions concerned.

03

STRATEGIC CHALLENGE

Transform monitoring data into actionable information for public decision-making, helping reconcile economic development, environmental quality and population health.

A regional emissions inventory to move from measurement to understanding sources

The first agreement, worth 6 million dirhams and funded equally by the Regional Council and the Ministry of Energy Transition and Sustainable Development over 2027–2028, provides for a regional atmospheric emissions inventory and a georeferenced emissions register. This system will identify major pollution sources, quantify emissions by pollutant, sector and period, and create a database supporting the Sustainable Development Department's modelling and forecasting tools, with assistance from the General Directorate of Meteorology and the National Laboratory for Pollution Studies and Monitoring.

The value of this approach lies in moving beyond observed concentrations to a more accurate characterization of pollution sources. For the region, it could better distinguish the contributions of industry, road traffic, port operations and urban activities, identifying areas requiring monitoring or targeted measures.

However, the inventory's operational usefulness will depend on the reliability and updating of the data used. The involvement of industrial operators, infrastructure managers and relevant services will be essential to its representativeness, as new business zones and shifting transport flows gradually change the distribution of emissions.

Expanding the measurement network to strengthen air quality monitoring

The second agreement, worth 11 million dirhams and funded by the Ministry of the Interior (3 million), the Regional Council (4 million) and the Ministry of Energy Transition and Sustainable Development (4 million), provides for approximately eight additional monitoring stations equipped with analysers continuously measuring atmospheric pollutant concentrations.

Complementing the emissions inventory, the network will better capture actual airborne concentrations, influenced by weather conditions and pollutant dispersion. Combining these two data sources could refine territorial diagnoses and improve detection of pollution episodes, provided coverage is representative and data are reliable and comparable.

KEY FIGURES FOR THE REGIONAL AIR QUALITY MONITORING SYSTEM

17 MDH — Total amount of the two agreements over 2027–2028

6 MDH — Emissions inventory and register

11 — MDH for monitoring network expansion

Data supporting public-health prevention

The system provides for periodic air quality reports and use of indicators by the Territorial Health Group, particularly to conduct awareness campaigns during high-risk episodes. Linking environmental monitoring with public health is one of the project's most significant contributions, provided data are produced regularly and territorial coverage is sufficient.

Territorial coverage adapted to diverse exposure patterns

Selecting locations for the new stations will be critical to the future network's representativeness. As their precise sites are not detailed in the communications consulted, their territorial distribution remains an open question.

The region needs a system capable of reflecting contrasting situations: economic activities clustered around Tangier, proximity to roads and logistics platforms, residential density in major cities and the characteristics of less urbanized territories. Concentrating equipment in a few urban centres could undermine the representativeness of measurements across the region.

Station siting should therefore account for population density, potential emission sources, topography and weather conditions, distinguishing urban background measurements from those taken near specific sources.

An approach aligned with regional environmental and climate policy

Stronger atmospheric monitoring complements the Region's climate adaptation work, notably the climate vulnerability assessment presented in June 2026 as part of the preparation of the Regional Adaptation and Resilient Development Plan.

Although distinct, both initiatives improve knowledge of the territory's environmental pressures and vulnerabilities. Their complementarity lies in the use of territorial data to inform planning choices and support more resilient regional development.

In the medium term, emissions data could also inform sustainable mobility, business-zone planning and companies' environmental transition. In a region closely integrated into international industrial and logistics value chains, monitoring environmental pressures could become an additional tool for guiding economic development alongside existing regulatory mechanisms.

Conditions for success

The system's added value will depend less on the number of installed stations than on the quality, continuity and effective use of the resulting data. Three conditions are essential: sustainable maintenance and calibration resources, the availability of reliable and regularly updated data, and information-sharing among the relevant institutions.

Beyond collection, the challenge will be to progressively integrate this information into territorial assessments, planning documents, impact studies and prevention systems to better target interventions and track their effects.

Success will therefore depend on turning monitoring data into actionable public decision-making information, ensuring environmental considerations are better integrated into regional development.

IN THIS PERSPECTIVE, THREE LINES OF ACTION EMERGE:

1. Make the emissions inventory a tool for territorial planning

The creation of a georeferenced register could help integrate knowledge of atmospheric emissions into territorial planning and regional economic development. Beyond locating major sources, it could measure concentrations in specific areas, track trends and better anticipate environmental challenges associated with new infrastructure and business zones.

Within its mandate and in coordination with relevant authorities, the Region could promote use of these data in planning and investment-support processes. Combining them with information on urban development, mobility and economic activity would strengthen the evidence base for territorial choices, especially in areas facing growing pressure from multiple uses.

Opportunity: Guide planning choices based on objective knowledge of pollution sources.

Point of caution: Inventory quality will depend on activity data supplied by industrial operators and infrastructure managers.

2. Ensure balanced territorial coverage of the monitoring network

Expanding the network offers an opportunity to improve the representativeness of regional atmospheric data. Given large differences in density, topography and activity concentration, station placement should document diverse exposure situations rather than focus solely on major economic hubs.

In consultation with the Sustainable Development Department and competent territorial authorities, the Region could help assess coverage needs based on population catchment areas, potential emissions sources, sensitive areas and local geographical features. Coordination with the existing network and the future inventory would optimize new station locations.

Opportunity: Develop a detailed understanding of exposure disparities across the region.

Point of caution: Operating, maintenance and calibration costs must be anticipated to ensure continuity of measurements.

3. Link air quality monitoring with public-health prevention

Using air quality indicators through the Territorial Health Group could strengthen links between environmental monitoring, public information and health prevention. It could help identify episodes requiring particular vigilance and tailor awareness campaigns to observed exposure situations.

Within the mandates of the relevant bodies, the Region could facilitate exchanges among environmental, health and territorial stakeholders, enabling regular information flows and their integration into prevention work. Clear dissemination arrangements, reference thresholds and coordination procedures would help turn technical data into accessible, usable information.

Opportunity: Make environmental public action more understandable and strengthen citizens' trust.

Point of caution: Information without corrective measures could raise expectations that are difficult to meet in the short term.

Sources:

- Tangier-Tetouan-Al Hoceima Regional Council, Meeting of the Budget, Financial Affairs and Programming Committee of 18 September 2026, 24 September 2026, Official publication
- Le Matin, Tangier-Tetouan-Al Hoceima to establish an integrated air quality monitoring system, 6 October 2026
- TelQuel, Air quality in Tangier-Tetouan-Al Hoceima will now be monitored, 6 October 2026
- LesEco.ma, Air quality: Tangier-Tetouan-Al Hoceima strengthens its monitoring system, 7 October 2026
- Aujourd'hui le Maroc (republished by Communes & Villes du Maroc), Several development projects examined by the Regional Council's standing committees, 30 September 2026



Tangier:

The future rail link as a driver of metropolitan mobility transformation

A structuring infrastructure to support the development of metropolitan Tangier

The rail link between Tangier Ville and Ibn Battouta Airport reached a new milestone in September 2026, when the National Railways Office (ONCF) launched a contractor preselection procedure for infrastructure and civil engineering works. Approximately 23.5 km long, the line is envisaged as the first component of Tangier's future Regional Express Network (RER). It would notably serve Mghogha, El Aouama, the Ibn Battouta Grand Stadium and the university district before reaching the airport.

Beyond the airport connection, this infrastructure responds to broader changes in metropolitan mobility needs. Outward urban expansion, economic activity growth and increasing travel between residential areas, employment hubs and major facilities are driving demand for structuring public transport. The project could diversify mobility options, improve accessibility along its route and reduce reliance on road transport on certain corridors.

Its impact will nevertheless depend on integration into a coherent metropolitan system connecting rail infrastructure, bus networks, urban areas and major economic centres. The challenge is not merely to build a new line, but to deliver a transport service suited to residents' daily needs.

FROM AIRPORT ACCESS TO INTEGRATED METROPOLITAN MOBILITY

A new structuring corridor for the metropolitan area

The link could strengthen connections between the city centre, outlying districts, major facilities and the airport, supporting more integrated metropolitan mobility.

Intermodality and accessibility as key challenges

The future network's effectiveness will depend on connections between stations, buses, local transport and pedestrian routes, alongside real-time information on schedules, transfers and disruptions. This physical and digital complementarity will be critical to smoother journeys and extending rail accessibility to neighbouring districts.

Infrastructure with major urban implications

The route crosses already developed and developing areas, creating challenges for land acquisition, accessibility and planning. Anticipating these constraints will be essential to implementation and territorial benefits.

KEY FACTS

23,5 km	Approximate length of the link
3 lots	Infrastructure and civil engineering works
7	Proposed stations and stops
6 km	Approximate length of the planned elevated section

STRATEGIC CHALLENGE

Beyond airport access, the project's value will depend on its ability to shape metropolitan travel over the long term and support the integration of developing districts.

A new step in structuring the metropolitan rail network

The procedure launched by ONCF in September 2026 covers infrastructure and civil engineering works for the future Tangier Ville–Ibn Battouta Airport link. The contract is divided into three lots: an approximately 10 km section alongside existing railway infrastructure, a 7.5 km section to the Grand Stadium and a roughly 6 km section connecting the stadium to the airport, mainly via a continuous elevated structure. This is a preparatory stage before contract award, not the actual start of works.

The project signals a change in Tangier's rail transport strategy, envisaging infrastructure for travel within the metropolitan area as well as access to major facilities. It could therefore complement Tangier Ville's national and intercity rail functions with finer metropolitan connections.

This responds to an urban structure shaped by new residential neighbourhoods and activity hubs on the outskirts. Better links with the city centre could improve access to jobs, education and public facilities, provided the service is sufficiently frequent and accessible.

Intermodality as a decisive condition for network attractiveness

The project's reach will largely depend on connections to other modes of transport. Tangier Ville offers interchange with the national rail network, while intermediate stations could act as feeder hubs for neighbouring districts.

This comes amid the modernization of Tangier's bus services. Complementarity between both networks will be essential to facilitating transfers, expanding catchment areas and reducing service discontinuities. Particular attention should be paid to station access, pedestrian routes and local feeder transport.

Future ridership will therefore depend not only on infrastructure quality but also on the ability to offer a coherent, understandable service suited to users' needs.

Strategic access to major facilities and peripheral districts

The proposed route could link several urban centres currently served mainly by road. Access to Ibn Battouta Grand Stadium is particularly relevant for major sporting events, providing another way to transport spectators and manage peaks in demand.

Stations near university faculties and in Mghogha and El Aouama could also improve daily journeys for students, workers and residents of peripheral districts.

Stations near the university faculties and in Mghogha and El Aouama could also improve daily journeys for students, workers and residents of peripheral districts.

However, event-related and daily mobility follow different patterns. The challenge is to design a service that handles peak demand without limiting the network to major events, ensuring its usefulness and appeal year-round.

A service perimeter requiring clarification

Tangier Gzenaya Free Zone, the University Hospital Centre and the new Ibn Batouta city fall within the study perimeter of Amendment No. 1 to the Region–ONCF agreement, but their service arrangements are not specified in the current project presentation. Clarification is needed as to whether these sites belong to a later phase, a revised perimeter or an interchange-based service.

THE THREE FUNCTIONS OF THE FUTURE RAIL CORRIDOR

1 **Airport connectivity**
Directly connect Tangier Ville station with Ibn Battouta Airport.

2 **Daily mobility**
Improve access to neighbourhoods, university hubs and business areas.

3 **Event mobility**
Improve access to the Grand Stadium and manage exceptional passenger flows.

The project's success will depend on combining these three functions in a coherent, regular transport service integrated into the metropolitan network.



IN THIS PERSPECTIVE, TWO LINES OF ACTION EMERGE:

1. Integrate the rail link into a comprehensive metropolitan mobility strategy

The future rail network offers opportunities for complementarity with other metropolitan transport modes. Maximizing its usefulness requires planning around daily journeys, connections with bus networks, local transport and major urban centres.

Within its mandate, the Region could work with ONCF and territorial partners to improve coordination between mobility projects and associated developments, especially around future stations and interchange hubs.

In the short term, the Region could seek clarification from ONCF on project phasing and service arrangements for the three sites, establishing a shared understanding of the project perimeter and anticipating interchange needs.

Opportunity: Strengthen the coherence of public transport and improve access to major residential and economic hubs.

Point of caution: Insufficient physical, operational or fare integration between modes could limit network attractiveness and everyday use.

2. Anticipate urban transformation around the route and future stations

New stations could reshape accessibility and urban development along the corridor. Mghogha, El Aouama and the university district raise particular planning issues related to evolving mobility and links with surrounding neighbourhoods.

Coordination between transport and planning authorities and territorial governments could anticipate access, public-space and local-facility needs while accounting for land-related constraints.

Opportunity: Use future stations as anchors for better urban organization and improved peripheral accessibility.

Point of caution: Land acquisition, site clearance and integration into existing urban areas could affect implementation conditions and timelines.

Sources:

- ONCF — Tender with preselection No. 26T027/PLGV, September 2026
- Médias24 — Tangier Ville–Ibn Battouta Airport rail service, 12 September 2026
- Hespress FR — Tangier: ONCF opens bidding for the future RER works, 14 September 2026
- Transdev — Official press release on the modernization of urban transport in Tangier, 18 June 2026

KEY STATISTICS

Tanger Med rises to 16th among the world's container ports

Lloyd's List's 2026 ranking of the top 100 container ports places Tanger Med 16th worldwide, up one place, with 11.1 million TEUs handled in 2025, an 8.4% increase from 10.24 million TEUs in 2024. The complex thus overtakes Los Angeles and remains Africa's and the Mediterranean's leading container port, ahead of Valencia (40th) and Algeciras (46th). For the region, this performance confirms the platform's role as a driver of industrial and logistics activity, with around 1,500 businesses located in its activity zones. It also increases demand for logistics land, land connectivity and skilled workers in the Fahs-Anjra hinterland.

Sources:

Lloyd's List, One Hundred Container Ports 2026; Challenge, Lloyd's List: Tanger Med consolidates its Mediterranean leadership, 15 September 2026, Press article; TelQuel, Tanger Med increases turnover by 16% in 2025, 30 April 2026, Press article

11.1 M TEUs — Containers handled in 2025.

16th place — Lloyd's List 2026 global ranking.

The region leads the country in new sole proprietorships

A total of 51,805 businesses were created in Morocco in the first half of 2026, including 39,001 incorporated entities and 12,804 sole proprietorships. Tangier-Tetouan-Al Hoceima accounted for 10.6% of new incorporated entities, ranking fourth behind Casablanca-Settat, Rabat-Sale-Kenitra and Marrakech-Safi, but led the country in sole proprietorships with 20.8% of registrations. This pattern reflects a fabric of small businesses whose consolidation will depend on access to financing, support services and contracts with major regional customers.

Source:

PIC Bulletin, June 2026

TelQuel (MAP), More than 51,800 businesses created in Morocco in six months (OMPIC data), 7 September 2026, Press article

10,6 % — Region's share of new incorporated businesses

20,8 % — Region's share of new sole proprietorships

Prices: A sharper increase in the region's cities in August

The consumer price index increased by 0.8% nationally in August 2026 compared with July, driven by a 0.9% rise in food prices and a 9.8% increase in fuel prices. In the region, increases were sharper in Al Hoceima (+1.6%), Tetouan (+1.2%) and Tangier (+0.9%), driven by seafood, meat and transport. Year on year, trends remain mixed: the index fell by 2.1% in Al Hoceima and 0.3% in Tangier, but rose by 0.7% in Tetouan, compared with a national decline of 0.3%. This rebound following declines in June and July calls for monitoring the impact of energy prices on purchasing power.

Source:

HCP, Tangier-Tetouan-Al Hoceima Regional Directorate, Consumer Price Index Note, August 2026, Statistical note

+1,6 % — Monthly CPI increase in Al Hoceima

+1,2 % — Monthly CPI increase in Tetouan

+0,9 % — Monthly CPI increase in Tangier

Groupe BCP concludes the third edition of its Regional Investment Roadshow in Tangier

The third edition of Groupe Banque Centrale Populaire's Regional Investment Roadshow concluded on 9 July 2026 in Tangier, the eighth and final stop of a tour launched in Rabat in February. Designed to support project developers and micro, small and medium-sized enterprises, its first two editions identified more than 1,700 projects, nearly 33 billion dirhams in investment intentions and almost 21 billion dirhams in financing needs. No regional breakdown was published for the Tangier event. In a region where business creation is dominated by very small enterprises, turning these intentions into investments will depend on mobilizing guarantee and support mechanisms.

Source: Le360, Groupe BCP's third Regional Investment Roadshow concludes in Tangier, 11 July 2026, Press article

33 Bn DH — Investment intentions identified in the first two editions (national)

KEY STATISTICS

Regional accounts 2024: The region consolidates its position as the third-largest economic hub

GDP in Tangier-Tetouan-Al Hoceima reached 172 billion dirhams, or 10.7% of national output, ranking third behind Casablanca-Settat (32.3%) and Rabat-Sale-Kenitra (15.5%). These three regions account for 58.4% of national GDP. Real regional growth was 4.9%, as in 2023, above the national average of 4.4%, contributing 0.5 percentage points to the Kingdom's growth.

GDP per capita reached 42,761 dirhams, slightly below the national average of 43,891 dirhams. This difference may reflect the region's population of 4,030,222 according to the 2024 census, alongside the coexistence of highly productive industrial hubs and rural and mountainous provinces less integrated into value chains.

The production structure confirms the region's industrial specialization: secondary activities account for 33.7% of regional GDP, compared with 25.6% nationally, and the region generates 14% of the country's secondary-sector value added. Services account for 44.9% of regional GDP, versus 52.9% nationally.

The widening of the average absolute GDP gap between regions from 83.6 to 90.9 billion dirhams between 2023 and 2024 is a reminder that growth remains concentrated in a small number of territories. The region's challenge is both to consolidate industrial hubs and spread their benefits to less integrated provinces.

Sources:

HCP, Information Note on 2024 Regional Accounts (GDP and Household Final Consumption Expenditure), July 2026, Statistical note

TelQuel (MAP), Three regions generated 58.4% of national wealth in 2024, according to HCP, 13 July 2026, Press article

10,7 % Region's share of national GDP (2024)

+4,9 % Real regional GDP growth (2024)

Consumption: The region accounts for 11.6% of household expenditure

HCP's 2024 regional accounts estimate household final consumption expenditure in the region at 109.4 billion dirhams, or 11.6% of the national total, placing it third behind Casablanca-Settat and Rabat-Sale-Kenitra. At 27,210 dirhams per capita, expenditure exceeds the national average of 25,664 dirhams. However, the average absolute gap in per-capita expenditure between regions widened from 3,423 to 3,609 dirhams between 2023 and 2024, highlighting persistent living-standard disparities.

Source:

HCP, Information Note on 2024 Regional Accounts (GDP and Household Final Consumption Expenditure), July 2026, Statistical note

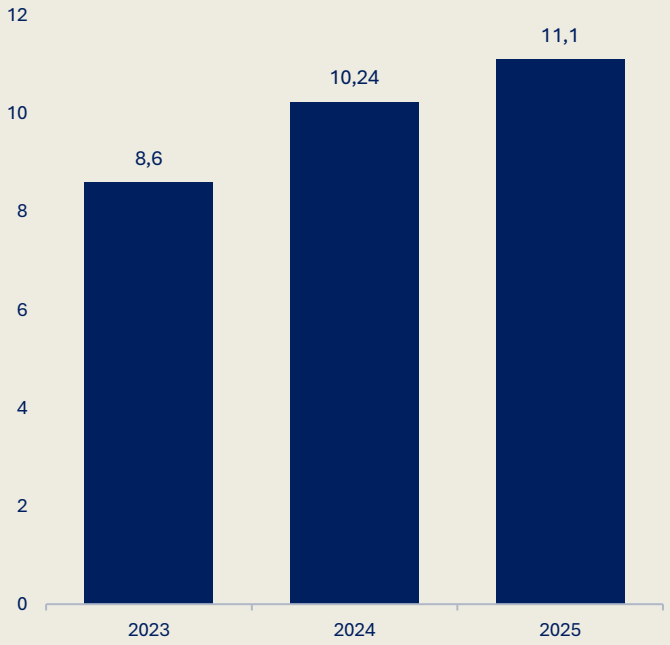
109.4 Bn DH Regional household expenditure (2024)

27 210 DH Expenditure per capita (2024)

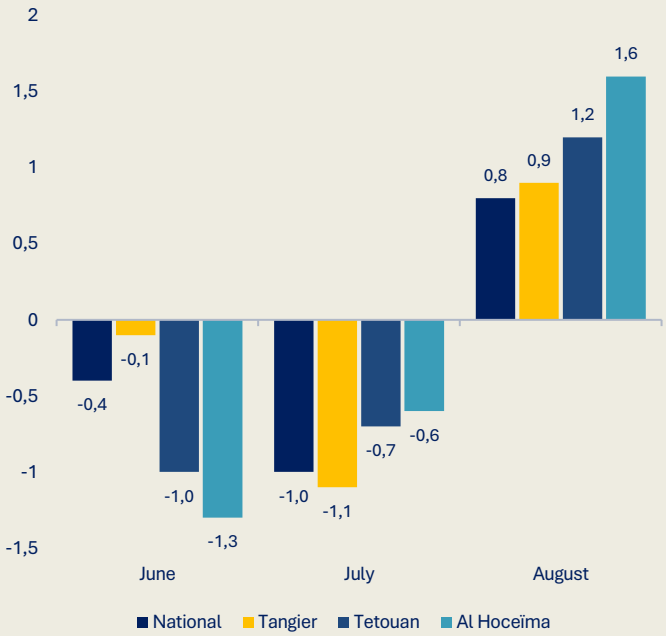
KEY STATISTICS

Graphic overview of monthly trends: Logistics, prices and regional wealth

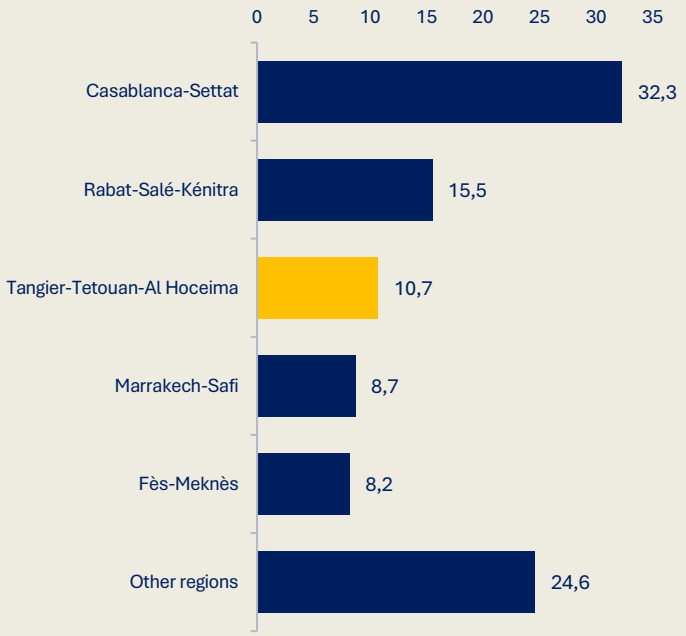
Tanger Med container traffic (million TEUs)



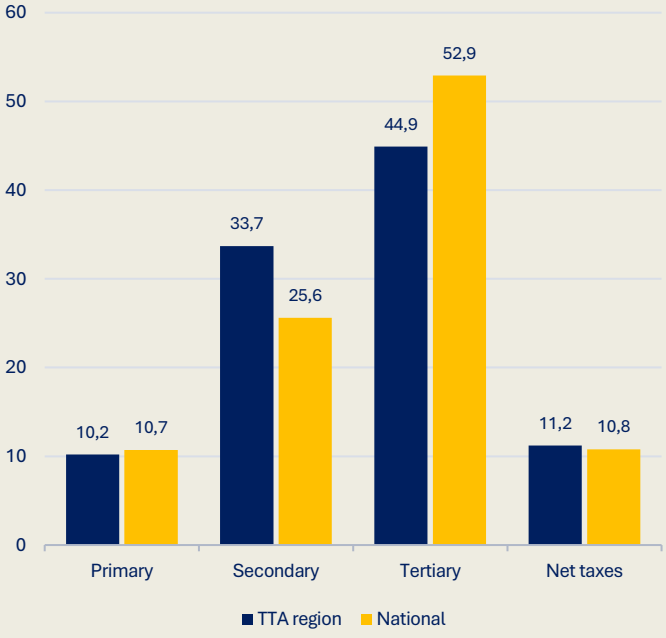
Monthly CPI change in 2026 (%)



Regional shares of national GDP in 2024 (%)



GDP structure in 2024: Region versus national (%)



**CPI data cover the region's three cities monitored by HCP.*

INDUSTRY, INVESTMENT AND ECONOMIC DYNAMICS

Tangier's automotive ecosystem attracts new equipment manufacturers



US automotive supplier Gentex, the world's leading manufacturer of automatic-dimming mirrors, established a wholly owned subsidiary, Gentex Technologies Morocco, in Tangier Automotive City. This follows a letter of intent announced in late July to produce electrochromic mirrors and electronic modules for the European market. The group targets production starting in 2028, with no specific date announced at this stage.

US-based Veritas has completed its first African factory in Tangier (5,000 m^2), dedicated to cooling, fluid management and air-conditioning components, with operations expected to begin in the third quarter of 2027.

China's Jiangsu Yunyi Electric also announced the creation of Yunyi Technology Morocco for around $66 million, while Sentury Tire is targeting annual capacity of 12 million tyres at Tanger Tech. These investments illustrate the ecosystem's diversification into electronic, thermal and mechanical components beyond wiring.

Sources:

- Le Desk, US firm Gentex formalizes its establishment in Tangier Automotive City, 5 September 2026, Press article
- La Nouvelle Tribune, Automotive: US firm Veritas completes its first African factory in Tangier, 21 September 2026, Press article
- African Manager, Automotive industry: Tangier attracts a new $66 million Chinese investment, 16 July 2026, Press article

Key Considerations for Regional Action

Beyond their number, these investments raise questions about integration into the regional economy. Gentex's electronic and electrochromic components, like Veritas's technical parts, require electronics, industrial maintenance and quality-control skills, as well as subcontractors able to meet demanding standards. Local value creation will depend on integrating tier-2 and tier-3 suppliers and training the necessary technical profiles.

Risks to anticipate: A gap between project announcements and production start-up, alongside growing pressure on skilled labour in Tangier and Fahs-Anjra industrial zones.

Opportunities to seize: Position the region in automotive electronics and thermal systems, which are less exposed to competition based on costs alone.

Decisions to consider: Track actual project implementation and align regional training programmes with new investors' requirements.

Road freight: German cooperation finances a study on green corridors

On behalf of Germany's Federal Ministry for Economic Cooperation and Development, GIZ launched a competitive tender on 18 September for a study of green corridors and road freight electrification in Morocco, in cooperation with the Ministry of Energy Transition and Sustainable Development. Covering notably the Tangier–Agadir corridor, the study will also assess the impact of new European climate rules on exporters. This preliminary study does not commit to building or financing any infrastructure. With transport accounting for nearly 30% of Morocco's CO_2 emissions, decarbonizing freight could become a competitiveness factor for flows through the region's ports, as illustrated by the private Agadir–Perpignan electric corridor project announced in April by Gotion, Green Power Morocco and Chery.

Sources:

- Le Desk, Berlin funds study of an electric truck corridor between Tangier and Agadir, 21 September 2026, Press article
- Hespress FR, Decarbonized freight: GIZ brings its expertise to Morocco, 20 September 2026, Press article
- EcoActu, Agadir–Perpignan: A major electric corridor between Africa and Europe emerges, 7 April 2026, Press article

Exports: Automotive momentum contrasts with declining textiles

Over the first eight months of 2026, Moroccan automotive exports reached 116.1 billion dirhams, up 14.5% compared with the same period of 2025, supported by vehicle manufacturing (+19%) and wiring (+13.9%).

Conversely, textile and leather exports fell by 5.6% to 28.7 billion dirhams. The decline affected garment manufacturing (−5.2%) and knitwear (−7.4%), highlighting contrasting national trends in the two industries.

These national developments are relevant signals for Tangier-Tetouan-Al Hoceima, where automotive and textiles play a major role in industry. In 2022, the region accounted for 52.4% of the national textile and leather sector's export turnover, according to the Foreign Exchange Office. This weight highlights its exposure to industry trends, without implying that national declines in exports or employment are mirrored at the regional level.

Sources:

- Foreign Exchange Office, Monthly Foreign Trade Indicators, August 2026 (IMEE_Août_2026.pdf)
- Le Brief, Exports: Textiles lose ground despite automotive and aerospace momentum, 1 September 2026, Press article
- Foreign Exchange Office, Multidimensional Analysis of Textile and Leather Sector Exports in Morocco (2022), 2024, Report

Key Considerations for Regional Action

The divergence between national automotive and textile performance highlights distinct challenges for Tangier-Tetouan-Al Hoceima's industrial base, where both sectors play an important role. It calls for close attention to companies' competitiveness, their positioning in international value chains and their ability to adapt.

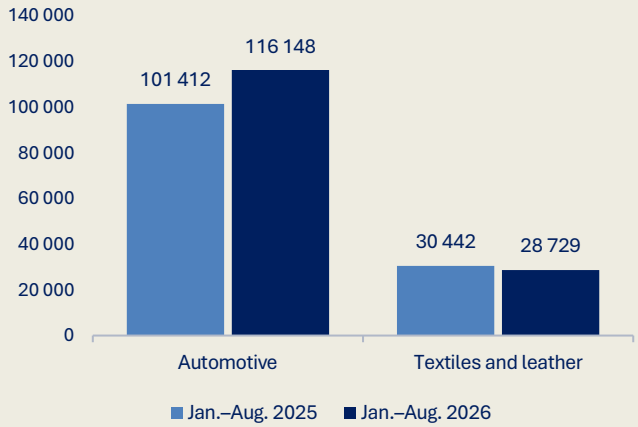
Risks to anticipate: Declining national textile exports are a warning signal for a region highly specialized in the sector. Competition, new European environmental requirements and changing production costs could affect less prepared businesses.

Opportunities to seize: Automotive momentum and nearshoring prospects could strengthen the regional industrial base, notably by developing local subcontracting, upgrading production and integrating higher value-added segments.

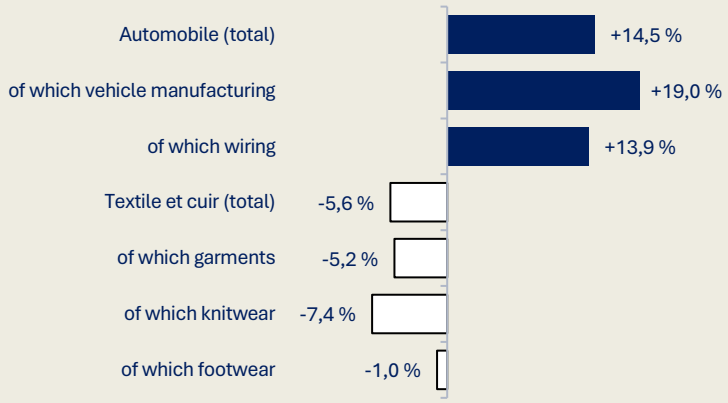
Decisions to consider: Support textile companies' adaptation to international market requirements, strengthen industrial skills and encourage links between major manufacturers and local suppliers, while monitoring the actual performance of both sectors at regional level.

By end-August 2026, automotive exports were four times textile and leather exports

Cumulative exports (MDH)



Year-on-year change (%)



TERRITORIES, RESOURCES AND INDUSTRIES

Wildfires: A study maps territorial susceptibility as the fire season continues

A study published in the Kuwait Journal of Science estimates that 2,162 km^2 in summer and 1,863 km^2 in autumn within the Tangier-Tetouan-Al Hoceima region show high or very high wildfire susceptibility. Based on satellite fire records from 2002 to 2020 and the MaxEnt model, the mapping characterizes the territory's predisposition to wildfires. These figures are neither areas burned in 2026 nor forecasts of future fires.



These maps measure predisposition, not prediction: they do not indicate when or where a fire will start. The authors find that autumn fires occurred in areas with higher susceptibility than summer fires, supporting seasonally differentiated prevention. On 11 September, a fire at an automotive filter plant in the TAC 1 zone in Fahs-Anjra spread to two neighbouring units in strong winds, with no loss of life. In late September, the Tafoughalt forest fire (Melloussa municipality) covered more than 42 hectares and mobilized over 200 responders and aircraft for nearly 26 hours.

Sources:

- Jaouani, M., Boubekraoui, H. and Ghallab, A., Spatio-temporal analysis and MaxEnt modeling of wildfires in the Tangier-Tetouan-Al Hoceima region (northern Morocco), Kuwait Journal of Science, published online September 2026 (vol. 54, January 2027)
- Tanja24, Where will northern forests burn in the future? A new study maps fire risk in the Tangier region (title translated from Arabic), 28 September 2026, Press article
- Le360, More than 200 responders mobilized to control the Tafoughalt forest fire near Tangier, 22 September 2026, Press article
- Hespress FR, Fahs-Anjra: Fire destroys a factory and spreads to two neighbouring sites, no casualties, 11 September 2026, Press article

Key Considerations for Regional Action

These episodes demonstrate that fire risks are not limited to forests: the proximity of industrial areas, wooded land and scattered housing, particularly in Fahs-Anjra, creates interfaces where fires can affect economic activities and ecosystems alike.
Seasonal susceptibility maps offer a prioritization tool, provided they are integrated into industrial-zone prevention plans and urban planning documents.

Risks to anticipate: An extension of the fire season into autumn could reduce the effectiveness of systems designed only for summer.

Opportunities to seize: Use seasonal susceptibility maps to prioritize vegetation clearance, surveillance and pre-positioning of response resources.

Decisions to consider: Encourage relevant partners to update risk maps regularly and integrate them into the Regional Adaptation and Resilient Development Plan under preparation.

Berries: Tangier hosts the sector's 43rd international seminar

Held in Tangier on 16 September 2026 by Blueberries Consulting, the 43rd International Berry Seminar brought together producers, researchers and institutions, including the Loukkos ORMV Agency, Interproberries, INRA and ONSSA. Discussions covered water, varietal renewal, labour and by-product recovery. Morocco ended the 2025–2026 season with 89,000 tonnes of fresh blueberries exported (+6%).

Source:

- FreshPlaza, Photo report: 43rd International Berry Seminar, Morocco 2026, 21 September 2026, Press article

CULTURE, TOURISM AND TERRITORIAL ATTRACTIVENESS

Tourism: Tangier maintains its momentum as the region seeks longer stays

Classified accommodation establishments in Tangier recorded 1,318,029 overnight stays from January to July 2026, up 10%. The city ranks fourth nationally, with 5% of overnight stays, behind Marrakech, Agadir and Casablanca, and an occupancy rate of around 58%, two percentage points above the national average.

At regional level, growth was more moderate over the same period: 2.13 million overnight stays (+1%) and 46% occupancy, with Tangier accounting, by calculation, for more than 60% of regional overnight stays. For 2025, the CRI reported almost 4 million overnight stays in the region (+14%) and over 66 hotel projects representing nearly 5,500 rooms, as part of a strategy to shift from a transit destination to a stay destination.

Sources:

- Chamaly, Tangier attracts more than 1.3 million overnight stays, becoming Morocco's fourth tourism destination (title translated from Arabic), 22 September 2026, Press article
- Finances News Hebdo, Tangier-Tetouan-Al Hoceima: A tourism model in transition (interview with Yassine Tazi, CRI), 2 September 2026, Interview

Being Here brings Tangier's forgotten places back to life

The sixth annual Being Here arts trail occupied seven historic sites along Tangier's Liberty Street, including the former Liberty Hotel, closed since the 1940s, Borj Kathrine and the Akaaboune Palace. Visual arts, music, dance and performances invited visitors to rediscover little-accessible urban heritage.

Since its creation, the event has involved around 30 venues and approximately 250 artists. It highlights the potential to rehabilitate and culturally repurpose the city's historic buildings.

Source:

- Africanews, Morocco: Art trail brings Tangier's forgotten sites back to life, 24 September 2026, Press article

Tangier strengthens its cultural profile through literature, music and heritage

Tangier hosted several events in September that reinforced its role as a space for Mediterranean exchange. From 24 to 27 September, the second Mediterranean Encounters, organized by the Founoun Al Boughaz Foundation with support from the Ministry of Youth, Culture and Communication and Tangier municipality, brought together women writers, poets, artists, publishers and researchers from Morocco, Spain, France, Turkey and Italy to explore the voices and narratives of Mediterranean women.

Events took place mainly in the Kasbah, at Borj En-Naam and Riad Sultan, including a day dedicated to the poetry of Mahmoud Darwish organized with the Centre Pompidou.

Meanwhile, the 23rd Tanjazz festival took over the Palace of Italian Institutions for two evenings, with music from swing and flamenco to soul and afrobeat, featuring Rodrigo y Gabriela, Diego El Cigala and Buena Vista All Stars. Through Tanjazz in the City, the festival also reached the Grand Socco and several hotels, in a format accessible to the general public.

These events demonstrate Tangier's ability to combine heritage, contemporary creation and international openness. They enliven the late tourism season and strengthen the city's appeal, consistent with the objective of making the region a destination for longer stays.

Sources:

- Maroc.ma, Second Mediterranean Encounters in Tangier, 24–27 September, 23 September 2026, Institutional news
- LesEco.ma, Tanjazz 2026: Two nights to the rhythm of the world, 22 September 2026, Press article



10/09/2026

The Council reviews its integrated QHSE management system

The Regional Council held a meeting to review its 2026 integrated quality, health, safety and environment (QHSE) management system, chaired by the Council's Director General of Services and attended by directors and staff. The system manager presented the results of the past three years, progress on procedures, monitoring of the triple ISO 9001, ISO 14001 and ISO 45001 certification, and the improvement roadmap. The meeting highlighted the role of quality, risk prevention and environmental responsibility in regional administration performance.



Le 18/09/2026

18/09/2026

Chaired by Mr Mohamed Sefiani, the Budget, Financial Affairs and Programming Committee reviewed 17 items, including the draft 2027 budget, air quality agreements, protection of the Ounnana centre (Ouezzane) against flooding, the Aïn Dalia bridge in Tangier, staffing for health and addiction treatment centres (2027–2029), school health, M'diq's underwater city, surveillance cameras in Tangier, support for Mauritania in response to drought, and rehabilitation of the Tangier-Mghogha industrial zone, ahead of the October session.





From 03/10/2026 to 10/10/2026

31st Tetouan Mediterranean Film Festival

Tetouan hosts the 31st Mediterranean Film Festival from 3 to 10 October 2026. Its official competition features 10 feature films, supplemented by a six-film “Favourites” section, from countries including Morocco, Spain, Italy, Portugal, Turkey, Tunisia, France and Palestine.

The programme includes free outdoor screenings at Feddan, events for young audiences at Cinéma Espagnol and cultural activities in prisons, confirming its strong local roots.



From 16/10/2026 to 23/10/2026

26th National Theatre Festival in Tetouan

Organized by the Ministry of Youth, Culture and Communication in partnership with Tetouan province, the 26th National Theatre Festival runs from 16 to 23 October 2026, mainly at Cinéma Teatro Español and the Tetouan Cultural Centre.

Of 34 submissions, 10 productions were selected for the official competition, originating from cities including Laayoune, Fez, Casablanca, Marrakech, Al Hoceima and Rabat.



جهة طنجة - تطوان - الحسيمة

RÉGION TANGER-TÉTOUAN-AL HOCEIMA

المـــرصد الجـــهوي لليـقظة الاسـتراتيجية
والذكاء التـــرابي لطنجة - تطوان - الحسيمة
Observatoire Régional de Veille Stratégique
et d'Intelligence Territoriale de Tanger-Tétouan-Al Hoceïma



COPYRIGHT – PRODUCED BY: FORVIS MAZARS