



6 August 2025

CONTEXT

The modernization of **National Road No. 16 (RN16)** along the **Driouch–Al Hoceima** corridor, spanning **85.5 km**, represents a structuring project for the **Tangier–Tetouan–Al Hoceima (TTA)** region.

With a budget of **MAD 300 million**, partially financed by the **World Bank**, this initiative is part of a national strategy to enhance territorial connectivity and overcome isolation between the North (**Tanger Med**) and the Oriental region (**Nador West Med**).

Beyond its logistical role, the project pursues multiple objectives:

- Strengthening road safety and service quality along an accident-prone axis.
- Boosting economic and tourism flows between the Rif region, major ports, and industrial zones.
- Reducing travel times and improving access to public services for the local population.

SCOPE AND PROJECT FEATURES

- **Length concerned:** 85.5 km (Ajdir – Driouch – Port Nador West Med).
- **Divided into four sections:**
 1. **PK 291+800 to PK 305+800** – Pavement reinforcement and shoulder stabilization (*completed*).
 2. **PK 305+800 to PK 332+500** – Pavement reinforcement, correction of 9 hazardous points (*ongoing works*).
 3. **PK 332+500 to PK 359+500** – Pavement reinforcement, treatment of 6 high-risk points (*ongoing works*).
 4. **PK 359+500 to PK 379+500** – Works completed with a double layer of reinforced asphalt and correction of a critical alignment point.
- **Progress status:** Approximately **70%** of works completed as of August 1, 2025.
- **Target delivery date:** End of 2025.

Modernization of National Road No. 16: A Strategic Project Worth MAD 300 Million for the Driouch–Al Hoceima Corridor

EXPECTED POSITIVE IMPACTS

a. Economic and logistical

- Opening up the province of Al Hoceima and strengthening integration into national economic corridors.
- Strategic connection between Tanger Med and Nador West Med, facilitating port and industrial exchanges.
- Reduction in logistical costs and smoother flow of goods.

b. Tourism and attractiveness

- Improved access to tourist areas in the Rif and along the Mediterranean coast.
- Expected increase in visitor numbers, boosting hospitality, catering, and local crafts.

c. Social dimension

- Estimated reduction in travel time by 20–30% depending on the segment.
- Improved access to public services (healthcare, education, administration).
- Creation of direct and indirect jobs during and after the works.

POINTS OF VIGILANCE

- **Environment:** Fragility of coastal and mountainous ecosystems in the face of increased heavy truck traffic (pollution, noise).
- **Local inclusion:** Need to train and support the local population to benefit from new economic opportunities.
- **Sustainability:** Plan for multi-year maintenance and integrate climate change adaptation measures (extreme rainfall, landslides).
- **Tourism management:** Prevent over-tourism and preserve landscapes.

LONG-TERM VISION

- Position RN16 as a **strategic interregional corridor** linking the North and the Oriental regions.
- Integrate the axis into a **multimodal approach** (rail connections, logistics platforms).
- Develop **sustainable tourism** while preserving the environment and local heritage.
- Establish regular **monitoring and evaluation** (traffic, accidents, CO₂ emissions).

Sources : Ministry of Equipment and Water and Impact Plus analyses