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## Environmental and Social Data Sheet

### Overview

Project Name:	ADM RESILIENCE AUTOROUTIERE FL
Project Number:	2023-0922
Country:	Morocco
Project Description:	The project is designed as a framework loan to support ADM's resilience investment programme 2025-2034 to adapt the Moroccan expressway network to climate change and other hazards. The programme is expected to upgrade up to 1,200 km of expressways, approximately two thirds of the total Moroccan network.
EIA required:	Multi-scheme project; requirements vary
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Environmental and Social Assessment

#### Environmental Assessment

##### *Environmental Impact*

The project is designed as a framework loan to support ADM's investment programme spanning from 2025 to 2034 that aims to increase the resilience of the Moroccan motorway network in the context of raising temperatures and change of precipitation patterns.

The project will be implemented on up to two thirds of the 1,800 km motorway network in Morocco managed by ADM, which connects the following regions: Tangier-Tetouan-Al Houceima, Oriental, Fez-Meknès, Rabat-Salé-Kénitra, Beni Mellal – Khenifra, Casablanca-Settat, Marrakesh-Safi, Souss-Massa.

The programme will be implemented over a ten-year period from 2025 to 2034.

The components of the program will mostly focus on the upgrade of pavement structure, drainage systems, and stabilizing slopes. Examples of climate resilience and adaptation solutions include erosion control via nature-based solutions, drainage system rehabilitation and upgrade, extreme heat road surface treatment and protection, etc.

All schemes will need to be subject to due diligence procedures in accordance with the Bank's usual allocation guidelines applied in other framework loans. Due to their technical characteristics, it is expected that none of the project schemes will fall within the scope of national legislation related to environmental impact assessment.

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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Contractors will be obliged to implement general mitigation measures during construction, including but not limited to:

- Use the nearest quarries to minimize vehicle travel;
- Cover trucks coming from the quarries;
- Water unpaved tracks during works;
- Implement a solid waste recovery system for construction sites and workers camps;
- Implement a sanitary system connected to a sealed tank to be regularly emptied at a treatment site;
- Restrict the movement of machinery to the strictly necessary area of operation;
- Designate a parking area for machinery and vehicles in a less sensitive area; and
- Install oil separator basins.

### *Climate Change risks*

The main vulnerabilities of the project are related to temperature increase and precipitation patterns.

The motorway network has been designed to be resilient and contributes to the continuity of key transport flows during extreme events as during the latest floodings and the September 2023 earthquake. It has proven to be essential to the provision of emergency response and aid to affected populations. The network thus plays a key role in enabling the resilience of the entire country's economy during natural disasters / extreme events.

In addition to the above, ADM is exploring how to further improve their standards to ensure that the network is even more climate resilient in the future. ADM has notably commissioned two studies to analyse the impacts of higher (extreme) temperatures which impact the ageing of the asphalt which will inform the standards to be used. The most recent floods (2008-2010) have been used to further heighten the current high designs – and therefore protect further to climate change impacts. Finally, nature-based solutions are being assessed and implemented by the promoter, such as the planting of local species to protect slopes against erosion as part of the “Al Ard” programme.

In addition, within the framework of the EIB loan, the Bank has facilitated the mobilisation of the Global Center on Adaptation (GCA)<sup>2</sup> to conduct a dedicated and detailed climate risk and vulnerability assessment (CRVA) of ADM's network. Further, GCA will provide targeted technical assistance to further improve ADM's capability to systematically integrate climate risk assessments and adaptation measures to further improve resilience were technically and economically feasible.

### *Paris alignment*

The project has been assessed by the Bank's services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap (CBR). Rehabilitation of an existing strategic corridor is supported under EIB's criteria of the CBR's Paris Alignment Framework and is not subject to the adapted economic test in place for capacity expansion projects.

The project will be aligned with the climate resilience goal as the climate risk of the project should be assessed as low after implementation of the findings of the Climate Risk Vulnerability Assessment (CRVA) into the final design.

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<sup>2</sup> GCA is an international organization working as a solutions broker to accelerate action and support for adaptation solutions. GCA and the EIB have signed a memorandum of understanding ([mou-eib-gca-en.pdf](#)) enabling GCA's provision of technical assistance and advisory services to support EIB's financing of adaptation solutions.



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## EIB Carbon Footprint Exercise

The project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
  - Forecast absolute (gross) emissions are 2 595 500 tonnes of CO<sub>2</sub> equivalent per year;
  - Forecast emission created/avoided are 0 tonnes of CO<sub>2</sub> equivalent per year.
- The project boundaries are given by the current Moroccan motorway network.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

## Social Assessment, where applicable

### *Social impact*

It is expected that all of the works are conducted within the existing right-of-way, and the project shall not require any land acquisition. The schemes to be financed by the framework loan will be assessed in detail prior to the allocation of the EIB loan to these schemes.

### *Health and safety during construction*

ADM has implemented several measures to ensure compliance with best practices in hygiene:

- A contractual requirement for contractors to adhere to all legislation and regulations related to worker hygiene and safety, as well as the safety of highway users and public roads near the construction site.
- Appointment of a hygiene, safety, and environmental manager at the construction site to oversee hygiene and safety actions and assist task managers.
- A contractual requirement for the contractor to establish a hygiene and safety plan during the preparatory phase of the work.
- Regular monitoring of compliance through records maintained by the hygiene and safety manager, which include:
  - Incident reports on-site
  - Work accident information sheets
  - Work accident statistics

### *Gender aspects*

Gender Tag: The project is expected to contribute significantly to gender equality by committing ADM to enhance women's employment in construction (gender tag criteria e). Women in Morocco are over-represented in agriculture and in the industrial sector but are under-represented in the service and construction sectors. Overall, four out of five jobs in the Moroccan economy contribute to either the agricultural or service sector, with around 40 per cent of all employment in each of the two sectors. Women barely work at all in the construction sector: 0.3% of employed women and 13% of employed men work in construction in Morocco.

ADM's workforce has engaged in a strategy to further promote gender parity within its staff.

While the promoter has not made any specific quantitative gender employment targets in construction under this project, the promoter is committed to explore with EIB how to further



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promote an enabling working environment to better attract and retain women in the workforce (including in construction).

## **Public Consultation and Stakeholder Engagement**

*No public consultation was required for the project.*

## **Conclusions and Recommendations**

The Project will support Autoroute du Maroc (ADM)'s resilience investment programme spanning from 2025 to 2034 that aims to extend the lifespan of Moroccan expressway network in the context of raising temperatures and change of precipitation pattern. The programme consists of 6 to 10 rehabilitation schemes per year for a total of 1,200 km of expressways to be upgraded.

All works will be conducted with the existing right-of-way. With the measures imposed to contractors during construction, negative environmental and social impacts are expected to be minimal.

## **Undertakings**

- The Borrower shall, on a best-effort basis, fully collaborate with the Climate Advisor appointed by the Bank.
- The Borrower shall accept any potential replacement of the Climate Advisor appointed by the Bank. The Borrower shall take into account in the preparation of each project component, to the extent feasible, the climate vulnerability risks faced by the project and as identified through the CRVA prepared with the Climate Advisor's assistance.
- The Borrower shall not commit any EIB funds against works prior to the completion of the related environmental procedures, including if required the completion of an ESIA report, its public disclosure and the issuance of the corresponding environmental impact statement and permit by the environmental competent authority.