INFORMATION NOTE

Morocco–Mauritania Road Corridor: Strengthening Regional Connectivity with West Africa

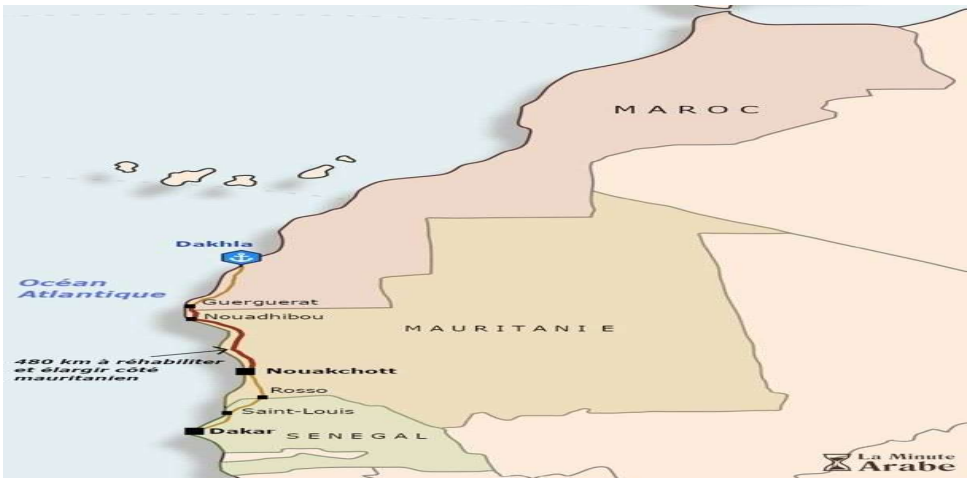
On **21 September 2026**, the Kingdom of Morocco and the Islamic Republic of Mauritania signed a framework agreement in Rabat for the **rehabilitation and widening of the road linking Nouakchott and Nouadhibou through PK55 road, towards the El Guerguerat crossing in Morocco**.

The agreement was signed by H.E. Mr. Nizar Baraka, Minister of Equipment and Water of the Kingdom of Morocco, and H.E. Mr. Ely Ould El Veirik, Minister of Equipment and Transport of the Islamic Republic of Mauritania. **Stretching approximately 480 kilometres and currently in poor condition, this road constitutes the main land route for heavy-goods vehicles and passenger traffic between Morocco and Mauritania**. The agreement aims to improve road conditions, facilitate traffic and strengthen technical cooperation between the two countries. A joint technical team is expected to support the preparation and implementation of the project.

The financial cost and detailed timetable of the rehabilitation works have not yet been announced. Further technical studies are expected to determine the scope, financing arrangements and implementation schedule.

The project forms part of a broader development of transport and logistics infrastructure linking Morocco with Mauritania and West Africa. The corridor can be viewed as part of a wider route connecting:

Dakhla (Morocco) ➡ El Guerguerat(Morocco) ➡ Nouadhibou(Mauritania) ➡ Nouakchott (Mauritania) ➡ Senegal.



The Starting Point

Until November 2020, El Guerguerat was a buffer zone whose status was the subject of a prolonged confrontation. The intervention of the Royal Moroccan Armed Forces on 13 November 2020 brought an end to the blockages caused by Polisario and restored the movement of goods and people. Since then, **the crossing has acquired growing economic importance. Mauritanian media have themselves described it as a vital gateway for the country's imports.**

The development of this corridor also has a security dimension**. The road linking southern Morocco with Mauritania has historically been exposed to illicit trafficking, including drug trafficking and smuggling activities, reflecting the wider challenges associated with long-distance routes linking North Africa and the Sahel.** The modernisation of the corridor is consequently relevant not only to legitimate trade and mobility, but also

to improving road safety, transport conditions, the monitoring of flows and the formalisation of cross-border economic activity.

Morocco's Strategic Infrastructure and Atlantic Connectivity

This signed agreement does not stand alone. The Tiznit–Dakhla Expressway, a major road infrastructure project extending over approximately **1,055 kilometres**, with an investment of more than **1.3 billion AUD**, is designed to improve road safety, reduce travel times and facilitate the movement of people and goods between the southern regions of Morocco and the rest of the Kingdom.

Complementing this corridor is the Dakhla Atlantic Port, a strategic new multifunctional port under development on Morocco's Atlantic coast near the city of Dakhla. Its particular significance lies in its role as a future maritime and logistics gateway for southern Morocco, designed to connect the region more directly with Atlantic trade routes and markets in Mauritania and West Africa and and further south along the African coast.

The **Nigeria–Morocco Gas Pipeline** and the **Royal Initiative to facilitate Atlantic access for Sahel countries**, **both launched at the initiative of His Majesty King Mohammed VI, are also part of a broader Moroccan strategy to strengthen regional connectivity.**

Together, these initiatives contribute to the development of infrastructure linking the southern regions of Morocco with Mauritania and, more broadly, with West African and Sahelian markets, through road, port, logistics and energy infrastructure.

This gradual development of infrastructure and economic interconnections contributes to consolidating the importance of road networks. Partners investing in or cooperating on infrastructure crossing southern Morocco and extending towards Mauritania and West Africa are, in practical terms, contributing to the development of long-term regional connectivity.

Although the road corridors and the gas pipeline are separate infrastructure projects with distinct purposes and timelines, they form part of Morocco's broader efforts to strengthen Atlantic connectivity between North Africa and West Africa. Through the development of strategic road, port, logistics and energy infrastructure, Morocco is progressively enhancing regional connectivity, facilitating trade and investment, and contributing to the emergence of stronger economic links across the Atlantic space.

Economic significance

This infrastructure development is taking place against the backdrop of rapidly expanding commercial relations between Morocco and West Africa. In 2025, trade between Morocco and Mauritania exceeded **610 million AUD**, representing an increase of around 30% compared with 2023. Morocco also remained the leading African supplier to the Mauritanian market, accounting for approximately **40% of Mauritania's imports from Africa**. The kingdom represents an important source of food products, manufactured goods, machinery, pharmaceuticals and other supplies for Mauritanian market.

More broadly, **Morocco's trade with African countries reached approximately 14.5 billion AUD**, illustrating the progressive expansion of Morocco's South–South economic relations. This growth is taking place within the broader context of the African Continental Free Trade Area (AfCFTA), which seeks to increase intra-African trade and strengthen economic integration across the continent.

This trade relationship is reinforced by Morocco's substantial investment presence in the region. Morocco is recognised by the OECD as the largest African investor in West Africa, with investments spanning banking, telecommunications, industry, real estate and other sectors, creating commercial networks that increasingly connect investment, trade and logistics across the region.

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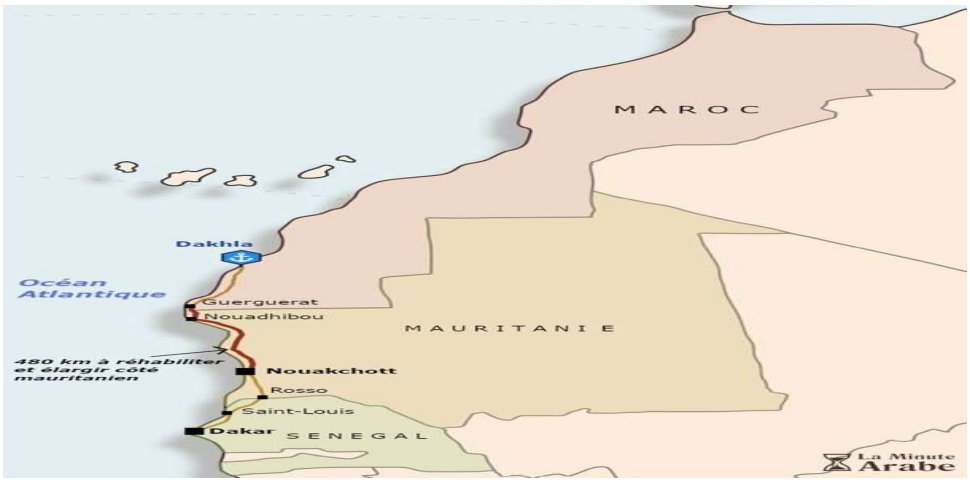
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Morocco's Strategic Infrastructure and Atlantic Connectivity

This signed agreement does not stand alone. The Tiznit–Dakhla Expressway, a major road infrastructure project extending over approximately **1,055 kilometres**, with an investment of more than **908 Million USD**, is designed to improve road safety, reduce travel times and facilitate the movement of people and goods between the southern regions of Morocco and the rest of the Kingdom.

Complementing this corridor is the Dakhla Atlantic Port, a strategic new multifunctional port under development on Morocco's Atlantic coast near the city of Dakhla. Its particular significance lies in its role as a future maritime and logistics gateway for southern Morocco, designed to connect the region more directly with Atlantic trade routes and markets in Mauritania and West Africa and and further south along the African coast.

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More broadly, **Morocco's trade with African countries reached approximately 10 billion USD**, illustrating the progressive expansion of Morocco's South–South economic relations. This growth is taking place within the broader context of the African Continental Free Trade Area (AfCFTA), which seeks to increase intra-African trade and strengthen economic integration across the continent.

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