

# OUTSOURCE OR INTERNALIZE THE CURRENT ROAD MAINTENANCE IN MOROCCO?

JANATI IDRISSE

Maroc

[janati@mtpnet.gov.ma](mailto:janati@mtpnet.gov.ma)

## ABSTRACT

The Moroccan road network is subject to two types of work i) periodic maintenance works which consist of the building, paving, widening, road markings, roadside reloading, by private companies and ii) routine maintenance (also called the strict maintenance), made the year round and consists of clearing ditches and drainage structures, work part-time, signaling vertical, etc .... These works, which are covered by the brigades of the 51 territorial departments of the Ministry of Equipment and Transport, can be either recurrent and can be programmed, such as vegetation control, clearing ditches and structures sanitation, etc. ... or unexpected curative nature are intended to overcome flaws unannounced and unpredictable a priori, such as plugging potholes, patching of cracks, replacement of traffic signs or guard rails security deteriorated, the clearance of debris, snow removal, sand ladders, etc. ...

For this, the Roads Division have a fleet of equipment consisting of approximately 800 units of machinery and trucks operated by the seven logistics and equipment (SLM) and placed at the disposal of the territorial department.

Three experiments on the outsourcing of maintenance work were carried out in Morocco between 1997 and 2003.

This Communication aims to share thinking about the road maintenance system best suited to Morocco on the basis of different practices and past experiences with outsourcing and insourcing of the current road maintenance.