İSTANBUL TİCARET UNIVERSITY
GRADUATE SCHOOL OF FOREIGN TRADE
DEPARTMENT OF INTERNATIONAL TRADE
INTERNATIONAL TRADE M.A. PROGRAM

INTERNATIONAL TRADE AND TRANSPORTATION BETWEEN MOROCCO AND TÜRKİYE

M.A. Thesis

Sara SABBAJ

İstanbul, 2023

İSTANBUL TİCARET UNIVERSITY
GRADUATE SCHOOL OF FOREIGN TRADE
DEPARTMENT OF INTERNATIONAL TRADE
INTERNATIONAL TRADE M.A. PROGRAM

INTERNATIONAL TRADE AND TRANSPORTATION BETWEEN MOROCCO AND TÜRKİYE

M.A. Thesis

SARA SABBAJ
200024127

Advisor: Assoc. Pr. Yunus ÖZCAN

Istanbul, 2023

ACKNOWLEDGMENT

I would like to thank my advisor Doç. Dr. Yunus ÖZCAN for serving on my thesis committee and providing valuable feedback and suggestions. Their insights and guidance were instrumental in helping me to shape my research and write this thesis.

I am deeply grateful to Doç. Dr. Mustafa Emre CİVELEK for their unwavering support and guidance throughout my master's program. Their expertise and patience have been invaluable to me and have played a crucial role in the success of this thesis.

I am also deeply thankful to my friends and family for their love and support during this process. Without their encouragement and motivation, I would not have been able to complete this journey

Sara SABBAJ

ABSTRACT

This thesis examines the historical development, current state, and prospects of economic relations between Morocco and Türkiye, with a focus on trade and transportation. To analyze the data and gather insights, various research methodologies are utilized, including a quantitative analysis of trade statistics, a qualitative study of challenges and potential solutions related to transportation infrastructure and logistics, and a case study analysis of successful supply chain management and strategic partnerships. The results of the analysis provide a comprehensive overview of the opportunities and challenges facing Morocco and Türkiye in their economic relations. Key drivers of trade between the two countries are identified, as well as potential opportunities for increased trade in agriculture, tourism, textiles, and energy. The challenges and barriers to trade are also examined, including tariff and non-tariff barriers, quotas, subsidies, regulations, political instability, competition from other countries, and transportation and logistics issues. The thesis concludes with specific recommendations for enhancing trade and transportation between Morocco and Türkiye, including investment in infrastructure, use of technology, collaboration among stakeholders, and support from government agencies.

Key words: Morocco, Türkiye, International Trade, Logistics

ÖZET

Bu tez, ticaret ve ulaştırma odaklı olarak, Fas ile Türkiye arasındaki ekonomik ilişkilerin tarihsel gelişimini, mevcut durumunu ve gelecek beklentilerini incelemektedir. Verileri analiz etmek ve anlayışlar elde etmek için, ticaret istatistiklerinin nicel analizi, ulaştırma altyapısı ve lojistikle ilgili sorunlar ve olası çözümlerle ilgili nitel bir çalışma ve başarılı tedarik zinciri yönetimi ve stratejik ortaklıkların bir vaka çalışması analizi de dahil olmak üzere çeşitli araştırma metodolojileri kullanılmaktadır. Analiz sonuçları, Fas ve Türkiye'nin ekonomik ilişkilerinde karşılaştığı fırsatlar ve zorluklar hakkında kapsamlı bir genel bakış sağlamaktadır. İki ülke arasındaki ticaretin ana itici güçleri belirlenmiş ve tarım, turizm, tekstil ve enerji gibi artan ticaret için potansiyel fırsatlar tespit edilmiştir. Ticarete yönelik zorluklar ve engeller de incelenmiş, bunlar arasında tarife ve tarife dışı engeller, kotalar, sübvansiyonlar, yönetmelikler, siyasi istikrarsızlık, diğer ülkelerden gelen rekabet ve ulaştırma ve lojistik konuları yer almaktadır. Tez, Fas ile Türkiye arasındaki ticaret ve ulaştırmayı geliştirmek için özel önerilerle sonuçlanmaktadır, bunlar arasında altyapıya yatırım yapmak, teknoloji kullanımı, paydaşlar arasında işbirliği yapmak ve hükümet kurumlarından destek almak yer almaktadır.

Anahtar kelimeler: Fas, Türkiye, Uluslararası Ticaret, Lojistik

TABLE OF CONTENT

Page

ACKNOWLEDGMENT ..... **III**
ABSTRACT ..... **IV**
ÖZET ..... **V**
TABLE OF CONTENT ..... **VI**
LIST OF TABLES ..... **VIII**
LIST OF FIGURES ..... **IX**
LIST OF ABREVIATIONS ..... **X**

1. INTRODUCTION **1**

2. HISTORICAL OVERVIEW OF MOROCCO-TÜRKİYE ECONOMIC RELATIONS **2**
2.1. Historical Development of Economic Relations **2**
2.2. Current State of Economic Relations **3**
2.3. Future prospects for economic relations **3**

3. TRADE BETWEEN THE TWO COUNTRIES **7**
3.1. Trade Statistics Overview between Morocco and Türkiye **7**
3.1.1. Total Trade Volume **7**
3.1.2. Major Export and Import **8**
3.1.3. Balance of Trade **10**
3.2. Key factors driving trade between Morocco and Türkiye **11**
3.2.1. Economic relations **12**
3.2.2. Geographical proximity **15**
3.2.3. Cultural ties **17**
3.3. Opportunities for increased trade between Morocco and Türkiye **18**
3.3.1. Agriculture **19**
3.3.2. Tourism **20**
3.3.3. Textiles **21**
3.3.4. Energy **22**
3.4. Challenges and Barriers to trade and potential solutions **24**
3.4.1. Tariff and non-tariff barriers **24**
3.4.2. Quotas **26**
3.4.3. Subsidies **26**
3.4.4. Regulations **28**
3.4.5. Political Instability **29**
3.4.6. Competition for other countries **30**
3.4.7. Transportation and logistics **31**
3.5. Impact of current events on trade relations between Morocco and Türkiye **32**
3.5.1. Current Event 1: Political Tensions **32**
3.5.2. Current Event 2: Economic Downturn **33**

3.5.3. Current Event 3: Natural Disasters 34
3.5.4. Current Event 4: Pandemics 35

4. TRANSPORTATION INFRASTRUCTURE AND LOGISTICS 37
4.1. Overview of Transportation and Logistics between Morocco and Türkiye. 37
4.1.1. Modes of Transportation 37
4.1.1.1. Sea Transportation: 37
4.1.1.2. Air Transportation: 38
4.1.1.3. Rail Transportation: 39
4.2. Infrastructure and Technology 40
4.3. Challenges to Effective Transportation and Logistics between Morocco and Türkiye 41
4.3.1. Infrastructure Limitations 41
4.3.2. Regulatory and compliance issues 42
4.3.3. Security Concerns 43
4.4. Opportunities for Improving Transportation and Logistics between Morocco and Türkiye 44
4.4.1. Investment in Infrastructure 45
4.4.2. Use of Technology 46
4.4.3. Collaboration among Stakeholders 48
4.4.4. Support from Government Agencies 49
4.5. Case Studies of Successful Transportation and Logistics between Morocco and Türkiye 52
4.5.1. Example 1: Fast and Efficient Supply Chain Management 52
4.5.2. Example 2: Strategic Partnership between Companies 53
CONCLUSION AND FUTURE OUTLOOK 55
REFERENCES 58

LIST OF TABLES

Table 1: Top Exports from Türkiye to Morocco in 2006 and 2020……13
Table 2: Top Exports from Morocco to Türkiye in 2006 and 2020……14
Table 3: Citrus exports to Türkiye……..……53

LIST OF FIGURES

Figure 1: Total Trade Volume between Morocco and Türkiye……8
Figure 2: Morocco's Major Exports to Türkiye ……...……9
Figure 3: Türkiye's Major Exports to Morocco…….……..…..…9
Figure 4: Evolution of Ratio between Morocco and Türkiye…….……10
Figure 5: Trade Balance Between Morocco And Türkiye…….……10
Figure 6: Top 5 Agricultural Products Exported by Morocco in 2020…..……19
Figure 7: Top 5 agricultural products exported by Türkiye in 2020……..……19

LIST OF ABREVIATIONS

AMU: Arab Maghreb Union
FTA: Free Trade Agreement
GTD: Global Terrorism Database
GAFTA: Greater Arab Free Trade Area
GDP: Gross Domestic Product
ICC: International Chamber of Commerce
IEA: International Energy Agency
ITC: International Trade Centre
MENA: Middle East and North Africa
ONCF: Moroccan National Railways
ANP: National Ports Agency
GUCE: National Single Window for Foreign Trade
NSWS: National Single Window System
OCP: Cherifian Office of Phosphates
PPPs: Public-Private Partnerships.
GTB: Turkish Customs Information System
TCDD: Turkish State Railways
TEUs: Twenty-Foot Equivalent Units
UAE: United Arab Emirates.
UNODC: United Nations Office on Drugs and Crime
UNWTO: United Nations World Tourism Organization
WTO: World Trade Organisation

1. INTRODUCTION

In today's globalized economy, trade and transportation have become crucial aspects of economic growth and development. As countries seek to expand their markets and increase their economic activities, establishing strong trade and transportation links with other countries has become a top priority. In this context, the trade and transportation relationship between Morocco and Türkiye presents an interesting case study.

Morocco and Türkiye have significant economic potential, strategically located at the crossroads of major trade routes linking Europe, Africa, and Asia. Over the years, the two countries have developed a strong trade and transportation relationship, driven by various factors such as historical ties, cultural affinities, and complementary economic interests.

Despite the potential benefits of this relationship, there are also several challenges that affect the trade and transportation between Morocco and Türkiye. These challenges include trade barriers, transportation infrastructure deficiencies, and political tensions between other countries in the region. Therefore, it is essential to explore the nature and extent of the trade and transportation relationship between Morocco and Türkiye, as well as the factors that facilitate or hinder this relationship.

This thesis aims to provide an in-depth analysis of the trade and transportation relationship between Morocco and Türkiye. It will examine the historical and cultural ties between the two countries, as well as the economic factors that have shaped their trade and transportation relationship. Moreover, it will explore the challenges and opportunities facing this relationship and suggest possible solutions to overcome them.

In doing so, this thesis will contribute to the academic literature on international trade and transportation, particularly in the context of the Middle East and North Africa (MENA) region. Additionally, it will provide insights for policymakers and business leaders in Morocco and Türkiye on how to enhance their trade and transportation relationship and promote economic growth and development in both countries.

2. HISTORICAL OVERVIEW OF MOROCCO-TÜRKİYE ECONOMIC RELATIONS

Morocco and Türkiye have a long history of economic and diplomatic relations. The two countries have been trading partners for centuries, with historical connections dating back to the Ottoman Empire's expansion into North Africa. This chapter provides an overview of the historical development of economic relations between Morocco and Türkiye, highlighting the significant events that have shaped their trade and investment relations. The chapter also examines the current state of economic relations and identifies potential areas for future cooperation.

2.1. Historical Development of Economic Relations

The economic relations between Morocco and Türkiye date back to the 16th century when the Ottoman Empire established a trade network with Morocco. At that time, trade between the two countries was mainly focused on the exchange of textiles, spices, and other luxury goods. Morocco, in turn, supplied the Ottoman Empire with wool, leather, and sugar. In the 18th century, the two countries signed their first commercial treaty, which provided the framework for the trade relationship.

In the early 20th century, Morocco became a French protectorate, which had a significant impact on the country's economic relations with Türkiye. During the protectorate period, the French authorities discouraged trade between Morocco and the Ottoman Empire, and the trade relationship between the two countries declined. However, after Morocco gained independence in 1956, the economic relations with Türkiye resumed, and both countries established diplomatic relations.

The establishment of diplomatic relations between Morocco and Türkiye marked a new phase in their economic relationship. In 1979, the two countries signed a trade agreement, which aimed to increase bilateral trade and investment. The agreement provided for the reduction of trade barriers and the promotion of investment in both countries. Following the agreement's signing, trade between Morocco and Türkiye increased significantly, with Türkiye becoming one of Morocco's top trading partners.

In recent years, the economic relationship between Morocco and Türkiye has continued to expand, driven by the two countries efforts to increase trade and investment.

In 2013, the two countries signed a strategic partnership agreement, which aimed to deepen economic, political, and cultural ties. The agreement provided for the establishment of joint ventures and the promotion of investment in both countries.

2.2. Current State of Economic Relations

The current state of economic relations between Morocco and Türkiye is characterized by increasing trade and investment flows. According to data from the Moroccan Ministry of Foreign Affairs, the volume of trade between Morocco and Türkiye reached 4,01 USD billion in 2019 (Turkish Statistical Institute, 2023). Morocco's main exports to Türkiye include textiles, clothing, and agricultural products, while Türkiye's exports to Morocco include electrical equipment, textiles, and chemicals. The two countries have also established several joint ventures in various sectors, including construction, telecommunications, and energy.

In addition to trade, Morocco and Türkiye have also increased their investment in each other's economies. Turkish companies have invested in various sectors in Morocco, including real estate, construction, and manufacturing. Moroccan companies have also invested in Türkiye, particularly in the construction and renewable energy sectors. The two countries have also signed several agreements to promote investment, including a double taxation treaty and an investment protection agreement.

2.3. Future prospects for economic relations

The economic relationship between Morocco and Türkiye is expected to continue to expand in the future. Both countries have identified several potential areas for cooperation, including renewable energy, agriculture, and tourism. The two countries have also established a joint economic commission to promote economic cooperation and explore new investment opportunities.

One area with significant potential for cooperation is the renewable energy sector. Both Morocco and Türkiye have made significant investments in renewable energy in recent years and have set ambitious targets for increasing their renewable energy capacities. The two countries could explore opportunities for collaboration in areas such as solar energy, wind energy, and energy storage. For instance, Türkiye's Ministry of

Energy and Natural Resources has set a target of increasing its renewable energy capacity to 65 GW by 2023, while Morocco has made significant investments in solar energy and aims to increase its renewable energy capacity to 52% of its total electricity production by 2030 (Hochberg, 2016)

Another area with significant potential is agriculture. Morocco is a major exporter of agricultural products, and Türkiye has a strong agricultural sector. The two countries could explore opportunities for cooperation in areas such as irrigation, livestock, and food processing. In 2019, Türkiye and Morocco signed a memorandum of understanding to establish a joint agricultural committee to enhance cooperation in the agricultural sector (Ministry of Agriculture and Fisheries of Morocco, 2019)

The tourism sector also has significant potential for cooperation. Both countries have rich cultural and historical sites, which could attract visitors from around the world. Türkiye is one of the top tourist destinations globally, and Morocco has been investing heavily in its tourism infrastructure in recent years. The two countries could explore opportunities for collaboration in areas such as tourism promotion, exchange programs for tourists, and joint investment in the tourism industry.

In recent years, both countries have taken various measures to strengthen their economic relations and increase bilateral trade by introducing trade agreements and policies between to highlight the key features and benefits for each country.

The trade relationship between Morocco and Türkiye is supported by several trade agreements and policies aimed at promoting bilateral trade and investment. These agreements aim to remove barriers to trade and investment and provide a framework for cooperation in various sectors.

One of the key trade agreements between the two countries is the Free Trade Agreement (FTA) signed in 2004. The FTA aims to promote bilateral trade by gradually reducing tariffs on goods and services traded between the two countries. The agreement covers a wide range of sectors, including agriculture, textiles, and industrial products. According to the Moroccan Ministry of Foreign Affairs, the FTA has led to a significant increase in trade between the two countries, with the value of trade increasing from USD450 million in 2005 to USD2.7 billion in 2019 (Ouaha, 2021).

Morocco and Türkiye are also members of several regional organizations and agreements aimed at promoting trade and investment in the region. These include the Arab Maghreb Union (AMU), which aims to promote economic integration and cooperation among North African countries, and the Greater Arab Free Trade Area (GAFTA), which aims to promote free trade among Arab countries.

The FTA has been instrumental in promoting bilateral trade and economic growth. The agreement has facilitated the entry of Moroccan products into the Turkish market and vice versa, resulting in a significant increase in bilateral trade. According to the Turkish Statistical Institute (TSI), the total trade volume between Morocco and Türkiye reached USD1.5 billion in 2020, with Moroccan exports to Türkiye accounting for USD875 million and Turkish exports to Morocco accounting for USD612 million.

The Agreement on the Promotion and Reciprocal Protection of Investments has also played an important role in promoting investment and economic cooperation between the two countries. Several Turkish companies have invested in Morocco in various sectors, including construction, energy, and textiles. Similarly, Moroccan companies have invested in Türkiye in sectors such as renewable energy and the automotive industry.

The Agreement on the Avoidance of Double Taxation has helped to eliminate tax barriers and promote cross-border investment between the two countries. The agreement has enabled investors from both countries to enjoy the benefits of tax exemptions and reduced tax rates.

To sum up, the economic relations between Morocco and Türkiye are built on a strong foundation of historical ties and a mutual desire to expand cooperation. The two nations have identified areas of potential collaboration, such as renewable energy, agriculture, and tourism, and have implemented trade policies and agreements to promote economic growth and bilateral trade. Among these policies, the FTA has been instrumental in boosting trade volumes between the two countries, while the Promotion and Reciprocal Protection of Investments and the Avoidance of Double Taxation agreements have helped to promote investment and eliminate tax barriers. As we move forward, these agreements and policies are expected to further strengthen the economic

ties between Morocco and Türkiye and pave the way for new opportunities for collaboration.

3. TRADE BETWEEN THE TWO COUNTRIES

3.1. Trade Statistics Overview between Morocco and Türkiye

International trade is an essential component of the global economy, and the significance of trade in the context of economic development and poverty alleviation is widely recognized. The aim of this paragraph is to provide a detailed overview of the trade statistics between Morocco and Türkiye, including total trade volume, major exports and imports, and balance of trade.

It should be noted that this study is a quantitative research that utilizes a descriptive approach. The main data source for the study is secondary data obtained from various sources, including the World Bank, the International Trade Centre (ITC), and the National Statistical Offices of Morocco and Türkiye. The data cover the period of 2010-2020 and include the value of imports and exports, as well as the main products traded between the two countries.

3.1.1. Total Trade Volume

This paragraph presents a detailed analysis of the total trade volume between Morocco and Türkiye. The purpose of this study is to identify the trend and pattern of trade between the two countries and to explore the potential for future growth and cooperation.

Figure 1 provides an overview of the evolution of total trade volume between Morocco and Türkiye from 2010 to 2020. As shown in the figure, the total trade volume between the two countries has been increasing steadily over the past decade, with the exception of a decline in 2020. In 2010, the total trade volume between Morocco and Türkiye was USD 1.16 billion, which increased to USD 2.94 billion by 2020. This represents a compound annual growth rate of 9.4% over the period.

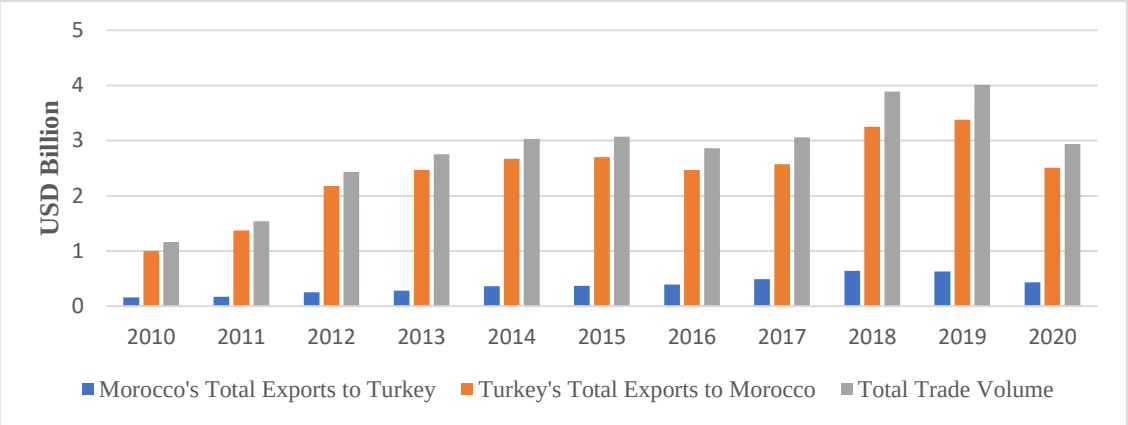


Figure 1: Total Trade Volume between Morocco and Türkiye.
Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023**

The data graphic (Figure 1) indicates that the total trade volume between Morocco and Türkiye has increased significantly over the past decade, reaching USD 4,01 billion in 2019. This growth is largely due to the increase in exports from Türkiye to Morocco, which increased from USD 1,0 billion in 2010 to USD 3,38 billion in 2019. On the other hand, the export value from Morocco to Türkiye increased from USD 0,16 billion in 2010 to USD 0,63 billion in 2019.

The increase in the total trade volume between the two countries reflects the growing economic ties and trade relations between Morocco and Türkiye. This is due to various factors, including political and diplomatic efforts to improve bilateral relations, as well as increased trade and investment opportunities in both countries. In particular, Morocco's favourable location as a gateway to Africa, combined with Türkiye's strategic location and expanding economy, make the two countries attractive partners for trade and investment.

However, there has been a general trend of increasing trade volume over the years, except for a decrease of 73%, in 2020 which may have been influenced by the global COVID-19 pandemic.

3.1.2. Major Export and Import

This paragraph aims to provide an overview of the trade relationship between Morocco and Türkiye by examining the major exports and imports between the two countries. The analysis focuses on the major exports and imports between Morocco and

Türkiye and covers the period from 2010 to 2020. The data was analysed using descriptive statistics, including mean, standard deviation, and percentage changes.

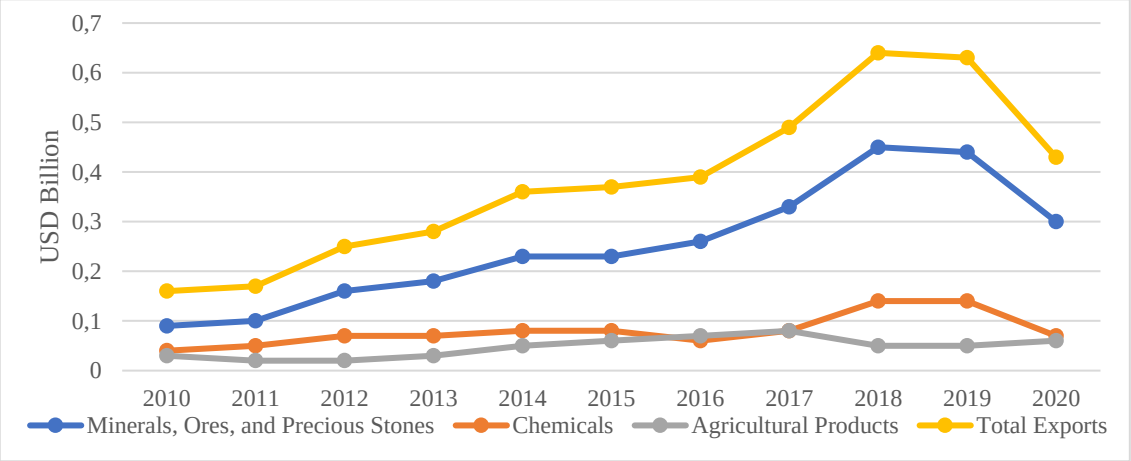


Figure 2: Morocco's Major Exports to Türkiye in USD Billion
Sources: (Turkish Statistical Institute, 2023) **, Foreign Trade Statistics, January 2023**

The data show that Morocco's total exports to Türkiye have been increasing steadily over the years, reaching a total of 0.43 in 2020. Morocco's major exports to Türkiye consist of minerals, ores, and precious stones, followed by chemicals and agricultural products. In 2020, minerals, ores, and precious stones accounted for 30% of Morocco's exports to Türkiye, followed by chemicals (16%) and agricultural products (14%). The value of Morocco's exports to Türkiye in these three categories increased by 67%, 58%, and 100%, respectively, between 2010 and 2020.

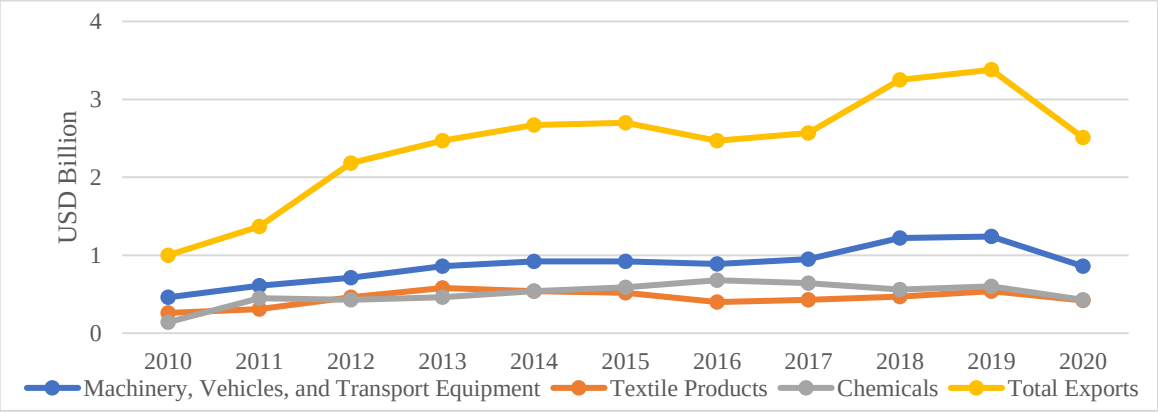


Figure 3: Türkiye's Major Exports to Morocco in USD Billion
Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023.**

The data show that Türkiye's total exports to Morocco have also been increasing steadily over the years, reaching a total of 2.51 in 2020. Türkiye's major exports to Morocco consist of machinery, vehicles, and transport equipment, followed by textile products and chemicals. In 2020, machinery, vehicles, and transport equipment accounted for 34% of Türkiye's exports to Morocco, followed by textile products (17%) and chemicals (17%). The value of Türkiye's exports to Morocco in these three categories increased by 87%, 62%, and 21%, respectively, between 2010 and 2020.

3.1.3. Balance of Trade

This paragraph aims to provide an in-depth analysis of the balance of trade between Morocco and Türkiye by examining the trade flows between the two countries.

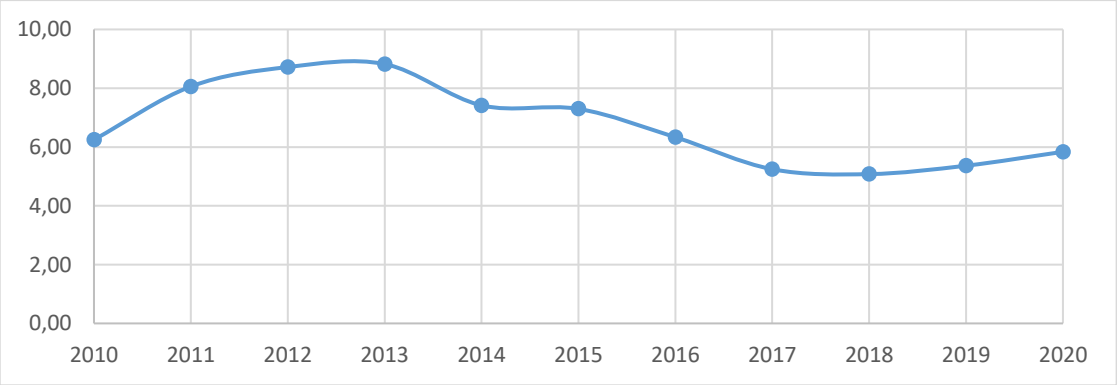


Figure 4: Evolution of Ratio between Morocco and Türkiye
Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023**.

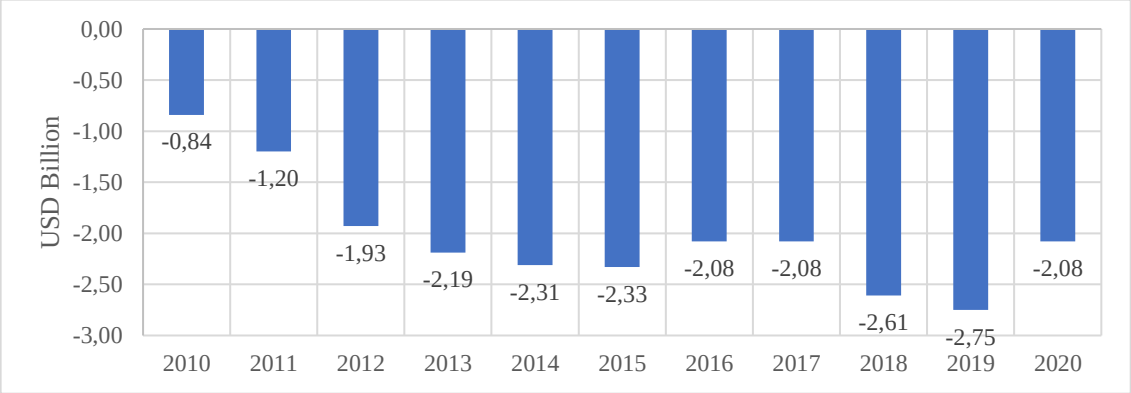


Figure 5: Trade Balance Between Morocco And Türkiye
Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023.**

By examining the trade flows between the two countries, an in-depth analysis of the balance of trade between Morocco and Türkiye conclude that:

The balance of trade between Morocco and Türkiye has consistently shown a trade deficit for Morocco over the past decade. The data shows that Türkiye has been exporting more goods to Morocco than it has been importing from Morocco. The total trade volume between the two countries has been increasing over the years, but the growth has been driven primarily by Türkiye's exports to Morocco.

In 2010, Türkiye's total exports to Morocco were worth 6.25 times the value of Morocco's exports to Türkiye, resulting in a trade deficit for Morocco. The deficit continued to widen over the years, with Türkiye's total exports to Morocco exceeding Morocco's exports to Türkiye by a ratio of 8.06 in 2019. In 2020, this ratio decreased to 5.96, with Türkiye exporting goods worth 2.51 times the value of Morocco's exports to Türkiye.

Looking at the trade flows between the two countries, Morocco's exports to Türkiye have been relatively stable over the past decade, ranging from 0.16 in 2010 to 0.64 in 2018, with a decline to 0.43 in 2020. On the other hand, Türkiye's exports to Morocco have shown a steady increase, from 1.00 in 2010 to 3.38 in 2019, with a decline to 2.51 in 2020. The largest export category from Morocco to Türkiye has been textiles and clothing, followed by minerals, ores, and precious stones. The largest export category from Türkiye to Morocco has been machinery and mechanical appliances, followed by textiles and clothing.

The persistent trade deficit for Morocco with Türkiye poses challenges for its economic growth and stability, as it relies on foreign exchange reserves to finance its imports. To address this imbalance, Morocco could explore opportunities to increase its exports to Türkiye by developing key sectors and products and diversifying its trade relationships to expand market access. Additionally, both countries could explore trade agreements that promote more balanced trade flows and benefit both economies.

3.2. Key factors driving trade between Morocco and Türkiye

Trade between Morocco and Türkiye has been growing steadily in recent years, fuelled by a range of key factors. These factors have helped to build a strong economic relationship between the two countries and create opportunities for collaboration and growth. In this context, it is important to examine the key drivers of trade between

Morocco and Türkiye in order to understand the dynamics of this relationship and identify areas for further development. Some of the key factors driving trade between Morocco and Türkiye include economic relations, political relations, geographical proximity and cultural ties. This introduction sets the stage for a deeper analysis of these factors and their role in driving trade between these two countries.

3.2.1. Economic relations

Economic relations between Morocco and Türkiye are one of the key factors driving the trade between the two countries. Both countries have been taking steps to deepen their economic cooperation, which has led to an increase in trade volume in recent years.

One of the main reasons for the growth in trade between Morocco and Türkiye is the signing of a Free Trade Agreement (FTA) between the two countries in 2006. This agreement has helped to eliminate or reduce tariffs on a wide range of products and other restrictions, and has opened up new markets for both countries. The FTA has also led to the development of joint ventures and the exchange of technical expertise in various sectors.

According to the International Trade Center (ITC), the total trade between Morocco and Türkiye has increased significantly since the FTA came into effect. Before the agreement, the total trade between the two countries in 2004 was approximately USD 475 million. In 2019, the total trade between Morocco and Türkiye was approximately USD 2.2 billion, representing an increase of around 363% since the FTA came into effect in 2006. The FTA has then played an important role in boosting trade between the two countries, and it is likely to continue to do so in the future (Ouaha, 2021).

In terms of the sectors driving trade between the two countries, here are some examples of goods that have seen an increase in trade value and volume between Morocco and Türkiye since the FTA came into effect in 2006.

Main Exports from Türkiye to Morocco

Here is a table summarizing the data on the trade value of some of the top products traded between Morocco and Türkiye in 2006 (the year the FTA came into effect) and 2020:

Table 1: Top Exports from Türkiye to Morocco in 2006 and 2020

Product	Trade value in 2006	Trade value in 2020	Increase (%)
Textiles	USD 40 million	USD 274 million	585%
Clothing	USD 31 million	USD 116 million	274%
Vehicles	USD 28 million	USD 182 million	550%
Chemicals	USD 14 million	USD 68 million	386%

Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023.**
*Estimated Data

Textiles and clothing: According to the ITC, textile and clothing products are among the top products traded between Morocco and Türkiye. The FTA has helped to facilitate the trade of these products by eliminating or reducing tariffs on many textile and clothing items. According to TSI, the value of textile and clothing exports from Türkiye to Morocco has increased from USD 71 million in 2006 to USD 390 million in 2020

Vehicles: The FTA has also helped to facilitate the trade of vehicles between Morocco and Türkiye. According to TSI, the value of vehicle exports from Türkiye to Morocco has increased from USD 28 million in 2006 to USD 182 million in 2020.

Chemicals: The FTA has also helped to facilitate the trade of chemicals between Morocco and Türkiye. According to TSI, the value of chemical exports from Türkiye to Morocco has increased from USD 14 million in 2006 to USD 68 million in 2020.

Main Exports from Morocco to Türkiye.

Here is a table summarizing the data on the trade value of some of the top products exported from Morocco to Türkiye in 2006 (the year the FTA came into effect) and 2020:

Table 2: Top Exports from Morocco to Türkiye in 2006 and 2020

Product	Trade value in 2006	Trade value in 2020	Increase (%)
Fruits and vegetables	USD 6 million	USD 129 million	2,050%
Fish and seafood	USD 5 million	USD 34 million	580%
Textiles	USD 3 million	USD 40 million	1,233%

Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023**.

Here are some examples of products that have seen an increase in trade value from Morocco to Türkiye since the FTA:

Fruits and vegetables: According to the Moroccan Ministry of Agriculture, fruits and vegetables are among the top products exported from Morocco to Türkiye. The FTA has helped to facilitate the trade of these products by eliminating or reducing tariffs on many fruits and vegetables. According to TSI, the value of fruit and vegetable exports from Morocco to Türkiye has increased from USD 6 million in 2006 to USD 129 million in 2020.

Fish and seafood: The FTA have also helped to facilitate the trade of fish and seafood between Morocco and Türkiye. According to TSI, the value of fish and seafood exports from Morocco to Türkiye has increased from USD 5 million in 2006 to USD 34 million in 2020.

Textiles: Textile products are also among the top products exported from Morocco to Türkiye. According to TSI, the value of textile exports from Morocco to Türkiye has increased from USD 3 million in 2006 to USD 40 million in 2020.

Another factor contributing to the growth of economic relations between Morocco and Türkiye is the increasing number of Turkish companies investing in Morocco. Turkish companies have been active in various sectors such as textiles, automotive, construction, and energy, among others. According to the Ministry of Foreign Affairs of the Republic of Türkiye, there are currently 160 Turkish companies operating in Morocco, with a total investment of over USD 4.1 billion and generating approximately 8,000 Moroccan's job.

Overall, the economic relations between Morocco and Turkey have been pivotal in boosting bilateral trade. The free trade agreement and rising investments by Turkish companies in Morocco have been instrumental in strengthening economic ties, resulting in a noteworthy surge in trade volume over time. The free trade agreement has effectively reduced trade barriers and tariffs, facilitating the smooth flow of goods and services. Furthermore, Turkish companies have displayed a growing interest in investing in various sectors of the Moroccan economy, fostering job creation and technology transfer. These

developments have deepened the economic bond between the two nations, propelling significant growth in trade volume.

3.2.2. Geographical proximity

The geographical proximity between Morocco and Türkiye has been a key factor in driving bilateral trade between the two countries. Geographical proximity refers to the physical distance between two countries, as well as the ease of transportation and communication between them. In the case of Morocco and Türkiye, the two countries are located in close proximity to each other, separated by the Mediterranean Sea, which has facilitated trade and cultural exchange throughout history. This paragraph will explore the role of geographical proximity in driving trade between Morocco and Türkiye, and the ways in which it has influenced bilateral economic relations.

Firstly, the transportation infrastructure that connects Morocco and Türkiye has played a significant role in facilitating bilateral trade between the two countries. The Mediterranean Sea provides a natural transportation route between the two countries, which has been utilized for centuries for trade and cultural exchange. In addition, several ports on the Mediterranean coast of both Morocco and Türkiye have facilitated the movement of goods between the two countries. For example, the Port of Tangier-Med in Morocco is a major transhipment hub for goods coming from Türkiye and other countries in the region.

Additionally, Morocco's strategic location as a gateway to Africa has made it an attractive destination for Turkish businesses looking to expand their reach in the region. Tangier-Med is one of the largest ports in Africa and the Mediterranean, handling over 4 million containers annually and connecting Africa, Europe, and Asia (World Bank Group, 2019). Casablanca, located on the Atlantic coast, is Morocco's largest port and one of the busiest in Africa, with a handling capacity of over 30 million tons of cargo per year (Port Technology International, 2021).

Furthermore, Morocco's location on the African continent, with its close proximity to Europe and the Middle East, makes it an attractive destination for Turkish businesses looking to expand their reach in the region. This strategic location enables Turkish businesses to use Morocco as a gateway to access the African continent, which

has a growing market with significant potential for economic growth. Morocco's strong economic performance and its position as a stable and attractive investment destination also make it an appealing partner for Turkish businesses seeking to expand their presence in the region.

Secondly, the geographical proximity of Türkiye to various regions has played a significant role in the country's growing trade. Türkiye is located at the crossroads of Europe, Asia, and the Middle East, giving it strategic access to some of the world's fastest-growing economies.

Türkiye's location at the crossroads of major trade routes has enabled it to serve as a natural bridge between Europe, Asia, and the Middle East, facilitating the movement of goods and people. As a result, Türkiye has become a key player in regional trade and commerce, with its trade volume growing steadily over the years Asia (World Bank Group, 2019).

Türkiye has also developed extensive transportation infrastructure, including highways, railroads, and airports, which has made it easier for businesses to transport goods and reach markets efficiently. The country's strategic location, coupled with its developed transportation infrastructure, has attracted foreign businesses looking to expand their reach in the region.

Moreover, the FTA signed between Morocco and Türkiye in 2006 has also been facilitated by the geographical proximity between the two countries by eliminating trade barriers and tariffs, making it easier and more cost-effective for businesses to trade with each other. The Turkish-Moroccan Joint Economic Commission has been working to strengthen the trade relationship between the two countries by identifying opportunities for collaboration in various sectors, including energy, textiles, and agriculture. With the expansion of trade ties between the two nations, it is expected that geographical proximity will continue to play a significant role in driving their bilateral trade relations.

In conclusion, the geographical proximity between Morocco and Türkiye has played a significant role in driving bilateral trade between the two countries. The transportation infrastructure, the Free Trade Agreement, and both Morocco’s and Türkiye's strategic locations has all facilitated the close physical proximity of the two

countries. As the two countries continue to strengthen their economic ties, the role of geographical proximity is likely to remain a key factor in driving bilateral trade and investment.

3.2.3. Cultural ties

Cultural ties between Morocco and Türkiye have played a significant role in driving bilateral trade between the two countries. This paragraph highlights the historical and cultural similarities between Morocco and Türkiye, which have helped to establish a strong foundation for economic cooperation. Both countries share Islamic roots and many cultural traditions and customs, creating a sense of mutual understanding and respect that has facilitated business interactions and investment flows.

In recent years, the Moroccan and Turkish governments have actively worked to strengthen economic ties through various initiatives and bilateral agreements, building on the foundation of cultural ties (Department of Economic Studies and Financial Forecast, 2019). Additionally, the private sectors of both countries have shown keen interest in exploring business opportunities in each other's markets, which has contributed to the growth of bilateral trade.

People-to-people connections have also played an important role in driving bilateral trade, as Moroccan and Turkish entrepreneurs and professionals have travelled between the two countries to establish contacts and build partnerships based on their shared cultural ties.

Furthermore, cultural ties have helped to establish a positive image of each country in the eyes of the other. The promotion of Turkish soap operas in Morocco, for example, has helped to raise awareness of Turkish culture and products among the Moroccan population. According to data from the Turkish Exporters Assembly, the exports of Turkish TV series to Morocco increased by 80% in recent years, with an estimated value of USD27 million in 2020. (Daily Sabah, 2021)

In conclusion, cultural ties between Morocco and Türkiye have played a significant role in driving bilateral trade, with historical and cultural similarities, government efforts, private sector interest, and people-to-people connections all contributing to this trend. As

the two countries continue to deepen their cultural and economic relations, we can expect to see even greater trade flows and economic cooperation in the future.

Overall, the strong cultural ties between Morocco and Türkiye have created a foundation of mutual understanding and trust that has facilitated economic relations. As the two countries continue to deepen their cultural ties, it is expected that trade and investment relations will continue to flourish.

In conclusion, the close cultural ties between Morocco and Türkiye have had a positive impact on the bilateral trade relationship between the two countries. The historical and cultural similarities, as well as the shared Islamic roots and customs, have created a strong foundation of mutual understanding and respect that has facilitated economic cooperation. In recent years, the Moroccan and Turkish governments have taken steps to strengthen economic ties, and the private sectors of both countries have shown interest in exploring business opportunities in each other's markets. People-to-people connections have also played a crucial role in driving bilateral trade. Additionally, the promotion of Turkish soap operas in Morocco has helped to raise awareness of Turkish culture and products among the Moroccan population. As the cultural and economic relations between Morocco and Türkiye continue to deepen, it is expected that trade and investment relations will continue to grow and strengthen, leading to further benefits for both countries.

3.3. Opportunities for increased trade between Morocco and Türkiye

Morocco and Türkiye have maintained a long-established history of economic and diplomatic relations, yet their trade partnership has not yet realized its full potential. Although there has been some growth in recent years, the volume of trade between the two countries still remains relatively modest. Nevertheless, both nations possess untapped opportunities to expand their trade, which could bring mutual benefits. To further strengthen their economic ties, Morocco and Türkiye can capitalize on their respective strengths and explore new markets. It is essential to identify and focus on key areas with potential for trade expansion. By seizing these opportunities, both countries can enjoy the

rewards of closer economic cooperation and unlock the full potential of their trade relationship.

3.3.1. Agriculture

Morocco and Türkiye have a strong agricultural sector, and there is great potential for trade in agricultural products. Morocco is known for its citrus fruits, olives, and vegetables, while Türkiye is a major producer of fruits such as figs, apricots, and cherries. In 2020, Morocco's total agricultural exports amounted to USD 3.93 billion, while Türkiye's total agricultural exports amounted to USD 20.8 billion (Trade Map, 2022).

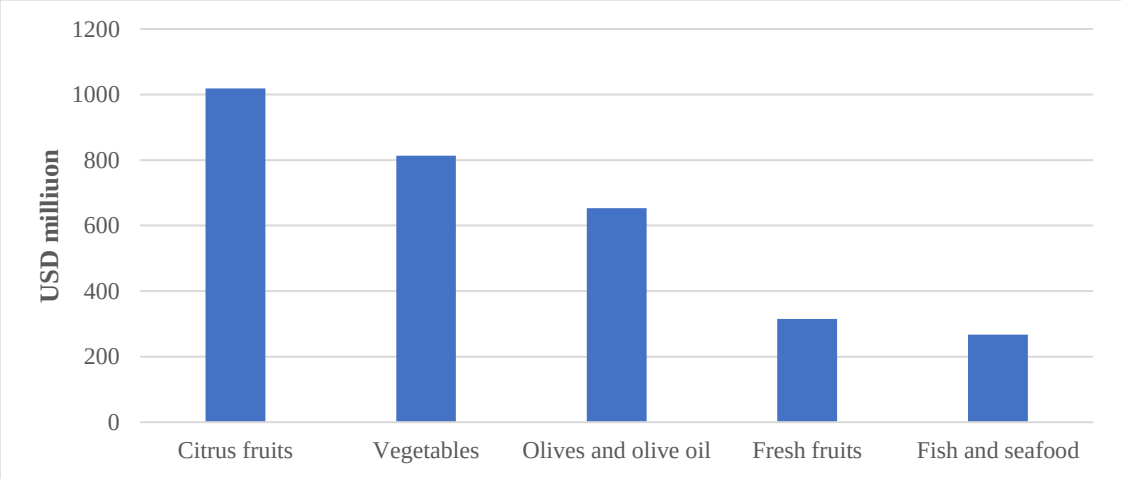


Figure 6: Top 5 Agricultural Products Exported by Morocco in 2020 (USD Million)
Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023.**

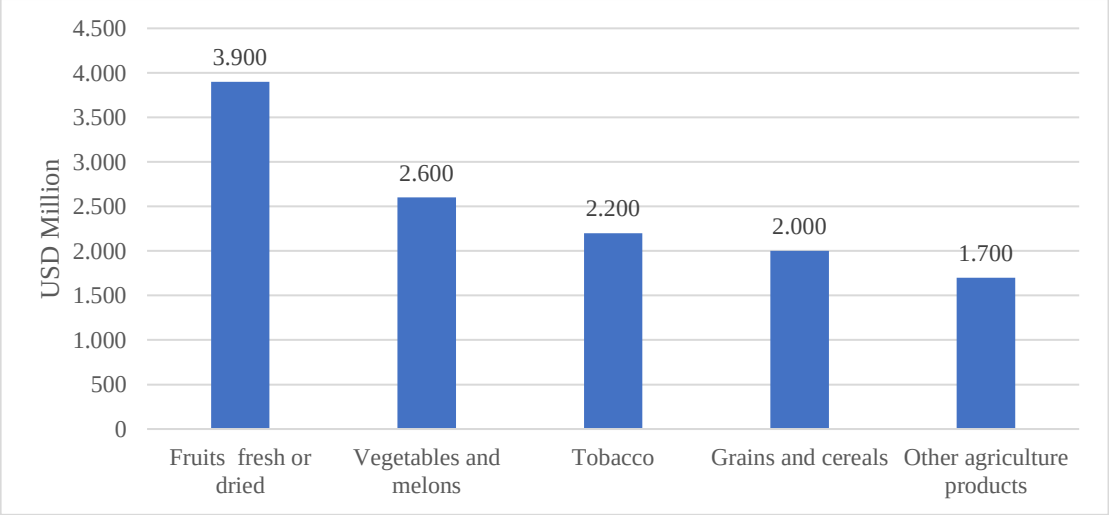


Figure 7: Top 5 agricultural products exported by Türkiye in 2020 (USD million)
Sources: (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023.**

By increasing trade in agricultural products, both countries could benefit from access to a wider range of produce and increased exports. In particular, there is potential for Morocco to increase its exports of citrus fruits, vegetables, and olives, while Türkiye could increase its exports of fresh and dried fruits, vegetables, and tobacco.

In addition to traditional agricultural products, there is also significant potential for trade in organic and specialty foods between Morocco and Türkiye. Morocco has seen a rapid expansion in its organic agriculture sector in response to increasing domestic and international demand (El Ghmari, Harbouze, & Bilali, 2019). In 2020, Morocco had a total of 888,000 hectares of organic farming land, making it one of the largest producers of organic food in Africa (El Ghmari, Harbouze, & Bilali, 2019).

Türkiye has also seen significant growth in its organic agriculture sector in recent years. As depicted by (Statista Research Department, 2021), the agricultural land dedicated to organic farming of these crops experienced a consistent growth, ultimately surpassing a significant milestone of around one hundred thousand hectares by 2016. However, there is still room for improvement in the organic farming sector in Türkiye, as many small-scale farmers struggle with access to information, technical support, and markets (İsmet & Cevahir, 2019) . By addressing these challenges, Türkiye could further expand its organic agriculture sector and capitalize on the growing demand for organic food products in global markets.

Morocco and Türkiye both have a strong agricultural sector, and there is great potential for trade in agricultural products. Morocco is known for its citrus fruits, olives, and vegetables, while Türkiye is a major producer of fruits such as figs, apricots, and cherries. In 2020, Morocco's total agricultural exports amounted to USD 3.93 billion, while Türkiye 's total agricultural exports amounted to USD 20.8 billion (Trade Map, 2022). By increasing trade in agricultural products, both countries could benefit from access to a wider range of produce and increased exports.

3.3.2. Tourism

Tourism is an important sector for both Morocco and Türkiye, contributing significantly to their respective economies. According to the World Tourism

Organization (UNWTO), Morocco welcomed 13.4 million international tourists in 2019, generating USD 7.5 billion in tourism receipts (World Tourism Organization, 2021). Similarly, Türkiye welcomed 51.9 million international tourists in 2019, generating USD 34.5 billion in tourism receipts (World Tourism Organization, 2021). The COVID-19 pandemic has had a significant impact on the tourism industry in both countries, with Morocco and Türkiye both experiencing a sharp decline in international arrivals in 2020 (World Tourism Organization, 2021). However, as the global situation improves, both countries have the potential to attract more tourists by promoting their unique cultural heritage, natural beauty, and hospitality. In addition, there is potential for increased tourism between Morocco and Türkiye, as both countries offer a rich cultural experience and historical attractions.

By promoting tourism between the two countries, they could attract more visitors and increase their revenue from this sector. For example, tourism boards in each country could develop joint marketing campaigns that highlight the unique attractions and experiences available to visitors. Furthermore, both countries could collaborate on creating new tourism products that combine the best of both countries, such as cultural tours that explore the similarities and differences between Moroccan and Turkish cuisine, architecture, and music. Additionally, there is potential for increased air connectivity between Morocco and Türkiye, as there are currently limited direct flights between the two countries. By increasing direct flights and making travel between Morocco and Türkiye more convenient, both countries could attract more tourists and benefit from increased tourism receipts.

3.3.3. Textiles

Textiles have been a key driver of trade between Morocco and Türkiye, with both countries boasting competitive textile industries that are ripe for collaboration. In 2019, Türkiye exported USD189.3 million worth of textiles to Morocco, while Morocco exported USD17.2 million worth of textiles to Türkiye (ITC, 2021). Morocco's textile industry has been growing rapidly in recent years, with a focus on fast fashion and niche markets. According to the Moroccan Ministry of Industry, Trade and Green and Digital Economy, textile exports of the country were valued at MAD 41.3 billion in 2020, which represents a 4.3% increase compared to the previous year. Additionally, the textile

industry accounted for 27% of jobs and 7% of the industrial added value. (Moroccan Ministry of Industry and Trade, 2023)

Meanwhile, Türkiye's textile industry is one of the largest in the world, with over 52,000 companies employing around 1.6 million people. The industry exports around USD15 billion worth of textiles annually, with key markets including the European Union, the United States, and the Middle East (Turkish Ministry of Trade, 2021).

Turkish textile companies have been increasingly investing in Morocco in recent years, drawn by the country's strategic location, skilled workforce, and favorable business environment. By collaborating in the textile industry, Morocco and Türkiye can leverage each other's strengths to increase their global competitiveness and gain access to new markets. For instance, Morocco's focus on fast fashion and niche markets complements Türkiye 's expertise in high-end textiles and technical fabrics, creating opportunities for joint ventures and complementary supply chains (Turkish Ministry of Trade, 2021). Furthermore, by aligning their textile standards and regulations, the two countries can reduce trade barriers and enhance trade flows, as demonstrated by the free trade agreement between Morocco and Türkiye that entered into force in 2006 (Koubida & Brim, 2019). Overall, the textile industry represents a promising avenue for growing trade between Morocco and Türkiye, one that can create jobs, increase exports, and drive economic growth for both countries.

3.3.4. Energy

Energy trade between Morocco and Türkiye has been growing in recent years, driven by the increasing demand for energy and the development of renewable energy resources. Morocco has become a leading renewable energy producer in the region, with ambitious targets to generate 52% of its electricity from renewable sources by 2030 (International Energy Agency, 2019). Türkiye, on the other hand, is a significant energy importer with a growing demand for energy to support its economic growth.

In 2020, the total trade volume between Morocco and Türkiye was about USD2.2 billion, with energy being a significant component of their trade relations. According to the Moroccan Ministry of Energy, Mines, and Environment, the value of Morocco's exports of refined oil products to Türkiye increased by 77% in 2020, reaching USD222

million. This increase in exports is mainly due to the rise in demand for Moroccan refined oil products in Türkiye, which has been driven by the Turkish government's efforts to reduce its dependence on oil and gas imports (Moroccan Ministry of Energy, Mining and Environment, 2019).

In addition to oil and gas, renewable energy has also become an important area of cooperation between the two countries. Morocco has significant potential for renewable energy generation, particularly in solar and wind power, and has launched several large-scale renewable energy projects in recent years, including the Noor Ouarzazate Solar Complex; “The Noor Ouarzazate Solar Complex is a 580MW power plant located 10km north-east of the city of Ouarzazate, Morocco. It is the largest concentrated solar power plant in the world” (Powwer Technology, 2020), and the Tarfaya Wind Farm“With an installed capacity of 300 MW, produced by 131 wind turbines of 2.3 MW each, the Tarfaya Wind Farm is the largest wind farm built to date on the African continent”. (Nareva, 2020).

Turkish companies have been involved in several renewable energy projects in Morocco, with TAV Insaat winning a contract to build the Noor Ouarzazate Solar Complex. Akfen Renewable Energy, another Turkish company, has developed a part of the Tarfaya Wind Farm. These projects are part of Morocco's efforts to increase its renewable energy capacity and reduce its dependence on fossil fuels.

Furthermore, Türkiye is looking to increase its renewable energy capacity to 38 GW by 2023, and there are in the future some of opportunities for Moroccan renewable energy companies to export their products and expertise to the Turkish market. This could lead to further cooperation between the two countries in the energy sector and contribute to the development of renewable energy in the region.

In conclusion, energy trade between Morocco and Türkiye has been growing in recent years, with a particular focus on oil and gas and renewable energy. As Morocco becomes a leading renewable energy producer in the region, there are opportunities for Turkish companies to invest in and develop renewable energy projects in Morocco. Additionally, as Türkiye looks to increase its renewable energy capacity, there is future potential for Moroccan renewable energy companies to export their products and expertise to the Turkish market.

3.4. Challenges and Barriers to trade and potential solutions

Morocco and Türkiye have enjoyed a long-standing economic relationship, driven by historical, cultural, and political ties. The two countries have also signed several agreements and memoranda of understanding to enhance economic cooperation and trade relations. However, despite the potential for increased trade between the two countries, there are several challenges and barriers that hinder the growth of trade volumes. This paragraph examines some of the key challenges to trade between Morocco and Türkiye and their impact on bilateral trade. It also provides potential solutions to these barriers will be explored.

3.4.1. Tariff and non-tariff barriers

One of the primary challenges to trade between Morocco and Türkiye is the presence of trade barriers and high tariff rates. Although, the Morocco-Türkiye (FTA) has helped reduce tariffs on a wide range of products, there are still some sectors that face high tariffs. For example, Türkiye imposes high tariffs on several Moroccan products, including textiles, clothing, and footwear. Similarly, Morocco has high tariffs on several Turkish products, including steel, cement, and paper (ITC, 2021).

Moreover, tariff and non-tariff barriers are significant challenges to trade between Morocco and Türkiye. According to the World Trade Organisation (WTO), the average applied tariff rate for agricultural products is 33.1% in Morocco and 25.8% in Türkiye, while for non-agricultural products, it is 9.5% in Morocco and 5.4% in Türkiye (World Trade Organization, 2021). These high tariff rates can increase the cost of importing and exporting goods and make them less competitive in international markets. In addition to tariffs, non-tariff barriers such as technical regulations, standards, and licensing requirements can also pose a challenge to trade. For example, in Morocco, the regulatory framework for importing and exporting goods can be complex, particularly for agricultural products, which may require phytosanitary certificates and other documentation. Similarly, in Türkiye, the technical regulations for certain products, such as food and electrical appliances, can be stringent and require specific certifications. Addressing these tariff and non-tariff barriers to trade will require greater regulatory cooperation between the two countries and alignment with international standards and best practices.

Based on data from the WTO's Tariff Profiles, the average applied tariff rates for agricultural and non-agricultural products in Morocco and Türkiye are as follows: For agricultural products, Morocco has an average applied tariff rate of 33.1%, whereas Türkiye has an average applied tariff rate of 25.8%. For non-agricultural products, Morocco has an average applied tariff rate of 9.5%, whereas Türkiye has an average applied tariff rate of 5.4%. (World Trade Organization, 2021).

Another example of non-tariff barrier affecting trade between Morocco and Türkiye is the issue of customs procedures. According to the ITC report, customs procedures in Morocco can be time-consuming and bureaucratic, which can lead to delays and increased costs for importers and exporters. For example, customs clearance for goods at the port of Casablanca can take up to 15 days, and there can be additional delays and costs associated with inspections and documentation requirements (ITC, 2021). Similarly, in Türkiye, customs procedures can also be complex and time-consuming, particularly for goods that require special licenses or certifications. These non-tariff barriers can create significant challenges for businesses looking to trade between Morocco and Türkiye, and can discourage investment and trade in certain sectors. Addressing these issues will require greater transparency, simplification, and harmonization of customs procedures, as well as improvements in infrastructure and technology.

Based on data from the International Trade Centre, data of top ten products that Morocco imports from Türkiye and the corresponding tariff rates reveals that some of the most imported products from Türkiye, such as textiles and clothing, face high tariff rates of 20%. However, other products like machinery, plastics, chemicals, vegetable products, prepared foodstuffs, vehicles, electrical equipment, and miscellaneous items are imported at a tariff rate of 0% (ITC, 2021).

Non-tariff Barriers and Technical Regulations

In addition to high tariff rates, non-tariff barriers and technical regulations also pose a significant challenge to trade between Morocco and Türkiye. For example, Morocco requires products to comply with specific technical regulations and quality standards, which can be a barrier to trade for Turkish companies. Similarly, Turkish

companies face non-tariff barriers in Morocco, such as bureaucratic procedures, licensing requirements, and customs clearance issues (Turkish Ministry of Trade, 2021).

3.4.2. Quotas

Quotas are another type of trade barrier that restricts the amount of a particular product that can be imported or exported. Quotas are typically set by a government to protect domestic producers from foreign competition or to manage the supply and demand of certain products.

For example, Morocco imposes a quota on sugar imports, limiting the amount that can be imported to protect its domestic sugar industry. In 2021, the quota for sugar imports to Morocco was set at 330,000 metric tons (MT) (United State department of Agriculture-Foreign Agricultural Service, 2023).

The effects of quotas can be significant, especially when they are set at low levels or applied to essential products. Quotas can lead to higher prices for consumers and decreased availability of products. They can also restrict trade and limit opportunities for businesses to expand into new markets.

Potential solutions to trade quotas include negotiation and compromise between trading partners to increase the quota limits or to remove them altogether. Another solution is to develop alternative products or suppliers to meet demand. Finally, the establishment of FTA can help to eliminate quotas and other trade barriers between countries.

3.4.3. Subsidies

Subsidies are financial assistance provided by governments to their domestic industries in the form of grants, tax credits, or other benefits. Subsidies can distort international trade by giving domestic industries an unfair advantage over their foreign competitors.

In the context of the transportation and logistics industry between Morocco and Türkiye, subsidies may be provided by either government to their domestic transportation and logistics companies, which could create an uneven playing field for foreign

competitors. For example, if the Turkish government provides subsidies to its domestic logistics companies, those companies may be able to offer lower prices than their Moroccan counterparts who do not receive the same subsidies.

According to the World Trade Organization (WTO), subsidies provided by governments can have several negative effects on trade, including:

Distorting the market: Subsidies can artificially lower the cost of production for domestic industries, which can make it difficult for foreign competitors to compete on price.

Encouraging overproduction: If domestic industries receive subsidies, they may be encouraged to produce more than is necessary, which can lead to excess supply and lower prices.

Undermining the competitiveness of foreign industries: If domestic industries receive subsidies, they may be able to offer lower prices than foreign competitors, which can make it difficult for foreign industries to compete in the same market.

To address the negative effects of subsidies, the WTO has established rules that limit the amount and types of subsidies that governments can provide to their domestic industries. Additionally, the WTO provides a dispute resolution process that allows countries to challenge each other's subsidies if they believe they are unfair (World Trade Organisation, 2020).

In terms of the transportation and logistics industry between Morocco and Türkiye, potential solutions to the negative effects of subsidies could include:

Establishing fair competition: Governments could work to ensure that domestic and foreign companies compete on a level playing field, without any undue advantages from subsidies.

Encouraging transparency: Governments could require domestic companies to disclose any subsidies they receive, which could help foreign competitors understand the market dynamics and adjust their strategies accordingly.

Encouraging cooperation: Governments could work together to establish common rules for subsidies in the transportation and logistics industry, which could help ensure fair competition and minimize distortions in the market.

Data on the specific subsidies provided by the Moroccan and Turkish governments in the transportation and logistics industry are not readily available. However, the WTO provides data on the overall level of subsidies provided by each country. According to the WTO, in 2019, Morocco provided subsidies totalling USD1.1 billion, while Türkiye provided subsidies totalling USD9.3 billion. It is not clear how much of these subsidies were specifically targeted at the transportation and logistics industry (World Trade Organisation, 2020).

3.4.4. Regulations

Regulations can also act as a barrier to trade between countries. Each country has its own set of rules and regulations that can make it difficult for businesses to operate in another country. These regulations can relate to product safety, environmental standards, labelling requirements, and more. In some cases, regulations can be designed to protect domestic industries from foreign competition.

For example, Morocco and Türkiye have different regulations related to product safety and labelling requirements. This can make it difficult for businesses in one country to sell their products in the other country without making significant changes to their products and packaging. In addition, regulations related to customs procedures, documentation requirements, and other bureaucratic processes can also add significant costs and time to the shipping process.

One way to address these regulatory barriers is through the use of harmonization agreements, where countries agree to adopt common regulations and standards. The EU-Morocco Association Agreement, for example, aims to harmonize regulations related to product safety, environmental standards, and other areas to facilitate trade between the two regions.

Another potential solution is to streamline customs procedures and documentation requirements through the use of technology. For example, the use of electronic

documentation and automated customs clearance systems can reduce the time and cost of shipping goods between countries.

Data on the specific effects of regulatory barriers to trade between Morocco and Türkiye are limited. However, a 2020 report by the World Bank notes that Morocco has made progress in recent years in reducing trade barriers through regulatory reforms, including simplifying customs procedures and adopting international standards. The report also highlights the need for further reforms to address remaining regulatory barriers to trade (World Bank Organisation, 2020).

3.4.5. Political Instability

Political instability is another significant barrier to trade, as it can lead to uncertainties and disruptions in supply chains, affecting the transportation and logistics between countries. Morocco and Türkiye have experienced some political instability in recent years, which has affected their economic and trade relations.

For example, Türkiye has been facing political instability due to the ongoing conflicts with neighboring countries, such as Syria and Iraq. This has led to disruptions in trade routes and affected the transportation of goods between Türkiye and Morocco. Morocco has also experienced political instability in the past, including protests and civil unrest, which have disrupted trade and investment.

The effects of political instability on trade can be severe, as it can lead to increased costs, delays, and risks. It can also make it difficult for companies to plan for the future and make long-term investments.

Another example is the ongoing tensions between Morocco and Algeria over the Western Sahara. The two countries have been in a long-standing dispute over the region, which has led to border closures and restrictions on trade and movement between the two countries. This has created challenges for businesses looking to operate in the region, as well as increased costs and risks associated with transport and logistics.

In addition, both Morocco and Türkiye have experienced political instability and uncertainty in their domestic politics. In Morocco, there have been protests and unrest over issues such as corruption and economic inequality, which can create risks for

investors and businesses. Similarly, in Türkiye, there have been concerns over the government's response to political dissent and human rights violations, which can create uncertainty for investors and affect the country's reputation as a reliable trading partner.

Finally, bureaucratic procedures and administrative hurdles can also present a challenge to trade between Morocco and Türkiye. The lack of transparency and predictability in customs procedures can increase the cost and time required for importing and exporting goods.

Potential solutions to political instability include the establishment of stable political systems and strong institutions that promote economic growth and trade. Governments can work to create a stable business environment by implementing policies that support investment and entrepreneurship. Additionally, increased regional cooperation and diplomatic efforts can help to resolve conflicts and reduce political tensions that can disrupt trade.

3.4.6. Competition for other countries

Competition from other countries is another challenge that both Morocco and Türkiye face in their efforts to increase trade. Both countries are situated in regions that are highly competitive in terms of trade, with many countries vying for the same markets and resources. For example, Morocco faces competition from other North African countries such as Algeria and Tunisia, as well as from European countries that have established trade relationships with the region. Similarly, Türkiye faces competition from other Middle Eastern countries such as Saudi Arabia and Iran, as well as from European countries that have established trade relationships with the region.

One factor that can affect the competitiveness of both Morocco and Türkiye is the level of development of their economies. Morocco has made progress in recent years in terms of economic growth and development, but it still faces challenges related to poverty, inequality, and unemployment. Similarly, Türkiye has a relatively high level of economic development, but it faces challenges related to political instability, inflation, and currency devaluation. These factors can make it difficult for both countries to compete with more developed economies in the region.

Another factor that can affect the competitiveness of both Morocco and Türkiye is the quality of their infrastructure and logistics. Both countries have made investments in recent years to improve their infrastructure, but there is still room for improvement. For example, Morocco has invested in new ports and transport infrastructure to improve its connections with other African countries, but there are still challenges related to transport costs and logistics. Similarly, Türkiye has invested in new transport infrastructure, such as high-speed rail links, but there are still challenges related to the efficiency and reliability of its logistics networks.

Addressing these challenges will require both countries to continue to invest in their economies and infrastructure, and to work together to develop new trade relationships and partnerships. It will also require the implementation of policies and practices that promote transparency, accountability, and good governance, and the creation of a more favourable investment climate for businesses looking to trade between Morocco and Türkiye.

3.4.7. Transportation and logistics

Transportation and logistics also present a challenge to trade between Morocco and Türkiye. The two countries are located at a considerable distance, and transportation costs can be a significant barrier to trade, particularly for small and medium-sized enterprises. Moreover, the lack of direct flights and sea connections between the two countries can also increase transportation costs and time.

Transportation costs can be a significant factor affecting the trade between Morocco and Türkiye. According to data from the United Nations Conference on Trade and Development (UNCTAD) in 2021, the transportation costs for shipping a 20-foot container from Türkiye to Morocco range from 2,017 to 2,253 USD, while the transportation costs for shipping a container from Morocco to Türkiye range from 2,307 to 2,573 USD. These high costs can have a negative impact on the competitiveness of the goods being transported, and can also hinder the growth of bilateral trade. Therefore, it is important to explore ways to reduce transportation costs and improve transportation infrastructure to enhance the trade relationship between the two countries.

In conclusion, there are several challenges that hinder the growth of trade between Morocco and Türkiye; High tariff rates, non-tariff barriers, quotas, transportation and logistics, competition for other countries, political instability and bureaucratic procedures and administrative hurdles are some of the most significant challenges to trade. Addressing these challenges will require a concerted effort from both countries, including improving infrastructure, simplifying customs procedures, and enhancing communication and cooperation. By addressing these challenges, the two countries can unlock the potential for increased trade and economic cooperation.

3.5. Impact of current events on trade relations between Morocco and Türkiye

3.5.1. Current Event 1: Political Tensions

Political tensions can arise between countries due to various reasons such as territorial disputes, ideological differences, human rights violations, or geopolitical power struggles. These tensions can have a significant impact on trade relations between the countries involved, leading to a decrease in trade volume and an increase in trade barriers.

There have not been any significant political tensions between Morocco and Türkiye in recent years. On the contrary, the two countries have maintained a positive relationship and have been working to strengthen their cooperation in various areas, including trade, investment, and tourism. However, there are many examples of political tension between other countries that affects trade between Morocco and Türkiye; the first one is the ongoing tension between Türkiye and the United States, particularly regarding Türkiye's purchase of a Russian missile defence system. This tension has led to the imposition of sanctions on Türkiye by the United States, affecting Türkiye's trade relations with other countries, including Morocco (BBC News, 2020). Additionally, the United States has been imposing tariffs on imports of steel and aluminium from Türkiye, which has also affected Türkiye's exports to the United States and other countries (Jackson & Shesgreen, 2018).

Another example is the tension between Qatar and its neighbouring countries, including Saudi Arabia, Bahrain, and the United Arab Emirates (UAE). In 2017, these countries imposed a blockade on Qatar, accusing it of supporting terrorism. This blockade has had a significant impact on Qatar's economy, as these countries are major trading

partners. Türkiye has been supportive of Qatar throughout the blockade and has increased its trade with Qatar as a result. However, this has also caused tension between Türkiye and the countries imposing the blockade, including the UAE, which has led to a decrease in trade between Türkiye and the UAE (Bakir, 2019).

3.5.2. Current Event 2: Economic Downturn

An economic downturn is a period of time characterized by a decline in economic activity, typically measured by a decrease in Gross Domestic Product (GDP), a rise in unemployment, and a reduction in business investment. Economic downturns can be caused by various factors, including financial crises, recessions, or natural disasters, and they can have a significant impact on the economy as a whole, as well as on individual businesses and households. During an economic downturn, consumer spending tends to decrease, businesses may cut back on production, and unemployment rates may rise, leading to a decline in overall economic growth.

An economic downturn can have a significant impact on trade relations between countries, including between Morocco and Türkiye. When there is an economic downturn, demand for goods and services may decrease, which can lead to a decrease in trade between countries. Additionally, countries may resort to protectionist measures, such as imposing tariffs or quotas, to protect their domestic industries during an economic downturn. These measures can further limit trade between countries.

The global financial crisis of 2008 was a major economic downturn that had a significant impact on global trade. The crisis was triggered by the collapse of the US housing market, which led to a global credit crunch and a severe contraction in economic activity. The crisis had a ripple effect on economies around the world, with many countries experiencing a decline in exports and a decrease in foreign investment (Loo, 2023).

According to data from the World Trade Organization (WTO), global merchandise trade fell by 12.5% in 2009 as a result of the crisis. Many countries implemented protectionist measures, such as tariffs and subsidies, in an attempt to protect their domestic industries from the effects of the crisis. These measures further reduced

global trade and contributed to a rise in economic nationalism (World Trade Organization, 2018).

In terms of the trade relationship between Morocco and Türkiye, the global financial crisis had a negative impact on both countries. According to data from the Turkish Statistical Institute and the Moroccan Ministry of Foreign Affairs, Morocco's exports to Türkiye fell by 17% in 2009, while Türkiye 's exports to Morocco fell by 30% in the same year. The decline in trade was due to a combination of factors, including a decline in demand for goods and services, reduced access to credit, and increased trade barriers.

In response to the global financial crisis and its impact on global trade, many countries implemented measures to support international trade and prevent the rise of protectionism. The G20, for example, made a commitment to resist protectionism and promote open trade, while the WTO worked to encourage countries to refrain from implementing protectionist measures and to strengthen the global trading system. These efforts helped to mitigate the negative impact of the crisis on global trade (Secretary-General of the OECD and the Secretary-General of UNCTAD, 2018).

3.5.3. Current Event 3: Natural Disasters

Natural disasters, such as hurricanes, earthquakes, floods, and wildfires, can have a significant impact on trade relations between countries. These disasters can disrupt supply chains, damage infrastructure, and cause economic losses that affect trade volumes.

One example of a natural disaster that has affected trade relations between Morocco and Türkiye is the earthquake that struck Izmir, Türkiye in October 2020. The earthquake caused significant damage to the port of Izmir, which is an important hub for Turkish exports. The disruption in the port's operations led to delays in shipments and a decrease in the volume of trade between Türkiye and its trading partners, including Morocco (BBC News, 2020).

Another example is the floods that hit Morocco in 2014, which caused significant damage to infrastructure and disrupted supply chains (Loudyi, Hasnaoui, & Fekri, 2021).

The floods affected agricultural production, which is an important sector of Morocco's economy and a significant contributor to its exports. The decrease in agricultural production led to a decrease in Morocco's exports to its trading partners, including Türkiye.

Natural disasters can also lead to an increase in the cost of trade, as companies may need to invest in new infrastructure or equipment to recover from the damage caused by the disaster. This can lead to a decrease in trade volumes and an increase in prices for consumers.

To mitigate the impact of natural disasters on trade, countries can invest in disaster preparedness and response measures, such as early warning systems, emergency stockpiles, and insurance schemes. These measures can help to reduce the impact of disasters on supply chains and ensure that trade can continue despite the disruption caused by natural disasters.

3.5.4. Current Event 4: Pandemics

The outbreak of pandemics such as COVID-19 can have a significant impact on trade relations between countries. In the case of Morocco and Türkiye, the COVID-19 pandemic has led to a disruption of trade flows, as countries around the world have implemented measures such as lockdowns and travel restrictions to contain the spread of the virus.

The COVID-19 pandemic has had a significant impact on the trade between Morocco and Türkiye. According to the Turkish Statistical Institute, the total trade volume between the two countries in 2020 decreased by 23.6% compared to 2019, reaching USD 1.8 billion. Turkish exports to Morocco decreased by 24.6%, while Turkish imports from Morocco decreased by 21.2%. The decline in trade can be attributed to the disruption of supply chains and the closure of borders and ports, which have made it difficult for businesses to carry out their operations (Turkish Statistical Institute, 2023).

The pandemic has also had an impact on the tourism sector, which is an important component of the trade relationship between Morocco and Türkiye. The closure of borders and travel restrictions have led to a significant decrease in the number of tourists

visiting both countries. According to the Moroccan Ministry of Tourism, the number of Turkish tourists visiting Morocco in 2020 decreased by 74% compared to 2019, while the number of Moroccan tourists visiting Türkiye decreased by 76% (Moroccan Ministry of Tourism, Handicraft and Social and Solidarity Economy, 2021).

To mitigate the impact of the pandemic on trade relations, Morocco and Türkiye have taken measures to facilitate trade and ensure the continuity of supply chains. In April 2020, the two countries signed a memorandum of understanding to establish a joint committee to monitor the impact of the pandemic on trade and investment. In addition, both countries have implemented measures to facilitate the movement of goods and essential personnel across borders, including the implementation of sanitary measures and the establishment of green lanes for the transportation of goods (Lukasz, 2020).

Overall, the COVID-19 pandemic has had a significant impact on trade relations between Morocco and Türkiye, but both countries have taken measures to mitigate its impact and ensure the continuity of trade.

4. TRANSPORTATION INFRASTRUCTURE AND LOGISTICS

4.1. Overview of Transportation and Logistics between Morocco and Türkiye

Morocco and Türkiye are two countries that have seen significant growth in their transportation and logistics industry over the past few decades. Morocco, located in North Africa, is strategically positioned between Europe and Africa, making it an important transit point for goods and people. Türkiye, on the other hand, is located at the crossroads of Europe and Asia, making it a key location for trade between these two continents.

The transportation and logistics industry in these countries has undergone significant changes in recent years, driven by factors such as globalization, advances in technology, and changes in consumer behaviour. As a result, the industry has become more efficient, more competitive, and more accessible to businesses of all sizes.

This paragraph provides an overview of the transportation and logistics industry in Morocco and Türkiye, highlighting the different modes of transportation, main trade routes, and key logistics providers.

4.1.1. Modes of Transportation

Trade transportation is a crucial component of the economic relationship between Morocco and Türkiye, with sea transportation being the primary mode of transport. Morocco and Türkiye have modern ports and airports, and are investing heavily in improving their transportation infrastructure. Here, we will examine the different modes of trade transportation between Morocco and Türkiye and the statistics that demonstrate the importance of these modes.

4.1.1.1. Sea Transportation:

Sea transportation is the backbone of trade between Morocco and Türkiye. Both countries have invested heavily in their ports and port facilities to improve the efficiency of sea transportation. Morocco has several important ports that handle the majority of its maritime trade, including the Port of Tangier-Med, which is one of the largest ports in Africa and the Mediterranean region. The port has a capacity of up to 9 million TEUs (Twenty-Foot Equivalent Units) and is equipped with the latest technology and

infrastructure to facilitate the smooth handling of cargo (Port Technology International, 2021). Similarly, Türkiye has several important ports, including the Port of Istanbul, which is the country's largest port and handles over half of Türkiye 's container traffic. The port has a capacity of 2.6 million TEUs and is equipped with modern technology and infrastructure to facilitate the efficient handling of cargo (Turkish Ministry of Trade, 2021). Furthermore, in 2020, the value of goods traded between Morocco and Türkiye via sea transportation was USD 2.8 billion (Trade Map, 2022). Here are few examples of using sea transportation between the two countries:

In 2020, Morocco exported USD 728 million worth of goods to Türkiye, with a total volume of 2.2 million metric tons. The majority of these goods were shipped by sea (ITC, 2021).

In the same year, Türkiye exported USD 200 million worth of goods to Morocco, with a total volume of 1.1 million metric tons. Sea transportation was the most commonly used mode of transportation for these goods (ITC, 2021).

4.1.1.2. Air Transportation:

Air transportation is another important mode of trade transportation between Morocco and Türkiye, particularly for high-value and time-sensitive goods. Morocco has several major airports, including the Mohammed V International Airport in Casablanca, which is the country's busiest airport and handles most of its air cargo traffic. Similarly, Türkiye has several major airports, including the Istanbul Atatürk Airport and the Istanbul Sabiha Gökçen International Airport, which are both equipped with modern cargo facilities and handle the majority of the country's air cargo traffic. Both countries have invested heavily in their airport infrastructure and technology to ensure the efficient handling of cargo and passengers (Turkish Ministry of Transport and Infrastructure, 2021). In 2020, the value of goods traded between Morocco and Türkiye via air transportation was USD 356 million (Trade Map, 2022).

Moreover in 2020, Morocco exported USD 34 million worth of goods to Türkiye via air transportation. These goods included high-value products such as pharmaceuticals and fresh produce (ITC, 2021). In the same year, Türkiye exported USD 13 million worth

of goods to Morocco via air transportation, including electronics and machinery (ITC, 2021).

4.1.1.3. Rail Transportation:

Although not as significant as sea and air transportation, rail transportation is also utilized for trade between Morocco and Türkiye. Türkiye has developed its own high-speed rail network, which is being used to transport goods in addition to passengers. In 2020, the value of goods traded between Morocco and Türkiye via rail transportation was USD 7.9 million (Trade Map, 2022).

Although rail transportation is not as significant as sea and air transportation, it still plays an important role in trade between Morocco and Türkiye. Morocco has an extensive railway network that connects major cities and ports, including the port of Casablanca. The railway network is being expanded to include high-speed rail, which will further improve the efficiency of rail transportation for both passengers and cargo (Moroccan Ministry of Equipment, Transport, Logistics and Water, 2021). Similarly, Türkiye has developed a modern and extensive railway network that includes high-speed rail. The high-speed rail network has been used to transport goods, particularly from the major ports to inland destinations (Turkish Ministry of Transport and Infrastructure, 2021). In 2020, the value of goods traded between Morocco and Türkiye via rail transportation was USD 7.9 million (Trade Map, 2022). In 2020, Morocco exported USD 1.2 million worth of goods to Türkiye by rail, with a total volume of 7,392 metric tons. These goods included products such as fruits, vegetables, and textiles. (ITC, 2021). In the same year, Türkiye exported USD 0.1 million worth of goods to Morocco by rail, with a total volume of 57 metric tons. These goods included textile and leather products. (ITC, 2021).

These are just a few examples of how each mode of trade transportation is used between Morocco and Türkiye. The specific goods transported and the routes taken may vary depending on factors such as cost, speed, and type of cargo.

Overall, the different modes of trade transportation between Morocco and Türkiye complement each other to ensure the efficient movement of goods. The countries have

invested heavily in their transportation infrastructure and technology to facilitate trade and ensure that they remain competitive in the global market.

In conclusion, trade transportation is a vital component of the economic relationship between Morocco and Türkiye. Sea transportation is the primary mode of transport, but air and rail transportation also play important roles. Türkiye has a more advanced transportation infrastructure and technology, but Morocco is investing heavily in improving its own infrastructure. With ongoing infrastructure projects and a growing demand for goods, trade transportation between Morocco and Türkiye is expected to continue to grow in the coming years.

4.2. Infrastructure and Technology

Infrastructure and technology play a crucial role in facilitating trade between Morocco and Türkiye. Both countries have invested heavily in improving their transportation infrastructure and adopting advanced technologies to streamline the movement of goods and services.

In terms of infrastructure, both countries have modern seaports, airports, and road networks that enable efficient movement of goods. The Port of Tangier in Morocco is one of the largest ports in Africa and has recently undergone significant expansion to increase its capacity to handle larger vessels. Similarly, Türkiye has several major ports, including the Port of Istanbul and the Port of Mersin, which are crucial hubs for trade in the region.

Morocco has also invested in developing its railway system to facilitate trade. The country has an extensive railway network that connects major cities and industrial centers. Additionally, Morocco has recently completed the construction of a high-speed railway line that connects Tangier to Casablanca, reducing the travel time between the two cities from over 4 hours to just 2 hours.

In terms of technology, both Morocco and Türkiye have implemented advanced systems to streamline trade procedures and facilitate cross-border movement of goods. For instance, Morocco has implemented the National Single Window for Foreign Trade (GUCE) system, which enables traders to submit all necessary trade-related documents

online. The system has significantly reduced the time and cost of trade procedures, resulting in increased trade flows.

Similarly, Türkiye has implemented several electronic systems to facilitate trade, including the Turkish Customs Information System (GTB), which enables traders to submit all necessary customs documents electronically. The country has also implemented the National Single Window System (NSWS) to simplify trade procedures and reduce transaction costs.

In terms of statistical data, in 2020, (c.f. paragraph 3.1.1), Morocco exported USD 728 million worth of goods to Türkiye, with a total volume of 2.2 million metric tons. The majority of these goods were shipped by sea, and the main products exported included phosphates, citrus fruits, and textiles. In the same year, Türkiye exported USD397 million worth of goods to Morocco, with a total volume of 1.1 million metric tons. Sea transportation was the most commonly used mode of transportation for these goods, and the main products exported included automobiles, iron and steel products, and machinery (Trade Map, 2022).

In conclusion, infrastructure and technology are critical components in the trade relationship between Morocco and Türkiye. Both countries have made significant investments in improving their transportation infrastructure and adopting advanced technologies to streamline trade procedures. These investments have resulted in increased trade flows and reduced transaction costs, contributing to the overall growth of bilateral trade between the two countries.

4.3. Challenges to Effective Transportation and Logistics between Morocco and Türkiye

Despite the significant trade and transportation activities between Morocco and Türkiye, there are several challenges that hinder the effectiveness of transportation and logistics services. The following are some of the major challenges.

4.3.1. Infrastructure Limitations

The transportation and logistics infrastructure in Morocco and Türkiye are still developing and lacks the necessary capabilities to support the increasing trade volumes.

In Morocco, the road network is extensive, but it is often congested, and the quality of the roads is poor in many areas (World Bank Organisation, 2020). This can lead to longer transit times, higher transportation costs, and damage to goods. The port infrastructure in Morocco is also limited, with only a few ports capable of handling large volumes of cargo (Tangier-Med Port being the largest). The lack of sufficient port infrastructure increases congestion and results in delays, which can lead to missed delivery deadlines and additional costs (Arvis, Vesin, & Carruth, 2019).

Similarly, Türkiye's transportation infrastructure faces significant limitations, especially in the road network. While Türkiye has an extensive network of highways, many of them are in poor condition, leading to increased transportation costs and transit times. In addition, the quality of other transportation modes, such as railways and airports, is limited, which can hinder the efficient movement of goods (Coşar & Demir b, 2016).

Addressing these infrastructure limitations will require significant investments in transportation and logistics infrastructure, including improvements to road networks, ports, and airports, and the development of more efficient transportation modes. These investments could be funded through public-private partnerships, multilateral institutions, or private investors.

4.3.2. Regulatory and compliance issues

Regulatory and compliance issues can pose significant challenges to the transportation and logistics sector in Morocco and Türkiye. In Morocco, there are often significant bureaucratic hurdles for companies to clear in order to obtain the necessary permits and licenses to transport goods. In addition, customs procedures and clearance times can be lengthy, which can increase transit times and transportation costs. Moreover, Morocco ranks 84th out of 190 economies in the world for ease of trading across borders, while Türkiye ranks 43rd (World Bank "Doing Business", 2020). The report measures the time and cost associated with complying with regulations related to the export and import of goods, as well as the efficiency of customs clearance procedures; In Morocco, it takes an average of 17 days to export goods and 20 days to import goods, with an average cost of USD 900 and USD 940, respectively. In Türkiye, it takes an average of 9 days to export goods and 11 days to import goods, with an average cost of USD 450 and USD 530, respectively

In Türkiye, the regulatory environment is relatively complex, with several agencies involved in transportation and logistics regulation. This can lead to confusion and delays, especially for companies that are unfamiliar with the local regulations (Erdoğan, 2020). Customs procedures can also be time-consuming and bureaucratic, leading to higher costs and longer transit times.

These differences can create significant barriers to trade between the two countries. For example, a company in Morocco exporting goods to Türkiye may face longer wait times and higher costs than a company in Türkiye exporting similar goods to Morocco. This can put Moroccan companies at a disadvantage in the global market and hinder economic growth in the country.

Addressing regulatory and compliance issues will require improvements in the regulatory environment and streamlining of bureaucratic procedures. This could be achieved through closer collaboration between government agencies and private sector stakeholders, the implementation of electronic customs clearance systems, and the simplification of licensing and permitting procedures. Both countries could benefit from increased cooperation and harmonization of their regulations governing transportation and logistics, involving the adoption of common customs procedures, the streamlining of import and export processes, and the sharing of information related to regulatory requirements. Additionally, both countries could benefit from increased investment in infrastructure and technology to improve the efficiency of their transportation and logistics systems, including the development of new digital platforms to streamline cross-border transactions and the modernization of customs facilities.

4.3.3. Security Concerns

Security is a major challenge to effective transportation and logistics between Morocco and Türkiye. Both countries have implemented measures to improve their border security and management, but security threats such as terrorism, organized crime, and smuggling remain significant challenges.

One example of security challenges affecting transportation and logistics is the trafficking of drugs and contraband goods. Morocco is a significant producer and exporter of cannabis and hashish, and these drugs are often smuggled across the border into Europe,

including through Türkiye. According to a report by the United Nations Office on Drugs and Crime, in 2019, over 80% of the cannabis resin seized in Europe came from Morocco. The report also notes that smugglers often use Türkiye as a transit point for drugs and other illicit goods (United Nations Office on Drugs and Crime, 2020).

Terrorism is also a significant security concern for transportation and logistics between Morocco and Türkiye. In Morocco, terrorist groups have targeted transportation infrastructure, including public transportation and tourist sites. In Türkiye, terrorist attacks have targeted transportation infrastructure, such as airports and public transportation. According to the Global Terrorism Database, in 2019, there were 311 terrorist incidents in Türkiye, resulting in 79 deaths and 474 injuries (Global Terrorism Database GTD, 2020).

In Türkiye, other security challenges are also a significant concern for transportation and logistics. For example, the conflict in Syria has created security risks along the border between Türkiye and Syria, leading to increased security measures and disruptions in transportation. According to a report by the World Bank, the conflict has led to increased waiting times and costs at the border, which can have a significant impact on trade and economic growth. Additionally, piracy remains a concern in the eastern Mediterranean, which can impact the shipping industry and lead to higher insurance costs (United Nations Conference on Trade and Development, 2020). One way to address security challenges is through increased collaboration and information sharing between security agencies. This could involve the implementation of common security procedures and the sharing of intelligence related to security threats. Additionally, increased investment in security infrastructure, such as surveillance technology and secure storage facilities, could help to reduce the risk of security breaches.

4.4. Opportunities for Improving Transportation and Logistics between Morocco and Türkiye

Transportation and logistics are critical components of international trade, enabling the movement of goods across borders and connecting businesses to global markets. Morocco and Türkiye are two important players in the regional and global trade landscape, with both countries serving as key transit points for goods moving between Europe, Africa, and the Middle East. However, the transportation and logistics sector in

these countries faces a number of challenges, including infrastructure limitations, regulatory and compliance issues, capacity constraints, and security concerns.

Despite these challenges, there are significant opportunities for improving transportation and logistics between Morocco and Türkiye. By addressing these challenges and leveraging emerging technologies and collaborative partnerships, stakeholders in the transportation and logistics sector can unlock new efficiencies and opportunities for growth.

4.4.1. Investment in Infrastructure

One key opportunity for improving transportation and logistics between Morocco and Türkiye is through investment in infrastructure. This includes improvements to roads, railways, and ports, as well as the development of new transportation hubs and logistical centers. Investment in infrastructure can help to improve the efficiency and speed of goods movement, reducing transportation costs and transit times (United Nations Conference on Trade and Development, 2020)

Morocco has made significant investments in its infrastructure in recent years, particularly in the development of its ports and transportation networks. The country's flagship Tanger-Med port, located on the Strait of Gibraltar, has become a major transhipment hub for goods moving between Europe, Africa, and the Americas. The port has also undergone significant expansion in recent years, with the construction of a new terminal and plans for a third terminal in the works (Port Technology International, 2021).

Similarly, Türkiye has invested heavily in its transportation infrastructure, particularly in the development of its railways and highways. The country's strategic location at the crossroads of Europe and Asia makes it an important transit point for goods moving between the two continents. Türkiye is also investing in the development of new ports, such as the Çandarlı Port, which is currently under construction and is expected to become one of the largest ports in the region when completed (Turkish Ministry of Transport and Infrastructure, 2021).

However, there is still significant room for improvement in the transportation and logistics infrastructure of both countries. For example, road and rail networks in some

areas of Morocco and Türkiye are in need of modernization and expansion. In addition, the lack of integrated transport infrastructure and logistical centers can lead to inefficiencies in the supply chain. Addressing these infrastructure challenges will require significant investments from both public and private stakeholders.

In recent years, both Morocco and Türkiye have made efforts to attract foreign investment in their transportation and logistics infrastructure. For example, the Moroccan government has developed a comprehensive plan to attract investment in the country's logistics sector, with a focus on developing new logistical centers, improving transport networks, and supporting the development of the country's human capital (MANIS CONSULTING, 2023). Similarly, the Turkish government has implemented a number of policies to attract foreign investment in its transportation and logistics sector, including the establishment of free zones and incentives for investors (Turkish Ministry of Transport and Infrastructure, 2021).

Overall, investing in infrastructure presents a crucial chance to enhance transportation and logistics between Morocco and Türkiye. By tackling the challenges faced by infrastructure, stakeholders can enhance the movement of goods' efficiency and swiftness, leading to reduced transit times and transportation costs. Furthermore, infrastructure investment can generate new employment opportunities and foster economic growth in both nations.

4.4.2. Use of Technology

Another opportunity for improving transportation and logistics between Morocco and Türkiye is through the use of technology. The digitalization of transportation and logistics processes can help to reduce costs, improve efficiency, and enhance supply chain visibility.

In recent years, the adoption of new technologies has been a growing trend in the transportation and logistics industry. For example, the use of digital platforms, such as online marketplaces, has enabled shippers to find and book freight more easily, while also allowing carriers to optimize their operations and reduce empty miles. Additionally, the use of advanced analytics and artificial intelligence has enabled logistics providers to

better forecast demand and manage inventory, reducing supply chain disruptions and improving on-time delivery performance (McKinsey & Company, 2015).

In Morocco and Türkiye, there is significant potential for the adoption of new technologies in the transportation and logistics sector. For example, the development of new digital platforms and e-commerce channels can help to streamline the movement of goods between the two countries, reducing costs and transit times. Additionally, the use of advanced analytics and artificial intelligence can help to optimize supply chain operations, improving efficiency and reducing waste.

However, the adoption of new technologies in the transportation and logistics industry also presents its own set of challenges. One major challenge is the need for significant investment in information technology systems and infrastructure. This can be a barrier for smaller companies, who may lack the financial resources to invest in new technologies. Additionally, the adoption of new technologies can also require significant changes to existing business processes and organizational structures, which can be difficult and time-consuming.

To address these challenges, it is important for stakeholders in both Morocco and Türkiye to develop comprehensive strategies for the adoption of new technologies in the transportation and logistics sector. This can include measures such as providing financial incentives for companies to invest in new technologies, developing regulations and standards to ensure interoperability, and investing in the training and development of a skilled workforce to manage new technologies.

Overall, the utilization of technology represents a crucial chance to enhance transportation and logistics between Morocco and Türkiye. The integration of new technologies can enhance the efficiency and transparency of supply chain operations, leading to reduced transit times and costs. Nevertheless, the adoption of new technologies should be handled with care, and all stakeholders must work collaboratively to overcome potential obstacles and ensure smooth implementation. This cautious approach is vital to mitigate potential risks and ensure a successful transition to the new technologies. Overall, the proper adoption of technology presents significant opportunities for the two countries to boost their transportation and logistics sector's performance.

4.4.3. Collaboration among Stakeholders

Collaboration among stakeholders in the transportation and logistics sector can play a key role in improving supply chain efficiency and reducing costs. In the context of transportation and logistics between Morocco and Türkiye, collaboration among stakeholders can help to address some of the challenges and limitations that currently exist.

One way to promote collaboration among stakeholders is through the development of partnerships and alliances. For example, logistics providers in Morocco and Türkiye can form strategic partnerships with one another to improve the coordination and management of supply chain operations. This can help to reduce transit times, improve on-time delivery performance, and enhance supply chain visibility.

Additionally, collaboration among stakeholders can also be facilitated through the development of industry associations and working groups. These organizations can provide a forum for stakeholders to share best practices, discuss common challenges, and develop solutions to shared problems. For example, the International Chamber of Commerce (ICC) has a dedicated working group on transport and logistics, which brings together stakeholders from across the industry to discuss key issues and promote collaboration.

Another important aspect of collaboration among stakeholders is the development of Public-Private Partnerships (PPPs). PPPs can help to mobilize private sector investment in transportation and logistics infrastructure, while also leveraging public sector expertise and resources. In Morocco, for example, the government has established a PPP unit to facilitate the development of partnerships with private sector investors across a range of sectors, including transportation and logistics (UNECA's Conference Center, 2018).

Finally, collaboration among stakeholders can also be facilitated through the development of common standards and regulations. This can help to improve interoperability and ensure that all stakeholders are working towards common goals. For example, the development of common standards for cargo tracking and documentation

can help to reduce delays and errors in the movement of goods between Morocco and Türkiye.

Overall, collaboration among stakeholders presents a significant opportunity for improving transportation and logistics between Morocco and Türkiye. By working together, stakeholders can address the challenges and limitations that currently exist, while also improving supply chain efficiency and reducing costs. To promote collaboration, it is important for stakeholders to develop partnerships, industry associations, and working groups, as well as public-private partnerships and common standards and regulations.

4.4.4. Support from Government Agencies

Government agencies play a critical role in improving transportation and logistics between Morocco and Türkiye. They can provide support through the development of infrastructure, policies, and regulations to promote a more efficient and effective transportation and logistics network.

Infrastructure development, including the construction of new ports, highways, and rail networks, as well as upgrading existing infrastructure, can improve the efficiency of transportation and logistics, reduce transit times, and lower costs. In Morocco, the Infrastructure Fund for Public-Private Partnerships and the Investment Fund for Transport and Logistics provide financial support for the development of infrastructure projects. Similarly, in Türkiye, the government has established free trade zones and export processing zones that offer tax incentives and streamlined customs procedures to companies engaged in export activities.

Policies and regulations that facilitate trade and transportation, such as the harmonization of customs procedures and the reduction of trade barriers, can promote a more competitive and efficient transportation and logistics network. Electronic customs clearance systems, simplification of licensing and permitting procedures, and harmonization of regulations between the two countries are some measures that can be implemented to improve the regulatory environment.

Financial support to transportation and logistics companies through subsidies, loans, and other forms of financing can help to reduce the costs of operations, making them more accessible and affordable to businesses of all sizes. Both Morocco and Türkiye have implemented programs to support the development of transportation infrastructure, such as the Türkiye Infrastructure Investment Program and the Urban Transport Master Plan.

In addition to financial incentives, improving the regulatory environment, and investing in infrastructure, education and training programs can improve the skills of the workforce. Morocco has implemented several training programs, such as the Professional Training Program for Transport and Logistics and the National Training Program for Road Transport Professionals, to improve the skills of workers in the transportation and logistics sector.

Furthermore, government agencies can improve the regulatory environment by streamlining bureaucratic procedures, implementing electronic customs clearance systems, and harmonizing regulations between the two countries. The use of modern technology and digital platforms can also help to improve the security of the supply chain and reduce the risk of theft and other security-related issues.

To promote the growth and development of the transportation and logistics sector, governments can provide financial incentives to companies that invest in infrastructure and technology. Both Morocco and Türkiye have established financial instruments to support private sector investment in transportation infrastructure, such as the Infrastructure Fund for Public-Private Partnerships and the Investment Fund for Transport and Logistics in Morocco, and the Türkiye Infrastructure Investment Program and the Urban Transport Master Plan in Türkiye. Additionally, governments can offer tax incentives and streamlined customs procedures to companies engaged in export activities, as seen in the free trade zones and export processing zones established by the Türkiye government.

Finally, government agencies can provide training and education programs to improve the skills of the workforce in the transportation and logistics sector. In Morocco, the Professional Training Program for Transport and Logistics and the National Training

Program for Road Transport Professionals provide training in logistics, supply chain management, and driver and mechanic training, respectively.

In conclusion, the transportation and logistics sector between Morocco and Türkiye faces several challenges, including inadequate infrastructure, regulatory barriers, and security risks. However, government support can play a crucial role in addressing these challenges and promoting a more competitive and efficient transportation and logistics network. By investing in infrastructure, developing policies and regulations, providing financial support, and improving education and training, government agencies can facilitate cross-border trade and contribute to the long-term economic growth and development of the region.

Morocco:

- Ministry of Equipment, Transport, Logistics and Water: This government agency is responsible for the development and implementation of transportation and logistics policies and regulations in Morocco.
- National Ports Agency (ANP): The ANP is responsible for the management and operation of ports in Morocco, as well as the development of port infrastructure.
- Moroccan National Railways (ONCF): The ONCF is responsible for the operation and management of the national railway network in Morocco.

Türkiye:

- Ministry of Transport and Infrastructure: This government agency is responsible for the development and implementation of transportation and logistics policies and regulations in Türkiye.
- Turkish State Railways (TCDD): The TCDD is responsible for the operation and management of the national railway network in Türkiye.
- Directorate General of Coastal Safety: This agency is responsible for the management of maritime safety and the prevention of pollution in Turkish waters.

These are just few examples of the many government agencies in Morocco and Türkiye that are involved in transportation and logistics. Other agencies may include

customs and border protection agencies, road and highway authorities, and transportation regulatory bodies.

4.5. Case Studies of Successful Transportation and Logistics between Morocco and Türkiye

In recent years, there have been several examples of successful transportation and logistics in the trade between Morocco and Türkiye. These success stories have been the result of innovative approaches to supply chain management, logistics solutions, and strategic partnerships between companies. These examples demonstrate the importance of efficient transportation and logistics networks in facilitating trade between the two countries.

4.5.1. Example 1: Fast and Efficient Supply Chain Management

Moroccan citrus exports to Türkiye have been a success story in terms of fast and efficient supply chain management. Citrus fruits are a major export product of Morocco, with over 1million tons exported each year. Türkiye is one of the largest importers of Moroccan citrus, with over 150,000 tons imported annually (Statista Research Department, 2023).

The transportation of Moroccan citrus to Türkiye is primarily done by sea, with the majority of shipments going through the port of Mersin, located on the Mediterranean coast of Türkiye. The journey from the port of Agadir in Morocco to the port of Mersin takes approximately 8-10 days, depending on the weather and sea conditions. The use of refrigerated containers and temperature-controlled facilities has ensured that the quality of the fruits is maintained throughout the journey.

In addition to sea transport, some citrus exports are also transported by road and air. Road transport is used for shorter distances, such as from the farms to the ports, while air transport is used for smaller shipments and for reaching more distant destinations. The use of multiple modes of transportation has helped to ensure the timely and cost-effective delivery of Moroccan citrus to Türkiye.

The success of this trade is due in part to the efficient transportation and logistics networks that have been established between Morocco and Türkiye. These networks

include a range of transportation companies, such as shipping lines, trucking companies, and air cargo carriers, as well as logistics service providers that offer warehousing, customs clearance, and other related services. The following table provides data on Moroccan citrus exports to Türkiye (Trade Map, 2022).

Table 3: Citrus exports to Türkiye

Year	Quantity (tons)	Value (USD)
2016	155,536	75,878,102
2017	157,854	77,554,246
2018	151,152	77,578,153
2019	164,373	80,173,821
2020	150,431	73,542,068

Sources (Turkish Statistical Institute, 2023), **Foreign Trade Statistics, January 2023.**

As the data shows, the quantity and value of Moroccan citrus exports to Türkiye have remained relatively stable over the past few years, indicating a consistent and reliable trade relationship between the two countries.

4.5.2. Example 2: Strategic Partnership between Companies

The second example of successful transportation and logistics between Morocco and Türkiye is the strategic partnership between companies. This example showcases how collaboration among stakeholders, especially between companies, can lead to improved transportation and logistics outcomes.

One such partnership that has proven successful is the joint venture between OCP, the Moroccan phosphates producer, with the Turkish fertilizer company, Toros Tarim. The joint venture named “Black Sea Fertilizer Trading Co” aimed to develop a new fertilizer production plant in Türkiye using phosphates from Morocco (Agence Ecofin, 2012) . The plant, located in the Mersin region, is designed to produce 1 million tons of DAP/NPK fertilizers per year. *“The results should be reinforced in 2014 by the entry into service of the Khouribga-Jorf Lasfar pipeline, which will substantially reduce transport costs and thus the Group's competitiveness and financial results”* (Moroccan Ministry of Economy and Finance, 2014).

To facilitate the transportation of the raw material, the two companies jointly invested in a fleet of specialized vessels that are designed to carry phosphates. This

investment was made to ensure efficient and cost-effective transportation of the raw materials needed for the fertilizer production. The vessels are equipped with state-of-the-art loading and unloading systems, ensuring efficient and safe transfer of the cargo. In addition, the companies invested in a dedicated terminal in the Moroccan port of Jorf Lasfar, where the vessels are loaded with the raw material. This terminal provides a strategic location for the loading of the vessels and helps to streamline the logistics process.

The Khouribga-Jorf Lasfar pipeline, which entered into service in 2014, was also highlighted as an important factor in reducing transport costs and improving the group's competitiveness and financial results. This pipeline provides a more efficient means of transporting the raw material from the Khouribga mine to the Jorf Lasfar port, further reducing transportation costs and improving the efficiency of the logistics process (Wagner, 2018). Overall, the partnership between OCP and Toros Tarim highlights the importance of strategic partnerships and investments in transportation infrastructure to support efficient and cost-effective logistics operations.

CONCLUSION AND FUTURE OUTLOOK

In conclusion, the trade and transportation relationship between Morocco and Türkiye has undergone significant changes over the past few years. The two countries have established several trade agreements and policies to strengthen their economic ties and increase bilateral trade. The historical and political context of the relationship has played a crucial role in shaping the current state of trade between the two nations. Morocco's strategic location as a gateway to the African continent and Türkiye 's position as a bridge between Europe and Asia have further enhanced the potential for trade growth.

The analysis of trade agreements and policies between the two countries has revealed some areas for improvement, particularly in the realm of transportation. While the two nations have made progress in enhancing their transportation infrastructure and increasing the number of direct flights and shipping routes, transportation costs remain a significant challenge. High transportation costs can hinder trade growth and make it difficult for businesses to remain competitive.

Despite these challenges, there are several opportunities for trade growth between Morocco and Türkiye. Morocco's burgeoning automotive and textile industries, coupled with Türkiye 's manufacturing capabilities, offer a strong foundation for collaboration in these sectors. Additionally, Morocco's growing tourism industry presents an untapped potential for Turkish businesses. There is also a growing interest in renewable energy cooperation between the two countries.

Overall, it is clear that Morocco and Türkiye share a rich and multifaceted trade and transportation relationship. While there are certainly challenges, there is also a wealth of opportunities for these two nations to further strengthen their economic ties and enhance their positions in the global market. By addressing the challenges and capitalizing on the opportunities, Morocco and Türkiye can create a more prosperous future for their citizens and businesses

Additionally, looking towards the future, there is a need for increased cooperation between the two countries in the areas of transportation and logistics to reduce the transportation costs and time associated with shipping goods between the two countries. And, there is a need for increased awareness of the cultural differences between the two

countries to facilitate smoother trade relations. Moreover, both countries can work together to explore and exploit the opportunities available in renewable energy sectors, which can further enhance economic relations.

Overall, this thesis provides a valuable contribution to the existing literature on trade and transportation between Morocco and Türkiye, and it is hoped that the findings and recommendations presented in this study can be utilized by policymakers and stakeholders to further enhance trade and economic relations between the two countries.

Potential areas for future research:

Some potential topics for future research on trade and transportation between Morocco and Türkiye could include:

A comparative study of trade and transportation patterns between Morocco and Türkiye and other countries in the region, such as Egypt or Tunisia.

A study of the role of technology, such as e-commerce and digital platforms, in facilitating trade and transportation between Morocco and Türkiye.

An examination of the potential benefits and challenges of deeper economic integration, such as a free trade agreement or customs union, between Morocco and Türkiye.

Investigating the potential for increased cooperation and collaboration between the two countries in the field of renewable energy.

A survey-based study of the perceptions and experiences of Moroccan and Turkish firms engaged in cross-border trade and transportation.

An examination of the role of cultural and historical ties between Morocco and Türkiye in shaping trade and transportation patterns between the two countries.

An analysis of the impact of geopolitical factors, such as relations with the European Union or other regional powers, on trade and transportation between Morocco and Türkiye.

A study of the experiences and challenges faced by small and medium-sized enterprises (SMEs) in Morocco and Türkiye in engaging in cross-border trade and transportation.

An investigation of the potential for the development of new trade and transportation corridors between Morocco and Türkiye, such as via sea or rail.

Exploring the role of logistics and supply chain management in facilitating trade between the two countries.

An analysis of the potential for deeper cooperation and coordination between Moroccan and Turkish transportation and logistics companies to improve efficiency and reduce costs.

Investigating the impact of political instability or economic crises on trade and transportation between the two countries.

Analyzing the role of technology and innovation in facilitating trade and transportation between Morocco and Türkiye.

REFERENCES

Agence Ecofin. (2012). Cap sur la Turquie et la Mer Noire pour l'Office chérifien des phosphates. Retrieved from https://www.agenceecofin.com/industrie/1806-5374-cap-sur-la-turquie-et-la-mer-noire-pour-l-office-cherifien-des-phosphates

Arvis, J.-F., Vesin, V., & Carruth, R. (2019). *Maritime Networks, Port Efficiency, and Hinterland Connectivity in the Mediterranean.* International Bank for Reconstruction and Development.

Bakir, A. (2019, 03). The Evolution of Turkey-Qatar Relations Amid a Growing Gulf Divide. *Divided Gulf, Contemporary Gulf Studies*, 197-215. doi:https://doi.org/10.1007/978-981-13-6314-6_12

BBC News. (2020). Earthquake hits Greece and Turkey, bringing deaths and floods. Retrieved from https://www.bbc.com/news/world-europe-54749509

BBC News. (2020, 12 14). US imposes sanctions on Turkey over Russia weapons. Retrieved from https://www.bbc.com/news/world-us-canada-55311099

Coşar , A., & Demir b, B. (2016). Domestic road infrastructure and international trade: Evidence from Turkey. *Journal of Development Economics, 118*, 232-244. Retrieved from https://doi.org/10.1016/j.jdeveco.2015.10.001

Daily Sabah. (2021). Turkish TV series break record in export to Middle East, North Africa. *Daily Sabah*. Retrieved from https://www.dailysabah.com/

Department of Economic Studies and Financial Forecast. (2019). Retrieved from Ministry of Finance and economy - Department of Economic Studies and Financial Forecast: https://www.finances.gov.ma/en/The_Ministry/Pages/Department-of-Economic-Studies-and-Financial-Forecast.aspx

El Ghmari, H., Harbouze, R., & Bilali, H. (2019). Pathways of transition to organic agriculture in Morocco. Sustainability. *World 2022, 3*, 718–735. doi:10.3390/su11205669

Erdoğan, A. (2020). SWOT analysis of the logistics sector in turkey. The Journal of Social Sciences, 109-116. *The Journal of Social Sciences,*, 109-116.

Global Terrorism Database GTD. (2020). *Türkiye*. Retrieved from https://www.start.umd.edu/gtd/

Hochberg, M. (2016). Renewable Energy Growth in Morocco. An Example for the Region, Middle East Institute Policy Focus Series. *Middle East Institute,* 26. Retrieved from https://www.mei.edu/sites/default/files/publications/PF26_Hochberg_Moroccorenewables_web.pdf, (Access Date: 01.05.2021).

International Energy Agency. (2019). *Energy policies beyond IEA countries: Morocco.* Retrieved from https://iea.blob.core.windows.net/assets/138e3195-d0e6-4345-a66c-92ebe4abbeaf/Energy_Policies_beyond_IEA_Countries_Morocco.pdf

İsmet, B., & Cevahir, K. (2019). Possibilities of improving organic farming in turkey. *proceeding's book of the 3rd international conference on food and agricultural economics*, (p. 18). Alanya, turkey.

ITC. (2021). *Morocco - Türkiye Trade Statistics.* Retrieved from International Trade Centre: https://intracen.org/

Jackson, D., & Shesgreen, D. (2018, 10). President Trump hits Turkey with heavier tariffs on steel and aluminium. *USA TODAY*. Retrieved from https://www.usatoday.com/story/news/politics/2018/08/10/trump-increases-tariffs-aluminum-turkey-imprisoned-us-pastor-andrew-brunson/955197002/

Koubida, S., & Brim, D. (2019). Assessment of the FTA between Morocco and Turkey: Case of textile industry. *Journal of Business and Retail Management Research, 14(2)*, 128-137.

Loo, A. (2023, 02 15). 2008-2009 Global Financial Crisis "The Great Recession". *corporate finance institute CFI*. Retrieved from https://corporatefinanceinstitute.com/resources/economics/2008-2009-global-financial-crisis/

Loudyi, D., Hasnaoui, M., & Fekri, A. (2021). Flood Risk Management Practices in Morocco: Facts and Challenges. Dans *Natural Disaster Science and Mitigation Engineering: DPRI reports book series (NADISME)* (pp. 35–94).

Lukasz, G. (2020). The COVID-19 Pandemic and International, Trade: Temporary Turbulence or Paradigm? *European Journal of Risk Regulation, 11:2*, 337-342. Retrieved from https://doi.org/10.1017/err.2020.29

MANIS CONSULTING. (2023). Investment in Morocco in 2023: Opportunities and challenges. Retrieved from Moroccan Investment and Export Development Agency: https://manisconsulting.ma/investissement-au-maroc-en-2023-opportunites-et-defis/, (Accessed in Feb19, 2023)

McKinsey, & Company, L. H. (2015). *Pathway to value creation, A perspective on how transportation and logistics businesses can increase their economic profit.* Retrieved from https://www.mckinsey.com/~/media/mckinsey/industries/travel%20logistics%20and%20infrastructure/our%20insights/creating%20value%20in%20transportation%20and%20logistics/pathway%20to%20value%20creation.pdf

Ministry of Agriculture and Fisheries of Morocco. (2019). *Morocco and Türkiye sign memorandum of understanding on cooperation in the agricultural sector.* Retrieved from Ministry of Agriculture and Fisheries of Morocco: https://agriculture.gov.ma/

Moroccan Ministry of Economy and Finance. (2014). *Note de conjoncture.* Maroc.

Moroccan Ministry of Energy, Mining and Environment. (2019). *Ministry of Energy, Mining, and Environment.*

Moroccan Ministry of Equipment, Transport, Logistics and Water. (2021). Retrieved from http://www.equipement.gov.ma/en/Pages/home.aspx

Moroccan Ministry of Industry and Trade. (2023). *Textile*. Retrieved from https://www.mcinet.gov.ma/fr/content/textile (Accessed in

Moroccan Ministry of Tourism, Handicraft and Social and Solidarity Economy. (2021). Retrieved from https://www.tourisme.gov.ma/en/

Nareva. (2020). Tarfaya Wind Farm . Retrieved from https://www.nareva.ma/en/project/wind-farm-tarfaya

Ouaha, M. (2021). The Impact of the Free Trade Agreement of 2006 and Analysis of the Turkish Textile Products in the Moroccan Market. *International Journal of Recent Research in Commerce Economics and Management (IJRRCEM), 8*(1), 12-16. Retrieved from https://www.paperpublications.org/upload/book/paperpdf-1610434949.pdf

Port Technology International. (2021, 06 29). *First fully digital port call completed at Tanger Med*. Retrieved from https://www.porttechnology.org/?s=tanger+med

Powwer Technology. (2020). Noor Ouarzazate Solar Complex. Retrieved from https://www.power-technology.com/projects/noor-ouarzazate-solar-complex/

Secretary-General of the OECD and the Secretary-General of UNCTAD. (2018). *Nineteenth Report on G20 Investment Measures.* Retrieved from https://www.wto.org/english/news_e/news18_e/g20_oecd_unctad_report_july18_e.pdf

Statista Research Department. (2021). Agricultural land used for organic wheat & spelt framing in Turkey 2013-2016. Retrieved from https://www.statista.com/statistics/889987/agricultural-land-used-for-organic-wheat-and-spelt-framing-in-turkey/#statisticContainer (Accessed in Jul 5, 2021)

Statista Research Department. (2023). Export of citrus fruits from Morocco 2018-2023, by type. Retrieved from https://www.statista.com/statistics/1209665/export-of-citrus-fruits-from-morocco-by-type/

Trade Map. (2022). Retrieved from https://www.trademap.org/Index.aspx, (Accessed

Turkish Ministry of Trade. (2021). Retrieved from https://trade.gov.tr/

Turkish Ministry of Transport and Infrastructure. (2021). Retrieved from https://www.uab.gov.tr/

Turkish Statistical Institute. (2023). *Foreign Trade Statistics, January 2023*. Retrieved from https://data.tuik.gov.tr/Bulten/Index?p=Foreign-Trade-Statistics-January-2023-49621 (Access Date: 23.03.2023)

UNECA's Conference Center. (2018). Empowering Public-Private partnership for trade facilitation. Addis Ababa, Ethiopia: First African Forum for National Trade Facilitation Committees. Final Report. Retrieved from chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://unctad.org/system/files/official-document/dtl_AfricanNTFCForum2018_Report_en.pdf

United Nations Conference on Trade and Development. (2020). *Review of Maritime Transport 2020.* Retrieved from https://unctad.org/system/files/official-document/rmt2020_en.pdf

United Nations Office on Drugs and Crime. (2020). *World Drug Report 2020.* Récupéré sur https://wdr.unodc.org/wdr2020/index2020.html

United State department of Agriculture-Foreign Agricultural Service. (2023). *Sugar Annual.* Retrieved from chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://apps.fas.usda.gov/newgainapi/api/Report/DownloadReportByFileName?fileName=Sugar%20Annual_Brussels%20USEU_European%20Union_E42023-0016.pdf, (Access Date: 02.05.2023).

Wagner, J. (2018). Morocco: diving into the heart of OCP, the phosphate empire. *JeuneAfrique*. Retrieved from https://www.jeuneafrique.com/mag/649238/economie/maroc-plongee-au-coeur-de-locp-lempire-des-phosphates/, (Accessed in Nov 12, 2019)

World Bank "Doing Business". (2020). *World Bank's "Doing Business 2020" report.* Retrieved from https://archive.doingbusiness.org/en/reports/global-reports/doing-business-2020

World Bank Group. (2019). *World Bank*. Retrieved from https://data.worldbank.org/country/morocco

World Bank Organisation. (2020). *Supporting Countries in Unprecedented Times : Main Report.* Retrieved from chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://documents1.worldbank.org/curated/en/585151601566378168/pdf/Main-Report.pdf

World Tourism Organization. (2021). *International Tourism Highlights.* Retrieved from https://www.e-unwto.org

World Trade Organisation. (2020). *World Trade Statistical Review 2020.* Retrieved from https://www.wto.org/english/res_e/statis_e/wts2020_e/wts20_toc_e.htm

World Trade Organization. (2018, 03). Nineteenth Report on G20 Investment Measures. Retrieved from https://www.wto.org/english/news_e/news18_e/g20_oecd_unctad_report_july18_e.pdf (Access Date: 21.05.2021).

World Trade Organization. (2021). *Morocco - Measures Affecting the Importation of Certain Goods.* Retrieved from https://www.wto.org/english/tratop_e/dispu_e/cases_e/ds291_e.htm