

Dakar, Senegal

Partner city

Status of the project: ongoing technical assistance



Basic Information

Urban area: 550 km²

Population: 3,835,019 (2020) | Growth rate: +2.5%

GDP per capita: USD 1,438 (2019)

Modal Share (in 2015)

Formal public transport: 10.2%

Informal public transport (minibuses): 5.9%

Walking: 70%

Private cars: 3.7%

Formal Taxis: 2.6%

Informal collective taxis: 3%

Private motorbikes or 2-wheelers: 0.8%

Other: 1.1%

Intermodal trip: 2.7%

National GHG emissions per capita: 0.6 tCO₂eq at national level in 2016: 2.1 tCO₂eq/capita

Exposure to climate change: MEDIUM

Context

The Dakar region brings together most of the administrative, political, economic and cultural functions of the country with approximately 3.1 million inhabitants in 2013. The region of Dakar hosts 25% of the country's total population and 50% of the urban population. Demographic projections anticipate 5 million inhabitants by 2030, with a growth rate twice as high as over the past thirty years.

The high density of the agglomeration (5,739 inhabitants/km²) hides significant disparities between the different urban areas, to which must be added strong territorial imbalances due to the peninsular geography and poorly controlled urbanization.

The *Conseil exécutif des Transports urbains de Dakar* (CETUD) is the organizing transport authority in Dakar. Its mission is to organize and regulate urban public transport offer and demand in order to create an economic environment for local operators and to promote the emergence of healthy and sustainable competition in accordance with the public transport policies defined by the State for the region of Dakar.

CETUD has the mandate and responsibility to finance mass public transport infrastructure. It has the authority to borrow from international finance sources. Systems and procedures are in place to monitor, evaluate and report on urban.

CETUD established a transport master plan in 2007, which will be evaluated and updated as part of the SUMP project. The current urban transport operators in the agglomeration of Dakar are:

- The public bus operator Dakar Dem Dikk (DDD), a para-public society of transport that operates on 42 lines of standard buses.
- 14 companies (economic interest groups) of private operators, grouped under the AFTU's (Association pour le Financement des Transports Urbains), an organisation created in the renewal fleet program launched in 2005 by CETUD. They operate 64 lines of minibuses.
- Informal minibuses (Cars rapides and Ndiaga Ndiaye) operators, that have not yet joined the renewal fleet program.
- "Clando" collective taxis operators, also members of the informal sector. CETUD has initiated a project to formalize them.
- The PTB (Petit Train de Banlieue), a public rail operator, in charge of rail services between Dakar and its suburbs, until the expected commissioning of the new Regional Express Train.

Two mass rapid transit projects are currently implemented in Dakar:

- An Express Regional Train between Dakar downtown and the Blaise Diagne International Airport located in Diamniadio at 36 km distance
- A Bus Rapid Transit lane between Dakar downtown and Guédiawaye suburb

The total number of trips within the region of Dakar stands at 3.36 trips per person on average on weekdays. Of these trips, 1.0 trips are made using motorized modes. During the weekdays, the proportion of pedestrian is 70%.

Demographic, economic, and social changes in Dakar, the emergence of a new strategic framework (Urban master plan of Dakar, 2035), as well as the collection of new data (household surveys in 2015) led CETUD to revise the existing transport master plan (PDUD) established in 2007 in order to have a renewed strategy for urban mobility.

The objective of the SUMP project is to support CETUD in the evaluation of the PDUD and its revision through a Sustainable Urban Mobility Plan (SUMP) 2020-2035.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: FFEM

Funding amount: EUR 400,000

Implemented by: AFD through the MobiliseYourCity Africa

Local counterpart: CETUD (Conseil Exécutif des Transports Urbains de Dakar)

Supported Activities:

- Support of a SUMP preparation process for the city of Dakar, managed by the local mobility authority, *Conseil Exécutif des Transports Urbains de Dakar* (CETUD)

- Update the existing urban mobility plan into a SUMP which:
 - » Capitalises on existing studies, plans and documents
 - » Is aligned with the national urban mobility strategy
 - » Is the result of a participatory process
 - » Is ready to be adopted by the CETUD and the relevant authorities

Status of implementation

Project start: April 2020

Expected project completion: October 2021

Completed outputs:

- Evaluation of the existing transport master plan report
- Inception report

Next expected outputs

- Diagnostic report
- Reports about the vision, objectives, and action plan of the SUMP
- Reports about the monitoring and reporting of the SUMP
- Reports about the scenario and the financing of the SUMP
- Reports about the participatory process of the SUMP

Core impact indicators baselines

Indicator	Baseline (the data was collected during different years)				
Total annual transport related GHG emissions (Mt CO ₂ eq)	1.05 Mt CO ₂ eq (2016, Dakar City administrative limits only)				
Annual transport related GHG emissions per capita (kg CO ₂ eq)	2.1 tCO ₂ eq / capita in 2016				
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	Data in 2019 (Etude de La Situation de Référence du BRT)				
		Dakar	Guédiawaye	Pikine	Rufisque
	Dakar Dem Dikk	76.2%	76.7%	48.9%	18.4%
	AFTU	68.4%	64.4%	49.6%	15.8%
	Cars Rapides	40.4%	36.64%	22.08%	0
	Ndiaga Ndiaye	37.34%	16.75%	24.82%	4.63%
	Informal collective taxi	45.8%	76.5%	58.3%	21.1%

Indicator	Baseline (the data was collected during different years)
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	45 µg/m ³ of PM2.5
Modal share of sustainable modes of transport Modal shares of trips by public transport, walking and cycling	Formal public transport: 10.2% Informal public transport: 5.9% Walking: 70% Cycling: 0% Informal collective taxis: 3% Intermodal trips: 2.7% TOTAL: 91.8%
Modal share of other modes of transport	Private cars: 3.7% Private motorbikes or 2-wheelers: 0.8% Formal taxis: 2.6% Other: 1.1%
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	2.9 fatalities / 100,000 inhabitants (2014)
Affordability of public transport Percentage of disposable household income spent on public transport (by the second quintile income group)	14.3% (2015, EMTASUD)

Highlights in the past year

2020 was marked by the inception of the SUMP project. The consultant conducted a series of interviews with local stakeholders to assess the existing transport master plan. A workshop to present the results of the evaluation and to launch the SUMP itself was held in December 2020.

The COVID-19 crisis and the containment measures taken by the different states made it difficult for the consultant to travel to Dakar. Much of the work was accomplished remotely. This pandemic caused delays in the planning of the study.