Dakar, Senegal

Partner city

Status of the project: ongoing technical assistance

Basic Information

Urban area: 550 km2

Population: 3,835,019 (2020) | Growth rate: +2.8%

GDP per capita: USD 1,438 (2019)

Modal Shares (in 2015)

- Walking: 70%
- Formal public transport: 11.7 %
- Informal public transport (minibuses): 6.8 %
- Informal collective taxis: 3.5 %
- Private cars: 4.2 %
- Formal Taxis: 3.0 %
- Private motorbikes or 2-wheelers: 0.8%

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 is a conurbation that has developed quickly including successively the cities of Dakar, Guédiawaye and Pikine, and Rufisque. The region brings together most of the administrative, political, economic and cultural functions of the country with over 3.8 million inhabitants in 2020. 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 concentration of jobs in Dakar city centre, which hosts the administrative centre, the port, and a large part of the industrial and commercial enterprises, enhances the pendular nature of mobility. Also, the income inequality between Dakar and the suburban cities results in a counter-intuitive increased use of private vehicles where the city is densest.

The limited space on the already densely built-up Dakar peninsula, as well as road congestion, have encouraged the government to launch ambitious urban projects in the outskirts of the current agglomeration, such as the Diamnadio urban pole, aimed at becoming the future administrative centre of Senegal.

Although walking accounts for the overwhelming majority of trips (70%), it is a mode that is imposed rather than chosen in the majority of cases. Indeed, walkability is undermined by the absence, poor condition or congestion of sidewalks, as well as by the obstacles formed by larger roads. The development of cycling is hindered by a number of factors, but mainly by its dangerousness for users, due to the inadequacy of the infrastructure and the unsafe road conditions. The poor conditions for users of active modes encourage a modal shift to private vehicles, which are gaining ground.

Besides taxi services, a variety of public transport options are available in the agglomeration of Dakar:

- The public operator Dakar Dem Dikk (DDD), a public transport society operating 42 standard bus lines.
- 14 formal private operators (called ***economic interest groups***), operating a network 64 minibus lines, grouped under the AFTU's (Association pour le Financement des Transports Urbains), an organisation created for the renewal fleet program.
- Informal minibuses (***Cars Rapides*** and ***Ndiaga Ndiaye***) operators, that did not join the renewal fleet program.
- ***Clando*** collective taxis operators, also members of the informal sector but currently targeted by an ongoing project to promote their formalisation.
- The ***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 BRT line 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.

Mobility in Dakar is organised by the ***Conseil Exécutif des Transports Urbains de Dakar*** (CETUD), which is an operational transport organizing authority. Its mission is to organize and regulate the 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 mobility.

CETUD established a transport master plan in 2007, which is being evaluated and updated as part of the SUMP project supported by MobiliseYourCity. 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 support by the MobiliseYourCity partnership is to assist CETUD in the evaluation of the PDUD and its revision into 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: 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)

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

Supported Activities:

- Update the existing urban mobility plan into a SUMP which:
  - Builds upon 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: Q2 2022

Completed outputs:

- Evaluation of the existing transport master plan report
- Inception report
- Diagnostic report
- Scenario and financing report

Next expected outputs

- Vision, objectives, and action plan of the SUMP
- Monitoring and reporting of the SUMP
- Reports about the participatory process of the SUMP

Core impact indicators baselines

Indicator	Baseline (2015)
Total annual transport related GHG emissions (Mt CO_2eq)	0.924 Mt CO_2eq
Annual transport related GHG emissions per capita (kg CO_2eq)	243 kg CO_2eq
Access to formal public transport Proportion of the population living **300** meters or less of a public transport stop	56%[1]
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	45 µg/m³ of PM2.5
Modal share of sustainable modes of transport Modal shares of trips by public transport, walking and cycling	Walking: 70% Cycling: 0% Formal public transport: 11.7 % **Total share of sustainable modes: 81.7 %**
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)

1 Obtained by aggregation of data for each city of the urban area, weighted by population.

Highlights in the past year

Despite delays and challenges related to COVID, the SUMP progressed

As the pandemic started shortly after the inception of the SUMP project in April 2020, the initially planned schedule for the SUMP was interrupted. As the circumstances did not allow the consultant to travel to Dakar, much work was accomplished remotely. For instance, interviews with actors on site were transferred to written questionnaires and virtual meetings. Despite these challenges, the SUMP process progressed in 2021 with the conclusion of the diagnosis report. In early 2022, the first scenarios were developed and introduced to the committees in charge of the SUMP development.

The involvement of various stakeholders makes the SUMP a recognised and valuable plan

Throughout the SUMP process, the responsible committees and the SUMP task force put a strong focus on involving diverse stakeholders in the development of the plan. Until early 2022 a total of ten workshops were conducted with private and institutional actors as well as the population. The topics of the workshops covered a broad variety of SUMP related issues, including the sharing of roads and the importance of gender for transport. The results from the diagnosis were also presented during a public event to collect feedback on the outcomes. The success of these participatory events is visible through the acknowledgement that the SUMP was able to gain. While the urban mobility plan from 2007 was unknown to some stakeholders, their involvement in the process of preparing the SUMP led to an increased awareness for the aims of the plan.

A multi-modal transport system that favours public transport is key for sustainable mobility

The road network in the densely populated districts of Dakar is already under a lot of pressure under the current motorisation rates. At the same time, the majority of trips are still taken by foot as large parts of the population cannot access or afford public transport. In this context, the collaboration of CETUD with paratransit operators to support the professionalisation and upgrading of their buses, as well as the planned development of a BRT system, feed into the SUMP process. Approaches for increasing a multi-modal transport system that focuses on public transport also include the development of a fare system adjusted to the household income and the improvement of conditions for walking and cycling.

Urban planning and transport planning go hand in hand as part of the SUMP

Urban development is a key driver for the increasing transport demand in Dakar. Differences in the density among urban districts influence mobility and transport systems. To effectively integrate land use and transport planning, the Ministry of Urban Planning is an essential partner in the SUMP development and has been involved from the start. The objectives of the urban master plan (Dakar 2035) directly feed into the SUMP process. Especially in the less densely populated districts in the outskirts of Dakar, the SUMP aims to focus on the development of compact city structures according to the principles of the 15min city.