

Dakar, Senegal

Partner city

Status of the project: Ongoing preparation of the Sustainable Urban Mobility Plan



Basic Information

Urban area (Dakar Region): 550 km²

Population: 4,042,225 (2022) | Growth rate: +2.8%

Country capital city

GDP per capita: USD 1,636 (2021)

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 fast-growing conurbation that includes the cities of Dakar, Guédiawaye, Pikine, and Rufisque. It is home to over 4 million people and accounts for 25% of the country's population and 50% of the urban population. The population is expected to reach 5 million by 2030 with a growth rate twice as high as in the past 30 years.

The high population density of the region (7 350 inhabitants/km²) masks significant disparities between urban areas and territorial imbalances due to the peninsula geography and uncontrolled urbanisation. The concentration of jobs in Dakar city center leads to pendular mobility, and income inequality between Dakar and suburban cities increases the use of private vehicles.

The limited space in Dakar and road congestion have led the government to pursue ambitious urban projects outside the current agglomeration, such as the Diamniadio urban pole, which is planned to be the future administrative center of Senegal.

Walking is the most common mode of transportation, accounting for 70% of trips, but is imposed rather than chosen due to the absence or poor condition of sidewalks and obstacles from larger roads. Cycling is hindered by a lack of infrastructure and unsafe road conditions, encouraging a shift to private vehicles.

Public transportation options in Dakar include the public operator Dakar Dem Dikk (DDD) with 42 standard bus lines, 14 private operators with 64 minibus lines under the AFTU's, informal minibus operators, Clando taxi operators, and the Petit Train de Banlieue. Two mass rapid transit projects are underway: an Express Regional Train (already in operation),

between Dakar downtown and the Blaise Diagne International Airport located in Diamniadio at 36 km distance, and 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 motorised modes.

The Conseil Exécutif des Transports Urbains de Dakar (CETUD) manages mobility in Dakar and is responsible for financing mass transit infrastructure and implementing a transport master plan. CETUD's mission is to organise and regulate urban transport and promote healthy competition in accordance with state policies. CETUD is revising its transport master plan with the support of the MobiliseYourCity Partnership to create a Sustainable Urban Mobility Plan (SUMP) 2020-2035.

CETUD has the mandate and responsibility to finance mass public transport infrastructure. Working under the direct authority of the national governments, it has the means to borrow from international finance sources. Systems and procedures are in place to monitor, evaluate and report on urban mobility.

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 the SUMP process

Project start date: 2020 Q2

SUMP expected completion date: 2023

Completed outputs:

Update the existing urban mobility plan into a SUMP which:

- 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 ₂ eq)	0.924 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO ₂ eq)	243 kg CO ₂ eq
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	56%
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
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 for the second quintile household income group	14.3% (2015, EMTASUD)

Highlights in the past year

Future projections show the need for increased ambition, beyond ongoing project

In 2022, the SUMP process delivered a vision and possible scenarios for 2035. In Dakar, urban mobility is already experiencing significant change with the arrival of the BRT and light train TER, the network's restructuring, and the construction of new infrastructures. However, projections show that despite the current efforts, meeting the increased demand resulting from population growth will be difficult and costly, as peak hour demand cannot be met by the currently projected transport supply. The scenario-building phase highlighted the need for increased ambition to prevent saturation and meet the city's colossal mobility challenge.

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. 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 pressure under the current motorisation rates. At the same time, most 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 crucial 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 developing compact city structures according to the principles of the 15min city.