Dakar, Senegal

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Basic information

Urban area	→	549 km² (agglomeration)
Population	→	4,042,225 (2022)
Growth rate	→	+2.8%
National capital city		
Motorisation rate	→	39 motorised vehicles / 1,000 inhab.
GDP per capita	→	USD 1,636 (2021)
Modal share (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%
Transport emissions per capita	→	0.15 tCO2eq in Dakar
Exposure to climate change	→	MEDIUM

Context

Dakar occupies a strategic position at the western tip of Senegal and functions as the country's primary metropolitan, economic, and transport hub, concentrating national road, rail, port, and air connections that link Senegal to regional and international corridors along the West African coast and hinterland. As the political capital and main gateway for trade, logistics, and services, Dakar plays a central role in structuring mobility flows at both the metropolitan and national levels, and MobiliseYourCity has supported the city in developing and implementing its Sustainable Urban Mobility Plan.

Mobility Planning — Sustainable Urban Mobility Plan (SUMP)

Technical Assistance: Support to develop a Sustainable Urban Mobility Plan (SUMP)
Funded by: French Global Environmental Facility (FFEM)
Funding amount: EUR 400,000
Implemented by: Agence Française de Développement (AFD) supported the elaboration of a SUMP for the Dakar metropolitan area, contracted and managed by the local mobility authority, Conseil Exécutif des Transports Urbains de Dakar (CETUD)
Local counterpart: Conseil Exécutif des Transports Urbains de Dakar (CETUD)
Consultant(s) involved: Transitec, Suez, Urbaplan
Final SUMP Report: Dakar SUMP - General Summary | MobiliseYourCity

SUMP Summary

SUMP Status	Adopted
SUMP Development Timeline	Dakar joined MobiliseYourCity in 2017 Start of SUMP development in June 2020 SUMP finalised and approved in April 2023 Horizon year: 2035
SUMP Vision	The SUMP's strategic objectives aim at maintaining the dominance of active and public transport modes, avoiding a car-dependent development trajectory, and ensuring equitable, safe, and environmentally sustainable mobility at the metropolitan scale.
Key expected results (GHG, modal share and access)	The SUMP actions are expected to reduce CO_2 emissions by around 15% compared to the "business as usual" scenario. Under the SUMP, at the critical Dakar–Guédiawaye corridor in 2035, peak-hour demand is projected at 92,000 passengers per hour per direction (pphpd), while supply—and thus capacity—would increase to 95,000 pphpd.
Total SUMP Investment Requirement	1,054,600,000,000 CFA francs (approximately EUR 1.6 billion).

SUMP preparation process and stakeholder involvement

Functional urban area

The Dakar SUMP is developed at the scale of the Agglomération de Dakar, defined as a functional urban area composed of three strongly interconnected urban entities: Dakar, Guédiawaye–Pikine, and Rufisque. This metropolitan area covers approximately 549 km² and concentrates the majority of Senegal's urban population and economic activity, with very high levels of daily internal mobility and strong commuting flows between the three sub-areas. The SUMP explicitly adopts this functional approach to reflect real travel patterns, address cross-municipal mobility challenges, and support coordinated planning of transport networks, services, and infrastructure at the metropolitan scale rather than within individual administrative boundaries.

Stakeholder involvement process

The SUMP preparation followed a structured, iterative, participatory process coordinated by CETUD and implemented within the MobiliseYourCity methodological framework. Governance arrangements included a steering committee that brought together national and metropolitan institutions, as well as technical working groups comprising sectoral administrations, transport operators, and experts. Stakeholder engagement was carried out throughout the process, particularly during the diagnostic and scenario phases, through workshops, bilateral meetings, and validation sessions, with particular attention to public transport operators, local authorities

and civil society representatives. This participatory approach aimed to build ownership of the SUMP, ensure consistency with existing policies and projects, and strengthen institutional coordination for future implementation.

Diagnosis of urban mobility in Dakar

Like many large metropolitan areas in West Africa, Dakar is facing sustained demographic pressure combined with rapid spatial expansion. The agglomeration comprises the urban entities of Dakar, Guédiawaye–Pikine, and Rufisque. Projections indicate a strong population increase by 2035, with significant implications for travel demand and pressure on transport systems.

The mobility system of Dakar is characterised by a very high dependence on walking, limited motorisation, and a public transport system that remains structurally fragile despite its central role in daily mobility. While this configuration currently limits congestion and emissions compared to more motorised cities, it also reflects strong constraints related to affordability, infrastructure quality, safety and comfort. Without structural improvements, rising incomes and demographic growth are expected to lead to increased motorisation, congestion, longer travel times, and higher transport costs.

Existing mobility and transport services

Daily mobility in the Dakar agglomeration amounts to approximately 7.2 million trips, with the vast majority (about 92%) occurring within each of the three main urban entities rather than between them. This reflects a strong localised structure of activities and travel, but also underlines the importance of local accessibility and neighbourhood-scale transport conditions.

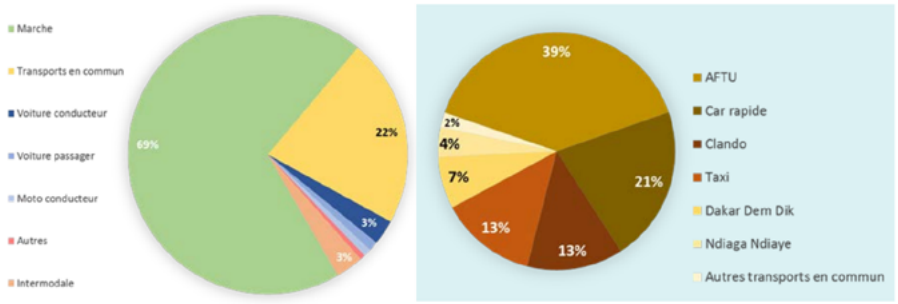

Figure 1 Modal share in Dakar, and public transport share

The modal split highlights both the limited penetration of private vehicles and the essential role of collective transport services.

Walking, although the dominant mode, is often carried out under difficult conditions. Sidewalks are frequently absent, discontinuous or obstructed, forcing pedestrians to walk on the carriageway. As a result, pedestrians are particularly exposed to traffic accidents and discomfort, despite being the backbone of daily mobility.

All motorised modes share the same road network, which is subject to significant functional and spatial constraints. While Dakar benefits from a structured hierarchy of major corridors, many secondary and local roads suffer from poor layout, congestion at intersections, encroachment by parking and commercial activities, and limited accommodation of pedestrians. These deficiencies directly affect the performance of public transport and increase exposure to safety risks.

Social issues of mobility and constrained mobility

Accessibility in Dakar is strongly shaped by the dominance of walking and the uneven quality of public transport services. While short-distance trips remain feasible for a large share of the population, longer trips are costly in both time and money, particularly for households with limited income.

Longer trips are costly and unreliable, with service limitations, particularly in peripheral areas such as Guédiawaye. Transport expenditure represents a significant burden for many households, reinforcing social inequalities and limiting access to employment, education and services. The average fare paid depends on the type of transport and ranges from 85 to 185 FCFA (~0.13-0.28€) per trip. Among cancelled trips in Dakar, 34% are due to fare costs. The diagnosis underlines that improving public transport performance and pedestrian conditions is essential to reducing transport poverty.

Dakar has social disparities in mobility patterns, notably along gender lines. Average daily travel time is estimated at 86 minutes, but men spend significantly more time travelling than women, with a difference of approximately 22 minutes per day. These differences reflect disparities in employment patterns, access to resources and mode availability.

Road safety is identified as a major challenge in Dakar's mobility system. Poor pedestrian infrastructure, unmanaged intersections and mixed traffic conditions increase the risk of accidents, particularly for vulnerable road users. Although detailed accident statistics are primarily addressed through the indicator framework rather than the core diagnosis, safety issues are repeatedly highlighted as a structural weakness of the current system.

Comfort is also a recurring concern. Users face long waiting times, exposure to heat and rain, overcrowded vehicles and irregular services. These factors disproportionately affect low-income users, who rely most heavily on walking and public transport.

Institutional and regulatory capacity

The institutional framework governing urban mobility in Dakar involves multiple actors operating at different administrative levels. While responsibilities for transport planning and regulation are defined, coordination challenges and capacity constraints remain, particularly in network management, service regulation, and long-term monitoring.

The SUMP emphasises the need to strengthen institutional coordination at the metropolitan scale, especially given that future urban growth will increasingly occur outside the historic core of Dakar. Aligning mandates, resources and planning tools is a prerequisite for effective implementation of mobility policies.

Air pollution and GHG emissions related to urban mobility

Environmental performance is a growing concern in Dakar's mobility system. The vehicle fleet is relatively old, contributing to elevated emissions of air pollutants and greenhouse gases. Fuel quality, including sulphur content, further exacerbates local air pollution. Dakar is among the top 10 most air-polluted cities globally, with PM 2.5 concentration in 2024 on average being 22.3 µg/m3, which exceeds the WHO guideline of max. 5 µg/m3 by a multiple[1].

Scenario analyses indicate that under a business-as-usual trajectory, growing individual motorisation, land-use expansion, and travel demand would cause transport-related CO_2 emissions to increase sharply, potentially reaching several times current levels by the 2035 horizon. While improvements in vehicle efficiency linked to gradual fleet renewal are expected, these gains are insufficient to offset the combined effects of population growth, increased travel demand and rising motorisation.

[1] https://www.iqair.com/me/newsroom/dakar-among-top-10-most-polluted-cities-in-the-world-2-17-2026

Dedicated emissions modelling shows that mobility strategies aligned with the SUMP can lead to a reduction of CO_2 emissions of around 15% by 2035 under specific assumptions regarding decarbonisation of the electricity mix. This confirms that mobility planning plays a significant role in Dakar's climate mitigation pathway.

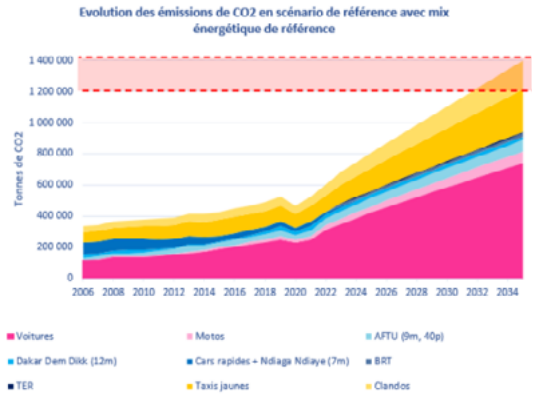

Figure 2 GHG emissions related to urban mobility in Dakar

SUMP visions and goals

Strategic Vision

By 2035, the SUMP seeks to develop a city with improved accessibility, structured around a hierarchical public transport network, and where active modes of transport provide their support. The classic approach to mobility planning began with the question of whether demand was satisfied or not. If it was satisfied, no condition or constraint was introduced into the system, thus letting demand increase until it reached the capacity of supply. If, on the contrary, demand was not satisfied, the choice was to increase the network in quantitative terms. More concretely, this translated into:

- the construction of new roads;
- the widening of existing roads to give more space to motorised modes, and in particular individual motorised transport; and
- the implementation of grade-separated junctions on the main road network. Other measures could be implemented, such as, for example, the construction of car parks and/or relaxations in the management of flows.

For Dakar's SUMP, the choice is made to introduce a new paradigm which acts in a coordinated manner on demand and on supply. It is a multimodal approach to influence demand. This therefore implies:

- the control, or even the bending, of the growth of the role of individual motorised transport;
- the choice to favour collective modes and active modes;
- the recovery of public space for mobility; and
- the reduction of the need for travel (direct actions on demand).

In a pragmatic way, it is not a matter of radically changing the trends and dynamics that are in place in the territory of Dakar. The approach rather seeks to find a balance in the way mobility is planned.

Four pillars have been defined to support the paradigm shift. These pillars must not be taken as isolated elements of a strategy, but rather as a coherent set of principles:

- Pillar 1 the prioritisation of modes of transport.
- Pillar 2 the structuring of the offer based on high-capacity public transport.
- Pillar 3 traffic management.
- Pillar 4 the occupation of space.

The framework of the mass transit (TCSP in French) network implies the emergence of Points of Exchange (PoE) at its main junctions. A notion of hierarchy can then be applied to these PoE concerning the functionalities projected onto them, but also to their urban environment, the one and the other being linked in all cases:

1. Local PoE: hubs closely integrated into the surrounding urban fabric, privileging accessibility by active modes and public transport, and restricting access by individual motorised transport.
2. Gateway PoE: hubs ensuring a role of feeding individual motorised transport onto public transport to access the heart of the metropolitan area.
3. The Baux Maraichers bus station, mainly ensuring exchanges between interurban public transport and the urban public transport network.

The opportunity for Transit-Oriented Development can be initiated on certain PoEs. The concept of TOD is based on creating "urban villages" with high accessibility and relies on public transport, walking, and cycling. These "urban villages" are dense and mixed, making it possible to have jobs close to the transport hubs.

Walking is and will remain the main mode of travel in Dakar. For the SUMP, the most important effort is to improve travel conditions for pedestrians, including people with reduced mobility. The SUMP proposes the creation of a hierarchical network of cycle paths whose objectives are to

- feed into public transport, and TCSP in particular, while respecting the relevant scales of the modes,
- mesh the areas within the departments that form the metropolitan area, and
- provide links between sectors, of medium distance, which will reduce the need to resort to individual motorised modes.

Test scenarios and selected scenario

Different scenarios were defined, and local stakeholders chose the preferred scenario from this list. The starting point is the reference scenario, which follows the city's current trends to forecast the situation in 2035. Starting from this scenario, which leads to an unacceptable situation in terms of congestion and environmental impact, a first scenario, called the mass transit TCSP scenario, was generated by emphasising improvements to the public transport offer and its attractiveness. Finally, a third scenario, the mass transit TCSP and calmed city scenario, keeps the objectives of the previous scenario and adds an objective of reducing the pressure on mobility infrastructure. It is this latter that was chosen.

SUMP key measures

The following table highlights the most significant measures identified in the SUMP.

In addition, the Dakar SUMP covers the period 2025–2035, with actions phased into:

- Urgent actions / quick wins: Short term (2025–2026)
- Studies & institutional measures: Short–medium term (2025–2030)
- Infrastructure-heavy projects (TCSP, cycling, pedestrian networks): Medium–long term (2025–2035).

Cluster	Measure	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Urgent actions				
—	Reservation of right-of-way for high-capacity public transport (HPT) corridors and active mobility	150,000 – 380,000	Government / CETUD / development partners	2025
Quick Wins (QW)				
QW01	Organisation of events and participatory activities promoting active mobility	15,000 – 38,000	Municipality / NGOs / donors	2025–2026
QW02	Implementation of a pilot cycling corridor near UCAD	76,000 – 152,000	Municipality / development partners	2025–2026
QW03	Upgrade of the vehicle technical inspection centre and introduction of environmental standards	3,800,000 – 7,600,000	Line ministries	2025–2026
QW04	Organisation and management of event mobility in Diamniadio	15,000 – 38,000 (study)	Government	2025–2026
QW05	Integration of gender considerations into mobility planning	152,000 – 381,000	Donors	2025–2026
QW06	Integration of persons with reduced mobility (PRM)	76,000 – 152,000	Public / donors	2025–2026
QW07	Open data for public transport	152,000 – 381,000	Institutional / donors	2025–2026
Low-Hanging Fruit (LHF)				
LHF01	Communication campaigns on the SUMP	152,000 – 381,000	Government / donors	2025–2026
LHF02	Restructuring of the CAPTRANS system	< 15,000	CETUD / government	2025–2030
LHF03	Expansion of air quality monitoring network	15,000 – 38,000	Environmental agencies	2025–2030
LHF04	Mobility–urban planning coordination body	< 15,000	Internal	2025–2030
LHF05	TOD feasibility study (Grande Médine)	38,000 – 76,000 (study)	Donors	2025–2030
LHF06	Regulation of motorcycle taxis	38,000 – 76,000	CETUD / Ministry / Police	2025–2030
LHF07	Consultation framework for SUMP adaptation	< 15,000	CETUD / government	2025–2030
LHF08	Vehicle impound facility	< 15,000	Municipality	2025–2030
Short-Term Actions (studies)				
E-05.01	Organisational support for CETUD	38,000 – 76,000	Government / donors	2025–2026
E-24.02	Traffic management training and diagnostics	< 15,000	CETUD / partners	2025–2026
E-03.01	Road safety study (metropolitan)	152,000 – 381,000	Government	2025–2026
E-18.01	Public space charter	76,000 – 152,000 (study = 114,000)	External donors (bailleurs de fonds)	2025–2026
E-06.01	Multimodal accessibility study (airport sector)	15,000 – 38,000	Government / partners	2025–2026

Cluster	Measure	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Medium-Term Actions				
E-07.01	Strategic multimodal circulation & parking plans	76,000 – 152,000 (study)	Donors	2025–2030
E-10.01	Strategic multimodal hubs (PEM) plan	76,000 – 152,000 + 3,.800,000 – 7,.600,000 (TOD components)	Public / PPP / donors	2025–2035
E-15.01	Feasibility studies for HPT (TCSP) lines	3,500,000	International donors	2025–2030
		(≈ 2,000,000 – 4,000,000 total programme)		
E-24.01	Metropolitan parking system study	1,.500,000 – 3,.800,000	PPP / donors	2025–2030
E-13.02	Multimodal ticketing working group	< 15,000	Institutional	2025–2030
Additional strategic studies				
E-10.02	Upgrade of urban bus stations (study)	76,000 – 152,000	Donors	2025–2030
E-13.01	Network restructuring study (phase 2)	380,000 – 760,000	Donors	2025–2030
E-13.03	MaaS study and service integration	381,000 – 762,000	Donors	2025–2030
E-13.04	Maritime transport feasibility study	381,000 – 762,000	Donors	2025–2030
E-18.02	Regulation of on-demand mobility platforms	150,000 – 380,000	Donors	2025–2030
E-18.03	Active modes crossing study	76,000 – 152,000	State	2025–2030
Active mobility & accessibility				
E-17.01	Bicycle master plan	381,000 – 762,000	Donors / public	2025–2035
E-19.01	Pedestrian master plan	152,000 – 381,000	Donors / public	2025–2035
E-07.05	Accessibility study – Daga Kholpa	15,000 – 38,000	State	2030–2035
E-07.06	Accessibility study – Diamniadio update	38,000 – 76,000	Diamniadio pole	2030–2035
E-07.07	Accessibility study – airport area	15,000 – 38,000	Airport authority	2030–2035
Freight & logistics				
E-22.01	Operationalisation of urban freight strategy	7,600,000 – 15,200,000	Public + donors	2025–2035

SUMP expected results and impact

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2015	Projected 2035 BAU scenario	Projected 2035 SUMP scenario
Total annual GHG emissions (Mt CO2eq)	0.2 Mt CO2eq	0.924 Mt CO2eq	1.4 Mt CO2eq	1.2 Mt CO2eq
Annual transport-related GHG emissions per capita (kg CO2eq)	N/A	243 kg CO2eq	368.2 kg CO_2eq	315.7 kg CO_2eq
Modal share Increase of the modal shares of trips by public transport and cycling	+7% shift to public transport and cycling	Walking: 70% Cycling : 0% Personal cars : 3% Motorised two-wheeler: 1% Taxi: 2% TC has TCSP: 23% TCSP :0%		Walking: 55% Cycling : 3% Personal cars: 9% Motorised two-wheeler: 2% Taxi: 2% TC has TCSP: 17% TCSP: 10%
Road safety Decrease in traffic accidents in the urban area, per 100.000 inhabitants		165 accidents / 100,000 inhabitants		95 accidents/100,000 inhabitants

Insights from practice: lessons learned from the SUMP development process

CETUD is a highly qualified technical institution able to oversee mobility projects in Dakar

One specificity of the Dakar SUMP is that the CETUD was the contracting authority for the SUMP study (not AFD). A delegation agreement was signed between AFD and CETUD for this purpose. This was possible because CETUD is a long-standing mobility authority with skilled staff. The CETUD was very involved in monitoring the SUMP, more than typical in other SUMPs.

In a highly congested city, collaboration with paratransit operators is crucial for transformation

The road network in the densely populated districts of Dakar is already under pressure due to the current motorisation rates. At the same time, most trips are still made on foot, as many people cannot access or afford public transport. In this context, CETUD's collaboration with paratransit operators to support the professionalisation and upgrading of their buses, as well as the planned development of the BRT system, feeds into the SUMP process. Approaches to increasing a multimodal transport system that focuses on public transport also include developing a fare system adjusted to household income and improving conditions for walking and cycling.

A robust participatory process along SUMP development increased citizens' ownership of the project

Throughout the SUMP process, the responsible committees and the SUMP task force focused on involving diverse stakeholders in the plan's development. Workshops were conducted with private and institutional actors as well as the population. The workshops covered a wide range of SUMP-related issues, including road sharing and the importance of gender in transport. The diagnostic results were also presented at a public event to gather feedback on the outcomes. Public involvement in preparing the SUMP led to increased awareness of the plan's aims.

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

Urban development is a crucial driver for the increasing demand for transport 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 on the outskirts of Dakar, the SUMP aims to focus on developing compact city structures in line with the principles of the 15-minute city.

SUMP finance leverage

Leveraged financing (resulting from or enabled by the SUMP preparation process)

Description	Source of financing	Type	Status	Amount (EUR)
MoVe Senegal	BMZ	Grant	Secured	5,000,000
Dakar's Public Transport Network upgrade[2]	EU, BMZ, AFD	Grant	Secured	20,000,000 30,000,000 3,500,000
Dakar's Public Transport Network upgrade[3]	EU, AFD	Loan	Secured	166,900,000 100,000,000
Projet Mobilité Urbaine à Dakar[4]	World bank	Loan	Secured	100,000,000

[2] The grant is part of a Team Europe approach project by the EU, EIB, KfW, AFD and including a loan for 267 M EUR - https://www.eib.org/en/press/all/2023-081-global-gateway-team-europe-joins-forces-with-senegal-for-cleaner-safe-and-affordable-transport-in-dakar
[3] EUR 166.9 million from EIB guaranteed by the European Commission through EFSD+ with an amount of EUR 15 million and EUR 100 million from AFD
[4] https://www.banquemondiale.org/fr/news/press-release/2025/06/17/world-bank-supports-senegal-with-100-million-to-transform-urban-mobility-in-dakar-and-secondarary-cities

Associated financing (independently secured financing for measures related to the SUMP)

Description	Source of financing	Type	Status	Amount (EUR)
TER Dakar Phase I	B AfDB, AFD, IsDB, French Treasury, Senegalese Gov	Loan Domestic	Secured	789,000,000 220,000,000
TER Dakar Phase II	BOAD, IsDB	Loan	Secured	93,695,000
BRT Dakar infrastructure	World Bank, EIB, Senegalese government	Loan Domestic	Secured	425,000,000 10,000,000
BRT Dakar rolling stock	Proparco, EU, PIDGTA, Private sector	Loan Grant Equity	Secured	91,800,000 15,400,000 27,000,000

Progress on SUMP implementation

A Memorandum of Understanding with the Global Green Growth Institute (GGGI) was established in 2024 to promote policy and strategy development, capacity building, and green mobility initiatives consistent with the SUMP[5].

In 2025, IFC and CETUD signed several agreements to structure public-private partnerships for sustainable transport systems, including biomethane buses, smart traffic management, and innovative transit solutions, advancing implementation beyond planning[6].

[5] https://www.esi-africa.com/news/sustainable-urban-mobility-plan-for-a-growing-dakar
[6] https://www.ifc.org/en/pressroom/2025/ifc-and-cetud-expand-partnership-to-improve-sustainable-transport-in-senegal-throu

Implementation support – SUMP Implementation

Project title: Mobilité Verte Senegal - MoVe – Green Mobility in Senegal[7]
Funded by: Bundesministerium für wirtschaftliche Zusammenarbeit und Entwicklung (BMZ)
Funding amount: EUR 5,000,000
Implemented by: Gesellschaft für Internationale Zusammenarbeit (GIZ)
Local counterpart:

- Political Partner : Ministère des Infrastructures et des Transports Terrestres et du Desenclavement (MITTD)
- SUMP Implementation agency: Conseil Exécutif des Transports Urbains Durables (CETUD)

Project implementation period: 2024-2027

Objectives and main supported activities

- Developing strategies for walking and cycling
- Creating action plans for active and pedestrian mobility
- Preparing a green corridor in Dakar
- Providing training on cycling practices
- Implementing a pilot bike-sharing project

Completed outputs:

Official launch of the technical assistance

In January 2025, GIZ and CETUD formally launched the MOVE project through a high-level meeting in Dakar between the Director General of CETUD and the GIZ Regional Director, reaffirming bilateral technical cooperation on green mobility. The launch highlighted strategic priorities, including active mobility strategies, green corridors in Dakar, gender-responsive safety planning, and pilot cycling programs.

Next expected outputs:

- Finalisation of active mobility guidelines for implementation throughout the Dakar metropolitan area.
- Roll-out of bicycle infrastructure planning beyond pilots toward corridor-level networks.
- Enhanced institutional capacity and governance arrangements for integrating active mobility into permanent transport planning processes.
- Continued participatory engagement processes with stakeholders and vulnerable user groups.

[7] https://www.giz.de/en/projects/promouvoir-la-mobilite-active-au-senegal

Main SUMP implementation challenges

Interinstitutional coordination is key to project success

The Mobilité Verte (MoVe) Senegal project in Dakar faces institutional challenges typical of establishing sustainable transport systems in rapidly growing urban environments. The project requires close collaboration among multiple entities, with GIZ leading implementation for BMZ. Locally, the Ministry of Infrastructure, Land Transport, and Decentralisation (MITTD) serves as the political counterpart. At the same time, the Executive Council for Sustainable Urban Transportation (CETUD) plays a key role as the implementing partner. This partnership highlights the importance of cooperation across institutional levels to meet rising transport demands sustainably.

Takeaways on SUMP implementation support

Walking and cycling should be included in the early stages of mobility planning processes

Early observations from the MoVe Senegal project underscore the value of integrating sustainable transportation modes into city planning. Establishing active mobility as a priority in Dakar's transport planning has proven essential for improving accessibility and meeting the needs of active mobility users. This initiative emphasises how planning for active mobility can improve urban transport conditions, benefiting residents and the environment.

The way forward

MoVe Senegal leads the way for SUMP implementation

Moving forward, the MoVe Senegal project aims to embed active mobility as a central element of transport planning in Dakar. This approach addresses current mobility challenges and sets a foundation for expanding sustainable transport options throughout the Dakar metropolitan region. The continued collaboration among GIZ, MITTD, and CETUD will be crucial for maintaining momentum and ensuring that active mobility infrastructure is fully integrated into future urban planning.

Dakar is a key urban node in Global Gateway's strategic corridor Praia-Dakar-Abidjan[8]

The EU has identified Dakar and Senegal at large as a key area in the regional corridor Praia-Dakar-Abidjan, as part of the EU's investment plan – Global Gateway[9]. EU's action is based on Senegal's ambitions in sectors such as pharmaceutical production, agricultural industrialisation, universal access to energy, urban development and digital transformation. The EU is supporting Senegal in strengthening its transport systems by improving sustainable urban mobility, notably through the introduction of BRT services that enable electric buses to operate efficiently in Dakar, as well as a network of gas-powered buses connecting outlying neighbourhoods to the capital's main electric transit lines. The EU Delegation has prioritised urban mobility as a key sector for investment in Senegal[10].

[8] https://international-partnerships.ec.europa.eu/countries/senegal_fr
[9] https://international-partnerships.ec.europa.eu/policies/global-gateway/initiatives-sub-saharan-africa_en?prefLang=fr
[10] https://www.eeas.europa.eu/delegations/senegal/priorities_fr

Other urban mobility projects in Dakar

The World Bank is supporting Dakar SUMP Implementation[11]

In June 2025, the World Bank approved $100 million in concessional financing through the International Development Association (IDA) to support the Dakar Sustainable Urban Mobility Project, marking the first phase of a broader programme to transform urban mobility in Dakar and selected secondary cities. This initiative aims to establish an integrated transport system linking the Bus Rapid Transit (BRT) network with the Regional Express Train (TER) and restructured bus services, professionalise informal operators, improve traffic management across the metropolitan area, and support preparatory studies for a second BRT line and essential mobility infrastructure in smaller cities, while unlocking economic opportunities for about 3.8 million people.

Europe is supporting the transformation of the job market in Senegal to respond to the needs of sustainable mobility[12]

The URBAN SKILLS project, implemented under the Team Europe Initiative on Opportunity-driven Skills and Vocational Education and Training, is a mobility skills and employment programme co-financed by the European Union and Germany, and implemented with partners including AUF, ANPEJ, ISEP de Thiès, SETER, and Dakar Mobilité. Launched in 2025, it seeks to train and support the professional entry of approximately 600 young people and women into sustainable urban mobility careers, align curricula with labour market needs, and build a national/regional network for skills development in the sustainable transport sectors linked to major infrastructure such as the BRT and TER.

Highlights in the past year

Dakar won ITDP's sustainable transport award for its fully electric BRT

The Institute for Transportation and Development Policy (ITDP), a MobiliseYourCity Knowledge and Network Partner, through the Sustainable Transport Award committee, announced Dakar, Senegal, as the winner of the Sustainable Transport Award. ITPD recognised CETUD's progress in promoting sustainability, accessibility, and inclusion with substantial investments in electric public transport and transit-oriented development[13].

Last updated December 2025

[11] https://www.banquemondiale.org/fr/news/press-release/2025/06/17/world-bank-supports-senegal-with-100-million-to-transform-urban-mobility-in-dakar-and-secondarary-cities
[12] https://www.auf.org/projet/urban-skills-la-mobilite-urbaine-durable-vecteur-demploi-au-senegal
[13] https://itdp.org/2025/01/07/dakar-senegal-receives-2025-sustainable-transport-award