



Presentation of Dakar BRT Project



THE WORLD BANK
IBRD • IDA | WORLD BANK GROUP

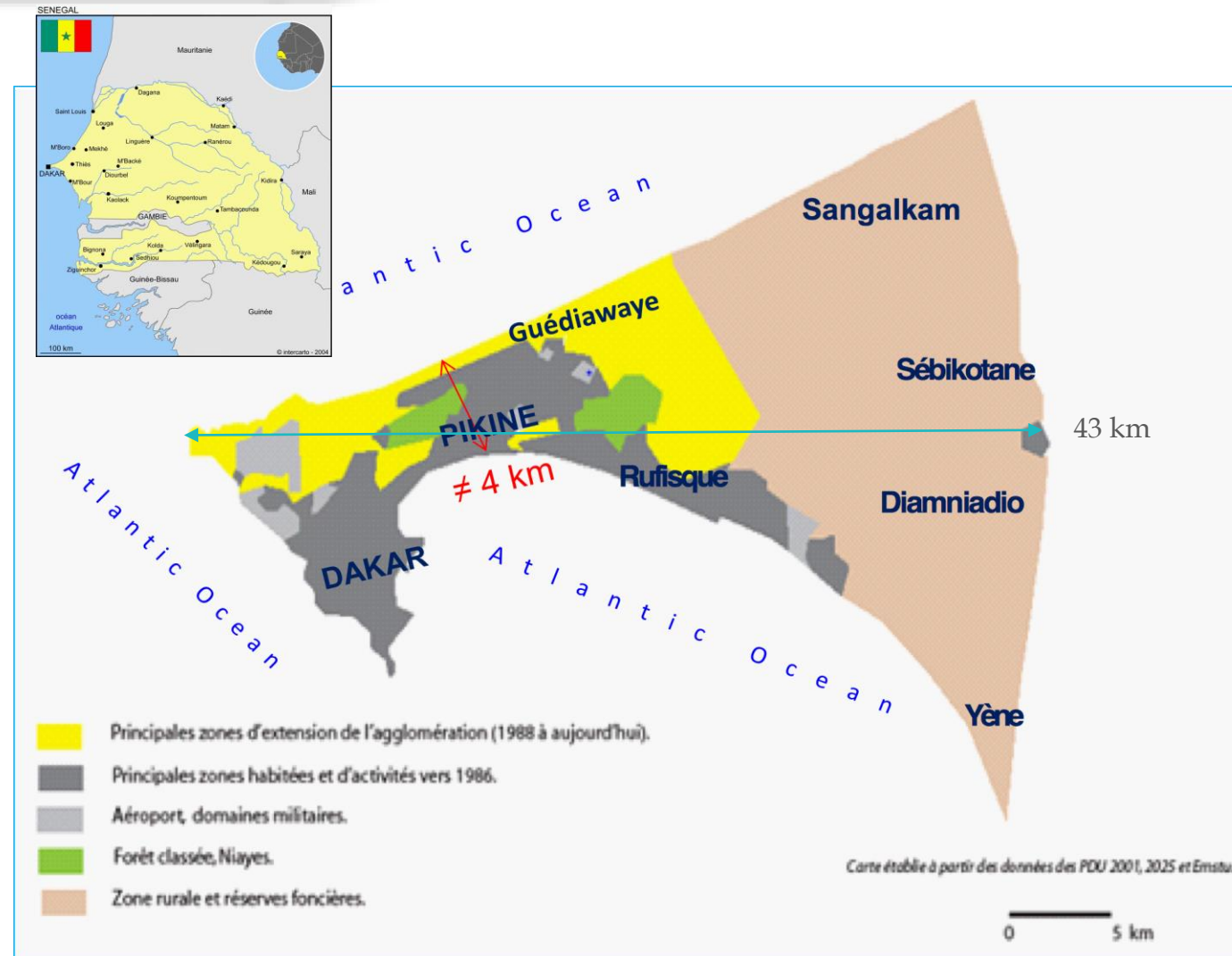


La banque de l'UE

Abuja, July 3th 2018

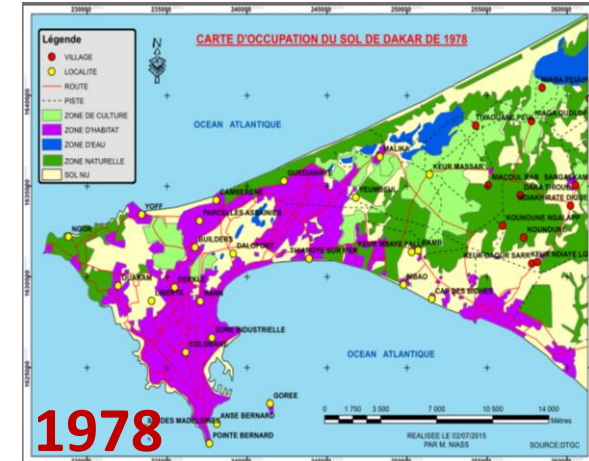
Key figures

- Dakar : a peninsula of 550 km²
- 23% of the country's population on 0.3% of the national territory
- 2.6 M inhabitants in 2005 / 3.5 M in 2017 / 5M in 2030
- 100,000 new inhabitants / year
- 50% of the urban population and 72% of the car fleet

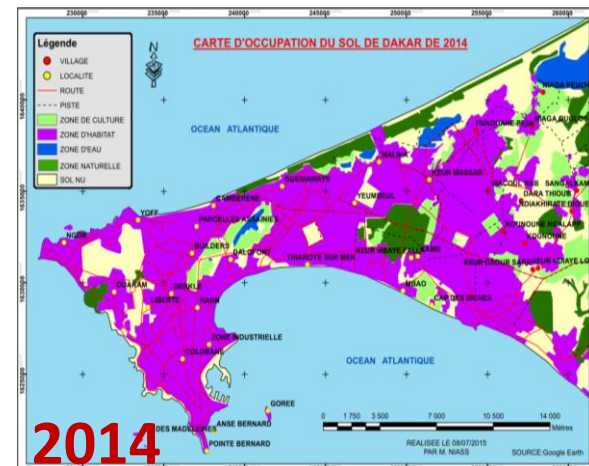


Context of CETUD's creation

Increasing and anarchic urbanization in Dakar



Land use : Urban sprawl and Imbalance in the distribution of urban functions between the West and the East of the agglomeration



Context of CETUD's creation

Gradual reduction of public transit commercial speeds, fleet dilapidated, informal management and inability of operators to meet investment needs

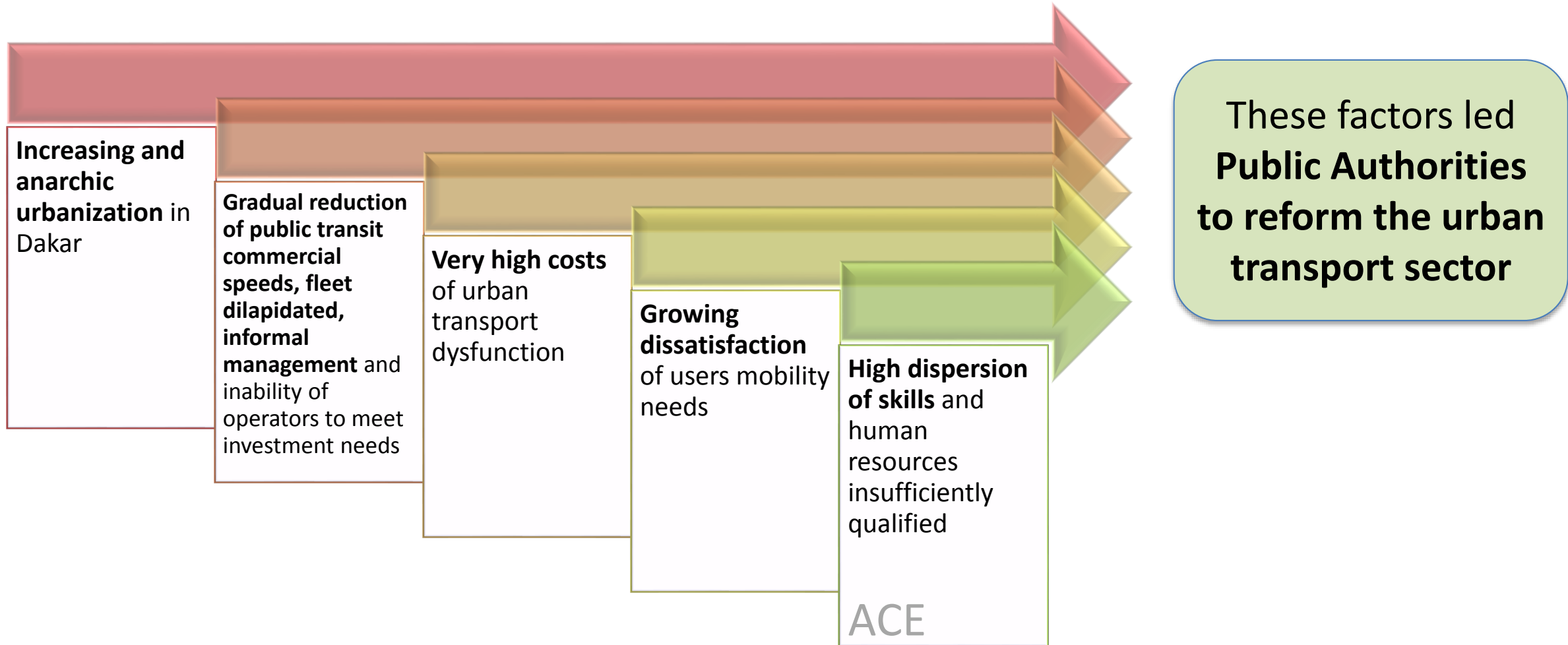


Context of CETUD's creation

Very high costs of urban transport dysfunction and Growing dissatisfaction of users mobility needs



Context of CETUD's creation



CETUD is a public establishment of professional nature created by the law 97-01 (March 10th, 1997)

1

Its mission is **to organize and regulate urban public passenger transport offer** in order to create a secure economic environment for developers and foster the emergence of healthy and sustainable competition.

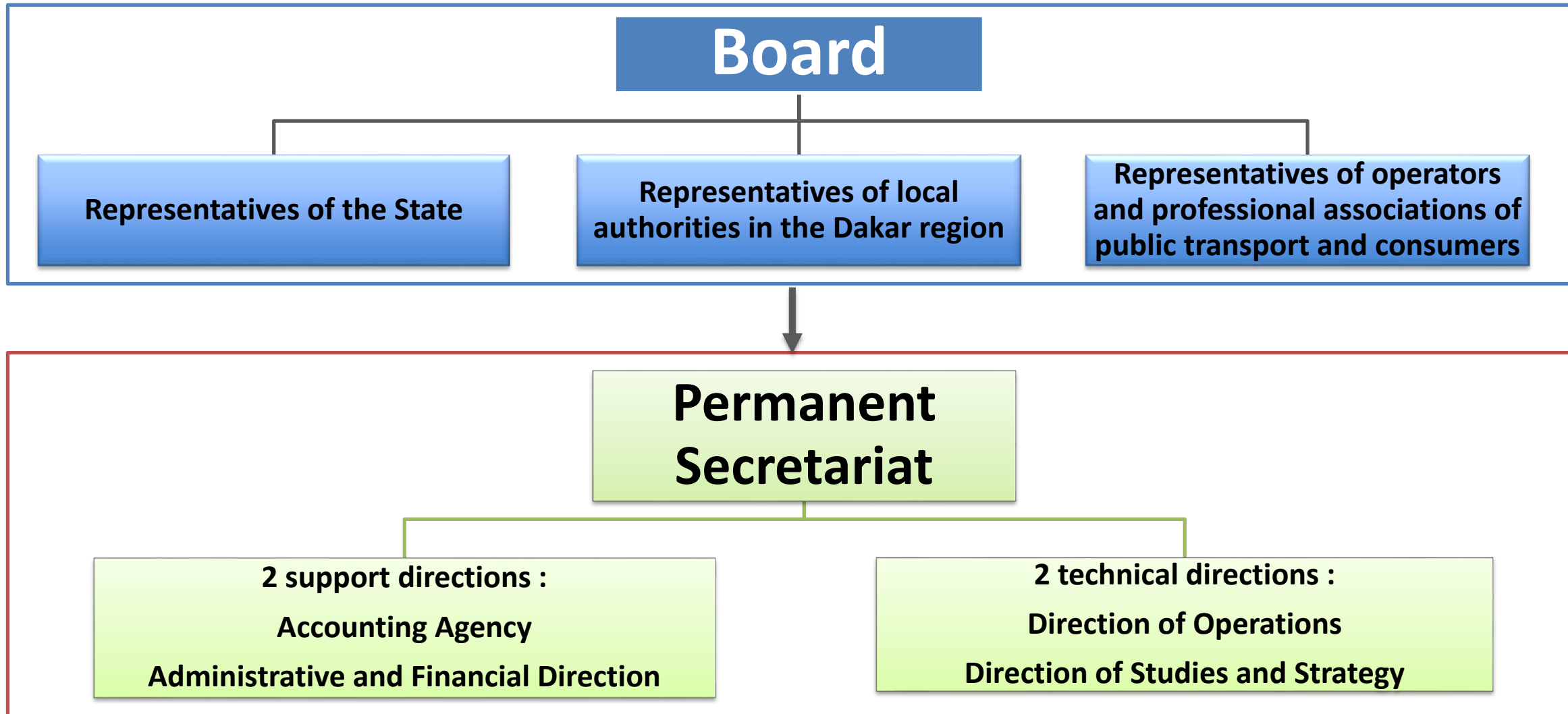
2

It **can intervene in other regions of Senegal** as part of its missions at the request of the State or other local authorities (outside Dakar).

3

It assumes its missions on the basis of the **planning documents** :

- Dakar Urban Travel Plan (PDUD), 2008-2025
- Urban Travel Policy Letter (LPDU), 2015-2020;
- Urban Plan of Dakar (PDU), 2016-2035.



Funding Sources



Consolidated Investment Budget (BCI)

Urban Transport Development Fund (FDTU)

Resources allocated to the State by development partners

Licensing fees & Grants (AFTU)

Main achievements of CETUD between 1997 and 2017

Implementation of reform and capacity building expertise project

Development of an Urban Travel Plan and a Letter of Urban Travel Policy

A leasing mechanism to renew the public transit fleet

New operating methods

Training for public and private actors

Road safety awareness programs

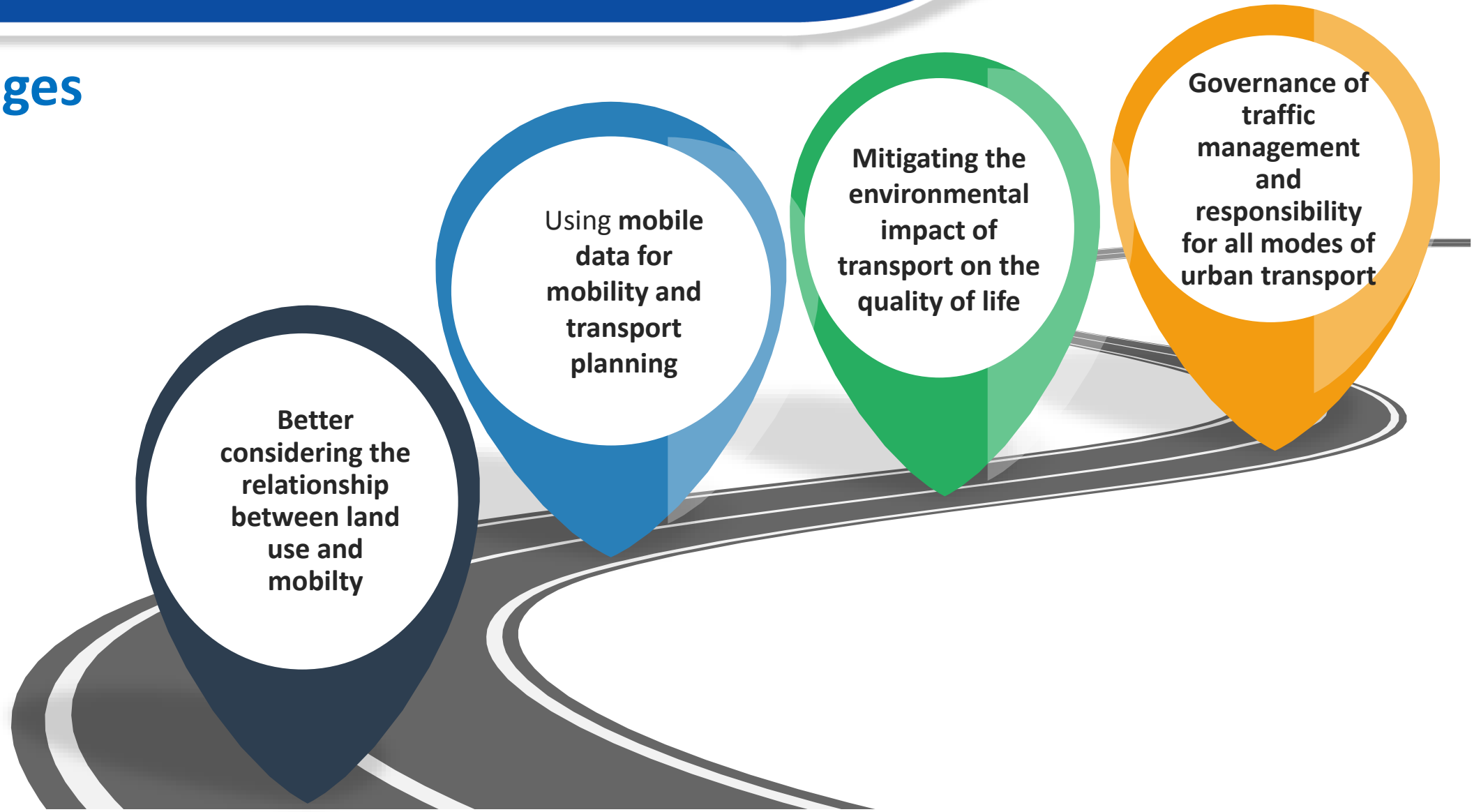
Major Projects

1. Transport Modernization Program
2. Bus Rapid Transit Project (BRT)
3. Regional Express Train Project (TER) / Contribution
4. Public transit restructuring project
5. Support Project for Transport and Urban Mobility (PATMUR)



Transportation Governance Evaluation

Challenges



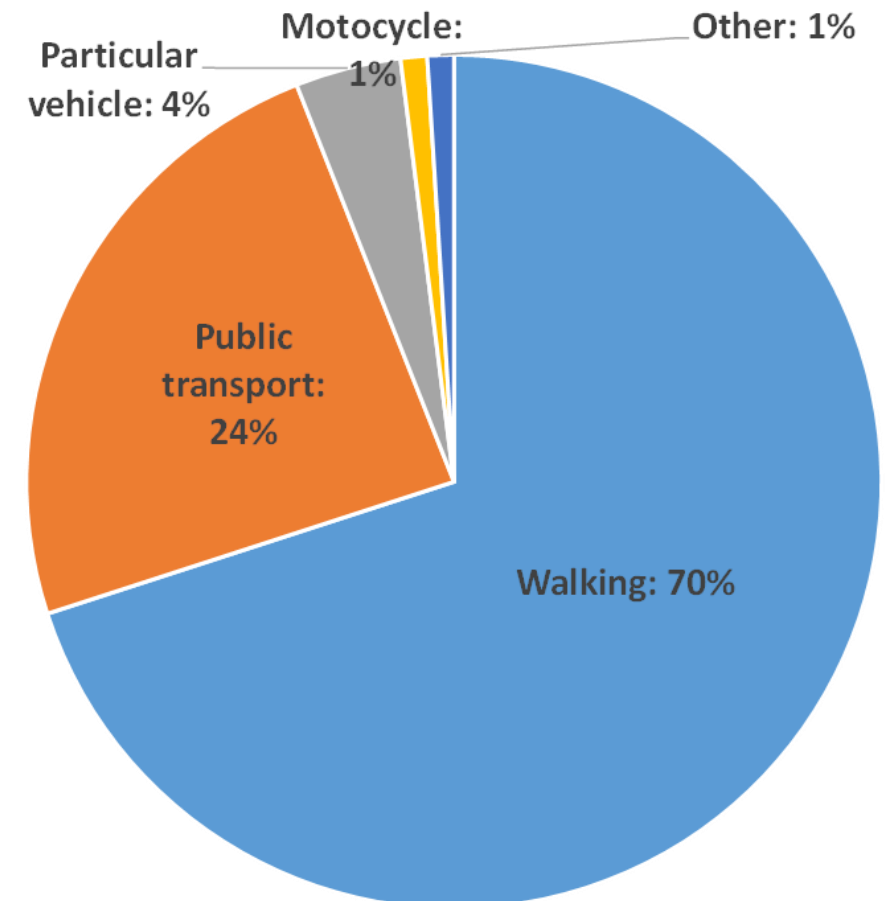
Urban mobility in Dakar

- **A low motorization rate :**

	Motorized vehicles	Particular vehicles
Number of vehicles per 1,000 households	256	169
Number of vehicles per 1,000 individuals	40	25

- **7,2 millions of trips / day** in 2015
- Importance of walking : **70% of total trips**
- **80% of motorized trips** done through **public transit**

2015 household survey



Project Context

Opportunities of the BRT Project

A coherent project on the Grand Dakar

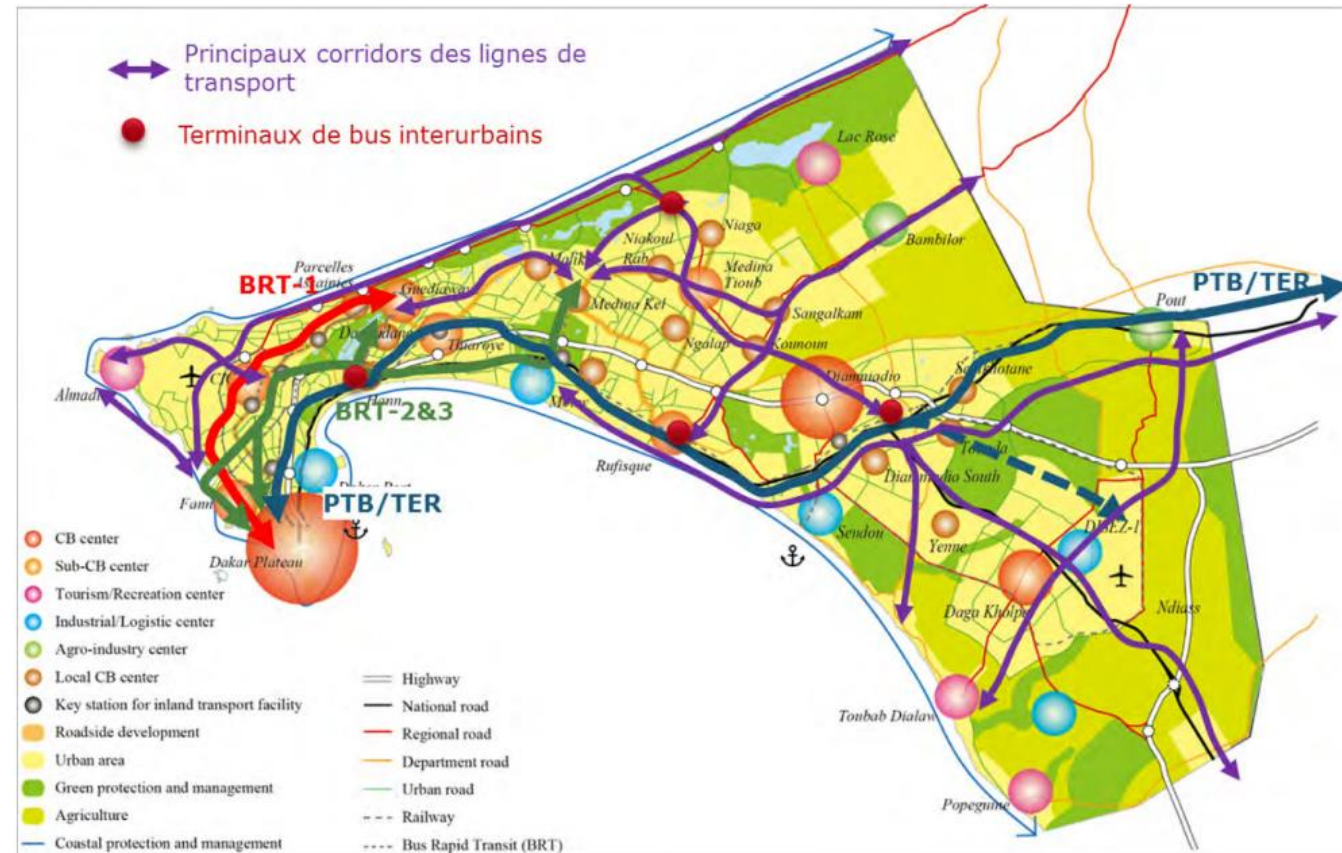
- **Complementarity with the TER project**
- **Reorganization of the public transit network** around BRT and TER which will be the backbone of the transport system in Dakar

A project included in a global strategy

- **Identified in the Urban Travel Policy Letter of Dakar (LPDU 2015-2020)**
- **Identified as a Senegal's contribution to reducing GHG emissions**

An innovative project, which aims to:

- **An urban requalification along the route**
- **1st PPP project in urban transport in Senegal**



Objectives of the BRT Project

1

Satisfying the strong demand for transport in the best performance conditions

2

Creating a structuring effect on the urban fabric: renewal of the city center, urban development

3

Reducing traffic congestion by modal transfer from particular vehicles to BRT

4

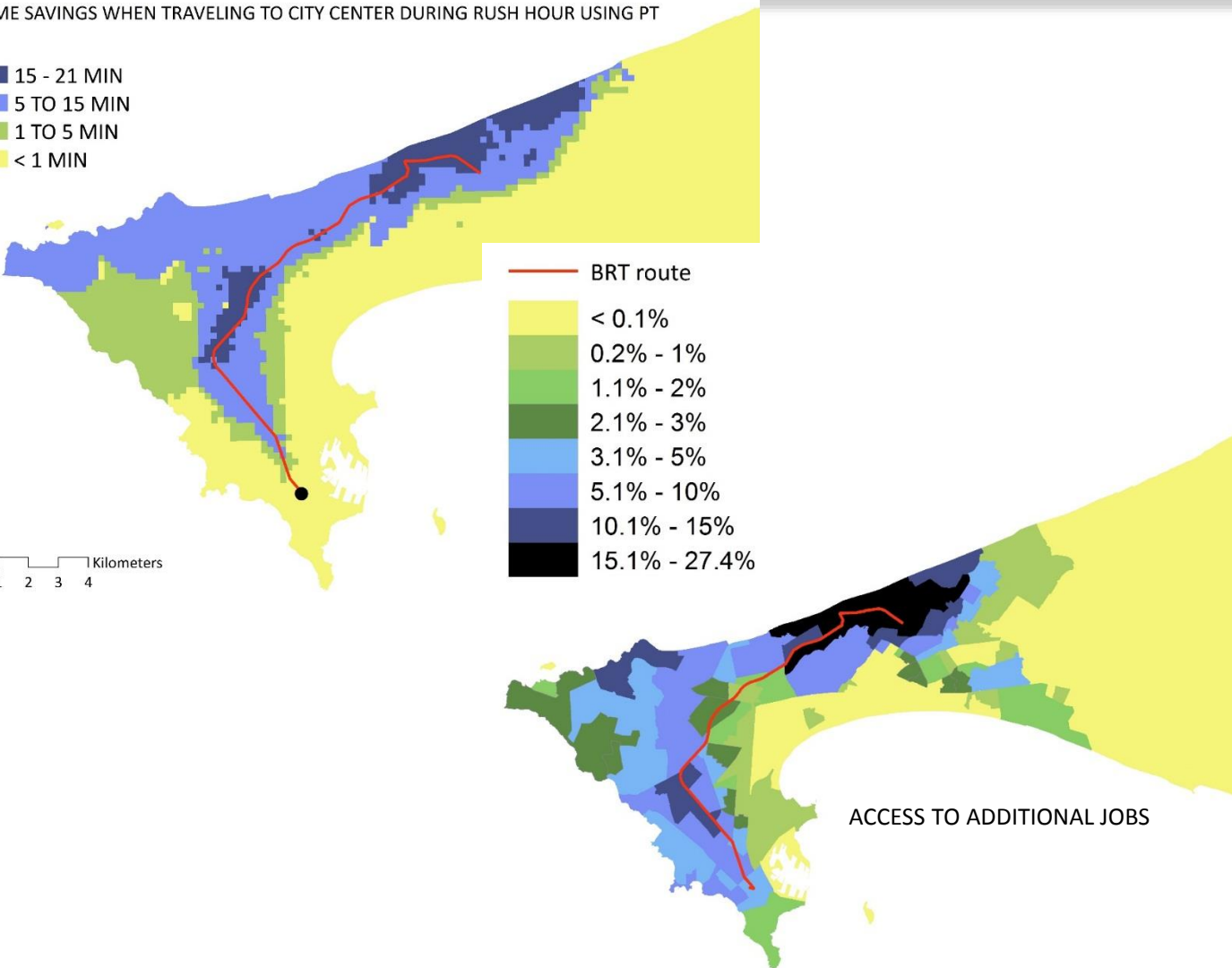
Developing the public transit network and promoting an optimal connection and intermodality with the Regional Express Train (TER) line

BRT expected impacts

Significant gains in accessibility for all services

TIME SAVINGS WHEN TRAVELING TO CITY CENTER DURING RUSH HOUR USING PT

- 15 - 21 MIN
- 5 TO 15 MIN
- 1 TO 5 MIN
- < 1 MIN



60% of residents in Dakar will have access to an **additional market**.

47% will have access to at least one **additional university** (or equivalent)

25% will have access to an **additional hospital**

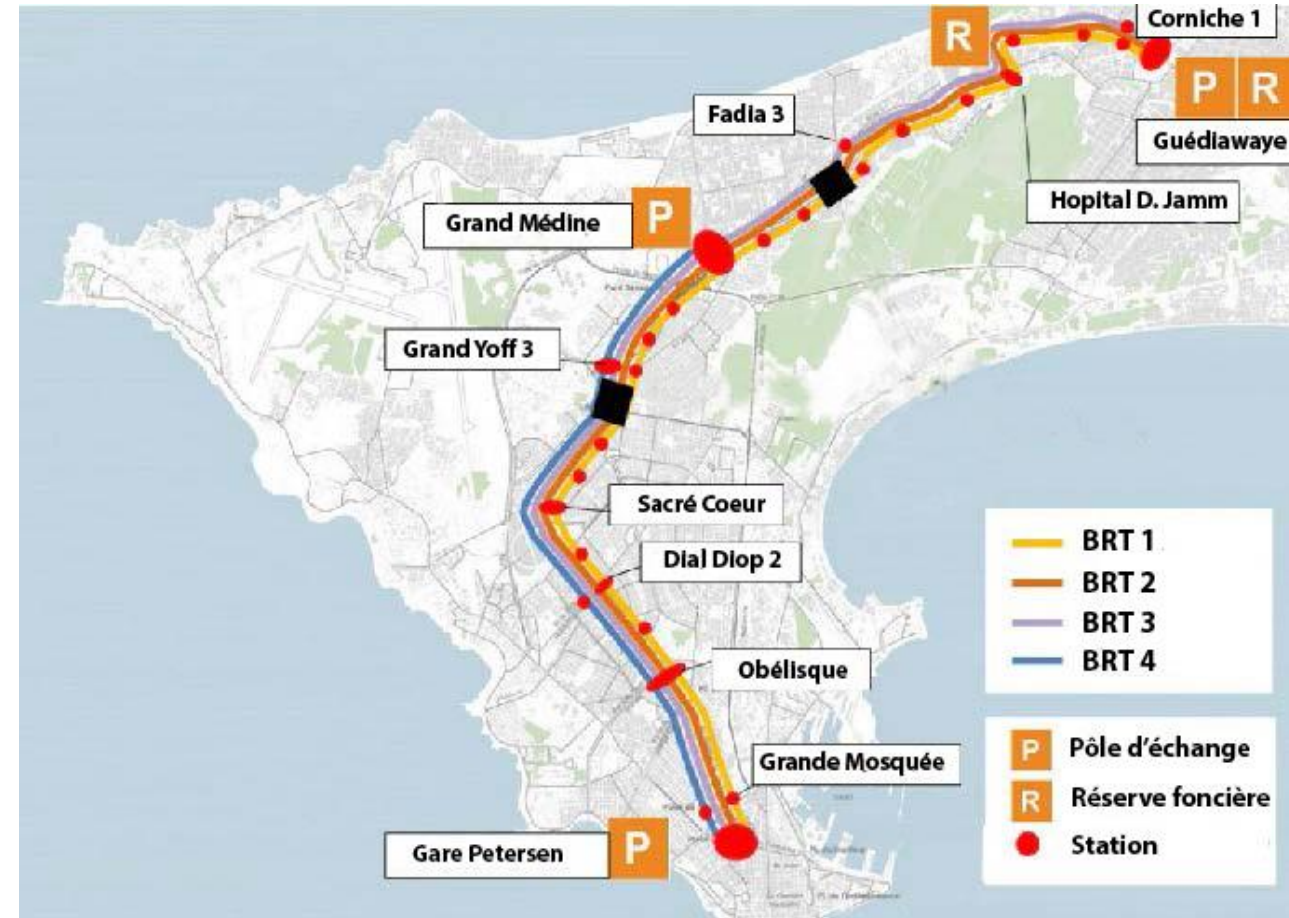
69% of Dakar residents will join the city center in **60 min in public transport** (57% Sc. Ref)

50% of poor residents will have more than **8,000 additional jobs**

BRT project presentation

BRT Route

- **18.3 km of length** between the town-center and the suburban area of Dakar
- **23 stations** among which 3 terminals
- A **travel time reduced by half** (45 min vs 95 min now) on average
- Serving large traffic generating poles
- Positive impact on the road safety and the pollution



BRT project presentation

Technical features of the project

General features	BRT system	Advantages
Travel time	42 min – 50 min	Actual: 95 min on average
Speed	22 km/h – 26 km/h	Vs 14 km/h of public transport in 2015
Maximum capacity	Up to 27.000 pass/h/d (by bi-articulated buses)	Offers a reserve of capacity to meet demand over the long term
Services	Express, semi-express, omnibus	Operational flexibility

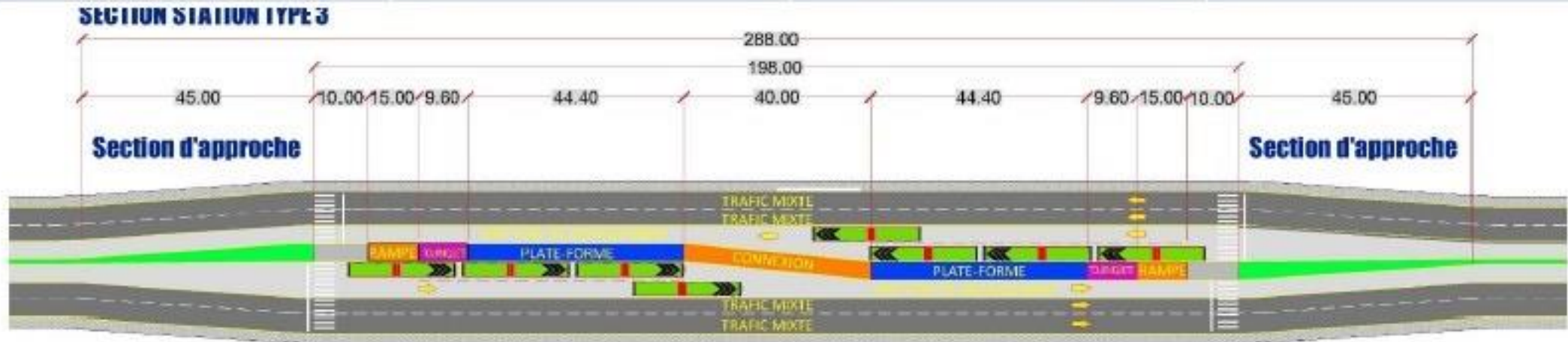


BRT project presentation

Stations

Station de : Type 3

Largeur	Longueur	Coût	Quantité
13,5 m	198m	1.880.000,00 USD / 792 XOF (MM)	16



BRT project presentation

Design « Toit ondulé »



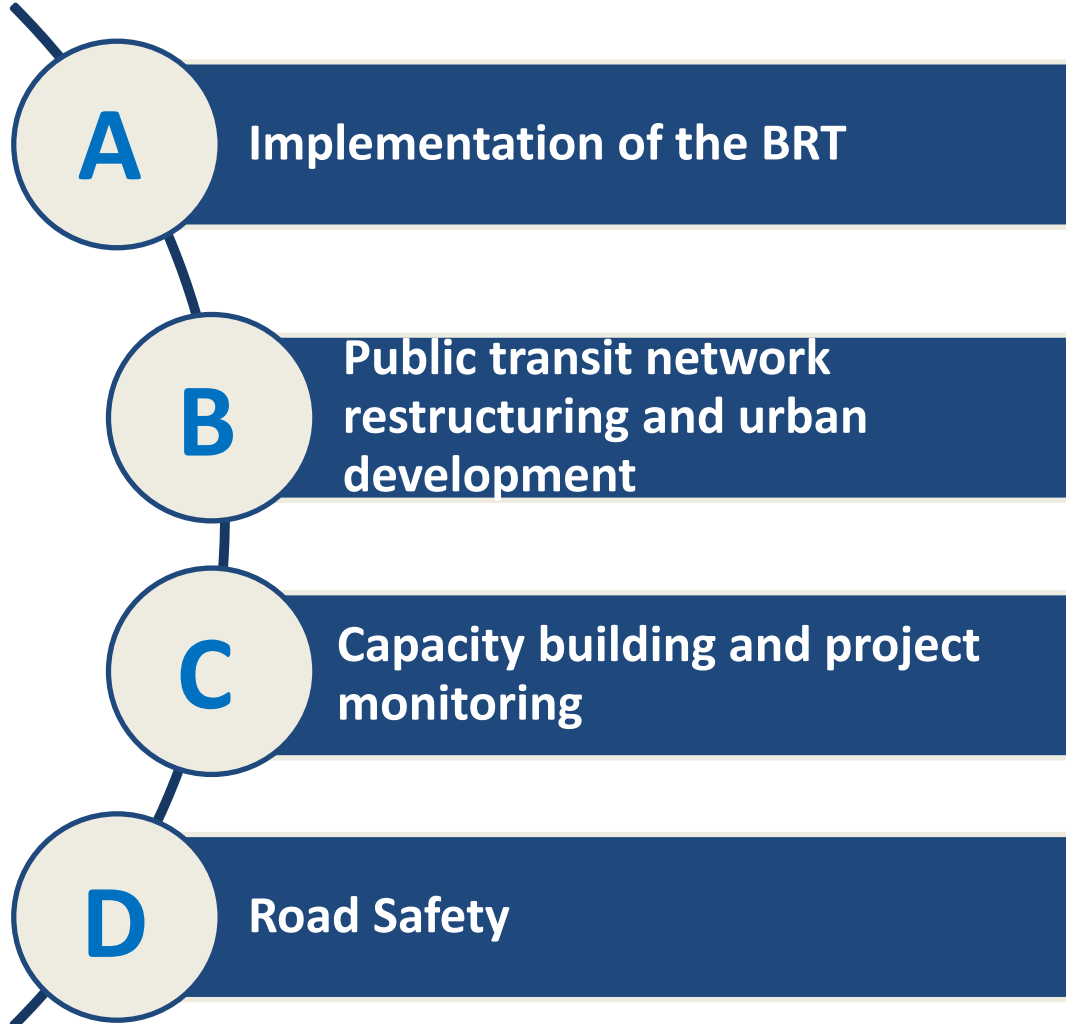
BRT project presentation

Design : « Nénuphars »



BRT project presentation

Project components



Infrastructure: Works and consultants for works supervision
Acquisition of rolling stock, equipment and systems
Release of road rights-of-way

Restructuring of the Dakar public transport network, urban infrastructures, technical assistance for the renewal of the bus fleet

Capacity building of CETUD and assistance, operational costs of the project, monitoring of operations

Education and awareness of local populations, training and acquisition of specialized safety equipment

BRT project presentation

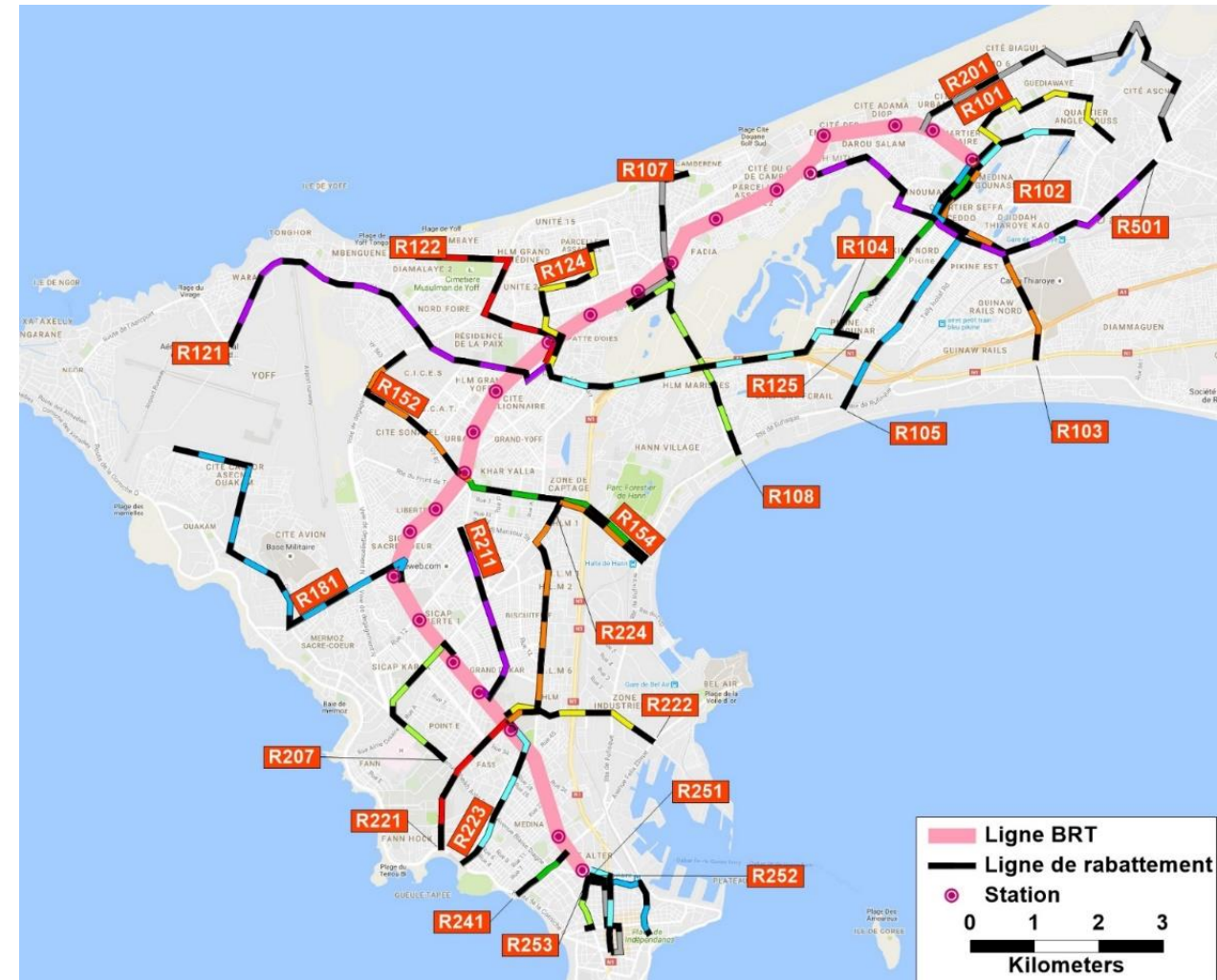
Project Funding and Partners

Parteners/Funders	Contributions	
	USD \$	%
World Bank	300,00	61,82%
European Investment Bank	85,47	17,61%
Green Climate Fund	35,00	7,21%
Futur Bus Operator	54,00	11,13%
Government of Senegal	10,80	2,23%
TOTAL	485,27	100%

BRT project presentation

Public transit network restructuring

- Strong dependence of future BRT and TER systems on the **feeder network**
- The feeder lines will supply the BRT with 60% and the TER with 90%
- **Reorganization of the existing public transit network**, including 26 feeder lines
- **Requalification** of major arterials for better urban integration
- **Fare integration and interoperability** between BRT, TER and feeder lines





Thank you for your kind attention !

Dr. Thierno Birahim AW, Directeur général du CETUD
Email : thierno.aw@cetud.sn

*Pour une mobilité
urbaine durable*