



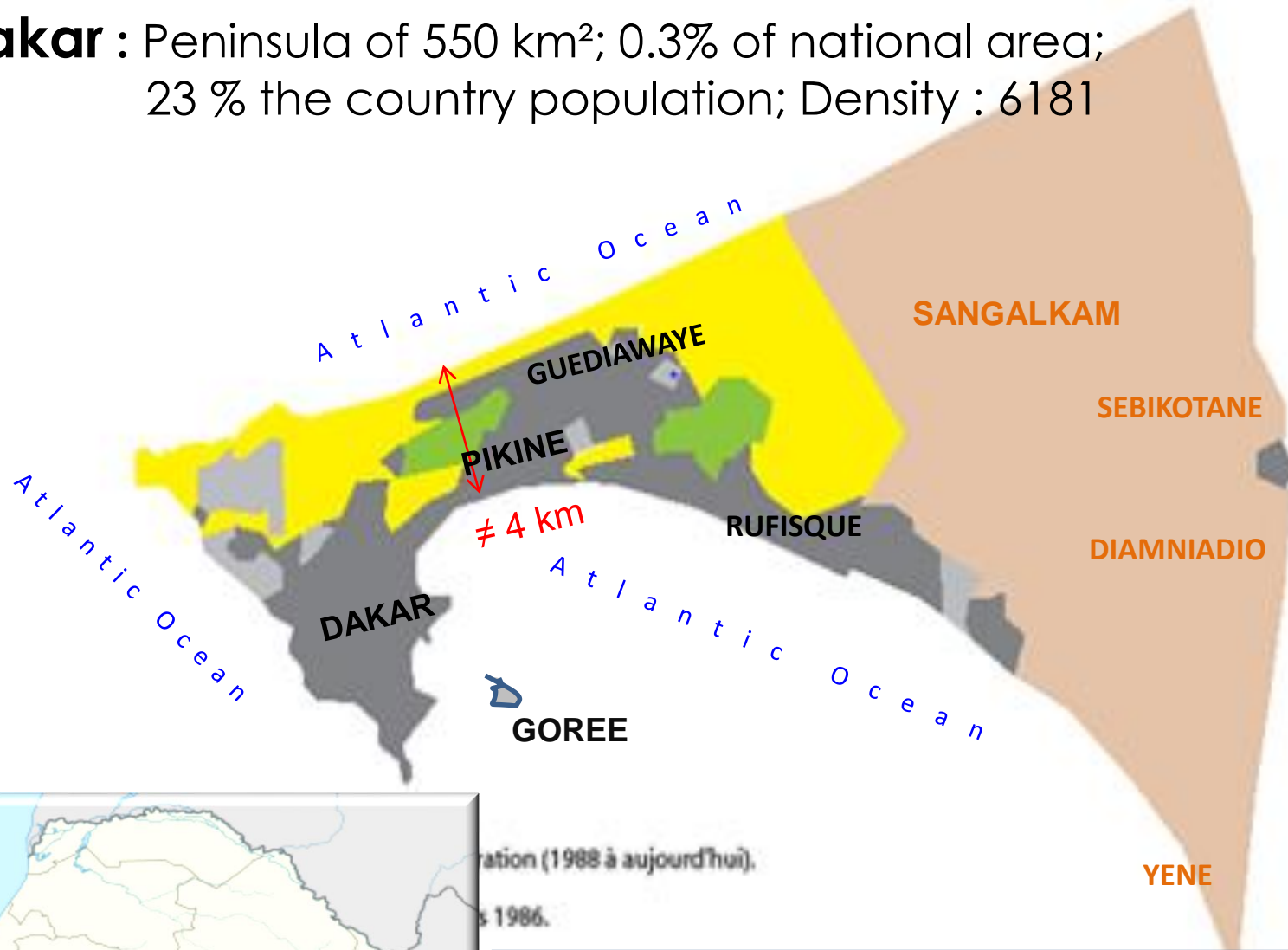
ORGANIZING AUTHORITIES OF URBAN PUBLIC TRANSPORT :

THE EXAMPLE OF DAKAR CETUD

**SSATP ANNUAL GENERAL MEETING
MARRAKESH. FEBRUARY 22, 2017**

INTRODUCTION : Dakar between challenges and constraints

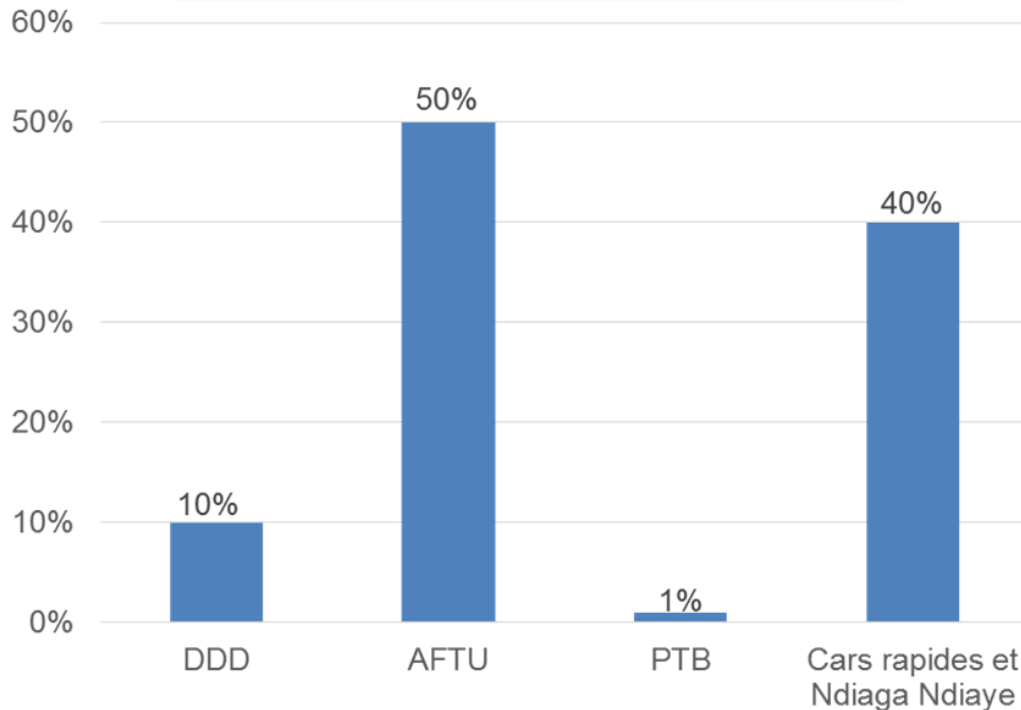
Dakar : Peninsula of 550 km²; 0.3% of national area;
23 % the country population; Density : 6181



- The urbanization of the city began with the **dark gray** areas and was spreaded from 1986 to the yellow zones
- **Brown** : expansion of city areas
- Airport and military fields are in **light gray**

CURRENT URBAN MOBILITY PATTERNS IN DAKAR

Modal Share-Public transport



- ❑ 70% of trips are pedestrians
- ❑ 30% of trips are motorized
 - 80 % of motorized trips by public transport
 - 20 % of motorized trips by personal cars
- ❑ 7.2 millions trips/day

- Heavy dependence on public transport
- Insufficient public transport supply with low quality service

CURRENT MOBILITY SITUATION IN DAKAR

Main issues

- ❑ Dakar road network congested at peak times
- ❑ Lack of capacity on the road network
- ❑ Presence of informal transport with a dilapidated fleet
- ❑ Current transit system saturated
- ❑ Cost of accidents: > 2 % GDP

Challenge : improve travel conditions by favoring public transport

URBAN MOBILITY MANAGEMENT: CETUD A SINGLE AUTHORITY

- ❑ **CETUD** (created in 1997) : One of the first transport organizing authorities in the African continent. Role of transport system regulator in the Greater Dakar
- ❑ Publics authorities and partners (Nordic Development Fund, World Bank, AFD, ...) to focus on urban mobility management in the Greater Dakar Metropolitan Area (GDMA)
- ❑ CETUD: a response to the challenge of the institutional integrated urban transport management

TRANSPORT PLANNING REFERENCE DOCUMENTS

Three main planning documents

- ❑ PSE (Plan Senegal Emergent) : to strengthen the logistics base and develop transport services and infrastructure to improve the business environment
- ❑ Transport sector Policy Letter/ Urban Transport sub sector Policy Letter, 2015-2020
- ❑ GDMA Urban Transport Master Plan , Horizon 2025

Objectives of the sub-sector

- ❑ Promote sustainable, affordable, safe, reliable and efficient urban transport system

KEY ACHIEVEMENTS SO FAR

1. Professionalization of informal transport operators
 - Formal routes and ticketing system
 - Training of small entrepreneurs and drivers
 - Fleet renewal of urban transport fleet
2. Performance based contract with existing companies (DDD, PTB)
3. Partnership with key stakeholders of urban services
 - Road agency for priority maintenance of PT routes
 - Fostered collaboration with local authorities
 - Better integration of transport dimension in urban planning

KEY ACHIEVEMENTS SO FAR

4. Vehicle Technical Inspection Center

5. Ongoing Projects : Mass Transit Systems projects (BRT and TER)

**ALL THIS WAS POSSIBLE BECAUSE OF THE EXISTENCE OF A
SINGLE AUTHORITY WITH A COMPREHENSIVE URBAN
MOBILITY MANAGEMENT MANDATE**

RENEWAL OF URBAN TRANSPORT FLEET

SITUATION BEFORE RENEWAL SCHEME

- ❑ Dominated by craft operators coaches (+65% of market share)
- ❑ A public bus company struggling for its subsistence
- ❑ A rail public operator with limited area coverage : <1% market share
- ❑ Atomization of minibuses operators (more than 1294 operators for 2558 vehicles)
- ❑ Anarchic competition
- ❑ A classic banking system not suited to fleet renewal needs
- ❑ Obsolescence of the fleet (average age of 28 years)



RENEWAL OF URBAN TRANSPORT FLEET



- ❑ Pilot program with International Development Association (IDA) : 505 minibuses TATA. 2005 – 2009, 16 millions USD. **REVOLVING FUND**
- ❑ 945 operators associated in 14 Economic Interest Groupings (EIG)
- ❑ Operators grouped in a mutual company (MECTRANS) for loan warranty and medical insurance for operators and families
- ❑ Loans recovery rate > 99%
- ❑ Establishment of SENBUS Industry (buses assembly and maintenance)
- ❑ 1607 vehicles already renewed in the GMDA
- ❑ Extension of the operation since 2015 to 8 other cities (**250** minibuses)

PESPECTIVES, MASS TRANSIT SYSTEMS

Two main projects : Bus Rapid Transit (BRT) and Regional Express Train (TER)



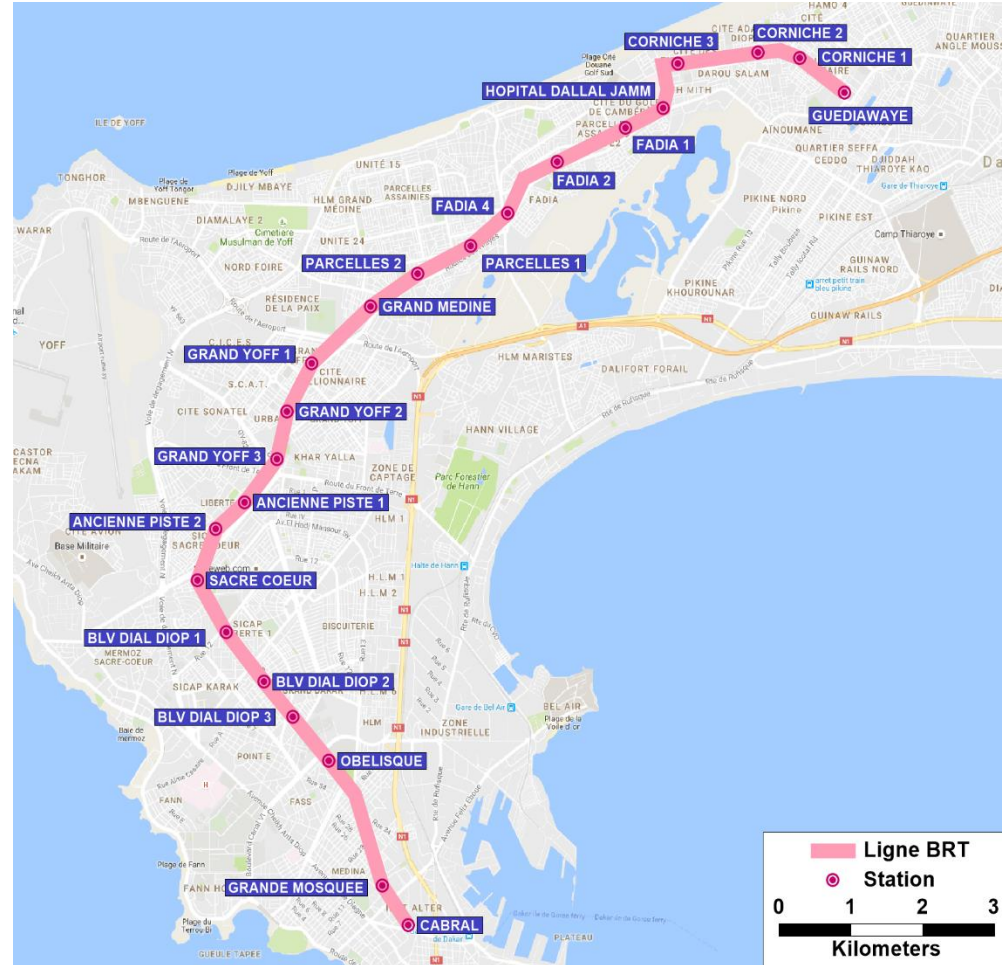
PERSPECTIVES, MASS TRANSIT SYSTEMS: BRT

An innovative project :

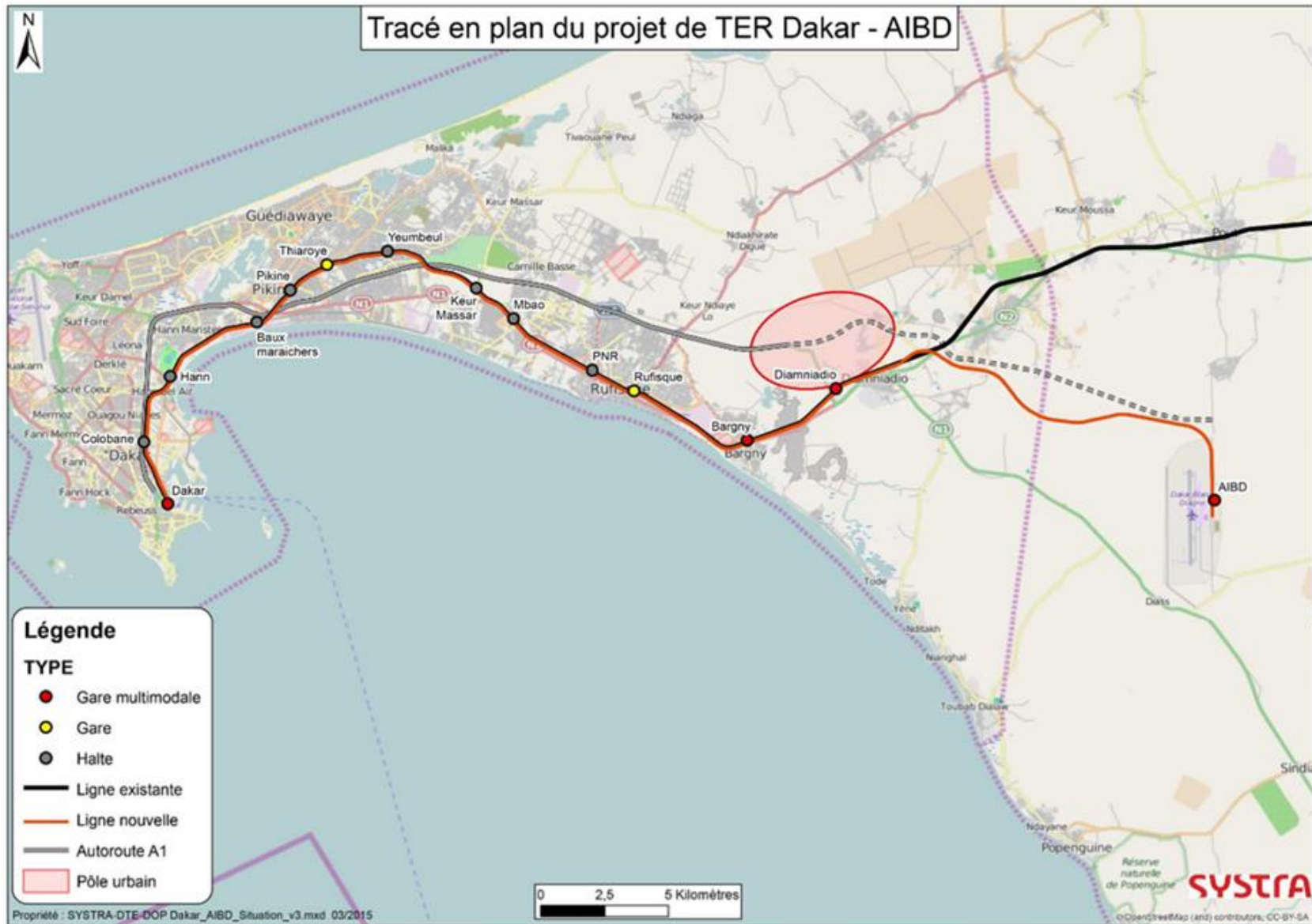
- 1st real BRT in western Africa
- 1st PPP (DSP) in Public transports
- Urban requalification along the corridor

A response to mobility challenges :

- 18 km of line separated in the densest zones between Dakar and Guédiawaye, 23 stations(resorts) among which 3 terminals
- Duration of course reduced by half: of 95min in 45 min on average
- Increased access to jobs and services : hospital, schools and universities, shopping malls, administrations ...
- Positive impact on road safety and pollution



PESPECTIVES, MASS TRANSIT SYSTEMS: TER



MAIN FEATURES OF THE TER

- ❑ Daily traffic (2018) : 115 000 travelers/day
- ❑ Tariff: 350-500 F FCFA
- ❑ Speed: 160 km/h
- ❑ 14 stations
- ❑ Travel time: DKR-AIBD : 45 minutes



MODERNISING VEHICLE TECHNICAL INSPECTION DEVICE

Mandatory inspection for all vehicles in the Dakar region, which concentrates 70% of the Senegalese fleet



8 lines to verify vehicle components for security reasons and assess pollution level to comply with the standards.

THANK YOU FOR YOUR ATTENTION

