Presentation of Dakar BRT Project

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

- Increasing and anarchic urbanization in Dakar
- Gradual reduction of public transit commercial speeds, fleet dilapidated, informal management and inability of operators to meet investment needs
- Very high costs of urban transport dysfunction
- Growing dissatisfaction of users mobility needs
- High dispersion of skills and human resources insufficiently qualified

These factors led Public Authorities to reform the urban transport sector.
Missions

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

   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.
Organisation

Board

- Representatives of the State
- Representatives of local authorities in the Dakar region
- Representatives of operators and professional associations of public transport and consumers

Permanent Secretariat

2 support directions:
- Accounting Agency
- Administrative and Financial Direction

2 technical directions:
- Direction of Operations
- Direction of Studies and Strategy
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

- Using mobile data for mobility and transport planning
- Mitigating the environmental impact of transport on the quality of life
- Governance of traffic management and responsibility for all modes of urban transport
- Better considering the relationship between land use and mobility
A low motorization rate:

- 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**

<table>
<thead>
<tr>
<th></th>
<th>Motorized vehicles</th>
<th>Particular vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of vehicles per 1,000 households</td>
<td>256</td>
<td>169</td>
</tr>
<tr>
<td>Number of vehicles per 1,000 individuals</td>
<td>40</td>
<td>25</td>
</tr>
</tbody>
</table>
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
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
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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
<table>
<thead>
<tr>
<th>General features</th>
<th>BRT system</th>
<th>Advantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel time</td>
<td>42 min – 50 min</td>
<td>Actual: 95 min on average</td>
</tr>
<tr>
<td>Speed</td>
<td>22 km/h – 26 km/h</td>
<td>Vs 14 km/h of public transport in 2015</td>
</tr>
<tr>
<td>Maximum capacity</td>
<td>Up to 27,000 pass/h/d</td>
<td>Offers a reserve of capacity to meet demand over the long term</td>
</tr>
<tr>
<td></td>
<td>(by bi-articulated buses)</td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td>Express, semi-express, omnibus</td>
<td>Operational flexibility</td>
</tr>
</tbody>
</table>
Station de : Type 3

<table>
<thead>
<tr>
<th>Largeur</th>
<th>Longueur</th>
<th>Coût</th>
<th>Quantité</th>
</tr>
</thead>
<tbody>
<tr>
<td>13,5 m</td>
<td>198 m</td>
<td>1.880.000,00 USD / 792 XOF (MM)</td>
<td>16</td>
</tr>
</tbody>
</table>
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Design « Toit ondulé »
BRT project presentation
Design : « Nénuphars »
BRT project presentation

Project components

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

B. Public transit network restructuring and urban development
- Restructuring of the Dakar public transport network, urban infrastructures, technical assistance for the renewal of the bus fleet

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

D. Road Safety
- Education and awareness of local populations, training and acquisition of specialized safety equipment
## BRT project presentation

### Project Funding and Partners

<table>
<thead>
<tr>
<th>Partners/Funders</th>
<th>Contributions</th>
<th>%</th>
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<tbody>
<tr>
<td>World Bank</td>
<td>300,00</td>
<td>61,82%</td>
</tr>
<tr>
<td>European Investment Bank</td>
<td>85,47</td>
<td>17,61%</td>
</tr>
<tr>
<td>Green Climate Fund</td>
<td>35,00</td>
<td>7,21%</td>
</tr>
<tr>
<td>Futur Bus Operator</td>
<td>54,00</td>
<td>11,13%</td>
</tr>
<tr>
<td>Government of Senegal</td>
<td>10,80</td>
<td>2,23%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>485,27</strong></td>
<td><strong>100%</strong></td>
</tr>
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</table>
• 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
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Project progress

- Environmental safeguarding studies: Nov. 2016
- Technical studies
Thank you for your kind attention!

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