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

- 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
Three main planning documents

- PSE (Plan Senegal Emergent): to strengthen the logistics base and develop transport services and infrastructure to improve the business environment
- 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)
PERSPECTIVES, 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

Tracé en plan du projet de TER Dakar - AIBD

Légende

TYPE
- Gare multimodale
- Gare
- Halte
- Ligne existante
- Ligne nouvelle
- Autoroute A1
- Pôle urbain

Propriété : SYSTRA-STE-DOP Dakar_AIBD_Situation_v3.mxd 03/2015
MAIN FEATURES OF THE TER

- Daily traffic (2018): 115,000 travelers/day
- Tariff: 350-500 F CFA
- 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