How has Covid-19 changed the life of small/individual operators and authorities?

Thierno Birahim AW – Managing Director of Dakar Urban Transport Council (CETUD)
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Impacts of Covid in the business and finances
**KEY FIGURES**

- **Dakar area**: 550 km²
- **23% of the population living in only 0.3% of national territory**;
- **2.6 M people in 2005 / 3.7 M in 2020 / 7M in 2040**;
- **50% of Senegal urban citizens live in Dakar**;
- **70% of cars circulate in Dakar**.

- **Land use**: Urban sprawl and imbalance in the distribution of urban functions between the West and the East of the agglomeration.
LOW MOTORIZATION RATE AND IMPORTANCE OF PUBLIC TRANSIT

- 7.2 millions of trips / day
- Importance of walking: 70% of total trips
- 80% of motorized trips done through public transit

<table>
<thead>
<tr>
<th></th>
<th>Motorized vehicles</th>
<th>Particular vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>per 1,000 households</td>
<td>256</td>
<td>169</td>
</tr>
<tr>
<td>Number of vehicles</td>
<td>40</td>
<td>25</td>
</tr>
<tr>
<td>per 1,000 individuals</td>
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</table>

2015 household survey – CETUD
FORMALIZING INFORMAL P.T.

- **Organized transportation**: 60% of public transit supply done by public (Dakar Dem Dikk) and private (AFTU) societies;

- **Non organized transportation**: 40% of public transit supply done by «Ndiaga Ndiaye», «Cars Rapides»;

- The operators from the private are fully dependent on the fare-box revenue to meet operational expenditure.

2015 household survey – CETUD
COVID-19 IN SENEGAL (1/2)

- Senegal registered its first case on March 2nd, 2020.
- The spread of the virus has major impacts on the daily activities.
- Contamination and death rates in Senegal are below average rates of Africa and the World.

<table>
<thead>
<tr>
<th>Region</th>
<th>Tests</th>
<th>Confirmed</th>
<th>PER MILLION</th>
<th>Deceased</th>
<th>PER MILLION</th>
<th>Active</th>
<th>Recovered</th>
<th>PER MILLION</th>
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<tbody>
<tr>
<td>WORLD</td>
<td>433,555,321</td>
<td>24,951,778</td>
<td>3,211</td>
<td>842,102</td>
<td>108</td>
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<td>ASIA</td>
<td>221,713,275</td>
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<td>EUROPE</td>
<td>125,452,799</td>
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<td>216,276</td>
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<td>1,354,502</td>
<td>2,408,846</td>
<td>2,772</td>
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<tr>
<td>AFRICA</td>
<td>10,856,341</td>
<td>1,229,363</td>
<td>915</td>
<td>29,108</td>
<td>22</td>
<td>238,579</td>
<td>961,674</td>
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<tr>
<td>SENEGAL</td>
<td>143,852</td>
<td>13,456</td>
<td>800</td>
<td>282</td>
<td>17</td>
<td>3,941</td>
<td>9,233</td>
<td>549</td>
</tr>
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08/29/2020 situation
COVID-19 IN SENEGAL

- The Dakar area concentrates 72% of the Covid-19 cases;
- A rapid expansion of the outbreak revealed that the urbanised areas in the western side of the country are the most impacted.
IMPACT OF COVID

- **March to June**: State of emergency, partial curfew and adaptation of work hours, closure of universities and schools.
- **June to now**: Continuous softening of the restrictions; all passengers must be seated in urban buses with the obligatory wearing of a mask.

- **Constraint on the number of passengers**: Revenue drop for operators, difficulty to cover the operating cost
- **Insufficient public transport supply** during peak hours, Hard conditions of travel
- **Decreasing of the growth rate** to approximately 1.1% (Vs 6.8%)
- **Air quality improvement**, and in general the negative externalities of transport
- Modern ways of working deployed through digital tools
Measures to improve the situation
Ministry of Land Transport issued guidelines:

- Reduction of occupancy by half then seating made mandatory for all passengers; number of passengers restricted for private vehicles and taxis.
- Mandatory mask wearing and Social distancing.
- Desinfection of public transport buses periodically and other infrastructures.
- Sales activities forbidden in bus stations.
Financial impacts mitigation plan: Creation of the “Force Covid-19 Fund” to build resilience for households and companies: $2 billion (equivalent of 24% of Senegal’s 2020 budget).

$15 million of the Force Covid-19 Fund are allocated to the public transportation operators. 80% have been distributed so far to the operator. The formal operators have the ability to benefit from the other solutions offered by the Government.

Difficulty: additional resources required to further support the sector

Steering committee: to ensure that measures are being respected
Operators' expectations
EXPECTATIONS FROM THE GOVERNMENT

Revival of the economic activities through the PRES (Economic and Social Resilience Programme) and the PREN (Revival Plan of the National Economy) in line with the PSE II (Emerging Senegal Plan):

⇒ Fiscal, financial, social, sanitary and security measures;
⇒ Acceleration of PSE projects and reforms.

Protection of people: both crew and passengers;

Subsidies from the Government: additional financing needed;

Major challenge: Find a sustainable solution and funding mechanism to cover the gap and allow the PT operator to keep operating.
THANK YOU!

aw_birahim


www.cetud.sn

thierno.aw@cetud.sn