

# REPUBLIQUE DU SENEGAL

**MINISTRY OF INFRASTRUCTURE,  
LAND TRANSPORT AND THE  
OPENING UP**

**EXECUTIF COUNCIL OF DAKAR URBAN  
TRANSPORT  
(CETUD)**

## **CLEAN VEHICLES AND SUSTAINABLE MOBILITY ROADMAP INITIATIVES IN SENEGAL**

**PRESENTED BY**

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**Workshop « Regional Consultation on Air Quality, Clean  
Vehicles and Sustainable Mobility Roadmap »**

**Nairobi, 24 to 25 August 2016**



# OUTLINE OF PRESENTATION

## ☐ MOBILITY IN DAKAR, BETWEEN CHALLENGES AND CONSTRAINTS

## ☐ RESPONSE TO THE CHALLENGES

### 1. RENEWAL OF URBAN TRANSPORT FLEET



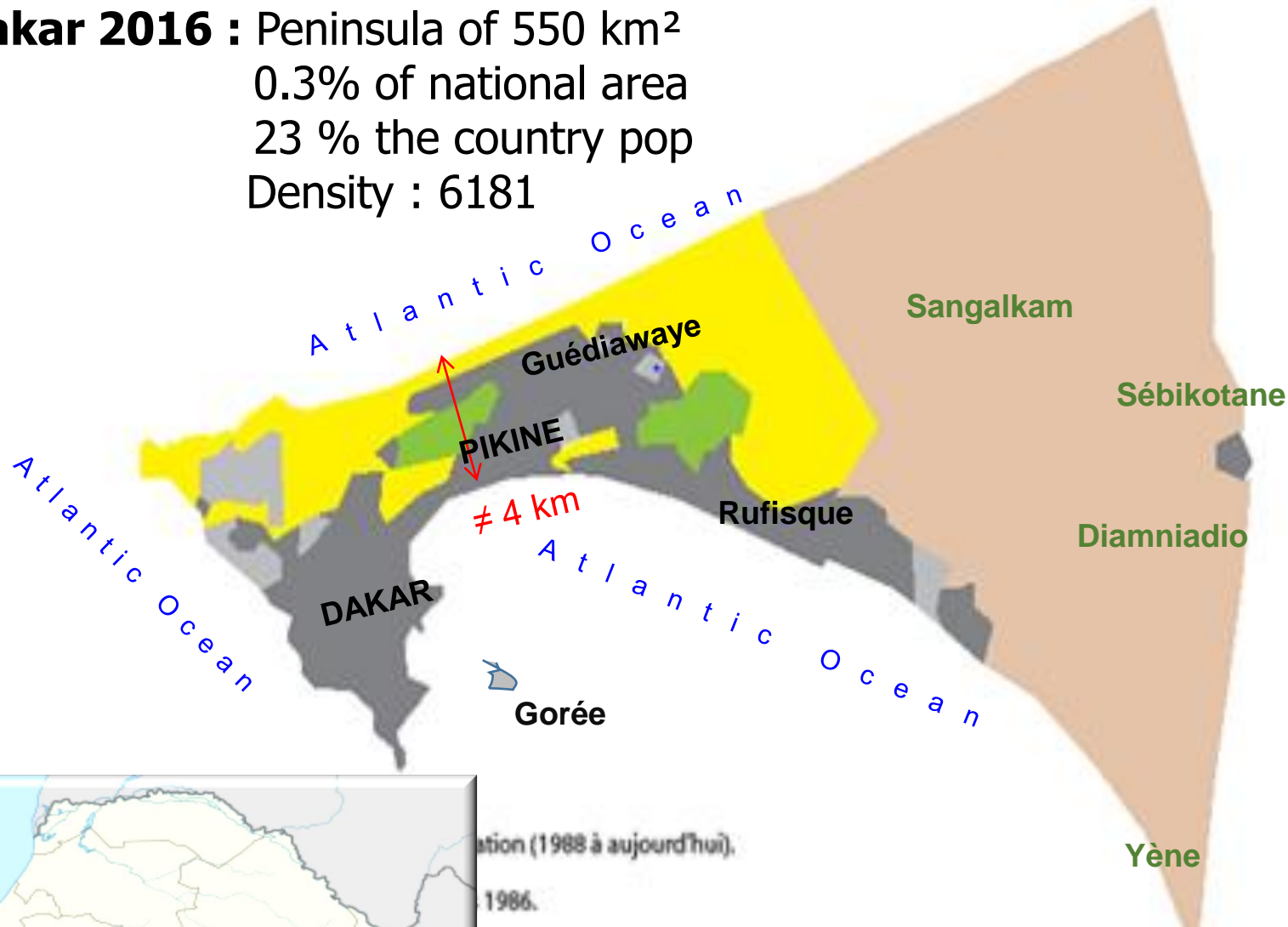
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# INTRODUCTION : Dakar between challenges and constraints

**Dakar 2016** : Peninsula of 550 km<sup>2</sup>  
0.3% of national area  
23 % the country pop  
Density : 6181



- The urbanization of the city began with the dark gray areas and is spread from 1986 to the yellow zone
- Brown we have the expansion of city areas
- Airport and military fields are light gray

# INTRODUCTION : Dakar between challenges and constraints

## Rapid growth of population and concentration of activities

*2.6 million (2005) – 3.4 million inhabitants (2016) et 5 millions (2030) ;*

- ❑ *90% of companies, 75% of formal sector employment*

## Predominance of walking but motorization rate is growing fast

*20veh/1000 residents in 2000 versus 40 veh./1000 residents in 2015*

### ***In 2015***

- ❑ *7.2 million Trips./day ; 70% of Pedestrians ;*
- ❑ *80% of motorize transport is done by Public Transport ;*
- ❑ *1.7 million Trips./day by Public Transport.*



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# INTRODUCTION : Dakar between challenges and constraints

**Important challenges due to Mobility** between areas of activities (employment, education, shopping facilities, business services, and leisure) and areas of residences **commuting between the east (residences) and west (activities) of the city**

**Increase traffic**  
**Congestion**  
accidents and air pollution

Area of activities

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# Response to the challenges

## ☐ Urban transport improvement program focused on sustainable transport

CETUD place the Promotion of sustainable mobility at the center of its objectives and integrate it into the formulation of its policies.

1. AIR QUALITY MEASUREMENT AND ASSESSMENT
2. MODERNISING VEHICLE TECHNICAL INSPECTION DEVICE
3. RENEWAL OF URBAN TRANSPORT FLEET
4. PERSPECTIVES, MASS TRANSIT SYSTEMS



# RENEWAL OF URBAN TRANSPORT FLEET: CONTEXT

Before Renewal urban public transport system marked by the domination of craft operators coaches with more than 65% of the market share of mechanized travel to face a struggling subsistence bus company and rail operator still limited with low market share



Informel transport sector is characterised by

- obsolescence of the fleet of minibuses (average age of 28 years)

# RENEWAL OF URBAN TRANSPORT FLEET : CONTEXT

- Atomisation of operators of minibuses (more than 1294 operators for 2,558 vehicles)
- Anarchic competition
- A classic banking system not suited to fleet renewal needs



A poorly satisfied demand for transport with very high malfunction community costs (congestion, pollution and insecurity).



## A solution based on three axes

- ❑ Set up an institutional and financial mechanism adapted for the renewal of the park ;
- ❑ Set up new ways of exploitation ;
- ❑ Develop the human resources of the actors.

# RENEWAL OF URBAN TRANSPORT FLEET : SOLUTIONS

## Atomizing market

- 1 294 operators possessing 2 558 coaches collectively called " fast coaches " and " ndiaga ndiaye "
- 95% of operators with 1 to 4 vehicles
- the average age of which is of 28 years with capacities from 25 to 48 places(squares)

## Consolidation in EIG

- 945 operators are grouped together in 14 Economic Interest Grouping (EIG) ;
- 14 EIG form of urban transport professionals funding Association (AFTU)
- Mutual savings and credit carriers (Mectrans)

# RENEWAL OF URBAN TRANSPORT FLEET : ACTORS OF THE SYSTEM

- STATE OF SENEGAL
- Ministry of Finance
- Department of Transportation
- CETUD
- revolving Committee

Sectoral vision of renewal  
Sector regulation  
Industrialization of the sector  
Finance sector

## SENBUS INDUSTRIES

Industrial partner of the  
State of Senegal

- Import of kits
- Assembly of minibus and spare parts
- Implementation of units of after-sales service

- Approach and negotiation with the investors and the local banks
- Arrangement of the financing

## IMPAXIS CAPITAL

Financial partner of  
the State of Senegal

- Acquisition of vehicles
- Sales of vehicles by leasing
- Refund of the credit

- AFTU
- 14 EIG
- and carriers



# RENEWAL OF URBAN TRANSPORT FLEET



- ❑ The pilot program with International Development Association IDA ( 505 minibus) (2005 – 2009, 16 millions USD)
- ❑ Price off minibus is 47,500 usd (All Taxes Incuded)
- ❑ According to the state of the minibus brought to the breakage, the operator receives a scrappage premium going from 0 to 5000 dollars US

# RENEWAL OF URBAN TRANSPORT FLEET



- ❑ The operator contribute 10,500 usd (with, if necessary loan mectrans), the 5-year loan benefits from a 6 months grace period.
- ❑ As at 15 August 2016, 1607 minibuses with capicity from 40 to 60 places have been introduced



# Impacts of professionalization: The capacity building

## **Operators :**

1. Sales management of a SME(small and medium-sized enterprise) of public transportation
2. Management of operating a public transport network
3. Accounting(countable) and financial management
4. Technical management of a car park(vehicle fleet)
5. Human resources management

## **Conductors :**

1. Management of the box office
2. Business connections
3. First aid

## **Drivers :**

1. Economic and security conduct(driving)
2. Business connections
3. Road accident prevention
4. First aid

# Impacts of professionalization: concession lines



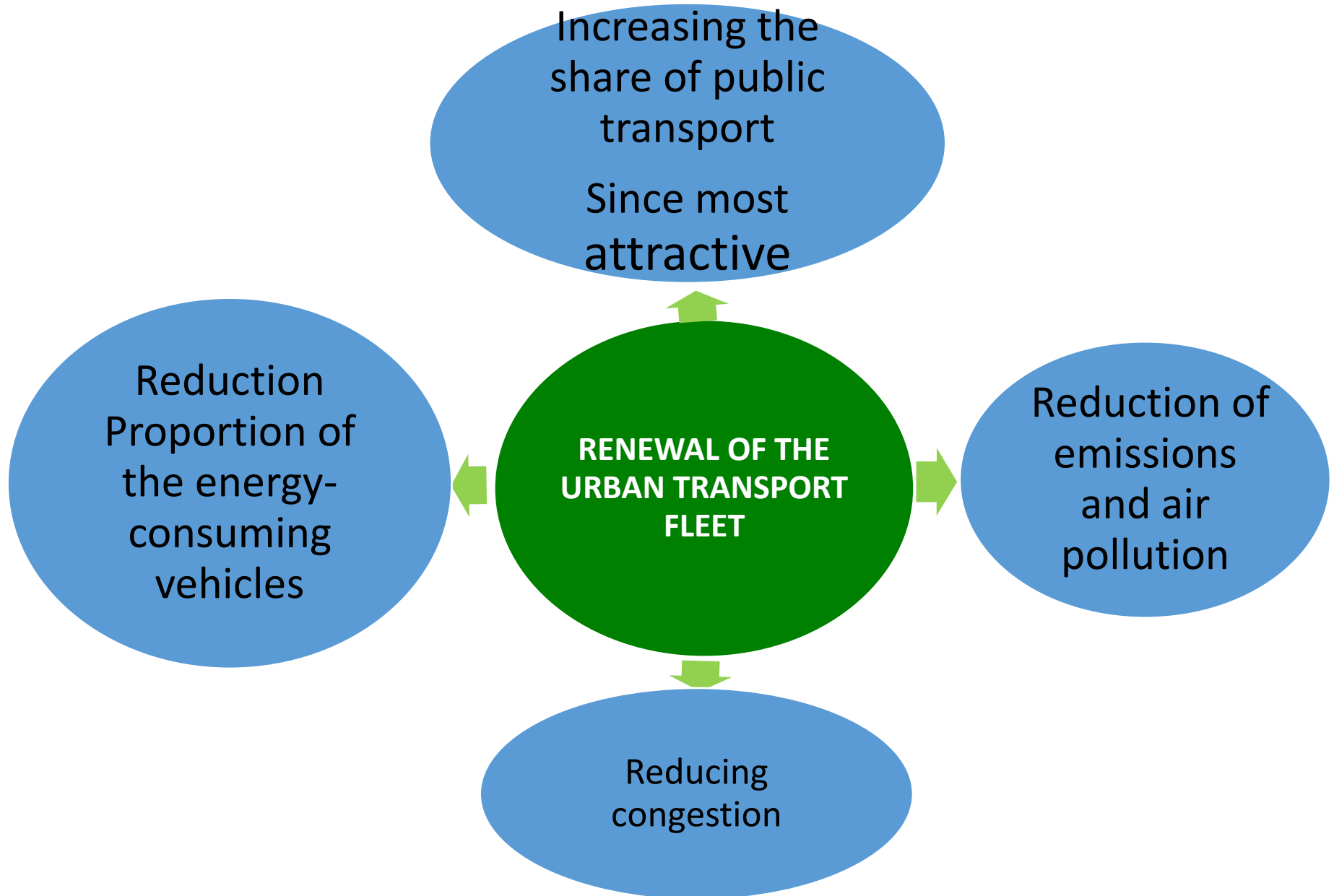
63 lines were granted to EIG of AFTU exploiters in compliance with agreed standards, including :

- Compliance with a fixed route ;
- Marketing of tickets in vehicles ;
- Compliance with official stops located on the routes ;
- Establishing a regular service, that is to say the establishment of predetermined frequencies to departures from the terminal (or terminals).

# Impacts of professionalization: The achievements

- A rate of covering of more than 99 % and a rate of mobilization of the fund of mutual pledge of 96 % ;
- The sustainability of the fund (collection) revolving ;
- The consolidation of MEC-TRANS which matters of 1 600 members ;
- The creation of a mutual insurance company of health to relieve the actors of the system of transport in the bearing of the costs concerning the health of the staff, the operators and their family ;
- The creation of SENBUS industry
- 53% of fleet renewal, we have 35% share of trips travel market in public transport

# Impacts of professionalization: The achievements



# The museum or breakage!



## THANK YOU FOR YOUR ATTENTION

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