Dakar
Urban Mobility Improvement Project
Main features

- Policy reform and investments
- Rationale for an APL
- Project’s objectives and components
- Impact on poverty reduction
City map of Dakar
I : Policy reform and investments

❖ From 1992 : comprehensive sector dialogue (with support of the SSATP)
❖ Urban Transport Strategy (September 1996)
  Four pillars :
❖ Institutional reform : the foundation
  CETUD T.A. Project (1997)
❖ Urban Mobility Project 2000 APL
II : Rationale for an APL (7 years)

- Pilot leasing scheme for public transport
- Long term perspective of urban development
- Progress made in the concessioning of the suburban railway line to a private operator
- Progress to be made in the implementation of the Urban Air Quality Strategy
- Performance triggers related to phasing
III : Project’s objectives and components

Objectives: Contribution to the improvement of safety, efficiency and environmental quality of urban mobility in Dakar
* Promotion of public transport
* Safe movement of pedestrians

Components:
* Road rehabilitation, road safety, traffic management
* Pedestrian and traffic safety along the suburban railway line
* Development of a leasing scheme for the operators
* Urban Air Quality Management
* Capacity building
Main features

- Mobility Charter
- Urban Transport Development Fund
- Concessionning of the suburban railway line
- Decentralization of administrative offices and alleviation of traffic congestion of downtown
Main features

- Better access to remote poorest urban areas for Public Transport
- Towards an increase market share of the Suburban railway line
- Traffic management
- Relationship between component’s objectives and investments
Main features

- Roads: priority on improving the efficiency of existing infrastructure
- Physical coordination of all modes of transport
- HIV/AIDS prevention campaigns
- Protection of pedestrians (sidewalks, road safety campaigns, traffic lighting)
- Integrated land use, transport and air quality strategy regularly updated
IV : Impact on poverty reduction and urban economy

❖ Support to small enterprises
  * Access to credit schemes (leasing)
  * Decrease of operating costs (operators)

❖ Employment generation
  * Concession
  * Public works program

❖ Access to jobs, markets and services

❖ Comprehensive capacity building

❖ Safety and environmental consideration

❖ Improve of urban productivity (operating costs of Cars Rapides, traffic congestion alleviation)