

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)
CONCEPT STAGE**

Report No.: 112910

Date Prepared/Updated: 29-Jan-2016

I. BASIC INFORMATION

A. Basic Project Data

Country:	Senegal	Project ID:	P156186
		Parent Project ID (if any):	
Project Name:	Dakar Bus Rapid Transit Development Project (P156186)		
Region:	AFRICA		
Estimated Appraisal Date:	20-Feb-2017	Estimated Board Date:	25-May-2017
Practice Area (Lead):	Transport & ICT	Lending Instrument:	Investment Project Financing
Borrower(s):	Minister of Economy, Finance and Plan		
Implementing Agency:	CETUD		
Financing (in USD Million)			
	Financing Source		Amount
	International Development Association (IDA)		300.00
	IDA Grant		0.00
	Green Climate Fund		30.00
	Financing Gap		0.00
	Total Project Cost		330.00
Environmental Category:	B - Partial Assessment		
Concept Review Decision:	Track II - The review did authorize the preparation to continue		
Is this a Repeater project?	No		
Other Decision (as needed):			

B. Introduction and Context

Country Context

1. Senegal is a medium sized (197 thousand square km) Sub Saharan Country (SSA) country with a rapidly growing (+2.9 percent per annum) young population (50% of the population below 18) of about 14.1 million inhabitants in 2014. Senegal is experiencing rapid growth in its urban population (+3,9 percent per annum) giving it an urbanization rate of about 45% of which about half live in Greater Dakar Area (GDA). If current demographic trends persist, it is projected that about 60% of the population will live in urban areas by 2025.

2. Senegal's 2014 per capita GDP using the Atlas method was US\$1050. Its poverty rate was about 46.7% in 2011 and 45.6% in 2014 and it ranked 163 out of 187 in the UN HDI (2014 report). Over the last five years, the country's average real GDP growth rate was around 3% and the forecasted GDP growth rate for 2015 is 5.1%. The improved GDP growth rate performance starting from 2014 (+4.7%), is linked to strengthening domestic demand, boosted by public investment in infrastructure. However, the Senegal's economy remains vulnerable to exogenous and endogenous shocks such as a deterioration in the terms of trade, poor rainfall, and fall in remittances, tourist arrivals, aid flows and spikes in food and oil prices.

3. To accelerate poverty reduction and boost shared prosperity, the Government of Senegal (GoS) has prepared the "Plan Emergent 2035 – PSE" which it has started to implement with the "Plan d'Action Prioritaires (PAP) 2014-2018" that operationalizes the PSE for the first 4 years. Under the PSE (which replaces the "Stratégie Nationale de Développement Economique et Social 2013-2017"), the GoS has developed a highly ambitious long term development program. The PSE intends to put Senegal on an accelerated stable GDP growth path of about 7% per year starting from 2017 for about 10 years to substantially develop the economy and reduce poverty so that Senegal can become an emerging economy by 2035. One of the key focuses of the PSE is to invest heavily in infrastructure to support private sector development. The PAP 2014-2018 puts a specific emphasis on a mass transit system project in Dakar via a Public-Private Partnership (PPP) mechanism.

Sectoral and Institutional Context

4. The transport sector plays a strategic role in the economy of Senegal, and currently accounts for approximately four percent of GDP. Urban mobility in Senegal, and in particular in Greater Dakar Area (GDA), is a growing challenge for the GoS and local authorities. The peculiar geographic configuration of the GDA, in the form of a peninsula and dispersed bipolar urbanization spatial distribution (administrative and commercial activities in the center and housing in the periphery), have put an increasing strain on the provision of urban transport infrastructure and services provision. As a result, the GDA has experienced since the early 1990's a steady decline in travel speeds and service levels due to a combination of high urban population growth (about 3.9% per annum), increased rates of motorization, inadequate road maintenance, poor traffic management methods, unbalanced spatial distribution of roads between districts, aging public transport vehicles, and inadequate regulation of urban transport services. According to one study, more than USD 18 million (2% of 1998 GDA GDP) were lost in the GDA due to negative externalities of urban transport, despite significant efforts in improving the road network condition, construction of new urban/peri-urban roads like the Dakar –Dianmidio – new international airport toll road, fleet renewal and reorganization of the urban transport system, current trends in car ownership and traffic growth indicate that adverse impacts are still an issue for the transport sector.

5. The population of the GDA now accounts about 3 million inhabitants, which is one quarter of

the total population of Senegal, or about half of its urban population. GDA encompasses most of the administrative, political, economic and cultural functions of the country and its contribution to the national GDP is estimated to 60 percent. According to the most recent projections, the population of the GDA will grow to about five million inhabitants by 2025/2030, with most of the growth occurring in the outer suburbs. Dakar is one the few major cities in SSA, which has all transport modes. The railway between Dakar and Rufisque is operated by the “Petit Train de Banlieue” (1% of ridership). The State Owned Bus Company (DDD) is operating 23 routes and accounts for 10% of daily trips. AFTU (independent operators organized within 14 groups of economic interest and grouped in an association called AFTU) is operating 56 minibus routes licensed by Dakar Urban Transport Executive Council (CETUD) and it accounts for 50% of daily trips. The remaining 40% are covered by the informal public transport mode “Cars rapides” and “Ndiaga Ndiaye” operated by independent free-lance operators. Like most of informal public transport in SSA, their level of service is poor and through unfair competition they distort the market.

6. Dakar experiences around 9 million daily trips with an estimate number of 2.5 million motorized daily trips. Despite a low quality of service, public transport accounts for about 66% of all motorized daily trips highlighting the importance of this mode of transport for the rapidly growing population of the GDA. It is expected that motorized trips will at least double over the next 20 years rising to about 5.6 million daily trips. This means that in the absence of a well-coordinated, planned and funded response by all concerned public-private stakeholders, urban mobility in the GDA could substantially worsen. Furthermore, most of land development in the GDA continues to occur on the city outskirts at relatively low densities, particularly in the northeast. This sprawl pattern of urban development combined with increased motorization can only exacerbate urban mobility if not addressed.

7. The GoS has recognized that improving urban mobility in the GDA is of crucial importance for the development of the Senegalese economy, and it has adopted a comprehensive 5-year plan Letter of Urban Transport Sub-sector Policy (Lettre de Politique des Déplacements Urbains à Dakar -LPDUD-) to address some of the challenges that the sector faces. The LPDUD is a sustainable mobility strategy for Dakar metropolitan area addressing issues related to integrated planning, institutional strengthening, non-motorized modes, parking and traffic management, sustainable financing schemes and developing an integrated public transport network. The LPDUD also highlights the need to develop an efficient mass transport system, offering a high level of speed, comfort, and safety. The choice of the GoS consisted in the establishment of a modern bus transport system with high level of service (BRT) to the north of the city and the development of a railway express line (TER) to the south of the city.

Relationship to CAS/CPS/CPF

8. The proposed project is consistent with the FY13 – FY17 Country Partnership Strategy (CPS), adopted on January 18, 2013. The CPS supports the GoS’ Strategy for National Social and Economic Development (SNDES now replaced by the Plan Senegal emergent-PSE) that focuses on the following three major pillars: (a) Growth, Productivity and Wealth creation, (b) Human Capital and Sustainable Development and (c) Governance, Institutions, Peace and Security. More specifically, the proposed project is fully aligned with the first pillar of the CPS which focuses on Growth, Productivity, and Wealth Creation in the country. This pillar builds on the Accelerated Growth Strategy, and has put the emphasis on rural and urban connectivity and mobility through roads, rail and air infrastructure investments as well as port/logistics infrastructure, and urban mass transport systems. The provision of high quality rapid-transit bus services on segregated

lanes is identified as a key driver for CPS's outcome 10 aiming at an improved mobility in targeted urban and inter-urban areas.

9. By building the first pilot mass transit public transport system in Dakar, the proposed project will have a major impact on its mobility and economy with strong positive knock on effects on the country's economic development. Furthermore, by targeting low and middle income users who disproportionately rely on public transport, the proposed project it will support more inclusive economic growth in GDA. Therefore, the project supports the World Bank Group's twin goals of reducing poverty and increasing shared prosperity.

10. In its strategy, the GoS plans to substantially improve the private investment climate through improved governance and incentives, support the private sector so that it becomes the key driver of broad based inclusive growth and provide the enabling environment to facilitate public private partnerships (PPPs) to increase efficiency. The proposed project by supporting the construction and operation of the 1st BRT line in GDA through a PPP, will support the development of the private sector, improve the business environment and create private sector jobs.

C. Proposed Development Objective(s)

Proposed Development Objective(s) (From PCN)

11. The Project Development Objective is to enhance urban mobility in the GDA through the development of a BRT corridor.

Key Results (From PCN)

12. Achievement of the PDO will be evaluated using the following key result indicators: (a) Putting in place the first operational BRT line in the GDA with private participation in the BRT financing and operations; (b) Number of passengers per day using BRT line; (c) Reduction in travel times for public transport passengers along the BRT corridor; and (d) Reduction of GHG emissions along the BRT line.

D. Concept Description

13. The GoS has adopted the LPDUD, building on the recommendations of the 2010 Greater Dakar Area Urban Transport Master Plan (GDAUTMP). The latter emphasizes the need for developing a more efficient mass transport system in the medium term to address the growing urban mobility challenges. The proposed project, by focusing on the development of a BRT line in the GDA, directly supports the objectives of the LPDUD.

14. More specifically the proposed project is expected to include the following activities: (a) development of a 20 km fully segregated BRT line from Cabral Square in Dakar Plateau (town center) to the Guediawaye area; (b) construction of two major passenger terminals (Guediawaye with a bus terminal, taxis and park-and-ride facility and Grand Medine close to the Airport road with taxis and park-and-ride facility; and (c) construction of 31 BRT system stations. The proposed project would support a holistic urban planning vision and would incorporate the provision of safe, convenient, secure access and crossings for pedestrians, improved street lighting and a significant information technology system (ITS) to assist in managing and operating services and collect fares. The proposed BRT line is expected to be developed and operated through a PPP.

15. The total proposed project cost has been estimated at about USD250 million, broken down as

follows: (a) USD70 million expected from IDA; (b) USD50 million from the private sector; , (c) USD30 million from the GoS; and (d) a gap of aUSD100 million expected from the other Development Partners under a co/parallel; financing. The final figures of the level of public participation in the financing of infrastructure and equipment will depend on the project's financial model BRT and the final result of the PPP procedure.

16. The proposed project is expected to have four major components: (a) detailed design of the BRT and structuring and implementation of the PPP; (b) institutional and operational support; (c) BRT implementation; and (d) urban road safety component.

17. Component 1: Detailed design of the BRT and structuring and implementation of the PPP (US \$5 million). The proposed activities will include:

- (a) Technical design and engineering support;
- (b) All technical, financial, and legal support required to design, structure and implement a PPP for BRT project; and
- (c) Provision of a commercial or political guarantee to the private investors if required.

18. Component 2: Institutional and operational support (US\$10 million). This component will finance activities related to the institutional and operational set-up of a BRT system in GDA and its integration with the current urban public transport network. The proposed activities will include:

- (a) Project operational costs, fiduciary and safeguards activities, monitoring and evaluation, and financial audit;
- (b) Technical support to determine the institutional set up best suited to ensure the integration of the BRT in the current public transport organizational framework;
- (c) Technical assistance in adapting the public transport network with integration of the proposed BRT;
- (d) Feasibility study to develop an integrated fares system;
- (d) Capacity building in project preparation and implementation as well as in monitoring and supervising BRT operations;
- (e) Technical support for the professionalization of urban transport operators and development of a platform for consultation and coordination of them; and
- (f) Institutional and public communication campaigns.

19. Component 3: BRT implementation (US\$231 million). This component will finance the construction of the BRT infrastructure, the provision of BRT systems and equipment and the bus fleet. This component will cover the following proposed key activities:

- (a) Goods, works and services for the construction of BRT infrastructure (segregated right of way) including junctions, terminals, stations and depots, pedestrian crossings, sidewalks, road furniture, plantations, traffic lights and signs;
- (b) Provision of BRT systems and equipment, ITS and fare collection equipment and software
- (c) Provision of the bus fleet. This activity is expected to be fully financed by the bus operator of the BRT. The question of bus technology including impacts of GHGs will be addressed.
- (d) Additional technical, economic, and social and environmental studies;
- (e) Supervision of implementation and technical audits; and
- (f) Social and environmental studies required to construct and operate the BRT line in the GDA.

20. Component 4: Urban road safety component (US\$4 million). This component will include: (a) Corridor road safety study;
- (b) Identification of accident black spots and putting in place engineering solutions to mitigate impacts;
- (c) Education and sensitization of local communities to the BRT operations; and
- (d) Training and equipment and training.

II. SAFEGUARDS

A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

B. Borrower's Institutional Capacity for Safeguard Policies

C. Environmental and Social Safeguards Specialists on the Team

Maman-Sani Issa (OPSPF)

Yacouba Konate (GSU01)

D. POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project is classified category B because the adverse environmental and social impacts are expected to not be higher than average. The envisaged right-of-way of the transport lane is an existing corridor which hosts no biophysical resources but temporary or permanent socioeconomic infrastructures. An environmental and social assessment (ESIA) will be prepared, consulted upon and disclosed before appraisal. Regarding the project type, the relevant World Bank Group Environmental and Health Safety (EHS) guidelines (mobile source emission, occupational health, and community safety) will apply. The specific provisions of these guidelines will be detailed in the environmental and social management plan (ESMP) as environmental and social clauses to insert in the appropriate sections of relevant documents and contracts later on.
Natural Habitats OP/ BP 4.04	No	The project intervention area doesn't host any natural habitat or known critical natural habitat.
Forests OP/BP 4.36	No	The project will not finance activity in forest degradation, forestry of forest products commercialization.
Pest Management OP 4.09	No	The project will not finance acquisition, transport, storage and utilization of hazardous chemical, pesticides, fertilizers or any similar products.
Physical Cultural	Yes	Civil works may uncover and destroy archeological artifacts if

Resources OP/BP 4.11		appropriate measures were not in place during implementation. The ESIA will provide a comprehensive ‘‘chance find procedure’’ to include in enterprise contracts for a proper handling of such issue if case arises.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people in the project intervention area.
Involuntary Resettlement OP/BP 4.12	Yes	The construction of (a) a 20 km fully segregated BRT line from Cabral Square in Dakar Plateau (town center) to the Guediawaye area; (b) construction of two major passenger terminals (Guediawaye with a bus terminal, taxis and park-and-ride facility and Grand Medine close to the Airport road with taxis and park-and-ride facility; and (c) construction of 31 BRT system stations will inevitably induce the displacement of socio-economic activities and resettlement of affected households, specially in three densely populated areas: Peterson Parking; Grand Yoff; and Grand Medine (see corridor map). Therefore, the Borrower will prepare a Resettlement Action Plan (RAP) that will be disclosed prior to appraisal as a free-standing document along with the ESIA.
Safety of Dams OP/ BP 4.37	No	The project will not finance dam construction or activity associated with existing dam.
Projects on International Waterways OP/BP 7.50	No	The project will not finance activity located on international waterways or that will directly affect such waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project area is not located in a disputed zone.

E. Safeguard Preparation Plan

1. Tentative target date for preparing the PAD Stage ISDS

2. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the PAD-stage ISDS.

III. Contact point

World Bank

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Borrower/Client/Recipient

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V. Approval

Task Team Leader(s):	Name: Tojoarofenitra Ramanankirahina, Franck Taillandier	
<i>Approved By</i>		
Safeguards Advisor:	Name:	Date:
Practice Manager/ Manager:	Name:	Date:
Country Director:	Name:	Date:

1 Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.