



Dakar Bus Rapid Transit Pilot Project (P156186)

AFRICA | Senegal | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 4 | ARCHIVED on 21-May-2019 | ISR36847 |

Implementing Agencies: Ministry of Economy, Finance and Plan, CETUD

Key Dates

Key Project Dates

Bank Approval Date: 25-May-2017

Effectiveness Date: 14-Nov-2017

Planned Mid Term Review Date: --

Actual Mid-Term Review Date: --

Original Closing Date: 30-Jun-2023

Revised Closing Date: 30-Jun-2023

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to enhance urban mobility between Dakar and Guédiawaye through the development of a Bus Rapid Transit (BRT) corridor.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

BRT infrastructure, fleet, and systems:(Cost \$379.50 M)

Public transport network restructuring and road works:(Cost \$25.00 M)

Capacity building and project management:(Cost \$12.30 M)

Road Safety:(Cost \$2.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Moderately Satisfactory	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

The project was approved on May 25, 2017 and became effective on November 17, 2017 and the first disbursement occurred on March 15, 2018 after receipt of payment of the front-end fee as per the Financing Agreement. The financing agreement for a EUR 80 million loan from the European Investment Bank was signed in December 2017. The project was restructured in May 2019 to allow the financing of the compensations for PAPs with IDA funds.

Overall implementation is progressing well despite the delays noted in the availability of counterpart funding and thus clearing of the right of way. Both the selection of the construction firm as well as of the private concessionaire are ongoing.



Compensation of PAPs has started but remains slow. The clearing of the right of way and the mobilization of the counterpart funding for compensation are on the critical path and are being closely monitored. Once the counterpart funding for 2019 is made available, the clearing of the right of way should accelerate considerably thanks to IDA financing mobilization and works should be able to start without any delay. The procurement process for all other activities based on the approved Procurement Plan is now well underway and no issues are reported.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● Substantial	● Substantial	● Substantial
Macroeconomic	● Substantial	● Substantial	● Substantial
Sector Strategies and Policies	● Low	● Low	● Low
Technical Design of Project or Program	● High	● High	● High
Institutional Capacity for Implementation and Sustainability	● High	● High	● High
Fiduciary	● Substantial	● Substantial	● Substantial
Environment and Social	● Substantial	● Substantial	● Substantial
Stakeholders	● Substantial	● Substantial	● Substantial
Other	● High	● High	● High
Overall	● Substantial	● Substantial	● Substantial

Results

PDO Indicators by Objectives / Outcomes

Enhance urban mobility between Dakar and Guediawaye through the development of a BRT corridor				
▶Average daily passenger ridership in the BRT buses per weekday (Number (Thousand), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	320.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
▶Average rush hour in-vehicle travel time by public transport from Guediawaye Prefecture to Petersen Bus Station in Dakar Plateau (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	95.00	95.00	95.00	45.00



Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
▶Percentage of population of Greater Dakar Area residents with access to the city center (Medina) within 60 minutes commuting period using the BRT (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	57.00	57.00	57.00	69.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
▶Number of kilometers serviced by the BRT buses per weekday (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	37,000.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
▶Satisfaction rating by public transport users of the BRT (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	66.00	66.00	66.00	80.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
▲Satisfaction rating by female public transport users of the BRT (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	66.00	66.00	66.00	80.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

Intermediate Results Indicators by Components

BRT infrastructure, fleet, and systems				
▶A concession agreement with a private company to invest and operate in the BRT operations between Dakar and Guédiawaye is signed (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	23-Jun-2023
▶Percentage of the Dakar Guédiawaye BRT infrastructure constructed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00



Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►Number of operational BRT buses (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	140.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	23-Jun-2023
►A mirror system to monitor the fare collection system is in use at CETUD (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►Percentage of women staff in the BRT operator (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	6.00	6.00	25.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►A GRM (Grievance Redress Mechanism) for the BRT operation is in use (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

Public transport network restructuring and road works				
►Roads rehabilitated, Non-rural (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	28.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►Number of feeder lines operational (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	26.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►A revised public transport licensing system is in use (Yes/No, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►A GRM (Grievance Redress Mechanism) is in use during construction (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
►Annual net savings of GHG emission (ton CO2) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	13,884.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

Capacity building and project management

►Annual disclosure by CETUD of the audited annual financial statements and the operational results of the Dakar Guédiawaye BRT (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

Road Safety

►Number of serious injuries and deaths involving a BRT bus (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

►Road safety assessment carried out on the BRT corridor with focus on pedestrians (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

►A road safety management plan is in place within the BRT operator (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
--	----------	-------------------	------------------	------------



Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023
▶A system for mapping road accidents along the BRT corridor is in use (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	16-Mar-2017	29-Oct-2018	08-May-2019	30-Jun-2023

Data on Financial Performance

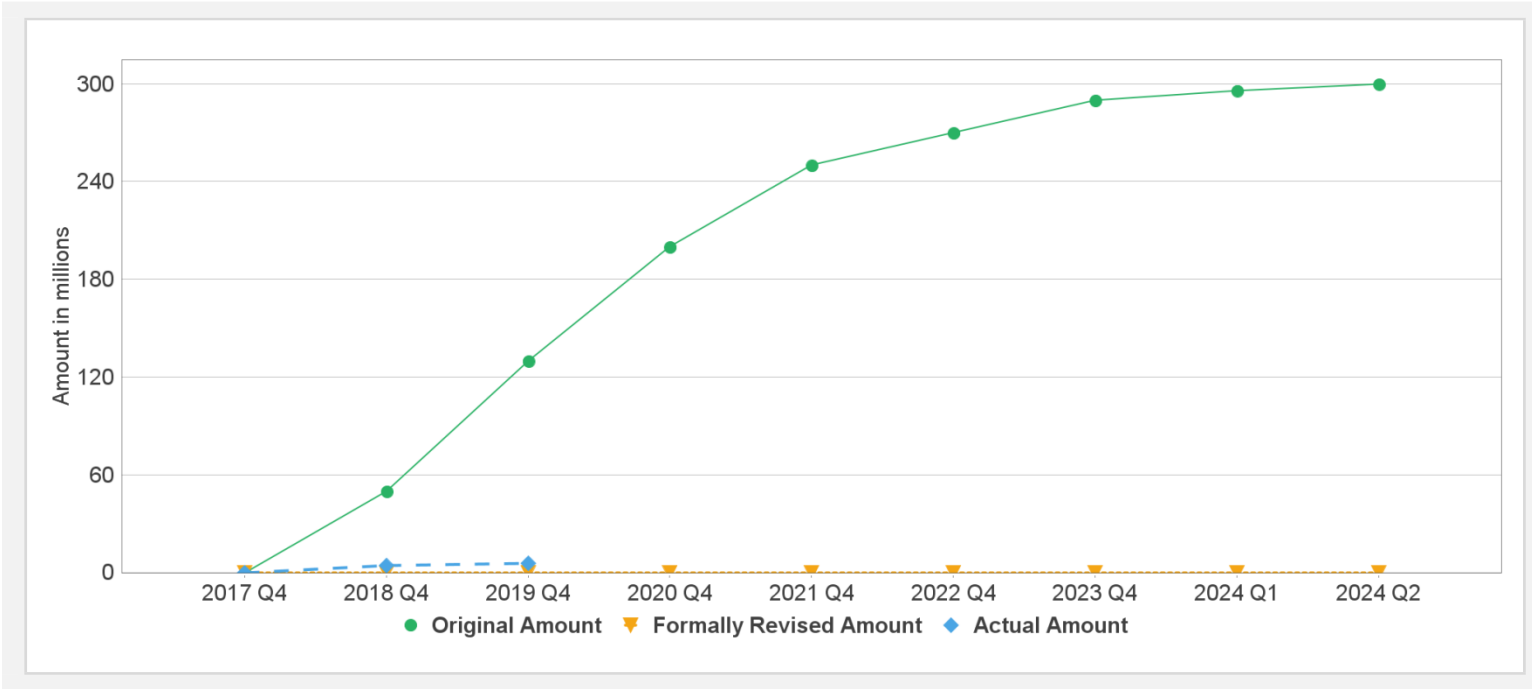
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P156186	IDA-60580	Effective	USD	30.00	30.00	0.00	0.00	31.73	0%
P156186	IDA-60590	Effective	USD	270.00	270.00	0.00	5.65	277.73	2%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P156186	IDA-60580	Effective	25-May-2017	06-Jul-2017	14-Nov-2017	30-Jun-2023	30-Jun-2023
P156186	IDA-60590	Effective	25-May-2017	06-Jul-2017	14-Nov-2017	30-Jun-2023	30-Jun-2023

Cumulative Disbursements



Restructuring History

Level 2 Approved on 18-Mar-2019

Related Project(s)

There are no related projects.