



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 21-Apr-2017 | Report No: PIDISDSA20501



BASIC INFORMATION

A. Basic Project Data

Country Senegal	Project ID P156186	Project Name Dakar Bus Rapid Transit Pilot Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 27-Mar-2017	Estimated Board Date 25-May-2017	Practice Area (Lead) Transport & ICT
Lending Instrument Investment Project Financing	Borrower(s) Ministry of Economy, Finance and Plan	Implementing Agency CETUD	

Financing (in USD Million)

Financing Source	Amount
Borrower	10.80
EC: European Investment Bank	31.50
Green Climate Fund	30.00
International Development Association (IDA)	300.00
IDA Grant	0.00
Foreign Private Commercial Sources (identified)	54.00
Total Project Cost	426.30

Environmental Assessment Category

A - Full Assessment

Decision

The review did authorize the preparation to continue

Other Decision (as needed)

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B. Introduction and Context

Country Context

1. Senegal is a medium sized (197 thousand square km) Sub Saharan Africa (SSA) country with a rapidly growing (+3.1 percent per annum) young population (50 percent of the population below 18) of about 15.1 million inhabitants in 2015¹. Senegal is experiencing rapid growth in its urban population (+3,9 percent per annum) giving it an urbanization rate of about 45 percent of which about half live in Greater Dakar Area (GDA). If current demographic trends persist, it is projected that about 60 percent of the population will live in urban areas by 2025.

2. Senegal's 2015 per capita GDP using the Atlas method was US\$980. Its poverty rate was about 46.7 percent in 2011 and 45.6 percent 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 4.1 percent and the GDP growth rate for 2015 was 6.5 percent. The improved GDP growth rate performance starting from 2014, 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 percent 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. The proposed BRT pilot project is labelled "PSE" by the GoS.

Sectoral and Institutional Context

4. The transport sector plays a strategic role in the economy of Senegal, and currently accounts for approximately 4.1 percent of GDP (2015). 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 percent per annum), increased rates of motorization, inadequate road maintenance, poor traffic management methods, unbalanced spatial distribution of roads between districts, aging public transport (PT)

¹ World Bank Open Data database



vehicles, and inadequate regulation of urban transport services. It is estimated that more than US\$18 million (2 percent 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 –Diamniadio – 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 3.4 million inhabitants, which is nearly 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 5 million inhabitants by 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 percent of PT ridership). The State Owned Bus Company DDD (Dakar Demm Dikk) is operating 23 routes and accounts for 6 percent of daily PT trips. AFTU, an association of independent operators organized within 14 cooperatives (Groupement d’Interet Economique -GIE), is operating 56 routes licensed by CETUD, and accounts for 35 percent of daily trips. AFTU’s operators have formal routes, bus stops and proper ticketing and the drivers are formally registered. 24 percent 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. The demand for PT services is very high in Dakar and there are not enough PT services providers to meet this demand, hence an important fleet of formal and clandestine 5 seats taxis (said also collective taxis – 22.5 percent). 1.5 percent are covered by clandestine buses, school and company buses, and boats while the remaining 10 percent are covered by several PT modes.

6. The professionalization of the informal public transport sector in Dakar has started in 2002 and it is still growing. The process was initiated in 1992 through a very large consultative and participatory process supported then by the Sub-Saharan Africa Transport Policy Program the Bank Urban Transport and Capacity Building (Technical Assistance – TA) Project (1997-2001). The informal private operators are gradually moved to the “formal” private sector through AFTU thanks to the ongoing scrapping mechanism initially put in place in 2003 under a World Bank funded project P055472 (2000-2008). The resources provided by the WB were converted in a revolving fund that could help leverage other funds. As a result, the majority of PT services are now provided by AFTU’s operators, whereas informal operators “*Cars Rapides*” and “*Ndiaga Ndiaye*” are gradually phased out. With currently 900 vehicles remaining, the latter should be completely phased out by 2019 (300 per year).

7. Dakar experiences around 7.2 million daily trips in 2015 with an estimate number of 2.1 million motorized daily trips. Despite a low quality of service, public transport accounts for about 80 percent of all motorized daily trips (1.7M) 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. This sprawl pattern of urban development combined with increased motorization can only exacerbate urban mobility if not addressed.



8. 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 (2015-2020) 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 and to limit the increase of private modes of motorized transport. 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 west of the city.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

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

Key Results

9. The achievement of the PDO will be monitored through the following proposed key results indicators:
- (a) Average daily passenger ridership in the BRT buses per weekday
 - (b) Average rush hour in-vehicle travel time by public transport from Guediawaye to Place Cabral (Dakar)
 - (c) Percentage of population of Greater Dakar Area residents with access to the city center (Medina) within 60 minutes commuting period using the BRT
 - (d) Number of kilometers serviced by the BRT buses per weekday
 - (e) Satisfaction rating by public transport users of the BRT out of which women

D. Project Description

10. The core of the Bank-financed project is the construction of a 18.3km fully segregated BRT line connecting Cabral square in Dakar plateau (town center) to Guédiawaye area (northern suburbs), including 3 major passenger terminals, 20 additional stations, provision of safe, convenient, secure access and crossings for pedestrian and provision of buses fleet and a significant ITS to assist in managing and operating services and to collect fares (Component 1). The project also includes restructuring of public transport network, provision of urban furniture along feeder routes, road works on vicinal roads along the corridor and various technical assistances and supports with a strong emphasize on accessibility and non-motorized modes (Component 2). Capacity building and project outcome monitoring make Component 3. Component 4 is dedicated to road safety activities where communication and training sessions play a key role. Details are presented in annex 1.

Component 1: BRT infrastructure, fleet and systems (estimated cost: US\$379.5 million out of which US\$54 million financed by the private sector under a PPP and US\$8.5 million financed by the GoS)



11. This component will finance goods, works and services for detailed design, construction, and supervision of BRT core infrastructure including the road infrastructure and its drainage system, landscaping, depot, terminals, stations, intersections, corridor traffic management systems, pedestrian crosswalks, sidewalks and some bike lanes along the corridor. Clearance of the right of way will be financed by GoS through an approved resettlement plan.

12. This component will also finance the provision of ITS (including a mirror system) and fare collection systems which will enable a centralized control of bus operations and fare management.

13. Articulated buses (capacity of 150 passengers each) will be financed under this component by the private operator, recruited through a PPP procedure, who will be responsible for bus operations.

Component 2: Public Transport network restructuring and road works (estimated cost: US\$25 million)

14. This component will finance goods, works and services for road works along feeder routes, road works on vicinal roads to support diverted traffic due to suppressing of left turn movement as well as reduction of right of way, and provision of urban furniture for public transport along feeder routes.

15. It will also finance communication campaigns and technical assistances including but not limited to restructuring of the public transport network, fares integration system, parking management plan, integration of the BRT in the urban environment, in order to make the BRT fully functional. Additional technical assistances targeting the whole transport system in GDA are also essential and will be financed. These technical assistances include the reforming of licenses issuance procedure for taxis and public transport, the professionalization of urban transport operators, the improvement of the vehicle control system.

Component 3: Capacity building and project management (estimated cost: US\$10 million)

16. This component will finance provision of technical assistance, operational costs, and capacity building in project implementation as well as in sustainable monitoring and supervising of BRT operations (including a mirror system), fiduciary and safeguard activities, monitoring and evaluation, and financial audits.

Component 4: Road safety (estimated cost: US\$2 million)

17. This component will finance provision of road safety technical assistances, education and sensitization campaigns of local communities to the BRT operations, training and equipment. One technical assistance and provision of equipment will focus particularly on development of a road accident mapping system along the BRT corridor.

Component Name:
BRT infrastructure, fleet, and systems

Comments (optional)

Component Name:
Public Transport network restructuring and road works



Comments (optional)

Component Name:
Capacity building and project management

Comments (optional)

Component Name:
Road Safety

Comments (optional)

E. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

The BRT corridor concerns 2 administrative divisions (Guédiawaye and Dakar), 14 municipalities, and 2 city councils located in the Dakar metropolitan area. There are 958,229 inhabitants in these municipalities, i.e. 32.42% of the population of the Dakar region. In the region of Guédiawaye there are various low-lying areas that can be flooded in the rainy season.

F. Environmental and Social Safeguards Specialists on the Team

Dahlia Lotayef, Medou Lo, Peter F. B. A. Lafere

IMPLEMENTATION

CETUD will be the main implementing agency and will have fiduciary, technical, and safeguards responsibilities of all project related activities. CETUD is a public entity whose main responsibility by law is to organize, monitor, and develop urban mobility in the GDA. Its organizational structures include the president's office (chair of the board) and the permanent secretary led by the director general who supervises a team of experts.

SAFEGUARD POLICIES THAT MIGHT APPLY



Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project is classified Category A in view of the high social risks associated with its implementation and the fact that only the nature but not the exact size or location of the infrastructures have yet been defined. OP 4.01 is triggered due to the impacts of the construction and operation of the BRT system and its associated infrastructures. On the environmental side, the envisaged right-of-way of the majority of the proposed transport lane is an existing corridor which hosts no biophysical resources but temporary or permanent socioeconomic infrastructures. An environmental and social management framework (ESMF), for the unknown locations and an environmental and social impact assessment (ESIA) for the 18.3km long section of the corridor reserved for the BRT system have been prepared, consulted upon and disclosed in-country on January 22, 2017 and at the Bank's Info-shop on January 23, 2017. The ESIA makes special reference to the use of the Environmental and Health Safety (EHS) guidelines to be applied.
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 or 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 Resources OP/BP 4.11	Yes	Civil works may uncover and destroy archeological artifacts if appropriate measures are not put in place during implementation. The ESMF and the ESIA 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 18.3 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.

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The major negative environmental and social impacts and risks are mainly related to the resettlement of affected households, loss of assets and income sources or means of livelihood, additional pollution (even minimal) because of the arrival of the new fleet of the BRT project, and risks of increased prevalence of HIV/AIDS and other SCDs due to foreign workers on construction sites. Other impacts include the destruction of trees because of the enlargement of the right-of-way and in some areas, including sandpits and quarries; the nuisances caused by waste generated on the site; the relative pressure on part of filaos stripe in the northern part of Guédiawaye; etc. These negative impacts of the project will be managed through the mitigation measures proposed by the Environmental and Social Management Plan (ESMP). In addition, the policy on Performance Standards for Private Sector Activities, OP 4.03, will be triggered in view of the planned use of a private operator. This operator is expected to finance and operate bus fleet and some ITS equipment. Local operators may be involved in the shareholder structure of the future operator together with an international renowned BRT operator.

IFC will lead the selection process of the private operator, including an assessment of its environmental and social capacities for safeguards policies. The World Bank will continue to monitor the operator's compliance with the E&S system he developed, as part of its overall monitoring of compliance with the project's safeguards instruments.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:



Air quality in the Dakar area is becoming problematic. The development of the BRT system will have a positive impact on air quality by reducing air pollution along the corridor through the modal shift brought by the BRT system that will result in a reduction in the emission of pollutants in the Dakar metropolitan area and a fuel consumption and emissions of pollutants by passenger/km much lower than with other modes of transport.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

As part of the ESIA, a comparative analysis of three alternative roads was conducted. Several criteria for comparison have been used: quality of service, multimodal and urban consistency, environmental and social friendliness, conditions for insertion, and costs. The proposed corridor is the most viable option from an environmental, social, technical and economic point of view. It has lesser environmental sensitivity and social impacts.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

CETUD prepared an ESIA and a RAP for the known for the 18.3km long section of the corridor reserved for the BRT system to address impacts specific to this corridor. For the unknown locations, an ESMF and a RPF have been prepared to guarantee sustainability through mitigation measures. All activities for which the location will be known during project implementation will be subject to environmental and social screening to minimize the potential negative impacts of these activities. Where applicable, an ESIA, including an ESMP and/or a RAP will be prepared and approved by the Bank before starting the activities. All contractor bidding documents will include specific environmental and social clauses to be strictly implemented. Supervising engineer (Bureau de contrôle) contracts will include provisions for overseeing the implementation by the contractors of the environmental and social clauses. CETUD will hire a 2-person team of Environmental and Social Safeguards Specialists to adequately handle the implementation of social and environmental prescriptions of the safeguard instruments, and will produce on a quarterly basis reports on the compliance with the safeguard documents. An amount of US\$500,000 has also been allocated to build sufficient capacity within CETUD by hiring the safeguards specialists. Two NGOs have already been recruited to assist in the implementation of the RAP.

The GoS is familiar with World Bank safeguard policies as it has implemented a large resettlement plan under the Dakar Diamniadio Toll Highway Project (P087304). The implementing agency (CETUD) has some experience in implementing the Bank's safeguards policies with the ongoing transport and urban mobility project (P101415). The proposed project will build on these initial gains and the safeguards instruments (ESIA, ESMF and RPF) include provisions to further strengthen safeguards capacity of the various stakeholders.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The key stakeholders identified are the affected people, the municipalities in the area of the BRT corridor, the State Owned Bus Company DDD (Dakar Demm Dikk), AFTU (an association of independent operators organized within 14 groups of economic interest), the informal public transport mode "Cars rapides" and "Ndiaga Ndiaye" operated by independent free-lance operators, and NGOs. Extensive consultations with stakeholders were held as part of each of the safeguards documents (ESIA, RAPs, ESMF, and RPF). The key concerns raised by the local stakeholders are related to:

- risks of destruction of houses, small business places, various workshops located at the edge of the right-of-way of the BRT corridor;
- risks of destruction of alignment and ornamental plantations on the right-of-way of the corridor and in part of the strip of filaos;
- risks of temporary or permanent loss of activities and / or sources of income, especially for young people and women



in the crossed communes;

- risks of air pollution and nuisance by noise at the time of construction;
- risks of accidents in the operational phase of the BRT;
- loss of income sources or means of livelihood
- worries about lack of communication on the project;
- fears of not compensating the building and the land in accordance with market prices;
- fears of lower tax revenues for municipalities crossed.

The key concerns of the stakeholders have been incorporated in the design of the project. The RAP and the ESMP including in the ESIA provide mitigation measures on compensation, safety during construction and operation phases of the BRT, air pollution control, landscaping. Other mitigation measures to address potential loss of livelihood for the informal sector public transport providers are included in the technical design of the project. In addition, CETUD will hire a communication specialist social mobilization and awareness campaigns.

As part of the ESIA, the PAR, the ESMF and the RPF, in addition to the series of intensive local stakeholder meetings (open and/or focus groups discussions), a national stakeholders' workshop lead by the Technical Interministerial Committee was organized by the Directorate of Environment and Classified establishment (Direction de l'Environnement et des Etablissements classes - DEEC) on November 4, 2016 to share the results of the safeguards instruments, mainstream ownership and seek inputs from the stakeholders. The ESMF describes a comprehensive consultation and participation.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission to InfoShop	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
26-Dec-2016	23-Jan-2017	23-Jan-2017

"In country" Disclosure

Senegal
20-Jan-2017

Comments

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank	Date of submission to InfoShop
26-Dec-2016	23-Jan-2017

"In country" Disclosure

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the



project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

NA

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?

Yes

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?

Yes

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?



No

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

CONTACT POINT

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Borrower/Client/Recipient

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APPROVAL



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Approved By

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Practice Manager/Manager:	Nicolas Peltier-Thiberge	10-Apr-2017
Country Director:	R. Gregory Toulmin	23-Apr-2017