Early Warning System

IFC-601344

Dakar Bus Rapid Transit

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Quick Facts

Countries	Senegal
Financial Institutions	International Finance Corporation (IFC)
Status	Proposed
Bank Risk Rating	U
Voting Date	2016-02-24
Borrower	Government of Senegal (GoS)
Sectors	Transport
Project Cost (USD)	$ 2.62 million

Project Description

The PPP advisory mandate involves assistance in the structuring and implementation of the private sector components of the BRT (Bus Rapid transit) Project that Government of Senegal (GoS) is implementing with IDA financing assistance. The aim of the project is to launch a new bus-based pilot route for a BRT system. The project will consist in a 18.3km from Guediawaye to downtown Dakar on fully dedicated bus lanes. The Project consists broadly of (i) Transport infrastructure: construction of busway, terminals and stations estimated at US$ 330m; and (ii) Transport equipment and systems: procurement of bus fleet, operating system and passenger information system estimated at around US$ 60m. The transport infrastructure component would be financed by the GoS under loans from the World Bank, while the transport equipment and systems component will fall under the remit of the private operator for the envisaged
PPP. Phase 1 (analyses and structuring) to analyze institutional, economic and environmental & social aspects as well as undertake detailed technical and legal due diligence, commercial and tariff analyses and financial modelling. During this phase, a proposed structuring of the transaction will be discussed with GoS. Once the Government makes a decision, phase 2 (implementation) can start with marketing to potential investors, andpreparation of tender until the selection of an Operator for the BRT.

People Affected By This Project

The identified pilot line stretches for 19km from Guediawaye to downtown Dakar It is expected to decrease average travel time by 50% from 95 to 47 minutes, with approximatively 500,000 people deserved by the pilot BRT corridor by 2025. This represents around 30% of the total trips on the future mass public transport network (BRT plus TER).

The primary purpose for this initiative is to relieve the existing roads of their heavy congestion. The project will also be positive for the urban design and planning of the city. It will lead to a renewal of the downtown harbor, reconfiguration of the suburbs, and help to limit urban sprawl. From this project, it is expected an improvement of the availability and reliability of public transportation.

The direct long term benefits will include an increase in urban productivity and reduction in the city center pollution. More indirect benefits will include the appreciation of land value along the main routes served and the potential for further development of commercial and real estate activities.

Investment Description

- International Finance Corporation (IFC)

Contact Information

ACCOUNTABILITY MECHANISM OF IFC

The Compliance Advisor Ombudsman (CAO) is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by an IFC or MIGA- financed project. If you submit a complaint to the CAO, they may assist you in resolving a dispute with the company and/or investigate to assess whether the IFC is following its own policies and procedures for preventing harm to people or the environment. If you want to submit a complaint electronically, you can email the CAO at CAO@worldbankgroup.org. You can learn more about the CAO and how to file a complaint at http://www.cao-ombudsman.org/