



# Country Profile: Green Skills and TVET in Senegal

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## Introduction

Every year, around 300,000 young Senegalese enter the workforce, yet companies in emerging industries still face challenges in finding qualified workers. Currently, Senegal's TVET system does not equip individuals with the skills that match private industry needs. There is an urgent need to better align training with market demands through the introduction of enhanced dual TVET models, instructor upgrading, and increased inclusion and access.<sup>1</sup>

In 2019, the Ministry of Employment, Vocational Training and Crafts (MEFPA) was assigned responsibility for Senegal's TVET system policy. Under MEFPA, the Directorate of Vocational and Technical Training is responsible for implementing government policies in the area of TVET and improving and developing TVET structures at a national level. MEFPA also provides an umbrella for other TVET facing ministerial departments to work under. This promotes a coordinated approach to system policy, delivery, and resourcing (ILO, 2019).

TVET is financed by the government of Senegal, the private sector, and international cooperation. The public funding comes from MEFPA and the Ministry of National Education (MEN), together with the Ministry of Economy and Finance, as well as from international

donors. In 2014, out of a total budget of just over 30 billion CFA francs (USD 52.7 million), external financing accounted for 12.64 per cent (UNESCO-UNEVOC, 2024b). The latest education and training sector policy statement set out plans to increase the share of vocational and technical training in the education and training budget to 7 per cent by 2015, and to 15 per cent by 2020 (UNESCO-UNEVOC, 2024b). This financial commitment to its TVET sector's growth is significant when compared to other African nations budgetary allocation (Côte d'Ivoire and Niger at 8 per cent, Rwanda at 7 per cent, Ethiopia at 5 per cent, and Ghana at 2 per cent as reported by the African Centre for Economic Transition) (ACET, 2025).

## TVET policies

- **The Senegal National Vocational Qualifications Framework** comprises qualifications at five levels: CAP, BEP (Certificate of vocational education), BT (Technician certificate), BTS/DUT (Higher technician certificate/University Technology Diploma); and Engineering Diploma.
- **Education and Training Quality, Equity and Transparency Improvement Programme (2018, PAQUET-EF) 2018–30** (2018) is the country's Education Sector Plan (ESP) focusing on the primary objectives of quality, equity, and good governance and access across the education sector.

1. For more information, please see <https://www.giz.de/en/projects/promotion-technical-and-vocational-education-and-training-tvet-reform-senegal-ii>.

## Governance and stakeholders

There are five key TVET agencies (UNESCO-UNEVOC, 2024b):

- **The Fund for Vocational and Technical Training (3FPT)** utilises a system to training vouchers to enable youth to access TVET programmes.
- **The National Vocational Training Office (ONFP)** delivers and certificates training programmes and is a key agency in coordinating TVET system facing development programme interventions.
- **National Agency of the House of Tools (ANAMO)** provides youth, especially from rural communities, training and integration in a variety of sectors.
- **The Agency for the Promotion and Development of Crafts (APDA)** promotes craft-based enterprises.
- **The National Youth Employment Agency (ANPEJ)** partners with the private sector to arrange WBL and jobs for young people. It also provides funding for small-scale projects and has a database of employment-generating projects.

## Investment Ready TVET Providers

### Centre de Formation aux Métiers Portuaires et à la Logistique (Senegal)

CFMPL began operations in 2011 in response to a need from the private sector for skilled labour to serve the Port of Dakar. CFMPL is a PPP where the government owns the centre but has conceded the management to the Communauté des Acteurs Portuaires – the association of firms operating through the Port of Dakar. The centre was initially financed by the AFD.

CFMPL receives continued subsidy from the government of Senegal to offset 90 per cent of the costs of preservice training targeted at youth. The remaining 10 per cent is paid by trainees. Upskilling courses are offered for current professionals, last one year, and cost approximately USD 2,000. The centre currently serves over 130 private sector clients in five countries in the region with training and consulting services. CFMPL averages USD 1 million in the sales of services annually and has been able to use that revenue to make over USD 180,000 of investments in the centre.

Their programmes are in high demand. For example, in 2024 they had 2,500 applicants for 64 places for preservice training. Overall, CFMPL has the capacity to see up to 160 trainees graduate per year. A representative for the centre noted that they are very interested in mobility partnerships, noting that the local labour market cannot absorb the large number of youth and they would value an option for regular immigration that youth can freely choose because they present an opportunity.

### Programme areas.

- **Two-year diploma programmes:** Commercial Truck Driver; Construction Vehicle Operator; Commercial Transport Planning; Handling and Port Operations; Logistics Methods and Operations; International Transport Organisation.
- **One-year upskilling programmes for individuals with experience leading to diploma:** Transport Operations; Handling and Port Operations; International Transport Organisation; Logistics Methods and Operations; Transport and Logistics Production Manager.
- **Bachelor degrees (adding one year to a two-year diploma):** Freight-forwarding Management.
- **Two-year upskilling diploma (masters equivalent):** International Commerce Manager.

**Scale and duration of programmes.** Most programmes vary in length from one to two years offering technical diplomas and degrees up to bachelor's and masters equivalents. For these trainings it has the capacity of seeing 160 trainees graduate per year. Including upskilling training, CFMPL has trained over 8,000 Senegalese in 15 years.



**Governance and links to industry.** CFMPL is managed and operated by the Port of Dakar community, which represents firms operating in the port. It also has direct relationships with major firms, including Total, Bolloré, and Caterpillar.

**Certifications and accreditations.** None.

**Programme outcomes.** The centre delivers excellence. Of graduates, 86 per cent are employed. With more than 130 clients in Senegal and five other regional countries generating over USD 1 million in revenue for services, CFMPL is clearly seen as the provider of choice of skills development in the sector.

**Investment needs.** Space at CFMPL's current campus is limited. The major planned investment – for which they do not yet have financing – is a dormitory that would cost USD 1 million. The centre is also interested in installing solar panels, as electricity consumption currently represents a major recurring expense. For the current programme areas, the centre is already saturating demand; however, there is opportunity to expand into maintenance trades and occupations. The leadership of CFMPL has begun to consider opportunities to create a new campus adjacent to an expansion zone of the port. This would likely cost at least USD 4–5 million.

## Other potential opportunities

The authors visited the Centre de Formation Professionnelle et Technique Sénégal-Japon (CFPT-SJ). This centre can best be described as a PPP in transition. As its name implies, it has a strategic relationship with Japan and has and continues to receive continued support from the government of Japan. The government of Senegal granted autonomy to CFPT-SJ but the governance model is in transition as some civil servant staff remain, though as staff retire or leave they can be replaced by experienced professionals. CFPT-SJ could present an opportunity for additional future investment and for exploring migration pathways to Japan. The authors additionally heard of a PPP in the construction sector, but they did not have an opportunity to follow up.