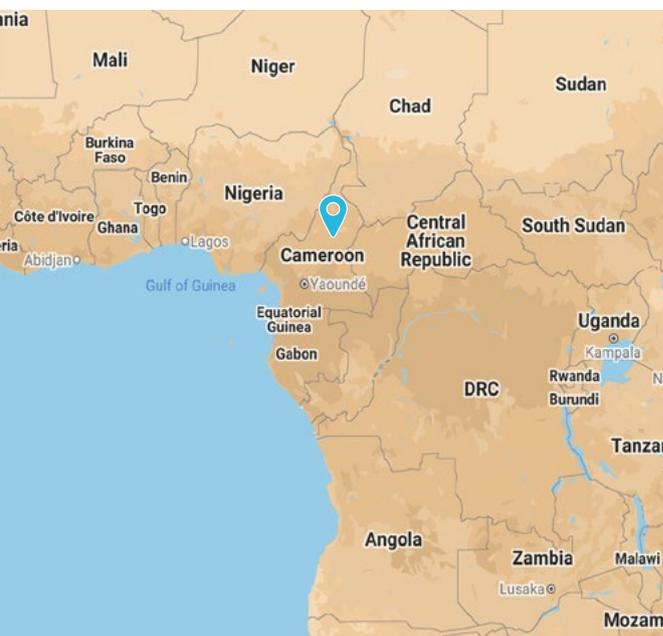


Cameroon

Status of the project: **completed technical assistance**



Basic Information

Population: 27,744,989 | Growth rate: 2.54%

Percent of urban population: 57%

GDP per capita: USD 1,498

Percentage of the population living below the national poverty lines: 69%

Nationally Determined Contribution (NDC): no quantified transport related NDC

National GHG emissions per capita: 0,4 (tCO₂eq)

Proportion of transport related GHG emissions: 53%

Exposure to climate change: HIGH

Context

Cameroon is undergoing a rapid population growth. With over 55% of the population living in cities, it is the most urbanised country in Central Africa, and it is expected that the urban population will reach 22 million by 2035. The geographical, economic, and social context of the country is complex and diversified but is largely dominated by two major cities, Douala, economic capital and Yaoundé, administrative capital.

Yet the quality and efficiency of urban mobility systems, and ultimately its performance, is not satisfactory. Growing congestion in cities and the unpredictability of traffic are the most visible signs of these problems. The slowness, cost and discomfort of, mostly informal, public transport also greatly affect populations who have no other choice for their journeys. Walking is particularly neglected in Cameroonian cities. The high number of accidents and victims, often pedestrians, calls for emergency measures. Finally, Cameroon's greenhouse gas emissions from urban transport, although very low in absolute terms, could be better addressed.

Generally speaking, and with the notable exception of Douala, urban communities have neither the institutional nor the human resources to carry out some of the essential tasks entrusted to them by law, in particular the organisation and management of public transport and traffic management. Urban communities also do not fulfil their role of continuous monitoring of urban mobility, its performance and the service provided to citizens by urban transport infrastructure and systems

In this context, and as Sustainable Urban Mobility Plans were being developed for Douala and Yaoundé, it appeared necessary for Cameroon to have a National Urban Mobility Policy (NUMP) that facilitates and guides local actions and is shared and appropriated by all actors, whether at the level of cities or the State.

The NUMP was delivered and presented in September 2019 during the MobiliseYourCity Africa Mobility Conference organized in Yaoundé.

Support from the Partnership

Technical Assistance: National Urban Mobility Policy or Program (NUMP)

Type of NUMP: Policy NUMP

Funded by: European Union

Funding amount: EUR 500,000

Implemented by: AFD through the MobiliseYourCity Africa Program

Local counterpart: Ministère de l'Habitat et du Développement Urbain

Main purpose of the NUMP: Offer cities a general enabling framework for SUMPs

Objectives:

The NUMP for Cameroon provides guidance and actions recommendations focusing on four main targets:

- Reinforcement of urban mobility governance;
- Increase of financing resources for urban mobility;
- Restructuration and modernization and public transport;
- Better use of state-of-the-art technologies for transport.

Status of implementation

Project start: 2018 Q1

Project completed: 2019 Q3

Completed outputs:

- National Urban Mobility Policy: Diagnosis, national vision, and strategic measures for its realisation

NUMP key measures and cost estimates

The following list highlights the most significant measures and recommendations identified in the NUMP.

1. Strengthen the governance of urban mobility
 - i. Strengthen the capacity of urban communities
 - ii. Better integrate the activities of all urban mobility stakeholders
 - iii. Strengthen MINHDU
 - iv. Develop human resources and capacities at all levels
 - v. Develop governance tools
 - vi. Develop an approach for the metropolitan governance of urban governance of urban mobility
2. Improve the financing of urban mobility
 - i. Increase planning and spending capacities of urban communities on urban mobility
 - ii. Strategic area: The State must continue to finance urban mobility while optimising its contributions
3. Restructure and modernisation of public transport
 - i. Introduce in Yaoundé and Douala strong public transport axes by bus, starting with the congested roads
 - ii. Organise and professionalise the motorbike taxi sector by building on existing structures to drive organisation
 - iii. Organise and professionalise taxi services in the main cities and encourage the development of new taxi services
4. Better use of transport technologies
 - i. Gradually improve the vehicle fleet
 - ii. Improve road maintenance technologies
 - iii. Develop knowledge of the issues and institutional capacities in the digital field, and promote pilot projects

Highlights

66 million euros of external debt gets converted into investments for urban mobility in Yaoundé

Cameroon has benefited from a financial debt reduction mechanism (C2D financing) which allows AFD to return repayments in the form of subsidies for urban mobility. This mechanism has enabled to mobilise 66 million euros for the “Yaoundé Coeur de Ville” project, a priority road shaping investment project integrated into the Yaoundé SUMP. This project provides for the development of 3 major road intersections, with 2 bus stations and the inclusion of public transport, as well as pedestrian areas linked to the urban environment, including 2 markets.