

Douala, Cameroon

Partner city

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



Basic Information

Urban area: 923 km²

Population: 3,663,227 | Growth rate: 3.6%

GDP per capita: USD 2,952

Modal Share

Minibuses (paratransit): 1%

Walking: 35%

Private cars: 5%

Private motorbikes or 2-wheelers: 4%

Taxis (paratransit): 12%

Moto taxis (paratransit): 40%

Other: 3%

National GHG emissions per capita: 0.4 (tCO₂eq)

Region capital city

Context

The port City of Douala, the main economic hub of Cameroon, lies on a low coastal plateau, with many natural drains and flood prone valleys. With a population of more than 3.6 million inhabitants, which is expected to increase to 4 million by 2023, Douala is a dynamic, fast-growing city. Douala's rapid growth is particularly pronounced on the outskirts, where the access to formal public transport services is very low or non-existent. Urban sprawl is forcing people to travel further distances to access jobs, markets, health, and education. The low quality and inadequacy of infrastructure for walking and cycling adds up to the low provision of public transport services.

This combination of factors pushes travellers to rely on informal motorcycle taxis and mini-bus services, instead of more sustainable modes such as walking, cycling and higher capacity public transport. Informal transport services have taken an increasingly large modal share in outskirts areas but also in the city centre. This entails threats to the citizen health, safety, and comfort, as the precariousness of working conditions and high competitiveness of paratransit services are associated with higher risk of traffic accidents and sexual harassment toward women. Aging or badly maintained vehicles also lead to a significant increase in air and water pollution, and in greenhouse gas emissions.

Regulating and supervising urban development are major challenges for the public authorities, as a large percentage of the urban territory is subject to unsanctioned land use, associated with the isolation of working-class neighbourhoods, the lack of tertiary roads, saturation of industrial zones and growing informal settlements on often unsuitable land.

In addition to this, the lack of dialogue between the land-use planning, on the one hand, and mobility planning authorities, on the other, exacerbates the urban transport problem. Above all, it is necessary to create the conditions for a viable integration between urban and transport planning. This diagnosis was translated into the need to initiate a planning approach that is more operational than those previously at work, in order to be able to respond to the challenges resulting from the rapid development of the metropolitan areas.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Commission and FFEM

Funding amount: EUR 400,000

Implemented by: AFD through the MobiliseYourCity Africa Program

Local counterpart: Urban Community of Douala

Finance leverage: EUR 422,000,000

Supported activities:

- Organization of Mobilise Days, in conjunction with Yaoundé, to officially launch SUMP development and raise awareness.
- Preparation of a Sustainable Urban Mobility Plan for Douala, with three main objectives:
 - » Improving citizens' access to destinations, activities and services offered in Douala;
 - » Improving the urban environment in Douala;
 - » Renewing the governance of Douala, its mobility, and projects

Status of implementation

Project start: 2018 Q1

Project completion: 2019 Q3

Completed outputs:

- Sustainable Urban Mobility Plan
 - » Diagnosis
 - » Vision and goals
 - » Action and financing plan

SUMP key measures and cost estimates

The following table highlights the most significant measures identified in the SUMP.

Measures	Cost estimates in M€	Proposed Financing Source	Implementation by
Physical investments (infrastructure, rolling stock, etc.)	508 M€		
Road infrastructure projects	107 M€	Domestic financing	2021
Purchase of 283 Bus 12m 2021: 150 2024: 133	66 M€ 2021: 33 M€ 2024: 33 M€	World Bank & Domestic Financing	2021 2024
Bus facilities (stations)	24 M€ 2021: 4 M€ 2024: 20 M€	World Bank & Domestic Financing	2021 2024
Purchase of 164 BRT 18m 2021: 50 2024: 75 2029: 39	66 M€ 2021: 20 M€ 2024: 30 M€ 2029: 16 M€	World Bank & Domestic Financing	2021 2024 2029
BRT facilities (stations)	92 M€ 2021: 18 M€ 2024: 49 M€ 2029: 25 M€	World Bank & Domestic Financing	2021 2024 2029
Cable Car line	26 M€	World Bank & Domestic Financing	2024
Development of 5 major multimodal interchange centre and 15 transfer points	15 M€ 2021: 4 M€ 2024: 6 M€ 2029: 5 M€	World Bank & Domestic Financing	2021 2024 2029
Walking plan	15 M€ 2021: 3 M€ 2024: 7 M€ 2029: 5 M€	World Bank & Domestic Financing	2021 2024 2029
Investments for cycling	5 M€ 2024: 1 M€ 2029: 4 M€	World Bank & Domestic Financing	2024 2029
Reinforcement of river links to Manoka	4 M€	Domestic financing	2021
Development of river and rail transport infrastructure	5 M€	Domestic financing	2029
Centralised Control Centre	10 M€ 2021: 3 M€ 2024: 4 M€ 2029: 3 M€	World Bank & Domestic Financing	2021 2024 2029
Project management, call for interest and contingency provision	63 M€ 2021: 15 M€ 2024: 37 M€ 2029: 11 M€	Domestic financing	2021 2024 2029
Development of logistical hubs and truck parking spaces	11 M€ 2024: 7 M€ 2029: 4 M€	Domestic financing	2024 2029

Complementary actions and policy reforms in three phases	38 M€ 2021: 10 M€ 2024: 10 M€ 2029: 38 M€		
Technical (studies, plans, designs, etc.)			
Short term complementary studies and strategy setting	2021		2021
Guidelines for logistics platforms and trucks parking			2021
Concerted plans and strategies for <ul style="list-style-type: none"> • upkeep and maintenance of the road network • valorisation/distribution of the public space • Tariff and ticketing of public transport 			2021
Integration of mobility and other urban networks (water, sewage, energy, waste)			2024
Municipal traffic and parking plans			2024
Anticipation of future plans after the SUMP			2029
Policy & regulation			
Informal transport project			
Continuous formalisation of moto-taxis and informal buses through the establishment of a new institution responsible for vocational training, schedules regulation, the administrative formalisation.	European Union		2024
Implementation of digital action plan			
<ul style="list-style-type: none"> • Open data policy • Support to development of information and service platforms • Mobility Observatory 			2024
Strengthening the capacity of police officers in relation to mobility			2024
Adaptation of public transport service and recruitment policy to tackle gender-related issues			2024
Improved road upkeep and maintenance			2024
Improved road signage			2024
Creation of a transport organising authority	European Union		2029
Monitoring and reporting of air quality and water pollution			2029
Emergence of new public transport operators			2029
Public support to the adoption of clean vehicles through financial incentives			2029
Optimised integration of port activities and reconversion of industrial disused sites			2029

The following table summarises the total capital expenses (CAPEX) estimates for different types of measures in the SUMP.

Urban transport investment measures	CAPEX Estimate
Public transport and NMT	328 M€
Street shaping urban roads and traffic management	107 M€
Other measures	74 M€
Total	509 M€

Finance leverage

Financing resulting from the SUMP	Source	Amount
International loan for the BRT and other investments (associated)	World Bank	370 M€ ¹
Domestic contribution to the BRT and other investments (associated)	Government of Cameroon	50 M€
Grant for the implementation of SUMP soft measures	European Union	2 M€

¹ [Development Projects: Douala Urban Mobility Project - P167795 \(worldbank.org\)](https://www.worldbank.org/projects/2016/development-projects-douala-urban-mobility-project-p167795)

Projected impacts

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2019	Projected 2030 BAU	Projected 2030 SUMP scenario
Total annual GHG emissions (Mt CO₂eq)	<ul style="list-style-type: none"> • 0,19 Mt CO₂eq • 20% 	0.548 Mt CO ₂ eq	0.95 Mt CO ₂ eq	0.76 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO₂eq)	<ul style="list-style-type: none"> • 36 kg CO₂eq / capita • 20.7% 	161 kg CO ₂ eq / capita	174 kg CO ₂ eq / capita	138 kg CO ₂ eq / capita
Access				
Increase of the proportion of the population living 500 meters or less of a public transport stop	Improved but not quantified	Not quantified	Not quantified	Not quantified
Air pollution				
Decrease in mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	Improved but not quantified	Not quantified	Not quantified	Not quantified
Modal share				
Increase of the modal shares of trips by public transport, walking and cycling	Formal public transport: +5%	Formal public transport: 2%	Formal public transport: 1%	Formal public transport: 6%
	Informal public transport: 0%	Informal public transport: 1%	Informal public transport: 0%	Informal public transport: 0%
	Walking: +6%	Walking: 35%	Walking: 34%	Walking: 40%
	Cycling: 0%	Cycling: 0%	Cycling: 0%	Cycling: 0%
	TOTAL: +6%	TOTAL: 38%	TOTAL: 35%	TOTAL: 46%
Road safety				
Decrease of traffic fatalities in the urban area, per 100.000 inhabitants	Improved but not quantified	Not quantified	Not quantified	Not quantified

Highlights

Pilot project to improve informal transport gets underway

Following the adoption of the SUMP, a pilot project for the professionalisation of motorbike taxis in Douala is being set up with the active participation of CODATU. The aim is to implement measures to improve motorbike taxi services for both drivers and users, and to provide public authorities with a knowledge base for regulating the system. Specific action points include the establishment of a contractual framework, a fleet-renewal policy, and the promotion or establishment of on-demand motorbike taxi platforms.