

Yaoundé, Cameroon

Partner city

Status of the project: Completed Sustainable Urban Mobility Plan & Ongoing Implementation Support



Basic Information

Population (Metropolitan Area): 4.10 million

Growth rate: 3.5%

Urban area: 183 km²

Motorisation rate:

58 cars /1000 hab.

18 motorbikes /1000 hab.

Transport emissions per capita: 241 kg CO₂eq

GDP per capita: \$1,422.70 (2019)

Modal share:

Walking: 33%

Private car: 10%

Moto-taxi: 12%

Bus: 5%

Taxis: 40%

Critical mobility challenges

- Road safety and comfort issues
- High cost of transport for the population
- Poorly maintained road network
- Increasingly high emissions and pollution
- Gender disparities
- Limited capacity of local transport authority

Selected SUMP Measures

- Physical investments, infrastructure and rolling stock
- Additional studies and plans
- Regulation, institution and policy reforms

Projected SUMP impact

- Implementing the measures identified in the SUMP is expected to significantly impact GHG emission reduction, improve the modal share of sustainable transport modes, and more.

Support from the Partnership - Mobility Planning

Project description

Technical Assistance: Sustainable Urban Mobility Plan (SUMP) Development

Funded by: EU INTRA ACP

Funding amount: 350,000 EUR

Implemented by: Agence Française de Développement (AFD), Codatu

Local counterpart: Urban Community of Yaoundé (CUY)

Supported activities:

- Supporting a SUMP process for Yaoundé

Conducting capacity development activities, including workshops and technical committees

| | |
|---|---|
| Baseline motorisation rate¹ | 58 cars per 1000 inhabitants 18 motorbikes per 1000 inhabitants |
| Annual transport emissions per capita² | 241 kg CO ₂ eq |
| SUMP implementation timeline | Joined MobiliseYourCity in November 2016 MobiliseDays in June 2016 Start of SUMP in March 2018 SUMP completed and approved in September 2019 Detailed feasibility study of BRT project to be delivered in Summer 2022 Detailed design study of BRT project foreseen after feasibility study |
| SUMP Vision | No concise vision formulated. |
| Approximate Total SUMP Investment Requirement (CAPEX/OPEX) | CAPEX by term <ul style="list-style-type: none"> • 2025: 298.1 M€ • 2035: 554.7 M€ Yearly OPEX to term (2035) <ul style="list-style-type: none"> • 770 M€ CAPEX by 2030 <ul style="list-style-type: none"> • 550 M€ OPEX by 2030 <ul style="list-style-type: none"> • 151 M€ Total CAPEX & OPEX requirements (by 2030) <ul style="list-style-type: none"> • 701 M€ |

Diagnosis: Urban Mobility in Yaoundé

Like many other major cities in sub-Saharan Africa, Yaoundé is experiencing rapid population growth. The metropolis lacks mobility infrastructure and the financial resources to properly maintain what it has, whether it is the public transport network, the organisation of small-scale transport offers, parking facilities or even simply roads and pedestrian areas. The city's economy suffers from the lack of infrastructure and struggles to attract investors.

Following the current evolution of rapid urban growth, the population will reach 5.5 million inhabitants in 2035, and the urban area will get a radius of 25 km by the end of the century. The increase in the travel demand and the rate of motorisation accompanying the rise in income may rapidly lead to the saturation of the existing system. Hence, travel times will increase significantly along with the overall cost of travel due to more fuel consumption by private vehicles and taxis.

1. Existing mobility and transport services

The transport system in Yaoundé, while being relatively fluid, is accident-prone, uncomfortable, polluting, and expensive for the population.

About 8 million trips are travelled daily, of which one-third are short-distance trips made on foot or by moto-taxis. For longer trips, taxis, motorbikes, and cars are the main modes of transport. Official bus service and informal minibuses currently only play a minor role.

¹ For comparison with motorisation rates in European capital cities, Berlin has a motorisation rate of 330 car per 1000 inhabitants, and other capital cities in Austria, Belgium, Denmark, France, Hungary, Ireland and the Netherlands have a motorisation rate under 450 cars per 1000 inhabitants. Source: Eurostat Regional Yearbook 2020.

² For comparison, the annual transport (except air travel) emissions per capita in Germany are 1.61 tCO₂eq. Source: Die Umweltwirtschaft in Deutschland: Entwicklung, Struktur und internationale Wettbewerbsfähigkeit. www.umweltbundesamt.de

All these modes of transport use the same poorly maintained road network, where only 300 km of the 2700 km road network are asphalted. The state of the road network limits both private and public transport. More precisely, it suffers from the following problems:

- Most of the secondary and local roads are unasphalted.
- Main and metropolitan roads are not optimally laid out and do not provide for the sharing of the road network between low-capacity modes, high-capacity modes (bus) and soft modes
- Degraded road surfaces or unmanaged intersections create traffic bottlenecks.
- Vehicles, including freight vehicles, are parked on the road.
- Geographical elements and neighbourhoods that are densely built on several km² without wide roads constitute obstacles to transit traffic of cars and public transport.

Walking: 4 million trips are travelled daily by pedestrians, and walking is the main mode of transport. However, the lack of sidewalks combined with chaotic traffic poses a threat to pedestrians' safety, and they are particularly exposed to traffic accidents.

Taxi service: Less than 5% of vehicles are taxis, but they have a 38% share of the modal split by distance. They transport all population categories, and with an average occupation rate of 3 passengers, they are the primary motorised mode of transport. Taxis, even when used collectively, are relatively expensive: taxi fares represent over 15% of household income for one passenger out of four.

Moto-taxis: Moto-taxis are particularly present in the outlying districts. Their flexibility and agility allow them to use unpracticable roads for other vehicles due to the pavement's poor state or the road's narrowness. Moto-taxis, often operated informally by very young drivers, are notably resistant to any regulation, which is necessary to address the safety issues associated with this mode of transport.

Private cars: Cars are handicapped by the state of the road network, and only 10% of trips are made by private vehicles. The car ownership rate, which is highly dependent on household income, is increasing along with the standard of living.

Informal minibuses: Informal minibuses are less important than other African cities. In Yaoundé, they are mainly used for transport between the centre and the periphery, following fixed routes and departing from bus stations.

Formal buses: A formal bus service is available through the private company Stecy and is growing but remains a minority element in the current mobility landscape. No facilities are in place to encourage this mode of transport. Buses travel on the same roadway as other vehicles and suffer from congestion and low commercial speed.

2. Environmental challenges

The vehicle fleet is very old (20% of vehicles are over 20 years old) and is very polluting, emitting large amounts of greenhouse gases and air pollutants.

Internal trips within the CUY emit the equivalent of 635 ktCO₂ per year. Along with distances travelled by vehicles, emissions follow a strong growth. Unfortunately, the gradual improvement in the performance of the vehicle fleet linked to its renewal does not counterbalance this trend.

In a list of 54 countries, Cameroon ranked 15th among the most polluted countries in Africa in 2017. While the average concentrations of pollutants are not sufficiently documented, punctual measurements have observed peak concentrations of delicate particulate matter PM2.5 that were one hundred times higher than the WHO standard.

3. Safety and comfort are key issues to be addressed

Safety is a significant issue for mobility in Yaoundé, where accidents cause around 1,000 deaths and 5,000 serious injuries per year. A specific study on a sample of taxi drivers revealed that 73% of them had an accident in the two previous years. In addition to accidents, inquired passengers raised the issue of the risk of assault in taxis.

Comfort is also often a problem: long waits in hot or rainy environments, difficulty in finding an available taxi in certain areas, or vehicles overloaded with passengers and goods.

4. Gender disparities: women travel less and use less comfortable modes of transport

The diagnosis describes a slight difference in the number of journeys women make, which can be linked to significant disparities in full-time formal employment (15% of women compared to 27% of men). Compared to men, women in Yaoundé make half as many journeys using private cars but travel more by foot or on moto-taxis.

5. The high cost of transport puts low-income users under pressure

After housing and food, transport is the third most significant item of expenditure for Yaoundé residents and accounts for more than 11% of household spending. This is particularly critical in this city where inequalities are incredibly high, and the highest 20% of incomes are, on average, more than 7 times higher than the bottom 20%.

The high transport cost is attributed to the low efficiency of minibuses, taxis, and motor taxis, which are linked to a poor road network and the weakness of public transport offers.

6. Institutional and financial capacity of the CUY: a gap remains between mandate and resources

The Urban Community of Yaoundé is the transport organising authority, both legally and in practice.

However, despite notable capacities, the CUY does not currently have the institutional means nor the adequate human resources to perform some of the essential tasks assigned to it by law, including the following: (i) the organisation and management of public transport, (ii) the traffic and parking management, and (iii) continuous monitoring of performance the urban transport system and the quality of service provided to citizens.

As the majority of the city will develop outside the administrative boundaries of the CUY by 2035, the municipal authorities, i.e. the CUY and the peripheral municipalities, will have to create together an integrated organisation for public transport and define a structured infrastructure network and priority multimodal investment plans on the scale of the future large conurbation.

In total, the financial resources allocated to the construction and maintenance of roads, which are nearly 40 M€ per year, are in line with expectations based on the economic status of the city and country. However, the CUY has an insufficient share of these resources in the perspective of its mandate. The national level compensates financially with its much greater resources and the support of international donors. Still, coordination between the city and the ministries responsible for urban development and public works is insufficient.

The SUMP preparation process and stakeholder involvement

In order to take future urban development into account, the perimeter of the study covers a surface of about 700 km², from which 304 km² are within the city's administrative boundaries.

Throughout developing the SUMP, the various stakeholders involved in mobility were associated through technical committees, specific exchange workshops, and bilateral meetings.

The technical committees gathered the Yaoundé Urban Community, the Ministries of Urban Development, Transport, Public Works, Economy and Planning, Environment, the Police, the various taxi and motorbike taxi unions, the Stecy bus company and the French Development Agency (AFD).

Specific workshops in small groups linked representatives of the technical committee with academics, officials from the local districts, rail transporters, and managers of places that generate large amounts of travel, such as markets. These workshops enabled the different actors to take sufficient ownership of the approach.

In addition to the technical committee members, the team in charge of developing the SUMP also met bilaterally with international donors and representatives of the local districts.

Three time-horizons were considered:

- A. The very short term: the horizon of 1 to 2 years in order to highlight quick wins
- B. The medium term: the horizon of 5 to 7 years in order to observe the effects of the first SUMP measures.
- C. The long term: a horizon of 15 years to aim at significant results and anticipate possible reorientation needs.

SUMP development process

Project start: 2020 Q3

Project completion: 2022 Q2

SUMP approval: *de facto* approved (no formal approval expected)

Completed outputs:

- Inception Phase
- Diagnosis
- Construction of scenarios and formulation of priority measures
- Action plan, which includes indicators, budget, and financing measures
- Final SUMP document

Vision and goals

Strategic Vision

The SUMP of Yaoundé does not propose a clear vision and goals for urban mobility in the city. However, it fully adopts the EASI framework and strongly emphasises identifying challenges and solutions. Challenge-related objectives of the SUMP are:

- Improving traffic conditions by developing a network of roads beneficial to all.
- Reducing the cost of mobility supported by households
- Improving the quality of life in the city with a less dangerous and less polluting system

How does the SUMP adopt the EASI framework?

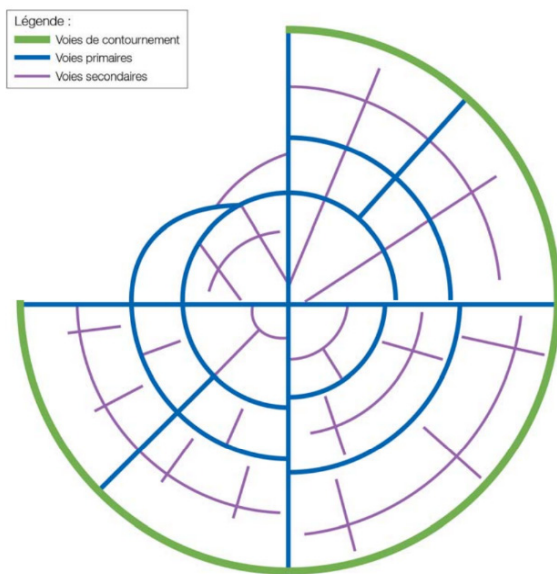
ENABLE - Improvement of steering and financing

AVOID - Transit-Oriented Urban Development, urban densification, densification around developing mass transit routes

SHIFT - Multimodal transport scheme, complementarity of transport modes

IMPROVE - Optimisation of the road network and improvement of the vehicle fleet

- Developing main roads
- Sharing space
- Traffic regulation
- Renewing the vehicle fleet towards less polluting and lower emissions.



The SUMP develops the concept of a coherent road network: The Cross.

The network builds upon existing roads and uses north-south and east-west metropolitan axes and multiple hierarchical levels of roads.

The road infrastructure will provide an efficient inclusion of the bus offer, for example with reserved lanes on congested sections.

Test scenarios and selected scenario

Three specific scenarios were defined to assess the impact of the SUMP by 2025 and by 2035, each one developed with a different level of ambition.

Baseline scenario: No SUMP implementation occurs, but existing laws and regulations are implemented. Private car ownership will increase, and the modal share of public transport will decrease. Travel times are expected to rise sharply, mainly due to the increasing congestion in the capital.

Central scenario: This scenario provides immediate solutions to issues related to the road network. It is an ambitious infrastructure project focused on increasing the capacity of the roads to accommodate increased private vehicle traffic. However, with the appropriate road layout and the establishment of mass transport lines, this scenario allows for a significant shift to public transport, whose modal share is expected to evolve positively.

Ambitious scenario: The ambitious scenario also includes a vital road infrastructure component in the short term but focuses more on creating mass transport lines, including a train-tram project by 2035.

The scenario finally selected is the **central scenario**. This scenario aims at the completion in the short term (2025) of a more efficient, adequate, and structured road network. A public transport offer will also be put in place, but on a reduced number of lines, aiming at a good level of service and reliability, an affordable and financially balanced offer for the user. After having proven its effectiveness and relevance and gaining users' approval, the public transport offer can be extended and replicated on a larger scale according to a level of ambition yet to be defined. Indeed, the current measures respond to imperative needs but will not make it possible to meet all the long-term challenges, particularly the reduction of greenhouse gas emissions. The SUMP, therefore, recommends a reassessment in 2025 and envisages an increase in ambition for public transport in the long term.

SUMP 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 |
|---|---------------------------------|---------------------------------|-------------------|
| Action plan | Total: 891.9 M€ | | |
| Physical investments, infrastructure and rolling stock | Total: 852.8 M€ | | |
| Bypass roads | 2025: 157 M€ 2035: 304 M€ | Domestic financing ³ | 2025 2035 |
| Primary roads | 2025: 29.7 M€ 2035: 94.5 M€ | Domestic financing ³ | 2025 2035 |
| Secondary roads | 13 M€ | Domestic financing ³ | 2035 |
| Intersections and road measures | 2025: 51.5 M€ 2030: 19.8 M€ | AFD | 2025 2030 |
| Space for pedestrians, including the pilot neighbourhood "Coeur de Ville." | 2020: 5 M€ 2035: 21 M€ | AFD | 2020 2035 |
| Public transport lines (bus and minibus) and related road facilities | 2025: 54.9 M€ 2035: 102.4 M€ | Domestic financing ³ | 2025 2035 |
| Additional studies and plans | Total: 28.7 M€ | | |
| Studies and support reorganisation plan for bus lines | 2025: 9.7 M€ 2035: 19 M€ | Domestic financing ³ | 2025 2035 |
| Regulation, institution and policy reforms | Total: 10.4 M€ | | |
| Informal transport project Reform of the taxi and moto-taxi systems Continuous formalisation of moto-taxis and informal buses through establishing a new institution responsible for vocational training, schedules regulation, and administrative formalisation. | 4.5 M€ | European Union | 2024 |
| Institutional reforms: creation of a local commission and a technical service for mobility | 2.1 M€ | Domestic financing ³ | 2020 |
| Control and training centre for mobility and transport | 3.8 M€ | Domestic financing ³ | 2023 |

³ Domestic financing / no international financing identified

SUMP impacts: Projected results and impact

Implementing the measures identified in the SUMP is expected to significantly impact GHG emission reduction, improvement of the modal share of sustainable transport modes, and more. The following table presents the expected results and effects.

| Impact Area | Expected Impact | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|----------------------------|----------------------------|----------------------------|----------------------------|------------------|-------------------------------------|------------|---------------------------|---------------------------|---------------------------|---------------------------|--|-----------|-----------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------|-----|-----|-----|
| GHG emission (SDG 11) | Projected emissions in absolute value: | | | | | | | | | | | | | | | | | | | | | | | | |
| | <table><tr><th></th><th>Baseline 2018</th><th>BAU 2025</th><th>SUMP 2025</th><th>BAU 2035</th><th>SUMP 2035</th><th>SUMP vs BAU 2035</th></tr><tr><td>Per capita</td><td>241 kg CO₂eq</td><td>284 kg CO₂eq</td><td>251 kg CO₂eq</td><td>367 kg CO₂eq</td><td>271 kg CO₂eq</td><td>-26.16%</td></tr><tr><td>Total</td><td>0.78 Mt CO₂eq</td><td>1.14 Mt CO₂eq</td><td>1.01 Mt CO₂eq</td><td>2.00 Mt CO₂eq</td><td>1.48 Mt CO₂eq</td><td>-26.00%</td></tr></table> | | Baseline 2018 | BAU 2025 | SUMP 2025 | BAU 2035 | SUMP 2035 | SUMP vs BAU 2035 | Per capita | 241 kg CO ₂ eq | 284 kg CO ₂ eq | 251 kg CO ₂ eq | 367 kg CO ₂ eq | 271 kg CO ₂ eq | -26.16% | Total | 0.78 Mt CO ₂ eq | 1.14 Mt CO ₂ eq | 1.01 Mt CO ₂ eq | 2.00 Mt CO ₂ eq | 1.48 Mt CO ₂ eq | -26.00% | | | |
| | | Baseline 2018 | BAU 2025 | SUMP 2025 | BAU 2035 | SUMP 2035 | SUMP vs BAU 2035 | | | | | | | | | | | | | | | | | | |
| | Per capita | 241 kg CO ₂ eq | 284 kg CO ₂ eq | 251 kg CO ₂ eq | 367 kg CO ₂ eq | 271 kg CO ₂ eq | -26.16% | | | | | | | | | | | | | | | | | | |
| | Total | 0.78 Mt CO ₂ eq | 1.14 Mt CO ₂ eq | 1.01 Mt CO ₂ eq | 2.00 Mt CO ₂ eq | 1.48 Mt CO ₂ eq | -26.00% | | | | | | | | | | | | | | | | | | |
| Projected increase of annual GHG emissions by 2029, in percentage of the baseline: | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">• Business-as-usual scenario: +101%• SUMP scenario: +59% | | | | | | | | | | | | | | | | | | | | | | | | | |
| Accessibility (SDG 11) | <table><tr><th></th><th>Baseline 2018</th><th>BAU 2025</th><th>SUMP 2025</th><th>BAU 2035</th><th>SUMP 2035</th></tr><tr><td>Total population covered</td><td>2,212,283</td><td>4,028,557</td><td>4,028,557</td><td>5,599,757</td><td>5,599,757</td></tr><tr><td>Population at 500m or less of public transport stops</td><td>1,350,000</td><td>1,415,700</td><td>1,405,500</td><td>1,528,900</td><td>1,888,600</td></tr><tr><td>% Access</td><td>42%</td><td>35%</td><td>35%</td><td>27%</td><td>34%</td></tr></table> | | Baseline 2018 | BAU 2025 | SUMP 2025 | BAU 2035 | SUMP 2035 | Total population covered | 2,212,283 | 4,028,557 | 4,028,557 | 5,599,757 | 5,599,757 | Population at 500m or less of public transport stops | 1,350,000 | 1,415,700 | 1,405,500 | 1,528,900 | 1,888,600 | % Access | 42% | 35% | 35% | 27% | 34% |
| | | Baseline 2018 | BAU 2025 | SUMP 2025 | BAU 2035 | SUMP 2035 | | | | | | | | | | | | | | | | | | | |
| | Total population covered | 2,212,283 | 4,028,557 | 4,028,557 | 5,599,757 | 5,599,757 | | | | | | | | | | | | | | | | | | | |
| | Population at 500m or less of public transport stops | 1,350,000 | 1,415,700 | 1,405,500 | 1,528,900 | 1,888,600 | | | | | | | | | | | | | | | | | | | |
| | % Access | 42% | 35% | 35% | 27% | 34% | | | | | | | | | | | | | | | | | | | |
| Air pollution (SDG 11) | Improved but not quantified | | | | | | | | | | | | | | | | | | | | | | | | |
| Modal share | Percentage of total trips being realised with Public Transport | | | | | | | | | | | | | | | | | | | | | | | | |
| | <table><tr><th></th><th>Baseline 2018</th><th>BAU 2025</th><th>SUMP 2025</th><th>BAU 2035</th><th>SUMP 2035</th></tr><tr><td>The modal share of Public Transport</td><td>2%</td><td>1%</td><td>9%</td><td>2%</td><td>19%</td></tr><tr><td>The modal share of walking and cycling</td><td>32%</td><td>31%</td><td>34%</td><td>29%</td><td>35%</td></tr><tr><td>Total</td><td>34%</td><td>32%</td><td>43%</td><td>31%</td><td>54%</td></tr></table> | | Baseline 2018 | BAU 2025 | SUMP 2025 | BAU 2035 | SUMP 2035 | The modal share of Public Transport | 2% | 1% | 9% | 2% | 19% | The modal share of walking and cycling | 32% | 31% | 34% | 29% | 35% | Total | 34% | 32% | 43% | 31% | 54% |
| | | Baseline 2018 | BAU 2025 | SUMP 2025 | BAU 2035 | SUMP 2035 | | | | | | | | | | | | | | | | | | | |
| | The modal share of Public Transport | 2% | 1% | 9% | 2% | 19% | | | | | | | | | | | | | | | | | | | |
| | The modal share of walking and cycling | 32% | 31% | 34% | 29% | 35% | | | | | | | | | | | | | | | | | | | |
| Total | 34% | 32% | 43% | 31% | 54% | | | | | | | | | | | | | | | | | | | | |
| Road safety (SDG 3) | <table><tr><th></th><th>Baseline 2018</th><th>SUMP 2025</th><th>SUMP 2035</th></tr><tr><td>Deaths</td><td>1,000</td><td>800</td><td>500</td></tr><tr><td>Heavily wounded</td><td>5,000</td><td>4,000</td><td>2,500</td></tr></table> | | Baseline 2018 | SUMP 2025 | SUMP 2035 | Deaths | 1,000 | 800 | 500 | Heavily wounded | 5,000 | 4,000 | 2,500 | | | | | | | | | | | | |
| | | Baseline 2018 | SUMP 2025 | SUMP 2035 | | | | | | | | | | | | | | | | | | | | | |
| | Deaths | 1,000 | 800 | 500 | | | | | | | | | | | | | | | | | | | | | |
| Heavily wounded | 5,000 | 4,000 | 2,500 | | | | | | | | | | | | | | | | | | | | | | |
| Mobilised finance (SDG 17) | <ul style="list-style-type: none">• 66 M€ - Secured international grant from AFD for "Yaoundé Coeur de Ville" project• 15 M€ - Secured national funding from Cameroon's government for the 'Yaoundé Coeur de Ville' project• 2 M€ - Secured grant for the implementation of SUMP governance measures, including the creation of a Transport Organising Authority, an Urban Planning Agency, and the formalisation of moto-taxis and informal buses through outreach (European Union)• 40 M€ - Associated finance from the World Bank for urban road updates and pilot projects for non-motorised transport. The measures have been identified before the SUMP but are included in the plan. | | | | | | | | | | | | | | | | | | | | | | | | |
| | Expected institutional impact | The measures identified in the SUMP are complemented with a National Urban Mobility Policy, adopted in parallel to the SUMP process | | | | | | | | | | | | | | | | | | | | | | | |

Insights from practice: lessons learned from the SUMP development

On the occasion of the 3rd MobiliseYourCity conference in Yaoundé in 2019 and the official presentation of the SUMP, a reflection group⁴ composed of different stakeholders' proposed areas for improvement for future SUMPs, particularly on the African continent.

I. Placing the project owner at the centre of the SUMP process is important: authorities responsible for mobility should lead the planning process with the support of MobiliseYourCity partners.

Recommendation: When drafting the ToRs, clearly state the role of the responsible local authorities in project ownership and ensure their capacity to monitor the process.

II. Ambitious surveys such as “household travel surveys” are expensive, sometimes not adapted to the local context and available resources, and can produce unreliable data.

Recommendation: Demographic surveys (with car and two-wheeler motorisation rates) can be carried out based on existing national surveys. They should be supplemented by origin-destination surveys (such as a simplified household survey or road corridor and public transport network surveys) and qualitative socio-anthropological fieldwork to better capture the individual and collective factors behind respondents' behaviour regarding urban mobility. These two methodologies can be complementary, and origin-destination surveys would rapidly identify many journeys.

III. Predictive traffic models are expensive to develop. They can create the illusion of a “scientific” approach and may generate a gap between their results and the actual appropriation by technicians and local elected officials.

Recommendation: Limit the use of models and base them on the observation and expertise of local counterparts and consultants (expert opinion). The SUMP must help identify “strong lines”, a concept that does not necessarily lead to choosing one mode rather than another, and use the models in a second stage, like during pre-feasibility studies.

IV. The link between transport and urban planning is insufficiently considered, even though transport planning documents can be used to implement other types of plans.

Recommendation: Strengthen local project management, institutional structuring, and governance, build capacities of local contracting authorities, and provide them with a framework for steering the implementation of SUMP action plans. When master plans exist for urban planning in African cities, they should be included in the terms of reference of the SUMP, even if their application is limited to a limited number of projects. Work done at the national level (NUMP) should contribute to providing a legislative and legal framework and sources of funding.

⁴ Reflection group led by CODATU: Patrice Berger and Thibaut Descroux (UrbanLyon), Thierry Goin (CEREMA), Marie Dols (consultant), Philippe Bossuet (SYTRAL), Jean-Jacques Helluin, Mael Martinie, Sofia Martin, Antoine Clémot (CODATU).

SUMP Finance leverage

Leveraged financing (resulting or enabled by the SUMP preparation process)

| Description | Source of financing | Secured | Amount M€ |
|---|--|---------|-----------|
| Ringroads, street shaping, traffic management & crossings, parking facilities | AFD C2D | Secured | 66.00 |
| Informal transport project | European Union | Secured | 4.50 |
| Institutional reforms | Government of Cameroon | Secured | 2.10 |
| SUMP governance, CR, studies, taxis and moto-taxi management | 4 M EUR grant from EU to Douala / Yaoundé (impl. = CODATU) for SUMP soft measures implementation | Secured | 2.00 |
| Control and training centre for mobility and transport | Government of Cameroon | Planned | 3.80 |
| Project Yaoundé Cœur de Ville | AFD C2D | Secured | 43.60 |
| Project Yaoundé Cœur de Ville | Government of Cameroon | Secured | 5.50 |
| Capacity building for CUY staff | European Union | Secured | 2.04 |
| Capacity building for CUY staff | Communauté Urbaine de Yaoundé | Secured | 0.35 |
| The creation of a Public Transport and Soft Mobility Unit | European Union | Secured | 3.28 |
| The creation of a Public Transport and Soft Mobility Unit | AFD | Secured | 0.50 |
| Improving Air Quality | FASEP | Secured | 0.47 |
| MoVe Yaoundé and preparation of the North-South BRT Line | European Union, BMZ, AFD | | 10.87 |

Associated financing

| Description | Source of financing | Secured | Amount |
|--|---|---------|--------|
| Ring roads, street shaping, traffic management & crossings, parking facilities | EU AFIF facility for Yaoundé ring road design preparation studies | Planned | 10.00 |

Support from the Partnership: Implementation Support

Project description: Mobilité Verte (MoVe) Yaoundé

Technical Assistance: Implementation of SUMP through Move Yaounde project (2023-2027)

Funded by: Co-financing by European Commission (EC), German Ministry for Economic Cooperation and Development (BMZ) financial contribution

Funding amount: 10.87 M€ (9.8 M€ EC, 0.57 M€ BMZ, 0.5 M€ AFD)

Implemented by: 6.3 M€ implemented by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, 0.5 M€ implemented by the Agence Française de Développement (Team Europe Approach)

Local counterparts and SUMP Implementation agency: Urban Community of Yaoundé (CUY), Ministry for Habitat and Urban Development (MINHDU)

Supported activities:

- Project preparation for the Bus Rapid Transit System “Trans-Yaoundé” (AFD)
- Feasibility study for professionalisation of the paratransit sector (GIZ)
 - » Census and diagnostic
 - » Training (to be developed based on diagnostic results)
 - » Stakeholder engagement
 - » Foreseen output: Digital platform for the registration of taxis
- Green corridors and redevelopment of downtown Yaoundé (GIZ)
 - » Reorganisation of street vendors: Pilot project of 2-3 main streets, study on street vendors.
 - » Make the city centre safer, more accessible and more comfortable through urban greening and tactical urban planning operations
 - » Redevelopment of public spaces for the entire population of Yaoundé
 - » App development “Alert Gender-based violence”
 - » Study on road safety to identify accident hotspots
 - » Stakeholder engagement to discuss redesign of public spaces

Main SUMP implementation challenges

Decision-making was complicated by overlapping responsibilities, coordination challenges, and constrained financial resources.

The political partner for urban mobility is the Ministry of Housing (MINDUH) rather than the Ministry of Transport, which is responsible for regulating taxis but is not involved in city and infrastructure design. The MoveYaounde team operates between these two institutions, complicating decision-making on implementation. Although the Urban Community of Yaoundé (CUY), the project’s local counterpart, implements project activities in the city, it is not the primary institution in charge, and government elections can lead to changes that affect coordination. CUY also lacks decision-makers, making it difficult to establish a shared vision between the national and city governments. In addition, the implementation process is challenged due to a lack of financial resources, meaning the paratransit reform roadmap cannot be fully implemented.

Takeaways on SUMP implementation support

Although there was a considerable delay between the approval and implementation of the SUMP, its data-driven recommendations have played a key role in guiding current decision-making and supporting ongoing projects.

Overall, a significant time gap existed between SUMP approval and the start of implementation support, which prolonged the process. Nevertheless, the SUMP proved successful in that its recommendations serve as the foundation for decision-making in Yaoundé. Both local and national assistance continue to use the SUMP and NUMP to implement projects, with the SUMP diagnostic and recommendations regularly presented in workshops and external meetings, showing that the government is eager to showcase visible results. The SUMP document, being data-based, enhances credibility and reduces doubts regarding the rationale behind certain project implementations. Another beneficial product was the roadmap for paratransit reform, referred to regularly. However, one challenge is that issues tend to be identified only during project implementation as activities progress.

The way forward

Move Yaoundé seeks to improve urban mobility through safer infrastructure, reduced gender-based violence, and a professionalised taxi sector, with key activities planned for 2025 and 2026.

The Move Yaoundé initiative aims to foster safer, sustainable, efficient, inclusive, and affordable mobility in the city. The expected outcomes include continuous and safe pavement development, well-defined horizontal signage, a decrease in gender-based violence (GBV), a reduction in greenhouse gas (GHG) emissions, the development of green spaces, and the professionalisation of the taxi transport sector. The local team will continue to progress in implementation to reach these objectives in the coming three years. Upcoming activities for 2025 include conducting a study on street vendors and a diagnosis of the paratransit sector. The first construction works for the planned BRT system are foreseen to start in 2026.

Other projects in Yaoundé

1. Implementation and improvement of crossroads and terminals in the framework of the Yaoundé Centre Programme

This programme aims to enhance access conditions to the city centre by improving crossroads and public transport terminals, as well as upgrading walking infrastructure. The detailed studies to implement the project started in 2019 and finished in late 2021. Its construction started in 2022.

2. Construction of a ring road

This project is expected to enhance traffic conditions in the city by the construction of a ring road around Yaoundé. The technical studies were completed for two of the five road segments of the ring, leading to the tender for their construction. Studies for the third ring segment are being prepared, and the project has been declared of public utility. Construction works for the first two segments are expected to start soon.

3. Inclusive and Resilient Cities Development Project (PDVIR for its acronym in French)

In 2019, this project kicked off to provide accessible transport infrastructure for the most underprivileged. The project will improve connectivity of two Yaoundé Districts in Yaoundé through 15 km of structural roads and two pilot projects promote walking. It consists of four components, including capacity building, disaster management, and infrastructure enhancement, which will facilitate the connection of routes between Yaoundé's 4th and 5th districts and promote community well-being through additional facilities like sports grounds and waste bins.

4. Support to the cities of Douala and Yaoundé in the implementation of their SUMPs

This project, financed by the EU, allows capacity development support for Cameroonian authorities about urban mobility by funding of decentralised cooperation between Bordeaux Metropole and Yaoundé and Douala. Besides strengthening local capacities, the project goals include structuring a transport authority, creating a mobility observatory, organising participation workshops, and structuring an urban planning agency. The project will be launched in 2022.

5. Training for city officials

Awareness of city officials in charge of road projects has been raised on multimodality and public spaces management. Training sessions have been conducted to propose low-cost, soft measures, such as crossroad redesign, bus stops, circulation schemes, etc., to boost implementation.

6. Implementation of instruments to reduce air pollution

Together with other Cameroonian authorities, Yaoundé's administration developed a programme to tackle air pollution, following the adoption of SUMP. Considering the alarming results of preliminary air quality measurements, a project funded by a donation of 337 million FCFA from the French Treasury has led to deploying 40 micro-sensors throughout the city to monitor delicate particulate matter in real-time. The mayor promotes tactical urbanism to reduce traffic-related pollution, with initiatives like pedestrianisation beginning in November 2021. The city is actively working on three FASEP projects, with one specifically focused on deploying fixed and mobile sensors in high-traffic areas to measure air quality. A management unit for air quality will be established to maintain and oversee the project, aiming to make Yaoundé less polluted and promote sustainable mobility practices.

7. Urban Master Plan (PDU)

The Urban Master Plan for Yaoundé outlines the city's needs between 2023 and 2035, focusing on real estate, mobility, demographic growth, and socio-economic development. Adopted by the Urban Community of Yaoundé (CUY) in February 2023, the new Master Plan includes regulations and a layout for the city by 2035. The plan aims to transform Yaoundé into a well-structured metropolis with functional multimodal mobility and equitable access to urban social services in a healthy environment. Additionally, it identifies key development aspects such as access to essential services, urban mobility, and governance to ensure strategic orientations for future growth. Following the underperformance of the initial plan adopted in 2008, which saw only 13% of actions completed, the CUY has revised the urban planning framework to meet the city's future needs better.

Highlights from the past year

The official launch of the MOVE-Yaoundé initiative in Yaoundé on 24 January 2024 marked an essential step towards constructing the Bus Rapid Transit (BRT) system and other projects as listed above. Another milestone was achieved in July 2024⁵, when representatives from the city government, EIB, EU and AFD came together and reviewed projects underway to transform the city of Yaoundé, including Yaoundé Cœur de Ville, Move Yaoundé, the Urban Platform in Cameroon, as well as the Yaoundé Bypass and the BRT. The discussions enabled both parties to assess the preparation level and look at the other projects mentioned above.

Last updated in December 2024

⁵ [Dossier Presse-MoVe-YDE.pdf](#)