Yaoundé, Cameroon

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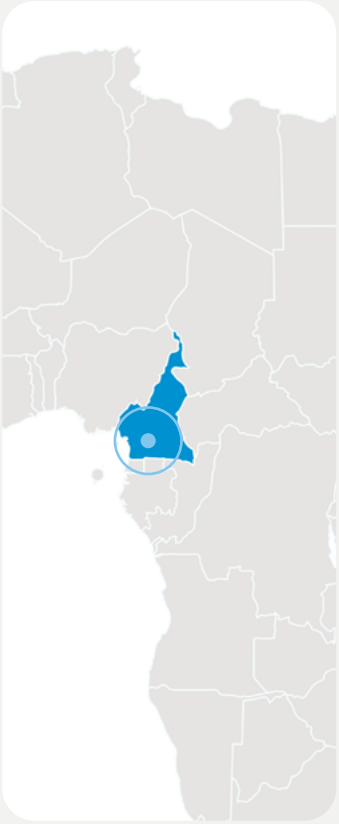
Basic information

Population (metropolitan area)	→	4,100,000
Growth rate	→	+3.5%
Urban area	→	183 km²
Baseline motorisation rate	→	58 cars / 1,000 inhab. 18 motorbikes / 1,000 inhab.
GDP per capita	→	USD 1,422.70 (2019)
Modal share		
Walking	→	33%
Private car	→	10%
Moto-taxi	→	12%
Bus	→	5%
Taxis	→	40%
Transport GHG per capita	→	241 kg CO2eq
Exposure to climate change	→	MEDIUM



Context

Yaoundé is the political and administrative capital of Cameroon, located in the Centre Region on a hilly plateau at approximately 750 m above sea level. With a metropolitan population exceeding 3 million inhabitants, it functions as the country's primary governmental hub and a major centre for public administration, services, and higher education. Its economy is dominated by the tertiary sector, particularly public administration, finance, commerce, and services, while industrial activity remains more limited compared to Douala. As a national decision-making centre and strategic inland node connected to the Douala–Yaoundé corridor, the city plays a central role in Cameroon's institutional governance and territorial development.

Sustainable Urban Mobility Plan (SUMP)

Technical Assistance: Support for Sustainable Urban Mobility Plan (SUMP) Development
Funded by: European Union under INTRA ACP[1]
Funding amount: EUR 350,000
Implemented by: Agence Française de Développement (AFD) and Coopération pour le Développement et l'Amélioration des Transports Urbains et Périurbains (CODATU)
Local counterpart: Urban Community of Yaoundé (CUY)
Consultant(s) involved: Systra
Final SUMP Report: Yaoundé SUMP - Final Report I MobiliseYourCity

Supported activities:

- Supporting SUMP development in Yaoundé
- Conducting capacity development activities, including workshops and technical committees

SUMP summary

SUMP Status	De facto approved – no formal adoption expected
SUMP Development Timeline	Yaoundé joined MobiliseYourCity in Q4 2016 MobiliseDays in Q2 2016 Start of SUMP development in Q2 2018 SUMP finalised and approved in Q3 2019
SUMP Vision	No concise vision formulated.
Key expected results (GHG, modal share and access)	Projected increase of annual GHG emissions by 2029, in percentage of the baseline: • Business-as-usual scenario: +101% • SUMP scenario: +59%
Total SUMP Investment Requirement	CAPEX by term • 2025: EUR 298,100,000 • 2035: EUR 554,700,000 Yearly OPEX to term (2035) • EUR 770,000,000 CAPEX by 2030 • EUR 550,000,000 OPEX by 2030 • EUR 151,000,000 Total CAPEX & OPEX requirements (by 2030) • EUR 701,000,000

[1] https://capacity4dev.europa.eu/groups/gcca-community/info/gcca-intra-acp-programme_en

SUMP preparation process and stakeholder involvement

To account for future urban development, the SUMP functional urban area encompasses approximately 700 km², of which 304 km² are within Yaoundé's administrative boundaries.

Throughout the development of 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 AFD.

Specific workshops in small groups linked representatives of the technical committee with academics, officials from local districts, rail transporters, and managers of areas that generate large volumes 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 local district representatives.

Diagnosis of urban mobility

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 inadequate infrastructure and struggles to attract investors.

Given the current rapid urban growth, the population will reach 5.5 million by 2035, and the urban area will have a radius of 25 km by the end of the century. The increase in travel demand and the rate of motorisation accompanying rising incomes may rapidly lead to saturation of the existing system. Hence, travel times will increase significantly, along with overall travel costs, due to higher fuel consumption by private vehicles and taxis.

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

All these modes of transport use the same poorly maintained road network, where only 300 km of the 2700 km 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 unpaved.
- Main and metropolitan roads are not optimally laid out and do not provide for sharing the road network among 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 over several km², without wide roads, constitute obstacles to the 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, leaving them particularly vulnerable to traffic accidents.

Taxi service: Less than 5% of vehicles are taxis, yet they account for 38% 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 account for over 15% of household income for one passenger in four.

Moto-taxis: Moto-taxis are particularly present in the outlying districts. Their flexibility and agility allow them to use impracticable roads for other vehicles due to poor pavement or 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: The state of the road network handicaps them, and only 10% of trips are made by private vehicles. The car ownership rate, which is highly dependent on household income, is increasing alongside rising living standards.

Informal minibuses: Informal minibuses are less important than in 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 experience congestion and low commercial speeds.

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 approximately 635 ktCO2 per year. Along with vehicle travel distances, emissions are also growing rapidly. Unfortunately, the gradual improvement in the vehicle fleet's performance, driven by renewal, does not offset this trend.

In a list of 54 countries, Cameroon ranked 15th among the most polluted countries in Africa in 2017. While average pollutant concentrations are not well documented, punctual measurements have recorded peak concentrations of fine particulate matter (PM2.5) that were 100 times above the WHO standard.

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 study of a sample of taxi drivers found that 73% had been in an accident in the previous 2 years. In addition to accidents, passengers inquired about the risk of assault in taxis.

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

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.

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

After housing and food, transport is the third-largest expenditure item for Yaoundé residents, accounting 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 costs are attributed to the low efficiency of minibuses, taxis, and motor taxis, which are linked to a poor road network and weak public transport services.

Institutional and financial capacity of the CUY:

A gap persists between the mandate and the 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 nearly EUR 40 million per year allocated to road construction and maintenance is in line with expectations, given the city's and country's economic status. However, the CUY has an insufficient share of these resources given 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.

SUMP visions and goals

Strategic Vision

The SUMP of Yaoundé does not propose a clear vision or goals for urban mobility. 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, uses north-south and east-west metropolitan axes, and features multiple hierarchical levels of roads. The road infrastructure will ensure efficient integration of the bus offer, for example, through reserved lanes on congested sections.

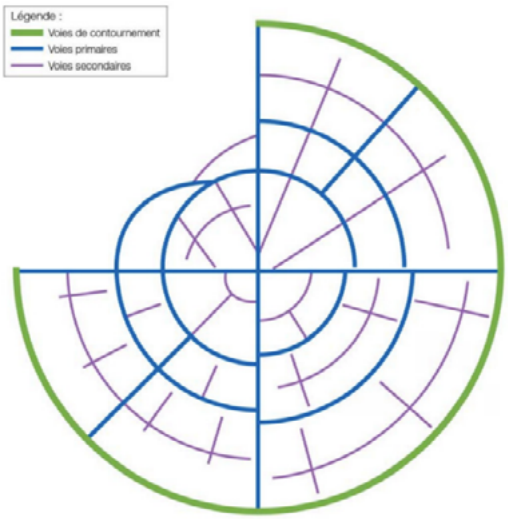


Figure 1 Conceptual Hierarchical Road Network for Greater Yaoundé

Test scenarios and selected scenario

Three time-horizons were considered:

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

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 remain in place. Private car ownership will increase, while public transport's modal share 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 road network issues. It is an ambitious infrastructure project focused on increasing road capacity to accommodate rising private vehicle traffic. However, with appropriate road layout and the establishment of mass transport lines, this scenario enables a significant shift to public transport, whose modal share is expected to increase.

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 selected scenario is the **central scenario**. This scenario aims to complete, in the short term (2025), 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 to maintain a good level of service and reliability, and to offer an affordable, financially balanced service for users. After proving its effectiveness and relevance and gaining users' approval, the public transport offer can be extended and replicated on a larger scale, at a level of ambition yet to be defined. Indeed, the current measures respond to imperative needs but will not enable meeting all long-term challenges, particularly the reduction of greenhouse gas emissions. The SUMP therefore recommends a reassessment in 2025 and envisages an increase in the long-term ambition for public transport.

SUMP key measures

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

Measure	Cost estimates (EUR)	Proposed financing source	Implementation by
Total Action Plan	891,900,000		
Physical investments, infrastructure and rolling stock	852,800,000		
Bypass roads	2025: 157,000,000 2035: 304,000,000	Domestic financing[2]	2025 2035
Primary roads	2025: 29,700,000 2035: 94,500,000	Domestic financing	2025 2035
Secondary roads	13,000,000	Domestic financing	2035
Intersections and road measures	2025: 51,500,000 2030: 19,800,000	AFD	2025 2030
Space for pedestrians, including the pilot neighbourhood "Coeur de Ville".	2020: 5,000,000 2035: 21,000,000	AFD	2020 2035
Public transport lines (bus and minibus) and related road facilities	2025: 54,900,000 2035: 102,400,000	Domestic financing	2025 2035
Additional studies and plans	28,700,000		
Studies and support the reorganisation plan for bus lines	2025: 9,700,000 2035: 19,000,000	Domestic financing	2025 2035
Regulation, institution and policy reforms	10,400,000		
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, schedule regulation, and administrative formalisation.	4,500,000	EU	2024
Institutional reforms: creation of a local commission and a technical service for mobility	2,100,000	Domestic financing	2020
Control and training centre for mobility and transport	3,800,000	Domestic financing	2023

[2] Domestic financing / no international financing identified

SUMP expected results and impact

Implementing the measures identified in the SUMP is expected to significantly reduce GHG emissions, improve 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: Baseline 2018: • Per capita: 241 kg CO2eq • Total: 0.78 Mt CO2eq BAU 2025: • Per capita: 284 kg CO2eq • Total: 1.14 Mt CO2eq SUMP 2025: • Per capita: 251 kg CO2eq • Total: 1.01 Mt CO2eq BAU 2035: • Per capita: 367 kg CO2eq • Total: 2.00 Mt CO2eq SUMP 2035: • Per capita: 271 kg CO2eq • Total: 1.48 Mt CO2eq SUMP vs BAU 2035: • Per capita: -26.16% • Total: -26.00% Projected increase of annual GHG emissions by 2029, in percentage of the baseline: • Business-as-usual scenario: +101% • SUMP scenario: +59%:
Accessibility (SDG 11)	Baseline 2018: • Total population covered: 2,212,283 • Population at 500m or less of public transport stops: 1,350,000 • % Access: 42% BAU 2025: • Total population covered: 4,028,557 • Population at 500m or less of public transport stops: 1,415,700 • % Access: 35% SUMP 2025: • Total population covered: 4,028,557 • Population at 500m or less of public transport stops: 1,405,500 • % Access: 35% BAU 2035: • Total population covered: 5,599,757 • Population at 500m or less of public transport stops: 1,528,900 • % Access: 27% SUMP 2035: • Total population covered: 5,599,757 • Population at 500m or less of public transport stops: 1,888,600 • % Access: 34%
Air pollution (SDG 11)	Improved but not quantified

Impact area	Expected impact
Modal share	Percentage of total trips being realized with Public Transport Baseline 2018: • The modal share of public transport: 2% • The modal share of walking and cycling: 32% • Total: 34% BAU 2025: • The modal share of public transport: 1% • The modal share of walking and cycling: 31% • Total: 32% SUMP 2025: • The modal share of public transport: 9% • The modal share of walking and cycling: 34% • Total: 43% BAU 2035: • The modal share of public transport: 2% • The modal share of walking and cycling: 29% • Total: 31% SUMP 2035: • The modal share of public transport: 19% • The modal share of walking and cycling: 35% • Total: 54%
Road safety (SDG 3)	Baseline 2018: • Deaths: 1,000 • Heavily wounded: 5,000 SUMP 2025: • Deaths: 800 • Heavily wounded: 4,000 SUMP 2035: • Deaths: 500 • Heavily wounded: 2,500
Mobilised finance (SDG 17)	• EUR 66 million- Secured international grant from AFD for the "Yaoundé Coeur de Ville" project • 15 M€ - Secured national funding from Cameroon's government for the 'Yaoundé Coeur de Ville' project • EUR 2 million - 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) • EUR 40 million - 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 by a national urban mobility policy adopted in parallel with the SUMP process.

Insights from practice: lessons learned from the SUMP development process

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

Placing the project owner at the centre of the SUMP process is important:

Authorities responsible for mobility should lead the planning process, with support from 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.

Ambitious surveys, such as "household travel surveys," are expensive, sometimes poorly adapted to local contexts and available resources, and can produce unreliable data.

Recommendation: Demographic surveys (including motorisation rates for cars and two-wheelers) can be carried out using 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.

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 observations and the 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.

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 SUMP's terms of reference, even if their application is limited to a few projects. Work done at the national level (NUMP) should contribute to providing a legislative and legal framework, as well as funding sources.

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

SUMP finance leverage

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

Description	Source of financing	Type	Status	Amount (EUR)
Ringroads, street shaping, traffic management & crossings, parking facilities[4]	AFD C2D	Loan	Secured	66,000,000
Informal transport project	EU	Grant	Secured	4,500,000
Institutional reforms	Government of Cameroon	Budget allocation	Secured	2,100,000
SUMP governance, CR, studies, taxis and moto-taxi management	EUR 4 million grant from EU to Douala / Yaoundé (impl. = CODATU) for SUMP soft measures implementation	Grant	Secured	2,000,000
Control and training centre for mobility and transport	Government of Cameroon	Budget allocation	Planned	3,800,000
Project Yaoundé Cœur de Ville[5]	AFD C2D Government of Cameroon	Soft concessional finance & domestic	Secured	65,500,000 8,500,000
Capacity building for CUY staff	EU Communauté Urbaine de Yaoundé	Grant & Budget allocation	Secured	2,040,000 350,000
The creation of a Public Transport and Soft Mobility Unit for BRT[6]	EU AFD	Grant	Secured	3,280,000 500,000
Improving Air Quality	FASEP	Grant	Secured	470,000
MoVe Yaoundé and preparation of the North-South BRT Line	EU, BMZ, AFD	Grant	Secured	10,870,000
BRT and train feasibility studies[7]	Swedish Fund	Grant	Secured	1,000,000
Projet Villes et Gestion Foncière Durables (PVGFD)[8]	World Bank		Planned	200,000,000
BRT construction	AFD		Planned	100,000,000

[4] https://www.afd.fr/fr/carte-des-projets/yaounde-coeur-de-ville-un-projet-integrant-les-mobilites-actives-et-les-gares-routieres
[5] https://www.afd.fr/fr/carte-des-projets/yaounde-coeur-de-ville-un-projet-integrant-les-mobilites-actives-et-les-gares-routieres
[6] https://www.afd.fr/sites/default/files/2025-05/yaounde_fr.pdf
[7] https://www.investiraucameroun.com/transport/3005-22062-mobilite-urbaine-le-cameroun-commande-une-etude-pour-un-train-de-banlieue-et-un-brt-a-yaounde-financee-par-la-suede
[8] https://fr.journalducameroun.com/cameroun-121-milliards-f-de-la-banque-mondiale-pour-les-travaux-dans-douala-et-yaounde/

Associated financing (independently secured financing for measures related to the SUMP)

Description	Source of financing	Status	Amount (EUR)
Ring roads, street shaping, traffic management & crossings, parking facilities	EU AFIF facility for Yaoundé ring road design preparation studies	Planned	10,000,000

Implementation support – SUMP Implementation

Project title: Mobilité Verte Yaoundé – MoVe Yaoundé[9]
Co-Funded by: European Union (EU), German Ministry for Economic Cooperation and Development (BMZ) and the Agence Française de Développement (AFD)
Funding amount: EUR 10,870,000 million (EUR 9,800,000 million EU, EUR 570,000 million BMZ, EUR 500,000 million AFD -CICLIA)
Implemented by: Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) and AFD in a Team Europe Approach.
Local counterparts and SUMP Implementation agency: Urban Community of Yaoundé (CUY), Ministry for Habitat and Urban Development (MINHDU)
Project implementation period: 2023-2027

Objectives and main supported activities

The expected outcomes include continuous and safe pavement development, 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 service.

Project preparation for the Bus Rapid Transit System "Trans-Yaoundé" (AFD)

- Conduct an in-depth analysis of the project to confirm or challenge the BRT proposal in the SUMP.
- Propose alternatives if needed.
- Define technical details from the chosen alternative.

Professionalisation of the paratransit sector (GIZ)

- Census and diagnostic of the paratransit sector.
- Drivers Training (to be developed based on diagnostic results).
- Stakeholder engagement strategy.
- Reorganisation of the paratransit services by taxi.
- Foreseen output: Digital platform for taxi registration and license management.
- Distinctives (taxi roofs) for the registered taxis.
- App development "Alert Gender-based violence"

[9] https://transformative-mobility.org/regions/cameroon-move-yaounde/

Green corridors and redevelopment of downtown Yaoundé (GIZ)

- Baseline study on security and infrastructure assessment,
- Study on road safety, identifying accident hotspots; study on subjective security (gender aggregated)
- Baseline study on benefits and needs of street vendors, recommendations for incorporation and formalisation of street vendors (implementation targeted around marché centrale).
- Urban redesign and greening concept with detailed design drawings for the implementation zone.
- Proposition of the new mobility (including parking concept) with a one-way mobility system.

Completed outputs:

TransYaoundé BRT feasibility studies (AFD)

- BRT feasibility studies
- Diagnostic: including urban, socio-economic and institutional analysis; mobility supply and demand analysis, and climate vulnerability study to identify effects on the project, and inclusion of gender dimension analysis.
- Proposal of alternatives from the SUMP and comparative analysis.
- Detailed description of the selected alternative, including characterisation, quality of service, environmental and social impact, financial and economic model, GHG emissions, project governance and implementation.

Professionalisation of the paratransit sector (GIZ)

- Stakeholder map for Yaoundé's paratransit service by taxi.
- Stakeholder engagement strategy.
- Stakeholder engagement activities, including the 1st forum on the MoVe Yaoundé project, the conference on paratransit services by taxi in Yaoundé and workshops with taxi unions.
- Diagnostic of the paratransit service by taxi.
- First census of taxis in Yaoundé from 9th April to 10th May 2025.
- Taxi drivers conference[10]
- Digital platform for taxis and driver registration and management of taxi licenses.

Green corridors and redevelopment of downtown Yaoundé (GIZ)

The preliminary city centre and mobility concept has been developed. It foresees the following key interventions:

- Reduction of approximately 300 on-street parking spaces, with a parking management and pricing system to be defined.
- Creation of approximately 1,000 m² of green and recreational spaces, contributing to urban cooling and improved public space quality.
- Creation of approximately 1,000 m² of additional street vending space within the public domain.
- Establishment of four designated taxi stopping zones to improve traffic organisation and accessibility.

[10] https://www.minhdu.gov.cm/inondations-au-marche-essos-le-minhdu-propose-des-solutions-durables-2-2/

- Upgrading of sidewalks and pedestrian zones along Narvik and Goker streets (with connections to Kennedy and Indépendance), fully accessible for persons with reduced mobility (PMR).
- Improvement of five key intersections to enhance safety, circulation, and multimodal integration.

While the overall city centre and mobility concept covers the area around Grand Marché, MoVe Yaoundé is committed to executing exemplary and preliminary works on sections of at least 2 intended roads within the area to illustrate feasibility. Rue Ahidjo and Boulevard Kennedy are not included at this stage due to ongoing and planned parallel projects (BRT and Ville de Paris initiatives).

Next expected outputs:

- Official launch of the digital platform for taxi and registration campaign of all taxis and drivers.
- Distinctives (taxi roofs) for the registered taxis.
- Development of one or two pilot taxi routes.
- Creation of one or two taxi cooperatives of taxi owners and drivers.
- Training of trainers on drivers' behaviour, road safety, and proper conduct for paratransit drivers.
- Validation of the Mobility concept for the green corridor and piloting selected measures.
- Formalisation of public space use, including registration and taxation of activities, supported by the Inform'all City digital application.
- Preparatory and exemplary works for the implementation of the city centre and mobility concept are planned to start in Q3 2026.

Main SUMP implementation challenges

Decision-making is complex due to overlapping responsibilities and coordination challenges.

The political partner for urban mobility is the Ministry of Housing (MINDUH), rather than the Ministry of Transport, which regulates 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.

The CUY has the potential to strengthen its human and institutional capacities[11].

Local teams face increasingly complex projects, requiring tailored support in terms of training, project management, and organisational structure. Establishing a fully operational Mobility Authority is a top priority to ensure continuity and follow-up of the initiated projects in Yaoundé. While progress has been made, its realisation demands stronger alignment among stakeholders and better integration of existing tools.

[11] https://www.mobiliseyourcity.net/roadworks-vision-how-yaounde-rethinking-mobility

Securing sustainable funding and reliable data systems is essential to sustain SUMP implementation.

In Yaoundé, the long-term success of SUMP implementation depends heavily on the availability of adequate financial resources and access to up-to-date, reliable mobility data. Limited funding constrains the transition from planning to execution, while data gaps hinder monitoring, prioritisation, and adaptive management of measures. Targeted support to mobilise domestic and international funding, combined with the establishment of a mobility observatory, would help maintain implementation momentum, strengthen institutional capacity, and enable evidence-based decision-making throughout the SUMP lifecycle.

Takeaways on SUMP implementation support

Yaoundé SUMP recommendations have guided current decision-making and supported ongoing projects.

The SUMP proved successful, as 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 at workshops and external meetings, demonstrating the government's eagerness to showcase visible results. The SUMP document, being data-driven, enhances credibility and reduces doubts about the rationale for certain project implementations. Another beneficial product was the roadmap for paratransit reform, which was frequently referenced. However, one challenge is that issues tend to be identified only as activities progress during project implementation.

Yaoundé stands out for the effective planning and implementation of urban mobility projects in Africa.

Its success is largely thanks to the convergence of local and national dynamics. The simultaneous development of the NUMP in Cameroon and the city-level SUMP has provided Yaoundé with a clear, coherent, and action-oriented strategic framework. This dual-level planning has helped align priorities and strengthen the legitimacy of interventions.

This success also stems from the commitment of a wide range of actors—from the State, local governments, civil society, and technical partners—who have come together around a shared vision. The MobiliseYourCity Partnership contributed to this momentum by providing a framework that promotes dialogue, coordination, and mutual learning, thereby enabling more structured and coherent action.

Finally, the city's strong political will to sustainably transform urban mobility has been a decisive factor. It demonstrates that when planning tools are well-designed and stakeholders are mobilised, tangible progress is possible, even in complex contexts.

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 2026.

The Move Yaoundé project aims to foster safer, sustainable, efficient, inclusive, and affordable mobility in the city. The local team will continue to progress in implementation to achieve these objectives over the next three years.

The Trans Yaoundé BRT project on the city's North–South corridor is feasible. The project demonstrates a strong balance between environmental, economic, and social benefits.

AFD will carry out detailed design studies and provide project management assistance for the contractual and financial structuring of the BRT's operation and maintenance. In parallel, a dedicated technical project management unit has been established within the Yaoundé Urban Community to oversee the project's development. Looking ahead, AFD may provide a loan to finance the project, estimated to cost between €100 million and €180 million, potentially alongside co-financing from European development partners.

Construction work on the planned BRT system is expected to begin in 2026.

Highlights in the past year

The Taxi Congress was held in Yaoundé[12]

The Ministry of Habitat and Urban Development (MINHDU) in Yaoundé organised a conference on urban taxi transport (9-11 April) under the MoVe Yaoundé project to advance discussions on reforms to improve taxi services, as part of broader efforts to enhance urban mobility in the city. The event, presided over by Minister Célestine Ketcha Courtès, brought together diverse stakeholders, including government partners such as the EU, GIZ, AFD, taxi owners, and unions, to foster large-scale dialogue on practical measures to improve the quality, regulation, and organisation of taxi transport in Yaoundé. During the opening ceremony, the Mayor of Yaoundé formally launched a city-wide taxi enumeration campaign to register operators as a key step toward better planning and service delivery, reflecting the government's commitment to modernising informal transport and making mobility more efficient and inclusive for residents.

The conference was also an opportunity to present MoVe Yaoundé's objectives, progress and planned activities. Based on case studies of best practices in Africa presented and on the diagnosis of the paratransit service by taxi, elaborated by the MoVe Yaoundé project, the conference agreed on the key actions to be adopted by the City of Yaoundé for the reform of the paratransit service by taxi.

Yaoundé advances the MoVe city centre concept to deliver climate-resilient and inclusive urban renewal

The MoVe city centre and mobility concept was developed as an integrated planning framework to support climate change mitigation and urban resilience in Yaoundé. The concept applies a comprehensive and gender-responsive methodology, combining road safety assessments, mobility and traffic reorganisation (including one-way systems), greening strategies, and the structured integration of street vending. It defines continuous green corridors, multifunctional public space interventions, and governance considerations to enable scalable, maintainable, and inclusive urban renewal.

[12] https://www.minhdu.gov.cm/inondations-au-marche-essos-le-minhdu-propose-des-solutions-durables-2-2

Cameroon joins UNDA 17 and launches PAAPAM to accelerate active mobility reform in Francophone Africa

With the support of the GIZ MoVe, UNEP (Active Mobility, Digitalisation & Mode Integration – Sustainable Mobility Unit), and the Government of Cameroon, with the commitment of CUY and Yaoundé, I confirmed their commitment to launch the UN Development Account (UNDA) 17th partnership agreement[13]. and to initiate the PAAPAM section for Francophone Africa.

Through UNDA 17, Cameroon will receive targeted technical assistance and capacity-building support, including an active mobility ecosystem assessment, tailored training for national and city-level institutions, policy and institutional strengthening, and the development of a validated national or city-level roadmap for safer walking and cycling. The project also provides access to regional peer learning, knowledge products, and a Pan-African knowledge-sharing platform, while minimising administrative burden and strengthening existing mandates.

*UNDA 17, titled "Safer, Healthier and Cleaner Transport in Africa" (Q1 2025 – Q2 2028), is a fully funded UN Development Account programme implemented by UNEP in partnership with UN-Habitat. It aims to strengthen national and local capacities to accelerate resilient, low-carbon, inclusive, healthy, and safe mobility, with a strong focus on walking and cycling, using the Pan-African Action Plan for Active Mobility (PAAPAM) framework. Cameroon is one of five selected partner countries, alongside Morocco, Ghana, Kenya, and Malawi.

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