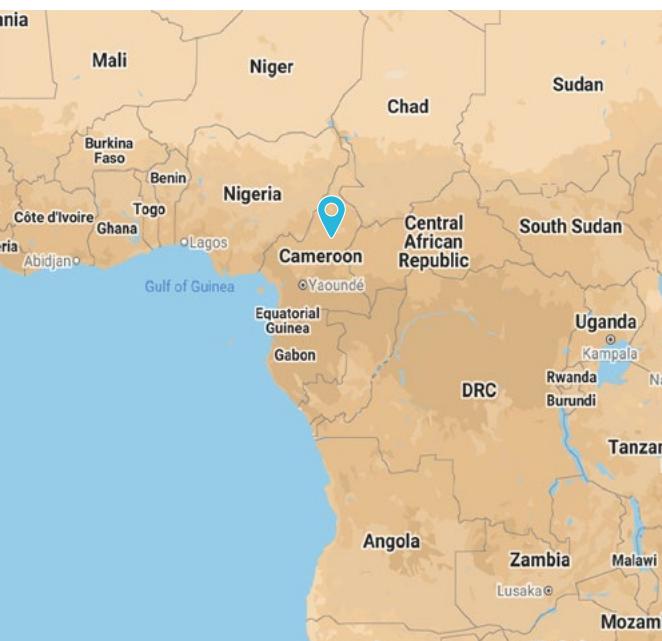


# Cameroon

Partner country

**Status of the project:** Completed National Urban Mobility Policy or Programme



## Basic Information

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

**Percentage 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 (tCO<sub>2</sub>eq)

**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 affects 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 organised 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 modernisation and public transport
- Better use of state-of-the-art technologies for transport

## Status of implementation

**Project start date:** 2018 Q1

**NUMP adoption date:** 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.

Measure	Cost Estimate
<b>1. Strengthen the governance of urban mobility</b> <ul style="list-style-type: none"> <li>• Strengthen the capacity of urban communities</li> <li>• Better integrate the activities of all urban mobility stakeholders</li> <li>• Strengthen MINHCU</li> <li>• Develop human resources and capacities at all levels</li> <li>• Develop governance tools</li> <li>• Develop an approach for the metropolitan governance of urban mobility</li> </ul>	Not quantified
<b>2. Improve the financing of urban mobility</b> <ul style="list-style-type: none"> <li>• Increase planning and spending capacities of urban communities on urban mobility</li> <li>• Strategic area: The State must continue to finance urban mobility while optimising its contributions</li> </ul>	Not quantified
<b>3. Restructure and modernisation of public transport</b> <ul style="list-style-type: none"> <li>• Introduce in Yaoundé and Douala strong public transport axes by bus, starting with the congested roads</li> <li>• Organise and professionalise the motorbike taxi sector by building on existing structures to drive organisation</li> <li>• Organise and professionalise taxi services in the main cities and encourage the development of new taxi services</li> </ul>	Not quantified
<b>4. Better use of transport technologies</b> <ul style="list-style-type: none"> <li>• Gradually improve the vehicle fleet</li> <li>• Improve road maintenance technologies</li> <li>• Develop knowledge of the issues and institutional capacities in the digital field, and promote pilot projects</li> </ul>	Not quantified

## Finance leverage

### Leveraged financing (resulting or enabled by the NUMP preparation process)

As a prerequisite to the adoption of sustainable urban mobility plans in Yaoundé and Douala, the national urban mobility policy in Cameroon has indirectly enabled securing financing, including nearly 75 million euros in grants or similar, for investments and further technical assistance in these two cities. This is presented in detail in the factsheets or SUMP summaries of Douala and Yaoundé.