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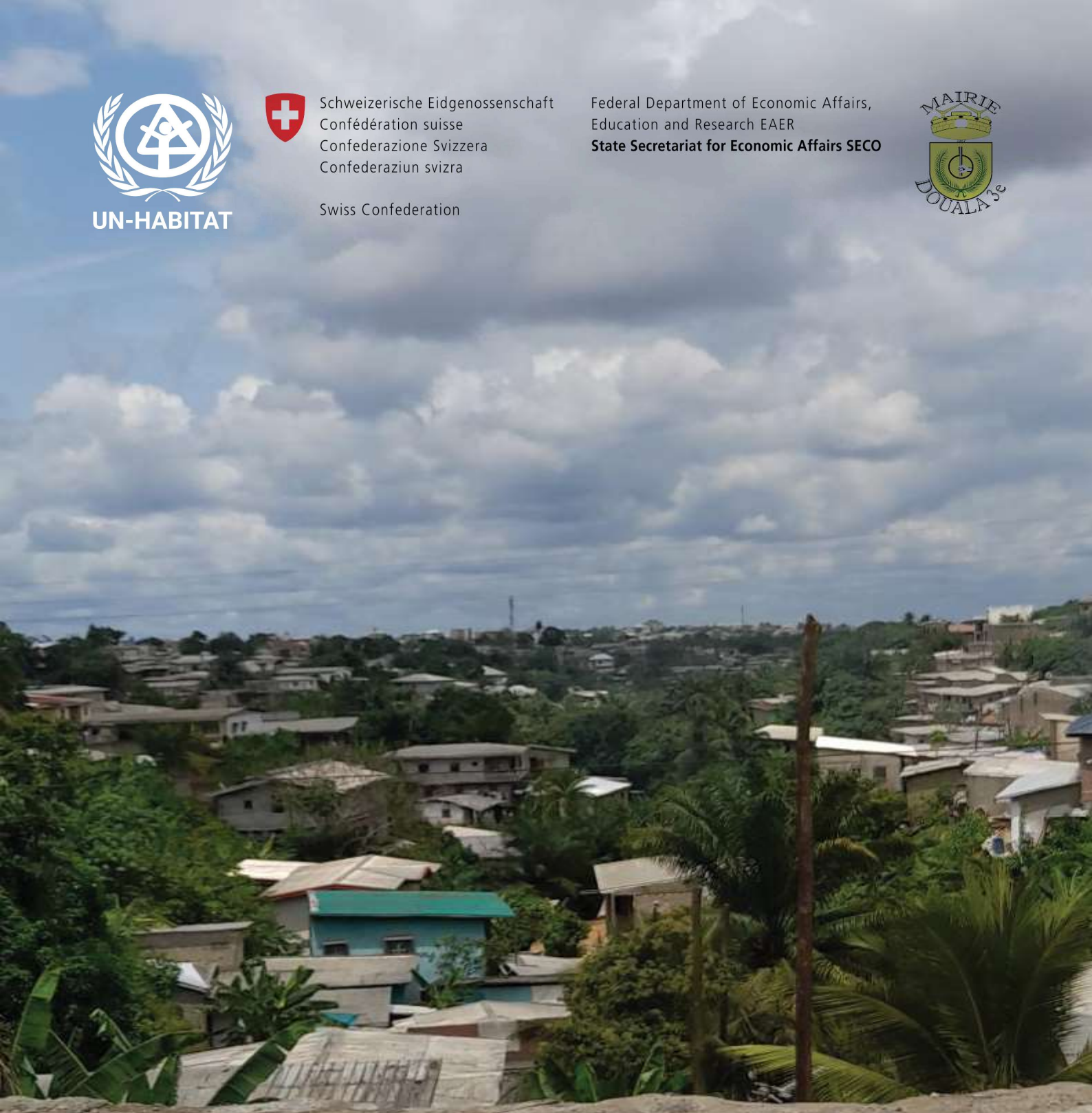

Urban Planning & Infrastructure in Migration Contexts

DOUALA

Cameroon - Douala 3 - Spatial Profile - Volume 1

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Cover Photo: Housing along Logababa Road in Douala 3, Cameroon @UN-Habitat

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ABBREVIATIONS

AE-SONEL - Société Nationale d'Electricité
AFD - Agence française de développement (French Development Agency)
BIP - Public Investment Budget
BRT - Bus Rapid Transport
BUCREP - Central Bureau of the Census and Population Studies in Cameroon
CAC - Additional Communal Centimes
CAD3 - Douala 3 Subdivision
CAMWATER - Cameroon Water Utilities Corporation
CBMT - Medium Term Budgetary Framework
CDMT - Medium Term Expenditure Framework
CDS - City Development Strategy
CEMAC - Central Africa Economic and Monetary Community
CRE - Commission de Régulation de l'Electricité
CTD - Decentralized Territorial Communities
CUD - Douala City Council
DGSN - General Delegation for National Security
ENEO - Energy of Cameroon
FCFA - Franc of the African Financial Community (currency)
FEICOM - Special Fund for Equipment and Inter-municipal Intervention
FTP - Financial and Technical Partners
GDP - Gross Domestic Product
HYSACAM - Hygiene and Sanitation in Cameroon
IDP - Internally Displaced Persons
ILO - International Labour Organisation
LC - Order Letter
LRA - Local and Regional Authorities
MAETUR - Mission for Planning and Equipment of Urban and Rural Land
MAGZI - Mission for Development and Management of Industrial Zones
MINADER - Ministry of Agriculture and Rural Development
MINAT - Ministry of Territorial Administration
MINDCAF - Ministry of Domains, Cadaster and Land Affairs
MINDDEVEL - Ministry of Decentralization and Local Development
MINEE - Ministry of Water Resources and Energy
MINEPAT - Ministry of the Economy, Planning and Regional Development
MINEPIA - Ministry of Livestock, Fisheries and Animal Industries
MINFI - Ministry of Finance
MINHDU - Ministry of Housing and Urban Development
MINSANTE - Ministry of Public Health
MINTP - Ministry of Public Works
MRA - Multi-Sector Rapid Assessment
NOSO - North-West and South-West Regions
OCHA - United Nations Office for the Coordination of Humanitarian Affairs
OSR - Own Source Revenues
NGO - Non-Governmental Organization
PAD - Autonomous Port of Douala
PBB – Performance Based Budget
PCD - Communal Development Plan
PDU - Urban Master Plan
PDUE - Urban and Water Development Support Project
PDVIR - Inclusive and Resilient Cities Development Project
PIP - Public Investment Programme
PLANUT - Three-year Emergency Plan to Accelerate Economic Growth
PMUS - Sustainable Urban Mobility Plan
PNDP - National Participatory Development Programme
PNH - National Housing Policy
PNPGC - National Disaster Risk Reduction and Management Plan
POS - Land Use Plan
PPBS - Planning - Programming - Budgeting - System
PS - Sector Plan
PSU - Urban Summary Plan
PTF - Technical and Financial Partners
PUN - National Urban Policy
RGPH - General Population and Housing Census
SAD - Douala Development Corporation
SDA - Sanitation Master Plan for the City of Douala
SECO - Swiss State Secretariat for Economic Affair
SED - Secretary of State for Defence
SIC - Cameroon Real Estate Corporation
SNADDT - National Regional Planning and Sustainable Development Scheme
SND 30 - National Development Strategy
SNRRC - National Strategy on Disaster Risk Reduction
SOCATUR - Cameroonian Urban Transport Society
SRADTT - Regional Plan for the Spatial Planning, Sustainable Development and Territorial Equality
TDL - Local Development Tax
UNDAF - United Nations Development Assistance Framework
UNDRR - United Nations Office for Disaster Risk Reduction
UNHCR - United Nations High Commissioner for Refugees
UNICEF - United Nations Children's Fund
UPIMC - Urban Planning and Infrastructure in Migration Contexts
WB - World Bank

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EXECUTIVE SUMMARY

With over 55% of the global population currently residing in urban areas—a figure projected to rise to 68% by 2050—cities are facing increasing challenges in meeting the diverse needs of their inhabitants. Urban spaces have become the primary destination for migrants and displaced populations, with more than 60% of refugees and 80% of internally displaced persons (IDPs) seeking shelter in cities. This trend intersects with growing climate change challenges, posing unprecedented difficulties for cities and local governments in ensuring the well-being, integration, and social cohesion of urban dwellers, particularly in the most vulnerable neighbourhoods. The urgency for long-term sustainable solutions tailored to urban environments highlights the need for a stronger connection between humanitarian and development efforts, especially in the face of protracted crises and displacement.

UN-Habitat is committed to bridging this gap, aligning with the United Nations 2030 Agenda, the Global Compact for Migration (GCM), and the Global Compact on Refugees, to ultimately ensure sustainable urban development and a more secure, long-term response to migration and protracted displacement. Recognizing human mobility as a key driver of urban growth, UN-Habitat has recently and increasingly committed to pioneer alternative approaches that address and harness migration in urban settings. Through the Urban Planning and Infrastructure in Migration Contexts (UPIMC) Programme, UN-Habitat is engaged in evidence-based integrated urban planning that leverages detailed multiscale spatial profiling to identify feasible interventions in vulnerable neighbourhoods experiencing migration influx. UPIMC aims to contribute to bridging the gap between humanitarian and development practices in urban settings through integrated urban solutions that empower communities toward sustainable and inclusive urban futures.

ABOUT UPIMC PROGRAMME

UN-Habitat's Urban Planning and Infrastructure in Migration Contexts (UPIMC) programme has partnered with the Swiss State Secretariat for Economic Affairs (SECO) to improve access to reliable services and socio-economic opportunities for migrants and host communities in urban settlements. UPIMC supports different municipalities hosting displaced populations in developing long-term strategies that harness their potential to bolster resilience to current and future challenges. UPIMC promotes multi-sectoral collaboration between UN-Habitat, national and local governments, humanitarian actors, development partners, as well as international financial institutions to develop sustainable interventions that build inclusive, safe, resilient, and sustainable settings. The programme is currently implemented in different pilot cities in three countries: Cameroon, Egypt, and Jordan.

OBJECTIVES

UPIMC aims to contribute to national and international efforts to improve the quality of life of migrants and host communities by supporting effective and evidence-based investments for durable solutions at the local level. UPIMC seeks to mitigate the vulnerabilities associated with migration and displacement, empowering local governments and stakeholders to foster complete integration and sustainable development for both migrants and host communities. By doing so, UPIMC significantly contributes to achieving the Sustainable Development Goals (SDGs) at the local level. The programme assesses developmental challenges, needs and opportunities within cities and urban areas, establishing a vital link between local dynamics and broader trends. Going beyond analysis, UPIMC's spatial profiling process serves as a catalyst for action. By pinpointing critical challenges and their precise locations, it sets the stage for developing a precise urban vision and action plans for selected pilot areas, implementing impactful local interventions targeting migrants, displaced populations, and host communities. It's not just about understanding the context; it's about planning, transforming, and making sustainable change happen at the local level.

APPROACH AND METHODOLOGY

UPIMC employs the phased methodology of UN-Habitat's Urban Lab – an integrative urban planning and design facility. The methodology, characterized by its flexibility and adaptability, revolves around three primary areas of focus. Firstly, it endeavours to 'Understand the City,' identifying key trends, challenges, and opportunities. Secondly, it validates the needs and explores necessary changes through participatory activities aimed at 'Planning the City.' Finally, it determines how, where, and when these changes should be implemented to achieve optimal results within the available resources, with the overarching goal of 'Transforming the City.'

UPIMC adapts this methodology to the complex and dynamic contexts in which it operates, and it comprises four interconnected components:
(1) Spatial Profiling - to understand the city
(2) Strategic Vision & Scenario Building - to plan the city
(3) Prioritized Infrastructure Investments and Linkage to Finance - to transform the city
(4) Knowledge exchange

ABOUT THIS DOCUMENT - UPIMC SPATIAL PROFILING COMPONENT

In the first phase, UPIMC develops spatial profiles through a comprehensive cross-sectoral and multi-level analysis of urban areas hosting migrants and displaced populations. This provides a spatial understanding of the dynamics, challenges, and opportunities of migration and urban development in the pilot cities, which will crucially inform long-term decision-making in urban development and infrastructure planning. The profiling exercise maps critical intervention areas and their precise locations and is used to identify the pilot neighbourhood through participatory validating workshops. While the spatial profile is a stand-alone document, it functions as a roadmap guiding subsequent steps taken by UPIMC in the selected neighbourhood. It is therefore essential to consider it while reading the vision, scenarios, and action plans that will be produced during the second and third phase, and that are further illustrated in the final pages of the document.

This publication comprises the spatial profiling of the city of Douala, specifically the Subdivision of Douala 3, in Cameroon and represents the first component of the project in the city. The profiling exercise is to be used to inform the transformation of the city and especially of its most vulnerable neighbourhoods through targeted interventions in alignment with global objectives and trends. This approach encapsulates the essence of 'localizing,' linking global objectives to the very grassroots level. On the other hand, the detailed analysis of dynamics and priorities that are identified at the city and neighbourhood levels can crucially inform broader development trajectories in the country and the region.

TARGET AUDIENCE

The Spatial Profile provides entry points for national and international practitioners, and stakeholders who seek to develop long term development strategies in their cities, as well as donor organizations and potential financiers. At the same time, this profile targets grassroots individuals, who are the primary change-makers in their communities, by providing a spatialized overview of the main potentials and opportunities of the profiled cities and neighbourhoods.

INTRODUCTION TO THE UPIMC PROGRAMME

UPIMC IN CAMEROON

The urban profile consists of presenting a multi-scalar and multi-dimensional analysis through the elaboration of maps and the narrative on major trajectories observed through data collection, interviews, and field visits.

The analysis will improve other studies and will go with the development of urban strategy by the city's stakeholders. This technical document should be seen as an evolving and iterative tool to best support initiatives and potential collaborations.

The UPIMC programme develops an approach based on four main components. In the case of Cameroon, these have been developed as follows:

1. PROFILING

The urban profiling begins with a sectoral analysis at the big scales, such as: National, Regional and City scale context of Cameroon. Then the core of the analysis focuses on the Subdivision of Douala 3.

The profile provides a framework for spatial andstrategic analysis of the locality from a development perspective that is aligned with national and city priorities.

The spatial analysis includes multi-sectoral data collection, primary and secondary data, field visits, interviews with IDPs, participatory workshops with local government and key stakeholders. This was then accompanied by a detailed GIS analysis at the country, city and neighbourhood level.

2. STRATEGIC VISION & SCENARIO BUILDING

In the light of the analytical work and the exchanges carried out during the first part of the study, this component will develop a strategic vision based on an urban strategy constructed with the stakeholders.

Following this strategy, the optimal scenarios for Douala 3 will be discussed and identified. Indeed, the elaboration of the scenarios will be based on a participatory and inclusive charrette, which involves the main stakeholders as well as a consistent group of IDPs, and host communities. Participants will provide direct inputs to the visioning process, which will facilitate discussion on strategic visions, possible interventions, related individual interests, technical opportunities and/or constraints, as well as policy objectives.

The scenario development will be supported by an action plan outlining possible projects and their time-frames. This will also unlock the next step for the clear identification of strategic infrastructure interventions and allow a technical assessment of the prioritisation of interventions.

3. DEFINE PRIORITIZED INFRASTRUCTURE INVESTMENTS AND LINKAGES TO FINANCE

The previous components lead to the identification of structural and conjunctural priority actions to support decision-makers and experts in defining their interventions. This work will help prioritise investments by assessing the economic, social and environmental potential and the sustainable impact of the proposed interventions on the city and its communities. Priority investments will be discussed between decision-makers, potential investors and international cooperation actors, notably based on the analysis of the city and subdivision budgets to build partnerships. These priority actions will be presented during a validation workshop with the stakeholders.

4. KNOWLEDGE EXCHANGE

The last component is implemented throughout the program. It will promote knowledge exchange and awareness raising among stakeholders in cities to apply good data management and urban observation platforms.

A memorandum of understanding with the University of Douala, Department of Geography was signed in December 2023, to formalize a win-win collaboration between the university's students and the UPIMC Cameroon team.
This partnership is based on a program that includes;

- Technical training on the use of tools for the collection of territorial data.
- Support for participatory activities, such as the organization of workshops and field visits.

FOUR COMPONENTS OF THE UPIMC PROGRAMME

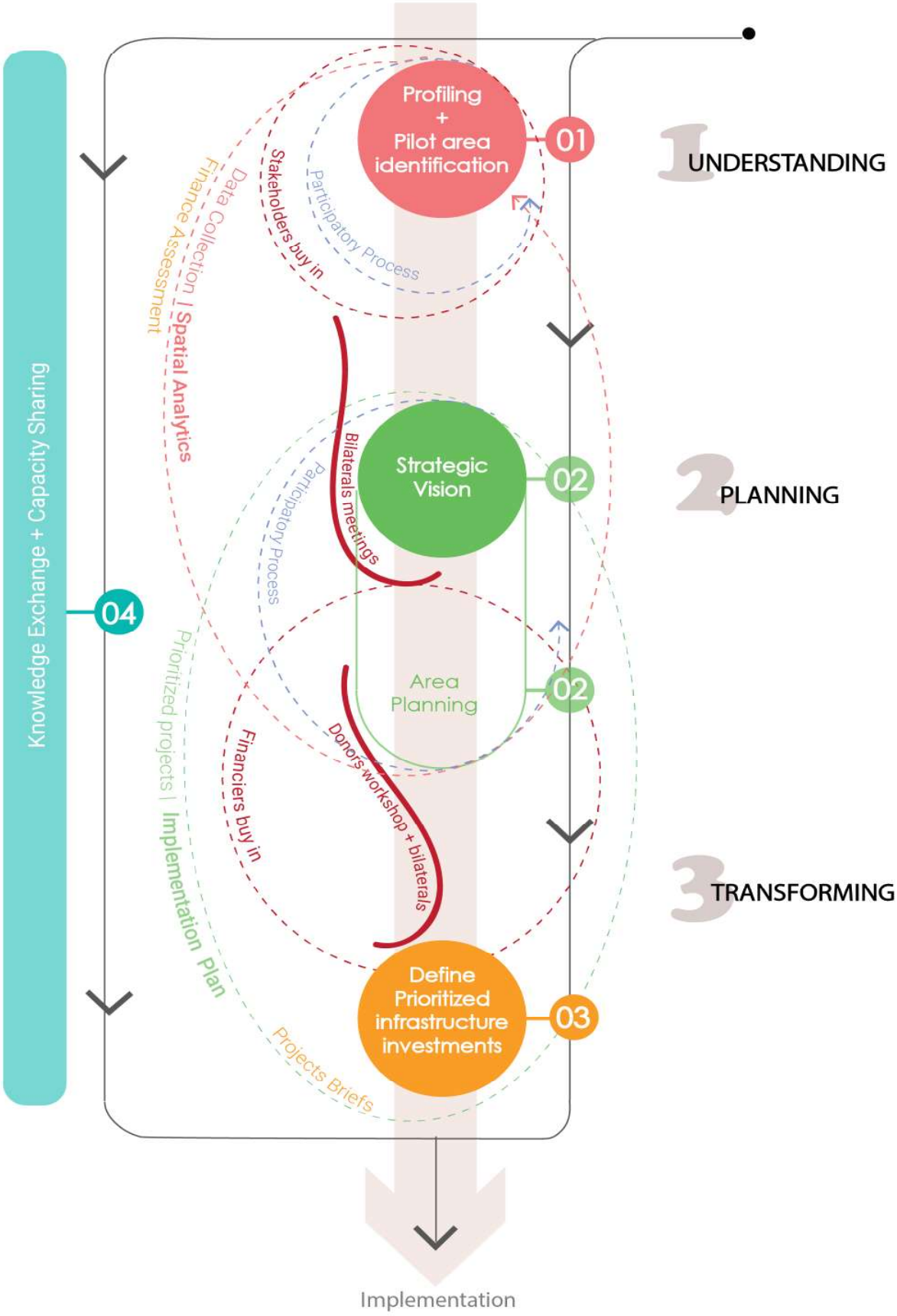


Fig 1. Four components of the UPIMC Programme
Source: @UN-Habitat

INTRODUCTION TO THE UPIMC PROGRAMME CAMEROON - DOUALA 3

To better understand the complexity of the administrative boundaries that affect Cameroon, and to guide the reading of the Analysis, it is necessary to define each level and its impact on the territory.

NATIONAL - CAMEROON

Cameroon represents one of the main crossroads between West Africa and Central Africa. For more than a decade, it has hosted IDPs and refugees, whose numbers have increased over the past five years due to internal and external conflicts fuelled by religious and political grievances. The country experiences the effects of climate change with a rise in flood hazards, especially in the Littoral Region but also of drought hazards in the Northern part of the country. The government of Cameroon, with the technical support of UN-Habitat, has developed a National Urban Policy that proposes to lead to long-term sustainable urban development. The document was validated during a stakeholder workshop in 2023 held in Yaoundé.

REGIONAL LITTORAL - DEPARTMENTAL WOURI

The Littoral Region is one of the most densely populated regions in the country with 179,4 hab/ km2. It benefits from a strategic transportation infrastructure, linking it to the rest of the country. The Littoral Region hosts a significant number of migrants, according to IOM, OCHA 2023, it estimates more than 75 000 of IDPs fleeing from their homes in the North-West and South-West Regions. This population is mostly concentrated in the Wouri Department: **the city of Douala counts approximately 50 000 IDPs, that aim to find a safe place to settle, economic opportunities, better living condition. (IOM, OCHA, August 2023).**

CITY - DOUALA

Douala's urban footprint has more than doubled in the past 30 years. The development of the city shows the following trends:

a) Rapid and uncontrolled expansion of the urban perimeter.

b) Large area of informal housing (nearly 25 % of the residential area), often on non-buildable land

c) Vulnerabilty to environemental hazards and urbanizatuon of natural environement.

d) Lack of roads in good condition and good quality services.

Indeed, the city constitutes an economic and cultural hub for Central Africa and the continent. This trajectory is also marked by new dynamics such as the arrival of populations in situations of humanitarian and health crisis in neighbouring countries and the Far North, North and South-West Regions of the country. These cross-border and internal displacements have been exacerbated by the resurgence of conflicts since 2016.

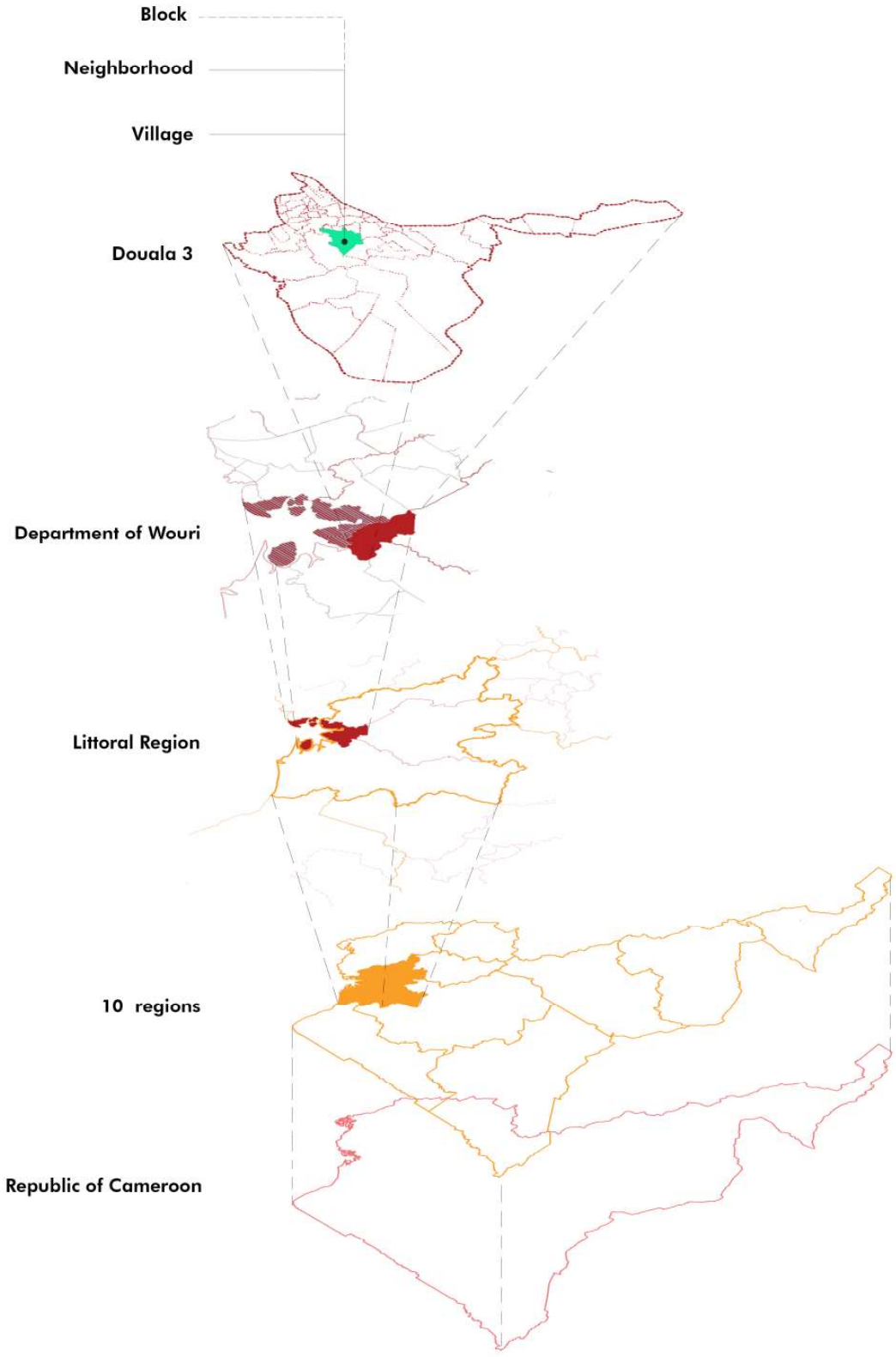
SUBDIVISION (or MUNICIPALITIY) - DOUALA 3

Douala 3 constitutes an economic centre notably for the Industrial area of Douala - Bassa and Douala -, Yassa. However, a large part of the population living in Douala 3 does not benefit from these economic activities and give birth to a network of informal local economic activities. **The biggest challenge of Douala 3 is certainly the dimension and population: with its more than 166 km² and approximately 1 500 000 inhabitants Douala 3 is the most populated and biggest subdivision of the City.** According to this, 105 diverse neighbourhoods constitutes its surface and regrouped in administrative and local inner subdivision such as: cantons, villages, and blocks. Even though the extensions towards the North continue to advance. There are discussions ongoing its extension until PK27 at the border of rural area that are part of other departments.

The UN-Habitat team mapped the urban villages and groupment of main neighbourhoods of Douala 3. However, the team based its study on the official administrative unit, which is the neighbourhood unit.

The third Subdivision is facing exponential demographic growth due to the arrival of IPDs and is likely to continue extending in the future if no urban plan is established. Since 2017, the Anglophone conflict between the government and separatists from the English-speaking minority, and the arrival of IDPs is a vector of new socio-economic dynamics, which has led to several new challenges for the rapidly developing subdivision. **Upon their arrival, these populations settle in informal settlements and underdeveloped areas, putting great pressure on the already saturated basic services. These challenges disrupt the urban development of the subdivision.**

CAMEROON ADMINISTRATIVE BOUNDARIES



Graph 1. Cameroon administrative boundaries
Source: @UN-Habitat

The methodology adopted in the UPIMC Cameroon Programme is the result of the association of the evidence-based approach with a participatory approach. Therefore, to ensure the integration of the main stakeholders from the initial phase of the project, **UPIMC Cameroon has defined a series of participatory activities, with different goals and contents, throughout the phase of Component 1: Spatial Profiling.**

Agreements signed with local government authorities to ensure compliance with decentralization in the implementation of the UPIMC Program in the Cameroonian territory in Douala and Douala 3. i.e. Signing of the agreement with the Municipality of Douala (CUD) and that of Douala 3 (CAD3), agreements with the village chiefs of Douala 3.

Validation sessions of the technical work with the sectoral technical services of the Municipality of Douala, to ensure the validity and sources of the socio-economic and spatial information used in the spatial profile of Douala 3. i.e. Technical sectoral and validation meeting at the Douala Council 3 from June to October 2023 in: Governance, Migration, Basic services, Environment and similar.

The participatory work has been associated with the continuous research and integration of secondary data, to ensure alignment with Cameroon's territorial and urban policies, emerging from existing urban planning plans and policies, sectoral environmental protection laws, sector plans, statistical and GIS geo-referenced data. i.e. Douala Master Plan 2015, Environmental Protection Loi 14, Douala Waste Management Master Plan among others.

DATA TYPOLOGY

The collected data encompasses various forms, including reports, orders, decrees, statistics, and geographic information. This data is categorized into two groups based on the method of collection; primary and secondary.

Secondary data

This refers to information that is not directly gathered in the field but is instead obtained from external sources, such as other institutions, organizations, websites, email communications, or in person. This data can exist in either electronic or paper form.

Regulatory documents

Orders, decrees, and other legal documents are essential for ensuring that the analysis aligns with current national regulations, which can also streamline its application. These documents may be obtained from municipalities, ministries, or local branches of various ministries, either via email or in person.

Reports or studies

Numerous reports and studies have already been conducted in the city of Douala, containing valuable information such as statistics, maps, and other data pertinent to the project. To obtain these documents, letters may be sent to the organizations responsible for these studies, or web searches can be conducted.

Statistics

For this study, statistics such as the distribution of Internally Displaced Persons (IDPs), migrants, the distribution or density of the population at a recent date, are essential for the development of the vision.

GIS data

For spatial analysis, both basic cartographic data, such as administrative boundaries, and specific data, such as soil types and rainfall, are necessary. Much of this data has already been produced by other organizations or institutions that have conducted studies in Douala. To access this data, letters can be sent to these entities. Additionally, many geographic portals, such openstreetmap, naturalearthdata and earthexplorer, offer free downloads of these datasets

UPIMC DOUALA 3 - CALENDAR OF THE PARTICIPATORY ACTIVITIES

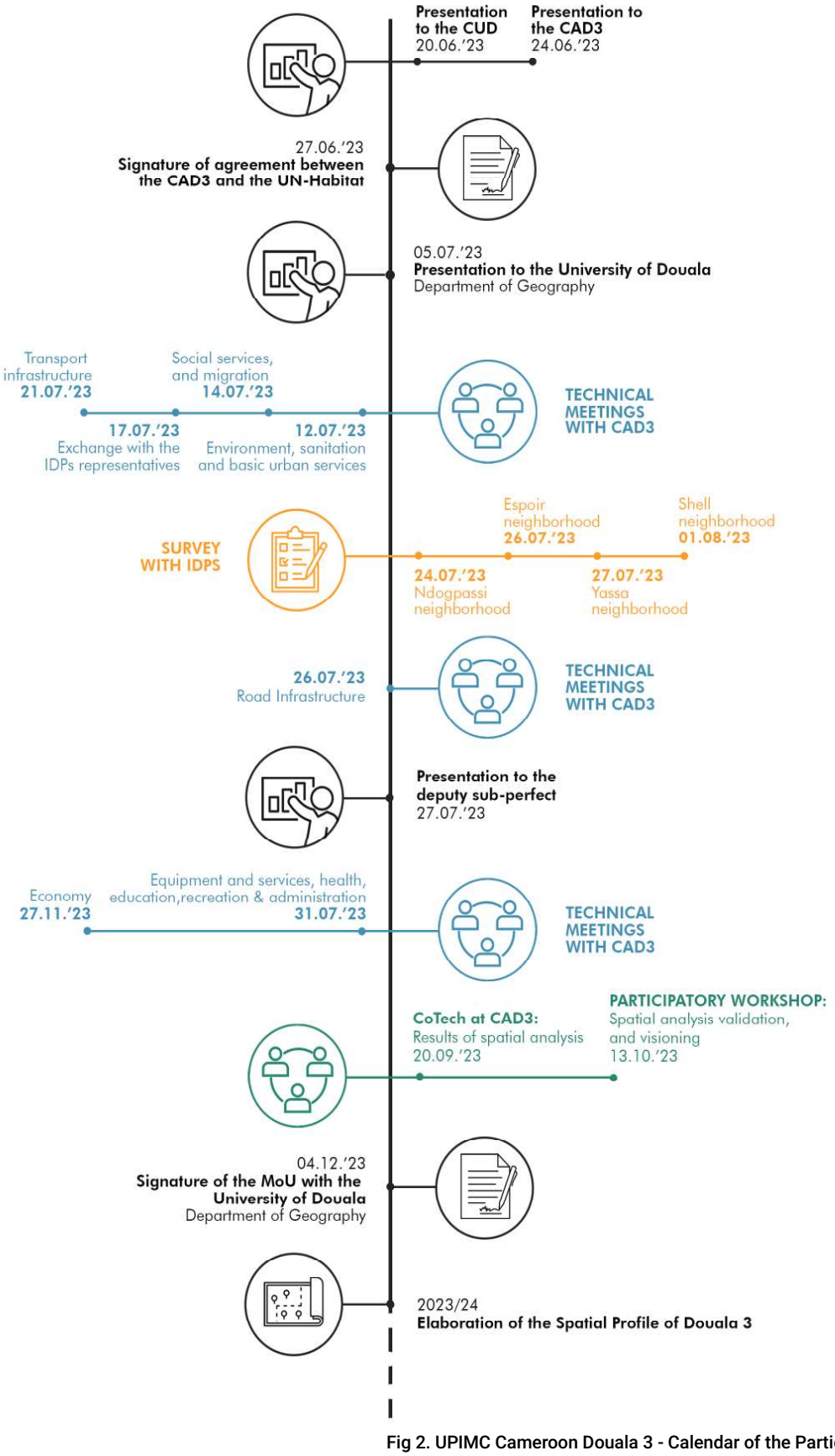


Fig 2. UPIMC Cameroon Douala 3 - Calendar of the Participatory Activities
Source: @UN-Habitat

Primary data
Primary data, on the other hand, refers to all data collected directly in the field, including photos, videos, and questionnaires.

QUESTIONNAIRE TO THE IDPs

A questionnaire was developed to collect the issues but also the needs of Internally Displaced Persons (IDPs) in terms of their development. The questionnaire, composed of 48 questions, submitted to a sample of 110 individuals.

The questionnaire is structured in four parts, namely:

1. Identification 2. Marital Status 3. Professional Situation 4. Living Condition.

1.The Identification part, aims to identify the interviewer, but also his place of residence, his region of origin and the reason for choosing Douala 3.

2. The Marital Status aims to situate the marital status of the interviewer, and to collect some information on his/her spouse and children, as far as possible.

3. The third part, the Professional Situation focuses on collecting information on the professional situation, and the constraints related to the search for a job or to the exercise of a job.

4. The last part is on the Living Condition. In this section, information related to the various forms of constraints in relation accessibility and condition of basic urban services, road network, or proximity to areas at risk such as of flooding or landslides.

These questions were then transferred on the KoboToolbox application.
KoboToolbox is a free online tool and reliable software used to collect, analyse, and manage data for surveys, monitoring, evaluation, and research.
It has the particularity of reducing or canceling bias in the questionnaire.

A test of the questionnaire was carried out to the representatives of the IDPs to verify the efficiency and relevance of the questions. This test was primary made to validate the most suitable modality of answers to the questions: open or closed. Afterwards, some questions were transformed from single closed question into a multiple closed question.
The type of questionnaire was made of the non-probability sampling method, more specific to the convenience or blind sampling method.
Firstly, because the study is carried out in a relatively short time. Secondly, because the exact number of IDPs living in Douala 3 is a challenge to be identified: tusually they live hidden in houses declared to be lived by a fewer number of people.
The convenience or blind sampling method was therefore the best to apply because it allowed for the collection of descriptive comments from the subjects themselves, and because it is based on the ease of access to the target persons.

With the support of the Douala 3rd Municipality, contact was made with the representatives of the IDPs, three in total. They were a representative of men, of women, and of youth, to whom an overview of the project was given, and the objectives of the survey clearly explained. They were responsible for mobilizing Internally Displaced Persons, considering four specific locations in the Ndogpassi Village and Yassa neighborhoods (locations where the highest amount of IDPs live according to IOM and OCHA 2023).

During the interviews, three different spots were set up to allow the three investigators from the UPIMC Cameroon Team to be able to conduct the questinnaire with the interviewed separateley.At the end of the process, one hundred and ten people were able to answer the questions. Each response was scrutinized and validated to ensure the quality of the data. This data was then extracted from the KobotToolBox platform in Excel format. The analyses were carried out in PowerBI software, and the data returned to Excel software to be integrated in shapefiles and processed with GIS tool for the elaboration of maps and graphs.

FIELD VISITS

Several field visits were carried out with the support of the technical services of the Douala 3 Municipality to collect detailed spatial data such as the typology of dwellings, garbage dumps, the state of the road network, wetlands, basic social services. These were carried out in the neighborhoods of Logbaba, Yassa, Bwang – Bakoko, Ndogpassi Plage and Ndogpassi Center.

The visits were first carried out on site to better understand the realities of the area, the priorities in terms of urban intervention and the main threats to urban development.

The photos taken, the maps validated in the field and the videos recorded on aspects such as informal economic activities, the state of the road network, the layout of dwellings, waterways, dumps among others allowed to better understand the context of the study area, and to validate the information already possessed.

These were subsequently compared with the information shared in the official planning document.

The validation of all this technical work took place periodically during Workshops, named CoTech with the representatives of the Douala 3 Council, and in public workshops with IDPs representatives (women, men and youth), sectoral ministries, United Nations organizations, civil society, and University and research institutions' leaders.


ALIDAVE

01

CONTEXT: NATIONAL, REGIONAL AND CITY SETTING

Photo 2. Roundabout Ndogpassi , Douala
Source: UN-Habitat

National, Regional and City Setting

Cameroon is a Central African country located at the base of the Gulf of Guinea. It shares its border to the North-East with Chad, to the West with Nigeria, to the East with the Central African Republic, and to the South with the Republic of the Congo, Gabon and Equatorial Guinea. **It has a surface area 472,710 km² (worldpopulationreview 2024) and an estimated population of approximately 30 million inhabitants. With 600 kilometres of coastline, at the crossroads of West and Central Africa.**

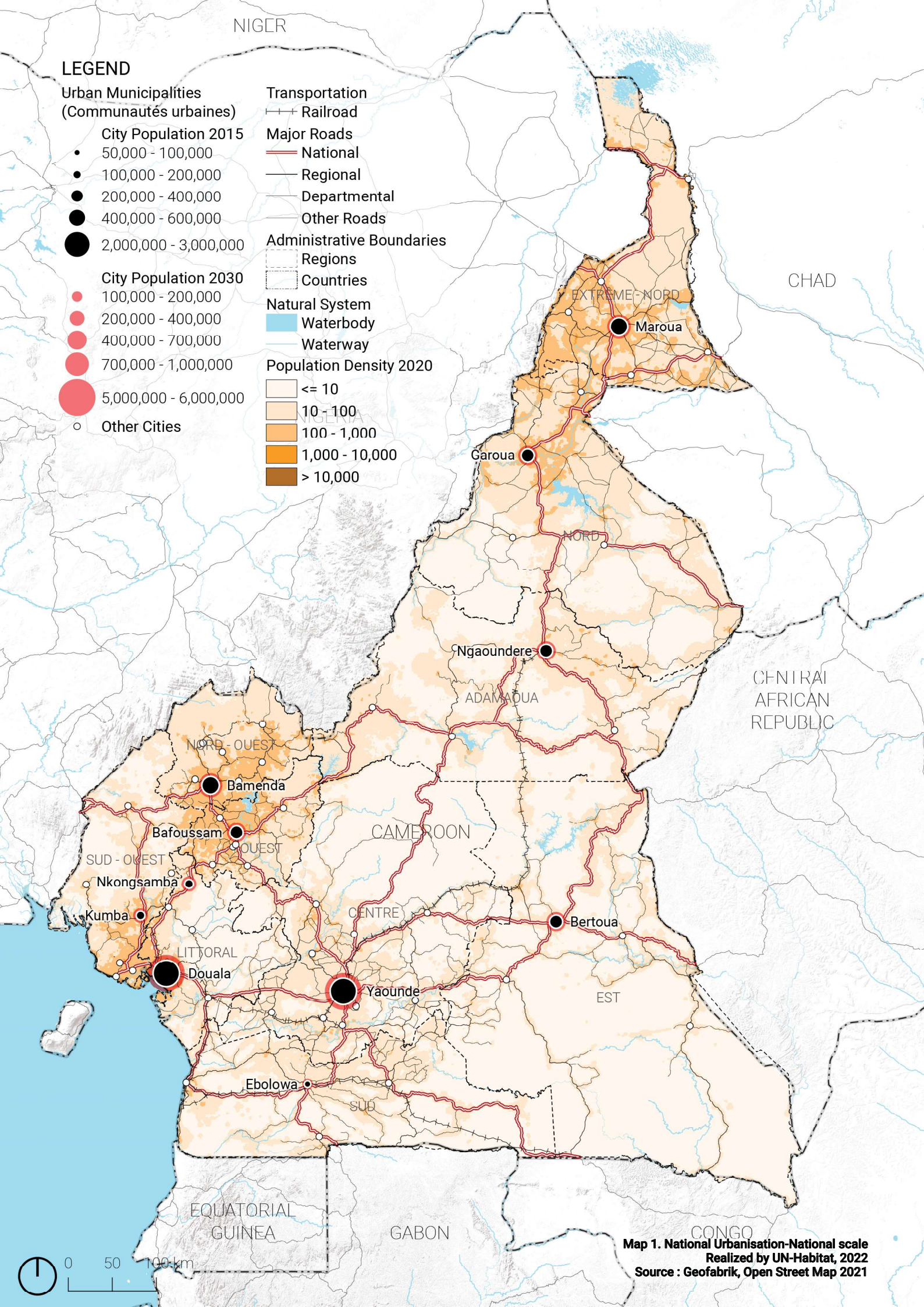
Its geographical position is an asset capitalised on by many industries, concentrating along the coast, particularly in the city of Douala. While Douala functions as the country's economic capital, Yaoundé serves as its political capital. Collectively, the two cities account for nearly 28 per cent of the national population.Linguistically, the country is divided into two zones. The "Anglophone zone", which borders Nigeria and encompasses two of the ten Regions of Cameroon (North-West and South-West), which represents 14 per cent of the total population; and the "Francophone zone", which includes the rest of the country.
In recent years, urbanization has played a significant role in demographic and development trends, with a total of 14 designated urban municipalities, "communautés urbaines". The current population of Cameroon is 29 278,243 based on projections of the latest United Nations data (worldpopulationreview 2024). According to current projections, Cameroon's population is expected to increase to 50 million by 2050 and 89,62 million by 2099 (worldpopulationreview 2024). **Cameroon has a young population, with a median age of 18,7 years and 41,25 per cent of the population between 0 and 14 years.** Cameroon's population growth rate is 2,59 per cent, adding over 600 000 people to the population each year. This is likely due to Cameroon's high fertility rate of 4,60 births per woman. With high birth rates expected to continue, the population is also expected to remain relatively young in the future.
This imbalance is partially the result of a sustained massive rural exodus, and the migration from medium and secondary cities to these two urban agglomerations in search of better socio-economic opportunities.

National Natural Resources and Economic Potential

Due to its central location within the Central African Economic Monetary Community (CEMAC), Cameroon takes advantage of strategic trade in the region, serving as a link between the Gulf of Guinea and landlocked states such as Central African Republic and Chad through the Autonomous Port of Douala (PAD) and the Douala-N'Djamena and Douala-Bangui road axes.

Cameroon alone accounts for 40 per cent of CEMAC's GDP and maintains the most diversified economy in the subregion. However, it is highly dependent on unprocessed resources: hydrocarbons, agriculture (cocoa, coffee, cotton, palm oil, etc.), wood, etc.

Despite this economic dynamism, nearly 38 per cent of the population was reported to live below the poverty line in 2014, 87 per cent of whom reside in rural areas and 63 per cent of whom are members of households in the informal agricultural sector. These figures reflect the unequal distribution of wealth and growth across the country, with the majority of poor households living in rural areas. Nevertheless, Cameroon's young population (median age is 18.3 years) could be an economic asset if education and employment opportunities were more equally distributed and accessible.



Map 1. National Urbanisation-National scale
Realized by UN-Habitat, 2022
Source : Geofabrik, Open Street Map 2021

01

CONTEXT: NATURAL RESOURCES AND NATURAL HAZARDS

Photo 3. River in Ndogpassi Plage
Source: UN-Habitat

Natural Resources

Located in the centre of Central Africa, Cameroon has significant economic potential due to its diverse and vast natural resources, and its geographical position as the gateway to West and Central Africa. The country produces oil, natural gas, iron bauxite and abundant agricultural products, including coffee, cocoa and cotton. Cameroon is one of the most diverse countries in Africa in natural resources. The territory of Cameroon extends from Lake Chad in the North, to the rainforest of the Congo Basin and fertile areas of livestock and cultivation in the South.

Furthermore, Douala trades with multiple countries in terms of export and import. According to the Harvard Growth Lab, Cameroon exported products worth US$ 6,67 billion in 2019. Exports have declined by an annual average of 2,5 per cent over the past five years, which has been a drag on overall economic growth, as exports represent a shrinking segment of the economy. Non-oil exports have declined by 1,8 per cent per year over the past five years, lower than the global average. Imports totalled USD 8,86 billion in 2019, leaving Cameroon with a trade deficit in goods and services. This ranks Cameroon in 107th place out of 133 countries. The country accounts for 44 per cent of the total gross domestic product (GDP) of the Central African Economic and Monetary Community (CEMAC). More than half of the goods destined for Central Africa pass through the port of Douala, while exports and imports to the Central African Republic, Chad and the Republic of Congo all pass through Cameroon's national network of roads and railways.

In regards to tourism, Cameroon is full of a mosaic of both natural and monumental sites. The geographical position of Cameroon and the diversity of the country allow it to develop several types of tourism throughout the year: seaside tourism, mountain tourism, safari and hunting tourism, eco-tourism, cultural tourism, and congress and business tourism. **The sites are distributed in the four geographical areas of Cameroon:** the Sahelian zone, the forest zone, the mountainous zone and the coastal zone. It has about twenty PN national parks, with four Sanctuaries. Culturally, Cameroon is full of nearly 200 ethnic groups with various lifestyles.

Cameroon's potential in terms of mineral resources is quite rich and diversified. **Agricultural products are among the products exported by Cameroon to the subregion. This suggests that Cameroon has a strong agricultural potential in Central Africa.** With 61 per cent of the active population and 22 per cent of GDP, Cameroonian agriculture has been taking into account in all strategies. In fact, the climatic diversity (from the rainy equatorial climate to Sahelian tropical one) and a variety of soils and hydrographic networks allow production all year long.

The country has developed freight transport alternatives, giving the possibility of multimodal transport:

- **The ports (Douala, Kribi) to neighbouring countries**
- **The network of road transport (trucks: Douala Bangui corridor; Douala-Ndjamena corridor)**
- **Rail transport (freight trains: Douala-Yaoundé-Belabo-Ngaoundéré)**
- **Air transport**

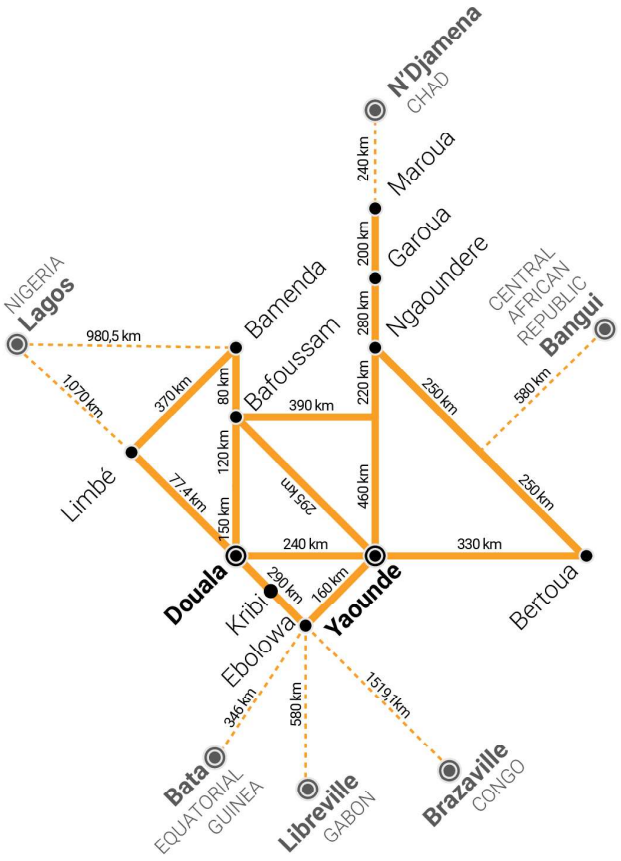
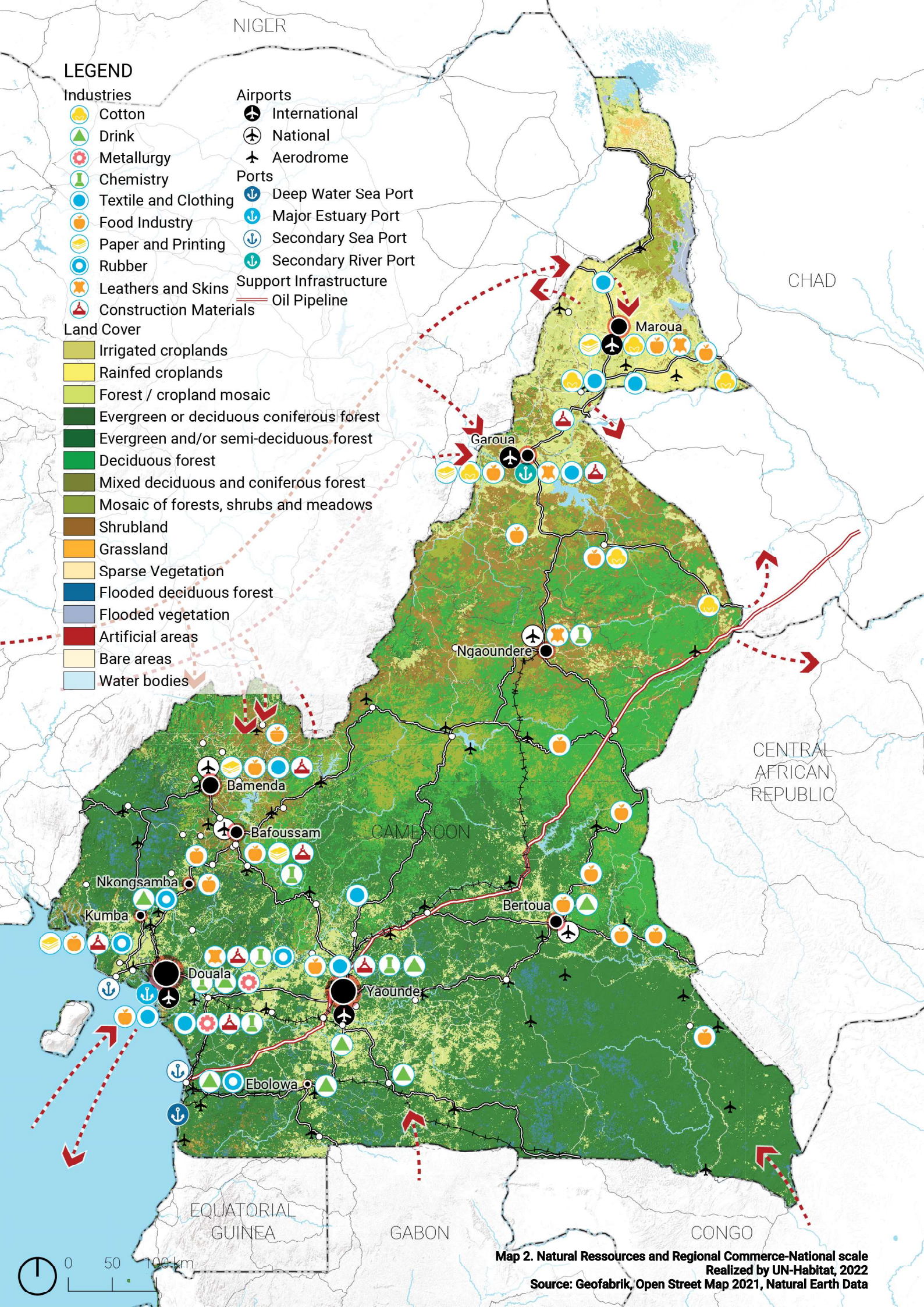


Fig. 3 Network of major urban areas
Source: UN-Habitat



Map 2. Natural Ressources and Regional Commerce-National scale
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, Natural Earth Data

Natural Hazards: National

As the impacts of climate change accelerate, with average temperatures across Cameroon having risen 1°C between 1970 and 2015, and average rainfall decreasing by 2,2 per cent per decade since 1960, the most economically vulnerable areas, particularly in the Northern and Far Northern Regions of the country, will face exacerbated difficulties. The impacts of flooding and, at the same time, water scarcity, will likely affect the economic areas of the country, such as the Central (Yaoundé) and Littoral (Douala) Regions. Projections show that these phenomena will increase with a rise in sea level of between 9 and 38 centimeters by 2050 and nearly 86 centimeters by 2100. **According to the National Climate Change Adaptation Plan (2015),** agriculture, fisheries and aquaculture, urban development, and public works, are the main sectors affected by climate change. It is likely that economic losses resulting from the reduction in productive agricultural land and livelihoods in addition to natural disasters, including possible famine (as was the case in Madagascar in 2021), will lead to widespread displacement. Without adequate urban planning and the integration of economic opportunities and land tenure policies that take migrants and vulnerable communities into account, additional pressures on resources in urban centres could lead to increased tensions, violence, and crime.

In November 2020, Cameroon adopted a National Strategy for Disaster Risk Reduction and Action Plan aligned with the Sendai Framework. With support from ACP-EU, the strategy was led by MINAT to promote the integration of climate adaptation approaches in policy formation carried out by all ministries. **The National Programme for Disaster Prevention and Management (PNPGC)** is responsible for raising awareness on climate adaptation. The National Development Strategy (NDS 30) recommends, **"Strengthening adaptation to climate change, mitigating the effects of climate change, and ensuring environmental management** that guarantee sustainable and inclusive economic growth and social development. The goal is to achieve SDGs 13, 14 and 15 with their contextualized targets".

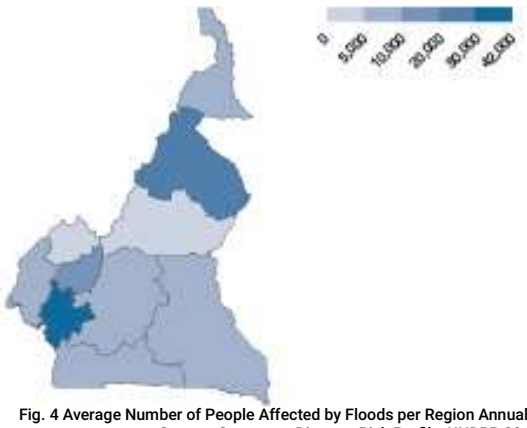


Fig. 4 Average Number of People Affected by Floods per Region Annually
Source: Cameroon Disaster Risk Profile, UNDRR 2019

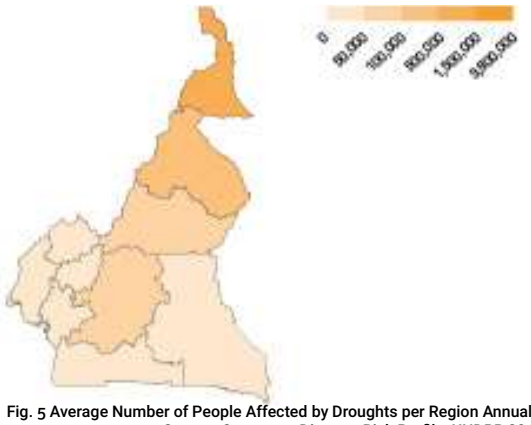


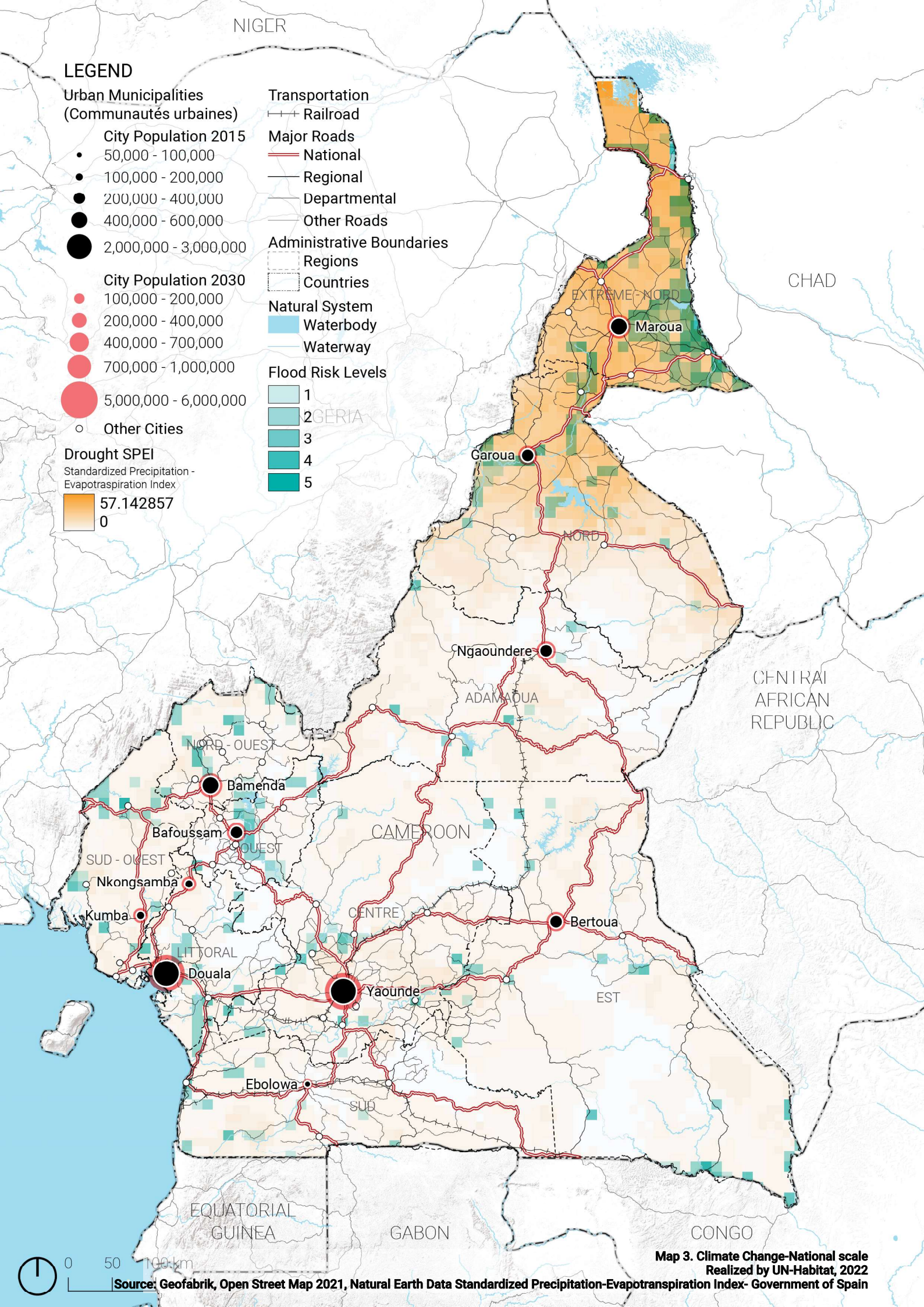
Fig. 5 Average Number of People Affected by Droughts per Region Annually
Source: Cameroon Disaster Risk Profile, UNDRR 2019

Flood hazard

The Littoral and Adamaoua Regions are most impacted by floods, with an average of about 120 000 people affected each year, or about 0,5 per cent of the country's total population. Flooding also takes its toll on the country's economy, particularly the housing, production and service sectors. In fact, 0.29 per cent[21] of national GDP is impacted by the consequences of unmanaged downpour and inadequate drainage. Direct economic losses in Cameroon are the result of a complex combination of hazards and geographic distribution exposure.

Drought hazard

Northern Regions of Cameroon are most exposed to drought; however, almost all Regions will experience drought in the coming years. In 2016, nearly two million people (nine per cent of the population in 2016) lived in areas annually affected by drought. At the same time, approximately eight per cent of annual GDP is impacted by drought. Reduced crop production due to drought particularly influences the fertile Central and Southern areas of the country and will likely result in further displacement and demographic shifts as people seek alternative livelihood opportunities in urban areas.



Map 3. Climate Change-National scale
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, Natural Earth Data Standardized Precipitation-Evapotranspiration Index- Government of Spain

Natural Hazards: Regional & City

The Littoral Region has a coastal equatorial climate, with two annual seasons, one warm (two to three months per year) and the other humid, marked by heavy rainfall which can range between 2 400 and 4,000 mm per year and is typically concentrated between July and September. Temperatures vary little during the year; average maximum temperatures are reached in February (27.6°C) and minimum temperatures are, on average, in July (24.8°C). Considering the minimal variation in temperature year-round and humid climate, the risk of drought in the region is very low. The city of Douala is criss-crossed by a dense and intertwined hydrographic network.Human activities including building and construction, the exploitation of natural resources, land degradation and climate change, make the city of Douala particularly vulnerable to many natural hazards including sea level rise, landslides and flooding.

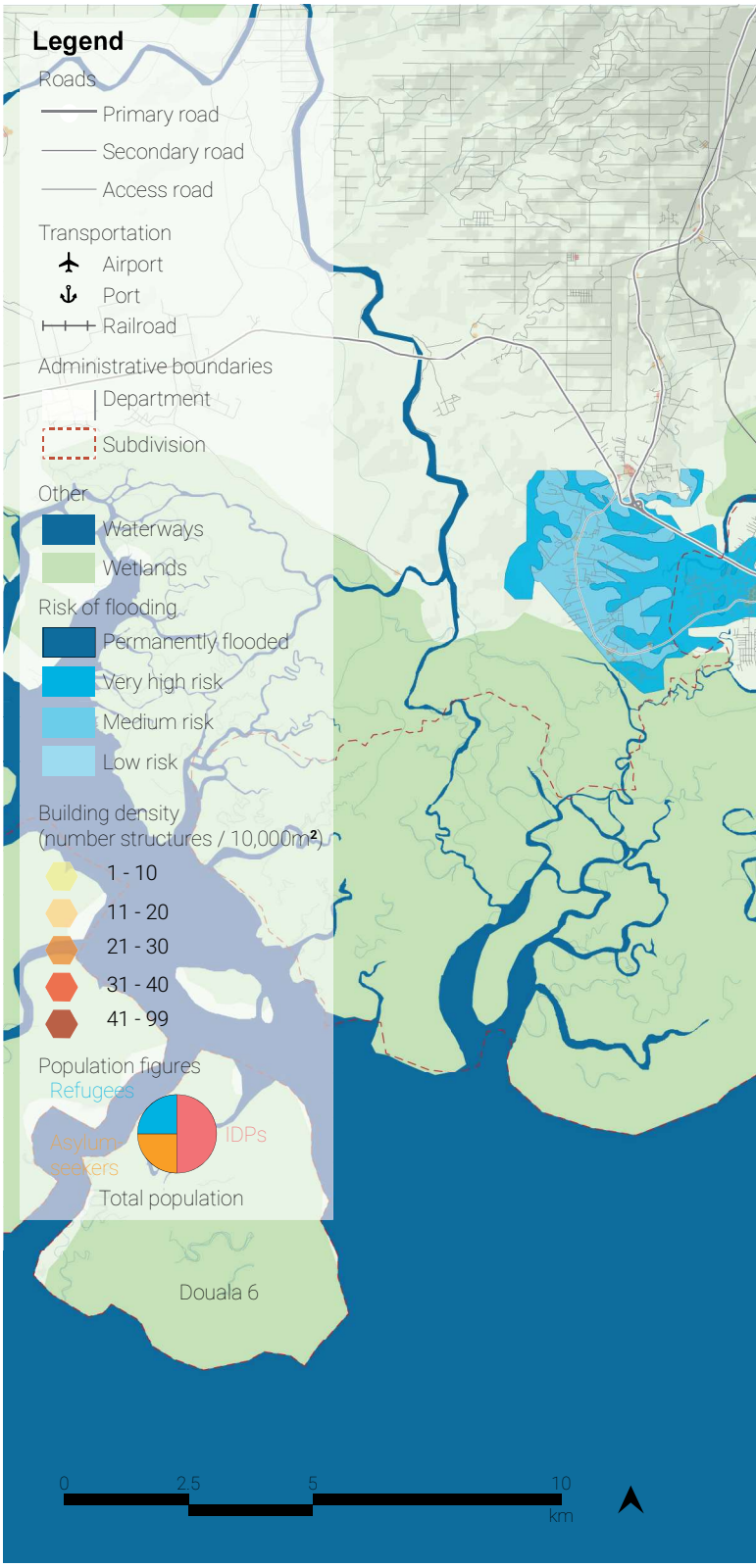
Landslides

Although Douala's topography is relatively flat, landslides occur due to the combined effect of heavy rains and human action. When increased volumes of water upstream flow through areas where informal construction and earthwork activities have taken place, soil at the base of slopes can become destabilized, resulting in landslides. Downstream sand quarries can further destabilize soil and trigger landslides, particularly in cases when sand is unsustainably mined and there is a lack of due diligence in relation to safety and environmental risks.

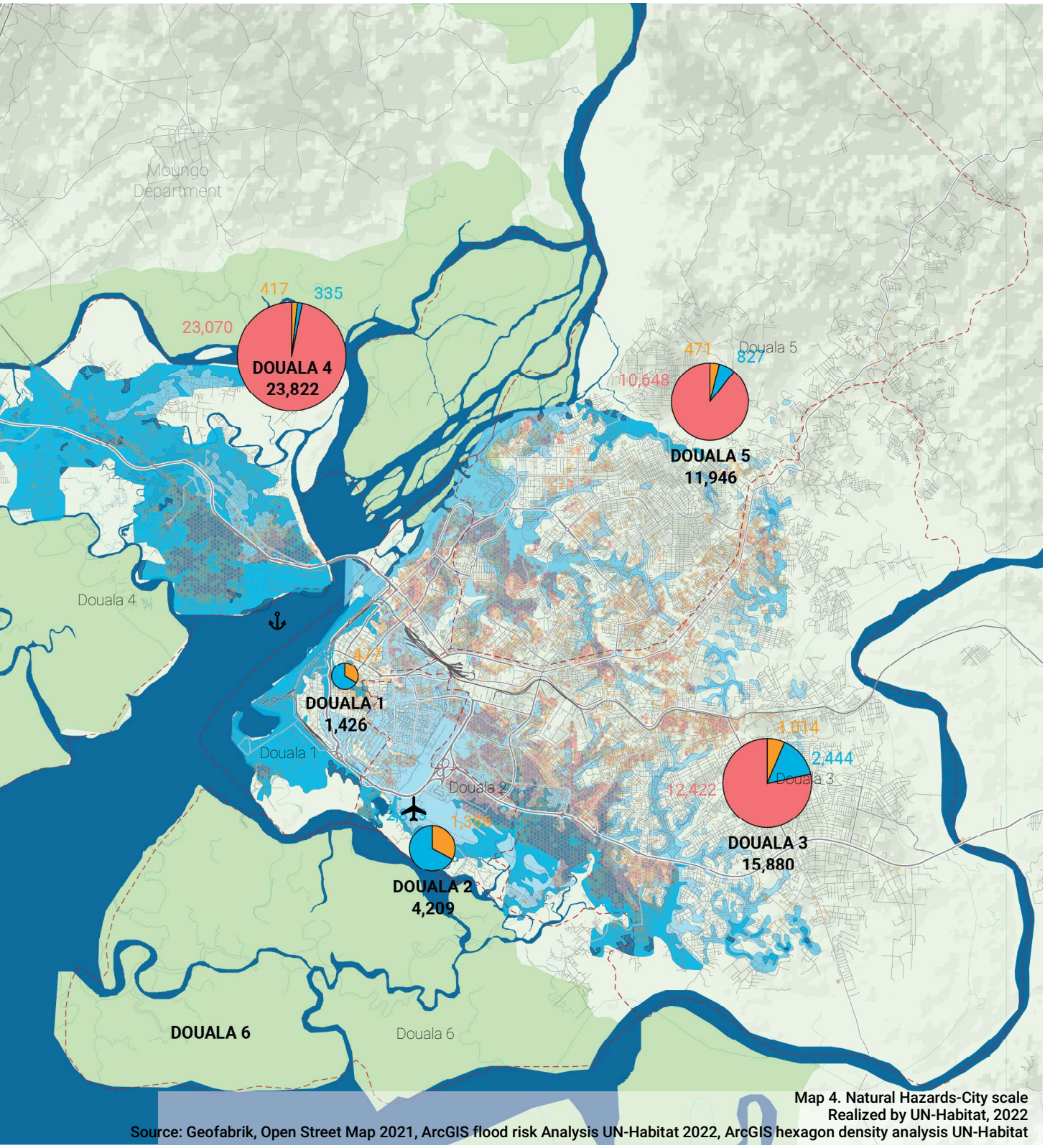
Flooding

Flooding is one of the predominant threats to the city's urban as well as socio-economic development. The majority of land within the subdivisions of Douala 4 (100 per cent), Douala 5 (65 per cent), Douala 6 (100 per cent) and Douala 1 (72 per cent) are at least at a high risk of flooding. Douala 3 (40 per cent) and Douala 2 (30 per cent) are at a lower risk, but nevertheless vulnerable. Since the city was rapidly developed through minimal formal urban planning (with an absence of a validated development plan between 1959 and 2012), many communities have settled in flood-prone areas of the city. Despite their precarious situation, many of these informal settlements continue to expand as the population grows and demand for housing continues to rise. In many cases, informal settlements are home to people who have already been displaced due to natural disasters in the past, "climate refugees". The number of floods the city is experiencing has also risen over the last few decades, with only one flood in 1984, compared to 5 in 2018.

In addition, the large presence of stagnant water in areas where there are no drains or municipal sanitation poses a major risk to the proliferation of bacterial waterborne diseases (diarrhoea, typhoid fever, cholera, etc.), but also to vector-borne diseases such as malaria. The consequences on health have a strong impact on the performance and productivity of workers.



Projects financed by donors such as the World Bank and Agence Française de Développement (AFD) have been carried out to mitigate flooding and stagnant water. The Rain Drainage Project initiated in 2011 in accordance with the objectives of Agenda 21 aims to improve the living conditions of communities in Douala by ensuring stormwater drainage and formally developing several riverside neighbourhoods. In 2013, also through a partnership with AFD, "Douala Ville Durable" aimed to



Map 4. Natural Hazards-City scale
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, ArcGIS flood risk Analysis UN-Habitat 2022, ArcGIS hexagon density analysis UN-Habitat

improve flood prevention strategies by facilitating the flow of rainwater through the city.

Sea Level Rise

Sea level rise is another potential threat to the city, with a 0.4 - 0.7 metre rise possible by the end of the century depending on global greenhouse gas (GHG) emission levels. Such increases could expose Douala to coastal flooding,with the most vulnerable areas of the city located on the banks of the Wouri River.

Municipal Management in CUD

The Municipal Technical Support Department was founded in the early 1980s with the mission to reduce vulnerability to flooding by cleaning the inner beds of the main watercourses and renovating the city's gutters. The CUD has also adopted sectoral documents such as the Schéma Directeur d'Assainissement Liquide (2006), the Plan de Transport des Déplacements Urbains (2009) and Agenda 21 (2012). A "green plan" is currently being developed. In 2021, the CUD allocated FCFA 2,677,913,867 to environmental protection, including land stabilization and drain cleaning. An increase of FCFA 1 billion is forecast for the city's 2022 budget.

Natural Hazards

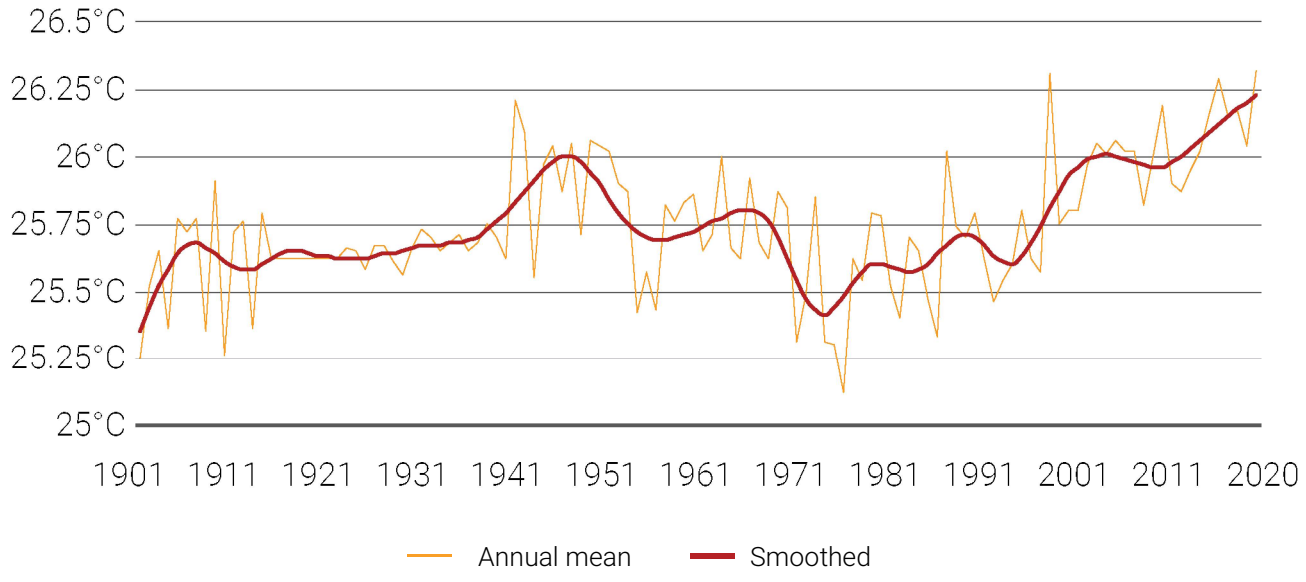


Fig. 6 Average Annual Temperature in the Littoral Region from 1901 - 2020
Source: Douala Master Plan (PDU 2025)

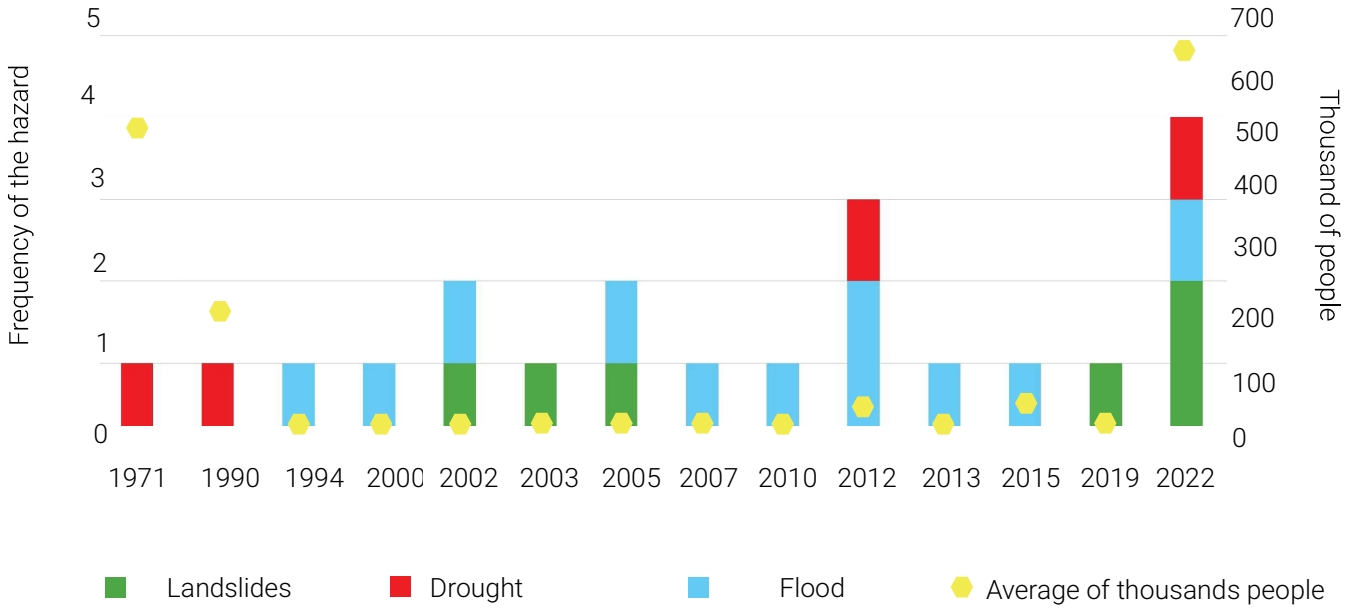


Fig. 7 Natural Disasters in Cameroon (1971 - 2022, Frequency, in Thousands of People)
Source: Human Development Programme, IDMC (Internal displacement monitoring centre), EM-DAT, World Bank Macro Poverty Outlook

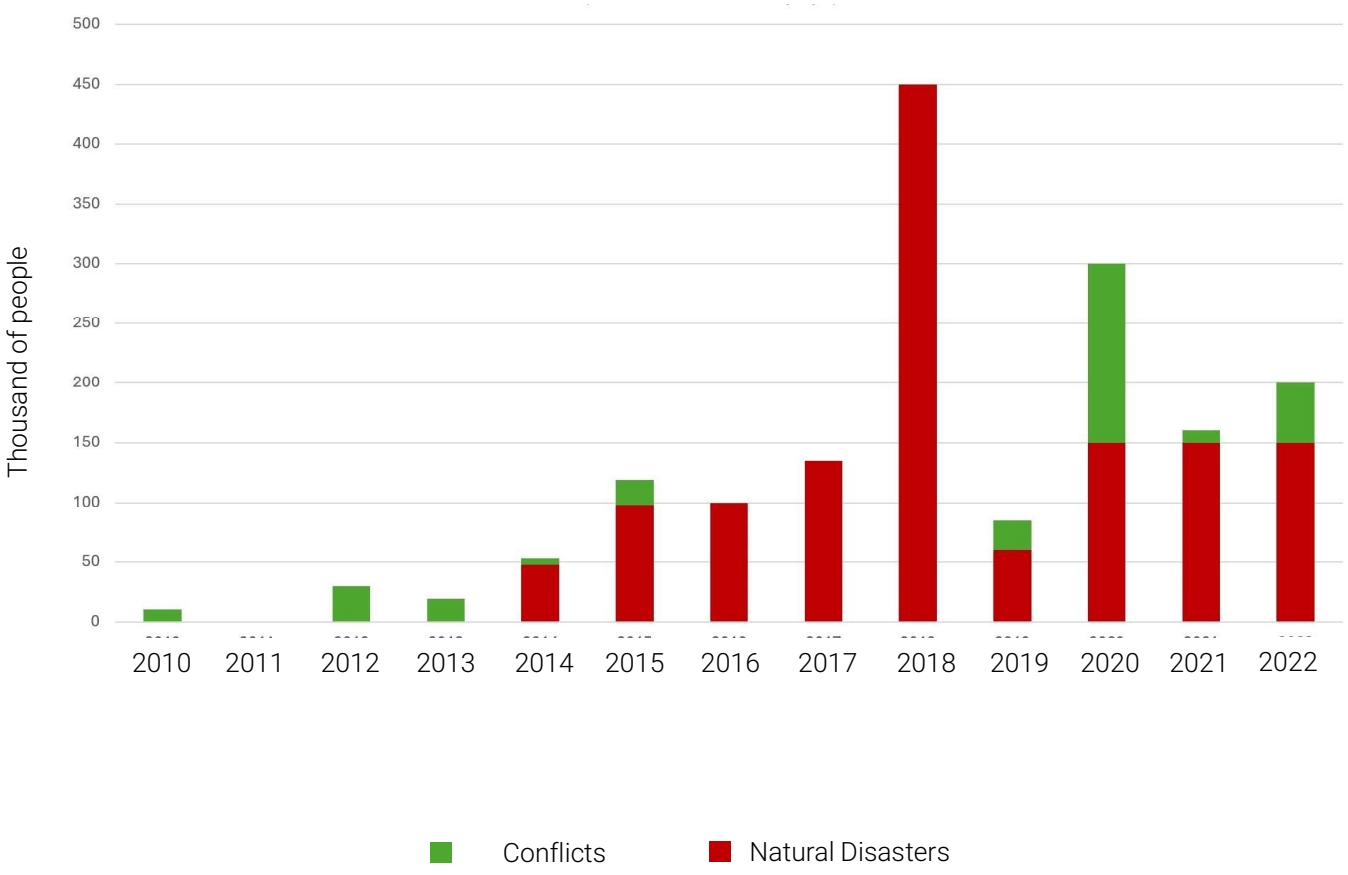


Fig. 8 Internal Displacement induced by Conflicts and Natural Disasters(2010-2022, in Thousands of People)
Source: Human Development Programme, IDMC (Internal displacement monitoring centre), EM-DAT, World Bank Macro Poverty Outlook 2023

Photo 4. Frequent flooding in the neighbourhood of Ndogpassi Plage in Douala 3
Source: UN-Habitat


Parfumerie
BAZAR MOMO

01

CONTEXT: DEMOGRAPHICS AND MIGRATION

Photo 5: Ndogpassi 3 Market
Source: UN-Habitat

Demographics Migration Context: National

Sub-Saharan Africa is home to over 26 per cent of the world's refugees, with Central Africa serving as both a Region of origin and a hosting Region for millions of refugees and asylum seekers on the continent.

The population of forced displaced persons in Cameroon in January 2023 was 2 022 806.
At 31 January 2024, this number had increased to 2 222 702, including 478 469 registered refugees, 10 433 asylum seekers, 658 548 returnees and 1 075 252 internally displaced persons (IDPs) (UNHCR January 2024).

Many of the refugees and IDPs in Cameroon have fled due to three major crises in the country:

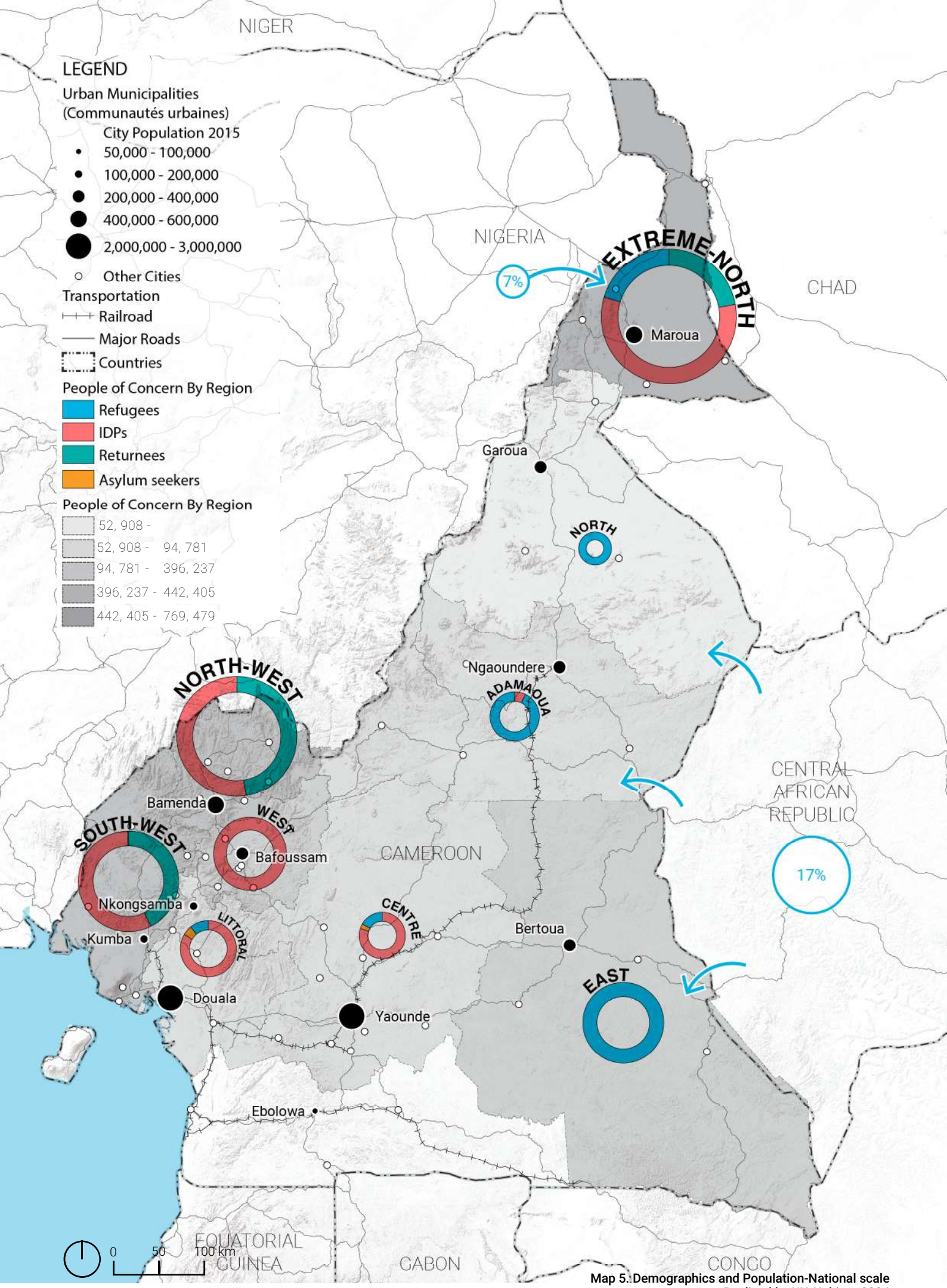
- Since 2013, sectarian violence in the Central African Republic (CAR) has resulted in a massive influx of Central African refugees to Eastern Cameroon.
- The conflict in North-Eastern Nigeria continues to affect the Far North Region of Cameroon, including civilian killings, village looting and burning, livestock theft, and kidnappings.
- Since 2016, tensions in the North-West and South-West Regions have intensified. The violence and prevailing insecurity have displaced thousands of people within their Regions of origin and to the West and Littoral Regions.

In addition to displacement due to violent conflict and political crises, socio-economic insecurity is also a major driver of migration from adjacent countries and internally. **Cameroon's Vision 2035 highlights "If such immigrant flow is poorly managed, there will be a slowdown in growth… risks of social tensions, aggravation of integration and insecurity problems…."**

According to a 2021 OCHA report, Cameroon ranks 141 among the 189 countries as per its level of gender inequality. Based on the inequality index, the main disparities concern (1) reproductive health, (2) education and (3) access to employment.

The current social organisation of the Cameroonian society justifies and maintains unequal practices within households and society. In this respect, crises in the country — such as the anglophone crisis — aggravate these structural gender-based discriminations against women and girls (OCHA, 2021) and should be addressed in priority.

Going further towards resolving some of the root issues behind crisis affecting the country, The Ministry of Economy, Planning and Regional Development's (MINEPAT) **Recovery and Peace Consolidation Strategy for Northern and East Cameroon (2018-2022)** aims to put in place sustainable solutions to forced displacement; improve local governance and delivery of basic social services; expand socioeconomic opportunities and livelihoods; and improve territorial and human security.However, the strategy does not cover the North-West South-West crisis. **Due to its formation in 2016, The United Nations Development Assistance Framework for Cameroon (UNDAF 2018-2020)** similarly focuses on the Far North, East, North and Adamawa Regions but sets forth outcomes that are nonetheless relevant in Regions affected by the North-West South-West Crisis – decent job opportunities and social inclusion; health and nutrition; education and vocational training; and resilience, early recovery, and food security. **Likewise, OCHA's Multi-Year Humanitarian Response Plan (2017-2020) and the World Bank's Country Partnership Framework for the Period FY17-FY21** mention admirable humanitarian and development objectives in light of ongoing crises in the country, but do not cover the financial, institutional or technical support needed to address internal displacement; which, unlike in the case of refugees and asylum-seekers requires national as well as local government capacity to cover the needs of IDPs and hosting communities that may also be impacted by displacement.



Map 5. Demographics and Population-National scale
Realized by UN-Habitat, 2024
Source: Geofabrik, Open Street Map 2021, UNHCR January 2024

Migration Context: Regional and City Scale

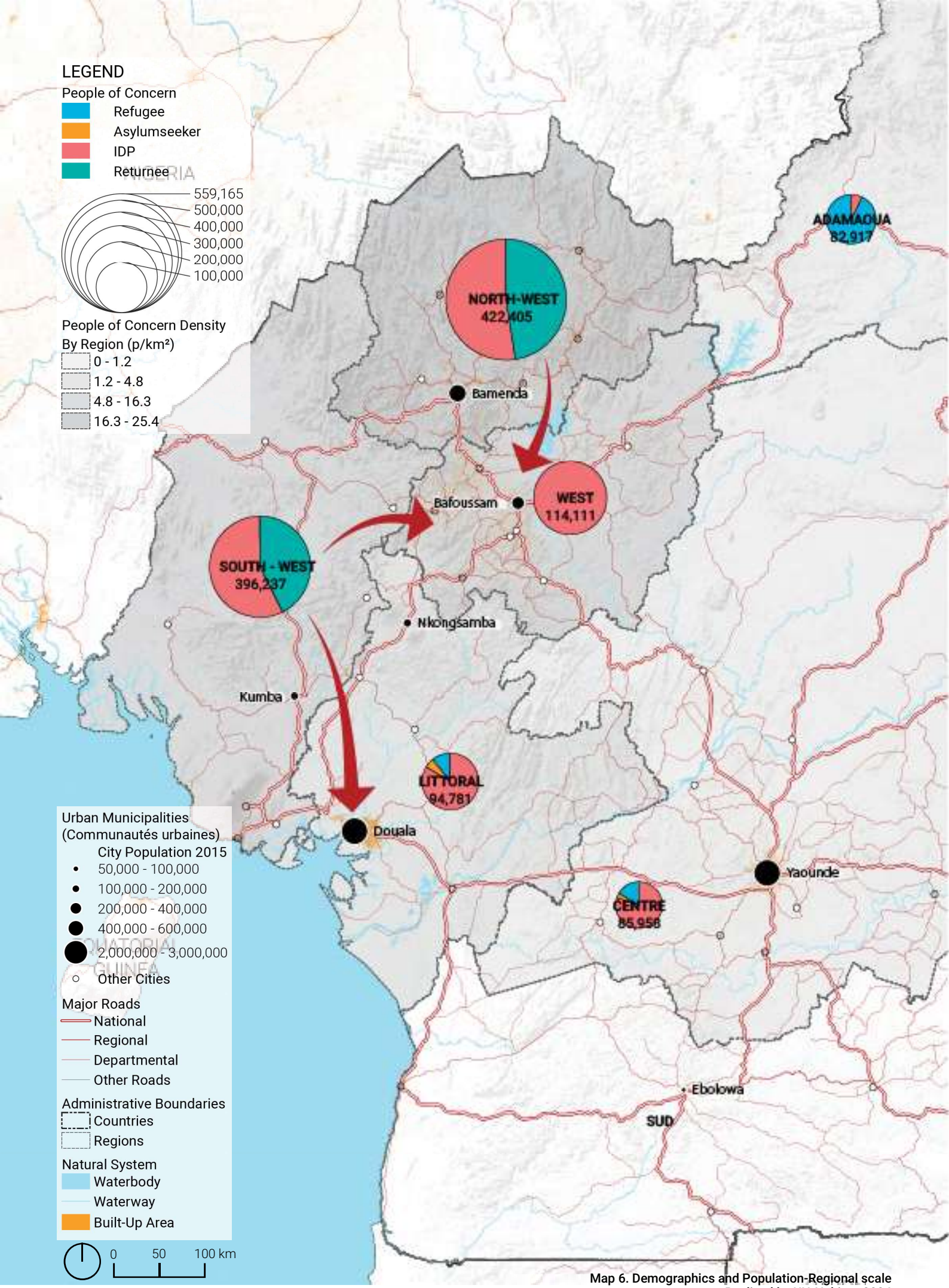
The Littoral Region is the most densely populated Region in the country with 179.4 p/km². The Littoral Region hosted 3 621,486 people in 2018 according to projections by the Cameroon's census bureau (BUCREP), with a proportionally high number of young people. The under-20 age group accounted for 45.4 per cent, compared with 2.8 per cent for the 65 and over age group. According to the demographic projections of the 3rd RGPH carried out by BUCREP, the working age population of the Littoral Region increased from 1 830,773 in 2010 to 2 052,697 in 2014, an increase of 12,1 per cent. In 2014, the working population was characterized by an employment rate of 71,2 per cent, and an unemployment rate of 6,8 per cent, as defined by the International Labour Office (ILO).

The City of Douala (Wouri Division) represents less than five per cent of the territory of the Littoral Region, but contains 76 per cent of its population and 82 per cent of its urban population. In 2021, there were an estimated 3 793,363 inhabitants in the city. The average annual growth rate of Douala's population over the last 40 years (1964 - 2005) has been +5,3 per cent, with projections estimating that this population will reach six million inhabitants by 2035.

The Littoral Region also hosts a significant number of migrants, with 99,9 per cent of IDPs fleeing from their homes in the North-West and South-West reporting conflict as their major reason for leaving. While many IDPs seek refuge in the same subdivision, a significant number of IDPs continue to seek accommodation in the Centre, Littoral and West Regions as these areas are not only relatively close geographically, but also host three of the largest cities in the country – Yaoundé, Douala and Bafoussam, respectively.

The number of IDPs (79 954) in the Littoral Region in 2024 was estimated to be over fives times the number of asylum seekers (4 421) and refugees (10 406) combined. Within the Littoral, the divisions of Wouri and Moungo account for 85 per cent of IDPs from the North-West and South-West, with Wouri hosting the highest number of IDPs most likely due to perceived education and job opportunities in Douala. However, based on OCHA's last Multi-Sector Rapid Assessment (MIRA) of the West and Littoral Regions, the number of people in need from hosting communities in Wouri were comparable to the number of IDPs.

Within the subdivisions of Douala 4 and Douala 3 host the largest proportion of IDPS. In 2019, OCHA reported an estimated 20 800 IDPs in Douala 4 and 11 400 in Douala 3; whereas, the local NGO Human Rights Defence Council reported an **estimated 7 000 IDPs in Douala 3, 13 000 in Douala 4, and 6 000 in Douala 5 in the same year.** These variations in census data reflect the difficulty in surveying people who may fear official registration, which also impacts the availability of certificates of birth and death as well as school registration and vaccine access.



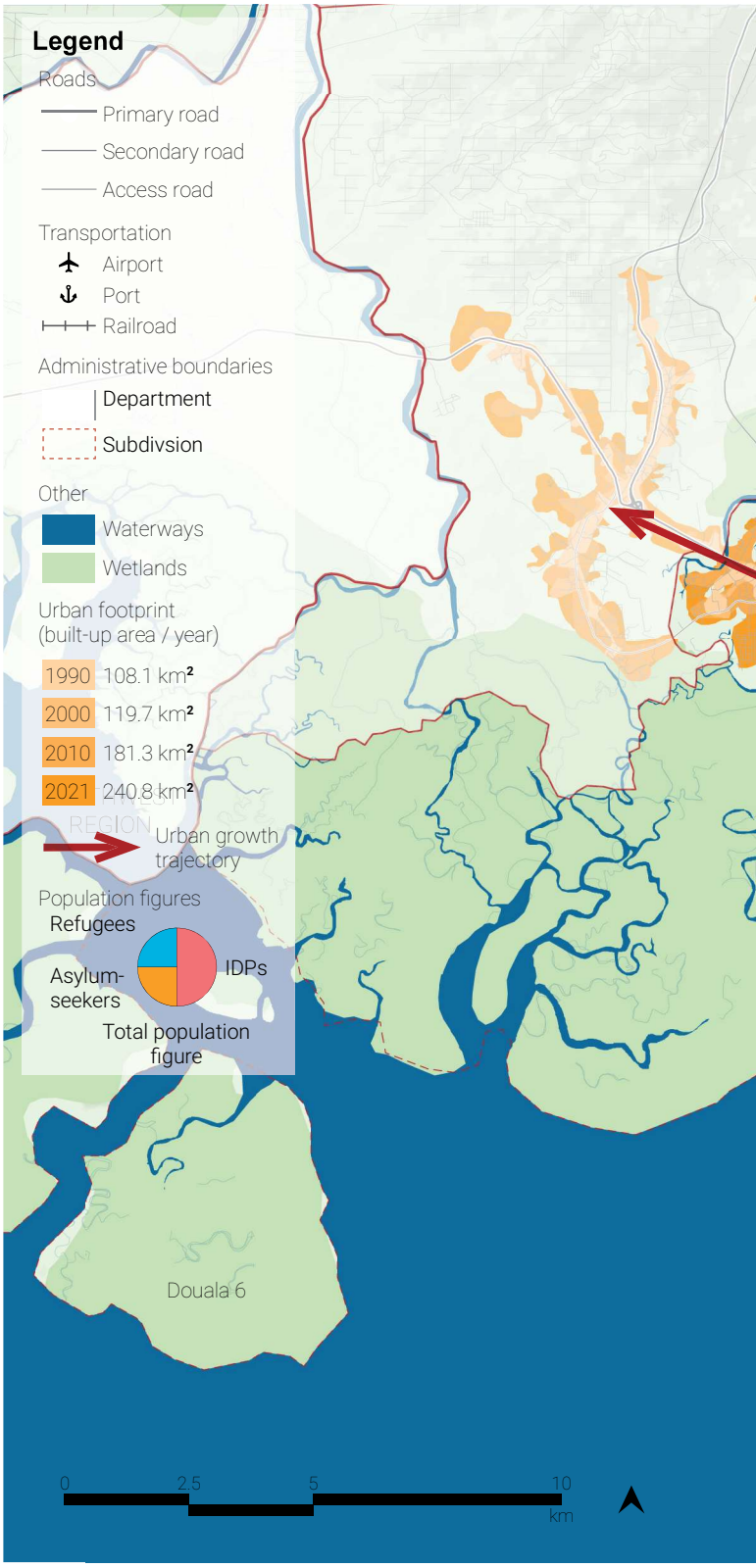
Map 6. Demographics and Population-Regional scale
Realized by UN-Habitat, 2024
Source: Geofabrik, Open Street Map 2021, UNHCR January 2024

Population growth

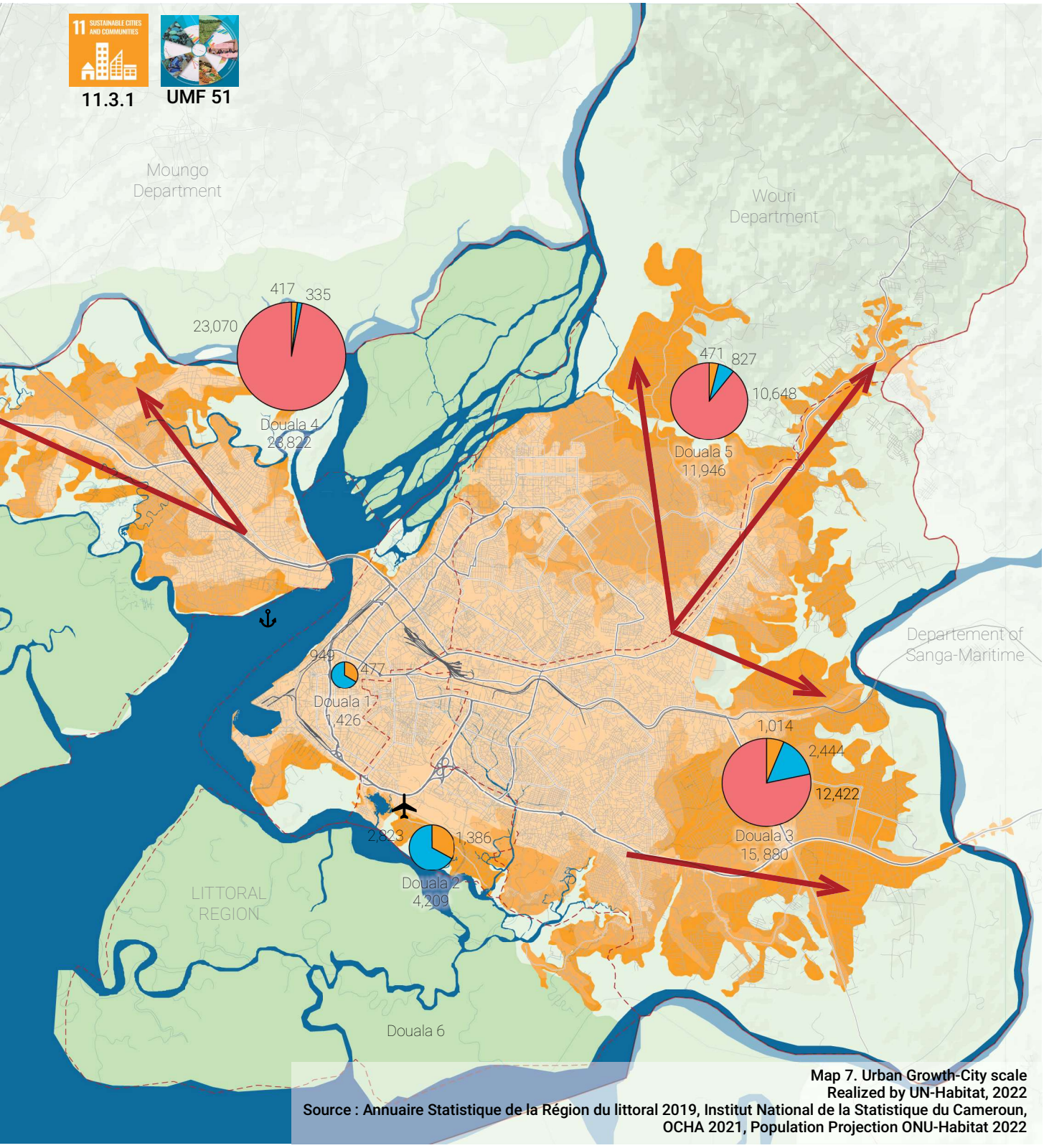
Over the past 30 years, Douala's urban footprint (built-up area) has more than doubled from a total area of 108 km² to 240 km². Without natural features or boundaries limiting urban growth, the built-up area of Douala 3 is the fastest growing; however the subdivisions of Douala 4 and 5 are also experiencing substantial growth as populations rise and demand for space for housing grows.

As depicted in the Population, Density and Urban Footprint graphs for the years 1990, 2000, 2010 and 2021,there has been an increase in population density (p /km²) relative to urban footprint. **In the last decade, density across the city reached 16,293/km².** In 2021, the subdivisions of Douala 1 and 2 are the most densely populated, with approximately 19,050/km² and 30,660/km², respectively. Douala 4 follows with approximately 16,730/km². These density figures can be considered sustainable as long as people have adequate access to basic services and social and recreational facilities. Moreover, it is critical that density not be confused with over-crowding. Sustainable urban development should encourage 2-5-story apartment buildings that provide adequate floor space per person. Higher density development is not only more cost-effective in terms of investment in infrastructure (e.g. shorter distances for water pipers, electrical lines, etc.), but also promotes '15-minute neighbourhoods'; whereby, in a mixed-use model, residents are able to meet all of their daily needs within a 15-minute walk of their homes.

If conflicts in neighbouring regions intensify, there will be an influx of new migrants (refugees, asylum seekers and IDPs) into the city of Douala. A new migrant population combined with the current rate of urban growth both from the perspective of population and urban footprint, will pose challenges in terms of finding additional space. If population growth and urban expansion continue at the same rate as in the past 10 years, an additional 324 km² will be needed to accommodate an additional 1.3 million people by 2030. The city could also face the risk of the urban footprint growing faster than population growth, weakening density and devolving into a sprawling model of urbanisation, which will make the provision of basic services and socio-economic infrastructure extremely costly and therefore unlikely to be distributed equitably across Douala.



The spatial data presented in Map 7 adds a crucial geographic dimension to the monitoring and reporting of SDG 11.3.1 and UMF-51. By visualizing data, it provides insights into spatial variations and inequalities, informing evidence-based decision-making and enabling stakeholders and residents to target their efforts where they are most needed to achieve sustainable development.



Map 7. Urban Growth-City scale
Realized by UN-Habitat, 2022
Source : Annuaire Statistique de la Région du littoral 2019, Institut National de la Statistique du Cameroun, OCHA 2021, Population Projection ONU-Habitat 2022

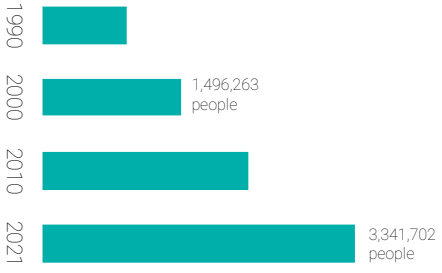


Fig. 9 1990 - 2021 Population of Douala
Source: UN-HABITA reference to OCHA and Annuaire Statistique de la Région du littoral, Institut National de la Statistique du Cameroun

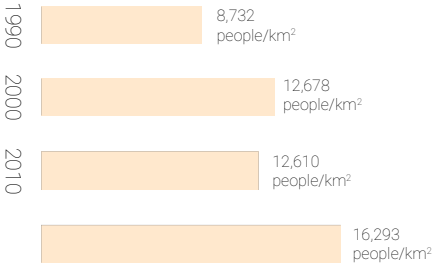


Fig. 10 1990 - 2021 Population Density of Douala
Source: UN-HABITA reference to OCHA and Annuaire Statistique de la Région du littoral, Institut National de la Statistique du Cameroun

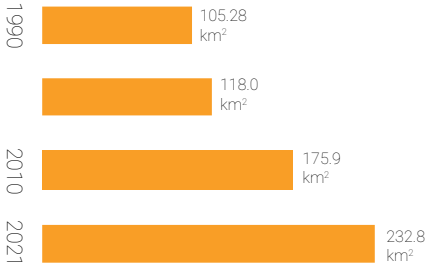


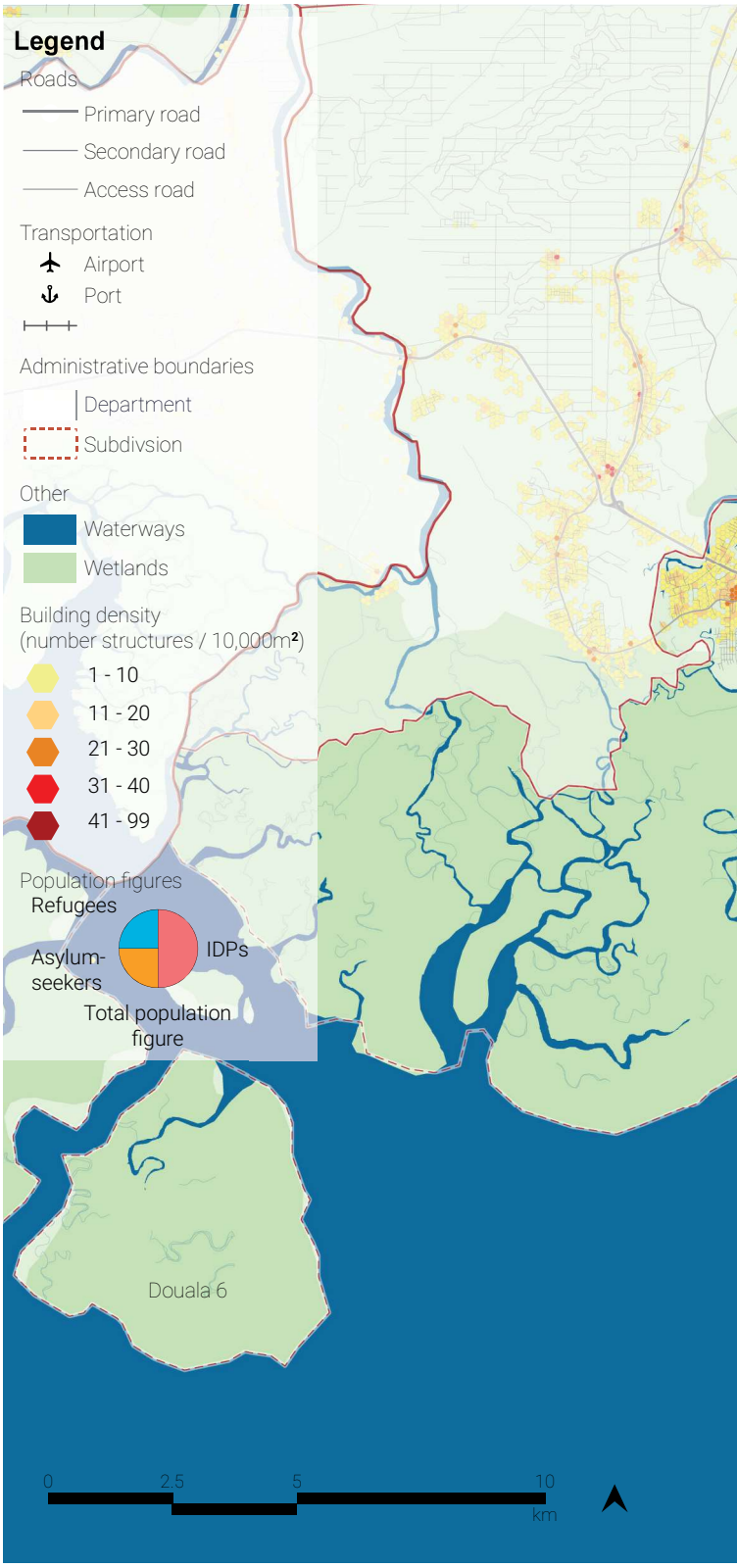
Fig. 11 1990 - 2021 Urban Footprint of Douala
Source: UN-HABITA reference to OCHA and Annuaire Statistique de la Région du littoral, Institut National de la Statistique du Cameroun

Population growth

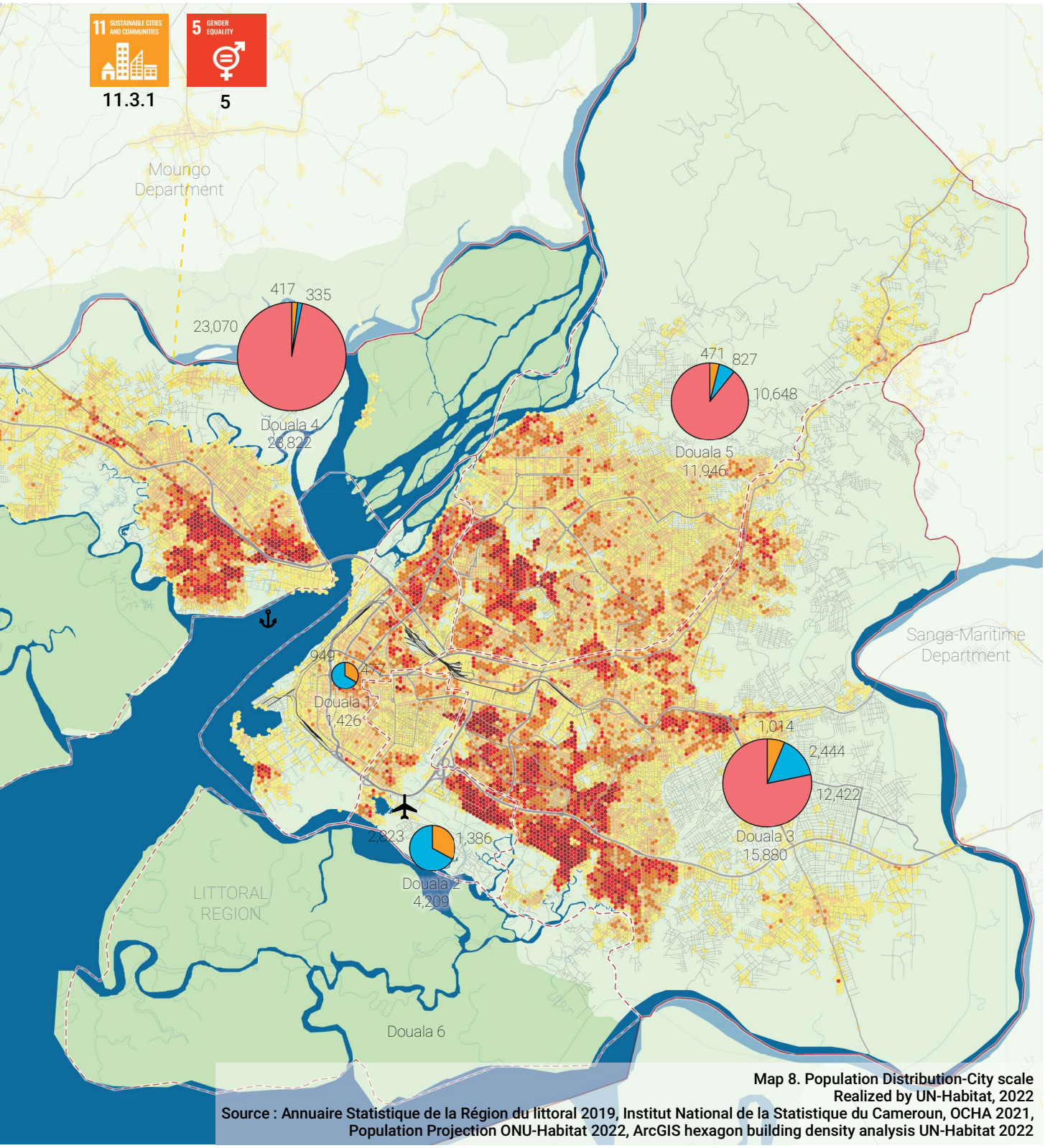
The highest concentration of buildings and therefore, likely the highest population concentration in the City of Douala, exists between the Northern edge of Douala 2 and Southern edge of Douala 3, near Douala International Airport. Douala 4 also contains a high concentration of buildings along the trunk road that leads to Bekoko, Tiko and Limbé.

However, in terms of overall population figures, Douala 3 (1 441,822 worldpopulationreview 2024) and Douala 5 (942,537) have the largest populations, with large population increases between 2010 and 2021. Douala 3 is also the largest subdivision in terms of area,135 km^2, in comparison to 13 km^2, 16 km^2, 65 km^2, and 62 km^2, respectively for Douala 1, 2, 4, and 5. The populations of Douala 1, 2 and 4 are also estimated to be rising quite rapidly, with conservative growth estimates of about 3,1 - 3, 6 per cent per year for the whole of Douala, based on data from the Statistical Yearbook of the Littoral Region (2019) and World Urbanization Prospects.

There is a clear trend for urban development to extend in a diffuse, linear pattern along major roads leading outside of the city. While this typology of growth is likely indicative of increased access to socio-economic opportunities along roads, it is not a sustainable model of development due to its reliance on motorised transport. Planning mechanisms (such as updates to the land use plan) should thus be put in place in order to increase density in areas between major roads. This would improve the walkability of the city as a whole, cutting reliance on cars and increasing job opportunities for those without the means to pay for private transit or taxis. Increased building density could also make access to basic and social services more efficient and affordable for the city and its residents. This will become especially pertinent as the total population of Douala is expected to grow from approximately 3 341,702 in 2021 to 4 402,250 in 2030 (using a conservative average yearly growth rate of 3.10 per cent). In addition to natural growth, rural to urban migration and displacement due to ongoing crises in the country and Central African Region are likely to increase Douala's population in the coming years.



Currently, the highest numbers of registered refugees live in Douala 2 and 3 (4 209 and 3 458, respectively as per UNHCR figures from August 2021).
Douala 2 and 3 also host the highest numbers of asylum seekers. However, the number of IDPs was 2021 is estimated to be almost four times the number of asylum seekers and refugees combined, with Douala 4 hosting almost twice as many IDPs as either Douala 3 or Douala 5.



Map 8. Population Distribution-City scale
Realized by UN-Habitat, 2022
Source : Annuaire Statistique de la Région du littoral 2019, Institut National de la Statistique du Cameroun, OCHA 2021, Population Projection ONU-Habitat 2022, ArcGIS hexagon building density analysis UN-Habitat 2022

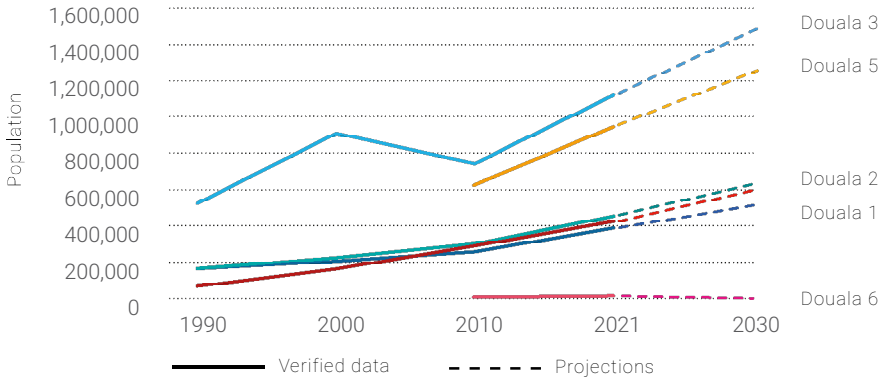


Fig. 12 Population Growth projections across Subdivisions of Douala from 1990 - 2030
Source: UN-HABITAT reference to Annuaire Statistique de la Région du littoral,Institut National de la Statistique du Cameroun

01

CONTEXT: ECONOMIC DEVELOPMENT

Photo 6. Industry in Douala
Source: UN-Habitat

National Infrastructure

Cameroon has been committed to developing major infrastructures since 2015. Several programmes and projects have been initiated throughout the country. One of the major programmes is the Three-Year Economic Emergency Plan (PLANUT), which aims to accelerate Cameroon's goal of emergence by 2035. Hence, this document has given priority to major public infrastructure projects that can appeal to private investments and growth. Established as an investment programme to implement its projects over three years "in sectors such as urban planning, housing, health, agriculture, livestock, road infrastructure, water, energy and security" the programme mobilized nine projects led by contracting authorities (MINEPAT, MINTP, MINADER, MINSANTE, MINEE, MINEPIA, MINHDU, SED, DGSN).
Financed by loans contracted by the State from a local banking pool and international financial institutions, the programme has collected 925 billion FCFA (1, 41 billion Euros/ 1, 59 billion dollars). This programme has enabled the construction of priority infrastructures in cities and Regions of the country as well as the opening up of rural areas.

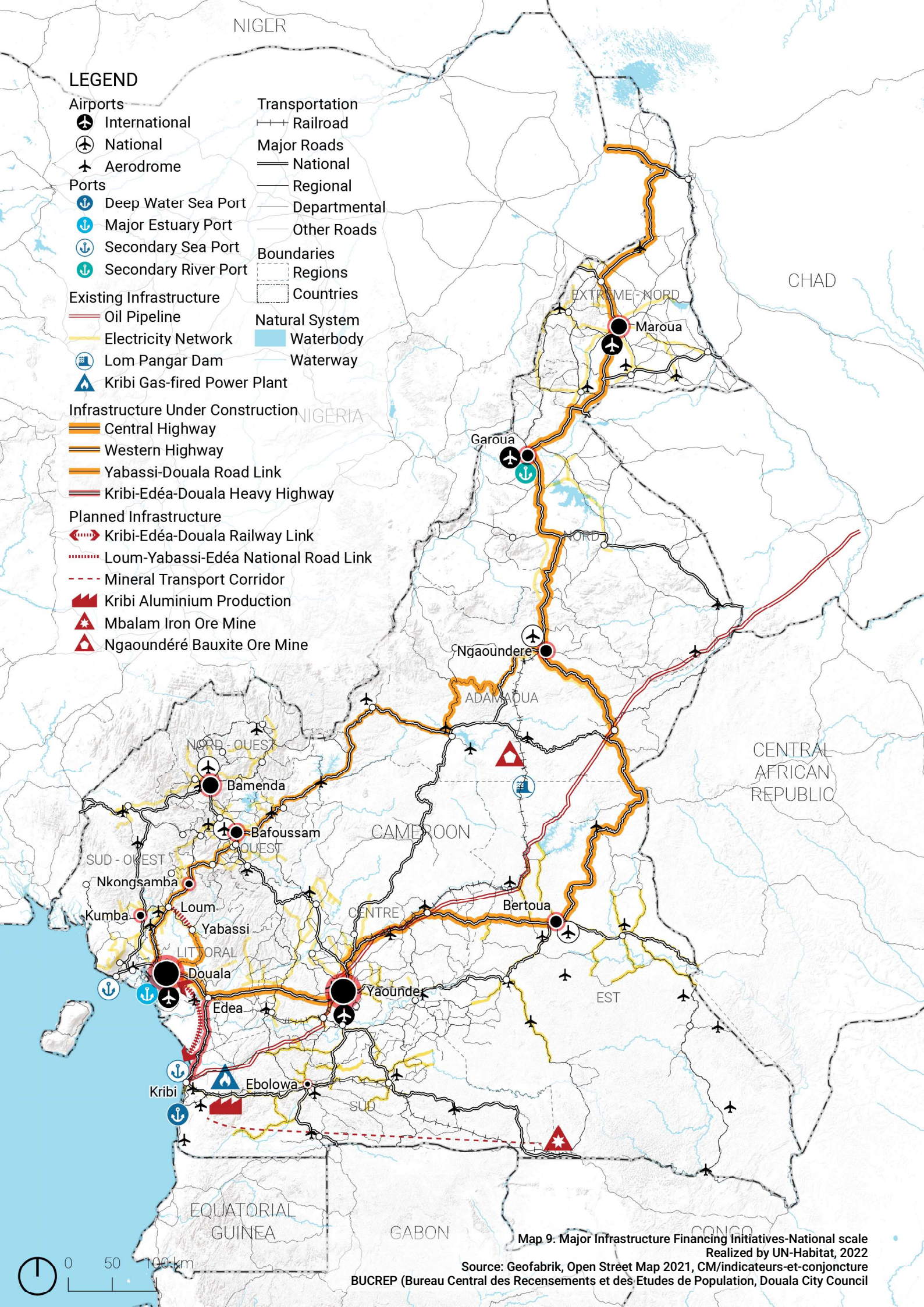
Moreover, Cameroon has also undertaken the modernization of the energy sector with the construction of several hydroelectric dams, one of the largest is the Nachtigal dam, a strategic hydroelectric project for Cameroon, developed by Nachtigal Hydro Power Company (NHPC), a public-private partnership between the Republic of Cameroon, Electricité de France (EDF), International Finance Corporation (IFC), STOA and AFRICA50 and valued at US$ 1 120,00 million (atb.group 2023). The dam is located on Sanaga River near to Nachtigal Falls, about 65km from Yaoundé, Cameroon's capital, and has an installed capacity of 420MW, that will provide around 30 per cent of the electricity consumption of the interconnected network in Southern Cameroon, allowing the country to obtain enough energy for population and industrial activities.
The status of the project is on financial banking approvals that will close on the June 30, 2025 (projects.worldbank 2024).

This is also the case of the project of the Eweng 2 large hydroelectric power plant, which the State of Cameroon plans to make operational in 2028. It will supply the industrial sector with aluminum and the rest of the energy produced will be exported to Chad. Planned to be financed in collaboration with the American company Hydromine, the dam will produce 810 MW at a total cost of $3 billion.

The Mbalam-Nabeba Iron Ore Mining Project, whose Memorandum of Understanding for Exploitation was signed in 2021 between the State of Cameroon and AutSino Resources Group Ltd and Bestway Finance Ltd, is expected to eventually mobilize a loan of 4 500 billion FCFA ($8 billion) to modernize the Djaminiloop in the Eastern and Southern Cameroon.
-It will also renew the national railway network through the construction/rehabilitation of railway lines to the port of Douala.

DOMESTIC CAPITAL	CAPITAL LOANS INTERNATIONAL	GRANT CAPITAL
	INTERNATIONAL INSTITUTIONS	
DEUTSCHE BANK S.A.E and CAIXABANK S.A	The construction of a slaughterhouse in Ngaoundéré and cold storage facilities in the cities of Yaoundé, Ebolowa, Kribi, Ngaoundéré	8,528,112,504 FCFA
EUROBONS	The construction of two access roads in each region of the country, the construction of water retention structures, and the development of hydro-agricultural areas in the northern regions	50,000,000,000 FCFA
	NATIONAL BANKING INSTITUTIONS	
BGFI BANK CAMEROON	Rehabilitation of roads in the cities of Yaoundé and Douala	100,000,000,000 FCFA
	Construction of 600 social housing and hospitals + the rehabilitation of the technical facilities of the General Hospitals of Yaoundé and Douala and the University Hospital of Yaoundé	190,000,000,000 FCFA
ECOBANK CAMEROON	Construction of boreholes, water supply systems, and security posts throughout the country	35,000,000,000 FCFA
ECOBANK CAMEROON	Construction of the Bini hydroelectric scheme in Warak in the Extreme North of the country	182,000,000,000 FCFA

Table 1. Main projects financed under the Economic Emergency Plan (PLANUT)
Source: UN-Habitat with reference to the PLANUT



Map 9. Major Infrastructure Financing Initiatives-National scale
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, CM/indicateurs-et-conjoncture
BUCREP (Bureau Central des Recensements et des Etudes de Population, Douala City Council

Strategic Regional Infrastructure

The coastal region and its cities - especially the capital city, Douala - is considered the center of the Cameroonian economy and even of Central Africa.
At the regional level, the coastline has strategic infrastructure such as:

Port Authority of Douala (PAD) - The fluvial transport was first developed by a German shipping company "Woermanline" in 1881. With the First World War, access to the port of Douala was made possible by ships of 4 m. The infrastructure includes a 60 m quay, seven private quays, stores connected by a 60 m path.
The annual traffic capacity is estimated at 100 000 tons. At independence in 1960, this structure became the Directorate of Ports and Waterways of the Ministry of Transport.The latter would later become the National Ports Authority of Cameroon under the federal law of 1971.This organization would operate for nearly 30 years before undergoing reforms based on the discussions of the 1977 round table.

The resolutions taken during these deliberations made it possible to define government policy in this area.

Nowadays, the port reform has as its main points the orientation law, 8 implementing decrees defining the new development of Cameroonian ports. Following the reforms of the National Port Authority of Cameroon, a National Port Authority (NPA) is responsible, among other things, for developing and monitoring the application of standards on port security. Along with Kribi, Limbe and Garoua, Douala has become one of the very large port authorities with prerogatives in terms of management and promotion of its services.

The Port Authority of Douala, being a Parapublic Establishment, has the Mission of Managing the Coordination of Services Available in Douala-Bonabéri. In accordance with the law, the Port entrusts commercial and industrial offers to private sector companies: handling, management of the container terminal and similar. Since 1999, the Commercial Director of the PAD has actively contributed to competition in port activities.

The railway network that extends over several regions of Cameroon allows the transport of raw materials from the interior of the country as well as from neighboring countries to the Port of Douala.

Douala International Airport - is an international airport located in Douala and composed of 4 terminals and an average of 1,5 million passengers and 50 000 tonnes of cargo per year (DAFIF 2006), which made it the most attended airport in the country. The airport is managed and partly owned (34 per cent) by Aéroport du Cameroun (ADC), which also manages the 13 other airports on Cameroonian soil. Douala Airport borders the sea and benefits from a high traditional demand for air traffic. Located in an area covering 56 284 km^2 and next to the largest autonomous port in the country, it occupies an ideal location to promote international business. The evolution of international traffic remains moderate at 3,4 per cent per year.

Regarding road infrastructure network, the West and East entrances of the city open the Region to the rest of the country with the Douala-Yaoundé highway under construction and the Douala Bafoussam heavy axis.

In terms of tourism the Littoral Region offers a variety of attractions, such as :

Kribi - This coastal town lies on the Guinean Gulf, in the South Province, at the edge of the Kienké River. It is approximately 150 kilometres distance by road, south of Douala,. It services sea traffic in the Gulf of Guinea through the homonymous seaport in the country and also lies near the terminus of the Chad-Cameroon pipeline. Another touristic attraction nearby is the Lobé Waterfalls and the Littoral Evergreen Forest, as far as Bipindi and Lolodorf where native communities of Pygmies are found.

Tourism is mainly focused on ecologically valuable sites such as: Ekom-Nkam Falls, Mouanko, Yoyo and Sanaga beaches and the Douala Edéa wildlife reserve.

Map 10. Strategic Regional Infrastructure
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, Douala City Council (CUD)

Strategic Urban Infrastructure

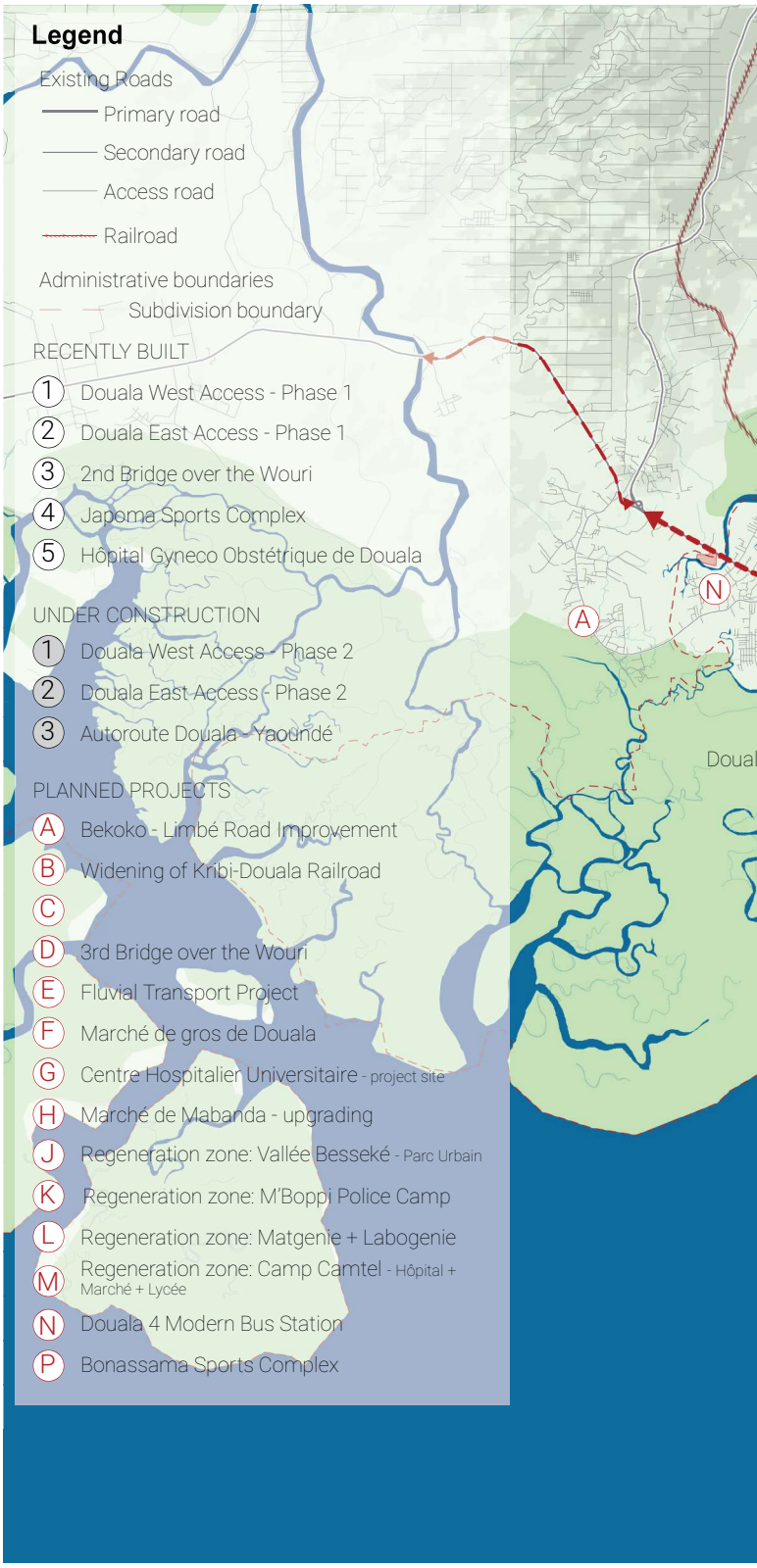
The main projects financed under the PLANUT programme were planned in the city of Douala and aim to restore the city's main infrastructures, strengthen its status as the economic capital of Cameroon and provide employment opportunities for residents. There are 3 main interventions:

1. Stormwater drainage and urban road projects with the construction of gutters and the rehabilitation of 17 kilometers of urban roads.
Financed by AFD and MINTP to the tune of 109 000 000 XAF, this project was completed in 2020.
The city's road network is being developed, it aims to regulate traffic and boost economic activity. The city has approximately 1 800 kilometers of designated roads, of which just over 470 kilometers are paved (26 per cent), which corresponds to a road density of approximately 0,72 km / 1 000 inhabitants.
This low value places Douala at the bottom of the pack of large African cities. The main network has an estimated length of 183 465 km, with 49 intersections, the secondary network, whose total length is estimated at 30,4 kilometers, is nearly 85 percent paved.
In addition, the rehabilitation of the eastern access road to the city (airport roundabout at Carrefour Bocom in Ndogpassi) aims to decongest the Yaoundé Road, ensure the transit of goods from Chad and the Central African Republic in the Douala - Ndjamena and Douala-Bangui corridor, and improve access to the new Japoma stadium.

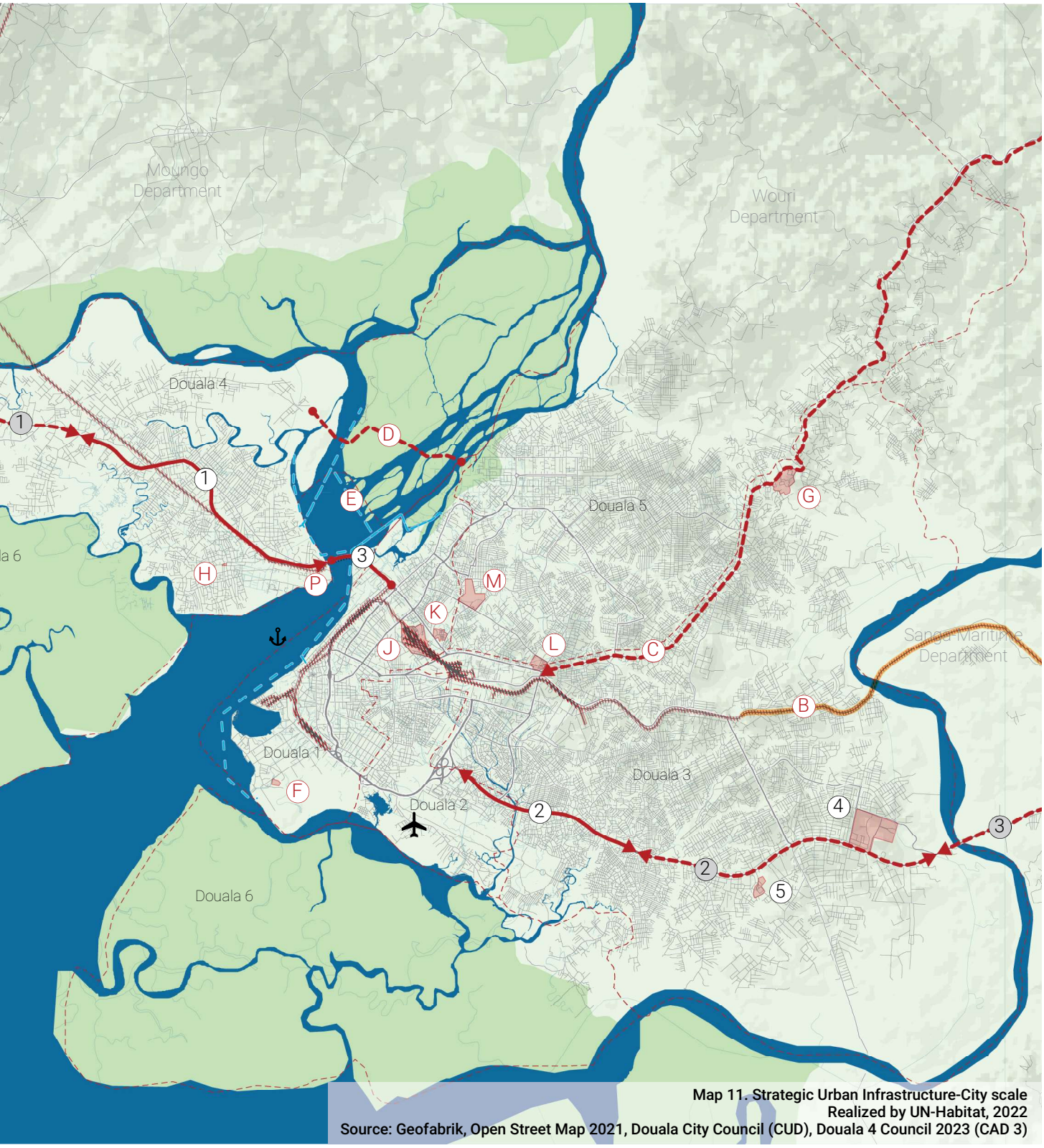
2. The construction of sports infrastructure with the Japoma Sports Complex for the 2021 African Cup of Nations (CAN 2021) and the rehabilitation of the Bepanda Stadium. These projects raised approx. 390 000 000 XAF (59 000.000 Euros).
With the organization of the 2021 Africa Cup of Nations, the Japoma sports complex was built in the Littoral Region with a capacity of 50 000 seats, the Omnisport stadium was restored as well as the Mbappe Leppe Stadium and the Bonamoussadi stadium.

3. The rehabilitation of the Douala General Hospital at a cost of 2 600 000.000 XAF (3 963,674 Euros) that was completed in 2020.

Other relevant infrastructure on a city scale includes:



The railway network crosses the city from East to West and it is made up of two lines (one to the West, towards the localities of Mbanga - Kumba and the other, towards the East to Yaoundé).
The Second Bridge over the Wouri River which alleviates the heavy traffic between Bonabéri and the North-West entrance to the city with the inner core of the Douala and the port. This bridge also contributes to strengthening Douala's urban growth fluxes.



Map 11. Strategic Urban Infrastructure-City scale
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, Douala City Council (CUD), Douala 4 Council 2023 (CAD 3)

MAIN PROJECTS	Recently Completed	Underway	Planned
	8 DECENT WORK AND ECONOMIC GROWTH · 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE · 11 SUSTAINABLE CITIES AND COMMUNITIES	7 AFFORDABLE AND CLEAN ENERGY · 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE · 11 SUSTAINABLE CITIES AND COMMUNITIES	8 DECENT WORK AND ECONOMIC GROWTH · 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE
	• 2nd Bridge on the Wouri River • Douala East Access Project Phase 1 • Douala West Access Project Phase 1	• Preparation and execution of municipal investment plans; • Creation and maintenance of municipal roads; • Creation and maintenance of unclassified rural roads and crosswalks; • Contribution to the electrification of areas without electricity.	• Bekoko - Limbé Road Improvement Project • Fluvial Transport Project • Project to triple the size of Édea's ALUCAM plant • Widening of the Kribi - Douala Railroad • Loum - Yabassi - Édea National Road Link

Table 2. Progress of the main infrastructure projects in Douala
Source: UN-Habitat

Economic Centres & Activities

First economic centre of Cameroon and main gateway to neighbouring countries (i.e. Chad, CAR), Douala, a city whose population is estimated at 3.7 million inhabitants and generates more than 32 per cent of the nation's GDP. On the map, most of job opportunities are focus in the old city, and along the main roads/ railway. Thus, we find:

The CBD (Central Business District): it is the main business centre of the city of Douala. It houses most of the city's businesses and services. It is located mainly in the modern Akwa and Bonandjo districts, where 70 per cent of jobs opportunities are concentrated.

The Port of Douala: located on the banks of the Wouri River which gives access to the Atlantic Ocean, it is at the heart of the commercial and administrative life of the city of Douala because it structures transport and organizes most of the import and export transactions of the country. From 2017 to 2020, the PAD achieved a global turnover of 218,901 billion FCFA (332,95 Millions Euros), a clear evolution of more than 27 billion FCFA (41 Millions Euros).

The International Airport of Douala: it is the largest airport in Cameroon and one of the largest in Africa (6.20km² for a total perimeter of about 19 kilometres). With a capacity of one and a half million passengers and 50,000 tons of cargo per year, it is one step ahead of this increase in air traffic and welcomes most international flights to or from Cameroon.

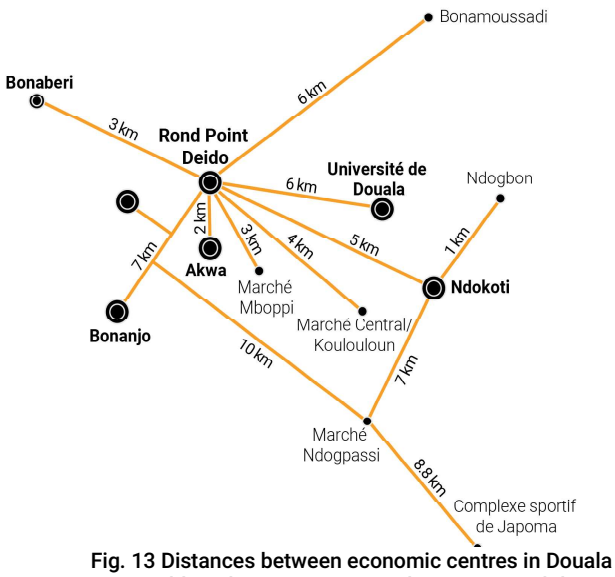
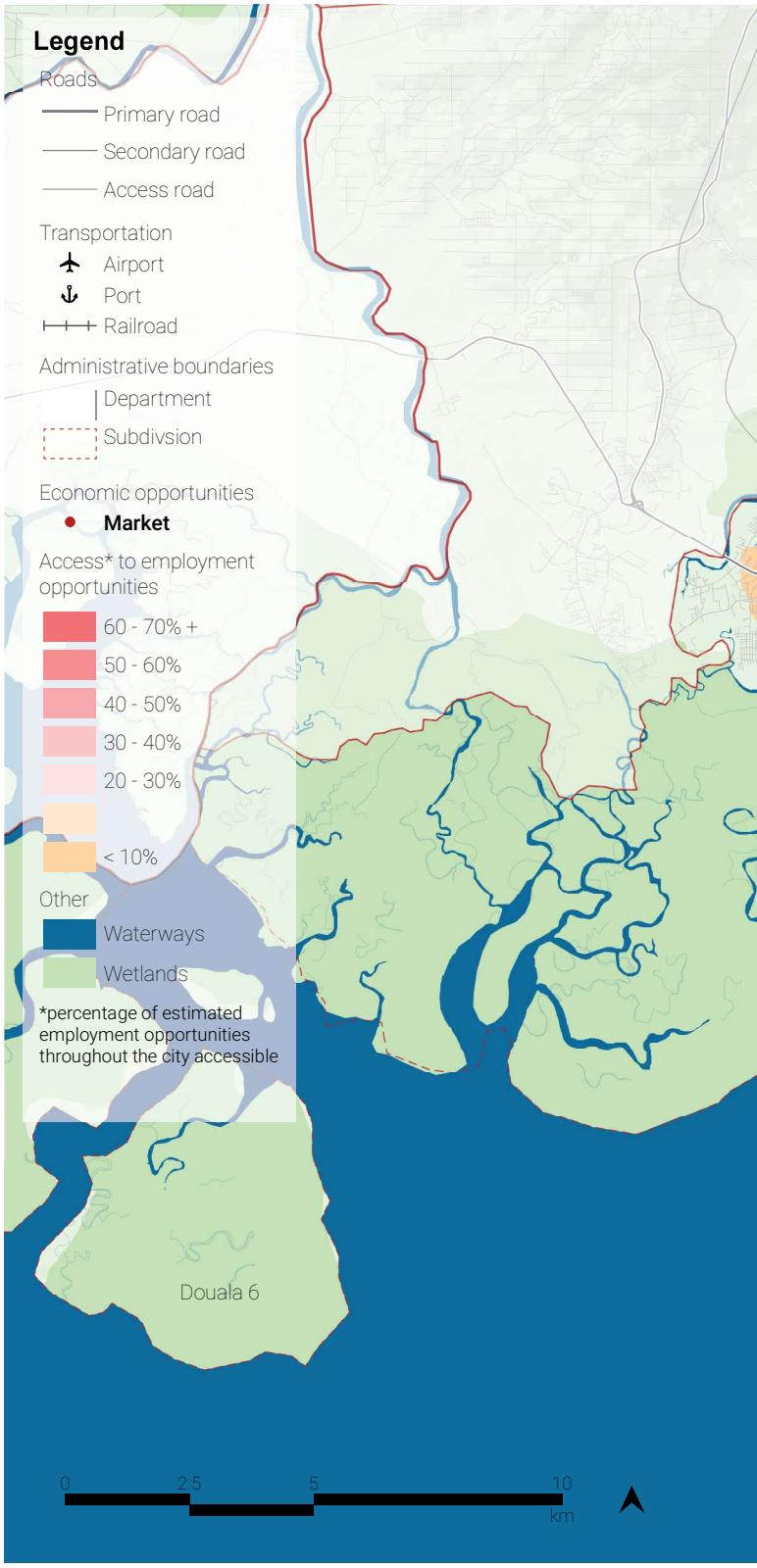
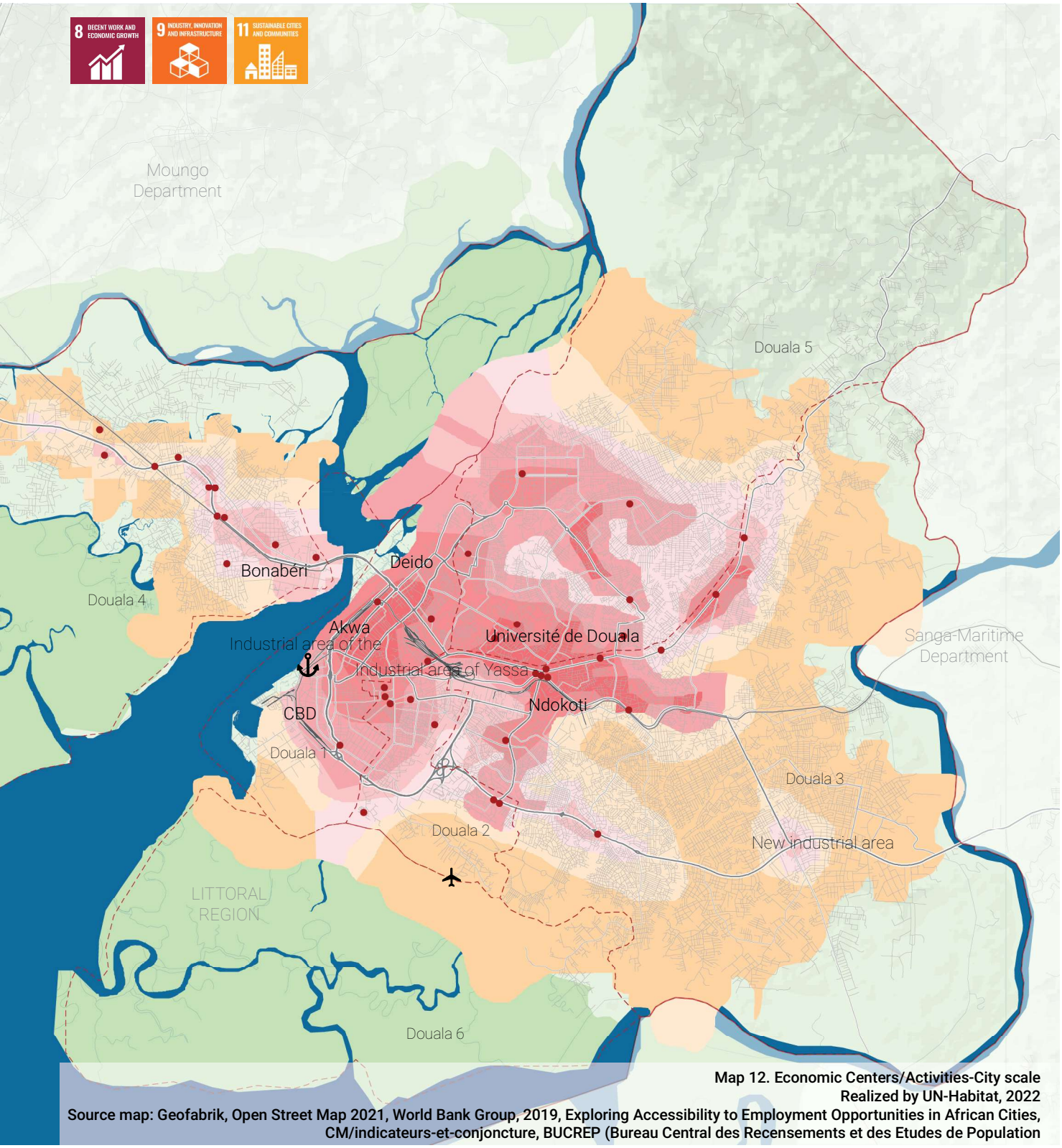


Fig. 13 Distances between economic centres in Douala
Source : World Bank Group, 2019. Exploring Accessibility to Employment Opportunities in African Cities



Industrial zones: located in the East and West of the metropolis: The industrial zone of Bonaberi and the one of Yassa-Bassa are home to industries, including breweries and establishments specializing in building materials, plastics, paper mills, spinning, shoes or the assembly of cycles and automobiles. We also note in the subdivision of Douala 3 another industrial area called 'the new Yassa-Bassa' along the National Road 3.



Map 12. Economic Centers/Activities-City scale
Realized by UN-Habitat, 2022
Source map: Geofabrik, Open Street Map 2021, World Bank Group, 2019, Exploring Accessibility to Employment Opportunities in African Cities, CM/indicateurs-et-conjoncture, BUCREP (Bureau Central des Recensements et des Etudes de Population

The railway station: it is the main point of arrival and departure of products to the import export from or leaving for Chad or the CAR but also of mining and forestry products intended for export. This traffic alternates with road transport also exploited for the cause.

Commercial streets: they are present in all areas of the city and contrast between the residential districts of Bonamoussadi, Makepé, spontaneous/precarious slum areas hosting vulnerable populations with low incomes and internally displaced populations.

Access to employment areas is correlated with the transport network. Access to the city's economic poles such as Bonanjo and Akwa are served by transport and have major roads.

02

KEY - FRAMEWORKS

Photo 7. Tertiary road in Ndogpassi Plage
Source: UN-Habitat

National Governance and Policies

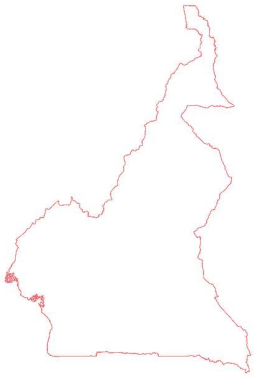
Cameroon's latest constitution, enacted on 18 January 1996, establishes the Republic of Cameroon as a "decentralized unitary State", governed by three main state powers: the executive power (President and Government), the legislative power (Senate and National Assembly) and the judicial power.

Administratively, Cameroon is jointly governed between Administrative Organizations and Decentralized Territorial Communities (CTDs). Administrative Organisations represent the president of the republic and line ministers, whereas CTDs are made up of the Regions and the Departments (including urban communities and subdivisions). The State's supervision over CTDs is exercised by the Ministry of Territorial Administration (MINAT) and under its control the State representatives.

In territorial terms, the Republic of Cameroon is subdivided into 10 regions, 58 departments and 360 subdivisions (named "arrondissements"). Each region is placed under the authority of a governor, who upholds administrative duties, and a regional council, which is composed of departmental-level delegates and representatives of traditional authorities, and acts as the region's executive body. At the departmental level, prefects hold administrative authority and mayors hold executive authority. Similarly, at the subdivision level, sub-prefects hold administrative authority while subdivision mayors hold executive authority.

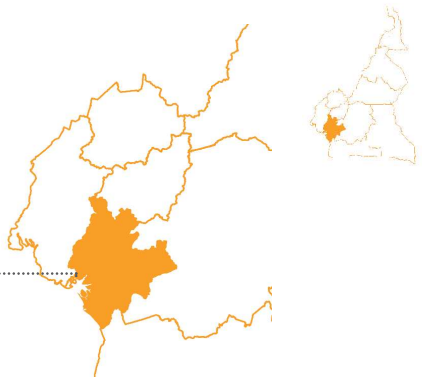
The distribution of power across appointed and elected officials aims to offer more inclusive participation in decision-making, and more active participation in urban and land-use planning process at the local level. The government's strategic documents, in this respect, became the blueprint for every other plan at the lower scales. The Vision 2035 which relies on the National Development Strategy (SDN 30) is currently the main urban document implemented at the national scale. Despite the will to harmonise all the urban documents at every scale, in practice, the absence of monitoring and coordination diminish the good agreement and collaboration between the different levels of decisions. This creates a burden on local authorities but also the overall urban development of cities.

Republic



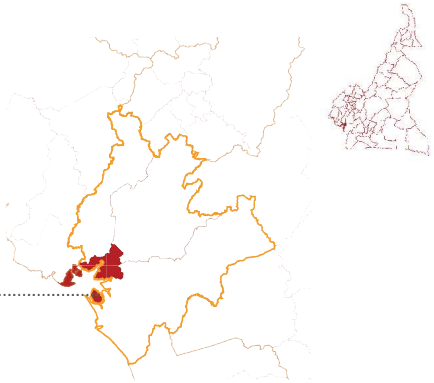
Regions (10)

Littoral Region



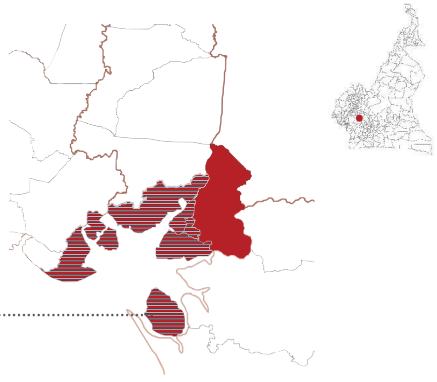
Divisions (58)

Department of Wouri



Subdivisions (360)

Douala 4



Villages

Neighbourhoods

Blocks

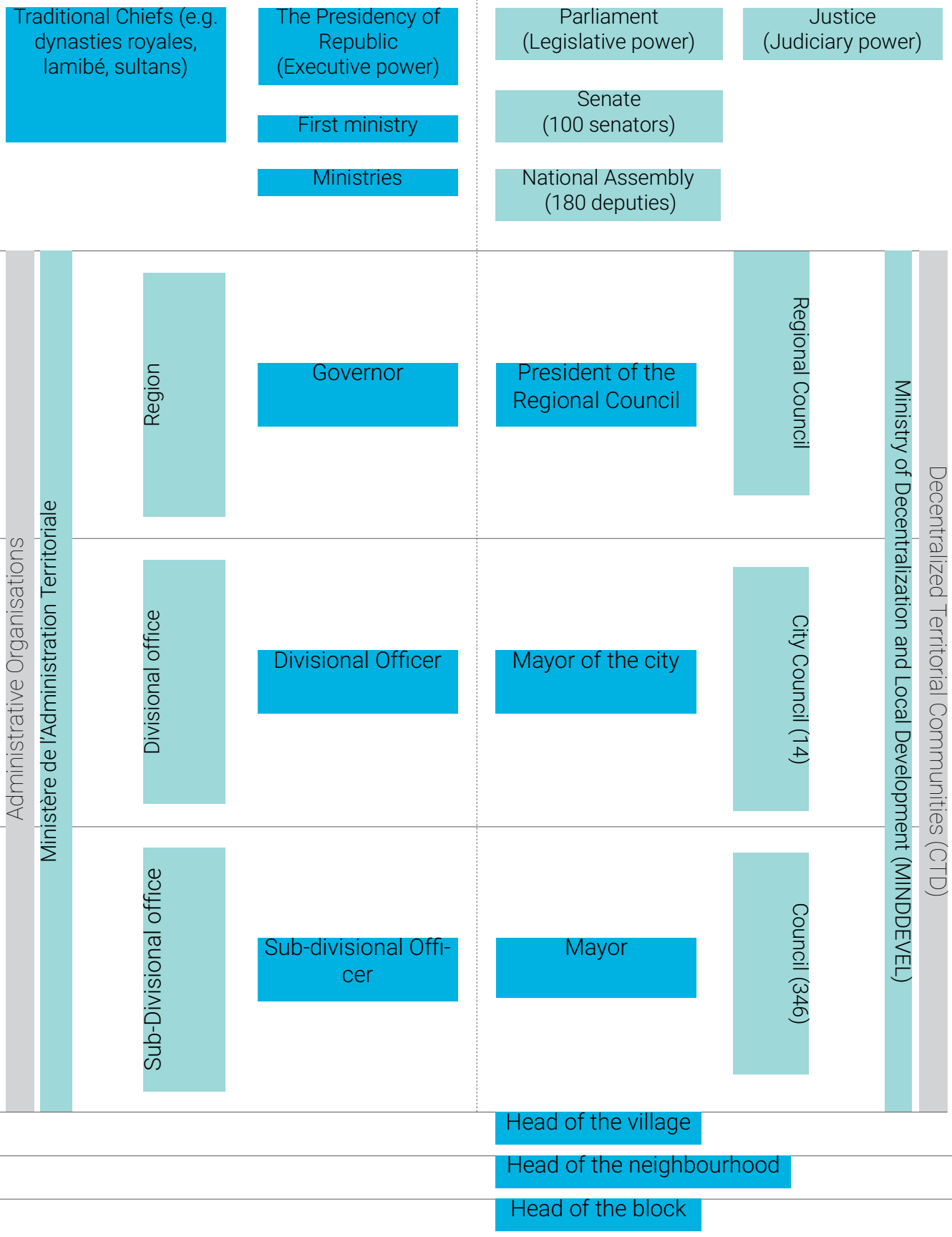


Fig. 14 Governance, Spatial Planning & Urban Policies in Cameroon
Source: Constitution of the republic of cameroon of 02 june 1972, amended and completed by law no. 2008/001 of 14 april 2008, Law-n°2019/024 of 24 december 2019 concerning the general code for decentralised local authorities in Cameroon. Realized by Un-Habitat, 2023

National Planning Context

The Ministry of Housing and Urban Development (MINHDU) establishes and supervises urban planning tools for the State; whereas, the Ministry of the Economy, Planning and Regional Development (MINEPAT) is responsible for the development and implementation of the nation's economic and regional development policies.

Urban policies
In 2009, Cameroon adopted Vision 2035, which relies on the National Development Strategy (SND 30) to drive the implementation of development initiatives through 2030. The National Urban Policy (PUN), the National Housing Policy (PNH), and the National Plan for the Sustainable Development of the Territory of Cameroon (SNADDT) are also key documents that guide urban planning and housing at the national level.

These documents outline key development aspirations and initiatives that have taken root over the last decade plus, often highlighting the needs of vulnerable populations. However, the inclusion of displaced communities in planning visions and policies is not yet adequately addressed. With close to two million displaced people in Cameroon, many of whom are seeking refuge in urban areas, there is an urgent need to revise national-scale plans and urban policies so that they take migration and displacement into account.

VISION 2035 - MINEPAT
The State's vision for 2035 is "Cameroon: An emerging country, democratic and united in diversity". The implementation strategy of this vision is based on the following pillars:

- National integration and consolidation of the democratic process
- Territorial development
- Industrialization
- Regional integration and international insertion
- Economic role of the State and the partnership strategy
- Governance

National Development Strategy 2020 - 2030 (SND 30) - MINEPAT
Officially presented in November 2020, the SND 30 is the new reference framework for government action for 2020-2030. It articulates Cameroon's national and international commitments to economic, social and environmental objectives and established four pillars for overcoming key development challenges: 1) Structural transformation of the economy; 2) Development of human capital and well-being; 3) Promotion of employment and economic inclusion; 4) Governance, decentralisation and strategic management of the State. The Strategy also addresses the ongoing crises in the North-West, South-West and Far North Regions, outlining a 3-phase recovery, stabilisation and development plan to improve the lives and livelihoods of populations in affected areas.

National Plan for Sustainable Land Use and Development of Cameroon (SNADDT) - MINEPAT
In line with Vision 2035, the SNADDT focuses on three major components of urban development and land use planning in Cameroon, namely:

- Organising the territorial distribution of spaces by linking areas of production with areas of socio-economic potential
- Reducing the socio-territorial fractures between the "centre" and "periphery" by promoting a multipolar urban model where local characteristics are celebrated
- Structuring an integrated transport network that links urban centres, rural areas, and production centres

The SNADDT also highlights Cameroon's attractive position as a hub for migration, however, noting that reliable data is lacking.

National Urban Policy of Cameroon (NUP) - MINHDU
Cameroon's National Urban Policy was finalised in 2021 in collaboration with UN-Habitat. The Policy aims to link planning documents and strategies with development challenges across sectors, stakeholders and scales with the objective of transforming city management, the built environment and quality of life for urban residents. Ten critical interventions to ensure the successful implementation of the NUP are listed in the Annex.

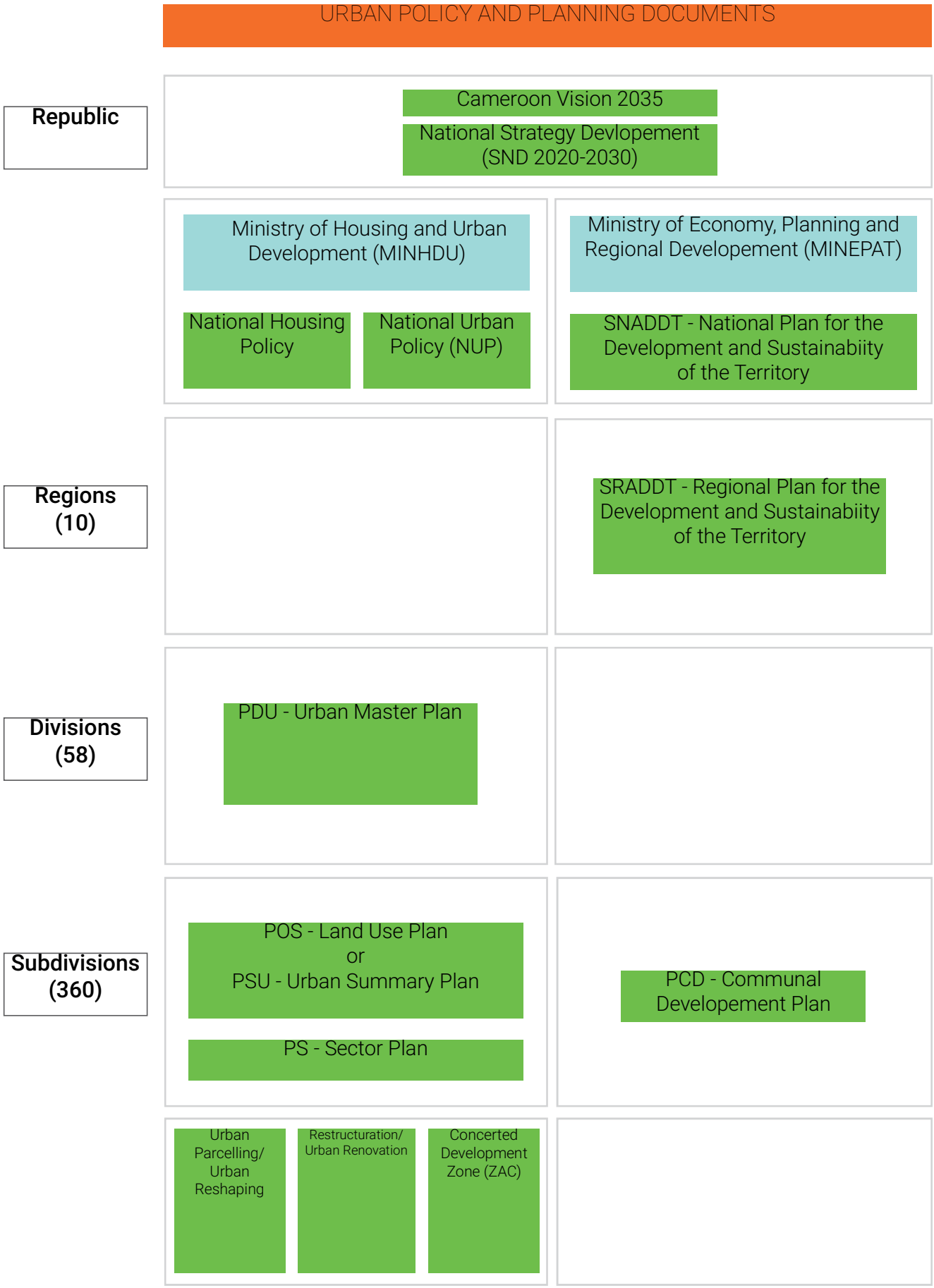


Fig 15. Urban Policy and Planning Documents
Source: Law-n°2004/003 of 24 april 2004 governing urban planning in Cameroon Realized by Un-Habitat, 2023

National Land Administration System

In general, there is increasing pressure on land due to commercial interests, changing climatic conditions, and population flows. **Very few land parcels in Cameroon are registered and titled, and information on the number of registered land titles and other land rights is generally inconsistent. For example, "in 2000, the national registry** (livre foncier) recorded 150,000 land certificates, while the national cadastre estimated that there were 2,6 million parcels in the country."

MINDCAF's land division reported that urban areas account for 60 per cent of all titles, that civil servants hold 50 per cent of land titles. Moreover, despite the fact that land tenure laws and ordinances have undergone multiple reforms, **the last major land reform was made 45 years ago** and there is frequent confusion between the two coexisting systems, modern and traditional, with the juxtaposition of public administration on traditional land management creating a number of conflicts.

Land classifications:

- The private domain: all registered land (titled land)
- The public domain: all real estate that is assigned to the use of all
- The public domain is natural and/or artificial and includes roads, rivers, the seafront, etc.
- The national domain: all land that has not been privately appropriated, including by the State, and classified in the public domain. It is administered by the State "for the public good"
- Due to the lengthy, costly and convoluted process of registering and titling land, inequalities in access to land ownership are vast, with vulnerable populations (indigenous populations, women and displaced persons) bearing the brunt of this inequality

Land management actors:

- **Public actors:** The State through MINDCAF, MINHDU and the specialized institutions in charge of financing (Credit Foncier du Cameroun, FEICOM), land development and equipment (MAETUR, MAGZI) for real estate and housing development as well as their promotion and marketing (SIC).

- **Private sector actors:** Town planners, notaries and surveyors. They intervene in transactions and the indirect registration procedure through the subdivision, the drafting of deeds and the establishment of boundary plans.

- **Other actors:** Traditional chieftaincies and civil society organizations (real estate developers) that influence the land management process.

Since the 1980s, the government, NGOs and development organizations have sought to strengthen the recognition of the land rights of marginalized groups. However, due to the outdated legal framework, these initiatives have not been successful. There are no formal mechanisms for allocating land for housing and cultivation to IDPs in the medium to long term. Land is requested by the IDPs and refugees or by support organizations from traditional leaders and members of the host populations who are the traditional owners. However, IDPs may also obtain land through lease or purchase under customary law. In addition, they often do not have enough income to rent. Some support agencies step in and lease land. In rural areas, some host families or the community leader allocate land to IDPs to cultivate for a fee or a percentage of the harvest.

The Cameroonian government's decision to reform the legal framework for land tenure is an opportunity to mainstream more inclusive provisions for displaced and vulnerable populations.

MODERN LAND TENURE

Sub-prefecture

Filing of the application for registration at the sub-prefecture against receipt and transmission of the file to the departmental service of land affairs.

Departmental Land Office

Notification of the Chief of the Departmental Land Office.

Advisory Commission

Visit to the site for demarcation and verification of the actual development of the land.

Regional Land Affairs Department

Review of the advisory panel report and regulatory approval and transmission of the file to the Land Registrar.

Land Registry

Registration of the land in the land register after payment of the land fee to the land registrar.

TRADITIONAL LAND TENURE

Traditional Authorities

Before any registration procedure can take place, the traditional authorities must first certify, by means of a signed document, that the land belongs to the owner.

Public Administration

With the document issued by the traditional authorities, land registration procedures can be initiated at the public administration level.

Fig. 16 National Land Administration System
Source: UN-Habitat

Local Governance

The Littoral Region is one of 10 administrative Regions in Cameroon. It is comprised of four divisions – Wouri, Moungo, Nkam and Sanaga-Maritime. Douala, Edea and Nkongsamba are the largest cities of the 28 cities in the region.**The City of Douala is the capital of both the Littoral Region and the Wouri Division.**

In Douala, the Douala City Council (CUD) and its six subdivisions (Douala 1 – 6) constitute the administrative area's local governance. The CUD is headed by the City Mayor of Douala, Dr. Roger Mbassa Ndine, elected[49] by the CUD Council following elections in March 2020 as the first mayor to hold the position for the entirety of the city.

At the subdivisional scale, mayors are elected by constituencies in each subdivision (Douala 1, Douala 2, Douala 3, Douala 4, Douala 5, and Douala 6). The CUD and the subdivisions are under the supervision of the Ministry of Decentralization and Local Development (MINDDEVEL).

The General Decentralization Code[50] and its stipulations relate to economic development, environmental protection, planning and land use, and give to the CUD and mayors of each subdivision the mandate to plan and manage the urban environment. The table above shows some distinctions in roles and responsibilities between the CUD and the Subdivision of Douala 4.

The following urban planning documents form the basis of urban planning and management activities carried out by both the CUD and the Subdivisions in Douala.

- In 2009, the CUD adopted the City Development Strategy for the City of Douala and its Metropolitan Area up to 2025 (CDS),which outlines four major objectives for the city – to improve living conditions; to position Douala as a pilot city on environmental protection; to enhance economic competitiveness; and to improve governance.

- In 2012, the Urban Master Plan (PDU 2025) was developed for the City of Douala and later approved in 2015. The document is obsolete and in the process of being updated.

The development of the PDU spurred the production of a Land Use Plan (POS) for the City of Douala and specific regulations for each subdivision. The POS delineates and reserves areas zoned for future development under specific land uses categories.

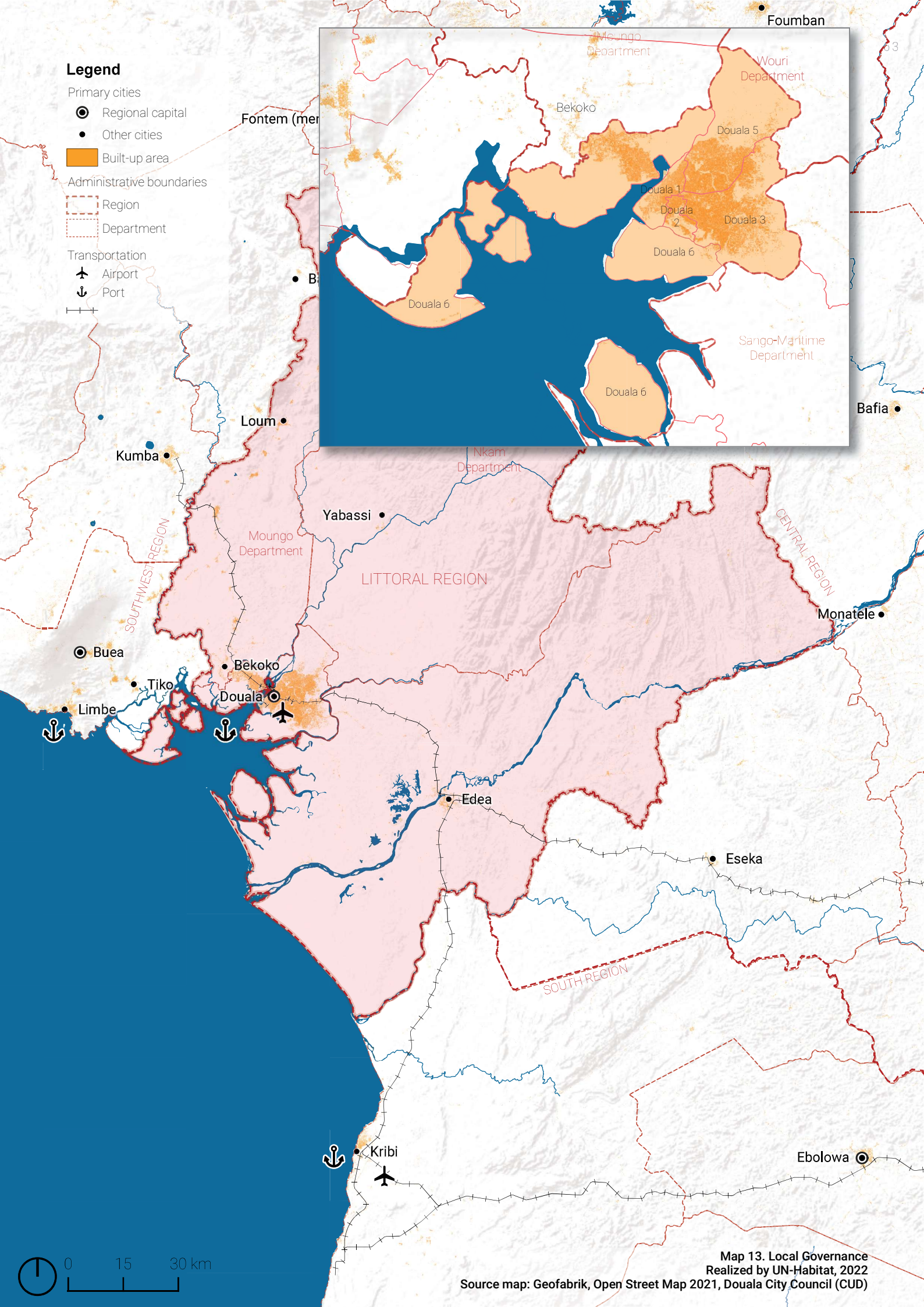
A Communal Development Plan (PCD) for CAD3 is currently being prepared with funding from the National Participatory Development Plan (PNDP). This document is a strategic plan that presents the subdivision's vision for future development, the objectives to be reached and the measures to be taken to achieve them.

The CUD manages urban data through its Urban Observatory located at Salle des Fêtes d'Akwa. Appointed focal points at the regional and departmental level of relevant ministries (e.g. MINEPAT, MINEE, MINHDU) are meant to provide data to the Observatory, which is then tasked with organising, validating and mapping that data as part of its database. However, financial and technical shortfalls need to be addressed for the Urban Observatory to consistently update their database to the point that decision-makers can use the data as a tool for decision-making.

As with policies and plans at the national level, there is very little mention of the impact of migration on urban development or growth patterns, let alone proactive and sustainable development strategies to integrate displaced and vulnerable communities into the city.

Area of expertise	Douala City Council (CUD)	Douala 3 Council (CAD3)
Planning, land use, town planning and housing	• Constitution of land reserves; • Urban planning, master plans and development strategies, urban renewal and re-parcelling; • Urban traffic and transport plans for the entire road network; • Creation and management of primary and secondary roads; • Creation and management of sanitation, wastewater and stormwater facilities; • Allocation of street and building addresses.	• Preparation and execution of municipal investment plans; • Creation and maintenance of municipal roads; • Creation and maintenance of unclassified rural roads and crosswalks; • Contribution to the electrification of areas without electricity.

Table 3. CUD and CAD3 Planning, Land use, Town Planning, and Housing competencies



Map 13. Local Governance
Realized by UN-Habitat, 2022
Source map: Geofabrik, Open Street Map 2021, Douala City Council (CUD)

Local Land Use Plan (2025)

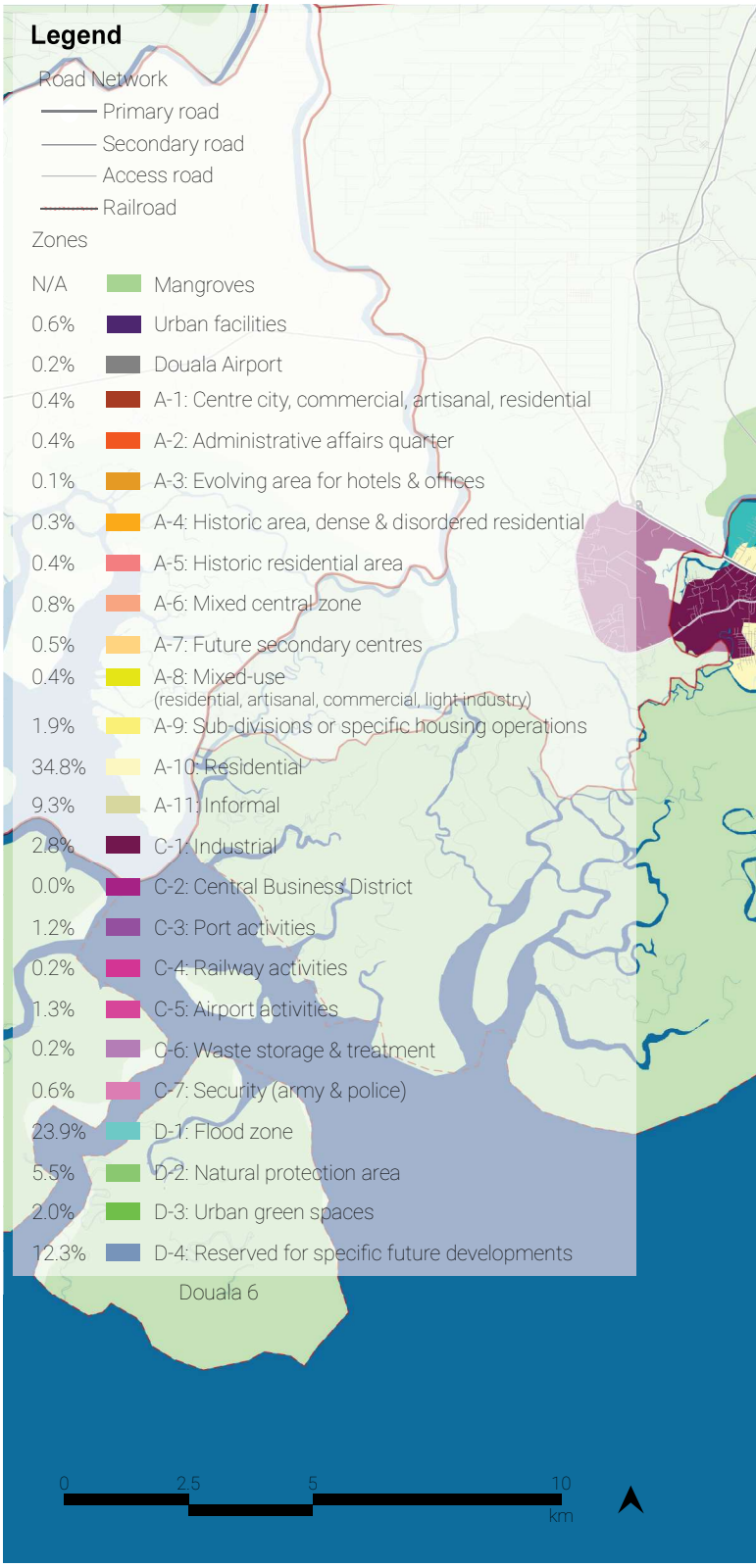
Building on observations made in Douala's urban masterplan (PDU), development in the City of Douala demonstrates the following trends:

A very rapid expansion of the urban perimeter which has started to slow down in recent years due to the densification of existing neighbourhoods and the construction of high-rise buildings (however, the completion of many of these buildings has been stalled over the last few years).

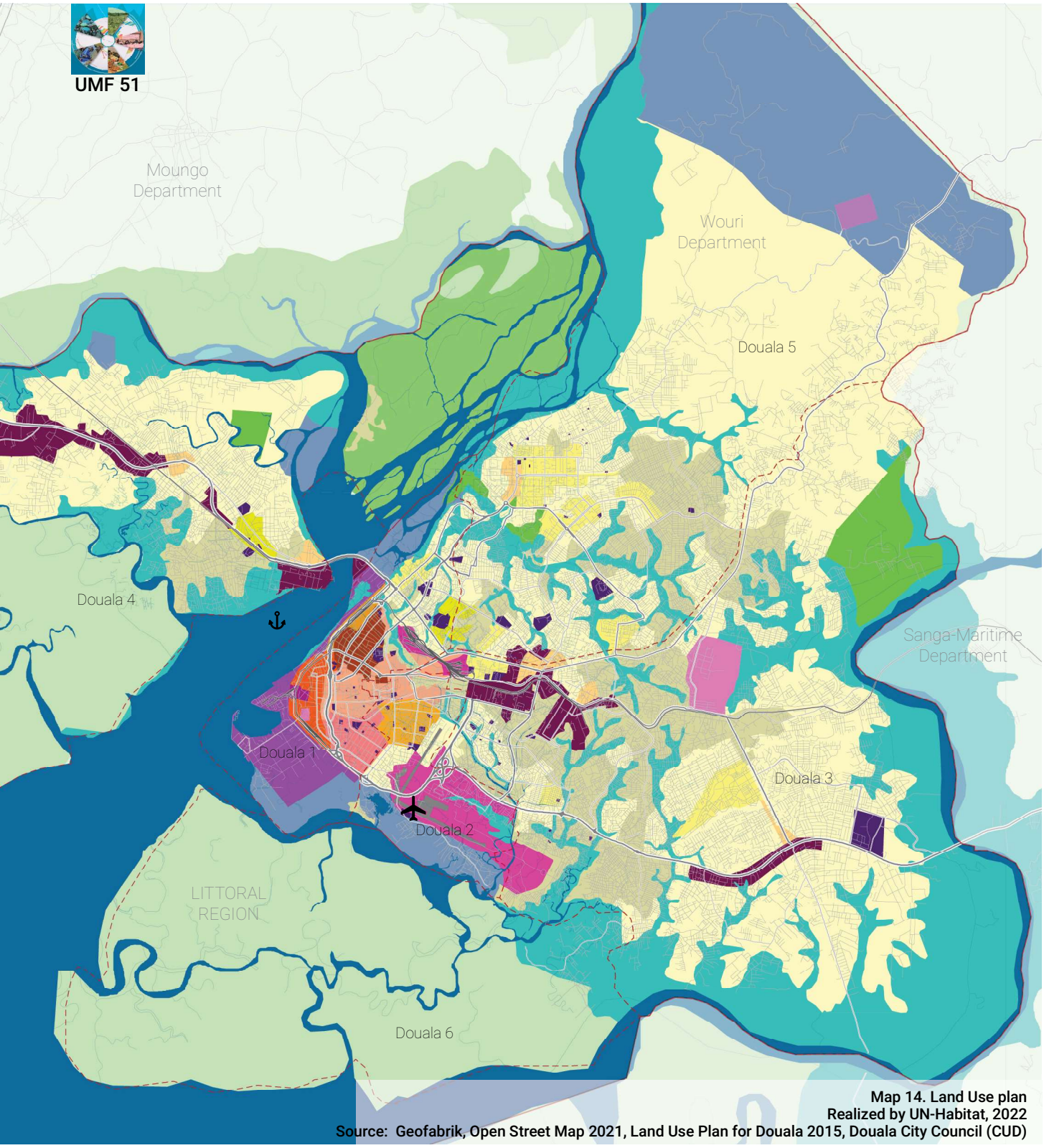
- A large area that is **informally settled (close to 25 % of the city's residential area), often on land that's not suitable for construction** (e.g. flood prone), primarily in the newer subdivisions – Douala 3, 4 and 5.
- **Housing in subdivisions 3, 4, and 5 is not well planned or managed to promote sustainable density,** but rather ad hoc and sprawling in the urban form.
- **Lack of roads** from many plots, and poor quality and maintenance of access roads across Douala.

However, the built fabric of the City of Douala varies immensely between subdivisions. Whereas Douala 1 and Douala 2 form a large part of the historic nucleus and, as such, are mainly dominated by mixed-use areas and economic and industrial activities, Douala 3, 4 and 5 are relatively newly settled areas, characterized by informal residential settlement and sprawling corridor-style commercial development along roads. Unfortunately, these unsustainable trends in Douala 3, 4 and 5 are reinforced in the city's Land Use Plan, which should be amended in pursuit of a more sustainable city development trajectory and equitable socio-economic opportunities.

As illustrated the Land Use Plan maintains mixed-use, commercial and transport zones in Douala 1 and 2. Douala 3 is primarily zoned as industrial (along the existing railroad), residential and informal, with a larger plot designated for 'urban green space' to the Northern outer edge of the subdivision and flood zones along the Eastern edge of the Dibamba River and border with the Sanga-Maritime Department. The developed areas of Douala 4 (not demarcated as mangrove habitat) are partially located in flood zones and partially zoned as industrial, residential and informal, with little space



reserved for "future secondary centres", urban green space and mixed use. Douala 5 is predominantly planned as residential, with large swathes of informal development and patches of both "urban facilities" and "subdivisions or specific housing operations". Douala 6 is a flood-prone mangrove habitat area, which is necessary to maintain even as development pressures infringe on these invaluable ecological zones. Without them, developed areas of the city will be more vulnerable to storm surge, coastal erosion and sea level rise.



Map 14. Land Use plan
Realized by UN-Habitat, 2022
Source: Geofabrik, Open Street Map 2021, Land Use Plan for Douala 2015, Douala City Council (CUD)

The current lack of mixed-use areas in newer parts of the city suggests that the next version of Douala's land use plan must prioritise mixed-use zones and the integration of economic opportunities, including markets, commercial areas and light industry in new areas of the city (Douala 3, 4, and 5), which are currently dominated by residential-only use and informal areas.

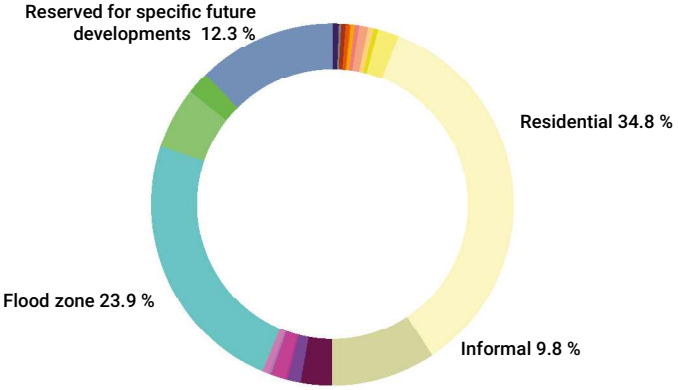


Fig. 17 Distribution of land uses across Douala stipulated in the CUD's Land Use Plan (2025)Source: UN-Habitat reference to the LandUse Plan

City Financial Context

STATUS OF THE PPBS SYSTEM IN DOUALA

REFERENCE FRAMEWORK FOR THE PLANNING AND PROGRAMMING OF PUBLIC INVESTMENTS IN THE CTDS IN CAMEROON

The subdivisions have competencies in planning, programming and budgeting in the sectors. Several tools are proposed by the Code, and by the laws and texts governing urban planning and housing, project development, programming, monitoring of public investments, and procurement:

- **Communal and regional development plans and regional land use plans** (article 76, paragraph 2); Communal and regional budgets (article 386, par. 2)
- **Communal programmes** (article 409, paragraph 2)
- **The Master Plan for Urban Development, PDU** (2004 law governing urban development in Cameroon)
- **The Land Use Plan, POS** (law of 2004 governing urban planning in Cameroon)
- **The Sector Plan, SP** (law of 2004 governing urban planning in Cameroon)
- **The Summary Urban Plan, PSU** (2004 law governing urban planning in Cameroon)
- **The 2018 law** on the new financial regime of the State and public entities institutes Programme Budgeting
- **The Communal BIP Monitoring Committees** are instituted by a 2013 decree of the Prime Minister

Since 2019, the maturation of projects has been codified through a decree of the Prime Minister clarifying the criteria to be respected. A project maturation guide has been published for this purpose.

Internal control and external audits are regulated by other texts on public accounting and all the CEMAC directives internalised through the 2018 laws on the financial regime and on the code of transparency and good governance in public finance management.

The implementation of certain provisions of these legislative standards is limited by the absence of application texts, teaching manuals and the weakness of support or capacity building strategies.

Planning and programming of public investments in Douala

The CUD drew up a Master Plan for Douala up to 2025 in 2011. This plan anticipates the main investments that the city plans to make to order and to increase development and to meet the needs of the population.

In addition to this plan, the city of Douala has a Land Use Plan, Agenda 21, adopted in 2011. In 2019 the city adopted a Sustainable Urban Mobility Plan (SUMP). These urban plans are increasingly used by the State and its partners to programme the Public Investment Budgets (BIP), which can be analysed on the basis of forecasting documents such as the PLANUT, the PDUE and the PDVIR. **In addition, the Programme Budget has been introduced among the tools for programming public investments and is considered as the major tool** for implementing projects. However, the participation of subdivisions and civil society in planning and programming remains weak.

Budgeting process

In accordance with the law on the new financial regime of the State and public entities of 2018, the budget of decentralised territorial authorities must be presented by programme.

The Douala Urban Council has been engaged since 2018 in the elaboration and implementation of budgeting by programme which is in its second generation (2021-2023). The development process has made it possible to apply the guidelines of MINDDEVEL and MINFI in terms of budget preparation and development. The projects identified within this framework are classified, matured and then included either in the CUD budget or sent to partners and the State, within the framework of programming conferences led at regional level by MINEPAT. An Urban Observatory supports the data collection and management system for programme monitoring.

Implementation and monitoring of public investments

The CUD has a Public Procurement Division and an Internal Procurement Commission. These two structures are competent in the area of procurement. The execution of public investments at the CUD level is the responsibility of the DEPIDD (Directorate of Studies, Planning, Investments and Sustainable Development). It is responsible for the assessment of the implementation of projects underway and the production of the financial execution statement. Although the participatory monitoring commission is operational, monitoring data is not generated in real-time and civil society participation is not structured.

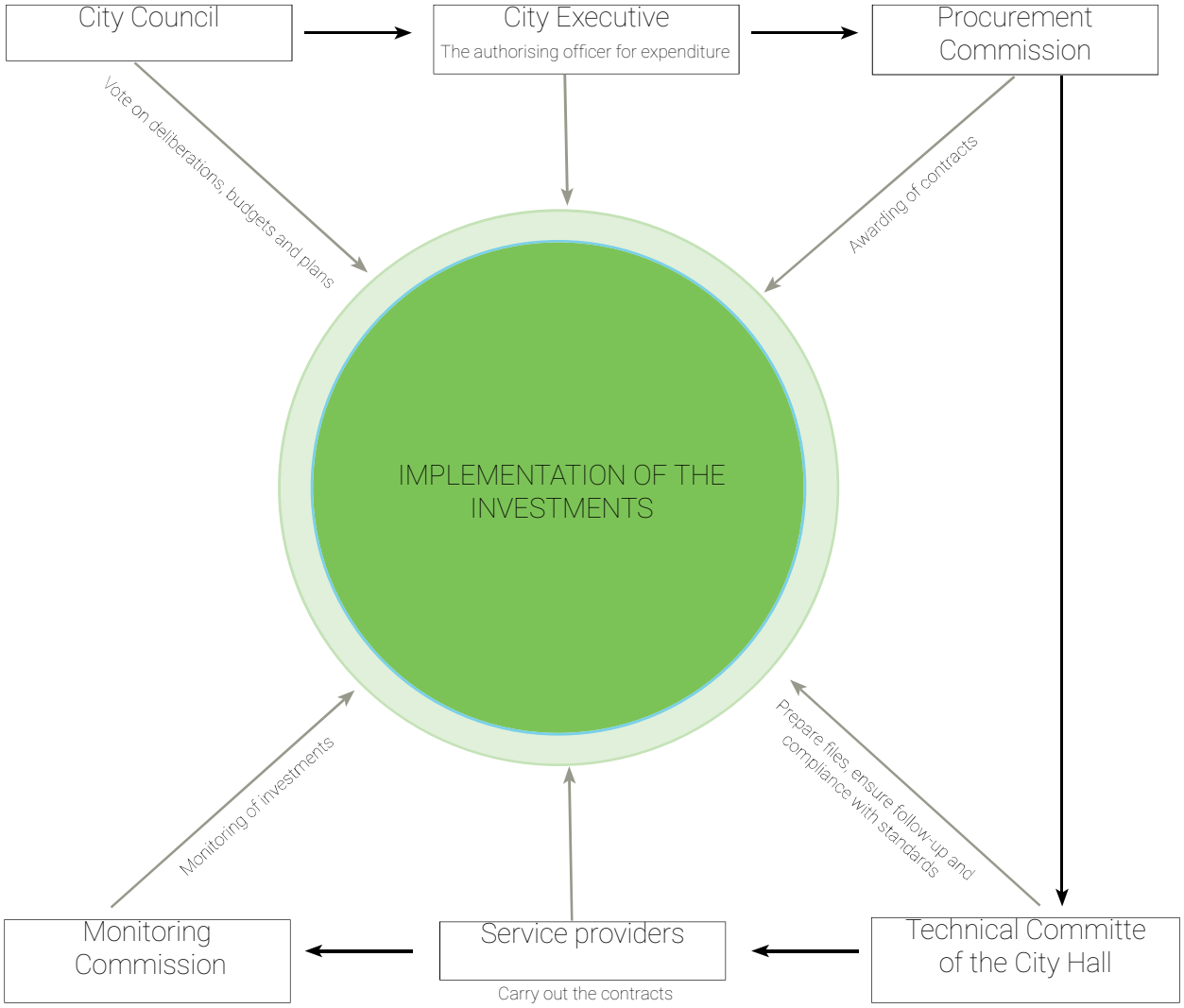


Fig. 18 Organization with stakeholders of the implementation of the investements
Source: UN-Habitat

Stakeholders and tasks: the challenges of coordination

The implemantation of the investments gathers a multi-stakeholders collaboration with various responsibilities:

The City of Douala also runs a consultation platform between the Mayors, which also coordinates and arbitrates the choice and implementation of infrastructure. Within the framework of this platform, responsibility for the maintenance and monitoring of local equipment/infrastructure is devolved to the subdivisions while the Douala Urban Council deals with structural investments. To ensure accountability and access to information, the Douala Urban Council and the Subdivision of Douala 3 have put in place the following communication tools: website, Facebook page, media coverage, posters. However, this system as a whole faces challenges of communication/transparency, participation and accountability which limit its functioning. The manuals of procedures structuring the functioning of these communication and accountability mechanisms have not been identified.

EVALUATION OF THE PPBS CHAIN NATIONALLY

Cameroon, classified as a low- to medium-income nation, faces significant challenges to its development. The latest United Nations Human Development Index (HDI 2023) ranked Cameroon 151st out of 193 nations, with a per capita income of USD 1 230, making it one of the least prosperous nations globally. The nation is increasingly distant from attaining the Millennium Development Goals in the health sector, with a low life expectancy of 62,56 years.

Cameroon's Vision 2035 and its national development strategy aim to enhance the populace's conditions. Their emphasis is on growth, employment, and effective government, with overarching concerns encompassing the effects of climate change and gender equality. The implementation of these aims is underway through a reform of public finances, the adoption of results-oriented budgeting, and rigorous coordination of planning, programming, budgeting, and evaluation.

The government implemented programme budgets effective 1 January 2013. Their purpose is to align the annual budget with outcomes and establish a direct connection between the budget and the execution of the national development strategy. The national development strategy is translated into sector strategies, including the overarching issues of gender and climate change mitigation, and fosters enhancements in tax administration. Potential revenue streams are identified to augment tax revenue. A functional and organizational examination of the tax administration aims to improve its efficiency and develop a comprehensive IT solution for revenue and spending management. The objective is to attain national growth and employment targets despite constrained public financing, while increasingly engaging the private sector in executing the national development strategy.

FINANCING STRATEGY FOR IMPLEMENTATION

To guarantee the execution of the strategy, particularly the anticipated structural transformation of the economy, the Government recognizes that the investment volume—especially in infrastructure at both national and municipal levels—necessary for this strategy poses a risk of incurring excessive debt in the medium to long term. Consequently, it must employ various levers, notably its own budgetary resources. This would involve sufficient fiscal policy, financial market resources, bilateral and multilateral cooperation resources, private sector resources, public-private partnerships (PPPs), and the mobilization of national savings and diaspora funds.As far as its own resources are concerned, efforts are being made to optimize existing expenditures and enhance the efficiency of investment expenditures. The Government aims to sustain investment contributions to its budget at a minimum of 30, in addition to external debt, which has hitherto been the primary funding source for public infrastructure. It aims to enhance the mobilization of national savings via bond issuance and to improve financial inclusion through the successful execution of a national plan for inclusive financing.

INFRASTRUCTURE INVESTMENT IN DOUALA
2019 - 2025 Flagship plans, programmes & projects

Multimodal Transport Infrastructure Development Plan.
This programme includes, in particular: (i) the completion of the Yaoundé-Douala-Limbe and Kribi-Edea motorways; (ii) the Douala-Ngaoundere Ndjamena Railway (684 Km).
Cost: 7 900 000,000 Timeframe: 2021 - 2030

Plan for the modernisation of large cities. The aim will be to reconfigure existing cities into modern ones. 200 billion per year for 5 years for Yaoundé and Douala; 50 billion per year for Bamenda and Buea and 25 billion per year for the other 10 urban communities.
Cost: 3 750 000,000 Timeframe: 2023 - 2027

Project for the Construction of new modern terminals at the Douala and Garoua airports National socio-environmental resilience Plan.
Cost: 125 700,000 Timeframe: 2023 - 2025

National socio-environmental resilience Plan
Cost: 100 000,000 Timeframe: 2021- 2030

Fig. 19 Infrastructure investment in Douala
Source: Ministry of Economy, Planning and Regional Development – MINEPAT (2020) National Development Strategy 2020-2030

LEGAL FRAMEWORK FOR REVENUE MOBILIZATION BY MUNICIPALITIES IN CAMEROON. (CUBA 2015; LAWS..)

LAW NO. LAW NO. 2009/011 OF JULY 2009:- Relating to the financial regime of regional and local authorities.

- It gives local authorities (Councils) financial autonomy for management of their revenue for local issues of interest.
- Tax revenues of local authorities comprise (direct local taxes, additional council tax on state taxes and duties; deductions from the state tax revenue; direct and indirect taxes and any other tax deduction stipulated by law.
- Local authorities shall receive allocations and subsidies from the state to discharge their duties.
- A general decentralization allocation shall be instituted for the partial financing of decentralization which will be determined yearly.
- Local authorities may receive subsidies from competent public bodies.
- Domestic loans shall be authorized by decision of the deliberative body, subject to the approval of the competent supervisory authority.
- Loans contracted for natural persons or corporate bodies having a direct or indirect link with the local authority are forbidden.
- External loans, authorized by decision of the deliberative body, subject to the approval of the competent supervisory authority, shall be guaranteed by the state.
- Donations and legacies shall be accepted after a decision by the deliberative body approved by the competent supervisory.

LAW NO. 2009/019 OF 15 DECEMBER 2009 ON LOCAL FISCAL SYSTEMS.- Lays down the taxes, levies and royalties collected for decentralized structures, hereafter referred to as local authorities.

- It gives councils the right to collect local taxes and local taxes here include Council tax; additional council tax on state taxes and levies; and any other levy provided by law.
- The rates for the collection of taxes and levies of local authorities shall be fixed by the legislative body.
- Local authorities shall be responsible for the management of the taxes and levies devolved to them subject to those managed to those managed by the taxation services.

DECREE NO. 2009/248 OF AUGUST 2009- Lays down the conditions for the assessment and distribution of the Common Decentralization Fund.

- Each year, on the recommendation of the government, the Finance Law shall fix the share of State revenue allocated to the Common Decentralization Fund.
- The criteria for distributing the Common Decentralization Fund shall be determined each year by decree of the Prime Minister, upon the opinion of the - National Decentralization Council

Decree No. 2007/1139/PM of 3 September 2007 lays down the conditions for the issue, collection, centralization, distribution, and transfer of additional council tax.

LAW NO. 2004/017 OF 22 JULY 2004 ON THE ORIENTATION OF DECENTRALIZATION

LAW NO. 2004/018 OF 22 JULY 2004 TO LAY DOWN RULES APPLICABLE TO COUNCILS

DECREE NO.2000/365 OF 11 DECEMBER To reorganize the Special Council Support Fund for Mutual Assistance as amended and supplemented by Decree No 2006/182 of 30th May 2006.

LAW NO. 74/23 OF DECEMBER 5, 1974 PERTAINING TO LOCAL GOVERNMENT OR COUNCIL REFORM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03

SITUATIONAL ANALYSIS OF DOUALA 3

Photo 8. Rond point Marché Ndogpassi
Source: UN-Habitat

INTRODUCTION

As of January 2024, more than 2 million people are on the move within Cameroon, including over one million Internally Displaced Persons (UNHCR 2024). Cameroon continues to be impacted by three complex humanitarian crises:

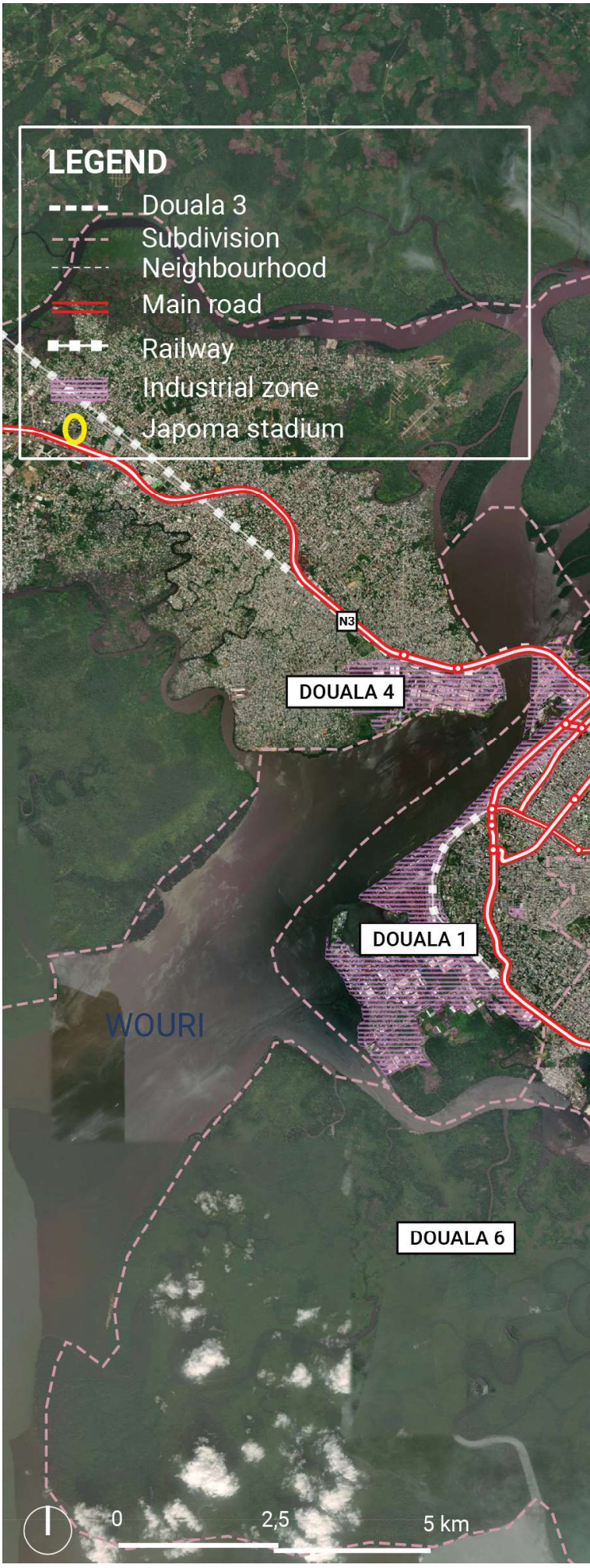
1. The Lake Chad basin conflict
2. The North-West and South-West anglophone crisis
3. The Central African Republic (CAR) civil war

Douala has emerged as a prominent location and a concentration centre for internally displaced persons (IDPs). The influx of new entrants is concentrated in specific areas of Douala, namely the Municipality Or Subdivision of Douala 4, Douala 3, and Douala 5, sequentially. **Douala 3 is the second Subdivision welcoming the largest number of IDPs in the city. Due to the substantial number of internally displaced persons (IDPs) and the considerable concerns and challenges it encounters, the Douala 3 Subdivision (CAD 3) was selected as the second locations to implement the UPIMC Programme in Cameroon.**

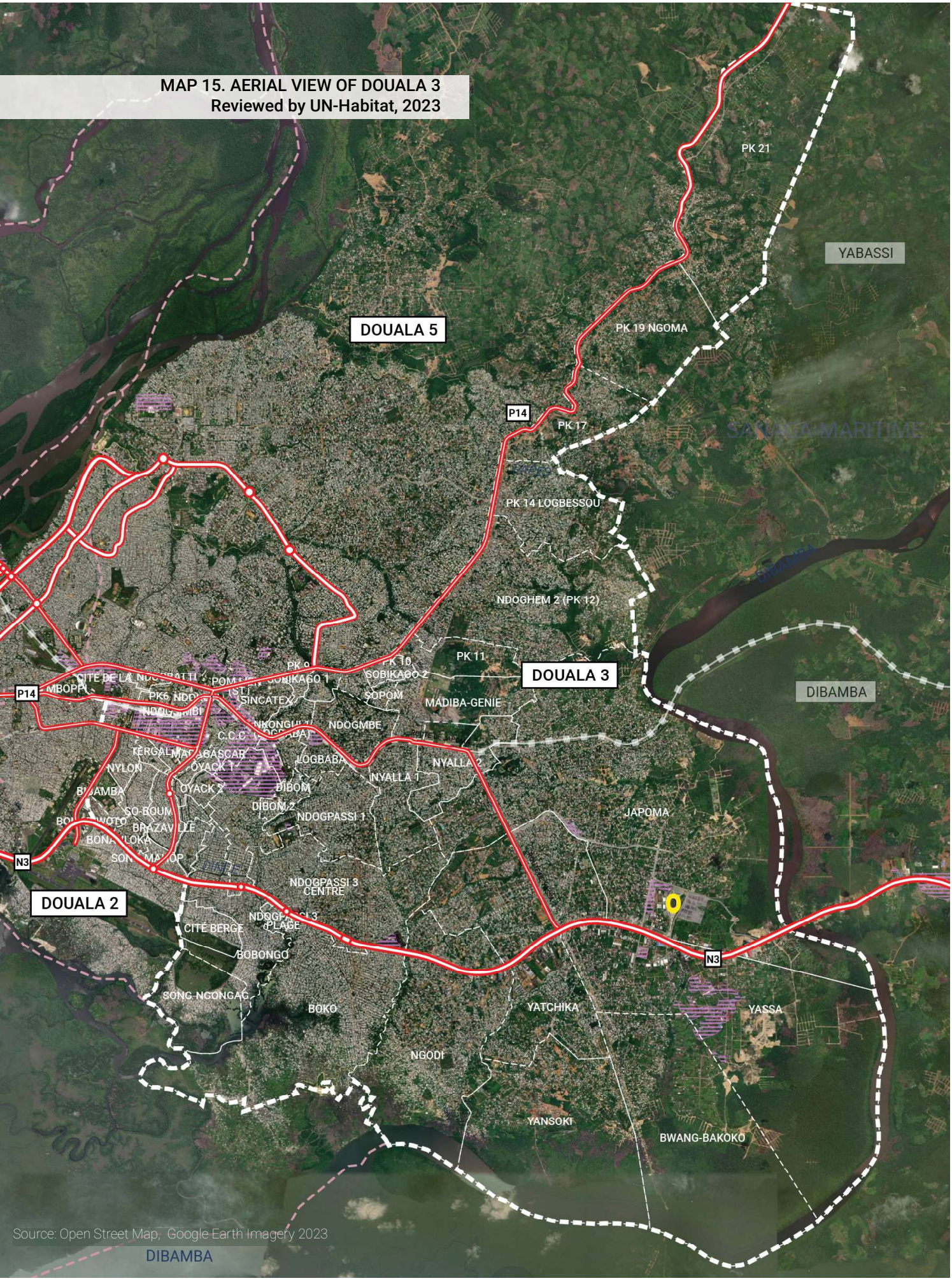
The influx of the IDPs and their informal circumstances, including housing and employment, is creating new spatial, social, and economic dynamics. This, in turn, has resulted in a variety of socio-economic and housing challenges for the rapidly developing Municipality of Douala 3. To effectively tackle these difficulties, it is imperative to acquire a comprehensive comprehension for devising integrated and participative development strategies in the short, medium, and long term.

This urban profile conducts a comprehensive examination of urban areas that accommodate Internally Displaced Persons, focusing on several sectors. The objective is to provide local stakeholders with information about the current urban challenges. This information can then be used as a foundation for making informed decisions regarding long-term urban development strategies and infrastructure investment planning.

The UPIMC programme is executed in Douala 3 and involves a partnership with the Municipality of Douala 3, led by the Head of the municipal administration and the technical services, as well as the UN-Habitat, represented by the UPIMC Cameroon team and the UN-Habitat Cameroon office.



MAP 15. AERIAL VIEW OF DOUALA 3
Reviewed by UN-Habitat, 2023



Source: Open Street Map, Google Earth Imagery 2023

SOCIO-SPATIAL IMPACT

URBAN GROWTH

The Subdivision of Douala 3 (CAD 3) or Municipality of Douala 3 , was established in 1987. However, in 1993, it underwent a process of restructuring to permit the establishment of the Municipality of Douala 5.

Douala 3 is in the south-eastern part of the Douala Urban Municipality. It is bordered to the North by the Subdivision of Douala 5 and the Department of Nkam. To the South and East, it is delineated by the Dibamba River and two Communes of the Sanaga-Maritime Department. To the West, it shares boundaries with the Subdivisions of Douala 1 and Douala 4.

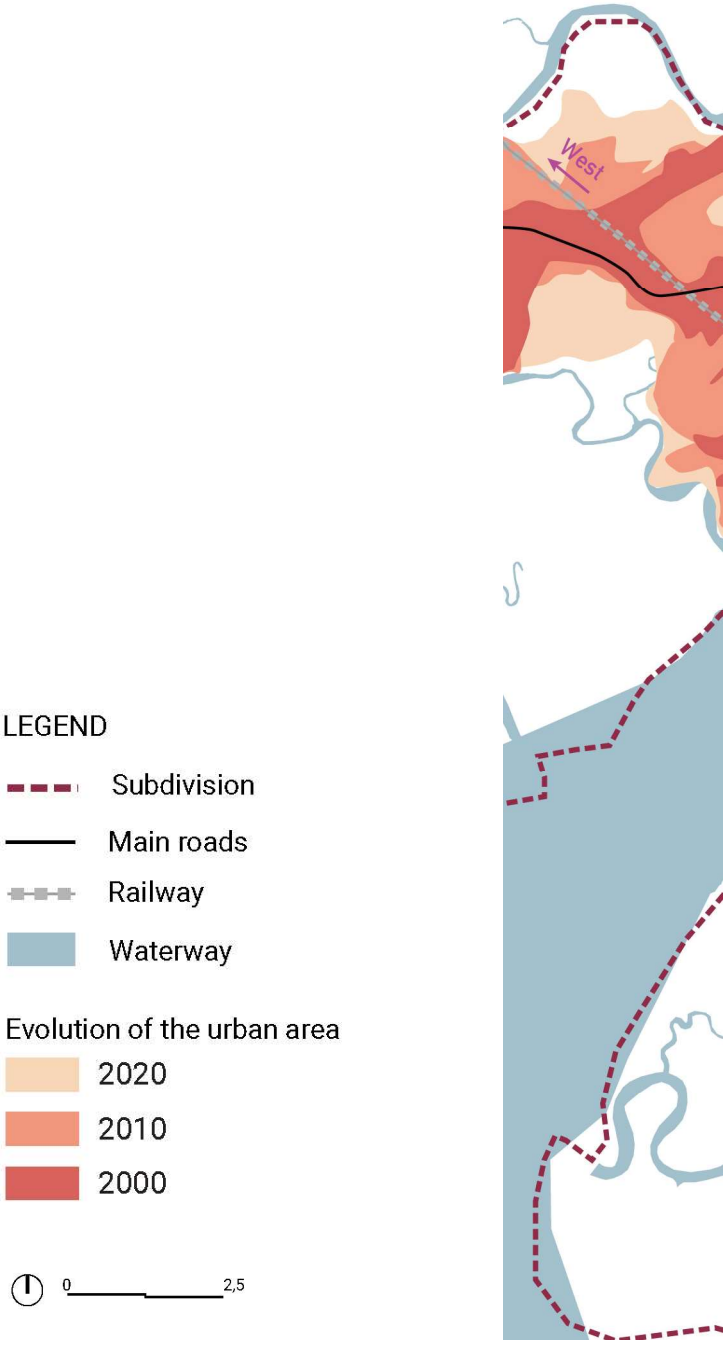
The present administrative boundaries of CAD3 encompasses an area of 166,14 square kilometres, with a built-up area of 135 square kilometres, as reported by UN-Habitat in 2023 using GIS data.
The commune is 70% rural and 30% urban.

CAD3 consists of two cantons, Bakoko and Bassa, and encompasses a total of 105 neighbourhoods that are distributed across 19 villages.

1.Ndokoti - 2.Ndogbati - 3.Ndogsimbi - 4.Ndogmbe 1
5.Ndoghem 2 - 6.Bonaloka - 7.Boko-Bonadiwoto
8.Goma - 9.Logbaba - 10.Nyalla - 11.Ndogpassi
12.Logbessou - 13.Yassa - 14.Yatchika - 15.Yansoki
16.Japoma - 17.Bwang-Bakoko - 18.Godi-Bakoko
19.Mbanga-Bakoko.

The developed surface area within the CAD3 has experienced a significant expansion over the past 30 years. In 2000, it measured 40,42 km^2, which grew to 69,10 km^2 in 2010 and further expanded to 100,07 km^2 in 2020 (Google Earth's historical imagery from 2023). **Indeed, the urban area has expanded by approximately 100 square kilometres in the past two decades.**

The emergence of the Commune commenced after the colonial era and may be attributed to the substantial influx of migrants from many other countries, other regions of Cameroon, and other parts of Douala throughout the 1950s. The original limits of the city delineated by the airport and the industrial zone of Bassa gradually disappeared following the uncontrolled urban sprawl of the city (Nsegbe et al., 2014, 9).



CAD 3 is therefore the result of this remarkable increase in population (demographic growth), coupled with the development of new road transit routes (PK14, Japoma) and railway systems.
This issue has been exacerbated by the current land system, which includes both contemporary and customary law, and tends to foster chaotic occupation of land. Given that the city can no longer spread out to the west and south - bordered by the Wouri river and the airport - urban sprawl has extended to the north and south of the city.

MAP 16. URBAN GROWTH OF DOUALA 3
Realized by UN-Habitat, 2023

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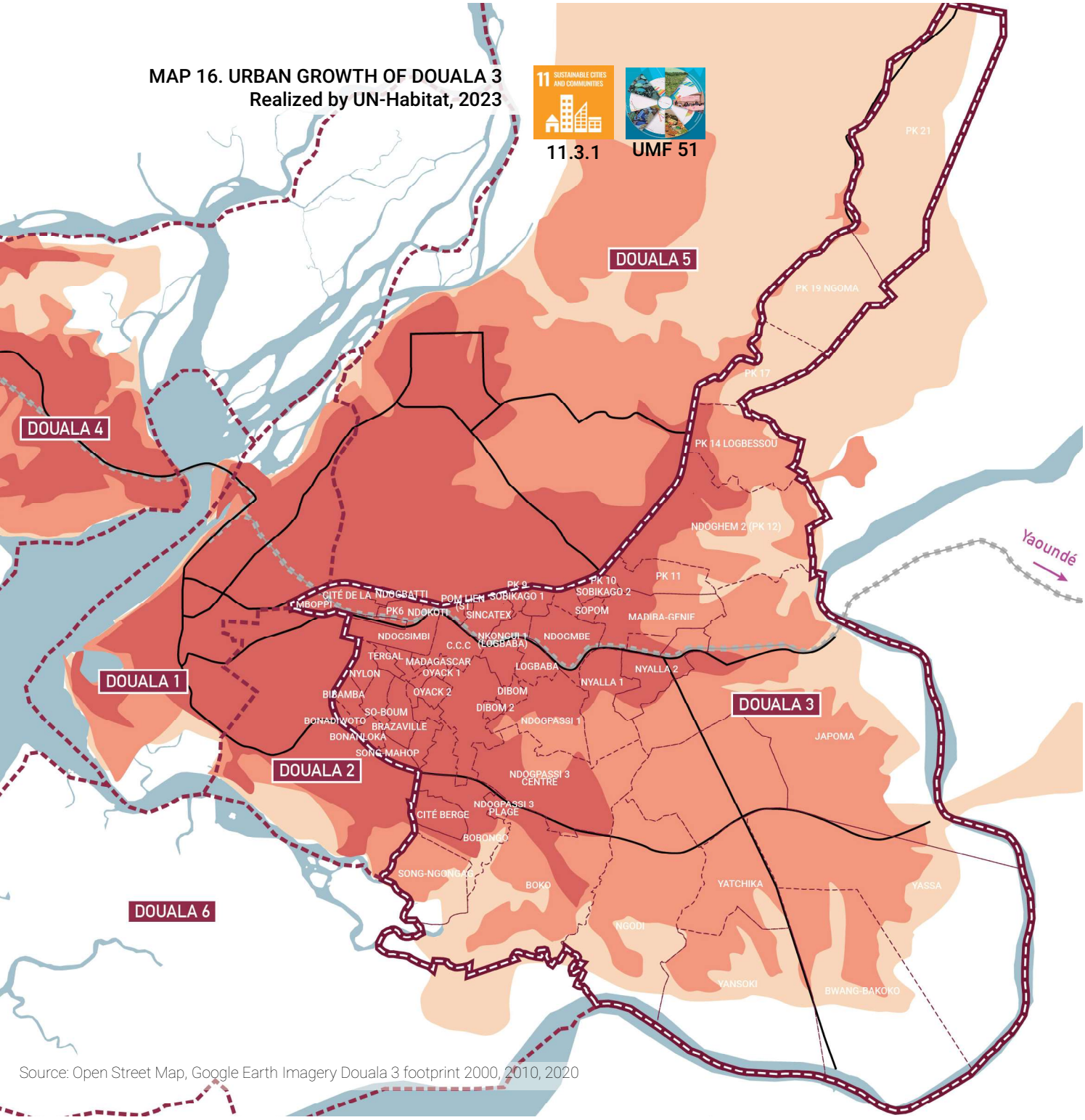


Source: Open Street Map, Google Earth Imagery Douala 3 footprint 2000, 2010, 2020

The CAD3 is a Decentralized Territorial Collectivity (CTD) which has a general mission of local development and improvement of the environment and living conditions of its inhabitants. Its general legal status, its rules of organization and operation and the financial regime are governed by Law No. 2019/024 of December 24, 2019, establishing the general code of decentralized local authorities.It includes two governing bodies, namely:

- The Municipal Council - deliberative body composed of 61 municipal councillors elected by direct universal suffrage. (Deliberative body composed of municipal councillors elected by direct universal suffrage).
- The Municipal Executive: executive body made up of the mayor and assisted by 06 elected deputies. Executive body headed by the mayor assisted by 6 deputies elected by their adviser.

Due to the amendment of law n° 2004-18 on July 22, 2004, which establishes the regulations for communes, the workforce of both entities experienced a significant growth. Consequently, the number of municipal councillors increased from 35 to 61, while the number of deputy mayors doubled from 3 to 6.

SOCIO-SPATIAL IMPACT

POPULATION DENSITY

Out of the six Municipal Administrative Units in Douala, Douala 3 Municipality is the most densely populated area within the city and the entire Littoral region. The rapid development of Douala 3 has been marked by unregulated expansion into space, driven by the crisis of the 1990s. This crisis witnessed the emergence of a new group of actors on the scene, including private real estate developers, alongside a significant influx of migrants (Olinga Olinga, 2021, p.11). The current situation has worsened the practice of real estate on and land speculation, to the extent that it has become common to exploit lowlands and inappropriate fringes for residential uses. The outcome of all of this is an informal and unstructured expansion of the urban area that defines the Douala 3 Subdivision.

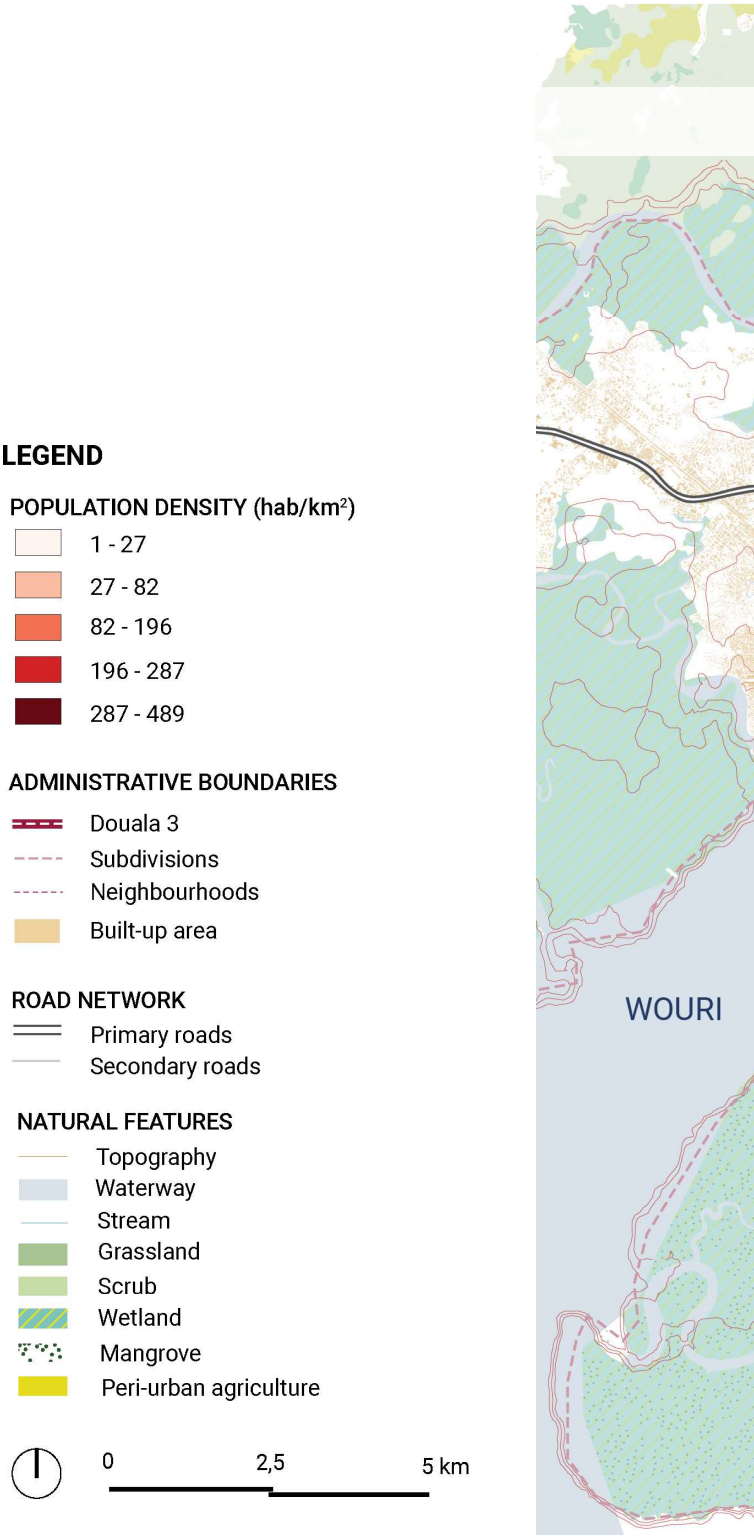
The 3rd Subdivision has had positive demographic growth rates since the first General Population and Housing Census (RGPH) in 1976. This growth is the result of the combination of key factors including:

1. The natural balance of the population
2. The evolution of economic activities in the industrial zone of Douala 3
3. Increase of the migration flux

According to the last national census in 2005, the population of Douala 3rd had 651,623 inhabitants.
In 2021, the municipality already has a population of 1 117 975 inhabitants (INS : Statistical Directory of the Coastal Region 2019).

Based on a growth rate of 3,48% (according to worldpopulationreview.com), the current population of CAD3 is projected to be 1 441 822 inhabitants. Similarly, using a growth rate of 3,22%, the population is estimated to reach 1 799 942 inhabitants by 2030 (worldpopulationreview.com). The present density of CAD3 is significantly elevated. Today it has 8 504 inhabitants/km² and is estimated to be 13 332,9 inhabitants/km². Currently the most populated and densest neighbourhoods in Douala 3 are:

- 1. Boko with 148 402 inhabitants
- 2. Dibom 1 with 102 515 inhabitants
- 3. Two districts of the Ndogpassi grouping Ndogpassi 3 Centre with 70 302 inhabitants and Ndogpassi 1 with 45 501 inhabitants (worldpopulationreview.com projection).



Undoubtedly, the neighbourhoods in closest proximity to the urban centre, economic activity, industrial zone, and initial establishments have the highest density and population The neighbourhoods with the lowest population and low population density include PK 17 with 817 inhabitants, PK 7 with 2 160 inhabitants, PK 21 with 2 192 inhabitants, Yassa with 2 098 inhabitants, and Yansoki with 448 inhabitants. (UN-HABITAT on worldpopulationreview projection)

The expansion of the city of Douala has led to horizontal urban development, resulting in various challenges

MAP 17. POPULATION DENSITY OF DOUALA 3
Realized by UN-Habitat, 2023

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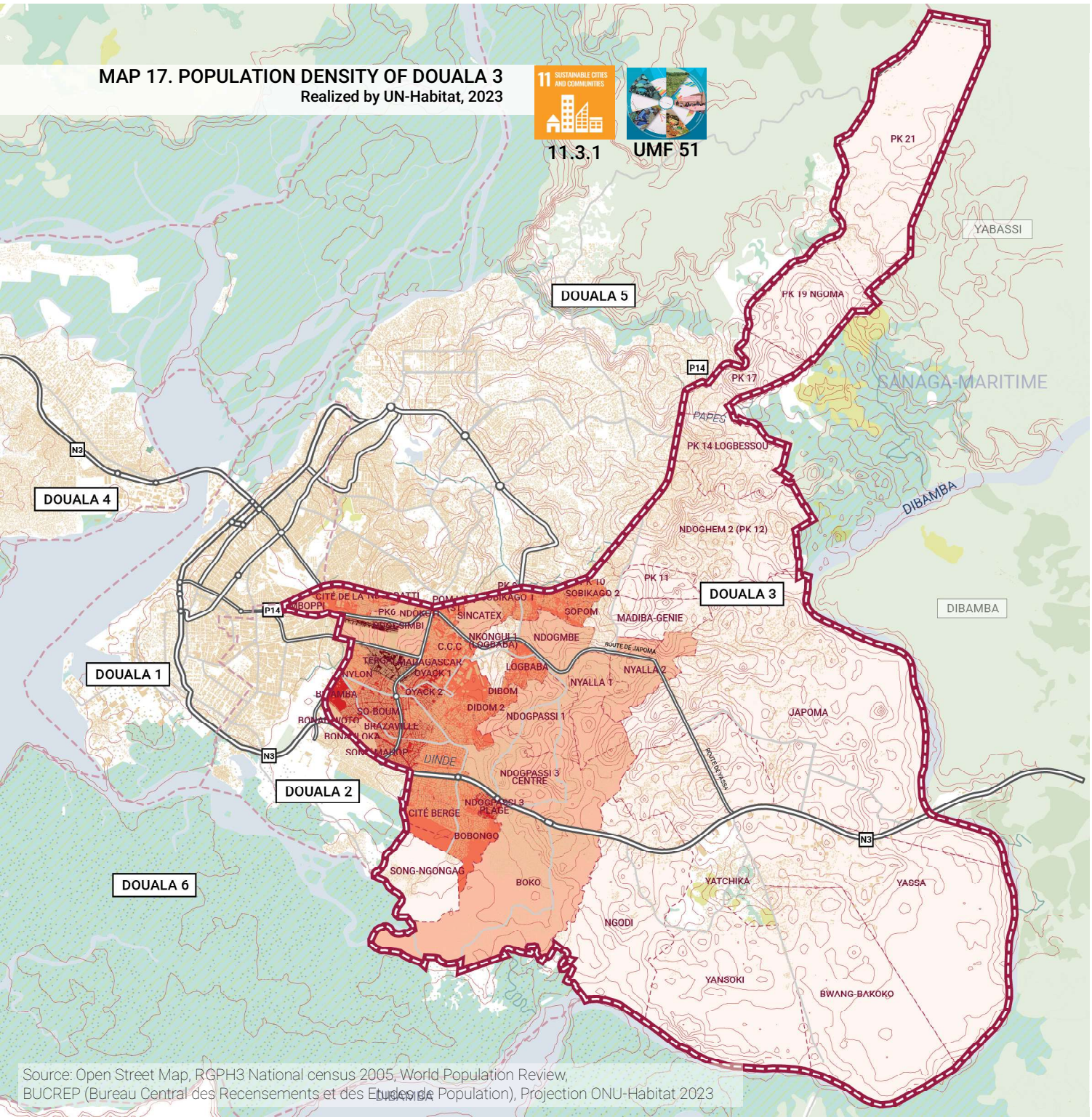


Source: Open Street Map, RGPH3 National census 2005, World Population Review,
BUCREP (Bureau Central des Recensements et des Etudes de Population), Projection ONU-Habitat 2023

including transportation, inadequate public services, urban pollution, and environmental degradation.

Boko: The village covers an area of six hectares. The remaining parcel of land is under the management of MAETUR and is reserved for a public utility project. The Boko gained access to land through resettlement, whereas individuals from other countries obtained it through the process of purchasing and transferring ownership. The lifestyle in this contemporary village disregards both ethnic distinctions and social class associations. Within this region, the housing infrastructure has progressed from rudimentary structures made of mats, followed by dwellings constructed from clay and tree bark, to ultimately reaching a state of moderate comfort and convenience.

Dibom 1: Established in 1968, the district emerged from the regular sale of land (made available by MAETUR) until 1983. Dibom is characterized by its construction on topographically diverse land, with substantial slopes and susceptibility to flooding, especially during the rainy season. The building has undergone gradual changes over time, and living routines reflect seasonal patterns.

POPULATION DISTRIBUTION IN DOUALA

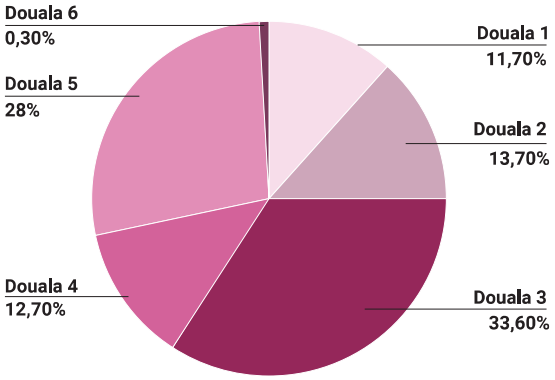


Fig. 19. Population distribution in Douala (2020)
Source: INS, Statistical Directory of the Coastal Region 2019

POPULATION GROWTH IN DOUALA

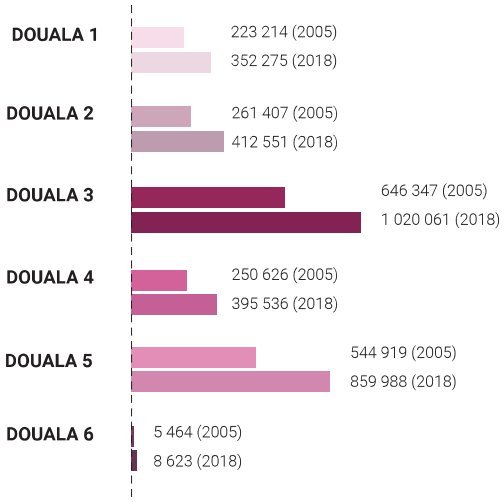


Fig. 20. Evolution of the population in Douala 3 (2005 - 2018)
Source: INS, Statistical Directory of the Coastal Region 2019

POPULATION GROWTH AND PROJECTIONS IN DOUALA 3

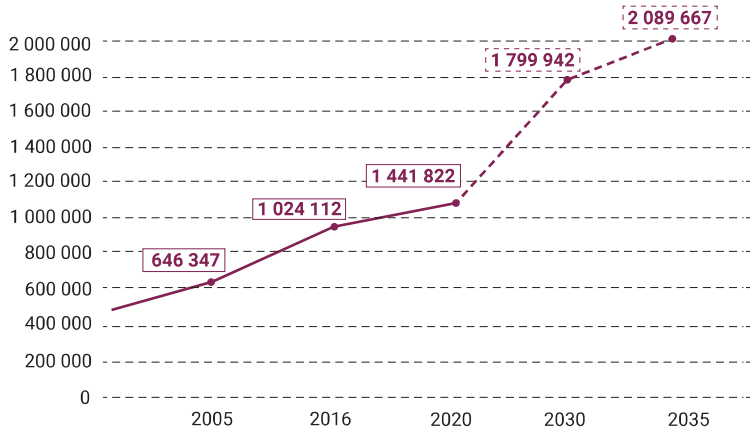


Fig. 21. Evolution of the population in Douala 3 (2005 - 2035)
Source: Cameroon National Census 2005 and worldpopulationreview.com

Photo 9. Ndokoti Roundabout
Source: UN-Habitat

Photo 10. Ndogpassi 3 Market
Source: UN-Habitat

SOCIO-SPATIAL IMPACT

LAND USE

The UPIMC Cameroon Programme adheres to the urban planning laws of the country and considers the Land Use Plan of the City of Douala (POS), which was established in 2015, as a guiding document. The UPIMC Programme Cameroon is actively participating in the continuing discussions and initiatives to review and update the Land Use Plan (POS) being conducted by the Urban Municipality of Douala (CUD). **Likewise, all upcoming considerations will be incorporated into the spatial profiling to guarantee their integration into the decision-making process of the CUD.**

Main categories of land use in Douala 3 Municipality:

1. Urban areas
2. Areas bordering major roads
3. Areas of activity and service
4. Natural areas

1. URBAN AREAS

1. Zone A – 9: Subdivision or operation of specific habitats
2. Zone A – 10: Mainly residential zone
3. Zone A – 11: Spontaneous and unplanned habitat zone

The POS indicates that the urban structure of CAD 3 is primarily oriented towards residential use. Within A-11 construction zones, dwellings and other forms of construction predominantly consist of informal structures constructed utilizing materials such as planks or wood. These structures are very susceptible to adverse weather conditions such as strong rains and flooding, and typically lack proper sanitation. These expanding areas are neither planned nor subdivided, which only increases urban sprawl, leaving populations to settle in hazardous and uninhabitable locations.

2. AREA BORDERING THE MAIN ROADS

The areas bordering the main roads are of two types:

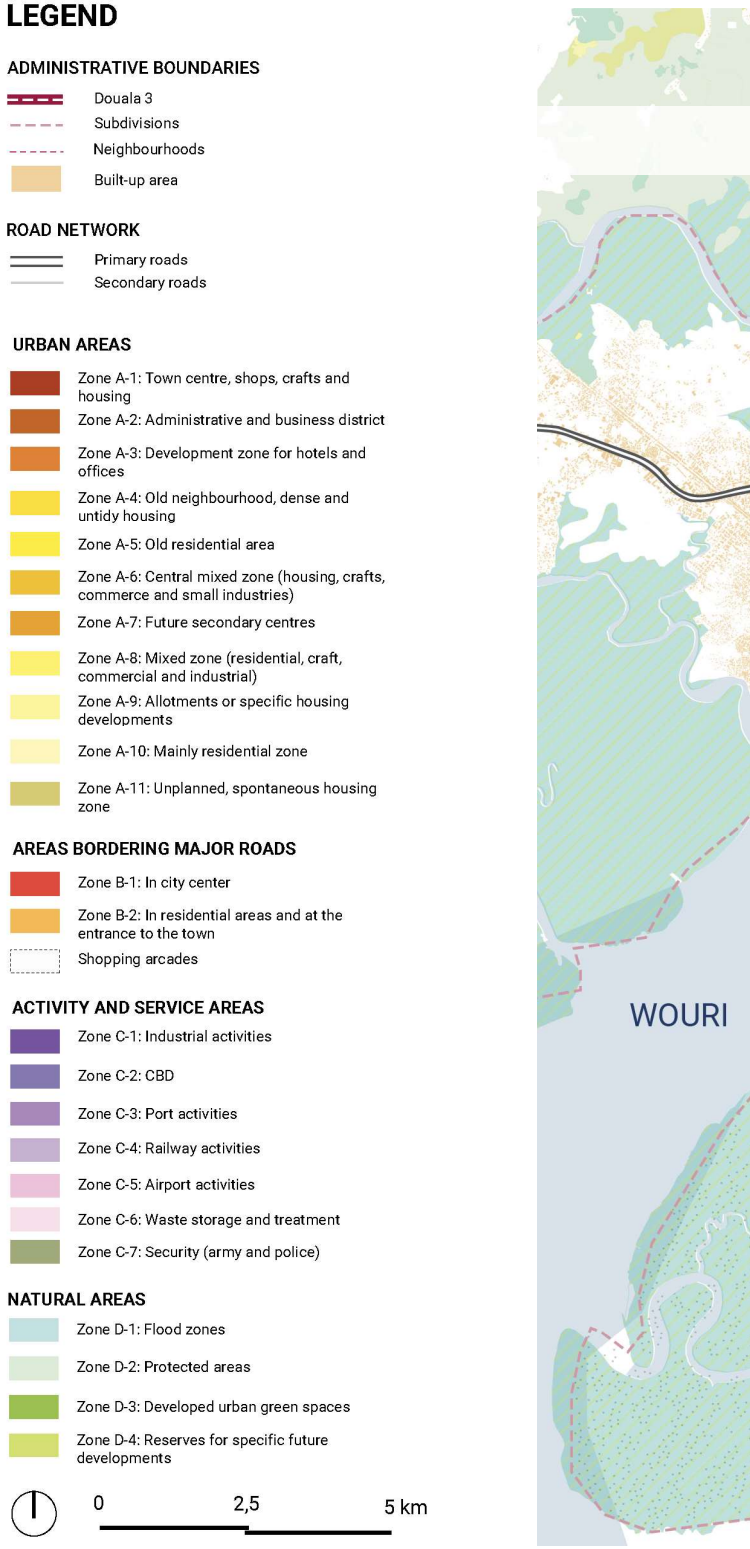
1. The main urban roads in the heart of the city (Zone B1) in residential areas
2. City entrances (Zone B2): Japoma

3. AREAS OF ACTIVITY AND SERVICE

Zone C – 1: Industrial activities

Douala 3 is characterized by two main industrial zones.

1. Douala-Bassa Industrial Zone (ZIBA)
2. Douala-Yassa industrial zone



The Douala-Bassa Industrial Zone (ZIBA) has a diverse range of businesses and firms engaged in activities like as grain milling, brewing, soap production, metallurgy, cardboard making, oil production, agribusiness, trading, and distribution. ZIBA accounts for a quarter of the industrial production in the city of Douala. The Douala-Yassa industrial zone, located in the south-eastern section of Douala 3 along National Road 3, is dedicated to various industries including metallurgy, cardboard production, gasoline, agri-food, oil, trade, and distribution. The property is now being developed and spans a total of 400 hectares.

MAP 18. LAND USE PLAN OF DOUALA 3
Realized by UN-Habitat, 2023

UMF 51

Source: Open Street Map, Douala City Council 2015 (CUD), Field Visit UN-Habitat 2023

4. NATURAL AREAS

Zone D-3: Developed urban green spaces
Zone D-1: Flood zones

- There is a scarcity of well-developed open spaces in relation to natural resources.
- There are inconsistencies regarding the implementation of the Land Use Plan. Informal housing is developing throughout the city, including in high-risk areas. Amenities have been established in areas not designated for this purpose according to the city's zoning regulations.
- For example, the prison at PK19 Ngoma, it is in an area of POS A – 11. Similarly, the Japoma stadium is located is situated within a designated zone exclusively allocated for residential use.
- **In addition, an inconsistency is noted in the POS and the Douala Sanitation Plan of 2021 on flood-prone areas: the areas identified in the POS exceed those of the SDA which is an updated and technical study of the year 2021.**

The data provided can support the local government in reporting on indicator UMF-51.

SOCIO-SPATIAL IMPACT

INTERNAL DISPLACED PERSONS (IDP)

The Douala 3 Municipality is one of the host centres for the migrant population of Douala city.

The number of migrant populations such as refugees or asylum seekers is high. Indeed, the municipality of Douala 3 is characterized by the presence of several foreign communities from the neighbouring West African region (Nigeria, Guinea, Mali, Senegal) and from Central Africa region, such as Gabon, Congo or the Central African Republic among others. In April 2023, the UNHCR study on the census of the number of displaced people within the different communes of Douala reported 2 871 refugees (i.e. 0,26% of the total population) and 1 358 asylum seekers (i.e. 0,12% of the total population) in Douala 3.

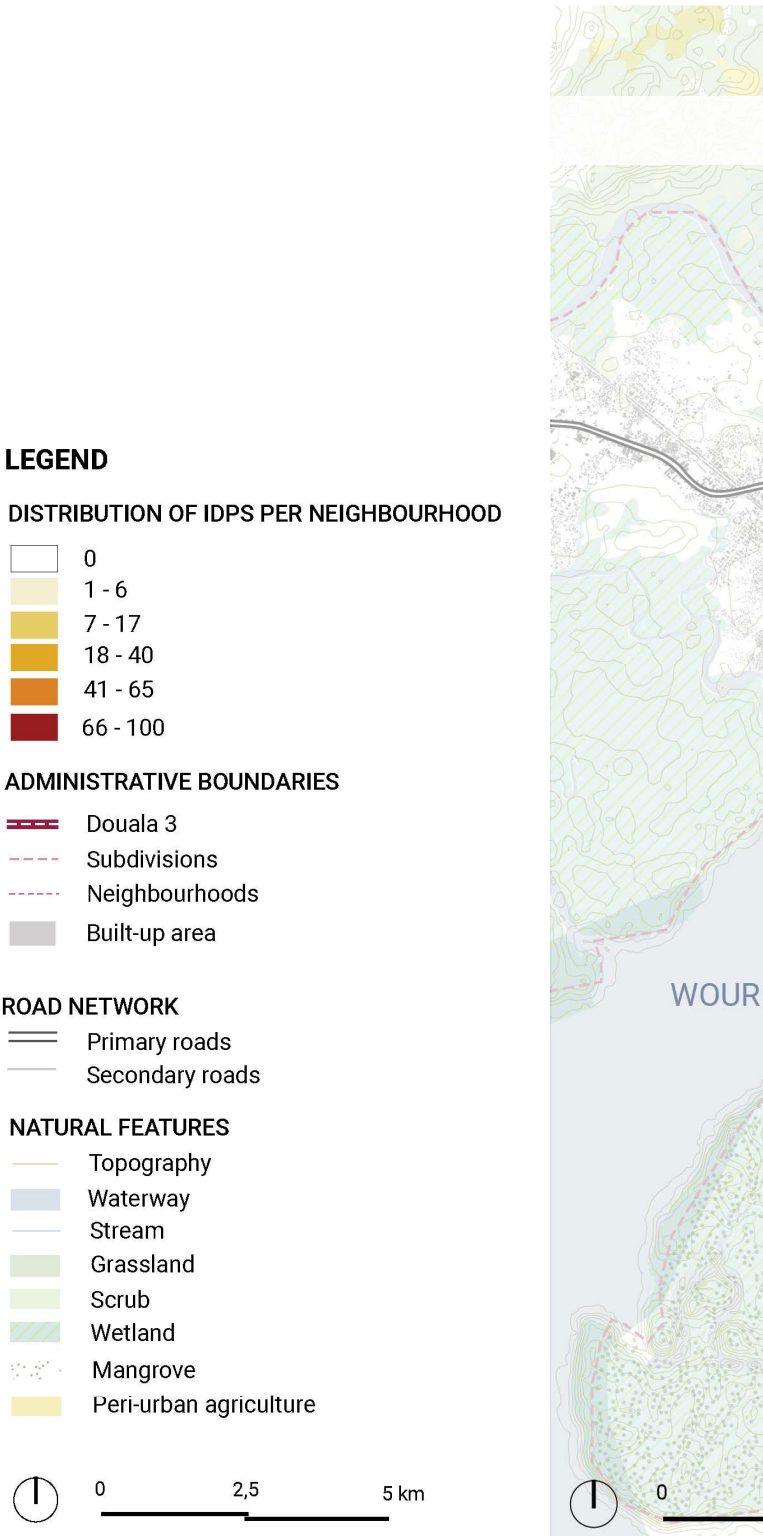
As for Internally Displaced Persons, Douala 3 is the second municipality welcoming the largest number of IDPs in Douala. The municipality had 12 422 internally displaced people in 2021 (OCHA 2019). Data from the International Organization for Migration (IOM) dating from August 2022 shows that the majority of IDPs are in different villages south and north of Douala 3, including Ndogpassi, Bwang-Bakoko, PK14 and PK19. CAD3 is also made up of an ethnic mosaic including the Bassa and Bakoko ethnic groups as well as Cameroonians coming from other regions of the country (Bétis, Bamilékés, Haussas, Peuls, Mbamois, etc.).

The influx of IDPs in Douala 3 has led to the emergence of distinct identifiable social, geographical, and economic changes. These changes become apparent through the use of informal behaviors in occupying physical space and engaging in economic activities. In order of priorities identified by IDPs, the main challenges facing this population are:

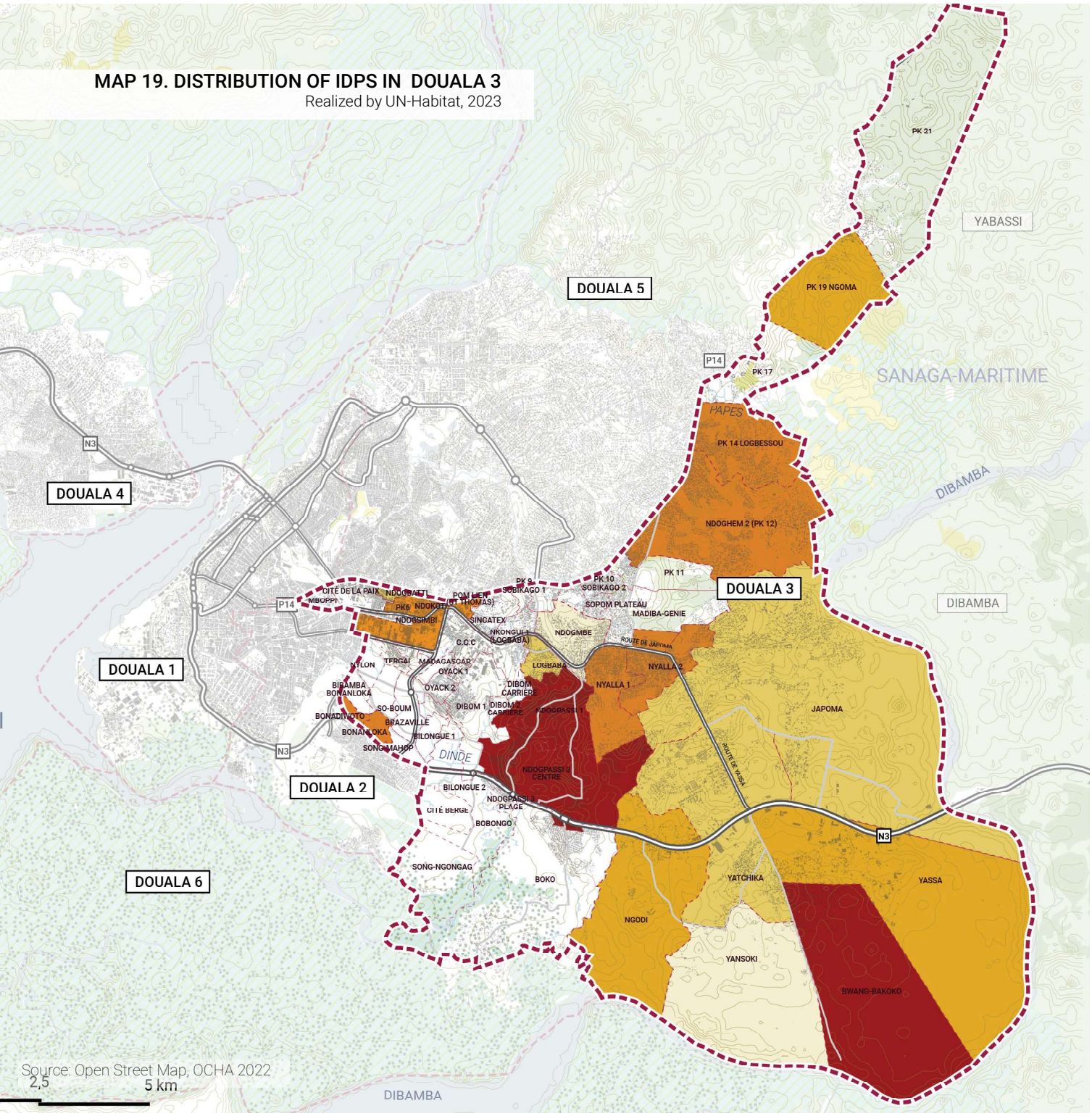
- **Access to decent housing**
- **Nutrition**
- **Access to educational equipment**
- **Access to health care**

IDPs have trouble accessing decent housing. Among other things, they face the reluctance of landlords to grant them a lease, given the generally high household size (20% of IDPs surveyed have a size of 6 people/ household). In fact, landlords consider that the deterioration of housing is accelerated when the size of the household is high (maximum use of the septic tank, deterioration of the walls, etc.), which leads to additional costs for the rehabilitation of the housing to be borne by of the owner. In certain cases, the rental charge required at the start (one year's rent and 2 months' deposit) is high for the IDPs given their very modest income (43% have an income between 10 000 and 20 000 CFA).

Regarding employability, Internally Displaced Persons living in the Municipality do not have access to formal jobs. Their arrival contributed to the development of the informal economy which, today,



MAP 19. DISTRIBUTION OF IDPS IN DOUALA 3
Realized by UN-Habitat, 2023



is the largest provider of jobs for this population. IDPs in Douala 3 are most often employed in informal jobs: despite this "informal" employment status, IDPs working in commerce pay municipal taxes.
They thus contribute to replenishing the municipality's coffers and are an aid to the development of the local economy.

The supply of equipment remains the main obstacle to self-employment.

Women and girls are the most vulnerable to this situation: Some benefit from practical training offered by Civil Society Organizations in the fields of hairdressing (making wigs), aesthetics (nail-making) and manual arts (making traditional jewellery).

To cope with this situation, IDPs in the area fostered a solidarity network to support each other and address common challenges. Despite this network, the IDPs express their readiness to return to their original region once the security threat is no longer present.

ORIGIN: MOST OF IDPS ARE WOMEN AGED 18 - 35

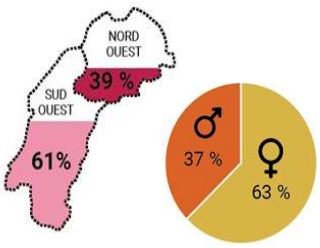


Fig. 22: UN-Habitat Interviews to the IDPS in Douala 3 - Origin and gender of IDPs, July 2023
Source: UN-Habitat

The majority of internally displaced persons (IDPs) are of women between the ages of 18 and 35, accounting for over 60% of the total. **Women constitute the bulk of internally displaced persons (IDPs), accounting for 63% of the overall population. This primarily stems from men's inclination to move their women and children to a safe location, as they are perceived to be more vulnerable.** The men stay to protect their family's assets in case the crisis ends and the family returns, while adapting to the current crisis circumstances.

*Based on a sample of 110 people interviewed.

ORIGIN: MOST OF IDPS COME FROM THE SOUTHWEST REGION

The majority of IDPs come from the southwest region. Approximately 61% of internally displaced persons (IDPs) are from the South-West region and are therefore predominantly English-speaking.

This poses a real integration challenge for many of them who cannot overcome the language barrier. This language barrier also impacts cohesion between IDPs and the indigenous population because communication remains difficult between

PERIOD OF ARRIVAL: THE LARGEST WAVE OF IDPS ARRIVED IN DOUALA 3 IN 2018

The largest wave of IDPs arrived in Douala 3 in 2018. The Anglophone crisis was more intense in 2018, which caused the mass departure of the population to other cities in the country to seek shelter. In fact, 30% of IDPs living in Douala 3 arrived at that time. From 2019 to 2021, these statistics saw a decline due to the Covid-19 pandemic which imposed a certain restriction on travel.

*Based on a sample of 100 people interviewed.

Fig. 23: UN-Habitat Interviews to the IDPS in Douala 3 - Period of arrival of IDPs in Douala 3, July 2023
Source: UN-Habitat

REASON OF STAYING IN DOUALA 3: ALREADY KNOWN CONNECTION SETTLED IN DOUALA 3

The majority of IDPs settled in Douala 3 because they already knew someone settled in the Municipality. 74% of IDPs settled in Douala 3 because they already had a connection on the ground. Most of whom were a family member or friend offering initial refuge upon arrival. This explains the existence of highly interconnected IDP networks.

The populations of the southwest and the north-west being agricultural populations in essence, 7% of IDPs settled in Douala 3 with the aim of having space to practice agriculture. The others are based in Douala 3 to benefit from more work opportunities.

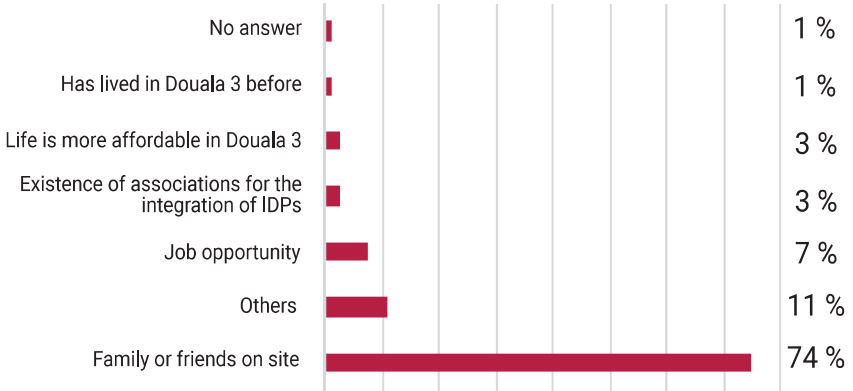


Fig. 24: UN-Habitat Interviews to the IDPS in Douala 3, Reason of settling down in Douala 3, July 2023
Source: UN-Habitat

As part the spatial analysis and urban profiling, a survey was carried out among IDPs in Douala 3.
The purpose of the study was to gather information about their needs and to get insight into the challenges relating to their well-being. The questionnaire submitted was composed of 48 questions structured in four parts: **1. Profile 2. Parental situation 3. Professional situation 4. Quality of life and access to Basic Services.**

Photo 11. Interviews to the IDPs in Ndogpassi Village
Source: UN-Habitat

Photo 12. IDPs Housing in Ndogpassi
Source: UN-Habitat

Photo 13. IDPs Housing in Ndogpassi Plage
Source: UN-Habitat

ENVIRONMENT AND NATURAL HAZARDS

ENVIRONMENT

Douala 3 encompasses a large expanse of terrain that showcases a wide range of landscapes and ecosystems unique to its region. It is distinguished by its many rivers, humid temperature, and varied topography.

WATER - BODIES

With its extensive network of rivers, Douala 3 is characterized as the most precipitation-rich (wettest) municipality in the city of Douala.

Approximately two-thirds of its circumference is bounded to the southeast by the Dibamba river, which is created by the confluence of the Ebo, Ekem, and Dibamba rivers and ultimately drains into the Wouri estuary. **The presence of the river and watercourses significantly enhances the scenery and recreational opportunities in Douala 3. Previously, the Dibamba River meandered through mangrove forests, but the riverbanks are now predominantly occupied by residential and industrial developments, resulting in the gradual disappearance of the mangrove vegetation. After the Dibamba, the Dinde is the most important river which drains the Commune of Douala 3.**

In addition, its surface area is crossed by nine watersheds, whose waters join the Wouri River:
These are the basins (Municipality of Douala 3):

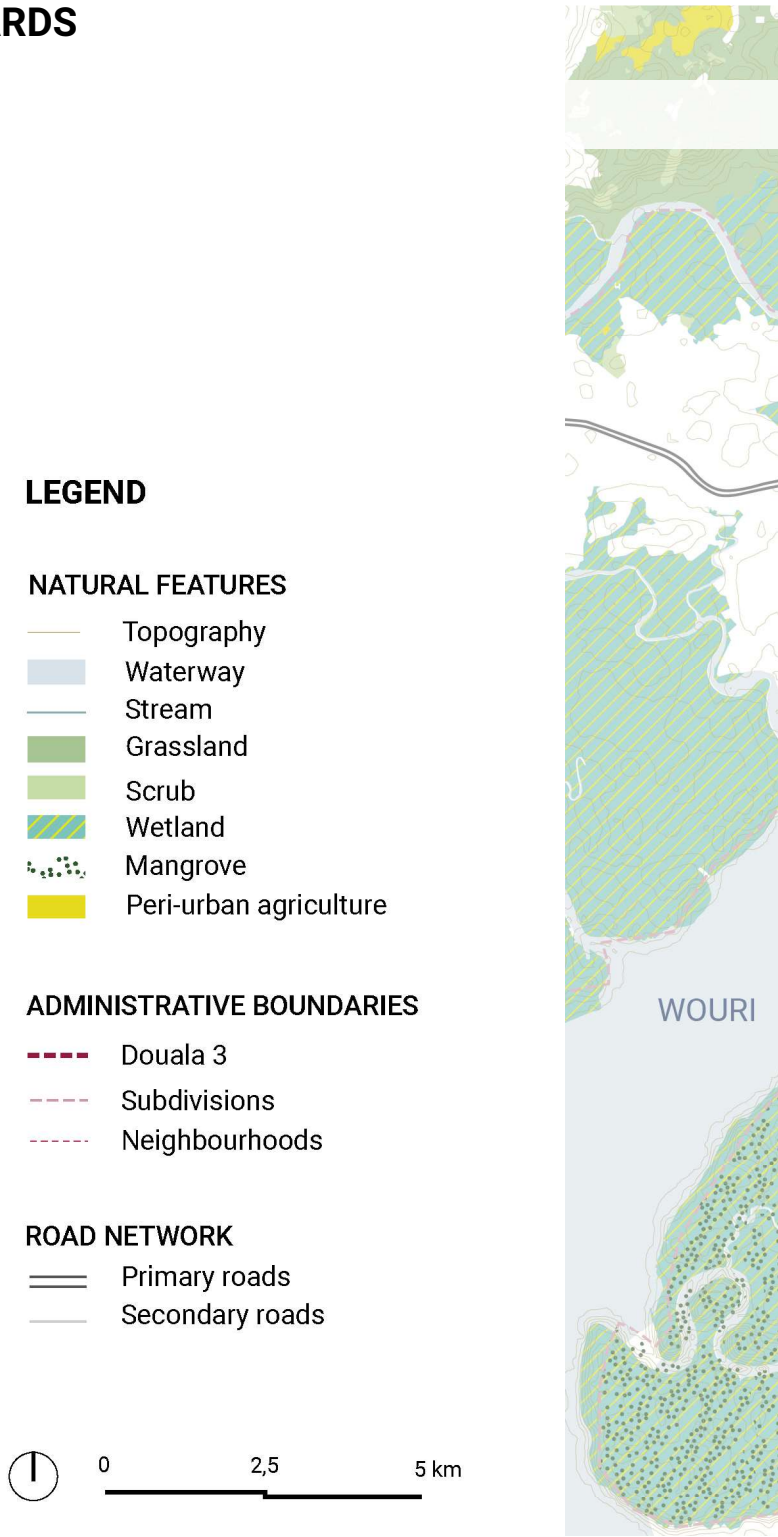
1. Bobongo	2. Ngoua	3. Kambo
4. Moupe	5. Yansoki	6. Yatchika
7. Yassa	8. Papas	9. Tongo Bassa

Some of these basins are currently the subject of a drain development project. The drain development project involves several basins, covering a total length of 114,539 km. The in the project basins include: Tongo Bassa, Kambo, Ngoua and Bobongo (Douala Sanitation Master Plan 2021).

The Municipality is predominantly characterized by a rural-agricultural landscape in the northeast, and a higher degree of urbanization in the center-west. The typology of the soil results in different natural characteristics.

CLIMATE

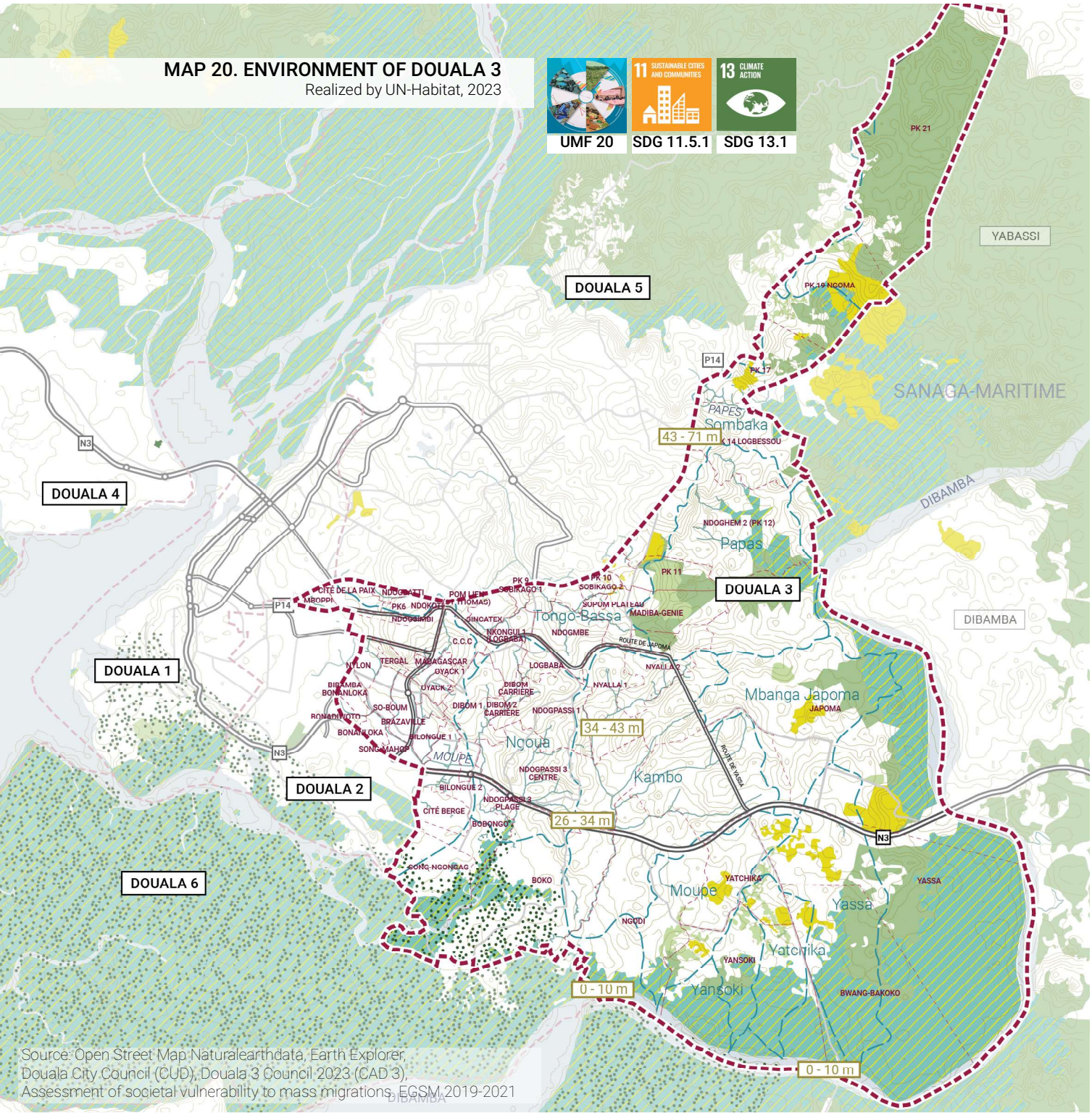
Douala 3 has an equatorial coastal climate as it is located near the Atlantic Ocean. This climate is defined by a dry season from October to May, and a wet season for the remainder of the year. However, both seasons see consistently high temperatures and humidity levels. Humidity ranges from 99% during the wet season to 80% during the dry season, while temperatures fluctuate between 24, 8°C and 27, 6°C. **Douala receives an annual average precipitation of 2 000 to 2 500 mm. The annual average of rainy days amounts to 180, with the vast majority occurring within a span of nine months. Areas in close proximity to mangroves and wetlands exhibit notably elevated levels of humidity** (Assessment of societal vulnerability to mass migrations. EGSM 2019-2021).



MAP 20. ENVIRONMENT OF DOUALA 3

Realized by UN-Habitat, 2023

UMF 20 | SDG 11.5.1 | SDG 13.1



Source: Open Street Map Naturalearthdata, Earth Explorer, Douala City Council (CUD), Douala 3 Council 2023 (CAD 3), Assessment of societal vulnerability to mass migrations, EGSM 2019-2021

NATURAL HABITAT

Natural environments are limited and mainly concentrated along the Dibamba River. There are no forests in Douala 3, only a small extension of mangroves concentrated on the border with the Municipality of Douala 6. The lands are characterized by marshy areas about 37, 68 km^2, while the northern part is more rural, composing of meadows. Mangrove forests once covered a large part of Douala 3, today, they represent only 10 % of the surface area, approximately 2, 89 km ^{2}. While Peri-urban agriculture forms 16, 11 km^2 and bushes 2,44 km^2 (UN-Habitat 2023, GIS data).

TOPOGRAPHY

The topography of CAD3 exhibits significant variation. The north-eastern part of the Commune features an elevated terrain with varying heights ranging from 14 to 71 meters. In the central areas, the altitudes decrease slightly from 43 m to 35 m. Moving towards the southern part, specifically the neighbourhoods of Brazzaville, Nylon, and Oyak along the banks of the Dibamba, the altitudes reach sea level (Assessment of social vulnerability to mass movements. EGSM 2019-2021).

ENVIRONMENT AND NATURAL HAZARDS

NATURAL HAZARDS

Due to the soil typology, high rainfall, its dense hydrography, and its topography consisting of slopes reaching 45% inclination, CAD 3 is very vulnerable to environmental risks.

In addition, this Municipality has developed on sandy and clay-sandy sediments which make it particularly sensitive to human activities. Indeed: agricultural activities can create sheet erosion while construction work (road infrastructure, densification of housing) can accentuate massive movements of land.

Other atrophic actions exerted on natural habitats, such as industrial activities or the construction of precarious housing, have led to air pollution, water bodies and deforestation of mangroves, among others. However, the main environmental issues identified are therefore:

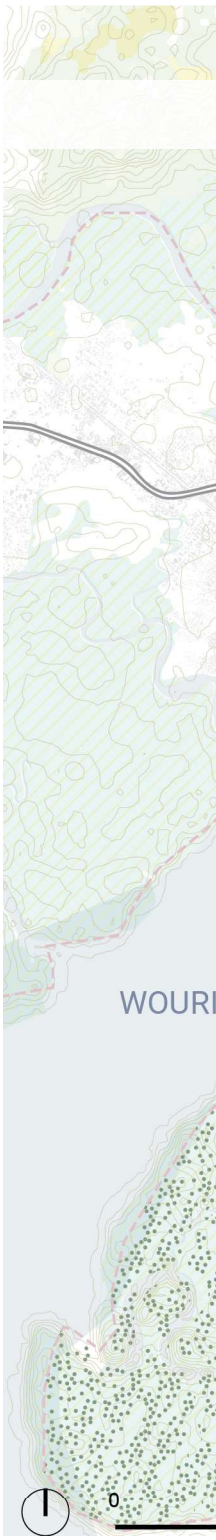
- Floods
- Landslide
- Industrial pollution
- Anarchic waste deposits

FLOODS

The prevailing agreement acknowledges climate change as the primary catalyst for the heightened occurrence of floods in Douala. However, a recent study reveals that the substantial surge in population, coupled with inadequate urban planning and insufficient investment in infrastructure, has brought about alterations in precipitation patterns, consequently leading to a rise in flooding incidents. Nevertheless, this declaration acknowledges that the influence of climate change on the city of Douala cannot be underestimated, as it is highly probable that the rise in sea levels will impact the city in the near future.

The occurrence of flooding in Douala 3 can be attributed to its geographical location and meteorological characteristics, as well as its land utilization system. Starting in the 1980s, the city initiated a process of outward expansion, with citizens establishing settlements in areas designated as non-residential. **Consequently, the fast growth and inadequate development strategies have endangered the inhabitants residing in these risk-prone areas.**

Douala 3 frequently encounters river and rain flooding, primarily because of its close vicinity to the Wouri River in the west and the Dibamba River in the east.

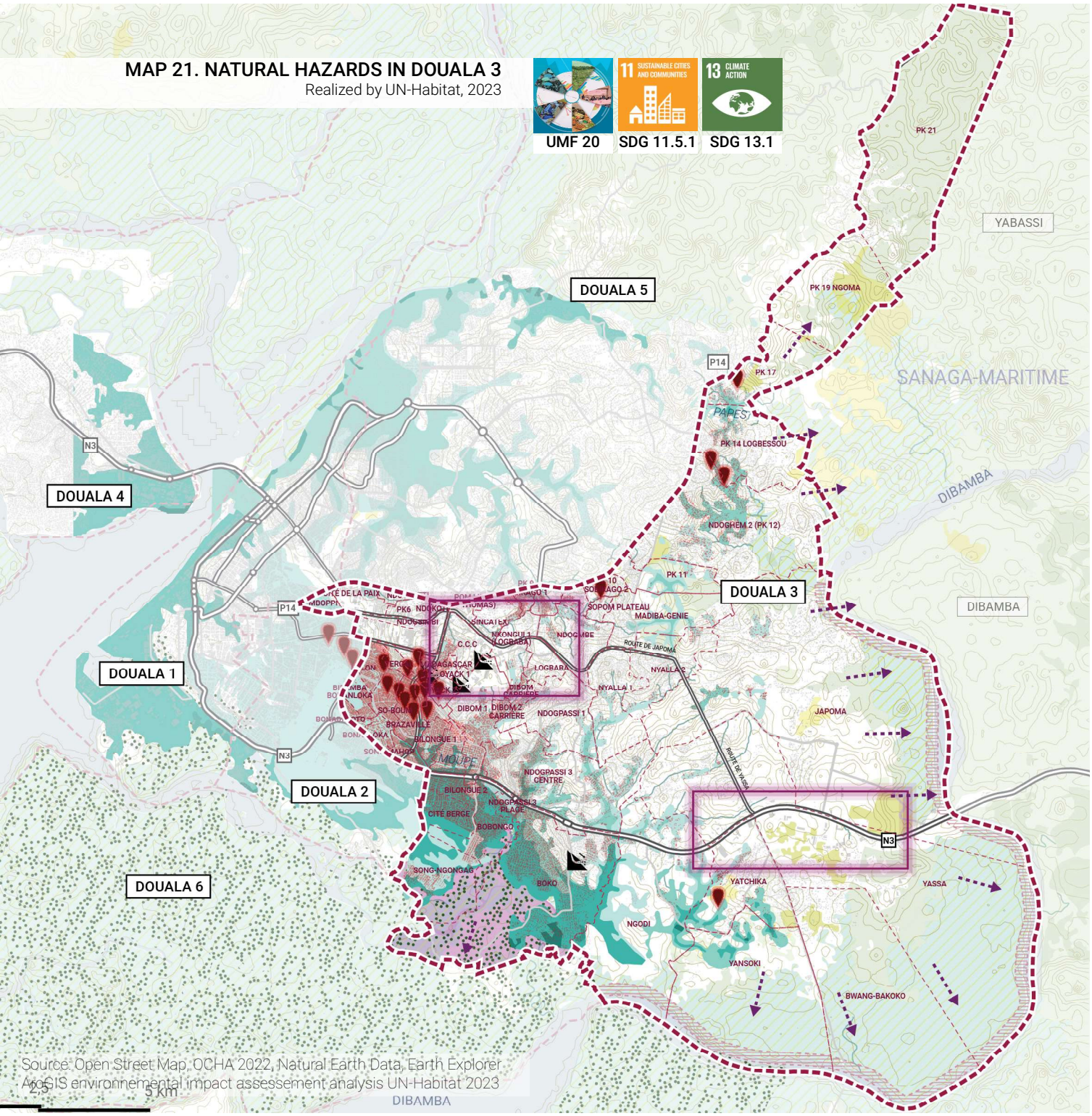


Undoubtedly, CAD3 is a region that is extremely vulnerable to floods, ranking among the most impacted areas in the city of Douala, closely followed by Douala 4 and Douala 2. In Douala 3, the high-risk areas encompass the regions situated to the southeast of the international airport and to the northeast of the Bassa industrial zone.

MAP 21. NATURAL HAZARDS IN DOUALA 3

Realized by UN-Habitat, 2023

UMF 20 | SDG 11.5.1 | SDG 13.1



Source: Open Street Map, OCHA 2022, Natural Earth Data, Earth Explorer
ArcGIS environnemental impact assessement analysis UN-Habitat 2023

RIVER FLOODING

The construction of residential areas has occurred around watersheds, leading to the impermeabilization of soils, and increasing the potential for flooding. **The overflowing river causes destruction to the surrounding ecosystem and infrastructure. Annually, during the rainy season, houses in the lowlands experience flooding, with water levels reaching up to height of 1,5 meters.**

The most susceptible informal settlements are those constructed with non-flood-resistant materials.

For instance, the Bwang - Bakoko neighbourhood has recurrent river flooding as a result of heavy rainfall from the Kambo stream.

The south-western region of CAD3 exhibits the highest susceptibility to flood hazards and encompasses 38% of CAD3's whole land area. Existing neighbourhoods located on and around mangroves or wetlands on the downward slope of the municipality are often affected by flooding due to obstruction. Neighbourhoods such as Newtown Airport, Bonadiwoto, Dibamba Bonanloka, and Nylon are situated in this susceptible zone, comprising more than 70% of the area.

The multitude of developments and activities within the Dibamba Basin have resulted in various consequences. These factors encompass the processes of deforestation, decline in biodiversity, water contamination resulting from the disposal of industrial waste, heightened erosion, and sediment accumulation in the basin, among others. The unregulated expansion of human activities has resulted in the fragmentation of the habitats of plant and animal species, primarily limited to small areas of remaining forests. In addition, earthworks not only contribute to the degradation of the basin and the siltation of the river bed, but they also endanger the populations who live there. They facilitate the rapid spread of the flood wave, systematically destroying infrastructure. **The banks of the Dibamba are also exploited for sand extraction.**

LANDSLIDES

These natural disasters, often overlooked amidst the Douala 3's urban chaos, pose significant threats to lives, property, and the environment. Land movements or mass movements refer to the movements of solid and/or loose materials along a slope. Landslides in Douala 3 stem from a combination of natural and human-induced factors. The city's topography, characterized by steep slopes and heavy rainfall, sets the stage for instability. Intensive urbanization exacerbates the situation, as deforestation and improper land use practices strip hillsides of their natural protection, leaving them vulnerable to erosion. Moreover, poor drainage systems and inadequate infrastructure amplify the risk, leading to soil saturation and destabilization (H. RAETZO and O. LATELIN, 2012). **In Cameroon, on the slopes of the hills of Yaoundé and Douala, land movements are frequent, and each year lead to loss of human life and material** (R. ASSAKO, 2000; J. OLINGA, 2012; G. TCHOUNGA, 2016 ; J. BANEN, 2018).

As such, the populations of the 3rd commune of Douala are vulnerable to mass movements, particularly landslides and landslides. **In CAD3 these movements are due to natural environmental conditions (high volumetrics), the typology of sandy soils and the topography of the site, characterized by slopes of more than 45% inclination.**

The study Assessment of social vulnerability to mass movements reports the number of cases identified throughout the CAD3 area, between 2019 -2021:

- **Landslide – 26 cases**
- **Landslide from high hills– 5 cases**

Landslides from high hills are more frequent in neighbourhoods located north of CAD3, such as Ngoma, PK17, PK14 Logbessou, PK13 Bonamoutongo, Génie-military; while landslides occur more often towards the southwest zone such as Boko, Oyack, CCC, Madagascar.

The consequences of these landslides in Douala are profound and far-reaching. Beyond the immediate loss of life and injury, these events inflict substantial damage to infrastructure, including roads, buildings, and utilities, disrupting essential services, and impeding economic activities. Furthermore, landslides trigger environmental degradation, as soil erosion and sedimentation degrade water quality, harm ecosystems, and compromise agricultural lands. The socio-economic repercussions, ranging from displacement and loss of livelihoods to increased poverty and social instability, underscore the gravity of the situation.

INDUSTRIAL POLLUTION

The Douala 3 Municipality has two industrial zones:

1. Industrial Zone of Douala - Bassa
2. The New Industrial Zone which extends along the national road 3

These units serve as both a source of revenue and a significant contributor to pollution, impacting the natural habitat.

Unfortunately, the unregulated accumulation of industrial solid waste (such as products, bottles, and pharmaceutical residues) that is left behind in empty plots of land, waterways, or alongside roadways contributes to the pollution of the urban fabric.

Furthermore, the discharge of liquid waste from breweries or the pharmaceutical industry into drains exacerbates river pollution. In addition, the river serves as a primary drinking water source for Douala 3. However, the quality of the water is at risk due to the release of effluent, specifically industrial wastewater, into the river. It is important to mention that out of all the iron recycling enterprises in the Douala - Bassa Industrial Zone, is the only one with a pollution controller. **Similarly, the release of gases and dust from manufacturers contributes to the escalation of air pollution.**

DEFORESTATION

The rapid urbanization and the expansion of areas prone to risks have resulted in the depletion of over 70% of the vegetation in CAD3 (Assessment of social vulnerability to mass movements. EGSM 2019-2021). Firstly, the construction of precarious habitats, boats and canoes with mangrove wood has led to the destruction of a large part of this land. Consequently, the deforestation of mangroves has reduced their natural capacity to protect against coastal erosion and flooding.

Swampy regions constitute a significant portion of the land, accounting for 47% of the total area of Douala 3 according to UN-Habitat 2023 GIS data. The areas situated around the Dibamba River are mostly characterized by peri-urban agriculture at the local level.

Initially, the utilization of unstable habitats, boats, and canoes made from mangrove wood has resulted in the significant depletion of this territory. Hence, the depletion of mangroves by deforestation has diminished their inherent ability to safeguard against coastal erosion and flooding.

The urbanization of the mangroves in Boko, as well as the wetlands in Bobongo and Cité Berge, is the main cause of the recurring floods in these areas. Then, it is very likely that the coasts will retreat in the face of sea advances in the years to come, particularly with current forecasts of rising sea levels. **This is why the risks that surrounding areas run during episodes of short-term marine submersion and deforestation of mangroves are very high.**

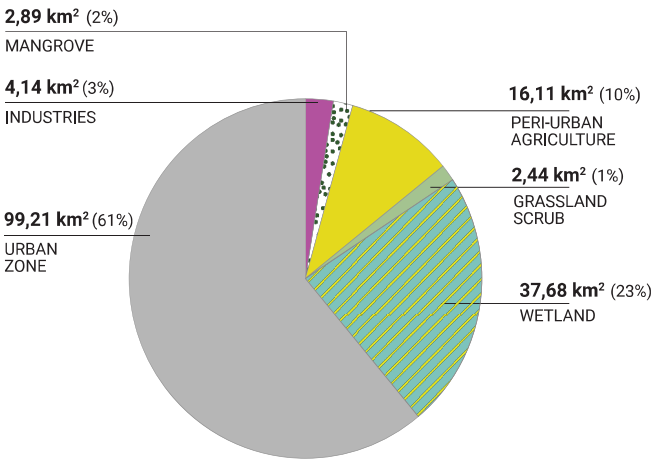


Fig 25. Usage of Land in Douala 3
Source: UN-Habitat

It is possible to note a lack of alignment of environmental protection rules (framework law no. 14) and a low awareness of populations regarding the protection of the natural habitat.

INFORMAL WASTE DEPOSITS

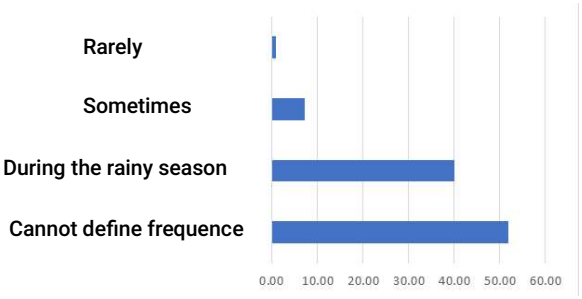
In the Douala 3 Municipality, there is a significant amount of rubbish scattered across the streets, around residences, along the river and waterways. This waste is causing blockages in the sewage systems and accumulating in haphazard landfills, posing a clear and present danger to the people. This problem of solid waste management is more acute in urban areas than in rural areas.

In rural areas, disposing of waste by discarding and burying it in close proximity to the family home serves as more than a mere waste management method; it functions as a means of producing fertilizers or organic fertilizers.

Indeed, waste is either retained on the premises for the advantage of domesticated animals or directly disposed of in the fields adjacent to cabins near residences.

Landfilling, in some cases, functions as a waste composting technique with the aim of subsequently enriching fields with nutrients. Urban families employ multiple trash disposal techniques. Therefore, several individuals choose for the practice of public and/or private waste disposal, while others discard their rubbish in communal bins, on the roadside, or in natural environments. Certain homes situated in close proximity to watercourses or rivers engage in the direct disposal of their waste into bodies of water. This action significantly amplifies the pollution levels of watercourses and heightens susceptibility to water-borne diseases, such as cholera. Additionally, some individuals dispose of the waste they generate by either burying it or incinerating it.

EXPOSURE TO VULNERABLE AREAS: FLOODS

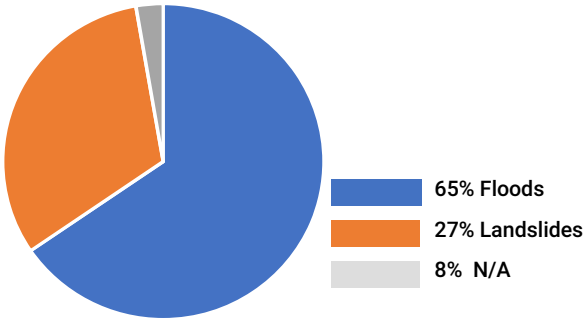


Over 65% of internally displaced persons (IDPs) reside in residences that are vulnerable to flooding, particularly during periods of intense rainfall. These developments pose a threat to the ecological equilibrium. This leads to a reoccurrence of natural risks, such as the phenomena of buildings sinking into marshy lowlands.

*Based on a sample of 110 people interviewed.

Fig. 26. UN-Habitat Interviews to the IDPS in Douala 3 - Frequence of floods, July 2023
Source: UN -Habitat

EXPOSURE TO VULNERABLE AREAS: LANDSLIDES

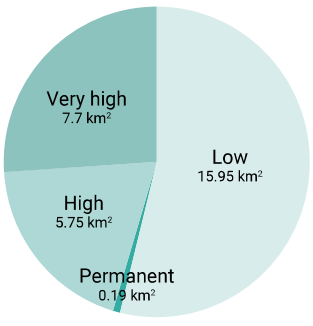


Landslides frequently occur in the residential areas of internally displaced persons (IDPs), particularly during the rainy season, although the reported incidence of IDPs observing this occurrence is very low.

*Based on a sample of 110 people interviewed.

Fig. 27. UN-Habitat Interviews to the IDPS in Douala 3- IDPs living in areas at risk, July 2023
Source: UN-Habitat

AREAS WITHIN THE CAD 3 EXPOSED TO FLOODS



65%
OF PARTICIPANTS LIVE LIVE IN FLOOD-PRONE AREAS

30%
OF THE BUILT-UP AREA IS EXPOSED TO FLOODING

The high-risk areas in Douala 3 encompass the regions situated to the southeast of the international airport and the northeast of the Bassa industrial zone..

*Based on a sample of 110 people interviewed.

Fig. 28. Land exposed to floods in Douala 3
Source: UN-Habitat

As part of the spatial analysis and urban profiling, a survey was carried out among IDPs in Douala 3.
The purpose of the study was to gather information about their needs and to get insight into the challenges relating to their well-being. The questionnaire submitted was composed of 48 questions structured in four parts:
1. Profile 2. Parental situation 3. Professional situation 4. Quality of life and access to Basic Services.

Photo 14. Interviews to the IDPs in Yassa. UN-Habitat July 2023
Source: UN-Habitat

Photo 15. Settlements of IDPs in Ndogpassi Plage
Source: UN-Habitat

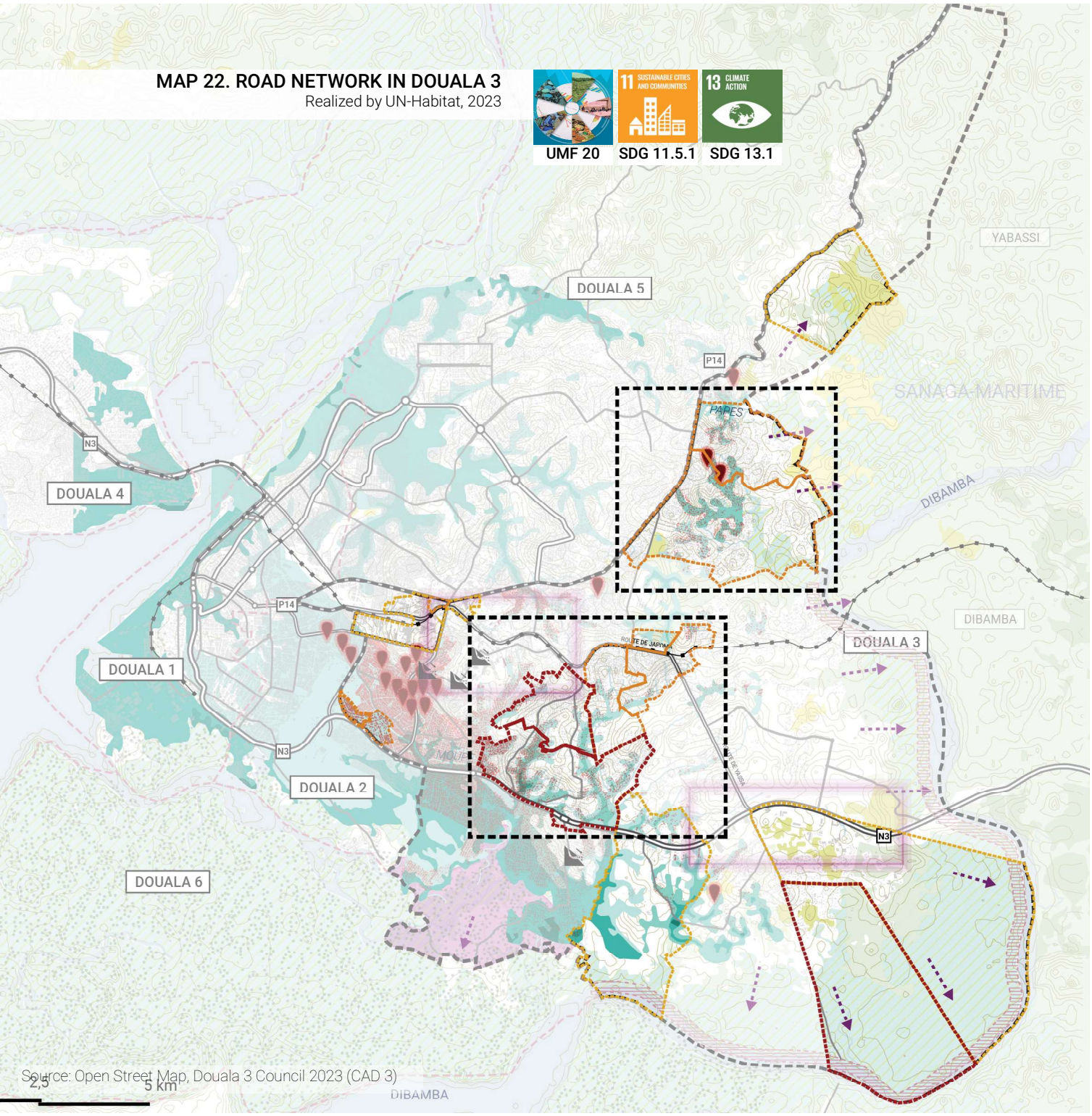
EXPOSURE TO VULNERABLE AREAS: MOST OF THE IDPS LIVE IN NON BUILDABLE AREAS

Due to limited financial resources, internally displaced persons (IDPs) are forced to seek housing that is vulnerable to flooding. The primary neighbourhoods include Carrière, Carrefour Ari, Banga Pongo, and Ndogpassi. Consequently, there is a rise in the occurrence of impromptu and unhygienic dwellings constructed in risk-prone areas characterized by delicate ecosystems such as swamps and mangroves, which have been deemed unsuitable for construction according to the city's Land Use Plan (POS). These developments pose a threat to the ecological equilibrium. Consequently, this leads to a repetition of calamities such as floods and the occurrence of dwellings falling into marshy lowlands.

MAP 22. ROAD NETWORK IN DOUALA 3

Realized by UN-Habitat, 2023

UMF 20 SDG 11.5.1 SDG 13.1



Source: Open Street Map, Douala 3 Council 2023 (CAD 3)

Photos 16. IDPs housing in areas exposed to environmental risks
Source: UN-Habitat

Photo 17. Housing close to drains in Nooğpassi Plage
Source: UN-Habitat

CONNECTIVITY AND MOBILITY

ROAD INFRASTRUCTURE

The Douala 3rd Municipality is centrally located inside the city of Douala and benefits from a well-structured road network consisting of primary, secondary, and tertiary roadways. This system, which extends throughout the Municipality, enables its connection to adjacent regions and municipalities, and enhances transportation between its constituent neighbourhoods. **The network consists of three primary axes that are interconnected with an unspecified network of minor and tertiary roadways.**

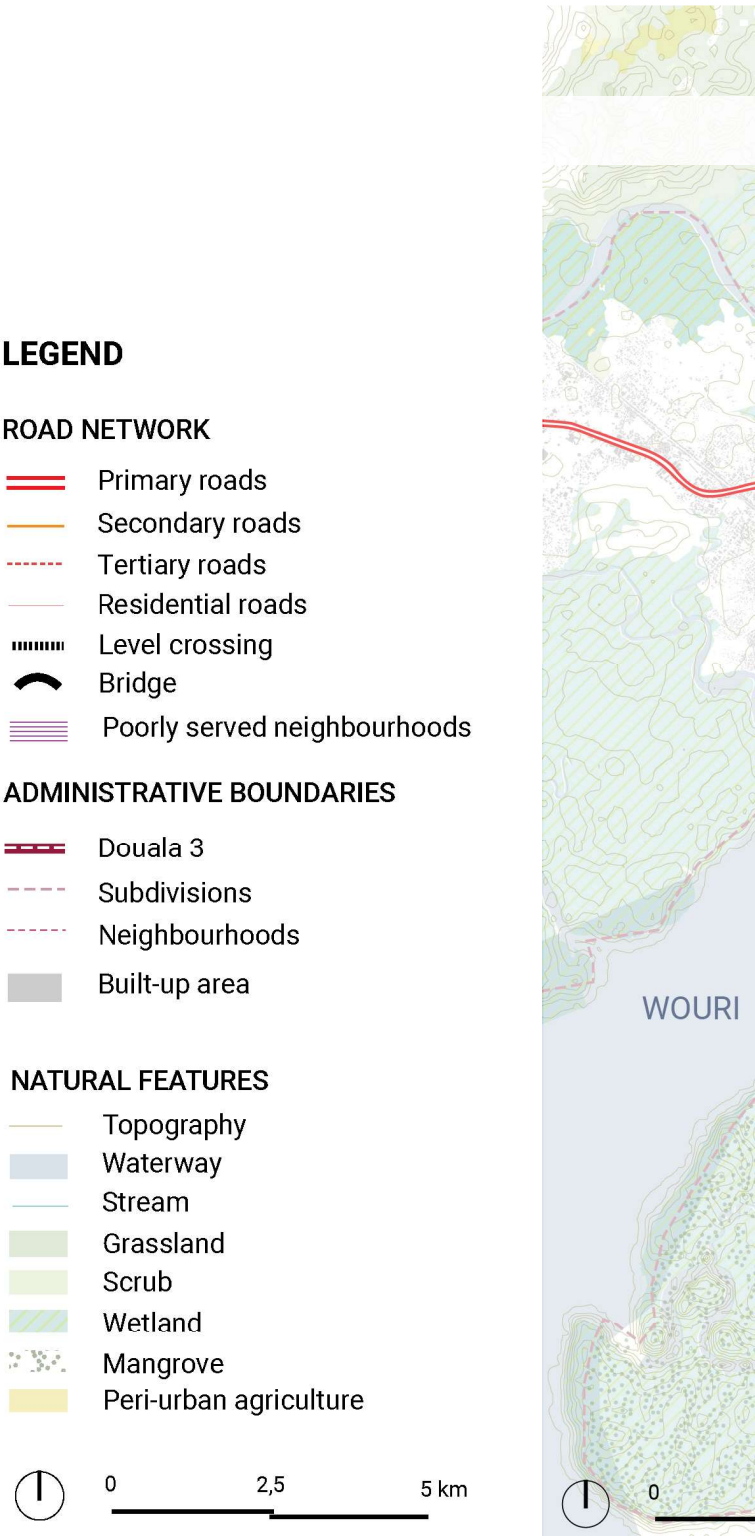
Among the main axes are:

- The Departmental Street of Japoma – which extends to the Logbaba road where the DLA3 Town Hall is located
- The P14 former National Road - which allows travels to the neighbourhoods bordering the Municipality of Douala 5
- The National Road n.3 (RN3) – which, in the north-west direction connects the CAD3 to the northern regions (via the CAD4), and in the south direction, heads towards the capital Yaoundé
- The departmental street of Yassa – which crosses the Commune internally and connects the street of Japoma to the National Road N3

The country's economic capital has a total of around 1,800 kilometres of roadways, with 26% being paved with asphalt and the remaining 74% consisting of unpaved earth surfaces, as stated in the Douala Urban Master Plan for 2015.

An estimation was also conducted for the length of the road network in the 3rd municipality.
The primary highways span 310 kilometres, while the subsidiary roads cover a length of 250 kilometres. **Conversely, it is not possible to provide an accurate estimation for tertiary roads in the Municipality of Douala 3 as of the year 2023.**

The majority of secondary and tertiary roads in CAD3 Municipality are unpaved and have been constructed in a disorganized fashion to accommodate the requirement for a travel route. This is attributed to the irregular topography of the area, which poses challenges in facilitating transportation between residences. However, it also acts as a limitation in enhancing overall mobility.



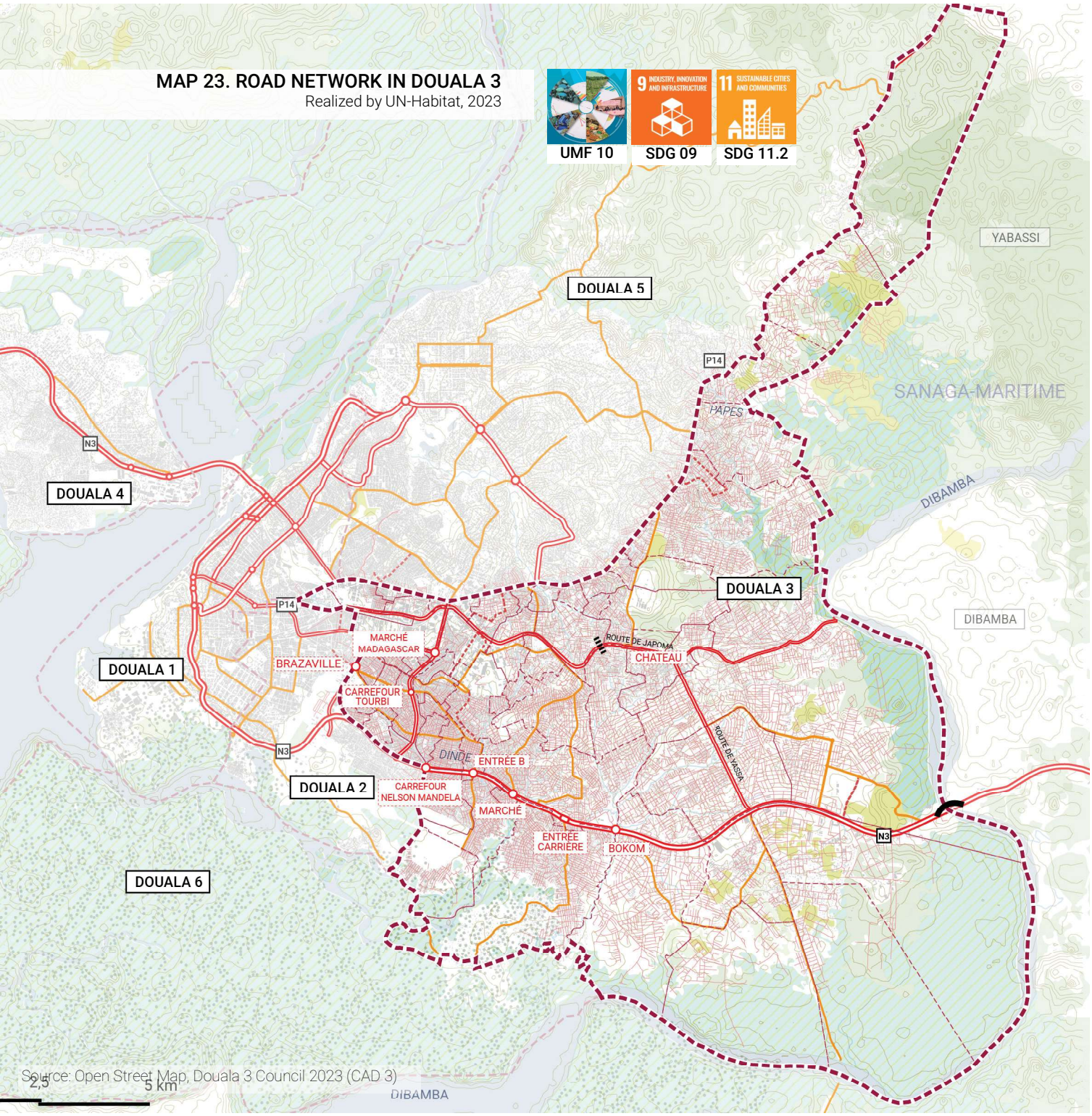
Circulation relies on two systems:

1. Structuring pathways
2. Internal circulation network

Structural roads, specifically primary and secondary roads, are generally paved and in satisfactory shape, featuring an intermittent rainwater drainage system. They are connected to generally undeveloped cross streets which are scattered throughout the neighbourhoods. These routes are used by all types of vehicles: motorcycle taxis, taxis, private cars, buses, trucks, among others. Traffic is restricted during peak

MAP 23. ROAD NETWORK IN DOUALA 3

Realized by UN-Habitat, 2023



hours, in view of the flow of workers heading towards the city centre and in the evening on the return journey. These times are characterized by heavy congestion and traffic jams.

Conversely, the internal circulation network consists primarily of tertiary roads, which are predominantly unpaved and generally in subpar condition. The low level of development is attributed to the presence of numerous steep ravines that intersect these roadways, along with the absence of a proper drainage system.

The primary means of transportation is predominantly facilitated by motorcycle taxis, and driving becomes exceedingly challenging during wet seasons, owing to the occurrence of flooding and road infrastructure deterioration. (Project management for the execution of road works and local equipment in the Douala 3rd and 5th Municipality, 2021).

There is currently no road infrastructure available for non-motorized transportation, such as a dedicated bicycle route or pedestrian sidewalks.

CONNECTIVITY AND MOBILITY

TRANSPORT

The CAD3 is characterized by three typologies of transport infrastructure:

1. **Road transport**
2. **Rail transport**
3. **River transport**

1. Road transport

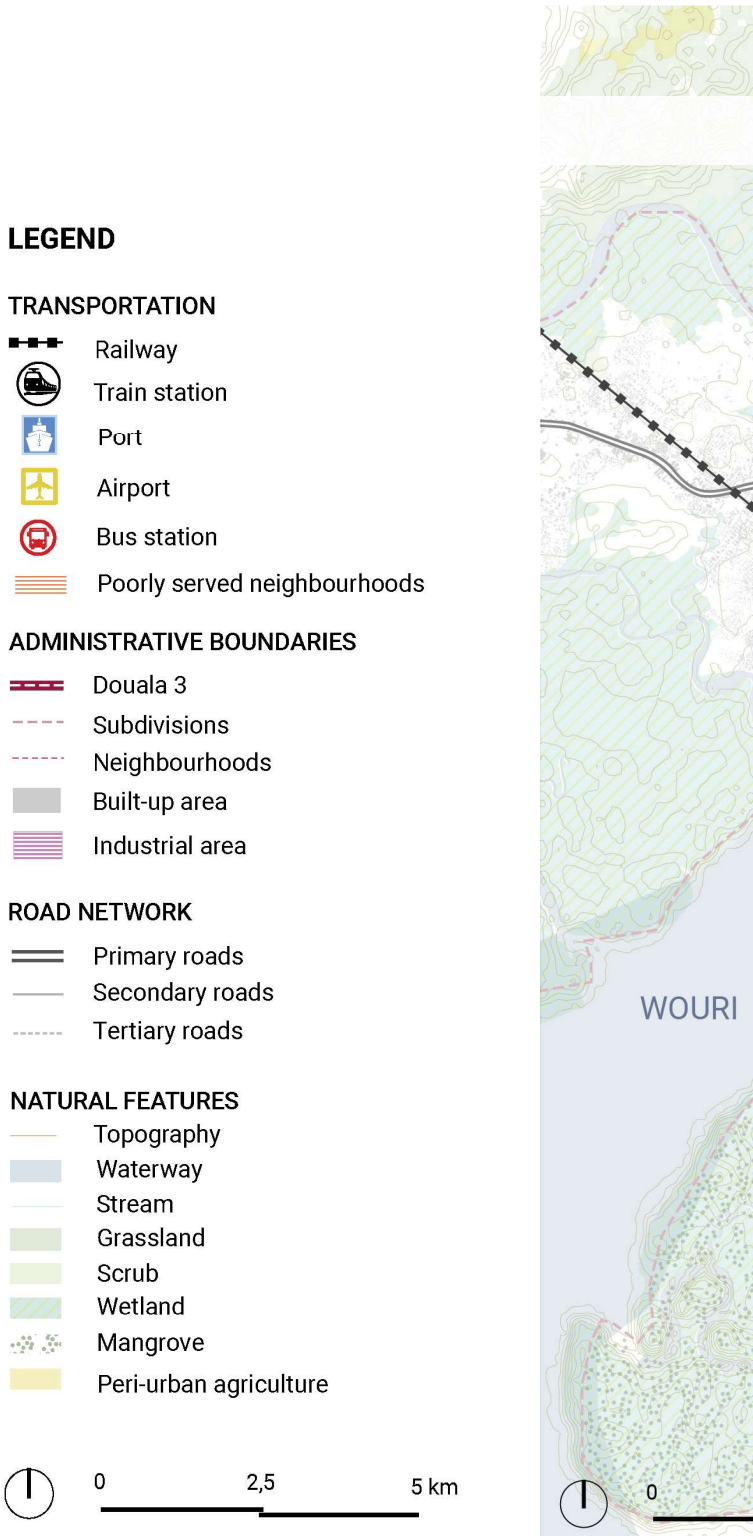
The urban collective transport company SOCATUR offers limited mobility options, accounting for only 0,5% of journeys in the city according to the Urban Mobility Plan of 2009. SOCATUR operates scheduled buses with designated stops, and offers tickets priced between 500 FCA and 2 000 FCA inside Douala 3.

Most journeys are undertaken using Moto-taxi, which accounts for 75 per cent of passenger trips inside the 3rd Commune (Municipality of Douala 3, 2023). The cost of the journey from the city centre ranges from 200 to 2 000 FCFA. In addition, tricycles are mostly utilized for transporting merchandise from retail establishments.

A **taxi** enables the transportation of many individuals to various locations exclusively on main and secondary roadways. The fares ranges from 150 to 1 000 FCFA.

A **minibus** is mostly used for delivering commodities between the municipality and neighbouring regions. Inter-regional buses- facilitate the transportation of both goods and passengers to other cities and regions. Tickets vary from the distances to cover and range from 500 to 2 000 FCFA. The station that consolidates these different transportation modes is Bassa Station.

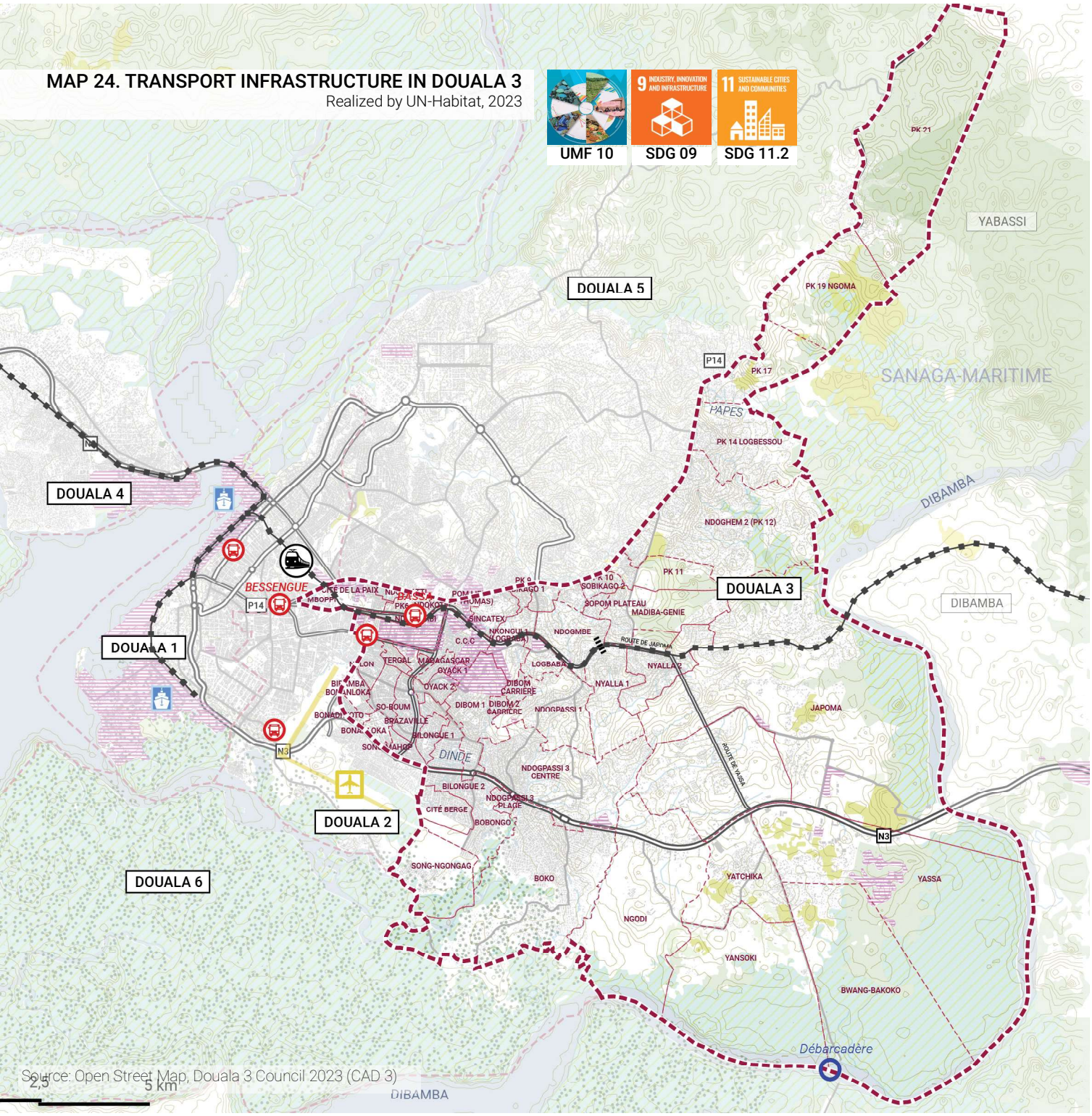
The **"Bus Rapid Transit" (BRT)** project, funded by the World Bank with a budget of 335,3 billion FCFA and signed on July 12, 2021, promises to address the traffic challenges faced by locals, however although the funds are available, the start of work is still pending, as the urban community of Douala is still waiting for the signing of a presidential compensation decree. This decree is essential to release funds from the World Bank. Hope persists that this project can be completed by the end of 2024.The BRT project is crucial for mass transport in the country's economic capital, where the current bus network is inefficient and represents less than 1% of trips, according to the Douala City Hall. To compensate the populations impacted by the project, the Douala City Hall plans to solicit 10 billion FCFA on the regional financial market. .For Douala 3, the BRT line will consist of two routes: Line 1, spanning 16 kilometres from the Port to PK14, and Line 2, covering 12 kilometres from Carrefour Nelson Mandela to Japoma Stadium.



2. Rail transport

The CAD3 is intersected by a railway line spanning a total distance of 1 123 km. **This railway line connects Nkongsamba to Ngaoundéré, and it traverses Douala - Yaoundé (The Centre line) for a distance of 262 km.** The railway route connecting Douala and Yaoundé is referred to as TransCamerounais I, and Yaoundé to Ngaoundéré is known as TransCamerounais II. CAMRAIL is the entity entrusted with the upkeep and administration of the railway track. The Centre line traverses the city of Douala for a length of 36,86 km (CUD 2023), crossing Municipalities 1, 3, and 4.

MAP 24. TRANSPORT INFRASTRUCTURE IN DOUALA 3
Realized by UN-Habitat, 2023



Law No. 74/10 dated July 16, 1974, concerning police and railway safety, construction is prohibited within a distance of 35 meters on both sides of the railway line. **Despite the existence of laws at the national level, these rights-of-way have gradually been taken up by commercial, industrial activity, or informal dwellings located within less than 5 meters from the railway line.** As a result, there is a significant likelihood of accidents, and the presence of noise pollution, ground vibrations, and dust resulting in detrimental effects on both the well-being of communities and the physical structure of urban fabric.

3. River transport

Informal river transportation is conducted in the Municipality of Douala 3, specifically on the Dibamba River, the Wouri River, and the Docteur Cove.

Two artisanal piers allow the movement of people and goods, these are: (1) Dibamba pier, located in the Bwang-Bakoko neighbourhood, and (2) Japoma pier, located in the Yassa neighbourhood.**Conversely, the Japoma pier, situated at the base of the bridge of the same name, serves as a site for the mining and transportation of sand. Regrettably, this technique undermines the soil's integrity and heightens its susceptibility to flooding.**

IDPS TRANSPORT MODALITY

Interesting findings arose from inquiries on the methods IDPs employ to move about in their everyday routines and activities. Regarding the forms of transportation utilized for commuting to work, more than 40% of individuals opt for motorcycle taxis due to their ability to access the inner regions of communities.

A significant proportion of individuals opt to go on foot, primarily to circumvent expenses associated with transportation fares.

*Based on a sample of 110 people interviewed.

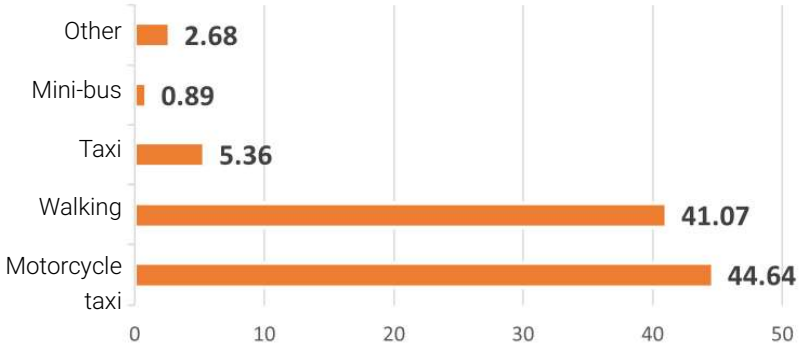


Fig. 29. UN-Habitat Interviews to the IDPS in Douala 3 - Type of transport used, July 2023
Source: UN-Habitat

MOBILITY CHALLENGES

Internally displaced persons (IDPs) reside in communities where their mobility (ability to move around) is hindered by the poor condition of the road infrastructure.

Approximately 3% of these individuals reside in communities with well-maintained, paved roads, whereas approximately 60% live in neighbourhoods with deteriorated roads lacking a drainage system.

*Based on a sample of 110 people interviewed.

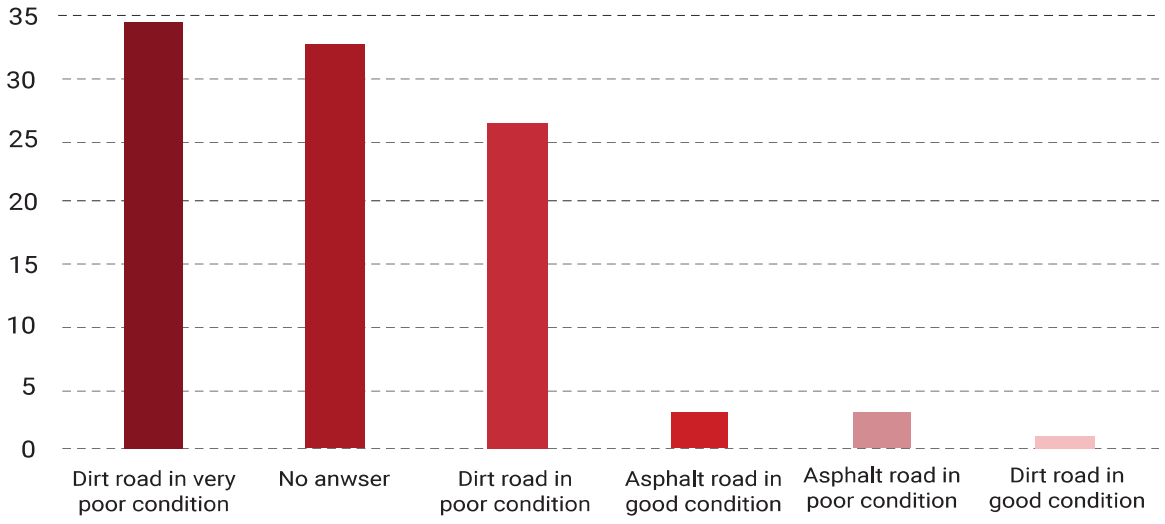


Fig. 30. UN-Habitat Interviews to the IDPS in Douala 3 - Road network condition, July 2023
Source: UN-Habitat

As part of the spatial analysis and urban profiling, a survey was carried out among IDPs in Douala 3.
The purpose of the study was to gather information about their needs and to get insight into the challenges relating to their well-being. The questionnaire submitted was composed of 48 questions structured in four parts:
1. Profile 2. Parental situation 3. Professional situation 4. Quality of life and access to Basic Services.

Photo 18. Interviews to the IDPs in Espoir July 2023
Source: UN-Habitat

Photo 19. Bassa station in Nylon
Source: UN-Habitat

Photo 20. Tertiary roads in Ndogpassi Espoir
Source: UN-Habitat

ACCESSIBILITY TO FACILITIES

EDUCATIONAL FACILITIES

For the record, the education system in Cameroon is governed by law number 98/004 of April 14, 1998, and it includes three types of education:

- **Basic (or primary) education** includes the education of young children between the ages of three and 11 and is compulsory.
- **Secondary education** refers to all courses taught in middle and/or high school. There are two types of secondary education: general secondary education and technical secondary education.

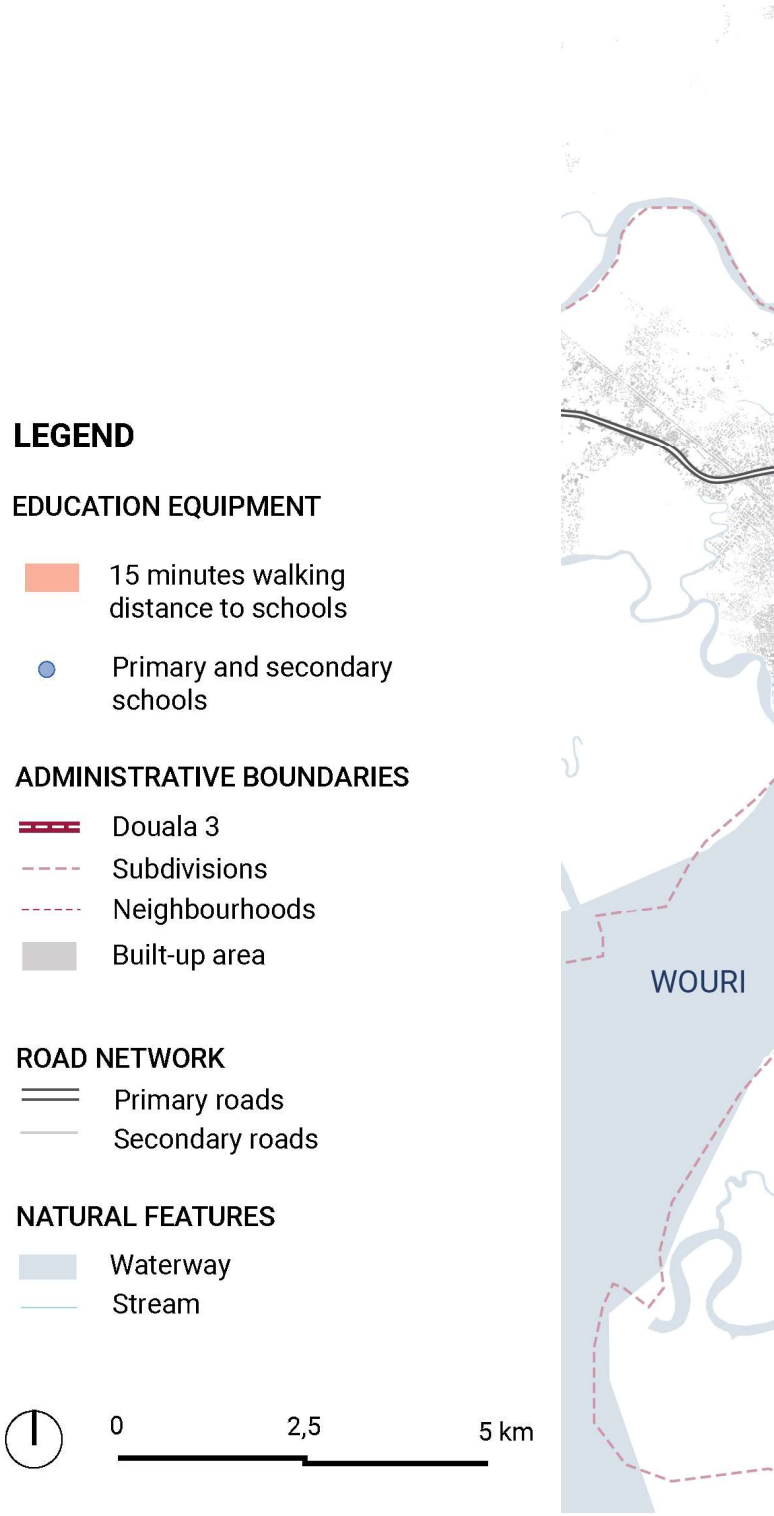
The particularity of this system is bilingualism: in fact, it is possible to begin studies in French as well as in English and obtain equivalent diplomas. Education in Cameroon is provided by the public system which falls under the domain of the State and the private system divided between the secular private, the denominational private, the community private and the parental private.

- **Higher education** includes universities and technical schools.

The municipality of Douala 3 has a substantial number of both public and private primary and secondary educational institutions. These facilities are spread around the municipality, including rural areas, but their quantity is relatively smaller compared to the more urban areas.

- **518 primary education establishments, including 53 public schools (Municipality of Douala 3, 2023).**
- **Primary education costs are free and covered by the State.**
- Private secondary education tuition fees are covered by each institute.
- 42 secondary education establishments including 8 public schools (Municipality of Douala 3,2023).
- 5 technical secondary training centres are present, specializing in the fields of science, chemistry, management, hospitality, tourism, etc.
- 432 secular private high schools (Municipality of Douala 3,2023).

Furthermore, to conduct educational activities, secondary school institutions must possess two Authorizations:

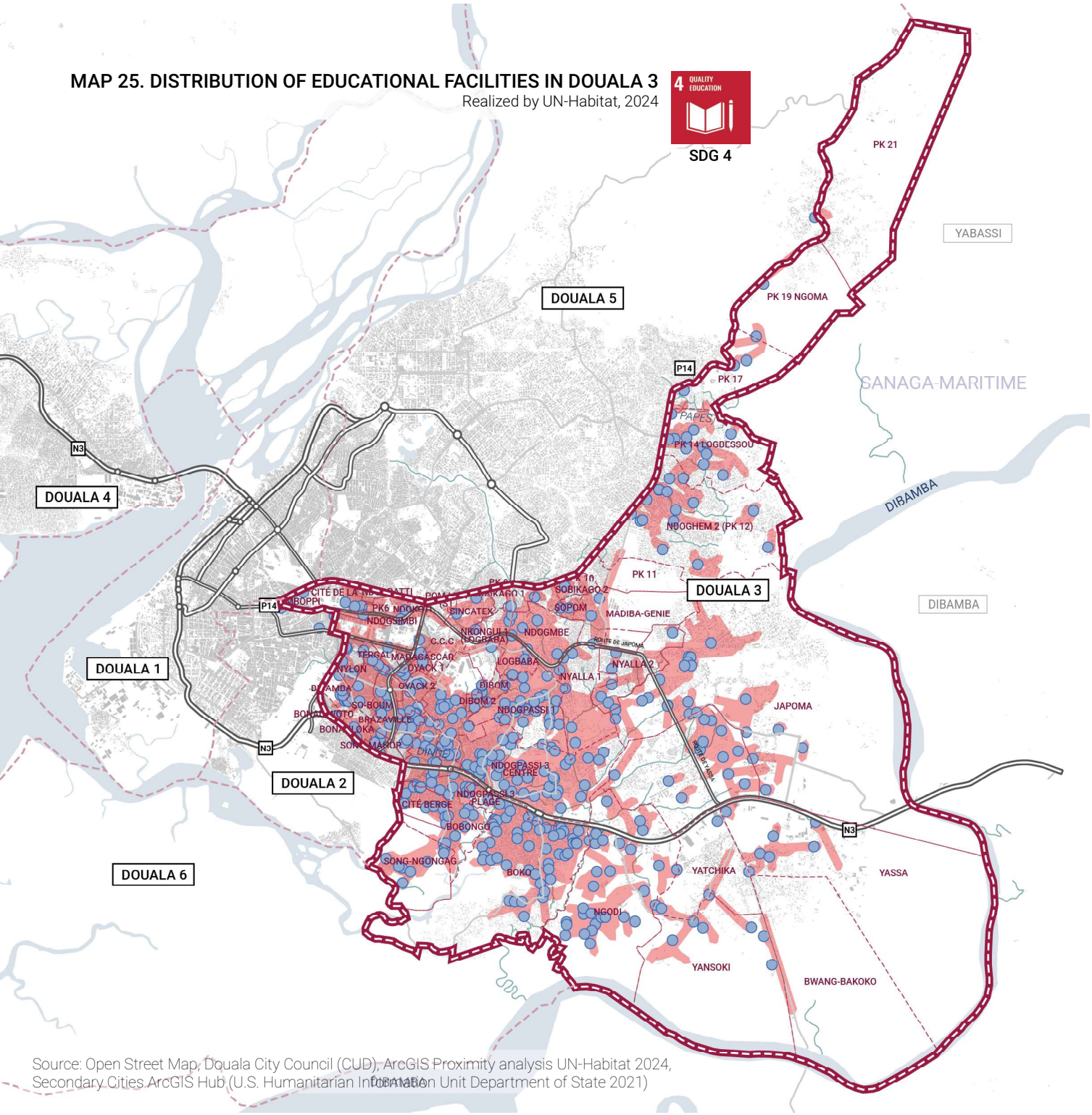


1. **Creation authorization act** – ensures the availability and presence of competent individuals to fulfil roles in the field of education or assistance, such as directors, professors, supervisors, and so on.
2. **Opening authorization act** – which certifies the building's safety performance, including emergency entrances and exits, hygienic conditions, and comparable factors.

The absence of one of these acts may result in the closure of the establishment, to follow up on the decision taken by the Ministry of Higher Education.

MAP 25. DISTRIBUTION OF EDUCATIONAL FACILITIES IN DOUALA 3
Realized by UN-Habitat, 2024

SDG 4



Source: Open Street Map, Douala City Council (CUD), ArcGIS Proximity analysis UN-Habitat 2024, Secondary Cities ArcGIS Hub (U.S. Humanitarian Information Unit Department of State 2021)

The CAD3 brings together a significant number of higher education establishments. This includes both private and public institutes, higher schools, and private institutes. Among the 13 identified are:

1. Douala 3 University campus in Logbessou - PK17
2. The National Higher Polytechnic School of Douala (ENSPD) in Logbessou - PK17
3. Faculty of Medicine and Pharmaceutical Sciences in Logbessou - PK17

The tuition expenses in higher education are very high.

Average tuition fees for public higher education are ;

- Public higher institutes - the registration fee is 5 000 FCFA.
- Private higher institutes - the registration fees ranges from 350 000 FCFA to 3 000 000 FCFA (Municipality of Douala 3,2023).

The disparity between public and private education structures is apparent. Consequently, only individuals who have the financial resources to pay for tuition fees are able to receive education in the second and third tiers of academia.

PRIMARY EDUCATION TUITION FEES

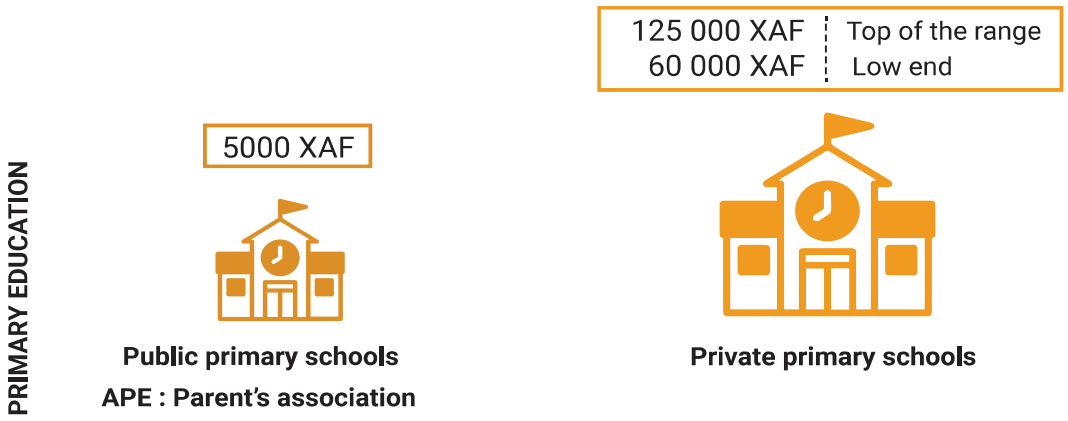


Fig. 31: Primary education fees
Source: Douala 3 Council, 2023

HIGHER EDUCATION REGISTRATION FEES

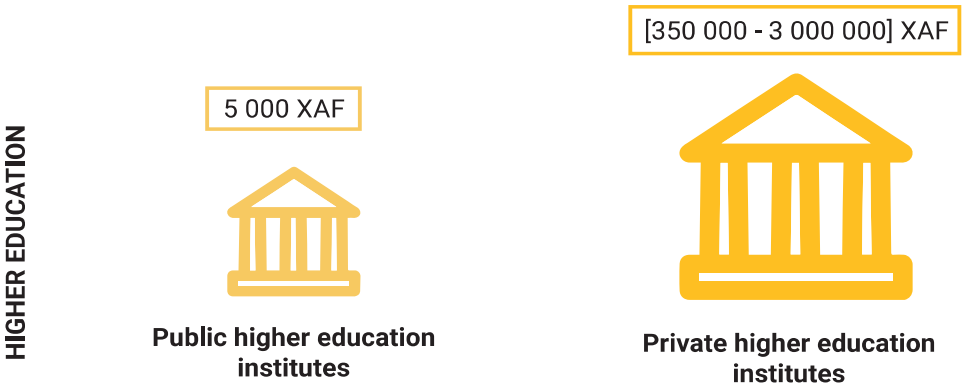


Fig. 32: Higher education fees
Source: Douala 3 Council, 2023

EXAMINATION FEES FOR PUBLIC SECONDARY SCHOOL

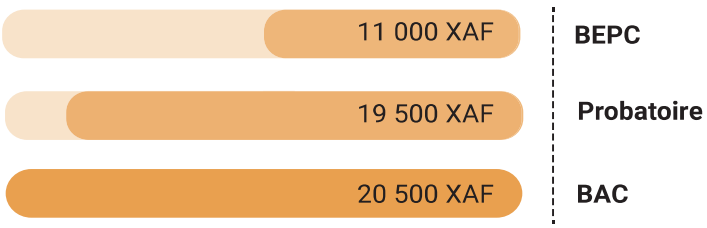


Fig. 33: Examination fees for public secondary school
Source: Douala 3 Council, 2023

Photo 21. Primary Private bilingual School in Boko
Source: UN-Habitat

Photo 22. Traditional Clinic in Ndogpassi
Source: UN-Habitat

ACCESSIBILITY TO FACILITIES

HEALTH FACILITIES

The health map of the Douala 3 Commune provides a thorough assessment. Undoubtedly, there exist highly influential and commendable hospitals:

- **Gynecological Obstetrics and Pediatric Hospital of Douala (HGOPED)** – It was created on January 23, 2014 by presidential decree n°2014/023 of January 23, 2014 and is the result of Sino-Cameroonian cooperation. Located in the Yassa district, it is a first-class public hospital, specially dedicated to the care of women and children. Among other missions, it provides quality care: gynecological, obstetrical and pediatric and contributes to professional training and staff development (rues-cameroun.openalfa.com/douala-iii/sante).

- **4 district hospitals located in Nylon, Japoma, Boko and Logbaba.**

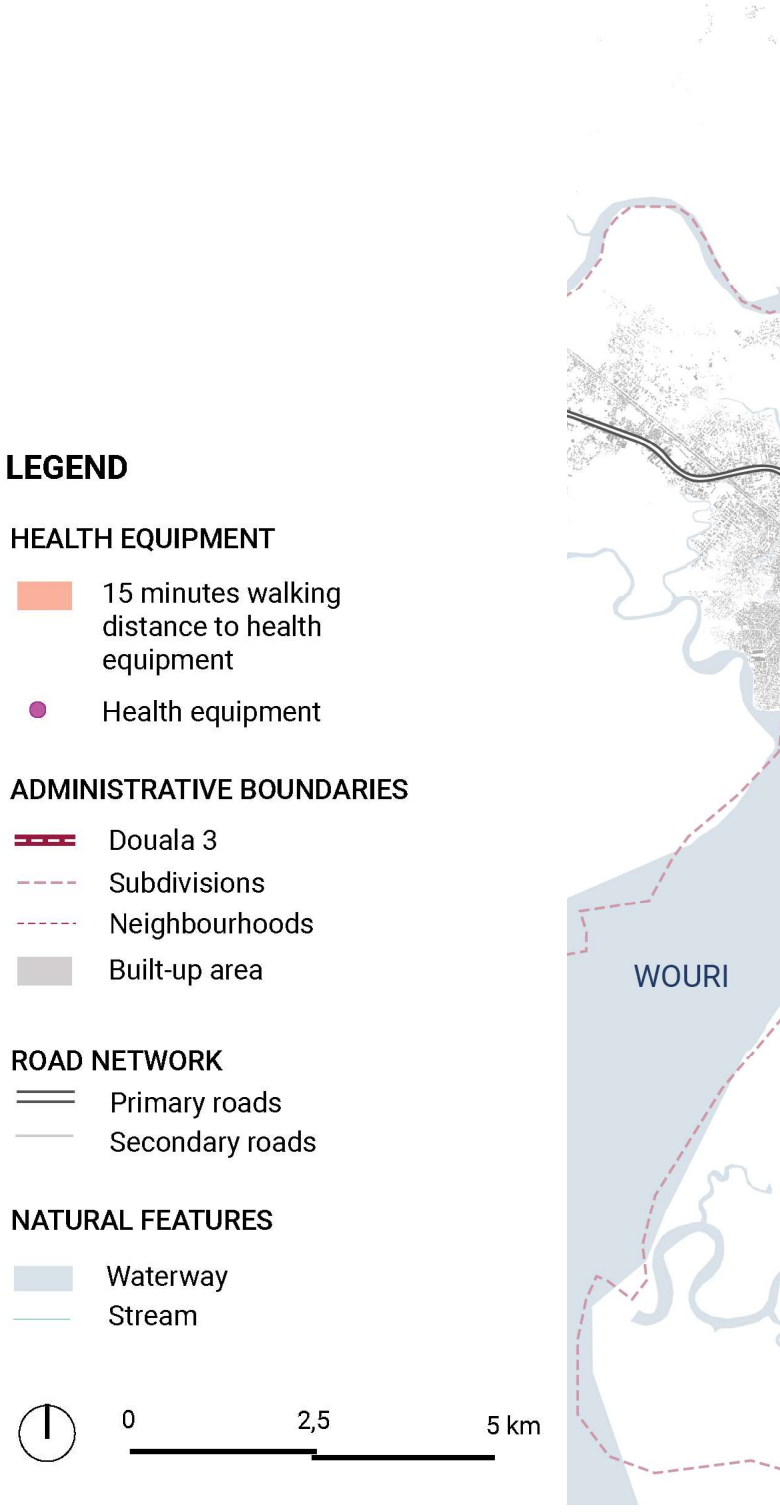
- There are then 345 private health centres and 13 CMA, medical district centres (Municipality of Douala 3,2023).

Commercial services related to health are also present: CAD 3 has 35 formal and recognized pharmacies. In addition to the 3 public hospital professional health training centres, there are religious and private health centres (Municipality of Douala 3,2023).

Although this number is quite high, there is an uneven spatial distribution of health facilities: this is reflected in the low presence of health centres in rural areas. In addition, no hospital structure is accessible within a 15-minute walk of homes due to accessibility constraints, poor quality of roads or significant distance from residential areas (UN-Habitat 5 neighbourhood principles).

For several years, Cameroon has allowed certain services and care to be offered free of charge to the population, such as: malaria treatment for children under 5 years old and the dispensation of antiretroviral drugs for PLHIV, etc. (Health Sector Strategy 2016-2027, Ministry of Public Health).

Despite this, most health costs (52%) are borne by households who pay directly for these services at the health establishment level (Health Sector Strategy 2016-2027, Ministry of Public Health).



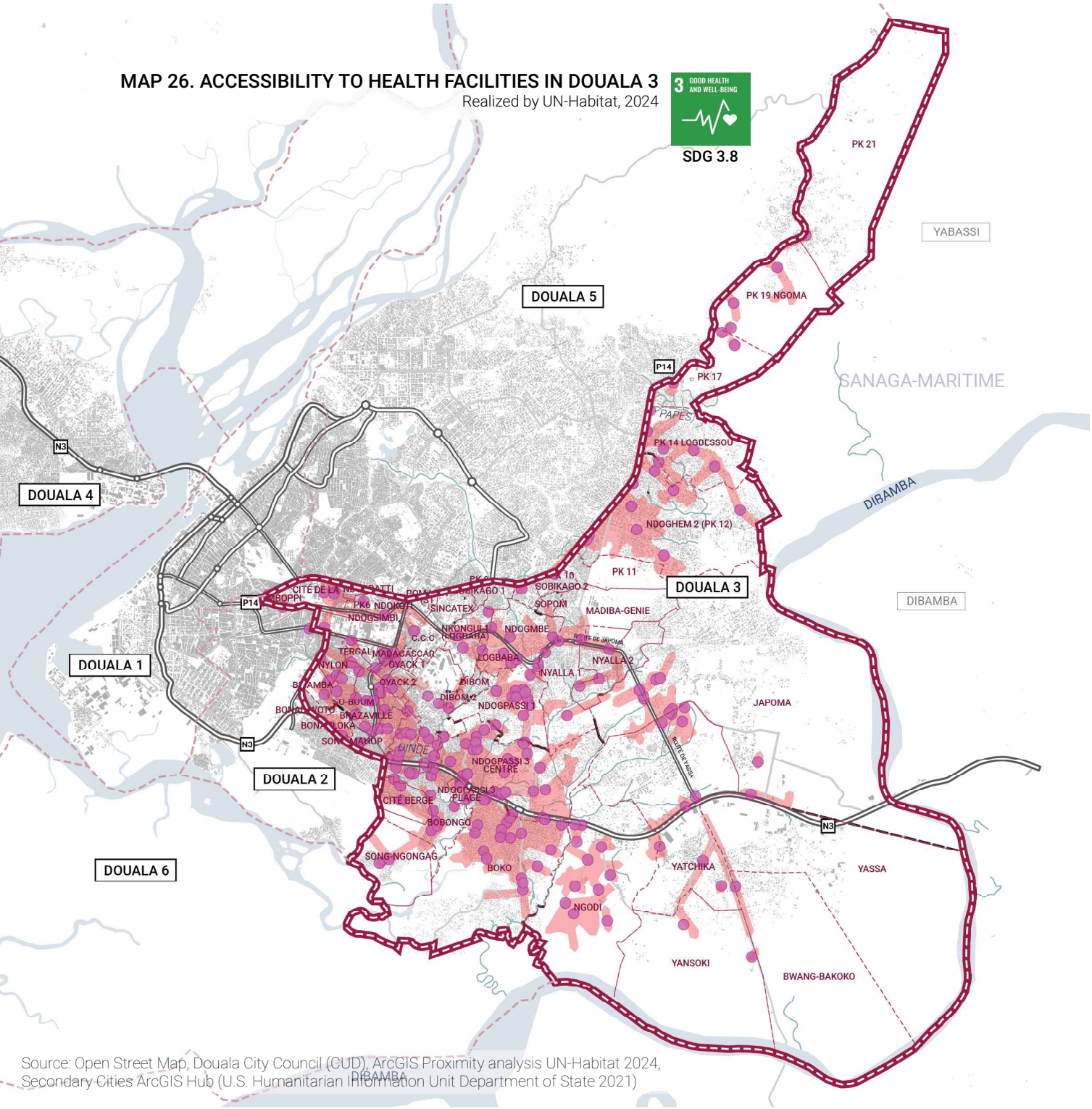
Consequently, the system of direct payment for care, as well as the use of health services and the mobilization of private and public resources for health, mark very great inequity. This system exposes households to very high expenses and constitutes a barrier to access to health services for the most vulnerable individuals or families (Health Sector Strategy 2016 - 2027, Ministry of Public Health). Medical care costs in public structures

- Consultation 500 – 1 000 FCFA
- Treatments from 10 000 FCA to 50 000 FCFA

MAP 26. ACCESSIBILITY TO HEALTH FACILITIES IN DOUALA 3

Realized by UN-Habitat, 2024

SDG 3.8



Source: Open Street Map, Douala City Council (CUD), ArcGIS Proximity analysis UN-Habitat 2024, Secondary Cities ArcGIS Hub (U.S. Humanitarian Information Unit Department of State 2021)

Considerable efforts have been made by the government to facilitate access to medicines. In terms of regulation, the prices of essential medicines have been standardized in the public sector and their costs are affordable, including in remote areas where the poverty index is high.

Community health is not sufficiently developed in the health system and community health workers operate without a legal framework. **This could explain the poor performance observed and the development of another level of health care and services: pharmacies and traditional and informal health centres, very present in CAD3, particularly in rural or less developed neighbourhoods.**

The data provided can support the local government in reporting on SDG 3.8 indicator and the overall achievement of Goal 3. The spatial data presented in Map 26 adds a crucial geographic dimension to indicator SDG 3.8 and provides insights that can inform evidence-based decision-making and enable stakeholders and residents to target their efforts where they are most needed to achieve sustainable development.

ACADEMIC BACKGROUND

A low percentage of displaced people have a higher education certificate: only 12% have a university certificate.

Very few is the formation on technical expertise.

Most of the IDPs were able to complete their primary and secondary education.
This gap will be even more marked given tuition fees in higher education are very high and accessible only to high-income families.
*Based on a sample of 110 people interviewed.

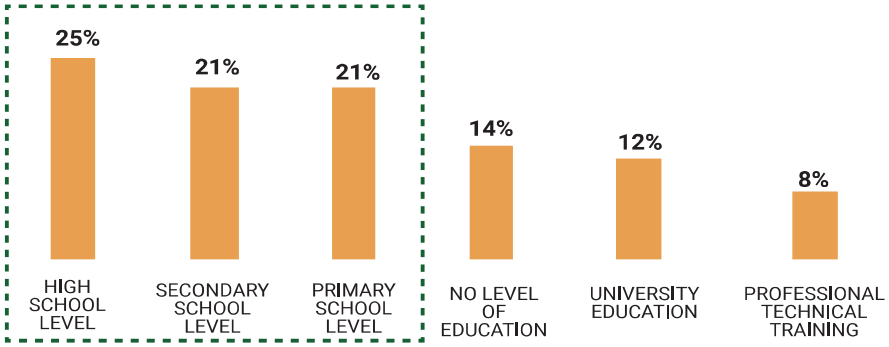


Fig. 34. UN-Habitat Interviews to the IDPS in Douala 3 - Academic background, July 2023
Source: UN-Habitat

ACCESS TO EDUCATIONAL FACILITIES: CHALLENGES ON TUITION FEES

Compared to the general profile of the IDPs in the CAD3 interviewed, a significant percentage have children of school age, 35%.

Despite this, almost 80% of this vulnerable population cannot enable full coverage of schooling, due to schooling costs, particularly private primary schools, and private and public secondary schools.
*Based on a sample of 110 people interviewed.

35%
OF INTERNALLY DISPLACED CHILDEN GO TO SCHOOL

78%
OF PARTICIPANTS HAVE DIFFICULTIES TO SEND THEIR CHILDREN TO SCHOOL

Fig. 35. UN-Habitat Interviews to the IDPS in Douala 3 - Access to educational facilities, July 2023
Source: UN-Habitat

ACCESS TO HEALTH FACILITIES: HIGH DISTANCES

More than 70% of IDPs live more than 15 minutes walking distance from a public hospital.

Although CAD3 is equipped with hospitals and other health services, most IDPs live far from these health centres.

Indeed, the areas furthest from services are also the least expensive and therefore economically affordable.

The consequence is that many rely to traditional or unconventional treatments, which sometimes worsen their health situation.
*Based on a sample of 110 people interviewed.

77%
OF PARTICIPANTS HAVE TO WALK MORE THAN 15 MINUTES TO REACH A HOSPITAL

48%
OF PARTICIPANTS DO NOT HAVE THE MEANS TO PAY FOR THEIR MEDICAL CARE

Fig. 36. UN-Habitat Interviews to the IDPS in Douala 3 - Access to health services, July 2023
Source: UN-Habitat

As part of the spatial analysis and urban profiling, a survey was carried out among IDPs in Douala 3.
The purpose of the study was to gather information about their needs and to get insight into the challenges relating to their well-being. The questionnaire submitted was composed of 48 questions structured in four parts:
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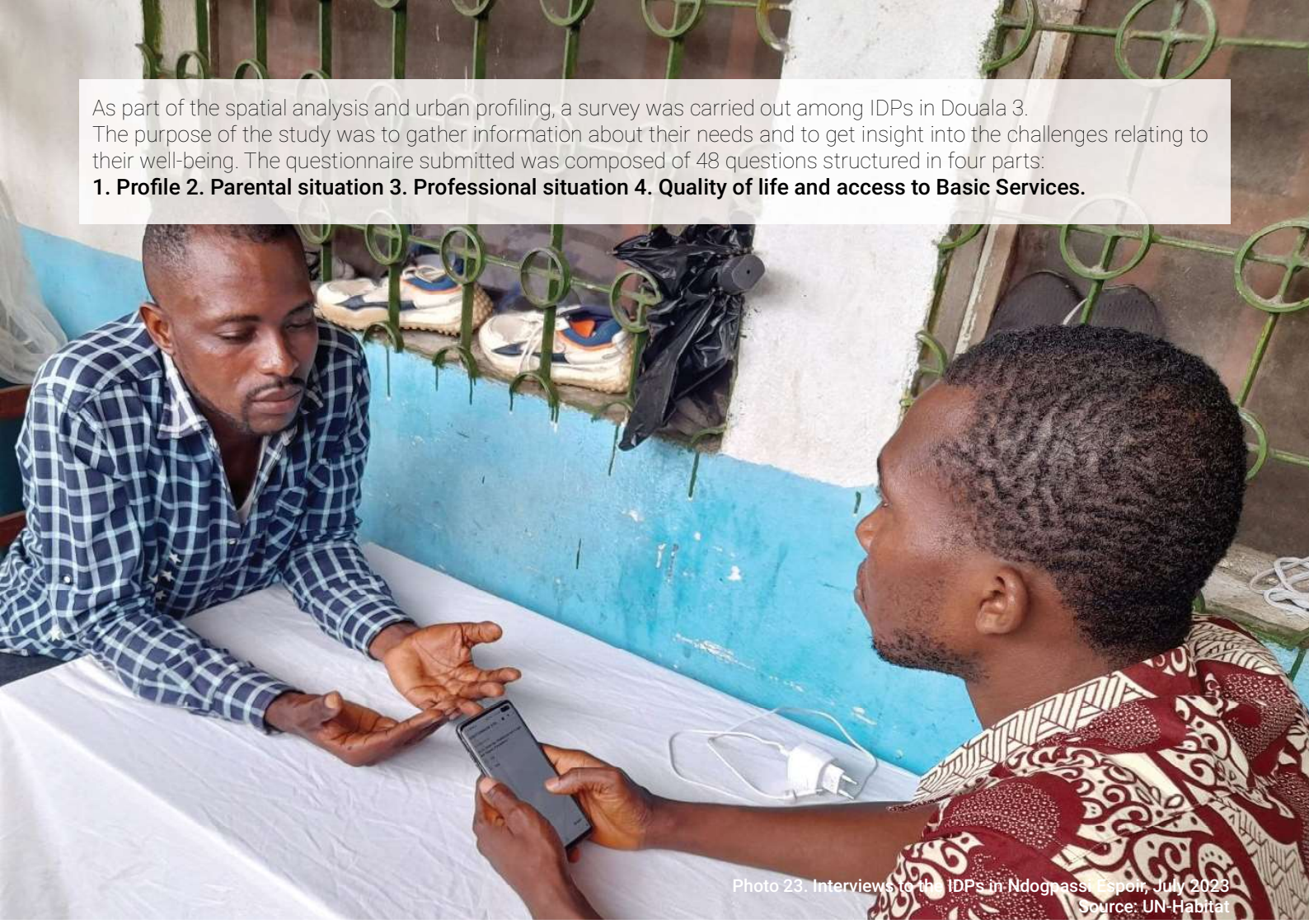


Photo 23. Interviews to the IDPs in Ndogpassi Espoir, July 2023
Source: UN-Habitat

Photo 24. Medical center in Ndogpassi Plage
Source: UN-Habitat

Photo 25. Public Primary school in Ndogpassi Plage
Source: UN-Habitat

ACCESSIBILITY TO URBAN BASIC SERVICES

WATER SUPPLY SYSTEM


UMF 09

SDG 1.4.1

SDG 6

The state of basic urban services in the Douala 3 Commune is substandard and exhibits significant disparities in distribution across various neighbourhoods. Undoubtedly, the drinking water delivery networks, energy supply networks, and solid waste management system are primarily located beside the main roadways. **Consequently, only residential areas in proximity to major thoroughfares possess the ability to avail themselves of essential amenities, thereby adversely impacting the overall well-being of a significant portion of the population residing in more distant neighbourhoods.**

DRINKING WATER SUPPLY

The drinking water delivery network in Douala 3 is managed by CAMWATER, the organization responsible for the public service of drinking water and sanitation in Cameroon.

Despite the existence of CAMWATER network infrastructure, access to drinking water remains difficult. The CAMWATER network is installed only along the main roads, this means that the access to this service is limited to a small proportion of households. The system is certainly present however, non-functional, or very irregular. Additionally, there is an inadequate quantity of potable water access points, a deficiency in the upkeep of these current sources, and an ineffective management of water source maintenance.

The drinking water production capacity in the city of Douala is approximately 165 000 m^3/day, with three production sources, including one in Douala 3. It is composed by:

1. A set of boreholes in Massoumbou to the north-east of the city (55 000 m^3/day).
2. A water purification plant located in CAD3, in Japoma, on the banks of the Dibamba to the east (60 000 m^3/day).
3. A water purification plant in Ayatto to the west on the Moungo (50 000 m^3/day).

(Environmental and Social Impact Study (ESIA) for the implementation of a "Bus Rapid Transit" pilot corridor in the City of Douala, Provisional Report – December 2021).

CAMWATER has scheduled various operations for the next 15 years, some are already underway to improve the drinking water network: in CAD3 the construction of water towers of 3 000 m^3 is planned in Nyalla and Logbessou (Environmental and Social Impact Study, ESIA, for the implementation of a pilot corridor page 177 Of the "Bus Rapid Transit" in the City of Douala, Provisional Report – December 2021).

A significant part of the population still consumes water from springs or wells. Indeed, to compensate for the lack of accessibility to water through the CAMWATER network, residents rely on informal alternative solutions such as:

- The construction of boreholes.
- Construction of water wells.
- Unauthorized connection to the main formal drinking water supply network.

Regrettably, the water sourced from these wells frequently becomes contaminated due to the presence of rubbish pollution or the discharge of liquid or solid waste from industrial operations. **The ingestion of this contaminated water by residents amplifies health hazards and facilitates the transmission of diseases such as Cholera.**

Consequently, the inadequate condition of the drinking water distribution system poses a significant threat to the most vulnerable communities.

WASTE MANAGEMENT

The solid waste management system within CAD3 follows two approaches:

1. Collection – this is an agreement between the Urban Community of Douala (CUD) and the Cameroonian company responsible for Hygiene and Public Sanitation of Cameroon (HYSACAM).

2. Pre-collection – this is another agreement between the CUD and each district, and an additional agreement with a pre-collection company.

It is estimated that the CUD spends more than 11 billion per year on waste management (CUD 2023). **The total amount of the budget allocated to sanitation for the year 2022 of the CAD3 is 4 442 000,000 XAF, however the percentage of the municipal budget consumed within the framework of sanitation is only 5,85% (CUD and Municipality of Douala 3, 2023).**

SDG 6 SDG 11 SDG 12

It has been estimated that the household waste produced during the year 2021 within the CAD3 is 608,542 tons, and 210,092 of market waste (Municipality of Douala 3, 2023). On the other hand, a projection of waste over the next 20 years was also made:

Evolution of waste until 2040 (Municipality of Douala 3, 2023).

- 203,343 tons of waste in 2021
- 251,941 tons of waste in 2026
- 478,849 tons of waste in 2040

Collection

As a result of financial limitations, HYSACAM has recently decreased its logistical operations by 50%. Consequently, there is an insufficient number of collection vehicles circulating to cover the full area of the CAD3. In addition, there are insufficient collection bins to meet the needs of CAD3 and only 65% of households have their waste collected regularly (Municipality of Douala 3, 2023).: this has an influential impact on the efficiency of the service: is the cause of flooding and the development of vector-borne diseases and fecal hazards (Source Health Sector Strategy 2016-2027).

Pre – collection

The CAD3 has initiated preliminary collection operations utilizing tricycles and a dump truck. Currently, there is a comprehensive collection of civil engineering equipment consisting of two graders, an excavator, a backhoe loader, five tricycles, and dedicated personnel for this operation.

The current Cameroonian firm involved in the pre-collection process is BUIL PA BUSCO, which specializes in Hygiene, Public Sanitation, Building, Public Works, and Industrial Maintenance.

The agreement between CAD3 and BUIL PABUSCO stipulates the monthly collection of 430 tons of rubbish in remote areas that are located far from the primary road infrastructure. This will be accomplished by the utilization of tricycle vehicles that visit individual residences directly. However, pre-collection was conducted in locations that were easier to access. **Furthermore, the period required for replacing the bins has not been determined at the management level. Consequently, this results in an excessive accumulation of official bins, which then transform into unauthorized dumping sites throughout the week.** The collaboration with CAD3 was temporarily halted due to service problems, to conduct a thorough evaluation of the agreement's terms and conditions.

Currently, CAD3 engages in either garbage collection or pre-collection to meet its waste management requirements. In this regard, CUD has granted CAD3 permission to utilize the landfill situated at PK10 in the Nyalla region. Residential waste treatment activities occur every two weeks and encompass the gathering, conveyance, and disposal of garbage at a landfill (Projet Ville Propres_Municipality of Douala 3).In general, the process consists of the following steps:

• **Recovery** – carried out using a truck or tricycle: recovery is carried out from the collection points set up in the municipality, to the treatment points (discharge PK10).

• **Assessment**– carried out by waste treatment companies. They are most often in partnership with teams allowing them to recycle or experiment with new recycling processes with them. Within the Douala 3, there are two companies of this type: WASTESAID and NAME.

• **Selective collection** - Conducted within the landfill by persons possessing an environmental permit, to sort the various types of garbage.

An estimate of the waste treated at the CAD3 level was also made: 60/65% treated and 30/35% in anarchic deposit (Municipality of Douala 3, 2023).

There are also private companies that carry out pre-collection by dealing directly with the population.

At the CAD3 level, actions aimed at promoting waste recovery and hygiene are regularly promoted: this is carried out by the 3rd Municipality, by the associations concerned and by the sensitive population. Indeed, the weekly participation rate of populations in sanitation activities is between 50 - 74% (Projet Ville Propres_ Municipality of Douala 3).

The National Electricity Distribution Company of Douala 3 Subdivision boasts around 41 hygiene associations and committees. Annually, the Municipality of Douala 3 compiles activity reports and creates a rating to acknowledge and honor the outstanding efforts of the top performers. These involves are services of:

- **Sorting of iron, aluminium,** cardboard, and particularly plastic elements. However, they cause considerable damage to the environment, they can be collected in mesh, sold and reused. Thus, other operations are also organized.

- **Weekly days dedicated to sanitation.** In fact, Thursday of each week is dedicated to sanitation. Will manifested through deliberation n°28/DEL/CM/SG/CAD3/2014 of May 16, 2014, establishing a citizens' day of cleanliness and setting the related fines in the jurisdiction of the municipality of the 3rd arrondissement of Douala.

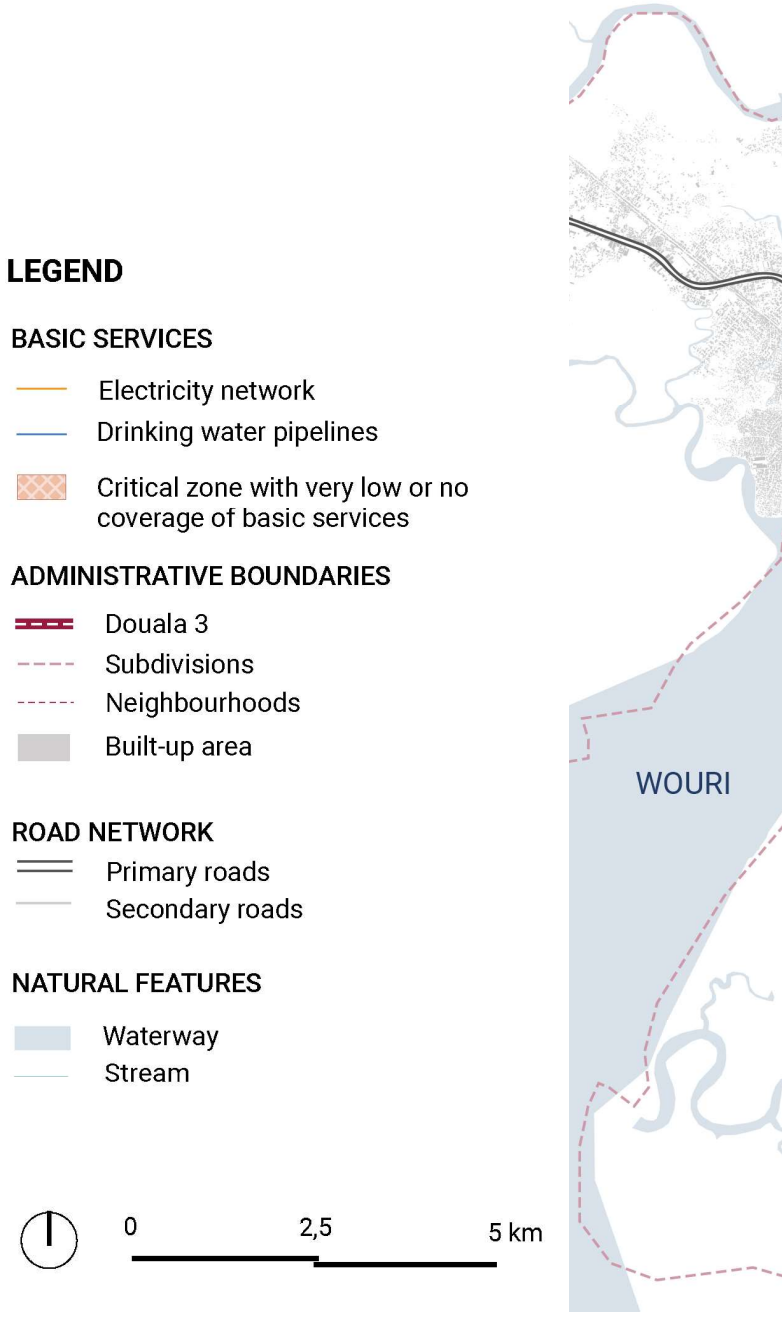
ELECTRICITY

Cameroon, ENEO, manages the electricity distribution in CAD3.

The distribution network comprises a network of electric poles strategically erected along specific important routes (N3, Japoma road, and Yassa Road) but does not encompass the entirety of the Municipality. In remote rural locations, where proximity to main roads is limited, there is a lack of convenient access to energy, resulting in the emergence of illicit connections to the official ENEO networks. Furthermore, the ENEO network continues to exhibit inefficiency, characterized by frequent load shedding that can persist for extended periods of time, ranging from hours to entire days.

Douala is also supplied by the Edéa and Song-Loulou dams as well as three thermal power plants present in CAD3: Dibamba, Bassa 2-3 and Logbaba 1-2. The existing source positions are:

- Douala Logbaba, 225kv/90kv
- Douala Bassa, 90kv/15kv

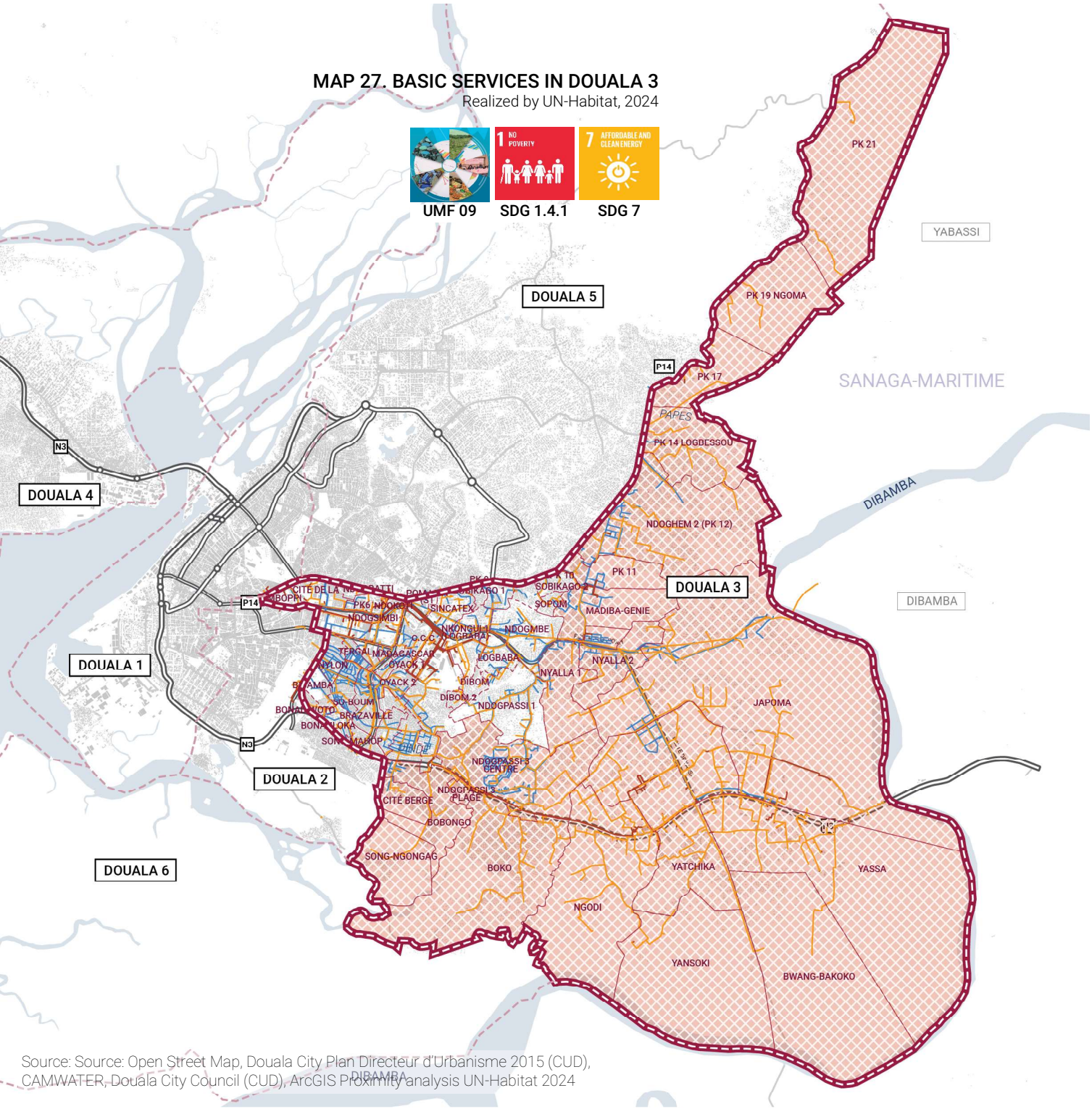


(Environmental and Social Impact Study (ESIA) for the In urban families, cooking is predominantly fueled by bottled gas, whereas in rural areas and less stable dwellings, cooking is typically carried out using charcoal or kerosene burners.

MAP 27. BASIC SERVICES IN DOUALA 3

Realized by UN-Habitat, 2024

UMF 09 SDG 1.4.1 SDG 7



Source: Source: Open Street Map, Douala City Plan Directeur d'Urbanisme 2015 (CUD), CAMWATER, Douala City Council (CUD), ArcGIS Proximity analysis UN-Habitat 2024

Typically, households with the necessary funds replenish their electricity through an ENEO prepaid meter.

One of the alternatives used by unethical homes for this service is the "spider connection," which involves a clandestine network connected to the company's main network in exchange for money.

Therefore, the frequent occurrence of untimely power failures, the limited extent of public electrification, and the inadequacy of the electricity infrastructure contribute to challenging lighting conditions in Douala 3 and hinder access to energy in households.

The lack of public lighting creates an atmosphere of uneasiness for inhabitants when navigating the streets at night.

Implementation of a pilot corridor("Bus Rapid Transit" in the City of Douala, Provisional Report – December 2021).

ACCESS TO DRINKING WATER

79%

OF PARTICIPANTS HAVE AN INFORMAL ACCESS TO DRINKING WATER

Access to drinking water is one of the biggest challenges faced by internally displaced individuals. Merely 20% of individuals possess direct access to potable water within their residences, typically provided by CAMWATER. **Nearly 80% of individuals rely on non-traditional approaches, such as drilling or constructing water wells, to acquire water for drinking or cooking.**

*Based on a sample of 110 people interviewed.

ACCESS TO PUBLIC LIGHTING

75%

OF PARTICIPANTS DO NOT HAVE ACCESS TO PUBLIC LIGHTING

The absence of public lighting is a primary factor contributing to the inadequate security in the communities inhabited by internally displaced persons (IDPs). **Indeed, a mere 25% of the individuals surveyed reside in close proximity to operational lamps. This uneasiness prompts individuals to establish unauthorized connections to operational streetlights** in order to minimize, wherever feasible, occurrences of criminal activities.

*Based on a sample of 110 people interviewed.

ACCESS TO ELECTRICITY

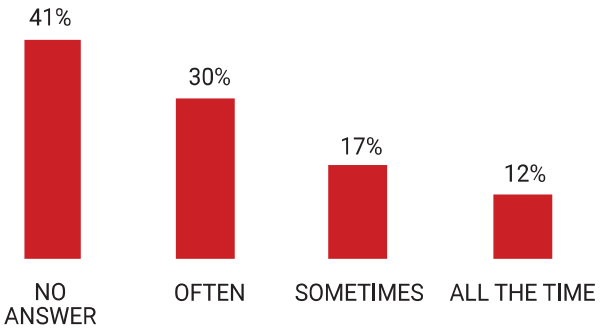
89%

OF PARTICIPANTS HAVE AN INFORMAL ACCESS TO ELECTRICITY

Another fundamental function is the supply of power to households, which is almost absent in the everyday lives of the IDPs. **Approximately 90% declare that they lack access to power supplied by ENEO at their residences, thereby resorting to illicit methods to obtain this service.** This scenario gives rise to the development of alternatives such as the spider connection, which involves establishing a connection to the ENEO national network through a technical apparatus that distributes electricity to neighbouring areas.

*Based on a sample of 110 people interviewed.

ACCESS TO ELECTRICITY



Despite the different methods of provision of electricity, the effectiveness of the service where it is present is not guaranteed. **30% of participants indicate that outages occur frequently. Simultaneously, in 40% of instances, it is stated that the frequency and reliability of the service are contingent upon external variables,** such as intense rainfall or widespread power outages in the neighbourhoods.

Based on a sample of 110 people interviewed.

Fig. 41: UN-Habitat Interviews to the IDPS in Douala 3 - Access to Urban Basic Services, July 2023
Source: ONU-Habitat

As part of the spatial analysis and urban profiling, a survey was carried out among IDPs in Douala 3.
The purpose of the study was to gather information about their needs and to get insight into the challenges relating to their well-being. The questionnaire submitted was composed of 48 questions structured in four parts:
1. Profile 2. Parental situation 3. Professional situation 4. Quality of life and access to Basic Services.

Photo 26. Interview with IDPs in Ndogpassi
Source: UN-Habitat

Photo 27. Tertiary road and informal electricity in Ndogpassi Plage
Source: UN-Habitat

Photo 28. Tertiary road and informal electricity in Ndogpassi Plage
Source: UN-Habitat

ECONOMIC PERSPECTIVES

ECONOMIC HUBS

The economic fabric of Douala 3 is very varied between the primary, secondary and tertiary sectors.

1. THE PRIMARY SECTOR includes the following sub-sectors:

- **EXPLOITATION OF NATURAL RESOURCES**
  - Urban and peri-urban agriculture
  - Breeding
  - Fishing
  - Animal industry
- **FOREST EXPLOITATION**
  - Non-timber forest products (NTFP)
- **MINING**
  - PCD Economic Activities Section of the Douala 3rd Subdivision

EXPLOITATION OF NATURAL RESOURCES

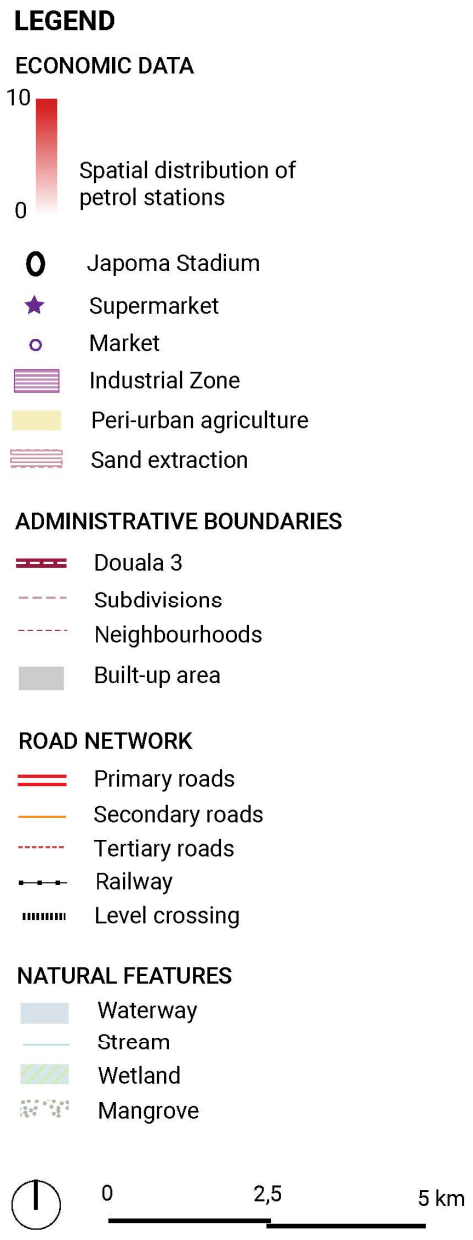
Urban and peri-urban agriculture constitutes a relevant lever for the local economy that agricultural sector development programs have been put in place to support these activities in the 3rd Municipality.

The prominent existence of peri-urban agriculture emphasizes the rural expansion of Douala 3 as is mostly expanding in peripheral areas that are less urbanized and densely populated, as well as around rivers. **A significant number of inhabitants residing in the eastern part of Douala 3 has land for cultivating vegetables and fruits**. These activities have a stronger focus on family involvement and serve as either a way to support oneself or generate income.

An example of this may be seen in the neighbourhoods of PK21 to PK25. Urban agriculture is practiced for the following objectives:

- **Social – for subsistence reasons**
- **Economic – for trade**
- **Environmental and cultural – regarding ecosystem conservation initiatives**

The Cameroonian Government Program (Program for Consolidation and Sustainability of the Agropastoral Council) and Family Farms (EFA) promote food crops and vegetables (corn, plantain, cassava), self production and sell in to the main markets such as that of Ndogpassi or PK 14.



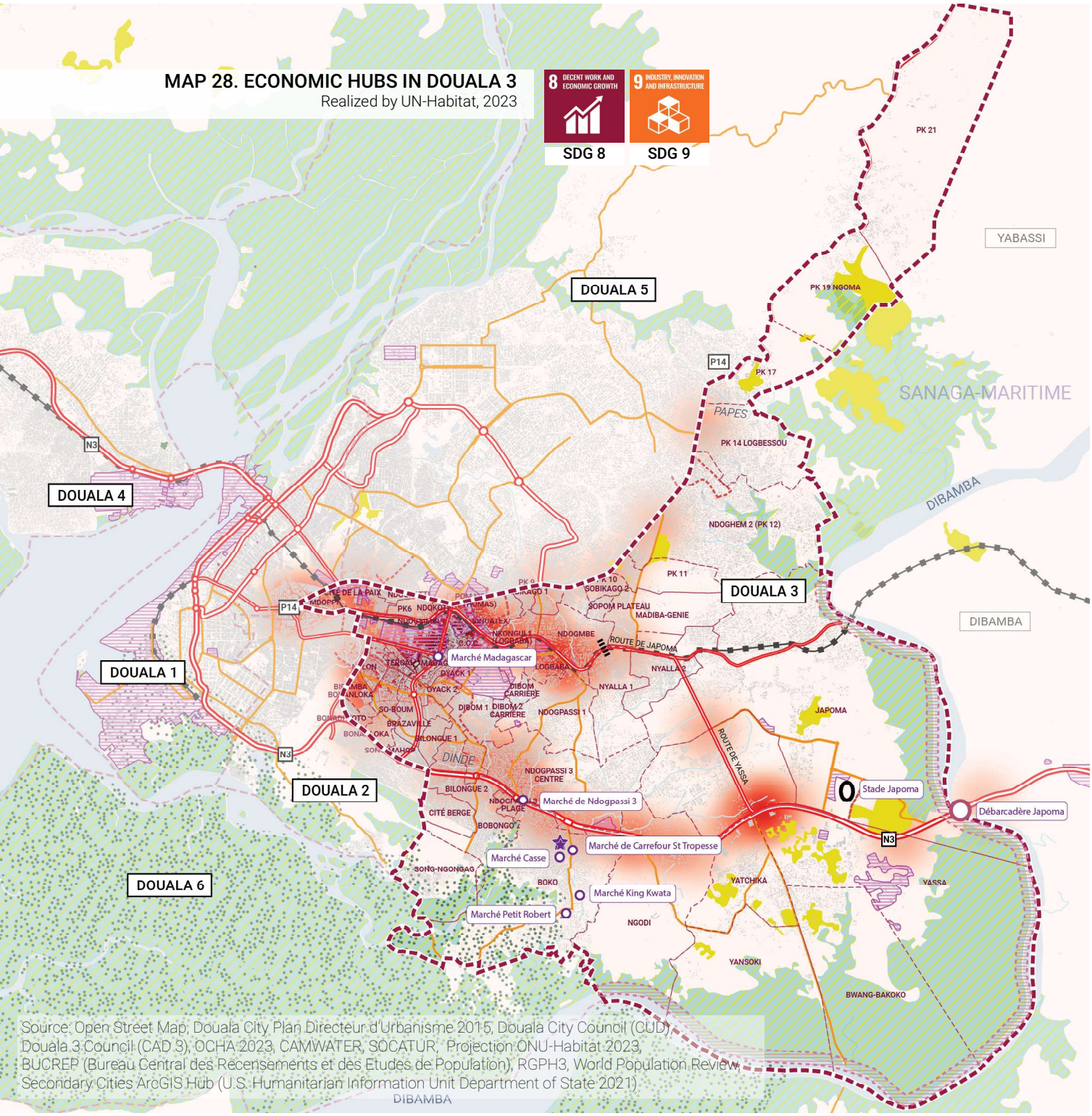
However, inadequate regulation of the irrigation water's quality, which is frequently contaminated, and farming practices in flood-prone areas, result in issues associated with plant diseases and lack of a proper drainage system for river and rainwater during heavy rainfall.

- **Livestock breeding and fishing**

In order to meet the FAO requirements, which recommend a consumption of 42 kg of animal proteins per person per year, the Government of Cameroon is taking measures to boost the production of animal protein. This subsector is projected to see a 5.5% annual average growth rate from

MAP 28. ECONOMIC HUBS IN DOUALA 3
Realized by UN-Habitat, 2023

SDG 8 SDG 9



Source: Open Street Map, Douala City Plan Directeur d'Urbanisme 2015, Douala City Council (CUD), Douala 3 Council (CAD 3), OCHA 2023, CAMWATER, SOCATUR, Projection ONU-Habitat 2023, BUCREP (Bureau Central des Recensements et des Etudes de Population), RGPH3, World Population Review, Secondary Cities ArcGIS Hub (U.S. Humanitarian Information Unit Department of State 2021)

2021 to 2030. In order to enhance the PCD Economic Activities Section of the Douala 3 Municipality, several projects are scheduled to be implemented.

MINING

The primary foundation of this industry relies on the abundance of sand in the Dibamba river (together with its tributaries), which is utilized for the development of road infrastructure and dwellings. **As a result, illicit extraction operations are conducted on the riverbanks. The sand is then conveyed via river canoes or land trucks to be marketed.**

2. THE SECONDARY SECTOR include the activities of:

- **CRAFTS**
- **INDUSTRY**

CRAFTS

This activity is strongly encouraged within CAD3. Indeed, cultural events aimed at promoting the production of artistic and traditional crafts are supported by public opinion and financial resources for the development of these activities are allocated by the Municipality and by the private sector actors concerned.

Furthermore, the Yassa district has been named Village Artisanal Régional de Douala (VARD). VARD is a structure attached to MINPMEESA (Ministry of Small and Medium Enterprises, Social Economy and Crafts) which is responsible for the collective supervision of production, exhibition, marketing and animation activities reserved for artisans and craft businesses from the four departments of the Littoral Region (Moungo, Nkam, Sanaga-Maritime and Wouri). This constitutes a huge opportunity for local residents (source https://www.afrik.com/cameroun-les-artisans-de-douala-s-ouvert-au-public).

INDUSTRY

Industrial enterprises in Douala are primarily established near the periphery of the city, particularly in the districts of Douala III, Douala IV, and, more recently, Douala V.

The establishment of industrial zones in the CAD3 occurred after the country gained independence in the 1960s. This was a result of the government's efforts to alleviate overcrowding in the city centre by promoting business activities in areas outside of Douala I and II districts. These initiatives included the implementation of investment codes and the establishment of public and semi-public companies in peripheral regions (Source: magzicameroun.com).

In general, company sites in Douala were mainly located in the districts of:

- **Douala III (Bassa) and Douala IV (Bonabéri), for industrial units**
- **Douala I and II, for services or the tertiary sector (banks, insurance, etc.) and commerce**

The Mission for the Development and Management of Industrial Zones of Cameroon (MAGZI) oversees two major industrial zones in Douala: The Bonaberi - Bassa Industrial Zone and the Industrial Zone of Douala-Bassa (ZIBA). These zones are home to numerous industrial units. In the subsequent decades, the city witnessed the establishment of industrial units primarily concentrated within these designated industrial zones.

Douala 3rd arbitrator ZIBA is responsible for 25% of the industrial production of the city of Douala whose potential is 340 companies including 89 industrial units. (Source: Peripheral location of industrial companies and creation of new centralities in Douala - Jean-Roger Essombè Edimo)

Under the management of MAGZI, ZIBA has 119 companies spread over 393 ha and corresponds to land assets of 137,054 million XAF.

For most businesses, Douala III offers important advantages, such as maritime, rail, road and airport services.

It is a area characterized by a cluster of industries spanning several sectors such as flour mills, breweries, metal processing, carpentry, painting, printing, water, energy, and more. Some of the companies are SOLICAM, BIOPHARMA, SOFAVIN, BATI BOIS, SEIGNEURIE, ICRAFON, and PROMETAL, among others. This industrial activity makes CAD3 one of the most influential District Communes in the city from an economic point of view. In this locality, two other large industrial manufacturing centres, respectively called "Centre Saint Michel" and "Ndokotti" were progressively created. (Source: https://www.cairn.info/revue-mondes-en-developpement-2007-1-page-101.htm / Article - Peripheral positioning of industrial firms and the emergence of new urban centres in Douala) Jean-Roger Essombè Edimo

Given its enormous land capacity, numerous industries continue to establish themselves in Douala III, as it provides greater room for commercial activities. An increasing number of production facilities are being established to the east of the city, specifically along the "Douala-Yaoundé" road axis, sometimes referred to as the "heavy axis". The Douala-Yassa industrial zone is the second industrial stronghold in the Douala III district. The Mission for the Development and Planning of Industrial Zones (MAGZI) oversees the management of the Douala-Yassa industrial zone, operating under the authority of the Ministry of Mines, Industry, and Technological Development. This area is home to several industries and organizations in sectors such as metallurgy, cardboard manufacturing, gasoline production, agri-food processing, petroleum refining, commerce, and distribution.

The expansion of industrial operations to the outskirts of Douala 3 gives rise to the occurrence of urban sprawl within the city, leading to a notable decrease in urban diversity.

3. THE TERTIARY SECTOR includes:

- **PUBLIC SECTOR**

- **PRIVATE SECTOR**
  - Commerce
  - SMEs and businesses
  - Telecommunications
  - Tourism, hotels and restaurants.
  - Transportation

(Source PCD Section of Economic Activities of the Municipality of Douala 3)

PRIVATE SECTOR

- **Commerce**

Commerce in Douala 3 is primarily conducted by street vendors, who operate within the informal economic sector. These vendors may be found in many locations across the city, including along roads, at roundabouts, at markets, and even in residential areas..

The products sold vary from basic necessities to food and construction products. The main markets of the Municipality are: PK 14, Ndogpassi and Dakar (it is one of the most populated markets in the Douala 3rd district). Formal boutiques are also present: the Douala Grand Mall is the largest shopping centre in CAD3.

- **Financial activity**

Aside from money transfer services offered by Express Union, Mobile Money, Orange Money, and other platforms, there are also banks such as BICEC and Afriland First Bank available in the highly populous market of Douala 3rd district. In addition, there are formal boutiques available, with the Douala Grand Mall being the most extensive retail mall in CAD3.

- **SMEs and businesses**

Consequently, there exist establishments, namely bakeries and gas stations, that provide petroleum products such as fuel, kerosene, and home gas. Another commonly performed activity involves small-scale trades associated with the maintenance and resolution of issues related to motorized rolling vehicles, specifically motorcycles and cars.

- **Telecommunications**

The activity is propelled by telecommunications entities such as MTN, Orange, CAMTEL, and Nexxtel. All of these players are content with ensuring that their separate networks reach the neighbourhood. However, regrettably, various portions of CAD3 do not receive the same level of signal quality.

- **Tourism**

As to the National Development Strategy-Cameroon 2030 (SNDC 2030), the growth of the domestic tourism sector in Cameroon is expected to undergo substantial progress between 2020 and 2030. In order to accomplish this, it is necessary to create a strategic plan to advertise the many tourist sites and cultural and natural assets in each city and region of Cameroon. The goal is to achieve a total of 3,500,000 tourists annually by the year 2030, as stated in the National Development Strategy SND30.

The Municipality of the 3rd Arrondissement of Douala possesses several tourist attractions that have the potential to stimulate economic growth. However, these attractions are currently underutilized for this purpose. These attractions include the Japoma Stadium (which is no longer in use after the CAN 2019 matches), the Japoma Bridge, and the old Japoma station, among others (Source:Municipality of Douala 3).

MUNICIPAL FINANCE CONTEXT CAD 3

In Cameroon, between 2010 and 2020, as part of the decentralisation process, the State has transferred no fewer than forty-three (43) powers, out of the fifty-six (56) provided for by the 2004 decentralisation, to the municipalities. The 2004 decentralisation laws transferred economic, health, social, educational, sporting, and cultural development responsibilities to communes and regions. The 2019 General Code for Local and Regional Authorities broadened these responsibilities , reinforcing subsidiarity. The Municipality of Douala III has the same responsibilities and powers as other municipal and community councils.

FINANCING GOVERNMENT AT THE MUNICIPAL LEVEL

The funding of decentralisation is enshrined in the law on the General Code for Local and Regional Authorities. Article 11 of the General Code for Local and Regional Authorities (LRAs) states that "sub-national governments have their own budgets and resources for the management of regional and local interests" (OECD, 2022). Article 12 of the same code specifies that "the resources necessary for sub-national governments to exercise their responsibilities are devolved to them either by transfer of taxation, or by grants, or by both at the same time."

Aside from the central government's system implemented through the Public Investment Budget (BIP), there are two additional structures responsible for funding decentralisation. **These are the Special Council Support Fund for Mutual Assistance (Fonds Spécial d'Equipement et d'Intervention Intercommunale - FEICOM),** which functions as a "Municipal Development Bank" and receives resources from the public treasury, and the National Participatory Development Programme (PNDP), which is financed by international donors as part of development aid (such as the World Bank and Agence Française de Développement).

FEICOM is the intermediary body through which most of the revenue made available to the Local and Regional Authorities (LRA's) pass . The financing of municipal and intercommunal projects is the main mission of FEICOM which it carries out in accordance with to the Government's guidelines which govern the policy of decentralization and promotion of local development. In addition to Financing Council projects , FEICOM is also the channel for centralizing and redistributing additional council taxes, providing cash advances to councils; financing training council staff at the Local Government Training Centre -LGTC (Centre de Formation pour L'Administration Municipale – CEFAM) and providing technical assistance to councils.

The National Participatory Development Programme (PNDP) in Cameroon aims to improve local public services by enhancing social services, reinforcing decentralization, and empowering authorities. The initiative, financed 60% through a Debt Reduction and Development Contract; ("Contrat de Désendettement et Développement" - C2D) agreement between France and Cameroon, is part of the Growth and Employment Strategy Paper, aiming to improve living conditions for the most disadvantaged populations. Actions carried out under PNDP can be broken down into three main components as follows: (i) support to local development; (ii) support to councils under the decentralization context; and mostly (iii) aspects such as coordination, management, monitoring and evaluation, and communication. The Municipality has received the support of the PNDP in the elaboration of the Municipality's Communal Development Plan.

OTHER ACTORS IN THE URBAN SECTOR IN THE MUNICIPALITY OF DOUALA 3

Within the Municipality of Douala 3, the responsibilities for urban management, including administrative and investment activities, are divided among the central offices of the ministries and para-statal organizations, as well as their provincial offices and the municipalities. The key stakeholders that have an impact on the financial and investment landscape of CAD 3 include:

- **HYSACAM, (Hygienne et Salubrité du Cameroun)**. HYSACAM's activities can be categorized into four groups: raising awareness and promoting a shift in the mindset of the population; collecting and disposing of household waste, which involves establishing waste collection points and regularly emptying waste containers in residential areas; cleaning streets and markets; and transporting and processing waste at designated disposal sites. The scope of HYSACAM's mandate is restricted to the collection, transportation, and disposal of domestic garbage generated by households, streets, and markets exclusively. Disposing of industrial waste, scrap iron, and similar materials is not within its jurisdiction. This applies equally to gutters, drains, and streams.

- **The Mission for the Planning of Urban and Rural Territories (Mission d'Aménagement des Terrains Urbains et Ruraux MAETUR)**; is a public company with industrial and commercial purposes that was established in 1977. MAETUR's main objective is to achieve operations of planning and equipment of areas, and to promote housing and real estate across the country.

- **S.I.C. The Société Immobilière du Cameroun (S.I.C.; Real Estate Company of Cameroon)** is one of the principal structures of promotion of the social habitat by the construction of housing.

- **Energy of Cameroon S.A. (ENEO) , Cameroon's national electricity utility, operating under a 30-year concession running until 2031. ENEO Cameroon (formerly AE-SONEL (Société Nationale d'Electricité)** ENEO Cameroon is responsible for the production, distribution and marketing of electricity in Cameroon. It is also responsible for the maintenance and repair of the electricity distribution networks and consumer billing. **ENEO is financed by the electricity tariffs paid by consumers** and is subject to regulation by the CRE (Commission de Régulation de l'Electricité) which is the regulatory authority for the electricity sector in Cameroon).

- **Cameroon National Water Corporation (la Société Nationale des Eaux du Cameroun, SNEC)**, were reassigned to the state-owned company, CAMWATER. CAMWATER has a concession with the government for service delivery in urban and peri-urban zones. CAMWATER is responsible for infrastructure development and for financing investment in the water sector.

Subnational responsibilities in Cameroon are unclear. The multitude of stakeholders and actors in the urban environment contributes to the complexity not only in terms of defining obligations but also in determining the financing structures and means of funding these responsibilities. The existing legal framework reflects the lack of clarity as to what decentralization involves and how to implement it.

MUNICIPAL FINANCE CONTEXT CAD 3

A QUESTION OF MANDATES AND CHALLENGES

Municipalities primarily allocate their spending towards urban infrastructure such as roads, parks, recreational areas, and the collection and transportation of solid waste. Most infrastructure investments are carried out by the central government, specifically the MINDHU and Ministry of Public Works, together with specialized agencies (para-statals as discussed above) responsible for power, water, communications, and industrial zones. Currently, municipal governments primarily prioritize activities such as urban road building and maintenance, the establishment of parks and public recreational areas, solid waste collection, and transportation.

Given the principle of concurrent competencies discussed above, the competences of city councils pertaining to most of these mandates is not exclusive as these functions continued to be exercised with direct support and subsidies from the central government, particularly for urban roads, solid waste management and urban transport. CAD 3 just like all other municipalities also has an exclusive mandate in building markets and bus stations.

THE MUNICIPAL BUDGET

As of 2022 CAD 3 is evolving in budgetary terms, moving from the classical budget (budget by means) to use of a programme budget (a performance-based budget). The use of PBB can offer several advantages for CAD 3, such as the ability to prioritize programs and activities based on relevance, effectiveness, and efficiency. It can also help communicate goals, strategies, and performance expectations to stakeholders while demonstrating value and impact.

TAX REVENUE STRUCTURE OF THE MUNICIPALITY OF DOUALA 3

The Municipality of Douala 3 generates tax revenue through local taxes, which include commune taxes, "Additional Council Tax levy", Centimes Additionnels Communaux CAC, and other levies. These taxes cover various aspects of the municipality, such as patents, licenses, property taxes, and forestry taxes. Commune duties include local development tax, livestock slaughter tax, firearms tax, and more. Tax revenue is collected by the State's tax services or the Decentralized Local and Regional Authority.

FEICOM's key revenue role is the nationalised collection and redistribution of the Additional Council Tax levy (Centimes Additionnels Communaux or 'CAC'). CAC is a 10% levy on certain categories of national taxation specifically destined for council finance. Taxes that this levy is applied to include general income tax, business tax, entertainment tax, and value-added tax. CAC revenue is collected and allocated as follows: 10% to national government, 20% to FEICOM and 70% to councils. Of the total that goes to councils, 20% goes to Douala; 40% to Yaoundé and 36% to other councils. The remaining 4% is retained by FEICOM and used for a range of purposes, for example to compensate councils for revenue that is paid beyond their borders, to support infrastructure projects in border councils or to help councils affected by natural disaster. Forty per cent of forestry royalties are also redistributed to councils on a per capita basis. However, the fragmented nature of revenue appropriation and the widely varying circumstances of individual councils has led to considerable inequalities in resources.

According to a FEICOM study published in 2021, over the period 2012-2016, tax revenue accounted for an average of 78.7% of the operating revenue of communes, ranging from 83.1% in the Far North Region to 71% in the South-West Region. During the same period, the average tax revenue realisation rate was58.1%, ranging from 43.2% for the Southern Region to 74.8% for the Northern Region. In absolute terms, the amount of tax revenue collected has increased steadily from one year to the next. In 2018, tax revenues were up by 4.7% compared to 2017. (OECD, UCLG 2022)

	2018	2019	2020	2021	2022
Tax Revenues	1,150,000,000	1,140,000,000	1,425,000,000	770,711,068	877 000,000
Additional Municipal Cents (Centimes additionnels communaux – CAC)	850,000,000	850,000,000	900,000,000	915,114,735	1,100,000,000
Income from municipal taxes	338,100,000	386,000,000	442,000,000	421,535,286	754,500,000
Income from the operation of the estate and services	2,000,000	2,000,000	7,000,000	4,245,000	62,000,000
Subsidies received	330,000,000	280,000,000	280,000,000	271.187,048	720,000,000
Transfers received	70,000,000	20,000,000	190,000,000	82,709,600	40,000,000

Table 4: Revenue Stream Municipality of Douala 3 in FCFA, 2018 - 2022
Source: Administrative Accounts Municipality of Douala 3: 2018 - 2022

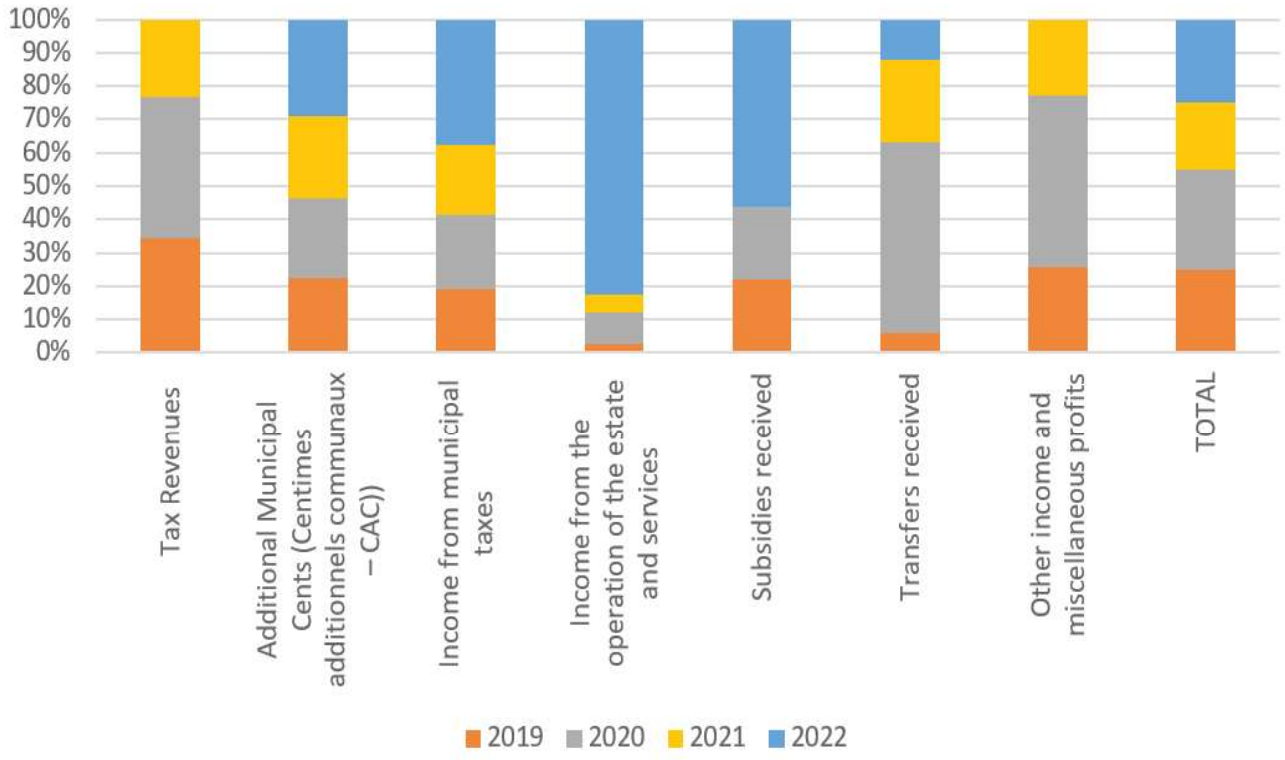


Fig.42: Revenue Stream Municipality of Douala 3, in 2019 - 2022
Source: Administrative Accounts Municipality of Douala 3: 2019 - 2022

MUNICIPAL FINANCE CONTEXT CAD 3

MUNICIPAL EXPENDITURE BY ECONOMIC CLASSIFICATION

RESPONSIBILITIES = FUNCTIONS= EXPENDITURES.

Local governments have two main expenditure responsibilities. The first includes all operating and maintenance expenditures (i.e., recurrent expenditures) for existing municipal public goods and services, while the second refers to the capital outlays for the provision of new infrastructure (capital expenditures - CAPEX).

The recurrent expenditure budget is concerned with the regular operation of services, including salaries, and the benefits for the employees, the purchase of short-life equipment, the costs of routine repair and maintenance, and the servicing of long-term debt. **Capital expenditures are largely concerned with the creation of long-term capital assets: economic or physical and social infrastructure.**

Total municipal expenditure was 254 450 000 FCFA in the 2022 municipal financial year, with "Personnel Costs" (remuneration costs) accounting for
880 000 000 FCFA or 34,52 per cent of the total. Personnel costs. Between 2018 to 2022 personnel costs is the have been the highest cost rubric, however, have still been within the required norm less than 35 per cent

Article 39 of the law on the financial status of the LRAs of 2009, reproduced in article 417 paragraph 1 of the Law on the General Code for Local and Regional Authorities, **prescribes that the expenses for the staff of a local or regional authority shall not exceed 35% of its total operating expenses. These laws also state that a local or regional authority's recurrent spending must not exceed 60% of its total spending, with at least 40% assigned to its capital spending.** The Municipality of Douala 3 has operated within the confines of this law. (See Table Below for the investment budget of CAD3). According to a FEICOM study, between 2012 and 2016 the average percentage of current spending of communes and urban communities at national level was 49,7 per cent.

	2018	2019	2020	2021	2022
Goods & services consumed	426,000,000	411,000,000	448,570,821	507,657,608	629,500,000.
Transport consumed	37,000,000	32,000,000	37,500,000	3,326,820	48,000,000
Other services consumed	257,000,000	233,171,297	274,671,297	180,303,971	325,000,000
Personnel costs	708,543,000	751,272,623	904,957,882	862,655,220	880,000,000
Taxes and duties	1,100,000	1,100,000	1,100,000	0	1,700,000
Financial costs	4,000,000	4,000,000	4,000,000	383,583	5,000,000
Subsidies paid	65,000,000	55,000,000	89,000,000	52,732,495	115,000,000
Transfers paid	37,000,000	47,000,000	53,000,000	26,958,695	53,000,000
Other miscellaneous expenses and losses	297,200,000	297,200,000	317,200,000	266,628,638	491,500,000
Total	**1,832,843,920**	**1,831 ,43,920**	**2,130,000,000**	**1,900,657,030**	**2,549,450,000**

Table 5: Expenditure Trends in the Municipality of Douala 3 in 2018 - 2022 in FCFA
Source: Administrative Accounts Municipality of Douala 3: 2018 - 2022

GRANTS AND SUBSIDIES

The Municipality of Douala III receives block grant revenue from the national government through MINDDLEVEL via its Special Council Support Fund for Mutual Assistance (Fonds Spécial d'Equipement et d'Intervention Intercommunale or FEICOM) based in Yaoundé with ten regional branches. These grants are weighted according to the Municipality's population, surface area and other considerations.

Communes receive grants and subsidies from the State to carry out their duties (responsibilities). Municipal revenues in Cameroon are made for more than 90 per cent of transfers from the central level of government. CAD 3 like other Local governments receive three grants from the state. **The decentralization general grant (Dotation générale de décentralisation)** is indexed to a fraction of the State's annual revenue set by law at a rate of at least 15 per cent; it is currently the main source of funding for decentralisation in Cameroon. **This grant aims to compensate for the costs induced by the transfer of new competences to the LGUs.** The funds received can be assigned to both operating and capital expenditures. So are the funds received through the tax transfers. The grant consisting in the share of local tax income dedicated to per-equation has to be used to fund investments.

The Law on Local Taxation also provides for equalisation revenues which are centralised and distributed to the communes by FEICOM. From 2011 to 2017, FEICOM centralised and transferred almost CFAF 496.5billion (over USD 2 billion PPP) in equalisation revenues to communes and urban communities. The average annual growth rate of these revenues was around 4 per cent, higher than the demographic growth rate of the Cameroonian population over the same period. Additionally, when distributing resources to subnational governments, a deduction of 4 per cent of the total amount is made for border communes and those affected by disasters. These funds are made available by a decision of the Minister for Decentralisation, who determines the appropriateness of the funding.

In 2020, the share of the state budget transferred to the LRAs (all appropriations, grants, and subsidies) amounted to 7.5%. The transfers and subsidies received by the Municipality of Douala 3 over the period 2018 to 2022 are presented in the following table.

	Transfers received	Subsidies received
2018	70,000,000	330,000,000
2019	20,000,000	280,000,000
2020	190,000,000	280,000,000
2021	82,709,600	271.187,048
2022	40,000,000	720,000,000

Table 6: Transfers and subsidies received by the Municipality of Douala 3 in FCFA 2018 - 2022
Source: Administrative Accounts Municipality of Douala 3: 2018 - 2022

OTHER REVENUE

Other revenue includes income from public and private property in the commune and services, plus cash and financial resources **(from international and decentralised cooperation).** Technical and financial partners (AFD, WB, GIZ, EU,+ JICA,) mobilize significant funds which are transferred through the state budget.

Although inter-council cooperation has since then been codified, it is still not very known to the public, and particularly council stakeholders. Between 2012 and 2016, the average proportion of these other revenues in the operating revenues of communes and urban communities was 9,3 per cent, ranging from 5,4 per cent (Far North) to 11,9 per cent (Northwest).

Inter-council cooperation gives councils the opportunity to come together in a public establishment to provide certain services or to carry out economic development or town planning projects. Inter-council cooperation that makes it possible for councils to pool their strengths and skills when the stakes are beyond those of a single council, was subject to legal instruments almost eight years ago, with the 2004 laws on decentralization .

	Other income and miscellaneous profits
2018	5 000 000
2019	5 000 000
2020	9 922 300
2021	4 387 412
2022	--

Table 7: Other income and miscellaneous profits of the Municipality of Douala 3 in FCFA 2018-2022
Source: Administrative Accounts Municipality of Douala 3 in FCFA from 2018 - 2022

MUNICIPAL FINANCE CONTEXT CAD 3

ASSETS

Assets are the material base to provide key public services, while representing the wealth of a Municipality and thus the key resources for funding development. Selling or leasing land or buildings is an important source of revenue for many Municipalities. Although the Municipality's access to land is physically limited, the increase in demand for land associated with urbanization and the investment in infrastructure results in further increase in the value of urban land.

In the case of Douala 3, in the face of this demand the municipality is pushed to buy land for infrastructure investments. In the period between 2018 and 2022, the Municipality of Douala 3 has made the following expenditures regarding assets with the highest rubric in **terms of expenditures being the investments in equipment and movables.**

	2019	2020	2021	2022
Land Acquisition	30,000,000	170,000,000	15,000,000	35,000,000
Other tangible Fixed Assets	240,000,000	330,000,000	285,000,000	285,000,000
Fixtures and Fittings	75,000,000	92,743,920	425,000,000	585,000,000
Equipment and furniture	405,398,000	490,389,912	566,859,148	722,050,000

Table 8: Land Acquisition and Assets of the Municipality of Douala 3 in 2019 - 2022 in FCFA
Source: Administrative Accounts Municipality of Douala 3: 2019 - 2022

ACCESS TO DEBT (BORROWING)

The 2009 law prohibits municipalities from borrowing on financial markets or private institutions. However, communes like Douala III can access two-year loans through FEICOM for fiscal year deficits, debts, or outstanding debts to the Directorate General of Taxes or delegated companies like HYSACAM. (Société Hygiène et Salubrité du Cameroun) for its household waste collection activities.

The Municipality of Douala 3 has over the period 2018-2022 made the following payments towards the reimbursement of other long- and medium-term loans and debts.

	Reimbursement of other long- and medium-term loans and debts
2018	231,857,168.00
2019	186,857,168.00
2020	241,857,168.00
2021	223,978,647.00
2022	75,000,000.00

Table 9: Reimbursement of loans and debts by the Municipality of Douala 3 in FCFA 2018 - 2022
Source: Administrative Accounts CAD3 from 2018 - 2022

The loans authorised by FEICOM are for revenue and capital spending. FEICOM's priorities, are capital projects of social value, including schools, utilities, healthcare and transport infrastructure. The proportion of loan to grant depends on the type of project being funded.

Since 2006, Douala 3 Municipality has received eight financial assistance packages totalling 409,813,254 FCFA, or 1.5% of FEICOM funding for Littoral Region, covering investments, salary arrears, household waste removal, and cooperation visits.

The FEICOM also makes available technical expertise not readily available at council level, with architects, engineers and project managers. Working to support projects focused on: basic service provision, social services, local economic development, own-source revenue generations, and support to decentralisation.

No.	Purpose of the Financial Assistance	Year	Disbursement Authority	Amount FCFA
1	Construction of City Hall	2006	Provisional Admin.	93,358,202
2	Equipment for the Town Hall	2008	Director General	28,854,900
3	Construction of 03 culverts and 01 culvert in the Dogsimbi, CCC, Nyalla and Japoma districts	2015	CCFF	213,850,152
4	Cooperation visits to Canada and the United States of America	2016	Director General	5,750,000
5	Arrears of salary payments	2016	Director General	30,000,000
6	Municipal contribution for the maturation of projects and holding of a forum/exhibition fair	2017	Director General	3,000,000
7	Special program for the removal of household waste in urban areaS	2018	Director General	35,000,000
8	Extension of the Town Hall (ongoing)	2021	CCFF	1,988,603,562
			Total	**2,398,416,816**

Table 10: Financial Assistance Packages received by the Municipality of Douala 3 in FCFA from FEICOM 2006 - 2021
Source: FEICOM from 2006 - 2021

MUNICIPAL FINANCE CONTEXT CAD 3

INVESTING IN INFRASTRUCTURE AND BASIC URBAN SERVICES IN THE MUNICIPALITY OF DOUALA 3

Capital outlays for the provision of new infrastructure (capital expenditures - CAPEX), constitute the second component of the expenditure side of the budget of Municipality of Douala III. **By law the municipality's recurrent spending must not exceed 60% of its total spending, with at least 40% assigned to its capital spending.**

According to the WB (2012) The average investment budget execution is 38 percent (median=35 percent) with variations between 1 percent and 93 percent of budgeted figures. If one excludes investment spending on 'equipment and movables' the average budgeted share is 25 percent of total expenditures (median=20 percent). By excluding spending on 'equipment and movables' one gets an idea of the size of spending which is likely to have a more significant developmental impact (e.g., roads, sewage, electricity, irrigation). **The actual spending on productive investment is only 14 percent of total expenditure (median 10 percent). This probably explains why the decentralization has so far had such little impact on growth.** The Municipality's expenditure side of the budget over the last five years is presented in the following table and diagram.

	Operation	Investment	**Total**
2018	1,832,843,920	1,012,256,080	**2,845,100,000**
2019	2,638,222,300	106,777,700	**2,745,000,000**
2020	2,130,000,000	1,420,000,000	**3,550,000,000**
2021	1,900,657,130	705,661,479	**2,606,318,509**
2022	2,549,450,000	1,892,550,000	**4,442,000,000**

Table 11: Operation and Investment expenditures of the Municipality of Douala 3 in FCFA 2018 - 2022
Source: Administrative Accounts CAD3 from 2018 - 2022

FINANCING STRATEGY FOR INFRASTRUCTURE

While most infrastructure investments are financed by the national government, MINDHU, and the Ministry of Public Works, the Municipality of Douala 3 due to rising operating costs, still faces the challenges of investing in and of providing an increasing number of services such as health centres, road networks, and leisure services.

The municipality's team selects investments based on a list of priorities identified at the neighbourhood and villages level as part of the participatory consultations led by the municipal executive.

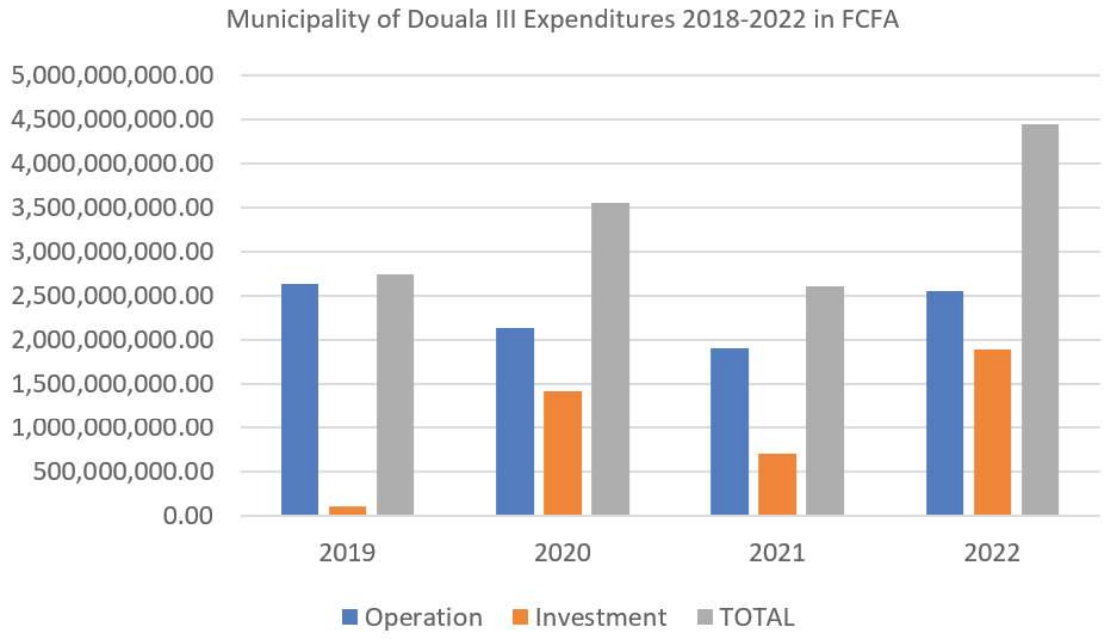


Fig. 43: Operation and Investment expenditures of the Municipality of Douala 3 in FCFA 2019 -2022
Source: Administrative Accounts CAD3, 2019 - 2022

These priorities are subsequently transformed into projects, which are then developed and incorporated into the preliminary budget for those that fall under the scope of the Municipality's responsibilities. Other projects on the maturation list are directed towards the relevant stakeholders (CUD, parent Ministries, Technical and financial partners – FTPs), through budget conferences conducted at the regional level by MINEPAT services or through direct negotiation approach. The Municipality's ability to develop and implement large-scale initiatives that are financially viable is currently limited.

In the face of increasing demands for investments in infrastructure and services, the Municipality's own source revenues which primarily come from taxes, plays a significant role in determining how much can be invested. The Municipality's Own Source Revenues (OSRs) are struggling to keep pace with these demands. Consequently, the Municipality is confronted with diminishing flexibility. This is confirmed by looking at the administrative accounts of the Municipality for the financial years, 2017,2018, 2019, 2020, and 2021. The data from these accounts is used to calculate the exact amount of investment effectively mobilized by the Municipality over a period of 05 years, as shown in the table below.

The Municipality's financial investment capacity using only its own funds is projected to be 1,445,929,126 FCFA over the following 05 financial years, resulting in an average yearly investment of 289,185,825 FCFA. However, the Commune's financial capacity for investments, including both its own finances and external funds, is estimated to be 11,410,199,825 F CFA. The amount is increased because of incorporating secure resources from other sources, such as:

- The general allocation for decentralization, which is of the order of 500,000,000 FCFA over a period of five (05) years, or 100,000,000 FCFA/year.
- Funds from the Ministry of Public Works, approximately 27,000,000 FCFA/year for the maintenance of municipal roads, a donation whose accumulation over 05 years is equivalent to an amount of 135,000,000 FCFA.
- Funds from FEICOM for the next 2 years (2023 and 2024). i.e. an amount of 4,962,553 810 FCFA.
- Funds from the Public Investment Budget (BIP), i.e. an amount of 623,500,000 FCFA and finally.
- Funds from additional municipal centimes (CAC), i.e. an amount of 3,743,216,890 F CFA

Years	Total CA	Total Amount of Investment Expenditure Realized	Amount of Own Resources Without CAC (F)	Total Amount of Operational Expenditure Realized	Difference (Minimum, 40% of own resources
2021	2,107,361,089	417,010,609	421,535,286	2,606,316,309	168,614,114
2020	2,007,371,374	487,016,532	889,177,072	1,097,229,033	355,670,829
2019	2,072,572,973	275,175,559	756,513,665	1,568,655,065	302,605,466
2018	1,629,510,553	284,000,000	720,319,330	1,719,149,451	288,127,732
2017	1,855,070,424	296,311,727	827,227,402	1,377,177,369	330,910,985
Total Over 5 Years	9,671,892,413	1,759,514,427	3,614,822,815	8,368,527,227	1,445,929,126
Total Av. Annual	1,934,376,483	5351,902,88	722,964,563	1,673,705,445	289,185,825
DGD		500,000,000			100,000,000
				ANNUAL INVESTMENT CAPACITY	**389,185,825**

Table 12: Investment capacity of the Municipality of Douala 3 in FCFA 2017 - 2021
Source: Administrative Accounts CAD3 from 2017 - 2021

MUNICIPAL FINANCE CONTEXT CAD 3

Essentially, the annual budget of PCD should be based on CAD 3's investment capacity, with additional funding from the Public Works fund, MINDDEVEL, and other BIP sources. It is important to mention that the Municipality's own revenues can only be utilized, as mandated by legislation, up to a maximum of 40%.

In 2023, Douala 3 transitioned from a traditional budget (based on means) to a program budget (a performance-based budget - PBB) in terms of its financial management.

The utilization of PBB provides numerous benefits for The Municipality of Douala 3, including the capacity to prioritize programs and activities based on their relevance, efficacy, and efficiency. Additionally, it can facilitate the transmission of objectives, tactics, and performance projections to interested parties while demonstrating value and impact. The table below displays the budgets for the years 2023,2024 and 2025

	AMOUNTS			
	%	2023	2024	2025
Programme 1: Improvement of the Delivery of Basic Social Services	10.5%	552,125,120.00	571,256,376.00	588,719,195.00
Programme 2: Promotion Of Economic Development and Environmental Protection	19,9%	1,049,550,432.00	1,093,627,994.00	1,148,309,341.00
Programme 3: Promotion of Citizenship, Culture, Sports and Support for the Youth	7.8%	414,000,000.00	426,665,000.00	448,363,250.00
Programme 4: Governance and Local Administration	61,8%	3,264,424,457.00	3,158,689,599.00	3,238,354,405.00
GENERAL TOTAL	**100%**	**5,280,100,000.00**	**5,250,238,919**	**5,4232,746,191**

Table 13: Programme Budget structure of Municipality of Douala 3 in 2023 – 2025, amounts in FCFA
Source: Administrative Accounts CAD3, 2023 - 2025

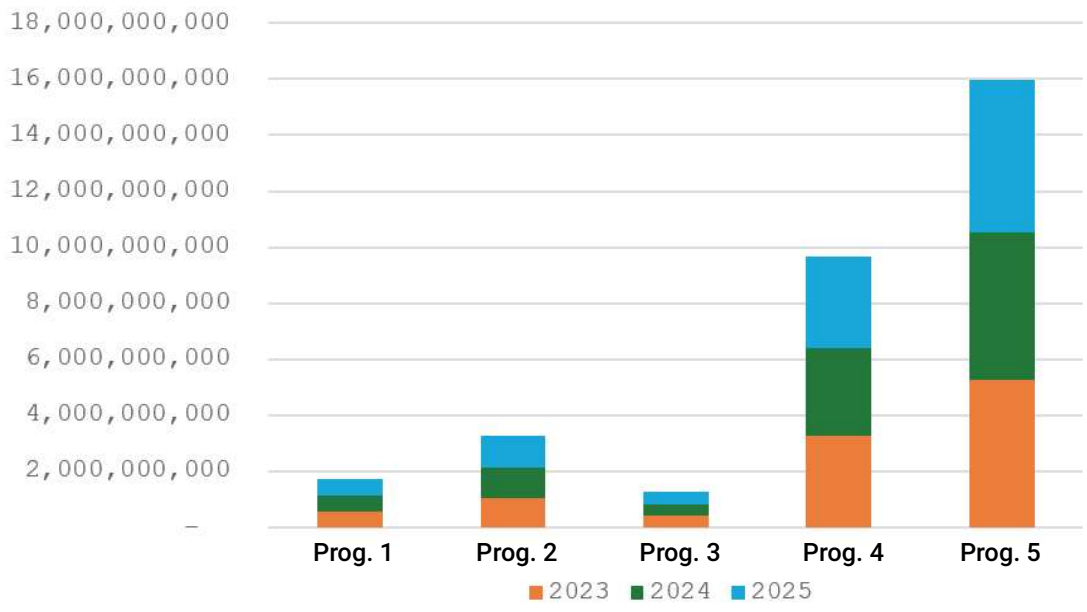


Fig. 44: Operation and Investment expenditures of the Municipality of Douala 3, in 2023 - 2025, amounts in FCFA
Source: Administrative Accounts CAD3, 2023 - 2025

After assessing the Municipality's ability to invest and the investment requirements based on the PCD of the Municipality, it is clear that there is a significant shortfall in funds that has to be addressed. This objective can be achieved by employing two strategies: firstly, by reducing the number of projects that necessitate investment, and secondly, by garnering supplementary financial resources (revenues) from the National government, development partners, and the private sector.

It is observed that despite challenging circumstances, the Municipality of Douala 3 has not fully utilized all the available methods for revenue mobilization. **The Local Development Tax (TDL)** is a municipal tax that is implemented according to article 57 and subsequent provisions of the 2009 law on local taxation . I**t is levied in exchange for the provision of essential services to the population, primarily including public lighting, sanitation, waste disposal, ambulance services, water supply, and electrification.** Although the Municipality of Douala 3 is facing difficulties in generating revenue to invest in these sectors, it evident from the municipal accounts that between 2018 to 2022 the Municipality of Douala 3 has not utilized this potential source of income.

Another important set of obstacles faced by the Municipality of Douala 3 faces in accessing investment finance is the identification and formulation of investment projects that are 'bankable' in the broadest sense, i.e., that will be successful in obtaining financing from a third party. With over 1,575 needed projects in the Municipality's current PCD, there is a need to streamline the number of projects, prioritize, and to determine which projects to pursue and in what order. This is crucial for maximizing returns, aligning with strategic objectives the Municipality's vision, and ensuring the efficient utilization of capital.

Understanding the financial condition, or fiscal health of the Municipality of Douala 3 is crucial for making informed decisions and ensuring the efficient operation of the municipality, particularly in the context of rapid urban growth. **As the municipality takes on increasingly challenging responsibilities, such as meeting the demands for infrastructure investment and basic urban services from its neighbourhoods, host communities, and a growing number of internally displaced persons (IDPs), it becomes even more important to have a clear understanding of its ability to effectively plan, manage, and fund essential public services and initiatives.**

INCOME AND HOUSING COSTS

As a result of their precarious economic conditions, internally displaced persons (IDPs) are seeking affordable housing options. Over 40% of them currently reside in housing units with monthly rents ranging from 10,000 to 20,000 FCFA.

A significant portion of their monthly earnings is allocated towards housing expenses, with 75% of displaced individuals reporting challenges in meeting rent and living costs.

The challenge is in the fact that the monthly revenue of a displaced person, often ranging from 10,000 FCFA to 20,000 FCFA, is equivalent to the average monthly rental cost.

The question therefore is "how they can meet daily expenses if all of their income is used to pay house rent?": In fact, 75% of displaced people reported having difficulty paying rent and living expenses.

*Based on a sample of 110 people interviewed.

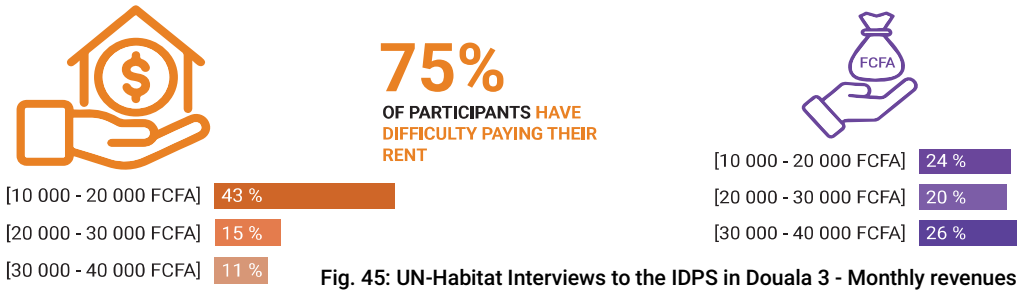


Fig. 45: UN-Habitat Interviews to the IDPS in Douala 3 - Monthly revenues and housing rents, July 2023
Source: UN-Habitat

EMPLOYMENT: CHALLENGES ON NEW JOB OPPORTUNITIES

Very low percentage of IDPs living in the Municipality do not have access to formal jobs.

Their arrival contributed to the development of the informal economy which, today, is the largest provider of jobs (albeit precarious) for this population. Notwithstanding their "informal" classification, internally displaced persons (IDPs) engaged in business are obligated to pay municipal taxes. Only 4 % of IDPs interviewed work in the public sector (formal servants). Most of them are employed in the commerce sector, accounting for 17% of the workforce, mostly in market-related roles. The unemployment rate nevertheless remains very high (29%).

Most of them do not engage in the same occupation they were pursuing in their region of origin.

*Based on a sample of 110 people interviewed.

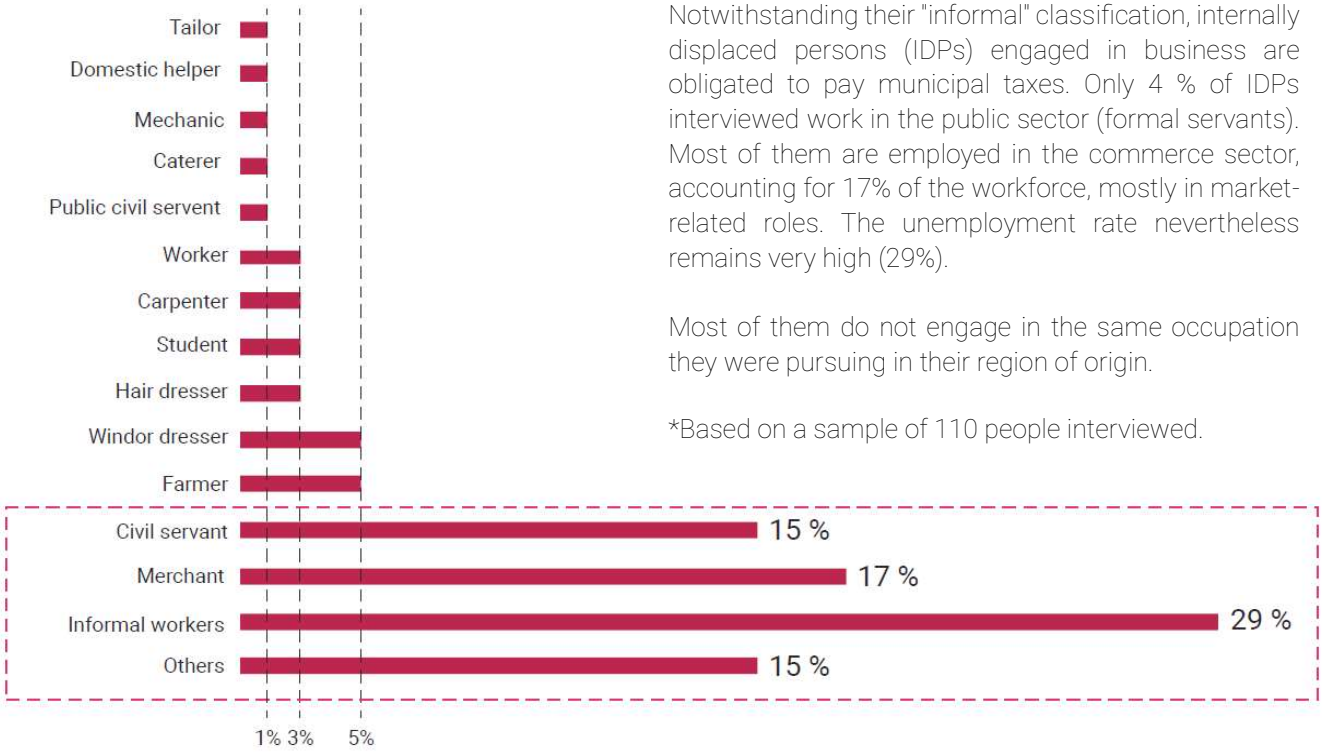


Fig. 46: UN-Habitat Interviews to the IDPS in Douala 3 - Type of employment, July 2023
Source: UN-Habitat

As part of carrying out the spatial analysis and urban profiling, a survey was carried out among IDPs in Douala 3. The purpose of the study was to gather information about their needs and to get insight into the challenges relating to their well-being. The questionnaire submitted was composed of 48 questions structured in four parts:
1. Profile 2. Parental situation 3. Professional situation 4. Quality of life and access to Basic Services.

Photo 29. Interview with IDPs in Espoir
Source: UN-Habitat

Photo 30. Market at Roundabout
Source: UN-Habitat

Photo 31. Japoma pier and sand extraction
Source: UN-Habitat

04

DOUALA 3 PERFORMANCE

MY NEIGHBOURHOOD ANALYSIS

DOUALA 3 PERFORMANCE

A neighbourhood is a community geographically localised within a larger city, town, or rural area, represented by a spatially defined unit, with its own system of functional and social networks. A good neighbourhood provides an enabling environment for an improved quality of life of everyone.

The neighbourhood and it's networks, link both horizontally and vertically to other systems, at an intra-neighbourhood and city-wide level.

This section employs the UN-Habitat's Rapid Planning Studio Approach to assess the city's performance for its residents.
These analyses are structured around five key city objectives, guaranteeing that each indicator employed has a direct connection with the Sustainable Development Goals (SDGs) and the Urban Monitoring Framework (UMF).

The indicators considered are:

- **Form**
- **Distribution**
- **Proximity**
- **Diversity**
- **Intensity**

While the five objectives include:

1. Compactness
2. Connectedness
3. Inclusiveness
4. Vibrancy
5. Resilience

1. Compact City: Effectively manages land occupancy while delivering a balanced provision of basic services offering its inhabitants the possibility to make use of various public services and activities within walking distance.

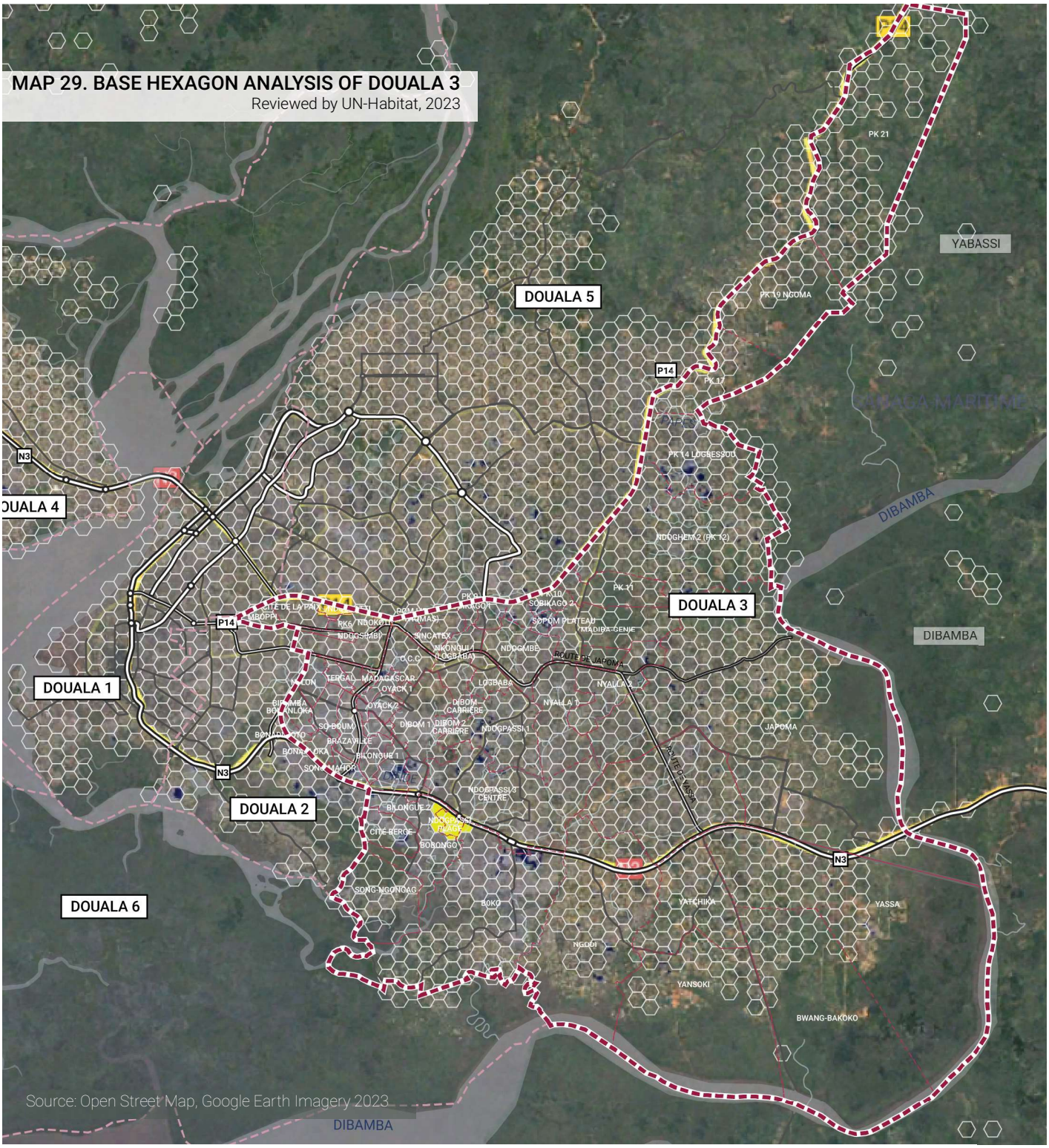
2. Connected City: Effectively provides a road network that facilitates walkability and an efficient public transportation system that facilitates the mobility of the inhabitants.

3. Inclusive City: Provides its inhabitants with adequate physical housing conditions and spatially balanced distribution of key services (quantity, quality).

4. Vibrant City: Establishes the setting that facilitates the encounter between economic activities and pedestrians' influx, which translates into an energetic and lively environment that mirrors its economic vigour.

5. Resilient City: Manages natural resources sustainably and reduces the impact of natural disasters through prevention, response, adaptation, and recovery to shocks and stresses.

However, due to the lack of GIS data necessary for evaluating the inclusivity and resilience objectives in Douala 3 Subdivision, the assessment was limited to examining Compactness, Connectedness, Vibrancy and Resilience.



MAP 29. BASE HEXAGON ANALYSIS OF DOUALA 3
Reviewed by UN-Habitat, 2023

MY NEIGHBOURHOOD ANALYSIS

COMPACT

HOW COMPACT IS THE MUNICIPALITY OF DOUALA 3

Compact cities are designed to optimize land utilization, thereby facilitating compatible urban development and the preservation of open spaces. There are several advantages associated with this approach, including enhanced accessibility, the promotion of cost-effective utilization of infrastructure and urban services, mitigation of natural resource erosion, decreased business expenses, and the advancement of social equity through the inclusion of vulnerable individuals, such as Internally Displaced People. **A compact city is distinguished by its compact and close-knit development patterns, which are interconnected** through public transportation networks and provide convenient access to local amenities such as economic services, educational institutions, hospitals, water supply, and power.

In line with this, the compactness of the Municipality of Douala 3 is derived by utilizing a Geographical Information System (GIS) Program to combine data from Governance, Transport and Mobility, and Basic Urban Services.

Governance: A higher population density reduces both the capital and operating costs of urban Basic Services. Both Population Density and Built-up Density are widely recognized as reliable indicators for assessing compactness. A score ranging from 1 (indicating the lowest density) to 4 (indicating the highest density) was assigned.

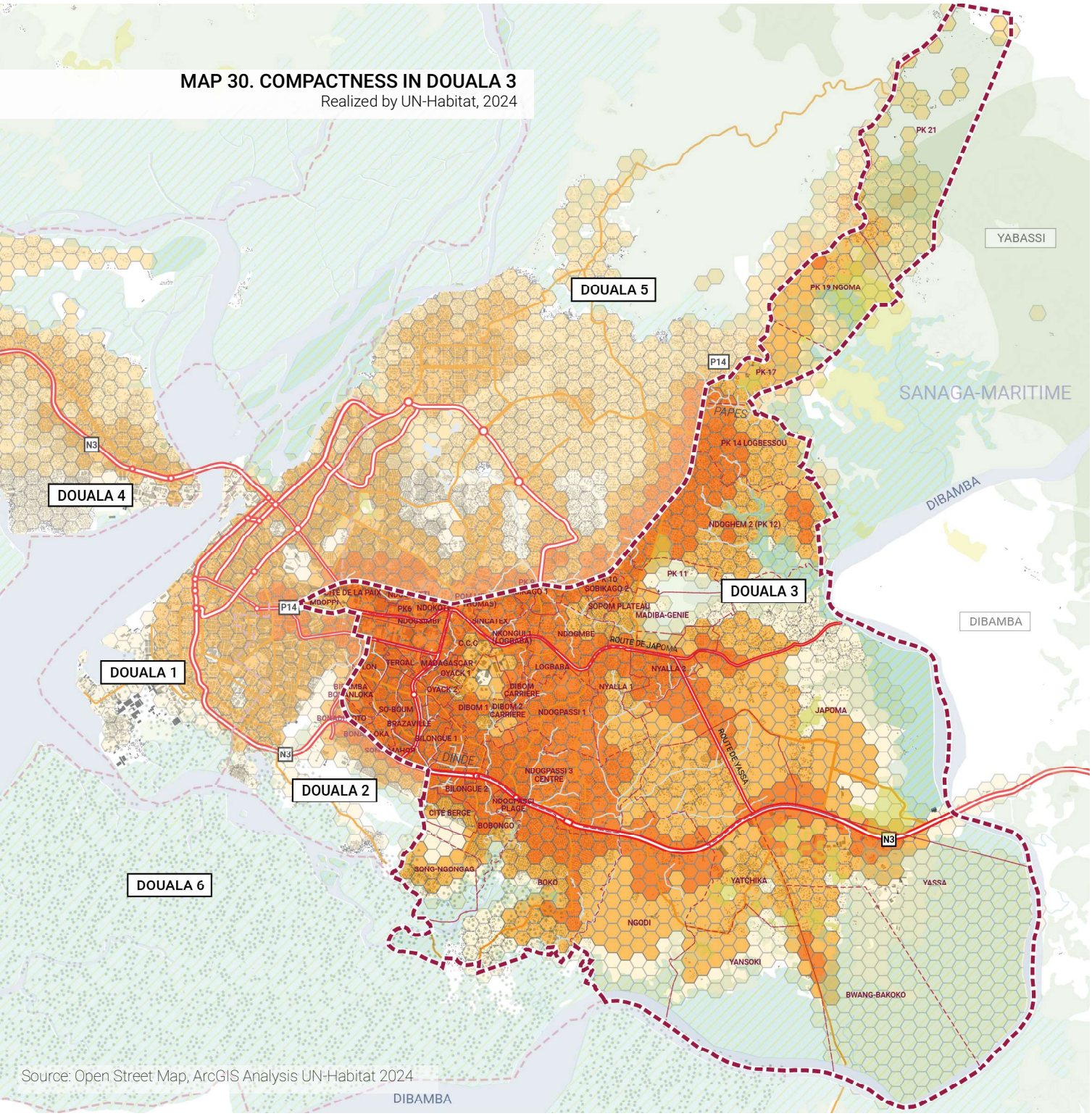
Mobility and Transport: In light of the considerable challenges encountered throughout the course of our investigation, we employed the Density of Intersections and the Density of the Road Network as valuable tools for assessing accessibility conditions inside the municipality. Areas with low road network and junction density were assigned a score ranging from 1 to 4, respectively.

Basic Urban Services. In relation to fundamental urban services, we utilized data such as the Density of the Electricity Network and specifically that of the Drinking Water Distribution Network provided by CAMWATER.

We additionally evaluated the availability of amenities such as medical facilities, educational institutions, and public transit services within a 15-minute walking distance.

A score ranging from 1 (indicating the least accessible) to 4 (indicating the most accessible services or regions with the highest level of service) was awarded to each of these characteristics.

MAP 30. COMPACTNESS IN DOUALA 3
Realized by UN-Habitat, 2024



Source: Open Street Map, ArcGIS Analysis UN-Habitat 2024

The Urban Community of Douala 3rd is highly concentrated, accounting for only 25.96% of the whole area with a score of 9-17.

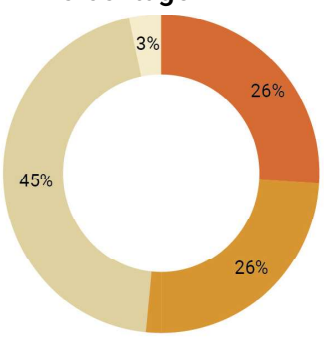
Additionally, the moderately dense area, with a score of 5-9, also covers more than 25% of the total area. Most of the municipality, accounting for about 45%, exhibits weak compactness, as indicated by a score ranging from 1 to 5. Conversely, a mere 3.13% of the municipality lacks compactness, typically observed in areas characterized by significant marshland.

Compactness

Values

- High
- Moderate
- Low
- Not compact

Percentage



MY NEIGHBOURHOOD ANALYSIS

CONNECTED

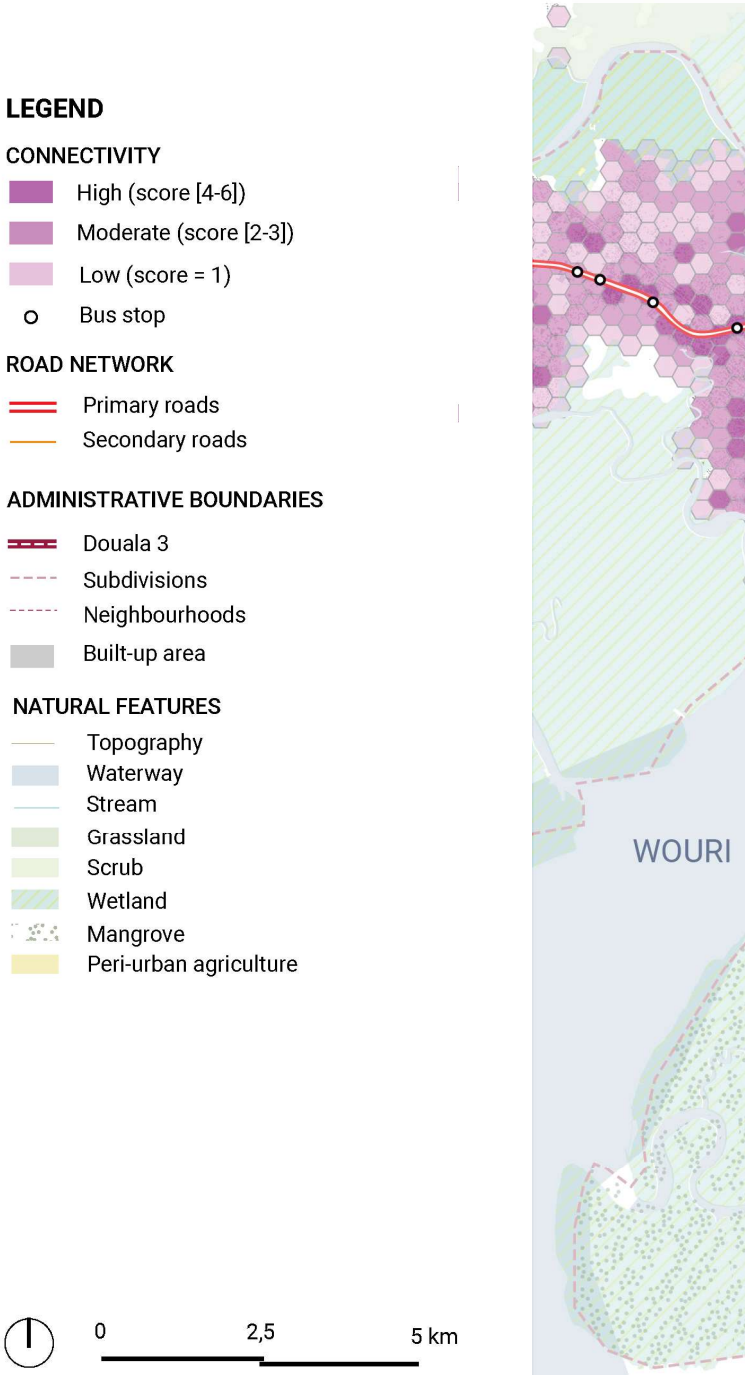
HOW CONNECTED IS THE MUNICIPALITY OF DOUALA 3

Urban connectivity pertains to the concentration of connections inside a network of streets and the level of directness of these links.
An interconnected street network exhibits a multitude of brief connections, a multitude of crossings, and minimal cul-de-sacs. Intersections spaced every 100 meters create a smaller grid that is also pedestrian friendly. The enhancement of connectivity leads to a reduction in travel lengths and an expansion of route alternatives and travel modes. This, in turn, facilitates more direct travel between destinations, so fostering a system that is more accessible and robust. Optimal connectivity is achieved through the presence of regular crossings and a variety of routes for commuting between two distinct points (A and B).

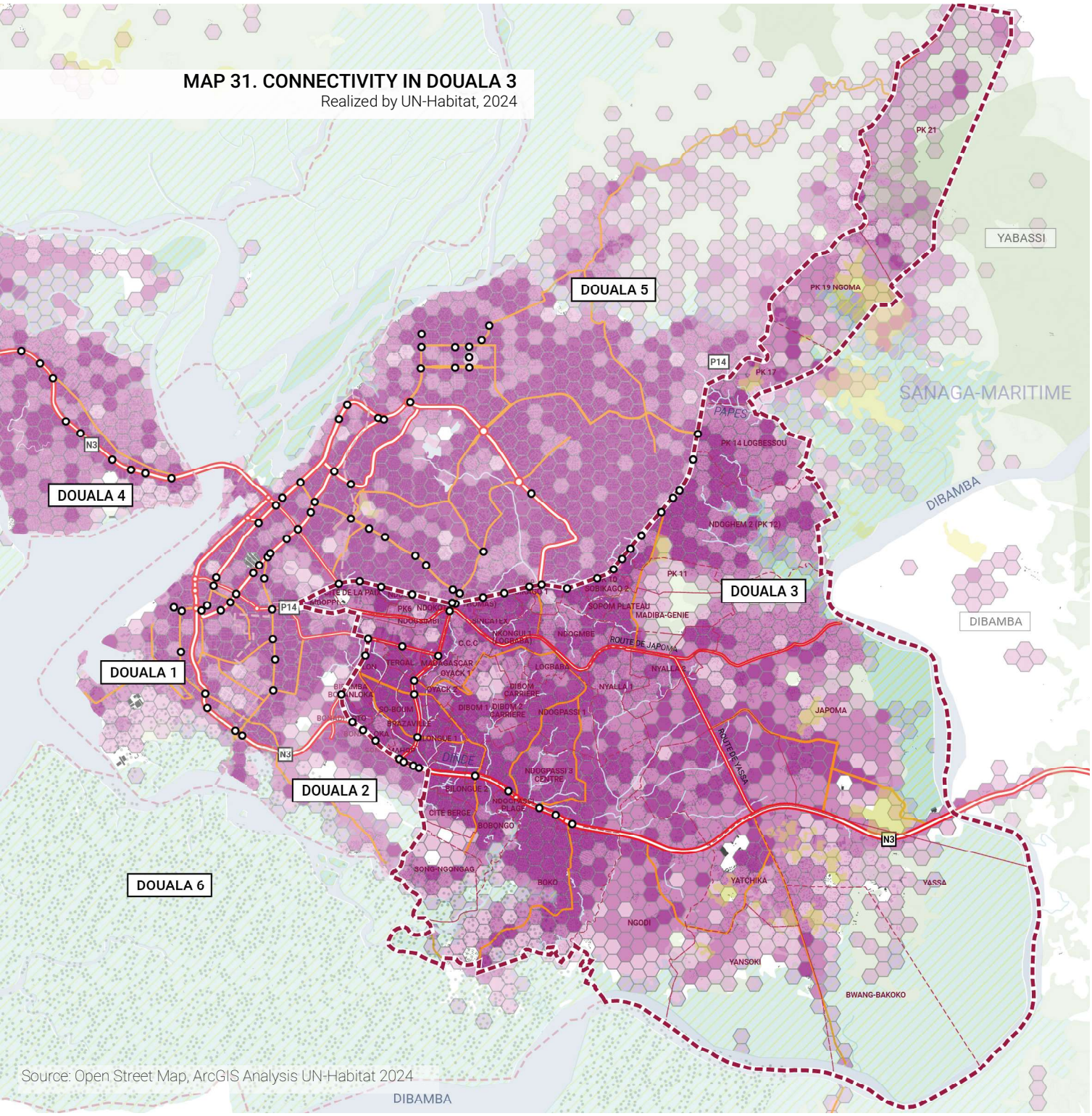
In accordance with the and taking into consideration the data accessibility within our specific context, the assessment of connectivity in the municipality of Douala3 was conducted using metrics such as Road network density, Road junction density, and Access to Public Bus Stop. **A numerical score ranging from 1 to 4 was allocated, taking into consideration the minimum and maximum levels of density or accessibility.**
The Overlay Process and Field calculator in a Geographic Information Systems (GIS) program were utilized to merge variables.

The findings indicated that the region with a score ranging from 4 to 6, accounting for 19% of the total area, exhibited a high level of connectivity. This connectivity was observed in areas that had excellent accessibility to public transportation, as well as in the vicinity of the newly constructed Japoma stadium, where a well-maintained road network was established.

The area with a score of 0, which accounts for 23% of the total area, is in a swampy area with a high flood risk.

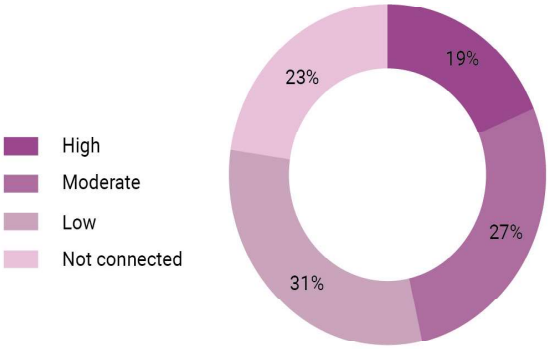


MAP 31. CONNECTIVITY IN DOUALA 3
Realized by UN-Habitat, 2024



Source: Open Street Map, ArcGIS Analysis UN-Habitat 2024

Connectivity	Area (Km²)	Percentage
High	34.29	18.88
Moderate	50.14	27.61
Low	55.82	30.73
Not connected	41.37	22.78
Total	181.62	100.00



MY NEIGHBOURHOOD ANALYSIS

RESILIENT

HOW RESILIENT IS THE MUNICIPALITY OF DOUALA 3

Resilience refers to the ability to adjust and respond effectively to a threat or significant change to sustain a satisfactory degree of operational structure. It is not an accessory (add-on) but a fundamental and integral component of a city's plan. The attainment of this objective necessitates the comprehensive consideration of all constituent elements inside the intricate urban system. The ability to predict and plan for the future is also a determining factor.

An anticipatory strategy (a plan that anticipates the effects of future shocks) can enhance a city's resilience and facilitate its reconstruction in the face of future disasters. Therefore, the level of resilience is significantly impacted by the effectiveness of local governance, its ability to forecast future events and implement strategies, the accessibility of information, and the quality of the city's infrastructure and services.

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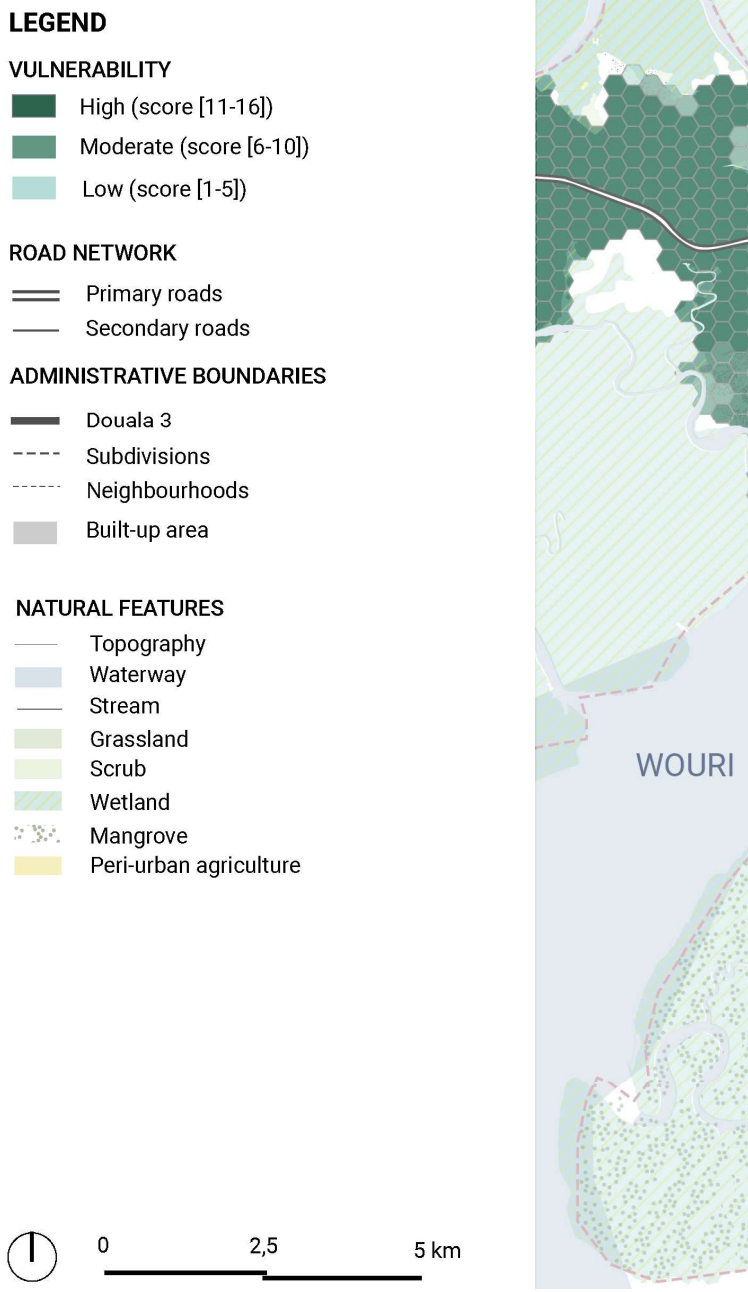
To evaluate the resilience of the Municipality of Douala 3, the following variables were used:
The areas that are susceptible to flooding include buildings, populations that are vulnerable to flooding, and the availability of first rescue services in the event of a disaster, such as fire stations, security services, and health facilities.

A location with highest risk exposure to catastrophe and good accessibility to services received a score of 1, whereas an area with lowest risk exposure or low accessibility to services received a score of 4. The different variables were merged using the Overlay Process and Field calculator in Geographic Information Systems (GIS).

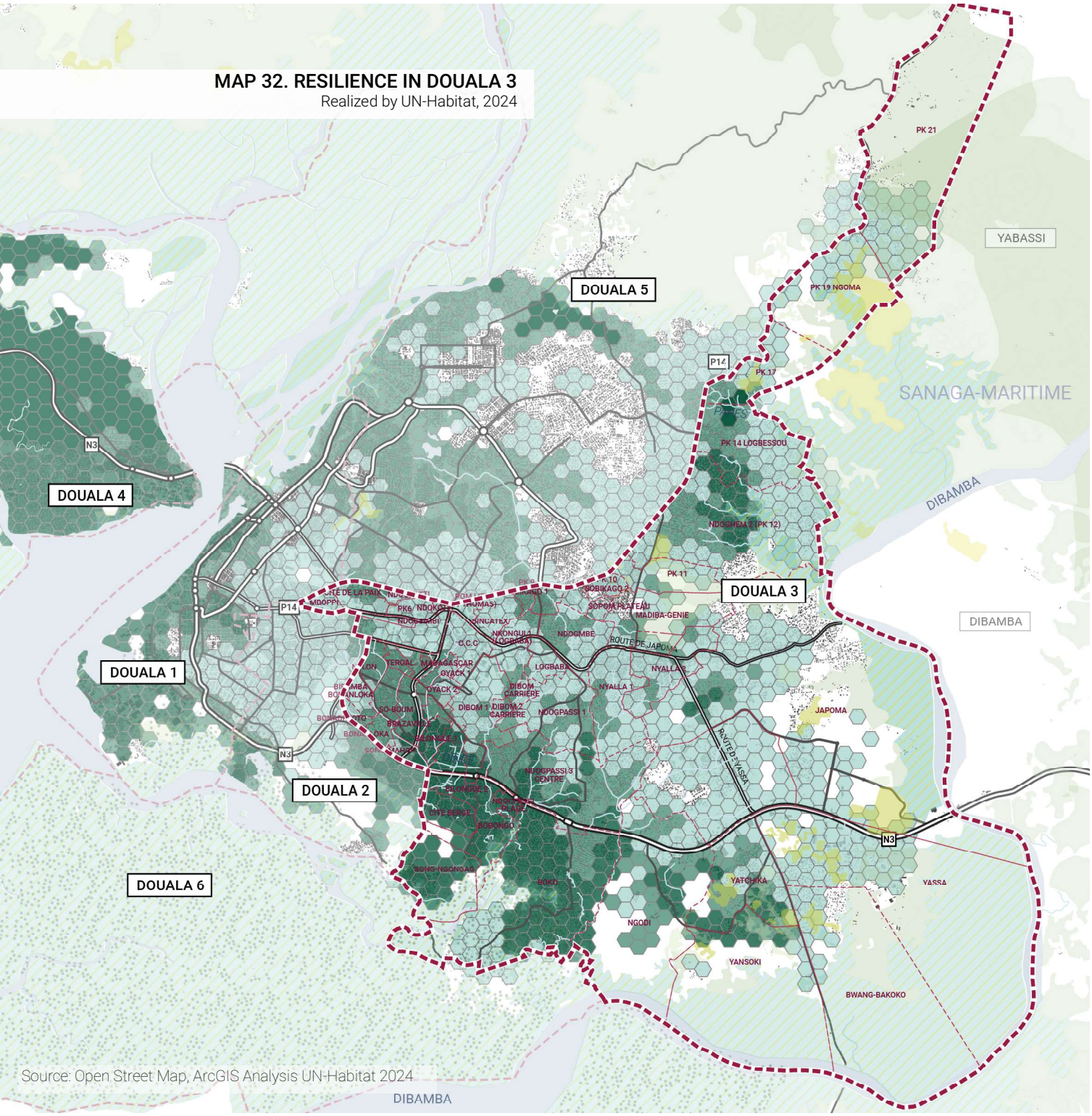
The findings indicate that 9% of the area of Douala 3 is classified as highly vulnerable, with a score ranging from 11 to 16.

Additionally, 13% of the area is categorized as moderately vulnerable, with a score ranging from 6 to 10.



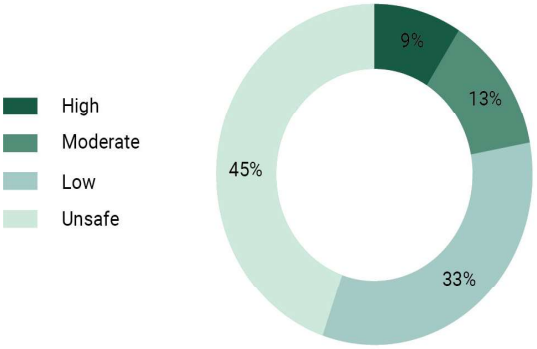
These regions are characterized by a significant frequency of flooding or landslides. Regions with a score of 0 indicate areas that are considered safe or non constructible, accounting for 45% of the total area.

MAP 32. RESILIENCE IN DOUALA 3
Realized by UN-Habitat, 2024



Source: Open Street Map, ArcGIS Analysis UN-Habitat 2024

Vulnerability	Area (Km²)	Percentage
High	16.35	9.00
Moderate	23.72	13.06
Low	60.4	33.26
Safe/Non-aeficandi area	81.14	44.68
Total	181.61	100.00



MY NEIGHBOURHOOD ANALYSIS

VIBRANT

HOW VIBRANT IS THE MUNICIPALITY OF DOUALA 3

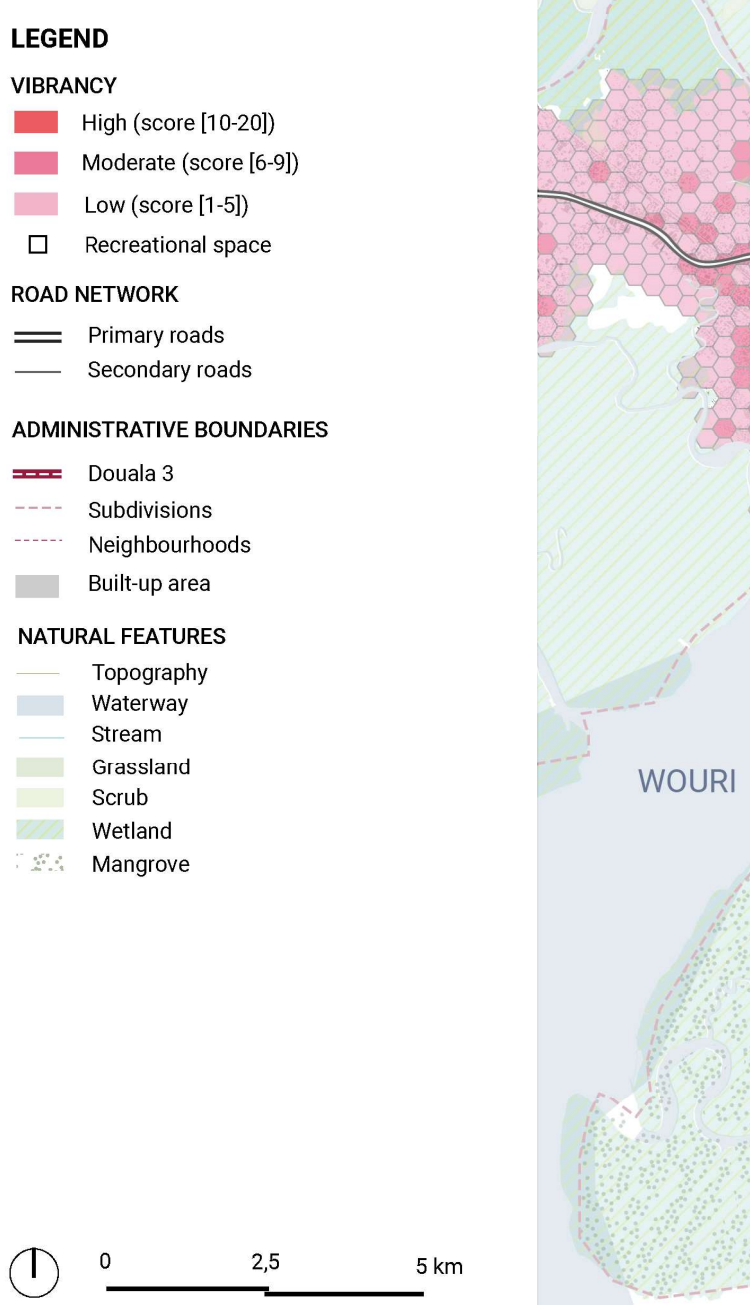
The driving force behind comprehensive, coordinated, and sustainable urban development is the vibrancy of metropolitan areas.

While there exist numerous interpretations of urban vibrancy, the concept fundamentally encompasses endeavours to meet the everyday necessities of individuals and the societal expectations of the public, with the ultimate goal of establishing a liveable environment.

The organizational principle of urban vibrancy promotes the establishment of neighbourhoods characterized by favourable urban morphology, comprehensive urban functions, and abundant urban activities, while also emphasizing the optimization of urban developments in proximity to communities. **The presence of urban vibrancy is associated with a range of advantages, including the equitable distribution of local amenities,** the formation of polycentric urban areas, the facilitation of robust social interactions, the enhancement of urban life quality, the attraction of skilled individuals and financial resources, and the bolstering of economic competitiveness.

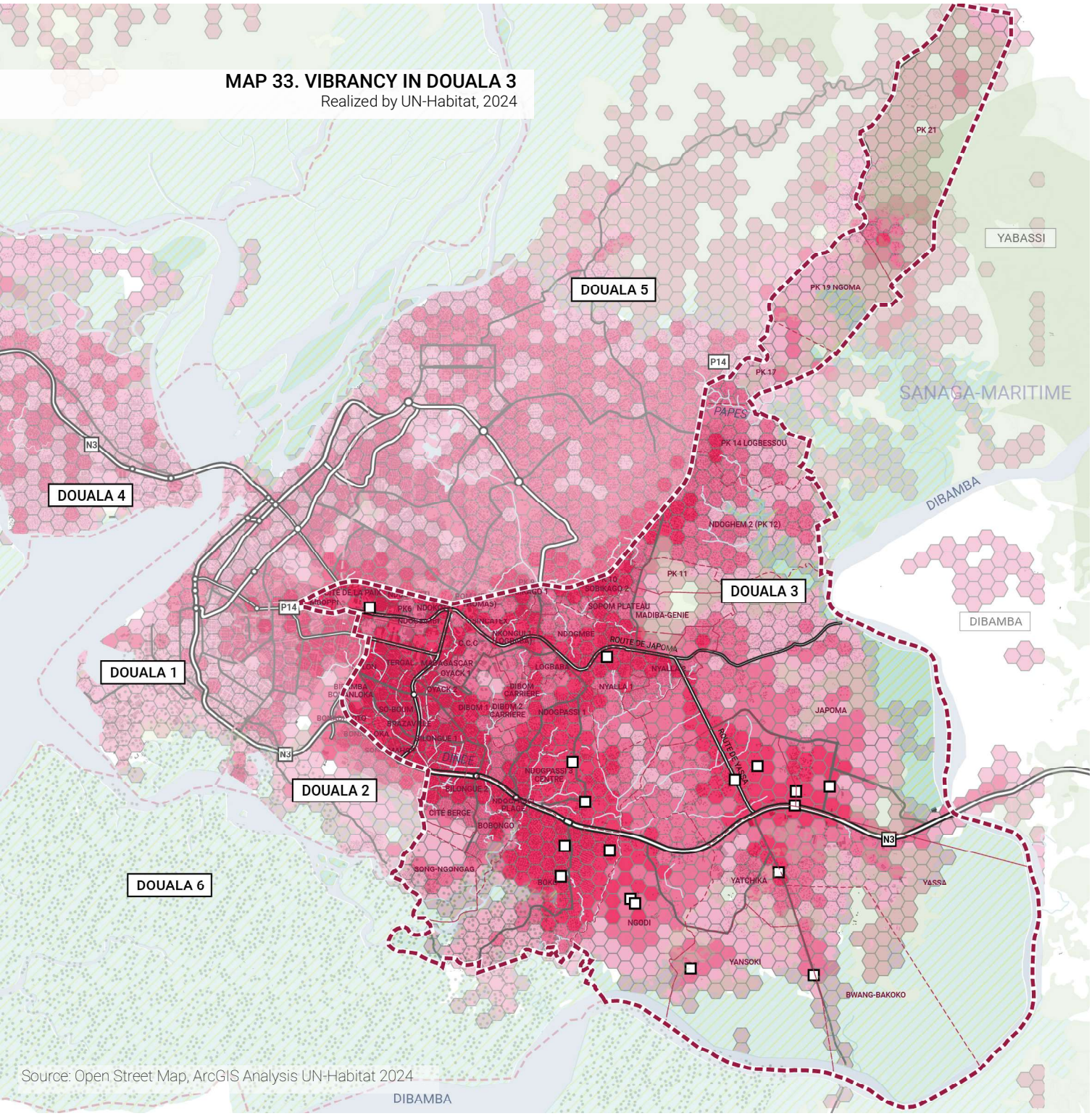
Vibrancy in the Subdivision of Douala 3 was assessed by considering the Road Network, accessibility to religious facilities (such as mosques and churches), and the availability of commercial and recreational places within a 15-minute radius, based on the provided definitions and available data. A score ranging from 1 to 4 was allocated, with a score of 4 indicating an area characterized by favourable accessibility and a high density of road networks, and a score of 1 indicating an area with limited accessibility and a low density of road networks. The different variables were merged using the Overlay Process and Field calculator in a Geographic Information Systems (GIS) program.

The findings indicate that 22% of the Municipality of Douala 3 exhibits a high level of vibrancy, as evidenced by a score ranging from 10 to 20.



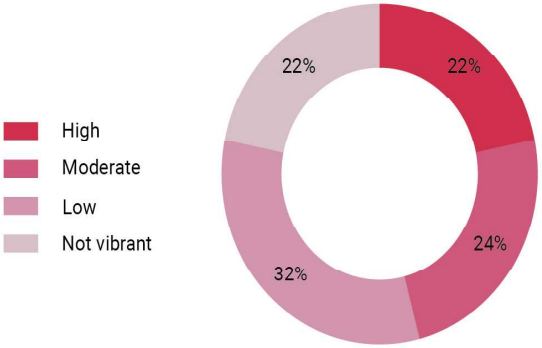
The proximity around the Bus Route and the adjacent New Stadium of Japoma. Areas with moderate vitality, ranging from 6 to 9, account for 24% of the entire municipality. Conversely, areas with low vibrancy, ranging from 1 to 5, comprise 32% of the total area.

MAP 33. VIBRANCY IN DOUALA 3
Realized by UN-Habitat, 2024



Source: Open Street Map, ArcGIS Analysis UN-Habitat 2024

Vibrancy	Area (Km²)	Percentage
High	39.67	21.84
Moderate	43.66	24.04
Low	58.91	32.44
Not vibrant	39.37	21.68
Total	181.61	100.00



MY NEIGHBOURHOOD ANALYSIS

DOUALA 3 PERFORMANCE RESULTS

Cameroon, due to its geographical and cultural location, particularly its proximity to countries such as Nigeria and Chad, receives a significant number of migrants. The number of forcibly displaced people, as of January 31, 2024, amounted to more than two million individuals, of which approximately one million are internally displaced persons. The Littoral region, which is the densest in the country, hosts 99.9% of IDPs fleeing their homes in the conflict zones of the North-West and South-West (UNHCR 2023). This population is mainly concentrated in the city of Douala, with the aim of finding economic opportunities and better living conditions. Upon their arrival, these populations live in informal neighbourhoods and unequipped areas, exerting strong pressure on already saturated basic services.

The UPIMC aims to contribute to the continuous national and international efforts to improve access to services and socio-economic opportunities for displaced populations side by side with the citizens living in challenging conditions in selected cities. This goal will be achieved by supporting municipalities with a long-term strategic approach to improve the accessibility of public services in the migration and displacement affected neighbourhoods through bankable infrastructure investments.

Douala 3 Spatial Profile mainstreams migration challenges into a spatially focused cross-sectoral situational analysis of urban settlements hosting displaced populations, allowing local stakeholders to get a comprehensive spatial understanding of the existing situation as a basis for decision-making long term urban development strategies and infrastructure investment planning for one of the most populated and most highly impacted subdivisions in Douala.

The methodology comprised of primary and secondary data collection, together with intensive consultation with local, national government actors as well as the target communities.

A set of spatial analyses was conducted from regional to neighbourhood scales to define the major challenges and opportunities and inform the project's next steps: the collected data were triangulated with a desktop review of multiple literature sources. Finally, the profile was reviewed and validated with the primary actors in the project, including representatives from the community during a workshop.

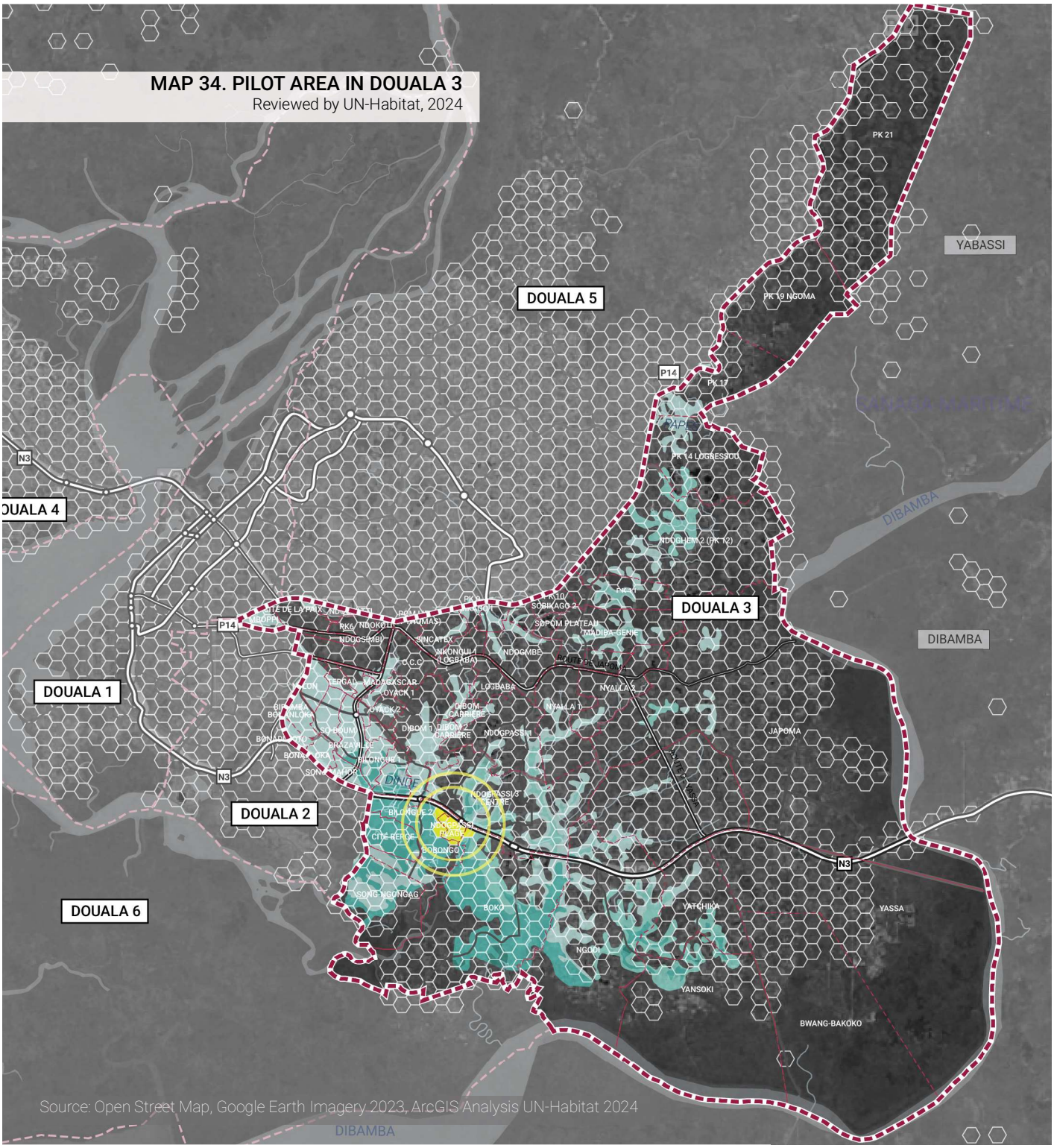
Using the latest available data, a vulnerability assessment was conducted for the Subdivision of Douala 3 by combining various factors that collectively influence the quality of life, as shown in the map. This assessment involved the application of a criteria and scoring system in Geographical Information Systems to create a comprehensive understanding of the levels of vulnerability within different areas of the municipality.

The key criteria considered are:

- **Population Density and Built-up Density**
- **Presence of Internal Displaced Persons**
- **Population at risk**
- **Mobility and Transport** (Road network density, Road junction density, Access to Public Bus Stop)
- **Access to Urban Basic Services** (Accessibility, within 15 minutes' walk, to services like schools, health facilities, security, and rescue services etc.)

Combining these layers shown the vulnerability level of the Subdivision of Douala 3 which were categorized into four groups:

1. Highly vulnerable area with a score of 16 ;
2. Moderate vulnerable area with a score ranging from 6 to 10 ;
3. Low vulnerable area with a score from 1 to 5 ;
4. Area with score of 0 identified as safe area or not constructible area.



From the above, it appears that the highly vulnerable areas happen to be the periphery of the Subdivision of Douala 3 which overlooks the Subdivision of Douala 6, which happens to be a floodable area, where therein **the southern area of the CAD3 known as well to have a strong presence of Internally Displaced Persons (IDPs).**

This analysis corroborates the participatory voting which took place with the main partners, during which **the Ndogpassi Plage neighbourhood was selected as an area exposed to environmental vulnerabilities.**

SPATIAL CHALLENGES OF DOUALA 3

The main spatial challenges of urban development in the Douala 3 Subdivision (CAD 3) are based on the spatial analysis. Due to inappropriate land use, environmental and urban aspects face spatial threats.

ENVIRONMENTAL - FLOODING AREAS

Most of the natural damage recorded, particularly on the South-West side of the Subdivision, is due to flooding in fluvial and riparian areas when water levels increase. The rise in the level of water bodies is due to both heavy rains and tides. Riparian zones correspond to land around rivers and drains, while the coastal front, which faces the Dibamba River, is also a floodplain, subject to flooding caused by tides. **In these areas, it is not possible to guarantee the safety of citizens and the resistance of housing which must cope with the force of waves and heavy rain. Despite the presence of housing, it is not recommended to seek to encourage new construction.** For this, floodplains can be classified as non-aedificandi due to the high risk that causes to populations and infrastructure.

ENVIRONMENTAL – AREAS OF SLOPE 25% >

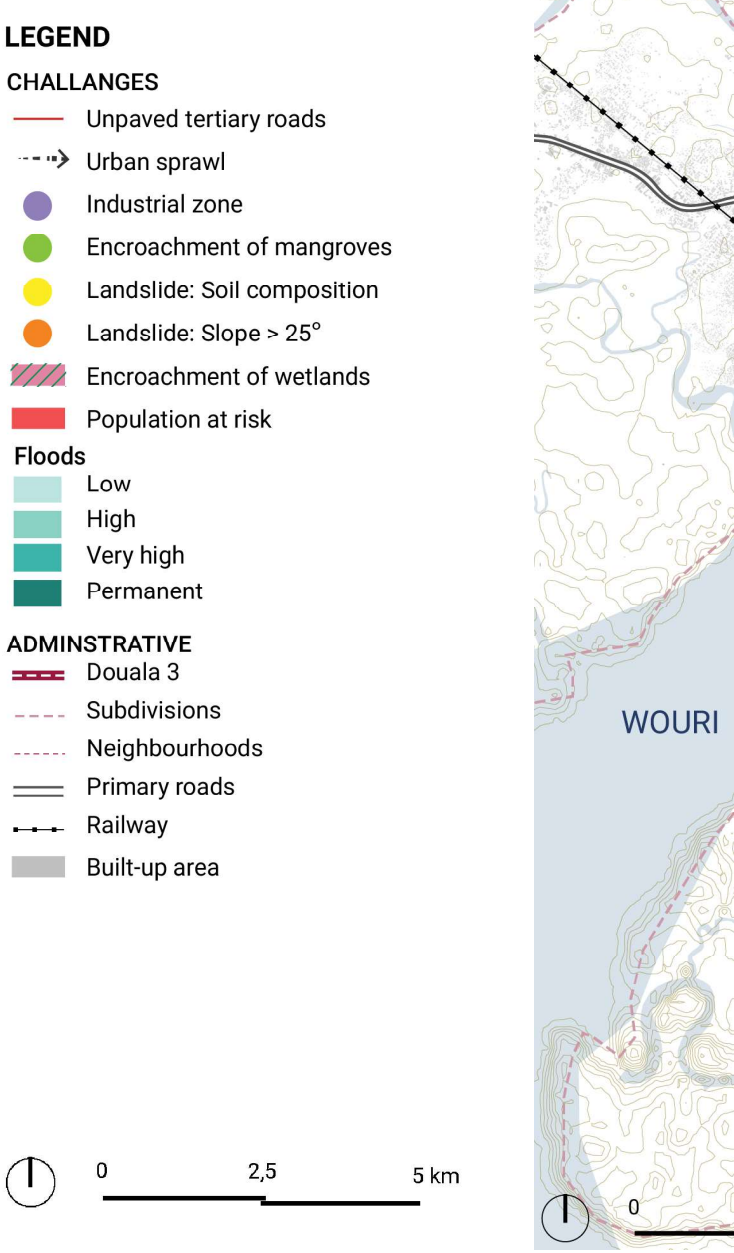
Areas with a slope greater than 25° are considered unsuitable for urban development. Areas with slopes less than 20% are generally buildable while areas with slopes between 20 and 40% can only be built under certain conditions consistent with urban regulations. Areas with slopes greater than 40% are generally unbuildable. In this type of area, there is a real challenge in terms of civil engineering, which involves the construction of particularly expensive infrastructure. **In CAD3, these areas are characterized by steep slopes of more than 45%, particularly in the North-East, which are subject to erosion and landslides, which exposes residents to real accidents, sometimes fatal.**

ENVIRONMENTAL – MANGROVE

The mangrove, particularly present in the South of CAD3, in the Boko neighbourhood, represents a vulnerable habitat that must be protected from overexploitation of its resources. It includes a large number of tree species with medical potential, as well as its characteristic of protecting the coast from erosion and rising river waters. Urban development, deforestation and other practices should be discouraged, and protection initiatives should be put in place.

ENVIRONMENTAL – WETLANDS

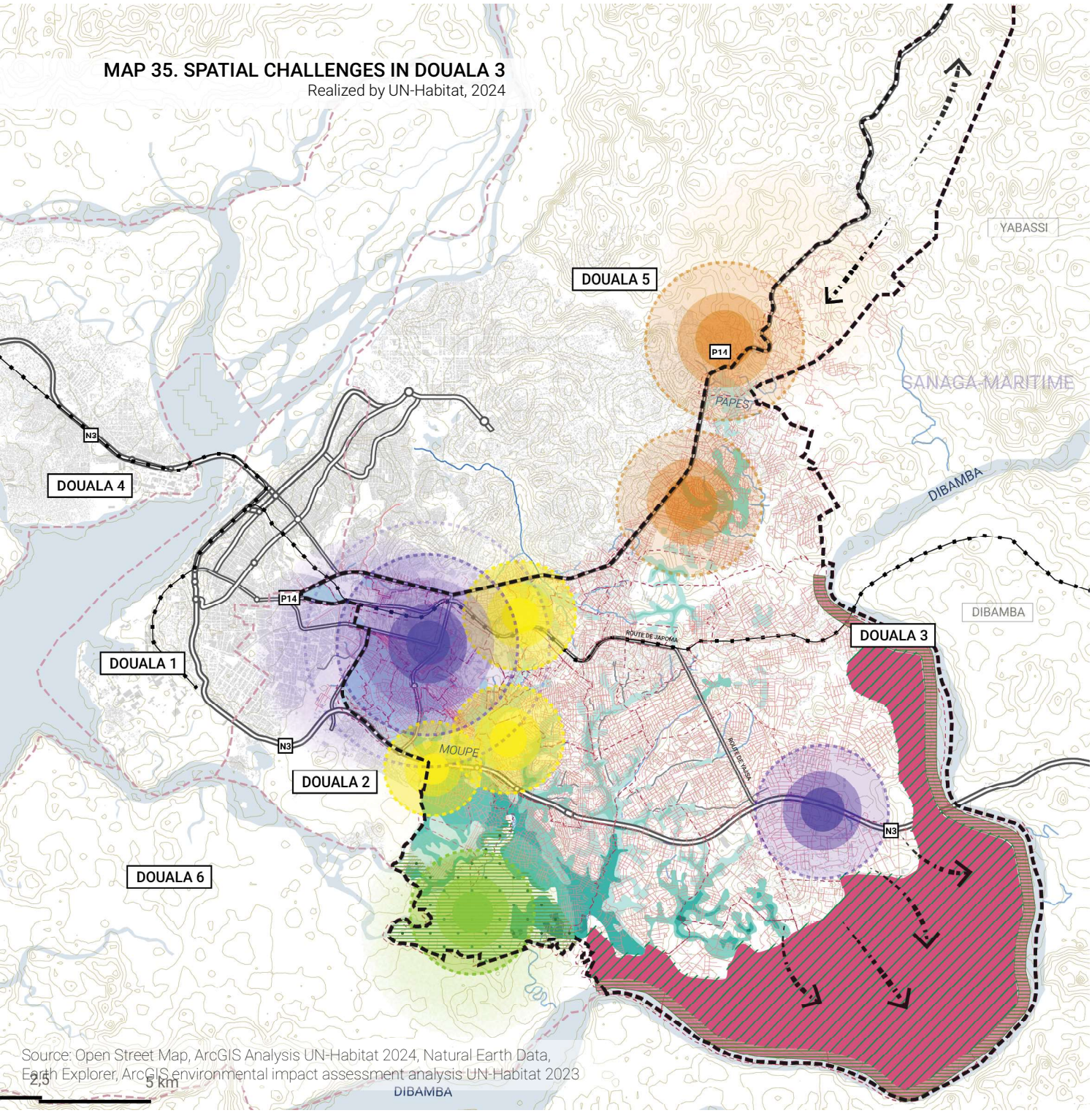
Wetlands, which include mangroves, should be considered a protected site and an area unsuitable for development. As ecologically sensitive with unique biodiversity, they regulate the river and drain flooding.



ENVIRONMENTAL – WASTE DEPOSIT

The constraints acting on the environment are not only due to natural hazards, but also to human action on this habitat. This is the case of the deposit of solid waste from households and industries, which is discharged, on vacant land, along sewers and along the Dibamba River. Likewise, inside the city we find informal dump sites that contribute to environmental pollution. It is important to extend waste management to the entire Municipality, particularly in the most isolated neighbourhoods, and to find a suitable collection location before possible treatment.

MAP 35. SPATIAL CHALLENGES IN DOUALA 3
Realized by UN-Habitat, 2024



Source: Open Street Map, ArcGIS Analysis UN-Habitat 2024, Natural Earth Data, Earth Explorer, ArcGIS environmental impact assessment analysis UN-Habitat 2023

ROAD NETWORK

Due to the absence of a defined street network, the network of Douala 3 is saturated, making travel difficult and generating traffic jams at crossroads.
Primary and secondary roads are the only ones that allow connections over large distances and therefore receive the intensity of all traffic jams.
The condition of the road network can be assessed as good, average and poor, taking into account the construction materials: asphalt, concrete and earth.

In general, the primary axes are covered with asphalt and in good condition: their condition deteriorates as one moves away from the main axes. **On the other hand, tertiary roads, which allow mobility only between and within CAD 3 neighbourhoods, are those which present a more alarming situation in terms of their condition.**

05

STAKEHOLDER ENGAGEMENT

TECHNICAL MEETINGS WITH THE DOUALA 3 COUNCIL - VALIDATION OF SECTORAL SPATIAL ANALYSIS DATA

The UPIMC Cameroon team, in collaboration with the chiefs of the sectoral technical services of the Douala 3 Council, carried out a series of technical meetings for the development of the urban profiling.

Each of these meetings had a specific objective to achieve; however, general overall, consisted of the validation of the first information drawn from a desk research of planning documentation and mapping elements.

All meetings took place in the premises of Douala 3 Town Hall. In chronological order, these preliminary spatial analysis validation sessions were as follows:

- 05.07. 2023: validation of the workplan
- 12.07. 2023: Environment, Sanitation and Basic Urban Services
- 14.07. 2023: Social Services and Migration
- 17.07. 2023: Exchange with the IDPs representatives
- 21.07. 2023: Transport infrastructure
- 26.07. 2023: Road infrastructure
- 31.07. 2023: Health, Education and Leisure facilities
- 27.11. 2023: Economy

Goals:

- Validation of the workplan of the technical meetings
- Review of basic spatial analysis maps: governance, administrative boundary, environment and risks, migration, transport and road infrastructure
- Participatory mapping
- Integration of additional information
- Understanding the living dynamics of IDPs of the CAD3

Results obtained:

- Better knowledge of the different themes, challenges and potentials of the urban context of the CAD3
- Exchange of data and information and documentation between experts from the two entities
- Validation of the cartography
- Better knowledge of the living environment of IDPs: main issues and challenges

Photo 32. Validation of the workplan - technical meeting, Douala 3 Council,05.07. 2023
Source: UN-Habitat

Photo 33. Technical meeting - transport infrastructure, Douala 3 Council, 21.07. 2023
Source: UN-Habitat

Photo 34. Technical meeting - road infrastructure, Douala 3 Council, 26.07. 2023
,Source: UN-Habitat

INTERVIEWS TO THE IDPS - ON SITE IDENTIFICATION OF CHALLENGES WITH THE TARGET GROUP

In collaboration with 3 representatives of internally displaced persons (IDP) groups: women, men and young people, the UPIMC Cameroon team carried out a series of interviews with IDPs to collect and understand the weekly constraints in their context and their quality of life. To do this, the UPIMC team developed a questionnaire composed of forty-eight questions, structured in:

Part I – Identification: place of residence, region of origin, reason for choosing to settle in Douala 3
Part II – Marital situation
Part III – Professional situation: constraints linked to the search for a job or the exercise of a job
Part IV – Living environment: various forms of constraints on accessibility to basic urban services


Photo 35. Exchange with the IDPs representatives, Douala 3 Council, 07.07. 2023
Source: UN-Habitat

A sample of one hundred and ten (110) people from the internally displaced persons community agreed to participate in the collection activity via a survey questionnaire as part of this project. This sample was made up of 37% men and 67% women, including a proportion of 67% young people. The meetings were:

- 24.07.2023 – Ndogpassi neighbourhood
- 26.07.2023 – Espoir neighbourhood
- 27.07.2023 – Yassa neighbourhood


Photo 36. Interviews to the IDPs, Espoir neighbourhood, 26.07.2023
Source: UN-Habitat

At the end of the process, each response was scrutinized and validated to ensure data quality. This data was then extracted from the Kobot Toolbox platform in Excel format. Flat analyses were performed in PowerBI software and the data sent back to Excel software for the creation of more actionable graphs.

Goals:

- Establish a profile of the IDP
- Understand the background of the IDP
- Understand the economic challenges
-Understanding the urban daily issues on a accessibility to services and integration in the social context

Results obtained:

- Social statistic updated data on the profile of IDPs
- Better knowledge of the background of the IDPs
- Better knowledge of daily financial constraints
- Mapping of areas where IDPs are located


Photo 37. Onsite visit - Espoir neighbourhood, 26.07.2023
Source: UN-Habitat

FIELD VISITS - ON SITE DATA COLLECTION WITH DOUALA 3 COUNCIL

In collaboration with the Douala 3 Council and local authorities, the UPIMC Cameroon team carried out several field visits to the Yassa, Bwang-Bakoko, Ndogpassi-Centre, Ndogpassi-Plage and Boko neighbourhoods. These activities served as a compass to enrich the spatial analysis adapted to the realities of the study area.

The data collected in the field was done using mobile applications such as Qfield (to facilitate navigation for field investigators) and OSMAnd (for visualization of the area covered during the survey).
Moreover, photos and videos taken in the field, helped to develop a multimedia database.

Narrative delivered by local leaders or their representatives, permit to better understand the context of the study area, and validate certain information already collected. History of these visits:

- 13.09.2023: Official presentation to the Traditional Chief of Ndogpassi and field visit
- 13.10.2023: Contact with the representative of the Ndogpassi Plage neighborhood chief
- 25.10.2023: Field visit to Ndogpassi Plage with the representative of the Ndogpassi Plage neighbourhood
- 7.11.2023: Official presentation to the Village Chief of Boko-Bonadiwoto
- 22.11.2023: Meeting with the focal point of the Boko neighbourhood
- 01.12.2023: Field visit to Ndogpassi Plage with the representative of the Boko neighbourhood

Goals:

- Integration of local authorities
- Understanding of the local urban context
- Validation of information and mapping
- Thematic data collection
- Setting up the multimedia base: photos, videos

Results obtained:

- Development of a liaison with the Ndogpassi Plage and Boko-Bonadiwoto chiefdoms
- Better understanding of the local urban context
- Site mapping available

Photo 38. Field visit to Ndogpassi Plage with local authorities, 13.09.2023
Source: UN-Habitat

Photo 39. Field visit to Ndogpassi Plage with local authorities, 25.10.2023
Source: UN-Habitat

Photo 40. Field visit to Ndogpassi Plage with local authorities, 13.09.2023
Source: UN-Habitat

TECHNICAL COMMITTEE (COTECH) WITH DOUALA 3 COUNCIL

The Technical Committee (CoTech) is the first instance of data validation within the Douala 3 Council, facilitated before sharing the results with the stakeholders during plenary workshops.

The session is chaired by the Mayor in the presence of his deputies and the technical sectoral experts of the Douala 3 Council.

The first CoTech was held on September 20, 2023. The objective was to present and validate the results of the urban profiling developed by the UPIMC team at the Subdivision level, and to collect contributions from the municipal executive. Furthermore, a participatory pre-planning session was organized to identify the Strengths, Weaknesses, Opportunities and Threats (SWOT) of the territory around four main themes:

1. Socio-spatial impact
2. Natural areas and environmental risks
3. Connectivity and mobility
4. Economic hubs and access to facilities and basic urban services

Goals:

- Sharing of data collection and analysis methodology
- Presentation and validation of the first results of urban profiling
- Conducting a participatory exercise to identify the issues and challenges of the territory
- Sharing of preparatory documents for workshop (ToR, program, list of participants, etc.)

Results obtained:

- Sharing of the data collection methodology
- Validation of thematic analysis maps
- Identification of the key social-spatial with the SWOT analysis: Strengths, Weaknesses, Opportunities and Threats

The preparatory documents for the urban profiling workshop were validated by the Mayor and consequently shared with the stakeholders.
The participatory exercise stimulated a number of fruitful internal exchanges and new elements to be taken into account in the planning process.

Photo 41. Technical Committee (CoTech), Douala 3 Council, 20.09.2023
Source: UN-Habitat

Photo 41. Technical Committee (CoTech), Douala 3 Council, 20.09.2023
Source: UN-Habitat

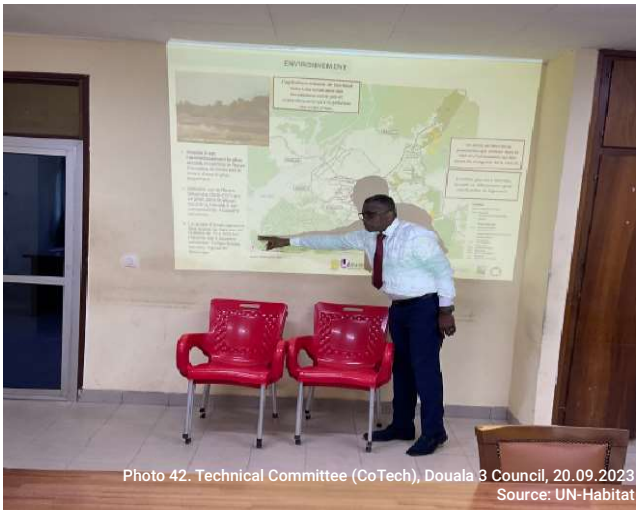


Photo 42. Technical Committee (CoTech), Douala 3 Council, 20.09.2023
Source: UN-Habitat

WORKSHOP - SPATIAL PROFILING AND STRATEGIC VISION

The UPIMC Cameroon Programme is characterized by a participatory planning approach in which the engagement of stakeholders is an essential element to guarantee ownership by the actors linked to the study area.

The spatial analysis workshop is a session which aims to validate the urban diagnosis developed by the UN-Habitat technical team in collaboration with the technical services of Douala 3 Council.

Therefore, on October 13, 2023, the Spatial Profiling and Strategic Vision workshop was organized.
This meeting brought together foal points from the Douala 3 Council, as well as representatives of the local governance, and the sectoral ministries concerned, such as:

- MINHDU Ministry of Housing and Urban Development
- MINDCAF Ministry of Domains, Cadastre and Land Affairs
- MINEPAT Ministry of Economy, Planning and Regional Development
- MINDDEVEL Ministry of Decentralization and Local Development
- MINEE Ministry of Water Resources and Energy
- MINEPDED Ministry of the Environment, Nature Protection and Sustainable Development
- MINESEC Ministry of Secondary Education
- MINAS Ministry of Public Health
- MINTP Ministry of Public Works
- MINTRANSPORT Ministry of Transport
- MINEDUB Basic Education Inspection of Douala 3

A significant number of IDPs with their representative, and focal points from international organizations, NGOs, civil society (professional orders), and the university sector were also present.

Goals:

The main objective of this stakeholder workshop is to raise awareness and further inform territory stakeholders and humanitarian and development agencies on the progress of the work of the UPIMC programme, to collect key ideas, areas of interest, contributions, and guidance to move the current process forward.


Photo 44. Spatial Profiling and Strategic Vision workshop, Douala 3 Council, 13.10.2023
Source: UN-Habitat


Photo 45 Spatial Profiling and Strategic Vision workshop, Douala 3 Council, 13.10.2023
Source: UN-Habitat


Photo 46. Spatial Profiling and Strategic Vision workshop, Douala 3 Council, 13.10.2023
Source: UN-Habitat

Secondary objectives:

- Present synthetically the challenges of the urban profile at the municipal level and the selected district
- Work together with partners to share and validate the challenges and opportunities observed
- Define a preliminary strategic vision of the Subdivision of Douala 3 and the Ndogpassi Plage within a 5-to-10-year horizon

Results obtained:

1. Commitment to the project process, continued engagement, and agreement on proposed outcomes by key stakeholders
2. Contributions on the identification of the challenges and opportunities of the territory
3. Recommendations on the urban vision

During the session, sectoral analysis maps were presented: participants were invited to annotate their comments and remarks. Subsequently discussions were facilitated between the technical team and participants to identify gaps or misinterpretations of the data. Then, a SWOT analysis (Strengths, Weaknesses, Opportunities, and Threats) was carried out. The participants were divided into 6 groups composed of 10 people and spread over 6 tables. At the end of the 30 minutes intended to facilitate the exercise, each representative around the table was invited to share the main results of their own analysis with the entire audience.

Thanks to the audience's interventions, the concepts to be integrated into the proposed development strategies were identified such as the importance of the potential of the urban environment, but also the ones of rural neighbourhoods. Others were:
- Promote river transportation
- Plan activities to reuse harmful waste

In the same way, another exercise of preliminary identification of Visioning strategies was carried out. This was a preliminary development of a roadmap for the Visioning workshop. The results obtained through participatory exercises validation, but also throughout the session, enriched the information concerning the contextual analysis phase.

Photo 47. Spatial Profiling and Strategic Vision workshop, Douala 3 Council, 13.10.2023
Source: UN-Habitat

Photo 48. Spatial Profiling and Strategic Vision workshop, Douala 3 Council, 13.10.2023
Source: UN-Habitat

Photo 49. Spatial Profiling and Strategic Vision workshop, Douala 3 Council, 13.10.2023
Source: UN-Habitat

06

CONCLUSION

SWOT ANALYSIS - STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

The SWOT analysis exercise (Strengths, Weaknesses, Opportunities, Threats) was chosen during the Spatial Profiling and Strategic Vision Workshop, as a participatory methodology to collect from the main partners and stakeholders embodying the main challenges and opportunities of the Subdivision of Douala 3 (CAD3).

The table was structured into 4 main themes:

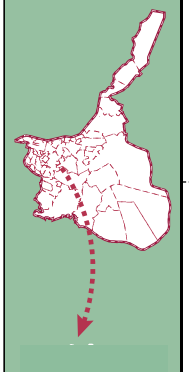
- **Socio-spatial impact**
- **Environment and Natural Hazards**
- **Connectivity and mobility**
- **Access to basic urban services and economic centres**

For each of these themes, the participants identified and validated the socio-spatial assets and challenges of the CAD 3. **As results, the main issues listed by the participants also aligned with the reflections drawn from the Spatial Analysis carried out beforehand.**

Concerning Strengths and Opportunities, CAD 3 is rich in natural resources, both in bodies of water and in a variety of plants and trees offering strong potential for urban-agricultural activities. Furthermore, it has a certain number of road and transport infrastructures which represent potential for promoting mobility and accessibility within the Subdivision and towards other cities and regions of the Country.

On the other hand, the Threats and Weaknesses highlighted the lack of alignment with urban planning regulations or urban sprawl which results in the installation of populations and activities in risky or non-buildable areas.

Following an initial analysis, it is the constraints having an impact on the environment and on mobility which were highlighted the most. This includes either the consequences of climate change or human activities leading to encroachment on natural habitat and pollution. The condition of the road network, built with non-resistant materials and not equipped with basic infrastructure such as drainage, also appears to be a challenge for the development of the third Subdivision of Douala.

Scale	THEMATICS	STREN
SUBDIVISION OF DOUALA 3 	**SOCIO-SPATIAL IMPACT** Governance Land use Migration and IDP	- Existence of the Master p Use Plan of the Douala C - Different finalised planni Sanitation Master Plan, M Plan among others. - MAETUR study on social (Restructuring of Cité Be Bonaloka neighbourhood CAD3/MAETUR partnersh - Distribution of social safe vulnerable groups at the - Support initiatives for IDP Council, chiefdoms, and
	ENVIRONMENT AND NATURAL HAZARDS Environnement Natural hazards and anthropic disasters Waste and pollution	- Flood Management S - Variety on natural res - High hydrology, richne slopes among others. - Urban, peri-urban agri - Existence of codes fo protection of the man
	CONNECTIVITY AND MOBILITY Road infrastructure Transportation infrastructure	ROAD INFRASTRUCTURE - Strategic position of the primary roads. - Complete hierarchy of th TRANSPORTATION INFRASTR - Presence and proximity infrastructure: railway ar International Airport. - Presence of urban and in bus stations.
	ECONOMIC CENTERS AND ACCESS TO SERVICES Educational facilities Health facilities Basic urban services Economic hubs Recreational centers	EDUCATIONAL AND HEALTH F - High quality health equip - Higher education educat Example Campus Annex Douala at PK17. BASIC URBAN SERVICES - Construction of a sorting center in Bilongue. - Economic hubs. - Presence of two industri - Thermal power stations. - Existence of the gas sta - Variety of commercial ec etc. - Promotion of local produ - Financing of income-ger solidarity projects (e.g. s AFRICA, etc.). RECREATIONAL CENTERS - Sports infrastructures : E Stadium. - Presence of the village o Douala (VAD).

GTHS	WEAKNESSES	OPPORTUNITIES	THREATS
plan and the Land ity Council 2015. ng studies: Douala Ndogpassi Sector housing rge, Bobongo, ls by the hip). ety services for Douala 3 Council. Ps: Douala 3 NGOs.	- Land use - Incoherence of the POS, the Land Use Plan of the city of Douala 2015, and the effective use of land. - Lack of knowledge of the PDU, Land Use Plan of the city of Douala 2015 and other planning tools. - Uncontrolled population growth and urban sprawl. - Increase of precarious housing. - Insufficient affordable housing. - Construction and anarchic occupation of marshy areas and mangroves. - Anarchic occupation of infrastructures and basic services network (railway, power line, etc.). - Governance - Non-compliance with territorial planning regulation. - Lack of sense of safety and security in the neighbourhoods.	- Land Use Plan of the city of Douala 2015 review - in progress. - Dissemination of Land Use Plan of the city of Douala 2015 (POS) at the chiefdom level and implementation of an awareness campaign. - Communal Development Plan (PCD) - in progress. - Flooding control and management Study - in progress. - Bilateral and international cooperation (strategic partnerships). - Progressive urbanisation of the area.	- Inconsistent consultation between stakeholders of urban planning. - Language barrier between PDI and host communities. - The anarchic sale of available and unavailable land.
tudy – finalised. ources. ess in drains and culture. cused on the grove.	NATURAL HAZARDS - Environmental degradation: soil erosion, deforestation of mangroves, degradation of vegetation. - Flooding in areas at the edge of drains and on a steep slope. - Soil instability: Land slide. ANTHROPIC DISASTERS - Uncontrolled extraction of sand and coal. - Pollution of waterways and atmosphere due to industrial zones. - Risk of fire due to the presence of the gas pipeline and nearby housing. - Existence of a central landfill in the center of the subdivision. - Insufficiency of drains and gutters. - Defective waste collection system - Non-existence of collective sorting. - Insufficient number of bins. - Absence of mapping of swamp areas. - Absence of an emergency plan for management and forecasting of natural disasters.	- Possibility of gas production by waste transformation. - Natural resources: fishing potential and hydroelectric energy production. - Aquaculture. - Watersheds Study - in progress.	- Climate change: Rising sea levels, frequent flooding. - Artificialisation of soils which has a negative impact on health.
CAD3 between main he road network. UCTURE and transportation nd the Douala nterurban bus lines and	ROAD INFRASTRUCTURE - Poor road conditions e.g. earthen tertiary road network. - Rapid deterioration of roads due to weak building material and inappropriate process. TRANSPORTATION INFRASTRUCTURE - No protection of railway buffer zone. - Lack of interconnection between road infrastructures. - Absence of road signs. - Absence parking.	TRANSPORTATION INFRASTRUCTURE - River transport project – in progress. - BRT line within the CAD3 – in progress. - The construction of the Yabassi-Douala national road – in progress. - Artisanal port infrastructure: Dibamba and Japoma landing stage. - Presence of tertiary roads to promote soft mobility (pedestrian, cyclist).	ROAD INFRASTRUCTURE - Insufficient funds to cover the development of the municipal roads. - Absence of sidewalks and cycling pathways.
FACILITIES oment. tional infrastructures: 2 of the university of g and plastic waste al zones (Bassa, Yassa). tion. quipment: markets, malls ucts by small merchants. nerating activities through social safety nets, EDEN Example Japoma f artisanal crafts of	EDUCATIONAL AND HEALTH FACILITIES - Inequitable spatial distribution of health equipment (long travel distance). - Insufficient public educational equipment. - Insufficient educational and health infrastructure in rural areas. BASIC URBAN SERVICES - Lack of affordable drinking water. - Insufficiency of basic infrastructure and poor network coverage (water, sanitation, energy, waste management). - High risk of health crisis linked to the treatment of drinking water (e.g. cholera, poliomyelitis). RECREATIONAL CENTERS - Insufficient sports and recreational equipment.	ECONOMIC HUBS - Economic potential of fishing activities. - Borderline location with the department of Sanaga Maritime. - Presence of sites with tourist potential: former Japoma railway station, Dibamba landing stage, Japoma Stadium. - Creation of public professional training centers. - Digitalisation of local products and activities.	EDUCATIONAL AND HEALTH FACILITIES - Low percentage of public schools. - Basic urban services - Absence of public lighting in landlocked areas. ECONOMIC HUBS - Insufficient economic support from the Municipality. - Low employment opportunities for young people. - Absence of monuments and tourist attractions.

Fig. 47. SWOT analysis table from participatory exercise - Spatial Profile Workshop, 13.10.2023
Source: UN-Habitat

CHALLENGES AND RECOMMENDATIONS FOR DOUALA 3

Thanks to the results obtained during the SWOT analysis exercises, it was possible to understand in more depth the urban context of the of the Subdivision of Douala 3.

The primary concerns of stakeholders mainly relate to the degradation of the environment and mobility infrastructures, the insufficiency and poor quality of various basic urban services such as: drinking water supply, electricity, and solid waste management among others. **These were translated into a summary table of the main constraints and associated with recommendations to respond to them.**

To ensure a sustainable and inclusive development approach for the improvement of the CAD3, **the recommendations proposed by UN-Habitat consist of actions to be carried out at the level of urban planning and dissemination awareness campaigns in alignment with the Sustainable Development Goals (SDGs) linked to the main theme.**

SDG 1 - NO POVERTY
SDG 3 - GOOD HEALTH AND WELL-BEING
SDG 4 - QUALITY EDUCATION
SDG 5 - GENDER EQUALITY
SDG 6 - CLEAN WATER AND SANITATION
SDG 7 - AFFORDABLE AND CLEAN ENERGY
SDG 8 - DECENT WORK AND ECONOMIC GROWTH
SDG 9 - INDUSTRY, INNOVATION AND INFRASTRUCTURE
SDG 10 - REDUCED INEQUALITY
SDG 12 - RESPONSIBLE CONSUMPTION AND PRODUCTION
SDG 13 - CLIMATE ACTION
SDG 14 - LIFE BELOW WATER
SDG 15 - LIFE ON LAND
SDG 16 - PEACE, JUSTICE AND STRONG INSTITUTIONS
SDG 17 - PARTNERSHIPS FOR THE GOALS

		SPAT
#	TOPIC	CONSTRAINTS
1	SOCIAL – SPATIAL IMPACT	1. Uncontrolled urban sprawl 2. Lack of affordable housing 3. Inconsistent local Spatial planning policies and regulation
2	ENVIRONMENT AND NATURAL HAZARDS	1. Environmental degradation 2. Natural and anthropic disasters
3	CONNECTIVITY AND MOBILITY	1. Degradation of the road network (construction material and maintenance) 2. Lack of pedestrian mobility
4	ACCESS TO SANITARIAN AND EDUCATIONAL FACILITIES	1. Inequitable distribution of health and educational facilities. 2. Lack of recreational spaces
5	BASIC SERVICES – WASTE MANAGEMENT	1. Inefficient system of waste management 2. Anarchic deposit of waste 3. Lack of urban health
6	BASIC SERVICES – WATER DISTRIBUTION AND TREATMENT	1. Inefficient drinking water distribution 2. Inefficient water treatment system
7	BASIC SERVICES – ELECTRICITY	1. Insufficient electricity supply 2. Informal electricity network
8	ECONOMIC CENTERS	1. Weak local economic activities 2. Lack of tourist sites

TIAL PROFILING KEY CHALLENGES AND RECOMENDATIONS

RECOMENDATIONS	SDGS
- Plan the expansion and densification zones of Douala 3 Subdivision (CAD 3) based on demographic projections. - Follow a higher density urban growth model, favoring the compactness of the CAD 3 around mobility nodes, services, and infrastructure. - Promote alignment and compliance with urban/city planning rules in urban and territorial planning practices.	
- Include climate change adaptation and mitigation measures in urban planning documents and regulations. - Promote the protection of natural ecosystems and agricultural areas in territorial planning practices. - Develop a network of natural parks to enhance the banks of the Dibamba river.	
- Improve and expand the road network within CAD 3. - Develop river transport as an alternative to the automobile and to upgrade the banks of the Dibamba. - Position soft mobility (pedestrian, cycling) at the heart of urban planning and development of the Douala 3 neighborhoods.	
- Integrate the health and education dimension into land-use planning practices. - Promote the creation of affordable public education and health facilities. - Increase the number of public health facilities to meet demographic projections. - Ensure equitable distribution of health services in rural areas. - Create recreational and leisure spaces to maximize, among others, interaction between	
- Strengthen and develop the solid waste collection system in more disadvantaged neighborhoods. - Promote the installation of bins, particularly in rural neighborhoods. - Promote awareness of recycling and waste treatment through campaign of sensibilization.	
- Strengthen and expand the drinking water supply network in CAD3 , prioritising areas with high demographic density and rural areas. - Improve the wastewater treatment system.	
- Promote the installation and connection of households to the main ENEO Electricity network, particularly in informal neighborhoods.	
- Promote the sustainable development of tourism at the CAD3 scale. - Improve local economic opportunities on a CAD3 scale, including traditional activities and crafts.	

Fig. 48: Challenges and Recommendations for Douala 3
Source: UN-Habitat

VALIDATION OF THE PILOT NEIGHBOURHOOD: NDOGPASSI PLAGE

A meeting was held on Thursday, September 7, 2023, at the Douala 3 City Hall, to participatively identify and validate the pilot neighbourhood of the UPIMC Programme Cameroon Douala 3. The meeting brought together members of the UN-Habitat UPIMC Cameroon Douala 3 team, along with key members of the Douala 3 Council.

The neighbourhood was identified with the aim of crystallizing the numerous spatial and socio-economic issues in terms of urban development and to serve as an example of successful intervention methodology in vulnerable areas of Douala 3, for those affected by similar urban issues. **According to the conducted Douala 3 performance geo-spatial analysis, the most vulnerable and deprived of infrastructures areas in the CAD 3 were identified as the following five neighbourhoods:**

1. Cité Berge – 0,91 km^2
2. PK12 Ndoghem – 8,17 km^2 and
PK14 Logbessou – 3,65 km^2
3. Ndogpassi village:
- Ndogpassi 1 – 2,59 km^2
- Ndogpassi Centre – 5,47 km^2
- Ndogpassi Plage – 0,25 km^2

4. Bwang-Bakoko – 12,08 km^2
5. Yassa – 16,-98 km^2

The selection criteria which served as a basic guide for the identification of the neighbourhood resulting from the experience of UN-Habitat are as follow:

1. UPIMC Programme main topic: Presence of IDPs
2. My Neighbourhood analysis: identification of most vulnerable areas
3. Area with a surface less than 5.00 km^2
4. Feasibility of field visits
5. Availability of socio-spatial and economic data
6. Priority challenges of CAD3:
- Natural hazards;
- Floods
- Anarchic deposits of waste
- Industrial pollution

- Absence of Urban Basic Services
- Weak Transport and mobility system
- Road network conditions
- Absence of drainage system

7. Themes of interest to donors:
- Integration of IDPs and vulnerable populations
- Environmental protection
- Waste management
- Road Networks

Each option has therefore been compared to verify how they comply with the selection criteria. In addition, discussion and reflections raised by the Mayor of Douala 3 and the representatives of Douala 3 Council contributed to the participatory vote.

In consideration of the criteria and various factor, ultimately Ndogpassi Plage was selected as a pilot neighbourhood.

1. UPIMC Programme main topic: Presence of IDPs according to IDPs Assessment in the city of Douala from IOM 2022, Ndogpassi Plage has the highest presence of IDPs and a very high density.

2. My Neighbourhood analysis: identification of most vulnerable areas This geo-spatial analysis brings to the front line the most vulnerable areas in the Subdivision of Douala 3, ran under 4 objectives: accessibility, compactness, resilience, and vibrancy. This demonstrated that Ndogpassi Plage is embedded in an area characterized by unplanned high-density settlements, the proliferation of informal housing, significant exposure to hazards such as flooding, and the encroachment of urbanization on natural habitats. Additionally, the area suffers from insufficient coverage of equipment, basic services and infrastructure.

3. Area with a surface less than 5.00 km^2

4.Feasibility of field visits

5. Availability of socio-spatial and economic data Ndogpassi Plage has an area of 0,25 km^2, which allowed for the entire perimeter of the site to be covered during the site visits, resulting in a reasonable quantity of collected data. This was supported by recent plans and projects developed by partners i.e. the 2022 – 2026 BRT line from World Bank, and the Sectoral Plan of Ndogpassi Village which helped provide an updated data base
.

Identification of the Pilot neighborhood, Douala 3 Council, 07.09.2023
Source: UN-Habitat

6. Priority challenges of CAD3:
- Natural hazards
- Absence of Urban Basic Services
- Weak Transport and mobility system

7. Themes of interest to donors:
- Integration of IDPs and vulnerable populations
- Environmental protection
- Waste management
- Road Networks

The spatial constraints significantly impacting the site align with concerns previously identified by Douala 3 and highlight challenges that need to be addressed through investment projects from donors. These include high vulnerability to flooding due to watercourse overflows caused by obstructed drains and the absence of proper gutters. Additionally, the poor condition of the roads underscores the urgent need for reconstruction or asphalting to ensure durability and resilience against climate change factors.

In conclusion, the selection of Ndogpassi Plage as the pilot neighbourhood resulted from a comprehensive process involving the overlap of multiple decisions, analyses, and phases within the planning framework of UPIMC Cameroon.

- Evidence-Based Analysis: Ensured the scientific veracity of the data and a thorough understanding of the various sectoral dynamics in the area.

- Geo-spatial Analysis: Identified areas with high environmental vulnerability and in need for efficient coverage of infrastructure and basic services.

- SWOT Participatory Exercise: Integrated additional strengths, weaknesses, opportunities, and threats through a participatory approach in CAD 3.

- Voting with Local Authorities and Key Stakeholders: Based on the objective criteria, this ensured the inclusion of partners in the decision-making process.

FROM SPATIAL PROFILING TOWARDS THE VISION

Following the identification of the pilot area, the UPIMC Cameroon 2nd volume, Vision and Scenario Building, will expand the intersectoral analysis carried out in the Douala 3 Subdivision (CAD 3) to include Ndogpassi Plage neighbourhood.

First focus in the report, will be to highlight the major constraints of the pilot site. Various themes will be discussed, including the environment, natural hazards, land use, road and transport infrastructure or equipment.

The methodology adopted will combine data gathering from research and field visits carried out with the support of the Douala 3 Council, students from the University of Douala – Department of Geography and local authorities. Mapping supports, e-Applications for field data collection (Qfield, OSMAnd), photo/video multimedia devices are some of the tools to be used.

The validation of the data collected in the field will be through the Technical Committee from Douala 3 Council and in plenary during participatory workshops with key stakeholders of the Programme in Douala.

The development of a strategic vision and the elaboration of optimal scenarios at the scale of the Douala 3 Subdivision and the Ndogpassi Plage will be at the heart of Volume 2.

- **This vision** will be validated after several stages including: a technical validation with the Douala 3 Council and a participatory planning workshop involving the main stakeholders, IDPs, representatives of sectoral ministries, civil society, and academia.

Participants will contribute to the vision features such as: keywords, to qualify their city, neighbourhood in the desired future state; this will facilitate the discussion of development hypotheses called scenarios.

- **The optimal scenario** developed will be supported by an action plan describing the projects to be implemented in the short, medium, and long term in terms of basic services and infrastructure, climate-responsive intervention and humanitarian support. This will enable the financial evaluation of selected priority projects and discussion for negotiation with potential donors.

MAP 36. SATELLITE VIEW OF NDOGPASSI PLAGE

Reviewed by UN-Habitat, 2023

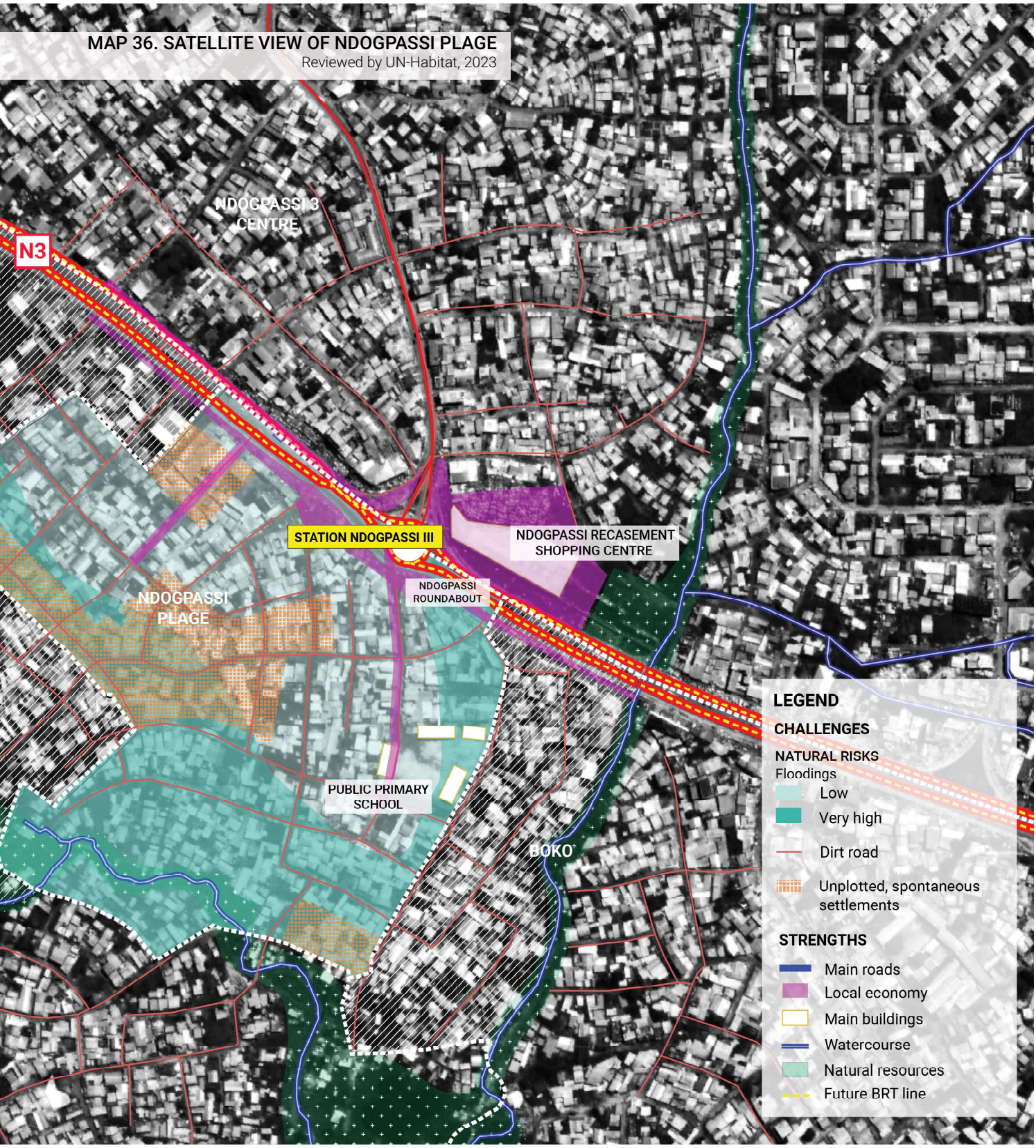


Photo 57. Ndogpassi Plage pilot neighbourhood, Douala 3
Source: Google satellite reviewed UN-Habitat

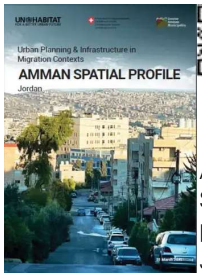
Photo 50: Tertiary Road in Ndogpassi Plage,
Source: UN-Habitat

Spatial Profile to Sustainable Development

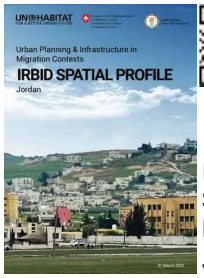
Leveraging the spatial profile to guide inclusive and sustainable city development.

Beyond offering a comprehensive understanding of the city, the spatial profile becomes a dynamic tool for identifying the challenges and the opportunities within the urban areas and neighbourhoods characterized by high numbers of migrant residents, serving as a strategic guide for urban development. By showcasing the intricate interplay of physical, socio-economic, and policy aspects within urban landscapes, the spatial profile becomes an invaluable decision-making tool for long-term infrastructure planning. This process actively contributes to the city's growth though the identification of the areas in need of attention and strategic interventions. By incorporating qualitative insights from participatory workshops, the profiling process actively engages with local communities. This interaction ensures that the identified neighbourhoods of intervention align with the priorities of the residents and contribute meaningfully to the city's overall development vision.

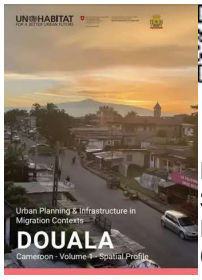
Explore other UPIMC spatial profiles for more insights:



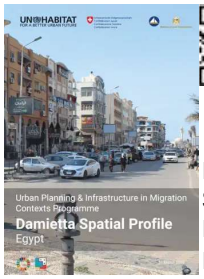
Amman Spatial profile Jordan



Irbid Spatial Profile, Jordan

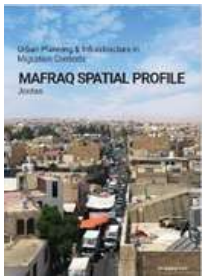


Douala 4 Spatial Profile, Cameroon



Damietta Spatial Profile, Egypt

Upcoming spatial profiles:

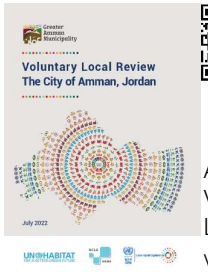


Mafraq Spatial Profile, Jordan

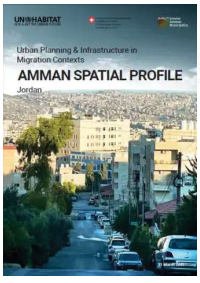
Douala 3 Spatial Profile, Cameroon

Kafr El-Battikh Spatial Profile, Egypt

Furthermore, UN-Habitat's spatial profiles play a pivotal role within broader efforts aimed at localizing the Sustainable Development Goals (SDG). The spatial profiling and planning process particularly synergize with the Voluntary Local Reviews (VLRs). Amman offers a leading example in this regard, as the Amman Spatial Profile (2022) has crucially contributed to the subsequent Amman VLR (2022), providing a wide array of data and spatial indicators as well as contributing to thematic spotlights on migrants and vulnerable groups in the city. The synergy between VLRs and spatial profiles combines city-wide SDG performance assessment from VLRs with multi-scale and multi-sectoral analysis, insights and areas identification of spatial profiles. This collaboration fosters a new generation of action oriented VLRs supported by UN-Habitat, creating common platforms that bridge global and local levels for effective urban development. Together, spatial profiles and VLRs, importantly contribute to strengthening local data ecosystems and can offer a comprehensive approach for achieving sustainable development that is driven by local needs, potentials, and actions.



Amman Voluntary Local Review (VLR)



Amman Spatial profile Jordan

UPIMC Next Steps

Following the city spatial profile, the next two phases of UPIMC shift the focus to the smallest scale within the neighbourhoods identified as the pilot through the comprehensive profiling process and participatory workshops.

Vision and Action Plan

The pilot neighbourhood's visioning and planning process aims to redefine the urban landscape by crafting a strategic vision rooted in the insights from spatial profiling through a collaborative effort bringing together key stakeholders. The vision serves as a collective roadmap that aligns the aspirations of government, host and refugee communities, and other stakeholders. It signifies the commitment to inclusive development, where the priorities of the targeted community are integrated and aligned into the broader urban narrative. The subsequent planning process is an effort to translate these aspirations into action. The creation of different scenarios and the formulation of an action plan become pivotal in transforming the city, providing concrete steps and identified areas for strategic interventions.

Al Hashmi Al Janoubi Neighborhood, Amman, Vision, Scenario Building and Action Plan

Al Afrah Neighborhood, Irbid: Vision, Scenario Building and Action Plan

Douala 4 Subdivision, Douala: Vision, Scenario Building and Action Plan

New Damietta City: Vision, Scenario Building and Action Plan

Projects Prioritization and Links to Finance

The prioritization of projects in this phase aims to address immediate needs and long-term aspirations, formulating the precise actions to transform the neighbourhood. As these projects undergo assessment, involving community input and stakeholder collaboration, they become more than just infrastructure initiatives as they embody the formulated vision. The project briefs bridge the aspirations to reality, facilitating partnerships, to secure the necessary funding for implementation. This transformative phase is about turning urban visions into tangible realities, as the prioritized projects become the building blocks for a neighbourhood and a city that reflects the needs, potential and aspirations of its residents.

Soon to be published Investment cards and Project Briefs;

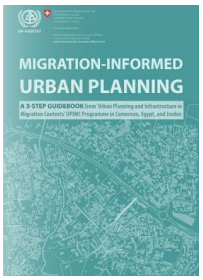
Investment Cards for Al Afrah Neighborhood in Irbid, Jordan

Projects Briefs for Douala 4, Cameroon

Investment Cards for New Damietta and Kafr El Battikh in Damietta Governorate, Egypt

Knowledge Exchange

UPIMC emphasizes knowledge exchange connecting cities nationally and internationally to enhance municipal capacity and engagement in broader national and international platforms and processes. In this spirit, a Normative Guidebook is under development. The Guidebook provides step-by-step guidance, insights derived from the experiences and best practices of the pilot cities and neighbourhoods.



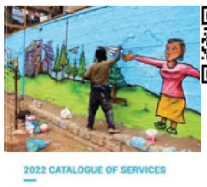
Normative Guidebook, Urban Planning & Infrastructure in Migration Contexts (UPIMC)

UN-Habitat for Sustainable, Inclusive and Resilient Urban Futures

UN-Habitat is dedicated to sustainable global urban development, aligning with the United Nations' 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs), an guiding the implementation of the commitments outlined in the New Urban Agenda (NUA). Collaborating with governments and stakeholders, UN-Habitat translates these global objectives into actionable interventions at the local level. Recognizing the pivotal role of local action in driving global development, UN-Habitat supports the process of localization, which empowers cities and local communities to innovate and mobilize resources, tailoring development efforts to the specific contexts.

At the forefront of localizing the SDGs and implementing the NUA, UN-Habitat has endorsed the Urban Monitoring Framework (UMF) as a global strategy for monitoring SDG and NUA indicators. This framework guides the creation of Voluntary Local Reviews (VLRs), essential mechanisms for municipalities to monitor and report on SDG achievements. To spatially implement these global objectives, UN-Habitat employs a suite of tools and practices. The Planning, Finance & Economy Section, core to the agency's expertise, offers a spectrum of activities — from data collection and analysis to strategic planning and project development, including guiding and unlocking financing opportunities — to support national and local governments in driving sustainable and inclusive development. UN-Habitat's Urban Lab, an integrated urban planning facility, guides the planning process across local, regional, and national levels through an evidence-based collaborative approach.

Leveraging this expertise, UN-Habitat explores multi-scale and evidence-based integrated urban planning as an alternative approach to address migration and protracted displacement scenarios, providing durable solutions to bridge the gap between humanitarian and development practices in contexts of protracted crisis and displacement. As human mobility has been increasingly acknowledged as a crucial dimension of urbanization dynamics and sustainable development, UN-Habitat is committed to keep supporting cities and local governments driving integrated urban solutions that harness the potential of migration for sustainable development. UN-Habitat will continue advancing global knowledge and practices on sustainable urban approaches integrating local experiences into broader discussions and efforts towards the implementation of the Global Compacts for Migration and the Global Compact on Refugees.



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07

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