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# **Forum THNS2024: TRANSFORMING TRANSPORT**

## **UBERIZATION OF URBAN TRANSPORT IN THE CITY OF DOUALA**

**MBIA AYI Christ Aymard**

National Advanced School of Publics Works of Yaounde, 510 Elig-Effa Yaoundé - Cameroun

**Alassane Ballé NDIAYE**

Université Libre de Bruxelles, Avenue Franklin Roosevelt 50 - 1050 Bruxelles

**DIABATE Lanciné**

Institut National Polytechnique Félix Houphouët Boigny, 1093 Yamoussoukro Côte d'Ivoire

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# GENERALITIES

Source of graphs :

<https://www.yusiip.cm/about-us.php>

1

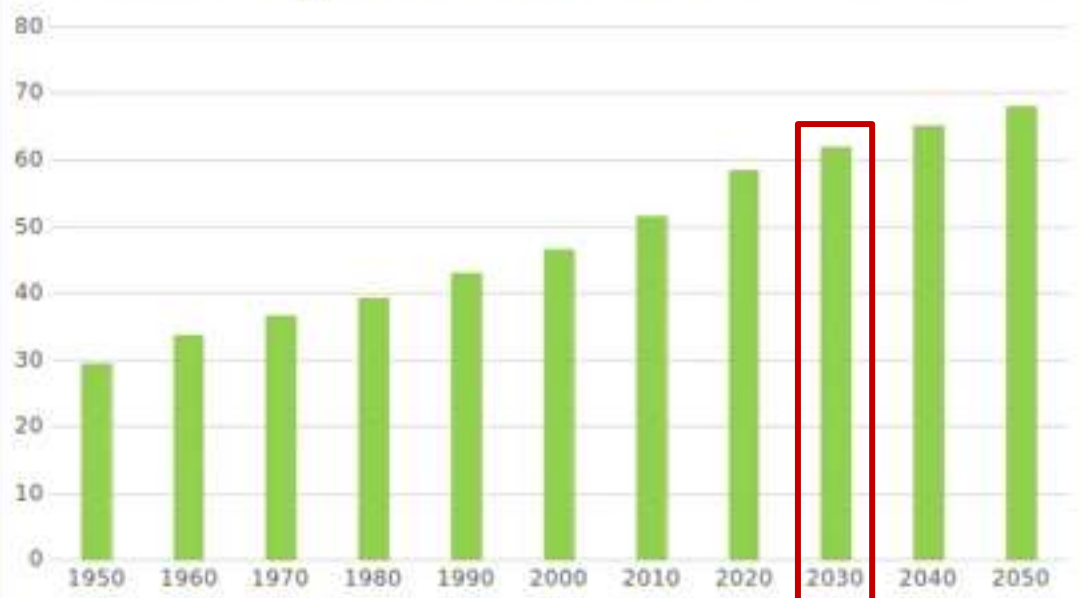
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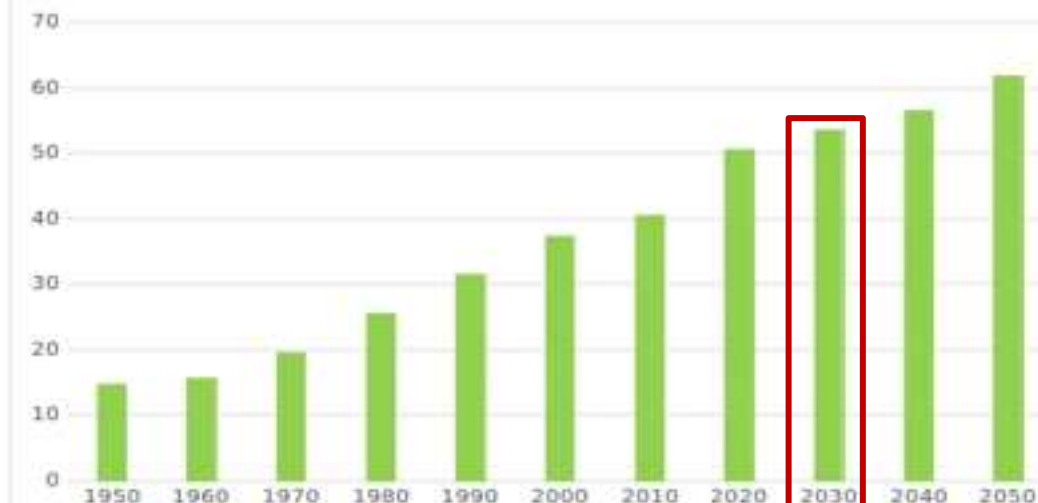
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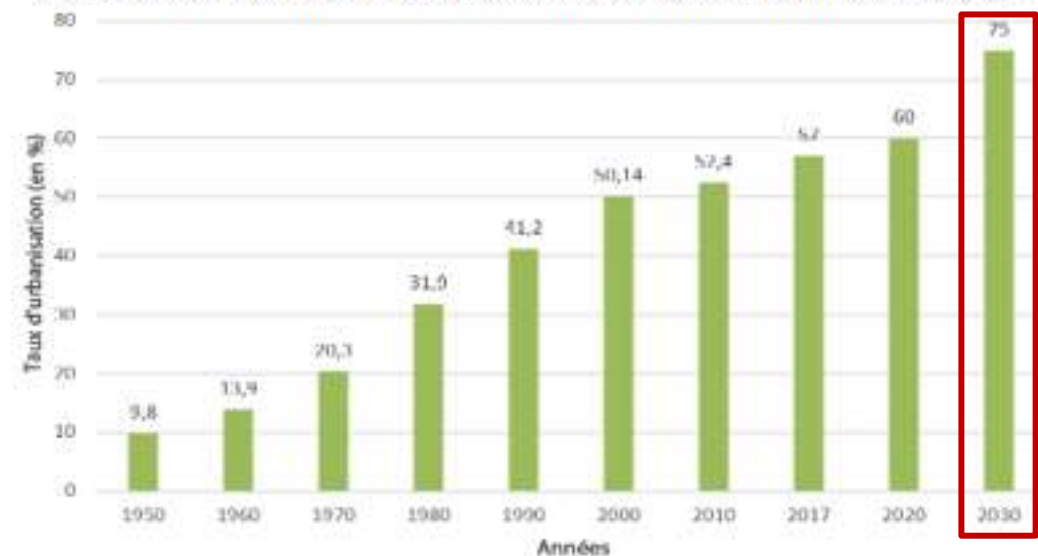
Evolution of the global urbanization rate from 1950 to 2050 in %



Evolution of the African urbanization rate from 1950 to 2050 in %



Evolution of the urbanization rate in Cameroon from 1950 to 2030



**High Urbanization => The increasing demand for mobility in urban areas**

**=> Need to develop innovative methods for urban transport**

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**Appearance of the term “Uberization” derived from Uber**

1

How will travel costs and frequency change?

How will this affect the legal framework and other transport groups?

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**What is the impact of the uberization of urban transport in Cameroon, particularly in the city of Douala?**



What are the implications for the social framework and the environment?

What are the differences and concordances with the SUMP, and how should they be capitalized?

Plan

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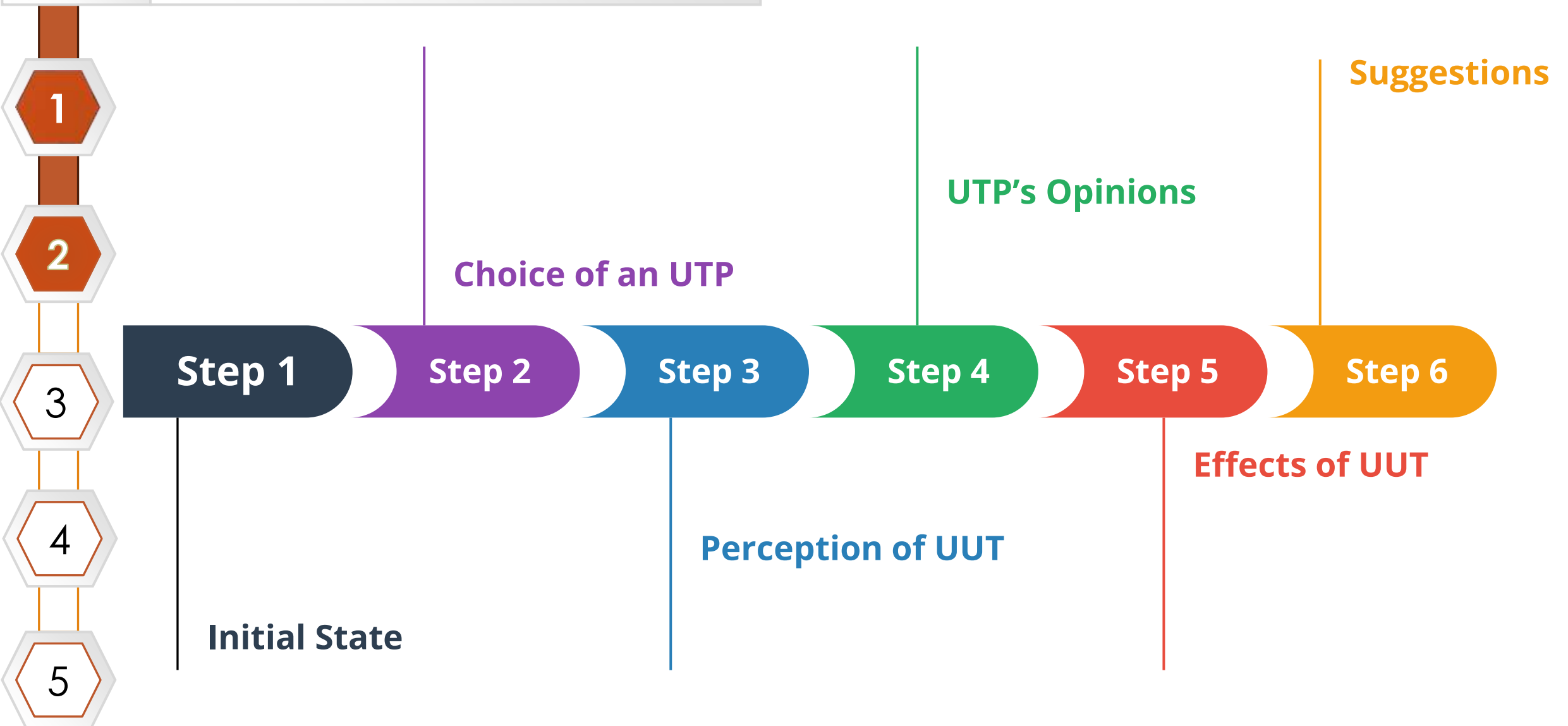
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# METHODOLOGY





1

Qualitative method



Quantitative method



Mixed Method

2



Online research  
(Hal, Google Scholar, etc.)

Douala Urban Community  
(DUC)

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Prescriptive interviews  
(User and non-users of UTP)

Semi-directive interviews  
(Drivers, DUC, UTP)



Plan

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RESULTS

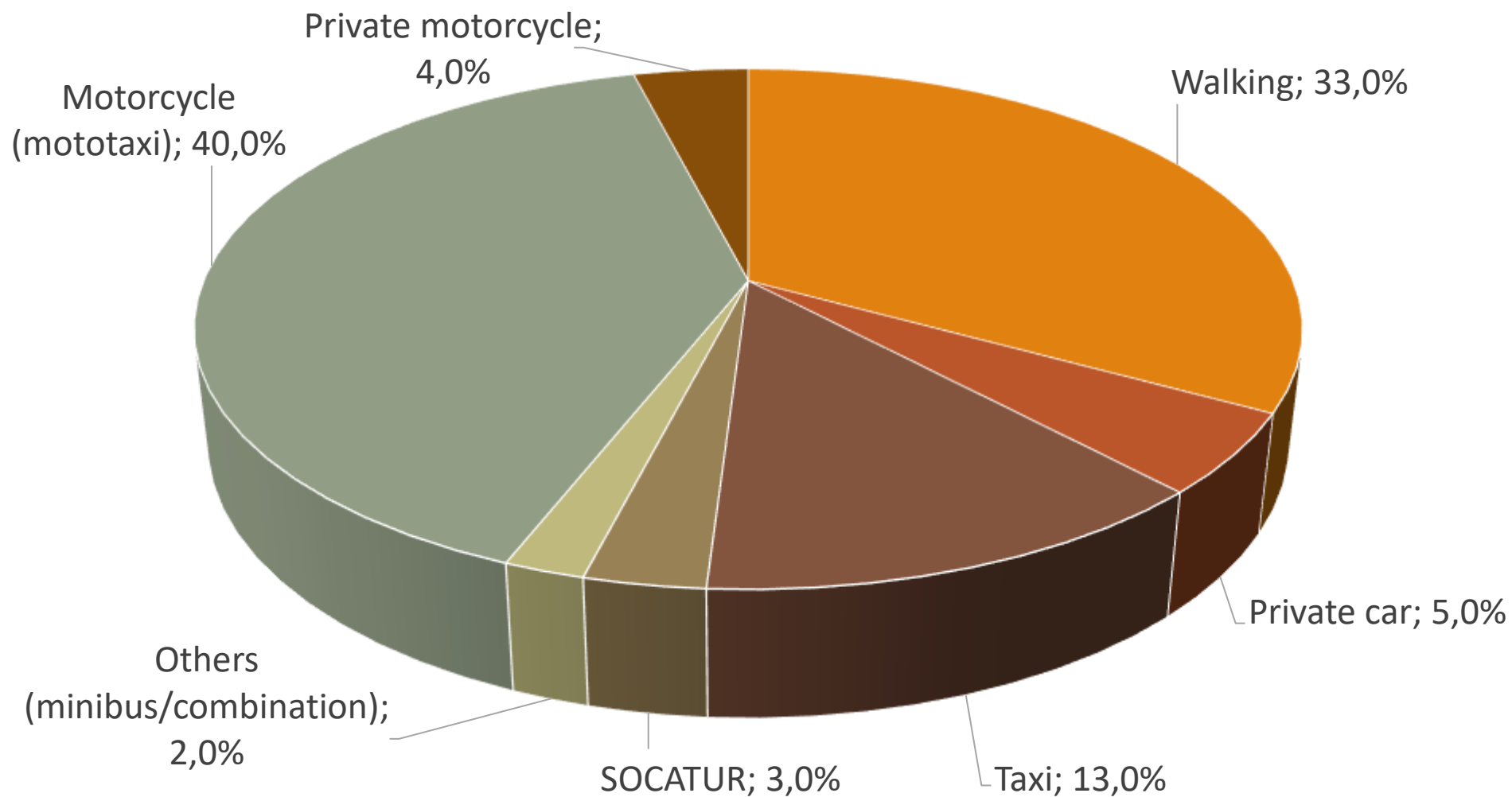


Figure 1 : Modal shares including walking. Source : (Mobilise Your City, 2019)

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### CONGESTION

- 24 min to cross the city in 2019
- 59 min to cross the city in 2030

Tableau 1 : Travel prices by mode. Source :  
(Mobilise Your City, 2019)

Principal's mode	Unitary price (XAF/Km)
Walking (Wk)	-
Motorcycle (mototaxi)	89
Taxi	102
Private car	164
Private mortorcyle	62
Combinated	97
Scholar bus	72
Autobus/ autocar	72
SOCATUR	23
Average without Wk	<b>85,19</b>
Global average	<b>75,73</b>

**POOR VALUE FOR MONEY**

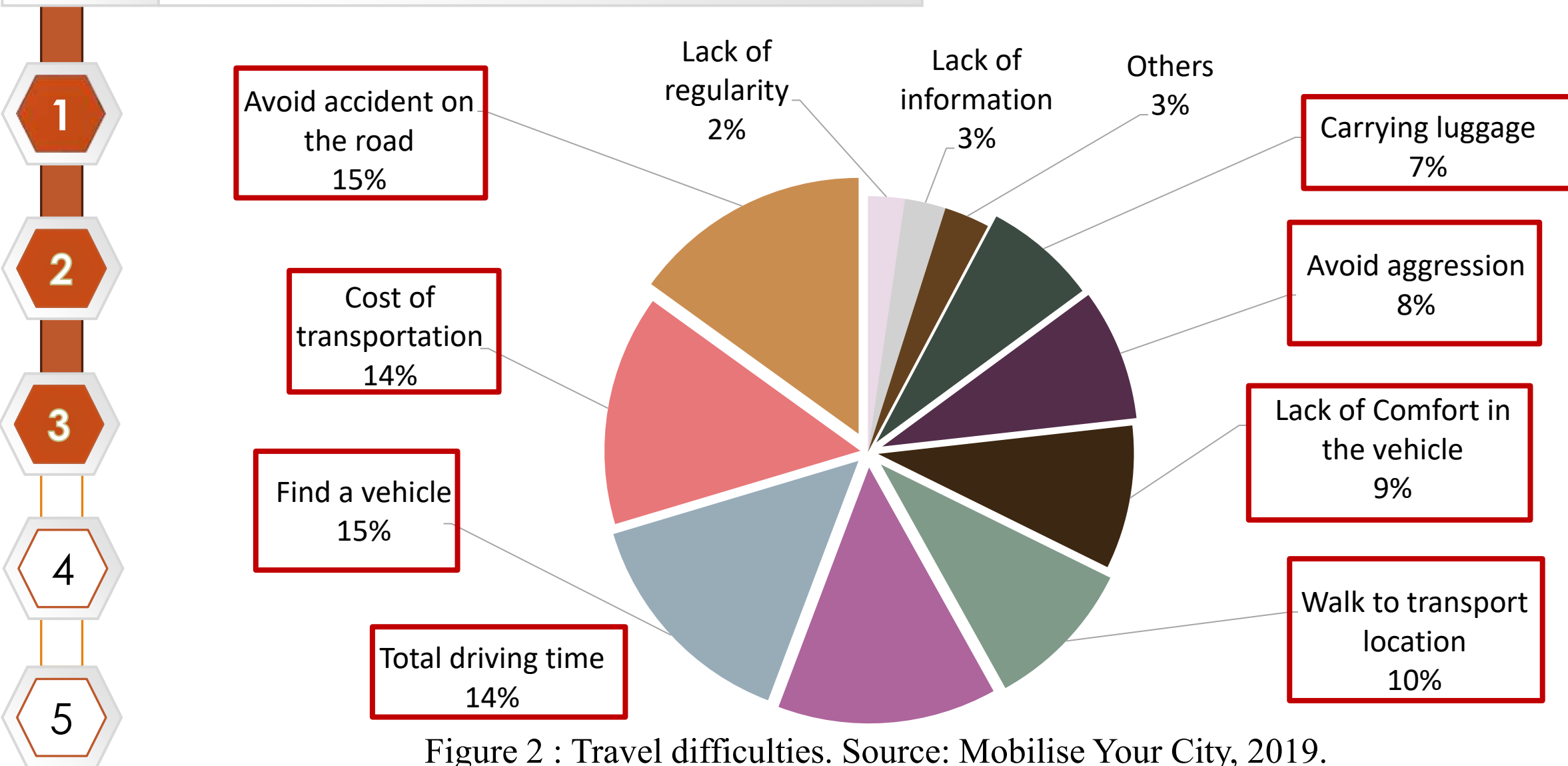
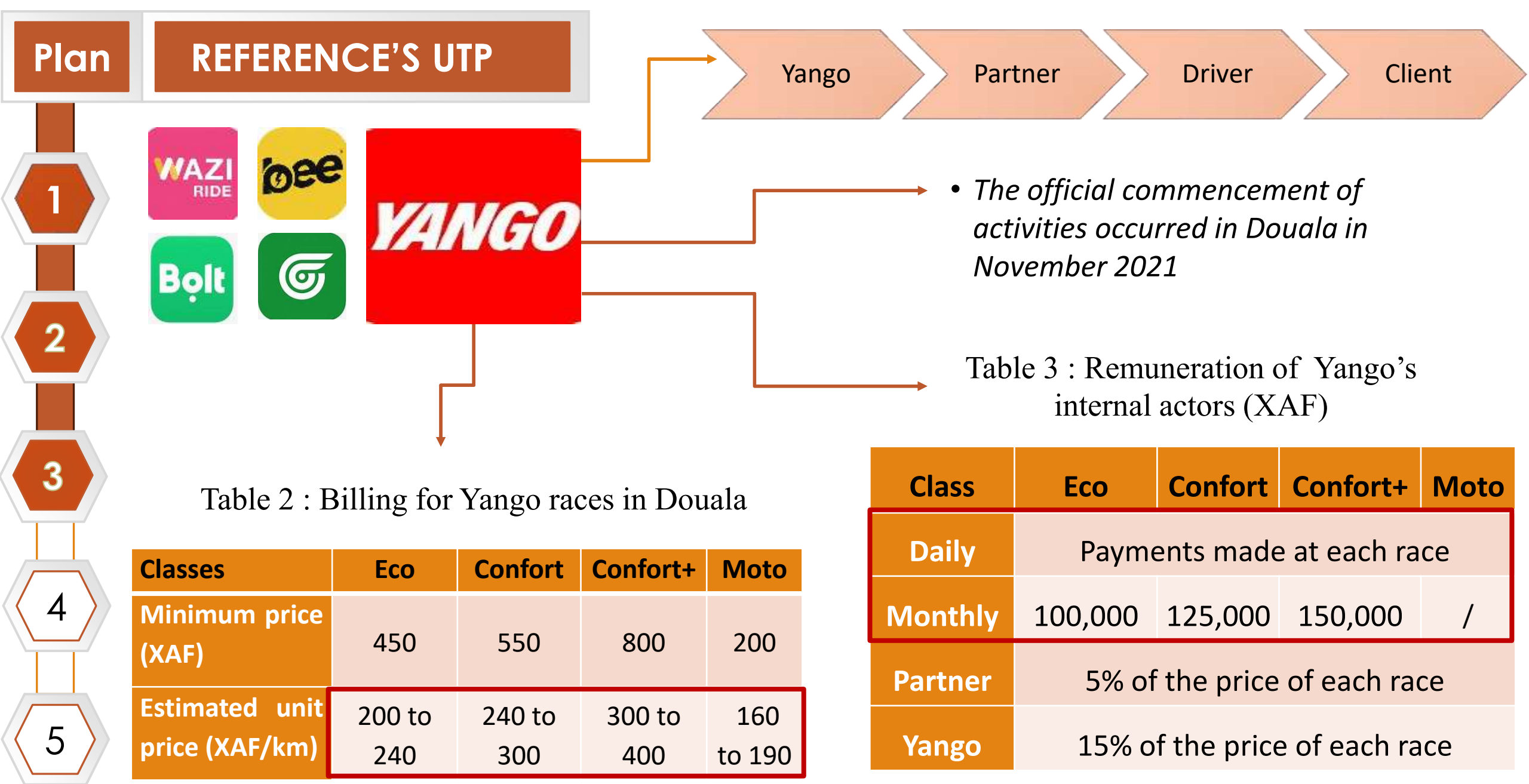


Figure 2 : Travel difficulties. Source: Mobilise Your City, 2019.



1

Modification of the legal framework

2

Creation of job

3

Increasing of business digitalization

4

Appearance of conflict with traditional's taxi drivers

5

Increasing of urban mobility

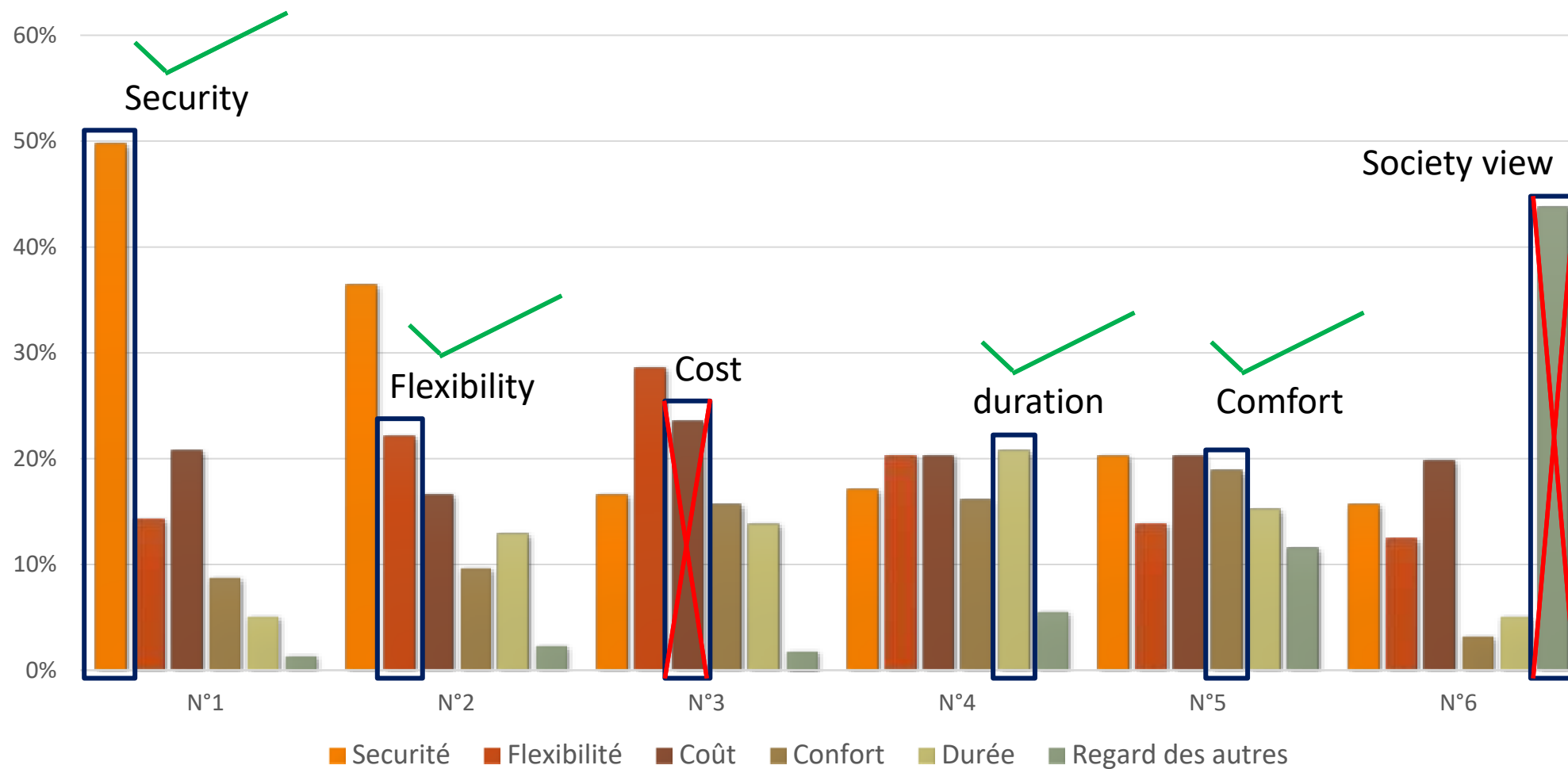


Figure 3.19 : Elements justifying the use of platforms



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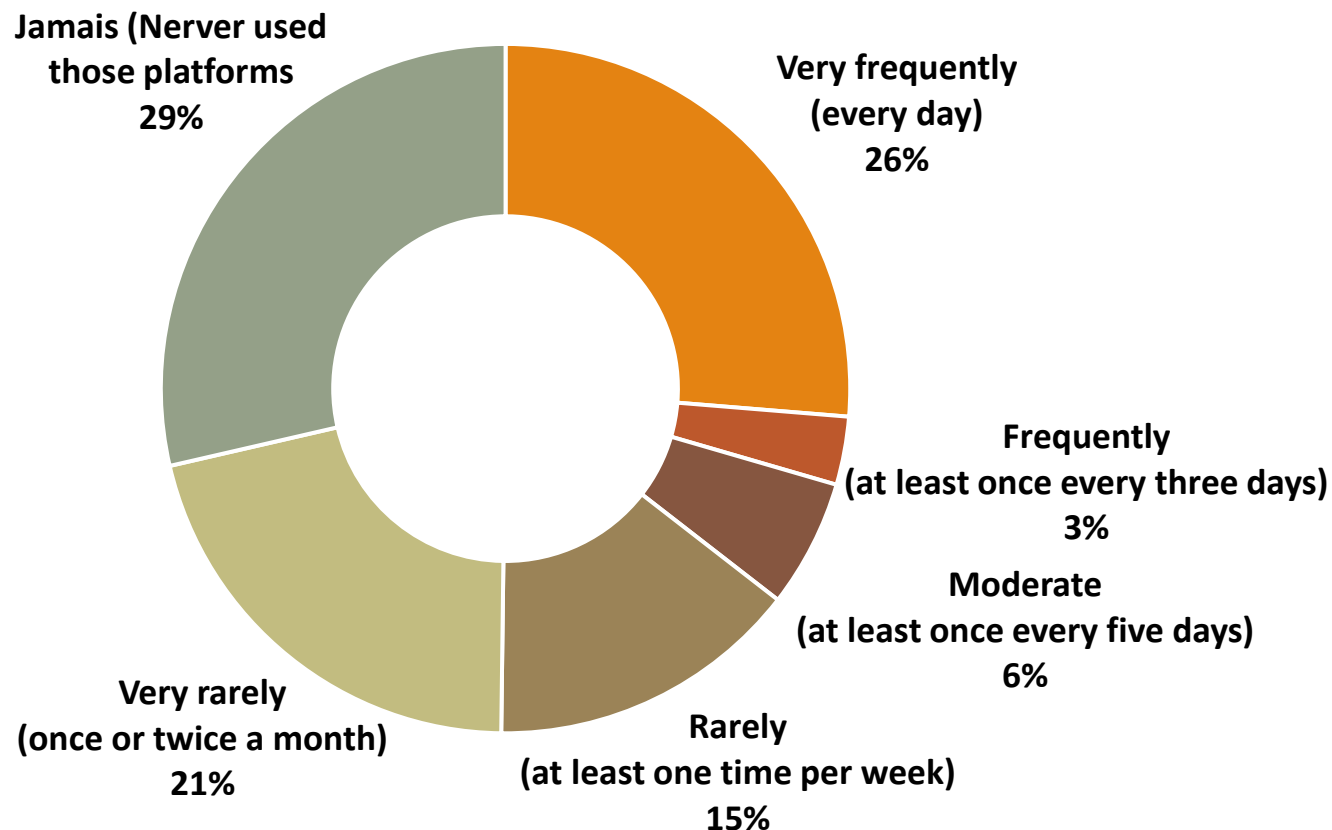


Figure 3 : Frequency of use of platforms by survey participants

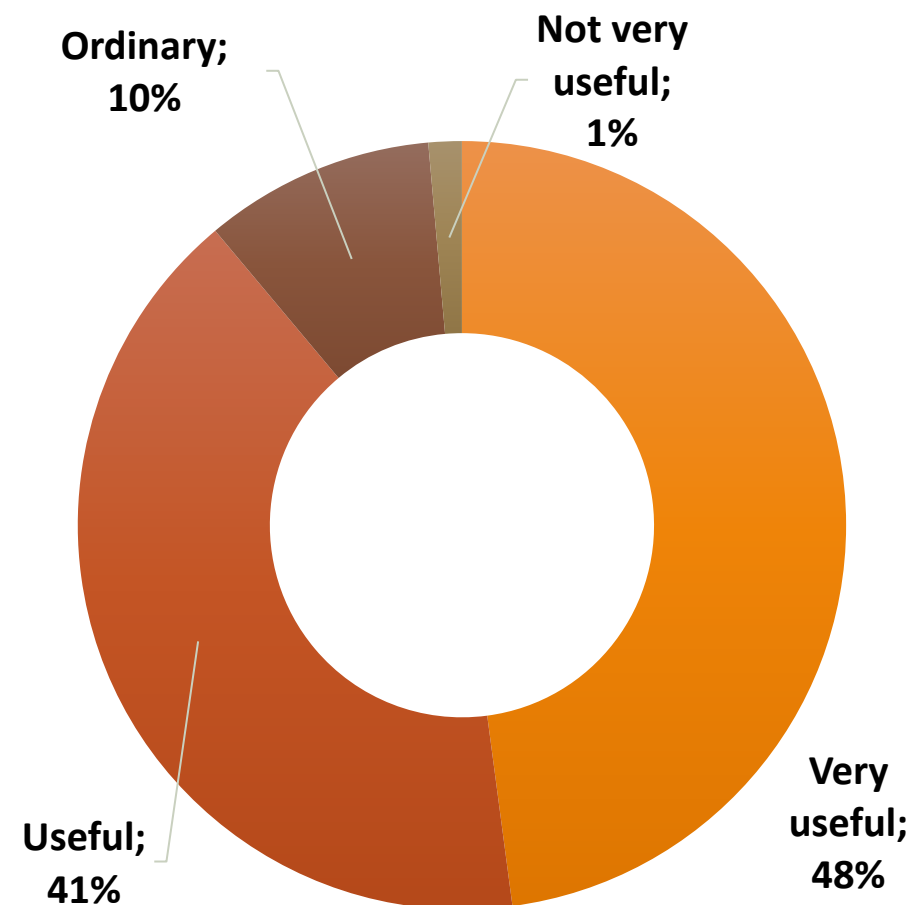


Figure 4 : Assessment of the usefulness of the platforms

Plan

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# DISCUSSIONS

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## Environmental point of view

- Use of older vehicles with higher emission ratios per person

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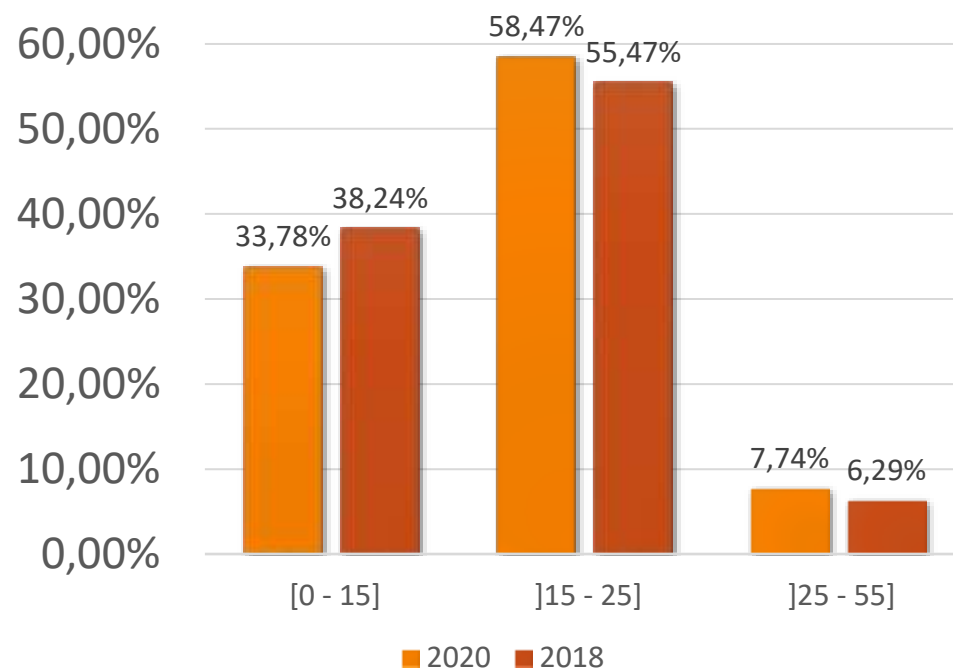


Figure 5 : The age of vehicles imported into Cameroon has changed over time. Source: MADAH, 2023.

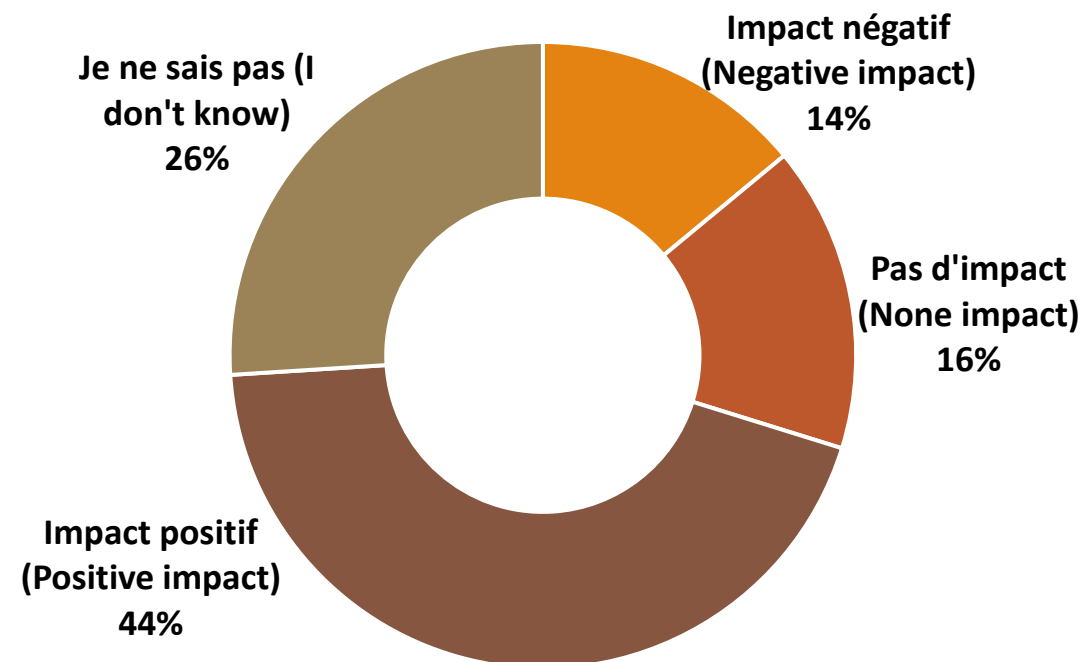


Figure 6 : Assessment of the environmental impact of the UUT by the sample.

1

## Fiscal point of view

- Non-recovery of tax on profits and advertising revenue to ensure a level playing field

2

Received from your  
device and our apps

IP address, device ID,  
device type and model,  
mobile operating system,  
browser or mobile  
application details

To secure access to your  
account and our IT systems

3

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Advertising identifier

To customise targeted ads

Figure 6 : Extract from the Yango and Deli privacy policy. Source: (YANGO, 2024)

1

## Data management

- Opaque data management across platforms

2

## In terms of mobility

- Increased congestion and divergence from mass transit targets

3

## In social terms

- Reduced mobility of households (low and middle income) as prices rise

4

## Protection and enhancement of the value of the taxi driver's job

- Disparities in the costs inherent to the profession and the lack of (even partial) social security coverage for UTP's drivers.

5

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### The planning of urban transport projects

- Leverage the platform's data on how people move and how much it costs.
- Use of platforms to conduct mobility surveys and polls

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### Monitoring the condition of the road network

- Involvement of drivers to assess the global state of road crossed

# RECOMMENDATIONS AND CONCLUSION

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**1 - Limitation the maximum number of operating vehicles per platform**

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**2 – Amendment of the Labor Code to include "independent workers" for the purposes of their social security coverage**

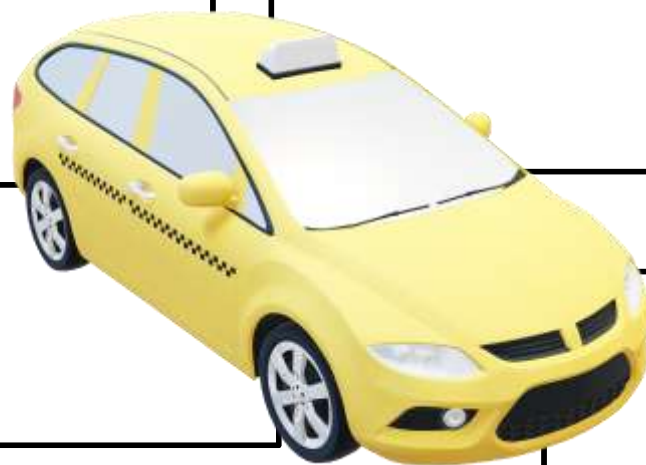
**3 – Standardizing addressing and improving Internet coverage**

**4 – Taxation of platform profits and advertising revenues**

**5 – Introduction of a license for platform drivers**

**7 – Developing a framework that ensures: user privacy, government access, and platform collaboration**

**6 – Implementation of special measures for vulnerable groups and persons with reduced mobility**





1

➤ In its current state, the uberization of urban transport in Douala is not in line with goals for sustainable urban mobility;

2

➤ Uberization of urban transport in Douala can be refocused by implementing the seven (07) recommendations listed above;

3

➤ Institutional coordination is needed to ensure that the benefits of uberization are realized, and the risks are contained.

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END

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