

THE ECONOMIC OUTLOOK

No. 033

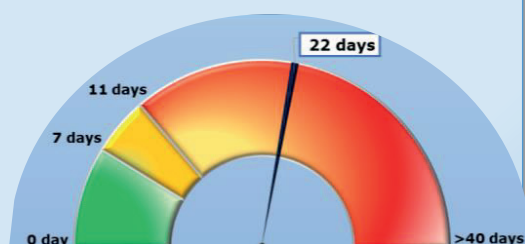
4th Quarter 2022

40-foot Reefer



Avg. Import Freight Rate

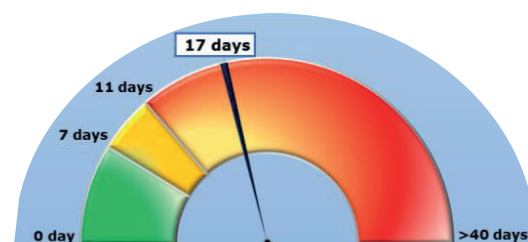
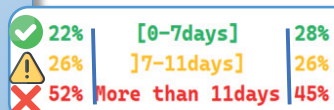
20-foot Dry



Average/Container

Port dwell time

RTC



Average/Vehicle

Port dwell time

TMFD

Conseil National des Chargeurs du Cameroun (CNCC)



Cameroon National Shippers' Council (CNSC)



CAMEROON
TRADE HUB



Auguste Mbappe Penda
DG CNCC / GM CNSC

www.cameroontradedhub.cm



Les actions d'assistance aux Chargeurs

- Assistance par la formation
- Assistance par l'information
- La réhabilitation des structures d'assistance de proximité
- Assistance par la promotion du commerce extérieur
- La mise en place du Cyber des Chargeurs

Shippers' Assistance

- Assistance through training
- Assistance through information
- Rehabilitation of local support structures
- Assistance through international trade promotion
- Setting up of a shippers' cyber



Centre de Vie de la Dibamba
Dibamba trucker accomodation centre

*Votre Partenaire
/
Your Partner*

Le développement des équipements de facilitation des transports et du commerce

- La réhabilitation du Musée Maritime de Douala
- La construction des magasins
- La construction des Centres de vie pour le séjour des transporteurs

Development of trade and transport facilitation infrastruc- ture

- Rehabilitation of CNSC Maritime Museum
- Construction of cargo warehouses
- Construction of Trucker accomodation centres



Centre de vie de la Dibamba
Dibamba Trucker Accomodation Center



Musée Maritime de Douala
Douala Maritime Museum



Centre de vie de la Dibamba
Dibamba Trucker Accomodation Center

Head Office : Centre des Affaires maritimes

P.O Box 1588 Douala - Bonanjo

Tel.: +237 233 43 67 67 - Fax: +233 43 70 17

Email: info@cncc.cm www.cncc.cm

South west Regional Office: Limbe, 2nd floor,
CDC Credit Union Head Office, opposite Customs
office, Bota

Tel: +237 233 33 21 36 / 233 33 21 38

CNSC Office Paris : 3, rue du quatre septembre,
75002, Paris

Tel: +33(0)14 221 06 26

Email: representation@cncc.cm

South Regional office : Kribi, Ngoye,
opposite Tradex

Tel: +237 222 46 16 37

TABLE OF CONTENTS

<i>Foreword</i>	5
<i>DOSSIER: Export shipments of Cameroon's cocoa and cocoa derivatives from 2019 to 2022</i>	6
IMPORT SHIPPING COST	8
<i>Shipping Cost for a 20-foot Refrigerated Container</i>	8
<i>Shipping Cost for a 20-foot Dry Container</i>	8
<i>Shipping Cost for a 40-foot Refrigerated Container</i>	9
<i>Shipping Cost for a 40-foot Dry Container</i>	10
<i>Shipping Cost - Vehicles</i>	11
CARGO DWELL TIME AT THE PORT	12
<i>CARGO DWELL TIME AT THE PORT - Containers</i>	12
<i>CARGO DWELL TIME AT THE PORT - Vehicles</i>	13
RAIL FREIGHT	14
<i>Tonnage</i>	14
<i>Transit time</i>	16
AIR CARGO	16
<i>Export Tonnage</i>	17
<i>Import Tonnage</i>	18
AIR CARGO DWELL TIME	19

Conseil National des
Chargeurs du Cameroun
(CNCC)



Cameroon National
Shippers' Council
(CNSC)



Auguste Mbappe Penda
DG CNCC / GM CNSC

Les actions d'assistance aux Chargeurs

- Assistance par la formation
- Assistance par l'information
- Réhabilitation des structures d'assistance de proximité
- Assistance par la promotion du commerce extérieur
- Mise en Place du Cyber des Chargeurs

Shippers' Assistance

- Assistance through training
- Assistance through information
- Rehabilitation of local support structures
- Assistance through international trade promotion
- Setting up of a shippers' cyber



Centre de vie CNCC de Ngoulentang
Garoua-boulai: CNSC Trucker Accomodation Centre
Siège

Centre des Affaires Maritimes à Bonanjo

BP.: 1588 Douala Cameroun

Tél.: (+237) 233 43 67 67 / (+237) 233 43 67 67

Fax: (237) 233 43 70 17

Web Site: www.cncc.cm / E-mail : info@cncc.cm

Antenne Régionale de l'Extrême

Nord- Kousseri

Situé à 100 mètres du Pont Ngueli
à la frontière avec le Tchad, Kousseri

antenneextremenord@cncc.cm

Tél : (+237) 696 12 99 13

www.cameroontradedhub.cm



Centre de vie CNCC de la Dibamba
Dibamba CNSC Trucker Accomodation Centre

Votre Partenaire
Your Partner



Musée Maritime de Douala
Douala Maritime Museum

South West Regional Office, Limbe

3rd Floor, CDC Credit Union Head office

Opposite Customs Office Bota

Tel: 237 233 33 21 36/233 33 21 38

Limbe, southwestregionaloffice@cncc.cm

Antenne Régionale du Sud - Kribi

Ngaye, Face Tradex

Tél: 222 46 16 37

antennesud@cncc.cm



Le développement des équipements de facilitation des transports et du commerce

- Réhabilitation du Musée Maritime de Douala
- Construction des magasins
- Construction des Centres de vie pour le séjour des transporteurs

Development of trade and transport facilitation infrastructure

- Rehabilitation of CNSC Maritime Museum
- Construction of cargo warehouses
- Construction of Trucker accomodation centres



Maquette centre de vie de CNCC Garoua-boulai
Model Garoua-boulai CNSC Trucker Accomodation Centre

Antenne Régionale du Centre - Yaoundé

10ème étage, immeuble Société Hôtelière DJEUGA' Appart

Avenue Ahmadou Ahidjo Derrière la Tribune présidentielle, Boulevard du 20 mai, Yaoundé

antennecentre@cncc.cm

Tel : 222 220 283 / 222 220 284 / 222 220 85

Représentation de Paris

3, Rue du Quatre Septembre, 75002, Paris

representation@cncc.cm

Tél : +33 (0)1 42 61 79 24 / +33 (0)1 83 87 96 29

Foreword



The Cameroon National Shippers' Council (CNSC) monitors a number of international trade performance indicators with a view to mastering trade and transport. This is done using the Transport Observatory, which is a key decision-making instrument.

Selected indicators describe the situation of transport and foreign trade in Cameroon. All modes of transport including maritime, rail and air transport, are taken into account. The upcoming issues of this publication will also cover land transport.

CNSC's *"The Economic Outlook"* analyses the latest transport and trade news quarterly by monitoring the evolution of key indicators of the entire transport chain. It is therefore an important decision-making tool for both private actors and public authorities.

An analysis of the evolution of the main freight transport indicators reveals that the average dwell time of imported used vehicles at the TMFD fleet in Q4 2022 stood at 17 days, one day longer than in the same quarter of the previous year.

In the fourth quarter of 2022, the average dwell time for containerised import cargo at the Douala Port was 22 days; that is to say 5 days more than in the fourth quarter of 2021. This publication contains detailed information on these different aspects of cargo transport.

Have an enjoyable reading!

Auguste Mbappe Penda
General Manager

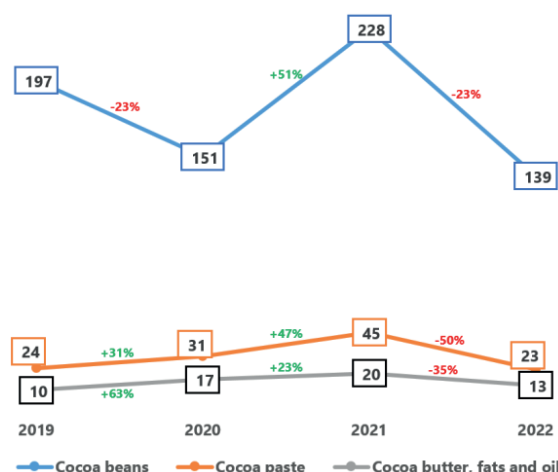
DOSSIER: Export shipments of Cameroon's cocoa and cocoa derivatives from 2019 to 2022

a) TONNAGE

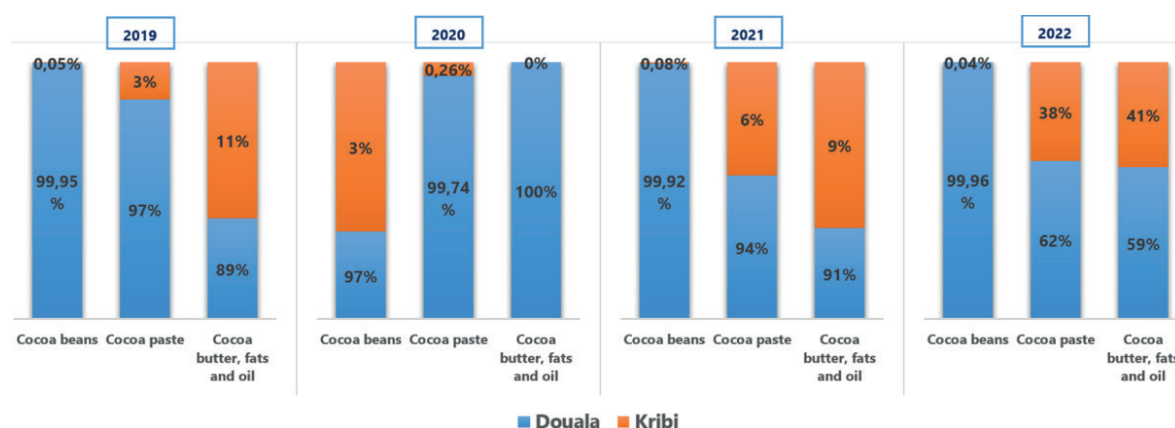
Table 1 : Evolution of exports for cocoa and cocoa derivatives between 2019 and 2022

COCOA AND COCOA DERIVATIVES	2019		2020		2021		2022	
	Tonnage	%	Tonnage	%	Tonnage	%	Tonnage	%
Cocoa beans	196,584	10%	150,693	9%	227,661	12%	139,154	14%
Cocoa paste	23,513	1%	30,692	2%	45,095	2%	22,613	2%
Cocoa butter, fats and oil	10,216	1%	16,636	1%	20,459	1%	13,232	1%

From 2019 to 2022, cocoa was the 2nd main export product from Cameroonian ports, after wood, with its share of total exports rising from 12% to 17% over the said period. An analysis of the quantities exported between 2019 and 2022 reveals a marked increase in traffic in 2021 for cocoa beans (227,661 tonnes), cocoa paste (45,095 tonnes) and cocoa butter (20,459 tonnes). Conversely, there will be a general decline in the quantities of cocoa and cocoa derivatives exported in 2022.



b) PORTS OF LOADING



With regard to the loading ports for export cocoa, since 2019, virtually all cocoa bean exports have been loaded at the port of Douala. The same applies to cocoa derivatives in 2019 and 2020. However, since 2021, the port of Kribi has been increasingly used to export these products.

c) MAIN DESTINATIONS

Table 2 : Main destinations for Cameroon's cocoa and cocoa derivatives between 2019 and 2022

DESTINATIONS	2019		2020		2021		2022	
	%	Tonnage	%	Tonnage	%	Tonnage	%	Tonnage
Cocoa beans								
Netherlands	60%	117,908	61%	91,474	76%	172,004	73%	101,042
Malaysia	9%	17,059	14%	21,464	9%	20,399	11%	14,959
Indonesia	10%	19,386	15%	22,278	8%	18,472	7%	9,186
Turkey	2%	3,912	3%	4,305	2%	5,523	6%	8,137
Belgium	0.4%	778	1%	1,548	2%	4,156	2%	3,174
Spain	1%	2,571	3%	4,872	1%	3,214	2%	2,379
Germany	6%	10,835	2%	2,809	0.1%	150	0.0%	-
Mexico	1%	1,375	1%	1,069	1%	1,375	0.0%	-
United Kingdom	5%	10,322	0.0%	51	0.0%	-	0%	-
Others	6%	12,440	1%	823	1%	2,369	0.2%	277
Cocoa paste								
USA	31%	7,213	38%	11,608	21%	9,385	29%	6,505
Netherlands	0.1%	20	4%	1,086	15%	6,587	15%	3,286
France	34%	7,994	25%	7,728	12%	5,311	13%	3,034
Spain	5%	1,116	2%	585	9%	3,999	12%	2,795
Malaysia	6%	1,340	5%	1,645	11%	4,748	11%	2,383
Germany	19%	4,406	20%	6,033	17%	7,604	10%	2,308
Others	6%	1,424	7%	2,007	17%	7,461	10%	2,302
Cocoa butter								
France	94%	9,553	90%	14,971	73%	15,026	63%	8,402
Netherlands	6%	663	1%	240	12%	2,433	17%	2,313
Germany	0%	-	8%	1,264	14%	2,941	15%	1,976
Others	0%	-	1%	161	0.3%	60	4%	542

Source: CNSC

Since 2019, at least 80% of the cocoa beans exported via Cameroonian ports have landed in four countries: the Netherlands, Malaysia, Indonesia and Turkey.

The Netherlands received at least 60% of Cameroon's cocoa beans exports during the study period. On the other hand, Germany and the United Kingdom, which used to be key destinations for this product, have increasingly received lesser quantities since 2020.

France is the main destination for cocoa butter and oil, but shares it with the Netherlands and Germany.

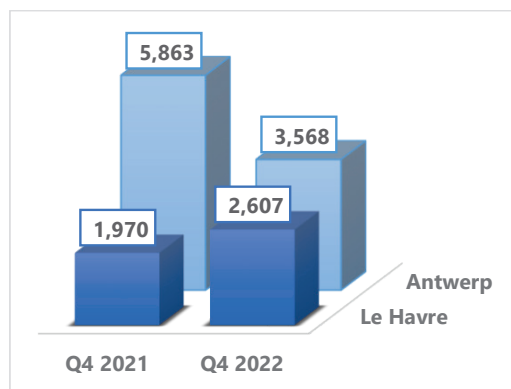
IMPORT SHIPPING COST

Shipping Cost for a 20-foot Refrigerated Container

The average cost to ship a 20-foot refrigerated container in the 4th quarter of 2022 showed divergent trends in the two main ports of loading. The port of Antwerp recorded a 39% decline with a value of 3.6 million CFAF during the last quarter of 2022. At the port of Le Havre, the average shipping cost stood at 2.6 million CFAF and this brought about a 32% increase in transport costs.

One in two shippers who used these two ports paid at most 2.7 million CFAF to ship their 20-foot refrigerated container.

Graph 1: Average cost of shipping a 20-foot refrigerated container (in thousands of CFAF)



Source: CNSC

Shipping Cost for a 20-foot Dry Container

Table 3: Average cost of shipping a 20-foot dry container (in thousands of CFAF)

COUNTRY	PORTS	Q4 2021	Q4 2022	Variation
China	Qingdao	1,965	1,781	-9%
	Nansha	1,607	1,393	-13%
	Shanghai	2,645	2,612	-1%
	Ningbo	1,615	1,333	-17%
	Xingang	2,363	1,814	-23%
UAE	Jebel Ali	1,434	1,576	10%

COUNTRY	PORTS	Q4 2021	Q4 2022	Variation
Belgium	Antwerp	1,238	1,569	27%
France	Le Havre	1,347	1,524	13%
South Africa	Durban	1,953	2,070	6%
Côte d'Ivoire	Abidjan	675	838	24%
Senegal	Dakar	787	1,167	48%
Tunisia	Sfax	998	1,146	15%

Source: CNSC

During the 4th quarter of 2022, the average shipping costs for a 20-foot dry container increased in the main ports of loading in China. Two of four shippers using these ports spent no more than 1.4 million CFAF (Qingdao and Xingang) and 1 million CFAF (Nansha and Ningbo) as transport costs.

The trend observed in China greatly differs from that of the main ports of loading for 20-foot dry containers. A good example is Dakar where it cost an average of 1.2 million CFAF to ship a 20-foot dry container to Cameroon, making for a year-on-year increase of 48%.

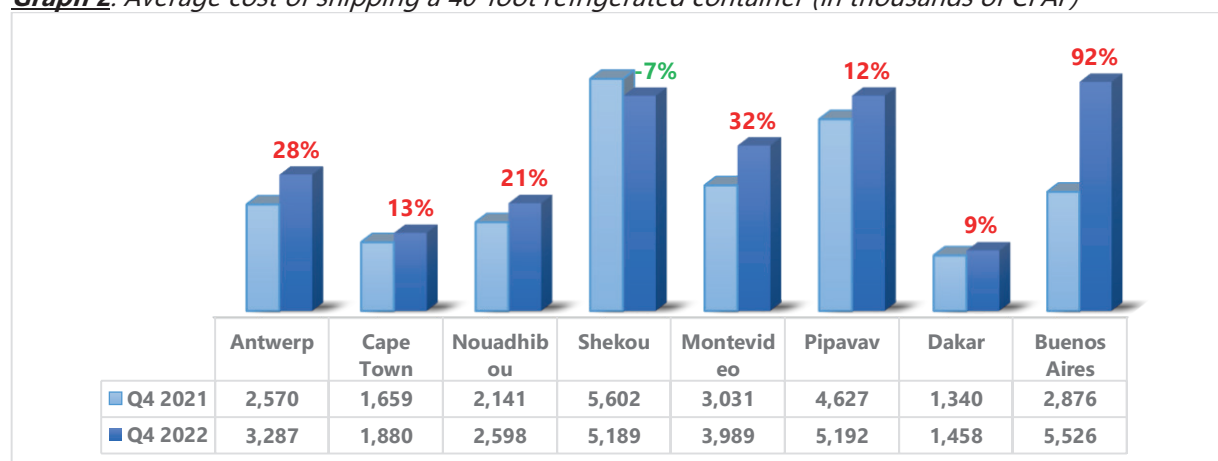
Shipping Cost for a 40-foot Refrigerated Container

With the exception of the port of Shekou, the 4th quarter of 2022 registered a year-on-year increase in the cost of transporting a 40-foot refrigerated container to Cameroon from all other ports that shipped this type of container.

Values on the African continent showed an increase of +9% at the port of Dakar (1.5 million CFAF), +21% at the port of Nouadhibou (2.6 million CFAF) and, +31.7% at the port of Cape Town (1.9 million CFAF). Although higher, the rates charged at the Mauritanian port are less volatile compared to those at the Senegalese port and one of every four shippers who used the Senegalese port paid more than 2 million CFAF to transport their container.

In Europe, it cost shippers an average of 3.4 million CFAF to ship a 40-foot refrigerated container from the port of Antwerp to Cameroon, representing a 28% year-on-year increase.

Graph 2: Average cost of shipping a 40-foot refrigerated container (in thousands of CFAF)



Source: CNSC

The average cost to ship a 40-foot refrigerated container from the main South American ports of shipment rose by 32% year-on-year for Montevideo and almost doubled for Buenos Aires. However, the rates charged in Q4 2022 were more volatile at the Uruguayan port, where 1 of every 4 shipper reported spending more than 5.7 million CFAF to ship a 40-foot refrigerated container to Cameroon.

Finally, we note that the average cost of shipping a 40-foot refrigerated container from the port of Pipavav increased by 12% in the fourth quarter of 2022 compared with the fourth quarter of 2021. The rates charged at the Indian port are fairly close to rates charged elsewhere with a difference of about 200 thousand CFAF from the average.

Shipping Cost for a 40-foot Dry Container

Table 4: Average cost of shipping a 40-foot Dry Container (in thousands of CFAF)

COUNTRY	PORTS	Q4 2021	Q4 2022	Variation	COUNTRY	PORTS	Q4 2021	Q4 2022	Variation
Côte d'Ivoire	Abidjan	1,439	1,524	6%	China	Ningbo	1,510	1,567	4%
USA	Baltimore	1,835	2,158	18%		Nansha	1,675	1,668	-0.4%
	New York	2,023	1,910	-6%		Qingdao	3,495	2,872	-18%
Canada	Montreal	1,713	1,771	3%	UAE	Jebel Ali	1,881	1,961	4%
Belgium	Antwerp	1,637	1,897	16%	France	Le Havre	1,553	1,469	-5%

Source: CNSC

In the fourth quarter of 2022, the average cost of shipping a 40-foot dry container rose by +6% in the main African ports of loading. The prices charged over the study period were no more than € 800 from the average. Half of the shippers said they had spent no more than 1.5 million CFAF to ship their containers.

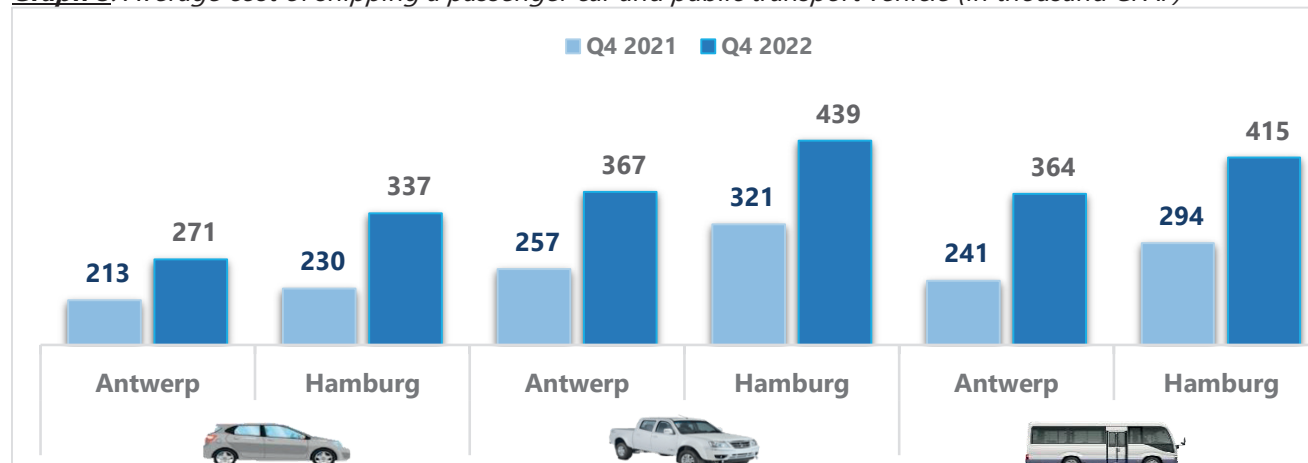
The average cost of shipping in all the main Asian ports of shipment varied from port to port over the study period. With a year-on-year growth rate of 4%, the average cost of transporting a 40-foot dry container from the ports of Ningbo and Jebel Ali was 1.57 million CFAF and 1.96 million CFAF respectively in Q4 2022. On the other hand, the average cost of transporting a dry 40-foot container to the port of Qingdao dropped by 18% and 25% of shippers using this port reported paying more than 3.9 million CFAF.

The average shipping cost at the port of Montreal, estimated at 1.8 million CFAF, was up by 3% during the study period. The rates charged at this port are within 210,000 CFAF of the average, and 1 of every 2 shippers was able to ship their container for less than 1.5 million CFAF. A similar upward trend was equally observed at the port of Baltimore where transport costs were up by +18%. Rates charged here were somewhat divergent, with a maximum deviation of 470,000 CFAF from the average. Half of the shippers who sent their container through this port paid at least 2.4 million CFAF to ship their container.

At the main European ports handling 40-foot dry containers bound for Cameroon, shippers reportedly spent an average of 1.9 and 1.5 million CFAF respectively to ship this type of container from the ports of Antwerp and Le Havre in the 4th quarter of 2022. One in four shippers said they spent no more than 1 million CFAF to import a dry 40-foot container from each of these ports.

Shipping cost of a vehicle

Graph 3: Average cost of shipping a passenger car and public transport vehicle (in thousand CFAF)



Source: CNSC

In the two main ports of loading for passenger vehicles bound for the ports of Kribi and Douala, the average cost of transport showed an upward trend in the 4th quarter of 2022. At the port of Antwerp, the average cost of transporting a passenger vehicle rose from 213,000 CFAF to 271,000 CFAF, making for a year-on-year increase of 27%. At the port of Hamburg, the average cost had increased by 46% and stood at 337,000 CFAF. Rates charged at this port were less volatile and the greatest variation from the average cost was about 40,000 CFAF. As far as Pickups are concerned, the average transportation cost in the main ports of shipment also increased over the study period. At the port of Antwerp,

shippers paid an average of 367,000 CFAF to transport their pickups, an increase of around 43% year-on-year. The rates charged are no more than 150,000 CFAF below the average, and one in four shippers reported paying more than 450,000 CFAF to transport their vehicle. At the port of Hamburg, the average cost of transporting a Pickup was 439,000 CFAF, making for an increase of 37% year-on-year. As concerns Minibus imports, shippers reported paying an average of 294,000 CFAF to transport a minibus from the port of Antwerp and 415,000 CFAF from the port of Hamburg.

Table 5: Average cost of transporting trucks and other heavy equipment (in thousands of CFAF)

	COUNTRY	PORTS	Q4 2021	Q4 2022	Variation	Quartile 1	Quartile 2	Quartile 3
Trucks								
	Belgium	Antwerp	1,248	2,071	66%	1,705	2,086	2,568
	Germany	Hamburg	1,343	2,103	57%	1,968	2,099	2,361
Other heavy equipment								
	Belgium	Antwerp	1,896	2,494	32%	1,787	2,402	3,567
	Germany	Hamburg	1,866	2,099	12%	2,033	2,132	2,197

Source: CNSC

In the fourth quarter of 2022, the average cost to ship trucks and other heavy equipment from the main ports of loading increased, especially in the port of Antwerp and particularly for trucks.

At the Belgian port, the average cost of transporting trucks rose from 1.2 million CFAF to 2.1 million CFAF, while the average cost of transporting other heavy equipment

increased from 1.9 million CFAF to 2.5 million CFAF.

With year-on-year growth rates of 57% and 12% respectively, the average cost of transporting a truck and heavy equipment at the port of Hamburg in the fourth quarter of 2022 was 2.1 million CFAF and 4 million CFAF respectively.

CARGO DWELL TIME AT THE PORT

Cargo dwell time at the port - Containers

Table 6: Port dwell time for containers bound for the port of Douala (in days)

	Oct-21	Nov-21	Dec-21	Q4 2021	Oct-22	Nov-22	Dec-22	Q4 2022
Average	14.9	15.1	16.8	15.6	21.1	23.3	21.7	22.0
Variation					42%	54%	29%	41%
1st Quartile	7	7	7	7	8	8	8	8
2nd Quartile	11	11	11	11	12	12	12	12
3rd Quartile	17	18	20	19	23	23	23	23
At most 11 days	48%	47%	46%	47%	46%	48%	48%	48%

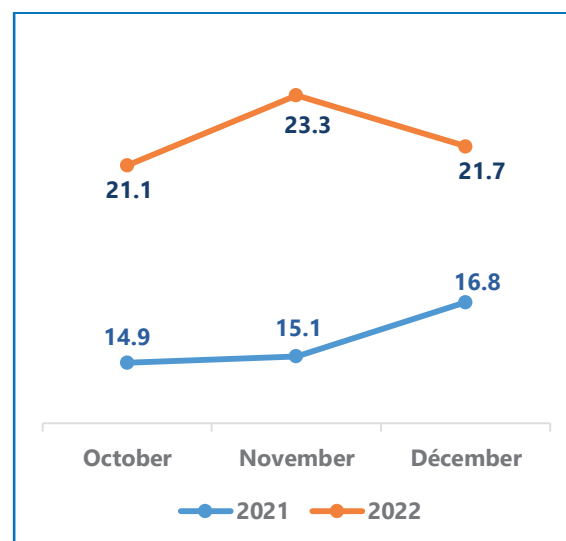
Source: Container Terminal Authority of Douala (RTC)

In the fourth quarter of 2022, the average dwell time for containerised import goods at the Douala Port was 22 days; 6 days less than during the same period in the previous

year. In fact, half of the shippers who removed their containers from the port of Douala during this period reportedly completed the formalities in no more than

8 days. A marked improvement from compared to 11 days recorded in the 4th quarter of 2021. Moreover, 75% of shippers took over 19 days to complete the various clearance formalities in the fourth quarter of 2021. The same proportion of shippers used 23 days in the last quarter of 2022.

A monthly analysis shows that the month of October 2022 showed the best speed, with a peak in November, although the proportion of containers released without penalty remained stable over the months as a whole.



Source: RTC

Graph 4: Monthly container dwell time at the port of Douala (in days)

Cargo dwell time at the port - Vehicles

Table 7: Port dwell time for vehicles at the car fleet (in days)

	Oct-21	Nov-21	Dec-21	Q4 2021	Oct-22	Nov-22	Dec-22	Q4 2022
Average	14.6	16.7	15.2	16	17.7	18.7	15.0	17
Variation					21%	12%	-1%	10%
1st Quartile	10	9	6	9	6	6	7	7
2nd Quartile	12	13	11	12	10	10	11	11
3rd Quartile	17	21	18	18	17	19	17	18
At most 11 days	39%	38%	42%	39%	56%	56%	53%	55%

Source: Douala Mixed Fruit Terminal (TMFD)

In the fourth quarter of 2022, the average time spent by vehicles in the TMFD fleet was 17 days; one day less than the average dwell time recorded in the fourth quarter of 2021. However, there is a significant difference in the proportion of imported vehicles that left the TMFD fleet within 11 days without being subject to penalties for overstayed parking and demurrage. This proportion is estimated at 55% in Q4 2022, 16 points higher than in Q4 2021.

The monthly analysis shows that for two months out of three, Q4 2021 recorded a better performance in terms of vehicle dwell time at the TMFD fleet when compared to Q4 2022.

In October 2022, shippers took an average of 18 days to move their vehicles out of the TMFD fleet, 3 days longer than in the same month of the previous year. During this month, 3 out of 4 shippers said they were able to complete all the formalities for

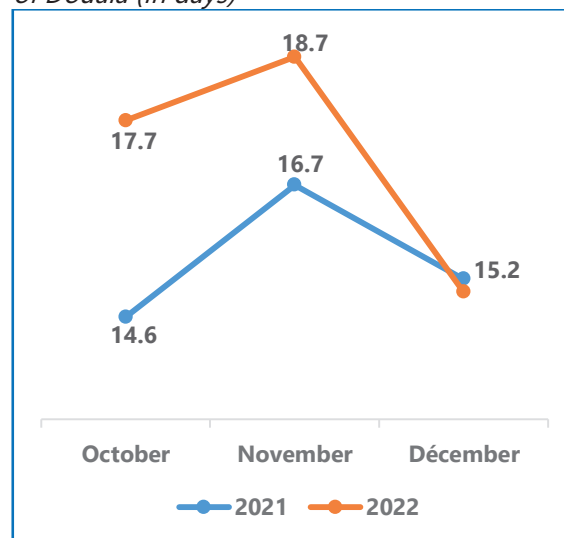
removing their vehicles in no more than 17 days.

In November 2022, 50% of vehicles cleared from the TMFD fleet spent at most 10 days or less at the port. In addition, the average time taken for vehicles to pass through the port increased by 2 days when compared to November 2021, when it took 17 days.

In December 2022, as in December 2021, 50% of shippers were able to remove their vehicles within 11 days. Regardless of the year, the month of November always registers record clearance times in terms of the time taken for vehicles to pass through

the TMFD fleet.

Graph 5: Monthly vehicle dwell time at the port of Douala (in days)



Source: TMFD

RAIL FREIGHT

Tonnage

In the fourth quarter of 2022, overall rail freight amounted to 374,013 tonnes, representing a year-on-year increase of 8%.

Table 8: Rail cargo transported from Douala to Ngaoundere per type of goods (in tonnes)

Dla ----->N'dere	Q4 2021		Q4 2022		Variation
Detail Goods	Tonnage	%	Tonnage	%	
Hydrocarbons	179,893	60%	172,024	56%	-4%
Upward-bound containers	30,150	10%	41,986	14%	39%
Flours and cereals	36,727	12%	35,989	12%	-2%
Local sugar	17,869	6%	29,138	9%	63%
Building materials	13,323	4%	8,951	3%	-33%
Oil & Gas	6,364	2%	6,131	2%	-4%
Cement plant raw mat.	448	0%	4,948	2%	1004%
Alumina (raw mat.)	4,945	2%	4,485	1%	-9%
Fertilisers & insecticides	1,928	1%	1,209	0%	-37%
Food aid	3,857	1%	-	0%	-100%
MAD PQ1	210	0%	-	0%	-100%
Other goods	1,961	1%	4,889	2%	149%
TOTAL	297,675	100%	309,750	100%	4%

Source: CAMRAIL

In the fourth quarter of 2022, rail freight movements from Douala to Ngaoundere accounted for 83% of overall rail freight; showing 3 points less than in the same period during the previous year. It recorded a year-on-year increase of 4% and stood at 309,750 tonnes. Freight from Douala to Ngaoundere was mainly composed of Hydrocarbons (56%), Flour and Cereals (12%), containerised goods (14%), and local Sugar (9%). The other types of goods each

accounted for less than 4%. We note specifically that the quantities of cement plant raw materials transported during the period (4,948 tonnes) were multiplied by 10. Containerised goods (+39%) and local sugar (63%) showed much more moderate increases. All the other goods experienced a decline in the quantities transported.

Table 9: Rail cargo transported from Ngaoundere to Douala per type of goods (in tonnes)

N'dere -----> Dla	Q4 2021		Q4 2022		Variation
Detail Goods	Tonnage	%	Tonnage	%	
Wood logs	19,571	39%	38,060	59%	94%
Seeds and oil cake	9,461	19%	10,006	16%	6%
Wild wood	4,186	8%	6,728	10%	61%
Milled wood (Sawn)	8,072	16%	5,889	9%	-27%
Live animals	1,287	3%	1,469	2%	14%
Downbound containers	1,540	3%	1,282	2%	-17%
Cotton fibre	5,460	11%	829	1%	-85%
TOTAL	49,577	100%	64,263	100%	30%

Source: CAMRAIL

Downbound rail freight transported from Ngaoundere to Douala accounted for 17% of the total in the fourth quarter of 2022 with a 30% year-on-year increase. In fact, the volume of goods transported from Ngaoundere to Douala increased by 30% as it moved from 49,577 tonnes in the 4th quarter of 2021 to 64,263 tonnes in the 4th quarter of 2022. Almost 59% of rail freight transported from Ngaoundere to Douala comprised wood logs. Seeds and oilcakes ranked second place with a share of 16%,

followed by wild wood (10%) and sawn wood (9%). Wood logs (+94%), seeds and oilcakes (+6%), wild wood (+61%) and live animals (+14%) all showed upward trends in Q4 2022. However, the volumes of other goods transported over the study period dropped. The most significant drops were seen in the quantities of Cotton fibre, which fell from 5,460 tonnes to 829 tonnes between the 4th quarter of 2021 and the 4th quarter of 2022.

Transit time

Table 10: Transit time (in days)

Sequences	Container	Conventional
Loading time:	1.0	1.0
Declaration period:	0.2	0.2
Departure wait-time	1.3	1.0
Haulage time:	2.7	2.7
Time for placing goods for off-loading	0.6	0.1
Off-loading time:	0.5	0.2
Avg. Total Transit Time	6.3	5.1

Source: CAMRAIL

Data lexicon

Loading time: Time between when the coach is put at the disposal of a shipper and when loading is completed.

Declaration period: Period between when loading of a wagon is completed and the issuance of a transit declaration.

Departure wait-time: Period between when goods are declared and when a train wagon leaves.

Haulage time: Duration between the date a wagon leaves a departure station and the date it arrives at the destination station.

Time for placing goods for off-loading: Time between the arrival of a wagon and its effective availability for off-loading by the shipper.

Off-loading time: Time between when a wagon is made available for off-loading by a shipper and its effective off-loading.

In Q4 2022, the transit time for goods in transit from Douala to Ngaoundere was about 6 days for containerised goods and 5 days for conventional cargo. This difference is mainly due to the placement for offloading and offloading sequences, which took longer for containers than for conventional goods.

AIR CARGO

In the fourth quarter of 2022, total air freight amounted to 4,042 tonnes, a slight decline of 0.4% from the previous quarter.

Export Tonnage

Table 11: Export air freight per type of cargo (in tonnes)

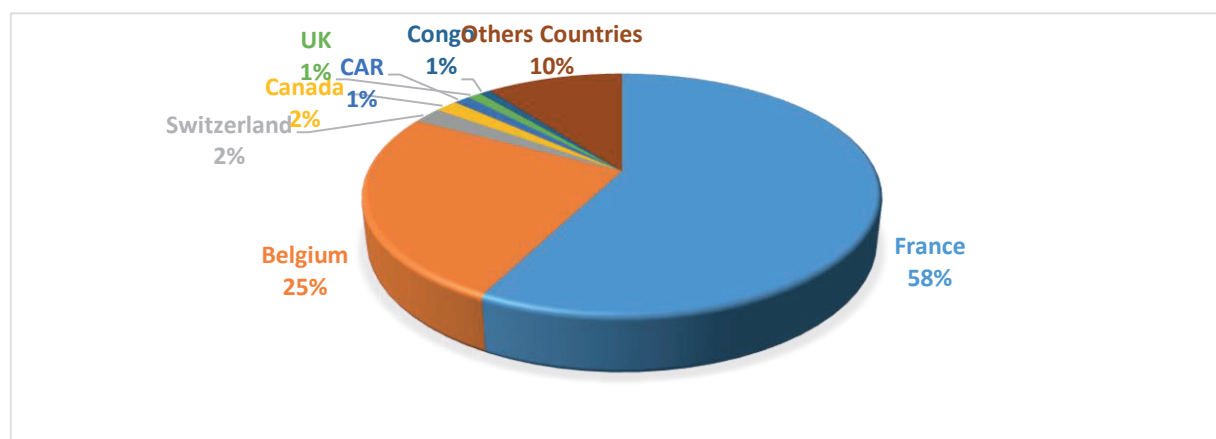
Exported Products	Q3 2022		Q4 2022		Variation
	Tonnage	%	Tonnage	%	
Foodstuff	1,849	79%	1,735	78%	-6%
Other parcels	144	6%	187	8%	30%
Perishables / Food	189	8%	140	6%	-26%
Pineapples	28	1%	39	2%	38%
Flowers	16	1%	30	1%	89%
Perishables / Products	9	0%	11	1%	20%
Others	99	4%	77	3%	-22%
TOTAL	2,334	100%	2,219	100%	-5%

Source: ADC

In the 4th quarter of 2022, Cameroonian exports by air represented 55% of total air freight, 3 points less than in the previous quarter. Looking at the period under review, export air freight was down by 5% to an estimated 2,219 tonnes. Foodstuffs remained the main commodity exported by air, reaching 1,735 tonnes and accounting for 78% of outbound air freight. Other

parcels and perishable goods with 8% and 6% respectively came 2nd and 3rd place. Cameroon's air cargo exports in Q4 2022 were destined for two main countries: France (58%) and Belgium (25%). The main destination countries in Africa were CAR, Congo and Morocco, each accounting for about 1% of outbound flows.

Graph 6 : Breakdown of export air freight by destination (in %)



Source: ADC

Import Tonnage

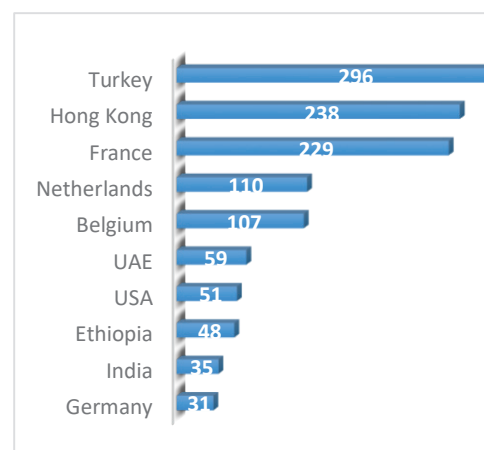
Table 3: Import air freight per type of cargo (in tonnes)

Imported Products	Q3 2022		Q4 2022		Variation
	Tonnage	Tonnage	Tonnage	%	
Other parcels	1,215	70%	1,247	68%	-32%
Dangerous goods	167	10%	159	9%	-37%
Eggs with incubation	23	1%	159	9%	365%
Pharmaceutical products	70	4%	72	4%	-31%
Diplomatic parcels	15	1%	35	2%	61%
Lithium-ion batteries	27	2%	20	1%	-50%
Perishables / Food	32	2%	11	1%	-78%
Others	176	10%	120	7%	-32%
TOTAL	1,725	100%	1,823	100%	6%

Source: CNSC

Statistics show that import air freight rose from 1,725 tonnes in Q3 2022 to 1,823 tonnes in Q4 2022, an increase of about 6%. The main goods making up import air freight included: Other parcels (68%), followed by Dangerous goods and Eggs with incubation, each accounting for 9% of inbound freight. These various products imported by air in Q4 2022 mainly flew in from France (27%), China (19%), Turkey (7%), India (7%), Belgium (5%) and Germany (5%).

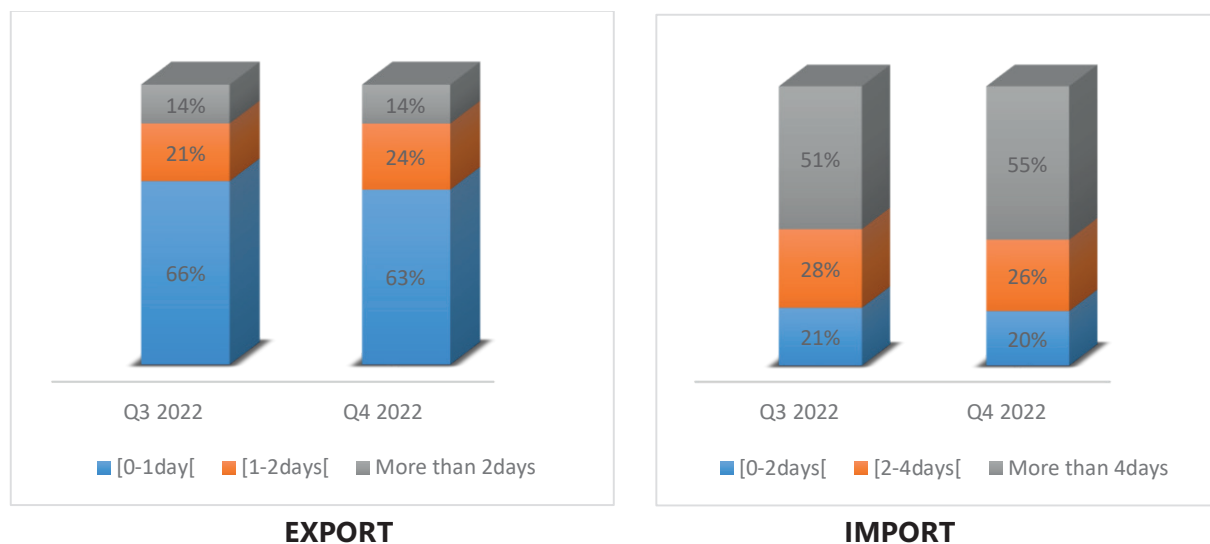
Graph 7: Import air freight by country of origin (in tonnes)



Source: ADC

Air cargo dwell time

Graph 8: Freight distribution according to airport dwell time



The average time taken for cargo exported by air to pass through airport warehouses in the 4th quarter of 2022 remained equal to 1 day, i.e. almost 1 day less than in the previous quarter. However, the proportion of outbound air cargo loaded within 2 days remained stable (86%), as in the 3rd quarter of 2022.

In the 4th quarter of 2022, the average airport dwell time for goods flown in was 7 days, much the same as in the previous quarter. Only 20% of inbound air cargo left the airport within 2 days.

Publisher :

Auguste Mbappe Penda

Editors in Chief :

Elvis Donjack Tsaguim

Collaborators in this edition :

Joseph Franck Bion

Hermann Ngassa Nkengne

Christopher Agwagwa

Cyrille Tiki

Luc Ndob

Junior Okoumama

Fabien II Amougou

Translator :

Christopher Agwagwa

Randolphe Metuge

Graphic design and Printing

Harmony poly Business

HEAD OFFICE

Centre des Affaires Maritimes

Bonanjo-Douala

P.O. Box : 1588 Douala

Tel : (+237) 233 43 67 67 / (+237) 233 43 67 69

Fax : (+237) 233 43 70 17

E-mail : info@cncc.cm Website : www.cncc.cm

PARIS OFFICE – FRANCE

3, Rue du Quatre-Septembre, 75002, Paris

Tél : +33 (0) 142210626

E-mail : representation@cncc.cm

SOUTH REGIONAL OFFICE, KRIBI

Tel : (237) 222 46 16 37

SOUTH WEST REGIONAL OFFICE, LIMBE

Tel : (237) 233 33 21 36 / 233 33 21 38



CAMEROON
TRADE HUB



www.cameroontradedhub.cm



Auguste Mbappe Penda
DG CNCC / GM CNSC

Les actions d'assistance aux Chargeurs

- Assistance par la formation
- Assistance par l'information
- La réhabilitation des structures d'assistance de proximité
- Assistance par la promotion du commerce extérieur
- La mise en place du Cyber des Chargeurs

Shippers' Assistance

- Assistance through training
- Assistance through information
- Rehabilitation of local support structures
- Assistance through international trade promotion
- Setting up of a shippers' cyber



Centre de Vie de la Dibamba
Dibamba trucker accomodation centre

*Votre Partenaire
Your Partner*

Le développement des équipements de facilitation des transports et du commerce

- La réhabilitation du Musée Maritime de Douala
- La construction des magasins
- La construction des Centres de vie pour le séjour des transporteurs

Development of trade and transport facilitation infrastructure

- Rehabilitation of CNSC Maritime Museum
- Construction of cargo warehouses
- Construction of Trucker accomodation centres



Système de Management de la Qualité certifié ISO 9001 version 2015 par Bureau Veritas pour la délivrance du Bordereau Electronique de Suivi des Cargaisons importées et exportées par voie maritime.



Centre de vie de la Dibamba
Dibamba Trucker Accomodation Center



Musée Maritime de Douala
Douala Maritime Museum



Centre de vie de la Dibamba
Dibamba Trucker Accomodation Center

Head Office : Centre des Affaires maritimes

P.O Box 1588 Douala - Bonanjo

Tel.: +237 233 43 67 67 - Fax: +233 43 70 17

Email: info@cncc.cm www.cncc.cm

South west Regional Office: Limbe, 2nd floor,
CDC Credit Union Head Office, opposite Customs
office, Bota

Tel: +237 233 33 21 36 / 233 33 21 38

CNSC Office Paris : 3, rue du quatre septembre,
75002, Paris

Tel: +33(0)14 221 06 26

Email: representation@cncc.cm

South Regional office : Kribi, Ngoye,
opposite Tradex

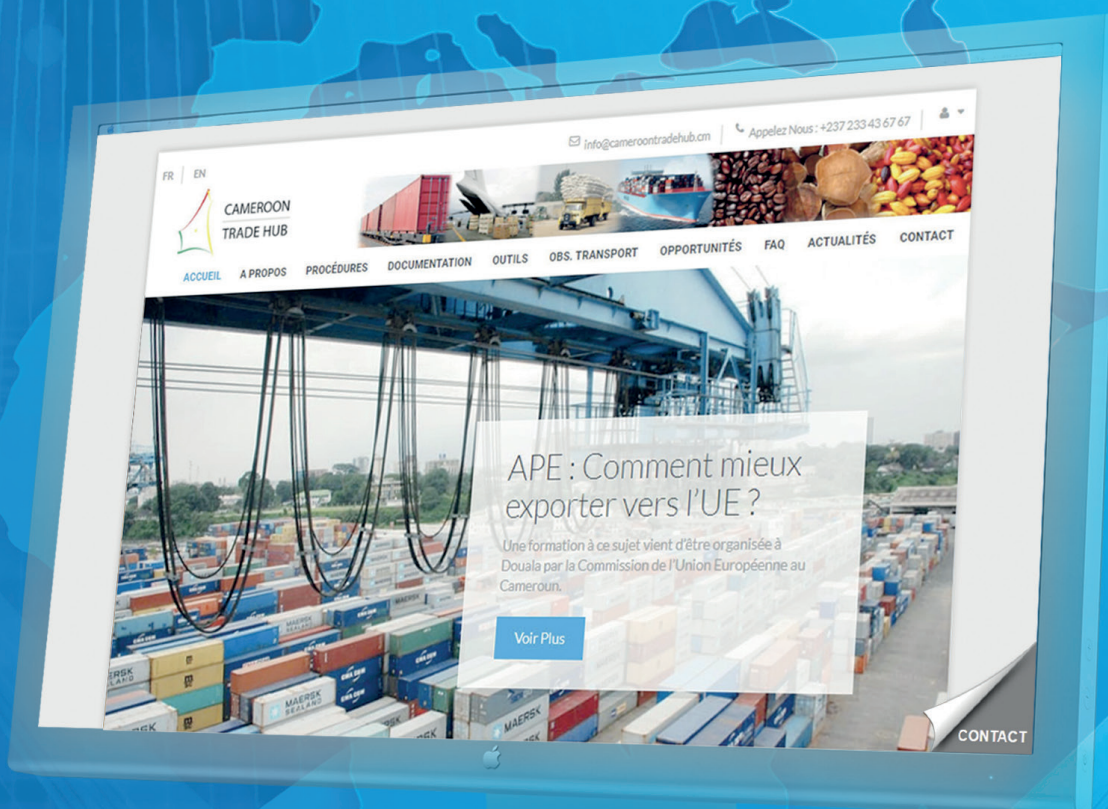
Tel: +237 222 46 16 37

Fourth Quarter 2022



CAMEROON TRADE HUB

www.cameroontradehub.com



**LES PROCEDURES DU COMMERCE EXTÉRIEUR
DU CAMEROUN EN UN SEUL CLIC**

**CAMEROON FOREIGN TRADE PROCEDURES
ON A CLICK**