

THE ECONOMIC OUTLOOK

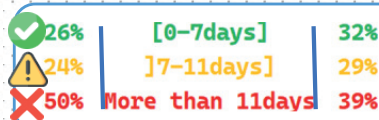
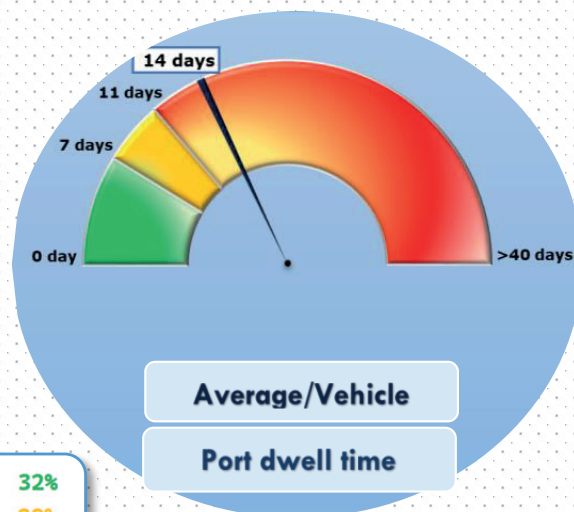
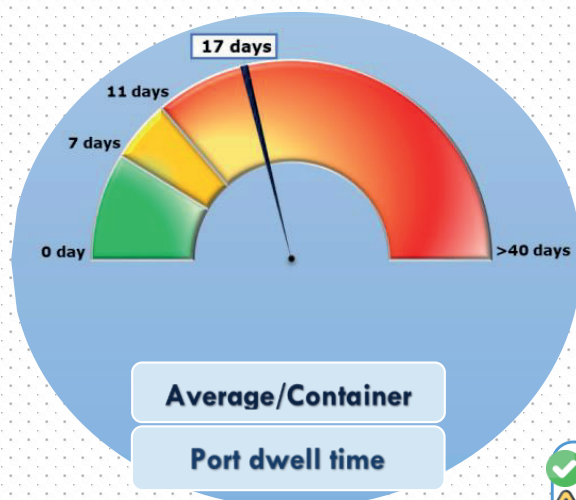
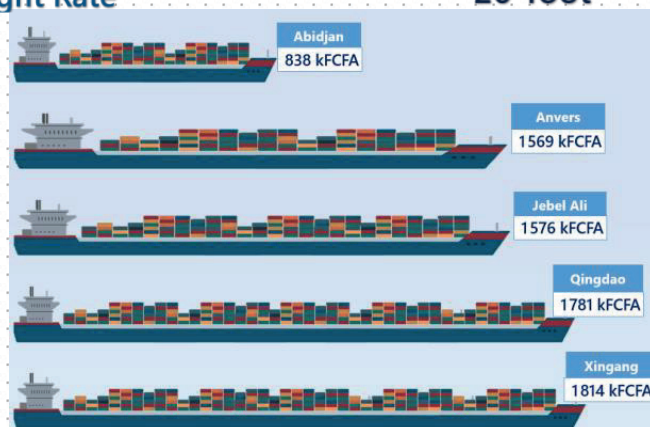
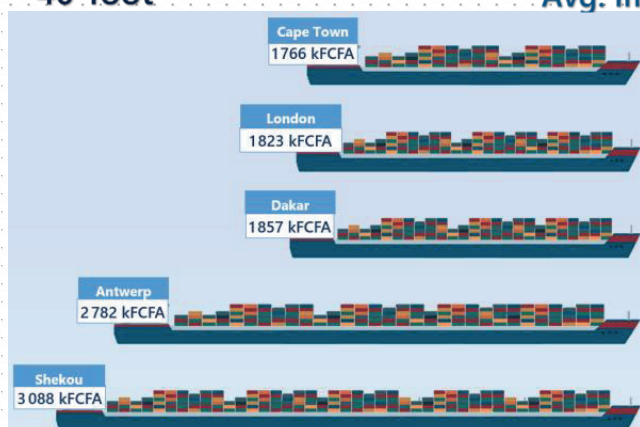
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4th QUARTER 2023

40-foot

Avg. Import Freight Rate

20-foot





Auguste MBAPPE PENDA
GM CNSC

Your Partner



Objectives

The Cameroon National Shippers' Council (CNSC) is an administrative public establishment that :

- Provides assistance to shippers on the whole transport chain;
- Protects shippers' interests with a view to contributing to the promotion of international trade.

Shippers' Assistance

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

Developpement of trade and transport facilitation infrastructure

- Rehabilitation of CNSC Maritime Museum
- Construction of cargo warehouses
- Construction of Trucker Accommodation Centres



CNSC Dibamba
Trucker Accommodation Centre
Littoral Region



CNSC Kousseri
Trucker Accommodation Centre
Far-North Region



CNSC Ngoulentang
Trucker Accommodation Centre
Centre Region



CNSC Garoua Boulai Trucker
Accommodation Centre Model
East Region



CNSC Kribi Cargo Warehouse
South Region



CNSC Douala-Bassa Cargo Warehouse
Littoral Region



CNSC Tiko Cargo Warehouse
South-West Region



CNSC Abang Minko's
Cargo Warehouse
South Region

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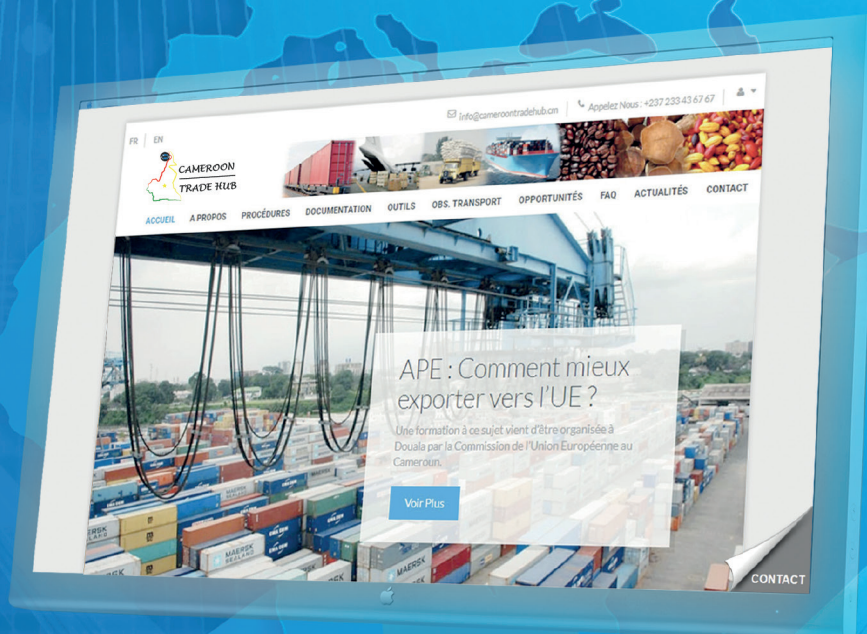
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CAMEROON TRADE HUB

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

**CAMEROON'S FOREIGN TRADE PROCEDURES
JUST A CLICK AWAY**

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 help to identify trends and evolutions in Cameroon's transport and foreign trade. 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 trends in transport and trade on a quarterly basis 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.

This issue's dossier focuses on trends in the Fob export price of cocoa beans over the course of the year 2023. The analysis reveals a steady rise in cocoa prices, reaching an average of 2,298 CFAF per kilogram in the 4th quarter of 2023, in contrast with the drop observed in exported volumes.

An analysis of trends in the main freight transport indicators reveals that the average



dwel time of imported used vehicles at the TMFD fleet in Q4 2024 (14 days) increased by two days year-on-year.

In the fourth quarter of 2023, the average dwell time for containerised import cargo at the Douala Port was 17 days, same as in the fourth quarter of 2022.

This publication contains detailed information on these different aspects of cargo transport.

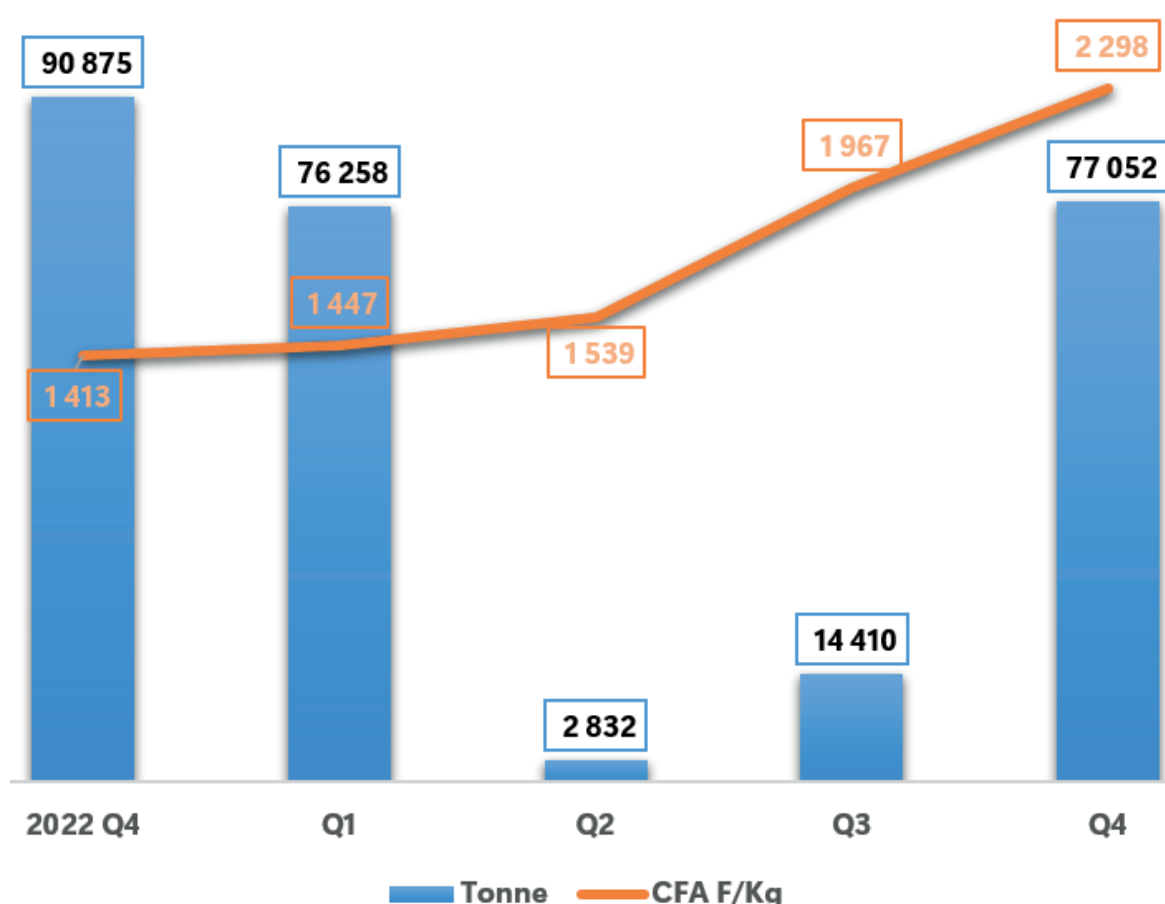
Have an enjoyable reading!

Auguste Mbappe Penda
General Manager

DOSSIER: Cameroon's cocoa exports by sea in 2023

Cocoa has been one of Cameroon's three main export commodities since 2019, registering export revenues (by sea) of 320 billion CFAF in 2023, corresponding to 170,553 tonnes compared with the 244,763 tonnes recorded in 2022. Despite this decline in production, marked by shortages in cocoa beans availability, the price of cocoa went up in 2023 with an average Fob export value of CFAF 1,877/kg compared with CFAF 1,325/kg in 2022.

Graph 1: Evolution of the fob price of cocoa beans in 2023



Source: CNSC

A quarterly analysis of the fob export value of cocoa highlights that the price rose from CFAF 1,413/kg in the fourth quarter of 2022 to CFAF 2,298/kg a year later, representing a 63% year-on-year increase. This steady rise in Cameroonian cocoa prices on the world market also brought about some strained relations between exporters and local producers over their control on cocoa beans production, the quantities of which are increasingly insufficient to meet the needs of all industry players. Demand for this cash crop is fast growing with the arrival

of three new local processing companies (Atlantic Cocoa, Neo Industry and Africa Processing). On the other hand, exporters, who are generally affiliated to international traders, are gradually being subjected to this shortage and the immediate consequence of this situation is a rise in Cocoa bean prices.

Table 1: Main destinations of cocoa shipments

Port of discharge	Q4 2022			Q4 2023			Variation Fob Price
	Qty (Tonne)	Share	Fob Price (CFAF/kg)	Qty (Tonne)	Share	Fob Price (CFAF/kg)	
Amsterdam	72,222	79.5%	1,412	49,213	63.9%	2,303	63.1%
Pasir Gudang	7,067	7.8%	1,423	9,606	12.5%	2,360	65.8%
Ambarli	1,304	1.4%	1,457	8,497	11.0%	2,346	61.0%
Barcelona	298	0.3%	964	1,521	2.0%	2,443	153.5%
Antwerp	2,269	2.5%	1,484	1,660	2.2%	2,173	46.5%
Valence	2,831	3.1%	1,375	1,368	1.8%	2,235	62.5%
Istanbul	22	0.0%	1,188	519	0.7%	2,142	80.2%
Jakarta	3,969	4.4%	1,412	281	0.4%	1,988	40.8%
Genoa	204	0.2%	1,373	102	0.1%	2,323	69.2%
Yokohama	51	0.1%	1,539	50	0.1%	2,615	69.9%
TOTAL EXPORT	90,875	100%	1,413	77,052	100%	2,298	62.6%

Source: CNSC

In the 4th quarter of 2023, 95% of Cocoa beans exported from Cameroon went to ten ports, including Amsterdam in the Netherlands (63.9%), Pasir Gudang in Malaysia (12.5%) and Ambarli in Turkey (11%).

Generally speaking, there has been a year-on-year increase in the fob export price of Cameroon's Cocoa beans. With regard to quantities exported, the trend differed from port to port. Cocoa unloaded at the port of Amsterdam was sold at a higher price in the fourth quarter of 2023 (CFAF 2,303/kg), but arrived in smaller quantities (49,213 tonnes) than in the fourth quarter of 2022. The same trend was observed at the ports of Antwerp, Valencia, Jakarta, Genoa and Yokohama.

However, compared with the 4th quarter of 2022, cocoa exported from Cameroon and unloaded in the other ports was sold at higher prices and in larger quantities in the 4th quarter of 2023.

Given the evolution of Cocoa bean prices per kilogram from the end of 2022 to the end of 2023, a similar trend should be expected at the beginning of 2024.

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 2023 dropped in the two main ports of loading. The port of Antwerp recorded a 37% decline with a value of 2.26 million CFAF in the last quarter of 2024. At the port of Le Havre, the average shipping cost stood at 2.49 million CFAF and this brought about a 15% decrease in transport costs. However, about 25% of shippers who imported their goods in 20-foot refrigerated containers from the port of Le Havre reported spending more than 3.8 million CFAF per Container in Q4 2023.



Source: CNSC

Graph 2: Average cost of shipping a 20-foot refrigerated container (in thousands of CFAF)

Shipping Cost for a 20-foot Dry Container

Table 2: Average cost of shipping a 20-foot dry container (in thousands of CFAF)

COUNTRY	PORTS	Q4 2022	Q4 2023	Variation
China	Qingdao	1,801	1,427	-21%
	Nansha	1,430	1,266	-11%
	Shanghai	2,582	1,577	-39%
	Ningbo	1,355	1,258	-7%
	Xiamen	1,971	1,195	-39%
UAE	Jebel Ali	1,583	1,668	5%

COUNTRY	PORTS	Q4 2022	Q4 2023	Variation
Belgium	Antwerp	1,552	1,312	-15%
France	Le Havre	1,501	1,186	-21%
South Africa	Durban	1,899	1,423	-25%
Côte d'Ivoire	Abidjan	838	1,027	22%
Tunisia	Sfax	1,146	810	-29%
Senegal	Dakar	1,167	1,195	2%

Source: CNSC

During the 4th quarter of 2023, the average shipping costs for a 20-foot dry container went up in the main ports of loading in China. Three out of four shippers using these ports spent no more than 1.5 million CFAF (Nansha, Ningbo and Xingang) and no

more than 2 million CFAF in Shanghai. This trend observed in China is also observed in the other main ports of loading for 20-foot dry containers, with the exception of Jebel Ali (+5%), Abidjan (+22%) and Dakar (+2%).

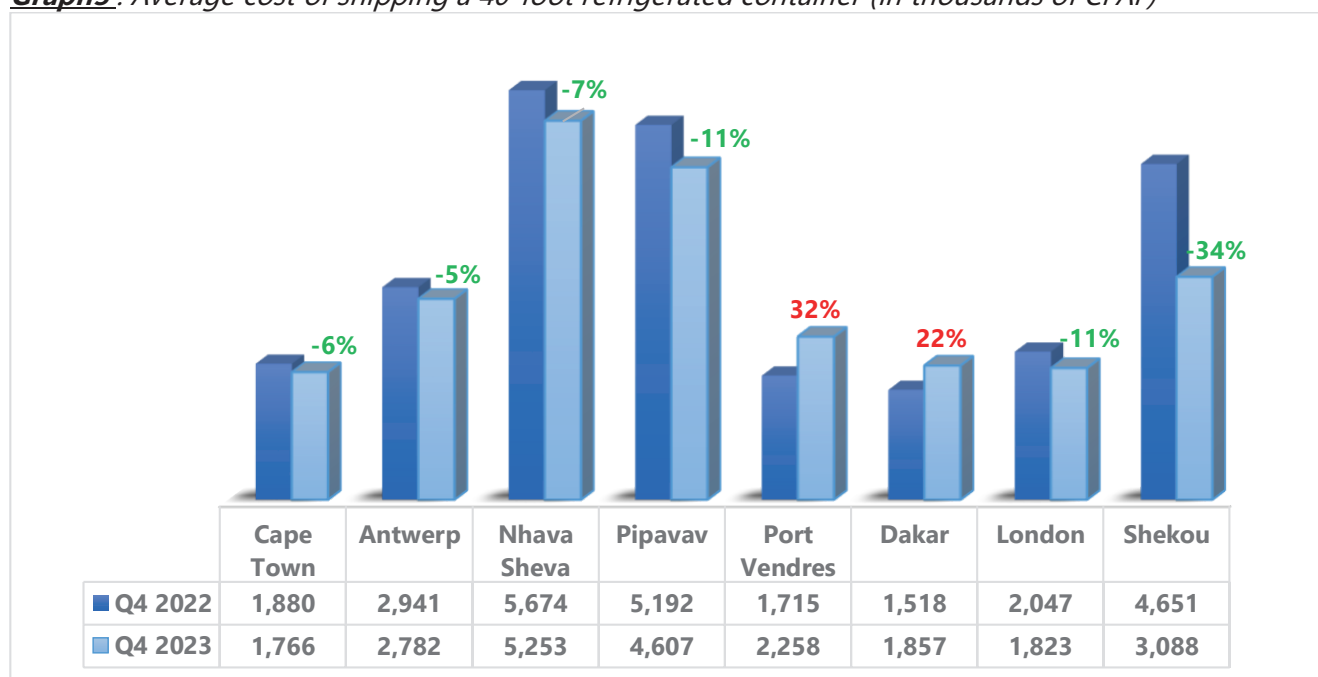
Shipping Cost for a 40-foot Refrigerated Container

With the exception of the ports of Dakar (+22%) and Port Vendres (+32%), the 4th quarter of 2023 registered a year-on-year decrease in the cost of transporting a 40-foot refrigerated container to Cameroon from all other ports that shipped this type of container.

The average cost of transporting a 40-foot refrigerated container from the port of Cape Town stood at 1.9 million CFAF in Q4 2023, about 100,000 CFAF less compared to Q4 2022. In Europe, shipping a 40-foot refrigerated container from the port of Antwerp and London to Cameroon respectively cost shippers an average of 2.8 million CFAF (-5%) and 1.8 million CFAF (-11%) over the period under study.

Values on the Asian continent showed a decrease of -7% at the port of Nhava Sheva (5.3 million CFAF), -11% at the port of Pipavav (4.6 million CFAF) and -34% at the port of Shekou (3.1 million CFAF) and one of every four shippers who used any of these three ports paid more than 6.3 million CFAF to transport their container.

Graph3: Average cost of shipping a 40-foot refrigerated container (in thousands of CFAF)



Source: CNSC

Shipping Cost for a 40-foot Dry Container

Table 3: Average cost of shipping a 40-foot Dry Container (in thousands of CFAF)

COUNTRY	PORTS	Q4 2022	Q4 2023	Variation	COUNTRY	PORTS	Q4 2022	Q4 2023	Variation
Côte d'Ivoire	Abidjan	1,524	1,380	-9%	China	Ningbo	1,567	1,500	-4%
USA	Baltimore	2,158	2,047	-5%		Nansha	1,668	1,551	-7%
	New York	1,859	1,798	-3%		Qingdao	2,616	1,725	-34%
Canada	Montreal	1,771	1,875	6%	UAE	Jebel Ali	1,961	1,839	-6%
Belgium	Antwerp	1,883	1,747	-7%	France	Le Havre	1,460	1,226	-16%

Source: CNSC

In the fourth quarter of 2023, the average cost of shipping a 40-foot dry container dropped by 9% in the main African ports of loading. It cost an average of 1.4 million CFAF to import a 40-foot dry container from the port of Abidjan. Moreover, 75% of shippers using this type of packaging for goods leaving the port of Côte d'Ivoire to Cameroon spent no more than 1.5 million CFAF to transport their container.

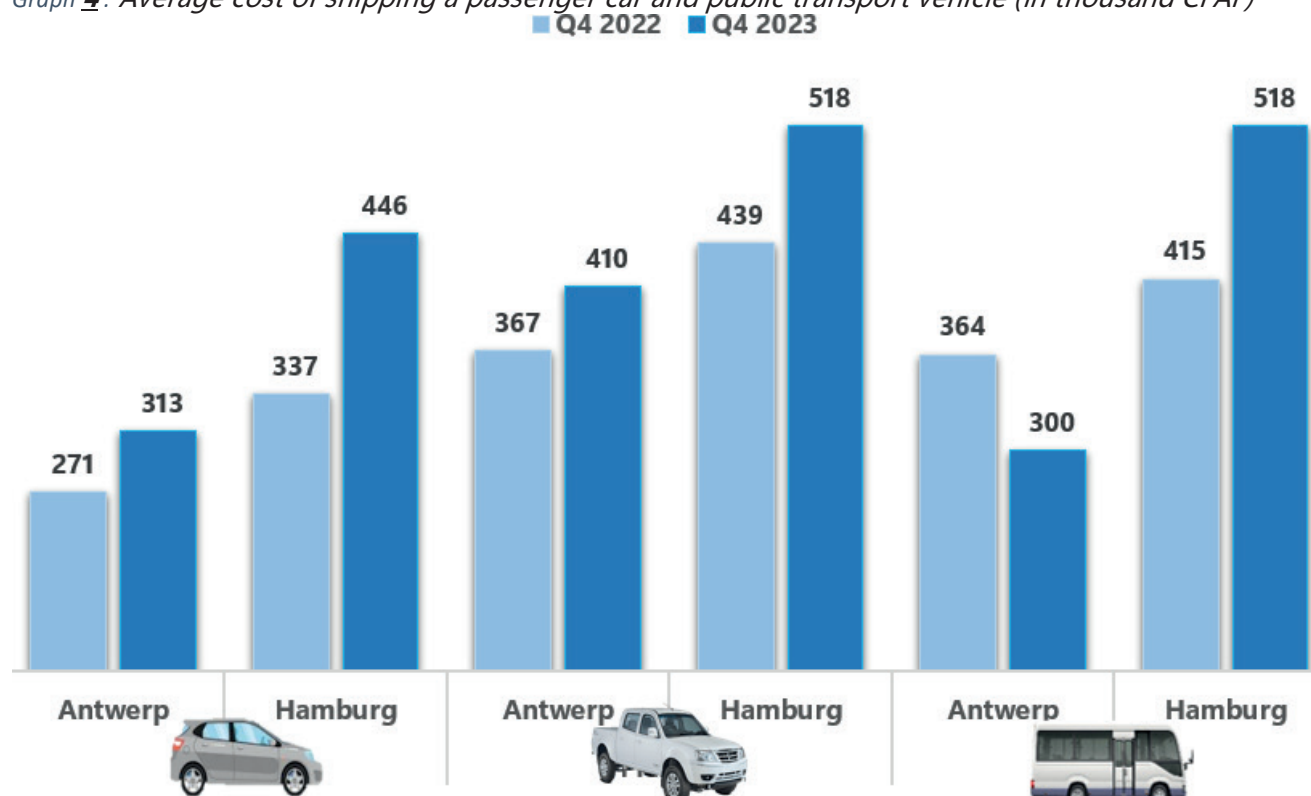
The average cost of shipping in all the main Asian ports of loading knew a slight decrease from port to port over the study period. With a year-on-year decline rate of 4%, the average cost of transporting a 40-foot dry container from the ports of Ningbo was 1.5 million CFAF in Q4 2023. At the ports of Nansha (-7%), Qingdao (-34%) and Jebel Ali (-6%), the average cost of transporting a 40-foot dry container to Cameroon in Q4 2023 was 1.55 million, 1.73 million and 1.84 million CFAF respectively.

At the main European ports handling 40-foot dry containers bound for Cameroon, shippers reportedly spent an average of 1.75 million and 1.23 million CFAF respectively to ship this type of container from the ports of Antwerp and Le Havre in the 4th quarter of 2023. One in four shippers using this type of packaging from each of these ports spent more than 2 million CFAF to import their 40-foot dry container.

Divergent trends were observed in America where the average shipping cost at the port of Montreal, estimated at 1.88 million CFAF, was up by 6% during the study period. On the other hand, three out of four shippers were able to ship their container with less than 2.1 million CFAF. A reversed trend was observed in the ports of Baltimore (-5%) and New York (-3%). The rates charged at the port of New York were more dispersed during this period, and 25% of shippers who shipped their container through this port paid at least 3.2 million CFAF.

Shipping cost of a vehicle

Graph 4: 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 2023. At the port of Antwerp, the average cost of transporting a passenger vehicle rose from 271,000 CFAF to 313,000 CFAF, making for a year-on-year increase of 15%. Meanwhile at the port of Hamburg, the average cost had increased by 42% and stood at 446,000 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 410,000 CFAF to transport their pickups, an increase of around 12% year-on-year. The prices

charged at these ports deviated by more or less 100,000 CFAF from the average cost. At the port of Hamburg, the average cost of transporting a Pickup was 518,000 CFAF, making for an increase of 18% year-on-year. As concerns Minibus imports, shippers reported paying an average of 300,000 CFAF to transport a minibus from the port of Antwerp and 518,000 CFAF from the port of Hamburg.

Table 4 : Average cost of transporting trucks and other heavy equipment (in thousands of CFAF)

	COUNTRY	PORTS	Q4 2022	Q4 2023	Variation	Quartile 1	Quartile 2	Quartile 3
Trucks								
	Belgium	Antwerp	2,071	1,842	-11%	656	2,033	2,686
	Germany	Hamburg	2,103	1,795	-15%	1,140	2,033	2,165
Other heavy equipment								
	Belgium	Antwerp	2,494	3,588	44%	2,427	3,870	7,760
	Germany	Hamburg	2,099	2,132	2%	2,050	2,132	2,296

Source: CNSC

In the fourth quarter of 2023, the average cost of transporting trucks and other heavy equipment from the main ports of shipment knew very divergent trends.

The average transport costs for trucks in both ports witnessed a decline over the study period going from 2.1 million CFAF to 1.8 million CFAF.

On the other hand, the average cost of transporting other heavy equipment increased over the said period in both ports, and to a much greater extent in the Belgian port. Transport costs went from 2.5 to 3.6 million CFAF at the port of Antwerp, making for a year-on-year variation of 44% compared with 2% at the port of Hamburg.

CARGO DWELL TIME AT THE PORT

CARGO DWELL TIME AT THE PORT - Containers

Table 5 : Port dwell time for containers bound for the port of Douala (in days)

	Oct-22	Nov-22	Dec-22	Q4 2022	Oct-23	Nov-23	Dec-23	Q4 2023
Average	17.0	17.7	17.5	17.3	15.2	18.1	16.2	16.7
Variation					-10%	2%	-7%	-4%
1st Quartile	8	8	8	8	7	8	7	7
2nd Quartile	12	12	12	12	10	12	12	11
3rd Quartile	21	22	20	21	18	22	19	20
At most 11 days	47%	47%	48%	48%	52%	46%	48%	48%

Source: Container Terminal Authority of Douala (RTC)

In the fourth quarter of 2023, the average dwell time for containerised import goods at the Douala port was 16.7 days; approximately 12 hours less when

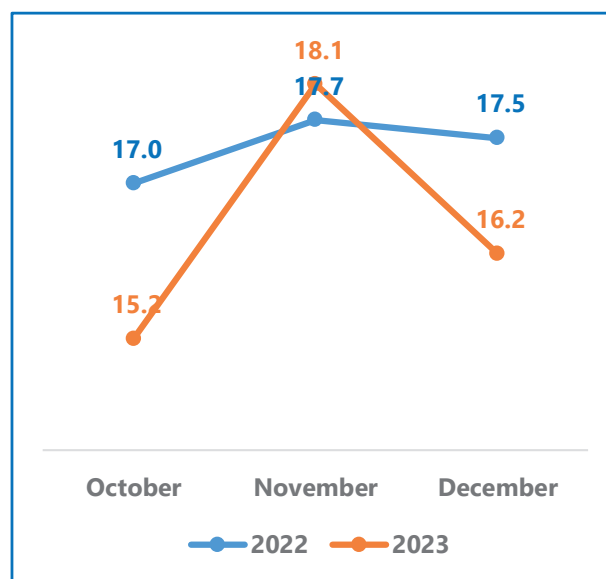
compared to the same period the previous year. In fact, one of every four shippers who removed their containers from the port of Douala during this period reportedly

4th Quarter 2023

completed the required formalities in no more than 7 days. Marked improvement compared to 8 days recorded in the 4th quarter of 2022. Moreover, 25% of shippers took over 20 days to complete the various clearance formalities in the fourth quarter of 2023. The same proportion of shippers used 21 days in the last quarter of 2022.

The monthly analysis shows that whatever the year, November is the busiest month, and October has the shortest dwell times.

Graph5: Monthly container dwell time at the port of Douala (in days)



Source: RTC

Cargo dwell time at the port - Vehicles

Table 6: Port dwell time for vehicles at the car fleet (in days)

	Oct-22	Nov-22	Dec-22	Q4 2022	Oct-23	Nov-23	Dec-23	Q4 2023
Average	12.1	13.0	12.3	12.4	12.9	15.3	14.5	14.2
Variation					6%	18%	18%	14%
1st Quartile	4	4	6	5	4	6	4	6
2nd Quartile	8	9	9	9	9	10	10	10
3rd Quartile	15	16	15	16	15	18	18	17
At most 11 days	66%	62%	67%	65%	68%	56%	58%	61%

Source: Douala Mixed Fruit Terminal (TMFD)

In the fourth quarter of 2023, the average time spent by vehicles in the TMFD fleet was 14 days; two days more than the average dwell time recorded in the fourth quarter of 2022. 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 61% in Q4 2023, 4 points higher than in Q4 2022.

The monthly analysis shows that for two months out of three, Q4 2022 recorded a better performance in terms of vehicle dwell time at the TMFD fleet when compared to Q4 2023.

In October 2023, shippers took an average of 12 days to move their vehicles out of the TMFD fleet, 1 day 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

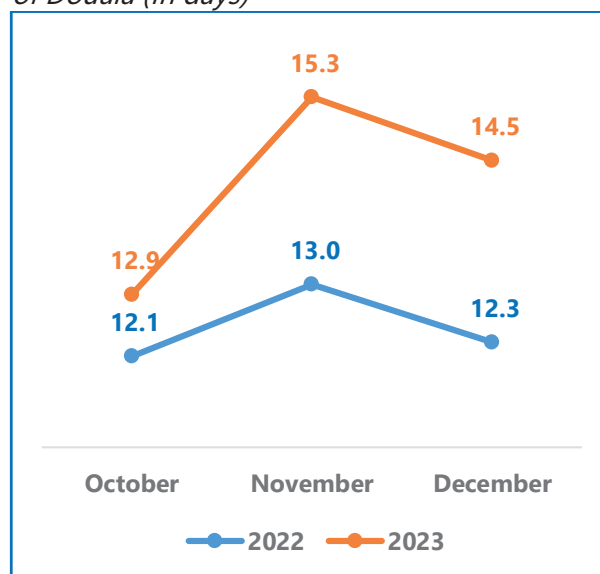
removing their vehicles in no more than 15 days.

In November 2023, 50% of vehicles cleared from the TMFD fleet spent at most 10 days at the port. In addition, the average time taken for vehicles to pass through the port increased by 2 days when compared to November 2022, when it took 13 days.

In December 2023, the average time taken for vehicles to pass through the port was also 2 days longer than in December 2022. Regardless of the year, the month of November always registers record clearance times in terms of the time taken

for vehicles to leave the TMFD fleet.

Graph6: Monthly vehicle dwell time at the port of Douala (in days)



Source: TMFD

RAIL FREIGHT

Tonnage

In the fourth quarter of 2023, overall rail freight amounted to 368,223 tonnes, representing a year-on-year decrease of 2%.

Table 7: Rail cargo transported from Douala to Ngaoundere per type of goods (in tonnes)

Dla ----->N'dere	Q4 2022		Q4 2023		Variation
	Tonnage	%	Tonnage	%	
Goods					
Hydrocarbons	172,024	56%	174,708	53%	2%
Upward-bound containers	41,986	14%	46,923	14%	12%
Flours and cereals	35,989	12%	39,411	12%	10%
Local sugar	29,138	9%	30,024	9%	3%
Building materials	8,951	3%	20,824	6%	133%
Alumina (raw mat. Mat.)	4,485	1%	9,410	3%	109.8%
Oil & Gas	6,131	2%	4,814	1%	-21%
Cement factory Cement plant raw mat.	4,948	2%	2,547	1%	-48%
Fertilisers & insecticides	1,209	0%	2,382	1%	-52%
Other goods	4,889	2%	906	0%	-25%
TOTAL	309,750	100%	331,949	100%	7%

Source: CAMRAIL

In the fourth quarter of 2023, rail freight movements from Douala to Ngaoundere

accounted for 90% of overall rail freight; up by 7 points when compared to the same

period during the previous year. This 7% year-on-year increase brought the total freight to 331,949 tonnes. Freight from Douala to Ngoundere was mainly composed of Hydrocarbons (53%), Flour and Cereals (12%), containerised goods (14%), and local Sugar (9%). Specifically, the

quantities of construction materials and alumina transported in Q4 2023 have more than doubled compared with the same period in 2022. The last four cargo groups experienced a decline in the quantities transported.

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

N'dere -----> Dla	Q4 2022		Q4 2023		Variation
Goods	Tonnage	%	Tonnage	%	
Wood logs	38,060	59%	12,120	33%	-68%
Seeds and oil cake	10,006	16%	12,099	33%	21%
Wild wood	6,728	10%	4,310	12%	-36%
Downbound containers	1,282	2%	3,638	10%	184%
Live animals	1,469	2%	1,537	4%	5%
Cotton fibre	829	1%	1,290	4%	56%
Milled wood (Sawn)	5,889	9%	1,280	4%	-78%
TOTAL	64,263	100%	36,274	100%	-44%

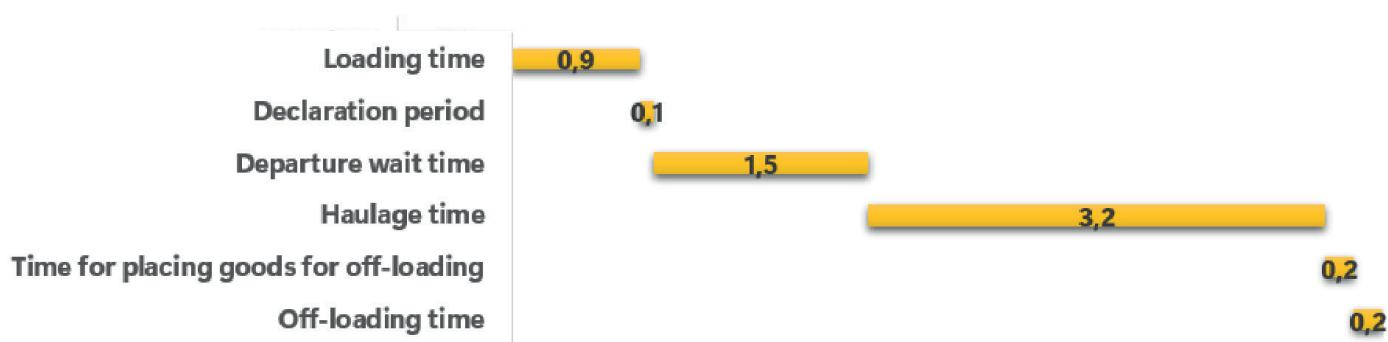
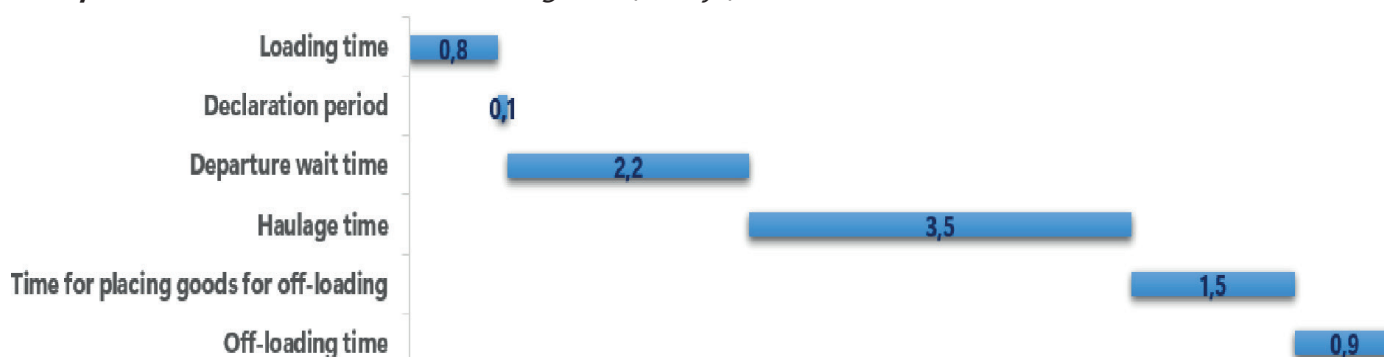
Source: CAMRAIL

Downbound rail freight transported from Ngaoundere to Douala accounted for 10% of the total volume in the fourth quarter of 2023 with a 44% year-on-year decline. In fact, the volume of goods transported from Ngaoundere to Douala went from 64,263 tonnes in the 4th quarter of 2022 to 36,274 tonnes in the 4th quarter of 2023. This trend is mainly explained by the decline in the quantities of transported logs (-68%), wild

wood (-36%) and sawn timber (-78%), which together accounted for 78% of downbound freight in the 4th quarter of 2022. However, for Q4 2023, Timber remains the main downbound rail freight commodity, but this time very closely followed by Seeds and oilcakes. Wildwood (12%) and containerised goods (10%) ranked 3rd and 4th respectively over the study period.

Transit time

In Q4 2023, the transit time for goods in transit from Douala to Ngaoundere was about 6 days for containerised goods and 9 days for conventional cargo. This difference is mainly due to the placement for unloading and unloading sequences, which took less time for containers than for conventional goods.

Graph 7 : Transit time for containerised goods (in days)**Source:** CAMRAIL**Graph 8 :** Transit time for conventional goods (in days)**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.

AIR CARGO

In the fourth quarter of 2023, overall air freight amounted to 4,827 tonnes, representing a year-on-year increase of 79% when compared to the previous quarter.

Export Tonnage

Table 9: Export air freight per type of cargo (in tonnes)

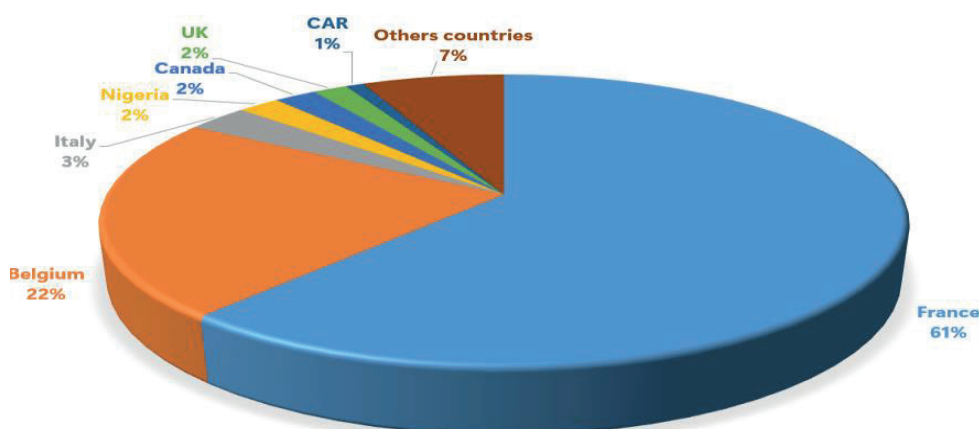
Exported Products	Q4 2022		T4 2023		Variation
	Tonnage	%	Tonnage	%	
Food	1,156	78%	1,856	79%	60%
Other parcels	122	8%	166	7%	36%
Perishable goods	93	6%	133	6%	43%
Pineapples	26	2%	61	3%	137%
Flowers	20	1%	32	1%	61%
Pharmaceutical products	7	0%	13	1%	102%
Others	51	3%	92	4%	82%
TOTAL	1,475	100%	2,354	100%	60%

Source: ADC

In the fourth quarter of 2023, Cameroon's exports by air accounted for 49% of total air freight; 6 percentage points less than in Q4 2022. Over the period under study, export air freight increased by 60% to stand at 2,354 tonnes. Foodstuffs remain the main commodity exported by air, accounting for 79% of outbound freight, for an approximate 1,856 tonnes. Miscellaneous

parcels (7%) and perishable goods (6%) ranked 2nd and 3rd over the study period. Cameroon's air cargo exports in Q4 2023 were mainly destined to France (61%) and Belgium (22%). The main destination countries in Africa were Nigeria (2%), CAR (1%), Morocco (1%) and Chad (1%).

Graph 9: Breakdown of export air freight by destination (in %)



Source: ADC

Import Tonnage

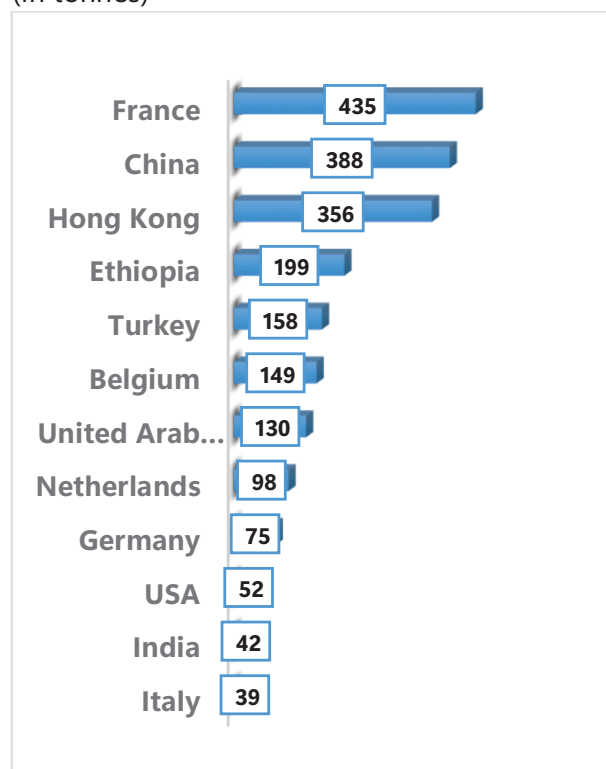
Table 10: Import air freight per type of cargo (in tonnes)

Imported Products	Q1 2022		Q4 2022		Variation
	Tonnage	Tonnage	Tonnage	%	
Other parcels	831	68%	1,649	67%	98%
Dangerous products	106	9%	277	11%	161%
Pharmaceutical products	48	4%	163	7%	238%
Perishable goods	7	1%	40	2%	474%
Fertilized eggs for incubation	106	9%	32	1%	-70%
Diplomatic parcels	24	2%	30	1%	28%
Flowers	1	0%	13	1%	1120%
Others	92	8%	244	10%	166%
TOTAL	1,215	100%	2,448	100%	102%

Source: CNSC

Import air freight went from 1,215 tonnes in Q4 2022 to 2,448 tonnes in Q4 2023, showing an increase of about 102 %. The main goods making up import air freight were: Miscellaneous Packages (67%) followed by Dangerous Goods (11%) and Pharmaceuticals (7%). These various products imported by air in the 4th quarter of 2023 came mainly from France (18%), China (16%), Hong Kong (15%), Ethiopia (8%), Turkey (6%), Belgium (6%) and the United Arab Emirates (5%).

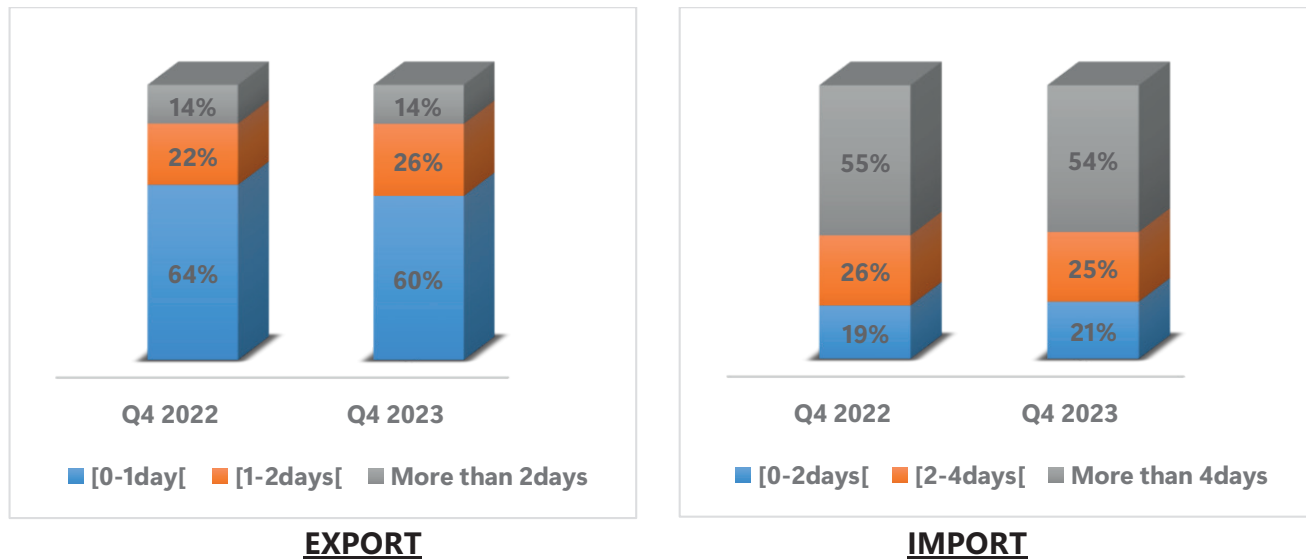
Graph10: Import air freight by country of origin (in tonnes)



Source: ADC

Air cargo dwell time

Graph 11: Freight distribution according to airport dwell time



The average time taken for cargo exported by air to pass through airport warehouses in the fourth quarter of 2023 remained at 1.2 days, same as in the fourth quarter of 2022. The proportion of cargo loaded within 2 days (86%) over the study period was the same as that recorded in Q4 2022.

The average dwell time for imported goods over the study period was 8 days, half a day longer than in Q4 2022. Moreover, only 21% of imported goods left the airport warehouses within 2 days.

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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
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Fourth Quarter 2023



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GM CNSC*

Your Partner



Objectives

The Cameroon National Shippers' Council (CNSC) is an administrative public establishment that :

- Provides assistance to shippers on the whole transport chain;*
- Protects shippers' interests with a view to contributing to the promotion of international trade.*

Shippers' Assistance

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

Developpement of trade and transport facilitation infrastructure

- Rehabilitation of CNSC Maritime Museum
- Construction of cargo warehouses
- Construction of Trucker Accommodation Centres



*CNSC Dibamba
Trucker Accommodation Centre
Littoral Region*



*CNSC Kousseri
Trucker Accommodation Centre
Far-North Region*



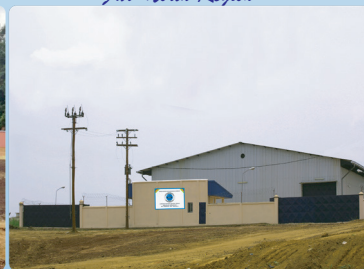
*CNSC Ngoulentang
Trucker Accommodation Centre
Centre Region*



*CNSC Garoua Boulai Trucker
Accommodation Centre Model
East Region*



*CNSC Kribi Cargo Warehouse
South Region*



*CNSC Douala-Bassa Cargo Warehouse
Littoral Region*



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