



# THE ECONOMIC OUTLOOK



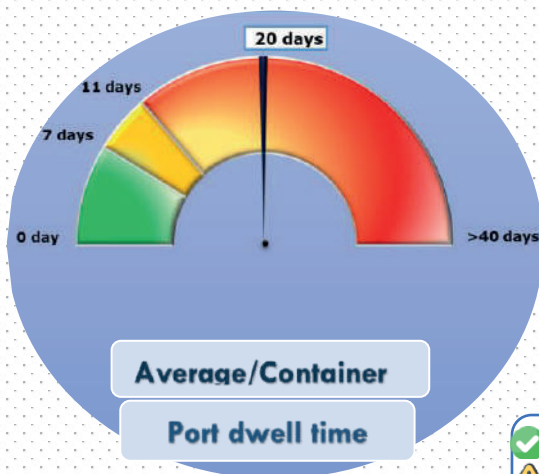
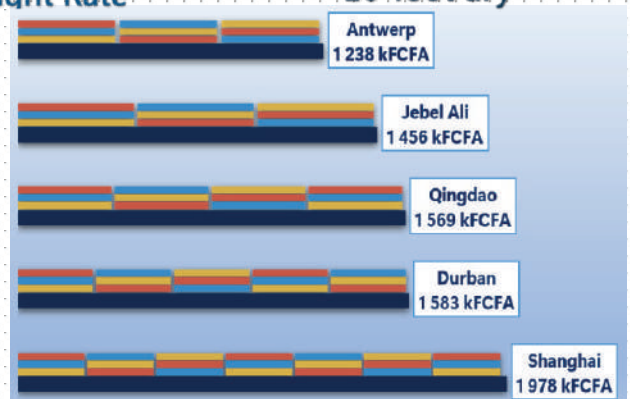
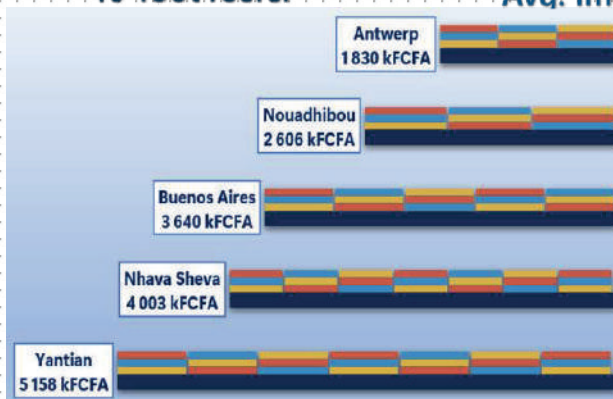
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4<sup>th</sup> QUARTER 2025

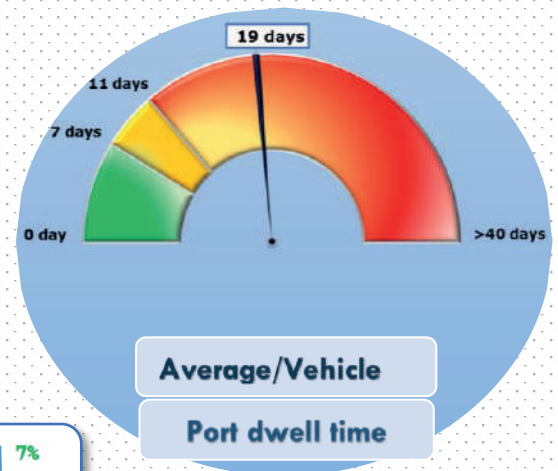
40-foot reefer

Avg. Import Freight Rate

20-foot dry



RTC



TMFD

✓ 14%	[0-7days]	7%
⚠ 16%	]7-11days]	31%
✗ 69%	More than 11days	62%



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# CAMEROON TRADE HUB

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**LES PROCÉDURES 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 describe Cameroon's transport and foreign trade performance. All modes of transport, including maritime, rail and air transport, are taken into account. 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.

This issue's dossier examines the impact of the 2026 Strait of Hormuz crisis on Cameroon, characterised by severe geopolitical tensions and disruptions to global fuel supplies. The situation affects foreign trade through rising import costs, logistical disruptions, and volatile oil prices. It highlights the

need for an adaptation strategy, notably the diversification of supply sources, the strengthening of logistical infrastructure and the acceleration of local processing, in order to preserve Cameroon's trade balance and reinforce its economic resilience in the face of external challenges.

An analysis of the main freight transport indicators for the fourth quarter of 2025 shows that the average transit time for imported containers at the Port of Douala stood at 19.7 days, one and a half days longer than in the previous quarter.

Over the same period, the average dwell time for imported vehicles unloaded at the Port of Douala was 18.7 days at the TMFD fleet, four days longer than a year earlier.

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

Have an enjoyable reading!

**Auguste Mbappe Penda**  
General Manager

## DOSSIER: THE IMPACT OF THE STRAIT OF HORMUZ CRISIS ON CAMEROON'S FOREIGN TRADE

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The Strait of Hormuz is one of the most strategic crossing points for international trade, linking the Persian Gulf and the Indian Ocean. It sees the passage of nearly 20 million barrels of oil daily, accounting for approximately 20 to 25% of global flows, as well as a significant share of the global trade in liquefied natural gas. This makes it a critical hub for global energy security.

The current crisis is set against a backdrop of persistent geopolitical rivalries, notably between Iran and Western powers, as well as certain Gulf States. The escalation observed in 2026, characterised by a near-blockade of maritime traffic and increased militarisation of the region, and has severely disrupted international flows, both maritime and air, whilst causing a significant spike in energy prices.

In this context, the crisis is causing a global systemic shock, comparable to the major oil crises of the past, with immediate repercussions on logistics costs, supply chains, and, more broadly, global economic growth.

### 1. Structural vulnerabilities of Cameroon's foreign trade

In 2024, the United States ranked sixth among the top destinations for Cameroonian goods transported by sea. The value of these exports stood at approximately 86 billion CFA francs, representing 5.5% of the total value of Cameroon's sea-borne exports.

Cameroon's economy is characterised by a heavy reliance on foreign trade, reflecting a structural vulnerability to external events. This reliance is evidenced by the significant share of hydrocarbons in exports, which account for over 40% of total revenue, and by a heavy dependence on imported refined petroleum products.

Furthermore, the structure of imports remains dominated by manufactured goods, foodstuffs and industrial inputs. This configuration heightens the national economy's sensitivity to fluctuations in international markets.

According to data from the National Institute of Statistics (INS), Cameroon's trade deficit stood at 2,145.2 billion CFA francs in 2025, with an import coverage ratio of 59%. These indicators reflect a marked structural vulnerability to external shocks, as exemplified by the current crisis.

## 2. Direct impact on imports

The crisis in the Strait of Hormuz primarily affects Cameroon's imports through several intertwined channels.

On the one hand, the rise in oil prices, estimated at between 10% and 40%, is leading to a substantial increase in the country's energy spending. This situation is all the more worrying given that, although Cameroon is a crude oil producer, it relies heavily on imports of refined products, which account for around 15% of total imports.

On the other hand, logistical disruptions have led to an increase in marine insurance premiums, higher freight costs and a significant lengthening of cargo delivery times.

These pressures are directly impacting several categories of strategic products, notably cereals, imports of which reached nearly 467 billion CFA francs in 2025; agricultural inputs, especially fertilizers, for which supply is heavily dependent on Gulf countries. Disruptions to this supply chain lead to risks of shortages and rising prices, thereby compromising agricultural yields for both food crops and cash crops (coffee, bananas, rubber); and manufactured goods from Asia.

## 3. Impact on Exports

In the short term, rising oil prices may have a positive impact on Cameroon's export earnings. This is reflected, in particular, in increased revenue from hydrocarbons and a temporary improvement in the trade balance.

However, these gains remain volatile and temporary. In the medium term, several adverse factors could come into play. The slowdown in global demand, estimated between 1.5% and 2.5% according to UNCTAD, risks weighing on export volumes.

Furthermore, rising transportation costs reduce the competitiveness of Cameroonian products in international markets, while container shortages disrupt exports, particularly in the agricultural sector, and especially cocoa exports.

Thus, the overall impact of the crisis on exports appears asymmetric, with immediate benefits but significant structural risks in the medium term.

## 4. Impacts across modes of transport

Maritime transport, the primary mode used for international trade, is considered particularly vulnerable to disruptions caused by the crisis in the Strait of Hormuz. Indeed, it could face a widespread increase in freight rates and longer delivery times of

up to 10 to 15 days. Consequently, supply chains would become less reliable and more costly.

In addition, the air transport industry would not be spared, as soaring kerosene prices could lead to higher air freight costs; these energy pressures would cause disruptions in air service.

Ultimately, the crisis in the Strait of Hormuz highlights the vulnerability of Cameroon's foreign trade to global geopolitical and energy shifts. Although short-term gains could be observed, particularly through increased oil revenues, these remain limited and temporary. They would, in fact, be offset by rising import costs, higher energy expenses and disruptions to international supply chains.

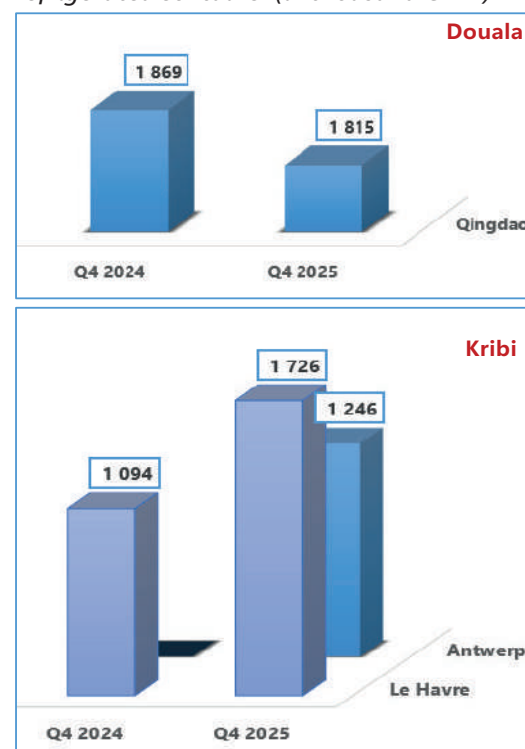
## IMPORT SHIPPING COST

### Shipping Cost for a 20-foot Refrigerated Container

In the fourth quarter of 2025, the average cost of shipping a 20-foot refrigerated container from Qingdao to the port of Doula decreased slightly compared to the same period in 2024. Records revealed that it fell from 1.87 million CFA francs in the fourth quarter of 2024 to 1.82 million CFA francs a year later, representing a 3% year-on-year decrease.

At the port of Kribi, shipping costs varied significantly depending on the origin. Shipping costs for containers from Le Havre rose sharply, going from 1.094 million to 1.726 million CFA francs between the fourth quarter of 2024 and the fourth quarter of 2025, representing a year-on-year increase of approximately 58%. In contrast, no traffic was observed from Antwerp in 2024, while a cost of 1.246 million CFA francs was recorded in 2025.

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



**Source:** CNSC

### Shipping Cost for a 20-foot Dry Container

**Table 1:** Average cost of shipping a 20-foot dry container (in thousand CFAF)

COUNTRY	PORTS	T4 2024	T4 2025	Variation	COUNTRY	PORTS	T4 2024	T4 2025	Variation
China	Qingdao	1,694	1,569	-7%	Belgium	Antwerp	1,301	1,238	-5%
	Nansha	1,448	1,027	-29%	France	Le Havre	1,083	1,096	1%
	Shanghai	2,638	1,978	-25%	Senegal	Dakar	1,039	1,278	23%
	Ningbo	1,503	986	-34%	S. Africa	Durban	2,122	1,583	-25%
	Xiamen	1,444	1,178	-18%	Brazil	Santos	1,345	1,206	-10%
UAE	Jebel Ali	1,454	1,456	0.1%	Tunisia	Sfax	852	820	-4%

**Source:** CNSC

In the fourth quarter of 2025, the average shipping costs for a 20-foot dry container bound for Cameroon varied depending on the port of loading. In Asia, the overall

downward year-on-year trend was observed, with sharp declines in Ningbo (-34%), Nansha (-29%), and Shanghai (-25%), while Qingdao saw a more moderate decline (-7%) and Jebel Ali remained virtually stable. Despite these declines, Shanghai remained the most expensive port with shipping costs reaching 1.978 million CFA francs, followed by Qingdao at 1.569 million CFA francs, while Ningbo and Nansha stood out with significantly lower costs, below 1 million CFA francs. For each of these ports, there was also a somewhat generally uneven distribution of prices charged over the study period.

Variations in shipping costs for shipments from Europe were not quite remarkable. The port of Antwerp recorded a slight decrease of 5%, with an average cost of 1.238 million CFA francs and limited variation. Prices charged were approximately ±300,000 CFA francs from the average, reflecting relatively stable tariffs. Conversely, Le Havre recorded a moderate increase of 1%, with an average cost of 1.096 million CFA francs, but was characterized by a considerable volatility of prices. This heterogeneity is particularly evident in the fact that one of every four containers incurred costs exceeding 2 million CFA francs.

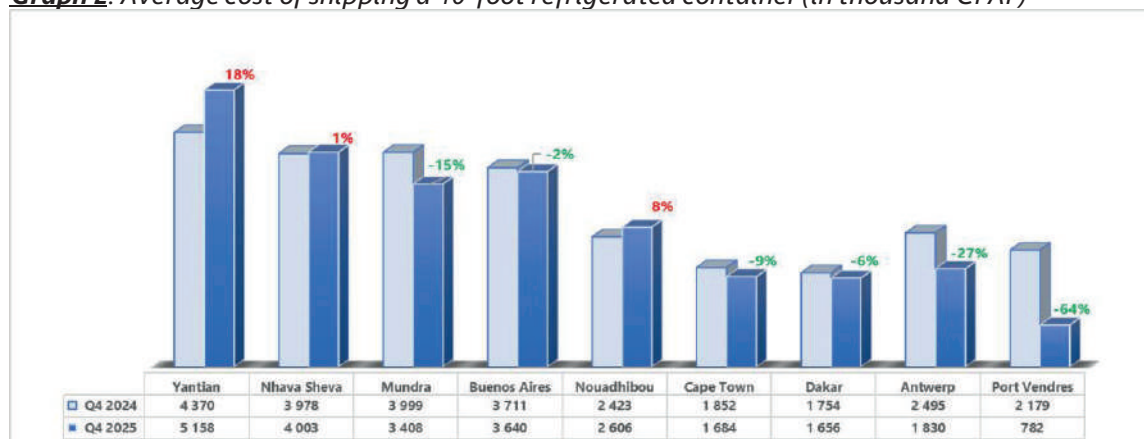
On the African continent, shipping costs varied extensively. Dakar saw a 23% increase, with an average cost of 1.278 million CFA francs, while Durban fell sharply by 25%, though the cost remained considerably high at 1.583 million CFA francs. In Sfax, costs decreased slightly by 4%, to 820,000 CFA francs.

Finally, for the Americas, the port of Santos showed a 10% decrease, with an average cost of 1.206 million CFA francs in the fourth quarter of 2025.

### Shipping Cost for a 40-foot Refrigerated Container

In the fourth quarter of 2025, shipping costs for a 40-foot refrigerated container bound for Cameroon varied significantly depending on the port of loading, with divergent levels and trends.

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



**Source:** CNSC

In Asia, shipping costs remained generally high despite the downward trend witnessed in most ports. The Indian ports of Nhava Sheva and Mundra recorded declines of 9% and 15%, respectively, with average costs of 4.0 million and 3.4 million CFA francs. In Yantian, the decline was more moderate (-6%), but the port remained the most expensive, with an average cost of 5.2 million CFA francs.

For Latin America, the port of Buenos Aires stood out with a 2% decline, at an average cost of 3.640 million CFA francs. As with Asia, prices there appeared generally consistent, with very similar prices.

Meanwhile, shipping costs on the African continent varied extensively. Nouadhibou recorded an 8% increase to reach 2.606 million CFA francs, while Dakar fell by 6% to 1.656 million CFA francs and Cape Town declined by 9% to 1.684 million CFA francs. Also noteworthy is the fact that shipping costs in the ports of Dakar and Cape Town remained relatively similar.

In Europe, price trends showed a particularly sharp decline. The port of Antwerp recorded a significant drop of 27%, with an average cost of 1.830 million CFA francs, while Port-Vendres saw a more pronounced decline of 64%, falling to 782,000 CFA francs.

### Shipping Cost for a 40-foot Dry Container

In the fourth quarter of 2025, shipping costs for a 40-foot dry container bound for Cameroon showed an overall downward trend in most ports of loading, although glaring disparities existed both in terms of price variations as in price structure. Variations in shipping costs for shipments from African countries were quite divergent. Abidjan recorded a slight increase of 7%, with an average cost of 1.393 million CFA francs, while Durban saw a sharp decline of 35% to an average cost of 2.046 million CFA francs. Despite these divergent trends, cost levels remained relatively close, but the dispersion is more pronounced in Abidjan, where a significant portion of shipment costs were relatively high, unlike in Durban, where costs appeared to be more tightly clustered.

**Table 2:** Average cost of shipping a 40-foot Dry Container (in thousand CFAF)

COUNTRY	PORTS	T4 2024	T4 2025	Variation	COUNTRY	PORTS	T4 2024	T4 2025	Variation
Côte d'Ivoire	Abidjan	1,304	1,393	7%	China	Ningbo	1,495	907	-39%
USA	Baltimore	2,048	929	-55%		Nansha	1,536	997	-35%
S. Africa	Durban	3,126	2,046	-35%		Qingdao	2,689	1,947	-28%
Canada	Montreal	1,964	1,223	-38%	UAE	Jebel Ali	1,993	1,209	-39%
Belgium	Antwerp	1,850	1,263	-32%	France	Le Havre	1,118	1,339	20%

**Source:** CNSC

In North America, the drop in shipment costs was more pronounced and widespread. In Baltimore, costs dropped sharply by 55% to 929,000 CFA francs, with moderate variation around the median, reflecting less consistent pricing conditions. In Montreal, the average cost fell by 38% to 1.223 million CFA francs, but with greater variation, as evidenced by the fact that 25% of containers exceeded 2 million CFA francs.

In Europe, shipment costs showed contrasting trends among the major ports of departure. Antwerp recorded a 32% decline, with an average cost of 1.263 million CFA francs and a varied pricing structure. In fact, 25% of containers were shipped at over 2 million CFA francs each, while an equivalent proportion had costs below 700,000 CFA francs. In contrast, Le Havre posted a 20% increase to reach 1.339 million CFA francs, but with an even wider dispersion, marked by high costs exceeding 4 million CFA francs, for a significant proportion of shipments.

In Asia, declines were pronounced in several ports, notably Ningbo (-39%), Nansha (-35%), and Jebel Ali (-39%), with corresponding costs of 907,000 CFA francs, 997,000 CFA francs, and 1.209 million CFA francs. Meanwhile, Qingdao recorded a more moderate decline of 28% and maintained the highest costs on the continent in the fourth quarter.

### Shipping Cost for Vehicles

In the fourth quarter of 2025, shipping costs for vehicles bound for Cameroon from major European ports were generally higher than in the same period in 2024. For passenger vehicles, the port of Antwerp recorded a 41% increase, with an average cost of 392,000 CFA francs in the fourth quarter of 2025, while Hamburg saw a 2% increase, reaching 462,000 CFA francs in the fourth quarter of 2025. Despite this difference in trends, price levels remained relatively close between the two ports.

**Graph 3:** Average cost of shipping a passenger vehicle, pick-up or minibus (in thousand FCFA)



Source: CNSC

For pick-ups, costs rose significantly in Antwerp, from 337,000 to 462,000 CFA francs, representing a 37% year-on-year increase, accompanied by a significant dispersion in rates ( about  $\pm 150,000$  CFA francs from the average). In Hamburg, however, costs remained stable at 525,000 CFA francs, with a more consistent pricing structure, with values virtually unchanged between 2024 and 2025.

Finally, costs for minibuses declined slightly at the Port of Antwerp, falling from 558,000 CFA francs in the fourth quarter of 2024 to 531,000 CFA francs in the fourth quarter of 2025, representing a year-on-year decrease of approximately 5%.

**Table 3:** Average cost of transporting trucks and other heavy equipment (in thousand CFAF)

COUNTRY	PORTS	T4 2024	T4 2025	Variation	Quartile 1	Quartile 2	Quartile 3
<b>Other heavy equipment</b>							
Belgium	Antwerp	3,916	3,230	-18%	1,369	2,935	4,439
<b>Trucks</b>							
Belgium	Antwerp	1,857	1,674	-10%	711	1,837	2,316
Germany	Hamburg	3,365	2,388	-29%	1,968	2,296	2,624

**Source:** CNSC

In the fourth quarter of 2025, shipping costs for trucks and other heavy equipment bound for Cameroonian ports declined overall at the main ports of loading. For heavy machinery shipped from Antwerp, the average cost stood at 3.230 million CFA francs, down 18% from the fourth quarter of 2024, with a significant variation in rates, as 25% of shipments exceeded 4.439 million CFA francs.

Trucks also showed contrasting trends. In Antwerp, the average cost fell by 10% to 1.674 million CFA francs, with some variation in prices. At the Port of Hamburg, rates fell more sharply (-29%), dropping from 3.365 million to 2.388 million CFA francs, in a context of relative uniformity, with half of shipments priced below 2.296 million CFA francs and 75% below 2.624 million CFA francs.

## CARGO DWELL TIME AT THE PORT

### Cargo dwell time at the port - Containers

**Table 4:** Port dwell time for containers bound for the port of Douala (in days)

	July-25	Aug-25	Sept-25	Q3 2025	Oct-25	Nov-25	Dec-25	Q4 2025
<b>Average</b>	19.9	16.8	17.8	18.2	17.5	21.5	20.0	19.7
<b>Variation</b>					-12.1%	27.8%	12.2%	8.2%
<b>1<sup>st</sup> Quartile</b>	8	7	7	8	8	11	9	9
<b>2<sup>nd</sup> Quartile</b>	13	12	12	12	12	17	14	14
<b>3<sup>rd</sup> Quartile</b>	26	21	23	24	21	28	28	26
<b>At most 11 days</b>	40%	47%	47%	44%	45%	26%	38%	36%
<b>At most 15 days</b>	55%	63%	61%	59%	62%	43%	56%	53%

**Source:** Container Terminal Authority of Douala (RTC)

In the fourth quarter of 2025, the average transit time for imported containers at the Port of Douala was 19.7 days, an increase of one and a half days compared to the previous quarter.

The monthly analysis reveals contrasting performances. October saw a notable improvement, with an average transit time of 17.5 days, less than the average for the previous quarter. In contrast, the situation deteriorated sharply in November, peaking at 21.5 days, before stabilizing in December at 20 days—a little longer than in the third quarter of 2025.

With regard to the breakdown of dwell times, the quartile analysis highlights an overall drop in performance. In fact, in the fourth quarter of 2025, approximately 75% of containers were

cleared within 26 days or less, compared to 24 days in the third quarter of 2025.

Furthermore, the proportion of containers released after more than 11 days improved, falling from 44% in the third quarter of 2025 to 36% in Q4 2025. Nonetheless, the proportion of containers cleared after 15 days remained high (53% compared to 59% in the third quarter).

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



Source: RTC

### Cargo dwell time at the port - Vehicles

**Table 5:** Port dwell time for vehicles at the TMFD fleet (in days)

	Oct-24	Nov-24	Dec-24	T4 2024	Oct-25	Nov-25	Dec-25	Q4 2025
<b>Average</b>	13.6	14.9	16.2	14.8	18.0	18.9	19.1	18.7
<b>Variation</b>					32.4%	26.8%	17.9%	26.4%
<b>1<sup>st</sup> Quartile</b>	8	9	9	9	10	10	10	10
<b>2<sup>nd</sup> Quartile</b>	10	11	11	11	14	15	15	15
<b>3<sup>rd</sup> Quartile</b>	16	17	18	17	23	23	23	23
<b>At most 11 days</b>	61%	50%	52%	55%	40%	36%	33%	36%

Source: Douala Mixed Fruit Terminal (TMFD)

In the fourth quarter of 2025, the average dwell time for vehicles at the Douala Mixed Fruit Terminal (TMFD) was 18.7 days, four days longer than in the fourth quarter of 2024. This poor performance was accompanied by a decline in compliance with the 11-day regulatory deadline, with the proportion of vehicles cleared without penalty falling

from 55% in the fourth quarter of 2024 to 36% in the fourth quarter of 2025.

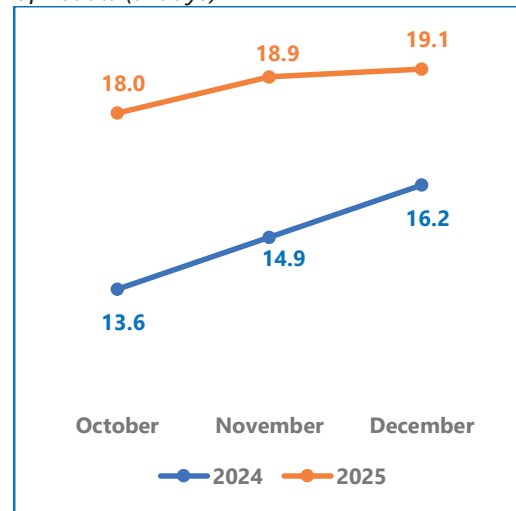
The monthly analysis highlights a steady increase in processing times throughout the quarter. In October 2025, the average dwell time reached 18.0 days, compared to 13.6 days a year earlier, then increased to 18.9 days in November compared to 14.9 days in

2024, before peaking at 19.1 days in December, compared to 16.2 days a year earlier. This trend confirms a continuous upward trajectory and reflects a gradual deterioration in vehicle fleet conditions.

At the same time, distribution indicators confirm a widespread increase in vehicle clearing times. Thus, between the fourth quarter of 2024 and the fourth quarter of 2025, the duration under which half of the vehicles imported were cleared increased from 11 to 15 days. Similarly, 25% of vehicles with the longest clearance times now exceed 23 days, compared to 17 days a

year earlier.

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



**Source:** TMFD

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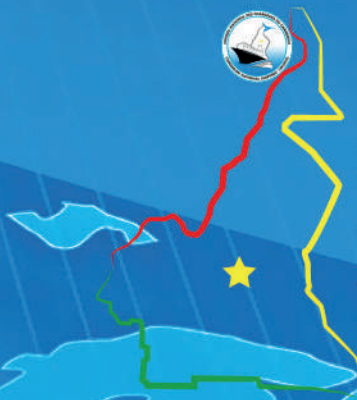
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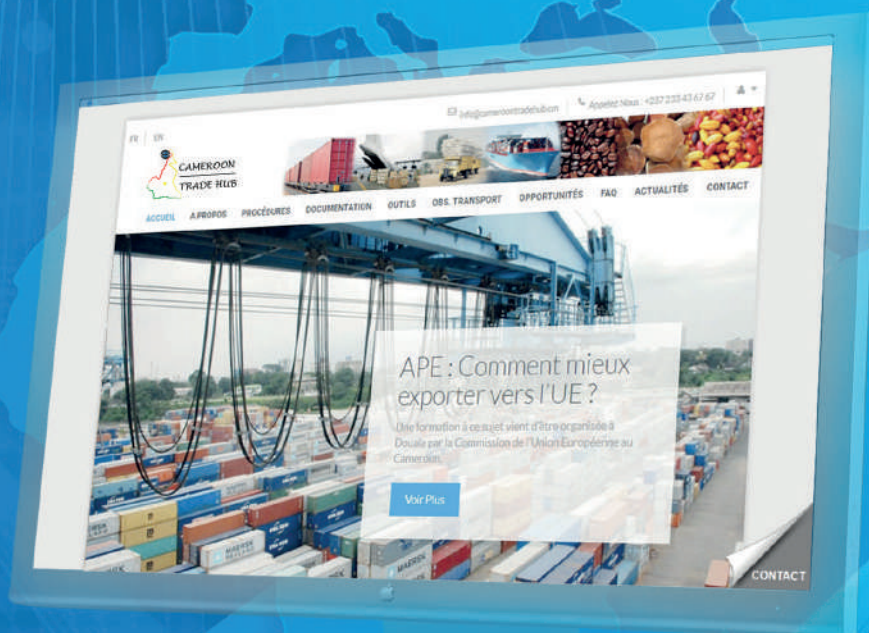


**CNSC WAREHOUSE DOUALA-BASSA  
LITTORAL REGION**



# CAMEROON TRADE HUB

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

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



# CONSEIL NATIONAL DES CHARGEURS DU CAMEROUN CAMEROON NATIONAL SHIPPERS' COUNCIL



Antenne CNCC de KOUSSERI dans la Région l'Extrême-Nord



Centre de vie CNCC de GAROUA-BOULAÏ dans la Région de l'EST

## MISSIONS

Société à Capital Public ayant l'Etat comme unique actionnaire, le Conseil National des Chargeurs du Cameroun (S.A) a pour mission :

- L'assistance, la défense et la représentation des intérêts des chargeurs, importateurs/Exportateurs et opérateurs de la chaîne du transport ;
- Le développement et l'exploitation des infrastructures logistiques en vue de contribuer à la promotion du commerce extérieur.

## ACTIONS

- Formation des acteurs du commerce extérieur ;
- Vulgarisation des procédures de commerce ;
- Diffusion des informations sur le commerce et le transport ;
- Développement et exploitation des infrastructures ;
- Collecte des données statistiques sur le commerce ;
- Participation aux réflexions sur le commerce et le transport ;
- Délivrance des documents de transport



Magasin de stockage de DOUALA-BASSA dans la Région du Littoral

## MISSIONS

The Cameroon National Shippers' Council (CNSC) is a public corporation with the State as sole shareholder, and has as its main objective to:

- Assist, defend and represent the interests of shippers, importers/exporters and transport chain operators;
- Develop and operate logistics infrastructure in view of contributing to the promotion of international trade.

## ACTIONS

To achieve its objectives, the CNSC carries out the following field actions:

- Organise training for foreign trade operators;
- Disseminate foreign trade procedures;
- Publish information on trade and transport;
- Develop and operate logistics infrastructure;
- Collect statistical data on foreign trade;
- Participate in discussions on trade and transport;
- Issue required transport documents.



Centre de vie de la DIBAMBA DOUALA dans la Région du Littoral

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