



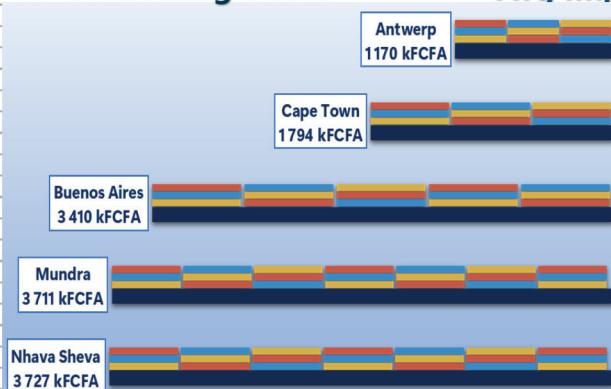
THE ECONOMIC OUTLOOK



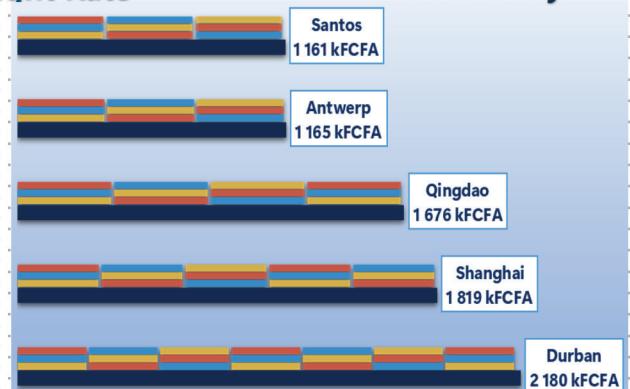
No. 043

2nd QUARTER 2025

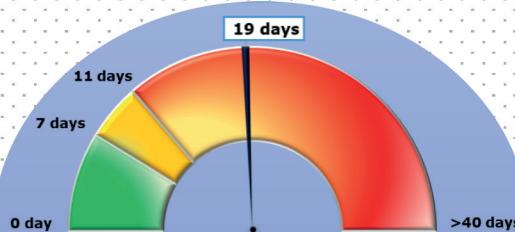
40-foot Refrigerated



Avg Import Freight Rate



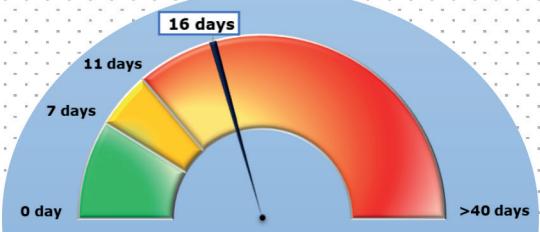
20-Foot Dry



Average/Container

Port dwell time

RTC



Average/Vehicle

Port dwell time

TMFD

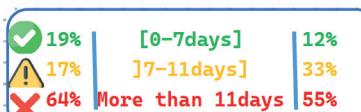


TABLE OF CONTENTS

Foreword	5
DOSSIER: Review of Cameroon's Exports to the United States in 2024 and the new customs import tariffs imposed by the United States	6
IMPORT SHIPPING COST	12
<i>Shipping Cost for a 20-foot Refrigerated Container</i>	12
<i>Shipping Cost for a 20-foot Dry Container</i>	12
<i>Shipping Cost for a 40-foot Refrigerated Container</i>	13
<i>Shipping Cost for a 40-foot Dry Container</i>	14
<i>Shipping Cost - Vehicles</i>	15
CARGO DWELL TIME AT THE PORT	16
<i>Cargo dwell time at the port - Containers</i>	16
<i>Cargo dwell time at the port - Vehicles</i>	17
AIR CARGO	19
<i>Export Tonnage</i>	19
<i>Import Tonnage</i>	20
<i>Airport dwell time</i>	21



*Auguste MBAPPE PENDA
GM CNCC*

Your Partner



ISO 9001
BUREAU VERITAS
Certification

Système de Management de la Qualité certifié ISO 9001 version 2015
par Bureau Veritas pour le Référentiel du Bureaux Veritas
de Sûreté des Chargeurs Importés et Exportés par voie maritime.

Objectives

The Cameroon National Shippers' Council (CNCC) 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 CNCC 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'o
Cargo Warehouse
South Region*

www.cameroontradehub.com



Cameroon's foreign trade procedures just a click away

Head-Office : Centre des Affaires Maritimes, Bonanjo
P.O.Box: 1588 Douala - Cameroun
Tel. : (+237) 233 43 67 67
Fax: (237) 233 43 70 17
Website: www.cncc.cm
E-mail : info@cncc.cm

CNSC Paris Office - France
3, Rue du quatre-Septembre, 75002 Paris
Tel : +33 (0) 142617924
representation@cncc.cm

CNSC Far North Office - Kousseri
100 metres from Ngueli Bridge
close to the border with Chad Republic.
Tel : 696 12 99 13
antenneextremenord@cncc.cm

CNSC South West Office - Limbe
3rd floor, CDC Credit Union Head-office building,
opposite the Customs Office, Bota Limbe.
Tel : 233 33 21 36/233 33 21 38/677 81 89 04
suregionaloffice@cncc.cm

CNSC South Office - Kribi
Ngoye, opposite Tradex
Tel : 222 46 16 57/699 55 26 18
antennesud@cncc.cm

CNSC Centre Office - Yaounde
10th Floor, DJENGAT Appart building,
Ahmadou Ahidjo Avenue, behind the
presidential tribune at the 20th May Boulevard.
Tel : 222 220 283
antennecentre@cncc.cm

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.

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.

In this issue of the Economic Outlook, a review is presented on the consequences for Cameroon of the 15% reciprocal tariff imposed by the United States and enforced since August 2025. This move has an impact on the competitiveness of Cameroon's exports to the US market, particularly for products like cocoa paste, timber, and rubber. There is therefore the need for a proactive strategy: diversifying market outlets, leveraging opportunities offered by the AfCFTA, and fast-tracking local processing, with a view to preserving Cameroon's position and strengthening resilience within its export sectors.

An analysis of the key indicators of cargo transport in the 2nd quarter of 2025 reveals that the average dwell time for containerised import cargo at the Douala port was 19.3 days, almost similar to that recorded during the 2nd quarter of 2024.

During this same period, the average dwell time for imported used vehicles unloaded at the Douala port and taken to the TMFD fleet was 16.3 days, that is to say, one day less than in the previous quarter. At the SOCOMAR fleet, vehicle dwell time reduced to 14 days, that is one-and-a-half days less than in Q2 2024.

Meanwhile, for air transport, the average dwell time for export cargo in airport warehousing facilities was 29 hours, which is 2 hours less than in the 2nd quarter of 2024. Generally speaking, the average dwell time for imported cargo in the 2nd quarter of 2025 was 8 days, compared to 7.8 days in the second quarter of 2024.

This publication contains detailed information on these different aspects of cargo transport. Have an enjoyable reading!

Auguste Mbappe Penda
General Manager

DOSSIER: Review of Cameroon's Exports to the United States in 2024 and the new customs import tariffs imposed by the United States

On 31 July 2025, US President Donald Trump signed an executive order instituting new "reciprocal" tariffs for goods entering the United States, a decision that marked a turning point in US trade policy. Effective as of 7 August 2025, this measure puts an end to the African Growth and Opportunity Act (AGOA), under which Sub-Saharan African countries enjoyed preferential access to US markets since the year 2000. This decision extends the tariff reform engaged in April 2025, aimed at instituting strict trade reciprocity. Henceforth, Cameroon's exports to the United States are subject to a 15% uniform tariff, taking a toll on their competitiveness.

Besides the expected decline in export volumes, this measure could weaken certain key sectors and further plunge the trade balance towards a deficit. To assess its impact, it is necessary to examine the structure of Cameroon's exports and their dependence vis-à-vis the US market. Given that the US share in outbound air freight is quite marginal (less than 1%), the analysis will focus on goods transported by sea.

1. Analysis of Cameroon's maritime exports to the US in 2024.

1.1. US ranking in Cameroon's maritime exports

In 2024, the United States ranked 6th among the main destinations of Cameroonian goods transported by sea. The value of these exports amounted to about 86 billion CFAF, which corresponds to 5.5% of Cameroon's overall cargo value exported by sea.

Table1: Main destinations for Cameroon's maritime exports in 2024.

No.	COUNTRY OF LOADING	Quantity (Tonne)	% Quantity	Value (Millions of CFAF)	%Value
1	Netherlands	139,792	7.1%	436,149	28.1%
2	Bangladesh	194,956	9.9%	165,635	10.7%
3	Belgium	265,200	13.4%	142,211	9.2%
4	France	104,627	5.3%	115,217	7.4%
5	Malaysia	47,754	2.4%	91,813	5.9%
6	United States of America	39,065	2.0%	86,014	5.5%
7	Turkey	54,186	2.7%	75,222	4.8%
8	Spain	59,698	3.0%	58,372	3.8%
16	Senegal	62,950	3.2%	13,612	0.9%
Other countries		1,005,458	50.9%	367,468	23.7%
TOTAL		1,973,686	100%	1,551,715	100%

Source: CNSC

1.2. Structure of Exports to the United States

Cameroon's maritime exports to the United States were dominated by three main products in 2024:

- Cocoa paste:** This product accounts for 46.1% in terms of quantity and 87.3% value-wise for exports to the United States, corresponding to an estimated 75,063 billion CFAF.
- Sawn timber:** This product accounts for 25.7% in terms of quantity and 6.0% in terms of export value, corresponding to 5,160 billion CFAF.
- Natural Rubber:** This product accounts for 13.2% in terms of volume and 4.8% in terms of export value for a total amount of 4,166 billion CFAF.

Table 2: Main products shipped from Cameroon to the United States of America in 2024.

No.	PRODUCTS	Quantity (Tonne)	% Quantity	Value (Millions of CFAF)	%Value
1	Cocoa paste	18,018	46.1%	75,063	87.3%
2	Sawn Timber	10,053	25.7%	5,160	6.0%
3	Natural rubber	5,169	13.2%	4,166	4.8%
4	Wood veneers	527	1.3%	516	0.6%
5	Cocoa butter, fats and oil	103	0.3%	292	0.3%
6	Vegetables	1,220	3.1%	173	0.2%
	Other products	3,976	10.2%	644	0.7%
TOTAL		39,065	100.0%	86,014	100.0%

Source: CNSC

1.3. Export analysis per sector

1.3.1. Cocoa paste (HS 1803)

In 2024, the United States was the 1st export destination for Cameroonian cocoa paste by sea in terms of quantity and value. Statistics reveal that the US imported 18,018 tonnes of cocoa paste for a total value of 75 billion CFAF. This accounts for 33% in terms of quantity and 37% in terms of the total value of cocoa paste exported by Cameroon in 2024. However, the Netherlands (4,562 CFAF/Kg) and Poland (4,569 CFAF/Kg) paid more for Cameroon's cocoa paste. It should be noted that Cameroon was only the fourth largest supplier of cocoa paste to the United States in 2024, accounting for 8% of the value of US imports of this product, behind Côte d'Ivoire (first), Canada (second), and Ghana (third).

Table 3: Destination countries for Cameroonian cocoa exports by sea in 2024.

No.	DESTINATION COUNTRY	% Quantity	% Value	Average FOB export price (CFAF/Kg)
1	United States of America	32.9%	37.3%	4,026
2	Netherlands	25.1%	27.6%	4,562
3	France	13.1%	13.9%	3,824
4	Germany	13.7%	9.8%	3,010
5	Spain	4.7%	3.8%	3,095
6	Brazil	2.8%	3.0%	3,795
7	Poland	0.9%	1.2%	4,569
8	Malaysia	1.9%	1.0%	2,197
12	Algeria	0.7%	0.2%	1,291
	Other countries	4.2%	2.2%	
TOTAL		100%	100%	

Table4: Main cocoa paste suppliers to the United States of America in 2024.

No.	SUPPLIER COUNTRIES	% Value
1	Côte d'Ivoire	58.8%
2	Canada	10.3%
3	Ghana	9.2%
4	Cameroon	7.8%
5	Ecuador	7.6%
6	Malaysia	1.7%
7	Spain	1.0%
8	Brazil	0.8%
9	Nigeria	0.6%
10	Indonesia	0.5%
	Other countries	1.8%
	TOTAL	100.0%

1.3.2. Sawn timber (HS 4407)

In 2024, Cameroon ranked 31st supplier of sawn timber to the US. On the other hand, the US ranks 10th among the main destinations for Cameroonian sawn timber exported by sea, importing 10,053 tonnes worth 5.2 billion CFAF.

1.3.3. Natural rubber (HS 4001)

The United States of America is the 3rd destination for Cameroonian natural rubber exported by sea in 2024. The US imported 5,169 tonnes, which corresponds to 9.2% of the total value of Cameroonian exports of this product. However, Cameroon is just 10th supplier of natural rubber to the United States, accounting for 0.4% of the value of the latter's imports of this product.

Table5: Destination countries for Cameroonian rubber exported by sea in 2024.

No.	DESTINATION COUNTRY	% Quantity	% Value	Average FOB export price (CFAF/Kg)
1	Belgium	17.3%	17.7%	759
2	Malaysia	21.9%	12.5%	543
3	United States of America	8.5%	9.2%	799
4	Germany	7.6%	9.1%	890
5	India	5.3%	6.8%	960
6	Egypt	4.2%	4.5%	819
7	Spain	3.2%	4.1%	933
8	Poland	3.6%	3.9%	813
12	South Africa	3.0%	3.7%	875
	Other countries	25.4%	28.5%	
	TOTAL	100%	100%	

Source: CNSC

Table 6: Main natural rubber suppliers to the United States of America in 2024.

No.	SUPPLIER COUNTRIES	% Value
1	Indonesia	42%
2	Thailand	32%
3	Côte d'Ivoire	10%
4	Malaysia	4%
5	Liberia	4%
6	Vietnam	3%
7	Ghana	2%
8	Guatemala	2%
9	Nigeria	1%
10	Cameroon	0.4%
11	India	0.3%
12	Cambodia	0.2%
13	Sri Lanka	0.2%
14	Singapore	0.1%
15	Guinea	0.1%
	Other countries	0.6%
	TOTAL	100.0%

2: Impacts of new customs tariffs and proposals for adjustment

The 15% customs tariff levied on Cameroonian exports to the United States is likely to have significant impacts on particular products such as cocoa paste, sawn timber, and natural rubber, which constitute the country's main exports to the US.

2.1. Impacts of new customs tariffs

In an effort to assess the preliminary consequences of this reform on Cameroonian exports to the United States of America, trade flows between August and November 2025 have been analysed and compared with those of the same period of the previous year.

Between August and November 2025, the institution of the 15% reciprocal tariff by the US disrupted Cameroonian exports remarkably. For the month of August, the value of exports declined by close to 60% while volumes reduced only by 10.8%, revealing a sharp drop in prices just to sustain the country's competitiveness. In September, a slight increase in volume (+5.9%) was observed, but without any real incidence value-wise (+0.3%), attesting to the persisting pressure on profit margins.

In October, exporters adopted a compensation strategy by increasing volumes, which then soared by 67.9%. This only yielded a 2.7% increase in value, reflecting a continued drop in profitability. This trend was later reversed in November as US imports of Cameroonian products began to decline, both in terms of volume (-17.6%) and value (-15.1%), reflecting a US market weakened by rising costs and a sustained loss of competitiveness for Cameroonian products.

Table7: Cameroon's maritime exports bound for the United States of America between August and November 2024 and 2025

	AUGUST		SEPTEMBER		OCTOBER		NOVEMBER	
	Quantity (Tonne)	Value (In Millions of CFAF)	Quantity (Tonne)	Value (In Millions of CFAF)	Quantity (Tonne)	Value (In Millions of CFAF)	Quantity (Tonne)	Value (In Millions of CFAF)
2024	2,632	9,422	3,121	7,525	3,506	12,956	3,701	16,141
2025	2,347	3,828	3,304	7,545	5,886	13,311	3,050	13,698
Variation	-10.8%	-59.4%	5.9%	0.3%	67.9%	2.7%	-17.6%	-15.1%

Source: CNSC

Overall, exports to the US increased in volume but declined in value for the period spanning August to November. Quantities increased from 12,959 tonnes in 2024 to 14,588 tonnes in 2025 (+12,6%), meanwhile value diminished from 46,044 to 38,382 million CFAF (-16,6%).

Cocoa paste, the main product exported to this market, was particularly affected. Between August and November, volumes dropped from 6,804 tonnes in 2024 to 6,119 tonnes in 2025 (-10,1%), while value diminished from 43,159 to 34,666 million CFAF (-19,7%). The average unit cost fell from 6,343 CFA francs/kg to 5,665 CFA francs/kg (-10.6%), reflecting the direct impact of the customs tariffs; to remain present on the American market, exporters had to agree to significant price reductions, at the expense of their profit margins.

This trend confirms a decline in the added value of Cameroon's exports to the United States, particularly for the cocoa sector, and highlights their weakened competitiveness in this unfavourable tariff environment.

2.2. Suggestions for adjustments in the affected sectors

To mitigate the impact of the new customs tariffs, Cameroonian enterprises and the Government could consider the following adjustments:

a) Diversify export markets

Reducing dependence on the American market is crucial. So too is the need to explore new export destinations for cocoa paste, sawn timber and natural rubber. This can be achieved by strengthening trade ties with countries having a steady demand for these products, such as the Netherlands, Belgium and China for timber, and Belgium and Malaysia for rubber.

Moreover, Cameroon could leverage opportunities under the AfCFTA and redirect the export of the afore-mentioned products to African countries with a proven demand for them. Based on the analysis of data from the Observatory of Economic Complexity developed by the Massachusetts Institute of Technology, it is observed that:

- South Africa and Kenya have market opportunities for Cameroonian **cocoa paste**. South Africa regularly imports cocoa paste, especially from Côte d'Ivoire, the Netherlands and Ghana, to supply its chocolate and confectionery industry. On the other hand, Kenya has a fast-growing confectionery industry.
- As for **sawn timber**, Egypt generally imports huge volumes from Europe and Africa to supply its carpentry and furniture industry. South Africa is also a potential market, given that it imports timber from Eswatini. Lastly, there is significant demand in Kenya, which imports timber from Uganda.
- Concerning **rubber**, South Africa, Egypt and Morocco are major importers in Africa for the manufacture of tyres, pipes and other items made from rubber.

Table 8: Opportunities under the AfCFTA

Product	Target Country (AfCFTA)	Level of AfCFTA dismantling
Cocoa paste (HS 1803)	South Africa	0%
	Kenya	0%
	Egypt	0%
Sawn timber (HS 4407)	South Africa	0%
	Kenya	5%
	South Africa	0%
Rubber (HS 4001)	Egypt	0%
	Morocco	0%

b) Strengthen local processing

The Cameroonian industry stands to gain immensely from boosting the local processing of its raw materials. Cameroon could consolidate its competitiveness and diversify its markets if it focuses on producing high-value-added finished goods rather than exporting raw or semi-processed products such as cocoa paste, sawn timber, or rubber.

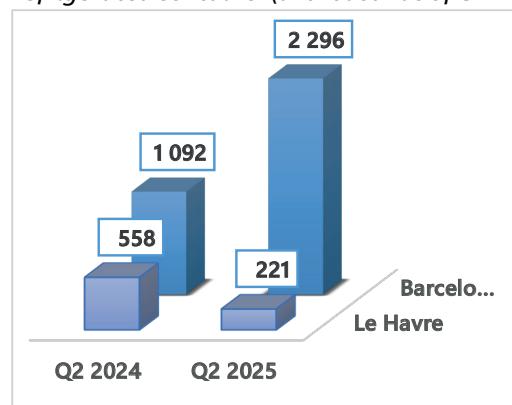
IMPORT SHIPPING COST

Shipping cost for a 20-foot Refrigerated Container

In the course of the 2nd quarter of 2025, the average shipping cost for a 20-foot refrigerated container showed contrasting trends between Barcelona and Le Havre.

In Barcelona, the tariffs witnessed a 110% increase, moving from about 1.1 million CFAF in the 2nd quarter of 2024 to 2.3 million CFAF one year later. On the other hand, Le Havre recorded a year-on-year decrease of 60 %, with an average shipping cost of 221,000 CFAF in the 2nd quarter of 2025.

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

COUNTRY	PORTS	Q2 2024	Q2 2025	Variation	COUNTRY	PORTS	Q2 2024	Q2 2025	Variatio
China	Qingdao	1,308	1,676	+28%	Belgium	Antwerp	1,284	1,165	-9%
	Nansha	1,223	907	-26%	France	Le Havre	1,313	1,067	-19%
	Shanghai	1,538	1,819	+18%	Côte d'Ivoire	Abidjan	672	1,328	+98%
	Ningbo	1,241	980	-21%	South Africa	Durban	2,369	2,180	-8%
	Xiamen	1,230	1,048	-15%	Brazil	Santos	1,140	1,161	+2%
UAE	Jebel Ali	1,607	1,410	-12%	Tunisia	Sfax	727	792	+9%

Source: CNSC

In the 2nd quarter of 2025, the average cost to ship a 20-foot dry container to Cameroon showed divergent trends in the different ports of loading. In Asia, there were significant drops in the ports of Nansha (-26%), Ningbo (-21%), Xiamen (-15%) and Jebel Ali (-12%), meanwhile, an increase was recorded in the ports of Qingdao (+28%) and Shanghai (+18%). Shipping from Shanghai, shippers had to spend an average of 1.82 million CFAF compared with 1.68 million CFAF in Qingdao, both ports recording the highest costs among Asian ports. The ports of Nansha and Ningbo remained more competitive with average costs of less than one million CFA francs. Noteworthy is the wide variation in prices at the port of Ningbo: Some 25 % of containers destined for Douala were loaded at the port of Ningbo at the cost of more than 2.4 million CFAF each.

In Europe, the ports of Antwerp and Le Havre recorded a decrease of -9% and -19% respectively, with average shipping costs of 1.17 million and 1.07 million CFAF. The Belgian port had a certain homogeneity in costs during the 2nd quarter of 2025.

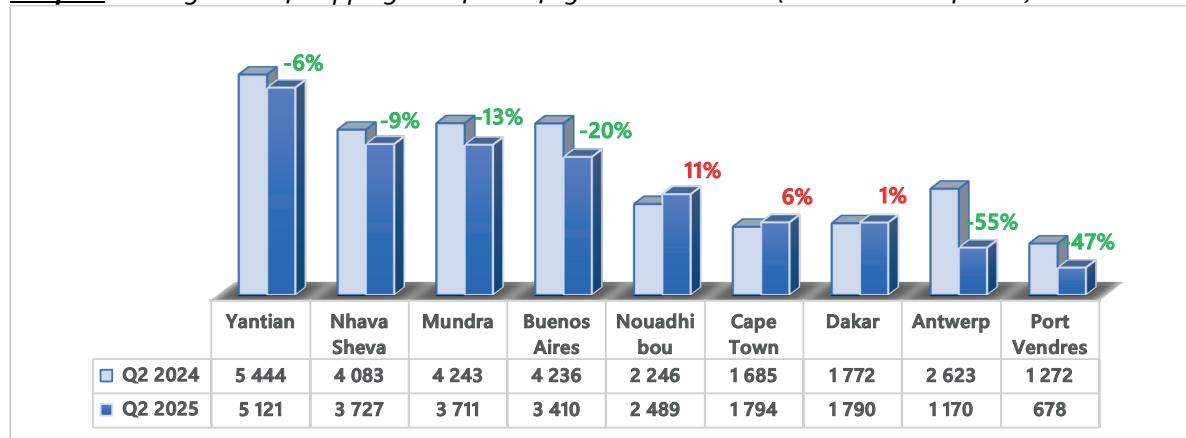
African ports witnessed an upward trend: in Abidjan, the average shipping cost hit 1.33 million CFAF, almost double the value recorded the previous year, while the port of Sfax witnessed a 9 % increase to reach 792,000 CFAF. However, in Durban, South Africa, there was a slight decrease (-8%), though this port still recorded the highest shipping cost, fixed at 2.18 million CFAF.

In the Americas, the average cost to ship a 20-foot dry container to Cameroon from the port of Santos stood at 1.16 million CFAF, corresponding to an increase of 2% year-on-year. Shipping costs at the Brazilian port in the 2nd quarter of 2025 were quite similar.

Shipping cost for a 40-foot Refrigerated Container

In the 2nd quarter of 2025, the cost of transporting a 40-foot refrigerated container bound for Cameroon showed diverse trends depending on the ports of loading. In Asia, the Indian ports witnessed a decrease, particularly Nhava Sheva (-9%) and Mundra (-13%), with average costs of 3.73 million CFAF and 3.71 million CFAF respectively; meanwhile the port of Yantian in China witnessed a slight decrease (-6%) dropping to 5.12 million CFAF, but it however remained the most expensive port for the period under review.

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



Source: CNSC

In Latin America, the average cost to ship a 40-foot refrigerated container loaded at the port of Buenos Aires stood at 3.41 million CFAF, corresponding to a 13% increase compared with the 2nd quarter of 2024.

In Africa, the trend was on the rise: Cape Town showed a 6% increase year-on-year, amounting to 1.79 million CFAF in the 2nd quarter of 2025. Nouadhibou recorded an

increase of 11%, amounting to 2.49 million CFAF during the period under review, while the port of Dakar showed a slight increase (+1%), with an average cost of 1.79 million CFAF. This trend notwithstanding, the rates charged at these ports during the period under review are relatively homogeneous.

In Europe, the port of Antwerp and Port-Vendres each recorded a particularly significant decrease. The average shipping cost at the port of Antwerp dropped by 55% to reach 1.17 million CFAF, while in Port-Vendres, shipping cost fell by 47% to 678,000 CFAF in the 2nd quarter of 2025.

Shipping cost for a 40-foot Dry Container

In the 2nd quarter of 2025, the average cost of transporting a 40-foot dry container witnessed an overall decrease across all the major ports of loading for this type of container bound for Cameroon. In Africa, shipping costs dropped by 8% in the ports of Abidjan and Durban, with average costs amounting to 1.34 million CFAF and 1.57 million CFAF. Dispersion data, however, show a strong variability in Abidjan: the cost to ship 25 % of containers loaded at the port of Abidjan costs more than 2.28 million CFAF each.

Table10: Average cost of shipping a 40-foot dry container (in thousands of CFAF)

COUNTRY	PORTS	Q2	Q2	Variation	COUN	PORTS	Q2	Q2	Variatio	
		2024	2025				2024	2025		
Côte d'Ivoire	Abidjan	1,460	1,337	-8%		Ningbo	1,476	914	-38%	
USA	Baltimore	2,034	871	-57%		Nansha	1,534	985	-36%	
South Africa	Durban	1,712	1,573	-8%		Qingdao	1,809	2,019	12%	
Canada	Montreal	1,848	1,300	-30%		UAE	Jebel Ali	1,950	1,214	-38%
Belgium	Antwerp	1,837	1,294	-30%		France	Le Havre	1,434	959	-33%

Source: CNSC

In North America, the decrease is quite significant: In the port of Baltimore, the average cost fell by 57% to stand at 871,000 FCFA in the 2nd quarter of 2025. Shipping costs in this port are more or less different from the average by 350,000 CFAF. At the Port of Montreal, the average shipping cost dropped by 30% to stand at 1.3 million CFAF. Data shows a relatively heterogeneous cost structure: 25 % of 40-foot dry containers loaded at these ports were shipped at a cost of more than 1.75 million CFAF each.

At the main European ports where 40-foot dry containers are loaded, shippers had to disburse 1.3 million CFAF at the Port of Antwerp and 960,000 CFAF at the Port of Le Havre in the 2nd quarter of 2025, representing respectively, a drop of 30% and 33% year-on-year. However, data reveal a strong variability in Le Havre: half the containers at the port cost more than 1.8 million CFAF, and some shipments exceeded 3 million CFAF.

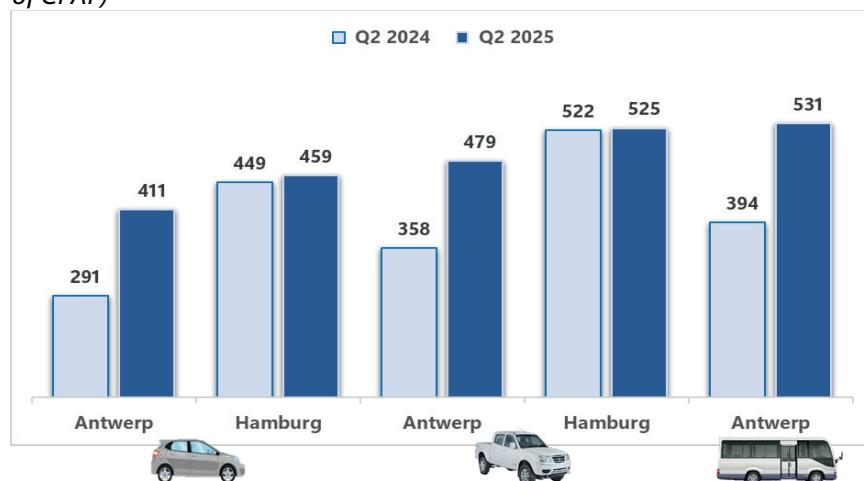
In Asia, the ports of Ningbo (-38%), Nansha (-36%) and Jebel Ali (-38%) respectively showed average shipping costs of 0.91, 0.99 and 1.21 million CFAF, meanwhile, the port of Qingdao stands out with a 12% increase, amounting to 2.02 million CFAF, making it

the highest observed on the continent. Dispersion data confirm this disparity: at the port of Qingdao, 25 % of containers cost more than 2.92 million CFAF to ship, compared with far lower costs observed at the ports of Ningbo and Nansha.

Shipping cost for a Vehicle

In the 2nd quarter of 2025, the average cost to ship a vehicle from the main European ports of loading for vehicles bound for Cameroon witnessed a general increase compared with the 2nd quarter of 2024. In fact, the average shipping cost for passenger vehicles leaving the port of Antwerp stood at 411,000 CFAF, against 291,000 CFAF a year earlier (+41%). For the port of Hamburg, vehicle shipping costs rose to 459,000 CFAF, making for a 2% increase when compared with the same period in 2024. A close observation of shipping costs for this vehicle-type remain relatively homogeneous between the two ports.

Graph 3: Average cost of shipping a passenger vehicle, a pick-up truck and minibus (in thousands of CFAF)



Source: CNSC

Concerning pick-up trucks, the average shipping cost at the port of Antwerp stood at 479,000 CFAF, corresponding to a year-on-year increase of 34%. Moreover, the cost structure is more dispersed as one of every two pick-up trucks loaded at this port costs more than 531,000 CFAF to transport. Meanwhile, at the port of Hamburg, where rates are more homogeneous, the average cost witnessed a slight increase (+1%) and stood at 525,000 CFAF.

Lastly, the cost of shipping a minibus from the port of Antwerp equally rose from 394,000 CFAF to 531,000 CFAF, corresponding to a year-on-year increase of 35%.

Table11: Average cost of shipping a truck and other heavy equipment (in thousands of CFAF)

COUNTRY	PORTS	Q2 2024	Q2 2025	Variation	Quartile 1	Quartile 2	Quartile 3
OTHER HEAVY EQUIPMENT							
Belgium	Antwerp	4,327	5,061	17%	2,624	6,110	7,312
TRUCKS							
Belgium	Antwerp	1,297	2,485	92%	1,476	2,338	3,521
Germany	Hamburg	2,727	2,026	-26%	1,896	1,968	2,214

Source: CNSC

In the 2nd quarter of 2025, the average cost to ship trucks and heavy equipment bound for Cameroonian ports showed diverse trends depending on the port of loading. Shipping heavy equipment from the port of Antwerp averagely cost 5.06 million CFAF, corresponding to a year-on-year increase of 17%. Dispersion data reveal a strong variability of transport costs. One of every four shippers reported paying more than 7.31 million CFAF to ship their heavy equipment.

A similar divergent trend was observed for trucks. At the port of Antwerp, the average cost rose sharply (+92%), amounting to 2.49 million CFAF, as against 1.30 million CFAF a year earlier. Prices charged varied significantly from the average cost of 2.34 million CFA francs, with some shippers paying over 3.52 million CFA francs. Conversely, rates applied at the port of Hamburg witnessed a 26% decrease, moving from 2.73 million CFAF to 2.03 million CFAF. The cost structure was more homogeneous as half of the trucks were transported for more than 1.97 million CFAF, and 75 % for less than 2.21 million CFAF, showing some relative stability in rates charged.

CARGO DWELL TIME AT THE PORT

CARGO DWELL TIME AT THE PORT - Containers

Table12: Port dwell time for containers bound for the port of Douala (in days)

	April-24	May-24	June-24	Q2 2024	April-25	May-25	June-25	Q2 2025
Average	18.0	20.8	19.7	19.4	17.8	19.4	20.5	19.3
Variation					-0.6%	-6.4%	3.8%	-0.5%
1st Quartile	8	9	8	8	8	9	8	8
2nd Quartile	13	14	13	13	12	14	13	13
3rd Quartile	23	29	25	25	22	25	27	25
At most 11 days	35%	32%	35%	34%	42%	31%	36%	36%
At most 15 days	60%	53%	58%	57%	61%	53%	56%	57%

Source: Container Terminal Management (RTC)

In the 2nd quarter of 2025, the average dwell time for import containers at the port of Douala was 19.3 days; a slight decrease of 0.5 % compared with the same period in 2024 (19.4 days). This stability obscures non-negligible monthly variations: The best

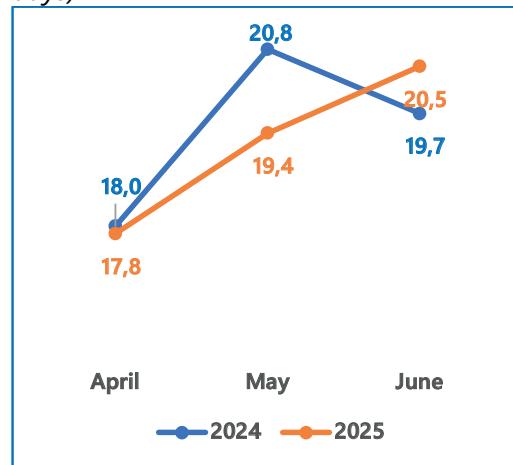
performance was recorded in April 2025 with 17.8 days, slightly better than April 2024 which recorded 18.0 days; the month of May recorded a significant improvement with 19.4 days, as against 20.8 days recorded in May 2024, representing a 6.4% drop; however,

some poor performance was recorded in June (20.5 days) when compared with 19.7 days of June 2024 (corresponding to 3.8% increase in duration).

Regarding compliance with regulatory deadlines, 36% of containers were able to leave the port within the 11-day regulatory deadline allowed by the terminal, while the majority (64%) of containers were exposed to demurrage and penalties for extended stay. Similarly, the percentage of containers cleared within 15 days stabilised at 57%, which means 43 % of containers were subjected to the port congestion tax levied by the Port Authority of Douala.

Moreover, trends observed in 2024 remained unchanged in 2025: the percentage of containers cleared without penalties was highest in April and lowest in May.

Graph 4: Monthly port dwell time for containers bound for the port of Douala (in days)



Source: RTC

Cargo dwell time at the port - Vehicles

Table13: Average port dwell time for vehicles at the TMFD fleet (in days)

	April-24	May-24	June-24	Q2 2024	April-25	May-25	June-25	Q2 2025
Average	12.8	19.3	19.3	17.2	14.4	15.9	19.3	16.3
Variation					13.0%	-17.2%	0.4%	-5.2%
1st Quartile	5	8	9	7	10	8	11	10
2nd Quartile	8	11	12	10	12	11	15	13
3rd Quartile	14	22	38	21	16	21	25	19
At most 11 days	72%	54%	45%	56%	50%	50%	32%	45%

Source: Douala Mixed Fruit Terminal (TMFD)

In the 2nd quarter of 2025, the average dwell time for vehicles at the TMFD fleet was 16.3 days, one day less than in the 2nd quarter of 2024. Despite this slight improvement, performance still could not meet the 11-day regulatory deadline as only 45% of vehicles were cleared without penalties as against 56% one

year before, reflecting a drop in overall performance.

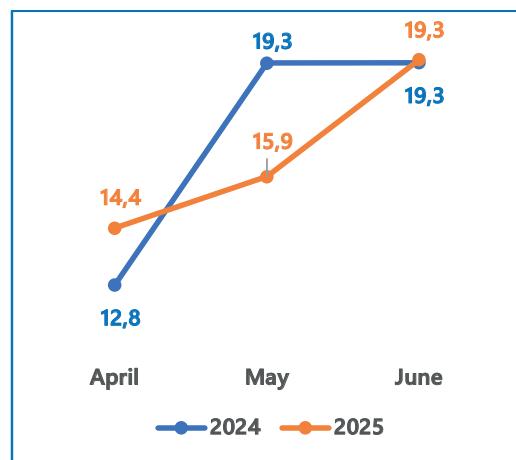
The monthly analysis shows that April 2025 had the highest performance with an average dwell time of 14.4 days, although there is a one-and-a-half-day increase compared with April 2024. However, the month of May 2025 recorded a significant improvement as

the average dwell time during that month dropped to 15.9 days, three days less than in May 2024. The month of June 2025 stabilised at 19.3 days, same as in June 2024.

Regarding compliance with regulatory deadlines, one out of two vehicles was cleared without penalties in May 2025; meanwhile, in June, this number dropped to one vehicle out of three.

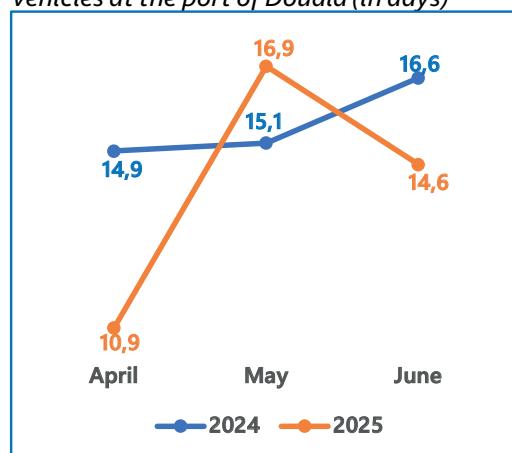
Lastly, just like in 2024, the 2nd quarter of 2025 witnessed a gradual decrease in the number of vehicles cleared without penalties and, on the other hand, by a steady increase in the average dwell time over the months.

Graph 5: Monthly average port dwell time for vehicles at the port of Douala (in days)



Source: TMFD

Graph 6: Monthly port dwell time for vehicles at the port of Douala (in days)



Source: SOCOMAR.

At the SOCOMAR (Société Camerounaise d'Opérations Maritimes) fleet, the average port dwell time for vehicles stood at 14.0 days in the 2nd quarter of 2025, one-and-a-half day less than in the 2nd quarter of 2024. This reduction reflects the efficiency of port operations combined with the anticipation of procedures by shippers. Moreover, 50 % of vehicles at this fleet were cleared within the 11-day regulatory deadline as opposed to 49% the previous year.

Table14: Port dwell time for vehicles at the SOCOMAR fleet (in days)

	April-24	May-24	June-24	Q2 2024	April-25	May-25	June-25	Q2 2025
Average	14.9	15.1	16.6	15.5	10.9	16.9	14.6	14.0
Variation					-27.2%	11.6%	-11.9%	-9.7%
1st Quartile	7	8	8	8	7	9	9	8
2nd Quartile	11	11	9	11	8	12	12	11
3rd Quartile	17	16	21	18	13	18	17	16
At most 11 days	44%	50%	52%	49%	62%	46%	41%	50%

Source: Société Camerounaise d'Opérations Maritimes (SOCOMAR)

A monthly analysis revealed that April 2025 showed the best performance of Q2 2025 with an average dwell time of 10.9 days, while May 2025 had 16.9 days as average dwell time, making it the month with the most penalties. This pattern contrasts with that of 2024 where June was the most congested month with 16.6 days: Furthermore, the proportion of vehicles released without penalty followed a downward trend in the 2nd quarter of 2025, unlike in the second quarter of 2024, when it was on the rise.

On the whole, a reduction in average dwell time is a positive outcome. However, the number of vehicles that left the port after the 11-day regulatory deadline is still high (50%), which highlights the constraints tied to formalities or logistic operations.

AIR CARGO

In the 2nd quarter of 2025, global air freight amounted 4,726 tonnes, corresponding to a 5.2% increase year-on-year.

Export tonnage

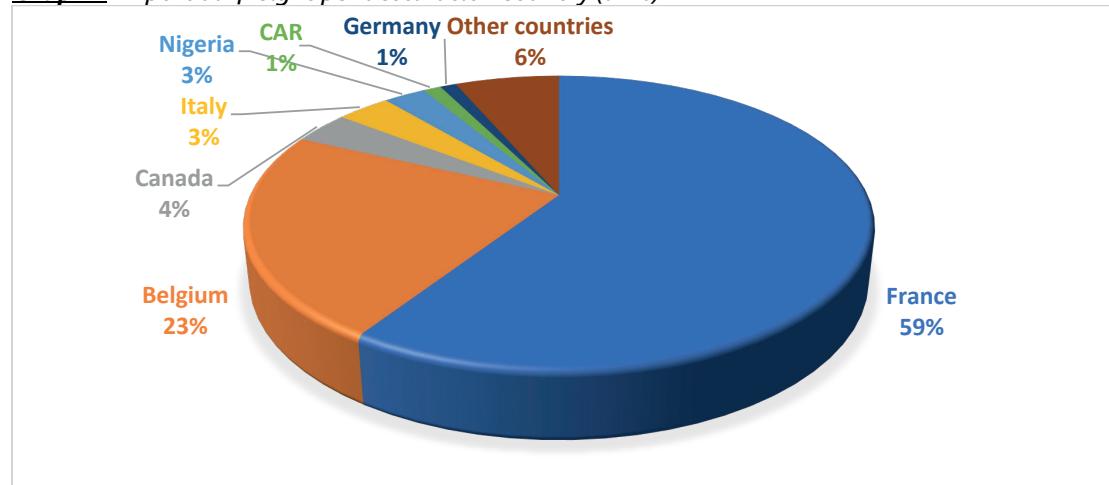
Table15: Export air freight per type of cargo (in tonnes)

EXPORTED PRODUCTS	Q2 2024		Q2 2025		VARIATION
	Tonnage	%	Tonnage	%	
Foodstuff	1,719	75%	1,982	81%	15%
Perishable goods	172	8%	173	7%	1%
Miscellaneous parcels	119	5%	112	5%	-6%
Pineapples	61	3%	27	1%	-55%
Works of art	24	1%	27	1%	10%
Flowers	28	1%	17	1%	-38%
Pharmaceutical products	8	0%	9	0%	10%
Others	149	7%	90	4%	-40%
TOTAL	2,279	100%	2,438	100%	7%

Source: ADC

In the 2nd quarter of 2025, Cameroon's air exports accounted for 51.6% of total air freight, one percentage point higher than in Q2 2024. During the study period, export air freight reached 2,438 tonnes in volume, corresponding to a 7% increase compared with the same period in 2024. Foodstuff volumes increased by 15% and it remained the main product exported by air, accounting for 81% of total tonnage with an estimated 1,982 tonnes. Next were perishable products, which accounted for 7% of air freight (173 tonnes), and miscellaneous parcels (112 tonnes), with a slight drop of 6%. These exports were mostly bound for two main countries, France (59%) and Belgium (23%). The main product destinations in Africa were Nigeria (3%) and CAR (1%).

Graph 7: Export air freight per destination country (in %)



Source: ADC

Import tonnage

In the 2nd quarter 2025, export air freight volume was 2,241 tonnes, corresponding to a year-on-year increase of 3% compared with the same period in 2024. Miscellaneous parcels topped this category, accounting for 67% of inbound tonnage (1,509 tonnes) and showing a 7% increase.

Dangerous goods ranked second, accounting for 14% of traffic (314 tonnes), but showed a 16% decrease. Pharmaceutical products ranked third (5% of inbound flow), witnessing a 20% drop, while perishable goods recorded an 18% increase.

Diplomatic parcels and flowers witnessed a 31% and 23% drop, respectively, while imported live animals increased by 5%.

Table 16: Import air freight per type of cargo (in tonnes)

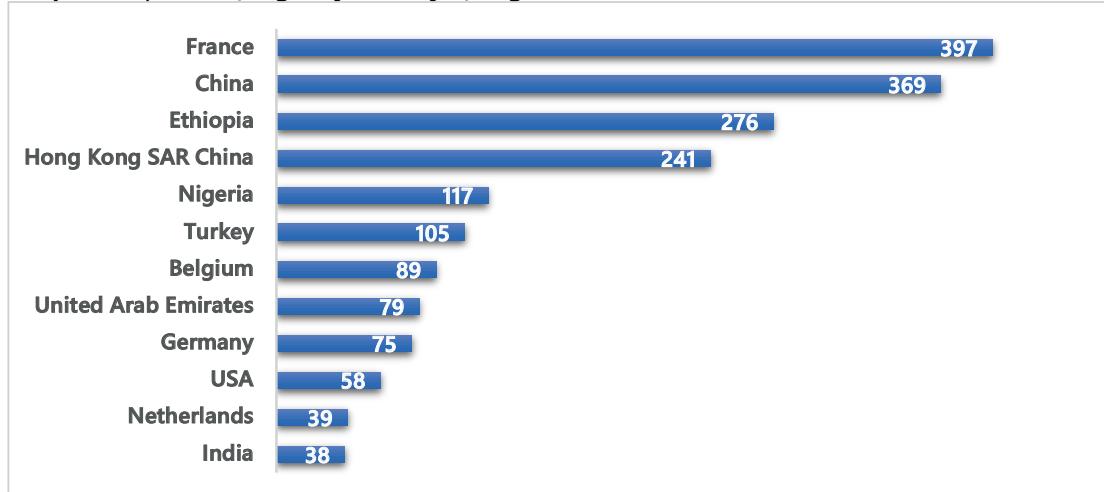
IMPORTED PRODUCTS	Q2 2024		Q2 2025		VARIATION
	Tonnage	%	Tonnage	%	
Miscellaneous parcels	1,413	65%	1,509	67%	7%
Dangerous goods	374	17%	314	14%	-16%
Pharmaceutical products	140	6%	113	5%	-20%
Perishable goods	22	1%	26	1%	18%

IMPORTED PRODUCTS	Q2 2024		Q2 2025		VARIATION
	Tonnage	%	Tonnage	%	
Diplomatic parcels	31	1%	22	1%	-31%
Flowers	10	0.5%	8	0.4%	-23%
Live animals	7	0.3%	8	0.3%	5%
Others	179	8%	242	11%	35%
TOTAL	2,177	100%	2,241	100%	3%

Source: ADC

These different products, imported by air in the 2nd quarter of 2025, originated from France (18%), China (16%), Ethiopia (12%), Hong Kong (11%), Nigeria (5.2%) and Turkey (4.7%).

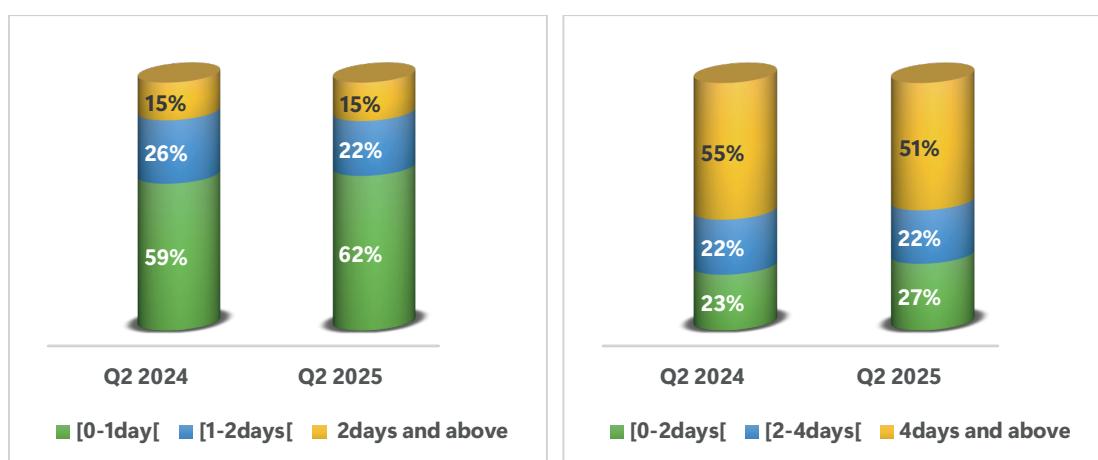
Graph 8: Import air freight by country of origin (in tonnes)



Source: ADC

Airport dwell time

Graph 9: Distribution of freight per airport dwell time



The average dwell time in airport warehouses for cargo exported by air during the 2nd quarter of 2025 was 29 hours as against 31 hours during the 2nd quarter of 2024. It can, however, be noted that the percentage of cargo loaded in less than two days (84,5%) was similar to that recorded in the 2nd quarter of 2024 (84,8%).

Over the study period, the average airport dwell time for imported goods was 8 days, compared to 7.8 days in the second quarter of 2024. However, only 27% of imported cargo was cleared from the airport in less than 2 days, as against 23% a year earlier, though more than half of this cargo required more than 4 days to be cleared.

Publisher :

Auguste Mbappe Penda

Editors in Chief :

Fernand Douglas NOLGA

Collaborators in this edition :

Joseph Franck Bion

Line-Chimène GUEYITO FONKOU

Hermann NGASSA NKENGNE

Translator :

Randolph 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

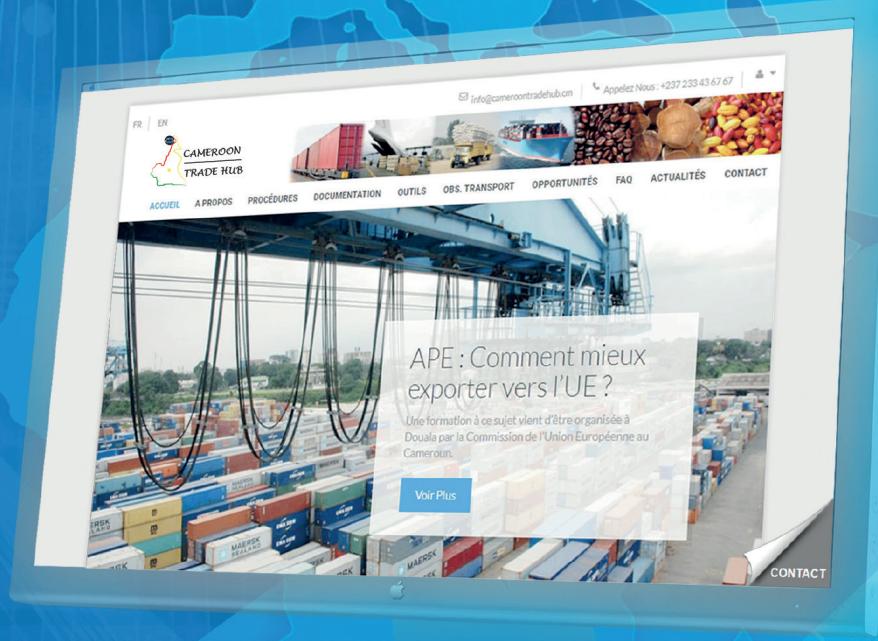
Tel : (237) 233 33 21 36 / 233 33 21 38



CAMEROON

TRADE HUB

www.cameroontradehub.cm



**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



Auguste MBAPPE PENDA
DG CNCC

Votre Partenaire



Système de Management de la Qualité conforme ISO 9001
par Bureau Veritas pour la Direction de l'Entrepôt et le Transport
de Cameroun Importantes et Exportantes par voie maritime.

Missions

Le Conseil National des Chargeurs du Cameroun (CNCC) est un Etablissement Public Administratif qui assure aux chargeurs :

- L'assistance sur toute la chaîne de transport et du commerce;
- La défense de leurs intérêts en vue de contribuer à la promotion du commerce international.

Les actions d'assistance aux chargeurs

- Assistance par la formation
- Assistance par l'information
- Réhabilitation des structures d'assistance et de proximité
- Assistance par la promotion du commerce extérieur
- Mise en place du cyber des chargeurs

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



Centre de Vie CNCC de la Dibamba
Région du Littoral



Centre de vie CNCC de Kousseri
Région de l'Extrême-Nord



Centre de Vie CNCC de Ngoulentang
Région du Centre



Maquette du Centre de vie CNCC
de Garoua Boulai
Région de l'Est



Magasin de Stockage CNCC de Kribi
Région du Sud



Magasin de Stockage
CNCC de Douala-Bassa
Région du Littoral



Magasin de Stockage
CNCC de Tiko
Région du Sud-Ouest



Magasin de Stockage CNCC
d'Abang Minko
Région du Sud

www.cameroontradehub.cm



Toutes les procédures du commerce extérieur en un clic

Siège : Centre des Affaires Maritimes à Bonanjo

BP. : 1588 Douala Cameroun Tel. : (+237) 233 43 67 67 Fax: (237) 233 43 70 17
Site Web: www.cncc.cm E-mail : info@cncc.cm

Représentation CNCC de Paris - France
3. Rue du quatre-Septembre, 75002 Paris.
Tél : +33 (0) 142 617 924
representation@cncc.cm

Antenne Régionale du Sud : Kribi
Ngoye, face station Trader
Tél : 222 46 16 37 | 699 55 26 18
antennesud@cncc.cm

Antenne Régionale du Nord - Garoua
Marouare, derrière le stade omnisport roudoune adjia
Tél : 222270051

Antenne Régionale de l'Extrême-Nord : Kousseri
Situé à 100 mètres du Pont Ngueli
à la frontière avec le Tchad.
Tél : 696 12 99 15
antenneextremenord@cncc.cm

Antenne Régionale CNCC du Sud-Ouest - Limbi
3ème étage, Direction Générale CDC Crédit Union.
Face Bureau des Douanes, Bata Limbi.
Tél : 233 332 136 | 233 332 138 | 677 818 904
surregionaloffice@cncc.cm

Antenne Régionale CNCC du Centre - Yaoundé
10ème étage, immeuble DJEUGA'Appart
Avenue Ahmadou Ahidjo Derrière la Tribune
présidentielle. Boulevard du 20 mai.
Tél : 222 220 283 | 677 659 707
antennecentre@cncc.cm