



PORT AUTONOME DE KRIBI
PORT AUTHORITY OF KRIBI



**THE PORT OF KRIBI
OPENING CAMEROON TO THE WORLD**

**PORT EXPANSION PROJECTS:
DEVELOPING TRANSPORT FACILITIES
CONNECTED TO SEAPORTS**



01

BACKGROUND

Connectivity has been recognized as one of the most critical issues in port competitiveness and development in most ports around the world

02

PORT HINTERLAND CONNECTION

Port hinterland connectivity explained in three related domains: maritime hinterlands, inland hinterland corridors, hinterland traffic in port cities.

03

PORT OF KRIBI

Presentation of the of Kribi after 2 years of operations, available transportation facilities connecting to the hinterland and achievements so far.

04

EXPANSION PROJECTS

Future expansion projects: the port of Kribi and port land, investment opportunities, expanding city, incentives and development of transport facilities.

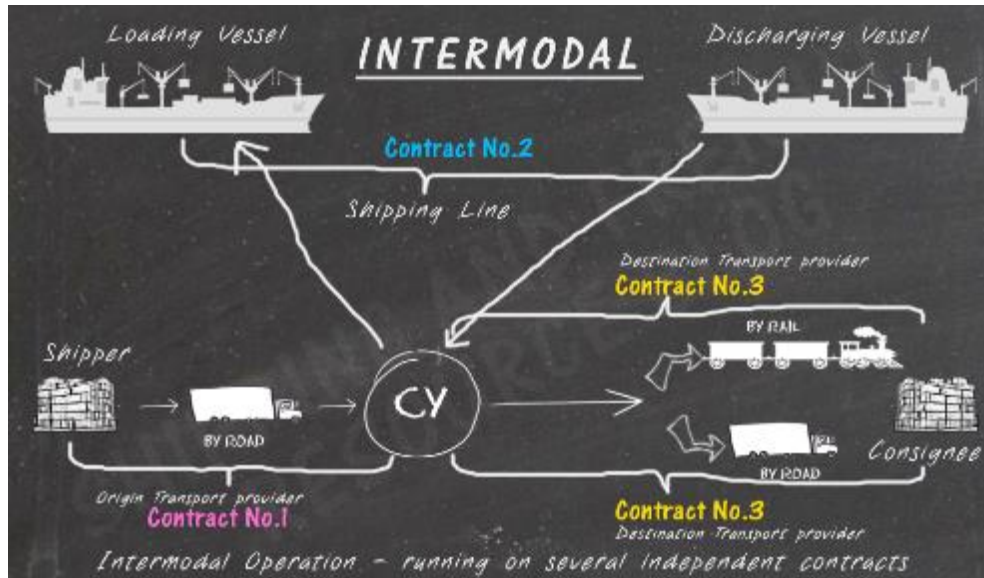
01

BACKGROUND

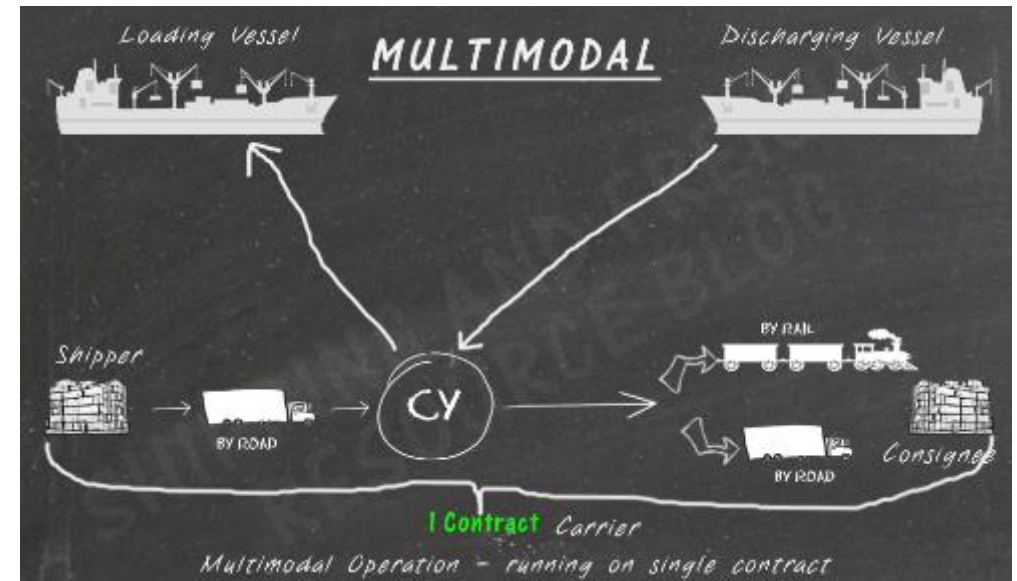
INTRODUCTION

MULTIMODAL TRANSPORT FACILITIES

Intermodal Transport : The movement of cargo from origin to destination by several different methods of transport with the specificity that each of these modes has a different transport carrier with its own independent contract



Multimodal Transport : The movement of cargo from origin to destination by several modes of transport where each of these modes has a different carrier responsible, but under a single contract or bill of lading.



02

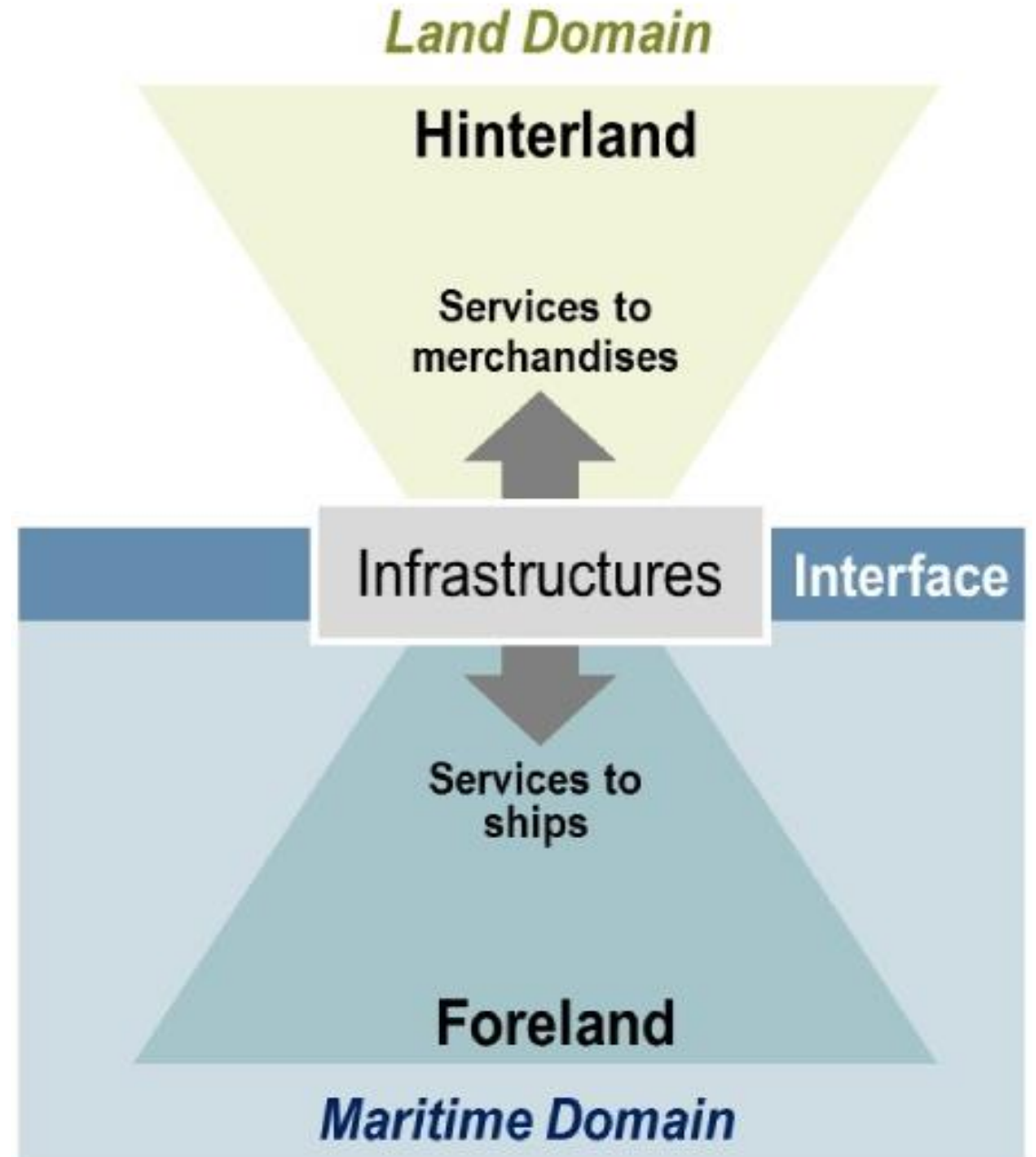
PORT HINTERLAND CONNECTION

Port location is constrained by two physical characteristics : the first involves land access and the second concerns maritime access.

- The competitiveness of a seaport depends on the extent to which the cargo handled in the port can reach its hinterland destination.
- The importance of hinterland connections is an essential issue in port competitiveness and development.
- Upgrading of facilities and equipment, optimization of port operations and increased sophistication of berth planning will only exacerbate the bottlenecks related to port hinterland connectivity if the improvement of port-hinterland connectivity is not followed.

Improvement of Port-hinterland connectivity is crucial for the development of the Port

Port Site



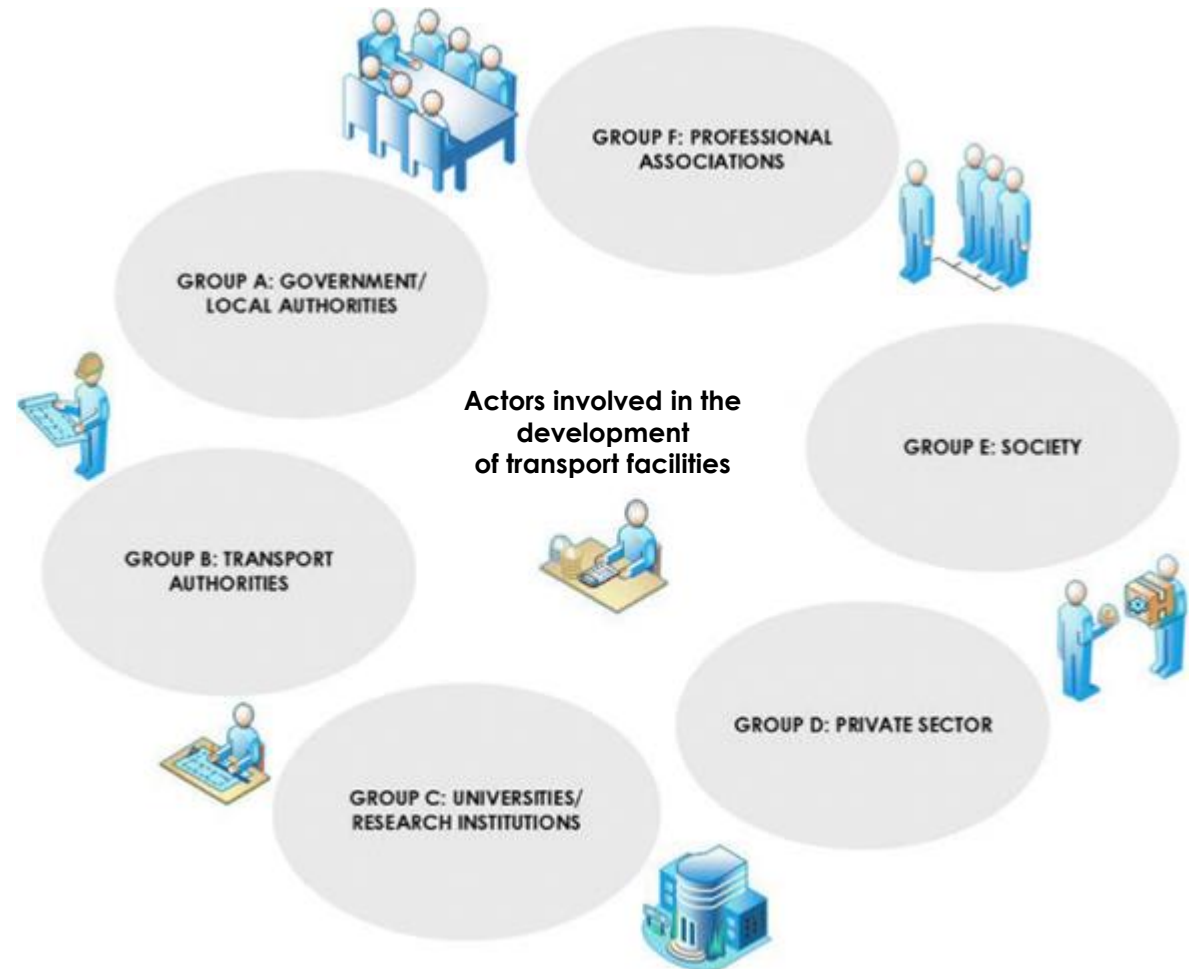
PORT-HINTERLAND CONNECTIVITY

One of the main issues related to the development of adequate hinterland connections in ports is the need to coordinate multiple actors often with conflicting mandates that constitute the m \acute{e} l \acute{e} e of private and public institutions governing port hinterland infrastructure development.

The development of transport facilities connected to seaports seeks to address and solve the main port-hinterland connectivity challenges. Three domains of port hinterland connectivity are identified notably:

1. Maritime hinterland (Inland water ways);
2. Inland hinterland corridors (inter-city trade corridors)
3. Hinterland traffic in Port cities

The development of transport facilities associated with these port-hinterland connectivity domains ensures the competitiveness of the port, considerably reduces turnaround times, and increases port traffic.



TRANSPORT FACILITIES CONNECTED TO SEAPORTS

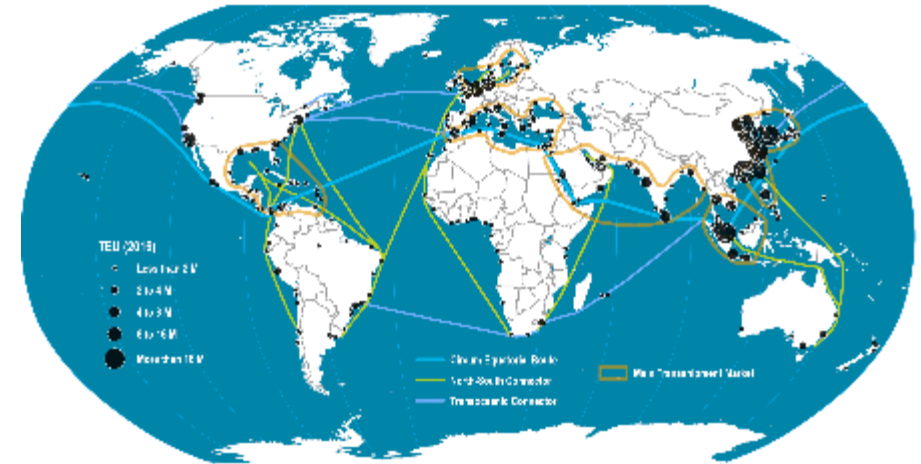
Maritime hinterland Connectivity

Although not a popular option, coastal shipping has a lot of potential and the development of coastal shipping transport facilities provides several benefits :

- it provides direct point to point routing
- serves as a solution for inter-city traffic and urban congestion
- Allows for the transportation of larger cargo at once
- It is ideal for the transport of heavy and hazardous cargo such as chemicals
- Often provides shorter times compared to ground transport
- Is generally cheaper than ground transport

Developing coastal shipping facilities can be done by :

- Improvement of coastal shipping channels and creation of dedicated coastal shipping terminals
- Subsidizing coastal shipping as a means to address inter-city traffic and urban congestion



TRANSPORT FACILITIES CONNECTED TO SEAPORTS

Inland hinterland corridor connectivity

For competitiveness of a port, the development of trade corridors is essential. Market access, fluidity of trade and industrialization can be improved by integrating the port with a multimodal network.

The quality and capacity of hinterland modalities; rails, roads and relays are essential to any expansion of trade, both internal and external.

Two main methods of transport address the inland hinterland corridor connectivity challenge:

1. Transport via highways;
2. Transport via railways.



TRANSPORT FACILITIES CONNECTED TO SEAPORTS

Hinterland Traffic in port cities

Port connectivity is also influenced by in-city road congestion, the former contributing to overall port turn around times.

As port cities development, road congestion increases when road development does not follow urban growth.

Reducing port-related road congestion leads to increased turn around time within the Port.

In practice, the hinterland traffic of most ports is dominated by trucks. Several strategies can be used to manage truck traffic, notably :

- The creation and implementation of terminal gate appointment systems (priority given to trucks who subscribe to preset times) ;
- The attribution of incentives for off-peak traffic ;
- The creation of dedicated freight routes



03

PORT OF KRIBI

DEVELOPMENT OF THE PORT OF KRIBI

- The ambition of the Industrial Port of Kribi or Kribi Port Industrial Complex (CIPK) is, to build in a CONCOMITANT AND PROGRESSIVE manner, over an area covering 260 km²;
- It intends to develop an economic development centre with port facilities, along with an industrial port area covering approximately 20,000 hectares.
- It also intends to develop an urban area covering 4000 hectares and a network of high-quality infrastructure (motorway, railways, optical fibre, sanitation network, drinking water supply network, electrical power supply network, etc.).



THE PORT OF KRIBI

Phase 1 of the Kribi Deep Sea Port was completed in 2014 and commissioned on March 30th 2015. Carried out as part of a lump sum turnkey contract, it included:

- A harbor protection dike approximately 1,350 m long;
- Dredging of maneuvering and navigation areas (access channel and ship turning circle);
- A collinear quay wall with a total length of approximately 615 m divided into a 350 m container quay and a 265m multipurpose quay;
- The construction of the necessary backfill behind the quay wall;
- The construction of base layers and coatings for interior traffic lanes and goods storage platforms; Construction of buildings, stores and other superstructures;
- The supply of the equipment necessary to start the operation of the port (handling, tugs, IT, etc.).

THE PORT OF KRIBI AT A GLANCE

Multipurpose terminal

265m

1.2 million tons/year

4000sq.m plus covered
warehousing space

2 boom cranes for heavy loads

14ha of open space

On board and onshore handling
equipment

Accessibility

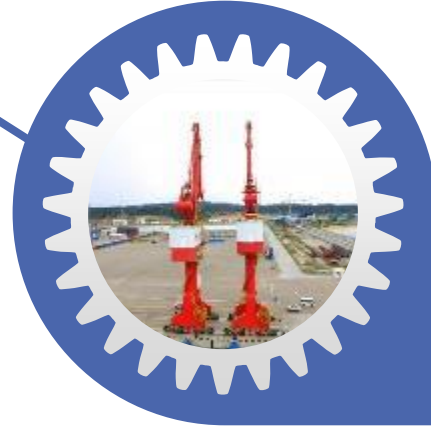
24/7 Access

Access channel, berth, landing

600m diameter turning zone

Break water for safe docking

Guidance to vessels for access
(IALA standards)



Structure

650m long 200 wide and 17m deep
channel

Service capacity for vessels 400m and
100000 tons, Ref vessel (8000 TEU)

Covered and uncovered storage areas
to optimize loading and unloading of
ships

Container terminal

350m

300,000TEU/YEAR

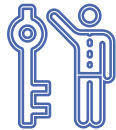
10ha container storage area

4 weighing stations

Onboard and onshore handling
equipment



PORT'S SERVICES



SOVEREIGN

Administrations whose efficiency of procedures to facilitate the flow of traffic

Customs
Protection of the environment
Phyto control
Security (scanning)
Quality control



VESSELS

Piloting
Towing;
Mooring;
Parking;
Draft Survey ;
Energy supply
On-board handling;
Repair;

Navigation
Boarding;
Damage
Protective works;
Mooring structures;
Interior lighting ;
Cleaning;
Handling



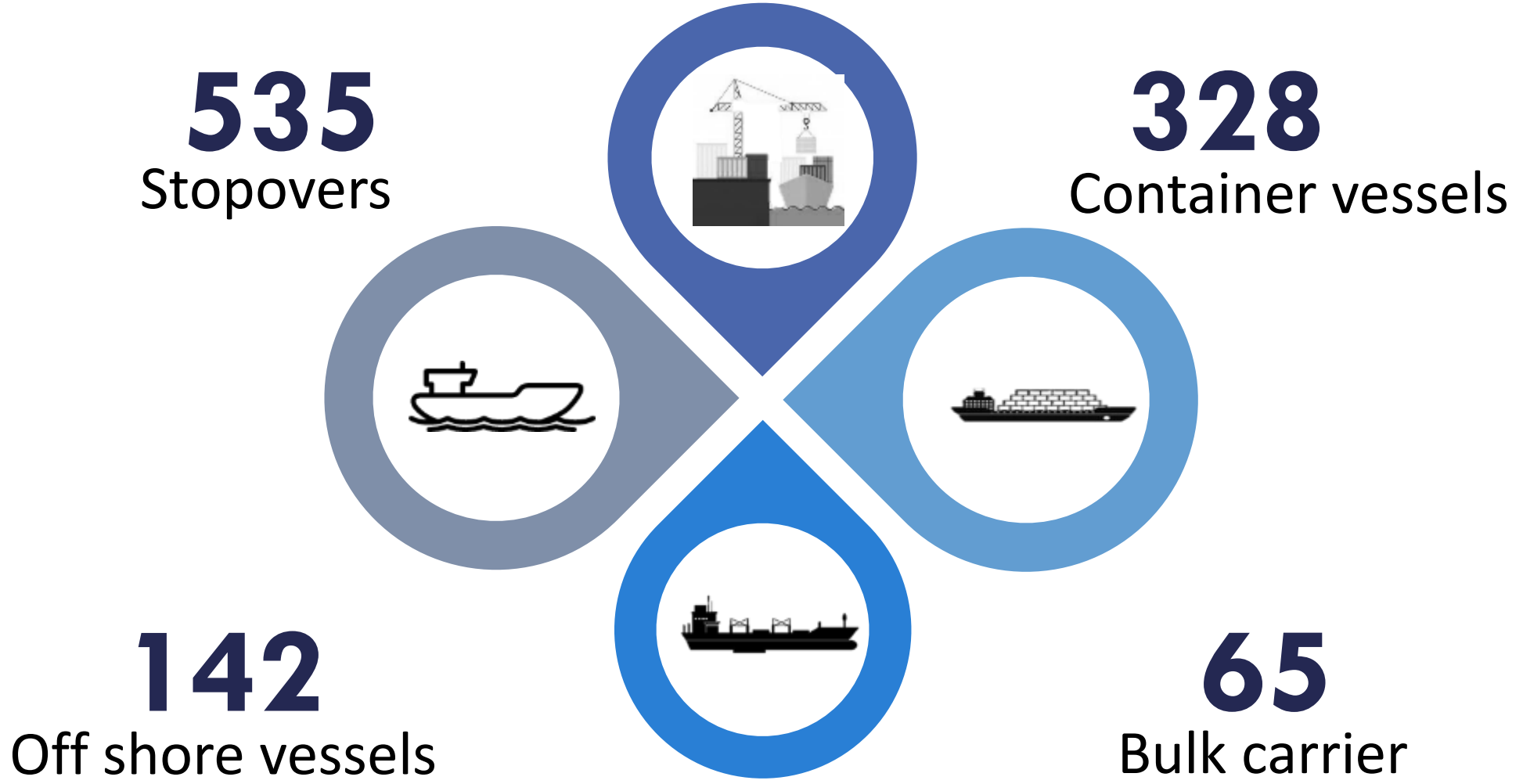
CARGO

Express loading and unloading
Customer-tailored storage and solutions
Simplified, efficient and paperless procedures

Cargo transit
Cargo consignment
Weighing of goods
Transport facilities
Maritime lines (networks)

PERFORMANCE INDICATORS

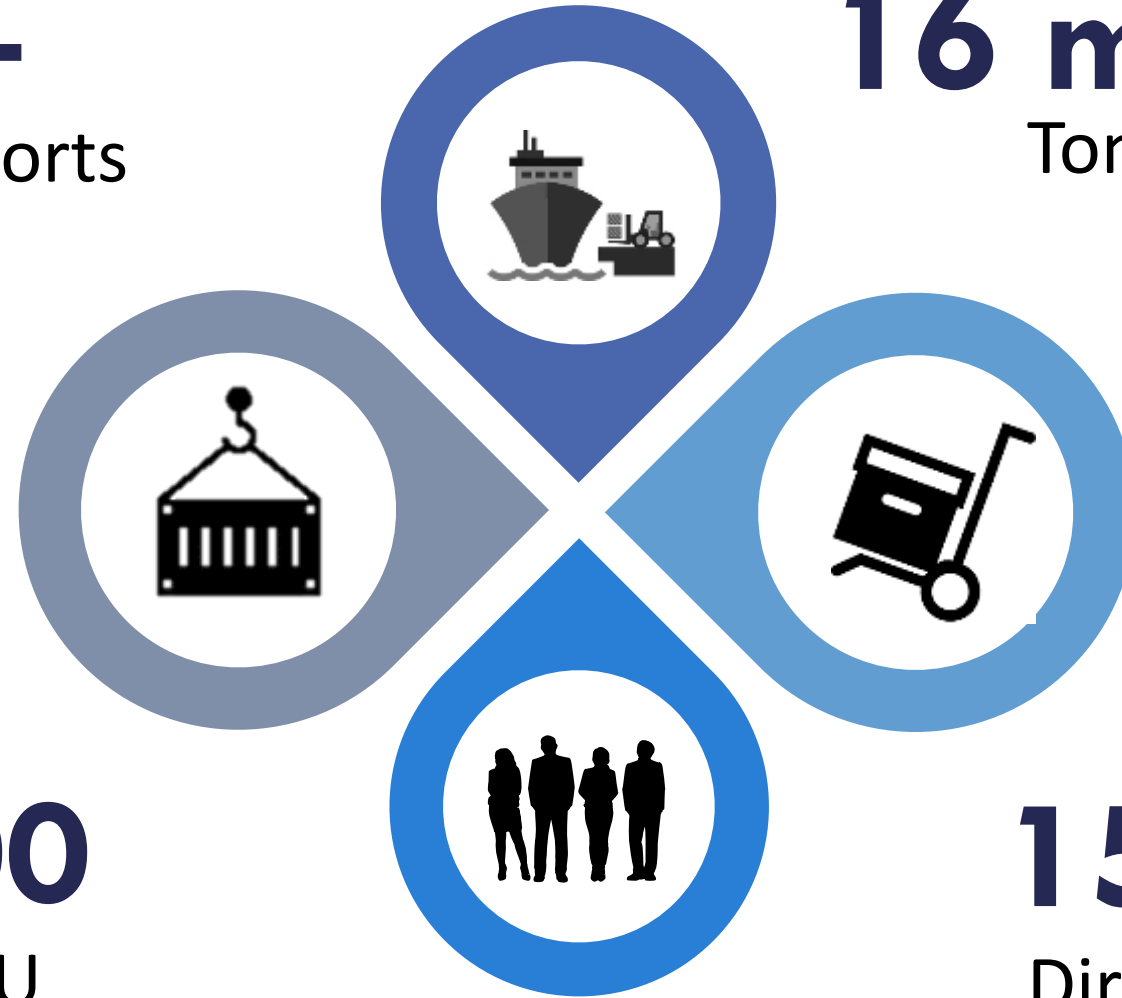
PORT CALLS



HANDLING

50+
Connected ports

16 million +
Tons of goods



152 000
TEU

1500
Direct jobs

HINTERLAND CONNECTIVITY

YAOUNDE	300 Km
AYOS	450 Km
GAROUA BOULAI	885 Km
BANGUI	< 1500 Km
YOKADOUMA	890 Km
TOUBORO	1280 Km
NDJAMENA	< 2000 Km
KISANGANI	<3000 Km



EBOLOWA	450 Km
KYE OSSI	570 Km
BATA	800 Km
OYEM	670 Km



PORT AUTHORITY OF KRIBI



EXISTING ROADS IN PORT CITY - KRIBI

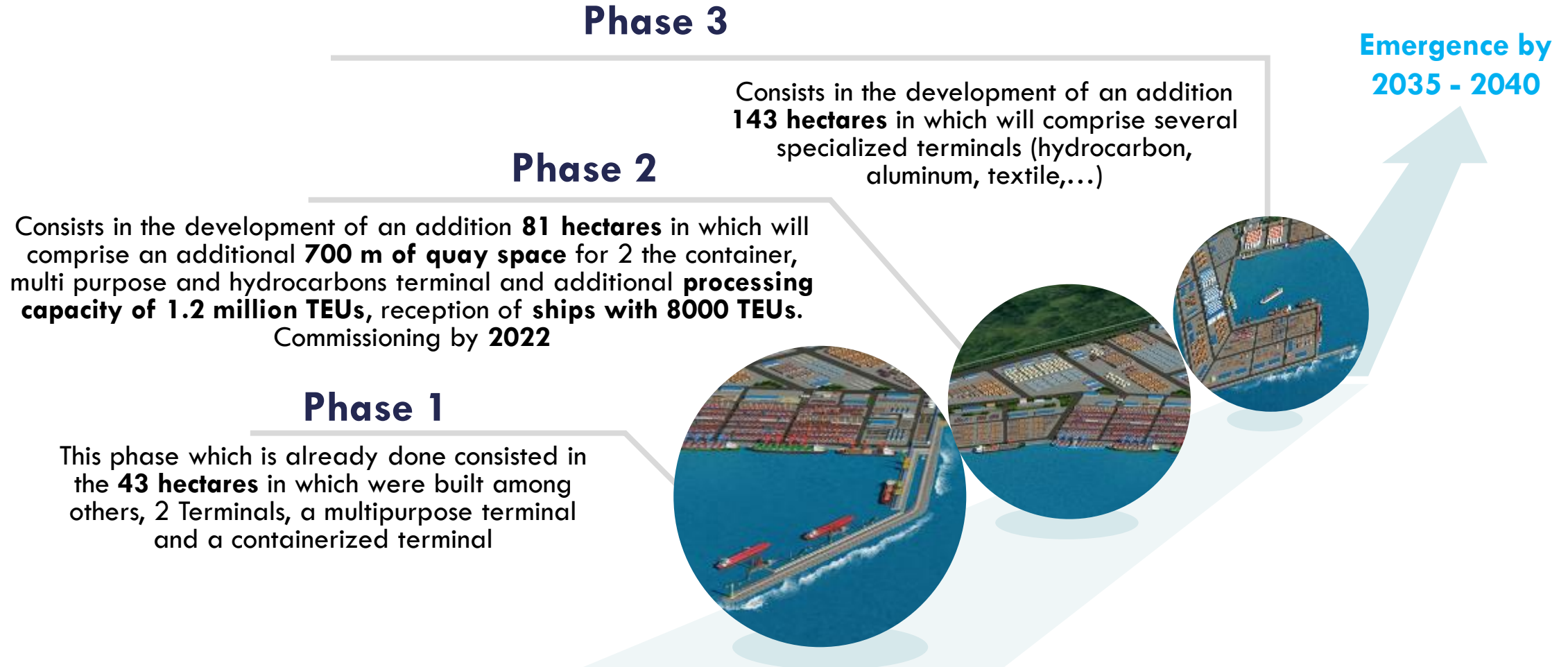
HINTERLAND PORT CONNECTING ROAD - KRIBI



04

EXPANSION PROJECTS

FURTHER DEVELOPMENT OF THE PORT OF KRIBI





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DEVELOPMENT OF INDUSTRIAL ZONES



Opportunities for industrial fishing in Cameroonian waters off the coast of Kribi



The potential for the construction of hydrocarbon and mineral processing units, refineries, gas treatment plants



Cameroon's vast woodland provides numerous opportunities in wood processing



Its fertile soils make the production and processing and export cocoa possible



Favorable climatic conditions also make the processing and export of coffee profitable



Opportunities for natural rubber processing and export

DEVELOPMENT OF A LOGISTIC ZONES

This logistics zone will cover a land area of 6000 ha and will be divided into 7 functional zones



Public zone to provide public service including trade center and commercial-residential area



Fishery product trading center used for pisciculture



Mechanical Equipment Storage zone with a land area of 15.6 ha for mechanical industry development



Container service zone with a land area of 8,2 ha for container service development



Steel production logistic zone with a land area of 15,08 ha for steel processing development



Integrated storage zone with a land area of 74.9 ha for development of integrated industry



Container truck service center with a land area of 14.2 ha for truck service development

DEVELOPMENT OF A NEW CITY

The existence and continuous development of the PAK provides investment opportunities in an emerging economy and the development / construction of a new city



Opportunities in social housing projects



Creation of financial centers



Creation of recreational parks



Construction of international standard hotels



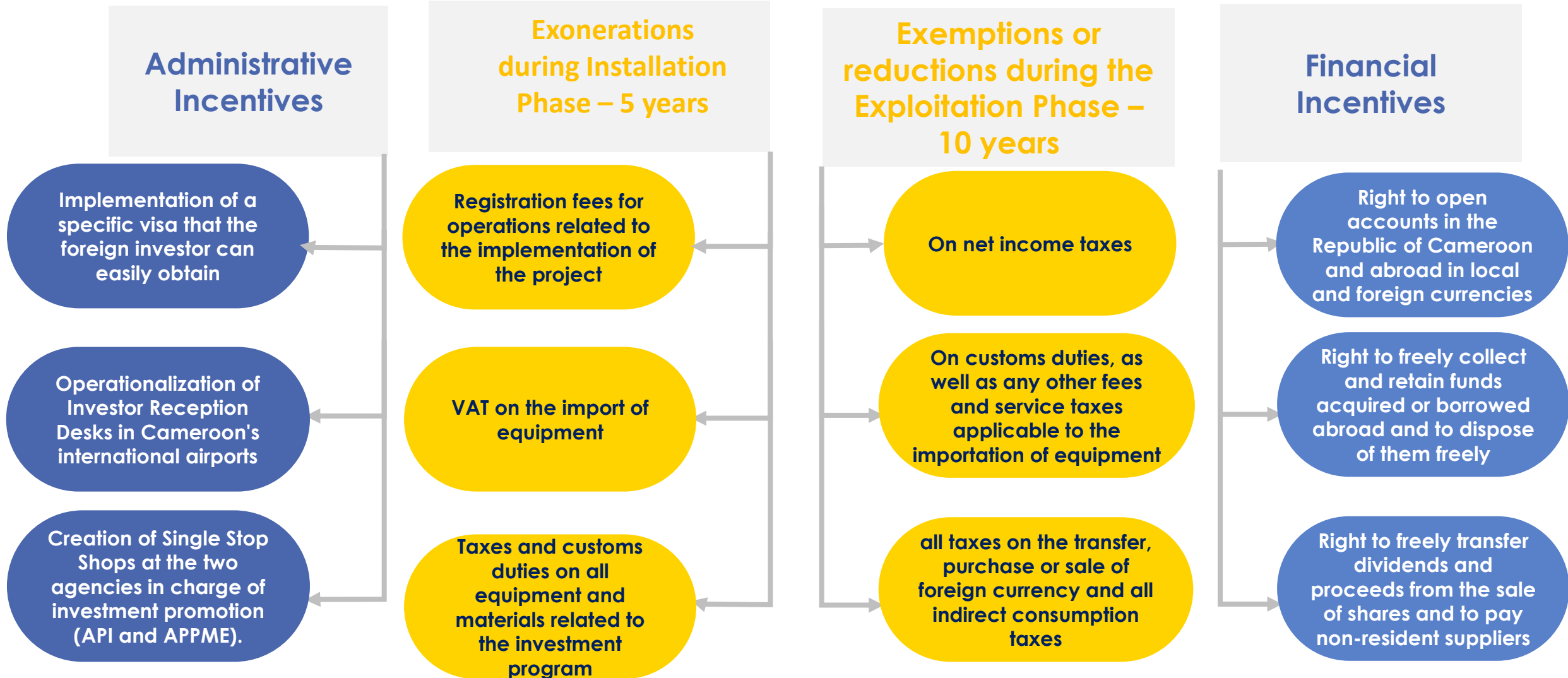
Construction of amusement parks



Construction of urban highways

INVESTMENT INCENTIVES

Cameroon passed an innovative law in 2013 to promote and attract Foreign Direct Investment (FDI) on its territory, allowing for domestic and foreign investors to access tax, customs, financial and administrative incentives without discrimination



DEVELOPMENT OF TRANSPORT FACILITIES

The strategy for the development of transport infrastructure is based, among other things, on the objectives of densification and improvement of their quality. A multimodal approach is now favored, in order to build an integrated, efficient and cost-effective transport network that covers the entire national territory and neighboring countries.



In the road sector, the main objective is to increase the current proportion of the paved road network by 2035. The intensification of asphaltting of dirt roads and tracks will focus on the corridors of the CEMAC network, the Trans-African Highway and the internal structuring network in order to significantly improve the level of service of the network in good condition

LAND CONNECTIVITY





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The short and medium-term objective is to improve the condition of the existing rail network. On the one hand it will complete the economic integration of the country's northern and southern areas and, on the other hand, open up neighbouring countries that do not have access to the sea. The following links are preferred:

- Kribi-Ebolowa-Mbalam ;
- Limbe - Douala Edéa - Kribi;
- Ngaoundéré-Garoua-Maroua-Maroua-Kousseri;
- Edéa-Yaoundé – Ngaoundal

Additionally, the port complexes will be linked by rail to the rest of the country

CONNECTIVITY VIA RAIL



Several development projects earmarked in the future will contribute to the development of inland water ways, project such as the construction of the Limbe sea port, and the construction of the Limbe Oil Yard. These projects express Cameroon's ambition to offer the countries bordering the Gulf of Guinea and the operators, a modern and competitive shipyard, equally offering opportunities of trade and development via coastal shipping routes.

COASTAL SHIPPING





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www.pak.cm

contact@pak.cm

+237 222 462 100