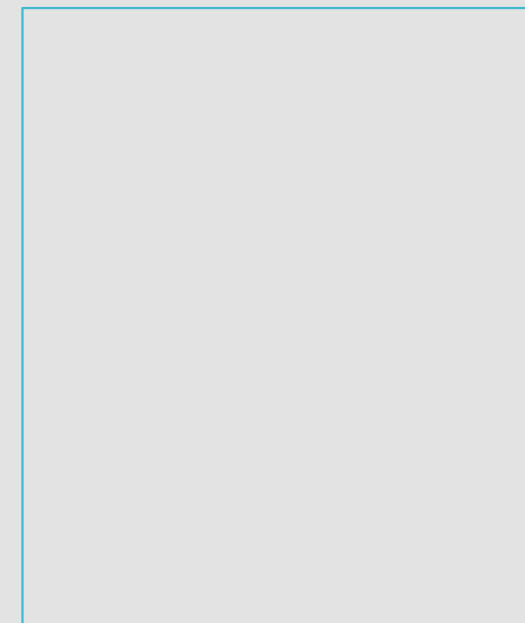


THE CONTRIBUTION OF THE CAMEROON RANGE TO THE DEVELOPEMENT OF MULTIMODAL TRANSPORT IN THE CEMAC REGION

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DEPUTY GENERAL MANAGER PORT AUTHORITY OF DOUALA



SUMMARY

- **CONTEXT**
- **PRESENTATION OF THE PORTS**
- **KEY FIGURES**
- **AREAS OF COOPERATION TO DEVELOP MULTIMODAL TRANSPORT**
- **PORT COMMUNITY PLAN OF ACTION**
- **NEW DEVELOPMENTS**

CONTEXT

- At the beginning Cameroon range with three ports Douala being the major with 95 per cent of traffic
- Then came the development of Kribi which became operational at the beginning of this year
- Limbe operate on a very small scale serving mainly regional exchange with south East Nigeria
- For transit there are two conventional corridors Douala-Ndjamena and Doula- Bangui
- Two corridors share common infrastructures rail and road .
- Rail from Douala to Ngaoundere with a road junction at Belabo to Bertoua
- Road Doula Yaounde -Bertoua -Garoua Boulai-Bangui
- Doula -Yaounde- Bertoua- Ngaoundere- kousseri- Ndjamena

THE PORT AUTHORITY OF DOUALA



● THE MISSION:

- General coordination of port activities;
- Supervision of construction and maintenance of port equipment and infrastructures
- Safety and Security
- Port operations
- Protection of port environment;
- Animation of the port community

THE VISION

- POLE OF REFERENCE IN THE HEART OF THE GULF OF GUINEA
- For this the Port should always be:
 - Performing
 - Attractive
 - Competitive

THE ORGANISATION

- Three layers
- Port Authority
- Port Operations (cargo handling)
- Port community
- Port Operations (cargo handling and delivery) outsourced to private stevedoring companies

PORT

INFRASTRUCTURES

- An access channel of 50km long; the inner section, 25km long, is constantly dredged to maintain a depth of - 7m;
- 1000 ha of reserve land about 650 ha exploited;
- 13 bonded warehouses;
- 10km of quay;
- 20 berths in total;
- Various installations for specialized traffic : containers, timber, fishing, fruit, etc.;
- Railway and road network Linking the port to the Port to the National network



Dragage Permanent

Voie d'accès améliorée



THE CONTAINER TERMINAL

Entirely modernized the container terminal of the port of Douala, which has a handling rate of 23 M/H, comprises the following :

- ❖ A 650 meters long berth with a depth of 11,5m
- ❖ A RORO ramp
- ❖ Three gantry cranes with a lifting capacity of 40 tons
- ❖ six Straddle carriers
- ❖ 1 warehouse for container stuffing and stripping
- ❖ 40 ha of completely paved platform



PORT OF KRIBI



- PORT INFRASTRUCTURES AND FACILITIES
- Harbour basin open to High sea
- Access chanel protected by a bouyage system
- breakwater
- Container Terminal
- Mix general cargo terminal
- Quay and shore cranes
- Open and covered warehouses



PORT INFRASTRUCTURES

- 615 m of quay length 16 m depth
- Port can handle vessels up to 70 000 DWT
- Container Terminal of 350 000 TEU / year
 - Two post panamax shore cranes (STS)
 - Five (RTG)
 - de 14 Ha storagecapacity
 - (4) weighing stations
- Mix general cargo terminal with 1,2 MILLION T capacity
 - 4 000 m² warehouses
 - 10 Ha of paved open storage



KEY FIGURES

- Doula was originally built with 12.000.000tons capacity but with the new development and facilitation measures it can accommodate up to 15.000.000 tons year
- Container dwell time 16 days
- average Service Time 3.5 days
- average Waiting Time 36 hours
- at this phase of its development Kribi can handle up to 3.5 millions ton .
- In October they've already registered more then 35 ships calls
- The second phase on construction will start early next year
- At the end of the project a railway will link Kribi to Edea to join the national network and link Kribi to main raw material production site in Adamaoua and East regions principally iron ore and bauxite
- Taking into consideration the flow that goes to the three northern Regions of Cameroon the hinterland trafic is about 30 per cent of the total througput of the ports



**PAD/PAK: A
MODEL OF
COOPERATION
TO DEVELOP
SUBREGIONAL
TRADE**

the beginning of the Operations at the port of Kribi early this year brought about:

- Improvement of the capacity of Cameroon Ports to offer more logistics choices and solutions to landlocked countries
- This is reflected in the normalization of port activities currently going on in Douala and
- The cooperation between the two ports to offer better quality of service and common response to national and land locked countries customers needs and requirements



Be the economic hub of the sub region

To sustain economic growth
Support development projects
Develop new markets



Be the gateway to the vast and dynamic hinterland

Offer a complete logistic solution all along the corridors



Be a regional hub

Upgrade operational performance of the ports

COMMON STRATEGIC GOALS

**DOUALA AND KRIBI
A
COMPLEMENTARY
OFFER OF
SERVICES**

Port of Douala

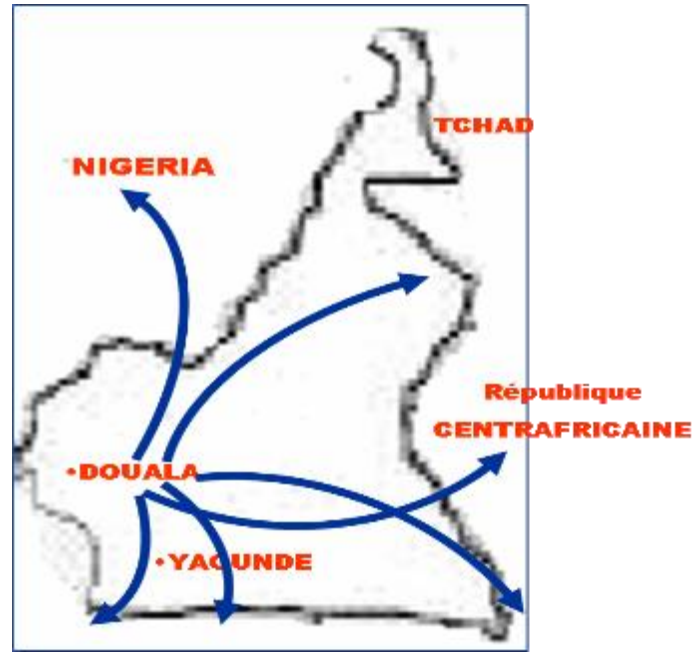
**Kribi Deep Sea
Port**

Dedicated to conventional traffic and import (75% of the traffic) including handling containers for landlocked countries.

Dedicated to industrial needs (transformation and export of raw materials).

Feeder and medium scale vessels

Large vessels and transshipment.



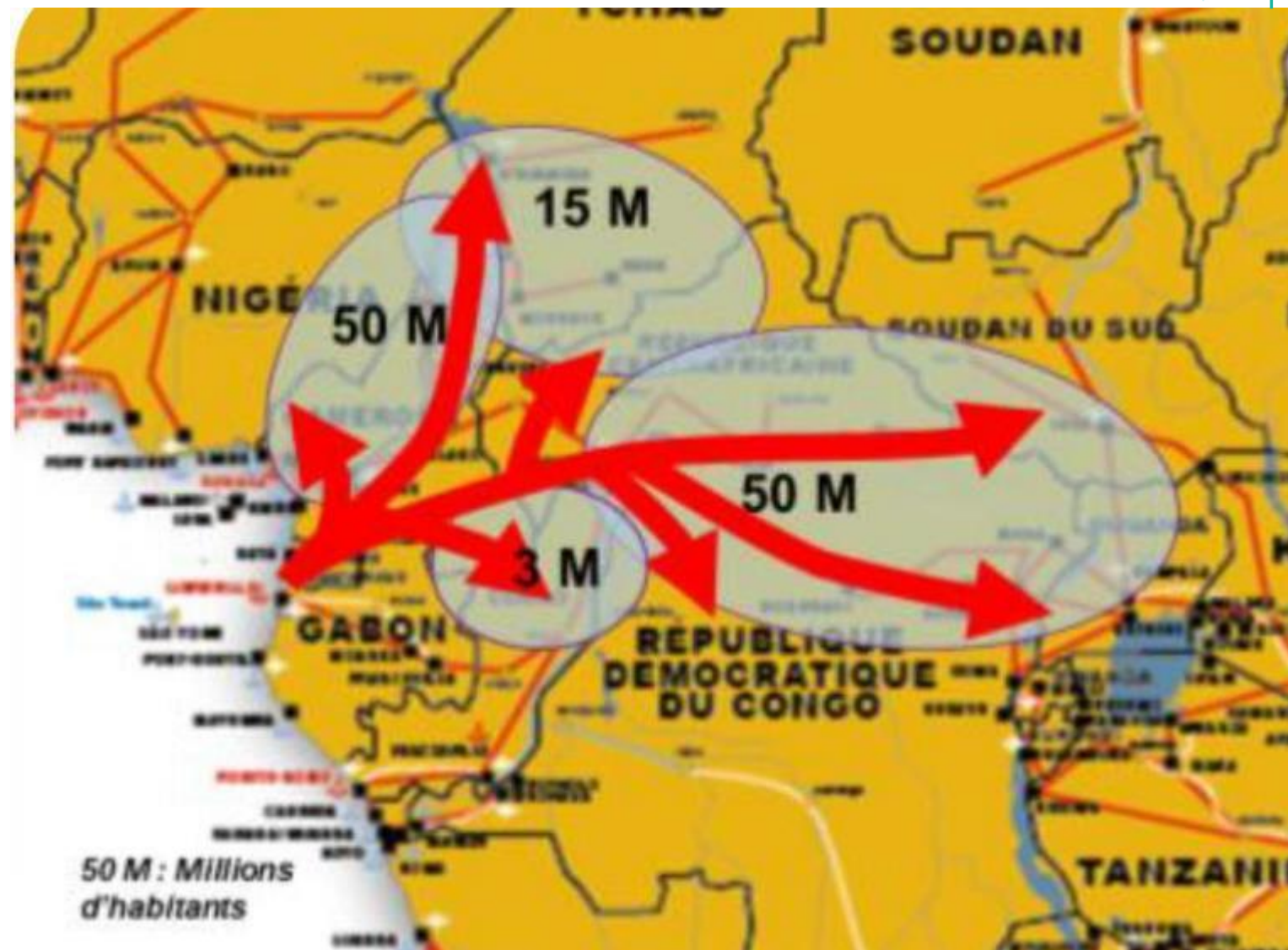
A STRATEGIC POSITION

Being a river port Douala offers calm waters for the safety and security of operations

while Kribi which is open to high sea offers the advantage of very short transit time

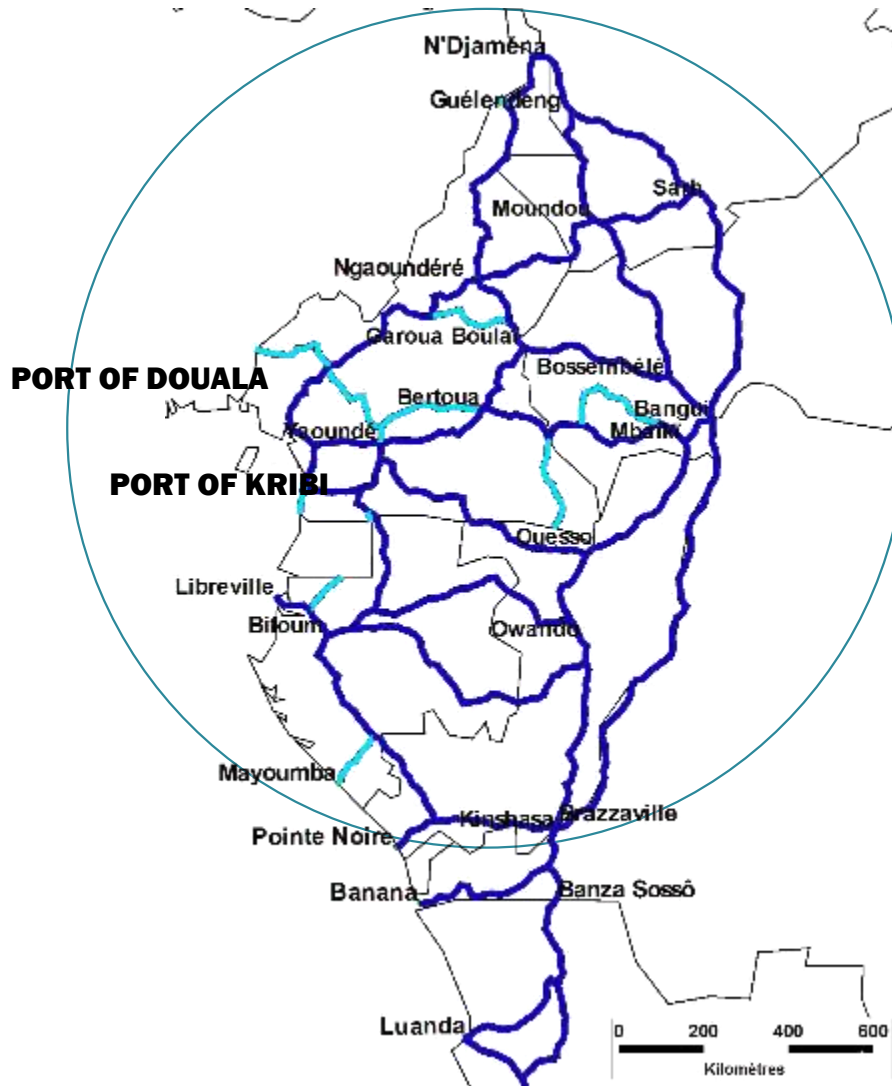
Both platforms are connected to rail and road network that link them to all the neighboring counties with a market of more than 80 million consumers

**CAMEROON A
HUGE GATEWAY
TO A VAST
HINTERLAND IN
THE MIDDLE OF
WEST AFRICA**



LAND 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 COMMUNITY PLAN OF ACTIONS

- Development of advanced logistics centers and bonded warehouses
- Creation of dedicated information points and waiting areas outside the ports and at the conventional check points
- The monitoring of practices and behaviors along the corridors
- Dematerialization and simplification of transit formalities
- Optimization of billing procedure of PAD by putting in place invoicing through major accounts

NEW DEVELOPMENTS

- The two port are working on the creation of a feeder service between Douala and Kribi
- Cooperating with private investors and Custom authorities for the creation of bonded warehouses all along the corridors and close to manufactures plants
- The stakeholders in transit trade are putting in place a single transit document (TTU) wich will combine all the modes of transports and all the agencies wich are involved in delivering documents for transit operations
- Regional level creation of an Authority for the management of the corridors under the leader ship of CEMAC Central African Economic Community
- Extension of the railway network to link Ngaoundere to Ndjamena

• **THANK YOU FOR KIND ATTENTION**