



THE ECONOMIC OUTLOOK || 4th quarter 2017



[0 - 7 dys] = 20%; [7 - 11 dys] = 15%; 11 dys and more = 65 % of traffic

TMFD PARK



[0 - 7 dys] = 23%; [7 - 11 dys] = 20%; 11 dys and more = 57% of traffic

DIT PARK

Good Watch out Bad

CONTENTS

FOREWOD → P2

DOSSIER → P3

SHIPS → P5

P5 – Number of vessels at anchorage / awaited per day

SHIPPING COST → P6

P6 – Containers

P9 – Vehicles

CARGO DWELL TIME AT THE PORT → P11

P11 – Containers

P12 – Vehicles

AIR CARGO → P13

P13– Tonnage

P15– Air cargo dwell time

FOREWORD



« CNSC – Bolloré Group partnership Agreement to ease cargo flow »

The Cameroon National Shippers' Council (CNSC) monitors 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 the situation of transport and foreign trade of Cameroon. All modes of transport, including maritime and air transport are taken into account. The upcoming issues of this publication will also cover land transport.

CNSC's publication **"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 special dossier focuses on the existing partnership agreement between the CNSC and the Bolloré Group.

The analysis of the evolution of the main transport indicators reveals that an average of 19 ships waited at anchorage per day in the 4th quarter of 2017 (5 vessels more than in the previous quarter).

At the SOCOMAR Car Park, the average dwell time for imported second hand cars stood at 22 days, representing a decrease of four day.

In the 4th quarter of 2017, air cargo stood at 5,542 tones, representing a 12, 4% increase. The average airport dwell time remained unchanged, that is to say 3days for imports and 1 day for exports.

This issue contains detailed information on these different issues.

Have an enjoyable read!

Auguste MBAPPE PENDA

DOSSIER | Easing cargo flow and simplifying external trade operations in Cameroon: CNSC and BOLLORE Group pen partnership agreement

Cameroon is very concerned about the reinforcement of trade facilitation measures. In fact, Cameroon's trade transactions are still fraught with many ills due mainly to persistent complex border transit procedures, excessive and superfluous requirements in terms of required documents, the paucity of legal documents and information relating to external trade, high trade transaction costs, excessive border checks and the lack of trade support infrastructure.

This situation results in cargo immobilization and high cost of trade that hinder trade growth. Conscious of such stakes, Cameroon is bent on putting in place policies and measures to cut trade cost by increasing the efficacy of each stage of the trade and international transport chain.

Given that trade flows are increasing by the day as per available statistics, the government is therefore concerned about the facilitation of transport by integrating transport facilitation in almost all development strategies. The objective is to simplify trade documentation and procedures, cut transaction time and cost with a view to making the most of external trade.

CNSC in trade facilitation

The mission of the Cameroon National Shipper's Council (CNSC), an arm of the government tasked with providing assistance to and protecting the interests of shippers on the entire logistic chain with a view to promoting external trade is perfectly in line with trade facilitations. Indeed, the CNSC is more than ever before concerned with putting in place of facilitation actions whose interests are in line with shipper's needs namely the reduction of border transit cost and time.

Its many achievements in the area of trade and transport facilitation through its special vast programme geared at developing modern cargo warehouses and trucker accommodation centres help in easing and securing transport logistic chain operations.

All of these are in line with its permanent quest for concrete solutions to problems encountered by transport and trade sector players.

Signing of CNSC - Bolloré Group partnership agreement

On 3 April 2018, the CNSC, represented by its General Manager Mr. Auguste Mbappe Penda and the BOLLORE TRANSPORT LOGISTICS Group represented by its Regional Manager M. Mohamed Abdoulaye Diop signed a partnership agreement at the Douala Maritime Museum in the presence of General Managers of the Cameroon National Ports Authority (NPA), the Cameroon Customs and the Chad National Shippers' Council (COC TCHAD).

Driven by their common interests in trade facilitation, both parties committed to pooling their expertise in order to ease traffic flow and cut port turnaround time and cost.

This agreement will enable the CNSC to use the know-how of the BOLLORE Group to increase efficiency regarding the provision of assistance to and professionalisation of shippers on the entire transport chain. The agreement will offer the BOLLORE Group another opportunity to further cement its position as leader in the West and Centre African market.

The BOLLORE Group which is now regroup four trades and know-how, working in synergy to better meet the needs of its clients, is a consortium of which the following entities are involved in the agreement: BOLLORE TRANSPORT LOGISTICS CAMEROON, SOCOPAO CAMEROON, CAMRAIL, N'Gaoundere Handling Company SEPBC, DIT, Bolloré Transport and Logistics in Chad, CHAD Handling Company, STAT CHAD, Bolloré Transport and Logistics CAR and the Kribi Container Terminal.

The agreement therefore involves the aforementioned entities as well as any other entities to be affiliated to the BOLLORE Group and operating in any area of activity that impacts on CNSC's missions.

The importance of the partnership agreement

Apart from the major role that the BOLLORE Group plays in transporting cargo to and from Chad and the Central African Republic thanks to its multimodal activities, this group is a key actor in international trade in Cameroon. Indeed, the importance of the Bolloré Group can be seen in the fact that its affiliated ships' agents accounted for 28% of the total volume of goods that transited through the Douala Port in 2017. The volume rose from 2,016,07 tonnes in 2016 to 3,189,974 tonnes in 2017, representing a substantial increase of 58%. Also, the Bolloré Group, which manages the Douala Container Terminal through its Douala International Terminal (DIT), slightly above 130,000 EVP in 2017.

Considering the ensuing, the CNSC, which is out to provide assistance to and protect the interests of shippers on the entire logistic chain, will avail itself of the experiences of its new partner to create new a collaboration platform that will enable it to quickly identify and seek solutions to them in real time. This will go a long way to promote a conducive atmosphere in Cameroon for trade facilitation while contributing to the elimination of trade barriers with a view to creating an enabling business environment in Cameroon.

The content of the agreement

By signing the partnership agreement, both parties agreed to create a permanent collaboration platform for improving each party's working conditions and performances.

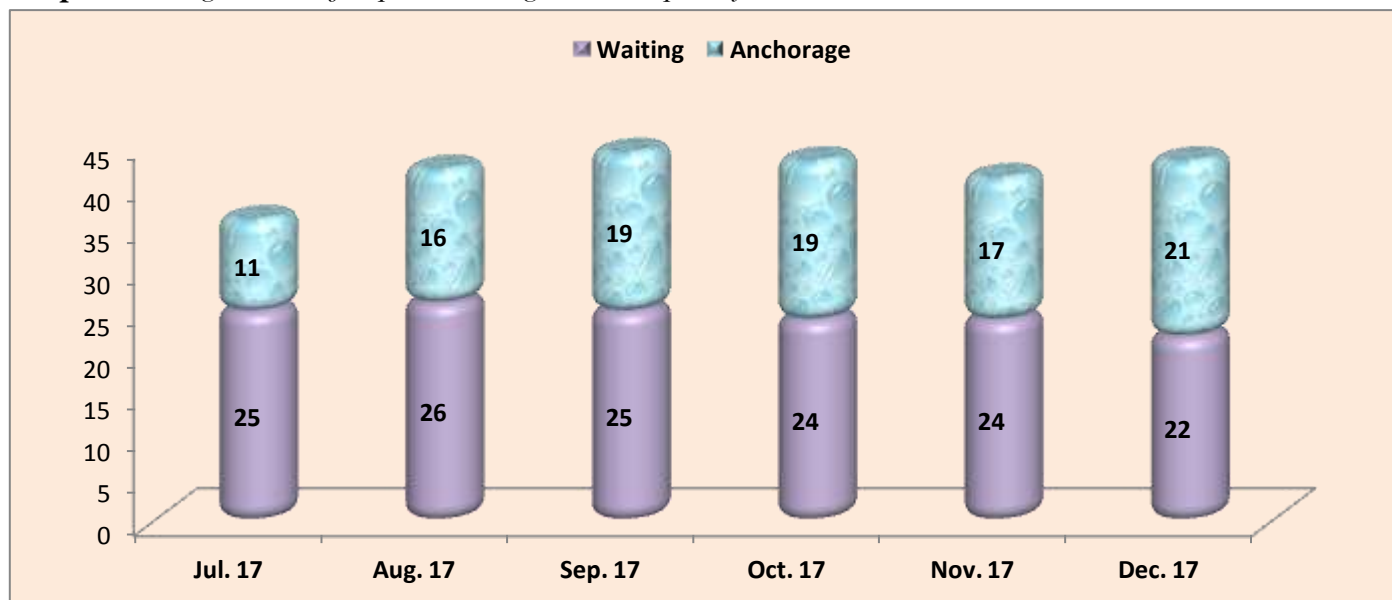
Finally, the agreement contains commitments regarding the sharing of information, good practices, dialogue, cooperation and the organization of training sessions aimed at making shippers real professionals on the entire transport chain.

The new impetus instilled by the Cameroon Government in the trade and transport sector therefore makes trade the centre of her concerns thus providing for a new approach to providing assistance to shippers and trade facilitation that are CNSC's core missions. It is our fervent wish that this initiative should be extended to other logistic chain sector actors.

SHIPS | Number of ships at anchorage/ awaited per day

Many ships at anchorage in December 2017; on average 21 ships a day

Graph 1: Average number of ships at anchorage /awaited per day



Source : CNSC

The number of vessels that waited at anchorage in the 4th quarter of 2017 averaged 19 per day i.e. five more than in the third quarter of 2017.

A monthly analysis showed peaks and troughs during the different months of the quarter under study. As of October 2017, an average of 19 ships waited at anchorage each day. During this period, more than 20 ships waited (with a maximum of 24) every other day.

In November, this figure dropped by 2 ships, showing an average of 17 ships per day. Here, the number varied between 9 and 26 ships; with a total of around 17 ships for most days of the month.

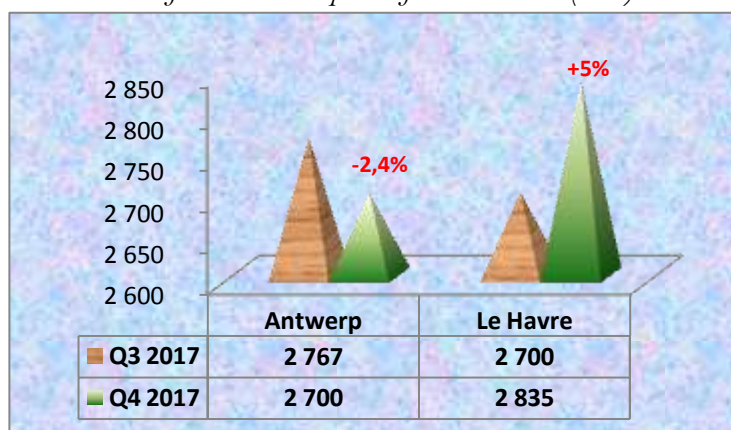
The month of December, which registered the highest number in the quarter, shows an average of 21 ships waiting at anchorage; i.e. 4 higher than in the previous month. During the referenced period, the daily number of ships at anchorage stood at a minimum of 18.

With regard to vessels declared as expected during conferences held at the harbour master's office in the port of Douala, an average of 23 vessels were recorded per day in Q4 2017; i.e. 3 lower than in the previous quarter. Specifically, on average, 24 vessels were expected each day in October and November against 22 ships per day for the month of December of 2017.

SHIPPING COST | Container 20'

6.4% increase in average cost of shipping a 20' dry container from Hamburg Port and stability at Le Havre

Graph 2: Average cost of shipping a 20' refrigerated container from the main ports of embarkation (en €)



In Q4 2017, shippers who shipped 20-foot refrigerated containers from the port of Antwerp reportedly paid an average of € 2,700; i.e. a decrease of 2.4% compared to the previous quarter.

The port of Le Havre registered an upward trend in Q4 2017. The average cost rose from € 2,700 to €2,835; showing a 5% growth rate. The rates charged in each of these ports were quite close to each other. Indeed, 4 shippers out of 5 paid exactly €2,700 for shipping their cargo to the port of Douala.

Source : CNSC

Table 1: Average cost of shipping a 20 'dry container from the main ports of loading (in €)

| COUNTRY | PORT | Q3 2017 | Q4 2017 | Variation |
|---------------|----------|---------|---------|-----------|
| Cote d'Ivoire | Abidjan | 1,249 | 1,201 | -3.8% |
| South Africa | Durban | 1,358 | 1,358 | 0.0% |
| Germany | Hamburg | 1,648 | 1,754 | 6.4% |
| Belgium | Antwerp | 1,629 | 1,607 | -1.3% |
| Spain | Valencia | 1,554 | 1,572 | 1.2% |
| France | Le Havre | 1,646 | 1,646 | 0.0% |

Source : CNCC

At the Port of Durban, the average cost of shipping remained the same over the two quarters under study. In Abidjan however, there was a decrease of about 4%. A 20-foot dry container was shipped on average for €1,201 during Q4 2017. In Europe, only the port of Antwerp registered a decrease (-1.3%) in the average cost of shipping among the main ports of loading for 20-foot dry containers. The port of Hamburg, which registered a growth rate of 6.4%, witnessed the most significant increase. Here, the average shipping cost rose from € 1,648 to €1,754. At the port of Valencia, the increase was much more flexible (+ 1.2%) and the average amount paid by shippers for shipping a container stood at €1,572 in Q4 2017. Shippers reported that there was some stability in the cost of shipping a container from Le Havre to Douala over the two quarters (an average of € 1,646).

| COUNTRY | PORT | Q3 2017 | Q4 2017 | Variation |
|---------|-------------|---------|---------|-----------|
| China | Qingdao | 2,076 | 1,967 | -5.2% |
| | Shanghai | 2,035 | 2,023 | -0.6% |
| India | Nhava Sheva | 1,966 | 1,938 | -1.4% |
| UAE | Jebel Ali | 2,011 | 1,970 | -2.0% |
| USA | Houston | 2,534 | 2,555 | 0.8% |

During the study period, all major Asian ports of loading for 20-foot dry containers witnessed a drop in their average shipping cost. The shipping cost dropped from €2,076 to €1,967; showing a decrease of just over 5%. At the Port of Qingdao, The second largest Chinese port registered an average shipping cost of €2,023 in Q4 2017; i.e. 0.6% lower than in the previous quarter.

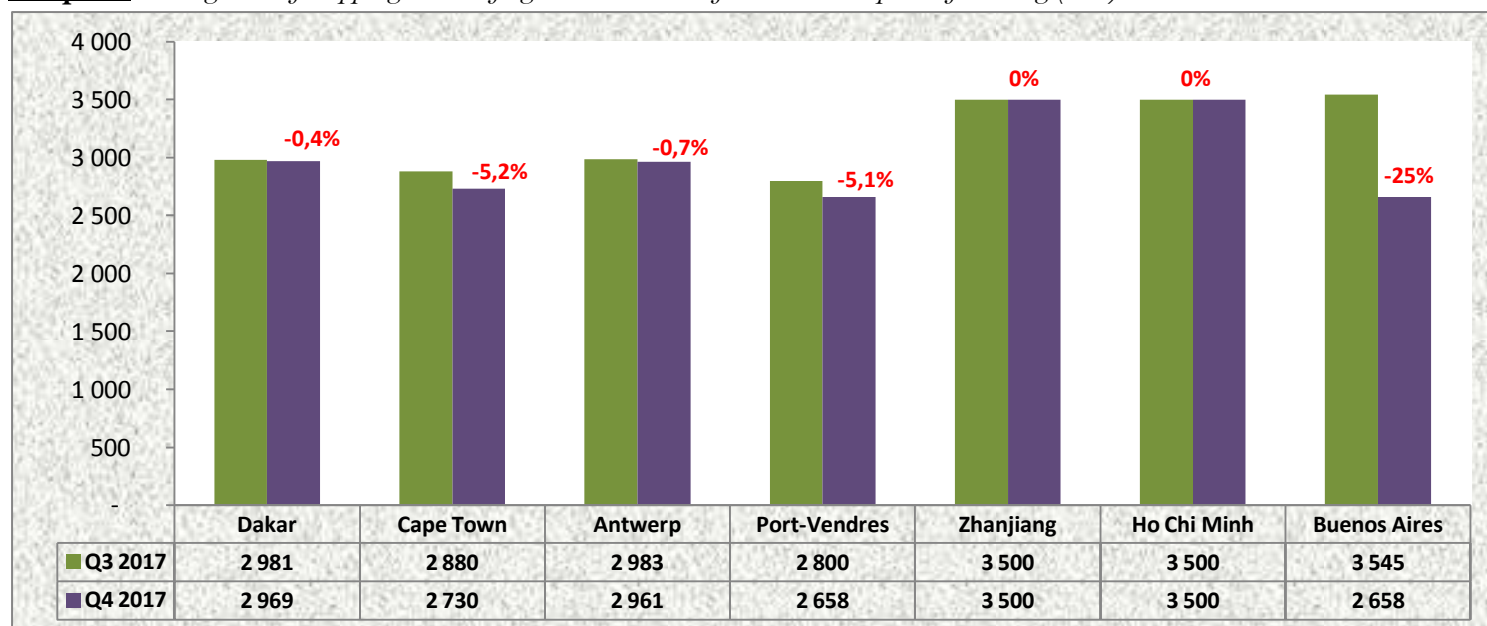
The ports of Jebel Ali and Nhava Sheva respectively witnessed decreases of 2% and 1.4%, with a shipping cost slightly less than €2,000.

At the main US port of loading, shippers who spent on average €2,534 for shipping a 20-foot dry container in Q3 2017, paid on average €2,555 for the same service in Q4 2017, showing an increase of about 1%.

SHIPPING COST | Container 40'

Decrease in average cost of shipping a 40' refrigerated container from main ports

Graph 3: Average cost of shipping a 40' refrigerated container from the main ports of loading (in €)



Source : CNSC

During the fourth quarter of 2017, all the main ports shipping 40-foot refrigerated containers witnessed either stability or a decrease in their average shipping cost.

In Africa, the largest variation was observed at the Port of Cape Town. Here, shippers paid an average of €2,730 for shipping a refrigerated container to the port of Douala; i.e. a decrease of 5.2% compared to the Q3 2017. The port of Dakar witnessed a lighter downward trend, with an average shipping cost varying from €2,981 to € 2, 969; representing a variation of -0.4%.

Of the main European ports shipping refrigerated containers to the port of Douala, the Port of Port-Vendres witnessed the highest variation. In fact, in Q4 2017, shippers reportedly paid an average of €2,658 for shipping a 40-foot refrigerated container from this port; i.e. 5.1% lower than in the previous quarter.

At the port of Antwerp, the average shipping cost dropped by 0.7% and stood at €2,961 in Q4 2017. In these European ports, one in two shippers paid less than or equal to €2,800 for shipping a container.

At the port of Buenos Aires, the main port shipping 40-foot refrigerated containers from the American continent, shipping cost averaged €2,658 in Q4 2017. It dropped by 25% compared to Q3 2017.

In the main ports of embarkation in Asia, shipping cost structure remained the same. Shipping a container to the port of Douala cost €3,500 on average.

SHIPPING COST | Container 40'

Stability of average cost of shipping a 40-foot dry container to the ports of Genoa and Antwerp

Table 2: Average cost of shipping a 40' dry container from the main ports of loading (in €)

| COUNTRY | PORTS | Q3 2017 | Q4 2017 | Variation | COUNTRY | PORTS | Q3 2017 | Q4 2017 | Variation |
|---------------------|-------------|---------|---------|-----------|----------------|------------|---------|---------|-----------|
| South Africa | Durban | 2,034 | 2,116 | 4.1% | Germany | Hamburg | 2,644 | 2,633 | -0.4% |
| China | Ningbo | 2,682 | 2,660 | -0.8% | France | Le Havre | 2,600 | 2,580 | -0.8% |
| | Qingdao | 2,905 | 2,822 | -2.9% | Spain | Valence | 2,613 | 2,589 | -0.9% |
| India | Nhava Sheva | 2,745 | 2,660 | -3.1% | UK | Felixstowe | 2,774 | 2,606 | -6.0% |
| UAE | Jebel Ali | 2,857 | 3,022 | 5.8% | Belgium | Antwerp | 2,570 | 2,572 | 0.1% |
| Canada | Montréal | 3,161 | 3,043 | -3.7% | Holland | Rotterdam | 2,639 | 2,602 | -1.4% |
| USA | Baltimore | 3,102 | 3,046 | -1.8% | Italy | Genoa | 2,657 | 2,660 | 0.1% |

Source : CNSC

In Q4 2017, shippers who used the port of Durban reportedly paid an average of € 2,116 to ship a 40-foot dry cargo container to the Douala Port, representing an increase of 4.1% compared to the previous quarter.

In Asia, the port of Jebel Ali was the only main port shipping such containers to witness an increase in its shipping cost. It rose from €2,857 to €3,022; representing an increase of about 6%. Shipping cost at the ports of Ningbo and Qingdao witnessed a decline of about 1% and 3% respectively. In Nhava Sheva, shippers reportedly spent an average of €2,660 to ship a container; representing a decrease of 3.1% compared to Q3 2017. The similarity between the quarters studied is that, regardless of the Asian port, half of the shippers spent at most €2,800 to ship a 40' dry container.

The major US ports of loading also witnessed a decrease in their average shipping cost. In Montreal, it dropped from €3,161 to €3,043, representing a decline of 3.7%. At the Baltimore Port, it dropped by 1.8% and stood at an average of €3,046 in Q4 2017.

In these two ports, half of the shippers spent less than €3,000 to ship a container; i.e. almost €150 lower than in the previous quarter.

In Europe, the ports of Antwerp and Genoa maintained their tariff structures in the last two quarters of 2017. The port of Hamburg, which recorded an average shipping cost of €2,633 in Q4 2017, witnessed a 0.4% decrease. The ports of Le Havre and Valence witnessed a decrease of about 1% and shippers paid an average of €2,580 and €2,589 respectively to ship a container in Q4 2017.

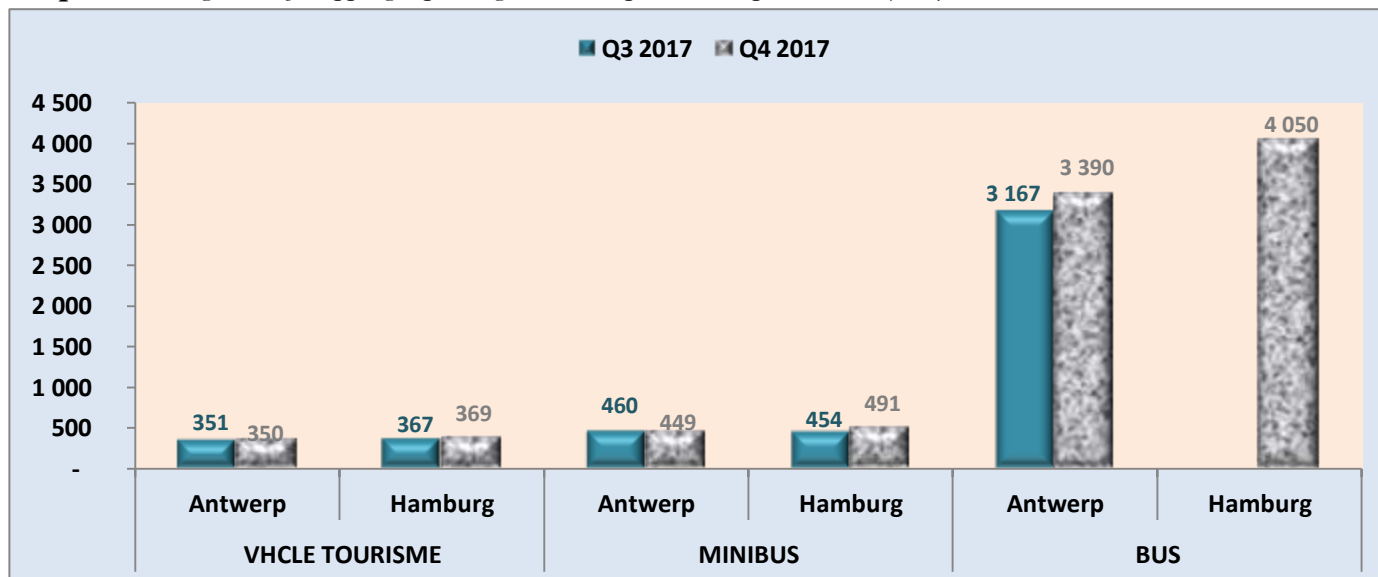
The most significant variation was recorded at the port of Felixstowe, where the average dropped from €2,774 to €2,606, representing a decrease of 6%.

In all these European ports, half of the shippers spent less than €2,600 to ship a 40-foot container

SHIPPING COST | Vehicles

Less than 1% variation in the average cost of shipping a passenger vehicle from major ports

Graph 4: Average cost of shipping a passenger car and public transport vehicle (in €)



Source : CNSC

In Q4 2017, the average cost of shipping a passenger car was less than 1% in the two major ports of loading.

At the port of Antwerp, it dropped from €351 to €350, representing a decrease of 0.4%. This slight variation reflects a near stability of the tariffs charged during the two quarters under study. As an illustration, it was observed that, in addition to having a similar average, the difference in average rates observed during each of the two quarters was the same (more or less than 100 €) and three shippers out of four spent at most €340 to ship a vehicle.

At the port of Hamburg, it rose from 367€ to 369€; representing an increase of 0.6%. Like in Antwerp, the rates charged in both quarters had a maximum spread at the same average over the two quarters (plus or minus €60) and one out of four shippers spent more than €360 to ship a passenger vehicle during the two quarters.

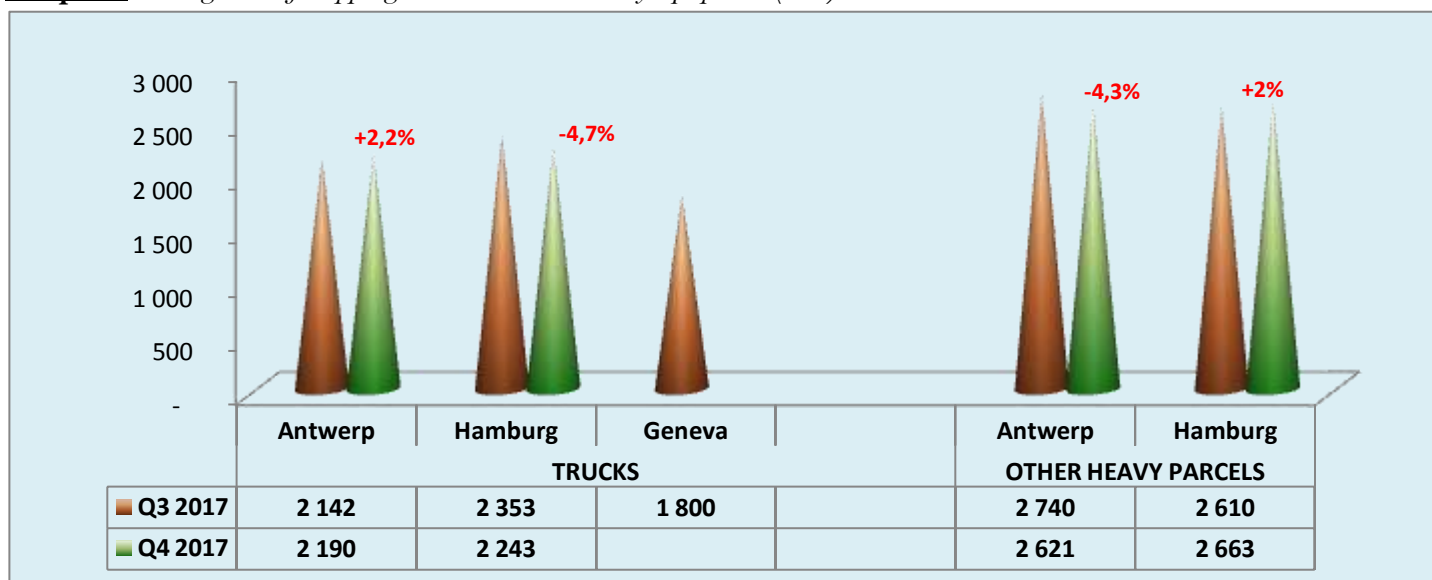
Concerning the shipping of minibuses, the port of Antwerp registered an average cost of €449 in Q4, representing a decrease of 2.4% compared to the previous quarter; while at the port of Hamburg, this indicator increased (+ 8.2%). The proportion of shippers who spent more than €500 to ship a minibus was 25% at the German port and 20% at the Belgian port.

The port of Hamburg, which shipped no bus to the port of Douala in Q3, shipped some in Q4 2017. Shippers reportedly spent on average 4,050€ to ship a mini bus to Douala. At the port of Antwerp, the average cost rose from € 3,167 to € 3,390, representing an increase of 7.1%.

SHIPPING COST | Vehicles

About 5% decrease in the average cost of shipping a truck from the port of Hamburg

Graph 5: Average cost of shipping trucks and other heavy equipment (in €)



Source : CNCC

The average cost of shipping trucks from the port of Hamburg to the port of Douala during the fourth quarter of 2017 was €2,243; representing a 4.7% decrease compared to the previous quarter. The prices charged during the study period are a maximum of 700 € from the average. The situation was similar in Q3 2017. Three out of four shippers using this port paid less than € 2,720 to ship a truck in the fourth quarter of 2017; while in the previous quarter, about 67% of shippers paid a transport cost of less than € 2,720.

The port of Antwerp witnessed an opposite trend with the average shipping cost increasing from €2,142 to € 2,190; showing an increase of 2.2%. The prices charged were slightly closer, more or less than 150€ of the average in the 4th quarter 2017, against a difference of more or less than 810 € in the 3rd quarter of 2017. During the period under study, 25% of shippers shipped a truck at an amount exceeding €2,600; that is €150 less than in the third quarter of 2017.

The port of Geneva, which did not register a shipment of trucks to the port of Douala, shipped some in the fourth quarter of 2017. During this period, shippers spent on average €1,800 to ship one truck to the Port of Douala. Regarding other heavy equipment, the port of Hamburg witnessed 2% increase in the average shipping cost. It rose from €2,610 to €2,663. Half of the importers shipped their equipment for less than €2,600.

At the port of Antwerp, following 4.3% decrease, the average cost of shipping other heavy equipment was €2,621. Some 50% of shippers who used the Belgian port spent less than €2,850 to ship their equipment to Douala.

PORT CARGO DWELL | Containers

In Q4 2017, the month of December witnessed the shortest import container turnaround time

Table 3: Port dwell time for cargo bound for Cameroon (in days)

| | Jul-17 | Aug-17 | Sept-17 | Q3 2017 | Oct-17 | Nov-17 | Dec-17 | Q4 2017 |
|--------------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|
| Average | 13.6 | 15.5 | 17.4 | 15.5 | 16.9 | 16.8 | 15.9 | 16.6 |
| Variation | 5.3% | 14.2% | 11.9% | 1.7% | -2.9% | -0.6% | -5.4% | 7.1% |
| 1^{er} Quartile | 5 | 7 | 8 | 7 | 7 | 7 | 6 | 7 |
| 2^e Quartile | 10 | 13 | 14 | 12 | 12 | 13 | 11 | 12 |
| 3^e Quartile | 18 | 20 | 23 | 20 | 21 | 21 | 21 | 21 |
| Less than 11 days | 52% | 39% | 39% | 43% | 42% | 42% | 47% | 43% |

Source : National Trade Facilitation Committee (CONAFE)

Port dwell time for import containers at the port of Douala in Q4 2017 averaged about 17 days; one more day compared to Q3 2017. A quartile analysis reveals a very strong similarity between the two quarters under study. Indeed, during each of these periods, one shipper out of two removed their container from the port of Douala at the latest 12 days after its arrival. The difference is seen at the third quartile level. In the fourth quarter of 2017, 25% of import containers spent more than 21 days at the port of Douala against 20 days in the 3rd quarter of 2017.

The similarity between the two quarters is also seen at the level of the number of containers released before the end of the 11-day grace period. As in the third quarter of 2017, it was observed that in the last quarter of 2017, some 43% of import containers were removed without paying parking penalties.

In the last three months of 2017, December recorded the shortest dwell time. On average, shippers who imported their goods in containers used 16 days to complete all clearance formalities; i.e. one day less than the other two months of the quarter. Half of the containers removed during the month of December 2017 had stayed no more

than 11 days therein. In addition, 47% of the containers were exempted from parking penalties in view of their reduced turnaround time, compared to 42% for each of the other two months.

In the last half of 2017, the month of July recorded the best performance in terms of import container dwell time at the port of Douala, with an average slightly less than 14 days and more than half of the containers removed without paying parking penalty fees. On the other hand, the month of September, recorded the longest dwell time; an average of about 18 days and only 39% of the containers left the port at the latest 11 days after their arrival.

PORT CARGO DWELL | Vehicles

Decrease in average dwell time for import second hand cars at SOCOMAR and Stability at TMFD

Table 4: *Dwell time for import second hand vehicles at the Douala Port (in days)*

| Car Park | TMFD | | SOCOMAR | |
|--------------------------|---------|---------|---------|---------|
| Period | Q3 2017 | Q4 2017 | Q3 2017 | Q4 2017 |
| Average | 19.8 | 19.8 | 26.5 | 21.9 |
| Variation | 19.3% | 0.0% | 9.2% | -17.4% |
| 1 ^{er} Quartile | 10 | 10 | 14 | 10 |
| 2 ^e Quartile | 16 | 14 | 22 | 16 |
| 3 ^e Quartile | 25 | 24 | 34 | 26 |
| Less than 11 days | 33% | 35% | 14% | 30% |

Source : *Douala Mixed Fruit Terminal (TMFD) / Société Camerounaise d'Opérations Maritimes (SOCOMAR)*

On average, the dwell time for import second-hand vehicles at TMFD of the Douala port remained the same (20 days) during the fourth quarter of 2017. However, an analysis of the quartiles shows that the fourth quarter of 2017 witnessed a shorter dwell time compared to the third quarter of 2017. Indeed, 50% of the vehicles left the TMFD Park at the latest 14 days after their disembarkation against 16 days for Q3 2017. In addition, 35% of vehicles removed from TMFD during the study period were levied parking penalties i.e. 2 points more than in the previous quarter.

A monthly analysis reveals that on average 19 days after disembarkation such vehicles left the port during the months of July and August, while in September the average dwell time was 21 days. A quartile analysis shows that the month of August witnessed the best performances. Here, 50% of import used cars were released no later than 15 days after landing, compared to 23% and 19% respectively for the months of July and September.

At the SOCOMAR Park, the average dwell time for imported second-hand vehicles increased from 26.5 days in Q3 2017 to 22 days in Q4 2017. Half of the vehicles removed in the fourth quarter of 2017 had stayed no longer than 16 days, whereas in the previous quarter, their dwell time was 22 days. In addition to the sharp drop in average dwell time, 30% of vehicles were able to avoid parking penalties; a little more than double compared to the previous quarter.

A monthly analysis indicates that on average, the dwell time at the SOCOMAR Park was 25 days in the month of October against 21 and 20 days respectively for the months of November and December. For the month of October, 50% of such vehicles witnessed a dwell time of less than 18 days, while during the other two months, the same proportion took less than 16 days. The month of October witnessed the worst dwell time. In addition, during this period, only 27% of vehicles were not charged for parking, against 31% and 33% for the months of November and December respectively.

AIR CARGO | Tonnage

15,5% increase in air cargo bound for Cameroon

The amount of goods exported or imported by air increased from 4932 tonnes in Q3 2017 to 5,542 tonnes in Q4 2017, representing an increase of 12.4%.

Table 5: Import air cargo per type of cargo (in tonnes)

| TYPE OF GOODS | Q3 2017 | | Q4 2017 | | Variation |
|-------------------------|--------------|------------|--------------|------------|--------------|
| | Tonnage | % | Tonnage | % | |
| OTHERS PARCELS | 1,141 | 54.1 | 1,584 | 65.0 | 38.8% |
| DANGEROUS PRODUCTS | 205 | 9.7 | 277 | 11.4 | 35.1% |
| CONSOLIDATIONS | 337 | 16.0 | 240 | 9.8 | -28.8% |
| PHARMACEUTICAL PRODUCTS | 180 | 8.5 | 99 | 4.1 | -45.0% |
| PERISSABLES / FOOD | 44 | 2.1 | 45 | 1.8 | 2.3% |
| DIPLOMATIC PARCELS | 29 | 1.4 | 27 | 1.1 | -6.9% |
| OTHERS | 174 | 8.2 | 166 | 6.8 | -4.6% |
| TOTAL | 2,110 | 100 | 2,438 | 100 | 15.5% |

Source : ADC

Air imports in Q4 2017 stood at 2,438 tonnes, showing an increase of 15.5%. They accounted for 44% of the overall airfreight, i.e. one point more than in Q3 2017.

Weight classification ranked miscellaneous packages (65%) first. Hazardous Goods ranked third in Q3 2017, taking second place with 11.4%. Consolidations ranked third with a contribution of 9.8% followed by Pharmaceuticals, which accounted for 4.1% of air cargo for import in Q4 2017. Each of the other types of goods had a proportion of less than 2 %.

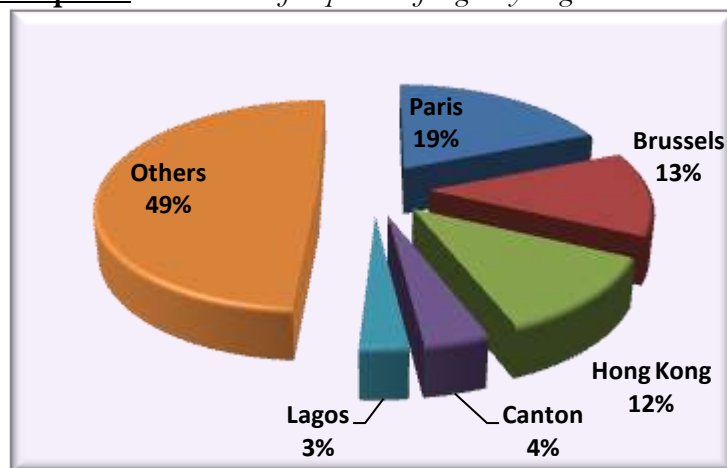
Miscellaneous Parcels witnessed the highest increase, leaping from 1,141 tonnes in Q3 2017 to 1,584 tonnes in Q4 2017; representing a growth rate of 38.8%. Hazardous Products followed a similar trend, with 35.1% increase and 277 tonnes in Q4 2017. Foodstuff rose by one tonne, representing a 2.3% in Q4 2017.

Apart from the three types of goods mentioned above, all others witnessed a decline in their tonnage. Pharmaceuticals witnessed the most significant decrease, dropping from 180 tonnes to 99 tonnes; representing 45%

decrease. Consolidations fell by 28.8% and stood at 240 tonnes in Q4 2017.

Airborne consignments bound for Cameroon in Q4 2017 came from Paris (19%), Brussels (13%), Hong Kong (12%), Canton (4%) and Lagos (3%). The other cities in the world each had a proportion of less than 2%.

Graph 6 : Breakdown of import air freight by origin



Source : ADC

AIR CARGO | Tonnage

16% drop in air freight from Cameroon

Table 6: Export air freight by type of goods (in tonnes)

| TYPE OF GOODS | Q3 2017 | | Q4 2017 | | Variation |
|-------------------------|--------------|------------|--------------|------------|------------|
| | Tonnage | % | Tonnage | Tonnage | |
| PERISSABLES / FOOD | 2,362 | 83.7 | 2,566 | 90.9 | 9% |
| OTHER PARCELS | 289 | 10.2 | 366 | 13.0 | 27% |
| FLOWERS | 38 | 1.3 | 44 | 1.6 | 16% |
| DANGEROUS PRODUCTS | 6 | 0.2 | 21 | 0.7 | 250% |
| GROUPINGS | 24 | 0.9 | 18 | 0.6 | -25% |
| PHARMACEUTICAL PRODUCTS | 17 | 0.6 | 16 | 0.6 | -6% |
| OTHERS | 86 | 3.0 | 73 | 2.6 | -15% |
| TOTAL | 2,822 | 100 | 3,104 | 110 | 10% |

Source : ADC

During the fourth quarter of 2017, export air cargo from Cameroon accounted for 56% of the total airfreight; one point less than the third quarter of 2017. These exports, which stood at 2,822 tonnes in Q3 2017, grew by 10% in Q4 2017 and stood at 3 104 tonnes.

Like in Q3 2017, during the study period, Foodstuffs (90.9%), Miscellaneous Parcels (13%) and Flowers (1.6%) were the top three products in terms of tonnage. All other exported products each recorded a percentage lower than 1%.

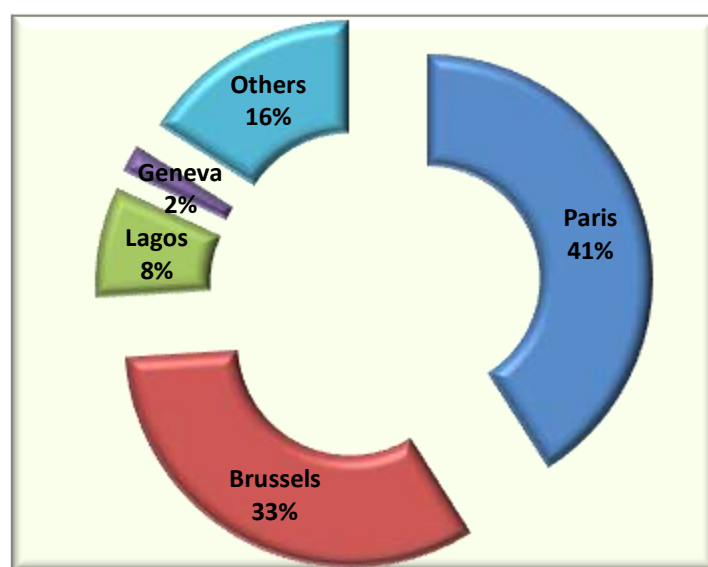
In terms of variation, it was observed that the main products witnessed an increase during the fourth quarter of 2017, while those with a low proportion dropped in quantity.

Foodstuffs recorded a growth rate of 9% with 2,566 tonnes in the fourth quarter of 2017. Miscellaneous Parcels, which stood at 289 tonnes in the third quarter of 2017, witnessed 27% increase. Flowers rose from 38 tonnes in Q3 2017 to 44 tonnes in Q4 2017, representing an increase of 16%. Hazardous Products whose tonnage more than tripled (21 tonnes in the fourth quarter of 2017) registered the most

significant variation. Consolidations fell from 24 to 18 tonnes, representing the sharpest decline (-25%). Pharmaceuticals decreased by one tonne.

The main destination cities of air cargo from Cameroon were Paris (41%), Brussels (33%), Lagos (8%) and Geneva (2%).

Graph 7 : Breakdown of export air freight by destination

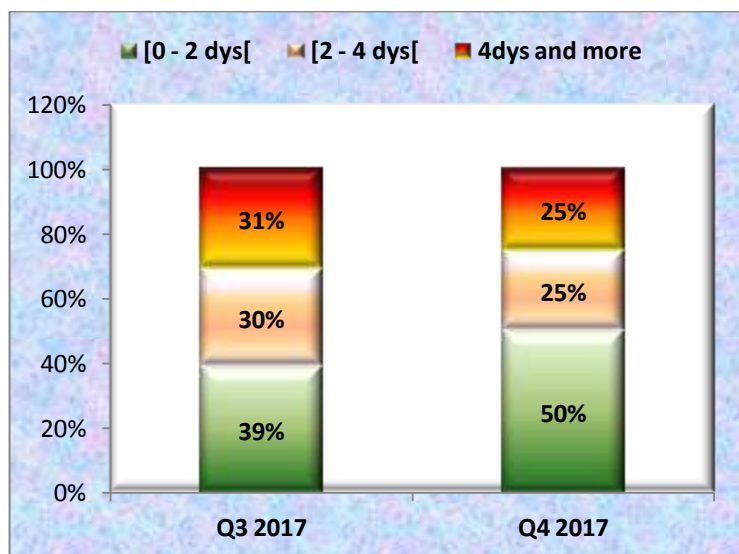


Source : ADC

AIR CARGO | Air cargo dwell time

Similar average dwell time for import (3 days) and export (1 day) during the two quarters under study

Graph 8 : Freight distribution according to airport dwell time



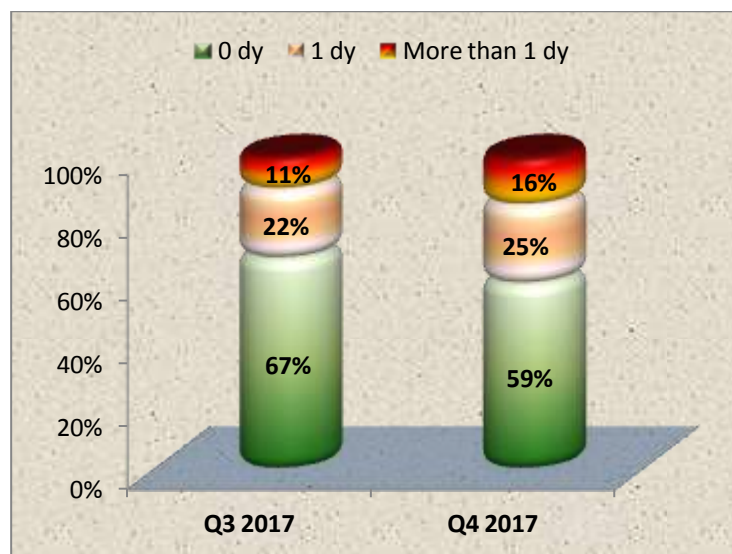
IMPORT

Source : ADC

During the fourth quarter of 2017, air importers reported that it took them an average of three days to remove their goods from the airport, showing an average similar to that observed in the previous quarter.

However, a closer look at the dwell time reveals that the fourth quarter of 2017 witnessed a shorter time. In fact, half of the cargo removed during this period had spent less than two days in the airport; while in the previous quarter, only 39% of the packages had stayed at the air port within this range. On the other hand, cargo with the longest dwell time (more than or equal to 4 days) accounted for 25%; that is 6 points less than in Q3 2017.

A monthly analysis shows that October 2017 was the fastest in terms of average turnaround time (2.5 days) and that December was the worst (about 4 days).



EXPORT

The average dwell time for air cargo remained the same as in Q3 2017 (1 day).

An analysis of the observations made in each quarter shows that during the last three months of 2017, the dwell time of export air cargo was longer. Indeed, the proportion of cargo dispatched the same day they arrived at the airport dropped from 67% in the third quarter of 2017 to 59% in the fourth quarter of 2017. The proportion of cargoes that spent more than one day at airport before being dispatched was 16% in Q4 2017; 5 points more than in the 3rd quarter of 2017.



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