No. 002 May 2015

THE ECONOMIC OUTLOOK | 2nd Quarter 2014




CONTENTS

FOREWORD

"Facts and figures to help understand changes to better anticipate"

Providing assistance to and protecting the interests of shippers, which are the core missions of the Cameroon National Shippers' Council (CNSC), calls for increased vigilance over the evolution of the international trade and transport sector. Mastering information relating to import, export and transit operations is therefore a continuing challenge that must be overcome in order to develop appropriate tools for protecting the interests of shippers.

Some 90% of world trade is transported by sea while at least 95% of Cameroon's international trade is seaborne. Maritime transport is enabled in Cameroon by pre and post inland haulage operations which facilitate access to and from the hinterland and neighbouring landlocked countries, namely Chad and the Central African Republic. Given that this contributes substantially to Cameroon's foreign trade, it is highly advisable to have an instrument of observation whose purpose is to collect and report regularly on trends in data and conditions in the whole supply chain.

The Economic Outlook is designed to play that role and consequently, it is intended to contribute to the understanding of the transport and international trade sector and to provide inputs to policy design.

This second issue of ***The Economic Outlook*** presents a snapshot of Cameroon's foreign trade through quantified evolution of the movements of ships calling at the port of Douala, shipping costs and cargo dwell time at the port. Rail freight is also presented with its tonnage and costs throughout the national territory.

Auguste MBAPPE PENDA

CNSC General Manager

NATIONAL ECONOMIC SITUATION

Economic activity

According to the National Institute of Statistics (NIS), the second quarter of 2014 was marked by a resumption of a positive economic expansion in Cameroon following a decline the previous quarter (1.7% up from -0, 4%). This recovery trend resulted mainly from further expansion of activities in the tertiary (+2.5% up from -0.4%) secondary sectors (+0.5% after -1.0%), and the good performance of the primary sector (+ 0.9% after + 1.3%).

In terms of year-on-year growth, the 2nd quarter of 2014 witnessed a 5.1% growth in GDP following an improvement in the tertiary (+ 5.5%), primary (+ 4.9%) and secondary sectors (+ 4.5%).
In the 2nd quarter of 2014, the result recorded by the primary sector was primarily supported by the activities of the forestry and logging sub-sector (+ 3.3% up from 3.0%) which improved thanks to the expansion of certified forest areas. The result can also be attributed to the activities of the livestock, hunting and fishing sub-sectors that witnessed an almost stable growth since the first quarter of 2013 (+ 1.2%).

The result of the secondary sector is mainly attributable to performances recorded in the building and public works (+ 6.5% after -4.0%) and agrifood industry (0.6% after -2.0%) sub-sectors.
The quarterly changes in the tertiary sector were mainly due to the renewed vigour of sub-sectors of trade, hotels and restaurants (+ 3.5% up from -3.2%), coupled with the buoyant activities of transport, warehousing and telecommunications (+ 2.5% up from + 2.6), public administration, health and education (+ 1.9% up from + 1.9%) sub -sectors.

Moreover, a survey on the evolution of inflation in the first quarter of 2014 also published by the INS shows that prices of household commodities increased 1.1% in the first half of 2014 compared to the same period in 2013. This increase was 2.3% a year ago. It stood at 1.5% over the past twelve months.
This trend is largely attributable to the increase in the prices of foodstuffs (2.4%), alcoholic beverages and tobacco (2.8%) and those of housing-related goods and services, water, electricity and other fuels (2.4%).

Shipping sector

In the first half of 2014, sea-borne trade between Cameroon and the rest of the world and having transited through the port of Douala increased 1% year-over-over. In the same period, it stood at 4,952, 320 tons up from 4,908,438 tons in the first half of 2013.

Traffic registered within this period was carried by 1,291 vessels, of which 582 were ocean-going and 706 involved in coastal trade, against 1,711 vessels in the 1st semester of 2013, of which 619 were ocean-going vessels and 1,092 vessels involved in coastal trade.
The most distinguished shipping lines during this period were MAERSK LINE, SEA TANKER, SAFMARINE & CMBT LINE, SOCIETE NAVALE CHARGEUR DELMAS, CHINA OCEAN SHIPPING COMPANY, MSC (MEDITERRANEAN SHIPPING COMPANY) SA and COMPAGNIE MARITIME D'AFFRETEME CGM.
China was Cameroon's top trading partner in the 1st semester of 2014, with a year-on-year growth rate of 2%. She accounted for 23% of the total for the period, against 22% in the 1st semester of 2013. She was followed by Spain, France, Belgium and Thailand that ranked fifth.

The main products shipped were wood logs, which accounted for 35% of the total shipped during the period under study: sawn wood (25% of the total), banana (14% of the total), cotton (8%) and cocoa (7% of the total)

In the first semester of 2014, cement, hydrocarbons and by-products dominated imported cargoes that landed at the Douala Port. The importation of foodstuffs such as rice and frozen fish witnessed a substantial decrease as opposed to wheat and salt imports that witnessed an increase.

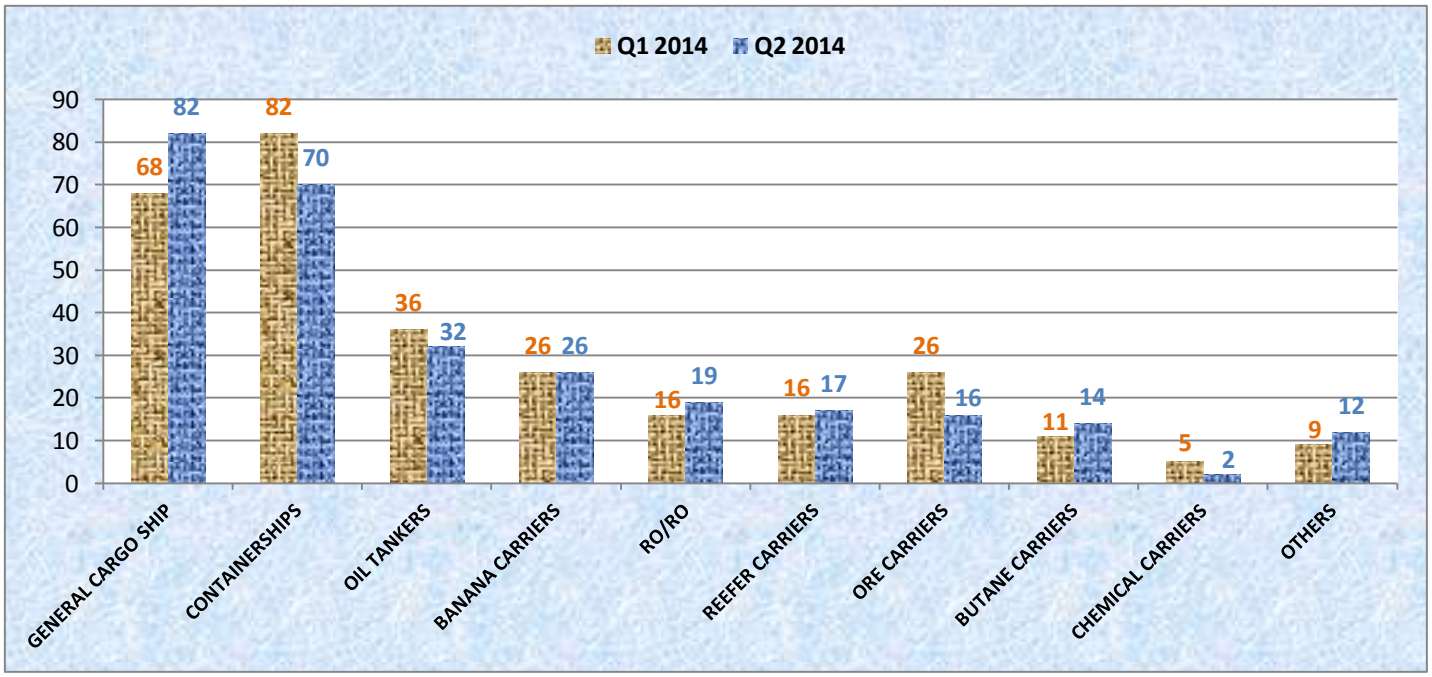
SHIP | Type of ships berthed

20% increase in multipurpose cargo ships against a decrease of 14.6% of containerships

The number of ships that called the port of Douala in the 2nd quarter of 2014 dropped 1.7% as compared to the previous quarter. It decreased from 295 to 290.

The same ships called the Douala port between the 1st and 2nd quarters of 2014. They were containerships, multipurpose cargo ships, tankers, banana carriers, ro-ro ships, refrigerated ships, ore carriers, butane carriers and chemical carriers.

Graph: *Number of ships per type at the port of Douala between Q1 2014 and Q2 2014*



Source : *PAD*

General cargo ships witnessed the highest increase (20.6%), rising from 68 in Q1 to 82 in Q2 of 2014. Ro-ro ships (18.8%) and butane carriers (27.3%) also recorded an upward trend.

Containerships that ranked first in the 1st Q1 experienced a decline (14.6%) following the sharp increase in the number of general cargo ships. Ore carriers and chemical tankers recorded the largest decreases of 38.5% and 60% respectively.

Ore carriers dropped from 26 to16 ships and chemical tankers that recorded five arrivals in Q1 2014, registered 2 vessels during the next quarter.

The number of banana carriers that called the Douala port during the period under study remained the same (26) for the previous period.

SHIPS | Tonnage per ship type

5% increase in total tonnage with a sharp increase of 45.7% for multipurpose freighters

Table: *Tonnage per type of ships (in tons)*

	Q1 2014	Percentage	Q2 2014	Percentage	Variation
GENERAL CARGO SHIPS	628,991	26.0	916,634	36,1	45,7%
CONTAINERSHIPS	768,901	31.8	768,267	30,2	-0,1%
OIL TANKERS	338,450	14.0	319,579	12,6	-5,6%
ORE CARRIERS	425,426	17.6	301,691	11,9	-29,1%
BANANA CARRIERS	86,597	3.6	86,525	3,4	-0,1%
RO/RO	57,060	2.4	84,375	3,3	47,9%
REEFER CARRIERS	30,711	1.3	26,182	1,0	-14,7%
BUTANE CARRIERS	14,230	0.6	24,293	1,0	70,7%
CHEMICAL CARRIERS	40,419	1.7	2,940	0,1	-92,7%
OTHERS	30,278	1.3	11,080	0,4	-63,4%
TOTAL	***2, 421,063***	***100***	***2, 541,566***	***100***	***5,0%***

Source : *PAD*

Notwithstanding the decline in the number of ships that berthed at the Douala port in the 2nd quarter of 2014, the port registered an increase in cargo tonnage. It rose from 2,421,063 to 2,541,566 tons, representing an increase of 5%. This trend was mainly driven by exports that witnessed an increase of 30.1%. Imports dropped by about 1%.

Of the major ships that called the Douala port on a regular basis, four categories of ships carried about 90% of the total shipment. These included multipurpose freighters, containerships, oil tankers and ore carriers. The other types of ships each contributed less than 4%.

The sharp increase in the number of multipurpose freighters that called the port during the 2nd quarter of 2014 accounted for the extraordinary growth (45.7%) in the tonnage of this type of ships, which ranked first with 916,634 tons during the period. Significant increases were also recorded in the tonnage of ro-ro ships (47.9%) and butane carriers (70.7%). Chemical tankers, which dropped from 5 in the 1st quarter to 2 in the 2nd quarter, witnessed the most drastic decline, contributing only 1% of the total tonnage. Indeed, the volume of their cargo dropped from 40,419 to 2,940 tons, representing 92.7% reduction. Ore carrier tonnage dropped from 425,426 to 301,691 tons, showing a decline of 29.1%.

Oil tankers also dropped by 5.6%.

Notwithstanding a drop in their number during the referenced period, containerships registered a stable volume of cargoes, about 768,500 tons.

The tonnage of banana carriers remained almost the same (a little more than 86,500 tons).

SHIP | wait / stay times per ship type

Like in the previous period, the longest average wait time at the base buoy was registered by reefer carriers (8 days) while ore carriers recorded the highest average stay at the quay (almost 11 days)

Table : *Average wait time per ship type (in hours)*

Type of ships	Q1 2014	Q2 2014	Variation
BANANA CARRIER	5.27	1.97	-62.6%
BUTANE CARRIER	8.09	4.96	-38.7%
CHEMICAL CARRIER	20.81	9.71	-53.3%
OIL TANKER	19.51	17.81	-8.7%
RO/RO	28.63	29.15	1.8%
ORE CARRIER	145.02	89.39	-38.4%
CONTAINER SHIP	76.49	98.59	28.9%
GENERAL CARGO SHIP	76.88	128.53	67.2%
REEFER CARRIER	111.53	194.48	74.4%

Source : *PAD*

In general, wait times at the base buoy or dwell time of vessel types with a proportion less than 10% reduced. This is particularly the case of chemical tankers whose average wait time at the base buoy reduced from 20.81 hours to 9.71 hours and average quay stay time reduced from 2.65 days to slightly less than a day. Similarly, butane carriers' average waiting time at the base buoy reduced from 8.09 hours to 4.96 hours and their average stay at the quay reduced to slightly below two days.

Banana carriers whose average stay at berth remained the same (1.46 day) saw its average wait time at the base buoy reduce from 5.27 hours to about 2 hours.

The average time that reefer carriers spent at the base buoy remained high and continued to increase. It stood at 4 days and 15 hours in the 1st quarter of 2014 while in the 2nd quarter of the same year it stood at eight days two hours, showing an increase of three and a half days.

Table: *Average stay at quay per ship type (in days)*

Type of ships	Q1 2014	Q2 2014	Variation
BANANA CARRIER	1.46	1.46	0.0%
BUTANE CARRIER	1.93	1.9	-1.6%
CHEMICAL CARRIER	2.65	0.92	-65.3%
OIL TANKER	1.88	1.71	-9.0%
RO/RO	2.17	2.11	-2.8%
ORE CARRIER	8.66	10.73	23.9%
CONTAINER SHIP	2.3	3.05	32.6%
GENERAL CARGO SHIP	7.43	8.67	16.7%
REEFER CARRIER	5.22	4.83	-7.5%

Source : *PAD*

Statistics concerning general cargo and container ships, which call the Douala port on a regular basis, witnessed an increase.

The average waiting times for general cargo ships increased from 76.88 hours (3 days 5 hours) to 128.53 hours (5 days 8 hours), showing an increase of 2 days. These vessels recorded an average stay at quay of 8.67 days during the study period, representing about 1 day 6 hours more than in the 1st quarter of 2014.

Containerships spent, on average, one more day both at the base buoy and at the quay in the 2nd quarter of 2014 as compared to the previous quarter. Their number decreased by 14.6%, reflecting the congestion experienced at the container yard during this period.

SHIP | Output per ship type

The average daily output of containerships continued to decline (11.7%)

Table: *Evolution of average daily output per ship per type (in tons)*

Ship type	Q1 2014	Q2 2014	Variation
OIL TANKER	5,001	5,829	*16.6%*
CONTAINERSHIP	4,068	3,593	*-11.7%*
BANANA CARRIER	2,274	2,279	*0.2%*
RO/RO SHIP	1,642	2,101	*28.0%*
ORE CARRIER	1,889	1,757	*-7.0%*
CHEMICAL CARRIER	3,045	1,598	*-47.5%*
GENERAL CARGO SHIP	1,245	1,289	*3.5%*
BUTANE CARRIER	671	912	*35.9%*
REEFER CARRIER	368	319	*-13.3%*

Source : *PAD*

Chemical takers experienced the most remarkable change in daily average output per ship, dropping 3,045 tons in the first quarter of 2014 to 1,598 tons in the 2nd quarter of 2014, representing a decrease of 47.5%. This decrease is attributable partly to the near 93% drop in the tonnage of such vessels and the 60% decline in the number of chemical tankers that docked at the port of Douala in the 2nd quarter of 2014.

The daily average output per ship as concerns containerships and reefer carriers continued on a downward trend (11.7% and 13.3% respectively). For the first category of vessels, the total tonnage remained nearly the same but the number of vessels fell by 14%, while for the latter, the number of vessels increased by 6.3% and the total tonnage decreased by 14%. This shows that the trend reflected some congestion at the container yard.

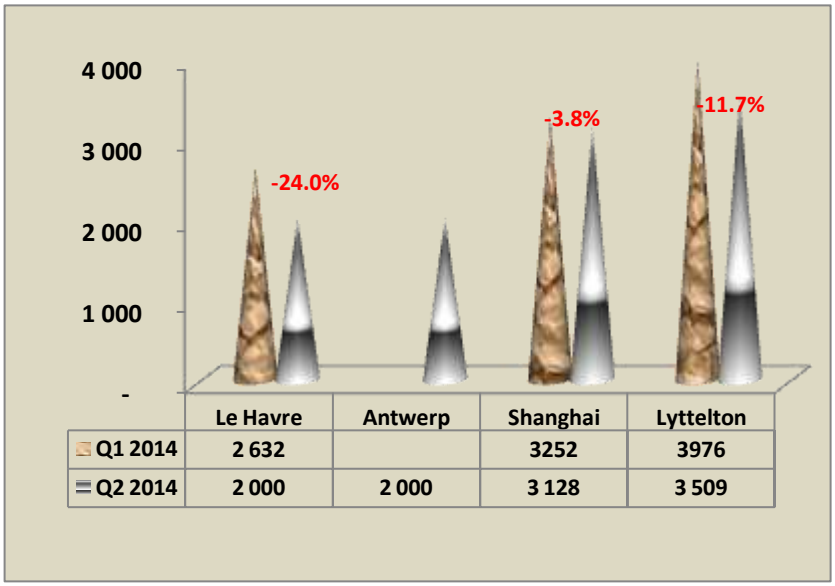
The analysed indicator experienced a remarkable increase regarding butane carriers (35.9%), which rose from 671 to 912 tons. Ro-ro ships (28%) and oil tankers (16.6%) witnessed a 2-digit growth rate in terms of daily average output per ship. For oil tankers, this is attributable to the decrease in tonnage and vessel numbers during the second quarter of 2014, thereby supporting the improved performance observed in this specialised berth. The situation is quite contrary to that of ro-ro ships. Here, the number of vessels and total tonnage rose by 18.8% and 47% respectively. Consequently, the evolution of the daily average output per ship registered in this terminal reflects a real improvement in performance over the study period.

The daily average output per ship for banana carriers was almost stable (2,279 tons).This shows that the cargo handled at this terminal remained the same during the two first quarters of 2014 for vessel tonnage and numbers did not also witnessed a significant change.

SHIPPING COST | 20' Container

Decrease witnessed in major ports of loading regarding *refrigerated containers*

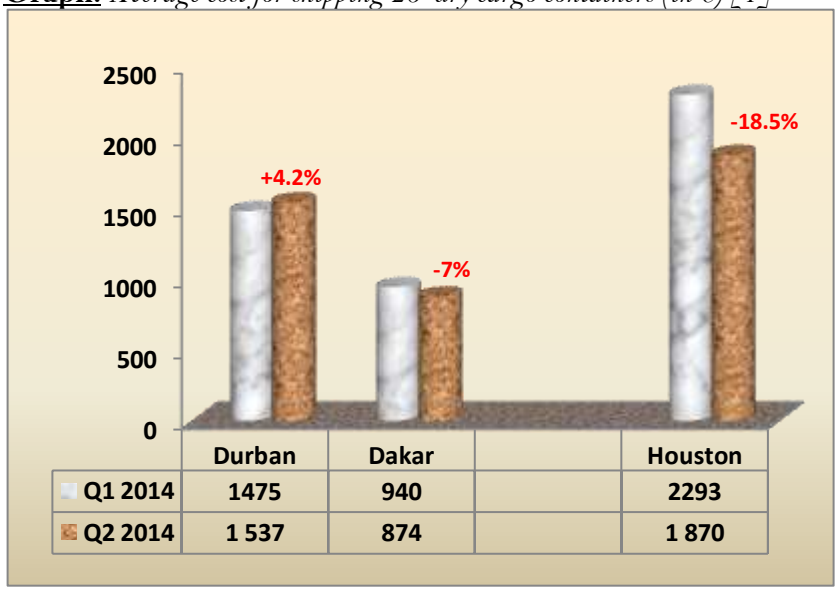
Graph: *Average cost for shipping 20'refrigerated container (in €)*



	Le Havre	Antwerp	Shanghai	Lyttelton
Q1 2014	2 632		3252	3976
Q2 2014	2 000	2 000	3 128	3 509

Source : *CNSC*

Graph: *Average cost for shipping 20' dry cargo containers (in €) [1]*



	Durban	Dakar		Houston
Q1 2014	1475	940		2293
Q2 2014	1 537	874		1 870

Source : *CNSC*

20'refrigerated container

The average shipping cost witnessed a downward trend during the 2nd quarter of 2014 in all major ports of loading.

At the port of le Havre, which registered the highest decline (24%), the average costs of shipping 20' refrigerated container dropped from 2,632 € to 2,000€.

At the port of Antwerp, the average shipping cost stood at 2,000€ during the period under study. It is noteworthy that during the previous quarter, this type of cargo was not shipped at that port.

In Shanghai, prices were much more dispersed (1,228€). The average cost dropped from 3,252€ to 3,128€, representing a decrease of 3.8%.

At the port of Lyttelton, the average cost fell by 11.7%. It moved from 3,976€ to 3,509€. The average maximum variation of rates charged stood at 465€.

20' dry containers

At the port of Durban, the average cost of shipping 20' dry containers rose from 1,475€ to 1,537€, representing an increase of 4.2%. The rates charged witnessed an average maximum variation of 302€. During the referenced period, half of cargo paid transport cost of between 1,400€ and 1,700€.

Dakar, where tariffs were a little more dispersed (more or less 530€ in average), witnessed a decline of 7% and the average shipping cost was 874€ during the second quarter of 2014.

At the Port of Houston, the main US port of loading, the decline was 18.5%. The average shipping cost dropped from 2,293€ to 1,870€. The average maximum variation stood at 606 €.

SHIPPING COST | 20' Container

Major European dry container ports of loading witnessed a decrease slightly below 1%

Table: *Average cost of shipping 20' dry containers (in €) [2]*

EUROPE					ASIA				
Country	**Port**	**Q1 2014**	**Q2 2014**	**Variation**	**Country**	**Port**	**Q1 2014**	**Q2 2014**	**Variation**
France	Le Havre	1,489	1,471	-1.2%	China	Xingang	1,884	1,710	-9.3%
	Rouen	1,559	1,537	-1.4%		Qingdao	1,714	1,755	2.4%
Belgium	Antwerp	1,462	1,450	-0.8%		Ningbo	1,672	1,761	5.3%
Spain	Valencia	1,394	1,414	1.4%		Shanghai	1,961	1,933	-1.4%
Italy	Genoa	1,612	1,582	-1.9%	UAE	Jebel Ali	1,797	1,712	-4.7%
Germany	Hamburg	1,474	1,543	4.7%	India	Nhava Sheva	1,642	1611	-1.9%

Source : *CNSC*

During the study period, the average shipping cost in major French ports of loading decreased - 1.2% for the port of Le Havre and 1.4% for that of Rouen. Average levels stood at 1,471€ and 1,537€ respectively. The rates charged in both ports witnessed an average variation of no more than 556€. At the port of Antwerp, the rate remained almost the same, with an average of around 1,450€ and average maximum variation 550€.

It is observed that for the three aforementioned European ports, half of the cargo was shipped to the port of Douala at between 1000€ and 1810€.

At the port of Valencia, the average cost rose from 1,394€ to1, 414 €, representing an increase of 1.4%, with a mean variation of up to € 565.

At the port of Genoa, despite a 1.9% decrease in the average cost, rates charged were more dispersed (with a deviation from the mean sometimes reaching 690€). During the second quarter of 2014, half of shipments cost between 1,000€ and 2,340€.

The Port of Hamburg witnessed an increase of 4.7% in the average shipping cost. Slightly more than half of the shipments cost between 1,500€ and 1,600€, with a maximum deviation from the average of 400 €.

In China, the average shipping cost was not consistent. Two of the four main ports (Shanghai and Xingang) registered an upward trend while the other two (Qingdao and Ningbo) witnessed a decrease.

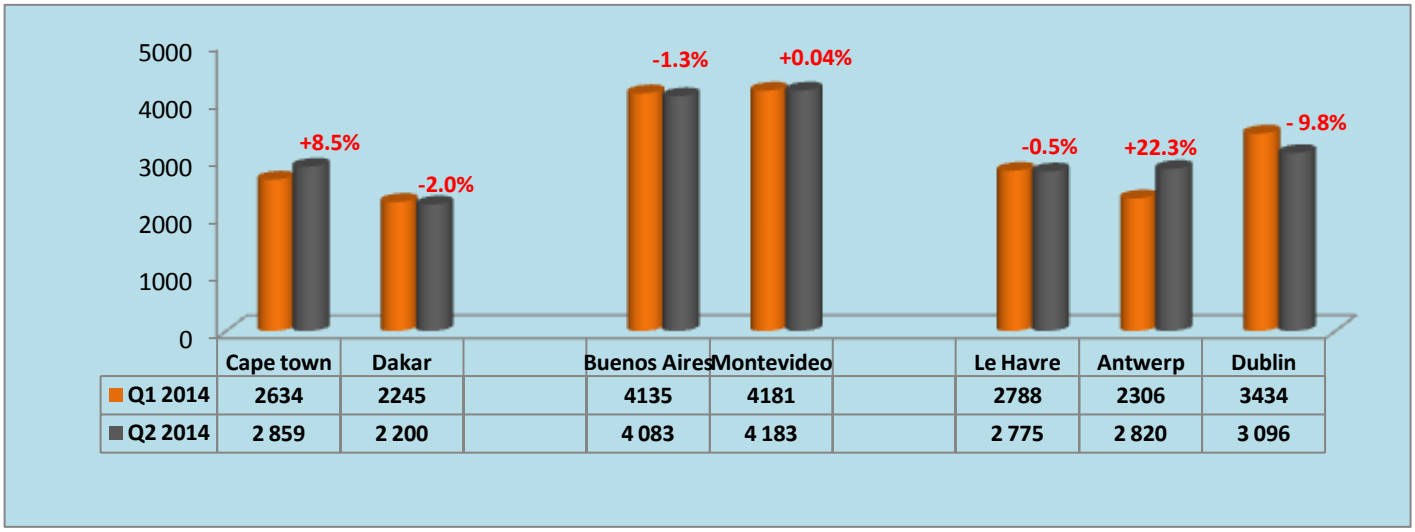
At the port of Shanghai, where rates were higher, 50% of such shipments cost between 1,780€ and 2,160€, while in the other three Chinese ports, the same proportion cost between 1500 € and 2000 €.

The ports of Jebel Ali and Nhava Sheva witnessed a decrease of 4.7% and 1.9% respectively, with deviations from the mean of 600€.

SHIPPING COST | 40' Container

Sharp increase recorded in the port of Antwerp (22.3%) while in the major US ports cost structure remained almost the same for refrigerated containers

Graph: *Average cost for shipping 40' containers (in €) [1]*



	Cape town	Dakar		Buenos Aires	Montevideo		Le Havre	Antwerp	Dublin
Q1 2014	2634	2245		4135	4181		2788	2306	3434
Q2 2014	2 859	2 200		4 083	4 183		2 775	2 820	3 096

Source : *CNSC*

The sources of refrigerated 40'containers were as follows, Asia ranked first with 34%, followed by Europe (29%), America (21.3%) and Africa (15.7%) on the last spot.

In Africa, the Dakar port offered relatively low rates though with higher dispersion (500€ against 200€ for Cape Town). Half of the cargo was transported at between € 1,500 and €2,500 while in Cape Town the same proportion was transported at between €2,500 and € 2,900.

In major US ports, rates witnessed a maximum mean variation of 310€ average. Just over half the rate ranged between € 3,880 and € 4,300.

At Le Havre port, the average cost was almost stable (€2,775). The maximum deviation from the average was 415€. Three out of four cargoes was transported at a fare lower or equal to €2,800.

The Port of Antwerp witnessed a sharp increase (22.3%) in fares. Here, fares registered a maximum mean deviation of €450 and 75% of these costs were below €3,000.

At the Dublin Port, tariffs were a little tighter (maximum deviation from the average of €234); more than 80% of cargo was transported at between €2,875 and €3,100.

At the port of Ho Chi Minh, shipping costs had a mean deviation of at most € 266 and 75% of cargo was shipped to the port of Douala at less than € 4,050.

At the port of Nhava Sheva, the average shipping cost rose by 2.9%. In some cases, the rates charged had a mean deviation of up to €470. Here, eight out of ten cargoes were shipped at less than €4,300.

SHIPPING COST | 40' Container

Table: *Average cost for shipping 40'dry container (in €) [Major Asian ports]*

Country	Port	Q1 2014	Q2 2014	Variation
China	Zhanjiang	5,062	4,152	-18.0%
	Xiamen	4,191	4,196	0.1%
India	Pipavav	4,743	4,500	-5.1%
	Nhava sheva	3,889	4,000	2.9%
Vietnam	Hochiminh	3,892	3,885	-0.2%

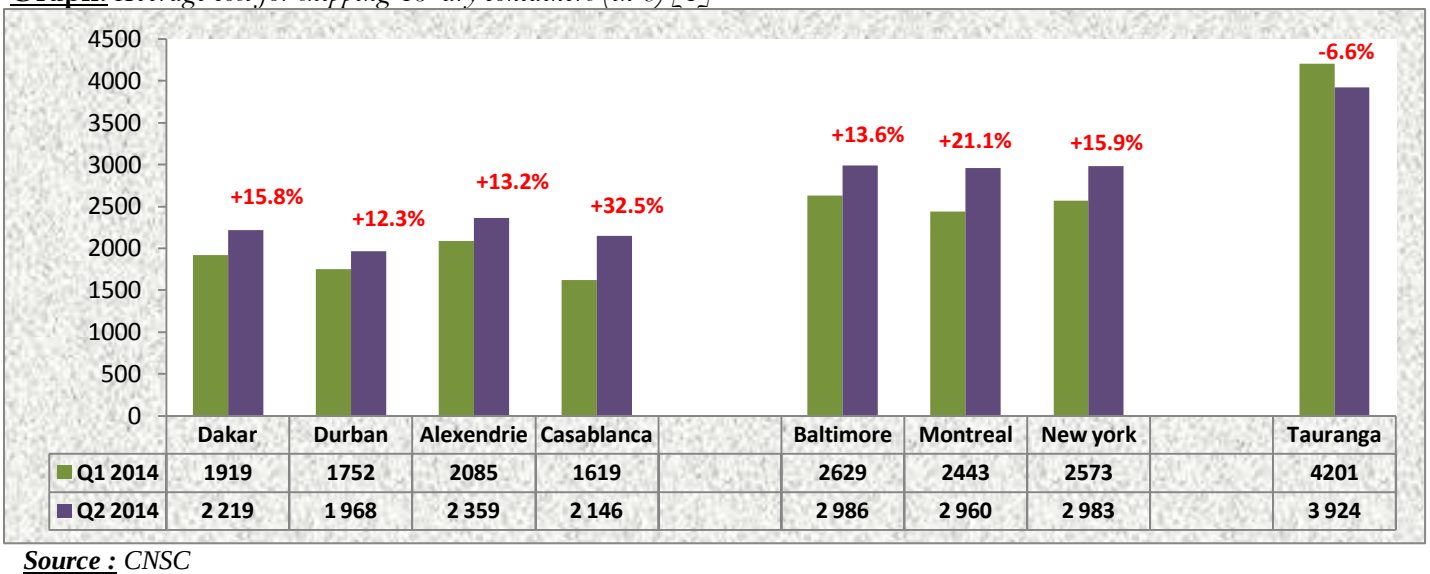
Source : *CNSC*

In Africa and America, the average cost of shipping 40' dry containers witnessed a double-digit growth rate with higher rates in the ports of Casablanca (32.5%) and Montreal (21.1%). At the first port, the average cost rose from €1,619 to € 2,146. The rates charged here, sometimes witnessed a mean variation of more or less than € 394. At the Port of Montreal, the rates sometimes recorded a mean variation of up to €550.

Baltimore and New York ports offered fairly similar prices, with an average around € 2,985 and three out of four cargoes were shipped from the port of loading to the port of Douala at under € 3,500.

At the Port of Tauranga, the average shipping cost fell by 6.6%. Here, tariffs were very close (roughly € 40 from the mean).

Graph: *Average cost for shipping 40' dry containers (in €) [1]*



Source : *CNSC*

SHIPPING COST | 40' Container

Increase of just over 10% in the main ports of loading in Europe (Antwerp, Le Havre and Rouen) for 40' dry containers

Table : *Average cost for shipping 40' dry containers (in €) [2]*

EUROPE					ASIA				
Country	**Port**	**Q1 2014**	**Q2 2014**	**Variation**	**Country**	**Port**	**Q1 2014**	**Q2 2014**	**Variation**
Belgium	Antwerp	2,314	2,591	12.0%	China	Ningbo	2,697	2,843	5.4%
France	Le Havre	2,300	2,537	10.3%		Qingdao	2,762	2,969	7.5%
	Rouen	2,384	2,706	13.5%		Shanghai	2,776	3,162	13.9%
Spain	Valence	2,456	2,459	0.1%	UAE	Jebel Ali	2,498	2,941	17.7%
The United Kingdom	Felixstowe	2,528	2,635	4.2%	India	Nhava Sheva	2,387	2,758	15.6%
Netherlands	Rotterdam	2,608	2,773	6.3%		Mundra	2,681	2,790	4.1%

Source : *CNSC*

In Europe, Belgium and France, which are the two main countries that accounted for slightly over 50% of this type of shipments, witnessed double-digit growth rates in average shipping cost.

At the port of Antwerp, the average shipping cost rose from € 2,314 to € 2,591, representing an increase of 12%. The rates charged in Q2 were much closer than those of the previous quarter (€366 mean deviation against €650). Here, slightly more than 25% of cargoes were shipped at exactly € 2,500 per container.

At the port of Le Havre, the average shipping cost rose from € 2,300 to € 2,537, reflecting an increase of 10.3%. At the port of Rouen, it rose from € 2,384 to € 2,706, representing an increase of 13.5%. The second French port seemed to have charged higher rates. Indeed, although shipping costs were more dispersed at Le Havre (deviation from the mean sometimes reaching € 507, against € 370 in Rouen), we observed that 50% of shipments paid more than € 2500 at Le Havre whereas at the Port of Rouen, some 75% of cargoes paid over € 2,500.

At the ports of Felixstowe and Rotterdam, the increase in average shipping cost stood at 4.2% and 6.3% respectively. The rates in these ports witnessed a maximum mean deviation of € 373. The structure of 40' dry container shipping costs charged by the port of Valencia remained unchanged.

In Asia, the cost of shipping these types of cargoes increased. China, which accounts for 2/3 of Asian shipments, has three major ports of loading. At the ports of Ningbo and Qingdao, where 5.4% and 7.5% of the growth rates were recorded, the structure of tariffs was very close. The deviation from the mean did not exceed €480 and 75% of containers were shipped for not more that €3,200 (with a high concentration between € 2500 and € 2900).

At the port of Shanghai, where the increase in average shipping cost was 13.9%, differences observed in average sometimes reached € 600. Half of the cargo was shipped to the port of Douala for €3,200 per container.

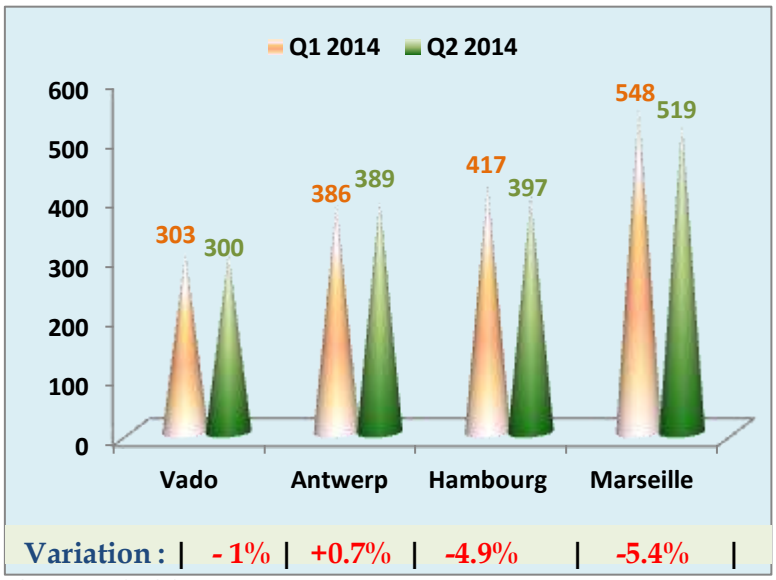
The port of Jebel Ali in the United Arab Emirates (UAE) witnessed the highest growth (17.7%). Here, the average shipping cost reached € 2,941 during the second quarter of 2014 and the rates charged were far from this value by up to € 550. Half of the cargo was shipped for more than €2,600.

In India, the Port of Nhava Sheva witnessed a sharp increase (15.6%) with a maximum deviation from the average of €550, while Mundra recorded a moderate increase (4.1%) with prices far from the average by 392€.

SHIPPING COST | Vehicles

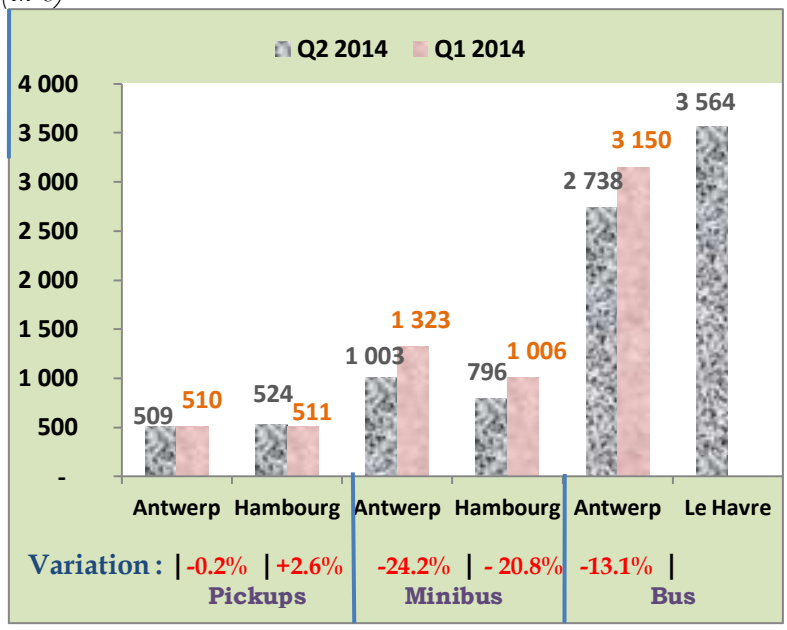
Rates charged for passenger vehicles virtually remained the same in Antwerp and dropped by about 5% in Hamburg

Graph: *Average cost for shipping passenger vehicles (in €)*



Source : *CNSC*

Graph: *Average cost for shipping pickups and public transport vehicles (in €)*



Source : *CNSC*

In the 2nd quarter of 2014, 85.3% of imported cars were passenger vehicles, the majority of which were from Belgium (77.1%) and Germany (19.7%).
The average cost of shipping passenger vehicles at the port of Antwerp rose from €386 to €389, representing an increase of 0.7%. Tariffs in this main port of loading witnessed a mean deviation of more or less than € 200, and during the reporting period, almost ¾ of shipments were transported for between € 300 and € 400.

In Hamburg, where the decline was much higher (4.9%), the average cost rose from 417 € to €397, with an average maximum price deviation of €140. The main French port of loading was Marseille. Its average shipping cost fell by 5.4%. However, it witnessed a sharp tariff disparity (more or less €500 from the mean) despite the fact that half of the cargo was shipped for between €350 and €520. At the port of Vado, shipping costs were virtually stable. The tariffs charged were close (roughly € 30) with an average of €300.

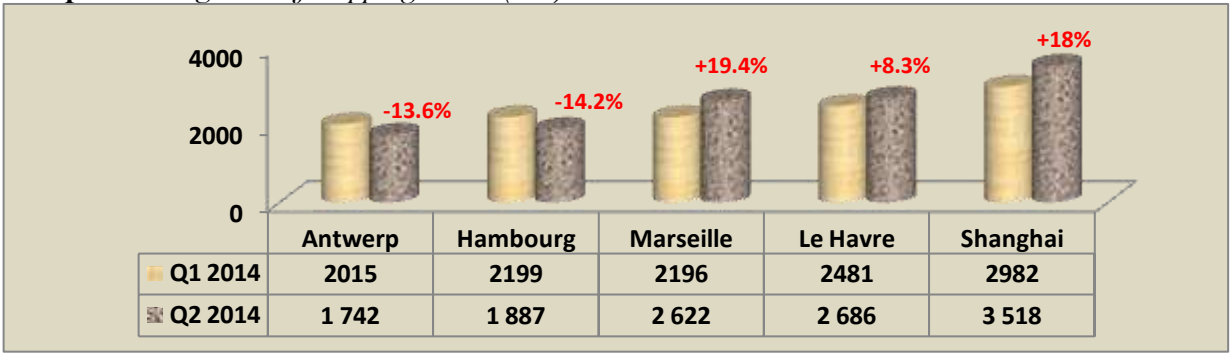
In the main port of loading (Antwerp), the costs of shipping pickups were stable with an average of €510 and tariff deviation of €200. Conversely, at the port of Hamburg, the average shipping cost rose from €511 to €524; representing an increase of 2.4%. The rates charged therein were quiet close (roughly €100).

Public transport vehicles represented 3% of imported cars. Minibuses dropped by 24.2% and 20.8% in Antwerp and Hamburg, which were the major ports of loading.

SHIPPING COST | Vehicles

14% decrease in the average cost of shipping trucks from Antwerp and Hamburg against an increase of 18% at the port of Shanghai

Graph: Average *cost of shipping trucks (in €)*



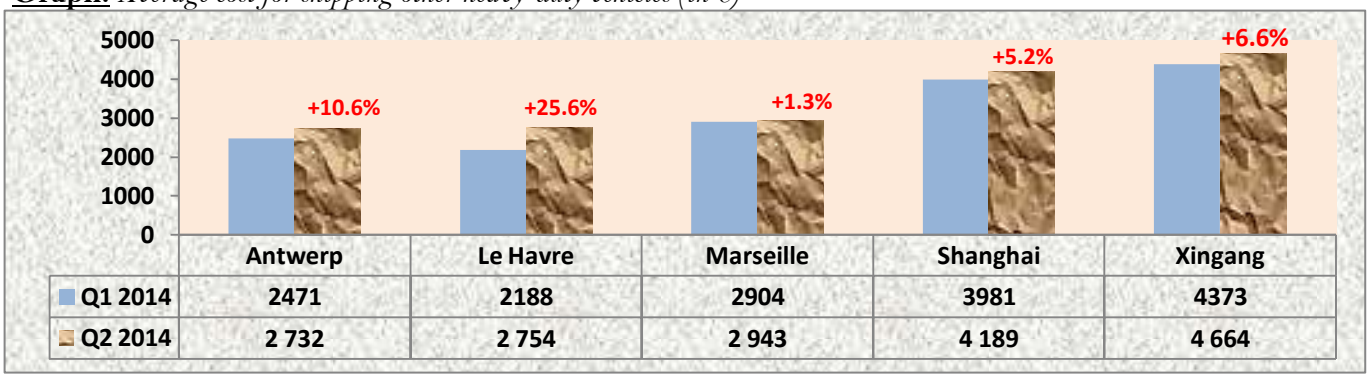
	Antwerp	Hambourg	Marseille	Le Havre	Shanghai
Q1 2014	2015	2199	2196	2481	2982
Q2 2014	1 742	1 887	2 622	2 686	3 518

Source : *CNSC*

The major European ports, namely Antwerp and Hamburg, witnessed decreases of 13.6% and 14.2% respectively in the average shipping cost, which was €1,742 for the port of Antwerp and €1887 for the port of Hamburg. The disparity in rates for these two ports was almost the same. They registered a mean deviation of €1,000. Additionally, during the study period, slightly more than half of the cargo shipped from these two ports was charged an amount between €1,000 and €2,500.

The main ports of loading in France, namely Marseille and Le Havre, witnessed increases in average shipping cost. At the port of Marseille, it leaped from €2,196 to €2,622, showing a growth rate of 19.4%. At the port of Le Havre, it rose from € 2,481 to € 2,686. The rates in both ports were about average with a maximum deviation of €900. Half of the trucks that went through one of these major French ports were charged between € 2,000 and € 3,200 as shipping cost.

Graph: *Average cost for shipping other heavy-duty vehicles (in €)*



	Antwerp	Le Havre	Marseille	Shanghai	Xingang
Q1 2014	2471	2188	2904	3981	4373
Q2 2014	2 732	2 754	2 943	4 189	4 664

Source : *CNSC*

In Belgium the average shipping cost rose by 10.6% in the port of Antwerp, increasing from € 2,471 to € 2,732. In France, Le Havre port witnessed an increase of 25.9%. Here, the average transport cost that was initially € 2,188 rose to € 2,754. At the port of Marseille the trend was the same, but much less. The average cost of transportation therein rose from € 2,904 to € 2,943, representing a growth of 1.3%.

In the main European ports, tariff disparity sometimes reached € 1000.

The ports of Shanghai and Xingang witnessed increases of 5.2% and 6.6% respectively. The average shipping costs in these two ports were €4,189 and €4,664 respectively in the 2nd quarter of 2014. The rates charged in Shanghai recorded a mean deviation of up to €1,200 against €800 in Xingang.

PORT DWELL TIMES | Evolution

Monthly performance recorded in the 2nd quarter of reflects a worsening situation

Table: *Port dwell time from January to February 2014 (in days)*

	Jan. 14	Feb.14	March-14	April-14	May-14	June-14
Average	14.95	17.71	19.07	16.58	19.92	20.01
Variation		18.5%	7.7%	-13.1%	20.1%	0.5%
1er Quartile	7	9	8	7	10	8
2e Quartile	12	15	14	12	17	15
3e Quartile	19	23	26	21	26	27
TEU used	4,028	4,360	5,442	4,902	4,360	4,295
TEU Cleared	8,937	7,465	9,545	8,832	8,275	8,206

Source : *National Committee for the Facilitation of International Maritime Traffic (FAL COMMITTEE)*

During the 2nd quarter of 2014, the average port dwell times for containerised cargo showed positive monthly growth rates. Indeed, after the drop recorded between March and April during which the average levels were 19.07 days and 16.58 days respectively, a much higher average (19.92 days)was observed in May. In June, growth was less pronounced (0.5%) but the trend movement remained upward and on average, containers left the port after 20.01 days - about 2 hours and 10 minutes more than in the previous month.

Furthermore, there was some similarity between the two quarters. This is seen in the fact that the first month of each period recorded the best performance, while statistics of the previous month showed that shippers encountered or caused more difficulties in the process of removing containers from the port.

It is also noteworthy that the different quarterly averages were compounded by the long stay of containers in the port. The result is that no matter the quarter, half of the containers spent less than the average of at least two days in the port.

The results of the analysis of quartiles help consolidate the above statements that were much more concentrated on the average.

Indeed, in April 2014, half of the containers stayed more than 12 days before being removed, while in June, only about 30% of containers left the port area 12 days after their date of offloading. Furthermore, in April, a quarter of these shipments stayed more than three weeks (21 days) at the port against virtually over 4 weeks (27 days) for the month of June.

It is noteworthy that for each month, the sample containers used to calculate these periods accounted for about 60% of all containers removed from the container yard during the concerned month.

RAIL FREIGHT | Tonnage

Hydrocarbons and containerised goods constituted the majority (53%) of cargo outbound from Douala

In the 2nd quarter of 2014, rail freight kept the same upward trend as in the first quarter except that the increase was much lower 1.5% (against 10%). It went from 440,152 to 446,726 tons. The share of import rail freight gained 3 points and reaching 76.6% in the 2nd quarter 2014.

Graph: *Import rail freight per type of goods (in tons)*

Goods	Q2 2014	Q1 2014	Percentage Q2	Percentage Q1	Variation
Hydrocarbons	123,141	123,318	36.0%	38.1%	-0.1%
Containers	58,290	49,688	17.0%	15.4%	17.3%
Flour and cereals	31,361	25,869	9.2%	8.0%	21.2%
Building materials	21,881	18,507	6.4%	5.7%	18.2%
Fertilizers & insecticides	21,537	29,018	6.3%	9.0%	-25.8%
Home-made sugar	7,928	9,947	2.3%	3.1%	-20.3%
Alumina (raw materials)	7,080	7,245	2.1%	2.2%	-2.3%
Consolidations	1,233	1,631	0.4%	0.5%	-24.4%
Other goods	69,675	58,037	20.4%	18.0%	20.1%
TOTAL	**342,126**	**323,260**	**100%**	**100%**	**5.8%**

Source : *CAMRAIL*

During the referenced period, the tonnage of import rail freight remained the same. It was still dominated by hydrocarbons (36%), containers (17%), flour and cereals (9.2%). Its volume rose from 323,260 to 342,126 tons, representing an increase of 5.8%.

Apart from hydrocarbons whose tonnage remained nearly the same (a little over 123 thousand tons), the main types of imported goods witnessed a significant increase whilst those less present on the international market decreased. This is particularly the case of home-made sugar, which dropped from 9,947 to 7,928 tons, representing a decrease of 20.3%. Fertilizers and insecticides also decreased by 25.8%.

This decrease was due mainly to their extensive use in agriculture in the previous quarter, thus driving up demand. Additionally, there was a sharp drop in the tonnage of goods resulting from consolidations, which dropped from 1,631 to1, 233 tons, showing a decrease of 24.4%.

RAIL FREIGHT | Tonnage

Hydrocarbons and containerised goods constituted the majority (53%) of cargo outbound from Douala

Graph: *Export rail freight per type of goods (in tons)*

Goods	Q2 2014	Q1 2014	Percentage Q2	Percentage Q1	Variation
Wood Logs	32,597	33,515	31.2%	28.7%	-2.7%
Processed wood (sawn wood)	29,290	27,427	28.0%	23.5%	6.8%
Cotton fibre	26,610	35,870	25.4%	30.7%	-25.8%
Grains and oil cakes	7,218	6,586	6.9%	5.6%	9.6%
Containers	6,513	9,926	6.2%	8.5%	-34.4%
Livestock	2,373	3,567	2.3%	3.1%	-33.5%
TOTAL	**104,600**	**116,892**	**100%**	**100%**	**-10.5%**

Source : *CAMRAIL*

Export rail freight, which in the 2nd quarter of 2014 accounted for slightly less than a quarter (23.4%) of total rail freight did not fully maintain its tonnage as was the case with import freight. Cotton fibre, which ranked first in the 1st quarter with a share of 30.7%, dropped to the 3rd position in the 2nd quarter of 2014 with a contribution of 25.4%. This product fell by 25.8%, with its tonnage decreasing from 35,870 to 26,610 tons.

The first two spots were occupied by wood logs (28.7%) and processed wood (23.5%) respectively.

Wood logs rose from 32, 597 to 33,515 tons, representing a decrease of 2.7%. Processed wood witnessed an increase of 6.8%, with a total of 29,290 tons in the 2nd quarter of 2014.

Two types of goods recorded a sharp decrease (around 35%). These were containerised cargo, which dropped from 9,926 to 6,513 tons, and livestock which fell from 3,561 to 2,373 tons.

Grains and oil cakes registered the highest increase (9.6%), leaping from 7,218 to 6,588 tons.

RAIL FREIGHT | Transport cost

The most remarkable variations in rail transport cost concerned fertilizers and insecticides (-4%) and building materials (+ 3.2%)

Table: *Transport cost per type import goods (FCFA / ton / km)*

TYPE OF GOODS	Q2 2014	Q1 2014	Variation
Building materials	35,334	34,228	3.2%
Home-made sugar	37,134	37,931	-2.1%
Flour and cereals	37,441	37,499	-0.2%
Fertilizers and insecticides	38,721	40,331	-4.0%
Consolidations	40,386	40,386	0.0%
Containers	56,968	56,534	0.8%
Alumina (raw materials)	57,148	57,148	0.0%
Hydrocarbons	60,942	61,602	-1.1%
Other goods	44,449	45,283	-1.8%

Source : *CAMRAIL*

The first observation to make here is that building materials transport cost (in tons/km), which reached its lowest ebb in the 1st quarter of 2014, experienced the most significant increase (3.2%). It rose from 34,228 to 35,334 FCFA per ton/km. However, it maintained its position as the product with the lowest cost of transport.

The most significant decrease in transportation cost per ton per km concerned fertilizers and insecticides (4%). It rose from 40,331FCFA to 38,724. The cost of transporting home-made sugar and Hydrocabons dropped by 2.1% and 1.1% respectively. For the first product, it decreased from 37,931 to 37,134 FCFA and for the second, it dropped from 61,602 to 60,942 FCFA FCFA. The cost of rail transport of flour and cereals as well as alumina (raw material) and of goods transported as grouped shipments remained virtually unchanged.

RAIL FREIGHT | Transport cost

11.3% increase in grain and oil cake transport cost as against about 7% drop in container transport cost

Graph: *Transport cost per type of import goods (in FCFA / ton/km)*

TYPE OF GOODS	Q2 2014	Q1 2014	Variation
Grains and oil cakes	19,871	17,850	11.3%
Containers	23,759	25,492	-6.8%
Cotton fibre	32,449	32,630	-0.6%
Livestock	34,789	35,434	-1.8%
Wood logs	40,347	39,700	1.6%
Processed wood(sawn wood)	46,704	47,795	-2.3%

Source : *CAMRAIL*

As was the case with import goods, in the 1st quarter of 2014, the lowest export goods transport cost (per ton per km) was that of grains and oil cakes (17,850 FCFA). During the period under study, it registered the most remarkable increase (11.3%), with 19,871 FCFA/ton/km. However, it maintained its position as the product with the lowest cost of transport.

Wood logs transport cost also increased by 1.6%, rising from 39,700 to 40,347 FCFA. All other products witnessed a decrease in transport cost. The most significant was container transport cost (6.8%), which decreased from 25,492 to 23,759 FCFA.

Cotton fibre and livestock registered a decrease of 0.6% and 1.8% respectively.

The sawn wood transport cost dropped from 47,795 to 46,704 FCFA, showing a reduction of 1,092 FCFA and a 2.3% decrease.

The Cameroon National Shippers' Council (CNSC) extends its deepest gratitude to the following institutions that helped in drafting this publication:

- **Port Authority of Douala *(PAD)***
- **Cameroon Railways *(Camrail)***
- **National Committee for the Facilitation of International Maritime Traffic *(FAL Committee)***

CAMEROON NATIONAL SHIPPERS' COUNCIL (CNSC)

HEAD OFFICE

P.O. BOX 15 88 DOUALA

TEL: + 237 233 43 67 67 / FAX: + 237 233 43 70 17

WEBSITE : www.cncc.cm / EMAIL : info@cncc.cm

THE ECONOMIC OUTLOOK | | 2nd Quarter 2014

PARIS OFFICE - FRANCE,
Rue du quatre septembre, 75002, tel : +33 7 58 10 86 19
Email : representation@cncc.cm

South Regional Office -Kribi
Tel : 222 46 16 37
Email : fearmes2008@yahoo.fr