No. 011 April 2018

THE ECONOMIC OUTLOOK || 2nd quarter 2017

[0 - 7dys] = 25%; [7 - 11dys] = 26%; 11dys and more= 49 % of freight

TMFD PARK

[0 - 7dys] = 27%; [7 - 11dys] = 19%; 11dys and more= 54 % of freight

DIT PARK

Good Watch out Bad

CONTENTS

FOREWOD

« CNSC's assistance to shippers »

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.

The **Economic Outlook** is the publication through which the partners with shippers in their medium-term economic projections, by analysing key indicators of the entire transport chain. It is an important decision-making tool for both private actors and public authorities.

This issue features a special dossier on air transport of goods. It discusses, among other things, its advantages, actors and stakeholders, rules relating, transport contract and the pricing elements.

The analysis of the evolution of the main indicators reveals that an average of 11 ships waited at anchorage per day in the 2nd quarter of 2017 (two vessels less than in the previous quarter).

Imported container dwell time decreased by 2 days. In the 2nd quarter of 2017, air cargo stood at 5,628 tonnes, representing a 3.1% increase. This issue contains detailed information on these different issues.

Have an enjoyable read!

Auguste MBAPPE PENDA

Like other modes of transport, the air cargo sector is gaining ground. In recent years, air freight transport has recorded the highest growth rates compared to other modes of transport. It is now possible to speedily transport fresh goods or urgent parcels to very distant places. Air freight developed into a global business since the mid-20th century. Today, a growing volume of goods is being transported by air. Safe flights and timely delivery play a central role in this industry. According to the International Air Transport Association (IATA), 53.9 million tonnes of goods passed through airports in 2016 as follows 35.3% in Asia, 31.3% in North America, 20% in Europe, 5.5% in Latin America and 1.5% in Africa.

A fast, safe, but expensive mode of transportation

When it comes to goods transportation, air transport is often chosen because it is fast. Indeed, while a plane takes just eight hour to fly from Paris to New York, a cargo ship takes about ten days from Le Havre to New York. Speed thus constitutes a considerable advantage when it comes to the transportation of perishable goods.

The air plane is suitable for transporting fragile goods requiring careful handling such as laboratory equipment, medical equipment, electronic components, and so on. Air transport is a highly controlled mode of transport, with limited access and monitored by the authorities. Flights are therefore less frequent than other modes of transport.

However, although the airway is faster, it seems less competitive in terms of fare. This mode of transport is very costly because of its limited carrying capacity (113 tonnes for a B747 vs. more than 60,000 tonnes for a large container ship) and some cost components (maintenance and crew, depreciation and flight and fuel costs).

Air cargo chain actors

The air cargo logistics chain, which is the process of moving goods from the point of origin to the final destination point, involves a number of actors with different roles and responsibilities.

Broker: an independent agent who facilitates the forwarding of goods from the seller to the buyer by fulfilling customs formalities such as the export declaration.

Shipper or buyer: a person or company that owns goods transported. He is the one who seeks the broker's assistance in fulfilling the various border control obligations.

Consignee: This refers to the party identified on shipping documents as the recipient of goods to be delivered.

Forwarder: The forwarder plays a very vital role in air transport. Their task is to manage consignments in such a way that they are ready on time. The freight forwarder and the logistic service provider can offer services ranging from warehousing to final delivery passing through transportation, including the necessary formalities. For air cargo shipments, the freight forwarder makes an airline booking with a company with which he signs a contract in the form of a service agreement covering transport from the departure airport to the destination airport.

Airfreight industry regulations

Air transport of goods follows a number of rules related in particular to packaging. Thus, air cargo has two major constraints. Firstly, there technical constraints that consist in preparing the goods so that they are moved under optimal safety conditions. Secondly, we have economic constraints which have to do with profitable exploitation of space so as to make transportation less costly. These constraints have been overcome with the advent of different techniques such as palletizing and containerization. Pallets and containers take the following forms according to their use:

AKE COOL GUARD CONTAINER: A container with a flexible door "pocket" inner insulation having receptacles for the carriage of dry ice. Keeps merchandise at a constant temperature.

ATA JPP INSULATED CONTAINER: For the transport of goods under a controlled temperature of 4°C to 6°C. It is a refrigeration system with dry ice.

GMC CARTON CONTAINER**:** Triple flute cardboard, with a wooden pallet base for the gripping forks. Flap and cover for easy loading.

MAIN DECK CARGO CONTAINER: Door in tarpaulin and webbing.

AKN CONTAINER**:** Has a double metal door.

AKE CONTAINER*:* Door in tarpaulin.

PALETTE 10 FEET PMC*:* The most common model and loadable onboard upper deck of all cargo ships. It is also accepted in passenger bunkers. It is the standard model of the 10-foot pallet.

MAIN DECK CARGO CONTAINER*:* This is an extended version of the previous one. It is loadable onboard upper deck on some freighters and in bunkers on the biggest carriers.

Air transportation contract

Air cargo carriage contract in Cameroon is the Air Waybill (AWB). It is the agreement whereby the air carrier undertakes to move clearly defined merchandise by means of an aircraft, on a given relationship, for a fee. The movement of the goods must be the main object of the contract. The execution of the latter brings out on the one hand, the shipper's obligations and on the other hand, the carrier's obligations.

Shipper' obligations:

- Packaging and marking of goods in accordance with IATA regulations;
- Providing all the requisite documentation and information for the performance of all operations related to the fulfilment of customs formalities;
- Settle dues.

Carrier's obligations:

- Forwarding goods within the agreed time;
- Delivering goods in such conditions that they will withstand the intended carriage and at the agreed place;
- Taking care of the goods and their preservation.

The IAWB must state the place of departure and destination, the weight of the shipment and, if the places of departure and destination are within the territory of the same State Party and one or several stops are planned on the territory of another State, these stopovers must be indicated. The details relating to the goods shall be entered on the basis of the information provided by the shipper. For this purpose, the two international conventions state that the sender shall be responsible for the accuracy of the indications and declarations concerning goods entered by him/her or on his/her behalf in the IAWB.

Pricing elements

The pricing of air transport is established once the taxable weight of the goods has been fixed. There are tariff rates that take into account the nature of the package. The following tariff plans exist:

• **Cargo or General cargo tariff:** It lays down weight-based scale; rates are harmonised and the fees paid for the journey from the departure airport to the arrival airport.

• **Tariff or commodity rates:** This tariff plan concerns certain categories of goods that are shipped frequently such as periodicals, newspapers, medicines, tobaccos, and so on).

• **ULD (United Load Device) Tariff**: This is a tariff plan for shipments of goods collected in groupage containers.

• **Special rates**: often called "ad valorem" or at the loading unit such as automobiles, works of art or even livestock.

Chargeable weight

The cost of air freight is equal to the chargeable weight (for the airline) multiplied by the price per kilo. The air carrier has a weight-to-volume ratio of 1 to 6 (1 tonne per 6 m3) and gross weight tax for a ratio of 1 to 6 or less.

The chargeable weight of goods is obtained by dividing the weight of the commodity by its volume. If the ratio is greater than 1/6; then the chargeable weight is equal to the gross weight of the goods.

Otherwise the chargeable weight is equal to that which would give a ratio of 1 tonne per 6 m3 (for the carrier).

Example No. 1: *for a package of gross weight: 2T, with a volume 6 M3*
Equivalent weight: 2/6 = 1/3; as (1/6 <1/3) the chargeable weight is equal to the actual weight, i.e. 2 tonnes.

Example 2: *for a package with a gross weight: 2T, and volume: 18 M3*
Equivalent weight: 2/18 = 1/9 □ (9> 6), as (1/9 <1/6) the chargeable weight is equal to that which would give a ratio of 1 tonne for 6M3. Based on the principle of 1 for 6, we can deduce that for 18 M3 we need 3 tons. Therefore in this case the chargeable weight is 3 tonnes.

Break weight rule

Weight break is the Weight of cargo at which the standard freight rate (say 100 kilograms) starts to decline. It is also called the weight threshold. This rule, which applies to tariffs by weight and volume discount, favours shippers and enables shippers to benefit from the discount-related advantages. The shipper / Freight forwarder has the right to tax on a fictitious weight to get a higher bracket with a lower price per kg if it results in a total cost to his advantage.

For example: from 300 to 500 kg: 1 500 FCFA / kg
From 501 to 1000 kg: 1 200 FCFA / kg
We note that for 450 kg (450 x 1 500 FCFA) it is better to be chargeable at 501kgs (501 x 1200 FCFA) that is 601 200 FCFA instead of 675 000 FCFA.

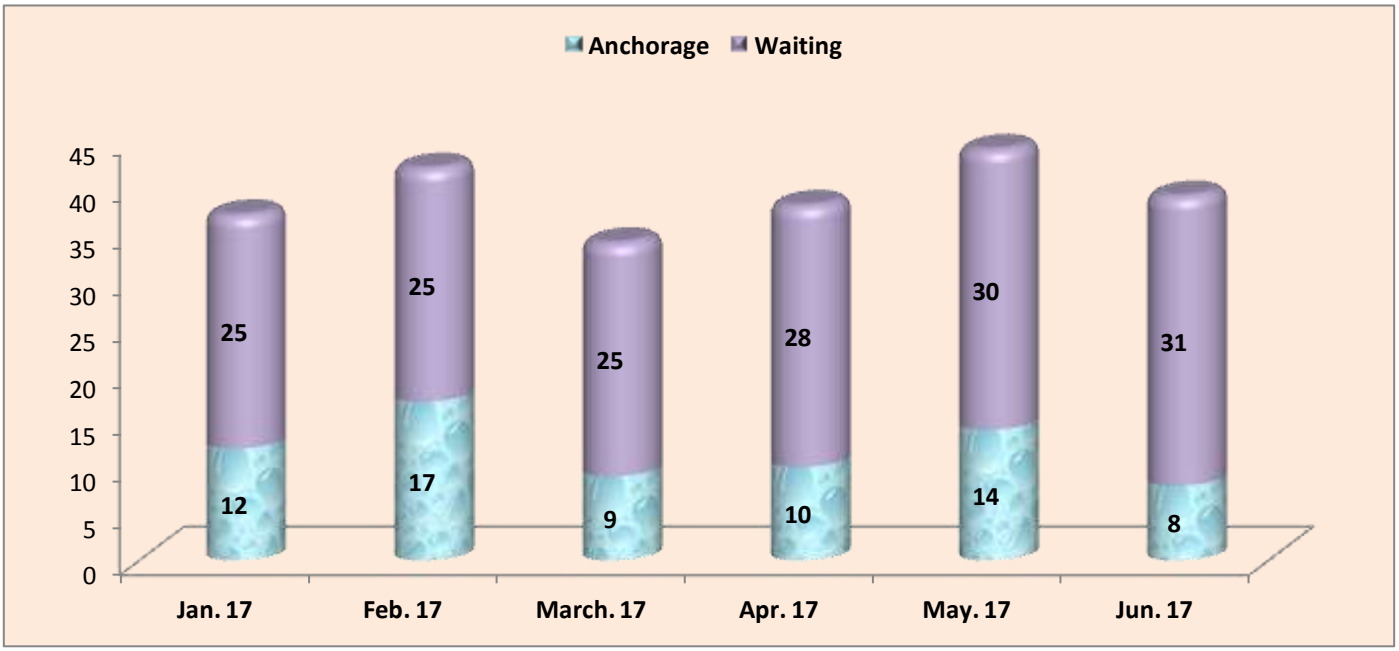
Tarifs speciaux (Co-rates ou Commodity Rates)

These are rates applied to a specific class of commodity or single commodity. It is therefore necessary to look for the numbers applicable for the destination taken and to make sure that they correspond to the merchandise to be shipped according to the geographical region of destination.

SHIPS | Number of ships at anchorage/ awaited per day

An average, Q2 2017 registered fewer ships at anchorage than in the previous quarter

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



Source : *PAD*

The number of ships in anchorage during the second quarter of 2017 was lower compared to the previous quarter. Indeed, during the study period, on average, 11 vessels were recorded at this port area per day, showing two vessels less than in the Q1 2017.

During the second quarter of 2017, the June was the month with the lowest number of ships per day in anchorage (8 ships on average per day). Additionally, May was the month with the highest number of ships in anchorage (an average of 14 vessels per day). It was observed that during this month, the port of Douala recorded 20 ships waiting per day.

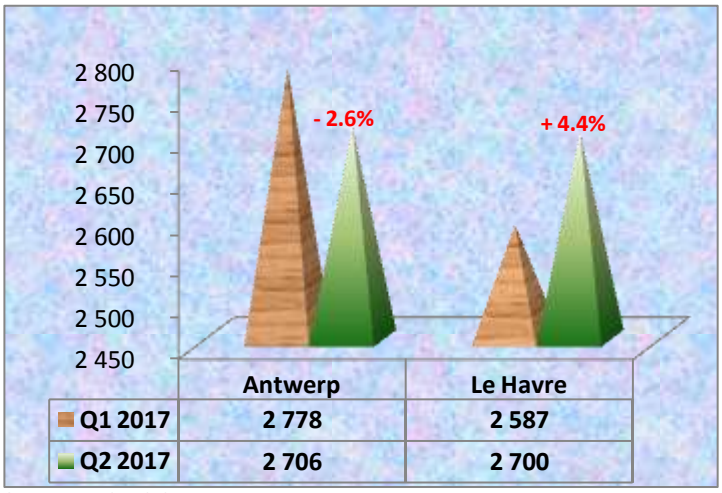
During the month of April 2017, the number of vessels waiting was less than or equal to 10, three days out of four.

During the second quarter of 2017, the number of ships awaited at the port of Douala averaged 30 per day; that is say 5 ships more than in the first quarter of 2017. During the reference period, this indicator leaped from 28 to 30 and 31 vessels in April, May and June 2017 respectively.

SHIPPING COST | Container 20'

3% decrease in the average cost of shipping a 20 'dry container at the ports of Hamburg and Le Havre

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



Source : *CNCC*

During Q2 2017, shippers spent an average of € 2,706, or € 72 less than in the previous quarter to ship a 20-foot refrigerated container from the port of Antwerp to the port of Douala, representing a decrease of 2.6%. At least half of the shippers reportedly paid exactly € 2,700 for shipping one refrigerated container to Douala.

At the port of Le Havre, the average cost of shipping this type of container increased by 4.4% - it rose from € 2,587 to € 2,700 between the 1st and the 2nd quarter of 2017.

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

COUNTRY	PORTS	Q1 2017	Q2 2017	Variation
Côte d'ivoire	Abidjan	1,211	1,210	0.0%
South Africa	Durban	1,426	1,288	-9.7%
Germany	Hamburg	1,673	1,623	-3.0%
Belgium	Antwerp	1,654	1,640	-0.8%
Spain	Valence	1,599	1,626	1.7%
France	Le Havre	1,671	1,625	-2.8%

COUNTRY	PORTS	Q1 2017	Q2 2017	Variation
China	Qingdao	1,967	1,972	0.2%
	Shanghai	2,046	2,038	-0.4%
India	Nhava Sheva	1,971	1,946	-1.2%
UAE	Jebel Ali	1,997	1,998	0.1%
USA	Houston	2,405	2,516	4.6%

Source : *CNCC*

Of the main African ports of loading for 20-foot dry containers, that of Abidjan maintained its shipping cost rang, while Durban recorded a decrease of about 10% in the average cost.

In Europe, only the port of Valencia (+ 1.7%) among the main ports of loading witnessed an increase in the average shipping cost. Shippers who used the port of Antwerp to ship their containers said they paid on average about 1% lower than that of Q1 2017. At the ports of Le Havre and Hamburg, the average shipping cost dropped by around 3%. In these ports, 25% of importers reportedly paid more than 1,800€ for the shipping of their container.

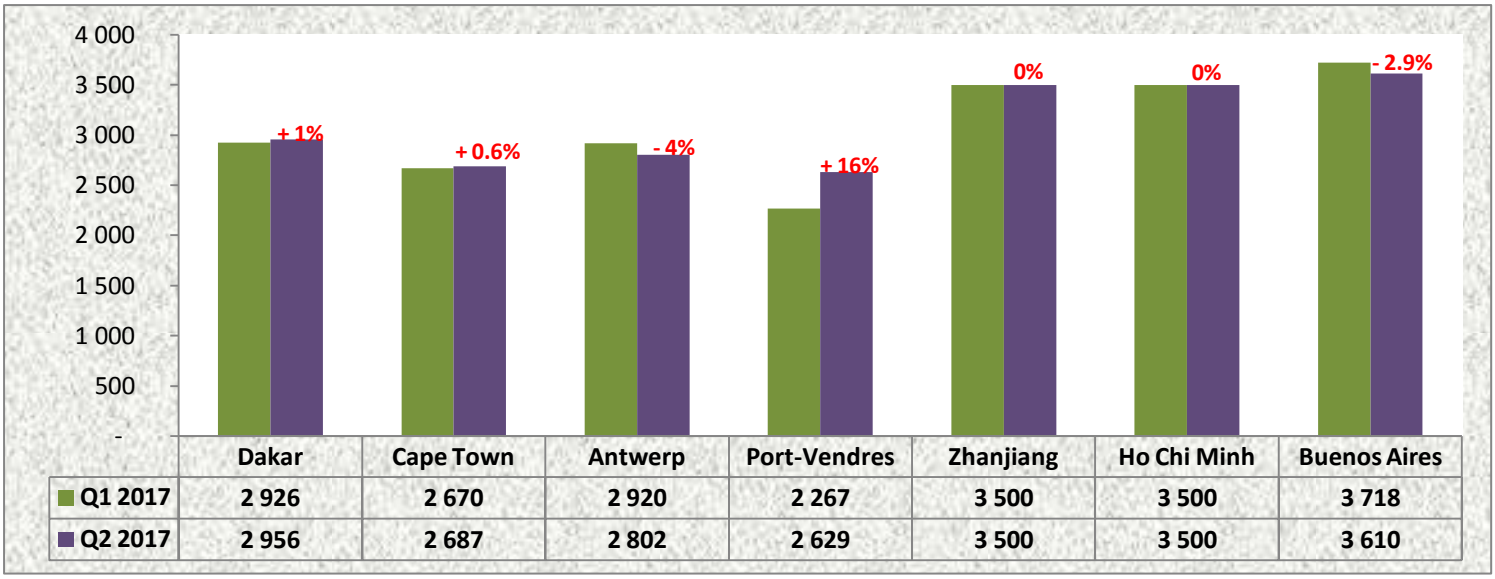
At the main Chinese ports of entry namely Qingdao and Shanghai, fares remained almost the same. The situation was similar at the port of Jebel Ali. At the port of Nhava Sheva, the average cost of shipping a 20-foot dry container increased from 1,971 to 1,946€, representing a decrease of 1.2%. The proportion of shippers that spent more than 2,000€ was less than 25% in all these ports except Shanghai, where it was close to 40%.

In Houston, the average shipping cost registered the most significant increase of all the main ports of loading of this type of container. Prices were more dispersed than elsewhere, more or less 500 € of the average (against 200 € in Asia and 250 € in Europe). However, one shipper out of two paid the sum of 2,500€ for shipping their container, as in Q1.

SHIPPING COST | Container 40'

16% increase in the average cost of shipping a 40 'refrigerated container to Port-Vendres

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



	Dakar	Cape Town	Antwerp	Port-Vendres	Zhanjiang	Ho Chi Minh	Buenos Aires
Q1 2017	2 926	2 670	2 920	2 267	3 500	3 500	3 718
Q2 2017	2 956	2 687	2 802	2 629	3 500	3 500	3 610

Source : *CNSC*

At the main African ports of loading of 40-foot refrigerated containers namely Dakar and Cape Town, the average shipping cost increased by 1% and 0.6% respectively. In Dakar, fares were fairly close to each other (more or less 50€ of the average). Half of the importers who used this port paid less than 2,970€. At the port of Cape Town, where the average difference sometimes reached 300€, 50% of the shippers spent less than 2,500€ for shipping a container.

The main European ports of entry registered the most significant variations. In Antwerp, the average shipping cost rose from 2,920 to 2,802€, representing a 4% decrease. Here, fares were more or less 200€ from the average. In Port-Vendres, the average shipping cost stood at 2,629€, representing a 16% increase in the Q2 2017. Prices charged were more dispersed (more or less 350€ of the average). Half of the shippers who used one of these two ports reportedly paid less than 2,800€ for shipping a container.

Fares in the main Asian ports of loading for 40-foot refrigerated containers remained unchanged.

At the Port of Buenos Aires, shipping cost dropped on average by about 3%. The amount paid witnessed a dispersion of at most 150 € from the average. One out of four shippers spent more than 3, 677€ to ship a container from Buenos Aires to Douala.

SHIPPING COST | Container 40'

Average cost of shipping a 40-foot dry container to the ports of Rotterdam (3.2%) and Genoa (3.7%)

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

COUNTRY	PORTS	Q1 2017	Q2 2017	Variation
South Africa	Durban	1,999	1,954	-2.2%
China	Ningbo	2,675	2,663	-0.5%
	Qingdao	2,877	2,918	1.4%
India	Nhava Sheva	2,803	2,756	-1.7%
UAE	Jebel Ali	2,913	2,906	-0.2%
Canada	Montréal	3,055	3,088	1.1%
USA	Baltimore	3,112	3,033	-2.6%

COUNTRY	PORTS	Q1 2017	Q2 2017	Variation
Germany	Hamburg	2,614	2,555	-2.3%
France	Le Havre	2,575	2,565	-0.4%
Spain	Valence	2,611	2,598	-0.5%
UK	Felixstowe	2,748	2,739	-0.3%
Belgium	Antwerp	2,549	2,563	0.5%
Holland	Rotterdam	2,557	2,639	3.2%
Italy	Genoa	2,830	2,935	3.7%

Source : CNSC

The average cost of shipping a 40-foot dry container from the main African port of loading dropped from 1,999 to 1,954€ between the Q1 and Q2 2017, representing a decrease of 2.2%. Prices were fairly close (more or less 70 € of the average) and more than half of the shippers paid exactly 2,000€ as freight rates, just as in the previous quarter.

At all major Asian ports of loading, price variation in the average shipping cost was less than 2%. The port of Nhava Sheva (-1.7%) witnessed the most significant decline. The rates charged in this port were at most 270 € from the average. The most significant increase was registered at the port of Qingdao (+ 1.4%). The cost of shipping a 40-ft dry container stood at an average of 2,877 to 2,918€. Fares were more or less 350 € from the average. The ports of Jebel Ali and Ningbo witnessed costs almost similar to those of the previous period. In each of these major Asian ports, 50% of shippers paid less than 2,800€, except for Qingdao where only 30% of importers paid less than 2,800€.

At the Port of Montreal, the average cost of shipping a 40 feet dry container witnessed an upward trend (1.1%). However, the port of Baltimore witnessed downward trend (-2.6%).

In each of these major US boarding ports for 40 feet dry containers, tariffs registered a maximum average variation of 200 €. Additionally, one shipper out of four reportedly spent no more than 3,000€ for shipping a container to the port of Douala.

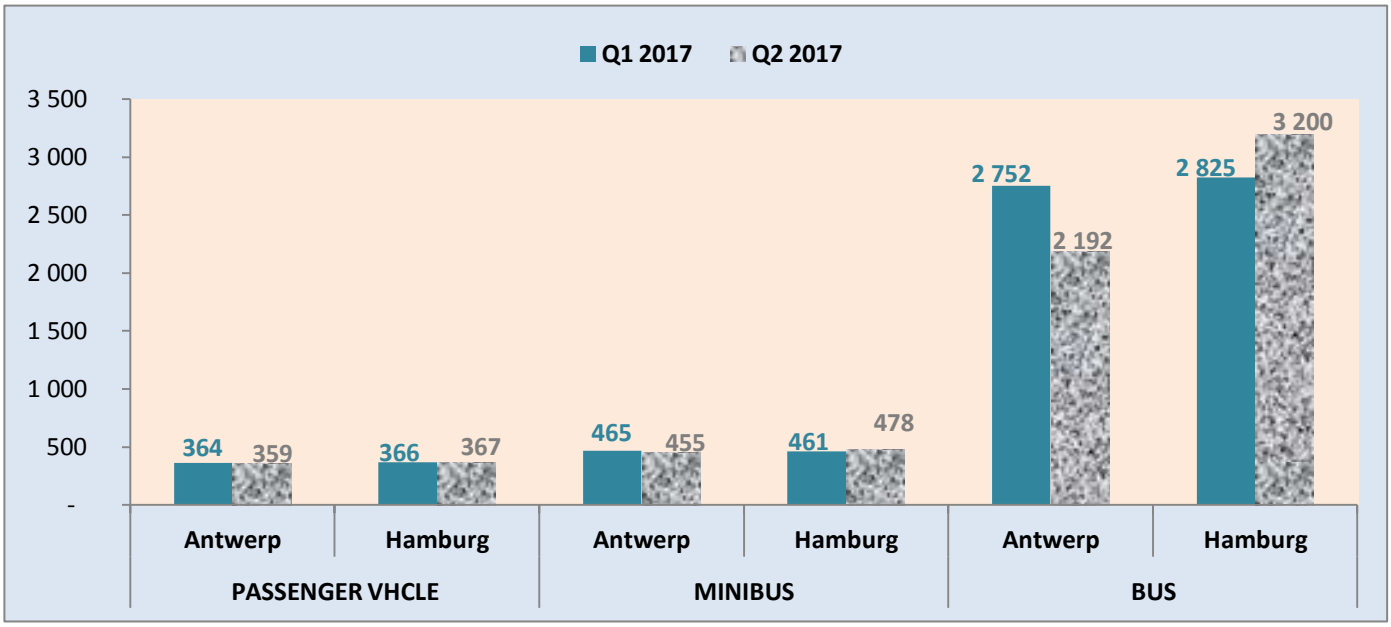
The port of Hamburg with a decrease of 2.3% was the main European port of embarkation, which registered the largest decrease in the average shipping cost in Q2 2017. The ports of Rotterdam and Genoa witnessed the most significant increases of 3.2% and 3.7% respectively. In the other main European ports of loading for 40-foot dry containers, the variation in average shipping cost was quite low (less than 1%).

Half of the shippers who used one of the main European ports, with the exception of the port of Felixstowe, paid not more than 2,600€ as shipping cost . In the English port, only 25% of importers paid less than 2,600€.

SHIPPING COST| Vehicles

Stability in the average cost of shipping a passenger vehicle from Hamburg and 1.4% decrease in Antwerp

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



Source : *CNSC*

The average cost of shipping passenger vehicles remained the same (366 €) at the port of Hamburg between the Q1 and Q2 2017. The amounts paid by the shippers were more or less 90€ from the average. Here, seven out of ten shippers reportedly paid less than 360€ for shipping a vehicle. The port of Antwerp witnessed a 1.4% decrease in the average shipping cost. It dropped from 364 to 359 €. Rates were a little more dispersed (more or less 110€ of the average). Half of the importers who used this port to ship their passenger vehicles to Douala spent exactly 340€ as shipping costs.

During Q2 2017, the average cost of shipping minibuses dropped by 2.1% in the port of Antwerp. It dropped from 465 to € 455€. At the port of Hamburg, the situation was different, dropping from 461 to 478€, representing an increase of about 4%.

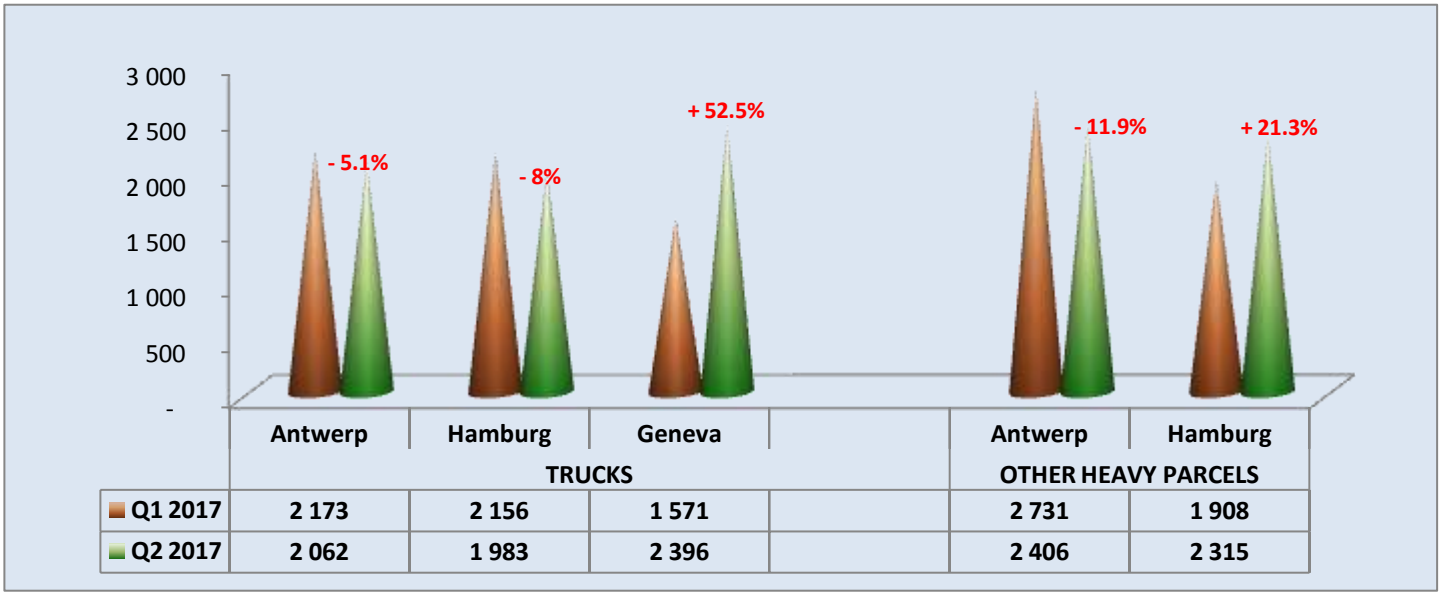
However, it was observed that the rates charged at the German port were closer to each other than those charged by the Belgian port (more or less 36€ of the average against 200€).

The cost of shipping buses from the port of Antwerp dropped from 2,752 to 2,192€, representing a decline of 20.4%. At the port of Hamburg, it dropped from 2,825 to 3,200€, representing a decrease of 13.3%.

SHIPPING COST | Vehicles

Of the main ports of loading for trucks, only Geneva (+ 52.5%) witnessed an increase in the average shipping cost

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



	TRUCKS				OTHER HEAVY PARCELS	
	Antwerp	Hamburg	Geneva		Antwerp	Hamburg
Q1 2017	2 173	2 156	1 571		2 731	1 908
Q2 2017	2 062	1 983	2 396		2 406	2 315

Source : *CNCC*

Of the main ports of loading trucks bound for the port of Douala, only that of Geneva witnessed an increase in the cost of shipping. Indeed, in Q2 2017, shippers paid an average of 2,396€ to ship a truck from this port to Douala, representing 52.5% more than in the previous quarter. Half of the shippers who used this port reportedly spent less than 2,400 € to ship their vehicles. The rates charged in this port deviated from the average, sometimes reaching 1,000 €.

The most significant drop was recorded at the port of Hamburg, where the average shipping cost dropped from 2,156 to 1,983€ between the Q1 and Q2 2017. The average difference was 500€ and three out of four shippers paid less than 2,200€ for shipping a truck to Douala.

A similar trend was observed at the port of Antwerp where the average shipping cost during Q2 2017 stood at 2,062€, representing a decrease of 5.1% compared to the previous quarter. The rates charged in this port were more dispersed (more or less 700 € of the average). Half of the shippers paid more than2, 600€ to ship their vehicle.

During Q2 2017, the average cost of shipping trucks and other heavy equipment dropped in the port of Antwerp. It went from 2,731 to 2,406€, representing a decrease of about 12%. The average deviation recorded in this port for this type of vehicle was at most 800€. One in four importers spent more than 3,100€ for shipping their vehicle.

At the port of Hamburg, the trend was rather upward. The average cost of shipping rose from 1,908 to 2,315 €, representing an increase of 21.3%. The prices charged were less dispersed (more or less 650 € of the average). Additionally, half of the shippers paid no more than 2,500€ to ship a vehicle to the port of Douala.

PORT CARGO DWELL | Containers

In Q2 2017, June recorded the shortest dwell time for import containers

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

	Jan-17	Feb -17	March17	T1 2017	April-17	May-17	June -17	Q2 2017
Average	18.2	16.5	16.2	**17.4**	20.3	16.6	12.9	**15.2**
Variation	**-3.2%**	**-9.3%**	**-1.8%**	**3.6%**	**25.2%**	**-18.4%**	**-22.0%**	**-12.6%**
1er Quartile	8	8	7	**8**	7	7	5	**6**
2e Quartile	15	13	12	**14**	13	13	10	**11**
3e Quartile	25	21	20	**23**	28	21	16	**20**
Less than 11 days	35%	39%	42%	**37%**	42%	37%	56%	**46%**

Source : *National Trade Facilitation Committee (CONAFE)*

During the second quarter of 2017, it took shippers an average of 15 days (2 days less than in the previous quarter) to remove a container from the port of Douala. Indeed, during the referenced period, the average dwell time improved steadily. Container dwell time at the DIT during the month of April 2017 averaged 20 days while in the month of May they spent 17 days in the port. Finally, in June, on average 13 days were sufficient to complete all the customs clearance formalities. Given these averages and the quartiles of the different months, we can see that the month of June 2017 recorded the shortest dwell time. During this period, 25% of shippers managed to get their containers out at most 5 days and a half of them did so in at most 10 days. On the other hand, the month of April recorded the longest dwell time of the quarter. Only one in four shippers was able to remove their container in less than a week; the same proportion did it after 28 days.

The proportion of containers that did not pay parking fees related to stay beyond the grace period (11 days) was 46% in Q2 2017, that is to say 9 points more than in the Q1 2017. Although the month of April registered a longer dwell time, it was observed that 42% of the shipments wear cleared in less than 11 days; that is 5 points more than in the month of May. In the first half of 2017, the month of June was the best, with more than half (56%) of shipments cleared in less than 11 days.

PORT CARGO DWELL | Vehicles

Increase of 5 points in the proportion of vehicles removed in less than 11 days in both parks

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

Car Park	TMFD		SOCOMAR	
Period	Q1 2017	Q2 2017	Q1 2017	Q2 2017
Average	16.3	16.6	24.2	23.8
Variation	8.9%	1.8%	9.6%	-1.7%
1er Quartile	7	7	14	13
2e Quartile	12	10	20	29
3e Quartile	21	22	29	30
Less than 11 days	46%	51%	11%	16%

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

During Q2 2017, the dwell time for vehicles at the TMFD Park averaged 17 days; less than half a day higher than in Q1 2017. A monthly analysis of the dwell time revealed that the worst scores were recorded during the month of April. During this month, shippers took an average of 19 days to clear vehicles from the Terminal. On the other hand, during the months of May and June, they completed all the formalities in an average of 17 and 14 days respectively. Moreover, during the two quarters under study, 25% of the vehicles leaving the park had stayed there for a maximum of 7 days. In Q2 2017, it took less than 10 days (2 days less than in the previous quarter) to remove half of the vehicles from the TMFD Park. Some 51% of shippers succeeded to avoid parking fees by completing all formalities in less than 11 days, i.e. 5 points more than in the Q1 2017.

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Vehicle dwell time at SOCOMAR Park remained on average 24 days in Q2 2017. An analysis of shippers' activities during the different months of this quarter shows that, on average, it took 23 days to clear vehicles in April and May 2017. However, during the month of June of the same year, it took an average of 26 days, i.e. 3 more days. A quartile analysis shows that the worst delays were observed in Q2 2017 compared to the previous quarter. In fact, half of the shippers removed their vehicles from the SOCOMAR Park after at least 29 days (compared with 20 days in Q1 2017). However, the proportion of vehicles removed within the 11-day grace period was higher in Q2 2017 (16% against 11% in Q1 2017).

AIR CARGO | Tonnage

11.4% increase in air cargo to Cameroon

Q1 2017 witnessed a decline (-4.6%) in the volume of air cargo while Q2 registered an upward trend. Air cargo rose from 5,461 to 5,628 tonnes between the 1st and 2nd quarter of 2017, representing an increase of 3.1%.

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

TYPE OF GOODS	Q1 2017		Q2 2017		Variation
	Tonnage	%	Tonnage	%	
OTHERS PARCELS	1,231	60.8	1,298	57.6	5.4%
CONSOLIDATIONS	394	19.5	365	16.2	-7.4%
DANGEROUS PRODUCTS	162	8.0	202	9.0	24.7%
PHARMACEUTICAL PRODUCTS	143	7.1	169	7.5	18.2%
PERISSABLES/FOOD	21	1.0	65	2.9	209.5%
DIPLOMATIC PARCELS	21	1.0	19	0.8	-9.5%
OTHERS	52	2.6	136	6.0	161.5%
TOTAL	**2,024**	**100**	**2,254**	**100**	**11.4%**

Source : *ADC*

During the second quarter of 2017, the volume of import air cargo represented 40% the total air freight (imports and exports); 3 points higher than the previous quarter. Import air cargo rose from 2,024 tonnes to 2 254 tonnes, representing an increase of 11.4%.

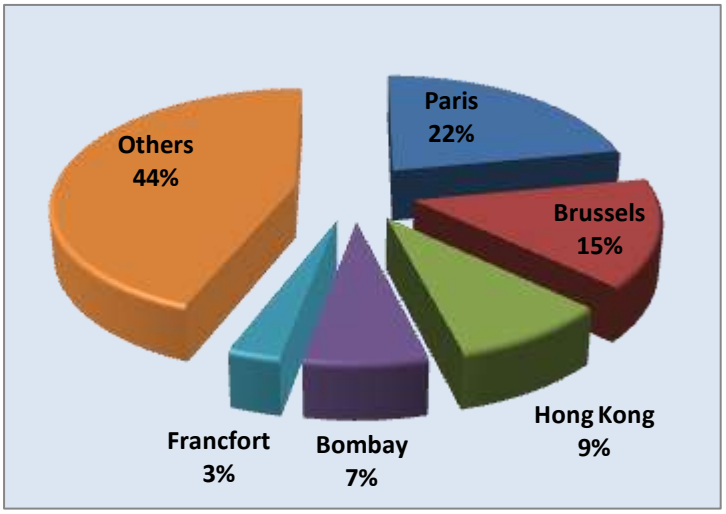
The top 4 of the ranking by weight of goods remained unchanged. Miscellaneous parcels (57.6%) maintained in first position, followed by consolidations (16.2%), hazardous products (9%) and pharmaceuticals (7.5%).

Of the cargo imported by air during the second quarter of 2017, only consolidations and diplomatic packages witnessed a decrease in their tonnage. The first group dropped from 394 to 365 tonnes; representing a decline of 7.4%. The second group registered some 19 tonnes in Q2 2017, representing a decrease of 9.5%.

Perishables witnessed the most significant increase. Their tonnage tripled between the 1st and the 2nd quarter of 2017, thus ranking fifth according to weight at the expense of Diplomatic Packages.

Cameroon's import air cargo came mainly from Paris (22%), Brussels (15%), Hong Kong (9%) and Bombay (7%).

Graph 6 : *Breakdown of import air freight by origin*



Source : *ADC*

AIR CARGO | Tonnage

2% decrease in air freight from Cameroon

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

TYPE OF GOODS	Q1 2017		Q2 2017		Variation
	Tonnage	%	Tonnage	Tonnage	
PERISSABLES/FOOD	2,951	85.9	2,926	86.7	-1%
OTHERS PARCELS	292	8.5	257	7.6	-12%
FLOWERS	38	1.1	60	1.8	58%
GROUPINGS	20	0.6	9	0.3	-55%
PHARMACEUTICAL PRODUCTS	24	0.7	17	0.5	-29%
DANGEROUS PRODUCTS	5	0.1	12	0.4	140%
OTHERS	107	3.1	93	2.8	-13%
TOTAL	**3,437**	**100**	**3,374**	**100**	**-2%**

Source : *ADC*

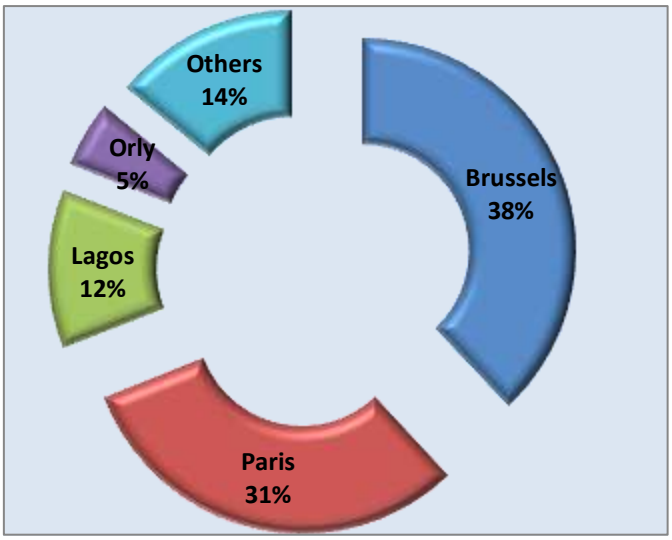
Export air cargo dominated air freight (60% of the total) despite the fact that it witnessed a fall. Export air freight dropped from 3,437 to 3,374 tonnes between the first and second quarters of 2017, representing a decline of 2%.
The top 3 in the ranking according to the weight of the different types of products exported by air remained unchanged during the second quarter of 2017. Food stuff (86.7%) maintained the first position, followed by other parcels (7.6%) and flowers (1.8%).

Only two categories of goods witnessed a positive growth rate during the second quarter of 2017. These include flowers whose tonnage leaped from 38 to 60 and dangerous products whose tonnage more than doubled.

Consolidation, which dropped by half, recorded the most significant decrease. The volume of exported pharmaceuticals fell by 29%, with 17 tonnes in Q2 2017. Food exports by air dropped by 1%, recording 2,926 tonnes in Q2 2017.

Export air cargo went mostly to Brussels (38%), Paris (31%), Lagos (12%) and Orly (5%).

Graph 7 : *Breakdown of export air freight by destination*

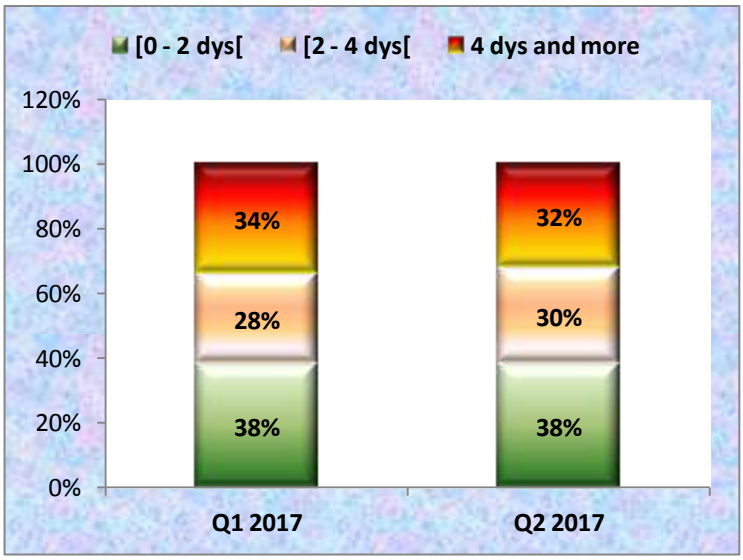


Source : *ADC*

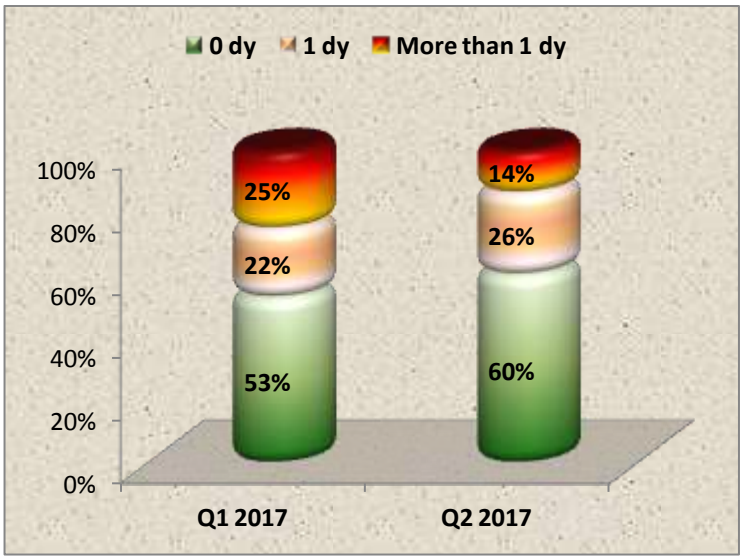
AIR CARGO | Air cargo dwell time

Airport dwell time for imports averaged 3 to 4 days, while that for exports dropped from 2 to 1 day

Graph 8 : *Freight distribution according to airport dwell time*



IMPORT



EXPORT

Source : *ADC*

During the second quarter of 2017, the average airport dwell time for imports was four days, one day higher than in the previous quarter.

Some 38% of import cargo spent less than two days at one of Cameroon's international airports. The first quarter of 2017 recorded the same proportion. Import cargo that spent 2 to four days at the airport accounted for 30% of total import freight, representing 2 points higher than the previous quarter. Finally, 32% of imports spent more than 4 days at the airport terminal, representing 2 points less than in the previous quarter. Thus, even if, on average, Q2 2017 recorded the longest dwell time, it should be noted that prolonged stays were higher in Q1 2017.

Airport dwell time for goods exported by air in Q2 2017 was one day, unlike the two days recorded in Q1 2017.

During the period under study, 60% of shipments arrived and left the airport terminal on the same day, i.e.7 points higher than in Q1 2017. Some 26% of export freight was cleared one day after their arrival at the airport, representing an increase of 4 points compared to the previous period. Finally, 14% of the export freight spent more than one day at the airport against the 25% recorded in the Q1 2017.

It is clear that the 2nd quarter of 2017 witnessed the shortest airport dwell time as compared to Q1 2017. This shows that on average, shippers were more expeditious in Q2 2017.

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