



THE OUTLOOK

No. 035

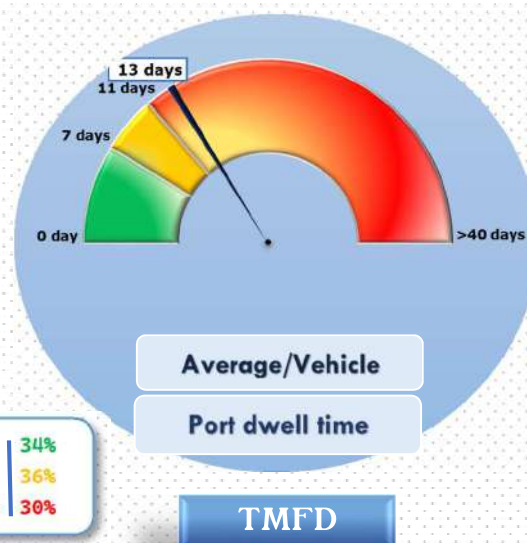
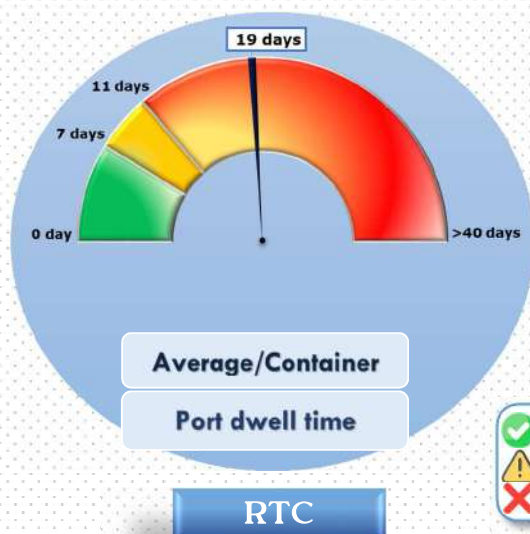
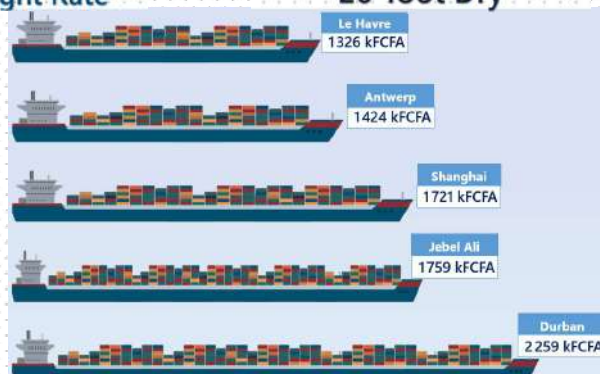
2nd QUARTER 2023

40-foot Reefer



Avg. Import Freight Rate

20-foot Dry



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The Cameroon National Shippers' Council (CNSC) monitors a number of 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 help to identify trends and evolutions in Cameroon's transport and foreign trade. All modes of transport including maritime, rail and air transport, are taken into account. The upcoming issues of this publication will also cover land transport.

CNSC's "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.

In this 35th issue of The Economic Outlook, a special report is presented on **"the progressive ban on wood log exports from Cameroon"**. The Government's resolve to gradually limit wood log exports is reflected in the export trends of this product since 2020. About 99% of the total export volumes of these species banned

from being exported as wood logs since 2018 have still been part of wood exports from Cameroon since January 2020. But this is only after they have undergone some processing.

An analysis of the evolution of the main freight transport indicators reveals that the average dwell time of imported used vehicles at the TMFD fleet in Q2 2023 (13 days) reduced by four days year-on-year.

In the second quarter of 2023, the average dwell time for containerised import cargo at the Douala Port was 19 days; that is to say 3 days longer than in the second quarter of 2022.

This publication contains detailed information on these different aspects of cargo transport.

Have an enjoyable reading!

Auguste Mbappe Penda
General Manager

Progressive ban on wood log exports

Following a meeting chaired by Cameroon's Minister of Forestry and Wildlife (MINFOF) on 18 September 2020, the ministers for forestry, industry and the environment in Central African states decided to ban wood log exports from the six CEMAC member states (Cameroon, Congo, Gabon, Chad, CAR and Equatorial Guinea) effective since 1 January 2022.

However, given the low timber processing capacity of the sub-region, the implementation of this decision was pushed forward to January 2023 at the end of another meeting held on 28 July 2021 and attended by the ministers in charge of forestry, industry, environment, economy, planning, finance and budgets of CEMAC member states and DR Congo. To ensure that this shift in paradigm is not abrupt and does not put the wood industry in turmoil, the CEMAC Commission took on the responsibility of supporting the member states to facilitate the transition. With support from the AfDB, the Commission will finance the conduct of feasibility studies for wood processing investment projects selected as part of the first phase of the process to ban wood log exports within the economic community.

In Cameroon, there are some 227 operational wood processing companies throughout the country. Of this number, 205 (90%) are limited to primary processing (sawn timber and wood veneer), 19 (9%) to secondary processing (reconstituted compact wood, panelling, parquet flooring) and 3 (1%) to tertiary processing (panels, doors, windows, glued laminates and all other finished products ready for use). To boost local wood processing, the government of Cameroon, through its Ministry of Finance (MINFI), signed a circular note in December 2021 exempting certain wood processing equipment and tools from paying customs duties and taxes.

Regarding the gradual ban of wood log exports in Cameroon decided since 2018, the Ministry of Forestry and Wildlife (MINFOF) had prohibited exports for 31 species in the form of logs according to the classification of Order No. 0021/MINFOF of 19 February 2018. Another MINFOF order published in June 2023 stated that by 1 January 2025, 45 other species would be added to the existing list of 31 species prohibited from being exported in the form of logs. On 1 January 2026, an additional 31 species will be added, bringing the total number of banned species to 107, representing 95% of all species. From 1 January 2026, only 6 species will be authorised to be exported as logs.

This issue looks at evolutions in the volume of exports of these species since 2020.

Exports of the first group of species banned from export in the form of logs

The 31 species banned from export in the form of logs since 2018 include *Bigleaf Mahogany*, *White Mahogany*, *Bassam/Ngollon Mahogany*, *Aningre A*, *Aningre R*, *Assamela/Afromosia*, *Bete/Manson*, *White Bosse*, *Dark Bosse*, *Light red Bubinga*, *Red Bubinga*, *Dibetou/Bibolo*, *White Doussie/Pachyloba*, *Red Doussie /Pipendensis*, *Fromager/Ceiba*, *Ilomba*, *Iroko*, *Longhi/Abam*, *Makore/Douka*, *Moabi*, *Movingui*, *Mukulungu*, *Ovengkol/Bubinga E*, *White Padouk*, *Red Padouk*, *Pao Rosa*, *Sapelli*, *Sipo*, *Teck*, *Wengue*, and *Zingana/Amuk*.

A review of timber exports since 2020 shows that virtually all of these species are exported after undergoing some processing. However, 37 tonnes of Padouk wood logs and 66 tonnes of Zingana/Amuk logs were exported in 2020. It is worth noting that since the implementation of this policy, these species have only been exported as sawn wood. On the other hand, since 2020, Teak wood has only been exported in log form. From January to June 2023 alone, a total of 3,002 tonnes was exported, almost three times the total volume exported in 2022.

Table 1 : Evolution of exports of wood species in the first group (in tonnes)

| ESSENCES | 2020 | | | 2021 | | | 2022 | | | Jan-Juin 2023 | | |
|---------------------------|--------|-------|------------------|---------|--------|------------------|---------|-------|------------------|---------------|-------|------------------|
| | Débité | Grume | Feuilles de bois | Débité | Grumes | Feuilles de bois | Débités | Grume | Feuilles de bois | Débités | Grume | Feuilles de bois |
| Acajou de Bassam/Ngollon | 4 935 | - | - | 7 289 | - | 26 | 10 174 | - | - | 1 907 | - | - |
| Aningré | 43 | - | - | 335 | - | - | - | - | - | - | - | - |
| Assamela/Afromosia | 3 558 | - | - | 4 631 | - | - | 4 403 | - | - | 2 254 | - | - |
| Bete/Manson | 1 371 | - | - | 1 549 | - | - | 1 371 | - | - | 1 296 | - | - |
| Bosse | 2 682 | - | - | 5 155 | - | - | 5 091 | - | - | 1 066 | - | - |
| Bubinga | 3 643 | - | - | 3 275 | - | - | 2 541 | - | - | 1 979 | - | - |
| Dibétou/Bibolo | 10 636 | - | - | 10 119 | - | - | 13 925 | - | - | 4 513 | - | - |
| Doussié blanc/Pachyloba | 15 051 | - | - | 16 246 | - | - | 34 970 | - | - | 10 478 | - | - |
| Doussié rouge/Pipendensis | 5 225 | - | - | 6 830 | - | - | 7 673 | - | - | 3 519 | - | - |
| Fromager/Ceiba | - | - | - | - | - | 41 | - | - | 213 | 240 | - | - |
| Ilomba | - | - | - | 263 | - | - | - | - | - | - | - | - |
| Iroko | 46 831 | - | - | 47 584 | - | - | 51 873 | - | - | 34 887 | - | - |
| Longhi/Abam | - | - | - | - | - | - | 337 | - | - | - | - | - |
| Makoré/Douka | 170 | - | - | 572 | - | - | - | - | - | - | - | - |
| Moabi | 9 997 | - | - | 9 515 | - | - | 8 025 | - | - | 4 704 | - | - |
| Movingui | 5 010 | - | - | 9 970 | - | - | 18 824 | - | - | 7 684 | - | - |
| Mukulungu | 1 220 | - | - | 1 023 | - | - | 1 685 | - | - | 1 428 | - | - |
| Ovengkol/Bubinga E | - | - | - | - | - | - | 2 877 | - | - | 618 | - | - |
| Padouk | 24 203 | 37 | - | 22 843 | - | - | 35 834 | - | - | 8 237 | - | - |
| Pao rosa | 248 | - | - | 57 | - | - | 1 797 | - | - | 1 578 | - | - |
| Sapelli | 90 805 | - | 787 | 104 408 | - | 621 | 105 820 | - | 285 | 64 357 | - | 49 |
| Sipo | 11 696 | - | - | 10 125 | - | - | 11 272 | - | - | 7 622 | - | - |
| Teck | - | 1 466 | - | - | 968 | - | 161 | 1 195 | - | - | 3 002 | - |
| Wengue | 79 | - | - | 403 | - | - | 259 | - | - | 482 | - | - |
| Zingana/Amuk | 1 276 | 66 | - | 959 | - | - | 746 | - | - | 535 | - | - |

Source: CNSC

Exports of species banned from being exported as logs from 2025

Other than the 31 species listed above, 45 others will be banned from being exported in the form of logs from January 2025. Since the year 2020, fifteen of these species have been subject to export as shown in the table below.

Table 2 : Evolution of exports of wood species in the second group (in tonnes)

| ESSENCES | 2020 | | | 2021 | | | 2022 | | | Jan-Juin 2023 | | |
|-------------------|--------|--------|------------------|--------|--------|------------------|---------|--------|------------------|---------------|--------|------------------|
| | Débité | Grume | Feuilles de bois | Débité | Grumes | Feuilles de bois | Débités | Grume | Feuilles de bois | Débités | Grume | Feuilles de bois |
| Abale/Abing/Essia | - | 1 709 | - | - | 533 | - | - | - | - | - | - | - |
| Abura/Bahia | - | - | - | 115 | - | - | 104 | - | - | 683 | - | - |
| Agba/Tola | - | - | - | 177 | - | - | 25 | - | - | - | - | - |
| Ako/Aloa | - | - | - | 61 | - | - | 435 | - | - | - | - | - |
| Ayous/Obeche | 59 550 | 3 631 | - | 60 692 | 8 972 | - | 63 184 | 2 291 | - | 37 601 | 198 | - |
| Bongo H/Olon | - | - | - | 757 | - | - | 641 | - | - | - | - | - |
| Ekaba/Ekop Ribi | - | 372 | - | - | 4 111 | - | - | 1 907 | - | - | 2 794 | - |
| Ekop Gombe | 14 660 | 41 772 | - | 18 743 | 57 072 | - | 31 253 | 38 320 | - | 6 214 | 16 965 | - |
| Etimoé | - | - | - | - | - | - | - | - | - | 22 | - | - |
| Eveuss | 36 | 377 | - | 81 | 970 | - | 157 | - | - | - | - | - |
| Framiré | 407 | - | - | - | - | - | 89 | - | - | 613 | - | - |
| Mambode/Amouk | 122 | 34 | - | 182 | 498 | - | 304 | 162 | - | 60 | - | - |
| Osanga/Sikong | 111 | - | - | 1 106 | - | - | 578 | - | - | 709 | - | - |
| Ovoga/Angale | - | - | - | - | - | - | - | - | - | - | 640 | - |
| Tiama | 2 207 | 152 | - | 1 301 | 284 | - | 2 724 | 997 | - | 1 128 | - | - |

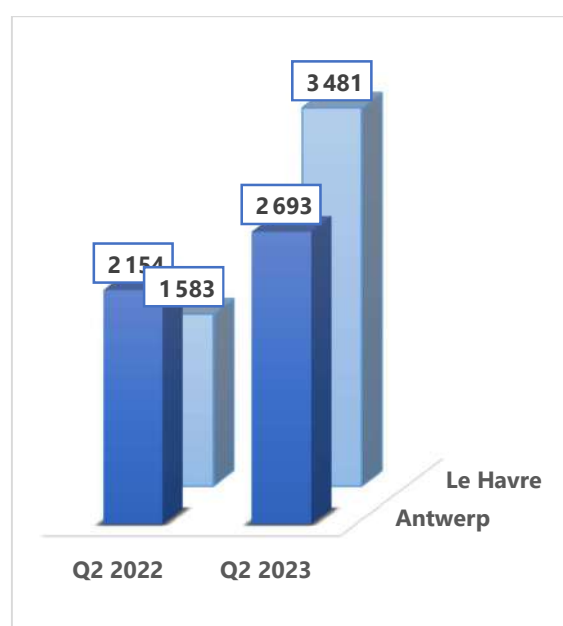
Source: CNSC

In the coming months, special attention should be placed on five of these species, given the current proportions in which they are exported in the form of logs. Ekaba/Ekop Ribi have only been exported as wood logs since 2020. The volume (2,794 tonnes) already exported between January and June 2023 could be higher than those recorded in previous years. The other species to watch out for are **Ekop Gombe** (of which about 70% of exports have been in the form of logs since 2020), **Ovoga/Angale**, **Ayous/Obeche**, **Mambode/Amouk** and **Tiama**.

Shipping Cost for a 20-foot Refrigerated Container

The average cost to ship a 20-foot refrigerated container in the second quarter of 2023 showed divergent trends in the two main ports of loading. At the port of Antwerp, it recorded a 25% increase and stood at 2.7 million CFAF in the second quarter of 2023. As for the port of Le Havre, the average shipping cost stood at 3.5 million CFAF making for a 120% increase in transport costs. It should however be noted that the rates charged to transport a 20-foot refrigerated container at the port of Le Havre were less volatile (more or less 200 thousand CFAF of the average) than those at the port of Antwerp (more or less 1 million CFAF of the average).

Graph 1: Average cost of shipping a 20-foot refrigerated container (in thousands of CFAF)



Source: CNSC

Shipping Cost for a 20-foot Dry Container

Table 3: Average cost of shipping a 20-foot dry container (in thousands of CFAF)

| COUNTRY | PORTS | Q2 2022 | Q2 2023 | Variation |
|---------|-----------|---------|---------|-----------|
| China | Qingdao | 2,382 | 1,483 | -38% |
| | Nansha | 1,585 | 1,234 | -22% |
| | Shanghai | 3,165 | 1,721 | -46% |
| | Ningbo | 1,596 | 1,229 | -23% |
| | Xingang | 2,293 | 1,391 | -39% |
| UAE | Jebel Ali | 1,743 | 1,759 | 1% |

| COUNTRY | PORTS | Q2 2022 | Q2 2023 | Variation |
|---------------|----------|---------|---------|-----------|
| Belgium | Antwerp | 1,397 | 1,424 | 2% |
| France | Le Havre | 1,411 | 1,326 | -6% |
| South Africa | Durban | 1,843 | 2,259 | 23% |
| Côte d'Ivoire | Abidjan | 711 | 1,090 | 53% |
| Senegal | Dakar | 1,025 | 1,126 | 10% |
| Tunisia | Sfax | 1,389 | 942 | -32% |

Source: CNSC

During the 2nd quarter of 2023, the average shipping costs for a 20-foot dry container recorded an increase in the main ports of loading. Three out of four shippers using these ports each spent no more than 1.5 million CFAF to transport a 20-foot dry container from the ports of Ningbo and

Nansha. This trend observed in China greatly differs from that of the main ports of loading for 20-foot dry containers. A good example is Dakar and Abidjan where it cost averagely 1.1 million CFAF to ship a 20-foot dry container to Cameroon, making

for a year-on-year increase of 10% and 53%, respectively.

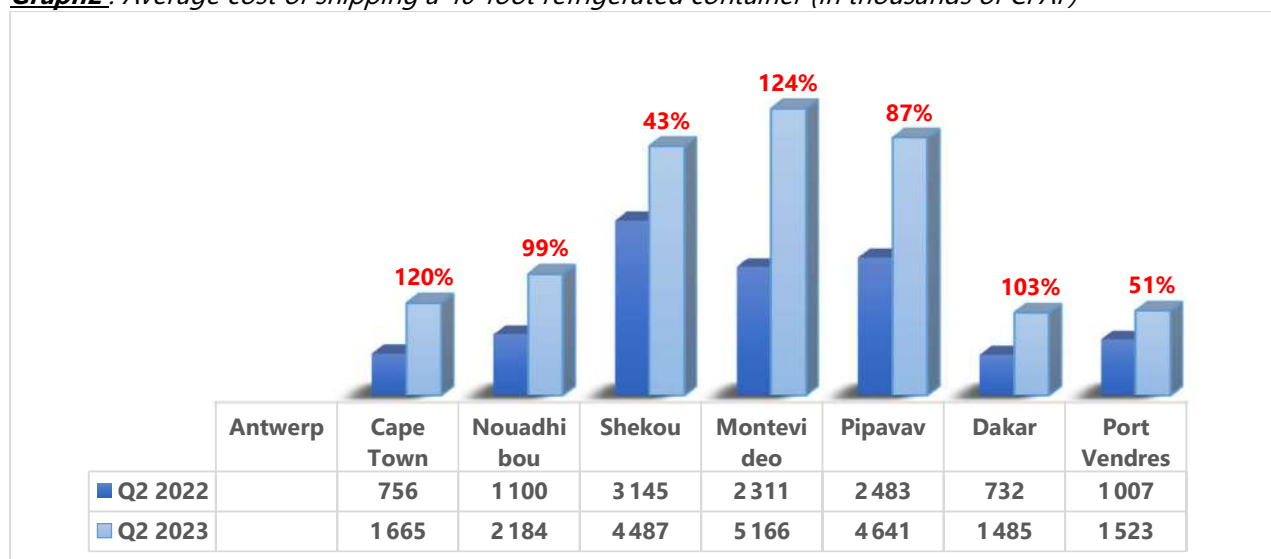
Shipping Cost for a 40-foot Refrigerated Container

The second quarter of 2023 registered a year-on-year increase in the cost of transporting a 40-foot refrigerated container to Cameroon from all ports that shipped this type of container.

On the African continent, this figure doubled with an increase of about +103% at the port of Dakar (1.5 million CFAF), +99% at the port of Nouadhibou (2.2 million CFAF) and +120% at the port of Cape Town (1.7 million CFAF). One of every four shippers who used the Mauritanian port paid more than 2.8 million CFAF to ship their container. Moreover, one in four shippers who loaded their 40-foot refrigerated container at the port of Dakar paid more than 2.3 million CFAF to ship it to Cameroon.

In Europe, shipping a 40-foot refrigerated container from the port of Antwerp to Cameroon cost shippers an average of 3.5 million CFAF over the period under study. Statistics revealed that 25% of shippers paid more than 5 million CFAF to ship a 40-foot refrigerated container from the port of Antwerp to Cameroon.

Graph2: Average cost of shipping a 40-foot refrigerated container (in thousands of CFAF)



Source: CNSC

The average cost of transporting a 40-foot refrigerated container from the port of Montevideo doubled from 2.3 million CFAF in Q2 2022 to 5.1 million CFAF in Q2 2023. However, the rates charged during the study period at this port are not very divergent as 75% of shippers reported spending no more than 5.2 million CFAF to ship a 40-foot refrigerated container to Cameroon.

Finally, we note that the average cost of shipping a 40-foot refrigerated container from the port of Pipapav increased by 87% in the second quarter of 2023 compared with the second quarter of 2022. The rates charged at the Indian port are fairly close to rates charged elsewhere with a difference of about 200 thousand FCFA from the average.

Shipping Cost for a 40-foot Dry Container

Table 4: Average cost of shipping a 40-foot Dry Container (in thousands of CFAF)

| COUNTRY | PORTS | Q2 2022 | Q2 2023 | Variation | COUNTRY | PORTS | Q2 2022 | Q2 2023 | Variation |
|----------------------|-----------|---------|---------|-----------|---------------|-----------|---------|---------|-----------|
| Côte d'Ivoire | Abidjan | 626 | 1,392 | 122% | China | Ningbo | 774 | 1,492 | 93% |
| USA | Baltimore | 1,078 | 2,183 | 102% | | Nansha | 820 | 1,535 | 87% |
| | New York | 1,172 | 2,438 | 108% | | Qingdao | 1,984 | 2,053 | 3% |
| Canada | Montreal | 841 | 1,957 | 133% | UAE | Jebel Ali | 1,037 | 2,008 | 94% |
| Belgium | Antwerp | 885 | 1,895 | 114% | France | Le Havre | 740 | 1,455 | 97% |

Source: CNSC

In the second quarter of 2023, the average cost of shipping a 40-foot dry container almost doubled in all the main ports of loading for this type of container.

For the Port of Abidjan, the average cost stood at 1.4 million CFAF, and the rates charged over the study period varied by more or less 100,000 CFAF from the average. Three of every four shippers reported spending no more than 1.5 million CFAF to ship their containers.

With regard to the main Asian ports of loading, the average cost of transporting a 40-foot dry container from the ports of Ningbo, Nansha and Jebel Ali respectively stood at 1.49 million CFAF, 1.53 million CFAF and 2 million CFAF in the 2nd quarter of 2023. At the port of Qingdao, the average cost of transporting a dry 40-foot container increased slightly (+3%), but the average cost remained higher when compared to other ports (2.1 million CFAF).

For the Port of Montreal, average shipping cost was 2 million CFAF. The rates charged at this port were within 210,000 FCFA of the average, and 1 of every 2 shippers was able to ship their container for less than 1.8 million CFAF. The rates charged by shippers at the port of Baltimore (+102%) showed very little variation. Three of every four shippers who sent their containers through the Baltimore port paid no more than 2.3 million CFAF.

At the main European ports handling dry 40-foot containers bound for Cameroon, shippers reportedly spent an average of 1.9 and 1.5 million CFAF respectively to ship this type of container from the ports of Antwerp and Le Havre in the 2nd quarter of 2023. One in four shippers said they spent no more than 2.5 million CFAF to import a dry 40-foot container from each of these ports.

Shipping cost of a vehicle

Graph 3 : Average cost of shipping a passenger car and public transport vehicle (in thousand FCFA)



Source: CNSC

In the two main ports of loading for passenger vehicles bound for the ports of Kribi and Douala, the average cost of transport showed an upward trend in the 2nd quarter of 2023. At the port of Antwerp, the average cost of transporting a passenger vehicle rose from 234,000 CFAF to 278,000 CFAF, making for a year-on-year increase of 19%. At the port of Hamburg, the average cost had increased by 48% and stood at 385,000 CFAF. Rates were less divergent at the port of Hamburg where 25% of shippers reported spending no more than 393,000 CFAF. For Pick-up trucks, the average cost of transport over the study

period was down 13% at the port of Antwerp (282,000 CFAF). On the other hand, to transport a pick-up from the port of Hamburg, shippers paid an average of 453,000 CFAF, an increase of around 34% year-on-year. However, the rates charged here were less divergent and within 75,000 CFAF of the average. As concerns Minibus imports, shippers reported paying an average of 325,000 CFAF in Q2 2023 to transport a minibus from the port of Antwerp and 453,000 CFAF from the port of Hamburg.

Table 5 : Average cost of transporting trucks and other heavy equipment (in thousands of CFAF)

| COUNTRY | PORTS | Q2 2022 | Q2 2023 | Variation | Quartile 1 | Quartile 2 | Quartile 3 |
|---------|-------|---------|---------|-----------|------------|------------|------------|
| Trucks | | | | | | | |

| | | | | | | | | |
|------------------------------|----------------|---------|-------|-------|-----|-------|-------|-------|
| | Belgium | Antwerp | 1,529 | 2,180 | 43% | 1,905 | 2,055 | 2,567 |
| | Germany | Hamburg | 1,412 | 1,630 | 15% | 984 | 1,837 | 1,968 |
| Other heavy equipment | | | | | | | | |
| | Belgium | Antwerp | 2,417 | 2,793 | 16% | 1,313 | 3,410 | 3,936 |
| | Germany | Hamburg | 2,025 | 3,491 | 72% | 3,491 | 3,491 | 3,491 |

Source: CNSC

The average cost of transporting trucks and other heavy equipment to the main ports of shipment increased in the second quarter of 2023, with a more significant rise for other heavy equipment shipped from the port of Hamburg.

At the Belgian port, the average cost of transporting trucks rose from 1.5 million CFAF to 2.2 million CFAF, while the average cost of transporting other heavy equipment

increased from 2.4 million CFAF to 2.8 million CFAF.

With year-on-year growth rates of 15% and 72% respectively, the average cost of transporting a truck and heavy equipment at the port of Hamburg in the second quarter of 2023 was 1.6 million CFAF and 2 million CFAF respectively.

Cargo dwell time at the port - Containers

Table 6: Port dwell time for containers bound for the port of Douala (in days)

| | April-22 | May-22 | June-22 | Q2 2022 | April-23 | May-23 | June-23 | Q2 2023 |
|--------------------------------|----------|--------|---------|-------------|----------|--------|---------|-------------|
| Average | 15.5 | 16.8 | 16.0 | 16.0 | 18.7 | 19.1 | 19.3 | 19.0 |
| Variation | | | | | 21% | 13% | 21% | 19% |
| 1st Quartile | 7 | 8 | 7 | 7 | 8 | 9 | 8 | 8 |
| 2nd Quartile | 11 | 11 | 11 | 11 | 13 | 13 | 13 | 13 |
| 3rd Quartile | 18 | 21 | 19 | 19 | 23 | 24 | 25 | 24 |
| At most 11 days | 53% | 50% | 52% | 52% | 44% | 40% | 46% | 43% |

Source: Container Terminal Authority of Douala (RTC)

At the RTC, the average dwell time for import containers was 19 days in Q2 2023, three days less than in Q2 2022. This variation in average dwell time in the second quarters of 2023 and 2022 is also

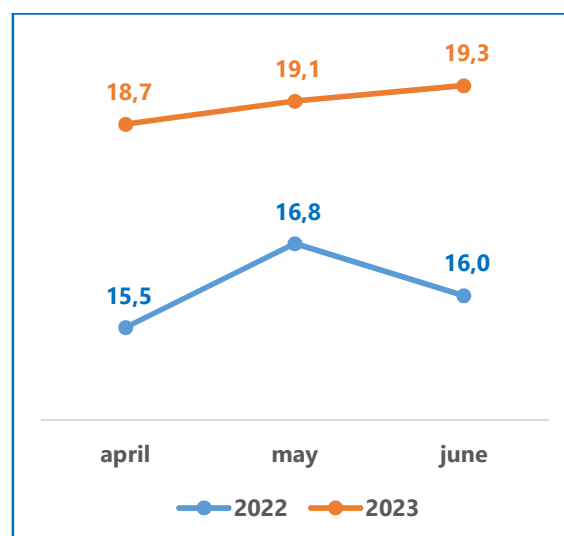
reflected in the proportion of containers that were subject to penalties for extended parking, at 57% and 48% respectively in 2023 and 2022. Note also that 25% of

containers had to wait more than 24 days to leave the terminal during the study period.

A monthly analysis also shows that the average container dwell time was higher in all months, with a difference of three days.

Also, less than half of the containers were cleared without any penalties (44% in April, 40% in May and 46% in June 2023).

Graph4 : Monthly container dwell time at the port of Douala (in days)



Source: RTC

Cargo dwell time at the port - Vehicles

Table 7 : Port dwell time for vehicles at the car fleet (in days)

| | April-22 | May-22 | June-22 | Q2 2022 | April-23 | May-23 | June-23 | Q2 2023 |
|--------------------------------|----------|--------|---------|-------------|----------|--------|---------|-------------|
| Average | 19.0 | 15.7 | 15.6 | 16.8 | 12.2 | 12.8 | 13.2 | 12.7 |
| Variation | | | | | -36% | -18% | -16% | -24% |
| 1st Quartile | 9 | 8 | 7 | 8 | 6 | 6 | 6 | 6 |
| 2nd Quartile | 14 | 11 | 14 | 14 | 9 | 8 | 9 | 9 |
| 3rd Quartile | 26 | 21 | 20 | 22 | 15 | 15 | 15 | 15 |
| At most 11 days | 40% | 51% | 47% | 46% | 69% | 72% | 69% | 70% |

Source: Douala Mixed Fruit Terminal (TMFD)

In the second quarter of 2023, the average time spent by vehicles in the TMFD fleet was 13 days; four days less than the average dwell time recorded in the second quarter of 2022. However, there is a slight difference in the proportion of imported vehicles that left the TMFD fleet within 11 days without being subject to penalties for overstayed parking and demurrage. Statistics showed that out of 10 vehicles offloaded at the TMFD fleet in the 2nd quarter of 2023, seven left within the

prescribed timeframe, whereas in the 2nd quarter of 2022, fewer than five vehicles out of ten were able to leave under the same conditions.

Monthly analyses show that regardless of the month, the 2nd quarter of 2023 performed better than the 2nd quarter of 2022 in terms of vehicle dwell time at the TMFD fleet.

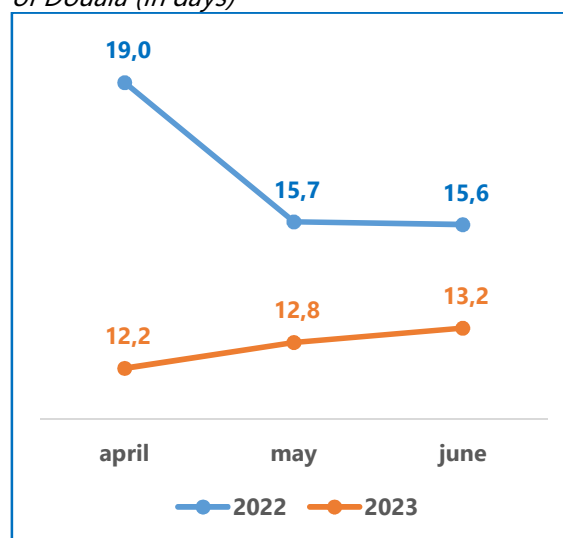
In April 2023, shippers took an average of 12 days to move their vehicles out of the

TMFD fleet, 7 days longer than in April 2022. During this month, 50% of vehicles left the fleet within 9 days.

In May 2023, 72% of vehicles cleared from the TMFD fleet spent at most 11 days or less at the port. Moreover, the month of May 2022 showed an improvement of 3 days in the average time vehicles took to leave the TMFD fleet, compared to 16 days in May 2021.

The average vehicle dwell time in June 2023 was 13 days, two days less than in June 2022. As in April, 50% of vehicles cleared in June left the fleet within 9 days.

Graph5: Monthly vehicle dwell time at the port of Douala (in days)



Source: TMFD

Export Tonnage

Table 8: Export air freight per type of cargo (in tonnes)

| Exported Products | Q2 2022 | | Q2 2023 | | Variation |
|-----------------------------------|--------------|-------------|--------------|-------------|-------------|
| | Tonnage | % | Tonnage | % | |
| Foodstuff | 1,634 | 88.70% | 1,150 | 82.56% | -29.61% |
| Flowers | 42 | 2.30% | 28 | 2.03% | -32.62% |
| Art and craft works | 35 | 1.90% | 28 | 2.01% | -19.99% |
| Petroleum materials and equipment | 19 | 1.00% | 19 | 1.39% | 1.57% |
| Others | 112 | 6.10% | 167 | 12.01% | -49.43% |
| TOTAL | 1,842 | 100% | 1,393 | 100% | -24% |

Source: CNSC

During the 2nd quarter of 2023, Cameroon's exports by air represented 41% of total air freight, with a volume of 1,393 tonnes, corresponding to a year-on-year drop of 24%.

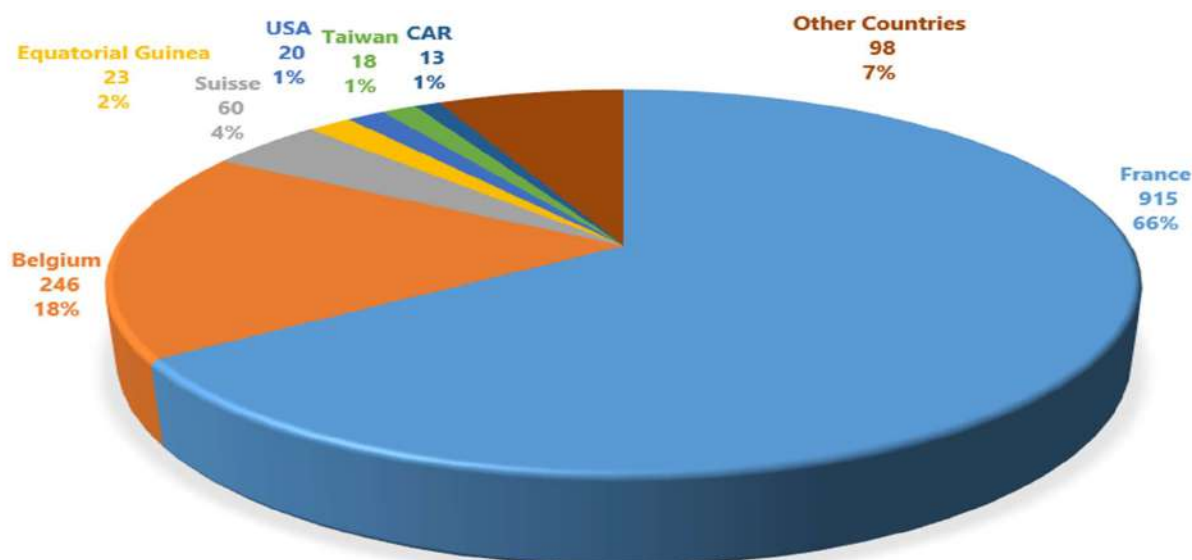
Export air traffic was dominated by foodstuffs, which accounted for 83% of outbound flows, followed by flowers (2%),

arts and crafts (2%) and petroleum materials and equipment (1%).

Cameroon's air cargo exports in Q2 2023 were destined for two main countries: France (66%) and Belgium (18%). The main destination countries for Cameroon's exports in Africa were Equatorial Guinea

and CAR, accounting for 2% and 1% of outbound flows respectively.

Graph 6 : Breakdown of export air freight by destination (in tonnes and %)



Source: CNSC

Import Tonnage

Table 9 : Import air freight per type of cargo (in tonnes)

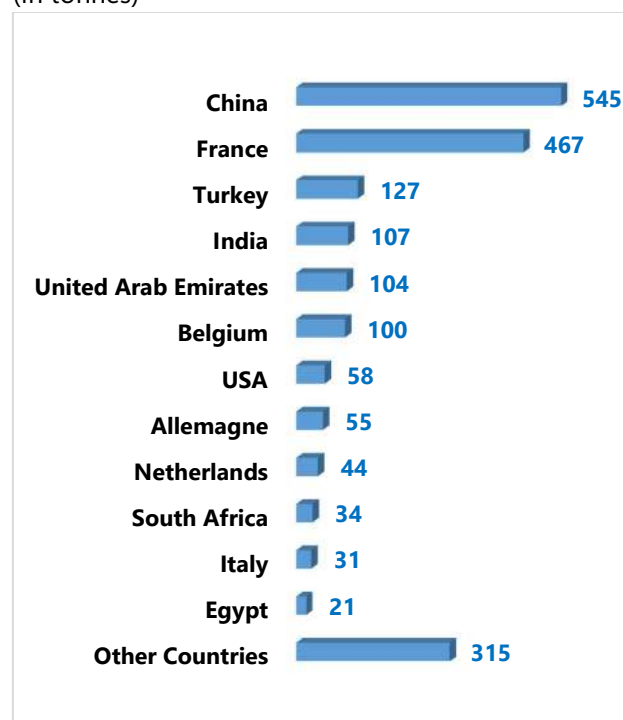
| Imported Products | Q2 2022 | | Q2 2023 | | Variation |
|-----------------------------------|--------------|---------------|--------------|-------------|-----------|
| | Tonnage | Tonnage | Tonnage | % | |
| Clothing | 215 | 10.91% | 278 | 13.84% | 29.21% |
| Mobile phones and accessories | 65 | 3.30% | 227 | 11.30% | 248.84% |
| Spare parts | 204 | 10.36% | 213 | 10.61% | 4.41% |
| Pharmaceutical products | 117 | 5.94% | 165 | 8.23% | 41.06% |
| Personal Effects | 94 | 4.77% | 86 | 4.30% | -8.31% |
| Foodstuffs | 24 | 1.22% | 73 | 3.65% | 205.08% |
| Petroleum materials and equipment | 62 | 3.15% | 50 | 2.52% | -18.56% |
| Telecommunication equipment | 15 | 0.76% | 30 | 1.48% | 97.93% |
| Hatching eggs | 43 | 2.18% | 24 | 1.19% | -44.39% |
| Aroma | 88 | 4.47% | 21 | 1.06% | -75.87% |
| Diplomatic parcels | 16 | 0.81% | 20 | 1.01% | 27.29% |
| Medical supplies | 37 | 1.88% | 19 | 0.96% | -48.01% |
| Flowers | 6 | 0.30% | 9 | 0.44% | 48.42% |
| Day-old chicks | 5 | 0.25% | 4 | 0.20% | -18.58% |
| Others | 979 | 49.70% | 787 | 39.21% | -19.65% |
| TOTAL | 1,970 | 100.0% | 2,007 | 100% | 2% |

Source: CNSC

In the 2nd quarter of 2023, a total of 2,007 tonnes of goods landed by air in Cameroon, representing an increase of 2% compared with the 2nd quarter of 2022. The composition of import air freight was more diversified than exports in Q2 2023, with 14 products accounting for about 60% of air freight inflows. Of these 14 main product types, clothing, mobile phones & accessories, spare parts (*for cars, machines, appliances, etc.*) and pharmaceutical products accounted for 44% of overall inbound flows during the study period.

These various products imported by air in the 2nd quarter of 2023 came mainly from China (27%), France (23%), Turkey (6%), India (5%), the United Arab Emirates (5%) and Belgium (5%).

Graph 7 : Import air freight by country of origin (in tonnes)



Source: CNSC