Tailored to your needs

**Missions**

Le Conseil National des Chargeurs du Cameroun assure aux chargeurs :
L'assistance sur toute la chaîne de transport;
La défense de leurs intérêts en vue de contribuer à la promotion du commerce international.

**Perspectives**

- Fichier central de classification des chargeurs par filière;
- Tracking des marchandises;
- Bourse de fret;
- Étude de faisabilité pour la construction d'un centre de vie pour les transporteurs des hinterlands et ceux des pays voisins sans littoral;
- Étude sur le cadre de suivi des mesures de facilitation pour le transport en transit;
- Aménagement et équipement des centres de formation, de la documentation et du traitement des données du CNCC;

**Actions**

Ces différentes missions se manifestent sur le terrain en actions qui prennent les formes suivantes :
- Formation;
- Informations;
- Études;
- Négociations;
- Promotion du commerce international.

**Votre partenaire / Your partner**

Centre des Affaires Maritimes (Bonanjo) • B.P. : 1588 Douala - Cameroun • Tél.: (237) 33 43 67 67 / 33 43 67 69 Fax : (237) 33 43 70 17 Site Web : www.cncc-cam.org • Email : info@cncc-cam.org
Our main concern is our performance in the mastery of national and foreign trade operations.

Our aim is to provide you with the following solutions:

- The organisation of shippers and the protection of their interest
- Mediation between various partners
- Negotiation of transport tariffs
- Dissemination of trade statistics

CNSC / Cameroon National Shippers' Council
Publisher’s note

The Cameroon National Shippers’ Council (CNSC) provides assistance to and protects the interests of shippers on the whole transport chain in view of contributing to the promotion of international trade.

It is for this reason that we are very pleased to put forward to you the 2009 National Maritime Year Book. It is the fruit of close collaboration between the various maritime transport and international trade sector players and the CNSC, its publisher.

The 2009 National Maritime Year Book is a reference document containing important addresses and useful information intended for foreign trade and transport sector players.

The drafting of this all-important document took into account recent developments in the maritime transport sector. It contains texts and illustrations that translate the dynamic nature of this sector which is rightly considered as a key sector of our economy.

Consequently, I do hope that this reference document, which fits squarely into the present context, will enable the State and its partners who include national and foreign business persons to have a better understanding of the business environment in Cameroon.

Our sincere thanks go to all the institutions that contributed to the drafting and publication of this work. We are thinking of government ministries, consular chambers, trade unions, business persons of the Douala port community, and data collection teams. And finally, never enough thanks to those who directly or indirectly contributed to the publication of this year book but who have not been named here.

We also wish to thank all those who sent us comments on the 2007 National Maritime Year Book which have helped us to produce a better publication. We thank you in advance for your observations and criticisms of this edition, which will enable an improvement of the 2011 publication.

Auguste Mbappe Penda
CNSC General Manager
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Subsequently, the Spaniards translated Camaroes into Camerones, the Germans Kamerun and the English Cameroons to designate firstly the town of Douala, then the whole territory of Cameroon.

The Portuguese established trade links with the Duala chiefs. They brought salt, fabric, receptacles, copper, alcohol, and received in exchange white pepper, fish, ivory and slaves.

Slave trade was inaugurated by the Portuguese in 1450. They were taken first to the trade counters along the African coast and kept in the Island of Sao Tome before shipment to America. From 1590 to the end of the 16th century, Portuguese navigators and traders also scoured the coasts of Cameroon.

At the end of the 17th century, the Peulhs and Fulbes arrived in North Cameroon, where they make up about a third of the population and engage mainly in stockbreeding, after a long migration that took them to Egypt (or Abyssinia), Mali, Senegal, Nigeria and North Cameroon. The Peulhs led a peaceful life, accepted as they were by the populations of the territories they crossed, were subdivided into clans and did engage in trade by batter with the local populations, exchanging the products of their herds.

In 1805, under the instigation of Ousman Dan Fodio a “modibo” (doctor of Islamic science) who preached holy war, the Peulhs of Nigeria rose up against the indigenous populations. He ultimately came out victorious and founded an empire whose capital was in Sokoto in Nigeria.

At the request of the same Ousman Dan Fodio, the Peulh leaders of North Cameroon in turn revolted against the animists and imposed their authority on them. This is how a Peulh kingdom headed by a sovereign “lamido”, was created.

**The Germans in Douala**

In January 1841, Joseph Merrick and Alfred Saker, the first Protestant missionaries of the London Baptist Mission, arrived in Fernando Po and later in Douala.

On 10 June 1840, the Douala chiefs, namely those of Bell and Akwa, signed the first agreement abolishing slave trade with the British Government represented by the captain of the ship on transit at the Bight of Biafra.

Other similar agreements were signed on 7 May 1841 and 20 April 1852.

On 12 July 1884, the Duala chief of Akwa signed a treaty with the German Government making Douala a protectorate of Germany. Shortly afterwards, the Germans settled in Douala to guarantee peace, a vital ingredient of commerce. And they succeeded in occupying the whole national territory despite armed resistance from many tribes.

Évolution des frontières du Cameroun (Orange: Allemand; Bleu: Français; Rouge: Britannique; Vert : Indépendant)
On 5 May 1960, H.E. Ahmadou Ahidjo was elected president of the Republic.

On 11 February 1961, Southern Cameroons, a British Trust territory chose by way of referendum to gain independence by joining the République du Cameroun on a landslide vote of 233,571 votes against 9,774.

The Northern Part of Cameroon which was under British trusteeship opted to join Nigeria by 60% of the votes cast. This percentage apparently obtained thanks to a number of irregularities, sparked off lively debates and led to a wave of protests.

Eleven years after reunification, this same will for unification was manifested during the referendum of 20 May 1972 (321,056 votes against 158), which put an end to the federal State structure. It was a peaceful revolution and it gave birth to the United Republic of Cameroon.

On 6 November 1982, Paul BIYA, then Prime Minister since 1975, acceded to the helm of State following the resignation of Ahmadou Ahidjo. He thus became Cameroon’s second president.

**Multipartism**

In the early 90s, Cameroonians clamoured for more democracy and freedom. The President of the Republic, Head of State, His Excellency Paul Biya, responded positively to these requests by submitting a series of bills on freedom of speech and association to the National Assembly. After deliberations and amendments at the National Assembly, the "Laws on freedoms", were enacted thus re-ushering Cameroon into multipartism in December 1990.

In February 1991, the first political parties were legalised. Today, there are more than 250 political parties in Cameroon. In March 1992 and pursuant to the conclusions of the Tripartite Conference, the first-ever pluralist legislative elections took place in Cameroon. The Cameroon Peoples’ Democratic Movement (CPDM) worn the election with 88 seats out of the 180. In order to obtain an absolute majority, the CPDM and the Movement for Democracy and the Defence of the Republic (MDR), which had 6 seats, formed a parliamentary alliance. Opposition parties that worn seats in the National assembly were UNDP (68 seats) and the UPC (18 seats).

On 11 October 1992, the first-ever pluralist presidential election took place in Cameroon. Paul Biya, the CPDM candidate was re-elected president (39.9%) ahead of the Social Democratic Front (SDF) candidate, John Fru Ndi (35.9%).

**Chapter II : Presentation of Cameroon**

Cameroon lies in the Gulf of Guinea on the western shores of Africa and has a coastline of 320 km. It has the shape of a triangle whose base runs along the 2nd Northern parallel while its apex is in Lake Chad, a little after the 3rd parallel. Cameroon is bordered by Nigeria to the West, Equatorial Guinea, Gabon and the Republic of Congo to the South, the Central African Republic to the East, and Chad to the North. It has a surface area of 475 442 km2 with an estimated population of more than 16 380 000 inhabitants (2005).

**Administrative organisation.**

Under presidential Decree No.2008/376 of 12 November 2008 to lay down the administrative organisation of the Republic of Cameroon, Cameroon is divided into regions (10), divisions (58) and sub-divisions (268). The November 2008 Decree transformed districts into sub-divisions.
Part 1: Cameroon in a nutshell

Life expectancy: 56.7 for men and 61.3 for women
Growth rate in 2002/2003: 6%
Nominal GDP (in billion CFAF) in 2002/2003: 7.178
Non-oil GDP (in billion CFAF) in 2002/2003: 6.592
Average rate of inflation in 2002/2003: 2%
Currency: CFA F (1 Euro = 665 CFA F)
Time zone: GMT +1
Dialing code: 237

Chapter III: Institutions of the Republic

Executive power

The President of the Republic, Head of State, protects State Institutions, national independence and territorial integrity. He is elected by majority vote through direct, equal and secret universal suffrage for a seven-year term of office.

The President of the Republic is the symbol of national unity. Under Law No. 96/06 of 18 January 1996 to amend the Constitution of 2 June 1972, the President of the Republic defines the policy of the nation, ensures respect for the Constitution and through his arbitration, ensures the proper functioning of public authorities.

He is the guarantor of the independence of the Nation and of its territorial integrity, of the permanency and continuity of the State and of the respect for international treaties and agreements.

He accredits ambassadors and envoys extraordinary to foreign powers. The ambassadors and envoys extraordinary of foreign powers are accredited to him. He enacts laws and exercises statutory authority. He sets up and organizes the administrative services of the State. He appoints to civil and military posts of the State. The President of the Republic appoints the Prime Minister and, on the proposal of the latter, the other members of Government.

Legislative Power

Legislative power is exercised by Parliament which comprises 2 (two) Houses namely the National Assembly and the Senate. Parliament legislates and oversees Government action.

Law No. 96/06 of 18 January 1996 to amend the Constitution of 2 June 1972 stipulates in its transitional and final provisions that the National Assembly shall exercise full legislative power and enjoy all Parliamentary prerogatives until the Senate is set up.

The National Assembly comprises 180 (one hundred and eighty) members elected by direct and secret universal suffrage for a five-year term of office. Each year, the National Assembly holds 3 (three) ordinary sessions, each lasting not more than 30 (thirty) days.

Laws are passed by a simple majority of the members of the National Assembly. Laws are initiated by the president of the republic and the National Assembly.
Part 1: Cameroon in a nutshell

Economic growth

As economic growth in our country is a continuous concern, Government will therefore in 2010 strive to attract public and private investments, and consolidate a more conducive climate for the conduct of business.

Being the first year of implementation of the Growth and Employment Strategy Paper, fiscal year 2010 will enable the laying of the groundwork for the success of this project. Actions will include updating sector-based strategies and linking them to medium-term expenditure frameworks.

Public works

Infrastructural development will be continued in order to sustain economic and social growth and, hence, satisfy the people’s demand for diverse infrastructure.

Thus, efforts in the public works sector will be chiefly geared towards:

- the rehabilitation of the Maroua-Kousseri road;
- the reinforcing of the Figuil-Maroua road;
- the opening of the Mamfe-Akwaya road;
- the tarring of the Kumba-Mundemba; Maroua-Bogo, Djoum-Mintom; Zoetele-Nkolyop; Foumban-Mape Bridge; Bamenda-Ekok; Nkolessong-Nding roads;
- the construction of the Lokomo Bridge between Yokadouma and Moloundou and the Mayo Galke Bridge;
- the start of the construction works of a new bridge on the Sanaga at Nachtigal.

Besides, studies relating to the construction of the Yaounde-Douala motorway will be finalized.

Urban development

Regarding urban development, the Government will, in collaboration with the relevant local authorities, pursue the modernization and embellishment of our major cities as part of a multi-year programme. The major projects here include:

- the doubling of Nouvelle Route Bastos and the widening of the road linking Mont Febe to the town;
- the rehabilitation of the main roads of Garoua town;
- the construction and rehabilitation of urban roads in Ebolowa;
- the rehabilitation and construction of urban roads in Douala;
- the rehabilitation of the Messa water treatment plant in Yaounde;
- the start of construction works of the Yaounde – Nsimalen highway;
- the start of the construction works of the Yaounde East axial road and the Maroua urban thoroughfares;
- the construction of the Bafoussam bypass road;
- the drafting of the development master plan of the Yaounde metropolitan area.

Trade

As concerns trade, in addition to measures aimed at checking inflation and fighting the high cost of living and anti-trust practices, the Government intends to revive some ten periodic markets, in an effort to increase staple food supplies to major consumer centres. It will at the same time strive to finalize the “NTEM project” with the aim of developing three markets on the South border and build the MINTOM II border market.
Land and property issues

Land and property issues, situated upstream Government’s low-cost housing programmes, agricultural policy and even infrastructure development, will require special treatment to be materialized in the setting aside of 1,800,000 hectares of land reserves in areas identified all over the country. Also, close to 2,000 hectares of State land will be developed in divisional and regional headquarters for the construction of Government buildings and residential quarters.

Rural sector

As the rural sector is the pillar of our country’s economic recovery and accelerated growth, the Government intends to give it fresh impetus for its intensive development and modernization to enable it to sustainably guarantee food self-sufficiency, reduce the inflationary pressure on the prices of staple foods on the market and boost our export earnings.

With the assistance of our partners, Government action in the agricultural domain will thus focus on consolidating existing programmes and initiating other large-scale projects to substantially augment our production, namely:

• the Better Agricultural Competitiveness Support Project of CFAF 30 billion for the cultivation of rice, maize, palm trees and plantains;
• the Better Agricultural Productivity Support Programme, financed at CFAF 2 billion, for the production of improved cocoa and coffee plants;
• the Agricultural Sectors Development Project concerning rice and onion;
• the development of rice and maize farming on 10,000 hectares, with a funding of over CFAF 18.5 billion.

At the same time, the Government will strive to promptly launch the Rural Micro-Finance Support Project and ensure that an efficient mechanism for the financing of agro-pastoral activities is put in place.

The need to supervise this sector will require the recruitment of 1,500 new staff, of all ranks, in the Ministries in charge of agriculture and livestock. The organization of the Ebolowa agro-pastoral show is one of the key activities to be conducted in this sector to rightly celebrate the commitment of the rural world.

Forestry and wildlife resources

As part of the policy of sustainable management of forestry and wildlife resources for the local populations and conservation of biodiversity, the implementation of the Forest-Environment Sector Programme will be pursued to perpetuate the economic, ecological and social functions of the forestry ecosystems.

With regard to environmental conservation, priority will remain the continuation of Operation “Green Sahel” with the rehabilitation of overused lands notably in the northern region of the country.

Consolidating progress and achievements in education

In education, Government action will aim at consolidating the progress and achievements recorded over the last years in the training of human resources, the improvement of the quality of teaching, the upgrading of school facilities and the reinforcing of the certification process.

In this respect, at the level of basic education, the objective of universal primary education will remain one of the priorities of the Government and should be seen in the construction of new schools, the distribution of basic textbooks in disadvantaged areas, and the signing of contracts with 5,800 teachers. This will help to improve the pupils/teacher ratio and school performances.
Lastly, regarding sports, the Government intends to rehabilitate the Yaounde, Douala and Bamenda fitness walk and to build new ones in the other seven regions. Construction works of the new stadiums of Limbe and Bafoussam, for which financing is available, will also be launched.

**Financial measures**

The Government’s Economic, Financial, Social and Cultural Programme, the broad outlines of which I have just presented, will be implemented based on the draft finance law for fiscal year 2010, which has been prepared in a context marked by a hope of revival after the serious financial and economic crisis of the last two years.

Thus, the intended financial measures make no provisions for new taxes, but rather recommend changes to the applicable fiscal and custom provisions in a bid to improve the taxation services in general.

The proposed custom measures will centre mainly on:

- the recovery of custom claims

As concerns taxes and duties, the new measures will focus on:

- the retrocession to councils of 25% of council taxes currently deducted by the State;

  The 2010 budgetary framework thus hinges on the following assumptions:

- a GDP growth rate of 3.9%;
- an annual inflation rate averaging 3%;
- one barrel of oil selling at U$ 70;
- the dollar going at CFAF 446.

Based on this, the draft State budget for fiscal year 2010 is balanced in revenue and expenditure at CFAF 2,570 billion against CFAF 2,301.4 billion for fiscal year 2009, which represents an increase of CFAF 268.6 billion in absolute terms and 11.7% in relative terms.

The resources of fiscal year 2010 are estimated as follows:

Internal resources: CFAF 1,944 billion against CFAF 2,054.4 billion in 2009. These resources which represent 75.64% of the State budget for fiscal year 2010 are broken down as follows:

- Non-oil revenue: CFAF 1,537 billion against CFAF 1,535 billion in 2009;
- oil revenue: CFAF 407 billion against CFAF 519.4 billion in 2009, with CFA F 317 billion from SNH royalties and CFA F 90 from oil company taxes;

External resources: CFAF 221 billion against CFAF 247 billion in 2009, with CFAF 110 billion from loans and CFAF 111 billion from grants.

Besides, CFAF 200 billion will be raised by issuing treasury bonds.

The expenditure package earmarked in the proposed programme will cover:

- Salaries, which will increase by 9.8% because of the various recruitments authorized in the public service;
- the purchases of goods and services necessary for the functioning of the administration;
- the subsidy on the price of petrol sold at the filling station;
- major investment projects in the energy, mines, infrastructure and agriculture sectors;
- the overall allocation to back the decentralization process.

Globally, the draft State budget for fiscal year 2010 allocates CFAF 1,525.6 billion for recurrent expenses, CFAF 676.8 billion for investments and CFAF 367.5 billion for debt settlement.
**Part 1: Cameroon in a nutshell**

### Distances between majors towns

<table>
<thead>
<tr>
<th>Town</th>
<th>Distance to Yaoundé</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abong Mbang</td>
<td>0</td>
</tr>
<tr>
<td>Bafwa</td>
<td>387</td>
</tr>
<tr>
<td>Bafousam</td>
<td>500</td>
</tr>
<tr>
<td>Bamenda</td>
<td>692</td>
</tr>
<tr>
<td>Batouri</td>
<td>354</td>
</tr>
<tr>
<td>Bertoua</td>
<td>114</td>
</tr>
<tr>
<td>Bié</td>
<td>627</td>
</tr>
<tr>
<td>Douala</td>
<td>533</td>
</tr>
<tr>
<td>Ebolowa</td>
<td>454</td>
</tr>
<tr>
<td>Edéa</td>
<td>415</td>
</tr>
<tr>
<td>Foumban</td>
<td>631</td>
</tr>
<tr>
<td>Garoua</td>
<td>540</td>
</tr>
<tr>
<td>Kossédé</td>
<td>1421</td>
</tr>
<tr>
<td>Kribi</td>
<td>530</td>
</tr>
<tr>
<td>Kumba</td>
<td>447</td>
</tr>
<tr>
<td>Limbé</td>
<td>677</td>
</tr>
<tr>
<td>Mamfé</td>
<td>775</td>
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<td>Marou</td>
<td>1125</td>
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<td>Mbalmayo</td>
<td>284</td>
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<tr>
<td>Nanga Eboko</td>
<td>261</td>
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<tr>
<td>N’Gacoundé</td>
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<tr>
<td>Nkambé</td>
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<td>Sangmélima</td>
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<td>Tcholléré</td>
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<td>Tiko</td>
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<td>Yagoua</td>
<td>1377</td>
</tr>
<tr>
<td>Yaoundé</td>
<td>339</td>
</tr>
</tbody>
</table>

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2009 National Maritime Yearbook
DATE OF INAUGURATION: The SONARA was created on 7 December 1976 and inaugurated on 16 May 1981.

CORPORATE NAME: The National Refining Company Limited (SONARA)

SHARE CAPITAL: 23,000,000,000 CFA francs

SONARA'S OBJECTIVE

The main objective of the National Refining Company Ltd. is to refine crude oil and supply the finished petroleum products like butane, gasoline, kerosene, jet fuel, gas oil, and fuel oil, to the national market.

This objective has successfully been achieved since the creation of the refinery with no shortages registered and in compliance with given specifications and excellent quality.

SONARA also exports some of its finished products to CEMAC countries and markets along the West African coast, from Senegal to Namibia, not only to optimise the use of the capacity of its installations, but also to consolidate its presence and reputation in Africa.

In addition, the new port which went operational on 6 October 1995 enables the Company to export its products to Europe, the United States of America and South America.

SO.CII.E TIIATI.II.IIIIE NATIONALE DE RAFFINAGE (SONARA)

DATE D'INAUGURATION: La SONARA a été constituée le 7 décembre 1976 et inaugurée le 16 Mai 1981.

RAISON SOCIALE: Société Nationale de Raffinage (SONARA)

CAPITAL: 23.000.000.000 CFA francs

BUT DE LA SONARA

La Société Nationale de Raffinage (SONARA) a eu pour objectif d'exploiter une raffinerie de pétrole brut pour satisfaire les besoins du marché camerounais en produits finis tels que le butane, l'essence super, le pétrole lampant, le carburateur, le gazole, le fuel oil.

Depuis l'inauguration de la raffinerie jusqu'à nos jours, cet objectif a été largement atteint dans le strict respect des spécifications et de la qualité des produits.

C'est pourquoi afin d'optimiser l'utilisation de la capacité de raffinage, la SONARA se tourne vers le marché d'exportation. Ainsi, elle consolide sa présence et sa bonne réputation dans les pays de la CEMAC et ceux de la côte Ouest-Africaine, depuis le Sénégal jusqu'à la Namibie.

La mise en service du nouveau port depuis le 06 octobre 1995 lui permet d'exporter vers l'Europe, les États-Unis d'Amérique et l'Amérique du Sud.

THE NATIONAL REFINING COMPANY LTD (SONARA)

B.P./P.O BOX: 365, Limbe (Cameroun/Cameroon)
Tél./Phone: (237) 33 33 22 38 / 33 42 38 15
Fax: (237) 33 33 21 88 / 33 42 34 44
A - Organisation and missions

Under decree No. 97/205 of 7 December 1997 to organise the Government, the Ministry of Transport is responsible for the coordinated development of all the modes of transport, including meteorology.

In this respect, it ensures or controls the organisation and operation of air, railway, road, maritime and river transport.

It conducts studies and takes part in the development and implementation of standards or regulations relating to transport, safety and road safety.

It monitors the implementation and execution of the transport sector plan.

It contributes to the vocational training of personnel working in the area of transport.

It monitors the activities of the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA). It ensures liaison with the International Civil Aviation Organisation (ICAO), the World Meteorological Organisation (WMO) and the International Maritime Organisation (IMO).

It monitors the activities of CAMRAIL, the National Ports Authority, autonomous ports, Cameroon Airlines, the Cameroon National Shippers’ Council (CNSC), the Cameroon Civil Aviation Authority (CCAA), the Cameroon Airports Company (ADC), the Cameroon Shipyard and Industrial Engineering Ltd (CNIC), the Cameroon National Transport and Transit Company (CAMTAINER) and any other public or semi-public organisation working in the transport sector.

Cameroon’s geographical position in the Central Africa sub-region makes her a natural maritime hub. Indeed, 80% of goods transported to or from Chad and the Central African Republic transit through the territory of the Republic of Cameroon.

Also, it is necessary to implement practices which aim at ensuring the free flow of traffic along transit corridors. This entails, inter alia, making use of the complementarity between multimodal transport (rail-road- maritime and even air route) in order to ease access to the Port of Douala, which is Cameroon’s major gateway.

Stimulating growth

The transport sector accounts for some 15% of Cameroon’s GDP. It largely contributes to the growth of the country’s GDP, thus making the tertiary sector (42% of the GDP) a real engine of the national economy. The development and maintenance of transport infrastructure generally require huge financial means that the public investment budget cannot provide. While waiting for a public-private sector participatory financing mechanism to be set up, Cameroon relies on assistance from bi- and multilateral donors.

The ongoing transport sector reform project is based on liberalisation and privatization that aim not only at reviving the national economy but also at adapting to the new world economic environment.
B - Establishment of ECTN for each operation
The ECTN is delivered for each import and export operation.

C - Written declaration
Practically, the issuance of the ECTN entails the transcription, on a special form, of information provided by a shipper.

D - Declaration of elements "elements of traceability"

The ECTN must comprise the following information:
• the name of the vessel and the ship-owner;
• description of the cargo;
• country of origin of the goods;
• country of destination of the cargo;
• port of shipment;
• port of arrival;
• name and address of sender;
• name and address of receiver;
• volume/weight of cargo;
• value of cargo;
• paid units;
• transport cost.

Who can establish the ECTN?
The ECTN is established by a shipper or their representative (forwarding agent)

Issuance of the ECTN

When?
For imports, no later than 2 days before the arrival of the ship.
For exports, 5 days after the departure of the ship.

Where?
For export/regularization ECTN
Headquarters of the Cameroon National Shippers’ Council
Centre des Affaires Maritime, Bonanjo
Tél : (237) 33 43 67 67- 33 43 67 69
Fax: (237) 33 43 70 17
Web site: www.cncc-cam.org
Email: info@cncc-cam.org

For imports.
PHOENIX- EUROPE EXPRESS
28, rue Léon Jouhaux
Z.I. de la fosse à la barbière
93605 Aulnay- Sous- Bois CEDEX
Tél : (331) 48 14 34 73
Fax : (331) 48 14 53 03
Web site : www. phoenix-europe.fr
Email : bsc@phoenix-europe.fr
CAMEROON NATIONAL SHIPPERS’ COUNCIL
Created on 21 February 1975, this administrative public establishment is responsible for improving the performance of Cameroonian shippers regarding the mastery of national and international trade operations.

PORT AUTHORITY OF DOUALA
This public establishment was established on 15 June 1999 to manage the port of Douala.

CAMEROON SHIPYARD AND INDUSTRIAL ENGINEERING COMPANY (CNIC)
Created on 5 February 1988, this mixed limited liability, commercial and industrial company ensures shipbuilding and repairs, maintenance of oil equipment, repairs and manufacture of containers and industrial engineering.

Cameroon National Transport and Transit Company (CAMTAINER)
Established in 1984, this public establishment is responsible for transit, transport and handling operations.

CAMEROON RAILWAY (CAMRAIL)
This is a private company that operates railway transport in Cameroon following the signing of a railway concession agreement between the State and a South African - French Company on 1 April 1999.

D - Ministers of transport from 1957 to 2009

<table>
<thead>
<tr>
<th>Period</th>
<th>Minister</th>
</tr>
</thead>
<tbody>
<tr>
<td>16) May 1957 – 20 February 1958</td>
<td>Michel Njine</td>
</tr>
<tr>
<td>20 February 1958 – 18 June 1959</td>
<td>Charles Okala</td>
</tr>
<tr>
<td>18 June 1959 – 20 October 1961</td>
<td>Sanda Oumarou</td>
</tr>
<tr>
<td>20 October 1961 – 15 June 1968</td>
<td>Tandeng Muna</td>
</tr>
<tr>
<td>15 June 1968 – 12 June 1970</td>
<td>Bernard Fonlon</td>
</tr>
<tr>
<td>12 June 1970 – 3 July 1972</td>
<td>Vincent Effon</td>
</tr>
<tr>
<td>3 July 1972 – 30 June 1975</td>
<td>Christian Bongwa</td>
</tr>
<tr>
<td>30 June 1975 – 8 November 1979</td>
<td>John Monie-nkengong</td>
</tr>
<tr>
<td>8 November 1979 – 17 July 1984</td>
<td>Albert Ngome Kome</td>
</tr>
<tr>
<td>17 July 1984 – 24 August 1985</td>
<td>Benjamin Itoe</td>
</tr>
<tr>
<td>16 May 1988 – 9 April 1992</td>
<td>Paul Tessa</td>
</tr>
<tr>
<td>27 November 1992 – 19 September 1996</td>
<td>Issa Tchirouma Bakari</td>
</tr>
<tr>
<td>19 September 1996 – 27 April 2001</td>
<td>Joseph Tsanga Abanda</td>
</tr>
<tr>
<td>27 April 2001 – 28 August 2002</td>
<td>Christopher Nsalaï</td>
</tr>
<tr>
<td>28 August 2002 – 24 April 2004</td>
<td>John Begheni Ndeh</td>
</tr>
<tr>
<td>24 April 2004 – 8 December 2004</td>
<td>Charles Asale</td>
</tr>
<tr>
<td>8 December 2004 – 7 September 2007</td>
<td>Dakole Daïssala</td>
</tr>
<tr>
<td>7 September 2007 – 30 June 2009</td>
<td>Gounoko Haounaye</td>
</tr>
<tr>
<td>From 30 June 2009</td>
<td>Bello Boubia Maigari</td>
</tr>
</tbody>
</table>
Part 2: Ministry of Transport and the CNSC

Demand

The low living standards of populations in developing countries make it difficult to generate significant and sound demand for air transport owing to its high cost. Over the last five years, passenger traffic on Cameroon airports stood at between 800,000 and 900,000 passengers per annum, including 150,000 to 200,000 passengers on transit. Transit passengers apart, therefore, the number of passengers stood at about 700,000 per annum.

National traffic is largely dominated by international traffic which, in 2007, amounted to between 400,000 and 450,000 per annum (excluding transit traffic), that is, 65% of all traffic, excluding transit or 50% of overall traffic inclusive of transit traffic. With about 135,000 passengers per annum in 2007, regional traffic now stands slightly above domestic traffic which amounted to 110,000 passengers that same year. No airlines are operating all-cargo aircraft within the country. Freight is transported in the cargo compartments of passenger aircraft.

Presently, five airlines are operating 30 aircrafts under the Cameroon flag. The following international airlines serve Cameroon: Air France, Kenya Airways, SN Brussels Airlines, Ethiopian Airlines, Elyssian Airways, Swiss International Airlines, Toumaï Air Tchad, Air Ivoire, Air Burkina, Virgin Nigeria, Lina Congo, Bellview Airlines, Royal Air Maroc, Hewa Bora Airways, Equato Guineana de Aviacion, Air Service Gabon, Angola Airlines.

Camair Co

On 11 September 2006, the President of the Republic signed Decree No.2006/293 to create a new airline company for Cameroon: Cameroon Airlines Corporation (Camair Co). This replaced the defunct national airlines company: Camair. The newly created Cameroon Airlines Company (Camair Co) is a public corporation with the state as the sole shareholder. It has been placed under the technical supervisory authority of the Ministry of Transport and the financial supervisory authority of the Ministry of Finance. Its head office is in Douala.

In Cameroon and elsewhere, Camair Co has as corporate object:
- to organise and operate regular, supplementary or special air transportation of passengers, goods or mail, by means of aircraft and any other mode of land or maritime transport necessary for operating such services, and, in general, any air transport activity;

- to purchase, charter and lease any equipment and supplies relating to the operation of an air service and to any air transport activity;

- to reach any agreement and carry out any business and financial transaction relevant for the achievement of its corporate object;

- and, broadly speaking, to conduct all business, movable property, real-estate and financial transactions related, directly or indirectly, to the missions defined above or likely to enhance their accomplishment.

The Articles of Incorporation of Camair Co were approved by a decree of the President of the Republic. Its start-up capital will be increased, and subscribed up to 51% by a strategic partner to be selected through competitive bidding, in keeping with the rules applicable to the privatisation of public and semi-public sector enterprises, within the framework of the Cameroon Airlines split-up – liquidation – privatisation process, decided by the Government.
C - Rail Transport

The development of the railway started in Cameroon as early as 1903, in order to link the plantations within the region to Douala. This involved mainly two lines: the so-called western and centre lines. Both lines started from Douala but were not linked to each other; the railway terminals being respectively located on the left and right banks of the Wouri River. By 1912, freight trains could reach Nkongsamba, some 172 km to the north-west of Douala, through the western line; and Edea, through the centre line. At the time, the intention was to extend the centre line right to Chad and the western line to Garoua. World War I interrupted the works.

After the war, the works resumed and by 1927 the centre line reached Yaounde, and the Ngoumou-Mbalmayo branch line was commissioned in 1933. In the 1950s, the western and centre lines were linked up in Douala thanks to the construction of the Wouri bridge.

In 1964, the works to extend the centre line from Yaounde towards the north started. The former dead-end station was replaced by one located to the north-east of Yaounde.

The Mbanga – Kumba branch line in Anglophone Cameroon which saw the light of day in 1965 was an offshoot of the western line which had not been extended since construction in 1912.

Finally, Cameroon’s railway network rose to 1,168 km in 1974 following the commissioning of the last stretch of the Trans-Cameroon Railway linking Ngaoundere to Yaounde.

Between 1975 and 1983, the Douala – Yaounde line was drastically modernised, many zones being realigned. In the 1980s, a new station was built in Douala. During that occasion, the railway was realigned to avoid passing through the city centre.

Length of the network

In 2009, the total length of Cameroon’s railway network stands at 1,115 km operated as a single track, but for the 8-km double track between Douala and Bassa. This network is made up of the following lines:

- Trans-Cameroon 1: Douala – Yaounde: 263 km including 8 km of double track between Douala and Bassa, with 13 intermediate stations and 29 halts;
Part 2: Ministry of Transport and the CNSC

- Exploitation of the bauxite deposits south of Ngaoundere (Minim-Martap and Ngaoundal deposits, estimated at 680 million tonnes) and development of the aluminium sector with the extension of the present aluminium factory at Edea and construction of a second plant at Kribi; these projects are likely to generate traffic of up to 2 million tonnes per annum.

Considering their bulk, these commodities should logically be transported by rail from their production sites to the export sites (especially via the new deep-sea ports to be constructed).

D - Maritime Transport

With about 320 km of coastline along the Atlantic Ocean, Cameroon has four autonomous ports as per Decree No.99/127 of 15 June 1999 to create Autonomous Port Authorities.

Each of these autonomous ports is a public corporation with a legal personality and financial autonomy. They come under the supervisory authority of the ministry in charge of ports affairs and have their head offices in Douala, Kribi, Limbe and Garoua.

As provided for in the Decree, the autonomous ports ensure the management, promotion and marketing of the ports concerned. To that end, within the limits of their port areas, they are in charge of:
- overall coordination of port activities;
- equipping, extending, improving, renewing, reconstructing, maintaining ports and their appurtenances as well as creating and developing ports industrial zones;
- coordinating the industrial and commercial activities referred to in article 7 above;
- ensuring the security and policing of port operations and its appurtenances;
- managing, maintaining, ensuring the upkeep and renewing of ports infrastructure and facilities allocated to it;
- overall coordination of all the public services and entities which contribute to or benefit from the port activity;
- protecting the port environment;
- ensuring that charges payable do match the services rendered;
- project ownership of works entrusted to specialised contractors, including dredging; leading the port community within the Advisory Steering Committee of the Port concerned.

Within the limits of their respective port areas, the Douala, Kribi, Limbe and Garoua autonomous ports transfer or cede the following commercial and industrial activities: warehousing; stevedoring; cargo handling; towage; deposit; storage; terminal management; piloting and branch-piloting; industrial activities; transit; supplying ships’ needs.

Besides these ports, there exist secondary port sites and oil handling terminals used to store and export crude products extracted from the offshore platforms within the zone.

Maritime transport remains the ideal mode of transport for carrying most traffic between Cameroon and the rest of the world. Maritime transport handles over 90% of all of Cameroon’s trade.

Besides playing a key role in the national economy, Cameroon’s maritime and ports sector also plays an important role within the sub-region thanks to the Douala port. This explains why it is considered as the focal point of multi-modal (sea, rail and road) transport corridors into the land-locked countries in the sub-region, particularly Chad and the Central African Republic. Two major assets enable the Douala port to play this role:

- Firstly, it is hinged between the central and western parts of the west African coast;
- Secondly, the physical potential that it has gradually acquired over the last ten to fifteen years.
At the same time, the participation of shippers’ councils of the sub-region in various international meetings on maritime transport enabled them to see the need for reforms aimed at further adapting their missions, diversifying their activities and strengthening their capacity in order to better protect the interest of shippers.

It was within this context that the CNSC was reorganised by Decree No. 98/311 of 9 December 1998.

B - Missions

The Cameroon National Shippers’ Council:
- provides assistance to shippers on the entire transport chain;
- protect shippers’ interests with a view to contributing to the promotion of international trade.

C - Board of Directors by 30 November 2009

M. Bello Bouba Maigari
Minister of State for Transport
CNSC Board Chairman

M. ESSOMBA ELOUNDOU
Arsène
Représentant du Ministère des Transports

M. MVONDO MVONDO
Joseph
Représentant du Ministère des Finances

M. Saidou Abdoulaï BOBBOY
Représentant de la Chambre de Commerce, de l’Industrie, des Mines et de l’Artisanat du Cameroun

M. AZEMKOOUO Martin
Représentant du Groupement Interpatronal du Cameroun

M. METOUCK Charles
Représentant du Syndicat des Industriels du Cameroun

M. NGWE Apollinaire
Représentant du Groupement des Exportateurs Cacao- Café

M. NFEUNGWANG Richard
Représentant du Syndicat national des Auxiliaires de Transports et de Transit

M. ONANA NDOH Dieudonné
Représentant du Groupement Professionnel des Acconiers du Cameroun
**Part 2: Ministry of Transport and the CNSC**

**D - Objectives**

The CNSC seeks to enhance the performance of Cameroonian shippers with regard to the mastery of national and international trade operations by assisting them and protecting their interests; mediating between the various partners; negotiating transport tariffs and disseminating foreign trade statistical data.

**E - Actions**

The Cameroon National Shippers’ Council discharges its various missions through the following field actions:

1 - **Training**

Conscious of the importance of training, the CNSC designs and offers training modules for shippers and other transport sector players with a view to enhancing their performances and encouraging the expansion of their activities. To this end, each year the training service looks after the material organisation of training seminars for shippers. The themes of such seminars relate to transport facilitation and international trade.

In 2009, the CNSC adopted a new approach which consists in organising:

- free quarterly training seminars for shippers, forwarding agents, licensed customs agents and persons in charge of import/export services;
- specific training modules at the request of shippers and business persons;
- training courses are no longer limited to Douala. The CNSC now organises regional training seminars in order to reach out to the maximum number of shippers and business persons on the entire national territory. In this vein, in 2009, regional training seminars were organised in Bamenda (North West), Garoua (North) and Bertoua (East).

2 - **Information**

The CNSC provides shippers with a variety of practical information on international trade and transport, contained in various publications namely: *The Shippers’ Newsletter* (a monthly publication, in English and French), *the statistical Book of the CNSC* (a quarterly publication, in English and French), *the National Maritime Yearbook* (a biennial publication, in English and French).
The ECTN covers needs relating to statistics, identification, control of transport costs, security and tracking of trade and carriage of goods to and from the Republic of Cameroon. More concretely, the ECTN provides information that is used to prepare the Book of Statistics published regularly by the CNSC.

A shipper or their representative must establish an Electronic Cargo Tracking Note and have it validated by the CNSC for all cargo transported to or from Cameroon. However, the following goods are exempted from the ECTN: transit goods and goods being transhipped.

### F) Some landmark events

- Steering Committee meeting of the Union of African Shippers’ Councils (UASC) 25 - 29 March 2008 in Douala, seat of the UASC;

- Sub-regional Seminar on the Facilitation of International Maritime Transport organized in collaboration with the International Maritime Organisation (IMO) from 22 to 26 September, 2008 in Limbe, Cameroon;

- Visit of the Douala- Ngaoundéré- Touboro- Bangui and Ngaoundéré- Maroua- Kousséri and Djamena transit transport corridor, 27 November to 3 December 2008;

- International Seminar on the International Ship and Port Facility Security Code (ISPS Code), organized in collaboration with the International Maritime Organisation (IMO) and the International Cargo Handling Coordination Association (ICHCA International), 9 to 13 March 2009 in Kribi.

- Signing of a Contract of mandate between the Congolese Shippers’ Council (CCC) and the Cameroon National Shippers’ Council (CNSC), Douala, 29 May 2009. This was preceded by a working session between the Congolese and Cameroonian transport ministers.

- Free Regional training seminars organised under the theme "The economic impact of anticipating formalities for clearance of goods at the port", 2 to 3 July 2009 in Bamenda, 29 to 30 September 2009 in Garoua and 9 to 10 November 2009 in Bertoua respectively.

### G) Projects

In its relentless effort to protect the interests of shippers, the Cameroon National Shippers’ Council earmarked the following projects for execution:

- classification of shippers by sectors in order to work out a shippers central data base;

- setting up of a cargo tracking unit and a freight stock exchange;

- conduct of feasibility study for the construction of a Reception Centre for truck drivers of the hinterlands and landlocked neighbouring countries;

- conduct of studies on a framework for monitoring the implementation of transit goods facilitation measures;

- development and equipment of CNSC training, documentation and data processing centres.
The objective of the DAMVN is therefore to ensure safe navigation in clean seas, rivers and lakes. At the central level, the DAMVN comprises two sub-departments, one unit and nine services. At the decentralized level, it comprises four maritime districts and nine maritime sub-districts.

The main documents issued by the DAMVN are maritime professional booklets, sailor’s cards, ship worthiness certificates, authorisation to practise maritime and other related professions.

The CEMAC merchant marine code lays down requirements for navigation and reception of ships. Sea transport comprises:

• trade navigation relating to freight and passenger transport which encompasses long course navigation, international coastal and national coastal traffic;
• navigation of constraint carried out at sea and in ports by ships particularly reserved for public utility excluding ships of the national navy;
• fishing expedition for the capture, breeding of aquatic animals and the exploitation of fisheries resources in general;
• auxiliary navigation relating to piloting, towage, dredging, survey, as well as scientific research at sea;
• pleasure sailing practised on board a ship for approval purposes.

Any ship wishing to stop at a port of a Member State must forward to the harbourmaster of such a port, at least 72 hours before its time of arrival, either via its agent or by any other means, a message indicating:

• name of the ship;
• name of the ship-owner;
• signal flag;
• technical specifications: overall length, draught and gross tonnage;
• scheduled date and time of arrival;
• type of navigation;
• origin (last port of call);
• year of construction of the ship;
• safety certificate held, with their expiry dates;
• nature and tonnage of cargo, specifying cargo that are to be discharged at such a port;
• eventually, nature, tonnage and location of dangerous goods onboard the ship;
• in the case of a passenger ship, the number of passengers in transit or having to disembark.
Part 2: Ministry of Transport and the CNSC

- study on containerized traffic and its impact on Cameroon ports;
- study on the analysis of tariffs charged by various port sector players;
- study on the assessment of actions taken to reduce port costs;
- preliminary study on the formulation of a plan for reducing port costs;
- monitoring the implementation of port concessions;
- study relating to the putting in place of a technical data bank for the Douala port site;
- putting in place of a framework of collaboration and data exchange between the APN and port operators.

Ongoing projects:

• study on the formulation of a national port sector master plan;
• study on the formulation of an observatory of port transit tariffs and costs;
• monitoring of the evolution of the Limbe deep-sea port project;
• formulation of a blueprint for monitoring actions aimed at protecting the port environment;
• study on the formulation of a coastline development and protection master plan;
• study on the formulation of an inland waterways development and exploitation master plan;
• study on the development of a Kribi and Limbe port sites technical data bank;
• putting in place of a platform for co-operation with the National Competitiveness Committee;
• study on the development of a port professions and skills directory;
• study on the competitiveness of Cameroonian ports with respect to other ports on the West African coast.
Situated in the centre of the continent, at an equal distance between Northern and Southern Africa, the Port of Douala, entirely secured, offers the best facilities for a vast hinterland covering west and central Africa.
## Achievements

<table>
<thead>
<tr>
<th>YEAR</th>
<th>VESSEL</th>
<th>OWNER</th>
<th>JOB CARRIED OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>M/V ALEXANDRA EXPRESS TRAIN</td>
<td>BEATITUDE SERVICES</td>
<td>Hull treatment and tail shaft repairs.</td>
</tr>
<tr>
<td>2009</td>
<td>NOBLE TOMMY GRAIGHEAD</td>
<td>NOBLE CORPORATION</td>
<td>Legacy bracing replacement, Bottom hull painting, legacy painting.</td>
</tr>
<tr>
<td>2009</td>
<td>BLAIR MC CALL</td>
<td>SEACOR</td>
<td>Propellers survey, cap shaft survey, sea valves servicing, hull treatment, Aluminium works.</td>
</tr>
<tr>
<td>2009</td>
<td>PACIFIC SMITAR</td>
<td>SWIRE PACIFIC</td>
<td>Hull treatment, overhauling of principal engine.</td>
</tr>
<tr>
<td>2009</td>
<td>TRICIA. K</td>
<td>K OFFSHORE OIL RIG</td>
<td>Bow thrusters repairs under specialist supervision. Hull treatment, blasting, painting.</td>
</tr>
<tr>
<td>2009</td>
<td>M/V JASCON 17</td>
<td>SEA TRUCK</td>
<td>Steel let us work-6tons of steel renewed.</td>
</tr>
<tr>
<td>2009</td>
<td>M/V LIAO DAZONGHU 22088</td>
<td>DALLIAN XINHAN</td>
<td>Hull treatment under toilets area and signal side.</td>
</tr>
<tr>
<td>2009</td>
<td>M/V ROSALINA</td>
<td>THOMSON SHIPPING</td>
<td>Tail shaft and CPP repairs.</td>
</tr>
<tr>
<td>2009</td>
<td>DOCK BOG MANGANESE 01</td>
<td>SEA TRUCKS GROUP</td>
<td>Steel renewal (let us 30tons), hull treatment, valves servicing.</td>
</tr>
<tr>
<td>2009</td>
<td>M/V HILDE K</td>
<td>R K OFFSHORE OIL RIG</td>
<td>Ramming repairs at stern (steel replacement).</td>
</tr>
<tr>
<td>2009</td>
<td>NOBLE NOBLE LLYOD</td>
<td>NOBLE CORPORATION</td>
<td>Manufacture and installation of new life boat platforms, bottom painting.</td>
</tr>
<tr>
<td>2008</td>
<td>JASCON 9</td>
<td>SEA NIGERIA TRUCK</td>
<td>Spud edge to repair. Sand blasting and painting, anchor racks modification, valves servicing.</td>
</tr>
<tr>
<td>2008</td>
<td>NOBLE GIFT WALKER</td>
<td>NOBLE DRILLING</td>
<td>MLT Cranium swing ball replacement.</td>
</tr>
<tr>
<td>2008</td>
<td>THREE-PRONGED FORK 4</td>
<td>TRANSOCEAN</td>
<td>Grit blasting and painting inside the preload tanks (17000m_), UHP blasting of legacy, replacement of 630 metric tonne of steel in preload tanks, replacement of low presses carbon steel piping, replacement of x52 high presses piping, replacement of hydraulic piping on the koomey system, SPS survey, heavy top spin of the jack up and repairs of aces under the spud edges.</td>
</tr>
<tr>
<td>2008</td>
<td>ROSAMUNDE</td>
<td>ADAMAC GROUP</td>
<td>17000m_ of tank sandblasting, 4000m_ of hull sandblasting, let us 140tons of steel.</td>
</tr>
<tr>
<td>2008</td>
<td>NOBLE ROY BUTLER</td>
<td>NOBLE</td>
<td>Grit blasting and painting inside the portable toilets tanks and side shell (8000m_), replacement of 304 metric tonne of steel in preload tank, installation of new toilets makers, of installation has new NOV. cranium, manufacture and installation of new lifeboat platforms.</td>
</tr>
<tr>
<td>2008</td>
<td>AKWA YAFE</td>
<td>SNH</td>
<td>Overhauling of jets, hull treatment and interior reconversion.</td>
</tr>
<tr>
<td>2008</td>
<td>DELTA QUEEN</td>
<td>SEA WOLF</td>
<td>Assistance, hull blasting and painting, cantilever hydraulic skidding links overhauling, Draw works repairs, AC system overhauling, mud pump overhauling.</td>
</tr>
<tr>
<td>2008</td>
<td>DEBUNDSCHA</td>
<td>SNH</td>
<td>Treatment and interior repairs.</td>
</tr>
</tbody>
</table>
In a bid to give the Customs Administration greater scope, Decree No.2005/119 of 15 April 2005 to organise the Ministry of the Economy and Finance raised the National Department of Customs to the General Directorate of Customs. Specifically, this transformation moved the structure from Douala to Yaounde on 18 May 2006, bringing the Customs administration closer to the decision-making centre, and enabling it to concentrate on overall planning and coordination.

The Customs administration is operating within a context characterised by a multitude of stakes, as follows:

**At international level:**
- globalisation and trade liberalisation;
- increased international competition for direct foreign investments;
- advent of the World Trade Organisation (WTO) and its involvement in the field of tariffs and duty value;
- facilitation requirements and the new security exigencies.

**At regional level:**
- the existence of common borders with neighbouring countries, namely: Nigeria (to the west), Chad (to the north), the Central African Republic (to the east), Equatorial Guinea, Gabon and Congo-Brazzaville (to the south).
- Cameroon Customs specification relating to the movement of goods to landlocked countries of the sub-region;
- the tax and customs reform which established the harmonised common external tariff for countries in the sub-region.

**At national level:**
- constraints relating to the execution of economic programmes;
- implementation of the good governance programme;
- businessmen’s request for simple and streamlined customs procedures;
- outdated working conditions and obsolete equipment.

**Missions**

Placed under the authority of a Director General, the Directorate General of Customs is in charge of implementing the customs policy which embodies taxation and economic missions, and monitoring and assistance of other administrations.

The Directorate General of Customs is in charge of:
- drafting and applying customs legislation and regulations relating to imports and exports, special economic systems, foreign trade, and exchange;
- prohibition of entry and exit and other restrictions;
In agreement with donor organisations, the Cameroonian authorities assigned the International Maritime Traffic Facilitation Committee (dubbed FAL Committee) to brainstorm and provide institutional, organisational and regulatory solutions aimed at cutting down costs and time in the fulfilment of import and export formalities.

Deliberations and consultations among all actors concerned resulted in the establishment of an economic interest group called the External Trade One-Stop Shop which is operational since 25 August 2000.

Its objectives are to:

- Physically/virtually bring together the key players of external trade, each of whom operates a unit;
- cut port transit costs and time;
- publish and distribute documents relating to the declaration of international maritime trade operations in Cameroon in conjunction with the Administrations and operators concerned;
- receive complaints from users with a view to improving the processing of files.

The One-Stop Shop for External Trade Operations (GUCE) was set up at the Douala Port to considerably cut the costs and time in fulfilling clearance formalities by ensuring a faster and more effective circulation of documents and information required by various actors. All clearance procedures are not handled at the GUCE. For example, formalities relating to the assumption of responsibility over ships and goods and those relating to the registration and validation of manifests and their discharge are not handled at the level of the GUCE. The former are fulfilled upstream and the latter downstream of the GUCE.

Similarly, external trade control formalities (application for and issuance of import licence or request for marketing authorization) fall within the competence of technical ministries and are not handled at the One-stop Shop.
Part 2: Ministry of Transport and the CNSC

The Steering Committee has wide ranging powers to handle any issue relating to the management of land freight. As such, it:

- defines and adopts the general principles for the distribution of freight and respect for conventional quotas;
- approves the organisation chart of the Land Freight Management Bureau;
- negotiates the indicative scales of freight and the minimum price applicable;
- examines the draft budget of the Land Freight Management Bureau presented by the head of the BGFT and submits same, for approval, to the minister in charge of transport who has 15 days to decide on it. After this period, the draft budget is considered as approved;
- authorises the head of the Land Management Bureau to discharge the missions conferred on him by the Committee;
- gives its opinion on the creation or the closing down of land freight field offices in the national territory and neighbouring countries.

The Steering Committee meets once a month, at the behest of one of its members or whenever need arises.

The head of the Land Management Bureau performs the secretariat duties of Steering Committee meetings.

The Steering Committee may, at the request of one of its members, invite any person who is knowledgeable on an agenda item to attend a committee meeting.

The Steering Committee deliberates on all items submitted to it. In the event of a tie, the chair shall hold a casting vote.

The Land Freight Management Bureau is managed by a bureau head chosen by the Steering Committee members. In that capacity, he is responsible for:

- executing decisions taken by the Steering Committee;
- developing an action plan to be submitted to the Steering Committee for approval;
- preparing a draft budget to be examined by the Steering Committee;
- preparing and presenting the annual activity report of the Bureau;
- presenting the Bureau’s quarterly financial statement;
- managing the Land Management Bureau and coordinating the activities of its field offices;
- ensuring the participation of nationals in goods transportation by road;
- centralising information on national and international freight, and disseminating same to parties concerned.
- one (1) representative of the Ministry in charge of Public Health;
- one (1) representative of the Ministry in charge of Livestock, Fisheries and Animal Husbandry;
- one (1) representative of the Ministry in charge of Defence;
- one (1) representative of the Ministry in charge of Tourism;
- one (1) representative of the Ministry in charge of Forestry;
- one (1) representative of the Ministry in charge of the Environment
- one (1) representative of the General Delegation for National Security;
- one (1) representative of the General Monitoring Company (SGS);
- one (1) representative of the Chamber of Agriculture, Fisheries, Livestock and Forestry of Cameroon;
- one (1) representative of the Chamber of Commerce, Industry, Mines and Craft;
- one (1) representative of the National Ports Authority;
- one (01) representative of each autonomous port authority;
- one (01) representative of the Cameroon National Shippers’ Council;
- one (1) representative of railway transport companies;
- one (1) representative of the Association of Employers of Cameroon;
- one (1) representative of the Trade Union of Industrialists of Cameroon;
- one (1) representative of the Association of Exporters of Cameroon
- one (1) representative of the Association of Importers of Cameroon
- one (1) representative of the Association of Licensed Clearing and Forwarding Agents of Cameroon;
- one (1) representative of the Professional Association of Stevedores of Cameroon;
- one (1) representative of Ship-owners and Ship Agents of Cameroon;
- one (1) representative of the Cameroon Shipping lines;
- one (1) representative of the Forest Profession;
- one (1) representative of the Association of Insurance Companies;
- one (1) representative of the Trade Union of Road Transporters;
- one (1) representative of the Association of Credit Institutions;
- one (1) representative of the Banana Association of Cameroon;
- one (1) representative of the Foreign Trade One-Stop Shop;
- one (1) representative of the Airports Company of Cameroon;
- one (1) representative of airline companies;
- one (1) representative of the Cameroon Civil Aviation Authority.

For the achievement of its missions, the FAL Committee has a technical secretariat run by the Cameroon National Shippers’ Council.

The technical secretariat is mainly responsible for:

- formulating and monitoring the implementation of the FAL Committee work programme;
- preparing meetings of the FAL Committee;
- drafting the minutes and reports of the FAL Committee;
- preparing documents for the work of the FAL Committee;
- conducting all the analyses necessary for a better understanding of subjects covered by the FAL Committee.

In its day to day work, the Technical Secretariat uses data and technical contributions provided by specialized organizations which include the Foreign Trade One-Stop Shop, port terminals, the Directorate-General of Customs and generally, any member of the Fal Committee.
2. for exports:
- assumption of responsibility over goods right from handling sites;
- technical treatment;
- various royalties (PAD, BESC);
- customs declaration;
- loading.

3. Along corridors:
- inspection of documents at international checkpoints;
- putting an end to harassments;
- diligent and protected movement of goods.

This policy resulted in several actions and recommendations relating to:
- port transit time;
- safety and transit

Regional Organizations
1 - Maritime Organization of West and Centre Africa (MOWCA)

MOWCA was established in May 1975 in Abidjan, under the Charter of Abidjan, at the Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR). The Ministerial Conference was inspired by H.E. Houphouet Boigny, the late President of the Republic of Cote d'Ivoire and its first Chairman was H.E. Lamine Fadika, then Minister of Maritime Affairs of the Republic of Cote d'Ivoire. The first Secretary-General was Mr John Walla of the Republic of Cameroon, (1968-1990). Mr Walla was succeeded by Mr. Lawrence Pufong also of the Republic of Cameroon, (1990-1998). Since January 1999, MOWCA has a new Secretary-General, Mr. Magnus Teye Addico, from the Republic of Ghana.

MOWCA is an inter-governmental institution for cooperation in the Merchant Navy, the port industry, maritime safety and security, transit transport to and from landlocked member countries, marine environmental protection and the implementation of relevant international conventions.

MOWCA) comprises 25 countries from Mauritania to Angola, 20 coastal and five landlocked countries. MOWCA Member States are as follows:

Coastal States: Angola, Benin, Cameroon, Cape Verde, the Democratic Republic of Congo, Cote d'Ivoire, Gabon, the Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mauritania, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo.

Landlocked countries: Burkina Faso, the Central African Republic, Mali, Niger, Chad.

The supreme decision-making body of MOWCA is the General Assembly of Ministers of Transport of Member States meeting at ordinary sessions every two years and at extraordinary sessions when and where necessary. This includes preparatory meetings of experts from Member States.
**UASC's priority duties are to:**

- strengthen the mechanism for assistance to shippers put in place for its members;
- reduce the effects of transport costs on the economies of West and Central African countries;
- reduce administrative red-tape in international maritime traffic;
- promote cooperation policies designed to protect the interests of members with regard to the problems of goods transportation;

**Organs**

Organs of the Union of African Shippers’ Councils are:

- **The General Assembly**
  - It elects the Chairperson, Secretary-General and members of the Steering Committee;
  - It determines the objectives and policy of the UASC;
- **The Steering Committee**
  - It supervises the operations of the General Secretariat.
- **The General Secretariat**
  - It is headed by a Secretary-General elected for a four-year term of office, renewable once.
  - He implements UASC policies through a programme of activities.
- **Auditors**
  - Their function is to audit and certify UASC’s accounts.
  - They are to submit a detailed report to the Secretary-General who defends it before the General Assembly.
- **Permanent or ad-hoc committees**
  - They are established by the General Assembly which determines their composition and functions.

**Executive Bureau**

From 15 to 17 July 2009, Gabon’s capital city, Libreville, hosted the 7th ordinary session of the General Assembly of the Union of African Shippers’ Councils (UASC). The importance of that meeting is that it laid down UASC’s new guidelines and strategies.

The meeting was attended by all 15 UASC Member States represented by General Managers of national shippers’ councils.

The General Assembly Meeting paid tribute to the Cameroonian authorities and the CNSC General Manager for ensuring the smooth functioning of the Douala-based UASC Secretariat General in accordance with the headquarters agreement.

The three-day meeting focused, inter alia, on the examination and adoption of the Secretary-General's activity report, legal status of the shippers’ councils, shippers’ council’s resources and the negotiation of freight rates. Another key and innovative item on the meeting agenda was a round table discussion on the topic "The Impact of the economic crisis on the transport chain: what strategies for shippers’ councils?"

At the end of the meeting, Senegalese-born Serigne Thiam Diop was elected UASC Secretary-General for a 4-year mandate. In accordance with the regulations in force, and after the election of members of the Steering Committee, Gabon took the chair of the Union.
Part 2 : Ministry of Transport and the CNSC

• Associate Members:
  - SOBEMAP : BENIN
  - APS : GHANA
  - CNUT : NIGER
  - ECOMARINE : INTERNATIONAL
  - CBC : BURKINA FASO
  - NIMASA : NIGERIA
  - CAP : DAKAR
  - Gabon Port Management (GPM)

• Members with Observer status
  - PAH / Havre
  - LAS PALMAS / Foundation

Objectives:

The objectives of the PMAWCA are to:
  • contribute towards the improvement, coordination and harmonization of port activities, services and infrastructure in the West and Central African sub-region so as to increase the effectiveness of their services to ships and other means of transportation;
  • help, in relation with similar port organizations or concerned governments, to strengthen cooperation ties among member ports, in a manner that will encourage the development of their activities;
  • establish and maintain relations with transport companies, institutions, associations, governmental or international organizations in order to better tackle problems facing members;
  • establish a forum for meeting and exchange of ideas among member ports to freely discuss their common problems.

Organs:

In order to guarantee its operational effectiveness, the Association has created the following organs:
  - The Council
  - The Board of Directors
  - The Secretariat
  - The Technical Committees

• The Council

The council is the supreme Organ of the Association. It is made up of representatives chosen by member countries. It meets once in each member country following an alphabetical order.

• The Board of Directors

The Board of Directors is made up of the following:

  Chair : Cameroon
  1st Vice-Chair : Togo
  2nd Vice-Chair : Cote d’Ivoire
  Treasurer : Nigeria
  Two Members : Cap Verde and Ghana
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MISSIONS
La Société Aéroports Du Cameroun (ADC SA) est chargée de la gestion et de l'exploitation de sept (7) aéroports camerounais dont trois (3) de classe internationale :

1. Douala ;
2. Yaoundé-Nsimalen ;

SERVICES OFFERTS
Fournisseur des services de qualité en assistance aéroportuaire, ADC met également à la disposition des investisseurs :

- Des espaces et bureaux commerciaux ;
- Des terrains nus dans des zones aéroportuaires privilégiées ;
- Des bars-restaurants ouverts 24h/24.

Contact
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Tél. : (237) 22 23 45 21
22 23 36 02
Fax : (237) 22 23 45 20
Email : adc@adcsa.aero

Une porte ouverte sur le monde...
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

Regarding customs, emphasis was put on increasing the output of the Customs through the fight against fraud and smuggling, the use of scanners, the continuation of the application of the Sydonia and the setting-up of the Global Positioning System (GPS). MINIFI also carried out some reflection on the possibility of reviewing the Cameroon Customs in the light of the Economic Partnership Agreements of (EPAs).

Concerning monetary and financial issues, MINFI plans to increase the investment capacity of the State. In this sector, the State Treasury will be modernised and the Douala Stock Exchange revitalised.

The putting in place of the Deposit and Guarantee Fund created by Law No. 2008/0003 of 14 April 2008 governing deposits and guarantees also constituted one of the priority projects of MINFI for 2009. This fund should, in the long term, lead to the establishment of a farmers’ bank.

In 2009, MINFI's activities also focused on the privatisation and rehabilitation of state corporations, the training of contractualised former temporary workers, the processing of pending files at the Department of Salaries, macro-economic monitoring and improvement of personnel working conditions.

The implementation of all these actions should undoubtedly guarantee the achievement of the economic and financial policy for financial year 2009 laid down by the President of the Republic

(Sources: Les dossiers du MINFI 2009)

B - MINISTRY OF TRADE (MINCOMMERCE)

The Ministry of Trade is under the authority of a Minister, assisted by a Secretary of State. The Ministry of Trade is responsible for formulating, implementing and evaluating Government policy in the area of trade.

In this capacity, it is responsible for:

- formulating, implementing and evaluating strategies for the promotion of Cameroonian products;
- promoting and defending a quality label for exports;
- searching for new markets for Cameroonian products;
- monitoring international trade in Cameroonian agricultural produce;
- controlling the application of standards as regards imports, in conjunction with the ministry in charge of standardization;
- formulating and following up the application of price regulations;
- monitoring inflation;
- promoting and controlling healthy competition;
- organizing and supervising trade fairs;
- formulating and monitoring the application of standards for measuring instruments and quality control, in conjunction with the ministry in charge of standardization;
- negotiating and monitoring the implementation of trade agreements
  - monitoring trade statistics;
- following up relations with international organizations working in the area of international trade;
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

- monitoring and controlling investment projects and programmes, in conjunction with relevant ministries and the ministry in charge of finance;
- coordinating studies and population issues;
- monitoring short-, medium- and long-term analysis of the economic situation;
- formulating fundamental guidelines and strategies pertaining to the rehabilitation and privatization of public corporations.

**As regards planning**

- conducting studies and forecast on the medium- and long-term development of the country;
- drawing up general frameworks for the strategic planning of the country’s development;
- harmonising sectoral development strategies of the country;
- coordinating and monitoring the implementation of the poverty reduction strategy;
- coordinating, centralizing and monitoring the implementation of studies and projects which impact on the national economy;
- monitoring and coordinating Government economic, social and development policy;
- planning the use of human resources;

**As regards regional development,**

- coordinating and conducting studies pertaining to regional development, both at the national and regional levels;
- laying down standards and rules of regional development and monitoring the implementation thereof;
- monitoring and controlling the implementation of national, regional, and local development programmes;
- supervising sub-regional organizations in charge of the management or preservation of the sub-regional ecosystem.

(Source: Decree No. 2007/268 of 7 September 2007 to organize the Government and to amend and supplement some provisions of Decree No. 2004/320 of 8 December 2004).

**D - MINISTRY OF PUBLIC WORKS**

The Ministry of Public Works is in charge of maintaining and protecting the road infrastructure, as well as supervising and controlling the construction of public edifices. As such, it is responsible for:

- conducting all studies necessary for tailoring infrastructure to local ecosystems, in conjunction with the ministry in charge of scientific research, research or training institutions and any other relevant structures;
- assisting in the construction and maintenance of roads, including urban road networks, in conjunction with the relevant government services and bodies;
- contributing to the vocational training of public works personnel;
- supervising the construction works of public buildings in conformity with established standards.
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

• It exercises supervisory authority over the National Advanced School of Public Works, the National Civil Engineering Equipment Pool (MATGENIE) and the National Civil Engineering Laboratory (LABOGENIE).

For the discharge of its duties, the Ministry of Public Works disposes, inter alia, of the Department of Road Investments and Maintenance and the Road and Road Environment Protection Division, responsible for:

• preparing and implementing investment plans;
• rehabilitating and maintaining major roads and structures;
• technical and financial programming of the construction, repair and maintenance of roads and structures;
• planning and technical standards for maintenance, construction, and rehabilitation of roads, structures and classified roads urban thoroughfares, in conjunction with the administrations concerned;
• establishing expropriation files relating to road projects, in conjunction with the departments concerned;
• conducting studies relating to works on classified urban roads, in conjunction with the administrations concerned;
• drafting tender documents within its area of competence.

(Source: Decree N° 2005/286 of 30 July 2005 to organize the Ministry of Public Works)

National road policy

During the economic boom in Cameroon, (from the 70s to the mid 80s) there was intensive investment in the sector of infrastructure, in general, and road, in particular. With the advent of the economic crisis, these activities slowed down.

From 1996, the Government embarked on reforms in this sector with emphasis on capacity building in the area of maintenance and construction of road infrastructure.

Many projects for the rehabilitation of rural roads have been underway for 6 years resulting in the repair of more than 7000 km of road. A series of reforms known as second generation reforms are underway. These include the adoption of a BTP sectoral strategy and a road master plan aimed at giving this sector a real facelift.

Completed road projects.
1 - rehabilitation of the Muea – Kumba road;
2 - completion of the Ngaoundere – Toubouro – Moundou road in the three northern regions of Cameroon.

Ongoing projects:
1. the construction of the Yaounde - Olama bridge road;
2. the construction of the Obala – Nkolessong road;
3. the construction of the Ayos – Bonis road (lots 1 & 2);
4. the reinforcing of the Melong – Sanchou road;
5. the construction of the Bachuo Akgbe – Numba road;
6. the rehabilitation and maintenance of the Loum bridge in Nkam;
7. the rehabilitation of the Garoua – Figuil road;
8. the construction of the Mada – Toukoubere road;
9. the improvement of the Kumba – Mbongue – Ekondotiti – Mundemba road.
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

This department comprises Protocol and/or Consular Outposts which are deconcentrated services of the Department of Protocol and Consular Affairs. They are responsible, each in their area of jurisdiction, for the reception of government guests and the protocol guidance of the diplomatic corps and representatives of international organizations based in Cameroon.

The Douala Protocol and Consular Outpost is responsible for:

• receiving government guests transiting through Douala, in conjunction with the Presidency of the Republic and the Governor’s Office, Littoral Region;
• protocol guidance of the consular corps and representatives of international organizations based in Douala, in conjunction with the relevant administrations;
• preparing the reception and stay of official foreign delegations in the Littoral Region, in conjunction with the relevant administrations;
• preliminary examination of administrative and consular issues in its area of jurisdiction;
• issuing, where necessary, courtesy visas, in accordance with the regulations in force.

(Source: Decree No. 2005/286 of 30 July to organise the Ministry of external Relations)

F - MINISTRY OF SMALL- AND MEDIUM-SIZED ENTERPRISES, THE SOCIAL ECONOMY AND HANDICRAFTS

The Ministry of Small- and Medium-Sized Enterprises, the Social Economy and Handicrafts is in charge of formulating, implementing and evaluating Government policy on the development of small- and medium-sized enterprises, the social economy and handicrafts. As such, it is responsible for:

• promoting and supervising the activities of small- and medium-sized enterprises and handicrafts;
• developing the social economy;
• developing, in conjunction with professional organisations, a database and a project inventory for investors in the small- and medium-sized enterprise and handicraft sectors;
• promoting the spirit of entrepreneurship and private initiative;
• monitoring the activities of organisations providing assistance to small- and medium-sized enterprises and handicrafts;
• promoting the products of small- and medium-sized enterprises and handicrafts, in collaboration with relevant professional organisations;
• monitoring the activities of professional organisations of small- and medium-sized enterprises and handicrafts sectors;
• monitoring the development of the informal sector and related studies;
• identifying and considering avenues for informal sector players to switch to handicrafts and small-scale enterprises;
• examining measures aimed at promoting the education and training of actors of the informal sector.

For the discharge of its duties, the Ministry of Small- and Medium-Sized Enterprises, the Social Economy and Handicrafts has central and decentralised services.

(Sources: Presidential decree of 29 March 2005)
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

CCIMA has two types of missions:

Economic missions: These include:
- economic and statistical surveys;
- vocational training;
- economic information;
- provision of assistance to companies;
- promotion and search for markets;
- organisation of trade fairs and shows.

Public utility missions: These include:
- formulation of bills and regulatory instruments relating to commercial activities;
- creation, regulation, operation or removal of stock and commodities exchange;
- conducting auction sales of rejected goods.

For the discharge of its missions, the Chamber has two decision-making bodies exclusively made up of elected officials:

The Plenary Assembly is the supreme policy-making body of CCIMA. It comprises 160 members and has the right to decide in the event of consultation on all matters falling within its area of competence such as trade, industry, craft, mining and services. It gives its opinion on all key issues that are of interest to the national economy.

It has other prerogatives which are exercised according to the conditions laid down in the statutes of the institution, in particular:
- the election of the Secretary-General who is the principal collaborator of the president of CCIMA;
- the appointment of honorary presidents and members, if need be;
- the adoption of the rules of procedure and financial regulations of the institution.

The Executive Committee is the management body. It is made up of 12 members and has wide-ranging powers relating to the administrative and financial management of the institution.

The Chamber has four independent sections namely trade, industry and mines, services and craft.

Management Team

Chairperson : EKEN Christophe
1st Vice-Chairperson : NDONGO Essomba Jean Bernard
2nd Vice-Chairperson : SALI MOUSSA
3rd Vice-Chairperson : EKOKO MUKETE
Treasurer : KAMMOGNE FOKAM Paul
Rapporteur : Mme AKOA Angeline
Chairperson of the Industry Section : Mme FONING Françoise
Chairperson of the Trade Section : SANI Elies
Chairperson of the Services Section : AYANGMA Protails
Chairperson of the Craft Section : TCHANGOU BANGOFA Francis
Representatives of Delegates (From Centre) : ASSENE NKOU Jean Marie
Representatives of Delegates (From North West) : ABANDA Mathias
Secretary-General : SAIDOU Abdoulaï
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

- the establishment of offices, public and private organizations or recognition of national or international associations working in its field of competence. To that end, copies of all the signed documents relating thereto are forwarded to it for examination.
- any other issue as regards agriculture, fisheries, livestock, forestry and fauna.

It promotes economic activities within its field of competence, in conjunction with the administrations concerned. It provides professionals and the public with all useful information and gives technical assistance to all its members. As such it:

- organizes promotional campaigns aiming at increasing the sales of agricultural, animal, fisheries, forestry and faunal products in and out of Cameroon;
- organizes, in conjunction with the bodies concerned, shows, promotional fairs, exhibitions and other events falling under its area of competence;
- takes part, in conjunction with competent organizations and administrations, at fairs, exhibitions and other promotional events organized abroad and relevant to its field of competence;
- takes part in the development of scientific research and popularization of agricultural, animal, fisheries, forestry and faunal techniques within the framework of partnership agreements concluded with public administrations, national and international private organizations; issues professional documents for sectors coming under its responsibility, following terms and conditions defined by special instruments;
- produces six-monthly reports detailing economic trends and proposing ways and means of stimulating growth in areas of agriculture, fisheries, livestock, forestry and fauna in Cameroon;
- compiles six-monthly statistical reports on the evolution of activities within its field of competence;
- contributes, in conjunction with the administrations concerned, to the implementation of the Government’s economic co-operation policy in its fields of competence at the sub-regional, regional and international levels.

As concerns vocational training, the Chamber ensures training, retraining and continuing training of its members by organising colloquiaums, workshops, training courses, conferences and seminars. Furthermore, it trains and retrains its members, in collaboration with training intuitions.

Within the framework of its specific missions, the Chamber can:

- help its members to set up, acquire and manage establishments or companies in its various areas of competence;
- help in the running of collective interest services and activities in its field of competence;

The Chamber is headed by a President who is chosen from among elected members and appointed by a presidential decree. The Chamber comprises four sections each made up of elected officials from the same branch of industry:

- Agriculture Section: 88 members
- Livestock Section: 44 members;
- Fisheries Section: 24 members;
- Forestry and wildlife Section: 44 members.

The duties of the sections are to:

- make proposals to the Chamber aimed at ensuring that the interests of members are well protected in their respective fields;
C - Union of Employers of Cameroon (GICAM)

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E- mail : gicam@legicam.org

The Union of Employers of Cameroon (GICAM), which was created on 12 June 1957 and called "Inter-professional Association for Studies and Coordination of Economic Interests," resulted from the determination of its founding fathers to bring together companies during the process of independence in Cameroon.

In November 1992, its members changed its name from the "Inter-professional Association for Studies and Coordination of Economic Interests" to "The Union of Employers of Cameroon." This thus gave substance to a real employers' union in the country.

GICAM brings together more than 207 members including 15 companies and professional associations. Today, it is a leading employers' organisation that is representative of Cameroon's companies irrespective of their size and origin.

Members of GICAM are from the sectors of agriculture, industry, trade and services; food industry, shipping, insurance, automobile, banking and credit, building construction, equipment, timber, brewery, chemical engineering, cement, general trade, corporate counselling, construction, co-operatives, leather industry, distribution, water, energy, hotel management, data processing, mines, metallurgy, new information technologies, paper industry, petroleum, plastics, ports, iron and steel industry, sugar, tobacco, telecommunications, textiles, transit, transport, public works, etc.

GICAM member companies represent the majority of all formal business activities in Cameroon, and account for comparable proportions of the added value fetched by companies. These data do not include the contribution of non-member companies that are indirectly affiliated to GICAM because of their membership of professional or inter-professional organisations that are members of GICAM.

The organization of GICAM revolves around four main functions: economy, social, legal and fiscal.

1 - The economic function focuses on economic surveys, simulations and analysis of the economic performances of companies and the economy in general.

2 - The legal and fiscal function concerns itself with the attractiveness of the legal and fiscal environment.

3 - The social function monitors the development of social legislation and makes contributions aimed at its improvement.

4 - The three functions, each in their own sphere, aim, in conjunction with the Commissions concerned, to collect information and analyses that inform decisions taken by the Bureau.
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

Dialogue with public authorities

Public-private dialogue has made headway over the last years with the considerable contribution of GICAM. Thus, today, it is a member of nearly all bipartite or multipartite bodies dealing with company issues namely: Inter-ministerial Committee Extended to the Private Sector, the FAL Committee, Competitiveness Committee, the Anti-corruption Committee, etc. Also, GICAM is a member of several boards of directors of public corporations such as the National Road Board, the Electricity Regulatory Board, the Public Contracts Regulatory Board, the National Social Insurance Fund, etc. It regards dialogue as an indispensable tool in its mission to find solutions to the problems of companies. This is why it is doing everything to make dialogue sustainable and effective. Consequently, GICAM never misses any to make proposals to the Authorities.

GICAM is happy with the positive results registered in its relationship with the public authorities. Some of these results are the tax break in force since 1996, the increased involvement of members of the private sector in dialogue committees, increased consultation of private sector actors during the drafting of business laws and regulations, and, generally, increased recognition of companies and employers and the realisation, by public decision-makers, that the interest of the country hinges on the prosperity of companies. The foregoing have provided favourable conditions for the development of harmonious relations between public authorities and the private sector.

GICAM attaches great importance to our country’s opening up to the international world, in particular, foreign private investment which can, alongside the investment of nationals, stimulate Cameroon’s economic development. In this respect, an investor visiting Cameroon today will find GICAM an employers’ relay which, more effective than in the past, is capable of guiding and putting it in touch with the administration and social partners. GICAM has over the last years, worked hard to become a negotiating force preferring advanced action, and placing its expertise at the disposal, on the one hand, of its members, and on the other hand, of the entire business community as well as public authorities and international donors. These last years, our discussion themes and proposals aim at improving the business climate: institution of a law-abiding State which guarantees physical and legal security for income-generating activities, refocusing on State activities, the quality and cost of factors of production, the availability of quality physical infrastructure, and investment in the human capital.
**E - SHIPPING AGENTS AND SHIP-OWNERS UNION OF CAMEROON (UCAM)**

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UCAM bureau Members

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<td>M. René MBAYEN</td>
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Law No. 98/023 of 24 December 1998 to institute the Civil Aviation Regime established the CCAA whose jurisdiction purportedly covers the entire sector. Clarified by Decree No. 99/198 of 16 September 1999 governing the organisation and functioning of the Civil Aviation Authority, this law was supplemented by Decree No. 2007/100 of 10 April 2007 to amend and supplement the provisions governing the powers of the Director General.

Like the National Department of Meteorology (which is in charge of civil aviation data), the CCAA is under the supervisory authority of the Ministry of Transport. Decree No. 2005/175 of 26 May 2005 specified the organisation of the Ministry of Transport.

Directive No. 3 « to adopt the overall policy framework relating to the empowerment of the civil aviation services of CEMAC member States » completed the mechanism at regional level.

Functioning

The Ministry of Transport directly administers air transport through two bodies, namely:

- the Civil Aviation Division;
- the National Department of Meteorology.

The role of both entities complies with the provisions of Decree No. 2005/173 of 26 May 2005 to organise the Ministry of Transport.

The proximity actions of the Ministry of Transport are conducted at regional and divisional levels by deconcentrated services. Placed under the supervisory authority of the Ministry of Transport, the CCAA, a public administrative establishment with a legal personality and financial autonomy, has authority over the entire sector. It is also under the financial supervision of the Ministry of Finance. Relations with ASECNA, another sector player in charge of air traffic control, are under the authority of the Ministry of Transport via the Civil Aviation Division.

The CCAA is built around three entities namely a head office with a general inspectorate to ensure the « quality » of security actions, central services and external services. All three operational entities are placed under the authority of the General Manager. The CCAA is run by a board of directors and general management.

The CCAA is in charge of overseeing civil aviation safety and security, airport development planning, negotiating air traffic agreements and managing existing ones in conjunction with public authorities, monitoring regional and international civil aviation organisations (particularly ICAO, ASECNA, CAFAC, CEMAC, etc.), ensuring compliance with competition rules in the exercise of air traffic activities, monitoring the application of civil aviation-related legislative and regulatory instruments, and seeing to the maintenance of airport infrastructure.
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f) The Department of Administration and Finance. Besides its administrative and financial duties relating to the functioning of the CCAA, it is in charge of financial aspects relating to the autonomy of the Civil Aviation Authority. On this account, the Department of Administration and Finance and the external services are in charge of billing and collecting airport charges. These charges are distributed as defined by Orders No. 00427/A/MINT of 9 May 2000 and No. 2000/006PM of 7 January 2000. This distribution meets the entry conditions of various airport operation stakeholders (ASEC-NA, CCAA and ADC)

(Source: Drafting the Transport Sectoral Strategy for Cameroon: Diagnostic Report – May 2009)

Seminar on International Maritime traffic Facilitation from 22 to 26 September 2008, at Limbé.

Opening ceremony

Participants

Handing over of attestation

Handing over of attestation
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

Achievements of the ADC

Besides ground handling for airline companies, which is a daily activity involving many tasks, in the course of 2008, ADC carried out the following activities, among others:

- rehabilitation of the high and low voltage electricity installations at the Douala airport;
- extension of the Directorate General building at Yaounde-Nsimalen;
- fitting up ADC offices on the second floor of the Douala airport passenger terminal;
- rehabilitation of the Yaounde-Nsimalen airport water system;
- renovation of the Douala and Yaounde airports runway and taxiway day-marking;
- maintenance and cleaning of buildings, structures, open spaces and the peripheries of roads as well as runways and taxiways;
- clearing and cleaning of gutters;
- re-sealing at the Garoua airport;
- rehabilitation (through grass clearing) of the Bamenda airport;
- acquisition of a substantial stock of ground handling equipment, particularly:
  - main deck loaders;
  - lower deck loaders;
  - conveyor-belts (inclined self-propelled moving carpets);
  - aircraft pushout tractors and towing bars;
  - industrial tractors (tracmas);
  - fork-lifts;
  - drainage tanks and water tanks;
  - container dollies;
  - glazed passenger gangways;
  - special boarding vehicle for passengers on stretchers.

There is no gainsaying that the newly acquired equipment has improved the quality of services offered to our partners as well as flight safety. One of the requirements is to have flights take off as scheduled even where there is a clash (simultaneous handling of several aircraft).
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To supplement the « Aides and En-route Services Charge », ASECNA levies a charge for « use of the lighting system » (marking) at the Douala and Garoua airports. In like manner, during the extension of the opening hours of both airports, 48% of the charge goes to ASECNA (and the remaining 52% to ADC).

Airport operator

With respect to management, the State granted ADC a concession to operate the Yaounde, Douala and Garoua airports. Whereas the first two airports have the potential for financial equilibrium, the situation is different for the last. All the other (non-private) airports receive commercial flights.

A - Incorporation instruments

As part of the privatisation strategy, on 26 September 1994, the State of Cameroon signed a 15-year « airport management and operation concession agreement » with the « Aéroports du Cameroun » (ADC).

« Decision No. 000303/D/MINT of 12 September 2008 to authorise the General Manager of the Civil Aviation Authority to take charge of the management and operation of certain airports » modifies the earlier concession agreement, entrusting to him all the missions pertaining to a national activity relating to the Maroua-Salak, Ngaoundere, Bertoua and Bamenda airports.

B - Functioning

The Cameroon Airports Company Ltd (ADC), placed under the supervisory authority of the Ministry of Transport, is a limited liability company governed by Cameroon law the object of which is to manage, operate, renew, rehabilitate and develop infrastructure in seven airports in the country (Yaounde-Nsimalen, Douala, Garoua, Maroua-Salak, Ngaoundere, Bamenda and Bertoua) within the limits and conditions defined by the concession agreement signed with the State of Cameroon and the relevant specifications. A decision has put the last four momentarily under the CCAA. Therefore, only the Douala, Yaounde and Garoua airports remain under ADC.

C - Duties and responsibilities:

• air traffic control;
• aircraft guidance;
• transmission of technical and traffic messages;
• flight information and data collection;
• meteorological information forecasting and transmission;

D - Other missions

• airport control;
• approach control;
• aircraft ground circulation guidance;
• radio and visual aide to approach and landing;
• radio transmissions ;
• airport post and information office ;
• fire-safety services.

Source : Drafting of the Transport Sectoral Strategy for Cameroon: Diagnostic report - May 2009
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

- promoting national and foreign investments;
- improving the quality of human resources;
- promoting and popularizing standardization;
- combating all forms of illicit trade.

SYNDUSTRICAM is striving, at the level of local and international authorities, to find ways and means of helping national industries, which may be negatively affected by the opening up of markets, to strengthen their competitive positions by taking safety measures.

B - National Trade Union of Transport and Transit Auxiliaries (SYNAUTRATA)

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<th>N°</th>
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<td>BOUTCHOUANG Placide</td>
<td>99 50 37 67</td>
<td><a href="mailto:ccttn2006@yahoo.fr">ccttn2006@yahoo.fr</a>, <a href="mailto:cttndouala@yahoo.fr">cttndouala@yahoo.fr</a></td>
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<td>99 76 47 37</td>
<td><a href="mailto:cittima@cittima.net">cittima@cittima.net</a></td>
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<td>MIYENGA Emmanuel</td>
<td>99 91 57 21</td>
<td><a href="mailto:cotrametz2007@yahoo.fr">cotrametz2007@yahoo.fr</a></td>
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<td>NDJANA Thomas d’Aquin</td>
<td>77 64 82 30</td>
<td><a href="mailto:thomasnj@yahoo.fr">thomasnj@yahoo.fr</a></td>
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<td>3582</td>
<td>33 42 36 36</td>
<td>33 42 86 26</td>
<td>MANGA Charles</td>
<td>77 71 36 22</td>
<td><a href="mailto:charlesmanga@dhl.com">charlesmanga@dhl.com</a></td>
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<td>5886</td>
<td>33 00 18 29</td>
<td>33 00 18 29</td>
<td>ESSOMBE Jacques</td>
<td>99 92 74 63</td>
<td><a href="mailto:degrandow07@yahoo.fr">degrandow07@yahoo.fr</a></td>
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<td>33 43 63 69</td>
<td>33 43 25 92</td>
<td>EOKOKA Guy Lucien</td>
<td>99 97 24 05</td>
<td><a href="mailto:eokotrans2002@yahoo.fr">eokotrans2002@yahoo.fr</a></td>
</tr>
</tbody>
</table>
Part III: Some CNSC Partner Ministries, Consular Chambers, Professional Groupings, Companies and Trade Unions

C - Licensed Customs and Forwarding Agents’ Trade Union of Cameroon (SCATDC)

598 rue Christian Tobie Kouoh
P.O. Box : 73 Douala
Telephone : (237) 33 42 05 99
Fax : (237) 33 42 11 31
E-mail : syndmar_gpac@yahoo.fr

Executive Bureau

1. Chairperson : M. Hans Dénis BAMAL
2. Vice - Chairperson : M. Emmanuel LOGA
3. Legal Affairs Secretary : M. André MBEUMO
4. Economic Affairs Secretary : Mme Marie Melanie BELL
5. Treasurer : M. Paul VAN DYCK
6. Auditor : M. Hilaire KAYO
7. Deputy Legal Affairs Secretary : M. Michel FOMOU
8. Deputy Economic Affairs Secretary : M. BOHIMBO ETOTA
9. Adviser : M. AKO’O à ETORI

SCADTC Members

<table>
<thead>
<tr>
<th>Companies</th>
<th>Representative</th>
<th>General Manager</th>
<th>Telephone</th>
<th>Fax</th>
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<td>Jean Paul KAMGA</td>
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<td>David WARE</td>
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<td>André MBEUMO</td>
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<td>Christophe PUIJALTE</td>
<td>33 43 21 51</td>
<td>33 43 38 57</td>
</tr>
</tbody>
</table>
se redéploie à travers les structures suivantes :

**CAMSHIP INVESTMENT CORPORATION**, société de tête du groupe, ayant pour objet entre autres, le cabotage et le négoce des produits pétroliers, la gestion et le contrôle des sociétés, les prises de participations…

B.P. 15791 Douala - Bonanjo  
Tél (237) 33 42 09 09 / 33 42 18 93 / 33 42 75 76 - Fax (237) 33 42 76 76  
Email : camship@camshipinc.com

Structure provenant de la fusion-absorption de **CLGG** par **CAMSHIP-LINES** en charge des activités de transports maritimes en lignes régulières, de consignation, de soutage, de logistique et de transit.

B.P. 4054 Douala - Bonanjo  
Tél (237) 33 42 00 64 / 33 42 20 14 / 33 42 90 63 - Fax (237) 33 42 21 81  
Email : agencies@camshiping.com  
bunkering@camshipinc.com

**Agence de Voyages** agréée par l'IATA exerçant les activités de transport aérien, de tourisme et de loisirs.

B.P. 4054 Douala - Bonanjo  
Tél (237) 33 42 75 87 - Fax (237) 33 42 01 14 / 33 42 76 76  
Email : camship.voyages@caramail.com

**Acteur de référence** dans la sous-région de l’Afrique de l’Ouest et du Centre, chargé du transport des hydrocarbures.

B.P. 15790 Douala - Bonanjo  
Tél (237) 33 42 71 71 / 33 42 81 13 - Fax (237) 33 42 75 65  
Email : camtanker@camtanker.com

**Groupement** chargé du dragage et des travaux portuaires.

B.P. 4054 Douala - Bonanjo  
Tél (237) 33 43 09 07 - Fax (237) 33 43 09 07  
Email : boscampo@yahoo.fr

**Siège Social**  
CENTRE DES AFFAIRES MARITIMES  
B.P. 4054 Douala – Bonanjo  
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Tél. : (237) 3343 94 01 – Fax : (237) 33 43 94 01
E-mail. : transinteragoudy@yahoo.fr

Plusieurs agences :
- Fret aéroport Nsimalen • Port Boscam Youpwé • Limbé (en création)
CT CamTAINER S.A.
Société Nationale de Transport et de Transit du Cameroun
Sis à Bonanjo, Centre des Affaires Maritimes
B.P. 4993 Douala - Cameroun
Tél : (237) 33 42 77 04 / 33 43 09 92 / 33 43 17 23
Fax : (237) 33 42 71 72
Mob : (237) 99 92 74 45 / 77 76 12 45
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E-mail : tradoma@yahoo.fr
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- Conseil et Négociage (Dépôt National et CEMAC)
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(Contrat PHP - Delmonte)
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UL, US, SAD, KAG, KAG.
Société du Messagerie Urbaine (SMB):
Téléphone : +237 99 93 11 92
Fax : +237 99 93 12 72

TRANSITALIA Sarl
TRANSIT - DOUANE
CONSIGNATAIRE DE NAVIRES
ACCONIER DE TYPE “A”
Boulevard LECLERC,
Immeuble YAYA BELLO (1er étage)
B.P. 12536 Douala - Cameroun
Tél : +237 33 43 87 44
Fax : +237 33 42 30 13
E-mail : transitalia.cameroun@hotmail.com
Embassy
Host country: Mozambique
Town: Addis-Ababa
Telephone: 251-44.81.16, 15.48.48
Fax/Telex: 09822112

Embassy
Host country: Gabon
Town: Libreville
Address: P.O. Box 14001, Libreville
Telephone: 241-73.29.10, 73.28.00
Fax/Telex: 09735491

Embassy
Host country: Sao Tome-and-Principe
Town: Libreville
Neighbourhood: Boulevard Léon Mba
Address: P.O. Box 14001, Libreville
Telephone: 241-73.29.10, 73.28.00
Fax/Telex: 09735491

Embassy
Host country: Equatorial Guinea
Town: Malabo
Address: 19, Calle Rey Boncoro
Telephone: 240-2263, 2364, 2663

High Commission
Host country: Nigeria
Town: Lagos
Neighbourhood: Elysée Femi Pease, Victoria Island
Address: P.O. Box 2476, Lagos
Telephone: 234-61.43.86, 61.22.26
Fax/Telex: 090321343

Embassy
Host country: Togo
Town: Lagos
Neighbourhood: Elysée Femi Pease-Victoria Island
Address: P.O. Box 2476, Lagos
Telephone: 234-61.43.86, 61.22.26
Fax/Telex: 090321343

Embassy
Host country: Niger
Town: Lagos
Neighbourhood: Elysée Femi Pease-Victoria Island
Address: P.O. Box 2476, Lagos
Telephone: 243-61.43.86, 61.22.26
Fax/Telex: 090321343

Embassy
Host country: Sudan
Town: Lagos
Neighbourhood: Elysée Femi Pease-Victoria Island
Address: P.O. Box 2476, Lagos
Telephone: 243-61.43.86, 61.22.26
Fax/Telex: 090321343

Embassy
Host country: Benin
Town: Lagos
Neighbourhood: Elysée Femi Pease-Victoria Island
Address: P.O. Box 2476, Lagos
Telephone: 243-61.43.86, 61.22.26
Fax/Telex: 090321343

Embassy
Host country: Senegal
Town: Dakar
Address: P.O. Box 4165, Dakar
Telephone: 221-21.33.95, 21.22.96
Fax/Telex: 21429

Embassy
Host country: Mauritania
Town: Dakar
Address: P.O. Box 4165, Dakar
Telephone: 221-21.33.95, 21.22.96
Fax/Telex: 21429

Embassy
Host country: Mali
Town: Dakar
Address: P.O. Box 4165, Dakar
Telephone: 221-21.33.95, 21.22.96
Fax/Telex: 21429
Part IV: Diplomatic Representations

Embassy
Host country: Switzerland
Town: Geneva
Address: 6-8 rue Dunant - 1207 Geneva
Telephone: 41-36.20.33, 36.21.65
Fax/Telex: 045028530

Embassy
Host country: Spain
Town: Madrid
Address: Avenida Alphonsi XII - 53, Madrid 16
Telephone: 34-458.74.23, 457.15.65
Fax/Telex: 040327772

Embassy
Host country: France
Town: Paris
Address: 73, rue Auteuil 75016 Paris
Telephone: 331-46.51.88.00
Fax/Telex: 0031-0420.620.321

Embassy
Host country: Malta
Town: Paris
Address: 73, rue Auteuil 75016 Paris
Telephone: 331-46.51.88.00
Fax/Telex: 0031-0420.620.312

Embassy
Host country: Greece
Town: Paris
Address: 73, rue Auteuil 75016 Paris
Telephone: 331-46.51.88.00
Fax/Telex: 0031-0420.620.312

High Commission
Host country: United Kingdom
Town: London
Address: 84, Holland park W 11358 13 Dawson Place, London W
Telephone: 44-71229 958213
Fax/Telex: 051025176

Embassy
Host country: Finland
Town: London
Address: 84, Holland Park, W 11358 13, Dawson Place London
Telephone: 44-71229 958213
Fax/Telex: 051025176

Embassy
Host country: Norway
Town: London
Address: 84, Holland Park W 11358 13 Dawson Place, London W
Telephone: 44-71229 958213
Fax/Telex: 051025176

Embassy
Host country: Sweden
Town: London
Address: 84, Holland Park W 11358 13 Dawson Place, London W
Telephone: 44-71229 958213
Fax/Telex: 051025176

Embassy
Host country: China
Town: Beijing
Address: Donwujule Santilum 10 0600, Beijing
Telephone: 86-532.22.73, 532.18.28
Fax/Telex: 085022256

Embassy
Host country: North Korea
Town: Beijing
Address: Dondwujule Sanlitum, 10 0600 Beijing
Telephone: 86-532.22.76, 532.18.28
Fax/Telex: 085022256

Embassy
Host country: Italy
Town: Rome
Address: Corso Vittorio Emmanuelle, 00186, Rome
Telephone: 39-654.71.50, 654.42.96
Fax/Telex: 043062558

Embassy
Host country: The Netherlands
Town: The Hague
Address: Amalistraat nº 14 The Hague
Telephone: 3170-070.346.97.15
Fax/Telex: 04400311257
Consulate
Host country: Saudi Arabia
Town: Djeddah
Neighbourhood: Nouzlat Al Sharkiyya
Consul: Aliou Moussa (Consul General)
Address: B.P. 15517 Jeddah 21454
Telephone: (9662) 680-4541
Fax: (9662)687-6320

Consulate
Host country: Tunisia
Town: Tunis
Neighbourhood: El Manar 2
Opening date: 1-6-2003
Accreditation date: 01-06-2003
Consul: M. Fayçal Hebiri
Address: Caulisée
Telephone: (+216) 98 342 853
Fax: (+216) 71 720 698
E-mail: consulcam.hebiri@gnet.tn

Consulate
Host country: The Netherlands
Town: The Hague
Neighbourhood: Amaliastraat
Opening date: 4-5-1960
Accreditation date: 4-5-1960
Ambassador/Consult: Etienne Ateba
Address: Amaliastraat 14
Telephone: +31 615294652
Fax: +31615294652
E-mail: info@camembassy.nl

Consulate
Host country: Italy
Town: Rome
Consul: Michael Tabong Kima
Address: Via Siracusa, 4/6 Rome
Telephone: 0039 06 44291285
Fax: 0039 06 4403644
E-mail: info@cameroonembassy.it
Web Site: www.cameroonembassy.it

Consulate
Host country: Japan
Town: Tokyo
Neighbourhood: Setagaya-ku
Opening date: 06-05-2002
Accreditation date: 06-05-2
Consul: Mbella Mbella
Address: 3-27-16 Nozawa
Telephone: 81354304985
Fax: 81354306489
E-mail: ambacamtokyo@gol.com
Web Site: http://www.cameroon-embassy.com 002

Consulate
Host country: Tunisia
Town: Tunis
Neighbourhood: El Manar 2
Opening date: 14-05-2003
Accreditation date: 14-05-2003
Consul: Fayçal Hebiri
Address: Colisée SAULA, Esc. C, 2nd Floor
Telephone: +21671886511 / +21671886811
Fax: +21671889045
E-mail: consulcam.tunis@gnet.tn
Web Site: www.ConsulateTunis.tn
Part IV: Diplomatic Representations

**Embassy**
Host country: Cameroon  
**Country**: Gabon  
Town: Yaounde  
Neighbourhood: Bastos  
Address: P.O. Box 4130, Yaounde  
Telephone: 221 02 24, 221 44 30

**Embassy**
Host country: Cameroon  
**Country**: Greece  
Town: Yaounde  
Neighbourhood: Bastos  
Address: P.O. Box 82, Yaounde  
Telephone: 221 01 95, 221 67 77

**Embassy**
Host country: Cameroon  
**Country**: Equatorial Guinea  
Town: Yaounde  
Neighbourhood: Bastos  
Address: P.O. Box 277, Yaounde  
 Telephone: 221 41 49, 221 08 04

**High Commission**
Host country: Cameroon  
**Country**: United Kingdom  
Town: Yaounde  
Neighbourhood: Avenue Winston Churchill  
Address: P.O. Box 547, Yaounde  
Telephone: 222 05 45, 222 07 96  
Fax: 222 01 48

**High Commission**
Host country: Cameroon  
**Country**: Nigeria  
Town: Yaounde  
Neighbourhood: Bastos  
Address: 222 34 55, 223 45 23  
Telephone: 223 55 51

**Embassy**
Host country: Cameroon  
**Country**: Japan  
Town: Yaounde  
Neighbourhood: Bastos  
Address: P.O. Box 6868, Yaounde  
Telephone: 220 62 02, 220 65 85  
Fax: 220 62 03

**Embassy**
Host country: Cameroon  
**Country**: Libya  
Town: Yaounde  
Neighbourhood: Nlongkak, Nylon  
Telephone: 220 41 38, 221 52 39  
Fax: 221 42 98

**Embassy**
Host country: Cameroon  
**Country**: Malta  
Town: Yaounde  
Address: P.O. Box 4084, Yaounde  
Telephone: 20 18 16  
Fax: 221 09 25

**Embassy**
Host country: Cameroon  
**Country**: Morocco  
Town: Yaounde  
Neighbourhood: Bastos  
Address: P.O. Box 1829, Yaounde  
Telephone: 220 50 92, 221 74 50  
Fax: 220 37 93

**Embassy**
Host country: Cameroon  
**Country**: The Netherlands  
Town: Yaounde  
Neighbourhood: Bastos, nouvelle route  
Address: P.O. Box 310, Yaounde  
Telephone: 220 05 44, 221 23 54  
Fax: 220 47 04
### International Organisations represented in Cameroon

<table>
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<th>Organisations</th>
<th>Address</th>
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<tr>
<td>African Football Confederation (AFC)</td>
<td>P.O. Box. 7380 Yaoundé</td>
<td>22 22 27 67</td>
<td>Hippodrome</td>
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<tr>
<td>International Red Cross Committee</td>
<td>P.O. Box. 6157 Yaoundé</td>
<td>22 22 58 59</td>
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<tr>
<td>Food and Agriculture Organisation of the United Nations (FAO)</td>
<td>P.O. Box.281 Yaoundé</td>
<td>22 21 12 42</td>
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<tr>
<td>International Monetary Fund (IMF)</td>
<td>P.O. Box. 6936 Yaoundé</td>
<td>22 23 94 80</td>
<td>Centre Ville</td>
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<tr>
<td>United Nations High Commission for Refugees (UNHCR)</td>
<td>P.O. Box. 7077 Yaoundé</td>
<td>22 20 29 54</td>
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<td>Doctors without borders</td>
<td>P.O. Box. 12069 Yaoundé</td>
<td>22 20 90 29</td>
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<tr>
<td>UNO - United Nations</td>
<td>P.O. Box. 836 Yaoundé</td>
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<td>African Intellectual Property Organisation (AIPO)</td>
<td>P.O. Box. 887 Yaoundé</td>
<td>22 20 39 11</td>
<td>Nlongkak</td>
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<tr>
<td>Organisation for the Harmonization of Business Law in Africa (OHADA)</td>
<td>P.O. Box. 10071 Yaoundé</td>
<td>22 22 09 05</td>
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<tr>
<td>International Labour Organisation (ILO)</td>
<td>P.O. Box.13 Yaoundé</td>
<td>22 20 50 44</td>
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<tr>
<td>United Nations Development Programme (UNDP)</td>
<td>P.O. Box. 12909 Yaoundé</td>
<td>22 22 50 35</td>
<td>Bastos</td>
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<td></td>
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<tr>
<td>UNESCO Regional Office</td>
<td>P.O. Box. 836</td>
<td>22 22 57 63</td>
<td>Hippodrome</td>
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<tr>
<td>United Nations Children’s Fund (UNICEF)</td>
<td>P.O. Box. 1181 Yaoundé</td>
<td>22 22 11 18</td>
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<td>African Union (AU)</td>
<td>P.O. Box. 4170 Yaoundé</td>
<td>22 21 19 69</td>
<td>Bastos</td>
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<td>European Union (EU)</td>
<td>P.O. Box. 847 Yaoundé</td>
<td>22 20 33 67</td>
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<td>World Food Programme (WFP)</td>
<td>P.O. Box. 836 Yaoundé</td>
<td>22 23 17 28</td>
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<td>World Health Organisation (WHO)</td>
<td>P.O. Box. 155 Yaoundé</td>
<td>22 21 02 58</td>
<td>Bastos</td>
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<td>The World Bank</td>
<td>P.O. Box. 1128 Yaoundé</td>
<td>22 20 38 15</td>
<td>Bastos</td>
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<tr>
<td>Bank of Central African States (BEAC)</td>
<td>P.O. Box. 1917 Yaoundé</td>
<td>22 23 46 08</td>
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<td>22 21 76 95</td>
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<td>Supreme Council for Sports in Africa (SCSA)</td>
<td>B.P. 1363 Yaoundé</td>
<td>22 23 95 80</td>
<td>Hippodrome</td>
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<tr>
<td>United Nations Population Fund (UNFPA)</td>
<td>P.O. Box. 836 Yaoundé</td>
<td>22 22 43 69</td>
<td>Centre Town</td>
</tr>
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<td>22 22 54 80</td>
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<tr>
<td>World Wide Fund For Nature (WWF)</td>
<td>P.O. Box. 6776</td>
<td>22 21 62 67</td>
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Handing over attestations

Group photo

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29 - 30 September 2009, Garoua.

Opening ceremony

Participants

Handing over attestation

Regional seminar on the Techniques of Anticipating Clearance Procedures at the Port
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exposé

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TRANS NATIONAL EXPRESS – TNE
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Part V: Maritime transport auxiliaries

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FIRST NATIONAL INVESTMENT – FINI MARITIME
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GEODIS Cameroun
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List of Ship chandlers

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Akwa

**AVIMAR EXPRESS SERVICE & CIE**
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**BAKARAT SARL**
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Bonanjo, Derrière Echo de Bonanjo

**BEAUTY SERVICES SHIPCHANDLERS SARL**
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**CASSUC**
P.O. Box: 13083 Douala – Tel.: (237) 99 52 01 50
Bonaloka, Derrière Hôtel Saffrana

**CHALLENGE AIR SEA**
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**DYNAMIC ASSURANCES SUPPLY**
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Montée Manga Bell

**ETS CAMELIA**
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New-bell, Chefferie Bafia

**ETS ESSONO TRANSACTIONS EXPRESS MARITIMES E-TREMA**
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Bonanjo, Ex immeuble ONCPB porte7

**ETS EXPRESS LAND SERVICES**
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Part V: Maritime transport auxiliaries

List of Ship chandlers

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FACAM BUSINESS SERVICES
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FAITH VENTURES SARL
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Tel.: (237) 33 42 99 99 / 33 43 14 93
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GIC AGEXIM
P.O. Box: 3051 Douala – Tél.: (237) 33 40 46 50
Bassa, Pharmacie de la Grace

GLOBAL EXCHANGE
P.O. Box: 8196 Douala – Tél.: (237) 99 89 94 20
Ngangue, A côté Maison Blanche

JEPT SARL
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LEMELIEU SERVICES
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SAMAC
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Bonanjo, Vallée Koloko

SHIPS SUPPLIES AND SERVICES
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SODISMI CAMEROUN
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services necessary for its safety, no matter what time it arrives.

Such services include piloting, towing and branch-piloting. These services are, each in their own sphere, very important

**Branch-piloting**

Branch-piloting. A branch-pilot handles all the mooring and takeoff operations of ships that stopover at a port. He attaches ships’ hawsers to the bollards of a quay. A pilot also carries out additional work such as: assisting the crew, minor towing, pollution control, ensuring water level safety and many other services. Like towing, branch-piloting is not obligatory. The services of branch-pilots are required by the captain of a ship. But in practice, branch-piloting is generally imposed by harbour authorities. These services are essential for the smooth functioning of ports.

**Towing**

Towing consists in assisting a ship, by tractor drawing, pushing or slowing it down using one or several towboats, when it cannot accost or leave a port unassisted. Towing is not mandatory. A ship captain who needs towing services lodges an application with the Harbour Master’s office. The latter then forwards the application to a towing professional.

**Piloting**

A pilot obligatorily assists a ship captain onboard a ship at the entry and exit of a port by offering them relevant advice while the ship is in port. Piloting was made compulsory in order to protect port channels and facilities and to increase maritime navigation safety. Pilots are always informed about dredging operations, floating cranes, local arrangements and all other navigation risks factors

In Cameroon, piloting is very important because the Cameroon coasts are relatively uneven and the Douala - Bonaberi port is located in an estuary, which is approximately 25 km inland. Piloting, which is obligatory in Cameroon, is managed by the PAD.

The scission between piloting and branch-piloting was gradual. Branch-piloting thus became an independent profession operating in the port area with its own equipment and personnel.
Chapter VII : List of maritime experts

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**NGA MARINE SERVICES LTD**  
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Classification consists in inspecting commercial vessels in order to provide all information relating to their degree of confidence. Such thorough examination is translated by the grant of a certificate of classification.

Certificates issued bear a set of signs, letter and figures which vary from on classification society to another.

All these signs are entered into an international register of ships published annually by each classification society.

Classification societies play an essential role in maritime safety in that they set technical rules, confirm that designs and calculations meet these rules, survey ships and structures during the process of construction and commissioning, and periodically survey vessels to ensure that they continue to meet the rules. They are consulted on issues relating to the construction, fitness for purpose, or seaworthiness and buoyancy of ships.

Presently, the only classification society entitled to survey vessels in all Cameroon ports is Bureau Veritas (order No. 83/MTMPT of 23 June 1962).
**CADRE DE PRÉHENSION:**
**SPREADER:**
Adjustable fitting on lifting equipment designed to connect with the upper corner fittings of an ITU. Many spreaders have in addition grappler arms that engage the bottom side rails of an ITU.

**CHARIOT ÉLÉVATEUR:**
**FORK LIFT TRUCK:**
Vehicle equipped with power-driven horizontal forks, which allow it to lift, move or stack pallets, containers or swap bodies. The latter two are usually empty. These operations can only be performed on the front row of stack.

**CAISSE MOBILE:**
**SWAP BODY:**
A freight carrying unit optimised to road vehicle dimensions and fitted with handling devices for transfer between modes, usually road/rail.

Originally, such units were not capable of being stacked when full or top-lifted. But many units can now be stacked and top-lifted and the main feature distinguishing them from containers is that they are optimised to vehicle dimensions. Such units would need a UIC approval to be used on rail. Some swap bodies are equipped with folding legs on which the unit stands when not on the vehicle.

**CHARGEUR/EXPÉDITEUR:**
**SHIPPER/CONSIGNOR/SENDER:**
A person or company who puts goods in the care of others (forwarding agent/freight forwarder, carrier/transport operator) to be delivered to a consignee.

**CHARIOT-CAVALIER:**
**STRADDLE CARRIER:**
A rubber-tyred overhead lifting vehicle for moving or stacking containers on a level reinforced surface.

**COMMISSIONNAIRE DE TRANSPORT:**
**FORWARDING AGENT/FREIGHT FORWARDER:**
Intermediary who arranges for the carriage of goods and/or associated services on behalf of a shipper.

**DESTINATAIRE :**
**CONSIGNEE:**
Person entitled to take delivery of the goods.

**DONNEUR D’ORDRES:**
**PRINCIPAL:**
A person for whom another acts as an agent
GERBAGE:
STACKING:
Storage or carriage of ITUs on top of each other.

GRUE :
CRANE:
Conventional lifting crane where the load is suspended by cable via a jib.
The handling of ITUs requires the cable to be connected to the ITUs’ corners.
In principle, the smallest loading gauge may not be exceeded throughout the transport journey. Restrictions
regarding the width and height of the load in curves have to be taken into account.
Combined transport consignments often exceed loading gauges A and B. Another gauge of particular signif-
icance for combined transport is the B+ Gauge. There are also many other gauge codes (P/C/S/…) recogn-
ised.

ROUTE ROULANTE :
ROLLING ROAD:
Transport of complete road vehicles, using roll-on roll-off techniques, on trains comprising low-floor wagons
throughout.

Lettrer L

LO-LO :
LIFT-ON-LIFT-OFF (LO-LO):
Loading and unloading of intermodal transport units (ITU, see 4.1) using lifting equipment.

LOGISTIQUE :
LOGISTICS:
The process of designing and managing the supply chain in the wider sense.
The chain can extend from the delivery of supplies for manufacturing, through the management of mate-
rials at the plant, delivery to warehouses and distribution centres, sorting, handling, packaging and final
distribution to point of consumption.

LIMITE DE RESPONSABILITÉ :
LIMIT OF LIABILITY:
The maximum sum of money payable by a carrier to a shipper for any damage or loss to the cargo for
which the carrier is liable under the contract of carriage. The amount of the limitation is determined by
agreement or by law.

Lettrer O

OPÉRATEUR DE TRANSPORT/TRANSPORTEUR :
TRANSPORT OPERATOR/ CARRIER:
The person responsible for the carriage of goods, either directly or using a third party.

OVERPANAMAX/POSTPANAMAX:
OVERPANAMAX/POST PANAMAX:
Ship with at least one dimension greater than Panamax.
Part VI - Appendix

RAMPE MOBILE OU PASSERELLE :
RO-RO RAMP:
A flat or inclined ramp, usually adjustable, which enables road vehicles to be driven onto or off a ship or a rail wagon.

REMRORQUE :
TRAILER:
A non-powered vehicle for the carriage of goods, intended to be coupled to a motor vehicle, excluding semi-trailers.

Lettre S

SEMI-REMRORQUE BIMODALE (RAIL-ROUTE) :
BIMODAL SEMI-TRAILER (RAIL-ROAD):
A road semi-trailer that can be converted into a rail wagon by the addition of rail bogies.

SERVICE FEEDER:
FEEDER SERVICE:
Short sea shipping service which connects at least two ports in order for the freight (generally containers) to be consolidated or redistributed to or from a deep-sea service in one of these ports. By extension, this concept may be used for inland transport services.

Lettre T

TERMINAL :
TERMINAL:
A place equipped for the transshipment and storage of ITUs.

TRAIN ROUTIER :
ROAD TRAIN:
A motor vehicle coupled to a trailer (sometimes referred to in English as a drawbar trailer combination).

TRANSPORTEUR SOUS-TAIRENT :
ACTUAL CARRIER/SUBCONTRACTOR:
A third party who performs the carriage completely or partly.

TRANSPORT COMBINE ACCOMPAGNÉ
ACCOMPANIED COMBINED TRANSPORT:
Transport of a complete road vehicle, accompanied by the driver, using another mode of transport (for example ferry or train).

TRANSPORT COMBINE NON ACCOMPAGNÉ :
UNACCOMPANIED COMBINED TRANSPORT:
Transport of a road vehicle or an intermodal transport unit (ITU, see 4.1), not accompanied by the driver, using another mode of transport (for example a ferry or a train).
A - Air transport

Letter A

Air Container
Container conforming to standards laid down for air transportation.

Aircraft Pallet
A platform of standard dimensions that is used for assembling goods which is secured by nets and straps prior to being loaded as a unit onto an airplane. Palletizing results in an efficient use of space and improved cargo handling.

Air Freight
A service that provides for the air transportation of goods. This mode of transportation allows for decreased shipping time, low damage ratios and for certain commodities, lower shipping costs.

Air Freight Forwarder
An Air Freight forwarder provides pickup and delivery service to and from the shippers dock. Responsibilities also include consolidating shipments from various shippers into larger units, preparing shipping documentation and tendering freight to the airlines. Forwarders do not generally operate their own aircraft and may be classified as an “indirect air carrier”.

Air Waybill
A document issued by a carrier to a shipper that supplies written evidence regarding the receipt of goods, the mode of transportation and the arrangement to deliver goods at the requested destination to the lawful holder of the bill of lading. A standard air waybill accommodates both domestic and international traffic.

All-Cargo Aircraft
An aircraft used for the sole purpose of transporting cargo only, rather than the combination of passengers and cargo. Freight is loaded in the bulk or container on the main or lower deck of the aircraft.

Letter B

Billed Weight
The designated weight shown on an invoice and/or waybill used to calculate freight charges.

Bonded Terminal
An airline terminal that is approved by the U.S. Treasury Department for storage of goods until Customs duties are paid or the goods have been released.

Broker
An individual or firm that acts as an agent for others, often between a buyer and a seller, in return for a fee or commission.

Letter c

Cargo
The goods or merchandise transported by airplane, ship or vehicle.

Cargo Manifest
A list of cargo being transported or warehoused, without listing the applicable charges.
Part VI - Appendix

Letter D

Dangerous Goods
Articles or substances capable of posing a significant risk to health, safety, or property when transported by air and that require special attention when being transported.

Deferred Air Freight
Air Freight shipments that are not time sensitive and can be delivered at a lower cost on later flights. Delivery service is as a rule, between three to five business days.

Demurrage
A penalty for exceeding free time allowed for loading or unloading at a pier or freight terminal.

Letter E

Entry
A documentation of the kinds, quantities and values of goods imported together with duties due and declared before a customs officer. It is required to secure the release from customs custody.

ETA
Acronym for Estimated Time of Arrival of a carrier.

FAK
Refers to Freight All Kinds. Consolidated cargo that is shipped at one rate. FAK cargo is usually shipped in a container filled with a variety of merchandise or commodities.

Letter F

Freight Forwarder
An independent business that dispatches shipments for exporters for a fee. Transportation can include shipping by land, air, or sea, or other resources. Usually it handles all the services connected with an export shipment, including full preparation of documents arranging for shipping, warehousing, delivery and export clearance.

Full Container Load (FCL)
A delivery of cargo that fills a given container either by bulk or maximum weight.

Full Truck Load (FTL)
A shipment of cargo that fills a given tractor trailer either by bulk or maximum weight.

Letter F

Goods
Merchandise, supplies, raw materials, commodities and finished product. All things are treated as moveable and indicated as sold to a particular buyer.

Gross Weight
The full weight of a shipment, including containers and packaging materials.

Letter I

Igloo
A container designed to the dimensions of the full main deck width of carrying aircraft.
Part VI - Appendix

**Priority Air Freight**
Reserved Air Freight or air express service where shipments have a priority after mail and small packages. The shipper pays a premium charge for this service.

**Letter R**

**Roll-on/Roll-Off (Ro/Ro)**
A ship that is specifically designed to carry wheeled and tracked vehicles as all or most of its cargo. Some vessels can accommodate containers and cargo that is wheeled, tracked, self-propelled or towed vehicles and equipment. A series of external and internal ramps facilitate the loading and discharge of RO/RO cargo.

**Letter S**

**Second Day Air Freight**
Air Freight shipments that are not overnight or time sensitive and can be delivered at a economic cost. Delivery service is as a rule, delivery on the second business days.

**Shipper**
The company or person who tenders goods to a carrier for transportation.

**Shipper's Letter of Instruction**
A form used by the shipper authorizing a carrier to issue an air waybill or (BOL) bill of lading on the shipper's behalf. It contains all details of the shipment and authorizes the carrier to transport the cargo on behalf of the shipper specific instructions.

**Storage**
Holding a shipment in a carrier’s warehouse, pending further transportation. Additional charges may be applicable.

**Letter T**

**Tare Weight**
The weight of packing and containers without the goods to be shipped.

**Tariff**
A general term for any listing of rates or charges for the movement of goods.

**Terminal Handling Charge (THC)**
Fees charged by ocean containers to move containers between terminals and ships (onloading and unloading), inspecting at terminal facilities, paid by shippers (manufacturers, importers and exporters).

**Truck Load (TL)**
A shipment of freight that is loaded to a trailers maximum capacity either by bulk or maximum weight.

**Letter U**

**Ultimate Consignee**
The individual who is the one receiving goods for the designated end use. A customs broker cannot be listed as the ultimate consignee unless they own the merchandise or there is not U.S. buyer and the document shows the brokers premises as the location to which the merchandise is to be delivered.
Part VI - Appendix

Letter U

DRY PORT
Inland terminal which is directly linked to a maritime port.

Letter F

FORK LIFT TRUCK
Vehicle equipped with power-driven horizontal forks, which allow it to lift, move or stack pallets, containers or swap bodies. The latter two are usually empty. These operations can only be performed on the front row of stack.

FREEPORT
Zone where goods can be manufactured and/or stored without payment of their relevant duties and taxes.

Letter G

GANTRY CRANE
An overhead crane comprising a horizontal gantry mounted on legs which are either fixed, run in fixed tracks or on rubber tyres with relatively limited manoeuvre. The load can be moved horizontally, vertically and sideways. Such cranes normally straddle a road/rail and/or ship/shore interchange.

Letter F

FORWARDING AGENT/FREIGHT FORWARDER
Intermediary who arranges for the carriage of goods and/or associated services on behalf of a shipper.

Letter H

HIGH CUBE CONTAINER
Container of standard ISO length and width but with a height of 9’6” (2.9 m). These high containers have now been included in a revised ISO standard.

HUB
Central point for the collection, sorting, transshipment and distribution of goods for a particular area. This concept comes from a term used in air transport for passengers as well as freight. It describes collection and distribution through a single point (“Hub and Spoke” concept).

Letter I

INTERMODAL TRANSPORT
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling the goods themselves in changing modes. By extension, the term intermodality has been used to describe a system of transport whereby two or more modes of transport are used to transport the same loading unit or truck in an integrated manner, without loading or unloading, in a [door to door] transport chain2.

INTERMODAL TRANSPORT UNIT (ITU)
Containers, swap bodies and semi-trailers suitable for intermodal transport.
C – Railway transport

Letter B

“BASKET” WAGON
A rail wagon with a demountable subframe, fitted with devices for vertical handling, to allow the loading and unloading of semi-trailers or road vehicles.

BIMODAL SEMI-TRAILER (RAIL-ROAD)
A road semi-trailer that can be converted into a rail wagon by the addition of rail bogies.

“BIG BAG”
A removable internal liner, strong enough to be lifted and to carry bulk cargoes of different types.

Letter C

CONTAINER
Generic term for a box to carry freight, strong enough for repeated use, usually stackable and fitted with devices for transfer between modes.

CORNER FITTING
Fixed points usually located at the top and bottom corners of a container into which twistlocks or other devices engage to enable the container to be lifted, stacked, secured. These fittings are increasingly used on swap bodies, although not on the corners but at points which are compatible with 20 or 40 feet container corner fittings.

CRANE
Conventional lifting crane where the load is suspended by cable via a jib. The handling of ITUs requires the cable to be connected to the ITUs’ corners.

Letter D

DOUBLE STACK WAGON
A rail wagon designed for the transport of containers stacked on top of each other.

Letter F

FORK LIFT TRUCK
Vehicle equipped with power-driven horizontal forks, which allow it to lift, move or stack pallets, containers or swap bodies. The latter two are usually empty. These operations can only be performed on the front row of stack.

FREEPORT
Zone where goods can be manufactured and/or stored without payment of their relevant duties and taxes.

Letter G

GANTRY CRANE
An overhead crane comprising a horizontal gantry mounted on legs which are either fixed, run in fixed tracks or on rubber tyres with relatively limited manoeuvre. The load can be moved horizontally, vertically and sideways. Such cranes normally straddle a road/rail and/or ship/shore interchange.
RAIL LOADING GAUGE
The profile through which a rail vehicle and its loads (wagons - ITUs) must pass, taking into account tunnels and track-side obstacles.
There are 4 basic gauges recognised by UIC: international gauge, A, B and C gauge. These gauges are indicated for individual lines.
In principle, the smallest loading gauge may not be exceeded throughout the transport journey. Restrictions regarding the width and height of the load in curves have to be taken into account.
Combined transport consignments often exceed loading gauges A and B. Another gauge of particular significance for combined transport is the B+ Gauge. There are also many other gauge codes (P/C/S/…) recognised.

ROAD TRAIN
A motor vehicle coupled to a trailer (sometimes referred to in English as a drawbar trailer combination).

ROLLING-ROAD WAGON
A rail wagon with low floor throughout which, when coupled together, form a rolling road.

   Letter S

SEMI-TRAILER
A non-powered vehicle for the carriage of goods, intended to be coupled to a motor vehicle in such a way that a substantial part of its weight and of its load is borne by the motor vehicle. Semi-trailers may have to be specially adapted for use in combined transport.

   Letter P

POCKET WAGON
A rail wagon with a recessed pocket to accept the axle/wheel assembly of a semi-trailer.

RO-RO RAMP
A flat or inclined ramp, usually adjustable, which enables road vehicles to be driven onto or off a ship or a rail wagon.

   Letter S

“SPINE” WAGON
A rail wagon with a central chassis designed to carry a semi-trailer.

SUPER HIGH CUBE CONTAINER
Container exceeding ISO dimensions. These dimensions vary and may include, for example, lengths of 45’ (13.72 m), 48’ (14.64 m), or 53’ (16.10 m).

SWAP BODY
A freight carrying unit optimised to road vehicle dimensions and fitted with handling devices for transfer between modes, usually road/rail.
Originally, such units were not capable of being stacked when full or top-lifted. But many units can now be stacked and top-lifted and the main feature distinguishing them from containers is that they are optimised to vehicle dimensions. Such units would need a UIC approval to be used on rail. Some swap bodies are equipped with folding legs on which the unit stands when not on the vehicle.

STACKING
Storage or carriage of ITUs on top of each other.
Alongside
A phrase referring to the side of a ship. Goods delivered ‘alongside’ are to be placed on the dock (or on a barge) within reach of the ship’s tackle so that they can be loaded.

Letter B

Beam
the width of a ship.

Bill of Lading (B/L)
a document that establishes the terms of a contract between a shipper (owner of the cargo) and a transportation company.
It serves as a document of title, or a contract of transportation and receipt of products.

Block Stowage
The stowing of cargo destined for a specific port of discharge close together to avoid unnecessary cargo movement.

Bow
The front of a vessel

Break Bulk
Loose, non-containerized cargo

Broker
a person who arranges for the transportation of goods and products for a percentage of the value of the products.

Bulk Cargo
Not in packages or containers; shipped loose in the hold of a ship without markings and count. Grain, coal, petroleum and other liquids are usually bulk cargo.

Bulkhead
A partition (similar to a wall) separating one part of a ship from another.

Bunkers
Fuel used aboard ships. Coal storage areas aboard vessels in the past were in bins or bunkers.

Letter C

Cabotage
Water transportation between ports within the same nation; commonly refers to coastwise or inter-coastal navigation or trade.

Cargo
Products or goods loaded onto or off a ship

Cargo Manifest
A list of cargo carried on a specific vessel voyage.
Part VI - Appendix

Letter D

Demurrage
A penalty charge against cargo owners or their representatives for delaying the carrier’s equipment beyond the allowed free time.

Devanning
The unloading of a container or cargo van.

Displacement
The weight, in tons (2,240 pounds) of the vessel and its contents. Calculated by dividing the volume of water displaced in cubic feet by 35, the average density of seawater.

Dock
(1) for ships, a cargo handling area parallel to the shoreline where a vessel normally ties up. (2) For land transportation, a loading or unloading platform at an industrial location or carrier terminal.

Dockage
The charge assessed against a vessel for berthing at a wharf, pier, or bulkhead structure, or for mooring to a vessel so berthed.

D.O.T.
United States Government Department of Transportation

Draft
The number of feet that the hull of a ship is beneath the surface of the water.

Drayage
Charge made for local hauling by truck. Same as Cartage.

Dry Cargo
Cargo that is not liquid and normally does not require temperature control.

Dry-Bulk Container
A container constructed to carry grain, powder and other freeflowing solids in bulk.

Letter E

Embargo
Order to restrict the hauling of freight.

Export
Shipment of goods to a foreign country.

Letter F

Feeder Service
Cargo to/from regional ports are transferred to/from a central hub port for a long-haul ocean voyage.
Part VI - Appendix

Letter I

Import
To receive goods from a foreign country.

In Bond
Cargo moving under Customs control where duty has not yet been paid.

Inland Carrier
A transportation line that hauls export or import traffic between ports and inland points.

Intercoastal
Water service between two coasts; in the U.S., this usually refers to water service between the Atlantic and Pacific or Gulf Coasts.

Intermodal
Used to denote movements of cargo containers interchangeably between transport modes, i.e., truck, rail, water, and air carriers where the equipment is compatible within the multiple systems. Synonymous with multimodal.

Letter J

Jacob’s Ladder
A rope ladder suspended from the side of a vessel and used for boarding.

Letter K

Knot
One nautical mile (6,076 feet or 1852 meters) per hour. In the days of sail, speed was measured by tossing overboard a log which was secured by a line. Knots were tied to the line at intervals of approximately six feet. The number of knots measured was then compared against time required to travel the distance of 1000 knots in the line.

Letter L

Lading
Refers to the freight shipped; the contents of a shipment.

Letter of Credit (LC) A document issued by a bank per instructions by a buyer of goods, authorizing the seller to draw a specified sum of money under specified terms.

Lighter
An open or covered barge towed by a tugboat and used mainly in harbor and inland waterways to carry cargo to/from alongside a vessel.

Liner
A vessel sailing between specified ports on a regular basis.

Liter
1.06 liquid U.S. quarts or 33.9 fluid ounces.
Part VI - Appendix

Letter O

Ocean Bill of Lading (Ocean B/L)
A contract for transportation between a shipper and a carrier. It also evidences receipt of the cargo by the carrier. A bill of lading shows ownership of the cargo and, if made negotiable, can be bought, sold or traded while the goods are in-transit.

Open Top Container
A container fitted with a solid removable roof, or with a tarpaulin roof so the container can be loaded or unloaded from the top.

Overheight Cargo
Cargo more than eight feet high which thus cannot fit into a standard container.

Letter P

Pallet
A platform with or without sides, on which a number of packages or boxes may be loaded to facilitate handling by a fork lift.

Per Diem
A charge based on a fixed daily rate.

Pier
The structure perpendicular to the shoreline to which a vessel is secured for the purpose of loading and unloading cargo. Synonymous with Dock and Wharf.

Plimsoll Mark
A series of horizontal lines, corresponding to the seasons of the year in fresh or saltwater, painted on the outside of a ship marking the level which must remain above the surface of the water for the vessel's stability.

Port of Discharge
Port where cargo is unloaded.

Port of Entry
Port where cargo is unloaded and enters a country.

Pre-Cooling
A process employed in the shipment of citrus fruits and other perishable commodities. The fruit is packed and placed in a cold room from which the heat is gradually extracted.

Letter Q

Quarantine
A restraint placed on an operation to protect the public against a health hazard. A ship may be quarantined so that it cannot leave a protected point. During the quarantine period, the Q flag is hoisted.

Quay
Pronounced 'key'. A structure attached to land to which a vessel is moored, synonymous with wharf, pier and dock.
Part VI - Appendix

Roll-on/Roll-off Vessels
Ships specially designed to carry wheeled cargoes

Tankers
Ships fitted with tanks to carry liquid cargo such as: crude petroleum, and petroleum products; chemicals, Liquefied gasses (LNG and LPG), wine molasses, and similar product tankers.

Short Ton
2,000 pounds

Side Loader
A lift truck fitted with lifting attachments operating to one side for handling containers.

Sling
A wire or rope contrivance placed around cargo and used to load or discharge it to/from a vessel.

Spreader
A piece of equipment designed to lift containers by their corner castings.

Starboard
the right side of a ship when facing the bow. Left side is the Port

Stern
the end of a vessel. Opposite of bow.

Stevedore
Individual or company that employs longshoremen and who contracts to load or unload ships.

Stuffing
Putting cargo into a container.

Letter T

Tariff
A publication setting forth the charges, rates and rules of transportation companies and ports. The book of rules and regulations along with specific charges published by a port.

Terminal
An assigned area in which cargo is prepared for loading into a vessel, train, truck or airplane or is placed immediately after discharge from the vessel, train, truck or airplane.

TEU
Abbreviation for ‘Twenty foot Equivalent Unit’

Letter V

Vanning
A term for stowing cargo in a container.

Letter W

Wharfage
Charge assessed by a pier or dock owner (port) against freight handled over the pier or dock or against a steamship company using the pier or dock.
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The General Manager of the Cameroon National Shippers’ Council wishes to sincerely thank the following announcers who contributed to the production of the 2009 National Maritime Year Book:

1. ADC  
2. AFRICA TRANSIT SARL – ATRANS  
3. AFRIMAR  
4. AUTORITE PORTUAIRE NATIONALE (APN)  
5. AUSTIN MARITIME SERVICES  
6. BIOPHARMA  
7. BUDD CAMEROUN  
8. BURIT (BUREAU INTERNATIONAL DE TYRNSIT)  
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13. CENTRALE D’OPERATIONS MARITIMES – COPEM SARL  
14. CHALLENGE AIR SEA CAMEROON  
15. CITTMA  
16. CITY MESSENGERS  
17. CLGG  
18. COTRACAM LTD – ACHOUKA  
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20. EQUATRANS CAMEROUN SARL  
21. ESA – EXPRESS SERVICE & APPROVISIONNEMENT SARL  
22. GEODIS  
23. GLOBAL EXCHANGE

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Created by decree No 75/118 of 21 February 1975 and reorganised by decree No 98/311 of 9 December 1998, the Cameroon National Shippers’ Council (CNSC) is an administrative public establishment with a legal personality and financial autonomy.

**Objectives**

The CNSC provides assistance to shippers on the entire transport chain in view of contributing to the promotion of international trade.

**Perspectives**

- Classification of shippers according to sectors in order to work out a central data base of shippers;
- Setting up of a cargo tracking unit and a freight stock exchange;
- Conduct of feasibility studies for the contruction of a reception centre for truck drivers of the hinterlands and landlocked neighbouring countries;
- Conduct of studies on a framework for monitoring the implementation of facilitation measures for goods on transit;
- Development and equipment of CNSC training, documentation and data processing centres;

**Actions**

In order to attain these objectives, the CNSC carries out the following field actions:

- Training;
- Information;
- Studies;
- Negotiations;
- Promotion of international trade.

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