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P.C.A. du CNCC

Conseil National des Chargeurs du Cameroun (CNCC) Cameroon National Shippers' Council (CNSC)



M. Auguste MBAPPE PENDA
Directeur Général CNCC



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Créé par Décret n° 75 / 118 du 21 février 1975 puis modifié par Décret n° 98/311 du 09 décembre 1998, le Conseil National des Chargeurs du Cameroun (CNCC) est un établissement public administratif doté de la personnalité juridique et de l'autonomie financière.

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.

Actions

Ces différentes missions se manifestent sur le terrain en actions qui prennent les formes suivantes :

- Formation;
- Informations;
- Etudes;
- Négociations;
- Promotion du commerce international.

Perspectives

- Fichier central de classification des chargeurs par filière;
- Tracking des marchandises;
- Bourse de fret;
- Etude de faisabilité pour la construction d'un centre de vie pour les transporteurs des hinterlands et ceux des pays voisins sans littoral;
- Etude 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;
- Publication de l'Annuaire Maritime National 2009.

Votre partenaire / Your partner



[Your Partner]



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

CNSC Public Administrative
establishment

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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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Part 1 : Cameroon in a nutshell

Subsequently, the Spaniards translated Camaroos 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.

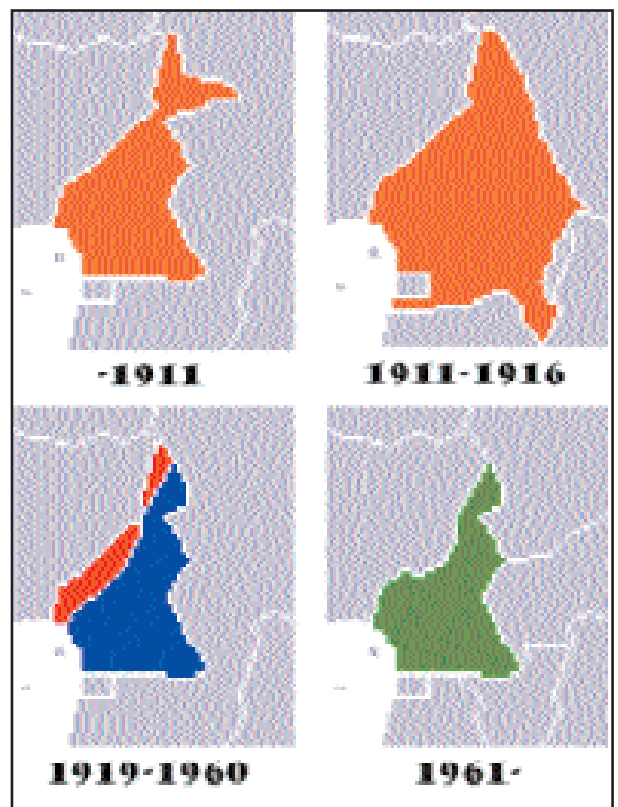
The Germans in Douala

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)

Part 1 : Cameroon in a nutshell

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) won 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 won 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



EKOM NKAM fall

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; Fouban-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.



Part 1 : Cameroon in a nutshell

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.



Part 1 : Cameroon in a nutshell

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.

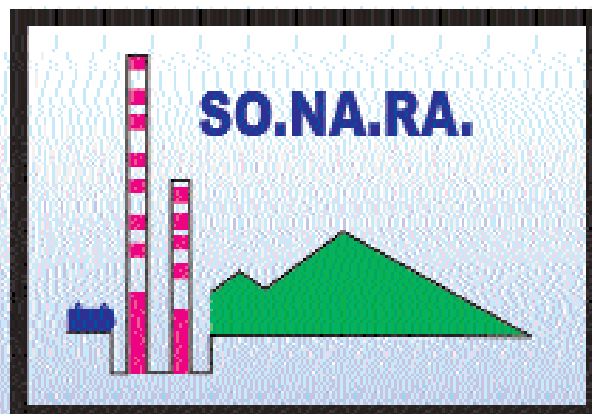
The expenditure package earmarked in the proposed programme will cover:

- 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.

(Culled from the Government's Economic, Financial, Social and Cultural Programme for fiscal year 2010 presented by Philemon Yang, Prime Minister, Head of government)





SOCIETE 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 carburéacteur, le gazole, le fuel oil.

THE NATIONAL REFINING COMPANY LTD (SONARA)

DATE OF INAUGURATION : 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

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 08 octobre 1995 lui permet d'exporter vers l'Europe, les Etats-Unis d'Amérique et l'Amérique du Sud.

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.



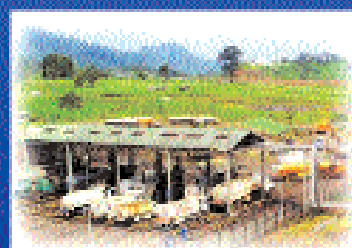
SONARA



Fire fighting trucks



Port SONARA



Trucks Loading Station

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

Part 2 : Ministry of Transport and the CNSC

Chapitre I : Le Ministère des Transports

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 (ASEC-NA). 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.



Part 2 : Ministry of Transport and the CNSC

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.



Shippers' cyber - CNSC

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

Email : bsc@phoenix-europe.fr



Part 2 : Ministry of Transport and the CNSC

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

16) May 1957 – 20 February 1958	:	Michel Njine
20 February 1958 – 18 June 1959	:	Charles Okala
18 June 1959 – 20 October 1961	:	Sanda Oumarou
20 October 1961 – 15 June 1968	:	Tandeng Muna
15 June 1968 – 12 June 1970	:	Bernard Fonlon
12 June 1970 – 3 July 1972	:	Vincent Effen
3 July 1972 – 30 June 1975	:	Christian Bongwa
30 June 1975 – 8 November 1979	:	John Monie-nkengong
8 November 1979 – 17 July 1984	:	Albert Ngome Kome
17 July 1984 – 24 August 1985	:	Benjamin Itoe
24 August 1985 – 16 May 1988	:	Andre Bosco Cheuoua
16 May 1988 – 9 April 1992	:	Paul Tessa
9 April 1992 – 27 November 1992	:	Jean-Batiste Bokam
27 November 1992 – 19 September 1996	:	Issa Tchirouma Bakari
19 September 1996 – 27 April 2001	:	Joseph Tsanga Abanda
27 April 2001 – 28 August 2002	:	Christopher Nsahlai
28 August 2002 - 24 April 2004	:	John Begheni Ndeh
24 April 2004 – 8 December 2004	:	Charles Asale
8 December 2004 - 7 September 2007	:	Dakole Daïssala
7 September 2007 – 30 June 2009	:	Gounoko Haounaye
From 30 June 2009	:	Bello Boubu Maigari



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, Elysian 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 airlines 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.



Part 2 : Ministry of Transport and the CNSC

- rural roads serve the countryside, plantations and local industrial areas, etc. They link up production zones to local markets or marketing outlets. The length of the classified rural road network (under the Ministry of Public Works) stands at about 28 300 km.

Category	Paved	Earth	Total
National	3.344	3.853	7.197
Regional	835	5.109	5.943
Divisional	652	7.506	8.158
Rural		28.300	28.300
Total	4.830	44.678	49.598

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 off-shoot 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 coast line 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.



Part 2 : Ministry of Transport and the CNSC

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 Abdoulai BOBBOY
Représentant de la Chambre de
Commerce, de l'Industrie, des Mines
et de l'Artisanat du Cameroun



M. AZEMKOUO 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)



Garoua regional Seminar



Bamenda regional Seminar



CNSC Publications



Part 2 : Ministry of Transport and the CNSC

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.



Part 2 : Ministry of Transport and the CNSC

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.



SUPERMARITIME Cameroon S.A

Commissionnaire en Douane Agr  e

- **Transit / Douane**
- **Consignation de navires**
- **Transport**
- **Manutention**

Rue de l'H  tel de ville, 1084 entr  e N   64 3e   tage, B.P. 3631 Douala
T  l. : (237) 342 54 52 / 33 43 26 41 / 33 42 54 39 • Fax : (237) 33 42 54 39
Telex : 55838 KN



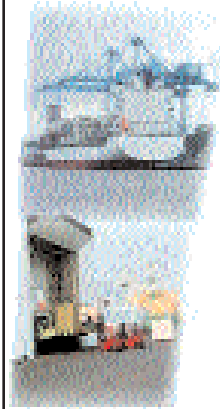


PORT AUTHORITY OF DOUALA

" Atlantic gateway at the heart of Africa "



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



Port Authority of Douala (PAD)

Maritime Business Centre - Bonanjo

P.o. Box 4020, Douala - Cameroon

Tél.: (237) 33 42 01 33 / 33 42 73 22 / 33 43 55 84

Fax: (237) 33 42 67 97

E-mail : portdouala@iccnet2000.com

Part 2 : Ministry of Transport and the CNSC

Achievements			
YEAR	VESSEL	OWNER	JOB CARRIED OUT
2009	M/V ALEXANDRA EXPRESS TRAIN	BEATITUDE SERVICES	Hull treatment and tail shaft repairs.
2009	NOBLE TOMMY GRAIGHEAD	NOBLE CORPORATION	Legacy bracing replacement, Bottom hull painting, legacy painting.
2009 2009	BLAIR MC CALL	SEACOR	Propellers survey, cap shaft survey, sea valves servicing, hull treatment, Aluminium works.
2009	PACIFIC SMITAR	SWIRE PACIFIC	Hull treatment, overhauling of principal engine.
2009	TRICIA. K	K OFFSHORE OIL RIG	Bow thrusters repairs under specialist supervision. Hull treatment, blasting, painting.
2009	M/V JASCON 17	SEA TRUCK	Steel let us work-6tons of steel renewed.
2009	M/V LIAO DAZONGHU 22088	DALLIAN XINHAN	Hull treatment under toilets area and signal side.
2009	M/V ROSALINA	THOMSON SHIPPING	Tail shaft and CPP repairs.
2009	DOCK BOG MANGANESE 01	SEA TRUCKS GROUP	Steel renewal (let us 30tons), hull treatment, valves servicing.
2009	M/V HILDE K	R K OFFSHORE OIL RIG	Ramming repairs at stern (steel replacement).
2009	NOBLE NOBLE LLYOD	NOBLE CORPORATION	Manufacture and installation of new life boat platforms, bottom painting.
2008	JASCON 9	SEA NIGERIA TRUCK	Spud edge to repair. Sand blasting and painting, anchor racks modification, valves servicing.
2008	NOBLE GIFT WALKER	NOBLE DRILLING	MLT Cranium swing ball replacement.
2008	THREE-PRONGED FORK 4	TRANSOCEAN	Grit blasting and painting inside the preload tanks (17000m_), UHP blasting of legacy, replacement of 630 metric tonne of steel in pre-load 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.
2008	ROSAMUNDE	ADAMAC GROUP	17000m_ of tank sandblasting, 4000m_ of hull sandblasting, let us 140tons of steel.
2008	NOBLE ROY BUTLER	NOBLE	Grit blasting and painting inside the portable toilets tanks and side shell (8000m_), replacement of 304 metric tonne of steel in pre-load tank, installation of new toilets makers, of installation has new NOV. cranium, manufacture and installation of new lifeboat platforms.
2008	AKWA YAFE	SNH	Overhauling of jets, hull treatment and interior reconversion.
2008	DELTA QUEEN	SEA WOLF	Assistance, hull blasting and painting, cantilever hydraulic skidding links overhauling, Draw works repairs, AC system overhauling, mud pump overhauling.
2008	DEBUNDSCHA	SNH	Treatment and interior repairs.

Part 2 : Ministry of Transport and the CNSC

5 - The Directorate General of Customs

Yaoundé Cameroun

www.douanescustoms.gov.cm



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 ;



Part 2 : Ministry of Transport and the CNSC

6 - Foreign Trade One-Stop Shop (GUCE)

Groupement d'interet économique
BP 12 679 Douala- Cameroon
Tel (237) 33 41 02 43
(237) 33 41 02 44
(237) 33 41 02 45
(237) 33 41 02 46
Fax : (237) 33 43 60 78
Web site : www.guichetunique.org
E-mail : guce-gie@guichetunique.org



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.



Part 2 : Ministry of Transport and the CNSC

- 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.



Part 2 : Ministry of Transport and the CNSC

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.



Part 2 : Ministry of Transport and the CNSC

UASC's priority duties are to:

- Σ strengthen the mechanism for assistance to shippers put in place for its members;
- Σ reduce the effects of transport costs on the economies of West and Central African countries;
- Σ reduce administrative red-tape in international maritime traffic;
- Σ 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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Joseph POKOSSY DOUMBE
PCA



Thomas OWONA ASSOUMOU

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 ;
3. Garoua.

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 privilégiés ;
- Des bars-restaurants ouverts 24h/24.

CONTACT

Siège social : Yaoundé-Nsimalen

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Une porte ouverte sur le monde...

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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, MINIFI 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 MINIFI for 2009. This fund should, in the long term, lead to the establishment of a farmers' bank.

In 2009, MINIFI'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 MINIFI 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;



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- 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.



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- 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.



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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)



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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 Protais
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



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- 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 colloquiums, 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;



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C - Union of Employers of Cameroon (GICAM)

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Fax : (237) 33 43 38 80
Web site : www.legicam.org
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.



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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.



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E - SHIPPING AGENTS AND SHIP-OWNERS UNION OF CAMEROON (UCAM)

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UCAM bureau Members

Post	Full Name	Company
Honorary Chairperson	M. René MBAYEN	PDG Groupe CAMSHIP
Honorary member	M. Jean Claude NANA	DG SCTEM
Chairperson	M. Robert NJOKE	DG DELMAS Groupe CMA-CGM
1st Vice-Chairperson	M. Patrick GUILLOU	ADMINISTRATOR DG GEODIS-WILSON CAMEROUN
2nd Vice-Chairperson	M. Louis-Marie JEANNIN	DG SOCOMAR
Financial Secretary	M. Samuel WEMBE	DG AFRICA SHIPPING AND STEVEDORING AGENCY (ASSA)
Alternate Financial Secretary	M. Jean Claude NANA	DG SCTEM
Advisers	M. Paul VAN DYCK M. Pierre RAULT M. Fabio POLITI	DG CAMSHIP LINES-CLGG DG GETMA OVERSEAS DG MEDITERRANEAN SHIPPING COMPAGNY CAMEROON (MSC)
	Mme Marie KAMGA NENKAM	PRODUCTION MANAGER
Secretary-general	M. Bonaventure ATEBA	SUD MARITIME

UCAM Members

Companies	Representatives	General Manager	Telephone	Fax
ASSA	MM WEMBE	WEMBE	3340 49 98	33 42 37 68
CAMSHIP I.C	MM MBAYEN	MBAYEN	33 42 00 38	33 42 01 14
CAMSHIPLINES-CLGG	M.VAN DYCK	VAN DYCK	33 42 18 71	33 42 21 81
GEODIS-WILSON	M. SEUMO	MADUBOST	33 42 40 51	33 42 42 74
GETMA	M. EKOUME	RAULT	33 43 08 20	33 42 09 29
I.MESSINA	MM. ATANGANA	CINQUE	33 43 15 50	33 42 11 30
MAERSK	YOMBA	WARE	33 42 11 85	33 43 39 00
PANALPINA	M.PATIFE	BUERGI	33 43 88 91	33 43 16 15
SAGA	M.NGATCHOU	PUJALTE	33 42 52 69	33 42 26 66
SAPEMCAM	MBEUMO	MBEUMO	33 43 26 41	33 42 62 57
CITTMA	Mme TOUKAM	NDJOUNMESSI	77 99 07 70	33 43 65 33
DELMAS CMA-CGM	M. NJOKE	NJOKE	33 42 49 65	33 42 88 51
EOLIS	M. GENONI	GENONI	33 43 89 92	33 43 89 94
MSC	M. BELLEY	POLITI	33 43 91 48	33 43 14 05
SCTEM	M. NANA	NANA	33 43 41 19	33 43 20 95
SOCOMAR	M.NDOUNKEU	JEANIN	33 42 26 66	33 42 49 36
SOCOPAO	M. PALO	PUJALTE	33 42 40 62	33 42 26 66
SUDMARITIME	Mme KAMGA	OYONO MINLO	33 42 38 80	33 42 49 04
SUPERMARITIME	M. FOSSO	TCHOUMI	33 42 54 52	33 42 54 39



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

B - CAMEROON CIVIL AVIATION AUTHORITY (CCAA)

P.O Box 6998 Yaoundé Cameroon
Tél: (237) 22 30 30 90/ 22 30 26 92
Fax: (237) 22 30 33 62
E-mail: contact@ccaa.aero



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.



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

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 (ASECNA, 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 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 (SYNAUSTRATA)

75 Rue de l'Union française
P.O. Box 673 Douala Cameroun
Fax : (237) 33 43 94 70
E-mail : synaustrata@yahoo.fr

Chairperson : **NFEUNGWANG Richard** tél (237) 99 90 71 81

N°	Companies	P.O. Box	Telephone	Fax	Person in charge	Tel : Mobile	E-mail address
1	CENTRE SERVICES EXPRESS	4659	33 43 33 64	33 42 20 68	NJEBAYI Moselly	99 91 11 39	cse_97@yahoo.fr
2	COPEM	457	33 42 00 03	33 42 00 03	ATANGANA Alain Claude	99 80 16 67	copem2000@yahoo.fr
3	SOTRAD SARL	12 940	33 42 41 81	33 42 41 81	TAPET Nylot	99 98 08 68	sotrad_sarl@yahoo.fr
4	SOCANTES	4373	33 42 51 42	33 42 51 42	KAMGA Rose	99 89 02 19	socantestransit@yahoo.fr
5	BURIT	13021	33 42 92 46	33 42 92 46	BIKOÏ Dieudonné	99 68 19 35	burit@camnet.cm
6	SITRANS	17424	33 43 72 14	33 43 72 14	OBIEGNI Thomas Dupont	99 39 31 86	sitrans@yahoo.fr
7	A C T E	6127	33 43 96 78	33 43 96 78	NJANKOUO Adamou	77 62 65 60	acte900@hotmail.com
8	S T M T	4755	33 42 62 48	33 42 17 88	DJARMA Hamadou	96 45 80 68	stmt_sarl22000@yahoo.fr
9	SATCO SARL	9284	33 43 49 49	33 42 89 49	KOUOMOU Maurice	99 93 05 12	satco_sarl@yahoo.fr
10	A M I	3086	33 42 83 34	33 42 32 81	MONTHÉ Jean	99 68 12 90	infos@ami-cameroun.com
11	AFRICA TRANSIT	908	33 43 89 80	33 42 90 18	FABO André Marie	77 73 72 62	africatransit2004@yahoo.fr
12	ATCC	4018	33 07 56 30		YALEMENDE Marcelin	94 91 69 97	atccdouala@yahoo.fr
13	ATTC	15726			TAHER IREGUE Daouda	75 30 30 77	atcc_sarl@yahoo.fr
14	B.A.T TRANSIT	3316	33 42 61 55	33 43 25 74	DJOUKOU Jean Blaise	77 71 37 38	battransit@yahoo.fr
15	BATCHE CAMEROUN	12624	33 43 36 26	33 42 24 35	Mme DJUIMO Berthe		batchecameroun@yahoo.fr
16	BELTRANS	4489	33 43 88 97		Mme MEKAM Odile	77 51 31 42	beltrans_sarl@yahoo.fr
17	BOBO LOGISTIQUE INT.	5684	33 02 37 15		KAMDOM Nadège	99 66 22 47	sblinter2@yahoo.fr
18	C A S CAMEROUN	13280	33 42 37 25	33 42 37 25	YAKAN Martin	99 91 90 15	challengeairsea@yahoo
19	C A T CAMEROUN	3832	33 43 96 14	33 43 96 14	Jean De Dieu GUEGBELET	99 96 09 94	catcameroun@yahoo.fr
20	CAMAS	12001	33 01 04 39	33 43 33 24	SAMA SAMJELLA	77 74 54 50	camastransit@yahoo.co.uk
21	CARETRANS	7566	33 42 77 75	33 42 77 75	NSOM Benoît	77 70 01 46	caretrans1@yahoo.fr
22	CARREFOUR LOGISTIQUE	556	33 00 68 95	33 42 32 83	Mohaman Adamou BELLO	99 94 82 24	evasionframotel@yahoo.fr
23	CATRAMAR	10 116	33 42 48 09	33 42 48 09	NSENGUET Hugues	99 63 53 56	catramar_96@yahoo.fr
24	CCTTN	5 851	33 42 91 93	33 43 42 77	BOUTCHOUANG Placide	99 50 37 67	ccttn2006@yahoo.fr; ccttndouala@yahoo.fr
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26	COTRAMER	4506	33 43 29 16		MIYENGA Emmanuel	99 91 57 21	cotramertd2007@yahoo.fr
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28	D H L INTERNATIONAL	3582	33 42 36 36	33 42 86 26	MANGA Charles	77 71 36 22	charlesmanga@dhl.com
29	DEGRANDOW	5886	33 00 18 29	33 00 18 29	ESSOMBE Jacques	99 92 74 63	degrandow07@yahoo.fr
30	EKO TRANS	8448	33 43 63 69	33 43 25 92	EKOKA Guy Lucien	99 97 24 05	ekotrans2002@yahoo.fr



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)

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 E-mail : syndmar_gpac@yahoo.fr

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| 3. Legal Affairs Secretary | : | M. André MBEUMO |
| 4. Economic Affairs Secretary | : | Mme Marie Melanie BELL |
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SCADTC Members

Companies	Representative	General Manager	Telephone	Fax
AFRIMAR	Jean MELI	Jean MELI	33 43 76 21	33 43 75 06
ASSA	Samuel WEMBE	Samuel WEMBE	33 40 49 98	33 42 37 68
CACOTRANS	WEKETIA	WEKETIA	33 40 05 04	33 42 78 70
CAMSHIPLINES-CLGG	Paul VAN DYCK	Paul VAN DYCK	33 42 18 71	33 42 21 81
EAGLE CAMEROUN	BOHIMBO ETOTA	BOHIMBO ETOTA	33 40 62 02	33 40 82 69
EOLIS CAMEROUN	Jean Claude GENONI	Jean Claude GENONI	33 43 89 92	33 43 09 91
GEODIS	BERLIA	Serge MADUBOST	33 42 40 51	33 42 42 74
GETMA	FOUAPON	Pierre RAULT	33 43 08 20	33 42 09 29
GROUPE 2M	Jean Paul KAMGA	Jean Paul KAMGA	33 42 96 65	33 42 36 51
LOGISCO	Hilaire KAYO	YOUTA	33 42 93 04	33 43 44 45
MAERSK LOGISTICS	STAY	David WARE	33 42 11 85	33 43 39 00
PANALPINA	Patrik SIMONE	Patrik SIMONE	33 43 88 91	33 43 16 15
SAGA	DUPUIS	Christophe PUJALTE	33 42 52 69	33 42 26 66
SAPEMCAM	André MBEUMO	André MBEUMO	33 42 54 53	33 42 62 57
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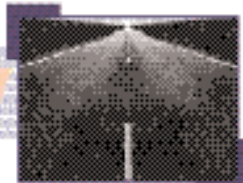


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Host country: Mozambique

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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 : 39735491

Embassy

Host country: Sao Tome-and-Principe

Town : Libreville
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Telephone: 241-73.29.10, 73.28.00
Fax/Telex : 39735491

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Telephone : 240-2263, 2364, 2663

High Commission

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Telephone : 234-61.43.86, 61.22.26
Fax/Telex : 090321343

Embassy

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Town : Lagos
Neighbourhood: Elysée Femi Pease-Victoria Island
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Telephone : 234-61.43.86, 61.22.26
Fax/Telex : 090321343

Embassy

Host country : Niger

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Telephone: 243-61.43.86, 61.22.26
Fax/Telex : 090321343

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Address: P.O. Box 2476, Lagos
Telephone: 243-61.43.86, 61.22.26
Fax/Telex: 090321343

Embassy

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Embassy

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Town : Dakar
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Host country: Mauritania

Town : Dakar
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Telephone: 44-71229 958213
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Embassy

Host country: Norway

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Embassy

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Embassy

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Fax : Telex : 0031-0420.620.312

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Embassy

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Embassy

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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: Italy

Town : Torino
Neighbourhood : Torino
Opening date : 19-4-1997
Accreditation date : 19-4-1997
Consul : Vincenzo Franco
Address : Corso Siccardi 11 bis
Telephone : +39 0115619222
Fax : +39 0115657637
E-mail : cancelleria@Cameroon.it
Web Site : www.Cameroon.it

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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
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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
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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: Israel

Host country: Cameroon

Town : Yaounde

Neighbourhood : Bastos

Address : P.O. Box 5964, Yaounde

Telephone : 220 23 98, 220 16 44

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



Part IV : Diplomatic Representations

Chapter III : International Organisations accredited to Cameroon

International Organisations represented in Cameroon

Organisations	Address	Telephone	Neighbourhood
African Football Confederation (AFC)	P.O. Box. 7380 Yaoundé	22 22 27 67	Hippodrome
International Red Cross Committee	P.O. Box. 6157 Yaoundé	22 22 58 59	Hippodrome
Food and Agriculture Organisation of the United Nations (FAO)	P.O. Box.281 Yaoundé	22 21 12 42	Bastos
International Monetary Fund (IMF)	P.O. Box. 6936 Yaoundé	22 23 94 80 22 22 38 53	Centre Ville
United Nations High Commission for Refugees (UNHCR)	P.O. Box. 7077 Yaoundé	22 20 29 54 22 20 45 99	Nlongkak
Doctors without borders	P.O. Box. 12069 Yaoundé	22 20 90 29	Dragages
UNO - United Nations	P.O. Box. 836 Yaoundé	22 22 50 43 22 22 08 26	Hippodrome
African Intellectual Property Organisation (AIPO)	P.O. Box. 887 Yaoundé	22 20 39 11 22 20 57 00	Nlongkak
Organisation for the Harmonization of Business Law in Africa (OHADA)	P.O. Box. 10071 Yaoundé	22 22 09 05	Hippodrome
International Labour Organisation (ILO)	P.O. Box.13 Yaoundé	22 20 50 44 22 21 17 47	Nkol Eton
United Nations Development Programme (UNDP)	P.O. Box. 12909 Yaoundé	22 22 50 35 22 23 72 78	Bastos
UNESCO Regional Office	P.O. Box. 836	22 22 57 63 22 22 99 30	Hippodrome
United Nations Children's Fund (UNICEF)	P.O. Box. 1181 Yaoundé	22 22 11 18 22 22 11 08	Hippodrome
African Union (AU)	P.O. Box. 4170 Yaoundé	22 21 19 69	Bastos
European Union (EU)	P.O. Box. 847 Yaoundé	22 20 33 67	
World Food Programme (WFP)	P.O. Box. 836 Yaoundé	22 23 17 28	Hippodrome
World Health Organisation (WHO)	P.O. Box. 155 Yaoundé	22 21 02 58	Bastos
The World Bank	P.O. Box. 1128 Yaoundé	22 20 38 15	Bastos
Bank of Central African States (BEAC)	P.O. Box. 1917 Yaoundé	22 23 46 08 22 21 76 95	Elig – Essono
Supreme Council for Sports in Africa (SCSA)	B.P. 1363 Yaoundé	22 23 95 80	Hippodrome
United Nations Population Fund (UNFPA)	P.O. Box. 836 Yaoundé	22 22 43 69 22 22 54 80	Centre Town
World Wide Fund For Nature (WWF)	P.O. Box. 6776	22 21 62 67	



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Handing over attestations



Group photo

**Regional seminar on the Techniques of Anticipating Clearance Procedures at the Port
29 - 30 September 2009, Garoua.**



Opening ceremony



Participants



Handing over attestation

**Regional seminar on the Techniques of Anticipating Clearance Procedures at the Port
9 - 10 November 2009, Bertoua**



Opening ceremony



exposé



Group photo



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E-mail : assa@globalnet2.net
Akwa, Boulevard du Général Lederc

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P.O. Box: 3086 Douala – Tel. : (237) 33 42 83 34 / 33 42 16 10
Fax : (237) 342 32 81
E-mail: infos@ami-cameroun.com
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Fax: (237) 343 12 01
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Immeuble Air France, 2ème porte 113

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P.O. Box: 1389 Douala

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P.O. Box: 12624 Douala – Tel. : (237) 33 43 36 26 – Fax : (237) 33 42 24 35

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Akwa, Boulevard de la République



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E-mail : evasionframotel@yahoo.fr – Boulevard Lederer, rond point Direction des Douanes

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Tel. : (237) 33 43 18 71 / 33 43 21 59 – Fax : (237) 33 43 26 71
E-mail : catrans@camnet.cm
Akwa, 184 Rue Foucauld face clinique du Berceau

CCTR SARL

P.O. Box: 13155 Douala – Tel. : (237) 33 43 44 06 / 99 89 09 02

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P.O. Box: 15454 Douala
Tél. : (237) 342 33 73 / 979 06 51
– Fax : (237) 342 87 22
Akwa, 1547 Boulevard de la République

CITMA SA

P.O. Box: 517 Douala – Tel. : (237) 33 43 65 31 – Fax : (237) 33 43 65 33
Akwa, Rue Prince de Galles (derrière SHO PLUS)

CNTC

P.O. Box: 2193 Douala – Tel. : (237) 33 43 95 45 / 77 68 11 10 / 771 30 11 – Fax : (237) 33 43 95 45
E-mail : cntcsarl@yahoo.fr – Bali, 158 Rue des Manguiers

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I - Licensed clearing and forwarding agents

List of licensed clearing and forward agents of Cameroon

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P.O. Box: 457 Douala – Tel. : (237) 33 42 00 03 / 33 00 79 99

Fax : (237) 33 43 01 42

E-mail: copem2000@yahoo.fr / copem@global.net.net

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I - Licensed clearing and forwarding agents

List of licensed clearing and forward agents of Cameroon

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E-mail : snjamen@yahoo.fr
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Site Web: www.somatrans-sa.com
Akwa, 222 Rue Bebey Eyidi

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E-mail : sotracam92@yahoo.fr
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P.O. Box: 4620 Douala – Tel. /Fax : (237) 33 43 26 58

	
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Part V : Maritime transport auxiliaries

I - Licensed clearing and forwarding agents

List of licensed clearing and forward agents of Cameroon

S T A M

P.O. Box: 9091 Douala – Tel. : (237) 33 42 88 33 / 99 93 23 42 – Fax : (237) 33 42 88 33
Akwa, Boulevard du Pdt Ahmadou Ahidjo

S T A R

P.O. Box: 10288 Douala – Tel.: (237) 33 43 33 20 / 33 42 96 85 – Fax : (237) 33 42 03 14
E-mail: starcar@camnet.net – Akwa, 362 Rue Joffre

STAR LIGHT INTERNATIONAL

P.O. Box: 1580 Douala – Tel. / Fax: (237) 33 42 21 96

S T M T

P.O. Box: 4755 Douala – Tel. : (237) 33 42 62 48 / 99 68 43 05 – Fax : (237) 33 42 17 88

S T S

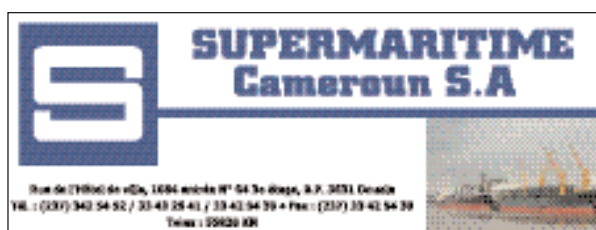
P.O. Box: 24239 Douala – Tel. : (237) 33 43 89 91 / 33 43 89 92 / 33 43 89 93 – Fax : (237) 33 43 09 91
E-mail : stsgda@stscam.com – Port de Douala

SUD MARITIME SA - SUDMAR

P.O. Box: 12416 Douala – Tel. : (237) 33 42 38 80
Fax : (237) 33 42 49 04
E-mail : sudmar@sudmar.com

SUPERMARITIME

P.O. Box: 3631 Douala – Tel. : (237) 33 42 54 52
Fax : (237) 33 42 54 39
E-mail : supmare@globalnet.cm



T B C LOGISTICS

P.O. Box: 1930 Douala
Tel. : (237) 33 42 82 07 / 99 68 88 55
Fax : (237) 33 43 33 45
E-mail : transport@tbclogistics.com
Site Web : www.tbclogistics.com

T N E – TRANS NATIONAL EXPRESS

Douala P.O. Box: 13287 – Tel. : (237) 33 42 15 56
99 98 96 88 – Fax : (237) 33 43 30 74
Concession Colgate Palmolive

Yaoundé P.O. Box: 1647 – Tél. : (237) 22 30 22 13
99 99 64 27– Fax : (237) 22 30 62 97
Concession Cami



Part V : Maritime transport auxiliaries

I - Licensed clearing and forwarding agents

List of licensed clearing and forward agents of Cameroon

TRANSIMEX CAMEROUN

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Tel. : (237) 33 47 33 15 / 33 47 47 79 – Fax : (237) 33 47 47 80

Agence Yaoundé : Tel. / fax : (237) 22 30 37 00

Agence de Ngaoundéré : Tel. / fax : (237) 22 25 21 05

E-mail : transimex@cmanet.cm

Site Web : www.transimex-cm.com

TRANSINOR

P.O. Box: 10190 Douala – Tel. : (237) 33 43 86 92

99 85 61 08 – Fax : (237) 33 43 86 92

E-mail : transinor@yahoo.fr

TRANSITALIA SARL

P.O. Box: 12536 Douala – Tel. : (237) 33 43 87 44 – Fax : (237) 33 42 30 13

E-mail : transitalia@camnet.cm

TRANSPLANEC SARL

P.O. Box: 11182 Douala – Tel.: (237) 33 43 28 72 – Fax : (237) 33 42 99 23

TRANSIT TRAVAUX PUBLICS

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Fax : (237) 33 42 50 37

E-mail : ttpdouala@yahoo.fr

1394, rue Pasteur Same Lottin



TRANSIT TRANSPORT ACCONAGE

P.O. Box: 1778 Douala – Tel. / Fax : (237) 33 43 97 36

E-mail : snjamen@yahoo.fr

TRATEMA SARL

P.O. Box: 10242 Douala – Tel. : (237) 33 00 86 51

T T F

P.O. Box: 12941 Douala – Tel. : (237) 33 40 14 20 / 99 56 55 0

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P.O. Box: 12554 Douala - Akwa, 46 Rue 1111

Tel.: (237) 33 40 41 70 / 33 40 41 72 / 33 40 41 77 / 33 43 36 58

Fax: (237) 33 40 41 74 / 33 43 36 58

E-mail : ttt_cameroun@yahoo.fr



Part V : Maritime transport auxiliaries

Chapter II : Lighter men, Warehousemen and Stevedores

List of Stevedores

Definition

Acconier : A stevedore is an individual or corporate body that loads and offloads ships.

AFRICA SHIPPING CAMEROUN SA.

P.O. Box: 15167 Douala – Tel. : (237) 33 40 59 48
33 40 49 98 – Fax : (237) 33 42 37 68
E-mail : assa@globalnet2.net

AGENCE DE PRESTATIONS MARITIMES - APEM

P.O. Box: 12610 – Tél. (237) 33 43 47 77
Fax. (237) 33 43 47 83
E-mail : info@apmmaritime.com

ASSA

P.O. Box: 15167 Douala
Tel. : (237) 33 40 49 98 – Fax : (237) 33 42 37 68
E-mail : assa@globalnet2.net
Akwa, Boulevard du Général Leclerc

ATLAS SHIPPING & FORWARDING CAMEROUN SARL

P.O. Box: 2498 Douala – Tel.: (237) 99 98 15 02
Fax: (237) 33 43 12 01
E-mail: asfore2030@yahoo.fr
Bonanjo, Place du Gouvernement
Immeuble Air France, 2ème porte 113

AUSTIN MARITIME SERVICES SARL

P.O. Box: 12789 Douala - Tel.: (237) 33 37 24 53 / 77 73 89 92
Fax : (237) 33 37 24 53
E-mail : austinservice2000@yahoo.com
Ndokoti, 1er étage Immeuble Pharmacie Olympique



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- COURTAGE/AGENCY - SERVICES ASSOCIÉS
- DÉTACHÉ & RECRUTEMENT SERVICES
- TRAVEL & DÉPLACEMENT PERSONNEL
- EMPLOYER & EMPLOYER RESPONSIBILITY
- BUREAU & CIVIL WORKS
- MAINTENANCE VTO & FIBERGLASS

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Tel.: (237) 337 24 53 - Fax (237) 337 24 53
Dess.: (237) 347 68 50 - Téléc.: 11556 KM
E-mail : austinservice2000@yahoo.com
austinservice@camnet.cm

Agents and suppliers:
KALINGO MARITIME GROUP - INC. - 800
VPO MARITIME - THE MATOR BOATE

CAMSHIP

P.O. Box: 4054 Douala
Tél. : (237) 33 42 09 09 / 33 42 18 93 / 33 42 75 76 / 33 42 00 64 / 33 42 00 38
Fax : (237) 33 42 76 76 / 33 42 01 14
E-mail : camship@camshipinc.com
Bonanjo, Centre des Affaires Maritimes

CITMA SA

P.O. Box: 517 Douala – Tel. : (237) 33 43 65 31 – Fax : (237) 33 43 65 33
Akwa, Rue Prince de Galles (derrière SHO PLUS)

DIT SA

P.O. Box: 3945 Douala – Tel. : (237) 33 43 93 40
Fax : (237) 33 43 93 41 / 33 43 93 90
Immeuble Terminal à Conteneurs



Part V : Maritime transport auxiliaries

List of Stevedores

NES TRANSIT

P.O. Box: 1778 Douala – Tel. : (237) 33 43 97 36 / 99 69 98 44

Fax : (237) 33 43 97 36

E-mail : snjamen@yahoo.fr

Bonanjo, Douala.

SAGA CAMEROUN

P.O. Box: 4507 Douala – Tel. : (237) 33 42 52 69 / 33 42 63 44

Fax: (237) 33 42 05 18 / 33 42 98 20 / 33 42 26 66

5, boulevard de la Liberté

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P.O. Box: 99 Douala – Tel. : (237) 33 42 54 53 / 33 43 09 86

Fax : (237) 33 42 62 57

E-mail : sapem@cmanet.cm – Akwa, 76, rue Joffre

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Fax : (237) 33 42 26 66

Zone des Professions Maritimes

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Fax : (237) 33 42 25 79

E-mail: sepbc-cam@camnet.cm

SOCOMAR

P.O. Box: 12351 Douala – Tel. : (237) 33 42 45 50 / 33 42 16 60

Fax : (237) 33 42 49 36

E-mail: infos@socomarcm.net – Bonanjo, Avenue UDEAC

SOCOPA0

P.O. Box: 215 Douala – Tel. : (237) 33 42 64 64 / 33 42 47 50 / 33 42 40 62 / 33 43 11 58

Fax : (237) 33 42 09 18 / 33 42 65 58 / 33 42 26 66

E-mail : socopaomaritime@camnet.cm – Bonanjo, rue 1033

SOMATRANS SA

P.O. Box: 6366 Douala

Tel.: (237) 33 42 19 68

Fax: (237) 33 43 15 32 / 33 43 45 42

E-mail: info@somatrans-sa.com

Site Web: www.somatrans-sa.com

Akwa, 222 Rue Bebey Eyidi

TRANS NATIONAL EXPRESS – TNE

P.O. Box: 1647 Yaoundé – Tel.: (237) 22 30 22 12 / 99 98 96 88

Douala : (237) 33 42 15 56



Part V : Maritime transport auxiliaries

List of ship's agents, ship-owners and shipping agents of Cameroon

AFRICA SHIPPING CAMEROUN SA.

P.O. Box: 15167 Douala
Tel. : (237) 33 40 59 48 / 33 40 49 98
Fax : (237) 33 42 37 68
E-mail : assa@globalnet2.net

ASSA

P.O. Box: 15167 Douala
Tel. : (237) 33 40 49 98 – Fax : (237) 33 42 37 68
E-mail : assa@globalnet2.net
Akwa, Boulevard du Général Leclerc

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P.O. Box: 12789 Douala – Tel. : (237) 33 37 24 53
77 73 89 92 – Fax : (237) 33 37 24 53
E-mail : austinservice2000@yahoo.com
Ndokoti, 1er étage Immeuble Pharmacie Olympique



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- SUPPLY & STORES MANAGEMENT
- FREIGHT & LOGISTICS SERVICES
- SHIPMANAGEMENT & PILOTAGE

B.P. 12789 Douala - Cameroon
Tel.: (237) 337 24 53 - Fax (237) 337 24 53
Dom.: (237) 347 60 50 - Téléc : 11156 RN
E-mail : austinservice2000@yahoo.com
austinmaritime@globalnet.com

Agents and suppliers:
AFRICA SHIPPING CAMEROUN SA - P.O. Box 15167 DOUALA - TEL: 33 40 49 98
AFRICA SHIPPING CAMEROUN SA - P.O. Box 15167 DOUALA - TEL: 33 40 49 98

CAMSHIP

P.O. Box: 4054 Douala – Tel. : (237) 33 42 09 09 / 33 42 18 93
33 42 75 76 / 33 42 00 64 / 33 42 00 38
Fax : (237) 33 42 76 76 / 33 42 01 14
E-mail : camship@camshipinc.com
Bonanjo, Centre des Affaires Maritimes

CAMSHIPLINES – C L G G S A

P.O. Box: 1401 Douala
Tel. : (237) 33 42 00 64 / 33 42 20 14 / 33 42 90 63 / 33 42 18 71
Fax : (237) 33 42 21 81
E-mail : clgg@camshipinc.com
Centre des Affaires Maritimes

COTRACAM LTD – ACHOUKA

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Fax : (237) 33 43 30 48
E-mail : cotracam@achouka.com
Carrefour mobil Bonakouamouang



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Tuesday & Friday
Douala - Dun
Departure Time 10:00am

CONTACT AGENCIES

Douala : 33 42 41 87 / 77 63 99 47
Tiko : 77 39 90 94 / 77 33 22 90
Yaoundé : 77 79 89 89
Calaïer : +234 89 72 72 84 91
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Transport – Acconage
Consignation

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Fax : +237 343 79 89 / +237 333 25 76

E-mail : fini@finimartime.com
Site Web : www.finimartime.com

GEODIS Cameroun

P.O. Box: 284 Douala (Bonanjo, Rue 1033 Zone portuaire)
Tel. : (237) 33 42 40 51 / 33 42 47 85 / 99 50 46 39
Fax : (237) 33 42 42 74
E-mail : geodis@geodiscameroun.com



Part V : Maritime transport auxiliaries

List of ship's agents, ship-owners and shipping agents of Cameroon

SAGA CAMEROUN

P.O. Box: 4507 Douala – Tel. : (237) 33 42 52 69 / 33 42 63 44
Fax: (237) 33 42 05 18 / 33 42 98 20 / 33 42 26 66
5, Boulevard de la Liberté

SAPEM CAMEROUN

P.O. Box: 99 Douala – Tel. : (237) 33 42 54 53 / 33 43 09 86
Fax : (237) 33 42 62 57
E-mail : sapem@cmanet.cm – 76, rue Joffre

SDV CAMEROUN

P.O. Box: 263 Douala
Tel. : (237) 33 42 10 36 / 33 42 64 64 – Fax : (237) 33 42 26 66
Zone des Professions Maritimes

SOCOMAR

P.O. Box: 12351 Douala – Tel. : (237) 33 42 45 50 / 33 42 16 60 – Fax : (237) 33 42 49 36
E-mail: infos@socomarcm.net – Bonanjo, Avenue UDEAC

SOCOPAO

P.O. Box: 215 Douala - Bonanjo, rue 1033
Tel. : (237) 33 42 64 64 / 33 42 47 50 / 33 42 40 62 / 33 43 11 58
Fax : (237) 33 42 09 18 / 33 42 65 58 / 33 42 26 66
E-mail : socopaomaritime@camnet.cm

SOMATRANS

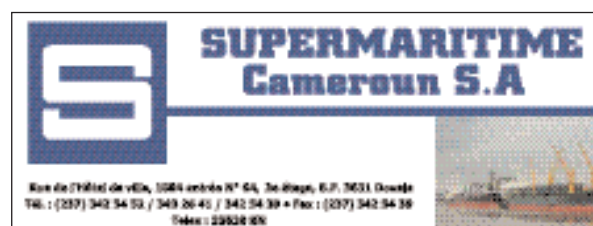
P.O. Box: 6366 Douala – Tel.: (237) 33 42 19 68
Fax: (237) 33 43 15 32 / 33 43 45 42
E-mail: info@somatrans-sa.com
Site Web: www.somatrans-sa.com
Akwa, 222 Rue Bebey Eyidi

SUD MARITIME S A - SUDMAR

P.O. Box: 12416 Douala – Tel. : (237) 33 42 38 80
Fax : (237) 33 42 49 04
E-mail : sudmar@sudmar.com
Site Web : www.niledutch.com
Bonanjo, 678 Avenue de Gaulle

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P.O. Box: 3631 Douala
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Fax : (237) 33 42 54 39
E-mail : supermar@globalnet.cm
Bonanjo, 64 Rue de l'Hôtel de ville



Part V : Maritime transport auxiliaries

List of Ship chandlers

AUSTIN MARITIME SERVICES SARL

P.O. Box: 12789 Douala – Tel. : (237) 33 37 24 53
73 73 89 92 – Fax : (237) 33 37 24 53
E-mail : austinservice2000@yahoo.com
Ndokoti, 1er étage Immeuble Pharmacie Olympique



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- COURTAGE MARITIME - COURTAGE MARITIME
- ENTRETIEN & REPARATION NAVIERS
- TRAVAIL & GESTION PERSONNEL
- EMPLOI & GESTION PERSONNEL MARITIME
- GARDE & CYCLE MARITIME
- MAINTENANCE DES BATEAUX & EQUIPEMENTS

B.P. 12789 Douala - Cameroun
Tél: (237) 33 37 24 53 - Fax (237) 33 37 24 53
Dom: (237) 33 47 90 50 - Télex: 11136 KN
E-mail : austinservice2000@yahoo.com
austinmaritime@camnet.cm

Agence et succursales
SARL AUSTIN MARITIME SERVICES - SARL - B.P.
12789 DOUALA - CAMEROUN



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Bonanjo, Ex immeuble ONCPB porte7

ETS EXPRESS LAND SERVICES

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Tel. : (237) 77 76 13 56 / 300 37 09
E-mail : martigole@yahoo.fr



Part V : Maritime transport auxiliaries

Chapter V - Pilots - Professionals in towing and piloting

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.



Part V : Maritime transport auxiliaries

Chapter VII : List of maritime experts

B.E.E.S

P.O. Box: 107 Douala
Tel. : (237) 342 58 64 – Fax : (237) 343 88 50
E-mail : beescameroun@yahoo.fr
Akwa, 381 Rue des Ecoles

BUDD CAMEROUN

P.O. Box: 4574 Douala
Tel. : (237) 342 73 45
Fax : (237) 343 05 71
Akwa, 1324 Boulevard de la Liberté

CABINET KWEMO & EXPERTS ASSOCIES

P.O. Box: 12007 Douala – Tel. : (237) 954 70 09
E-mail : cabinet.kwemo@camnet.cm
Magasin 6, Port de Douala

CABINET MEDOU & EXPERTS ASSOCIES

P.O. Box: 12902 Douala – Tel. : (237) 991 12 80
Fax : (237) 347 62 62
E-mail : cabinetmedou@yahoo.fr
Bonamoussadi, Axe des Plateaux,
lieu dit Maison verte 1, rue 5 N°151

CABINET SONGNA

P.O. Box: 1895 Douala
Tel. : (237) 343 16 82 / 994 76 25
Fax : (237) 343 16 82
E-mail : songna@camnet.cm
Akwa, Boulevard du Pdt Ahmadou Ahidjo

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Fax : (237) 342 34 21
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E-mail : contact@ngamarine-cm.net / gregory_alem@ngamarine-cm.net



Part V : Maritime transport auxiliaries

Chapter VIII : Classification Societies

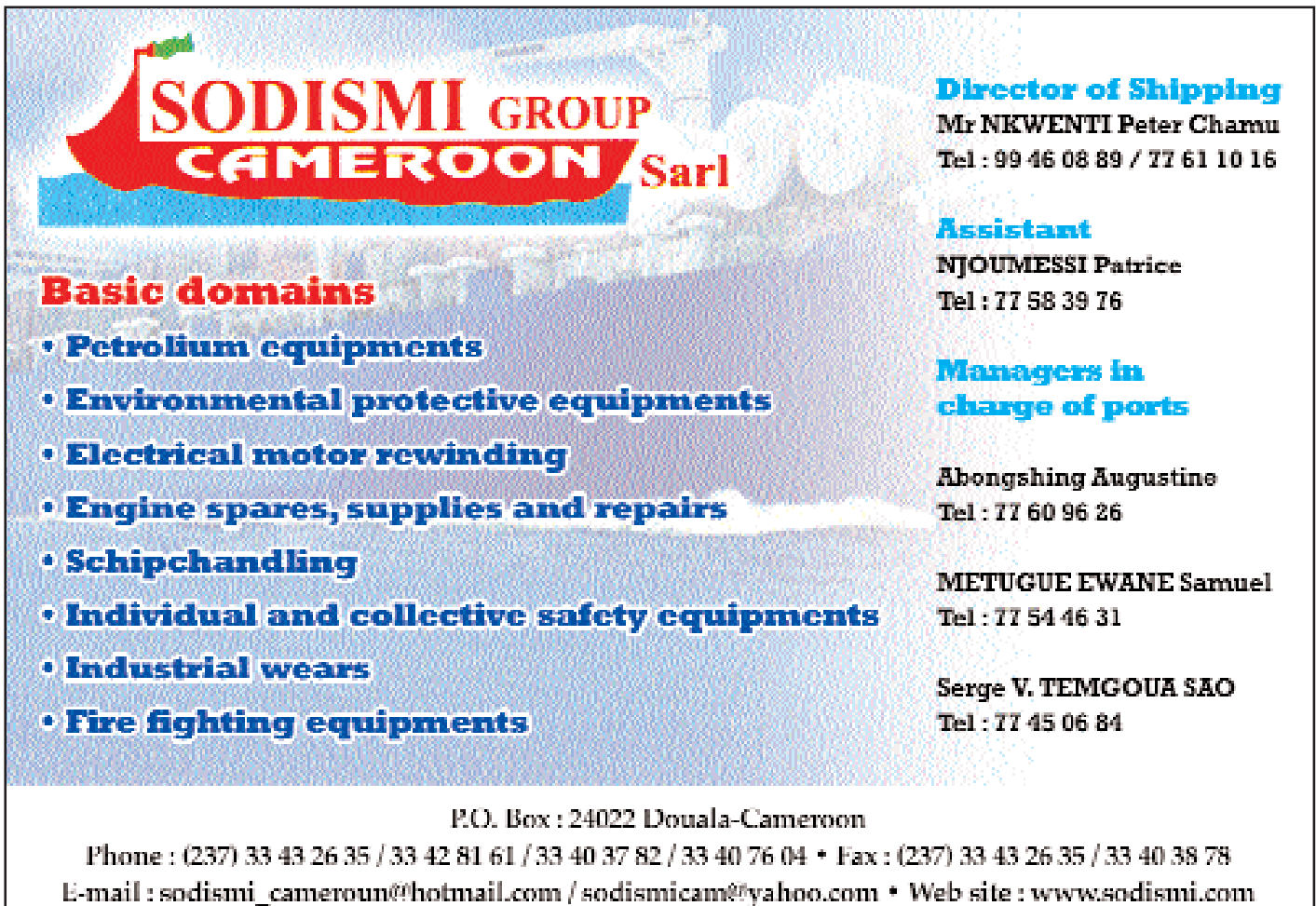
Classification consists in inspecting commercial vessels in order to provide all information relating to their degree of confidence. Such thorough examination is translated by the grant of a certificate of classification.

Certificates issued bear a set of signs, letter and figures which vary from one 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).



**SODISMI GROUP
CAMEROON Sarl**

Director of Shipping
Mr NKWENTI Peter Chamu
Tel : 99 46 08 89 / 77 61 10 16

Assistant
NJOUMESSI Patrice
Tel : 77 58 39 76

Managers in charge of ports

Abongshing Augustine
Tel : 77 60 96 26

METUGUE EWANE Samuel
Tel : 77 54 46 31

Serge V. TEMGOUA SAO
Tel : 77 45 06 84

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Phone : (237) 33 43 26 35 / 33 42 81 61 / 33 40 37 82 / 33 40 76 04 • Fax : (237) 33 43 26 35 / 33 40 38 78
E-mail : sodismi_cameroun@hotmail.com / sodismicam@yahoo.com • Web site : www.sodismi.com



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Contact Thomas : Tél. : +56-13544366752
Contact Xiao Bin : Tél. : +86-13570329068
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Yiwu : +86-13516987117
+86-137 58517788
E-mail : haojunbao@163.com

Cameroun - Rue des Ecoles

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E-mail : capao_partners@yahoo.fr

DIRECTION TECHNIQUE
Tél. : +237 99 92 77 54
AGENCE PORTUAIRE
Tél. : +237 99 39 10 16

SCTEM

SOCIÉTÉ CAMEROUNAISE DE TRANSPORT ET D'ENTREPRISE MARITIME S.A.

MORY EGL

CARRE GLOBAL LOGISTEC



Our contact

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Lettrer C

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.

Lettrer D

DESTINATAIRE :

CONSIGNEE:

Person entitled to take delivery of the goods.

DONNEUR D'ORDRES:

PRINCIPAL:

A person for whom another acts as an agent



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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 significance for combined transport is the B+ Gauge. There are also many other gauge codes (P/C/S/...) recognised.

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 materials 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.



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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.

REMORQUE :

TRAILER:

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

Lettrer S

SEMI-REMORQUE 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.

Lettrer 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-TRAITANT :

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 COMBINÉ 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 G

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.



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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 sea water.

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.



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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.



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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H.E. BELLO BOUBA MAIGARI
Senior Minister, Minister of Transport
CNSC Board Chairman

Conseil National des Chargeurs du Cameroun (CNCC)

Cameroon National Shippers' Council (CNSC)



Mr Auguste MBAPPE PENDA
CNSC General Manager



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Created by decree N° 75/118 of 21 February 1975 and reorganised by decree N° 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.

Actions

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

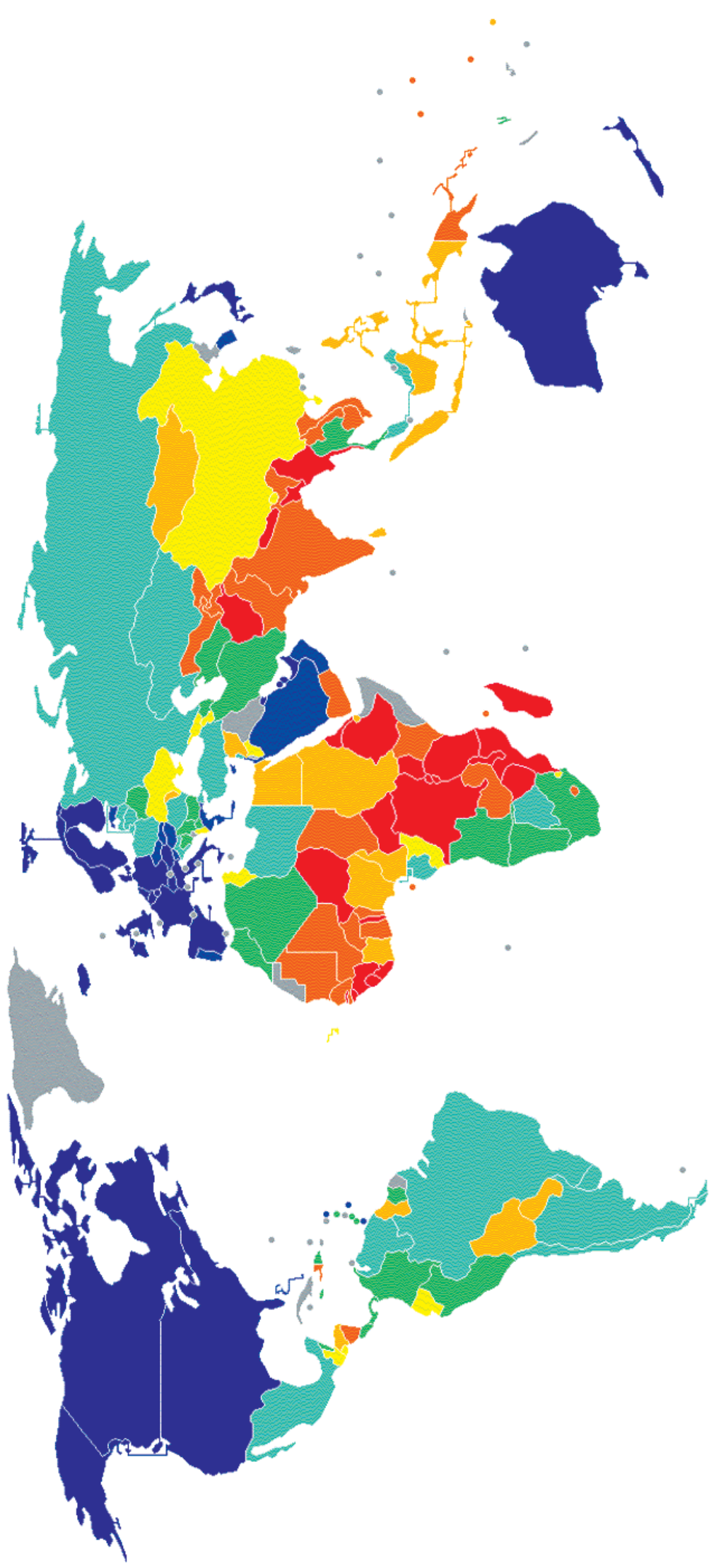
- Training;
- Information;
- Studies;
- Negotiations;
- Promotion of international trade.

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 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 facilitation measures for goods on transit ;
- Development and equipment of CNSC training, documentation and data processing centres;
- Publication of National Maritime yearbook for 2009.

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