



STATISTICAL YEARBOOK THE PORT OF DOUALA-BONABÉRI IN FIGURES

ENGLISH
VERSION.

2025 EDITION



“Douala must become the Port of reference in the Gulf of Guinea.”

S.E Paul Biya.
Douala, Octobre 2011.







Joseph DION NGUTE
Prime Minister, Head of Government



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Minister of Transport



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The Board Chairman, Port Authority of Douala



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Acronyms

Meaning

CAS	Analysis and Statistics Unit
CNSC	Cameroon National Shippers' Council
ISPS Code	International Ship and Port Facility Security Code
CONAFE	National Trade Facilitation Committee
CQN	Quality and Standards Unit
DAP	Directorate of Port Development
DAPC	Analysis, Prospection and Cooperation Division
DAT/PAL	Transitional Administration of the Port Authority of Limbé
DCAP	Harbour Master's Office
DDLM	Directorate of Dredging and Maritime Logistics
DEX	Directorate of Operations
DFC	Directorate of Finance and Accounting
DGD	Directorate General of Customs
DIT	Douala International Terminal
DRH	Directorate of Human Resources
TEU	Twenty-foot Equivalent Unit
NIS	National Institute of Statistics
MINT	Ministry of Transport
SDGs	Sustainable Development Goals
PAD	Port Authority of Douala
RDR	Towing Management Unit
RTC	Container Terminal Management
SNDS	National Development and Statistics Strategy
TBPD	Wood Terminal Company (Terminal Bois du Port de Douala)
TMFD	Fruit Terminal (Terminal Mixte Fruitier de Douala)

CONVENTIONAL SIGNS

Signs	Meaning
-	Absolutely no results
...	No result available

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The Port Authority of Douala (PAD), as part of its marketing and strategic development drive, is publishing the sixth edition of its Maritime and Port Statistical Yearbook. Its production helps improve the availability of statistical information on national port and maritime platforms to promote transparency and good governance and better formulate development policies.

PREFACE

THE GENERAL MANAGER,
Cyrus Ng'o'o

The information contained in this edition covers commercial, operational, financial, social and environmental statistics, as well as those relating to the use of the Public Port Domain of Douala-Bonabéri and the activities, conceded for 2019 to 2024.

The objective is to build up a database of indicators to monitor the development of activities at the port of Douala-Bonabéri and ensure a clear picture of all operations and operational performances.

This document is the result of close collaboration between PAD and the National Institute of Statistics (NIS), as part of the implementation of the National Strategy for the Development of Statistics (SNDS), in accordance with the new regulatory and institutional framework (Law No. 2020/010 of 20/07/2020) governing statistical activity in Cameroon and laying down the ethical rules and basic principles for the production of statistics.

PAD would also like to take this opportunity to thank all the key players, especially the technical partner NIS, who contributed to the drafting and production of this document.





CHAPTER 1: CONCEPTS, KEY DEFINITIONS AND METHODOLOGY OVERVIEW

1.1 KEY CONCEPTS AND DEFINITIONS

The following concepts are used in port activities and need to be defined to make them easier to understand for various users.

Average waiting time of vessels at the base buoy: the average time between the arrival of a vessel at the base buoy and the arrival of the pilot on board. **Base buoy:** an area reserved for anchoring vessels. **Average cargo of vessels:** the average tonnage of cargo carried by a vessel during a port of call. **Bulk cargo:** any unpackaged cargo.

Quay: a structure built for berthing ships.

Port: a transit area for cargo between the sea or river and land. It is also made up of all the companies and terminals for the reception of vessels and cargo transshipment.

Average gantry output: the average number of movements made by a gantry crane per hour.

Average vessel dwell time at the quay: average berthing time of a vessel.

Average dwell time of containers: average time between the arrival of a container at the terminal and its actual departure date.

Containerisation rate: tonnage ratio of containerised cargo to the overall traffic.

Quay occupancy rate: intensity of berth occupancy.

Lorry dwell time in the yard: average time a lorry spends in the parking area.

Container terminal: infrastructure specialising in the container transshipment between different modes of transport.

Gross tonnage: vessel's total carrying capacity.

Net tonnage: actual tonnage carried by a vessel.

Overall cargo traffic: tonnage of cargo loaded and unloaded. It comprises long-distance and local cargo traffic.

Long-distance cargo traffic: tonnage of cargo loaded and unloaded by international shipping.

Local cargo traffic: tonnage of cargo loaded and unloaded by local shipping (cabotage, fishing and bunkering).

Overall vessel traffic: number of vessels berthed for all types of navigation (long-distance and local).

Storage areas: areas used for storing cargo.

1.2 METHODOLOGY OVERVIEW



i. Development of the yearbook template

The indicators for the template for this document were, on the one hand, extracts from the PAD strategy, the PAD performance framework and the Sustainable Development Goals (SDGs), and on the other hand, supplemented by an analysis of the information needs of the PAD's Group technical departments and external structures (MINFI, MINEPAT, MINT, NIS, BEAC, UNCTAD, AGPAOC, AfDB, etc.). Thus, the general template has a structure that includes all the actions of the PAD strategy, the requirements of the SNDS, and the monitoring indicators at the international level.

ii. Data collection

The production of this document required the collection of data from several structures, including the PAD Group (PAD, RTC, RDR, DPS), the Ministry of Trade, the General Directorate of Customs, the National Institute of Statistics, the Cameroon National Shippers' Council, the National Trade Facilitation Committee, the Port Authorities of Kribi and Limbé, etc.

iii. Data exploitation and processing the data collected

was entered, reconciled and processed. All the information produced was cross-checked and consolidated to produce summary tables and graphs.

The production of this statistical yearbook is based on the National Quality Assurance Framework recommended for statistical production in Cameroon. It was carried out in five (05) stages :

(i) development of the yearbook template and data collection tools,
(ii) data collection, (iii) exploitation and processing of data collected, (iv) drafting,
(v) publication and dissemination.

iv. Drafting of the statistical yearbook

the data processed at the end of the data collection has been inserted into tables or presented in graphs to make it easier to use.

v. Publication and dissemination

the validated version of the Statistical Yearbook of PAD is distributed in both hard and digital formats, in Cameroon's two official languages (French and English). The digital version will be posted on the website of PAD. In addition, a hard copy of the document will be sent to the various partners of PAD.





CHAPTER II: PRESENTATION OF THE PORT OF DOUALA BONABÉRI

2.1 DESCRIPTION

The Port of Douala-Bonabéri is the logistics hub where most of Cameroon's maritime and port activities take place. It is an estuary port on the Wouri River in the heart of the Gulf of Guinea, linked to the sea by a 50km-long access channel. Handling 70% of Cameroon's foreign trade traffic, the Port of Douala-Bonabéri is the leading port in the CEMAC zone and the main gateway to the landlocked states in the sub-region, notably Chad, the Central African Republic and the northern part of the Congo. For its operation, the Port of Douala-Bonabéri has the following infrastructures, superstructures and equipment built or acquired over the last five (05) decades:

- a fruit terminal; - an oil Dolphin; - a gas terminal; - a wood terminal; - an ore terminal;
- a station on the oil dolphin at the wood terminal;
- a container terminal fully modernised since 2002, with a real-time capacity of 9,000 containers, including :
 - 650 of linear metres of quay dredged at 11.5 metres,
 - 01 loading ramp for RO-RO traffic (handling Ro-Ro traffic),
 - 03 quay gantry cranes each with a 40-tonne capacity,
 - 02 mobile cranes,
 - 12 yard gantry cranes each with a 40-tonne capacity,
 - 01 container loading and unloading warehouse,
 - 27 hectares of fully paved platforms.

The Port complex of Douala-Bonabéri has other important infrastructures, including, particularly:

- 03 car yards;
- 06 modern bonded warehouses built and 04 others under construction;
- 20 berths with a total length of 3100 linear metres for the berthing of vessels;
- an asphalt road network of approximately 30 km with extension works in progress;
- a 20-km railway network undergoing renovation, linked to the national network;
- a hazardous materials depot;
- a private industrial logistics zone;
- a network of high-precision weighbridges for weighing products transported in lorries and trains;
- a Medical and Social Centre and a sports complex for sports and recreational activities (PAD Clubhouse).

2.2 INSTITUTIONAL EVOLUTION

The Port Authority of Douala (PAD) is a state-owned company managing the Port of Douala-Bonabéri. In that capacity, it is responsible for the management, promotion and marketing of the Port of Douala-Bonabéri and must be kept regularly informed of developments in its maritime and port activities. The Port Authority of Douala (PAD), in its current legal form, was created by Decree No. 99/130 of 15 June 1999 in application of Law No. 98/021 of 24 December 1998 to organise the national port sector, thus taking over from the former National Ports Authority of Cameroon (ONPC).

Since 2020, PAD is engaged in a wide-ranging process to make certain port services autonomous, and has set up the following management units:

- The Container Terminal Management (RTC S.A.);
- The Towing Management Unit (RDD S.A.);
- The Dredging Management Unit (RDD);
- The Safety and Security Management Unit, known as Douala Port Security (DPS);
- The Property Management Unit (RPI).

PAD has a legal personality and financial autonomy, and its ambition is to make the Port of Douala-Bonabéri the pole of reference at the heart of the Gulf of Guinea, thus implementing the directives of the President of the Republic, His Excellency Mr. Paul BIYA. To achieve this, PAD has benefited from an institutional environment that is conducive to the implementation of its ambitions, particularly the following laws and regulations:

- Law No. 98/21 of 24/12/1998 to organise the port sector;
- Law No. 99/016 of 22/12/1999 to lay down the general rules and regulations governing public establishments and enterprises of the public and semi-public sector;
- Law No. 2017/011 of 12/07/2017 to lay down the general rules and regulations governing public corporations;
- Decree No. 99/127 of 15/06/1999 to set up autonomous port bodies;
- Decree No. 99/130 of 15/06/1999 to establish the organisation and functioning of PAD;
- Decree No. 2019/163 of 24/06/2002 to approve the statutes of the Port Authority of Douala;
- Decree No. 2013/289 of 04/06/2013 to approve the amendments of Articles 32 and 34 of the statutes of the Port Authority of Douala;
- Decree No. 2019/034 of 24/01/2019 to reorganise the Port Authority of Douala;
- Decree No. 2019/035 of 24/01/2019 to approve the statutes of the Port Authority of Douala;
- Decree No. 2019/320 of 19/06/2019 to specify the terms of application of certain provisions of Law Nos. 2017/010 and 2017/011 of 12/07/2017 to lay down the general rules and regulations governing public establishments and public corporations;
- Decree No. 2019/321 of 19/06/2019 to lay down categories of public corporations and the remuneration, allowances and benefits of their managers;
- Order No. 00000201/MINFI of 04/05/2020 to classify public corporations in Cameroon.

The new impetus for the development and modernisation of the Port of Douala-Bonabéri, driven by the current management of PAD is reflected in the adoption and implementation of the 2020-2050 Development Master Plan. This is facilitated by Law Nos. 2019/034 and 2019/035, respectively, to reorganise and approve the statutes of the Port Authority of Douala, which give PAD genuine Local Port Authority instruments.

2.3 MISSIONS OF PAD

The Port Authority of Douala (PAD) ensures the management, promotion and marketing of the Port of Douala-Bonabéri. In this capacity, and within the limits of its district and in all the dedicated areas for which it is in charge, it is responsible for:

- the general coordination of port activities;
- the planning of port development in collaboration with the relevant bodies;
- the organisation and carrying out of equipment works, the extension, improvement, renewal, reconstruction, maintenance of the port and its subsidiaries, and the establishment and development of industrial port areas;
- the security and policing of operations in the port and its outbuildings;
- the management, maintenance and renovation of port infrastructure and equipment allotted to it;
- the protection of the port environment;
- the supervision of works entrusted to specialised companies, including dredging;
- the conformity check between the service provided and the associated tariffs;
- the management of the port community within the Advisory Steering Committee set up in this port;
- the coordination of industrial and commercial activities related to port operations, particularly, warehousing, stevedoring, ship-to-ship transshipment, handling, towing, mooring, consignment, storage, terminal management, piloting, transit, ship bunkering;
- the general coordination of all public services and bodies that contribute to or benefit from the port activity;
- the promotion of cultural, sporting and social life activities;
- the support to local, social and cultural sustainable development activities of local communities.

As a result, the Top Management has embarked on several investments, including, bringing the Port up to internationally recognised standards in the sector, through the following:

1. Developing the Upstream and Downstream zones of the port road network to improve traffic flow in response to a key recommendation of the Cameroon Business Forum;
2. Removing the wrecks that have been causing the congestion of quays, water bodies and docks to make the port more navigable;
3. Providing physical security to the port area by installing a surveillance system for the port and coastline to enable efficient management of maritime traffic and biometric and perimeter control of entrances to the Douala port area;
4. Reconstructing new bonded warehouses in line with modern port warehousing standards;
5. Reconstructing a modern dolphin on the Oil Jetty;
6. Reviewing and adapting concession contracts on port activities to make them effective levers for modernising and developing the port economy;
7. Internalising dredging, with the acquisition of new floating crafts and cutting-edge equipment for ongoing maintenance of the channel, waterways, docks and quaysides;
8. Acquiring multifunctional equipment to ensure safety of navigation and maritime signalling;
9. Internalising towing and container terminal management activities.

2.4 ORGANISATION OF PAD

The Port Authority of Douala (PAD) is organised as follows:

A General Assembly

A Board of Directors

A Central Administration.

CHAPTER III: COMMERCIAL STATISTICS

This chapter reviews the evolution of cargo traffic and vessel movements over the reference period.

3.1 CARGO TRAFFIC

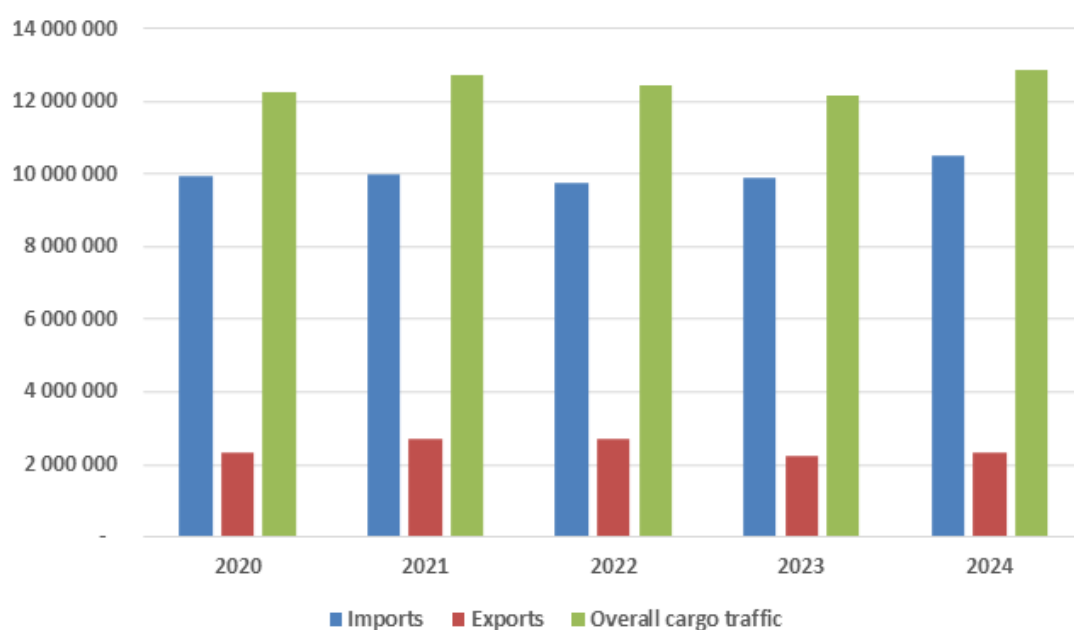
Table 1: Evolution of the cargo traffic (in tonnes)

Rubric	2020	2021	2022	2023	2024	2024/2023 Variations
Long-distance domestic traffic (Excl. transit)						
Imports	9,413,429	9,219,636	8,863,075	8,741,131	9,352,112	7%
Exports	1,985,629	2,261,388	2,136,353	1,868,634	1,807,146	-3%
Overall long-distance domestic traffic	11,399,058	11,481,024	10,999,428	10,609,765	11,159,240	5%
Traffic in transit						
Imports	516,367	759,420	888,165	1,154,932	1,179,409	2%
Exports	349,693	463,133	573,739	390,989	534,544	37%
Overall transit traffic	866,060	1,222,553	1,461,904	1,545,921	1,713,953	11%
Long-distance traffic (domestic + Transit)						
Imports	9,929,796	9,979,056	9,751,240	9,896,063	10,531,521	6%
Exports	2,335,322	2,724,521	2,710,092	2,259,623	2,341,690	4%
Overall long-distance traffic	12,265,118	12,703,577	12,461,332	12,155,686	12,873,211	6%
Local traffic						
Imports	19,667	31,690	20,658	22,081	28,629	30%
Exports	16,739	17,593	20,609	19,107	18,459	-3%
Overall local traffic	36,406	49,283	41,267	41,188	47,088	14%
Overall Traffic						
Imports	9,949,463	10,010,746	9,771,898	9,918,144	10,560,150	6%
Exports	2,352,061	2,742,114	2,730,701	2,278,730	2,360,149	4%
Overall traffic	12,301,524	12,752,860	12,502,599	12,196,874	12,920,299	6%

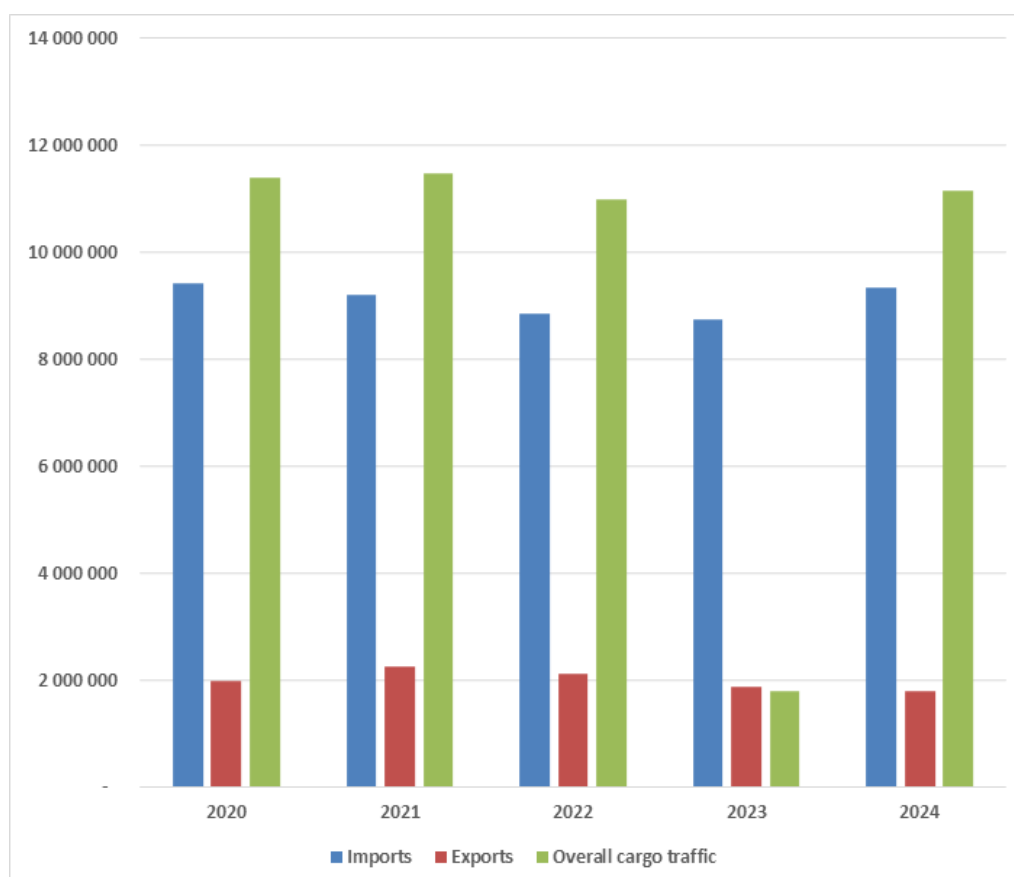
Graph 1: Evolution of the overall cargo traffic (tonnes)



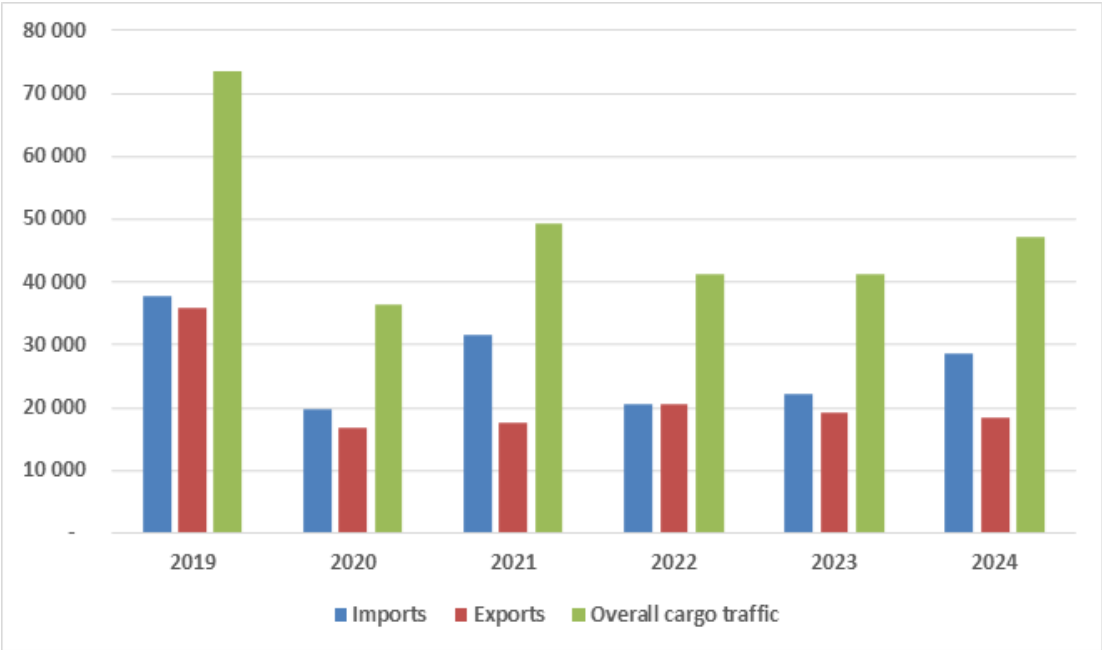
Graph 2: Evolution of long-distance cargo traffic (in tonnes)



Graph 3: Evolution of domestic cargo traffic (in tonnes)



Graph 4: Evolution of local cargo traffic (in tonnes)



Graph 5: Evolution of cargo in transit traffic (in tonnes)

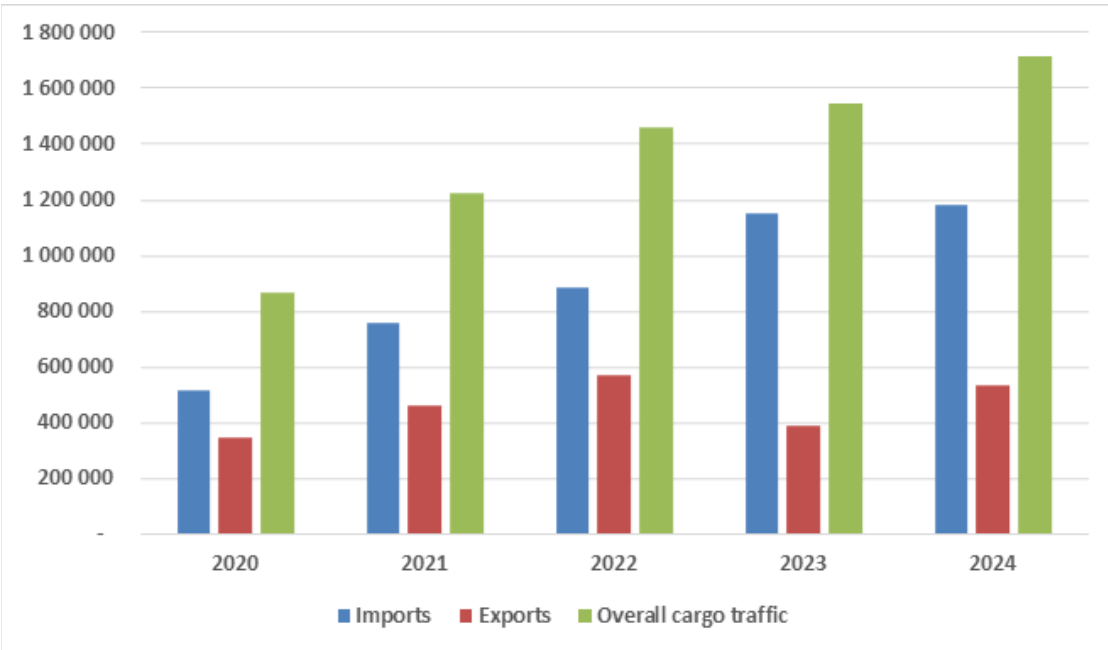


Table 2: Traffic of Hinterland countries in transit at the port of Douala (in tonnes)

	2019	2020	2021	2022	2023	2024
Congo						
Imports	2,976	3,570	16,562	1,641	2,819	2,090
Exports	85,074	151,283	190,196	230,743	185,474	181,713
Overall for Congo	88,050	154,853	206,758	232,384	188,293	183,803
CAR						
Imports	118,919	66,884	110,657	145,116	137,508	215,822
Exports	109,213	123,752	145,929	231,409	159,988	132,778
Overall for CAR	228,132	190,636	256,586	376,525	297,496	348,600
Chad						
Imports	455,105	445,801	632,147	801,240	986,945	959,531
Exports	36,366	73,964	121,335	135,312	111,449	174,100
Overall for Chad	491,471	519,765	753,482	936,552	1,098,393	1,133,631
Niger						
Imports	...	...	...	0	20,383	12
Exports	...	...	...	13,583	16,247	45,672
Overall for Niger	...	...	...	13,583	36,631	45,684
DRC						
Imports	...	...	...	6,926	1,487	1,672
Exports	...	...	...	6,008	0	46
Overall for DRC	...	...	...	12,934	1,487	1,718
Other countries						
Imports	488	112	54	2,371	336	282
Exports	1,417	694	5,673	77	544	234
Overall for other countries	1,905	806	5,727	2,448	881	516
Overall Transit						
Imports	577,488	516,367	759,420	970,729	1,149,478	1,179,409
Exports	232,070	349,693	463,133	582,131	473,703	534,544
Total	809,558	866,060	1,222,553	1,552,861	1,623,181	1,713,953

Table 3: Evolution of long-distance import traffic structure (in tonnes)

Product Group	2019	2020	2021	2022	2023	2024
Hydrocarbons	1,751,330	1,431,036	1,492,125	1,728,590	1,840,529	1,970,433
Food products and beverages	3,073,606	2,898,481	2,876,423	3,212,548	3,259,959	3,741,439
Metal products, construction equipment & machinery	1,175,154	1,528,008	950,909	790,482	871,008	673,054
Chemical and pharmaceutical products	670,750	768,163	586,235	680,679	662,473	385,832
Minerals and raw materials	2,762,811	2,941,297	3,353,267	2,698,283	2,572,126	2,872,330
Assorted manufactured products	448,449	219,462	448,597	467,621	431,249	809,155
Other imported products	201,059	143,349	271,500	173,037	258,719	79,260
Overall imports	10,083,159	9,929,796	9,979,056	9,751,240	9,896,063	10,531,503

Table 4: Evolution of main imported products (in tonnes)

Rubric	2020	2021	2022	2023	2024	2024/2023 Variations
CLINKER	2,391,013	2,992,989	2,300,347	2,126,039	2,245,874	6%
HYDROCARBONS	1,354,120	1,492,125	1,728,590	1,840,529	1,970,433	7%
BULK WHEAT	838,208	979,771	898,362	889,748	1,127,169	27%
RICE	515,685	780,694	873,134	672,073	827,327	23%
HARDWARE PRODUCTS	247,713	179,302	304,555	310,466	300,232	-3%
CHEMICALS	203,616	268,401	244,948	245,337	250,166	2%
FROZEN FISH	167,760	209,911	256,275	262,057	222,390	-15%
OTHER FOOD PRODUCTS	141,284	145,598	136,866	177,885	278,853	57%
CHEMICAL FERTILISERS	226,730	233,735	142,271	243,799	248,371	2%
SALT	186,203	165,420	209,196	195,106	229,137	17%
ALUMINA	109,312	120,918	114,553	124,792	107,705	-14%
GYPSUM	155,064	168,184	198,898	195,670	185,300	-5%
VEHICLES	132,914	140,059	146,427	143,612	130,615	-9%
GRANULATED SUGAR	116,540	138,524	210,515	357,426	484,647	36%
OVERALL FOR MAIN PRODUCTS	6,786,161	8,015,631	7,764,937	7,784,540	8,608,218	11%
OTHER PRODUCTS	3,143,635	1,963,425	1,986,303	2,111,523	1,923,285	-9%
OVERALL IMPORTS	9,929,796	9,979,056	9,751,240	9,896,063	10,531,503	6%

Table 5: Evolution of main imported products for the national economy (in tonnes)

Rubric	2020	2021	2022	2023	2024	2024/2023 Variations
CLINKER	2,313,624	2,868,273	2,138,236	2,016,814	2,111,179	5%
HYDROCARBONS	1,354,120	1,492,125	1,728,590	1,840,529	1,970,433	7%
BULK WHEAT	836,109	967,294	895,243	889,532	1,076,188	21%
RICE	515,685	780,694	873,134	672,073	827,327	23%
HARDWARE PRODUCTS	189,592	124,771	206,906	127,433	230,818	81%
CHEMICALS	171,327	179,842	133,992	123,775	174,943	41%
FROZEN FISH	49,673	69,654	8,990	-123,388	-207524	68%
OTHER FOOD PRODUCTS	119,370	112,681	95,384	123,086	190,145	54%
CHEMICAL FERTILISERS	...	233,735	142,271	243,799	248,371	2%
SALT	...	165,420	209,196	195,106	229,137	17%
ALUMINA	...	120,918	114,553	124,792	107,705	-14%
GYPSUM	...	168,184	198,898	195,670	185,300	-5%
VEHICLES	111,349	100,912	108,656	102,779	93,803	-9%
GRANULATED SUGAR	116,540	138,524	210,515	357,426	484,647	36%
<u>OVERALL</u> FOR MAIN PRODUCTS	6,454,697	7,523,027	7,064,564	6,889,427	7,722,473	12%
OTHER PRODUCTS	2,958,732	1,696,609	1,798,511	1,851,704	1,629,621	-12%
OVERALL IMPORTS	9,413,429	9,219,636	8,863,075	8,741,131	9,352,094	7%

Table 6: Evolution of main imported products of hinterland countries (in tonnes)

	2020	2021	2022	2023	2024	2024/2023 Variations
CLINKER	77,389	124,716	162,111	109,225	134,695	23%
CEREALS (Rice, Wheat, Maize, Malt and Others)	2,099	12,477	3,119	216	50,980	23502%
RICE	0	0	0	0	...	...
HARDWARE PRODUCTS (BUILDING MATERIAL AND PAPER)	58,121	54,531	97,649	183,033	69,414	-62%
CHIMICALS (LUBRICANTS, PHARMACEUTICALS, CHEMICALS)	32,289	88,559	110,956	121,561	75,222	-38%
FROZEN FISH (FOOD PRODUCTS, OILS AND BEVERAGES)	118,087	140,257	247,284	385,445	429,914	12%
OTHER FOOD PRODUCTS	21,914	32,917	41,482	54,799	88,707	62%
VEHICLES	21,565	39,147	37,771	40,833	36,812	-10%
<u>OVERALL</u> FOR MAIN PRODUCTS	331,464	492,604	700,373	895,112	885,745	-1%
OTHER PRODUCTS	184,903	266,816	187,792	259,820	293,664.3739	13%
OVERALL IMPORTS	516,367	759,420	888,165	1,154,932	1,179,409	2%

Table 7: Evolution of long-distance export traffic by product group (in tonnes)

Product Group	2019	2020	2021	2022	2023	2024
Wood	1,843,340	1,414,394	1,655 373	1,657,052	1,405,617	1,307,480
Aluminium	62,070	20,762	25,647	36,503	33,259	36,852
Agricultural products	523,728	362,762	477,487	492,973	428,969	548,067
Industrial products	154,583	282,431	290,401	268,618	188,528	111,417
Food products and beverages	91,530	192,649	183,500	48,557	19,145	294,998
Scrap metal	2,396	163	0	206	65	51
Other exported products	39,431	62,161	92,112	206,183	184,041	42,825
Overall exports	2,714,682	2,335,322	2,724,521	2,710,092	2,259,623	2,341,690

Table 8: Evolution of main exported products (in tonnes)

Rubric	2020	2021	2022	2023	2024	2024/2023 Variations
LOGS	565,824	846,924	730,832	627,683	582,984	-7%
SAWNWOOD	848,570	808,226	931,428	777,697	724,496	-7%
COCOA	35,672	23,542	24,682	26,713	37,490	40%
BANANA	180,425	210,084	236,235	221,063	255,289	15%
COTTON	113,231	169,576	181,043	117,279	139,213	19%
ALUMINIUM	12,302	-	6,160	33,239	35,183	6%
OTHER FOOD PRODUCTS	20,390	23,534	26,246	16,766	27,506	64%
RUBBER	16,062	22,524	17,317	19,690	31,365	59%
COFFEE	2,136	18,625	10,713	15,738	11,922	-24%
OVERALL FOR MAIN PRODUCTS	1,794,612	2,123,035	2,164,656	1,855,868	1,845,448	-1%
OTHER PRODUCTS	540,710	601,486	545,436	403,755	496,241	23%
OVERALL EXPORTS	2,335,322	2,724,521	2,710,092	2,259,623	2,341,690	4%

Table 9: Evolution of main exported products originating from the national economy (in tonnes)

Rubric	2020	2021	2022	2023	2024	Variations 2024/2023
LOGS	565,824	846,924	730,832	627,683	582,984	-7%
SAWNWOOD (TIMBER, VENEERS, PLYWOOD)	580,017	486,494	507,519	538,653	410,759	-24%
COCOA	35,672	23,542	24,682	26,713	37,490	40%
BANANA	180,425	210,084	236,235	221,063	255,289	15%
COTTON (AGRICULTURAL PRODUCTS (Tobacco, Cotton, Rubber, Coffee, Cocoa butter))	75,236	124,708	94,633	86,455	90,882	5%
ALUMINIUM	12,302	-	6,160	33,239	35,183	6%
OTHER FOOD PRODUCTS	20,390	23,133	26,106	16,100	27,281	69%
RUBBER	15,860	22,524	17,317	19,690	31,365	59%
COFFEE	2136	18,625	10,713	15,738	11,922	-24%
OVERALL FOR MAIN PRODUCTS	1,472,746	1,728,064	1,593,691	1,505,589	1,342,140	-11%
OTHER PRODUCTS	512,883	533,324	542,662	363,045	465,006	28%
OVERALL EXPORTS	1,985,629	2,261,388	2,136,353	1,868,634	1,807,146	-3%

Table 10: Evolution of main exported products originating from hinterland countries (in tonnes)

Rubric	2020	2021	2022	2023	2024	2024/2023 Variations
WOOD (LOGS, SAWNWOOD, VENEERS)	268,553	321,732	423,909	239,044	313,737	31%
COTTON (AGRICULTURAL PRODUCTS (Tobacco, Cotton, Rubber, Coffee, Cocoa butter))	37,995	44,868	86,410	30,824	48,332	57%
OTHER FOOD PRODUCTS	0	401	140	666	225	-66%
RUBBER	202	0	0	0	0	...
SESAME	15,116	27,970	60,507	79,746	141,015	77%
OVERALL FOR MAIN PRODUCTS	321,866	394,971	570,966	350,279	503,309	44%
OTHER PRODUCTS	27,827	68,162	2773.42	40,710	31,235	-23%
OVERALL EXPORTS	349,693	463,133	573,739	390,989	534,544	37%

Table 11: Evolution of main exported agricultural products (in tonnes)

	2019	2020	2021	2022	2023	2024
Banana	205,742	180,425	210,084	236,235	221,063	255,289
Cotton	119,095	113,231	169,576	181,043	117,279	139,213
Cocoa	136,475	35,672	23,542	24,682	26,713	37,490
Rubber	40,203	16,062	22,524	17,317	19,690	31,365
Coffee	20,392	2,136	18,625	10,713	15,738	11,922
Overall	521,907	347,526	444,351	469,990	400,483	475,279

Table 12: Evolution of overall long-distance traffic by packaging mode (in tonnes)

	2020	2021	2022	2023	2024	2024/2023 Variations
VOLUME						
Bulk solid	3,874,439	4,388,989	3,661,017	3,474,347	3,806,179	10%
Bulk liquid	1,463,547	1,607,905	1,876,836	2,024,181	2,056,336	2%
Containerised goods	4,526,412	4,599,107	4,498,444	4,264,105	4,655,422	9%
General cargo	2,400,720	2,107,576	2,425,035	2,393,053	2,355,255	-2%
Overall long-distance traffic (IMP + EXP)	12,265,118	12,703,577	12,461,332	12,155,686	12,873,192	6%
PERCENTAGE						
Bulk solid	32%	35%	29%	29%	30%	1%
Bulk liquid	12%	13%	15%	17%	16%	-1%
Containerised goods	37%	36%	36%	35%	36%	1%
General cargo	20%	17%	19%	20%	18%	-1%

Table 13: Evolution of bulk solid (in tonnes)

Bulk solid	2020	2021	2022	2023	2024	2024/2023 Variations
Exports	0	0	0	0	0	-
Imports	3,874,439	4,388,989	3,661,017	3,474,347	3,806,179	10%
Overall	3,874,439	4,388,989	3,661,017	3,474,347	3,806,179	10%

Table 14: Evolution per type of bulk solid (in tonnes)

Bulk solid	2020	2021	2022	2023	2024	2024/2023 Variations
Alumina	103,245	120,918	114,553	124,792	107,705	-14%
Wheat	899,495	979,771	898,362	889,748	1,127,169	27%
Clinker	2,565,835	2,992,989	2,300,347	2,126,039	2,245,874	6%
Petroleum coke	41,696	36,559	32,956	16,816	23,442	39%
Gypsum	166,392	168,184	198,898	195,670	185,300	-5%
Barley malt	97,777	90,568	115,901	121,282	116,690	-4%
Overall	3,874,439	4,388,989	3,661,017	3,474,347	3,806,179	10%

Table 15: Evolution of bulk liquid (in tonnes)

Bulk liquid	2020	2021	2022	2023	2024	2024/2023 Variations
Exports	463	11,425	5,432	421	5,077	1106%
Imports	1,463,084	1,596,480	1,871,404	2,023,760	2,051,259	1%
Overall	1,463,547	1,607,905	1,876,836	2,024,181	2,056,336	2%

Table 16: Evolution per type of bulk liquid (in tonnes)

Bulk liquid	2020	2021	2022	2023	2024	2024/2023 Variations
Hydrocarbons	1,354,120	1,492,125	1,728,590	1,840,529	1,970,433	7%
Edible oils	109,427	115,780	148,246	183,652	85,903	-53%
Bulk wine	0	0	0	0	0	-
Overall	1,463,547	1,607,905	1,876,836	2,024,181	2,056,336	2%

Table 17: Traffic evolution at each port (in tonnes)

EVOLUTION OF TRAFFIC							
	2018	2019	2020	2021	2022	2023	2024
Port of Douala							
Cargo Exports	3,141,002	2,745,711	2,352,061	2,742,114	2,730,701	2,277,964	2,357,002
Cargo Imports	8,693,984	10,114,096	9,949,463	10,010,746	9,771,898	9,917,538	10,554,845
Overall Cargo (long-distance and local)	11,834,986	12,859,807	12,301,524	12,752,860	12,502,599	12,195,501	12,911,846
(Idenau, Bota/SONARA and Tiko)							
Cargo Exports	5,666	4,838	25,141	...	41,007	65,852	78,677
Cargo Imports	8,082	6787	8,283	...	21,048	12,490	12,344
Overall Cargo	13,748	11,625	33,424	...	62,055	78,342	91,020

Source: PAL/PAD

Table 18: Evolution of container traffic

	2018	2019	2020	2021	2022	2023	2024
Number of containers							
Imports	130,494	123,383	124,476	111,592	114,271	119,733	126,500
Exports	122,018	124,678	153,212	130,852	114,693	118,888	135,611
Overall	252,512	248,061	277,688	242,444	228,964	238,621	262,111
Number of full TEUs							
Imports	174,878	174,660	175,833	164,519	161,899	171,305	179,906
Exports	135,599	120,568	105,489	116,905	110,263	89,765	97,533
Overall	310,477	295,228	281,322	281,424	272,162	261,070	277,439
Container Tonnage							
Imports	2,616,265	2,626,183	2,893,985	2,611,413	2,626,456	2,861,090	3,099,390
Exports	2,055,356	1,909,809	1,796,191	1,987,694	1,871,989	1,581,427	1,764,742
Overall	4,671,621	4,535,992	4,690,176	4,599,107	4,498,444	4,442,517	4,864,132

Source: DIT; RTC

Table 19: Evolution of full and empty container traffic

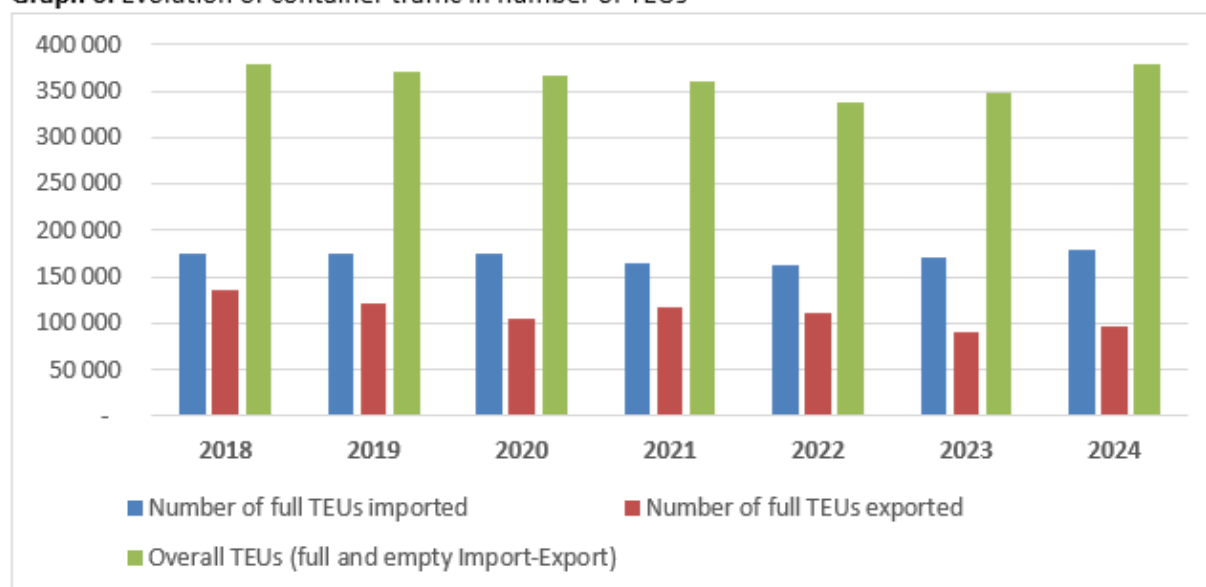
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of containers									
Imports									
Full containers	110,332	111,369	118,813	118,557	121,162	110,604	109,762	117,092	125,396
Empty containers	8,864	23,417	11,681	4,826	3,314	982	4,509	2,641	1,104
Exports									
Full containers	73,710	80,596	85,748	79,001	95,731	77,030	75,223	60,191	66,593
Empty containers	39,625	39,608	36,270	45,677	57,481	53,828	39,470	58,697	69,118
Overall number of containers									
Full containers	184,042	191,965	204,561	197,448	189,893	187,634	184,999	177,283	191,989
Empty containers	48,489	63,025	47,951	50,503	60,795	54,810	43,890	61,338	70,222
Overall TEUs (full and empty Import-Export)	344,391	386,371	378,758	370,685	367,854	360,512	338,248	348,470	379,337
Tonnage									
Imports	2,423,803	2,514,284	2,616,265	2,626,183	2,893,985	2,611,413	2,626,456	2,861,090	3,096,189
Exports	1,844,061	1,938,594	2,055,356	1,909,809	1,796,191	1,987,694	1,871,989	1,581,427	1,559,233
Overall container tonnage	4,267,864	4,452,878	4,671,621	4,535,992	4,690,176	4,599,107	4,498,444	4,442,517	4,655,422

Source: DIT; RTC

Table 20: Evolution of container traffic in TEUs

	2019	2020	2021	2022	2023	2024
Number of full TEUs imported	174,660	175,833	164,519	161,899	171,305	166,519
Number of full TEUs exported	120,568	105,489	116,905	110,263	89,765	88,530
Overall TEUs (full and empty Import-Export)	370,685	366,649	360,512	338,248	348,470	379,337

Source: DIT; RTC

Graph 6: Evolution of container traffic in number of TEUs

Source: DIT and RTC

Table 21: Average dwell time of containers in parks (in days)

	2018	2019	2020	2021	2022	2023	2024
When importing	21.18	22.68	20.81	10.41	9.35	9.5	9.90
When exporting	11.42	9.25	10.95	15.55	18.02	21.17	20.72

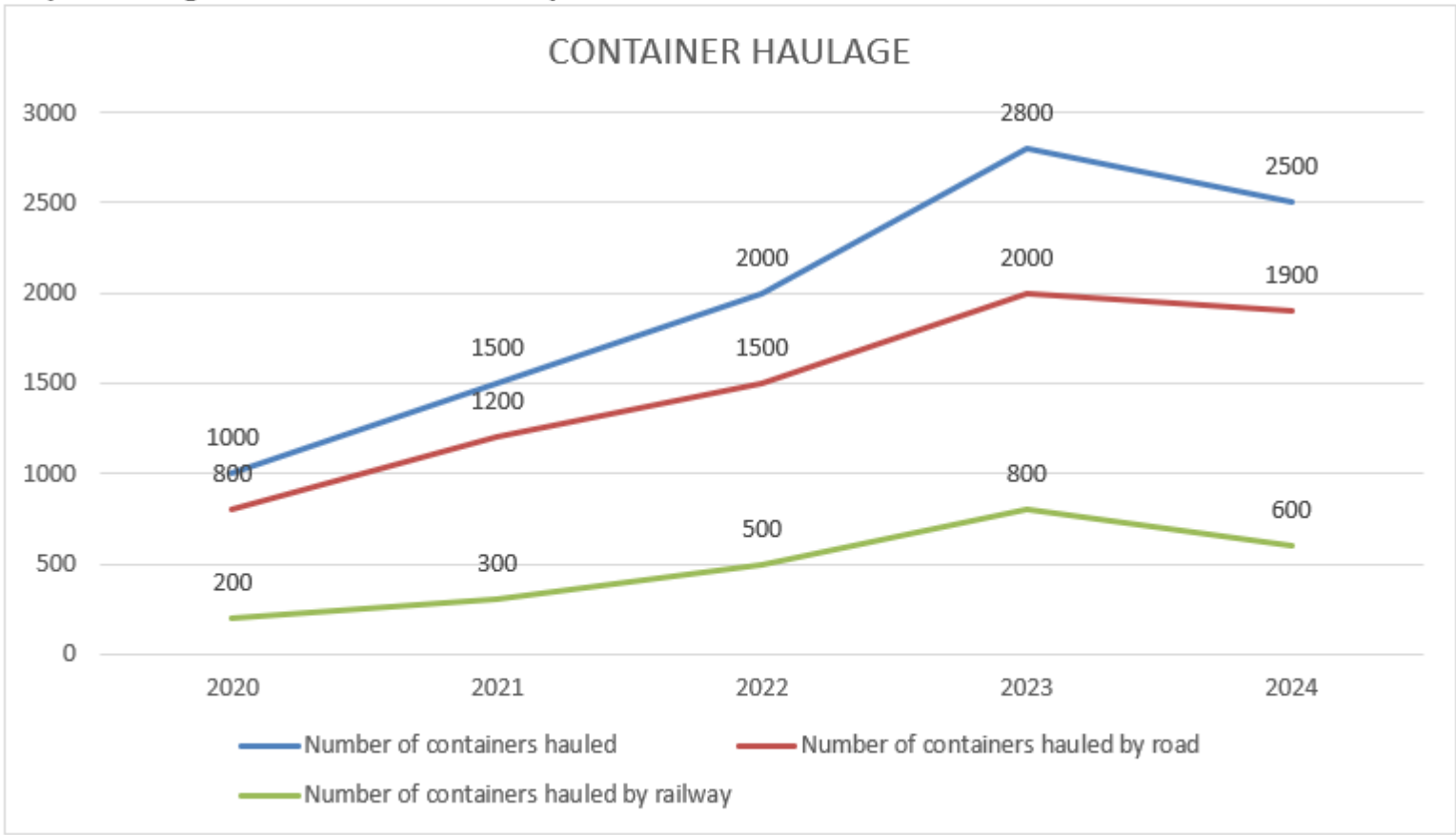
Source: DIT and RTC

3.2 CONTAINER MODAL SHIFT

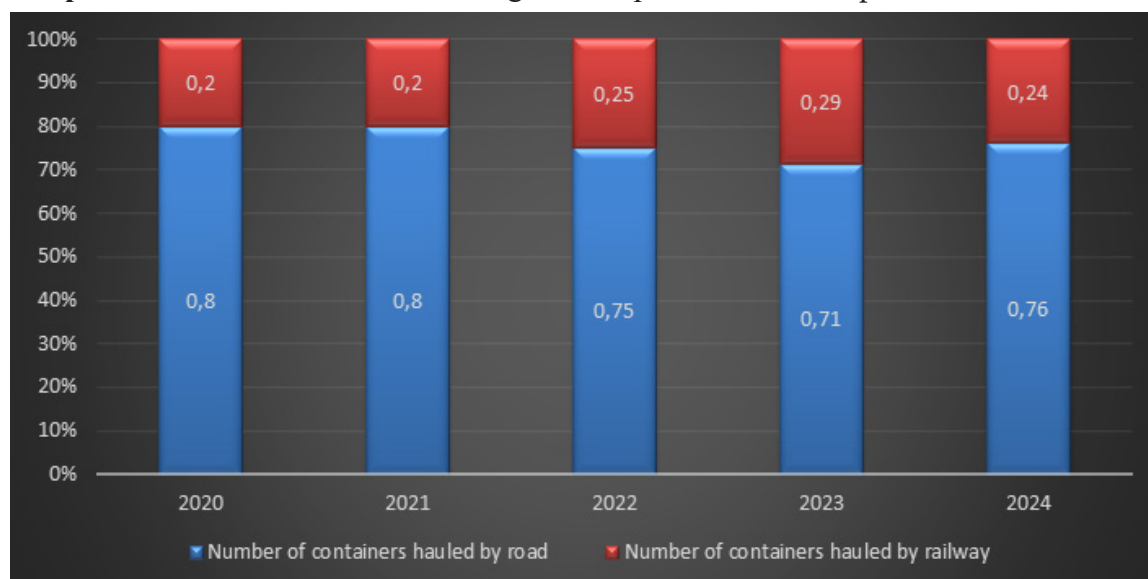
Table 22: Container haulage (in days)

Rubric	2020	2021	2022	2023	2024	2024/2023 Variations
Number of containers hauled	1,000	1,500	2,000	2,800	2,500	-11%
Number of containers hauled by road	800	1,200	1,500	2,000	1,900	-5%
Number of containers hauled by railway	200	300	500	800	600	-25%
Average lorry dwell time at the container yard (hours)	...			...	152.59	...

Graph 7: Haulage distribution over the last 5 years



Graph 8: Evolution of container haulage shares per mode of transport



3.3 VESSEL MOVEMENTS

Table 23: Evolution of the number of ports of call

ÉVOLUTION OF THE NUMBER OF PORTS OF CALL								
Vessel type	2018	2019	2020	2021	2022	2023	2024	2024/2023 Variation
Long-distance sailing	1101	1078	1048	978	985	1036	1085	4.73%
General Cargo	414	418	423	162	115	110	104	-5.45%
Bulk Carrier	...	...	...	208	222	185	203	9.73%
Container ships	305	268	274	252	250	267	291	10.11%
Oil tanker	160	200	178	179	155	181	165	-8.84%
Tanker	18	26	26	7	30	35	25	-28.57%
Ro-ro	61	76	48	73	76	63	60	-4.76%
Mixed carrier	...	...	...	...	5	30	20	-33.33%
Reefer ship	131	83	86	78	97	98	124	26.53%
Wine tanker	-	-	-	1	-	...	0	-
Gas carrier	-	2	13	7	16	33	48	45.45%
Log carrier	...	...	...	4	17	33	35	6.06%
Other vessels	12	5	0	7	2	1	10	600.00%
Total	1,101	1,078	1,048	978	985	1,036	1,085	4.73%
Local shipping								
Cabotage		...	626	89	203	175	137	-21.71%
Fishing		1054	801	803	815	822	745	-9.37%
Supplies		...	0	904	860	883	786	-10.99%
Other vessels		...	0	0	0	29	37	27.59%
Overall		1,054	1,427	1,796	1,878	1,909	1,705	-10.69%
Local shipping		3,361	2,475	2,676	2,863	2,945	2,790	-5.26%

Graph 9: Evolution of the number of vessels from 2018 to 2024

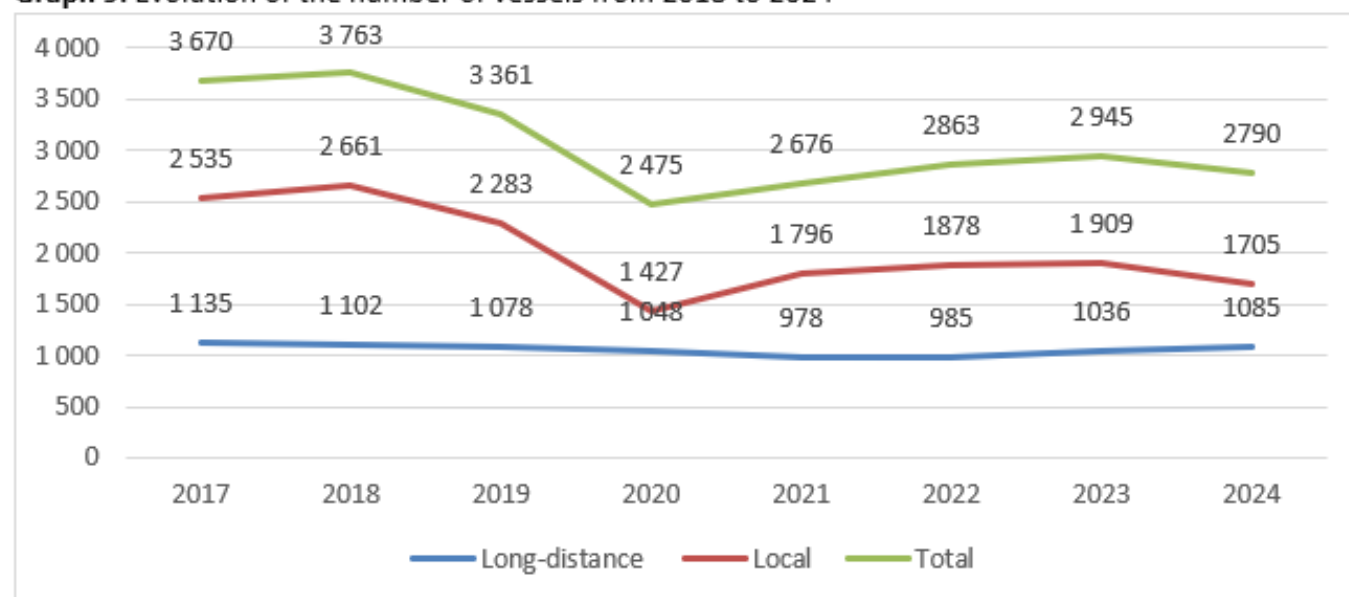


Table 24: Number of vessels

	2019	2020	2021	2022	2023	2024
Long-distance	1,078	1,048	978	985	1,036	1,085
Local	2,283	1,427	1,796	1,878	1,909	1,705
Overall	3,361	2,475	2,676	2,863	2,945	2,790

Table 25: Evolution of the number of ports of call for all shipping traffic per port

	2020	2021	2022	2023	2024	2024/2023 Variations
The Port of Douala-Bonabéri (Long-distance + cabotage + fishing + bunkering)	2,475	2,676	2,863	2,945	2,790	-5.26%
Port of Limbé (Longboat + coaster + canoes)	908	1,350	438	400	7399	1750%
Overall	3,383	4,026	3,301	3,345	10,189	205%

Table 26: Evolution of tonnage per vessel type

Year	2020		2021		2022		2023		2024	
Vessel type	No. of vessels	tonnage	No. of vessels	Tonnage	No. of vessels	Tonnage	No. of vessels	Tonnage	No. of vessels	Tonnage
General Cargo	419	4,802,217	162	2,281,209	115	1,424,164	110	1,154,936	104	1,284,369
Container ship	274	4,690,176	252	4,599,107	250	4,498,444	263	4,442,517	291	4,655,422
Mixed carrier	...	...	...	...	5	30,475	30	379,507	23	211,502
Oil tanker	178	1,713,143	179	1,590,109	155	1,741,747	181	1,674,008	165	1,770,633
Banana carrier	3	17,966	-	-	-	-	65	314,924	...	...
Ro-ro	48	411,547	73	539,461	76	497,445	63	439,824	60	404,208
Bulk ore carrier	-	-	-	-	-	-	-	-	...	...
Butane carrier	-	-	-	-	-	-	-	-	...	...
Reefer ship	86	364,741	78	380,718	97	441,256	33	97,773	124	445,623
War ship	-	-	4	0	2	0	1	0	...	...
Chemical tanker	26	218,065	7	23,016	16	130,663	35	140,574	48	84,048
Wine tanker	-	-	1	3,008	-	-	-	-	...	...
Asphalt tanker	1	1550	-	-	-	-	-	-	...	...
Gas carrier	13	45,713	7	36,729	30	177,425	33	168,472	32	201,854

Year	2020		2021		2022		2023		2024	
Vessel type	No. of vessels	tonnage	No. of vessels	Tonnage	No. of vessels	Tonnage	No. of vessels	Tonnage	No. of vessels	Tonnage
Log carrier	...	...	7	122,397	17	170,270	33	399,982	35	430,645
Dry bulk ¹ Carrier	...	...	208	309,1273	222	3,289,443	185	3,816,644	203	3,384,907
Barge/research/passenger	-	-	-	-	-	-	-	-	-	-
Overall	1,048	12,265,118	978	12,667,027	985	12,461,332	1036	12,155,687	1085	12,873,192

¹ From 2015 to 2020 the tonnage and the number of dry bulk carriers and log carriers were included in General Cargo

CHAPTER IV: OPERATIONAL STATISTICS

This section reviews the operational performance of the port complex of Douala-Bonabéri.

4.1 DURATION OF VESSEL PORTS OF CALL

Graph 10: Evolution of the average waiting time for vessels at the base buoy, the average dwell time of vessels at the quay (in hours) and the average vessel output (in tonnes/day/vessel)

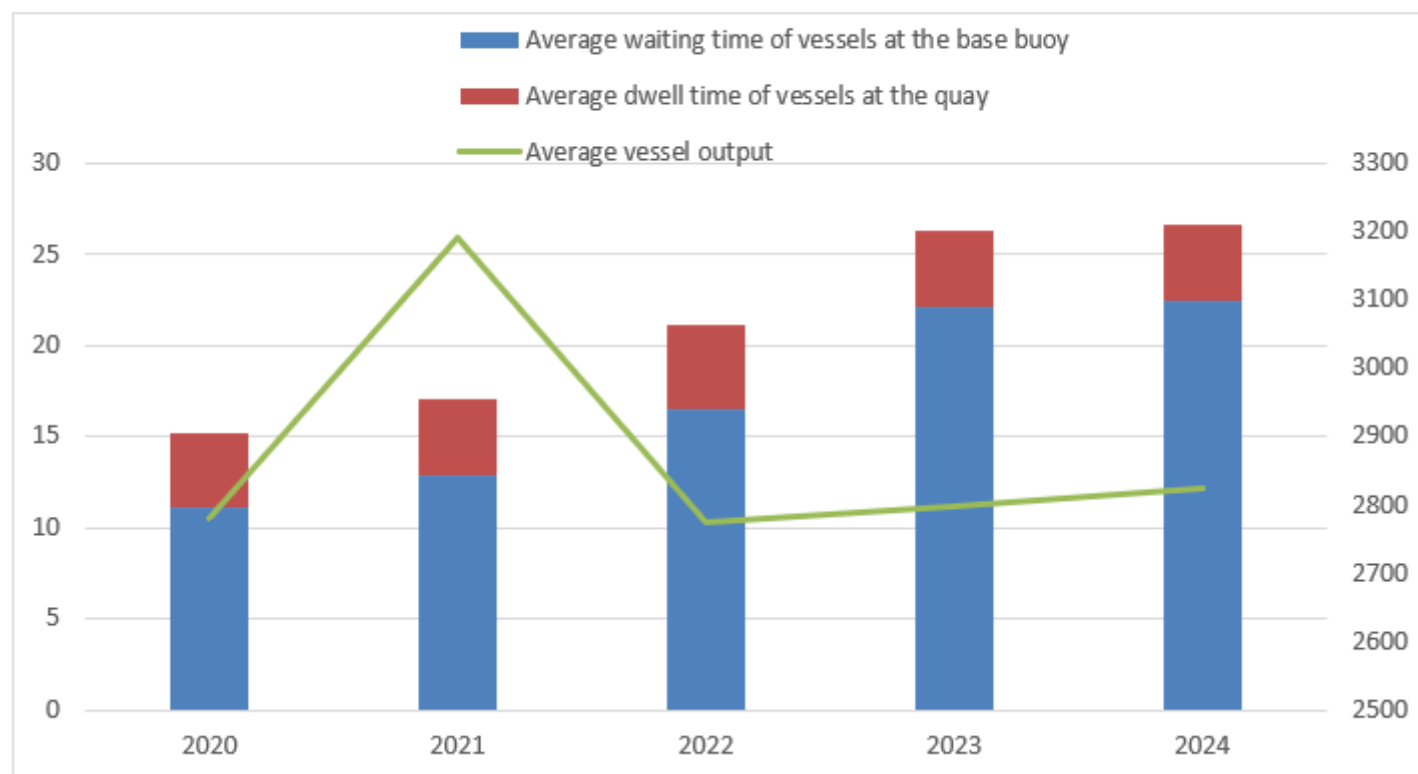


Table 27: Evolution of average dwell time per vessel type at the quay (in days)

Vessel type	2018	2019	2020	2021	2022	2023	2024
Container ship	2.5	2.05	2.41	2.53	1.54	2.276	2.25
Bulk carrier	6.09	6.84	6.41	7.36	8.59	7.697	6.89
Dry bulk carrier	...	...	...	6.68	8.2	6.88	7.69
Ro-ro	2.26	2.06	2.01	2.28	1.93	1.92	1.85
Liquefied natural gas carrier	3.36	2.25	5.63	7.81	7.49	6.559	5.62
Oil tanker	2.46	2.47	2.52	3.09	2.48	2.14	3.09
Tanker	3.74	8.98	2.4	2.07	4.09	2.051	1.79
Reefer ship	2.68	5.89	2.7	3.07	3.42	7.406	2.33
War ship	3.07	2.71	...	3.94	4.46	4	3.64
Petroleum research and exploration ship	...	...	...	...	...	...	...
Wine tanker	...	...	...	1.47	...	...	...
Log carrier	...	...	...	10.22	8.36	8.429	8.47
Passenger ship	5.95	...	...	...	...	...	1.90
Average dwell time of vessels at the quay	3.92	4.07	4.08	4.2	4.63	4.2	4.20

4.2 VESSEL CAPACITY

Table 28: Evolution of Average Gross Tonnage of vessels (in tonnes)

	2018	2019	2020	2021	2022	2023	2024
Average Gross Tonnage	20,375	24,918	20,946	20,685	21,972	20,424	19,530
Average Net Tonnage	11,206	11,935	11,220	9,794	9,255	9,971	9,246
Average Deadweight tonnage	42,727	44,791	27,350	25,073	26,861	24,860	25,453

Table 29: Vessel size

Rubric	2020	2021	2022	2023	2024
AVERAGE LENGTH	167.85	168.84	175.06	167.82	165.62
AVERAGE WIDTH	30.28	26.18	27.48	26.076	26.10

4.3 RATE AND PRODUCTIVITY OF BERTHS

Table 30: Evolution of berth occupancy rates (in %)

	2018	2019	2020	2021	2022	2023	2024
Overall occupancy rate	60.67	77.16	76	77	79	60	62.48
General Cargo occupancy rate	52.10	70.75	62	57	66	92	60.32

Table 31: Evolution of the average productivity (output) of vessels by berths (in tonnes)

Berth	2018	2019	2020	2021	2022	2023	2024
1	2,406	4,426	4,435	3,571	663	2,639	2,760
2	1,170	1,300	1,245	1,673	1,022	1,387	1,456
3	2,724	2,281	1,909	2,794	2,631	2,439	3,157
4	836	3,145	2,460	2,059	1,950	2,461	1,978
5	2,654	1,549	1,480	1,782	1,182	1,243	1,647
6	1,168	1,599	1,552	1,762	1,447	1,492	1,757
7	907	1,395	1,469	2,046	1,406	1,374	1,570
8	1,609	1,312	2,175	1,396	1,230	1,779	1,228
9	1,433	2,207	1,197	1,381	1,451	1,114	1,662
10	1,559	1,278	1,577	1,568	1,316	1,571	1,870
11	...	...	...	...	...	...	0
12	1,810	4,353	2,229	2,251	1,954	2,055	1,989
13	2,811	2,799	2,582	3,172	1,937	2,182	2,180
14	3,430	5,596	5,380	5,072	5,862	5,722	4,985
15	3,890	7,816	5,312	5,184	8,048	6,420	6,108
16	3,263	4,336	3,885	3,821	4,718	4,016	4,657
51	1,542	1,688	1,391	1,647	740	956	758
52	4,032	3,335	3,870	3,614	3,995	4,115	5,456
60	2,843	3,102	2,947	3,485	4,662	4,746	4,787
61	...	...	...	3,826	4,574	4,394	3,600
Average productivity	2,545	3,142	2,781	3,191	2,774	2,797	2,823

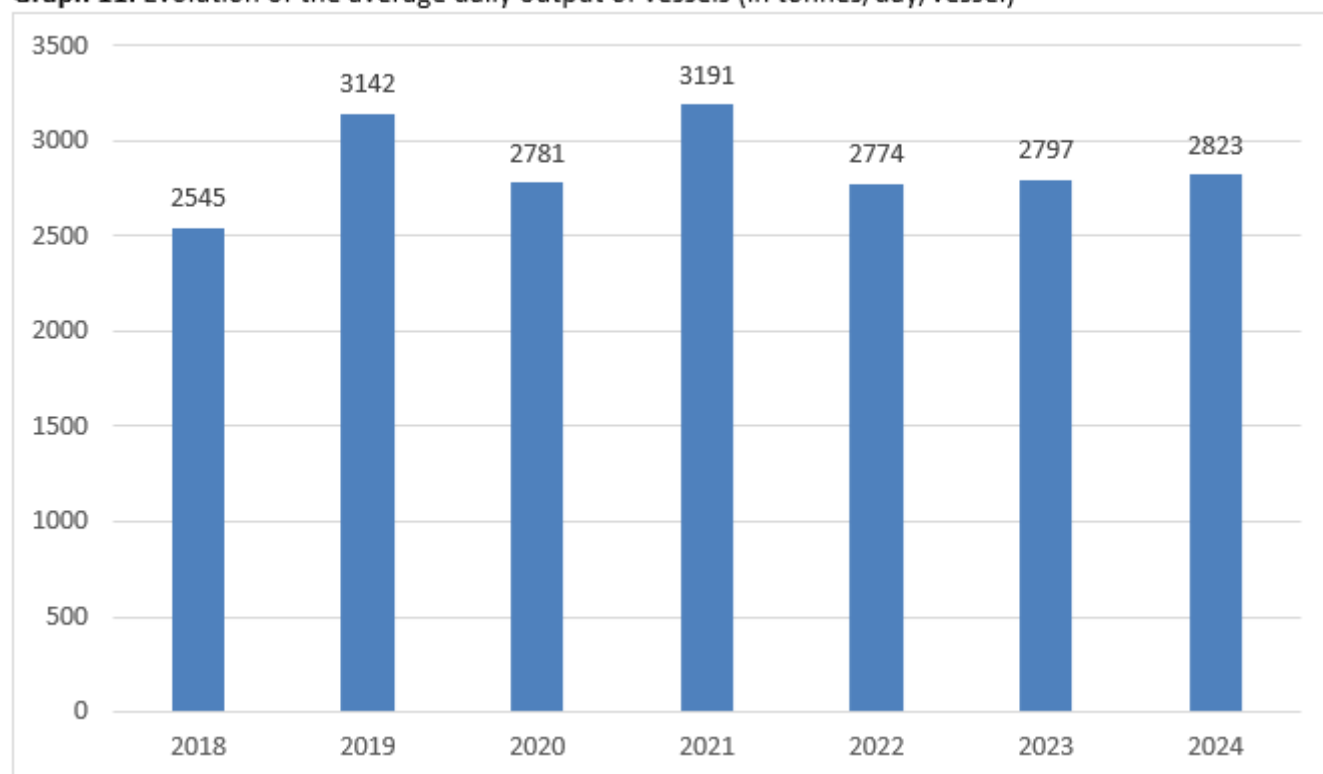
Graph 11: Evolution of the average daily output of vessels (in tonnes/day/vessel)

Table 32: Daily output per vessel type from 2018 to 2024 (in tonnes/day/vessel)

Vessel type	2018	2019	2020	2021	2022	2023	2024
Container ship	4,680	7,157	5,358	5,580	7,056	5,874	5,846
Bulk carrier	1,925	2,383	2,155	1,921	1,508	1,364	2,978
Dry bulk carrier	...	...	...	3,031	2,624	2,999	1,569
Log carrier	...	...	...	1,707	1,273	1,438	1,453
Ro-ro	4,491	5,303	4,216	3,274	3,526	3,637	3,639
Liquefied natural gas tanker	2,275	3,654	3,384	671	817	778	748
Oil tanker	3,322	3,375	3,765	2,863	4,739	4,322	3,469
Tanker	1,031	332	605	1,587	2,128	1,958	1,881
Reefer ship	1,644	1,794	1,768	1,606	1,389	3,289	1,540
Wine tanker	...	...	...	2,044	...	...	...
War ship	278	-	-	-	-	0	0
Research vessel	-	-	-	-	-	-	-
Passenger ship	2,218	-	-	-	-	-	1
Average daily output	2,545	3,142	2,781	3,191	2,774	2,797	2,823

Table 33: Evolution of the average cargo per vessel type at the yards from 2023 to 2024 (in tonnes)

Vessel type	2023	2024
Container ship	13,367	13,178
Bulk carrier	20,631	20,523
Dry bulk carrier	10,941	12,063
Log carrier	12,121	12,304
Ro-ro	6,981	6,737
Liquefied natural gas tanker	5,105	4,205
Oil tanker	9,249	10,731
Tanker	4,016	3,362
Reefer ship	2,963	3,594
Wine tanker	...	...
War ship	0	0
Research vessel	...	...
Passenger ship	...	3
Average cargo	11,733	11,865

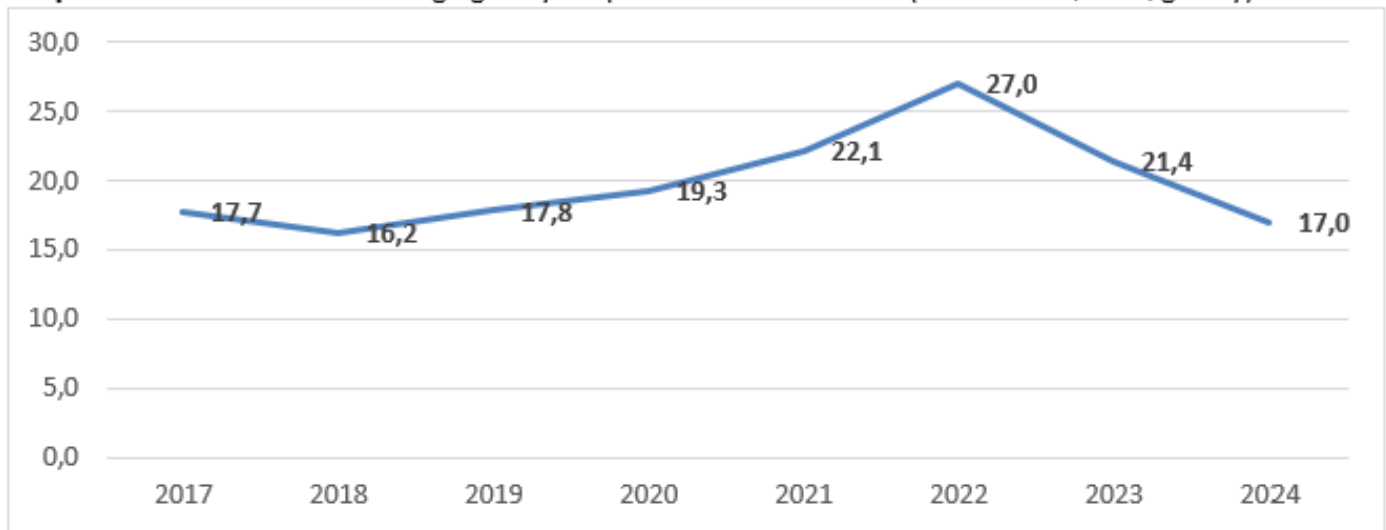
4.4 CONTAINER TERMINAL PERFORMANCE

Table 34: Evolution in the average dwell time of containers in yards from 2018 to 2024 (in days)

	2018	2019	2020	2021	2022	2023	2024
When importing	21.18	22.68	20.81	10.41	9.35	9.5	9.90
When exporting	11.42	9.25	10.95	15.55	18.02	21.17	20.72

Source: DIT, RTC

Graph 12: Evolution of the average gantry output from 2017 to 2024 (Movements/hour/gantry)



Source: DIT and RTC

Table 35: Others container terminal indicators

Rubric	Unit	2021	2022	2023	2024	Variations in Absolute Terms	Variations in Relative Terms
Average waiting time of container ships (in hours)	hours	87.14	37.05	42.21	20.88	-21.53	-51%
proportion of container ships having spent less than 48 hours at the base buoy (%)	%	33%	85%	57%	100%	43%	75%
Average number of movements of gantry cranes per hour	number	22.1	16.6	20	16.93	-3.07	-15%
Average number of TEUs handled per port of call	number of TEUs	1,431	1,353	1325	1290	-35.08	-3%
Average number of TEUs handled per day	number of TEUs	1,007	945	971	1056	85.37	9%
Average cargo of container ships	tonnes	15,284	13,046	16,213	15835	-378.23	-2%
Average dwell time of container ships	days	2.46	1.75	2.17	2.08	-0.08	-4%
occupancy rate of container ship quays	%	71%	52%	63%	66%	3%	4%
Average dwell time of containers when importing	days	10.41	9.35	9.5	9.9	0.40	4%
Average dwell time of containers when exporting	days	15.55	18.02	21.17	20.72	-0.45	-2%
Number of containers hauled by road	number of containers	109,664	105,948	113,632	118,237	4,605	4%
Number of containers hauled by railway	number of containers	5,554	5,457	6,797	6,905	108	2%



CHAPTER V:

FINANCIAL, SOCIAL AND ENVIRONMENTAL STATISTICS

5.1 FINANCIAL STATISTICS

5.1.1 FINANCIAL INDICATORS

Table 36: Evolution of the main lines of income statement of PAD (in CFA francs)

RUBRIC	2019	2020	2021	2022	2023	2024
Net Result	5,377,982,056	6,310,700,694	6,473,479,501	2,769,239,243	3,227,183,313	'''

Table 37: Evolution of the PAD turnover (in F CFA)

RUBRIC	2019	2020	2021	2022	2023	2024
Turnover	56,204,534,022	65,623,187,684	65,528,039,762	72,200,432,321	75,290,148,224	...

5.1.2 EXPENDITURES

Table 38 : Evolution of dividends paid to the State by PAD (in CFA francs)

Rubric	2019	2020	2021	2022	2023	2024
Dividends paid to the State by PAD	2,600,000,000	2,000,000,000	1,000,000,000	2,000,000,000	1,000,000 000	...

Table 39: Evolution of taxes on activities supported by PAD

RUBRIC	2019	2020	2021	2022	2023	2024
Advance payment of Corporate Income Tax (CIT)	1,298,368,528	1,591,716,678	1,682,396,234	1,636,088 820	1,673,828,422	...
Value Added Tax (VAT) paid	0	-	1,373,359,454	2,682,720 383	7,343,135,224	...
Licence duty	84,857,145	93,836,636	108,373,869	121,591,364	113,324,307	...
Property tax	31,893 393	33,167,173	31,224,443	105,497,251	130,970,852	...
Registration duties	0	34,608,080	3,175,600	36,510,400	14,959,056	...
Excise duties	0	0	-	-	-	...
Overall	1,415,119,066	1,753,328,567	3,198,529,600	4,582,408,218	9,276,217,863	...

Table 40: Evolution of taxes withheld at source by PAD/suppliers (in FCFA)

RUBRIC	2019	2020	2021	2022	2023	2024
VAT WITHHELD ON SUPPLIERS	5,124,183,559	6,726,006,028	5,942,808,515	8,699,740 923	16,145,462,022	...
Special Tax on Income (TSR) on foreign suppliers	712,645,341	1,162,165,777	571,367,475	1,045,365,174	291,509 359	...
Corporation tax (IS) deducted from suppliers	479,530,464	533,812,487	818,451,097	1,016,017 909	1,312,975,963	...
Advertisement Tax (TSP)	4,224,949	4,091,387	7,511,264	6,280 756	12,897,469	...
Income Tax on Movable Capital (IRCM)	120,326,799	129,672,681	155,895,446	262,182,010	179,033 650	...
Overall	6,440,911,112	8,555,748,361	7,496,033,797	11,029,586,771	17,378,347,127	...

Table 41: PAD Payroll taxes (in FCFA)

RUBRIC	2019	2020	2021	2022	2023	2024
Personal Income Tax (IRPP) + Additional Council Taxes (CAC)	1,394,779,709	1,399,561,758	1,591,763,839	1,591,516,456	1,643,947,196	...
Local development tax (TDL)	27,419,250	28,189,000	30,320,198	30,266,500	31,459,250	...
Cameroon Land Credit (CFC)	283,494,336	295,930,579	324,818,147	336,334,769	352,419,924	...
National Employment Fund (FNE)	121,301,876	128,186,474	140,335,631	147,175,113	156,092,883	...
Audio visual tax (RAV)	119,385,700	121,196,650	130,547,000	135,936,000	140,658,550	...
Civil-servants old-age pension	42,833,400	42,173,033	36,588,881	40,346,273	44,492 667	...
Overall	1,989,214,271	2,015,237,494	2,254,373,695	2,281,575,111	2,369,070 469	...

Table 42: PAD Payroll taxes (NSIF) (in FCFA)

RUBRIC	2019	2020	2021	2022	2023	2024
Old-age disability pension (PVID)	640,992,937	651,212,332	656,608,671	670,830,621	692,402 224	...
Family allowance	548,295,689	556,312,828	559,706,248	575,127,135	593,781 944	...
Occupational accident	239,891,071	239,415,065	243,418,062	249,210,675	254,980 444	...
Overall	1,429,179,697	1,446,940,225	1,459,732,981	1,495,168,431	1,541,164,612	...

Table 43: Evolution of taxes linked to DSF tax balances - NSIF regularisations - VGC turnaround to PAD (in FCFA)

RUBRIC	2,019	2020	2021	2022	2023	2024
Recovery of tax debt notices (AMR) 2210	-	-	-	-	-	...
Corporate Income tax (CIT) Statistical and Tax Declaration (STC) 2016	-	-	250,675,597	321,740,116	-	...
CIT STC BALANCE 2016	-	-	1,563,638,754	1,692,016,349	2,260,057,122	...
NSIF Turnaround -moratorium	-	-	-	118,889,901	-	...
NSIF Regularisation 2018-2020	-	-	588,892,703 Rég (2020)	-	-	...
CIT STC Balance 2019	-	855,807,043	1,563,638,754	1,692,016,349 Rég (2021 balance)	-	...
Tax balances of STC 2018- STC 2019	135,003,737	125,504,933	250,675,597	321,740,116 (2021)	1,457,259,797	...
CIT and STC tax balance 2018	403,809,447	408,194,040	-	-	-	...
NSIF inspection penalties 2017	185,644,600	-	-	562,832,461 Rég (2021)	24,804,644	...
2017 NSIF inspection	171,361,980	-	-	-	-	...
NSIF Regularisation 2018 and 2019	514,085,937	591,235,159	588,892,703	551,751,702	562,832,461	...
AMR Settlement General Audit of Accounts (VGC) 2014-2016	4,291,088,565	1,142,659,692	2,000,329,584	-	-	...
Overall	5,700,994,266	3,123,400,867	4,403,536,638	8,757,082,996	4,304,954,024	...

Table 44: Evolution of taxes paid to PAD (in thousands of FCFA)

Rubric	2019	2020	2021	2022	2023	2024
Total tax paid	16,975,418,412	16,894,655,514	18,812,206,711	28,145,923,501	34,869,754,095	...

5.2 SOCIAL STATISTICS

Table 45: Distribution of PAD staff by gender and age group (%)

		2018		2019		2020		2021		2022		2023		2024	
		Staff strength	Total	Staff strength	Total	Staff strength	Total	Staff strength	Total	Staff strength	Total	Staff strength	Total	Staff strength	Total
Below 25 years	Men	2	2	1	1	1	1	1	1	1	2	1	2	0	1
	Women	1		0		0		1		1		1		1	
From 25 to 29 years	Men	6	9	6	9	5	9	5	8	7	10	5	8	4	7
	Women	4		3		4		3		3		3		3	
From 30 to 34 years	Men	12	21	10	18	11	19	10	17	10	18	9	16	9	15
	Women	9		8		9		7		8		7		6	
From 35 to 39 years	Men	10	17	12	20	14	21	14	23	14	23	15	24	12	21
	Women	7		8		8		8		9		9		9	
From 40 to 44 years	Men	9	13	9	15	10	14	11	17	11	17	12	18	14	21
	Women	5		5		5		6		6		6		7	
From 45 to 49 years	Men	8	12	8	11	8	11	7	11	7	11	8	12	9	14
	Women	3		3		4		4		4		4		5	
From 50 to 54 years	Men	8	12	9	13	8	11	8	11	7	10	7	10	7	10
	Women	4		4		4		3		3		3		3	
From 55 to 59 years	Men	10	14	9	13	8	12	8	12	7	10	7	10	7	11
	Women	4		4		4		4		3		3		4	
60 years and above	Men	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	Women	0		0		0		0		0		0		0	
Men		64		64		64		64		64		64		63	
Women		36		36		36		36		36		36		37	
Total		100		100		100		100		100		100		100	

Graph 13: Age pyramid of PAD staff by gender and age group in 2024 (%)

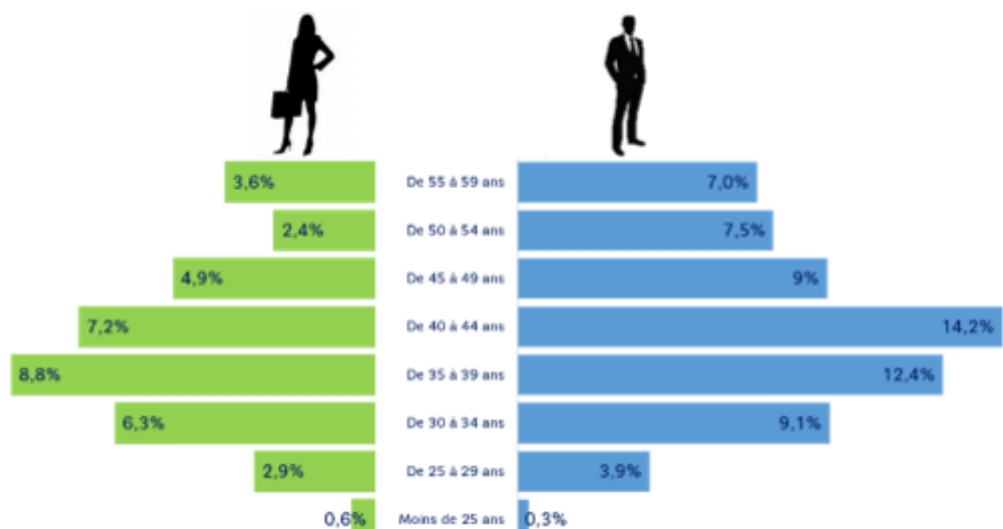


Table 46: Proportion of men and women in 2024

YEARS	2021	2022	2023	2024
Below 25 years	1%	1,21%	1,71%	1%
From 25 to 29 years	7%	8,21%	7,83%	7%
From 30 to 34 years	16%	17,47%	15,50%	15%
From 35 to 39 years	23%	22,87%	23,95%	21%
From 40 to 44 years	18%	17,95%	18,37%	21%
From 45 to 49 years	12%	11,67%	12,79%	14%
From 50 to 54 years	10%	10,14%	10,16%	10%
From 55 to 59 years	14%	10,47%	9,69%	11%
Total	1	1	1	1

Table 47: Distribution of the PAD staff by seniority

	2021	2022	2023	2024
Below 5 years	20%	25%	28%	28%
From 5 to 9 years	43%	42%	33%	30%
From 10 to 14 years	17%	16%	24%	21%
From 15 to 19 years	5%	5%	5%	9%
From 20 to 24 years	4%	4%	4%	4%
From 25 to 29 years	9%	7%	6%	4%
From 30 to 34 years	0%	0%	1%	3%
From 35 to 39 years	1%	1%	0%	0%
From 40 to 44 years	0%	0%	0%	0%

Graph 14: Pyramid of Seniority of PAD staff by gender (%)

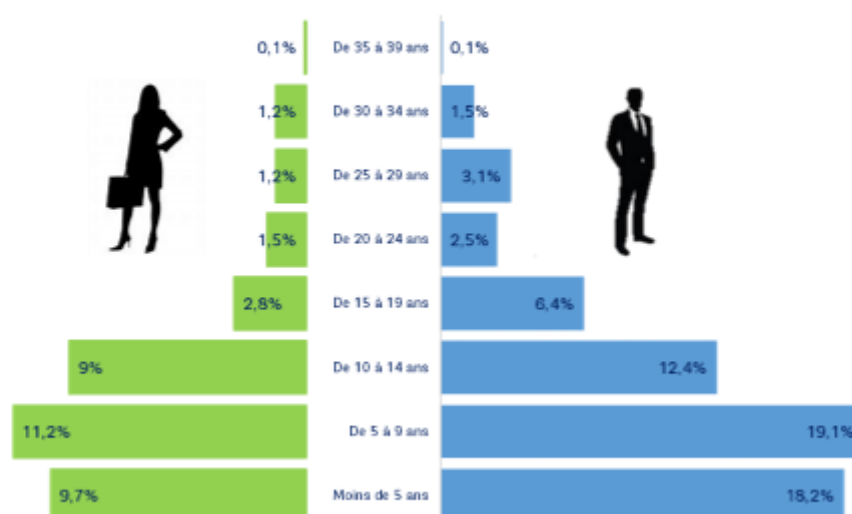


Table 48: Distribution of the PAD staff by socio-professional category and gender (in % of total headcount)

Rubric	2017	2018	2019	2020	2021	2022	2023	2024
Senior staff								
Men	19	18	18	21	20	20	20	21
Women	11	10	10	12	11	11	11	12
Total headcount of senior staff (a)	30	28	29	33	32	31	31	33
Supervisory Staff								
Men	23	24	25	24	25	25	25	28
Women	21	21	21	20	21	21	21	16
Total headcount of supervisory staff (b)	44	45	46	44	46	46	46	44
Junior staff								
Men	22	22	21	19	19	19	19	14
Women	4	4	4	4	4	4	4	8
Total headcount of junior staff (c)	27	26	25	23	23	23	23	23
Total (a+b+c)	100	100	100	100	100	100	100	100

5.3 ENVIRONMENTAL STATISTICS

Table 49: Evolution of the number of ISPS Code-related procedures

Procedure type	2017	2018	2019	2020	2021	2022	2023	2024
Number of anti-pollution checks on board ships	850	800	825	527	703	445	710	1069
Number of shipping accidents	6	5	4	4	11	12	10	01
Number of vessel surveillance tours (carried out by the marine fire brigade)	1,240	1,150	1,220	1253	600	720	720	900

Table 50: Evolution of the number of incidents

	2020	2021	2022	2023	2024	2024/2023 Variation
Total number of incidents	...	289	689	199	318	60%

Table 51: Removal of waste oils on board vessels (in litres)

	2018	2019	2020	2021	2022	2023	2024
Number of vessels	360	360	600	335	289	382	165
Gross quantity removed (in litres)	6,786,345	10,623,350	8,005,135	8,326 658	17,491,782	8,986,998	
Quantity recycled (litres)	1,974,052	1,245,811	1,067,040	870,805	862,000	1,143,686	1,268,909
Pollution cases	1	1	1	13	6	3	01

Table 52: Cleaning up navigable areas and monitoring sources of pollution (%)

	2018	2019	2020	2021	2022	2023	2024
Clean-up rate for navigable areas	100	50	84.37	100	...	...	
Monitoring rate for sources of water pollution from sewers	-	100	50	100	...	8	

Table 53: Number of environmental impact assessments

	2018	2019	2020	2021	2022	2023	2024
Environmental impact assessments	1	1	0	0	0	0	
PAD Environmental and Social Audit	1	1	0	0	0	0	

STATISTICS ON INFRASTRUCTURES, SUPERSTRUCTURES AND EQUIPMENT

This chapter deals with statistics on infrastructures, superstructures and equipment.

6.1 STATISTICS ON INFRASTRUCTURES

Table 54: Evolution of infrastructures

	Unit	2018	2019	2020	2021	2022	2023	2024
Open spaces	Number	24	24	24	24	23	23	25
Quays	Number	24	24	24	24	27	27	27
Paved roads	Km	22.5	22.714	22.714	26.719	26.719	26.719	30.970
Operational railways	Km	25	25	25	25	25	25	25

Table 55: Characteristics of certain quays of the port of Douala-Bonabéri

QUAY No.	QUAY TYPE (specialised or non-specialised)	QUAY LENGTH (m)	DEPTH (m)	DRAUGHT (m)
1	Specialised (mineral)	141	-10.5	-8.5
2	Specialised (mineral)	150	-10.5	-8.5
3	Non-specialised	156	-8.5	-8.5
4	Non-specialised	155	-8.5	-8.5
5	Non-specialised	155	-8.5	-8.5
6	Non-specialised	156	-8.5	-8.5
7	Non-specialised	156	-8.5	-8.5
8	Non-specialised	156	-10.5	-8.5
9	Non-specialised	156	-10.5	-8.5
10	Non-specialised	155	-10.5	-8.5
11	Non-specialised	155	-10.5	-8.5
12	Specialised (fruits)	200	-11.0	-9.0
13	Specialised (cereals)	200	-11.0	-9.0
14	Specialised (containers)	200	-11.0	-9.0
15	Specialised (containers)	200	-11.0	-9.0
16	Specialised (containers + Ro-Ro)	256	-11.5	-9.0
51	Non-specialised (gas + general)	200	-8.5	-8.5
52	Non-specialised (ore + general)	200	-8.5	-8.5
60 (Dangoté Quay)	Specialised (ore)	200	-8.5	-8.5
Dock 61 (Oil Dolphin)	Hydrocarbons	...	...	...
Oil Dolphin wood yard	Specialised	...	...	...
TBPD Quay	Specialised	210	...	...
BOSCAM quay	Specialised	390	...	...
Fishing Quay	Specialised	375	...	...

6.2 STATISTICS ON SUPERSTRUCTURES

Table 56: Characteristics of certain warehouses of the port of Douala-Bonabéri

No.	Name and description of the activity	Characteristics		2024 Observations
		Heights (gable and floor) (m)	Surface area (m²)	
1	WAREHOUSE: HAZARDOUS PRODUCTS	/	/	NTR
2	WAREHOUSE 1: CELL (CREST)	12.62 and 7.3	5000	NTR
3	WAREHOUSE 2: CELL	12.62 and 7.3	5100	NTR
4	WAREHOUSE 3	10 and 08	4,000	Demolition in progress, KAMLOG Project
5	WAREHOUSE 4	12 and 10	4,927	Rehabilitated (SGMP project)
6	WAREHOUSE 5	12 and 10	4,927	Rehabilitated (SGMP project)
7	WAREHOUSE 6	10 and 08	4,000	Reconstruction in progress
8	WAREHOUSE 6 BIS	10 and 08	4,000	Reconstruction in progress
9	WAREHOUSE 7	10 and 08	4,000	Reconstruction in progress
10	WAREHOUSE 7 BIS	10 and 08	4,000	Reconstruction in progress
11	WAREHOUSE 7 TER	12 and 10	4,927	Reconstructed
12	WAREHOUSE 8	10 and 08	4,000	Reconstructed
13	WAREHOUSE 8 BIS	10 and 08	4,000	Reconstructed
14	WAREHOUSE 9	12 and 10	4900	Reconstructed
15	WAREHOUSE 10	/	/	Demolished, AFISA Project
16	WAREHOUSE 11	10 and 08	4,000	NTR

6.3 STATISTICS ON EQUIPMENT

Table 57: Evolution of the number of equipment used to handle containers

Equipment	2018	2019	2020	2021	2022	2023	2024
Riding squads, Lorries or Automated Guided Vehicles	...	...	...	...	...	...	...
Straddle carriers	...	...	...	...	...	...	...
Quay gantry cranes (Container Terminal)	3	3	3	3	3	3	3

STATISTICS ON GOVERNANCE AND SECURITY

7.1 STATISTICS ON GOVERNANCE

Table 58: Evolution of the number of audits

Rubric	Number of audit missions planned (a)	Number of audit missions upon request (b)	Number of audit missions conducted (c)	Execution rate (c/a)	Overall execution rate (c/(a+b))
Year 2021	12	1	7	58%	54%
Year 2022	8	5	7	88%	54%
Year 2023	12	1	11	92%	85%
Year 2024	12	0	10	83%	83%

7.2 STATISTICS ON SECURITY

Table 59: Evolution of the Douala-Bonabéri security measures as per DPS.

Rubric	2018	2019	2020	2021	2022	2023	2024
Number of control gates	...	...	...	6	6	6	6
Number of security vehicles	...	...	...	6	6	6	6
Number of surveillance tours carried out in the port	...	...	...	5,460	2,920	8791	10,427
Number of checkpoints	...	...	...	12	12	12	12
Number of access points	...	...	...	11	11	11	13

Table 60: Evolution of pedestrian traffic in the port of Douala-Bonabéri

Rubric	2018	2019	2020	2021	2022	2023	2024	Annual
Number of pedestrians who entered the port	...	...	...	1,562,164	3,757,356	3,893,560	3,675,896	-6%
Number of pedestrians with access tickets	...	...	...	1,171,123	3,718,311	3583138	3,256,447	-9%
Number of suspicious pedestrians stopped	...	...	...	2	-	-	0	...
Number of thieves apprehended	...	...	...	21	16	50	121	142%
Number of theft cases recorded	...	...	...	36	21	30	2	-93%

Rubric	2018	2019	2020	2021	2022	2023	2024	Annual
Number of lorries that entered the port	...	...	...	291,305	335,432	466,745	254,718	-45%
Number of lorries that left the port	...	...	...	291,304	335,431	466,728	233,998	-50%
Number of container lorries that entered the port	...	...	...	128,437	269,403	318,277	202,614	-36%
Number of container lorries that left the port	...	...	...	128,437	269,376	318,260	195,149	-39%
Number of lorries in breach of the law	...	...	...	118	-	60	99	65%

SOME KEY STATISTICS: MAIN INDICATORS FROM 2022 TO 2024

Table 62: Key indicators

Rubric	Unit	2022	2023 (b)	2024 (a)	Evolution	
					Absolute (a – b)	Relative (%)
Cargo handling operations						
Overall cargo traffic (long-distance and local)						
Imports	Tonne	9,771,898	9,917,537	10,560,150	642,006	6%
Exports	Tonne	2,730,701	2,277,964	2,360,149	81,419	4%
Overall	Tonne	12,502,599	12,195,501	12,920,299	723,425	6%
Long-distance cargo traffic						
Imports	Tonne	9,751,240	9,896,063	10,531,521	635,458	6%
Exports	Tonne	2,710,092	2,259,623	2,341,690	82,067	4%
Overall Traffic	Tonne	12,461,332	12,155,686	12,873,211	717,525	6%
Local cargo traffic						
Imports	Tonne	20,658	22,081	28,629	6,548	30%
Exports	Tonne	20,609	19,107	18,459	-648	-3%
Overall local traffic	Tonne	41,267	41,188	47,088	5,900	14%
Container Traffic						
Number of containers	Number	228,889	238,621	262,111	23,490	10%
Number of TEUs	Number	338,248	348,470	379,337	30,867	9%
Tonnage of containerised cargo	Tonne	4,498,444	4,264,107	4,655,422	391,315	9%
Bulk Traffic						
Liquid bulk	Tonne	1,734,022	2024181	2056336	32,155	2%
Solid bulk	Tonne	3,661,017	3474347	3806179	331,832	10%
Overall Bulk	Tonne	5,395,039	5,498,528	5,862,515	363,987	7%
Traffic in transit						
Congo	Tonne	201,971	121,423	183,803	62,380	51%
CAR	Tonne	376,525	259,421	348,600	89,179	34%

Chad	Tonne	868,758	1,094,393	1,133,631	39,238	4%
Other countries	Tonne	14,650	70,686	47918	-22768	-32%
Overall Transit	Tonne	1,461,904	1,545,923	1,713,953	168,030	11%
Proportion of traffic in transit to the overall traffic	Percentage	12	13	13	0	0
Cargo handling performance						
Average output of gantry cranes	Mvt/hr/crane	16.6	20	17	-3	-15%
Average dwell time for containers on import	Day	9.35	9.5	9.90	0.4	4%
Average dwell time for containers on export	Day	18.02	21.17	20.72	-0.45	-2%
Onshore performance						
Number of containers hauled	Number	111,405	120,429	125,142	4713	4%
Number of imported containers hauled by road	Number	105,948	113,632	118,237	4,605	4%
Number of imported containers hauled by railway	Number	5,457	6,797	6,905	108	2%
Vessel handling operations						
Maritime performance						
Number of long-distance vessels (international shipping)	Number	985	1,036	1,085	49	5%
Other vessels (local shipping)	Number	1,878	1,909	1,705	-204	-11%
Overall number of vessels	Number	2,863	2,945	2,790	-155	-5%

APPENDICES





APPENDIX 1: DATA SERIES

Table 63: Evolution of cargo traffic

Rubric	Unit	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Long-distance (T)												
Imports	Tonne	8,128,005	8,373,381	8,162,531	8,448,131	8,675,701	10,083,159	9,929,796	9,976,743	9,751,240	9,896,063	10531521
Exports	Tonne	2,663,712	2,839,026	2,880,363	3,308,564	3,124,326	2,714,682	2,335,321	2,724,386	2,710,092	2,259,623	2341690
Overall	Tonne	10,791,717	11,212,407	11,042,894	11,756,695	11,800,027	12,797,841	12,265,117	12,701,129	12,461,332	12,155,686	12873211
Local												
Imports	Tonne	17,129	26,937	22,894	18,263	18,283	37,724	19,667	26,217	20,658	21,474	28629
Exports	Tonne	43,717	62,757	56,993	21,944	16,676	35,867	16,739	12417	20,609	18,341	18,459
Overall local traffic	Tonne	60,846	89,694	79,887	40,207	34,959	73,591	36,406	38,634	41,267	31,451	47,088
Overall Traffic												
Imports	Tonne	8,145,134	8,400,318	8,185,425	8,466,394	8,693,984	10,120,883	9,949,463	10,002,960	9,771,898	9917537	10560150
Exports	Tonne	2,707,429	2,901,783	2,937,356	3,330,508	3,141,002	2,750,549	2,352,060	2,736,803	2,730,701	2277964	2360149
Overall	Tonne	10,852,563	11,302,101	11,122,781	11,796,902	11,834,986	12,871,432	12,301,523	12,739,763	12502599	12195501	12920299

Table 64: Evolution of export traffic by product family

Product group	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Wood	1,801,374	1,897,851	1,984,149	2,139,463	1,843,340	1,414,394	1,655,373	1,657,052	1,405,617	1,307,480
Aluminium	67,662	56,580	64,093	61,048	62,070	20,762	25,647	36,503	33,259	36,852
Agricultural products	813,718	801,347	690,999	525,920	523,728	362,762	477,352	492,973	428,969	548,067
Industrial products	32,708	29,658	62,719	236,273	154,583	282,431	290,401	268,618	188,528	111,417
Food products and beverages	69,528	62,782	109,300	80,228	91,530	192,649	183,500	48,557	19,145	294,998
Scrap metal	751	1,030	4,604	4,793	2,396	163	0	206	65	51
Other exported products	53,285	31,115	392,700	76,601	39,431	62,161	92,112	199,109	184,041	42,825
Overall exports	2,839,026	2,880,363	3,308,564	3,124,326	2,714,682	2,335,321	2,724,386	2,703,018	2,259,623	2,341,690

Table 65: Evolution of import traffic by product family

Product group	2016	2017	2018	2019	2020	2021	2022	2023	2024
Hydrocarbons	1,335,365	1,330,120	1,366,300	1,751,330	1,431,036	1,492,125	1,728,590	1,840,529	1,970,433
Food products and beverages	2,359,915	2,316,812	2,439,487	3,073,606	2,898,481	2,876,378	3,212,548	3,259,959	3,741,439
Metal products, construction equipment & machinery	1,318,288	1,495,829	1,290,087	1,175,154	1,528,008	949,301	790,482	871,008	673,054
Chemical and pharmaceutical products	353,823	541,422	662,561	670,750	768,163	586,235	680,679	662,473	385,832
Minerals and raw materials	2,480,446	2,116,633	2,372,520	2,762,811	2,941,297	3,352,606	2,698,283	2,572,126	2,872,330
Manufactured assorted products	153,300	200,040	345,102	448,449	219,462	448,597	467,621	431,249	809,155
Other imported products	161,394	447,275	199,644	201,059	143,349	271,500	157,633	258,719	79,278
Overall imports	8,162,531	8,448,131	8,675,701	10,083,159	9,929,796	9,976,743	9,735,836	9,896,063	10,531,521

Table 66: Evolution of the dwell time of containers at import and export yards

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
On import	19.93	19.66	25.62	19.75	17.63	21.18	22.68	18.66	10.56	9.34	9.5	9.90
On export	13.25	16.37	10.65	6.7	9.73	11.42	9.25	10.95	16.18	18.02	21.17	20.72

Indicator	Definition	Method of calculation	Measurement Unit	Data source	Interpretation
Rotation average time	Average time taken between the vessel's arrival at the anchorage and its departure from the port	$\sum (\text{date of arrival at base buoy} - \text{date of departure from port}) / \text{No. of vessels}$	Days	Check sheets	Denotes the average time taken by a vessel in a port
Number of vessels	Number of vessels berthed	$\sum \text{Vessels berthed at the port for a given period}$	Number	Check sheets	Provides information on a port's overall fleet and port traffic
Number of ports of call per vessel type		$\sum \text{vessels by type berthed at the port during a given period}$	Number	Check sheets	Provides information on the composition of a port's fleet.
Average waiting time for anchored vessels (base buoy)	Average time taken between the vessel's arrival at the base buoy and boarding by the pilot assigned to it.	$\sum \text{time taken by vessels in anchorage area} / \text{No. of vessels for a period}$	Hours	Check sheets	Denotes the time elapsed between the arrival of a vessel at the base buoy and the start of its piloting
Average dwell time of vessels at the quay	Average time taken between berthing and departure of the vessel for a given period	Total vessel dwell-time/No. of vessels for a given period	Days	Check sheets	Provides information on the average time spent by a vessel at quay
Gross tonnage	Volume of vessels likely to contain cargo for a given period	-	Tonnes	Check sheets	Vessel capacity
Net tonnage	Measurement of a vessel's unused volume for a given period	-	Tonnes	Check sheets	Tonnage actually transported by a vessel
Deadweight tonnage	Maximum weight of cargo that the vessel can carry over a period of time	-	Tonnes	Check sheets	
Average daily output of vessels	Daily vessel productivity over a given period	$\sum \text{tonnage handled} / \text{Overall dwell-time of vessels for a given period}$	Tonnes	Check sheets	
Average daily output per berth	Daily productivity per berth over a given period	$\sum \text{tonnage handled at a berth} / \text{total dwell time of vessels at that berth for a given period}$	Tonnes	Check sheets	
Quay occupancy rates	Determines the berth occupancy over a period	$(\text{Total vessel dwell time} / \text{No. of berths} / \text{No. of days in the month}) * 100$ for a given period		Check sheets	
Average cargo	Measurement of the average tonnage transported per vessel	Overall cargo (import + export)/No. of vessels for a given period	Tonnes	Check sheets	
Clean-up rate for navigable areas	Measurement of the proportion of sanitation work carried versus the sanitation work requested	$(\text{No. of sanitation operations carried out} / \text{No. of sanitation operations requested}) * 100$	Percentage	Works tracking sheets	Clean up floating waste on water surfaces
Rate of monitoring of sources of water pollution by sewers	Measurement of the proportion of samples and analyses carried out versus the samples and analyses	$(\text{No. of samples and analyses carried out} / \text{No. of samples and analyses scheduled}) * 100$	Percentage	Works tracking sheet/Analysis report	Assess the degree of water pollution through the city's sewers outlets
Number of platforms	Quayside banks	$\sum \text{Banks at the quayside in the port of Douala-Bonabéri}$	Number	List of SAIP/DpIP/DAP infrastructures	
Number of quays	Berthing facility	$\sum \text{Berthing facilities at the port of Douala-Bonabéri}$	Number	List of SAIP/DpIP/DAP infrastructures	
Number of warehouses	Cargo storage facilities	$\sum \text{Cargo storage facilities at the port of Douala-Bonabéri}$	Number	List SMH/DpCRB/DAP infrastructures	
Number of paved roads	Paved and services roads in the port area	$\sum \text{sections of paved roads in the Douala-Bonabéri port area}$	Kilometre	List of SV/DpIP/DAP infrastructures	

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