



PORT AUTONOME DE DOUALA
PORT AUTHORITY OF DOUALA

Pôle de référence au
coeur du Golfe de Guinée
**Pole of Reference at the
Heart of the Gulf Of Guinea**



Performance – Attractivity - Competitiveness



PORT OF DOUALA : NEW CAPACITIES FAVOURABLE TO ECONOMIC DEVELOPMENT

INTRODUCTION

THIS PRESENTATION IS MEANT TO SHOW THE WAY THE PORT AUTHORITY OF DOUALA IS INCREASING THE CAPACITY OF THE PORT OF DOUALA-BONABERI TO RECEIVE HEAVIER VESSELS, INCREASE TRAFFIC SO AS TO BOOST THE EXTERNAL TRADE OF CAMEROON AND THE SUB-REGION.

SINCE HIS APPOINTMENT IN AUGUST 2016, THE NEW MANAGEMENT OF THE PORT MADE A DIAGNOSTIC OF THE PORT AND RESOLVED TO CARRY OUT MAIN DEVELOPMENT ACTIONS TO INCREASE THE CAPACITY OF THE PORT AND MODERNIZING ITS TOOLS. WE ARE GOING TO TALK OF PROJECTS THAT ARE PRESENTLY UNDER EXECUTION IN THE FIRST PART AND IN THE SECOND PART, THE PERSPECTIVES.

SUMMARY

I. NEW CAPACITIES

1. DREDGING
2. ANCHORAGE
3. SAFETY AND SECURITY
4. CIRCULATION
5. SIMPLIFICATION OF PROCEDURES

II. PERSPECTIVES

1. SHORT TERM PROJECTS
2. MEDIUM TERMS PROJECTS
3. LONG TERM PROJECTS

I NEW CAPACITIES

I. DREDGING

TO BEGIN WITH, THE PORT AUTHORITY OF DOUALA HAS EMBARKED ON A REFORM MEANT TO HAVE SELF-CONTROL OVER DREDGING ACTIVITIES. THIS ENTAILS THAT PORT AUTHORITY WILL NO LONGER OFFER CONTRACTS TO THIRD PARTY FOR DREDGING OPERATIONS. IT IS WITHIN THIS FRAMEWORK THAT NEW STATIONARY AND SUCTION DREDGERS HAVE BEEN ACQUIRED TO DEEPEN CHANNEL AND WHARFS. THE ADVANTAGES OF THIS REFORM ARE NUMEROUS :

- DREDGING WILL BE EFFORTLESS AND SPONTANEOUS ;
- THE CHANNEL WILL BE DREDGED AND KEPT AS REASONABLE DEPTH ;
- THE WHARFS WILL NO LONGER BE MUDDY WHICH MAKES IT EASIER FOR SMALL VESSELS TO ANCHOR ;
- BY HAVING DEEPENED CHANNEL AND WHARFS, WE INCREASE THE VOLUME OF VESSELS CHARGE ENTERING THE PORT OF DOUALA.



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I. DREDGING (CONTINUED)





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I. DREDGING (CONTINUED)



II. ANCHORAGE

TO INCREASE THE ANCHORAGE CAPACITY OF THE PORT OF DOUALA, MANAGEMENT EMBARKED ON FLAGSHIP PROJECTS LIKE:

1. WRECK REMOVAL
2. RECONSTRUCTION OF OIL JETTY
3. EXPLOITATION OF THE NEW TIMBER JETTY

II. ANCHORAGE

1. WRECK REMOVAL : ABANDONED WRECKS HAVE REDUCED THE ANCHORAGE CAPACITY OF THE PORT FOR YEARS. SINCE 2019, THE FISHING WHARF HAS BEEN CLEARED OF WRECKS AS THE PICTURES TESTIFY.



II. ANCHORAGE

1. WRECK REMOVAL (CONTINUED)



Fishing wharf before



Fishing wharf after

II. ANCHORAGE

2. RECONSTRUCTION OF OIL JETTY : AFTER THE DESTRUCTION OF THE FORMER OIL JETTY, PETROLEUM VESSELS WERE ANCHORING AT BERTH N°1 THEREFORE REDUCING THE ANCHORAGE CAPACITY AND EXPOSING THE PORT TO FIRE OUTBREAK.



II. ANCHORAGE

PORT MANAGEMENT LAUNCHED THE RECONSTRUCTION OF THE OIL JETTY IN CONFORMITY WITH FIRE STANDARDS. THE NEW JETTY IS ABOUT TO GO INTO EXPLOITATION AS YOU CAN SEE IN THE PICTURES BELOW.



II. ANCHORAGE

2. RECONSTRUCTION OF OIL JETTY (CONTINUE)



II. ANCHORAGE

3. EXPLOITATION OF THE NEW TIMBER JETTY : A TIMBER JETTY WAS BUILD SEVERAL YEARS AGO FOR THE PURPOSE OF LOADING TIMBER VESSELS RIGHT AT THE WHARF. WITH THE ACQUISITION OF DREDGING TOOLS, PAD WILL NOW DREDGE AROUND THAT JETTY AND RENDER IT USEFUL, THEREBY LIBERATING BERTHS NUMBER 7, 8 AND 9.



III. SAFETY AND SECURITY IMPROVEMENTS

TO INCREASE THE SAFETY AND THE SECURITY OF THE PORT OF DOUALA IN COMPLIANCE WITH THE INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE (ISPS CODE), SOME IMPROVEMENTS ARE ON COURSE. THEY INCLUDE :

1. BUILDING OF NEW GATES ;
2. INTRODUCTION OF ELECTRONIC AND BIOMETRIC CONTROL AT PORT ENTRANCES ;
3. SECURITY OF YARDS ;
4. INSTALLATION OF VIDEO SURVEY ;
5. INSTALLATION OF RADARS ;
6. IMPROVEMENTS OF WATER SURVEY.

THOSE NEW IMPROVEMENTS WILL BE MANAGED BY A SPECIAL STRUCTURE CALLED **DOUALA PORT SECURITY (DPS)**.

THE FOLLOWING PICTURES SHOW :

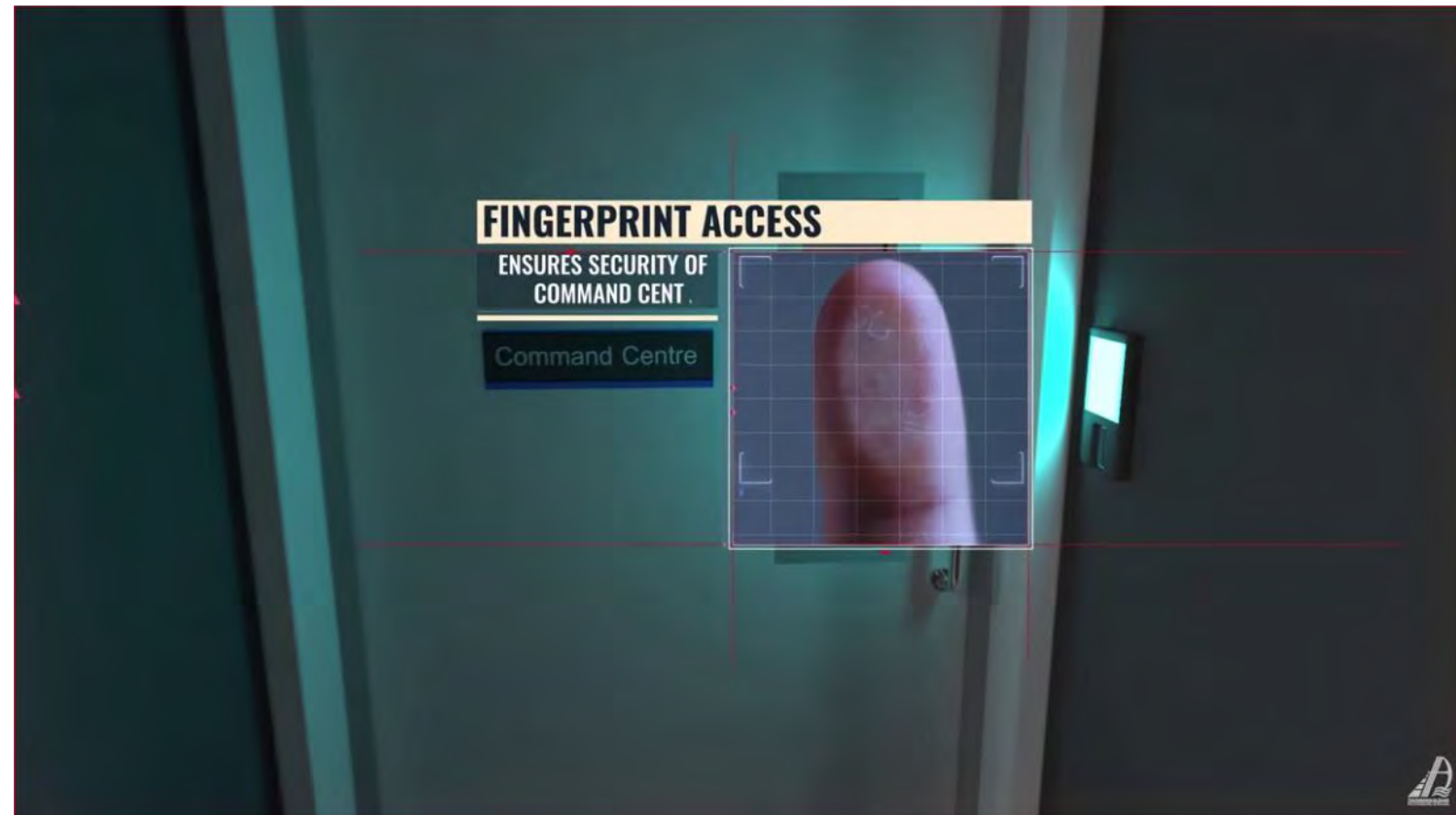
III. SAFETY AND SECURITY IMPROVEMENTS

1. BUILDING OF NEW GATES :



III. SAFETY AND SECURITY IMPROVEMENTS

2. INTRODUCTION OF ELECTRONIC AND BIOMETRIC CONTROL AT THE PORT ENTRANCES



III. SAFETY AND SECURITY PROJECTS

3. SECURITY OF YARDS ;



III. SAFETY AND SECURITY PROJECTS

4. INSTALLATION OF VIDEO SURVEY ;



III. SAFETY AND SECURITY PROJECTS

5. INSTALLATION OF RADARS ;

6. IMPROVEMENT OF WATER SURVEY.



IV. CIRCULATION

TO FACILITATE THE CIRCULATION OF TRUCKS IN PORT AREAS :

ROAD NETWORKS ARE UNDER CONSTRUCTION AND REHABILITATION



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ROAD NETWORKS ARE UNDER CONSTRUCTION AND REHABILITATION



V. SIMPLIFICATION OF PROCEDURES

THE PORT AUTHORITY HAS ADOPTED A NEW BILLING SYSTEM OPERATIONAL AS FROM THE 1ST JANUARY 2020.

THE ADVANTAGES ARE:

- ELECTRONIC MANAGEMENT OF CALLS ;
- DIRECT BILLING TO MARITIME AGENTS ;
- SUPPRESSION OF MANY FORMULARS LIKE PAD BILLING FORMS AND RECEIPTS ;
- SUPPRESSION OF THE CONTACT BETWEEN THE CUSTOMERS AND PAD AGENTS.
- SUPPRESSION OF TWO OR THREE DAYS DURATION DUE TO PAD INTERVENTION WITHIN THE GENERAL DWELL TIME OF THE PORT;
- COMPLIANCE WITH THE IMO FACILITATION AGREEMENT.

Cargo 20 au Port de Douala

Cargo 20

Code utilisateur

Mot de passe

Valider

 [Modifier votre mot de passe](#)

II PERSPECTIVES

I. SHORT TERM PROJECTS

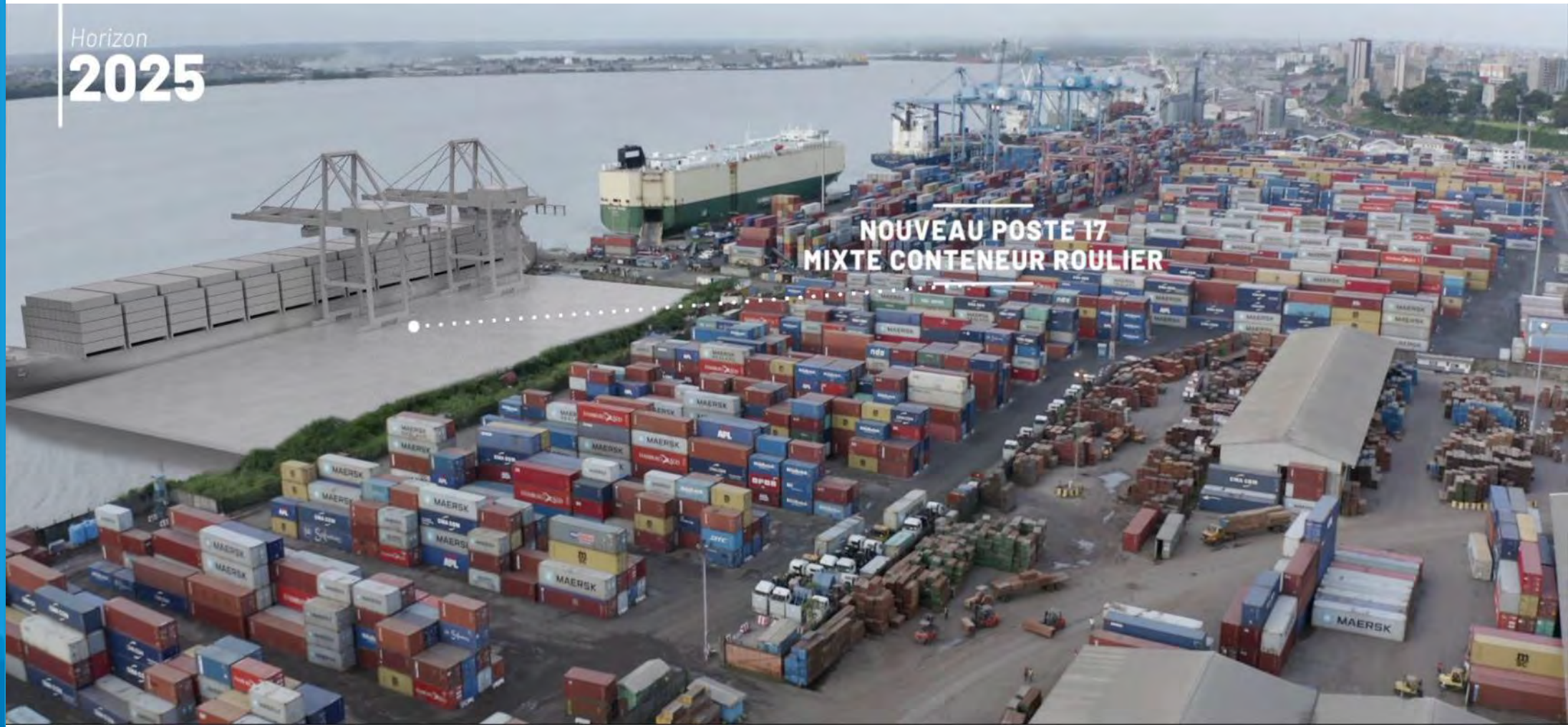
THEY ARE EXPECTED TO BE EXECUTED BETWEEN 2020-2025. THEY INCLUDE :

- 1. SECOND AND LAST PHASE OF WRECK REMOVAL (PHASE II). THIS WILL LIBERATE THE TIMBER WHARF ;**



I. SHORT TERM PROJECTS

2. THE EXTENSION OF THE CONTAINER YARD BY TWO BERTHS AND THE ACQUISITION OF FIVE GANTRY CRANES AND MORE RUBBER CRANES ;



I. SHORT TERM PROJECTS

- 3. THE CONSTRUCTION OF AN INLAND YARD OF 100HA CAPACITY IN THE DIBAMBA AREA TO DECONGEST THE PORT OF DOUALA ;**
- 4. THE REHABILITATION OF THE FISHING YARD ;**
- 5. THE CONSTRUCTION OF A NEW WATER AND ELECTRICITY SYSTEM FOR THE PORT OF DOUALA-BONABERI ;**

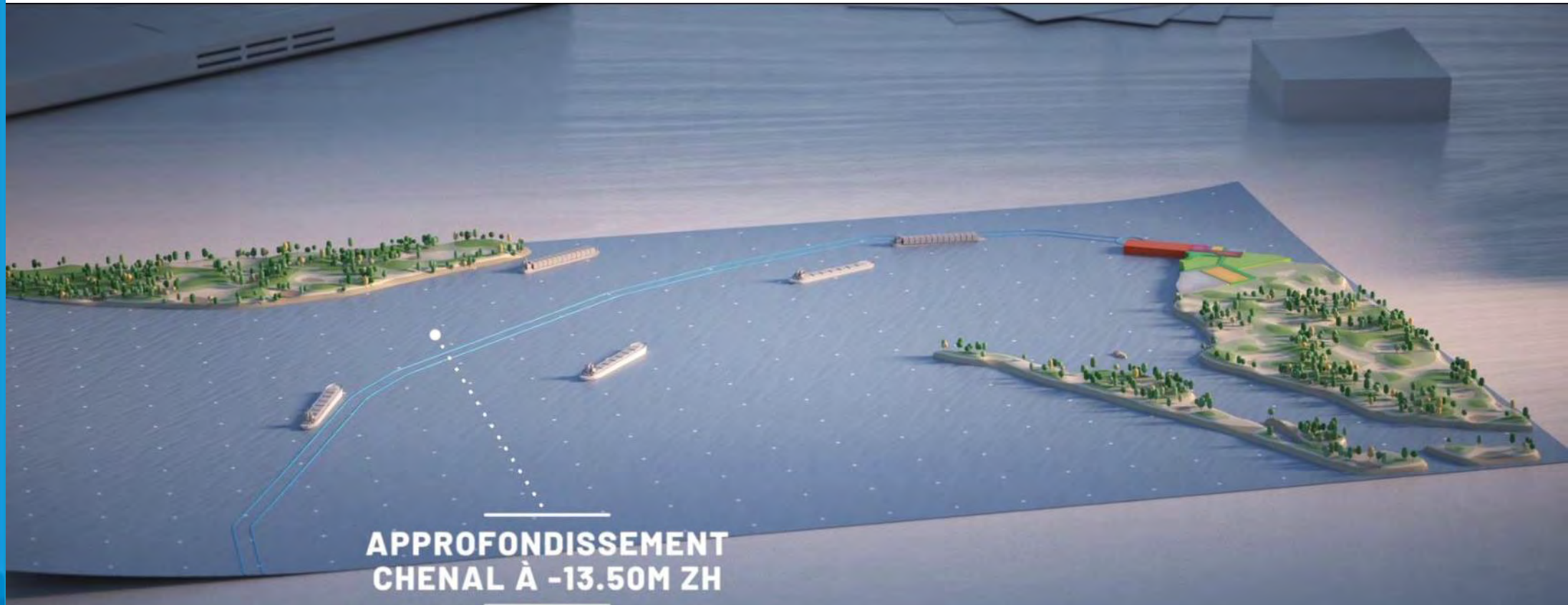
I. SHORT TERM PROJECTS

6. THE RECONSTRUCTION OF WAREHOUSES.



II. MEDIUM TERM PROJECTS

1. DEEPENING OF THE CHANNEL OF THE PORT TO THE MANOKA ISLAND;



II. MEDIUM TERM PROJECTS

2. CREATION OF THE ROAD TO REACH MANOKA ISLAND ;



III. LONG TERM PROJECTS

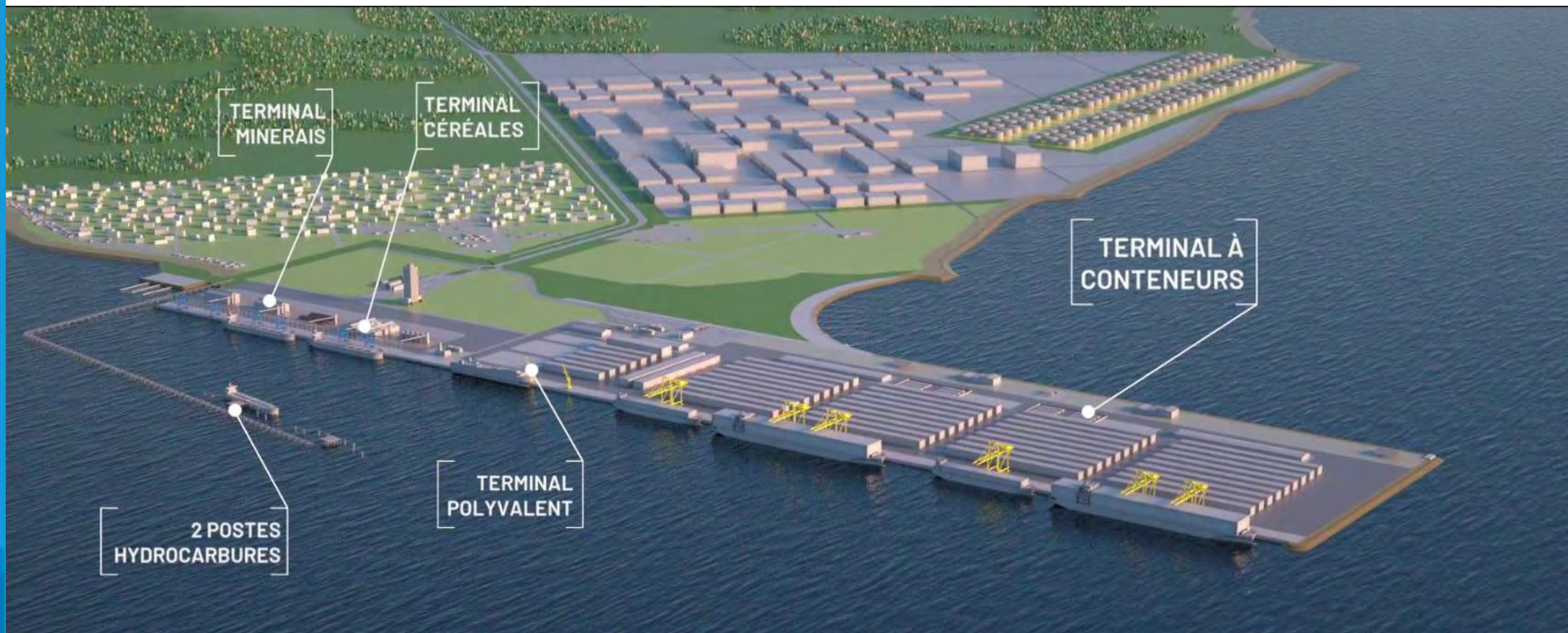
FOR LONG TERM PROJECTS, WE HAVE:

1.THE LAST PHASE OF THE EXTENSION OF THE PORT TO THE MANOKA ISLAND

CONTENEUR - 1,6M EVP/ AN
VRAC SOLIDE MINERAIS - 3,4M T/ AN
CÉRÉALES - 1,7 M T/AN
HYDROCARBURES - 6,7 M T/AN
ROULIER (POLYVALENT) - 1 M T/AN

III. LONG TERM PROJECTS

1.THE LAST PHASE OF THE EXTENSION OF THE PORT TO THE MANOKA ISLAND (CONTINUE)



III. LONG TERM PROJECTS

FOR LONG TERM PROJECTS, WE HAVE:

2.THE DEVELOPMENT OF THE RIGHT BANK OF THE WOURI RIVER



THAT IS AN OVERVIEW OF THE DEVELOPMENT OF THE PORT OF DOUALA- BONABERI TODAY AND TOMORROW.

*Thank you for your
kind attention!*