



PORT AUTONOME DE KRIBI
PORT AUTHORITY OF KRIBI

PAVILLON
INDUSTRIALO
PORTUAIRE DE KRIBI

PLAN



1



THE PORT OF KRIBI

INFRASTRUCTURE
COMP. ASSETS
PERFORMANCE
INDUSTRIAL ZONE
LAND
CONNECTIVITY

2



FOCUS ON
GLOBAL OFFER FOR GOODS
TRANSIT





1



THE PORT OF KRIBI



PRESENTATION OF THE PORT OF KRIBI



- **1 container terminal with 350-m length and -16m depth**, with 13 ha of open storage area, two STS gantry cranes with a 61-tonne lifting capacity, 5 RTG gantry cranes.
- **1 multipurpose terminal with 265-m length and -15.5-m depth** with 10 ha of open storage area, 2 mobile cranes with 40 and 25 tonne lifting capacities.
- 1 breakwater of 1,355 m.
- **For 2025, 01 additional quay with 715-m length and -16m depth**, with 30 ha of open storage area. 5 STS gantry cranes and 15 RTG gantry cranes planned (2nd phase of construction of the Port of Kribi).



- **2 offshore oil terminal** (Kome Kribi I and Ebome) for Cameroonian and Chadian oil exports.
- **1 offshore gas terminal** (floating gas liquefaction plant) for the liquefaction and export of gas produced by GOLAR/PERENCO.



PARTNERS WITH AN INTERNATIONAL REPUTATION



SMOOTH PROCEDURES



EXCELLENT SAILING AND STABILITY CONDITIONS



AN ENVIABLE GEOGRAPHICAL POSITION



FLEXIBLE RATES



MODERN INFRASTRUCTURE

Performances

Key figures on 6 years

General info



Vessels

| | | |
|------|-----|-------|
| 2016 | 0 | 00 |
| 2017 | 40 | 00 |
| 2018 | 295 | |
| 2019 | 331 | +12% |
| 2020 | 461 | +39% |
| 2021 | 453 | -1,7% |
| 2022 | 406 | -11% |
| 2023 | 468 | 15% |

2414 calls from April
2018 to December 2023



Not including transshipment

| | | |
|------|---------|--------|
| 2016 | 2.53 MT | 00 |
| 2017 | 3.57 MT | +41% |
| 2018 | 7.02 MT | +97% |
| 2019 | 8.53 MT | +21.5% |
| 2020 | 8.28 MT | -2.93% |
| 2021 | 8.56 MT | +3.38% |
| 2022 | 9.97 MT | +16.5% |
| 2023 | 9.45 MT | -5% |

Over 50 MT handled from April
2017 to 2023.



Containers

| | | |
|------|----------|---------|
| 2016 | 00 | |
| 2017 | 00 | |
| 2018 | 129.00 K | 00 |
| 2019 | 156.90 K | +21.6% |
| 2020 | 239.87 K | +52.9% |
| 2021 | 210.04 K | -12.4% |
| 2022 | 277.86 K | +32.28% |
| 2023 | 342.00K | 20% |

Over a million TEUs handled from
April 2018 to 2023.

Performances

Key figures on 5 years

Call traffic

4

Container vessels

-10.86% As compared to 2022

| | |
|------|-----|
| 2018 | 192 |
| 2019 | 195 |
| 2020 | 219 |
| 2021 | 219 |
| 2022 | 230 |
| 2023 | 205 |

Vessels on TPOL

+11.66% As compared to 2022

| | |
|------|-----|
| 2018 | 22 |
| 2019 | 41 |
| 2020 | 150 |
| 2021 | 151 |
| 2022 | 86 |
| 2023 | 168 |

LNG vessels

+5.26% As compared to 2022

| | |
|------|----|
| 2018 | 27 |
| 2019 | 36 |
| 2020 | 36 |
| 2021 | 33 |
| 2022 | 38 |
| 2023 | 40 |

Vessels on T. EBOME

0% As compared to 2022

| | |
|------|---|
| 2018 | 0 |
| 2019 | 5 |
| 2020 | 5 |
| 2021 | 7 |
| 2022 | 4 |
| 2023 | 4 |

Vessels on T. KK1

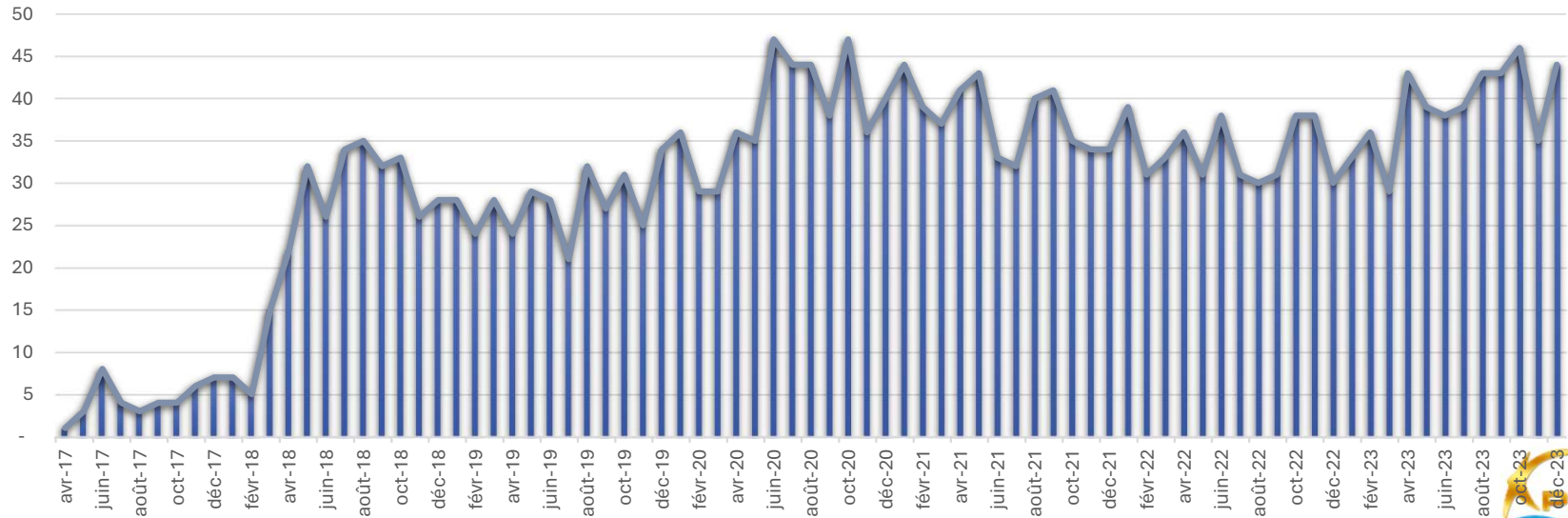
+6.25% As compared to 2022

| | |
|------|----|
| 2018 | 52 |
| 2019 | 54 |
| 2020 | 51 |
| 2021 | 46 |
| 2022 | 48 |
| 2023 | 51 |

Vessels

+15.27% As compared to 2022

| | |
|------|-----|
| 2018 | 295 |
| 2019 | 331 |
| 2020 | 461 |
| 2021 | 453 |
| 2022 | 406 |
| 2023 | 468 |



N.B.: * Technical calls

Surface Aménagée

- **Developed surface area out of 15,000 ha:** around 119 ha (20 ha at the end of 2023)
- **Electricity supply**
 - Currently connecte to the public grid via a 30 kV line
 - Project to build a 225kV line of 211 MW to connect the M'vele electric plant to Kribi and a 225kV line of 120 MVA to connect the KPDC plant to th Port of Kribi
- **Water supply**
 - Currently supplied by the CAMWATER watershed with m3/day
 - An independent supply system with a capacity of 6,000m3/day will be available during the first half of 2024
- **Telecommunications**
 - Site connected to fibre optic
 - Meshing of an initial 60 ha zone underway
- **Land connectivity**
 - Kribi – Lolabè highway and RN 7 conncting Kribi to Edea
 - Projects to build roads to connect the Port to the agricultural basins of South and East regions of Cameroon, to Northern Congo and Northern Gabon

Activités socio-économiques au sein de la zone



- **Number of companies installed or being installed**
 - **Industries:** 9
 - **Logistics:** 20
- **Number of direct and indirect jobs:** 5,000
- **FDI:** 200 billion CFAF (almost 90% of private investments)

Warehouses

Warehouses



+ 35 000 m² available



+ 72 500 m² of warehouse space under construction



107 000 m² of warehouse space available by the end of 2023

Trucker accommodation centre and parking

Technical features:

- Location: Kribi-Lolabe N17 highway
- Current accommodation capacity: 200 trucks
- Final accommodation capacity: 800 trucks
- Water, electricity and latrines
- 18 rooms, with 2 beds in each room

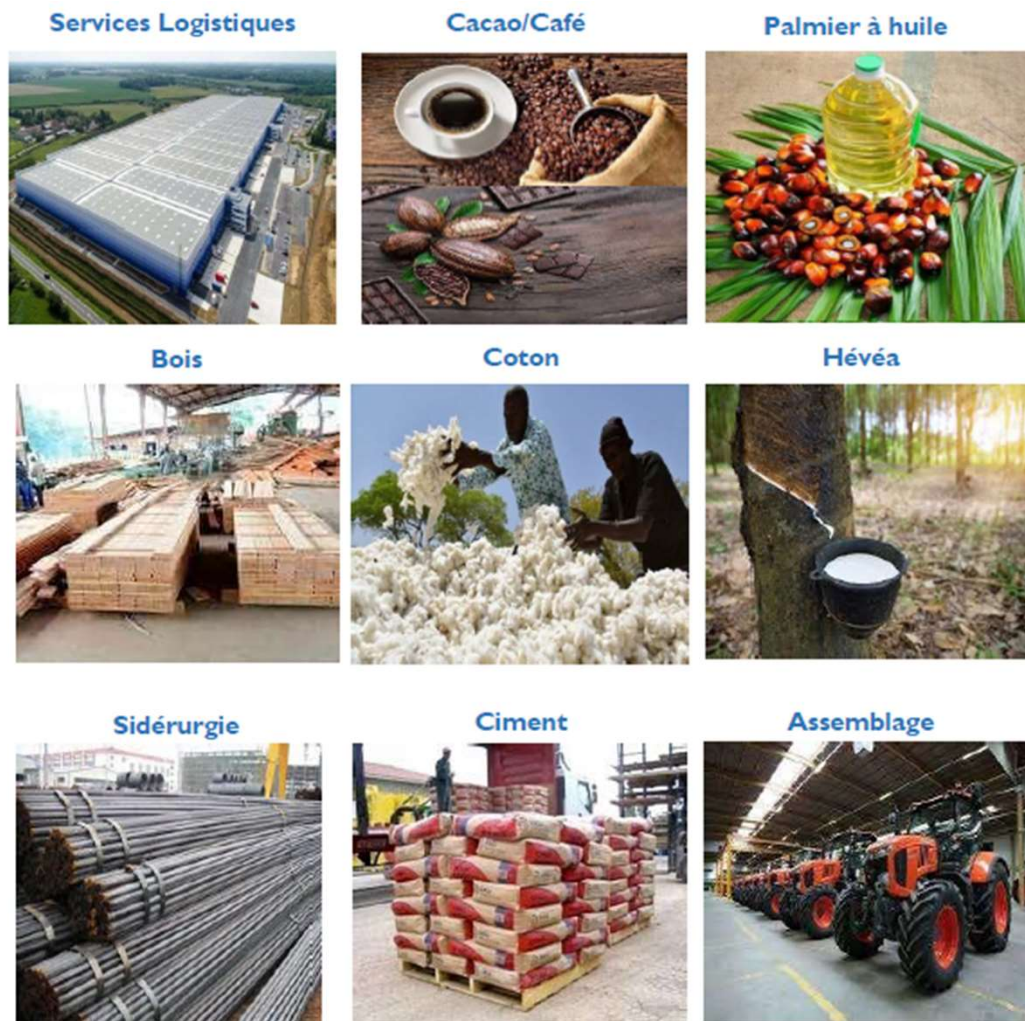
MEDIUM-TERM PROSPECTS – ZIIPK PROJECT

- **Project description:** design, funding, development, operation and maintenance of a 15,000 ha activity zone as per the standards of the best international special economic zones. This aims to foster the establishment of world class logistics and industrial companies.
- **Investment costs:** works include deforestation and earthworks, construction of services and utilities, construction of a business centre, logistic facilities for a rough amount of USD 900 million
- **Project benefits**
 - Enhancing the attractiveness of the Port of Kribi and fostering the growth of import/export activity and traffic
 - Contributing to the industrialisation and diversification of the national economy by developing high value-added activities, especially those stemming from the growth sectors defined in the NDS 30.
 - Increasing foreign direct investment
 - Promoting the competitiveness of foreign trade (mainly by reducing transport and logistics costs)
 - Promoting job creation (over 50,000 direct jobs envisaged)
- **Project implementation mode:** PPP MOU signed on 15 February 2023 with **Africa global Logistics, Tanger Med special Agency, ICTSI and CHEC** to develop the project.
- **Incentives:** law on private investment incentives/law on economic zones



Sector selection criteria

- 1 Alignment with the National Development Strategy (SDN30) which is a key factor to ensure that public authorities support the project
- 2 Potential volumes created
- 3 Competitive assets of the Port of Kribi (close to production basins, land available for space-consuming activities...)





2



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• TRANSIT



Onshore Performance

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Pick-up

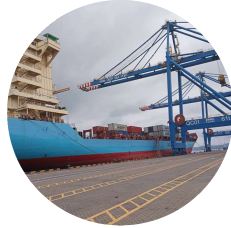
From 3 days for imports after vessel unloading.

Delivery

On average less than 5 days after the container enters the Terminal



Internal PAK departments dedicated to providing you with logistics support



FACILITATING OPERATIONS

Digitalisation of some processes underway

SMOOTH OPERATIONS

Ground transport fleets and logistics solutions growing in importance



TO OPTIMISE YOUR OPERATIONS

Offshore connectivity



- A wide range of direct services
- Short transit time
- 4 major lines
- Hub for the CMA CGM line

- Large vessels which mean generous allowances
- Best tariffs

ASAF



MIDAS

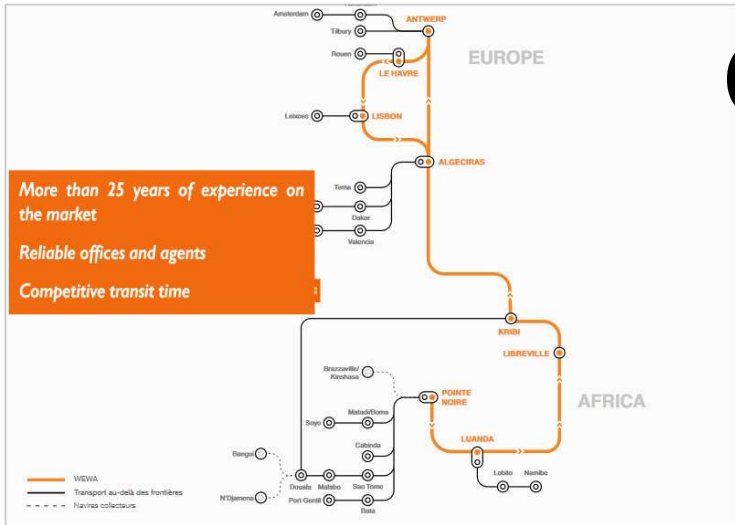


Best transit time from South-East Asia and China

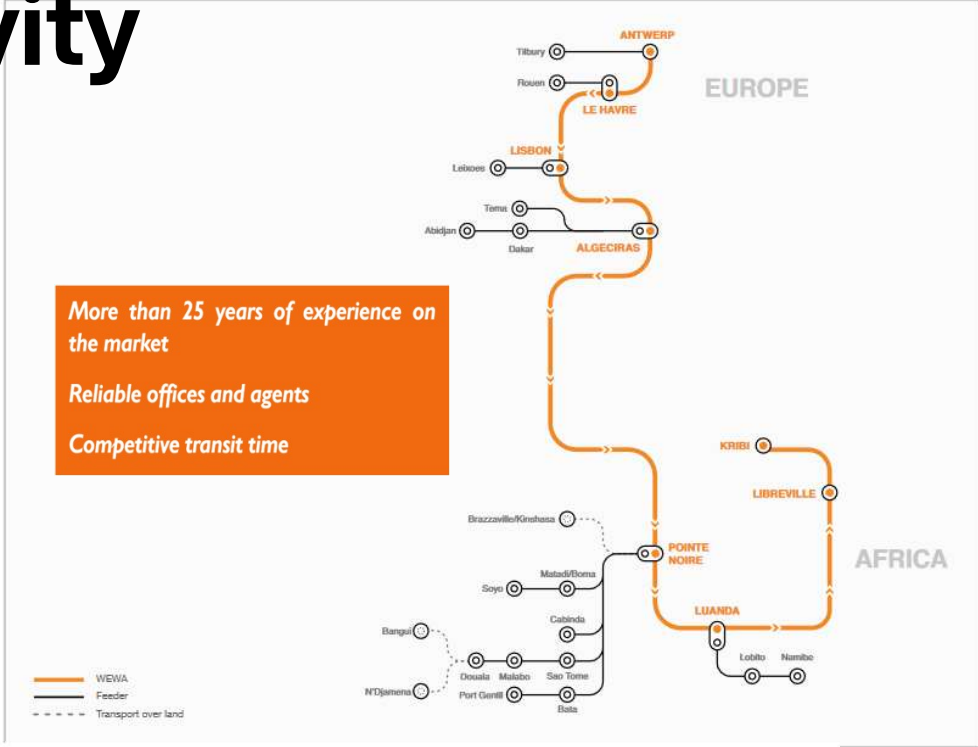
- ASAF: Asia – Kribi direct service
- EURAF4: Mediterranean – Kribi service
- EURAF5: Northern Europe – Kribi service
- MIDAS 1 : Middle-East– Kribi service (Via Cotonou with transfer to EURAF4)

Offshore Connectivity

WEWA SOUTHBOUND



WEWA NORTHBOUND



Transit time from West Africa to Europe **pe**

Temps de transit (en jours)

Au départ de :

| | Algerias | Anvers | Le Havre |
|--------------|----------|--------|----------|
| Pointe-Noire | 20 | 25 | 30 |
| Luanda | 18 | 23 | 27 |
| Libreville | 13 | 18 | 25 |
| Kribi | 12 | 17 | 22 |



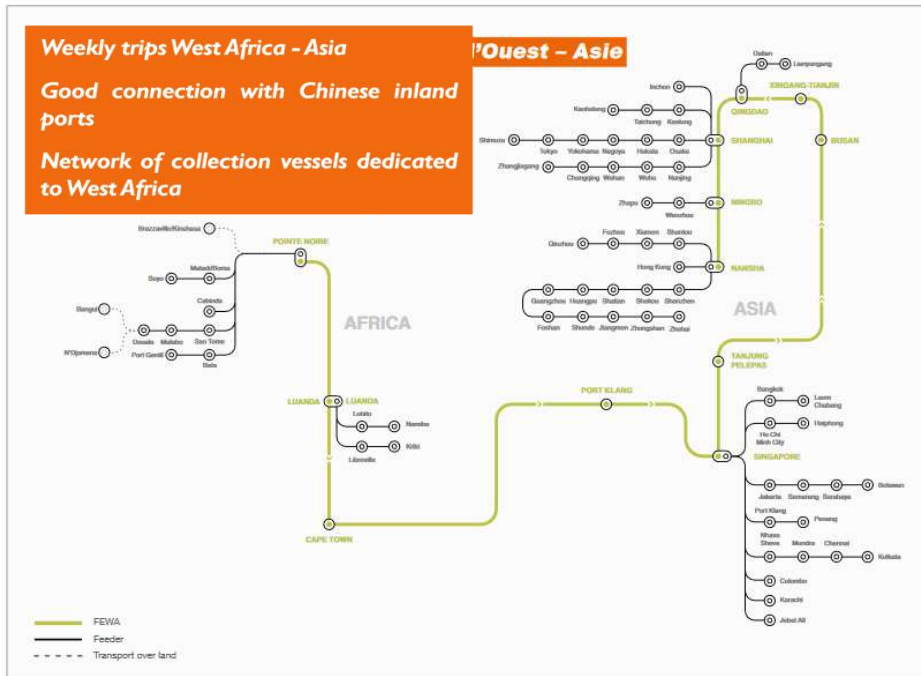
Transit time from Europe to West Africa

Temps de transit (en jours)

Au départ de :

| | Le Havre | Lisbonne | Algerias | Pointe-Noire | Matadi | Douala | Port-Gentil | Beta | Malabo | São Tomé | Soyo | Cabinda | Luanda | Lobito | Namibe | Libreville | Kribi |
|----------|----------|----------|----------|--------------|--------|--------|-------------|------|--------|----------|------|---------|--------|--------|--------|------------|-------|
| Anvers | 2 | 5 | 8 | 19 | 25 | 35 | 37 | 38 | 39 | 32 | 37 | 40 | 22 | 29 | 31 | 28 | 29 |
| Le Havre | | 4 | 7 | 18 | 24 | 34 | 36 | 37 | 38 | 31 | 36 | 40 | 21 | 28 | 30 | 27 | 28 |
| Lisbonne | | | 4 | 15 | 22 | 32 | 34 | 35 | 36 | 30 | 34 | 38 | 17 | 26 | 28 | 24 | 25 |
| Algerias | | | | 12 | 19 | 30 | 31 | 32 | 34 | 27 | 31 | 35 | 14 | 23 | 25 | 21 | 22 |

FEWA EASTBOUND



Temps de transit (en jours)

Au départ de :

| | Port Kelang | Singapore | Busan | Xingang | Qindao | Shanghai | Ningbo | Nansha | Tanjung Pelepas |
|--------------|-------------|-----------|-------|---------|--------|----------|--------|--------|-----------------|
| Douala | 45 | 47 | 54 | 56 | 59 | 62 | 63 | 67 | 72 |
| Kribi | 43 | 45 | 52 | 54 | 57 | 60 | 61 | 65 | 70 |
| Port Gentil | 40 | 42 | 49 | 51 | 54 | 57 | 58 | 62 | 67 |
| Matadi | 40 | 42 | 49 | 51 | 54 | 57 | 58 | 62 | 67 |
| Bata | 40 | 42 | 49 | 51 | 54 | 57 | 58 | 62 | 67 |
| Pointe-Noire | 30 | 32 | 39 | 41 | 44 | 47 | 48 | 52 | 57 |
| Lobito | 30 | 31 | 37 | 39 | 42 | 45 | 46 | 50 | 55 |
| Luanda | 23 | 24 | 30 | 32 | 35 | 38 | 39 | 43 | 48 |
| Cape Town | 17 | 18 | 24 | 26 | 29 | 32 | 33 | 37 | 42 |

Éléments en caractères gras = Ports directs

AWA: direct to Europe AWA: direct to Asia (low-cost route from Kribi)

