

## PROJECT FILE OF THE CONSTRUCTION OF THE EBEBIYIN DRY PORT IN THE THREE-BORDER AREA (CAMEROON-EQUATORIAL GUINEA-GABON)



### BACKGROUND

Against a backdrop of congestion in seaports partly linked to the dynamics of international trade and the interconnection of economies, difficulties of passage along corridors, and congestion in port cities, the solution of intermodal or multimodal inland terminals has become the norm over time. These terminals, connected by road or rail to a seaport, act as transshipment centers for maritime cargoes to inland destinations.

These facilities, which are in full expansion in the CEMAC area, have geostrategic aims in terms of bringing logistics services closer to hinterland countries, creating new markets capable of mobilizing the local productive economy, accommodating the overflow from seaports, and serving as a hub in the much-desired subregional integration process.

### PROJECT DESCRIPTION

The site chosen for the future dry port is in Ebebiyin, at the tripoint between the three countries (Cameroon - Equatorial Guinea - Gabon). It will be a multimodal terminal with bonded warehouse status where road convoys with appropriate logistics equipment can arrive to load or unload products for various destinations. The dry port will be composed of:

- a container yard;
- a loading/unloading area;
- sheds;
- an area of operations;
- a VRD network;
- heavy vehicle parking areas;
- a scanner;
- handling materials and equipment;
- a fire protection system;
- a surveillance system (cameras, projectors, etc.);
- road connections;
- a sanitation network;
- administrative buildings;
- maintenance workshops;
- a cold chain;
- electrical networks;
- water supply networks;
- telephone networks;

- a computer system connected to the internet;
- the closure of the area;
- a transformer room;
- warehouses;
- a fuel storage and pumping station;
- a latrine block;
- an industrial area for the development of processing activities of agricultural and mining products, in the long run.

The dry port site will comply with the security and safety standards published by the International Ship and Port Facility Security Code (ISPS Code).

The Feasibility studies are available.

### OBJECTIVES

The overall goal of the project is to contribute to the deepening of integration by improving intra-community trade and facilitating trade and supplies, reducing the duration and cost of transit of goods, and decongesting ports.

Specific goals include: (i) regularity and acceleration of the import and export circuit, (ii) control of the volume of trade and national statistics that constitute a strategic tool of economic policy, and (iii) facilitation of tax revenue collection through a single processing center.

The sectoral goals are: (i) to have an effective emergency supply circuit, (ii) to quickly build up and mobilize a security stock (strategic products such as hydrocarbons, food products, industrial inputs, and other products), (iii) to contribute to the fight against tax fraud through methods of management of bonded warehouses, and (iv) to facilitate the payment of fees for storage and passage through the warehouse by national economic operators.

### EXPECTED RESULTS

The construction of the Ebebiyin Dry Port will contribute to decongesting the ports of the three countries. Several results are expected, including:

- The regularity and acceleration of import and export circuits;
- The reduction of costs and the delivery time of products through a single center that brings together all stakeholders;
- Greater security of goods by implementing appropriate techniques and equipment for physical handling, storage, preservation, and delivery operations in a single location (concentration of flows);

Strengthening the integration of economies given that the project area of influence covers the three countries (Gabon, Cameroon, and Equatorial Guinea).

### PROJECT COST

The cost of the project is estimated at 204.892 million euros. For the financing, construction, and operation of the dry port, three options can be considered: (i) **Option 1:** financing by the public sector and outsourcing of operation through a management contract with the private sector, (ii) **Option 2:** financing and operation by the private sector, and (iii) **Option 3:** various forms of Public-Private Partnership.

### PROJECT VIABILITY

Economically, the project located in the flourishing area of the three borders is acceptable. It must generate, over its entire lifespan (25 years), an estimated direct added value of more than 55 million euros. It will also have a positive impact on the activities of its suppliers to the extent that it generates significant indirect added value.

Thus, the impact of the project on the national economy is estimated at 85 million euros (arithmetic difference between the net differential of added values and the net social cost). As for the balance of payment, that is, the arithmetic difference between the gain in

currency and the cost in currency generated by the project, it is negative. This is explained by the fact that the project is designed to meet

local needs. In fact, economic operators place orders directly abroad for certain heavy investments and do not necessarily wait for a possible contribution from outside.

The effect of the project on public finance will be largely positive with a balance in the public treasury estimated at 14 million euros.

In its investment phase, the project will employ about 100 people in all categories.

## PROJECT FILE OF THE CONSTRUCTION OF THE NGUELI DRY PORT (CHAD-CAMEROON)



### BACKGROUND

The Republic of Chad is a vast landlocked country located in the heart of Central Africa. Chad's landlocked position constitutes a major constraint for an economy that is highly dependent on the outside world. The problem lies in finding ways to meet this challenge that handicaps economic exchanges. This reality results in: (i) slowness and irregularity of the transit supply circuit for the main economic sectors and Central African exports, close to the border and (ii) a fragile system for supplying people with basic necessities.

It is in this context that a dry port, which is a land terminal with direct commercial and logistical links with a seaport, is planned in Ngueli.

### PROJECT DESCRIPTION

The Ngueli Dry Port located on the border with Cameroon will constitute a multimodal terminal with bonded warehouse status, where road convoys with appropriate logistics vehicles can arrive to load or unload products for various destinations. The dry port will be composed of:

- a container yard;
- a loading/unloading area;
- sheds;
- an area of operations;
- a VRD network;
- heavy vehicle parking areas;
- a scanner;
- handling materials and equipment;
- a fire protection system;
- a surveillance system (cameras, projectors, etc.);
- road connections;
- a sanitation network;
- administrative buildings;
- maintenance workshops;
- a cold chain;

- electrical networks;
- water supply networks;
- telephone networks;
- a computer system connected to the internet;
- the closure of the area;
- a transformer room;
- warehouses;
- a fuel storage and pumping station;
- a latrine block;
- an industrial area to develop processing activities for agricultural and mining products, in the long run.

The dry port site will comply with the security and safety standards published by the International Ship and Port Facility Security Code (ISPS Code). Feasibility studies are underway.

### OBJECTIVES

The overall goal of the project is to contribute to the deepening of integration by improving intra-community trade and facilitating trade and supplies, reducing the duration and cost of transit of goods, and decongesting ports.

The specific goals are: (i) regularity and acceleration of the import and export circuit, (ii) control of the volume of trade as well as national statistics that constitute a strategic tool of economic policy, and (iii) facilitation of tax revenue collection through a single processing center.

The sectoral goals are to: (i) have an effective emergency supply circuit, (ii) quickly build up and mobilize a safety stock (strategic products such as hydrocarbons, food products, industrial inputs, and other products), (iii) contribute to the fight against tax fraud through methods of management of hold or bonded warehouses, and (iv) facilitate the payment of fees for storage and passage through the warehouse to national economic operators.

### EXPECTED RESULTS

Several results are expected from the construction of the Nguéli Dry Port, including:

- The regularity and acceleration of import and export circuits;
- Reduction of costs and the delivery time of products through a single center that brings together all stakeholders;
- Greater security of goods by implementing appropriate techniques and equipment for physical handling, storage, preservation, and delivery operations in a single location (concentration of flows).

### PROJECT COST

The cost of the project is estimated at 182.939 million euros. For the financing, construction, and operation of the dry port, three options can be considered: (i) **Option 1**: financing by the public sector and outsourcing of operation through a management contract with the private sector, (ii) **Option 2**: financing and operation by the private sector, and (iii) **Option 3**: various forms of Public-Private Partnership.

### PROJECT VIABILITY

Economically, the project is acceptable. It must generate, over its entire lifespan (25 years), an estimated direct added value of more than 42 million euros. It will also have a positive impact on the activities of its suppliers to the extent that it generates significant indirect added value.

Thus, the impact of the project on the national economy is estimated at 71 million euros (arithmetic difference between the net differential of added values and the net social cost).

As for the balance of payment, that is, the arithmetic difference between the gain in currency and the cost in currency generated by the project, it is negative. This is explained by the fact that the project is designed to meet local needs. For certain major investments, economic operators place orders directly abroad and

do not necessarily wait for a possible contribution from outside.

The effect of the project on public finance will be largely positive with a balance in the public treasury estimated at 9 million euros. In its investment phase, the project will employ about 50 people in all categories.