

PORT AND INDUSTRIAL ACTIVITIES IN DOUALA – CAMEROON: SOCIO-ECONOMIC MUTATIONS AND ENVIRONMENTAL CONSEQUENCES

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Abstract: *Port establishments can have several repercussions on the environment. From the social and economic perspectives, they can contribute to job creation, attract investments and create several opportunities for the development of the territory. Environmentally speaking, however, they can have several negative impacts such as pollution, accident and over concentration of population thus leading to overcrowding and promiscuity. The objective of this work is to show the socio-economic influence of the Douala autonomous port on the town. Economic capital of Cameroon, the most populated town and the main entry and exit port of the Central African Sub-Region, Douala is a port town whose existence and functioning are regulated by the port. The general methodology used for this work is divided into two complementary parts comprising of a review of literature in the archives of the autonomous port of Douala (APD) and those at the National Ports Authority (NPA), as well as a guided internet research for the collection of additional data. Then, field surveys of the population of the town and institutions and resource persons related to the management of the port led to the collection of empirical data on the functioning of the port and its place in the lives of residents of the town. The main results show a number of direct jobs created by the port of Douala as well as those linked to related activities to the presence of the port, and the influence of the port on mobility and migratory behaviour of individuals, not overlooking other investments equally linked to the presence of the port in the town. It also brings out the different negative impacts of the presence of the port in the town of Douala.*

Keywords: *socio-economic and environmental benefits; port establishments; territory; Douala*

Introduction

Douala, port town, economic capital and the first town of the country is the entry and exit port of Cameroon and the central African Sub-region. Reception and hospitable, it has been receiving populations originating from different parts of the country, the continent and the entire world for more than a century. These continuously migrating populations in search of jobs and better living conditions desert villages abandoning families. Douala, in effect, has a very wide job market; it is a widely diversified production environment (transport, industries, services, etc.) and at the same time it is very contrasted

(modern and informal sector) (Mainet, 1975). As such, Doula is a convergence pole for population flow (Padoue Nsegbe, Tchiadeu, Mbaha, Ngangue & Olinga, 2014), a real absorber of youths from villages and surrounding towns coming in search of more remunerating jobs. Douala owes this centrifugal position to the presence of the sea port whose historical, institutional and spatial evolution matches well with population and spatial growth of the town. The consequences of these different growths can be identified at several levels such as economic, social and environmental.

The Douala Sea Port: site and situation *Genesis and evolution of the site*

An estuary port situated at 04°03'5" North of the Equator and 09°41'8" East of the Greenwich, the Douala port is seated at the heart of the Gulf of Guinee between the western and central portion of Africa extending along River Wouri. This is the principal maritime port of Cameroon. It is through this port that almost 95% of Cameroon's trade with the rest of the world is carried out. (Netherlands Economic Institute [NIT], 1993). It is situated some 25km from the sea along the River Wouri. The main area occupied by the port and the town of Douala is found on the western banks of River Wouri. In order to maximise the number of ships accessing the port, an access channel is permanently dredged along the estuarial bay of the Wouri.

Historically, long before the administrative occupation of Douala by the Germans, this port was already engaged in commercial activities. In effect, Germany negotiated her official presence in the territory through the signing of the Germano-Douala treaty of 12 July 1884. This treaty was signed between representatives of Woermann firm and the Jantzen and Thomallen firms and the chiefs of the villages of Deido, Akwa, Bell and Joss. In 1881, the German firm 'Woermann Line' had begun the initial steps to facilitate the docking of boats at the banks of Wouri. This marked the beginning or the genesis of what is today known as the Douala port. During this period, trade never exceeded 100 000 tons per year (Douala Autonomous Port [DAP], 2015). The German commercial and administrative installation on the Douala territory also marked the beginning of foreign occupation and development that have guided the urbanisation of the town and whose footprints are still perceptible today.

The defeat of the Germans after the First World War (1914-1918) forced them to leave Cameroon. The country was then portioned into two: a western part under the British trusteeship and an eastern part under the French trusteeship. In 1922, the French began extension works of the port of Douala as well as other development activities of the town through special ports services and navigable channels attached to the colonial services of public works.

In 1960, with the independence of the country, the special ports services and navigable channels of Cameroon became the Directorate of ports and navigable channels under the Cameroon's Ministry of Transport. It is only

in 1971 that the country had an independent institutional organ for the management and regulation of ports and maritime activities: The National Ports Department (NPD) of Cameroon. In 1980, began the vast extension works of the port, which ended in the occupation of 1000 hectares of land. Round table conferences on maritime activities from 1997 ended up in 1998 with reforms of the port sector and by the orientation law of 24 December 1998. This law set up the National Ports Department (NPD) charged with the elaboration and the control of the application of security norms and port police in the different ports of Cameroon (Douala, Limbe, Kribi and Maroua). In the same line was also created what is today called the Douala Autonomous Port (DAP) on the 15th of July 1999 by decree n°99/130. This is a public capital company having a legal personality and financial autonomy with its mission to manage the port, coordinate the services offered, promote the ports space, issue licences to private enterprises, and carry out industrial and commercial activities. After modernisation works of the container terminal in 2020, the authorisation of industrial and commercial activities took place soon after (table 1).

Table no. 1: Authorisations in the Douala Autonomous Port

Activities conceded	Enterprise	Date of entry into effect	Duration
Management, exploitation and maintenance of the container terminal of the Douala Port	Douala international terminal (DIT)	01/01/2005	15 years
Exploitation of the docking and commercialisation wood base in the Douala Port	wood base exploitation company of Cameroon	26/07/2005	10 years
towing and piloting	BOLUDA	03/12/2003	10 years
Management, exploitation and maintenance of the mixed fruits terminal of the Douala Port	Mixed fruit terminal of Douala	15/10/2010	15 years

Source: *Douala Autonomous Port*, 2013

Beyond enterprises that obtained licences, several industrial companies have established. So the infrastructures of the DAP are managed at the same time by private and public companies. Since 2015, following several modernisation works, such as the acquisition and installation of video surveillance and radar systems, the Dap is certified ISO 9001: 2008 of the perimeters 'piloting and management of calls'

Industrial activities of the Port of Douala

The DAP covers a surface area of 1000 hectares effectively occupied at 98%. Authorities in charges of the port are henceforth in search of new developable space for extension purposes. It has 66000m² of common place

warehouse, more than 10 million tons of capacity for annual handling of traffic, 15-million-ton capacity of storage, 80000m² surface for conventional traffic, 1 industrial-port zone, 2 logistics for petroleum exploration and exploitation 20km of tarred road and 20km of rail road, 10km of what is made up of wharf, 7 specialised terminals and 15 warehouses (Ministry of public Works [MINTP], 2016). According to this last source, the Douala Port is the largest in the CEMAC region. Situated at the mouth of river Wouri, it is the main maritime entry point into Cameroon and into the landlocked countries of the zone. This port is open to a road and rail network (trans-Cameroonian) that makes it possible to link the major towns of the country and those of neighbouring countries. As such, about two thirds of the trade of countries in the hinterlands transit through it (Central African Republic, Chad) and a portion of trade for other countries (Congo, Equatorial Guinee, Gabon, Nigeria, Democratic Republic of Congo)¹ In effect, in 2014, Chad was the main foreign user of the DAP with 630587 tons of goods on transit. It was followed by Congo with 222627 tons, then by the Central African Republic with 167694 tons and finally Equatorial Guinee (226 tons and Congo (170 tons).

The Douala Autonomous transfers or concedes the following commercial and industrial activities within its port perimeters: warehousing, unloading, handling, howling, consignment, stocking, management of terminal, piloting, industrial activities, transient, supply of vessels, and cooling factory.

In order to ensure the different missions, the DAP needs a very huge qualified and unqualified labour force.

The port and employment in Douala

The principal entry and exit point of the country and sub-region, Douala is a port town. The sectors of activity of the town are dependent on this position. The modes of transportation, transformation industries, commercial activities such as import-export have led to the creation of a multiplicity of jobs (Mainet, 1981). These direct and indirect jobs linked to the port have in their turn led to the creation of other small businesses mostly in the informal sector such as small trade, craft, scavenging etc.

Guy Mainet, in 1976, carried out an evaluation of the employment capacity of the Port of Douala. In this evaluation, he identified two major groups employers within the Port of Douala. These are people found in the port or managers and users of the port. The last category involves people in the sectors of fishing, transport, general business, specialised sector, big business companies, mechanics, food industries, wood sector, chemical sector, textile and shoe, the metallurgical and mechanical sector. The distribution of these activities is represented on table 2.

¹ <http://www.ambusinessmagazine.com/posts/post/233> (accessed at 27/12/2017)

Table no. 2: Distribution of jobs by sector of activity at the Douala port in 1976.

	Activities	Number of workers
1	Forwarding agents, port-worker, transporters	8555
2	Fisheries	918
3	Transport	524
4	Importations	2903
5	Big business companies	608
6	Mechanics	2750
7	Food industries	2845
8	Wood sector	2019
9	Chemical sector	2484
10	Textile and shoe	4068
11	Metallurgical and mechanical sector	3239
	Total	31177

Source: G. Mainet, 1976

People having 'direct access to the port' constitute the highest number of workers. The forwarding agents employ close to 2000 workers meanwhile port-workers represent 3329 workers. The agro-food industry sector is dominated by Brasseries of Cameroon that employs 1344 workers. Besides big commercial companies that operate mainly in the automobile sector, Importation is distributed among the general business and specialised sector and all of them employ 3511 workers. The chemical sector is dominated by those involved in the distribution of hydrocarbons, which represent 614 workers. During that period, the evaluation showed that about 6000 people were working at the DAP.

Today, port managers apart from those employed by the DAP themselves account for the workers employed by the National Ports Authority (NPA), professional groupings and syndicates as well as operators at the ports area (storekeepers, port-workers, freighters, ship-owners, etc.). Table 4 bellow gives a panoramic view of the different number of workers for the various operators in the DAP in 2017.

Table no. 3: Distribution of some jobs at the DAP by sector of activity in 2017

N°	Sector of activity	Number of jobs
1	Douala Autonomous Port	883
2	National Ports Authority	130
3	Port-workers	2000
4	Road transporters	800
5	Forwarding agents and certified customs agents	6625
6	Dockers, storekeepers and loaders	800
7	Ship freighters, ship-owners and maritime agents	750
8	Ship chandlers	925
	Total	12913

Source: DAP, 2014; NPA, 2015; Ministry of transport, 2017.

The DAP by itself employs about 883 workers in all categories except for the assigned civil servants (police men, customs officers etc.). Close to 2000 Dockers work there in the handling of goods¹. Based on data collected at the level of the NPA, this structure actually has 70 workers but a number of agents were about to be opened in Douala and Kribi. The Douala agency went operational in January 2018 with about 50 workers. The ministry of transport (2017), estimates number of operators of the ports area at 396. These operations employ an average of 25 persons each. Therefore, workers directly engaged in ports activities can be actually be estimated at more than 12913 persons.

Apart from people working at the port as statistically shown on table 1, there are also other users for whom data was difficult to be acquired for their jobs. These are the industrial fishermen, sand moulders, dredgers and hauling men.

The import-export sector is made up of ports customers generally recognised by the chambers of commerce. They are classified into three categories: cash purchase customers, future delivery customers and customers on protocol (Mgue, 2011). The industrial sector is one of the major employers. These are production or manufacturing, transformation, maintenance and distribution industries. The most concerned areas are: the cement, flour, hydrocarbons, steel, and aluminium. The Cameroon shipyard falls within this category of enterprises. On the contrary, produce such as cocoa, coffee, and wood constitute the exportation category. The food domain falls within the largest employers through brewery, fruit, sugar companies etc. In the whole, looking at recent evolutions in the successive expansion of the port, the number of employees by enterprises as well as the increasing number of enterprises, the number of direct and indirect jobs offered by the DAP can be estimated at more than 65000. In addition to that, it is important to consider the induced jobs that are dependent on the population masses that have immigrated to the town and their daily needs. These, in the case of big and small businessmen, are '*bayam-sellams*', who distribute fresh foodstuffs collected from neighbouring towns and villages. These are also transporters by taxi, inter-quarter buses or moto-bikes (*bensikin* as known locally) that constitute a strong link in the active life of the city.

The town of Douala in time and space ***Migration and population evolution of Douala***

Upon the arrival of the Germans along the coast of Cameroon around the Wouri River in 1880, Douala was made up of a few villages (Bell, Akwa, Deido and Hickory) having a population of about 5000 souls. With their ambitious project of making Douala one of the major trans-African entry route, the

¹<https://philemonowona.com/2014/09/23/economie-le-port-de-douala-est-a-bout-de-souffle/?v=707354872d4e> (accessed at 25/12/2017)

started the creation of the port since 1881. This new function of the town of Douala was at the origin of the population evolution (Mainet, 1981). In effect, at the time of German departure in 1915, the town had 15000 inhabitants as against 35000 in 1939 during the French period. This population has continued growing with time (figure no. 1).

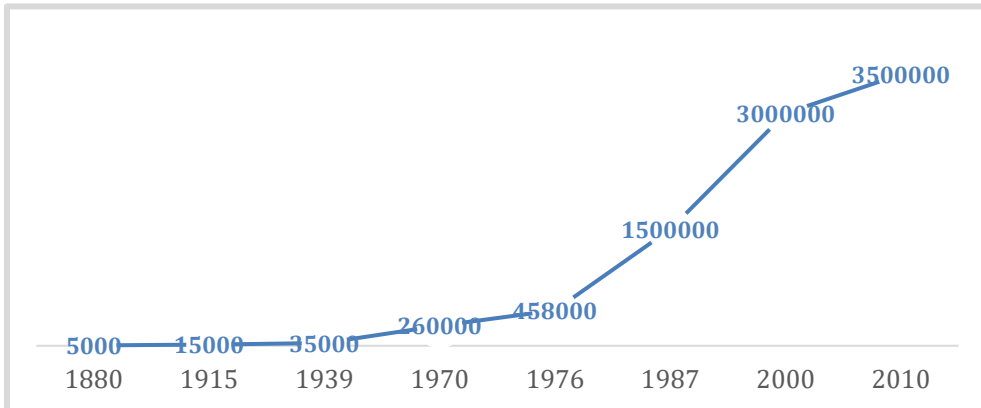


Figure no. 1 : Evolution of the population of Douala from 1880 to 2010

Source: G. MAINET, 1981; BUCREP, 2010; De Padoue Nsegbe, Tchiadeu, Mbaha, Ngangue, and Olinga, 2014.

From about 5000 inhabitants in 1880 to 35000 in 1939, the population of Douala increased dramatically from that period. In 1970, it numbered 260000 inhabitants and yet in 1976, it increased to 458000. This showed an absolute increase of 198000 inhabitants over a period of 6years representing an annual growth rate of 8.73%. The town finally increased to 1000000 inhabitants in the 1980s and is currently estimated at more than 3500000 inhabitants.

Douala is standing out as the most industrialised and most populated of the sub-region. It attracts the youths from different corners of the country, the sub-region and the continent at large. Foreigners in Douala mainly originate from Chad, Nigeria, Central African Republic, but also from West African countries (Mali, Senegal and Niger); many other non-African foreigners such as Chines, Lebanese, French etc. are also found.

Internal migrants in Douala originate almost from all regions of Cameroon: from the northern part of the country (big traders who were the first occupants of the town), the Bamilekes, the Beti the Bassa and others. The reason for this population rush became famous due to the availability of socioeconomic and professional equipment found there. In effect, according to V. Feussi (2011), '87% of people surveyed, declare to have arrived Douala in search of a well-paid job or still to continue the educational career started in the interior of the country, in rural areas.

The socioeconomic and social migrations are predominant in Douala representing 62.4% and 17.7%, respectively (Abessolo Nguema et al., 2013).

Rural exodus is, therefore, the most accountable phenomenon in these massive displacement of populations from remote towns and villages of Cameroon to Douala in search of living conditions.

Douala, European land of occupation is a town initially built based on the configuration of its occupants. The arrival and installation of migrants, be they internal or external gives a new form to the town with an administrative function, formally organised around a central nucleus. Progressively, the town whose organisation has not always been updated by the authorities in charge, has started auto organising itself in respect to principles and desires of a poor population and in search for a living space. The corollary of such organisation is the horizontal expansion of the town, the conquest of land 'restricted' (wet lands, hilly areas, natural space etc.), and urban disorder.

Spatial evolution of Douala

Concomitantly to the population growth of Douala, the attracting town of youths from near and far regions, the living space has outgrown its initial seat. The successive evolution of the surfaces areas by the years of the urban space of the town is summarised in figure no. 2 that follows.

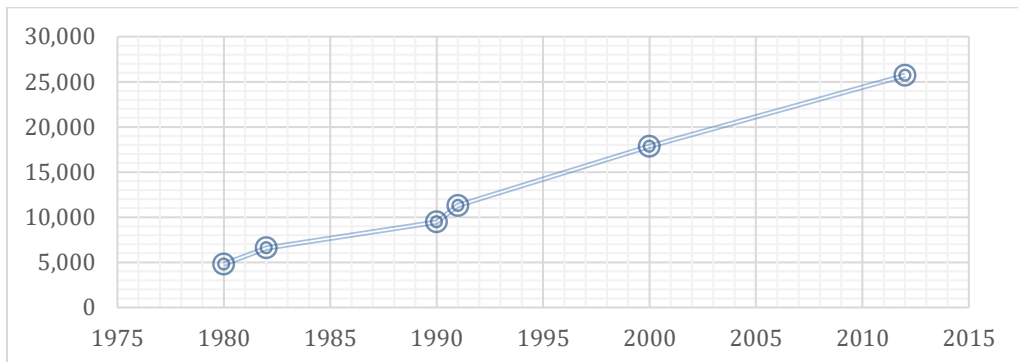


Figure no. 2: Evolution of the urban surface of the town of Douala from 1980 to 2012

Source: CUD, 2012; De Padoue Nsegbe, Tchiadeu, Mbaha, Ngangue, and Olinga, 2014

Figure 2 illustrates the evolution of the urbanised surface (in hectares) from one period in time to the other. It is clear that from 1980 to 1990, the urban surface of Douala doubled. It is relatively the same scenario from 1990 to 2000. Over the period from 1982 to 2012, the town increased by 19100 hectares on a period of only 30 years.

This geometric increase of the town led to a new reconstitution and reconfiguration. As such, several peripheral quarters and villages are today swallowed by the town willy-nilly. Figure no. 3 below presents the evolution of the town over space and time.

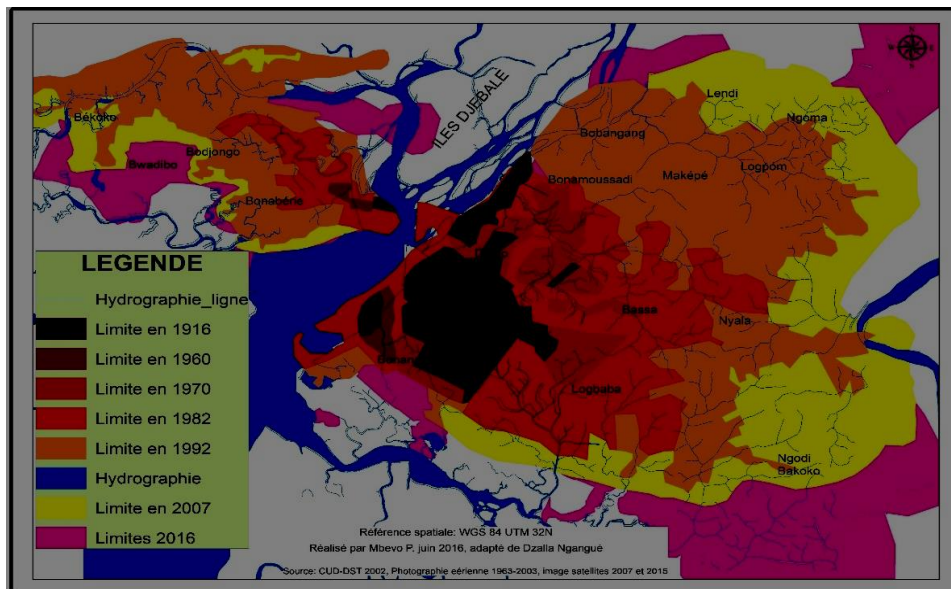


Figure no. 3: Spatial evolution of the town of Douala from 1916 to 2016

Source: P. MBEVO, 2016

The town of Douala, starting from the Wouri Division, in its unrelenting growth has swallowed all surrounding villages and coastal areas despite their belonging to other divisions such as Nkam, Sanaga Maritime or Moumgo.

Apart from the colonisation of surrounding land, the expansion of Douala has led to the occupation of interstitial spaces and even those that were formerly not to be occupied. As such, natural wet lands (swamps, mangroves) and other risk prone spaces have become islets of human concentrations.

Problems that arise from this situation are numerous environmentally and socially. Besides, they represent a major challenge not only for the populations themselves but also for the authorities in charge of planning and managing the town.

The Douala community trapped between pollution, insecurity and precariousness.

The numerous migrants who come to Douala through rural exodus from rural areas are generally attracted by the infrastructure and well paid jobs. Even if a portion of these succeed to acquire some professional integration, a significant portion of this populace, in addition to the resident population remain jobless or famous in the informal sector. Douala records the lowest unemployment and poverty rates in Cameroon of 9.1% and 5.5%, respectively (NIS, 2011; ECAM3, 2007). This is explained by the predominance of the informal sector. In 2010, this sector accounted for three workers of every four (3/4); this situation is degrading with time. From 2001 to 2007, this

sector occupied 300000 and 440000 workers, respectively, representing an increase of 16% between the two periods. This increasing development of the informal sector is accounted for more by survival instincts than by share emergence of alternative productive activities. In effect, the incomes are very inconsistent, and for a greater proportion of the weaker workers, they are clearly below the monetary poverty threshold (Noubouwo, 2014). This state of poverty is not at a magnitude to permit the population to live in these conditions for whomever and they will move. These latter for the most part live in precarious, insecurity and established unhygienic conditions; especially that not far apart from them, live other people with modest incomes in much more desirable conditions.

Like all immigration towns, the arrived populations settle by aggregation in respect of affinity. This leads progressively to socioeconomic and cultural segregations.

Cultural or ethnic segregations are borne from the fact that groups of people settle in town in respect of their regional or divisional or even village origins. This is what has led in Douala to birth of quarters named after such inclinations such as Houssa, Bangante, Dschang, Bane, Senegalese or Nigerian or still Ibo quarters. This cultural rift goes on to creating identities, which is not in the manner to favour the integration of new foreigners into the existing communities; making this a veritable challenge to the living together that is currently threatened in Cameroon.

Socioeconomically, quarters such as Ndog-bong, Bonapriso, Bonamoussadi are dormitory quarters looking at the basic social equipment in terms of road network, electricity, water, leisure, security, etc. These are quarters that have been planned and set up by the state through the Cameroon Housing Construction Companies (SIC) and the Mission for the Development and Equipment of Urban and Rural Land (MAETUR); where the rich live. Besides these, are found quarters such as village, Ndopassi, Bilongue, Komondo, New-Bell etc. where the demographic strength is quite significant. In effect, these are quarters that witnessed an anarchical and spontaneous urbanisation. It occurs at times that huts are constructed overnight to house a newly arrived in town; in the same manner, within the market, a trader can use his stall as residence where he is capable of housing several family members (M'Packo, 2000).

The living or sleeping rooms of others serve as passages for others to get into their own homes. Houses are mainly constructed using makeshift materials scavenged from trash cans (old sheets, old cloth or plank etc.) with or without cleaning up equipment. The nearby streams serve as outlets or waste-weir for human excrements from WCs using conducting pipes. It is equally during heavy rainfall that several households profit from runoff water to empty their septic tanks using similar WC techniques. Within a context characterised by frequent floods, runoff water well loaded with human excrements invade homes of others causing enormous damages. It leads to the proliferation of agents of pathogens, vectors to several illnesses. Water points used by the populations such as wells shelter several bacterial pathogens,

faecal Coliforms and faecal streptococcus (Djuikom Temgoua Jungnia, Nola and Baane, 2009). In the same direction, Douala has been an epicentre to the cholera epidemic that has threatened the entire country for more than a decade. In effect, it was a polluted well situated between an unconstructed latrine and one of the several clandestine pigsties of the Bepanda quarter that was the cause of this sanitary catastrophe that claimed several lives (Assako Assako, Meva'a Abomo and Tchuikoua, 2014).

Amidst a situation of land crises, land becomes a very precious good. The growth of population comes with the conquest of new lands for settlement. Whether at Bonaberi or at Bois de Singes, the mangrove that serves as the reservoir and ecosystem regulator and of the Wouri waters have progressively and have almost definitely given way to settlement. The swampy valley floors and exposed spaces are many of the places desired. Next to industrial zones or factories, with all the risk that could be associated in terms of olfactory or sound pollution and explosion, populations come and gather in the construction of fortunes. Quarters such as Nyalla, Ndongbong, Sodiko, Nkoumassi, Bassa, SIC Cacao etc. are perfumed on a daily basis. There emanate nauseating odours of manufacturing and/or transformation from brewery companies, soap factories, food processing factories, without leaving out that from clandestine rearing of pigs or poultry in between residences.

Quarter heads and at times the elderly of some quarters sale the same piece of land to several buyers and this depicting the level of monetary dissatisfaction among them and the dire need for land buy the buyer who just buy at the first opportunity without verifying. Some of this land is found on spaces where land is not to be sold in addition. The reasoning here is that the land will belong to the first person who puts it to use. In this case of multiple sells most often, while some are engaged in deadly battles over ownership, others profit at nightfall to build their houses in the shadow of any ownership observer. Given the limited means, these developments are most often at risk. Security wise, Douala has the pride of towns where a remarkable increase in insecurity in Cameroon is noted¹. Places where assaults are mainly committed are generally markets, motor parks and travel agencies, landmark junctions, some avenues that have experienced insecurity repeatedly, railways, and in tight corridors and taxis (Takukam, 2016). The direct contact approach is the new mode of operation; the assaulter approaches their victims at any time of the day, searches them at dagger point and leads them along as if with a friend until they get to safety and move away with the catch leaving their victims stranded behind. This is a corollary of the precarious living conditions springing from the joblessness put in place by limited job opportunities in a crowded town like Douala.

Concerning the transport sector, the advent of moto-bike taxis is a laudable alternative for mobility in the town considering the problems of traffic

¹ <https://actucameroun.com/2016/08/17/cameroun-insecurite-a-douala-delinquants-se-montrent-de-plus-plus-temeraires-cameroon/> (accessed at 30/12/2017)

jam at certain hours of the day and of limited access to some quarters due to lack of roads. It also has the advantage that it employs several youths with or without training, but also mature persons. Its inconvenience is that it is a vector of several ills such as delinquency and lack of respect. It is not unlikely that a bike rider hits you and is the first to start blaming and even vandalising you, without overlooking their deviant and very daring behaviours that leads them into causing several accidents daily, some of which are very deforming if not deadly. According to a resident of the town, 'all moto-bike riders (bensikiner) are drug addicts; they take *tramole* before engaging on their bikes. The youths lack respect to everybody and the elderly in the sector also behave as children'. This is explained by the very impatient nature they have adopted; always in a haste and claiming to be right at all instances just for the rush to make quick and fast money within a fast growing sector where competition for customers is fast becoming tighter now than when the sector just came into being.

Concerning leisure, Douala is not well provided healthy leisure equipment. The only known attraction centre remains the PARCOURS VITA at Bonamoussadi. The population of the town, very large and inclined to stress and to several difficulties of daily life therefore adventure into unhealthy leisure forms that involve the excessive consumption of alcohol in the abounding drinking spots; places highly frequented by prostitutes and where chance games are practiced.

Conclusion and recommendations

Douala the economic capital of Cameroon, the entry and exit port to the Economic Community of the Central African States (CEMAC) is a port town that owes its existence to the creation of the port in the year 1880. In effect, before the arrival of the Germans and the creation of the port, what is known today as the town of Douala was just a regrouping of villages. Progressively after the port, industry developed all around. Not far from its central nucleus that is Akwa, two industrial zones exist: at Bonaberi on the other bank of the Wouri and to the east in the Bassa zone. These industrial activities create several bring about several financial and commercial transactions, which has led to the creation of banks and commercial enterprises. The increasing industrialisation feeds the local and national consumption market. Finally, Douala, a village of about 5000 fishermen in 1880 became a millionaire town towards 1980 and has close to 3.5 million inhabitants today.

In order to better understand the impact of the port in the creation and development of the town of Douala, reference should be made of the studies of Guy MAINET in 1976 and 1981, which shows the evolution of the population of Douala based on the importance of ports activities. According to these studies, at any moment that the port witnessed a crisis or a redress in the evolution of its trade, population growth of the town of Douala also dropped and vice versa.

Summarily, it is evident that the creation of the Port of Douala is at the origin of the development of the town and the ills it is facing today (crowding of populations and precarious settlements, deviance, delinquency, stress, urban mobility, insecurity in all its forms, urban rift, diverse risks and pollution). In order to handle these ills, authorities in charge of the town of Douala, private investors, population and all others involved must henceforth align with the sustainable development vision through local Agenda 21 of the Douala Urban Council to heal the town. This will involve equipping the town space with leisure and relaxation equipment, fight against segregation in all its forms by giving credence to urban mixed residents, prefer and encourage vertical to horizontal expansion, plan the development of the peripheral areas of the town that are prone to subsequent occupation today. These measures also need to be envisaged or better still taken into consideration in the other port towns of the country such as Kribi, Maroua and Limbe.

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