

COTCO - CAMEROON OIL TRANSPORTATION COMPANY (CHAD-CAMEROON PIPELINE) · CAMEROON

COTCO Board backs new maritime terminal acquisition

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The Board of Directors of COTCO — the Cameroon Oil Transportation Company that operates the Chad-Cameroon pipeline — has endorsed the company's strategic projects at its ordinary meeting in Douala on 24 June 2026, with particular focus on a proposed acquisition of a new maritime terminal. The session was chaired by Mr Mahamat Assouyouti, Chairman of the Board.

The maritime terminal acquisition is the headline item to emerge from the meeting. At this stage, the board has expressed support for the proposal, meaning the instrument in play is an internal strategic endorsement rather than a signed acquisition agreement or contract award. The project remains in a pre-commitment phase, and no financial terms, terminal location, or timeline for completion have been disclosed in the company's communication.

COTCO occupies a critical position in Central African energy logistics. The Chad-Cameroon pipeline, one of the continent's longest cross-border hydrocarbon infrastructure systems, transports crude from landlocked Chad to the Cameroonian coast for export. A new or upgraded maritime terminal would represent a significant expansion of that export chain, potentially increasing throughput capacity and improving the reliability of crude loading operations at the Atlantic end of the system. The strategic logic is clear: as Chad seeks to maintain or grow oil revenues and Cameroon positions itself as a regional transit hub, upgrading terminal infrastructure directly supports both governments' fiscal interests — both of which are shareholders in COTCO alongside the private sector.

No details on the prospective terminal's location along the Cameroonian coastline, its design specifications, storage capacity, or mooring arrangements have been made public. It is also not yet clear whether the acquisition involves an existing facility or a greenfield development requiring engineering, procurement, and construction engagement. Until the acquisition moves to a formal transaction or a tender process is launched, the opportunity for external service providers remains speculative.

For Norwegian companies tracking West and Central African infrastructure, the COTCO board endorsement is worth logging as an early signal. Pipeline and marine terminal projects of this nature, once they reach EPC or FEED stage, typically require mooring systems, marine loading arms, metering, subsea tie-ins, and associated marine services — all segments where Norwegian contractors carry strong credentials. The next material development to watch for is either a formal tender notice, a project announcement with defined scope, or a financing arrangement that would confirm the acquisition is advancing toward execution.

Why this matters to partners and clients of Saga

This is a board-level strategic endorsement, not a signed contract or open tender, so outreach to procurement is premature. Norwegian service companies with marine terminal, pipeline, and offshore loading expertise — particularly within mooring, metering, and marine loading systems — should monitor COTCO's procurement announcements and engage at relationship level with COTCO management and its shareholder governments (Cameroon, Chad) as the project scope becomes clearer. Saga Advisory can track this opportunity and flag when a FEED or EPC tender materialises.

PARTNER ANGLES

- **Pipeline:** A maritime terminal acquisition at the Chad-Cameroon pipeline's export end could require pipeline-to-terminal tie-in engineering and metering upgrades — monitor for FEED or EPC scope release.
- **Subsea/FPSO:** Depending on terminal design, single-point mooring or offshore loading systems may be required, areas where Norwegian subsea and marine technology providers hold strong market positions.

- **Service:** Marine terminal commissioning, inspection, and operational readiness services are potential entry points for Norwegian firms once the acquisition structure and asset condition are disclosed.
- **LNG:** If COTCO's terminal strategy eventually extends to LNG export infrastructure alongside crude, Norwegian LNG plant and marine loading specialists should position early given long project lead times.

[Original source: COTCO - Cameroon Oil Transportation Company \(Chad-Cameroon pipeline\) →](#)

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