Port Trade Performance
FY15/16 versus FY16/17

26.08.2017

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Port Trade Performance FY16/17

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**7.5**	**Million tonnes**	**(+6.8%)**
• Containerised Cargo	3.3	Million tonnes	(+2.7%)
• Dry Bulk Cargo	1.8	Million tonnes	(+6.9%)
• Liquid Bulk Cargo	1.5	Million tonnes	(+8.7%)
• Fish Traffic	155,614	tonnes	(+0.9%)
Total Container Traffic	**387,334**	**TEUs**	**(+4.7%)**
• Captive Container	257,424	TEUs	(-1.6%)
• Transhipment Container Inwards	129,910	TEUs	(+19.8%)
• Transhipment Container Outwards	126,513	TEUs	(+17.2%)
Total Container Throughput	**513,847**	**TEUs**	**(+7.5%)**
Total Vessel Traffic	2,993	calls	(+1.7%)
• Containerised Vessels	562	calls	(-0.2%)
• Fishing Vessels	1027	calls	(+4.9%)
Cruise Traffic			
• Cruise Vessel	24	calls	(0%)
• Passengers on Arrival	30,367	passengers	(+7.5%)
• Passengers on Departure	30,404	passengers	(+9.5%)
Total Bunker Traffic • Pipeline	**404,837** 115,167	**tonnes** tonnes	**(+39.1%)** (-12.4%)
• Barges	289,670	tonnes	(+39.1%)

2. INTRODUCTION

Globally, 2016-2017 has been a turbulent year as international trade was impacted by major political events such as Brexit and the change in administration in the United States whilst China's economic growth was not as sharp as was anticipated earlier.

More significantly, based on a strong second half of 2016 and first quarter of 2017, Alphaliner has made an upward revision in its 2017 global container throughput forecast to 4.6% compared to its earlier projections of 2 to 3%. This could be a sign of relative stability amid increased consolidation among major shipping lines after the container shipping industry hit bottom in 2016.

Despite the impact of an unpredictable global outlook and a conservative increase in our economic growth rate in Mauritius from last year, we fared relatively well. Trade in the Port in FY16/17 reached the highest, to top 7.5 million tonnes for the first time.

Total Container Traffic registered a growth of 4.7% from 369,980 TEUs in FY15/16 to 387,334 TEUs in FY16/17. Herein, there was a 19.8% surge in Total Transhipment Container Traffic from 108,484 TEUs in FY15/16 to 129,910 TEUs in FY16/17 while Total Captive Container Traffic witnessed a fall of 1.6% from 261,496 TEUs to 257,424 TEUs.

During the year in review, we witnessed 1.7% growth in the total number of vessel calls from 2,944 in FY15/16 to 2,993 in FY16/17. This improvement was mainly attributed to the increase in the number of calls effected by fishing boats and vessels calling at outer harbour.

3. TOTAL CARGO TRAFFIC

The Total Cargo Traffic **reached a record-breaking volume of 7,544,723 tonnes**, representing a boost of 6.8% compared with 7,065,589 tonnes in FY15/16. Details are summarised in Table 1.

Table 1
Total Cargo Traffic – FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Total Imports	4,762,237	5,058,847	296,610	6.2
Total Exports	1,188,374	1,293,567	105,193	8.8
Total Containerised Transhipment Inwards	1,114,978	1,192,309	77,331	6.9
Total	**7,065,589**	**7,544,723**	**479,134**	**6.8**

Total Imports

Total Imports Traffic registered a growth of 6.2% from 4,762,237 tonnes in FY15/16 to 5,058,847 tonnes in FY16/17. The increase of 296,310 tonnes was driven by liquid bulk and containerised cargo. It appeared to be in-line with the anticipated growth of 4.8% in imports of goods in 2017 as reported in the National Accounts Estimates June 2017.

Total Exports

Total exports expanded by 8.8% to reach 1,293,567 tonnes in FY16/17 compared to 1,188,374 tonnes in FY15/16, representing an increment of 105,193 tonnes. Similarly, this was in-line with the anticipated growth of 1.7% in exports of goods in 2017 as reported in the National Account Estimates June 2017.

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic increased by 6.9% from 1,114,978 tonnes in FY15/16 to 1,192,309 tonnes for the year in review.

4. TOTAL IMPORTS

Total Imports 6.4% from 4,762,237 tonnes in FY15/16 to 5,058,847 tonnes in FY16/17. With the exception of Fish which registered a minor fall of 1.4%, Imports of all other commodities registered growth.

Table 2 illustrates the breakdown of Total Imports.

Table 2
Breakdown of Total Imports FY15/16 v/s FY16/17 (tonnes)

Imports	FY15/16	FY16/17	Difference	% change
Solid Bulk	1,765,091	1,872,412	107,321	6.1
Liquid Bulk	1,420,982	1,542,716	121,734	8.7
Containerised	1,400,903	1,444,131	43,228	3.1
General cargo	23,490	49,962	26,472	112.7
Fish	151,770	149,625	-2,145	-1.4
Total	**4,762,237**	**5,058,847**	**296,610**	**6.2**

4.1 Solid (Dry) Bulk Imports

There was a 6.1% increase in Solid Bulk Imports equivalent to 107,321 tonnes, i.e. from 1,765,09 tonnes in FY15/16 to 1,872,412 tonnes in FY16/17, as detailed in Table 3.

Table 3
Solid Bulk Imports – FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Wheat	173,760	166,475	-7,285	-4.2
Coal (new record)	766,304	809,012	42,708	5.6
Cement	565,216	643,917	78,701	13.9
Maize	109,201	87,960	-21,241	-19.4
Soya Bean Meal	55,110	45,506	-9,604	-17.4
Fertilizer	11,000	3,300	-7,700	-70.0
Sugar	84,500	116,242	31,742	37.6
Total	**1,765,091**	**1,872,412**	**107,321**	**6.1**

- For the year under review, imports of wheat underwent a decline of 4.2% from 173,760 tonnes in FY15/16 to 166,475 tonnes in FY16/17.

- Coal remains one of the major sources of electricity in Mauritius. Coal imports touched a new high of 809,012 tonnes in FY16/17 in comparison with 766,304 tonnes in FY15/16. Its relative contribution may have increased as a result of a fall in the supply of bagasse, caused in turn by a drop in our sugarcane crop over the years.

- Cement imports increased from 565,216 tonnes in FY15/16 to 643,917 tonnes in FY16/17. This could be explained by the projected increase in investment in 'Building and construction work' from 1.5% in 2016 to 7.0% in 2017 as reported in the National Account Estimates June 2017.

- In FY16/17, Maize and Soya Bean Meal are the 2 commodities herein which registered a decline of 19.4% and 17.4% as they tumbled from 109,201 tonnes and 55,110 tonnes in FY15/16 to 87,960 tonnes and 45,506 tonnes in FY16/17 respectively. These are majorly used in the production of livestock feed. The decrease might have been influenced by the epidemics of foot & mouth and salmonella diseases during the year in review.

- Import of fertilizer contracted by 7,700 tonnes from 11,000 tonnes to 3,300 tonnes between FY15/16 and FY16/17. This significant decline of 70% could be due to a contraction in the growth rate of sugarcane production and adverse climatic conditions particularly during the first quarter of 2017.

- Import of Sugar increased by 31,742 tonnes this year from 84,500 tonnes to 116,242 tonnes. This represents a 37.6% growth which could be attributed to two main factors: increase in sugar imports for domestic refining to be exported and capacity optimisation to meet local market requirements, as stated in the 2015-2016 Annual Report of the Mauritius Sugar Syndicate.

4.2 Liquid Bulk Imports

Total imports of liquid bulk 8.6%, representing 121,734 tonnes, i.e. from 1,420,982 tonnes in FY15/16 to 1,542,716 tonnes in FY16/17.

Table 4
Liquid Bulk Imports - FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Edible oil	25,000	20,000	-5,000	-20.0
Bitumen	4,420	7,382	2,962	67.0
White oil	755,367	841,413	86,046	11.4
White oil (T/s)	6,750	0	-6,750	-100
Black oil	470,226	520,466	50,240	10.7
LPG	159,219	153,455	-5,764	-3.6
Total	**1,420,982**	**1,542,716**	**121,734**	**8.6**

- For the year under review, imports of Edible Oil fell by 20% from 25,000 tonnes to 20,000 tonnes.

- Bitumen imports grew by 2,962 tonnes for the period under review (4,420 tonnes in FY15/16 to 7,382 tonnes in FY16/17), representing an increase of 67%. This could be attributed to the Road Decongestion Programme in-line with Government Programme 2015-2019 and other road traffic capacity-building projects planned for the next 10 years.

- Imports of White oil and Black oil increased by 11.4% (755,367 tonnes in FY15/16 to 841,413 tonnes in FY16/17) and 10.7% (470,226 tonnes in FY15/16 to 520,466 tonnes in FY16/17) respectively.

- Imports of LPG registered a fall of 3.6% from 159,219 tonnes in FY15/16 to 153,455 tonnes in FY16/17.

4.3 Containerised Cargo Imports

Total containerised imports increased by 3.1%. The breakdown of this traffic in Table 5 reveals that both inter-island containerised imports and captive containerised cargo imports expanded.

Table 5
Containerised Cargo Imports – FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Captive	1,391,950	1,434,000	42,050	3.0%
Inter-Island	8,953	10,131	1,178	13.2%
Total	**1,400,903**	**1,444,131**	**43,228**	**3.1%**

4.4 4.4 General Cargo Imports

Total General Cargo Imports witnessed an increase 112.7%. The breakdown of this traffic in Table 6 shows that unitized break bulk increased significantly by 118.3% whilst inter-island general cargo imports fell by 41.9%.

Table 6
General Cargo Imports – FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Unitized Break Bulk	22,674	49,488	26,814	118.3%
Inter-Island	816	474	-342	-41.9%
Total	**23,490**	**49,962**	**26,472**	**112.7%**

4.5 Fish Traffic Imports

Total fish imports contracted by 1%, with 149,625 tonnes in FY16/17 compared to 151,770 tonnes in FY15/16. As regards the total number of fishing vessels calling at Port Louis, a 3.5% increase to 1003 calls was registered in FY16/17 as opposed to 969 calls in the previous financial year.

Table 7
Fish Traffic - FY15/16 v/s FY16/17 (tonnes)

	Volume (tonnes)				Vessel Calls			
	FY15/16	FY16/17	Difference	% change	FY15/16	FY16/17	Difference	% Change
Princes Tuna Mauritius	93,895	91,380	-2,515	-3%	31	26	-5	-16%
Local Market	1,706	2,067	361	21%	253	287	34	13%
Transhipment Inwards	53,772	50,189	-3,583	-7%	651	605	-46	-7%
Direct Transhipment Inwards	2,397	5,989	3,592	150%	34	85	51	150%
Total	**151,770**	**149,625**	**-2,145**	**-1.4%**	**969**	**1003**	**34**	**3.5%**

- Consolidated imports of Tuna saw a minor fall of 2,515 tonnes from 93,895 tonnes in FY15/16 to 91,380 tonnes in FY16/17 following the merged entity between Princes Tuna Mauritius and Thon des Mascareignes in view of strengthening their position in the global tuna market.

- Fish handled for the local market progressed from 1,706 tonnes in FY15/16 to 2,067 tonnes in FY16/17, amounting to 21%. This segment also saw a proportional increase of 13% in the number of vessel calls.

- Fish transhipment from fishing vessels to reefer containers registered a decline of 7% (3,583 tonnes) from 53,772 tonnes in FY15/16 to stand at 50,189 tonnes in FY16/17.

- Likewise, Direct ship to ship transhipment saw a sizeable increase of 150% from 2,397 tonnes in FY15/16 to 5,989 tonnes in FY16/17.

5. TOTAL EXPORTS

Total exports gained 8.8%, with 1,293,567 tonnes in FY16/17 as compared to 1,188,374 tonnes in FY15/16. With the exception of Containerised Cargo which registered a drop of 4.2%, all the other components registered positive growth.

Table 8
Breakdown of Total Bulk Exports - FY15/16 v/s FY16/17 (tonnes)

Exports	FY15/16	FY16/17	Difference	% change
Dry Bulk - Aggregates	-	14,077	14,077	100%
Liquid Bulk	418,724	538,043	119,319	28.5%
Containerised	762,804	730,612	-32,192	-4.2%
General cargo	4,449	4,846	397	8.9%
Fish	2,397	5,989	3,592	150%
Total	**1,188,374**	**1,293,567**	**105,193**	**8.8%**

5.1 Dry Bulk Exports

Aggregates are exported on ad-hoc/project basis and some 14,077 tonnes were exported in FY16/17.

5.2 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a considerable increase of 28.5% from 418,724 tonnes in FY15/16 to 538,043 tonnes in FY16/17, equivalent to 119,319 tonnes as depicted in Table 9.

Table 9
Breakdown of Liquid Bulk Exports - FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Molasses	35,279	32,636	-2,643	-7.5
LPG	78,256	79,832	1,576	2.0
Ethanol	7,296	11,251	3,955	54.2
Total Bunker	291,143	404,837	113,694	39.1
Transhipment Bunker	6,750	0	-6,750	-100
Black oil	0	9,487	9,487	100
Grand Total	**418,724**	**538,043**	**119,319**	**28.5**

- It has been reported that Omnicane Mauritius Ltd. registered a fall in their FY16/17 output due to late harvest and 6 weeks' stoppages of operations. This might explain the decline in exports of Molasses from 35,279 tonnes in FY15/16 to 32,636 tonnes in FY16/17.

- The 2% growth in LPG exports from 78,256 tonnes in FY15/16 to 79,832 tonnes in FY16/17 could be attributed to Petredec's operations as a re-export hub to serve markets in East Africa and the Indian Ocean.

- Bunker exports, accounting for the bulk in this segment grew at a brisk pace as it registered an increase of 39.1%, equivalent to some 113,694 tonnes as follows: -

5.2.1 Bunkering Activities

Total volume of bunker witnessed a growth from 291,143 tonnes in FY15/16 to 404,837 tonnes in FY16/17.

Total bunker supplied in Mauritius increased by 39.1% in FY16/17 equivalent to as outlined in Table 10.

Table 10
Total Bunker Exports – FY15/16 v/s FY16/17

	Volume in Tonnes				Vessel Calls			
	FY15/16	FY16/17	Difference	% Change	FY15/16	FY16/17	Difference	% Change
Bunker by pipeline	131,421	115,167	-16,254	-12.4%	1,344	1,190	-154	-11.5%
Bunker by barge	159,722	289,670	129,948	81.5%	471	649	178	37.8%
Total	**291,143**	**404,837**	**113,694**	**39.1%**	**1,815**	**1,839**	**24**	**1.3%**

Bunker Volume

- Exports of Bunker by pipeline fell by 12.4% from 131,421 tonnes in FY15/16 to 115,167 tonnes in FY16/17, equivalent to 16,254 tonnes. It may be deduced that Bunkering by pipeline might have been more vulnerable to fluctuations in supply price and selling price as compared to major bunkering hubs. As an indication from Ship & Bunker, the IFO380 selling rate in Port Louis was $87.00 higher than in Singapore based on a 12-months average.

- On the other hand, there was a **new record in the exports of Bunker by barge** from 159,722 tonnes in FY15/16 to **289,670 tonnes in FY16/17**, representing a growth of 81.5%.

  The expansion could be attributed to the fact that we had 4 barges operational at Port Louis in 2016 namely: MT Gulf Star, MT Elise (2016), MT Hakassan (2016) and MT Sarah (2016). MT Congo was also operational until September 2016. Besides, MPA offered additional incentives for vessels calling at Outer Harbour for bunkering effective August 2016 (validity: 1 year)

Bunker Calls

As regards the number of vessels that took bunker at Port Louis, same increased from 1,815 calls in FY15/16 to 1,839 calls in FY16/17, thus registering a growth of 1.3%.

- While the number of bunker calls by pipeline decreased by 11.5%, the corresponding calls by barge registered a new high by 37.8% for the year under review in comparison to the previous year.

5.3 Containerised Cargo Exports

Total containerised cargo exports registered a reduction of 4.2% from 762,754 tonnes in Fy15/16 to 730,612 tonnes in FY16/17. The breakdown of this traffic reveals that captive containerised exports have decreased by 5.4% whereas inter-island containerised exports increased by 9.7%.

Table 11
Containerised Exports – FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Captive	702,029	663,994	-38,085	-5.4%
Inter-Island	60,725	66,618	5,893	9.7%
Total	**762,754**	**730,612**	**-32,192**	**-4.2%**

5.4 General Cargo Exports

The total general cargo exports rose by 8.9%. The breakdown of this traffic shows that unitized break bulk recorded negative growth rate of 35.3% while Inter-Island export increased by 27.4% respectively.

Table 12
General Cargo Exports – FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Unitized Break Bulk	1,311	848	-463	-35.3%
Inter-Island	3,138	3,998	860	27.4%
Total	**4,449**	**4,846**	**397**	**8.9%**

5.5 Fish Traffic Exports

For the year FY16/17, direct transhipment outwards of fish stood at 5,989 tonnes as opposed to 2,397 tonnes in FY15/16, representing an increase of 150%. Similarly, there was a 5% increase in the number of vessel calls in this segment.

Table 13
Fish Exports – FY15/16 v/s FY16/17 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	FY15/16	**FY16/17**	**Diff**	**% change**	**FY15/16**	**FY16/17**	**Diff**	**% change**
Direct Transhipment outwards (ship to ship)	2,397	5,989	3,592	150	10	24	14	140

6. TOTAL CONTAINER TRAFFIC

Total Container Traffic has increased from 369,980 TEUs for the year FY15/16 to 387,334 TEUs in FY16/17, i.e. a growth of 4.7%.

Captive container traffic decreased by 1.6% whilst transhipment container traffic registered an upsurge of 19.8%. Details are summarised in Table 14.

Table 14
Total Container Traffic – FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	Difference	% Change
Captive (New Record)	261,496	257,424	-4,072	-1.6
Transhipment	108,484	129,910	21,426	19.8
Total	**369,980**	**387,334**	**17,354**	**4.7**

6.1 Total Captive Container Traffic

Total Captive Container Traffic fell by 1.6%, representing a fall of 4,072 TEUs for the year under review from 257,424 TEUs in FY16/17 versus 261,496 TEUs in FY15/16. Table 15 shows the comparative monthly captive container traffic for the FY16/17 versus FY15/16.

Table 15
Total Captive Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	Difference	% Change
Jul	21,004	23,174	2,170	10.3
Aug	20,809	21,311	502	2.4
Sep	20,227	21,529	1,302	6.4
Oct	23,073	24,673	1,600	6.9
Nov	25,026	24,271	-755	-3.0
Dec	23,702	23,314	-388	-1.6
Jan	20,918	19,895	-1,023	-4.9
Feb	17,467	18,506	1,039	6
Mar	24,718	18,363	-6,355	-25.7
Apr	20,763	20,661	-102	-0.5
May	22,057	22,747	690	3.1
Jun	21,732	18,980	-2,752	-12.7
Total	**261,496**	**257,424**	**-4,072**	**-1.6**

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic attained 115,530 TEUs for the year FY16/17 compared to 112,072 TEUs in the corresponding period of the preceding year, i.e. a growth of 3.1%, equivalent to 3,458 TEUs as shown in Table 16.

Table 16
Captive Laden Import Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	**Difference**	**% Change**
Jul	9458	10280	822	8.7
Aug	8441	9481	1040	12.3
Sep	9532	9809	277	2.9
Oct	9780	10426	646	6.6
Nov	11064	10604	-460	-4.2
Dec	10229	10247	18	0.2
Jan	8326	7773	-553	-6.6
Feb	7601	8540	939	12.4
Mar	9555	8159	-1396	-14.6
Apr	8683	9426	743	8.6
May	10048	11255	1207	12.0
Jun	9355	9530	175	1.9
Total	**112,072**	**115,530**	**3,458**	**3.1**

6.1.2 Captive Laden Export Container Traffic

There was a decrease of 4.2% in Captive laden export container traffic from 61,024 in FY15/16 to 58,449 TEUs in FY16/17. The detailed results are outlined in Table 17.

Table 17
Captive Laden Export Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	**FY16/17**	**Difference**	**% Change**
Jul	4,798	5,232	434	9.1
Aug	4,998	4,855	-143	-2.9
Sep	5,013	5,102	89	1.8
Oct	5,757	5,378	-379	-6.6
Nov	5,360	4,497	-863	-16.1
Dec	4,947	5,422	475	9.6
Jan	5,061	3,731	-1,330	-26.3
Feb	4,515	4,529	14	0.3
Mar	5,201	4,924	-277	-5.3
Apr	5,048	4,337	-711	-14.1
May	5,089	5,239	150	3.0
Jun	5,237	5,203	-34	-0.7
Total	**61,024**	**58,449**	**-2,575**	**-4.2**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic decreased by 11.3%, representing a fall of 2,204 TEUs for the year under review with 19,477 TEUs in FY15/16 versus 17,273 TEUs in FY16/17. Details are outline in Table 18.

Table 18
Captive Empty Import Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	Difference	% Change
Jul	1,329	1,025	-304	-22.9
Aug	1,503	1,430	-76	-4.9
Sep	2,015	1,843	-172	-8.5
Oct	1,396	1,925	529	37.9
Nov	2,057	1,438	-619	-30.1
Dec	2,075	2,618	543	26.2
Jan	1,544	1,506	-38	-2.5
Feb	1,847	1,085	-762	-41.3
Mar	1,520	1,125	-395	-26.0
Apr	1,709	1,808	99	5.8
May	1,249	802	-447	-35.8
Jun	1,233	668	-565	-45.8
Total	**19,477**	**17,273**	**-2,204**	**-11.3**

6.1.4 Captive Empty Export Container Traffic

Table 19 provides a comparative monthly summary of the captive empty export container traffic for the year FY15/16 to FY16/17.

Table 19
Captive Empty Export Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	Difference	% Change
Jul	5,419	6,637	1,218	22.5
Aug	5,867	5,545	-322	-5.5
Sep	3,667	4,775	1,108	30.2
Oct	6,140	6,944	804	13.1
Nov	6,545	7,732	1,187	18.1
Dec	6,451	5,027	-1,424	-22.1
Jan	5,987	6,875	898	15.0
Feb	3,504	4,352	848	24.2
Mar	8,442	4,155	-4,287	-50.8
Apr	5,323	5,090	-233	-4.4
May	5,671	5,451	-220	-3.9
Jun	5,907	3,579	-2,328	-39.4
Total	**68,923**	**66,172**	**-2,751**	**-4.0**

Captive empty export container traffic registered a decline rate of 4.0%, having 68,923 TEUs in FY15/16 as compared to 66,172 TEUs in FY16/17.

6.2 Total Transhipment Inwards Container Traffic

Total transhipment (inwards) container traffic increased by 19.8 %, equivalent to 21,426 TEUs for the year under review with a total of 129,910 TEUs in FY16/17 compared to 108,484 TEUs same year in 2015. Comparative monthly transhipment container traffic is summarised in Table 20.

Table 20
Total Transhipment Inwards Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	**Difference**	**% Change**
Jul	8,672	12,237	3,565	44.1
Aug	9,457	10,249	792	8.4
Sep	8,791	11,129	2,338	26.6
Oct	9,670	12,624	2,954	30.6
Nov	10,147	12,609	2,462	24.3
Dec	8,802	10,794	1,992	22.6
Jan	7,031	8,742	1,711	24.3
Feb	8,152	8,961	809	9.9
Mar	10,395	7,947	-2,448	-23.6
Apr	9,949	11,607	1,658	16.7
May	8,644	13,626	4,982	57.6
Jun	8,774	9,385	611	7.0
Total	**108,484**	**129,910**	**21,426**	**19.8**

6.2.1 Transhipment Inwards Laden Container Traffic (TEUs)

Table 21 shows the details of the comparative monthly laden containers transhipped at Port Louis. For FY16/17, some laden 97,572 TEUs have been transhipped compared to 90,575 TEUs for the corresponding year last year, representing an increase of 6,997 TEUs, equivalent to 7.7%.

Table 21
Transhipment Inwards Laden Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	**Difference**	**% Change**
Jul	7,208	8,620	1,412	19.6
Aug	8,199	7,124	-1,075	-13.1
Sep	7,997	8,366	369	4.6
Oct	8,535	9,931	1,396	16.4
Nov	8,601	8,466	-135	-1.6
Dec	7,526	7,400	-126	-1.7
Jan	5,564	6,441	877	15.8
Feb	6,853	7,928	1,075	15.7
Mar	8,464	6,116	-2,348	-27.7
Apr	8,135	8,689	554	6.8
May	7,205	11,488	4,283	59.4
Jun	6,288	7,003	715	11.4
Total	**90,575**	**97,572**	**6,997**	**7.7**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

After being the first-in-line for cuts in moves count in FY15/16, Transhipment Inwards Empty Container Traffic posted an increase of 80.6% for the year under review. It reached 30,171 TEUs in FY16/17 as opposed to 17,909 TEUs in FY15/16 as detailed in Table 22.

Table 22
Transhipment Inwards Empty Container Traffic - FY15/16 v/s FY16/17 (TEUs)

	FY15/16	FY16/17	**Difference**	**% Change**
Jul	1,464	3,617	2,153	147.1
Aug	1,258	3,125	1,867	148.4
Sep	794	2,763	1,969	248.0
Oct	1,135	2,693	1,558	137.3
Nov	1,546	4,143	2,597	168.0
Dec	1,276	3,394	2,118	166.0
Jan	1,467	2,301	834	56.9
Feb	1,299	1,033	-266	-20.5
Mar	1,931	1,831	-100	-5.2
Apr	1,814	2,918	1,104	60.9
May	1,439	2,138	699	48.6
Jun	2,486	2,382	-104	-4.2
Total	**17,909**	**32,338**	**14,429**	**80.6**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Some 520 container vessels were operated at MCT for the year FY16/17 as compared to 532 for the corresponding year one year earlier as depicted in Table 23.

Table 23
Vessels serviced at MCT - FY15/16 v/s FY16/17

	FY15/16	**FY16/17**	**Difference**
Jul	48	51	3
Aug	49	46	-3
Sep	47	45	-2
Oct	51	46	-5
Nov	49	47	-2
Dec	41	49	8
Jan	39	39	0
Feb	33	36	3
Mar	46	35	-11
Apr	40	41	1
May	45	44	-1
Jun	44	41	-3
Total	**532**	**520**	**-12**

There was a significant decrease of 12 vessel calls at MCT. This could be explained by the drop of container vessel calls in March 2017 during the implementation of Navis Sparcs N4 at CHCL

7.2 Container Throughput at MCT

During the FY16/17, the number of containers handled was 368,846 units compared to 350,015 units for the corresponding period last year – an increase of 18,831 units (representing an increase of 5.4%) as depicted below in Table 24.

Similarly, the Container Throughput in terms of number of TEUs registered an expansion to the tune of 7.1%, equivalent to an increase of 32,750 TEUs, from 461,388 TEUs to 494,138 TEUs for the year under review.

Accordingly, the number of moves recorded for the year FY16/17 was 384,032 compared to 363,635 in the previous – a hike of 20,397 moves equivalent to 5.6%.

Table 24 provides the MCT operational indicators in terms of no. of containers/ TEUs/ Moves.

Table 24
No of Containers/TEUs/moves - FY15/16 v/s FY16/17

Month	Containers			TEUs			Moves		
	FY15/16	FY16/17	Diff	FY15/16	FY16/17	Diff	FY15/16	FY16/17	Diff
Jul	27,206	34,323	7,117	35,504	46,703	11,199	28,038	35,636	7,598
Aug	28,380	30,119	1,739	37,003	41,764	4,761	29,432	31,265	1,833
Sep	28,107	31,352	3,245	36,920	42,202	5,282	29,159	32,524	3,365
Oct	31,344	37,654	6,310	41,228	49,135	7,907	32,624	39,218	6,594
Nov	**32,976**	**34,722**	**1,746**	**43,902**	**47,198**	**3,296**	**34,242**	**35,956**	**1,714**
Dec	**29,921**	**33,023**	**3,102**	**39,682**	**42,711**	**3,029**	**31,115**	**34,485**	**3,370**
Jan	26,465	26,926	461	35,040	36,441	1,401	27,433	28,193	760
Feb	24,113	24,861	748	31,221	33,424	2,203	25,021	25,943	922
Mar	34,406	23,632	-10,774	45,085	32,081	-13,004	35,856	24,652	-11,204
Apr	29,961	30,087	126	39,303	40,448	1,145	31,190	31,510	320
May	**29,647**	**32,620**	**2,973**	**39,235**	**42,978**	**3,743**	**30,939**	**33,866**	**2,927**
Jun	**27,489**	**29,527**	**2,038**	**37,265**	**39,053**	**1,788**	**28,586**	**30,784**	**2,198**
Total	**350,015**	**368,846**	**18,831**	**461,388**	**494,138**	**32,750**	**363,635**	**384,032**	**20,397**
% change			**5.4**			**7.1**			**5.6**

7.3 Summary of the Key Performance Indicators @ MCT

Table 25 provides a summary of the various key performance indicators at the MCT.

Table 25: Key Performance Indicators at MCT - FY15/16 v/s FY16/17

	FY15/16	**FY16/17**
Avg. Moves Per Gross Crane Hour	20.7	18.4
Avg. Moves per Ship's Working Hour	40.1	37.1
Average Pre-berthing/ Sailing Delay (hrs)	2.5	5.1
Berth Occupancy (%)	64.3	77.2
Throughput (TEUs)	461,388	494,138

The average number of moves per gross crane hour decreased from 20.7 in FY15/16 to 18.4 in FY16/17.

For the year under review, the average moves per ship's working hour stood at 37.1 for the financial year compared to 40.1 recorded in FY15/16.

The average pre-berthing delay per vessel stood at 5.1 hours in FY16/17 as opposed to 2.4 hours' same year previous year.

Similarly, the berth occupancy for the year of FY16/17 increased to 77.2% compared to 64.3% for the corresponding year in 2015. These could be attributed to the extended MCT berth by 240 metres at the northern end, which has been put into operations as from June 2016.

Throughput at MCT for FY16/17 reached 494,138 TEUs as opposed to 461,388 TEUs in FY15/16, i.e. a hike of TEUs amounting to 7.1%.

7.4 Crane Productivity

Table 26 provides the comparative crane productivity for the year FY16/17 versus FY15/16.

Table 26: Average Moves per Gross Crane Hours - FY15/16 v/s FY16/17

	Jul15/Jun 16	**Jul16/Jun 17**
Jul	22.8	19.1
Aug	21.1	20.2 (Highest)
Sep	20.7	19.7
Oct	20.9	19.0
Nov	20.3	19.7
Dec	19.5	18.6
Jan	20.5	18.9
Feb	20.2	17.3
Mar	20.4	15.3 (Lowest)
Apr	20.2	18.4
May	21.3	16.9
Jun	21.3	17.6
Average	**20.7**	**18.4**

For the year under review, the highest performance was registered in the months of August 20.2 moves/ gross crane hour. The highest gross crane productivity registered was in the month of August 2016 following MCT3 becoming fully operational as from June 24th, 2016. Big container vessels of LOA 300+ mts have been accommodated there with some constraints.

On the other hand, the lowest gross crane productivity registered was in the month of March with 15.3 moves/ gross crane hour. This was due to prolonged bad weather (cyclone Enawo) and the implementation of the Navis Sparcs N4 at CHCL.

7.5 Ship Productivity

Comparative monthly ship productivity for the year FY15/16 versus FY16/17 is detailed in Table 27. Despite the fall in crane productivity, it is observed that average ship productivity has gone up during the year under review.

Table 27
Average Moves per Ship's Working Hours - FY15/16 v/s FY16/17

	Jul15/Jun 16	**Jul16/Jun 17**
Jul	31.0	38.5
Aug	32.4	39.3
Sep	40.2	38.9
Oct	40.6	38.4
Nov	41.4	39.9
Dec	41.0	37.7
Jan	43.9	34.9
Feb	39.8	36.3
Mar	41.4	32.3
Apr	43.9	38.1
May	46.1	34.1
Jun	43.9	33.8
Average	**40.1**	**37.1**

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 28 for the year FY15/16 versus FY16/17.

Table 28
Average Pre-berthing Delay - FY15/16 v/s FY16/17 (hrs)

	Jul15/Jun 16	**Jul16/Jun 17**
Jul	1.5	2.5
Aug	2.8	2.9
Sep	1.9	4.6
Oct	2.2	3.1
Nov	2.4	1.7
Dec	3.9	3.0
Jan	2.8	1.4
Feb	5.5	5.3
Mar	2.3	7.6
Apr	1.5	6.1
May	1.5	9.1
Jun	2.3	12.1
Average	**2.5**	**5.1**

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 29 for the year FY15/16 compared to FY16/17.

Table 29
Berth Occupancy at MCT - FY15/16 v/s FY16/17

	Jul15/Jun 16	**Jul16/Jun 17**
Jul	75	84
Aug	77	73
Sep	67	74
Oct	72	81
Nov	72	78
Dec	64	80
Jan	59	70
Feb	48	66
Mar	67	74
Apr	63	72
May	59	84
Jun	50	89
Total	**64**	**77**

8. VESSEL CALLS

Some 2,993 vessel calls were registered during the year FY16/17 as compared to 2,944 calls in FY15/16, i.e. a growth of 49 calls. Table 30 provides a summary of Total Vessel Traffic for the year under review compared to same year the previous year.

Table 30
Vessel calls for the year - FY15/16 v/s FY16/17

Category	FY15/16	FY16/17	Difference	% Change
Containerized Vessels	563	562	-1	-0.2
Tankers	124	124	0	0.0
Dry Bulk carriers	53	56	3	5.7
Unitized & Break Bulk Carriers	11	11	0	0.0
General Cargo Vessels	8	4	-4	-50.0
Fishing Vessels	979	1027	48	4.9
Pure Car Carriers	35	37	2	5.7
Inter-Island	52	45	-7	-13.5
Cruise Vessels	24	24	0	0.0
Others	1,095	1,103	8	0.7
Total	**2,944**	**2,993**	**49**	**1.7**

- Containerised vessel calls registered was almost at par with 563 calls in FY15/16 and 562 calls in FY16/17.
- No. of calls by Tankers remained constant at 124 for both years in review. With Petredec Mauritius Ltd doing full-fledged import and export of LPG in the region in FY16/17, no. of calls by LPG tankers has decreased. On the other hand, black and white oil tankers have increased as detailed below:

	FY15/16	FY16/17	Difference	%
LPG	63	45	-18	-28.6
Black Oil	18	35	17	94.4
White Oil	27	28	1	3.7

- No. of calls made by Dry Bulk carriers was 56 in FY16/17 as opposed to 53 recorded during the same period in the previous year, owing to the calls made by coal and wheat carriers.
- Fishing vessel calls expanded by 4.9% from 979 calls in FY15/16 to 1027 calls in FY16/17.
- For the inter-island trade, total number of calls has decreased further from 52 in FY15/16 to 45 in FY16/17.

8.1 Cruise Tourism

Cruise Vessel Calls

Following Costa cruises resuming their homeporting activities at Port Louis since FY15/16, the total number of cruise calls remained constant at 24 calls for both years in review.

Cruise Passengers Arrivals

Similarly, cruise passenger arrivals expanded by 7.5% from 28,242 in FY15/16 **to reach a new high of 30,367 passengers in FY16/17**. Details of passengers arriving on Costa Cruises and Round The World Cruises are provided in the figure below.

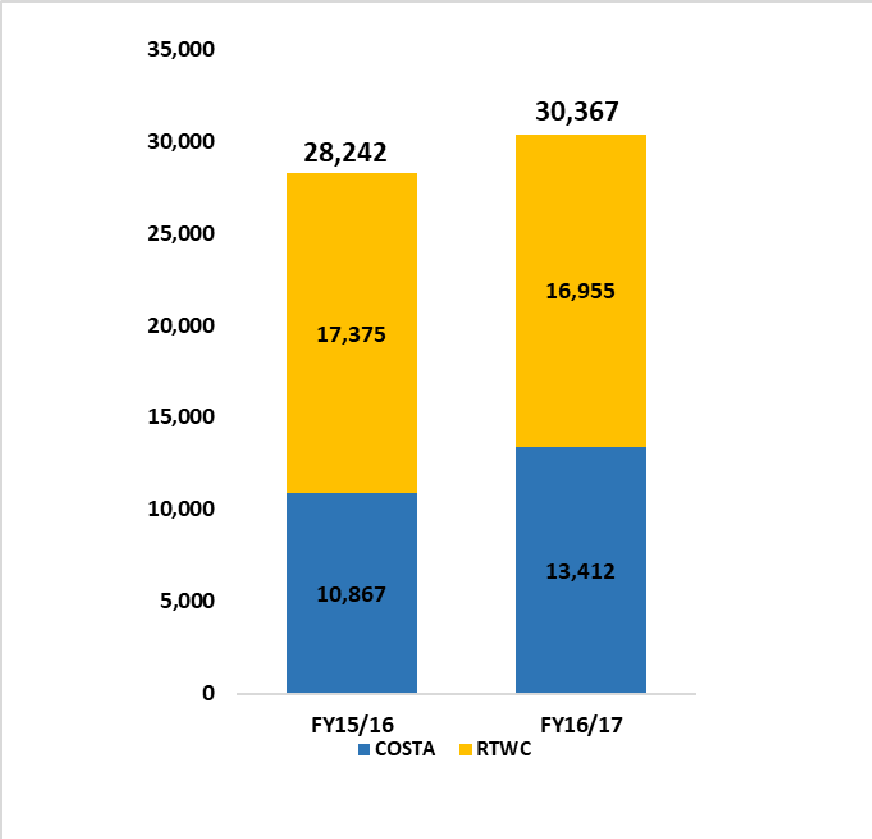


Figure 7: Total Cruise Passengers Traffic FY15/16 – FY 16/17

8.2 Calls at Outer Harbour

The number of vessel calls herein registered an improvement from 1,095 vessel calls for the year FY15/16 to 1,103 calls this year.

The table below shows the number of call by such vessels for activities like bunkering purposes, crew change, repairs and inspection of cargo or vessel hull conditions, embarking/disembarking of armed (security) guards, provision of fresh water supply and victuals, amongst others.

Table 31
Total Calls Outer Harbour - FY15/16 v/s FY16/17

	FY15/16	FY16/17	Difference	% Change
Bunkering Only	616	606	-10	-1.6
Change Crew	294	286	-8	-2.7
Change Security Guard	52	39	-13	-25.0
Ship Stores	37	50	13	35.1
Repairs or Inspection	66	65	-1	-1.5
Others	30	57	27	90.0
Total	**1,095**	**1,103**	**8**	**0.7**

There were slight decreases in the number of vessels calling for the main purposes of bunkering, change of crew, repairs and change of armed security guard. The latter tumbled due to the increased cost of storing arms in Mauritius as well as the reduction in the number of piracy attacks in the Gulf of Aden.

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 32
Key Performance Indicators at MPT - FY15/16 v/s FY16/17

	FY15/16	FY16/17
No. of Vessel Calls	32	42
No. of Containers	6,953	6,741
Avg. Moves /Gross Gang hr	5.7	6.6

- During FY16/17, 42 container vessel calls were registered at the MPT and some 6,741 TEUs were handled in comparison with 32 containerised vessels and 6,953 TEUs respectively in FY15/16.

- In FY16/17, the average productivity stood at 6.6 moves/gross gang hour as compared to 5.7 in FY15/16.

9.2 Coastline Trade

M.V Mauritius Trochetia plying between the dependencies of Mauritius (Rodrigues and Agalega) made 21 calls and handled some 3,620 TEUs during the year FY16/17.

The Mauritius Shipping Corporation Ltd. chartered the M.V. Anna to ply between Port Louis and Port Mathurin and it effected 24 voyages so far and handled some 6,817 TEUs in FY16/17.

The above two vessels have made a total of 45 calls and some 10,437 TEUs were handled during the year under review, as depicted in the table below.

Table 33

Traffic Dependencies of Mauritius for the Year FY16/17

	No. of Voyages	**Container Traffic (TEUs)**
	FY16/17	FY16/17
Mauritius Trochetia	21	3620
Anna	24	6817
Total	45	**10,437**

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for FY15/16 versus FY16/17 of the various berths at Terminal I and II are depicted in Table 34.

Table 34
Berth Occupancy at MPT - FY15/16 v/s FY16/17 (%)

Berth		FY15/16		FY16/17	
		Total	Working	Total	Working
Quay No. 1	Terminal II	67.6	13.4	69.0	16.1
Quay No. 2	Terminal II	71.6	38.9	79.2	41.6
Quay No. 3	Terminal II	73.9	14.5	73.7	17.8
Quay No. 4		78.4	18.9	84.8	20.0
Bulk Sugar Terminal		8.6	3.9	18.2	10.2
Quay A	Terminal I	95.0	17.8	92.9	18.3
Quay D	Terminal I	83.8	26.4	80.4	21.4
Quay E	Terminal I	79.3	7.4	82.8	7.8
Trou Fanfaron Fishing Quay 1		99.1	3.9	99.5	7.2
Trou Fanfaron Fishing Quay 2		99.2	4.0	99.5	4.3
Cruise Jetty		47.5	0	44.1	0
Oil Jetty		40.8	33.4	43.7	37.0
FDM		95.9	37.0	96.0	34.7
MFD		81.8	21.1	82.7	21.4

With the exception of Quays, A, D at Terminal 1, Quay No.3 at Terminal 2 and the Cruise Jetty, all quays registered an increase in total berth occupancy in FY16/17.

The berth occupancy at Trou Fanfaron Fishing Quay is as follows: Quays 1 and 2 were both over 99%. However, the berth occupancy for vessel working at these quays is low, although a marginal increase was registered compared to FY15/16. The TFF quays are actually being used for parking purposes (by fishing vessels).

10. CONTAINER TRAFFIC BY SHIPPING LINES

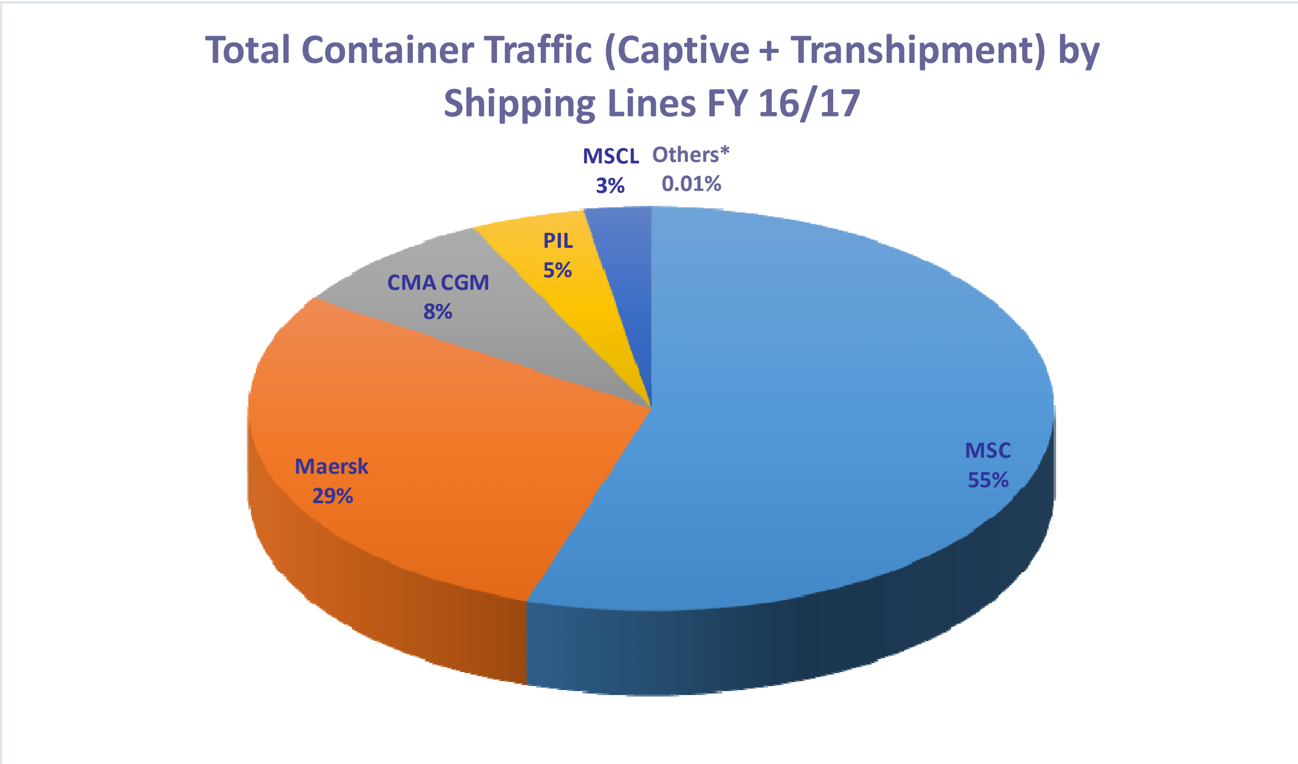
10.1 Total Container Traffic by Shipping lines – TEUs

Table 35

Shipping Line	FY15/16	% Share	FY16/17	% Share	Difference	% Change in Volume
MSC	187,698	50.7	212,946	55.0	25,248	8.3
Maersk	117,677	31.8	112,927	29.2	-4,750	-4.0
CMA CGM	39,641	10.7	33,195	8.5	-6,446	-16.3
PIL	13,828	3.7	17,797	4.6	3,969	28.7
Mauritius Shipping Corporation Ltd. (MSCL)	9,775	2.6	10,437	2.7	662	6.8
Others *	1,361	0.4	32	-	-1,329	-97.6
Total	**369,980**	**100**	**387,334**	**100**	**17,354**	**4.7**

* Others include: UAFL, DAL and others

The breakdown of the total container traffic by shipping lines reveals the following:



* Others include: UAFL, DAL and others

- MSC's share expanded from 50.8% to 55%. Its share of total container traffic volume has also increased by 8.3% from 196,698 TEUs in FY15/16 to 212,946 TEUs in FY16/17.

- Maersk's FY16/17 share of 29.2% was marginally lower than their FY15/16 share of 31.8%. A fall of 4% in their volume was noted for the year in review.

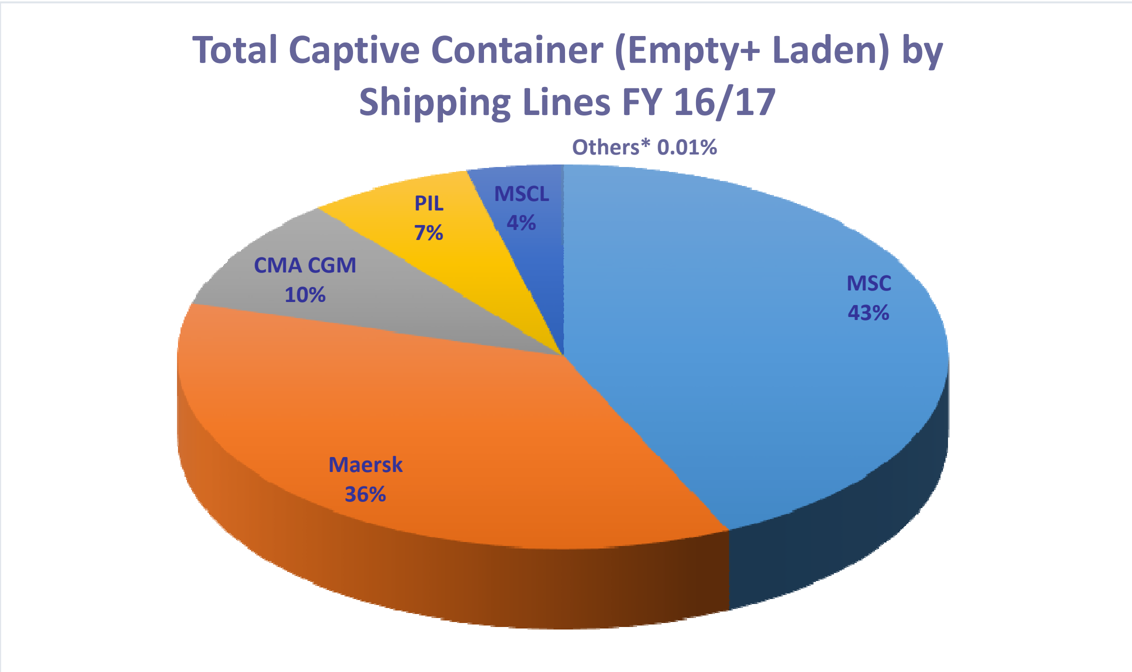
- CMA CGM's share in total container traffic tumbled from 10.7% in FY15/16 to 8.5% in FY16/17. There was also a significant drop of 16.3% in their volume which were likely to have shifted to Port Reunion.

10.2. Total Captive Container Traffic by Shipping Lines – TEUs

Table 36

Shipping Line	FY15/16	FY16/17	Difference	% Change
MSC	106,212	110,615	4,403	-4.0
Maersk	99,697	93,943	-5,754	-5.8
CMA CGM	30,981	24,603	-6,378	-20.6
PIL	13,828	17,794	3,966	28.7
MSCL	9,762	10,437	675	6.9
Others *	1,016	32	-984	-96.9
Total	**261,496**	**257,424**	**-4,072**	**-1.5**

* Others include: UAFL, DAL and others



*Others include UAFL, DAL and others

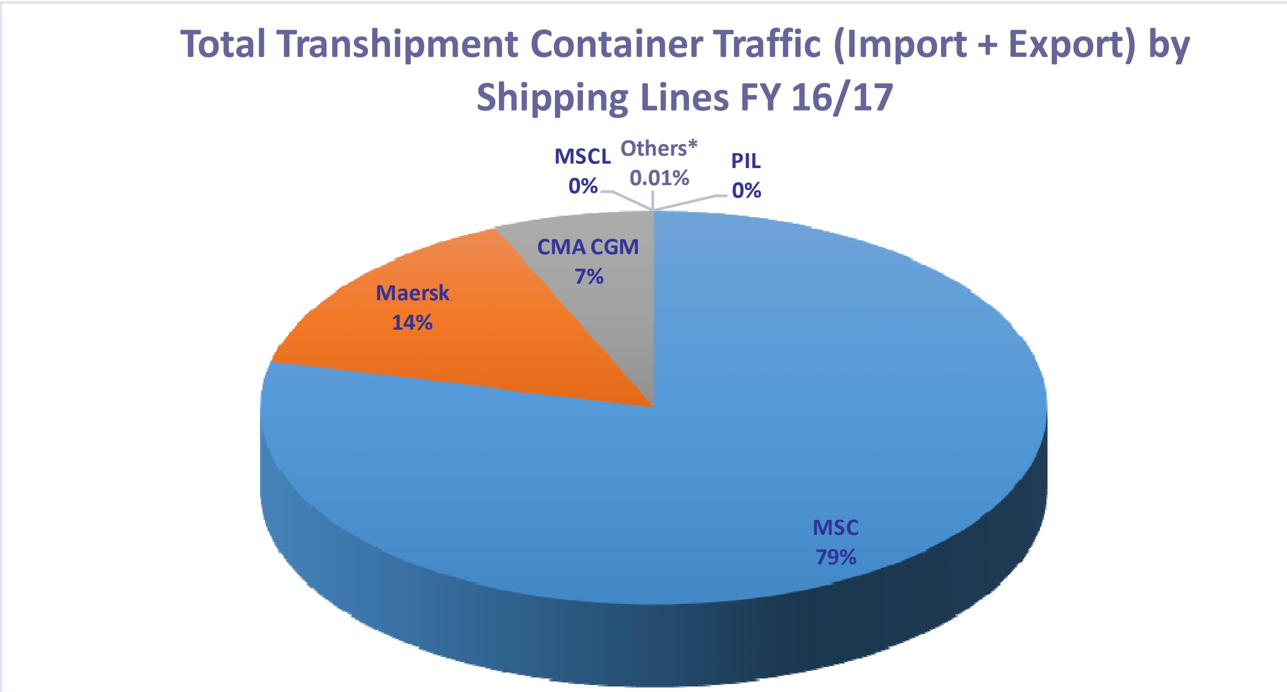
Total captive container traffic fell by 4.8% from 270,496 TEUs in FY15/16 to TEUs in FY16/17. While PIL and MSCL witnessed growth, the other shipping lines' captive volume declined for the year under review.

10.3 Total Transhipment Traffic by Shipping Lines - TEUs

Table 37

Shipping Line	FY15/16	FY16/17	Difference	% Change
MSC	81,486	102,331	20,845	25.6
Maersk	17,980	18,984	1,004	5.6
CMA CGM	8,660	8,592	-68	-0.8
PIL	0	3	3	-
MSCL	13	-	-13	-
Others	345	-	-345	-10.0
Total	**108,484**	**129,910**	**21,426**	**19.8**

* Others include UAFL and DAL



*Others include UAFL, DAL and others

Total Transhipment container traffic increased by 19.8% for the year in review. MSC had a 25.6% growth in Transhipment traffic in FY16/17.

Similarly, Maersk transhipment traffic increased by 5.6% although it had a significantly lower volume than MSC in both FY15/16 and FY16/17.

On the other hand, the other shipping lines' Transhipment volumes declined. The drop in CMACGM's volume by 0.01% was anticipated in view of their increased usage of Port Reunion as their main transhipment hub for the region.

11. MARKET SHARE BY MAJOR SHIPPING LINES

Table 38 shows the change in market share in different segments.

Table 38

Comparative Traffic Share in Container Traffic - FY15/16 v/s FY16/17

	Share FY15/16	Share FY16/17
MSC		
Total Container Traffic	50.7	55.0
Total Captive Container Traffic	40.6	43.0
Total Transhipment Container Traffic	75.1	79.0
Maersk		
Total Container Traffic	31.8	29.2
Total Captive Container Traffic	38.1	36.0
Total Transhipment Container Traffic	16.6	14.0

In FY16/17, the local market was shared as follows:

- Total Container Traffic: MSC held 55.0% of the market share as opposed to 29.2% for Maersk (Gap: 25.8%)
- Total Captive Container Traffic: MSC had the biggest market share as it held 43% whereas Maersk had 36% (Gap: 7%)
- Total Transhipment Container Traffic: MSC handled more than three quarters of the total transhipment activities at Port Louis, i.e. 79% whereas Maersk's market share was 14% (Gap: 65%)

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 39

Trans Inwards-TEUs	FY15/16	FY16/17	Difference	% change
Laden	71,646	81,877	10,231	14.3
Empty	9,840	20,454	10,614	107.9
Total	**81,486**	**102,331**	**20,845**	**25.6**

Some 102,331 TEUs were transhipped by MSC during FY16/17 as compared to 81,486 TEUs for the corresponding period last year, i.e. a notable expansion of 25.6%.

12.2 Maersk Line

Table 40

Trans Inwards-TEUs	FY15/16	FY16/17	Difference	% change
Laden	12,490	12,637	147	1.2
Empty	5,490	6,347	857	15.6
Total	**17,980**	**18,984**	**1,004**	**5.6**

The number of TEUs transhipped by Maersk Shipping Line reached 18,984 TEUs in FY16/17 as opposed to 17,780 TEUs in FY15/16 i.e. a growth of 5.6 %.

12.3 CMA-CGM

Table 41

Trans Inwards-TEUs	FY15/16	FY16/17	Difference	% change
Laden	6155	3054	-3101	-50.4
Empty	2505	5538	3033	121.0
Total	**8660**	**8592**	**-68**	**-0.8**

The number of TEUs transhipped by CMA CGM dropped to 8592 in FY16/17 from 8660 TEUs in FY15/16 i.e. a fall of 0.8 %.

13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 15.6 days compared to 9.3 days in FY15/16 owing to adverse weather conditions like:

- Wind alarms – mainly between July and November 2016
- Heavy rainfall – mainly between January and June 2017
- Swell – mainly between February and March 2017

14. SHIPPING SERVICES

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
1. Mediterranean Shipping Company (Mauritius) Ltd. MSC House Old Quay D Road Port Louis Tel: (230) 202 6800 Fax: (230) 217 4747 Email: info.plu@msc.mu Chief Executive Officer: Captain René Sanson Email : rene.sanson@msc.mu	1. Weekly	Australia Express Service (SB) (slot chartering by DAL)	London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples, Gioia Tauro, Reunion Island, Port Louis, Sydney, Melbourne, Adelaide, Fremantle, Singapore, Colombo, King Abdullah, Suez Canal (European Ports)
	2. Weekly	Africa Express Service (EB)	Durban, **Port Louis,** Colombo, Singapore, Chinese Ports
	3 + 4. Weekly	South Africa Persian Gulf Service (SB + NB)	Durban, **Port Louis,** Jebel Ali, Port Qasim, Mundra, Hazira, Nhava Sheva, Colombo, **Port Louis,** Durban, Coega, Salalah
	5. Weekly	Africa Express WB	Chinese Ports, Singapore, Colombo, **Port Louis**, Durban, Cape Town, Lome, Durban, Coega, **Port Louis**
	6. See Loops	Indian Ocean Islands Relay services	**Loop 1 : Port Louis,** Reunion Island, Tamatave, **Port Louis** **Loop 2 : Port Louis,** Longoni, Majunga, Diego Suarez, **Port Louis**

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax : (230) 206 2210 Managing Director: Mrs. Khadeeja Oozeerally-Luckhun Email: khadeeja.luckhun@maersk.com	7. Weekly	M Express (VSA CMA CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Port Kelang, Tanjung Pelepas
	8. Weekly	Safari WB (slot chartering by CMA CGM Shaka II)	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Cape Town
	9. Weekly	MESAWA (slot chartering by DAL/ UAFL)	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth
	10. Weekly	IOI Service(slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis**, Toamasina, Port Victoria, Salalah
3. CMA CGM (Mauritius) Ltd Block 3, Zone 5 MFD Building Mer Rouge Port Louis, Tel: (230) 203 4350 Fax: (230) 217 8251/ 2080245 Managing Director: Mr. Tanguy Le Texier Email: plu.tletexier@cma-cgm.com	11. Weekly	MOZEX , Mozambique to Far East Service (VSA with Maersk M Express service	P Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas
	12. Weekly	Mascareignes Feeder Service	Tamatave, **Port Louis**, Réunion
	13. Every 3 weeks	IOI Feeder Service	**Port Louis**, Reunion, Tamatave, Vohemar, Diego Suarez, Majunga, Moroni, Longoni, Mutsamudu, (Longoni, Moroni), Nosy Be, Diego Suarez, Vohemar, **Port Louis**

SHIPPING LINES	**FREQUENCY**	**SERVICE**	**MAIN PORTS OF CALL**
4. Pacific International Lines Ltd. Agent: Pacific World Shipping Ltd. Level 3, Happy World House 37, Sir William Newton St. Port Louis Tel: (230) 271 1200 Fax : (230) 213 9696 Email: pws@happyworld.com General Manager: Mr. Dennis Ng Lun Email: dnl@happyworld.com	14. Weekly	MZX Mozambique Zuid Express Service	Singapore, **Port Louis,** Point des Galets, Tamatave, Maputo, Beira Port Klang, Singapore

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
5. UAFL/ DAL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 Email : operations@scottship.com Managing Director: Mr. Xavier D'Unienville Email: xdu@scottship.com	15. Weekly	UAFL Slot Chartering with: a. Maersk IOI/ b. Maersk Mesawa Services DAL Slot Chartering with MSC Australia Express Service (SB)	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth Salalah, Reunion, **Port Louis**, Toamasina, Port Victoria, Salalah London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples , Gioia Tauro, Port Louis, Sydney, Melbourne, Adelaide, Fremantle
6. Mauritius Shipping Corporation Ltd 1, Military Road Nova Building Port Louis Tel.: (230) 217 2285 Fax: (230) 242 5245 Ag, Managing Director Mr. Rishi Ronoowah rishi.ronoowah@mscl.mu	Every 10 – 15 days 4 voyages per year	M.V Mauritius Trochetia/ M.V Anna	Port Louis, Rodrigues, Port Louis Agalega (Tentatively planned for End of Feb, May, August & November)

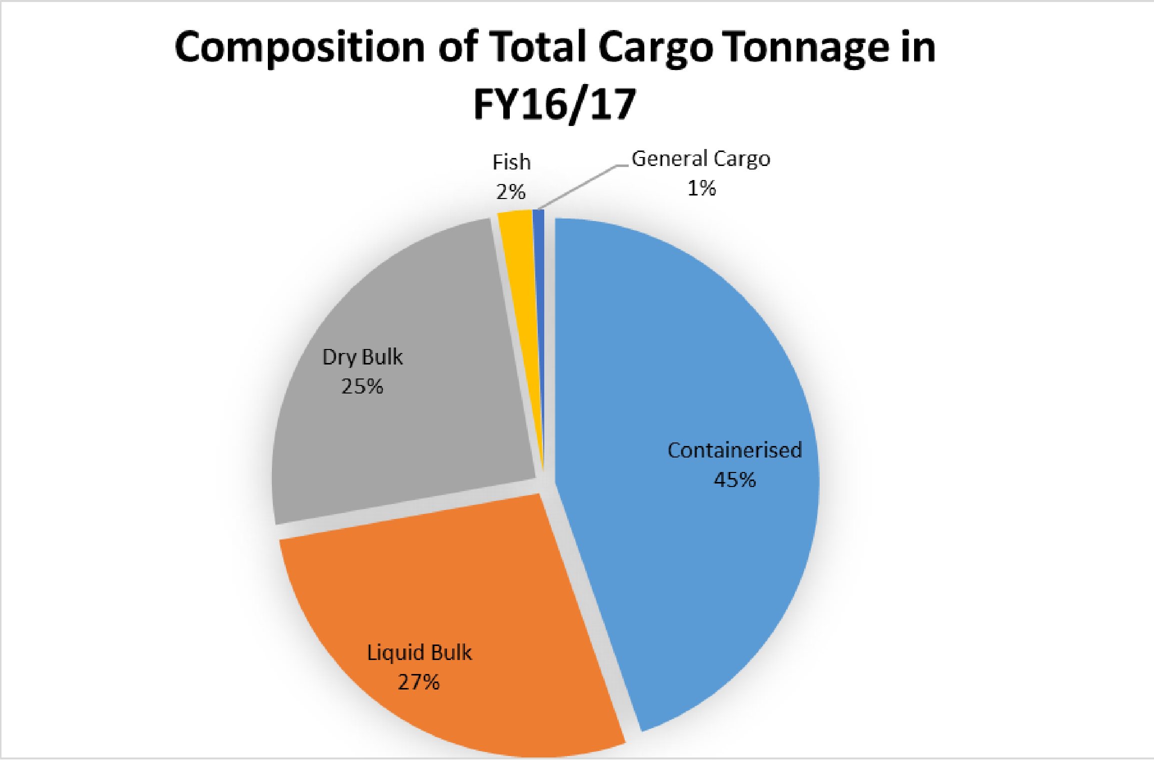
Pure Car Carrier Services

SHIPPING LINES	FREQUENCY	MAIN PORTS OF CALL
7. Hoegh Auto Liners Agent: Southern Marine & Co. Ltd 3rd Floor, Capitainerie Building Quay D Port Louis Tel: (230) 216 0272 Fax: (230) 216 1020 Email: smc@intnet.mu Hervé L'Aiguille on hlaiguille@smarine.mu	Monthly	European ports, South African ports, Tamatave, Reunion, **Port Louis,** Australia ports, New Caledonia
8. K line Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 Email : operations@scottship.com Xavier D'Unienville on xdu@scottship.com	Monthly	Kobe, Shanghai, , Singapore, India, Colombo, **Port Louis,** Durban, Japan
9. Mitsui Pure Car Carrier Agent: Blyth Brothers & Co. Ltd. 8, Dr. Ferrier St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879 Mario Heerah on mheerah@iblgroup.com	Monthly	Japan, Singapore, India, **Port Louis,** Réunion, Madagascar, East Africa

Appendix 1: Composition of Total Cargo Traffic FY16/17

A. Total Cargo

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 7,065,589 tonnes in FY15/16 to reach 7,544,723 tonnes. The composition of total cargo traffic is depicted in the Figure below.



B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 3,604,797 tonnes in FY15/16 to 3,967,248 tonnes in FY16/17, representing a growth of 362,451 tonnes or 10.0%.

Total Bulk Cargo FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Dry Bulk	1,765,091	1,886,489	121,398	6.9
Liquid Bulk	1,839,706	2,080,759	241,053	13.1
Total	**3,604,797**	**3,967,248**	**362,451**	**10.0**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered an increase of 6.9%, equivalent to 121,398 tonnes from 1,765,091 tonnes in FY15/16 to 1,886,489 tonnes in FY16/17.

Total Dry Bulk Cargo FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Imports	1,765,091	1,872,412	107,321	6.1
Exports	-	14,077	14,077	-
Total	**1,765,091**	**1,886,489**	**121,398**	**6.9**

B.2 Liquid Bulk Cargo

Total Liquid Bulk expanded from 1,839,706 tonnes in FY15/16 to attain 2,080,759 tonnes in FY16/17, registering a growth of 241,053 tonnes, equivalent to 13.1%.

Total Liquid Bulk Cargo FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Imports	1,420,982	1,542,716	121,734	8.6
Exports	418,724	538,043	119,319	28.5
Total	**1,839,706**	**2,080,759**	**241,053**	**13.1**

C. Containerised Cargo

Total Containerised Cargo expanded by 2.7% from 3,278,635 tonnes in FY15/16 to 3,367,052 tonnes in FY16/17, as summarised below.

Containerised Cargo Traffic FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Imports	1,400,903	1,444,131	43,228	3.1
Exports	762,754	730,612	-32,142	-4.2
Transhipment (inwards)	1,114,978	1,192,309	77,331	6.9
Total	**3,278,635**	**3,367,052**	**88,417**	**2.7**

D. General Cargo Traffic (inclusive of Inter-Island Trade)

General Cargo, comprising Inter-island trade and unitised break bulk, witnessed a 97.9% (equivalent to 26,869 tonnes) from 27,939 tonnes in FY15/16 to 54,808 tonnes in FY16/17.

General Cargo Traffic FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Imports	23,490	49,962	26,472	112.7
Exports	4,449	4,846	397	8.9
Total	**27,939**	**54,808**	**26,869**	**97.9**

Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 8.6% (836 tonnes) from 9,769 tonnes in FY15/16 to 10,605 tonnes in FY16/17.

Inter-Island Traffic FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
General cargo	816	474	-342	-41.9
Containerised cargo	8,953	10,131	1,178	13.2
Total	**9,769**	**10,605**	**836**	**8.6**

- The tonnage of general cargo to/from Rodrigues witnessed a reduction of 41.9%, i.e. from 816 tonnes in FY15/16 to 474 tonnes in FY16/17.
- On the other hand, containerised cargo to/from Rodrigues rose by 8.6% i.e. from 9,769 tonnes in FY15/16 to 10,605 tonnes in FY16/17.

E. Fish Traffic

Total Fish Traffic grew by 0.6% from 154,167 tonnes in FY15/16 to 155,614 tonnes in FY16/17.

Total Fish Traffic FY15/16 v/s FY16/17 (tonnes)

	FY15/16	FY16/17	Difference	% Change
Princes Tuna	93,895	91,380	-2,515	-3
Local Market	1,706	2,067	361	21
Transhipment Inwards	53,772	50,189	-3,583	-7
Direct Transhipment Inwards (ship to ship)	2,397	5,989	3,592	150
Direct Transhipment Outwards (ship to ship)	2,397	5,989	3,592	150
Grand Total	**154,167**	**155,614**	**1,447**	**0.6**

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