Mauritius Ports Authority

Port Trade Performance

CY2015 versus CY2016

01.03.2017

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Port Trade Performance CY2016

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**7.3**	**Million tonnes** (New Record)	**(+6.3%)**
• Containerised Cargo	3.3	Million tonnes	(+5.5%)
• Dry Bulk Cargo	1.8	Million tonnes	(-0.4%)
• Liquid Bulk Cargo	1.9	Million tonnes (New Record)	(+14.7%)
• Fish Traffic	155,994	tonnes (New Record)	(+7.0%)
Total Container Traffic	**388,514**	**TEUs**	**(+7.6%)**
• Captive Container	265,927	TEUs (New Record)	(+3.9%)
• Transhipment Container Inwards	122,587	TEUs	(+16.5%)
• Transhipment Container Outwards	122,767	TEUs	(+15.7%)
Total Container Throughput	**511,281**	**TEUs**	**(+9.4%)**
Total Vessel Traffic	**2,934**	**Calls**	**(-0.4%)**
• Containerised Vessels	567	calls	(-0.2%)
• Fishing Vessels	977	calls	(+2.5%)
Cruise Traffic			
• Cruise Vessel	28	calls (New Record)	(+21.7%)
• Passengers on Arrival	34,533	passengers (New Record)	(+47.7%)
• Passengers on Departure	33,862	passengers (New Record)	(+47.4%)
Total Bunker Traffic	**336,914**	**tonnes (New Record)**	**(+18.5%)**
• Pipeline	118,187	tonnes	(-15.5%)
• Barges	218,727	tonnes (New Record)	(+51.5%)

2. INTRODUCTION

Owing to sluggish growth in world trade and excess ship capacity, the global shipping industry experienced a significant slowdown in calendar year 2016 (CY2016). More significantly, a report by Alphaliner projected a global container throughput growth of only 0.3% in 2016, which also saw increased consolidation among shipping lines.

Amid 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 CY2016 reached the highest, to top 7.3 million tonnes for the first time.

Total Container Traffic registered a growth of 7.6% from 361,109 TEUs in CY2015 to 388,514 TEUs in CY2016. Herein, there was a 16.5% surge in Total Transhipment Container Traffic from 105,225 TEUs in CY2015 to 122,587 TEUs in CY2016 while Total Captive Container Traffic witnessed a new peak 3.9% from 255,884 TEUs to 265,927 TEUs.

However, we witnessed a minor decline of 0.4% in the total number of vessel calls from 2,947 in CY2015 to 2,934 in CY2016. This was mainly caused by fluctuations in the number of calls effected by tankers, fishing boats and vessels calling at outer harbour.

3. TOTAL CARGO TRAFFIC (New Record)

The Total Cargo Traffic **reached a record-breaking volume of 7,273,377 tonnes**, representing a boost of 6.3% compared with 6,840,673 tonnes in CY2015. Details are summarised in Table 1.

Table 1
Total Cargo Traffic – CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Total Imports	4,670,599	4,869,416	198,817	4.2
Total Exports	1,128,846	1,266,321	137,475	12.2
Total Containerised Transhipment Inwards	1,041,228	1,137,640	96,412	9.3
Total	**6,840,673**	**7,273,377**	**432,704**	**6.3**

Total Imports

Total Imports Traffic registered a growth of 4.2% from 4,670,599 tonnes in CY2015 to 4,869,416 tonnes in CY2016. The increase of 198,817 tonnes was driven by liquid bulk and containerised cargo. It appeared to be in-line with the National Accounts Estimates December 2016 forecast of 0.8% growth in real terms.

Total Exports

Total exports expanded by 12.2% to reach 1,266,321 tonnes in CY2016 compared to 1,128,846 tonnes in CY2015, representing an increment of 137,475 tonnes.

Total Containerised Transhipment Inwards

After a significant decline of 18.8% during CY2015, Total Containerised Transhipment Inwards traffic recovered with an increase of 9.3% from 1,041,228 tonnes in CY2015 to 1,137,640 tonnes for the year in review.

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last seventeen years i.e. from CY2000 to CY2016.

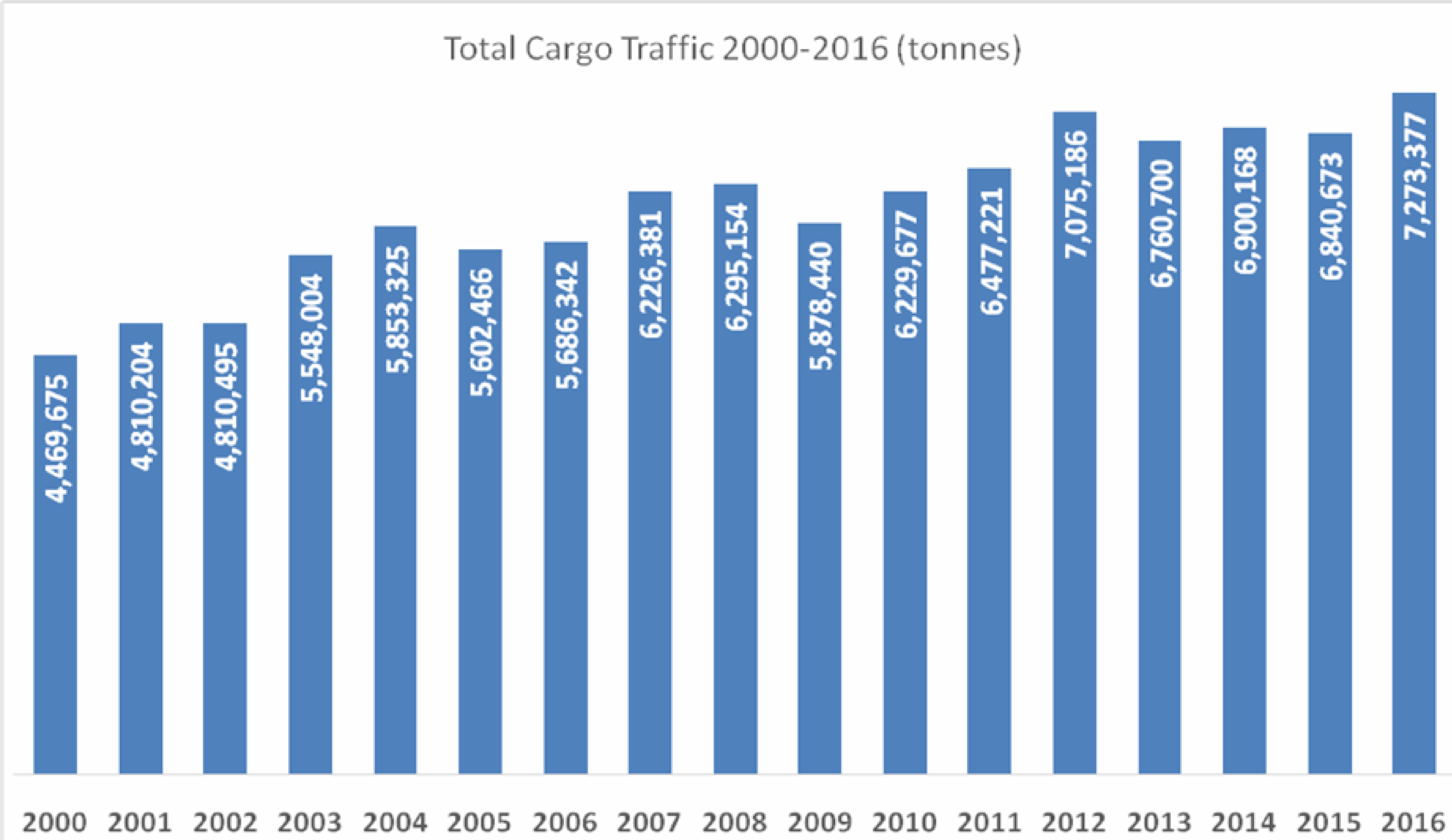


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total Imports grew by 4.2% from 4,670,599 tonnes in CY2015 to 4,869,416 tonnes in CY2016. With the exception of Solid Bulk which registered a minor fall of 1.2%, Imports of all other commodities registered increases.

Table 2 illustrates the breakdown of Total Imports.

Table 2
Breakdown of Total Imports CY2015 v/s CY2016 (tonnes)

Imports	CY2015	CY2016	Difference	% change
Solid Bulk	1,818,828	1,796,601	-22,227	-1.2
Liquid Bulk	1,320,710	1,441,566	120,856	9.1
Containerised	1,351,165	1,430,191	79,026	5.8
General cargo	37,067	48,321	11,254	30.4
Fish	142,829	152,737	9,908	6.9
Total	**4,670,599**	**4,869,416**	**198,817**	**4.2**

4.1 Solid (Dry) Bulk Imports

There was a 1.2% contraction in Solid Bulk Imports equivalent to 22,227 tonnes, i.e. from 1,818,828 tonnes in CY2015 to 1,796,601 tonnes in CY2016, as detailed in Table 3.

Table 3
Solid Bulk Imports – CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Coal (new record)	762,953	807,399	44,446	5.8
Cement	625,205	605,119	-20,086	-3.2
Wheat	158,574	149,850	-8,724	-5.5
Maize	133,001	95,095	-37,906	-28.5
Sugar	71,050	80,500	9,450	13.3
Soya Bean Meal	62,545	49,838	-12,707	-20.3
Fertilizer	5,500	8,800	3,300	60.0
Total	**1,818,828**	**1,796,601**	**-22,227**	**-1.2**

- Coal remains one of the major sources of electricity in Mauritius. Coal imports touched **a new high of 807,399 tonnes in CY2016** in comparison with 762,953 tonnes in CY2015. Its relative contribution may have increased as a result of the fall in supply of bagasse, caused in turn by a drop in our sugarcane crop over the years.

- Cement imports fell from 625,205 tonnes in CY2015 to 605,119 tonnes in CY2016. The decline could be attributed to the 'contraction in the construction sector in the last 5 years, as stated in the National Accounts Estimates December 2016 Issue.

- For the year under review, imports of wheat underwent a decline of 5.5% from 158,574 tonnes in CY2015 to 149,850 tonnes in CY2016.

- In CY2016, Maize and Soya Bean Meal are the 2 commodities herein which registered the highest rate of decline of 28.5% and 20.3% as they tumbled from 133,001 tonnes and 62,545 tonnes in CY2015 to 95,095 tonnes and 49,838 tonnes in CY2016 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 Sugar increased by 9,450 tonnes this year from 71,050 tonnes to 80,500 tonnes. This represents a 13.3% 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.

- Import of fertilizer grew by 3,300 tonnes from 5,500 tonnes to 8,800 tonnes between CY2015 and CY2016. This represents a significant rise of 60% which is in-line with the National Accounts Estimates 2016 wherein Agriculture was forecasted to grow by 3.9% this year.

4.2 Liquid Bulk Imports

Total imports of liquid bulk increased by 9.1%, representing 120,856 tonnes, i.e. from 1,320,710 tonnes in CY2015 to 1,441,566 tonnes in CY2016.

Table 4
Liquid Bulk Imports - CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
White oil (New Record)	751,301	757,823	6,522	0.9
Black oil (New Record)	446,799	482,072	35,273	7.9
LPG (New Record)	98,863	169,834	70,971	71.8
Edible oil	19,500	20,500	1,000	5.1
Bitumen	4,247	4,587	340	8.0
White oil (T/S)	-	6,750	6,750	-
Total	**1,320,710**	**1,441,566**	**120,856**	**9.1**

- Imports of **White oil and Black oil increased** by 0.9% (751,301 tonnes in CY2015 to 757,823 tonnes in CY2016) and 7.9% (446,799 tonnes in CY2015 to

482,072 tonnes in CY2016) respectively, both cargo registering **new records in their imports levels.**

- Petredec Mauritius completed a full year's operations in CY2016. This could explain the considerable rise of 71.8% in the import of LPG from 98,863 tonnes in CY2015 **to a new record of 169,834 tonnes in CY2016**.

- For the year under review, imports of Edible Oil increased by 5.1% from 19,500 tonnes to 20,500 tonnes.

- Bitumen imports grew by 340 tonnes for the period under review, representing an increase of 8%. 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.

4.3 Containerised Cargo Imports

Total containerised imports rose by 5.8%. 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 – CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Captive	1,342,901	1,419,622	76,721	5.7
Inter-Island	8,264	10,569	2,305	27.9
Total	**1,351,165**	**1,430,191**	**79,026**	**5.8**

4.4 4.4 General Cargo Imports

Total General Cargo Imports witnessed an increase of 30.4%. The breakdown of this traffic in Table 6 shows that unitized break bulk increased by 31.4% whilst inter-island general cargo imports decreased by 16.6%.

Table 6
General Cargo Imports – CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Unitized Break Bulk	36,267	47,654	11,387	31.4
Inter-Island	800	667	-133	-16.6
Total	**37,067**	**48,321**	**11,254**	**30.4**

4.5 Fish Traffic Imports

Total fish imports expanded by 6.9%, with 152,737 tonnes in CY2016 compared to 142,829 tonnes in CY2015. As regards the total number of fishing vessels calling at Port Louis, a 2.9% increase to 964 calls was registered in CY2016 as opposed to 937 in the previous year.

Table 7
Fish Traffic - CY2015 v/s CY2016 (tonnes)

	Volume (tonnes)				Vessel Calls			
	CY 2015	**CY 2016**	**Difference**	**% change**	**CY 2015**	**CY 2016**	**Difference**	**% Change**
Princes Tuna	77,602	95,819	18,217	23.5	28	30	2	7.1
Thon des Mascareignes	9,973	0	-9,973	-100	3	0	-3	-100
Total Tuna	*87,575*	*95,819*	*8,244*	*9.4*	*31*	*30*	*-1*	*-3.2*
Local Market	1,551	1,809	258	16.6	227	269	42	18.5
Transhipment Inwards	50,697	51,852	1,155	2.3	638	615	-23	-3.6
Direct Transhipment Inwards	3,006	3,257	251	8.3	41	50	9	22.0
Total	**142,829**	**152,737**	**9,908**	**6.9**	**937**	**964**	**27**	**2.9**

- Consolidated imports of Tuna expanded by 8,244 tonnes (growth of 9.4%) from 87,575 tonnes in CY2015 to 95,819 tonnes in CY2016. The improved tonnage could be attributed to the merged entity between Princes Tuna and Thon des Mascareignes in view of strengthening their position in the global tuna market.

- Fish handled for the local market progressed from 1,551 tonnes in CY2015 to 1,809 tonnes in CY2016, amounting to an increase of 16.6%. This segment also saw a proportional increase of 18.5% in the number of vessel calls.

- Fish transhipment from fishing vessels to reefer containers registered an improvement of 2.3% (1,155 tonnes) from 50,597 tonnes in CY2015 to stand at 51,852 tonnes in CY2016.

- Likewise, Direct ship to ship transhipment expanded by 8.2% (251 tonnes) from 3,006 tonnes in CY2015 to 3,257 tonnes in CY2016.

5. TOTAL EXPORTS

Total exports gained 12.2%, with 1,266,321 tonnes in CY2016 as compared to 1,128,846 tonnes in CY2015. Exports of Containerised Cargo and General Cargo dropped by 0.3% and 18.0% respectively for the year under review. On the other hand, exports of Liquid Bulk and Fish increased by 34.9% and 8.3%.

Table 8
Breakdown of Total Bulk Exports - CY2015 v/s CY2016 (tonnes)

Exports	CY2015	CY2016	Difference	% change
Containerised	760,203	757,966	-2,237	-0.3
Liquid Bulk	361,375	487,525	126,150	34.9
Dry Bulk	0	14,077	14,077	0.0
General cargo	4,262	3,496	-766	-18.0
Fish	3,006	3,257	251	8.3
Total	**1,128,846**	**1,266,321**	**137,475**	**12.2**

5.1 Dry Bulk Exports

Aggregates are exported on ad-hoc/project basis and some 14,077 tonnes were exported in CY2016.

5.2 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a considerable increase of 34.9% from 361,375 tonnes in CY2015 to 487,525 tonnes in CY2016, equivalent to 126,150 tonnes as depicted in Table 9.

Table 9
Breakdown of Liquid Bulk Exports - CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Total Bunker (New Record)	284,284	336,914	52,630	18.5
LPG (New Record)	29,942	92,735	62,793	209.7
Molasses	36,106	36,837	731	2.0
Ethanol	11,043	9,389	-1,654	-15.0
Transhipment Bunker	0	6,750	6,750	100
Black Oil	0	4,900	4,900	-
Grand Total	**361,375**	**487,525**	**126,150**	**34.9**

- It has been reported that Omnicane Mauritius Ltd. registered a fall in their CY2016 output due to late harvest and 6 weeks' stoppages of operations. This might explain the minimal growth in exports of Molasses and the decline in Ethanol export volumes in CY2016.

- Messrs. Petredec (Mauritius) Ltd exported some 92,735 tonnes **which is a new record level** of LPG export in the region during the year under review as opposed to 29,942 tonnes in CY2015. They are on course to become a hub for Southern and Eastern Africa as well as the nearby islands in the Indian Ocean.

- Bunker exports, accounting for the bulk in this segment grew at a brisk pace as it registered an increase of 18.5%, equivalent to some 52,631 tonnes as follows:-

5.2.1 Bunkering Activities (New Record)

Total volume of bunker reached **a new peak** from 284,284 tonnes in CY2015 to **336,914 tonnes** in CY2016.

Total bunker supplied in Mauritius increased by 18.5% in CY2016 equivalent to 52,631 as outlined in Table 10.

Table 10
Total Bunker Exports – CY2015 v/s CY2016

	Volume in Tonnes				Vessel Calls			
	CY2015	CY2016	Difference	% Change	CY2015	CY2016	Difference	% Change
Bunker by pipeline	139,873	118,187	-21,686	-15.5	1,367	1226	-141	-10.3
Bunker by barge	144,411	218,727	74,317	51.5	403	573	170	42.2
Total	**284,284**	**336,914**	**52,631**	**18.5**	**1,770**	**1799**	**29**	**1.6**

<u>Bunker Volume</u>

- Exports of Bunker by pipeline fell by 15.5% from 139,873 tonnes in CY2015 to 118,187 tonnes in CY2016, equivalent to 21,686 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.

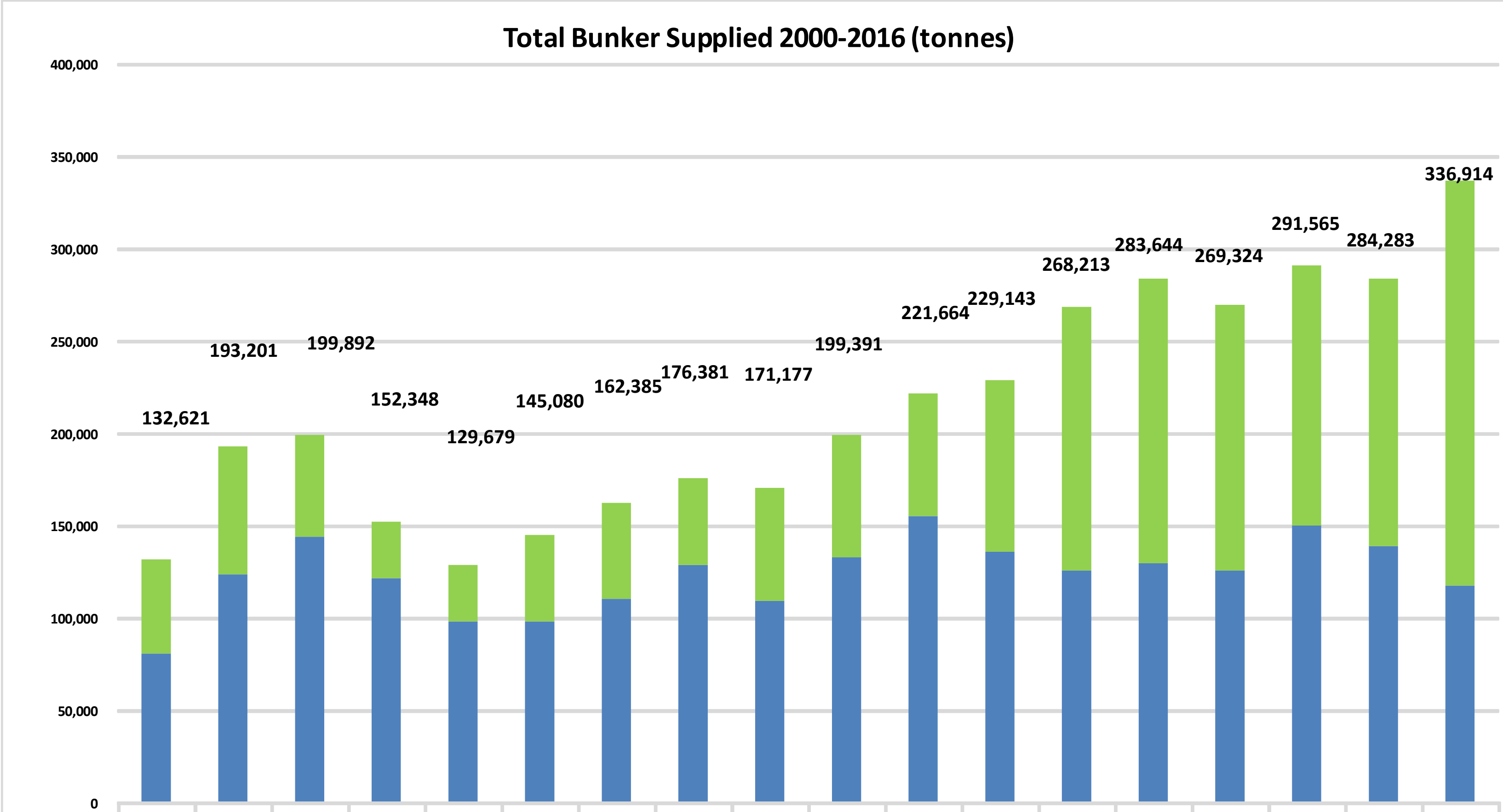
- On the other hand, there was a **new record in the exports of Bunker by barge** from 144,410 tonnes in CY2015 to **218,727 tonnes in CY2016**, representing a growth of 51.5%. The expansion could be attributed to the fact that we had 4 barges operational at Port Louis in 2016. These included MT Gulf Star, MT Elise (2016), MT Hakassan (2016) and MT Congo (Jan-Sept 2016) as opposed to only 2 barges in CY2015.

Bunker Calls

As regards the number of vessels that took bunker at Port Louis, same increased from 1,770 calls in CY2015 to **1,799 calls in CY2016, thus establishing a new peak**, i.e. a growth of 1.6%.

- While the number of bunker calls by pipeline decreased by 10.3%, the corresponding calls by barge registered a new high by 42.2% for the year under review in comparison to the previous year.

Figure 2 depicts the evolution of total bunker traffic at Port Louis for the last seventeen years i.e. from CY2000 to CY2016.



	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BARGE	51,098	68,530	55,144	30,346	31,068	46,455	51,160	47,569	61,357	66,088	65,824	92,543	141,861	152,911	143,453	141,000	144,410	218,727
PIPELINE	81,523	124,671	144,748	122,002	98,611	98,625	111,205	128,812	109,820	133,303	155,840	136,600	126,352	130,733	125,871	150,565	139,873	118,187

Figure 2: Evolution of Total Bunker Traffic (tonnes)

It may be inferred from the Figure 2 that overall there has been an upsurge in our bunker volume since 2007 although decreases were registered between 2012 and 2013 as well as 2014 and 2015.

In contrast with South Africa, as suggested by a report by IBIA (International Bunkering Industry Association), in spite of increasing shipping volumes, their bunker sales have been shrinking significantly in the recent years as a result of fluctuation in supply from a limited number of local refineries.

However, the report also details the entry of Aegean Marine Petroleum as the first-mover into Algoa Bay for offshore bunkering supplying between 60,000-70,000 tonnes per month since March 2016. Moving forward, this may adversely affect our performance in CY2017.

5.3 Containerised Cargo Exports

Total containerised cargo exports registered a minor reduction of 0.3%. The breakdown of this traffic reveals that captive containerised exports have decreased by 1.8% whereas inter-island containerised exports increased by 18.6%.

Table 11
Containerised Exports – CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Captive	704,340	691,685	-12,655	-1.8
Inter-Island	55,863	66,281	10,418	18.6
Total	**760,203**	**757,966**	**-2,237**	**-0.3**

5.4 General Cargo Exports

The total general cargo exports tumbled by 18%. The breakdown of this traffic shows that both unitized break bulk and inter-island traffic recorded negative growth rates of 67.9% and 0.6% respectively.

Table 12
General Cargo Exports – CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Unitized Break Bulk	1,098	352	-746	-67.9
Inter-Island	3,164	3,144	-20	-0.6
Total	**4,262**	**3,496**	**-766**	**-18.0**

5.5 Fish Traffic Exports

For the year CY2016, direct transhipment outwards of fish stood at 3,257 tonnes as opposed to 3,006 in CY2015, representing an increase of 8.3%. Conversely, there was a fall of 18.8% in the number of vessel calls in this segment.

Table 13
Fish Exports – CY2015 v/s CY2016 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY 2015	CY 2016	Difference	% change	CY 2015	CY 2016	Diff	% change
Direct Transhipment outwards (ship to ship)	3,006	3,257	251	8.3	16	13	-3	-18.8%

6. TOTAL CONTAINER TRAFFIC

Total Container Traffic has increased from 361,109 TEUs for the year CY2015 to 388,514 TEUs in CY2016, i.e. a growth of 7.6%.

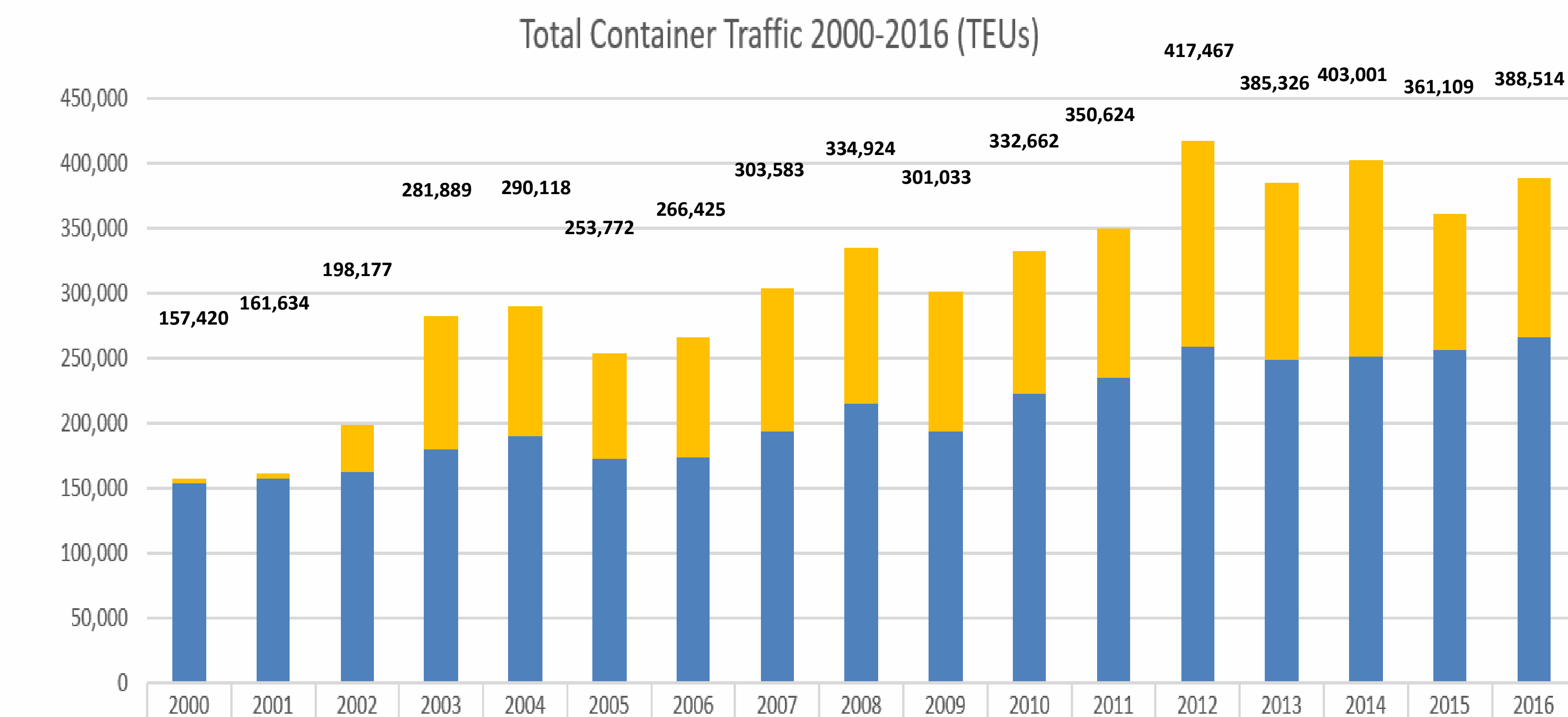
Captive container traffic increased by 3.9% whilst transhipment container traffic registered an upsurge of 16.5%. Details are summarised in Table 14.

Table 14
Total Container Traffic – CY2015 v/s CY2016 (TEUs)

	CY2015	CY2016	Difference	% Change
Captive (New Record)	255,884	265,927	10,043	3.9
Transhipment	105,225	122,587	17,362	16.5
Total	**361,109**	**388,514**	**27,405**	**7.6**

As can been seen in the sections which follow, February registered a negative growth rate for all container type, except for Captive Empty Import Traffic which saw a minor increase. This was principally due to adverse weather conditions prevailing in that particular month.

Figure 3 depicts the evolution of total container traffic at Port Louis for the last seventeen years i.e. from CY2000 to CY2016.



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Transhipment	3,415	3,874	36,093	102,282	100,316	81,792	93,192	110,245	120,290	107,053	109,992	115,584	158,304	136,378	151,203	105,225	122,587
Captive	154,005	157,760	162,084	179,607	189,802	171,980	173,233	193,338	214,634	193,980	222,670	235,040	259,163	248,948	251,798	255,884	265,927

Figure 3: Evolution of Total Container Traffic (TEUs)

6.1 Total Captive Container Traffic (New Record)

Total Captive Container Traffic grew by 3.9% in CY2016, equivalent to 10,043 TEUs **to reach a new high of 265,927 TEUs in CY2016 in comparison to 255,884 TEUs in CY2015**. Table 15 shows the comparative monthly captive container traffic for the CY2016 versus CY2015.

Table 15
Total Captive Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	13,987	20,918	6,931	49.6
Feb	24,987	17,467	-7,520	-30.1
Mar	21,417	24,718	3,301	15.4
Apr	20,276	20,763	487	2.4
May	20,548	22,057	1,509	7.3
Jun	20,828	21,732	904	4.3
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
Total	**255,884**	**265,927**	**10,043**	**3.9**

6.1.1 Captive Laden Import Container Traffic (New Record)

Laden import container traffic attained **a new peak at 114,415 TEUs for the year CY2016** compared to 108,093 TEUs in the corresponding period of the preceding year, i.e. a growth of 5.8%, equivalent to 6,322 TEUs as shown in Table 16.

Table 16
Captive Laden Import Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	5,442	8,326	2,884	53
Feb	9,215	7,601	-1,614	-17.5
Mar	7,703	9,555	1,852	24.0
Apr	8,588	8,683	95	1.1
May	9,201	10,048	847	9.2
Jun	9,440	9,355	-85	-0.9
Jul	9,458	10,280	822	8.7
Aug	8,441	9,481	1,040	12.3
Sep	9,532	9,809	277	2.9
Oct	9,780	10,426	646	6.6
Nov	11,064	10,604	-460	-4.2
Dec	10,229	10,247	18	0.2
Total	**108,093**	**114,415**	**6,322**	**5.8**

6.1.2 Captive Laden Export Container Traffic (TEUs)

There was a minor decrease of 0.3% in Captive laden export container traffic from 60,816 in CY2015 to 60,637 TEUs in CY2016. The detailed results are outlined in Table 17.

Table 17
Captive Laden Export Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	4,227	5,061	834	19.7
Feb	5,426	4,515	-911	-16.8
Mar	5,350	5,201	-149	-2.8
Apr	4,753	5,048	295	6.2
May	5,036	5,089	53	1.1
Jun	5,151	5,237	86	1.7
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
Total	**60,816**	**60,637**	**-179**	**-0.3**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic increased by 9.9%, representing a rise of 1,753 TEUs for the year under review with 19,381 TEUs versus 17,628 TEUs in CY2015. Details are outline in Table 18.

Table 18
Captive Empty Import Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	756	1,544	788	104.2
Feb	1,193	1,847	654	54.8
Mar	1,754	1,520	-234	-13.3
Apr	1,254	1,709	455	36.3
May	1,209	1,249	40	3.3
Jun	1,087	1,233	146	13.4
Jul	1,329	1,025	-304	-22.9
Aug	1,503	1,430	-73	-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
Total	**17,628**	**19,381**	**1753**	**9.9**

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 CY2015 to CY2016.

Table 19
Captive Empty Export Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	3,562	5,987	2,425	68.1
Feb	9,153	3,504	-5,649	-61.7
Mar	6,610	8,442	1,832	27.7
Apr	5,681	5,323	-358	-6.3
May	5,102	5,671	569	11.2
Jun	5,150	5,907	757	14.7
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
Total	**69,347**	**71,494**	**2,147**	**3.1**

Captive empty export container traffic registered a growth of 3.1% and reached 71,494 TEUs in CY2016 as compared to 69,347 TEUs in CY2015.

6.2 Total Transhipment Inwards Container Traffic

Total transhipment (inwards) container traffic increased by 16.5%, equivalent to 17,362 TEUs for the year under review with a total of 122,587 TEUs in CY2016 compared to 105,225 TEUs same year in 2015. Comparative monthly transhipment container traffic is summarised in Table 20.

Table 20
Total Transhipment Inwards Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	4,878	7,031	2,153	44.1
Feb	8,581	8,152	-429	-5.0
Mar	10,628	10,395	-233	-2.2
Apr	8,320	9,949	1,629	19.6
May	9,697	8,644	-1,053	-10.9
Jun	7,582	8,774	1,192	15.7
Jul	8,672	12,237	3,565	41.1
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
Total	**105,225**	**122,587**	**17,362**	**16.5**

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 CY2016, some laden 92,416 TEUs have been transhipped compared to 84,584 TEUs for the corresponding year last year, representing an increase of 7,832 TEUs, equivalent to 9.3%.

Table 21

Transhipment Inwards Laden Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	3,725	5,564	1,839	49.4
Feb	6,982	6,853	-129	-1.9
Mar	6,739	8,464	1,725	25.6
Apr	5,798	8,135	2,337	40.3
May	7,413	7,205	-208	-2.8
Jun	5,861	6,288	427	7.3
Jul	7,208	8,620	1412	19.6
Aug	8,199	7,124	-1,075	-13.1
Sep	7,997	8,366	369	4.61
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
Total	**84,584**	**92,416**	**7,832**	**9.3**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

After being the first-in-line for cuts in moves count in CY2015, Transhipment Inwards Empty Container Traffic posted an increase of 46.2% for the year under review. It reached 30,171 TEUs in CY2016 as opposed to 20,641 TEUs in CY2015 as detailed in Table 22.

Table 22

Transhipment Inwards Empty Container Traffic - CY2015 v/s CY2016 (TEUs)

	2015	2016	Difference	% Change
Jan	1,153	1,467	314	27.2
Feb	1,599	1,299	-300	-18.8
Mar	3,889	1,931	-1,958	-50.4
Apr	2,522	1,814	-708	-28.1
May	2,284	1,439	-845	-37.0
Jun	1,721	2,486	765	44.5
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
Total	**20,641**	**30,171**	**9,530**	**46.2**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Some 531 container vessels were operated at MCT for the year CY2016 as compared to 534 for the corresponding year one year earlier as depicted in Table 23.

Table 23
Vessels serviced at MCT - CY2015 v/s CY2016

	2015	2016	Difference
Jan	27	39	12
Feb	44	33	-11 (Bad weather)
Mar	43	46	3
Apr	45	40	-5
May	47	45	-2
Jun	43	44	1
Jul	48	51	3
Aug	49	46	-3
Sep	47	45	-2
Oct	51	46	-5
Nov	49	47	2
Dec	41	49	8
Total	**534**	**531**	**-3**

In February 2016, there was a total downtime of some 5 days at MCT with the prevalence of adverse climatic conditions. As a result, there was a significant decrease of 11 vessel calls at MCT compared to February 2015.

7.2 Container Throughput at MCT

During the CY2016, the number of containers handled was 373,274 units compared to 333,258 units for the corresponding period last year – an increase of 40,016 units (representing a rise of 12.0%) as depicted below in Table 24.

Similarly, the Container Throughput in terms of number of TEUs registered an expansion to the tune of 13.2%, equivalent to an increase of 58,114 TEUs, from 438,748 TEUs to 496,862 TEUs for the year under review.

Accordingly, the number of moves recorded for the year CY2016 was 388,109 compared to 346,009 in the previous – a hike of 42,100 moves equivalent to 12.2%.

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

Table 24
No of Containers/TEUs/moves - CY2015 v/s CY2016

Month	**Containers**			**TEUs**			**Moves**		
	CY2015	**CY2016**	**Diff**	**CY2015**	**CY2016**	**Diff**	**CY2015**	**CY2016**	**Diff**
Jan	15,215	26,465	11,250	20,148	35,040	14,892	15,790	27,433	11,643
Feb	30,409	24,113	-6,296	40,064	31,221	-8,843	32,029	25,021	-7,008
Mar	30,511	34,406	3,895	39,300	45,085	5,785	31,602	35,856	4,254
Apr	25,268	29,961	4,693	33,481	39,303	5,822	26,204	31,190	4,986
May	28,512	29,647	1,135	37,063	39,235	2,172	29,477	30,939	1,462
Jun	25,409	27,489	2,080	34,453	37,265	2,812	26,297	28,586	2,289
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
Total	333,258	373,274	40,016	438,748	496,862	58,114	346,009	388,109	42,100
% change			**12.0**			**13.2**			**12.2**

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 - CY2015 v/s CY2016

	2015	2016
Avg. Moves Per Gross Crane Hour	20.3	19.9
Avg. Moves per Ship's Working Hour	33.9	40.6
Average Pre-berthing/ Sailing Delay (hrs)	2.5	2.7
Berth Occupancy (%)	72.3	51.8
Throughput (TEUs)	438,748	496,862

The average number of moves per gross crane hour decreased from 20.3 in CY2015 to 19.9 in CY2016.

For the year under review, the average moves per ship's working hour stood at 40.6 for the twelve months in 2016 compared to 33.9 recorded in CY2015.

The average pre-berthing delay per vessel stood at 2.7 hours in CY2016 as opposed to 2.5 hours same year previous year.

Similarly, the berth occupancy for the year of CY2016 declined to 51.8% compared to 72.3% 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 CY2016 reached 496,862 TEUs as opposed to 438,748 TEUs in CY2015, i.e. a hike of 58,114 TEUs amounting to 13.2%.

7.4 Crane Productivity

Table 26 provides the comparative crane productivity for the year CY2016 versus CY2015.

Table 26
Average Moves per Gross Crane Hours - CY2015 v/s CY2016

	2015	**2016**
Jan	17.0	20.5
Feb	18.4	20.2
Mar	19.0	20.4
Apr	20.5	20.2
May	20.9	21.3 (Highest)
Jun	22.3	21.3 (Highest)
Jul	22.8	19.1
Aug	21.1	20.2
Sep	20.7	19.7
Oct	20.8	19.0
Nov	20.3	19.7
Dec	19.5	18.6 (Lowest)
Average	**20.3**	**19.9**

For the year under review, the highest performance was registered in the months of May and June with 21.3 moves/ gross crane hour. The lowest gross crane productivity registered was in the month of December with 18.6 moves/ gross crane hour.

The drop in average gross crane productivity as from July 2016 could be associated with the fact that MCT 3 became operational as from 24 June 2016 and big container vessels of LOA 300+ mts have been accommodated thereat with some constraints.

7.5 Ship Productivity

Comparative monthly ship productivity for the year CY2015 versus CY2016 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 - CY2015 v/s CY2016

	2015	2016
Jan	27.8	43.9
Feb	30.0	39.8
Mar	30.3	41.4
Apr	31.3	43.9
May	31.4	46.1 (Highest)
Jun	31.7	43.9
Jul	31.0	38.5
Aug	32.5	39.3
Sep	40.2	38.9
Oct	40.4	38.4
Nov	41.4	39.9
Dec	41.0	37.7 (Lowest)
Average	**33.9**	**40.6**

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 28 for the year CY2015 versus CY2016.

Table 28
Average Pre-berthing Delay - CY2015 v/s CY2016 (hrs)

	2015	2016
Jan	10.7	2.8
Feb	2.0	5.5
Mar	1.8	2.3
Apr	1.4	1.5
May	1.4	1.5
Jun	1.4	2.3
Jul	1.5	2.5
Aug	2.8	2.9
Sep	1.9	4.6
Oct	2.3	3.1
Nov	2.4	1.7
Dec	4.0	3.0
Average	**2.5**	**2.7**

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 29 for the year CY2015 compared to CY2016.

Table 29
Berth Occupancy at MCT - CY2015 v/s CY2016

	2015	**2016**
Jan	56.9	58.6
Feb	87.9	66.5
Mar	78.4	67.3
Apr	71.0	62.6
May	74.5	59.1
Jun	73.3	18.0
Jul	75.1	40.7
Aug	77.4	49.0
Sep	67.4	49.6
Oct	71.6	53.9
Nov	72.4	52.0
Dec	64.4	53.3
Total	**72.3**	**51.8**

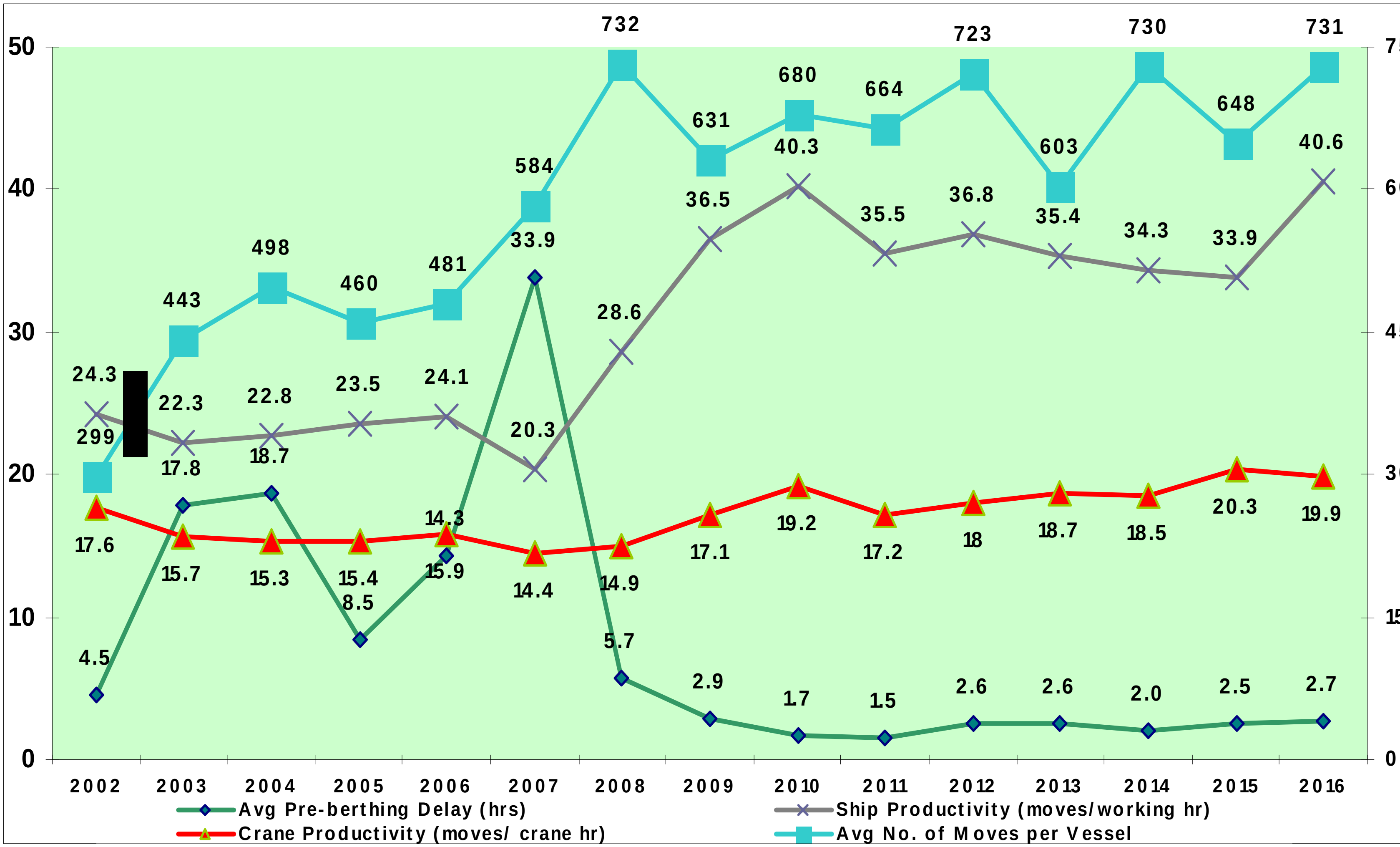


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. VESSEL CALLS

Some 2,934 vessel calls were registered during the year CY2016 as compared to 2,947 calls in CY2015, i.e. a drop of 13 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 - CY2015 v/s CY2016

Category	CY2015	CY2016	Difference	% Change
Fishing Vessels	953	977	24	2.5
Containerized Vessels	568	567	-1	-0.2
Tankers (new record)	80	141	61	76.3
Dry Bulk carriers	52	56	4	7.7
Inter-Island	50	46	-4	-8.0
Pure Car Carriers	35	37	2	5.7
Cruise Vessel (new record)	23	28	5	21.7
Unitized & Break Bulk Carriers	13	11	-2	-15.4
General Cargo Vessels	5	7	2	40.0
Others	1,168	1,064	-104	-8.9
Total	**2,947**	**2,934**	**-13**	**-0.44**

- Fishing vessel calls expanded by 2.5% from 953 calls in CY2015 to 977 calls in CY2016.

- Containerised vessel calls registered was almost at par with 568 calls in CY2015 and 567 calls in CY2016.

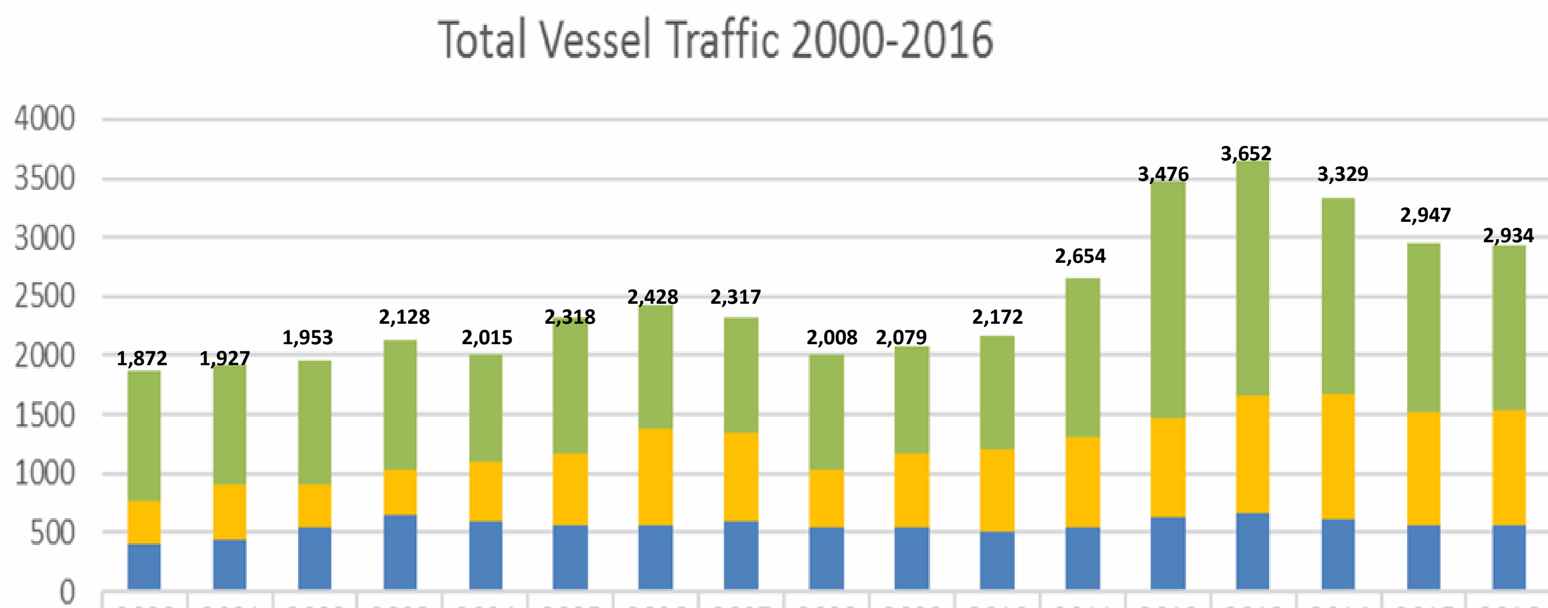
- No. of calls by Tankers leaped from 80 in CY2015 to reach **a new record level of 141 in CY2016** (an increase of 76.3%). With Petredec Mauritius Ltd doing full-fledged import and export of LPG in the region in CY2016, no. of calls by LPG tankers and black and white oil tankers have witnessed new records as detailed below:-

	CY2015	CY2016	Difference	%
LPG	27	69	42	155.5
Black Oil	15	27	12	80.0
White Oil	21	30	9	42.8

- No. of calls made by Dry Bulk carriers was 56 in CY2016 as opposed to 52 recorded during the same period in the previous year, owing to the new record level of calls made by coal and wheat carriers.

- For the inter-island trade, total number of calls has decreased further from 50 in CY2015 to 46 in CY2016.

Figure 5 shows the evolution of total vessel traffic from 2000 to 2016.



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Others	1097	1023	1051	1099	922	1144	1052	979	986	902	961	1344	2001	1990	1,65	1,426	1390
Fishing	381	461	363	374	493	618	820	746	479	643	708	767	851	993	1,06	953	977
Containerised	394	443	539	655	600	556	556	592	543	534	503	543	624	669	607	568	567

Figure 5: Evolution of Total Vessel Traffic

8.1 Cruise Tourism (New Record)

Cruise Vessel Calls

Costa cruises have resumed their homeporting activities at Port Louis since CY2015. This contributed to a 21.7% increase in **the total number of cruise calls which reached a new record of 28** as opposed to 23 in CY2015.

Figure 6 details the number of calls made and passengers who travelled by Costa Cruises and Round The World Cruises (RTWC) respectively.

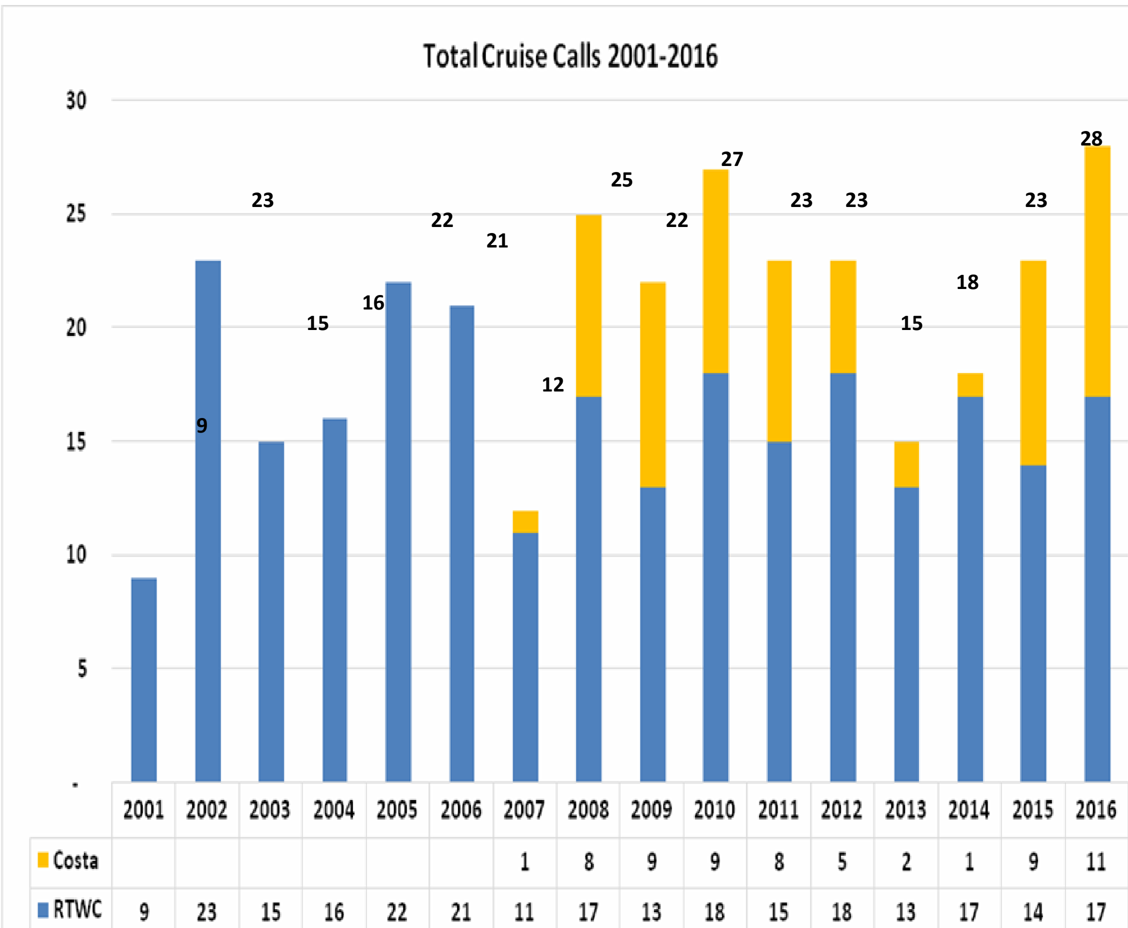


Figure 6: Evolution of Total Cruise Vessel Traffic

Cruise Passengers Arrivals (new record)

Similarly, cruise passenger arrivals expanded by 47.7% from 23,375 in CY2015 **to reach a new high of 34,533 passengers in CY2016**. Details of passengers arriving on Costa Cruises and Round The World Cruises are provided in Figure 7.

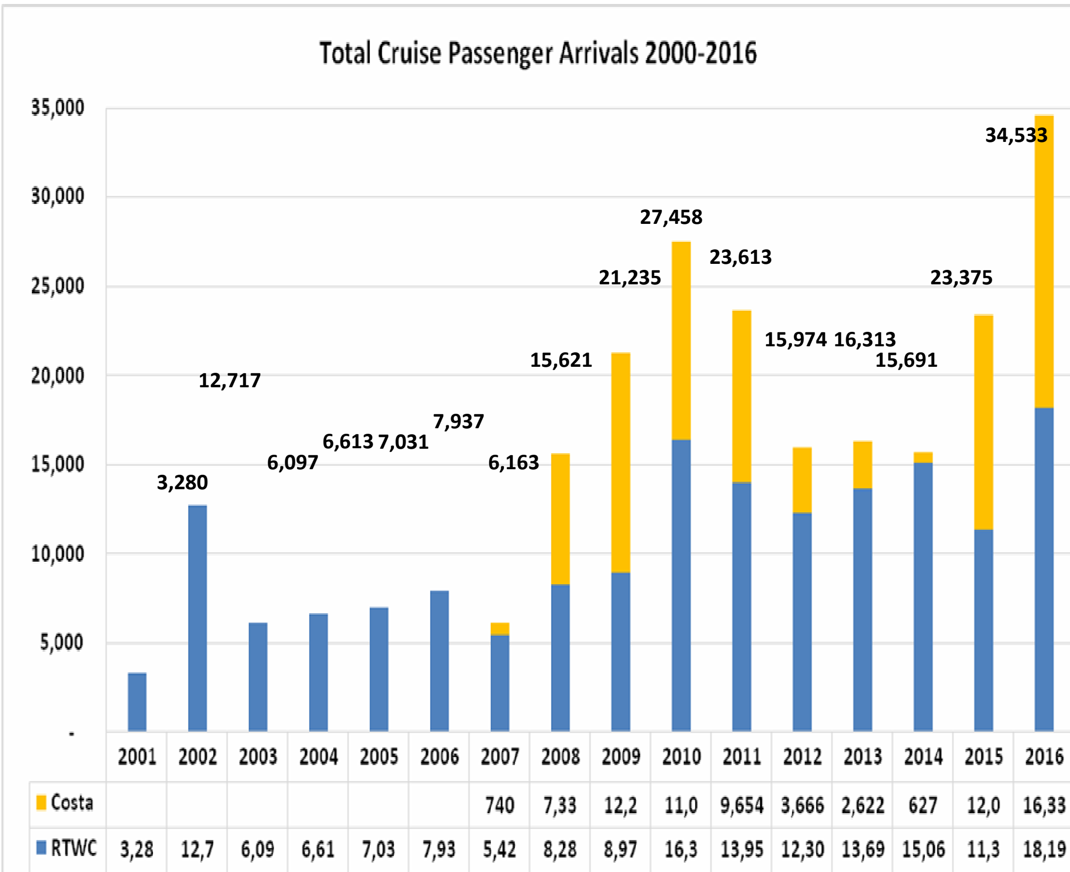


Figure 7: Evolution of Total Cruise Passengers Traffic

8.2 Calls at Outer Harbour

The number of vessel calls, categorised as “Others”, has dropped from 1,168 vessel calls for the year CY2015 to 1,064 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 - CY2015 v/s CY2016

	CY2015	CY2016	Difference	% Change
Bunkering Only	659	589	-70	-10.6
Change of Crew	292	287	-5	-1.7
Repairs or Inspection	59	69	10	16.9
Ship Stores	25	42	17	68.0
Change of Security Guard	96	30	-66	-68.8
Others	37	47	10	27.0
Total	**1168**	**1064**	**-104**	**-8.9**

There were considerable decreases in the number of vessels calling for the main purposes of bunkering, change of crew 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 - CY2015 v/s CY2016

	CY2015	CY2016
No. of Vessel Calls	35	36
No. of Containers	12,473	5,921
Avg. Moves /Gross Gang hr	5.6	7.0

- During CY2016, 36 container vessel calls were registered at the MPT and some 5,921 TEUs were handled in comparison with 35 containerised vessels and 12,473 TEUs respectively in CY2015.

- In CY2016, the average productivity stood at 7.0 moves/gross gang hour as compared to 5.6 in CY2015.

9.2 Coastline Trade

M.V Mauritius Trochetia plying between the dependencies of Mauritius (Rodrigues and Agalega) made 22 calls and handled some 3,595 TEUs during the year CY2016.

The Mauritius Shipping Corporation Ltd. chartered the M.V. Anna to ply between Port Louis and Port Mathurin in CY2015. M.V. Anna has effected 24 voyages so far and handled some 6,864 TEUs in CY2016.

The above two vessels have made a total of 46 calls and some 10,459 TEUs were handled during the year under review.

Table 33

Traffic Dependencies of Mauritius for the Year CY2016

	No. of Voyages	Container Traffic (TEUs)
Anna	24	6,864
Mauritius Trochetia	22	3,595
Total	**46**	**10,459**

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2015 versus CY2016 of the various berths at Terminal I and II are depicted in Table 34.

Table 34
Berth Occupancy at MPT - CY2015 v/s CY2016 (%)

Berth	CY2015		CY2016	
	Total	Working	Total	Working
Quay No. 1	70.9	13.3	71.6	15.0
Quay No. 2 Terminal II	73.9	42.7	76.6	42.8
Quay No. 3	73.8	16.7	74.0	14.0
Quay No. 4	76.5	25.5	80.7	18.8
Bulk Sugar Terminal	9.5	6.6	13.3	6.1
Quay A	96.0	20.0	92.1	17.2
Quay D	90.3	21.4	81.3	23.7
Quay E Terminal I	80.9	7.1	80.0	8.7
Trou Fanfaron Fishing Quay 1	99.1	3.8	99.6	6.4
Trou Fanfaron Fishing Quay 2	99.2	2.9	99.5	3.9
Cruise Jetty	39.1	0.0	41.3	0.5
Oil Jetty	29.5	24.6	44.7	37.1
FDM	95.4	34.2	98.1	36.6
MFD	80.7	20.5	88.7	21.8

With the exception of Quays A, D and E at Terminal 1, all quays registered an increase in total berth occupancy in CY2016.

The berth occupancy at Trou Fanfaron Fishing Quay is as follows: Quays 1 and 2 were at par, 99% occupied. However, the berth occupancy for vessel working at these quays is low, although a marginal increase was registered compared to CY2015. The TFF quays are actually being used for parking purposes (by fishing vessels).

10. CONTAINER TRAFFIC BY SHIPPING LINES-TEUs

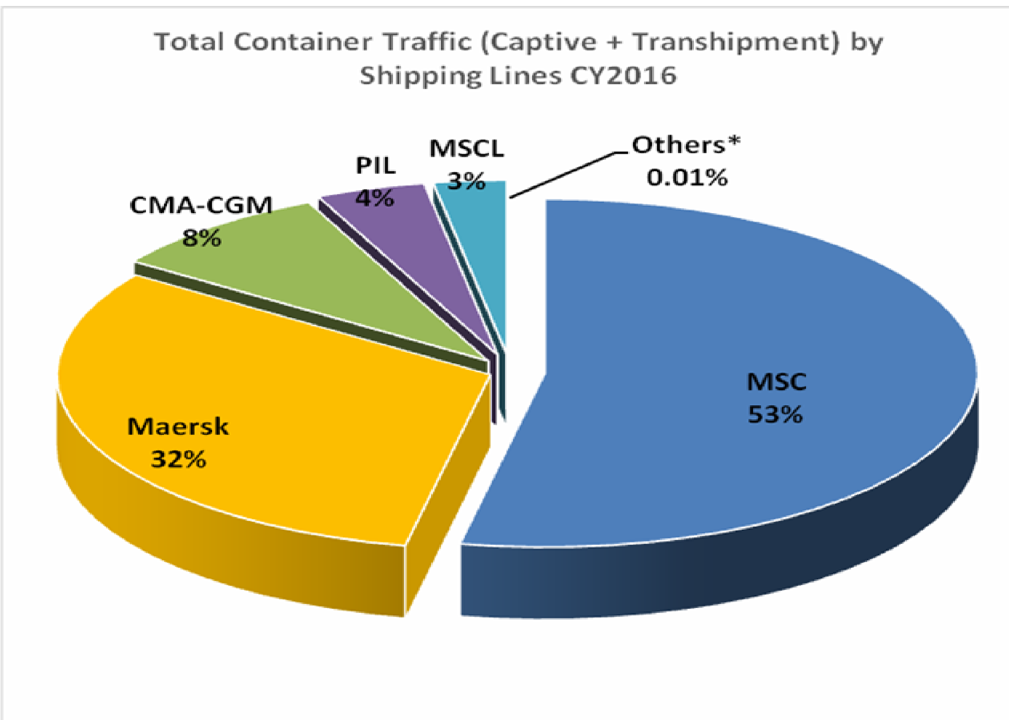
10.1 Traffic by Shipping lines – TEUs

Table 35

Shipping Line	CY2015	% Share	CY2016	% Share	Difference	% Change in Volume
MSC	171,785	47.6	206,457	53.1	34,672	20.2
Maersk	114,407	32.1	122,683	31.6	8,276	6.0
CMA CGM	46,691	12.9	32,978	8.5	-13,713	-29.4
PIL	17,807	4.9	15,845	4.1	-1962	-13.0
Mauritius Shipping Corporation Ltd. (MSCL)	9,056	2.5	10,531	2.7	1,475	16.3
Others *	1,363	0	20	0	-1,343	-61.5
Total	**361,109**		**388,514**		**27,405**	**7.6**

* 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 47.6% to 53.1%. Its share of total container traffic volume has also increased by 20.2% from 171,785 TEUs in CY2015 to 206,457 TEUs in CY2016.

- Maersk's CY2016 share of 31.6% was marginally lower than their CY2015 share of 32.1%. A rise of 6% in their volume was noted for the year in review.

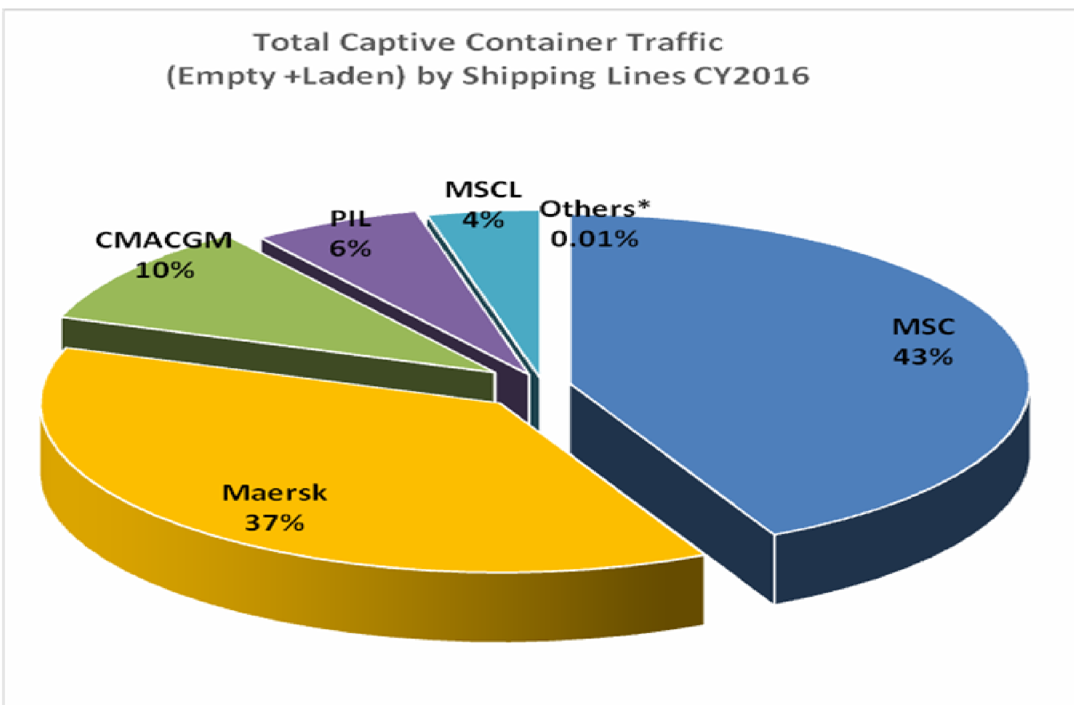
- CMA CGM's share in total container traffic tumbled from 12.9% in CY2015 to 8.5% in CY2016. There was also a significant drop of 29.4% in their volume which were likely to have shifted to Port Reunion.

10.2. Total Captive Container Traffic By Shipping Lines – TEUs

Table 36

Shipping Line	CY2015	CY2016	Difference	% Change
MSC	96,359	113,492	17,133	17.8
Maersk	97,794	100,129	2,335	1.4
CMA CGM	34,023	25,910	-8,113	-23.8
PIL	17,647	15,845	-1,802	-10.2
MSCL	9,043	10,531	1,488	16.5
Others *	1,018	20	-998	-61.5
Total	**255,884**	**265,927**	**10,043**	**3.9**

* Others include: UAFL, DAL and others



* Others include UAFL, DAL and others

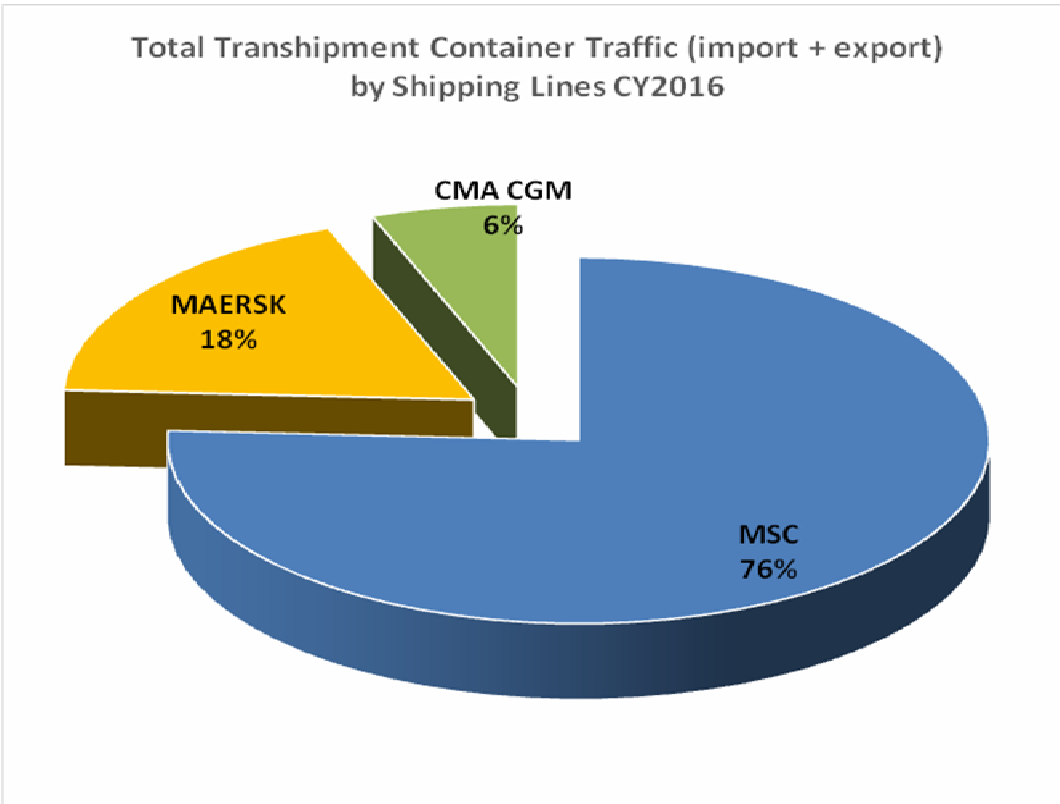
Total captive container traffic increased by 3.9% from 255,884 TEUs in CY2015 to 265,927 TEUs in CY2016. While MSC, Maersk and MSCL witnessed growth, the other shipping lines' captive volume declined for the year under review.

10.3 Total Transhipment Traffic By Shipping Lines - TEUs

Table 37

Shipping Line	CY2015	CY2016	Difference	% Change
MSC	75,426	92,965	17,539	23.3
Maersk	16,613	22,554	5,941	35.8
CMA CGM	12,668	7,068	-5,600	-44.2
Others *	578	0	-518	-
Total	**105,225**	**122,587**	**17,362**	**16.5**

* Others include PIL, MSCL, UAFL and DAL



Total Transhipment container traffic increased by 16.5% for the year in review. After recording a drop last year, MSC recovered with a 23.3% growth in Transhipment traffic in CY2016.

Similarly, Maersk transhipment traffic increased by 35.8% although it had a significantly lower volume than MSC in both CY2015 and CY2016.

On the other hand, the other shipping lines' Transhipment volumes declined. The drop in CMACGM's volume by 44.2% 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 - CY2015 v/s CY2016

	Share CY2015	Share CY2016
MSC		
Total Container Traffic	47.6%	53.1%
Total Captive Container Traffic	37.7%	42.7%
Total Transhipment Container Traffic	71.7%	75.8%
Maersk		
Total Container Traffic	32.1%	31.6%
Total Captive Container Traffic	38.2%	37.6%
Total Transhipment Container Traffic	15.8%	18.4%

In CY2016, the local market was shared as follows:

- Total Container Traffic: MSC held 53.1% of the market share as opposed to 31.6% for Maersk (Gap: 21.5%)

- Total Captive Container Traffic: MSC had the biggest market share as it held 42.7% whereas Maersk had 37.7% (Gap: 5%), contrary to CY2015 wherein Maersk's share was marginally higher than MSC.

- Total Transhipment Container Traffic: MSC handled more than three quarters of the total transhipment activities at Port Louis, i.e. 75.8% whereas Maersk's market share was 18.4% (Gap: 57.4%)

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 39

Trans Inwards-TEUs	CY2015	CY2016	Difference	% change
Laden	64,838	75,613	10,775	16.6
Empty	10,588	17,352	6,764	63.9
Total	**75,426**	**92,965**	**17,539**	**23.3**

Some 92,965 TEUs were transhipped by MSC during CY2016 as compared to only 75,426 TEUs for the corresponding period last year, i.e. a notable growth of 23.3%

12.2 Maersk Line

Table 40

Trans Inwards-TEUs	CY2015	CY2016	Difference	% change
Laden	11,654	13,847	2,193	18.8
Empty	4,959	8,707	3,748	75.6
Total	**16,613**	**22,554**	**5,941**	**35.8**

The number of TEUs transhipped by Maersk Shipping Line reached 22,554 in CY2016 as opposed to 16,613 in CY2015 i.e. an increase of 35.8%.

12.3 CMA-CGM

Table 41

Trans Inwards-TEUs	CY2015	CY2016	Difference	% change
Laden	7,648	2,956	-4,692	-61.3
Empty	5,020	4,112	-908	-18.1
Total	**12,668**	**7,068**	**-5,600**	**-44.2**

The number of TEUs transhipped by CMA CGM dropped to 7,068 in CY2016 from 12,668 in CY2015 i.e. a decrease of 44.2%.

13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 11 days due to mostly heavy swells and strong wind in February 2016.

There were no operations during the period 9-15 January 2015 (seven days) owing to cyclone "Bansi" and eventually from 18-22 January 2015 (five days) due to heavy swells after passage of the cyclone and also from 10 to 13 March 2015 (three days) owing to swell conditions prevailing at MCT. In all, in CY2015, MCT was closed for some 16 days.

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, Port Louis, Sydney, Melbourne, Adelaide, Fremantle
	2. Weekly	Africa Express Service (EB)	Durban, **Port Louis,** Colombo, Singapore
	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
	5. See Loops	Indian Ocean Islands Relay services	**Loop 1 : Port Louis,** Longoni, Majunga, Diego Suarez, **Port Louis** (10/12 days)
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	6. Weekly	M Express (VSA CMA CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Port Kelang, Tanjung Pelepas
	7. Weekly	Safari WB (slot chartering by CMA CGM Shaka II)	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Cape Town
	8. Weekly	MESAWA (slot chartering by DAL/ UAFL)	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth
	9. Weekly	IOI Service(slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis**, Toamasina, Port Victoria, Salalah

<table>
<tr><th>SHIPPING LINES</th><th>FREQUENCY</th><th>SERVICE</th><th>MAIN PORTS OF CALL</th></tr>
<tr><td rowspan="3">3. CMA CGM
<u>Agent:</u>
France Maritime (Agency) Ltée.
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</td><td>10. Weekly</td><td>MOZEX , Mozambique to Far East Service (VSA with Maersk M Express service</td><td>P Réunion, Toamasina, Maputo, Beira, Nacala, Port Louis, Port Kelang, Tanjung Pelepas</td></tr>
<tr><td>12. Weekly</td><td>Mascareignes Feeder Service</td><td>Réunion, Port Louis, Tamatave, Réunion</td></tr>
<tr><td>13. Every 3 weeks</td><td>IOI Feeder Service</td><td>Port Louis, Reunion, Tamatave, Vohemar, Diego Suarez, Majunga, Moroni, Longoni, Mutsamudu, (Longoni, Moroni), Nosy Be, Diego Suarez, Vohemar, Port Louis</td></tr>
<tr><td>4. Pacific International Lines Ltd.
<u>Agent:</u>
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</td><td>13. Weekly</td><td>MZX Mozambique Zuid Express Service</td><td>Singapore, Port Louis, Point des Galets, Tamatave, Maputo, Beira Port Klang, Singapore</td></tr>
</table>

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	14. 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)

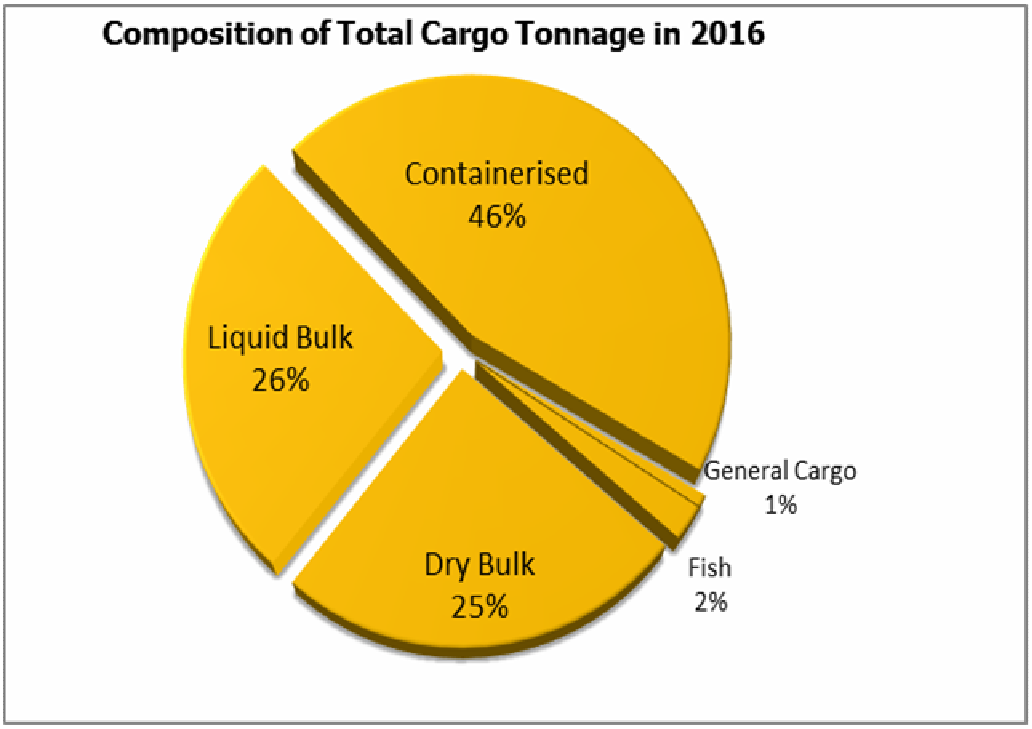
Pure Car Carrier Services

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, Reunion, **Port Louis,** Fremantle, New Caledonia, Japan
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 CY2016

A. Total Cargo Traffic (New Record)

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 6,840,673 tonnes in CY2015 to reach **a new record level of 7,273,377 tonnes**. The composition of total cargo traffic is depicted in the Figure below.



Cargo Handling Corporation Ltd (CHCL), the licensed port operator of the MPA, handled about 4,589,318 tonnes of the total cargo tonnage, equivalent to 63.1% of the total cargo traffic in CY2016.

They handled all the following traffic: fish, general cargo, containerised & Rodrigues cargo and some bulk solid cargo like Soya Bean Meal, Maize, Fertilizers, Coal, Sugar and Aggregates.

B. Total Bulk Cargo (New Record)

Total Bulk cargo (Dry & Liquid) increased from 3,500,913 tonnes in CY2015 to **set a new peak of 3,739,769 tonnes in CY2016**, representing a growth of 238,856 tonnes or 6.8%.

Total Bulk Cargo CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Dry Bulk	1,818,828	1,810,678	-8,150	-0.4
Liquid Bulk	1,682,085	1,929,091	247,006	14.7
Total	**3,500,913**	**3,739,769**	**238,856**	**6.8**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a decrease of 0.4%, equivalent to 8,150 tonnes from 1,818,828 tonnes in CY2015 to 1,810,678 tonnes in CY2016.

Total Dry Bulk Cargo CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Imports	1,818,828	1,796,601	-22,227	-1.2
Exports	0	14,077	14,077	100
Total	**1,818,828**	**1,810,678**	**-8,150**	**-0.4**

B.2 Liquid Bulk Cargo (New Record)

Total Liquid Bulk expanded from 1,682,085 tonnes in CY2015 to attain **a new record of 1,929,091 tonnes in CY2016**, registering a growth of 247,006 tonnes, equivalent to 14.7%.

Total Liquid Bulk Cargo CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Imports	1,320,710	1,441,566	120,856	9.1
Exports	361,375	487,525	126,150	34.9
Total	**1,682,085**	**1,929,091**	**247,006**	**14.7**

C. Containerised Cargo

Total Containerised Cargo expanded by 5.5% from 3,152,596 tonnes in CY2015 to 3,325,797 tonnes in CY2016, as summarised below.

Containerised Cargo Traffic CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Imports	1,351,165	1,430,191	79,026	5.8
Exports	760,203	757,966	-2,237	-0.3
Transhipment (inwards)	1,041,228	1,137,640	96,412	9.3
Total	**3,152,596**	**3,325,797**	**173,201**	**5.5**

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

General Cargo, comprising Inter-island trade and unitised break bulk, witnessed a growth of 25.4% (equivalent to 10,488 tonnes) from 41,329 tonnes in CY2015 to 51,817 tonnes in CY2016.

General Cargo Traffic CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Imports	37,067	48,321	11,254	30.4
Exports	4,262	3,496	-766	-18.0
Total	**41,329**	**51,817**	**10,488**	**25.4**

Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 18.5% (12,570 tonnes) from 68,091 tonnes in CY2015 to 80,661 tonnes in CY2016.

Inter-Island Traffic CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
General cargo	3,964	3,811	-153	-3.9
Containerised cargo	64,127	76,850	12,723	19.9
Total	**68,091**	**80,661**	**12,570**	**18.5**

- The tonnage of general cargo to/from Rodrigues witnessed a minor reduction of 3.9%, i.e. from 3,964 tonnes in CY2015 to 3,811 tonnes in CY2016.

- On the other hand, containerised cargo to/from Rodrigues rose by 19.9% i.e. from 64,127 tonnes in CY2015 to 76,850 tonnes in CY2016.

E. Fish Traffic (New Record)

Total Fish Traffic grew by 7.0% to a new peak of 145,835 tonnes in CY2015 to achieve a **new peak of 155,994 tonnes in CY2016**.

Total Fish Traffic CY2015 v/s CY2016 (tonnes)

	CY2015	CY2016	Difference	% Change
Princes Tuna	77,602	95,819	18,217	23.5
Thon des Mascareignes	9,973	0	-9,973	-100
Total Tuna	*87,575*	*95,819*	*8,244*	*9.4*
Local Market	1,551	1,809	258	16.6
Transhipment Inwards	50,697	51,852	1,155	2.3
Direct Transhipment Inwards (ship to ship)	3,006	3,257	251	8.3
Direct Transhipment Outwards (ship to ship)	3,006	3,257	251	8.3
Grand Total	**145,835**	**155,994**	**10,159**	**7.0**

Figure 8 illustrates the evolution of Total Fish Traffic from 2000 onwards till 2016

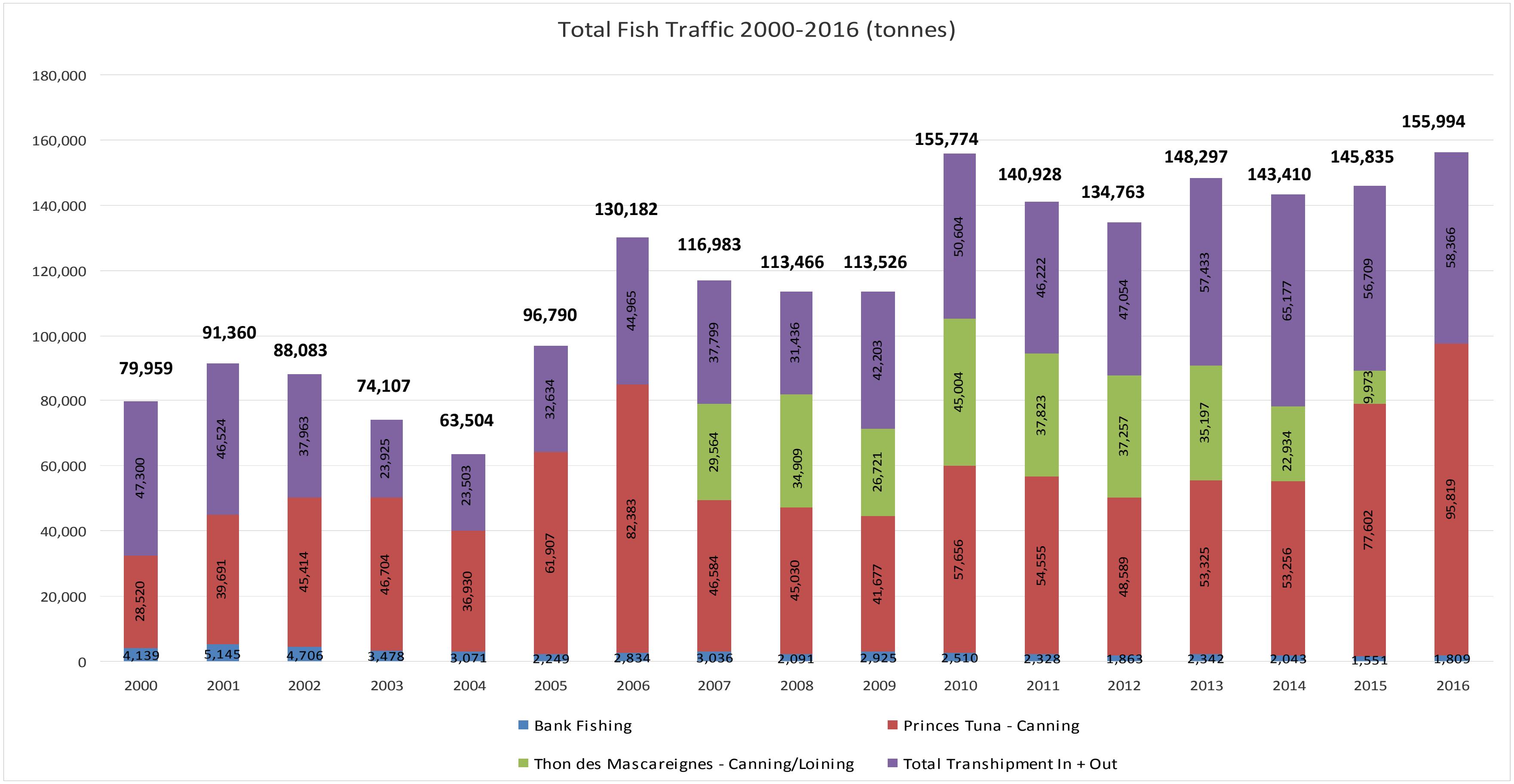


Figure 8: Evolution of Total Fish Traffic (tonnes)

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