MPA
Mauritius Ports Authority

PORT TRADE PERFORMANCE

CY2008 v/s CY2009

29.01.10

Port Trade Performance CY2009

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Port Trade Performance CY2009

1. Key Figures at a Glance

Total Trade Volume	**(-6.6%)**	**5.9**	**Million Tonnes**
• Containerised Cargo	(-11.6%)	2.5	Million tonnes
• Dry Bulk Cargo	(-9.4%)	1.8	Million tonnes
• Liquid Bulk Cargo	(+4.6%)	1.5	Million tonnes
• Fish Traffic	(+0.1%)	113,526	tonnes
Total Container Traffic	**(-10.1%)**	**301,033**	**TEUs**
• Captive Container	(-9.6%)	193,980	TEUs
• Transhipment Container	(-11.0%)	107,053	TEUs
Vessel Traffic	**(+3.5%)**	**2,079**	**calls**
• Containerised Vessels	(-1.7%)	534	calls
• Fishing Vessels	(+34.2%)	643	calls
Cruise Traffic			
• Cruise Vessel Calls	(-12.0%)	22	
• Passenger on Arrival	(+35.9%)	21,235	
• Passenger on Departure	(+36.7%)	21,515	

2. Overview

The severe economic recession, which hit the world market, has not spared the shipping industry. There has been a general drop in overall performance and especially in containerised traffic in most ports of the world. The world trade volume, which was forecasted to contract by around 10% in 2009, has effectively been down by that percentage. In fact, global output contracted by 1.4% in 2009. The domestic economy expanded by 2.8% as opposed to an appreciable growth of 5.1% in 2008.

In the midst of world economic downturn, total cargo traffic during the CY2009 witnessed a contraction of 6.6%, equivalent to 416,714 tonnes from 6,295,154 tonnes in CY2008 to 5,878,440 tonnes in CY2009. Similarly, total container traffic dropped by 10.1% from 334,924 TEUs in CY2008 to 301,033 TEUs in CY2009. The transhipment activities, adversely affected by the global recession, have shrunk by 11%, from 120,290 TEUs in CY2008 to 107,053 TEUs in CY2009.

3. Total Cargo Traffic

Total cargo tonnage handled in the port stood at 5,878,440 tonnes during CY2009 as compared to 6,295,154 tonnes in CY2008, a decrease of 416,714 tonnes equivalent to 6.6% over last year's performance, as summarised in Table 1.

Table 1: Total Cargo Traffic CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Total Imports	5,140,265	4,761,269	-378,996	-7.4
Total Exports	1,154,889	1,117,171	-37,718	-3.3
Total Cargo	**6,295,154**	**5,878,440**	**-416,714**	**-6.6**

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last ten years from CY2000 to CY2009, in terms of imports and exports.

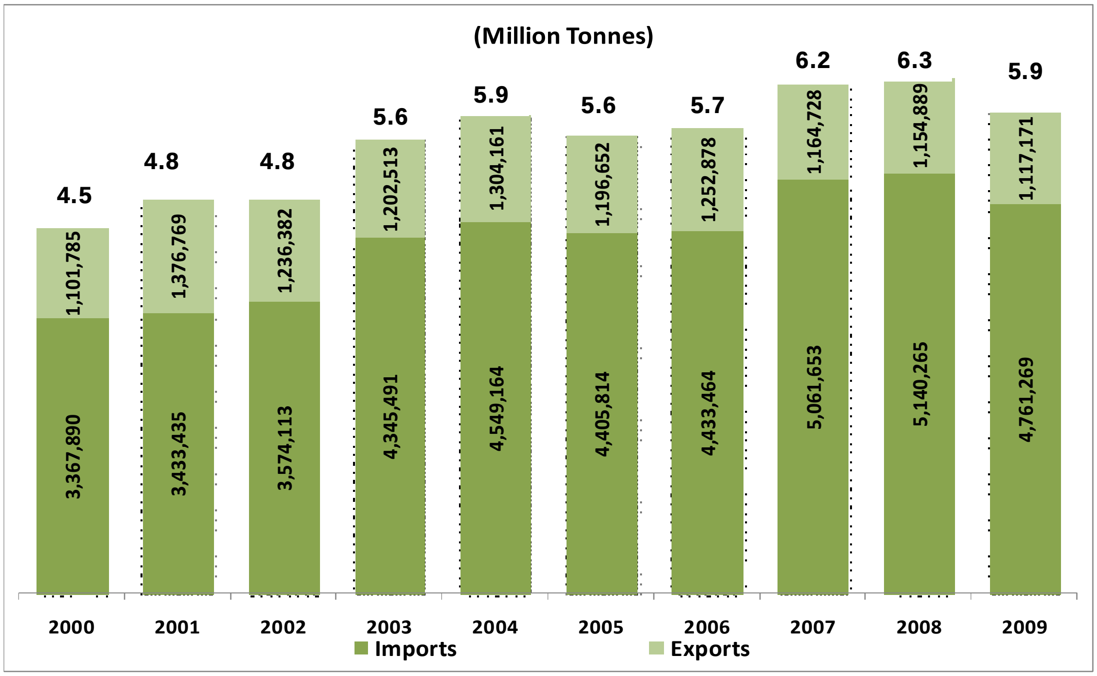


Fig 1: Evolution of Total Cargo Traffic (tonnes)

3.1 Total Imports

In CY2009, Total Imports decreased by 7.4% to reach 4,761,269 tonnes in comparison with 5,140,265 tonnes in CY2008, registering a drop of 378,996 tonnes, as detailed in Table 2.

Table 2: Total Imports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Total Bulk Imports	2,708,968	2,616,428	-92,540	3.4
Total Containerised Imports	2,297,255	1,986,368	-310,887	-13.5
General Cargo Imports*	134,042	158,473	24,431	18.2
Grand Total	**5,140,265**	**4,761,269**	**-378,996**	**-7.4**

** includes 15,016 tonnes of bagged rice unloaded from MV Cemrem*

3.1.1 Total Bulk Imports (Dry & Liquid)

Total Bulk Cargo Imports decreased from 2,708,968 tonnes in CY2008 to reach 2,616,428 tonnes in CY2009, a reduction of 3.4%, equivalent to 92,540 tonnes. Total Bulk Cargo Imports are depicted in Table 3.

Table 3: Total Bulk Cargo Imports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Dry Bulk Imports	1,600,075	1,512,100	-87,975	-5.5
Liquid Bulk Imports	1,108,893	1,104,328	-4,565	-0.4
Total Bulk Imports	**2,708,968**	**2,616,428**	**-92,540**	**3.4**

Dry Bulk Imports

Total Dry Bulk Imports reached 1,512,100 tonnes in CY2009 as compared to 1,600,075 tonnes in CY2008, representing a drop of 5.5% (87,975 tonnes), as detailed in Table 4.

Table 4: Dry Bulk Imports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Cement	736,986	635,544	-101,442	-13.8
Coal	607,290	602,512	-4,778	-0.8
Wheat	102,818	163,534	60,716	59.1
Maize	90,349	81,309	-9,040	-10.0
Soya Bean Meal	33,672	29,201	-4,471	-13.3
Fertilizer	28,960	0	-28,960	0
Total	**1,600,075**	**1,512,100**	**-87,975**	**-5.5**

- Cement imports registered a 13.8% decrease from 736,986 tonnes in CY2008 to 635,544 tonnes in CY2009, owing to the subdued expansion of private sector investment in the construction sector during 2009.

- Coal imports have noted a slight fall of 0.8% from 607,290 tonnes in CY2008 to 602,512 tonnes in CY2009 on account of the slowdown in economic activities and the rising share of fuel oil in electricity generation following the depressed oil prices in world market.

- Owing to the food security measures, the entire volume of the flour contract has been awarded to Les Moulins de La Concorde in 2009. As a result, the imports of wheat have expanded by 59.1% to reach 163,534 tonnes in CY2009 as compared to 102,818 tonnes in CY2008.

- Due to the drop of 6.4% in tourist arrivals and the economic slowdown during CY2009, the importation of maize and soya bean meal, used for the production of animal feed and poultry, have both experienced reductions of 10.0% and 13.3%, respectively.

Liquid Bulk Imports

Total imports of liquid bulk decreased by 0.4%, representing 4,565 tonnes, i.e. from 1,108,893 tonnes in CY2008 to 1,104,328 tonnes in CY2009 as summarised in Table 5.

Table 5: Liquid Bulk Imports CY2008 v/s CY2009 (tonnes)

	CY2008	**CY2009**	**Difference**	**% Change**
White oil	710,304	644,186	-66,118	-9.3
Black oil	290,937	357,874	66,937	23.0
L.P.G	65,120	61,652	-3,468	-5.3
Sub-total Petroleum Products	*1,066,361*	*1,063,712*	*-2,649*	*-0.2*
Edible oil	28,216	32,502	4,286	15.2
Bitumen	14,316	8,114	-6,202	-43.3
Grand Total	**1,108,893**	**1,104,328**	**-4,565**	**-0.4**

A decline of 0.2% (2,649 tonnes) has been experienced in imports of petroleum products from 1,066,361 tonnes in CY2008 to 1,063,712 tonnes in CY2009, generally attributed to the reduction in white oil imports.

- In one hand, Imports of white oil have dropped by 9.3%, from 710,304 tonnes in CY2008 to 644,186 tonnes in CY2009, due to the slowdown in economic activities and the decline in tourist arrivals.

- On the other hand, Black oil imports have soared by 23%, from 290,937 tonnes in CY2008 to 357,874 tonnes in CY2009. This healthy growth is explained basically by the positive growth in exports of black oil as bunkers.

- LPG imports witnessed a shortfall of 5.3% from 65,120 tonnes in CY2008 to 61,652 tonnes in CY2009. This fall is mainly attributed to the slowdown in consumption.

- Imports of Edible oil have grown by 15.2% (equal to 4,286 tonnes) from 28,216 tonnes in CY2008 to 32,502 tonnes in CY2009.

- In CY2009, imports of bulk bitumen dropped by 43.3% (6,202 tonnes) from 14,316 tonnes in CY2008 to 8,114 tonnes in CY2009. As bitumen import is being shared between two companies with two distinct modes of transportation - namely in bulk and in tanktainers, the fall in imports of bulk bitumen may be attributed to a rise in imports of bitumen in tanktainers as annual consumption hovers around 20,000 MT.

3.1.2 Containerised Cargo Imports (including Inter-Island Trade)

Total Imports of Containerised Cargo reached 1,986,368 tonnes in CY2009 as oppose to 2,297,255 tonnes in CY2008, registering a decline of 310,887 tonnes, equivalent to 13.5% in as depicted in Table 6.

Table 6: Containerised Cargo Imports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Captive Imports (incl. Inter-Island containerised import)	1,202,353	1,122,266	-80,087	-6.7
Transhipment (inwards)	1,094,902	864,102	-230,800	-21.1
Total	**2,297,255**	**1,986,368**	**-310,887**	**-13.5**

- Total containerised imports have witnessed a drop of 6.7% (80,087 tonnes) from 1,202,353 tonnes in CY2008 to 1,122,266 tonnes in CY2009.

- Transhipment inwards of containerised cargo decreased from 1,094,902 tonnes in CY2008 to 864,102 tonnes in CY2009, representing 21.1%, equivalent to 230,800 tonnes.

3.1.3 General Cargo Imports

Imports of General Cargo, comprising bagged cargo, unitised break bulk, inter-island trade and fish traffic, grew from 134,042 tonnes in CY2008 to 158,473 tonnes in CY2009, representing an increase of 18.2% (24,431 tonnes) as shown in Table 7.

Table 7: General Cargo Imports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Bagged Rice	0	15,016	15,016	0
Fish (incl. transhipment In)	113,032	112,356	-676	-0.6
Inter-island Imports	885	1,047	162	18.3
Unitised Break Bulk Imports	20,125	30,054	9,929	49.3
Total	**134,042**	**158,473**	**24,431**	**18.2**

Fish Imports

Total fish imports posted a drop of 0.6%, with 112,356 tonnes in CY2009 as compared to 113,032 tonnes in CY2008, as detailed in Table 8

Table 8: Fish Imports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Princes Tuna	45,030	41,677	-3,353	-7.4
Thon des Mascareignes	34,909	26,721	-8,188	-23.5
Sub-total Tuna Traffic	*79,939*	*68,398*	*-11,541*	*-14.4*
Local Market	2,091	2,925	834	39.8
Transhipment Inwards	31,002	41,033	10,031	32.4
Total Fish Imports	**113,032**	**112,356**	**-676**	**-0.6**

- Imports of Tuna by both Princes Tuna and Thon des Mascareignes, declined by 7.4% (3,353 tonnes) and 23.5% (8,188 tonnes) respectively, from 45,030 tonnes in to 41,677 tonnes and 34,909 tonnes to 26,721 tonnes for the period under review.

  On the whole, imports of Tuna have decreased by an aggregate of 11,541 tonnes (14.4%) from 79,939 tonnes in CY2008 to 68,398 tonnes in CY2009. The poor performance by the processing/canning plants is explained mainly by the adverse impact of piracy attacks close to the Seychelles and our Economic Exclusive Zone.

- Conversely, fish handled for the local market increased by 834 tonnes (an increase of 39.8%) from 2,091 tonnes in CY2008 to 2,925 tonnes in CY2009

- Similarly, there has been a rise in fish traffic transhipped at Port Louis by 32.4% (10,031 tonnes) with 41,033 tonnes in CY2009 as opposed to 31,002 tonnes in CY2008, attributed mostly to the ban of transhipment of fish in the high seas.

3.2 Total Exports

Total exports contracted by 3.3% (37,718 tonnes) with 1,117,171 tonnes in CY2009 as compared to 1,154,889 tonnes in CY2008, as outlined in Table 9.

Table 9: Total Exports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Total Bulk Exports	642,645	615,375	-27,270	-4.2
Total Containerised Exports	501,016	487,730	-13,286	-2.6
General Cargo Exports*	11,228	14,066	2,838	25.3
Grand Total	**1,154,889**	**1,117,171**	**-37,718**	**-3.3**

** includes 7,000 tonnes of bagged rice exported from MV Cemrem*

3.2.1 Total Bulk Exports

Total Bulk Exports witnessed a shortfall of 27,270 tonnes, representing a decrease of 4.2%, from 642,645 tonnes in CY2008 to 615,375 tonnes in CY2009, as shown in Table 10.

Table 10: Total Bulk Cargo Exports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Dry Bulk Exports	363,148	267,251	-95,897	-26.4
Liquid Bulk Exports	279,497	348,124	68,627	24.6
Total Bulk Exports	**642,645**	**615,375**	**-27,270**	**-4.2**

Dry Bulk Exports

Exports of bulk solid has declined from 363,148 tonnes in CY2008 to 267,251 tonnes in CY2009, representing a decrease of 26.4%, equivalent to 95,897 tonnes, as detailed in Table 11.

Table 11: Dry Bulk Exports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Sugar	357,148	267,251	-89,897	-25.2
Cement	6,000	0	-6,000	-
Dry Bulk Exports	**363,148**	**267,251**	**-95,897**	**-26.4**

- Sugar exports contracted by 25.2% (89,897 tonnes) from 357,148 tonnes in CY2008 to 267,251 tonnes in CY2009. With the consolidation of four (4) sugar factories around the island and the coming into operation of the two (2) sugar refineries in CY2009, exports of refined (white) and special sugars will be carried out in containers.

- Cement was not exported during CY2009.

Liquid Bulk Exports

Exports of Liquid Bulk cargo expanded by 24.6%, equivalent to 68,627 tonnes, from 279,497 tonnes in CY2008 to reach 348,124 tonnes in CY2009, as depicted in Table 12.

Table 12: Exports of Liquid Bulk Cargo CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Bunker by pipeline	133,303	155,840	22,537	16.9
Bunker by barge	66,088	65,824	-264	-0.4
Total Bunker	*199,391*	*221,664*	*22,273*	*11.2*
Molasses	75,219	115,744	40,525	53.9
Ethanol	4,887	0	-4,887	0
Black Oil	0	10,716	10,716	0
Grand Total	**279,497**	**348,124**	**68,627**	**24.6**

- In 2009, exports of Bunker expanded by 11.2%, as explained below:

  On one hand, exports of Bunker by pipeline expanded from 133,303 tonnes in CY2008 to reach 155,840 tonnes in CY2009, representing an increase of 16.9%, equivalent to 22,537 tonnes and

  On the other hand, exports of Bunker by barge contracted by 264 tonnes (by 0.4%) during CY2009 with 65,824 tonnes compared to 66,088 tonnes same period the previous year.

- Molasses exports have soared by 53.9% in CY2009 with 115,744 tonnes in comparison to 75,219 tonnes in CY2008, as the production of ethanol was withheld owing to the relocation of the facility.

- There were no exports of Ethanol in CY2009 whereas Black oil was exported to the tune of some 10,716 tonnes during CY2009.

3.2.2 Containerised Cargo Exports (including Inter-Island Trade)

Total containerised exports have decreased by 2.7% (13,286 tonnes) from 501,036 tonnes in CY2008 to 487,730 tonnes in CY2009. The breakdown of this traffic reveals that both captive and inter island containerised imports have contracted by 2.6% and 3.1% respectively, as detailed in Table 13.

Table 13: Containerised Cargo Exports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Containerised Cargo	463,688	451,547	-12,121	-2.6
Inter-island	37,348	36,183	-1,165	-3.1
Total	**501,036**	**487,730**	**-13,286**	**-2.7**

3.2.3 General Cargo Exports

General Cargo Exports witnessed a growth of 25.3%, equivalent to 2,838 tonnes, from 11,228 tonnes in CY2008 to 14,066 tonnes during CY2009, as summarised in Table 14.

Table 14: General Cargo Exports CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Bagged Rice	0	7,000	7,000	0
Fish Transhipment Outwards	434	1,170	736	169.6
Inter-island	1,549	3,015	1,466	94.6
Unitised Break Bulk	9,245	2,881	-6,364	-68.8
Total	**11,228**	**14,066**	**2,838**	**25.3**

4. Total Container Traffic

Total Container Traffic went down from 334,924 TEUs in CY2008 to 301,033 TEUs in CY2009, i.e. a drop of 10.1%, equivalent to 33,891 TEUs as illustrated in Table 15.

Table 15: Comparative Container Traffic CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Captive	214,634	193,980	-20,654	-9.6
Transhipment	120,290	107,053	-13,237	-11.0
Total	**334,924**	**301,033**	**-33,891**	**-10.1**

- Similarly, Captive container traffic declined to 193,980 TEUs in CY2009 as compared to 214,634 TEUs in CY2008 – a decrease of 9.6% (20,654 TEUs), reflecting the slowdown of the domestic economy and the world recession.

- In the same vein, Transhipment container traffic registered a fall of 11.0% (13,237 TEUs) from 120,290 TEUs in CY2008 to 107,053 TEUs in CY2009.

Figure 2 shows the evolution of total container traffic (captive and transhipment) over the last ten years and Table 16 shows the monthly Comparative Total Container Traffic for CY2008 versus CY2009.

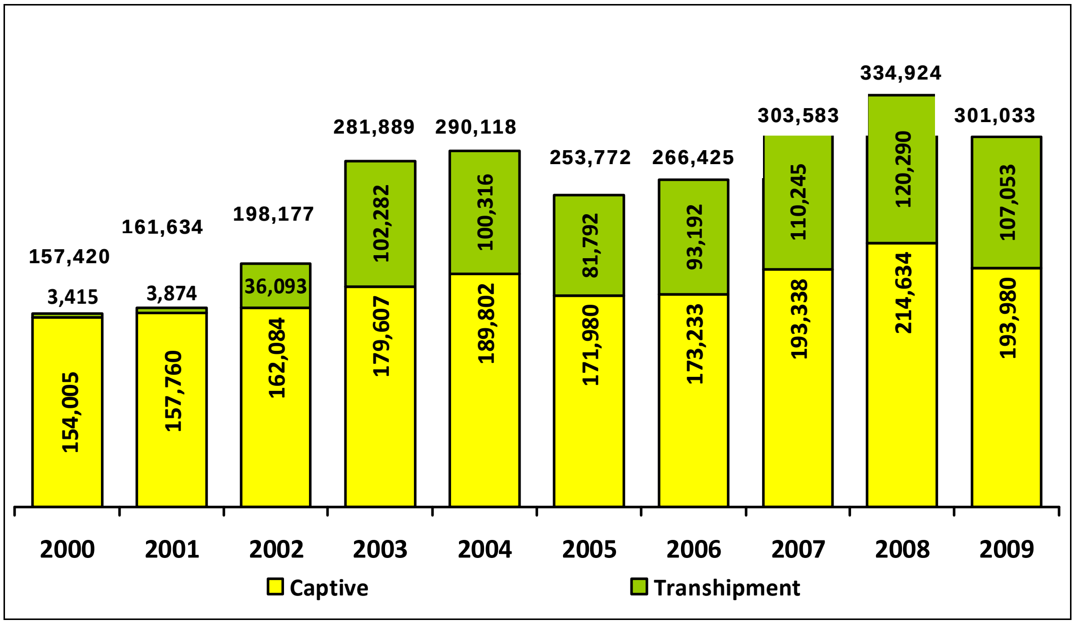


Fig 2: Evolution of Total Container Traffic (TEUs)

Table 16: Comparative Monthly Total Container Traffic CY2008 v/s CY2009 (TEUs)

Month	CY2008	CY2009	Difference	% Change
Jan	27,434	21,065	-6,369	-23.2
Feb	21,867	17,877	-3,990	-18.2
Mar	28,605	28,498	-107	-0.4
Apr	26,425	25,308	-1,117	-4.2
May	25,264	26,011	747	3.0
Jun	27,085	23,828	-3,257	-12.0
Jul	26,635	26,368	-267	-1.0
Aug	29,923	22,948	-6,975	-23.3
Sep	27,846	25,475	-2,371	-8.5
Oct	33,172	23,009	-10,163	-30.6
Nov	27,623	30,598	2,975	10.8
Dec	33,045	30,048	-2,997	-9.1
Total	**334,924**	**301,033**	**-33,891**	**-10.1**

4.1 Captive Container Traffic

Total Captive Container Traffic recorded a decline of 9.6%, equivalent to 20,654 TEUs with 193,980 TEUs during CY2009 as compared to 214,634 TEUs recorded one year earlier, as detailed in Table 17.

Table 17: Comparative Total Captive Container Traffic CY2008 v/s CY2009 (TEUs)

Month	CY2008	CY2009	Difference	% Change
Jan	19,853	12,891	-6,962	-35.1
Feb	15,491	11,195	-4,296	-27.7
Mar	20,853	16,045	-4,808	-23.1
Apr	16,955	15,837	-1,118	-6.6
May	17,769	17,671	-98	-0.5
Jun	17,811	14,035	-3,776	-21.2
Jul	16,212	14,807	-1,405	-8.7
Aug	18,433	17,590	-843	-4.6
Sep	16,862	18,828	1966	11.6
Oct	18,793	16,551	-2,242	-11.9
Nov	17,319	20,146	2,827	16.3
Dec	18,283	18,350	67	0.4
Total	**214,634**	**193,980**	**-20,654**	**-9.6**

Despite the decrease of 9.6% in CY2009, we noted some sign of recovery at the end of year as from the month of November 2009.

Figure 3 illustrates the different components of the Total Captive Container Traffic in CY2008 against CY2009.

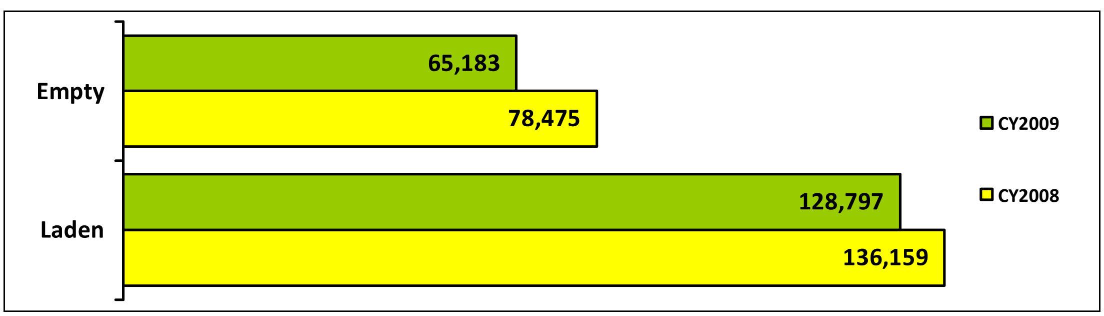


Fig 3: Comparative Total Captive Container Traffic (TEUs)

4.1.1 Captive Container Traffic - Laden Import

Laden import container traffic stood at 89,784 TEUs for CY2009 as compared to 96,118 TEUs in the preceding year, i.e. a drop of 6.6%, equivalent to 6,334 TEUs has been registered. Table 18 shows the monthly import of laden captive container traffic.

Table 18: Captive Container Traffic –
Laden Import CY2008 v/s CY2009 (TEUs)

Month	CY2008	CY2009	Difference	% Change
Jan	7,856	5,846	-2,010	-25.6
Feb	7,272	5,249	-2,023	-27.8
Mar	8,957	6,419	-2,538	-28.3
Apr	8,010	7,640	-370	-4.6
May	7,942	7,714	-228	-2.9
Jun	7,673	6,923	-750	-9.8
Jul	7,798	7,500	-298	-3.8
Aug	7,787	8,060	273	3.5
Sep	7,633	8,415	782	10.2
Oct	8,016	7,715	-301	-3.7
Nov	8,819	9,191	372	4.2
Dec	8,355	9,108	753	9.0
Total	**96,118**	**89,784**	**-6,334**	**-6.6**

For the first half of 2009, the laden import container traffic registered an average drop of 16.5% (which were more pronounced in the 1st Quarter of CY2009) to slowly recover in the months of November & December 2009.

4.1.2 Captive Container Traffic - Laden Export

Captive laden export container traffic has witnessed a drop of 2.6% (a decrease of 1,028 TEUs) with 39,013 TEUs in CY2009 in contrast to 40,041 TEUs for CY2008. The monthly traffic of captive laden container exports is detailed in Table 19.

Table 19: Captive Container Traffic – Laden Export CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Jan	2,662	2,287	-375	-14.1
Feb	2,905	2,885	-20	-0.7
Mar	3,779	2,903	-876	-23.2
Apr	2,979	3,231	252	8.5
May	3,600	3,182	-418	-11.6
Jun	3,631	3,203	-428	-11.8
Jul	2,984	3,428	444	14.9
Aug	3,520	3,217	-303	-8.6
Sep	3,179	3,585	406	12.8
Oct	3,329	3,351	22	0.6
Nov	3,499	3,945	446	12.8
Dec	3,974	3,796	-178	-4.5
Total	**40,041**	**39,013**	**-1,028**	**-2.6**

In the first six months of 2009, export of captive laden containers was down by an average 8.8% per month, slowly recovering as from September 2009.

The European Union and the US are our most important economic partners with which the Mauritian government has signed various trade agreements. In addition to the above reason, the demand for our products from these two trading partners has been negatively impacted by the aftermath of financial crisis.

4.1.3 Captive Container Traffic - Empty Import

Captive empty import container traffic expanded by 1.5% (equivalent to 139 TEUs) with 9,224 TEUs for CY2009 versus 9,085 TEUs in CY2008, as detailed in Table 20.

Table 20: Captive Container Traffic – Empty Import CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Jan	951	429	-522	-54.9
Feb	602	881	279	46.4
Mar	1,052	501	-551	-52.4
Apr	616	596	-20	-3.3
May	699	759	60	8.6
Jun	1,094	576	-518	-47.4
Jul	491	1283	792	161.3
Aug	592	724	132	22.3
Sep	739	1,023	284	38.4
Oct	644	423	-221	-34.3
Nov	505	665	160	31.7
Dec	1,100	1,375	275	25
Total	**9,085**	**9,224**	**139**	**1.5**

4.1.4 Captive Container Traffic - Empty Export

Captive empty export container traffic registered a significant drop of 19.4% or 13,431 TEUs to reach 55,959 TEUs in CY2009 as compared to 69,390 TEUs in CY2008, as shown in Table 21.

Table 21: Captive Container Traffic – Empty Export CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Jan	8,384	4,329	-4,055	-48.4
Feb	4,712	2,180	-2,532	-53.7
Mar	7,065	6,222	-843	-11.9
Apr	5,350	4,370	-980	-18.3
May	5,528	6,016	488	8.8
Jun	5,413	3,333	-2,080	-38.4
Jul	4,939	2,596	-2,343	-47.4
Aug	6,534	5,589	-945	-14.5
Sep	5,311	5,816	505	9.5
Oct	6,804	5,062	-1,742	-25.6
Nov	4,496	6,345	1,849	41.1
Dec	4,854	4,071	-783	-16.1
Total	**69,390**	**55,959**	**-13,431**	**-19.4**

4.2 Transhipment Container Traffic

Total transhipment (inwards) container traffic decreased by 11.0%, equivalent to 13,237 TEUs for the period under review with a total of 107,053 TEUs against 120,290 TEUs in CY2008. Comparative monthly transhipment container traffic is summarised in Table 22.

Table 22: Comparative Monthly Transhipment Traffic (Laden + Empty) CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Jan	7,581	8,174	593	7.8
Feb	6,376	6,682	306	4.8
Mar	7,752	12,453	4,701	60.6
Apr	9,470	9,471	1	0.0
May	7,495	8,340	845	11.3
Jun	9,274	9,793	519	5.6
Jul	10,423	11,561	1,138	10.9
Aug	11,490	5,358	-6,132	-53.4
Sep	10,984	6,647	-4,337	-39.5
Oct	14,379	6,458	-7,921	-55.1
Nov	10,304	10,452	148	1.4
Dec	14,762	11,698	-3,064	-20.8
Total	**120,290**	**107,053**	**-13,237**	**-11.0**

Transhipment Traffic can be categorised into Laden and Empty container traffic as shown in Table 23.

Table 23: Comparative Transhipment Traffic CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Laden	88,944	70,196	-18,748	-21.1
Empty	31,346	36,857	5,511	17.6
Total	**120,290**	**107,053**	**-13,237**	**-11.0**

It is worth pointing out that the transhipment of laden containers has in fact, dropped from 88,944 TEUs in CY2008 to 70,196 TEUs in CY2009. However, empty transhipment container volume has significantly increased from 31,346 TEUs to 36,857 TEUs, representing a 17.6% growth, equivalent to 5,511 TEUs.

4.2.1 Laden Transhipment Container Traffic

For CY2009, some 70,196 laden TEUs were transhipped compared to 88,944 TEUs in the previous calendar year, representing a drop of 18,748 TEUs, equivalent to 21.1%.

Table 24 shows the details of the comparative monthly laden containers transhipped in Port Louis.

Table 24: Comparative Monthly Laden Transhipment Traffic CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Jan	6,565	5,058	-1,507	-23.0
Feb	5,327	4,057	-1,270	-23.8
Mar	6,870	9,263	2,393	34.8
Apr	7,107	5,989	-1,118	-15.7
May	6,286	6,551	265	4.2
Jun	6,325	5,813	-512	-8.1
Jul	7,728	7,509	-219	-2.8
Aug	9,089	4,513	-4,576	-50.4
Sep	8,534	4,344	-4,190	-49.1
Oct	9,902	4,356	-5,546	-56.0
Nov	7,720	4,907	-2,815	-36.4
Dec	7,491	7,840	349	4.7
Total	**88,944**	**70,196**	**-18,748**	**-21.1**

With the direct call of Maersk vessels to Toamasina as from August 2009, the transhipment volume of Maersk has shrunk by half and this trend is likely to continue.

Conversely, MSC has confirmed its transhipment base at Port Louis with significant volume of containers for transfer from Port Louis to the region and the Far East.

4.2.2 Empty Transhipment Container Traffic

Transhipment inwards empty container traffic has posted a positive growth of 5,511 TEUs or 17.6% with 36,857 TEUs in CY2009 in contrast to 31,346 TEUs in CY2008, as shown in Table 25.

Table 25: Comparative Monthly Empty Transhipment Traffic CY2008 v/s CY2009 (TEUs)

	CY2008	CY2009	Difference	% Change
Jan	1,016	3,116	2,100	206.7
Feb	1,049	2,625	1,576	150.2
Mar	882	3,190	2,308	261.7
Apr	2,363	3,482	1,119	47.4
May	1,209	1,789	580	48.0
Jun	2,949	3,980	1,031	35.0
Jul	2,695	4,052	1,357	50.4
Aug	2,401	845	-1,556	-64.8
Sep	2,450	2,303	-147	-6.0
Oct	4,477	2,102	-2,375	-53.1
Nov	2,584	5,545	2,961	114.6
Dec	7,271	3,858	-3,413	-46.9
Total	**31,346**	**36,857**	**5,511**	**17.6**

There have been some extra callers by both MSC and Maersk for repositioning of their empties to the Far East, whereby the influx of empty containers to/from Port Louis is being experienced.

5. Mauritius Container Terminal (MCT)

5.1 Total Container Throughput

Total container throughput went down to 406,862 TEUs in CY2009 as compared to 454,433 TEUs last year, showing a significant shortfall of 47,571 TEUs, equivalent to 10.5%, as shown in Table 26.

Table 26: Comparative Container Throughput (TEUs)

	CY2008	CY2009	Difference	% Change
Total Throughput	454,433	406,862	-47,571	-10.5
Throughput at MCT	384,809	377,409	-7,400	-1.9
Share of MCT	84.7%	92.8%		

It therefore follows that the throughput at MCT also declined from 384,809 TEUs in CY2008 to 377,409 TEUs in CY2009, i.e. a reduction of 1.9% (representing some 7,400 TEUs). Despite the decrease in the total container throughput, the share of MCT has increased from 84.7% to 92.8%.

5.2 Key Performance Indicators at the MCT

The various key performance indicators of CY2009 compared to those of CY2008 are shown in Table 27.

Table 27: Key Performance Indicators at the MCT CY2008 v/s CY2009

	Average Moves per Gross Crane Hour		Average Moves Per Ship's Working Hour		Average Pre-Berthing Delay	
Month	**CY2008**	**CY2009**	**CY2008**	**CY2009**	**CY2008**	**CY2009**
Jan	14.2	15.8	22.2	35.9	9.0	1.3
Feb	14.3	14.8	17.6	32.5	40.1	12.3
Mar	13.9	15.1	21.2	33.4	13.1	5.4
Apr	13.4	15.3	24.1	32.0	5.6	2.1
May	14.7	17.9	31.1	38.6	2.4	3.1
Jun	14.0	16.2	30.9	33.5	1.8	2.9
Jul	15.8	14.9	36.5	33.7	1.2	2.3
Aug	15.2	17.9	34.0	36.6	2.2	2.3
Sep	15.9	19.7	24.8	45.7	1.2	1.5
Oct	15.9	19.4	37.2	38.3	2.4	1.5
Nov	15.1	22.4	33.4	45.6	1.9	2.0
Dec	15.4	18.5	36.0	36.5	1.6	1.3
Average	**14.9**	**17.1**	**27.9**	**36.5**	**5.7**	**2.9**

5.2.1 Crane Productivity

The average Crane Productivity improved from 14.9 moves/gross crane hour in CY2008 to 17.1 moves/ gross crane hour in CY2009.

The highest performance has been attained in the month of November 2009 with 22.4 moves/gross crane hour and the lowest in February 2009 with 14.8 moves/gross crane hour. With the introduction of the bonus scheme by the Cargo Handling Corporation Ltd (CHCL), the productivity is expected to reach more than 20 moves/ gross crane hour.

5.2.2 Ship Productivity

The average no. of moves per ship working hour increased from 27.9 in CY2008 to 36.5 in CY2009, with the peak of 45.7 moves in September 2009 and the lowest in April 2009 with 32.0 moves.

- The no. of moves per ship hour at berth for the year under review was 26.7 as compared to 24.4 in CY2008 as depicted below:
- The average number of moves per vessel decreased from 732 in CY2008 to 631 in CY2009.

	CY2008	CY2009
Avg. no. of moves per ship hour at berth	24.4	26.7
Avg. no. of moves per vessel	732	631

5.2.3 Pre-berthing Delays

The average pre-berthing/sailing delays have decreased from 5.7 hours in CY2008 to 2.9 hours in CY2009.

5.3 Berth Occupancy at MCT

Berth Occupancy at both berths of the MCT is shown in Table 28.

Table 28: Berth Occupancy Rate CY2008 v/s CY2009 (%)

Berth	CY2008	CY2009
MCT 1	70.5	58.7
MCT 2	70.9	58.5

6. Multi Purpose Terminal (MPT)

6.1 Container Traffic & Throughput at MPT

For the year CY2009, some 12,358 TEUs have been handled from 46 fully containerised vessels at MPT, against 50,977 TEUs from 122 fully containerised vessels in CY2008, as depicted in Table 29.

Table 29: Comparative Traffic at MPT CY2008 v/s CY2009

	CY2008	CY2009	Difference	% Change
Container Traffic (TEUs)	50,977	12,358	-38,619	-75.8
No. of Fully Containerised Vessels	122	46	-76	-62.3
Throughput (TEUs)	69,624	29,453	-40,171	-57.7

With the coming into operation of the two (2) additional cranes by CHCL, total throughput at the MPT (from containerised and combi vessels) experienced a drastic drop of 57.7% (40,171 TEUs) with a total of 29,453 TEUs in CY2009 compared to 69,624 TEUs in CY2008.

6.2 Productivity at MPT

The average moves per gross gang hour reached 6.1 for CY2009 as opposed to 5.8 moves/ gross gang hour achieved in CY2008. The targeted 8 moves/ gross gang hour has not been achieved.

The average pre berthing delay at 4.0 hrs in CY2009 as compared to 4.5 hrs in CY2008

6.3 Berth Occupancy at MPT

Berth Occupancy at MPT for CY2009 compared to CY2008, is outlined in Table 30.

Table 30: Berth Occupancy Rate CY2008 v/s CY2009 (%)

	CY2008	CY2009
Quay A	86.6	86.8
Quay D	62.9	72.5
Quay E	68.9	55.8
Trou Fanfaron Fishing quay 1	13.0	15.0
Trou Fanfaron Fishing quay 2	15.0	14.0
Quay 1	64.5	55.9
Quay 2	61.2	65.0
Quay 3	44.1	55.5
Quay 4	51.7	54.6
Bulk Sugar Terminal	13.2	11.1
Oil Jetty	17.3	18.3

7. Vessel Traffic

There were 2,079 calls registered at Port Louis Harbour during CY2009 as compared to 2,008 calls in CY2008, i.e. an increase of 71 calls. A breakdown by main categories of vessels for the periods under review is provided in Table 31.

Table 31: Comparative Vessel Traffic CY2008 v/s CY2009

Category of Vessels	CY2008	CY2009	Difference	% change
Container Vessels	543	534	-9	-1.7
General Cargo Carriers	193	199	6	3.1
Bulkers (Dry Bulk)	97	69	-28	-28.8
Tankers (Liquid Bulk)	82	82	0	0
Fishing Vessels	479	643	164	34.2
Cruise Vessels	25	22	-3	12.0
Others	589	530	-59	-10.0
Total Vessel Calls	**2,008**	**2,079**	**71**	**3.5**

- Containerised vessel calls stood at 534 calls in CY2009 in contrast to 543 calls in 2008, i.e. a decrease of 1.7%, equivalent to 9 calls. It should be noted that bigger container vessels have been calling at Port Louis during CY2009.

- Some 199 calls were made by general cargo vessels in CY2009 versus 193 calls in CY2008, registering a rise of 3.1%, owing to the increased number of calls made by MV Mauritius Pride and MV Mauritius Trochetia on account of inter-island trade (from 127 to 140).

- No. of calls made by Bulkers went down to 69 in CY2009 against 97 recorded one year earlier due to lesser calls made by cement (from 55 to 32) and sugar carriers (from 13 to 10).

- No. of calls by Tankers remained at par, i.e. 82 for the period under review and the previous year

- An upturn in fishing vessels with 643 calls in CY2009 in comparison with 479 calls in CY2008, an increase of 164, equivalent to a growth of 34.2%.

- The number of vessels, categorised as “Others”, which called at Port Louis for bunkering, victuals and repairs, has experienced a fall of 10.0% (equal to 59 calls) with 530 vessel calls in CY2009 versus 589 calls in the previous year.

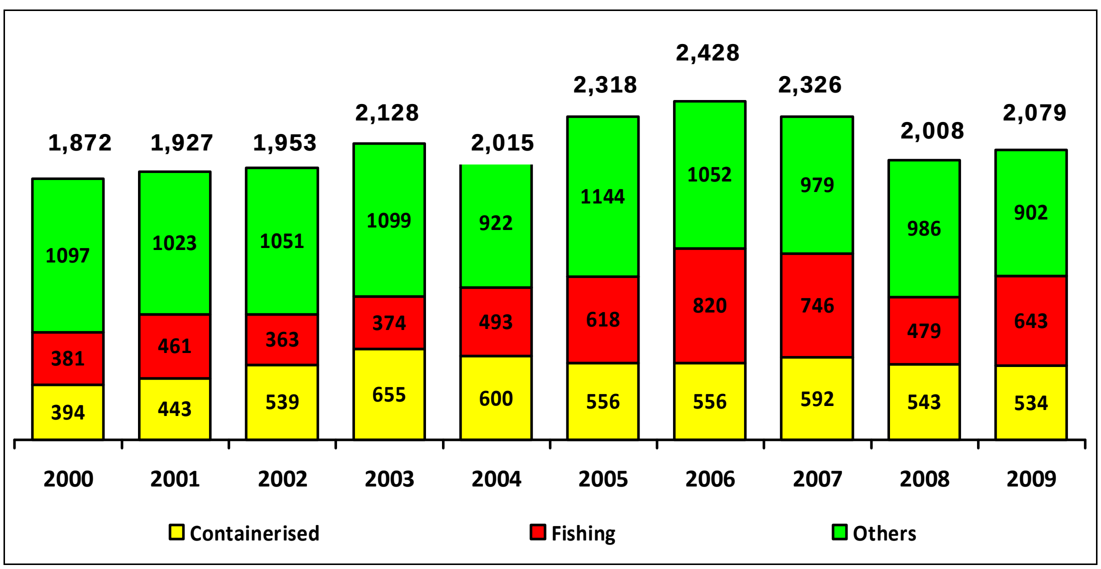


Fig 4: Evolution of Total Vessel Traffic

8. Cruise Tourism

A decrease of 12.0% has been registered in the number of calls made at Port Louis by cruise vessels with 22 calls in CY2009, compared to 25 calls for the same period in the previous year, as shown in Figure 5.

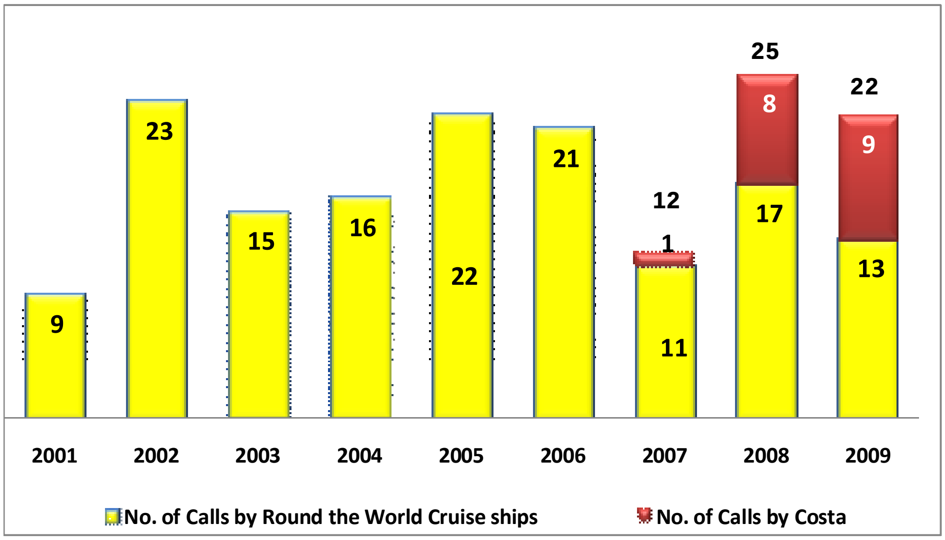


Fig 5: Evolution of Cruise Vessels' Calls

A substantial growth of 35.9% has been registered in the number of passenger arrivals at Port Louis with 21,235 passengers in CY2009 as opposed to 15,621 in CY2008, as depicted in Figure 6.

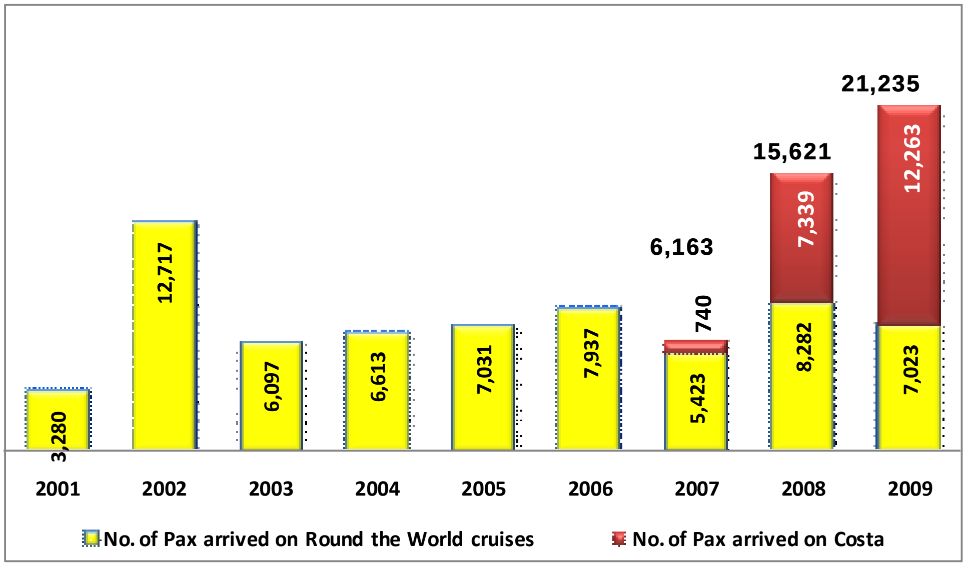


Fig 6: Evolution of Cruise Passenger Traffic (arrivals)

Costa Crociere witnessed an expansion of 67.1% in the no. of passenger arrival at Port Louis during CY2009 with 12,263 passengers compared to 7,339 passengers in CY2008. Table 32 shows the comparative cruise traffic for CY2008 versus CY2009.

Table 32: Comparative Cruise Traffic CY2008 v/s CY2009

	CY2008	CY2009	Difference	% Change
No of calls by Costa	8	9	1	-12.5
No. of calls by Round the world cruise ships	17	13	-4	-23.5
Total No. of cruise ships calls	*25*	*22*	*-3*	*-12.0*
No. of Pax arrived on Costa	7,339	12,263	4,924	67.1
No. of Pax arrived on round the world cruises	8,282	8,972	690	8.3
Total No. of Pax on arrival	*15,621*	*21,235*	*5,614*	*35.9*
No. of Pax departed on Costa	7,246	12,807	5,561	76.7
No. of Pax departed on round the world cruise	8,498	8,708	210	2.5
Total No. of Pax on departure	*15,744*	*21,515*	*5,771*	*36.7*

Likewise, we noticed an interesting growth rate of 76.7% in the number of passenger departure in CY2009, with some 12,807 pax compared to 7,246 pax in CY2008.

9. Transhipment Activities by Shipping Lines

9.1 Mediterranean Shipping Company Ltd. (MSC)

Some 81,261 TEUs were transhipped at Port Louis by MSC during CY2009, as compared to 68,394 TEUs in CY2008, i.e. a growth of 18.8% was registered, as detailed below:

	CY2008 (TEUs)	CY2009 (TEUs)	Difference	% Change
Laden Transhipment Containers	52,475	54,597	2,122	4.0%
Empty Transhipment Containers	15,919	26,664	10,745	67.5%
Total Transhipment Containers	**68,394**	**81,261**	**12,867**	**18.8%**

There was an increase of 67.5% in the Transhipment of empties in CY2009.

9.2 Maersk

Some 19,013 TEUs were transhipped at Port Louis by Maersk in CY2009 versus 32,599 TEUs in CY2008, i.e. a drop of 13,586 TEUs, representing 41.7% was registered for the period under review as detailed below:

	CY2008 (TEUs)	CY2009 (TEUs)	Difference	% Change
Laden Transhipment Containers	23,968	11,174	-12,794	-53.4
Empty Transhipment Containers	8,631	7,839	-792	-9.2
Total Transhipment Containers	**32,599**	**19,013**	**-13,586**	**-41.7**

10. Container Traffic by Shipping Lines

MSC still dominates the container traffic segment despite the fact that its share of captive container traffic has relatively gone down during CY2009, as detailed in Table 33.

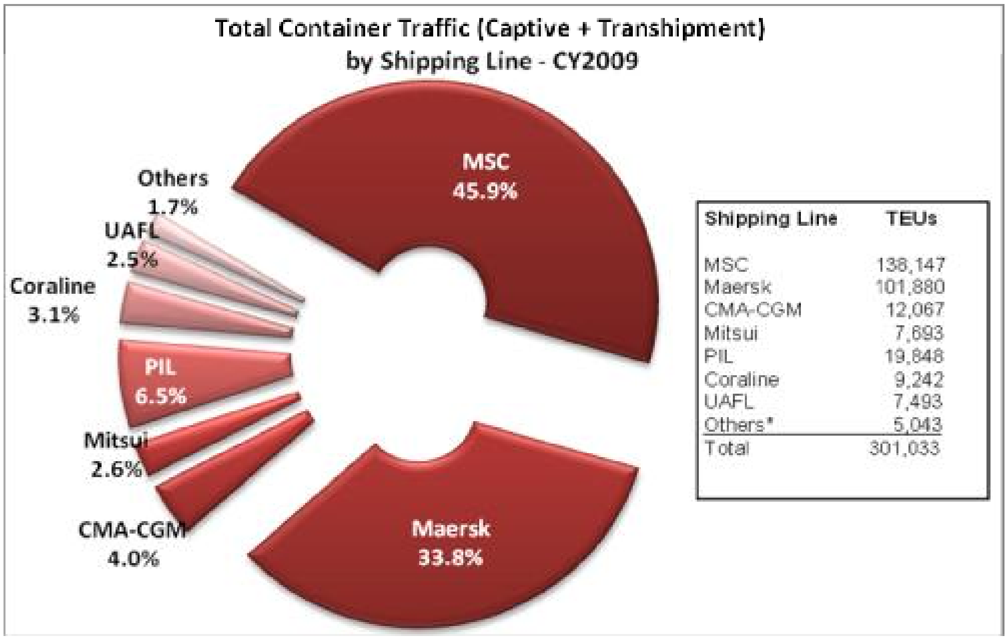
Table 33: Comparative Traffic Share in Container Traffic

	Share in CY2006	Share in CY2007	Share in CY2008	Share in CY2009
MSC				
Total Container Traffic	43.1%	41.9%	43.8%	45.9%
Total Captive Container Traffic	33.0%	31.2%	36.5%	29.3 %
Total Transhipment Container Traffic	61.8%	60.7%	56.9%	75.9%
Maersk				
Total Container Traffic	33.6%	28.3%	32.7%	33.8%
Total Captive Container Traffic	35.5%	32.0%	35.9%	42.7%
Total Transhipment Container Traffic	30.0%	21.8%	27.1%	17.8%

MSC and Maersk continued to dominate the local market by their combined share as follows:

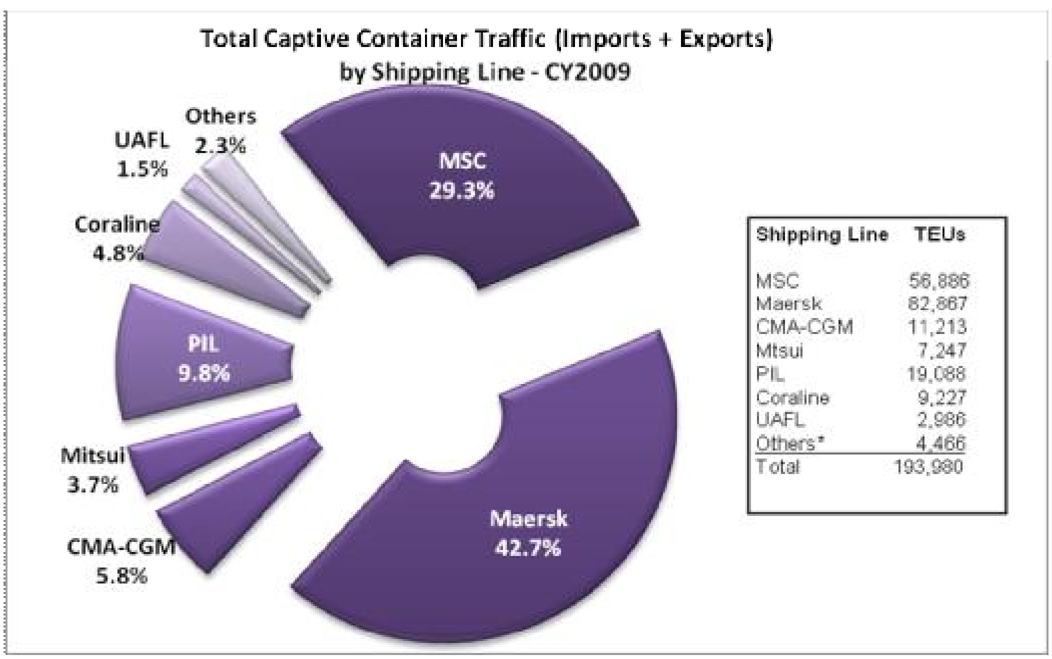
- 79.7% of Total Container Traffic (76.5% in CY2008, 70.2% in CY2007, 76.7% in CY2006)
- 72.0% of Total Captive Traffic (72.4% in CY2008, 63.2% in CY2007, 68.5% in CY2006)
- 93.7%of Total Transhipment Traffic (84.0% in CY2008, 82.5% in CY2007, 91.8 in CY2006)

10.1 Total Container Traffic by Shipping Lines



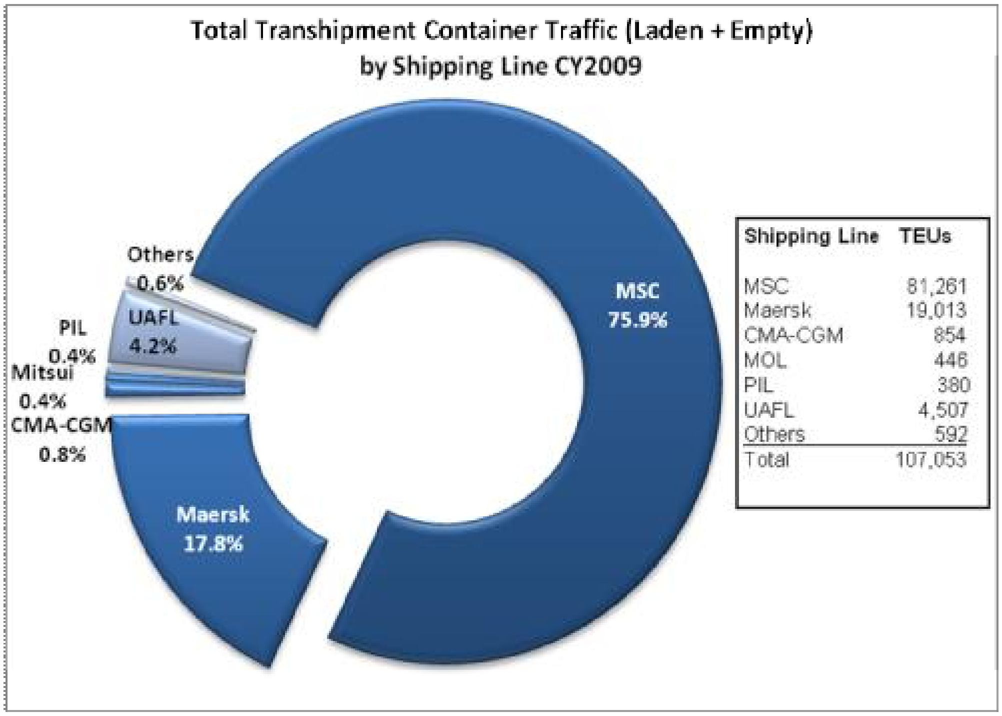
MSC had a share of 45.9% to the Total Container Traffic in CY2009, followed by Maersk with a share of 33.8%.

10.2 Total Captive Container Traffic by Shipping Lines



Maersk contributed 42.7% to the total captive traffic, overtaking MSC which had a share of 29.3%.

10.3 Total Transhipment Container Traffic by Shipping Lines



MSC had the biggest share in Transhipment activities with 75.9% and Maersk has contributed some 17.8% to the Total Transhipment Traffic in CY2009.

11. Downtime of Port

During the period under review, operations at MCT were disrupted for about 9.4 days due to the prevalence of cyclone Gael in the region, strong wind, swells and adverse climatic conditions, as compared to 18 days in CY2008.

12. Shipping Services

WEEKLY SOUTH BOUND		MAIN PORTS OF CALL
1	MSC North Europe to Indian Ocean & Australia	Hamburg, Felixtowe, Antwerp/ Rotterdam, Le Havre, Montoir, Valencia, FOS, La Spezia, Napoli, Pointe des Galets, Port Louis, Sydney Melbourne, Adelaide, Fremantle
2	MAERSK IOI Service	Salalah, Port Victoria, Pointe des Galets, Port Louis, Toamasina, Salalah
3	CMA-CGM/ DAL Mascareignes Express Service	Salalah, Port Victoria, Reunion, Port Louis, Toamasina, Longoni, Salalah

WEEKLY WEST BOUND		MAIN PORTS OF CALL
1	MSC Cheetah: Far East to South Africa	Hong Kong, Chiwan, Singapore, Port Louis, Durban
2	PIL East Africa Service	Xingang, Dalian, Qingdao, Shanghai, Ningbo, Singapore, Port Louis, Reunion, Tamatave, Mombasa, Singapore, Davao, Manila, Shanghai, Xingang
3	MITSUI Indian Ocean, South & West Africa	Singapore, Port Louis, Reunion, Tamatave, Durban, Tema, Lome, Lagos, Durban, Singapore
4	MAERSK M-Express Service	Tanjung Pelepas, Port Louis, Toamasina, Maputo, Tanjung Pelepas

Maersk Line replaced its Safari 2 services by a weekly shuttle from Tanjung Pelepas to Port Louis in 2009, which was further upgraded as the M-Express service.

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WEEKLY EAST BOUND		MAIN PORTS OF CALL
1	MSC Cheetah: South Africa to Far East	Durban, Port Louis, Singapore, Chiwan, Hong Kong
2	MAERSK Safari 1	Durban, Port Elizabeth, Cape Town, Port Louis, Tanjung Pelepas, Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, Durban

WEEKLY REGIONAL SERVICES		MAIN PORTS OF CALL
1	MSC Indian Ocean Islands Relay	Loop 1: Port Louis, Longoni, Majunga, Toamasina Loop 2: Port Louis, Pointe de galets, Diego Suarez, Ehoala
2	UAFL South Africa, Madagascar, Indian Ocean Islands	Islands Loop 1: Port Louis, Pointe des Galets, Longoni, Mutsamudu, Pemba Majunga, Nosy Bé, Diégo Suarez, Port Louis Madagascar Express: Port Louis, Pointe des Galets, Ehoala, Maputo, Tulear, Tamatave, Port Louis

INTER-ISLANDS TRADE - MSCL		MAIN PORTS OF CALL
1	Weekly fixed day sailing every Sunday + 1 call to Rod every 5 months	Port Louis, Pointe des Galets, Tamatave, Pointe des Galets, Port Louis
2	Every 10 days	Port Louis, Rodrigues
3	Twice weekly	Port Louis, Pointe des Galets
4	Fortnightly	Port Louis, Tamatave
5	Upon demand	Agalega

Appendix 1

A. Composition of Total Cargo Traffic

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port stood at tonnes in CY2009 compared to tonnes in CY2008 as detailed in Figure 9.

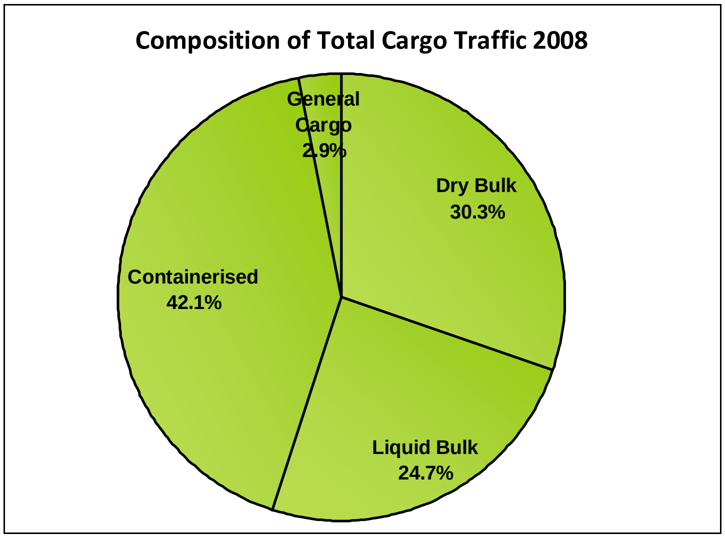

Fig 7: Composition of Total Cargo Traffic CY2009

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) reached 3,231,803 tonnes in CY2009 as compared to 3,351,613 tonnes in CY2008, representing a decrease of 119,810 tonnes or 3.6%. Total bulk cargo had a share of 55.0% in total cargo traffic in CY2009 (53.2% in CY2008).

Total Bulk Cargo CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Dry Bulk	1,963,223	1,779,351	-183,872	-9.4
Liquid Bulk	1,388,390	1,452,452	64,062	4.6
Total	**3,351,613**	**3,231,803**	**-119,810**	**-3.6**

Dry bulk Cargo

Total Dry Bulk cargo registered a shortfall of 9.4%, equivalent to 183,872 tonnes from 1,963,223 tonnes in CY2008 to 1,779,351 tonnes in CY2009.

Total Dry Bulk Cargo CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Imports	1,600,075	1,512,100	-87,975	-5.5
Exports	363,148	267,251	-95,897	-26.4
Total	**1,963,223**	**1,779,351**	**-183,872**	**-9.4**

Liquid Bulk Cargo

In CY2009, Total Liquid Bulk Cargo stood at 1,452,452 tonnes, registering a growth of 64,062 tonnes, equivalent to 4.6%, as compared to 1,388,390 tonnes in CY2008.

Total Liquid Bulk Cargo CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Imports	1,108,893	1,104,328	-4,565	-0.4
Exports	279,497	348,124	68,627	24.6
Total	**1,388,390**	**1,452,452**	**64,062**	**4.6**

C. Containerised Cargo (Inclusive of Inter-Island Trade)

Total Containerised Cargo reached 2,474,098 tonnes in CY2009 as compared to 2,798,271 tonnes in CY2008, witnessing a decline of 324,173 tonnes, equivalent to 11.6%, as summarised below.

Containerised Cargo Traffic CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Imports	1,202,353	1,122,266	-80,087	-6.7
Exports	501,016	487,730	-13,286	-2.7
Transhipment (inwards)	1,094,902	864,102	-230,800	-21.1
Total	**2,798,271**	**2,474,098**	**-324,173**	**-11.6**

D. General Cargo Traffic

General Cargo, comprising bagged cargo, fish traffic, Inter-island trade and unitised break bulk, witnessed an increase of 18.8%, (equivalent to 27,269 tonnes) from 145,270 tonnes in CY2008 to 172,539 tonnes in CY2009.

General Cargo Traffic CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Imports	134,042	158,473	24,431	18.2
Exports	11,228	14,066	2,838	25.3
Total	**145,270**	**172,539**	**27,269**	**18.8**

Fish Traffic

Total Fish Traffic more or less remained at par with 113,466 tonnes in CY2008 and 133,526 tonnes in CY2009.

Fish Traffic CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
Princes Tuna	45,030	41,677	-3,353	-7.4
Thon des Mascareignes	34,909	26,721	-8,188	-23.5
Total Tuna	*79,939*	*68,398*	*-11,541*	*-14.4*
Local Market	2,091	2,925	834	39.8
Transhipment Inwards	31,002	41,033	10,031	32.4
Transhipment Outwards	434	1,170	736	169.6
Grand Total	**113,466**	**113,526**	**60**	**0.1**

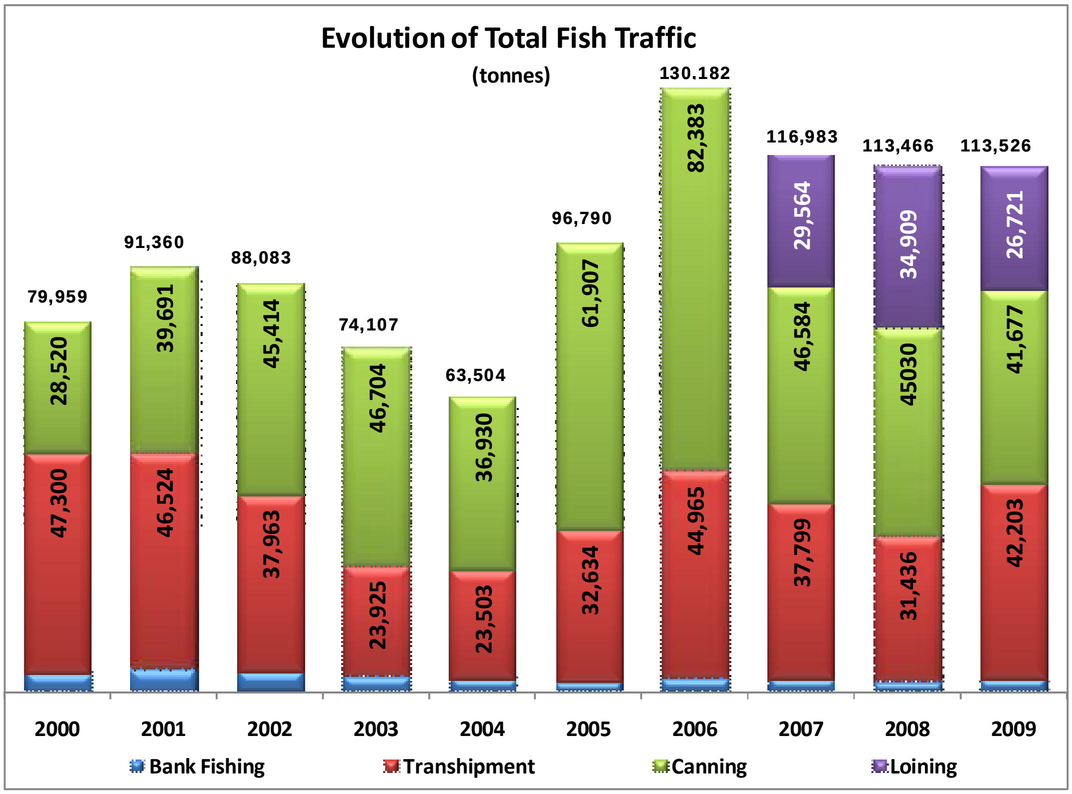

Fig 8: Evolution of Total Fish Traffic

Inter-Island Trade

A drop of 870 tonnes or 1.9% has been noted in the total volume of cargo traded with Rodrigues from 46,633 tonnes in CY2008 to 45,763 tonnes in CY2009.

Inter-Island Traffic CY2008 v/s CY2009 (tonnes)

	CY2008	CY2009	Difference	% Change
General cargo	2,434	4,062	1,628	66.9
Containerised cargo	44,199	41,701	-2,498	-5.7
Total	**46,633**	**45,763**	**-870**	**-1.9**

- The tonnage of general cargo to/from Rodrigues experienced a rise of 66.9%, i.e. from 2,434 tonnes in CY2008 to 4,062 tonnes in CY2009.
- However, containerised cargo to/from Rodrigues decreased by 5.7% i.e. from 44,199 tonnes in CY2008 to 41,701 tonnes in CY2009.

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