PORT TRADE PERFORMANCE
CY2009 v/s CY2010

22.01.11

Contents

Port Trade Performance CY2010

1. Key Figures at a Glance

Total Trade Volume	**(+6.0%)**	**6.2**	**Million Tonnes**
• Containerised Cargo	(+9.8%)	2.7	Million tonnes
• Dry Bulk Cargo	(+2.2%)	1.8	Million tonnes
• Liquid Bulk Cargo	(+2.4%)	1.5	Million tonnes
• Fish Traffic	(+37.2%)	155,773	tonnes
Total Container Traffic	**(+10.5%)**	**332,662**	**TEUs**
• Captive Container	(+14.8%)	222,670	TEUs
• Transhipment Container	(+2.8%)	109,992	TEUs
Vessel Traffic	**(+4.5%)**	**2,172**	**calls**
• Containerised Vessels	(-5.8%)	503	calls
• Fishing Vessels	(+10.1%)	708	calls
Cruise Traffic			
• Cruise Vessel Calls	(+22.7%)	27	
• Passenger on Arrival	(+29.3%)	27,458	
• Passenger on Departure	(+30.6%)	28,098	

2. Overview

A global revival led by fast-growing developing economies was under way by early 2010. However, since mid 2010 the upturn of the world economy has started losing momentum and all indicators point at a weaker global economic growth. Prospects for shipping remain difficult and uncertain, due in particular to the significant size of the ship supply capacity and the impact of demand/ supply mismatch on shipping markets. Assuming no major global upheavals, seaborne trade and the shipping industry are expected to get back most of the lost ground in 2011 and beyond.

The UN expects that the world economy will expand by 3.1% in 2011 and 3.5% in 2012 – far from sufficient to enable the recovery of jobs lost because of the crisis. At the national level, the forecast for 2011 indicates a GDP growth of 4.2%, a figure higher than the world average and locally same performance as in 2010.

It is against this background that Total Cargo Traffic transiting by the port recovered by 6.0% from 5.9 Million tonnes in calendar year (CY) 2009 to 6.2 Million tonnes in CY2010. Total Container Traffic registered a growth of 10.5%, equivalent to 31,629 TEUs (from 301,033 TEUs in CY2009 to 332,662 TEUs during the period under review; mainly due to the increase in captive traffic by 14.8% from 193,980 TEUs to 222,670 TEUs. Total Vessel Calls witnessed a growth of 4.5% to reach 2,172 calls during CY2010.

3. Total Cargo Traffic

Total cargo tonnage handled in the port stood at 6,229,677 tonnes during CY2010 as compared to 5,878,440 tonnes in CY2009, an increase of 351,237 tonnes equivalent to 6.0% over last year's performance, as summarised in Table 1.

Table 1: Total Cargo Traffic CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Total Imports	4,761,269	5,099,628	338,359	7.1%
Total Exports	1,117,171	1,130,049	12,878	1.2%
Total Cargo	**5,878,440**	**6,229,677**	**351,237**	**6.0%**

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last eleven years from CY2000 to CY2010.

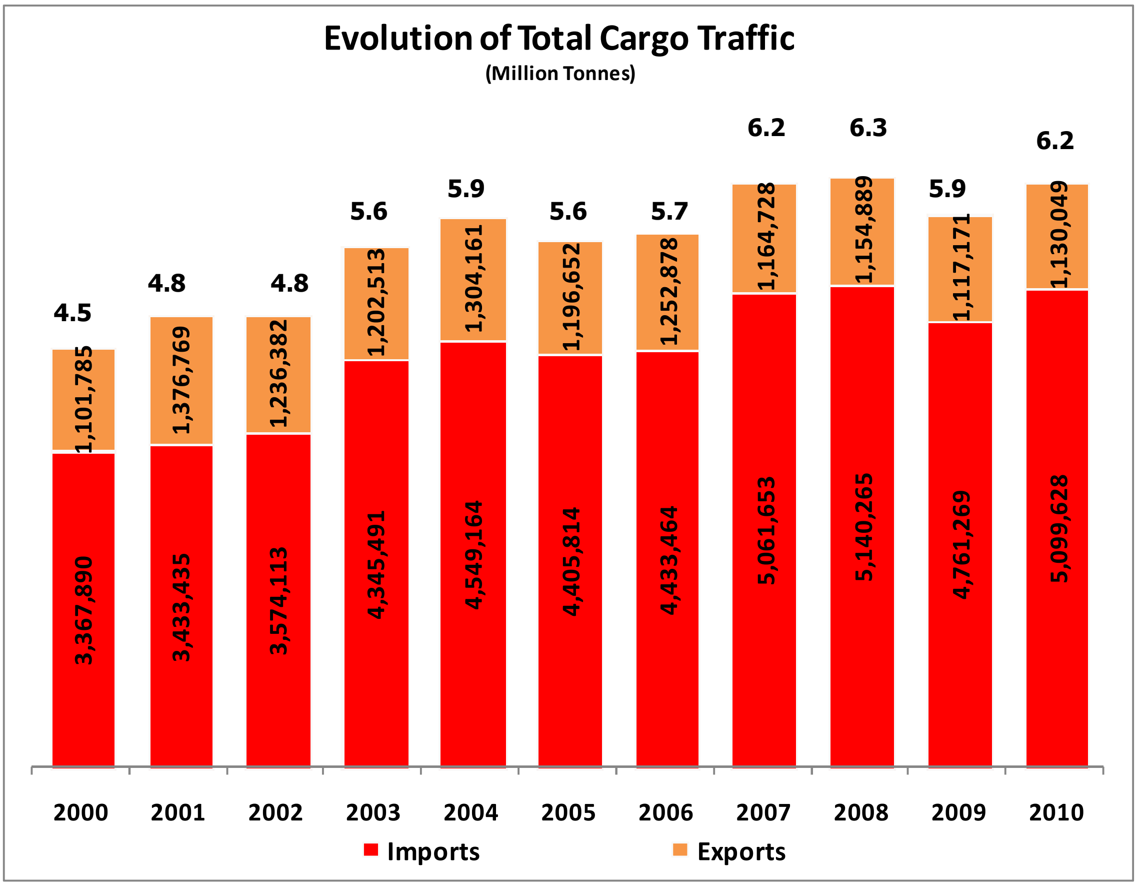


Fig 1: Evolution of Total Cargo Traffic (tonnes)

3.1 Total Imports

For the period Jan 2010 to Dec 2010, Total Imports registered a growth rate of 7.1% to reach 5,099,628 tonnes as compared to 4,761,269 tonnes in CY2009, a rise of 338,359 tonnes, as detailed in Table 2.

Table 2: Total Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Total Bulk Imports	2,616,428	2,811,091	194,663	7.4
Total Containerised Imports	1,986,368	2,094,046	107,678	5.4
General Cargo Imports	158,473	194,491	36,018	22.7
Grand Total	**4,761,269**	**5,099,628**	**338,359**	**7.1**

3.1.1 Total Bulk Imports (Dry & Liquid)

Imports of Total Bulk Cargo witnessed a growth of 194,663 tonnes in CY2010 to reach 2,811,091 tonnes as compared to 2,616,428 tonnes in CY2009, an increase of 7.4%, as depicted in Table 3.

Table 3: Total Bulk Cargo Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Dry Bulk Imports	1,512,100	1,675,531	163,431	10.8
Liquid Bulk Imports	1,104,328	1,135,560	31,232	2.8
Total Bulk Imports	**2,616,428**	**2,811,091**	**194,663**	**7.4**

<u>Dry Bulk Imports</u>

Imports of Total Dry Bulk registered an expansion of 10.8% with 1,675,531 tonnes in CY2010 against 1,512,100 tonnes in CY2009, owing to the increases in imports of cement, coal, maize and Soya bean meal as outlined in Table 4.

Table 4: Dry Bulk Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Cement	635,544	716,062	80,518	12.7
Coal	602,512	660,620	58,108	9.6
Wheat	163,534	162,062	-1,472	-0.9
Maize	81,309	94,588	13,279	16.3
Soya Bean Meal	29,201	42,199	12,998	44.5
Total	**1,512,100**	**1,675,531**	**163,431**	**10.8**

- Imports of Cement increased by 12.7% from 635,544 tonnes in CY2009 to 716,062 tonnes in CY2010, on account of public investment projects such as airport infrastructure and roads.

- Imports of Coal have risen by 9.6% from 602,512 tonnes in CY2009 to 660,620 tonnes in CY2010 because more and more coal is being used by thermal power generating plants.

- Imports of wheat have declined by 0.9% to reach 162,062 tonnes in CY2010 as compared to 163,534 tonnes in CY2009.

- The importation of maize and Soya bean meal, used for the production of animal feed and poultry, have both recorded increases of 16.3% and 44.5%, respectively.

Liquid Bulk Imports

Imports of total bulk liquid have registered an increase of 2.8%, representing some 31,232 tonnes, i.e. from 1,104,328 tonnes in CY2009 to 1,135,560 tonnes in CY2010 as summarised in Table 5.

Table 5: Liquid Bulk Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
White oil	644,186	662,251	18,065	2.8
Black oil	357,874	370,587	12,713	3.6
L.P.G	61,652	61,119	-533	-0.9
Sub-total Petroleum Products	*1,063,712*	*1,093,957*	*30,245*	*2.8*
Edible oil	32,502	24,701	-7,801	-24.0
Bitumen	8,114	16,902	8,788	108.3
Grand Total	**1,104,328**	**1,135,560**	**31,232**	**2.8**

There was an increase of 2.8% (30,245 tonnes) in imports of petroleum products from 1,063,712 tonnes in CY2009 to 1,093,957 tonnes in CY2010.

- Imports of white and black oil have both expanded by 2.8 % and 3.6% respectively in CY2010. White oil imports have increased from 644,186 tonnes in CY2009 to 662,251 tonnes in CY2010. Black oil imports have registered growth of 3.6%, from 357,874 tonnes in CY2009 to 370,587 tonnes in CY2010.

- LPG import witnessed a shortfall of 0.9% from 61,652 tonnes in CY2009 to 61,119 tonnes in CY2010.

- Import of Edible oil has dropped by 24.0% (equal to 7,801 tonnes) from 32,502 tonnes in CY2009 to 24,701 tonnes in CY2010.

- Import of bulk bitumen more than doubled from 8,114 tonnes in CY2009 to 16,902 tonnes in CY2010. (108.3% increase, equivalent to 8,788 tonnes)

3.1.2 Containerised Cargo Imports

Total Imports of Containerised Cargo (including Containerised Inter-Island Trade) registered a growth of 5.4%, equivalent to 107,678 tonnes, to reach 2,094,046 tonnes in CY2010 as opposed to 1,986,368 tonnes in CY2009, as depicted in Table 6.

Table 6: Containerised Cargo Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Captive imports	1,116,748	1,177,997	61,249	5.5
Transhipment (inwards)	864,102	908,993	44,891	5.2
Inter-Island import	5,518	7,056	1,538	27.9
Total	**1,986,368**	**2,094,046**	**107,678**	**5.4**

- Total captive containerised imports grew by 5.5% (61,249 tonnes) from 1,116,748 tonnes in CY2009 to 1,177,997 tonnes in CY2010.

- Transhipment inwards of containerised cargo expanded from 864,102 tonnes in CY2009 to 908,993 tonnes in CY2010, representing a rise of 5.2%, equivalent to 44,891 tonnes.

- Inter-island imports in containers improved by 27.9%, equivalent to 1,538 tonnes from 5,518 tonnes in CY2009 to 7,056 tonnes in CY 2010.

3.1.3 General Cargo Imports

Imports of General Cargo (comprising bagged cargo, unitised break bulk, inter-island trade and fish traffic) increased by 22.7% (36,018 tonnes) from 158,473 tonnes in CY2009 to 194,491 tonnes in CY2010, as shown in Table 7.

Table 7: General Cargo Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Bagged Rice	15,016	-	-15,016	-
Fish	112,356	154,403	42,047	37.4
Inter-island Imports	1,047	1,005	-42	-4.0
Unitised Break Bulk Imports	30,054	39,083	9,029	30.0
Total	**158,473**	**194,491**	**36,018**	**22.7**

Fish Imports

Total fish imports posted an expansion of 37.4% (42,047 tonnes), with 154,403 tonnes in CY2010 as compared to 112,356 tonnes in CY2009, as detailed in Table 8

Table 8: Fish Imports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Princes Tuna	41,677	57,656	15,979	38.3
Thon des Mascareignes	26,721	45,004	18,283	68.4
Sub-total Tuna Traffic	*68,398*	*102,660*	*34,262*	*50.1*
Local Market	2,925	2,509	-416	-14.2
Transhipment Inwards	41,033	49,234	8,201	20.0
Total Fish Imports	**112,356**	**154,403**	**42,047**	**37.4**

- Imports of Tuna by Princes Tuna and Thon des Mascareignes increased by 38.3% (15,979 tonnes) and 68.4% (18,283 tonnes) respectively for the period under review.

On the whole, imports of Tuna have increased by an aggregate of 34,262 tonnes (50.1%) from 68,398 tonnes in CY2009 to 102,660 tonnes in CY2010. This performance by the processing/canning plants is explained mainly by the influx of fishing vessels calling at Port Louis because of the piracy attacks near Seychelles.

- Fish handled for the local market declined by 416 tonnes (a decrease of 14.2%) from 2,925 tonnes in CY2009 to 2,509 tonnes in CY2010
- Similarly, there has been a rise in fish traffic transhipped at Port Louis by 20.0% (8,201 tonnes) from 41,033 tonnes in CY2009 to 49,234 tonnes in CY2010.

3.2 Total Exports

Total exports expanded by 1.2% (12,878 tonnes) from 1,117,171 tonnes in CY2009 to 1,130,049 tonnes in CY2010, as outlined in Table 9.

Table 9: Total Exports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Total Bulk Exports	615,375	494,117	-121,258	-19.7
Total Containerised Exports	487,730	623,441	135,711	27.8
General Cargo Exports	14,066	12,491	-1,575	-11.2
Grand Total	**1,117,171**	**1,130,049**	**12,878**	**1.2**

3.2.1 Total Bulk Exports

Total Bulk Exports witnessed a reduction of 19.7%, representing a decrease of 121,258 tonnes from 615,375 tonnes in CY2009 to 494,117 tonnes in CY2010, as shown in Table 10.

Table 10: Total Bulk Cargo Exports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Dry Bulk Exports	267,251	142,747	-124,504	-46.6
Liquid Bulk Exports	348,124	351,370	3,246	0.9
Total Bulk Exports	**615,375**	**494,117**	**-121,258**	**-19.7**

Dry Bulk Exports

Dry Bulk exports consist mainly of sugar and aggregates. There was a drastic cut in Exports of bulk solid from 267,251 tonnes in CY2009 to 142,747 tonnes in CY2010, representing a major decrease of 46.6%, equivalent to 124,504 tonnes, as detailed in Table 11.

Table 11: Dry Bulk Exports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Sugar	267,251	130,500	-136,751	-51.2
Aggregates	0	12,247	12,247	0
Total	**267,251**	**142,747**	**-124,504**	**-46.6**

- Following the consolidation of six sugar factories around the island and the coming into operation of the two sugar refineries in 2009 (FUEL and Onmicane), exports of refined (white) and special sugars are being carried out in containers. As a consequence, export of bulk raw sugar has witnessed a significant contraction of 51.2% (136,751 tonnes) from 267,251 tonnes in CY2009 to 130,500 tonnes in CY2010.

- On the other hand, some 12,247 tonnes of aggregates exports were undertaken for Diego Garcia in CY2010.

Liquid Bulk Exports

Exports of Liquid Bulk cargo increased from 348,124 tonnes in CY2009 to reach 351,370 tonnes in CY2010, registering an expansion of 0.9%, equivalent to 3,246 tonnes as depicted in Table 12.

Table 12: Exports of Liquid Bulk Cargo CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Bunker by pipeline	155,840	136,600	-19,240	-12.3
Bunker by barge	65,824	92,543	26,719	40.6
Total Bunker	*221,664*	*229,143*	*7,479*	*3.4*
Molasses	115,744	122,227	6,483	5.6
Black Oil	10,716	0	-10,716	0
Grand Total	**348,124**	**351,370**	**3,246**	**0.9**

- In CY2010, exports of Bunker increased by 3.4%, as summarised below:
  - Exports of Bunker by pipeline contracted by 12.3% from 155,840 tonnes in CY2009 to 136,600 tonnes in CY2010, registering a drop of 19,240 tonnes.
  - Conversely, with the coming into operations of MT Minorque, a new barge by Total Mauritius Ltd, exports of Bunker by barge soared by 26,719 tonnes (40.6%) during CY2010 with 92,543 tonnes in comparison with 65,824 tonnes, same period the previous year.

- Molasses exports have by increased 5.6% in CY2010 to reach 122,227 tonnes as opposed to 115,744 tonnes in CY2009.

- There were no exports of Black oil in CY2010

3.2.2 Containerised Cargo Exports (including Inter-Island Trade)

There was an increase of 27.8% (135,711) in exports of total containerised cargo from 487,730 tonnes in CY2009 to 623,441 tonnes in CY2010, as detailed in Table 13.

Table 13: Containerised Cargo Exports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Captive Cargo	451,547	584,680	133,133	29.5
Inter-island	36,183	38,761	2,578	7.1
Total	**487,730**	**623,441**	**135,711**	**27.8**

The breakdown of this traffic reveals that both captive and inter island containerised exports have grown by 29.5% and 7.1% respectively.

3.2.3 General Cargo Exports

General Cargo Exports witnessed a shortfall of 11.2%, equivalent to 1,575 tonnes, from 14,066 tonnes in CY2009 to 12,491 tonnes during CY2010, as summarised in Table 14.

Table 14: General Cargo Exports CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Bagged Rice	7,000	0	-7,000	0
Fish Transhipment Outwards	1,170	1,370	200	17.1
Inter-island	3,015	3,537	522	17.3
Unitised Break Bulk	2,881	7,584	4,703	163.2
Total	**14,066**	**12,491**	**-1,575**	**-11.2**

Fish transhipment outwards, Inter-island trade and unitized break bulk exports have all registered increases of 17.1%, 17.3% and 163.2% respectively.

4. Total Container Traffic

With the unfolding of a worldwide economic downturn, the landscape of container trade has changed drastically with oversupply of capacity at one end and lower demands on the other. This disequilibrium resulted in major rate reductions, increasing vessel lay-ups, postponement in ship building, accelerated ship breaking and decelerated transhipment activities, amongst others.

Despite all those disturbing factors, Total Container Traffic experienced a growth of 10.5% from 301,033 TEUs in CY2009 to 332,662 TEUs in CY2010, equivalent to 31,629 TEUs as illustrated in Table 15.

Table 15: Comparative Monthly Total Container Traffic CY2009 v/s CY2010 (TEUs)

Month	CY2009	CY2010	Difference	% Change
Jan	21,065	23,138	2,073	9.8
Feb	17,877	21,722	3,845	21.5
Mar	28,498	25,810	-2,688	-9.4
Apr	25,308	23,739	-1,569	-6.2
May	26,011	29,118	3,107	11.9
Jun	23,828	29,128	5,300	22.2
Jul	26,368	27,518	1,150	4.4
Aug	22,948	30,347	7,399	32.2
Sep	25,475	29,790	4,315	16.9
Oct	23,009	32,151	9,142	39.7
Nov	30,598	30,744	146	0.5
Dec	30,048	29,457	-591	-2.0
Total	**301,033**	**332,662**	**31,629**	**10.5**

Total container traffic can further be categorised into Captive and Transhipment container traffic as shown in Table 16.

Table 16: Comparative Container Traffic CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Captive	193,980	222,670	28,690	14.8
Transhipment	107,053	109,992	2,939	2.7
Total	**301,033**	**332,662**	**31,629**	**10.5**

- Total Captive container traffic experienced an expansion of 14.8% (28,690 TEUs) with 222,670 TEUs in CY2010 as compared to 193,980 TEUs in CY2009.

- On the same vein, Total Transhipment container traffic grew by 2.7% (2,939 TEUs) from 107,053 TEUs in CY2009 to 109,992 TEUs in CY2010.

Figure 2 shows the evolution of total container traffic (captive and transhipment) over the last eleven years.

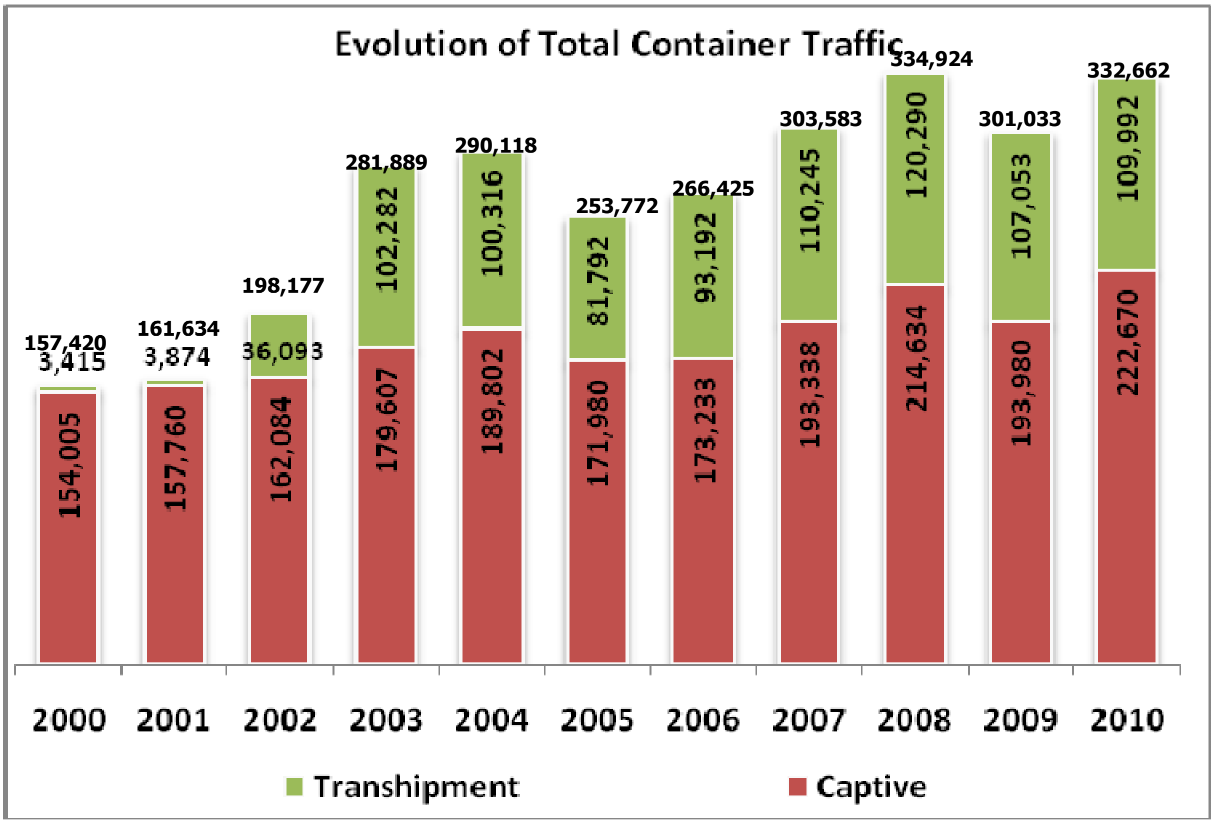


Fig 2: Evolution of Total Container Traffic (TEUs)

4.1 Captive Container Traffic

Total Captive Container Traffic increased by 14.8% to reach 222,670 TEUs in CY2010 in comparison with 193,980 TEUs in CY2009 as detailed in Table 17.

Table 17: Comparative Total Captive Container Traffic CY2009 v/s CY2010 (TEUs)

Month	CY2009	CY2010	Difference	% Change
Jan	12,891	14,432	1,541	12.0
Feb	11,195	15,636	4,441	39.7
Mar	16,045	16,510	465	2.9
Apr	15,837	16,626	789	5.0
May	17,671	19,114	1,443	8.2
Jun	14,035	19,665	5,630	40.1
Jul	14,807	18,797	3,956	26.7
Aug	17,590	18,760	1,170	6.7
Sep	18,828	19,923	1,095	5.8
Oct	16,551	20,935	4,384	26.5
Nov	20,146	21,586	1,440	7.1
Dec	18,350	20,686	2,336	12.7
Total	**193,980**	**222,670**	**28,690**	**14.8**

4.1.1 Captive Container Traffic - Laden Import

Import of laden captive containers reached 94,804 TEUs in CY2010 as compared to 89,784 TEUs in the preceding year, i.e. a growth of 5.6%, equivalent to 5,020 TEUs has been registered. Table 18 shows the evolution of monthly import of laden captive container traffic.

Table 18: Captive Container Traffic –
Laden Import CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	5,846	5,863	17	0.3
Feb	5,249	6,310	1,061	20.2
Mar	6,419	7,000	581	9.1
Apr	7,640	7,184	-456	-6.0
May	7,714	7,954	240	3.1
Jun	6,923	8,252	1,329	19.2
Jul	7,500	7,747	243	3.2
Aug	8,060	7,259	-801	-9.9
Sep	8,415	9,747	1,332	15.8
Oct	7,715	8,788	1,073	13.9
Nov	9,191	9,463	272	3.0
Dec	9,108	9,237	129	1.4
Total	**89,784**	**94,804**	**5,020**	**5.6**

4.1.2 Captive Container Traffic - Laden Export

Export of captive laden containers expanded by 27.8% (an increase of 10,862 TEUs) with 49,875 TEUs in CY2010 in contrast to 39,013 TEUs for CY2009, owing to 8,179 TEUs of refined sugar exported during CY2010, as detailed in Table 19.

Table 19: Captive Container Traffic –
Laden Export CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	2,287	2,944	657	28.7
Feb	2,885	2,954	69	2.4
Mar	2,903	3,919	1,016	35.0
Apr	3,231	3,827	596	18.4
May	3,182	3,747	565	17.8
Jun	3,203	4,255	1,052	32.8
Jul	3,428	4,141	713	20.8
Aug	3,217	4,442	1,225	38.1
Sep	3,585	4,883	1,298	36.2
Oct	3,351	4,967	1,616	48.2
Nov	3,945	4,690	745	18.9
Dec	3,796	5,106	1,310	34.5
Total	**39,013**	**49,875**	**10,862**	**27.8**

Excluding the sugar containers, the normal rate of growth would be 6.9% for some 41,696 laden TEUs exported in CY2010.

4.1.3 Captive Container Traffic - Empty Import

Import of captive empty containers expanded by 84.5% (7,794 TEUs) with 17,018 TEUs in CY2010 versus 9,224 TEUs in CY2009 mainly because more empties were needed for the export of refined sugar in containers as depicted in Table 20.

Table 20: Captive Container Traffic – Empty Import CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	429	1,087	658	153.4
Feb	881	735	-146	-16.6
Mar	501	1,293	792	158.1
Apr	596	1,292	696	116.8
May	759	884	125	16.5
Jun	576	1,445	869	150.9
Jul	1283	1,816	533	41.5
Aug	724	1,930	1,206	166.6
Sep	1,023	1,989	977	96.5
Oct	423	1,723	1,300	307.3
Nov	665	1,278	613	92.2
Dec	1,375	1,546	171	12.4
Total	**9,224**	**17,018**	**7,794**	**84.5**

4.1.4 Captive Container Traffic - Empty Export

Export of captive empty containers registered a growth of 9.0% or 5,014 TEUs to reach 60,973 TEUs in CY2010 as compared to 55,959 TEUs in CY2009, as shown in Table 21.

Table 21: Captive Container Traffic – Empty Export CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	4,329	4,538	209	4.8
Feb	2,180	5,637	3,457	158.6
Mar	6,222	4,298	-1,924	-30.9
Apr	4,370	4,323	-47	-1.1
May	6,016	6,529	513	8.5
Jun	3,333	5,713	2,380	71.4
Jul	2,596	5,093	2,467	93.9
Aug	5,589	5,129	-460	-8.2
Sep	5,816	3,304	-2,512	-43.2
Oct	5,062	5,457	395	7.8
Nov	6,345	6,155	-190	-3.0
Dec	4,071	4,797	726	17.8
Total	**55,959**	**60,973**	**5,014**	**9.0**

4.2 Transhipment Container Traffic

Total transhipment (inwards) container traffic increased by 2.7%, equivalent to 2,939 TEUs for the period under review with a total of 109,992 TEUs against 107,053 TEUs in CY2009, as summarised in Table 22.

Table 22: Comparative Monthly Transhipment Traffic (Laden + Empty) CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	8,174	8,706	532	6.5
Feb	6,682	6,086	-596	-8.9
Mar	12,453	9,300	-3,153	-25.3
Apr	9,471	7,113	-2,358	-24.9
May	8,340	10,004	1,664	20.0
Jun	9,793	9,463	-330	-3.4
Jul	11,561	8,721	-2,806	-24.3
Aug	5,358	11,587	6,229	116.3
Sep	6,647	9,867	3,220	48.4
Oct	6,458	11,216	4,758	73.7
Nov	10,452	9,158	-1,294	-12.4
Dec	11,698	8,771	-2,927	-25.0
Total	**107,053**	**109,992**	**2,939**	**2.7**

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

Table 23: Comparative Transhipment Traffic CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Laden	70,196	73,842	3,646	5.2
Empty	36,857	36,150	-707	-1.9
Total	**107,053**	**109,992**	**2,939**	**2.7**

4.2.1 Laden Transhipment Container Traffic

In CY2010, some 73,842 laden TEUs were transhipped at Port Louis Harbour for the region compared to 70,196 TEUs in the previous year, registering a rise of 3,646 TEUs, equivalent to 5.2%. Table 24 shows the detail of the comparative monthly laden containers transhipped at Port Louis.

Table 24: Comparative Monthly Laden Transhipment Traffic CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	5,058	5,356	298	5.9
Feb	4,057	3,782	-275	-6.8
Mar	9,263	5,240	-4,023	-43.4
Apr	5,989	4,833	-1,156	-19.3
May	6,551	7,143	592	9.0
Jun	5,813	6,306	493	8.5
Jul	7,509	6,358	-1,147	-15.3
Aug	4,513	6,449	1,936	42.9
Sep	4,344	6,812	2,468	56.8
Oct	4,356	8,629	4,273	98.1
Nov	4,907	6,404	1,497	30.5
Dec	7,840	6,530	-1,310	-16.7
Total	**70,196**	**73,842**	**3,646**	**5.2**

4.2.2 Empty Transhipment Container Traffic

There was a decline of 1.9%, equivalent to 707 TEUs in the transhipment of empty containers at Port Louis with 36,150 TEUs in CY2010 in contrast with 36,857 TEUs in CY2009, as shown in Table 25.

Table 25: Comparative Monthly Empty Transhipment Traffic CY2009 v/s CY2010 (TEUs)

	CY2009	CY2010	Difference	% Change
Jan	3,116	3,350	234	7.5
Feb	2,625	2,304	-321	-12.2
Mar	3,190	4,060	870	27.3
Apr	3,482	2,280	-1,202	-34.5
May	1,789	2,861	1,072	59.9
Jun	3,980	3,157	-823	-20.7
Jul	4,052	2,363	-1,659	-41.2
Aug	845	5,138	4,293	508.0
Sep	2,303	3,055	752	32.7
Oct	2,102	2,587	485	23.1
Nov	5,545	2,754	-2,791	-50.3
Dec	3,858	2,241	-1,617	-41.9
Total	**36,857**	**36,150**	**-707**	**-1.9**

5. Mauritius Container Terminal (MCT)

5.1 Total Container Throughput

Total container throughput in CY2010 reached 444,778 TEUs as compared to 406,862 TEUs last year, witnessing a growth of 37,916 TEUs, equivalent to 9.3%, as shown in Table 26.

Table 26: Comparative Container Throughput (TEUs)

	CY2009	CY2010	Difference	% Change
Total Throughput	406,862	444,778	37,916	9.3
Throughput at MCT	377,409	419,026	41,617	11.0
Share of MCT	92.8%	94.2%		

Similarly, the throughput at MCT also increased from 377,409 TEUs in CY2009 to 419,026 TEUs in CY2010, i.e. an expansion by 11.0% (representing some 41,617 TEUs) and the share of MCT has increased from 92.8% to 94.2%.

5.2 Key Performance Indicators at the MCT

The various key performance indicators of CY2010 compared to those of CY2009 are shown in Table 27.

Table 27: Key Performance Indicators at the MCT CY2009 v/s CY2010

	Average Moves per Gross Crane Hour		Average Moves Per Ship's Working Hour		Average Pre-Berthing Delay	
Month	**CY2009**	**CY2010**	**CY2009**	**CY2010**	**CY2009**	**CY2010**
Jan	15.8	18.8	35.9	36.0	1.3	4.3
Feb	14.7	20.3	32.5	42.9	12.3	2.0
Mar	15.1	18.6	33.4	39.1	5.4	2.4
Apr	15.3	17.5	32.0	37.4	1.0	1.7
May	17.9	18.7	38.6	39.5	3.1	1.8
Jun	16.2	19.0	33.5	41.1	2.9	1.3
Jul	14.9	20.3	33.7	44.8	2.3	2.0
Aug	17.9	19.9	36.6	41.3	2.9	1.0
Sep	19.7	19.3	45.7	39.2	1.5	1.2
Oct	19.4	19.6	38.3	41.1	1.5	1.5
Nov	22.4	19.6	45.6	40.4	2.0	1.6
Dec	18.5	20.0	36.5	42.4	1.3	1.1
Average	**17.1**	**19.3**	**36.5**	**40.3**	**2.9**	**1.7**

5.2.1 Crane Productivity

The average Crane Productivity improved from 17.1 moves/gross crane hour in CY2009 to 19.3 moves/ gross crane hour in CY2010.

The highest performance has been attained in the months of February and July 2010 with 20.3 moves/gross crane hour and the lowest in April 2010 with 17.5 moves/gross crane hour.

5.2.2 Ship Productivity

The average no. of moves per ship working hour increased from 36.5 in CY2009 to 40.3 in CY2010, with the peak of 44.8 moves in July 2010 and the lowest in January 2010 with 36.0 moves.

- The no. of moves per ship hour at berth for the year under review was 31.4 as compared to 26.7 in CY2009

- The average number of moves per vessel increased from 636 in CY2009 to 681 in CY2010.

5.2.3 Pre-berthing Delays

The average pre-berthing/sailing delays have decreased from 2.9 hours in CY2009 to 1.7 hours in CY2010.

5.3 Berth Occupancy at MCT

Berth Occupancy at both berths of the MCT has dropped below 60% as shown in Table 28.

Table 28: Berth Occupancy Rate CY2009 v/s CY2010 (%)

Berth	CY2009	CY2010
MCT 1	58.7	57.0
MCT 2	58.5	57.0

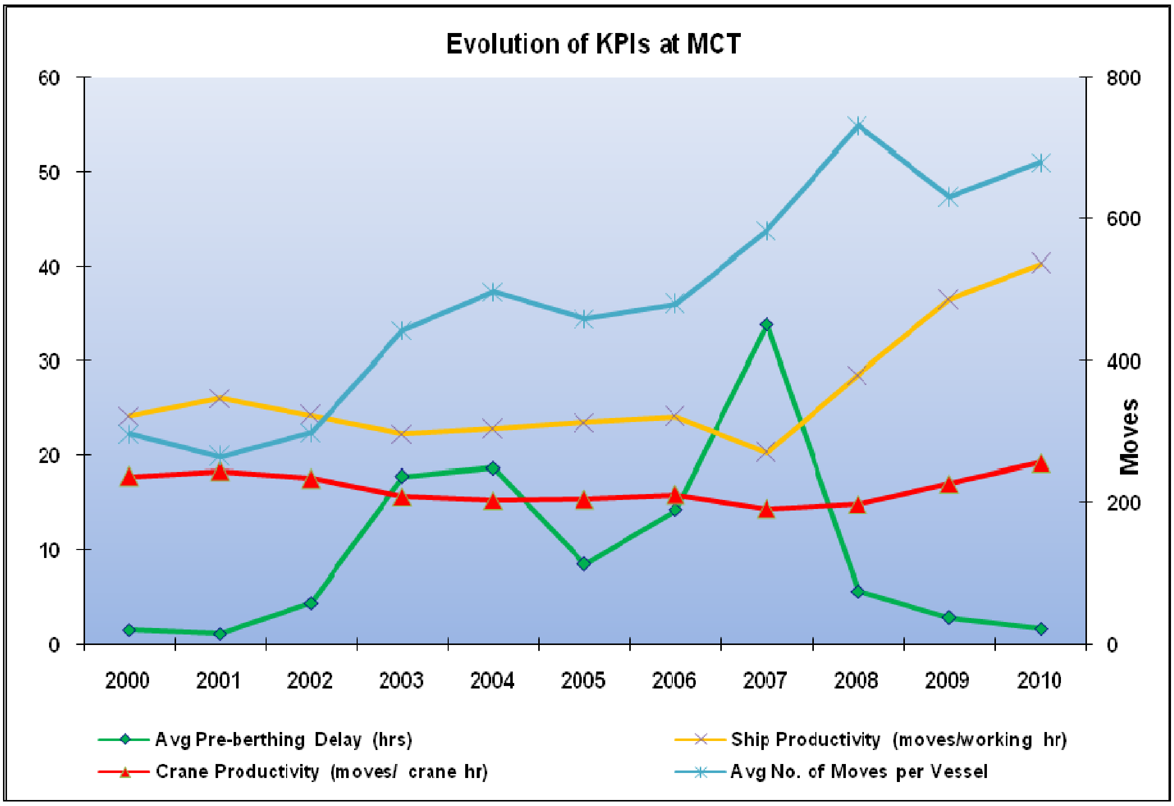


Fig 3: Evolution of KPIs at MCT

6. Multi Purpose Terminal (MPT)

6.1 Container Traffic & Throughput at MPT

For the year CY2010, some 7,762 TEUs have been handled from 19 fully containerised vessels at MPT, against 12,358 TEUs from 46 fully containerised vessels in CY2009, as depicted in Table 29.

Table 29: Comparative Traffic at MPT CY2009 v/s CY2010

	CY2009	CY2010	Difference	% Change
Container Traffic (TEUs)	12,358	7,762	-4,596	-37.2
No. of Fully Containerised Vessels	46	19	-27	-58.7
Throughput (TEUs)	29,453	25,752	-3,701	-12.6

Total throughput at the MPT (from containerised and combi vessels) experienced a drastic drop of 12.6% with a total of 25,752 TEUs in CY2010 compared to 29,453 TEUs in CY2009.

6.2 Productivity at MPT

The average moves per gross gang hour increased from 6.1 in CY2009 to 6.9 moves/ gross gang hour achieved in CY2010. The targeted 8 moves/ gross gang hour has not been achieved.

6.3 Berth Occupancy at MPT

Berth Occupancy at the various berths of Terminal I, comprising the peninsula area and Trou Fanfaron Fishing port and the Multi-Purpose Terminal for CY2010 compared to CY2009, is outlined in Table 30.

Table 30: Berth Occupancy Rate CY2009 v/s CY2010 (%)

		CY2009	CY2010
Quay A	Terminal I	86.8	95.4
Quay D	Terminal I	72.5	79.8
Quay E	Terminal I	55.8	67.3
Trou Fanfaron Fishing quay 1	Terminal I	15.0	10.0
Trou Fanfaron Fishing quay 2	Terminal I	14.0	3.0
Quay 1	Terminal II	55.9	45.2
Quay 2	Terminal II	65.0	69.1
Quay 3	Terminal II	55.5	52.0
Quay 4	Terminal II	54.6	68.3
Bulk Sugar Terminal	Terminal II	11.1	9.8
Oil Jetty		18.3	31.1
Cruise Jetty		-	11.5

Berth occupancy at the polyvalent quays A and D, used for bulk cargo mainly, has relatively increased during 2010 in comparison with that of CY2009

Despite the fact that the no of calls made at Port Louis by fishing vessels has expanded by 65 additional calls, the berth occupancy at Trou Fanfaron Fishing quays has gone down. This can be explained by the berthing of fishing vessels at other commercial quays at Terminal I and II.

The Bulk Sugar Terminal is used for loading of sugar and unloading of black oil for CEB. Now that raw sugar is being refined locally and exported in containers, berth occupancy thereat has fallen to 9.8% in CY2010 vis-à-vis 11.1% in CY2009.

Initially in 2008, White Oil tankers only were accommodated at the Oil Jetty. Nowadays, LPG tankers are also being handled there thus increasing its berth occupancy to 31.1% during the calendar year under review against 18.3% in CY2009. This increasing trend is likely to continue in future with Black Oil products planned to be discharged thereat.

Berth occupancy at the cruise jetty for its first year of operation in 2010 was 11.5%.

7. Vessel Traffic

There was an increase of 4.5% (93 calls) in the number of vessels calling at Port Louis Harbour with 2,172 in CY2010 against 2,079 calls for the same period in the previous year. A breakdown by main categories of vessels for the periods under review is provided in Table 31.

Table 31: Comparative Vessel Traffic CY2009 v/s CY2010

Category of Vessels	CY2009	CY2010	Difference	% change
Container Vessels	534	503	-31	-5.8
General Cargo Carriers	200	210	10	5.0
Bulkers (Dry Bulk)	69	63	-6	-8.7
Tankers (Liquid Bulk)	82	80	-2	-2.4
Fishing Vessels	643	708	65	10.1
Cruise Vessels	22	27	5	22.7
Others	529	581	52	9.8
Total Vessel Calls	**2,079**	**2,172**	**93**	**4.5**

- There was a reduction of 5.8% in the number of calls made by Containerised vessels at Port Louis with 503 calls in CY2010 in contrast to 534 calls in CY2009, i.e. a decrease of 31 calls. It should be noted that bigger container vessels, with a maximum capacity of about 8,000 TEUs, are now calling at Port Louis.

- No. of calls made by general cargo vessels went up to 210 in CY2010 against 200 recorded one year earlier.

- Some 63 calls were effected by Dry Bulk Carriers in CY2010 versus 69 calls in CY2009, registering a fall of 8.7%.

- No. of calls made by Tankers decreased from 82 calls in CY2009 to 80 calls in CY2010.

- With the increasing threat of Somali piracy attacks, more and more Fishing vessels plying in the Indian Ocean prefer calling at Port Louis than the Seychelles. As a result, there were 708 calls in CY2010 compared to 643 in CY2009, i.e. 65 additional calls, representing a growth of 10.1%

- The number of cruise vessels calling at Port Louis has increased from 22 calls in CY2009 to 27 calls in CY2010.

- The number of vessels, categorised as "Others", which called at Port Louis for bunkering, victuals and repairs, has increased by 9.8% (equal to 52 calls) from 529 vessel calls in CY2009 to 581 calls in CY2010.

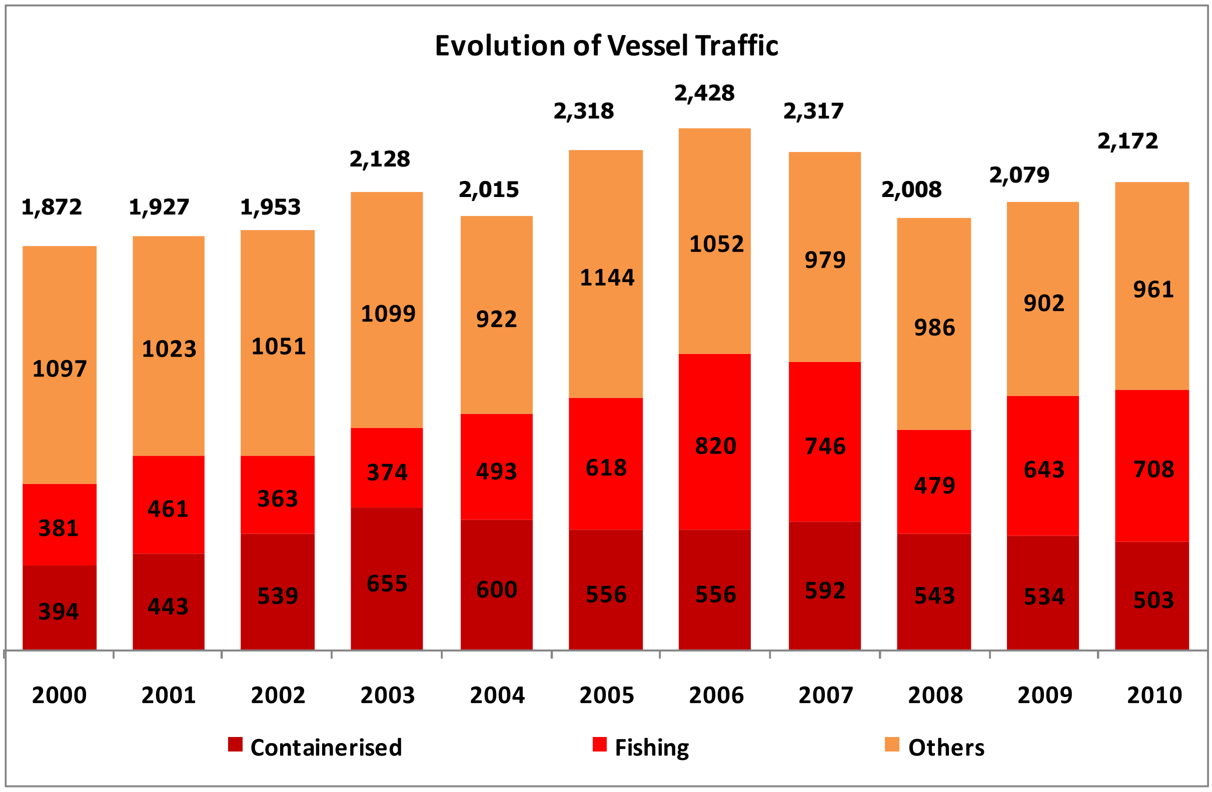


Fig 4: Evolution of Total Vessel Traffic

8. Cruise Tourism

With the twin objectives of promoting the hub port status and further enhancing the service level to cruise passengers, MPA initiated action for the construction of a dedicated cruise facility at Les Salines since November 2008. The contract for the project was awarded to Afcons Infrastructure Ltd. Construction work on site started around March 2001 and was completed in December 2009. The cost of the terminal, inclusive of consultancy services and provision of landside back-up facilities, amounted to some Rs. 485 million.

The cruise jetty is 124 metres long with a dredged depth of 10.8 metres alongside and two access bridges. This facility is designed to accommodate cruise vessels of up to 300 metres long and it was inaugurated on 15 February 2010.

Five Cruise vessels, namely M.V Queen Mary 2, M.S Balmoral, M.S Seven Seas Voyager M.S Seven Seas Mariner and M.V Nautica effected their maiden call at Port Louis during 2010.

As regards cruise traffic for CY2010, the following has been noted. An increase of 22.7% has been registered in the number of calls made at Port Louis by cruise vessels with 27 calls in CY2010, compared to 22 calls for the same period in the previous year, as shown in Figure 5.

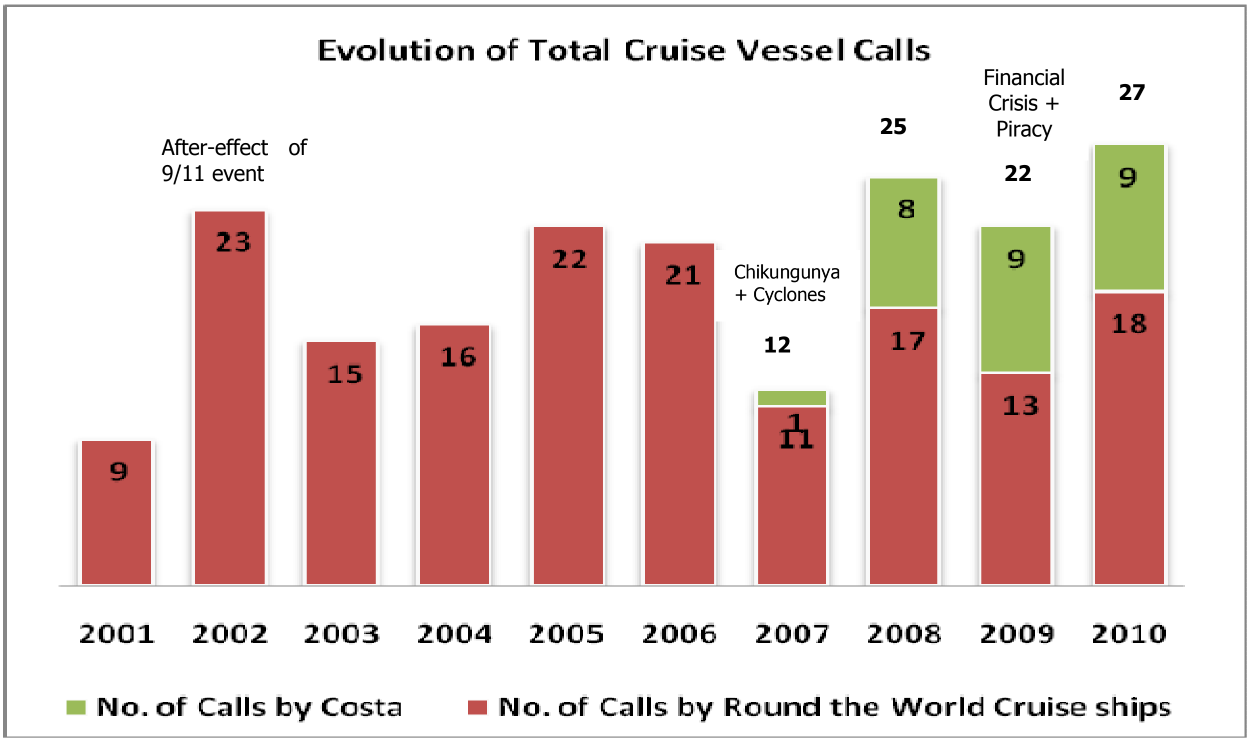


Fig 5: Evolution of Cruise Vessels' Calls

Passenger traffic registered a significant growth of 29.3% with 27,458 passenger arrival at Port Louis in CY2010 against 21,235 in CY2009, as depicted in Figure 6.

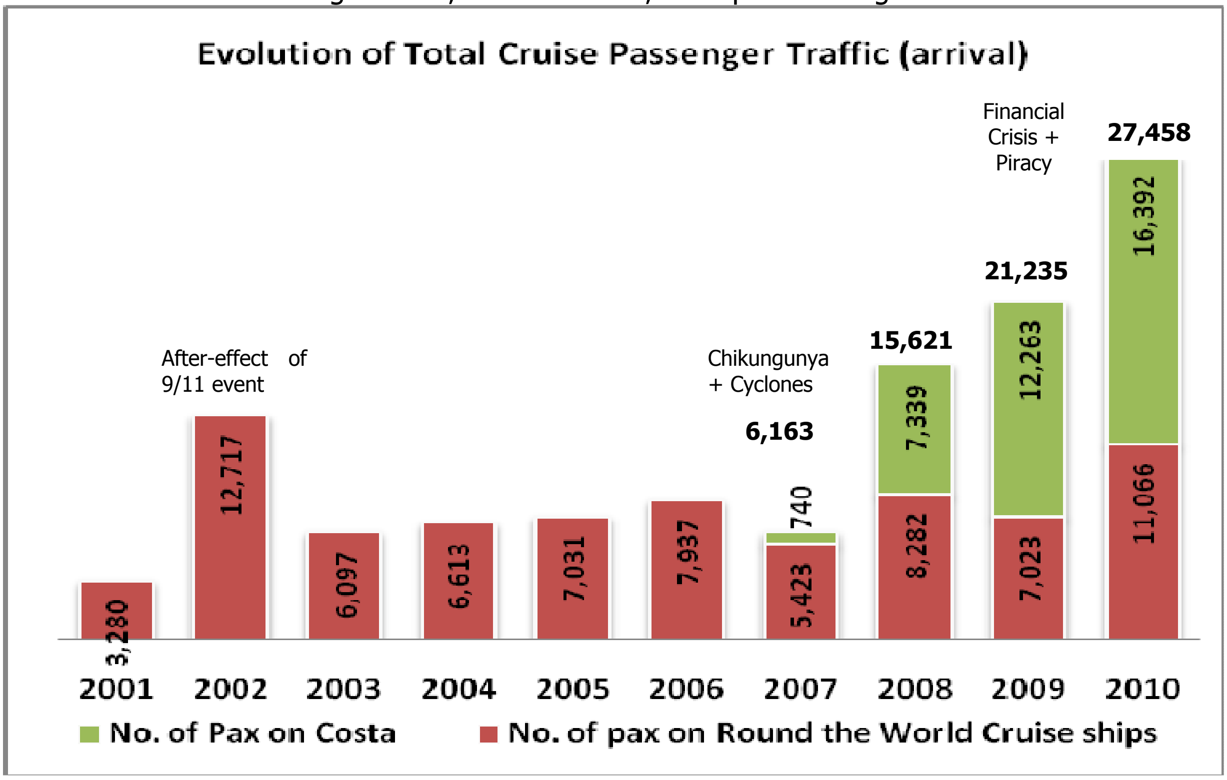


Fig 6: Evolution of Cruise Passenger Traffic (arrivals)

Table 32 shows the comparative cruise traffic for CY2009 versus CY2010.

Table 32: Comparative Cruise Traffic CY2009 v/s CY2010

	CY2009	CY2010	Difference	% Change
No of calls by Costa	9	9	0	0
No. of calls by Round the world cruise ships	13	18	5	38.5
Total No. of cruise ships calls	*22*	*27*	*5*	*22.7*
No. of Pax arrived on Costa	12,263	11,066	-1,197	-9.8
No. of Pax arrived on round the world cruises	8,972	16,392	7,420	82.7
Total No. of Pax on arrival	*21,235*	*27,458*	*6,223*	*29.3*
No. of Pax departed on Costa	12,807	11,953	-854	-6.7
No. of Pax departed on round the world cruise	8,708	16,145	7,437	85.4
Total No. of Pax on departure	*21,515*	*28,098*	*6,583*	*30.6*

Costa Cruises
As far as Costa Cruises are concerned, 9 calls were registered in CY2009 and CY2010. However, there has been a reduction of 9.8% in the no. of passenger arrival at Port Louis during CY2010 with 11,066 passengers compared to 12,263 passengers in CY2009.

A drop of 6.7% in the number of passenger departure has been registered in CY2010, with some 11,953 passengers compared to 12,807 passengers in CY2009.

9. Transhipment Activities by Shipping Lines

9.1 Mediterranean Shipping Company Ltd. (MSC)

Some 95,725 TEUs were transhipped at Port Louis by MSC during CY2010, as compared to 81,261 TEUs in CY2009, i.e. a growth of 17.8% was registered, as detailed below:

	CY2009 (TEUs)	CY2010 (TEUs)	Difference	% Change
Laden Transhipment Containers	54,597	61,880	7,283	13.3
Empty Transhipment Containers	26,664	33,845	7,181	26.9
Total Transhipment Containers	**81,261**	**95,725**	**14,464**	**17.8**

9.2 Maersk

Some 9,645 TEUs were transhipped at Port Louis by Maersk in CY2010 against 19,013 TEUs in CY2009, representing a drop of 49.3% (9,368 TEUs) for the period under review as detailed below:

	CY2009 (TEUs)	CY2010 (TEUs)	Difference	% Change
Laden Transhipment Containers	11,174	8,239	-2,935	-26.3
Empty Transhipment Containers	7,839	1,406	-6,433	-82.1
Total Transhipment Containers	**19,013**	**9,645**	**-9,368**	**-49.3**

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 CY2010, as detailed in Table 33.

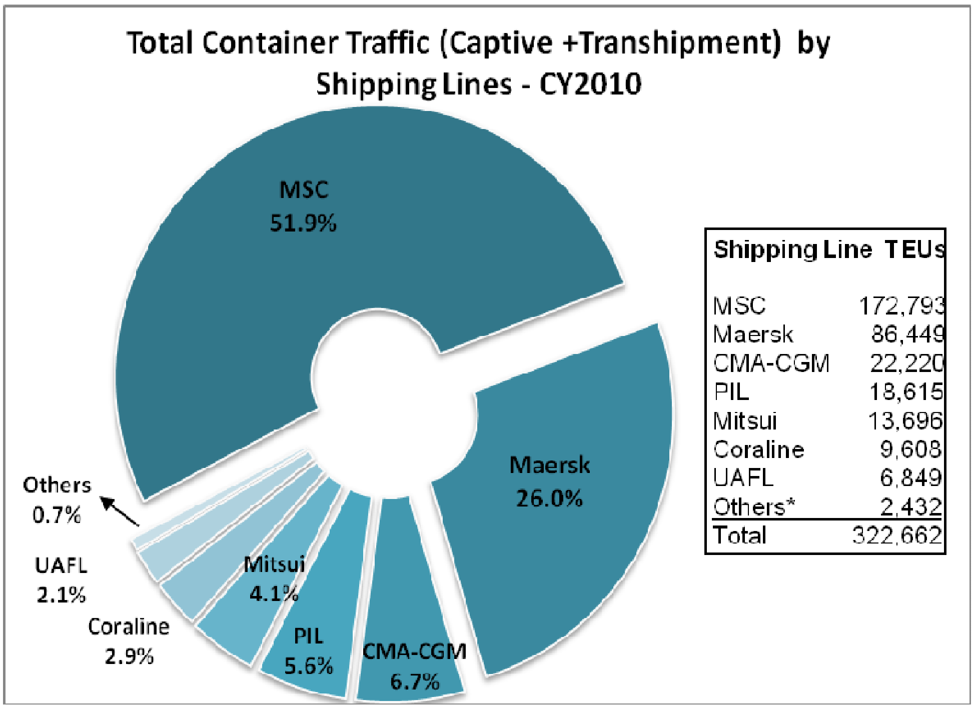
Table 33: Comparative Traffic Share in Container Traffic

	Share in CY2006	Share in CY2007	Share in CY2008	Share in CY2009	Share in CY2010
MSC					
Total Container Traffic	43.1%	41.9%	43.8%	45.9%	51.9%
Total Captive Container Traffic	33.0%	31.2%	36.5%	29.3 %	34.6%
Total Transhipment Container Traffic	61.8%	60.7%	56.9%	75.9%	87.0%
Maersk					
Total Container Traffic	33.6%	28.3%	32.7%	33.8%	26.0%
Total Captive Container Traffic	35.5%	32.0%	35.9%	42.7%	34.5%
Total Transhipment Container Traffic	30.0%	21.8%	27.1%	17.8%	8.8%

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

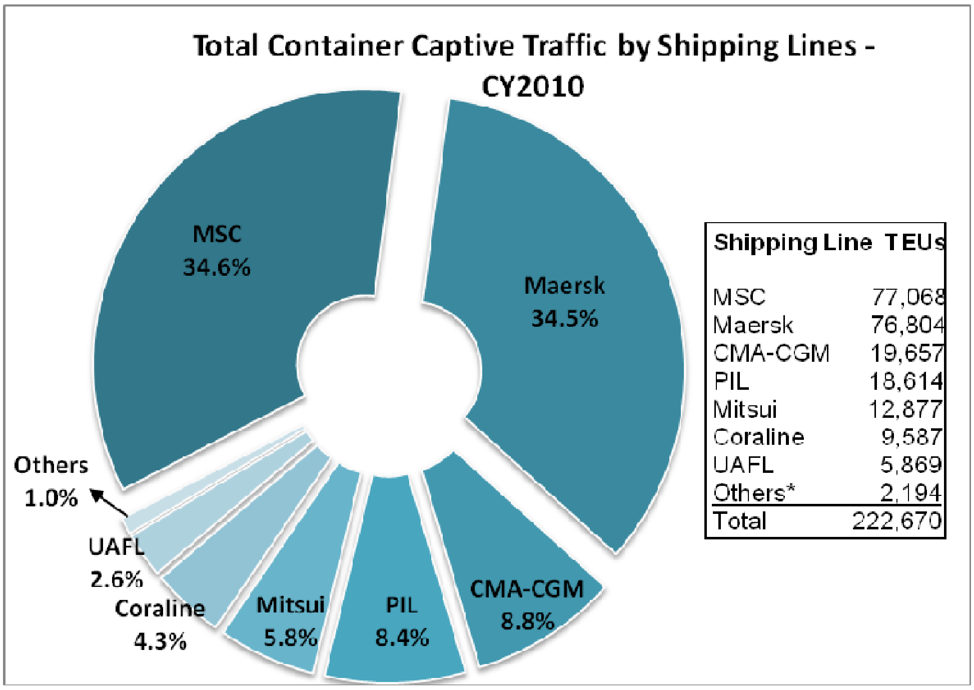
- Total Container Traffic: MSC holds 51.9% of the market share as opposed to 26.0% for Maersk
- Total Captive Container Traffic: Both MSC and Maersk hold 34.6% and 34.5% respectively of Total Captive container traffic.
- Total Transhipment Container Traffic: MSC holds the biggest share in the transhipment volume, i.e. 87.0% whereas Maersk has only 8.8%.

10.1 Total Container Traffic by Shipping Lines



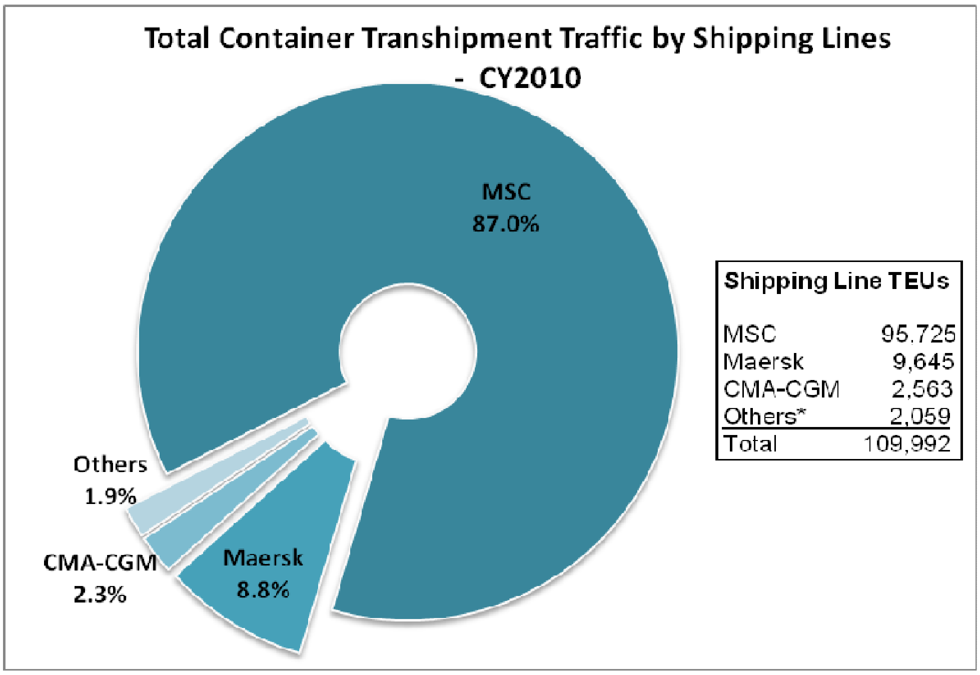
MSC had maintained its no.1 position with a share of 51.9% in Total Container Traffic in CY2010, followed by Maersk with a share of 26.0%.

10.2 Total Captive Container Traffic by Shipping Lines



MSC and Maersk are at par on the captive market segment with a contribution of 35%.

10.3 Total Transhipment Container Traffic by Shipping Lines



MSC had the biggest share in Transhipment activities with 87.0% and Maersk has contributed some 8.8% to the Total Transhipment Traffic in CY2010.

11. Downtime of Port

During the period under review, handling operations at MCT were disrupted for about 4.65 days due to strong wind, swells and adverse climatic conditions prevailing in the region, as compared to 9.4 days in CY2009.

12. Shipping Services

WEEKLY SOUTH BOUND		MAIN PORTS OF CALL
1	MSC North Europe to Indian Ocean & Australia	Hamburg, Felixstowe, 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 Mascareignes Express Service	Salalah, Reunion, Port Louis, Toamasina, Longoni, Port Victoria, Salalah

WEST BOUND		MAIN PORTS OF CALL
1	MSC Cheetah: Far East to South Africa - weekly	Hong Kong, Chiwan, Singapore, Port Louis, Durban, Coega/ Port Elizabeth
2	PIL East Africa Service - weekly	Hong Kong, Huangpu, Nansha, Shekou, Singapore, Port Louis, Mombasa, Nacala, Singapore
3	MAERSK M-Express Service - weekly	Tanjung Pelepas, Port Louis, Pointe des Galets, Toamasina, Maputo, Durban, Tanjung Pelepas
4	MITSUI Indian Ocean, South & West Africa - fortnightly	Singapore, Port Louis, (Tamatave), Durban, Maputo, Coega, Singapore

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

REGIONAL SERVICES		MAIN PORTS OF CALL
1	MSC Indian Ocean Islands Relay – every 10 days	Loop 1: Port Louis, Longoni, Majunga, Toamasina, Port Louis Loop 2: Port Louis, Pointe des Galets, Ehoala, Diego Suarez, Tamatave, Port Louis
2	UAFL South Africa, Madagascar, Indian Ocean Islands - weekly	Loop 1 : Port Louis, Pointe des Galets, Diégo Suarez, Longoni Mutsamudu, Nosy Bé, Majunga, Tulear, Maputo, Durban, Tulear, Ehoala, Tamatave, Port Louis Loop 2 : Durban, Ehoala, Tamatave, Port Louis, Tulear, Durban
3	CMA-CGM Feeder Service - monthly	Port Louis- Tulear, Longoni, Mutsamudu, Longoni, Majunga, Nosy Be, Diego Suarez, Longoni, Majunga, Vohemar, Port Louis

INTER-ISLANDS TRADE - MSCL		MAIN PORTS OF CALL
1	Every 10 days	Port Louis, Rodrigues, Port Louis (MV Mts Pride)
2	Twice weekly	Port Louis, Pointe des Galets, Port Louis (MV Mts Pride)
3	Every Sunday	Port Louis, Pointe des Galets, Tamatave, Pointe des Galets, Port Louis (MV Mts Trochetia)
4	Upon demand	Agalega (~ twice yearly)

Appendix 1

A. Composition of Total Cargo Traffic

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 5,878,440 tonnes in CY2009 to 6,229,677 tonnes in CY2010. The composition of total cargo traffic is depicted in Figure 8.

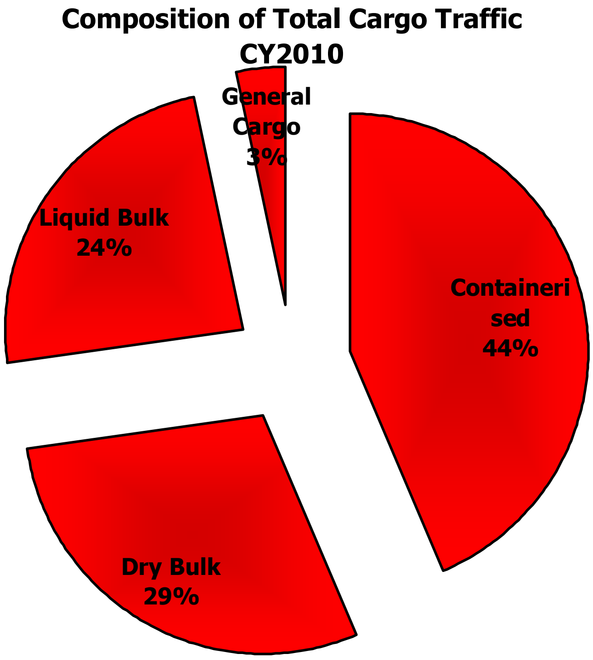


Fig 7: Composition of Total Cargo Traffic CY2010

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) reached 3,305,208 tonnes in CY2010 as compared to 3,231,803 tonnes in CY2009, representing an expansion of 73,405 tonnes or 2.3%. Total bulk cargo had a share of 53.1% in total cargo traffic in CY2010 (55.0% in CY2009).

Total Bulk Cargo CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Dry Bulk	1,779,351	1,818,278	38,927	2.2
Liquid Bulk	1,452,452	1,486,930	34,478	2.4
Total	**3,231,803**	**3,305,208**	**73,405**	**2.3**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a growth of 2.2%, equivalent to 38,927 tonnes from 1,779,351 tonnes in CY2009 to 1,818,278 tonnes in CY2010.

Total Dry Bulk Cargo CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Imports	1,512,100	1,675,531	163,431	10.8
Exports	267,251	142,747	-124,504	-46.6
Total	**1,779,351**	**1,818,278**	**38,927**	**2.2**

B.2 Liquid Bulk Cargo

Total Liquid Bulk Cargo increased from 1,452,452 tonnes in CY2009 to 1,486,930 tonnes in CY2010, registering a growth of 34,478 tonnes, equivalent to 2.4%.

Total Liquid Bulk Cargo CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Imports	1,104,328	1,135,560	31,232	2.8
Exports	348,124	351,370	3,246	0.9
Total	**1,452,452**	**1,486,930**	**34,478**	**2.4**

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

Total Containerised Cargo grew by 9.8% from 2,474,098 tonnes in CY2009 to 2,717,487 tonnes in CY2010, as summarised below.

Containerised Cargo Traffic CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Imports	1,122,266	1,185,053	62,787	5.6
Exports	487,730	623,441	135,711	27.8
Transhipment (inwards)	864,102	908,993	44,891	5.2
Total	**2,474,098**	**2,717,487**	**243,389**	**9.8**

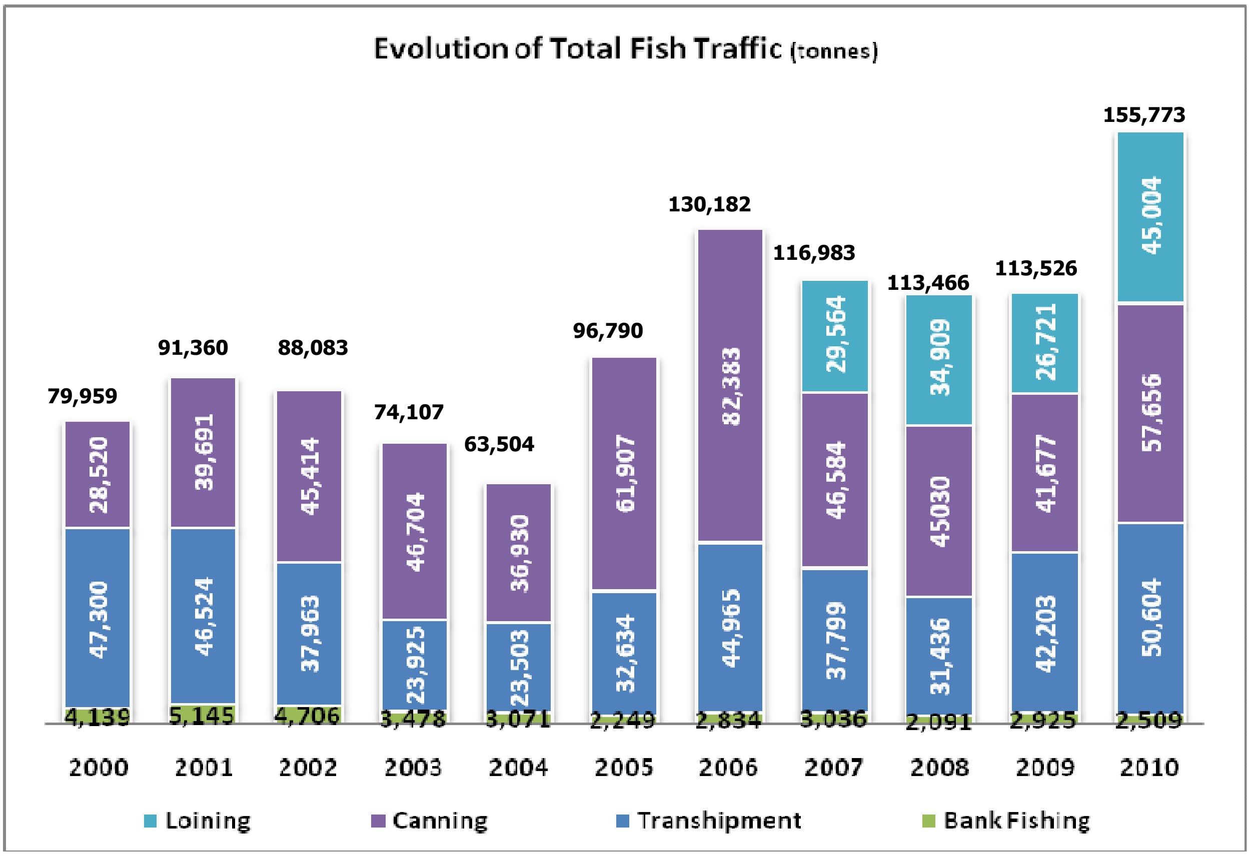
D. General Cargo Traffic

General Cargo, comprising bagged cargo, fish traffic, Inter-island trade and unitised break bulk, witnessed an increase of 20.0%, (equivalent to 34,443 tonnes) from 172,539 tonnes in CY2009 to 206,982 tonnes in CY2010.

General Cargo Traffic CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Imports	158,473	194,491	36,018	22.7
Exports	14,066	12,491	-1,575	-11.2
Total	**172,539**	**206,982**	**34,443**	**20.0**

Fish Traffic



Total Fish Traffic expanded by 37.2% with 155,773 tonnes in CY2010 as opposed to 113,526 tonnes in CY2010.

Fish Traffic CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
Princes Tuna	41,677	57,656	15,979	38.3
Thon des Mascareignes	26,721	45,004	18,283	68.4
Total Tuna	*68,398*	*102,660*	*34,262*	*50.1*
Local Market	2,925	2,509	-416	-14.2
Transhipment Inwards	41,033	49,234	8,201	20.0
Transhipment Outwards	1,170	1,370	200	17.1
Grand Total	**113,526**	**155,773**	**42,247**	**37.2**

Inter-Island Trade

The volume of cargo traded with Rodrigues increased by 10.0% (4,569 tonnes) from 45,763 tonnes in CY2009 to 50,359 tonnes in CY2010.

Inter-Island Traffic CY2009 v/s CY2010 (tonnes)

	CY2009	CY2010	Difference	% Change
General cargo	4,062	4,542	480	11.8
Containerised cargo	41,701	45,817	4,116	9.9
Total	**45,763**	**50,359**	**4,596**	**10.0**

- The tonnage of general cargo to/from Rodrigues experienced a rise of 11.8%, i.e. from 4,062 tonnes in CY2009 to 4,542 tonnes in CY2010.
- Similarly, containerised cargo to/from Rodrigues expanded by 9.9% i.e. from 41,701 tonnes in CY2009 to 45,817 tonnes in CY2010.

Some 3,734,123 tonnes of Cargo were handled by CHCL in CY2010, i.e. 59.9% of Total Cargo Traffic, comprising bagged cargo, maize, coal, Soya bean meal, unitized & break bulk, inter-island, fish and containerised cargo.

22.01.11

/ns