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Mauritius Ports Authority

PORT TRADE PERFORMANCE
CY2010 v/s CY2011

14.03.2012

Contents

Port Trade Performance CY2011

1. Key Figures at a Glance

Total Trade Volume	**(+4.0%)**	**6.5**	**Million Tonnes** (New Record)
• Containerised Cargo	(+9.8%)	2.9	Million tonnes
• Dry Bulk Cargo	(-5.4%)	1.7	Million tonnes
• Liquid Bulk Cargo	(+5.7%)	1.6	Million tonnes
• Fish Traffic	(-9.5%)	140,928	tonnes
Total Container Traffic	**(+5.4%)**	**350,624**	**TEUs** (New Record)
• Captive Container	(+5.6%)	235,040	TEUs (New Record)
• Transhipment Container	(+5.1%)	115,584	TEUs
Total Container Throughput	**(+4.0%)**	**462,747**	**TEUs** (New Record)
Vessel Traffic	**(+22.2%)**	**2,654**	**Calls** (New Record)
• Containerised Vessels	(+8.0%)	543	calls
• Fishing Vessels	(+8.3%)	767	calls (New Record)
Cruise Traffic			
• Cruise Vessel Calls	(-14.8%)	23	
• Passenger on Arrival	(-14.0%)	23,613	
• Passenger on Departure	(-13.4%)	24,326	

2. Overview

The IMF downgraded its growth projection for the global economy to 4.0% for both 2011 and 2012 respectively as a result of sharp declines in the forecasted GDP growth of advanced economies, in particular, the euro-zone countries. Despite facing economic headwinds from the Euro-Zone crisis and slowing global economy, the GDP growth of the Mauritian economy was 4.1% in 2011 and same is expected to be around 4.0% in 2012.

Given the challenging global environment, the port trade performance posted a satisfactory performance in 2011 whereby the total cargo traffic expanded by 4.0% from 6.2 Million tonnes in calendar year 2010 (CY2010) to reach a new record level of 6.5 Million tonnes in CY2011.

Total Container Traffic registered a growth of 5.4%, equivalent to 17,972 TEUs from 332,662 TEUs in CY2010 to attain a new peak of 350,624 TEUs during the period under review. Another record was set in CY2011 regarding vessel calls. Total Vessel Calls at Port Louis Harbour witnessed a growth of 22.2% to reach 2,654 calls during CY2011.

3. Total Cargo Traffic (New Record)

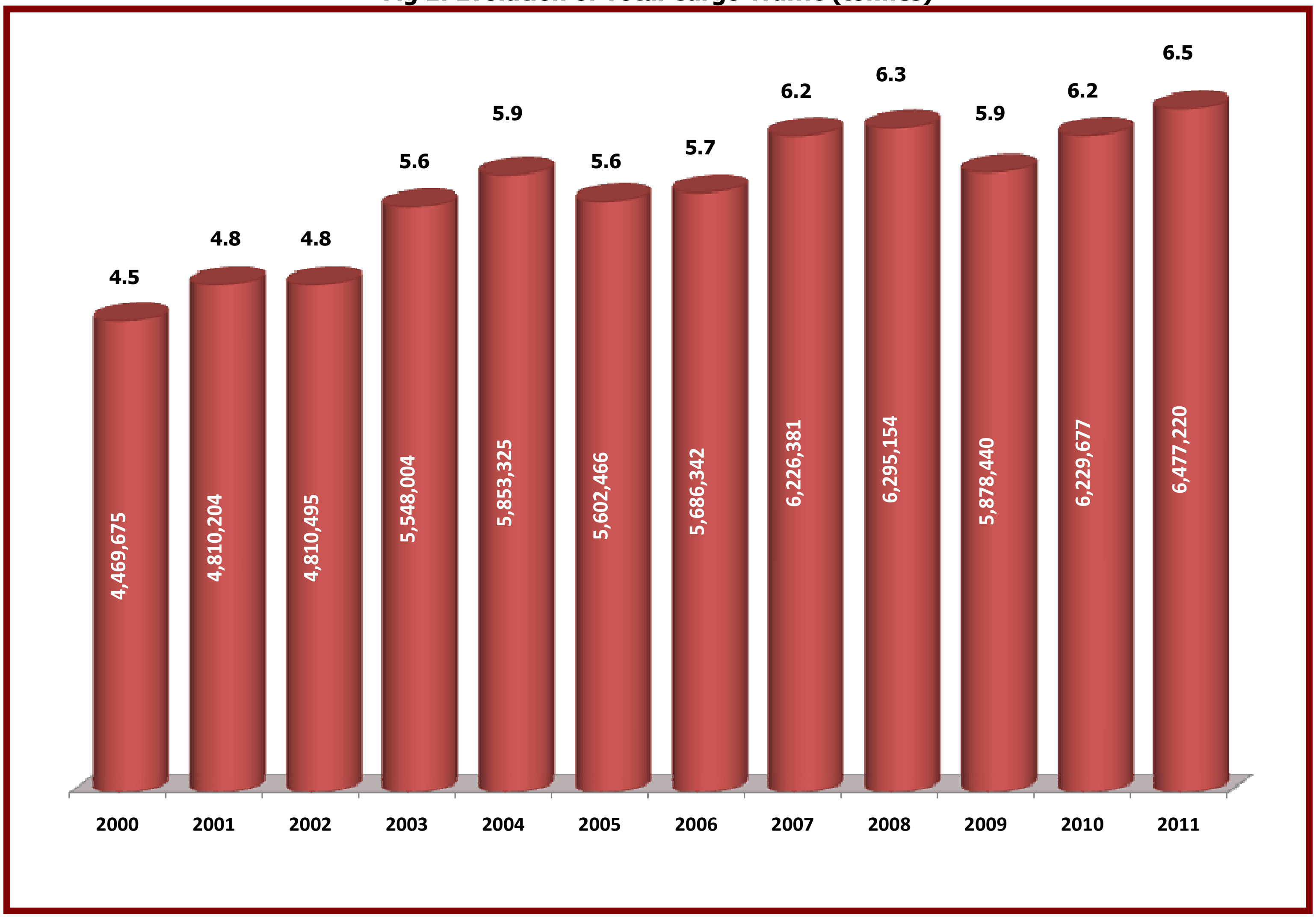
Total cargo handled in the port stood at 6,477,220 tonnes during CY2011 as compared to 6,229,677 tonnes in CY2010, an increase of 247,543 tonnes equivalent to 4.0% over last year's performance, as summarised in Table 1.

Table 1: Total Cargo Traffic CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Total Imports	5,099,628	5,386,565	286,937	5.6
Total Exports	1,130,049	1,090,655	-39,394	-3.5
Total Cargo	**6,229,677**	**6,477,220**	**247,543**	**4.0**

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last twelve years from CY2000 to CY2011.

Fig 1: Evolution of Total Cargo Traffic (tonnes)



3.1 Total Imports

For the period Jan to Dec 2011, Total Imports registered a growth rate of 5.6% to reach 5,386,565 tonnes as compared to 5,099,628 tonnes in CY2010, a rise of 286,936 tonnes, as detailed in Table 2.

Table 2: Total Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Total Bulk Imports	2,811,091	2,897,495	86,404	3.1
Total Containerised Imports	2,094,046	2,293,729	199,683	9.5
General Cargo Imports	194,491	195,341	850	0.4
Grand Total	**5,099,628**	**5,386,565**	**286,937**	**5.6**

3.1.1 Total Bulk Imports (Dry & Liquid)

Imports of Total Bulk Cargo witnessed a growth of 86,404 tonnes in CY2011 to reach 2,897,495 tonnes as compared to 2,811,091 tonnes in CY2010, an increase of 3.1%, as depicted in Table 3.

Table 3: Total Bulk Cargo Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Dry Bulk Imports	1,675,531	1,665,674	-9,857	-0.6
Liquid Bulk Imports	1,135,560	1,231,821	96,261	8.5
Total Bulk Imports	**2,811,091**	**2,897,495**	**86,404**	**3.1**

Dry Bulk Imports

Imports of Total Dry Bulk decreased by 0.6% with 1,665,674 tonnes in CY2011 against 1,575,531 tonnes in CY2010 as outlined in Table 4.

Table 4: Dry Bulk Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Cement	716,062	725,329	9,267	1.3
Coal	660,620	664,249	3,629	0.6
Wheat	162,062	107,163	-54,899	-33.9
Maize	94,588	92,701	-1,887	-2.0
Soya Bean Meal	42,199	45,875	3,676	8.7
Fertilizer	-	4,000	4,000	-
Sugar	-	26,357	26,357	-
Total	**1,675,531**	**1,665,674**	**-9,857**	**-0.6**

- Imports of Cement increased by 1.3% from 716,062 tonnes in CY2010 to establish a new record of 725,329 tonnes in CY2011, on account of public investment projects such as construction of airport infrastructure and roads, amongst others.

- Similarly, a new peak was reached for the imports of Coal which expanded from 660,620 tonnes in CY2010 to 664,249 tonnes in CY2011 (increase by 0.6%)

- Imports of wheat have declined by 33.9% from 162,062 tonnes in CY2010 to 107,163 tonnes in CY2011, owing to the importation of flour from Turkey.

- The importation of maize has gone down by 2.0% from 94,588 tonnes in CY2010 to 92,701 tonnes in CY2011 whilst soya bean meal increased by 8.7% from 42,199 tonnes in CY2010 to 45,875 tonnes for the period under review.

- Imports of fertilizer were 4000 tonnes in 2011 whereas for the first time in the history of Mauritius, some 26,357 tonnes of raw sugar were imported from Brazil.

Liquid Bulk Imports

Imports of total bulk liquid have registered an increase of 8.5%, representing some 96,261 tonnes, i.e. from 1,135,560 tonnes in CY2010 to 1,231,821 tonnes in CY2011 as summarised in Table 5.

Table 5: Liquid Bulk Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
White oil	662,251	690,244	27,993	4.2
Black oil	370,587	424,688	54,101	14.6
L.P.G	61,119	66,654	5,535	9.1
Sub-total Petroleum Products	*1,093,957*	*1,181,586*	*87,629*	*8.0*
Edible oil	24,701	33,349	8,648	35.0
Bitumen	16,902	16,886	-16	-0.1
Grand Total	**1,135,560**	**1,231,821**	**96,261**	**8.5**

An increase of 8.0 % (87,629 tonnes) in imports of petroleum products was registered from 1,093,957 tonnes in CY2010 to 1,181,586 tonnes in CY2011.

- White oil imports have expanded by 4.2 % from 662,251 tonnes in CY2010 to 690,244 tonnes in CY2011.

- Black oil imports have grown by 14.6% from 370,587 tonnes in CY2010 to reach a new record of 424,688 tonnes in CY2011 owing to the development of bunkering activities at Port Louis.

- Likewise, LPG import witnessed a growth of 9.1% from 61,119 tonnes in CY2010 to 66,654 tonnes in CY2011 (new record).

- Import of Edible oil has gone up by 35.0% (equal to 8,648 tonnes) from 24,701 tonnes in CY2010 to 33,349 tonnes in CY2011 (new record).

- Import of bulk bitumen remained at par with 16,902 tonnes in CY2010 to 16,886 tonnes in CY2011. (0.1% decrease, equivalent to 16 tonnes)

3.1.2 Containerised Cargo Imports

Total Imports of Containerised Cargo (including Containerised Inter-Island Trade) registered a growth of 9.5%, equivalent to 199,683 tonnes, to reach 2,293,729 tonnes in CY2011 as opposed to 2,094,046 tonnes in CY2010, as depicted in Table 6.

Table 6: Containerised Cargo Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Captive imports	1,177,997	1,222,701	44,704	3.8
Transhipment (inwards)	908,993	1,063,314	154,321	17.0
Inter-Island import	7,056	7,714	658	9.3
Total	**2,094,046**	**2,293,729**	**199,683**	**9.5**

- Total captive containerised imports grew by 3.8% (44,704 tonnes) from 1,177,997 tonnes in CY2010 to 1,222,701 tonnes in CY2011.
- Transhipment inwards of containerised cargo expanded from 908,993 tonnes in CY2010 to 1,063,314 tonnes in CY2011, representing a rise of 17.0%, equivalent to 154,321 tonnes.
- Inter-island imports in containers improved by 9.3%, equivalent to 658 tonnes from 7,056 tonnes in CY2010 to 7,714 tonnes in CY 2011.

3.1.3 General Cargo Imports

Imports of General Cargo (comprising bagged cargo, unitised break bulk, inter-island trade and fish traffic) increased by 0.4% (850 tonnes) from 194,491 tonnes in CY2010 to 195,341 tonnes in CY2011, as shown in Table 7.

Table 7: General Cargo Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Bagged Rice	-	5,329	5,329	-
Fish	154,403	139,711	-14,692	-9.5
Inter-island Imports	1,005	1,003	-2	-0.2
Unitised Break Bulk Imports	39,083	49,298	10,215	26.1
Total	**194,491**	**195,341**	**850**	**0.4**

Fish Imports

Total fish imports posted a contraction of 9.5% (14,692 tonnes), with 139,711 tonnes in CY2011 as compared to 154,403 tonnes in CY2010, as detailed in Table 8

Table 8: Fish Imports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Princes Tuna	57,655	54,555	-3,100	-5.4
Thon des Mascareignes	45,004	37,823	-7,181	-16.0
Sub-total Tuna Traffic	*102,659*	*92,378*	*-10,281*	*-10.0*
Local Market	2,510	2,328	-182	-7.3
Transhipment Inwards	49,234	45,005	-4,229	-8.6
Total Fish Imports	**154,403**	**139,711**	**-14,692**	**-9.5**

- Imports of Tuna by Princes Tuna and Thon des Mascareignes decreased by 5.4% (3,100 tonnes) and 16.0% (7,181 tonnes) respectively for the period under review.

  On the whole, imports of Tuna have dropped by an aggregate of 10,281 tonnes (10.0%) from 102,659 tonnes in CY2010 to 92,378 tonnes in CY2011.

- Fish handled for the local market declined by 182 tonnes (a decrease of 7.3%) from 2,510 tonnes in CY2010 to 2,328 tonnes in CY2011

- Similarly, there has been a drop in fish traffic transhipped at Port Louis by 8.6% (4,229 tonnes) from 49,234 tonnes in CY2010 to 45,005 tonnes in CY2011.

3.2 Total Exports

Total exports decreased by 3.5% (39,394 tonnes) from 1,130,049 tonnes in CY2010 to 1,090,655 tonnes in CY2011, as outlined in Table 9.

Table 9: Total Exports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Total Bulk Exports	494,117	393,419	-100,698	-20.4
Total Containerised Exports	623,441	689,189	65,748	10.5
General Cargo Exports	12,491	8,047	-4,444	-35.6
Grand Total	**1,130,049**	**1,090,655**	**-39,394**	**-3.5**

3.2.1 Total Bulk Exports

Total Bulk Exports witnessed a reduction of 20.4%, representing a decrease of 100,698 tonnes from 494,117 tonnes in CY2010 to 393,419 tonnes in CY2011, as shown in Table 10.

Table 10: Total Bulk Cargo Exports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Dry Bulk Exports	142,747	53,761	-88,986	-62.3
Liquid Bulk Exports	351,370	339,658	-11,712	-3.3
Total Bulk Exports	**494,117**	**393,419**	**-100,698**	**-20.4**

Dry Bulk Exports

Dry Bulk exports consist mainly of sugar and aggregates. There was a drastic cut in Exports of bulk solid from 142,747 tonnes in CY2010 to 53,761 tonnes in CY2011, representing a major decrease of 62.3%, equivalent to 88,986 tonnes, as detailed in Table 11.

Table 11: Dry Bulk Exports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Sugar	130,500	27,200	-103,300	-79.2
Aggregates	12,247	26,561	14,314	116.9
Total	**142,747**	**53,761**	**-88,986**	**-62.3**

- As from Dec 2009, 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 drop of 79.2% (103,300 tonnes) from 130,500 tonnes in CY2010 to 27,200 tonnes in CY2011.

- On the other hand, some 26,561 tonnes of aggregates exports were undertaken for Diego Garcia in CY2011 as compared to 12,247 tonnes recorded in CY 2010.

Liquid Bulk Exports

Exports of Liquid Bulk cargo decreased from 351,370 tonnes in CY2010 to reach 339,658 tonnes in CY2011, registering a negative growth of 3.3%, equivalent to 11,712 tonnes as depicted in Table 12.

Table 12: Exports of Liquid Bulk Cargo CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Bunker by pipeline	136,600	126,352	-10,428	-7.5
Bunker by barge	92,543	141,860	49,317	53.3
Total Bunker	*229,143*	*268,212*	*39,069*	*17.1*
Molasses	122,227	70,746	-51,481	-42.1
Black Oil	-	700	700	-
Grand Total	**351,370**	**339,658**	**-11,712**	**-3.3**

- In CY2011, exports of Bunker increased by 17.1%, as follows:
  - Exports of Bunker by pipeline contracted by 7.5% from 136,600 tonnes in CY2010 to 126,352 tonnes in CY2011, equivalent to 10,248 tonnes.

- Conversely, with two barges into operations in CY 2011, exports of Bunker by barge soared by 49,317 tonnes (53.3%) during CY2011 with a new record figure of 141,860 tonnes in comparison with 92,543 tonnes, in the previous year.

- Molasses exports have decreased by 42.1% in CY2011 to reach 70,746 tonnes as opposed to 122,227 tonnes in CY2010.

- Some 700 tonnes of Black oil was exported in 2011, which was not the case in CY2010.

3.2.2 Containerised Cargo Exports (including Inter-Island Trade)

Total containerised cargo exports increased by 10.5% (65,568) from 623,621 tonnes in CY2010 to 689,189 tonnes in CY2011, as detailed in Table 13.

Table 13: Containerised Cargo Exports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Captive Cargo	584,860	641,025	56,345	9.6
Inter-island	38,761	48,164	9,403	24.3
Total	**623,621**	**689,189**	**65,568**	**10.5**

The breakdown of this traffic reveals that both captive and inter island containerised exports have grown by 9.6% and 24.3% respectively.

3.2.3 General Cargo Exports

General Cargo Exports witnessed a shortfall of 35.6%, equivalent to 4,444 tonnes, from 12,491 tonnes in CY2010 to 8,047 tonnes during CY2011, as summarised in Table 14.

Table 14: General Cargo Exports CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Fish Transhipment Outwards	1,370	1,217	-153	-11.2
Inter-island	3,537	3,233	-304	-8.6
Unitised Break Bulk	7,584	3,597	-3,987	-52.6
Total	**12,491**	**8,047**	**-4,444**	**-35.6**

Fish transhipment outwards, Inter-island trade and unitized break bulk exports have all registered decreases of 11.2%, 8.6% and 52.6% respectively.

4. Total Container Traffic (New Record)

Total Container Traffic registered a growth of 5.4% from 332,662 TEUs in CY2010 to attain a new record level of 350,624 TEUs in CY2011, equivalent to 17,972 TEUs as illustrated in Table 15.

Table 15: Comparative Monthly Total Container Traffic CY2010 v/s CY2011 (TEUs)

Month	CY2010	CY2011	Difference	% Change
Jan	23,138	22,782	-356	-1.5
Feb	21,722	27,830	6,108	28.1
Mar	25,810	24,649	-1,161	-4.5
Apr	23,739	24,811	1,072	4.5
May	29,118	28,884	-234	-0.8
Jun	29,128	26,058	-3,070	-10.5
Jul	27,518	30,136	2,618	9.5
Aug	30,347	29,395	-952	-3.1
Sep	29,790	32,385	2,595	8.7
Oct	32,151	34,209	2,058	6.4
Nov	30,744	33,147	2,403	7.8
Dec	29,457	36,338	6,881	23.4
Total	**332,662**	**350,624**	**17,962**	**5.4**

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

Table 16: Comparative Container Traffic CY2010 v/s CY2011 (TEUs)

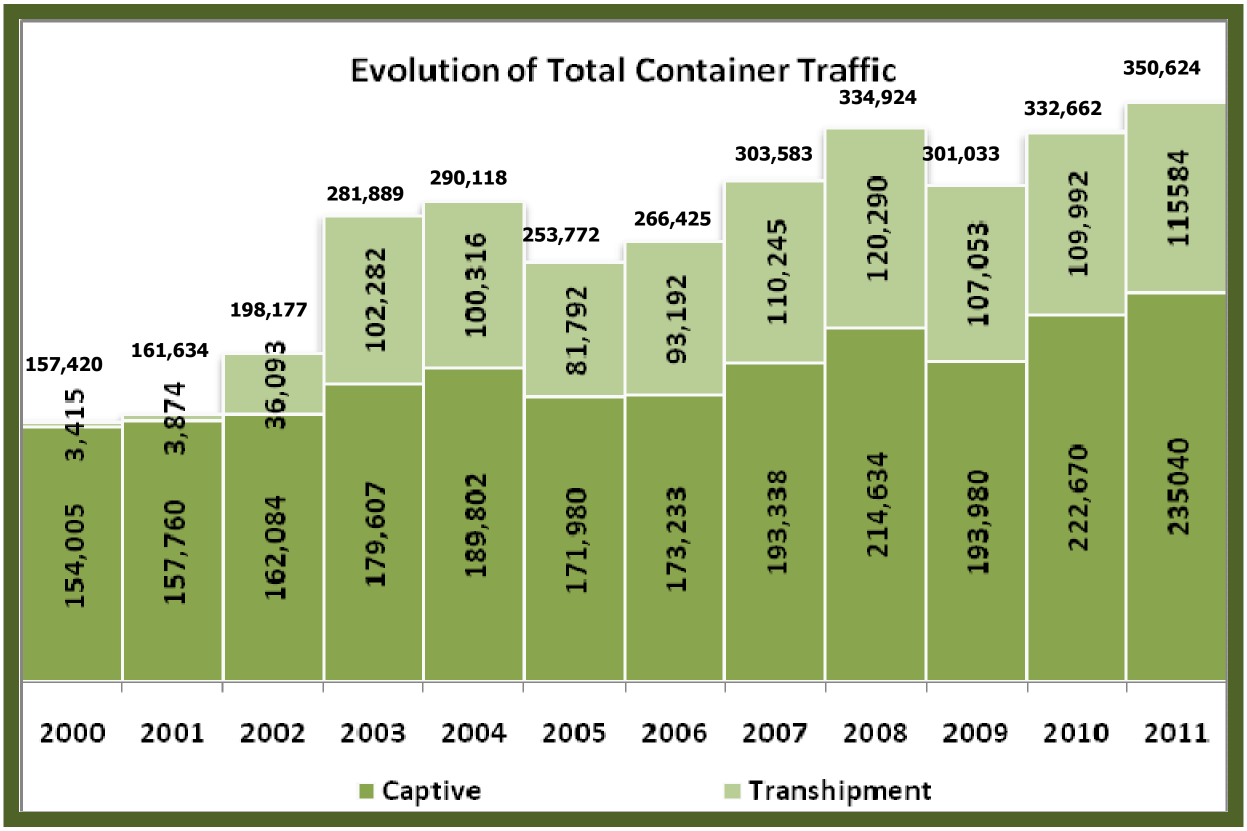
	CY2010	CY2011	Difference	% Change
Captive	222,670	235,040	12,370	5.6
Transhipment	109,992	115,584	5,592	5.1
Total	**332,662**	**350,634**	**17,972**	**5.4**

- Total Captive container traffic experienced an expansion of 5.6% (12,370 TEUs) with a new record of 235,040 TEUs in CY2011 as compared to 222,670 TEUs in CY2010.

- Total Transhipment container traffic grew by 5.1% (5,592 TEUs) from 109,992 TEUs in CY2010 to 115,584 TEUs in CY2011.

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

Fig 2: Evolution of Total Container Traffic (TEUs)



4.1 Captive Container Traffic

Total Captive Container Traffic registered a new record level of 235,040 TEUs in CY2011 in comparison with 222,670 TEUs in CY2010 (an increase of 5.6%) as detailed in Table 17.

Table 17: Comparative Total Captive Container Traffic CY2010 v/s CY2011 (TEUs)

Month	CY2010	CY2011	Difference	% Change
Jan	14,432	15,673	1,241	8.6
Feb	15,636	20,265	4,629	29.6
Mar	16,510	17,920	1,410	8.5
Apr	16,626	17,305	679	4.1
May	19,114	18,822	-292	-1.5
Jun	19,665	16,978	-2,687	-13.7
Jul	18,797	20,129	1,332	7.1
Aug	18,760	19,863	1,103	5.9
Sep	19,923	21,593	1,670	8.4
Oct	20,935	24,019	3,084	14.7
Nov	21,586	22,118	532	2.5
Dec	20,686	20,355	-331	-1.6
Total	**222,670**	**235,040**	**12,370**	**5.6**

4.1.1 Captive Container Traffic - Laden Import

Import of laden captive containers reached a new peak of 98,433 TEUs in CY2011 as compared to 94,804 TEUs in the preceding year, i.e. a growth of 3.8%, equivalent to 3,629 TEUs has been registered. Table 18 shows the evolution of monthly import of laden captive container traffic.

Table 18: Captive Container Traffic – Laden Import CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	5,863	6,229	366	6.4
Feb	6,310	6,638	328	5.2
Mar	7,000	7,542	542	7.7
Apr	7,184	7,578	394	5.5
May	7,954	7,884	-70	-0.9
Jun	8,252	8,173	-79	-1.0
Jul	7,747	8658	911	11.8
Aug	7,259	7,988	729	10.0
Sep	9,747	9,123	-624	-6.4
Oct	8,788	9,557	769	8.8
Nov	9,463	9,220	-243	-2.6
Dec	9,237	9,843	606	6.6
Total	**94,804**	**98,433**	**3,629**	**3.8**

4.1.2 Captive Container Traffic - Laden Export

Export of captive laden containers expanded by 10.7% (an increase of 5,311 TEUs) to attain a new record figure of 55,186 TEUs in CY2011 in contrast to 49,875 TEUs for CY2010, as detailed in Table 19.

Table 19: Captive Container Traffic – Laden Export CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	2,944	3,435	491	16.7
Feb	2,954	4,337	1,383	46.8
Mar	3,919	4,472	553	14.1
Apr	3,827	4,203	376	9.8
May	3,747	4,465	718	19.2
Jun	4,255	4,587	332	7.8
Jul	4,141	4,970	829	20.0
Aug	4,442	4,808	366	8.2
Sep	4,883	4,750	-133	-2.7
Oct	4,967	5,380	413	8.3
Nov	4,690	4,625	-65	-1.4
Dec	5,106	5,154	48	0.9
Total	**49,875**	**55,186**	**5,311**	**10.7**

Sugar exports in containers amounted to 10,926 TEUs in CY2011 compared to 8,179 TEUs in CY2010. Our exports (without sugar) increased by 6.1% with 44,260 TEUs in CY2011 compared to 41,696 TEUs in CY2010.

4.1.3 Captive Container Traffic - Empty Import

Import of captive empty containers expanded by 23.6% (4,020 TEUs) to set a new record with 21,038 TEUs in CY2011 versus 17,018 TEUs in CY2010. More empties were needed for the export of refined sugar in containers as depicted in Table 20.

Table 20: Captive Container Traffic – Empty Import CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	1,087	1,151	64	5.9
Feb	735	1,567	832	113.2
Mar	1,293	1,917	624	48.3
Apr	1,292	1,516	224	17.3
May	884	1,068	184	20.8
Jun	1,445	797	-648	-44.8
Jul	1,816	1,855	39	2.2
Aug	1,930	2,598	668	34.6
Sep	1,989	1,948	-41	-2.1
Oct	1,723	1,610	-113	-6.6
Nov	1,278	3,011	1,733	135.6
Dec	1,546	2,000	454	29.4
Total	**17,018**	**21,038**	**4,020**	**23.6**

4.1.4 Captive Container Traffic - Empty Export

Export of captive empty containers registered a negative growth of 1.0% or 590 TEUs to reach 60,383 TEUs in CY2011 as compared to 60,973 TEUs in CY2010, as shown in Table 21.

Table 21: Captive Container Traffic – Empty Export CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	4,538	4,858	320	7.1
Feb	5,637	7,723	2,086	37.0
Mar	4,298	3,989	-309	-7.2
Apr	4,323	4,008	-315	-7.3
May	6,529	5,405	-1,124	-17.2
Jun	5,713	3,421	-2,292	-40.1
Jul	5,093	4,646	-447	-8.8
Aug	5,129	4,469	-660	-12.9
Sep	3,304	5,772	2,468	74.7
Oct	5,457	7,472	2,015	36.9
Nov	6,155	5,262	-893	-14.5
Dec	4,797	3,358	-1,439	-30.0
Total	**60,973**	**60,383**	**-590**	**-1.0**

4.2 Transhipment Container Traffic

Total transhipment (inwards) container traffic increased by 5.1%, equivalent to 5,592 TEUs for the period under review with a total of 115,584 TEUs against 109,992 TEUs in CY2010, as summarised in Table 22.

Table 22: Comparative Monthly Transhipment Traffic (Laden + Empty) CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	8,706	7,109	-1,597	-18.3
Feb	6,086	7,565	1,479	24.3
Mar	9,300	6,729	-2,571	-27.7
Apr	7,113	7,506	393	5.5
May	10,004	10,062	58	0.6
Jun	9,463	9,080	-383	-4.0
Jul	8,721	10,007	1,286	14.7
Aug	11,587	9,532	-2,055	-17.7
Sep	9,867	10,792	925	9.4
Oct	11,216	10,190	-1,026	-9.2
Nov	9,158	11,029	1,871	20.4
Dec	8,771	15,983	7,212	82.2
Total	**109,992**	**115,584**	**5,592**	**5.1**

This is the 2nd best performance after CY2008, when the transhipment traffic reached some 120,290 TEUs. Transhipment Traffic can be categorised into Laden and Empty container traffic as shown in Table 23.

Table 23: Comparative Transhipment Traffic CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Laden	73,842	86,378	12,536	17.0
Empty	36,150	29,206	-6,944	-19.2
Total	**109,992**	**115,584**	**5,592**	**5.1**

4.2.1 Laden Transhipment Container Traffic

In CY2011, some 86,378 laden TEUs were transhipped at Port Louis Harbour for the region compared to 73,842 TEUs in the previous year, registering a rise of 12,536 TEUs, equivalent to 17.0%. Table 24 shows the detail of the comparative monthly laden containers transhipped at Port Louis.

Table 24: Comparative Monthly Laden Transhipment Traffic CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	5,356	4,843	-513	-9.6
Feb	3,782	6,350	2,568	67.9
Mar	5,240	5,660	420	8.0
Apr	4,833	5,505	672	13.9
May	7,143	6,336	-807	-11.3
Jun	6,306	6,795	489	7.8
Jul	6,358	7,046	688	10.8
Aug	6,449	7,380	931	14.4
Sep	6,812	6,984	172	2.5
Oct	8,629	8,452	-177	-2.1
Nov	6,404	9,018	2,614	40.8
Dec	6,530	12,009	5,479	83.9
Total	**73,842**	**86,378**	**12,536**	**17.0**

4.2.2 Empty Transhipment Container Traffic

Empty transhipment container traffic declined by 19.2%, equivalent to 6,944 TEUs with 29,206 TEUs in CY2011 in contrast with 36,150 TEUs in CY2010, as shown in Table 25.

Table 25: Comparative Monthly Empty Transhipment Traffic CY2010 v/s CY2011 (TEUs)

	CY2010	CY2011	Difference	% Change
Jan	3,350	2,266	-1,084	-32.4
Feb	2,304	1,215	-1,089	-47.3
Mar	4,060	1,069	-2,991	-73.7
Apr	2,280	2,001	-279	-12.2
May	2,861	3,726	865	30.2
Jun	3,157	2,285	-872	-27.6
Jul	2,363	2,961	598	25.3
Aug	5,138	2,152	-2,986	-58.1
Sep	3,055	3,808	753	24.7
Oct	2,587	1,738	-849	-32.8
Nov	2,754	2,011	-743	-27.0
Dec	2,241	3,974	1,733	77.3
Total	**36,150**	**29,206**	**-6,944**	**-19.2**

5. Mauritius Container Terminal (MCT)

5.1 Total Container Throughput

A new record was attained for Total container throughput in CY2011 with 462,747 TEUs as compared to 444,778 TEUs last year, witnessing a growth of 17,969 TEUs, equivalent to 4.0%, as shown in Table 26.

Table 26: Comparative Container Throughput (TEUs)

	CY2010	CY2011	Difference	% Change
Total Throughput	444,778	462,747	17,969	4.0
Throughput at MCT	419,026	435,711	16,685	4.0
Share of MCT	94.2%	94.1%		

Similarly, the throughput at MCT also peaked to 435,711 TEUs in CY2011 in comparison with 419,026 TEUs in CY2010 i.e. an expansion by 4.0% (representing some 16,685 TEUs).The share of MCT throughput has remained at par with some 94% in the port throughput.

5.2 Key Performance Indicators at the MCT

The various key performance indicators at MCT for CY2011 compared to those of CY2010 are shown in Table 27.

Table 27: Key Performance Indicators at the MCT CY2010 v/s CY2011

	Average Moves per Gross Crane Hour		Average Moves Per Ship's Working Hour		Average Pre-Berthing Delay	
Month	**CY2010**	**CY2011**	**CY2010**	**CY2011**	**CY2010**	**CY2011**
Jan	18.8	20.4	36.0	41.7	4.3	1.1
Feb	20.3	18.0	42.9	39.6	2.0	5.4
Mar	18.6	19.2	39.1	39.5	2.4	1.0
Apr	17.5	19.5	37.4	41.2	1.0	1.6
May	18.3	*17.8*	39.5	*33.7*	1.0	1.8
Jun	18.6	*16.9*	40.1	*35.1*	1.3	2.4
Jul	20.3	*18.3*	44.8	*38.8*	2.0	1.4
Aug	19.9	*17.4*	41.3	*38.1*	1.0	1.1
Sep	19.3	*16.9*	39.2	*34.4*	1.2	1.1
Oct	19.6	*17.0*	35.5	*34.8*	2.9	1.0
Nov	19.6	*16.3*	40.4	*30.6*	1.6	1.5
Dec	20.0	*13.5*	42.4	*29.0*	1.1	1.6
Average	**19.2**	***17.2***	**40.3**	***35.5***	**1.7**	**1.5**

5.2.1 Crane Productivity

The average Crane Productivity deteriorated from 19.2 moves/gross crane hour in CY2010 to 17.2 moves/ gross crane hour in CY2011.

The highest performance has been attained in the month of January 2011 with 20.4 moves/gross crane hour and the lowest in December 2011 with 13.5 moves/gross crane hour.

5.2.2 Ship Productivity

The average no. of moves per ship working hour decreased considerably from 40.3 in CY2010 to 35.5 in CY2011, with the peak of 41.7 moves in Jan 2011 and the lowest in December 2011 with 30.0 moves.

The table below provides a summary of the productivity indicators related to the ship.

Ship Productivity Indicators

	CY2010	CY2011
Avg. No. of Moves per Ship at berth	31.3	29.6
Avg. No. of Moves per Vessel Call	680	664

- The no. of moves per ship hour at berth for the year under review was 29.6 as compared to 31.3 in CY2010
- The average number of moves per vessel decreased from 680 in CY2010 to 664 in CY2011.

5.2.3 Pre-berthing Delays

The average pre-berthing/sailing delays have decreased from 1.7 hours in CY2010 to 1.5 hours in CY2011.

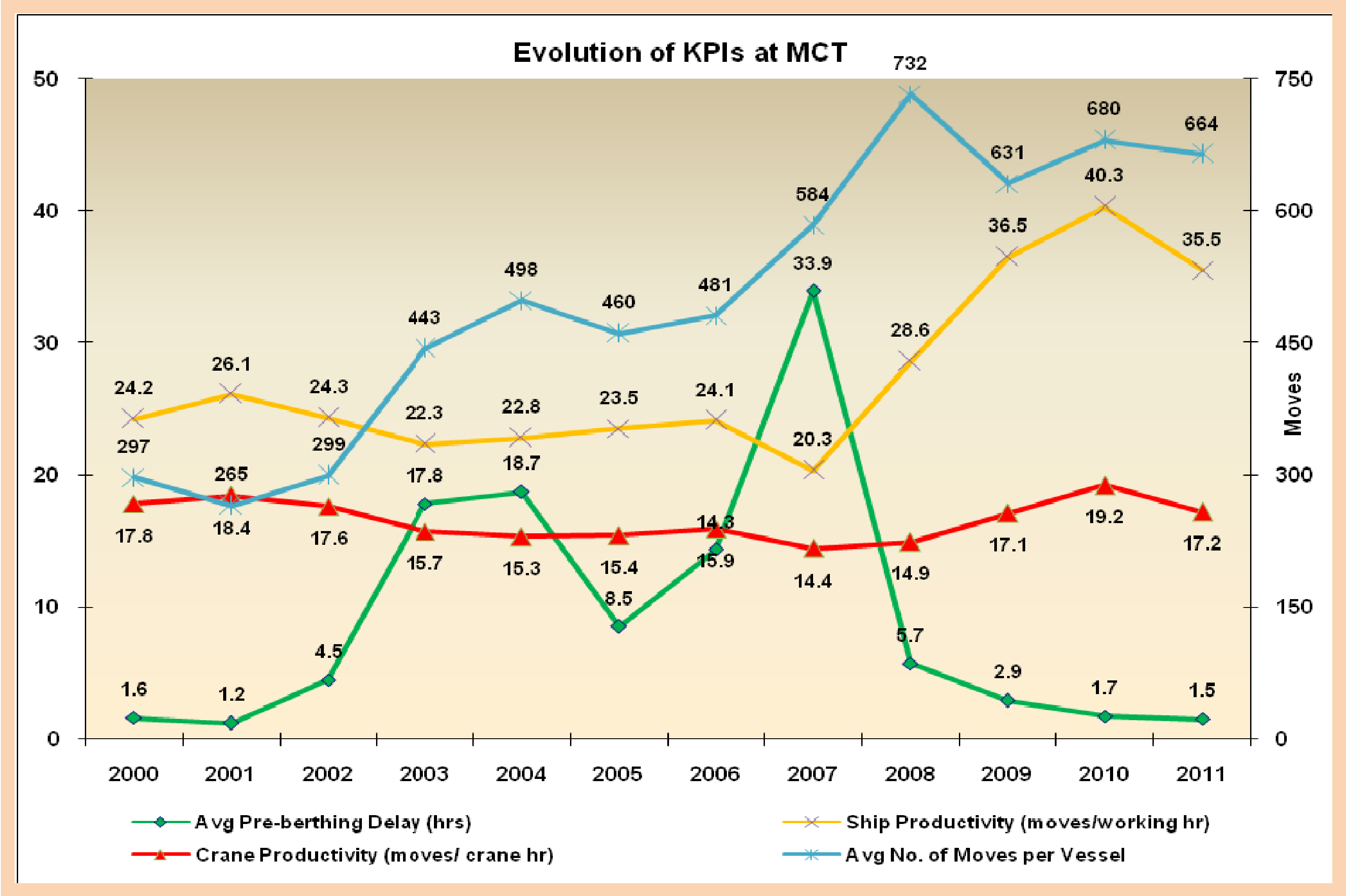
5.3 Berth Occupancy at MCT

Berth Occupancy at both berths of the MCT has increased as shown in Table 28.

Table 28: Berth Occupancy Rate CY2010 v/s CY2011 (%)

Berth	CY2010	CY2011
MCT 1	59.6	69.3
MCT 2	57.5	61.9

Fig 3: Evolution of KPIs at MCT



6. Multi Purpose Terminal (MPT)

6.1 Container Traffic & Throughput at MPT

For the year CY2011, some 7,295 TEUs have been handled from 29 fully containerised vessels at MPT, against 6,151 TEUs from 19 fully containerised vessels in CY2010, as shown in Table 29.

Table 29: Comparative Traffic at MPT CY2010 v/s CY2011

	CY2010	CY2011	Difference	% Change
Container Traffic (TEUs)	6,151	7,295	1,144	18.6
No. of Fully Containerised Vessels	19	29	10	52.6

6.2 Productivity at MPT

The average moves per gross gang hour decreased from 6.9 moves in CY2010 to 6.1 moves in CY2011. The targeted 8 moves/ gross gang hour has not been achieved.

6.3 Berth Occupancy at MPT

Berth Occupancy for the various berths of Terminal I (comprising the peninsula area and Trou Fanfaron Fishing port) and terminal II - the Multi-Purpose Terminal for CY2011 compared to CY2010, is outlined in Table 30.

Table 30: Berth Occupancy Rate CY2010 v/s CY2011 (%)

Berth		CY2010		CY2011	
		Total	Working	Total	Working
Quay No. 1	Terminal II	57.0	16.3	58.2	12.8
Quay No. 2	Terminal II	71.1	40.1	77.2	46.2
Quay No. 3	Terminal II	58.7	13.6	58.0	16.5
Quay No. 4	Terminal II	58.0	18.1	66.8	21.3
Bulk Sugar Terminal		7.0	3.9	6.6	3.9
Quay A	Terminal I	87.8	22.0	82.4	20.1
Quay D	Terminal I	69.9	17.0	81.6	21.9
Quay E	Terminal I	62.0	10.1	64.8	12.7
Trou Fanfaron Fishing Quay 1	Terminal I	99.3	3.6	99.1	1.7
Trou Fanfaron Fishing Quay 2	Terminal I	99.5	1.7	91.8	1.1

The berth occupancy at Quay 3 and BST have decreased whilst Quay 1, Quay 2, Quay 4, Quay A, Quay D and Quay E have slightly increased. The berth occupancy is considered low, taking into consideration vessels working at these quays.

7. Vessel Traffic (New Record)

A breakdown by categories of vessels for the period under review is provided in Table 31.

Table 31: Comparative Vessel Traffic CY2010 v/s CY2011

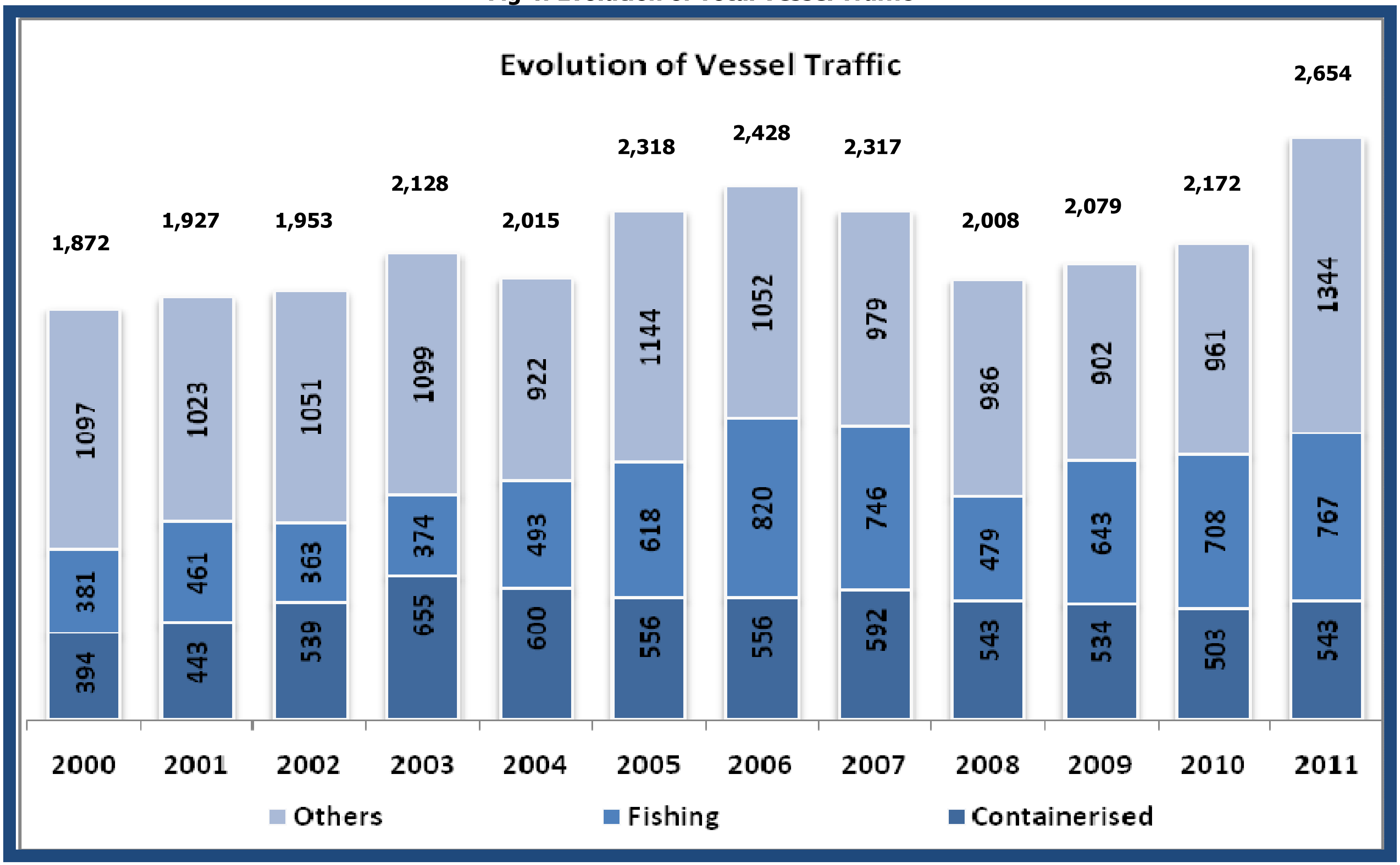
Category	CY2010	CY2011	Difference	% Change
Containerized Vessels	503	543	40	8.0
Tankers – Black/ White oil	30	26	-4	-13.3
Tankers – LPG	25	27	2	8.0
Tankers – other products	25	21	-4	-16.0
Dry Bulk carriers	63	53	-10	-15.9
Unitized & Break Carriers	23	23	0	0
General Cargo Vessels	15	13	-2	-13.3
Fishing Vessels	708	767	59	8.3
Pure Car Carriers	35	37	2	5.7
Inter-Island	137	143	6	4.4
Cruise Vessel	27	23	-4	-14.8
Others	581	978	397	68.3
Total	**2,172**	**2,654**	**482**	**22.2**

Some 2,654 vessel called at Port Louis Harbour in CY2011 as compared to 2,172 in CY2010, i.e. an increase of 482 vessel calls

- Container vessel calls reached 543 calls in CY2011 in contrast to 503 calls in CY2010, an increase of 8.0%.
- An upturn in fishing vessels with 767 calls in CY2011, as opposed to 708 calls in CY2010, an increase of 8.3% (equivalent to 59 additional calls)
- No. of calls by White and Black Oil Tankers was 26 in CY2011 compared to 30 in CY2010.
- LPG tankers effected 27 calls in CY2011 compared to 25 calls in CY2010.
- Other tankers (edible oil, bitumen, molasses) called 21 times in CY2011 as compared to 25 times in CY2010
- No. of calls made by unitised and break bulk carriers remained at par, e.g. 23 for the period under review.
- The number of cruise vessels calling at Port Louis has decreased from 27 calls in CY2010 to 23 calls in CY2011.
- The number of vessels, categorised as "Others", has increased from 581 vessel calls in CY2010 to 978 calls in CY2011 because of the increased risks of piracy attacks in the region of Gulf of Aden and Horn of Africa.

  These vessels called at Port Louis for bunkering purposes, provision of fresh water supply and victuals, crew change, loading of spare parts and repairs, embarking/disembarking of (armed) security guards at Port Louis Harbour.

Fig 4: Evolution of Total Vessel Traffic



8. Cruise Tourism

As regards cruise traffic for CY2011, a decrease of 14.8% has been registered in the number of calls made by cruise vessels at Port Louis with 23 calls in CY2011 compared to 27 calls for the same period in the previous year, as shown in Table 32.

Table 32: Comparative Cruise Traffic CY2010 v/s CY2011

	CY2010	CY2011	Difference	% Change
No of calls by Costa	9	8	-1	-11.1
No. of calls by Round the world cruise ships	18	15	-3	-16.7
Total No. of cruise ships calls	*27*	*23*	*-4*	*-14.8*
No. of Pax arrived on Costa	11,066	9,654	-1,412	-12.8
No. of Pax arrived on round the world cruises	16,392	13,959	-2,433	-14.8
Total No. of Pax on arrival	*27,458*	*23,613*	*-3,845*	*-14.0*
No. of Pax departed on Costa	11,953	10,332	-1,621	-13.6
No. of Pax departed on round the world cruise	16,145	13,994	-2,151	-13.3
Total No. of Pax on departure	*28,098*	*24,326*	*-3,772*	*-13.4*

Maiden calls in CY2011 were made by M.S Asuka II, M.V Artemis and M.S Costa Allegra

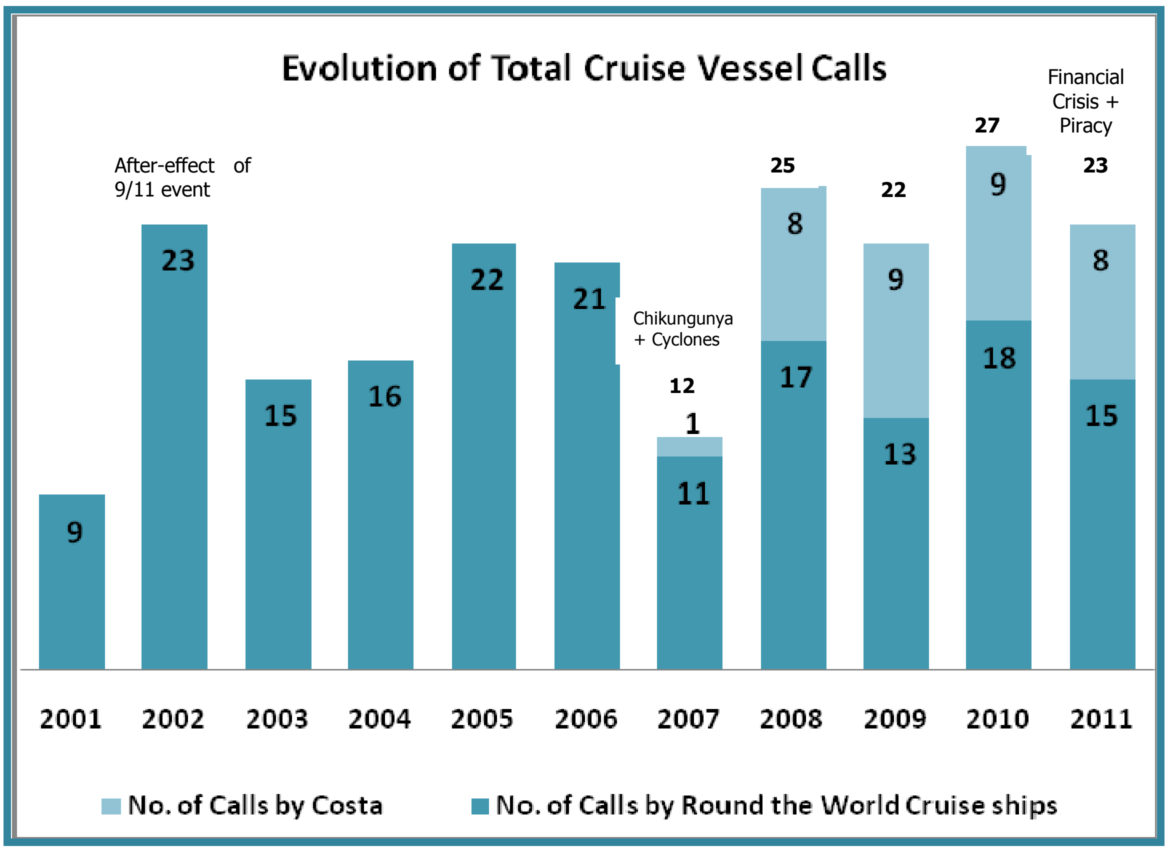


Fig 5: Evolution of Cruise Vessels' Calls

Concurrently, passenger traffic registered a contraction of 14.0% with 23,613 passenger arrival at Port Louis in CY2011 against 27,458 in CY2010, as depicted in Figure 6.

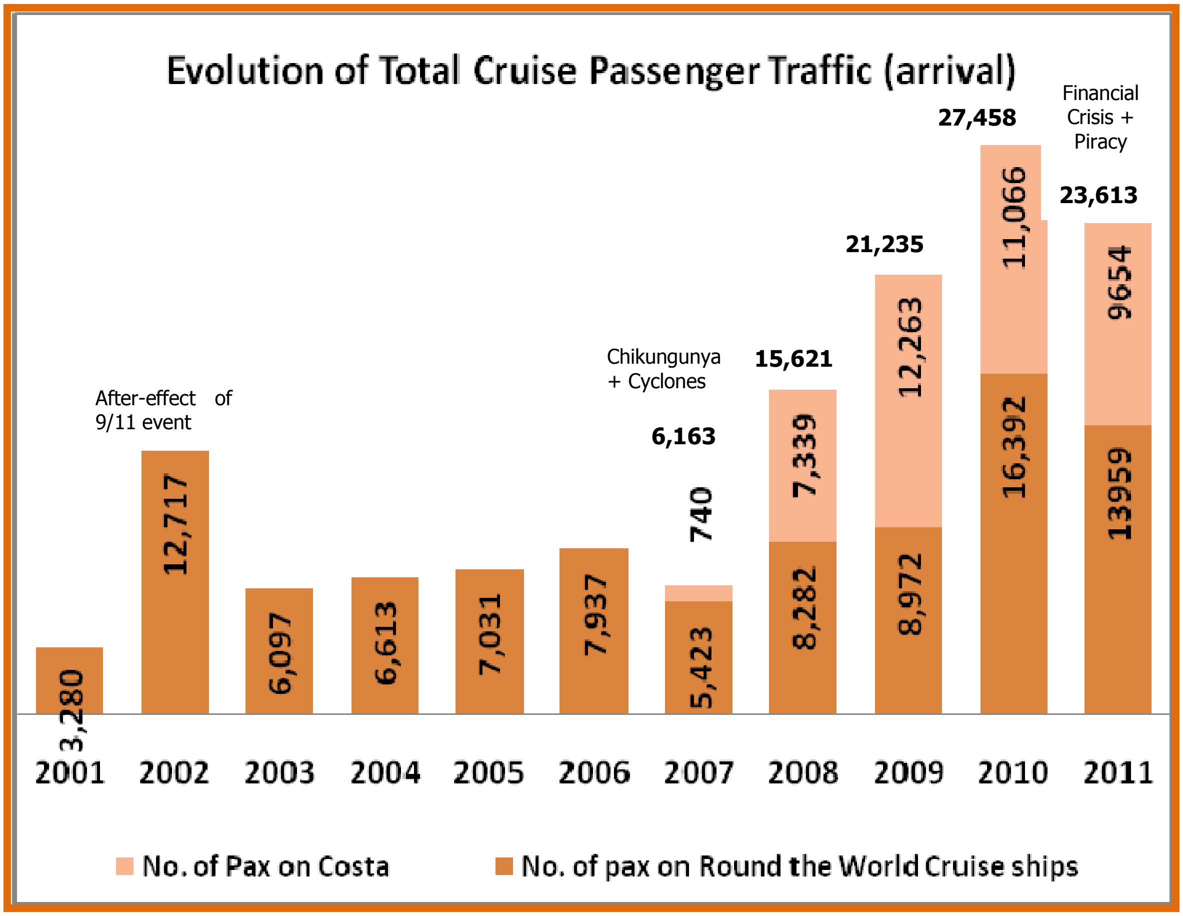


Fig 6: Evolution of Cruise Passenger Traffic (arrivals)

Costa Cruises

As far as Costa Cruises are concerned, 8 calls were registered in CY2011 against 9 in CY2010. However, there has been a reduction of 12.8% in the no. of passenger arrival at Port Louis during CY2011 with 9,654 passengers compared to 11,066 passengers in CY2010.

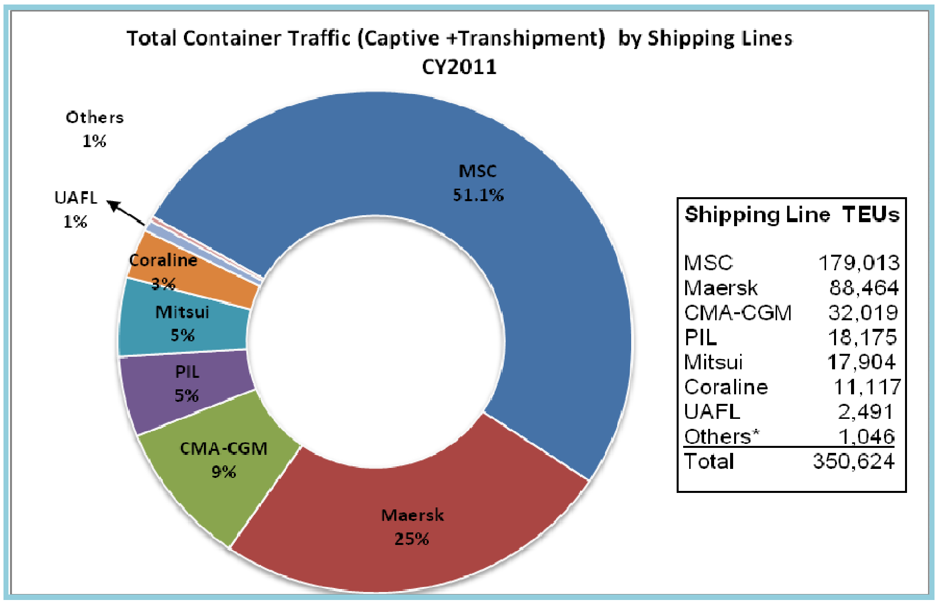
A drop of 13.6% in the number of passenger departure has been registered in CY2011, with some 10,332 passengers compared to 11,953 passengers in CY2010.

9. Container Traffic by Shipping Lines

9.1 Total Container Traffic by Shipping Lines CY 2010 V/S CY 2011

Shipping line	CY2010	CY2011	Difference	Change in volume	Share in CY2010	Share in CY2011
MSC	172,793	179,013	6,220	3.6%	51.9%	51.1%
Maersk	86,449	88,464	2,015	2.3%	26.0%	25.2%
CMA-CGM	22,220	32,414	10,194	45.9%	6.7%	9.2%
PIL	18,615	18,175	-440	-2.4%	5.6%	5.2%
Mitsui	13,696	17,904	4,208	30.7%	4.1%	5.1%
Coraline	9,608	11,117	1,509	15.7%	2.9%	3.2%
UAFL	6,849	2,491	-4,358	-63.6%	2.1%	0.7%
Others*	2432	1,046	-1,386	-57.0%	0.7%	0.3%
Total	**332,662**	**350,624**	**17,962**	**5.4%**	**100%**	**100%**

* Others includes: Evergreen, DAL



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

- MSC has registered a growth of 3.6%, however, its share of total container has remained at par, i.e. around 51.1% for the period under review

- Maersk's share of Total Container Traffic also remained at par e.g. around 25.2% for the period under review and its volume went up by 2.3%

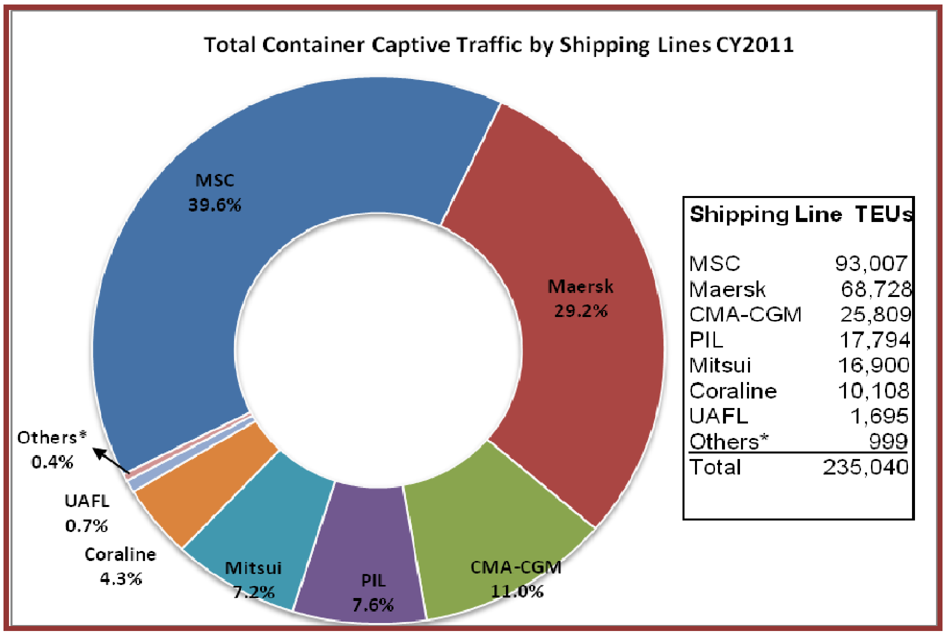
- CMA-CGM's brought a total of 22,220 TEUs in CY2010 and 32,414 TEUs in CY2011, i.e. an increase of 10,194 TEUs, equivalent to 45.9%. Its share has increased from 6.7% to 9.2%.

- The other lines, namely PIL, Mitsui, Coraline and UAFL have a share to the tune of 5.2%, 5.1%, 3.2% and 0.7% respectively.

9.2 Total Captive Container Traffic by Shipping Lines – TEUs

Shipping line	CY2010	CY2011	Difference	Change
MSC	77,068	93,007	15,939	20.7%
Maersk	76,804	68,728	-8,076	-10.5%
CMA-CGM	18,614	25,809	7,195	38.7%
PIL	19,657	17,794	-1,863	-9.5%
Mitsui	12,877	16,900	4,023	31.2%
Coraline	9,587	10,108	521	5.4%
UAFL	5,869	1,695	-4,174	-71.1%
Others*	2,194	999	-1,195	-54.5%
Total	**222,670**	**235,040**	**12,370**	**5.6%**

* Others includes: Evergreen, DAL



- The share of MSC in total captive container has increased from 77,068 TEUs in CY 2010 to 93,007 TEUs in CY 2011 (an increase of 20.7%), whereas

- Maersk's traffic, which was 76,804 TEUs in CY 2010, dropped to 68,728 TEUs in CY2011 (a decrease of 10.5%).

- CMA-CGM registered an interesting growth of 38.7% in the Total Captive Traffic with 25,809 TEUs in CY2011 in comparison with 18,614 TEUs in CY2010.

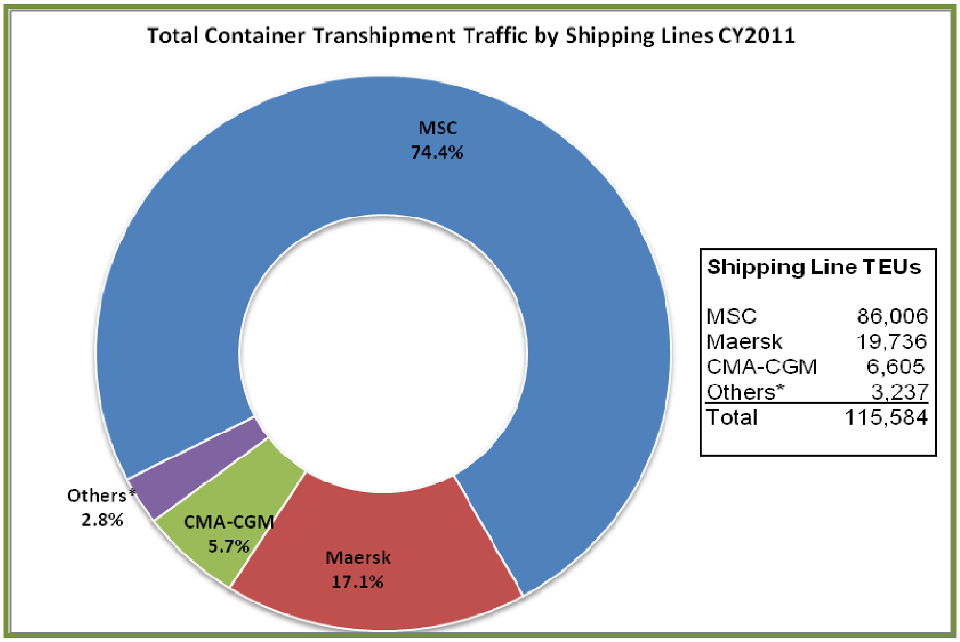
- The share of traffic for PIL has decreased by 9.5% from 19,657 TEUs in CY2010 to 17,794 TEUs in CY2011.

- On the other hand, the share of Captive traffic for Mitsui, which was 12,877 TEUs in CY2010 reached 16,900 TEUs in CY2011, registering a rise of 31.2%.

9.3 Total Transhipment Traffic by Shipping Lines - TEUs

Shipping line	CY2010	CY2011	Difference	Change
MSC	95,725	86,006	-9,719	-10.2%
Maersk	9,645	19,736	10,091	104.6%
CMA CGM	2,563	6,605	4,042	157.7%
Others*	2,059	3,237	1,178	57.2%
Total	**109,992**	**115,584**	**5,592**	**5.1%**

* Others includes: PIL, Mitsui, Coraline, UAFL, Evergreen, DAL



Total Transhipment container traffic has increased by 6.2% for the period under review.

- MSC, which holds the lion share in total transhipment traffic, has recorded a negative growth of 10.2%. MSC remains our biggest client for this segment of business.
- On the other hand, Maersk transhipment traffic has gone up by 104.6% from 9,645 TEUS in CY 2010 to 19,736 TEUS in CY 2011.
- CMA-CGM registered a growth of 157.7% in its transhipment activities at Port Louis Harbour from 2,563 TEUs in CY2010 to 6,605 TEUs in CY2011, representing an increase of some 4,042 TEUs.

10. Market Share by Major Shipping Lines

MSC still dominates the container traffic segment despite the fact that its share of captive container traffic has relatively gone down during CY2011, 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	Share in CY2011
MSC						
Total Container Traffic	43.1%	41.9%	43.8%	45.9%	51.9%	63.6%
Total Captive Container Traffic	33.0%	31.2%	36.5%	29.3 %	34.6%	39.5%
Total Transhipment Container Traffic	61.8%	60.7%	56.9%	75.9%	87.0%	74.4%
Maersk						
Total Container Traffic	33.6%	28.3%	32.7%	33.8%	26.0%	31.5%
Total Captive Container Traffic	35.5%	32.0%	35.9%	42.7%	34.5%	29.2%
Total Transhipment Container Traffic	30.0%	21.8%	27.1%	17.8%	8.8%	17.1%

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

- Total Container Traffic: MSC holds 63.6% of the market share as opposed to 31.5% for Maersk

- Total Captive Container Traffic: Both MSC holds 39.5% whereas Maersk 29.2%

- Total Transhipment Container Traffic: MSC holds the biggest share in the transhipment volume, i.e. 74.4% whereas Maersk has only 17.1%.

11 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

Mediterranean Shipping Company Ltd (MSC)

Some 86,006 TEUs were transhipped by MSC in CY2011 as compared to 95,725 TEUs for the corresponding period last year, i.e. a negative growth of 10.2% was registered, attributed to a decrease in positioning of empty containers and the economic difficult situation prevailing worldwide.

No. of TEUs	CY2010	CY2011	Difference	% change
Laden	61,880	62,046	166	0.3
Empty	33,845	23,960	-9,885	-29.2
Total	**95,725**	**86,006**	**-9,719**	**-10.2**

Maersk

The number of TEUs transhipped by Maersk was 19,736 in CY2011 against 9,645 in CY2010 i.e. an increase of 10,091 (a growth of 104.6%) which is a clear indication of a pickup in its transhipment activities at Port Louis.

No. of TEUs	CY2010	CY2011	Difference	% change
Laden	8,239	17,954	9,715	117.9
Empty	1,406	1,782	376	26.7
Total	**9,645**	**19,736**	**10,091**	**104.6**

11.Downtime of Port

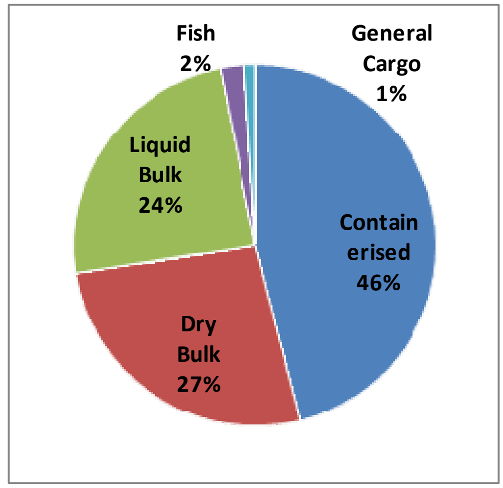
During the period under review, handling operations at MCT were disrupted for about 10.3 days due to strong wind, swells and adverse climatic conditions prevailing in the region, as compared to 4.7 days in CY2010.

12.Shipping Services

FREQUENCY	SERVICE	MAIN PORTS OF CALL
MSC	Falcon Service - weekly	Valencia, FOS, La Spezia, Napoli, Gioia Tauro, Pointe des Galets, **Port Louis**, Sydney, Melbourne, Adelaide , Fremantle
	Cheetah Service West Bound – Far East to South Africa weekly	Kaohsiung, Hong Kong, Chiwan, Singapore, **Port Louis**, Durban, Coega/ Port Elizabeth
	Cheetah Service East Bound –South Africa to Far East weekly	Durban, Coega/ Port Elizabeth, **Port Louis,** Singapore, Xiamen, Koahsiung, Hong Kong, Chiwan
	Indian Ocean Islands Relay services – every 10 days	**Loop 1 : Port Louis,** Longoni, Majunga, **Port Louis** (MSC Longoni) **Loop 2 : Port Louis,** Pointe des Galets, Tamatave, Diego Suarez, Ehoala, Tulear, **Port Louis** (Mekong River) **Loop 3 : Port Louis,** Points des Galets, Tamatave, **Port Louis** (Brillant)
Maersk	M Express West Bound - weekly	**Port Louis**, Pointe des Galets, Toamasina, Maputo, Beira, Port Louis
	Safari West Bound- weekly	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Cape Town
	Safari East Bound- weekly	Durban, Port Elizabeth, Cape Town, **Port Louis,** Singapore, Hong Kong, Shanghai, Ningbo
	IOI Service- weekly	Salalah, Pointe des Galets, **Port Louis**, Toamasina, Port Victoria, Salalah
PIL	East Africa Service- weekly	Hong Kong, Huangpu, Nansha, Shekou, Singapore, Colombo, **Port Louis,** Reunion, Tamatave, Mombasa, Nacala, Colombo, Singapore
CMA-CGM	MAX - Mascareignes Express Service- weekly	Mundra, Khor Fakkan, Pointe des Galets**, Port Louis**, Toamasina, Longoni, Nacala, Port Victoria, Mundra (Nala Delmas, Kumasi, Elbe Trader, Atlantic Trader, Pacific Trader)
	MOZEX -Mozambique to Far East Service - Every 10 days	Maputo, Nacala, Beira, **Port Louis**, Port Kelang
	Regional Feeder Service - Every 6 wks	**Port Louis**, Tulear, Longoni, Moroni, Mutsamudu, Majunga, Nosy Be, Antsiranna, Vohemar, Port Louis kiara
	Shaka Service (Slot Chartering with MSC Cheetah Service) - weekly	Fuzhou, Xiamen, Kaohsiung, Hong Kong, Chiwan, Singapore, **Port Louis,** Durban, Port Elizabeth (Ngqura), Port Louis, Singapore Fuzhou. (6 vessels between 4500 and 6500 TEUs)

FREQUENCY	SERVICE	MAIN PORTS OF CALL
Mitsui OSK	MZX Service – Mozambique Zuid Africa Express Service-weekly	Singapore, **Port Louis,** (Taomasina), Durban, Maputo, Coega, Singapore
DAL	Slot Chartering with MSC Falcon Service - weekly South Africa, Madagascar, Indian Ocean Islands- weekly	Valencia, FOS, La Spezia, Napoli, Gioia Tauro, Pointe des Galets, **Port Louis** , Sydney, Melbourne , Adelaide , Fremantle **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
Mauritius Shipping Corporation Ltd	Coraline Services	**Port Louis**, Rodrigues, **Port Louis** (MV Mts Pride) Every 10 days **Port Louis**, Pointe des Galets, **Port Louis** (MV Mts Pride) Twice weekly **Port Louis**, Pointe des Galets, Tamatave, Pointe des Galets, **Port Louis** (MV Mts Trochetia) Every Sunday Agalega (~twice yearly Upon demand)

Appendix 1



A. Composition of Total Cargo Traffic CY2011

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 6,229,677 tonnes in CY2010 to 6,477,220 tonnes in CY2011. The composition of total cargo traffic is depicted in Figure 8.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) reached 3,290,914 tonnes in CY2011 as compared to 3,305,208 tonnes in CY2010, representing a contraction of 14,294 tonnes or 0.4%. Total bulk cargo had a share of 50.8% in total cargo traffic in CY2011 (53.1% in CY2010).

Total Bulk Cargo CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Dry Bulk	1,818,278	1,719,435	-98,843	-5.4
Liquid Bulk	1,486,930	1,571,479	84,549	5.7
Total	**3,305,208**	**3,290,914**	**-14,294**	**-0.4**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a negative growth of 5.4%, equivalent to 98,843 tonnes from 1,818,278 tonnes in CY2010 to 1,719,435 tonnes in CY2011.

Total Dry Bulk Cargo CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Imports	1,675,531	1,665,674	-9,857	-0.6
Exports	142,747	53,761	-88,986	-62.3
Total	**1,818,278**	**1,719,435**	**-98,843**	**-5.4**

B.2 Liquid Bulk Cargo

Total Liquid Bulk Cargo increased from 1,486,930 tonnes in CY2010 to 1,571,479 tonnes in CY2011, registering a growth of 84,549 tonnes, equivalent to 5.7%.

Total Liquid Bulk Cargo CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Imports	1,135,560	1,231,821	96,261	8.5
Exports	351,370	339,658	-11,712	-3.3
Total	**1,486,930**	**1,571,479**	**84,549**	**5.7**

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

Total Containerised Cargo grew by 9.8% from 2,717,487 tonnes in CY2010 to 2,982,918 tonnes in CY2011, as summarised below.

Containerised Cargo Traffic CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Imports	1,185,053	1,230,415	45,362	3.8
Exports	623,441	689,189	65,748	10.5
Transhipment (inwards)	908,993	1,063,314	154,321	17.0
Total	**2,717,487**	**2,982,918**	**265,431**	**9.8**

D. General Cargo Traffic

General Cargo, comprising bagged cargo, fish traffic, Inter-island trade and unitised break bulk, witnessed a decrease of 1.7%, (equivalent to 3,594 tonnes) from 206,982 tonnes in CY2010 to 203,388 tonnes in CY2011.

General Cargo Traffic CY2010 v/s CY2011 (tonnes)

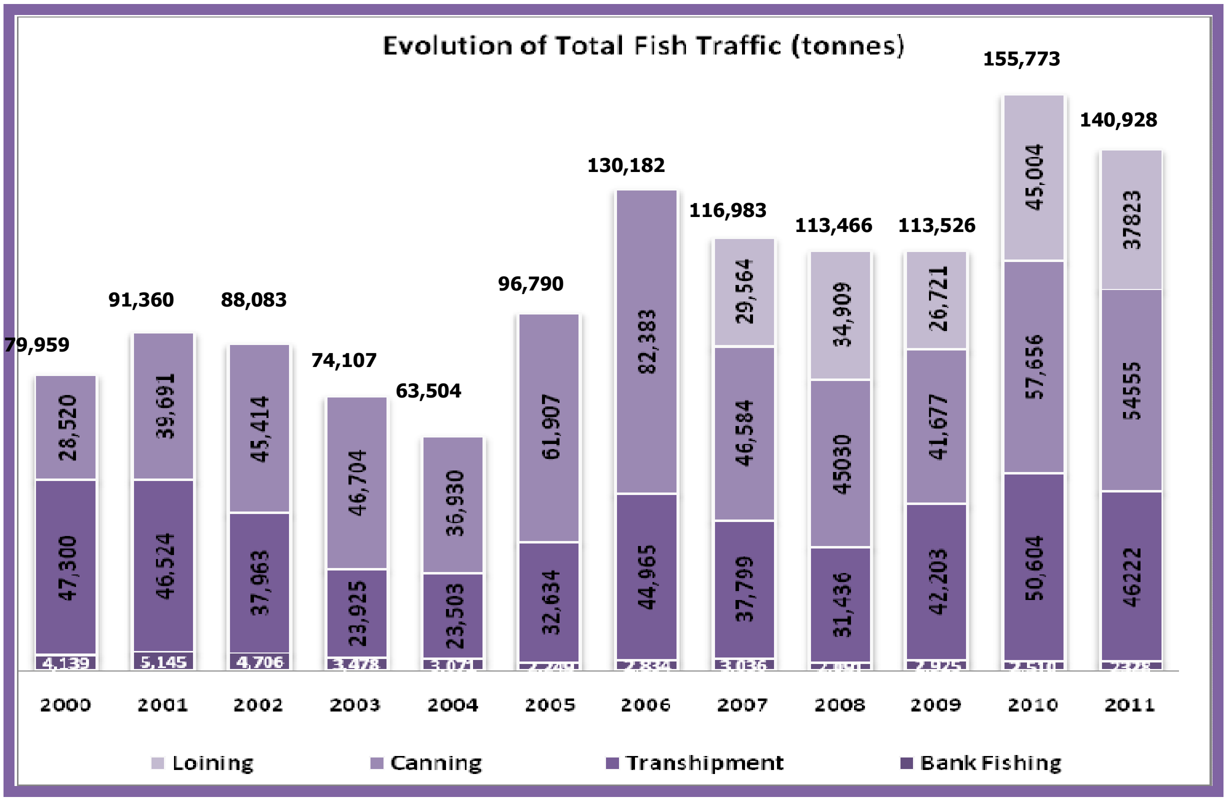
	CY2010	CY2011	Difference	% Change
Imports	194,491	195,341	850	0.4
Exports	12,491	8,047	-4,444	-35.6
Total	**206,982**	**203,388**	**-3,594**	**-1.7**

D.1 Fish Traffic

Total Fish Traffic contracted by 9.5% with 140,928 tonnes in CY2011 as opposed to 155,773 tonnes in CY2011.

Fish Traffic CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
Princes Tuna	57,655	54,555	-3,100	-5.4
Thon des Mascareignes	45,004	37,823	-7,181	-16.0
Total Tuna	*102,659*	*92,378*	*-10,281*	*-10.0*
Local Market	2,510	2,328	-182	-7.3
Transhipment Inwards	49,234	45,005	-4,229	-8.6
Transhipment Outwards	1,370	1,217	-153	-11.2
Grand Total	**155,773**	**140,928**	**-14,845**	**-9.5**



D.2 Inter-Island Trade

The volume of cargo traded with Rodrigues increased by 19.4% (9,755 tonnes) from 50,359 tonnes in CY2010 to 60,114 tonnes in CY2011.

Inter-Island Traffic CY2010 v/s CY2011 (tonnes)

	CY2010	CY2011	Difference	% Change
General cargo	4,542	4,236	-306	-6.7
Containerised cargo	45,817	55,878	10,061	22.0
Total	**50,359**	**60,114**	**9,755**	**19.4**

- The tonnage of general cargo to/from Rodrigues experienced a drop of 6.7%, i.e. from 4,542 tonnes in CY2010 to 4,236 tonnes in CY2011.
- Conversely, containerised cargo to/from Rodrigues expanded by 22.0% i.e. from 45,817 tonnes in CY2010 to 55,878 tonnes in CY2011.

CHCL handled 4,046,049 tonnes of Cargo (bagged cargo, fertilizer, maize, coal, boulders, sugar, Soya bean meal, unitized & break bulk, inter-island, fish and containerised cargo) in CY2011 as opposed to 3,734,123 tonnes of Cargo in CY2010. Its share in Total Cargo Traffic was 62.5% in the year under review in comparison with 59.9% in CY2010.

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