Mauritius Ports Authority

PORT TRADE PERFORMANCE
CY2011 v/s CY2012

26.03.2013

Contents

Port Trade Performance CY2012

1. Key Figures at a Glance

Total Trade Volume	**(+9.2%)**	**7.1**	**Million Tonnes** (New Record)
• Containerised Cargo	(+15.5%)	3.4	Million tonnes
• Dry Bulk Cargo	(-5.1%)	1.8	Million tonnes
• Liquid Bulk Cargo	(+3.2%)	1.6	Million tonnes
• Fish Traffic	(-4.4%)	134,763	tonnes

Total Container Traffic	**(+19.1%)**	**417,467**	**TEUs** (New Record)
• Captive Container	(+10.3%)	259,163	TEUs (New Record)
• Transhipment Container	(+37.0%)	158,304	TEUs (New Record)
Total Container Throughput	**(+24.6%)**	**576,383**	**TEUs** (New Record)

Vessel Traffic	**(+31.0%)**	**3,476**	**Calls** (New Record)
• Containerised Vessels	(+15.0%)	624	Calls
• Fishing Vessels	(+11%)	851	calls (New Record)

Cruise Traffic		
• Cruise Vessel Calls		23
• Passenger on Arrival	(-32.4%)	15,974
• Passenger on Departure	(-32.8%)	16,356

2. Overview

Despite the financial turmoil in the Euro-zone and slower growth in the emerging markets, the Port Trade Performance for CY2012 has remained buoyant with the total cargo traffic expanding by 9.2% and crossing the threshold of 7 million tonnes.

The total Container Traffic registered a double digit growth of 19.1%, equivalent to 66,843 TEUs from 350,624 TEUs in CY2011 to attain a new peak of 417,467 TEUs in 2012. This strong performance was bolstered by 37.0 % growth in transhipment activities. Another record was set in CY2012 regarding vessel calls. Total Vessel Calls at Port Louis Harbour witnessed a growth of 31.0% to reach 3,476 calls during CY2012.

3. Total Cargo Traffic (New Record)

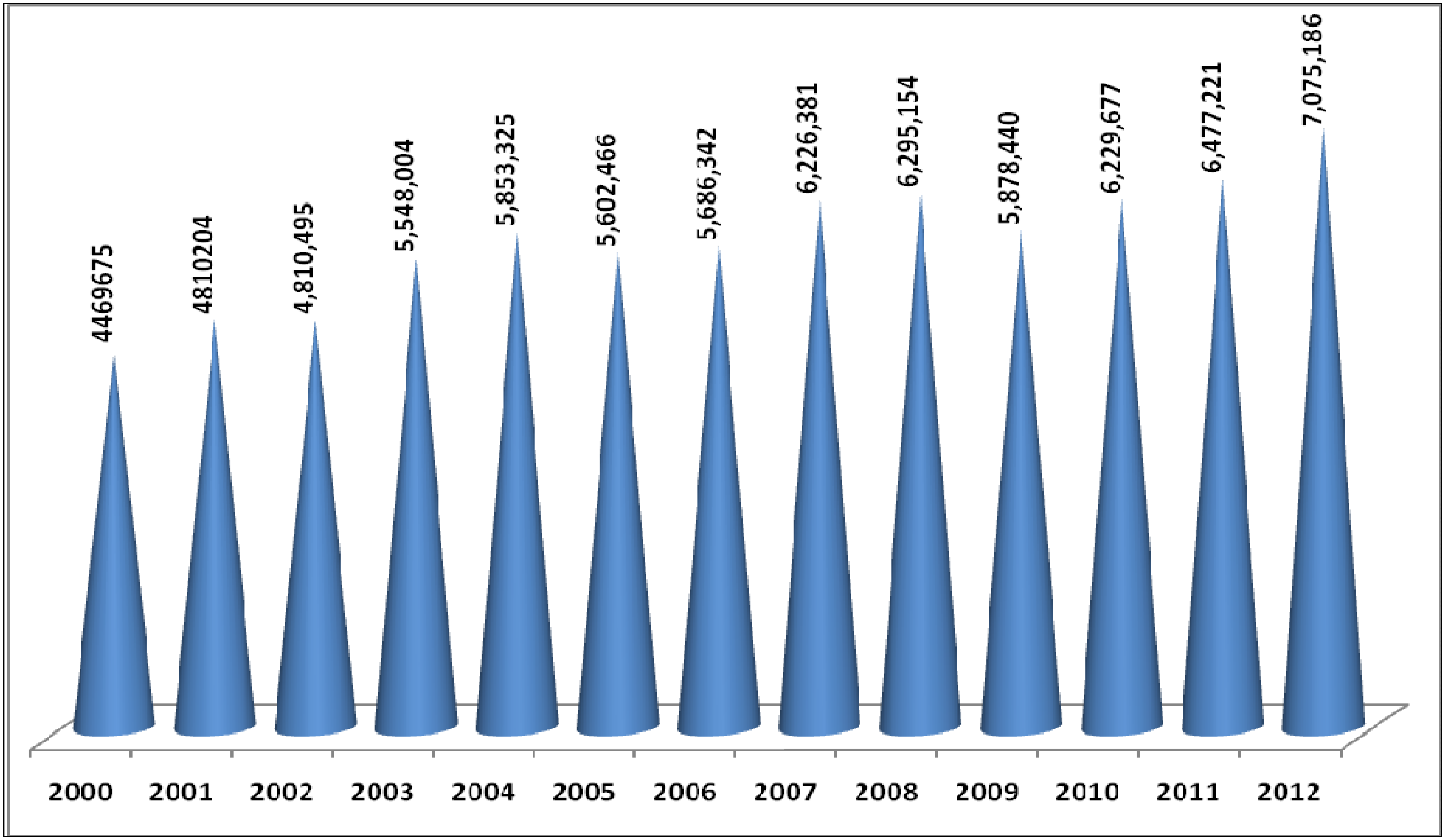
Total cargo handled in the port stood at 7,075,186 tonnes (New Record) during CY2012 as compared to 6,477,221 tonnes in CY2011, an increase of 597,965 tonnes equivalent to 9.2% over last year's performance, as summarised in Table 1.

Table 1: Total Cargo Traffic CY2011 v/s CY2012 (tonnes)

	CY2011	**CY2012**	**Difference**	**% Change**
Total Imports	5,386,565	5,932,906	546,341	10.1
Total Exports	1,090,656	1,142,280	51,624	4.7
Total Cargo	**6,477,221**	**7,075,186**	**597,965**	**9.2**

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last thirteen years i.e. from CY2000 to CY2012.

Fig 1: Evolution of Total Cargo Traffic (tonnes)



3.1 Total Imports

For the period Jan to Dec 2012, Total Imports registered a growth rate of 10.1% to reach 5,932,906 tonnes as compared to 5,386,565 tonnes in CY2011, an increase of 546,341 tonnes, as detailed in Table 2.

Table 2: Total Imports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Total Bulk Imports	2,897,495	3,023,777	126,282	4.3
Total Containerised Imports	2,293,729	2,713,340	419,611	18.3
General Cargo Imports	195,341	195,789	448	0.2
Grand Total	**5,386,565**	**5,932,906**	**546,341**	**10.1**

3.1.1 Total Bulk Imports (Dry & Liquid)

Imports of Total Bulk Cargo witnessed a growth of 126,282 tonnes in CY2012 to reach 3,023,777 tonnes as compared to 2,897,495 tonnes in CY2011, an increase of 4.3%, as depicted in Table 3.

Table 3: Total Bulk Cargo Imports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Dry Bulk Imports	1,665,674	1,807,223	141,549	8.5
Liquid Bulk Imports	1,231,821	1,216,554	-15,267	-1.2
Total Bulk Imports	**2,897,495**	**3,023,777**	**126,282**	**4.3**

Dry Bulk Imports

Imports of Total Dry Bulk increased by 8.5% reaching 1,807,223 tonnes in CY2012 against 1,665,674 tonnes in CY2011 as outlined in Table 4.

Table 4: Dry Bulk Imports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Cement	725,329	780,661	55,332	7.6
Coal	664,249	685,319	21,070	3.2
Wheat	107,163	167,040	59,877	55.9
Maize	92,701	93,248	547	0.6
Soya Bean Meal	45,875	48,455	2,580	5.6
Fertilizer	4,000	5,500	1,500	37.5
Sugar	26,357	27,000	643	2.4
Total	**1,665,674**	**1,807,223**	**141,549**	**8.5**

- Imports of Cement increased by 7.6% from 725,329 tonnes in CY2011 to establish a new record of 780,661 tonnes in CY2012, on account of public investment projects such as construction of airport infrastructure and roads, amongst others.

- Similarly, a new peak has been reached for the imports of Coal which has expanded from 664,249 tonnes in CY2011 to 685,319 tonnes in CY2012 (increase by 3.2%)

- Imports of wheat have overshoot by 55.9% from 107,163 tonnes in CY2011 to 167,040 tonnes in CY2012, owing to full contract awarded to Les Moulins de la Concorde Ltée (LMLC).

- The importation of maize has gone up by 0.6% from 92,701 tonnes in CY2011 to 93,248 tonnes in CY2012. Import of Soya bean meal has increased by 5.6% from 45,875 tonnes in CY2011 to 48,455 tonnes for the period under review.

- Imports of fertilizer has attained 5,500 tonnes in 2012 against 4,000 tonnes recorded in 2011 (increase by 37.5%).

- Some 27,000 tonnes of raw sugar have been imported from Brazil in 2012 as opposed to 26,357 tonnes in 2011.

Liquid Bulk Imports

Imports of total bulk liquid have registered a drop of 1.2%, representing some 15,267 tonnes, i.e. from 1,231,821 tonnes in CY2011 to 1,216,554 tonnes in CY2012 as summarised in Table 5.

Table 5: Liquid Bulk Imports CY2011 v/s CY2012 (tonnes)

	CY2011	**CY2012**	**Difference**	**% Change**
White oil	690,244	664,296	-25,948	-3.8
Black oil	424,688	440,035	15,347	3.6
L.P.G	66,654	68,400	1,746	2.6
Sub-total Petroleum Products	*1,181,586*	*1,172,731*	*-8,855*	*-0.7*
Edible oil	33,349	25,402	-7,947	-23.8
Bitumen	16,886	18,421	1,535	9.1
Grand Total	**1,231,821**	**1,216,554**	**-15,267**	**-1.2**

A drop of 0.7 % (8,855 tonnes) in imports of petroleum products has been registered from 1,181,586 tonnes in CY2011 to 1,172,731 tonnes in CY2012.

- White oil imports have contracted by 3.8 % from 690,244 tonnes in CY2011 to 664,296 tonnes in CY2012.

- Black oil imports have grown by 3.6% from 424,688 tonnes in CY2011 to reach a new record of 440,035 tonnes in CY2012 owing to the development of bunkering activities at Port Louis.

- In the same breath, LPG import witnessed a growth of 2.6% from 66,654 tonnes in CY2011 to 68,400 tonnes in CY2012 (new record).

- Import of Edible oil has gone down by 23.8% (equal to 7,947 tonnes) from 33,349 tonnes in CY2011 to 25,402 tonnes in CY2012.

- Import of bulk bitumen went up to 18,421 tonnes in 2012 as opposed to 16,886 in 2011 (an increase of 9.1%, equivalent to 1,535 tonnes).

3.1.2 Containerised Cargo Imports

Total Imports of Containerised Cargo (including Containerised Inter-Island Trade) registered a growth of 18.3%, equivalent to 419,611 tonnes, to reach 2,713,340 tonnes in CY2012 as compared to 2,293,729 tonnes in CY2011, as depicted in Table 6.

Table 6: Containerised Cargo Imports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Captive imports	1,222,701	1,281,316	58,615	4.8
Transhipment (inwards)	1,063,314	1,423,036	359,722	33.8
Inter-Island imports	7,714	8,988	1,274	16.5
Total	**2,293,729**	**2,713,340**	**419,611**	**18.3**

- Total captive containerised imports grew by 4.8% (58,615 tonnes) from 1,222,701 tonnes in CY2011 to 1,281,316 tonnes in CY2012.

- Transhipment inwards of containerised cargo expanded from 1,063,314 tonnes in CY2011 to 1,423,036 tonnes in CY2012, representing a rise of 33.8%, equivalent to 359,722 tonnes.

- Inter-island imports in containers improved by 16.5%, equivalent to 1,274 tonnes from 7,714 tonnes in CY2011 to 8,988 tonnes in CY 2012.

3.1.3 General Cargo Imports

Imports of General Cargo (comprising bagged cargo, unitised break bulk, inter-island trade and fish traffic) increased by 0.2% (448 tonnes) from 195,341 tonnes in CY2011 to 195,789 tonnes in CY2012, as shown in Table 7.

Table 7: General Cargo Imports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Bagged Rice	5,329	-	-5,329	-
Fish	139,711	133,357	-6,354	- 4.5
Inter-island Imports	1,003	1,474	471	47.0
Unitised Break Bulk Imports	49,298	60,958	11,660	23.7
Total	**195,341**	**195,789**	**448**	**0.2**

Fish Imports

Total fish imports posted a contraction of 4.5% (6,354 tonnes), with 133,357 tonnes in CY2012 as compared to 139,711 tonnes in CY2011, as detailed in Table 8.

Table 8: Fish Imports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Princes Tuna	54,555	48,589	-5,966	-10.9
Thon des Mascareignes	37,823	37,257	-566	-1.5
Sub-total Tuna Traffic	*92,378*	*85,846*	*-6,532*	*-7.1*
Local Market	2,328	1,863	-465	-20.0
Transhipment Inwards	45,005	45,648	643	1.4
Total Fish Imports	**139,711**	**133,357**	**-6,354**	**-4.5**

- Imports of Tuna by Princes Tuna and Thon des Mascareignes decreased by 10.9% (5,966 tonnes) and 1.5% (566 tonnes) respectively for the period under review.

  On the whole, imports of Tuna have dropped by an aggregate of 6,532 tonnes (7.1%) from 92,378 tonnes in CY2011 to 85,846 tonnes in CY2012.

- Fish handled for the local market declined by 465 tonnes (a decrease of 20.0%) from 2,328 tonnes in CY2011 to 1,863 tonnes in CY2012

- However, there has been an increase in fish traffic transhipped at Port Louis by 1.4% (643 tonnes) from 45,005 tonnes in CY2011 to 45,648 tonnes in CY2012.

3.2 Total Exports

Total exports increased by 4.7% (51,624 tonnes) from 1,090,656 tonnes in CY2011 to 1,142,280 tonnes in CY2012, as outlined in Table 9.

Table 9: Total Exports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Total Bulk Exports	393,420	404,611	11,191	2.8
Total Containerised Exports	689,189	730,666	41,477	6.0
General Cargo Exports	8,047	7,003	-1,044	-13.0
Grand Total	**1,090,656**	**1,142,280**	**51,624**	**4.7**

3.2.1 Total Bulk Exports (Liquid and Dry)

Total Bulk Exports witnessed an increase of 2.8%, equal to 11,191 tonnes from 393,420 tonnes in CY2011 to 404,611 tonnes in CY2012, as shown in Table 10.

Table 10: Total Bulk Cargo Exports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Dry Bulk Exports	53,761	0	-53,761	
Liquid Bulk Exports	339,659	404,611	64,952	19.1
Total Bulk Exports	**393,420**	**404,611**	**11,191**	**2.8**

Dry Bulk Exports

Dry Bulk exports consist mainly of sugar and aggregates. In 2012, there has been no export of sugar and aggregates.

Table 11: Dry Bulk Exports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Sugar	27,200	-	-27,200	-
Aggregates	26,561	-	-26,561	-
Total	**53,761**	**-**	**-53,761**	**-**

Liquid Bulk Exports

Exports of Liquid Bulk cargo increased from 339,659 tonnes in CY2011 to reach 404,611 tonnes in CY2012, registering a growth of 19.1%, equivalent to 64,952 tonnes as depicted in Table 12.

Table 12: Exports of Liquid Bulk Cargo CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Bunker by pipeline	126,352	130,732	4,380	3.5
Bunker by barge	141,861	152,912	11,051	7.8
Total Bunker	*268,213*	*283,644*	*15,431*	*5.8*
Molasses	70,746	116,566	45,820	64.8
Black Oil	700	2,400	1,700	242.9
White Oil		2,001	2,001	
Grand Total	**339,659**	**404,611**	**64,952**	**19.1**

In CY2012, exports of Bunker increased by 5.8% as follows:

- Exports of Bunker by pipeline increased by 3.5% from 126,352 tonnes in CY2011 to 130,732 tonnes in CY2012, equivalent to 4,380 tonnes.

- Similarly, exports of Bunker by barge soared by 11,051 tonnes (7.8%) during CY2012 with a new record figure of 152,912 tonnes in comparison with 141,861 tonnes, in the previous year.

- Molasses exports have increased by 64.8% in CY2012 to reach 116,566 tonnes as opposed to 70,746 tonnes in CY2011.

- Some 2,001 tonnes of white oil has been exported in 2012, which has not been the case in CY2011 whilst the exports of black oil grew by 242.9 % to reach 2,400 tonnes in 2012 as compared to 700 tonnes recorded in 2011.

3.2.2 Containerised Cargo Exports (including Inter-Island Trade)

Total containerised cargo exports increased by 6.0% (41,477) from 689,189 tonnes in CY2011 to 730,666 tonnes in CY2012, as detailed in Table 13.

Table 13: Containerised Cargo Exports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Captive Cargo	641,025	683,103	42,078	6.6
Inter-island	48,164	47,563	-601	-1.2
Total	**689,189**	**730,666**	**41,477**	**6.0**

The breakdown of this traffic reveals that captive containerised exports have grown by 6.6% whilst inter-island containerised exports contracted by 1.2%.

3.2.3 General Cargo Exports

General Cargo Exports witnessed a shortfall of 13.0%, equivalent to 1,044 tonnes, from 8,047 tonnes in CY2011 to 7,003 tonnes during CY2012, as summarised in Table 14.

Table 14: General Cargo Exports CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Fish Transhipment Outwards	1,217	1,406	189	15.5
Inter-island	3,233	3,346	113	3.5
Unitised Break Bulk	3,597	2,251	-1,346	-37.4
Total	**8,047**	**7,003**	**-1,044**	**-13.0**

Fish transhipment outwards and inter island exports have soared by 15.5% and 3.5%, respectively whilst unitised break bulk exports have gone down by 37.4%

4. Total Container Traffic (New Record)

Total Container Traffic registered a growth of 19.1% (equivalent to 66,843 TEUs) from 350,624 TEUs in CY2011 to attain a new record level of 417,467 TEUs in CY2012, as illustrated in Table 15.

Table 15: Comparative Monthly Total Container Traffic CY2011 v/s CY2012 (TEUs)

Month	CY2011	CY2012	Difference	% Change
Jan	22,782	32,532	9,750	42.8
Feb	27,830	33,848	6,018	21.6
Mar	24,649	36,677	12,028	48.8
Apr	24,811	37,746	12,935	52.1
May	28,884	39,325	10,441	36.2
Jun	26,058	31,400	5,342	20.5
Jul	30,136	32,109	1,973	6.6
Aug	29,395	37,555	8,160	27.8
Sep	32,385	34,915	2,530	7.8
Oct	34,209	34,115	-94	-0.3
Nov	33,147	33,949	802	2.4
Dec	36,338	33,296	-3,042	-8.4
Total	**350,624**	**417,467**	**66,843**	**19.1**

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

Table 16: Comparative Container Traffic CY2011 v/s CY2012 (TEUs)

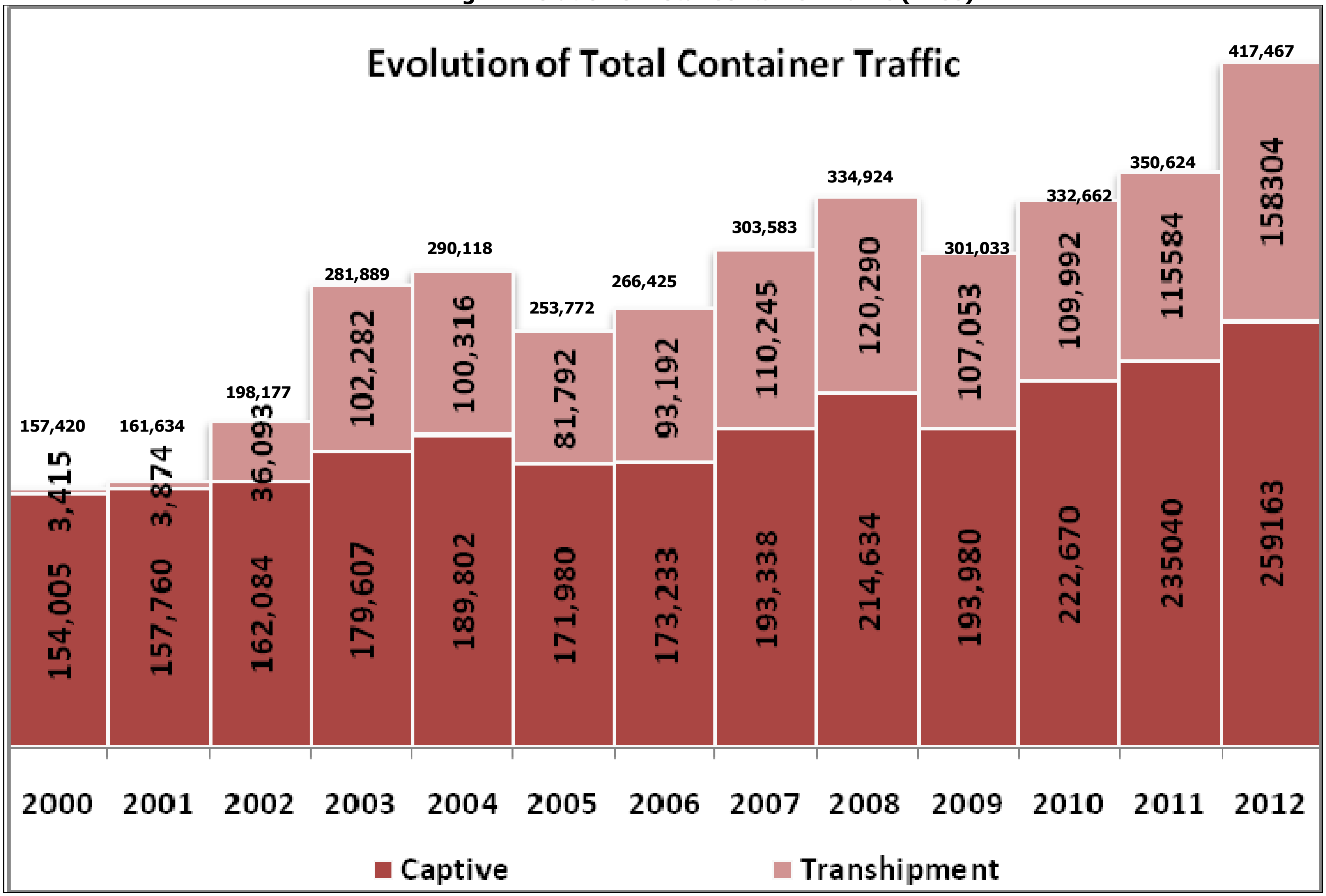
	CY2011	CY2012	Difference	% Change
Captive	235,040	259,163	24,123	10.3
Transhipment	115,584	158,304	42,720	37.0
Total	**350,624**	**417,467**	**66,843**	**19.1**

- Total Captive container traffic experienced an expansion of 10.3% (24,123 TEUs) with a new record of 259,163 TEUs in CY2012 as compared to 235,040 TEUs in CY2011.

- Total Transhipment container traffic grew by 37.0% (42,720 TEUs) from 115,584 TEUs in CY2011 to 158,304 TEUs in CY2012 (New Record).

Figure 2 shows the evolution of total container traffic (captive and transhipment) over the last thirteen years (1999 – 2012).

Fig 2: Evolution of Total Container Traffic (TEUs)



4.1 Captive Container Traffic (New Record)

Total Captive Container Traffic registered a new record level of 259,163 TEUs in CY2012 in comparison with 235,040 TEUs in CY2011 (an increase of 10.3%) as detailed in Table 17.

Table 17: Comparative Total Captive Container Traffic CY2011 v/s CY2012 (TEUs)

Month	CY2011	CY2012	Difference	% Change
Jan	15,673	17,253	1,580	10.1
Feb	20,265	20,408	143	0.7
Mar	17,920	21,295	3,375	18.8
Apr	17,305	20,441	3,136	18.1
May	18,822	23,474	4,652	24.7
Jun	16,978	19,866	2,888	17.0
Jul	20,129	21,818	1,689	8.4
Aug	19,863	24,732	4,869	24.5
Sep	21,593	20,897	-696	-3.2
Oct	24,019	24,248	229	1.0
Nov	22,118	23,609	1,491	6.7
Dec	20,355	21,122	767	3.8
Total	**235,040**	**259,163**	**24,123**	**10.3**

4.1.1 Captive Container Traffic - Laden Import (New Record)

Import of laden captive containers reached a new peak of 103,224 TEUs in CY2012 as compared to 98,433 TEUs in the preceding year, i.e. a growth of 4.9%, equivalent to 4,791 TEUs has been registered. Table 18 shows the evolution of monthly import of laden captive container traffic.

Table 18: Captive Container Traffic – Laden Import CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	6,229	7,350	1,121	18.0
Feb	6,638	6,932	294	4.4
Mar	7,542	7,913	371	4.9
Apr	7,578	8,635	1,057	14.0
May	7,884	8,520	636	8.1
Jun	8,173	8,359	186	2.3
Jul	8658	8,861	203	2.3
Aug	7,988	8,103	115	1.4
Sep	9,123	9,537	414	4.5
Oct	9,557	9,158	-399	-4.2
Nov	9,220	10,455	1,235	13.4
Dec	9,843	9,401	-442	-4.5
Total	**98,433**	**103,224**	**4,791**	**4.9**

4.1.2 Captive Container Traffic - Laden Export (New Record)

Export of captive laden containers expanded by 5.9% (an increase of 3,267 TEUs) to attain a new record figure of 58,453 TEUs in CY2012 in contrast to 55,186 TEUs for CY2011, as detailed in Table 19.

Table 19: Captive Container Traffic – Laden Export CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	3,435	3,930	495	14.4
Feb	4,337	5,007	670	15.5
Mar	4,472	5,066	594	13.3
Apr	4,203	4,386	183	4.4
May	4,465	4,872	407	9.1
Jun	4,587	4,351	-236	-5.1
Jul	4,970	4,979	9	0.2
Aug	4,808	5,541	733	15.3
Sep	4,750	4,773	23	0.5
Oct	5,380	4,934	-446	-8.3
Nov	4,625	5,043	418	9.1
Dec	5,154	5,571	417	8.1
Total	**55,186**	**58,453**	**3,267**	**5.9**

Sugar exports in containers amounted to 7,858 TEUs in CY2012 compared to 8,179 TEUs in CY2011. Our exports (without sugar) increased by 6.1% with 44,260 TEUs in CY2012 compared to 41,696 TEUs in CY2011.

4.1.3 Captive Container Traffic - Empty Import (New Record)

Import of captive empty containers expanded by 32.1% (6,756 TEUs) to set a new record with 27,794 TEUs in CY2012 versus 21,038 TEUs in CY2011. More empties were needed for the export of refined sugar in containers as illustrated in Table 20.

Table 20: Captive Container Traffic – Empty Import CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	1,151	2,288	1,137	98.8
Feb	1,567	1,299	-268	-17.1
Mar	1,917	2,484	567	29.6
Apr	1,516	1,109	-407	-26.9
May	1,068	2,673	1,605	150.3
Jun	797	2,409	1,612	202.3
Jul	1,855	2,756	901	48.6
Aug	2,598	2,085	-513	-19.8
Sep	1,948	1,894	-54	-2.8
Oct	1,610	2,456	846	52.6
Nov	3,011	3,727	716	23.8
Dec	2,000	2,614	614	30.7
Total	**21,038**	**27,794**	**6,756**	**32.1**

4.1.4 Captive Container Traffic - Empty Export (New Record)

Export of captive empty containers registered a growth of 15.4% or 9,309 TEUs to reach a new peak at 69,692 TEUs in CY2012 as compared to 60,383 TEUs in CY2011, as shown in Table 21.

Table 21: Captive Container Traffic – Empty Export CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	4,858	3,685	-1,173	-24.2
Feb	7,723	7,170	-553	-7.2
Mar	3,989	5,832	1,843	46.2
Apr	4,008	6,311	2,303	57.5
May	5,405	7,409	2,004	37.1
Jun	3,421	4,747	1,326	38.8
Jul	4,646	5,222	576	12.4
Aug	4,469	9,003	4,534	101.5
Sep	5,772	4,693	-1,079	-18.7
Oct	7,472	7,700	228	3.1
Nov	5,262	4,384	-878	-16.7
Dec	3,358	3,536	178	5.3
Total	**60,383**	**69,692**	**9,309**	**15.4**

4.2 Transhipment Container Traffic (New Record)

Total transhipment (inwards) container traffic increased by 37.0%, equivalent to 42,720 TEUs for the period under review with a new record total of 158,304 TEUs against 115,584 TEUs in CY2011, as summarised in Table 22.

Table 22: Comparative Monthly Transhipment Traffic (Laden + Empty) CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	7,109	15,279	8,170	114.9
Feb	7,565	13,440	5,875	77.7
Mar	6,729	15,382	8,653	128.6
Apr	7,506	17,305	9,799	130.6
May	10,062	15,851	5,789	57.5
Jun	9,080	11,534	2,454	27.0
Jul	10,007	10,291	284	2.8
Aug	9,532	12,823	3,291	34.5
Sep	10,792	14,018	3,226	29.9
Oct	10,190	9,867	-323	-3.2
Nov	11,029	10,340	-689	-6.3
Dec	15,983	12,174	-3,809	-23.8
Total	**115,584**	**158,304**	**42,720**	**37.0**

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

Table 23: Comparative Transhipment Traffic CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Laden	86,378	115,600	29,222	33.8
Empty	29,206	42,704	13,498	46.2
Total	**115,584**	**158,304**	**42,720**	**37.0**

4.2.1 Laden Transhipment Container Traffic (New Record)

In CY2012, some 115,600 laden TEUs were transhipped at Port Louis Harbour for the region compared to 86,378 TEUs in the previous year, registering a rise of 29,222 TEUs, equivalent to 33.8%. Table 24 shows the detail of the comparative monthly laden containers transhipped at Port Louis.

Table 24: Comparative Monthly Laden Transhipment Traffic CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	4,843	11,120	6,277	129.6
Feb	6,350	10,455	4,105	64.6
Mar	5,660	11,159	5,499	97.2
Apr	5,505	13,157	7,652	139.0
May	6,336	11,488	5,152	81.3
Jun	6,795	8,483	1,688	24.8
Jul	7,046	7,437	391	5.6
Aug	7,380	8,790	1,410	19.1
Sep	6,984	9,947	2,963	42.4
Oct	8,452	7,654	-798	-9.4
Nov	9,018	7,875	-1,143	-12.7
Dec	12,009	8,035	-3,974	-33.1
Total	**86,378**	**115,600**	**29,222**	**33.8**

4.2.2 Empty Transhipment Container Traffic (New Record)

Empty transhipment container traffic went up by 46.2%, equivalent to 13,498 TEUs with 42,704 TEUs in CY2012 in contrast with 29,206 TEUs in CY2011, as shown in Table 25.

Table 25: Comparative Monthly Empty Transhipment Traffic CY2011 v/s CY2012 (TEUs)

	CY2011	CY2012	Difference	% Change
Jan	2,266	4,159	1,893	83.5
Feb	1,215	2,985	1,770	145.7
Mar	1,069	4,223	3,154	295.0
Apr	2,001	4,148	2,147	107.3
May	3,726	4,363	637	17.1
Jun	2,285	3,051	766	33.5
Jul	2,961	2,854	-107	-3.6
Aug	2,152	4,033	1,881	87.4
Sep	3,808	4,071	263	6.9
Oct	1,738	2,213	475	27.3
Nov	2,011	2,465	454	22.6
Dec	3,974	4,139	165	4.2
Total	**29,206**	**42,704**	**13,498**	**46.2**

5. Mauritius Container Terminal (MCT)

5.1 Total Container Throughput (New Record)

A new record was attained for Total container throughput in CY2012 with 576,383 TEUs as compared to 462,747 TEUs last year, witnessing a growth of 113,636 TEUs, equivalent to 24.6%, as shown in Table 26.

Table 26: Comparative Container Throughput (TEUs)

	CY2011	CY2012	Difference	% Change
Total Throughput	462,747	576,383	113,636	24.6
Throughput at MCT	435,711	534,758	99,047	22.7
Share of MCT	94.1%	92.8%		
Throughput at MPT	27,136	41,625	14,389	52.8

Similarly, the throughput at MCT also peaked to 534,738 TEUs in CY2012 as opposed to 435,711 TEUs in CY2011 i.e. an expansion by 22.7% (representing some 99,047 TEUs) though the share of MCT throughput in the total throughput has gone down.

5.2 Key Performance Indicators at the MCT

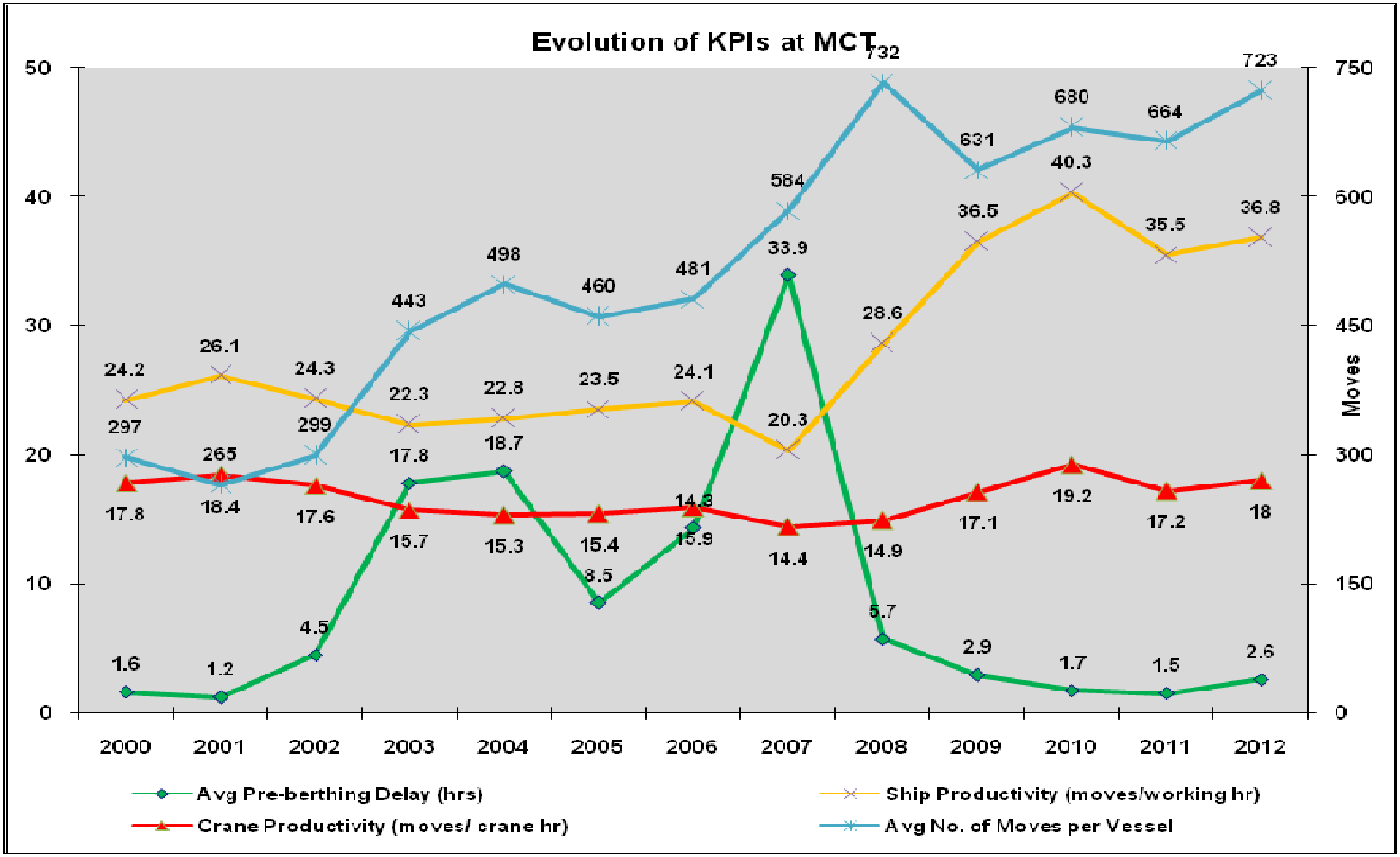
The various key performance indicators at MCT for CY2012 compared to those of CY2011 are shown in Table 27.

Table 27: Key Performance Indicators at the MCT CY2011 v/s CY2012

	Average Moves per Gross Crane Hour		Average Moves Per Ship's Working Hour		Average Pre-Berthing Delay	
Month	**CY2011**	**CY2012**	**CY2011**	**CY2012**	**CY2011**	**CY2012**
Jan	20.4	15.4	41.7	32.8	1.1	1.7
Feb	18.0	15.3	39.6	33.9	5.4	15.2
Mar	19.2	16.1	39.5	33.8	1.0	3.4
Apr	19.5	15.0	41.2	32.3	1.6	2.0
May	17.8	18.5	33.7	40.3	1.8	1.3
Jun	16.9	18.9	35.1	37.3	2.4	1.2
Jul	18.3	19.5	38.8	40.1	1.4	1.3
Aug	17.4	19.8	38.1	40.0	1.1	1.1
Sep	16.9	20.5	34.4	38.9	1.1	1.2
Oct	17.0	21.2	34.8	41.9	1.0	1.8
Nov	16.3	20.9	30.6	38.2	1.5	2.1
Dec	13.5	18.7	29.0	35.8	1.6	1.2
Average	**17.2**	**18.0**	**35.5**	**36.8**	**1.5**	**2.6**

Figure 3 depicts the evolution Key Performance Indicators (KPIs) at MCT for the last thirteen years (2000 - 2012).

Fig 3: Evolution of KPIs at the Mauritius Container Terminal



5.2.1 Crane Productivity

The average Crane Productivity improved from 17.2 moves/gross crane hour in CY2011 to 18.0 moves/ gross crane hour in CY2012.

The highest performance has been attained in the month of October 2012 with 21.2 moves/gross crane hour and the lowest in February 2012 with 15.3 moves/gross crane hour.

5.2.2 Ship Productivity

The average no. of moves per ship working hour increased from 35.5 in CY2011 to 38.6 in CY2012, with the peak of 41.9 moves in October 2012 and the lowest in April 2012 with 32.3 moves.

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

Ship Productivity Indicators

	CY2011	CY2012
Avg. No. of Moves per Ship at berth	29.6	31.4
Avg. No. of Moves per Vessel Call	664	723

- The no. of moves per ship hour at berth for the year under review was 31.4 as compared to 29.6 in CY2011
- The average number of moves per vessel increased from 664 in CY2011 to 723 in CY2012.

5.2.3 Pre-berthing Delays

The average pre-berthing/sailing delays have increased from 1.5 hours in CY2011 to 2.6 hours in CY2012 (owing to adverse climatic conditions prevailing in the month of February 2012).

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 CY2011 v/s CY2012 (%)

Berth	CY2011	CY2012
MCT 1	69.3	86.3
MCT 2	61.9	66.0

6. Multi Purpose Terminal (MPT)

6.1 Container Traffic & Throughput at MPT

For the year CY2012, some 14,329 TEUs have been handled from 49 fully containerised vessels at MPT, against 7,295 TEUs from 29 fully containerised vessels in CY2011, as shown in Table 29.

Table 29: Comparative Traffic at MPT CY2011 v/s CY2012

	CY2011	CY2012	Difference	% Change
Container Traffic (TEUs)	7,295	14,329	7,034	96.4
No. of Fully Containerised Vessels	29	49	20	69.0

6.2 Productivity at MPT

The average moves per gross gang hour decreased from 6.1 moves in CY2011 to 5.3 moves in CY2012. 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 CY2012 compared to CY2011, is outlined in Table 30.

Table 30: Berth Occupancy Rate CY2011 v/s CY2012 (%)

Berth		CY2011		CY2012	
		Total	Working	Total	Working
Quay No. 1	Terminal II	58.2	12.8	72.6	19.6
Quay No. 2	Terminal II	77.2	46.2	74.0	38.8
Quay No. 3	Terminal II	58.0	16.5	58.0	19.4
Quay No. 4	Terminal II	66.8	21.3	69.4	26.3
Bulk Sugar Terminal		6.6	3.9	5.3	3.5
Quay A	Terminal I	82.4	20.1	90.7	24.1
Quay D	Terminal I	81.6	21.9	83.3	23.0
Quay E	Terminal I	64.8	12.7	65.2	14.0
Trou Fanfaron Fishing Quay 1	Terminal I	99.1	1.7	99.5	0.2
Trou Fanfaron Fishing Quay 2	Terminal I	91.8	1.1	99.2	0.0
Cruise Jetty		30.7	0.0	71.2	4.0
Oil Jetty		26.7	22.5	27.1	21.7
FDM		96.5	36.5	94.8	35.1
MFD		N.A	N.A	83.3	26.3

The berth occupancy at Quay 2, FDM and BST have decreased whilst Quay 1, Quay 4, Quay A, Quay D, cruise jetty, oil jetty and Quay E have slightly increased. The berth occupancy at Quay 3 has remained the same. 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 CY2011 v/s CY2012

Category	CY2011	CY2012	Difference	% Change
Containerized Vessels	543	624	81	15.0
Tankers – Black/ White oil	26	23	-3	-11.5
Tankers – LPG	27	25	-2	-7.4
Tankers – other products	21	23	2	9.5
Dry Bulk carriers	53	57	4	7.5
Unitized & Break Carriers	23	18	-5	-21.7
General Cargo Vessels	13	11	-2	-15.4
Fishing Vessels	767	851	84	11.0
Pure Car Carriers	37	43	6	16.2
Inter-Island	143	133	-10	-7.0
Cruise Vessel	23	23	-	-
Others	978	1645	667	68.2
Total	**2,654**	**3,476**	**822**	**31.0**

Some 3,476 vessel called at Port Louis Harbour in CY2012 as compared to 2,654 in CY2011, i.e. an increase of 822 vessel calls

- Container vessel calls reached 624 calls in CY2012 in contrast to 543 calls in CY2011, an increase of 15.0%.

- An upturn in fishing vessels with 851 calls in CY2012, as opposed to 767 calls in CY2011, an increase of 11.0% (equivalent to 84 additional calls)

- No. of calls by White and Black Oil Tankers has been 23 in CY2012 compared to 26 in CY2011.

- LPG tankers effected 25 calls in CY2012 compared to 27 calls in CY2011.

- Other tankers (edible oil, bitumen, molasses) calls have been 23 in CY2012 as compared to 21 in CY2011

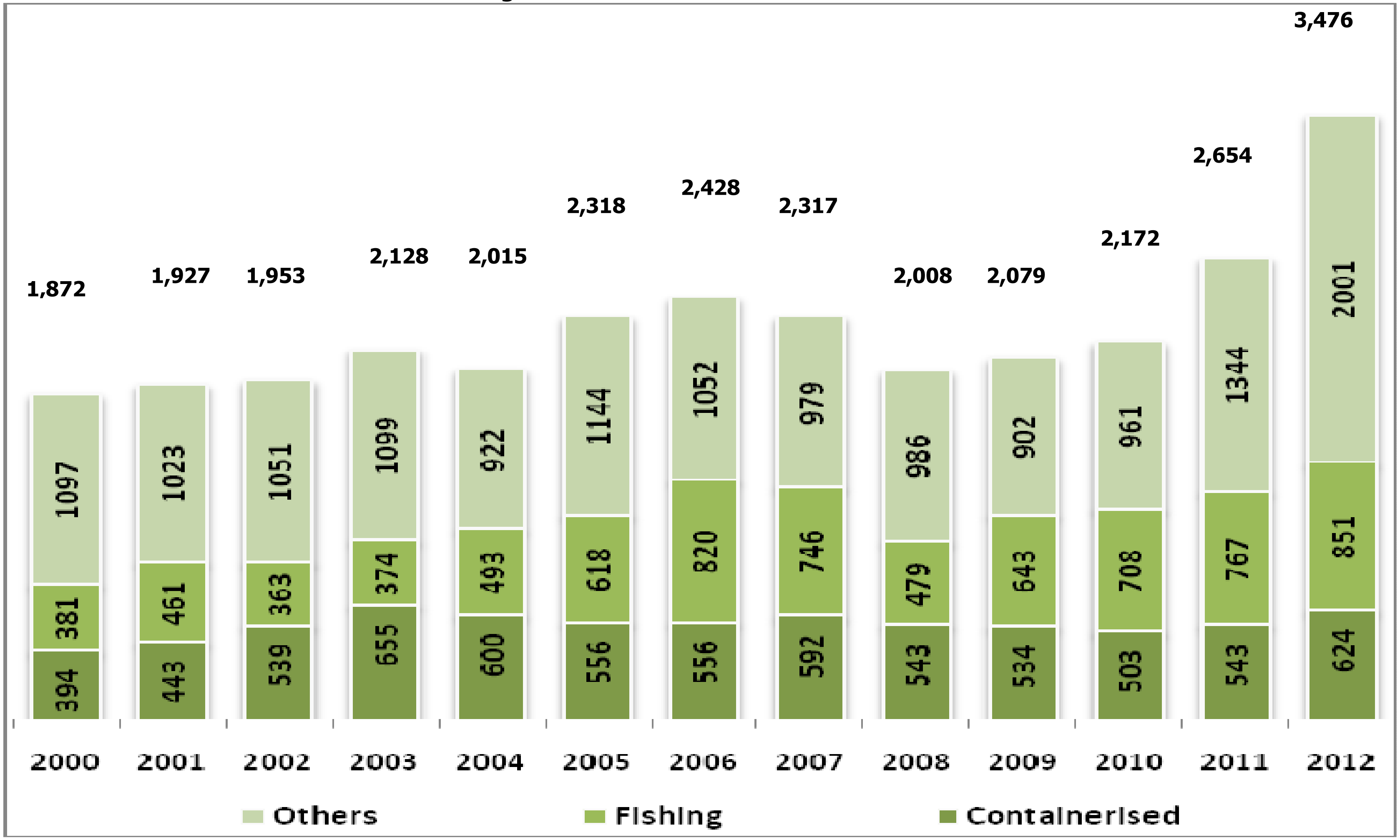
- No. of calls made by unitised and break bulk carriers were 18 in 2012 as opposed to 23 in 2011.

- The number of cruise vessels calling at Port Louis remained at par, i.e 23 for the period under review.

- The number of vessels, categorised as “Others”, has increased from 978 vessel calls in CY2011 to 1645 calls in CY2012.

  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. The evolution of total vessel traffic for the last thirteen years is illustrated in Figure 4.

Fig 4: Evolution of Total Vessel Traffic



8. Cruise Tourism

As regards cruise traffic for CY2012, the number of calls made by cruise vessels at Port Louis remained at par, e.g 23 calls for the period under reference, as shown in Table 32.

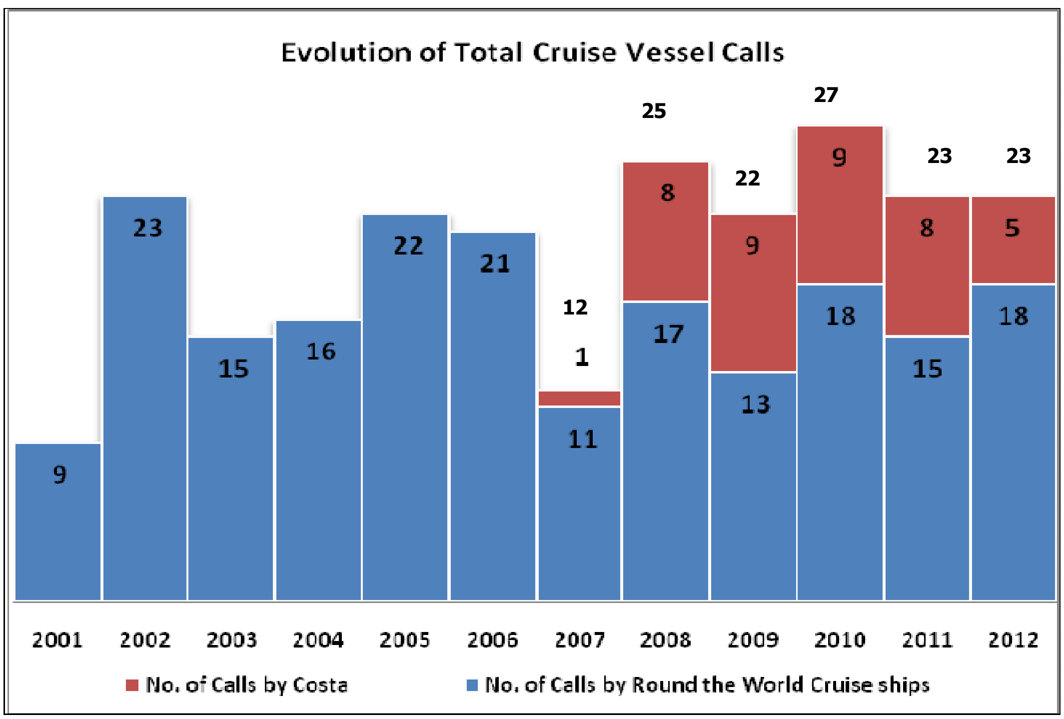
Table 32: Comparative Cruise Traffic CY2011 v/s CY2012

	CY2011	CY2012	Difference	% Change
No of calls by Costa	8	5	-3	37.5
No. of calls by Round the world cruise ships	15	18	3	20.0
Total No. of cruise ships calls	*23*	*23*		
No. of Pax arrived on Costa	9,654	3,666	-5,988	-62.0
No. of Pax arrived on round the world cruises	13,959	12,308	-1,651	-11.8
Total No. of Pax on arrival	*23,613*	*15,974*	*-7,639*	*-32.3*
No. of Pax departed on Costa	10,332	4,126	-6,206	-60.1
No. of Pax departed on round the world cruise	13,994	12,230	-1,764	-12.6
Total No. of Pax on departure	*24,326*	*16,356*	*-7,970*	*-32.8*

Maiden calls in CY2012 were made by M.S Asuka II, M.V Artemis and M.S Costa Allegra.

Figure 5 illustrates the evolution of total cruise vessel calls at Port Louis for the last thirteen years.

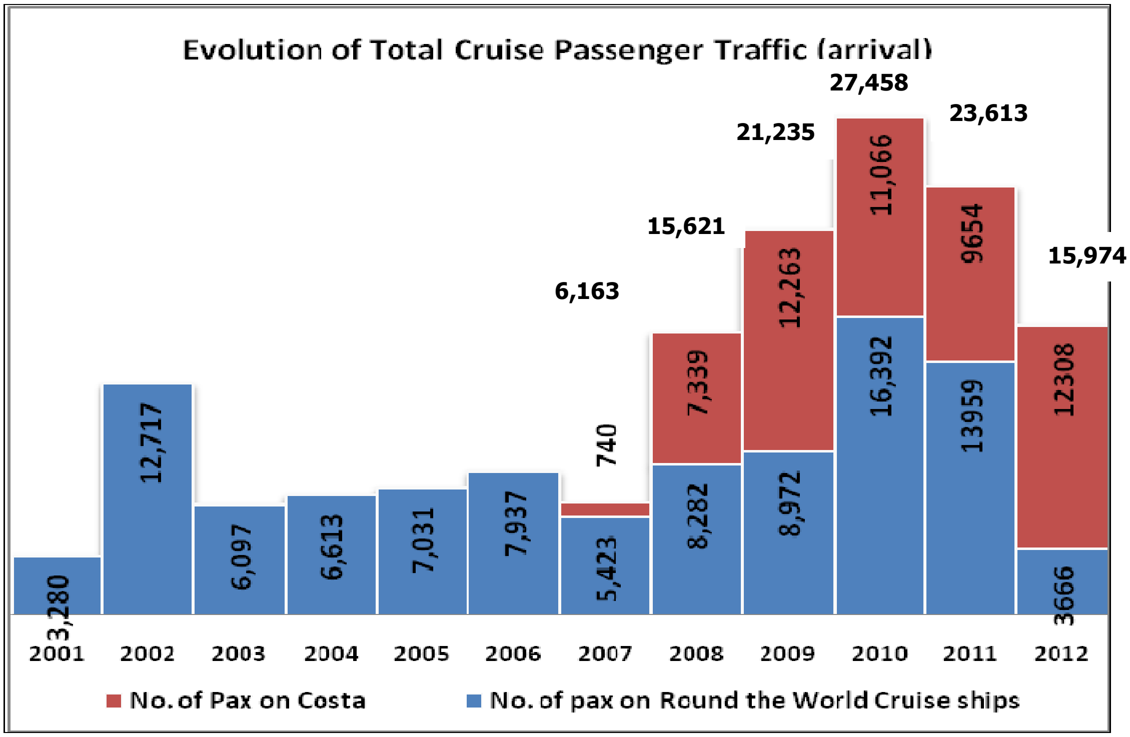
Fig 5: Evolution of Cruise Vessels' Calls



Concurrently, passenger traffic registered a contraction of 32.3% with 15,974 passenger arrival at Port Louis in CY2012 against 23,613 in CY2011, as depicted in Figure 6.

A drop of 32.8% in the number of passenger departure has been registered in CY2012, with some 16,356 passengers compared to 24,326 passengers in CY2011.

Fig 6: Evolution of Cruise Passenger Traffic (arrivals)



Costa Cruises

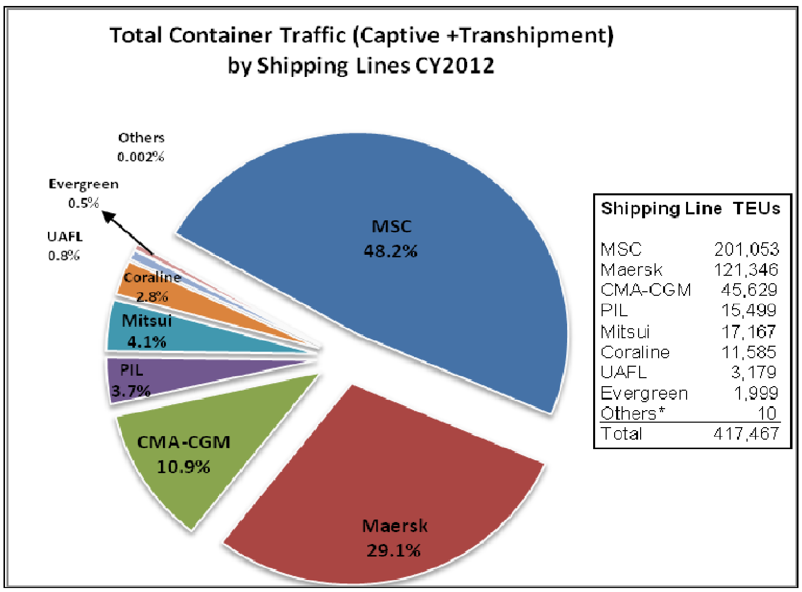
As far as Costa Cruises are concerned, 5 calls were registered in CY2012 against 8 in CY2011. However, there has been a reduction of 62.0% in the no. of passenger arrival at Port Louis during CY2012 with 15,974 passengers compared to 23,613 passengers in CY2011.

9. Container Traffic by Shipping Lines

9.1 Total Container Traffic by Shipping Lines CY 2011 V/S CY 2012

Shipping line	CY2011 (TEUs)	CY2012 (TEUs)	Difference (TEUs)	% Change in TEUs	Share in CY2011 (%)	Share in CY2012 (%)
MSC	179,013	201,053	22,040	12.3	51.1	48.2
Maersk	88,464	121,346	32,882	37.2	25.2	29.1
CMA-CGM	32,414	45,629	13,215	40.8	9.2	10.9
PIL	18,175	15,499	-2,676	-14.7	5.2	3.7
Mitsui	17,904	17,167	-737	-4.12	3.2	4.1
Coraline	11,117	11,585	468	4.2	0.7	2.8
UAFL	2,491	3,179	688	27.6	0.3	0.8
Evergreen	662	1,999	1,337	202.0	0.2	0.5
Others*	384	10	-374	-97.4	0.0	0.0
Total	**350,624**	**417,467**	**66,483**	**19.1**	**100.0**	**100.0**

* Others includes: DAL



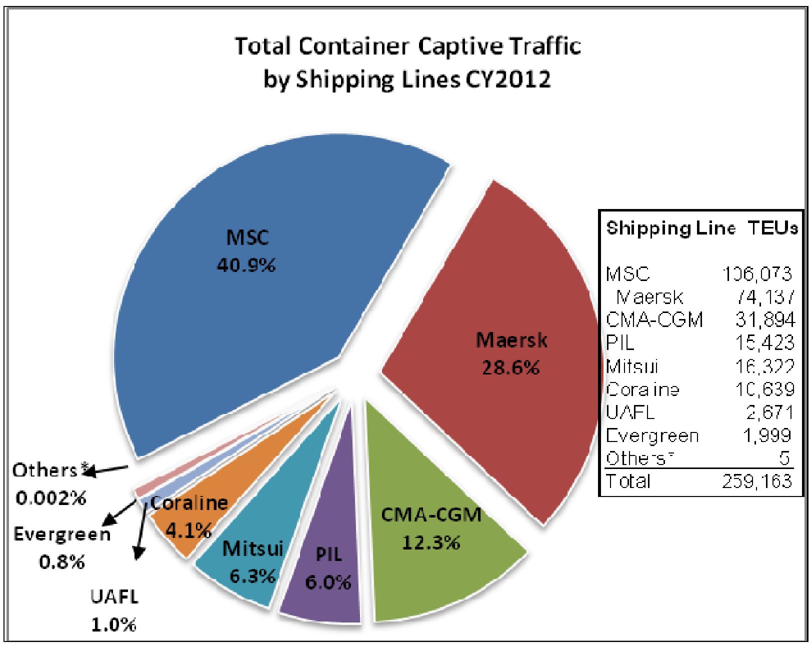
The breakdown of the total container traffic by shipping lines reveals the following:

- MSC has registered a growth of 12.3%, however, its share of total container has declined to 48.2% in 2012 as opposed to 51.1% in 2011.
- Maersk's share of Total Container Traffic has increased from 25.2% to 29.1% for the period under review and its volume went up by 37.2%
- CMA-CGM's brought a total of 32,414 TEUs in CY2011 and 45,629 TEUs in CY2012, i.e. an increase of 13,215 TEUs, equivalent to 40.8%. Its share has increased from 9.2% to 10.9%.
- The other lines, namely PIL, Mitsui, Coraline UAFL and Evergreen have a share to the tune of 3.7%, 4.1%, 2.8%, 0.8% and 0.5% respectively.

9.2 Total Captive Container Traffic by Shipping Lines – TEUs

Shipping line	CY2011	CY2012	Difference	% Change
MSC	93,007	106,073	13,066	14.1
Maersk	68,728	74,137	5,409	7.9
CMA-CGM	25,809	31,894	6,085	23.6
PIL	17,794	15,423	-2,371	-13.3
Mitsui	16,900	16,322	-578	-3.4
Coraline	10,108	10,639	531	5.3
UAFL	1,695	2,671	976	57.6
Evergreen	662	1,999	1,337	202.0
Others*	337	5	-332	-98.5
Total	**235,040**	**259,163**	**24,123**	**10.3**

* Others includes: DAL

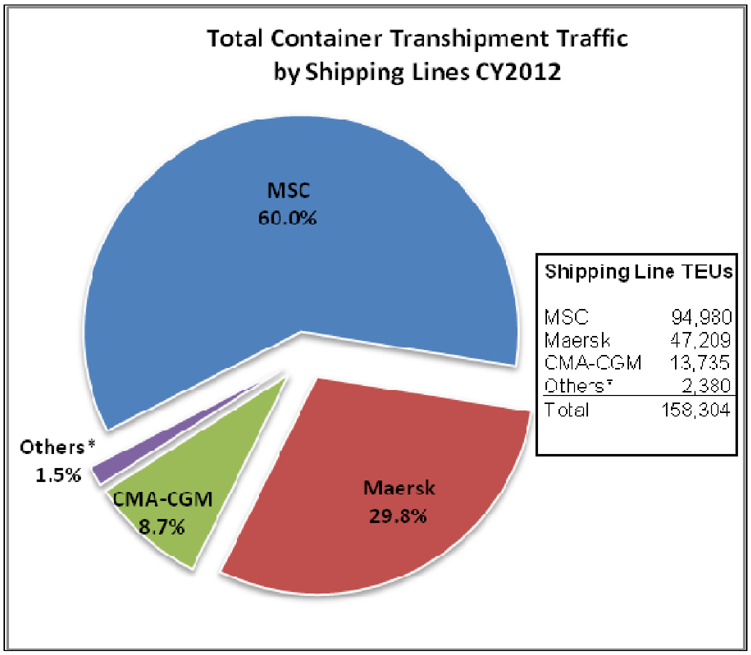


- The share of MSC in total captive container has increased from 93,007 TEUs in CY 2011 to 106,073 TEUs in CY 2012 (an increase of 14.1%), whereas
- Maersk's traffic, which was 68,728 TEUs in CY 2011, expanded to 74,137 TEUs in CY2012 (a increase of 7.9%).
- CMA-CGM registered an interesting growth of 23.6% in the Total Captive Traffic with 31,894 TEUs in CY2012 in comparison with 25,809 TEUs in CY2011.
- The share of traffic for PIL has decreased by 13.3% from 17,794 TEUs in CY2011 to 15,423 TEUs in CY2012.
- On the other hand, the share of Captive traffic for Mitsui, which was 16,900 TEUs in CY2011 declined to 16,322 TEUs in CY2012, registering a drop of 3.4%.

9.3 Total Transhipment Traffic by Shipping Lines - TEUs

Shipping line	CY2011	CY2012	Difference	Change
MSC	86,006	94,980	8,974	10.4
Maersk	19,736	47,209	27,473	139.2
CMA CGM	6,605	13,735	7,130	108.0
Others*	3,237	2,380	-857	-26.5
Total	**115,584**	**158,304**	**42,720**	**37.0**

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



Total Transhipment container traffic has increased by 37.0% for the period under review.

- MSC, which holds the biggest share in total transhipment traffic, has recorded a growth of 10.4%. MSC remains our biggest client for this segment of business.
- On the other hand, Maersk transhipment traffic has gone up by 139.2% from 19,736 TEUS in CY 2011 to 47,209 TEUS in CY 2012.
- CMA-CGM registered a growth of 108.0% in its transhipment activities at Port Louis Harbour from 6,605 TEUs in CY2011 to 13,735 TEUs in CY2012, representing an increase of some 7,130 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 CY2012, 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 CY2011	Share in CY2012
MSC						
Total Container Traffic	43.1%	41.9%	43.8%	45.9%	51.0%	48.2%
Total Captive Container Traffic	33.0%	31.2%	36.5%	29.3 %	39.6%	40.9%
Total Transhipment Container Traffic	61.8%	60.7%	56.9%	75.9%	74.4%	60.0%
Maersk						
Total Container Traffic	33.6%	28.3%	32.7%	33.8%	25.0%	29.0%
Total Captive Container Traffic	35.5%	32.0%	35.9%	42.7%	29.2%	28.6%
Total Transhipment Container Traffic	30.0%	21.8%	27.1%	17.8%	17.9%	29.8%

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

- Total Container Traffic: MSC holds 48.2% of the market share as opposed to 29.0% for Maersk
- Total Captive Container Traffic: MSC holds 40.9% whereas Maersk 28.6%
- Total Transhipment Container Traffic: MSC holds the biggest share in the transhipment volume, i.e. 60.0% whereas Maersk has 29.8%.

11. Transhipment Activities by Shipping Lines

Mediterranean Shipping Company Ltd (MSC)

Some 94,980 TEUs were transhipped by MSC in CY2012 as compared to 86,006 TEUs for the corresponding period last year, i.e. a growth of 10.4% was registered.

No. of TEUs	CY2011	CY2012	Difference	% change
Laden	62,046	74,208	12,162	19.6
Empty	23,960	20,772	-3,188	-13.3
Total	**86,006**	**94,980**	**8,974**	**10.4**

Maersk

The number of TEUs transhipped by Maersk was 47,209 in CY2012 against 19,736 in CY2011 i.e. an increase of 27,473 (a growth of 139.2%), which is a clear indication of a pickup in its transhipment activities at Port Louis.

No. of TEUs	CY2011	CY2012	Difference	% change
Laden	17,954	31,173	13,219	73.6
Empty	1,782	16,036	14,254	799.9
Total	**19,736**	**47,209**	**27,473**	**139.2**

12. MSC Sola

MPA welcomed the MSC Sola, one of the largest container ships to date to Port Louis on 29 June 2012.

Built in 2008, MSC Sola is 363.50 metres long and 45.6 metres wide with an impressive gross tonnage of 131,771 and a slot capacity of 11,660 TEUs, with connections for 960 reefers.

This mega carrier, plying on the Pendulum service, came from the Far East to Port Louis to offload some 952 and load 33 containers before proceeding to Durban.

13. Downtime of Port

During the period under review, handling operations at MCT were disrupted for about 6.9 days due to strong wind and rough seas and swells following cyclone "Giovanna" as compared to 10.3 days in CY2011.

14. Shipping Services

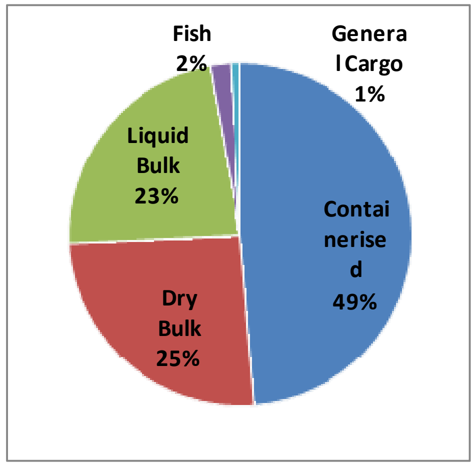
FREQUENCY	SERVICE	MAIN PORTS OF CALL
MSC	Falcon Service - weekly	Piraeus, Valencia, FOS, La Spezia, Napoli, Gioia Tauro, Pointe des Galets, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle
	Pendulum service West Bound – Far East to Europe weekly	Fuzhou, Xiamen, Kaohsiung, Hong Kong, Chiwan, Singapore, **Port Louis**, Durban, Coega/ Port Elizabeth, Cape town, Las Palmas, Rotterdam, Felixstowe, Hamburg
	Pendulum Service East Bound –Europe to Far East weekly	Hamburg, Antwerp, Le Havre, Las Palmas, Cape Town, Port Elizabeth/Coega, **Port Louis,** Singapore, Fuzhou
	Indian Ocean Islands Relay services – every 10 days	**Loop 1 : Port Louis,** Longoni, Majunga, **Port Louis** (MSC Longoni) **Loop 2 : Port Louis,** (Tamatave), Ehoala, Tulear, (Pointe des Galets/ Diego Suarez, **Port Louis** (Zagora) **Loop 3 : Port Louis,** Points des Galets, Tamatave, **Port Louis** (Mekong River)
Maersk	M Express West Bound - weekly	Reunion, Toamasina, Maputo, Beira, Nacala, **Port Louis**, Port Klang, Tanjung Pelepas
	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
	MISA North/South -Weekly	Durban, Port Elizabeth, Port Louis, Jebel Ali, Salalah, Reunion, Port Louis, Toamasina, Durban
PIL	East Africa Service- weekly	Singapore, **Port Louis,** Reunion, Tamatave, Maputo, Beina, Pasir Gudang, Sing
CMA-CGM	MAX - Mascareignes Express Service- weekly	Mundra, Khor Fakkan, Pointe des Galets**, Port Louis**, Tamatave, Longoni, Nacala, Port Victoria, Mundra
	MOZEX -Mozambique to Far East Service - Every 10 days (VSA with Maersk)	Port Klang, Tanjung Pelepas, Pointe des galets, Tamatave, Maputo/Pemba, Beira, Nacala **Port Louis**, Port Kelang
	Regional Feeder Service - Every 6 wks (Kiara)	**Port Louis**, Tulear, Longoni, Mutsamudu, Majunga, Nosy Be, Antsiranna, Vohemar, Port Louis

FREQUENCY	SERVICE	MAIN PORTS OF CALL
	Shaka Service – VSA Maersk	China Tanjung Pelepas, **Port Louis,** Durban, Port Louis, Singapore, China (6 vessels between 4500 and 6500 TEUs)
Mitsui OSK	MZX Service – Mozambique Zuid Africa Express Service-weekly	Singapore, **Port Louis,** (Taomasina), Durban, Maputo, Tanjung Pelepas, Singapore
Deutsche Afrika Linien UAFL	VSA with MSC Falcon Service - weekly South Africa, Madagascar, Indian Ocean Islands-Monthly feedering for MSC/Maersk/ Mitsui	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, Pemba, Tulear, Ehoala, Tamatave, **Port Louis**
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 CY2012

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 6,477,221 tonnes in CY2011 to 7,075,186 tonnes in CY2012. The composition of total cargo traffic is depicted in Figure 8.



B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) reached 3,428,388 tonnes in CY2012 as compared to 3,290,915 tonnes in CY2011, representing an expansion of 137,473 tonnes or 4.2%. Total bulk cargo had a share of 48.4% in total cargo traffic in CY2012 (50.8% in CY2011).

Total Bulk Cargo CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Dry Bulk	1,719,435	1,807,223	87,788	5.1
Liquid Bulk	1,571,480	1,621,165	49,685	3.2
Total	**3,290,915**	**3,428,388**	**137,473**	**4.2**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a growth of 5.1 %, equivalent to 87,788 tonnes from 1,719,435 tonnes in CY2011 to 1,807,223 tonnes in CY2012.

Total Dry Bulk Cargo CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Imports	1,665,674	1,807,223	141,549	8.5
Exports	53,761	0	-53,761	-
Total	**1,719,435**	**1,807,223**	**87,788**	**5.1**

B.2 Liquid Bulk Cargo

Total Liquid Bulk Cargo increased from 1,571,480 tonnes in CY2011 to 1,621,165 tonnes in CY2012, registering a growth of 49,685 tonnes, equivalent to 3.2%.

Total Liquid Bulk Cargo CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Imports	1,231,821	1,216,554	-15,267	-1.2
Exports	339,659	404,611	64,952	19.1
Total	**1,571,480**	**1,621,165**	**49,685**	**3.2**

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

Total Containerised Cargo grew by 15.5% from 2,982,918 tonnes in CY2011 to 3,444,006 tonnes in CY2012, as summarised below.

Containerised Cargo Traffic CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Imports	1,230,415	1,290,304	59,889	4.9
Exports	689,189	730,666	41,477	6.0
Transhipment (inwards)	1,063,314	1,423,036	359,722	33.8
Total	**2,982,918**	**3,444,006**	**464,088**	**15.5**

D. General Cargo Traffic

General Cargo, comprising bagged cargo, fish traffic, Inter-island trade and unitised break bulk, witnessed a decrease of 0.3%, (equivalent to 596 tonnes) from 203,388 tonnes in CY2011 to 202,792 tonnes in CY2012.

General Cargo Traffic CY2011 v/s CY2012 (tonnes)

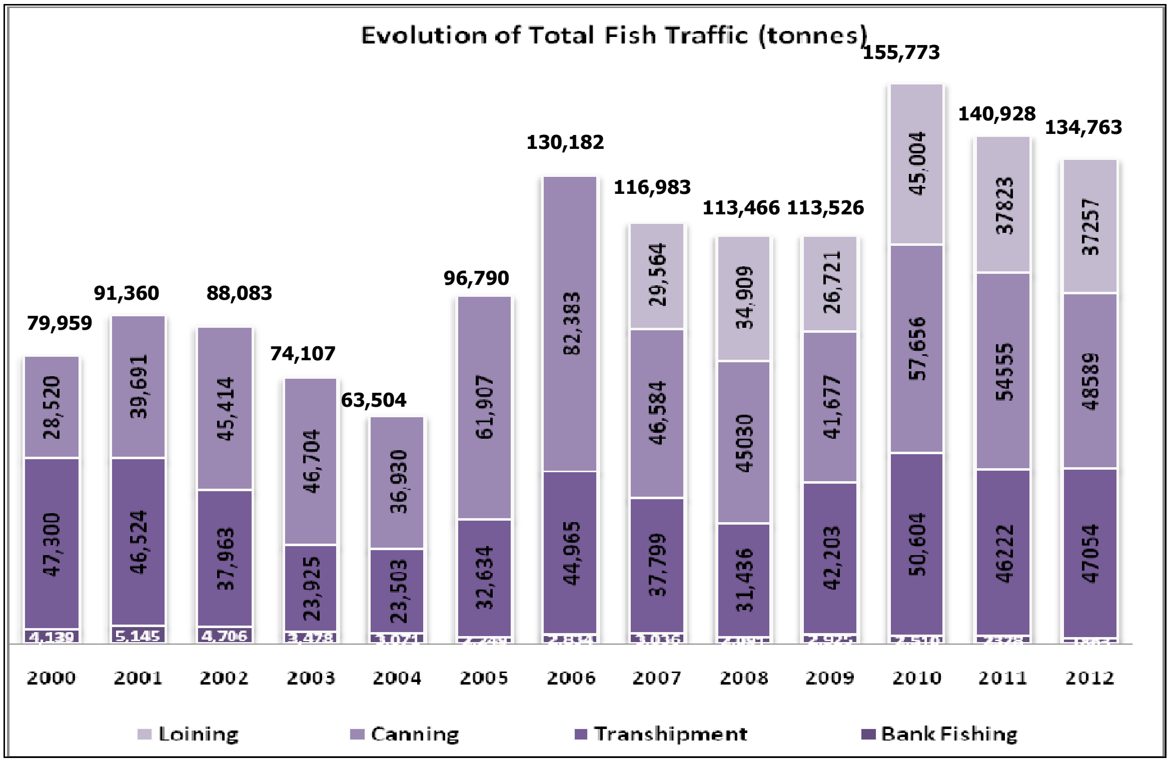
	CY2011	CY2012	Difference	% Change
Imports	195,341	195,789	448	0.2
Exports	8,047	7,003	-1,044	-13.0
Total	**203,388**	**202,792**	**-596**	**-0.3**

D.1 Fish Traffic

Total Fish Traffic contracted by 4.3% with 134,763 tonnes in CY2012 as opposed to 140,928 tonnes in CY2012.

Fish Traffic CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
Princes Tuna	54,555	48,589	-5,966	-10.9
Thon des Mascareignes	37,823	37,257	-566	-1.5
Total Tuna	*92,378*	*85,846*	*-6,532*	*-7.1*
Local Market	2,328	1,863	-465	-20.0
Transhipment Inwards	45,005	45,648	643	1.4
Transhipment Outwards	1,217	1,406	189	15.5
Grand Total	**140,928**	**134,763**	**-6,165**	**-4.3**



D.2 Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 2.1% (1,257 tonnes) from 60,114 tonnes in CY2011 to 61,371 tonnes in CY2012.

Inter-Island Traffic CY2011 v/s CY2012 (tonnes)

	CY2011	CY2012	Difference	% Change
General cargo	4,236	4,820	584	13.8
Containerised cargo	55,878	56,551	673	1.2
Total	**60,114**	**61,371**	**1,257**	**2.1**

- The tonnage of general cargo to/from Rodrigues experienced an increase of 13.8%, i.e. from 4,236 tonnes in CY2011 to 4,820 tonnes in CY2012.
- Likewise, containerised cargo to/from Rodrigues expanded by 1.2% i.e. from 55,878 tonnes in CY2011 to 56,551 tonnes in CY2012.

CHCL handled 4,506,320 tonnes of Cargo (bagged cargo, fertilizer, maize, coal, boulders, sugar import, Soya bean meal, unitized & break bulk, inter-island, fish and containerised cargo) in CY2012 as opposed to 4,046,049 tonnes of Cargo in CY2011. Its share in Total Cargo Traffic was 63.7% in the year under review in comparison with 62.5% in CY2011.

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