Mauritius Ports Authority

Port Trade Performance

CY2014 versus CY2015

21.03.2016

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Port Trade Performance CY2015

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**(-0.9%)**	**6.8**	**Million tonnes**
• Containerised Cargo	(-7.6)	1.0	Million tonnes
• Dry Bulk Cargo	(+6.6%)	1.8	Million tonnes
• Liquid Bulk Cargo	(+4.5%)	1.7	Million tonnes
• Fish Traffic	(+1.7%)	145,835	tonnes

Total Container Traffic	**(-10.4%)**	**361,109**	**TEUs**
• Captive Container	(+1.6%)	255,884	TEUs
• Transhipment Container Inwards	(-30.4%)	105,225	TEUs
• Transhipment Container Outwards	(-30.8%)	106,128	TEUs
Total Container Throughput	**(-16.0%)**	**467,237**	**TEUs**

Vessel Traffic	**(-11.5%)**	**2,947**	**Calls**
• Containerised Vessels	(-6.3%)	568	calls
• Fishing Vessels	(-10.8%)	953	calls

Cruise Traffic			
• Cruise Vessel	(+27.8%)	23	calls
• Passengers on Arrival	(+49.0%)	23,375	
• Passengers on Departure	(+46.2%)	22,979	

2. INTRODUCTION

With major port development projects in progress in calendar year 2015 (CY2015), port trade performance has been somewhat affected by the works undertaken during the year as witnessed by the slight drop in total volume of cargo handled in the port in terms of tonnage. Thus we see a decrease of 0.9% in the total cargo traffic with 6.8 million tonnes in CY2015 compared to 6.9 million tonnes in CY2014.

Similarly, total container traffic has registered a reduction of some 10.4% from 403,001 TEUs in CY2014 to 361,109 TEUs in CY2015 owing to the contraction in container transhipment volume at Port Louis. Transhipment traffic has reduced from 151,203 TEUs in CY2014 to 105,225 TEUs in CY2015.

The decrease of some 45,978 TEUs of transhipment has greatly overwhelmed the increase in captive container traffic of 4,086 TEUs during CY2015. Total captive container traffic witnessed a growth of 1.6% from 251,798 TEUs in CY2014 to 255,884 TEUs in CY2015.

Likewise, total vessel traffic has registered a negative growth of some 382 calls mainly due to the reductions in calls by container vessels, fishing vessels, inter-island trade and other vessels calling for outer harbour activities. Total no. of calls at Port Louis Harbour stood at 2,947 in CY2015 compared to 3,329 calls in CY2014.

3. TOTAL CARGO TRAFFIC

During the year CY2015, total cargo traffic decreased from 6,900,168 tonnes to 6,840,673 tonnes during the corresponding year in 2014, representing a downfall of 0.9% as summarised in Table 1.

Table 1
Total Cargo Traffic – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Total Imports	4,463,590	4,670,599	207,009	4.6
Total Exports	1,154,048	1,128,846	-25,202	-2.2
Total Containerised Transhipment Inwards	1,282,530	1,041,228	-241,302	-18.8
Total	**6,900,168**	**6,840,673**	**-59,495**	**-0.9**

Total Imports

Total imports increased from 4,463,590 tonnes in CY2014 to reach 4,670,599 tonnes in CY2015, representing a surge of 4.6%, i.e. an increase of 207,009 tonnes driven mainly by imports of solid and liquid bulk cargo.

Total Exports

Total exports contracted by 2.2% to reach 1,128,846 tonnes in CY2015 as compared to 1,154,048 tonnes in CY2014 – a decrease of 25,202 tonnes.

Total Containerised Transhipment Inwards

Total containerised transhipment inwards traffic dropped significantly from 1,282,530 tonnes in CY2014 to 1,041,228 tonnes in CY2015, a downfall of 18.8%, equivalent to 241,302 tonnes, as a direct result of the decline in transhipment volume at Port Louis.

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last sixteen years i.e. from CY2000 to CY2015.

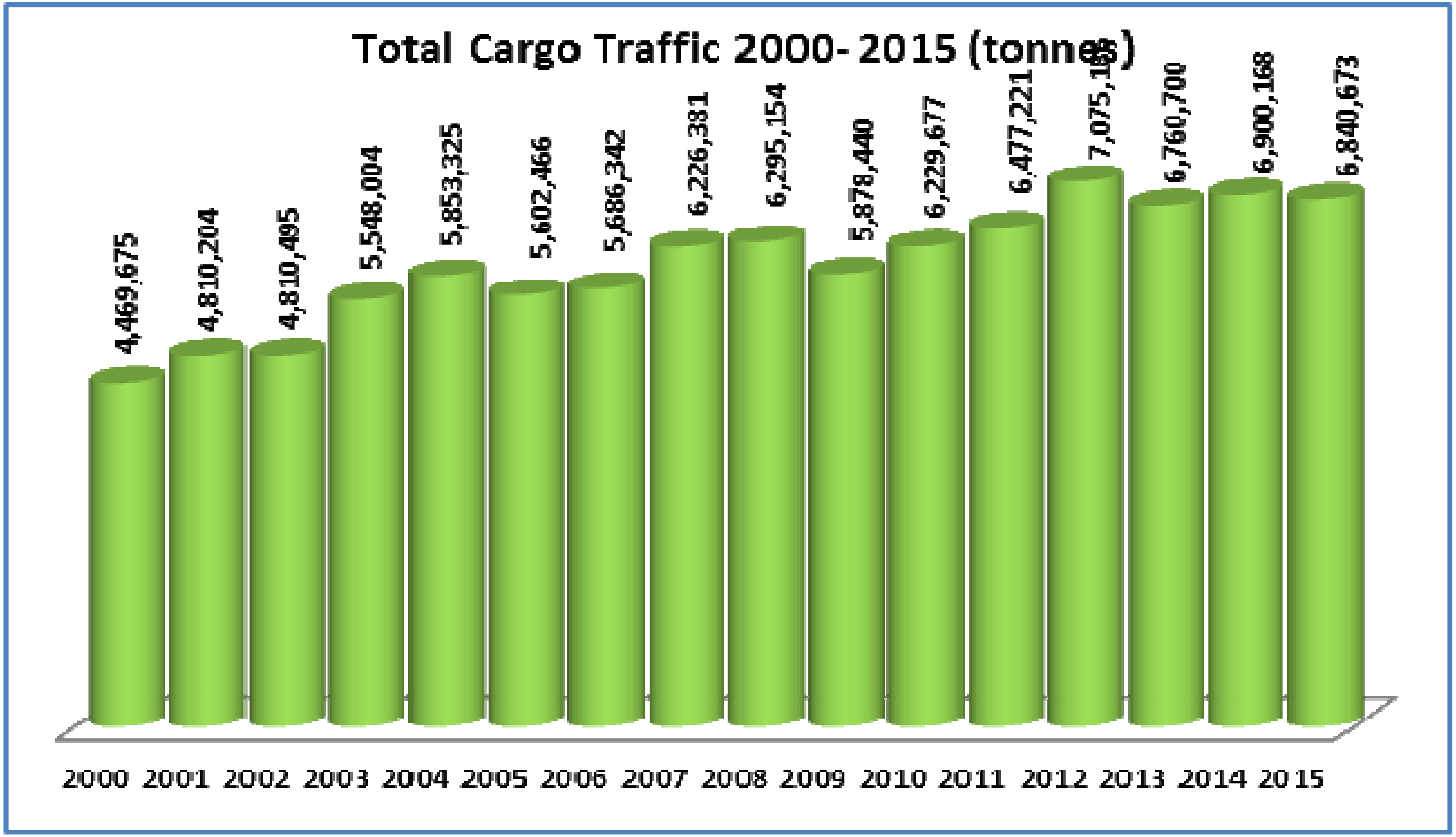


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total imports have increased from 4,463,590 tonnes in CY2014 to 4,670,599 tonnes in CY2015, representing a surge of 4.6%. Imports of Solid Bulk, Liquid Bulk General Cargo and Fish have increased by 8.4%, 4.8%, 54.7% and 1.8% respectively, whilst Containerised Cargo has decreased by 0.7%.

Table 2 illustrates the breakdown of total imports.

Table 2
Breakdown of Total Imports CY2014 v/s CY2015 (tonnes)

Imports	CY2014	CY2015	Difference	% change
Solid Bulk	1,678,249	1,818,828	140,579	8.4
Liquid Bulk	1,260,567	1,320,710	60,143	4.8
Containerised	1,360,463	1,351,165	-9,298	-0.7
General cargo	23,957	37,067	13,110	54.7
Fish	140,354	142,829	2,475	1.8
Total	**4,463,590**	**4,670,599**	**207,009**	**4.6**

4.1 Solid (Dry) Bulk Imports

Solid bulk imports have witnessed a significant growth of 8.4% equivalent to 140,579 tonnes, i.e. from 1,678,249 tonnes in CY2014 to 1,818,828 tonnes in CY2015, as detailed in Table 3.

Table 3
Solid Bulk Imports – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Wheat	142,950	158,574	15,624	10.9
Coal	724,753	762,953	38,200	5.3
Cement	607,902	625,205	17,303	2.8
Maize	92,468	133,001	40,533	43.8
Fertiliser	13,420	5,500	-7,920	-59.0
Soya bean meal	43,266	62,545	19,279	44.6
Sugar	52,151	71,050	18,899	36.2
Aggregates	1,339	0	-1,339	-100
Total	**1,678,249**	**1,818,828**	**140,579**	**8.4**

- For the year under review, imports of wheat increased by 10.9% from 142,950 tonnes in CY 2014 to 158,574 tonnes in CY2015

- Similarly, coal imports witnessed an expansion of 5.3% from 724,753 tonnes to a new record level of 762,953 tonnes in CY2015 due to the increasing demand for electricity in the country.

- Imports of cement registered a growth of 2.8% from 607,902 tonnes to 625,205 tonnes in CY2015.

- There was a new peak achieved in the import level of maize in CY2015 by some 40,533 tonnes, equivalent to some 43.8%. In CY2014, imports of maize stood at 92,468 tonnes compared to 133,001 tonnes in CY2015.

- In the same context, imports of soya bean meal attained a new record too with an expansion of 19,279 tonnes during the year under review (from 43,266 tonnes in CY2014 to 62,545 tonnes in CY2015). In fact, the demand for livestock feed has increased considerably and these two items are used intensively in the production of same.

- With the reduction in the cultivation of sugar cane and the refined Mauritian sugar being exported, we have witnessed an increase in the imports of sugar during CY2015 by some 18,899 tonnes (36.2%). In CY2014, some 52,151 tonnes of sugar were imported compared to 71,050 tonnes for the year under review.

- However, there has been a decrease of 59.0% in the import of fertilizer during the year CY2015 with some 5,500 tonnes in comparison with 13,420 tonnes in CY2014.

- There were no imports of aggregates during CY2015.

4.2 Liquid Bulk Imports

Total imports of liquid bulk increased by 4.8%, representing 60,143 tonnes, i.e. from 1,260,567 tonnes in CY2014 to 1,320,710 tonnes in CY2015.

Table 4
Liquid Bulk Imports – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Edible oil	18,000	19,500	1,500	8.3
Bitumen	6,828	4,247	-2,581	-37.8
White oil	713,414	751,301	37,887	5.3
Black oil	435,720	446,799	11,079	2.5
LPG	86,605	98,863	12,258	14.2
Total	**1,260,567**	**1,320,710**	**60,143**	**4.8**

- For the year under review, imports of Edible Oil increased by 8.3% from 18,000 tonnes to 19,500 tonnes.

- On the other hand, imports of Bitumen have dropped from 6,828 tonnes in CY2014 to 4,247 tonnes in CY2015, i.e. by 37.8% as a result of the completion of major road development projects in CY2014.

- Imports of White oil, Black oil have increased by 5.3% (713,414 in CY2014 to 751,301 tonnes in CY2015) and 2.5% (435,720 tonnes in CY2014 to 446,799 tonnes in CY2015) respectively, both cargo registering new peaks in their imports levels.

- With Petredec Mauritius fully functional in CY2015, import of LPG has registered a significant growth of 14.2% from 86,605 tonnes in CY2014 to reach a new record high of some 98,863 tonnes in CY2015.

4.3 Containerised Cargo Imports

Total containerised imports decreased by 0.7%. The breakdown of this traffic reveals that both inter-island containerised imports and captive containerised cargo imports decreased by 0.6% and 0.7% respectively.

Table 5
Containerised Cargo Imports – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Captive	1,352,150	1,342,901	-9,249	-0.7
Inter-Island	8,313	8,264	-49	-0.6
Total	**1,360,463**	**1,351,165**	**-9,298**	**-0.7**

4.4 General Cargo Imports

The total general cargo has witnessed an increase of 54.7%. The breakdown of this traffic in Table 6 shows that unitized break bulk increased by 59.2% whilst inter-island general cargo imports have contracted by 31.8%.

Table 6
General Cargo Imports – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Unitized Break Bulk	22,784	36,267	13,483	59.2
Inter-Island	1,173	800	-373	-31.8
Total	**23,957**	**37,067**	**13,110**	**54.7**

4.5 Fish Traffic Imports

Total fish imports posted an increase of 1.8%, with 142,829 tonnes in CY2015 as compared to 140,354 tonnes in CY2014. As regards, the total number of fishing vessels calling at Port Louis, same has dropped to 936 in CY2015 from 1,047 in the corresponding year last year.

Table 7
Fish Traffic – CY2014 v/s CY2015 (tonnes)

	Volume in Tonnes				**No of vessel Calls**			
	CY2014	**CY2015**	**Diff**	**% change**	**CY2014**	**CY2015**	**Diff**	**% change**
Princes Tuna	53,256	77,602	24,346	45.7	20	28	8	40.0
Thon des Mascareignes	22,934	9,973	-12,961	-56.5	11	3	-8	-72.7
Total Tuna	*76,190*	*87,575*	*11,385*	*14.9*	*31*	*31*	*0*	*0*
Local Market	2,043	1,551	-492	-24.1	248	226	-22	-8.9
Transhipment Inwards	59,065	50,697	-8,368	-14.8	734	638	-96	-13.1
Direct Transhipment Inwards (ship to ship)	3,056	3,006	-50	1.6	34	41	7	20.6
Total	**140,354**	**142,829**	**2,475**	**1.8**	**1047**	**936**	**-111**	**-10.6**

- Imports of Tuna by Princes Tuna grew significantly by 45.7% from 53,256 tonnes in CY2014 to reach 77,602 tonnes in CY2015 whilst imports of Tuna by Thon des Mascareignes decreased considerably by 56.5% (12,961 tonnes) for the period under review.

  Consolidated imports of Tuna expanded by 11,385 tonnes (growth of 14.9%) from 76,190 tonnes in CY2014 to 87,575 tonnes during the year under consideration.

- Fish handled for the local market decreased by 492 tonnes (representing 24.1%) from 2,043 tonnes in CY2014 to 1,551 tonnes in CY2015.

- Similarly, fish transhipment at Port Louis contracted by 14.8% (8.368 tonnes) from 59,065 tonnes in CY2014 to stand at 50,697 tonnes in CY2015.

- In the same way, direct transhipment of fish from ship to ship contracted by 1.6% (50 tonnes) from 3,056 tonnes in CY2014 to 3,006 tonnes in CY2015.

5. TOTAL EXPORTS

Total exports decreased by 2.2 %, with 1,128,846 tonnes in CY2015 as compared to 1,154,048 tonnes in CY2014. Exports of Containerised Cargo, General Cargo and Fish have all dropped by 1.1%, 19.1% and 1.6% respectively for the year under review. On the other hand, exports of Liquid Bulk have increased by 3.6%.

Table 8
Breakdown of Total Bulk Exports CY2014 v/s CY2015 (tonnes)

Exports	CY2014	CY2015	Difference	% change
Solid Bulk -Aggregates	27,989	-	-27,989	-100
Liquid Bulk	348,871	361,375	12,504	3.6
Containerised	768,866	760,203	-8,663	-1.1
General cargo	5,266	4,262	-1,004	-19.1
Fish	3,056	3,006	-50	-1.6
Total	**1,154,048**	**1,128,846**	**-25,202**	**-2.2**

5.1 Solid Bulk Exports

There has been no export of aggregates in CY2015 compared to 27,989 tonnes exported one year earlier.

5.2 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered an increase of 3.6% from 348,871 tonnes in CY2014 to 361,375 tonnes in CY2015, equivalent to 12,504 tonnes as depicted in Table 9.

Table 9

Exports of Liquid Bulk Cargo CY2014v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Molasses	45,564	36,106	-9,458	-20.8
LPG	4,961	29,942	24,981	503.5
Ethanol	6,781	11,043	4,262	62.8
Total Bunker	291,565	284,284	-7,281	-2.5
Grand Total	**348,871**	**361,375**	**12,504**	**3.6**

- Exports of molasses were 45,564 tonnes in CY2014. As regards the year under review, some 36,106 tonnes of molasses have been exported, thus showing a decrease of 20.8% as more and more ethanol is being produced for export.

- Messrs. Petredec (Mauritius) Ltd exported some 29,942 tonnes of LPG in the region during the year under review as opposed to 4,961 tonnes in CY2014.

- Around 6,781 tonnes of Ethanol were exported in CY2014 whilst 11,043 of same have been exported during the year CY2015.

- Bunker exports, accounting for the bulk in this segment, have registered a negative growth of 2.5%, equivalent to some 7,281 tonnes.

5.2.1 Bunkering Activities

There was a prolonged shut down of refineries in South Africa in CY2014, which meant that Mauritius benefitted from more bunkering opportunities than expected. The situation became normal during CY2015 whereby total volume of Bunker exports contracted by 2.5% as compared to same year last year as outlined in Table 10.

Table 10
Total Bunker Exports – CY2014 v/s CY2015

	Volume in Tonnes				Vessel Calls			
	CY2014	CY2015	Difference	% Change	CY2014	CY2015	Difference	% Change
Bunker by pipeline	150,565	139,873	-10,692	-7.1	1,447	1,367	-80	-5.5
Bunker by barge	141,000	144,411	3,411	2.4	526	403	-123	-23.4
Total	**291,565**	**284,284**	**-7,281**	**-2.5**	**1,973**	**1,770**	**-203**	**-10.3**

The decrease in bunkering was also partly due to the decreasing world market prices in addition to Durban and Singapore, being more competitive than Port Louis.

- Exports of Bunker by pipeline decreased by 7.1% from 150,565 tonnes in CY2014 to 139,873 tonnes in CY2015, equivalent to 10,692 tonnes

- On the other hand, exports of Bunker by barge increased by 3,411 tonnes (2.4%) from 141,000 tonnes in CY2014 to 144,411 tonnes in CY2015.

As regards, the number of vessels that took bunker at Port Louis, same has decreased from 1,973 calls in CY2014 to 1,770 calls in CY2015, i.e. a drop of 10.3%.

- The total number of bunker calls by pipeline and barges decreased by 5.5% and 23.4% respectively for the year under review in comparison to the same year the previous year.

Figure 2 depicts the evolution of total bunker traffic at Port Louis for the last sixteen years i.e. from CY2000 to CY2015.

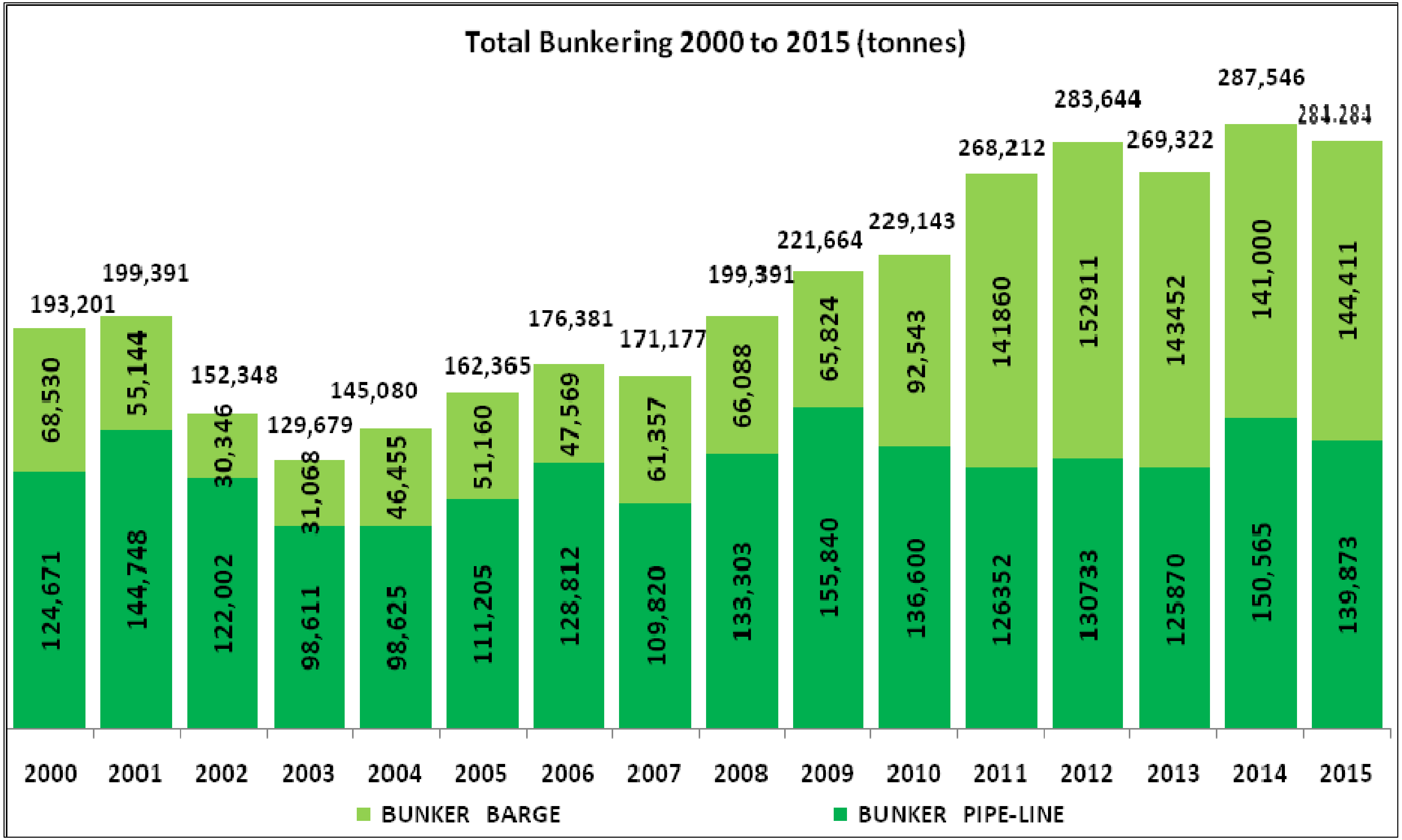


Figure 2: Evolution of Total Bunker Traffic (tonnes)

5.3 Containerised Cargo Exports

Total containerised cargo exports have decreased by 1.1%. The breakdown of this traffic reveals that captive containerised exports have decreased by 1.7% whereas inter-island containerised exports increased by 6.8%.

Table 11
Containerised Exports – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Captive	716,551	704,340	-12,211	-1.7
Inter-Island	52,315	55,863	3,548	6.8
Total	**768,866**	**760,203**	**-8,663**	**-1.1**

5.4 General Cargo Exports

The total general cargo exports have witnessed a negative growth of 19.1%. The breakdown of this traffic shows that unitized break bulk recorded a negative growth of 32.4% and inter-island general cargo exports also registered a drop of 13.1%.

Table 12
General Cargo Exports – CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Unitized Break Bulk	1,625	1,098	-527	-32.4
Inter-Island	3,641	3,164	-477	-13.1
Total	**5,266**	**4,262**	**-1,004**	**-19.1**

5.5 Fish Traffic Exports

For the year CY2015, direct transhipment outwards of fish stood at 3,006 tonnes as opposed to 3,056 tonnes in the corresponding year last year, representing a decrease of 1.6%.

Table 13
Fish Exports – CY2014 v/s CY2015 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY2014	CY2015	Diff	% change	CY2014	CY2015	Diff	% change
Direct Transhipment outwards (ship to ship)	3,056	3,006	-50	-1.6	20	16	-4	-20.0%
Total	**3,056**	**3,006**	**-50**	**-1.6**	**20**	**16**	**-4**	**-20.0%**

6. TOTAL CONTAINER TRAFFIC

Total Container Traffic has decreased from 403,001 TEUs for the year CY2014 to 361,109 TEUs in CY2015, i.e. a drop of 10.4%.

Captive container traffic increased by 1.6% whilst transhipment container traffic registered a negative growth of 30.4%, as detailed in Table 14.

Table 14
Total Container Traffic – CY2014 v/s CY2015 (TEUs)

	CY2014	CY2015	Difference	% Change
Captive	251,798	255,884	4,086	1.6
Transhipment	151,203	105,225	-45,978	-30.4
Total	**403,001**	**361,109**	**-41,892**	**-10.4**

Figure 3 depicts the evolution of total container traffic at Port Louis for the last sixteen years i.e. from CY2000 to CY2015.

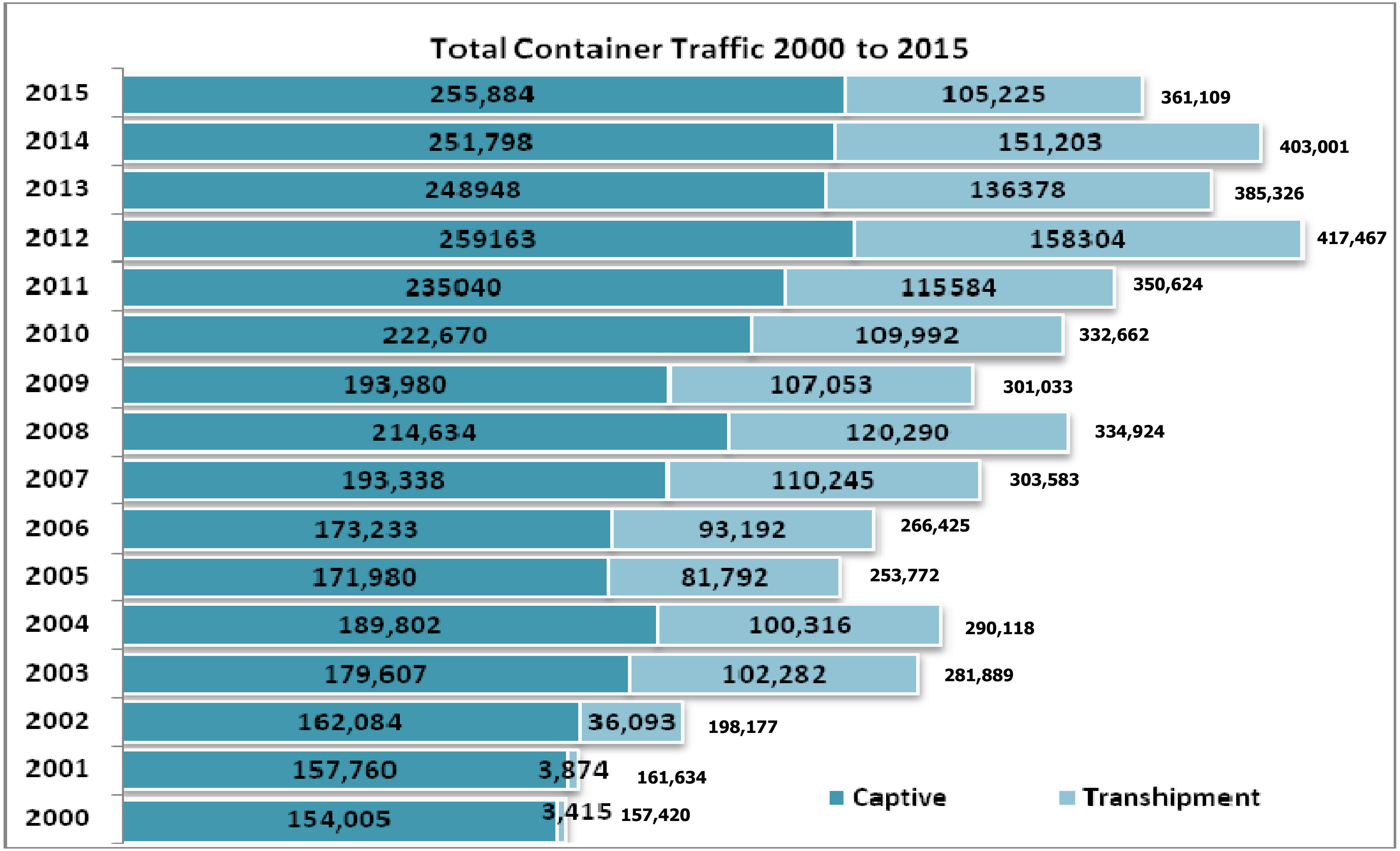


Figure 3: Evolution of Total Container Traffic (TEUs)

6.1 Total Captive Container Traffic

Total Captive Container Traffic recorded a growth of 1.6%, equivalent to 4,086 TEUs with 255,884 TEUs for the year CY2015 as compared to 251,798 TEUs for the corresponding year one year earlier. Table 15 shows the comparative monthly captive container traffic for the year CY2015 against same year in 2014.

Table 15
Total Captive Container Traffic- CY2014 v/s CY2015 (TEUs)

	2014	2015	Difference	% Change
Jan	18,512	13,987	-4,525	-24.4
Feb	17,033	24,987	7,954	46.7
Mar	18,704	21,417	2,713	14.5
Apr	17,880	20,276	2,396	13.4
May	22,732	20,548	-2,184	-9.6
Jun	19,579	20,828	1,249	6.4
Jul	23,466	21,004	-2,462	-10.5
Aug	24,025	20,809	-3,216	-13.4
Sep	20,890	20,227	-663	-3.2
Oct	24,160	23,073	-1,087	-4.5
Nov	22,132	25,026	2,894	13.1
Dec	22,685	23,702	1,017	4.5
Total	**251,798**	**255,884**	**4,086**	**1.6**

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic stood at 108,093 TEUs for the year CY2015 as compared to 108,837 TEUs in the corresponding year of the preceding year, i.e. representing a drop of 0.7 %, equivalent to 744 TEUs as shown in Table 16.

Table 16
Captive Laden Import Container Traffic -CY2014 v/s CY2015 (TEUs)

	2014	2015	Difference	% Change
Jan	7,390	5,442	-1,948	-26.4
Feb	6,466	9,215	2,749	42.5
Mar	7,244	7,703	459	6.3
Apr	8,850	8,588	-262	-3.0
May	10,019	9,201	-818	-8.2
Jun	8,926	9,440	514	5.8
Jul	9,514	9,458	-56	-0.6
Aug	9,594	8,441	-1,153	-12.0
Sep	8,810	9,532	722	8.2
Oct	10,728	9,780	-948	-8.8
Nov	10,296	11,064	768	7.5
Dec	11,000	10,229	-771	-7.0
Total	**108,837**	**108,093**	**-744**	**-0.7**

6.1.2 Captive Laden Export Container Traffic (TEUs)

Captive laden export container traffic has decreased to 60,816 TEUs in CY2015 in contrast to 61,509 TEUs for the corresponding year in 2014. The detailed results are outlined in Table 17.

Table 17
Captive Laden Export Container Traffic - CY2014 v/s CY2015
(TEUs)

	2014	2015	Difference	% Change
Jan	4,406	4,227	-179	-4.1
Feb	4,635	5,426	791	17.1
Mar	5,336	5,350	14	0.3
Apr	4,772	4,753	-19	-0.4
May	5,837	5,036	-801	-13.7
Jun	5,006	5,151	145	2.9
Jul	5,421	4,798	-623	-11.5
Aug	4,507	4,998	491	10.9
Sep	6,013	5,013	-1000	-16.6
Oct	5,465	5,757	292	5.3
Nov	4,996	5,360	364	7.3
Dec	5,115	4,947	-168	-3.3
Total	**61,509**	**60,816**	**-693**	**-1.1**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic increased by 0.4%, (representing a rise of 63 TEUs) for the year under review, with 17,628 TEUs for CY2015 versus 17,565 TEUs in CY2014 as detailed in Table 18.

Table 18
Captive Empty Import Container Traffic - CY2014 v/s CY2015
(TEUs)

	2014	2015	Difference	% Change
Jan	868	756	-112	-12.9
Feb	1,707	1,193	-514	-30.1
Mar	1,171	1,754	583	49.8
Apr	943	1,254	311	33
May	1,115	1,209	94	8.4
Jun	1,288	1,087	-201	-15.6
Jul	1,058	1,329	271	26.8
Aug	1,454	1,503	49	3.4
Sep	1,666	2,015	349	21.0
Oct	2,469	1,396	-1,073	-43.5
Nov	2,010	2,057	47	2.3
Dec	1,816	2,075	259	14.3
Total	**17,565**	**17,628**	**63**	**0.4**

6.1.4 Captive Empty Export Container Traffic

Table 19 provides a comparative monthly summary of the captive empty export container traffic for the year CY2014 to CY2015.

Table 19
Captive Empty Export Container Traffic- CY2014 v/s CY2015 (TEUs)

	2014	2015	Difference	% Change
Jan	5,848	3,562	-2,286	-39.1
Feb	4,225	9,153	4,928	116.6
Mar	4,953	6,610	1,657	33.5
Apr	3,315	5,681	2,366	71.4
May	5,761	5,102	-659	-11.4
Jun	4,359	5,150	791	18.2
Jul	7,473	5,419	-2,054	-27.5
Aug	8,470	5,867	-2,603	-30.7
Sep	4,401	3,667	-734	-16.7
Oct	5,498	6,140	642	11.7
Nov	4,830	6,545	1,715	35.5
Dec	4,754	6,451	1,697	35.7
Total	**63,887**	**69,347**	**5,460**	**8.6**

Captive empty export container traffic registered a growth of 8.6% and reached 69,347 TEUs in CY2015 as compared to 63,887 TEUs in CY2014.

6.2 Total Transhipment Inwards Container Traffic

Total transhipment (inwards) container traffic decreased by 30.4%, equivalent to 45,978 TEUs for the year under review with a total of 105,225 TEUs in CY2015 compared to 151,203 TEUs same year in 2014. Comparative monthly transhipment container traffic is summarised in Table 20.

Table 20
Total Transhipment Inwards Container Traffic-CY2014 v/s CY2015 (TEUs)

	2014	2015	Difference	% Change
Jan	10,397	4,878	-5,519	-53.1
Feb	14,671	8,581	-6,090	-41.5
Mar	15,793	10,628	-5,165	32.7
Apr	13,235	8,320	-4,915	-37.1
May	15,303	9,697	-5,606	-36.6
Jun	13,364	7,582	-5,782	-43.3
Jul	13,474	8,672	-4,802	-35.6
Aug	12,934	9,457	-3,477	-26.9
Sep	10,959	8,791	-2,168	-19.8
Oct	11,580	9,670	-1,910	-16.5
Nov	10,505	10,147	-358	-3.4
Dec	8,988	8,802	-186	-2.1
Total	**151,203**	**105,225**	**-45,978**	**-30.4**

It should be noted that with the CHCL crane refurbishment project, only 4 STS gantry cranes were in operation for almost one year from September 2014 to August 2015.

With a view to accommodating all vessels plying on different services of the various shipping lines at MCT, the MPA imposed a reduction in move counts during the project. As a result, a minimum decrease of some 3,000 moves every month had been expected, the moreso in the transhipment segment.

6.2.1 Transhipment Inwards Laden Container Traffic (TEUs)

Table 21 shows the details of the comparative monthly laden containers transhipped at Port Louis. For CY2015, some laden 84,584 TEUs have been transhipped compared to 104,186 TEUs for the corresponding year last year, representing a decrease of 19,602 TEUs equivalent to 18.8%.

Table 21
Transhipment Inwards Laden Container Traffic -CY2014 v/s CY2015 (TEUs)

	2014	2015	Difference	% Change
Jan	7,441	3,725	-3,716	-49.9
Feb	8,738	6,982	-1,756	-20.1
Mar	8,568	6,739	-1,829	-21.4
Apr	9,346	5,798	-3,548	-38.0
May	8,908	7,413	-1,495	-16.8
Jun	8,567	5,861	-2,706	-31.6
Jul	9,834	7,208	-2,626	-26.7
Aug	10,158	8,199	-1,959	-19.3
Sep	8,353	7,997	-356	-4.3
Oct	8,544	8,535	-9	-0.1
Nov	8,587	8,601	14	0.2
Dec	7,142	7,526	384	5.4
Total	**104,186**	**84,584**	**-19,602**	**-18.8**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

When it comes to cuts in move count, the normal practice would be to reduce the transhipment of empties first. Thus, we see that transhipment inwards empty container traffic has posted a contraction of 56.1% for the year under review. It reached 20,641 TEUs in CY2015 as opposed to 47,017 TEUs in CY2014 as detailed in Table 22.

Table 22
Transhipment Inwards Empty Container Traffic- CY2014 v/s CY2015 (TEUs)

	2014	2015	Difference	% Change
Jan	2,956	1,153	-1,803	-61.0
Feb	5,933	1,599	-4,334	-73.1
Mar	7,225	3,889	-3,336	-46.2
Apr	3,889	2,522	-1,367	-35.2
May	6,395	2,284	-4,111	-64.3
Jun	4,797	1,721	-3,076	-64.1
Jul	3,640	1,464	-2,176	-59.8
Aug	2,776	1,258	-1,518	-54.7
Sep	2,606	794	-1,812	-69.5
Oct	3,036	1,135	-1,901	-62.6
Nov	1,918	1,546	-372	-19.4
Dec	1,846	1,276	-570	-30.9
Total	**47,017**	**20,641**	**-26,376**	**-56.1**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Some 569 container vessels were operated at MCT for the year CY2015 as compared to 534 for the corresponding year one year earlier as depicted in Table 23.

Table 23
Vessel serviced at MCT - CY2014 v/s CY2015

	2014	2015	Difference
Jan	47	27	-20 (cyclones)
Feb	43	44	1
Mar	49	43	-6 (swell)
Apr	48	45	-3
May	53	47	-6
Jun	46	43	-3
Jul	46	48	2
Aug	48	49	1
Sep	44	47	3
Oct	51	51	-1
Nov	48	49	1
Dec	46	41	-5
Total	**569**	**534**	**-35**

In January 2015, there was a total downtime of some 12 days at MCT with the prevalence of tropical depressions in Mauritius. As a result, vessel calls at MCT decreased by 20 calls. Similarly in March 2015, with approximately 3.5 days of downtime, there were 6 calls lesser compared to March 2014.

7.2 Container Throughput at MCT

During the CY2015, the number of containers handled was 333,258 units as compared to 400,056 units for the corresponding year last year – a decrease of 66,798 units (representing a drop of 16.7%) as depicted below in Table 24.

Similarly, the Container Throughput in terms of number of TEUs had also registered a contraction to the tune of 17.1%, equivalent to a decrease of 90,270 TEUs, from 529,018 TEUs in Jan/Feb 2014 to 438,748 TEUs for the year under review.

Accordingly, the number of moves recorded for the year CY2015 was 346,009 compared to 415,558 in the preceding year same year – a drop of 69,549 representing a decrease of 16.7%.

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

Table 24
No of Containers/TEUs/moves - CY2014 v/s CY2015

Month	Containers			TEUs			Moves		
	CY2014	CY2015	Diff	CY2014	CY2015	Diff	CY2014	CY2015	Diff
Jan	29,006	15,215	-13,791	38,283	20,148	-18,135	30,292	15,790	-14,502
Feb	31,691	30,409	-1,282	41,826	40,064	-1,762	33,019	32,029	-990
Mar	38,557	30,511	-8,046	49,722	39,300	-10,422	39,933	31,602	-8,331
Apr	33,331	25,268	-8,063	43,480	33,481	-9,999	34,745	26,204	-8,541
May	37,720	28,512	-9,208	50,584	37,063	-13,521	39,312	29,477	-9,835
Jun	33,971	25,409	-8,562	46,069	34,453	-11,616	35,273	26,297	-8,976
Jul	36,332	27,206	-9,126	49,011	35,504	-13,507	37,668	28,038	-9,630
Aug	37,392	28,380	-9012	49,359	37,003	-12,356	38,646	29,432	-9,214
Sep	30,267	28,107	-2160	40,083	36,920	-3,163	31,417	29,159	-2,258
Oct	-33,623	31,344	-2,279	-43,375	41,228	-2,147	-35,077	32,624	-2,453
Nov	30,089	32,976	2,887	39,597	43,902	4,305	31,185	34,242	3,057
Dec	28,077	29,921	1,844	37,629	39,682	2,053	28,991	31,115	2,124
Total	**400,056**	**333,258**	**-66,798**	**529,018**	**438,748**	**-90,270**	**415,558**	**346,009**	**-69,549**
% change			**-16.7**			**-17.1**			**-16.7**

7.3 Summary of the Key Performance Indicators @ MCT

Table 25 provides a summary of the various key performance indicators at the MCT.

Table 25
Key Performance Indicators at MCT CY2014 v/s CY2015

	2014	2015
Avg. Moves Per Gross Crane Hour	18.5	20.3
Avg. Moves per Ship's Working Hour	34.3	33.9
Average Pre-berthing/ Sailing Delay (hrs)	2.0	2.5
Berth Occupancy (%)	79.9	72.3
Throughput (TEUs)	529,018	438,748

The average number of moves per gross crane hour has increased from 18.5 in CY2014 to reach a new record level 20.3 in CY2015.

For the year under review, the average moves per ship's working hour stood at 33.9 for the twelve months in 2015 compared to 34.3 recorded in CY2014.

The average pre-berthing delay per vessel stood at 2.5 hours in CY2015 as opposed to 2 hours same year previous year.

The berth occupancy for the year of CY2015 stood at 72.3% as compared to 79.9% for the corresponding year in 2014 at the MCT.

Throughput at MCT for CY2015 reached 438,748 TEUs as opposed to 529,018 TEUs in CY2014, i.e. a drop of 90,743 TEUs, i.e. representing a contraction of 17.2%.

7.4 Crane Productivity

Table 26 provides the comparative crane productivity for the year CY2014 versus CY2015.

Table 26
Average Moves per Gross Crane Hours - CY2014 v/s CY2015

	2014	2015
Jan	17.4	*17.0*
Feb	18.7	18.4
Mar	17.3	19.0
Apr	18.8	20.5
May	19.2	20.9
Jun	18.9	22.3
Jul	18.1	*22.8*
Aug	18.6	21.1
Sep	19.2	20.7
Oct	19.6	20.8
Nov	19.2	20.3
Dec	16.7	19.5
Average	**18.5**	**20.3**

For the year under review, the highest performance was registered in the month of July with 22.8 moves/ gross crane hour. The lowest gross crane productivity registered was in the month of Jan with 17.0 moves/ gross crane hour, greatly affected by the adverse climatic conditions.

7.5 Ship Productivity

Comparative monthly ship productivity for the year CY2014 versus CY2015 is detailed in Table 27.

Table 27
Average Moves per Ship's Working Hours - CY2014 v/s CY2015

	2014	2015
Jan	31.5	*27.8 (lowest)*
Feb	37.0	30.0
Mar	34.5	30.3
Apr	36.5	31.3
May	40.2	31.4
Jun	29.3	31.7
Jul	34.4	31.0
Aug	35.4	32.5
Sep	32.0	40.2
Oct	36.3	40.4
Nov	36.3	*41.4 (highest)*
Dec	30.3	41.0
Average	**34.3**	**33.9**

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 28 for the year CY2014 versus CY2015.

Table 28
Average Pre-berthing Delay - CY2014 v/s CY2015 (hrs)

	2014	2015
Jan	1.8	*10.7 (cyclones)*
Feb	1.4	2.0
Mar	1.4	1.8
Apr	1.7	1.4
May	1.6	1.4
Jun	1.9	1.4
Jul	3.6	1.5
Aug	2.7	2.8
Sep	2.6	1.9
Oct	2.0	2.3
Nov	1.4	2.4
Dec	1.5	4.0
Average	**2.0**	**2.5**

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 29 for the year CY2014 compared to CY2015.

Table 29
Berth Occupancy at MCT - CY2014 v/s CY2015

	2014	2015
Jan	78.3	*56.9*
Feb	77.5	*87.9*
Mar	90.7	78.4
Apr	80.3	71.0
May	76.9	74.5
Jun	80.6	73.3
Jul	85.8	75.1
Aug	83.9	77.4
Sep	78.4	67.4
Oct	75.9	71.6
Nov	73.0	72.4
Dec	77.6	64.4
Total	**79.9**	**72.3**

Berth occupancy in Jan 2015 has been particularly low as there were 20 lesser calls at MCT owing to the adverse climatic conditions with the prevalence of tropical depressions.

As a result, there was a surge of vessel traffic at MCT in Feb 2015 following the resumption of handling activities after the bad weather conditions. Berth occupancy reached 87.9% in that particular month.

Figure 4 depicts the evolution of the main Key Performance Indicators at MCT for the last sixteen years i.e. from CY2000 to CY2015.

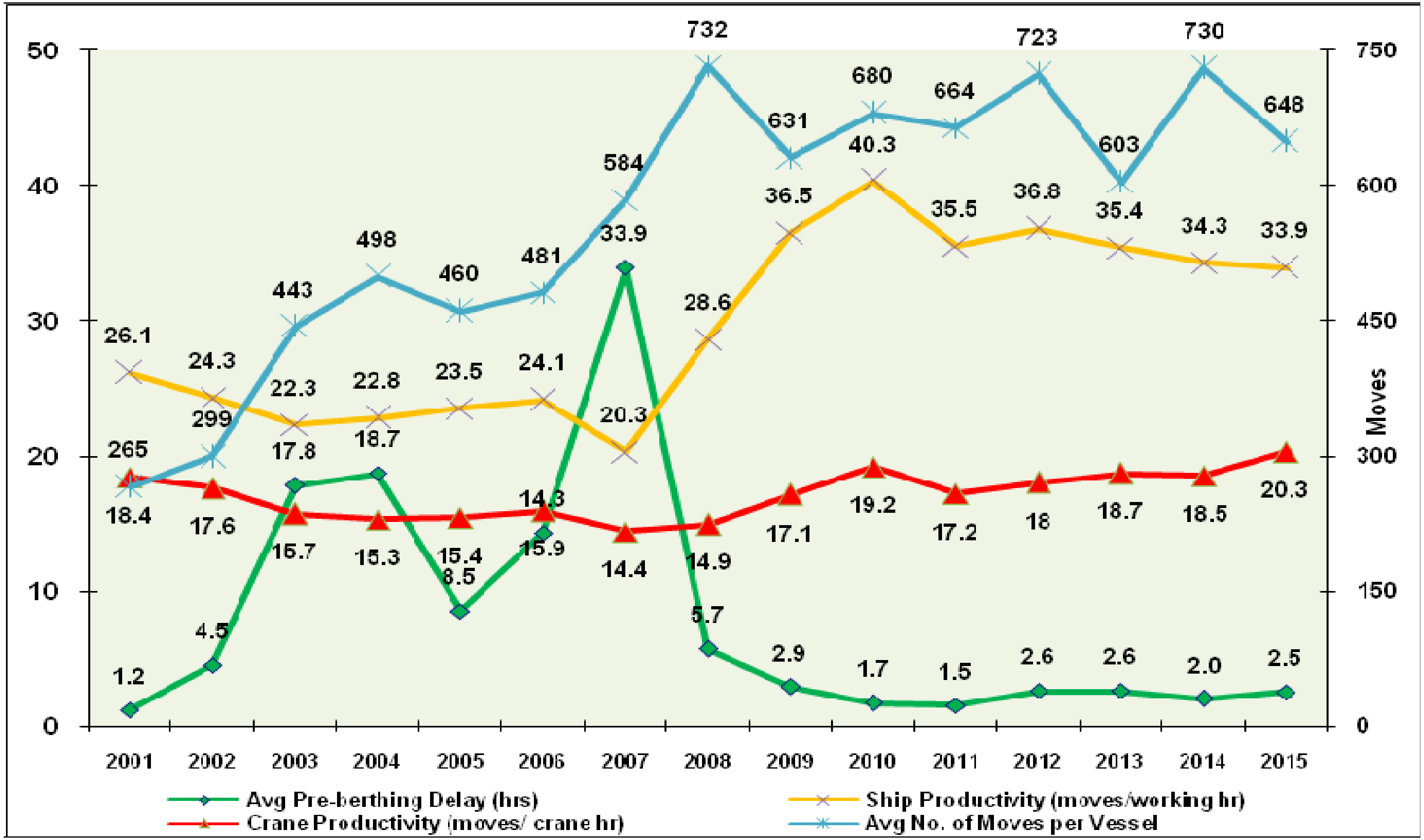


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. VESSEL CALLS

Some 2,947 vessel calls were registered during the year CY2015 as compared to 3,329 calls in CY2014, i.e. a drop of 382 calls. Table 30 provides a summary of Total Vessel Traffic for the year under review compared to same year the previous year.

Table 30
Vessel calls for the year CY2014 v/s CY2015

Category	CY2014	CY2015	Difference
Containerized Vessels	607	568	-39
Tankers	61	78	17
Dry Bulk carriers	58	52	-6
Unitized & Break Bulk Carriers	7	13	6
General Cargo Vessels	7	5	-2
Fishing Vessels	1,067	953	-114
Pure Car Carriers	37	35	-2
Inter-Island	69	50	-19
Cruise Vessel	18	23	5
Others	1,398	1,170	-228
Total	**3,329**	**2,947**	**-382**

- Containerised vessel calls stood at 568 in CY2015 as opposed to 607 calls in CY2014 (a shortfall of 39 owing to: (a) bad weather conditions in Jan 2015, (b) Mitsui stopped calling at Port Louis as from January 2015 with a view to optimising its activities in the Indian Ocean (c) CHCL crane refurbishment exercise from August 2014 to Sep 2015 and (d) Ongoing MCT berth extension projects.

- No. of calls by Tankers increased from 61 in CY2014 to 78 in CY2015 (an increase of 17 with Petredec Mauritius Ltd. importing and exporting LPG in the region).

- No. of calls made by dry Bulk carriers was 52 in CY2015 as opposed to 58 recorded during the corresponding year last year (a decrease of 6).

- Fishing vessels with 953 calls in CY2015, as compared to 1,067 calls in CY2014, a decrease of 114.

- With only one national carrier into operations for the inter-island trade in the beginning of the year, total number of calls has decreased drastically from 69 in CY2014 to 50 in CY2015.

Figure 5 shows the evolution of total vessel traffic from 2000 to 2015.

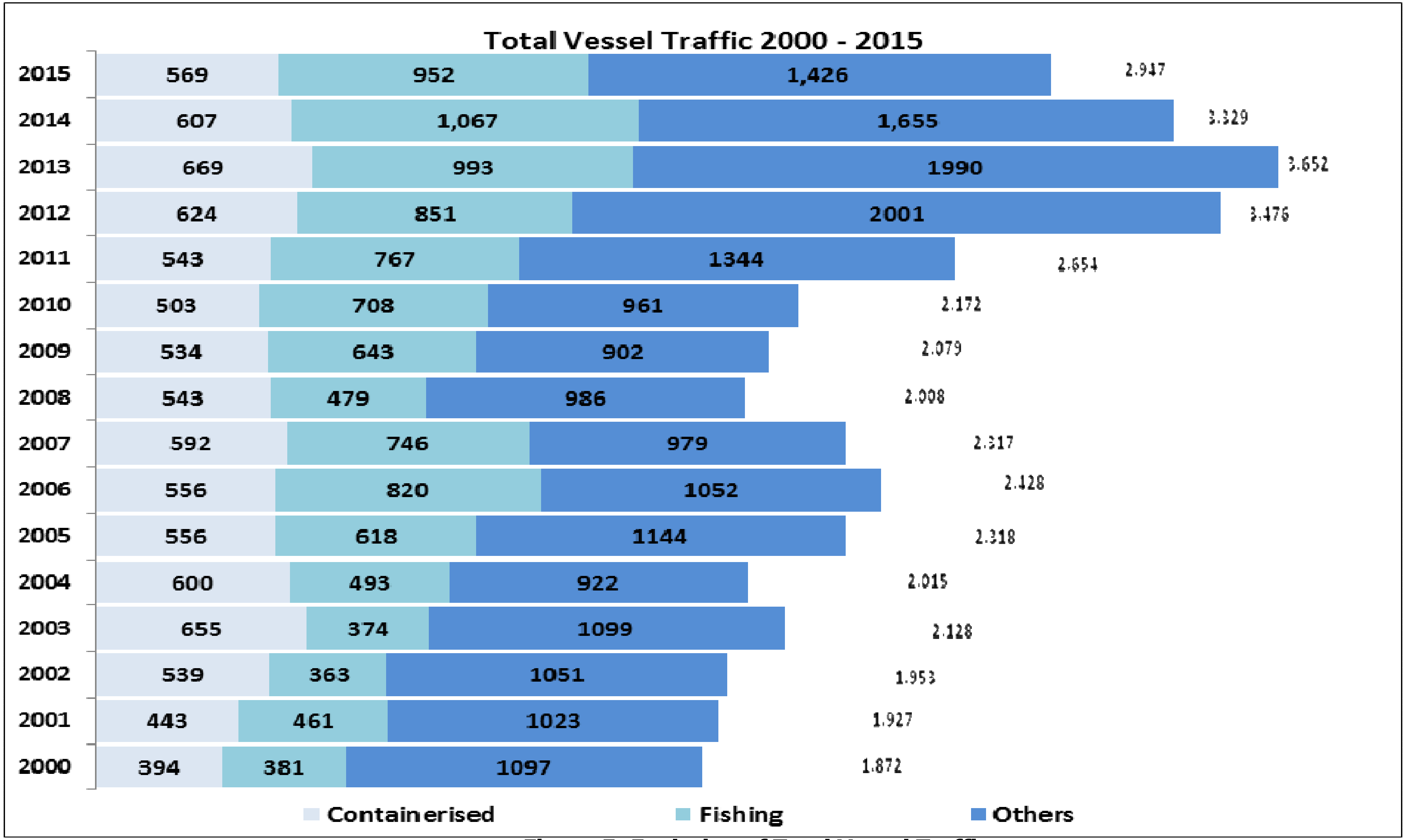
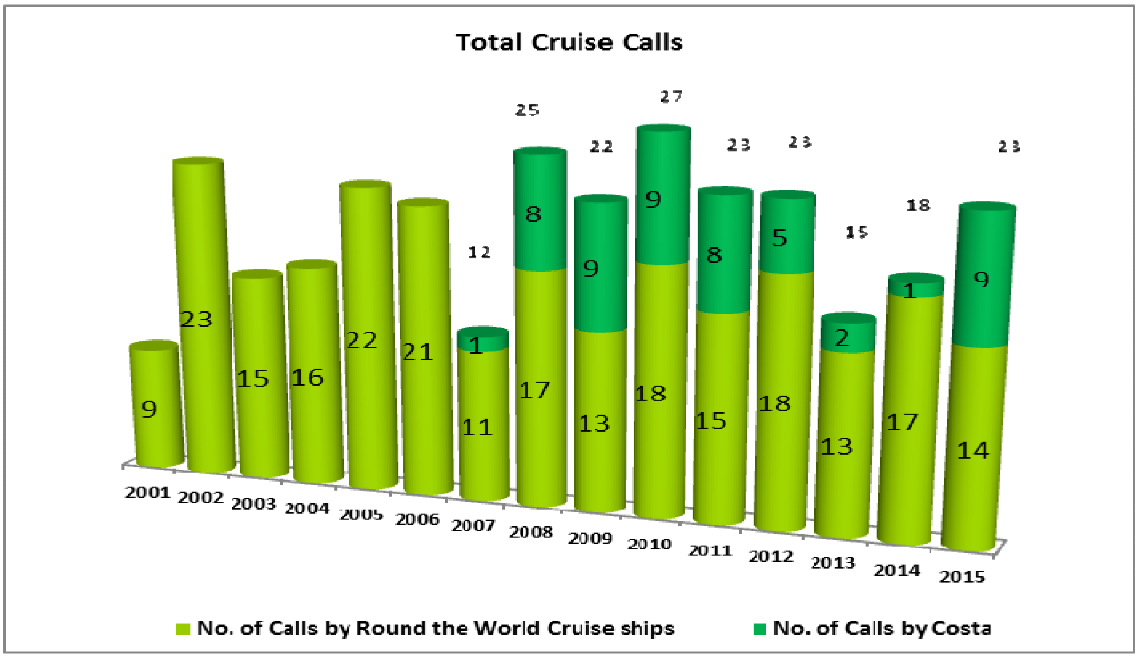


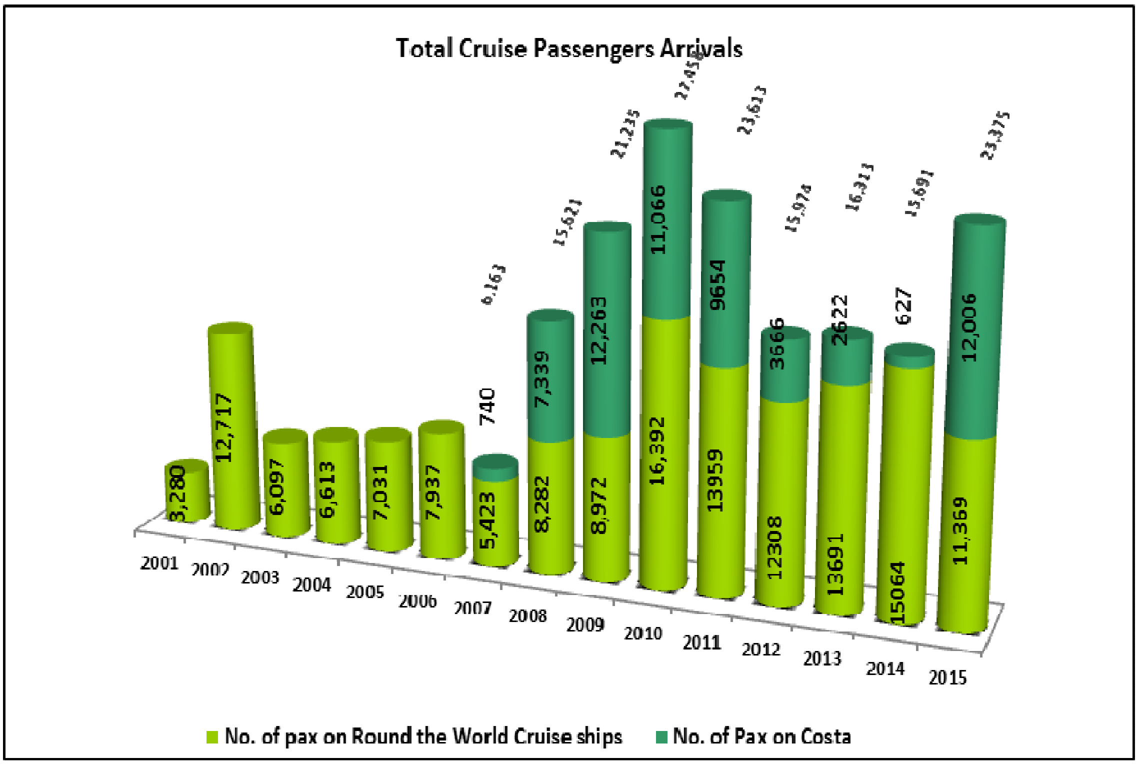
Figure 5: Evolution of Total Vessel Traffic

8.1 Cruise Tourism

Costa cruises have resumed its home porting activities at Port Louis with 9 calls in CY2015. Thus Cruise vessel traffic for the year CY2015, reached 23 calls as opposed to 18 in CY2014 (an increase of 5).



Similarly, cruise passengers arrival increased from 15,691 in CY2014 to reach 23,375 passengers in CY2015.



8.2 Calls at Outer Harbour

The number of vessel calls, categorised as "Others", has dropped from 1,398 vessel calls for the year CY2014 to 1,170 calls for the same year this year.

The table below shows the number of call by such vessels for activities like bunkering purposes, crew change, repairs and inspection of cargo or vessel hull conditions, embarking/disembarking of armed (security) guards, provision of fresh water supply and victuals, amongst others.

Table 31
Total Calls Outer Harbour CY2014 v/s CY2015

	CY2014	CY2015	Difference	% Change
Bunkering Only	721	659	-62	-8.6
Change of Crew	397	292	-105	-26.5
Change of Security Guard	119	96	-23	-19.3
Ship Stores	64	25	-39	-60.9
Repairs or Inspection	52	59	7	13.5
Others	45	39	-6	-13.3
Total	**1,398**	**1170**	**-228**	**-16.3**

There have been considerable decreases in the number of vessels calling for bunkering purposes as explained before at 5.2, change of crew, change of armed security guard owing to the increasing costs involved in storing arms in Mauritius and ship stores.

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 32
Key Performance Indicators at MPT CY2014 v/s CY2015

	CY2014	CY2015
No. of Vessel Calls	38	35
No. of Containers	11,728	12,473
Avg. Moves /Gross Gang hr	4.9	5.6

- During CY2015, 35 container vessel calls have been registered at the MPT and some 12,473 TEUs were handled in comparison with 38 containerised vessels and 11,728 TEUs respectively in CY2014.

- In CY2015, the average productivity stood at 5.6 moves/gross gang hour as compared to 4.9 in CY2014.

9.2 Coastline Trade

M.V Mauritius Trochetia plying between the dependencies of Mauritius (Rodrigues and Agalega) has made 31 calls and handled some 4,226 TEUs during the year CY2015.

The Mauritius Shipping Corporation Ltd. has chartered the M.V. Anna to ply between Port Louis and Port Mathurin during the year their vessel "Mauritius Trochetia" was being repaired in Singapore. The M.V. Mauritius Trochetia was back in service as from 7 July 2015. Accordingly, the M.V. Anna has effected 19 voyages so far and handled some 4,830 TEUs.

The above two vessels have made a total of 50 calls and some 9,056 TEUs were handled during the year under review.

Table 33

Traffic Dependencies of Mauritius for the Year CY2015

	No. of Voyages	Container Traffic (TEUs)
Mauritius Trochetia	31	4,226
Anna	19	4,830
Total	**50**	**9,056**

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2014 versus CY2015 of the various berths at Terminal I and II are depicted in Table 34.

Table 34
Berth Occupancy at MPT CY2014 v/s CY2015 (%)

Berth	CY2014		CY2015	
	Total	Working	Total	Working
Quay No. 1	66.1	15.9	70.9	13.3
Quay No. 2 Terminal ll	77.5	35.2	73.9	42.7
Quay No. 3	63.2	18.8	73.8	16.7
Quay No. 4	72.3	24.3	76.5	25.5
Bulk Sugar Terminal	6.7	4.9	9.5	6.6
Quay A	96.0	19.1	96.0	20.0
Quay D	84.6	28.3	90.3	21.4
Quay E Terminal l	85.3	8.9	80.9	7.1
Trou Fanfaron Fishing Quay 1	99.5	3.9	99.1	3.8
Trou Fanfaron Fishing Quay 2	99.4	4.3	99.2	2.9
Cruise Jetty	40.7	0.0	39.1	0.0
Oil Jetty	26.0	22.4	29.5	24.6
FDM	95.5	33.9	95.4	34.2
MFD	90.9	23.6	80.7	20.5

The total berth occupancy at Quays No. 1, 3, 4, BST, Quay D and Oil Jetty have increased for the year under review, whilst Quay No. 2, Quay E, Cruise Jetty and MFD have decreased. On the other hand, the berth occupancy of Quay A and FDM remained almost at par.

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

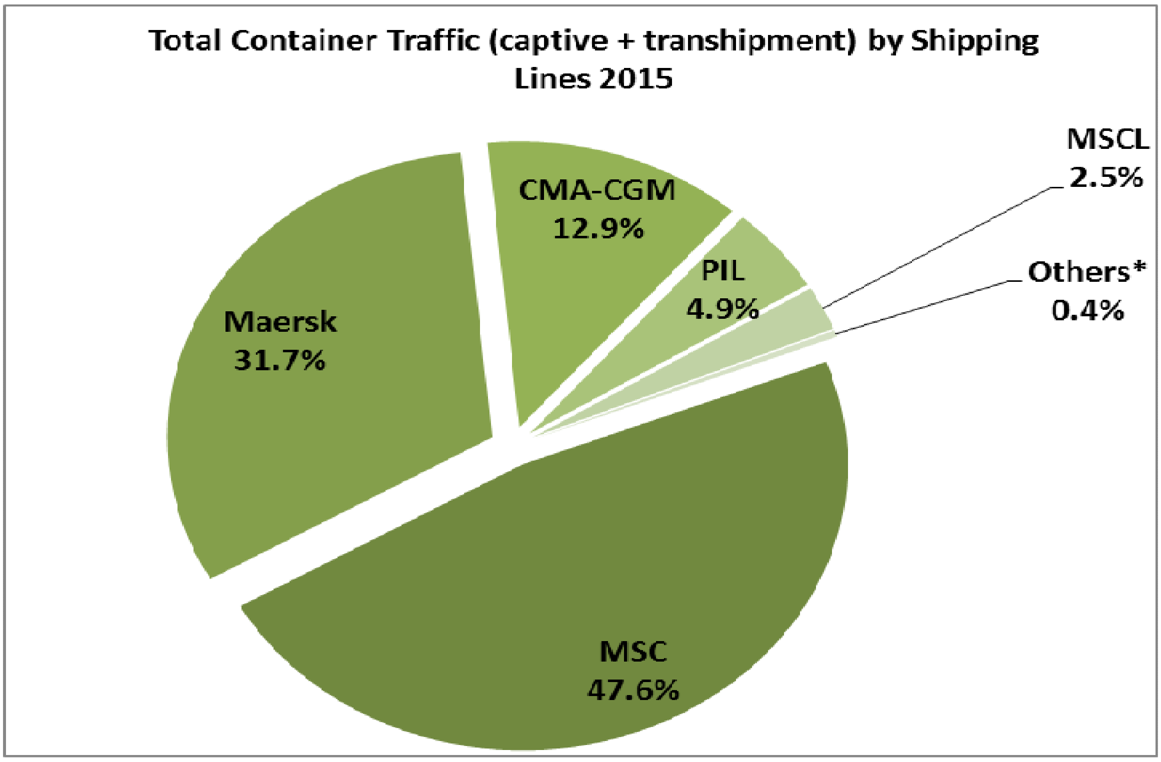
10. CONTAINER TRAFFIC BY SHIPPING LINES-TEUS

10.1 Traffic by Shipping lines

Table 35

Shipping line	CY2014 (TEUs)	% share	CY2015 (TEUs)	% share	Difference (TEUs)	% Change in volume
MSC	197,526	49.0	171,785	47.6	-25,741	-13.3
Maersk	123,611	30.7	114,407	31.7	-9,204	-7.5
CMA CGM	42,469	10.5	46,691	12.9	4,222	9.9
PIL	15,107	3.7	17,807	4.9	2,700	17.9
Mitsui	9,871	2.4	0	0	-9,871	-100
Mauritius Shipping Corporation Ltd.	9,490	2.4	9,056	2.5	-434	-4.6
Others*	4927	1.3	1,363	0.4	-2,902	-68
Total	403,001	**100**	**361,109**	**100**	**-41,892**	**-10.4**

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



Others include UAFL, DAL and others

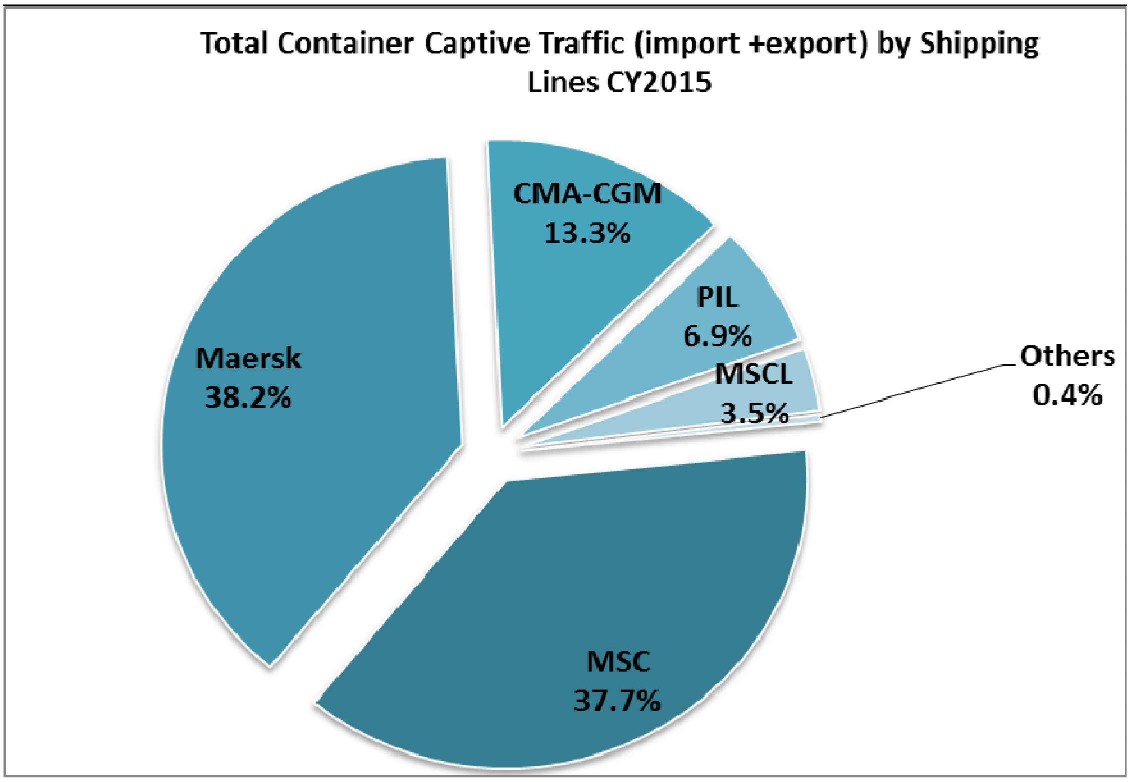
- MSC's share has decreased from 49% to 47.6%. Its share of total container traffic has also dropped by 13.3%.
- Maersk share has increased from 30.7% (CY2014) to 31.7% (CY2015). However, its volume went down by 7.5%.

- CMA CGM's share in total container traffic has increased from 10.5% in CY2014 to 12.9% in CY2015. Its volume also surged to 9.9%.

10.2. Total Captive Container Traffic by Shipping Lines – TEUS

Table 36

Shipping line	CY2014	CY2015	Difference	% Change
MSC	85,281	96,359	11,078	13
Maersk	94,959	97,794	2,835	3
CMA CGM	32,238	34,023	1,785	5.5
PIL	15,107	17,647	2,540	16.8
Mitsui	9,871	0	-9,871	-100
Mauritius Shipping Corporation Ltd.	9,465	9.043	-422	-4.5
Others*	4,877	1,018	-3,197	-75.9
Total	**251,798**	**255,884**	**4,086**	**1.6**



Others include UAFL, DAL and others

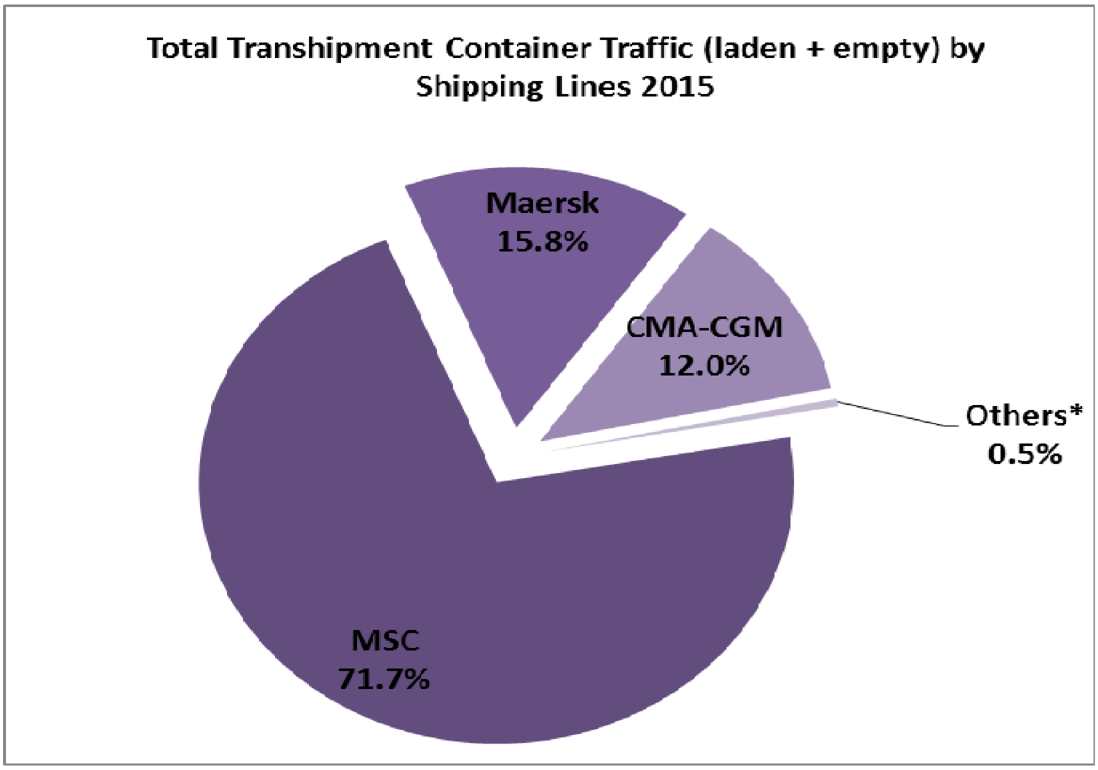
Total captive container traffic increased slightly by 1.6% from 251,798 TEUs in CY2014 to 255,884 TEUs in CY2015.

Maersk has the biggest share of this traffic, followed by MSC, CMA CGM, PIL and Mauritius Shipping Corporation Ltd. respectively.

10.3 Total Transhipment Traffic By Shipping Lines-Teus

Table 37

Shipping line	CY2014	CY2015	Difference	% Change
MSC	112,245	75,426	-36,819	-32.8
Maersk	28,652	16,613	-12,039	-42.2
CMA CGM	10,231	12,668	2,437	23.8
Others*	75	518	443	590.7
Total	**151,203**	**105,225**	**-45,978**	**-30.4**



Others include PIL, MSCL, UAFL and DAL

Total Transhipment container traffic has decreased by 30.4% for the year under review. MSC has recorded a negative growth of 32.8 %. Similarly, Maersk transhipment traffic has dropped by 42.2% from 28,652 TEUs in CY2014 to 16,613 TEUs in CY2015. On the other hand, the transhipment traffic of CMA CGM has increased by 23.8%.

11. MARKET SHARE BY MAJOR SHIPPING LINES

Table 38 shows the change in market share in different segments.

Table 38

Comparative Traffic Share in Container Traffic CY2014 v/s CY2015

	Share in CY2014	Share in CY2015
MSC		
Total Container Traffic	49.0%	47.6% ↓
Total Captive Container Traffic	33.9%	37.7% ↑
Total Transhipment Container Traffic	74.2%	71.7% ↓
Maersk		
Total Container Traffic	30.7%	31.7% ↑
Total Captive Container Traffic	37.7%	38.2%
Total Transhipment Container Traffic	18.9%	15.8% ↓

In CY2015, the local market was shared as follows:

- Total Container Traffic: MSC holds 47.6% of the market share as opposed to 31.7% for Maersk
- Total Captive Container Traffic: MSC holds 37.7% whereas Maersk 38.2%
- Total Transhipment Container Traffic: MSC holds the biggest share in the transhipment activities, i.e. 71.7% whereas Maersk has 15.8% of the market share.

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 39

Trans Inwards-TEUs	CY2014	CY2015	Difference	% change
Laden	82,504	64,838	-17,666	-21.4
Empty	29,741	10,588	-19,153	-64.4
Total	**112,245**	**75,426**	**-36,819**	**-32.8**

Some 75,426 TEUs were transhipped by MSC during CY2015 as compared to 112,245 TEUs for the corresponding year last year, i.e. a negative growth of 32.8%.

12.2 Maersk Line

Table 40

Trans Inwards-TEUs	CY2014	CY2015	Difference	% change
Laden	14,376	11,654	-2,722	-18.9
Empty	14,276	4,959	-9,317	-65.3
Total	**28,652**	**16,613**	**-12,039**	**-42.2**

The number of TEUs transhipped by Maersk Shipping Line reached 16,613 in CY2015 as opposed to 28,652 in CY2014 i.e. a decrease of 12,039 (a drop of 42.2%).

12.3 CMA-CGM

Table 41

Trans Inwards-TEUs	CY2014	CY2015	Difference	% change
Laden	7,231	7,648	417	5.8
Empty	3,000	5,020	2,020	67.3
Total	**10,231**	**12,668**	**2,437**	**23.8**

The number of TEUs transhipped by CMA CGM was 12,668 for CY2015 against 10,231 for CY2014 i.e. a surge of 2,437 (an increase of 23.8%).

13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 16 days due to adverse climatic conditions (heavy swells, strong wind, heavy rain, cyclone "Bansi") compared to 10 days in CY2014 (cyclones "Bejiza" and "Edilson", swells and heavy rain).

There were no port operations during the year 9-15 January 2015 (seven days) owing to cyclone "Bansi" and eventually from 18-22 January 2015 (five days) due to heavy swells after passage of the cyclone and also from 10 to 13 March 2015 (three days) owing to swell conditions prevailing at MCT.

14. OTHER OPERATIONAL CONSTRAINTS

The downtime at Port as detailed in Paragraph 10 has resulted in the suspension of the Fixed Berthing Window Scheme temporarily until the backlog of vessels was cleared and the situation returned back to normal.

Additionally, with the mobilization of the MPA Contractors of the MCT Berth Extension Project in Nov/Dec. 2014, available space at MCT had been greatly reduced. This had impacted on the stacking ability and capacity of the MCT by around 37%. The yard occupancy thereat reached 98% in certain instances.

Following the completion of the refurbishment of RMQC 103 in December 2014 and testing of same in January 2015, long breakdowns of this crane were encountered during the months of January and February 2015.

Refurbishment of RMQC 101 started as from 17 January 2015 and was completed on 13 June 2015. As regards RMQC 102, refurbishment works started on 15 June 2015 and only four RMQCs were operational up to completion of the refurbishment exercise around end of August 2015.

On the other hand, STS Crane 99 encountered a major mechanical breakdown on 27 May 2015 and was out of service up to 8 June 2015 (2 weeks) due to delays in the manufacturing of the catenary trolley parts of the crane. The crane was back in service as from 9 June 2015.

All the above operational constraints have negatively impacted on performance at MCT and thus resulted in poor housekeeping, low productivity, bunching of vessels and delays in the evacuation of transhipment and repositioning of empty containers. Some vessels have even skipped Port Louis in order to maintain their schedule integrity at other ports of call.

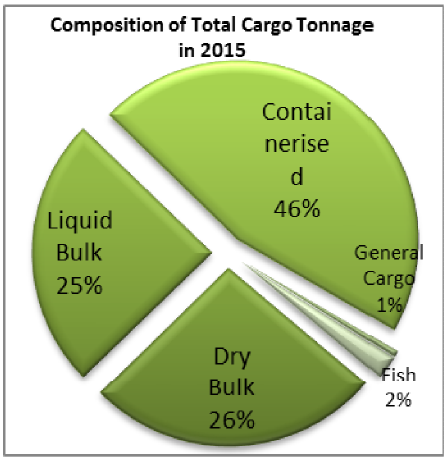
15. SHIPPING SERVICES

SHIPPING LINES	SERVICE	MAIN PORTS OF CALL
Mediterranean Shipping Company Ltd.	Australia Express Service (Slot chartering by DAL) Weekly	London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples, Gioia Tauro, Port Louis, Sydney, Melbourne, Adelaide, Fremantle
	Africa Express Service Weekly	Xingang, Qingdao, Shanghai, Ningbo, Nansha, Chiwan, Singapore, **Port Louis,** West Africa
	South Africa Persian Gulf Service Weekly 2 calls (SB + NB)	Durban, Coega, **Port Louis,** Salalah, Jebel Ali, Karachi, Mundra Nhava Sheva, Salalah **Port Louis,** Durban
	Indian Ocean Islands Relay services	**Loop 1 : Port Louis,** Longoni, Majunga, Diego Suarez, **Port Louis** (10-12 days) **Loop 2 : Port Louis,** Tamatave, Reunion, **Port Louis** (weekly) **Loop 3 : Port Louis,** Ehoala, Tulear, **Port Louis** (every 12-14 days)
2. Maersk Line	M Express (VSA CMA CGM MOZEX, Mozambique to Far East Service) Weekly	Reunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Port Klang, Tanjung Pelepas
	Safari WB (slot chartering by CMA CGM Shaka II) Weekly	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Cape Town
	MESAWA (slot chartering by UAFL) Weekly IOI Service (slot chartering by UAFL) Weekly	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth Salalah, Reunion, **Port Louis**, Toamasina, Port Victoria, Salalah

SHIPPING LINES	SERVICE	MAIN PORTS OF CALL
CMA CGM	MAX, Mascareignes Express Service Weekly	Mundra, (Port Qasim), Khor Fakkan, Salalah, Reunion**, Port Louis**, Tamatave, Longoni, Port Victoria, Mundra
	MOZEX, Mozambique to Far East Service (VSA with Maersk M Express service) Weekly	P Reunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Port Klang, Tanjung Pelepas
	Shaka II (slot chartering on Maersk Safari WB) Weekly	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Cape Town
	Regional Feeder Service	**Port Louis**, Reunion, Tamatave, Vohemar, Diego Suarez, Majunga, Moroni, Longoni, Mutsamudu, (Longoni, Moroni), Nosy Be, Diego Suarez, Vohemar, **Port Louis** (Kiara+ HH South: monthly) **Port Louis**, Reunion, Tamatave, Ehoala, Tulear, **Port Louis** (Reecon Emre: 15-20 days)
Pacific International Lines Ltd.	MZX Mozambique Zuid Express Service Weekly	Singapore, **Port Louis,** Point des Galets, Tamatave, Maputo, Beira, Port Klang, Singapore
Deutsche Afrika Linien	Slot Chartering with MSC Australia Express Service Weekly	London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples, Gioia Tauro, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle
UAFL	Slot Chartering with Maersk IOI/ Mesawa Services Weekly	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth Salalah, Reunion, **Port Louis**, Toamasina, Port Victoria, Salalah

Appendix 1

A. Composition of Total Cargo Traffic CY2015



Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port contracted from 6,900,168 tonnes in CY2014 to 6,840,673 tonnes. The composition of total cargo traffic is depicted in Figure 8.

CHCL handled about 63.9% of the total cargo traffic in CY2015, including some bulk solid cargo, all fish, general cargo, containerised and Rodrigues cargo.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 3,315,676 tonnes in CY2014 to 3,500,913 tonnes in CY2015, representing a growth of 185,237 tonnes or 5.6%.

Total Bulk Cargo CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Dry Bulk	1,706,238	1,818,828	112,590	6.6
Liquid Bulk	1,609,438	1,682,085	72,647	4.5
Total	**3,315,676**	**3,500,913**	**185,237**	**5.6**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a growth of 6.6%, equivalent to 112,590 tonnes from 1,706,238 tonnes in CY2014 to 1,818,828 tonnes in CY2015.

Total Dry Bulk Cargo CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Imports	1,678,249	1,818,828	140,579	8.4
Exports	27,989	-	-27,989	-100
Total	**1,706,238**	**1,818,828**	**112,590**	**6.6**

B.2 Liquid Bulk Cargo

Total Liquid Bulk expanded from 1,609,438 tonnes in CY2014 to 1,682,085 tonnes in CY2015, registering a growth of 72,647 tonnes, equivalent to 4.5%.

Total Liquid Bulk Cargo CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Imports	1,260,567	1,320,710	60,143	4.8
Exports	348,871	361,375	12,504	3.6
Total	**1,609,438**	**1,682,085**	**72,647**	**4.5**

C. Containerised Cargo

Total Containerised Cargo declined by 7.6% from 3,411,859 tonnes in CY2014 to 3,152,596 tonnes in CY2015, as summarised below.

Containerised Cargo Traffic CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Imports	1,360,463	1,351,165	-9,298	-0.7
Exports	768,866	760,203	-8,663	-1.1
Transhipment (inwards)	1,282,530	1,041,228	-241,302	-18.8
Total	**3,411,859**	**3,152,596**	**-259,263**	**-7.6**

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

General Cargo, comprising Inter-island trade and unitised break bulk, witnessed a growth of 41.4% (equivalent to 12,106 tonnes) from 29,223 tonnes in CY2014 to 41,329 tonnes in CY2015.

General Cargo Traffic CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Imports	23,957	37,067	13,110	54.7
Exports	5,266	4,262	-1,004	-19.1
Total	**29,223**	**41,329**	**12,106**	**41.4**

Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 4.0% (2,649 tonnes) from 65,442 tonnes in CY2014 to 68,091 tonnes in CY2015.

Inter-Island Traffic CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
General cargo	4,814	3,964	-850	-17.6
Containerised cargo	60,628	64,127	3,499	5.8
Total	**65,442**	**68,091**	**2,649**	**4.0**

- The tonnage of general cargo to/from Rodrigues witnessed a reduction of 17.6%, i.e. from 4,814 tonnes in CY2014 to 3,964 tonnes in CY2015.

- On the other hand, containerised cargo to/from Rodrigues rose by 5.8% i.e. from 60,628 tonnes in CY2014 to 64,127 tonnes in CY2015.

E. Fish Traffic

Total Fish Traffic grew by 1.7% with 143,410 tonnes in CY2014 as opposed to 145,835 tonnes in CY2015.

Total Fish Traffic CY2014 v/s CY2015 (tonnes)

	CY2014	CY2015	Difference	% Change
Princes Tuna	53,256	77,602	24,346	45.7
Thon des Mascareignes	22,934	9,973	-12,961	-56.5
Total Tuna	*76,190*	*87,575*	*11,385*	*14.9*
Local Market	2,043	1,551	-492	-24.1
Transhipment Inwards	59,065	50,697	-8,368	-14.8
Direct Transhipment Inwards (ship to ship)	3,056	3,006	-50	-1.6
Direct Transhipment Outwards (ship to ship)	3,056	3,006	-50	-1.6
Grand Total	**143,410**	**145,835**	**2,425**	**1.7**

Figure 6 illustrates th evolution of Total Fish Traffic from 2000 onwards till 2015

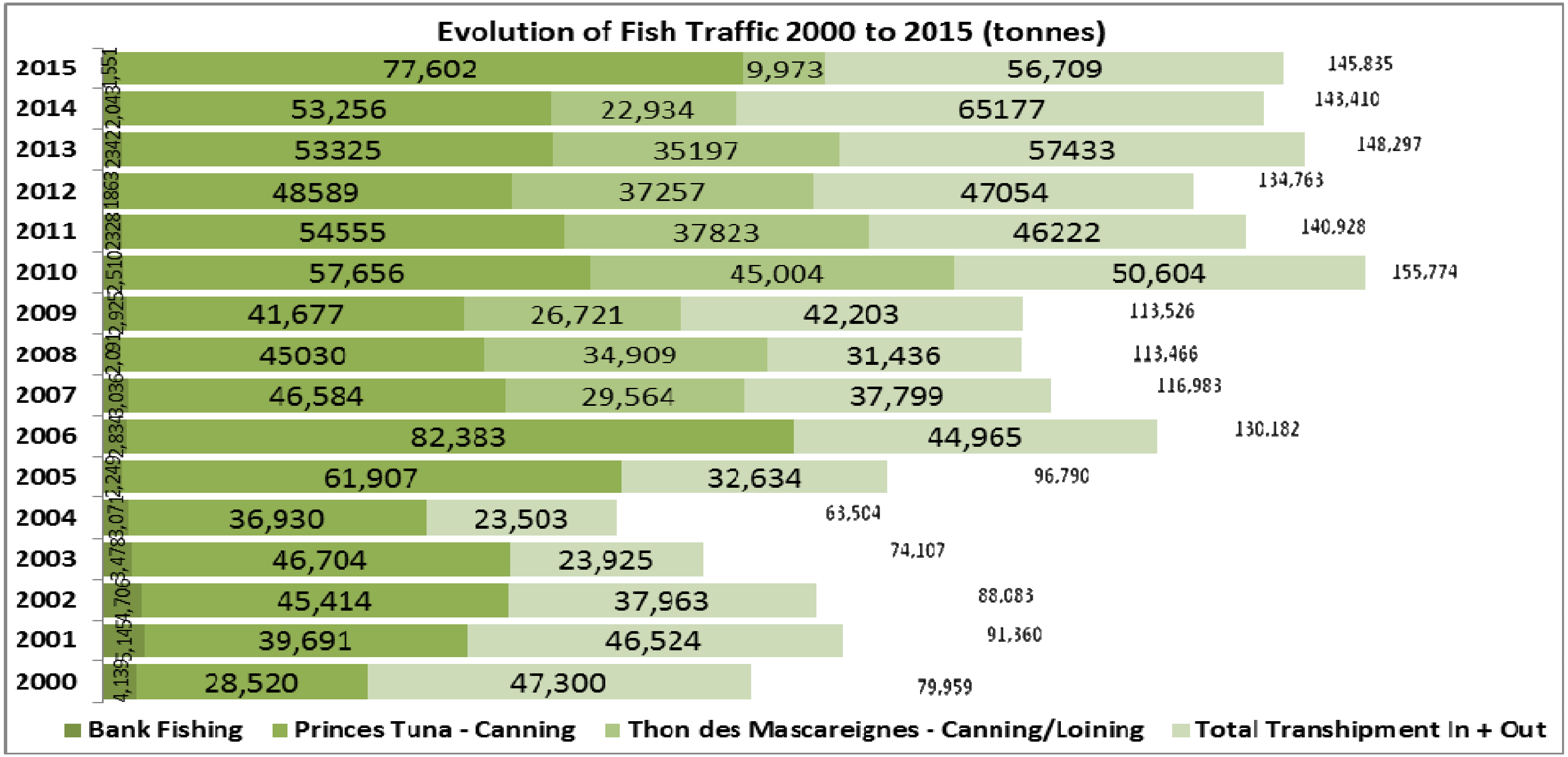


Figure 6: Evolution of Total Fish Traffic (tonnes)

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