Mauritius Ports Authority

PORT TRADE PERFORMANCE
CY2012 v/s CY2013

02.04.2014

Contents

Port Trade Performance CY2013

1. Key Figures at a Glance

Total Trade Volume	**(-4.4%)**	**6.8**	**Million Tonnes**
• Containerised Cargo	(-5.5%)	3.2	Million tonnes
• Dry Bulk Cargo	(-0.3%)	1.8	Million tonnes
• Liquid Bulk Cargo	(-5.8%)	1.5	Million tonnes
• Fish Traffic	(+10.0%)	148,297	tonnes
Total Container Traffic	**(-7.7%)**	**385,326**	**TEUs**
• Captive Container	(-3.9%)	248,948	TEUs
• Transhipment Container	(-13.9%)	136,378	TEUs
Total Container Throughput	**(-10.2%)**	**517,768**	**TEUs**
Vessel Traffic (New Record)	**(+5.1%)**	**3,652**	**Calls**
• Containerised Vessels **(New Record)**	(+7.2%)	669	Calls
• Fishing Vessels **(New Record)**	(+16.7%)	993	calls
Cruise Traffic			
• Cruise Vessel Calls		15	
• Passenger on Arrival	(+2.1%)	16,313	
• Passenger on Departure	(+1.0%)	16,518	

2. Overview

In 2013, the dampened economic activities on the domestic front and soft global economic environment have taken its toll on the port trade performance by putting a dent on the total cargo traffic which contracted by 4.4%, from 7.1 million tonnes in 2012 to 6.8 million tonnes in 2013.

Total Container Traffic registered a negative growth of 7.7%, equivalent to 32,141 TEUs from 417,467 TEUs in CY2012 to 385,326 TEUs in 2013. This poor performance was driven mainly by a 13.9% contraction in transhipment activities.

However, on a positive note, the total vessel calls continue to expand healthily by registering a growth of 5.1%, from 3,476 calls in 2012 to 3,652 calls in 2013 and this satisfactory performance is bolstered by containerised and fishing vessels' calls which have recorded a growth rate of 7.2% and 16.7%, respectively, for the period under review. In the same vein, captive laden container traffic has shown signs of resilience by posting positive growth for the year under review.

3. Total Cargo Traffic

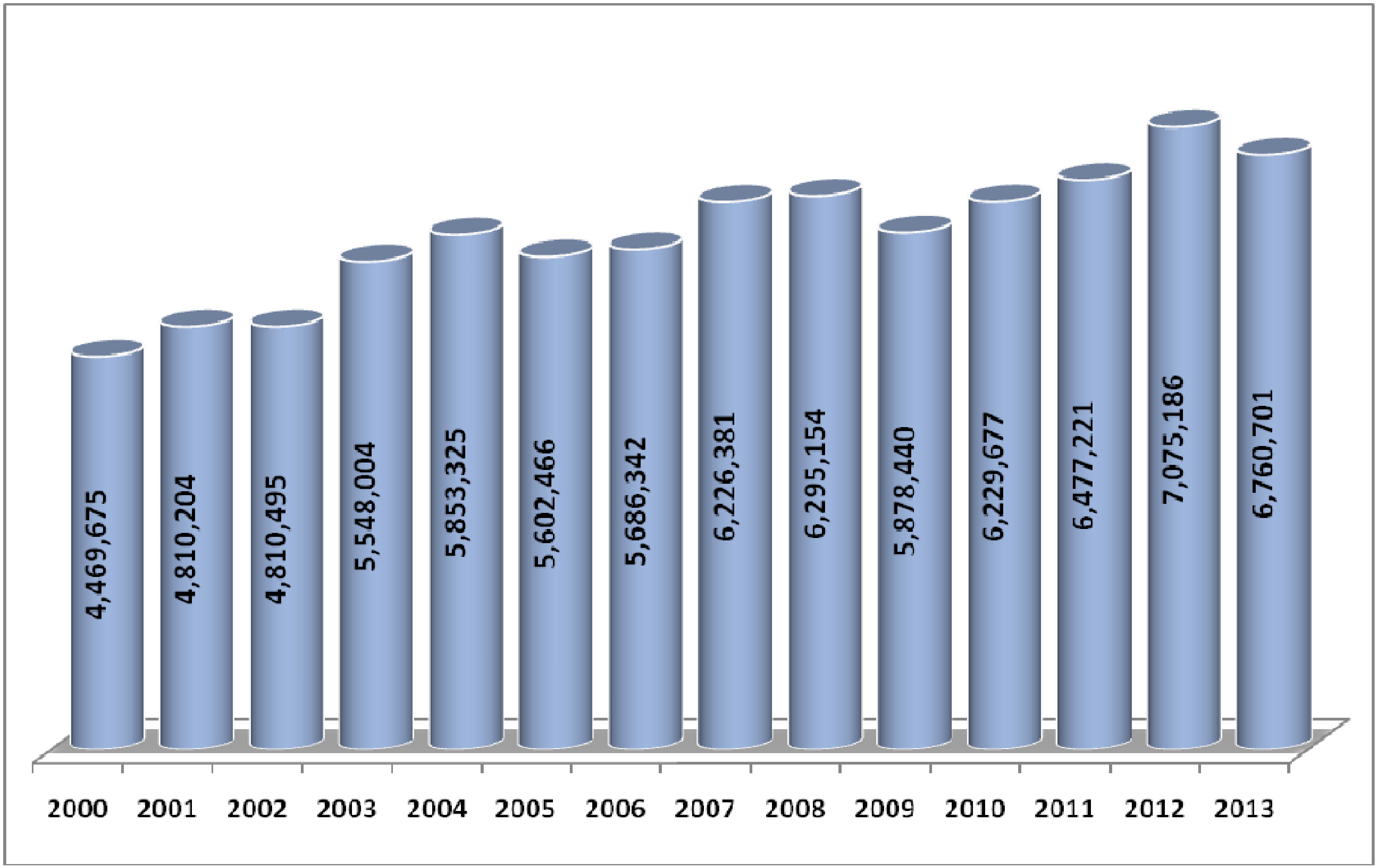
Total cargo handled in the port stood at 6,760,701 tonnes during CY2013 as compared to 7,075,186 tonnes in CY2012, a drop of 314,485 tonnes equivalent to 4.4%, over last year's performance, as summarised in Table 1.

Table 1: Total Cargo Traffic CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Total Imports	5,932,906	5,680,220	-252,686	-4.3
Total Exports	1,142,280	1,080,481	-61,799	-5.4
Total Cargo	**7,075,186**	**6,760,701**	**-314,485**	**-4.4**

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last fourteen years i.e. from CY2000 to CY2013.

Fig 1: Evolution of Total Cargo Traffic (tonnes)



3.1 Total Imports

For the period Jan to Dec 2013, Total Imports declined from 5,932,906 in CY2012 tonnes to 5,680,220 tonnes, a drop of 252,686 tonnes (representing -4.3%), as detailed in Table 2.

Table 2: Total Imports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Total Bulk Imports	3,023,777	2,990,629	-33,148	-1.1
Total Containerised Imports	2,713,340	2,517,577	-195,763	-7.2
General Cargo Imports	195,789	172,014	-23,639	-12.1
Grand Total	**5,932,906**	**5,680,220**	**-252,686**	**-4.3**

3.1.1 Total Bulk Imports (Dry & Liquid)

Imports of Total Bulk Cargo witnessed a negative growth of 1.1% from 3,023,777 in CY2012 tonnes to 2,990,629 tonnes in CY2013, as depicted in Table 3.

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

	CY2012	CY2013	Difference	% Change
Dry Bulk Imports	1,807,223	1,801,151	-6,072	-0.3
Liquid Bulk Imports	1,216,554	1,189,478	-27,076	-2.2
Total Bulk Imports	**3,023,777**	**2,990,629**	**-33,148**	**-1.1**

Dry Bulk Imports

Imports of Total Dry Bulk declined by 0.3% from 1,807,223 tonnes in CY2012 to 1,801,151 tonnes in CY2013 as outlined in Table 4.

Table 4: Dry Bulk Imports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Cement	780,661	709,787	-70,874	-9.1
Coal	685,319	752,323	67,004	9.8
Wheat	167,040	163,328	-3,712	-2.2
Maize	93,248	99,521	6,273	6.7
Soya Bean Meal	48,455	40,272	-8,183	-16.9
Fertilizer	5,500	8,920	3,420	62.2
Sugar	27,000	27,000	-	-
Total	**1,807,223**	**1,801,151**	**-6,072**	**-0.3**

- Imports of Cement went down by 9.1% from 780,661 tonnes in CY2012 to 709,787 tonnes in CY2013.
- The imports of Coal expanded from 685,319 tonnes in CY2012 to 752,323 tonnes in CY2013 (increase by 9.8%)

- Imports of wheat noted a fall of 2.2% from 167,040 tonnes in CY2012 to 163,328 tonnes in CY2013.

- The importation of maize has gone up by 6.7% from 93,248 tonnes in CY2012 to 99,521 tonnes in CY2013. Conversely, imports of Soya bean meal have dropped by 16.9% from 48,455 tonnes in CY2012 to 40,272 tonnes for the period under review.

- Imports of fertilizer have attained 8,920 tonnes in 2013 against 5,500 tonnes recorded in 2012 (growth of 62.2%).

- Imports of raw sugar were at par, e.g. 27,000 tonnes for both the period under reference and CY2012.

Liquid Bulk Imports

Imports of total bulk liquid have registered a drop of 2.2%, representing some 27,076 tonnes, i.e. from 1,216,554 tonnes in CY2012 to 1,189,478 tonnes in CY2013 as summarised in Table 5.

Table 5: Liquid Bulk Imports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
White oil	664,296	681,896	17,600	2.7
Black oil	440,035	405,324	-34,711	-7.9
L.P.G	68,400	68,200	-200	-0.3
Sub-total Petroleum Products	*1,172,731*	*1,155,420*	*-17,311*	*-1.5*
Edible oil	25,402	21,750	-3,652	-14.4
Bitumen	18,421	12,308	-6,113	-33.2
Grand Total	**1,216,554**	**1,189,478**	**-27,076**	**-2.2**

A drop of 1.5 % (17,311 tonnes) in imports of petroleum products has been registered from 1,172,731 tonnes in CY2012 to 1,155,420 tonnes in CY2013.

- White oil imports have soared by 2.7 % from 664,296 tonnes in CY2012 to 681,896 tonnes in CY2013.

- Black oil imports went down by 7.9% from 440,035 tonnes in CY2012 to 405,324 tonnes in CY2013.

- LPG import witnessed a negative growth to the tune of 0.3% from 68,400 tonnes in CY2012 to 68,200 tonnes in CY2013.

- Import of Edible oil has gone down by 14.4% (equal to 3,652 tonnes) from 25,402 tonnes in CY2012 to 21,750 tonnes in CY2013.

- Import of bulk bitumen went down to 12,308 tonnes in 2013 as opposed to 18,421 in 2012 (a drop of 33.2%, equivalent to 6,133 tonnes).

3.1.2 Containerised Cargo Imports

Total Imports of Containerised Cargo (including Containerised Inter-Island Trade) registered a negative growth of 7.2%, equivalent to 195,763 tonnes, from 2,713,340 tonnes in CY2012 to 2,517,577 tonnes in CY2013, as depicted in Table 6.

Table 6: Containerised Cargo Imports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Captive imports	1,281,316	1,287,733	6,417	0.5
Transhipment (inwards)	1,423,036	1,221,016	-202,020	-14.2
Inter-Island imports	8,988	8,828	-160	-1.8
Total	**2,713,340**	**2,517,577**	**-195,763**	**-7.2**

- Total captive containerised imports grew by 0.5% (6,417 tonnes) from 1,281,316 tonnes in CY2012 to 1,287,733 tonnes in CY2013.
- Transhipment inwards of containerised cargo went down from 1,423,036 tonnes in CY2012 to 1,221,016 tonnes in CY2013, representing a drop of 14.2%, equivalent to 202,020 tonnes.
- Inter-island imports in containers dropped by 1.8%, equivalent to 160 tonnes from 8,988 tonnes in CY2012 to 8,828 tonnes in CY2013.

3.1.3 General Cargo Imports

Imports of General Cargo (comprising unitised break bulk, inter-island trade and fish traffic) dropped by 12.1% (23,775 tonnes) from 195,789 tonnes in CY2012 to 172,014 tonnes in CY2013, as shown in Table 7.

Table 7: General Cargo Imports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Fish	133,357	146,438	13,081	9.8
Inter-island Imports	1,474	941	-533	-36.2
Unitised Break Bulk Imports	60,958	24,635	-36,323	-59.6
Total	**195,789**	**172,014**	**-23,775**	**-12.1**

Fish Imports

Total fish imports posted an expansion of 9.8% (13,081 tonnes), with 146,438 tonnes in CY2013 as compared to 133,357 tonnes in CY2012, as detailed in Table 8.

Table 8: Fish Imports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Princes Tuna	48,589	53,325	4,736	9.7
Thon des Mascareignes	37,257	35,197	-2,060	-5.5
Sub-total Tuna Traffic	*85,846*	*88,522*	*2,676*	*3.1*
Local Market	1,863	2,342	479	25.7
Transhipment Inwards	45,648	55,574	9,926	21.7
Total Fish Imports	**133,357**	**146,438**	**13,081**	**9.8**

- Imports of Tuna by Princes Tuna expanded by 9.7% (4,736 tonnes) whilst imports of Tuna by Thon des Mascareignes decreased by 5.5% (2,060 tonnes) respectively for the period under review.

  Consolidated imports of Tuna expanded by 2,676 tonnes (growth of 3.1%) from 85,846 tonnes in CY2012 to 88,522 tonnes in CY2013.

- Fish handled for the local market increased by 479 tonnes (representing +25.7%) from 1,863 tonnes in CY2012 to 2,342 tonnes in CY2013

- Similarly, fish transhipment at Port Louis expanded by 21.7% (9,926 tonnes) from 45,648 tonnes in CY2012 to 55,574 tonnes in CY2013.

3.2 Total Exports

Total exports dropped by 5.4% (61,799 tonnes) from 1,142,280 tonnes in CY2012 to 1,080,481 tonnes in CY2013, as outlined in Table 9.

Table 9: Total Exports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Total Bulk Exports	404,611	337,487	-67,124	-16.6
Total Containerised Exports	730,666	736,654	5,988	0.8
General Cargo Exports	7,003	6,340	-663	-9.5
Grand Total	**1,142,280**	**1,080,481**	**-61,799**	**-5.4**

3.2.1 Total Bulk Exports (Liquid and Dry)

Total Bulk Exports witnessed a drop of 16.6%, equal to 67,124 tonnes from 404,611 tonnes in CY2012 to 337,487 tonnes in CY2013, as shown in Table 10.

Table 10: Total Bulk Cargo Exports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Dry Bulk Exports	-	-	-	-
Liquid Bulk Exports	404,611	337,487	-67,124	-16.6
Total Bulk Exports	**404,611**	**337,487**	**-67,124**	**-16.6**

Liquid Bulk Exports

Exports of Liquid Bulk cargo tumbled from 404,611 tonnes in CY2012 to 337,487 tonnes in CY2013, registering a negative growth of 16.6%, equivalent to 67,124 tonnes as depicted in Table 12.

Table 12: Exports of Liquid Bulk Cargo CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Bunker by pipeline	130,732	125,871	-4,861	-3.7
Bunker by barge	152,912	143,453	-9,459	-6.2
Total Bunker	*283,644*	*269,324*	*-14,320*	*-5.1*
Molasses	116,566	62,773	-53,793	-46.2
Black Oil	2,400	2,240	-160	-6.7
White Oil	2,001	3,150	1,149	57.4
Grand Total	**404,611**	**337,487**	**-67,124**	**-16.6**

In CY2013, exports of Bunker declined by 5.1% as follows:

- Exports of Bunker by pipeline dropped by 3.7% from 130,732 tonnes in CY2012 to 125,871 tonnes in CY2013, equivalent to 4,861 tonnes.
- Similarly, exports of Bunker by barge decreased by 9,459 tonnes (6.2%) from 152,912 tonnes in CY2012 to 143,453 tonnes in CY2013.
- Molasses exports tumbled to 62,773 tonnes in CY2013 as opposed to 116,566 tonnes in CY2012.
- The exports of black oil stood at 2,240 tonnes in 2013 as compared to 2,400 tonnes recorded in 2012.
- Whilst some 3,150 tonnes of white oil have been exported in CY2013 compared to 2,001 tonnes in CY2012.

3.2.2 Containerised Cargo Exports (including Inter-Island Trade)

Total containerised cargo exports increased by 0.8% (5,988 tonnes) from 730,666 tonnes in CY2012 to 736,654 tonnes in CY2013, as detailed in Table 13.

Table 13: Containerised Cargo Exports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Captive Cargo	683,103	689,860	6,757	1.0
Inter-island	47,563	46,794	-769	-1.6
Total	**730,666**	**736,654**	**5,988**	**0.8**

The breakdown of this traffic reveals that captive containerised exports have grown by 1.0% whilst inter-island containerised exports contracted by 1.6%.

3.2.3 General Cargo Exports

General Cargo Exports witnessed a drop of 9.5%, equivalent to 663 tonnes, from 7,003 tonnes in CY2012 to 6,340 tonnes during CY2013, as summarised in Table 14.

Table 14: General Cargo Exports CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Fish Transhipment Outwards	1,406	1,860	454	32.3
Inter-island	3,346	3,274	-72	-2.2
Unitised Break Bulk	2,251	1,206	-1,045	-46.4
Total	**7,003**	**6,340**	**-663**	**-9.5**

Unitised break bulk and inter island exports have gone down by 46.4% and 2.2%, respectively whilst fish transhipment exports have gone up by 32.3% for the period under review.

4. Total Container Traffic

Total Container Traffic registered a negative growth of 7.7% (equivalent to 32,141 TEUs) from 417,467 TEUs in CY2012 to 385,326 TEUs in CY2013, as illustrated in Table 15.

Table 15: Comparative Monthly Total Container Traffic CY2012 v/s CY2013 (TEUs)

Month	CY2012	CY2013	Difference	% Change
Jan	32,532	27,593	-4,939	-15.2
Feb	33,848	26,478	-7,370	-21.8
Mar	36,677	38,290	1,613	4.4
Apr	37,746	28,283	-9,463	-15.1
May	39,325	30,464	-8,861	-22.5
Jun	31,400	33,573	2,173	6.9
Jul	32,109	33,866	1,757	5.5
Aug	37,555	33,393	-4,162	-11.1
Sep	34,915	29,695	-5,220	-15.0
Oct	34,115	34,392	817	2.4
Nov	33,949	34,212	263	0.8
Dec	33,296	34,547	1,251	3.8
Total	**417,467**	**385,326**	**-32,141**	**-7.7**

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

Table 16: Comparative Container Traffic CY2012 v/s CY2013 (TEUs)

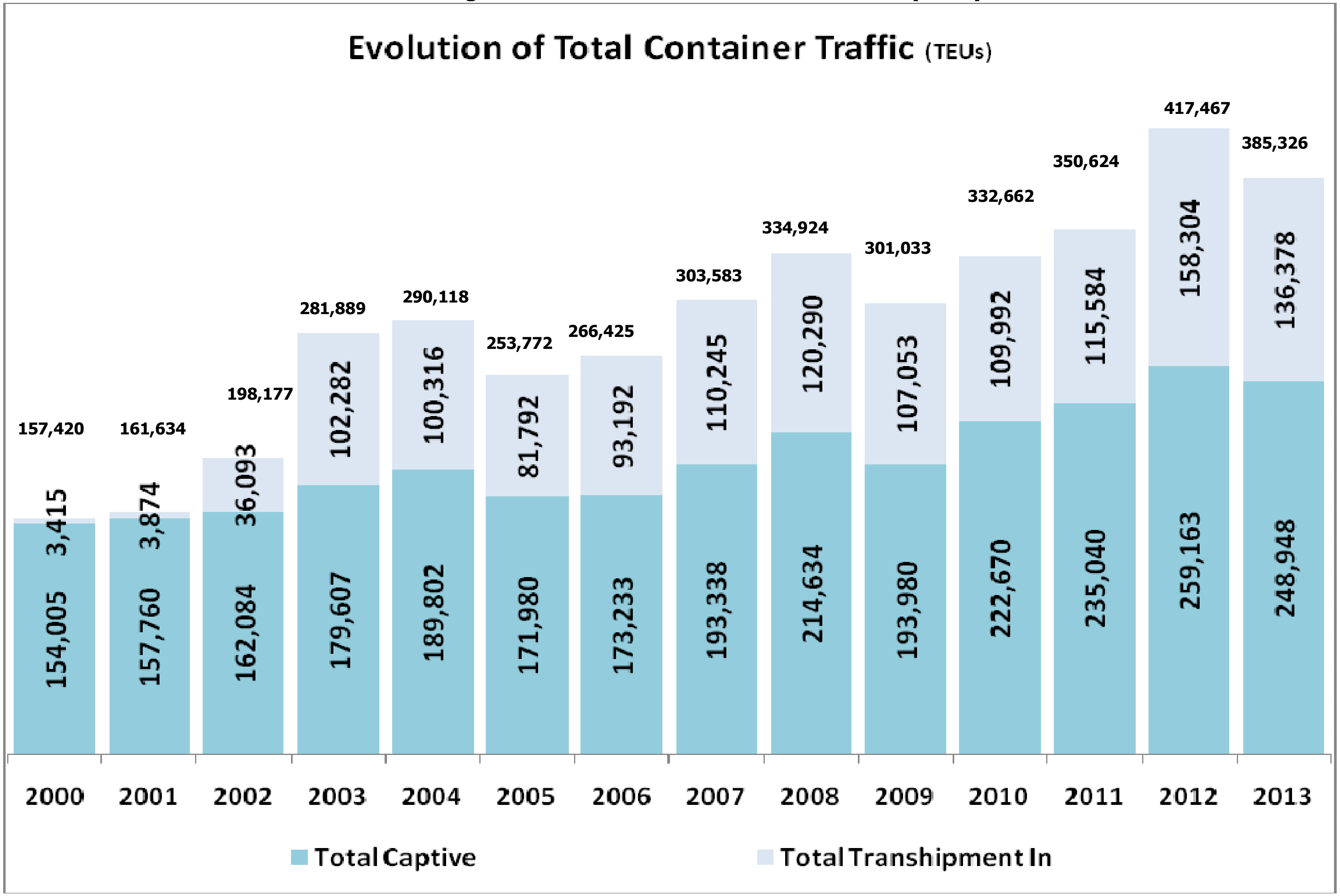
	CY2012	CY2013	Difference	% Change
Captive	259,163	248,948	-10,215	-3.9
Transhipment	158,304	136,378	-21,926	-13.9
Total	**417,467**	**385,326**	**-32,141**	**-7.7**

- Total Captive container traffic registered a contraction of 3.9% (10,215 TEUs) with 248,948 TEUs in CY2013 as compared to 259,163 TEUs in CY2012.

- Total Transhipment container traffic went down by 13.9% (21,926 TEUs) from 158,304 TEUs in CY2012 to 136,378 TEUs in CY2013.

Figure 2 shows the evolution of total container traffic (captive and transhipment) over the last fourteen years (2000 – 2013).

Fig 2: Evolution of Total Container Traffic (TEUs)



4.1 Captive Container Traffic

Captive Container Traffic

Total Captive Container Traffic went down to 248,948 TEUs in CY2013 in comparison with 259,163 TEUs in CY2012 (a decrease of 3.9%) as detailed in Table 17, showing the monthly evolution of same.

Table 17: Comparative Total Captive Container Traffic CY2012 v/s CY2013 (TEUs)

Month	CY2012	CY2013	Difference	% Change
Jan	17,253	19,632	2,379	13.8
Feb	20,408	17,766	-2,642	-13.0
Mar	21,295	23,656	2,361	11.1
Apr	20,441	18,356	-2,085	-10.2
May	23,474	19,484	-3,990	-17.0
Jun	19,866	22,190	2,324	11.7
Jul	21,818	22,934	1,116	5.2
Aug	24,732	19,977	-4,755	-19.2
Sep	20,897	18,778	-2,119	-10.1
Oct	24,248	22,694	-1,554	-6.4
Nov	23,609	22,023	-1,586	-6.7
Dec	21,122	21,810	688	3.2
Total	**259,163**	**248,948**	**-10,215**	**-3.9**

4.1.1 Captive Container Traffic - Laden Import (New Record)

Import of laden captive containers reached 103,685 TEUs in CY2013 as compared to 103,224 TEUs in the preceding year, i.e. a slight growth of 0.4%, equivalent to 461 TEUs. Table 18 shows the evolution of monthly import of laden captive container traffic.

Table 18: Captive Container Traffic – Laden Import CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	7,350	6,896	-454	-6.2
Feb	6,932	5,930	-1,002	-14.5
Mar	7,913	8,972	1,059	13.4
Apr	8,635	7,767	-868	-10.1
May	8,520	7,606	-914	-10.7
Jun	8,359	9,215	856	10.2
Jul	8,861	9,108	247	2.8
Aug	8,103	8,886	783	9.7
Sep	9,537	9,036	-501	-5.3
Oct	9,158	9,540	382	4.2
Nov	10,455	11,017	562	5.4
Dec	9,401	9,712	311	3.3
Total	**103,224**	**103,685**	**461**	**0.4**

4.1.2 Captive Container Traffic - Laden Export (New Record)

Export of captive laden containers expanded by 0.8% (an increase of 479 TEUs) to attain a new record figure of 58,932 TEUs in CY2013 in contrast to 58,453 TEUs for CY2012, as detailed in Table 19.

Table 19: Captive Container Traffic – Laden Export CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	3,930	4,072	142	3.6
Feb	5,007	4,085	-922	-18.4
Mar	5,066	5,796	730	14.4
Apr	4,386	4,197	-189	-4.3
May	4,872	4,371	-501	-10.3
Jun	4,351	5,573	1,222	28.1
Jul	4,979	5,313	334	6.7
Aug	5,541	4,759	-782	-14.1
Sep	4,773	4,704	-69	-1.5
Oct	4,934	5,155	221	4.5
Nov	5,043	5,861	818	16.2
Dec	5,571	5,046	-525	-9.4
Total	**58,453**	**58,932**	**479**	**0.8**

4.1.3 Captive Container Traffic – Empty Import

Import of captive empty containers declined by 24.0% (6,674 TEUs), with 21,120 TEUs in CY2013 versus 27,794 TEUs in CY2012 as illustrated in Table 20.

Table 20: Captive Container Traffic – Empty Import CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	2,288	2,333	45	2.0
Feb	1,299	1,880	581	44.7
Mar	2,484	2,358	-126	-5.1
Apr	1,109	1,356	247	22.3
May	2,673	1,000	-1,673	-62.6
Jun	2,409	1,940	-469	-19.5
Jul	2,756	2,171	-585	-21.2
Aug	2,085	2,289	204	9.8
Sep	1,894	2,127	233	12.3
Oct	2,456	1,049	-1,407	-13.7
Nov	3,727	1,107	-2,620	-70.3
Dec	2,614	1,510	-1,104	-42.2
Total	**27,794**	**21,120**	**-6,674**	**-24.0**

4.1.4 Captive Container Traffic – Empty Export

Export of captive empty containers registered a negative growth of 6.4% or 4,481 TEUs with 65,211 TEUs in CY2013 as compared to 69,692 TEUs in CY2012, as shown in Table 21.

Table 21: Captive Container Traffic – Empty Export CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	3,685	6,331	2,646	71.8
Feb	7,170	5,871	-1,299	-18.1
Mar	5,832	6,530	698	12.0
Apr	6,311	5,036	-1,273	-20.2
May	7,409	6,507	-902	-12.2
Jun	4,747	5,462	715	15.1
Jul	5,222	6,342	1,120	21.5
Aug	9,003	4,043	-4,960	-55.1
Sep	4,693	2,911	-1,782	-38.0
Oct	7,700	6,598	-1,102	-14.3
Nov	4,384	4,038	-346	-7.9
Dec	3,536	5,542	2,006	56.7
Total	**69,692**	**65,211**	**-4,481**	**-6.4**

4.2 Total Transhipment Container Traffic

Total transhipment (inwards) container traffic decreased by 13.9%, equivalent to 21,926 TEUs for the period under review with 136,378 TEUs in CY2013 against 158,304 TEUs in CY2012, as summarised in Table 22.

Table 22: Comparative Monthly Transhipment Traffic (Laden + Empty) CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	15,279	7,961	-7,318	-47.9
Feb	13,440	8,712	-4,728	-35.2
Mar	15,382	14,634	-748	-4.9
Apr	17,305	9,927	-7,378	-42.6
May	15,851	10,980	-4,871	-30.7
Jun	11,534	11,383	-151	-1.3
Jul	10,291	10,932	641	0.2
Aug	12,823	13,416	593	4.6
Sep	14,018	10,917	-3,101	-22.1
Oct	9,867	12,510	2,723	27.6
Nov	10,340	12,189	1,849	17.9
Dec	12,174	12,737	563	4.6
Total	**158,304**	**136,378**	**-21,926**	**-13.9**

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

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

	CY2012	CY2013	Difference	% Change
Laden	115,600	99,189	-16,411	-14.2
Empty	42,704	37,189	-5,515	-12.9
Total	**158,304**	**136,378**	**-21,926**	**-13.9**

4.2.1 Laden Transhipment Container Traffic

In CY2013, some 99,189 laden TEUs were transhipped at Port Louis Harbour for the region compared to 115,600 TEUs in the previous year, registering a drop of 16,411 TEUs, equivalent to 14.2%.

Table 24 shows the detail of the comparative monthly laden containers transhipped at Port Louis.

Table 24: Comparative Monthly Laden Transhipment Traffic

CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	11,120	6,684	-4,436	-39.9
Feb	10,455	6,977	-3,478	-33.3
Mar	11,159	8,664	-2,495	-22.3
Apr	13,157	6,810	-6,347	-48.2
May	11,488	9,775	-1,713	-14.9
Jun	8,483	7,996	-487	-5.7
Jul	7,437	8,619	1,182	15.9
Aug	8,790	8,252	-538	-6.1
Sep	9,947	7,659	-2,288	-23.0
Oct	7,654	8,738	1,084	14.2
Nov	7,875	9,740	1,865	23.7
Dec	8,035	9,275	1,240	15.4
Total	**115,600**	**99,189**	**-16,411**	**-14.2**

4.2.2 Empty Transhipment Container Traffic

Empty transhipment container traffic went down by 12.9%, equivalent to 5,515 TEUs with 37,189 TEUs in CY2013 in contrast with 42,704 TEUs in CY2012, as shown in Table 25.

Table 25: Comparative Monthly Empty Transhipment Traffic CY2012 v/s CY2013 (TEUs)

	CY2012	CY2013	Difference	% Change
Jan	4,159	1,277	-2,882	-69.3
Feb	2,985	1,735	-1,250	-41.9
Mar	4,223	5,970	1,747	41.4
Apr	4,148	3,117	-1,031	-24.9
May	4,363	1,205	-3,518	-72.4
Jun	3,051	3,387	336	11.0
Jul	2,854	2,313	-541	-19.0
Aug	4,033	5,164	1,131	28.0
Sep	4,071	3,258	-813	-20.0
Oct	2,213	3,852	1,639	74.1
Nov	2,465	2,449	-16	-0.7
Dec	4,139	3,462	-677	-16.4
Total	**42,704**	**37,189**	**-5,515**	**-12.9**

5. Mauritius Container Terminal (MCT)

5.1 Total Container Throughput

The Total container throughput in CY2013 dropped to 517,768 TEUs as compared to 576,383 TEUs last year, witnessing a significant shortfall of 58,615 TEUs, equivalent to 10.2%, as shown in Table 26.

Table 26: Comparative Container Throughput (TEUs)

	CY2012	CY2013	Difference	% Change
Total Throughput	576,383	517,768	-58,615	-10.2
Throughput at MCT	534,758	486,184	-48,574	-9.1
Share of MCT	92.8%	93.9%		
Throughput at MPT	41,625	10,839		

The throughput at MCT reached 486,184 TEUs in CY2013 as opposed to 534,758 TEUs in CY2012 i.e. a contraction by 9.1% (representing some 48,574 TEUs).

The share of MCT, which stood at 92.8% in 2012, reached 93.9% in 2013.

5.2 Key Performance Indicators at the MCT

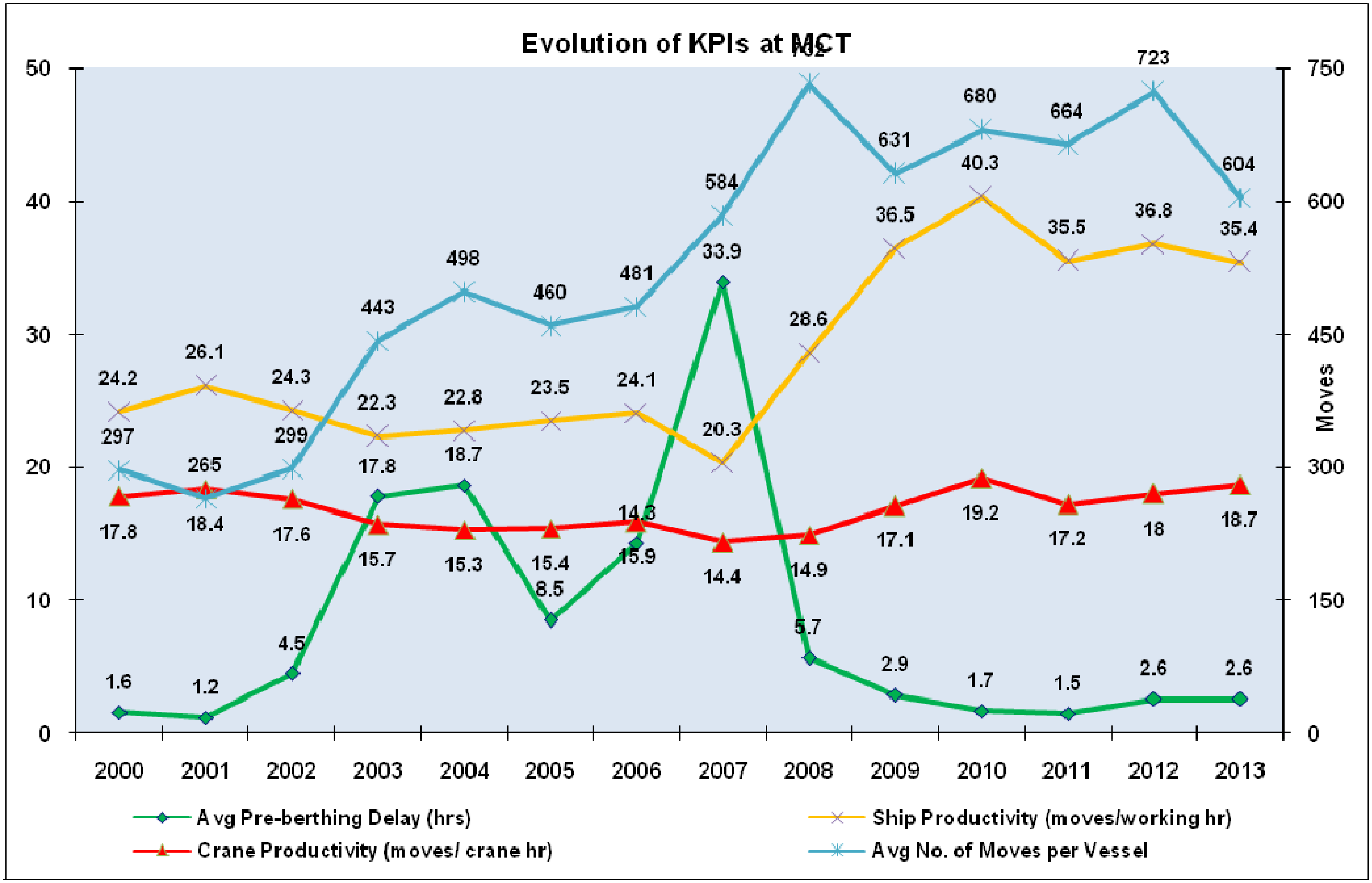
The various key performance indicators at MCT for CY2013 compared to those of CY2012 are shown in Table 27.

Table 27: Key Performance Indicators at the MCT CY2012 v/s CY2013

	Average Moves per Gross Crane Hour		Average Moves Per Ship's Working Hour		Average Pre-Berthing Delay	
Month	**CY2012**	**CY2013**	**CY2012**	**CY2013**	**CY2012**	**CY2013**
Jan	15.4	19.6	32.8	41.1	1.7	1.5
Feb	15.3	20.8	33.9	37.7	15.2	6.7
Mar	16.1	20.6	33.8	36.9	3.4	4.4
Apr	15.0	20.7	32.3	36.5	2.0	2.0
May	18.5	19.4	40.3	35.3	1.3	1.3
Jun	18.9	17.3	37.3	31.0	1.2	1.9
Jul	19.5	17.0	40.1	32.6	1.3	2.4
Aug	19.8	18.5	40.0	35.8	1.1	1.7
Sep	20.5	19.1	38.9	37.7	1.2	1.5
Oct	21.2	18.8	41.9	35.1	1.8	2.4
Nov	20.9	17.1	38.2	38.0	2.1	2.2
Dec	18.7	17.8	35.8	31.1	1.2	3.6
Average	**18.0**	**18.7**	**36.8**	**35.4**	**2.6**	**2.6**

Figure 3 depicts the evolution Key Performance Indicators (KPIs) at MCT for the last fourteen years (2000 – 2013).

Fig 3: Evolution of KPIs at the Mauritius Container Terminal



5.2.1 Crane Productivity

The average Crane Productivity improved from 18.0 moves/gross crane hour in CY2012 to 18.7 moves/ gross crane hour in CY2013.

The highest performance has been attained in the month of February 2013 with 20.8 moves/gross crane hour and the lowest in July 2013 with 17.0 moves/gross crane hour.

5.2.2 Ship Productivity

The average no. of moves per ship working hour decreased from 36.8 in CY2012 to 35.4 in CY2013, with the peak of 41.1 moves in Jan 2013 and the lowest in Jun 2013 with 31.0 moves.

5.2.3 Pre-berthing Delays

The average pre-berthing/sailing delay was at par in both CY2012 and CY2013 with 2.6 hours.

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

Ship Productivity Indicators

	CY2012	CY2013
Avg. No. of Moves per Ship at berth	31.4	29.4
Avg. No. of Moves per Vessel Call	723	604

- The no. of moves per ship hour at berth for CY2013 was 29.4 as compared to 31.4 in CY2012
- The average number of moves per vessel slided from 723 in CY2012 to 604 in CY2013.

5.3 Berth Occupancy at MCT

Berth Occupancy at the MCT 1 decreased from 79.8% in CY2012 to 76.7% in CY2013, whereas at MCT 2, it has increased from 71.7% to 73.1%, as shown in Table 28.

Table 28: Berth Occupancy Rate CY2012 v/s CY2013 (%)

Berth	CY2012	CY2013
MCT 1	79.8	76.7
MCT 2	71.7	73.1

6. Multi Purpose Terminal (MPT)

6.1 Container Traffic & Throughput at MPT

For the year CY2013, some 10,839 TEUs have been handled from 36 fully containerised vessels at MPT, against 14,329 TEUs from 49 fully containerised vessels in CY2012, as shown in Table 29.

Table 29: Comparative Traffic at MPT CY2012 v/s CY2013

	CY2012	CY2013	Difference	% Change
Container Traffic (TEUs)	14,329	10,839	-3,490	-24.4
No. of Fully Containerised Vessels	49	36	-13	-26.5

6.2 Productivity at MPT

The average moves per gross gang hour decreased from 5.3 moves in CY2012 to 4.9 moves in CY2013. The targeted 8 moves/ gross gang hour has not been achieved in CY2013.

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 CY2013 compared to CY2012, is outlined in Table 30.

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

Quays		CY2012		CY2013	
		Total	Working	Total	Working
Quay No. 1	Terminal II	72.6	19.6	69.5	13.7
Quay No. 2	Terminal II	74.0	38.8	73.2	43.6
Quay No. 3	Terminal II	58.0	19.4	70.4	17.4
Quay No. 4	Terminal II	69.4	26.3	71.2	22.8
Bulk Sugar Terminal (BST)		5.3	3.5	9.7	4.0
Quay A	Terminal I	90.7	24.1	97.4	22.3
Quay D	Terminal I	83.3	23.0	83.4	25.4
Quay E	Terminal I	65.2	14.0	74.7	12.6
Trou Fanfaron Fishing Quay 1	Terminal I	99.5	0.2	98.2	1.7
Trou Fanfaron Fishing Quay 2	Terminal I	99.2	0.0	99.8	1.4
Cruise Jetty		71.2	4.0	54.5	0.0
Oil Jetty		27.1	21.7	26.4	22.7
Froid des Mascareignes (FDM)		94.8	35.1	95.9	36.1
Mauritius Freeport Development (MFD)		83.3	26.3	93.7	20.4

The berth occupancy at Quays 1 and 2, Cruise Jetty and Oil Jetty have decreased whilst at Quays 3, 4, A, D, E, BST, FDM and MFD it has increased. The berth occupancy is relatively low, taking into consideration vessels working at these quays.

7. Vessel Traffic

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

Table 31: Comparative Vessel Traffic CY2012 v/s CY2013

Category	CY2012	CY2013	Difference	% Change
Containerized Vessels (new record)	624	669	45	7.2
Tankers – Black/ White oil	23	26	3	13.0
Tankers – LPG	25	28	3	12.0
Tankers – other products	23	16	-7	-30.4
Dry Bulk carriers	57	61	4	7.0
Unitized & Break Carriers	18	8	-10	-55.6
General Cargo Vessels	11	5	-6	-54.5
Fishing Vessels (new record)	851	993	142	16.7
Pure Car Carriers	43	40	-3	-7.0
Inter-Island	133	128	-5	-3.8
Cruise Vessel	23	15	-8	-34.8
Others	1,645	1,663	18	1.1
Total	**3,476**	**3,652**	**176**	**5.1**

There were some 3,652 vessel calls at Port Louis Harbour in CY2013, which is a new record as compared to 3,476 in CY2012, i.e. an increase of 176 calls

- Container vessel calls reached 669 calls in CY2013 in contrast to 624 calls in CY2012, an increase of 7.2% (a new record).

- A new record in fishing vessels with 993 calls in CY2013, as opposed to 851 calls in CY2012, an increase of 16.7% (equivalent to 142 additional calls)

- No. of calls by Tankers (White and Black Oil) was 26 in CY2013 compared to 23 in CY2012.

- LPG tankers effected 28 calls in CY2013 compared to 25 calls in CY2012.

- Other tankers (edible oil, bitumen, molasses) calls were 16 in CY2013 as compared to 23 in CY2012

- No. of calls made by unitised and break bulk carriers were 8 in CY2013 as opposed to 18 in CY2012.

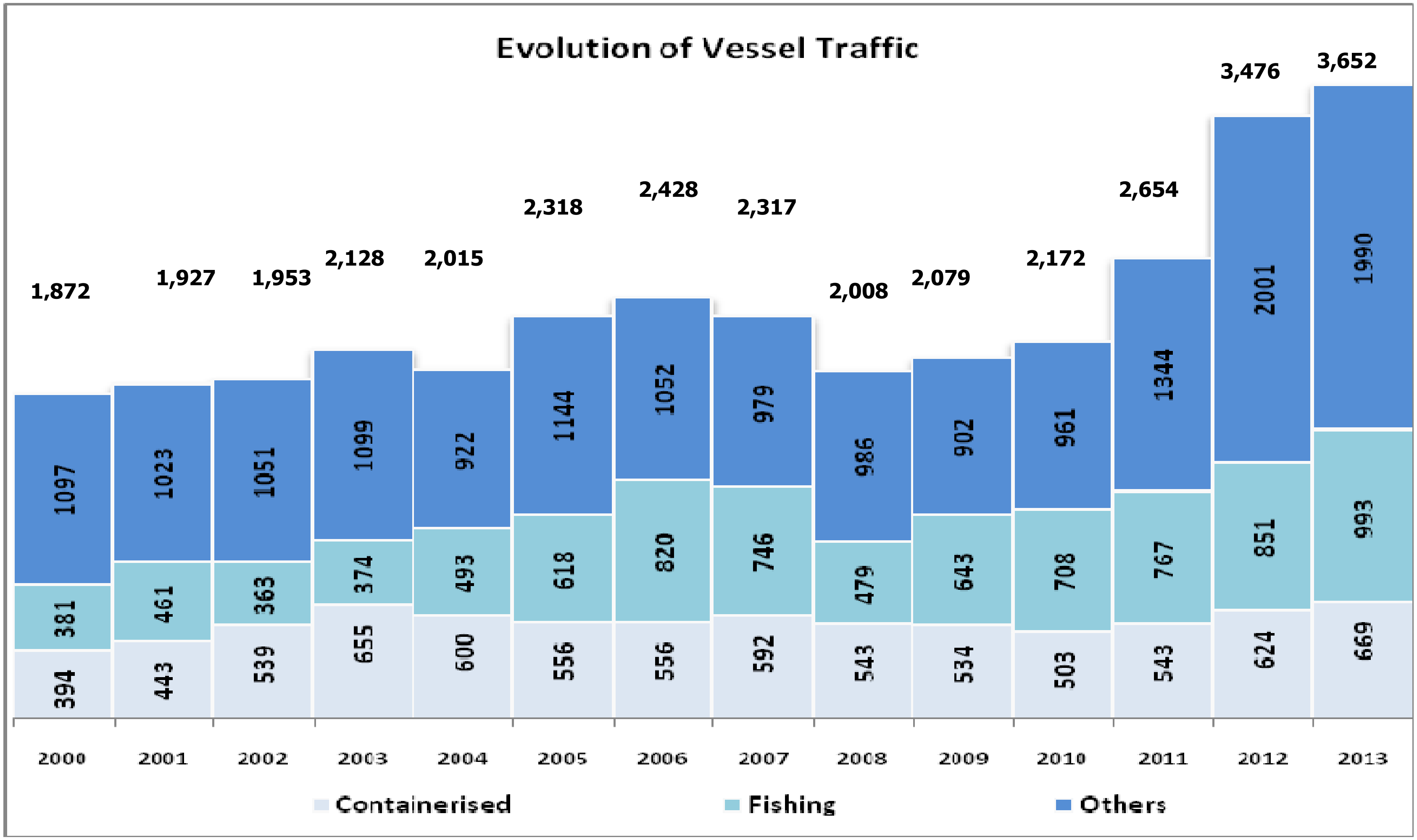
- The number of cruise vessels calling at Port Louis was 15 in CY2013 against 23 in CY2012.

- The number of vessels, categorised as "Others", has increased from 1,645 vessel calls in CY2012 to 1,663 calls in CY2013.

  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 fourteen years is illustrated in Figure 4.

Fig 4: Evolution of Total Vessel Traffic



8. Cruise Tourism

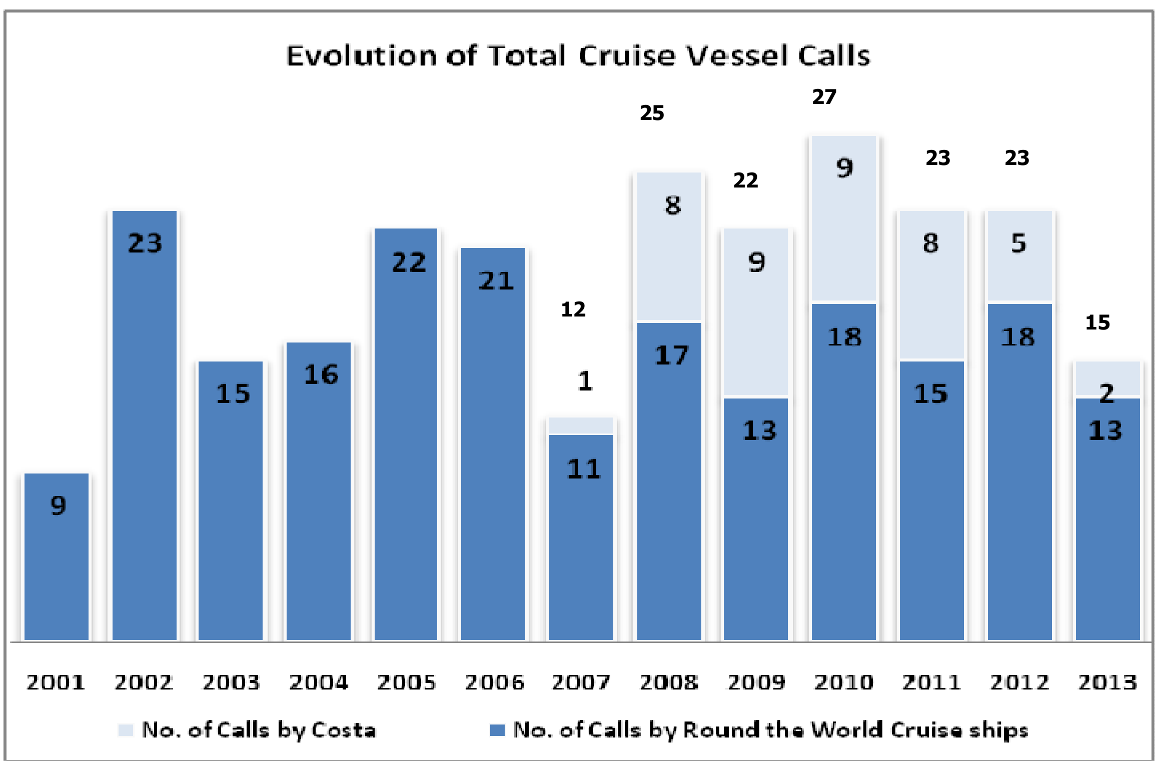
As regards cruise traffic for CY2013, the number of calls made by cruise vessels at Port Louis remained was 15 against 23, as shown in Table 32.

Table 32: Comparative Cruise Traffic CY2012 v/s CY2013

	CY2012	CY2013	Difference	% Change
No of calls by Costa	5	2	-3	-60.0
No. of calls by Round the world cruise ships	18	13	-5	-27.8
Total No. of cruise ships calls	*23*	*15*	*-8*	*-34.8*
No. of Pax arrived on Costa	3,666	2,622	-1,044	-28.5
No. of Pax arrived on round the world cruises	12,308	13,691	1,383	11.2
Total No. of Pax on arrival	*15,974*	*16,313*	*339*	*2.1*
No. of Pax departed on Costa	4,126	2,756	-1,370	-33.2
No. of Pax departed on round the world cruise	12,230	13,762	1,532	12.5
Total No. of Pax on departure	*16,356*	*16,518*	*162*	*1.0*

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

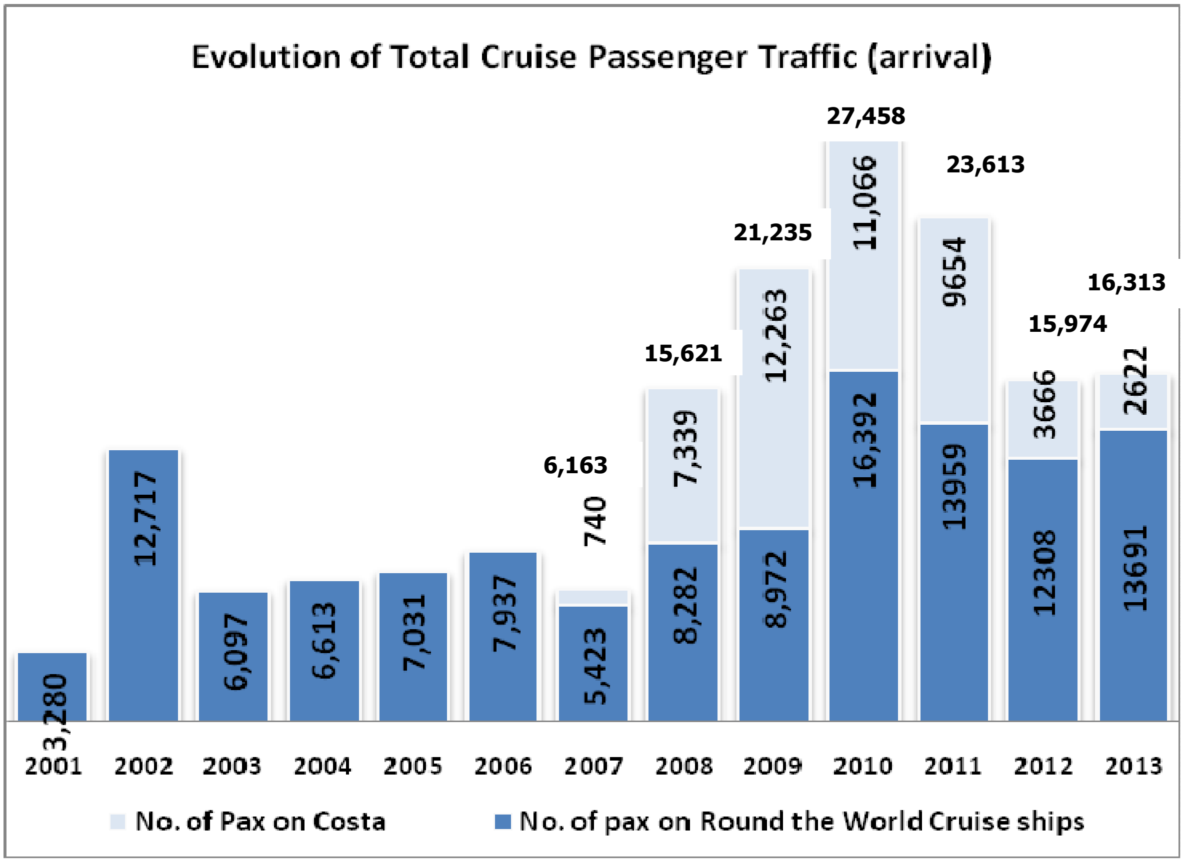
Fig 5: Evolution of Cruise Vessels' Calls



Concurrently, passenger traffic on arrival registered an expansion of 2.1% with 16,313 passenger arrival at Port Louis in CY2013 against 15,974 in CY2012, as depicted in Figure 6.

Similarly, an increase of 1.0% in the number of passenger departure has been registered in CY2013, with some 16,518 passengers compared to 16,356 passengers in CY2012.

Fig 6: Evolution of Cruise Passenger Traffic (arrivals)



Costa Cruises

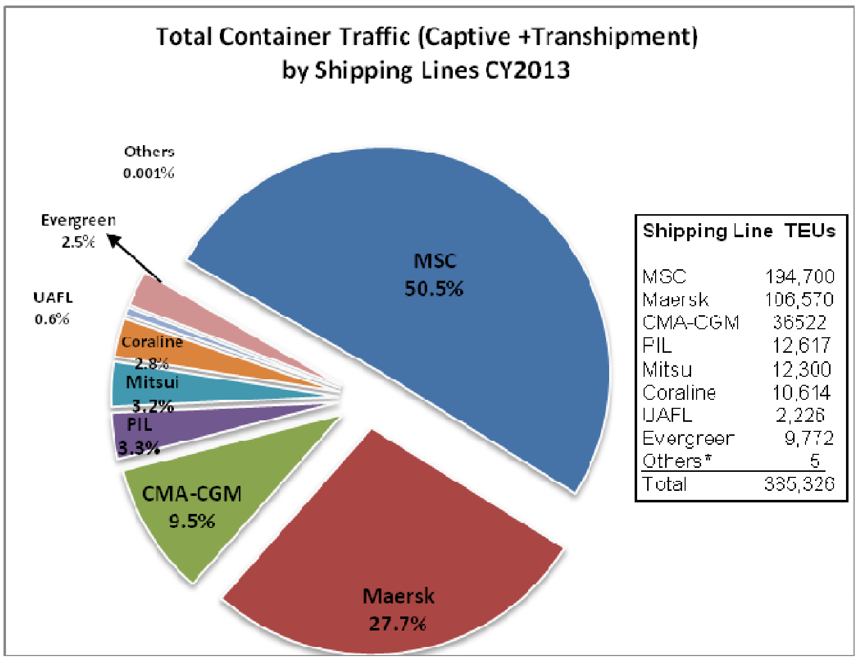
As far as Costa Cruises are concerned, 2 calls were registered in CY2013 against 5 calls in CY2012. Similarly, there has been a reduction of 28.5% in the no. of Costa passenger arrivals at Port Louis during CY2013 with 2,622 passengers compared to 3,666 passengers in CY2012.

9. Container Traffic by Shipping Lines

9.1 Total Container Traffic by Shipping Lines CY2012 V/S CY2013

Shipping line	CY2012 (TEUs)	CY2013 (TEUs)	Difference (TEUs)	Change in (TEUs)	Share in CY2012	Share in CY2013
MSC	201,053	194,700	-6,353	-3.2%	48.2%	50.5%
Maersk	121,346	106,570	-14,776	-12.2%	29.1%	27.7%
CMA-CGM	45,629	36,522	-9,107	-20.0%	10.9%	9.5%
PIL	15,499	12,617	-2,882	-18.6%	3.7%	3.3%
Mitsui	17,167	12,300	-4,867	-28.4%	4.1%	3.2%
Coraline	11,585	10,614	-971	-8.4%	2.8%	2.8%
UAFL	3,179	2,226	-953	-30.0%	0.8%	0.6%
Evergreen	1,999	9,772	7,773	388.8%	0.5%	2.5%
Others*	10	5	-5	-50.0%	0.0%	0.0%
Total	**417,467**	**385,326**	**-32,141**	**-7.7**	**100.0%**	**100.0%**

* Others includes: DAL



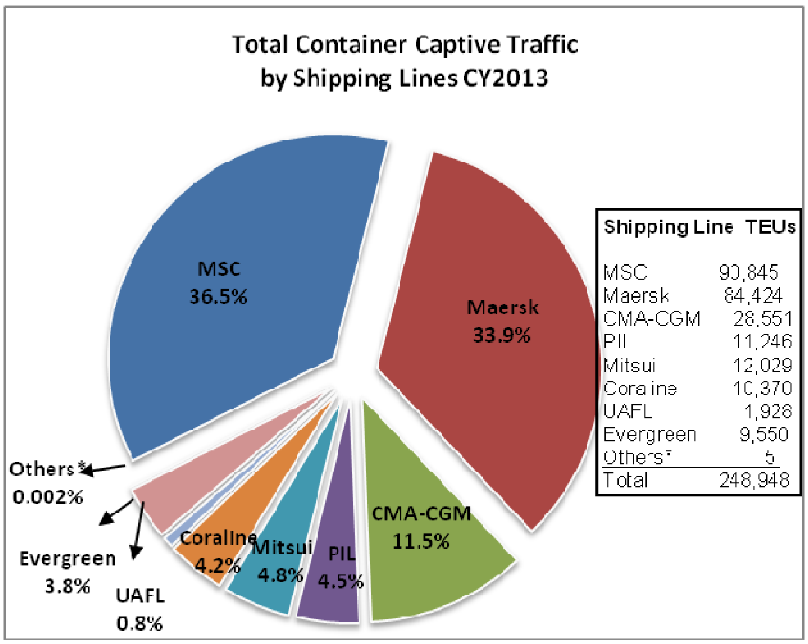
The breakdown of the total container traffic by shipping lines reveals the following:

- MSC has registered a negative growth of 3.2%, however, its share of total container has increased from 48.2% in 2012 to 50.5% in 2013.
- Maersk's share of Total Container Traffic has fallen from 29.1% to 27.7% for the period under review and its volume went down by 12.2%
- CMA-CGM's brought a total of 45,629 TEUs in CY2012 and 36,522 TEUs in CY2013, i.e. a drop of 9,107 TEUs, equivalent to 20.0%. Its share has dropped from 10.9% to 9.5%.

9.2 Total Captive Container Traffic by Shipping Lines – TEUs

Shipping line	CY2012	CY2013	Difference	% Change
MSC	106,073	90,845	-15,228	-14.4%
Maersk	74,137	84,424	10,287	13.9%
CMA-CGM	31,894	28,551	-3,343	-10.5%
PIL	15,423	11,246	-4,177	-27.1%
Mitsui	16,322	12,029	-4,293	-26.3%
Coraline	10,639	10,370	-269	-2.5%
UAFL	2,671	1,928	-743	-27.8%
Evergreen	1,999	9,550	7,551	377.7%
Others*	5	5	0	0.0%
Total	**259,163**	**248,948**	**-10,215**	**-3.9%**

* Others includes: DAL

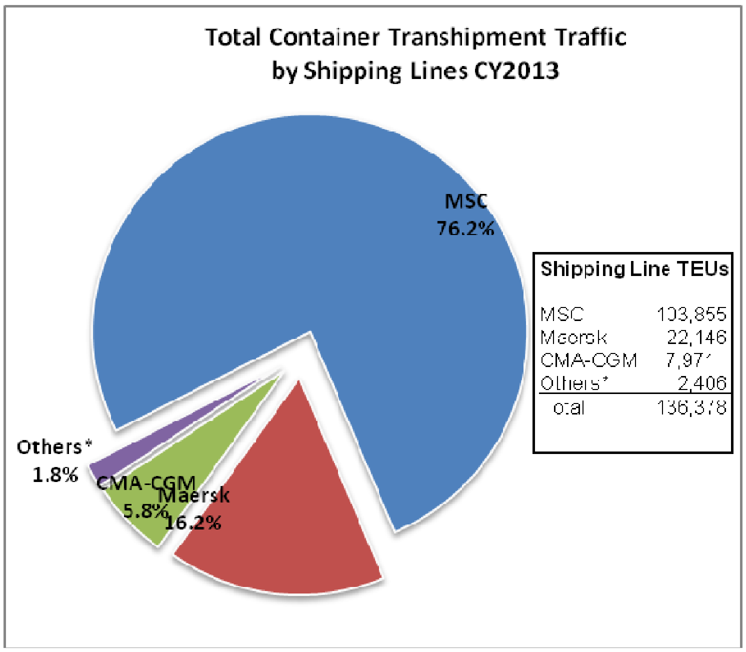


- The share of MSC in total captive container has decreased from 106,073 TEUs in CY2012 to 90,845 TEUs in CY2013 (a decrease of 14.4%), whereas
- Maersk's traffic, which was 74,137 TEUs in CY2012, expanded to 84,424 TEUs in CY2012 (a increase of 13.9%).
- CMA-CGM registered a negative growth of 10.5% in the Total Captive Traffic with 28,551 TEUs in CY2013 in comparison with 31,894 TEUs in CY2012.
- The container traffic for PIL has decreased by 27.1% from 15,423 TEUs in CY2012 to 11,246 TEUs in CY2013.
- On the other hand, the share of Captive traffic for Mitsui, which was 16,322 TEUs in CY2012 declined to 12,029 TEUs in CY2013, registering a drop of 26.3%.

9.3 Total Transhipment Traffic by Shipping Lines - TEUs

Shipping line	CY2012	CY2013	Difference	% Change
MSC	94,980	103,855	8,875	9.3%
Maersk	47,209	22,146	-25,063	-53.1%
CMA CGM	13,735	7,971	-5,764	-42.0%
Others*	2,380	2,406	26	1.1%
Total	**158,304**	**136,378**	**-21,926**	**-13.9**

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



Total Transhipment container traffic has decreased by 13.9% for the period under review.

- MSC, which holds the biggest share in total transhipment traffic, has recorded a growth of 9.3%. MSC remains our biggest client for this segment of business.
- On the other hand, Maersk transhipment traffic has decreased by 53.1% from 47,209 TEUS in CY2012 to 22,146 TEUS in CY2013.
- CMA-CGM registered a drop of 42.0% in its transhipment activities at Port Louis Harbour from 13,735 TEUs in CY2012 to 7,971 TEUs in CY2013, representing a drop of some 5,764 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 CY2013, as detailed in Table 33.

Table 33: Comparative Traffic Share in Container Traffic

	Share in CY2012	Share in CY2013
MSC		
Total Container Traffic	48.2%	50.5% ↑
Total Captive Container Traffic	40.9%	36.5% ↓
Total Transhipment Container Traffic	60.0%	76.2% ↑
Maersk		
Total Container Traffic	29.0%	27.7% ↓
Total Captive Container Traffic	28.6%	33.9% ↑
Total Transhipment Container Traffic	29.8%	16.2% ↓

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

- Total Container Traffic: MSC holds 50.5% of the market share as opposed to 27.7% for Maersk
- Total Captive Container Traffic: MSC holds 36.5% whereas Maersk 33.9%
- Total Transhipment Container Traffic: MSC holds the biggest share in the transhipment volume, i.e. 76.2% whereas Maersk has 16.2%.

11. Transhipment Activities by Shipping Lines

Mediterranean Shipping Company Ltd (MSC)

Some 103,855 TEUs were transhipped by MSC in CY2013 as compared to 94,980 TEUs for the corresponding period last year, i.e. a growth of 9.3% was registered.

No. of TEUs	CY2012	CY2013	Difference	% change
Laden	74,208	79,359	5,151	6.9
Empty	20,772	24,496	3,724	17.9
Total	**94,980**	**103,855**	**8,875**	**9.3**

Maersk

The number of TEUs transhipped by Maersk was 22,146 in CY2013 against 47,209 in CY2012 i.e. a drop of 25,063 TEUs (a negative growth of 53.1%).

No. of TEUs	CY2012	CY2013	Difference	% change
Laden	31,173	12,088	-19,085	-61.2
Empty	16,036	10,058	-5,978	-37.3
Total	**47,209**	**22,146**	**-25,063**	**-53.1**

12. MSC Fabiola

MPA welcomed the MSC Fabiola, one of the largest container ships to date to Port Louis on 26 March 2013.

Built in 2010, MSC Fabiola is 366 metres long and 48.6 metres wide with an impressive gross tonnage of 140,259 and a slot capacity of 12,552 TEUs.

This mega carrier, plying on the Pendulum service, came from the Singapore - Far East to Port Louis to offload some 1,055 and load 571 containers before proceeding to Durban.

13. Downtime of Port

During the period under review, handling operations at MCT were disrupted for about 20.8 days due to rough seas and swells following cyclones Dumile, Felleng and Imelda, coupled with adverse weather conditions like heavy torrential rainfall and strong winds, as compared to 6.9 days in CY2012.

14. Shipping Services

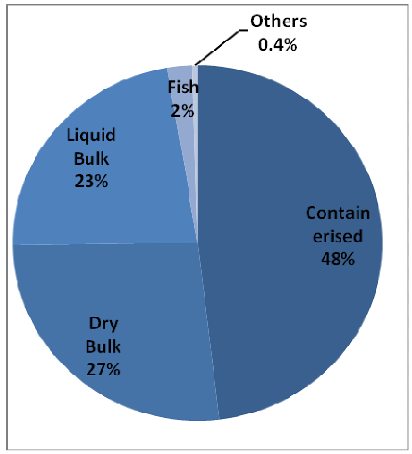
SHIPPING LINE	SERVICE	MAIN PORTS OF CALL
MSC	Mediterranean- IOI- Australia Service - weekly	Valencia, FOS, La Spezia, Napoli, Gioia Tauro, Suez's region ports, Pointe des Galets, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle, Singapore
	Ipanema Service - weekly	Shanghai, Ningbo, Nansha, Hong Kong, Chiwan, Singapore, **Port Louis**, Durban, South America
	South Africa to Persian Gulf Service North Bound- weekly	Coega, **Port Louis,** Jebel Ali, Mundra
	South Africa to Persian Gulf Service South Bound- weekly	Mundra, **Port Louis,** Durban, Coega
	Indian Ocean Islands Relay services – every 10 days	Loop 1 : **Port Louis**, Longoni, Majunga, Port Louis (10 days) Loop 2 : **Port Louis,** Tamatave, Pointe des Galets, Port Louis (weekly) Loop 3 : **Port Louis**, Tamatave, Diego Suarez, Majunga, Port Louis (10 days) Loop 4 : **Port Louis,** Ehoala, Tulear, Port Louis (18days)
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
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

SHIPPING LINE	SERVICE	MAIN PORTS OF CALL
	Regional Feeder Service - Every 6 wks (Kiara)	**Port Louis**, Tulear, Longoni, Mutsamudu, Majunga, Nosy Be, Antsiranna, Vohemar, Port Louis
	Shaka Service – VSA Maersk	China Tanjung Pelepas, **Port Louis,** Durban, Port Louis, Singapore, China (6 vessels between 4500 and 6500 TEUs)
Mitsui OSK	Indian Ocean Express (IOX) Service- weekly	Singapore, **Port Louis,** Tamatave, Reunion, Singapore
PIL	Indian Ocean Islands (IOI) Service- weekly	Singapore, **Port Louis,** Tamatave, Reunion, Singapore
Evergreen	Far East - Africa Express (FAX) - weekly IMMA – India Mauritius Madagascar Africa Service - fortnightly (VSA with UAFL)	Shanghai, Ningbo, Kaohsiung, Hong Kong, Yantian, Singapore, Tanjung Pelepas, Port Louis, Durban, Cape Town, Singapore, Kaohsiung, Shanghai Karachi, Mundra, Colombo, Port Louis, Tamatave, Durban, Maputo, Nacala
Deutsche Afrika Linien	VSA with MSC Falcon Service - weekly	Gioia Tauro, Suez's region ports, Pointe des Galets, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle, Singapore
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 CY2013

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 7,075,186 tonnes in CY2012 to 6,760,701 tonnes in CY2013. The composition of total cargo traffic is depicted in Figure 8.



B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) reached 3,328,116 tonnes in CY2013 as compared to 3,428,388 tonnes in CY2012, representing a contraction of 100,272 tonnes or 2.9%. Total bulk cargo had a share of 49.2% in total cargo traffic in CY2013 (48.4% in CY2012).

Total Bulk Cargo CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Dry Bulk	1,807,223	1,801,151	-6,072	-0.3
Liquid Bulk	1,621,165	1,526,965	-94,200	-5.8
Total	**3,428,388**	**3,328,116**	**-100,272**	**-2.9**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a negative growth of 0.3 %, equivalent to 6,072 tonnes from 1,807,223 tonnes in CY2012 to 1,807,223 tonnes in CY2013.

Total Dry Bulk Cargo CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Imports	1,807,223	1,801,151	-6,072	-0.3
Exports	0	0	0	0
Total	**1,807,223**	**1,801,151**	**-6,072**	**-0.3**

B.2 Liquid Bulk Cargo

Total Liquid Bulk Cargo decreased from 1,621,165 tonnes in CY2012 to 1,526,965 tonnes in CY2013, registering a negative growth of 94,200 tonnes, equivalent to 5.8%.

Total Liquid Bulk Cargo CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Imports	1,216,554	1,189,478	-27,076	-2.2
Exports	404,611	337,487	-67,124	-16.6
Total	**1,621,165**	**1,526,965**	**-94,200**	**-5.8**

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

Total Containerised Cargo went down by 5.5% from 3,444,006 tonnes in CY2012 to 3,254,231 tonnes in CY2013, as summarised below.

Containerised Cargo Traffic CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
Imports	1,290,304	1,296,561	6,257	0.5
Exports	730,666	736,654	5,988	0.8
Transhipment (inwards)	1,423,036	1,221,016	-202,020	-14.2
Total	**3,444,006**	**3,254,231**	**-189,775**	**-5.5**

D. General Cargo Traffic

General Cargo, comprising fish traffic, Inter-island trade and unitised break bulk, witnessed a decrease of 12.1%, (equivalent to 24,438 tonnes) from 202,792 tonnes in CY2012 to 178,354 tonnes in CY2013.

General Cargo Traffic CY2012 v/s CY2013 (tonnes)

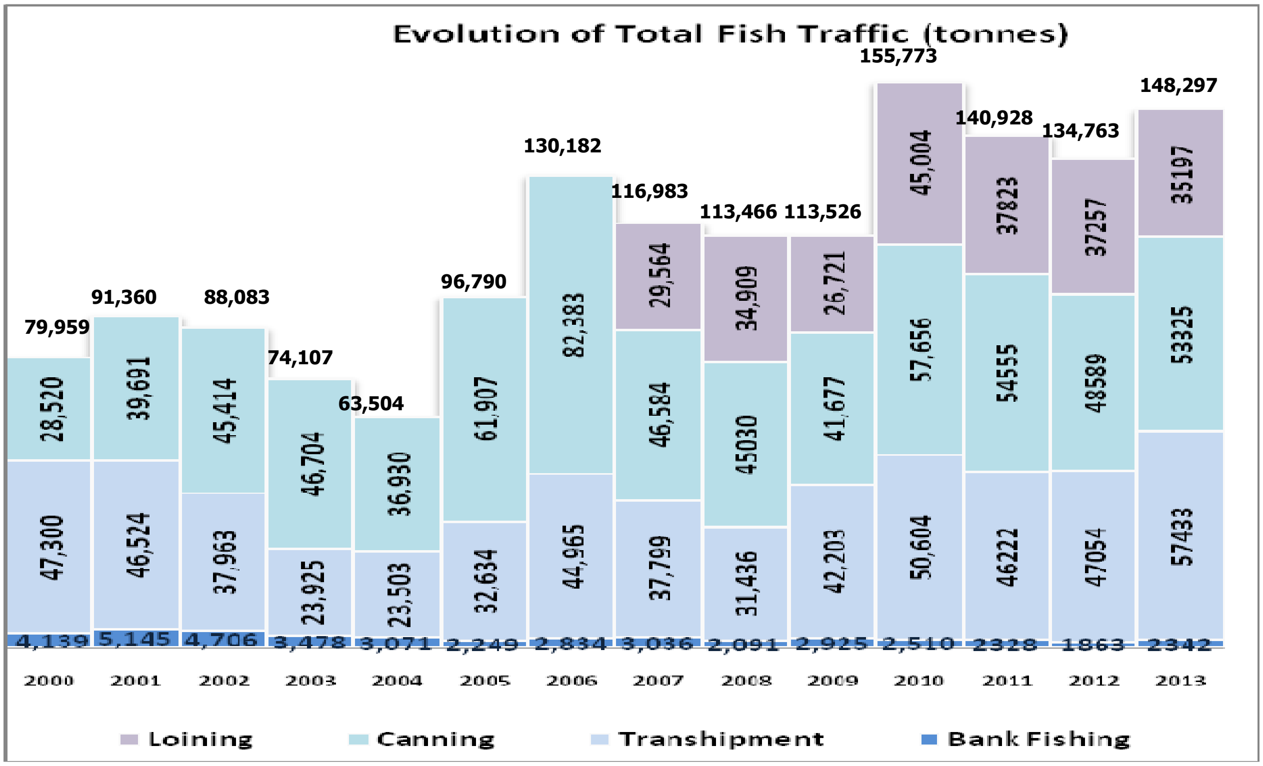
	CY2012	CY2013	Difference	% Change
Imports	195,789	172,014	-23,775	-12.1
Exports	7,003	6,340	-663	-9.5
Total	**202,792**	**178,354**	**-24,438**	**-12.1**

D.1 Fish Traffic

Total Fish Traffic expanded by 10.0% with 148,297 tonnes in CY2013 as opposed to 134,763 tonnes in CY2012.

Fish Traffic CY2011 v/s CY2012 (tonnes)

	CY2012	CY2013	Difference	% Change
Princes Tuna	48,589	53,325	4,736	9.7
Thon des Mascareignes	37,257	35,197	-2,060	-5.5
Total Tuna	*85,846*	*88,522*	*2,676*	*3.1*
Local Market	1,863	2,342	479	25.7
Transhipment Inwards	45,648	55,574	9,926	21.7
Transhipment Outwards	1,406	1,859	453	32.2
Grand Total	**134,763**	**148,297**	**13,534**	**10.0**



D.2 Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues decreased by 2.5% (1,534 tonnes) from 61,371 tonnes in CY2012 to 59,837 tonnes in CY2013.

Inter-Island Traffic CY2012 v/s CY2013 (tonnes)

	CY2012	CY2013	Difference	% Change
General cargo	4,820	4,215	-605	-12.6
Containerised cargo	56,551	55,622	-929	-1.6
Total	**61,371**	**59,837**	**-1,534**	**-2.5**

- The tonnage of general cargo to/from Rodrigues experienced a drop of 12.6%, i.e. from 4,820 tonnes in CY2012 to 4,215 tonnes in CY2013.
- Likewise, containerised cargo to/from Rodrigues contracted by 1.6% i.e. from 56,551 tonnes in CY2012 to 55,622 tonnes in CY2013.

14.02.14

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