Mauritius Ports Authority

Port Trade Performance

CY2016 versus CY2017

14.05.2018

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Port Trade Performance CY2017

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**7.7**	**Million tonnes**	**+6%**
• Containerised Cargo	3.3	Million tonnes	+1%
• Dry Bulk Cargo	1.9	Million tonnes	+5%
• Liquid Bulk Cargo	2.3	Million tonnes	+17%
• Fish Traffic	146,927	tonnes	-6%
Total Container Traffic	**379,371**	**TEUs**	**-2%**
• Captive Container	260,664	TEUs	-2%
• Transhipment Container Inwards	118,707	TEUs	-3%
• Transhipment Container Outwards	117,146	TEUs	-5%
Total Container Throughput	**496,517**	**TEUs**	
Total Vessel Traffic	**3,184**	**Calls**	**+8%**
• Containerised Vessels	538	calls	-5%
• Fishing Vessels	1,067	calls	+9%
Cruise Traffic			
• Cruise Vessel	30	calls	+7%
• Passengers on Arrival	34,082	passengers	-1%
• Passengers on Departure	34,008	Passengers	+1%
Total Bunker Traffic	**469,800**	**tonnes**	+39%
• Pipeline	113,918	tonnes	-4%
• Barges	355,882	tonnes	+63%

2. INTRODUCTION

The strengthening domestic economy and unprecedented performance recorded in the GDP independent bunkering traffic have contributed significantly in achieving an exceptional performance with cargo traffic setting a new high of 7.7 million tonnes in CY2017.

Cruise liners have enthralled travellers with new routes and unique experiences and these got reflected in the number of cruise vessel calling at Port Louis, which increased from 28 calls in CY2016 to 30 calls for year CY2017.

3. TOTAL CARGO TRAFFIC (new record)

The Total Cargo Traffic **reached a new peak of 7,712,999 tonnes**, representing a growth of 6.0% compared with 7,273,378 tonnes in CY2016. Details are summarised in Table 1.

Table 1
Total Cargo Traffic – CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Total Imports	4,869,417	5,278,747	409,330	8.4
Total Exports	1,266,321	1,289,962	23,641	1.9
Total Containerised Transhipment Inwards	1,137,640	1,144,290	6,650	0.6
Total	**7,273,378**	**7,712,999**	**439,621**	**6.0**

Total Imports

Total Imports Traffic recorded a growth of 8.4% from 4,869,417 tonnes in CY2016 compared to 5,278,747 tonnes in CY2017. This increase is mainly explained by a raise of 17.4% in liquid bulk imports when comparing CY2016 to CY2017.

Total Exports

Total exports slightly increased by 1.9% to reach 1,289,962 tonnes in CY2017 compared to 1,266,321 tonnes in CY2016, representing a rise of 23,641 tonnes.

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic recovered with a slight increase of 0.6% from 1,137,640 tonnes in CY2016 to 1,144,290 tonnes for the year in review.

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last eighteen years i.e. from CY2000 to CY2017.

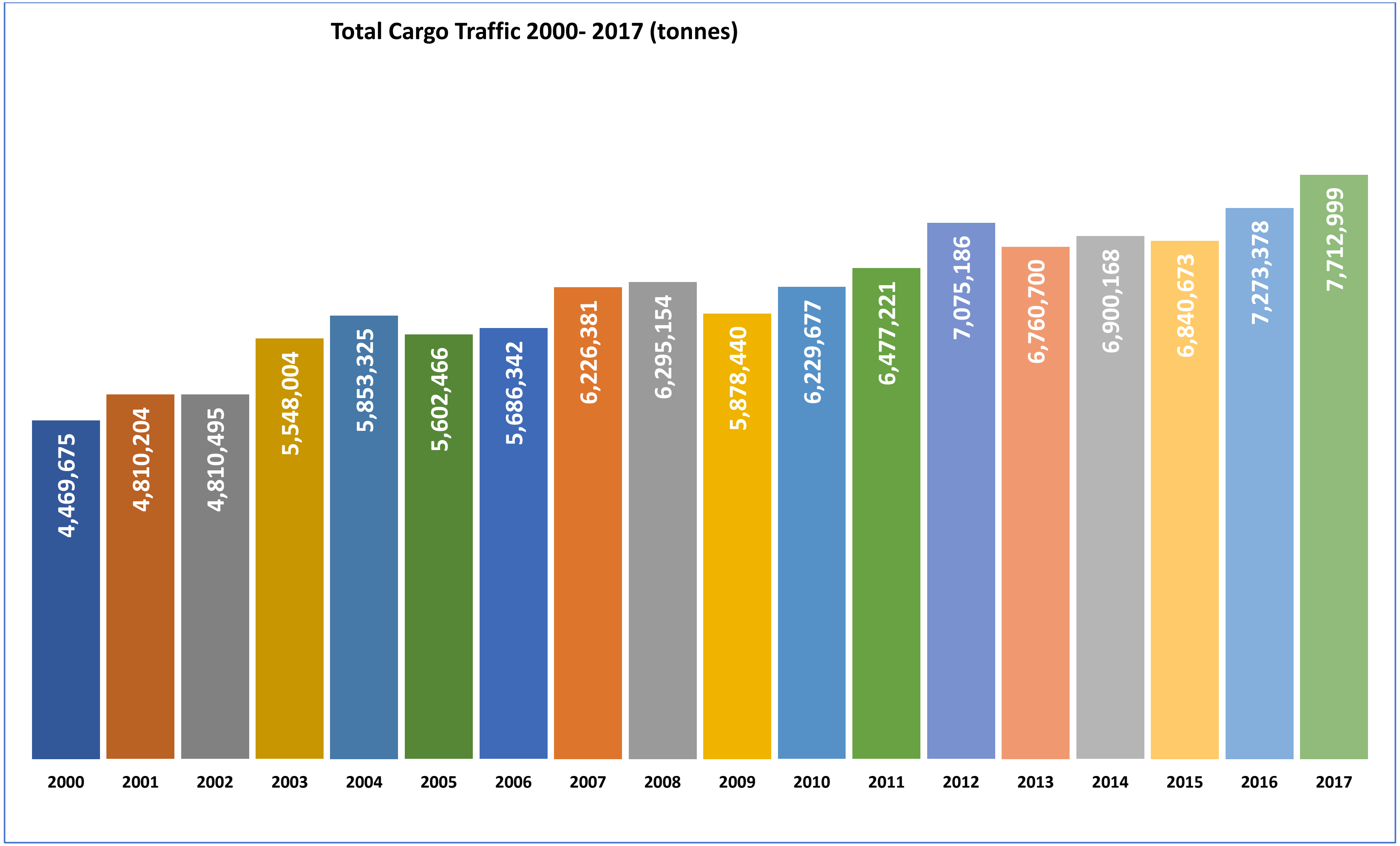


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total Imports grew by 8.4% from 4,869,417 tonnes in CY2016 to 5,278,747 tonnes in CY2017. As it may be depicted from the table below, four categories showed an increase while imports of Fish decreased by 8% in CY2017 when compared to figures of CY2016.

Table 2 illustrates the breakdown of Total Imports.

Table 2
Breakdown of Total Imports CY2016 v/s CY2017 (tonnes)

Imports	CY2016	CY2017	Difference	% change
Solid Bulk	1,796,601	1,900,017	103,416	5.8
Liquid Bulk	1,441,566	1,692,479	250,913	17.4
Containerised	1,430,191	1,490,053	59,862	4.2
General cargo	48,321	55,652	7,331	15.2
Fish	152,738	140,546	-12,192	-8.0
Total	**4,869,417**	**5,278,747**	**409,330**	**8.4**

4.1 Solid (Dry) Bulk Imports

There was a 5.8% increase in Solid Bulk Imports equivalent to 103,416 tonnes, i.e. 1,796,601 tonnes in CY2016 to 1,900,017 tonnes in CY2017, as detailed in Table 3.

Table 3
Solid Bulk Imports – CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Coal (new record)	807,399	811,684	4,285	0.5
Cement	605,119	601,717	-3,402	-0.6
Wheat	149,850	195,713	45,863	30.6
Maize	95,095	109,402	14,307	15.0
Sugar	80,500	124,742	44,242	55.0
Soya Bean Meal	49,838	51,759	1,921	3.9
Fertilizer	8,800	5,000	-3,800	-43.2
Total	**1,796,601**	**1,900,017**	**103,416**	**5.8**

- Coal imports reached **a new peak of 811,684 tonnes in CY2017** in comparison to 807,399 tonnes in CY2016.
- Cement imports fell from 605,119 tonnes in CY2016 to 601,717 tonnes in CY2017. This bland performance stems from the contraction recorded in the stalling key sector namely construction.
- For the year under review, imports of wheat has known a relative rise of 30.6% from 149,850 tonnes in CY2016 to 195,713 tonnes in CY2017.

- In CY2017, the Maize and Soya Bean Meal commodities registered a rise of 15.1% and 3.9% respectively as both rose from 95,095 tonnes and 49,838 tonnes in CY2016 to 109,402 tonnes and 51,759 tonnes in CY2017 respectively as these are majorly used in the production of livestock feed.

- Import of Sugar increased by 44,242 tonnes from 80,500 tonnes in CY 2016 to 124,742 tonnes in CY 2017.

- Import of fertilizer knew the highest fall, amounting to 43.1% from 8,800 tonnes in CY2016 to 5,000 tonnes in CY2017.

4.2 Liquid Bulk Imports (New Record)

Total imports of liquid bulk increased by 17.4%, representing 250,913 tonnes, i.e. from 1,441,566 tonnes in CY2016 to 1,692,479 tonnes in CY2017.

Table 4
Liquid Bulk Imports - CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
White oil (new record)	757,823	873,323	115,500	15.2
Black oil (new record)	482,072	633,717	151,645	31.5
LPG	169,834	154,406	-15,428	-9.1
Edible oil	20,500	24,500	4,000	19.5
Bitumen	4,587	6,533	1,946	42.4
White oil (T/S)	6,750	-	-6,750	-
Total	**1,441,566**	**1,692,479**	**250,913**	**17.4**

- Imports of **White oil and Black oil increased** by 15.2% (757,823 tonnes in CY2016 to 873,323 tonnes in CY2017) and 31.5% (482,072 tonnes in CY2016 to 633,717 tonnes in CY2017) respectively, both cargo registering significant rises in their imports levels.

- Imports of LPG has known a fall of 9.1% when comparing CY2016 figures (169,834 tonnes) and CY2017 figures (154,406 tonnes), representing a decline of 15,428 tonnes.

- For the year under review, imports of Edible Oil increased by 19.5% from 20,500 tonnes to 24,500 tonnes.

- Bitumen imports grew by 1,946 tonnes for the period under review from 4,587 tonnes in CY2016 to 6,533 tonnes in CY2017, representing the highest increase of Liquid Bulk Imports of 42.4%.

4.3 Containerised Cargo Imports

Total containerised imports rose by 4.2%. The breakdown of this traffic in Table 5 reveals that captive containerised cargo imports expanded by 4.3% while inter-island containerised imports contracted by 7.5%.

Table 5
Containerised Cargo Imports – CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Captive	1,419,622	1,480,275	60,653	4.3
Inter-Island	10,569	9,778	-791	-7.5
Total	**1,430,191**	**1,490,053**	**59,862**	**4.2**

4.4 General Cargo Imports

Total General Cargo Imports witnessed an increase of 15.2%. The breakdown of this traffic in Table 6 shows that unitized break bulk increased by 15.6% whilst inter-island general cargo imports decreased by 17.4%.

Table 6
General Cargo Imports – CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Unitized Break Bulk	47,654	55,093	7,439	15.6
General Cargo Tranship.	0	8	8	100.0
Inter-Island	667	551	-116	-17.4
Total	**48,321**	**55,652**	**7,331**	**15.2**

4.5 Fish Traffic Imports

Total fish imports fell by 8%, with 140,546 tonnes in CY2017 compared to 152,737 tonnes in CY2016. As regards the total number of fishing vessels calling at Port Louis, a 8.3% increase to 1044 calls was registered in CY2017 as opposed to 964 in the previous year.

Table 7
Fish Traffic - CY2016 v/s CY2017 (tonnes)

	Volume (tonnes)				Vessel Calls			
	CY 2016	CY 2017	Difference	% change	CY 2016	CY 2017	Difference	% Change
Princes Tuna	95,819	84,191	-11,628	-12.1	30	27	3	10.0
Local Market	1,809	2037	228	12.6	269	300	31	11.5
Transhipment Inwards	51,852	48,061	-3,791	-7.3	615	635	20	3.3
Direct Transhipment Inwards	3,257	6,257	3,000	92.1	50	82	32	64.0
Total	**152,737**	**140,546**	**-12,191**	**-8.0**	**964**	**1044**	**80**	**8.3**

- Imports of Princes Tuna contracted by 11,628 tonnes (12.1%) from 95,819 tonnes in CY2016 to 84,191 tonnes in CY2017.

- Fish handled for the local market progressed from 1,809 tonnes in CY2016 to 2,037 tonnes in CY2017, amounting to an increase of 12.6%. This segment saw a proportional increase of 11.5% in the number of vessel calls.

- Fish transhipment from fishing vessels to reefer containers registered a fall of 7.3% (3,791 tonnes) from 51,852 tonnes in CY2016 to stand at 48,061 tonnes in CY2017.

- Direct ship to ship transhipment recorded the highest expansion by 92.1% (3000 tonnes) from 3,257 tonnes in CY2016 to 6,257 tonnes in CY2017.

5 TOTAL EXPORTS

Total exports gained a slight rise of 1.9%, with 1,289,962 tonnes in CY2017 as compared to 1,266,321 tonnes in CY2016. Exports of Containerised Cargo dropped by 6.4% for the year under review, while General cargo rose consequently by 54%, displaying a difference of 1,889 tonnes. Similarly, exports of Liquid Bulk and Fish increased by 16.6% and 95.9% respectively.

Table 8
Breakdown of Total Bulk Exports - CY2016 v/s CY2017 (tonnes)

Exports	CY2016	CY2017	Difference	% change
Containerised	757,966	709,754	-48,212	-6.4
Liquid Bulk	487,525	568,442	80,917	16.6
Dry Bulk	14,077	0	-14,077	-100.0
General cargo	3,496	5,385	1,889	54.0
Fish	3,257	6,381	3,124	95.9
Total	**1,266,321**	**1,289,962**	**23,641**	**1.9**

5.5 Dry Bulk Exports (Aggregates)

It is important to note that 14,077 tonnes of aggregates were exported on ad-hoc/project basis in CY2016 only.

5.6 Liquid Bulk Exports (New Record)

Exports of Liquid Bulk cargo registered a considerable increase of 16.6% from 487,525 tonnes in CY2016 to 568,442 tonnes in CY2017, equivalent to a difference of 80,917 tonnes as depicted in Table 9.

Table 9
Breakdown of Liquid Bulk Exports - CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Total Bunker	336,914	469,800	132,886	39.4
LPG	92,735	88,649	-4,086	-4.4
Molasses	36,837	-	-36,837	-100
Ethanol	9,389	5,406	-3,983	-42.4
Transhipment (White Oil)	6,750	-	-6,750	-
Black Oil	4,900	-	-4,900	-
White oil	0	4,587	4,587	-
Grand Total	**487,525**	**568,442**	**80,917**	**16.6**

- There was zero growth in exports of Molasses in CY 2017 and Ethanol export declined from 9,389 tonnes in CY2016 to 5,406 tonnes in CY2017.

- Petredec (Mauritius) Ltd exported around 88,649 tonnes of LPG in the region during the year under review as opposed to 92,735 tonnes in CY2016.

- Bunker exports, accounting for the bulk in this segment grew at a fast pace as it registered an increase of 39.4%, equivalent to some 132,886 tonnes as follows:-

5.6.1 Bunkering Activities (New Record)

With global bunker players operating in the local arena, bunkering activities, the star performer, has registered a double digit growth of 39.4% in 2017. Total volume of bunker reached **a new high** from 336,914 tonnes in CY2016 to 469,800 tonnes in CY2017 with a growth equivalent to 132,886 tonnes as outlined in Table 10.

Table 10
Total Bunker Exports – CY2016 v/s CY2017

	Volume in Tonnes				Vessel Calls			
	CY2016	CY2017	Difference	% Change	CY2016	CY2017	Difference	% Change
Bunker by pipeline	118,186	113,918	-4,268	-3.6	1226	1,209	-17	-1.4
Bunker by barge	218,728	355,882	137,154	62.7	573	802	229	40.0
Total	**336,914**	**469,800**	**132,886**	**39.4**	**1799**	**2,011**	**212**	**11.8**

<u>Bunker Volume</u>

- Exports of Bunker by pipeline fell by 3.6% from 118,186 tonnes in CY2016 to 113,918 tonnes in CY2017, equivalent to a difference of 4,268 tonnes.

- There was an increase in the exports of Bunker by barge from 218,728 tonnes in CY2016 to 355,882 tonnes in CY2017, representing a growth of 62.7%. The expansion could be attributed to the fact that MPA extended the bunkering incentives at Port Louis for another 1 year period.

Bunker Calls

As regards the total number of vessels that took bunker at Port Louis, same increased from 1,799 calls in CY2016 to 2,011 calls in CY2017, thus establishing a new peak, i.e. a growth of 11.8%.

- While the number of bunker calls by pipeline decreased slightly by 1.4%, the corresponding calls by barge registered a rise of 40% for the year under review in comparison to the previous year.

Figure 2 depicts the evolution of total bunker traffic at Port Louis for the last eighteen years i.e. from CY2000 to CY2017.

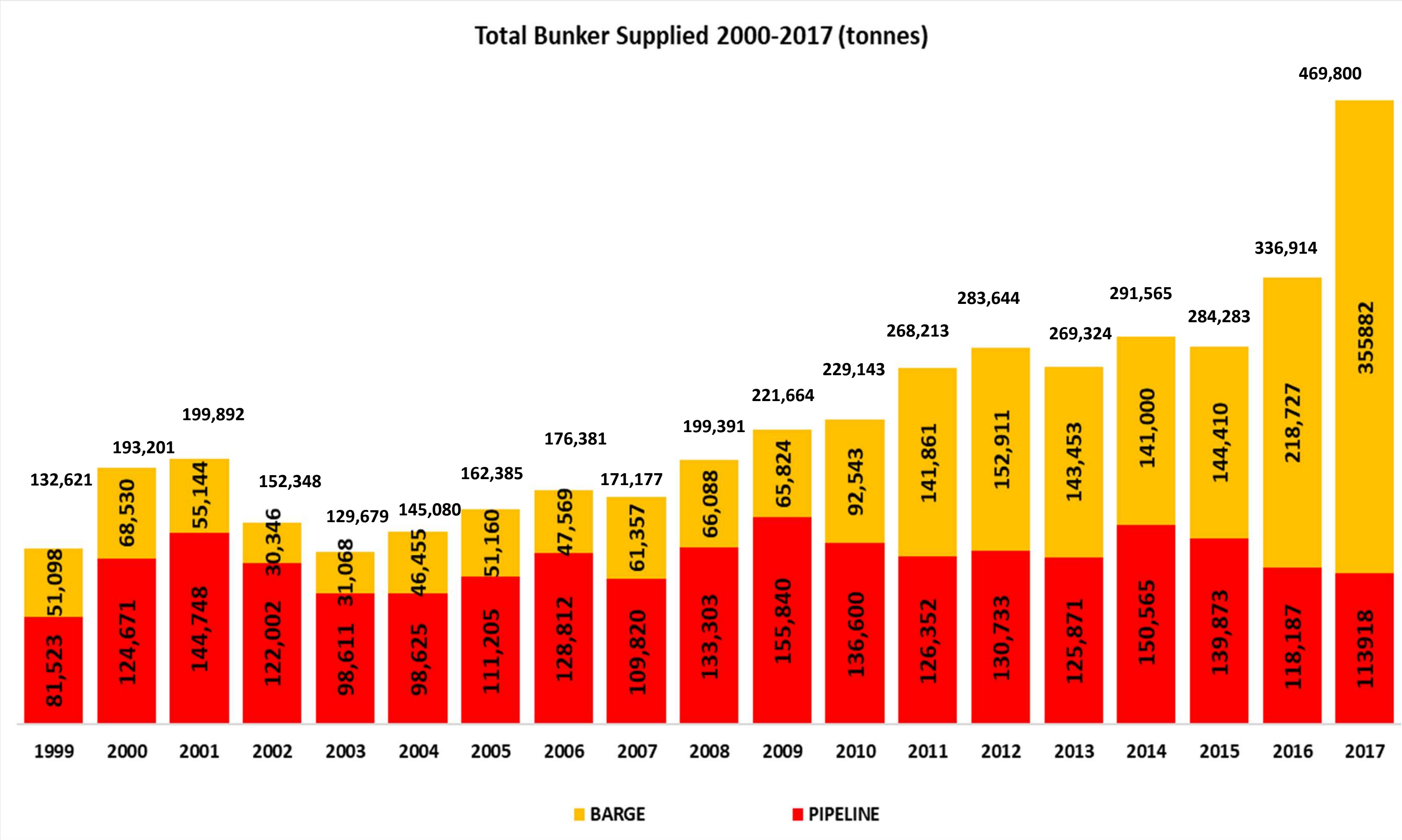


Figure 2: Evolution of Total Bunker Traffic (tonnes)

5.7 Containerised Cargo Exports

Total containerised cargo exports registered a reduction of 6.4%. The breakdown of this traffic reveals that captive containerised exports have fallen by 7.2% whereas inter-island containerised exports has known a slight growth of 1.9%.

Table 11
Containerised Exports – CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Captive	691,685	642,184	-49,501	-7.2
Inter-Island	66,281	67,570	1,289	1.9
Total	**757,966**	**709,754**	**-48,212**	**-6.4**

5.8 General Cargo Exports

The total general cargo exports expanded by a considerable percentage of 54%. The breakdown of this traffic shows that both unitized break bulk and inter-island traffic recorded growth rates of 190.6% and 38.7% respectively.

Table 12
General Cargo Exports – CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Unitized Break Bulk	352	1,023	671	190.6
Inter-Island	3,144	4,362	1,218	38.7
Total	**3,496**	**5,385**	**1,889**	**54.0**

5.9 Fish Traffic Exports

For the year CY2017, direct transhipment outwards of fish stood at 6,381 in CY2017 tonnes as opposed to 3,257 in CY2016, representing a considerable increase of 95.9%. Similarly, there was a rise of 76.9% in the number of vessel calls in this segment.

Table 13
Fish Exports – CY2016 v/s CY2017 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY 2016	CY 2017	Difference	% change	CY 2016	CY 2017	Diff	% change
Direct Transhipment outwards (ship to ship)	3,257	6,381	3,124	95.9	13	23	10	76.9

6 TOTAL CONTAINER TRAFFIC

Total Container Traffic has decreased from 388,514 TEUs for the year CY2016 to 379,371 TEUs in CY2017, i.e. a fall of 2.4%.

Captive container traffic followed the same trend with a slight drop of 2.0% whilst transhipment container traffic registered a reduction of 3.2%. Details are summarised in Table 14.

Table 14
Total Container Traffic – CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Captive	265,927	260,664	-5,263	-2.0
Transhipment	122,587	118,707	-3,880	-3.2
Total	**388,514**	**379,371**	**-9,143**	**-2.4**

Figure 3 depicts the evolution of total container traffic at Port Louis for the last eighteen years i.e. from CY2000 to CY2017.

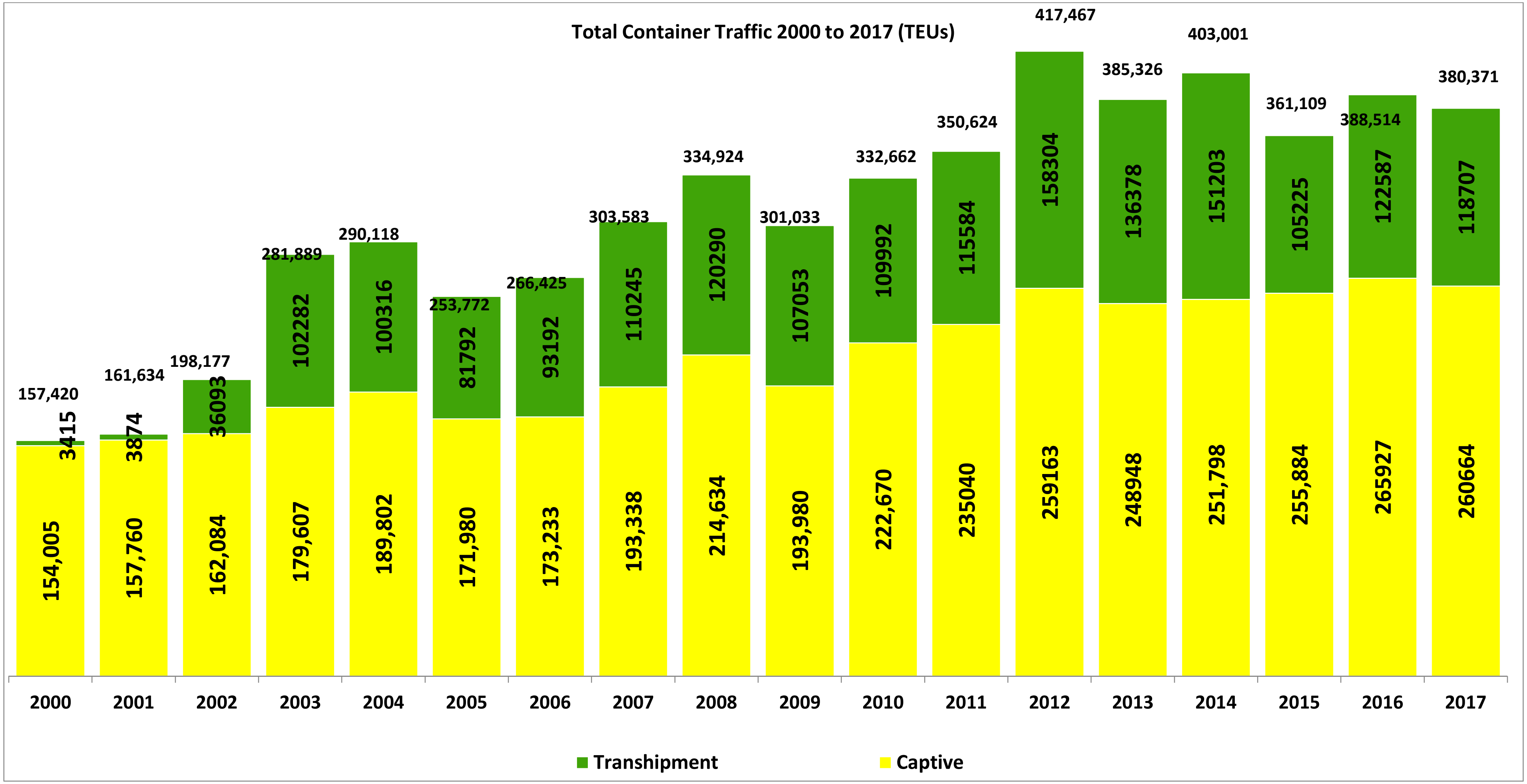


Figure 3: Evolution of Total Container Traffic (TEUs)

6.5 Total Captive Container Traffic

Total Captive Container Traffic dropped by 2.0% in CY2017, equivalent to 5,263 TEUs to reach a fall from 265,927 TEUs in CY2016 in comparison to 260,664 TEUs in CY2017. Table 15 shows the comparative monthly captive container traffic for the CY2017 versus CY2016.

Table 15
Total Captive Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	20,918	19,897	-1,021	-4.9
Feb	17,467	18,496	1,029	5.9
Mar	24,718	18,374	-6,344	-25.7
Apr	20,763	20,661	-102	-0.5
May	22,057	22,691	634	2.9
Jun	21,732	18,953	-2,779	-12.8
Jul	23,174	24,421	1,247	5.4
Aug	21,311	25,967	4,656	21.9
Sep	21,529	19,832	-1,697	-7.9
Oct	24,673	22,869	-1,804	-7.3
Nov	24,271	24,382	111	0.5
Dec	23,314	24,121	807	3.5
Total	**265,927**	**260,664**	**-5,263**	**-2.0**

6.1.1 Captive Laden Import Container Traffic (New Record)

As regard the captive segment, Laden import container traffic, which was mainly consumption led, registered a growth of 4.2% to attain a new peak. This traffic rose to 119,204 TEUs for the year CY2017 compared to 114,415 TEUs in the corresponding period of the preceding year, i.e. a growth of 4,789 TEUs as shown in Table 16.

Table 16
Captive Laden Import Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	8,326	7,773	-553	-6.6
Feb	7,601	8,540	939	12.3
Mar	9,555	8,159	-1,396	-14.6
Apr	8,683	9,426	743	8.6
May	10,048	11,241	1,193	11.9
Jun	9,355	9,519	164	1.7
Jul	10,280	10,086	-194	-1.9
Aug	9,481	10,179	698	7.4
Sep	9,809	8,906	-903	-9.2
Oct	10,426	10,993	567	5.4
Nov	10,604	12,964	2,360	22.3
Dec	10,247	11,418	1,171	11.4
Total	**114,415**	**119,204**	**4,789**	**4.2**

6.1.2 Captive Laden Export Container Traffic

There was a regression of 6.4% in Captive laden export container traffic from 60,637 in CY2016 to 56,780 TEUs in CY2017. This lacklustre performance originates from the contraction recorded in the manufacturing exports in the wake of the Brexit and appreciation of the rupee vis a vis major currencies.

The detailed results are outlined in Table 17.

Table 17
Captive Laden Export Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	5,061	3,733	-1,328	-26.2
Feb	4,515	4,519	4	0.1
Mar	5,201	4,924	-277	-5.3
Apr	5,048	4,337	-711	-14.1
May	5,089	5,225	136	2.7
Jun	5,237	5,191	-46	-0.9
Jul	5,232	5,191	-41	-0.8
Aug	4,855	4,936	81	1.7
Sep	5,102	4,332	-770	-15.1
Oct	5,378	4,865	-513	-9.5
Nov	4,497	4,794	297	6.6
Dec	5,422	4,733	-689	-12.7
Total	**60,637**	**56,780**	**-3,857**	**-6.4**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic also followed the trend with a fall of 32.9%, representing a drop of 6,376 TEUs for the year under review with 19,381 TEUs versus 13,005 TEUs in CY2017. Details are outline in Table 18.

Table 18
Captive Empty Import Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	1,544	1,506	-38	-2.5
Feb	1,847	1,085	-762	-41.3
Mar	1,520	1,125	-395	-26.0
Apr	1,709	1,808	99	5.8
May	1,249	788	-461	-36.9
Jun	1,233	666	-567	-46.0
Jul	1,025	783	-242	-23.6
Aug	1,430	889	-541	-37.8
Sep	1,843	1,304	-539	-29.2
Oct	1,925	1,124	-801	-41.6
Nov	1,438	1,058	-380	-26.4
Dec	2,618	869	-1,749	-66.8
Total	**19,381**	**13,005**	**-6,376**	**-32.9**

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 CY2016 to CY2017.

Table 19
Captive Empty Export Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	5,987	6,885	898	15.0
Feb	3,504	4,352	848	24.2
Mar	8,442	4,166	-4,276	-50.6
Apr	5,323	5,090	-233	-4.4
May	5,671	5,437	-234	-4.1
Jun	5,907	3,577	-2,330	-39.4
Jul	6,637	8,361	1,724	26.0
Aug	5,545	9,963	4,418	79.7
Sep	4,775	5,290	515	10.8
Oct	6,944	5,887	-1,057	-15.2
Nov	7,732	5,566	-2,166	-28.0
Dec	5,027	7,101	2,074	41.3
Total	**71,494**	**71675**	**181**	**0.3**

Captive empty export container traffic registered a meagre growth of 0.3% and reached 71,675 TEUs in CY2017 as compared to 71,494 TEUs in CY2016.

6.2 Total Transhipment Inwards Container Traffic

Total transhipment (inwards) container traffic registered a fall of 3.2%, equivalent to 3,880 TEUs for the year under review with a total of 118,707 TEUs in CY2017 compared to 122,587 TEUs in CY2016. Comparative monthly transhipment container traffic is summarised in Table 20.

Table 20
Total Transhipment Inwards Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	7,031	8,742	1,711	24.3
Feb	8,152	8,961	809	9.9
Mar	10,395	7,947	-2,448	-23.5
Apr	9,949	11,607	1,658	16.7
May	8,644	13,626	4,982	57.6
Jun	8,774	9,384	610	6.9
Jul	12,237	8,720	-3,517	-28.7
Aug	10,249	6,109	-4,140	-40.4
Sep	11,129	9,569	-1,560	-14.0
Oct	12,624	12,208	-416	-3.3
Nov	12,609	10,731	-1,878	-14.9
Dec	10,794	11,103	309	2.9
Total	**122,587**	**118,707**	**-3,880**	**-3.2**

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 CY2017, some laden 92,956 TEUs have been transhipped compared to 92,416 TEUs for the corresponding period of the previous year, representing a minor increase of 540 TEUs, equivalent to 0.6%.

Table 21
Transhipment Inwards Laden Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	5,564	6,441	877	15.8
Feb	6,853	7,928	1,075	15.7
Mar	8,464	6,116	-2,348	-27.7
Apr	8,135	8,689	554	6.8
May	7,205	11,488	4,283	59.4
Jun	6,288	7,002	714	11.3
Jul	8,620	7,888	-732	-8.5
Aug	7,124	5,647	-1,477	-20.7
Sep	8,366	6,358	-2,008	-24.0
Oct	9,931	8,457	-1,474	-14.8
Nov	8,466	8,504	38	0.4
Dec	7,400	8,438	1,038	14.0
Total	**92,416**	**92,956**	**540**	**0.6**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

Transhipment Inwards Empty Container Traffic has known a fall of 14.6%, with a difference of 4,420 TEUs with 30,171 TEUs in CY2016 compared to 25,751 TEUs for the year under review as detailed in Table 22.

Table 22
Transhipment Inwards Empty Container Traffic - CY2016 v/s CY2017 (TEUs)

	CY2016	CY2017	Difference	% Change
Jan	1,467	2,301	834	56.8
Feb	1,299	1,033	-266	-20.5
Mar	1,931	1,831	-100	-5.2
Apr	1,814	2,918	1,104	60.9
May	1,439	2,138	699	48.6
Jun	2,486	2,382	-104	-4.2
Jul	3,617	832	-2,785	-77.0
Aug	3,125	462	-2,663	-85.2
Sep	2,763	3,211	448	16.2
Oct	2,693	3,751	1,058	39.3
Nov	4,143	2,227	-1,916	-46.2
Dec	3,394	2,665	-729	-21.5
Total	**30,171**	**25751**	**-4420**	**-14.6**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Some 488 container vessels were operated at MCT for the year CY2017 as compared to 531 for the previous year as depicted in Table 23.

Table 23
Vessels serviced at MCT - CY2016 v/s CY2017

	CY2016	CY2017	Difference
Jan	39	39	0
Feb	33	36	3
Mar	46	35	-11
Apr	40	41	1
May	45	44	-1
Jun	44	41	-3
Jul	51	43	-8
Aug	46	43	-3
Sep	45	35	-10
Oct	46	44	-2
Nov	47	43	-4
Dec	49	44	-5
Total	**531**	**488**	**43**

7.2 Container Throughput at MCT

During the CY2017, the number of containers handled was 352,775 units compared to 373,274 units for the corresponding period last year – a fall of 20,499 units (representing a drop of 5.5%) as depicted below in Table 24.

Similarly, the Container Throughput in terms of number of TEUs registered a decline to the tune of 4.2%, equivalent to a decrease of 20,906 TEUs, from 496,862 TEUs to 476,956 TEUs for the year under review.

Accordingly, the number of moves recorded for the year CY2017 was 388,109 compared to 367,904 in the previous year – a drop of 20,205 moves equivalent to 5.2%.

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

Table 24
No of Containers/TEUs/moves - CY2016 v/s CY2017

Month	Containers			TEUs			Moves		
	CY2016	CY2017	Diff	CY2016	CY2017	Diff	CY2016	CY2017	Diff
Jan	26,465	26,926	**461**	35,040	36,441	**1401**	27,433	28,193	**760**
Feb	24,113	24,861	**748**	31,221	33,424	**2203**	25,021	25,943	**922**
Mar	34,406	23,632	**-10774**	45,085	32,081	**-13004**	35,856	24,652	**-11204**
Apr	29,961	30,087	**126**	39,303	40,448	**1145**	31,190	31,510	**320**
May	29,647	32,620	**2973**	39,235	42,978	**3743**	30,939	33,866	**2927**
Jun	27,489	29,527	**2038**	37,265	39,053	**1788**	28,586	30,784	**2198**
Jul	34,323	33,167	**-1156**	46,703	44,078	**-2625**	35,636	34,879	**-757**
Aug	30,119	28,056	**-2063**	41,764	38,401	**-3363**	31,265	29,158	**-2107**
Sep	31,352	25,643	**-5709**	42,202	35,166	**-7036**	32,524	26,603	**-5921**
Oct	37,654	33,773	**-3881**	49,135	45,992	**-3143**	39,218	35,151	**-4067**
Nov	34,	32,443	**-2279**	47,198	44,084	**-3114**	35,956	33,635	**-2321**
Dec	33,	32,040	**-983**	42,711	44,810	**1099**	34,485	33,530	**-955**
Total	**373,2**	**352,775**	**-20499**	**496,862**	**476,956**	**-20906**	**388,**109	**367,904**	**-20205**
% change			**-5.5**			**-4.2**			**-5.2**

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 - CY2016 v/s CY2017

	CY2016	CY2017
Avg. Moves Per Gross Crane Hour	19.9	19.1
Avg. Moves per Ship's Working Hour	40.6	37.5
Average Pre-berthing/ Sailing Delay (hrs)	2.7	5.2
Berth Occupancy (%)	51.8	74.0
Throughput (TEUs)	496,862	476,956

The average number of moves per gross crane hour recorded a minor decrease from 19.9 in CY2016 to 19.1 in CY2017.

For the year under review, the average moves per ship's working hour stood at 37.5 for the twelve months in 2017 compared to 40.6 recorded in CY2016.

The average pre-berthing delay per vessel increased to 5.2 hours in CY2017 as opposed to 2.7 hours same year previous year.

Similarly, the berth occupancy for the year of CY2017 increased to 74% compared to 51.8% for CY 2017.

Throughput at MCT for CY2017 reached 476,956 TEUs as opposed to 496,862 TEUs in CY2016, i.e. a fall of 19,906 TEUs, representing a drop of 4.0%.

7.4 Crane Productivity

Table 26 provides the comparative crane productivity for the year CY2017 versus CY2016.

Table 26
Average Moves per Gross Crane Hours - CY2016 v/s CY2017

	CY2016	CY2017
Jan	20.5	18.9
Feb	20.2	17.3
Mar	20.4	15.3 (Lowest)
Apr	20.2	18.4
May	21.3	16.9
Jun	21.3	17.6
Jul	19.1	19.6
Aug	20.2	21.4
Sep	19.7	23.2 (highest)
Oct	19.0	20.2
Nov	19.7	21.1
Dec	18.6	21.2
Average	**19.9**	**19.1**

For the year under review, the highest performance was registered in the month of September 23.2 moves/ gross crane hour. The lowest gross crane productivity registered was in the month of March with 15.3 moves/ gross crane hour.

7.5 Ship Productivity

Comparative monthly ship productivity for the year CY2016 versus CY2017 is detailed in Table 27. Despite the fall in crane productivity, it is observed that average ship productivity has gone down during the year under review from 40.6 in CY2016 to 37.5 in CY2017.

Table 27
Average Moves per Ship's Working Hours - CY2016 v/s CY2017

	CY2016	CY2017
Jan	43.9	34.9
Feb	39.8	36.3
Mar	41.4	32.3 (lowest)
Apr	43.9	38.1
May	46.1	34.1
Jun	43.9	33.8
Jul	38.5	40.1
Aug	39.3	41.0
Sep	38.9	45.1 (highest)
Oct	38.4	36.6
Nov	39.9	42.8
Dec	37.7	38.3
Average	**40.6**	**37.5**

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 28 for the year CY2016 versus CY2017.

Table 28
Average Pre-berthing Delay - CY2016 v/s CY2017 (hrs)

	CY2016	CY2017
Jan	2.8	1.4
Feb	5.5	5.3
Mar	2.3	7.6
Apr	1.5	6.1
May	1.5	9.1
Jun	2.3	12.1
Jul	2.5	4.2
Aug	2.9	1.7
Sep	4.6	1.5
Oct	3.1	6.5
Nov	1.7	5.2
Dec	3.0	1.4
Average	**2.7**	**5.2**

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 29 for the year CY2016 compared to CY2017.

Table 29
Berth Occupancy at MCT - CY2016 v/s CY2017

	CY2016	CY2017
Jan	58.6	63.3
Feb	66.5	65.6
Mar	67.3	73.7
Apr	62.6	71.5
May	59.1	83.9
Jun	18.0	59.5
Jul	40.7	53.5
Aug	49.0	48.8
Sep	49.6	72.0
Oct	53.9	81.3
Nov	52.0	77.9
Dec	53.3	80.6
Total	**51.8**	**74.0**

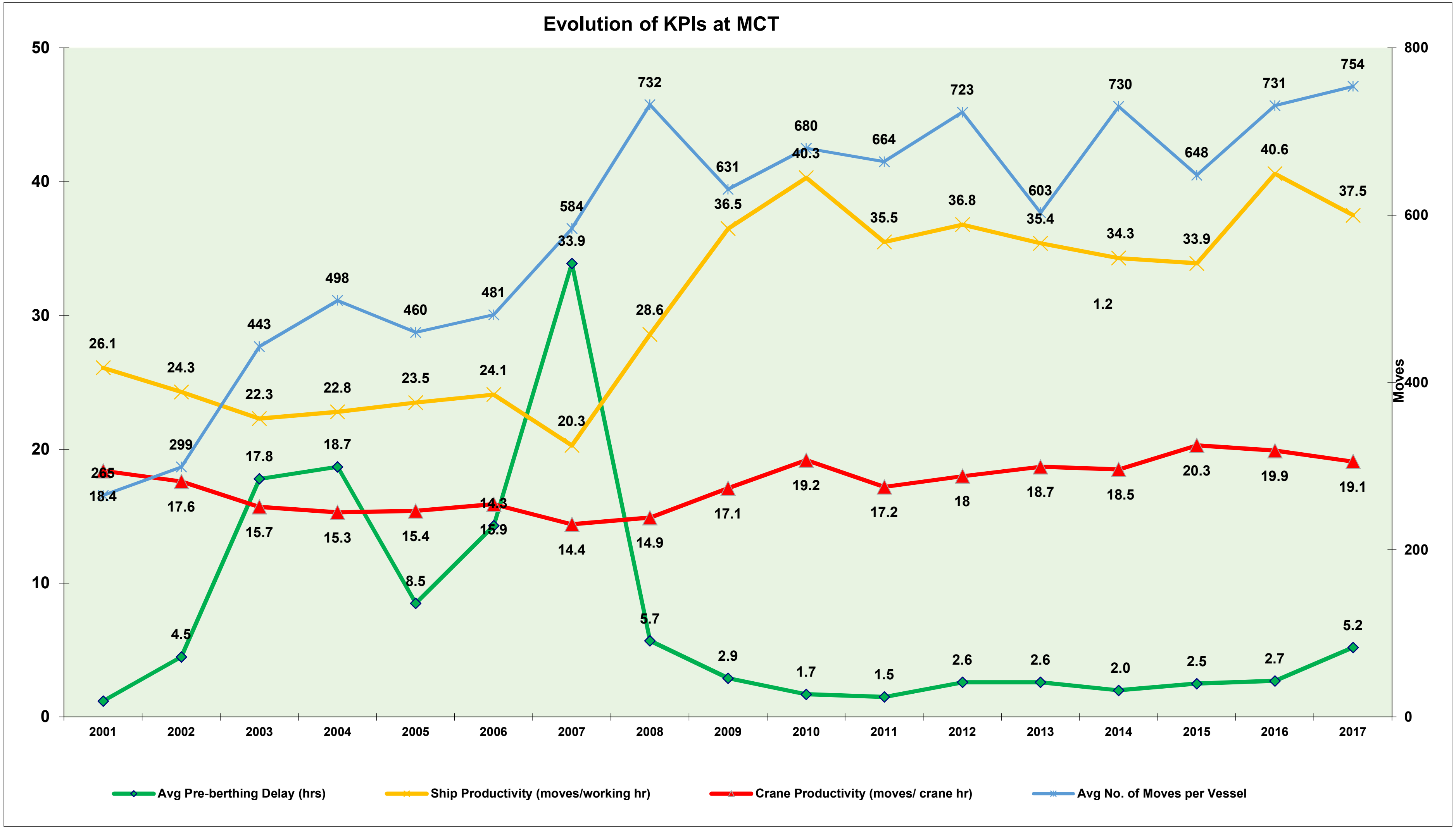


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. VESSEL CALLS

Some 3,184 vessel calls were registered during the year CY2017 as compared to 2,934 calls in CY2016, i.e. a, increase of 250 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 - CY2016 v/s CY2017

Category	CY2016	CY2017	Difference	% Change
Fishing Vessels	977	1,067	90	9.2
Containerized Vessels	567	538	-29	-5.1
Tankers	141	115	-26	-18.4
Dry Bulk carriers	56	58	2	3.6
Inter-Island	46	48	2	4.3
Pure Car Carriers	37	35	-2	-5.4
Cruise Vessel	28	30	2	7.1
Unitized & Break Bulk Carriers	11	10	1	9.1
General Cargo Vessels	7	7	0	0
Others	1,064	1276	212	19.9
Total	**2,934**	**3,184**	**250**	**8.5**

- Fishing vessel calls expanded by 9.2% from 977 calls in CY2016 to 1,067 calls in CY2017.
- Containerised vessel calls went down from 567 in 2017 to 538 in 2016
- No. of calls by Tankers declined from 141 in CY2016 to reach 115 in CY2017 (a negative growth of 18.4%), which can be attributed to the fall in the no. of calls by LPG tankers.
- No. of calls made by Dry Bulk carriers was 58 in CY2017 as opposed to 56 recorded during the same period in the previous year.
- For the inter-island trade, total number of calls has increased from 46 in CY2016 to 48 in CY2017.

Figure 5 shows the evolution of total vessel traffic from 2000 to 2017.

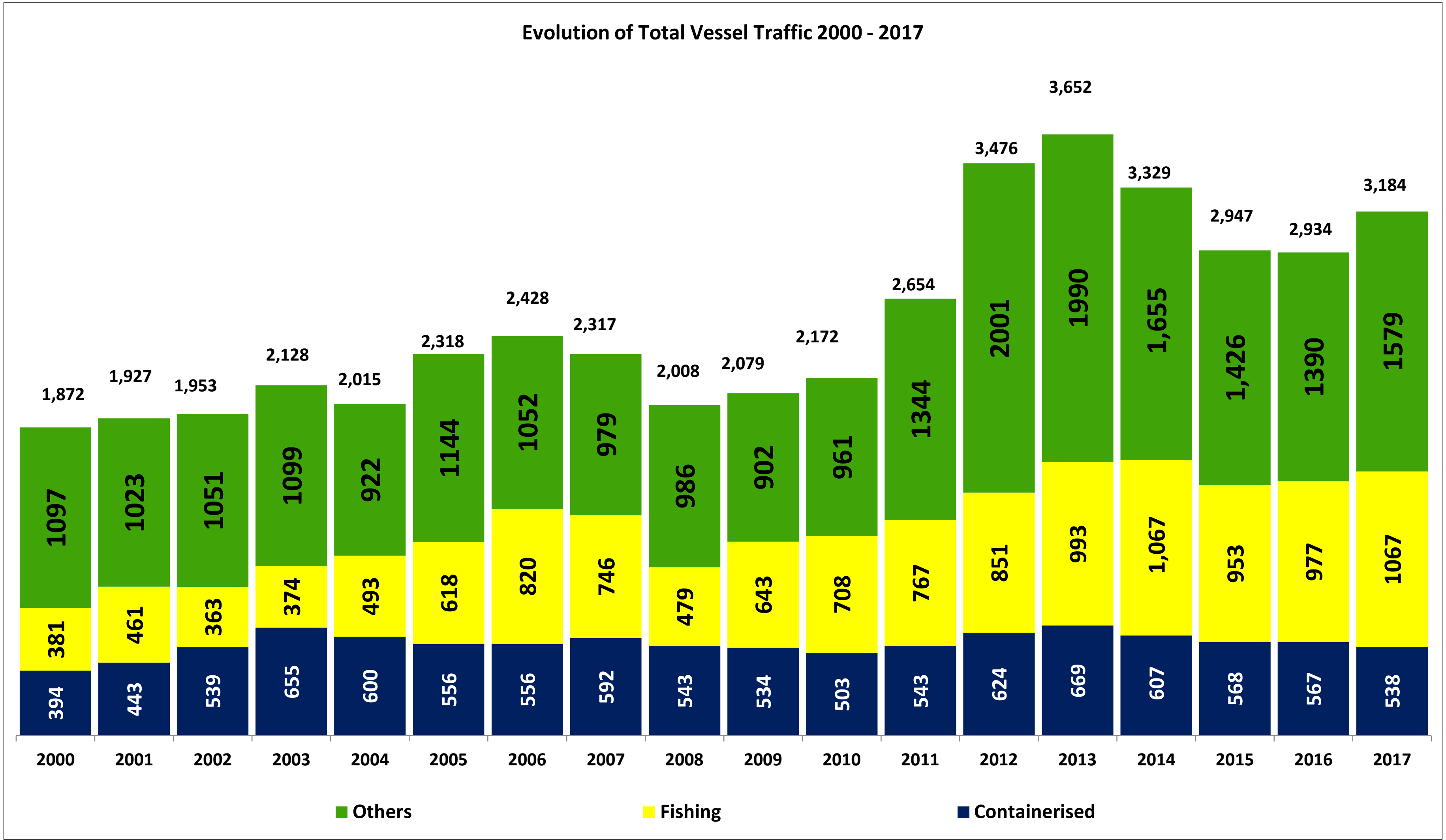


Figure 5: Evolution of Total Vessel Traffic

8.1 Cruise Tourism

Cruise tourism is fast expanding, particularly in emerging economies such as China and India and Mauritius is no exception.

Cruise Vessel Calls

Aida and Fred Olsen cruises have started their homeporting activities at Port Louis in CY2017. This contributed to a 7.1% increase in **the total number of cruise calls which reached a new record of 30 calls** as opposed to 28 in CY2016.

Figure 6 details the number of calls made by homeporting (HP) and Round The World Cruises (RTW) respectively.

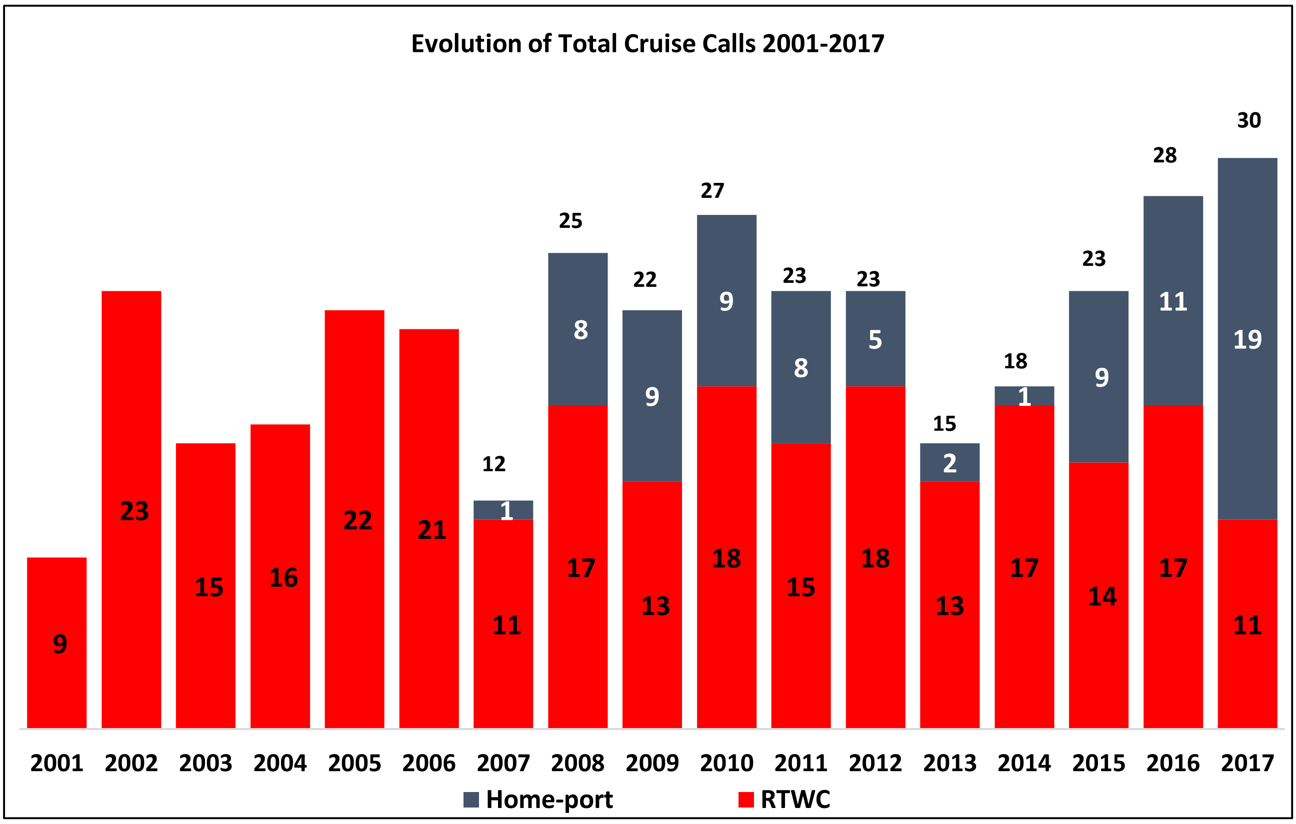


Figure 6: Evolution of Total Cruise Vessel Traffic

With the construction of the passenger terminal project in the pipeline, it is expected that Port Louis and the region will attract more cruise vessels in the future.

Cruise Passengers Arrivals

Total Cruise passenger arrivals decreased by 1.3% from 34,533 in CY2016 to 34,082 passengers in CY2017. Details of passengers arriving on home-porting and Round The World Cruises are provided in Figure 7 and the table below:

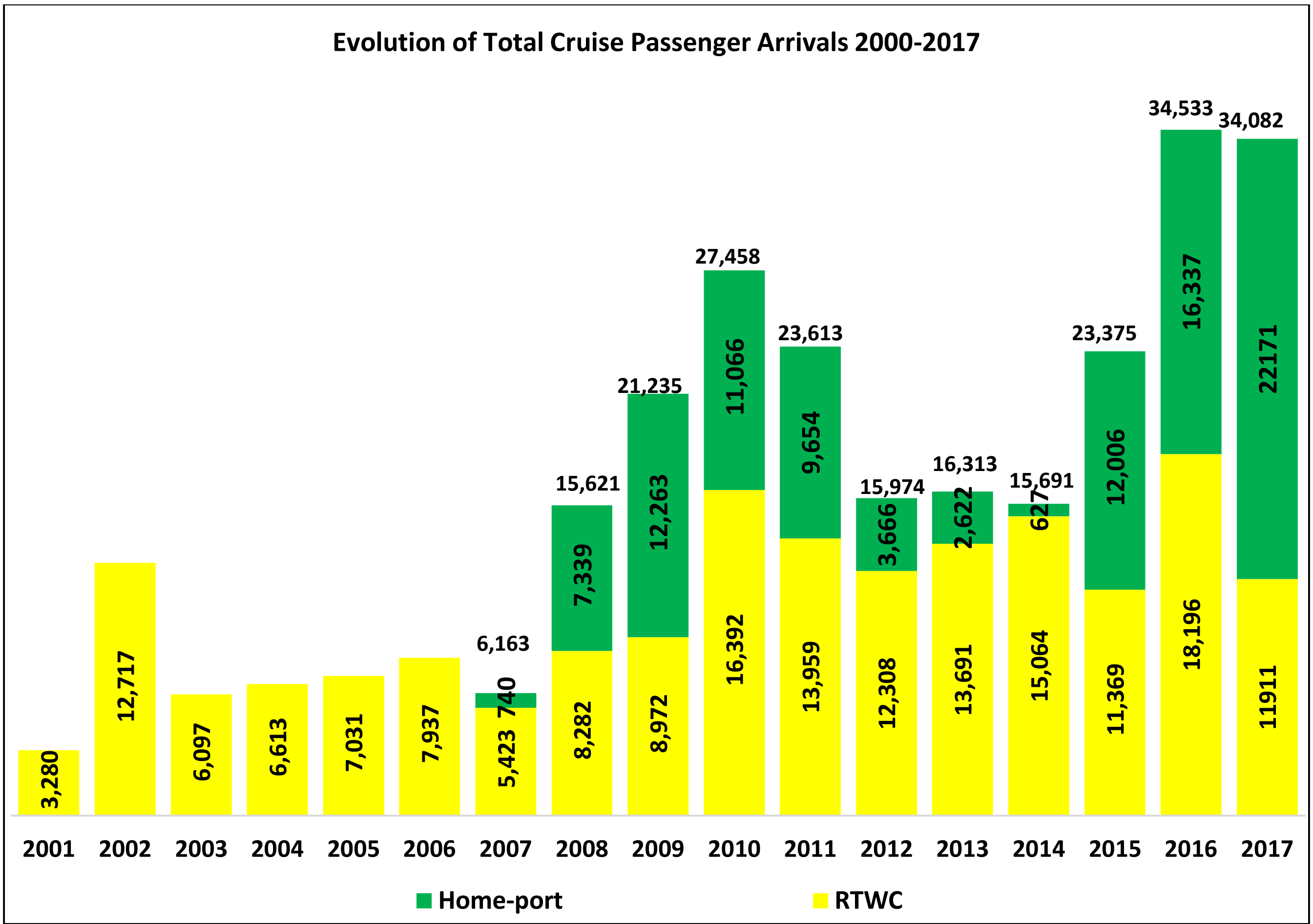


Figure 7: Evolution of Total Cruise Passengers Traffic

	CY2016	CY2017	Difference	% Change
Home-port	16,337	22,171	5,834	35.7
RTWC	18,196	11,911	-6,285	-34.5
Total	**34,533**	**34,082**	**-451**	**-1.3**

8.2 Calls at Outer Harbour

In view of Mauritius having a largely untapped EEZ of 2.3 million square kilometres and with stakeholders sparing no efforts in enhancing the competitiveness of the ancillary services, the port related activities have experienced both quantitative and qualitative expansion.

Thus the number of vessel calls, categorised as "Others", has gone up from 1,064 vessel calls for the year CY2016 to 1,276 calls 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 - CY2016 v/s CY2017

	CY2016	CY2017	Difference	% Change
Bunkering Only	589	719	130	22.1
Change of Crew	287	325	38	13.2
Repairs or Inspection	69	68	-1	1.4
Ship Stores	42	52	10	23.8
Change of Security Guard	30	37	7	23.3
Others	47	75	28	59.6
Total	**1064**	**1276**	**212**	**19.9**

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 32
Key Performance Indicators at MPT - CY2016 v/s CY2017

	CY2016	CY2017
No. of Vessel Calls	36	50
No. of Containers	5,921	8,488
Avg. Moves /Gross Gang hr	7.0	.59

- During CY2017, 50 container vessel calls were registered at the MPT and some 8,488 TEUs were handled in comparison with 36 containerised vessels and 5,921 TEUs respectively in CY2016.
- In CY2017, the average productivity stood at 5.9 moves/gross gang hour as compared to 7.0 in CY2016.

9.2 Coastline Trade

M.V Mauritius Trochetia plying between the dependencies of Mauritius (Rodrigues and Agalega) made 20 calls and handled some 3,599 TEUs during the year CY2017.

The Mauritius Shipping Corporation Ltd. chartered the M.V. Anna to ply between Port Louis and Port Mathurin in CY2016. M.V. Anna has effected 25 voyages so far and handled some 7,179 TEUs in CY2017.

The above two vessels have made a total of 45 calls and some 10,778 TEUs were handled during the year under review.

Table 33

Traffic Dependencies of Mauritius for the Year CY2017

	No. of Voyages	Container Traffic (TEUs)
Anna	25	7,179
Mauritius Trochetia	20	3,599
Total	**45**	**10,778**

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2016 versus CY2017 of the various berths at Terminal I and II are depicted in Table 34.

Table 34
Berth Occupancy at MPT - CY2016 v/s CY2017 (%)

Berth		CY2016		CY2017	
		Total	Working	Total	Working
Quay No. 1	Terminal II	71.6	15.0	-69.8	18.7
Quay No. 2	Terminal II	76.6	42.8	82.74	34.9
Quay No. 3	Terminal II	74.0	14.0	-73.7	24.31
Quay No. 4	Terminal II	80.7	18.8	82.25	18.7
Bulk Sugar Terminal		13.3	6.1	15.2	9.7
Quay A	Terminal I	92.1	17.2	95.8	17.1
Quay D	Terminal I	81.3	23.7	-79.7	17.8
Quay E	Terminal I	80.0	8.7	85.5	6.2
Trou Fanfaron Fishing Quay 1		99.6	6.4	-98.7	4.7
Trou Fanfaron Fishing Quay 2		99.5	3.9	-98.4	6.7
Cruise Jetty		41.3	0.5	-37.5	0
Oil Jetty		44.7	37.1	44.7	38.9
FDM		98.1	36.6	-95.6	34.7
MFD		88.7	21.8	-69.7	19.2

With the exception of Quays 1,3, D, Cruise Jetty, FDM and MFD, all quays registered increases in total berth occupancy in CY2017.

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, although a marginal decrease was registered compared to CY2016. The TFF quays are actually being used for parking purposes (by fishing vessels).

10. CONTAINER TRAFFIC BY SHIPPING LINES-TEUs

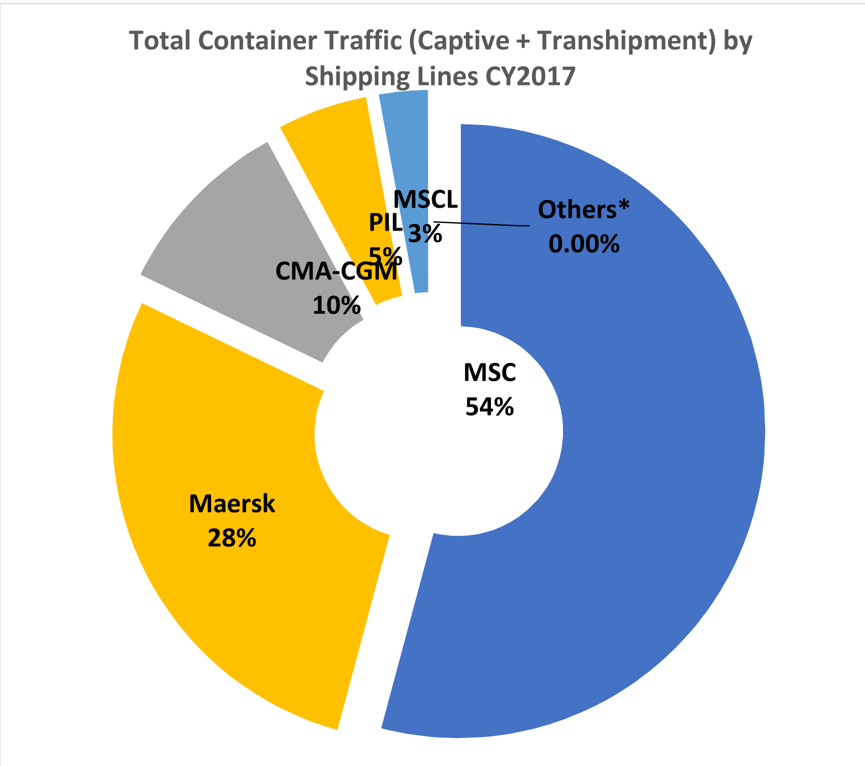
10.1 Traffic by Shipping lines – TEUs

Table 35

Shipping Line	CY2016	% Share	CY2017	% Share	Difference	% Change in Volume
MSC	206,457	53.1	205,490	54.2	-967	-0.5
Maersk	122,686	31.6	106,219	28.0	-16467	-13.4
CMA CGM	32,975	8.5	37769	10.0	4,794	14.5
PIL	15,845	4.1	19100	5.0	3255	20.5
Mauritius Shipping Corporation Ltd. (MSCL)	10,531	2.7	10778	2.8	247	2.3
Others *	20	0	15	0	-5	-25.
Total	**388,514**	**100**	**379,371**	**100**	**-9143**	**-2.4**

* Others include: UAFL, DAL and others

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



* Others include: UAFL, DAL and others

- MSC's share expanded from 53.1% to 54.2%, whereas its total container traffic volume has also decreased by 0.5% from 206,457 TEUs in CY2016 to 205,489 TEUs in CY2017.

- Maersk's CY2017 share of 28.0 was lower than their CY2016 share of 31.6%. A fall of 13.4% in their volume was noted for the year in review.

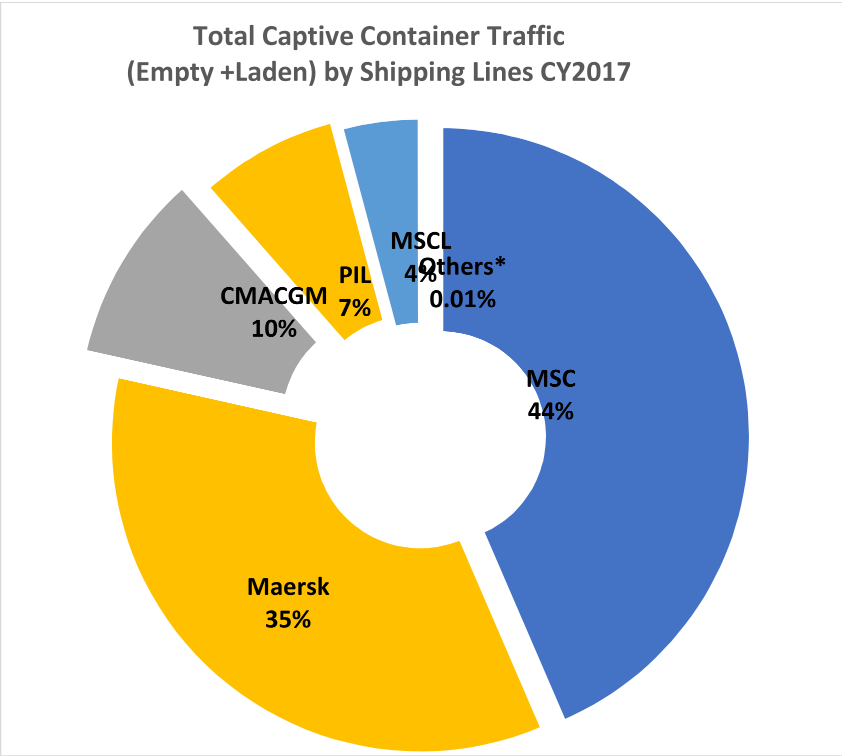
- CMA CGM's share in total container traffic increased from 8.5% in CY2016 to 10.0% in CY2017. There was also a significant increase of 14.5% in their volume.

10.2. Total Captive Container Traffic By Shipping Lines – TEUs

Table 36

Shipping Line	CY2016	CY2017	Difference	% Change
MSC	113,492	113,446	-47	-0.04
Maersk	100,129	91,153	-8,978	-9.0
CMA CGM	25,910	26,175	265	1.02
PIL	15,845	19,097	3,252	20.5
MSCL	10,531	10,778	247	2.34
Others *	20	15	-5	-25.0
Total	**265,927**	**260,664**	**-5,263**	**-2.0**

* Others include: UAFL, DAL and others



* Others include UAFL, DAL and others

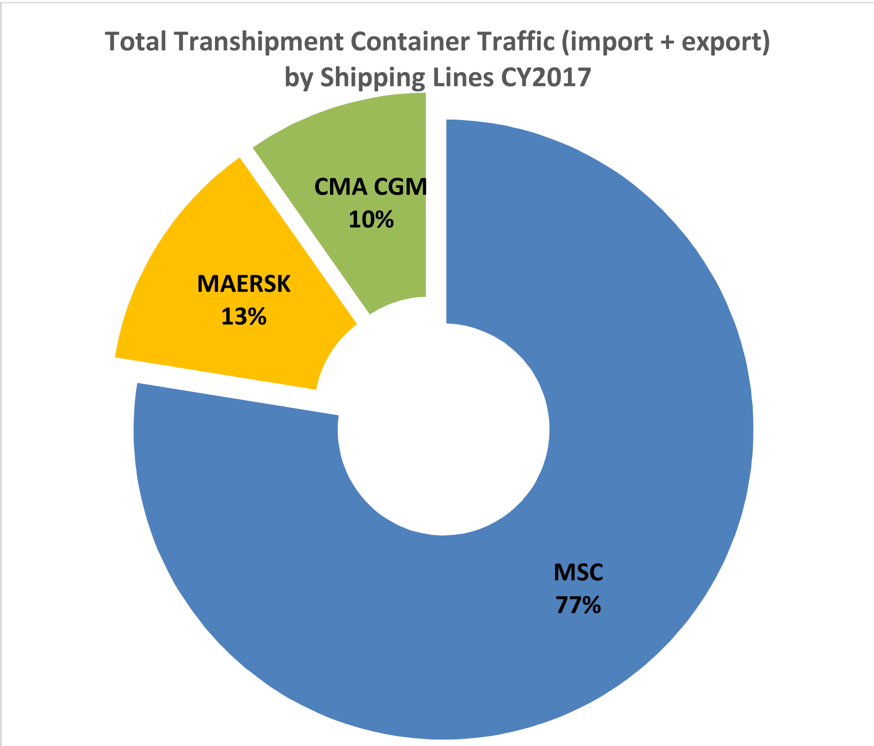
Total captive container traffic decreased by 2.0% from 265,927 TEUs in CY2016 to 260,664 TEUs in CY2017. While CMA CGM, PIL and MSCL witnessed growth, the other shipping lines' captive volume declined for the year under review.

10.3 Total Transhipment Traffic By Shipping Lines - TEUs

Table 37

Shipping Line	CY2016	CY2017	Difference	% Change
MSC	92,965	92,044	-921	-1.0
Maersk	22,554	15,066	-7,488	-33.2
CMA CGM	7,068	11,594	4,526	64.0
Others *	0	3	3	.0
Total	**122,587**	**118,707**	**-3,880**	**-3.2**

* Others include PIL, MSCL, UAFL and DAL



Total Transhipment container traffic decreased by 3.2% for the year in review. MSC 's transhipment traffic has gone down by 1.0% in CY2017.

Similarly, Maersk transhipment traffic dropped by 33.2% although it had a significantly lower volume than MSC in both CY2016 and CY2017.

CMA CGM's volume grew by 64.2% from 7,068 TEUs in CY 2016 to 11,594 TEUs in CY2017.

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 - CY2016 v/s CY2017

	Share CY2016	Share CY2017
MSC		
Total Container Traffic	53.1%	54.2
Total Captive Container Traffic	42.7%	43.5
Total Transhipment Container Traffic	75.8%	77.5
Maersk		
Total Container Traffic	31.6%	28.0
Total Captive Container Traffic	37.6%	35.0
Total Transhipment Container Traffic	18.4%	12.7

In CY2017, the local market was shared as follows:

- Total Container Traffic: MSC held 54.2% of the market share as opposed to 28.0% for Maersk (Gap: 26.2%)

- Total Captive Container Traffic: MSC had the biggest market share as it held 43.5% whereas Maersk had 35.0% (Gap: 8.5%),

- Total Transhipment Container Traffic: MSC handled more than three quarters of the total transhipment activities at Port Louis, i.e. 77.5% whereas Maersk's market share was 12.7% (Gap: 64.8%)

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 39

Trans Inwards-TEUs	CY2016	CY2017	Difference	% change
Laden	75,613	75,060	-553	-0.7
Empty	17,352	16,984	-368	-2.1
Total	**92,965**	**92,044**	**-921**	**-1.0**

Some 92,044 TEUs were transhipped by MSC during CY2017 as compared to only 92,965 TEUs for the corresponding period last year, i.e. a drop of 1.0%

12.2 Maersk Line

Table 40

Trans Inwards-TEUs	CY2016	CY2017	Difference	% change
Laden	13,847	11,489	-2,358	-17.0
Empty	8,707	3,577	-5,130	-58.9
Total	**22,554**	**15,066**	**-7,488**	**-33.2**

The number of TEUs transhipped by Maersk Shipping Line reached 15,066 in CY2017 as opposed to 22,554 in CY2016 i.e. a decrease of 33.2%.

12.3 CMA-CGM

Table 41

Trans Inwards-TEUs	CY2016	CY2017	Difference	% change
Laden	2,956	6,404	3,448	116.6
Empty	4,112	5,190	1,078	26.2
Total	**7,068**	**11,594**	**4,526**	**64.0**

The number of TEUs transhipped by CMA CGM increased from 7,068 in CY2017 to 11,594 in CY2016 i.e. a growth of 64.0%.

13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 14days due adverse climatic conditions compared to 11 days in CY2016.

14. SHIPPING SERVICES

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
1. Mediterranean Shipping Company (Mauritius) Ltd. MSC House Old Quay D Road Port Louis Tel: (230) 202 6800 Fax: (230) 217 4747 Email: info.plu@msc.com Chief Executive Officer: Captain René Sanson Email : rene.sanson@msc.com	1. Weekly	Australia Express Service (SB) (slot chartering by DAL)	London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples, Gioia Tauro, Port Louis, Sydney, Melbourne, Adelaide, Fremantle
	2. Weekly	Africa Express Service (EB)	Durban, **Port Louis,** Colombo, Singapore
	3 + 4. Weekly	South Africa Persian Gulf Service (SB + NB)	Durban, **Port Louis,** Jebel Ali, Port Qasim, Mundra, Hazira, Nhava Sheva, Colombo, **Port Louis,** Durban
	5. See Loops	Indian Ocean Islands Relay services	**Loop 1 : Port Louis,** Longoni, Majunga, Diego Suarez, **Port Louis** (10/12 days)
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax : (230) 206 2210 Managing Director: Mrs. Khadeeja Oozeerally-Luckhun Email: khadeeja.luckhun@maersk.com	6. Weekly	M Express (VSA CMA CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Port Kelang, Tanjung Pelepas
	7. Weekly	Safari WB (slot chartering by CMA CGM Shaka II)	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Cape Town
	8. Weekly	MIDAS/PROTEA (slot chartering by CMA CGM, DAL/ UAFL)	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth
	9. Weekly	IOI Service(slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis**, Toamasina, Port Victoria, Salalah

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
3. CMA CGM Agent: France Maritime (Agency) Ltée. Block 3, Zone 5 MFD Building Mer Rouge Port Louis, Tel: (230) 203 4350 Fax: (230) 217 8251/ 2080245 Managing Director: Mr. Tanguy Le Texier Email: plu.tletexier@cma-cgm.com	10. Weekly	MOZEX , Mozambique to Far East Service (VSA with Maersk M Express service	P Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Port Kelang, Tanjung Pelepas
	12. Weekly	Mascareignes Feeder Service	Réunion, **Port Louis,** Tamatave, Réunion
	13. Every 3 weeks	IOI Feeder Service	**Port Louis**, Reunion, Tamatave, Vohemar, Diego Suarez, Majunga, Moroni, Longoni, Mutsamudu, (Longoni, Moroni), Nosy Be, Diego Suarez, Vohemar, **Port Louis**
4. Pacific International Lines Ltd. Agent: Pacific World Shipping Ltd. Level 3, Happy World House 37, Sir William Newton St. Port Louis Tel: (230) 271 1200 Fax : (230) 213 9696 Email: pws@happyworld.com General Manager: Mr. Dennis Ng Lun Email: dnl@happyworld.com	13. Weekly	MZX Mozambique Zuid Express Service	Singapore, **Port Louis,** Point des Galets, Tamatave, Maputo, Beira Port Klang, Singapore

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
5. UAFL/ DAL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 Email : operations@scottship.com Managing Director: Mr. Xavier D'Unienville Email: xdu@scottship.com	14. Weekly	UAFL Slot Chartering with: a. Maersk IOI/ b. Maersk, Midas/Protea Services DAL Slot Chartering with MSC Australia Express Service (SB)	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth Salalah, Reunion, **Port Louis**, Toamasina, Port Victoria, Salalah London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples , Gioia Tauro, Port Louis, Sydney, Melbourne, Adelaide, Fremantle
6. Mauritius Shipping Corporation Ltd 1, Military Road Nova Building Port Louis Tel.: (230) 217 2285 Fax: (230) 242 5245 Ag, Managing Director Mr. Rishi Ronoowah rishi.ronoowah@mscl.mu	Every 10 – 15 days 4 voyages per year	M.V Mauritius Trochetia/ M.V Anna	Port Louis, Rodrigues, Port Louis Agalega

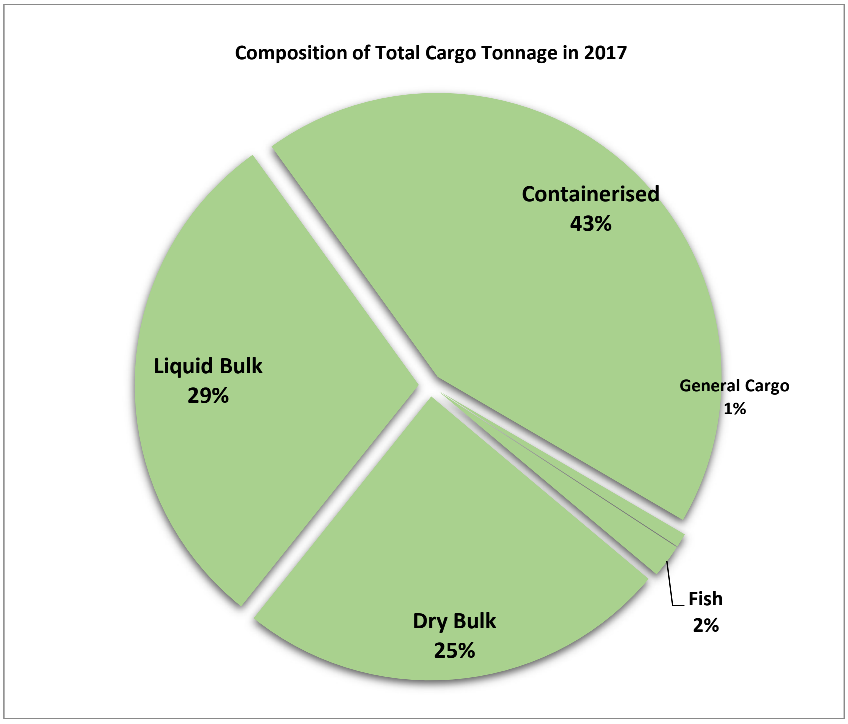
Pure Car Carrier Services

SHIPPING LINES	FREQUENCY	MAIN PORTS OF CALL
7. Hoegh Auto Liners Agent: Southern Marine & Co. Ltd 3rd Floor, Capitainerie Building Quay D Port Louis Tel: (230) 216 0272 Fax: (230) 216 1020 Email: smc@intnet.mu Hervé L'Aiguille on hlaiguille@smarine.mu	Monthly	European ports, South African ports, Reunion, **Port Louis,** Fremantle, New Caledonia, Japan
8. K line Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 Email : operations@scottship.com Xavier D'Unienville on xdu@scottship.com	Monthly	Kobe, Shanghai, , Singapore, India, Colombo, **Port Louis,** Durban, Japan
9. Mitsui Pure Car Carrier Agent: Blyth Brothers & Co. Ltd. 8, Dr. Ferrier St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879 Vivian Tuyau on VTuyau@iblshipping.mu	Monthly	Japan, Singapore, India, **Port Louis,** Réunion, Madagascar, East Africa

Appendix 1: Composition of Total Cargo Traffic CY2017

A. Total Cargo Traffic (New Record)

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded by 6.0% from 7,273,378 tonnes in CY2016 to reach **a record of 7,712,299 tonnes**. The composition of total cargo traffic is depicted in the Figure below.



Cargo Handling Corporation Ltd (CHCL), the licensed port operator of the MPA, handled about 4,654,648 tonnes of the total cargo tonnage, equivalent to 60.3% of the total cargo traffic in CY2017.

They handled all the following traffic: fish, general cargo, containerised & Rodrigues cargo and some bulk solid cargo like Soya Bean Meal, Maize, Fertilizers, Coal, Sugar and Aggregates.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 3,739,769 tonnes in CY2016 to **set a new peak of** 4,160,938 **tonnes in CY2017**, representing a growth of 421,169 tonnes or 11.3%.

Total Bulk Cargo CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Dry Bulk	1,810,678	1,900,017	89,339	4.9
Liquid Bulk	1,929,091	2,260,921	331,830	17.20
Total	**3,739,769**	**4,160,938**	**421,169**	**11.3**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered an increase of 4.9%, equivalent to 89,339 tonnes from 1,810,678 tonnes in CY2016 to 1,900,017 tonnes in CY2017.

Total Dry Bulk Cargo CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Imports	1,796,601	1,900,017	103,416	5.8
Exports	14,077	0	-14,077	-100.
Total	**1,810,678**	**1,900,017**	**89,339**	**4.9**

B.2 Liquid Bulk Cargo (New Record)

Total Liquid Bulk expanded from 1,929,091 tonnes in CY2016 to attain a new peak of 2,260,921 **tonnes in CY2017**, registering a significant growth of 331,830 tonnes, equivalent to 17.2%.

Total Liquid Bulk Cargo CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Imports	1,441,566	1,692,479	250,913	17.4
Exports	487,525	568,442	80,917	16.6
Total	**1,929,091**	**2,260,921**	**331,830**	**17.2**

C. Containerised Cargo

Total Containerised Cargo expanded by 0.6% from 3,325,797 tonnes in CY2016 to 3,344,097 tonnes in CY2017, as summarised below.

Containerised Cargo Traffic CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Imports	1,430,191	1,490,053	59,862	4.2
Exports	757,966	709,754	-48,212	-6.4
Transhipment (inwards)	1,137,640	1,144,290	6,650	0.6
Total	**3,325,797**	**3,344,097**	**18,300**	**0.6**

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

General Cargo, comprising bagged cargo Inter-island trade and unitised break bulk, witnessed a growth of 17.8% (equivalent to 9,220 tonnes) from 51,817 tonnes in CY2016 to 61,037 tonnes in CY2017.

General Cargo Traffic CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Imports	48,321	55,652	7,331	15.2
Exports	3,496	5,385	1,889	54.0
Total	**51,817**	**61,037**	**9,220**	**17.8**

Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 2.0% (1,600 tonnes) from 80,661 tonnes in CY2016 to 82,261 tonnes in CY2017.

Inter-Island Traffic CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
General cargo	3,811	4,913	1,102	28.9
Containerised cargo	76,850	77,348	498	0.6
Total	**80,661**	**82,261**	**1,660**	**2.0**

- The tonnage of general cargo to/from Rodrigues witnessed an increase of 28.9%, i.e. from 3,811 tonnes in CY2016 to 4,913 tonnes in CY2017.

- On the other hand, containerised cargo to/from Rodrigues rose by 0.6% i.e. from 76,850 tonnes in CY2016 to 77,348 tonnes in CY2017.

E. Fish Traffic

Total Fish Traffic dropped by 5.8% and stood at 146,927 tonnes in CY2017 against 155,994 tonnes in CY2016.

Total Fish Traffic CY2016 v/s CY2017 (tonnes)

	CY2016	CY2017	Difference	% Change
Princes Tuna	95,819	84,191	-11,628	-12.1
Local Market	1,809	2,037	228	12.6
Transhipment Inwards	51,852	48,061	-3,791	-7.3
Direct Transhipment Inwards (ship to ship)	3,257	6,257	3,000	92.1
Direct Transhipment Outwards (ship to ship)	3,257	6,381	3,124	95.9
Grand Total	**155,994**	**146,927**	**-9,067**	**-5.8**

Figure 8 illustrates the evolution of Total Fish Traffic from 2000 onwards till 2017.

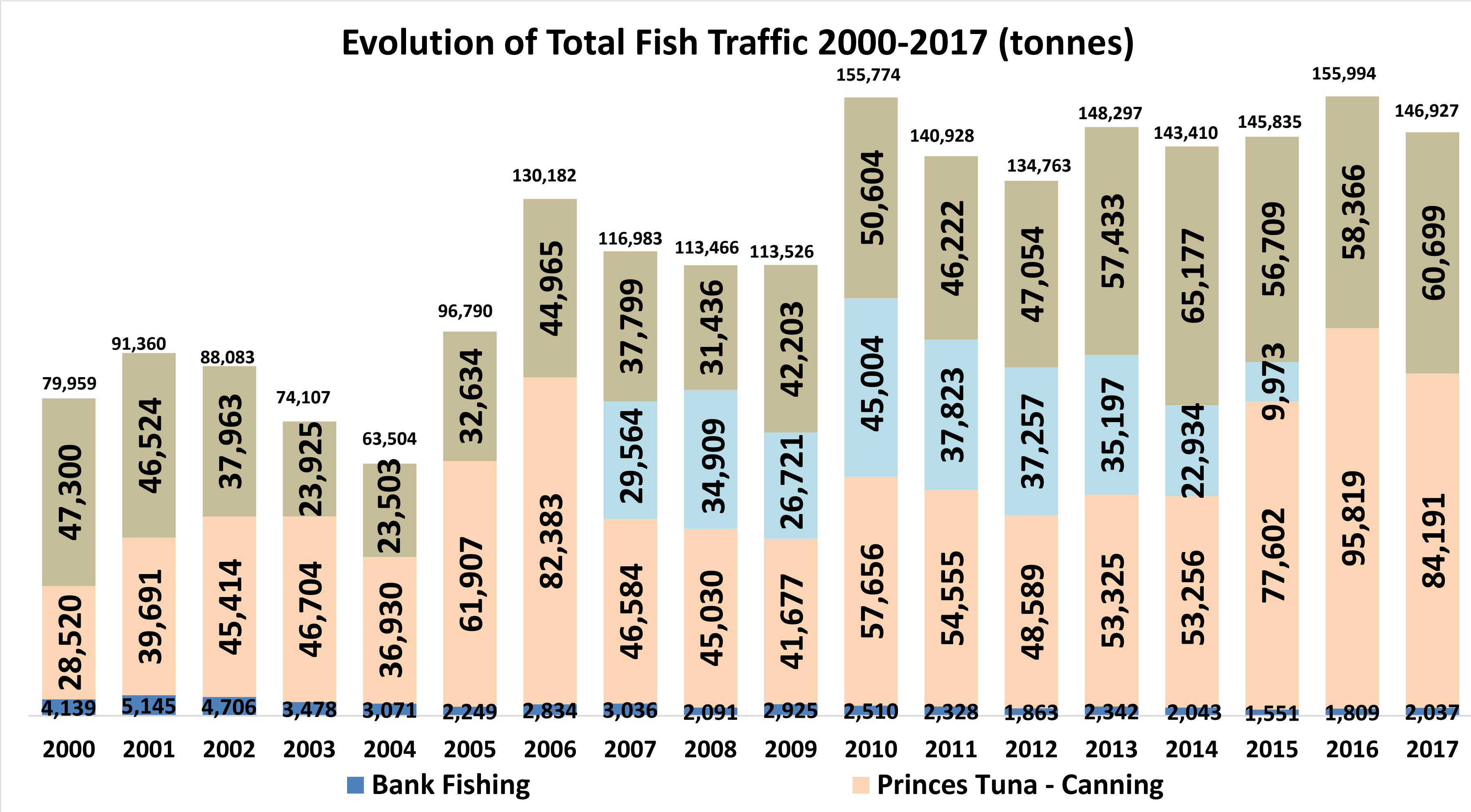


Figure 8: Evolution of Total Fish Traffic (tonnes)

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