

# **Port Trade Performance CY2017 versus CY2018**



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## Port Trade Performance CY2018

### 1. KEY FIGURES AT A GLANCE

<b>Total Trade Volume (new record)</b>	<b>8.1</b>	<b>Million tonnes</b>	<b>(+5%)</b>
• Containerised Cargo ( <b>new record</b> )	3.8	Million tonnes	(+16%)
• Dry Bulk Cargo	1.7	Million tonnes	(-12%)
• Liquid Bulk Cargo ( <b>new record</b> )	2.4	Million tonnes	(+5%)
• Fish Traffic	151,218	tonnes	(+3%)
<b>Total Container Traffic (new record)</b>	<b>451,446</b>	<b>TEUs</b>	<b>(+21%)</b>
• Captive Container	260,476	TEUs	(+3%)
• Transhipment Container Inwards ( <b>new record</b> )	190,970	TEUs	(+61%)
• Transhipment Container Outwards	186,284	TEUs	(+58%)
<b>Total Container Throughput (new record)</b>	<b>645,216</b>	<b>TEUs</b>	<b>(+30%)</b>
<b>Total Vessel Traffic</b>	<b>3,379</b>	<b>Calls</b>	<b>(+6%)</b>
• Containerised Vessels	563	calls	(+5%)
• Fishing Vessels	1,097	calls	(+3%)
<b>Cruise Traffic (new record)</b>			
• Cruise Vessel ( <b>new record</b> )	42	calls	(+40%)
• Passengers on Arrival ( <b>new record</b> )	47,577	passengers	(+40%)
• Passengers on Departure	47,461	Passengers	(+40%)
<b>Total Bunker Traffic (new record)</b>	582,090	tonnes	(+24%)
• Pipeline	111,570	tonnes	(-2%)
• Barges ( <b>new record</b> )	470,520	tonnes	(+32%)

## 2. INTRODUCTION

Despite the economic crises in the Euro-zone following the Brexit vote and slower growth in the emerging markets, the Port Trade Performance for CY2018 has remained buoyant with an expansion of 5.4%. Thus, total cargo traffic crossed the threshold of 8 million tonnes for the first time in history of the port, mainly led by the new records in transshipment and bunkering activities.

The Total Container Traffic registered a double digit growth of 21.1%, equivalent to 78,795 TEUs from 372,651 TEUs in CY2017 to attain a new record level of 451,446 TEUs in 2018. This strong performance was reinforced by a 60.9% growth in transshipment activities. Total Vessel Calls at Port Louis Harbour witnessed a growth of 6.1% to reach 3,379 calls during CY2018 versus 3,184 calls in CY2017

It was equally an exceptional year for cruise tourism with a considerable development in the number of cruise vessel calling at Port Louis, which increased from 30 calls in CY2017 to 42 calls for year CY2018.

## 3. TOTAL CARGO TRAFFIC (new record)

The Total Cargo Traffic **reached a new peak of 8,064,954 tonnes**, representing a growth of 5.5% compared with 7,642,297 tonnes in CY2017. Details are summarised in Table 1.

**Table 1**  
**Total Cargo Traffic – CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Total Imports	5,245,184	5,106,088	-139,096	-2.7
Total Exports	1,252,823	1,277,984	25,161	2.0
Total Containerised Transshipment Inwards	1,144,290	1,680,882	536,592	46.9
<b>Total</b>	<b>7,642,297</b>	<b>8,064,954</b>	<b>422,657</b>	<b>5.5</b>

### Total Imports

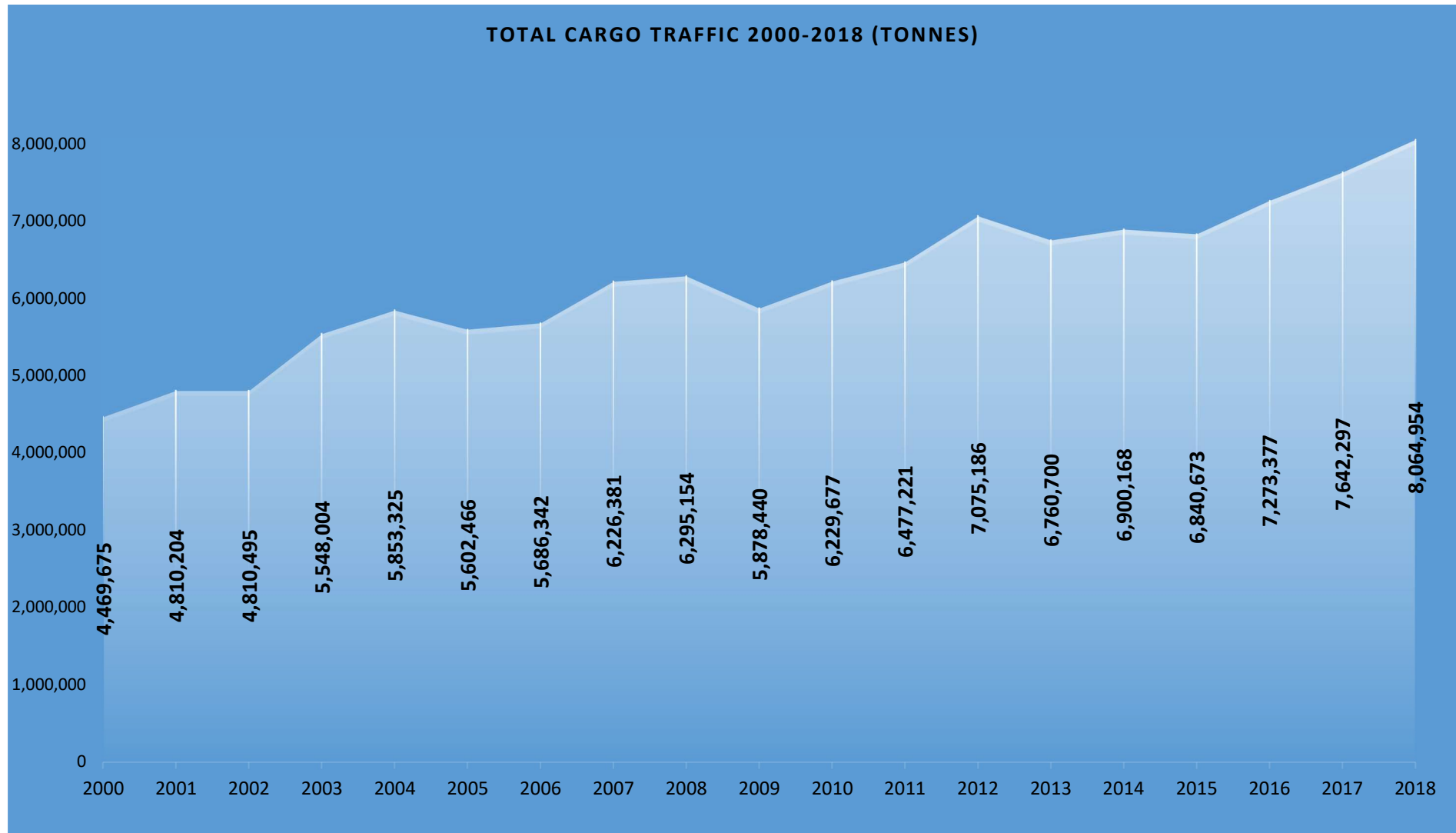
Total Imports Traffic recorded a decline of 2.7% from 5,245,184 tonnes in CY2017 compared to 5,106,088 tonnes in CY2018. This decrease is mainly explained by a fall of 12.1% in solid (dry) bulk imports when comparing CY2017 to CY2018.

### Total Exports

Total exports slightly increased by 2.0% to reach 1,277,984 tonnes in CY2018 compared to 1,252,823 tonnes in CY2017, representing a rise of 25,161 tonnes.

### Total Containerised Transshipment Inwards

Total Containerised Transshipment Inwards traffic highly increased by 46.9% from 1,144,290 tonnes in CY2017 to 1,680,882 tonnes for the year in review.



**Figure 1: Evolution of Total Cargo Traffic (tonnes)**

## 4. TOTAL IMPORTS

Total Imports decreased by 2.7% from 5,245,184 tonnes in CY2017 to 5,106,088 tonnes in CY2018. As it may be depicted from the table below, three categories showed an increase while imports of Solid Bulk and General Cargo registered a fall of 12.1% and 43.2% respectively when compared to figures of CY2017.

Table 2 illustrates the breakdown of Total Imports.

**Table 2**  
**Breakdown of Total Imports CY2017 v/s CY2018 (tonnes)**

Imports	CY2017	CY2018	Difference	% change
Solid Bulk	1,900,017	1,670,425	-229,592	-12.1
Liquid Bulk	1,692,479	1,729,404	36,925	2.2
Containerised	1,456,490	1,532,151	75,661	5.2
General cargo	55,652	31,614	-24,038	-43.2
Fish	140,546	142,494	1,948	1.4
<b>Total</b>	<b>5,245,184</b>	<b>5,106,088</b>	<b>-139,096</b>	<b>-2.7</b>

### 4.1 Solid (Dry) Bulk Imports

There was a 12.1% decrease in Solid Bulk Imports, equivalent to 229,592 tonnes, i.e. from 1,900,017 tonnes in CY2017 to 1,670,425 tonnes in CY2018, as detailed in Table 3.

**Table 3**  
**Solid Bulk Imports – CY2017 v/s CY2018 (tonnes)**

	CY2017	CY2018	Difference	% Change
Coal	811,684	701,925	-109,759	-13.5
Cement	601,717	670,474	68,757	11.4
Wheat	195,713	128,100	-67,613	-34.5
Maize	109,402	112,960	3,558	3.3
Sugar	124,742	0	-124,742	-100
Soya Bean Meal	51,759	51,466	-293	-0.6
Fertilizer	5,000	5,500	500	10.0
<b>Total</b>	<b>1,900,017</b>	<b>1,670,425</b>	<b>-229,592</b>	<b>-12.1</b>

- Coal imports witnessed a huge decline to reach 701,925 tonnes in CY2018 in comparison to 811,684 tonnes in CY2017.
- Cement imports rose from 601,717 tonnes in CY2017 to 670,474 tonnes in CY2018.
- For the year under review, imports of wheat has known a relative fall of 34.5% from 195,713 tonnes in CY2017 to 128,100 tonnes in CY2018.

- In CY2018, the Maize imports registered a rise of 3.3% i.e 109,402 tonnes in CY2017 to 112,960 in CY2018 whereas the Soya Bean Meal slightly declined by 0.6% i.e 51,759 tonnes in CY2017 to 51,466 in CY2018.
- There was no Sugar import in CY2018 compared to 124,742 tonnes in CY2017.
- Import of fertilizer increased by 10% from 5,000 tonnes in CY2017 to 5,500 tonnes in CY2018.

## 4.2 Liquid Bulk Imports (new record)

Total imports of liquid bulk increased by 2.2%, representing 36,925 tonnes, i.e. from 1,692,479 tonnes in CY2017 to 1,729,404 tonnes in CY2018.

**Table 4**  
**Liquid Bulk Imports - CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
White oil	873,323	851,787	-21,536	-2.5
Black oil (new record)	633,717	708,785	75,068	11.8
LPG	154,406	140,924	-13,482	-8.7
Edible oil	24,500	20,700	-3,800	-15.5
Bitumen	6,533	7,208	675	10.3
<b>Total</b>	<b>1,692,479</b>	<b>1,729,404</b>	<b>36,925</b>	<b>2.2</b>

- Imports of White oil decreased by 2.5% (873,323 tonnes in CY2017 to 851,787 tonnes in CY2018) whereas
- Black oil imports grew from 633,717 tonnes in CY2017 to 708,785 tonnes in CY2018, representing the highest increase of Liquid Bulk Imports of 11.8%, i.e. 75,068 tonnes.
- Imports of LPG has registered a fall of 8.7% when comparing CY2017 figures (154,406 tonnes) and CY2018 figures (140,924 tonnes), representing a decline of 13,482 tonnes.
- For the year under review, imports of Edible Oil dropped by 15.5% from 24,500 tonnes in CY2017 to 20,700 tonnes.
- Bitumen imports expanded by 10.3% from 6,533 tonnes in CY2017 to 7,208 tonnes for CY2018.

## 4.3 Containerised Cargo Imports

Total containerised imports rose by 5.2%. The breakdown of this traffic in Table 5 reveals that captive containerised cargo imports and inter-island containerised imports registered growth of 5.2% and 9.9% respectively

**Table 5**  
**Containerised Cargo Imports – CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Captive	1,446,712	1,521,403	74,691	5.2
Inter-Island	9,778	10,748	970	9.9
<b>Total</b>	<b>1,456,490</b>	<b>1,532,151</b>	<b>75,661</b>	<b>5.2</b>

## 4.4 General Cargo Imports (include bagged cargo)

Total General Cargo Imports witnessed a decrease of 43.2%. The breakdown of this traffic in Table 6 shows that both unitized break bulk and inter-island general cargo imports decreased by 43.5% and 16.2% respectively.

It should be noted that there were 27,555 tonnes of bagged cargo imports in CY2017, included in unitized break bulk imports.

Some 6,018 tonnes of unitized break bulk were imported for the **Metro Express Project** in CY2018.

**Table 6**  
**General Cargo Imports – CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Unitized Break Bulk	55,093	31,152	-23,941	-43.5
General Cargo Tranship.	8	0	-8	-100
Inter-Island	551	462	-89	-16.2
<b>Total</b>	<b>55,652</b>	<b>31,614</b>	<b>-24,038</b>	<b>-43.2</b>

## 4.5 Fish Traffic Imports

Total fish imports progressed by 1.4%, with 142,494 tonnes in CY2018 compared to 140,546 tonnes in CY2017. As regards the total number of fishing vessels calling at Port Louis, a 1.8% increase to 1063 calls was registered in CY2018 as opposed to 1044 in the previous year.



**Table 7**  
**Fish Traffic - CY2017 v/s CY2018 (tonnes)**

	Volume (tonnes)				Vessel Calls			
	CY 2017	CY 2018	Difference	% change	CY 2017	CY 2018	Difference	% Change
Princes Tuna	84,191	77,511	-6,680	-7.9	27	23	-4	-14.8
Local Market	2,037	2,031	-6	-0.3	300	316	16	5.3
Transshipment Inwards	48,061	54,228	6,167	12.8	635	621	-14	-2.2
Direct Transshipment Inwards	6,257	8,724	2,467	39.4	82	103	21	25.6
<b>Total</b>	<b>140,546</b>	<b>142,494</b>	<b>1,948</b>	<b>1.4</b>	<b>1044</b>	<b>1063</b>	<b>19</b>	<b>1.8</b>

- Imports of Princes Tuna contracted by 6,680 tonnes (7.9%) from 84,191 tonnes in CY2017 to 77,511 tonnes in CY2018.
- Fish handled for the local market was almost at par with 2,037 tonnes in CY2017 and 2,031 tonnes in CY2018. However, this segment saw an increase of 5.3% in the number of vessel calls.
- Fish transshipment from fishing vessels to reefer containers registered a rise of 12.8% (6,167 tonnes) from 48,061 tonnes in CY2017 to stand at 54,228 tonnes in CY2018.
- Direct ship to ship transshipment recorded an expansion of 39.4% (2467 tonnes) from 6,257 tonnes in CY2017 to 8,724 tonnes in CY2018.

## 5 TOTAL EXPORTS

Total exports registered a slight rise of 2.0%, with 1,277,984 tonnes in CY2018 as compared to 1,252,823 tonnes in CY2017, as highlighted in Table 8.

**Table 8**  
**Breakdown of Total Bulk Exports - CY2017 v/s CY2018 (tonnes)**

Exports	CY2017	CY2018	Difference	% change
Dry Bulk	0	6,900	6,900	0
Liquid Bulk	564,867	647,397	82,530	14.6
Containerised	676,190	603,201	-72,989	-10.8
General cargo	5,385	11,762	6,377	118.4
Fish	6,381	8,724	2,343	36.7
<b>Total</b>	<b>1,252,823</b>	<b>1,277,984</b>	<b>25,161</b>	<b>2.0</b>

- Exports of Containerised Cargo dropped by 10.8% for the year under review, while
- General cargo rose consequently by 118.4%, displaying a difference of 11,762 tonnes.

- Similarly, exports of Liquid Bulk and Fish increased by 14.6% and 36.7% respectively.

## 5.5 Dry Bulk Exports (Aggregates)

It is important to note that 6,900 tonnes of aggregates were exported on an ad-hoc/project basis in CY2018 only.

## 5.6 Liquid Bulk Exports (new record)

Exports of Liquid Bulk cargo registered a considerable increase of 14.6% from 564,867 tonnes in CY2017 to 647,397 tonnes in CY2018, equivalent to a difference of 82,530 tonnes as depicted in Table 9.

**Table 9**  
**Breakdown of Liquid Bulk Exports - CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Total Bunker	469,800	582,090	112,290	24.0
LPG	85,074	55,898	-29,176	-34.3
Ethanol	5,406	9,409	4,003	74.0
White oil	4,587	-	-	-
<b>Grand Total</b>	<b>564,867</b>	<b>647,397</b>	<b>82,530</b>	<b>14.6</b>

- Petredec (Mauritius) Ltd exported around 55,898 tonnes of LPG in the region during the year under review as opposed to 85,074 tonnes in CY2017.
- Ethanol export increased from 5,406 tonnes in CY2017 to 9,409 tonnes in CY2018.
- There was no export of while oil in CY 2018
- Bunker exports, accounting for the bulk in this segment, grew at a fast pace as it registered an increase of 24.0%, equivalent to some 112,290 tonnes as follows:-

### 5.6.1 Bunkering Activities (new record)

Total volume of bunker exports reached **a new high** from 469,800 tonnes in CY2017 to 582,090 tonnes in CY2018 with a growth equivalent to 112,290 tonnes as outlined in Table 10.

**Table 10**  
**Total Bunker Exports – CY2017 v/s CY2018**

	Volume in Tonnes				Vessel Calls			
	CY2017	CY2018	Difference	% Change	CY2017	CY2018	Difference	% Change
<b>Bunker by pipeline</b>	113,918	111,570	-2,348	-2.1	1,209	1,315	106	8.8
<b>Bunker by barge</b>	355,882	470,520	114,638	32.2	802	958	156	19.4
<b>Total</b>	<b>469,800</b>	<b>582,090</b>	<b>112,290</b>	<b>24.0</b>	<b>2,011</b>	<b>2,273</b>	<b>262</b>	<b>13.0</b>

## Bunker Volume

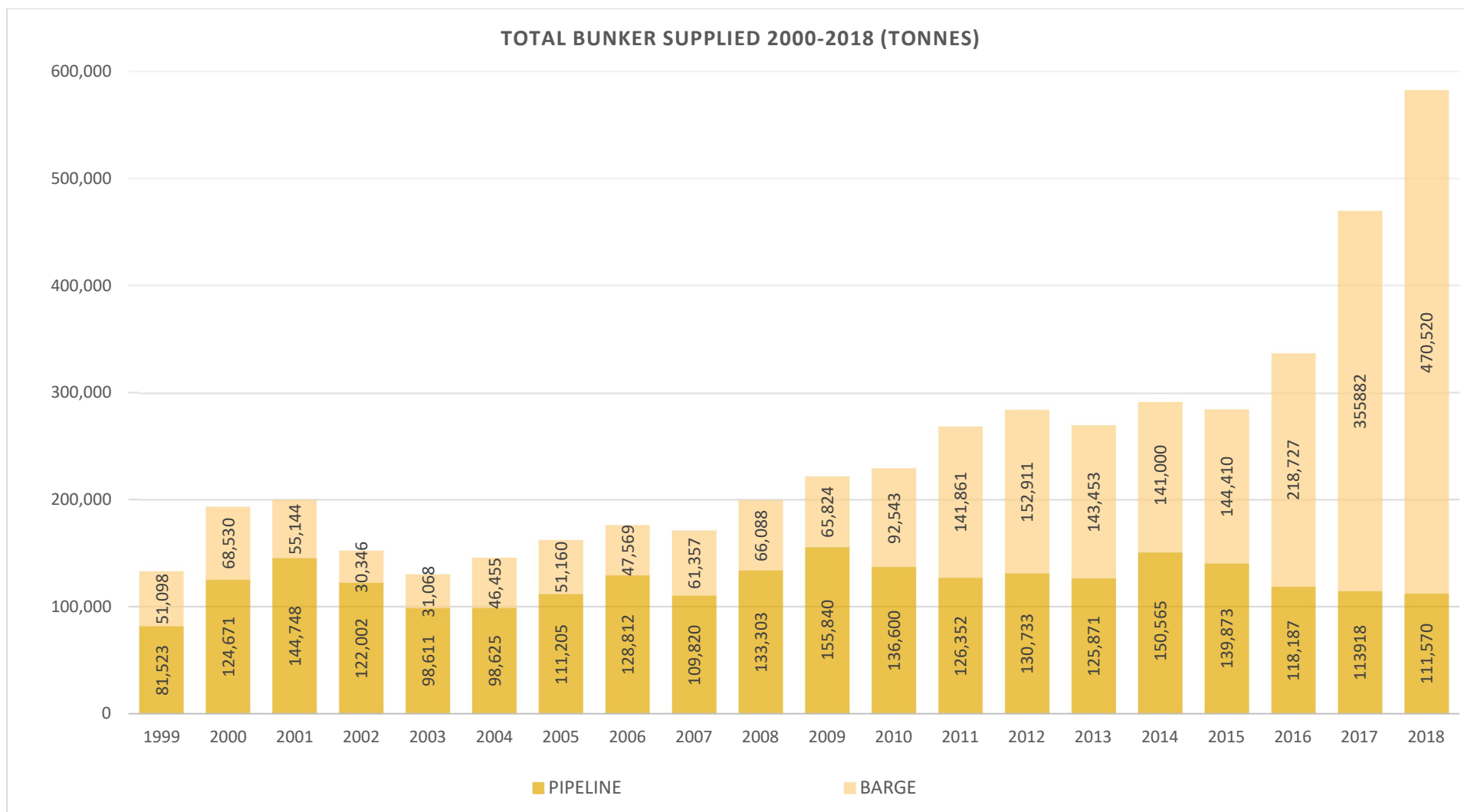
- Exports of Bunker by pipeline fell by 2.1% from 113,918 tonnes in CY2017 to 111,570 tonnes in CY2018, equivalent to a difference of 2,348 tonnes.
- There was **a new peak** in the exports of Bunker by barge from 355,882 tonnes in CY2017 to 470,520 tonnes in CY2018, representing a growth of 32.2%. The 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 2,011 calls in CY2017 to 2,273 calls in CY2018, i.e. a growth of 13.0% thus establishing a new peak.

- The number of bunker calls by pipeline increased by 8.8%, the corresponding calls by barge registered a rise of 19.4% 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 twenty years i.e. from CY1999 to CY2018.



**Figure 2: Evolution of Total Bunker Traffic (tonnes)**

## 5.7 Containerised Cargo Exports

Total containerised cargo exports registered a reduction of 10.8%. The breakdown of this traffic reveals that captive containerised exports have fallen by 12.9% whereas inter-island containerised exports has known a growth of 8.6%.

**Table 11**  
**Containerised Exports – CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Captive	608,620	529,829	-78,791	-12.9
Inter-Island	67,570	73,372	5,802	8.6
<b>Total</b>	<b>676,190</b>	<b>603,201</b>	<b>-72,989</b>	<b>-10.8</b>

## 5.8 General Cargo Exports

The total general cargo exports expanded by a considerable percentage of 118.4%. The breakdown of this traffic shows that both unitized break bulk and inter-island traffic recorded growth rates of 575.5% and 11.2% respectively.

**Table 12**  
**General Cargo Exports – CY2017 v/s CY2018 (tonnes)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Unitized Break Bulk	1,023	6,910	5,887	575.5
Inter-Island	4,362	4,852	490	11.2
<b>Total</b>	<b>5,385</b>	<b>11,762</b>	<b>6,377</b>	<b>118.4</b>

## 5.9 Fish Traffic Exports

For the year CY2018, direct transshipment outwards of fish stood at 8,724 in CY2018 tonnes as opposed to 6,381 in CY2017, representing an increase of 36.7%. Similarly, there was a rise of 47.8% in the number of vessel calls in this segment.

**Table 13**  
**Fish Exports – CY2017 v/s CY2018 (tonnes)**

	<b>Volume in Tonnes</b>				<b>No of vessel Calls</b>			
	<b>CY 2017</b>	<b>CY 2018</b>	<b>Difference</b>	<b>% change</b>	<b>CY 2017</b>	<b>CY 2018</b>	<b>Diff</b>	<b>% change</b>
Direct Transshipment outwards (ship to ship)	6,381	8,724	2,343	36.7	23	34	11	47.8

## 6 TOTAL CONTAINER TRAFFIC (new record)

Total Container Traffic handled at all the terminals, without paid restows has reached a new high from 372,651 TEUs for the year CY2017 to 451,446 TEUs in CY2018, i.e. a rise of 21.1%.

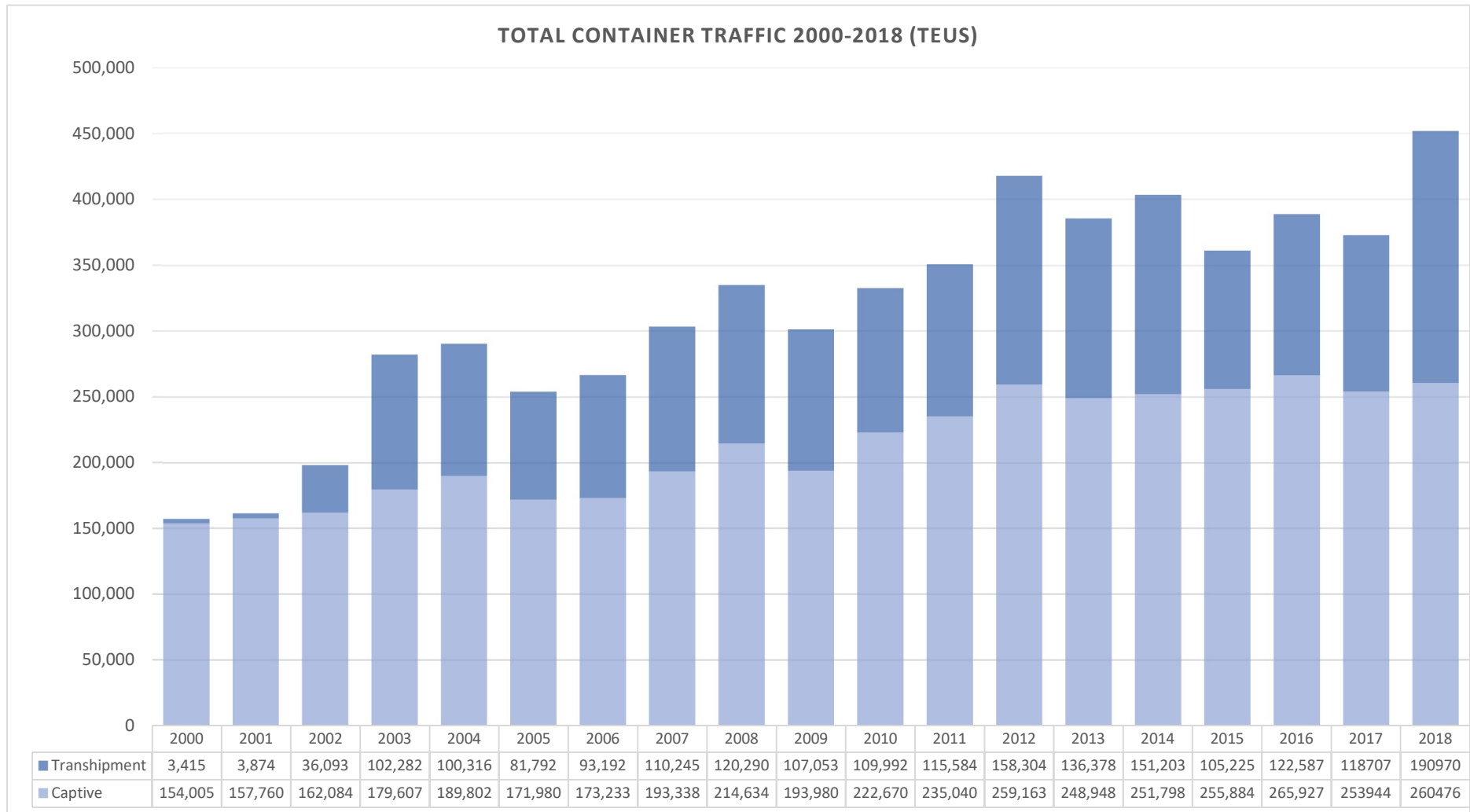
Captive container showed a slight rise of 2.6% whilst transshipment container traffic registered a huge rise of 60.9%. Details are summarised in Table 14.

**Table 14**  
**Total Container Traffic – CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Captive	253,944	260,476	6,532	2.6
Transshipment	118,707	190,970	72,263	60.9
<b>Total</b>	<b>372,651</b>	<b>451,446</b>	<b>78,795</b>	<b>21.1</b>

**Total Container Throughput** for the whole port (Total Container Traffic + Total Transshipment Container Outwards + paid restows) for the period CY2018 stood at 645,216 TEUs versus 496,049 TEUs, i.e. a growth of 149,167 TEUs, equivalent to 30.1%

Figure 3 depicts the evolution of total container traffic at Port Louis for the last nineteen years i.e. from CY2000 to CY2018.



**Figure 3: Evolution of Total Container Traffic (TEUs)**

## 6.1 Total Captive Container Traffic

Total Captive Container Traffic grew by 2.6% in CY2018, equivalent to 6,532 TEUs from 253,944 TEUs in CY2017 in comparison to 260,476 TEUs in CY2018. Table 15 shows the comparative monthly captive container traffic for the CY2018 versus CY2017.

**Table 15**  
**Total Captive Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	19,401	15,876	-3,525	-18.2
Feb	18,252	21,324	3,072	16.8
Mar	18,068	14,776	-3,292	-18.2
Apr	20,273	21,505	1,232	6.1
May	21,629	24,031	2,402	11.1
Jun	18,493	24,845	6,352	34.3
Jul	23,943	22,438	-1,505	-6.3
Aug	25,497	22,538	-2,959	-11.6
Sep	19,488	21,954	2,466	12.7
Oct	22,305	23,230	925	4.1
Nov	23,482	26,665	3,183	13.6
Dec	23,113	21,294	-1,819	-7.9
<b>Total</b>	<b>253,944</b>	<b>260,476</b>	<b>6,532</b>	<b>2.6</b>

### 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 5.2% to attain a new peak. This traffic rose to 122,572 TEUs for the year CY2018 compared to 116,519 TEUs in the corresponding period of the preceding year, i.e. a growth of 6,053 TEUs as shown in Table 16.

**Table 16**  
**Captive Laden Import Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	7,559	7,002	-557	-7.4
Feb	8,427	8,547	120	1.4
Mar	8,014	7,125	-889	-11.1
Apr	9,257	10,981	1,724	18.6
May	10,792	9,968	-824	-7.6
Jun	9,334	10,658	1,324	14.2
Jul	9,861	11,305	1,444	14.6
Aug	10,022	10,962	940	9.4
Sep	8,758	11,164	2,406	27.5
Oct	10,724	12,076	1,352	12.6
Nov	12,713	12,002	-711	-5.6
Dec	11,058	10,782	-276	-2.5
<b>Total</b>	<b>116,519</b>	<b>122,572</b>	<b>6,053</b>	<b>5.2</b>



## 6.1.2 Captive Laden Export Container Traffic

There was a regression of 10.8% in Captive laden export container traffic from 54,095 in CY2017 to 48,256 TEUs in CY2018, owing to the contraction recorded in the manufacturing exports following Brexit.

The detailed results are outlined in Table 17.

**Table 17**  
**Captive Laden Export Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	3,519	2,764	-755	-21.5
Feb	4,406	3,976	-430	-9.8
Mar	4,779	4,244	-535	-11.2
Apr	4,168	3,866	-302	-7.2
May	4,776	4,068	-708	-14.8
Jun	5,006	4,364	-642	-12.8
Jul	4,966	4,030	-936	-18.8
Aug	4,779	3,926	-853	-17.8
Sep	4,184	4,000	-184	-4.4
Oct	4,596	4,387	-209	-4.5
Nov	4,543	4,017	-526	-11.6
Dec	4,373	4,614	241	5.5
<b>Total</b>	<b>54,095</b>	<b>48,256</b>	<b>-5,839</b>	<b>-10.8</b>

## 6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic also followed the trend with a fall of 38.3%, representing a drop of 4,719 TEUs for the year under review, with 12,330 TEUs in CY 2017 versus 7,611 TEUs in CY2018. Details are outline in Table 18.

**Table 18**  
**Captive Empty Import Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	1,472	654	-818	-55.6
Feb	1,076	299	-777	-72.2
Mar	1,117	643	-474	-42.4
Apr	1,783	595	-1,188	-66.6
May	706	472	-234	-33.1
Jun	621	701	80	12.9
Jul	769	542	-227	-29.5
Aug	811	1,287	476	58.7
Sep	1,280	672	-608	-47.5
Oct	1,111	550	-561	-50.5
Nov	859	612	-247	-28.8
Dec	725	584	-141	-19.4
<b>Total</b>	<b>12,330</b>	<b>7,611</b>	<b>-4,719</b>	<b>-38.3</b>

## 6.1.4 Captive Empty Export Container Traffic (new record)

Table 19 provides a comparative monthly summary of the captive empty export container traffic for the year CY2017 to CY2018.

**Table 19**  
**Captive Empty Export Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	6,851	5,456	-1,395	-20.4
Feb	4,343	8,502	4,159	95.8
Mar	4,158	2,764	-1,394	-33.5
Apr	5,065	6,063	998	19.7
May	5,355	9,523	4,168	77.8
Jun	3,532	9,122	5,590	158.3
Jul	8,347	6,561	-1,786	-21.4
Aug	9,885	6,363	-3,522	-35.6
Sep	5,266	6,118	852	16.2
Oct	5,874	6,217	343	5.8
Nov	5,367	10,034	4,667	87.0
Dec	6,957	5,314	-1,643	-23.6
<b>Total</b>	<b>71,000</b>	<b>82,037</b>	<b>11,037</b>	<b>15.5</b>

Captive empty export container traffic registered a growth of 15.5% and reached 82,037 TEUs in CY2018 as compared to 71,000 TEUs in CY2017.

## 6.2 Total Transshipment Inwards Container Traffic (new record)

Total transshipment (inwards) container traffic registered a new record with a considerable rise of 60.9%, equivalent to 72,263 TEUs for the year under review with a total of 190,970 TEUs in CY2018 compared to 118,707 TEUs in CY2017. Comparative monthly transshipment container traffic is summarised in Table 20.

**Table 20**  
**Total Transshipment Inwards Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	8,742	7,272	-1,470	-16.8
Feb	8,961	12,771	3,810	42.5
Mar	7,947	9,113	1,166	14.7
Apr	11,607	17,852	6,245	53.8
May	13,626	16,807	3,181	23.3
Jun	9,384	18,066	8,682	92.5
Jul	8,720	17,062	8,342	95.7
Aug	6,109	19,541	13,432	219.9
Sep	9,569	17,650	8,081	84.4
Oct	12,208	21,982	9,774	80.1
Nov	10,731	17,269	6,538	60.9
Dec	11,103	15,585	4,482	40.4
<b>Total</b>	<b>118,707</b>	<b>190,970</b>	<b>72,263</b>	<b>60.9</b>

## 6.2.1 Transshipment Inwards Laden Container Traffic (TEUs)

Table 21 shows the details of the comparative monthly laden containers transhipped at Port Louis. For CY2018, some laden 136,546 TEUs have been transhipped compared to 92,956 TEUs for the corresponding period of the previous year, representing a high increase of 43,590 TEUs, equivalent to 46.9%.

**Table 21**  
**Transshipment Inwards Laden Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	6,441	6,228	-213	-3.3
Feb	7,928	9,109	1,181	14.9
Mar	6,116	7,651	1,535	25.1
Apr	8,689	11,195	2,506	28.8
May	11,488	9,776	-1,712	-14.9
Jun	7,002	10,253	3,251	46.4
Jul	7,888	12,651	4,763	60.4
Aug	5,647	14,716	9,069	160.6
Sep	6,358	13,681	7,323	115.2
Oct	8,457	14,744	6,287	74.3
Nov	8,504	14,494	5,990	70.4
Dec	8,438	12,048	3,610	42.8
<b>Total</b>	<b>92,956</b>	<b>136,546</b>	<b>43,590</b>	<b>46.9</b>

## 6.2.2 Transshipment Inwards Empty Container Traffic (TEUs)

Transshipment Inwards Empty Container Traffic more than doubled with an expansion of 111.3%, with a difference of 28,673 TEUs with 25,751 TEUs in CY2017 compared to 54,424 TEUs for the year under review as detailed in Table 22.

**Table 22**  
**Transshipment Inwards Empty Container Traffic - CY2017 v/s CY2018 (TEUs)**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Jan	2,301	1,044	-1,257	-54.6
Feb	1,033	3,662	2,629	254.5
Mar	1,831	1,462	-369	-20.2
Apr	2,918	6,657	3,739	128.1
May	2,138	7,031	4,893	228.9
Jun	2,382	7,813	5,431	228.0
Jul	832	4,411	3,579	430.2
Aug	462	4,825	4,363	944.4
Sep	3,211	3,969	758	23.6
Oct	3,751	7,238	3,487	93.0
Nov	2,227	2,775	548	24.6
Dec	2,665	3,537	872	32.7
<b>Total</b>	<b>25,751</b>	<b>54,424</b>	<b>28,673</b>	<b>111.3</b>

## 7. PERFORMANCE INDICATORS AT MCT

### 7.1 Container Vessel Operated at MCT

Some 525 container vessels were operated at MCT for the year CY2018 as compared to 488 for the previous year as depicted in Table 23.

**Table 23**  
**Vessels serviced at MCT - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>
Jan	39	30	-9
Feb	36	41	5
Mar	35	29	-6
Apr	41	42	1
May	44	44	0
Jun	41	49	8
Jul	43	48	5
Aug	43	49	6
Sep	35	52	17
Oct	44	57	13
Nov	43	45	2
Dec	44	39	-5
<b>Total</b>	<b>488</b>	<b>525</b>	<b>37</b>

### 7.2 Container Throughput at MCT

During the CY2018, the number of containers handled was 465,345 units compared to 352,775 units for the corresponding period last year – a rise of 112,570 units (representing a rise of 31.9%) as depicted below in Table 24.

Similarly, the Container Throughput in terms of number of TEUs registered an increase to the tune of 31.5%, equivalent to a growth of 150,171 TEUs, from 476,956 TEUs to 627,127 TEUs for the year under review.

Accordingly, the number of moves recorded for the year CY2018 was 367,904 compared to 482,750 in the previous year – a rise of 114,846 moves equivalent to 31.2%.

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

**Table 24**  
**No of Containers/TEUs/moves - CY2017 v/s CY2018**

Month	Containers			TEUs			Moves		
	CY2017	CY2018	Diff	CY2017	CY2018	Diff	CY2017	CY2018	Diff
Jan	26,926	18,644	-8,282	36,441	24,928	-11,513	28,193	19,411	-8,782
Feb	24,861	37,703	12,842	33,424	48,412	14,988	25,943	39,228	13,285
Mar	23,632	21,308	-2,324	32,081	28,191	-3,890	24,652	22,138	-2,514
Apr	30,087	38,258	8,171	40,448	52,561	12,113	31,510	39,758	8,248
May	32,620	42,576	9,956	42,978	57,783	14,805	33,866	44,246	10,380
Jun	29,527	47,082	17,555	39,053	62,674	23,621	30,784	48,775	17,991
Jul	33,167	40,474	7,307	44,078	55,429	11,351	34,879	41,886	7,007
Aug	28,056	43,815	15,759	38,401	59,612	21,211	29,158	45,435	16,277
Sep	25,643	41,761	16,118	35,166	57,507	22,341	26,603	43,285	16,682
Oct	33,773	50,369	16,596	45,992	66,872	20,880	35,151	52,128	16,977
Nov	32,443	45,130	12,687	44,084	60,962	16,878	33,635	46,684	13,049
Dec	32,040	38,225	6,185	44,810	52,196	7,386	33,530	39,776	6,246
<b>Total</b>	<b>352,775</b>	<b>465,345</b>	<b>112,570</b>	<b>476,956</b>	<b>627,127</b>	<b>150,171</b>	<b>367,904</b>	<b>482,750</b>	<b>114,846</b>
<b>% change</b>			<b>31.9</b>			<b>31.5</b>			<b>31.2</b>

## 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 - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>
Avg. Moves Per Gross Crane Hour	19.1	21.0
Avg. Moves per Ship's Working Hour	37.5	35.5
Average Pre-berthing/ Sailing Delay (hrs)	5.2	1.6
Berth Occupancy (%)	74.0	84.0
Throughput (TEUs)	476,956	627,127

- The average number of moves per gross crane hour recorded a minor boom from 19.1 in CY2017 to 21.0 in CY2018.
- For the year under review, the average moves per ship's working hour stood at 35.5 for the twelve months in 2018 compared to 37.5 recorded in CY2017.
- The average pre-berthing delay per vessel decreased to 1.6 hours in CY2018 as opposed to 5.2 hours same year previous year.
- Similarly, the berth occupancy for the year of CY2018 increased to 84.0% compared to 74.0% for CY 2017.
- Throughput at MCT for CY2018 reached 627,127 TEUs as opposed to 476,956 TEUs in CY2017, i.e. a significant rise of 150,171 TEUs, representing a growth of 31.5%.

## 7.4 Crane Productivity

Table 26 provides the comparative crane productivity for the year CY2018 versus CY2017.

**Table 26**  
**Average Moves per Gross Crane Hours - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>
Jan	18.9	22.4
Feb	17.3	22.7 (highest)
Mar	15.3 (Lowest)	18.9
Apr	18.4	22.3
May	16.9	20.2
Jun	17.6	21.5
Jul	19.6	21.6
Aug	21.4	21.3
Sep	23.2 (highest)	21.1
Oct	20.2	20.4
Nov	21.1	21.7
Dec	21.2	18.2 (Lowest)
<b>Average</b>	<b>19.1</b>	<b>21.0</b>

For the year under review, the highest performance was registered in the month of February 22.7 moves/ gross crane hour. The lowest gross crane productivity registered was in the month of December with 18.2 moves/ gross crane hour.

## 7.5 Ship Productivity

Comparative monthly ship productivity for the year CY2017 versus CY2018 is detailed in Table 27. Despite the increase in crane productivity, it is observed that average ship productivity has gone down during the year under review from 37.5 in CY2017 to 35.5 in CY2018.

**Table 27**  
**Average Moves per Ship's Working Hours - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>
Jan	34.9	35.8
Feb	36.3	42.0 (highest)
Mar	32.3 (lowest)	41.6
Apr	38.1	40.7
May	34.1	36.9
Jun	33.8	37.7
Jul	40.1	34.6
Aug	41.0	38.0
Sep	45.1 (highest)	33.4
Oct	36.6	31.9
Nov	42.8	35.8
Dec	38.3	27.2 (lowest)
<b>Average</b>	<b>37.5</b>	<b>35.5</b>

## 7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 28 for the year CY2017 versus CY2018.

**Table 28**  
**Average Pre-berthing Delay - CY2017 v/s CY2018 (hrs)**

	<b>CY2017</b>	<b>CY2018</b>
Jan	1.4	1.5
Feb	5.3	1.5
Mar	7.6	1.6
Apr	6.1	1.6
May	9.1	1.6
Jun	12.1	1.5
Jul	4.2	1.6
Aug	1.7	1.6
Sep	1.5	1.6
Oct	6.5	1.7
Nov	5.2	1.7
Dec	1.4	1.7
<b>Average</b>	<b>5.2</b>	<b>1.6</b>

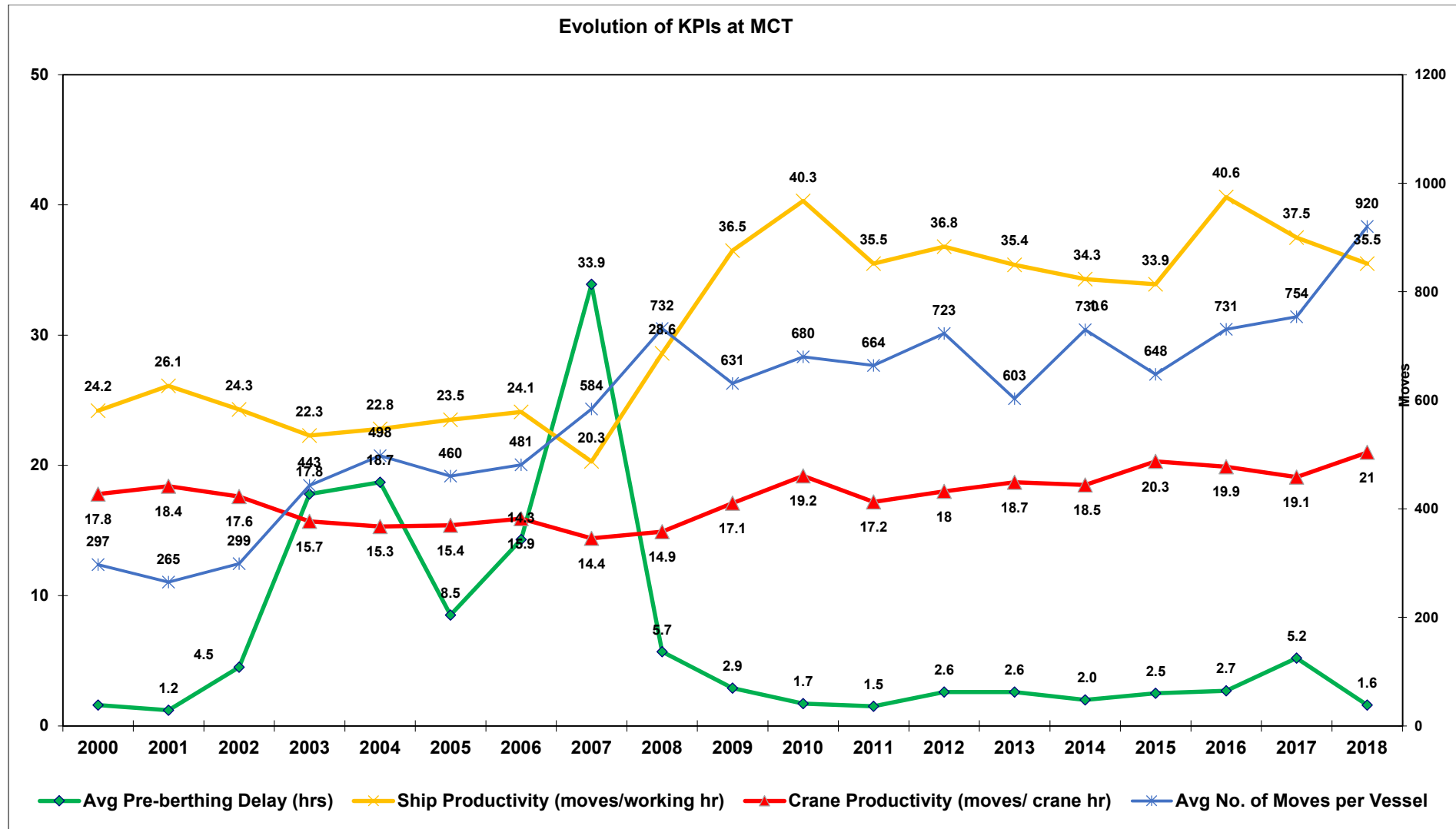
## 7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 29 for the year CY2017 compared to CY2018.

**Table 29**  
**Berth Occupancy at MCT - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>
Jan	63.3	67.2
Feb	65.6	91.7
Mar	73.7	52.1
Apr	71.5	85.0
May	83.9	96.3
Jun	59.5	91.6
Jul	53.5	92.8
Aug	48.8	82.3
Sep	72.0	88.7
Oct	81.3	88.0
Nov	77.9	84.9
Dec	80.6	85.4
<b>Total</b>	<b>74.0</b>	<b>84.0</b>





**Figure 4: Evolution of KPIs at the Mauritius Container Terminal**

## 8. VESSEL CALLS

Some 3,379 vessel calls were registered during the year CY2018 as compared to 3,184 calls in CY2017, i.e. a, increase of 195 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 - CY2017 v/s CY2018**

Category	CY2017	CY2018	Difference	% Change
Fishing Vessels	1,067	1,097	30	2.8
Containerized Vessels	538	563	25	4.6
Tankers	115	106	-9	-7.8
Dry Bulk carriers	58	51	-7	-12.1
Inter-Island	48	48	0	0
Pure Car Carriers	35	30	-5	-14.3
Cruise Vessel	30	42	12	40
Unitized & Break Bulk Carriers	10	4	-6	-60
General Cargo Vessels	7	17	10	142.9
Others	1276	1,421	145	11.4
<b>Total</b>	<b>3,184</b>	<b>3,379</b>	<b>195</b>	<b>6.1</b>

- Fishing vessel calls expanded by 2.8% from 1,067 calls in CY2017 to 1,097 calls in CY2018.
- Containerised vessel calls rose from 538 in 2017 to 563 in 2018.
- No. of calls by Tankers declined from 115 in CY2017 to reach 106 in CY2018 (a negative growth of 7.8%), which can be attributed to the fall in the no. of calls by LPG tankers.
- No. of calls made by Dry Bulk carriers was 51 in CY2018 as opposed to 58 recorded during the same period in the previous year.
- For the inter-island trade, total number of calls are both same for the CY2018 and CY2017 as mentioned in Table 30 i.e (48 vessel Calls).

Figure 5 shows the evolution of total vessel traffic from 2000 to 2018.

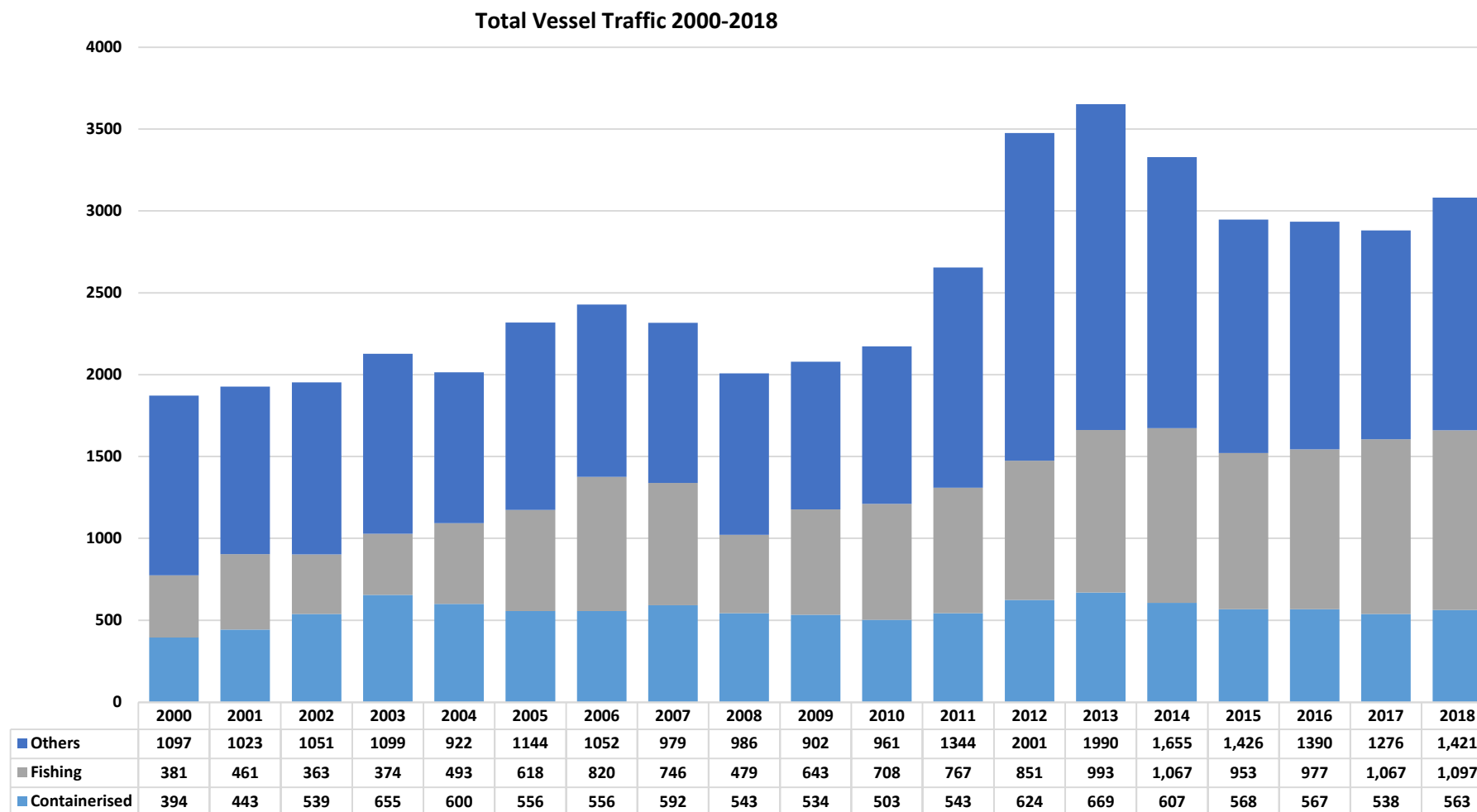


Figure 5: Evolution of Total Vessel Traffic

### 8.1 Cruise Tourism (new record)

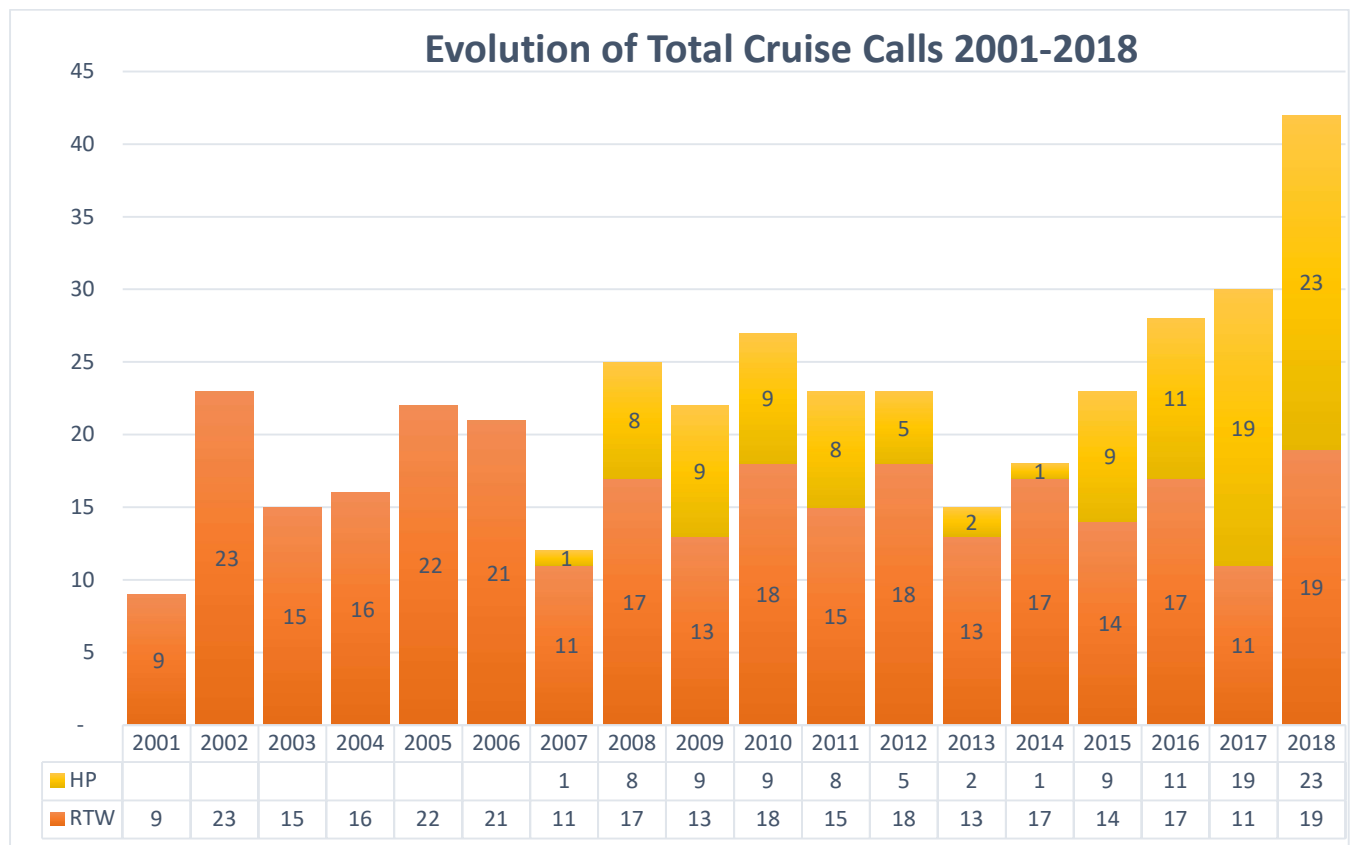
With a view to enhancing the handling of passengers at Port Louis, the MPA has now embarked on the project to construct a Cruise Terminal Building of 7,500 sq. metre at Les Salines which will be capable to accommodate up to 4,000 passengers. It is also planned to use this facility to handle all inter-island traffic and to be the point of transit for all ships' crew either embarking or disembarking from commercial vessels.

The construction of this new Cruise Terminal Building is tentatively expected to start in August 2019 with a 15-months construction period. Consequently, the probable completion of the Cruise Terminal Building shall be end 2020.

#### Cruise Vessel Calls(new record)

Aida and Fred Olsen cruises have started their homeporting activities at Port Louis in CY2018. This contributed to a 40% increase in **the total number of cruise calls which reached a new record of 42 calls** as opposed to 30 in CY2017.

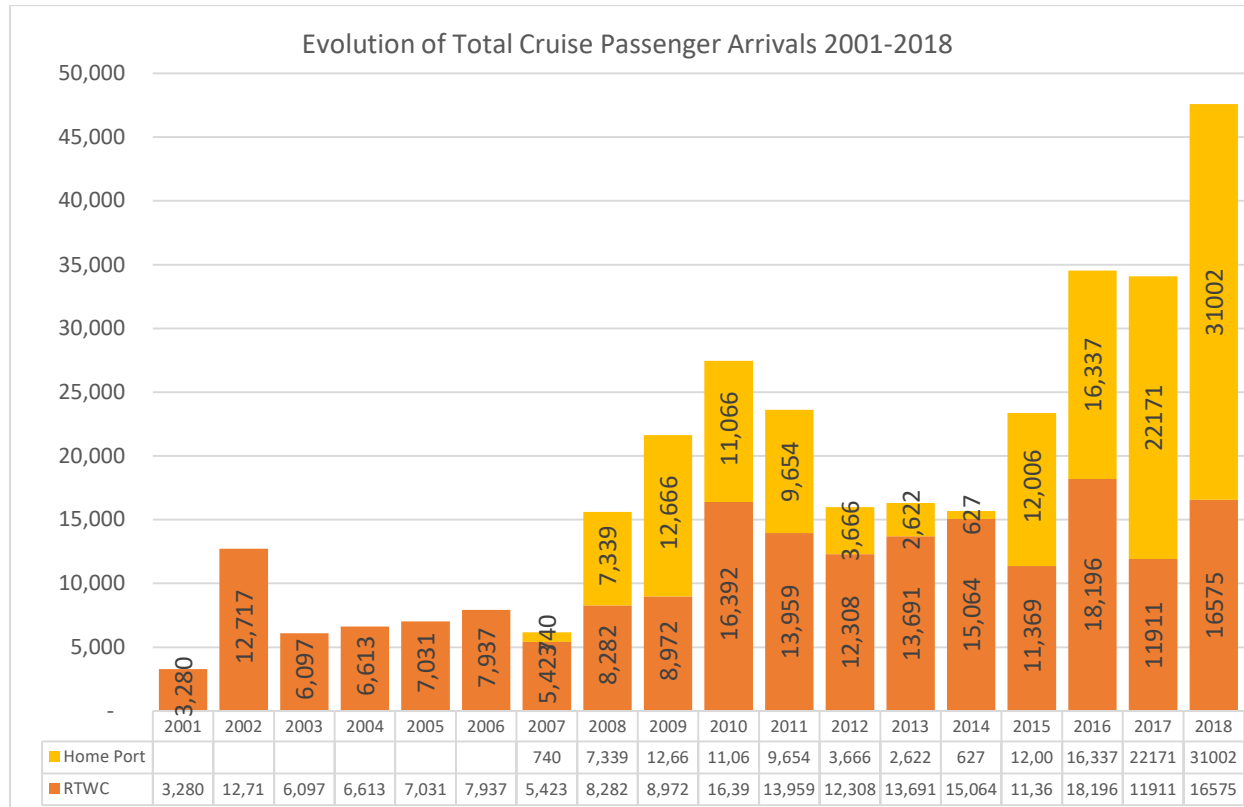
Figure 6 details the number of calls made by homeporting (HP) and Round The World Cruises (RTW) respectively.



**Figure 6: Evolution of Total Cruise Vessel Traffic**

## Cruise Passengers Arrivals (new record)

Total Cruise passenger arrivals registered a new peak of 39.6% from 34,082 in CY2017 to 47,577 passengers in CY2018. 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**

### Cruise Passenger Traffic - CY2017 v/s CY2018

	CY2017	CY2018	Difference	% Change
Home-port	22,171	31,002	8,831	39.8
RTWC	11,911	16,575	4,664	39.2
<b>Total</b>	<b>34,082</b>	<b>47,577</b>	<b>13,495</b>	<b>39.6</b>

## 8.2 Calls at Outer Harbour

The number of vessel calls, categorised as “Others”, has gone up from 1,276 vessel calls for the year CY2017 to 1,421 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 - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Bunkering Only	719	800	81	11.3
Change of Crew	325	307	-18	-5.5
Repairs or Inspection	68	120	52	76.5
Ship Stores	52	68	16	30.8
Change of Security Guard	37	43	6	16.2
Others	75	83	8	10.7
<b>Total</b>	<b>1,276</b>	<b>1,421</b>	<b>145</b>	<b>11.4</b>

## 9. PERFORMANCE AT MULTI PURPOSE TERMINAL

### 9.1 Key Performance Indicators

**Table 32**  
**Key Performance Indicators at MPT - CY2017 v/s CY2018**

	<b>CY2017</b>	<b>CY2018</b>
No. of Vessel Calls	50	38
No. of Containers	8,488	9,860
Avg. Moves /Gross Gang hr	5.9	5.7

- During CY2018, 38 container vessel calls were registered at the MPT and some 9,860 TEUs were handled in comparison with 50 containerised vessels and 8,488 TEUs respectively in CY2017.
- In CY2018, the average productivity stood at 5.7 moves/gross gang hour as compared to 5.9 in CY2017.

### 9.2 Coastline Trade

M.V Mauritius Trochetia plying between the dependencies of Mauritius (Rodrigues and Agalega) made 17 calls and handled some 2,636 TEUs during the year CY2018.

The Mauritius Shipping Corporation Ltd. chartered the M.V. Anna to ply between Port Louis and Port Mathurin in CY2017. M.V. Anna has effected 30 voyages so far and handled some 8,967 TEUs in CY2018.

The above two vessels have made a total of 47 calls and some 11,603 TEUs were handled during the year under review. To note that NCG naval ship Barracuda effected one call to Agalega in CY2018.

**Table 33**

**Traffic Dependencies of Mauritius for the Year CY2018**

	<b>No. of Voyages</b>	<b>Container Traffic (TEUs)</b>
Anna	30	8,967
Mauritius Trochetia	17	2,636
<b>Total</b>	<b>47</b>	<b>11,603</b>

### 9.3 Berth Occupancy @ MPT

All quays except Q2, BST, QA, Cruise Jetty, Oil Jetty and FDM registered increases in total berth occupancy in CY2018 versus CY2017, as depicted in Table 34.

**Table 34**

**Berth Occupancy at MPT - CY2017 v/s CY2018 (%)**

<b>Berth</b>	<b>CY2017</b>		<b>CY2018</b>	
	Total	Working	Total	Working
Quay No. 1	69.7	18.4	75.8	24.7
Quay No. 2	82.7	34.7	76.6	39.5
Quay No. 3				
Quay No. 4				
Bulk Sugar Terminal	15.2	9.8	13.1	3.7
Quay A	95.8	17.1	92.5	19.5
Quay D				
Quay E				
Trou Fanfaron Fishing Quay 1	98.7	4.7	99.1	6.9
Trou Fanfaron Fishing Quay 2	98.4	6.7	100	6.7
Cruise Jetty	37.5	0	30.7	0
Oil Jetty	44.8	38.9	29.4	25.3
FDM	95.6	34.7	94.5	35.4
MFD	69.7	19.2	81.8	22.0

The TFF quays are actually being used for parking purposes (by fishing vessels) and consequently total berth occupancy hovered around 100% but the berth occupancy for vessel working at these quays is low, although a marginal increase was registered compared to CY2017.

## 10. CONTAINER TRAFFIC BY SHIPPING LINES-TEUs

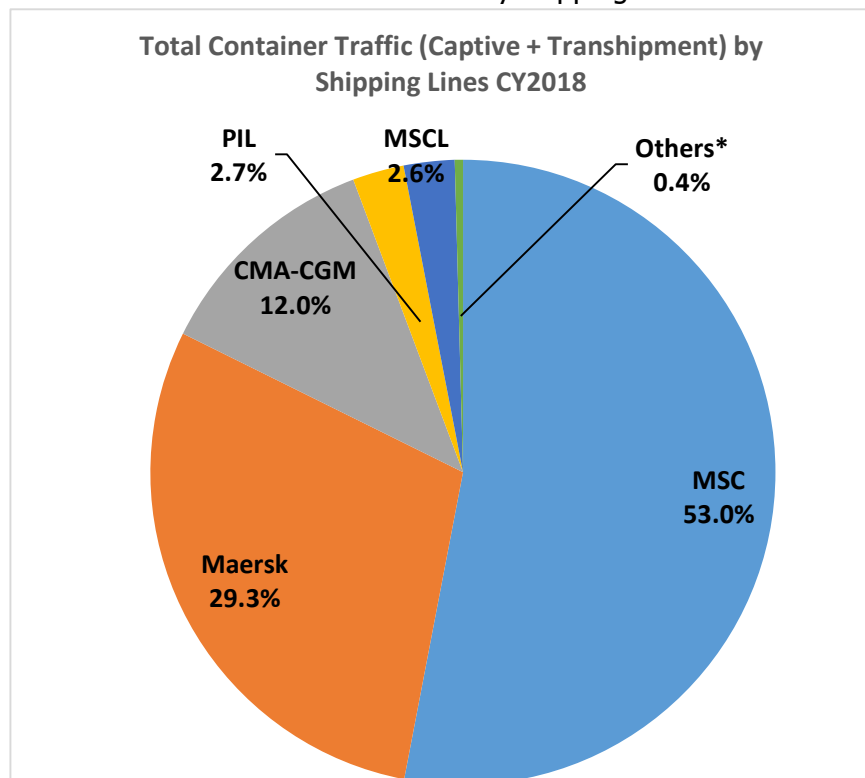
### 10.1 Total Container Traffic by Shipping lines, including captive and transshipment inwards – TEUs

**Table 35**

Shipping Line	CY2017	% Share	CY2018	% Share	Difference	% Change in Volume
MSC	203,230	54.5	239,335	53.0	36,105	17.8
Maersk	103,044	27.7	132,254	29.3	29,210	28.3
CMA CGM	36,720	9.9	54,109	12.0	17,389	47.4
PIL	18,864	5.1	12,035	2.7	-6,829	-36.2
Mauritius Shipping Corporation Ltd. (MSCL)	10,778	2.9	11,798	2.6	1,020	9.5
Others *	15	0.0	1,915	0.4	1,900	12666.7
<b>Total</b>	<b>372,651</b>	<b>100</b>	<b>451,446</b>	<b>100</b>	<b>78,795</b>	<b>21.1</b>

\* 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 decreased from 54.5% to 53.0%, whereas its total container traffic volume has increased by 17.8% from 203,230 TEUs in CY2017 to 239,335 TEUs in CY2018.



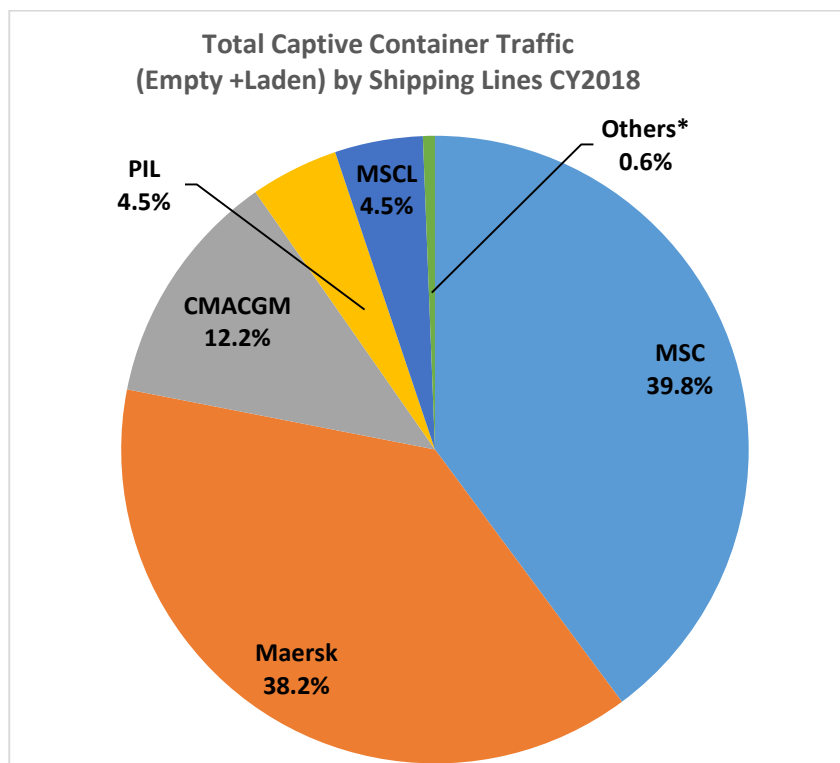
- Maersk's CY2018 share of 29.3 was higher than in CY2017 share of 27.7%. A growth of 28.3% in their volume was noted for the year in review.
- CMA CGM's share in total container traffic increased from 9.9% in CY2017 to 12.0% in CY2018. There was also a significant increase of 47.4% in their volume.

## 10.2. Total Captive Container Traffic by Shipping Lines – TEUs

**Table 36**

Shipping Line	CY2017	CY2018	Difference	% Change
MSC	111,186	103,779	-7,407	-6.7
Maersk	87,978	99,578	11,600	13.2
CMA CGM	25,126	31,888	6,762	26.9
PIL	18,861	11,816	-7,045	-37.4
MSCL	10,778	11,798	1,020	9.5
Others *	15	1,617	1,602	10680
<b>Total</b>	<b>253,944</b>	<b>260,476</b>	<b>6,532</b>	<b>2.6</b>

\* Others include: UAFL, DAL and others



\* Others include UAFL, DAL and others

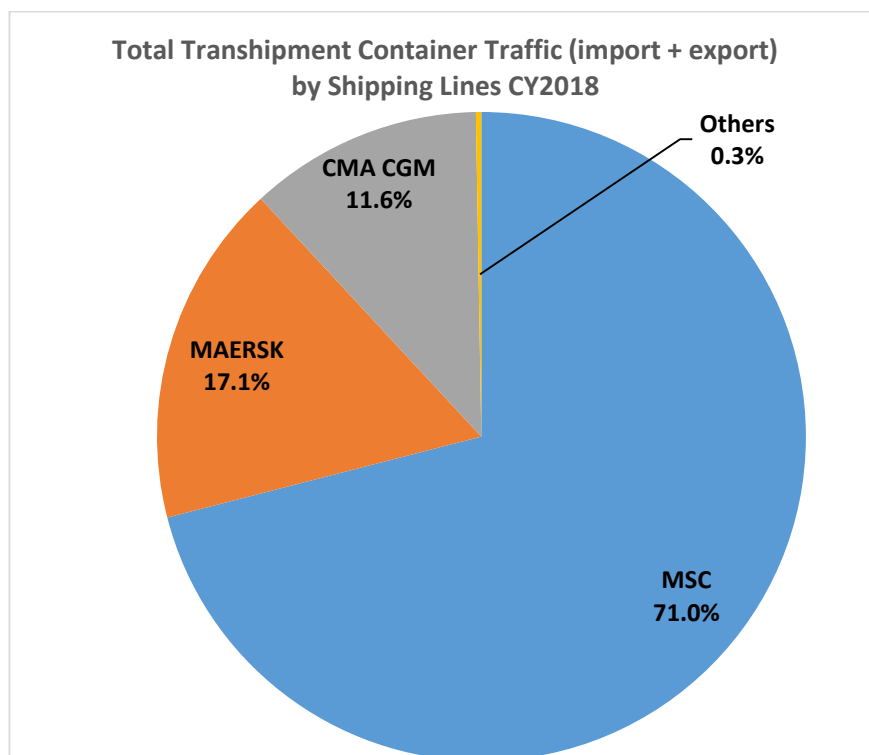
Total captive container traffic increased by 2.6% from 253,944 TEUs in CY2017 to 260,476 TEUs in CY2018. While CMA CGM, MAERSK and MSCL witnessed growth, the other shipping lines' captive volume declined for the year under review.

### 10.3 Total Transshipment Traffic by Shipping Lines - TEUs

**Table 37**

Shipping Line	CY2017	CY2018	Difference	% Change
MSC	92,044	135,556	43,512	47.3
Maersk	15,066	32,676	17,610	116.9
CMA CGM	11,594	22,221	10,627	91.7
Others *	3	517	514	17133.3
<b>Total</b>	<b>118,707</b>	<b>190,970</b>	<b>72,263</b>	<b>60.9</b>

\* Others include PIL, MSCL, UAFL and DAL



\* Others include PIL, MSCL, UAFL and DAL

Total Transshipment container traffic increased by 60.9% for the year in review.

- MSC transshipment activities at Port Louis witnessed a significant growth of 47.3% from 92,044 TEUs in CY2017 to 135,556 TEUs in CY2018
- Maersk transshipment traffic more than doubled by 116.9% from 15,066 TEUs in CY 2017 to 32,676 in CY2018.
- CMA CGM's volume almost doubled from 11,594 TEUs in CY 2017 to 22,221 TEUs in CY2018.

## 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 - CY2017 v/s CY2018**

	<b>Share CY2017</b>	<b>Share CY2018</b>
<b>MSC</b>		
Total Container Traffic	54.5	53.0
Total Captive Container Traffic	43.8	39.8
Total Transshipment Container Traffic	77.5	71.0
<b>Maersk</b>		
Total Container Traffic	27.7	29.3
Total Captive Container Traffic	34.6	38.2
Total Transshipment Container Traffic	12.7	17.1

In CY2018, the local market was shared as follows:

- Total Container Traffic: MSC held the biggest share, namely 53.0% of the market as opposed to 29.3% for Maersk (Gap: 23.7%)
- Total Captive Container Traffic: MSC had a market share of 39.8% whereas Maersk had 38.2% (Gap: 1.6%)
- Total Transshipment Container Traffic: MSC handled around three quarter of the total transshipment activities at Port Louis, i.e. 71.0% whereas Maersk's market share was 17.1% (Gap: 53.9%)

## 12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

### 12.1 Mediterranean Shipping Company Ltd (MSC)

**Table 39**

<b>Trans Inwards-TEUs</b>	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% change</b>
Laden	75,060	104,226	29,166	38.9
Empty	16,984	31,330	14,346	84.5
<b>Total</b>	<b>92,044</b>	<b>135,556</b>	<b>43,512</b>	<b>47.3</b>

Some 135,556 TEUs were transhipped by MSC during CY2018 as compared to only 92,044 TEUs for the corresponding period last year, i.e. a rise of 47.3%

## 12.2 Maersk Line

**Table 40**

<b>Trans Inwards-TEUs</b>	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% change</b>
Laden	11,489	20,980	9,491	82.6
Empty	3,577	11,696	8,119	227.0
<b>Total</b>	<b>15,066</b>	<b>32,676</b>	<b>17,610</b>	<b>116.9</b>

The number of TEUs transhipped by Maersk Shipping Line reached 32,676 in CY2018 as opposed to 15,066 in CY2017 i.e. an increase of 116.9%.

## 12.3 CMA-CGM

**Table 41**

<b>Trans Inwards-TEUs</b>	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% change</b>
Laden	6,404	10,822	4,418	69.0
Empty	5,190	11,399	6,209	119.6
<b>Total</b>	<b>11,594</b>	<b>22,221</b>	<b>10,627</b>	<b>91.7</b>

The number of TEUs transhipped by CMA CGM increased from 22,221 in CY2018 to 11,594 in CY2017 i.e. a growth of 91.7%.

## 13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 42 days due adverse climatic conditions compared to 14 days in CY2017.

## 14. SHIPPING SERVICES

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
<b>1. Mediterranean Shipping Company (Mauritius) Ltd.</b> MSC House Old Quay D Road Port Louis Tel: (230) 202 6800 Fax: (230) 217 4747 Email: <a href="mailto:info.plu@msc.com">info.plu@msc.com</a>	1. Weekly	Australia Express Service (SB) (slot chartering by DAL)	London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples, Gioia Tauro, Reunion Island, <b>Port Louis</b> , Sydney, Melbourne, Adelaide, Fremantle, Singapore, Colombo, King Abdullah, Suez Canal (European Ports)
	2. Weekly	Africa Express Service (EB)	Durban, <b>Port Louis</b> , Colombo, Singapore, Chinese Ports
	3 + 4. Weekly	Ingwe Service (SB + NB)	Durban, <b>Port Louis</b> , Jebel Ali, Port Qasim, Mundra, Hazira, Nhava Sheva, Colombo, <b>Port Louis</b> , Durban, Coega, Salalah
	5. Weekly	Indian Ocean Islands Relay services: <b>Loop 1</b>	<b>Port Louis</b> , Reunion Island, Tamatave, <b>Port Louis</b>
	6. Every 10 days	<b>Loop 2 :</b>	<b>Port Louis</b> , Longoni, Majunga, Diego Suarez, <b>Port Louis</b>
	7. Every 10 days	Sofala Service	<b>Port Louis</b> , Beira, <b>Port Louis</b>
<b>2. Maersk (Mauritius) Ltd.</b> MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax : (230) 206 2210	8. Weekly	M Express (VSA CMA-CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, <b>Port Louis</b> , Singapore, Tanjung Pelepas
	9. Weekly	Safari WB (slot chartering by CMA CGM)	Hong Kong, Shekou, Tanjung Pelepas, <b>Port Louis</b> , Durban, Port Elizabeth, Tanjung Pelepas, Hong Kong, Shanghai, Kobe, Nagoya, Yokohama, Ningbo, Shanghai.

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
Email: <a href="mailto:mu.import@maersk.com">mu.import@maersk.com</a> or <a href="mailto:mu.export@maersk.com">mu.export@maersk.com</a>	10. Weekly	Protea (VSA CMA-CGM MIDAS + slot chartering by DAL/ UAFL)	Durban, Reunion, <b>Port Louis</b> , Khor Fakkan, Jebel Ali, Mundra, Jawaharlal Nehru.
	11. Weekly	IOI Service (slot chartering by DAL/ UAFL)	Salalah, Réunion, <b>Port Louis</b> , Toamasina, Port Victoria.
<b>3. CMA CGM (Mauritius) Ltd</b> Block 3, Zone 5 MFD Building Mer Rouge Port Louis, Tel: (230) 203 4350 Fax: (230) 217 8251/ 2080245 Email: <a href="mailto:Plu.operations@cma-cgm.com">Plu.operations@cma-cgm.com</a>	12. Weekly	MOZEX , Mozambique to Far East Service (VSA with Maersk M Express service	Réunion, Toamasina, Maputo, Beira, Nacala, <b>Port Louis</b> , Singapore, Tanjung Pelepas
	13. Weekly	MIDAS LOOP 2. Middle East/India East Africa Services (VSA with Maersk Protea service)	Durban, Reunion, <b>Port Louis</b> , Khor Al Fakkan, Jebel Ali, Mundra, Nhava Sheva
	14. Every 3 weeks	IOI FEEDER 1 Service	<b>Port Louis</b> , Longoni, Majunga, Diego Suarez, Reunion
	15. Weekly	IOI FEEDER 2 Service	Réunion, <b>Port Louis</b> , Tamatave
	16. Every 3 weeks	IOI FEEDER 4 Service	<b>Port Louis</b> , Tamatave, Longoni, Nosy Be, Seychelles
<b>4. Pacific International Lines Ltd.</b> <u>Agent:</u> Pacific World Shipping Ltd. Level 8, Happy World House 37, Sir William newton St. Port Louis Tel: (230) 271 1200 Fax: (230) 213 9696 Email: <a href="mailto:pws@happyworld.com">pws@happyworld.com</a>	17. Weekly	MZX Mozambique Zuid Express Service	Singapore, <b>Port Louis</b> , Point des Galets, Tamatave, Maputo, Beira, Singapore

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
<b>5. UAFL/ DAL</b> <u>Agent:</u> Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 Email : <a href="mailto:operations@scottship.com">operations@scottship.com</a>	18. Weekly	UAFL Slot Chartering with: a. Maersk Protea Service  b. Maersk IOI Service  DAL Slot Chartering with MSC Australia Express Service (SB)	Port Elizabeth, Durban, <b>Port Louis</b> , Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth  Salalah, Reunion, <b>Port Louis</b> , Toamasina, Port Victoria, Salalah  London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples , Gioia Tauro, Port Louis, Sydney, Melbourne, Adelaide, Fremantle
<b>6. Mauritius Shipping Corporation Ltd</b> 1 <sup>st</sup> & 2 <sup>nd</sup> Floor, Capitainerie Building Quay D Road Port Louis Tel.: (230) 217 2285 Fax: (230) 242 5245 Email: <a href="mailto:info@mscl.mu">info@mscl.mu</a>	19. Every 10 – 15 days  2 voyages monthly	M.V Black Rhino  M.V Mauritius Trochetia	Port Louis, Rodrigues, Port Louis  Port Louis, Agalega, Port Louis

## Pure Car Carrier Services

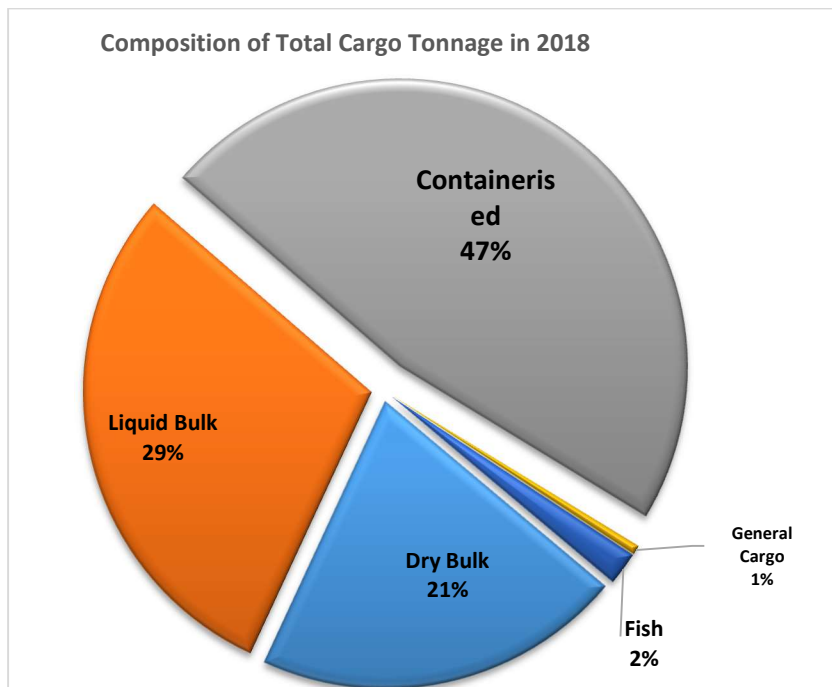
SHIPPING LINES	FREQUENCY	MAIN PORTS OF CALL
<b>7. Hoegh Auto Liners</b> <u>Agent:</u> Southern Marine & Co. Ltd 3 <sup>rd</sup> Floor, Capitainerie Building Quay D Port Louis Tel: (230) 216 0272 Fax: (230) 216 1020 Email: <a href="mailto:smc@intnet.mu">smc@intnet.mu</a>	Monthly	European ports, South African ports, Reunion, <b>Port Louis</b> , Fremantle, new Caledonia, Japan
<b>8. K line</b> <u>Agent:</u> Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 Email : <a href="mailto:operations@scottship.com">operations@scottship.com</a>	Monthly	Kobe, Shanghai, Singapore, India, Colombo, <b>Port Louis</b> , Durban, Europe
<b>9. Mitsui Pure Car Carrier</b> <u>Agent:</u> Blyth Brothers & Co. Ltd. 8, Dr. Ferriere St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879 Email: CBabet@blythbrothers.mu	Monthly	Japan, Singapore, India, Sri Lanka, <b>Port Louis</b> , Réunion, Madagascar, East Africa



**Appendix 1: Composition of Total Cargo Traffic CY2018**

**A. Total Cargo Traffic (new record)**

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo, Fish and General Cargo) handled in the Port expanded by 5.5% from 7,642,297 tonnes in CY2017 to reach **a record of 8,064,954 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 4,889,580 tonnes of the total cargo tonnage, equivalent to 60.6% of the total cargo traffic in CY2018.

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) decreased from 4,157,363 tonnes in CY2017 to 4,054,126 tonnes in CY2018, representing a fall of 103,237 tonnes or 2.5%.

### Total Bulk Cargo CY2017 v/s CY2018 (tonnes)

	CY2017	CY2018	Difference	% Change
Dry Bulk	1,900,017	1,677,325	-222,692	-11.7
Liquid Bulk	2,257,346	2,376,801	119,455	5.3
<b>Total</b>	<b>4,157,363</b>	<b>4,054,126</b>	<b>-103,237</b>	<b>-2.5</b>

### B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered huge fall of 11.7%, equivalent to 222,692 tonnes from 1,900,017 tonnes in CY2017 to 1,677,325 tonnes in CY2018.

### Total Dry Bulk Cargo CY2017 v/s CY2018 (tonnes)

	CY2017	CY2018	Difference	% Change
Imports	1,900,017	1,670,425	-229,592	-12.1
Exports	0	6,900	6,900	
<b>Total</b>	<b>1,900,017</b>	<b>1,677,325</b>	<b>-222,692</b>	<b>-11.7</b>

### B.2 Liquid Bulk Cargo (new record)

Total Liquid Bulk expanded from 2,257,346 tonnes in CY2017 to reach a new record of 2,376,801 tonnes in CY2018, registering a significant growth of 119,455 tonnes, equivalent to 5.3%.

### Total Liquid Bulk Cargo CY2017 v/s CY2018 (tonnes)

	CY2017	CY2018	Difference	% Change
Imports	1,692,479	1,729,404	36,925	2.9
Exports	564,867	647,397	82,530	14.6
<b>Total</b>	<b>2,257,346</b>	<b>2,376,801</b>	<b>119,455</b>	<b>5.3</b>

## C. Containerised Cargo (new record)

Total Containerised Cargo expanded by 16.5% from 3,276,970 tonnes in CY2017 to attain a new peak of 3,816,234 tonnes in CY2018, as summarised below.

### Containerised Cargo Traffic CY2017 v/s CY2018 (tonnes)

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Imports	1,456,490	1,532,151	75,661	5.2
Exports	676,190	603,201	-72,989	-10.8
Transshipment (inwards)	1,144,290	1,680,882	536,592	46.9
<b>Total</b>	<b>3,276,970</b>	<b>3,816,234</b>	<b>539,264</b>	<b>16.5</b>

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

General Cargo, comprising bagged cargo Inter-island trade and unitised break bulk, witnessed a fall of 29.0% (equivalent to 17,661 tonnes) from 61,037 tonnes in CY2017 to 43,376 tonnes in CY2018.

### General Cargo Traffic CY2017 v/s CY2018 (tonnes)

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Imports	55,652	31,614	-24,038	-43.2
Exports	5,385	11,762	6,377	118.4
<b>Total</b>	<b>61,037</b>	<b>43,376</b>	<b>-17,661</b>	<b>-29.0</b>

## Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 8.7% (7,173 tonnes) from 82,261 tonnes in CY2017 to 89,434 tonnes in CY2018.

### Inter-Island Traffic CY2017 v/s CY2018 (tonnes)

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
General cargo	4,913	5,314	401	8.2
Containerised cargo	77,348	84,120	6,772	8.8
<b>Total</b>	<b>82,261</b>	<b>89,434</b>	<b>7,173</b>	<b>8.7</b>

- The tonnage of general cargo to/from Rodrigues witnessed an increase of 8.2%, i.e. from 4,913 tonnes in CY2017 to 5,314 tonnes in CY2018.
- On the same vein, containerised cargo to/from Rodrigues rose by 8.8% i.e. from 77,348 tonnes in CY2017 to 84,120 tonnes in CY2018.

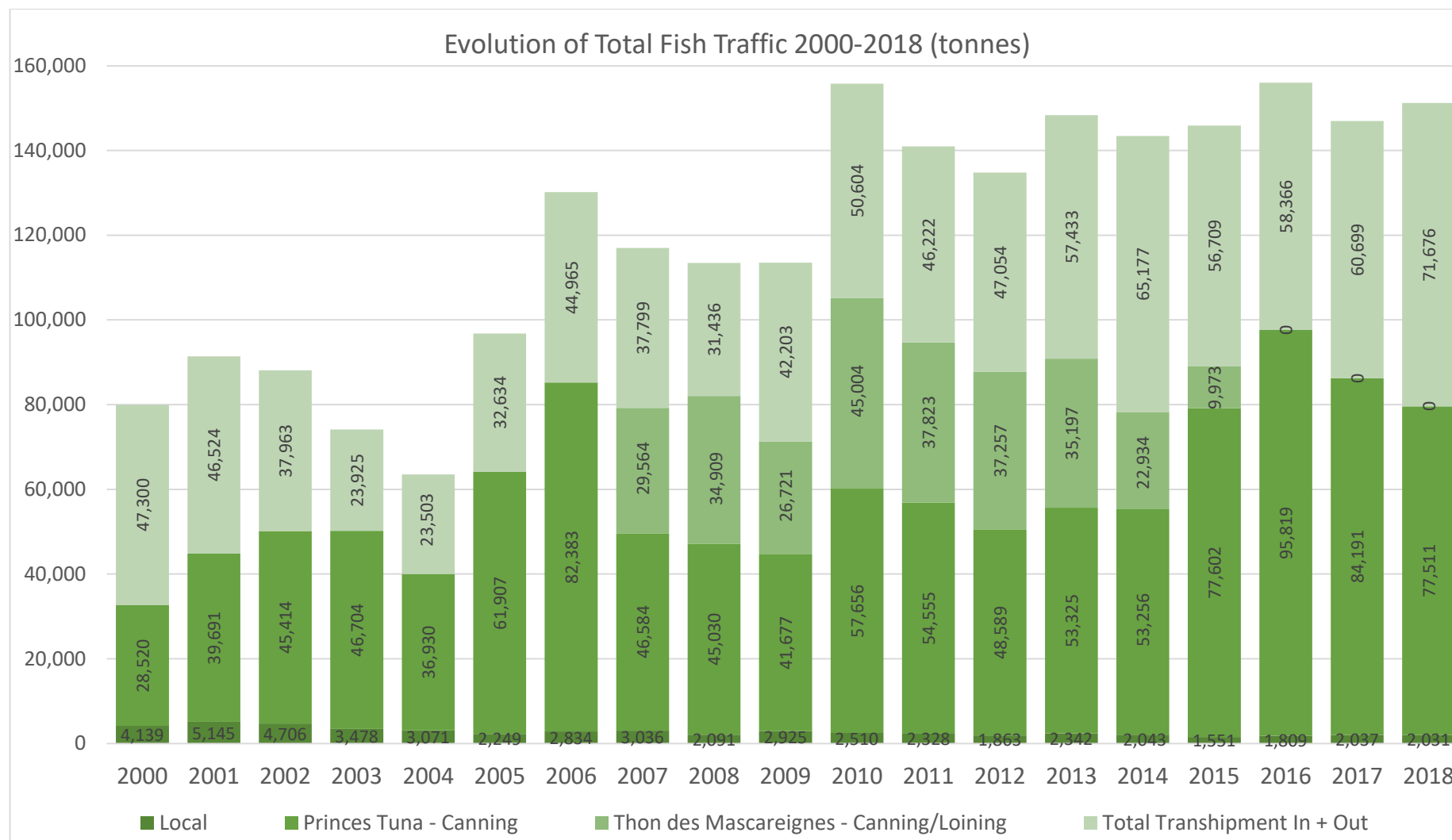
## E. Fish Traffic

Total Fish Traffic increased by 2.9% and stood at 151,218 tonnes in CY2018 against 146,927 tonnes in CY2017.

### Total Fish Traffic CY2017 v/s CY2018 (tonnes)

	<b>CY2017</b>	<b>CY2018</b>	<b>Difference</b>	<b>% Change</b>
Princes Tuna	84,191	77,511	-6,681	-7.9
Local Market	2,037	2,031	-7	-0.3
Transshipment Inwards	48,061	54,228	6,166	12.8
Direct Transshipment Inwards (ship to ship)	6,257	8,724	2,467	39.4
Direct Transshipment Outwards (ship to ship)	6,381	8,724	2,343	36.7
<b>Grand Total</b>	<b>146,927</b>	<b>151,218</b>	<b>4,291</b>	<b>2.9</b>

Figure 8 illustrates the evolution of Total Fish Traffic from 2000 onwards till 2018.



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