Mauritius Ports Authority

Port Trade Performance
CY2018 versus CY2019

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Port Trade Performance CY2019

1. KEY FIGURES AT A GLANCE

Total Trade Volume (New Record)	**8.5**	**Million tonnes**	**(+5.6%)**
• Containerised Cargo	4.0	Million tonnes	(+4.6%)
• Dry Bulk Cargo	1.9	Million tonnes	(+12.7 %)
• Liquid Bulk Cargo	2.4	Million tonnes	(+1.8%)
• Fish Traffic	163,341	tonnes	(+8.0%)
Total Container Traffic (New Record)	**469,011**	**TEUs**	**(+3.9%)**
• Captive Container	276,147	TEUs	(+6.0%)
• Transhipment Container Inwards(New Record)	192,864	TEUs	(+1.0%)
• Transhipment Container Outwards	192,185	TEUs	(+3.2%)
Total Container Throughput (New Record)	**669,286**	**TEUs**	**(+3.7%)**
Total Vessel Traffic	3536	calls	(+4.7%)
• Containerised Vessels	552	calls	(-2.0%)
• Fishing Vessels	1138	calls	(3.7%)
Cruise Traffic			
• Cruise Vessel (New Record)	38	calls	(-9.5%)
• Passengers on Arrival (New Record)	59,556	passengers	(+25.2%)
• Passengers on Departure (New Record)	59,917	passengers	(+26.2%)
Total Bunker Traffic (New Record) • Pipeline	661,474 112,258	**tonnes** tonnes	**(+13.6%)** (+0.6%)
• Barges (New Record)	549,216	tonnes	(+16.7%)

2. INTRODUCTION

According to the Review of Maritime Transport 2019, the world maritime trade lost momentum in 2018 as volumes in the sector slowed down to 2.7%, below the historical averages of 3%. The dip in maritime trade growth is a result of several trends including global economic slowdown following escalating tariff tensions between the US and China and mounting concerns over other trade policy and political crosscurrents, notably a no-deal Brexit.

The report also highlights that international maritime trade is expected to expand at an average annual growth rate of 3.4% over the 2019 to 2024 period, driven in particular by growth in containerised, dry bulk and gas cargoes.

On the domestic front, in spite of the difficult external economic environment, the port activities have displayed good resilience as total cargo traffic expanded by 5.6% and reached a **new record** level of 8.5 million tonnes as compared to 8.1 million tonnes recorded in CY2018.

In parallel, Total Container Traffic registered an increase of 3.9% from 451,446 TEUs in CY2018 to 469,011 TEUs in CY2019. For the period under review, both captive and transhipment container traffic posted an expansion of 6.0% and 1% respectively.

Likewise, the port witnessed a growth of 4.6% in the total vessels calls from 3,379 in CY2018 as opposed to 3,536 recorded in CY2019.

3. TOTAL CARGO TRAFFIC (New Record)

The Total Cargo Traffic reached 8,517,345 tonnes, registered a growth of 5.6% (equivalent to 452,391 tonnes) in CY2019 compared with 8,064,954 tonnes in CY2018, breaking all times record. Details are summarised in Table 1.

Table 1
Total Cargo Traffic – CY2018 v/s CY2019 (tonnes)

	CY2018	**CY2019**	**Difference**	**% Change**
Total Imports	5,106,089	5,399,841	293,752	5.6
Total Exports	1,277,983	1,414,135	136,152	10.6
Total Containerised Transhipment Inwards	1,680,882	1,703,369	22,487	1.3
Total	**8,064,954**	**8,517,345**	**452,391**	**5.6**

Total Imports

Total Imports Traffic expanded by 5.8% to reach 5,399,841 tonnes in CY2019 as there were increases recorded in the following segments, namely; solid bulk (+13.0%), containerised cargo imports (+ 4.4%), general cargo (+22.7%) and fish (+ 9.0%). On the other hand, liquid bulk imports have noted a decline to the tune of 0.7%.

Total Exports

Total exports have expanded by 10.6% and stood at 1,414,135 tonnes in CY2019 as compared to 1,277,983 tonnes in CY2018. It should be noted that with the exception of fish and dry bulk imports which recorded a negative growth of 8.1% and 57.2%, all other remaining exports, namely; containerised, liquid and general cargo have registered expansions to the tune of 14.5%, 8.3% and 23.9%, respectively for the calendar year under review.

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic increased by 1.4%% from 1,680,882 tonnes in CY2018 to 1,702,369 tonnes in CY2019.

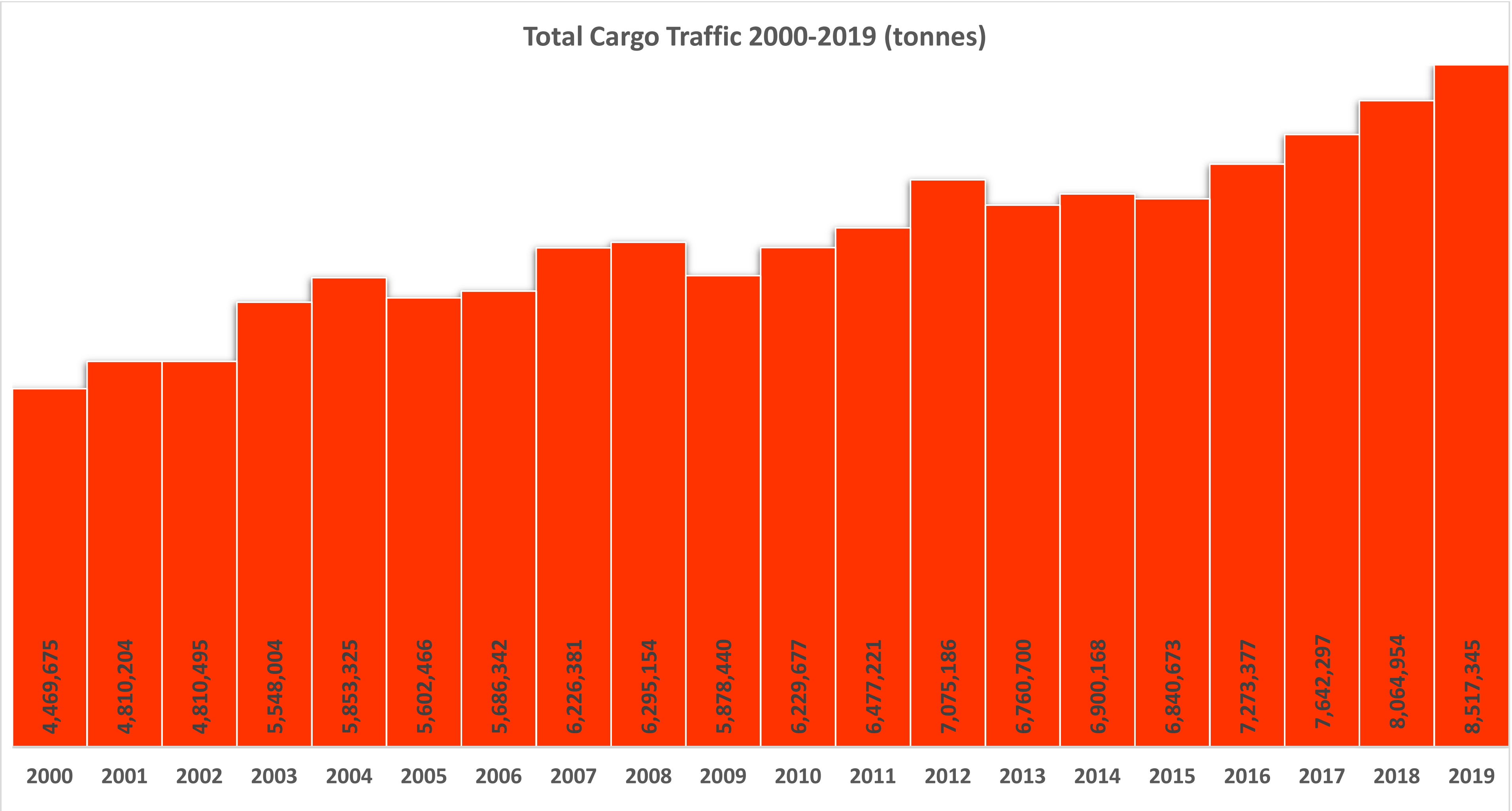


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total Imports registered a growth of 5.7 % growth and stood at 5,399,841 tonnes in CY2019 as compared to 5,106,089 tonnes in CY2018. With the exception of liquid Bulk traffic, all other Imports registered expansion for the calendar year under review.
Table 2 illustrates the breakdown of Total Imports.

Table 2
Breakdown of Total Imports CY2018 v/s CY2019 (tonnes)

Imports	CY2018	CY2019	Difference	% change
Solid Bulk	1,670,425	1,888,320	217,895	13.0
Liquid Bulk	1,729,404	1,717,989	-11,415	-0.7
Containerised	1,532,151	1,599,417	67,266	4.4
Fish	142,495	155,320	12,825	9.0
General cargo	31,614	38,795	7,181	22.7
Total	**5,106,089**	**5,399,841**	**293,752**	**5.7**

4.1 Solid (Dry) Bulk Imports

Solid Bulk Imports increased by 13.0 % to reach 1,888,320 tonnes in CY 2019 as compared to 1,670,425 tonnes in CY 2018, registering a rise of 217,895 tonnes. With the exception of coal, the breakdown of total solid bulk imports shows expansion in all items as detailed in Table 3.

Table 3
Solid Bulk Imports – CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Coal	701,925	698,896	-3,029	-0.4
Cement	670,474	777,873	107,599	16.0
Wheat	128,100	150,316	22,216	17.3
Sugar	0	83,060	83,060	100
Maize	112,960	119,890	6,930	6.1
Soya Bean Meal	51,466	53,785	2,319	4.5
Fertilizer	5,500	4,500	-1,000	-18.2
Total	**1,670,425**	**1,888,320**	**217,895**	**13.0**

- Coal imports witnessed a decrease of 3,029 tonnes from 701,925 tonnes in CY2018 to 698,896 tonnes in CY2019. This traffic is expected to hover around 700000 tonnes as existing coal/bagasse fired stations are operating at full capacity.

- Bulk Cement imports which increased by 16.0% from 670,474 tonnes in CY2018 to 777,873 tonnes in CY2019 were mainly due to the implementation of major public investment projects such as Road decongestion programme and Metro Express project. In fact, according to National Accounts Estimates December 2019, the construction sector was expected to grow by 8.5% in 2019.

- For the year under review, imports of wheat noted an increase of 17.3% from 128,100 tonnes in CY2018 to 150,316 tonnes in CY2019. Owing to the award of full contract to LMLC for supplying 100% of the domestic floor by STC in 2019, this traffic is expected to hover around 160,000 tonnes annually.

- Bulk sugar import stood at 83,060 tonnes in CY2019. This traffic is driven by the production mix which favours the production of a larger quantity of special sugar from the raw sugar produced locally. As a result, less raw sugar is available for refinery (Mauritius Sugar Syndicate's report - FY18/19).

- Maize and Soya Bean Meal used for animal feed registered expansions of 6.1% and 4.5%, respectively for the calendar year under review. The expansion recorded in the traffic of animal feeds may be explained by a higher consumption of chicken meat in both local and regional markets.

- Import of bulk fertilizer has tumbled from 5,500 tonnes in CY2018 to 4,500 tonnes in CY2019. This traffic is in line with Port Master Plan's base case scenario. Since the fertilizer trade has now been largely containerised, it has been estimated around 5,000 tonnes per annum will continue to be imported in bulk.

4.2 Liquid Bulk Imports

Total imports of liquid bulk contracted by 0.7%, representing 11,415 tonnes, i.e. from 1,729,404 tonnes in CY2018 to 1,717,989 tonnes in CY2019.

Table 4
Liquid Bulk Imports - CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
White oil	851,787	748,380	-103,407	-12.1
Black oil	708,785	831,000	122,215	17.2
LPG	140,924	116,337	-24,587	-17.4
Edible oil	20,700	15,000	-5,700	-27.5
Bitumen	7,208	7,272	64	0.9
Total	**1,729,404**	**1,717,989**	**-11,415**	**-0.7**

- Imports of White oil has noted a contraction of 12.1% from 851,787 tonnes in CY2018 to 748,380 tonnes in CY2019. It is worth noting that the fuels for bunkering falling under this category has noted reduction owing to the unavailability of product on the local market as STC will favour the supply of petroleum products for domestic market over products imported for bunkering.

- Conversely, imports of Black oil increased from 708,785 tonnes in CY2018 to 831,000 tonnes in CY2019, representing a growth of 17.2%. This performance is being driven by growing demand for marine fuel oil as bunkers as well as the coming into operations of two additional barges since 2018.

- Imports of LPG dropped by 17.4% from 140,924 tonnes in CY2018 to 116,337 tonnes in CY2019. This fall could be attributed to the contraction in LPG exports in the region as evidenced in table 9.

- For the year under review, imports of bulk Edible Oil contracted by 27.5% from 20,700 tonnes to 15,000 tonnes. This drop is the result of the declining market share of Moroil the sole refinery which is currently estimated around 50% of the local demand.

- Bitumen imports has increased marginally for the calendar year and stood at 7,272 tonnes in CY 2019 as opposed to 7,208 tonnes in CY 2018. It is worth noting that according to the Port Master Plan, this traffic averages **around** 13,000 tonnes annually and the current split between bulk and containers is around 50:50. As a result, the traffic is close to the estimated tonnage being imported in bulk.

4.3 Containerised Cargo Imports

Total containerised imports increased by 4.4%. The breakdown of this traffic in Table 5 reveals that captive containerised cargo imports expanded by 4.4% whilst inter-island containerised imports contracted by 2.2%.

Table 5
Containerised Cargo Imports – CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Captive	1,521,403	1,588,904	67,501	4.4
Inter-Island	10,748	10,513	-235	-2.2
Total	**1,532,151**	**1,599,417**	**67,266**	**4.4**

4.4 General Cargo Imports

Total General Cargo Imports witnessed an increase of 22.7%. The breakdown of this traffic in Table 6 shows that unitized break bulk witnessed a growth of 2.3% whilst inter-island general cargo imports grew by 1401.1%. The increase in the latter is mainly owing to ongoing infrastructural works at Agalega.

Table 6
General Cargo Imports – CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Unitized Break Bulk	31,152	31,860	708	2.3
Inter-Island	462	6,935	6,473	1401.1
Total	**31,614**	**38,795**	7,181	22.7

4.5 Fish Traffic Imports

Total fish imports showed a significant increase of 9.0%, with 155,320 tonnes in CY2019 as compared to 142,494 tonnes in CY2018. This encouraging growth has been bolstered mainly due to the processing segment which posted a growth of 20.4% for the calendar year under review as well as local market segment.

At the same time, it is worth noting that an increase of 3.7% has been noted in the total number of fishing vessels calling at Port Louis with 1,102 calls registered in CY2019 as opposed to 1,063 calls recorded in CY2018.

Table 7
Fish Traffic Imports - CY2018 v/s CY2019 (tonnes)

	Volume (tonnes)				Vessel Calls			
	CY2018	CY2019	Difference	% Change	CY2018	CY2019	Difference	% Change
Tuna/ Loin Processing	77,511	93,356	15,845	20.4	23	37	14	60.9
Local Market	2,031	2,950	919	45.2	316	350	34	10.8
Transhipment Inwards	54,228	50,993	-3,235	-6.0	621	622	1	0.2
Direct Transhipment Inwards	8,724	8,021	-703	-8.1	103	93	-10	-9.7
Total	**142,494**	**155,320**	**12,826**	**9.0**	**1,063**	**1,102**	**39**	**3.7**

- Imports of raw materials by Princess Tuna and Thon des Mascareignes increased by 20.4% from 77,511 tonnes in CY2018 to 93,356 tonnes in CY2019. This increase is driven by the strong growth in the demand of fish. In fact, fish is the most heavily traded food commodity in the world and the fastest growing trade commodity on the international markets.

- Likewise, fish meant for the local market has also went up by 45.2% from 2,031 tonnes in CY2018 to 2,950 tonnes in CY2019. Likewise, the number of fishing calls has noted an increase of 10.8% during the CY 2019. Such trend is mainly driven by the measures taken to boost fish production in our oceanic banks.

- Conversely, fish transhipment activity has decreased by 6.0% from 54,228 tonnes in CY2018 to 50,993 tonnes in CY2019.

- In the same vein, direct ship to ship transhipment has gone down by 8.1% from 8,724 tonnes in CY2018 to 8,021 tonnes recorded during the CY 2019.

5. TOTAL EXPORTS

Total exports decreased marginally by 10.6% and stood at 1,414,135 tonnes in CY2019 as compared to 1,277,983 tonnes in CY2018.

Table 8
Breakdown of Total Bulk Exports - CY2018 v/s CY2019 (tonnes)

Exports	CY2018	CY2019	Difference	% change
Containerised	603,201	687,627	84,426	14.0
Liquid Bulk	647,396	700,966	53,570	8.3
Dry Bulk	6,900	2,953	-3,947	-57.2
General cargo	11,762	14,568	2,806	23.9
Fish	8,724	8,021	-703	-8.1
Total	**1,277,983**	**1,414,135**	**136,152**	**10.6**

5.1 Dry Bulk Exports

Aggregates are exported on ad-hoc/project basis and some 6,900 tonnes were exported in CY2018. During the calendar year 2019, some 2,953 tonnes of cement were exported.

5.2 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a growth of 8.3% from 647,396 tonnes in CY2018 to 700,966 tonnes in CY2018, equivalent to 53,370 tonnes as detailed in Table 9.

Table 9
Breakdown of Liquid Bulk Exports - CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Total Bunker	582,089	661,474	79,385	13.6
LPG	55,898	37,641	-18,257	-32.7
Ethanol	9,409	1,851	-7,558	-80.3
Grand Total	**647,396**	**700,966**	**53,370**	**8.3**

- Exports of LPG tumbled from 55,898 tonnes recorded in CY2018 to 37,641 tonnes CY2019, registering a negative growth of 32.7%. For the CY 2019, the full LPG import contract has been awarded by STC to Petredec Ltd. As a result, the latter has focused mainly on supplying the domestic market at the expense of its export markets.

- Export of Ethanol declined from 9,409 tonnes in CY2018 to 1,851 tonnes in CY2019, witnessing a decrease of 80.3%.

- Bunker exports which accounts for the bulk of total liquid exports grew by 13.6%, equivalent to an increase of some 79,386 tonnes. The breakdown hereunder reveals that refuelling by barge activity has maintained its buoyancy.

5.2.1 Bunkering Activities

Total volume of bunker increased by 13.6% from 582,088 tonnes in CY2018 to reach a new record level of 661,474 tonnes in CY2019 as outlined in Table 10.

Table 10
Total Bunker Exports – CY2018 v/s CY2019

	Volume in Tonnes				Vessel Calls			
	CY2018	CY2019	Difference	% Change	CY2018	CY2019	Difference	% Change
Bunker by pipeline	111,570	112,258	688	0.6	1,315	1,352	37	2.8
Bunker by barge	470,518	549,216	78,698	16.7	958	1,088	130	13.6
Total	**582,088**	**661,474**	**79,386**	**13.6**	**2,273**	**2,440**	**167**	**7.3**

<u>Bunker Volume</u>

- In spite of an increase in number of vessel calls as shown in table 10, exports volume of bunker by pipeline has edged up by 0.6% and stood at 112,258 tonnes in CY2019 against 111,570 tonnes recorded in CY2018.

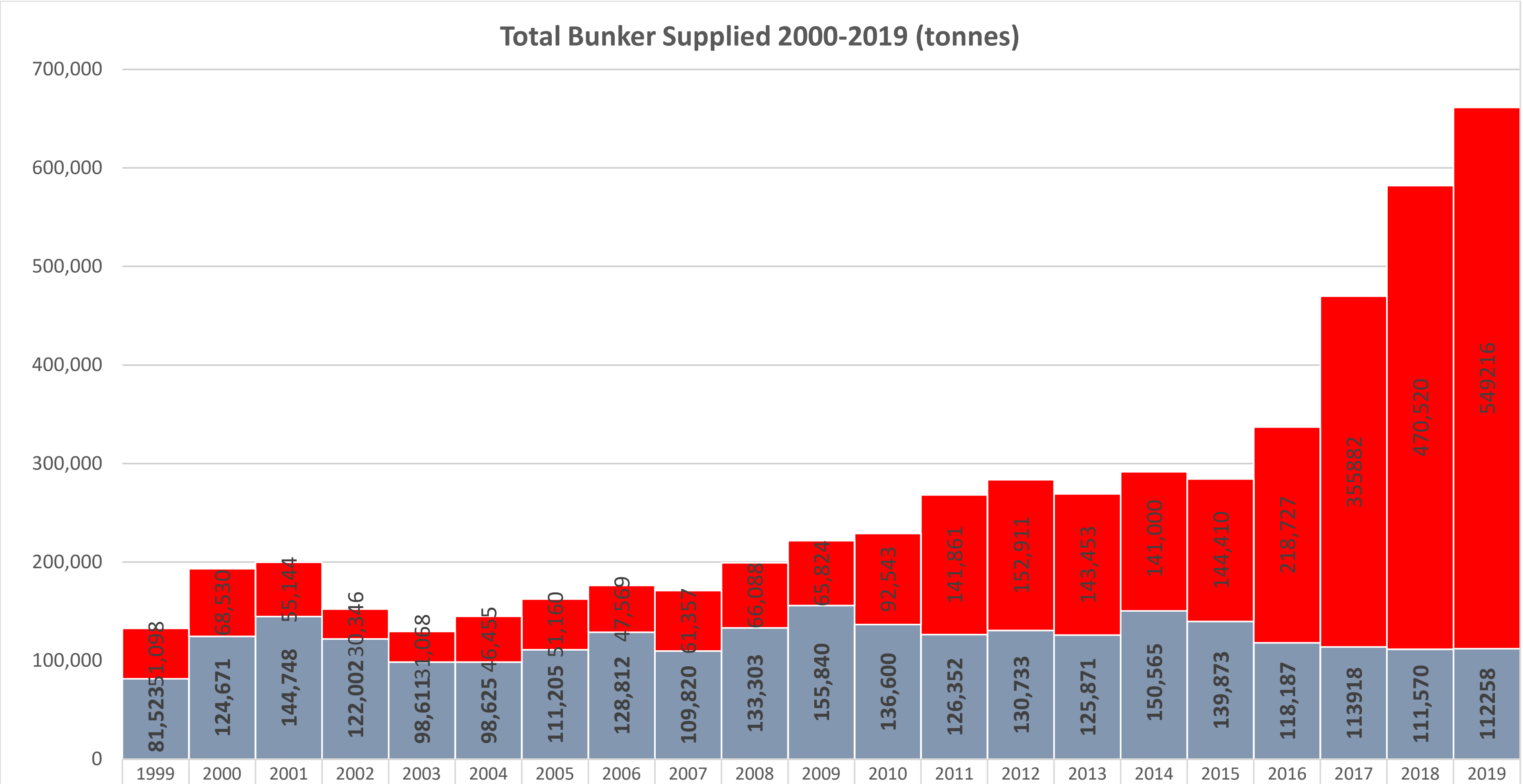
- On the other hand, the exports of Bunker by barge which accounts for the bulk of total bunkers has increased from 470,518 tonnes in CY2018 to 549,216 tonnes in CY2019, representing a robust growth of 16.7%.

  It is worth noting that the fiscal incentives announced in the current budget are expected to provide the necessary impetus to propel this promising sector to new heights in the near future.

Bunker Calls

The number of vessels refuelling at Port Louis has increased from 2,273 calls in CY2018 to 2,440 calls in CY2019, posting a growth of 7.3%.

It is worth noting that the breakdown indicates that no. of vessel calls for bunker by pipeline and by barge has noted a growth of 2.8% and 13.6%, respectively.



	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
BARGE	51,098	68,530	55,144	30,346	31,068	46,455	51,160	47,569	61,357	66,088	65,824	92,543	141,86	152,91	143,45	141,0	144,41	218,72	355882	470,52	549216
PIPELINE	81,523	124,67	144,74	122,00	98,611	98,625	111,20	128,81	109,82	133,30	155,84	136,60	126,35	130,73	125,87	150,5	139,87	118,18	113918	111,57	112258

Figure 2 depicts the evolution of total bunker traffic from 1999 to 2019.

5.3 Containerised Cargo Exports

Total containerised cargo exports registered a growth of 14.0% from 603,201 tonnes in CY2018 to 687,627 tonnes in CY2019. The breakdown of this traffic reveals that inter-island containerised exports noted a slight decrease of 0.8% whilst captive containerised exports expanded by 16.0%.

Table 11
Containerised Exports – CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Captive	529,829	614,815	84,986	16.0
Inter-Island	73,372	72,812	-560	-0.8
Total	**603,201**	**687,627**	**84,426**	**14.0**

5.4 General Cargo Exports

Total General Cargo Exports expanded by 23.8%. The breakdown of this traffic shows that Unitized Break Bulk contracted by 93.5% whilst Inter-Island exports noted an expansion to the tune of 191.0%. The significant growth noted in the inter-island general cargo segment is mainly due to construction works being undertaken at Agalega.

Table 12
General Cargo Exports – CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Unitized Break Bulk	6,910	451	-6,459	-93.5
Inter-Island	4,852	14,117	9,265	191.0
Total	**11,762**	**14,568**	**2,806**	**23.8**

5.5 Fish Traffic Exports

For the year CY2019, direct transhipment outwards of fish stood at 8,021 tonnes as opposed to 8,724 tonnes in CY2018, representing a decrease of 8.1%. However, a growth of 5.9% has been noted in the number of vessel calls for the calendar year under review.

Table 13
Fish Exports – CY2018 v/s CY2019 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY2018	CY2019	Difference	% change	CY2018	CY2019	Difference	% change
Direct Transhipment outwards (ship to ship)	8,724	8,021	-703	-8.1	34	36	2	5.9

6. TOTAL CONTAINER TRAFFIC (New Record)

Total Container Traffic (excluding paid restows) reached a new peak from 451,446 TEUs in CY2018 to 469,011 TEUs in CY2019, an increase of 3.9% (equivalent to 17,565 TEUs).

Captive container traffic increased by 6.0% whilst Transhipment container traffic registered a growth of 1.0%. Details are summarised in Table 14.

Table 14
Total Container Traffic – CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Captive	260,476	276,147	15,671	6.0
Transhipment	190,970	192,864	1,894	1.0
Total	**451,446**	**469,011**	**17,565**	**3.9**

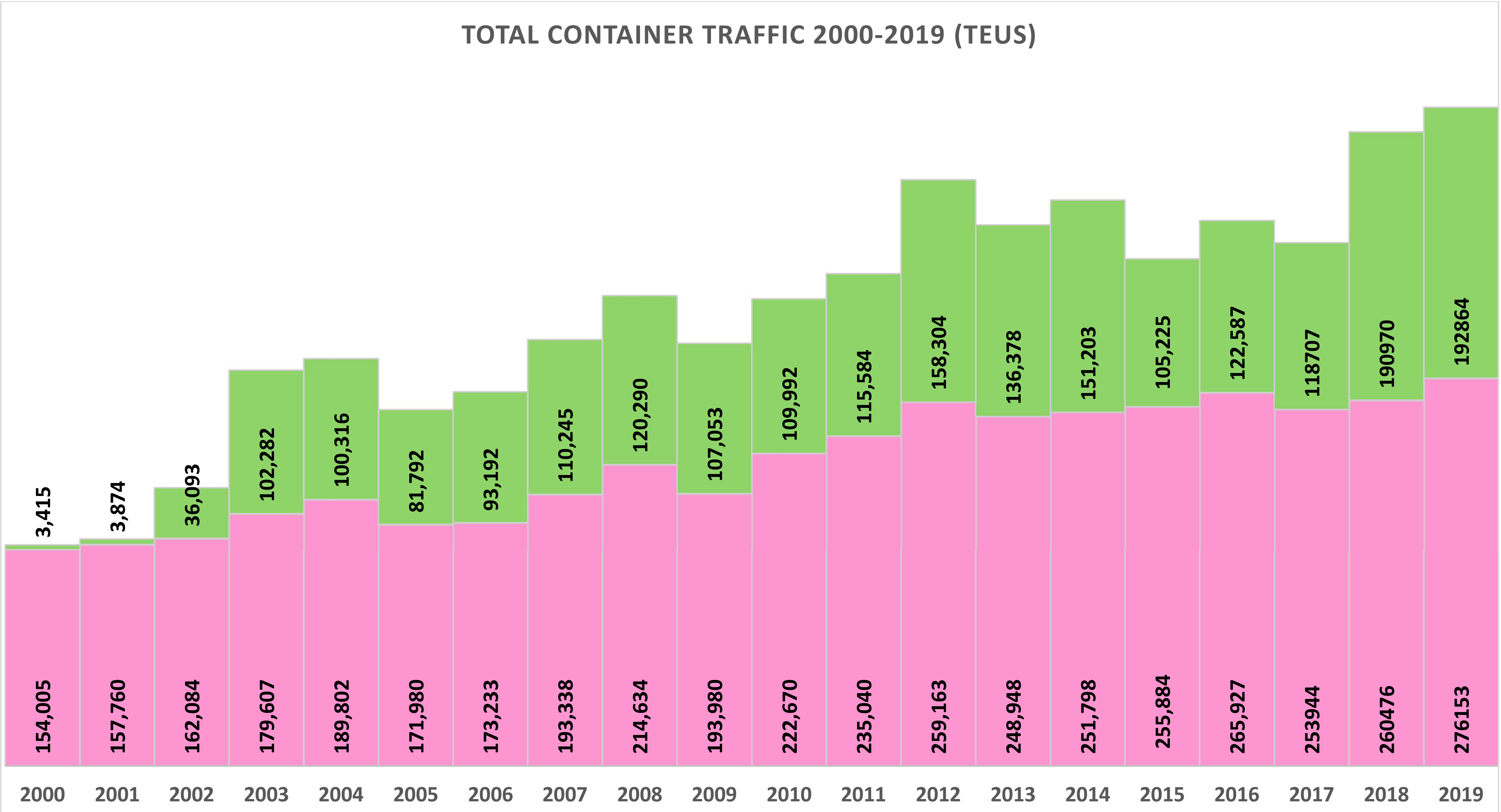


Figure 3 depicts the evolution of total container traffic at Port Louis from 2000 to 2019

6.2 Total Captive Container Traffic

Total Captive Container Traffic increased by 15,677 TEUs from 260,476 TEUs in CY2018 to 276,147 TEUs in CY2019, representing a growth of 6.0%. Table 15 shows the comparative monthly captive container traffic for the calendar year under review.

Table 15
Total Captive Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	15,876	24,301	8,425	53.1
Feb	21,324	23,367	2,043	9.6
Mar	14,776	24,321	9,545	64.6
Apr	21,505	25,439	3,934	18.3
May	24,031	25,075	1,044	4.3
Jun	24,845	20,786	-4,059	-16.3
Jul	22,438	21,134	-1,304	-5.8
Aug	22,538	22,629	91	0.4
Sep	21,954	24,360	2,406	11.0
Oct	23,230	23,884	654	2.8
Nov	26,665	22,637	-4,028	-15.1
Dec	21,294	18,214	-3,080	-14.5
Total	**260,476**	**276,147**	**15,671**	**6.0**

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic recorded a significant increase of 4.4% equivalent to 5,381 TEUs with a total of 127,953 TEUs in CY2019 as compared to 122,572 TEUs CY2018 as shown in Table 16.

Table 16
Captive Laden Import Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	7,002	11,629	4,627	66.1
Feb	8,547	8,343	-204	-2.4
Mar	7,125	11,269	4,144	58.2
Apr	10,981	11,237	256	2.3
May	9,968	11,501	1,533	15.4
Jun	10,658	9,414	-1,244	-11.7
Jul	11,305	10,276	-1,029	-9.1
Aug	10,962	10,201	-761	-6.9
Sep	11,164	10,773	-391	-3.5
Oct	12,076	11,368	-708	-5.9
Nov	12,002	11,955	-47	-0.4
Dec	10,782	9,987	-795	-7.4
Total	**122,572**	**127,953**	**5,381**	**4.4**

Growth in captive laden import container traffic has also been fueled by public sector investment which was expected to expand by 21.1% in 2019 as compared to 12.7% in 2018 (National Accounts Estimates December 2019).

6.1.2 Captive Laden Export Container Traffic

Captive laden export container traffic expanded from 48,256 TEUs in CY2018 to 55,011 TEUs in CY2019, representing a nominal growth of 14.0%. The detailed results are outlined in Table 17.

Table 17
Captive Laden Export Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	2,764	3,918	1,154	41.8
Feb	3,976	4,313	337	8.5
Mar	4,244	4,751	507	12.0
Apr	3,866	4,396	530	13.7
May	4,068	3,889	-179	-4.4
Jun	4,364	4,712	348	8.0
Jul	4,030	4,280	250	6.2
Aug	3,926	6,314	2,388	60.8
Sep	4,000	5,276	1,276	31.9
Oct	4,387	5,125	738	16.8
Nov	4,017	4,264	247	6.2
Dec	4,614	3,772	-842	-18.3
Total	**48,256**	**55,010**	**6,754**	**14.0**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic increased by 5,652 TEUs from 7,611 TEUs in CY2018 to 13,263 TEUs in CY2019, representing a fall of 74.3% for the year under review. Details are outlined in Table 18.

Table 18
Captive Empty Import Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	654	1,153	499	76.3
Feb	299	1,210	911	304.7
Mar	643	754	111	17.3
Apr	595	660	65	10.9
May	472	541	69	14.6
Jun	701	1,000	299	42.7
Jul	542	878	336	62.0
Aug	1,287	2,477	1,190	92.5
Sep	672	1,408	736	109.5
Oct	550	1,175	625	113.6
Nov	612	929	317	51.6
Dec	584	1,078	494	84.6
Total	**7,611**	**13,263**	**5,652**	**74.3**

The increase could be explained by the fact that MSC stated that special food grade containers are being imported for our exports of refined sugar to Europe as from July 2019

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 FY16/17 to CY2018.

Table 19
Captive Empty Export Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	5,456	7,601	2,145	39.3
Feb	5,502	9,501	999	11.8
Mar	2,764	7,547	4,783	173.1
Apr	6,063	9,146	3,083	50.9
May	9,823	9,144	-379	-4.0
Jun	9,122	5,660	-3,462	-38.0
Jul	6,561	5,700	-861	-13.1
Aug	6,363	3,637	-2,726	-42.8
Sep	6,118	6,903	785	12.8
Oct	6,217	6,216	-1	-0.02
Nov	10,034	5,489	-4,545	-45.3
Dec	5,314	3,377	-1,937	-36.5
Total	**82,037**	**79,921**	**-2,116**	**-2.6**

Captive empty export container traffic contracted to the tune of 2.6% with 79,921 TEUs in CY2019 as compared to 82,037 TEUs in CY2018

6.2 Total Transhipment Inwards Container Traffic (New Record)

Following the completion of the extension and strengthening project at the MCT as well as commissioning of additional cranes, transhipment container traffic has witnessed a growth of 1.0% (1,894 TEUs) from 190,970 TEUs in CY2018 to 192,864 TEUs in CY 2019. Comparative monthly transhipment container traffic is summarised in Table 20.

Table 20
Total Transhipment Inwards Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	7,272	13,284	6,012	82.7
Feb	12,771	15,779	3,008	23.6
Mar	9,113	16,700	7,587	83.3
Apr	17,852	15,609	-2,243	-12.6
May	16,807	15,289	-1,518	-9.0
Jun	18,086	15,537	-2,529	-14.0
Jul	17,062	14,355	-2,707	-15.9
Aug	19,541	18,651	-890	-4.6
Sep	17,650	15,610	-2,040	-11.6
Oct	21,982	15,324	-6,658	-30.3
Nov	17,269	21,741	4,472	26.0
Dec	15,585	14,985	-600	-3.9
Total	**190,970**	**192,864**	**1,894**	**1.0**

6.2.1 Transhipment Inwards Laden Container Traffic (TEUs)

Table 21 shows the details of the comparative monthly laden containers transhipped at Port Louis. This traffic registered a growth of 1.3% during the calendar year under review, equivalent to 1,827 TEUs.

Table 21
Transhipment Inwards Laden Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	Difference	% Change
Jan	6,228	11,314	5,086	81.7
Feb	9,109	11,046	1,937	21.3
Mar	7,651	10,172	2,521	33.0
Apr	11,195	9,608	-1,587	-14.2
May	9,776	10,696	920	9.4
Jun	10,253	11,516	1,263	12.3
Jul	12,651	9,624	-3,027	-23.9
Aug	14,716	11,759	-2,957	-20.1
Sep	13,681	12,968	-713	-5.2
Oct	14,744	12,611	-2,133	-14.5
Nov	14,494	14,368	-126	-0.9
Dec	12,043	12,691	643	5.3
Total	**136,546**	**138,373**	**1,827**	**1.3**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

For the calendar year under review, empty transhipment container volume has remained practically at par with 54,424 TEUs in CY2018 and 54,491 TEUs in CY2019 as detailed in Table 22.

Table 22
Transhipment Inwards Empty Container Traffic - CY2018 v/s CY2019 (TEUs)

	CY2018	CY2019	**Difference**	**% Change**
Jan	1,044	1,970	926	88.7
Feb	3,662	4,733	1,071	29.3
Mar	1,462	6,528	5,066	346.5
Apr	6,657	6,001	-656	-9.9
May	7,031	4,593	-2,438	-34.7
Jun	7,813	4,021	-3,492	-48.5
Jul	4,411	4,731	320	7.3
Aug	4,825	6,892	2,067	42.8
Sep	3,969	2,642	-1,327	-33.4
Oct	7,238	2,713	-4,525	-62.5
Nov	2,775	7,373	4,598	165.7
Dec	3,537	2,294	-1,243	-35.1
Total	**54,424**	**54,491**	**67**	**0.1**

6.3 Total Container Throughput for the port

Total Container Throughout, comprising Total Container Traffic + Total Transhipment Container Outwards+ paid restows for the period CY2019 stood at 669,338 TEUs versus 645,216 TEUs in CY2018, representing an increase of 3.7%, equivalent to 24,122 TEUS as shown in Table 23:

Table 23
Total Container throughput – CY2018 v/s CY2019 (TEUs)

	CY2018	**CY2019**	**Difference**	**% Change**
Captive	260,476	276,147	15,671	6.0
Transhipment Inwards	190,970	192,864	1,894	1.0
Transhipment outwards	186,284	192,185	5,901	3.2
Paid restows	7,486	8,142	656	8.8
Total	**645,216**	**669,338**	**24,122**	**3.7**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Some 537 container vessels were operated at MCT for the CY2019 as compared to 525 in CY2018 as depicted in Table 24. It is worth noting that one vessel called at MCT in 2019 for the unloading of RTGs only.

Table 24
Vessels serviced at MCT – CY2018 v/s FY18

	CY2018	CY2019	Difference	% Change
Jan	30	43	13	43.3
Feb	41	35	-6	-14.6
Mar	29	47	18	62.1
Apr	42	46	4	9.5
May	44	50	6	13.6
Jun	49	47	-2	-4.1
Jul	48	48	0	0
Aug	49	49	0	0
Sep	52	45	-7	-13.5
Oct	57	44	-13	-22.8
Nov	45	44	-1	-2.2
Dec	39	39	0	0
Total	**525**	**537**	**12**	**2.3**

There was an increase of 12 vessel calls at MCT during the period under review. The breakdown of 537 vessels serviced at MCT in CY 2019 by category is shown in the table below.

Vessel Category	Number of vessels
Cellular vessels > 2000 TEUS	384
Cellular vessels 1000-2000 TEUS	92
Cellular vessels <1,000 TEUS	19
Cellular >500 TEUS	2
Cellular <500 TEUS	0
Non Cellular Feeder	40
Total	537

7.2 Container Throughput at MCT

The number of containers handled (including all restows, hatch covers, gear boxes) was 490,742 units in CY2019 compared to 465,345 units in CY2018, representing to a growth of 5.5%, equivalent to an increase of 25,397 units as depicted below in Table 24.

However, the Container Throughput in terms of number of TEUs has remained practically the same with 657,127 TEUS in CY2018 and 656,741 TEUS in CY2019 for the calendar year under review.

The number of moves recorded in CY2019 was 507,268 compared to 482,750 in CY2018. This represents an increase of 24,518 moves, representing a growth of 5.1%.

Table 25 provides the MCT operational indicators in terms of no. of containers/ TEUs/ Moves.

Table 25
No of Containers/TEUs/moves - CY2018 v/s CY2019

Month	Containers			TEUs			Moves		
	CY2018	CY2019	Difference	CY2018	CY2019	Difference	CY2018	CY2019	Difference
Jan	18,644	40,365	21,721	24,928	53,890	28,692	19,411	41,707	22,296
Feb	37,703	40,620	2,917	48,412	53,627	5,215	39,228	41,833	2,605
Mar	21,308	42,805	21,497	28,191	57,423	29,052	22,138	44,172	22,034
Apr	38,258	44,470	6,212	52,561	58,207	5,646	39,758	46,024	6,266
May	42,576	41,129	-1,447	57,783	55,500	-2,283	44,246	42,763	-1,483
Jun	47,082	37,469	-9,613	62,674	50,521	-12,153	48,775	38,765	-10,010
Jul	40,474	37,810	-2,664	55,429	50,886	-4,543	41,886	39,081	-2,805
Aug	43,815	43,526	-289	59,612	58,932	-680	45,435	45,090	-345
Sep	41,761	40,003	-1,758	57,507	53,902	-3,605	43,285	41,351	-1,934
Oct	50,369	41,685	-8,684	66,872	55,074	-11,798	52,128	42,928	-9,200
Nov	45,130	46,809	1,679	60,962	63,304	2,342	46,684	48,299	1,615
Dec	38,225	34,051	-4,174	52,196	45,655	6,541	39,776	35,255	-4,521
Total	**465,345**	**490,742**	**25,397**	**657,127**	**656,741**	**-386**	**482,750**	**507,268**	**24,518**
% change			**5.5**			**-0.06**			**5.1**

7.3 Summary of the Key Performance Indicators @ MCT

Table 26 provides a summary of the various key performance indicators at the MCT.

Table 26
Key Performance Indicators at MCT – CY2018 v/s CY2019

	CY2018	CY2019
Avg. Moves Per Gross Crane Hour	21.0	22.0
Avg. Moves per Ship's Working Hour	35.5	37.7
Average Pre-berthing/ Sailing Delay (hrs)	1.6	5.4
Berth Occupancy (%)	84.0	75.4

- The average number of moves per gross crane hour slightly increased from 21.0 in CY2018 to 22.0 in CY2019.
- Similarly, the average moves per ship's working hour stood at 37.7 for the calendar year under review as compared to 35.5 recorded in CY2018.
- The average pre-berthing delay per vessel stood at 5.4 hours in CY2019 as opposed to 1.6 hours' posted in CY 2018.
- The berth occupancy decreased from 83.7% in CY2018 to 75.4% in CY2019.

7.4 Crane Productivity

Table 27 provides the comparative crane productivity for the CY2019 versus CY2018.

Table 27
Average Moves per Gross Crane Hours - CY2018 v/s CY2019

	CY2018	CY2019
Jan	22.4	19.4 -lowest
Feb	22.7	20.4
Mar	18.9	21.1
Apr	22.3	24.2
May	20.2	23.8
Jun	21.5	24.9 - highest
Jul	21.6	23.0
Aug	21.3	22.1
Sep	21.1	23.1
Oct	20.4	21.1
Nov	21.7	20.9
Dec	18.2	21.2
Average	**21.0**	**22.0**

It is worth noting that the average crane productivity is still below the target set in the concession contract therein it is stipulated that same shall not be less than 25 Moves per Gross Crane Hour.

7.5 Ship Productivity

Comparative monthly ship productivity for the CY2019 versus CY2018 is detailed in Table 28.

Table 28
Average Moves per Ship's Working Hours - CY2018 v/s CY2019

	CY2018	CY2019
Jan	35.8	31.7
Feb	42.0	35.7
Mar	41.6	37.3
Apr	40.7	42.5
May	36.9	41.4
Jun	37.7	47.0-highest
Jul	34.6	39.8
Aug	38.0	36.3
Sep	33.4	44.7
Oct	31.9	38.0
Nov	35.8	31.5-lowest
Dec	27.3	34.2
Average	**35.5**	**37.7**

The ship productivity stood at 37.7 moves per ship working hour in CY 2019 against 35.5 moves recorded for the CY 2018. The ship productivity is expected to improve further as one additional crane and 2 RTGs have been procured by CHCL in September 2019.

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 29 for the CY2019 versus CY2018.

Table 29
Average Pre-Berthing Delay - CY2018 v/s CY2019 (hrs)

	CY2018	CY2019
Jan	1.5	2.0
Feb	1.5	1.9
Mar	1.6	1.8
Apr	1.6	1.8
May	1.6	1.3
Jun	1.5	1.5
Jul	1.6	1.5
Aug	1.6	1.7
Sep	1.6	1.8
Oct	1.7	1.5
Nov	1.7	1.6
Dec	1.7	1.8
Average	**1.6**	**1.7**

The average pre-berthing delay stood at 1.7 hrs in 2019 as opposed to 1.6 hrs recorded for the CY 2016.

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 30 for the calendar year 2019 compared to CY2018.

Table 30
Berth Occupancy at MCT - CY2018 v/s CY2019

	CY2018	CY2019
Jan	67.2	88.3
Feb	91.7	79.6
Mar	52.1	62.7
Apr	85.0	68.6
May	96.3	66.4
Jun	91.6	54.9
Jul	92.8	66.0
Aug	82.3	76.3
Sep	88.7	82.3
Oct	88.0	88.7
Nov	84.9	91.0
Dec	85.4	78.8
Average	**84.0**	**75.4**

The drop in the berth occupancy is mainly attributed to an increase in ship productivity during the CY 2019.

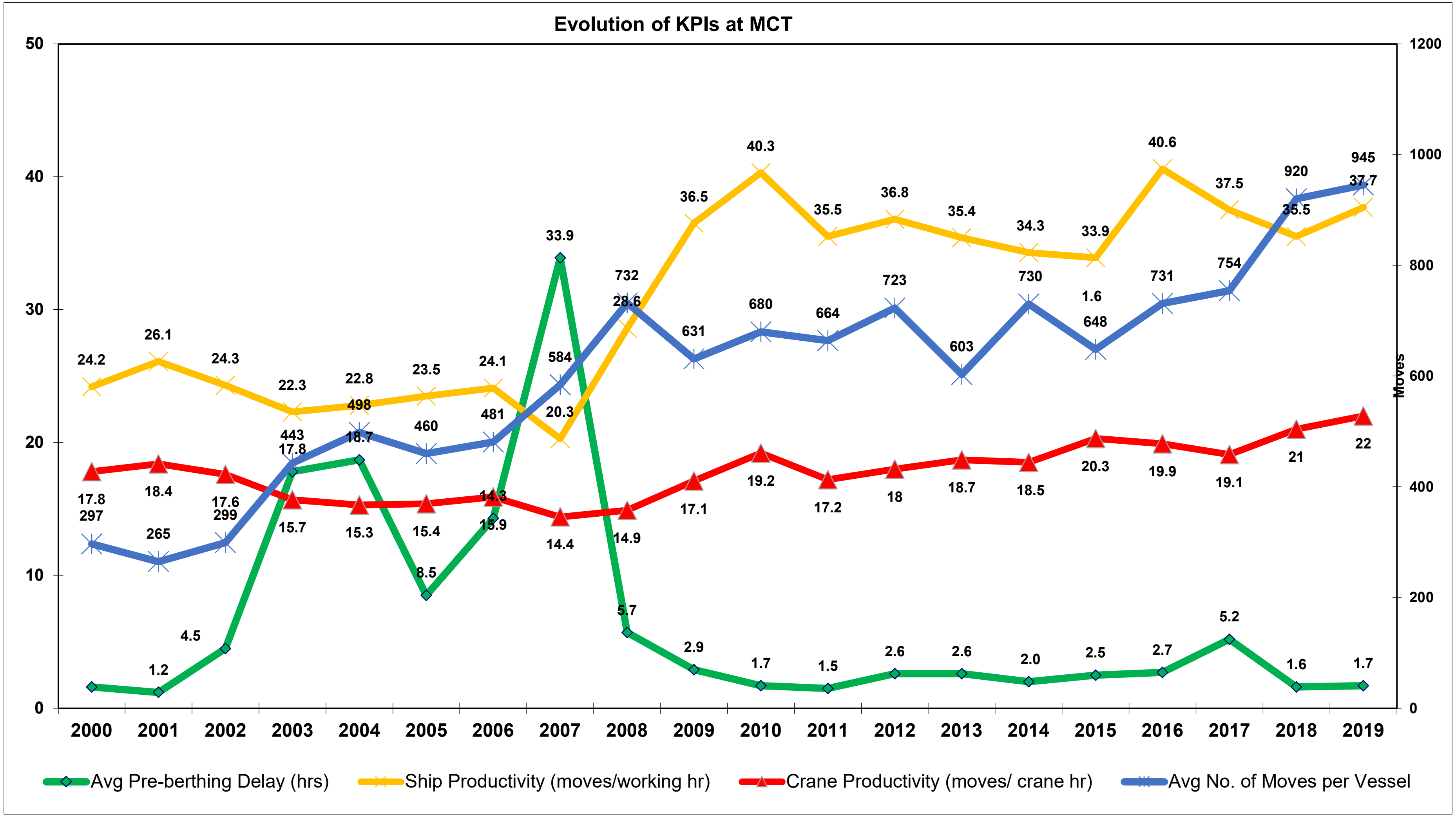


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. VESSEL CALLS

Some 3,536 vessel calls were registered during the year CY2019 as compared to 3,379 calls in CY2018, i.e. a growth of 157 calls. Table 31 provides a summary of Total Vessel Traffic for the calendar year under review.

Table 31
Vessel calls for the year - CY2018 v/s CY2019

Category	CY2018	CY2019	Difference	% Change
Containerized Vessels	563	552	-11	-2.0
Tankers	106	109	3	2.8
Dry Bulk carriers	51	54	3	5.9
Unitized & Break Bulk Carriers	4	1	-3	-75
General Cargo Vessels	17	22	5	29.4
Fishing Vessels	1,097	1,138	41	3.7
Pure Car Carriers	30	28	-2	-6.7
Inter-Island	48	54	6	12.5
Cruise Vessels	42	38	-4	-9.5
Others	1,421	1,540	119	8.4
Total	**3,379**	**3,536**	**157**	**4.7**

- Containerised vessel calls registered a decrease of 2.0%, with 552 calls in CY2019 as opposed to 563 calls in CY2018.

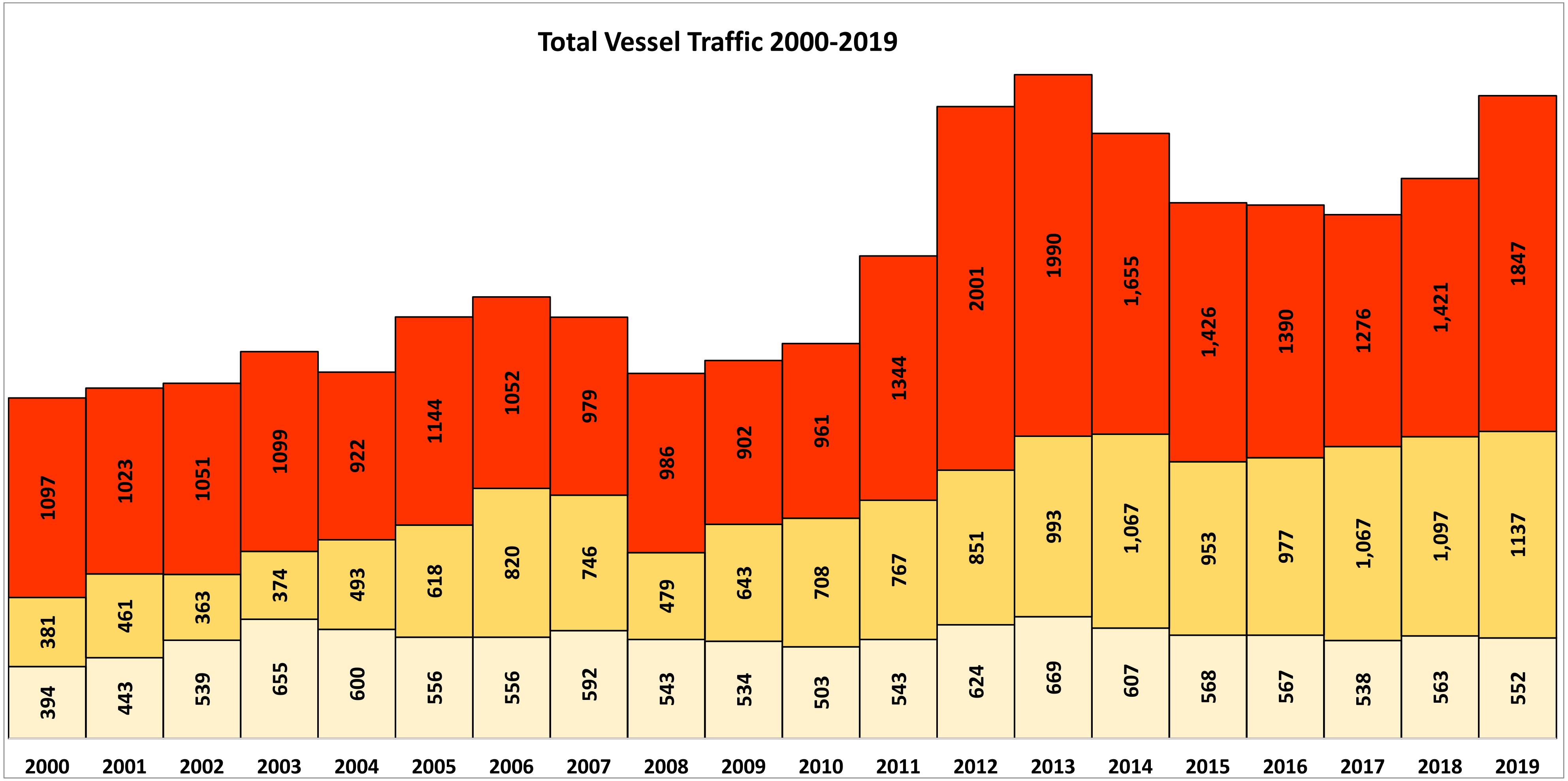
- No of calls by tankers was 109 in CY2019 as opposed to 106 recorded during the CY2018, registering an increase of 2.8%. This is mainly attributed expansion recorded for LPG and Black Oil tankers.

- No. of calls made by Dry Bulk carriers was 54 in CY2019 as compared to 51 in CY2018, registering an increase of 5.9%

- Fishing vessel calls expanded by 3.7% from 1,097 calls in CY2018 to 1,138 calls in CY2019. This exceptional performance is mainly due to the expansion registered in the number of vessels calls in the local market segment with 350 calls in CY2019 against 316 calls in CY2018, following measures taken to revitalize the banks' fisheries.

- For the inter-island trade, total number of calls increased from 48 in CY2018 to 54 in CY2019 owing to additional calls to Agalega.

Figure 5 shows the evolution of total vessel traffic from 2000 to 2019



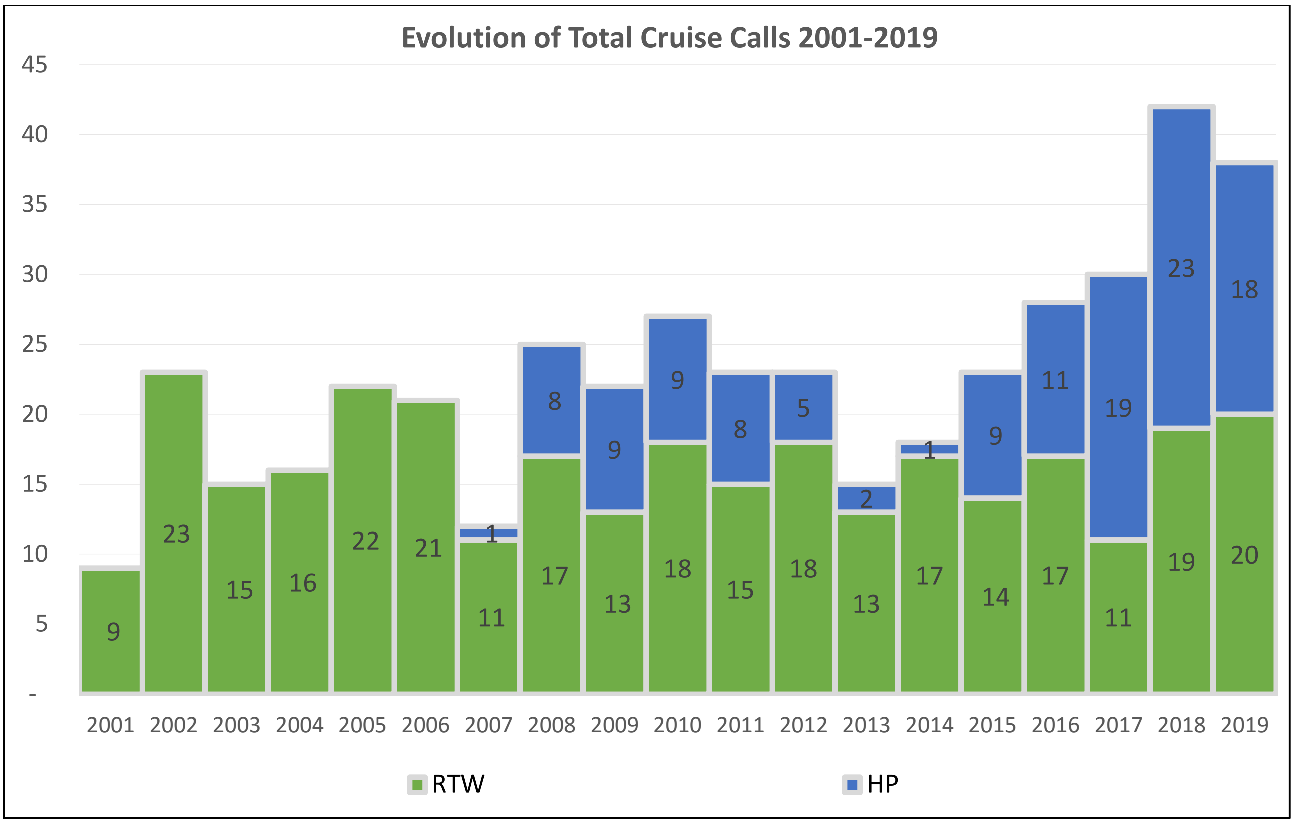
8.1 Cruise Tourism

Cruise Vessel Calls

During the calendar year 2019, the number of cruise calls stood at 38 against 42 in CY2018, representing a decrease of 9.5%.

Out of the 38 calls recorded in CY2019, the number of Homeporting (HP) and Round the World Cruises (RTW) calls accounted to 18 and 20 respectively.

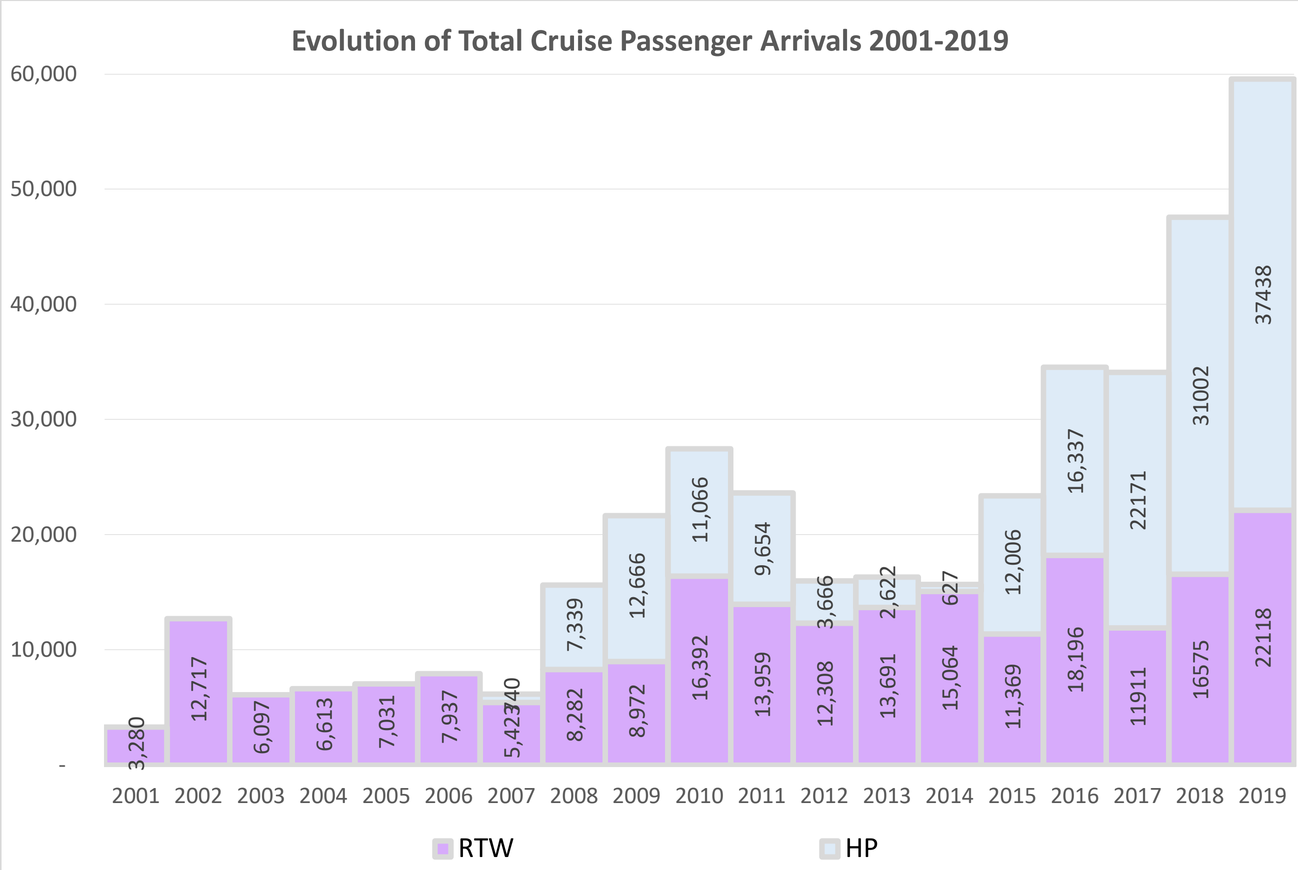
Figure 6 depicts the evolution of number of calls made by homeporting and Round the World cruises from 2001-2019



Cruise Passengers Arrivals

Similarly, cruise passenger arrivals expanded by 25.2% from 47,577 in CY2018 to reach 59,556 passengers in CY2019. This can be explained by the fact that both Costa and Aida cruises mobilised bigger ships at Port Louis in CY2019 compared to CY2018.

Figure 7 depicts the evolution of number of passengers both in homeporting (HP) and Round the World cruises (RTW) from 2001-2019



Details of passengers arriving on Homeporting and Round The World Cruises vessels are provided in the table 32.

Table 32

	Total Cruise Passengers				Total Cruise Calls			
	CY2018	CY2019	Difference	% Change	CY2018	CY2019	Difference	% Change
HMP	31,002	37,438	6,436	20.8	23	18	-5	-21.8
RTWC	16,575	22,118	5,543	33.4	19	20	1	5.3
TOTAL	**47,577**	**59,556**	**11,979**	**25.2**	**42**	**38**	**-4**	**-9.5**

8.2 Calls at Outer Harbour

The number of vessel calling Outer Harbour registered an increase from 1,421 vessel calls for the year CY2018 to 1,540 calls during the CY 2019.

The table below shows the breakdown of the vessels calling at the outer harbour for activities such as 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 ship chandling, amongst others.

Table 33
Total Calls Outer Harbour - CY2018 v/s FY18//19

	CY2018	CY2019	Difference	% Change
Bunkering Only	800	906	106	13.3
Change Crew	307	299	-8	-2.6
Change of Security Guard	43	50	7	16.3
Ship Stores	68	115	47	69.2
Repairs or Inspection	120	114	-6	-5.0
Others	83	56	-27	-32.5
Total	**1,421**	**1,540**	**119**	**8.4**

A growth to the tune of 8.4% has been noted for the calendar year under review as the expansions registered in the following segments, namely Bunkering only (+13.3%), Change of security guard (+16.3%) and ship stores (69.2%) have more than offset the reductions noted in change of crew (-2.6%), repairs or inspection (-5%) and others (-32.5%).

It is worth noting that the number of calls for change of security guard has increased from 43 in CY2018 to 50 in CY2019 owing to measures taken including the presence of on-board security teams to address the scourge of piracy off coast of Somalia. In fact, according to the State of Piracy Report 2018, these measures have paid off since no hijackings were reported in the Western Indian Ocean in 2018.

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 34
Key Performance Indicators at MPT - CY2018 v/s CY2019

	CY2018	CY2019
No. of Vessel Calls	38	14
No. of Containers	9,860	2,041
Avg. Moves /Gross Gang hr	5.7	4.0

- During CY2019, some 14 container vessel calls were registered at the MPT and some 2,041 TEUs were handled in comparison with 38 container vessels and 9,860 TEUs respectively in CY2018 as most container ships are being serviced at MCT.

- In CY2019, the average productivity stood at 4.0 moves/gross gang hour as compared to 5.7 in CY2018.

9.2 Inter-Island Trade

Vessels plying between the dependencies of Mauritius (Rodrigues and Agalega) made 54 calls and handled some 11,688 TEUs in CY2019 as depicted in the table 35.

Table 35

Intra trade traffic of Mauritius– CY2018 v/s FY 18/2019

	CY2018	**CY2019**
Total No. of Voyages	**47**	**54**
Breakdown of the total No. of voyages		
Anna	*30*	*3*
Black Rhino	*0*	*32*
Mauritius Trochetia	*17*	*19*
Total No. of Containers	**11,849**	**11,688**
Breakdown of the total no of containers		
Anna	*9,213*	*755*
Black Rhino	*0*	*9,635*
Mauritius Trochetia	*2,636*	*1,298*

It is worth noting that with the ongoing infrastructural developments in Agalega, the number of calls to Agalega has increased from 6 in CY2018 to 14 in CY2019.

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2019 versus CY2018 of the various berths at Terminal I and II are depicted in Table 36.

Table 36
Berth Occupancy at MPT - CY2018 v/s CY2019 (%)

Berth		CY2018	CY2019
		Total Occupied	Total Occupied
Quay No. 1	Terminal II	75.8	66.9
Quay No. 2		76.6	83.1
Quay No. 3		77.4	70.6
Quay No. 4		84.8	84.6
Quay A	Terminal I	92.5	94.1
Quay D		81.9	81.0
Quay E		86.2	77.8
Bulk Sugar Terminal		13.1	11.3
Trou Fanfaron Fishing Quay 1		99.1	98.9
Trou Fanfaron Fishing Quay 2		100.0	99.3
Cruise Jetty		30.73	16.1
Oil Jetty		29.4	27.8
FDM		94.5	97.3
MFD		81.8	83.6

Based on the total berth occupancy, with the exception of Trou Fanfaron, it was noted that Quays 2 and A experienced higher total berth occupancy rates for the calendar year under review.

10. CONTAINER TRAFFIC BY SHIPPING LINES

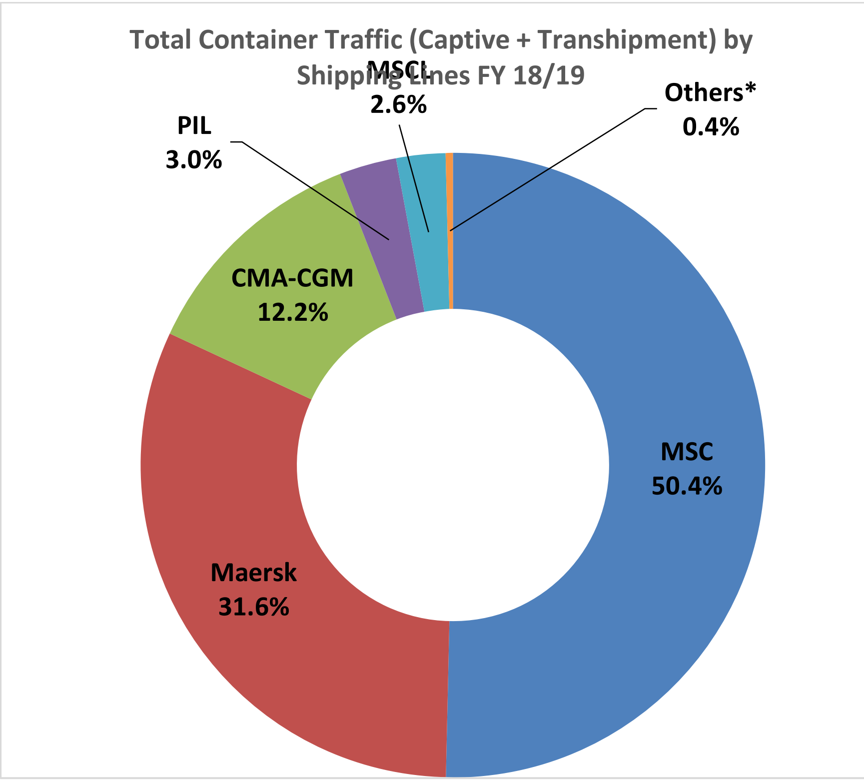
10.1 Total Container Traffic by Shipping lines – TEUs

Table 37

Shipping Line	CY2018	% Share	CY2019	% Share	Difference	% Change in Volume
MSC	239,335	53.0	236,209	50.4	-3,126	-1.3
Maersk	132,254	29.3	148,046	31.6	15,792	11.9
CMA CGM	54,107	12.0	57,123	12.2	3,016	5.6
PIL	12,035	2.7	13,893	3.0	1,858	15.4
Mauritius Shipping Corporation Ltd. (MSCL)	11,798	2.6	11,968	2.6	170	1.4
Others *	1,917	0.0	1,772	0.4	-145	-7.6
Total	**451,446**	**100**	**469,011**	**100**	**17,565**	**3.9**

* Others include: Hapag Lloyd and others

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



- MSC's share decreased from 53.0 % to 50.3%. Its share of total container traffic volume has decreased by 1.3% from 239,335 TEUs in CY2018 to 236,209 TEUs in CY2019.

- Maersk's share in CY2019 stood at 31.6 % higher than the previous year, i.e. 29.3%. An increase of 11.9% has been noted in their volume for the calendar year under review.

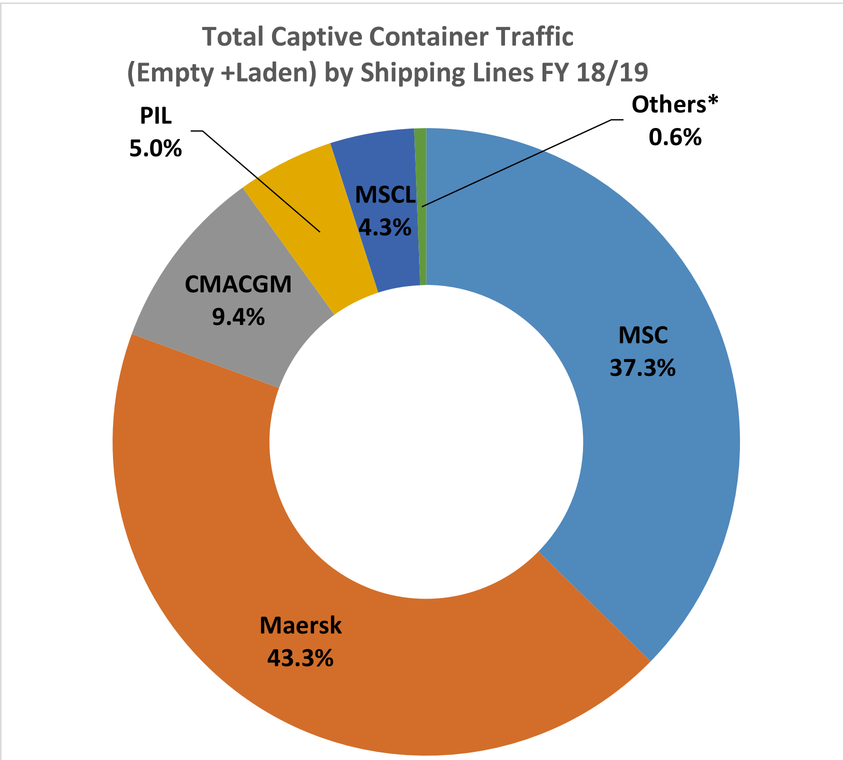
- CMA CGM's share in total container traffic has remained practically the same, i.e. around 12.1% and a marginal increase of 5.6% has been noted in its volume.

10.2. Total Captive Container Traffic by Shipping Lines – TEUs

Table 38

Shipping Line	CY2018	CY2019	Difference	% Change
MSC	103,779	103,070	-709	-0.7
Maersk	99,578	119,504	19,926	20.0
CMA CGM	31,887	26,072	-5,815	-18.2
PIL	11,816	13,828	2,012	17.0
MSCL	11,798	11,968	170	1.4
Others *	1,618	1,705	87	5.4
Total	**260,476**	**276,147**	**15,671**	**6.0**

* Others include: Hapag Lloyd and others



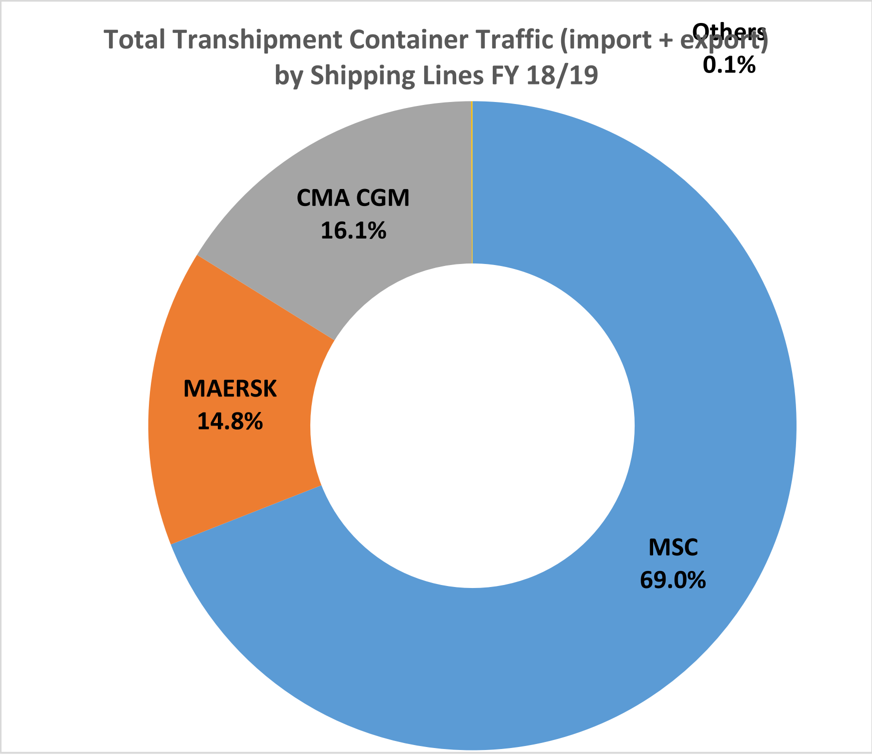
Total captive container traffic increased by 6.0% from 260,474 TEUs in CY2018 to 276,147 TEUs in CY2019. Maersk, PIL, MSCL and others have witnessed expansions whilst MSC and CMA CGM captive have registered contractions for the calendar year under review.

10.3 Total Transhipment Traffic by Shipping Lines - TEUs

Table 39

Shipping Line	CY2018	CY2019	Difference	% Change
MSC	135,556	133,139	-2,417	-1.8
Maersk	32,676	28,542	-4,134	-12.7
CMA CGM	22,220	31,051	8,831	39.7
Others*	518	132	-386	-74.5
Total	**190,970**	**192,864**	**1,894**	1.0

* Others include PIL, MSCL. Hapag Lyoyd and others



Total transhipment container traffic increased by 1.0% for the calendar under review. It is worth noting that MSC and Maersk have noted a negative growth of 1.8% and 12.7% respectively whilst CMA CGM transhipment traffic have noted a growth of 39.7%.

11. MARKET SHARE BY MAJOR SHIPPING LINES

Table 40 shows the change in market share in different segments.

Table 40

Comparative Traffic Share in Container Traffic - CY2018 v/s CY2019

	Share CY2018	Share CY2019
MSC		
Total Container Traffic	53.0	50.3
Total Captive Container Traffic	39.8	37.3
Total Transhipment Container Traffic	71.0	69.0
Maersk		
Total Container Traffic	29.3	31.6
Total Captive Container Traffic	38.2	43.2
Total Transhipment Container Traffic	17.1	14.7

In CY2019, the local market was shared as follows:

- Total Container Traffic: MSC held 50.3% of the market share followed by Maersk with a share of 31.6% in CY2019

- Total Captive Container Traffic: MSC's with a market share of 37.3% was lower compared to Maersk's share of 43.2% in CY2019

- Total Transhipment Container Traffic: MSC which holds the lion share, has noted a slight decrease from 71.0% in CY2018 to 69.0% in CY2019. Likewise, Maersk's market share has tumbled from 17.1% to 14.3%.

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 41: MSC Transhipment Inwards (TEUs)

	CY2018	CY2019	Difference	% change
Laden	104,226	105,650	1,424	1.4
Empty	31,330	27,489	-3,841	-12.3
Total	**135,556**	**133,139**	**-2,417**	**-1.8**

Some 133,139 TEUs were transhipped by MSC during the current year as compared to 135,556 TEUs in CY2018, i.e. a negative growth of 1.8%.

12.2 Maersk Line

Table 42: Maersk Transhipment Inwards (TEUs)

	CY2018	CY2019	Difference	% change
Laden	20,980	23,014	2,034	9.7
Empty	11,696	5,528	-6,168	-52.7
Total	**32,676**	**28,542**	**-4,134**	**-12.6**

The number of TEUs transhipped by Maersk Shipping Line reached 28,542 TEUs in CY2019 as opposed to 32,676 TEUs in CY2018 i.e. a negative growth of 12.6 %.

12.3 CMA-CGM

Table 43: CMA-CGM Transhipment Inwards (TEUs)

	CY2018	CY2019	Difference	% change
Laden	10,822	9,598	-1,224	-11.3
Empty	11,398	21,453	10,055	88.2
Total	**22,220**	**31,051**	**8,831**	**39.7**

The number of TEUs transhipped by CMA CGM increased from 22,220 TEUs in CY2018 to 31,051 TEUs in CY2019.

13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 33.28 days compared to 41.65 days registered in CY2018 owing to adverse weather conditions.

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	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, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle, Singapore, Colombo, King Abdullah, Suez Canal (European Ports)
	2. Weekly	Africa Express Service (EB)	Durban, **Port Louis,** Colombo, Singapore, Chinese Ports
	3 + 4. Weekly	Ingwe Service (SB + NB)	Durban, **Port Louis,** Jebel Ali, Port Qasim, Mundra, Hazira, Nhava Sheva, Colombo, **Port Louis,** Durban, Coega, Salalah
	5. Weekly	Indian Ocean Islands Relay services: **Loop 1**	**Port Louis,** Reunion Island, Tamatave, **Port Louis**
	6. Every 10 days	**Loop 2 :**	**Port Louis,** Longoni, Majunga, Diego Suarez, **Port Louis**
	7. Every 10 days	Sofala Service	**Port Louis,** Beira, **Port Louis**
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax : (230) 206 2210	7. Weekly	M Express (VSA CMA-CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas
	8. Weekly	Safari WB (slot chartering by CMA CGM)	Hong Kong, Shekou, Tanjung Pelepas, **Port Louis,** Durban, Port Elizabeth, Tanjung Pelepas, Hong Kong, Shanghai, Kobe, Nagoya, Yokohama, Ningbo, Shanghai.

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
	9. Weekly	Protea (VSA CMA-CGM MIDAS + slot chartering by DAL/ UAFL)	Durban, Reunion, **Port Louis,** Khor Fakkan, Jebel Ali, Mundra, Jawaharlal Nehru.
	10. Weekly	IOI Service (slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis**, Toamasina, Port Victoria.
3. CMA CGM (Mauritius) Ltd Block 3, Zone 5 MFD Building Mer Rouge Port Louis, Tel: (230) 203 4350 Fax: (230) 217 8251/ 2080245	11. Weekly	MOZEX , Mozambique to Far East Service (VSA with Maersk M Express service	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas
	12. Weekly	MIDAS LOOP 2. Middle East/India East Africa Services (VSA with Maersk Protea service)	Durban, Reunion, **Port Louis**, Khor Al Fakkan, Jebel Ali, Mundra, Nhava Sheva
	13. Every 3 weeks	IOI FEEDER 1 Service	**Port Louis**, Longoni, Majunga, Diego Suarez, Reunion
	14. Weekly	IOI FEEDER 2 Service	Réunion, **Port Louis,** Tamatave
	15. Every 3 weeks	IOI FEEDER 4 Service	**Port Louis**, Tamatave, Longoni, Nosy Be, Seychelles
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	14. Weekly	MZX Mozambique Zuid Express Service	Singapore, **Port Louis,** Point des Galets, Tamatave, Maputo, Beira, Singapore

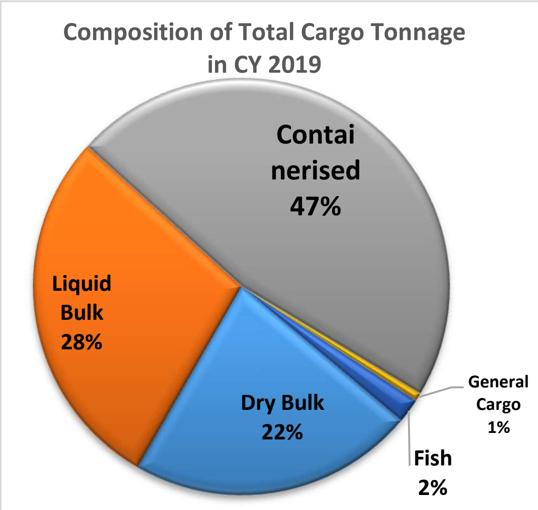
SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
5. UAFL/ DAL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045	15. Weekly	UAFL Slot Chartering with: a. Maersk IOI/ b. Maersk Mesawa Services DAL Slot Chartering with MSC Australia 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	Every 10 – 15 days 4 voyages per year	M.V Mauritius Trochetia/ M.V Anna	Port Louis, Rodrigues, Port Louis Agalega (Tentatively planned for End of Feb, May, August & November)

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	Monthly	European ports, South African ports, Tamatave, Reunion, **Port Louis,** Australia ports, New Caledonia
8. K line Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045	Monthly	Kobe, Shanghai, Singapore, India, Colombo, **Port Louis,** Durban, Japan
9. Mitsui Pure Car Carrier Agent: Blyth Brothers & Co. Ltd. 8, Dr. Ferriere St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879	Monthly	Japan, Singapore, India, **Port Louis,** Réunion, Madagascar, East Africa

APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC CY2018

A. Total Cargo



The composition of total cargo traffic is depicted in the Figure:

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded by 5.6% from 8,064,954 tonnes in CY2018 to reach 8,517,345 tonnes in CY2019.

Cargo (Bagged + Maize+ Coal + Fertilizer +Soya Bean Meal + Urea + Break Bulk + Inter-Island + Fish + Containerised) handled by CHCL amounted to 5,169, 941 tonnes, equivalent to 60.7% of Total Cargo Traffic.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 4,054,125 tonnes in CY2018 to 4,310,228 tonnes in CY2019, representing a growth of 6.3%.

Total Bulk Cargo CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Dry Bulk	1,677,325	1,891,273	213,948	12.8
Liquid Bulk	2,376,800	2,418,955	42,155	1.8
Total	**4,054,125**	**4,310,228**	**256,103**	**6.3**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered an increase of 12.8%, equivalent to 213,948 tonnes from 1,677,325 tonnes in CY2018 to 1,891,273 tonnes in CY2019.

Total Dry Bulk Cargo CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Imports	1,670,425	1,888,320	217,895	13.0
Exports	6,900	2,953	-3,947	-57.2
Total	**1,677,325**	**1,891,273**	**213,948**	**12.8**

B.2 Liquid Bulk Cargo

Total Liquid Bulk tumbled from 2,376,800 tonnes in CY2018 to 2,418,955 tonnes in CY2019, registering a growth of 1.8%, equivalent to 42,155 tonnes.

Total Liquid Bulk Cargo CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Imports	1,729,404	1,717,989	-11,415	-0.7
Exports	647,396	700,966	53,570	8.3
Total	**2,376,800**	**2,418,955**	**42,155**	**1.8**

C. Containerised Cargo

Total Containerised Cargo increased by 4.6% from 3,816,234 tonnes in CY2018 to 3,990,685 tonnes in CY2019, as summarised below.

Containerised Cargo Traffic CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Imports	1,532,151	1,599,417	67,266	4.4
Exports	603,201	687,627	84,426	14.0
Transhipment (inwards)	1,680,882	1,703,369	22,487	1.4
Total	**3,816,234**	**3,990,413**	**174,179**	**4.6**

D. General Cargo Traffic

General Cargo, comprising transhipment inwards, inter-island, bagged cargo and unitised break bulk, witnessed an increase of 23.0% (equivalent to 9,987 tonnes) from 43,376 tonnes in CY2018 to 53,363 tonnes in CY2019.

General Cargo Traffic CY2018 v/s CY2019 (tonnes)

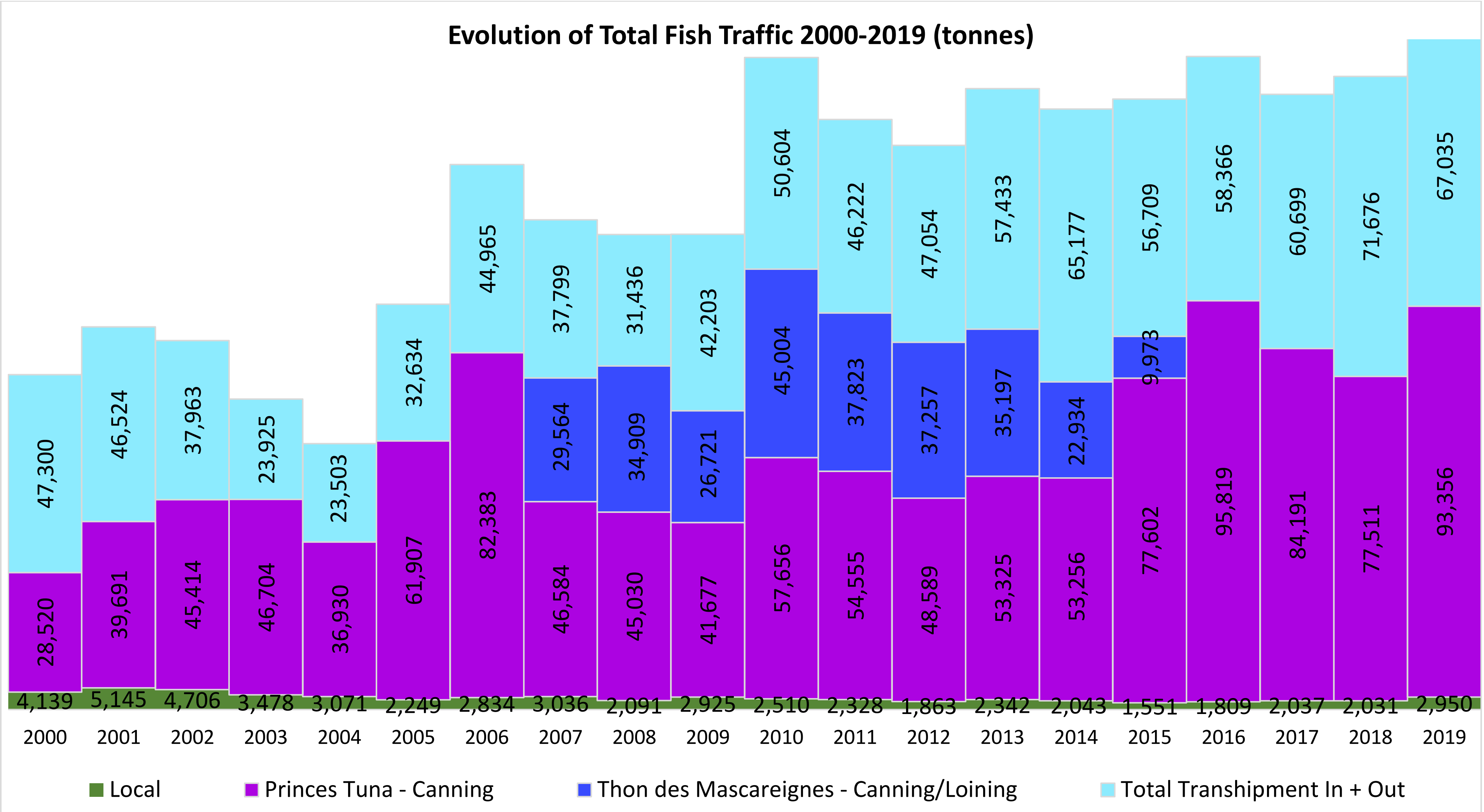
	CY2018	CY2019	Difference	% Change
Imports	31,614	38,795	7,181	22.7
Exports	11,762	14,568	2,806	23.9
Total	**43,376**	**53,363**	**9,987**	**23.0**

E. Fish Traffic

Total Fish Traffic soared by 8.0% from 151,218 tonnes in CY2018 to 163,341 tonnes in CY2019.

Total Fish Traffic CY2018 v/s CY2019 (tonnes)

	CY2018	CY2019	Difference	% Change
Princes Tuna	77,511	93,356	15,845	20.4
Local Market	2,031	2,950	919	45.2
Transhipment Inwards	54,228	50,993	-3,235	-6.0
Direct Transhipment Inwards (ship to ship)	8,724	8,021	-703	-8.1
Direct Transhipment Outwards (ship to ship)	8,724	8,021	-703	-8.1
Grand Total	**151,218**	**163,341**	**12,123**	**8.0**


Evolution of Total Fish Traffic 2000-2019 (tonnes)
47,300
28,520
4,139
46,524
39,691
5,145
37,963
45,414
4,706
23,925
46,704
3,478
23,503
36,930
3,071
32,634
61,907
2,249
44,965
82,383
2,834
37,799
29,564
46,584
3,036
31,436
34,909
45,030
2,091
42,203
26,721
41,677
2,925
50,604
45,004
57,656
2,510
46,222
37,823
54,555
2,328
47,054
37,257
48,589
1,863
57,433
35,197
53,325
2,342
65,177
22,934
53,256
2,043
56,709
9,973
77,602
1,551
58,366
95,819
1,809
60,699
84,191
2,037
71,676
77,511
2,031
67,035
93,356
2,950
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
Local
Princes Tuna - Canning
Thon des Mascareignes - Canning/Loining
Total Transhipment In + Out

03.08.2020
/bb