MPA
Mauritius Ports Authority

Port Trade Performance
CY2020 versus CY2021

27.04.2022

Table of Contents

Port Trade Performance CY2021

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**7.6**	**Million tonnes**	**(+2.4%)**
• Containerised Cargo	3.7	Million tonnes	(+1.9%)
• Dry Bulk Cargo	1.8	Million tonnes	(+7.0 %)
• Liquid Bulk Cargo	2.0	Million tonnes	(-2.6%)
• Fish Traffic	99,875	tonnes	(-5.5%)
Total Container Traffic	**436,398**	**TEUs**	**(-0.4%)**
• Captive Container	226,355	TEUs	(-7.9%)
• Transhipment Container Inwards	210,043	TEUs	(+9.2%)
• Transhipment Container Outwards	210,832	TEUs	(+9.5%)
Total Container Throughput (incl. Restows)	**663,629**	**TEUs**	**(+3.6%)**
Total Vessel Traffic	2550	calls	(-8.1%)
• Containerised Vessels	459	calls	(-1.3%)
• Fishing Vessels	727	calls	(-5.0%)
Crui0se Traffic			
• Cruise Vessel	1	call	(-95.0%)
• Passengers on Arrival	99	passengers	(-99.7%)
• Passengers on Departure	239	passengers	(-99.2%)
Total Bunker Traffic • Pipeline	**618,172** 74,858	**tonnes** tonnes	**(-3.5%)** (-1.6%)
• Barges	543,314	tonnes	(-3.8%)

2. INTRODUCTION

In 2021, world maritime trade is estimated to have recovered by 4.3%, according to the UNCTAD Review of Maritime Transport 2021. In the same vein, in 2021, the narrative is still being driven by the pandemic and related risks, namely the supply and demand pressures that are currently disrupting trade logistics. It has been highlighted that the rebound in maritime trade has been marked by 'pandemic induced logistical challenges' such as shortages of equipment and containers, less reliable services and congested ports, led to record container freight rates towards the end of 2020 and in 2021. The resulting supply chain bottlenecks have hindered economic recovery.

On a positive note, according to Drewry Maritime Research 2021, in 2020, global container port throughput fell by 1.2% to 815.6 million TEUs and in 2021, volume is projected to grow by 10.1 percent as the global economy and trade recover, along with increasing optimism arising from the vaccine rollout.

On the domestic front, in 2021, amidst the emergence of the new Omicron COVID-19 variant, the economy posted a recovery which has been driven by the resumption of tourism flows as well as strengthening of the exports in line with global demand. Indeed, GDP at market prices is estimated to grow by 4.8%, after a contraction of 14.9% in 2020, according to National Accounts Estimates (December 2021 issue). The headline inflation rate increased from 2.5% in 2020 to 4.0% in year 2021. It is to be noted that rising energy prices and supply disruptions have resulted to higher and more broad-based inflation, according to World Economic Outlook (IMF Jan 2022).

At the port level, the total cargo traffic increased to 7.6 million tonnes in 2021 as compared to 7.4 million tonnes recorded in CY2020, representing an increase of 2.4%. Whereas total container traffic registered a 0.4% decline during the CY2021 with 436,398 TEUs as compared to 438,078 TEUs in CY2020, reflecting subdued consumption owing to rising prices. For the period under review, captive contracted by 7.9% whilst transhipment container traffic posted an expansion of 9.2%. Likewise, the port witnessed a decline of 8.1% in the total vessels calls, from 2,776 in CY2020 to 2,550 recorded in CY2021.

3. TOTAL CARGO TRAFFIC

Total Cargo tonnage handled in the port stood at 7,602,869 tonnes in CY2021 as compared to 7,421,763 tonnes in CY2020, an increase of 2.4%, equivalent to 181,106 tonnes, as summarised in Table 1.

Table 1: Total Cargo Traffic – CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Total Imports	4,547,151	4,607,631	60,480	1.3
Total Exports	1,291,719	1,270,607	-21,112	-1.6
Total Containerised Transhipment Inwards	1,582,893	1,724,631	141,738	9.0
Total	**7,421,763**	**7,602,869**	**181,106**	**2.4**

Total Imports

Total Imports Traffic increased by 1.3% from 4,547,151 tonnes in CY2020 to reach 4,607,631 tonnes in CY2021 despite the decreases recorded in some segments, namely liquid bulk (-1.8%), containerised cargo imports (- 2.5%) and general cargo (-7.3%)

Total Exports

Total exports have contracted by 1.6% and stood at 1,270,607 tonnes in CY2021 as compared to 1,291,719 tonnes in CY2020.

It should be noted that liquid bulk and general cargo noted contractions to the tune of -4.3% and -35.0% for the calendar year under review.

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic expanded and stood at 1,724,631 tonnes in CY2021 as compared to 1,582,893 tonnes in CY2020, an increase of 9.0% equivalent to 141,738 tonnes, reflecting the economic and trade recovery.

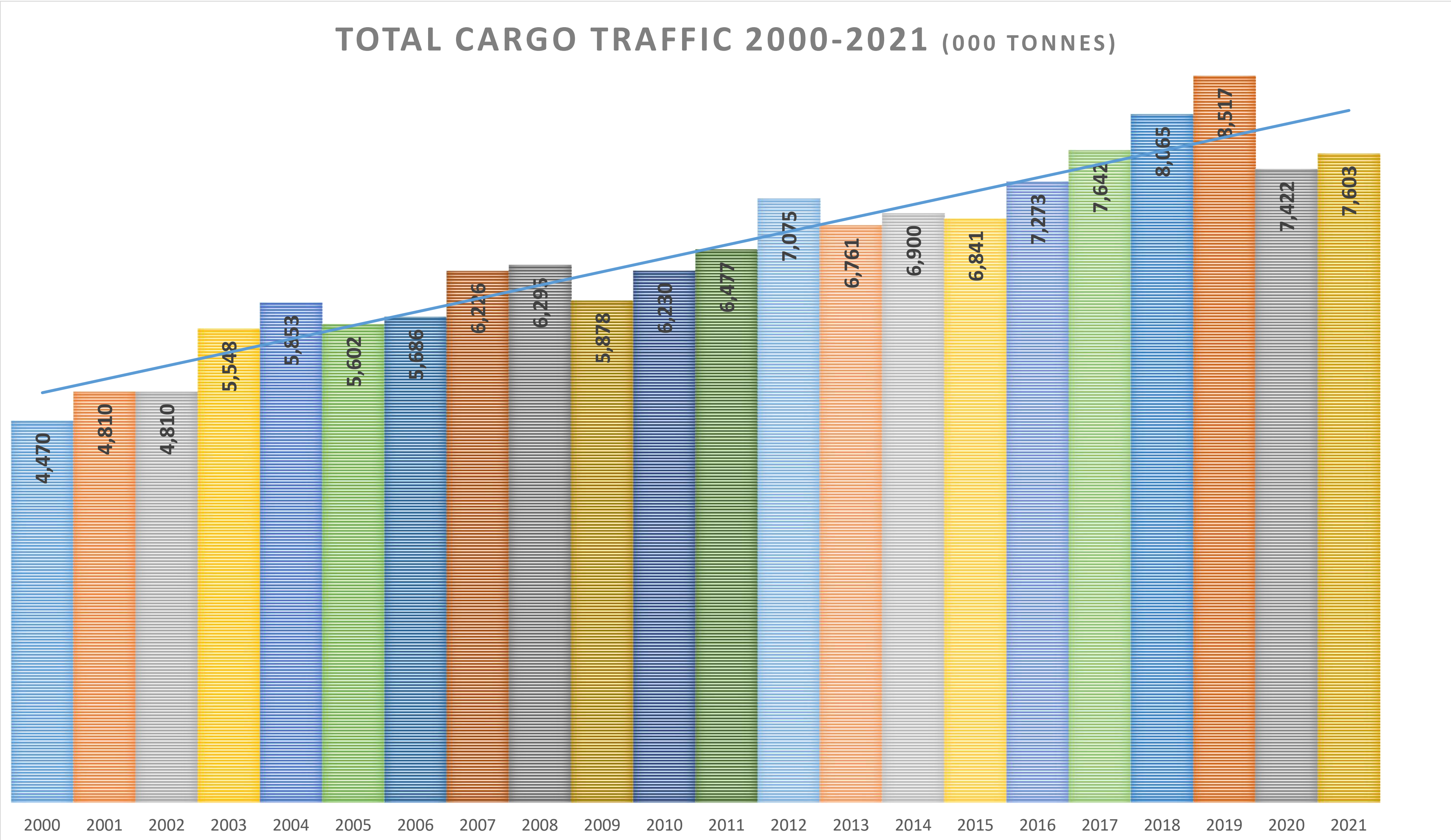


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total Imports increased by 1.3%, with 4,607,631 tonnes in CY2021 as compared to 4,547,151 tonnes in CY2020. Nonetheless, some segments were still bearing the brunt of the Covid-19 pandemic for the calendar year under review. Table 2 illustrates the breakdown of Total Imports CY2020 vs CY2021.

Table 2: Breakdown of Total Imports CY2020 v/s CY2021 (tonnes)

Imports	CY2020	CY2021	Difference	% Change
Solid Bulk	1,677,469	1,792,240	114,771	6.8
Liquid Bulk	1,370,038	1,345,075	-24,963	-1.8
Containerised	1,370,265	1,335,378	-34,887	-2.5
Fish	105,101	97,417	-7,684	-7.3
General cargo	24,278	37,521	13,243	54.5
Total	**4,547,151**	**4,607,631**	**60,480**	**1.3**

4.1 Solid (Dry) Bulk Imports

Solid bulk imports have witnessed a growth of 6.8 %, equivalent to 114,771 tonnes, from 1,677,469 tonnes in CY2020 to 1,792,240 tonnes in CY2021 as detailed in Table 3.

Table 3: Solid Bulk Imports – CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Coal	647,555	686,466	38,911	6.0
Cement	683,576	687,182	3,606	0.5
Wheat	124,952	162,607	37,655	30.1
Sugar	42,000	110,250	68,250	162.5
Maize	124,719	96,702	-28,017	-22.5
Soya Bean Meal	54,667	49,033	-5,634	-10.3
Total	**1,677,469**	**1,792,240**	**114,771**	**6.8**

- Coal imports showed an increase of 6.0%, with 686,466 tonnes in CY2021 as compared to 647,555 tonnes in CY2020, reflecting the recovery from the Covid-19 pandemic in the energy sector. However, this traffic is still below the pre pandemic level. It is to be noted that in a context of rising oil prices, coal fired stations are being favoured over oil fired stations.

- Bulk Cement imports increased by 0.5% to reach 687,182 tonnes in CY2021 as compared to 683,576 tonnes. In spite elevated prices of construction materials including cement, this traffic has been maintaining its buoyancy due to the implementation of the main public projects as well as private sector projects, according to National Accounts Estimates (Dec 2021 issue).

- For the year under review, imports of wheat noted a growth of 30.1%, with 162,607 tonnes in CY2021 as compared to 124,952 tonnes in CY2020, reflecting the award of full contract by STC and also the increase demand for locally produced flour in regional markets.

- Bulk sugar import has risen from 42,000 tonnes in CY2020 to 110,250 tonnes in CY2021.

- Maize and soya bean meal imports are mainly used in the production of animal feed. For the year under review, Soya Bean Meal and maize imports have registered a contraction of 10.3% and 22.5% respectively. Demand for poultry products being income elastic, its demand is expected to note a decline following the drop in income post pandemic as well as uncertainty regarding the opening of borders with the emergence of the variants.

4.2 Liquid Bulk Imports

Total imports of liquid bulk contracted by 1.8%, representing 24,963 tonnes, i.e., from 1,370,038 tonnes in CY2020 to 1,345,075 tonnes in CY2021 as summarised in table 4.

Table 4: Liquid Bulk Imports - CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
White oil	547,047	523,574	-23,473	-4.2
Black oil	725,945	716,651	-9,294	-1.2
LPG	77,050	77,666	616	0.8
Edible oil	14,480	19,358	4,878	33.7
Bitumen	5,516	7,826	2,310	41.9
Total	**1,370,038**	**1,345,075**	**-24,963**	**-1.8**

- Imports of White oil which is still below the pre pandemic level noted a fall of 4.2% from 547,047 tonnes in CY2020 to 523,574 tonnes in CY2021, reflecting the covid induced disruptions in the aviation sector.

- Imports of Black oil decline from 725,945 tonnes in CY2020 to 716,651 tonnes in CY2021, representing a drop of 1.2%. The traffic which is still below the pre pandemic level as increase in demand for electricity is being meant by coal fired stations due to rising oil prices and also partly reflecting the fall in the demand for bunkers.

- Imports of LPG increased by 0.8% from 77,050 tonnes in CY2020 to 77,666 tonnes in CY2021, reflecting mainly imports meant for domestic consumption which hovers around 78,000 tonnes annually.

- For the year under review, imports of Edible Oil noted an increase of 33.7% from 14,480 tonnes to 19,358 tonnes. The demand for locally processed oil is relatively high as these products are cheaper compared to oil imported as containerised cargo which has to bear the brunt of soaring freight rate in 2021.

- Bitumen imports has noted an increase of 41.9% for the calendar year under review. This could be mainly attributed to the ongoing traffic decongestion programme. Indeed, according to national accounts estimates (Dec 2021 issue), excluding investment on aircraft and marine vessel, public sector investment was expected to pick up to 5.1% in CY2021 compared to a contraction of 34.1% in 2020.

4.3 Containerised Cargo Imports

Total containerised imports decreased by 2.5%. The breakdown of this traffic in Table 5 reveals that both captive containerised and inter-island cargo imports contracted by 2.5% and 6.4%, respectively.

Table 5: Containerised Cargo Imports – CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Captive	1,354,770	1,320,871	-33,899	-2.5
Inter-Island	15,495	14,507	-988	-6.4
Total	**1,370,265**	**1,335,378**	**-34,887**	**-2.5**

4.4 General Cargo Imports

Total General Cargo Imports witnessed an expansion of 54.5%. The breakdown of this traffic in Table 6 shows that unitized break bulk imports witnessed a growth of 57.4% and inter island general cargo recorded a decline of 22.0%.

Table 6: General Cargo Imports – CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Unitized Break Bulk	23,409	36,843	13,434	57.4
Inter-Island	869	678	-191	-22.0
Total	**24,278**	**37,521**	**13,243**	**54.5**

4.5 Fish Traffic Imports

Total fish import which is still below the pre-pandemic level posted a drop of 7.3%, with 97,417 tonnes in CY2021 as compared to 105,101 tonnes in CY2020.

At the same time, it is worth noting that the total number of fishing vessels calling at Port Louis have decreased from 754 calls in CY2020 to 700 calls recorded in CY2021, representing a drop of 7.2%.

Table 7: Fish Traffic Imports - CY2020 v/s CY2021 (tonnes)

	Volume (tonnes)				No. of Fishing Vessel Calls			
	CY2020	CY2021	Difference	% Change	CY2020	CY2021	Difference	% Change
Tuna/ Loin Processing	56,675	59,294	2,619	4.6	19	23	4	21.1
Local Market	2,189	1,514	-675	-30.8	289	267	-22	-7.6
Transhipment Inwards	45,702	34,151	-11,551	-19.9	423	327	-96	-22.7
Direct Transhipment Inwards	535	2458	1,923	359.4	23	83	60	260.9
Total	**105,101**	**97,417**	**-7,684**	**-7.3**	**754**	**700**	**-54**	**-7.2**

- Imports of Tuna as raw materials by Princess Tuna and Thon des Mascareignes though still below the pre pandemic level, posted a growth of 4.6% and expanded from 56,675 tonnes in CY 2020 to 59,294 tonnes in CY 2021.

- Similarly, fish catch in our oceanic banks, mainly meant for the local market, has gone down by 30.8% from 2,189 tonnes in CY 2020 to 1,514 tonnes in CY 2021, reflecting a decline in the number of callings due to ageing fleet issue.

- Fish transhipment activity has decreased by 19.9%, with 34,151 tonnes in CY 2021 against 45,702 tonnes recorded in CY 2020, reflecting the decline of around 22.7% in the fishing vessels calls for transhipment purpose.

- On the other hand, direct ship to ship transhipment has gone up from 535 tonnes in CY 2020 to 2,458 tonnes recorded during the current calendar year, representing a increase of 359%.

5. TOTAL EXPORTS

Total exports decreased by 1.6% and stood at 1,270,607 tonnes in CY2021 as compared to 1,291,720 tonnes in CY2020.

Table 8: Breakdown of Total Bulk Exports - CY2020 v/s CY2021 (tonnes)

Exports	CY2020	CY2021	Difference	% Change
Dry Bulk	1,000	-	-1,000	-100.0
Liquid Bulk	653,536	625,159	-28,377	-4.3
Containerised	626,740	636,554	9,814	1.6
General cargo	9,908	6,436	-3,472	-35.0
Fish	535	2,458	1,923	359.4
Total	**1,291,719**	**1,270,607**	**-21,112**	**-1.6**

5.1 Dry Bulk Exports

For the calendar year under review, there were no exports of any dry bulk as compared to 1,000 tonnes of Soya Bean Meal exported in CY2020.

5.2 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a reduction of 4.3% from 653,536 tonnes in CY2020 to 625,159 tonnes in CY2021, equivalent to 28,377 tonnes as detailed in Table 9.

Table 9: Breakdown of Liquid Bulk Exports - CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Total Bunker	640,746	618,172	-22,574	-3.5
LPG	6,404	0	-6404	-100.0
Ethanol	6,386	6,987	601	9.4
Grand Total	**653,536**	**625,159**	**-28,377**	**-4.3**

- Exports of LPG tumbled from 6,404 tonnes recorded in CY2020 to nil in CY2021 as following the leasing of Petredec LPG storage facility to STC, no exports of LPG is being effected.

- The export of Ethanol went up from 6,386 tonnes in CY2020 to 6,987 tonnes in CY2021, registering a growth of 9.4%.

- Bunker exports which account for the bulk of total liquid exports contracted by 3.5%, equivalent to a decrease of some 22,574 tonnes. The breakdown hereunder reveals that both segments have noted contraction.

5.2.1 Bunkering Activities

Total volume of bunker decreased by 3.5% from 640,746 tonnes in CY2020 to reach 618,172 tonnes in CY2021 as outlined in Table 10.

Table 10: Total Bunker Exports – CY2020 v/s CY2021

	Volume in Tonnes				Vessel Calls			
	CY2020	CY2021	Difference	% Change	CY2020	CY2021	Difference	% Change
Bunker by pipeline	76,062	74,858	-1,204	-1.6	996	929	-67	-6.7
Bunker by barge	564,684	543,314	-21,370	-3.8	1,069	1,010	-59	-5.5
Total	**640,746**	**618,172**	**-22,574**	**-3.5**	**2,065**	**1,939**	**-126**	**-6.1**

<u>Bunker Volume</u>

- Volume of bunker by pipeline, which still below the pre pandemic level has noted a fall of 1.6% and stood at 74,858 tonnes in CY2021 against 76,062 tonnes in CY2020.

- Similarly, bunker by barge decreased from 564,684 tonnes in CY2020 to 543,314 tonnes in CY2021, equivalent to 3.8% reduction, reflecting mainly the termination of barging contract of barge Tresta Star in October 2021 by Indian Oil Mauritius Ltd as same is being replaced with a bigger one.

<u>Bunker calls</u>

The number of vessels refuelling at Port Louis has decreased from 2,065 calls in CY2020 to 1,939 calls in CY2021, posting a negative growth of 6.1%.

It is worth noting that number of vessels calls for bunker both through pipeline and barge dropped by 6.7% and 5.5%, respectively for the year under review.

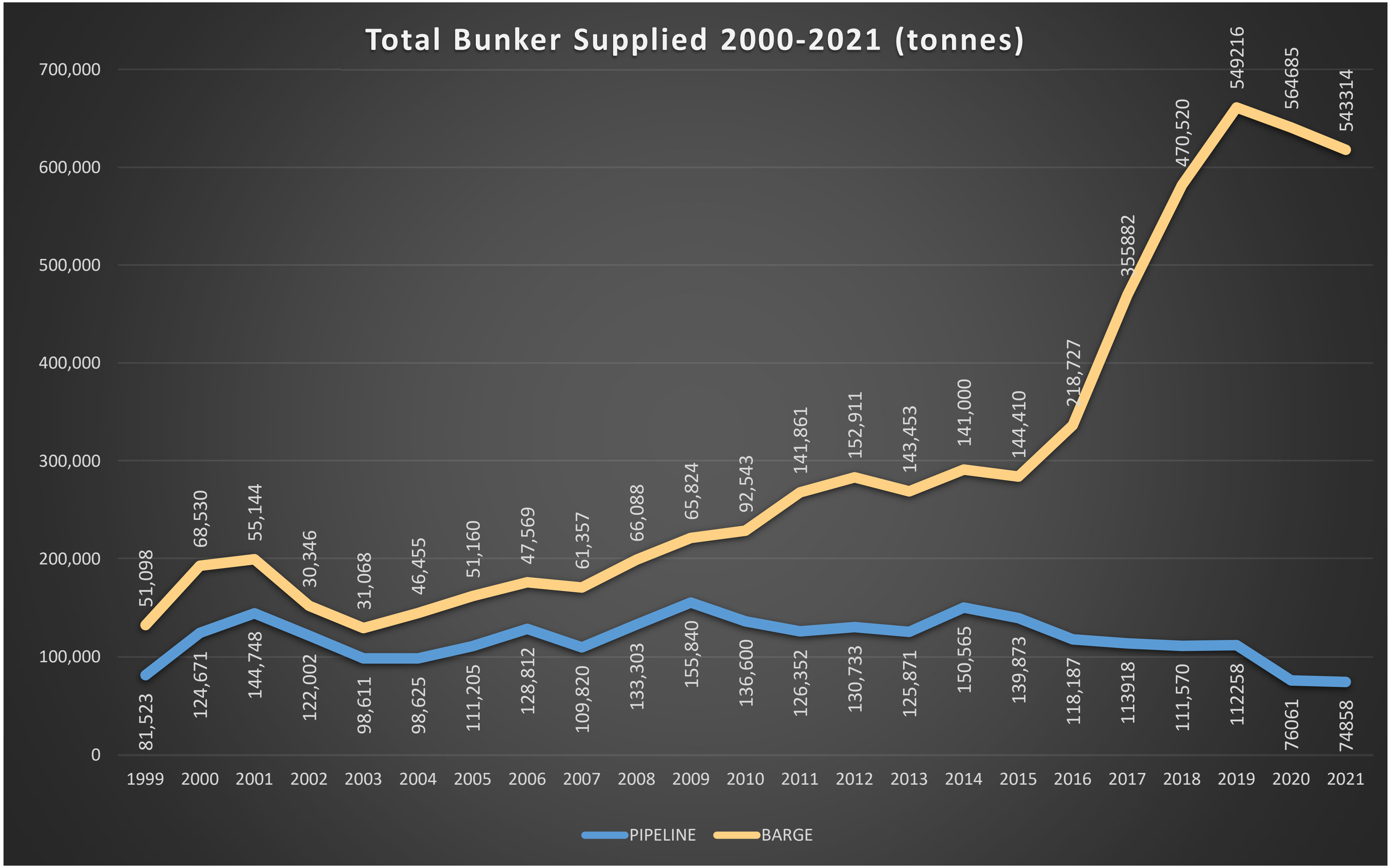


Figure 2: Evolution of total bunker traffic from 2000 to 2021.

5.3 Containerised Cargo Exports

Total containerised cargo exports registered a growth of 1.6% from 626,740 tonnes in CY2020 to 636,554 tonnes in CY2021. The breakdown of this traffic reveals that inter-island and captive containerised exports noted an expansion of 1.3% and 3.6%, respectively.

Table 11: Containerised Exports – CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Captive	548,877	555,885	7,008	1.3
Inter-Island	77,863	80,669	2,806	3.6
Total	**626,740**	**636,554**	**9,814**	**1.6**

5.4 General Cargo Exports

Total General Cargo Exports witnessed a significant contraction of 35.0%. The breakdown of this traffic shows that both Unitized Break Bulk and inter-island trade noted a contraction to the tune of 6.7% and 37.8%.

Table 12: General Cargo Exports – CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Unitized Break Bulk	866	808	-58	-6.7
Inter-Island	9,042	5,628	-3,414	-37.8
Total	**9,908**	**6,436**	**-3,472**	**-35.0**

5.5 Fish Traffic Exports

For the CY2021, direct transhipment outwards of fish stood at 2,458 tonnes as opposed to 535 tonnes in CY2020, representing a, expansion of 359.4%, reflecting the growth noted in the number of vessel calls for the calendar year under review.

Table 13: Fish Exports – CY2020 v/s CY2021 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY2020	**CY2021**	**Difference**	**% Change**	**CY2020**	**CY2021**	**Difference**	**% Change**
Direct Transhipment outwards (ship to ship)	535	2,458	1,923	359.4	11	27	16	145.5

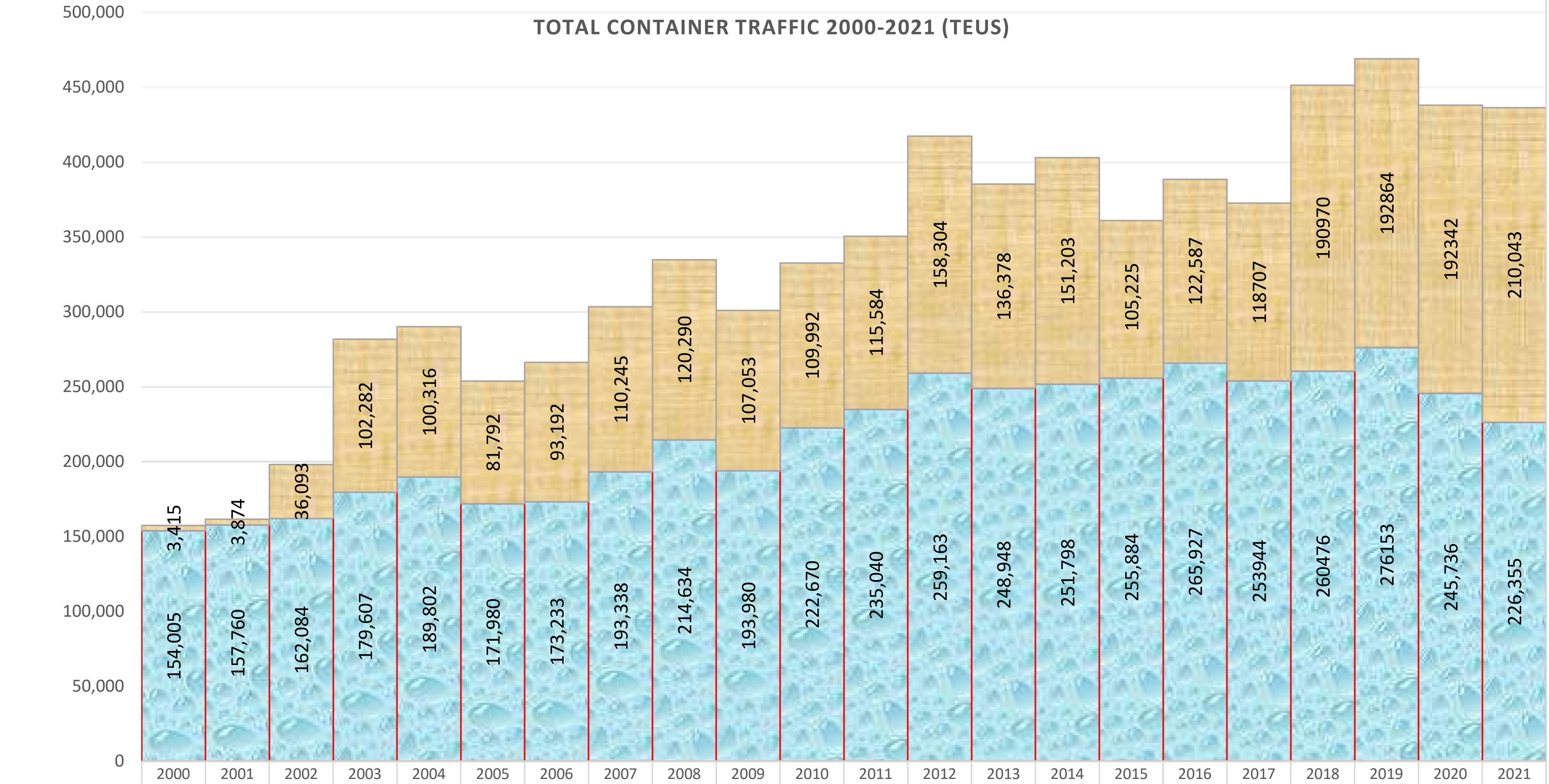
6. TOTAL CONTAINER TRAFFIC

Total Container Traffic (excluding paid restows) witnessed a decline of 0.4%, equivalent to 1,680 TEUs from 438,078 TEUs in CY2020 to 436,398 TEUs in CY2021.

It is worth noting that the contraction of 7.9% in captive container traffic more than offset the expansion of 9.2% in transhipment container traffic. Details are summarised in Table 14.

Table 14: Total Container Traffic – CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Captive	245,736	226,355	-19,381	-7.9
Transhipment	192,342	210,043	17,701	9.2
Total	**438,078**	**436,398**	**-1,680**	**-0.4**



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Transhipment	3,415	3,874	36,093	102,282	100,316	81,792	93,192	110,245	120,290	107,053	109,992	115,584	158,304	136,378	151,203	105,22	122,587	118707	190970	192864	192342	210,043
Captive	154,005	157,760	162,084	179,607	189,802	171,980	173,233	193,338	214,634	193,980	222,670	235,040	259,163	248,948	251,798	255,88	265,927	253944	260476	276153	245,736	226,355

Figure 3: Evolution of total container traffic at Port Louis from 2000 to 2021

6.2 Total Captive Container Traffic

Total Captive Container Traffic tumbled from 245,736 TEUs to 226,355 TEUs, representing a decline to the tune of 7.9%. Table 15 shows the comparative monthly captive container traffic for the calendar year under review.

Table 15: Total Captive Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	21,221	17,684	-3,537	-16.7
Feb	26,344	20,358	-5,966	-22.7
Mar	13,055	18,794	5,739	44.0
Apr	18,666	14,492	-4,174	-22.4
May	26,840	19,335	-7,505	-28.0
Jun	16,484	15,983	-501	-3.0
Jul	16,029	16,410	381	2.3
Aug	18,456	17,776	-680	-3.7
Sep	19,572	24,442	4,870	24.8
Oct	23,467	20,836	-2,631	-11.2
Nov	21,825	20,066	-1,759	-8.1
Dec	23,777	20,179	-3,598	-15.1
Total	**245,736**	**226,355**	**-19,381**	**-7.9**

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic witnessed a decline of 2.5% equivalent to 2,691 TEUs with a total of 106,930 TEUs in CY2021 as compared to 109,621 TEUs in CY2020 as shown in Table 16.

Table 16: Captive Laden Import Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	10,070	8,066	-2,004	-19.9
Feb	9,172	7,933	-1,239	-13.5
Mar	6,727	9,992	3,265	48.5
Apr	10,631	7,367	-3,264	-30.7
May	8,291	8,150	-141	-1.7
Jun	6,132	8,208	2,076	33.6
Jul	7,004	8,141	1,137	16.2
Aug	9,005	7,409	-1,596	-17.7
Sep	9,274	10,561	1,267	13.9
Oct	11,770	10,101	-1,669	-14.2
Nov	10,657	11,038	381	3.6
Dec	10,888	9,964	-924	-8.5
Total	**109,621**	**106,930**	**-2,691**	**-2.5**

This decline is mainly driven by the subdued consumption following rising prices of imported products due to soaring freight rates as well as reduced incomes triggered by the pandemic.

6.1.2 Captive Laden Export Container Traffic

Captive laden export container traffic witnessed an expansion of 1.6%, equivalent to 787 TEUs, with a total of 50,926 TEUs in CY2021 as compared to 50,139 TEUs in CY2020. This expansion reflects the gradual economic recovery in our key exports markets. The detailed results are outlined in Table 17.

Table 17: Captive Laden Export Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	4,321	3,300	-1,021	-23.6
Feb	5,485	4,189	-1,296	-23.6
Mar	3,382	4,528	1,146	33.9
Apr	2,412	3,259	847	35.1
May	3,090	4,409	1,319	42.7
Jun	4,061	4,551	490	12.1
Jul	4,146	3,641	-505	-12.2
Aug	4,652	3,765	-887	-19.1
Sep	4,055	5,082	1,027	25.3
Oct	5,178	4,596	-582	-11.2
Nov	4,633	5,251	618	13.3
Dec	4,724	4,355	-369	-7.8
Total	**50,139**	**50,926**	**787**	**1.6**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic decreased by 1,652 TEUs from 9,870 TEUs in CY2020 to 8,218 TEUs in CY2021, representing a negative growth of 16.7% for the calendar year under review, reflecting the logistical challenges in the container shipping industry. Details are outlined in Table 18.

Table 18: Captive Empty Import Container Traffic CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	747	657	-90	-12.1
Feb	1,404	576	-828	-59.0
Mar	580	696	116	20.0
Apr	403	620	217	53.9
May	619	519	-100	-16.2
Jun	1,014	601	-413	-40.7
Jul	1,012	531	-481	-47.5
Aug	1,232	648	-584	-47.4
Sep	636	1,048	412	64.8
Oct	615	820	205	33.3
Nov	524	830	306	58.4
Dec	1,084	672	-412	-38.0
Total	**9,870**	**8,218**	**-1,652**	**-16.7**

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 CY2020 vs CY2021.

Table 19: Captive Empty Export Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	6,083	5,661	-422	-6.9
Feb	10,283	7,660	-2,623	-25.5
Mar	2,366	3,578	1,212	51.2
Apr	5,220	3,246	-1,974	-37.8
May	14,840	6,257	-8,583	-57.8
Jun	5,277	2,623	-2,654	-50.3
Jul	3,867	4,097	230	6.0
Aug	3,567	5,954	2,387	66.9
Sep	5,607	7,751	2,144	38.2
Oct	5,904	5,319	-585	-9.9
Nov	6,011	2,947	-3,064	-51.0
Dec	7,081	5,188	-1,893	-26.7
Total	**76,106**	**60,281**	**-15,825**	**-20.8**

Captive empty export container traffic contracted to the tune of 20.8% with 60,281 TEUs in CY2021 as compared to 76,106 TEUs in CY2020

6.2 Total Transhipment Inwards Container Traffic

Table 20: Total Transhipment Inwards Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	14,608	18,730	4,122	28.2
Feb	16,283	19,105	2,822	17.3
Mar	15,331	15,415	3,084	20.1
Apr	8,237	17,742	9,505	115.4
May	8,883	20,942	12,059	135.6
Jun	10,049	19,387	9,338	92.9
Jul	12,960	14,478	1,518	11.7
Aug	23,635	14,118	-9,517	-40.3
Sep	21,139	16,747	-4,392	-20.8
Oct	20,415	18,651	-1,764	-8.6
Nov	19,360	15,945	-3,415	-17.6
Dec	21,442	15,783	-5,659	-26.4
Total	**192,342**	**210,043**	**17,701**	**9.2**

According to the UNCTAD report, Review of Maritime Transport 2021, owing to its high and growing Liner Shipping Connectivity Index, Mauritius continues to attract transhipment of containerised trade for other countries. It is worth noting that the transhipment activities have maintained its buoyancy owing to the resumption of the MSC Europe to Australia service at the end of 2020 and its feedering activities in the region.

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 9.0% during the calendar year under review, equivalent to 11,514 TEUs.

Table 21: Transhipment Inwards Laden Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	10,948	12,411	1,463	13.4
Feb	8,677	9,950	1,273	14.7
Mar	9,035	11,456	2,421	26.8
Apr	6,864	11,263	4,399	64.1
May	6,226	13,046	6,820	109.5
Jun	7,179	13,184	6,005	83.7
Jul	8,139	11,414	3,275	40.2
Aug	15,895	10,023	-5,872	-36.9
Sep	14,610	11,970	-2,640	-18.1
Oct	15,452	12,307	-3,145	-20.4
Nov	12,743	12,012	-731	-5.7
Dec	12,818	11,064	-1,754	-13.7
Total	**128,586**	**140,100**	**11,514**	**9.0**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

For the calendar year under review, empty transhipment container volume has soared up from 63,756 TEUs in CY2020 to 69,943 TEUs in CY2021 as detailed in Table 22.

Table 22: Transhipment Inwards Empty Container Traffic - CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Jan	3,660	6,319	2,659	72.7
Feb	7,606	9,155	1,549	20.4
Mar	6,296	6,959	663	10.5
Apr	1,373	6,479	5,106	371.9
May	2,657	7,896	5,239	197.2
Jun	2,870	6,203	3,333	116.1
Jul	4,821	3,064	-1,757	-36.4
Aug	7,740	4,095	-3,645	-47.1
Sep	6,529	4,777	-1,752	-26.8
Oct	4,953	6,344	1,381	27.8
Nov	6,617	3,933	-2,684	-40.6
Dec	8,624	4,719	-3,905	-45.3
Total	**63,756**	**69,943**	**6,187**	**9.7**

The increase in empty transhipment traffic is triggered mainly by growth in global demand for empty containers in exporting countries due to the COVID-19 pandemic.

6.3 Total Container Throughput for the port

Total Container Throughout, comprising Total Container Traffic + Total Transhipment Container Outwards+ paid restows for the period CY2021 stood at 663,229 TEUs versus 640,475 TEUs in CY2020, representing an increase of 3.6%, equivalent to 23,154 TEUS as shown in Table 23:

Table 23: Total Container throughput – CY2020 v/s CY2021 (TEUs)

	CY2020	CY2021	Difference	% Change
Captive	245,736	226,355	-19,381	-7.9
Transhipment Inwards	192,342	210,043	17,701	9.2
Transhipment outwards	192,494	210,832	18,338	9.5
Paid restows	9,903	16,399	6,496	65.6
Total	**640,475**	**663,629**	**23,154**	**3.6**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Total container vessel calls at Port Louis in CY2021 were 459. Out of which, some 455 container vessels were operated at MCT for the CY2021 as compared to 449 in CY2020 as depicted in Table 24.

Table 24: Vessels serviced at MCT – CY2020 v/s CY2021

	CY2020	CY2021	Difference	% Change
Jan	32	38	6	8.8
Feb	44	40	-4	-9.1
Mar	27	37	10	37.0
Apr	31	38	7	22.6
May	35	43	8	22.9
Jun	34	37	3	8.8
Jul	36	30	-6	-16.7
Aug	42	37	-5	-11.9
Sep	40	35	-5	-12.5
Oct	41	43	2	4.9
Nov	46	39	-7	-15.2
Dec	41	38	-3	-7.3
Total	**449**	**455**	**6**	**1.3**

A shortfall of 6 vessels has been noted at MCT for the year under review. The breakdown of 455 vessels serviced at MCT in CY2021 by category is shown in the table below.

Vessel Category	**CY2020**	**CY2021**	**Difference**	**% Change**
Ultra large container 14,501 & higher	4	0	-4	-100.0
New Panamax 10,001 to 14,500 TEUs	25	10	-15	-60.0
Post Panamax 5,101 to 10,000 TEUs	123	135	12	9.7
Panamax 3,001 to 5,001 TEUs	34	62	28	82.3
Feedermax 2,001 to 3,000 TEUs	145	96	-49	-33.8
Feeder 1,001 to 2,000 TEUs	94	107	13	13.8
Small Feeder up to 1,000 TEUs	24	45	21	87.5
Total	**449**	**455**	**6**	**1.3**

In CY2021, we witnessed a marked decrease in the number of calls effected by Container ships of capacity $10{,}000^{+}$ TEUs.

7.2 Container Throughput at MCT

The number of containers handled was 460,810 units in CY2021 compared to 446,384 units in CY2020, representing to a growth of 3.2%, equivalent to an increase of 14,426 units as depicted below in Table 25.

Similarly, container Throughput in terms of number of TEUs has gone up from 620,950 TEUS in CY2020 to 646,980 TEUS in CY2021, representing a growth of 4.2% for the calendar year under review.

Likewise, the number of moves including all restows, hatch covers, gear boxes recorded in CY2021 was 474,908 compared to 460,427 in CY2020, representing a growth of 3.1%, equivalent to 14,481 moves.

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

Table 25: No of Containers/TEUs/moves - CY2020 v/s CY2021

Month	Containers			TEUs			Moves		
	CY2020	CY2021	Difference	CY2020	CY2021	Difference	CY2020	CY2021	Difference
Jan	37,608	42,187	4,579	50,305	56,827	6,522	38,614	43,571	4,957
Feb	44,500	44,506	6	61,654	60,188	-1,466	45,795	45,679	-116
Mar	27,711	35,739	8,028	38,351	50,368	11,837	28,740	36,973	8,233
Apr	27,998	38,809	10,811	40,010	54,249	14,239	28,836	39,993	11,157
May	30,696	40,484	9,788	44,485	57,549	13,064	31,676	41,906	10,230
Jun	25,223	38,738	13,515	35,078	54,555	19,477	26,105	39,930	13,825
Jul	29,784	32,416	2,632	41,016	45,462	4,446	30,779	33,289	2,510
Aug	42,399	31,806	-10,593	60,146	46,075	-14,071	43,658	32,794	-10,864
Sep	44,908	41,594	-3,314	63,765	60,039	-3,726	46,220	42,715	-3,505
Oct	42,321	40,500	-1,821	59,837	56,708	-3,129	43,625	41,707	-1,918
Nov	47,429	36,876	-10,553	64,216	51,363	-12,853	49,056	38,070	-10,986
Dec	45,807	37,155	-8,652	61,607	53,597	-8,310	47,323	38,281	-9,042
Total	**446,384**	**460,810**	**14,426**	**620,470**	**646,980**	**26,030**	**460,427**	**474,908**	**14,481**
% Change			**3.2**			**4.2**			**3.1**

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 – CY2020 v/s CY2021

	CY2020	CY2021
Avg. Moves Per Gross Crane Hour	21.6	21.8
Avg. Moves per Ship's Working Hour	37.2	37.0
Average Pre-berthing Delay (hrs)	2.6	3.3
Berth Occupancy (%)	78.3	71.6

- The average number of moves per gross crane hour has remained more or less stable with 21.6 in CY2020 and 21.8 in CY2021.
- In the same vein, the average moves per ship's working hour remained unchanged with 37.0 in CY2021 and 37.2 in CY2020.
- The average pre-berthing delay per vessel stood at 3.3 hours in CY2021 as opposed to 2.6 hours posted in CY2020.
- The berth occupancy went down from 78.3% in CY2020 to 71.6% in CY2021.

7.4 Crane Productivity

Table 27 provides the comparative crane productivity for the CY2021 versus CY2020.

Table 27: Average Moves per Gross Crane Hours - CY2020 v/s CY2021

	CY2020	CY2021
Jan	20.7	21.8
Feb	22.6	21.3
Mar	25.0	20.9
Apr	22.4	22.7
May	25.5	22.7
Jun	24.0	21.5
Jul	21.4	21.9
Aug	19.9	22.1
Sep	20.2	22.6
Oct	19.6	22.1
Nov	21.5	22.1
Dec	21.2	19.8
Average	**21.6**	**21.8**

Average Gross Crane Productivity is still below the target set in the new Addendum of the MCT Concession Contract 2019 of 25 Moves per Gross Crane Hour.

7.5 Ship Productivity

Comparative monthly ship productivity for the CY2021 versus CY2020 is detailed in Table 28.

Table 28: Average Moves per Ship's Working Hours - CY2020 v/s CY2021

	CY2020	CY2021
Jan	36.5	36.0
Feb	33.9	36.0
Mar	45.1	35.5
Apr	34.4	37.7
May	42.5	33.1
Jun	43.1	33.2
Jul	38.6	34.9
Aug	37.3	41.0
Sep	37.0	46.2
Oct	34.4	40.8
Nov	38.5	40.6
Dec	34.1	33.2
Average	**37.2**	**37.0**

The ship productivity stood at 37.0 moves per ship working hour in CY2021 against 37.2 moves recorded for the CY2020.

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 29 for the CY2021 versus CY2020.

Table 29: Average Pre-Berthing Delay - CY2020 v/s CY2021 (hrs)

	CY2020	CY2021
Jan	2.0	4.2
Feb	1.8	3.3
Mar	1.8	4.1
Apr	1.9	3.1
May	2.3	2.5
Jun	3.0	2.6
Jul	2.8	3.0
Aug	2.8	3.0
Sep	3.0	3.0
Oct	3.1	4.4
Nov	3.0	3.4
Dec	2.5	2.5
Average	**2.6**	**3.3**

The average pre-berthing delay stood at 3.3 hrs in 2021 as opposed to 2.6 hrs recorded for the CY2020.

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 30 for the calendar year 2021 compared to CY2020.

Table 30: Berth Occupancy at MCT - CY2020 v/s CY2021 (%)

	CY2020	CY2021
Jan	78.8	76.8
Feb	84.3	74.7
Mar	79.2	72.5
Apr	87.2	74.3
May	70.8	83.8
Jun	62.1	79.8
Jul	71.3	66.3
Aug	78.8	51.0
Sep	83.4	64.1
Oct	87	61.0
Nov	65.6	72.6
Dec	90.5	82.3
Average	**78.3**	**71.6**

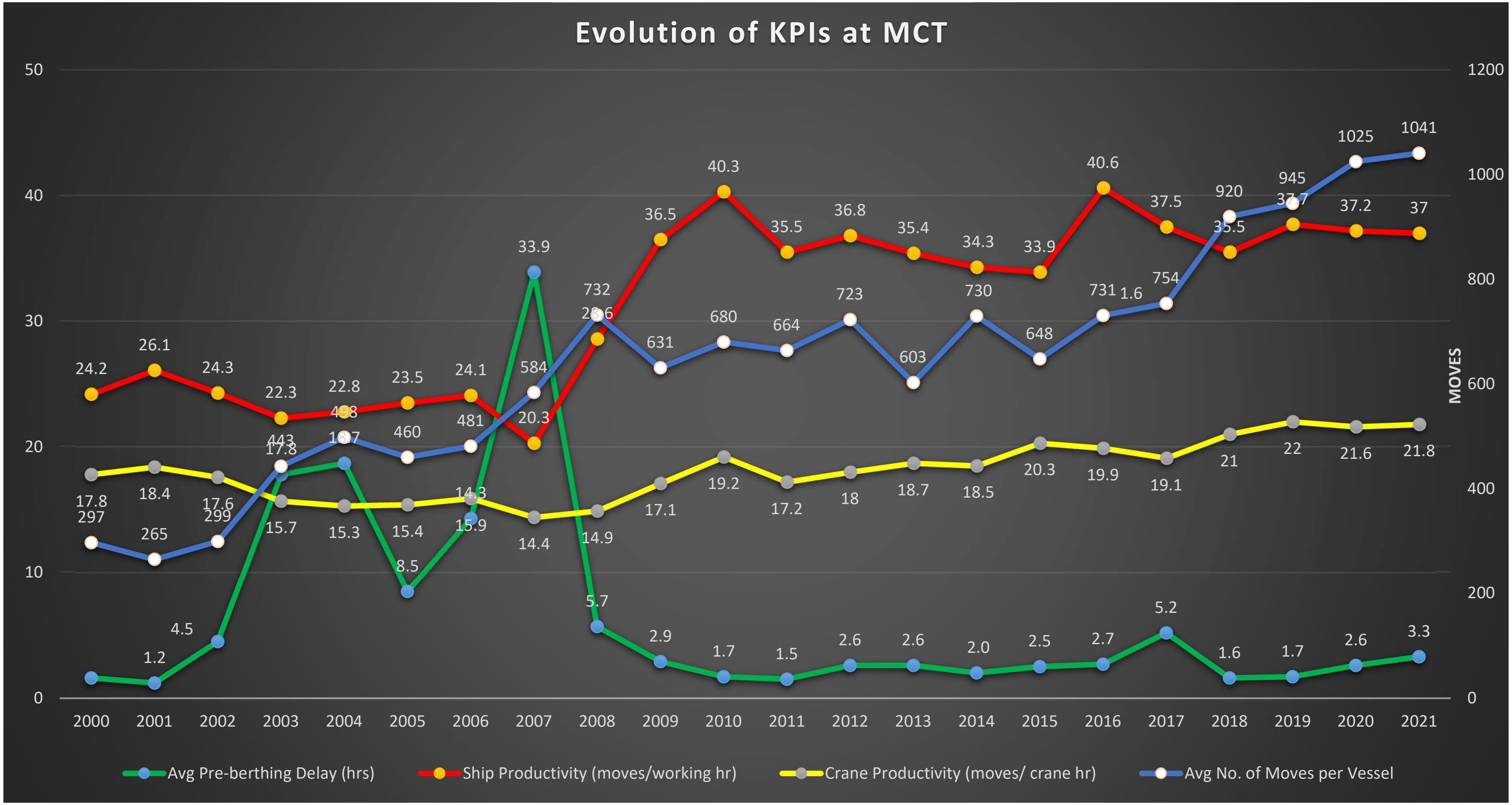


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. VESSEL CALLS

Some 2,550 vessel calls were registered during the year CY2021 as compared to 2,776 calls in CY2020, i.e. a shortfall of 226 calls. Table 31 provides a summary of Total Vessel Traffic for the calendar year under review.

Table 31: Vessel calls for the year - CY2020 v/s CY2021

Category	**CY2020**	**CY2021**	**Difference**	**% Change**
Containerized Vessels	466	459	-7	-1.5
Tankers	97	76	-21	-21.6
Dry Bulk carriers	49	51	2	4.1
Unitized & Break Bulk Carriers	1	0	-1	-100.0
General Cargo (incl. cattle carriers)	24	20	-4	16.7
Fishing Vessels	765	727	-38	-5.0
Pure Car Carriers	25	32	7	28.0
Inter-Island	49	46	-3	-6.1
Cruise Vessels	20	1	-19	-95.0
Others	1,280	1,138	-142	-11.1
Total	**2,776**	**2,550**	**-226**	**-8.1**

- Containerised vessel calls registered a decrease of 1.5%, with 459 calls in CY2021 as opposed to 466 calls in CY2020.

- No of calls by tankers was 76 in CY2021 as opposed to 97 recorded during the CY2020, registering a decline of 21.6%. This fall is mainly attributed to a 69% contraction in LPG calls as exports of LPG were phased out following the lease of Petredec LPG storage facility to STC.

- No. of calls made by Dry Bulk carriers was 51 in CY2021 as compared to 49 in CY2020, registering a growth of 4.1%

- Fishing vessel calls contracted by 5% from 765 calls in CY2020 to 727 calls in CY2021.

- For the inter-island trade, total number of calls decreased from 49 in CY2020 to 46 in CY2021.

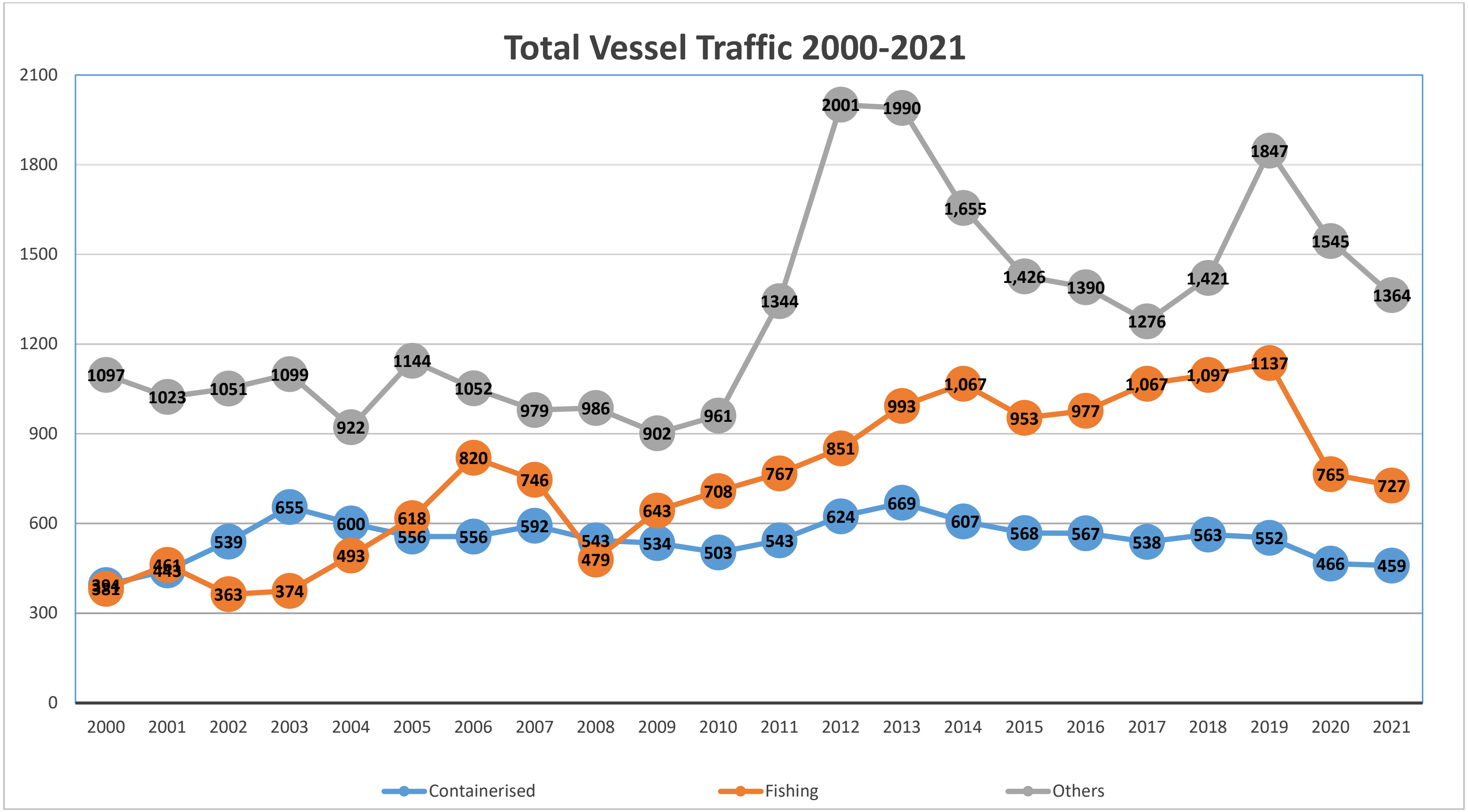


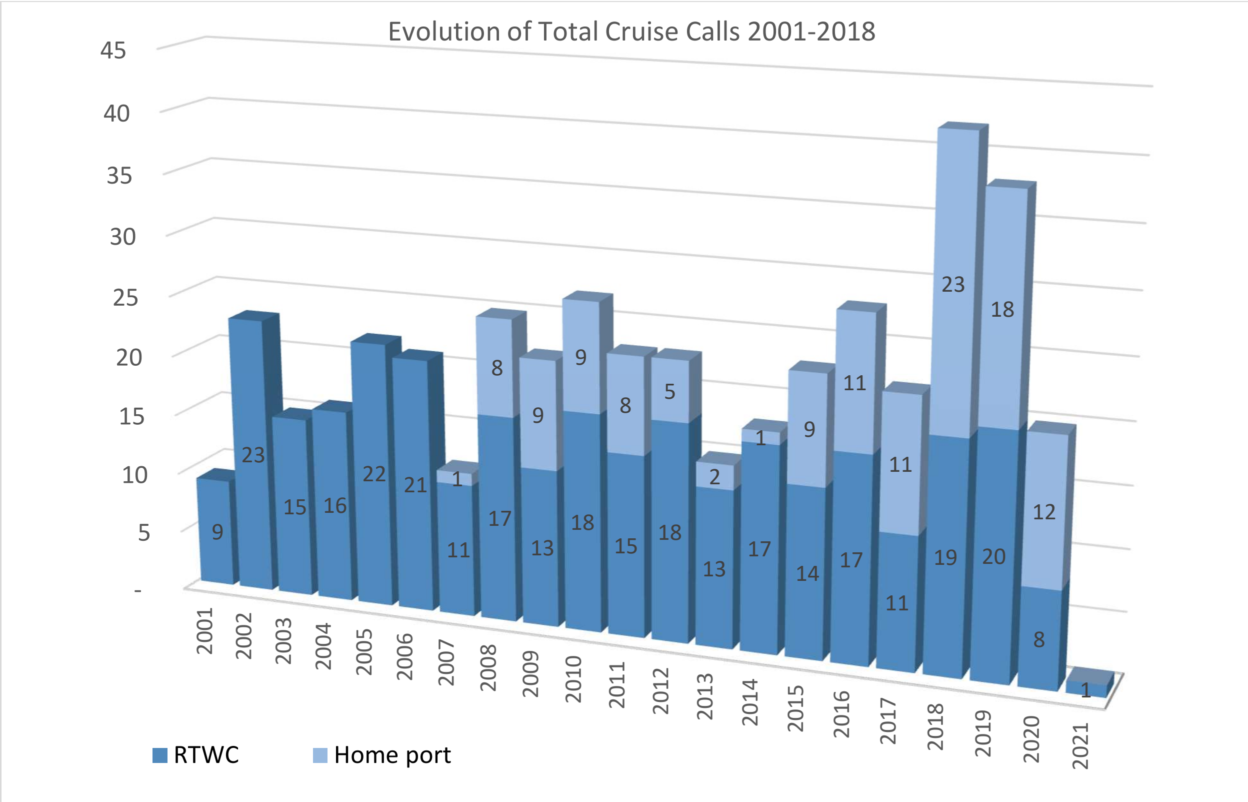
Figure 5: Evolution of total vessel traffic from 2000 to 2021

8.1 Cruise Tourism

Cruise Vessel Calls

During the calendar year 2021, only 1 cruise vessel under the Round the World segment called at Port Louis against 20 in CY2020, representing a decrease of 95.0%. It should be noted that with the prevalence of COVID-19 pandemic, cruise activities were suspended since 13 Mar 2020 till November 2021.

Figure 6 depicts the evolution of number of calls made by homeporting and Round the World cruises from 2001-2021:



Cruise Passengers Arrivals

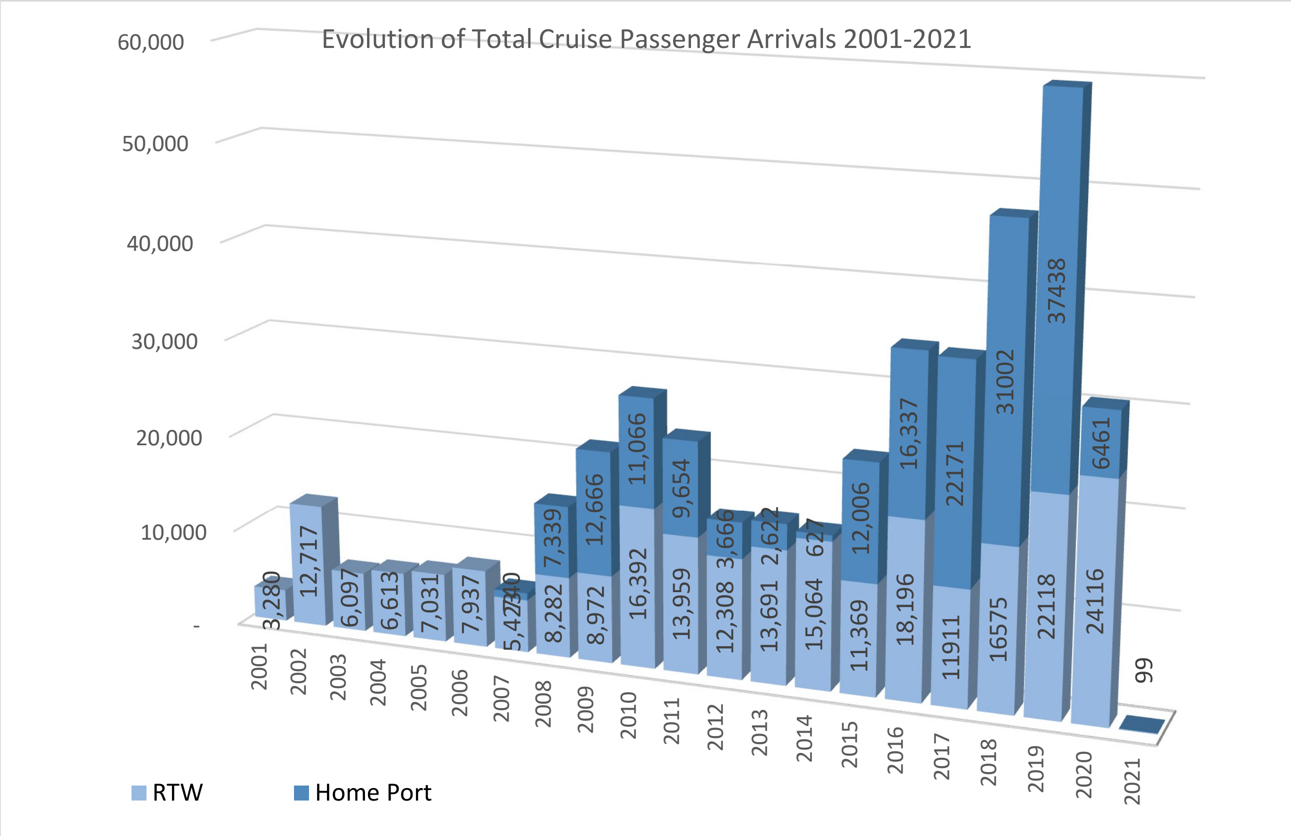
Similarly, cruise passenger arrivals contracted by almost 100% from 30,577 in CY2020 to 99 passengers in CY2021. It is to be noted that cruise segment remains the most affected by the COVID-19 contagion as cruise ships have to bear the brunt of the sanitary measures in place at borders.

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			
	CY2020	CY2021	Difference	% Change	CY2020	CY2021	Difference	% Change
HMP	24,116	0	-24,116	-100.0	12	0	-12	-100.0
RTWC	6,461	99	-6,362	-98.5	8	1	-7	-87.5
TOTAL	**30,577**	**99**	**-30,478**	**-99.7**	**20**	**1**	**-19**	**-95.0**

Figure 7 depicts the evolution of number of passengers both in homeporting (HP) and Round the World cruises (RTW) from 2001-2021



8.2 Calls at Outer Harbour

The number of vessels calling Outer Harbour registered a decrease from 1,280 vessel calls for the year CY2020 to 1,138 calls during the CY2021.

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-chandler, amongst others.

Table 33: Total Calls Outer Harbour - CY2020 v/s CY2021

	CY2020	CY2021	Difference	% Change
Bunkering Only	803	792	-11	-1.4
Crew Change	120	88	-32	-26.7
Change of Security Guard	5	0	-5	-100.0
Ship Stores	128	74	-54	-42.2
Repairs or Inspection	99	98	-1	-1.0
Others	125	86	-39	-31.2
Total	**1,280**	**1,138**	**-142**	**-11.1**

A negative growth to the tune of 11.1% has been noted for total vessel calls at outer harbour for the calendar year under review. Owing to pandemic induced disruption in maritime logistics, all segments noted decreases namely bunkering only (-1.4%), crew change (-26.7%), change of security guard (-100.0%), repairs or inspection (-1.0%), ship stores (-42.2%) and others (-31.2%).

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 34: Key Performance Indicators at MPT - CY2020 v/s CY2021

	CY2020	CY2021
No. of Vessel Calls	18	4
No. of Containers	6,512	1,295
Avg. Moves /Gross Gang hr	4.0	5.3

- During CY2021, 4 container vessel calls were registered at the MPT and some 1,295 TEUs were handled in comparison with 18 container vessels and 6,512 TEUs respectively in CY2020 as most container ships are being serviced at MCT.
- In CY2021, the average productivity noted an improvement and reached at 5.3 moves/gross gang hour as compared to 4.0 recorded in CY2020.

9.2 Inter-Island Trade

Vessels plying between the dependencies of Mauritius (Rodrigues and Agalega) made 46 calls and handled some 13,783

TEUs in CY2021 as depicted in the Table 35.

Table 35: Intra trade traffic of Mauritius– CY2020 v/s CY 2021

	CY2020	CY2021
Total No. of Voyages	**49**	**46**
Breakdown of the total No. of voyages		
Black Rhino	*34*	*28*
Mauritius Trochetia	*15*	*15*
Others (Nordeney, Zehrah 1, Juist)	*0*	*3*
Total No. of Containers	**12,813**	**13,783**
Breakdown of Total no. of containers		
Black Rhino	*11,406*	*12,008*
Mauritius Trochetia	*1,407*	*1,363*
Others (Nordeney, Zehrah 1, Juist)	*0*	*412*

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2021 versus CY2020 of the various berths at Terminal I and II are depicted in Table 36.

Table 36: Berth Occupancy at MPT - CY2020 v/s CY2021 (%)

Berth		CY2020	CY2021
		Total Occupied	Total Occupied
Quay No. 1	Terminal II	56.6	56.4
Quay No. 2	Terminal II	67.7	56.2
Quay No. 3	Terminal II	54.5	47.5
Quay No. 4	Terminal II	71.2	70.4
Quay A	Terminal I	77.0	71.2
Quay D	Terminal I	68.8	57.5
Quay E	Terminal I	62.3	54.2
Bulk Sugar Terminal		5.8	0
Trou Fanfaron Fishing Quay 1		98.7	99.4
Trou Fanfaron Fishing Quay 2		98.5	99.2
Cruise Jetty		11.9	0
Oil Jetty		24.4	23.0
FDM		95.2	91.3
MFD		56.0	78.9

Owing to the prevalence of COVID-19 pandemic, with the exception of Trou Fanfaron Fishing Quays and MFD, remaining quays have witnessed a decline in their total berth occupancy rates for the calendar year under review as lesser vessels called at Port Louis.

10. CONTAINER TRAFFIC BY SHIPPING LINES

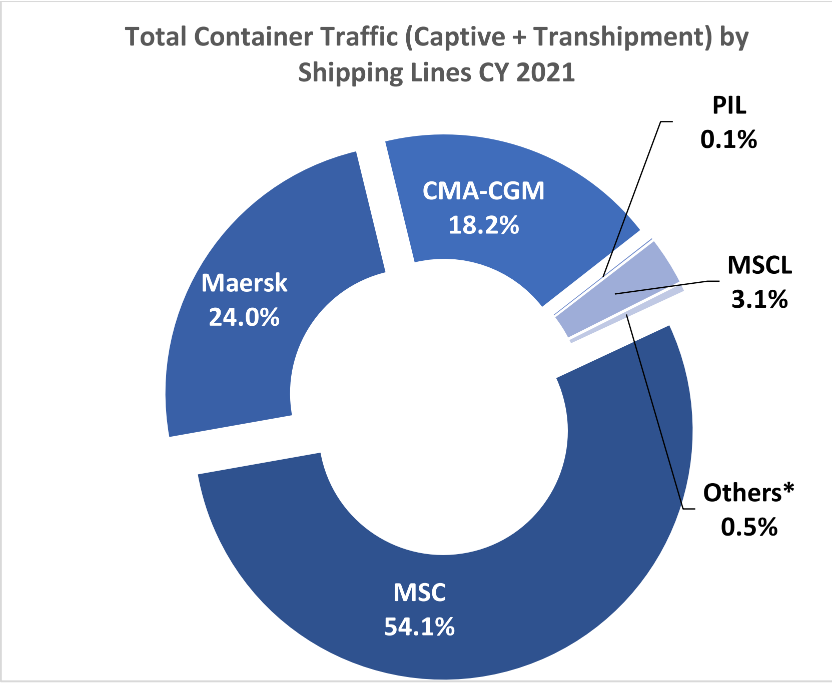
10.1 Total Container Traffic by Shipping lines – TEUs

Table 37

Shipping Line	CY2020	% Share	CY2021	% Share	Difference	% Change in Volume
MSC	210,164	48.0	236,400	54.2	26,236	12.5
Maersk	157,660	36.0	104,908	24.0	-52,752	-33.5
CMA CGM	52,487	12.0	79,585	18.2	27,098	51.6
PIL	4,005	0.9	292	0.1	-3,713	-92.7
Mauritius Shipping Corporation Ltd. (MSCL)	12,813	2.9	13,372	3.1	559	4.4
Others *	949	0.2	1,841	0.4	892	94.0
Total	**438,078**	**100.0**	**436,398**	**100.0**	**-1,680**	**-0.4**

* Others include: Hapag Lloyd and others

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



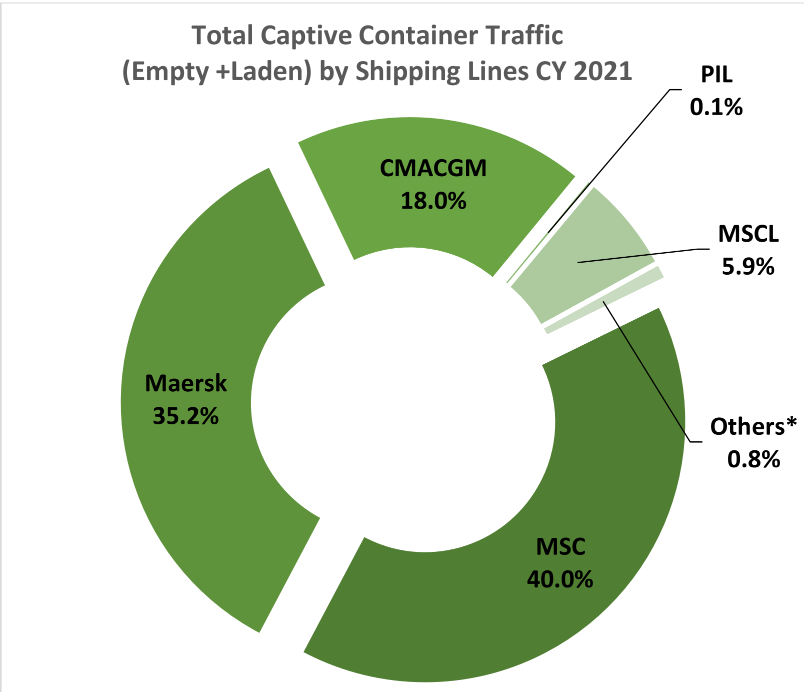
- MSC's share increased from 48.4 % to 54.2%. Its share of total container traffic volume has increased by 11.6% from 210,164 TEUs in CY2020 to 236,400 TEUs in CY2021.
- Maersk's share in CY2021 stood at 24.0 % lower than the previous year, i.e. 36.0%. A drop of 33.5% has been noted in their volume for the calendar year under review.
- CMA CGM's share in total container traffic has jumped from 11.6% to 18.2% and a expansion of 54.9% has been noted in its volume.

10.2. Total Captive Container Traffic by Shipping Lines – TEUs

Table 38

Shipping Line	CY2020	CY2021	Difference	% Change
MSC	103,350	90,448	-12,902	-12.5
Maersk	102,174	79,643	-22,531	-22.0
CMA CGM	22,906	40,813	17,907	78.2
PIL	4,005	292	-3,713	-92.7
MSCL	12,813	13,372	559	4.4
Others *	488	1,787	1,299	266.2
Total	**245,736**	**226,355**	**-19,381**	**-7.9**

* Others include: Hapag Lloyd and others



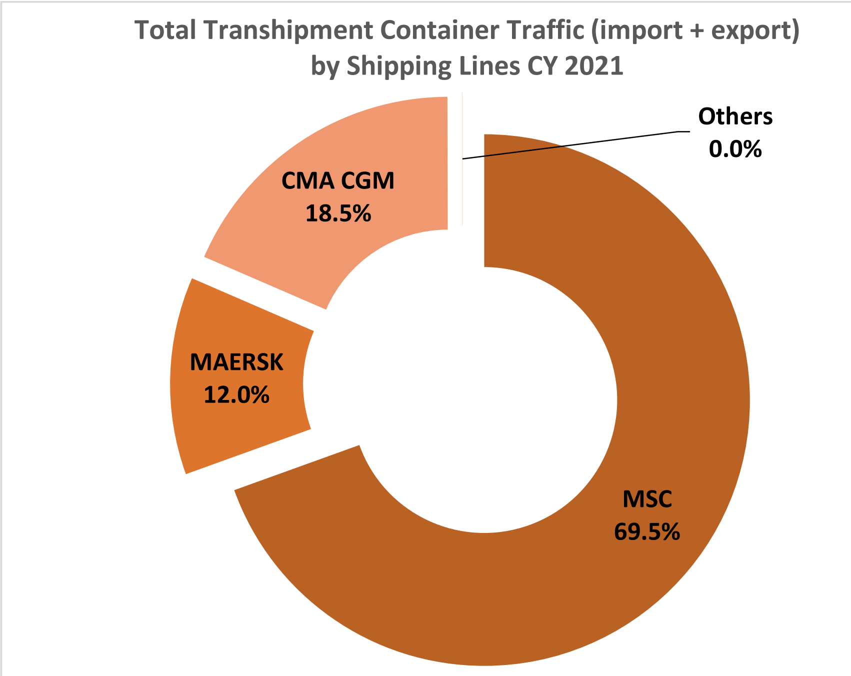
Total captive container traffic decreased by 7.9% from 245,736 TEUs in CY2020 to 226,355 TEUs in CY2021.

MSC, Maersk and PIL have witnessed contractions whilst CMA CGM, MSCL and others captive segments have registered expansions for the calendar year under review.

10.3 Total Transhipment Traffic by Shipping Lines - TEUs

Table 39

Shipping Line	CY2020	CY2021	Difference	% Change
MSC	107,956	145,952	37,996	35.2
Maersk	55,486	25,265	-30,221	-54.5
CMA CGM	28,439	38,772	10,333	36.3
Others*	461	54	-407	-88.3
Total	**192,342**	**210,043**	**17,701**	9.2



Total transhipment container traffic has noted a commendable expansion to the tune of 9.2% for the calendar year under review.

It is worth noting that Maersk and others noted a negative growth of 54.5% and 88.3%, respectively whilst MSC and CMA CGM transhipment traffic posted a growth of 35.2% and 36.3% respectively.

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 - CY2020 v/s CY2021

	Share CY2020	Share CY2021
MSC		
Total Container Traffic	48.0	54.2
Total Captive Container Traffic	42.1	40.0
Total Transhipment Container Traffic	55.4	69.5
Maersk		
Total Container Traffic	36.0	24.0
Total Captive Container Traffic	41.6	35.2
Total Transhipment Container Traffic	30.0	12.0

In CY2021, the local market was shared as follows:

- Total Container Traffic: MSC held 54.2% of the market share followed by Maersk with a share of 24.0% in CY2021

- Total Captive Container Traffic: MSC's with a market share of 40.0% whilst Maersk's share stood at 35.2% in CY2021

- Total Transhipment Container Traffic: MSC which holds the lion share, has noted an increase from 55.4% in CY2020 to 69.5% in CY2021. Conversely, Maersk's market share has declined from 30.0% to 12.0%.

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 41: MSC Transhipment Inwards (TEUs)

	CY2020	CY2021	Difference	% Change
Laden	70,079	100,375	30,296	43.2
Empty	37,877	45,577	7,700	20.3
Total	**107,956**	**145,952**	**37,996**	**35.2**

Some 145,952 TEUs were transhipped by MSC during the current calendar year as compared to 107,956 TEUs in CY2020, i.e. a double digit growth of 35.2%.

12.2 Maersk Line

Table 42: Maersk Transhipment Inwards (TEUs)

	CY2020	CY2021	Difference	% Change
Laden	45,185	15,365	-29,820	-66.0
Empty	10,301	9,900	-401	-3.9
Total	**55,486**	**25,265**	**-30,221**	**-54.5**

The number of TEUs transhipped by Maersk Shipping Line declined from 55,486 TEUs in CY2020 to 25,265 TEUs in CY2021, representing a negative growth of 54.5%.

12.3 CMA-CGM

Table 43: CMA-CGM Transhipment Inwards (TEUs)

	CY2020	CY2021	Difference	% Change
Laden	13,322	24,306	10,984	82.5
Empty	15,117	14,466	-651	-4.3
Total	**28,439**	**38,772**	**10,333**	**36.3**

The number of TEUs transhipped by CMA CGM increased from 28,439 TEUs in CY2020 to 38,772 TEUs in CY2021.

13. DOWNTIME AT PORT

During the calendar year under review, handling operations were disrupted at the port for about 20.9 days in CY2021 compared to 28.9 days registered in CY2020 owing to adverse weather conditions like swell conditions, heavy rainfall or strong gusts.

14. SHIPPING SERVICES CY2021

Container Liners

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	Europe to Australia Service (VSA with CMA CGM NEMO Service)	London Gateway, Rotterdam, Hamburg, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Gioia Tauro, Messina, Marsaxlokk, Reunion, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle, Singapore, Colombo, Suez Canal to European Ports
	2. Weekly	INGWE Southbound Service	Qingdao, Ningbo, Shanghai, Ningbo, Shekou, Singapore, Mundra, **Port Louis,** Durban
	3. Weekly	INGWE Northbound Service	Durban, Coega, **Port Louis,** Colombo, Singapore, Qingdao
	4.On & Off	India Africa Service	Abu Dhabi, Jebel Ali, Mundra, Nava Sheva, Colombo, **Port Louis**, Lome, Tema, Cotonou, Cape Town, Durban, Abu Dhabi.
	5. Weekly Fortnightly Weekly Fortnightly	Indian Ocean Islands **1** Indian Ocean Islands **2** Indian Ocean Islands **3** Indian Ocean Islands **4**	**Port Louis,** Tamatave, **Port Louis** **Port Louis,** Longoni, Majunga, Diego Suarez, **Port Louis** **Port Louis,** Réunion, **Port Louis** **Port Louis,** Nacala, **Port Louis**
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax: (230) 206 2210	1. 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.
	2. Weekly	Indian Ocean Islands (Slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis,** Toamasina, Port Victoria.

SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
	3. Weekly	M Express (VSA CMA-CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas
3.CMA CGM (Mauritius) Ltd MFD Building Block 3, Zone 5, Mer Rouge Tel (230) 203 4350 Fax (230)217 8251/ 2080245	1. Weekly	Indian Ocean Islands Feeder 1	Tamatave, **Port Louis,** Réunion
	2. Every 2 weeks	Indian Ocean Islands Feeder	Longoni, Réunion, Mauritius, Longoni, Majunga, Nosy Be, Antsiranana/ Diego Saurez, Mutsamudu, Moroni, Vohémar
4. UAFL/ DAL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045	Weekly Weekly Monthly	Slot Chartering with a. Maersk IOI b. MSC Australia Express Service (SB) C. Safari- North Bound	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth London Gateway, Antwerp, Le Havre, Fos Sur Mer, La Spezia, Naples, Gioia Tauro, Port Louis, Sydney, Melbourne, Adelaide, Fremantle, South Bound Indian Ocean (Port Louis, Réunion, Madagascar) Port Louis, Ningbo, Shanghai, Durban, Tanjung Pelepas.
5. Mauritius Shipping Corporation Ltd 1, Capitainerie Building, Quay D Port Louis Tel : (230) 217 2285 Fax : (230) 242 5245	Every 10 days Upon request	M.V Black Rhino/ M.V Mauritius Trochetia M.V Mauritius Trochetia	Port Louis, Rodrigues, Port Louis Agalega

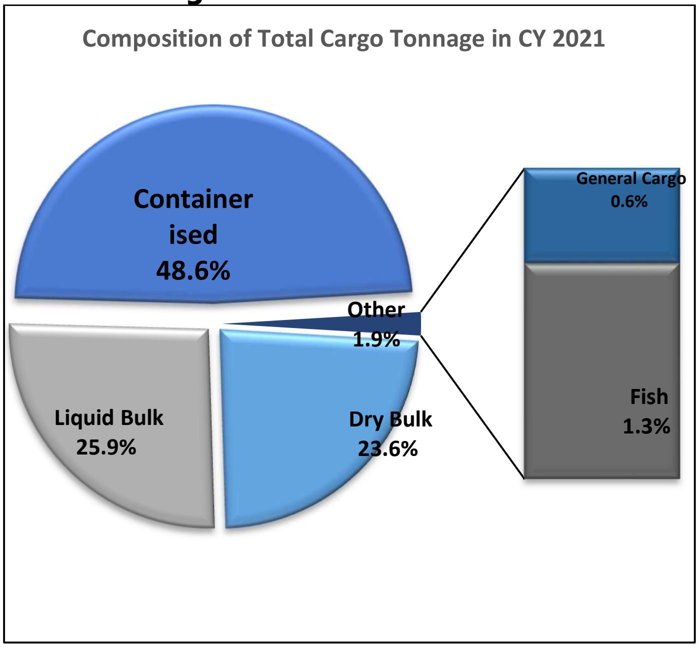
Pacific International Line (PIL) ceased its operations in February 2021 in Mauritius.

Pure Car Carrier Services

SHIPPING LINES	FREQUENCY	MAIN PORTS OF CALL
6. 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
7. 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 Sub Continent, South East Asia, **Port Louis,** Réunion, Madagascar, South Africa, Mozambique, Tanzania, Kenya

APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC CY2021

A. Total Cargo



Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded by 2.4% from 7,421,763 tonnes in CY2020 to reach 7,602,869 tonnes in CY2021.

Cargo (Bagged + Coal + Fertilizer + Maize + Soya Bean Meal + Sugar + Urea + Break Bulk + Inter-Island + Containerised + Fish) handled by CHCL amounted to 4,782,846 tonnes, equivalent to 62.9% of Total Cargo Traffic.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 3,702,043 tonnes in CY2020 to 3,762,474 tonnes in CY2021, representing a growth of 1.6%.

Total Bulk Cargo CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Dry Bulk	1,678,469	1,792,240	113,771	6.8
Liquid Bulk	2,023,574	1,970,234	-53,340	-2.6
Total	**3,702,043**	**3,762,474**	**60,431**	**1.6**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a growth of 6.8%, equivalent to 113,771 tonnes from 1,678,469 tonnes in CY2020 to 1,792,240 tonnes in CY2021.

Total Dry Bulk Cargo CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Imports	1,677,469	1,792,240	114,771	6.8
Exports	1,000	-	-1,000	-100.0
Total	**1,678,469**	**1,792,240**	**113,771**	**6.8**

B.2 Liquid Bulk Cargo

Total Liquid Bulk tumbled from 2,023,574 tonnes in CY2020 to 1,970,234 tonnes in CY2021, registering a negative growth of 2.6%, equivalent to 53,340 tonnes.

Total Liquid Bulk Cargo CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Imports	1,370,038	1,345,075	-24,963	-1.8
Exports	653,536	625,159	-28,377	-4.3
Total	**2,023,574**	**1,970,234**	**-53,340**	**-2.6**

C. Containerised Cargo

Total Containerised Cargo increased from 3,579,898 tonnes in CY2020 to 3,696,563 tonnes in CY2021, representing a growth of 3.2% as summarised below.

Containerised Cargo Traffic CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Imports	1,370,265	1,335,378	-34,887	-2.5
Exports	626,740	636,554	9,814	1.6
Transhipment (inwards)	1,582,893	1,724,631	141,738	9.0
Total	**3,579,898**	**3,696,563**	**116,665**	**3.2**

D. General Cargo Traffic

General Cargo, comprising transhipment inwards, inter-island, bagged cargo and unitised break bulk, witnessed a growth of 28.6% (equivalent to 9,771 tonnes) from 34,186 tonnes in CY2020 to 43,957 tonnes in CY2021.

General Cargo Traffic CY2020 v/s CY2021 (tonnes)

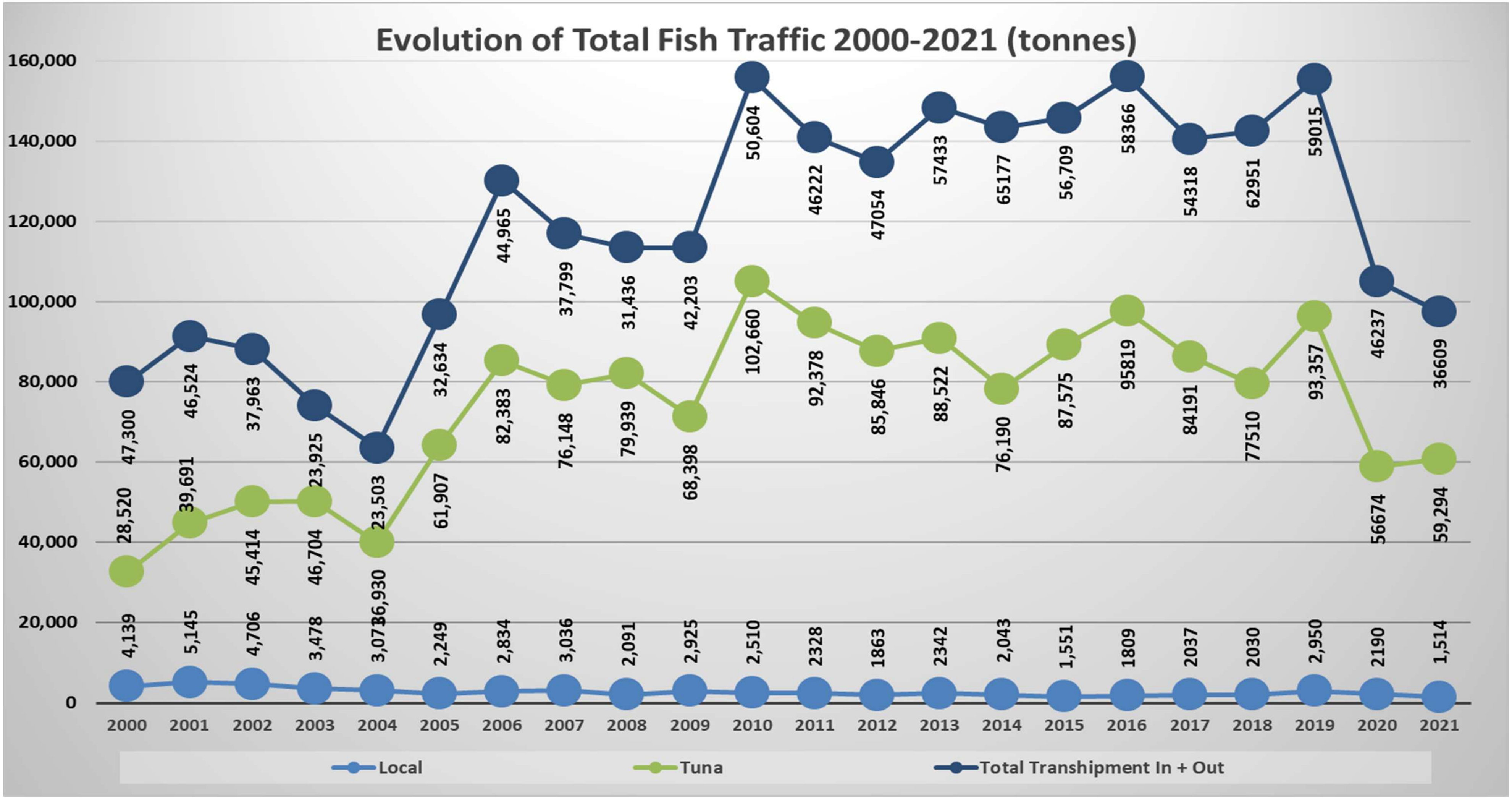
	CY2020	CY2021	Difference	% Change
Imports	24,278	37,521	13,243	54.5
Exports	9,908	6,436	-3,472	-35.0
Total	**34,186**	**43,957**	**9,771**	**28.6**

E. Fish Traffic

Total Fish Traffic declined by 5.5% from 105,635 tonnes in CY2020 to 99,875 tonnes in CY2021.

Total Fish Traffic CY2020 v/s CY2021 (tonnes)

	CY2020	CY2021	Difference	% Change
Tuna Processing	56,674	59,294	2,620	4.6
Local Market	2,189	1,514	-675	-30.8
Transhipment Inwards	45,702	34,151	-11,552	-25.3
Direct Transhipment Inwards (ship to ship)	535	2,458	1,923	359.4
Direct Transhipment Outwards (ship to ship)	535	2,458	1,923	359.4
Grand Total	**105,635**	**99,875**	**-5,760**	**-5.5**


Evolution of Total Fish Traffic 2000-2021 (tonnes)
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Local
Tuna
Total Transhipment In + Out
47,300
46,524
37,963
23,925
23,503
32,634
44,965
37,799
31,436
42,203
50,604
46222
47054
57433
65177
56,709
58366
54318
62951
59015
46237
36609
28,520
39,691
45,414
46,704
36,930
61,907
82,383
76,148
79,939
68,398
102,660
92,378
85,846
88,522
76,190
87,575
95819
84191
77510
93,357
56674
59,294
4,139
5,145
4,706
3,478
3,073
2,249
2,834
3,036
2,091
2,925
2,510
2328
1863
2342
2,043
1,551
1809
2037
2030
2,950
2190
1,514

27.04.2022
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