MPA
Mauritius Ports Authority

Port Trade Performance
CY2021 versus CY2022

23.03.2023

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Port Trade Performance CY2022

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**7.6**	**Million tonnes**	**(+0.5%)**
• Containerised Cargo	3.5	Million tonnes	(-4.1%)
• Dry Bulk Cargo	1.8	Million tonnes	(-0.004 %)
• Liquid Bulk Cargo	2.1	Million tonnes	(+8.1%)
• Fish Traffic	123,239	tonnes	(+23.4%)
Total Container Traffic	**407,825**	**TEUs**	**(-6.5%)**
• Captive Container	247,816	TEUs	(+9.5%)
• Transhipment Container Inwards	160,009	TEUs	(-23.8%)
• Transhipment Container Outwards	162,114	TEUs	(-23.1%)
Total Container Throughput (incl. Restows)	**582,604**	**TEUs**	**(-12.2%)**
Total Vessel Traffic	2657	calls	(+4.2%)
• Containerised Vessels	446	calls	(-4.1%)
• Fishing Vessels	764	calls	(+5.1%)
Cruise Traffic			
• Cruise Vessel	8	call	(+700.0%)
• Passengers on Arrival	5,962	passengers	(+5922.2%)
• Passengers on Departure	6,157	passengers	(+2476.2%)
Total Bunker Traffic • Pipeline	**492,492** 81,057	**tonnes** tonnes	**(-20.3%)** (+8.3%)
• Barges	411,435	tonnes	(-24.3%)

2. INTRODUCTION

The global fight against inflation, Russia's war in Ukraine and resurgence of Covid 19 in China weighed on global economic activity in 2022. As a result, the global economic growth is estimated to slow down from 6.0% in 2021 to 3.4% in 2022, according to World Economic Outlook update, Jan 2023. In view of the challenging and complex economic environment, international maritime trade flows which bounced back in 2021 with 3.2% growth lost stream in 2022 and UNCTAD estimated same to slow to 1.4%.

It is to be noted that the war in Ukraine further disrupted the maritime trade as Ukraine and the Russian Federation provide around 30% of the world's wheat and barley, one fifth of its maize and over half of its sunflower oil and the Russian Federation is also leading natural gas exporter and the second largest oil exporter. According to UNCTAD's report titled Maritime Trade Disrupted (The war in Ukraine and its effects on maritime logistics), by the end of May 2022, the global average price for low sulphur fuel oil reached over $1,000 per ton, a 64% increase compared to the start of the year.

With respect to containerised trade, Drewry has lowered its demand outlook for 2022 to 1.5% on the back of heavily downgraded GDP projections. In the same vein, in 2021, there was an enormous surge in global container shipping freight rates which peaked in January 2022. As of mid-2022, many pandemic-driven conditions were unwinding, capacity constraints were easing and spot freight rates moderated but still above the pre-pandemic levels. However, average fuel surcharges claimed by container shipping lines have risen close to 50% since the beginning of the war.

At national level, GDP at market prices in 2022 is estimated to grow by 7.8% higher than the 3.5% in 2021, mainly driven by better performance in the tourism sector, according to the National Accounts Estimates (Dec 2021). It is to be noted that the household consumption spending was impacted by the high inflationary environment as inflation rate increased from 4.0% in 2021 to 10.8 in 2022.

Weighed down by several external shocks including the war in Ukraine, high energy prices, global inflation and monetary tightening as well as the long-lasting pandemic – induced supply chain disruptions, total cargo traffic inched-up. Indeed, the total cargo traffic increased to 7,640,827 million tonnes in 2022 as compared to 7,602,869 million tonnes recorded in CY2021, representing an increase of 0.5%.

Conversely, total container traffic registered a 6.5% decline during the CY2022 with 407,825 TEUs as compared to 436,398 TEUs in CY2021. The transhipment segment was badly hit as a result of slumping global demand as well as the withdrawal of capacity and empty containers from smaller trade routes to address pandemic induced supply chain disruptions in the more profitable lanes.

For the period under review, captive container traffic expanded by 9.5% whilst transhipment container traffic posted a contraction of 23.8%.

In CY2022, the port witnessed a growth of 4.2% in the total vessels calls and stood with 2,657 calls.

3. TOTAL CARGO TRAFFIC

Total Cargo tonnage handled in the port stood at 7,640,827 tonnes in CY2022 as compared to 7,602,869 tonnes in CY2021, an increase of 0.5%, equivalent to 37,958 tonnes, as summarised in Table 1.

Table 1: Total Cargo Traffic – CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Total Imports	4,607,631	4,998,774	391,143	8.5
Total Exports	1,270,607	1,175,501	-95,106	-7.5
Total Containerised Transhipment Inwards	1,724,631	1,466,552	-258,079	-15.0
Total	**7,602,869**	**7,640,827**	**37,958**	**0.5**

Total Imports

Total Imports Traffic increased by 8.5% from 4,607,631 tonnes in CY2021 to reach 4,998,774 tonnes in CY2022. All segments noted expansions, namely dry bulk (+0.005%), liquid bulk (+21.7%), containerised cargo imports (+5.2%), fish (+20.8%) and general cargo (+26.6%)

Total Exports

Total exports have contracted by 7.5% and stood at 1,175,501 tonnes in CY2022 as compared to 1,270,607 tonnes in CY2021.

It should be noted that contractions recorded in the following segments; namely Liquid bulk (-21.2%) and General cargo (-34.2%) more than offset the expansions noted in containerised cargo (5.8%) and fish (125.5%) for the calendar year under review.

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic contracted and stood at 1,466,552 tonnes in CY2022 as compared to 1,724,631 tonnes in CY2021, a decrease of 15.0% equivalent to 258,079 tonnes.

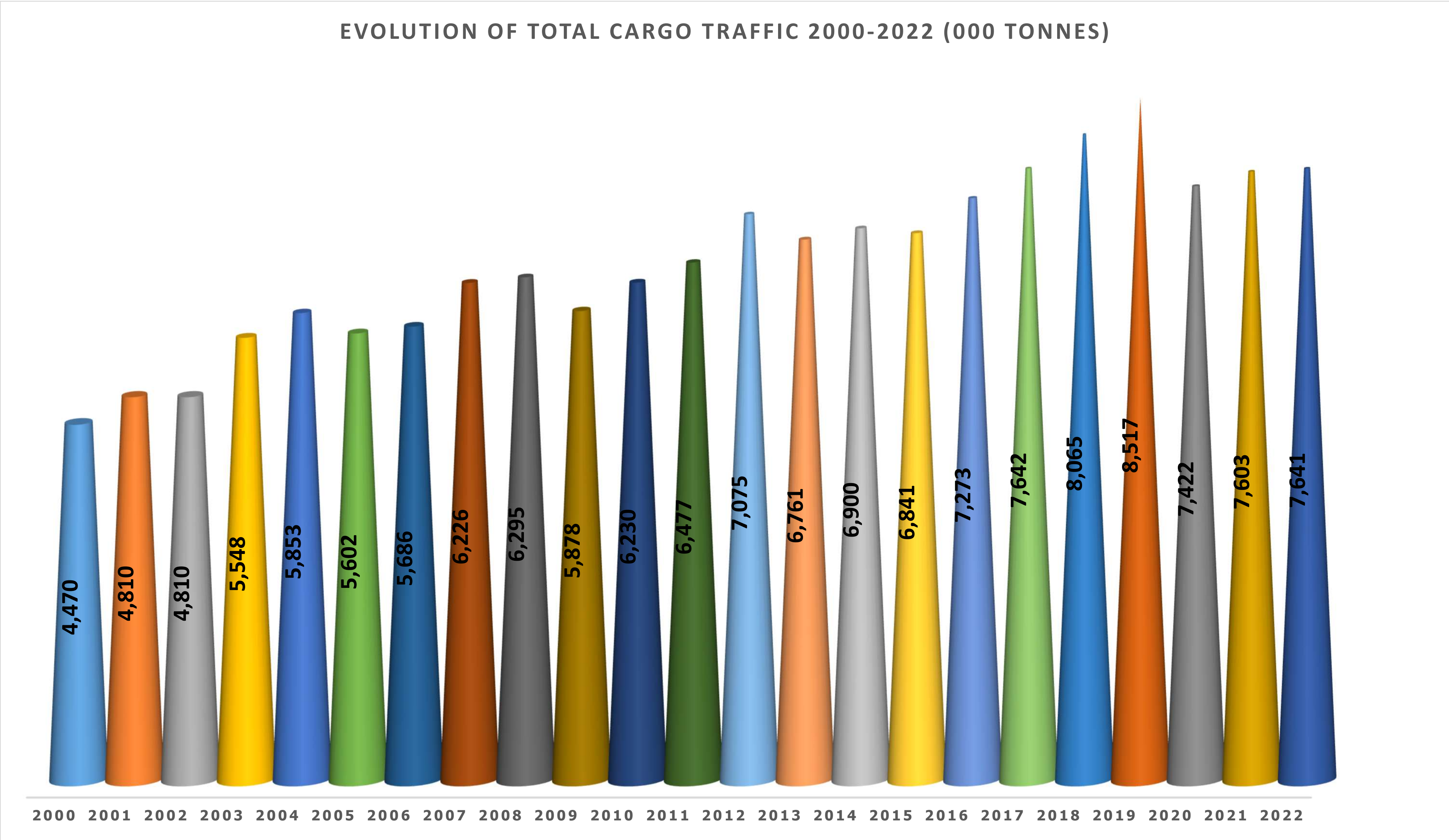


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total Imports increased by 8.5%, with 4,998,774 tonnes in CY2022 as compared to 4,607,631 tonnes in CY2021. All segments recorded expansions, reflecting the economy recovery. Table 2 illustrates the breakdown of Total Imports CY2021 vs CY2022.

Table 2: Breakdown of Total Imports CY2021 v/s CY2022 (tonnes)

Imports	CY2021	CY2022	Difference	% Change
Dry Bulk	1,792,240	1,792,337	97	0.0
Liquid Bulk	1,345,075	1,636,637	291,562	21.7
Containerised	1,335,378	1,404,585	69,207	5.2
Fish	97,417	117,695	20,278	20.8
General cargo	37,521	47,520	9,999	26.6
Total	**4,607,631**	**4,998,774**	**391,143**	**8.5**

4.1. Dry (Solid) Bulk Imports

Dry (Solid) bulk imports have remained at par with 1,792,240 tonnes in CY2021 and 1,792,337 tonnes in CY2022 as detailed in Table 3.

Table 3: Solid Bulk Imports – CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Coal	686,466	580,103	-106,363	-15.5
Cement	687,182	760,869	73,687	10.7
Wheat	162,607	137,756	-24,851	-15.3
Sugar	110,250	126,000	15,750	14.3
Maize	96,702	118,692	21,990	22.7
Soya Bean Meal	49,033	68,917	19,884	40.5
Total	**1,792,240**	**1,792,337**	**97**	**0.00**

- Coal imports registered a contraction of 15.5%, with 580,103 tonnes in CY2022 as compared to 686,466 tonnes in CY2021, reflecting the decision taken by Terragen Ltd to end up supplying electricity to the national grid since April 2022.

- Bulk Cement imports increased by 10.7% to reach 760,869 tonnes in CY2022 as compared to 687,182 tonnes. This is largely attributed to the on-going implementation of major public and private projects as well as residential segment, which noted positive growths during the 2nd and 3rd quarters of 2022, according to Statistics Mauritius.

- For the year under review, imports of wheat noted a reduction of 15.3%, with 137,756 tonnes in CY2022 as compared to 162,607 tonnes in CY2021. Although LMLC was awarded the full contract in CY2022 along with the flour consumption in the hospitality sector picking up and flour exports to the regional markets expanding in CY2022, this traffic has been mostly influenced by the declining trend in household consumption of flour as well as disruptions in the global commodity markets.

- Bulk sugar import has risen from 110,250 tonnes in CY2021 to 126,000 tonnes in CY2022. This is due to the combined effect of 10.8% contraction of the local sugar production in CY2022 together with the increasing capacity to achieve economies of scale in the refineries.

- 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 robust growth of 22.7% and 40.6% respectively, reflecting the strong performance in the hospitality sector as accommodation and food service activities is estimated to expand by 200.8% in 2022, according to National Accounts Estimates (December 2022)

4.2. Liquid Bulk Imports

Total imports of liquid bulk increased by 21.7%, representing 291,562 tonnes, i.e., from 1,345,075 tonnes in CY2021 to 1,636,637 tonnes in CY2022 as summarised in table 4.

Table 4: Liquid Bulk Imports - CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
White oil	523,574	734,506	210,932	40.3
Black oil	716,651	784,595	67,944	9.5
LPG	77,666	91,856	14,190	18.3
Edible oil	19,358	16,626	-2,732	-14.1
Bitumen	7,826	9,054	1,228	15.7
Total	**1,345,075**	**1,636,637**	**291,562**	**21.7**

- Imports of White oil jumped from 523,574 tonnes in CY2021 to 734,506 tonnes in CY2022, driven mainly by the importation of JET A1 following rapid recovery of the tourism sector, which expanded by 222.4% from 70,288 MT in CY2021 to 226,638 MT in CY2022 together with an increase in the importation of fossil fuel for inland transportation following rapid recovery of economic activities.

- Imports of Black oil increased from 716,651 tonnes in CY2021 to 784,595 tonnes in CY2022, representing an expansion of 9.5%. Driven by higher demand from CEB, import volumes of heavy fuel oil went up from 209,753 MT in 2021 to 302,553 MT in 2022, following Terragen Ltd's decision to end up supplying electricity to the national grid since April 2022.

- Imports of LPG increased by 18.3% from 77,666 tonnes in CY2021 to 91,856 tonnes in CY2022, reflecting the robust performance of the hospitality sector mentioned above.

- For the year under review, imports of Edible Oil noted a decrease of 14.1% from 19,358 tonnes to 16,626 tonnes, reflecting mainly the disruption in the global commodity markets in the wake of the Ukraine war, declining purchasing power and rising price of imported oil.

- Bitumen imports has noted an increase of 15.7% for the calendar year under review. This is mainly attributed to the full award of the contract for the ongoing traffic decongestion programme to Bulk Bitumen Co Ltd by the Road Development Authority in CY2022.

4.3. Containerised Cargo Imports

Total containerised imports increased by 5.2%. The breakdown of this traffic in Table 5 reveals that both captive containerised and inter-island cargo imports soared by 4.9% and 28.6%, respectively.

Table 5: Containerised Cargo Imports – CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Captive	1,320,871	1,385,923	65,052	4.9
Inter-Island	14,507	18,662	4,155	28.6
Total	**1,335,378**	**1,404,585**	**69,207**	**5.2**

4.4. General Cargo Imports

Total General Cargo Imports witnessed an expansion of 26.6% in CY2022. The breakdown of this traffic in Table 6 shows that both unitized break bulk and inter island general cargo imports witnessed a growth of 24.6% and 136.0%, respectively. In fact, there were import of steel bars in bulk carriers and transhipment of vehicles which influenced the total volume of unitized break bulk during the year under review.

Table 6: General Cargo Imports – CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Unitized Break Bulk	36,843	45,920	9,077	24.6
Inter-Island	678	1,600	922	136.0
Total	**37,521**	**47,520**	**9,999**	**26.6**

4.5. Fish Traffic Imports

Total fish import, which is still below the pre-pandemic level of CY2019 (155,321 tonnes) posted an expansion of 20.8%, with 117,695 tonnes in CY2022 as compared to 97,417 tonnes in CY2021.

At the same time, it is worth noting that the total number of fishing vessels calling at Port Louis have increased from 700 calls in CY2021 to 737 calls recorded in CY2022, representing a growth of 5.3%.

Table 7: Fish Traffic Imports - CY2021 v/s CY2022 (tonnes)

	Volume (tonnes)				No. of Fishing Vessel Calls			
	CY2021	CY2022	Difference	% Change	CY2021	CY2022	Difference	% Change
Tuna/ Loin Processing	59,294	71,596	12,302	20.7	23	28	5	21.7
Local Market	1,514	2,402	888	58.7	267	246	-21	-7.9
Transhipment In	34,151	38,154	4,003	11.7	327	332	5	1.5
Direct Transhipment In	2,458	5,543	3,085	125.5	83	131	48	57.8
Total	**97,417**	**117,695**	**20,278**	**20.8**	**700**	**737**	**37**	**5.3**

- Imports of Tuna as raw materials by Princess Tuna and Thon des Mascareignes, posted a growth of 20.7% and expanded from 59,294 tonnes in CY2021 to 71,596 tonnes in CY2022, reflecting mainly the easing of sanitary measures which resulted to the increase in the number of fish carriers, i.e., 21.7% growth in CY2022. This traffic is still below its pre pandemic level as some raw materials were imported via reefer containers.

- Similarly, fish catch in our oceanic banks, mainly meant for the local market, has gone up by 58.6% from 1,514 tonnes in CY2021 to 2,402 tonnes in CY2022, reflecting mainly higher parcel load per vessel in 2022 owing to the growing demand for seafood products by the hospitality sector.

- Fish transhipment activity has increased by 11.7%, with 38,154 tonnes in CY2022 against 34,151 tonnes recorded in CY2021. This traffic is still below CY2019, the pre-pandemic level and weighed down by soaring bunker prices, high licence fee for fishing vessels including the IOTC's regulations which allow long liners to undertake transhipment activities on high seas.

- On the other hand, direct ship to ship transhipment has gone up from 2,458 tonnes in CY2021 to 5,543 tonnes recorded during the current calendar year, representing a increase of 125.4%, reflecting increase in the number of vessels undertaking direct transhipment activities at Port Louis.

5. TOTAL EXPORTS

Total exports decreased by 7.5% and stood at 1,175,501 tonnes in CY2022 as compared to 1,270,607 tonnes in CY2021.There were no export of dry bulk in CY2021 and CY2022.

Table 8: Breakdown of Total Bulk Exports - CY2021 v/s CY2022 (tonnes)

Exports	CY2021	CY2022	Difference	% Change
Liquid Bulk	625,159	492,492	-132,667	-21.2
Containerised	636,554	673,237	36,683	5.8
General cargo	6,436	4,229	-2,207	-34.2
Fish	2,458	5,543	3,085	125.5
Total	**1,270,607**	**1,175,501**	**-95,106**	**-7.5**

5.1 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a reduction of 21.2% from 625,159 tonnes in CY2021 to 492,492 tonnes in CY2022, equivalent to 132,667 tonnes as detailed in Table 9.

Table 9: Breakdown of Liquid Bulk Exports - CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Total Bunker	618,172	492,492	-125,680	-20.3
Ethanol	6,987	-	-6,987	-100
Grand Total	**625,159**	**492,492**	**-132,667**	**-21.2**

- No exports of Ethanol were effected during the CY2022 as compared to 6,987 tonnes recorded in CY2021.

- Bunker exports which account for the bulk of total liquid exports contracted by 20.3%, equivalent to a decrease of some 125,680 tonnes. The breakdown hereunder reveals that both segments have noted contraction.

5.1.1 Bunkering Activities

Total volume of bunker dropped by 20.3% from 618,172 tonnes in CY2021 to reach 492,492 tonnes in CY2022 as outlined in Table 10.

Table 10: Total Bunker Exports – CY2021 v/s CY2022

	Volume in Tonnes				Vessel Calls			
	CY2021	CY2022	Difference	% Change	CY2021	CY2022	Difference	% Change
Bunker by pipeline	74,858	81,057	6,199	8.3	929	947	18	1.9
Bunker by barge	543,314	411,435	-131,879	-24.2	1,010	902	-108	-10.7
Total	**618,172**	**492,492**	**-125,680**	**-20.3**	**1,939**	**1,849**	**-90**	**-4.6**

<u>Bunker Volume</u>

- Volume of bunker by pipeline, which is still below CY2019 the pre pandemic level has noted an expansion of 8.3% and stood at 81,057 tonnes in CY2022 against 74,858 tonnes in CY2021.

- On the other hand, bunker by barge reduced from 543,314 tonnes in CY2021 to 411,435 tonnes in CY2022, equivalent to 24.2%, due to a combined effect of a lower average parcel explained by high price volatility linked to disruptions in the energy market. Passing by vessels opted to refuel at ports with refineries, which are more competitive owing to soaring bunker prices.

<u>Bunker calls</u>

- The total number of vessels refuelling at Port Louis has decreased from 1,939 calls in CY2021 to 1,849 calls in CY2022, posting a negative growth of 4.6%.

- It is worth noting that number of vessels calling at Port Louis for bunker through pipeline augmented by 1.9% and bunker by barges witnessed a reduction of 10.7%, respectively for the year under review.

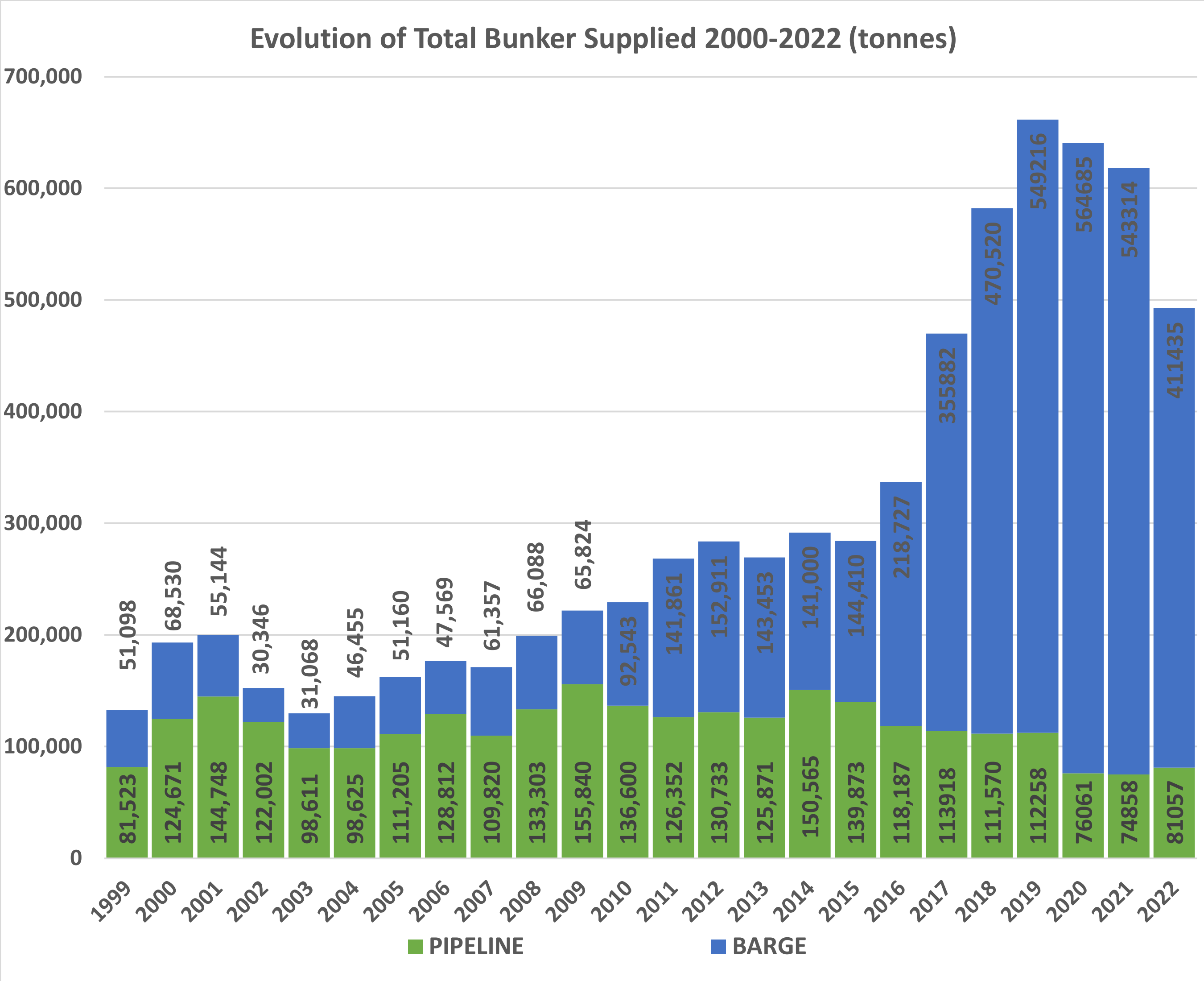


Figure 2: Evolution of total bunker traffic from 2000 to 2022.

5.2 Containerised Cargo Exports

Total containerised cargo exports registered a growth of 5.7% from 636,554 tonnes in CY2021 to 673,237 tonnes in CY2022. The breakdown of this traffic reveals that inter-island and captive containerised exports noted expansions of 5.3% and 8.6%, respectively.

Table 11: Containerised Exports – CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Captive	555,885	585,605	29,720	5.3
Inter-Island	80,669	87,632	6,963	8.6
Total	**636,554**	**673,237**	**36,683**	**5.7**

5.3 General Cargo Exports

Total General Cargo Exports witnessed a significant contraction of 34.2%. The breakdown of this traffic shows that both Unitized Break Bulk and inter-island trade noted contractions to the tune of 47.0% and 32.5%.

Table 12: General Cargo Exports – CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Unitized Break Bulk	808	428	-380	-47.0
Inter-Island	5,628	3,801	-1,827	-32.5
Total	**6,436**	**4,229**	**-2,207**	**-34.2**

5.4 Fish Traffic Exports

For the CY2022, direct transhipment outwards of fish stood at 5,543 tonnes as opposed to 2,458 tonnes in CY2021, representing an expansion of 125.5%, reflecting the growth noted in the number of vessel calls for the calendar year under review.

Table 13: Fish Exports – CY2021 v/s CY2022 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY2021	CY2022	Difference	% Change	CY2021	CY2022	Difference	% Change
Direct Transhipment outwards (ship to ship)	2,458	5,543	3,085	125.5	11	27	16	145.5

6. TOTAL CONTAINER TRAFFIC

Total Container Traffic (excluding paid restows) witnessed a decline of 6.5%, equivalent to 28,573 TEUs from 436,398 TEUs in CY2021 to 407,825 TEUs in CY2022.

It is worth noting that captive container traffic expanded by 9.5% whilst transhipment container traffic contracted by 23.8. Details are summarised in Table 14.

Table 14: Total Container Traffic – CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Captive	226,355	247,816	21,461	9.5
Transhipment	210,043	160,009	-50,034	-23.8
Total	**436,398**	**407,825**	**-28,573**	**-6.5**

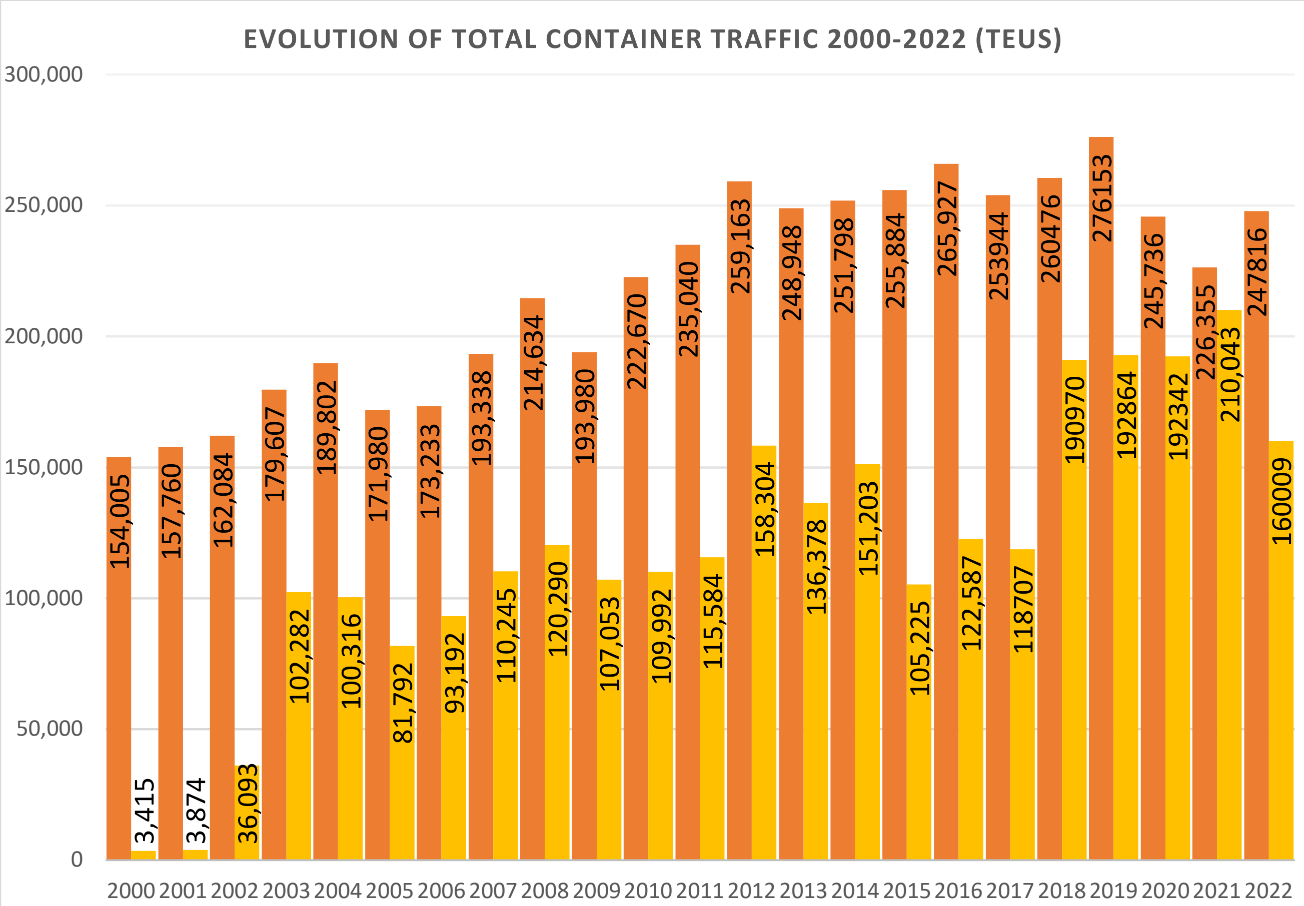


Figure 3: Evolution of total container traffic from 2000 to 2022.

6.1 Total Captive Container Traffic

Total Captive Container Traffic has gone up from 226,355 TEUs to 247,816 TEUs, representing an expansion to the tune of 9.5%. Table 15 shows the comparative monthly captive container traffic for the calendar year under review.

Table 15: Total Captive Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	17,684	21,937	4,253	21.0
Feb	20,358	11,277	-9,081	-44.6
Mar	18,794	20,594	1,800	9.6
Apr	14,492	18,994	4,502	31.1
May	19,335	20,571	1,236	6.4
Jun	15,983	20,889	4,906	30.7
Jul	16,410	20,630	4,220	25.7
Aug	17,776	21,545	3,769	21.2
Sep	24,442	22,617	-1,825	-7.5
Oct	20,836	23,364	2,528	12.1
Nov	20,066	20,060	-6	-0.03
Dec	20,179	25,338	5,159	25.6
Total	**226,355**	**247,816**	**21,461**	**9.5**

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic witnessed a growth of 5.1% equivalent to 5,444 TEUs with a total of 112,374 TEUs in CY2022 as compared to 106,930 TEUs in CY2021 as shown in Table 16.

Table 16: Captive Laden Import Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	8,066	8,851	785	9.7
Feb	7,933	5,546	-2,387	-30.1
Mar	9,992	9,440	-552	-5.5
Apr	7,367	8,288	921	12.5
May	8,150	9,265	1,115	13.7
Jun	8,208	9,293	1,085	13.2
Jul	8,141	9,121	980	12.0
Aug	7,409	10,963	3,554	48.0
Sep	10,561	9,619	-942	-8.9
Oct	10,101	11,156	1,055	10.4
Nov	11,038	10,106	-932	-8.4
Dec	9,964	10,726	762	7.6
Total	**106,930**	**112,374**	**5,444**	**5.1**

This traffic is being largely influenced by the economic recovery, in particular the tourism and Export-Oriented Enterprises (EOE) sectors which rely heavily on imported inputs. From expenditure perspective, real consumption is estimated to grow by 4.1% in 2022 against 2.1% in 2021 and ongoing capital projects, i.e metro express also influenced this traffic. .

6.1.2 Captive Laden Export Container Traffic

Captive laden export container traffic witnessed an expansion of 5.8%, equivalent to 2,933 TEUs, with a total of 53,859 TEUs in CY2022 as compared to 50,926 TEUs in CY2021. This is driven by the EOE within the manufacturing sector and expected to grow by 9.1% in 2022 according to Statistics Mauritius. The detailed results are outlined in Table 17.

Table 17: Captive Laden Export Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	3,300	3,993	693	21.0
Feb	4,189	2,638	-1,551	-37.0
Mar	4,528	5,338	810	17.9
Apr	3,259	4,786	1,527	46.9
May	4,409	4,304	-105	-2.4
Jun	4,551	4,288	-263	-5.8
Jul	3,641	4,284	643	17.7
Aug	3,765	4,286	521	13.8
Sep	5,082	5,295	213	4.2
Oct	4,596	5,442	846	18.4
Nov	5,251	4,305	-946	-18.0
Dec	4,355	4,900	545	12.5
Total	**50,926**	**53,859**	**2,933**	**5.8**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic expanded by 1,889 TEUs from 8,218 TEUs in CY2021 to 10,107 TEUs in CY2022, representing a growth of 23.0% for the calendar year under review. Details are outlined in Table 18.

Table 18: Captive Empty Import Container Traffic CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	657	563	-94	-14.3
Feb	576	300	-276	-47.9
Mar	696	801	105	15.1
Apr	620	666	46	7.4
May	519	834	315	60.7
Jun	601	840	239	39.8
Jul	531	906	375	70.6
Aug	648	815	167	25.8
Sep	1,048	736	-312	-29.8
Oct	820	895	75	9.2
Nov	830	1,843	1,013	122.1
Dec	672	908	236	35.1
Total	**8,218**	**10,107**	**1,889**	**23.0**

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 CY2021 vs CY2022.

Table 19: Captive Empty Export Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	5,661	8,530	2,869	50.7
Feb	7,660	2,793	-4,867	-63.5
Mar	3,578	5,015	1,437	40.2
Apr	3,246	5,254	2,008	61.9
May	6,257	6,168	-89	-1.4
Jun	2,623	6,468	3,845	146.6
Jul	4,097	6,319	2,222	54.2
Aug	5,954	5,481	-473	-7.9
Sep	7,751	6,967	-784	-10.1
Oct	5,319	5,871	552	10.4
Nov	2,947	3,806	859	29.2
Dec	5,188	8,804	3,616	69.7
Total	**60,281**	**71,476**	**11,195**	**18.6**

Captive empty export container traffic expanded to the tune of 18.6% with 71,476 TEUs in CY2022 as compared to 60,281 TEUs in CY2021

6.2 Total Transhipment Inwards Container Traffic

Table 20: Total Transhipment Inwards Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	18,730	21,127	2,397	12.8
Feb	19,105	6,207	-12,898	-57.5
Mar	18,415	14,391	-4,024	-21.9
Apr	17,742	11,886	-5,856	-33.0
May	20,942	14,263	-6,679	-31.9
Jun	19,387	10,578	-8,809	-45.4
Jul	14,478	9,346	-5,132	-35.5
Aug	14,118	12,225	-1,893	-13.4
Sep	16,747	14,176	-2,571	-15.3
Oct	18,651	13,930	-4,721	-25.3
Nov	15,945	15,886	-59	-0.4
Dec	15,783	15,994	211	1.3
Total	**210,043**	**160,009**	**-50,034**	**-23.8**

This traffic has been badly hit by slumping global demand, faltering world trade on the back of slowing global GDP growth and rising inflation & costs of living. The redeployment of bigger ships and empty containers by shipping lines to the busier and more profitable routes like the United States- China routes, port congestion and logistics logjams also accentuated the reduction in the transhipment activities at Port Louis.

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 cut of 15.0% during the calendar year under review, equivalent to 20,965 TEUs.

Table 21: Transhipment Inwards Laden Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	12,411	14,118	1,707	13.8
Feb	9,950	4,444	-5,506	-55.3
Mar	11,456	10,916	-540	-4.7
Apr	11,263	9,772	-1,491	-13.2
May	13,046	12,045	-1,001	-7.7
Jun	13,184	7,976	-5,208	-39.5
Jul	11,414	7,900	-3,514	-30.8
Aug	10,023	8,968	-1,055	-10.5
Sep	11,970	10,110	-1,860	-15.5
Oct	12,307	10,688	-1,619	-13.2
Nov	12,012	10,827	-1,185	-9.9
Dec	11,064	11,371	307	2.8
Total	**140,100**	**119,135**	**-20,965**	**-15.0**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

For the calendar year under review, empty transhipment container volume has plummeted from 69,943 TEUs in CY2021 to 40,874 TEUs in CY2022 as detailed in Table 22.

Table 22: Transhipment Inwards Empty Container Traffic - CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Jan	6,319	7,009	690	10.9
Feb	9,155	1,763	-7,392	-80.7
Mar	6,959	3,475	-3,484	-50.1
Apr	6,479	2,114	-4,385	-67.4
May	7,896	2,218	-5,678	-71.9
Jun	6,203	2,602	-3,601	-58.1
Jul	3,064	1,446	-1,618	-52.8
Aug	4,095	3,257	-838	-20.5
Sep	4,777	4,066	-711	-14.9
Oct	6,344	3,242	-3,102	-48.9
Nov	3,933	5,059	1,126	28.6
Dec	4,719	4,623	-96	-2.0
Total	**69,943**	**40,874**	**-29,069**	**-41.6**

6.3 Total Container Throughput

Total Container Throughout, comprising Total Container Traffic + Total Transhipment Container Outwards+ paid restows for the period CY2022 stood at 582,604 TEUs versus 663,629 TEUs in CY2021, representing a decrease of 12.2%, equivalent to 81,025 TEUS as shown in Table 23.

Table 23: Total Container throughput – CY2021 v/s CY2022 (TEUs)

	CY2021	CY2022	Difference	% Change
Captive	226,355	247,816	21,461	9.5
Transhipment Inwards	210,043	160,009	-50,034	-23.8
Transhipment outwards	210,832	162,114	-48,718	-23.1
Paid restows	16,399	12,665	-3,734	-22.8
Total	**663,629**	**582,604**	**-81,025**	**-12.2**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Total container vessel calls at Port Louis in CY2022 were 446. Out of which, some 440 container vessels were operated at MCT for the CY2022 as compared to 456 in CY2021 as depicted in Table 24.

Table 24: Vessels serviced at MCT – CY2021 v/s CY2022

	CY2021	CY2022	Difference	% Change
Jan	38	39	1	2.6
Feb	40	23	-17	-42.5
Mar	37	39	2	5.4
Apr	38	36	-2	-5.3
May	43	40	-3	-7.0
Jun	37	32	-5	-13.5
Jul	31	32	1	3.2
Aug	37	42	5	13.5
Sep	35	32	-3	-8.5
Oct	43	39	-4	-9.3
Nov	39	37	-2	-5.1
Dec	38	49	11	28.9
Total	**456**	**440**	**-16**	**-3.5**

A shortfall of 16 vessels has been noted at MCT for the year under review. The breakdown of 440 vessels serviced at MCT in CY2022 by category is shown in the table below.

Vessel Category	**CY2021**	**CY2022**	**Difference**	**% Change**
Ultra large container 14,501 & higher	0	3	3	
New Panamax 10,001 to 14,500 TEUs	10	5	-5	-50
Post Panamax 5,101 to 10,000 TEUs	135	130	-5	-3.7
Panamax 3,001 to 5,001 TEUs	62	77	15	24.2
Feedermax 2,001 to 3,000 TEUs	96	75	-21	-21.9
Feeder 1,001 to 2,000 TEUs	108	81	-27	-25
Small Feeder up to 1,000 TEUs	45	69	24	53.3
Total	**456**	**440**	**-16**	**-3.5**

In CY2022, we witnessed a marked decrease in the number of calls effected by Container ships of capacity $10{,}000^{+}$ TEUs. These were replaced by Panamax size container vessels.

7.2 Container Throughput at MCT

The number of containers handled was 391,576 units in CY2022 compared to 460,810 units in CY2021, representing to a negative growth of 15.0%, equivalent to a decrease of 69,234 units as depicted below in Table 25.

Similarly, container Throughput in terms of number of TEUs has gone down from 646,980 TEUS in CY2021 to 566,911 TEUS in CY2022, representing a negative growth of 12.4% for the calendar year under review.

Likewise, the number of moves including all restows, hatch covers, gear boxes recorded in CY2022 was 404,872 compared to 474,908 in CY2021, representing a negative growth of 14.9%, equivalent to 71,036 moves. Table 25 provides the MCT operational indicators in terms of no. of containers/ TEUs/ Moves.

Table 25: No of Containers/TEUs/moves - CY2021 v/s CY2022

Month	Containers			TEUs			Moves		
	CY2021	CY2022	Difference	CY2021	CY2022	Difference	CY2021	CY2022	Difference
Jan	42,187	42,380	193	56,827	62,074	5,247	43,571	43,686	115
Feb	44,506	18,902	-25,604	60,188	27,218	-32,970	45,679	19,548	-26,131
Mar	35,739	34,302	-1,437	50,368	49,653	-715	36,973	35,404	-1,569
Apr	38,809	28,039	-10,770	54,249	40,628	-13,621	39,993	28,905	-11,088
May	40,484	35,150	-5,334	57,549	51,303	-6,246	41,906	36,402	-5,504
Jun	38,738	30,976	-7,762	54,555	45,460	-9,095	39,930	32,030	-7,900
Jul	32,416	26,627	-5,789	45,462	38,466	-6,996	33,289	27,621	-5,668
Aug	31,806	28,805	-3,001	46,075	41,172	-4,903	32,794	29,809	-3,985
Sep	41,594	34,765	-6,829	60,039	50,316	-9,723	42,715	36,011	-6,704
Oct	40,500	37,642	-2,858	56,708	54,315	-2,393	41,707	38,882	-2,825
Nov	36,876	35,252	-1,624	51,363	50,571	-792	38,070	36,442	-1,628
Dec	37,155	38,736	1,581	53,597	55,735	2,138	38,281	40,132	1,851
Total	**460,810**	**391,576**	**-69,234**	**646,980**	**566,911**	**-80,069**	**474,908**	**404,872**	**-71,036**
% Change			**-15.0**			**-12.4**			**-14.9**

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 – CY2021 v/s CY2022

	CY2021	CY2022
Avg. Moves Per Gross Crane Hour	21.8	21.1
Avg. Moves per Ship's Working Hour	37.0	36.2
Average Pre-berthing Delay (hrs)	3.3	1.8
Berth Occupancy (%)	71.6	67.1

- The average number of moves per gross crane hour has deteriorated from with 21.8 in CY2021 and 21.1 in CY2022.
- In the same vein, the average moves per ship's working hour has worsened to reach 36.2 in CY2022 against 37.2 in CY2021.
- The average pre-berthing delay per vessel stood at 1.8 hours in CY2022 as opposed to 3.3 hours posted in CY2021.
- The berth occupancy went down from 71.6% in CY2021 to 67.1% in CY2022.

7.4 Crane Productivity

Table 27 provides the comparative crane productivity for the CY2022 versus CY2021.

Table 27: Average Moves per Gross Crane Hours - CY2021 v/s CY2022

	CY2021	CY2022
Jan	21.8	20.7
Feb	21.3	21.0
Mar	20.9	20.7
Apr	22.7 (Highest)	21.1
May	22.7	20.3
Jun	21.5	21.1
Jul	21.9	19.7 (Lowest)
Aug	22.1	22.4 (Highest)
Sep	22.6	21.5
Oct	22.1	21.1
Nov	22.1	22.3
Dec	19.8 (Lowest)	21.5
Average	**21.8**	**21.1**

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 CY2022 versus CY2021 is detailed in Table 28.

Table 28: Average Moves per Ship's Working Hours - CY2021 v/s CY2022

	CY2021	CY2022
Jan	36.0	35.9
Feb	36.0	35.8
Mar	35.5	35.6
Apr	37.7	36.5
May	33.1 (lowest)	34.6
Jun	33.2	38.3
Jul	34.9	30.2 (lowest)
Aug	41.0	37.4
Sep	46.2 (highest)	36.4
Oct	40.8	38.1
Nov	40.6	44.4 (highest)
Dec	33.2	33.4
Average	**37.0**	**36.2**

The ship productivity stood at 36.2 moves per ship working hour in CY2022 against 37.0 moves recorded for the CY2021.

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 29 for the CY2022 versus CY2021.

Table 29: Average Pre-Berthing Delay - CY2021 v/s CY2022 (hrs)

	CY2021	CY2022
Jan	4.2	2.5
Feb	3.3	2.6
Mar	4.1	2.5
Apr	3.1	2.7
May	2.5	1.9
Jun	2.6	1.8
Jul	3.0	1.4
Aug	3.0	1.5
Sep	3.0	1.5
Oct	4.4	1.4
Nov	3.4	1.2
Dec	2.5	1.5
Average	**3.3**	**1.8**

The average pre-berthing delay stood at 1.8 hrs in 2022 as opposed to 3.3 hrs recorded for the CY2021.

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 30 for the calendar year 2022 compared to CY2021.

Table 30: Berth Occupancy at MCT - CY2021 v/s CY2022 (%)

	CY2021	CY2022
Jan	76.8	81.3
Feb	74.7	42.5
Mar	72.5	67.3
Apr	74.3	53.7
May	83.8	74.7
Jun	79.8	58.7
Jul	66.3	68.9
Aug	51.0	55.9
Sep	64.1	84.7
Oct	61.0	63.3
Nov	72.6	64.2
Dec	82.3	86.2
Average	**71.6**	**67.1**

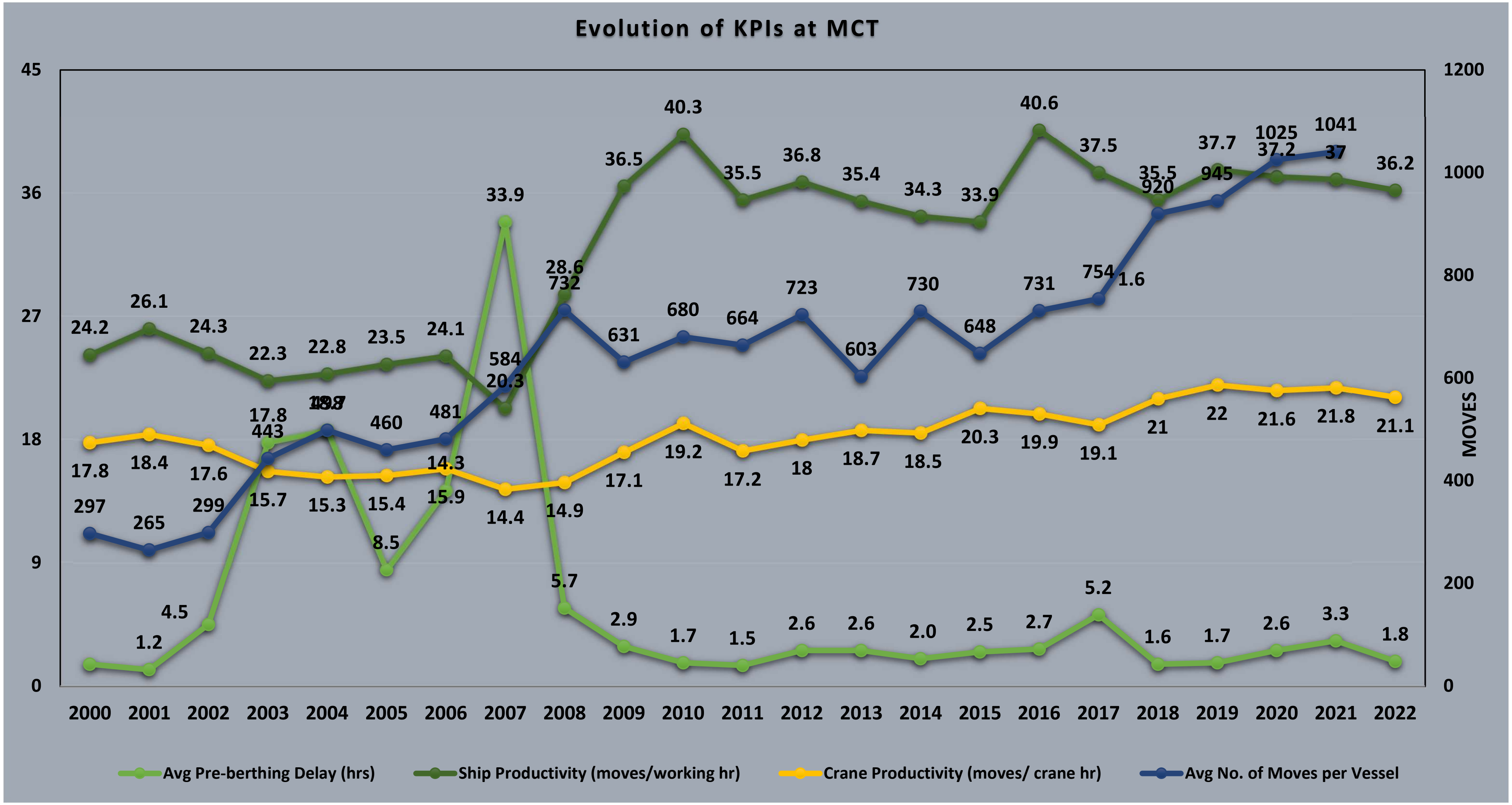


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. VESSEL CALLS

Some 2,657 vessel calls were registered during the year CY2022 as compared to 2,550 calls in CY2021, i.e. an excess of 107 calls. Table 31 provides a summary of Total Vessel Traffic for the calendar year under review.

Table 31: Vessel calls for the year - CY2021 v/s CY2022

Category	CY2021	CY2022	Difference	% Change
Containerized Vessels	458	446	-12	-2.6
Tankers	76	78	2	2.6
Dry Bulk carriers	51	52	1	2.0
General Cargo (incl. cattle carriers)	20	18	-2	10
Fishing Vessels	727	764	37	5.1
Pure Car Carriers	32	36	4	12.5
Inter-Island	47	48	1	2.1
Cruise Vessels	1	8	7	700.0
Others	1138	1207	69	6.1
Total	**2,550**	**2,657**	**107**	**4.2**

- Containerised vessel calls registered a decrease of 2.6%, with 446 calls in CY2022 as opposed to 458 calls in CY2021.
- No of calls by tankers was 78 in CY2022 as opposed to 76 recorded during the CY2021, registering an expansion of 2.6%.
- No. of calls made by Dry Bulk carriers was 52 in CY2022 as compared to 51 in CY2021, registering a growth of 2.0%
- Fishing vessel calls expanded by 5.1% from 727 calls in CY2021 to 764 calls in CY2022.
- For the inter-island trade, total number of calls increased from 47 in CY2021 to 48 in CY2022.

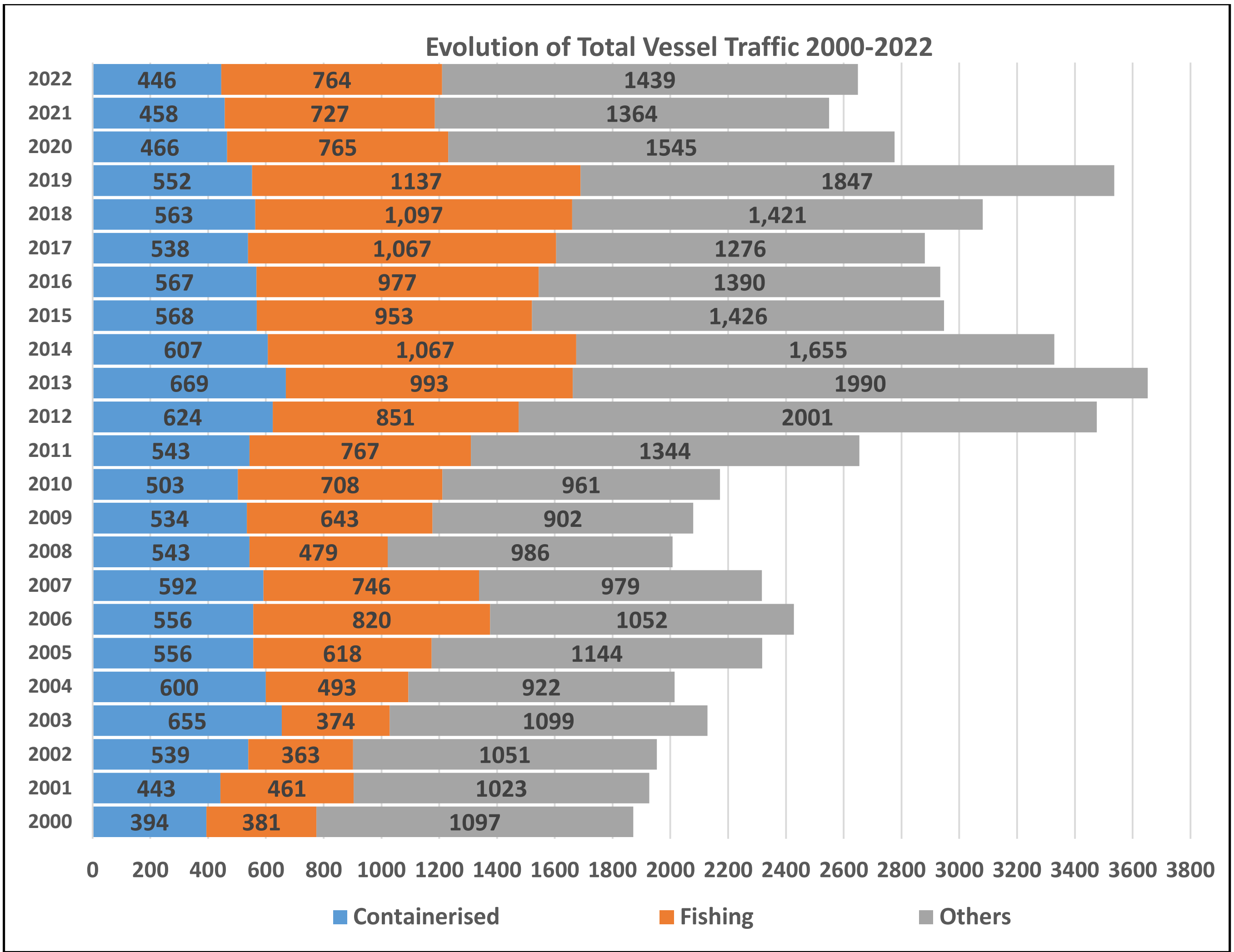


Figure 5: Evolution of total vessel traffic from 2000 to 2022

8.1 Cruise Tourism

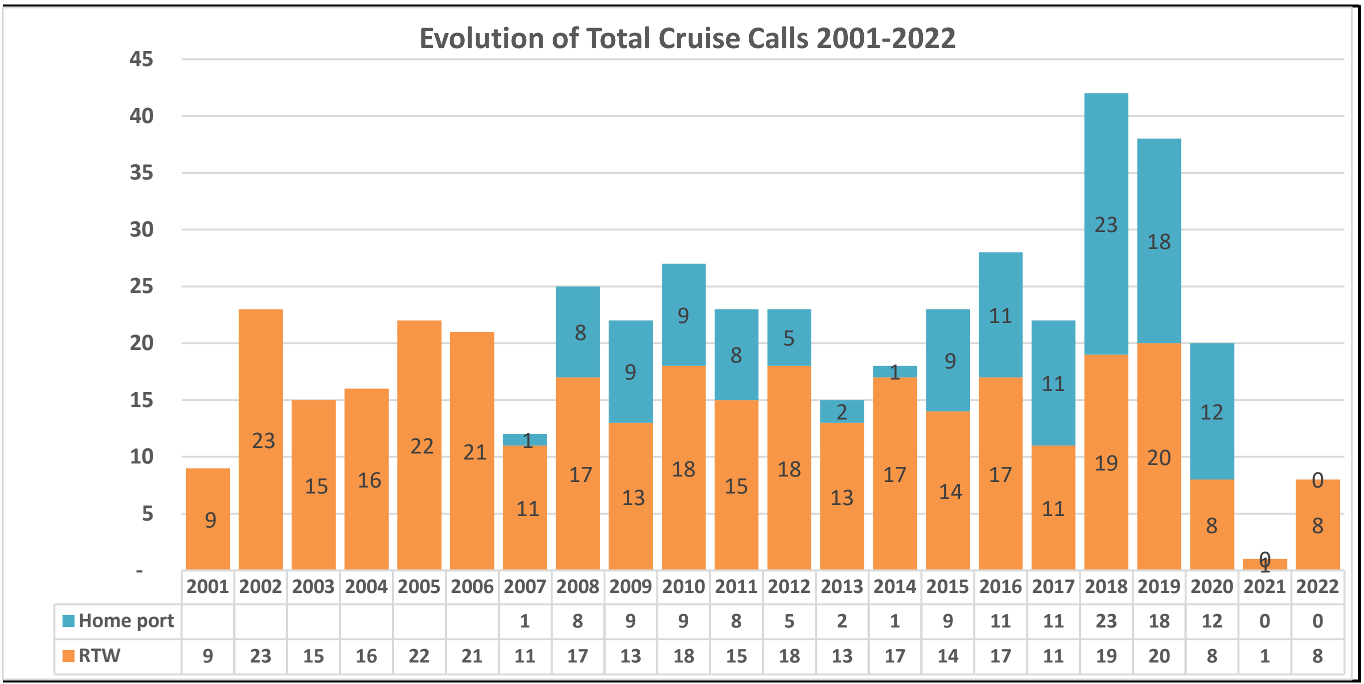
Cruise Vessel Calls

During the calendar year 2022, 8 cruise vessels under the Round the World segment called at Port Louis against 1 in CY2021, representing an increase of 700% as detailed in Table 32. To note that there was no home-porting call.

Table 32

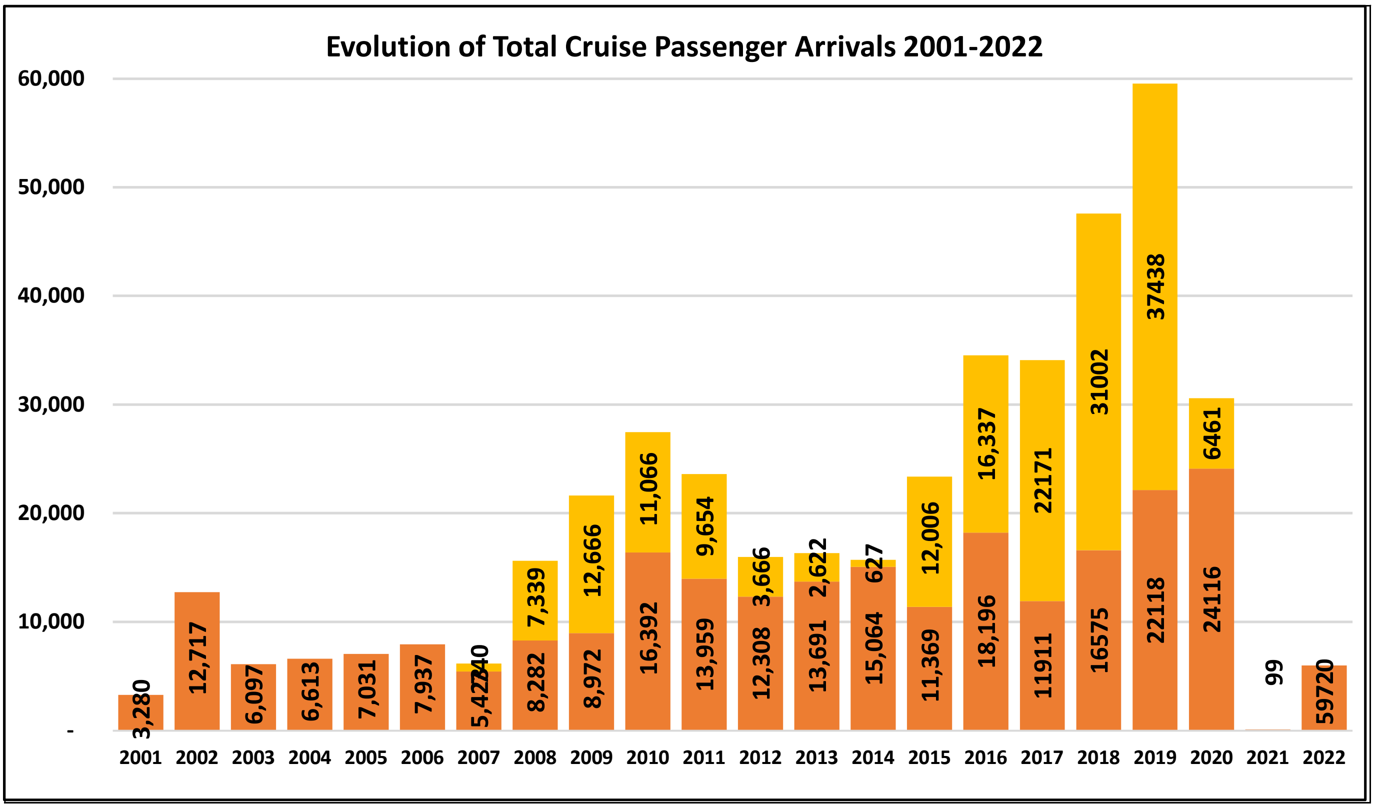
	Total Cruise Passengers				Total Cruise Calls			
	CY2021	CY2022	Difference	% Change	CY2021	CY2022	Difference	% Change
RTWC	99	5,972	5,873	5,932	1	8	7	700

Figure 6 depicts the evolution of number of calls made by homeporting and Round the World cruises from 2001-2022:



Cruise Passengers Arrivals

Similarly, cruise passenger arrivals expanded rapidly from 99 in CY2021 to 5,972 in CY2022 owing to the base effect as restrictions were lifted as from November 2021. Figure 7 depicts the evolution of number of passengers both in homeporting (HP) and Round the World cruises (RTW) from 2001-2022



8.2 Calls at Outer Harbour

The number of vessels calling Outer Harbour registered an increase from 1,138 vessel calls for the year CY2021 to 1,207 calls during the CY2022.

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, provision of fresh water supply and ship-chandler, amongst others.

Table 33: Total Calls Outer Harbour - CY2021 v/s CY2022

	CY2021	CY2022	Difference	% Change
Bunkering Only	792	726	-66	-8.3
Crew Change	88	213	125	142.0
Ship Stores	74	69	-5	-6.8
Repairs or Inspection	98	110	12	12.2
Others	86	89	3	3.5
Total	**1,138**	**1,207**	**69**	**6.1**

A growth to the tune of 6.1% has been noted for total vessel calls at outer harbour for the calendar year under review. Owing to the disruption in the maritime trade amid Ukraine crisis and soaring bunker prices, the segments whereby vessels are calling solely for bunkering only and ship stores were adversely affected whilst the crew change's segment recorded a double-digit growth, i.e. 142% following the opening of our borders as well as easing of the sanitary measures which also impacted positively on the repairs and inspection segment.

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 34: Key Performance Indicators at MPT - CY2021 v/s CY2022

	CY2021	CY2022
No. of Vessel Calls	4	6
No. of Containers	1,295	2,272
Avg. Moves /Gross Gang hr	5.3	4.8

- During CY2022, 6 container vessel calls were registered at the MPT and some 2,272 TEUs were handled in comparison with 4 container vessels and 1,295 TEUs respectively in CY2021.

- In CY2022, the average productivity stood at 4.8 moves/gross gang hour as compared to 5.3 recorded in CY2021.

9.2 Inter-Island Trade

Vessels plying between the dependencies of Mauritius (Rodrigues and Agalega) made 48 calls and handled some 13,496 TEUs in CY2022 as depicted in the Table 35.

Table 35: Intra trade traffic of Mauritius– CY2021 v/s CY2022

	CY2021	**CY2022**
Total No. of Voyages	**46**	**48**
Breakdown of the total No. of voyages		
Black Rhino	28	21
Mauritius Trochetia	15	25
Others (Nordeney, Zehrah 1, Juist, MSM Douro)	3	2
Total No. of Containers	**13,783**	**13,496**
Breakdown of Total no. of containers		
Black Rhino	12,008	8,228
Mauritius Trochetia	1,363	4,634
Others (Nordeney, Zehrah 1, Juist, MSM Douro)	412	634

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2022 versus CY2021 of the various berths at Terminal I and II are depicted in Table 36.

Table 36: Berth Occupancy at MPT - CY2021 v/s CY2022 (%)

Berth		**CY2021**	**CY2022**
		Total Occupied	Total Occupied
Quay No. 1		56.4	61.3
Quay No. 2	Terminal II	56.2	68.4
Quay No. 3		47.5	58.11
Quay No. 4		70.4	63.4
Quay A		71.2	78.0
Quay D	Terminal I	57.5	64.5
Quay E		54.2	60.2
Bulk Sugar Terminal		0	4.3
Trou Fanfaron Fishing Quay 1		99.4	99.3
Trou Fanfaron Fishing Quay 2		99.2	98.7
Cruise Jetty		0	2.0
Oil Jetty		23.0	34.0
FDM		91.3	98.01
MFD		78.9	83.2

With the exception of Trou Fanfaron (which is close to 100% on account of high non-working time) and quay 4, the remaining quays have witnessed an increase in their total berth occupancy rates for the calendar year under review. This is mainly driven by the economic recovery.

10. CONTAINER TRAFFIC BY SHIPPING LINES

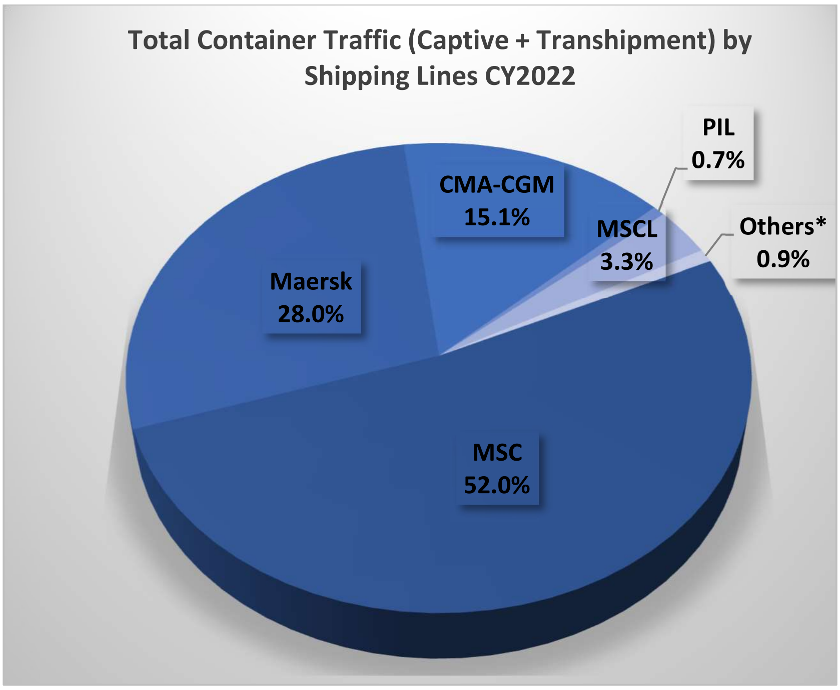
10.1 Total Container Traffic by Shipping lines – TEUs

Table 37

Shipping Line	CY2021	% Share	CY2022	% Share	Difference	% Change in Volume
MSC	236,400	54.2	211,961	52.0	-24,439	-10.3
Maersk	104,910	24.0	114,140	28.0	9,230	8.8
CMA CGM	79,583	18.2	61,756	15.1	-17,827	-22.4
PIL	292	0.07	2,832	0.7	2,540	869.9
Mauritius Shipping Corporation Ltd. (MSCL)	13,372	3.1	13,496	3.3	124	0.9
Others *	1,841	0.4	3,640	0.9	1,799	97.7
Total	**436,398**	**100**	**407,825**	**100**	**-28,573**	**-6.5**

* Others include: Hapag Lloyd and others

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



- MSC's share decreased from 54.2 % to 52.0%. Its share of total container traffic volume has declined by 10.3% from 236,400 TEUs in CY2021 to 211,961 TEUs in CY2022.

- Maersk's share in CY2022 stood at 28.0 % higher than the previous year, i.e. 24.0%. An expansion of 8.8% has been noted in its volume for the calendar year under review.

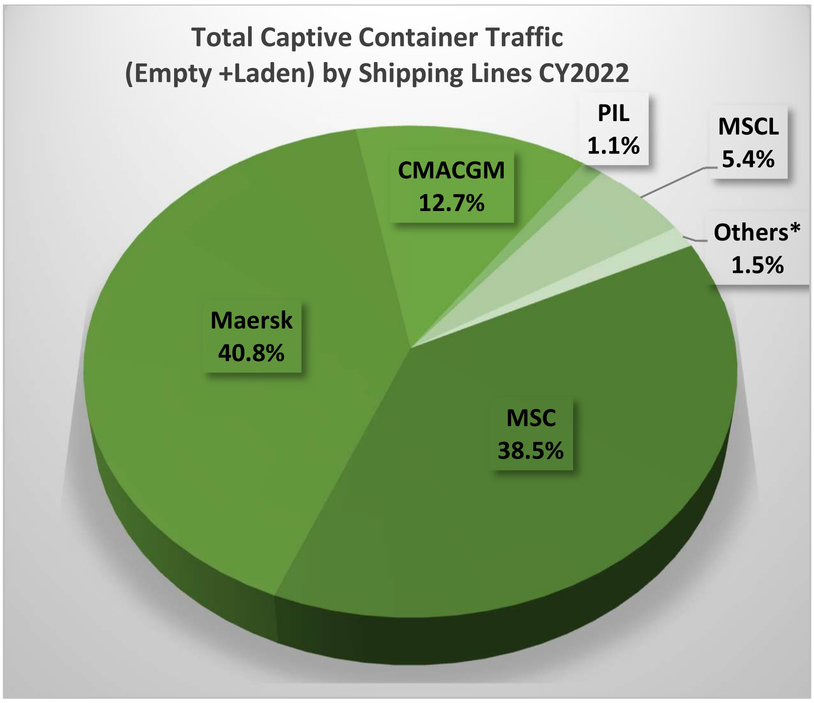
- CMA CGM's share in total container traffic has plummeted from 18.2% to 15.1% and a contraction of 22.4% has been noted in its volume.

10.2. Total Captive Container Traffic by Shipping Lines – TEUs

Table 38

Shipping Line	CY2021	CY2022	Difference	% Change
MSC	90,448	95,292	4,844	5.4
Maersk	79,645	101,131	21,486	27.0
CMA CGM	40,811	31,426	-9,385	-23.0
PIL	292	2,831	2,539	869.5
MSCL	13,372	13,496	124	0.9
Others *	1,787	3,640	1,853	103.7
Total	**226,355**	**247,816**	**21,461**	**9.5**

* Others include: Hapag Lloyd and others

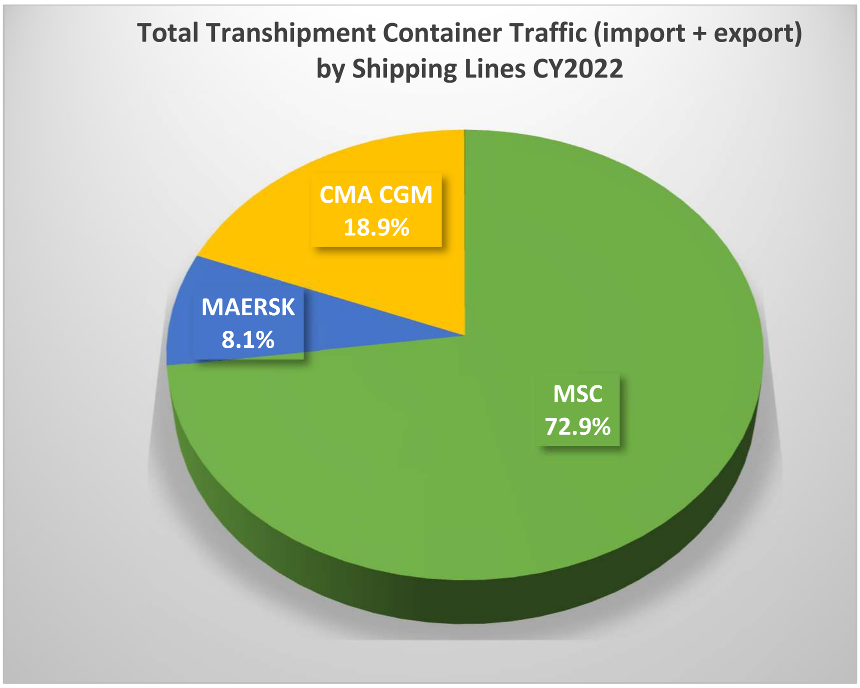


Total captive container traffic expanded by 9.5% from 226,355 TEUs in CY2021 to 247,816 TEUs in CY2022. With the exception of CMA CGM, the remaining liners have witnessed expansions in their total captive container traffic during the calendar year under review.

10.3 Total Transhipment Traffic by Shipping Lines - TEUs

Table 39

Shipping Line	CY2021	CY2022	Difference	% Change
MSC	145,952	116,669	-29,283	-20.1
Maersk	25,265	13,009	-12,256	-48.5
CMA CGM	38,772	30,330	-8,442	-21.8
Others*	54	1	-53	-98.1
Total	**210,043**	**160,009**	**-50,034**	**-23.8**



Total transhipment container traffic has noted a contraction to the tune of 23.8% for the calendar year under review. It is worth noting that MSC, Maersk, CMA CGM recorded contractions to the tune of 20.1%, 48.5% and 21.8%, respectively in their transhipment volume in CY2022.

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 - CY2021 v/s CY2022

	Share CY2021	Share CY2022
MSC		
Total Container Traffic	54.2	52.0
Total Captive Container Traffic	40.0	38.5
Total Transhipment Container Traffic	69.5	72.9
Maersk		
Total Container Traffic	24.0	28.0
Total Captive Container Traffic	35.2	40.8
Total Transhipment Container Traffic	12.0	8.1

In CY2022, the local market was shared as follows:

- Total Container Traffic: MSC held 52.0% of the market share followed by Maersk with a share of 28.0% in CY2022

- Total Captive Container Traffic: MSC's with a market share of 38.5% whilst Maersk's share stood at 40.8% in CY2022

- Total Transhipment Container Traffic: MSC which holds the lion share, has noted an increase from 69.4% in CY2021 to 72.9% in CY2022. Conversely, Maersk's market share has declined from 12.0% to 8.1%.

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 41: MSC Transhipment Inwards (TEUs)

	CY2021	CY2022	Difference	% Change
Laden	100,375	89,627	-10,748	-10.7
Empty	45,577	27,042	-18,535	-40.7
Total	**145,952**	**116,669**	**-29,283**	**-20.1**

Some 116,669 TEUs were transhipped by MSC during the current calendar year as compared to 145,952 TEUs in CY2021, i.e. a negative growth of 20.1%.

12.2 Maersk Line

Table 42: Maersk Transhipment Inwards (TEUs)

	CY2021	CY2022	Difference	% Change
Laden	15,365	9,945	-5,820	-37.8
Empty	9,900	3,464	-6,436	-65.0
Total	**25,265**	**13,009**	**-12,256**	**-48.5**

The number of TEUs transhipped by Maersk Shipping Line declined from 25,265 TEUs in CY2021 to 13,009 TEUs in CY2022, representing a negative growth of 48.5%.

12.3 CMA-CGM

Table 43: CMA-CGM Transhipment Inwards (TEUs)

	CY2021	CY2022	Difference	% Change
Laden	24,306	19,962	-4,344	-17.9
Empty	14,466	10,368	-4,098	-28.3
Total	**38,772**	**30,330**	**-8,442**	**-21.8**

The number of TEUs transhipped by CMA CGM decreased from 38,772 TEUs in CY2021 to 30,330 TEUs in CY2022.

13. DOWNTIME AT PORT

During the calendar year under review, handling operations were disrupted at the port for about 22.4 days in CY2022 compared to 20.9 days registered in CY2021 owing to adverse weather conditions like swell conditions, heavy rainfall or strong gusts.

14. SHIPPING SERVICES CY2022

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 (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	Qingdao, Ningbo, Shanghai, Ningbo, Shekou, Singapore, Mundra, **Port Louis,** Durban
	3. Weekly	INGWE Northbound	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.

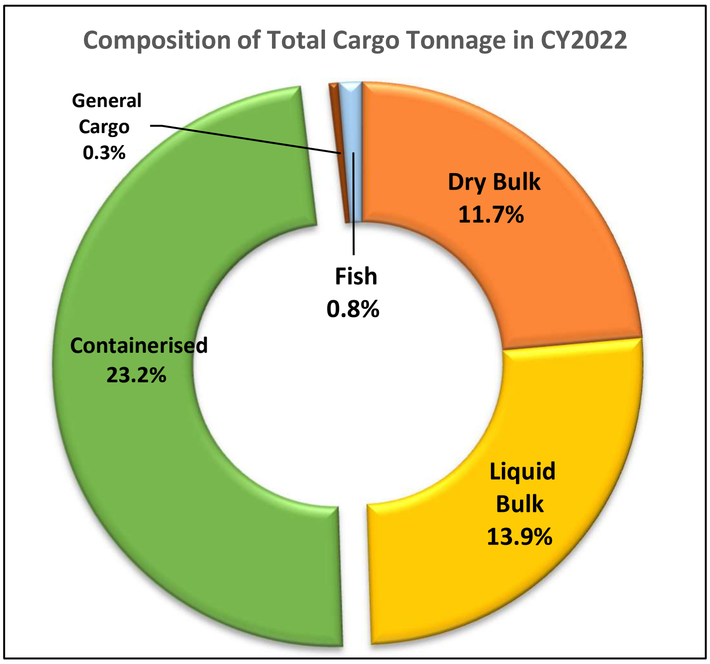
SHIPPING LINES	FREQUENCY	SERVICE	MAIN PORTS OF CALL
	3. Weekly	M Express (VSA CMA-CGM MOZEX, Mozambique to Far East Service)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas
3.CMA CGM (Mauritius) Ltd MFD Building Block 3, Zone 5, Mer Rouge Tel (230) 203 4350 Fax (230)217 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. PIL/ UAFL/ DAL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045	Fortnightly	MZS	Singapore, Port Louis, Réunion, Tamatave, Beira, Maputo, Nacala, Durban*
		Slot Chartering with:	
	Weekly	a. Maersk IOI	Port Elizabeth, Durban, **Port Louis,** Jebel Ali, Mundra, JNPT, Durban, Port Elizabeth
	Weekly	b. MSC Australia Express	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)
	Monthly	C. Safari- North Bound	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	M.V Black Rhino/ M.V Mauritius Trochetia	Port Louis, Rodrigues, Port Louis
	Upon request	M.V Mauritius Trochetia	Agalega

Pure Car Carriers – Monthly Calls

SHIPPING LINES	MAIN PORTS OF CALL		
6. Hoegh Auto Liners <u>Agent:</u> Southern Marine & Co. Ltd 3rd Floor, Capitainerie Building Quay D Port Louis Tel: (230) 216 0272 Fax: (230) 216 1020	European ports, South African ports, Tamatave, Reunion, **Port Louis,** Australia ports	**7. Mitsui Pure Car Carrier** <u>Agent:</u> Blyth Brothers & Co. Ltd. 8, Dr. Ferriere St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879	Japan, Singapore, India sub-continent, South East Asia, **Port Louis,** Réunion, Madagascar, South Africa, Mozambique, Tanzania, Kenya (*K Line represented by Scott Shipping International Ltd. has a slot sharing agreement with Mitsui PCC)*

APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC CY2022

A. Total Cargo



Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded by 0.5% from 7,602,869 tonnes in CY2021 to reach 7,640,826 tonnes in CY2022.

Cargo (Bagged + Coal + Fertilizer + Maize + Soya Bean Meal + Sugar + Urea + Break Bulk + Inter-Island + Containerised + Fish) handled by CHCL amounted to 4,613,074 tonnes, equivalent to 60.4% of Total Cargo Traffic.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 3,762,474 tonnes in CY2021 to 3,921,466 tonnes in CY2022, representing a growth of 4.2%.

Total Bulk Cargo CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Dry Bulk	1,792,240	1,792,337	97	0.0
Liquid Bulk	1,970,234	2,129,129	158,895	8.1
Total	**3,762,474**	**3,921,466**	**158,992**	**4.2**

B.1 Dry Bulk Cargo

Total Dry Bulk, comprising only import cargo, remained at par with 1,792,240 tonnes in CY2021 to 1,792,337 tonnes in CY2022.

B.2 Liquid Bulk Cargo

Total Liquid Bulk expanded from 1,970,234 tonnes in CY2021 to 2,129,129 tonnes in CY2022, registering a growth of 8.1%, equivalent to 158,895 tonnes.

Total Liquid Bulk Cargo CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Imports	1,345,075	1,636,637	291,562	21.7
Exports	625,159	492,492	-132,667	-21.2
Total	**1,970,234**	**2,129,129**	**158,895**	**8.1**

C. Containerised Cargo

Total Containerised Cargo declined from 3,696, 563 tonnes in CY2021 to 3,544,374 tonnes in CY2022, representing a negative growth of 4.1% as summarised below.

Containerised Cargo Traffic CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Imports	1,335,378	1,404,585	69,207	5.2
Exports	636,554	673,237	36,683	5.7
Transhipment (inwards)	1,724,631	1,466,552	-258,079	-15.0
Total	**3,696,563**	**3,544,374**	**-152,189**	**-4.1**

D. General Cargo Traffic

General Cargo, comprising transhipment inwards, inter-island, bagged cargo and unitised break bulk, witnessed a growth of 17.7% (equivalent to 7,792 tonnes) from 43,957 tonnes in CY2021 to 51,749 tonnes in CY2022.

General Cargo Traffic CY2021 v/s CY2022 (tonnes)

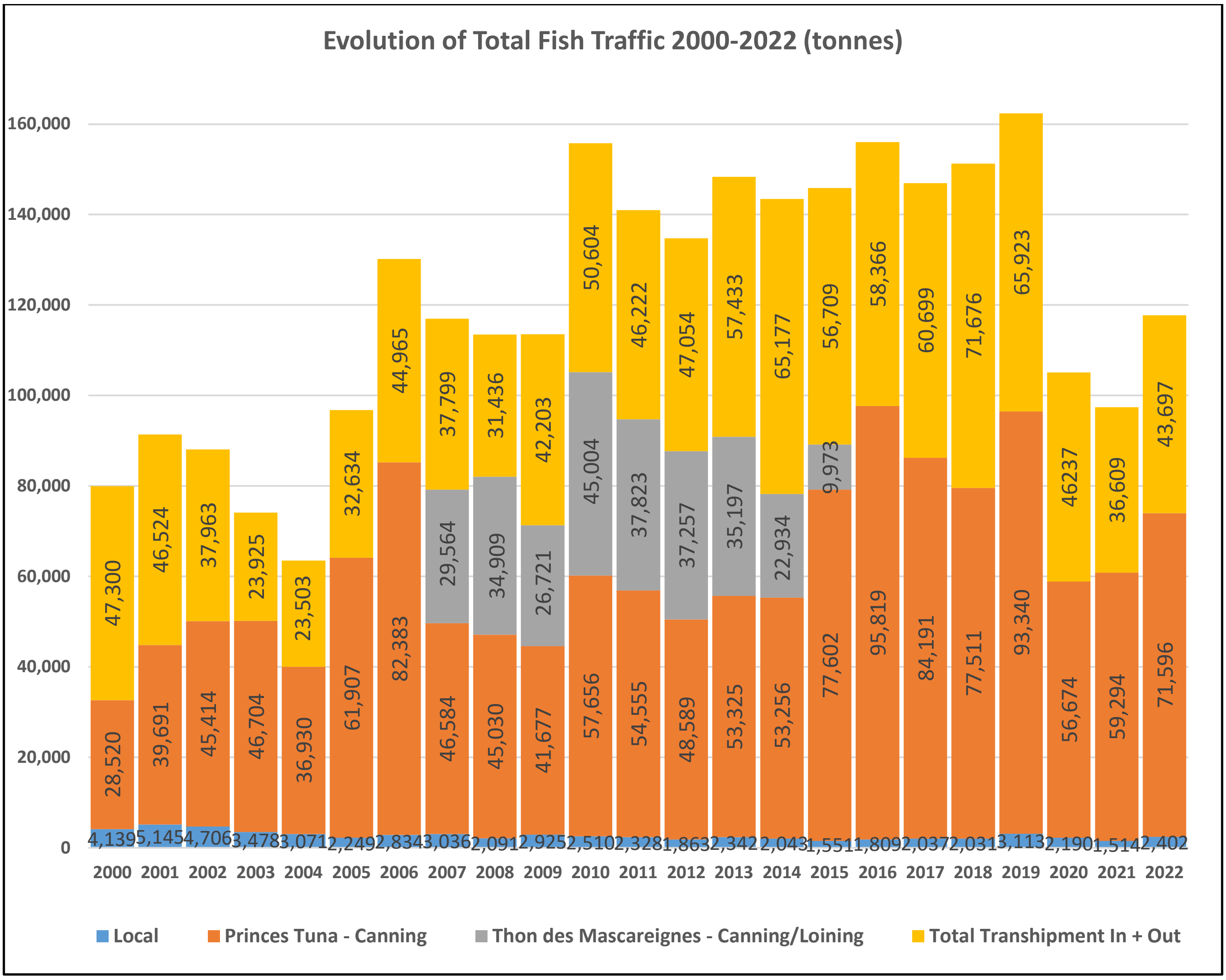
	CY2021	CY2022	Difference	% Change
Imports	37,521	47,520	9,999	26.6
Exports	6,436	4,229	-2,207	-34.2
Total	**43,957**	**51,749**	**7,792**	**17.7**

E. Fish Traffic

Total Fish Traffic exceeded by 23.4% from 99,875 tonnes in CY2021 to 123,238 tonnes in CY2022.

Total Fish Traffic CY2021 v/s CY2022 (tonnes)

	CY2021	CY2022	Difference	% Change
Tuna Processing	59,294	71,596	12,302	20.7
Local Market	1,514	2,402	888	58.7
Transhipment Inwards	34,151	38,154	4,003	11.7
Direct Transhipment Inwards (ship to ship)	2,458	5,543	3,085	125.5
Direct Transhipment Outwards (ship to ship)	2,458	5,543	3,085	125.5
Grand Total	**99,875**	**123,238**	**23,363**	**23.4**



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