Mauritius Ports Authority

Port Trade Performance CY2023 versus CY2024

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Port Trade Performance CY2024

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**9.1**	**Million tonnes**	**(+14.5%)**
• Containerised Cargo	4.0	Million tonnes	(+1.0%)
• Dry Bulk Cargo	2.0	Million tonnes	(+13.9 %)
• Liquid Bulk Cargo	3.0	Million tonnes	(+42.2%)
• Fish Traffic	110,598	tonnes	(-4.8%)
Total Container Traffic	**468,254**	**TEUs**	**(+4.4%)**
• Captive Container	284,237	TEUs	(+17.1%)
• Transhipment Container Inwards	184,017	TEUs	(-10.6%)
• Transhipment Container Outwards	182,760	TEUs	(-8.8%)
Total Container Throughput (incl. Restows)	**666,835**	**TEUs**	**(+1.1%)**
Total Vessel Traffic	3937	calls	(+33.0%)
• Containerised Vessels	455	calls	(-12.8%)
• Fishing Vessels	811	calls	(+7.1%)
Cruise Traffic			
• Cruise Vessel	51	calls	(+88.9%)
• Passengers on Arrival	57,611	passengers	(+126.9%)
• Passengers on Departure	57,417	passengers	(+125.8%)
Total Bunker Traffic	**929,043**	**tonnes**	**(+82.2%)**
• Pipeline	53,660	tonnes	(-0.4%)
• Barges	875,383	tonnes	(+92.0%)

2. INTRODUCTION

According to the IMF World Economic Outlook of January 2025, the global economy is forecasted to grow by 3.2% in 2024 against 3.3% estimated for 2023.

According to Review of Maritime Transport 2024, in 2024, maritime trade volume is forecasted to expand by 2% as compared to 2.4% in 2023. Since December 2023, disruptions in the Red Sea, the Suez Canal and the Panama Canal caused freight rate to increase and fluctuate after its stabilisation 2023.These disruptions exacerbated congestion in major ports in Asia and the Middle East, increasing charges and freight rates. Furthermore, the impact of empty containers has been evident, with carriers prioritizing shipments to high paying markets, such as the United States and Europe, potentially at the expense of regions such as Africa, a trend reminiscent of the challenges observed during the COVID 19 pandemic.

On the domestic front, the Mauritian economy, has expanded by 5.1% in 2024 compared to the 5.6% growth observed in 2023. Domestic consumption and investment continued to rise at a solid pace, supported to a large extent by ongoing capital projects and buoyant household spending. The tourism sector continues to be a key engine of growth, largely reflecting upbeat demand for travel and tourism. Inflation in Mauritius has continued to decline, mostly reflecting the benign global food and energy price environment, lower shipping costs as well as the fading out of domestic shocks. Headline inflation fell from a peak of 11.3% in February 2023 to 4.0% in August 2024,

Notwithstanding the ongoing disruptions in shipping industry, a new record has been achieved with the total cargo traffic reaching 9,138,814 tonnes in CY2024 as compared to 7,984,013 tonnes registered in CY2023, representing an increase of 14.5%, mainly due to the unprecedented surge in bunkering activities following the Red Sea crisis since December 2023.

Concomitantly, total container traffic registered a growth of 4.4% with 468,254 TEUs in CY2024 as compared to 448,527 TEUs in CY2023. In CY2024, the port witnessed a growth of 33.0% in the total vessels calls, which stood at 3937 calls compared to 2,961 calls in CY 2023.

3. TOTAL CARGO TRAFFIC

Total Cargo tonnage handled in the port stood 9,138,814 tonnes in CY2024 as compared to 7,984,013 tonnes in CY2023, an increase of 14.5%, equivalent to 1,154,801 tonnes, as summarised in Table 1.

Table 1: Total Cargo Traffic – CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Total Imports	4,938,419	5,849,600	911,181	18.4
Total Exports	1,149,029	1,545,171	396,142	34.5
Total Containerised Transhipment Inwards	1,896,565	1,744,043	-152,522	-8.0
Total	**7,984,013**	**9,138,814**	**1,154,801**	**14.5**

Total Imports

Total Imports Traffic increased from 4,938,419 tonnes in CY2023 to tonnes 5,849,600 in CY2024, representing an expansion of 18.4 %. With the exception of fish (-4.1%) and general cargo (-7.8%), the bulk of the imports, namely dry bulk (+13.9%), liquid bulk (+29.4%) and containerised cargo (+14.5%) noted expansions.

Total Exports

Total exports have increased from 1,149,029 tonnes in CY2023 to 1,545,171 tonnes in CY2024, a rise of 34.5% equivalent to 396,142 tonnes.

It should be noted that the expansion in liquid bulk (+81.2%) more than offset the declines recorded in containerised cargo (-3.0%), fish (-39.5%) and General cargo (-11.3%).

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic stood at 1,744,043 tonnes in CY2024 as compared to 1,896,565 tonnes in CY2023, a decrease of 8.0%, equivalent to 152,522 tonnes.

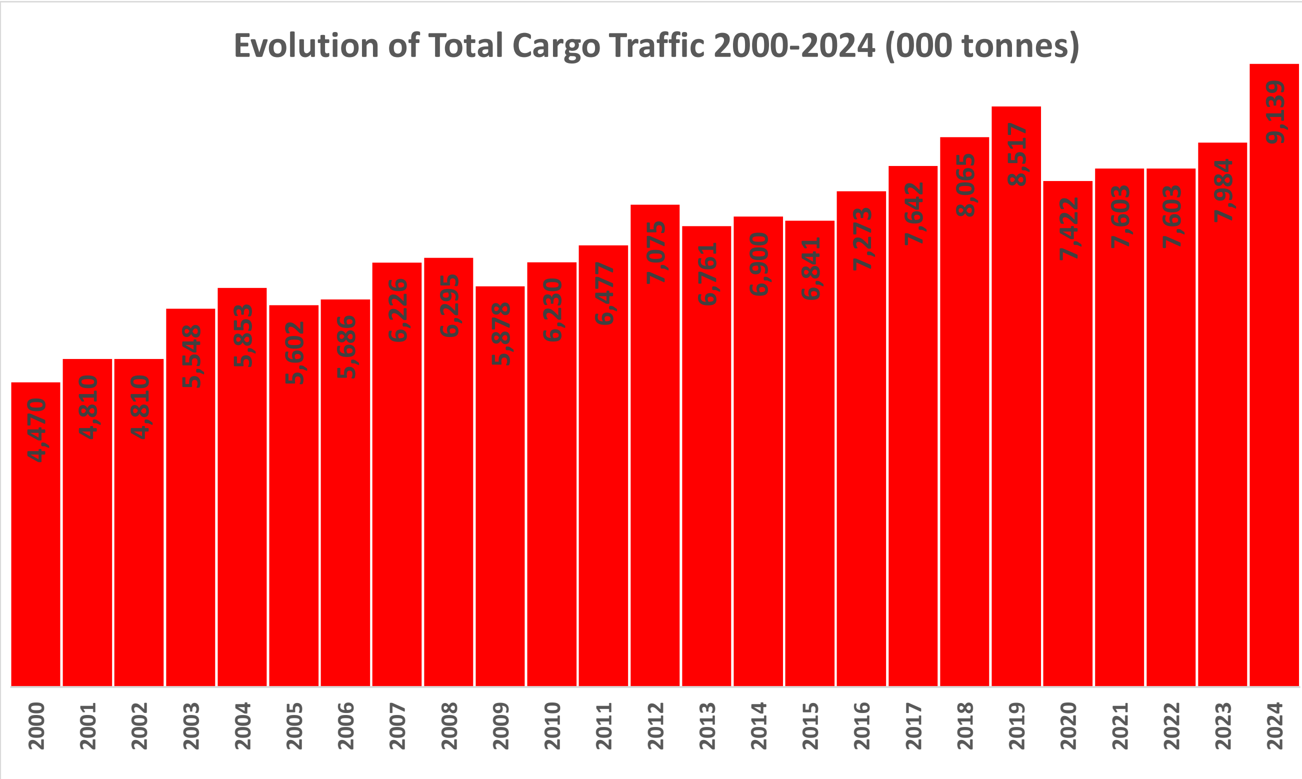


Figure 1: Evolution of Total Cargo Traffic (tonnes)

4. TOTAL IMPORTS

Total Imports increased by 18.4%, with **5,849,600** tonnes in CY2024 as compared to **4,938,419** tonnes in CY2023. Table 2 illustrates the breakdown of Total Imports CY2023 vs CY2024.

Table 2: Breakdown of Total Imports CY2023 v/s CY2024 (tonnes)

Imports	CY2023	CY2024	Difference	% Change
Dry Bulk	1,773,745	2,019,585	245,840	13.9
Liquid Bulk	1,568,835	2,030,739	461,904	29.4
Containerised	1,446,254	1,657,138	210,884	14.6
Fish	113,941	109,260	-4,681	-4.1
General cargo	35,644	32,878	-2,766	-7.8
Total	**4,938,419**	**5,849,600**	**911,181**	**18.4**

4.1. Dry (Solid) Bulk Imports

Dry (Solid) bulk imports have witnessed an expansion from **1,773,745** tonnes in CY2023 to **2,019,585** tonnes in CY2024, representing a growth of 13.9 % equivalent to 245,840 tonnes, as detailed in Table 3.

Table 3: Solid Bulk Imports – CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Coal	655,785	773,271	117,486	17.9
Cement	707,478	834,761	127,283	18.0
Wheat	118,490	151,725	33,235	28.0
Sugar	84,000	84,000	0	0
Maize	144,600	114,044	-30,556	-21.1
Soya Bean Meal	63,392	61,784	-1,608	-2.5
Total	**1,773,745**	**2,019,585**	**245,840**	**13.9**

- Coal imports registered an expansion of 17.9%, with 773,271 tonnes in CY2024 as compared to 655,785 tonnes in CY2023 as the power generation using coal by Terragen Ltd since April 2023, gathered momentum.

- Bulk Cement imports increased by 18.0% with 834,761 tonnes in CY2024 as compared to 707,478 tonnes in year 2023, reflecting the expansion of public sector projects.

- For the year under review, imports of wheat increase by 28.0% from 118,490 tonnes in CY2023 to 151,725 tonnes in CY2024 owing mainly to the award of the full contract of supply of flour for the domestic market in 2024 by State Trading Corporation to LMLC.

- Bulk sugar import remained at par for the year under review i.e. 84,000 tonnes.

- Maize and soya bean meal imports are mainly used in the production of animal feed. For the year under review, the importation of maize noted a decline of 21.1% and imports of Soya bean meal have dropped by 2.5%.

4.2. Liquid Bulk Imports

Total imports of liquid bulk increased by 29.4%, representing 461,904 tonnes, from 1,568,835 tonnes in CY2023 to tonnes 2,030,739 in CY2024 as summarised in table 4.

Table 4: Liquid Bulk Imports - CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
White oil	769,231	810,239	41,008	5.3
Black oil	680,750	1,105,259	424,509	62.4
LPG	92,776	95,641	2,865	3.1
Edible oil	21,004	14,300	-6,704	-31.9
Bitumen	5,074	5,300	226	4.4
Total	**1,568,835**	**2,030,739**	**461,904**	**29.4**

- Imports of White oil grew from 769,231 tonnes in CY2023 to 810,239 tonnes in CY2024, reflecting mainly the increase in the importation of JET A1 owing to rapid recovery in tourists' arrival for the period under review.

Table 4.1: White Oil Imports

TYPE	CY 2023	CY 2024	Difference	% Change
JET A1	268,028	292,434	24,406	9.1
GAS OIL 10ppm	234,376	209,762	-24,614	-10.5
GAS OIL	6,572	77,387	70,815	1077
GAS OIL 0.95	0	39,891	39891	399
MOTOR GASOLINE	202,687	142,820	-59,867	-29.5
MARINE GAS OIL 0.1%	23,706	25,360	1,654	7.0
DISTILLED MARINE FUEL	33,862	22,585	-11,277	-33.30
TOTAL	**769,231**	**810,239**	**41,008**	**5.3**

- Imports of Black oil expanded significantly from 680,750 tonnes in CY2023 to 1,105,259 tonnes in CY2024, representing a rise of 62.4%, reflecting the surge in bunkering activities.

Table 4.2: Black Oil Imports

TYPE	CY 2023	CY 2024	Difference	% Change
FUEL OIL 180 cstcc	19,576	48,154	28,578	146
FUEL OIL 180 cstsr	162,956	155,147	-7,809	-4.8
FUEL OIL 380 cstsr	173,713	133,892	-39,821	-23.0
Ship to Ship	35,180	0	-35,180	-100
Very Low Sulphur Fuel Oil	42,167	0	-42,167	-100
HSFO 380 SR	0	196,069	196,069	0
High Sulphur Fuel Oil	40,835	0	-40,835	-100
Low Sulphur Fuel Oil	0	42,393	42,393	0
Residual Marine Fuel rmg	0	155,787	155,787	0
Residual Marine Fuel rmg (180)	66,753	9,968	-56,785	-85.1
Residual Marine Fuel rmg (380)	139,570	358,844	219,274	157.1
F/OIL	0	5,005	5,005	0
Total	**680,750**	**1,105,259**	**424,509**	**62.4**

- Imports of LPG increased by 3.1% from 92,776 tonnes in CY2023 to 95,641 tonnes in CY2024, reflecting buoyant economic activities.

- For the year under review, imports of Edible Oil noted a decreased of 31.9% from 21,004 tonnes in 2023 to 14,300 tonnes in 2024, equivalent to 6,704 tonnes as the share of containerised imports of edible oil has increased.

- Bitumen imports has noted an increase of 4.4 % from 5,074 tonnes in 2023 to 5,300 tonnes in 2024, reflecting the share of 25% being imported as bulk out of a total import of some 20,000 tonnes.

4.3. Containerised Cargo Imports

Total containerised imports increased by 14.6%. The breakdown of this traffic in Table 5 reveals that both containerised imports and inter-Island expanded by 14.7 % and 1.1 % respectively.

Table 5: Containerised Cargo Imports – CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Captive	1,430,683	1,641,402	210,719	14.7
Inter-Island	15,571	15,736	165	1.1
Total	**1,446,254**	**1,657,138**	**210,884**	**14.6**

4.4. General Cargo Imports

Total General Cargo Imports witnessed a contraction of 7.8% in CY2024. The breakdown of this traffic in Table 6 shows that unitized break bulk reduced by 10% whilst inter island general cargo imports witnessed a growth of 123 %.

Table 6: General Cargo Imports – CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Unitized Break Bulk	35,053	31,560	-3,493	-10.0
Inter-Island	591	1,318	727	123.0
Total	**35,644**	**32,878**	**-2,766**	**-7.8**

4.5. Fish Traffic Imports

Total fish import, which is still below the pre-pandemic level of CY2019 (155,321 tonnes) posted a contraction of 4.1%, with tonnes 109,262 in CY2024 as compared to 113,942 tonnes in CY2023.

At the same time, it is worth noting that the total number of fishing vessels calling at Port Louis have increased from 741 calls in CY2023 to 803 calls recorded in CY2024, representing a growth 8.4%.

Table 7: Fish Traffic Imports - CY2023 v/s CY2024 (tonnes)

	Volume (tonnes)				No. of Fishing Vessel Calls			
	CY2023	CY2024	Difference	% Change	CY2023	CY2024	Difference	% Change
Tuna/ Loin Processing	69,044	66,818	-2,226	-3.2	23	24	1	4.3
Local Market	3,038	2,918	-120	-4.0	312	339	27	8.7
Transhipment In	39,650	38,189	-1,461	-3.7	334	416	82	24.6
Direct Transhipment In	2,210	1,337	-873	-39.5	72	24	-48	-66.7
Total	**113,942**	**109,262**	**-4,680**	**-4.1**	**741**	**803**	**62**	**8.4**

- Imports of Tuna as raw materials by Princes Tuna posted a reduction of 3.2% and contracted from 69,044 tonnes in CY2023 to 66,818 tonnes in CY2024, reflecting challenges in sourcing raw materials and plants operating below its full capacity.

- Similarly, fish catch in our oceanic banks, mainly meant for the local market, has declined by 4.0% from 3,038 tonnes in CY2023 to 2,918 tonnes in CY2024.

- Likewise, fish transhipment activity has decreased by 3.7%, with 39,650 tonnes in CY2023 against 38,189 tonnes recorded in CY2024. This traffic, which is below the pre-pandemic level, weighed down mainly by the following factors, namely:
    i. ban on the use of fish holds to carry bunker
    ii. policy decision for non-issuance of fishing licence to Taiwanese vessels since 2022

- In the same vein, direct ship to ship transhipment volume has gone down from 2,210 tonnes in CY2023 to 1,337 tonnes recorded during the current calendar year, representing a decrease of 39.5%. The number of vessels undertaking direct transhipment activities in the port has also declined by 66.7%, from 72 in CY2023 to 24 in CY2024.

5. TOTAL EXPORTS

Total exports increased by 34.5% and stood at 1,545,171 tonnes in CY2024 as compared to 1,149,029 tonnes in CY2023. It is to be noted that no export of dry bulk cargo was effected during the period under review.

Table 8: Breakdown of Total Bulk Exports - CY2023 v/s CY2024 (tonnes)

Exports	CY2023	CY2024	Difference	% Change
Liquid Bulk	512,704	929,043	416,339	81.2
Containerised	628,828	610,102	-18,726	-3.0
General cargo	5,287	4,689	-598	-11.3
Fish	2,210	1,337	-873	-39.5
Total	**1,149,029**	**1,545,171**	**396,142**	**34.5**

5.1 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a significant growth of 81.2% from 512,704 tonnes in CY2023 to 929,043 tonnes in CY2024, equivalent to 416,339 tonnes as detailed in Table 9.

Table 9: Breakdown of Liquid Bulk Exports - CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Total Bunker	509,837	929,043	419,206	82.2
White Oil*	2,867	0	-2,867	-100
Grand Total	512,704	929,043	416,339	81.2

** export of contaminated white oil ex-UOG Sparta in April 2023*

5.1.1 Bunkering Activities

Total volume of bunker increased by 82.2% from 509,837 tonnes in CY2023 to reach 929,043 tonnes in CY2024 as outlined in Table 10.

Table 10: Total Bunker Exports – CY2023 v/s CY2024

	Volume in Tonnes				Vessel Calls			
	CY2023	CY2024	Difference	% Change	CY2023	CY2024	Difference	% Change
Bunker by pipeline	53,850	53,660	-190	-0.4	895	1000	105	11.7
Bunker by barge	455,987	875,383	419,396	92.0	1050	1850	800	76.2
Total	**509,837**	**929,043**	**419,206**	**82.2**	**1,945**	**2850**	**905**	**46.5**

Bunker Volume

- Volume of bunker by pipeline, noted a contraction of -0.4% and stood at 53,660 tonnes in CY2024 against 53,850 tonnes in CY2023. This lacklustre performance is mainly driven by the decline in average parcel size as the number of vessels refuelling by pipeline has in fact increased by 11.7%

- On the other hand, bunker by barge noted a significant growth of 92.0% from 455,987 tonnes in CY2023 to 875,383 tonnes in CY2024, equivalent to 419,396 tonnes, reflecting the unprecedented surge in shipping traffic via the Cape of Good Hope due to disruptions by the Red Sea crisis since December 2023.

Bunker calls

- The total number of vessels refuelling at Port Louis has increased from 1,945 calls in CY2023 to 2,850 calls in CY2024, representing a growth of 46.5%

- It is worth noting that number of vessels calling at Port Louis for both bunker through barge and pipeline augmented by 76.2% and 11.7% , respectively for the year under review.

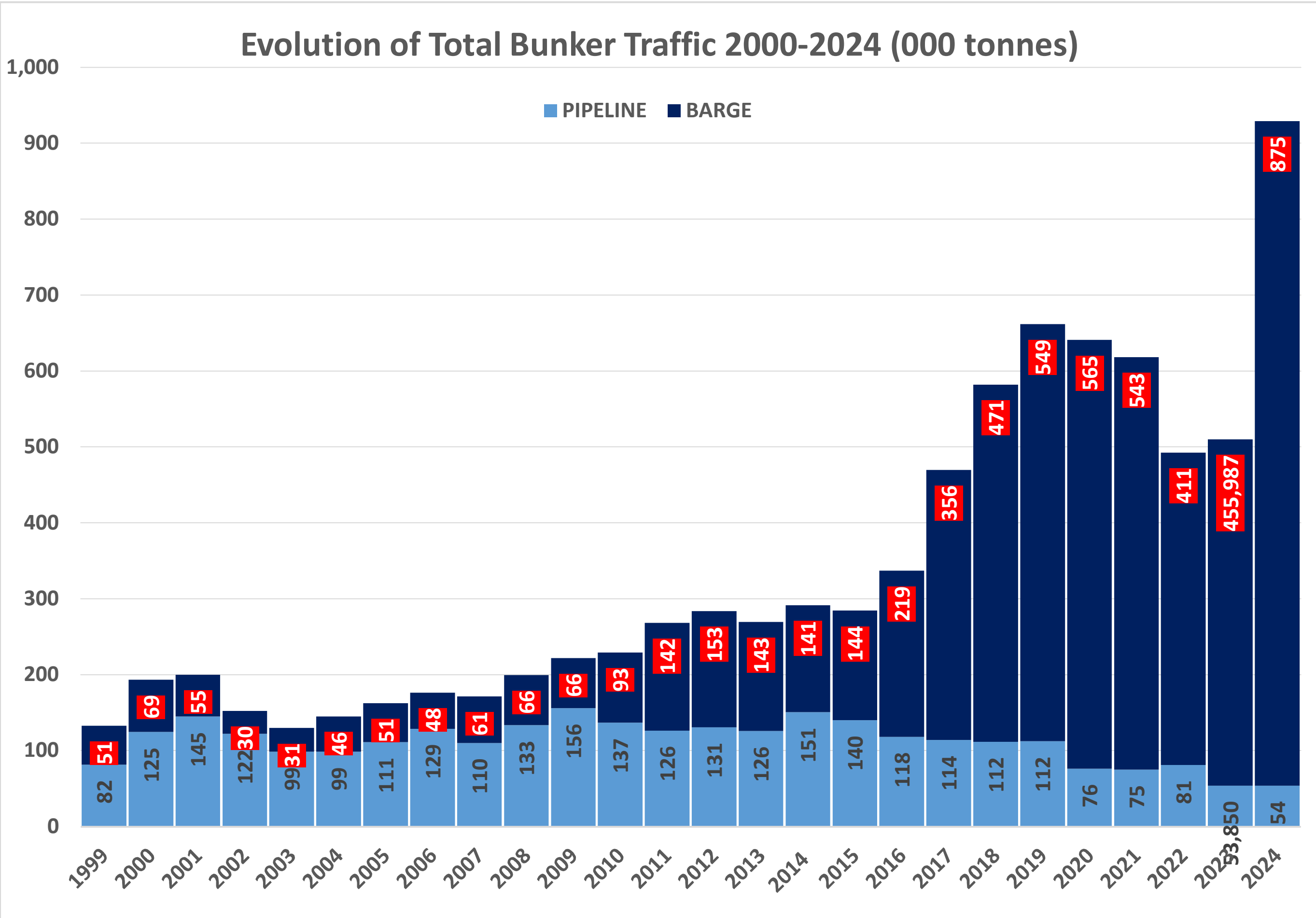


Figure 2: Evolution of total bunker traffic from 2000 to 2024.

5.2 Containerised Cargo Exports

Total containerised cargo exports registered a drop of 3.0% from 628,828 tonnes in CY2023 to 610,102 tonnes in CY2024. The breakdown of this traffic reveals that inter-island expanded by 4.0 % whilst captive containerised exports noted a contraction of 4.1%.

Table 11: Containerised Exports – CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Captive	540,834	518,619	-22,215	-4.1
Inter-Island	87,994	91,483	3,489	4.0
Total	**628,828**	**610,102**	**-18,726**	**-3.0**

5.3 General Cargo Exports

Total General Cargo Exports witnessed a significant drop of 11.3%. The breakdown of this traffic shows that Unitized Break Bulk has declined by 67.5 % whereas inter-island trade noted a expansion of 14.6%.

Table 12: General Cargo Exports – CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Unitized Break Bulk	1,668	542	-1,126	-67.5
Inter-Island	3,619	4,147	528	14.6
Total	**5,287**	**4,689**	**-598**	**-11.3**

5.4 Fish Traffic Exports

For the CY2024, direct transhipment outwards of fish stood at 1,337 tonnes as opposed to 2,210 tonnes in CY2023, representing a decrease of -39.5%, for the calendar year under review.

Table 13: Fish Exports – CY2023 v/s CY2024 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	CY2023	CY2024	Difference	% Change	CY2023	CY2024	Difference	% Change
Direct Transhipment outwards (ship to ship)	2,210	1,337	-873	-39.5	16	8	-8	-50

6. TOTAL CONTAINER TRAFFIC

Total Container Traffic (excluding paid restows) witnessed a growth of 4.4%, equivalent to 19,727 TEUs from 448,527 TEUs in CY2023 to 468,254 TEUs in CY2024.

It is worth noting that captive container traffic expanded 17.1% whilst transhipment container traffic contracted by -10.6. Details are summarised in Table 14.

Table 14: Total Container Traffic – CY2023 v/s CY2024 (TEUs)

	CY2023	CY2024	Difference	% Change
Captive	242,701	284,237	41,536	17.1
Transhipment	205,826	184,017	-21,809	-10.6
Total	**448,527**	**468,254**	**19,727**	**4.4**

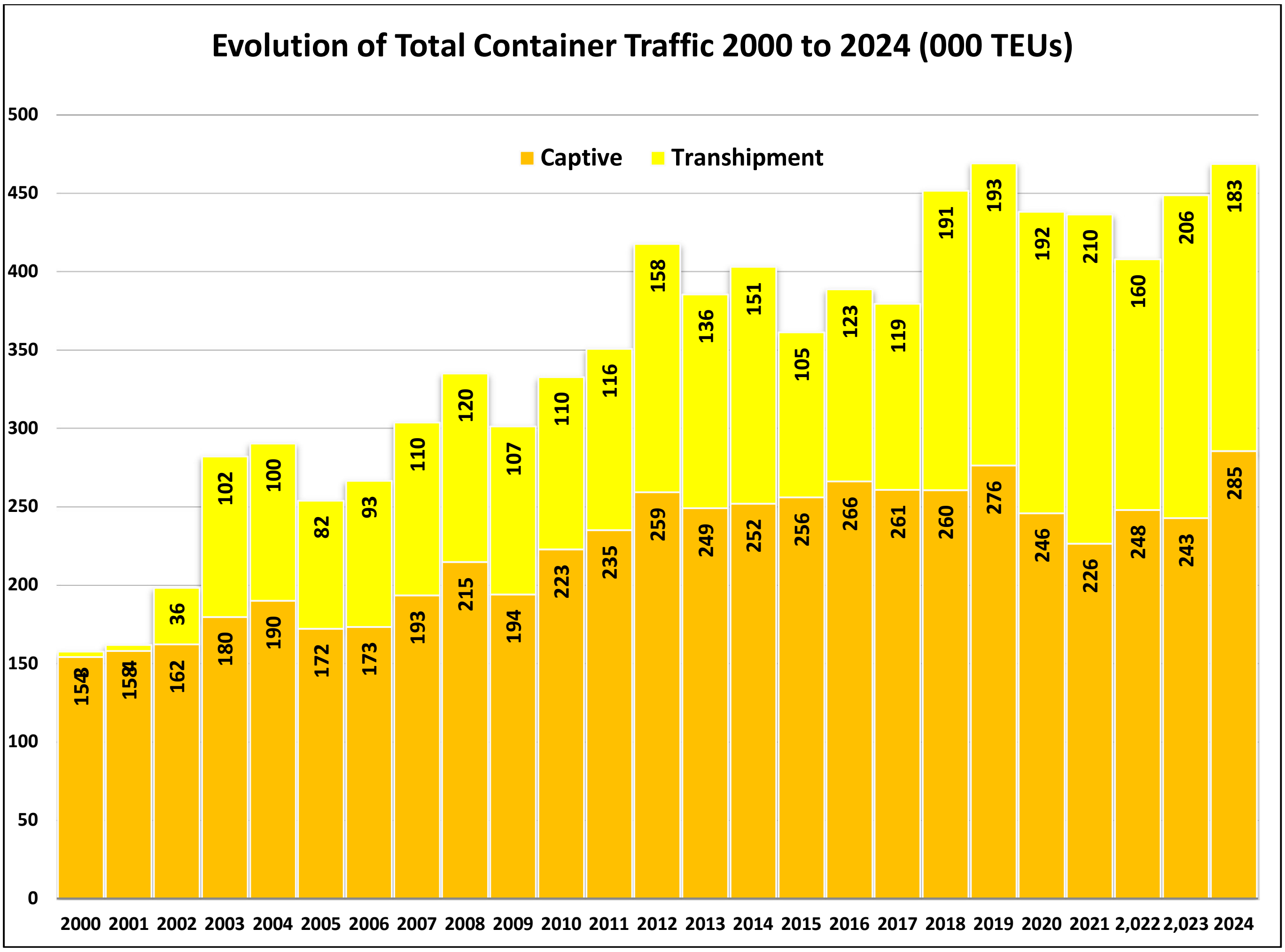


Figure 3: Evolution of total container traffic from 2000 to 2024.

6.1 Total Captive Container Traffic

Total Captive Container Traffic has gone up from 242,701 TEUs to 284,237 TEUs, representing a growth of 17.1%. Table 15 shows the comparative monthly captive container traffic for the calendar year under review.

Table 15: Total Captive Container Traffic - CY2023 v/s CY2024(TEUs)

	CY2023	CY2024	Difference	% Change
Jan	15,317	13,013	-2,304	-15.0
Feb	17,401	24,857	7,456	42.8
Mar	19,648	31,145	11,497	58.5
Apr	19,891	22,464	2,573	12.9
May	23,072	25,281	2,209	9.6
Jun	18,717	25,588	6,871	36.7
Jul	21,431	22,591	1,160	5.4
Aug	21,180	22,293	1,113	5.2
Sep	18,851	22,312	3,461	18.3
Oct	22,875	23,669	794	3.5
Nov	20,316	22,621	2,305	11.4
Dec	24,002	28,403	4,401	18.3
Total	**242,701**	**284,237**	**41,536**	**17.1**

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic witnessed a growth of 14.3% equivalent to 16,490 TEUs with a total of 132,190 TEUs in CY2024 as compared to 115,700 TEUs in CY2023 as shown in Table 16.

Table 16: Captive Laden Import Container Traffic - CY2023 v/s CY2024 (TEUs)

	CY2023	CY2024	Difference	% Change
Jan	7,443	5,944	-1,499	-20.1
Feb	8,149	11,378	3,229	39.6
Mar	9,271	12,502	3,231	34.9
Apr	8,623	9,721	1,098	12.7
May	9,815	9,630	-185	-1.9
Jun	8,308	11,817	3,509	42.2
Jul	10,295	9,963	-332	-3.2
Aug	10,238	10,996	758	7.4
Sep	10,128	11,187	1,059	10.5
Oct	10,314	14,607	4,293	41.6
Nov	10,341	11,620	1,279	12.4
Dec	12,775	12,825	50	0.4
Total	**115,700**	**132,190**	**16,490**	**14.3**

In 2024, growth in real consumption on the back of abating inflationary pressures as well as strong performance recorded in investment in building and construction work which has high import content, have contributed to this strong performance.

6.1.2 Captive Laden Export Container Traffic

Captive laden export container traffic witnessed a decline of -3.1 %, equivalent to 1,564 TEUs, with a total of 48,742 TEUs in CY2024 as compared to 50,306 TEUs in CY2023, reflecting mainly the decline in textiles exports.

This drop can be explained by the unfavourable international situation and uncertainty about the renewal of the AGOA as well as delocalisation of firms to Madagascar owing to lower costs of labour and electricity

Table 17: Captive Laden Export Container Traffic - CY2023 v/s CY2024 (TEUs)

	CY2023	CY2024	Difference	% Change
Jan	3,843	1,930	-1,913	-49.9
Feb	3,789	4,332	543	14.3
Mar	4,461	5,184	723	16.2
Apr	3,568	3,970	402	11.3
May	4,371	3,877	-494	-11.3
Jun	3,344	4,567	1223	36.6
Jul	4,303	3,831	-472	-11.0
Aug	5,427	3,776	-1,651	-30.4
Sep	4,008	3,950	-58	-1.4
Oct	4,934	4,798	-136	-2.8
Nov	3,582	3,984	402	11.2
Dec	4,676	4,543	-133	-2.8
Total	**50,306**	**48,742**	**-1,564**	**-3.1**

6.1.3 Captive Empty Import Container Traffic

Captive empty import container traffic expanded by 954 TEUs from 10,506 TEUs in CY2023 to 11,460 TEUs in CY2024, representing a growth of 9.1% for the calendar year under review. Details are outlined in Table 18.

Table 18: Captive Empty Import Container Traffic CY2023 v/s CY20224 (TEUs)

	CY2023	CY2024	Difference	% Change
Jan	848	773	-75	-8.8
Feb	539	1,356	817	151.6
Mar	1,069	777	-292	-27.3
Apr	759	950	191	25.2
May	527	1,058	531	100.8
Jun	639	1,015	376	58.8
Jul	816	1,025	209	25.6
Aug	964	1,188	224	23.2
Sep	1,119	836	-283	-25.3
Oct	894	980	86	9.6
Nov	983	882	-101	-10.3
Dec	1,349	620	-729	-54.0
Total	**10,506**	**11,460**	**954**	**9.1**

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 CY2023 vs CY2024.

Table 19: Captive Empty Export Container Traffic - CY2023 v/s CY2024 (TEUs)

	CY2023	CY2024	Difference	% Change
Jan	3,183	4,366	1,183	37.2
Feb	4,924	7,791	2,867	58.2
Mar	4,847	12,682	7,835	161.7
Apr	6,941	7,823	882	12.7
May	8,359	10,716	2,357	28.2
Jun	6,426	8,189	1,763	27.4
Jul	6,017	7,772	1,755	29.2
Aug	4,551	6,333	1,782	39.2
Sep	3,596	6,339	2,743	76.3
Oct	6,733	3,284	-3,449	-51.2
Nov	5,410	6,135	725	13.4
Dec	5,202	10,415	5,213	100.2
Total	**66,189**	**91,845**	**25,656**	**38.8**

Captive empty export container traffic expanded to the tune of 38.8% with 91,845 TEUs in CY2024 as compared to 66,189 TEUs in CY2023.

6.2 Total Transhipment Inwards Container Traffic

Total transhipment container traffic declined from 205,826 TEUs in CY2023 to 184,017 TEUs in CY2024, representing a negative growth of 10.6%. This poor performance is mainly attributed to operational inefficiencies and lesser priority given to Transhipment traffic by the end of the year 2024, resulting to lesser vessels calling at Port Louis.

Table 20: Total Transhipment Inwards Container Traffic - CY2023 v/s CY2024(TEUs)

	CY2023	CY2024	Difference	% Change
Jan	13,291	7,108	-6,183	-46.5
Feb	14,834	14,727	-107	-0.7
Mar	18,086	15,622	-2,464	-13.6
Apr	12,435	12,330	-105	-0.8
May	15,698	16,710	1,012	6.4
Jun	16,856	17,384	528	3.1
Jul	17,524	15,645	-1,879	-10.7
Aug	21,897	16,926	-4,971	-22.7
Sep	19,871	16,468	-3,403	-17.1
Oct	19,996	18,974	-1,022	-5.1
Nov	16,997	15,473	-1,524	-9.0
Dec	18,341	16,650	-1,691	-9.2
Total	**205,826**	**184,017**	**-21,809**	**-10.6**

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 decline of 8.0% during the calendar year under review, equivalent to 12,390 TEUs.

Table 21: Transhipment Inwards Laden Container Traffic - CY2023 v/s CY2024 (TEUs)

	CY2023	CY2024	Difference	% Change
Jan	9,889	6,460	-3,429	-34.7
Feb	10,687	11,314	627	5.9
Mar	12,772	11,980	-792	-6.2
Apr	8,162	8,629	467	5.7
May	12,430	9,817	-2,613	-21.0
Jun	11,563	12,491	928	8.0
Jul	14,157	10,527	-3,630	-25.6
Aug	15,105	12,107	-2,998	-19.9
Sep	15,528	12,428	-3,100	-20.0
Oct	16,366	17,699	1,333	8.1
Nov	13,101	12,408	-693	-5.3
Dec	14,307	15,817	1,510	10.5
Total	**154,067**	**141,677**	**-12,390**	**-8.0**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

For the calendar year under review, empty transhipment container volume gone down from 51,759 TEUs in CY2023 to 42,340 TEUs in CY2024, representing a negative growth of 18.2% as laden containers were favoured compared to empties as detailed in Table 22.

Table 22: Transhipment Inwards Empty Container Traffic - CY2023 v/s CY2024(TEUs)

	CY2023	CY2024	Difference	% Change
Jan	3,402	648	-2,754	-80.9
Feb	4,147	3,413	-734	-17.7
Mar	5,314	3,642	-1,672	-31.5
Apr	4,273	3,701	-572	-13.4
May	3,268	6,893	3,625	110.9
Jun	5,293	4,893	-400	-7.6
Jul	3,367	5,118	1,751	52.0
Aug	6,792	4,819	-1,973	-29.1
Sep	4,343	4,040	-303	-7.0
Oct	3,630	1,275	-2,355	-64.9
Nov	3,896	3,065	-831	-21.3
Dec	4,034	833	-3,201	-79.4
Total	**51,759**	**42,340**	**-9,419**	**-18.2**

6.3 Total Container Throughput

Total Container Throughout, comprising Total Container Traffic + Total Transhipment Container Outwards+ paid restows for the period CY2024 stood at **666,835** TEUs versus **659,491** TEUs in CY2023, representing an increase of 1.1%, equivalent to **7,344** TEUS as shown in Table 23.

Table 23: Total Container Throughput – CY2023 v/s CY2024 (TEUs)

	CY2023	CY2024	Difference	% Change
Captive	242,701	284,237	41,536	17.1
Transhipment Inwards	205,826	184,017	-21,809	-10.6
Transhipment outwards	200,410	182,760	-17,650	-8.8
Paid restows	10,554	15,821	5,267	50.0
Total	**659,491**	**666,835**	**7,344**	**1.1**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Total container vessel calls at Port Louis in CY2024 were 455. Out of which, some 448 container vessels were operated at MCT for the CY2024 as compared to 521 in CY2023.

A decrease of 73 vessels has been noted at MCT for the year under review. The breakdown of 448 vessels serviced at MCT in CY2023 by category as depicted in Table 24.

Table 24: Vessels serviced at MCT – CY2023 v/s CY2024

	CY2023	CY2024	Difference	% Change
Jan	35	17	-18	-51.4
Feb	40	35	-5	-12.5
Mar	48	40	-8	-16.7
Apr	43	39	-4	-9.3
May	49	40	-9	-18.4
Jun	45	40	-5	-11.1
Jul	49	35	-14	-28.6
Aug	51	40	-11	-21.6
Sep	41	43	2	4.9
Oct	44	44	0	0
Nov	37	36	-1	-2.7
Dec	39	39	0	0
Total	**521**	**448**	**-73**	**-14.0**

Vessel Category	CY2023	CY2024	Difference	% Change
Ultra large container 14,501 & higher	2	4	2	100
New Panamax 10,001 to 14,500 TEUs	13	9	-4	-30.8
Post Panamax 5,101 to 10,000 TEUs	180	158	-22	12.2
Panamax 3,001 to 5,001 TEUs	82	45	-37	-45.1
Feedermax 2,001 to 3,000 TEUs	105	124	19	18.1
Feeder 1,001 to 2,000 TEUs	65	84	19	29.2
Small Feeder up to 1,000 TEUs	74	24	-50	-67.6
Total	**521**	**448**	**-73**	**-14.0**

This dismal performance is mainly due to port congestion and poor vessel performance which resulted in some vessels skipping Port-Louis.

7.2 Container Throughput at MCT

The number of containers handled was 425,145 units in CY2024 compared to 455,086 units in CY2023, representing to a negative growth of 6.6%, equivalent to a decrease of 29,941 units as depicted below in Table 25.

Likewise, the number of moves (including all restows, hatch covers, gear boxes) recorded in CY2024 was 439,764 compared to 469,275 in CY2023, representing a negative growth of 6.3%, equivalent to 29,511 moves. Table 25 provides the MCT operational indicators in terms of no. of containers/ TEUs/ Moves.

Conversely, container Throughput in terms of number of TEUs has risen from 646,156 TEUS in CY2023 to 648,323 TEUS in CY2024, representing a growth of 0.3% for the calendar year under review.

Table 25: No of Containers/TEUs/Moves - CY2023 v/s CY2024

Month	Containers			TEUs			Moves		
	CY2023	**CY2024**	**Difference**	**CY2023**	**CY2024**	**Difference**	**CY2023**	**CY2024**	**Difference**
Jan	28,531	18,871	-9,660	40,892	28,400	-12,492	29,627	19,529	-10,098
Feb	32,666	37,024	4,358	46,933	55,202	8,269	33,786	38,392	4,606
Mar	40,407	42,552	2,145	56,224	64,625	8,401	41,839	43,966	2,127
Apr	36,297	32,874	-3,423	49,113	49,239	126	35,787	34,095	-1,692
May	34,181	36,999	2,818	49,923	56,548	6,625	35,570	38,279	2,709
Jun	36,279	39,699	3,420	53,162	60,609	7,447	37,595	40,989	3,394
Jul	38,357	34,790	-3,567	56,411	54,003	-2,408	39,723	35,888	-3,835
Aug	43,509	35,460	-8,049	63,533	55,636	-7,897	45,017	36,654	-8,363
Sep	41,866	34,497	-7,369	58,429	52,526	-5,903	43,184	35,741	-7,443
Oct	45,815	39,916	-5,899	63,117	60,111	-3,006	47,299	41,298	-6,001
Nov	34,821	35,461	640	49,525	53,986	4,461	36,025	36,639	614
Dec	42,357	37,002	-5,355	58,894	57,438	-1,456	43,823	38,294	-5,529
Total	**455,086**	**425,145**	**-29,941**	**646,156**	**648,323**	**2,167**	**469,275**	**439,764**	**-29,511**
% Change			**-6.6**			**0.3**			**-6.3**

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 – CY2023 v/s CY2024

	CY2023	CY2024
Average Moves Per Gross Crane Hour	22.4	23.6
Average Moves per Ship's Working Hour	38.9	38.4
Berth Occupancy (%)	77.8	84.7
Average moves per vessel	900.7	981.6
Average Vessel Time in Port as per CPPI	43.5	*42.7*
Average Vessel Time at Berth	*30.0*	33.1
Average Pre-berthing Delay (hrs)	*13.5*	9.6

- The average number of moves per gross crane hour has improved from 22.4 in CY2023 and 23.6 in CY2024.
- On the other hand, the average moves per ship's working hour stood at 38.4 in CY2024 against 38.9 in CY2023.
- The berth occupancy went up from 77.8% in CY2023 to 84.7 in CY2024.
- The average moves per vessel increased from 900.7 moves in CY2023 to 981.6 moves in CY2024.
- The average Total Time in port declined from 43.5 hrs in CY2023 to 42.7 Hrs in CY2024.
- The average pre-berthing delay per vessel stood at 9.6 hours in CY2024 as opposed to 13.5 hours posted in CY2024.

7.3.1 Crane Productivity

Table 27 provides the comparative crane productivity for the CY2023 versus CY2024.

Table 27: Average Moves per Gross Crane Hours - CY2023 v/s CY2024

	CY2023	CY2024
Jan	22.9	22.3
Feb	22.3	21.0
Mar	21.6	22.1
Apr	22.6	24.1
May	23.1	26.5
Jun	23.3	25.2
Jul	23.4	26.2
Aug	22.3	25.4
Sep	23.5 (Highest)	26.8(Highest)
Oct	21.9	22.9
Nov	22.2	21.5
Dec	21.0 (Lowest)	20.8(Lowest)
Average	**22.4**	**23.6**

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.

7.3.2 Ship Productivity

Comparative monthly ship productivity for the CY2024 versus CY2023 is detailed in Table 28.

Table 28: Average Moves per Ship's Working Hours - CY2023 v/s CY2024

	CY2023	CY2024
Jan	37.1	38.9
Feb	38.3	36.3
Mar	36.1	37.3
Apr	38.9	39.3
May	41.0	42.2
Jun	39.3	43.0
Jul	42.3 (highest)	43.7(Highest)
Aug	38.7	38.6
Sep	41.8	40.0
Oct	38.4	35.2
Nov	40.6	32.9(Lowest)
Dec	35.5 (lowest)	37.0
Average	**38.9**	**38.4**

The ship productivity stood at 38.4 moves per ship working hour in CY2024 against 38.9 moves recorded for the CY2023.

7.3.3 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 29 for the calendar year 2024 compared to CY2023.

Table 29: Berth Occupancy at MCT - CY2022 v/s CY2023 (%)

	CY2023	CY2024
Jan	67.4	58.8(Lowest)
Feb	69.1	87.2
Mar	86.5	93.3
Apr	74.5	83.3
May	75.7	78.5
Jun	60.5	85.9
Jul	57.1 (lowest)	75.8
Aug	88.3	89.3
Sep	87.8	82.7
Oct	89.1	95.1
Nov	83.8	93.7
Dec	92.8 (highest)	93.6(highest)
Average	**77.7**	**84.8**

For the calendar year under review, the berth occupancy has increased from 77.7% in 2023 to 84.8% in 2024.

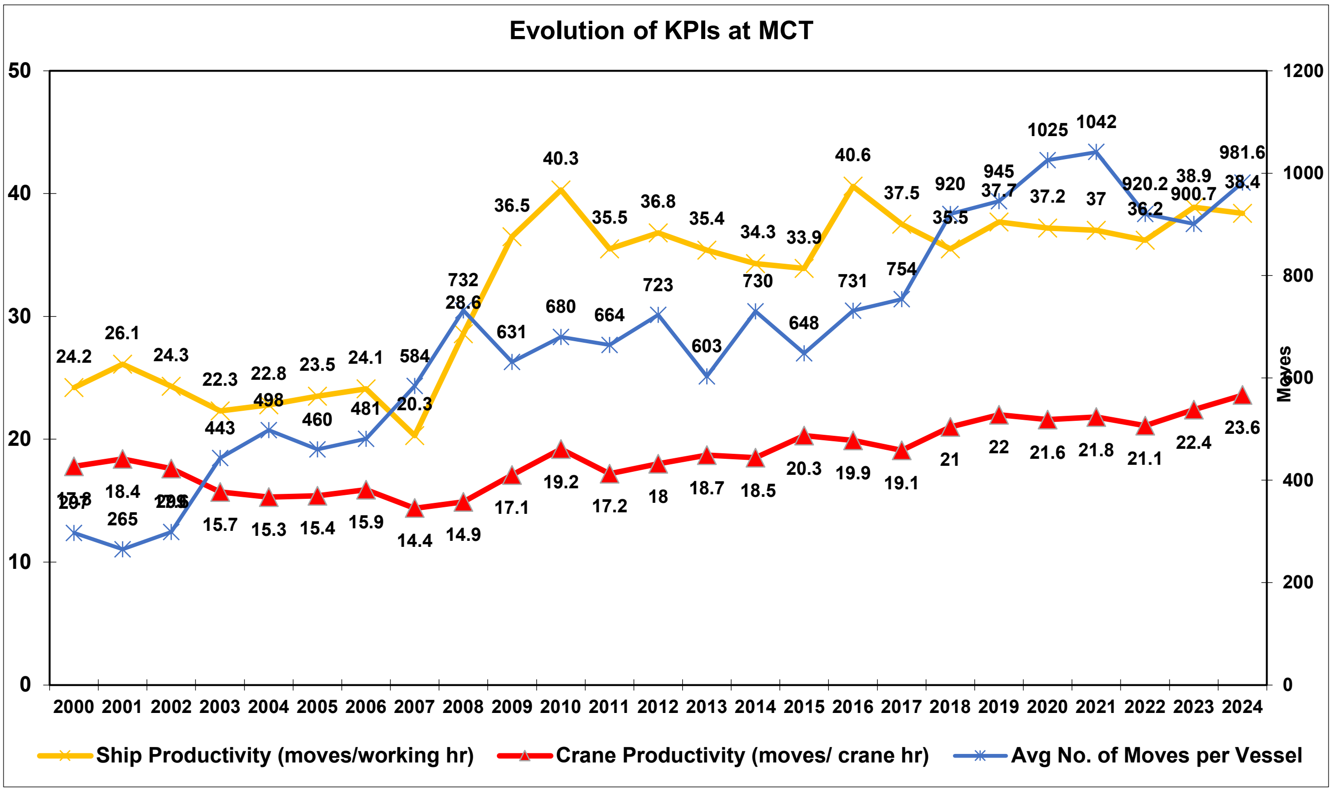


Figure 4: Evolution of KPIs at the Mauritius Container Terminal

8. World Bank Container Port Performance Index (CPPI)

The Container Port Performance Index (CPPI) is based solely on the total time elapsed from when a ship first entered a port to when it unberth. In brief, the CPPI considers

i. the time container ships enter the port waters and waiting time at anchorage
ii. time taken by pilot and tug services to berth the vessels at quay,
iii. duration of cargo container handling operations
iv. unberthing and departure

At Port Louis, the Average Time spent in port per vessel, as defined by CPPI includes the time a vessel spends at berth (including container handling operations) and the average pre-berthing delays

Avg. Vessel Time in port = Avg. Time at Berth + Avg. Pre-berthing Delays

According to the World Bank Container Port Performance Index (CPPI) report 2023 Mauritius ranked 369 out of the 405 selected container ports.

8.1 Vessel Time in Port

At Port Louis, the Average Total Time spent in port per vessel, as defined by CPPI includes the average pre-berthing delays and the time a vessel spends at berth, including time for container handling operations.

Average Vessel Time in Port stood at 42.7 hrs in CY 2024 compared to 43.5 hrs in CY 2023, mainly due to decline in the pre-berthing delay as detailed below.

	CY 2023	CY 2024
Average Vessel Time in Port as per CPPI (Hrs)	43.5	42.7
Average vessel time at Berth (Hrs)	30.0	33.1
Average Pre-berthing Delay (hrs)	13.5	9.6

8.2 Average Time Spent at Berth

Whereas Average Time Spent at Berth by vessel for cargo handling operations was 33.1 hrs in CY 2024 in comparison to 30.0 hrs in CY 2023. The increase was mainly attributed to the growth in the average moves per vessel more than offsetting the improvement in average gross crane productivity which stood at 23.6 moves per gross crane hour in CY 2024 compared to 22.4 moves recorded in the previous year and negligible decline in ship productivity as shown in Table 26.

8.3 Average Pre-berthing Delay

The pre-berthing delay is the interval between arrival and berthing of a vessel, i.e., waiting time in port begins when the ship enters the port waters (including pilotage inwards time) till berthing of the vessel at the designated quay.

Table 30: Average Pre-Berthing Delay - CY2023 v/s CY2024 (hrs)

	CY2023	CY2024
Jan	18.9 (heavy rain)	3.0
Feb	15.9 (cyclone Freddy)	26.1 Post cyclone Belall & Candice)
Mar	15.1 (post cyclone)	14.0
Apr	6.3	6.0
May	7.1	7.0
Jun	5.0	6.0
Jul	4.8	3.2
Aug	13.4 (heavy rain)	8.6
Sep	7.6	1.7
Oct	18.3 (peak season)	11.6
Nov	10.4 (wind/ heavy rain)	16.5(Heavy rain)
Dec	44.9 (swell/ heavy rain)	9.9
Average	**13.5**	**9.6**

Table 30 depicts the average pre-berthing delay at MCT, which has declined from 13.5 hrs in CY 2023 to 9.6 hrs in CY 2024, due to lesser climatic disturbances. However, it is to be noted that pre berthing delays were impacted by high berth occupancy during CY 2024 as shown in Table 29 as well as operational constraint due to the dismantling of the quay cranes and port congestion.

It is to be noted, being a transhipment hub offering an umbrella of ancillary services in this region, waiting time is generally higher than other non-hub port since most small feeders usually wait outside harbour to load the containers arriving on several big mother vessels from different destinations.

The MPA is promoting Port Louis for other port related services to boost the economic activities. These services also include ship repairs, change of crew, surveys, hull cleaning, etc. and are not available in all the regional ports.

In some instances, some container vessels arrive earlier than their fixed windows but wait for their export cargo to be ready or carry out some annex activities prior berthing.

9. VESSEL CALLS

Some 3937 vessel calls were registered during the year CY2024 as compared 2,961 calls in CY2023, i.e. an excess of 304 calls. Table 31 provides a summary of Total Vessel Traffic for the calendar year under review.

Table 31: Vessel calls for the year - CY2023 v/s CY2024

Category	**CY2023**	**CY2024**	**Difference**	**% Change**
Containerized Vessels	522	455	-67	-12.8
Tankers	77	96	19	24.7
Dry Bulk carriers	52	58	6	11.5
General Cargo (incl. cattle carriers)	17	14	-3	-17.6
Fishing Vessels	757	811	54	7.1
Pure Car Carriers	40	35	-5	-12.5
Inter-Island	58	47	-11	-19.0
Cruise Vessels	27	51	24	88.9
Others	1,411	2370	959	68.0
Total	**2,961**	**3937**	**976**	**33.0**

- Containerised vessel calls registered a drop of 12.8%, with 455 calls in CY2024 as opposed to 522 calls in CY2023.

- No of calls by tankers was 96 in CY2024 as opposed to 77 recorded during the CY2023, registering an increase of 24.7%.

- No. of calls made by Dry Bulk carriers increased from 52 to 58 vessels calls under the current year CY 2024 representing a growth of 11.5 %

- Fishing vessel calls expanded by 7.1% from 757 calls in CY2023 to 811 calls in CY2024.

- For the inter-island trade, total number of calls decreased from 58 in CY2023 to 47 in CY2024.

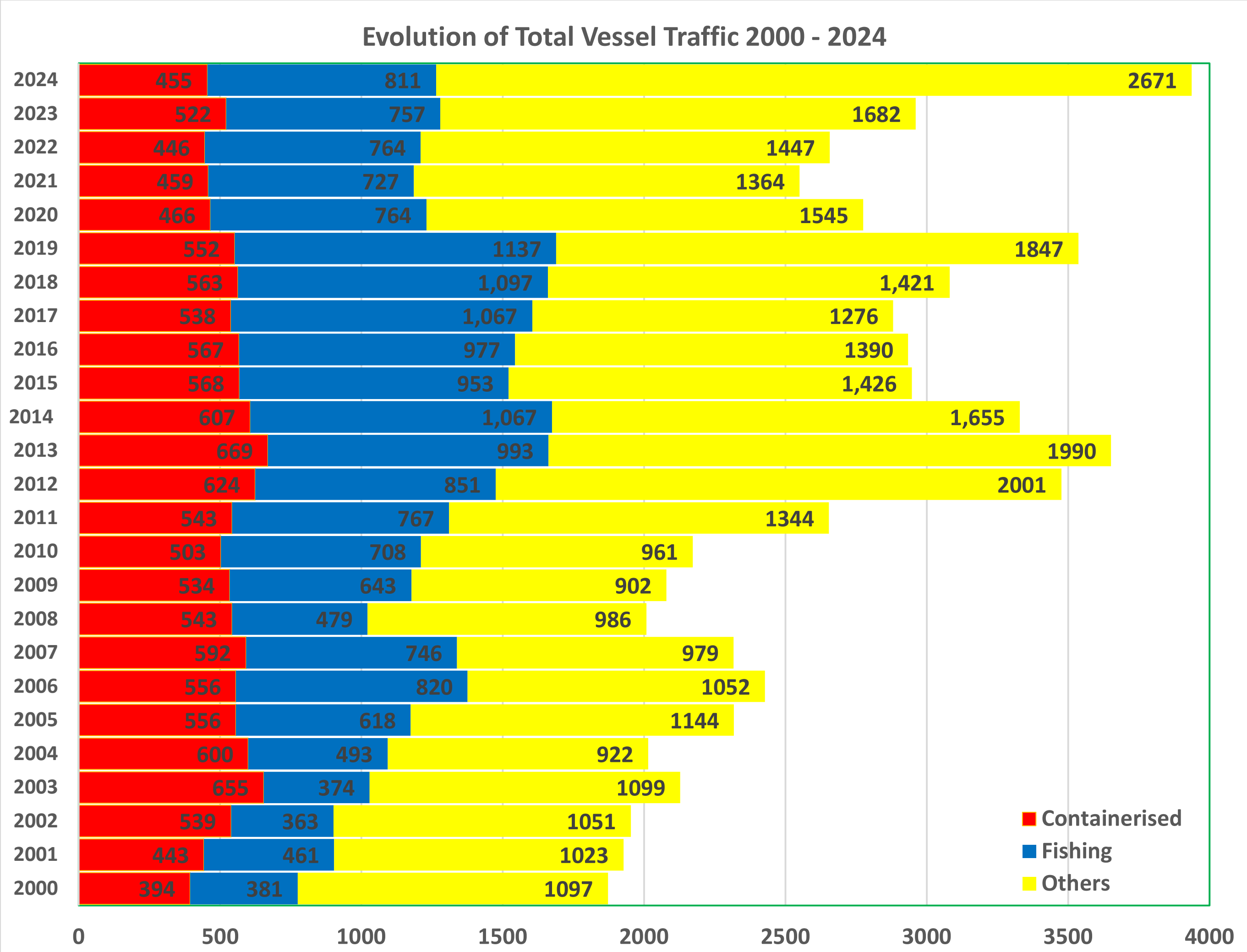


Figure 5: Evolution of total vessel traffic from 2000 to 2024

9.1 Cruise Tourism

Globally, the cruise tourism which continues to be one of the fastest growing segment of tourism has rebounded faster than international tourism arrivals post Covid.

On the domestic front, the cruise segment has also rebounded rapidly owing to both Round the World and Home Porting activities. Moreso, the inauguration of the modern cruise terminal on 11 December 2023 has also contributed to this trend since it has positioned of Port Louis as the regional hub for cruise liners in the Indian Ocean as detailed in Table 32.

Table 32

	Total Cruise Passengers				Total Cruise Calls			
	CY2023	CY2024	Difference	% Change	CY2023	CY2024	Difference	% Change
Round The World	19,012	41,181	22,169	116.6	24	43	19	79.2
Home-Porting	6,376	16,430	10,054	157.7	3	8	5	166.7
Total	25,388	57,611	32,223	126.9	27	51	24	88.8

Cruise Passengers Arrivals

Cruise passenger arrivals expanded rapidly from 25,388 in CY2023 to 57,611 in CY2024, underpinned mainly by the home-porting activities by AIDA and Norwegian Line Cruises.

Figure 6 depicts the evolution of number of passenger arrivals both in homeporting (HP) and Round the World cruises (RTW) from 2001-2024

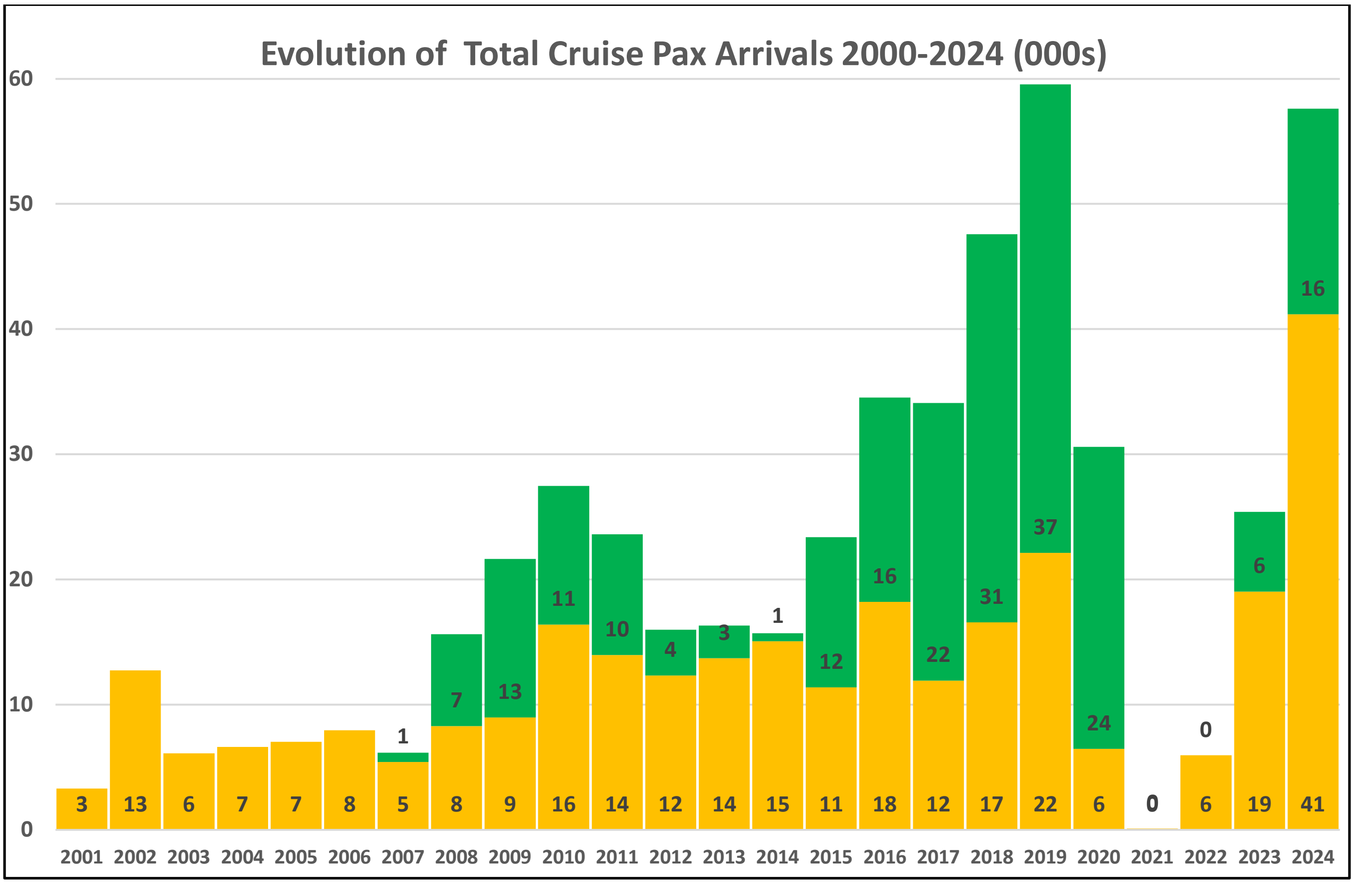


Figure 6: Evolution of total Cruise Pax Arrivals from 2000 to 2024

Cruise Vessel Calls

During the calendar year 2024, a total of 51 cruise vessel calls was registered against 27 in CY2023, representing an increase of 88.8%. Figure 7 depicts the evolution of number of calls made by homeporting and Round the World cruises from 2001-2024.

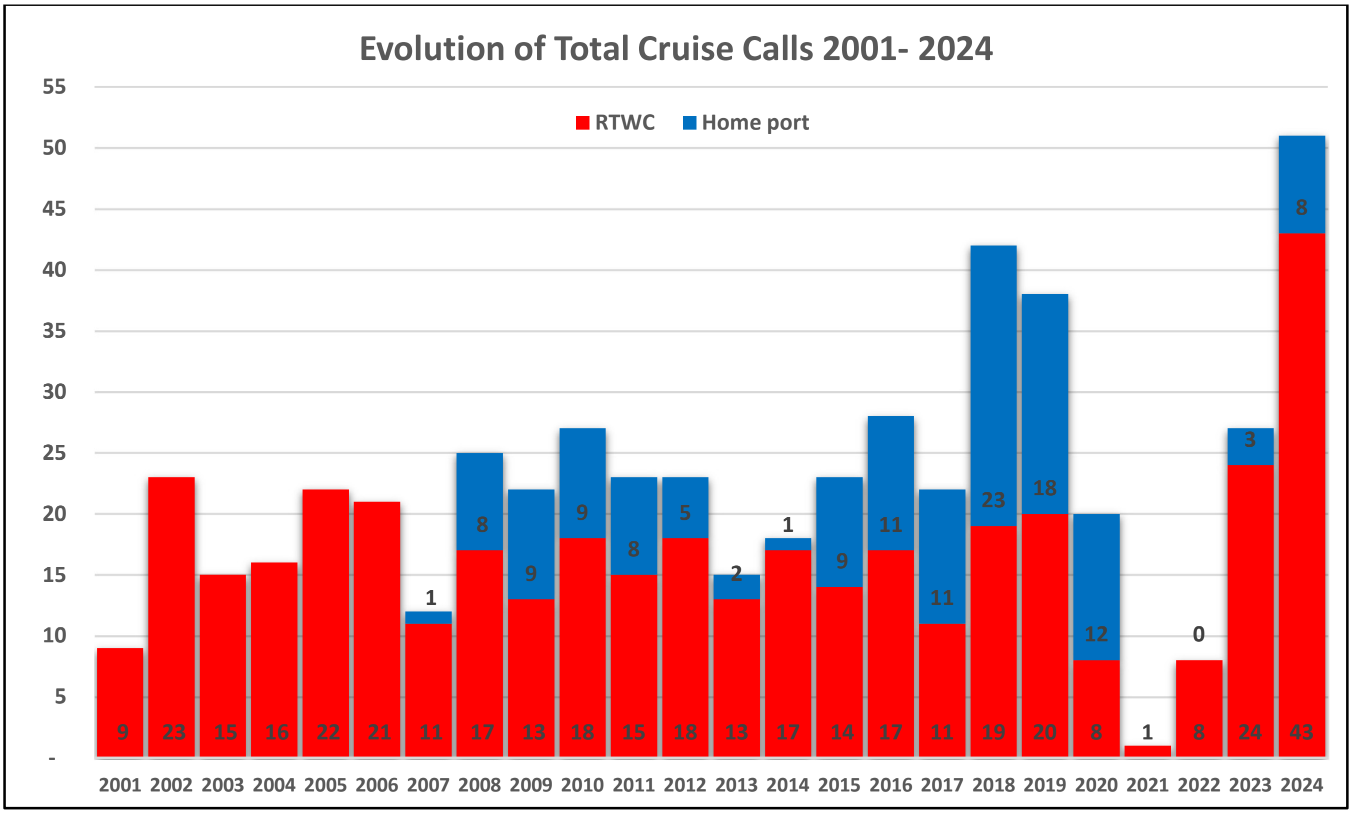


Figure 5: Evolution of Cruise Calls from 2000 to 2024

Out of a total of 51 cruise vessel calls, 19 were maiden calls at Port Louis as listed below:-

Cruise Vessels		Date	Length (mts)	Cruise Lines
1.	Bolette	08.01.2024	238	Fred Olsen cruises
2.	Norwegian Dawn	20.01.2024	294	Norwegian cruise
3.	Celestyal Journey	27.01.2024	220	Celestyal cruises
4.	MSC Poesia	11.02.2024	294	MSC cruises
5.	Hamburg	12.02.2024	144	Plantours Kreuzfahrten
6.	Seabourn Encore	25.03.2024	211	Seabourn cruise
7.	Viking Sky	30.03.2024	228	Viking Ocean cruise
8.	Viking Neptune	02.04.2024	228	Viking Ocean cruise
9.	Resilient Lady	10.04.2024	278	Virgin Travel
10.	Azamara Onward	04.05.2024	181	Azamara cruise
11.	Azamara Journey	12.05.2024	181	Azamara cruise
12.	Coral Princess	13.05.2024	294	Princess cruise
13.	Serenade of the Seas	19.05.2024	293	Royal Caribbean International
14.	Aidastella	20.11.2024	253	Aida cruise
15.	Azamara Pursuit	20.11.2024	181	Azamara cruises
16.	Aidaprima	26.11.2024	2896	Aida cruise
17.	Mein Schiff 6	06.12.2024	2000	TUI cruises
18.	Costa Smeralda	12.12.2024	1880	Costa cruises
19.	Norwegian Sky	19.12.2024	1748	Costa cruises

Cruise Calls at Port Mathurin

There was only one cruise vessel, namely Le Dumont D'Urville, which called at Port Mathurin, Rodrigues on 22 Nov 2024 with 138 passengers onboard.

9.2 Calls at Outer Harbour

Table 33 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.

The number of vessels calling Outer Harbour registered an increase from 1,411 calls during the CY2023 to 2,370 vessel calls for the calendar year under review registered a double-digit growth of 68.0%. This development was mainly due to unprecedented growth in the number of vessels refuelling at Port Louis as shown by "bunkering only" following the disruptions in the Red Sea.

Table 33: Total Calls Outer Harbour - CY2023 v/s CY2024

	CY2023	CY2024	Difference	% Change
Bunkering Only	850	1649	799	94.0
Crew Change	255	447	192	75.3
Ship Stores	73	100	27	37.0
Repairs or Inspection	110	97	-13	-11.8
Others	123	77	-46	-37.4
Total	**1,411**	**2,370**	**959**	**68.0**

10. PERFORMANCE AT MULTI PURPOSE TERMINAL

10.1 Key Performance Indicators

Table 34: Key Performance Indicators at MPT - CY2023 v/s CY2024

	CY2023	CY2024
No. of Vessel Calls	1	7
No. of Containers	358	2,011
Avg. Moves /Gross Gang hr	4.7	5.7

- During CY2024, 7 container vessel calls was registered at the MPT and some 2,011 TEUs were handled in comparison with 1 container vessels and 358 TEUs handled in CY2023.
- In CY2024, the average productivity stood at 5.7 moves/gross gang hour as compared to 4.7 recorded in CY2023.

10.2 Inter-Island Trade

Vessels plying between the dependencies of Mauritius (Rodrigues and Agalega) made 47 calls and handled some 14,186 TEUs in CY2024 as depicted in the Table 35.

Table 35: Intra trade traffic of Mauritius– CY2023 v/s CY2024

	CY2023	CY2024
Black Rhino	33	5
Mauritius Trochetia	24	14
Peros Banhos	Nil	28
Others	1	0
Total No. of Voyages	**58**	**47**
Black Rhino	11,956	1,157
Mauritius Trochetia	2,377	1911
Peros Banhos	Nil	11,118
Others	224	0
Total No. of Containers	**14,557**	**14,186**

10.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for CY2023 versus CY2024 of the various berths at Terminals I and II are depicted in Table 36.

Table 36: Berth Occupancy at MPT - CY2023 v/s CY2024 (%)

Berth	CY2023		CY2024	
	Working	Total Occupied	Working	Total Occupied
Quay No. 1	23.9	65.2	26.6	68.9
Quay No. 2 Terminal II	33.5	79.1	41.1	76.4
Quay No. 3	19.6	76.6	20.1	70.6
Quay No. 4	18.6	76.5	23.3	77.3
Quay A	26.2	89.8	26.2	93.3
Quay D Terminal I	11.4	77.9	9.1	73.4
Quay E	4.7	80.2	8.6	79.9
Bulk Sugar Terminal	3.5	9.9	7.2	22.1
Trou Fanfaron Fishing Quay 1	8.5	100	9.9	100
Trou Fanfaron Fishing Quay 2	5.8	100	6.2	100
Cruise Jetty	0.0	39.6	0.0	57.8
Oil Jetty	22.2	34.3	26.0	38.4
FDM	37.6	98.2	34.5	97.6
MFD	14.6	86	13.0	91.0

It is noted that the Quays 1, 4, A, BST, cruise jetty and oil jetty witnessed an increase in their total berth occupancy rates for the calendar year under review.

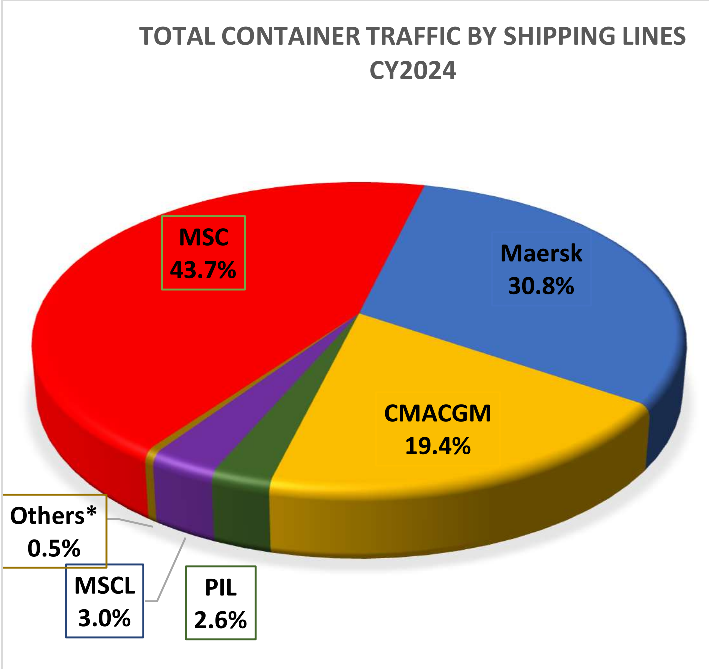
11. CONTAINER TRAFFIC BY SHIPPING LINES

11.1 Total Container Traffic by Shipping lines – TEUs

Shipping Line	CY2023	% Share	CY2024	% Share	Difference	% Change in Volume
MSC	268,780	59.9%	204,693	43.7%	-64,807	-23.8
Maersk	103,770	23.1%	144,106	30.8%	40,336	38.9
CMA CGM	54,032	12.0%	90,753	19.4%	36,721	68.0
PIL	5,624	1.3%	12,377	2.6%	6,753	120.1
Mauritius Shipping Corporation Ltd. (MSCL)	14,557	3.2%	14,186	3.0%	-371	-2.5
Others *	1,764	0.4%	2,139	0.4%	375	21.2
Total	**448,527**	**100**	**468,254**	**100**	**19,727**	**4.4**

* Others include: UAFL and others

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



•MSC's share decreased from 59.9 % to 43.7% and its total container traffic volume has decreased by 23.8% from 268,780 TEUs in CY2023 to 204,693 TEUs in CY2024.

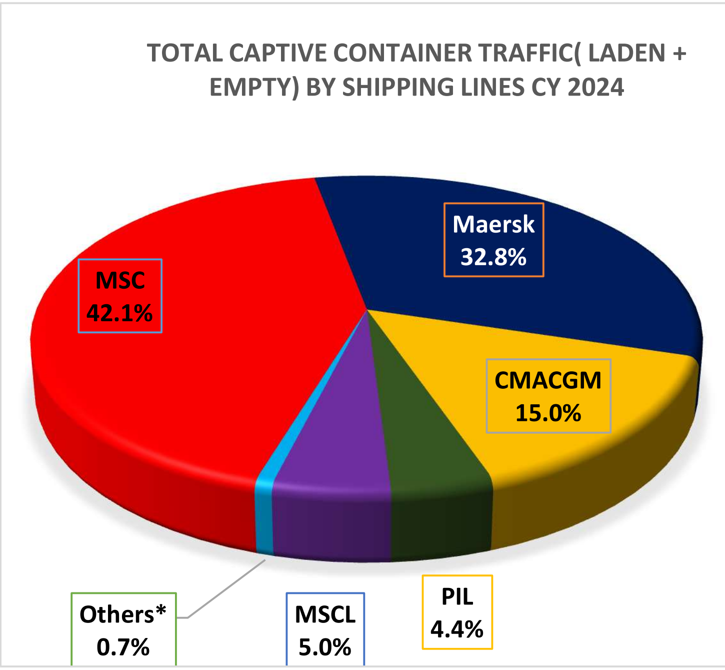
•On the other hand, Maersk's share in CY2023 stood at 30.8 % higher than the previous year, i.e. 23.1%. An expansion of 38.9% has been noted in its volume for the calendar year under review.

•Similarly, CMA CGM's share in total container traffic increased from 12.0% to 19.4%. Likewise, its volume noted a growth of 68.0%.

11.2. Total Captive Container Traffic by Shipping Lines – TEUs-

Shipping Line	CY2023	CY2024	Difference	% Change
MSC	101,329	119,728	18,399	18.1
Maersk	90,301	93,152	2,851	3.2
CMA CGM	29,126	42,656	13,530	46.5
PIL	5,624	12,377	6,753	120.0
MSCL	14,557	14,186	-371	-2.5
Others *	1,764	2,138	374	21.2
Total	**242,701**	**284,237**	**41,536**	**17.1**

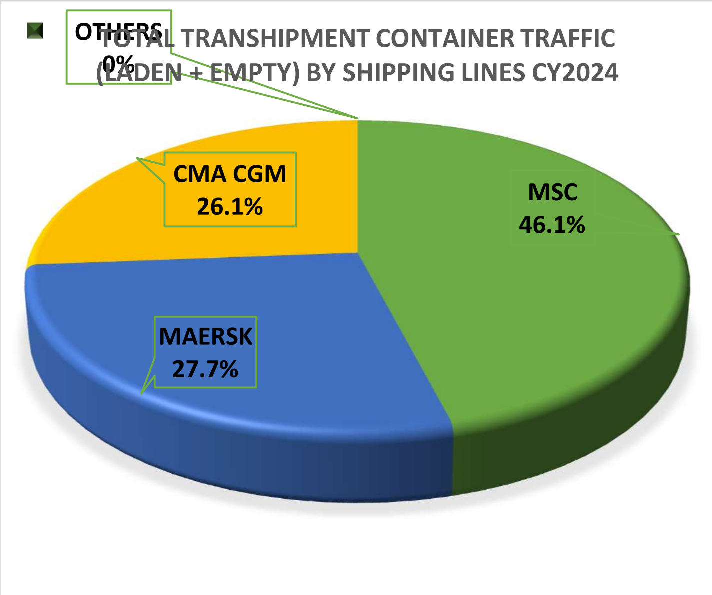
* Others include: UAFL and others



Total captive container traffic expanded by 17.1% from 242,701 TEUs in CY2023 to 284,237 TEUs in CY2024.

11.3 Total Transhipment Traffic by Shipping Lines - TEUs

Shipping Line	CY2023	CY2024	Difference	% Change
MSC	167,451	84,965	-82,486	-49.2
Maersk	13,469	50,954	37,485	278.3
CMA CGM	24,906	48,097	23,191	93.1
Others	0	1	1	0
Total	**205,826**	**184,017**	**-21,809**	**-10.6**



Total transhipment (inwards only) container traffic contracted by 10.6% for the calendar year under review.

In the same vein, with regards to transhipment volumes, MSC noted a contraction of 49.2%.

whereas Maersk and CMA CGM both recorded an expansion to the tune of 278.3% and 93.1% respectively for the year under review.

12. MARKET SHARE BY MAJOR SHIPPING LINES

Table 37 shows the change in market share in different segments.

Table 37: Comparative Traffic Share in Container Traffic - CY2023 v/s CY2024

	Share CY2023	Share CY2024
MSC		
Total Container Traffic	59.9	43.7
Total Captive Container Traffic	41.7	42.1
Total Transhipment Container Traffic	81.3	46.1
Maersk		
Total Container Traffic	23.1	30.8
Total Captive Container Traffic	37.2	32.8
Total Transhipment Container Traffic	6.5	27.7
CMA CGM		
Total Container Traffic	12.0	19.4
Total Captive Container Traffic	12.0	15.0
Total Transhipment Container Traffic	12.1	26.1

In CY2024, the distribution of the container traffic amongst the main line operators are as follows:

- Total Container Traffic: MSC held 43.7% of the market share followed by Maersk with a share of 30.8 % and CMA CGM with a share of 19.4% in CY2024.

- Total Captive Container Traffic: MSC's with a market share of 42.1% compared to Maersk's share of 32.8% and CMA CGM's share of 15.0% in CY2024.

- Total Transhipment Container Traffic: MSC stood at 46.1% in CY2024 followed by Maersk and CMA CGM with market share of 27.7% and 26.1%, respectively.

13 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

13.1 Mediterranean Shipping Company Ltd (MSC)

Table 38: MSC Transhipment Inwards (TEUs)

	CY2023	CY2024	Difference	% Change
Laden	124,149	60,357	-63,792	-51.4
Empty	43,302	24,608	-18,694	-43.2
Total	**167,451**	**84,965**	**-82,486**	**-49.2**

Some 84,965 TEUs were transhipped by MSC during the current calendar year as compared to 167,451 TEUs in CY2023, i.e. a significant drop of 49.2%.

13.2 Maersk Line

Table 39: Maersk Transhipment Inwards (TEUs)

	CY2023	CY2024	Difference	% Change
Laden	11,464	43,999	32,535	283.8
Empty	2,005	6,955	4,950	246.9
Total	**13,469**	**50,954**	**37,485**	**278.3**

The number of TEUs transhipped by Maersk Shipping Line jumped from 13,469 TEUs in CY2023 to 50,954 TEUs in CY2024, representing a significant growth of 278.3%.

13.3 CMA-CGM

Table 40: CMA-CGM Transhipment Inwards (TEUs)

	CY2023	CY2024	Difference	% Change
Laden	18,454	37,321	18,867	102.2
Empty	6,452	10,776	4,324	67.0
Total	**24,906**	**48,097**	**23,191**	**93.1**

The number of TEUs transhipped by CMA CGM increased from 24,906 TEUs in CY2023 to 48,097 TEUs in CY2024.

14. DOWNTIME AT PORT

During the calendar year under review, handling operations were disrupted at the port for about 19.8 days (cyclone Bellal and Candice) in CY2024 compared to 10.8 days (cyclone Freddy) registered in CY2023.

15. SHIPPING SERVICES CY2024

CONTAINER LINERS	WEEKLY 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 (7 services – 6 windows)	1. Europe to Australia Service (VSA with CMA-CGM NEMO Service)	London Gateway, Rotterdam, Hamburg, Antwerp, Le Havre, Valencia, La Spezia, Fos Sur Mer, Reunion, **Port Louis**, Sydney, Melbourne, Adelaide, Fremantle, Singapore, Ennore, Colombo to European Ports
	2. INGWE Southbound Service	Qingdao, Shanghai, Ningbo, Shekou, Singapore, Colombo, **Port Louis,** Coega, Durban
	3. INGWE Northbound Service	Coega, Durban, **Port Louis,** Colombo, Singapore, Hong Kong, Qingdao
	4. NWC to IPAK	Felixstowe - Rotterdam - Hamburg - Bremerhaven - Antwerp - Le Havre - London Gateway - **Port Louis** – Reunion
	5. Indian Ocean Islands 3	**Port Louis**, Réunion, Tamatave, Vizhinjam, Colombo, **Port Louis**
	6. Indian Ocean Islands 2 (Fortnightly) *Indian Ocean Islands 4 (Fortnightly)*	***Port Louis****, Moroni, Majunga, Diego Suarez,* ***Port Louis*** ***Port Louis****, Nacala, Longoni,* ***Port Louis***
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax : (230) 206 2210 (4 services – 4 windows)	1.Safari Service - Eastbound (VSA with CMA-CGM Shaka Service)	Shanghai, Ningbo, Shekou, Tanjung Pelepas, **Port Louis,** Durban
	2. Safari Service – Westbound (VSA with CMA-CGM Shaka Service) replaced by M-Express Service - (VSA with CMA-CGM Mozex Service	Durban, **Port Louis,** Tanjung Pelepas, Shanghai, Ningbo, Shekou Reunion, Maputo, Beira, **Port Louis,** Singapore, Tanjung Pelepas.
	3.Indian Ocean Islands (Slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis,** Toamasina, Port Victoria.
	4. Cape Town Express Service - (VSA with CMA-CGM Cape Town Express Service)	Cape Town**, Port Louis**

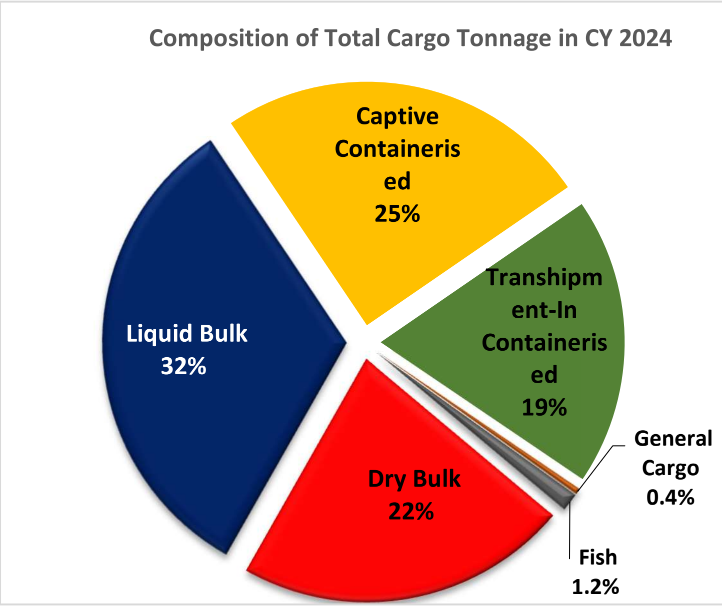
CONTAINER LINERS	WEEKLY SERVICE	MAIN PORTS OF CALL
3. CMA-CGM (Mauritius) Ltd Block 3, Zone 5 MFD Building Mer Rouge Port Louis, Tel: (230) 203 4350 Fax: (230) 217 8251/ 2080245 (3 feeder services – 1 window)	1. IOI Feeder 2	Pointe des Galets, Tamatave, Pointe des Galets, **Port Louis**
	2. IOI Feeder 1 – not weekly, no window	*Longoni, Majunga, Nosy Be, Diego Suarez, Pointe Des Galets **Port Louis,** Pointe Des Galets*
	3. IOI Feeder 5 – not weekly, no window	*Pointe Des Galets Tulear, Ehola/Fort Dauphin, Pointe Des Galets, **Port Louis***
4. PIL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045 (1 service – 1 window)	1. MZS Service	Singapore, **Port Louis,** Réunion, Tamatave, Nacala, Beira, Maputo, Singapore

INTER-ISLAND TRADE	FREQUENCY	MAIN PORTS OF CALL
Mauritius Shipping Corporation Ltd 1st & 2nd Floor, Capitainerie Building, Quay D, Port Louis, 11601 Tel:(230) 217 2285 Fax: (230) 242 5245	Every 10 – 15 days by M.V Peros Banhos 1 voyage per month by M.V Mauritius Trochetia + additional upon request	Port Louis, Rodrigues, Port Louis Port Louis, Agalega, Port Louis

Pure Car Carriers – Monthly Calls

SHIPPING LINE	MAIN PORTS OF CALL	SHIPPING LINE	MAIN PORTS OF CALL	SHIPPING LINE	MAIN PORTS OF CALL
Hoegh Auto Liner Agent: 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	**Mitsui O.S.K. Line (MOL)** Agent: Blyth Brothers & Co. Ltd. 8, Dr Ferrière St. Port Louis Tel : (230) 212 5134 Fax : (230) 208 0879	Japan, Singapore, Mombasa, Dar es Salaam, Maputo, Durban, Tamatave, Pointe des Galets, **Port Louis** *(slot sharing agreement with K-Line represented by Scott Shipping International Ltd)*	**GLOVIS** Agent: Sharaf Shipping Agency Ltd Pin Point Building Verdun Motorway M3, Riviere Des Calebasses Tel :(230) 2458549	Korea, China, Singapore, Egypt, Slovenia, Greece, Egypt, Sri Lanka, **Port Louis,** Durban

APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC CY2024



A. Total Cargo Traffic

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded by 14.5% from 7,984,013 tonnes in CY2023 to reach 9,138,814 tonnes in CY2024.

Cargo (Bagged + Coal + Fertilizer + Maize + Soya Bean Meal + Sugar + Urea + Break Bulk + Inter-Island + Containerised + Fish) handled by CHCL amounted to 5,191,209 tonnes, equivalent to 56.8% of Total Cargo Traffic.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) increased from 3,854,785 tonnes in CY2023 to 4,979,367 tonnes in CY2024, representing a growth of 29.2%.

Total Bulk Cargo CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Dry Bulk	1,773,745	2,019,585	245,840	13.9
Liquid Bulk	2,081,539	2,959,782	878,243	42.2
Total	**3,854,785**	**4,979,367**	**1,124,582**	**29.2**

B.1 Dry Bulk Cargo

Total Dry Bulk, comprising only import cargo, increased from 1,773,745 tonnes in CY2023 to 2,019,585 tonnes in CY2024.

B.2 Liquid Bulk Cargo

Total Liquid Bulk expanded from **2,081,539** tonnes in CY2023 to **2,959,782** tonnes in CY2024, i.e. an increase of 42.2%, equivalent to 878,243 tonnes.

Total Liquid Bulk Cargo CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Imports	1,568,835	2,030,739	461,904	29.4
Exports	512,704	929,043	416,339	81.2
Total	**2,081,539**	**2,959,782**	**878,243**	**42.2**

C. Containerised Cargo

Total Containerised Cargo increased from 3,971,646 tonnes in CY2023 to **4,011,283** tonnes in CY2024, representing a growth of 1.0 % as summarised below.

Containerised Cargo Traffic CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Imports	1,446,253	1,657,138	210,885	14.6
Exports	628,828	610,102	-18,726	-3.0
Transhipment (inwards)	1,896,565	1,744,043	-152,522	-8.0
Total	**3,971,646**	**4,011,283**	**39,637**	**1.0**

D. General Cargo Traffic

General Cargo, comprising transhipment inwards, inter-island, bagged cargo and unitised break bulk, witnessed a drop of 8.2% (equivalent to 3,364 tonnes) from 40,931 tonnes in CY2023to 37,567 tonnes in CY2024.

General Cargo Traffic CY2023 v/s CY2024 (tonnes)

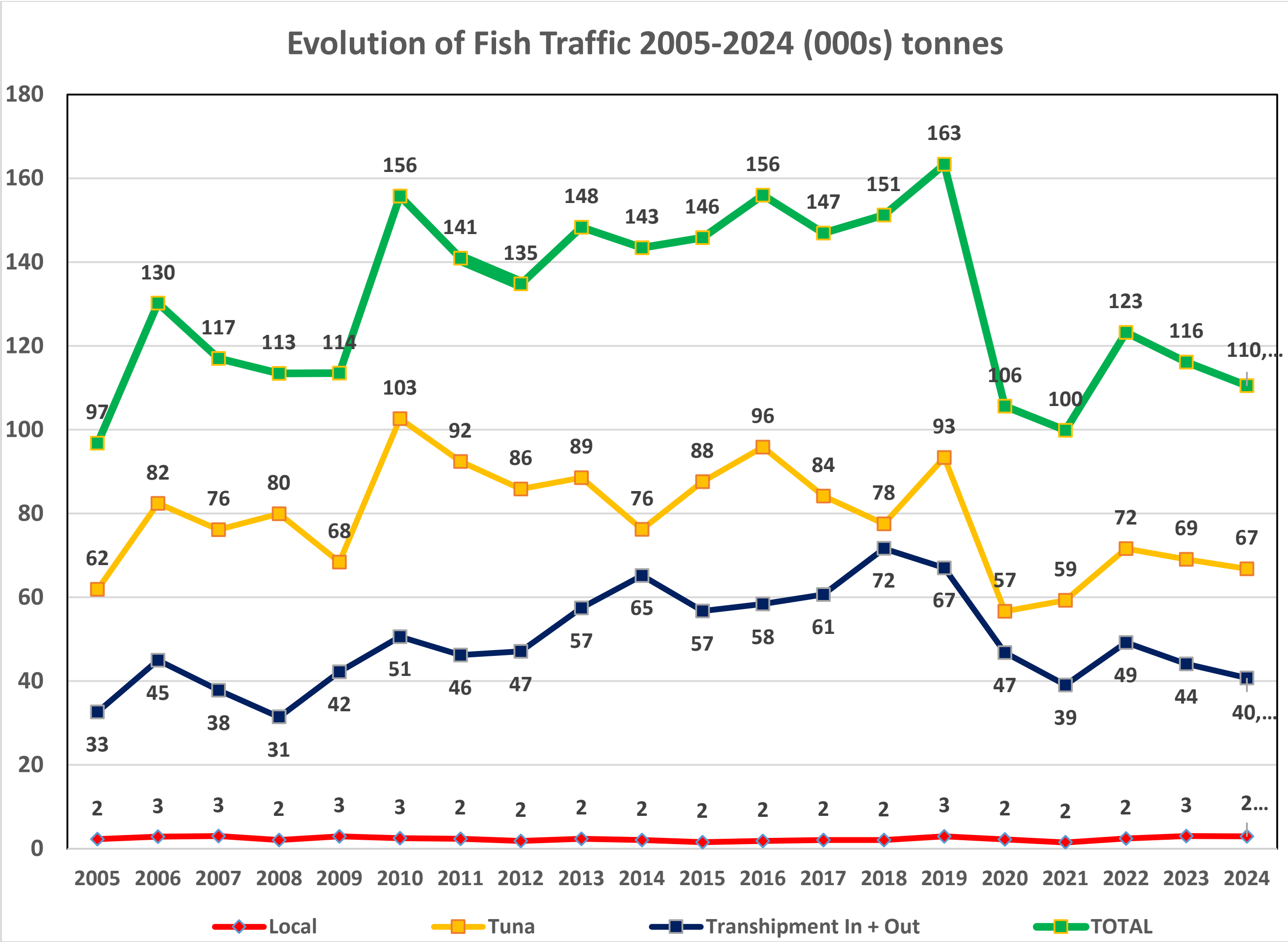
	CY2023	CY2024	Difference	% Change
Imports	35,644	32,878	-2,766	-7.8
Exports	5,287	4,689	-598	-11.3
Total	**40,931**	**37,567**	**-3,364**	**-8.2**

E. Fish Traffic

Total Fish Traffic contracted by -4.8% from 116,151 tonnes in CY2023 to 110,598 tonnes in CY2024.

Total Fish Traffic CY2023 v/s CY2024 (tonnes)

	CY2023	CY2024	Difference	% Change
Tuna Processing	69,044	66,818	-2,226	-3.2
Local Market	3,038	2,917	-121	-4.0
Transhipment Inwards	39,650	38,189	-1,461	-3.7
Direct Transhipment Inwards (ship to ship)	2,210	1,337	-873	-39.5
Direct Transhipment Outwards (ship to ship)	2,210	1,337	-873	-39.5
Grand Total	**116,151**	**110,598**	**-5,553**	**-4.8**



Evolution of Fish Traffic 2005-2024 (000s) tonnes
180
160
140
120
100
80
60
40
20
0
2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024
97 130 117 113 114 156 141 135 148 143 146 156 147 151 163 106 100 123 116 110,...
62 82 76 80 68 103 92 86 89 76 88 96 84 78 93 57 59 72 69 67
33 45 38 31 42 51 46 47 57 65 57 58 61 72 67 47 39 49 44 40,...
2 3 3 2 3 3 2 2 2 2 2 2 2 2 3 2 2 2 3 2...
Local
Tuna
Transhipment In + Out
TOTAL

28.04.2025