Port Trade Performance
FY18/19 versus FY19/20

13.08.2021

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Port Trade Performance FY19/20

1. KEY FIGURES AT A GLANCE

Total Trade Volume	**7.7**	**Million tonnes**	**(-8.7%)**
• Containerised Cargo	3.6	Million tonnes	(-11.8%)
• Dry Bulk Cargo	1.6	Million tonnes	(-10.7%)
• Liquid Bulk Cargo	2.3	Million tonnes	(-2.6%)
• Fish Traffic	139,606	tonnes	(-10.5%)
Total Container Traffic	**429,525**	**TEUs**	**(-11.0%)**
• Captive Container	255,468	TEUs	(-9.2%)
• Transhipment Container Inwards	174,057	TEUs	(-13.5%)
• Transhipment Container Outwards	175,121	TEUs	(-12.8%)
Total Container Throughput	**604,646**	**TEUs**	**(-11.5%)**
Total Vessel Traffic	3,326	calls	(-2.5%)
• Containerised Vessels	487	calls	(-15.2%)
• Fishing Vessels	991	calls	(-13.1%)
Cruise Traffic			
• Cruise Vessel	34	calls	(-24.4%)
• Passengers on Arrival	53,151	passengers	(-13.9%)
• Passengers on Departure	52,029	passengers	(-15.6%)
Total Bunker Traffic (New Record)	**692,500**	**tonnes**	**(+16.7%)**
• Pipeline	96,968	tonnes	(-12.7%)
• Barges (New Record)	595,532	tonnes	(+23.5%)

2. INTRODUCTION

The COVID-19 pandemic has upended the global economy. According to IMF World Economic Outlook (June 2020), the global economy which expanded by 2.9% in 2019 is projected to contract by 4.9% in 2020. Global trade was already slowing in 2019 before the virus struck, weighed down by trade tensions and slowing economic growth. The World Bank Global Economic Prospects (June 2020) pointed out that the sharp fall in economic activity in the first half of this year is expected to contribute to a contraction in global trade of about 13.4% in 2020. Mauritius is no exception to this dismal trend.

Indeed, according to National Accounts Estimates (June 2020), the domestic economy which grew by 3.0% in 2019 is forecasted to contract by around 13.0% in 2020, the worst contraction since 1980. The COVID-19 outbreak, resulting to lockdown from 20 March to 31 May 2020, took a heavy toll on port traffic.

Against this backdrop, during the financial year (FY19/20), total cargo traffic stood at 7.7 million tonnes as compared to 8.5 million tonnes recorded in FY18/19, representing a drop 8.7%.

Similarly, total container traffic showed a decrease of 11.0%, with 429,525 TEUs in FY19/20 as compared to 482,695 TEUs in FY18/19. For the period under review, both captive and transhipment container traffic posted a contraction of 9.2% and 13.5% respectively.

Likewise, the port witnessed a decline of 2.5% in the total vessels calls, from 3,411 in FY18/19 as opposed to 3,326 recorded in FY19/20.

3. TOTAL CARGO TRAFFIC

Total Cargo tonnage handled in the port stood at 7,732,322 tonnes in FY19/20 as compared to 8,470,079 tonnes in FY18/19, a decrease of 8.7%, equivalent to 737,757 tonnes, as summarised in Table 1.

Table 1
Total Cargo Traffic – FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Total Imports	5,369,059	4,834,153	-534,906	-10.0
Total Exports	1,295,316	1,384,656	89,340	6.9
Total Containerised Transhipment Inwards	1,805,704	1,513,513,	-292,191	-16.2
Total	**8,470,079**	**7,732,322**	**-737,757**	**-8.7**

Total Imports

Total Imports Traffic dropped by 10.0% to reach 4,834,153 tonnes in FY19/20 as there were decreases recorded in the following segments, namely; solid bulk (-10.5%), liquid bulk (-8.1%), containerised cargo imports (- 12.2%) and fish (-9.1%). On the other hand, general cargo imports have noted an expansion to the tune of 33.7%.

Total Exports

Total exports have expanded by 6.9% and stood at 1,384,656 tonnes in FY19/20 as compared to 1,295,316 tonnes in FY18/19. It should be noted that the bulk of total exports, namely; containerised and liquid bulk have registered positive growths to the tune of 1.6 % and 13.4%, respectively for the financial year under review. On the other hand, the remaining exports, namely; general cargo and fish imports recorded negative growths of 0.8% and 39.8% respectively.

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic has plummeted to 1,513,513 tonnes in FY19/20 as compared to 1,805,704 tonnes in FY18/19, a decrease of 16.2% equivalent to 292,191 tonnes.

4. TOTAL IMPORTS

Total Imports declined by 10.0%, with 4,834,153 tonnes in FY19/20 as compared to 5,369,059 tonnes in FY18/19. With the exception of general cargo imports, all remaining imports registered contractions for the financial year under review.

Table 2 illustrates the breakdown of Total Imports.

Table 2
Breakdown of Total Imports FY18/19 v/s FY19/20 (tonnes)

Imports	FY18/19	FY19/20	Difference	% change
Solid Bulk	1,817,475	1,626,195	-191,280	-10.5
Liquid Bulk	1,724,099	1,584,317	-139,782	-8.1
Containerised	1,646,053	1,444,791	-201,262	-12.2
Fish	148,893	135,351	-13,542	-9.1
General cargo	32,539	43,499	10,960	33.7
Total	**5,369,059**	**4,834,153**	**-534,906**	**-10.0**

4.1 Solid (Dry) Bulk Imports

Solid bulk imports have witnessed a decline of 10.5 %, equivalent to 191,280 tonnes, from 1,817,475 tonnes in FY18/19 to 1,626,195 tonnes in FY19/20 as detailed in Table 3.

Table 3
Solid Bulk Imports – FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Coal	743,067	632,942	-110,125	-14.8
Cement	700,794	649,732	-51,062	-7.3
Wheat	146,480	125,636	-20,844	-14.2
Sugar	41,060	42,000	940	2.3
Maize	119,875	121,807	1,932	1.6
Soya Bean Meal	56,199	54,078	-2,121	-3.8
Fertilizer	10,000	0	-10,000	-100
Total	**1,817,475**	**1,626,195**	**-191,280**	**-10.5**

- Coal imports showed a decrease of 14.8%, with 632,942 tonnes in FY19/20 as compared to 743,067 tonnes in FY18/19, reflecting the impact of COVID-19 on the energy sector. According to Central Electricity Board, the demand for electricity had gone down by almost one third during the lockdown period.

- Bulk Cement imports decreased by 7.3% to reach 649,732 tonnes in FY19/20 as compared to 700,794 tonnes. This could be attributed to stock level built up during the lockdown period and storage capacity constraint. It is worth noting that according to National Accounts Estimates (June 2020), the construction sector is projected to contract by 20% in 2020.

- For the year under review, imports of wheat noted a decline of 14.2%, with 125,636 tonnes in FY19/20 as compared to 146,480 tonnes in FY18/19, reflecting the impact of COVID-19 on the tourism sector which is badly hit following travel restriction as well as restrictions imposed by wheat exporting countries following the outbreak of the pandemic.

- Bulk sugar import has remained practically at par, i.e. around 42,000 for the FY19/20. It is worth noting that this traffic is driven by the production mix which favours the production of a larger quantity of special sugar from the raw sugar produced locally. As a result, less raw sugar is available for refinery (Mauritius Sugar Syndicate's report -FY 18/19) and raw sugar has to be imported.

- Maize and soya bean meal imports are mainly used in the production of animal feed. For the year under review, Maize imports have registered an expansion of 1.6% whilst Soya Bean Meal contracted by 3.8%. However, it is to be noted that the combined maize and soya bean meal imports have practically witnessed no change, reflecting the inelasticity of food items, which is almost non-responsive to changes in price and income.

- No import of fertilizer was effected during FY19/20 as compared to 10,000 tonnes in FY18/19. However, it is important to note that bulk fertilizer is being imported in containers.

4.2 Liquid Bulk Imports

Total imports of liquid bulk decreased by 8.1%, representing 139,782 tonnes, i.e. from 1,724,099 tonnes in FY18/19 to 1,584,317 tonnes in FY19/20 as summarised in table 4.

Table 4
Liquid Bulk Imports - FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
White oil	820,496	687,147	-133,349	-16.2
Black oil	763,540	771,411	7,871	1.0
LPG	117,363	100,811	-16,552	-14.1
Edible oil	15,500	19,500	4,000	25.8
Bitumen	7,200	5,448	-1,752	-24.3
Total	**1,724,099**	**1,584,317**	**-139,782**	**-8.1**

- Imports of White oil noted a fall of 16.2% from 820,496 tonnes in FY18/19 to 687,147 tonnes in FY19/20, reflecting the disruptions caused by the COVID-19 pandemic. Domestic transportation was badly hit owing to lockdown whilst aviation sector is still bearing the brunt of travel restriction since March 2020.

- Imports of Black oil increased slightly from 763,540 tonnes in FY18/19 to 771,411 tonnes in FY19/20, representing an increase of 1.0%. In spite of a fall in the demand for electricity during the lockdown, this traffic has remained resilient owing to growing demand for marine fuel oil as bunkers has witnessed a growth of 16.7% for the financial year under review.

- Imports of LPG dropped by 14.1% from 117,363 tonnes in FY18/19 to 100,811 tonnes in FY19/20, reflecting the impact of the COVID-19 on the hospitality industry as well as the fall in exports of LPG. The decision to lease the Petredec LPG facility to STC implies that priority will be given to imports for domestic market which hovers around 78,000 tonnes annually and exports of LPG are likely to be phased out in the short term.

- For the year under review, imports of Edible Oil expanded by 25.8 % from 15,500 tonnes to 19,500 tonnes. This could be attributed to a shift in consumer preference for locally refined oil owing to a decline in the purchasing power in the wake of the COVID-19 pandemic. The locally refined edible oil is relatively cheaper compared to containerised higher grade oil.

- Bitumen imports has noted a drop of 24.3% for the financial year under review. This fall could be attributed to the stock built up during the lockdown as delays in road construction could have resulted to the postponement of shipments.

4.3 Containerised Cargo Imports

Total containerised imports decreased by 12.2%. The breakdown of this traffic in Table 5 reveals that captive containerised cargo imports contracted by 12.4% whilst inter-island containerised imports expanded by 16.2%.

Table 5
Containerised Cargo Imports – FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Captive	1,635,943	1,433,047	-202,896	-12.4
Inter-Island	10,110	11,744	1,634	16.2
Total	**1,646,053**	**1,444,791**	**-201,262**	**-12.2**

4.4 General Cargo Imports

Total General Cargo Imports witnessed an increase of 33.7%. The breakdown of this traffic in Table 6 shows that unitized break bulk witnessed a growth of 16.3% and inter-island general cargo imports grew by 629.5%. The increase in the latter is attributed to the ongoing infrastructural works at Agalega.

Table 6
General Cargo Imports – FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Unitized Break Bulk	31,615	36,758	5,143	16.3
Inter-Island	924	6,741	5,817	629.5
Total	**32,539**	**43,499**	10,960	33.7

4.5 Fish Traffic Imports

Total fish imports posted a drop of 9.1%, with 135,351 tonnes in FY19/20 as compared to 148,893 tonnes in FY18/19 owing to lockdown. At the same time, it is worth noting that the total number of fishing vessels calling at Port Louis have decreased from 1,108 calls in FY18/19 to 972 calls recorded in FY19/20, representing a drop of 12.2%.

Table 7
Fish Traffic Imports - FY18/19 v/s FY19/20 (tonnes)

	Volume (tonnes)				Vessel Calls			
	FY18/19	FY19/20	Difference	% Change	FY18/19	FY19/20	Difference	% Change
Tuna/ Loin Processing	85,117	77,453	-7,664	-9.0	26	32	6	23.1
Local Market	2,349	2,661	312	13.2	366	279	-87	-23.8
Transhipment Inwards	54,362	50,979	-3,383	-6.2	625	608	-17	-2.7
Direct Transhipment Inwards	7,065	4,258	-2,807	-39.7	91	53	-38	-41.8
Total	**148,893**	**135,351**	**-13,542**	**-9.1**	**1,108**	**972**	**-136**	**-12.2**

- Imports of Tuna as raw materials by Princess Tuna and Thon des Mascareignes decreased by 9.0% from 85,117 tonnes in FY18/19 to 77,453 tonnes in FY19/20, reflecting supply chain disruption owing to COVID-19 pandemic.

- Conversely, fish production in our oceanic banks, mainly meant for the local market, has gone up by 13.2% from 2,349 tonnes in FY18/19 to 2,661 tonnes in FY19/20. The number of fishing calls noted a decrease of 23.8% during the current financial year owing to the lockdown.

- Fish transhipment activity has decreased by 6.2%, with 50,979 tonnes in FY19/20 against 54,362 tonnes recorded in FY18/19.

- In the same vein, direct ship to ship transhipment has gone down from 7,065 tonnes in FY18/19 to 4,258 tonnes recorded during the current financial year, representing a drop of 39.7%.

5. TOTAL EXPORTS

Total exports grew by 6.9% and stood at 1,384,656 tonnes in FY19/20 as compared to 1,295,316 tonnes in FY18/19.

Table 8
Breakdown of Total Bulk Exports - FY18/19 v/s FY19/20 (tonnes)

Exports	FY18/19	FY19/20	Difference	% change
Containerised	636,915	647,277	10,362	1.6
Liquid Bulk	633,174	718,039	84,865	13.4
Dry Bulk	2,953	0	-2,953	100.0
General cargo	15,209	15,085	-124	-0.8
Fish	7,065	4,255	-2,810	-39.8
Total	**1,295,316**	**1,384,656**	**89,340**	**6.9**

5.1 Dry Bulk Exports (Aggregates)

Aggregates are exported on ad-hoc/project basis and some 2,953 tonnes were exported in FY18/19. There was no export of same in FY 19/20.

5.2 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a growth of 13.4% from 633,174 tonnes in FY18/19 to 718,039 tonnes in FY19/20, equivalent to 84,865 tonnes as detailed in Table 9.

Table 9
Breakdown of Liquid Bulk Exports - FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Total Bunker	593,229	692,503	99,274	16.7
LPG	34,498	23,128	-11,370	-33.0
Ethanol	5,447	2,408	-3,039	-55.8
Grand Total	**633,174**	**718,039**	**84,865**	**13.4**

- Exports of LPG tumbled from 34,498 tonnes recorded in FY18/19 to 23,128 tonnes FY19/20, registering a negative growth of 33.0%. This traffic is expected to decline in future as the Petredec LPG storage facility has been leased to STC.

- Export of Ethanol declined from 5,447 tonnes in FY18/19 to 2,408 tonnes in FY19/20, registering a decrease of 55.8%.

- Bunker exports which accounts for the bulk of total liquid exports witnessed a commendable growth of 16.7%, equivalent to an increase of some 99,274 tonnes. The breakdown hereunder reveals that refuelling by barge activity remained resilient.

5.2.1 Bunkering Activities (New Record)

Total volume of bunker increased by 16.7% from 593,229 tonnes in FY18/19 to reach a new record level of 692,503 tonnes in FY19/20 as outlined in Table 10.

Amid the coronavirus pandemic, this segment has maintained its resilience owing to the fiscal incentives provided in the budget 19/20 as well as the financial scheme in place by MPA since 2016.

Table 10
Total Bunker Exports – FY18/19 v/s FY19/20

	Volume in Tonnes				Vessel Calls			
	FY18/19	FY19/20	Difference	% Change	FY18/19	FY19/20	Difference	% Change
Bunker by pipeline	111,062	96,970	-14,092	-12.7	1,355	1,197	-158	-11.7
Bunker by barge	482,167	595,533	113,366	23.5	966	1,162	196	20.3
Total	**593,229**	**692,503**	**99,274**	**16.7**	**2,321**	**2,359**	**38**	**1.6**

Bunker Volume

- Table 10 shows that volume of bunker by pipeline has noted a fall of 12.7% and stood at 96,970 tonnes in FY19/20 against 111,062 tonnes in FY18/19 as lesser vessels were accommodated at quay during the COVID-19 lockdown period.

- On the other hand, the exports of Bunker by barge which accounts for the bulk of total bunkers has increased from 482,167 tonnes in FY18/19 to 595,533 tonnes in FY19/20, representing a double- digit growth of 23.5%.

Bunker Calls

The number of vessels refuelling at Port Louis has increased from 2,321 calls in FY18/19 to 2,359 calls in FY19/20, posting a growth of 1.6%.

It is worth noting that no. of vessel calls for bunker by pipeline dropped by 11.7% whilst by barge recorded a growth to the tune of 20.3%, for the period under review.

5.3 Containerised Cargo Exports

Total containerised cargo exports registered a growth of 1.6% from 636,915 tonnes in FY18/19 to 647,277 tonnes in FY19/20. The breakdown of this traffic reveals that both captive and inter-island containerised exports noted expansions of 1.5% and 2.9%, respectively.

Table 11
Containerised Exports – FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Captive	564,027	572,287	8,260	1.5
Inter-Island	72,888	74,990	2,102	2.9
Total	**636,915**	**647,277**	**10,362**	**1.6**

5.4 General Cargo Exports

Total General Cargo Exports witnessed a marginal contraction of 0.8%. The breakdown of this traffic shows that Unitized Break Bulk noted a contraction to the tune of 83.9% and Inter-Island exports expanded by 66.3%. The significant growth noted in the latter is mainly due to construction works being undertaken at Agalega.

Table 12
General Cargo Exports – FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Unitized Break Bulk	6,796	1,093	-5,703	-83.9
Inter-Island	8,413	13,992	5,579	66.3
Total	**15,209**	**15,085**	**-124**	**-0.8**

5.5 Fish Traffic Exports

For the year FY19/20, direct transhipment outwards of fish stood at 4,255 tonnes as opposed to 7,065 tonnes in FY18/19, representing a decline of 39.8%. Similarly, a contraction of 40.6% has been noted in the number of vessel calls for the financial year under review.

Table 13
Fish Exports – FY18/19 v/s FY19/20 (tonnes)

	Volume in Tonnes				No of vessel Calls			
	FY18/19	FY19/20	Difference	% change	FY18/19	FY19/20	Difference	% change
Direct Transhipment outwards (ship to ship)	7,065	4,255	-2,810	-39.8	32	19	-13	-40.6

6. TOTAL CONTAINER TRAFFIC

Total Container Traffic (excluding paid restows) witnessed a decline of 11.0%, equivalent to 53,170 TEUs from 482,695 TEUs in FY18/19 to 429,525 TEUs in FY19/20.

It is worth noting that both captive container traffic and transhipment container traffic registered a contraction of 9.2% and 13.5%, respectively. Details are summarised in Table 14.

Table 14
Total Container Traffic – FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Captive	281,408	255,468	-25,940	-9.2%
Transhipment	201,287	174,057	-27,230	-13.5%
Total	**482,695**	**429,525**	**-53,170**	**-11.0%**

6.1 Total Captive Container Traffic

Table 15 shows the comparative monthly captive container traffic for the financial period under review.

Table 15

Total Captive Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	22,438	21,134	-1,304	-5.8
Aug	22,538	22,629	91	0.4
Sep	21,954	24,360	2,406	11.0
Oct	23,230	23,884	654	2.8
Nov	26,665	22,637	-4,028	-15.1
Dec	21,294	18,215	-3,079	-14.5
Jan	24,301	21,221	-3,080	-12.7
Feb	23,367	26,344	2,977	12.7
Mar	24,321	13,055	-11,266	-46.3
Apr	25,439	18,666	-6,773	-26.6
May	25,075	26,840	1,765	7.0
Jun	20,786	16,482	-4,304	-20.7
Total	**281,408**	**255,468**	**-25,940**	**-9.2**

Total container traffic posted a downward trend as from March 2020 owing to COVID-19 outbreak. It should be noted that CHCL was operating around 40% of its capacity at the beginning of the lockdown period.

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic witnessed a decline of 12.2% equivalent to 16,101 TEUs with a total of 115,583 TEUs in FY19/20 as compared to 131,684 TEUs in FY18/19 as shown in Table 16.

Table 16

Captive Laden Import Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	11,305	10,276	-1,029	-9.1
Aug	10,962	10,201	-761	-6.9
Sep	11,164	10,773	-391	-3.5
Oct	12,076	11,368	-708	-5.9
Nov	12,002	11,955	-47	-0.4
Dec	10,782	9,987	-795	-7.4
Jan	11,629	10,070	-1,559	-13.4
Feb	8,423	9,172	829	9.9
Mar	11,269	6,727	-4,542	-40.3
Apr	11,237	10,631	-606	-5.4
May	11,501	8,291	-3,210	-27.9
Jun	9,414	6,132	-3,282	-34.9
Total	**131,684**	**115,583**	**-16,101**	**-12.2**

A significant decline in laden imports has been noted as from March 2020, reflecting the socio-economic impacts of COVID-19 including contraction in GDP, consumption, imported inputs/ raw materials used for the textiles and construction industries as well as rising unemployment and poverty.

6.1.2 Captive Laden Export Container Traffic

Captive laden export container traffic expanded slightly from 50,953 TEUs in FY18/19 to 51,782 TEUs in FY19/20, representing a nominal growth of 1.6%. The detailed results are outlined in Table 17.

Table 17
Captive Laden Export Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	4,030	4,280	250	6.2
Aug	3,926	6,314	2,388	60.8
Sep	4,000	5,726	1,276	31.9
Oct	4,387	5,125	738	16.8
Nov	4,017	4,264	247	6.2
Dec	4,614	3,772	-842	-18.3
Jan	3,918	4,321	403	10.3
Feb	4,313	5,485	1,172	27.2
Mar	4,751	3,382	-1,369	-28.8
Apr	4,396	2,412	-1,984	-45.2
May	3,889	3,090	-799	-20.6
Jun	4,712	4,061	-651	-13.8
Total	**50,953**	**51,782**	**829**	**1.6**

Table 17 shows that containerised exports were badly affected during the lockdown period, in particular, the textiles products.

This sector is expected to recover slowly as our main markets are grappling with the second wave of the COVID-19 pandemic, thus impacting negatively on external demand.

6.1.3 Captive Empty Import Container Traffic

Import of empty container traffic increased from 9,595 TEUs in FY18/19 to 12,712 TEUs in FY19/20, representing a growth of 32.9% for the year under review. Same are special food grade containers, used for export of refined sugar to EU. Details are outlined in Table 18.

Table 18
Captive Empty Import Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	542	878	336	62.0
Aug	1,287	2,477	1,190	92.5
Sep	672	1,408	736	109.5
Oct	550	1,175	625	113.6
Nov	612	929	317	51.8
Dec	584	1,078	494	84.6
Jan	1,153	747	-406	-35.2
Feb	1,210	1,404	194	16.0
Mar	754	580	-174	-23.1
Apr	660	403	-257	-38.9
May	541	619	78	14.4
Jun	1,000	1,014	14	1.4
Total	**9,565**	**12,712**	**3,147**	**32.9**

6.1.4 Captive Empty Export Container Traffic

Table 19 provides a comparative monthly summary of the captive empty export container traffic for the year FY16/17 to FY18/19.

Table 19
Captive Empty Export Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	6,561	5,700	-861	-13.1
Aug	6,363	3,637	-2,726	-42.8
Sep	6,118	6,903	785	12.8
Oct	6,217	6,216	-1	-0.02
Nov	10,034	5,489	-4,545	-45.3
Dec	5,314	3,377	-1,937	-36.5
Jan	7,601	6,083	-1,518	-20.0
Feb	9,501	10,283	782	8.2
Mar	7,547	2,366	-5,181	-68.7
Apr	9,146	5,220	-3,926	-42.9
May	9,144	14,840	5,696	62.3
Jun	5,660	5,277	-383	-6.8
Total	**89,206**	**75,391**	**-13,815**	**-15.5**

Captive empty export container traffic declined to the tune of 15.5% with 89,206 TEUs in FY18/19 as compared to 75,391 TEUs in FY19/20.

6.2 Total Transhipment Inwards Container Traffic

Following the outbreak of the COVID-19 pandemic, global transhipment activities went on the low side and shipping lines rerouted their transhipment activities to fewer ports in a bid to benefit from higher rebates.

During the lockdown period, MSC's transhipment activities switched from Port Louis to Colombo, in particular, its Europe to Australia & Indian Ocean Islands Services.

Similarly, Maersk PROTEA service (with a VSA with CMA CGM MIDAS service) was diverted to Salalah owing to low volume of container traffic in South Africa. As a result, transhipment container traffic has witnessed a drop of 13.5 % with 174,057 TEUs in FY 19/20 as compared to 201,287 TEUs in FY 18/19.

Comparative monthly transhipment container traffic is summarised in Table 20.

Table 20
Total Transhipment Inwards Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	17,062	14,355	-2,707	-15.9
Aug	19,541	18,651	-890	-4.6
Sep	17,650	15,610	-2,040	-11.6
Oct	21,982	15,324	-6,658	-30.3
Nov	17,269	21,741	4,472	25.9
Dec	15,585	14,985	-600	-3.9
Jan	13,284	14,608	1,324	10.0
Feb	15,779	16,283	504	3.2
Mar	16,700	15,331	-1,369	-8.2
Apr	15,609	8,237	-7,372	-47.2
May	15,289	8,883	-6,406	-41.9
Jun	15,537	10,049	-5,488	-35.3
Total	**201,287**	**174,057**	**-27,230**	**-13.5**

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 negative growth of 16.2%, equivalent to 23,736 TEUs during the financial year under review.

Table 21
Transhipment Inwards Laden Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	12,651	9,624	-3,027	-24.0
Aug	14,716	11,769	-2,957	-20.1
Sep	13,681	12,968	-713	-5.2
Oct	14,744	12,611	-2,133	-14.5
Nov	14,494	14,368	-126	-0.9
Dec	12,048	12,691	643	5.3
Jan	11,314	10,948	-366	-3.2
Feb	11,048	8,677	-2,369	-24.5
Mar	10,172	9,035	-1,137	-11.2
Apr	9,608	6,864	-2,744	-28.6
May	10,696	6,226	-4,470	-41.8
Jun	11,516	7,179	-4,337	-37.7
Total	**146,686**	**122,950**	**-23,736**	**-16.2**

6.2.2 Transhipment Inwards Empty Container Traffic (TEUs)

For the financial year under review, empty transhipment container declined from 54,601 TEUs in FY18/19 to 51,107 TEUs in FY19/20, representing a decrease of 6.4%, equivalent to 3,494 TEUs as detailed in Table 22.

Table 22
Transhipment Inwards Empty Container Traffic - FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Jul	4,411	4,731	320	7.3
Aug	4,825	6,892	2,067	42.8
Sep	3,969	2,642	-1,327	-33.4
Oct	7,238	2,713	-4,525	-62.5
Nov	2,775	7,373	4,598	165.7
Dec	3,537	2,294	-1,243	-35.1
Jan	1,970	3,660	1,690	85.8
Feb	4,733	7,606	2,873	60.7
Mar	6,528	6,296	-232	-3.6
Apr	6,001	1,373	-4,628	-77.1
May	4,593	2,657	-1,936	-42.2
Jun	4,021	2,870	-1,151	-28.6
Total	**54,601**	**51,107**	**-3,494**	**-6.4**

6.3 Total Container Throughput for the port

Total Container Throughout, comprising Total Container Traffic + Total Transhipment Container Outwards + paid restows for the period FY19/20 stood at 612,024 TEUs versus 692,903 TEUs in FY18/19, representing a drop of 11.7%, equivalent to 80,879 TEUS as shown in Table 23:

Table 23
Total Container throughput – FY18/19 v/s FY19/20 (TEUs)

	FY18/19	FY19/20	Difference	% Change
Captive	281,408	255,468	-25,940	-9.2
Transhipment Inwards	201,287	174,057	-27,230	-13.5
Transhipment outwards	200,832	175,121	-25,711	-12.8
Paid restows	9,376	7,378	-1,998	-21.3
Total	**692,903**	**612,024**	**-80,879**	**-11.7**

7. PERFORMANCE INDICATORS AT MCT

7.1 Container Vessel Operated at MCT

Some 472 container vessels were operated at MCT for the financial year 2019/2020 as compared to 558 in FY18/19 as depicted in Table 24. It is worth noting that one additional vessel called at MCT in September 2019 for the unloading of RTGs only.

Table 24
Vessels serviced at MCT – FY18/19 v/s FY18

	FY18/19	FY19/20	Difference	% Change
Jul	48	48	0	0
Aug	49	49	0	0
Sep	52	45	-7	-13.5
Oct	57	44	-13	-22.8
Nov	45	44	-1	-2.2
Dec	39	39	0	0
Jan	43	32	-11	-25.6
Feb	35	44	9	25.7
Mar	47	27	-20	-42.6
Apr	46	31	-15	-32.6
May	50	35	-15	-30.0
Jun	47	34	-13	-27.7
Total	**558**	**472**	**-86**	**-15.4**

A shortfall of 86 vessel calls has been noted at MCT during the period under review. The breakdown of 472 vessels serviced at MCT during the FY 2019/2020 is categorised as per new addendum of the concession contract and shown in the table below.

Vessel Category	**Number of vessels**
Cellular vessels > 2000 TEUS	355
Cellular vessels 1000-2000 TEUS	56
Cellular vessels <1,000 TEUS	24
Cellular >500 TEUS	0
Cellular <500 TEUS	0
Non Cellular Feeder	37
Total	**472**

7.2 Container Throughput at MCT

The number of containers handled (including all restows, hatch covers, gear boxes) was 437,620 units in FY19/20 compared to 506,632 units in FY18/19, representing to a contraction of 13.6%, equivalent to a decrease of 69,012 units as depicted below in Table 24.

Similarly, the Container Throughput in terms of number of TEUs registered a contraction to the tune of 12.3%, equivalent to 83,750 TEUs, from 681,566 TEUS in FY18/19 to 597,816 TEUS in FY19/20 for the financial year under review.

Likewise, the number of moves recorded in FY19/20 was 451,770 compared to 524,458 in FY18/19. This represents a drop of 72,688 moves, representing a decline of 13.9%.

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

Table 25
No of Containers/TEUs/moves - FY18/19 v/s FY19/20

Month	Containers			TEUs			Moves		
	FY18/19	FY19/20	Difference	FY18/19	FY19/20	Difference	FY18/19	FY19/20	Difference
Jul	40,474	37,810	-2,664	55,429	50,886	-4,543	41,886	39,081	-2,805
Aug	43,815	43,526	-289	59,612	58,932	-680	45,435	45,090	-345
Sep	41,761	40,003	-1,758	57,507	53,902	-3,605	43,285	41,351	-1,934
Oct	50,369	41,685	-8,684	66,872	55,074	-11,798	52,128	42,928	-9,200
Nov	45,130	46,809	1,679	60,962	63,304	2,342	46,684	48,299	1,615
Dec	38,225	34,051	-4,174	52,196	45,655	-6,541	39,776	35,255	-4,521
Jan	40,365	37,608	-2,757	53,890	50,305	-3,585	41,707	38,614	-3,093
Feb	40,620	44,500	3,880	53,627	61,654	8,027	41,833	45,795	3,962
Mar	42,805	27,711	-15,094	57,243	38,531	-18,712	44,172	28,740	-15,432
Apr	44,470	27,998	-16,472	58,207	40,010	-18,197	46,024	28,836	-17,188
May	41,129	30,696	-10,433	55,500	44,485	-11,015	42,763	31,676	-11,087
Jun	37,469	25,223	-12,246	50,521	35,078	-15,443	38,765	26,105	-12,660
Total	**506,632**	**437,620**	**-69,012**	**681,566**	**597,816**	**-83,750**	**524,458**	**451,770**	**-72,688**
% change			**-13.6%**			**-12.3%**			**-13.9%**

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 – FY18/19 v/s FY19/20

	FY18/19	FY19/20
Avg. Moves Per Gross Crane Hour	21.4	22.4
Avg. Moves per Ship's Working Hour	35.6	37.4
Average Pre-berthing/ Sailing Delay (hrs)	2.2	1.8
Berth Occupancy (%)	78.8	78.6

- The average number of moves per gross crane hour slightly increased from 21.4 in FY18/19 to 22.4 in FY19/20.
- Conversely, the average moves per ship's working hour stood at 37.4 for the current financial year as compared to 35.6 recorded in FY18/19.
- The average pre-berthing delay per vessel stood at 1.8 hours in FY19/20 as opposed to 2.2 hours' posted in the previous financial year.
- The berth occupancy has remained at par, i.e. 78.6% in FY19/20.

7.4 Crane Productivity

Table 27 provides the comparative crane productivity for the FY19/20 versus FY18/19.

Table 27
Average Moves per Gross Crane Hours - FY18/19 v/s FY19/20

	FY18/19	FY19/20
Jul	21.6	23.0
Aug	21.3	22.1
Sep	21.1	23.1
Oct	20.4	21.1
Nov	21.7	20.9
Dec	18.2	21.2
Jan	19.4	20.7 (lowest)
Feb	20.4	22.6
Mar	21.1	25.0
Apr	24.2	22.4
May	23.8	25.5 (highest)
Jun	24.9	24.0
Average	**21.4**	**22.4**

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

7.5 Ship Productivity

Comparative monthly ship productivity for the FY19/20 versus FY18/19 is detailed in Table 28.

Table 28
Average Moves per Ship's Working Hours - FY18/19 v/s FY19/20

	FY18/19	FY19/20
Jul	34.6	39.8
Aug	38.0	36.3
Sep	33.4	44.7
Oct	31.9	38.0
Nov	35.8	31.5(lowest)
Dec	27.2	34.2
Jan	31.7	36.5
Feb	35.7	33.9
Mar	37.3	45.1(highest)
Apr	42.5	34.4
May	41.4	42.5
Jun	47.0	43.1
Average	**35.6**	**37.4**

The ship productivity stood at 37.4 moves per ship working hour in FY 19/20 against 35.6 moves recorded for the FY 18/19. It is worth noting that one additional crane (QC03) and 2 RTGs have been procured by CHCL in September 2019.

7.6 Pre-berthing Delay

The pre-berthing delay is depicted in Table 29 for the FY19/20 versus FY18/19.

Table 29
Average Pre-Berthing Delay - FY18/19 v/s FY19/20 (hrs)

	FY18/19	FY19/20
Jul	1.6	1.4
Aug	1.6	1.7
Sep	1.6	1.8
Oct	1.7	1.5
Nov	1.7	1.6
Dec	1.7	1.8
Jan	2.0	2.0
Feb	2.3	1.8
Mar	2.4	1.8
Apr	2.7	1.9
May	5.6	2.3
Jun	1.5	3.0
Average	**2.2**	**1.8**

The average pre-berthing delay has improved and stood at 1.8 hrs in FY 19/20 as compared to 2.2 hrs in FY 18/19.

7.7 Berth Occupancy @ MCT

The berth occupancy for MCT is shown in Table 30 for the financial year 2018/2019 compared to FY18/19.

Table 30
Berth Occupancy at MCT - FY18/19 v/s FY19/20

	FY18/19	FY19/20
Jul	93	66
Aug	82	76
Sep	89	82
Oct	88	89
Nov	85	90
Dec	85	78
Jan	89	79
Feb	76	84
Mar	66	79
Apr	69	87
May	66	70
Jun	55	62
Total	**79**	**79**

The berth occupancy has remained at par, i.e. 79% for the period under review.

8. VESSEL CALLS

Some 3,326 vessel calls were registered during the year FY19/20 as compared to 3,411 calls in FY18/19, i.e. a shortfall of 85 calls. Table 31 provides a summary of Total Vessel Traffic for the financial year under review.

Table 31
Vessel calls for the year - FY18/19 v/s FY19/20

Category	FY18/19	FY19/20	Difference	% Change
Containerized Vessels	574	487	-87	-15.2
Tankers	100	106	6	6.0
Dry Bulk carriers	54	46	-8	-14.8
Unitized & Break Bulk Carriers	5	1	-4	-80.0
General Cargo Vessels	16	6	-10	-62.5
Fishing Vessels	1,140	991	-149	-13.1
Pure Car Carriers	30	26	-4	-13.3
Inter-Island	53	50	-3	-5.7
Cruise Vessels	45	34	-11	-24.4
Livestock Carrier	16	22	6	37.5
Others	1,378	1,557	179	13.0
Total	**3,411**	**3,326**	**-85**	**-2.5**

- Containerised vessel calls registered a decline of 15.2%, with 487 calls in FY19/20 as opposed to 574 calls in FY18/19. This drop is attributed to cancellation of calls in the wake of COVID-19 pandemic.

- No of calls by tankers was 106 in FY19/20 as opposed to 100 recorded during the FY18/19, registering a growth of 6.0%.

- No. of calls made by Dry Bulk carriers was 46 in FY19/20 as compared to 54 in FY18/19, registering a fall of 14.8%

- Fishing vessel calls contracted by 13.1% with 991 calls in FY19/20 as compared to 1,140 calls in FY18/19, linked to the lockdown and travel restriction.

- For the inter-island trade, total number of calls decreased from 53 in FY18/19 to 50 in FY19/20.

8.1 Cruise Tourism

Cruise Vessel Calls

During the FY19/20, the number of cruise calls stood at 34 against 45 in FY18/19, representing a decline of 24.4%. Out of the 34 calls recorded in FY19/20, the number of Homeporting (HMPT) and Round The World Cruises (RTWC) calls accounted to 20 and 14 respectively.

Cruise Passengers Arrivals

Similarly, cruise passenger arrivals contracted by 13.9%, with 53,151 in FY 19/20 as compared to 61,759 passengers in FY18/19. This dismal performance is attributed to the COVID-19 pandemic as cruise ships were denied access to port as from 13 March 2020.

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

Table 32

	Total Cruise Passengers				**Total Cruise Calls**			
	FY18/19	**FY19/20**	**Difference**	**% Change**	**FY18/19**	**FY19/20**	**Difference**	**% Change**
HMPT	25	20	-5	-20.0	42,751	40,860	-1,891	-4.4
RTWC	20	14	-6	-30.0	19,008	12,291	-6,717	-35.3
TOTAL	**45**	**34**	**-11**	**-24.4**	**61,759**	**53,151**	**-8,568**	**-13.9**

8.2 Calls at Outer Harbour

The number of vessel calling Outer Harbour for activities such as bunkering purposes, crew change, repairs and inspection of cargo or vessel hull conditions, embarking/disembarking of armed (security) guards, provision of fresh water supply and ship chandling, amongst others, registered an increase from 1,378 vessel calls for the year FY18/19 to 1,557 calls during the current financial year.

Table 33
Total Calls Outer Harbour - FY18/19 v/s FY19/20

	FY18/19	FY19/20	Difference	% Change
Bunkering Only	755	944	189	25.0
Change Crew	301	269	-32	-10.6
Change of Security Guard	57	28	-29	-50.9
Ship Stores	81	149	68	84.0
Repairs or Inspection	136	82	-54	-39.7
Others	48	85	37	77.1
Total	**1,378**	**1,557**	**179**	**13.0**

A growth to the tune of 11.7% has been noted for the financial year under review as expansions registered in the following segments, namely Bunkering only (25.0%), ship stores (84.0%) and others (77.1%) have more than offset the reductions recorded in change of security guard (-50.9%), change of crew (-10.6%) and repairs or inspection (-39.7%). This contraction is mainly attributed to the measures taken to contain the COVID-19 pandemic.

9. PERFORMANCE AT MULTI PURPOSE TERMINAL

9.1 Key Performance Indicators

Table 34
Key Performance Indicators at MPT - FY18/19 v/s FY19/20

	FY18/19	FY19/20
No. of Vessel Calls	16	14
No. of Containers	3,709	2,395
Avg. Moves /Gross Gang hr	5.3	2.8

- During FY19/20, some 14 container vessel calls were registered at the MPT and some 2,395 TEUs were handled in comparison with 16 container vessels and 3,709 TEUs respectively in FY18/19 as most container ships are being serviced at MCT.

- In FY19/20, the average gang productivity dropped to 2.8 moves/gross gang hour from 5.3 in FY18/19.

9.2 Inter-Island Trade

Vessels plying between the dependencies of Mauritius (Rodrigues and Agalega) made 50 calls and handled some 11,980 TEUs in FY19/20 as depicted in the table 35.

Table 35

Intra trade traffic of Mauritius– FY18/19 v/s FY 19/20

	FY18/19	**FY19/20**
Total No. of Voyages	**53**	**50**
Breakdown of the total no. of voyages		
Anna	*17*	*0*
Black Rhino	*15*	*33*
Mauritius Trochetia	*20*	*17*
CGS Baracuda	1	**0**
Total No. of Containers	**11,789**	**11,980**
Breakdown of the total no. of containers		
Anna	*5,158*	*0*
Black Rhino	*4,435*	*10,720*
Mauritius Trochetia	*2,196*	*1,260*

9.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for FY18/19 versus FY19/20 of the various berths at Terminal I and II are depicted in Table 36.

Table 36
Berth Occupancy at MPT - FY18/19 v/s FY19/20 (%)

Berth		FY18/19	FY19/20
		Total Occupied	Total Occupied
Quay No. 1	Terminal II	69.7	69.4
Quay No. 2	Terminal II	82.6	78.8
Quay No. 3	Terminal II	73.8	62.2
Quay No. 4	Terminal II	84.4	79.9
Quay A	Terminal I	93.1	91.1
Quay D	Terminal I	83.4	75.6
Quay E	Terminal I	82.2	71.7
Bulk Sugar Terminal		8.7	9.9
Trou Fanfaron Fishing Quay 1		99.1	98.9
Trou Fanfaron Fishing Quay 2		100.0	99.3
Cruise Jetty		22.8	19.9
Oil Jetty		15.8	34.4
FDM		97.1	97.5
MFD		84.0	75.5

With the exception of Trou Fanfaron, only berth occupancy at bulk sugar terminal, oil jetty and FDM noted an increase for the financial year under review.

10. CONTAINER TRAFFIC BY SHIPPING LINES

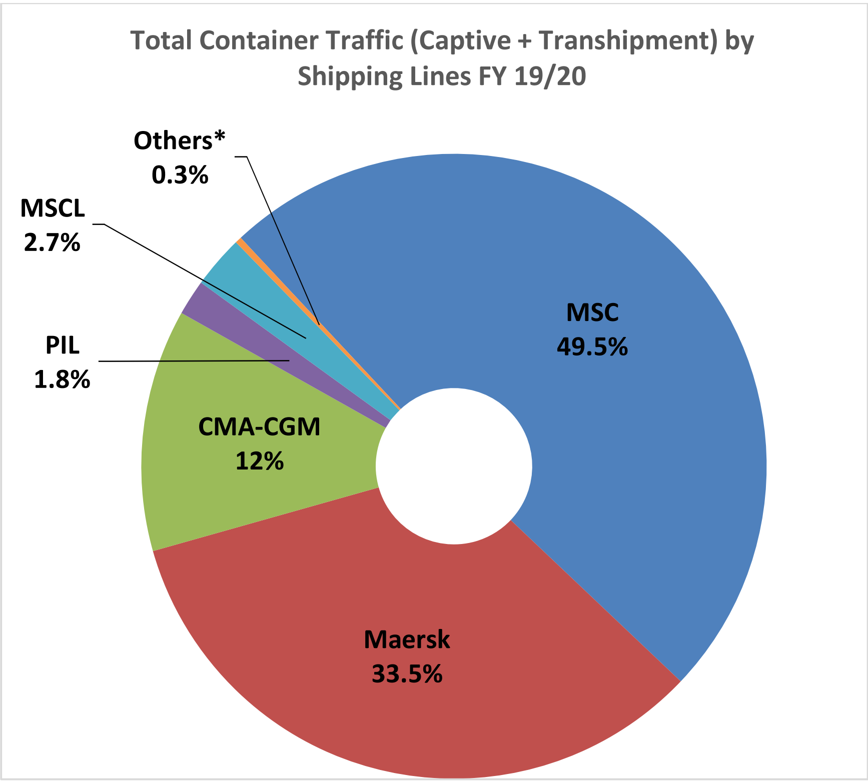
10.1 Total Container Traffic by Shipping lines – TEUs

Table 37

Shipping Line	FY18/19	% Share	FY19/20	% Share	Difference	% Change in Volume
MSC	247,322	51.2	212,620	49.5	-34,702	-14.0
Maersk	151,465	31.4	143,953	33.5	-7,512	-5.0
CMA CGM	56,473	11.7	51,574	12.0	-4,899	-8.7
PIL	13,216	2.7	7,920	1.8	-5,296	-40.1
Mauritius Shipping Corporation Ltd. (MSCL)	11,789	2.4	11,980	2.8	191	1.6
Others *	2,430	0.5	1,478	0.3	-952	-39.1
Total	**482,695**	**100**	**429,525**	**100**	**-53,170**	**-11.0**

* Others include: Hapag Lloyd and others

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



- MSC's share decreased from 51.2% to 49.5%. Its share of total container traffic volume has also decreased by 14.0% from 247,322 TEUs in FY18/19 to 212,620 TEUs in FY19/20.

- Maersk's share in FY19/20 stood at 33.5% higher than its previous financial year, i.e. 31.4%. However, a decline of 5.0% has been noted in their volume for the financial year under review.

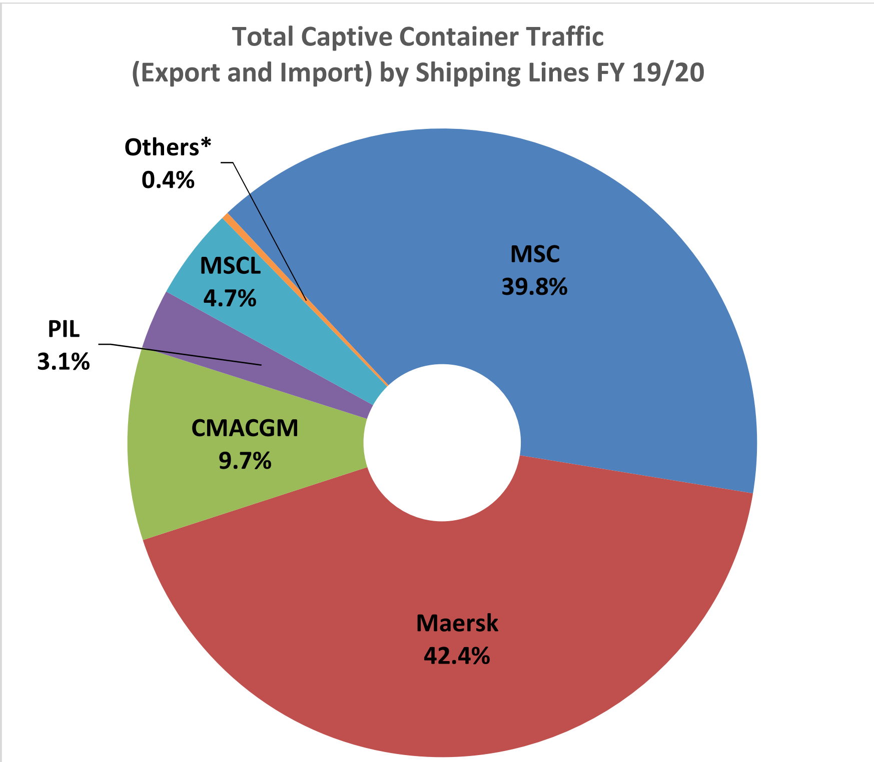
- CMA CGM's share in total container traffic stood at 12% as opposed to 11.7% in FY19/20. However, a decline of 8.7% in their volume has been noted.

10.2. Total Captive Container Traffic by Shipping Lines – TEUs

Table 38

Shipping Line	FY18/19	FY19/20	Difference	% Change
MSC	103,370	101,639	-1731	-1.7
Maersk	122,697	108,343	-14,354	-11.7
CMA CGM	28,381	24,677	-3704	-13.0
PIL	13,043	7,879	-5,164	-39.6
MSCL	11,789	11,980	191	1.6
Others *	2,128	950	-1,178	-55.3
Total	**281,408**	**255,468**	**-25,940**	**-9.2**

* Others include: Hapag Lloyd and others



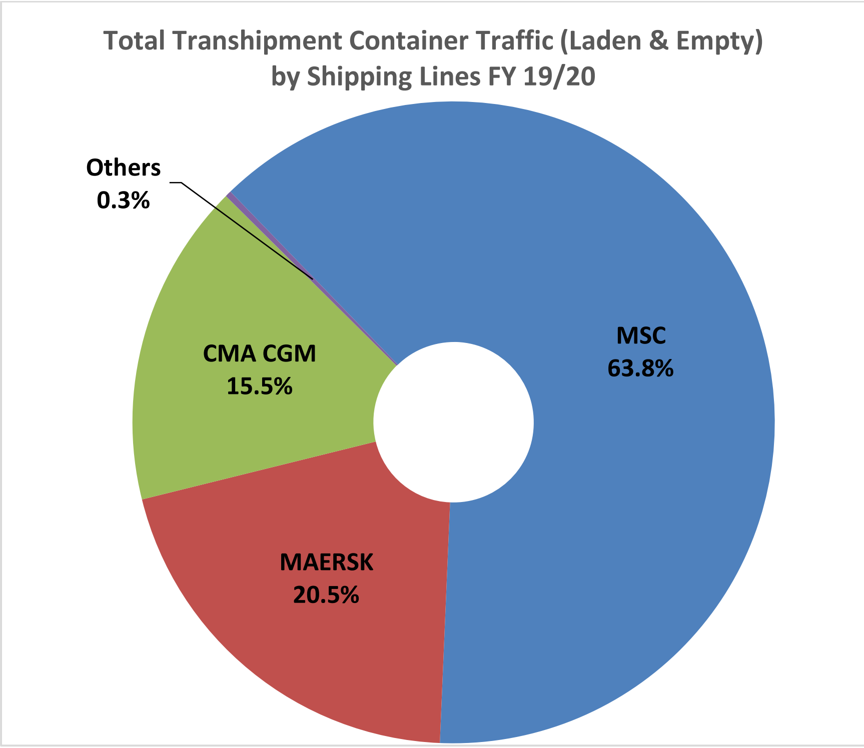
Total captive container traffic witnessed a drop of 9.2% with 255,468 TEUs in FY19/20 as opposed to 281,408 TEUs in FY18/19. All shipping lines experienced contraction for the financial year under review.

10.3 Total Transhipment Traffic by Shipping Lines - TEUs

Table 39

Shipping Line	FY18/19	FY19/20	Difference	% Change
MSC	143,954	110,981	-32,973	-22.9
Maersk	28,768	35,610	6,842	23.8
CMA CGM	28,092	26,897	-1195	-4.2
Others	473	569	96	20.3
Total	**201,287**	**174,057**	**-27,230**	**-13.5**

* Others include: Hapag Lloyd and others



Total transhipment container traffic declined by 13.5% for the financial year under review.

It is worth noting that Maersk registered a growth of 23.8% whilst MSC and CMA-CGM have recorded a drop of 22.9% and 4.2% respectively , reflecting the adverse effects of COVID-19.

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 - FY18/19 v/s FY19/20

	Share FY18/19	Share FY19/20
MSC		
Total Container Traffic	51.2	49.5
Total Captive Container Traffic	36.7	39.8
Total Transhipment Container Traffic	71.5	63.8
Maersk		
Total Container Traffic	31.3	33.5
Total Captive Container Traffic	43.6	42.4
Total Transhipment Container Traffic	14.3	20.5

In FY19/20, the local market was shared as follows:

- Total Container Traffic: MSC held 49.5% of the market share followed by Maersk with a share of 33.5% in FY19/20

- Total Captive Container Traffic: MSC's had a market share of 39.8% compared to Maersk's share of 42.4% in FY19/20

- Total Transhipment Container Traffic: MSC which holds the lion share stood at 63.8% in FY19/20 followed by Maersk's market share which stood at 20.5%.

12 TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

12.1 Mediterranean Shipping Company Ltd (MSC)

Table 41

Trans Inwards-TEUs	FY18/19	FY19/20	Difference	% change
Laden	113,306	82,575	-30,731	-27.1
Empty	30,647	28,406	-2,241	-7.3
Total	**143,953**	**110,981**	**-32,972**	**-22.9**

Some 110,981 TEUs were transhipped by MSC during the current financial year as compared to 143,953 TEUs in FY18/19, i.e. a contraction of around 22.9%.

12.2 Maersk Line

Table 42

Trans Inwards-TEUs	FY18/19	FY19/20	Difference	% change
Laden	23,199	30,272	7,073	30.5
Empty	5,569	5,338	-231	-4.1
Total	**28,768**	**35,610**	**6,842**	**23.8**

The number of TEUs transhipped by Maersk Shipping Line reached 35,610 TEUs in FY19/20 as opposed to 28,768 TEUs in FY18/19 i.e. a growth of 23.8%.

12.3 CMA-CGM

Table 43

Trans Inwards-TEUs	FY18/19	FY19/20	Difference	% change
Laden	9,708	9,995	287	2.9
Empty	18,384	16,902	-1,482	8.1
Total	**28,092**	**26,897**	**-1195**	**-4.2**

The number of TEUs transhipped by CMA CGM decreased from 28,092 TEUs in FY18/19 to 26,897 TEUs in FY19/20.

13. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 39.1 days in FY19/20 as compared to 25.1 days in FY18/19 owing to adverse weather conditions.-

14. SHIPPING SERVICES

SHIPPING LINES	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	1. Africa Express Service (EB)	Durban, **Port Louis,** Colombo, Singapore, Chinese Ports
	2. Ingwe Service SB	Durban, Qingdao, Shanghai, Ningbo, Shekou, Singapore, Colombo, **Port Louis,** Durban, Coega, Durban, Abu Dhabi, Jebel Ali, Karachi-Muhammad bin Qasim, Mundra, Nhava Sheva, Hazira/ Surat, Colombo, Singapore, Qingdao
	3. Indian Ocean Islands 1	**Port Louis,** Reunion, Tamatave, **Port Louis**
	4. Indian Ocean Islands 2	**Port Louis,** Longoni, Nacala, Majunga, Diego Suarez, **Port Louis**
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel. : (230) 206 2200 Fax : (230) 206 2210	5. Safari Service (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
	6. Indian Ocean Islands (Slot chartering by DAL/ UAFL)	Salalah, Réunion, **Port Louis,** Toamasina, Port Victoria.
	7. Protea/ Midas Service Service (VSA with CMA CGM, suspended since March 2020)	Durban, Réunion, **Port Louis,** Khor Fakkan, Jebel Ali, Mundra, Jawaharlal Nehru.
	8. M-Express/ Mozex Service (VSA with CMA CGM)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas

SHIPPING LINES	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	9. Protea/ Midas Service Service (VSA with Maersk, suspended since March 2020)	Durban, Réunion, **Port Louis,** Khor Fakkan, Jebel Ali, Mundra, Jawaharlal Nehru.
	10. M-Express/ Mozex Service (VSA with Maersk)	Réunion, Toamasina, Maputo, Beira, Nacala, **Port Louis,** Singapore, Tanjung Pelepas
	11. IOI FEEDER 2 Service	Réunion, **Port Louis,** Tamatave
	12. Indian Ocean Islands Feeder 1/ 5	**Port Louis,** Longoni, Majunga, Diego Suarez, Réunion / **Port Louis,** Tuléar, Ehoala
4. Pacific International Lines Ltd. Agent: Pacific World Shipping Ltd. Level 3, Happy World House 37, Sir William Newton St. Port Louis Tel: (230) 271 1200 Fax: (230) 213 9696	13. MZX Mozambique Zuid Express Service	Singapore, **Port Louis,** Point des Galets, Tamatave, Beira, Nacala, Richards Bay, Singapore
5. UAFL/ DAL Agent: Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045	14. Slot Chartering with Maersk IOI Service	Port Victoria, Durban, **Port Louis**

Inter-Island Trade

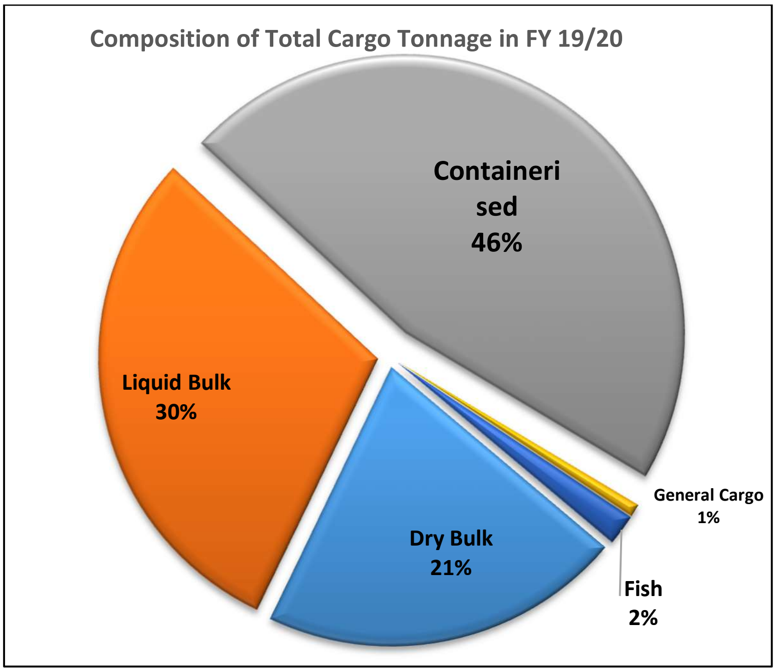
SHIPPING LINES	FREQUENCY	MAIN PORTS OF CALL
6. Mauritius Shipping Corporation Ltd 1, Military Road Nova Building Port Louis Tel.: (230) 217 2285 Fax: (230) 242 5245	Every 10 – 15 days by M.V Black Rhino 2 Voyages per month by M.V Mauritius Trochetia (upon request)	Port Louis, Rodrigues, Port Louis Port Louis, Agalega, Port Louis

Pure Car Carrier Services

SHIPPING LINES	FREQUENCY	MAIN PORTS OF CALL
7. Hoegh Auto Liners Agent: Southern Marine & Co. Ltd 3rd Floor, Capitainerie Building Quay D Port Louis Tel: (230) 216 0272 Fax: (230) 216 1020	Monthly	European ports, South African ports, Tamatave, Reunion, **Port Louis,** Australia ports
8. Mitsui Pure Car Carrier Agent: Blyth Brothers & Co. Ltd. 8, Dr. Ferriere St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879	Monthly	Japan, Singapore, Mombasa, Dar es Salaam, Maputo, Durban, Tamatave, Pointe des Galets, **Port Louis** (K-Line represented by Scott Shipping International Ltd has a slot sharing agreement with Mitsui Pure Car Carrier)

APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC FY18/19

A. Total Cargo



Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port decreased from 8,470,079 tonnes in FY18/19 to reach 7,732,322 tonnes in FY19/20. The composition of total cargo traffic is depicted in the Figure.

Cargo (Bagged + Maize+ Coal + Fertilizer +Soya Bean Meal + sugar + Break Bulk + Inter-Island + Fish + Containerised) handled by CHCL amounted to 4,612,598 tonnes, equivalent to 59.6% of Total Cargo Traffic.

B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) decreased from 4,177,701 tonnes in FY18/19 to 3,928,551 tonnes in FY19/20, representing a decline of 249,150 tonnes or 6.0%.

Total Bulk Cargo FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Dry Bulk	1,820,428	1,626,195	-194,233	-10.7
Liquid Bulk	2,357,273	2,302,356	-54,917	-2.3
Total	**4,177,701**	**3,928,551**	**-249,150**	**-6.0**

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a drop of 10.7%, equivalent to 194,233 tonnes from 1,820,428 tonnes in FY18/19 to 1,626,195 tonnes in FY19/20.

Total Dry Bulk Cargo FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Imports	1,817,475	1,626,195	-191,280	-10.5
Exports	2,953	0	-2,953	0
Total	**1,820,428**	**1,626,195**	**-194,233**	**-10.7**

B.2 Liquid Bulk Cargo

Total Liquid Bulk tumbled from 2,357,273 tonnes in FY18/19 to 2,302,356 tonnes in FY19/20, registering a negative growth of 2.3%, equivalent to 54,917 tonnes.

Total Liquid Bulk Cargo FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Imports	1,724,099	1,584,317	-139,782	-8.1
Exports	633,174	718,039	84,865	13.4
Total	**2,357,273**	**2,302,356**	**-54,917**	**-2.3**

C. Containerised Cargo

Total Containerised Cargo decreased from 4,088,672 tonnes in FY18/19 to 3,605,581 tonnes in FY19/20, representing a drop of 11.8% as summarised below.

Containerised Cargo Traffic FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Imports	1,646,053	1,444,791	-201,262	-12.2
Exports	636,915	647,277	10,362	1.6
Transhipment (inwards)	1,805,704	1,513,513	-292,191	-16.2
Total	**4,088,672**	**3,605,581**	**-483,091**	**-11.8**

D. General Cargo Traffic

General Cargo, comprising transhipment inwards, inter-island, bagged cargo and unitised break bulk, grew by 22.7% (equivalent to 10,836 tonnes) with 58,584 tonnes in FY19/20 as compared to 47,748 tonnes in FY18/19.

General Cargo Traffic FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Imports	32,539	43,499	10,960	33.7
Exports	15,209	15,085	-124	-0.8
Total	**47,748**	**58,584**	**10,836**	**22.7**

E. Fish Traffic

Total Fish Traffic declined by 10.5% from 155,958 tonnes in FY18/19 to 139,606 tonnes in FY19/20.

Total Fish Traffic FY18/19 v/s FY19/20 (tonnes)

	FY18/19	FY19/20	Difference	% Change
Princes Tuna	85,117	77,453	-7,664	-9.0
Local Market	2,349	2,661	312	13.3
Transhipment Inwards	54,362	50,979	-3,383	-6.2
Direct Transhipment Inwards (ship to ship)	7,065	4,258	-2,807	-39.7
Direct Transhipment Outwards (ship to ship)	7,065	4,255	-2,810	-39.8
Grand Total	**155,958**	**139,606**	**-16,352**	**-10.5**

13.08.2021