



**PORT TRADE PERFORMANCE
CY2013 v/s CY2014**

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Port Trade Performance CY2014

1. Key Figures at a Glance

Total Trade Volume	(+2.0%)	6.9 Million tonnes
• Containerised Cargo	(+4.8%)	3.4 Million tonnes
• Dry Bulk Cargo	(-5.3%)	1.7 Million tonnes
• Liquid Bulk Cargo	(+5.1%)	1.6 Million tonnes
• Fish Traffic	(-3.3%)	143,410 tonnes
Total Container Traffic	(+4.6%)	403,001 TEUs
• Captive Container	(+1.1%)	251,798 TEUs
• Transshipment Container	(+10.9%)	151,203 TEUs
Total Container Throughput	(+7.5%)	556,355 TEUs
Vessel Traffic	(-8.8%)	3,329 Calls
• Containerised Vessels	(-9.3%)	607 calls
• Fishing Vessels (new record)	(+7.5%)	1,067 calls
Cruise Traffic		
• Cruise Vessel	(+20.0%)	18 calls
• Passengers on Arrival	(+0.3%)	15,691
• Passengers on Departure	(+1.3%)	15,735

2. Overview

Global growth rate hovered around 3.3% in CY2014. Similarly at the national level, the growth rate of GDP is estimated at 3.5% in CY2014, higher than the 3.2% growth in CY2013. During CY2014, Port trade volume at Port Louis Harbour has increased by 2.0% from 6.8 million tonnes in CY2013 to 6.9 million tonnes

In the same vein, Total Container Traffic registered a growth of 4.6%, equivalent to 17,675 TEUs from 385,326 TEUs in CY2013 to 403,001 TEUs in CY2014, mainly driven by a 10.9% expansion in transshipment activities at Port Louis. Captive container traffic has shown signs of resilience by posting positive growth of 1.1% for the year under review.

However, on a less positive note, the total vessel calls declined by 8.8%, from 3,652 calls in CY2013 to 3,329 calls in CY2014.

3. Total Cargo Traffic

Total cargo handled in the port stood at 6,896,149 tonnes during CY2014 as compared to 6,760,700 tonnes in CY2013, a growth of 135,449 tonnes equivalent to 2.0%, over last year's performance, as summarised in Table 1.

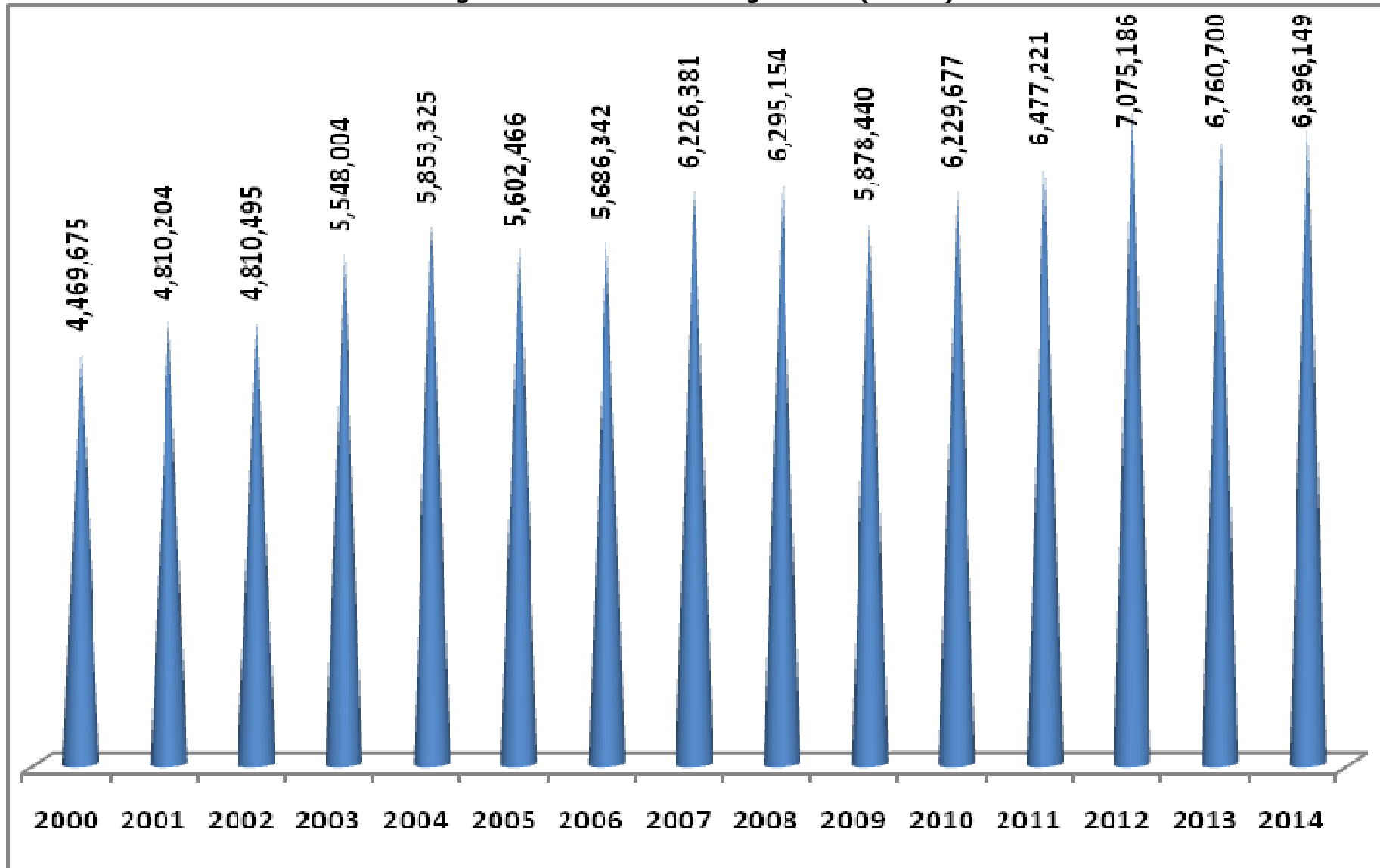
Table 1: Total Cargo Traffic CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Total Captive imports	4,459,204	4,463,590	4,386	0.1
Total Captive Exports	1,080,480	1,150,029	69,549	6.4
Total Containerised Transshipment (inwards)	1,221,016	1,282,530	61,514	5.0
Total Cargo	6,760,700	6,896,149	135,449	2.0

- Total captive imports expanded by 0.1% from 4,459,204 tonnes in CY2013 to reach 4,463,590 tonnes in CY2014 as the nominal contractions recorded in the following segments, namely solid bulk (-6.8%), fish (-4.1%) and general cargo (-6.3%) were more than offset by the increases recorded in liquid bulk(+6.0%) and containerised captive cargo (+4.9%).
- Total captive exports in turn experienced a growth of 6.4% from 1,080,480 tonnes in CY2013 to 1,150,029 tonnes in CY2014. In fact two major export components namely total bulk and containerised cargo have seen hikes of 10.5% and 4.4%, respectively.
- Fuelled by buoyant MSC's transshipment activities, total containerised transshipment inwards traffic also went up from 1,221,016 tonnes in CY2013 to 1,282,530 tonnes in CY2014, representing an expansion of 5.0%, equivalent to 61,514 tonnes.

Figure 1 depicts the evolution of total cargo traffic at Port Louis for the last fifteen years i.e. from CY2000 to CY2014.

Fig 1: Evolution of Total Cargo Traffic (tonnes)



3.1 Total Imports

For the period Jan to Dec 2014, Total Imports increased from 4,459,204 in CY2013 tonnes to 4,463,590 tonnes, an expansion of 4,386 tonnes (representing 0.1%), as detailed in Table 2.

Table 2: Total Imports CY2013 v/s CY2014 (tonnes)

Imports	CY2013	CY2014	Difference	% Change
Solid Bulk	1,801,151	1,678,249	-122,902	-6.8
Liquid Bulk	1,189,478	1,260,567	71,089	6.0
Containerised Captive	1,296,561	1,360,463	63,902	4.9
General cargo	25,576	23,957	-1,619	-6.3
Fish	146,438	140,354	-6,084	-4.1
Total	4,459,204	4,463,590	4,386	0.1

3.1.1 Dry Bulk Imports

Imports of Total Dry Bulk declined by 6.8% from 1,801,151 tonnes in CY2013 to 1,678,249 tonnes in CY2014 as outlined in Table 3.

Table 3: Dry Bulk Imports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Coal	752,323	724,753	-27,570	-3.7
Cement	709,787	607,902	-101,885	-14.4
Wheat	163,328	142,950	-20,378	-12.5
Maize	99,521	92,468	-7,053	-7.1
Soya bean meal	40,272	43,266	2,994	7.4
Sugar	27,000	52,151	25,151	93.2
Fertilizer	8,920	13,420	4,500	50.4
Aggregates	0	1,339	1,339	0
Total Solid Bulk	1,801,151	1,678,249	-122,902	-6.8

- The imports of Coal contracted from 752,323 tonnes in CY2013 to 724,753 tonnes in CY2014 (decrease by 3.7%)
- Imports of Cement went down by 14.4% from 709,787 tonnes in CY2013 to 607,902 tonnes in CY2014 on the back of an expected decline in the construction sector by 6.7%, mainly explained by a drop in major private construction projects.
- Imports of wheat noted a fall of 12.5% from 163,328 tonnes in CY2013 to 142,950 tonnes in CY2014.
- The importation of maize has gone down by 7.1% from 99,521 tonnes in CY2013 to 92,468 tonnes in CY2014.
- Conversely, imports of Soya bean meal have risen by 7.4% from 40,272 tonnes in CY2013 to 43,266 tonnes for the period under review.
- Imports of raw sugar almost doubled for the period under reference i.e. 27,000 tonnes in CY2013 compared to 52,151 tonnes in CY2014.

- Imports of fertilizer have attained 13,420 tonnes in CY2014 against 8,920 tonnes recorded in CY2013 (a growth of 50.4%).
- Some 1,339 tonnes of aggregates, initially exported, were returned to Mauritius as imports in CY2014.

3.1.2 Liquid Bulk Imports

Imports of total bulk liquid have registered a growth of 6.0%, representing some 71,089 tonnes, i.e. from 1,189,478 tonnes in CY2013 to 1,260,567 tonnes in CY2014 as summarised in Table 4.

Table 4: Liquid Bulk Imports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
White oil	681,896	713,414	31,518	4.6
Black oil	405,324	435,720	30,396	7.5
L.P.G	68,200	86,605	18,405	27.0
<i>Sub-total Petroleum Products</i>	<i>1,155,420</i>	<i>1,235,739</i>	<i>80,319</i>	<i>6.9</i>
Edible oil	21,750	18,000	-3,750	-17.2
Bitumen	12,308	6,828	-5,480	-44.5
Grand Total	1,189,478	1,260,567	71,089	6.0

Imports of petroleum products have augmented by 6.9% (80,319 tonnes) from 1,155,420 tonnes in CY2013 to 1,235,739 tonnes in CY2014. A plausible cause of this performance could be the declining prices of these products in the international market since mid June 2014.

- White oil imports have soared by 4.6 % from 681,896 tonnes in CY2013 to 713,414 tonnes in CY2014.
- Black oil imports went up by 7.5% from 405,324 tonnes in CY2013 to 435,720 tonnes in CY2014 as a result of the liberalisation of the bunker market (380cst) by the government since January 2014.
- LPG import witnessed a positive growth to the tune of 27.0% from 68,200 tonnes in CY2013 to 86,605 tonnes in CY2014 with Messrs. Petredec (Mauritius) Ltd becoming operational in CY2014. This company has constructed three LPG storage tanks of a total capacity of 15,000 tonnes.
- Import of Edible oil has gone down by 17.2% (equal to 3,750 tonnes) from 21,750 tonnes in CY2013 to 18,000 tonnes in CY2014.
- Import of bulk bitumen went down from 12,308 tonnes in CY2013 to 6,828 in 2012 (a drop of 44.5%, equivalent to 5,480 tonnes) as major road development projects have been completed.

3.1.3 Containerised Cargo Imports

Total Imports of Containerised Cargo registered a growth of 4.9%, equivalent to 63,902 tonnes, from 1,296,561 tonnes in CY2013 to 1,360,463 tonnes in CY2014, as depicted in Table 5 below.

Table 5: Containerised Cargo Imports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Captive	1,287,733	1,352,150	64,417	5.0
Inter-Island imports	8,828	8,313	-515	-5.8
Total	1,296,561	1,360,463	63,902	4.9

- Total captive containerised imports grew by 5.0% (64,417 tonnes) from 1,287,733 tonnes in CY2013 to 1,352,150 tonnes in CY2014.
- Inter-island imports in containers dropped by 5.8%, equivalent to 515 tonnes from 8,828 tonnes in CY2013 to 8,313 tonnes in CY2014.

3.1.4 General Cargo Imports

Imports of General Cargo dropped by 6.3% (1,619 tonnes) from 25,576 tonnes in CY2013 to 23,957 tonnes in CY2014, as detailed in Table 6.

Table 6: General Cargo Imports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Inter-island Imports	941	1,173	232	24.7
Unitised Break Bulk Imports	24,635	22,784	-1,851	-7.5
Total	25,576	23,957	-1,619	-6.3

3.1.5 Fish Imports

Total fish imports posted a drop of 4.1% (6,084 tonnes), from 146,438 tonnes in CY2013 to 140,354 tonnes in CY2014, as detailed in Table 7.

Table 7: Fish Imports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Princes Tuna	53,325	53,256	-69	-0.1
Thon des Mascareignes	35,197	22,934	-12,263	-34.8
<i>Sub-total Tuna Traffic</i>	<i>88,522</i>	<i>76,190</i>	<i>-12,332</i>	<i>-13.9</i>
Local Market	2,342	2,043	-299	-12.8
Transshipment Inwards	55,574	62,121	6,547	-3.3
Total Fish Imports	146,438	140,354	-6,084	-4.1

- Imports of Tuna by Princes Tuna remained more or less at par with 53,325 tonnes in CY2013 and 53,256 tonnes in CY2014 whilst imports of Tuna by Thon des Mascareignes decreased by 34.8% (12,263 tonnes) for the period under review.

Consolidated imports of Tuna contracted by 12,332 tonnes (reduction of 13.9%) from 88,522 tonnes in CY2013 to 76,190 tonnes in CY2014.

- Fish handled for the local market decreased by 299 tonnes (representing 12.8%) from 2,342 tonnes in CY2013 to 2,043 tonnes in CY2014
- Similarly, fish transshipment at Port Louis contracted by 3.3% (6,547 tonnes) from 55,574 tonnes in CY2013 to 62,121 tonnes in CY2014.

3.2 Total Exports

Total exports expanded by 6.4% (69,549 tonnes) from 1,080,480 tonnes in CY2013 to 1,150,029 tonnes in CY2014, as outlined in Table 8.

Table 8: Total Exports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Total Bulk Exports	337,487	372,841	35,354	10.5
Total Containerised Exports	736,654	768,866	32,212	4.4
General Cargo Exports	4,480	5,266	786	17.5
Fish Transshipment Outwards	1,859	3,056	1,197	64.4
Grand Total	1,080,480	1,150,029	69,549	6.4

3.2.1 Total Bulk Exports (Liquid and Dry)

Total Bulk Exports witnessed a rise of 10.5%, equal to 35,354 tonnes from 337,487 tonnes 372,841 tonnes in CY2013 to in CY2014, as shown in Table 9.

Table 9: Total Bulk Cargo Exports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Dry Bulk Exports (Aggregates)	-	27,989	27,989	-
Liquid Bulk Exports	337,487	344,852	7,365	2.2
Total Bulk Exports	337,487	372,841	35,354	10.5

Solid Bulk Exports

The only item exported as Solid bulk was some 27,989 tonnes of aggregates in CY2014.

Liquid Bulk Exports

Exports of Liquid Bulk cargo registered an upturn of 2.2% from 337,487 tonnes in CY2013 to 344,852 tonnes in CY2014, equivalent to 7,365 tonnes as depicted in Table 10.

Table 10: Exports of Liquid Bulk Cargo CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Molasses	62,773	45,564	-17,209	-27.4
White Oil	3,150	0	-3,150	-
Black Oil	2,240	0	-2,240	-
LPG	0	4,961	4,961	-
Ethanol	0	6,781	6,781	-
Total Bunker	269,324	287,546	18,222	6.8
Grand Total	337,487	344,852	7,365	2.2

- Molasses exports tumbled from 62,773 tonnes in CY2013 to 45,564 tonnes in CY2014.
- Some 3,150 tonnes of white oil and 2,240 tonnes of black oil have been exported in CY2013. There were no exports of same in CY2014.
- Messrs. Petredec (Mauritius) Ltd exported some 4,961 tonnes of LPG in the region.
- Bunker exports, accounting for the bulk in this segment, have registered a growth of 6.8% as a result of the liberalisation of the bunker trade since beginning 2014.

Bunkering activities

For the period under review, total volume of Bunker exports expanded by 6.8% vis-à-vis last year same period as outlined in Table 11.

Table 11: Total Bunker Exports – CY2013 v/s CY2014 (tonnes)

	Volume in Tonnes				Vessel Calls			
	CY2013	CY2014	Difference	% Change	CY2013	CY2014	Difference	% Change
Bunker by pipeline	125,871	146,547	20,676	16.4	1,297	1447	150	11.6
Bunker by barge	143,453	140,999	-2,454	-1.7	558	526	-32	-5.7
Total	269,324	287,546	18,222	6.8	1,855	1973	118	6.4

In CY2014, total exports of Bunker augmented by 6.8% as detailed below:

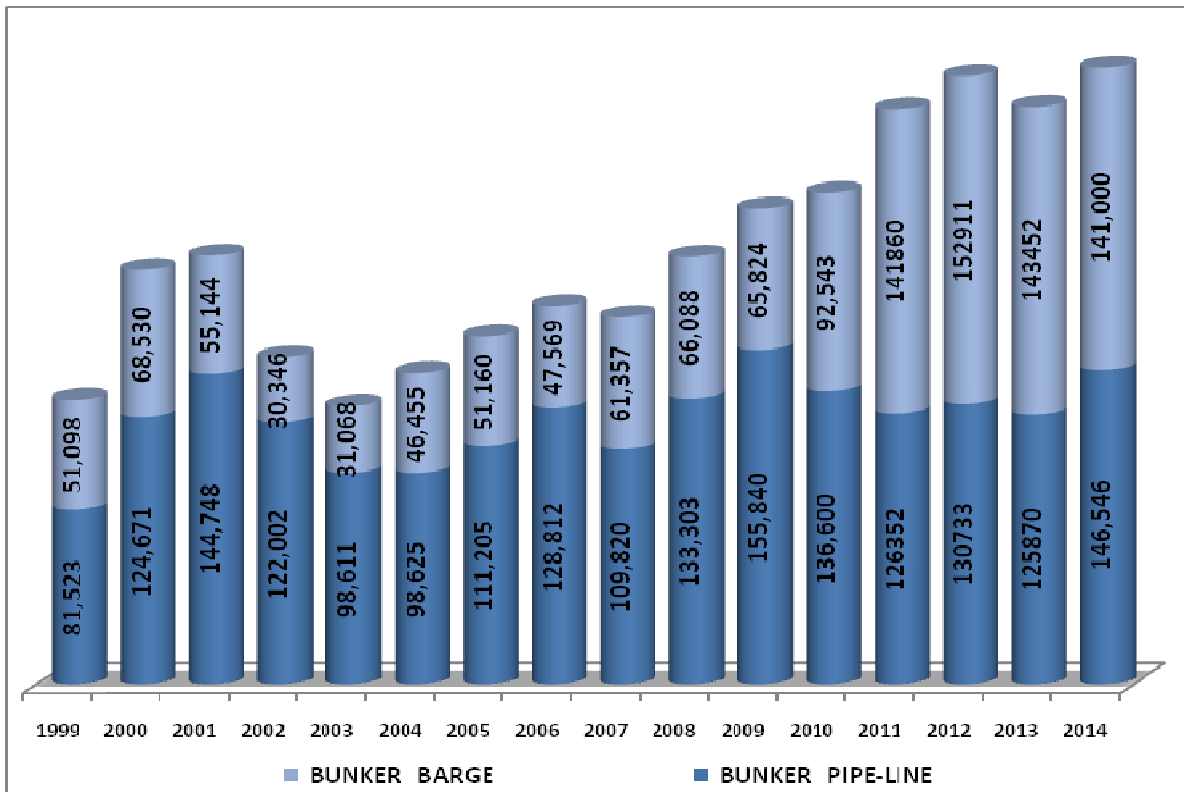
- Exports of Bunker by pipeline increased by 16.4% from 125,871 tonnes in CY2013 to 146,547 tonnes in CY2014, equivalent to 20,676 tonnes.
- On the other hand, exports of Bunker by barge decreased by 2,454 tonnes (1.7%) from 143,453 tonnes in CY2013 to 140,999 tonnes in CY2014 since there were only two barges operational in CY 2014 instead of three.

As regards the total number of vessels that took bunker at Port Louis, same has increased from 1,855 calls in CY2013 to 1,973 calls in CY2014.

Total no. of bunker calls by pipeline and barges increased by 11.6% and decreased by 5.7% respectively for the period under review in comparison to CY2013.

Figure 1 depicts the evolution of total bunker traffic at Port Louis for the last sixteen years i.e. from CY1999 to CY2014.

Fig 2: Evolution of Total Bunker Traffic (tonnes)



3.2.2 Containerised Cargo Exports (including Inter-Island Trade)

Total containerised cargo exports increased by 4.4% (32,212 tonnes) from 736,654 tonnes in CY2013 to 768,866 tonnes in CY2014, as detailed in Table 12.

Table 12: Containerised Cargo Exports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Captive Cargo	689,860	716,551	26,691	3.9
Inter-island	46,794	52,315	5,521	11.8
Total	736,654	768,866	32,212	4.4

The breakdown of this traffic reveals that both captive and inter-island containerised exports have registered increases by 3.9% and 11.8% respectively in CY2014 in comparison to the same period in the previous year.

3.2.3 General Cargo Exports

General Cargo Exports witnessed a rise of 17.5%, equivalent to 786 tonnes, from 4480 tonnes in CY2013 to 5266 tonnes during CY2014, as summarised in Table 13.

Table 13: General Cargo Exports CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Inter-island	3,274	3,641	367	11.2
Unitised Break Bulk	1,206	1,625	419	34.7
Total	4,480	5,266	786	17.5

Inter-island and unitised break bulk exports have gone up by 11.2% and 34.7% respectively for the period under review compared to CY2013.

3.2.4 Fish transshipment outwards

Fish transshipment outwards has increased by 64.4% from 1,859 tonnes in CY2013 to 3,056 tonnes in CY2014, registering an increase of 1,197 tonnes as shown in Table 14.

Table 14: Fish Transshipment Outwards CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Fish Transshipment Outwards	1,859	3,056	1,197	64.4

4. Total Container Traffic

Total Container Traffic registered a growth of 4.6% (equivalent to 17,675 TEUs) from 385,326 TEUs in CY2013 to 403,001 TEUs in CY2014, as illustrated in Table 14.

**Table 14: Comparative Monthly Total Container Traffic
CY2013 v/s CY2014 (TEUs)**

Month	CY2013	CY2014	Difference	% Change
Jan	27,593	28909	1316	4.8
Feb	26,478	31704	5226	19.7
Mar	38,290	34497	-3793	-9.9
Apr	28,283	31115	2832	10.0
May	30,464	38035	7571	24.9
Jun	33,573	32943	-630	-1.9
Jul	33,866	36940	3074	9.1
Aug	33,393	36959	3566	10.7
Sep	29,695	31849	2154	7.3
Oct	34,392	35740	808	2.3
Nov	34,212	32637	-1575	-4.6
Dec	34,547	31673	-2874	-8.3
Total	385,326	403,001	17,675	4.6

Total container traffic can further be categorised into Captive and Transshipment container traffic as shown in Table 15.

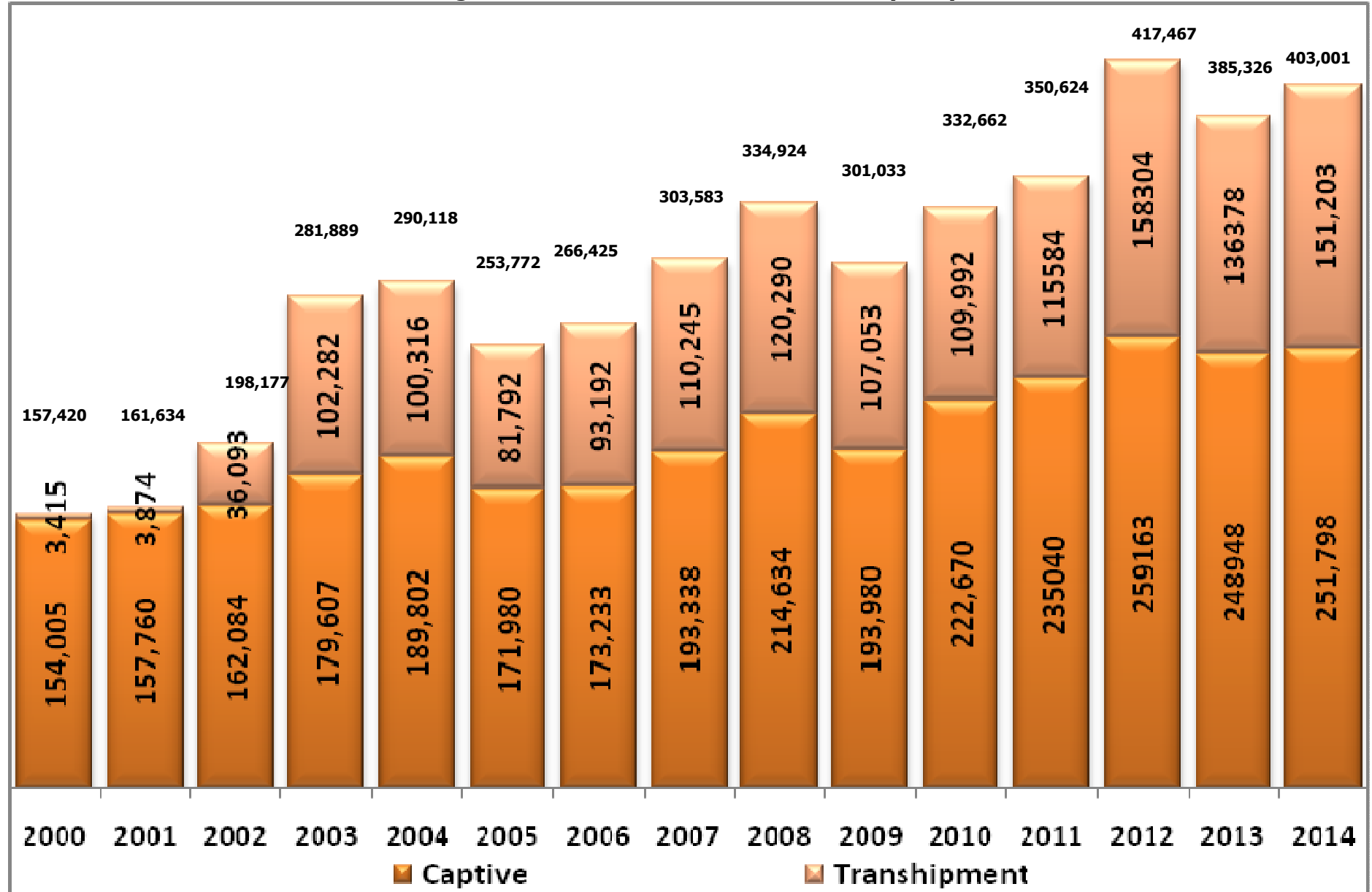
Table 15: Comparative Container Traffic CY2013 v/s CY2014 (TEUs)

	CY2013	CY2014	Difference	% Change
Captive	248,948	251,798	2,850	1.1
Transshipment	136,378	151,203	14,825	10.9
Total	385,326	403,001	17,675	4.6

- Total Captive container traffic registered an expansion of 1.1% (2,850 TEUs) from 248,948 TEUs in CY2013 to 251,798 TEUs in CY2014.
- Total Transshipment container traffic expanded by 10.9% (14,825 TEUs) from 136,378 TEUs in CY2013 to 151,203 TEUs in CY2014.

Figure 3 shows the evolution of total container traffic (captive and transshipment) over the last fifteen years (CY2000 – CY2014).

Fig 3: Evolution of Total Container Traffic (TEUs)



4.1 Captive Container Traffic

Total Captive Container Traffic increased to 251,798 TEUs in CY2014 in comparison with 248,948 TEUs in CY2013 (a growth of 1.1%) as detailed in Table 16, showing the monthly evolution of same.

**Table 16: Comparative Total Captive Container Traffic
CY2013 v/s CY2014 (TEUs)**

Month	CY2013	CY2014	Difference	% Change
Jan	19632	18512	-1120	-5.7
Feb	17766	17033	-733	-4.1
Mar	23656	18704	-4952	-20.9
Apr	18356	17880	-476	-2.6
May	19484	22732	3248	16.7
Jun	22190	19579	-2611	-11.8
Jul	22934	23466	532	2.3
Aug	19977	24025	4048	20.3
Sep	18778	20890	2112	11.2
Oct	22342	24160	1818	8.1
Nov	22023	22132	109	0.5
Dec	21810	22685	875	4.0
Total	248,948	251,798	2850	1.1

4.1.1 Captive Container Traffic - Laden Import (New Record)

Import of laden captive containers reached a new record level with 108,837 TEUs in CY2014 as compared to 103,685 TEUs in the preceding year, i.e. a growth of 5.0%, equivalent to 5,152 TEUs. Table 17 shows the evolution of monthly import of laden captive container traffic.

**Table 17: Captive Container Traffic –
Laden Import CY2013 v/s CY2014 (TEUs)**

	CY2013	CY2014	Difference	% Change
Jan	6,896	7,390	494	7.2
Feb	5,930	6,466	536	9.0
Mar	8,972	7,244	-1728	-19.3
Apr	7,767	8,850	1083	13.9
May	7,606	10,019	2413	31.7
Jun	9,215	8,926	-289	-3.1
Jul	9,108	9,514	406	4.5
Aug	8,886	9,594	708	8.0
Sep	9,036	8,810	-226	-2.5
Oct	9,540	10,728	1188	12.5
Nov	11,017	10,296	-721	-6.5
Dec	9,712	11,000	1288	13.3
Total	103,685	108,837	5,152	5.0

4.1.2 Captive Container Traffic - Laden Export (New Record)

Export of captive laden containers expanded by 4.4% (an increase of 2,577 TEUs) to attain a new record figure of 61,509 TEUs in CY2014 in contrast to 58,932 TEUs for CY2013, as detailed in Table 18.

Table 18: Captive Container Traffic – Laden Export CY2013 v/s CY2014 (TEUs)

	CY2013	CY2014	Difference	% Change
Jan	4,072	4,406	334	8.2
Feb	4,085	4,635	550	13.5
Mar	5,796	5,336	-460	-7.9
Apr	4,197	4,772	575	13.7
May	4,371	5,837	1,466	33.5
Jun	5,573	5,006	-567	-10.2
Jul	5,313	5,421	108	2.0
Aug	4,759	4,507	-252	-5.3
Sep	4,704	6,013	1,309	27.8
Oct	5,155	5,465	310	6.0
Nov	5,861	4,996	-865	-14.8
Dec	5,046	5,115	69	1.4
Total	58,932	61,509	2,577	4.4

4.1.3 Captive Container Traffic – Empty Import

Import of captive empty containers declined by 16.8% (equivalent to 3,555 TEUs) with 21,120 TEUs in CY2013 versus 17,565 TEUs in CY2014, as illustrated in Table 19.

Table 19: Captive Container Traffic – Empty Import CY2013 v/s CY2014 (TEUs)

	CY2013	CY2014	Difference	% Change
Jan	2,333	868	-1,465	-62.8
Feb	1,880	1,707	-173	-9.2
Mar	2,358	1,171	-1,187	-50.3
Apr	1,356	943	-413	-30.5
May	1,000	1,115	115	11.5
Jun	1,940	1,288	-652	-33.6
Jul	2,171	1,058	-1,113	-51.3
Aug	2,289	1,454	-835	-36.5
Sep	2,127	1,666	-461	-21.7
Oct	1,049	2,469	1,420	135.4
Nov	1,107	2,010	903	81.6
Dec	1,510	1,816	306	20.3
Total	21,120	17,565	-3,555	-16.8

4.1.4 Captive Container Traffic – Empty Export

Export of captive empty containers registered a negative growth of 2.0% or 1,324 TEUs with 65,211 TEUs in CY2013 as compared to 63,887 TEUs in CY2014, as shown in Table 20.

Table 20: Captive Container Traffic – Empty Export CY2013 v/s CY2014 (TEUs)

	CY2013	CY2014	Difference	% Change
Jan	6,331	5,848	-483	-7.6
Feb	5,871	4,225	-1,646	-28.0
Mar	6,530	4,953	-1,577	-24.2
Apr	5,036	3,315	-1,721	-34.2
May	6,507	5,761	-746	-11.5
Jun	5,462	4,359	-1,103	-20.2
Jul	6,342	7,473	1,131	17.8
Aug	4,043	8,470	4,427	109.5
Sep	2,911	4,401	1,490	51.2
Oct	6,598	5,498	-1,100	-16.7
Nov	4,038	4,830	792	19.6
Dec	5,542	4,754	-788	-14.2
Total	65,211	63,887	-1,324	-2.0

4.2 Total Transshipment Container Traffic

Total transshipment (inwards) container traffic increased by 10.9% (equivalent to 14,825 TEUs) with 136,378 TEUs in CY2013 against 151,203 TEUs in the period under review, as summarised in Table 21.

Table 21: Comparative Monthly Transshipment Traffic (Laden + Empty) CY2013 v/s CY2014 (TEUs)

	CY2013	CY2014	Difference	% Change
Jan	7,961	10,397	2,436	30.6
Feb	8,712	14,671	5,959	68.4
Mar	14,634	15,793	1,159	7.9
Apr	9,927	13,235	3,308	33.3
May	10,980	15,303	4,323	39.4
Jun	11,383	13,364	1,981	17.4
Jul	10,932	13,474	2,542	23.3
Aug	13,416	12,934	-482	-3.6
Sep	10,917	10,959	42	0.4
Oct	12,590	11,580	-1,010	-8.0
Nov	12,189	10,505	-1,684	-13.8
Dec	12,737	8,988	-3,749	-29.4
Total	136,378	151,203	14,825	10.9

Transshipment Traffic can be categorised into Laden and Empty container traffic as shown in Table 22.

Table 22: Comparative Transshipment Traffic CY2013 v/s CY2014 (TEUs)

	CY2013	CY2014	Difference	% Change
Laden	99,189	104,186	4,997	5.0
Empty	37,189	47,017	9,828	26.4
Total	136,378	151,203	14,825	10.9

4.2.1 Laden Transshipment Container Traffic

In CY2014, some 104,186 laden TEUs were transhipped at Port Louis Harbour for the region compared to 99,189 TEUs in the previous year, registering a rise of 4,997 TEUs, equivalent to 5.0%.

Table 23 shows the detail of the comparative monthly laden containers transhipped at Port Louis.

**Table 23: Comparative Monthly Laden Transshipment Traffic
CY2013 v/s CY2014 (TEUs)**

	CY2013	CY2014	Difference	% Change
Jan	6,684	7,441	757	11.3
Feb	6,977	8,738	1,761	25.2
Mar	8,664	8,568	-96	-1.1
Apr	6,810	9,346	2,536	37.2
May	9,775	8,908	-867	-8.9
Jun	7,996	8,567	571	7.1
Jul	8,619	9,834	1,215	14.1
Aug	8,252	10,158	1,906	23.1
Sep	7,659	8,353	694	9.1
Oct	8,738	8,544	-194	-2.2
Nov	9,740	8,587	-1,153	-11.8
Dec	9,275	7,142	-2,133	-23.0
Total	99,189	104,186	4,997	5.0

4.2.2 Empty Transhipment Container Traffic

Empty transhipment container traffic grew by 26.4%, equivalent to 9,828 TEUs from 37,189 TEUs in CY2013 to 47,017 TEUs in CY2014, as shown in Table 24.

**Table 24: Comparative Monthly Empty Transhipment Traffic
CY2013 v/s CY2014 (TEUs)**

	CY2013	CY2014	Difference	% Change
Jan	1,277	2,956	1,679	131.5
Feb	1,735	5,933	4,198	242.0
Mar	5,970	7,225	1,255	21.0
Apr	3,117	3,889	772	24.8
May	1,205	6,395	5,190	430.7
Jun	3,387	4,797	1,410	41.6
Jul	2,313	3,640	1,327	57.4
Aug	5,164	2,776	-2,388	-46.2
Sep	3,258	2,606	-652	-20.0
Oct	3,852	3,036	-816	-21.2
Nov	2,449	1,918	-531	-21.7
Dec	3,462	1,846	-1,616	-46.7
Total	37,189	47,017	9,828	26.4

4.3 Total Container Throughput

The Total container throughput in CY2014 expanded from 517,768 TEUs in the previous year to 556,355 TEUs, witnessing a growth of 38,587 TEUs, equivalent to 7.5%, as shown in Table 25.

Table 25: Comparative Container Throughput (TEUs)

	CY2013	CY2014	Difference	% Change
Jan	36,167	41,327	5,160	14.3
Feb	35,571	42,964	7,393	20.8
Mar	50,867	52,802	1,935	3.8
Apr	39,626	46,096	6,470	16.3
May	42,431	53,007	10,576	24.9
Jun	43,214	46,478	3,264	7.6
Jul	45,800	50,753	4,953	10.8
Aug	45,396	50,304	4,908	10.8
Sep	41,118	42,524	1,406	3.4
Oct	45,397	47,267	1,870	4.1
Nov	46,792	42,926	-3,866	-8.3
Dec	45,389	39,907	-5,482	-12.1
Total	517,768	556,355	38,587	7.5

5. Mauritius Container Terminal (MCT)

5.1 Container Vessel Operated at MCT

Some 569 container vessels were operated at MCT for the period Jan/Dec 2014 as compared to 633 for the corresponding period one year earlier as depicted in Table 26.

Table 26: Vessels serviced at MCT - CY2013 v/s CY2014

	CY2013	CY2014	Difference	% Change
Jan	40	47	7	17.5
Feb	44	43	-1	-2.3
Mar	56	49	-7	-12.5
Apr	53	48	-5	-9.4
May	58	53	-5	-8.6
Jun	51	46	-5	-9.8
Jul	58	46	-12	-20.7
Aug	61	48	-13	-21.3
Sep	55	44	-11	-20.0
Oct	54	51	-3	-5.6
Nov	51	48	-3	-5.9
Dec	52	46	-6	-11.5
Total	633	569	-64	-10.1

5.2 Container Throughput at MCT

The number of containers handled was 400,056 units in CY2014 as compared to 367,448 units for the corresponding period last year – an increase of 32,608 units (representing a growth of 8.9%) as depicted below in Table 27.

Similarly, the Container Throughput in terms of number of TEUs had also registered a growth to the tune of 8.8%, equivalent to an increase of 43,009 TEUs, from 486,009 TEUs in CY2013 to 529,018 TEUs for the period under review.

Accordingly, the number of moves recorded for the period Jan/Dec 2013 was 381,962 compared to 415,558 in CY2014 – an expansion of 33,596 representing a growth of 8.8%.

Table 28 provides the monthly evolution in the number of containers, TEUs and moves.

Table 28: No of Containers/TEUs/Moves - CY2013 v/s CY2014

	Containers			TEUs			Moves		
	2013	2014	Diff	2013	2014	Diff	2013	2014	Diff
Jan	23,237	29,006	5,769	30,913	38,283	7,370	24,169	30,292	6,123
Feb	23,741	31,691	7,950	31,134	41,826	10,692	24,759	33,019	8,260
Mar	35,828	38,557	2,729	46,945	49,722	2,777	37,078	39,933	2,855
Apr	28,511	33,331	4,820	37,486	43,480	5,994	29,700	34,745	5,045
May	29,943	37,720	7,777	40,402	50,584	10,182	31,131	39,312	8,181
Jun	29,402	33,971	4,569	39,600	46,069	6,469	30,576	35,273	4,697
Jul	32,594	36,332	3,738	43,397	49,011	5,614	33,825	37,668	3,843
Aug	33,148	37,392	4,244	44,157	49,359	5,202	34,425	38,646	4,221
Sep	29,613	30,267	654	39,330	40,083	753	30,763	31,417	654
Oct	33,580	33,623	43	43,843	43,375	-468	34,876	35,077	201
Nov	35,045	30,089	-4,956	45,518	39,597	-5,921	36,402	31,185	-5,217
Dec	32,806	28,077	-4,729	43,284	37,629	-5,655	34,258	28,991	-5,267
Total	367,448	400,056	32,608	486,009	529,018	43,009	381,962	415,558	33,596
Change			8.9%			8.8%			8.8%

5.3 Key Performance Indicators at the MCT

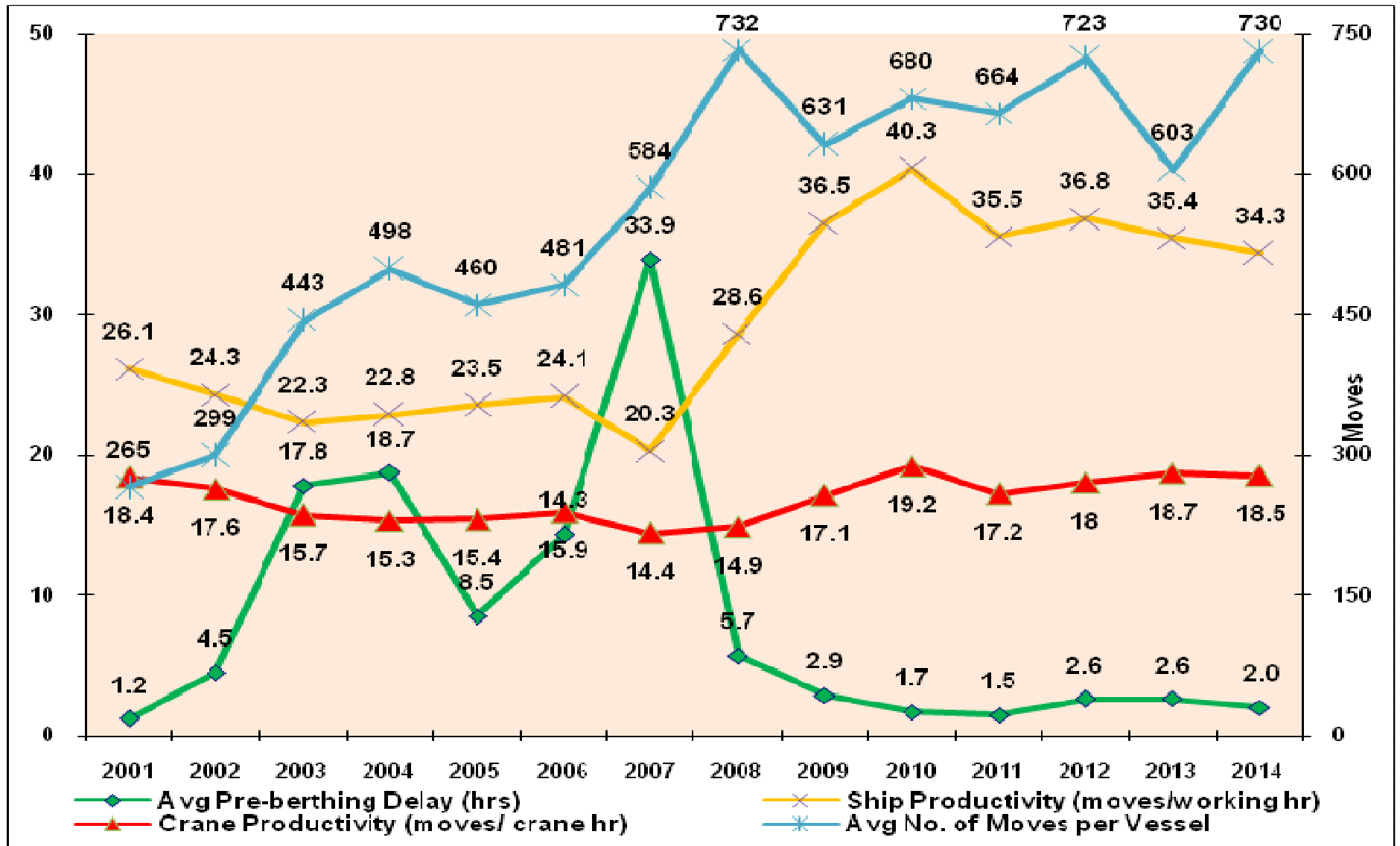
The various key performance indicators at MCT for CY2014 compared to those of CY2013 are shown in Table 29.

Table 29: Key Performance Indicators at the MCT CY2013 v/s CY2014

Month	Average Moves per Gross Crane Hour		Average Moves Per Ship's Working Hour		Average Pre-Berthing Delay	
	CY2013	CY2014	CY2013	CY2014	CY2013	CY2014
Jan	19.7	17.4	41.1	31.5	1.5	1.8
Feb	20.8	18.7	37.7	37.0	6.7	1.4
Mar	20.6	17.3	36.9	34.5	4.4	1.4
Apr	20.7	18.8	36.5	36.4	2.0	1.7
May	19.4	19.2	37.5	40.2	1.3	1.6
Jun	17.3	18.9	31.0	29.3	1.9	1.9
Jul	17.0	18.1	32.6	34.4	2.4	3.6
Aug	18.5	18.6	34.9	35.4	1.7	2.7
Sep	19.1	19.2	37.7	32.0	1.5	2.6
Oct	18.8	19.6	35.1	36.3	2.4	2.0
Nov	17.1	19.2	38.0	36.3	2.2	1.4
Dec	17.8	16.7	31.1	30.3	3.6	1.5
Average	18.7	18.5	35.4	34.3	2.6	2.0

Figure 4 depicts the evolution Key Performance Indicators (KPIs) at MCT for the last fifteen years (CY2000 – CY2014).

Fig 4: Evolution of KPIs at the Mauritius Container Terminal



5.2.1 Crane Productivity

The average Crane Productivity decreased from 18.7 moves/gross crane hour in CY2013 to 18.5 moves/ gross crane hour in CY2014.

The highest performance has been attained in the month of October with 19.6 moves/gross crane hour and the lowest in December with 16.7 moves/gross crane hour.

5.2.2 Ship Productivity

The average no. of moves per ship working hour decreased from 35.4 in CY2013 to 34.3 in CY2014, with the peak of 40.2 moves in May and the lowest in June with 29.3 moves.

The table below provides a summary of the productivity indicators related to the ship.

Ship Productivity Indicators

	CY2013	CY2014
Avg. No. of Moves per Ship at berth	29.4	30.1
Avg. No. of Moves per Vessel Call	604	730

- The no. of moves per ship hour at berth for CY2014 was 30.1 as compared to 29.4 in CY2013
- The average number of moves per vessel increased from 604 in CY2013 to 730 in CY2014, which is reflected by the increase in total container traffic despite the fall in no. of calls by container vessels.

5.2.3 Pre-berthing Delays

The average pre-berthing/sailing delay decreased from 2.6 hours in CY2013 to 2.0 hours in CY2014.

5.3 Berth Occupancy at MCT

Berth Occupancy at both the MCT 1 and MCT 2 increased respectively from 76.7% in CY2013 to 83.5% in CY2014 and from 73.1% to 76.2%, as shown in Table 30.

Table 30: Berth Occupancy Rate CY2013 v/s CY2014 (%)

Berth	CY2013	CY2014
MCT 1	76.7	83.5
MCT 2	73.1	76.2

6. Multi Purpose Terminal (MPT)

6.1 Container Traffic & Throughput at MPT

For the year CY2013, some 10,839 TEUs have been handled from 36 fully containerised vessels at MPT against 11,728 TEUs from 38 fully containerised vessels in CY2014, as shown in Table 31.

Table 31: Comparative Traffic at MPT CY2013 v/s CY2014

	CY2013	CY2014	Difference	% Change
Container Traffic (TEUs)	10,839	11,728	889	8.2
No. of Fully Containerised Vessels	36	38	2	5.6

With the ongoing STS Crane refurbishment project by CHCL and the MCT Berth extension project, we expect more geared vessels to be serviced at MPT in CY2015.

6.2 Productivity at MPT

The average moves per gross gang hour was at par in both CY2013 and CY2014 with 4.9 moves. The targeted 8 moves/ gross gang hour has not been achieved in CY2014.

6.3 Berth Occupancy at MPT

Berth Occupancy for the various berths of Terminal I (comprising the Peninsula Area and Trou Fanfaron Fishing Port) and Terminal II - the Multi-Purpose Terminal for CY2014 compared to CY2013, is outlined in Table 32.

Table 32: Berth Occupancy Rate CY2011 v/s CY2013 (%)

Quays	CY2013		CY2014	
	Total	Working	Total	Working
Quay No. 1	69.5	13.7	66.1	15.9
Quay No. 2	73.2	43.6	77.5	35.2
Quay No. 3	70.4	17.4	63.2	18.8
Quay No. 4	71.2	22.8	72.3	24.3
Bulk Sugar Terminal (BST)	9.7	4.0	6.7	4.9
Quay A	97.4	22.3	96.0	19.1
Quay D	83.4	25.4	84.6	28.3
Quay E	74.7	12.6	85.3	8.9
Trou Fanfaron Fishing Quay 1	98.2	1.7	99.4	3.9
Trou Fanfaron Fishing Quay 2	99.8	1.4	99.4	4.3
Cruise Jetty	54.5	0.0	40.7	0.0
Oil Jetty	26.4	22.7	25.9	22.4
Froid des Mascareignes (FDM)	95.9	36.1	95.5	33.9
Mauritius Freeport Development (MFD)	93.7	21.4	90.9	23.6

The berth occupancy at Quays 1, 3, BST, A, Cruise Jetty, Oil Jetty, FDM and MFD have decreased whilst at Quays 2, 4, D and E, it has increased.

The berth occupancy at Trou Fanfaron Fishing Quay is as follows: Quay 1 has increased and Quay 2 has decreased slightly. However, the berth occupancy for vessel **working** at these quays is very low. The TFF quays are actually being used for parking purposes (for fishing vessels).

6.4 Coastline Trade

The two national vessels namely, M.V Mauritius Trochetia and M.V Mauritius Pride, plying between the dependencies of Mauritius (Rodrigues and Agalega) and the islands of the region (Reunion, Madagascar, Moroni) have made 60 and 5 calls respectively during the period under review.

It should be noted that M.V Mauritius Pride effected its last call at Port Louis on 25 January 2014 and she left Mauritius for good on 17 September 2014.

For the period under review, both vessels have effected in total 65 voyages handling some 9,509 TEUs, as detailed below.

Traffic Dependencies of Mauritius for the Period Jan/Dec 2014

	No. of Voyages	Container Traffic (TEUs)
Mauritius Trochetia	41	7822
Mauritius Pride	3	241
Total	44	8063

Traffic Inter-Islands for the Period Jan/ Dec 2014

	No. of Voyages	Container Traffic (TEUs)
Mauritius Trochetia	19	1387
Mauritius Pride	2	58
Total	21	1445

It should be noted that in January 2014, M.V Mauritius Pride also effected 3 cruise calls round the island of Mauritius whereas M.V Mauritius Trochetia made one cruise call in the same month. Thus total calls made by inter-island vessels amounted to 69 during CY2014.

7. Vessel Traffic

A breakdown by categories of vessels for the period under review is provided in Table 33.

Table 33: Comparative Vessel Traffic CY2013 v/s CY2014

Category	CY2013	CY2014	Difference	% Change
Containerized Vessels	669	607	-62	-9.3
Tankers – Black/ White oil	26	25	-1	-3.8
Tankers – LPG	28	20	-8	-28.6
Tankers – other products	16	16	0	0
Dry Bulk carriers	61	58	-3	-4.9
Unitized & Break Carriers	8	7	-1	-12.5
General Cargo Vessels	5	7	2	40.0
Fishing Vessels (new record)	993	1067	74	7.4
Pure Car Carriers	40	37	-3	-7.5
Inter-Island (incl. 4 cruise calls)	128	69	-59	-44.1
Cruise Vessel	15	18	3	20.0
Others	1,663	1,398	-265	-15.9
Total	3,652	3,329	-323	-8.8

There were some 3,652 vessel calls at Port Louis Harbour in CY2013 as compared to 3,329 in CY2014, i.e. a decrease of 323 calls

- Container vessel calls declined from 669 calls in CY2013 to 607 calls in CY2014, a reduction by 9.3%.
- A new record in fishing vessels with 1067 calls in CY2014 as opposed to 993 calls in CY2013, an increase of 7.4% (equivalent to 74 additional calls)
- No. of calls by Tankers (White and Black Oil) was 25 in CY2014 compared to 26 in CY2013.
- LPG tankers effected 20 calls in CY2014 compared to 28 calls in CY2013.
- Other tankers (edible oil, bitumen, molasses) calls remained at par with 16 in both periods.
- No. of calls made by unitised and break bulk carriers were 7 in CY2014 as opposed to 8 in CY2013.
- General cargo vessels effected 5 calls in CY2013 compared to 7 calls in CY2014.
- The number of cruise vessels calling at Port Louis increased from 15 in CY2013 to 18 in CY2014.
- The number of vessels, categorised as "Others", has reduced from 1,663 vessel calls in CY2013 to 1,398 calls in CY2014.

These vessels called at Port Louis for bunkering purposes, provision of fresh water supply and victuals, crew change, loading of spare parts, carry out repairs or inspection of cargo or

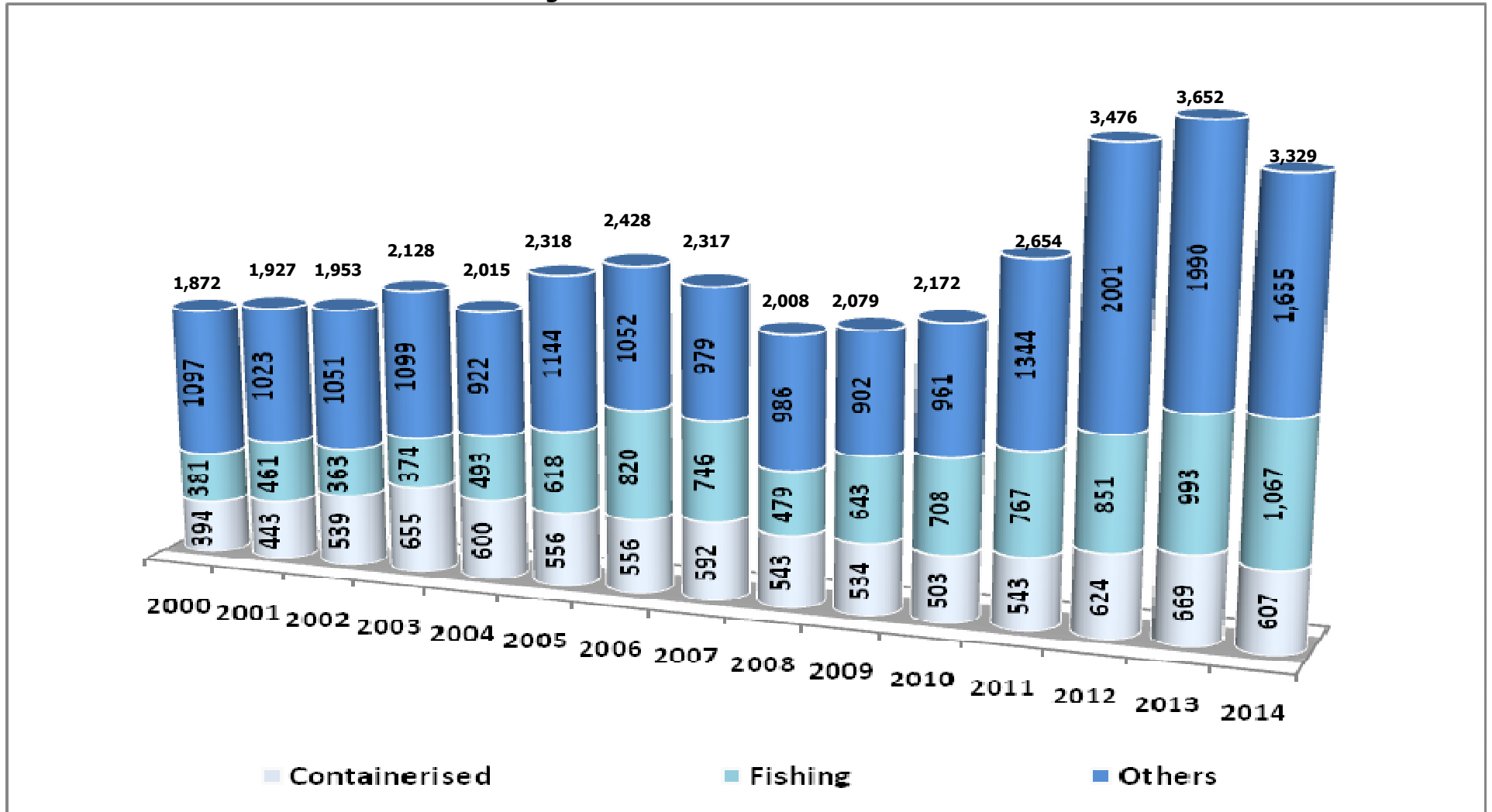
vessel hull conditions, embarking/disembarking of (armed) security guards or evacuation of sick person or dead bodies at Port Louis Harbour, amongst others.

The table below shows the number of call by vessels categorised at others calling at Port Louis Harbour for the various activities:

	CY2013	CY2014	Difference	% Change
Bunkering Only	689	721	32	4.6
Change crew	236	397	161	68.2
Change security guard	130	119	-11	-8.5
Ship stores	83	64	-19	-22.9
Repairs or inspection	33	52	19	57.6
Others	492	45	-447	-90.8
Total	1663	1398	-265	-15.9

The evolution of total vessel traffic for the last fifteen years is illustrated in Figure 5.

Fig 5: Evolution of Total Vessel Traffic



8. Cruise Tourism

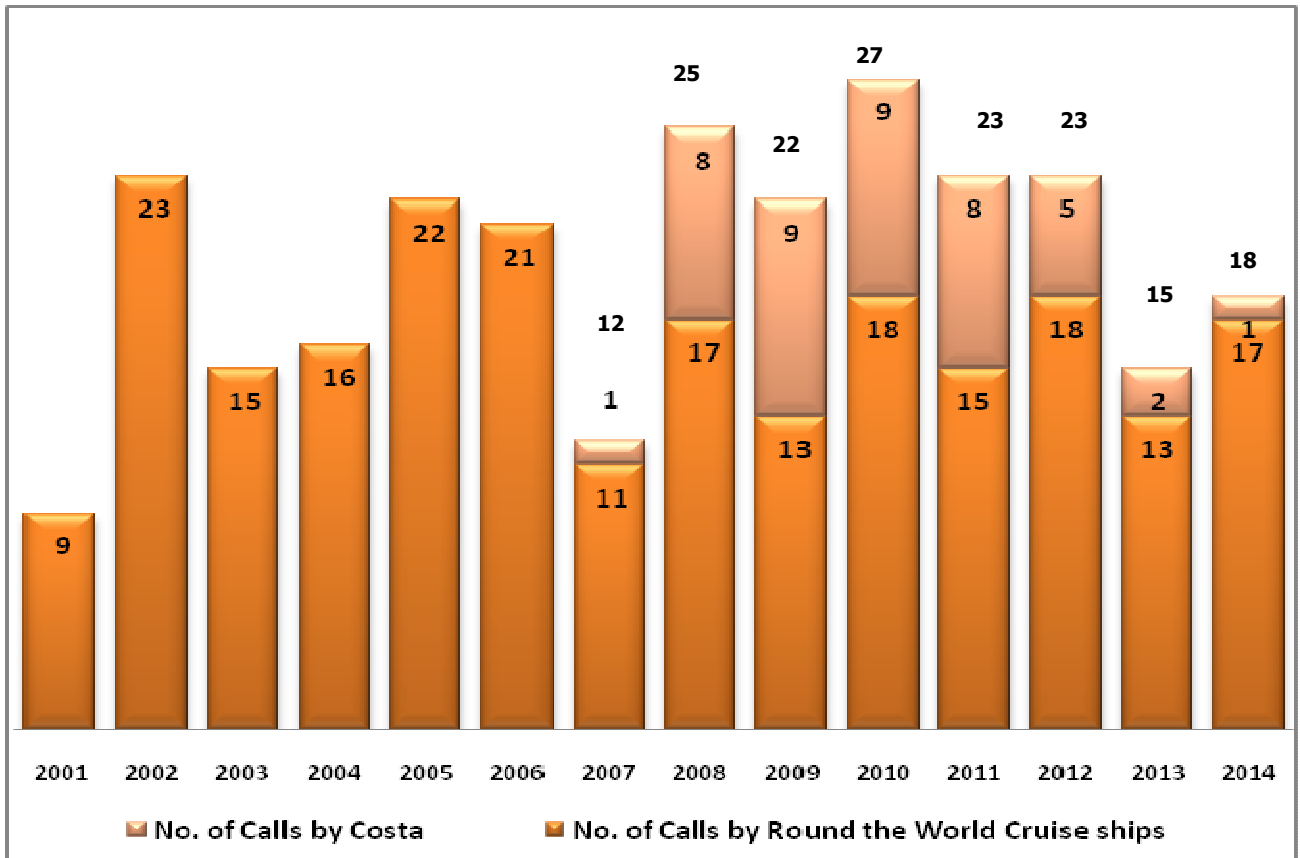
As regards cruise traffic for CY2014, the number of calls made by cruise vessels at Port Louis stood at 18 compared to 15 in CY2013, as shown in Table 34.

Table 34: Comparative Cruise Traffic CY2013 v/s CY2014

	CY2013	CY2014	Difference	% Change
No of calls by Costa	2	1	-1	-50.0
No. of calls by Round the world cruise ships	13	17	4	30.8
Total No. of cruise ships calls	15	18	3	20.0
No. of Pax arrived on Costa	2,622	627	-1995	-76.1
No. of Pax arrived on round the world cruises	13,691	15,064	-1373	-10.0
Total No. of Pax on arrival	16,313	15,691	-622	-3.8
No. of Pax departed on Costa	2,756	662	-2094	-76.0
No. of Pax departed on round the world cruise	13,762	15,073	-1401	-10.2
Total No. of Pax on departure	16,518	15,735	-783	-4.7

Figure 6 illustrates the evolution of total cruise vessel calls at Port Louis for the last fifteen years.

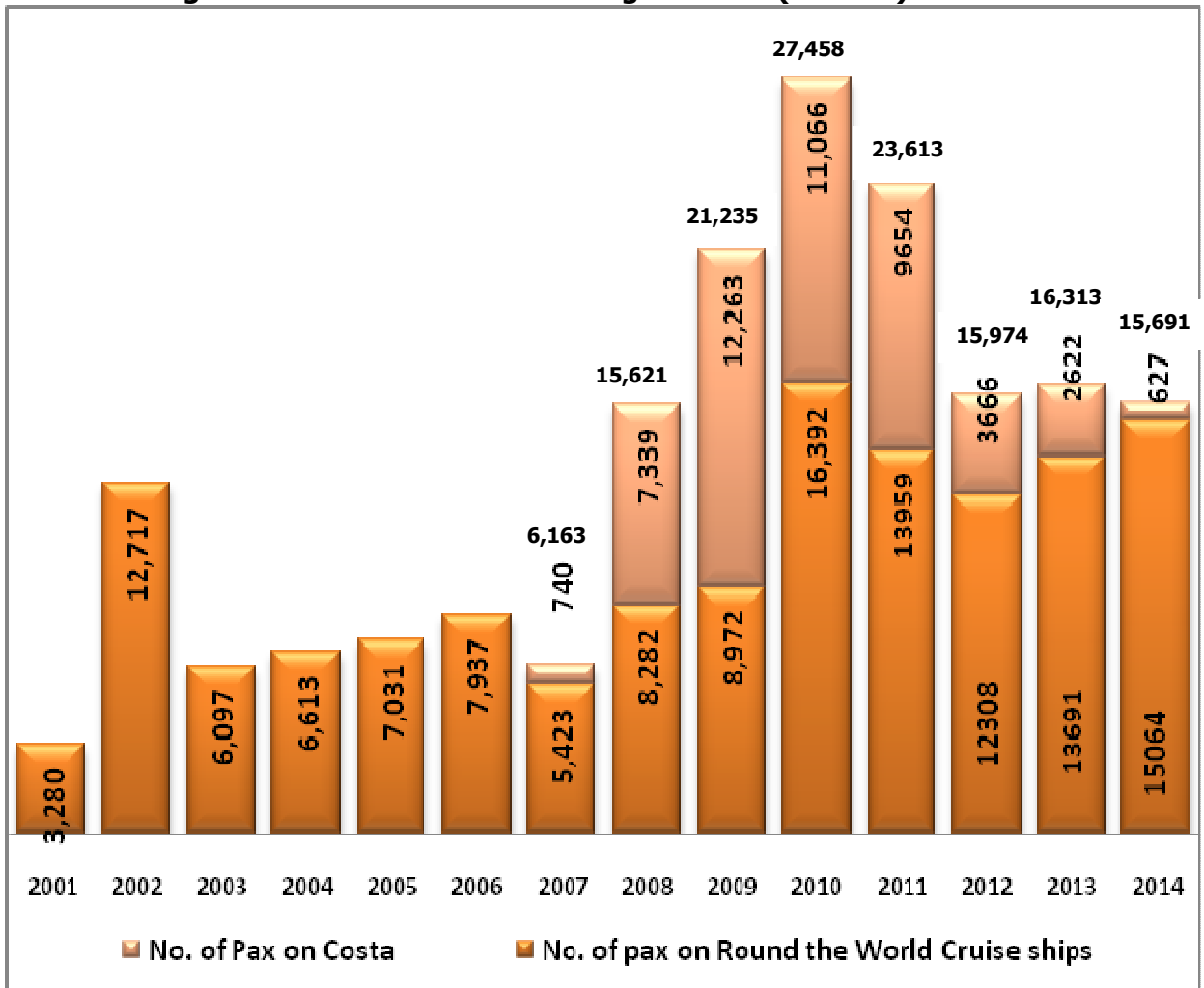
Fig 6: Evolution of Cruise Vessels' Calls



However, passenger traffic on arrival registered a contraction of 3.8% with 15,691 passenger arrival at Port Louis in CY2014 against 16,313 in CY2013, as depicted in Figure 7.

Similarly, a decrease of 4.7% in the number of passenger departure has been registered in CY2014, with some 15,735 passengers compared to 16,518 passengers in CY2013.

Fig 7: Evolution of Cruise Passenger Traffic (arrivals)



Costa Cruises

With the suspension of the home-porting activities of Costa Cruises in CY2012, there was only one round the world by Costa neoRiviera call in March 2014 against 2 calls in CY2013.

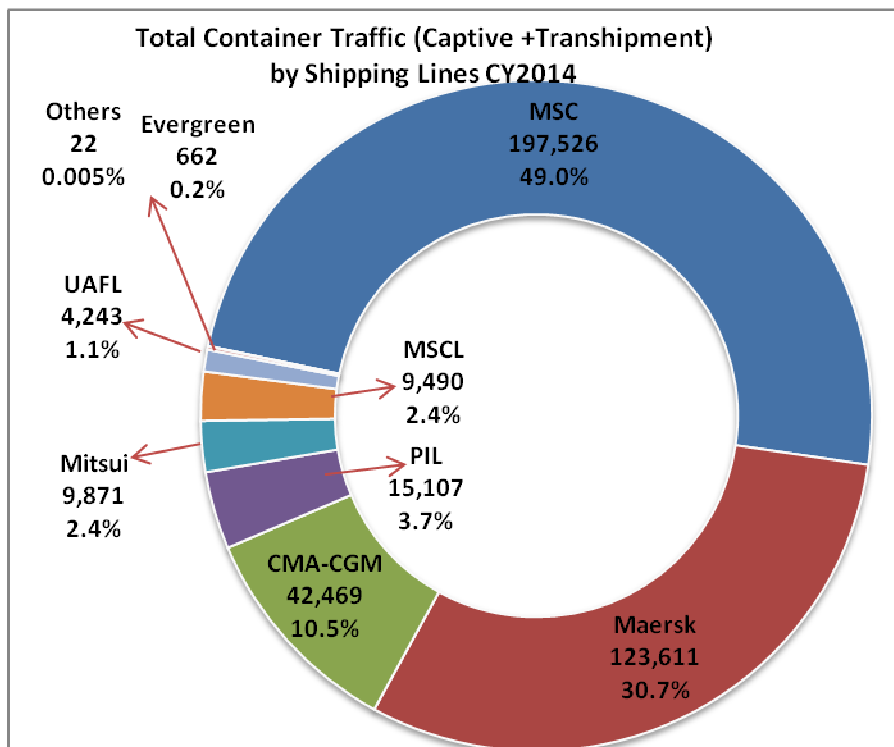
As a result, there has been a reduction of 76.0% in the no. of Costa passenger arrivals at Port Louis during CY2014 with 627 passengers compared to 2,622 passengers in CY2013.

9. Container Traffic by Shipping Lines

9.1 Total Container Traffic by Shipping Lines CY2013 V/S CY2014

Shipping line	CY2013 (TEUs)	CY2014 (TEUs)	Difference (TEUs)	%Change in (TEUs)	% Share in CY2013	% Share in CY2014
MSC	194,700	197,526	2,826	1.5	50.5	49.0
Maersk	106,570	123,611	17,041	16.0	27.7	30.7
CMA-CGM	36,522	42,469	5,947	16.3	9.5	10.5
PIL	12,617	15,107	2,490	19.7	3.3	3.7
Mitsui	12,300	9,871	-2,429	-19.7	3.2	2.4
MSCL	10,614	9,490	-1,124	-10.6	2.8	2.4
UAFL	2,226	4,243	2,017	90.6	0.6	1.1
Evergreen	9,772	662	-9,110	-93.2	2.5	0.2
Others*	5	22	17	340.0	0.0	0.0
Total	385,326	403,001	17,675	4.6	100.0	100.0

* Others includes: DAL



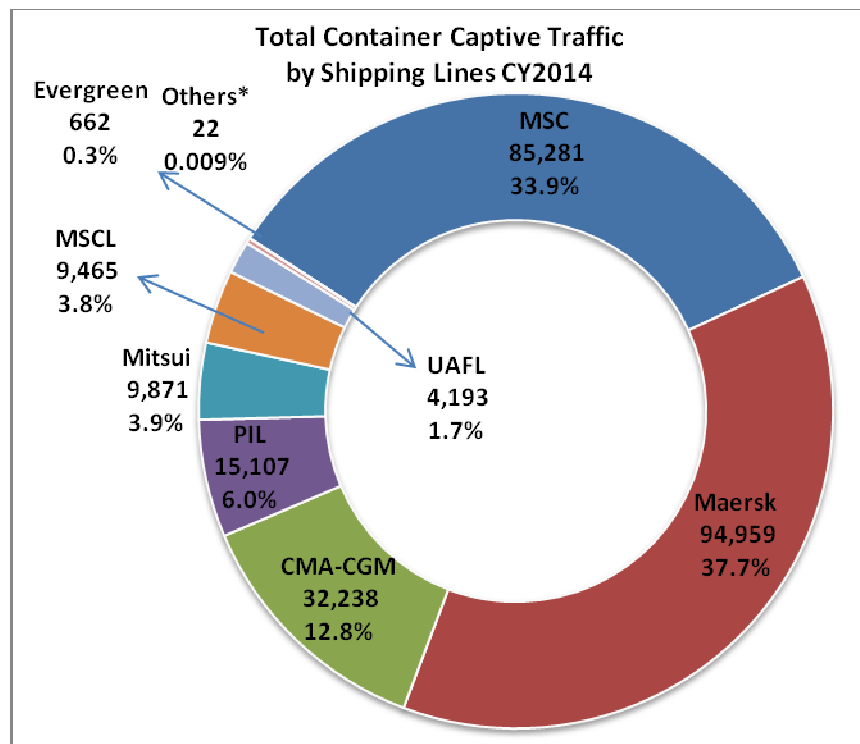
The breakdown of the total container traffic by shipping lines reveals the following:

- MSC has registered a growth of 1.5%, however, its share of total container has decreased from 50.5% in CY2013 to 49.0% in CY2014.
- Maersk's share of Total Container Traffic has grown from 27.7% in CY2013 to 30.7% for the period under review and its volume also witnessed an expansion by 16.0%
- CMA-CGM's share augmented from 9.5% to 10.5% with a total of 36,522 TEUs in CY2013 and 42,469 TEUs in CY2014, i.e. an increase of 5,947 TEUs, equivalent to 16.3%.

9.2 Total Captive Container Traffic by Shipping Lines – TEUs

Shipping line	CY2013	CY2014	Difference	% Change
MSC	90,845	85,281	-5,564	-6.1
Maersk	84,424	94,959	10,535	12.5
CMA-CGM	28,551	32,238	3,687	12.9
PIL	11,246	15,107	3,861	34.3
Mitsui	12,029	9,871	-2,158	-17.9
MSCL	10,370	9,465	-905	-8.7
UAFL	1,928	4,193	2,265	117.5
Evergreen	9,550	662	-8,888	-93.1
Others*	5	22	17	340.0
Total	248,948	251,798	2,850	1.1

* Others includes: DAL



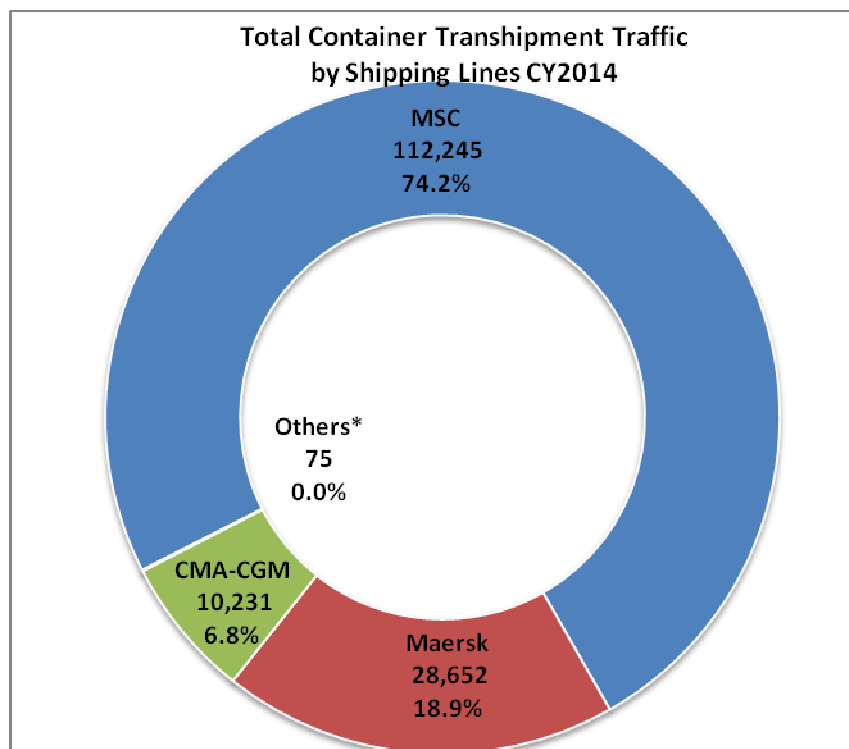
- The share of MSC in total captive container has decreased from 90,845 TEUs in CY2013 to 85,281 TEUs in CY2014 (a decrease of 6.1%), whereas
- Maersk’s captive traffic expanded from 84,424 TEUs in CY2013 to 94,959 TEUs in CY2014 (an increase of 12.5%).
- CMA-CGM registered a growth of 12.9% in the Total Captive Traffic with 28,551 TEUs in CY2013 in comparison with 32,238 TEUs in CY2014.
- The captive container traffic for PIL has increased by 34.3% from 11,246 TEUs in CY2013 to 15,107 TEUs in CY2014.
- On the other hand, the share of Captive traffic for Mitsui, which was 12,029 TEUs in CY2013 declined to 9,871 TEUs in CY2014, registering a drop of 17.9%. Actually

Mitsui has reviewed its services calling at the Indian Ocean region and suspended its call at Port Louis. M.V MOL NALA was the last Mitsui vessel that called at Port Louis on 14 November 2014.

9.3 Total Transshipment Traffic by Shipping Lines – TEUs

Shipping line	CY2013	CY2014	Difference	% Change
MSC	103,855	112,245	8,390	8.1
Maersk	22,146	28,652	6,506	29.4
CMA CGM	7,971	10,231	2,260	28.4
Others*	2,406	75	-2,331	-96.9
Total	136,378	151,203	14,825	10.9%

* Others includes: PIL, Mitsui, Coraline, UAFL, Evergreen, DAL



Total Transshipment container traffic has expanded by 10.9% for the period under review.

- MSC, which holds the biggest share in total transshipment traffic, has recorded a growth of 8.1%. MSC remains our biggest client for this segment of business.
- In the same vein, Maersk transshipment traffic has increased by 29.4% from 22,146 TEUS in CY2013 to 28,652 TEUS in CY2014.
- Similarly, CMA-CGM registered an increase of 28.4% in its transshipment activities at Port Louis Harbour from 7,971 TEUs in CY2013 to 10,231 TEUs in CY2014, representing a rise of some 2,260 TEUs.

10. Market Share by Major Shipping Lines

MSC still dominates the container traffic segment despite the fact that its share of captive container traffic has relatively gone down during CY2014, as detailed in Table 35.

Table 35: Comparative Traffic Share in Container Traffic

	Share in CY2013	Share in CY2014
MSC		
Total Container Traffic	50.5%	49.0%
Total Captive Container Traffic	36.5%	33.9%
Total Transshipment Container Traffic	76.2%	74.2% ↓
Maersk		
Total Container Traffic	27.7%	30.7% ↑
Total Captive Container Traffic	33.9%	37.7%
Total Transshipment Container Traffic	16.2%	18.9%

In CY2014, the local market was shared as follows:

- Total Container Traffic: MSC holds 49.0% of the market share as opposed to 30.7% for Maersk
- Total Captive Container Traffic: MSC holds 33.9% whereas Maersk 37.7%
- Total Transshipment Container Traffic: MSC holds the biggest share in the transshipment activities, i.e. 74.2% whereas Maersk has 18.9% of the market share.

11. Transshipment Activities by Shipping Lines

Mediterranean Shipping Company Ltd (MSC)

Some 103,855 TEUs were transhipped by MSC in CY2013 as compared to 112,245 TEUs for the corresponding period under review, i.e. a growth of 8.1% was registered.

No. of TEUs	CY2013	CY2014	Difference	% change
Laden	79,359	82,504	3,145	4.0
Empty	24,496	29,741	5,246	21.4
Total	103,855	112,245	8,390	8.1

Maersk

The number of TEUs transhipped by Maersk was 22,146 in CY2013 against 28,652 TEUs in CY2014 i.e. a growth of 6,506 TEUs.

No. of TEUs	CY2013	CY2014	Difference	% change
Laden	12,088	14,376	2,288	18.9
Empty	10,058	14,276	4,218	41.9
Total	22,146	28,652	6,506	29.4

12. Projects at MCT

CHCL has started refurbishing three of its oldest STS Crane out of the five existing cranes as from September 2014. The works on Crane 103 have been completed in December 2014 and the two remaining cranes (101 and 102) are expected to be renovated in six months time.

The MCT berth extension project too has started with the mobilisation of the contractors for the construction of the additional 240 metres of quay at the northern end of the existing quay. Besides the Extension, the project also comprises the Strengthening of the existing MCT berth and associated dredging works so as to accommodate larger container vessels of over 8,000 TEUs.

13. Downtime of Port

During the period under review, handling operations at MCT were disrupted for about 9.7 days due to rough seas and swells following cyclones Bejisa and Edilson coupled with adverse weather conditions like heavy rainfall and strong winds, as compared to 20.8 days in CY2013 (cyclones Dumile, Felleng and Imelda, flash flood and torrential rainfall).

14. Shipping Services

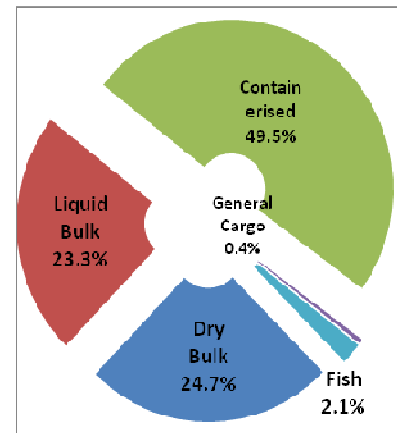
SHIPPING LINES	SERVICE	MAIN PORTS OF CALL
1. Mediterranean Shipping Company	Falcon Service (SB)	Valencia, FOS, La Spezia, Napoli, Gioia Tauro, Pointe des Galets, Port Louis , Sydney, Melbourne, Adelaide, Fremantle
	West Africa Express Service (WB)	Nansha, Chiwan, Singapore, Port Louis , Tincan Island, San Pedro, Lomé, Abidjan, Coega, Colombo, Singapore, Nansha
	South Africa Persian Gulf Service (SB + NB)	Jebel Ali, Mundra, Port Louis , Durban, Coega, Port Louis , Salalah, Jebel Ali
	Indian Ocean Islands Relay services	Loop 1 : Port Louis , Longoni, Majunga, Port Louis (10 days) Loop 2 : Port Louis , Tamatave, Pointe des Galets, Port Louis (weekly) Loop 3 : Port Louis , Tamatave, Diego Suarez, Majunga, Port Louis (10 days) Loop 4 : Port Louis , Ehoala, Tulear, Port Louis (18 days)
2. Maersk	M Express (VSA CMA CGM MOZEX, Mozambique to Far East Service)	Reunion, Toamasina, Maputo, Beira, Nacala, Port Louis , Port Klang, Tanjung Pelepas
	Safari WB (slot chartering by CMA CGM Shaka II)	Hong Kong, Shanghai, Ningbo, Yantian, Tanjung Pelepas, Port Louis , Durban, Port Elizabeth, Cape Town
	MISA (NB + SB)	Durban, Port Elizabeth, Port Louis , Jebel Ali, Salalah, Reunion, Port Louis , Toamasina, Durban
3. CMA CGM	MAX , Mascareignes Express Service	Mundra, Khor Fakkan, Pointe des Galets, Port Louis , Tamatave, Longoni, (Nacala), Port Victoria, Mundra
	MOZEX , Mozambique to Far East Service (VSA with Maersk M Express service (3))	Port Klang, Tanjung Pelepas, Pointe des Galets, Tamatave, Maputo/Pemba, Beira, Nacala, Port Louis , Port Klang
	Regional Feeder Service	Port Louis , Tulear, Longoni, Moroni, Mutsamudu, Majunga, Nosy Be, Antsiranna, Vohemar, Port Louis (Kiara+ MCP Rotterdam)
	Shaka II (slot chartering on Maersk Safari WB)	China, Tanjung Pelepas, Port Louis , Durban, Port Louis , Singapore, China
4. Pacific International Lines Ltd.	MZX Mozambique Zuid Express Service	Singapore, Port Louis , Point des Galets, Tamatave, Maputo, Beira, Singapore

SHIPPING LINES	SERVICE	MAIN PORTS OF CALL
5. Deutsche Afrika Linien	Slot Chartering with MSC Falcon Service from Mediterranean to IO	Valencia, FOS, La Spezia, Napoli, Gioia Tauro, Pointe des Galets, Port Louis , Sydney, Melbourne, Adelaide , Fremantle
6. UAFL	Slot Chartering with Maersk MISA Services	Durban, Port Elizabeth, Port Louis , Jebel Ali, Salalah, Reunion, Port Louis , Toamasina, Durban
7. Mauritius Shipping Corporation Ltd	M.S Mauritius Trochetia	Port Louis, Rodrigues, Port Louis Port Louis, Pointe des Galets, Port Louis Agalega (Tentatively planned for End of Feb, May, August & November) -

Appendix 1

A. Composition of Total Cargo Traffic CY2014

Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo and General Cargo) handled in the Port expanded from 6,760,700 tonnes in CY2013 to 6,896,149 tonnes in CY2014. The composition of total cargo traffic is depicted in Figure 8.



B. Total Bulk Cargo

Total Bulk cargo (Dry & Liquid) dropped from 3,328,116 tonnes in CY2013 as compared to 3,311,657 in CY2014, representing a contraction of 16,459 tonnes or 0.5%.

Total Bulk Cargo CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Dry Bulk	1,801,151	1,706,238	-94,913	-5.3
Liquid Bulk	1,526,965	1,605,419	78,454	5.1
Total	3,328,116	3,311,657	-16,459	0.5

B.1 Dry Bulk Cargo

Total Dry Bulk cargo registered a negative growth of 5.3 %, equivalent to 94,913 tonnes from 1,801,151 tonnes in CY2013 to 1,706,238 tonnes in CY2014.

Total Dry Bulk Cargo CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Imports	1,801,151	1,678,249	-122,902	-6.8
Exports	-	27,989	27,989	-
Total	1,801,151	1,706,238	-94,913	-5.3

B.2 Liquid Bulk Cargo

Total Liquid Bulk Cargo decreased from 1,526,965 tonnes in CY2013 to 1,605,419 tonnes in CY2014, registering a growth of 78,454 tonnes, equivalent to 5.1%.

Total Liquid Bulk Cargo CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Imports	1,189,478	1,260,567	71,089	6.0
Exports	337,487	344,852	7,365	2.2
Total	1,526,965	1,605,419	78,454	5.1

C. Containerised Cargo (inclusive of Inter-Island Trade)

Total Containerised Cargo went up by 4.8% from 3,254,231 tonnes in CY2013 to 3,411,859 tonnes in CY2014, as summarised below.

Containerised Cargo Traffic CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Imports	1,296,561	1,360,463	63,902	4.9
Exports	736,654	768,866	32,212	4.4
Transshipment (inwards)	1,221,016	1,282,530	61,514	5.0
Total	3,254,231	3,411,859	157,628	4.8

D. General Cargo Traffic (inclusive of Inter-Island Trade)

General Cargo, comprising Inter-island trade and unitised break bulk, witnessed a decrease of 2.8% (equivalent to 833 tonnes) from 30,056 tonnes in CY2013 to 29,223 tonnes in CY2014.

General Cargo Traffic CY2013 v/s CY2014 (tonnes)

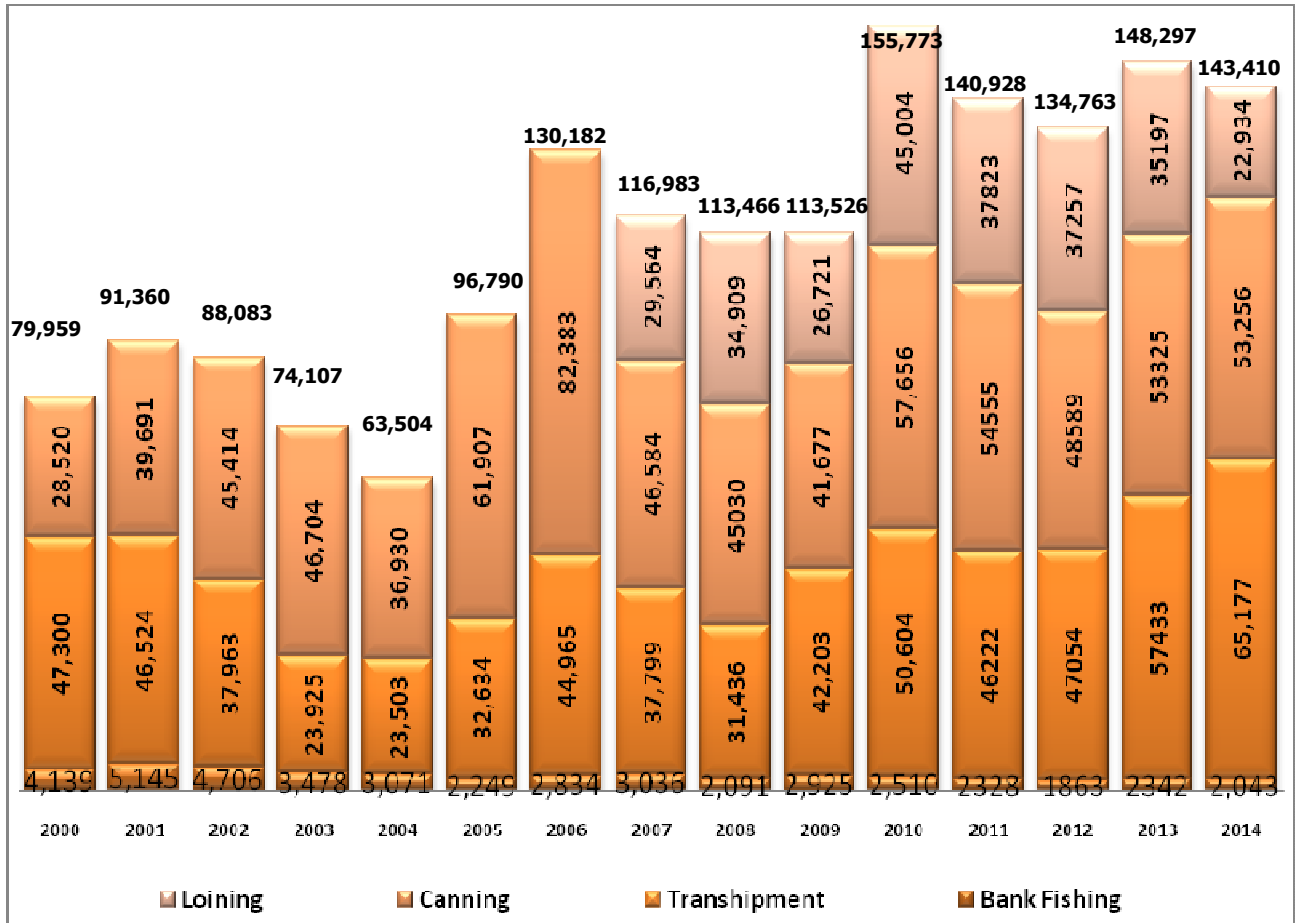
	CY2013	CY2014	Difference	% Change
Imports	25,576	23,957	-1,619	-6.3
Exports	4,480	5,266	786	17.5
Total	30,056	29,223	-833	-2.8

E. Fish Traffic

Total Fish Traffic declined by 3.3% with 143,410 tonnes in CY2014 as opposed to 148,297 tonnes in CY2013.

Total Fish Traffic CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
Princes Tuna	53,325	53,256	-69	-0.1
Thon des Mascareignes	35,197	22,934	-12,263	-34.8
<i>Total Tuna</i>	<i>88,522</i>	<i>76,190</i>	<i>-12,332</i>	<i>-13.9</i>
Local Market	2,342	2,043	-299	-12.8
Transshipment Inwards	55,574	62,121	6,547	-3.3
Transshipment Outwards	1,859	3,056	1,197	64.4
Grand Total	148,297	143,410	-4,887	-3.3



F. Inter-Island Trade – Rodrigues

The volume of cargo traded with Rodrigues increased by 9.4% (5,605 tonnes) from 59,837 tonnes in CY2013 to 65,442 tonnes in CY2014.

Inter-Island Traffic CY2013 v/s CY2014 (tonnes)

	CY2013	CY2014	Difference	% Change
General cargo	4,215	4,814	599	14.2
Containerised cargo	55,622	60,628	5,006	9.0
Total	59,837	65,442	5,605	9.4

- The tonnage of general cargo to/from Rodrigues experienced a growth of 14.2%, i.e. from 4,215 tonnes in CY2013 to 4,814 tonnes in CY2014.
- Likewise, containerised cargo to/from Rodrigues expanded by 9.0% i.e. from 55,622 tonnes in CY2013 to 60,628 tonnes in CY2014.

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