

Port Trade Performance FY23/24 versus FY24/25



14.10.2025

Table of Contents

1.	KEY FIGURES AT A GLANCE	3
2.	INTRODUCTION.....	4
3.	TOTAL CARGO TRAFFIC (New Record).....	5
4.	TOTAL IMPORTS	6
4.1	Solid (Dry) Bulk Imports	6
4.2	Liquid Bulk Imports	7
4.3	Containerised Cargo Imports.....	8
4.4	General Cargo Imports	8
4.5	Fish Traffic Imports.....	8
5.	TOTAL EXPORTS.....	9
5.1	Liquid Bulk Exports.....	9
5.1.1	Bunkering Activities.....	9
5.2	Containerised Cargo Exports	10
5.3	General Cargo Exports.....	11
5.4	Fish Traffic Exports.....	11
6.	TOTAL CONTAINER TRAFFIC (New Record).....	11
6.1	Total Captive Container Traffic (New Record)	12
6.2	Total Transshipment Inwards Container Traffic	15
7.	PERFORMANCE INDICATORS AT MAURITIUS CONTAINER TERMINAL	16
8.	WORLD BANK CONTAINER PORT PERFORMANCE INDEX (CPPI)	21
9.	VESSEL CALLS (New Record)	22
10.	PERFORMANCE AT MULTI PURPOSE TERMINAL.....	25
11.	CONTAINER TRAFFIC BY SHIPPING LINES.....	27
12.	MARKET SHARE BY MAJOR SHIPPING LINES.....	29
13.	TRANSHIPMENT ACTIVITIES BY SHIPPING LINES	29
14.	DOWNTIME AT PORT.....	30
15.	SHIPPING SERVICES FY24/25	31
	APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC FY24/25	33
A.	Total Cargo Traffic	33
B.	Total Dry Bulk Cargo	33
C.	Total Liquid Bulk Cargo.....	34
D.	Containerised Cargo	34
E.	General Cargo Traffic	34
F.	Fish Traffic.....	35

Port Trade Performance FY24/25

1. KEY FIGURES AT A GLANCE

Total Trade Volume (New Record)	9.8 Million tonnes	(+14.6 %)
• Containerised Cargo	4.4 Million tonnes	(+9.5%)
• Dry Bulk Cargo	2.0 Million tonnes	(+7.8%)
• Liquid Bulk Cargo	3.2 Million tonnes	(+28.8%)
• Fish Traffic	106,610 tonnes	(-9.8%)
Total Container Traffic (New Record)	496,558 TEUs	(+5.8%)
• Captive Container (New Record)	283,936 TEUs	(+4.8%)
• Transshipment Container Inwards	212,622 TEUs	(+7.1%)
• Transshipment Container Outwards	206,906 TEUs	(+4.2%)
Total Container Throughput (incl. paid restows)	719,782 TEUs	(+5.8%)
Total Vessel Traffic (New Record)	4,139 calls	(+17.7%)
• Containerised Vessels	513 calls	(+7.8%)
• Fishing Vessels	826 calls	(+2.9%)
• Cruise Traffic	45 calls	(-4.3%)
Total Bunker Traffic (New Record)	1,048,471 tonnes	(+42.7%)
• Pipeline	58,830 tonnes	(+6.1%)
• Barges (New Record)	989,641 tonnes	(+45.7%)

2. INTRODUCTION

According to the IMF “World Economic Outlook” of April 2025, the global growth which stood at 3.3% in 2024, is projected to decline to 2.8% in 2025 after a period of steady but underwhelming performance, amid policy shifts and new uncertainties stemming from escalating trade tensions. In parallel, in its March 2025 report titled “Global Trade Update” highlighted that tariffs are expected to have significant repercussions on global and regional value chains. The disruptions caused by these tariffs could lead to shifts in production and sourcing patterns, as companies and countries adjust to new trade barriers and seek to mitigate the costs of these tariffs.

The report titled the “Global Trade Outlook and Statistics April 2025” highlighted that a profusion of new tariff measures announced and implemented since January 2025 prompted WTO economists to re-examine the trade landscape, resulting in a significant downgrade to the outlook for merchandise trade, and a smaller reduction in the outlook for services trade.

Since December 2023, disruptions in the Red Sea, the Suez Canal and the Panama Canal caused freight rates to increase and exacerbated congestion in major ports in Asia and the Middle East. Furthermore, the impact of empty containers has been evident, with carriers prioritizing shipments to high paying markets, such as the United States and Europe, potentially at the expense of regions such as Africa. Looking beyond 2024, UNCTAD expects maritime trade to increase by an average annual rate of 2.4 % between 2025 and 2029, while containerized trade is projected to increase by 2.7 %.

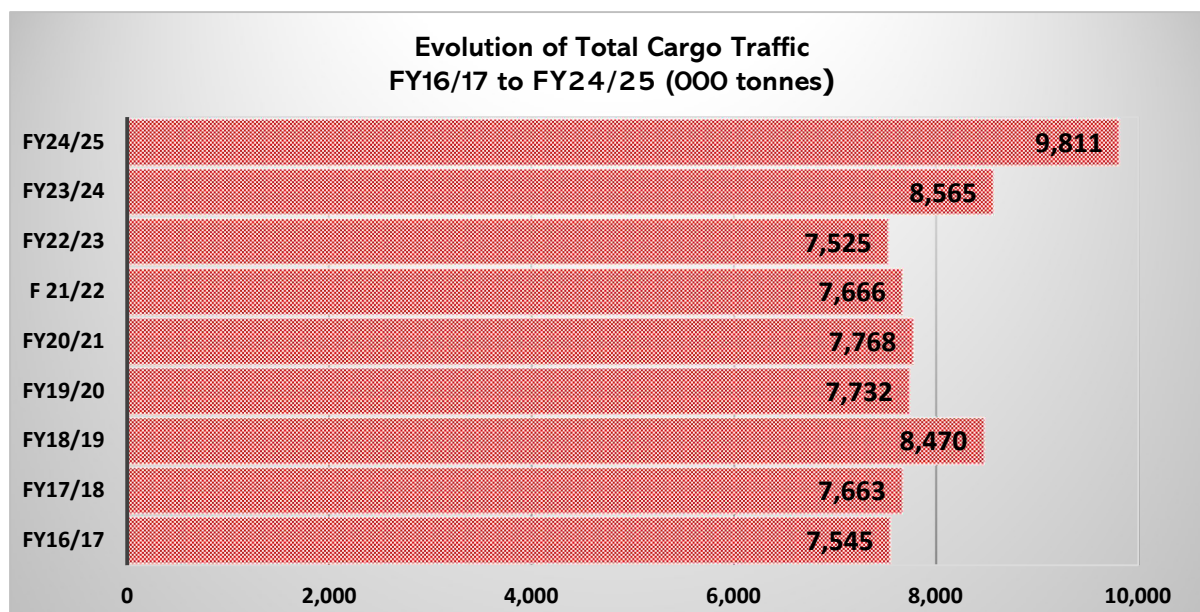
On the domestic front, the GDP grew by a robust 4.7 percent in 2024, driven by services, construction, and tourism and projected to slow down to 3.3% in 2025, according to latest National Account Estimates from Statistics Mauritius. Growth in 2025 would be largely impacted by global headwinds, particularly on the back of announced import tariffs, disruptions in trade patterns.

In spite challenging external and internal environment, Port Louis harbour witnessed an exceptional performance, for the first time, total cargo traffic crossed the level of 9.8 million to reach 9,811,426 tonnes in Financial Year 2024/2025 (FY24/25), as opposed to 8,564,914 tonnes registered in FY23/24, representing a growth of 14.6%, equivalent to 1,246,512 tonnes, driven by robust growth in GDP-independent cargo, namely laden container transshipment activities and bunkering.

The total container traffic has witnessed an expansion of 5.8% and reached 496,558 TEUs in FY24/25 as compared to 469,510 TEUs in FY23/24. For the period under review, both captive and transshipment container traffic expanded by 4.8% and 7.1%, respectively.

The port witnessed a growth 17.7% in the total vessels calls, from 3,517 in FY23/24 to 4,139 in FY24/25, mainly driven by buoyant expansion in vessels calling for bunkering and crew change.

3. TOTAL CARGO TRAFFIC (New Record)



Total Cargo tonnage handled in the port stood at 9,811,426 tonnes in FY24/25 as compared to 8,564,914 tonnes in FY23/24, representing a double-digit growth of 14.6%, equivalent to 1,246,512 tonnes, as summarised in Table 1.

Table 1: -Total Cargo Traffic – FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Total Imports	5,352,240	5,997,809	645,569	12.1
Total Exports	1,375,345	1,660,758	285,413	20.8
Total Containerised Transhipment Inwards	1,837,329	2,152,859	315,530	17.2
Total	8,564,914	9,811,426	1,246,512	14.6

Total Imports

Total Imports Traffic grew by 12.1% from 5,352,240 tonnes in FY23/24 to reach 5,997,809 tonnes in FY24/25. Expansions recorded in solid bulk (+7.8), liquid bulk (+22.9%), containerised cargo (+6.3%), general cargo (+20.7%) imports more than offset the contractions recorded in fish (-9.2)

Total Exports

Total exports stood at 1,660,758 tonnes in FY24/25 as compared 1,375,345 to tonnes in FY23/24, representing a growth of 20.8%. It should be noted that expansions recorded in liquid bulk (+43.0%), and general cargo(+10.4), exports more than offset the contractions noted in containerised cargo (-4.8%) and fish (-57.0%)

Total Containerised Transhipment Inwards

Total Containerised Transhipment Inwards traffic increased from 1,837,329 tonnes in FY23/24 to 2,152,859 tonnes in FY24/25, representing a growth of 17.2% equivalent to 315,530 tonnes.

4. TOTAL IMPORTS

Total Imports expanded by 12.1% with 5,997,809 tonnes in FY24/25 as compared to 5,352,240 tonnes in FY23/24. Table 2 illustrates the breakdown of Total Imports.

Table 2: Breakdown of Total Imports FY23/24 v/s FY24/25 (tonnes)

Imports	FY23/24	FY24/25	Difference	% Change
Solid Bulk	1,870,198	2,016,231	146,033	7.8
Liquid Bulk	1,766,629	2,170,571	403,942	22.9
Containerised	1,563,940	1,663,089	99,149	6.3
Fish	116,766	106,016	-10,750	-9.2
General cargo	34,707	41,902	7,195	20.7
Total	5,352,240	5,997,809	645,569	12.1

4.1 Solid (Dry) Bulk Imports

Solid bulk imports have witnessed an expansion of 7.8%, equivalent to 146,033 tonnes, from 1,870,198 tonnes in FY23/24 to 2,016,231 tonnes in FY24/25 as detailed in Table 3.

Table 3: Solid Bulk Imports – FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Coal	775,545	759,143	-16,402	-2.1
Cement (New Record)	699,105	795,791	96,686	13.8
Wheat	124,868	149,363	24,495	19.6
Sugar	84,000	126,000	42,000	50.00
Maize	121,625	129,129	7,504	6.2
Soya Bean Meal	65,055	56,805	-8,250	-12.7
Total	1,870,198	2,016,231	146,033	7.8

- Coal imports showed a slight decrease of 2.1 with 759,143 tonnes in FY24/25 as compared to 775,545 tonnes in FY23/24 as coal-bagasse fired power stations are operating at full capacity since Terragen Ltd has resumed its activities in May 2023.
- Bulk Cement imports increased by 13.8% with 795,791 tonnes in FY24/25 as compared to 699,105 tonnes in FY23/24, reflecting the buoyant growth of 13.3% recorded in the construction sector in 2024, according to latest National Account Estimates from Statistics Mauritius.
- For the year under review, imports of wheat increased by 19.6 % from 124,868 tonnes in FY23/24 to 149,363 tonnes in FY24/25, reflecting mainly to the award of full contract of supply of flour for the domestic market in 2023 by State Trading Corporation to Les Moulins De La Concorde.
- Bulk sugar import increased from 84,000 tonnes in FY23/24 to 126,000 tonnes in FY24/25. This traffic is driven by the production mix which favors the production of a larger quantity of special sugar from the local raw sugar. As a result, less raw sugar is available for refinery thus raw sugar has to imported from Brazil to benefit scale economies.
- Maize and soya bean meal are mainly used in the production of animal feed for chicken. Overall, the animal feed (maize and soya bean) has noted a slight drop of 0.4% for the under review. However, the breakdown reveals that maize imports which expanded by 6.2% whilst soya bean meal declined by 12.7 %.

4.2 Liquid Bulk Imports

Total imports of liquid bulk expanded by 22.9%, representing 403,942 tonnes, i.e., from 1,766,629 tonnes in FY23/24 to 2,170,571 tonnes in FY24/25 as summarised in Table 4.

Table 4: Liquid Bulk Imports - FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
White oil (New Record)	754,681	879,061	124,380	16.5
Black oil (New Record)	900,678	1,172,428	271,750	30.2
LPG	93,368	96,584	3,216	3.4
Edible oil	15,304	14,800	-504	-3.3
Bitumen	2,598	7,698	5,100	196.3
Total	1,766,629	2,170,571	403,942	22.9

- Imports of White oil increased from 754,681 tonnes in FY23/24 to 879,061 tonnes in FY24/25, representing a significant increase of 16.5%, reflecting buoyant economic activities, during the current financial period.

Table 4.1: White Oil Imports

TYPE	FY23/24	FY24/25	Difference	% Change
JET A1	271,735	311,375	39,640	14.6
GAS OIL 10ppm	186,816	285,196	98,380	52.7
GAS OIL	73,371	14,452	-58,919	-80.3
GAS OIL 0.95	19,683	54,905	35,222	178.9
MOTOR GASOLINE	157,093	160,201	3,108	2.0
MARINE GAS OIL 0.1%	30,573	22,007	-8,566	-28.0
DISTILLED MARINE FUEL	15,410	30,925	15,515	100.7
TOTAL	754,681	879,061	124,380	16.5

- Imports of Black oil expanded from 900,678 tonnes in FY23/24 to 1,172,428 tonnes in FY24/25, representing a growth of 30.2%, reflecting strong expansion in bunkering segment.

Table 4.2: Black Oil Imports

TYPE	FY23/24	FY24/25	Difference	% Change
FUEL OIL 180 cstcc	33,662	59,177	25,515	75.8
FUEL OIL 180 cstr	165,187	163,640	-1,547	-0.9
FUEL OIL 380 cstr	173,330	150,038	-23,292	-13.4
Ship to Ship	101,125	125,013	23,888	23.6
Very Low Sulphur Fuel Oil	109,576	82,065	-27,511	-25.1
High Sulphur Fuel Oil	15,648	0	-15,648	-100.0
Low Sulphur Fuel Oil	140,368	505,050	364,682	259.8
Residual Marine Fuel rmg (180)	19,749	42,695	22,946	116.2
Residual Marine Fuel rmg (380)	142,033	44,750	-97,283	-68.5
Total	900,678	1,172,428	271,750	30.2

- Imports of LPG increased by 3.4% from 93,368 tonnes in FY23/24 to 96,584 tonnes in FY24/25, reflecting buoyant economic activities.

- For the year under review, imports of Edible Oil decreased by 3.3% from 15,304 tonnes to 14,800 tonnes in FY24/25, reflecting the increasing trend in bulk importation of edible oil.
- Bitumen imports have increased by 196.3 % from 2,598 tonnes in FY23/24 to 7,698 tonnes in FY24/25, reflecting the past trend in the current financial year.

4.3 Containerised Cargo Imports

Total containerised imports noted an increase of 6.3%. The breakdown of this traffic in Table 5 reveals that captive containerised cargo imports show an expansion of 6.4% whereas Inter-Island witnessed a contraction of 2.1%.

Table 5: Containerised Cargo Imports – FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Captive	1,548,624	1,648,098	99,474	6.4
Inter-Island	15,316	14,991	-325	-2.1
Total	1,563,940	1,663,089	99,149	6.3

4.4 General Cargo Imports

Total General Cargo Imports witnessed an increase of 20.7%. The breakdown of this traffic shows that both unitized break bulk and Inter-Island witnessed an increased by 19.2% and 66 % respectively as shown in Table 6.

Table 6: General Cargo Imports – FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Unitized Break Bulk	33,573	40,020	6,447	19.2
Inter-Island	1,134	1,882	748	66
Total	34,707	41,902	7,195	20.7

4.5 Fish Traffic Imports

Total fish imports posted a decrease of 9.2% with 106,016 tonnes in FY24/25 as compared to 116,766 tonnes in FY23/24.

On the other hand, it is worth noting that the total number of fishing vessels calling at Port Louis have increased from 793calls in FY23/24 to 821 calls recorded in FY24/25, representing an increase of 3.5%, driven mainly by expansion in number of calls by Fish Vessels engaged in bank fisheries.

Table 7: Fish Traffic Imports - FY23/24 v/s FY24/25 (tonnes)

	Volume (tonnes)				Vessel Calls			
	FY23/24	FY24/25	Difference	% Change	FY23/24	FY24/15	Difference	% Change
Tuna/ Loin Processing	66,753	69,134	2,381	3.6	24	26	2	8.3
Bank fishing	3,293	2,721	-572	-17.4	332	362	30	9.0
Transshipment Inwards	45,340	33,567	-11,773	-26	414	417	3	0.7
Direct Transshipment Inwards	1,380	594	-786	-57.0	23	16	-7	-30.4
Total	116,766	106,016	-10,750	-9.2	793	821	28	3.5

- Imports of Tuna as raw materials by Princess Tuna and Thon des Mascareignes increased by 2,381 tonnes from 66,753 tonnes in FY23/24 to 69,134 tonnes in FY24/25.

- Conversely, catch in our oceanic banks, mainly meant for the local market, has shown a drop by 17.4. %, from 3,293 tonnes in FY23/24 to 2,721 tonnes in FY24/25, despite an increase in the number of fishing vessel calls for the period under review.
- Fish transshipment activity has decreased by 26% with 33,567 tonnes in FY24/25 against 45,340 tonnes recorded in FY23/24,
- In the same vein, direct ship to ship transshipment has gone down from 1,380 tonnes in FY23/24 to 594 tonnes recorded during the current financial year, representing a decrease of 57.0%, reflecting a decrease in the number of vessels undertaking direct transshipment activities at Port Louis.

5. TOTAL EXPORTS

Total exports expanded by 20.8% and stood at 1,660,758 tonnes in FY24/25 as compared to 1,375,345 tonnes in FY23/24.

Table 8: Breakdown of Total Bulk Exports - FY23/24 v/s FY24/25 (tonnes)

Exports	FY23/24	FY24/25	Difference	% Change
Liquid Bulk	734,856	1,050,777	315,921	43.0
Containerised	634,877	604,714	-30,163	-4.8
General cargo	4,232	4,673	441	10.4
Fish	1,380	594	-786	-57.0
Total	1,375,345	1,660,758	285,413	20.8

5.1 Liquid Bulk Exports

Exports of Liquid Bulk cargo registered a growth of 43.0% from 734,856 tonnes in FY23/24 to 1,050,777 tonnes in FY24/25, equivalent to 315,921 tonnes as detailed in Table 9.

Table 9: Breakdown of Liquid Bulk Exports - FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Total Bunker (New Record)	734,856	1,048,471	313,615	42.7
Ethanol	0	2,306	2,306	0
Grand Total	734,856	1,050,777	315,921	43.0

Total bunker exports, which account for the most of bulk of total bulk liquid exports, witnessed an expansion of 42.7%, equivalent to an increase of some 313,615 tonnes. The breakdown hereunder reveals refuelling activities at Port Louis has recovered rapidly during FY24/25.

5.1.1 Bunkering Activities

Total volume of bunker increase significantly by 42.7% from 734,856 tonnes in FY23/24 to 1,048,471 tonnes in FY24/25 as outlined in the figure below and Table 10.

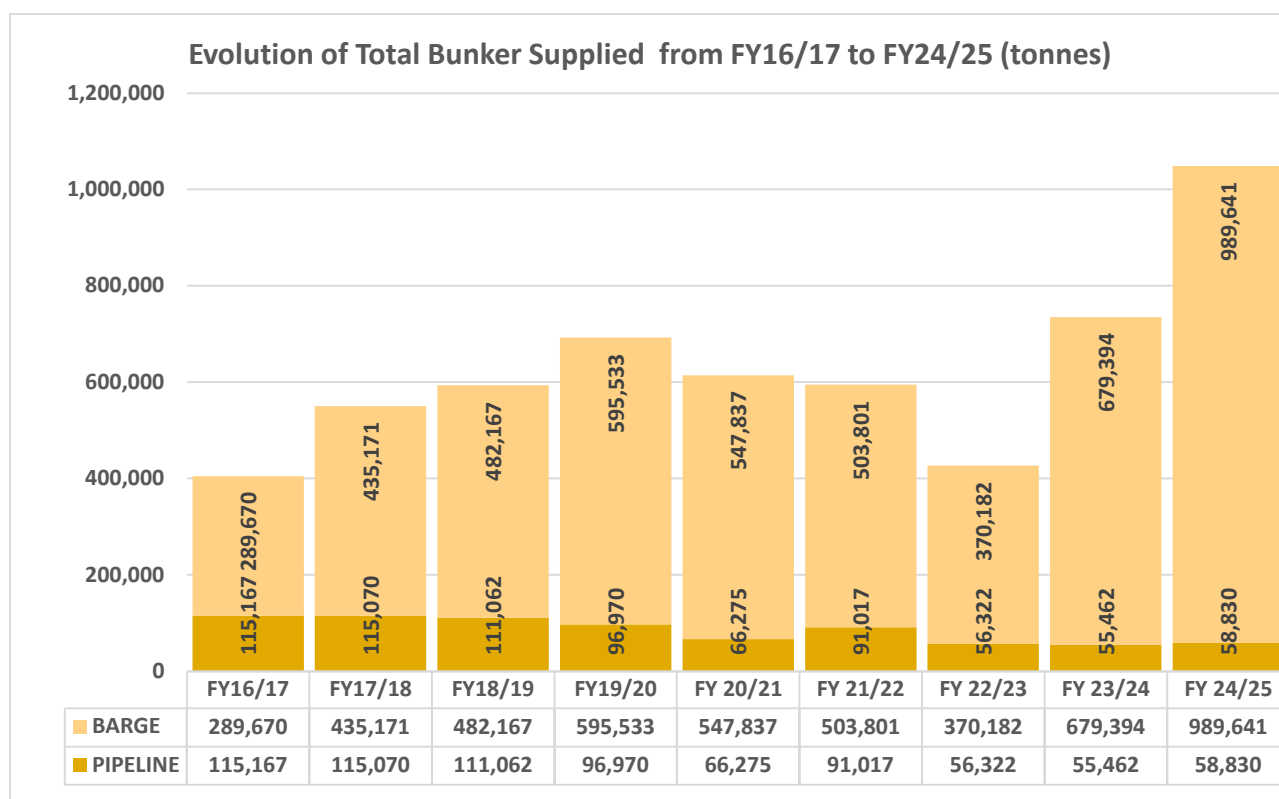
Table 10: Total Bunker Exports – FY23/24 v/s FY24/25

	Volume in Tonnes				Vessel Calls			
	FY23/24	FY24/25	Difference	% Change	FY23/24	FY24/25	Difference	% Change
Bunker by pipeline	55,462	56,830	3,368	6.1	942	1,031	89	9.4
Bunker by barge	679,394	989,641	310,247	45.7	1506	1,961	455	30.2
Total	734,856	1,048,471	313,615	42.7	2,448	2,992	544	22.2

Bunker Volume (New Record)

Table 10 shows that volume of bunker by pipeline has noted an increase of 6.1% and stood at 56,830 tonnes in FY24/25 against 55,462 tonnes in FY23/24.

The exports of Bunker by barge (New Record), which accounts for the bulk of total bunkers, has noted a significant rise from 679,394 tonnes in FY23/24 to 989,641 tonnes in FY24/25, representing a growth of 45.7%. This exceptional growth, well outside normal fluctuations, is mainly attributable to the ongoing Red Sea Crisis since November 2023.



Bunker Calls (New Record)

The total number of vessels refuelling at Port Louis has increased from 2,448 calls in FY23/24 to 2,992 calls in FY24/25, posting a surplus of 22.2%.

It has been noted that the breakdown of the number of vessels calling at Port Louis for refuelling reveals the following: both barge (New Record) and pipeline have expanded by 30.2% and 9.4%, respectively, for the financial period under review.

5.2 Containerised Cargo Exports

Total containerised cargo exports declined from 634,877 tonnes in FY23/24 to 604,714 tonnes in FY24/25, representing a contraction of 4.8%. The breakdown of this traffic reveals that captive witnessed a decline of 6.1 % whilst inter-island containerised exports noted an expansion 3.3%.

Table 11: Containerised Exports – FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Captive	542,982	509,803	-33,179	-6.1
Inter-Island	91,895	94,911	3,016	3.3
Total	634,877	604,714	-30,163	-4.8

5.3 General Cargo Exports

Total General Cargo Exports witnessed an expansion of 10.4%. The breakdown of this traffic shows that unitized Break Bulk has shrunk by -97.2% whereas Inter- Island segment have increased by 40.6 %.

Table 12: General Cargo Exports – FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Unitized Break Bulk	926	26	-900	-97.2
Inter-Island	3,306	4,647	1,341	40.6
Total	4,232	4,673	441	10.4

5.4 Fish Traffic Exports

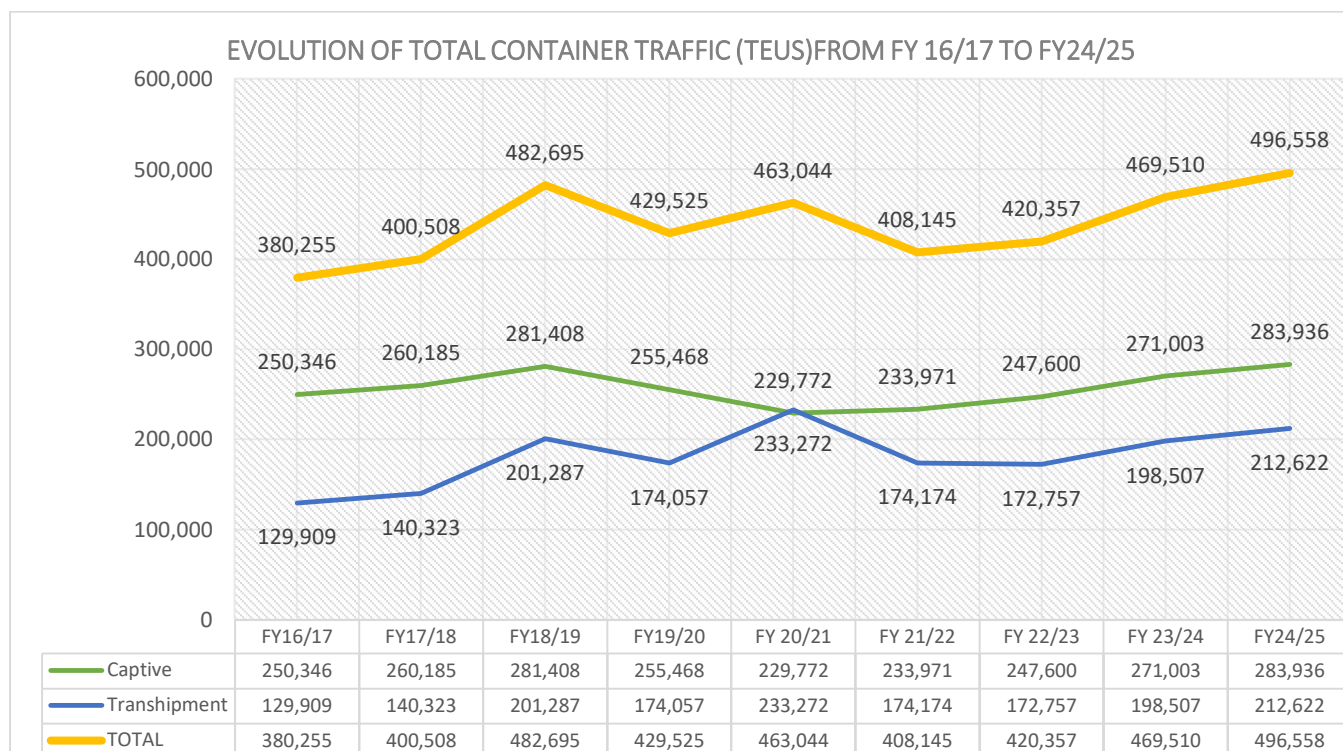
For the year FY24/25, direct transshipment outwards of fish stood at 594 tonnes as opposed to 1,380 tonnes in FY23/24, representing a decline of 57.0% owing to the reduction in the number of fishing vessels involved in direct transshipment activities for the financial year under review.

Table 13: Fish Exports – FY23/24 v/s FY24/25 (tonnes)

Direct Transshipment outwards (ship to ship)	Volume in Tonnes				No of vessel Calls			
	FY23/24	FY24/25	Difference	% Change	FY23/24	FY24/25	Difference	% Change
	1,380	594	-786	-57.0	10	5	-5	-50

6. TOTAL CONTAINER TRAFFIC (New Record)

Total Container Traffic (excluding paid restows) witnessed a growth of 5.8%, equivalent to 27,048 TEUs from 469,510 TEUs in FY23/24 to 496,558 TEUs in FY24/25.



It is worth noting that both captive and transshipment container traffic noted a growth of 4.8% and 7.1 %, respectively .Details are summarised in Table 14.

Table 14: Total Container Traffic – FY23/24 v/s FY24/25 (TEUs)

	FY23/24	FY24/25	Difference	% Change
Captive	271,003	283,936	12,933	4.8
Transshipment	198,507	212,622	14,115	7.1
Total	469,510	496,558	27,048	5.8

6.1 Total Captive Container Traffic (New Record)

Total Captive Container Traffic expanded from 271,003 TEUs in FY23/24 to 283,936 TEUs, representing a growth of 4.8% in FY24/25. Table 15 shows the comparative monthly captive container traffic for the financial period under review.

Table 15: Total Captive Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	21,431	22,591	1,160	5.4
Aug	21,180	22,293	1,113	5.3
Sep	18,851	22,312	3,461	18.4
Oct	22,875	23,669	794	3.4
Nov	20,316	22,621	2,305	11.4
Dec	24,002	28,403	4,401	18.3
Jan	13,013	28,195	15,182	116.7
Feb	24,857	21,926	-2,931	-12.0
Mar	31,145	24,229	-6,916	-22.2
Apr	22,464	21,202	-1,262	-5.6
May	25,281	23,715	-1,566	-6.2
Jun	25,588	22,780	-2,808	-11.0
Total	271,003	283,936	12,933	4.8

6.1.1 Captive Laden Import Container Traffic

Laden import container traffic witnessed a growth of 6.1% equivalent to 7,617 TEUs with a total of 132,700 TEUs in FY24/25 as compared to 125,083 TEUs in FY23/24 as shown in Table 16.

This expansion is largely attributed to the higher growth in final consumption expenditure in real terms in 2024 which stood at 3.6% as compared to 2.6% in 2023, according to National Accounts estimates (March 2024)

Table 16: Captive Laden Import Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	10,295	9,963	-332	-3.2
Aug	10,238	10,996	758	7.4
Sep	10,128	11,187	1,059	10.5
Oct	10,314	14,607	4,293	41.6
Nov	10,341	11,620	1,279	12.4
Dec	12,775	12,825	50	0.4
Jan	5,944	10,124	4,180	70.3
Feb	11,378	8,691	-2,687	-23.6
Mar	12,502	10,871	-1,631	-13.1
Apr	9,721	9,702	-19	-0.2
May	9,630	10,253	623	6.5
Jun	11,817	11,861	44	0.4
Total	125,083	132,700	7,617	6.1

6.1.2 Captive Laden Export Container Traffic

Captive laden export container traffic declined with 50,790 TEUs in FY23/24 and 48,311 TEUs in FY24/25 representing a decrease of 2,479 TEUs, reflecting mainly the contraction in textile segment in 2024, according to National Accounts estimates (March 2024).

Table 17: Captive Laden Export Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	4,303	3,831	-472	-11.0
Aug	5,427	3,776	-1,651	-30.4
Sep	4,008	3,950	-58	-1.5
Oct	4,934	4,798	-136	-2.8
Nov	3,582	3,984	402	11.2
Dec	4,676	4,543	-133	-2.8
Jan	1,930	3,644	1,714	88.8
Feb	4,332	3,973	-359	-8.3
Mar	5,184	4,509	-675	-13.0
Apr	3,970	3,712	-258	-6.5
May	3,877	3,568	-309	-8.0
Jun	4,567	4,023	-544	-11.9
Total	50,790	48,311	-2,479	-4.9

6.1.2 Captive Empty Import Container Traffic

Import of empty container traffic decreased from 12,054 TEUs in FY23/24 to 11,222 TEUs in FY24/25, representing a decline of 6.9% for the year under review. Details are outlined in Table 18.

Table 18: Captive Empty Import Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	816	1,025	209	25.6
Aug	964	1,188	224	23.2
Sep	1,119	836	-283	-25.3
Oct	894	980	86	9.6
Nov	983	882	-101	-10.3
Dec	1,349	620	-729	-54.0
Jan	773	831	58	7.5
Feb	1,356	842	-514	-37.9
Mar	777	1,708	931	119.8
Apr	950	665	-285	-30.0
May	1,058	969	-89	-8.4
Jun	1,015	676	-339	-33.4
Total	12,054	11,222	-832	-6.9

6.1.4 Captive Empty Export Container Traffic

Captive empty export container traffic expanded to the tune of 10.4% with 91,703 TEUs in FY24/25 as compared to 83,076 TEUs in FY23/24.

Table 19 provides a comparative monthly summary of the captive empty export container traffic for the year FY23/24 to FY24/25.

Table 19: Captive Empty Export Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	6,017	7,772	1,755	29.2
Aug	4,551	6,333	1,782	39.2
Sep	3,596	6,339	2,743	76.3
Oct	6,733	3,284	-3,449	-51.2
Nov	5,410	6,135	725	13.4
Dec	5,202	10,415	5,213	100.2
Jan	4,366	13,596	9,230	211.4
Feb	7,791	8,420	629	8.1
Mar	12,682	7,141	-5,541	-43.7
Apr	7,823	7,123	-700	-9.0
May	10,716	8,925	-1,791	-16.7
Jun	8,189	6,220	-1,969	-24.0
Total	83,076	91,703	8,627	10.4

6.2 Total Transshipment Inwards Container Traffic

Total Transshipment Container Traffic stood at 212,622 TEUs in FY24/25 compared to 198,507 TEUs in FY23/24, recorded a growth of 7.1%, representing some 14,115 TEUs. Comparative monthly transshipment container traffic is summarised in Table 20.

Table 20: Total Transshipment-In Container Traffic - FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	17,524	15,645	-1,879	-10.7
Aug	21,897	16,926	-4,971	-22.7
Sep	19,871	16,468	-3,403	-17.1
Oct	19,996	18,974	-1,022	-5.1
Nov	16,997	15,473	-1,524	-9.0
Dec	18,341	16,650	-1,691	-9.2
Jan	7,108	13,481	6,373	89.7
Feb	14,727	10,440	-4,287	-29.1
Mar	15,622	23,952	8,330	53.3
Apr	12,330	19,760	7,430	60.3
May	16,710	21,637	4,927	29.5
Jun	17,384	23,216	5,832	33.6
Total	198,507	212,622	14,115	7.1

6.2.1 Transshipment Inwards Laden Container Traffic (TEUs)

Table 21 shows the details of the comparative monthly laden containers transhipped at Port Louis. This traffic registered a double-digit growth of 17.2%, equivalent to 25,630 TEUs during the financial year under review. This upsurge was driven by Maersk and CMA CGM laden transshipment activities which expanded by 74.9% and 38.0%, respectively during the financial period under review as detailed in section 13.2 and 13.3 of this report.

Table 21: Transshipment-In Laden Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	14,157	10,527	-3,630	-25.6
Aug	15,105	12,107	-2,998	-19.8
Sep	15,528	12,428	-3,100	-20.0
Oct	16,366	17,699	1,333	8.1
Nov	13,101	12,408	-693	-5.3
Dec	14,307	15,817	1,510	10.6
Jan	6,460	12,092	5,632	87.2
Feb	11,314	9,269	-2,045	-18.1
Mar	11,980	19,172	7,192	60.0
Apr	8,629	15,387	6,758	78.3
May	9,817	16,632	6,815	69.4
Jun	12,491	21,347	8,856	70.9
Total	149,255	174,885	25,630	17.2

6.2.2 Transshipment Inwards Empty Container Traffic (TEUs)

For the financial year under review, empty transshipment container has decreased from 49,252 TEUs in FY23/24 to 37,737 TEUs in FY24/25, representing a drop of 23.4%, equivalent to 11,515 TEUs as detailed in Table 22.

The empty transshipment containers impacted owing to carriers prioritizing shipments to high paying markets potentially at the expense of regions such as Africa.

Table 22: Transshipment-In Empty Container Traffic FY23/24 v/s FY24/25 (TEUs)

Month	FY23/24	FY24/25	Difference	% Change
Jul	3,367	5,118	1,751	52.0
Aug	6,792	4,819	-1,973	-29.1
Sep	4,343	4,040	-303	-7.0
Oct	3,630	1,275	-2,355	-64.9
Nov	3,896	3,065	-831	-21.3
Dec	4,034	833	-3,201	-79.4
Jan	648	1,389	741	114.4
Feb	3,413	1,171	-2,242	-65.7
Mar	3,642	4,780	1,138	31.3
Apr	3,701	4,373	672	18.2
May	6,893	5,005	-1,888	-27.4
Jun	4,893	1,869	-3,024	-61.8
Total	49,252	37,737	-11,515	-23.4

6.3 Total Container Throughput for the port (New Record)

Total Container Throughput, comprising Total Container Traffic + Total Transshipment Container Outwards + paid restows for the period FY24/25 stood at 719,782 TEUs versus 680,538 TEUs in FY23/24, representing a surplus of 5.8%, equivalent to 39,244 TEUs as shown in Table 23:

Table 23: Total Container Throughput - FY23/24 v/s FY24/25 (TEUs)

	FY23/24	FY24/25	Difference	% Change
Captive	271,003	283,936	12,933	4.8
Transshipment Inwards	198,507	212,622	14,115	7.1
Transshipment outwards	198,481	206,906	8,425	4.2
Paid restows	12,547	16,318	3,771	30.1
Total	680,538	719,782	39,244	5.8

7. PERFORMANCE INDICATORS AT MAURITIUS CONTAINER TERMINAL

Mauritius Container Terminal (MCT) operates on a Fixed Berthing Window Scheme (FBWS) to enhance efficiency and optimize the utilization of port resources. FBWS refers to a scheduling system that allocates specific time windows for vessels to berth and unload/load cargo at the port.

Under this scheme, each vessel is assigned a predetermined time slot during which it is expected to arrive and commence berthing operations, thus minimising waiting time and delays.

7.1 Container Vessel Calls at MCT

Total container vessel calls at Port Louis in FY24/25 were 513. Out of which, some 508 container vessels were serviced at the MCT as compared to 472 in FY23/24 as depicted in Table 24.

Table 24: Vessels Calls at MCT – FY23/24 v/s FY24/25

Month	FY23/24	FY24/25	Difference	% Change
Jul	49	35 (swell,Rainfall)	-14	-28.6
Aug	51	40	-11	-21.6
Sep	41	43	2	4.9
Oct	44	44	0	nil
Nov	37	36	-1	-2.7
Dec	39	39	0	nil
Jan	17 (cyclones Belal, Candice)	46	29	170.6
Feb	35 (cyclone Eleanor)	32 (cyclone Garance)	-3	-8.6
Mar	40	53	13	32.5
Apr	39	47	8	20.5
May	40	50	10	25
Jun	40	43	3	7.5
Total	472	508	36	7.6

The breakdown of the 508 vessel calls at MCT during the FY24/25 is categorised as per new Addendum of the MCT Concession Contract 2019 and shown in the following table.

Vessel Category	No. of calls in FY23/24	No. of calls in FY24/25	Difference	% Change
Small Feeder up to 1,000 TEUs	43	29	-14	-32.6
Feeder 1,001 to 2,000 TEUs	69	94	25	36.2
Feedermax 2,001 to 3,000 TEUs	114	138	24	21.1
Panamax 3,001 to 5,001 TEUs	66	33	-33	-50
Post Panamax 5,101 to 10,000 TEUs	165	200	35	21.2
Neo Panamax 10,001 to 14,500 TEUs	14	6	-8	-57.1
Ultra Large Container Ship 14,501+ TEUs	1	8	7	700
Total	472	508	36	7.6

7.2 Container Throughput at MCT

The number of containers handled was 460,175 units in FY24/25 compared to 454,744 units in FY23/24, representing a growth of 1.2% equivalent to 5,431 units as depicted in Table 25.

Similarly, the Container Throughput in terms of number of TEUs registered a growth to the tune of 5.8% equivalent to 38,433 TEUs, from 664,532 TEUS in FY23/24 to 702,965 TEUS in FY24/25 for the financial year under review.

Likewise, the number of moves including all restows, hatch covers, gear boxes, recorded has expanded from 470,321 TEUS in FY 23/24 to 476,589 in FY24/25, representing a growth of 1.3%, equivalent to 6,268 moves.

Table 25: No of Containers/TEUs/moves - FY23/24 v/s FY24/25

Month	Containers			TEUs			Moves		
	FY23/24	FY24/25	Difference	FY23/24	FY24/25	Difference	FY23/24	FY24/25	Difference
Jul	38,357	34,790	-3,567	56,411	54,003	-2,408	39,723	35,888	-3,835
Aug	43,509	35,460	-8,049	63,533	55,636	-7,897	45,017	36,654	-8,363
Sep	41,866	34,497	-7,369	58,429	52,526	-5,903	43,184	35,741	-7,443
Oct	45,815	39,916	-5,899	63,117	60,111	-3,006	47,299	41,298	-6001
Nov	34,821	35,461	640	49,525	53,986	4,461	36,025	36,639	614
Dec	42,357	37,002	-5,355	58,894	57,438	-1,456	43,823	38,294	-5,529
Jan	18,871	38,395	19,524	28,400	59,075	30,675	19,529	39,773	20,244
Feb	37,024	29,643	-7,381	55,202	45,195	-10,007	38,392	30,731	-7,661
Mar	42,552	43,906	1,354	64,625	66,539	1,914	43,966	45,510	1,544
Apr	32,874	42,727	9,853	49,239	63,470	14,231	34,095	44,239	10,144
May	36,999	44,055	7,056	56,548	67,590	11,042	38,279	45,697	7,418
Jun	39,699	44,323	4,624	60,609	67,396	6,787	40,989	46,125	5,136
Total	454,744	460,175	5,431	664,532	702,965	38,433	470,321	476,589	6,268
% Change			1.2			5.8			1.3

7.3 Summary of the Key Performance Indicators @ MCT

Table 26 provides a summary of the various key performance indicators at the MCT.

Table 26: Key Performance Indicators at MCT – FY23/24 v/s FY24/25

	FY23/24	FY24/25
Average Moves Per Gross Crane Hour	22.8	22.9
Average Moves per Ship's Working Hour	39.4	38.3
Average moves per vessel	997	939
Berth Occupancy (%)	81.8	85.8

- The average number of moves per gross crane has slightly improved from 22.8 in FY23/24 and 22.9 in FY24/25.
- On the other hand, the average moves per ship's working hour have decreased from 39.4 in FY23/24 to 38.3 recorded in FY24/25.
- Likewise, the average number of moves per vessel has decreased from 997 in FY23/24 to 939 in FY24/25
- The berth occupancy has expanded from 81.8% in FY23/24 to 85.8% in FY24/25.

7.4 Crane Productivity

Table 27 provides the comparative crane productivity for the FY23/24 versus FY24/25.

Table 27: Average Moves per Gross Crane Hours - FY23/24 v/s FY24/25

Month	FY23/24	FY24/25
Jul	23.4	26.2
Aug	22.3	25.4
Sep	23.5	26.8(Highest)
Oct	21.9	22.9
Nov	22.2	21.5
Dec	21.0	20.8
Jan	22.3	20.6
Feb	21.0 (Lowest)	23.5
Mar	22.1	24.5
Apr	24.1	24.5
May	26.5 (Highest)	21.4
Jun	25.2	20.6(Lowest)
Average	22.8	22.9

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

7.5 Ship Productivity

Comparative monthly ship productivity for FY23/24 versus FY24/25 is detailed in Table 28.

Table 28: Average Moves per Ship's Working Hours - FY23/24 v/s FY24/25

Month	FY23/24	FY24/25
Jul	42.3	43.7 (Highest)
Aug	38.7	38.6
Sep	41.8	40.0
Oct	38.4	35.2 (Lowest)
Nov	40.6	32.9
Dec	35.5(Lowest)	37.0
Jan	38.9	35.3
Feb	36.3	42.2
Mar	37.3	42.6
Apr	39.3	43.2
May	42.2	35.4
Jun	43.0 (Highest)	38.1
Average	39.4	38.3

The average ship productivity stood at 38.3 moves per ship working hour in FY24/25 against 39.4 moves registered for the FY23/24.

7.6 Berth Occupancy @ MCT

The berth occupancy for MCT has increased from 68% in FY23/24 to 71% for the period under review, as depicted in Table 30.

Table 30: Berth Occupancy at MCT - FY23/24 v/s FY24/25 (%)

Month	FY23/24		FY24/25	
	Working	Total Occupied	Working	Total Occupied
Jul	48	57	65	76
Aug	76	89	68	89
Sep	77	88	69	83
Oct	78	89	84	95
Nov	70	84	71	84
Dec	75	93	75	94
Jan	44	59	74	91
Feb	76	87	53	69
Mar	78	93	71	84
Apr	61	75	70	85
May	65	78	73	88
Jun	75	86	83	95
Total	68	81	71	86

8. WORLD BANK CONTAINER PORT PERFORMANCE INDEX (CPPI)

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

In brief, the CPPI considers

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

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

$$\text{Avg. Vessel Time in port} = \text{Avg. Time at Berth} + \text{Avg. Pre-berthing Delays}$$

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

8.1 Vessel Time in Port

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

Average Vessel Time in Port stood at 39.4hrs in FY24/25 compared to 45.9 hrs in FY23/24, owing to both decrease in time spent at berth as well as pre-berthing delay as detailed below.

	FY23/24	FY24/25
Average Vessel Time in Port as per CPPI (Hrs)	45.9	39.4
Average vessel time at Berth (Hrs)	32.2	31.9
Average Pre-berthing Delay (hrs)	13.7	7.5

8.2 Average Time Spent at Berth

Average Time Spent at Berth by vessel for cargo handling operations was 31.9 hrs in FY24/25 in comparison to 32.2 hrs in FY23/24. The decline in average time spent at berth was mainly attributed to slight improvement in gross crane productivity which stood at 22.9 moves per gross crane hour in FY24/25 compared to 22.8 moves recorded in the previous year as well as a drop in average moves per vessel as shown in Table 26.

8.3 Average Pre-berthing Delay

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

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

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

In some instances, some container vessels arrive earlier than their fixed windows but wait for their export cargo to be ready or carry out some annex activities prior berthing. Table 31 depicts the average pre-berthing delay at MCT, which has decreased from 13.7 hrs in FY23/24 to 7.5 hrs in FY24/25.

Table 31: Average Pre-Berthing Delay - FY23/24 v/s FY24/25 (hrs)

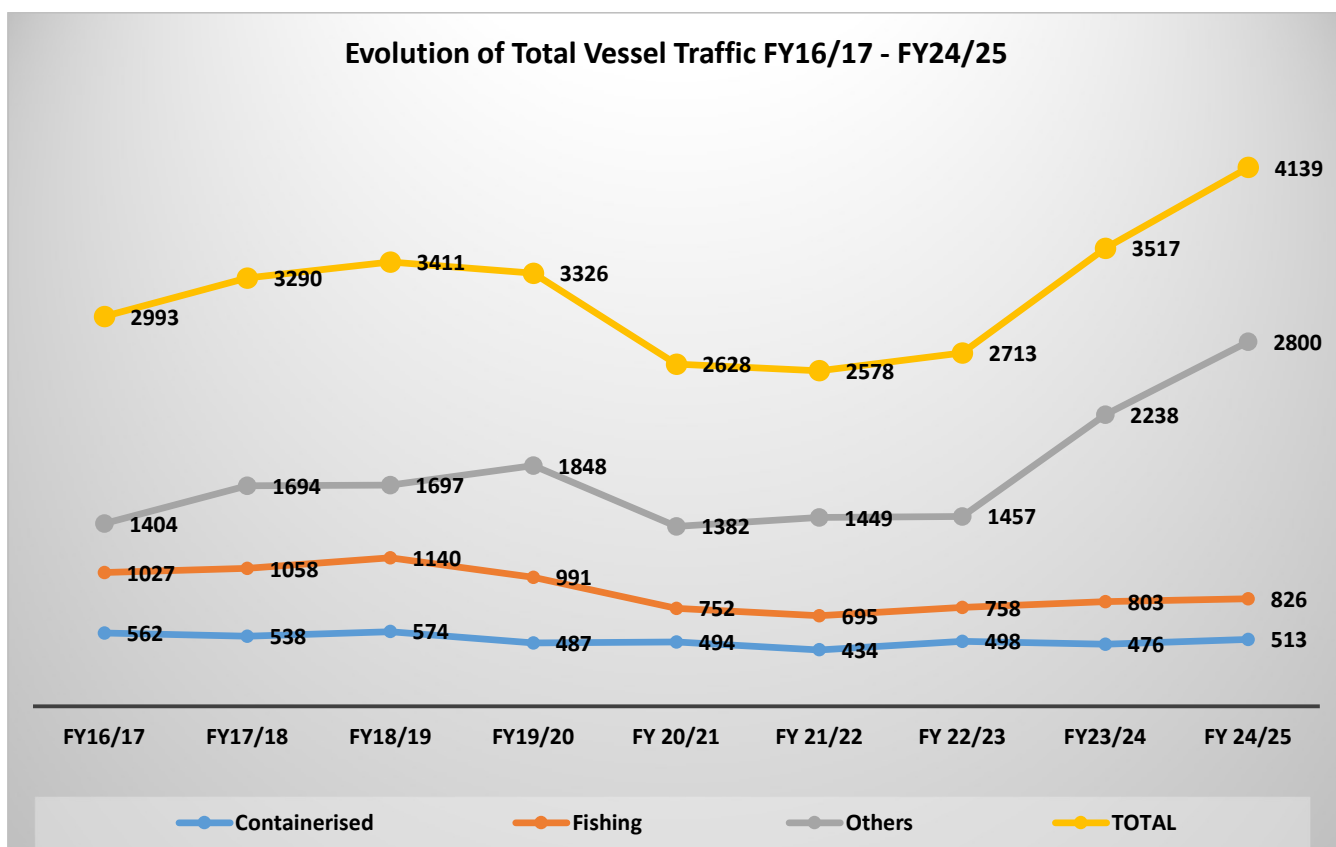
Month	FY23/24	FY24/25
Jul	4.8	3.2
Aug	13.4	8.6
Sep	7.6	1.7
Oct	18.3	11.6
Nov	10.4	16.5
Dec	44.9	9.9
Jan	2.95 (Cyclones Belal & Candice)	4.6
Feb	26.1(Cyclone Elanor)	2.9
Mar	14.0	6.3
Apr	5.9	4.7
May	7.0	6.0
Jun	5.9	15.1
Average	13.7	7.5

9. VESSEL CALLS (New Record)

Some 4,139 vessel calls were registered during the year FY24/25 as compared to 3,517 calls in FY23/24, i.e., an increase of 622 calls. Table 31 provides the breakdown of Total Vessel Traffic for the financial year under review.

Table 31: Vessel calls for the year - FY23/24 v/s FY24/25

Category	FY23/24	FY24/25	Difference	% Change
Containerized Vessels	476	513	37	7.8
Livestock Carrier	14	16	2	14.3
Pure Car Carriers	36	41	5	13.9
Unitized & Break Bulk Carriers	0	0	0	0
General Cargo Vessels	1	0	-1	-100.0
Inter-Island	61	39	-22	--36.1
Dry Bulk carriers	55	55	0	0.0
Tankers	87	107	20	23.0
Fishing Vessels	803	826	23	2.9
Cruise Vessels	47	45	-2	-4.3
Others	1937	2497	560	28.9
Total	3517	4,139	622	17.7



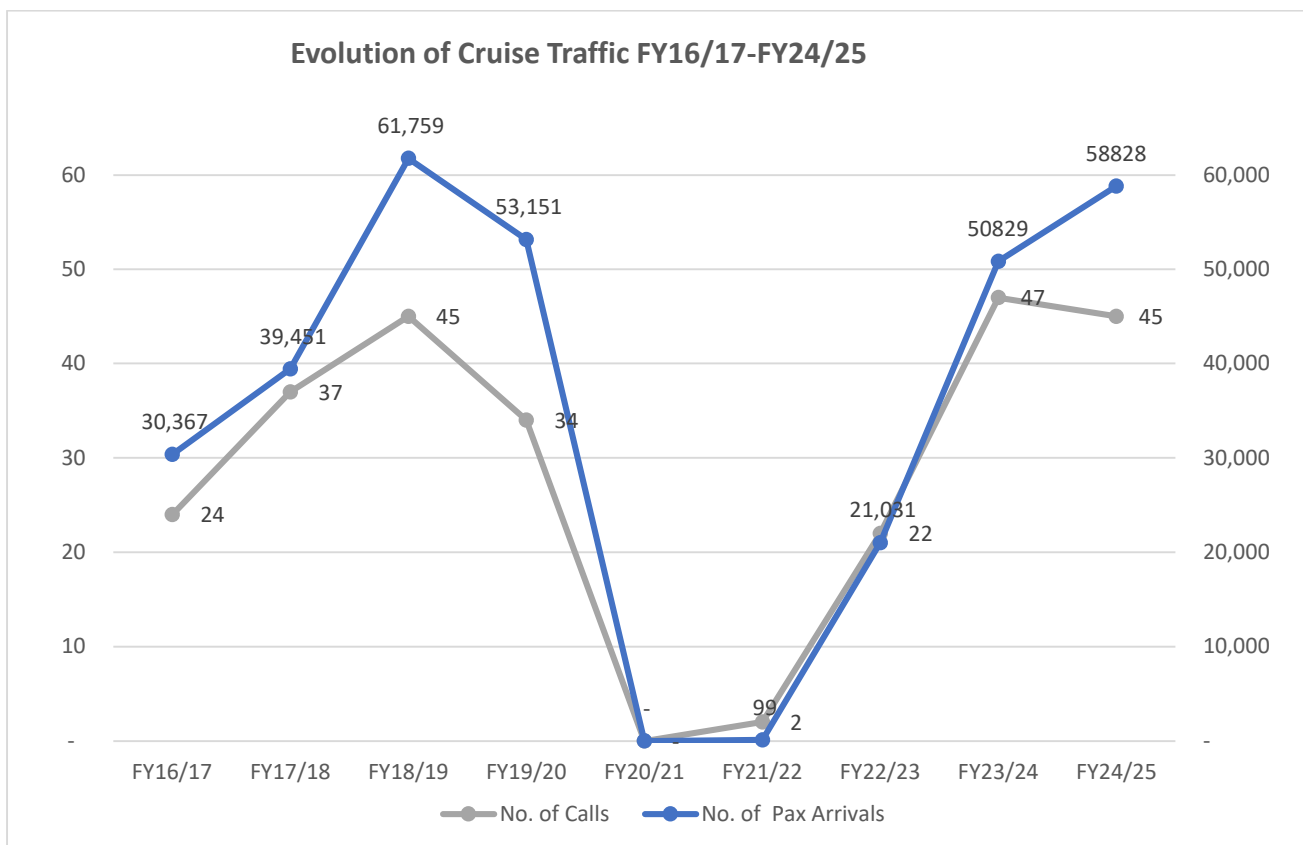
- Containerised vessel calls increased by 7.8 %, with 513 calls in FY24/25 as opposed to 476 calls in FY23/24.
- The no. of calls by tankers was 107 in FY24/25 as opposed to 87 recorded during the FY23/24, registering a robust growth of 23%.
- No. of calls made by Dry Bulkers remained at par i.e. 55 for both financial years.
- Fishing vessel calls expanded by 2.9%, with 826 calls in FY24/25 against 803 calls in FY23/24.
- On the other hand, for inter-island trade, total number of calls decreased from 61 in FY23/24 to 39 in FY24/25.

9.1 Cruise Tourism

Comparative Cruise Traffic for FY23/24 versus FY24/25 is detailed in Table 32.

Table 32: Total Cruise Traffic FY23/24 v/s 24/25

	Total No. of Cruise Passenger Arrivals				Total No. of Cruise Calls			
	FY23/24	FY24/25	Diff	% Change	FY23/24	FY24/25	Diff	% Change
Round the World	30,204	41,068	10,864	36	37	37	0	nil
Homeport	20,625	17,760	-2,865	-14	10	8	-2	-20
Total	50,829	58,828	7,999	16	47	45	-2	-4.3



Cruise Passenger Arrivals

Similarly, the cruise passengers on arrival jumped from 50,829 for FY23/24 to 58,828 in FY24/25

Cruise Vessel Calls

This segment recorded 45 cruise vessel calls in FY 24/25 compared to 47 cruise ships in FY24/25. Out of a total of 45 cruise vessel calls, 12 were maiden calls at Port Louis as listed below:-

Cruise Vessels	Arrival Date	Length (mts)	Cruise Lines
Viking Venus	14.11.2024	228	Viking ocean
Aidastella	20.11.2024	253	Aida
Azamara Pursuit	20.11.2024	181	Azamara
Aidaprima	26.11.2024	300	Aida
Mein Schiff 6	06.12.24	295	Tui
Costa Smeralda	12.12.24	337	Costa
Norwegian Sky	19.12.24	258	Norwegian
Le Dumont D'urville	22.12.24	132	Ponant's explorer
Silver Dawn	01.03.25	213	Silversea
Queen Anne	03.04.25	323	Cunard line
Asuka III	13.05.25	230	NKY
Crown Princess	19.06.25	289	Princess

Cruise Calls at Port Mathurin

There was only 1 cruise vessel which called at Port Mathurin, Rodrigues in FY24/25 as detailed below.

Vessel Name	Arrival	Departure	No. of Passenger Arrivals
Le Dumont D'urville	31.12.2024	31.12.2024	127

9.2 Calls at Outer Harbour

Vessels call at Outer Harbour for activities such as bunkering purposes, crew change, repairs, inspections of cargo or vessel hull conditions, provision of fresh water supply and ship-chandlers, amongst others.

The number of vessels calling at Outer Harbour expanded from 1,937 vessel calls for the year FY23/24 to 2,497 calls during the current financial year, owing to the increased in number of vessels calling for bunkering only and crew change in view of the Red Sea crisis as depicted in Table 33.

Table 33: Total Calls Outer Harbour - FY23/24 v/s FY24/25

	FY23/24	FY24/25	Difference	% Change
Bunkering Only (New Record)	1281	1752	471	36.8
Crew Change (New Record)	358	460	102	28.5
Ship Stores	81	106	25	30.9
Repairs or Inspection	103	82	-21	-20.4
Others	114	97	-17	-14.9
Total	1,937	2,497	560	28.9

From Table 33, an expansion of 28.9% has been noted for the number of vessels calling at Outer harbour for the financial year under review.

In fact, expansions were recorded in the following segment; namely bunkering only (36.8%), Ship Stores (30.9%), crew change (28.5 %) whilst contractions were noted in repairs or Inspection (20.4%) and others (-14.9%)

10. PERFORMANCE AT MULTI PURPOSE TERMINAL

10.1 Key Performance Indicators

Table 34: Key Performance Indicators at MPT - FY23/24 v/s FY24/25

	FY23/24	FY24/25
No. of Vessel Calls	4	5
No. of Containers	834	2,036
Avg. Moves /Gross Gang hr	5.1	6.2

- During FY24/25, 5 container vessel calls were registered at the MPT and some 2,036 TEUs were handled in comparison with 4 container vessels and 834 TEUs respectively.
- In FY24/25, the average gang productivity increased to 6.2 moves/gross gang hour compared to 5.1 moves/gross gang hour in FY 23/24

10.2 Inter-Island Trade

Vessels plying between the dependencies of Mauritius (Rodrigues & Agalega) made 39 calls and handled some 15,593 TEUs in FY24/25 as depicted in the Table 35.

Table 35: Intra-Island Trade traffic of Mauritius– FY23/24 v/s FY24/25

	FY23/24	FY24/25
Breakdown of the total no. of voyages		
Black Rhino	25	0
Mauritius Trochetia	24	9
Peros Banhos	12	30
Total No. of Voyages	61	39
Breakdown of the total no. of containers		
Black Rhino	7,918	0
Mauritius Trochetia	2,391	1,264
Peros Banhos	4,188	14,329
Total No. of Containers	14,497	15,593

10.3 Berth Occupancy @ MPT

Comparative Berth Occupancy for FY23/24 versus FY24/25 of the various berths at Terminals I and II are depicted in Table 36.

Table 36: Berth Occupancy at MPT - FY23/24 v/s FY24/25 (%)

Berth	FY23/24		FY24/25	
	Working	Total Occupied	Working	Total Occupied
Quay No. 1	27.3	68.8	28.5	67.0
Quay No. 2	23.0	72.9	34.7	83.3
Quay No. 3				
Quay No. 4				
Quay A	26.4	92.5	23.8	91.4
Quay D	5.8	77.1	7.2	79.3
Quay E				
Bulk Sugar Terminal	3.7	11.7	10.1	22.0
Trou Fanfaron Fishing Quay 1	9.0	100	12.5	100.0
Trou Fanfaron Fishing Quay 2	6.4	100	7.7	100.0
Cruise Jetty	0	52.5	3.3	59.0
Oil Jetty	24.1	34.7	24.5	38.2
FDM	36.6	97.6	36.1	98.3
MFD	14.5	97.8	12.5	89.8

It is to be noted that the quays 2, 4, E, BST, Cruise Jetty, Oil jetty and FDM witnessed an increase in their total berth occupancy for the financial year under review.

Except for FDM, total berth occupancy with respect to working only at these quays has also noted an increase.

11. CONTAINER TRAFFIC BY SHIPPING LINES

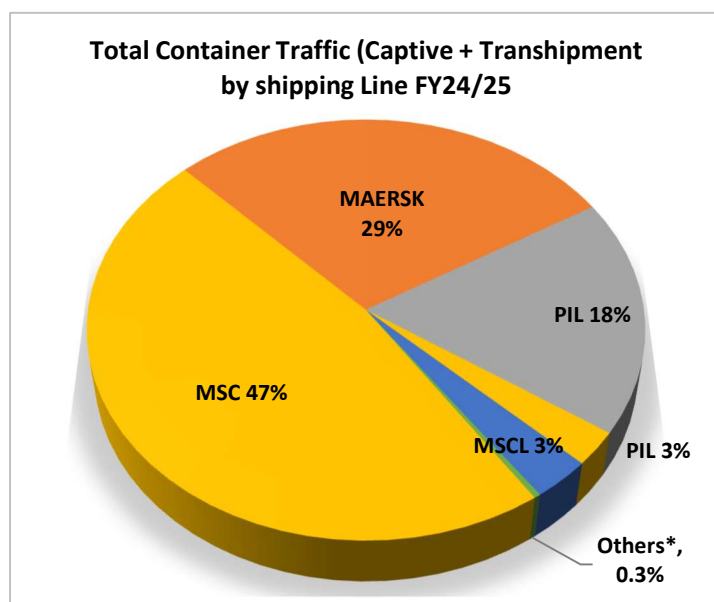
11.1 Total Container Traffic

Table 37: Total Container Traffic by Shipping lines – TEUs

Shipping Line	FY23/24	% Share	FY24/25	% Share	Difference	% Change in Volume
MSC	246,870	52.6	234,272	47.2	-12,598	-5.1
Maersk	127,909	27.2	141,988	28.6	14,079	11
CMA-CGM	71,096	15.1	89,943	18.1	18,847	26.5
PIL	6,950	1.5	13,037	2.6	6,087	87.6
Mauritius Shipping Corporation Ltd. (MSCL)	14,497	3.1	15,593	3.1	1,096	7.6
Others *	2,188	0.5	1,725	0.3	-463	-21.2
Total	469,510	100	496,558	100	27,048	5.8

* Others include: Hapag Lloyd and UAFL

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



MSC's share gone down from 52.6% to 47.2% and its total container traffic volume has declined by 5.1% from 246,870 TEUs in FY23/24 to 234,272 TEUs in FY24/25.

Maersk's share stood at 28.6% in FY 24/25. However, a growth of 11 % has been noted in their volume for the financial year under review.

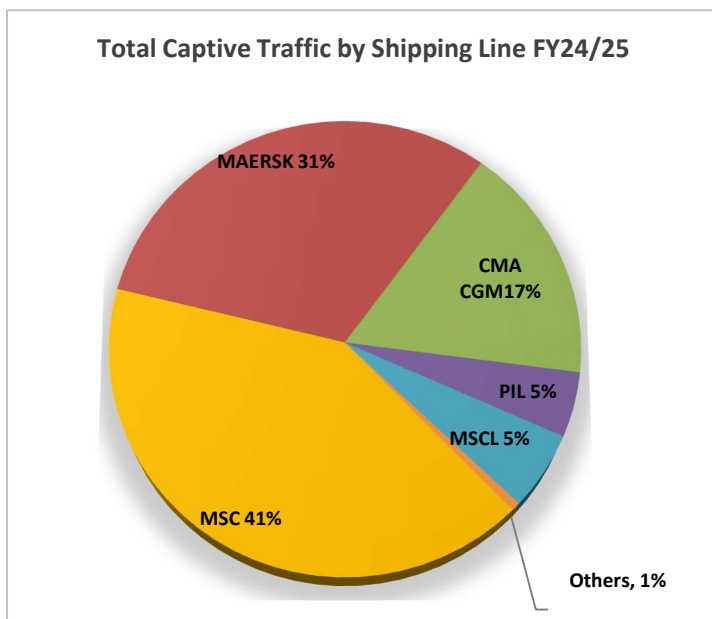
Similarly, CMA-CGM's share in total container traffic increased from 15.1% in FY 23/24 to 18.1% in FY24/25 and its volume also expanded by 26.5%.

11.2. Total Captive Container Traffic

Table 38: Total Captive Container Traffic by Shipping lines – TEUs

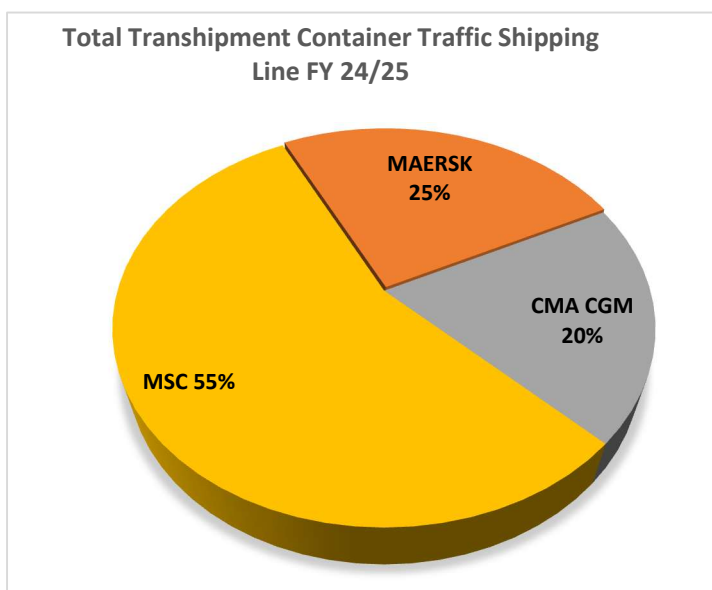
Shipping Line	FY23/24	FY24/25	Difference	% Change
MSC	115,802	116,462	660	0.6
Maersk	96,051	88,807	-7,244	-7.5
CMA-CGM	35,515	48,313	12,798	36.0
PIL	6,950	13,037	6,087	87.6
MSCL	14,497	15,593	1,096	7.6
Others *	2,188	1,724	-464	-21.2
Total	271,003	283,936	12,933	4.8

* Others include: Hapag Lloyd, and UAFL



Total captive container traffic witnessed an increase of 4.8% with TEUs 283,936 in FY24/25 as opposed to 271,003 TEUs in FY23/24.

11.3 Total Transshipment Traffic



Total transshipment container traffic has noted an increase by 7.1% for the financial year under review.

It is worth noting that Maersk and CMA-CGM witnessed strong growth of 66.9% and 17%, respectively.

Whilst MSC noted a reduction of 10.1%.

Table 39: Total Transshipment Traffic by Shipping Lines - TEUs

Shipping Line	FY23/24	FY24/25	Difference	% Change
MSC	131,068	117,810	-13,258	-10.1
Maersk	31,858	53,181	21,323	66.9
CMA-CGM	35,581	41,630	6,049	17.0
PIL	0	0	0	0
OTHERS	0	1	1	0
Total	198,507	212,622	14,115	7.1

12. MARKET SHARE BY MAJOR SHIPPING LINES

In FY24/15, the local market was shared as follows:

- Total Container Traffic: MSC held 47.2% of the market share followed by Maersk with a share of 28.6% and CMA-CGM with a share of 18.1% in FY24/25.
- Total Captive Container Traffic: MSC had a market share of 41.0% compared to Maersk share of 31.3 % and CMA-CGM's share of 17.0% in FY24/25.
- Total Transshipment Container Traffic: MSC, which holds the lion share, stood at 55.4% in FY24/25, followed by Maersk and CMA-CGM's with market share of 25.0% and 19.6%, respectively.

Table 40: Comparative Traffic Share in Container Traffic - FY23/24 v/s FY24/25

MSC	Share FY23/24	Share FY24/25
Total Container Traffic	52.6%	47.2% ↓
Total Captive Container Traffic	42.7%	41.0% ↓
Total Transshipment Container Traffic	66.0%	55.4% ↓
Maersk		
Total Container Traffic	27.2%	28.6% ↑
Total Captive Container Traffic	35.4%	31.3% ↓
Total Transshipment Container Traffic	16.0%	25.0% ↑
CMA-CGM		
Total Container Traffic	15.1%	18.1% ↑
Total Captive Container Traffic	13.1%	17.0% ↑
Total Transshipment Container Traffic	17.9%	19.6% ↑

13. TRANSHIPMENT ACTIVITIES BY SHIPPING LINES

13.1 Mediterranean Shipping Company Ltd (MSC)

Transshipment Inwards-TEUs	FY23/24	FY24/25	Difference	% Change
Laden	97,323	93,663	-3,660	-3.8
Empty	33,745	24,147	-9,598	-28.4
Total	131,068	117,810	-13,258	-10.1

Some 117,810 TEUs were transhipped by MSC during the current financial year as compared to 131,068 TEUs in FY23/24, i.e., a contraction of around 10.1%.

13.2 Maersk Line

Transshipment Inwards-TEUs	FY23/24	FY24/25	Difference	% Change
Laden	25,925	45,341	19,416	74.9
Empty	5,933	7,840	1,907	32.1
Total	31,858	53,181	21,323	66.9

The number of TEUs transhipped by Maersk Shipping Line stood at 53,181 TEUs in FY24/25 as opposed to 31,858 TEUs in FY23/24, representing a growth of 66.9%.

13.3 CMA-CGM

Transshipment Inwards-TEUs	FY23/24	FY24/25	Difference	% Change
Laden	26,007	35,881	9,874	38.0
Empty	9,574	5,749	-3,825	-40.0
Total	35,581	41,630	6,049	17.0

The number of TEUs transhipped by CMA-CGM increased from 35,581 TEUs in FY23/24 to 41,630 TEUs in FY24/25.

14. DOWNTIME AT PORT

During the year under review, handling operations were disrupted at the port for about 10.9 days (cyclone Garance) in FY24/25 as compared to 13.9 days in FY23/24 (cyclone Belal, Candice & Eleanor) owing to adverse weather conditions.

15. SHIPPING SERVICES FY24/25

CONTAINER LINERS	WEEKLY SERVICE	MAIN PORTS OF CALL
1. Mediterranean Shipping Company (Mauritius) Ltd. MSC House Old Quay D Road Port Louis Tel: (230) 202 6800 Fax: (230) 217 4747	1. Europe to Australia Service (VSA with CMA-CGM NEMO Service)	London Gateway, Rotterdam, Hamburg, Antwerp, Le Havre, Valencia, La Spezia, Fos Sur Mer, Reunion, Port Louis , Sydney, Melbourne, Adelaide, Fremantle, Singapore, Ennore, Colombo to European Ports
	2.INGWE Southbound Service	Qingdao, Shanghai, Ningbo, Shekou, Singapore, Colombo, Port Louis , Coega, Durban
	3.INGWE Northbound Service	Coega, Durban, Port Louis , Colombo, Singapore, Hong Kong, Qingdao
	4.NWC to IPAK	Felixstowe - Rotterdam - Hamburg - Bremerhaven - Antwerp - Le Havre - London Gateway - Port Louis – Reunion
	5.Indian Ocean Islands 3	Port Louis , Réunion, Tamatave, Vizhinjam, Colombo, Port Louis
	6.Indian Ocean Islands 2 (Fortnightly)	Port Louis , Moroni, Majunga, Diego Suarez, Port Louis
	7.Indian Ocean Islands 4 (Fortnightly)	Port Louis , Nacala, Longoni, Port Louis
2. Maersk (Mauritius) Ltd. MFD Building Freeport Zone 5 Mer Rouge Port Louis Tel: (230) 206 2200 Fax: (230) 206 2210	1.Safari Service - West Bound (VSA with CMA-CGM Shaka Service)	Shanghai, Ningbo, Shekou, Tanjung Pelepas, Port Louis , Durban, Tanjung Pelepas,
	2.M-Express Service - (VSA with CMA-CGM Mozex Service)	Reunion, Maputo, Beira, Port Louis , Singapore, Tanjung Pelepas.
	3.Indian Ocean Islands (Slot chartering by UAFL)	Salalah, Réunion, Port Louis , Toamasina, Port Victoria.
	4. Cape Town Express Service - (VSA with CMA-CGM)	Cape Town, Port Louis
3. CMA-CGM (Mauritius) Ltd Block 3, Zone 5 MFD Building Mer Rouge Port Louis, Tel: (230) 203 4350 Fax: (230) 217 8251/ 2080245	1. IOI Feeder 2	Réunion, Tamatave, Réunion, Port Louis
	2. IOI Feeder 1	Longoni, Majunga, Nosy Be, Diego Suarez, Réunion Port Louis , Réunion
	3.IOI Feeder 5	Réunion Tuléar, Ehoala/ Fort Dauphin, Réunion, Port Louis

CONTAINER LINERS	WEEKLY SERVICE	MAIN PORTS OF CALL
4. PIL	MZS Service	Singapore, Port Louis , Réunion, Tamatave, Maputo, Beira, Nacala, Singapore
5. UAFL <u>Agent:</u> Scott Shipping International Ltd Ground Floor, IKS House Marine Road Port Louis Tel: (230) 216 3042 Fax: (230) 216 0045	Indian Ocean Islands (Slot chartering with Maersk)	Salalah, Réunion, Port Louis , Toamasina, Port Victoria.

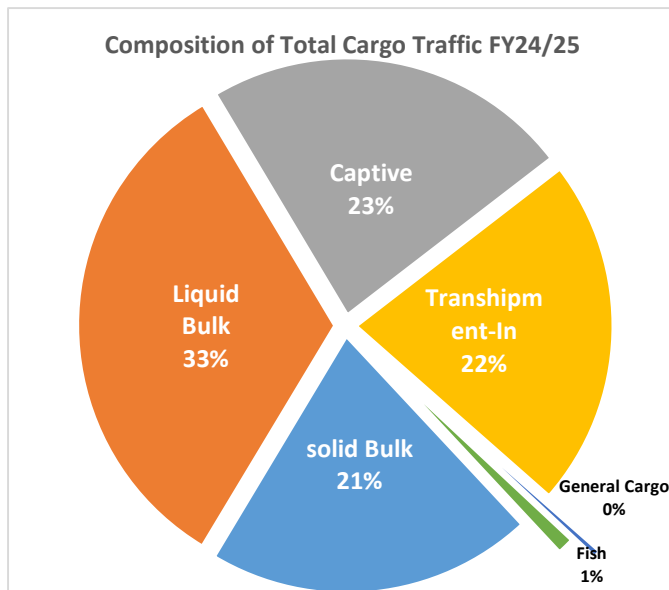
INTER-ISLAND TRADE	FREQUENCY	MAIN PORTS OF CALL
Mauritius Shipping Corporation Ltd 1 st & 2 nd Floor, Capitainerie Building, Quay D, Port Louis, 11601 Tel:(230) 217 2285 Fax: (230) 242 5245	Every 10 – 15 days by Peros Banhos 1 voyage per month by Mauritius Trochetia + additional calls upon request	Port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

Pure Car Carriers – PCC Monthly Calls

SHIPPING LINE	MAIN PORTS OF CALL	SHIPPING LINE	MAIN PORTS OF CALL	SHIPPING LINE	MAIN PORTS OF CALL
Hoegh Auto Liner <u>Agent:</u> Southern Marine & Co. Ltd 3 rd Floor, Capitainerie Building Quay D Port Louis Tel:(230) 216 0272 Fax:(230) 216 1020	Bremerhaven, Le Havre, Belgium, Southampton, Spain, Morocco, Port Elizabeth, Durban, Tamatave, Réunion, Port Louis , Singapore	Mitsui O.S.K. Line (MOL) <u>Agent:</u> Blyth Brothers & Co. Ltd. 8, Dr Ferrière St. Port Louis Tel: (230) 212 5134 Fax: (230) 208 0879	Japan, Singapore, Port Louis Indian ports to Port Louis	GLOVIS <u>Agent:</u> Sharaf Shipping Agency Ltd Pin Point Building Verdun Motorway M3, Riviere des Calebasses Tel :(230) 2458549	Korea, Chennai, Sri Lanka, Port Louis , Réunion, Durban

APPENDIX 1: COMPOSITION OF TOTAL CARGO TRAFFIC FY24/25

A. Total Cargo Traffic



Total Cargo Traffic (Dry Bulk, Liquid Bulk, Containerised Cargo, and General Cargo) handled in the Port increased from 8,564,914 tonnes in FY23/24 to reach 9,811,426 tonnes in FY24/25.

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 5,644,924 tonnes, equivalent to 57.5% of Total Cargo Traffic.

	FY23/24	Share	FY24/25	Share	Difference	% Change
Total Solid Bulk	1,870,198	22%	2,016,231	21%	146,033	7.8
Total Liquid Bulk	2,501,485	29%	3,221,348	33%	719,863	28.8
Total Containerised	4,036,146	47%	4,420,662	45%	384,516	9.5
Total General Cargo	38,939	0.5%	46,575	0.5%	7,636	19.6
Total Fish Traffic	118,146	1%	106,610	1%	-11,536	-9.8
Grand Total	8,564,914	100%	9,811,426	100%	1,246,512	14.6

B. Total Dry Bulk Cargo

Total Dry Bulk cargo, which registered a growth of 7.8%, equivalent to 146,033 tonnes, increased from 1,870,198 tonnes in FY23/24 to 2,016,231 tonnes in FY24/25. There were no export of dry bulk cargo in both financial years.

Total Dry Bulk Cargo FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Imports	1,870,198	2,016,231	146,033	7.8
Exports	-	-	-	-
Total	1,870,198	2,016,231	146,033	7.8

C. Total Liquid Bulk Cargo

Total Liquid Bulk expanded from 2,501,485 tonnes in FY23/24 to 3,221,348 tonnes in FY24/25, witnessing an increase of 28.8 %, equivalent to 719,863 tonnes.

Total Liquid Bulk Cargo FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Imports	1,766,629	2,170,571	403,942	22.9
Exports	734,856	1,050,777	315,921	43.0
Total	2,501,485	3,221,348	719,863	28.8

D. Containerised Cargo

Total Containerised Cargo increased from 4,036,146 tonnes in FY23/24 to 4,420,662 tonnes in FY24/25, representing a growth of 9.5 % as summarised below.

Containerised Cargo Traffic FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Imports	1,563,940	1,663,089	99,149	6.3
Exports	634,877	604,714	-30,163	-4.8
Transshipment (inwards)	1,837,329	2,152,859	315,530	17.2
Total	4,036,146	4,420,662	384,516	9.5

E. General Cargo Traffic

General Cargo, comprising all vehicles tonnage, inter-island, bagged cargo, and unitised break bulk but excluding fish traffic, expanded by 19.6% (equivalent to 7,636 tonnes) with 46,575 tonnes in FY24/25 as compared to 38,939 tonnes in FY23/24.

General Cargo Traffic FY23/24 v/s FY24/25 (tonnes)

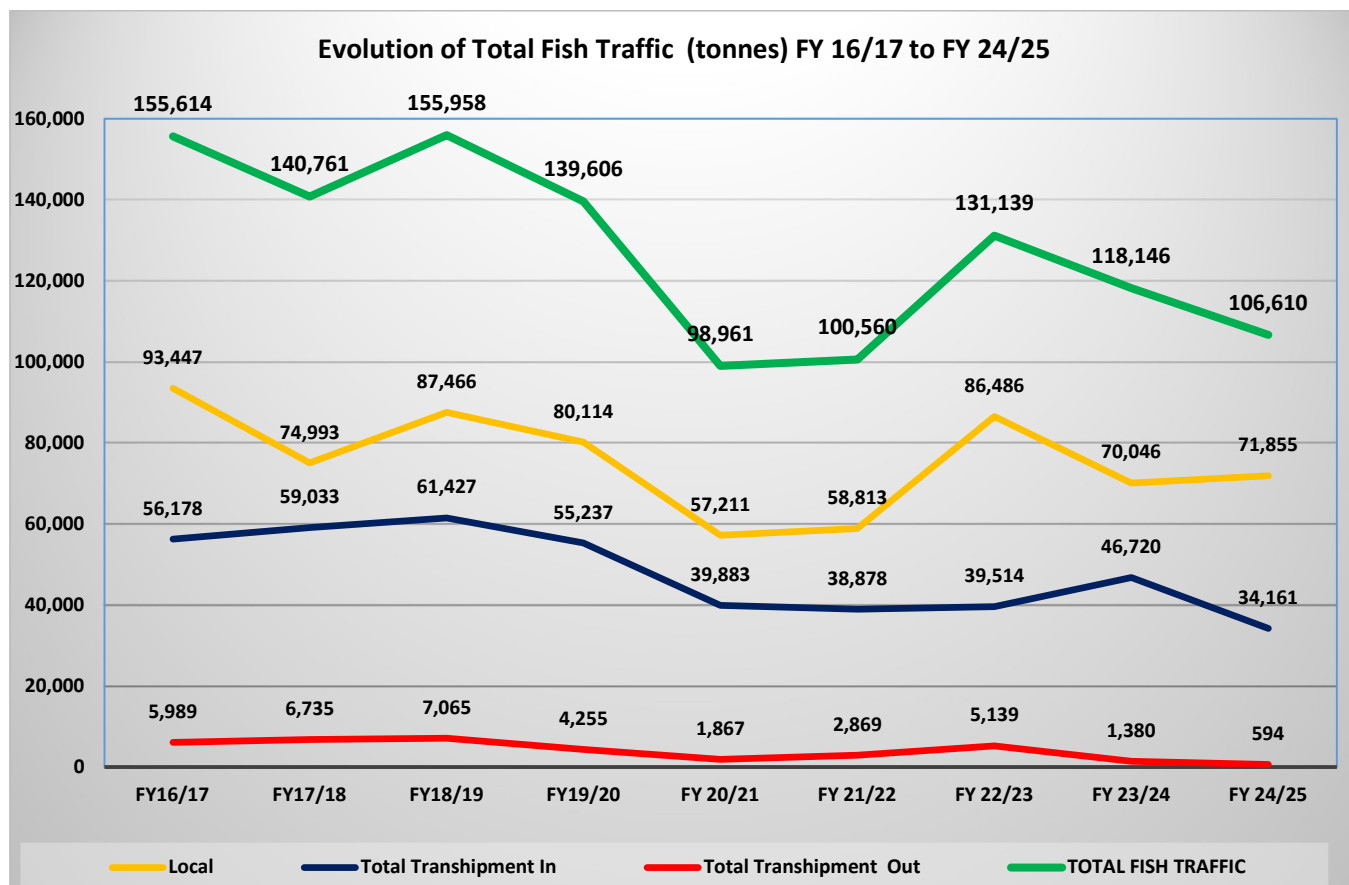
	FY23/24	FY24/25	Difference	% Change
Imports	34,707	41,902	7,195	20.7
Exports	4,232	4,673	441	10.4
Total	38,939	46,575	7,636	19.6

F. Fish Traffic

Total Fish Traffic contracted by 9.8% from 118,146 tonnes in FY23/24 to 106,610 tonnes in FY24/25.

Total Fish Traffic FY23/24 v/s FY24/25 (tonnes)

	FY23/24	FY24/25	Difference	% Change
Princes Tuna	66,753	69,134	2,381	3.6
Local Market	3,293	2,721	-572	-17.4
Transshipment Inwards	45,340	33,567	-11,773	-26.0
Direct Transshipment Inwards (ship to ship)	1,380	594	-786	-57.0
Direct Transshipment Outwards (ship to ship)	1,380	594	-786	57.0
Grand Total	118,146	106,610	-11,536	-9.8



14.10.25
/POD