



**Tuesday 28 to Thursday 30 March 2023**  
**Grand Hyatt Athens, Greece**

*PORT LOUIS HARBOUR AN EMERGING  
HUB IN THE SOUTHERN INDIAN OCEAN  
HEMISPHERE*

*Presented by*

**MR. KRIS LALSING**  
**Director**  
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Port Louis  
**MAURITIUS**

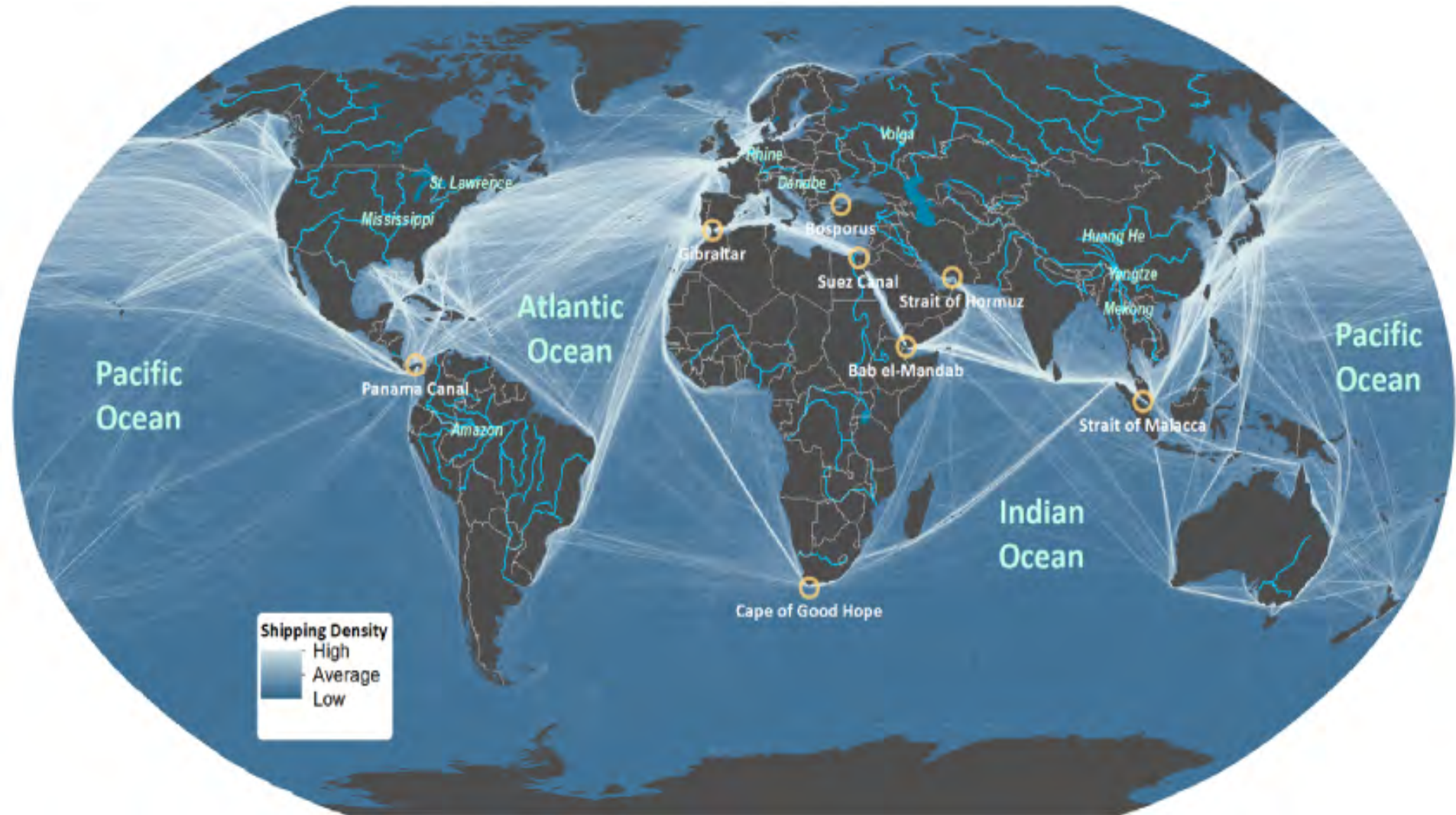
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**Professionalism | Attention to detail | Integrity**



# Republic of Mauritius

- **Mauritius** is an Indian Ocean island nation and a famous tourist resort known for its beaches, lagoons, reefs and greeneries.
- **Size:** Mauritius has a total area of about **2,040 sq km** and the island of Rodrigues, a dependency of 110 sq km
- **Population:** Barely **1,262,523** million (2022)
- **Capital:** Port Louis
- **Continent:** Africa
- **Currency:** Mauritian Rupee
- **Language:** English, French & Creole
- **Religion:** Indian, Catholic, White, Chinese and African (Creole)
- **Politic:** Strong democratic regime with general election every 5 years





➤ Mauritius is located at the inter



Another recent study has again confirmed that the Indian Ocean sealane is the busiest ocean, with not less than 30,000 vessels transiting every year this Indian Ocean Southern hemisphere, few NM away from Mauritius (Port Louis Harbour).





**KLK SHIPPING AGENCY LTD**

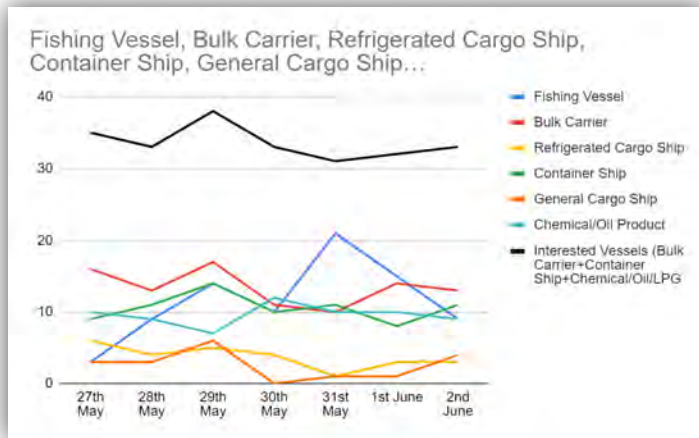
## **BUNKERING**

*The supplying of fuel for use by ships, and includes the shipboard logistics of loading fuel and distributing it among available bunker tanks.*

*Slowly Port Louis Harbour is gaining chiefly significant momentum on the bunker activity*



# Shipping Traffic around Mauritius



Avg no of ships/per day - With Bunkering Opportunities for Mauritius	<b>34 (Interested Traffic)</b>
No of ships with Port of Call - Mauritius	<b>12</b>
No of Ships being Bunkered Mauritius - per day	<b>4 (11.7% of interested traffic)</b>

## Data Mining - Insights - Decisions

Vessel Type/Day	27th May	28th May	29th May	30th May	31st May	1st June	2nd June
Fishing Vessel	3	9	14	10	21	15	9
Bulk Carrier	16	13	17	11	10	14	13
Refrigerated Cargo Ship	6	4	5	4	1	3	3
Container Ship	9	11	14	10	11	8	11
General Cargo Ship	3	3	6	0	1	1	4
Chemical/Oil Product/LPG	10	9	7	12	10	10	9
<b>Total</b>	<b>47</b>	<b>49</b>	<b>63</b>	<b>47</b>	<b>54</b>	<b>51</b>	<b>49</b>

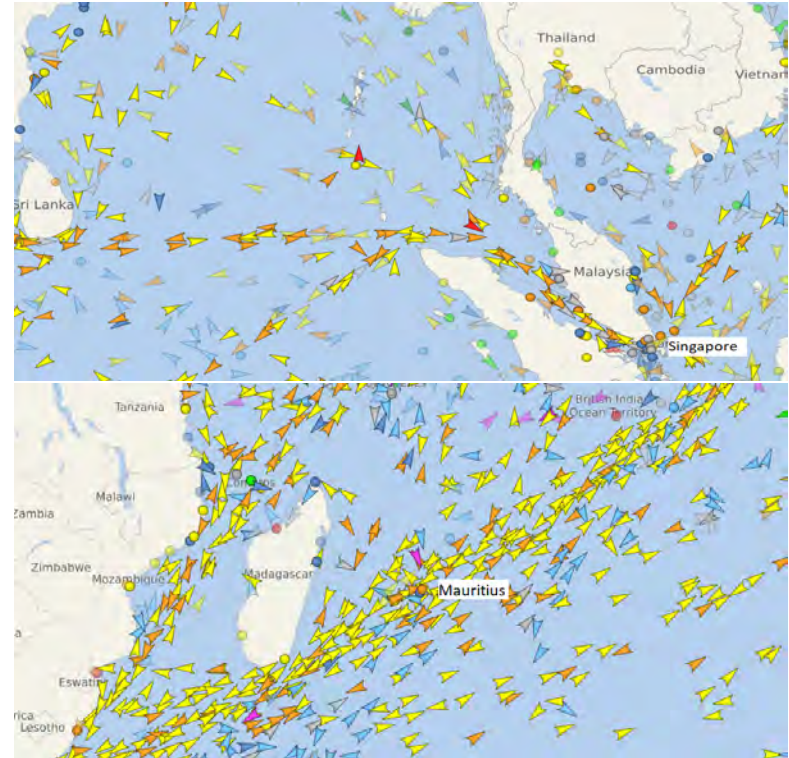
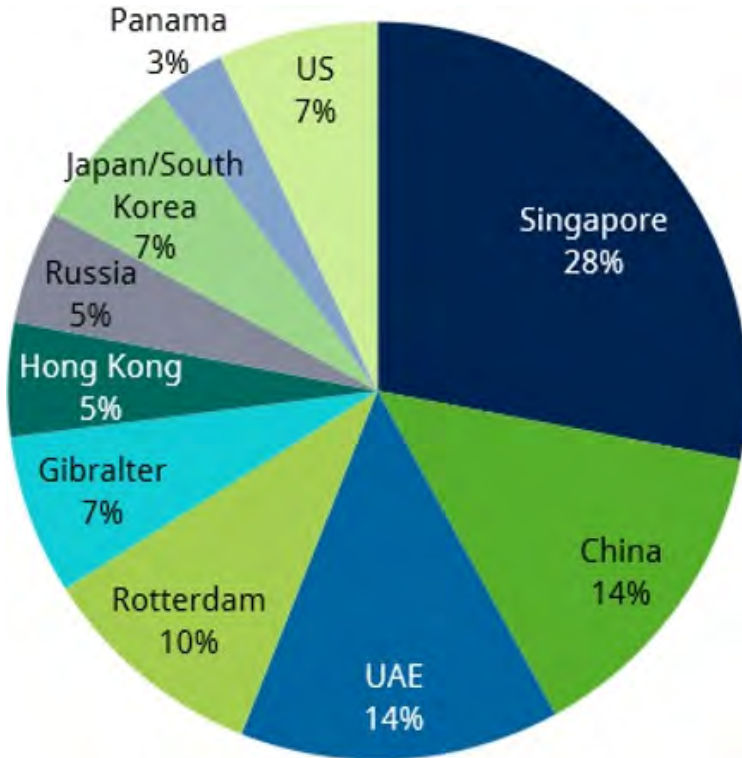


# Top Ship Owners

Owners	Vessel Type	Vessel Count
MEDITERRANEAN SHIPPING - SORRENTO, ITALY	Container Ship	8
SEATRADE GRONINGEN - GRONINGEN, NETHERLANDS	Refrigerated Cargo Ship	7
FRANCAISE DU THON OCEANIQUE - CONCARNEAU, FRANCE	Fishing Vessel	7
TRISTAR ENERGY - DUBAI, UNITED ARAB EMIRATES	Chemical/Oil/LPG	6
CONSORT BUNKERS - SINGAPORE	Oil Products Tanker	6
NAVERA GILDAR - BERMEO, SPAIN	Refrigerated Cargo Ship	5
GOLDENPORT MARINE CYPRUS - LIMASSOL, CYPRUS	Container Ship	5
CMA CGM - MARSEILLE, FRANCE	Research Vessel	5
MSC SHIPMANAGEMENT HONGKONG - HONG KONG, CHINA	Container Ship	3
LOUIS DREYFUS ARMATEURS - SURESNES, FRANCE	Bulk Carrier	3
DASIN SHIPPING - SINGAPORE	Bulk Carrier	3
INTERNATIONAL GAS CARRIERS - OSLO, NORWAY	Chemical/Oil/LPG	2
JO TANKERS BERGEN - KOKSTAD, NORWAY	Chemical/Oil/LPG	2
WOOIL MARINE - PUSAN, SOUTH KOREA	Bulk Carrier	2
POLARIS SHIPPING - SEOUL, SOUTH KOREA	Bulk Carrier	2
NSCSA - RIYADH, SAUDI ARABIA	Chemical/Oil/LPG	2
GOLAR LNG - HAMILTON, BERMUDA	Chemical/Oil/LPG	2
AP MOLLER SINGAPORE - ROTTERDAM, NETHERLANDS	Container Ship	2
PACIFIC RADIANCE - SINGAPORE	Offshore Tug/Supply Ship	2
PACIFIC INTERNATIONAL LINES - SINGAPORE	Container Ship	2
AP MOLLER SINGAPORE - ROTTERDAM, NETHERLANDS	Container Ship	2
OMC SHIPPING - SINGAPORE	Bulk Carrier	2
TOLANI SHIPPING - MUMBAI, INDIA	Bulk Carrier	1
MBK - PANAMA	Bulk Carrier	1
COSCO FAR REACHING SHIPPING - SHEKOU, CHINA	Bulk Carrier	1
PACIFIC BASIN SHIPPING - HONG KONG, CHINA	Bulk Carrier	1
COSTAMARE SHIPMANAGEMENT - SHANGHAI, CHINA	Container Ship	1
COSCO SHANGHAI SHIPMANAGEMENT - SHANGHAI, CHINA	Container Ship	1
UNION & TRAVAIL - LES SABLES DOLONNE, FRANCE	Fishing Vessel	1
NYK BULKSHIP ASIA - SINGAPORE	Bulk Carrier	1
BERGE BULK MARITIME - SINGAPORE	Bulk Carrier	1
MOL SHIPMANAGEMENT SINGAPORE - SINGAPORE	Container Ship	1
CARISBROOKE SHIPPING UK - COWES (ISLE OF WIGHT), United Kingdom (UK)	General Cargo Ship	3
NORBULK UK - GLASGOW, United Kingdom (UK)	Chemical/Oil Products Tanker	6
OCEAN - LONDON, United Kingdom (UK)	Bulk Carrier	4
INTRESCO - LONDON, United Kingdom (UK)	Bulk Carrier	2
ZODIAC MARITIME - LONDON, United Kingdom (UK)	Container Ship	1
CHEVRON TANKERS - LONDON, United Kingdom (UK)	Crude Oil Tanker	2
TANKERS UK - LONDON, United Kingdom (UK)	Crude Oil Tanker	1
NAVIGATOR GAS - LONDON, United Kingdom (UK)	LPG Tanker	1



# Bunkering-Untapped Opportunity for Mauritius



Six countries - Singapore, the UAE, Netherlands, the US, China, and South Korea - 60% world's bunker demand. Because they are close to the **Shipping Super-Highway**

Unlike the uncontested Singapore bunker volume exceeding by far 42 M MT per year, Port Louis ambition is to trade over **1M** bunker sale in a near future





## PORT LOUIS AN EMERGING PORT

Mauritius is strategically located right on this motorway with no major route deviation.

This sea-route is critical for several countries like Singapore, Indonesia, Taiwan, China, India and in the opposite direction to South Africa, West Africa and Latin America

During the last decade China and India have emerged as two world economic pillars which has propelled this I.O region as an important trading route.

The sea passage from Singapore is 8 days and down to the next nearest port is 4 days sailing to the South Africa ports.

As a result of its strategic location, more and more Mauritius (Port Louis) is considered as a potential port of call, unlike other competing and neighbouring ports like Durban or Cape Town suffering repeated port congestion, delays, bad weather and othersorts.

Port Louis has a relatively calm waters and can easily accommodate vessels with high draft within its large anchoring bassin with varying draft from 25 to 100 mts.

The Port operates on 24/7 basis and with not less than six major bunker operators presently in service with dedicated bunker barges.

Bunker supply flow-rate is on average 400 mtph and pumping can go up to 1000 mtph and on round the clock service.



## Advantages of Port Louis

Unlike many African countries, Mauritius is a strongly democratic country with strong KPIs on many counts;

Existing Port Administration, the Customs and other Port Stakeholder regimes augur respect, confidence and ease for doing business culture and with best practices;

Mauritius is internationally connected with a spate of daily international airlines, not limited to 3 daily A380 Emirates flights to/from Dubai;

We have in place strong banking and financial institutions and excellent off-shore sectors, ideal for business and trading;

Vessels calling at anchorage for bunker operation spend on average less than one day port-stay;



The Port tariffs are competitive, heavily discounted and rated on GRT basis with capping scale;

Any vessel technical stop-over can also take advantage for crew change, lifting of stores/provisions, spare-parts, CTM, repairs, medical assistance, debunkerin or courier service;

The overall PDA for a vessel bunker call on a one day (normally within 6 hrs) basis, lifting some 500-1000 mts ex bunker barge at anchorage should not exceed \$5K, or on average \$4-5 extra (per ton) on the bunker stemmed;

There are plentiful bunker shore tanks facilities, not less than 6 barges and bunker oil majors in operation. Each oil major has a system of replenishment through a liberalise bunker import market with STS operation being carried out inside the port commercial waters.



# CREW CHANGE OPERATIONS

(WORLD SEAFARERS  
POOL 1.8M)

Port Louis is handling interesting crew change operations totalling not less than 50,000 heads per annum viz a daily average of 125-150 seafarers exchanges or 3-5 vessels carrying out crew change per day, in drifting mode with barely 2 hrs turnaround, unless crew handing over operation then more time;

- Port tariff for crew change is cheap and calculated on the GRT of the vessel and tax for one port item only;
- Since mid 2022 the crew change operation is fairly relax with no more stringent COVID 19 protocol and regulations;
- Mauritius has daily interntaional flight connections to/from London, Paris, Frankfurt, Geneva, Dubai, India, Africa, not limited to twice weekly flight to Singapore, China, Belgium;



- Most of the Beach hotels are running on full capacity these days with record visting tourist traffic;
- Excluding the airfare, on average the expected local expenses per seafarer should not exceed \$500;
- Port Louis is also equipped with state of the art and 14 paxs capacity helicopter evacuation service for emergency operation viz medivac, rescue or other sorts;
- Under the Port Vision 2030, the aim is to capture a significant chunk of the world monthly crew exchange operation (these days exceeding by far 100,000 heads)



## SHIPCHANDLING/ HUSBANDRY



## CRUISE PLANNING & MANAGEMENT

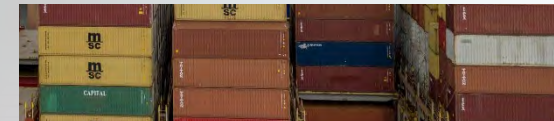


## DE-BUNKERING

## SHIP REGISTRATION & MANAGEMENT



## CARGO PLANNING & MANAGEMENT



## TESTING



International  
Organization for  
Standardization



# **OPPORTUNITIES OF BUSINESSES IN MARITIME INDUSTRY**

- ✓ **Feeder Vessel**
- ✓ **Ship Stores/Spare-parts**
- ✓ **Offshore Supply**
- ✓ **Water Barge**
- ✓ **Fuel Barge**



# FEEDER VESSELS

## CARGO NETWORK

**Ship with average capacity of 300TEU that can reach minor ports.**





# SHIP PROVISIONS & STORES

KLK is also a wholesale dealer specialized in the supply of food items, vegetables, fruits and frozen goods as well as for ship store equipment



# OFFSHORE SUPPLY

KLK works in tandem with specialized vessel especially designed to supply ships on high seas.



# WATER BARGE

PORT LOUIS is equipped with dedicated fresh water supply barges for both inside and outside port area



# BUNKER BARGE

KLK is fully engaged into the bunker trading activities and acts also as Port Agent for a variety of world shipping companies





Baie Du Tombeau

Ex Dockers' Flat

ENGLISH CHANNEL

TERMINAL III  
MAURITIUS CONTAINER TERMINAL

FREEPORT ZONE 5

Port Limit

OIL JETTY

Reclaimed Land

FREEPORT ZONE 7

Roche Bois

FREEPORT ZONE 6

FREEPORT ZONE 1

QUAY 1

Reclaimed Land

QUAY 2

BST Quay

QUAY 3

Fort William

QUAY 4

CRUISE TERMINAL

QUAY D

TERMINAL I

QUAY A

Les Salines

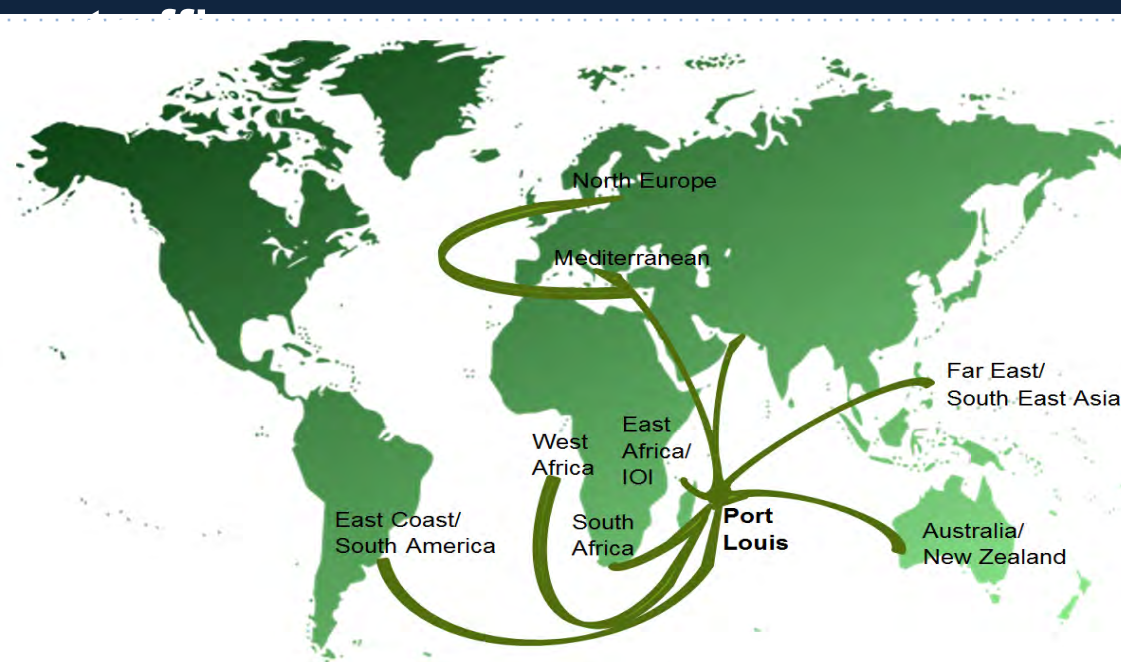
Port Limit

Port Limit

City Centre of Port Louis

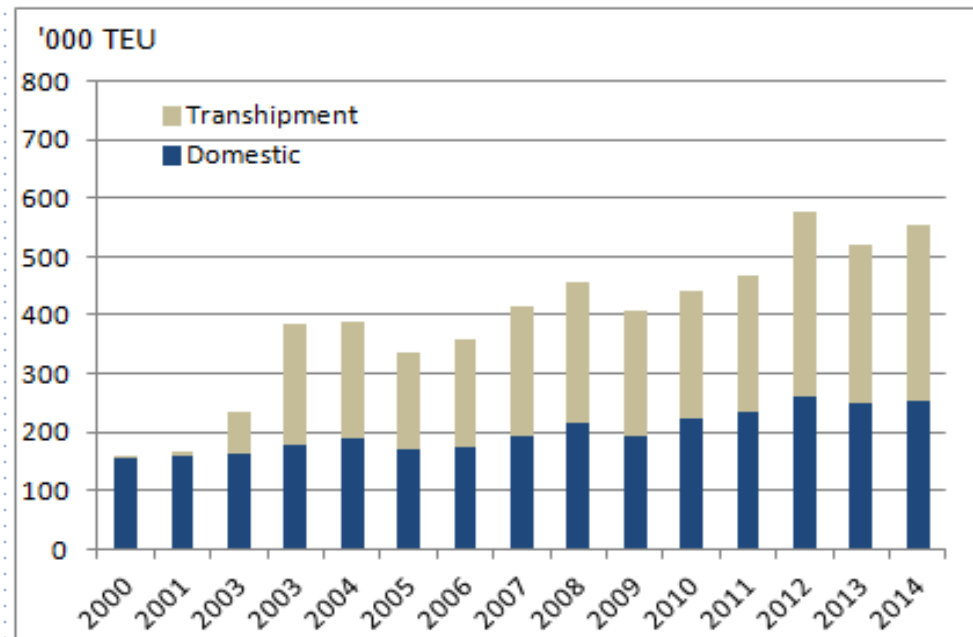


# Existing situation: container



Mauritius is located at the intersection of several different main container shipping lanes, ideal for hub-and-spoke transshipment to East Africa and other Indian Ocean islands, as well as relay transshipment for longer distance routes.

Since 2000, transshipment traffic has been growing strongly. In 2014 it totalled 300,000 TEU (in + out). There was also 250,000 TEU of local cargo in 2014, supported by a robust economy growing at 4% p.a. In 2018/19 the total transshipment throughput increased to 402,119 TEUs. The region in general, and Mauritius in particular, has performed relatively well during the recession.



# Extension of the Container Terminal



Image © 2017 DigitalGlobe

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# Extension of the Container Terminal

- The MPA proceeded with the Extension of the 560 m long berth by 240m, strengthening of the existing berth and the Expansion of the Container stacking yard by 7.5 ha in December 2014 and works were completed in June 2017.
- The capacity of the Terminal has increased from 500,000 TEUs to 750,000 TEUs. The Capacity can be further increased to around 1 million TEUs with additional Container handling equipment and an enhanced mode of operation.
- Dredging of Navigational Channel from 14.5 to 16.5 m completed in June 2017.
- Total investment amounted to Rs 6.84 billion.

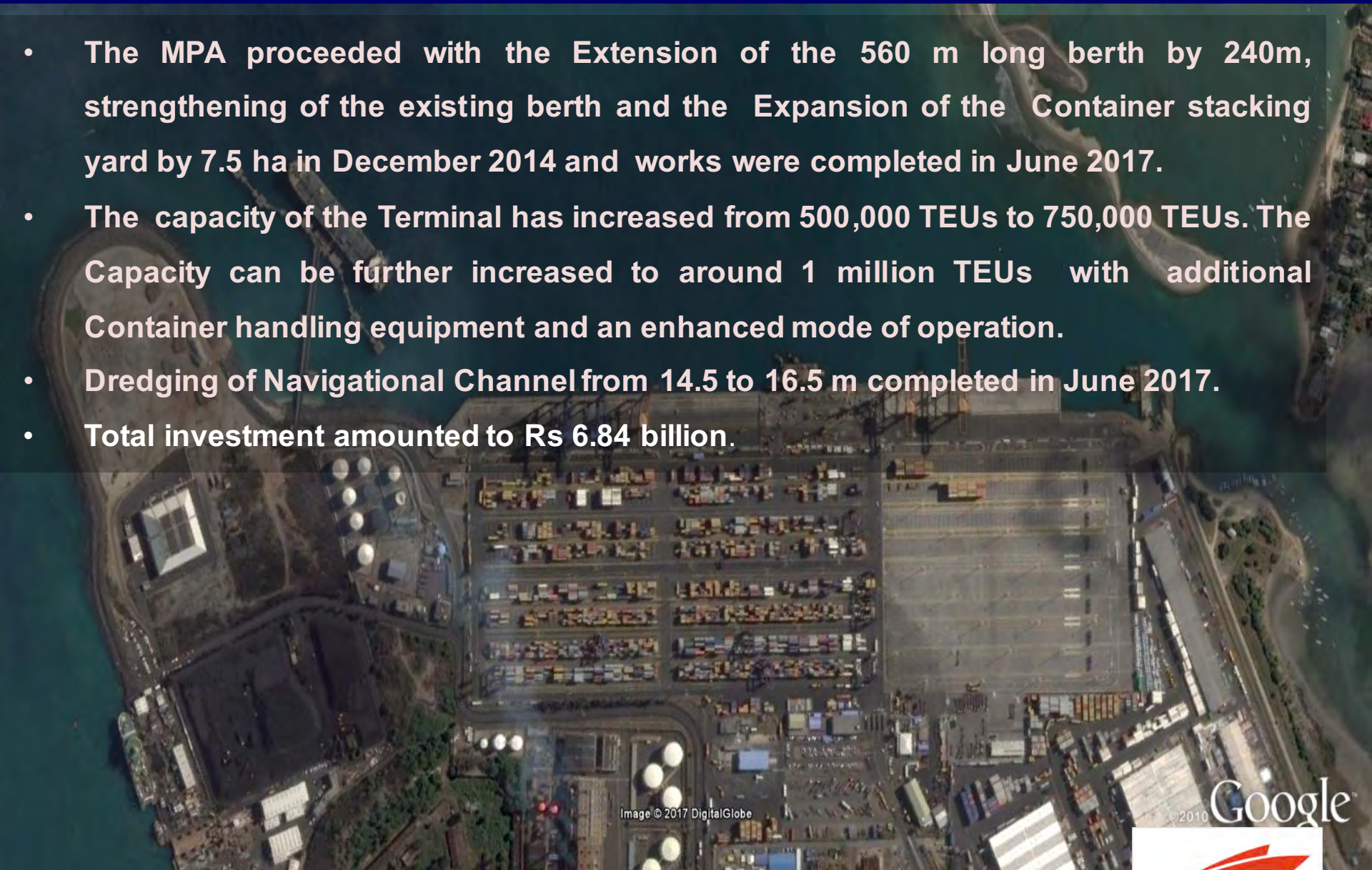


Image © 2017 DigitalGlobe

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# Breakwater and Container Terminal – Long Term

- With a view to accommodating the future container traffic, it was plan to implement the Island Container Terminal which would comprise Construction of breakwater, Dredging of the navigation Channel to 18 m, Land Reclamation of about 55 Ha, Construction of quay of 1.2 km and Container yard of 50 Ha.
- Throughput capacity: 1.5 -1.8 M TEUs
- Techno-Economic study has been completed in April 2019 by Messrs Royal Haskoning.
- The total cost of the project has been estimated at USD 835 M whereas the Cost of the Breakwater and dredging works only has been estimated at USD 352M.
- Market Assessment was launched in August 2019 and the Information memorandum was issued to 71 parties. Out of 17 responses received, 5 contained interesting proposals ( Yilport, Bollore, TIL, Eiffage & Adani).
- It was planned to proceed with the appointment of a Transaction Advisor in beginning of 2020 to prepare the financial and institutional specification of the project . Because of the COVID 19, the appointment of a TA was put on hold.

# Breakwater and Container Terminal – Long Term

PROPOSED LEE BREAKWATER

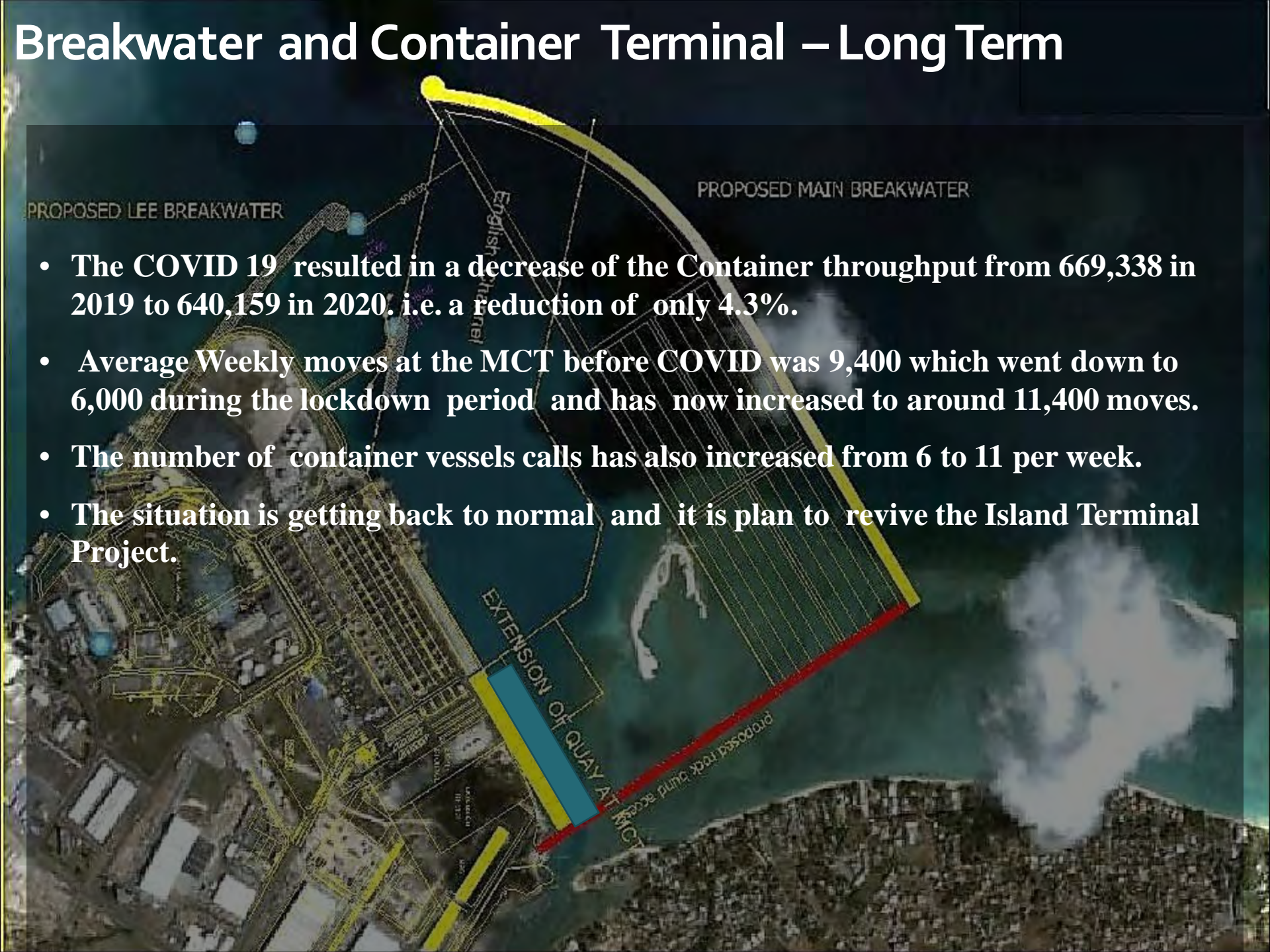
PROPOSED MAIN BREAKWATER

- The COVID 19 resulted in a decrease of the Container throughput from 669,338 in 2019 to 640,159 in 2020. i.e. a reduction of only 4.3%.
- Average Weekly moves at the MCT before COVID was 9,400 which went down to 6,000 during the lockdown period and has now increased to around 11,400 moves.
- The number of container vessels calls has also increased from 6 to 11 per week.
- The situation is getting back to normal and it is plan to revive the Island Terminal Project.

EXTENSION OF QUAY AT MCT

PROPOSED ROCK BUND AND ACCESS

English Channel



# Preferred Layout



- **In 2018/19 cruise season, Port Louis received 45 cruise vessel calls and 61,759 passengers**
- **Cruise Terminal Building to accommodate both cruise and inter-island passengers.**
- **The contract for Consultancy Services has been awarded to Messrs Bermello Adjamil (USA).**
- **The construction Contract for the cruise Terminal Building has been awarded in August 2019. The project Cost is Rs 769 million( USD 19 milion).**
- **The project was expected to be completed by first quarter of 2022.**
- **The implementation of the works have been delayed due to the COVID 19 and is now expected to be completed by mid 2023.**
- **Cruise traffic decreased from 59,556 PAX in 2019 to 30,557 in 2020 .**
- **For 2021 no cruise vessel .**
- **The cruise traffic has started to pick up as from 2022 season with 8 vessel calls, about 10,000 passengers. For the season 22/23 some 20 calls are expected with some 25,000 pax.**







## **KLK SHIPPING AGENCY LTD**

# THANK YOU

**QUESTIONS & COMMENTS PLEASE?**

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