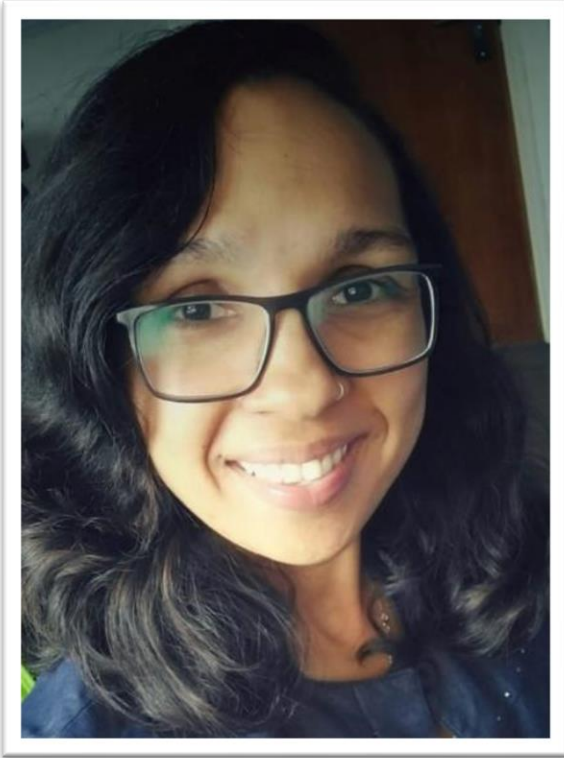


# Why Develop Ports?

Perspective from a remote small island developing state



# Introduction



- Philippa Samson
- Deputy CEO of Seychelles Ports Authority
- Project Manager of the Port Victoria Rehabilitation & Extension Project
- Special interest: port economics, economic development in SIDS, the role of connectivity in economic development



# Seychelles – A Remote SIDS

- “Unique by a thousand miles”
- Small population just above 100,000
- Significant population of expatriates
- Most valuable resources: natural environment, 1.3m km<sup>2</sup> of blue ocean
- Economic pillars: tourism and fisheries
- Main exports: frozen fish, canned fish
- Large dependence on imported goods – operating at a trade deficit
- Surprisingly high GDP per capital (middle income bracket)





# Port Victoria

- Made up of various facilities:
  - Commercial Port
  - Industrial Fishing Port
  - IPHS Quay
  - Net Repair Quay
  - Inter-Island Quay
- Infrastructure built in the 1970's and 1980's
- Deepest berth can accommodate vessels of draft 11.5m
- Can only cater to geared vessel
- SPA operates as a landlord port authority



# Port Victoria Rehabilitation & Extension Project



310m deck on pile structure with  
berth pockets at -15.5m  
Quay capable of sustaining  
mobile harbour cranes

# Why are we doing all this?

- Old infrastructure that needs to be replaced
- Strategic port development can:
  - Significantly enhance maritime connectivity and reduce the cost of transportation
  - Catalyze socio-economic development, diversification of the economy, create jobs, and enhance regional trade and logistics capabilities
  - Lead to greater integration into the global economy.
  - Increase resilience, particularly climate resilience
- If we don't do this we will be left behind!

# Strategic Port Development - Singapore

- After Singapore's independence in 1965 recognized the potential of maritime trade as a cornerstone of Singapore's economy
- In 1972, the first container berth was opened at Tanjong Pagar Terminal. This move was visionary, as it positioned Singapore to capitalize on the global shift towards container shipping that started in late 50's and early 60's
- It took on a series of expansion projects to increase the port's capacity and efficiency, solidifying Singapore's position as a major transshipment hub.
- Foresight, adaptability, and the relentless pursuit of excellence.
- Singapore has secured its position as a global maritime capital and paved the way for sustained economic growth and social development

# Strategic Port Development - Mauritius

- MPA Increased container handling capacity from around 550,000 TEUs (Twenty-foot Equivalent Units) in the early 2000s to over 1 million TEUs by the early 2020s.
- Deepening of the navigation channel to accommodate larger vessels, Installation of modern cargo handling equipment, Development of additional storage areas and improved logistics facilities.
- Economic Growth: The expanded port has facilitated increased trade volumes, contributing to steady economic growth. The maritime sector now contributes substantially to the country's GDP.
- Created both direct and indirect employment in logistics, shipping, and related services.
- Improved port facilities have attracted foreign investors, particularly in manufacturing and processing industries that rely on efficient import/export capabilities.
- The enhanced port has supported Mauritius' efforts to diversify its economy beyond traditional sectors like sugar and textiles.
- Port Louis has strengthened its position as a regional transshipment hub, serving the Indian Ocean region.
- Introduced new technologies and skills to the Mauritian workforce, enhancing the country's human capital.
- The port's expansion has stimulated development in surrounding areas, contributing to urban growth and modernization.
- These developments have collectively helped Mauritius transition towards a more diversified, service-oriented economy, improving living standards and positioning the country as a key player in Indian Ocean





# Our Challenges

- Limited land for expansion – reclamation required, very expensive, close to marine park, environmental considerations
- Access to low cost finance – middle income status, generating sufficient revenues to repay loans
- Priorities – which infrastructure do we do first?

Thank you!

“The ocean is the lifeline that connects us all” –  
Designated Minister Jean-François Ferrari