

MAURITIUS

PORTS AUTHORITY

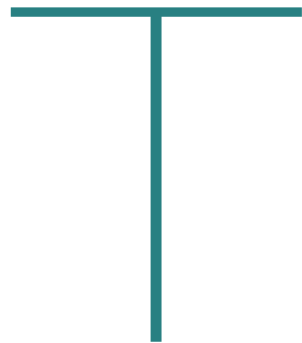
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CORPORATE BROCHURE



Setting Sail

The achievements of the Mauritius Ports Authority (MPA) over the past decade have transformed Port Louis Harbour into a world class shipping facility. Jayne Alverca reports



The Indian Ocean may be the stuff of dreams for tourists, but the authorities who manage Port Louis Harbour in Mauritius have more serious concerns to contend with. As an island state, the port's management play a pivotal role in the Mauritian national economy, as it represents the main link with the external world for almost all transportation requirements.

The port itself consists of three main terminals which house a total of 14 separate quays. Together, these facilities handle about 99 per cent of the total volume of external trade and contribute more than two per cent to the country's GDP. All strategic imports such as foodstuffs, petroleum products and raw materials for the textile industry must also rely on the port as a transit point.

By the turn of the millennium, two decades of heady growth and constant expansion had near exhausted the port's capacity. During 2002, a new vision and a new strategic plan were formulated to modernise the port's infrastructure and facilities and create the extra capacity needed to meet the demands of the fast expanding maritime trade, in



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Over the past decade, the port sector has undergone major reforms and has been transformed into an economic nerve centre ”

Afcons Infrastructure Limited partners with Mauritius Port Authority



Cruise Berth Facility at Port Louis Harbour



Construction of Oil Jetty at Port Louis, Mauritius.

Helping to bridge the marine infrastructure gap in the island nation of Mauritius

Afcons Infrastructure Limited is proud to be associated with marine infrastructure development in Mauritius. These include Cruise Berth Facility at Port Louis Harbour - consisting of a 125 m long jetty exclusively for cruise liners of up to 72, 270 T (Displaced Tonnage); Construction of Oil Jetty at Port Louis, Mauritius - to facilitate centralised handling of POI Products and Liquefied Petroleum Gas (LPG); and Corrosion protection to Steel Piles at Port Louis and Port Mathurin - to vastly extend their serviceable life.

Indeed an important step in our global footprint of infrastructure development projects.



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Afcons Infrastructure Limited

Afcons Infrastructure Limited, India's leading construction behemoth with a strong global footprint and part of the Shapoorji Pallonji Group, is proud to associate with Mauritius Port Authority to augment its marine infrastructure.

Afcons takes pride in the fact that it was chosen by the Mauritius Port Authority to do both the oil jetty & cruise berth. The Port Authority has hugely appreciated Afcons' contribution in developing the critical infrastructure.

Afcons partnered with Mauritius Port Authority to construct a dedicated petroleum/oil jetty at Mer Rouge. The project's importance is underlined by the fact that this jetty is the only source of oil receipt to the country. The oil jetty is now capable of accommodating tankers of up to 55,000 DWT compared to 40,000 DWT earlier.

The company also constructed two Berthing Dolphins in around 14 to 15 metres of water depth with adequate fendering system.

Afcons also implemented protection measures to the corroded steel tubular piles at Quay 1m2,3,4 and at Latainer Bridge; and sheet piles at Quay B, Quay E and the Quay at Port Mathurin. The project aims to extend the serviceable life of the steel piles.

The cruise berth project, built by Afcons, will immensely enhance tourism potential in Mauritius. Until recently the Mauritian Port Authority was using cargo berths for passenger cruise vessels. The new jetty can berth cruise vessels of up to 72,270 DWT which has made Port Louis into a dynamic, attractive and competitive destination.

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Every business aspires to be excellent, but by definition, only a few can ever achieve that status.



particular the deep berth requirements of a fifth generation of super large container ships.

Over the past decade, the port sector has undergone major reforms and has been transformed into an economic nerve centre equipped with modern port facilities offering world class port services. A key improvement has been the dredging of the access channel to the Mauritius Container Terminal to provide additional draft. This means that fifth generation vessels can now use the port's facilities. The size of the container yard has been almost doubled to give a storage capacity of 550,000 TEUs and the existing container berth was expanded by an additional 150 metres so it could accommodate three container ships at any one time.

Because the Indian Ocean can be subject to devastating cyclones, the Mauritius Container Terminal had experienced recurrent floodings due to prevailing swell conditions. On occasion, this had caused major disruption to operations at the terminal. To prevent the flooding problem, MPA is now proceeding with the construction of a concrete wall along the length of the terminal and will rehabilitate the rock revetments located to the north and south. The work is being carried out a cost of Rs 100 million and is now nearing completion.

A new radio station, which became operational in April 2008, is equipped with radars, modern radio/communication and a vessel tracking system to provide an improved maritime service and ensure navigational safety for the port's growing volume of traffic.

There is also a new oil jetty which has been built at Mer Rouge at a cost of Rs 623 million to improve the unloading of petroleum tankers. In a handling operation that now meets world class standards of safety and efficiency, Port Louis Harbour handles well over a million tonnes of petroleum products each year. These comprise many toxic and highly flammable substances such as motor gasoline, gas oil and jet aviation fuel as well as standard fuel oil and liquefied petroleum gas (LPG). Petroleum products were previously unloaded at a series of different locations in the inner harbour which had negative cost, time and particularly safety implications as storage tanks were in close proximity to a residential area and potentially posed a major health and safety hazard.



Contributing towards a better Mauritius

Lafarge, leader mondial des matériaux de construction, est fier d'avoir contribué à bâtir une Ile Maurice meilleure au cours de ses dernières années. Chez Lafarge, nous voyons bien au delà des années à venir, et nous continuerons à développer une infrastructure moderne et des conditions de vie plus sécurisantes tout en protégeant l'environnement de tous les Mauriciens.

Lafarge, bringing materials to life.



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This problem has now been solved and with an increased alongside depth of -14.5 metres, the berthing of bigger tankers of up to 50,000 DWT is now also possible. The new oil jetty has a total throughput capacity of about four million tonnes per annum and has been built to meet requirements for many years to come

In another ambitious move, MPA has embarked on a project for the construction of a dedicated cruise jetty at Les Salines. At a total project cost of about Rs. 485 million, this has enabled the port to cater for larger cruise vessels and also facilitated improvements to passenger comfort, transfer and safety. The contract for the construction of the jetty was entrusted to Messrs Afcons (India) in November 2008 and was officially inaugurated on 15 February 2010.

The move will provide the national economy with a major boost to tourism revenues by supporting a

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Lafarge is the world leader in building materials. We are present in over 78 countries and employ more than 84,000 employees. We are the world leader in cement, world number two in concrete and aggregates and number three in gypsum. Lafarge (Mauritius) Cement Ltd started its operations in the Port area some 52 years back, in October 1959.

Lafarge (Mauritius) Cement Ltd has contributed enormously to the construction of the new, modern, better and stronger Mauritius. Besides being the market leader for more than five decades, its BAOBAB Portland Cement brand has gained high recognition due to its consistent high quality and is very much appreciated by the professionals of the construction sector of the island.





strategy that will see Port Louis Harbour acquire 'home-port' status for cruise tourism. During the last financial year, cruise traffic grew by almost 60 per cent with 22 passenger vessels calling in to the port. The ability to handle bigger vessels means that passenger numbers increased even more, growing by a record 105 per cent in a single year.

MPA is proud of its achievements to date, but the work to maintain the port's newly won world class status is ongoing. Forecasts claim that container traffic will double by 2015 and major shipping lines have made plain their intention to use larger container vessels in the area. In response, the size of the container berth is set to increase again and further deepening of the channel that gives access to the container terminal is also planned. The next project, due for completion in 2013, will include measures that will see the berth at the container yard extended by another 150 metres and able to accommodate ships with a draft of 16.5 metres.

Meanwhile the reclaimed land of Les Salines at the southern edge of the port is the proposed site of a major waterfront development project which will provide a marina, top quality hotels and a wide spectrum of leisure and tourism facilities. This will complement the cruise ship facilities already in place and provide a major impetus to the nation's emerging tourism industry. The project will be executed in three phases and will take at least 10 years to execute. www.mauport.com

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