

Challenges and Future Opportunities for Ports and Shipping in the SADC Region.



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Why do we do what we do?

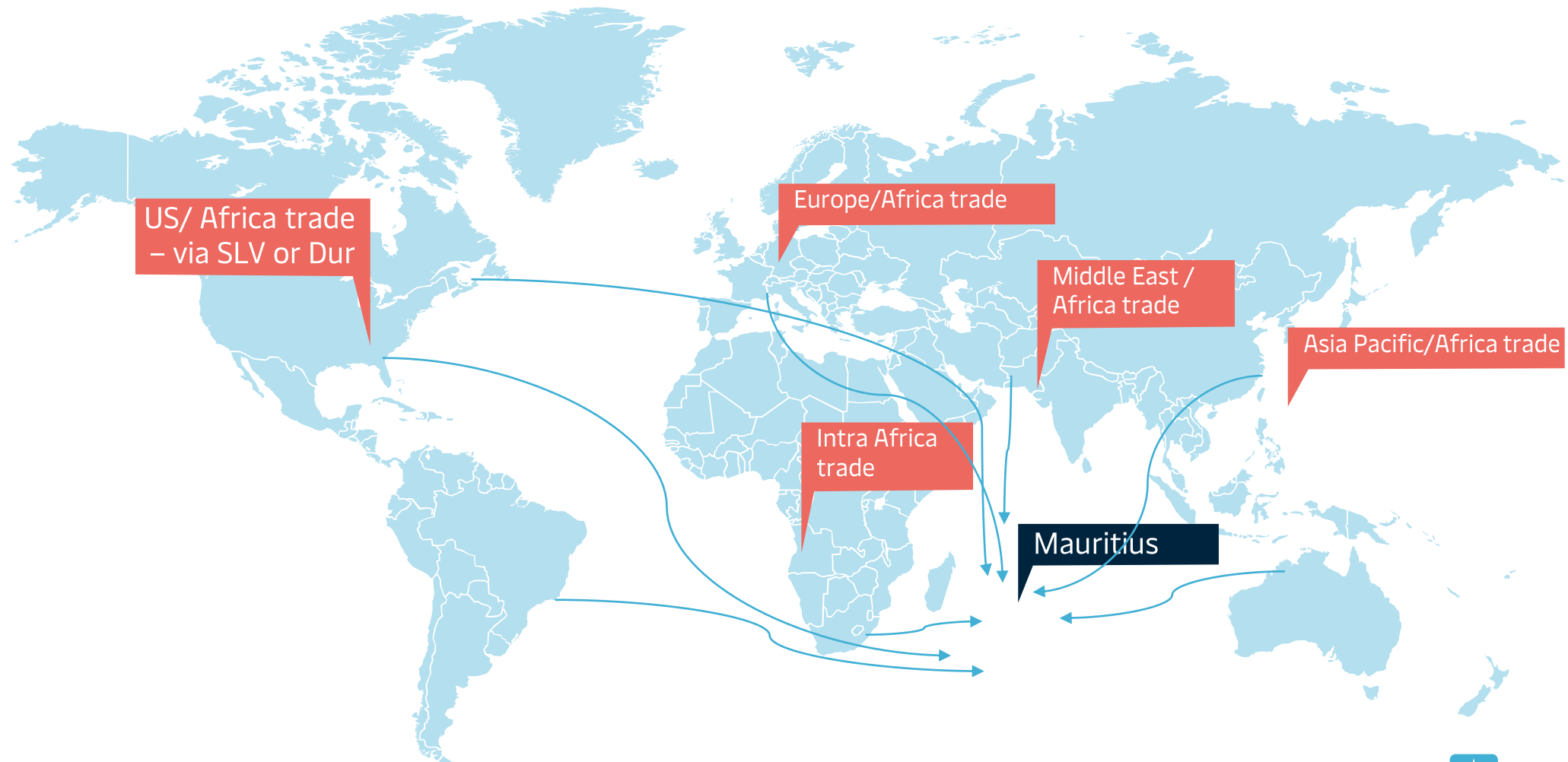
A.P. Moller - Maersk enables its customers to trade and grow by transporting goods all the way, anywhere in the world.

Provide customers with a simple end-to-end offering of products and services, seamless customer engagement and a superior end-to-end delivery network, taking the complexity out of global supply chains.

Maersk is accelerating its transformation to the global integrator of container logistics with a strategy focused on putting our customers at the centre of everything we do. Every day we continue to deliver on our vision to connect and simplify our customers' supply chains while living our mission of facilitating global trade.



Trade context – Mauritius on the map



Challenges

Terminal side

PORT PRODUCTIVITY VS TARGET (%)



| CallSize | Result | Calls |
|---------------|---------|-------|
| I 0-500 | 70.65% | 25 |
| II 501-1000 | 85.31% | 73 |
| III 1001-1500 | 85.03% | 37 |
| IV 1501-2000 | 100.76% | 15 |
| V 2001-2500 | 106.18% | 4 |

Port productivity remains erratic. On bigger size vessels such as the Safari we see a superb performance, but on smaller ones, the struggle is still on-going to get a decent productivity and turn our vessels faster.

Yard Management needs to be reviewed support a pre loading plan (Pre-EDI). This will facilitate the planning and stowage plans – reducing the idle time before departure (contributing to berth productivity).

Manpower – sufficient manning of the various resources on the terminal to enable a consistent performance across the various shifts.

Documentation

Ease of doing business must prevail – not only for shipping agents but for the industry at large, including the customers.

Others

Data quality from all shipping agents needs to be improved, helping to reduce any idle time.

Opportunities

Terminal side

- Improvement on productivity through the different streams (Berth productivity, yard management, manpower) is critical to move Port Louis to the next level
- Additional landside services can be offered by the terminal, such as additional free pool, reefer preparation (especially for transshipment), selection/deselection on positioned boxes (for sugar exports).
- Invoicing directly clients for reefer charges instead of going through shipping line – streamlining the process for importers and making full fledge use of NAVIS N4.

Service deployments

- In line with a more productive terminal, enable the review of the fixed berthing windows to allow additional services to be deployed – regional connectivity

Others

- Port optimisation best practice sharing between APMT and CHCL