

Port Congestion



Presented by: Andrew Dixon
2011 AAPA Cruise Seminar
February 9th – 11th



Perspective - "Port of call" experiencing rapid growth

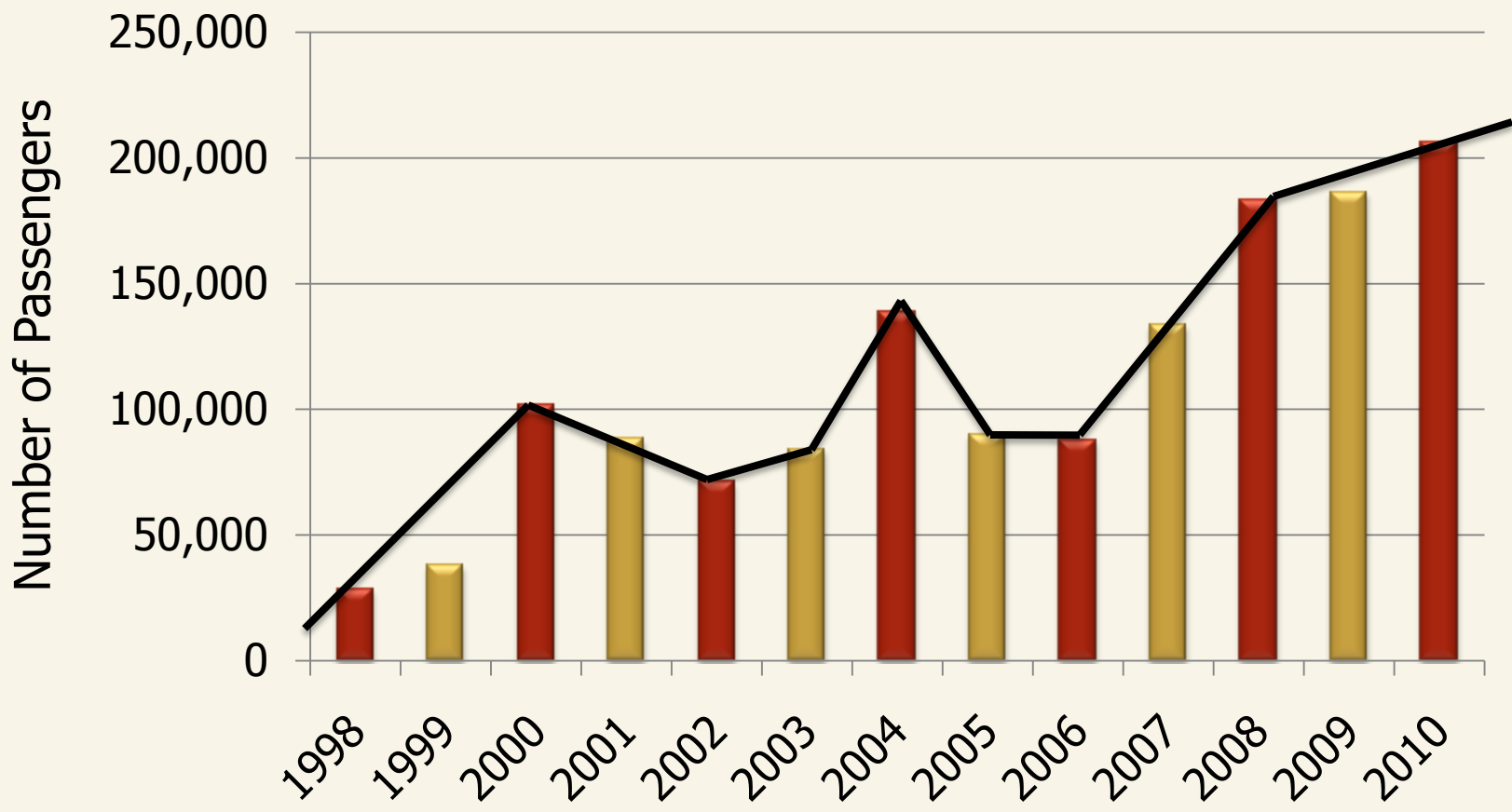
1. Contributing Factors that Create Port Congestion
2. Saint John Cruise Business Growth
3. Evolution of Cruise Port Infrastructure – Water & Land
4. Future Trends in Cruise
5. Proposed Solutions to Manage Growth & Congestion
6. Other Factors to Consider



- Expanding world & regional market activity
- Seasonal factors
- A ports' position within a cruise lines' itinerary
- Availability of berths:
 - I. Size of ships
 - II. Competition with "cargo"
 - III. Competition for "cruise berths"
 - IV. Dockside vs. Anchor
- Enhanced destination "draw"
- Obsolescence of "cruise" berths at cargo piers
- "Homeport" availability & strategies



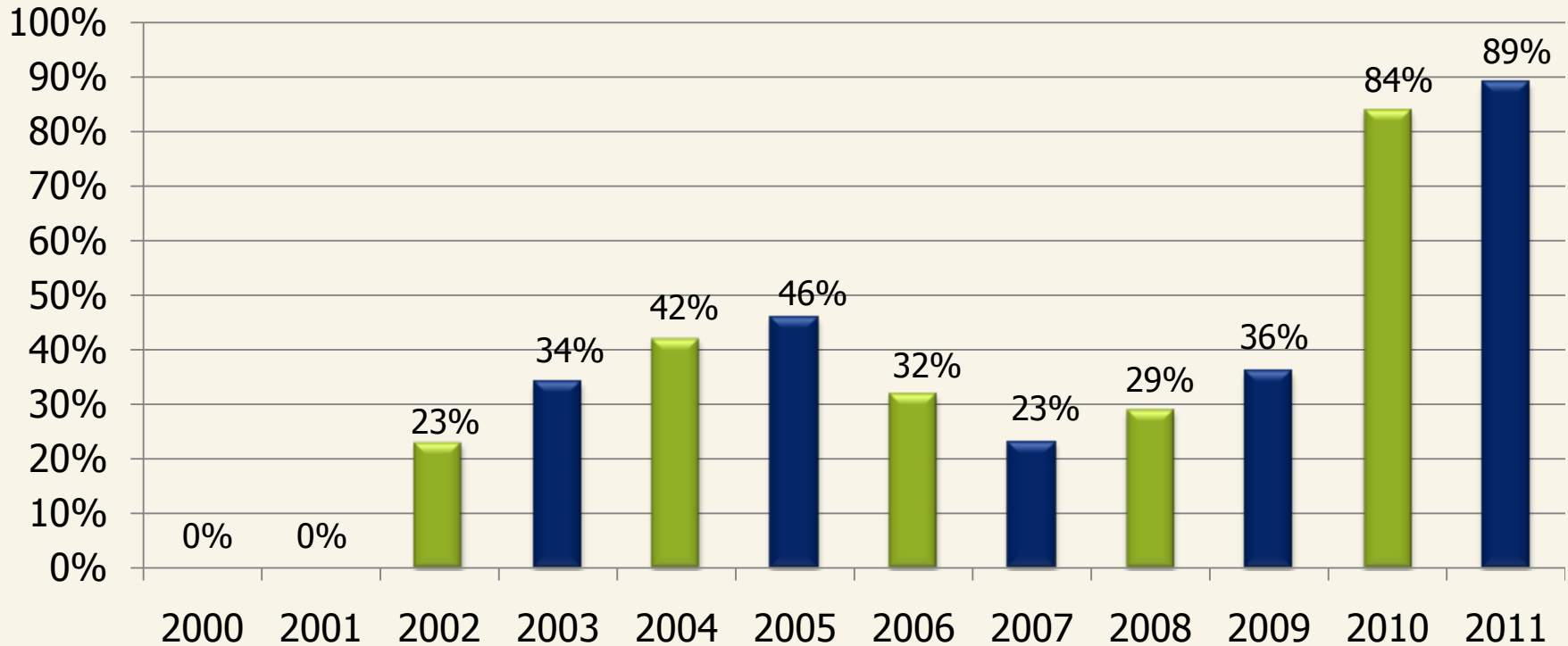
Saint John Cruise Business Growth



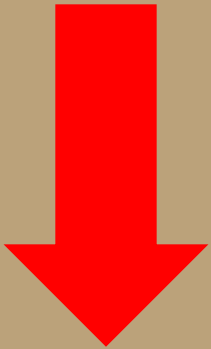
...that with the internet and social websites, blogs, Cruise Critic etc. Ports cannot afford to use a "cargo pier".



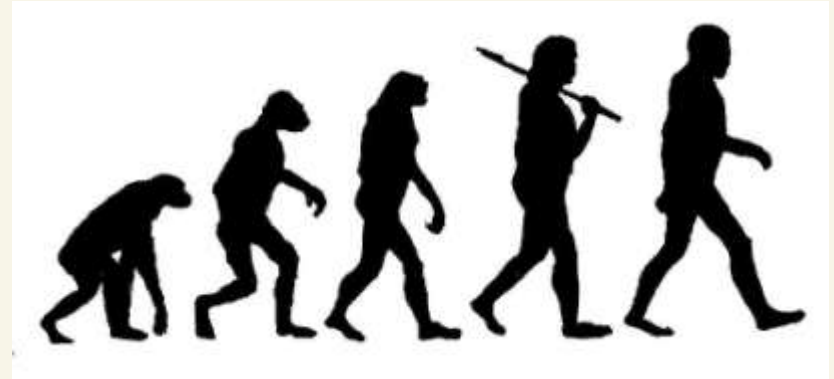
Percentage of vessels calling over 290 meters



1989: 7 berth options



2011: 3 berth options



Evolution of Cruise Port Infrastructure – Water & Land



Legend:

- Current Cruise Berth
- Historical Cruise Berth

2003



Evolution of the Marco Polo Cruise Terminal

2004



Evolution of the Marco Polo Cruise Terminal

2010



2006



2008



Cruise Ships have steadily increased in length over the past 20 years.....

and the trend continues.

Opportunity....but with a challenge



With our present cruise berth capacity, on any given day:

Due to ever increasing vessel sizes, we are rapidly becoming a “two-ship cruise port”.

We can only accommodate one vessel in excess of 300m overall length.



Introduced in 2009
306 Meters Long
130,000 GRT
3652 Passengers



Introduced in 2010
329 Meters Long
153,000 GRT
4200 Passengers



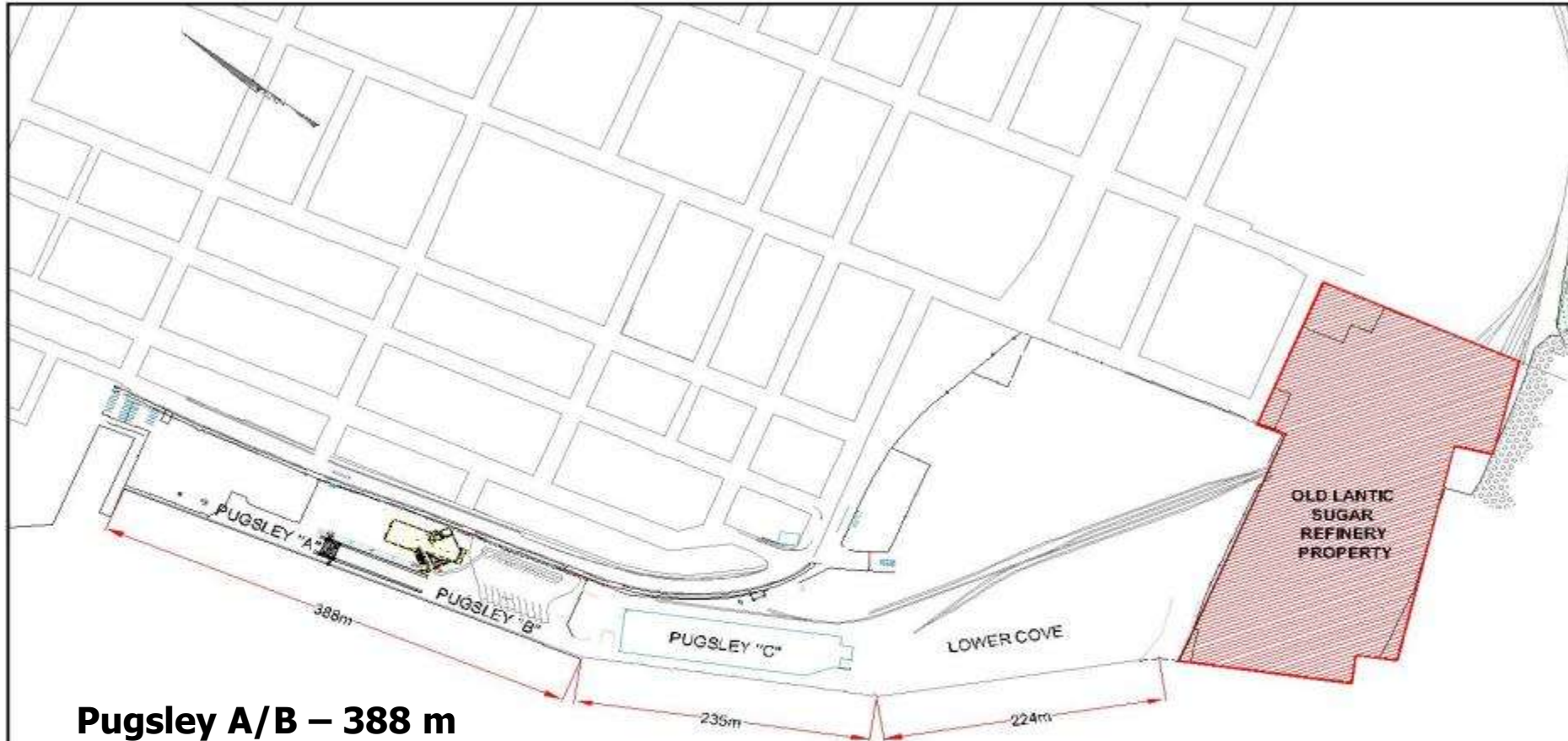


Introduced in 2008
339 Meters Long
160,000 GRT
4400 Passengers

Introduced in 2009
360 Meters Long
220,000 GRT
5400 Passengers



Saint John – Current Situation at Pugsley & Lower Cove Berths



Pugsley A/B – 388 m

Pugsley C – 235 m

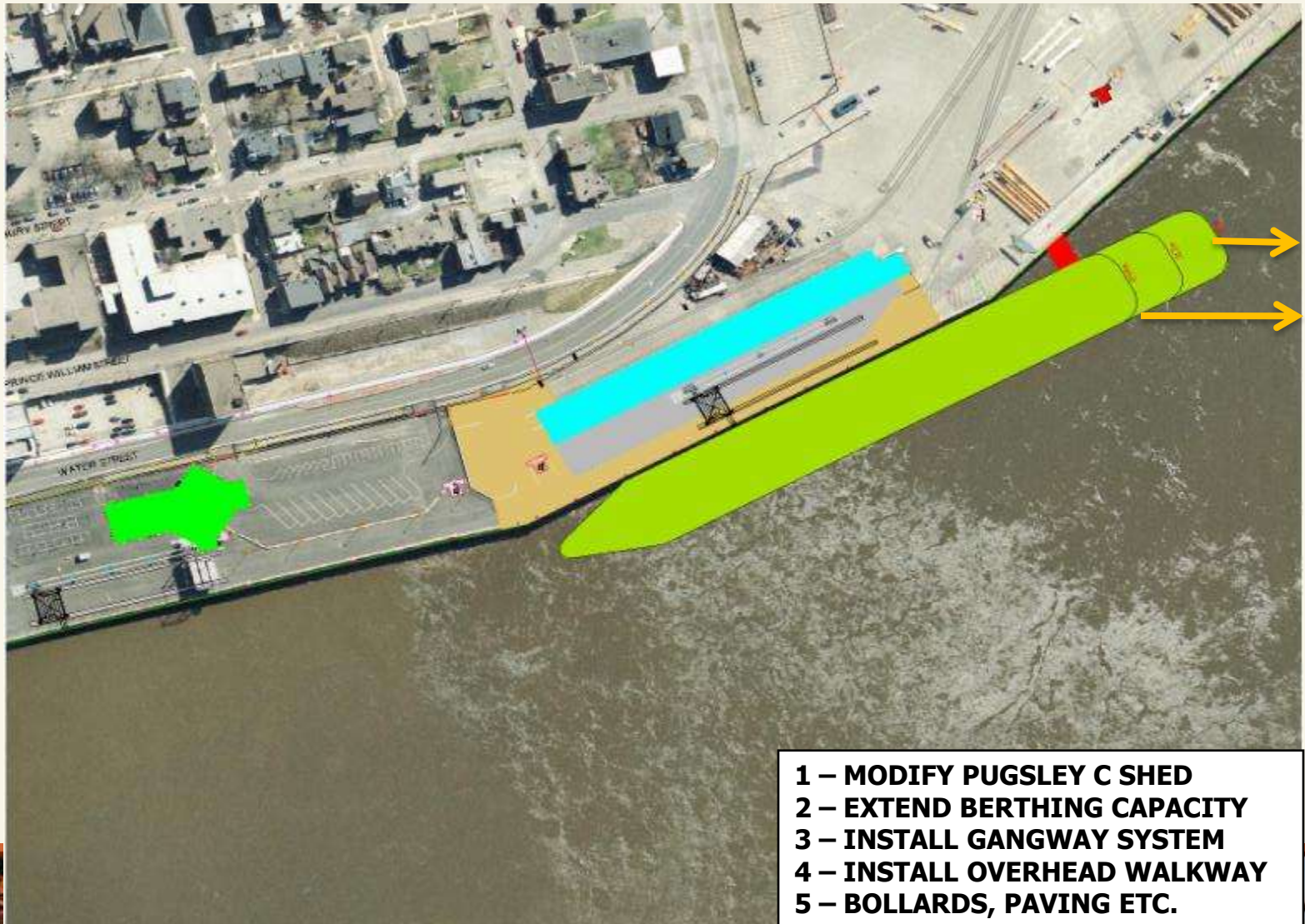
Lower Cove – 224 m



Effectively Obsolete

Proposed Solutions to Manage Growth & Congestion

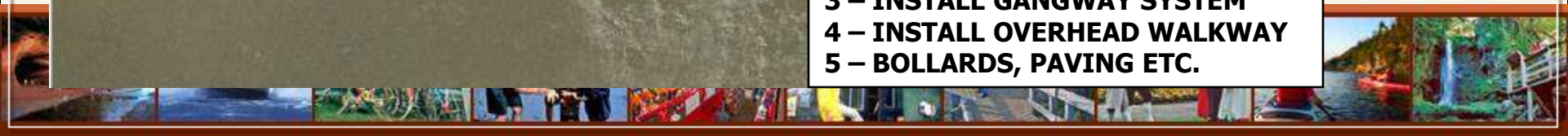
Saint John – Proposed Situation at Pugsley & Lower Cove Berths



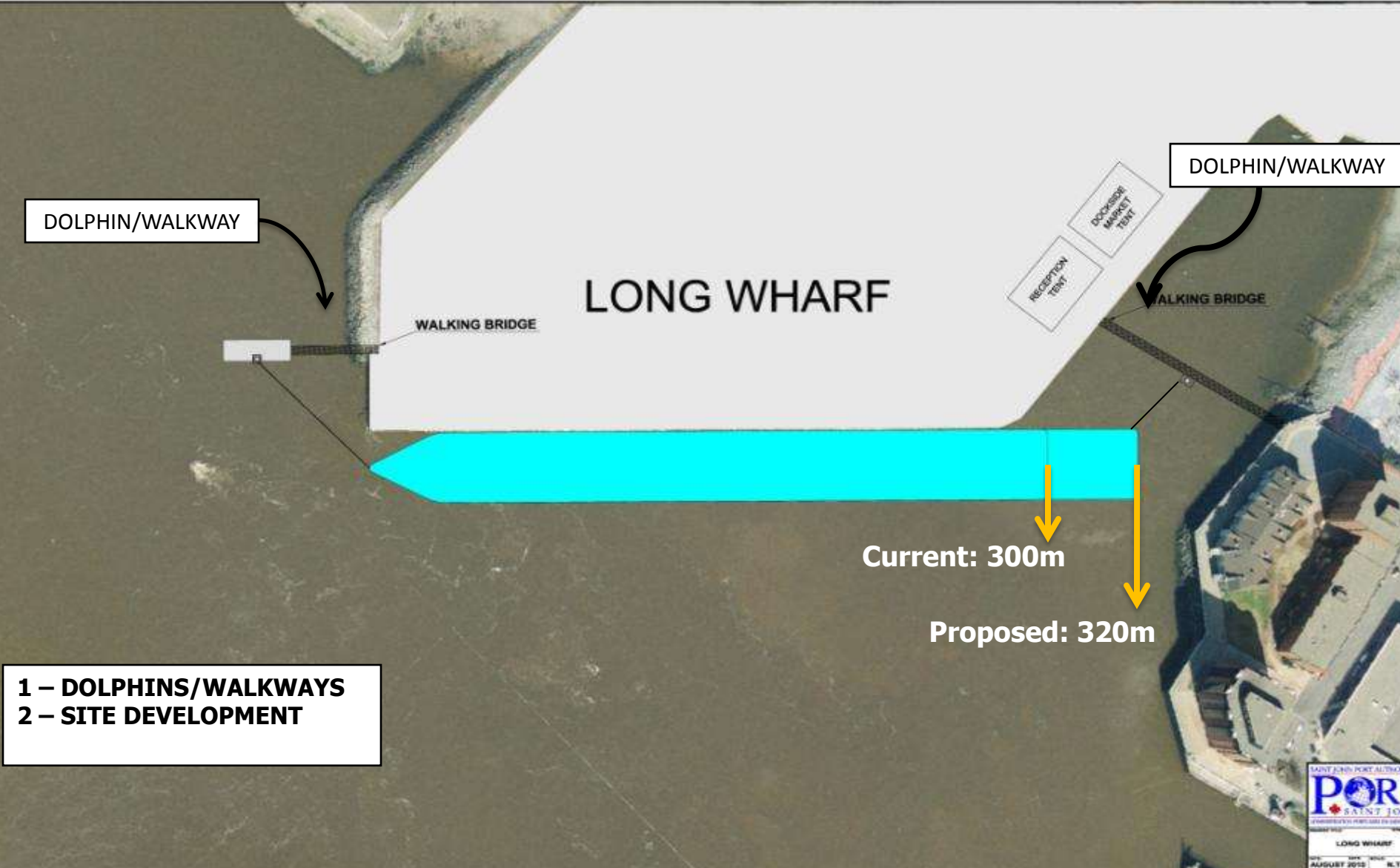
Proposed: 340m

Current: 290m

- 1 – MODIFY PUGSLEY C SHED**
- 2 – EXTEND BERTHING CAPACITY**
- 3 – INSTALL GANGWAY SYSTEM**
- 4 – INSTALL OVERHEAD WALKWAY**
- 5 – BOLLARDS, PAVING ETC.**



Saint John – Current & Proposed Situation at Long Wharf



- Can / will the community embrace maximum cruise growth?
- Shorex infrastructure
- Partnership with tourism entity for support
- Safety and security capacities
- Want to balance growth without losing destination focus – undesirable effects could lead to poor guest experience or longer term decline
- Defined contracts like “Home Ports” have





Think I
found
a spot!

