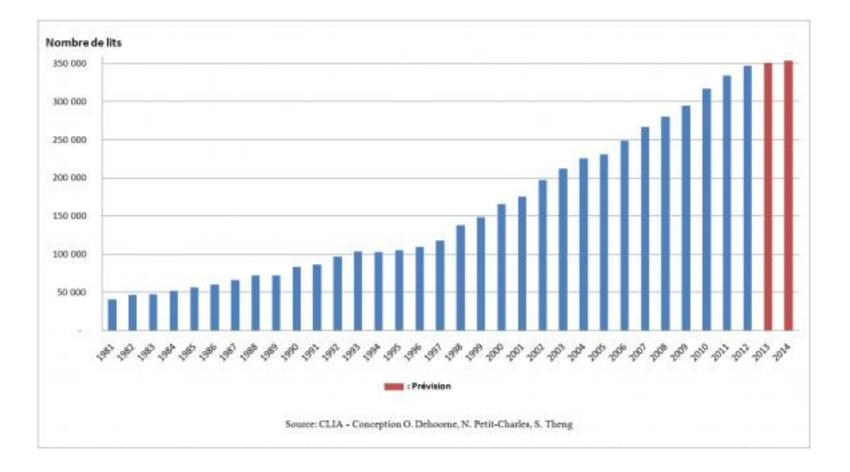


Setting up a short and long term strategy for the cruise industry development in New Caledonia, to be shared between actors of the Territory and the cruise lines, is a way to reach a sustainable development of cruise activities in New-Caledonia



#### **Evolution of cruise companies on board accomodation (1981-2014)**

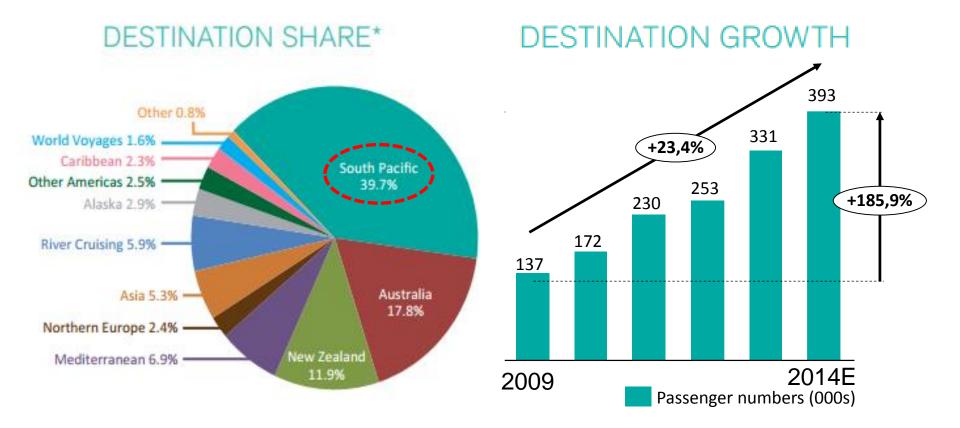




- Strong competition context in the South Pacific
- Strong expectations from cruise lines for destination diversification
- Transversal challenges
- Investment in port infrastructures
- Potential environment and social impacts
- Environment policies that are still in evolution
- An economic income for the country of great importance
- The benefits from cruise activity must be quantified
- A «stable level» to find



The South Pacific has been the main recipient for P&O Cruise Australia as the Nº1 cruise destination





### NEW CALEDONIA IS A GATEWAY TO THE SOUTH PACIFIC



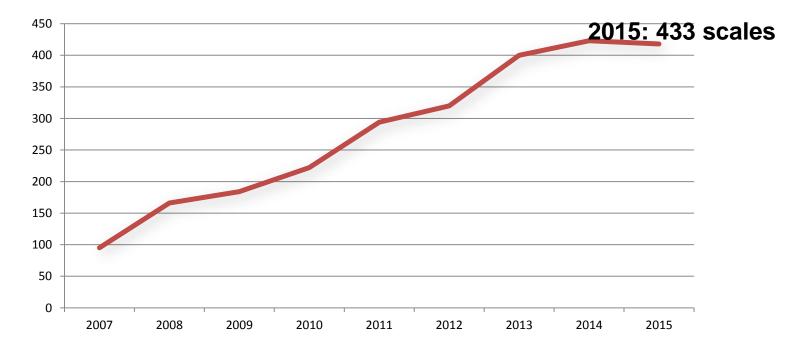
• New Caledonia is only:

- 2 sea-days away from the Australian Eastern Seaboard and/or Auckland
- New Caledonia is a year-round destination for guests
- A logical stop for itineraries to the rest of the South Pacific
- Noumea is one of few destinations in the region where ships can berth alongside



### Number of Cruise ships calls in New Caledonia destination

2007 = 95 calls 2017 = 560 calls already booked!



# New Caledonia Cruise Destinations



	2011	2012	2013	2014	2015	2016
Nouméa	104	118	144	164	161	200
lle des Pins	66	84	109	106	99	111
Lifou	70	88	96	98	96	129
Maré	0	16	29	56	62	90





Lifou





## **Cruise ships evolution**

	Name of Ship	Cruise Line	LOA	Capacity
2006	Pacific Star	P&O Australia	220	1350
	Ē			
2008	Pacific Dawn	P&O Australia	245	2000
2010	Rhapsody of the Seas	RCCL	263	2400
2012	Compiled Spirit	<b>CCI</b>	202	2500
2012	Carnival Spirit	CCL	292	2500
2014		DCCI	244	3100
2014	Voyager of the Seas	RCCL	311	3100



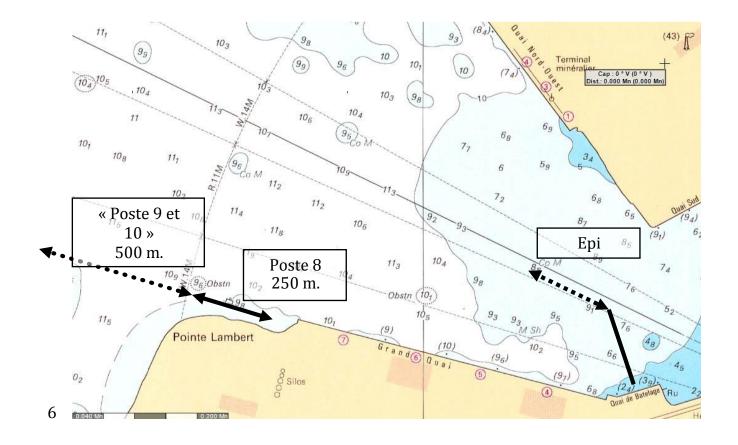
#### Noumea as a turnaround / home based port destination

Ideally located as a gateaway to the South Pacific, Noumea has a great potential to be developped as a home based port of call for cruise lines, pending a number of services are developped :

- **Port Infrastructures** (new berth and cruise ship terminal to be built)
- Fuel Supply (two projects under study by Total and SSP)
- **Provisionning / Supply chain** (building up a logistic plateform)
- Waste Management (treated locally or re-exported)\*
- **Airline** (cost and capacity incurred currently is detrimental to the project)
- Hotels and tourism development (combination of pre-cruise and postcruise offers in New Caledonia)



Projects are under studies at Noumea container wharf : an extension of pier project (poste 8 and 9) or a construction of a finger pier berth as to receive 2 to 3 cruise ships at once.





New Caledonia Island's destinations (Isle of Pines, Lifou, Mare) are saturated in 2018, **new destinations** must be opened in the next 2 years to face the cruise lines demands.





### **Future developments**



New Caledonia having no cruise strategy yet in place at a territorial level, urgently requires the set up of a **Cruise Club** regrouping local private and public actors from all destinations, so to work at maintaining and enhancing the current potiential broughts by the cruise ships visits.



### Conclusion



A dedicated Cruise Club shall be set up to activate a development plan, to growth the value of the cruise visitor economy, improve the visitors experiences and secure the current and future market brought by cruise lines.





The cruise industry has two dimensions, tourism and maritime

But do not forget that vessels shipowners decide their destination based on the maritime facilities and opportunities.



