



PROJECT OVERVIEW

JULY 2014

Cruise Berth Options

We have received some really useful feedback on Cruise ships visiting Lyttelton. Much of this feedback has included a desire to see large cruise ships return. Currently smaller cruise ships do visit Lyttelton however the damage to our wharves means we cannot accommodate the larger ships. We understand the wider economic benefit for cruise ships returning to Lyttelton and our long term vision does include cruise ships, however cruise requires dedicated facilities that will cost more to build than what the port will earn from them. Due to the very high cost of a dedicated cruise berth and the relatively low usage (just 30-50 days a year) the revenue from the cruise ships is not enough to fully fund a berth.

While we still get the smaller cruise ships visiting the inner harbour at the moment we can't currently accommodate the large cruise ships because they require guaranteed berths to schedule visits well in advance (12-24 months). With Lyttelton Port experiencing high growth and constraints due to damaged infrastructure we have to prioritise cargo on the berths we have available. Cruise ships are among the largest (longest and tallest) ships that visit the port and they need

plenty of room to manoeuvre. The industry is building larger vessels than what we have seen in Lyttelton therefore to properly provide for them in the future we need a berth than can handle the very large ships. We also need to consider other factors including ensuring safe access to and from the ship, links to public transport, Lyttelton township and tour providers.

We are therefore looking to engage with key industry stakeholders to understand how this could be funded and who can assist with finding a solution.

Where could cruise ships be located?

We see two possible options for the location of a cruise berth, both have some challenging technical issues and both will result in changes to the harbour which will affect some harbour users. It is important to us that we understand people's views on these two options so that we can make informed decisions.

The figure below shows the two options; an inner harbour option at Gladstone Pier and the outer harbour option at Naval Point. We have also listed some of the key considerations of each option.

Cruise Berth Options

Inner Harbour Considerations

- Sheltered from prevailing winds/waves
- Physically close to Lyttelton township
- Requires removal of historic breakwater (the eastern harbour mole) for big ship access
- Complicated passenger access as its within the port operational area
- Does not link well with Dampier Bay or Lyttelton, walking links unlikely
- Limited space for tour providers/parking
- Noise and visual effects due to proximity to residential areas
- Challenging and expensive to create seismically resilient wharf
- Potentially a dual use wharf
- Expensive to remove the eastern mole breakwater
- Operational complications for the Port having public areas within the working area of the port

Outer Harbour Considerations

- Exposed to prevailing wind and waves
- Takes up often used recreational space e.g sailing
- Requires dredging to provide depth and manoeuvring space
- Greater distance to Lyttelton township
- Some noise and visual effects but different from inner harbour
- Connects well with Dampier Bay and Lyttelton, passengers could access by foot if area improved
- Simpler and less costly to create a seismically resilient wharf
- Quicker to construct as no demolition required
- Needs support from other agencies for road upgrade and use of land (CCC)
- Would provide some increased amenity at Naval Point for the public e.g viewing cruise ships