



PORTS HARBORS

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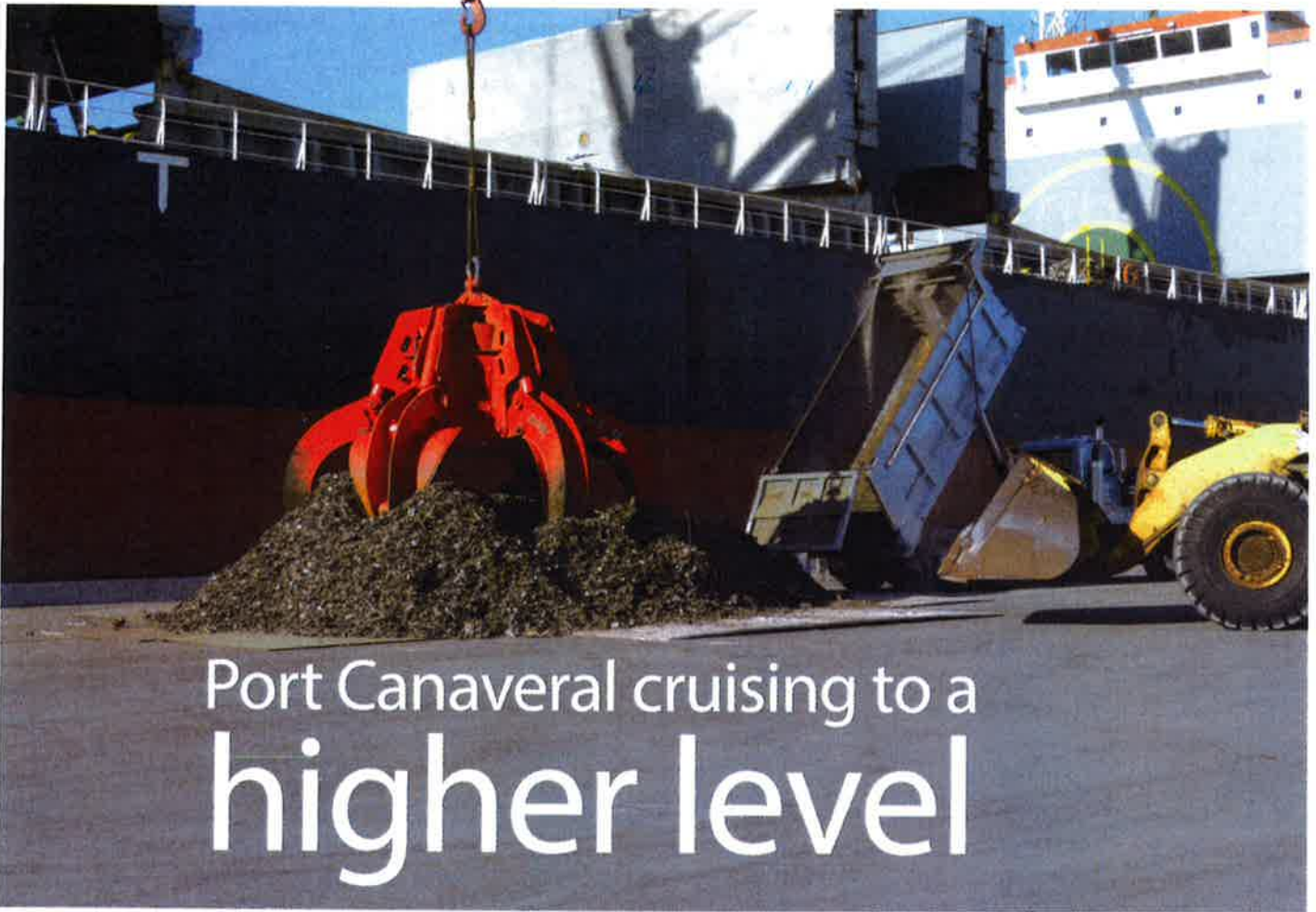
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Placing the pieces for profitability and efficiency



Port Canaveral cruising to a higher level

Canaveral Port Authority

Bulker *Grikos* loading Turkey-bound scrap from port in January

Passengers and cargo are fuelling growth as the port reaps the rewards of a \$568M expansion plan, reports **John Gallagher**

Expansion and growth are picking up speed at Port Canaveral as the central Florida port strives to become a major player in Florida and beyond in both cruise and cargo markets.

Port Canaveral Scrap Terminal (PCST), a new tenant at the port, loaded its first vessel with 18,000 tonnes of scrap metal destined for Turkey on 8 January.

PCST, which invested \$1.8M into the port's north cargo terminal, expects to export roughly 118,000 tonnes of scrap metal annually.

On the same day, a new \$1.5M bulk conveyor system at the port was used for the first time when the self-discharging bulker *Bahama Spirit* unloaded limestone for aggregates supplier Martin Marietta. The Canaveral Port Authority and Martin Marietta invested in the 1,800 tonne/hour system to enhance terminal operational efficiencies and increase productivity.

And just two weeks previously, the port's new two-storey 17,650m² Cruise Terminal 1, built to accommodate the largest cruise ships in the world, opened for business.

Designed and built by Ivey's Construction to also be the most efficient cruise terminal in the world, Cruise Terminal 1 features deep concrete pile foundations, concrete pile caps, concrete slab on grade, concrete tilt wall panels, and structural steel frame.

The new terminal could allow the port to overtake Port Everglades as the world's second-busiest cruise port, behind the Port of Miami.

The recent new projects are part of the port's five-year, \$568M capital spending plan, with more than \$1Bn projected to be spent within 10 years.

Supporting the expansion on both the cargo and passenger sides of Port Canaveral's business is a seven-year, \$100M channel deepening and widening project that is scheduled to wrap up in August.

By expanding the port's draught from 13.1m to 14m and widening the channel to 152m, the port will be able to take advantage of larger classes of cargo and cruise vessels.

"Our growth is going to be astronomical as soon as we

Our growth is going to be astronomical

John Walsh
Canaveral Port Authority CEO



Canaveral Port Authority

open [at the deeper draught]", Canaveral Port Authority CEO John Walsh told *P&H*.

Deepening the channel has been an integral part of the port's entry to the container market. Liner operators have been placing ultra-large 12,000teu-plus-size vessels into rotation in major markets, cascading smaller capacity vessels down into transshipment markets for delivery into smaller ports.

The extra metre of draught will allow Canaveral to take advantage of this trend by servicing vessels in the 8,000teu range. A 35-year, \$100M agreement signed in June 2014 with GT USA, a subsidiary of UAE-based terminal operator Gulftainer, will serve as the port's base on which to grow its box business.

Under the agreement, which marked Gulftainer's first investment in a North American port, GT USA will develop and operate container business at Port Canaveral. "By bringing Gulftainer's 37 years of experience, expertise, and global relationships to Port Canaveral, we aim to create a new efficient gateway for goods entering and leaving Florida," commented Gulftainer chairman Badr Jafar when the deal was announced.

"We're anticipating it will get us from the 200teu we're at now to about 100,000teu a year from now, which we see growing at a straight climb to 700,000teu about seven years from now based on our projections."

In addition to access to deeper-draught vessels, Walsh said that Gulftainer saw other advantages to teaming up at Canaveral.

"We're a greenfield site when it comes to containers, so they're able to set their own direction," Walsh said. He added that central Florida is a dynamic market: population growth in the region's 8-10 counties will be highest in the state and likely over the entire Southeast United States over the next 10-20 years.

"I also think they found us an easy place to do business, which we try to do. Our approach is to have a 24/7 terminal that's customer friendly. It's a very fast channel from outer buoy to tie-up at the dock. We have the most competitive pilot rates and wharfage rates in the state."

Walsh noted that channel widening clears the way for larger cruise ships to call at the port. A wider channel

increases the safety margin for navigating 366m ships, which have to use more harbour space to dock.

Widening also allows the port to reduce the surge effect caused by large ships traversing a relatively narrow channel that can damage moored vessels.

As far as deepening goes, Walsh is not satisfied stopping at 14m. To take advantage of significant population growth expected in the Southeast United States over the next 20 years, the port has a twenty-first-century harbour project in place that stipulates digging the port's inner harbour to 16.7m and its outer harbour to 18.3m.

Walsh asserted, "Our project study will be paid for by the port, so we won't need federal funding." Assuming the project gets a go-ahead in three to four years, for each year afterwards, the plan would be to deepen by another 0.6m.

"Port Canaveral is unique in that it's the only port in the southeast US, if not the entire US east coast, that very economically could be a 16.7m-deep harbor," Walsh added. **PH**

Auto exports in the works

In addition to bolstering its cruise and container business, Port Canaveral is also hoping to establish an automobile export business on its docks.

As a start, the port is spending \$75M this year to build a six-storey garage with 7,500-car capacity.

Canaveral currently handles just "a couple of hundred" used cars for the export market, noted CEO John Walsh.

As of January, however, the port was on the shortlist in the bidding for an original equipment manufacturer (OEM). "If we're successful, this would be our first major account," Walsh said, adding that the port would work in conjunction with automobile carrier Wallenius Wilhelmsen Logistics.

Port Canaveral plans to lease the terminal to the OEM, and use existing piers and wharfs. The goal is to handle up to 350,000 automobiles a year.

Canaveral's rail extension

Cargo expansion at Port Canaveral would get yet another boost if it received an all-clear sign to build an 18km rail extension to a railroad mainline.

As of January, the US Surface Transportation Board, which regulates American railroads, was in the process of evaluating comments on the \$85M proposal, which would give the port direct rail service to the Florida East Coast Railway (FECR). FECR in turn connects to national rail carriers Norfolk Southern Railway and CSX.

"We'll never be a port like New York or Los Angeles, but with our rail connections we could be a good alternative for shipping goods into the eastern US," Walsh said.

Port officials anticipate that the review process will be completed in 2016, and construction can be completed as early as 2018.

Port Canaveral debuts 'smart' terminal

Cruise lines tout their new "smart" ships, but Port Canaveral has debuted a "smart" Cruise Terminal 1, or CT1, designed to get passengers from their vehicles to the ship in eight minutes.

Passengers using the parking garage can reserve space and prepay online at home. A barcode reader at the entrance can read a reservation printout or smart phone display. If guests have

not prepaid, an automated parking service enables them to prepay at entry with a credit card.

Once parked, passengers place their luggage on one of two conveyor-handling systems inside the parking facility. Both the cruise line and guests can track bags throughout the trip via a GPS-enabled smart phone app that indicates when their bags are deliv-

ered to their stateroom and can help locate their luggage upon disembarkation.

Guests have the option of checking in online before arriving at the terminal. On-site check-in is processed by electronic queuing systems and attendants using handheld tablets.

The terminal's interior is modern, airy and full of light from an abun-

dance of round porthole-like windows.

More than 200 TV monitors support a dynamic video signage and entertainment system that gives the port and cruise lines flexibility to redirect and improve traffic flow within the building as well as to entertain guests if delays occur.

An advanced audio system can be used for announcements, music or to broadcast televised sporting events. Free Wi-Fi is available throughout the facility. More than 160 security cameras throughout the facility keep guests safe. Green technology used for lighting and air conditioning reduces energy consumption.

Port-of-call visitors disembarking at Cruise Terminal 1 exit the building through a specially designed plaza that leads to shaded seating, performance areas, a local-attractions information booth and retail shops. The abundantly landscaped tropical plaza leads to The Cove's waterfront restaurants and shops.

The 187,000-square-foot facility is large enough to accommodate not only the largest vessels afloat or being built today, but to allow embarkation on one ship and disembarkation from another simultaneously.



Royal Caribbean's Freedom of the Seas is moored alongside Port Canaveral's new 'smart' Cruise Terminal 1.