

PECC SEMINAR PAPEETE

**PORT AUTHORITY OF
PAPEETE**

**October 19
2015**

TODAY PORT

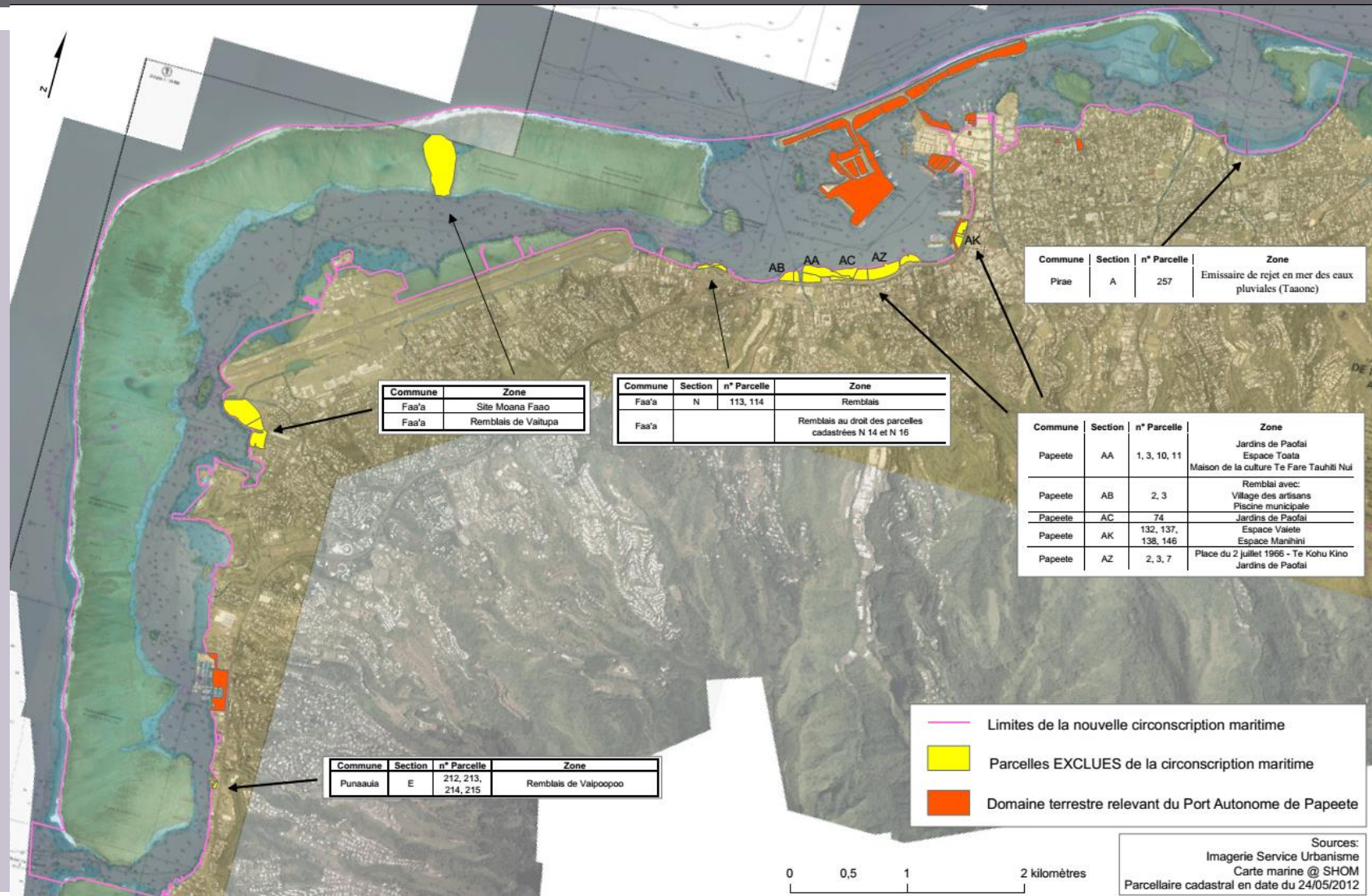
COMPANY

- Public institution created in 1962 and converted in industrial and commercial public undertaking in 1997
- Administrated by a board, chaired by the Minister of public works and transportation, composed of 7 ministers, 4 harbour council members and 2 elected representatives of the city hall of Papeete and the assembly of French Polynesia
- Company :
 - 135 agents
 - annual average budget : 3,5 billions fcfp (29 million euros)

LIMITS : 4 MAIN SITES



LIMITS (TAUNOA TO TAAPUNA)



PAPEETE AREA

A MULTI TRAFIC HARBOUR

International goods, coastal traffic, cruising industry,
ferries to Moorea, local and international fishing ,
yachting and sailing

Freight traffic: 1,4 M tons and 70 000 TEUS (more
than 95% of the goods imported in French Polynesia)

Passengers traffic: 1,7 M people



STRESS AND STAKES FOR FREIGHT TRAFFIC

- Limited depth channel access (12 meters) and depth international quay (10.5 m)
 - Limited international terminal area (12 hectares)
 - Limited working areas for the cranes (airtraffic servitude at 45 and 60 m)
 - Limited length international quay (450 m)
 - Limited only bridge access (35 to 44 tons)
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- Evolution of the sizes of the ships
 - New shipping lines with the opening the third lock of the Panama Canal

FUTURE PORT

TWO OPTIONS

- On site developments :
 - deepenings of channel acces and international quay / extension of the terminal / evolutions of the airtraffic servitude / new access bridge
 - estimated cost : 10 billion francs (83 million euros)

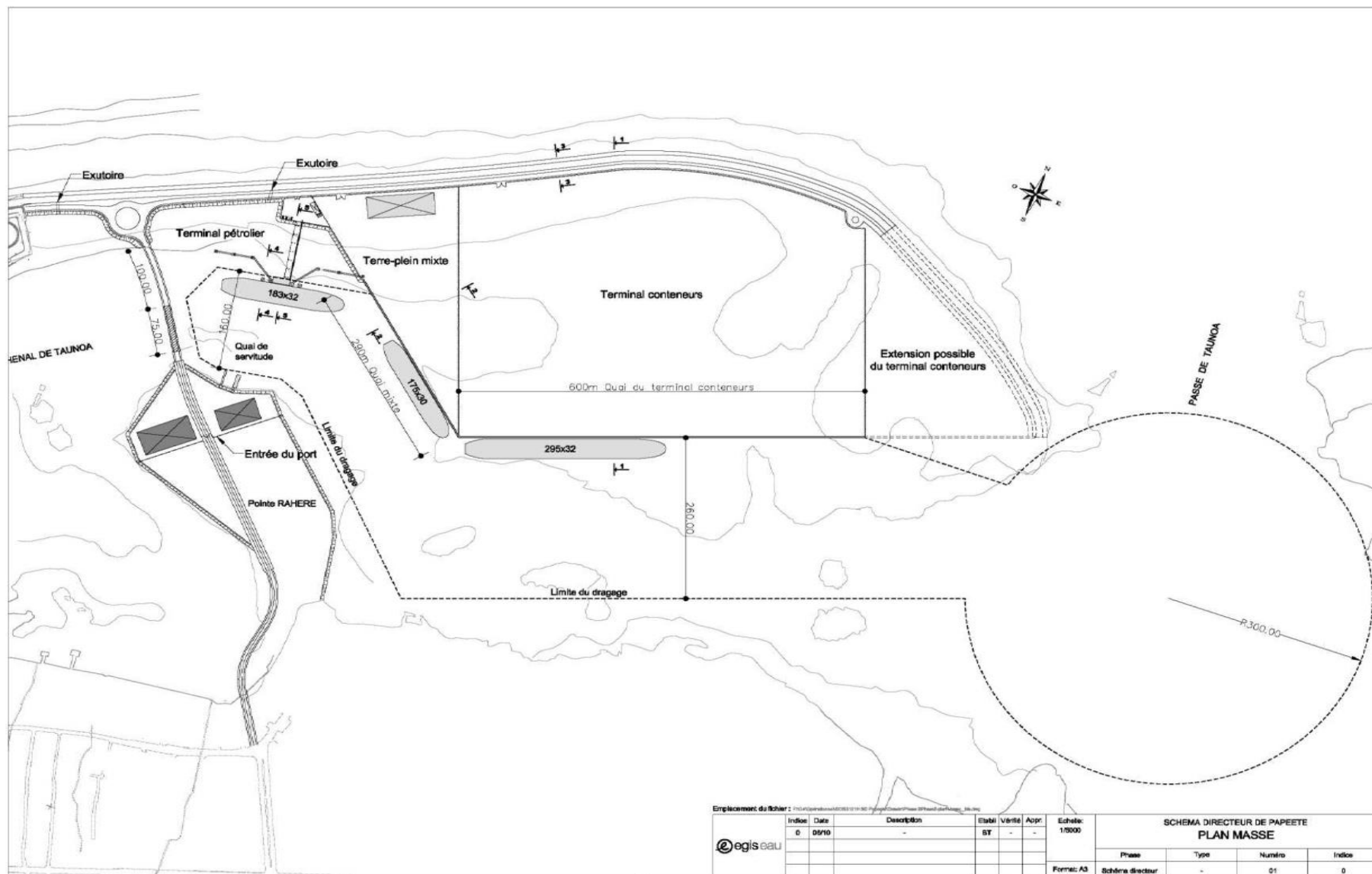
- Extension to the East :
 - drafts : 13.5 m / quays : 900 m / terminal : 25 hectares / no airtraffic servitude / second bridge
 - Estimated cost : 25 billion francs (210 million euros)

ON SITE DEVELOPMENTS



EXTENSION TO THE EAST





NEXT 6 MONTHS ECONOMIC, TECHNICAL AND ENVIRONMENTAL STUDIES

- Impacts on the economy of Tahiti and the islands of French Polynesia if no more round world line will stop in Papeete(40% of imported goods in French Polynesia)
- Impacts on the freight traffic of the large structural projects of French Polynesia (Mahana beach for example)
- Updates of the costs, the timeframes and the environmental impacts of the two options

THANK YOU FOR YOUR ATTENTION

