

THE MARIPORT GROUP LTD.

REPRESENTATIVE PROJECTS IN PORT DEVELOPMENT

Rankin Inlet Marine Resupply Terminal¹

As part of a master planning exercise for the proposed terminal, evaluated access to the facility in Melvin Bay relative to the tanker market and navigational constraints. This included evaluation of a fixed dock, spread moorings, and a single anchorage buoy.

Proposed Fuel Dock – New Providence Island²

As part of the design effort for the dock, determined the size of vessel that should be planned for and the necessary draft and approach/departure characteristics. Vessel size was determined relative to demand, tanker fleet size and age characteristics, market and location. Product mix together with inbound and outbound requirements was determined from a power generation forecast carried out by Mariport.

Ports Master Planning – Turks & Caicos Islands^{1,2}

Current ports are exceptionally shallow draft, and a key component of the study was to determine the minimum depth of water that would be required to enable freight cost savings to be realized. An examination of freight lines that might provide service was undertaken to assess, relative to present and future fleets as well as port rotations, what draft would be needed. A conceptual design for a shallow draft inter-island transshipment vessel was also undertaken to enable maximum freight cost savings to be achieved at minimum initial and maintenance dredging cost. Background forecasts were undertaken on demographics, tourism and the economy to determine future demand for dry goods and oil. Mariport later worked with the Government of Turks & Caicos Islands to implement a Design, Build, Operate, Transfer concept to enable a key port in the island group to be redeveloped to meet cargo transfer needs. A more recent project involved an economic evaluation of alternative dredging scenarios to provide deeper water access to one island.

Container Trans-shipment Terminal – Freeport, Grand Bahama

Analyzed the Atlantic Basin and RTW container trades and cost structures to determine whether there was an opportunity to develop a major new trans-shipment terminal. Prioritized the operators, trades, and their probable rationale and price sensitivity to use of such a terminal for client negotiations. Provided traffic estimates in terms of probability of achieving certain throughput levels, type of ships and shore based equipment that would be needed.

Reconstruction and Expansion of Dock – Abaco^{1,2}

The main supply dock in Abaco was built in the 1960's and had become highly congested and was inappropriate for current and future use. Assisted in the design and layout of a new dock to maximize economic return to the community. Following completion of the dock, carried out a two day seminar on port operations and security issues.

Beauport Flats Development Study²

Undertook a comprehensive analysis of cargo handling requirements and costs to determine the most appropriate materials handling system and investment outline to improve the Beauport Flats trans-shipment terminal. The study included a detailed financial analysis and drew heavily on a parallel market study that looked at commodities and expected current and future ship sizes.

Port Development - Castries, St. Lucia

As part of an overall study into the development of a new container terminal, reviewed the growth of cruise shipping to determine likely congestion and manoeuvring requirements within the harbour. Advised S.L.A.S.P.A. on the need to upgrade the Pointe Seraphine cruise berths. Reviewed existing container operations and recommended changes to better utilize space, improve container tracking and increase storage capabilities.

¹ Included economic impact analysis.

² Included financial analysis.

St. Joseph River Action Plan – St. Joseph, Michigan

On behalf of the Southwestern Michigan Commission, reviewed the future viability of the port and identified new business that could be developed. The analysis included a comprehensive analysis of the port market, physical facilities, environmental issues (including dredging) and the interaction of commercial and pleasure boat traffic. The study included a survey of some 500 businesses within a 50-mile radius of the port that could have an interest in using port facilities.

South Ontario Port Corporation

Undertook a conceptual review of port amalgamation for five port activities in southern Ontario. Looked at strengths, weaknesses, opportunities and threats.

Economic Evaluation of Port Sites¹

For Tropical Shipping, evaluated several port sites in Great Exuma. The evaluation helped identify the port site that was best able to overcome the deficiencies of the current location in Georgetown.

The Basques Port Authority – Port aux Basques, Newfoundland & Labrador^{1,2}

Prepared a strategic development plan to bring additional business into the community, and identify areas of new investment for enhanced economic benefit. Determined that the Port Authority could facilitate additional benefit of about \$1m pa through a range of small scale initiatives. Under follow on contracts, developed a complete cruise package with signature imagery, also wrote a Security Plan and obtained approval for it from Transport Canada.

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EXPERTISE IN PORT DEVELOPMENT

Mariport brings a practical knowledge of shipping, transportation, and port operations to the problems of cost effective port development. The intent of all study work is to produce a development plan that achieves the best possible service characteristics at the least investment cost and highest economic return.

We can evaluate the position of a port relative to current and future traffic to determine infrastructure needs. Such evaluation takes into account shipping servicing the port, and the location of the port relative to trade routes to determine what future business may be attracted. Land support services in terms of highway and rail access may also be important to determine preferred traffic routings, and are considered.

Shipping technology changes — not quickly — but given the normal life expectancy of port structures and channels, attention to size of ships, cargo handling needs and service requirements, both new and in the future are important. Thus a base line survey of existing docks, structures, equipment, management and operations is an essential starting point in order to determine how well the port currently meets its mandate.

Just as important as changes in technology are changes in shipping service characteristics brought on by rationalization in the liner trades, customer needs in cruise shipping, or fundamental commodity supply and demand changes in the tanker and dry bulk trades. Such impacts are reviewed relative to current and future port needs.

Development costs of a port are not always bricks and mortar, or dredging and navigation. Often, management and operational adjustments are necessary. These range from new appointments to detailed evaluation of costs and tariffs, reorganization and upgrading of equipment maintenance, or new operating and accounting systems. Security has always been a major issue at ports, but this must now meet specific standards of infrastructure and operation under the ISPS.