

Drew Green is the Juneau port manager for Cruise Line Agencies of Alaska (CLAA). CLAA is a private locally owned maritime support service company based in Ketchikan. Its specific and formal role is that of Vessel Agent for the cruise industry. A maritime agent acts as the local operational liaison between a vessel owner/operator and the port, local, state and federal entities.

One of the services they are engaged in is the coordination and scheduling of cruise ship port calls and itineraries. The process of coordinating cruise line itineraries and marine traffic can be quite complex and tedious with a number of factors that affect the outcome.

What goes into scheduling calls in Alaska?

A simple description of our process is 3 steps:

1. We ask for voyage itineraries 2 years in advance
2. A schedule is compiled with the confirmed cruise lines or voyages calling on Alaskan ports. This compilation is based on known infrastructure, ship assessments and port capabilities.
3. A process of de-conflicting the schedule occurs which includes:
  - a. Itinerary adjustments
  - b. Berth assignment preference based on historical priority and/or dock agreements
  - c. Coordination of timing, safety, operational and navigational concerns

This process informs what ships are able to come to Juneau. Fortunately – especially with the newly expanded city owned docks (and with some creativity) – they are able to accommodate most cruise lines seeking a call in Juneau.

What can Juneau schedule currently?

Juneau has 4 large cruise ship docks:

2 are designed to handle ships over 1,000' or the "Neo-Panamax" ships. These can be over 4,000 pax.

2 other docks can accommodate the Panamax length ships with up to 3,000 pax.

The other less desired 5<sup>th</sup> option is a call at anchor. There is only 1 anchorage for cruise ships in the port of Juneau.

The constraints on ship scheduling in Juneau are based on desired or marketable itineraries and then Juneau's port's physical limitations. **The sky is not the limit on cruise ship calls to Juneau – there is a threshold of viable operational capacity.** Juneau's port has infrastructure limitations (dock length, number of docks) and geographical constraints (narrow channel and

small turning and port basin). In scheduling cruise ship calls CLAA strives to fill every dock as best it can based on desired itineraries (marketability- weekend dep., certain ports).

Next season/2020 from May 25<sup>th</sup> until Sept 4<sup>th</sup> every dock is full except for June 6<sup>th</sup> and July 2<sup>nd</sup>.

Final note about scheduling -

Juneau traditionally hosts nearly all cruise ships with an Alaskan itinerary and Juneau remains an important destination for a meaningful cruise voyage in Southeast Alaska. Cruise growth in Juneau has translated to opportunity and revenue not only for the community but accommodating ship traffic in Juneau plays a pivotal role in the success of smaller, less developed port communities in Southeast Alaska.