

# 25-TRANSPORT

New Caledonia's first roading legislation dates back to a decree of May 1, 1914, defining safety measures for automobiles. Road traffic legislation in New Caledonia has its origins in modified deliberation n°224 of June 9, 10, 11 June 1965, and subsequent texts defining its application, along with dispositions adopted by the State and made applicable in New Caledonia. In its current form and designation, the road code in New Caledonia is the result of deliberation n°55/CP dated August 28, 2001, relative to the updating of the existing road code.

Given the growth in the number of vehicles, the increase in **road accidents** and the number of victims, the **roading network** has evolved while prevention and repression have been reinforced through local legislation as well as Metropolitan laws that have been extended to include New Caledonia.

The number of vehicles on the road can be measured by sales of **registration stickers**. Accordingly, 106 656 stickers were issued in 2005, which is an increase of almost one-quarter (+23%) in five years (87 000 in 2000). Two out of five of these vehicles were more than seven years old, and almost 40% were rated between 5 and 7 HP.

In 2005, 11 489 new vehicles were put on the road, nearly four times more than 20 years ago (2 997 in 1985). 17 393 registrations were transferred, which represents the number of used vehicle sales.

According to the **2004 census**, three in every four New Caledonian households owned at least one vehicle (car or light commercial). On average, every household possessed 1.1 automobiles, which implies an estimated 70 159 private cars in circulation.

► **Road accidents.** See 6.6.

► **Roading network.** See 2.2.

► **Registration stickers.** *Road tax. The 106 656 registration stickers issued include "free" ones, for those vehicles exempt from payment of the road tax (certain vehicles owned by administrations, vehicles belonging to people with more than a 50% handicap, industrial and agricultural vehicles used only on private property, consular vehicles). On the other hand, the total does not include those vehicles exempt from the registration sticker (vehicles in transit or registered as "temporary imports"; some administration-owned vehicles with special registration plates, industrial and agricultural machines, approved health services businesses' vehicles, vehicles more than 20 years old).*

► **2004 Census.** *In the 2004 population census, a question was asked relating to the number of automobiles (cars, utilities, and light commercials) available in each household. This enabled the calculation of average ownership rates for households in New Caledonia at 1.1 overall, with 1.2 in the Southern province as opposed to 0.8 in the Northern province and 0.5 in the Loyalty islands province.*

## SOURCES

[1] Direction de l'Industrie, des Mines et de l'Énergie (DIMENC), données relatives aux cartes grises.

[2] Province Sud, Direction de l'Équipement, données relatives aux comptages routiers.

[3] Direction des Services Fiscaux, données relatives aux vignettes.

Institut de la Statistique et des Études Économique (ISEE), Recensement de la population. Disponible sur : [www.isee.nc](http://www.isee.nc)

## SEE ALSO

Direction des Infrastructures, de la Topographie et des Transports Terrestres (DITTT), Nouvelle-Calédonie.

Code de la route de Nouvelle-Calédonie, consultable et téléchargeable sur : [www.juridoc.gouv.nc](http://www.juridoc.gouv.nc)

# 25.1 ROAD TRANSPORT

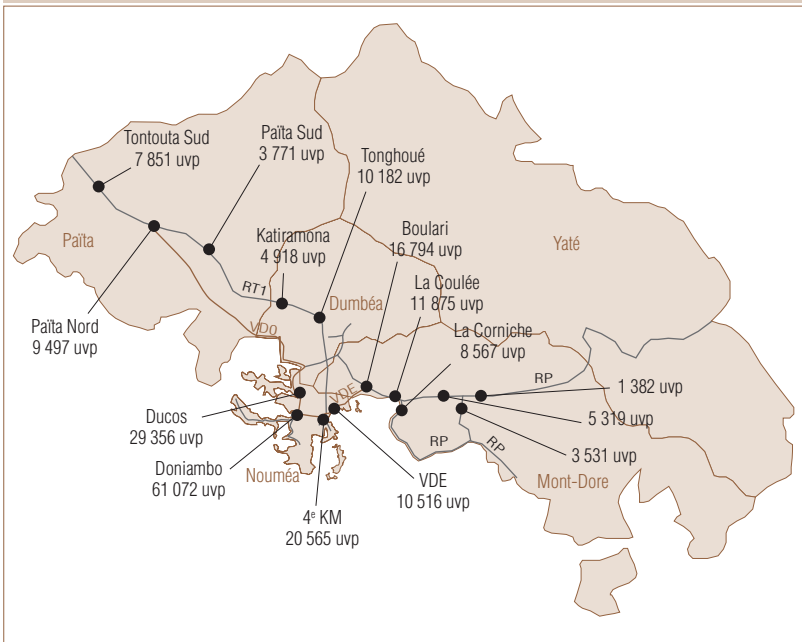
## Registration papers issued [1]

	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005
New registrations	5 556	3 180	8 339	7 596	8 562	9 250	10 171	11 075	11 268	12 259
New vehicles	5 218	2 997	7 436	6 526	7 907	8 555	9 469	10 284	10 586	11 489
incl. private cars	na	1 879	5 014	4 150	5 436	6 150	6 658	7 179	6 950	7 397
utilities	na	451	1 376	1 425	1 561	1 463	1 747	1 900	2 420	2 768
trucks	na	32	132	46	101	114	125	93	124	149
two-wheelers	1 015	570	777	640	540	485	667	786	765	819
others	na	65	137	265	269	343	272	326	327	356
Used vehicles (a)	338	183	903	1 070	655	695	702	791	682	770
incl. four wheeled	na	137	769	945	553	585	597	668	586	655
two wheeled	na	46	134	125	102	110	105	123	96	115
Registration transfers	12 332	13 203	13 509	13 640	16 121	16 365	16 307	16 707	17 145	17 393

(a) Vehicles mainly imported as part of a change of residence.

Unit : number

## Annual\* average daily traffic in Greater Nouméa in 2005 [2]



\* Annual Average Daily Traffic expressed in Private Vehicle Units (UVP) according to vehicle type : 1 light vehicle = 1 UVP, 1 heavy vehicle = 2 UVP.

## Registration sticker sales in 2005 [3]

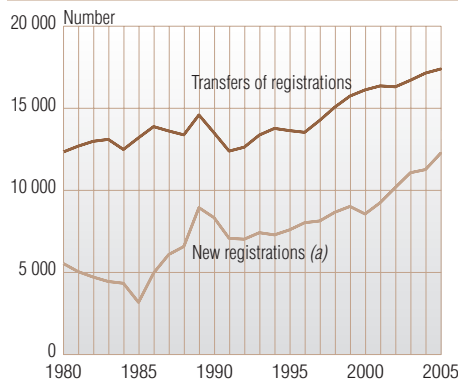
	Cylinders/ Horsepower	Number of stickers		
		Full price	Half price (a)	Total
Motorcycles	Over 250cm <sup>3</sup>	1 074	676	1 750
Automobiles ("Standard" series and utilities)	Up to 4 HP	1 468	4 767	6 235
	From 5 to 7 HP	25 170	16 103	41 273
	8 and 9 HP	13 952	8 283	22 235
	10 and 11 HP	13 091	7 962	21 053
	12 to 16 HP	4 537	2 358	6 895
	17 HP and over	1 144	1 985	3 129
Total sales		60 436	42 134	102 570
Free		///	///	4 086
<b>Total stickers (b)</b>		///	///	<b>106 656</b>

(a) Vehicles with first registration dated seven years prior to Sept. 1, 2005.

(b) Excluding duplicates.

Unit : number

## Registrations and transfers of ownership papers [1]



(a) New and used vehicles.

# 25-TRANSPORT

The majority of domestic air traffic operates from Nouméa-Magenta aerodrome, which is by far the most used, due to the easy access and location on the immediate outskirts of Nouméa. Given the size and geography of New Caledonia, many other aerodromes are in operation around the territory, like those found on Lifou, Isle of Pines, Ouvéa or Maré, and others on the Mainland (Koumac) and Belep islands. Most internal air services are operated by the domestic company **Air Calédonie**.

In 2005, 284 369 passengers went through Magenta aerodrome (141 437 embarking passengers and 142 932 disembarking passengers) to and from Mainland and islands locations. Of these passengers, 227 311 travelled with Air Calédonie (approximately 98% of the total). For their part, the other local companies, such as **Air Alizé**, **Air Loyauté**, **Hélicocéan** and **Hélitourisme**, carried 7 058 passengers in 2005 (approximately 3% of all passengers). In general terms, over the last 30 years, domestic air passenger transport has followed a growth curve (+48% between 1975 and 1985, +103% between 1985 and 1995), although the growth has stabilised over the past decade (+10% between 1995 and 2005).

Competition has developed from maritime transport services, with the **Betico** coming into service at the end of 1999, and there was indeed a decrease in air traffic passenger numbers between 2000 and 2002. However Air Calédonie then implemented a restructuring programme, which led to improvements in 2003 and 2004 and further positive results in 2005. One of the most important measures within the programme came in 2003, with the suppression of inter-island flights and increased services on the Nouméa-islands routes, along with the decision to purchase three ATR aircraft to renew the fleet, with the delivery of the first two new aircraft in July and October 2006.

The amount of freight handled through Magenta aerodrome is around 1 000 tonnes per year (of which 3/4 outbound).

► **Air Calédonie.** *Transpac, a 100% privately owned company, created in 1954 to operate air services between Nouméa and inland and islands locations became Société Calédonienne de Transports Aériens, known as Air Calédonie, in 1968. The territory became a shareholder in 1969, as did the three provinces in 1993.*

*Today, Air Calédonie is the major domestic public carrier based at Nouméa-Magenta aerodrome, operating 73% of all domestic flights in 2005. As the only airline operating regular scheduled services, it contributes to the opening up of the territory with services of public interest.*

*In 2005, prior to the renewal of its fleet, the company owned 3 ATR42 48-seaters, and a Dornier 228 19-seater, the latter being the only aircraft authorised for takeoffs and landings on the islands of Belep and Tiga due to the length of the runways.*

*In 2005, weekly services were as follow :*

- 19 rotations to and from Isle of Pines with ATR42 ;
- 23 rotations to and from Lifou with ATR 42 ;
- 11 rotations to and from Maré with ATR42 ;
- 14 rotations to and from Ouvéa with ATR42 ;
- 2 round trips through the Loyalty islands with Dornier 228 (Nouméa, Tiga, Lifou, Tiga, Nouméa ; and Nouméa, Tiga, Lifou, Tiga, Maré, Nouméa) ;
- 4 round trips on the Mainland with Dornier 228 (2 Nouméa, Toubo, Koné, Nouméa ; 2 Nouméa, Koné, Toubo, Nouméa) ;
- 2 round trips in the North with Dornier 228 (Nouméa, Koumac, Art island (Belep islands), Koumac, Art island (Belep islands), Koumac, Nouméa).

► **Air Alizé.** *A new local airline that began operating in September 2004, it mainly provides emergency evacuation services.*

► **Betico.** *See 25.4.*

## SOURCES

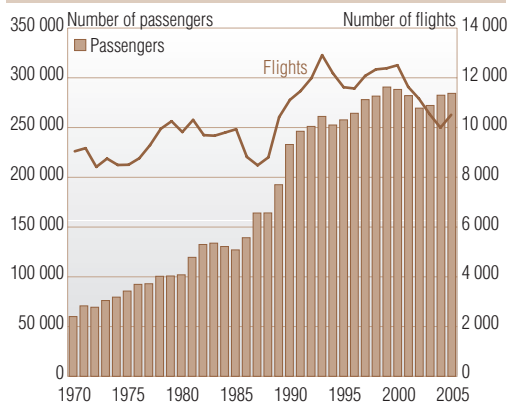
[1] Direction de l'Aviation Civile, Données relatives au transport aérien intérieur.

Direction de l'Aviation Civile en Nouvelle-Calédonie, *Rapport sur la desserte aérienne intérieure de la Nouvelle-Calédonie en 2005.*

Institut de la Statistique et des Études Économiques (ISEE), *Bilan Économique et Social 2005.*

# 25.2 DOMESTIC AIR TRANSPORT

Passenger numbers and flights at Magenta aerodrome\* [1]



\* Embarking + disembarking passengers, all companies.

Monthly movements at Magenta aerodrome\* in 2005 [1]

	Disembarking	Embarking	Total
January	12 749	12 250	24 999
February	12 358	10 805	23 163
March	10 007	10 352	20 359
April	10 785	10 628	21 413
May	10 662	11 185	21 847
June	11 188	10 324	21 512
July	11 815	11 935	23 750
August	11 594	11 279	22 873
September	13 790	13 487	27 277
October	12 229	12 651	24 880
November	15 011	14 394	29 405
December	10 744	12 147	22 891
<b>Total</b>	<b>142 932</b>	<b>141 437</b>	<b>284 369</b>

\* All companies.

Unit : number of passengers

Air Calédonie traffic\* between Magenta and other aerodromes [1]

	1970	1990	1995	2000	2001	2002	2003	2004	2005
Loyalty islands province	32 181	142 666	161 675	182 518	185 574	179 823	182 372	194 368	198 704
Lifou	14 766	77 395	86 996	87 768	89 308	86 163	91 876	95 319	96 384
Maré	8 220	39 960	43 839	45 876	45 657	43 349	40 612	47 033	48 386
Ouvéa	8 649	24 025	29 985	47 433	49 316	49 479	48 817	50 911	52 684
Tiga	546	1 286	855	1 441	1 293	832	1 067	1 105	1 250
Northern province	5 298	8 402	11 768	7 603	6 529	5 654	4 506	4 018	3 435
Houailou	808	///	///	///	///	///	///	///	///
Île Art (Belep)	99	604	762	294	340	408	413	366	407
Koné	717	2 266	3 067	2 058	2 170	2 089	1 375	1 016	811
Koumac	1 401	1 026	1 912	1 781	1 012	897	1 132	1 262	1 184
Muéo	839	///	///	///	///	///	///	///	///
Poum	///	///	305	53	4	///	///	///	///
Touho	1 434	4 506	5 722	3 417	3 003	2 260	1 586	1 374	1 033
Southern province	17 169	75 621	70 729	89 460	82 949	77 909	79 443	79 059	75 172
Île-des-Pins (L')	15 725	75 546	70 728	89 460	82 949	77 909	79 443	79 041	75 144
Tontouta	-	75	1	-	-	-	-	18	28
Île Ouen	1 444	///	///	///	///	///	///	///	///

\* Embarking + disembarking.

Unit : number of passengers

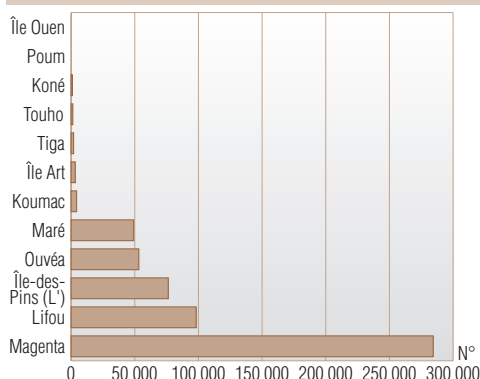
Passenger traffic\* by aerodrome [1]

	2000	2001	2002	2003	2004	2005
Magenta	288 322	282 078	269 524	272 211	282 509	284 369
Lifou	101 113	100 576	97 129	100 815	97 601	98 208
Île-des-Pins (L')	90 450	83 328	78 099	79 708	79 545	76 277
Ouvéa	54 798	55 080	54 715	53 340	51 470	53 203
Maré	52 316	51 757	49 628	45 240	48 348	49 124
Koumac	3 711	2 776	3 427	4 152	4 303	4 345
Île Art	2 072	2 239	3 000	3 243	3 083	3 180
Tiga	2 816	2 555	1 873	2 165	2 264	2 003
Touho	3 741	3 131	2 546	1 879	1 668	1 371
Koné	2 502	2 452	2 564	1 546	1 051	1 018
Poum	73	-	-	-	-	-
Île Ouen	-	-	39	-	-	-

\* Embarking + disembarking passengers, all companies.

Unit : number of passengers

Passenger traffic\* by aerodrome in 2005 [1]



\* Embarking + disembarking passengers, all companies.

# 25-TRANSPORT

International air traffic in New Caledonia passes through **Nouméa-La Tontouta airport**. 5 airlines operated services there in 2005 :

- **Air Calédonie International (Aircalin)**, operating the majority of international services, with services to Auckland, Brisbane, Tokyo, Osaka, Port Vila in partnership with other airlines, and to Papeete (1 weekly service), and Wallis island via Nandi (twice weekly) as sole operator.

- **Air France**, since 2003 providing a code-share service with Aircalin, on the Nouméa-Tokyo leg (5 weekly services using Aircalin aircraft), and the Nouméa-Osaka leg (3 weekly services) since November 2004.

- **Air New Zealand**, who struck a partnership with Aircalin in 2002 for all flights to Auckland (4 weekly services).

- **Qantas**, providing code share services with Aircalin on its flights to Sydney (7 flights) and Brisbane (3 flights).

- **Air Vanuatu**, also operating in partnership with Aircalin (5 weekly flights).

Passenger traffic is therefore limited to 5 airlines (including Air France that no longer operates its own aircraft), in contrast to barely 10 years ago, when 8 airlines were providing services in New Caledonia.

Despite a largely unfavourable global context related to rapidly rising fuel prices and increased air fares, passenger traffic at Nouméa-La Tontouta has continued to grow, with more than 400 000 passengers in 2005. These results are mainly due to **New Caledonian's travelling**, helped by the implementation of the **mobility passport** in 2003 and **air travel assistance** in 2004.

Operations at Tontouta airport also include freight, with a volume of 5 566 tonnes of goods (4 445 inbound and 1 121 outbound). Aircalin transports the majority of this freight.

► **Nouméa-La Tontouta Airport**. *New Caledonia's only international airport is located in the Païta municipality, 50 kms to the north of Nouméa. It has been managed by the Chamber of Commerce and Industry since 1968, initially under a Temporary occupation authorisation regime and since 2003 under the terms of a 15-year concession.*

► **Air Calédonie International (Aircalin)**. *Aircalin, whose majority shareholder is New Caledonia, was founded in 1983. In 2005 it had a fleet comprising 3 Airbus aircraft (2 A330-200 and one A320-232) as well as a Twin Otter DHC6-300 which provides 8 weekly services between Wallis and Futuna islands.*

► **New Caledonians' travelling**. *See 10.4.*

► **Mobility passport**. *See 9.6.*

► **Air travel assistance**. *Article 60 of the planning law for Overseas France n°2003-660 dated July 21, 2003 includes a contribution to territorial continuity, designed to facilitate travel for the residents of overseas collectivities to and from Metropolitan France. It helps finance air travel for these residents under conditions that are set by the overseas authorities; distribution amongst the various collectivities is set by State Council decree. In New Caledonia the applicable legislation is found in deliberation n°102 dated August 11, 2005, replacing the previous September 9, 2004 deliberation, which was annulled by the administrative tribunal. Accordingly, those people and their dependants who pay less than 2 555.9 Euros income tax can receive assistance once a year, for travel with a regular airline, on condition that the journey includes no more than 2 stopovers. The amount of assistance varies according to age groups ; children under 12 (293.3 Euros), young persons aged 12 to 27 and adults (502.8 Euros) and young people aged 18 to 27 years who are no longer dependant on another person (838 Euros). 7 964 assistance payments were awarded in 2005.*

## SOURCES

[1] Direction de l'Aviation Civile, Données relatives à la desserte aérienne extérieure.

Direction de l'Aviation Civile en Nouvelle-Calédonie, *Rapport sur la desserte aérienne extérieure de la Nouvelle-Calédonie en 2005*, mars 2006.

Institut de la Statistique et des Études Économiques (ISEE), *Bilan Économique et Social 2005*.

Délibération n°102 du 11 août 2005 relative à l'aide au passage aérien, disponible sur : [www.juridoc.gouv.nc](http://www.juridoc.gouv.nc)

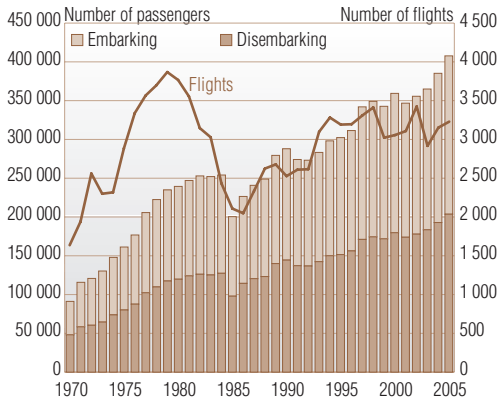
## SEE ALSO

Chambre de Commerce et de l'Industrie (CCI) : [www.cci.nc](http://www.cci.nc)

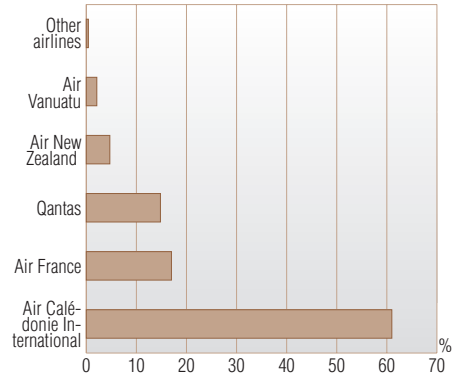
Air Calédonie International (ACI) : [www.aircalin.nc](http://www.aircalin.nc)

# 25.3 INTERNATIONAL AIR TRANSPORT

**Passenger traffic and aircraft movements at Tontouta international airport [1]**



**Airline passenger share at Tontouta in 2005 [1]**



**Passenger flows by airline at Tontouta airport [1]**

	1990	1995	2000	2001	2002	2003	2004	2005
Air Calédonie International	82 605	103 264	146 299	166 752	169 930	217 988	235 354	248 606
Air France (a)	///	99 451	111 105	96 806	103 571	71 258	63 920	69 474
Air New Zealand	11 076	10 885	17 175	16 841	18 296	17 362	20 144	19 343
AOM (b)	///	25 045	37 739	9 252	///	///	///	///
Air Vanuatu	///	6 960	7 583	6 994	5 774	3 211	8 427	8 474
Continental Micronesia (c)	///	///	///	///	///	///	///	///
Corsair (d)	///	27 955	///	///	///	///	///	///
Qantas	25 368	28 510	37 177	50 113	58 073	53 583	56 807	60 168
UTA (e)	156 681	///	///	///	///	///	///	///
Other airlines	12 244	293	2 303	9	-	1 588	590	1 681
<b>All</b>	<b>287 974</b>	<b>302 363</b>	<b>359 381</b>	<b>346 767</b>	<b>355 644</b>	<b>364 990</b>	<b>385 242</b>	<b>407 746</b>

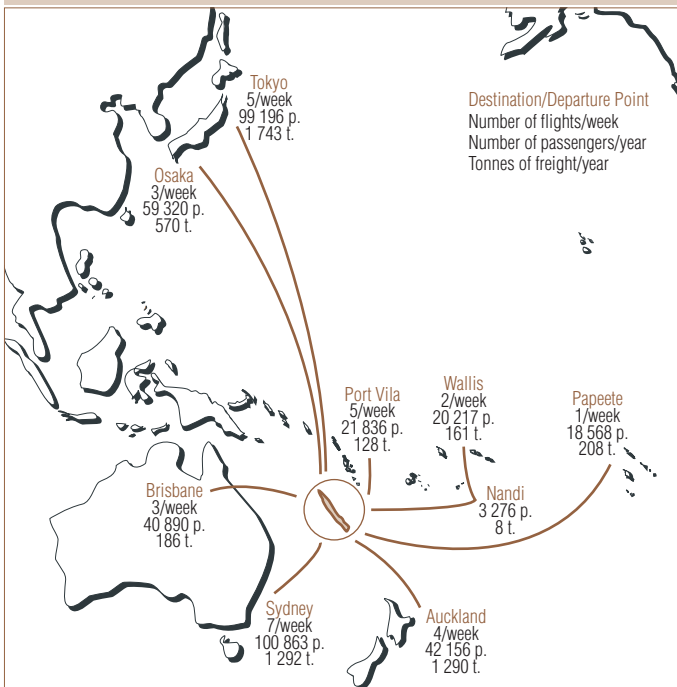
(a) Since the end of March 2003, Air France no longer services the Nouméa-Tokyo leg with its own aircraft, but instead in partnership with Aircalin. (b) AOM ceased its services on March 30, 2001.

(c) This airline provided a service between Japan and New Caledonia via Guam from July 1998 to October 1999.

(d) Corsair ceased its services in March 1998. (e) UTA and Air France merged in 1992.

Unit : number of passengers

**International services in 2005 [1]**



# 25-TRANSPORT

Domestic maritime transport passes through the port of Nouméa, managed by the Port authority of New Caledonia. This includes passenger traffic and freight. Domestic maritime freight includes :

- “bulk solids”, including nickel ore and sand, respectively unloaded at Doniambo and Numbo ;
- “bulk liquids”, being hydrocarbons, loaded at baie des Dames ;
- “miscellaneous goods”, loaded and unloaded in Nouméa, and to and from the islands.

In 2005, domestic maritime freight amounted to a total 3 038 thousand tonnes. In fifteen years, this has increased by 21%. Ore transport is the most significant. In 2005, 2 876 thousand tonnes of nickel ore were transported from the mine sites around the Mainland to the Doniambo smelter to be transformed prior to export, and accounted for almost 95% of total volume loaded and unloaded in Nouméa. Miscellaneous goods accounted for 3% of domestic freight volumes, 2% sand and less than 1% hydrocarbons.

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Furthermore, variations in volumes of nickel unloaded in Nouméa are directly dependant on metallurgic activity and the world market, and therefore influence domestic maritime traffic.

“Miscellaneous goods” freight has remained stable since 1996, with 95 000 tonnes loaded and unloaded. Two shipping companies are involved : *Compagnie Maritime des Îles (CMI)*, with its two vessels “Lady geraldine” and “Havannah”, and *Société de Transport des Îles (STILES)*, operating “Laura II” and “Sisa Ne Nana”.

Fuel deliveries to Lifou, operated by *Compagnie maritime de transports pétroliers* up until 2005 aboard the vessel “Konemu”, which suffered a very serious running aground, are now undertaken by STILES aboard “Greta Theresa”.

Lastly, as far as passenger traffic between Nouméa and the islands is concerned, the majority of services are provided by Havannah and *Betico*.

► **Port of Nouméa ; Port of Wé.** See 25.5.

► **Port authority of New Caledonia.** A commercial and industrial publicly owned organisation, the Port authority's main missions are the administration, maintenance and operation of the port of Nouméa, management of the port domain, and execution of all development and extension works. It is also responsible for management of the port of Wé on Lifou (60 m wharf, 4m50 draught, 12 000m<sup>2</sup> platform, 450m<sup>2</sup> sheds, 150m<sup>2</sup> passenger shelter and a landing stage). The port authority can also intervene anywhere in the territory, to look after the administration, maintenance, and operation of any other port infrastructure of territorial interest, including the management of domains and execution of development and extension works.

► **Passenger traffic.** Prior to 1994, passenger transport was provided by coastal vessels. In 1994, the “Président Yéiwéné” ferry was put into service, operated by *Société Maritime des Îles Loyauté (SMIL)*, providing freight and passenger transport up until 1996 when the company was liquidated by court order. From 1996 until February 1999, services were provided by the catamaran *Marie-Hélène* operated by *Compagnie Maritime des Îles (CMI)* which was created by a consortium of three private shipping companies : *Hammer*, *Solenav*, and *Transîles*. During this period, 50 000 passengers per year were transported on services between Nouméa, the isle of Pines, the Loyalty islands, and inter-island routes. These two vessels were responsible for a significant increase in passenger traffic to the islands. In November 1999, after a nine month interruption to passenger services to the islands, *Betico* began operating. A catamaran with a capacity of 366 passengers, it was operated by “*Armement Loyaltien*” until the company's liquidation at the end of 2004, at which time it was purchased by the Southern province via *Sudîles*. Since 2001, *Havannah*, operated by *CMI*, has also provided freight services and passenger transport.

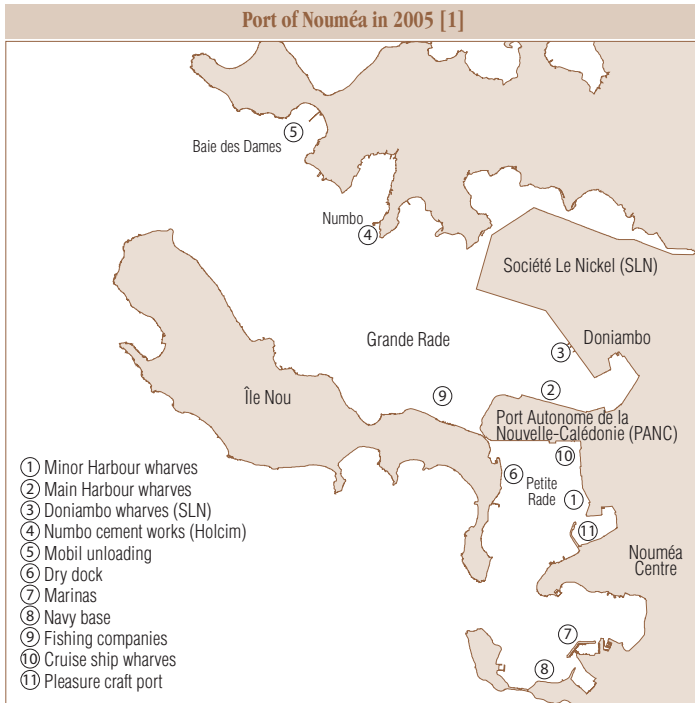
At present, replacement of *Betico* is under review. At the same time, tribal authorities in the Loyalty islands and Mont Dore are planning to create a new shipping company with a view to opening up the islands.

## SOURCES

[1] Port Autonome de la Nouvelle-Calédonie, *Statistiques 2005*.



# 25.4 DOMESTIC MARITIME TRANSPORT



**Domestic maritime freight\* [1]**

	1990		1995		2000		2005	
	Unloaded	Loaded	Unloaded	Loaded	Unloaded	Loaded	Unloaded	Loaded
Bulk solids	2 417	-	2 810	-	3 343	-	2 931	-
Nickel ore	2 328	-	2 759	-	3 249	-	2 876	-
Sand	89	-	52	-	94	-	55	-
Bulk liquids (a)	-	18	-	13	-	5	-	12
Miscellaneous goods	14	53	18	77	18	77	18	77
<b>Domestic maritime freight</b>	<b>2 431</b>	<b>71</b>	<b>2 829</b>	<b>90</b>	<b>3 361</b>	<b>82</b>	<b>2 949</b>	<b>89</b>

\* Passing through port of Nouméa. (a) hydrocarbons.

Unit : thousands of tonnes

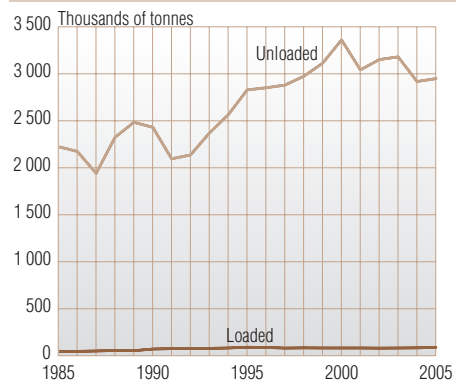
**Domestic maritime traffic\* by type of vessel in 2005 [1]**

	Vessel arrivals	Goods		totals
		inbound	outbound	
Cargo ship	269	18	77	95
Ore tanker	135	2 876	-	2 876
Petrol tanker	36	-	12	12
Sand tanker	49	55	-	55
<b>All</b>	<b>489</b>	<b>2 949</b>	<b>89</b>	<b>3 038</b>

\* Passing through port of Nouméa.

Units : number, thousands of tonnes

**Domestic maritime transport of goods\* [1]**



\* Passing through port of Nouméa.



# 25-TRANSPORT

International maritime traffic operates around several port installations, of which those at the **port of Nouméa** :

- the public port of Nouméa, more specifically used by cargo ships, container ships, and cruise ships ;
- the private port of Société métallurgique Le Nickel (SLN), whose wharves are used for both imported mineral products and the loading of fusion products directly from the factory, destined for Europe, Asia and the United States ;
- Baie des Dames, for inbound hydrocarbons ;
- Numbo cement works, for the supply of clinkers (products from the burning of cement ingredients prior to crushing).

There are also the inland port installations :

- loading zones at various mine sites for nickel ore despatched unprocessed, mainly to Australia and Japan ;
- port of Népoui, receiving inbound gas and hydrocarbons for the ENERCAL power station ;
- port of Prony for the requirements of the future Goro Nickel metallurgic factory.

After record years from 1995 to 1997 with annual volumes over 6 000 thousands of tonnes, international maritime transport decreased slightly, stabilising around the 5 000 tonnes since then. New goods traffic will be generated when the Goro Nickel factory goes into production. The current economic context, heavily influenced by record rises in the price of oil and Chinese growth requiring ever more means of transport, has led to rampant inflation of freight costs. The South Pacific, distanced from the major maritime freight routes, is one of the regions worst affected by the crisis.

With regard to passenger transport, the 80 000 mark for cruise-ship passengers was passed for the very first time in 2005 (being +52% in ten years), aboard 60 liners.

► **Port of Nouméa.** Under the management of the Port Authority of New Caledonia, comprises two major sites :

- the main harbour (800 hectares), with the international trade wharf (750m, 10m30 draught), including a bonded customs area (45 hectares) with two warehouses (5 000m<sup>2</sup> each), a dangerous goods area, a 6 silo milling area, a further 2 silo warehousing centre, as well as a rear port zone for freight forwarders, baulage companies..., the fisheries zone (180m of wharf, 6 000m<sup>2</sup> of cool storage, 90 000m<sup>2</sup> of platform), the hydrocarbons depot in Baie des Dames, the Numbo cement works for clinker supply, and the private wharves of SLN at Doniambo.
- the minor harbour (210 hectares) servicing cruise ships (2 wharves for liners and a terminal), pleasure craft, 2 dry docks, coastal vessels (300m of wharf, 2 000m<sup>2</sup> of sheds, 20 000m<sup>2</sup> platform, a wharf and terminal), the scientists' wharf, the pilots' base, and the coastal fisheries wharf.

Since the end of July 2005, the port of Nouméa has been accredited to international safety standards, the ISPS (international ship and port safety) code established by the International Maritime Organisation.

► **ENERCAL.** See 22.3 and 22.4.

► **Port of Prony.** Currently under construction, it will ultimately include : miscellaneous goods wharf (90m, 11m draught), a bulk solids wharf (177m, 12m20 draught), a wharf, offices, container terminal, and a hydrocarbons depot.

It is currently used for inbound goods for the construction of the Goro Nickel metallurgic factory. When the factory goes into production, it will be used for both inbound raw materials and fuel, as well as the exports of finished products.

► **Port Authority of New Caledonia.** See 25.4.

## SOURCES

- [1] Port Autonome de la Nouvelle-Calédonie, Statistiques relatives au transport maritime de marchandises.
- [2] Direction de l'Industrie, des Mines et de l'Énergie, données relatives aux exportations de minerai de nickel.
- [3] Direction de la Police aux Frontières en Nouvelle-Calédonie.

Goro Nickel : [www.goronickel.nc](http://www.goronickel.nc)

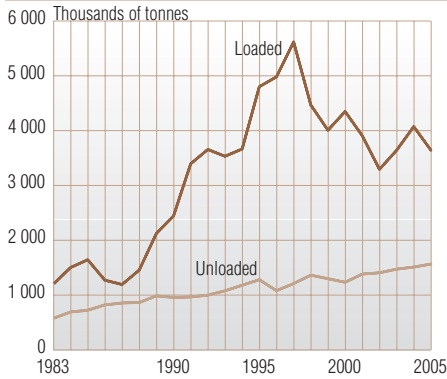
Institut de la Statistique et des Études Économique (ISEE), *Bilan Économique et Social 2005*.

## SEE ALSO

Port Autonome de la Nouvelle-Calédonie, *Statistiques 2005*, juin 2006.

# 25.5 INTERNATIONAL MARITIME TRANSPORT

## International maritime transport [1 and 2]

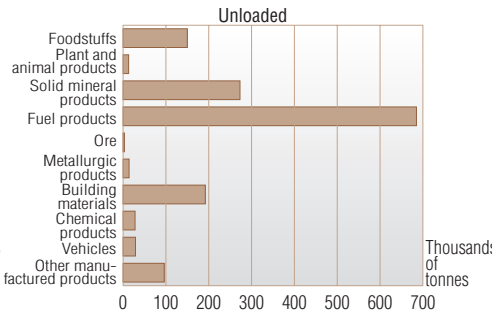
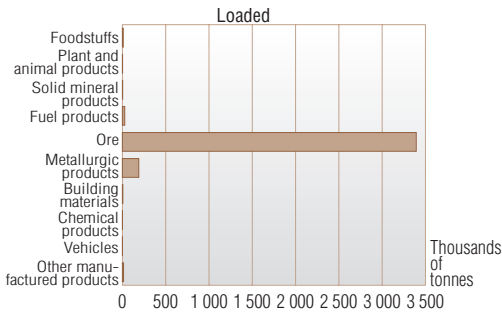


## International maritime traffic in 2005 by flag of origin [1 and 2]

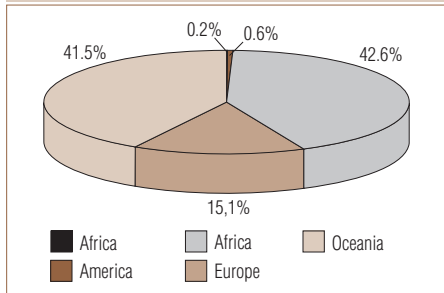
	Vessel arrivals	Goods		Totals
		Inbound	Outbound	
Africa	23	1	7	8
America	152	22	7	29
Asia	163	897	1 288	2 184
Europe	146	180	596	777
Oceania	29	383	1 745	2 129
<b>All</b>	<b>513</b>	<b>1 483</b>	<b>3 643</b>	<b>5 126</b>

Units : number, thousands of tonnes

## Nature of goods loaded and unloaded in 2005 [1 and 2]

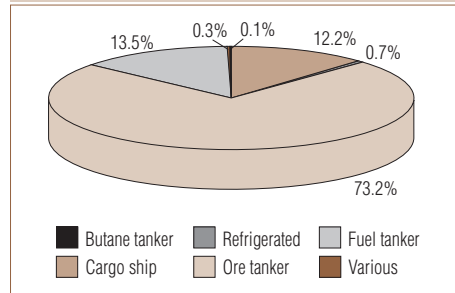


## Distribution of goods\* traffic by flag of origin in 2005 [1 and 2]



\* Loaded + unloaded.

## Distribution of goods\* traffic by type of vessel in 2005 [1 and 2]



\* Loaded + unloaded.

## Maritime traffic by port zone [1 and 2]

	Public port	Nouméa			Inland Ore loading centres	Other (a)	Total
		Doniambo	Numbo	Baie des Dames			
1995	Unloaded	303	703	90	-	39	1 281
	Loaded	45	144	-	4 589	-	4 802
2000	Unloaded	349	591	64	-	75	1 234
	Loaded	132	90	-	4 109	-	4 349
2001	Unloaded	334	723	79	-	83	1 382
	Loaded	105	90	-	3 697	-	3 907
2002	Unloaded	357	691	97	-	98	1 407
	Loaded	105	99	-	3 065	-	3 294
2003	Unloaded	389	747	80	2	92	1 473
	Loaded	128	94	-	3 385	3	3 641
2004	Unloaded	417	683	109	-	82	1 511
	Loaded	70	137	-	3 840	-	4 073
2005	Unloaded	451	778	90	-	83	1 566
	Loaded	106	121	-	3 394	-	3 643

(a) Port of Népoui and port of Prony.

Unit : thousands of tonnes

## Cruise ship passenger and liner traffic [3]

	Liners	Passengers
1980	57	45 821
1985	46	53 447
1990	34	37 236
1995	41	33 728
2000	59	48 579
2001	39	50 671
2002	44	54 925
2003	57	64 273
2004	64	77 115
2005	60	81 215

Unit : number