

The current state and prospects for the development of cruise tourism in Pacific Russia



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1. Current state:

- In 2019 Vladivostok + Sakhalin + Kamchatka – about 60,000 cruise passengers per year;
- In 2020, the Ponant company made 1 cruise from Anadyr to Korsakov;
- Order of the Government of the Russian Federation No. 635–r of March 16, 2020 "On temporary restrictions on the entry into the Russian Federation of foreign citizens and stateless persons ..." restricts the entry of foreign citizens into the Russian Federation through sea checkpoints from March 2020 to the present. It has already led to the loss of two cruise seasons;
- To date, there is only 1 ship that regularly makes cruises in the Russian Far East – Professor Khromov (up to 50 pax);
- Domestic market: the task is to attract more Russian tourists.



1. Current state:

Historical experience:

In 1960–1990 there was strong Soviet & Russian cruise industry in Far East

Itineraries between regions of Russian Far East, towards to Japan & Korea and cruises to nowhere

A lot of passengers ships up to 15

1. Current state:

Active work is underway to improve and promote Vladivostok's attraction as a hub for sending tourists from all over Russia along the routes of the Russian Far East and after lifting bans along the routes including Korea, Japan and China.



The current covid situation allowed us to pay more attention to the development of the domestic cruise market in Russian Far East.

Regular domestic cruises (as we see it in Japan, China, and hope that it can be launched at Russian market).

2. Infrastructure development plans:

- berthing infrastructure;
- coastal tourist attraction



2. Infrastructure development plans:

VLADIVOSTOK: After the completion of dredging works in 2019, the Vladivostok Seaport can receive the Spectrum of the Seas – the largest ever calling at Russian seaports.

PORT INFRASTRUCTURE: CURRENT SITUATION

TERMINAL MAIN FEATURES

**Length
of berths**
b. #1: 235,7 m
b. #2: 255,6 m #2A: 159 m
total 650,3 m

**Depth
at the berths**
b. #1: 9,7/9,8 m
b. #2: 9,9 m
b.#2A: 8,8 m

**Bus stop
capacity:** 55-100*

**Terminal
building GBA:** 14 622 m²

Taxi stand: 50-100 p/l

Parking area: 6 000 m²



2. Infrastructure development plans:

Since 2018, in the port of **KAMCHATKA**, ships have the ability to approach the berth and disembark passengers.

PORT INFRASTRUCTURE: CURRENT SITUATION

TERMINAL MAIN FEATURES

Length
of berths

b. #5: 113 m
total 113 m
b. #6: 140 m
b. #7: 143,8 m
b. #8: 170 m
total 453,8 m (unified line)

Depth
at the berths

b. #5: 9,0 m
b. #6: 9,4 m
b. #7: 9,4 m
b. #8: 9,4 m

Bus stop capacity: 20*

* possible to expand

Taxi stand: 40 p/l

Terminal building GBA: 8 000 m²



2. Infrastructure development plans: SAKHALIN

PORT INFRASTRUCTURE: CURRENT SITUATION TERMINAL MAIN FEATURES

Length
of berths*

b. #4: 140 m

Depth
at the berths*

b. #4: 4,8 m

Bus stop
capacity:

20+

Parking area:

800m²

* ships which are longer than 140 meters and draft for more than 4,3 meters
are accomodating by tender boats



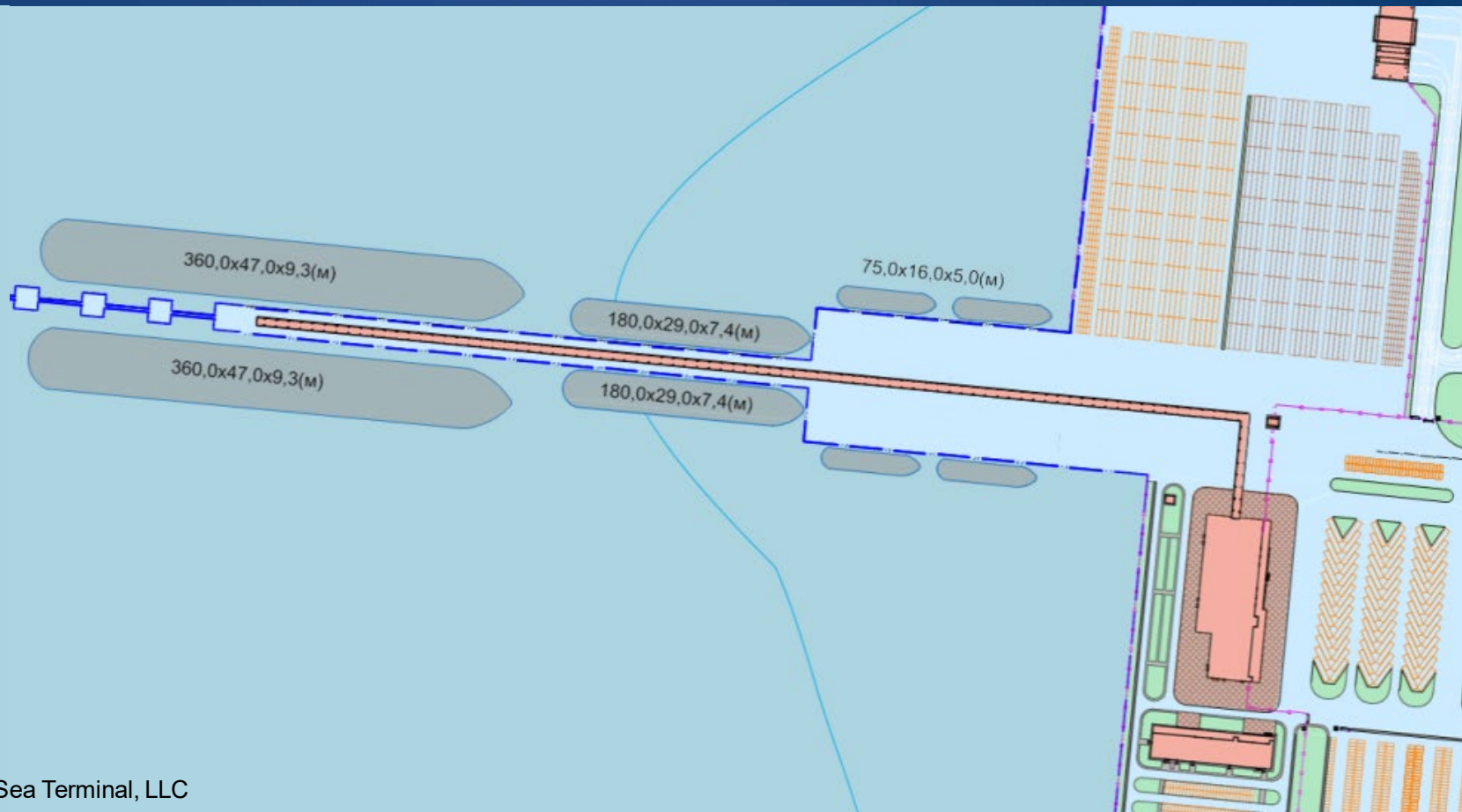
2. Infrastructure development plans:

SAKHALIN sea port needs development.

PORT INFRASTRUCTURE: FUTURE DEVELOPMENT

The construction of a berth wall for cruise ships up to 350 m. and draft more than 9 m.
The construction of new terminal building with a modern checkpoint

Source of information: Agency of tourism of Sakhalin Region Government



3. Concept of Pacific Russia as a cruise destination

PACIFIC RUSSIA



Vladivostok and Primorye, Kamchatka, Sakhalin and the Kurils – all overlap on the Pacific Coast, and these lands share a common history of settlement by aboriginal people and Russian people.

Each region has the potential itself to become an attractive destination for tourists, to become a real magnet for travelers from all over the world.

Developing cruise itineraries in Pacific Russia presents opportunities for giving to cruise market a complex of tourism projects such as eco-tours, historical cultural tours, adventure tours, gastro tours, event-based and other entertainment tours that will cover all Pacific Russia destinations and will become attractive to potential visitors because of their uniqueness and scope.

3. Concept of Pacific Russia as a cruise destination

In 2019, on our initiative, together with Kamchatka and Sakhalin, was developed a concept **PACIFIC RUSSIA AS A UNIQUE DESTINATION FOR WORLD CRUISE MARKET**

In the concept, the following points are disclosed for each region:

- ✓PORT INFRASTRUCTURE
- ✓AIRPORT INFRASTRUCTURE
- ✓KEY ATTRACTIONS
- ✓TOURISM INFRASTRUCTURE
- ✓FOOD and UNIQUE GOODS TO BUY
- ✓TARGETED SOURCE MARKETS
- ✓VARIANTS OF ITINERARIES

This concept was presented to most of cruise companies with a proposal to increase the number of cruises in the Russian Pacific region.

4. Expedition segment development

The expeditionary fleet is increasing, which allows to attract more expeditionary cruises not only to large ports but also to remote areas.



4. Expedition segment development

Compared to large cruise ships, expedition ships have no infrastructure constraints.



5. Cooperation between the Japanese and Russian sides

Vladivostok has got close cooperation with Yokohama, Kanazawa and Maizuru.

A Memorandum of Understanding for establishing professional network between cruise ports of Sea of Japan / East Sea and its adjoining seas was signed in 2018 with:

- Niigata Port,
- Sakai Port,
- Kyoto Maizuru Port,
- Kanazawa Port,
- Gangwon-do Maritime Tourism Center.

Memorandum Of Understanding with **Yokohama** is being signed.

We propose to start cooperation with the ports of Hokkaido, including Otaru, on joint promotion North–West Pacific with the target of increasing the number of cruises in the region.

Thank you for your attention!
We are ready to discuss and agree the ways of
mutual activity!



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