What's the true cost of a day's delay for a cruise operator?

Avoid expensive problems and improve ship reliability with a service agreement

Picture the scene: Your cruise ship is all set to leave port with thousands of excited guests onboard. But there's a problem – the engines won't start because of a technical hitch. You can fix the problem, but it'll mean your ship leaves port a day later. What could the true cost of a day's delay be?

You want to keep your guests happy and stick to your port-call schedule by catching up on the delay. Your voyage planning tells you that sailing faster, at 21 knots instead of 19 knots, will get you back on track. The problem is that speed is only the tip of the iceberg in this tale. This single day's delay has three huge implications*:

Sailing faster means you'll use more fuel. At today's prices the bill could run to a colossal **€187,000**

+

More fuel burned equals more emissions generated. Sailing within the EU, the extra CO_2 tax of €75/ton of fuel could cost you **€63,000**

884 tons more CO_2 emissions

+

Delays mean unhappy guests. A compensation payment of €150 to every one of your 3,000 passengers for a day's delay is going to increase your bill by an eye-watering **€450,000**

=

The final cost for a single day's delay in departure?

€700,000

How can you avoid delays and save your bottom line?

A Lifecycle Agreement can help you avoid this kind of expensive problem.

*The scenario described is an example created by Wärtsilä for illustrative purposes only and the figures quoted are based on estimates made by Wärtsilä.