



James Bay
Community Market

Handmade, Homemade, Homegrown

May 1st to October 2nd
Serving James Bay for Over 25 Years!

*Fresh Local Produce
Specialty Food Products
Award Winning Artisan Crafts*

*Thank you for buying LOCAL!
and supporting The James Bay Market*

Saturdays
9am - 3pm

Located at the corner of
Menzies & Superior
www.jamesbaymarket.com

JBNA April 24th, 2021

ZOOM discussion

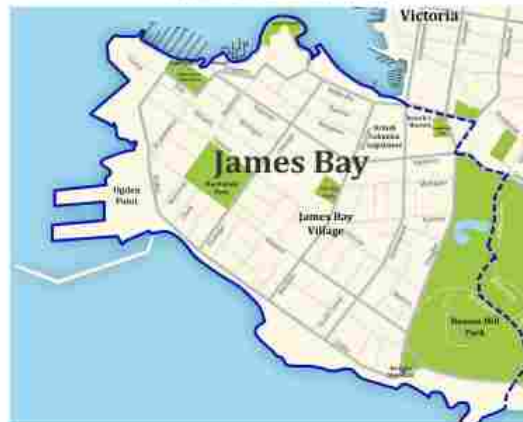
- ✧ Welcome & Program
- ✧ Correspondence & Announcements
- ✧ ***Rethink before Restart***
- ✧ Community Voices



- ~ Principle
- Background
- ~ Responses
- ~ Confirm "Ask"



participating in GCAN,
the Network



Cruise tourism after COVID-19
Challenges and Community Needs
. . . are there solutions ??

- rethink before restart
- overtourism ?
- emissions ?
- lands transportation ?
- foreign waste ?

James Bay Neighbourhood Association

Discussion forum review

Impacts and responsible organizations and your ask

Cruise lines	= Polluter/Industry
GVHA	= Landlord (contractual power) monitoring
City of Victoria	= regulatory (zoning and emissions monitoring)) = permitting = city infrastructure
CRD	= Hartland (garbage) and recycling
Can+BC Environ	= Air shed monitoring
BC Gov't	= health (surety bond?) = finance/taxation (carbon and recyclables) = Climate change and national/corporate agreements
Transport Can	= International waters and international agreements



GLOBAL CRUISE/ACTIVIST NETWORK

1. Self-determination of communities
2. Economic impacts
3. Cultural impacts
4. Labor
5. Climate Change
6. Air Pollution
7. Water Pollution
8. Monitoring & Transparency
9. Environment & Biodiversity
10. Public Health
11. Crime Victims
12. Worker Repatriation

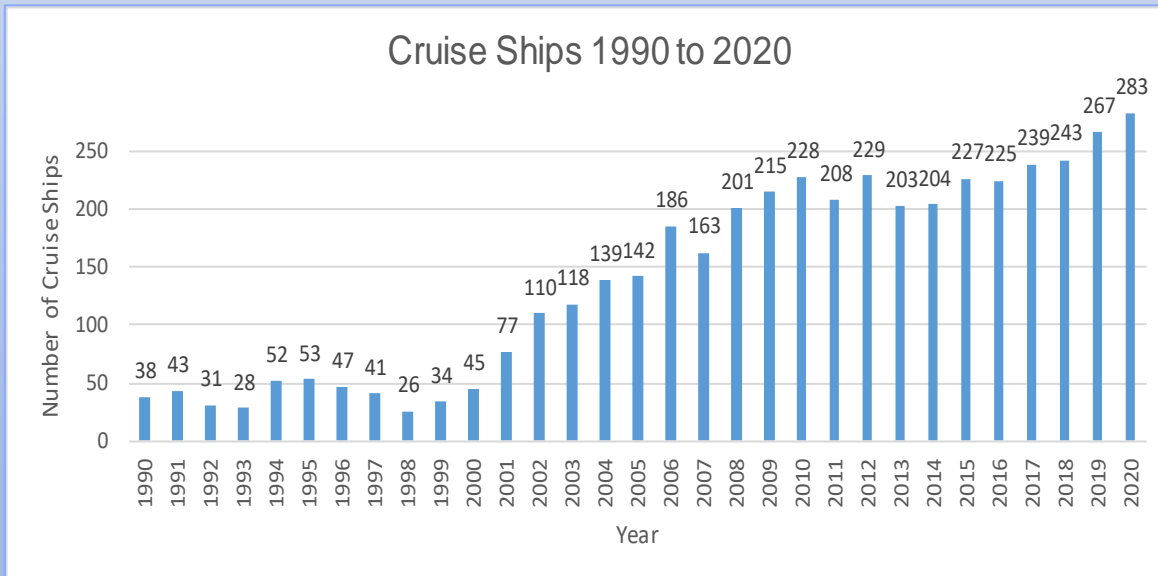
Principles of Responsible Cruise Tourism

and . . .
Global (GHG and Water and
wildlife)
Local Tourism
Financial considerations

growth 1990-2020

more ships, more people, and fewer hours/pax in port

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Ships (docked)	208	229	203	204	227	225	239	243	267	283
Passengers (per schedule)	414,388	476,916	449,668	442,044	507,842	516,660	557,798	592,166	713,894	772,621
Avg. Passengers/Ship	1,992	2,083	2,215	2,167	2,237	2,296	2,334	2,437	2,674	2,730
Days in Port	104	108	96	102	112	113	116	119	125	139
Hours in Port	1,502	1,488	1,377	1,475	1,624	1,609	1,687	1,716	1,877	1,946
Avg. Passenger time in port	6.8	6.3	6.5	7.0	6.8	6.9	6.8	6.7	6.7	6.7
Passenger % increase						+2%	+8%	+6%	+21%	+8%



Seattle –
new dock
on Pier 46 ?



#3 Cultural & Quality of Life Impacts:
Adopt a policy of “do no harm” to retain and enhance cruise port communities’ cultural identity, distinctive character, and quality of life.

(3.2) Demonstrate respect for the lives and livelihoods of the people most directly affected by cruise ship pollution and over-tourism, even if it requires fewer and smaller ships with fewer passengers.

(3.54) In ports of call, stagger arrival and departure times with other cruise ships to prevent land transportation surges and limit traffic so as to not overwhelm the local community with noise and congestion impacts.

Amsterdam – new cruise passenger tax €8 port-of-call
Venice €10
Catalano €0.65

Dubrovnik “From 2019 a maximum of 2 cruise ships/day No more than 5000 pax in one day.
The rescheduling of cruise ship arrivals helped with overcrowding.



Amsterdam's New Tourist Tax Applies to Cruise Passengers

by Adam Leposa | Dec 19, 2018 11:18am



Bergen Puts Cap on Daily Calls and Passengers

October 11, 2017

Limits set:
4 ships/day and/or 9,000
pax/day



Bergenships.com

of cruise calls per day to four ships and/or 9,000



#3 Cultural & Quality of Life

Impacts:

Adopt a policy of “do no harm” to retain and enhance cruise port communities’ cultural identity, distinctive character, and quality of life.

Learning from others

~ passenger tax

Amsterdam, Venice, Catalano

~ limiting number/size of ships

Dubrovnik limits 2 ships, 5000 pax

Bergen limits 4 ships, 9000 pax

Key West limits 1,500 pax/day

small ships and priority given to ships

with high environmental standards

Others . . .

Impacts:

~ contain overtourism

~ reduce traffic surges

Bermuda – no-ship weekends

minimum stays and . . .



GLOBAL CRUISE/ACTIVIST NETWORK

#3 Cultural & Quality of Life Impacts: Adopt a policy of “do no harm” to retain and enhance cruise port communities’ cultural identity, distinctive character, and quality of life.

*Resident comment:
“2020 was a blissful year
without cruise ships in James
Bay: it was peaceful and quiet,
the air was clear and clean,
there was no congestion or
speeding on our streets, and
James Bay felt like a
neighbourhood again rather
than someone else's
destination.”*

issues

- ~ street/traffic congestion
- ~ traffic surges
- ~ people (pedestrian) surges
- ~ noise
- ~ lower quality of life

needs

- ~ quiet enjoyment of homes, streets, and parks

“asks”

- ~ ships leave by 10 pm
- ~ no-ship Sundays
- ~ ship/pax targets ??
- ~ ??????

#6 Air Pollution: Stop polluting the air.

(6.1) Publicly commit to 100% shore power by 2025. (6.2) Lead in the development of a universal shore power system. (6.3) Retrofit ships for shore power, and immediately require all ships to use shore power where it is available. (6.4) Pay 100% of the costs of shore power infrastructure in all ports of call by 2025. Do not ask, solicit or lobby for taxpayer subsidies.

#8 Monitoring & Transparency: Publicly disclose your performance

(8.1) Install additional continuous monitoring equipment for monitoring air emissions, including but not limited to NO_x , SO_x , particulate matter (nano, ultrafine, fine, and coarse), and CO_2 . (8.2) Publicly report the data from all air emission and effluent discharge monitoring equipment, including the location and volume of discharges and all other data, in real time to a publicly available website.

Discussion forum review

Emissions: new studies

Study calls for ban and phasing out of scrubbers to protect the oceans

A study commissioned by the Canadian Government is recommending individual governments, including Canada, take unilateral action to restrict or prohibit scrubber discharges from both open-loop and closed-loop systems.

The [report](#) comes from the International Council on Clean Transportation, and claims that ships fitted with scrubbers were not effectively meeting the global fuel standard. Findings indicate that scrubbers are harmful to both the air and the sea. Although scrubber discharges usually comply with IMO guidelines, the study indicates that compliance does not guarantee that scrubber discharges are safe.

Shipping-related particulate matter air pollution – source-specific effects on bronchial epithelial cells

V, Ni concerns . . . Notably, cruise ship-associated UFPM elicited greater inflammatory mediator release than PM from other sites.

Emissions: *"On a few lines, on a few ships, there have been way too many emissions . . . Big clouds of black smoke billowing over the legislature buildings . . . What is the story . . . about our city, and what is it that residents have to breathe"*

Combustion of diesel fuels creates GHG and other compounds: NO_x, CO_x, SO_x & PM_x (and VOCs)



Climate Impacts: GHG
tonnes of GHG

Photo: June 2019

Resident Impacts: NO_x and PM_x pollution
the clouds:

NO_x - released during combustion of fossil fuels

NO_x gases produce **orange or brown haze**

NO_x mainly impacts on respiratory conditions

NO_x also contributes to the formation of fine particles (PM)

PM₁₀ reduced with scrubbers

PM_{2.5} increased with scrubbers (respiratory)

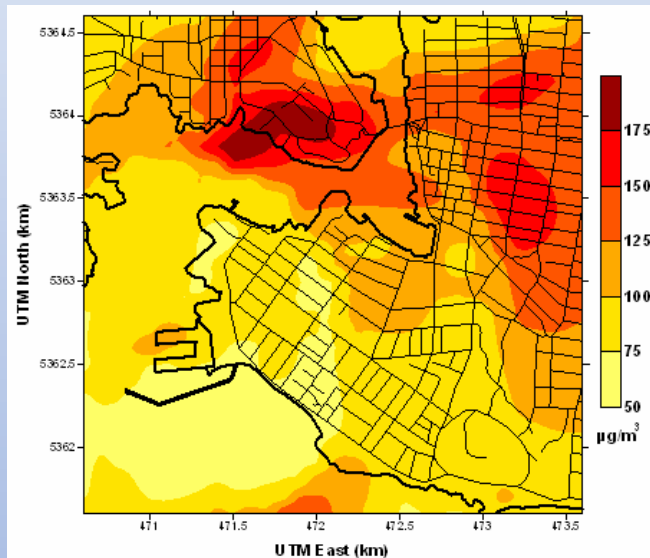
cruise-ship emissions 2008

CALPUFF modeling ...

NO₂ dispersion

predicted dispersion

1-hour NO₂



24-hr NO₂

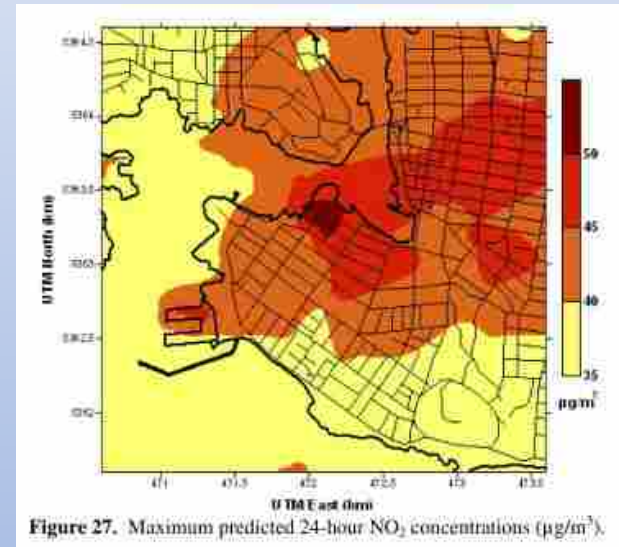


Figure 26. Maximum predicted 1-hour NO₂ concentrations ($\mu\text{g}/\text{m}^3$)

cruise-ship emissions 2008

CALPUFF modeling ...

PM_{2.5} dispersion

predicted dispersion

1-hour PM_{2.5}

24-hr PM_{2.5}

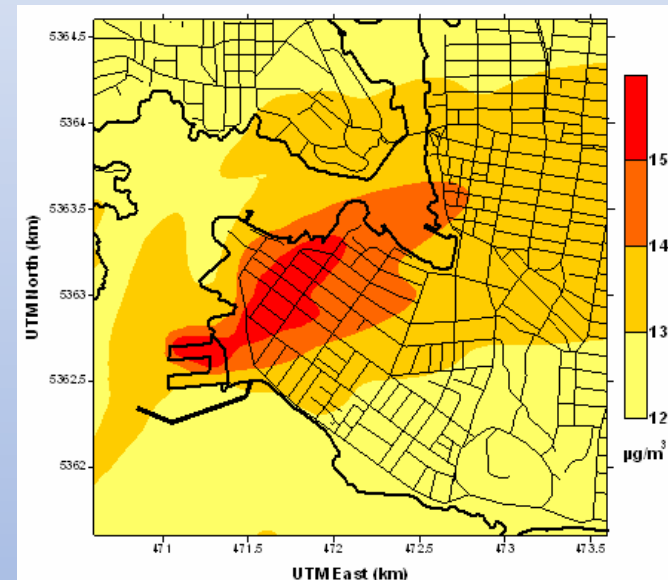
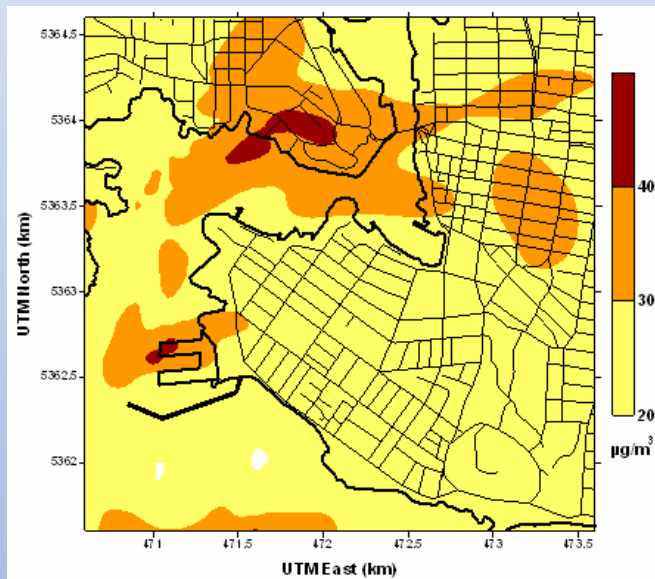
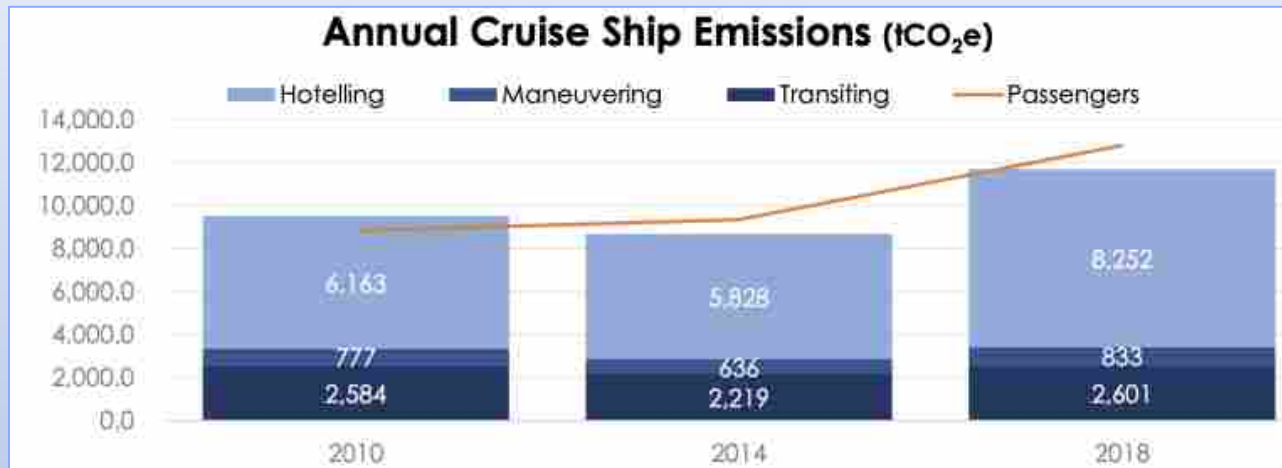


Figure 26. Maximum predicted 1-hr PM_{2.5} concentrations (µg/m³)

GVHA and CoV emissions estimates: Seattle-Alaska run creates 1 million tons of GHG per season



Synergy report (p.3) speaks of “cruise and other tenant emissions”
And “tenants”
hoteling

2018 emissions:

Cruise-ships ~ 12,000 tCO₂e
increase 34% since 2014

“hoteling” ~ 8,252 tCO₂e

VS

CoV Community 358,000 tCO₂e

Ship Name	Air Violation	Water Violation	# of Victoria Visits
Amsterdam	x		18
Emerald Princess	x	x	20
Eurodam	x	x	22
Golden Princess	x	x	1
Nieuw Amsterdam	x	x	1
Regatta		x	9
Ruby Princess		x	23
Seven Seas Mariner		x	4
Star Princess		x	1
Westerdam	x	x	1
Total			100

Discussion forum review

cold ironing – shore power - conditions to make it real

Shore power

Since 2009, shore power installations for cruise ships at the Port of Vancouver have eliminated 582 tonnes of air pollutants and 20,757 tonnes of greenhouse gases. Shore power, cold ironing or alternative marine power, is a clean technology that enables ships fitted with the necessary technical apparatus to shut down auxiliary engines and connect to hydroelectric power while at berth, thereby virtually eliminating related air emissions and engine noise.

Port of Vancouver annual cruise ship shore power results

Results	2018	2017	2016	2015	2014	2013	2012	2011	2010
Successful connections	63	54	54	77	76	82	60	35	44
Shore-power-capable ships	91	68	70	92	98	106	74	58	58
Fuel savings (tonnes)	792	671	689	885	841	978	725	424	476
Net greenhouse gas emission reductions (tCO ₂ e)	2516	2,126	2,185	2,811	2,656	3,092	2,266	1,318	1,521
Criteria air contaminants reduced (tonnes)	59	50	51	66	78	91	80	47	54

Vancouver:

2018 - 243 visits

91 capable (37%)

62 connected

70% capable connected

26% visits connected

2015

84% capable connected

2013

77% capable connected

Conditions:

- 6-10 hour or longer stays
- stagger arrivals/departures to facilitate hook-ups
- industry pay/install
- industry use
- max 2 ships to facilitate hook-up

THE NEXT CHAPTER: EMBODIED EMISSIONS



CLP The Next Chapter: *"It calls for a fuller understanding of the GHG impacts — including emissions generated beyond city limits to make and deliver the materials, products and services that we consume."*

Can't pretend that ships don't matter – the single major industrial/commercial GHG contributor within city boundaries

The "hoteling" of the cruise-ships is a commercial activity

Ships at Ogden "Hotelling" are within city boundaries (*DVBA hotel tax?*)

Going forward with "Embodied Emissions" need to consider the GHG emitted while ships travel in the Strait of Juan de Fuca, , the gray water, and other impacts relating to the environment and wildlife.



GLOBAL CRUISE / ACTIVIST NETWORK

**#9 Environment
& Biodiversity:
Respect the
integrity of
vulnerable
ecosystems and
protected areas.**

(9.3) Garbage and recycling should be processed in the port of origin. Disposal of waste products, including garbage, recyclables, and industrial waste should be processed in the home port, and not dumped in ports of call.

waste management

City of Victoria: the waste centre for cruise industry

Issues:

- Victoria/CRD assuming GHG and other environmental responsibility/costs for a foreign-based \$50 billion foreign-based industry (Seattle and Florida head offices)
- Community bearing traffic/noise impacts (costs) of large vehicles servicing the cruise-industry as
- Hartland receives 150 tonnes/month (10% of waste)
- 90% recycled - heavy trucks through community
- Not compatible activity for residential community

Seattle based cruise-industry:

- US based industry (Seattle and Miami)

Told:

- Convenient for industry as facilitates turn-around in Seattle



Climate initiatives: Reuse, recycle, reduce . . . City & CRD "ask" of residents, targets & principles

"Targets"

- 50% reduction of community GHGs (by 2007 levels) by 2030
- 80% reduction of community-wide GHGs by 2050
- transition to 100% renewable energy by 2050

"Ask"

- **R**educe, **R**euse and **R**ecycle
- net Zero approach
- lower carbon footprint of through lifestyle choice



"Principles"

- Polluter-Pay-Principle and user-pay approach
 - extend the life of Hartland
 - lower carbon footprint of energy in buildings, transport and waste
-

**#10 Public
Health: Protect
public health**

(10.5) When an outbreak occurs, cease all travel immediately and inform local officials of the outbreak.

(10.6) Never, under any circumstances, contribute to the spread of an epidemic. Avoid the transmission of diseases to host communities.

(10.8) Provide a transparent public real-time reporting of infectious diseases identified among crew or passengers so residents of port communities know what is coming their way.

Discussion forum review

Ships with COVID-19 on board. As of 2 May 2020, over 40 cruise ships have had confirmed positive cases of coronavirus on board. Many more since that date. . .

[World Dream](#). [Diamond Princess](#) [Westerdam](#). [Grand Princess](#). [River Anuket](#). [Costa Magica](#) [Braemar](#) [Costa Luminosa](#). [Silver Explorer](#). [Silver Shadow](#). [Norwegian Bliss](#) [Norwegian Breakaway](#). [Celebrity Solstice](#) [Ruby Princess](#) [MSC Bellissima](#) [Ovation of the Seas^{\[af\]}](#) [Voyager of the Seas^{\[ag\]}](#) [Costa Victoria](#) [Artania](#) [Celebrity Apex](#) [Costa Favolosa](#) [MSC Splendida](#) [Sun Princess](#) [Zaandam and Rotterdam](#) [Horizon](#) [Oasis of the Seas](#) [Liberty of the Seas](#) [Coral Princess](#) [Disney Wonder](#) [Greg Mortimer](#). [Pride of America](#). [Celebrity Flora](#) [Monarch](#) [Costa Atlantica](#) [MSC Seaview](#) [Mein Schiff3](#) [MSC Preziosa](#) [Seven Seas Navigator](#). [Adventure of the Seas](#) [Mein Schiff 1](#) [Roald Amundsen](#) [Paul Gauguin](#) [SeaDream I](#)

Sources: Wikipedia, CruiseJunkie

Global Impacts:

Climate Change, Fuels and filters, marine wildlife and wastes (effluents)

>The Pacific North Coast Integrated Management Area (PNCIMA)

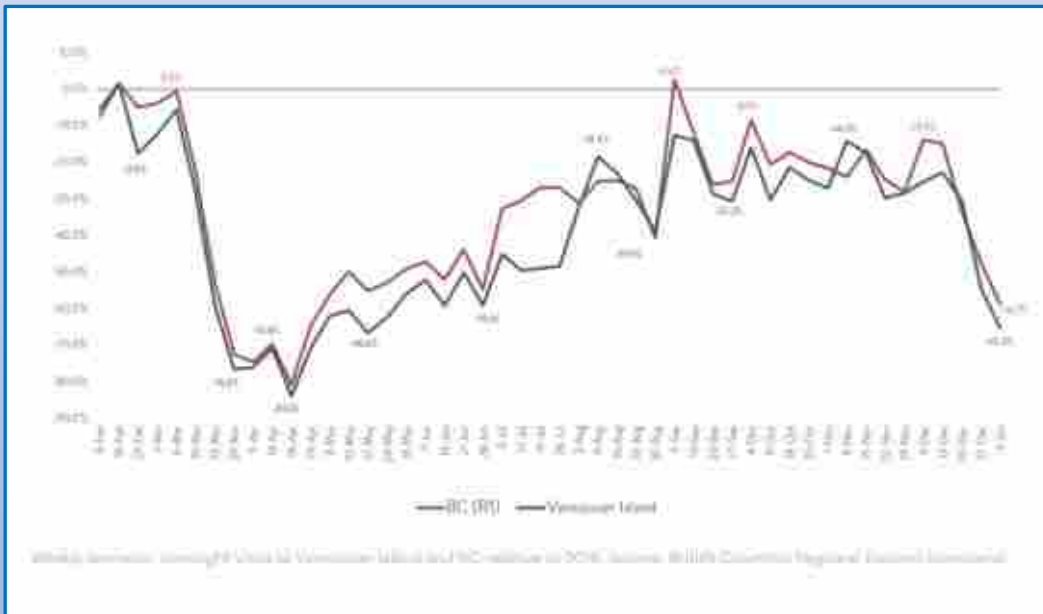
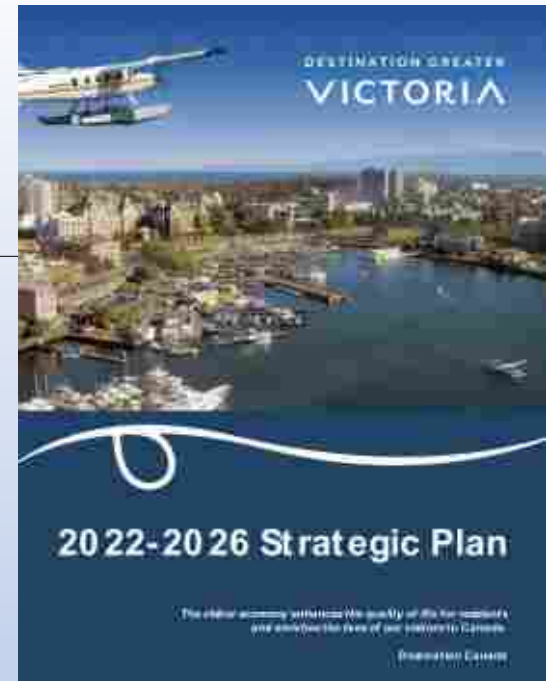
> **Victoria Harbour Migratory Bird Sanctuary**

>The **Puget Sound** and adjoining waters **No Discharge Zone (NDZ)**

Whales and wash-water and ship strikes



Tourism:



Victoria as a Port-of-Call



Value to foreign cruise industry

- Cruise Industry: \$50 billion industry - \$billions annual profit
- base-value of Victoria as port-of-call
 - PVSA fine @ **\$US778/pax X 700,000pax = \$US545million = \$Can720 million**
- other value = revenue from shore excursions
- Federal and municipal subsidy through grants to GVHA, and forgone infrastructure costs
- Wastes (unloading)

Costs to community and the environment

- Air Quality, vibration, noise and street congestion Impacts
- Green House Gases
- Plastics, grey water and hazardous wastes

Victoria: missing opportunity, missing responsibility

Financial Considerations – capacity to pay

~ Alaska Dept of Revenue: the Commercial Vessel Passenger Tax = \$4.3 million in state revenue and \$18.7 million for municipalities

BC ? A passenger tax? Carbon tax (\$40million/yr)? (There is a hotel bed-tax)

Last June, the industry raised \$3billion in a week. . . The Saudis bought 8.3% of Carnival !

GVHA – almost \$18 million in reserves

GVHA - Sustainability tax = \$2.30 (Airport Improvement fees \$10-\$40)



let's imagine . . .

This is the opportunity to hit the reset button, to demand that this industry become responsive to local impacts and needs while providing longer daytime passenger visits.

Several years ago, a visitor survey revealed that passengers questioned why they visited Victoria in the evening, in the dark hours.

Imagine smaller ships, daytime visits, staggered arrivals and departures, commitment to local tourism purchases (James Bay and downtown businesses).

Imagine cruise-lines behaving as good corporate citizens in our neighbour-

hood; respecting the need for “quiet hours” and clean air (shore power).

Imagine each passenger coming ashore with a credit card loaded with \$100 to be spent on downtown or James Bay businesses (including non-motorized transportation).

Imagine cruise-lines communicating; creating or agreeing to **mitigative strategies** which have been sought by the neighbourhood for many years.

Strategies which would transform cruise-ship visits in the neighbourhood of James Bay.

But all must start with ***“do no harm”***



Jennifer Wieland,
Principal, Nelson Nygaard
CoV Sustainable Mobility Strategy
presentation November 14, 2019

Speaking of the important role of government:

"You get to set the rules, you get to tell the folks how you want them to innovate, how you want them to operate in your city and in your region You also have the most valuable assets to control You have the right of way, you have lands, and you have the ability to shape what the city looks like."

**noise, emissions, GHG: City has the power
access streets . . . ability to shape the city . . .**



"Asks" of which group & who pays?

Government of Canada

Transport Canada

Health Canada

Fisheries and Oceans

Environment

Province of British Columbia

Finance

Environment

Health

Provincial Officer of Health

Capital Region District

Environment/Waste/AQ

City of Victoria

Regulation and Licensing

Traffic/street use

Noise

GVHA as landlord

Shore power

Schedule

Cruise-lines

Schedule

Shore power (fees)

Quiet hours
