

JBNA General ZOOM Forum

August 11, 2021



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Fair Sailing is an initiative by the James Bay Neighbourhood Association (JBNA) to advocate for responsible cruise travel practices that prioritize the interests of residents, local businesses and the environment of Victoria, Canada's highest volume port-of-call.

The impacts of the cruise industry in our neighbourhood include overtourism, air pollution, the import of foreign garbage, and threats to public health.

FAIR | SAILING rethink the restart

"Rethink Cruise Tourism" is a global initiative started by the Global Cruise Activist Network that calls for a Covid-inspired review of cruise travel. Since March 2020, when cruise tourism was forced into hiatus, port cities around the world have examined local and regional impacts of cruise tourism and established principles that refocus local priorities as cruise travel restarts.

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Fair Sailing advocates responsible cruise tourism practices that prioritize the interests of residents, businesses and the environment of Victoria, Canada's highest-volume port-of-call.

Fair Sailing is an initiative by the James Bay Neighbourhood Association (JBNA) to advocate for responsible cruise travel practices that prioritize the interests of residents, local businesses and the environment of Victoria. The impacts of the cruise industry in our neighbourhood include overtourism, air pollution, the import of foreign garbage and threats to public health.

Fair Sailing is a project of the James Bay Neighbourhood Association, a member of the Global Cruise Activist Network. We acknowledge that we are on the traditional territory of the Lekwungen people, the Songhees and Esquimalt Nations.

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rethink the restart

JBNA Mandate re: Quality of Life and Environment

JBNA formally became a Society in 1993.

Its constitution includes environmental clauses:

- *To enable the community to be actively involved . . . so as to preserve and enhance the quality of the environment and life therein, and*
- *To promote community awareness of and involvement in environmental issues and their impact on the community.*

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rethink the restart

Fair Sailing Priority Area	Cruise Operations: Negative Local Impacts
Overtourism	<ul style="list-style-type: none">• Traffic congestion/surges• Noise (loss of Quiet Hours)• Overcrowding of streets
Air Pollution	<ul style="list-style-type: none">• Emissions<ul style="list-style-type: none">- Noxious gases and particulates- GHG emissions
Foreign Garbage	<ul style="list-style-type: none">• Foreign waste materials (landfill space/traffic/safety)
Public Health	<ul style="list-style-type: none">• Covid-19 and other diseases• Protecting our Public Health system

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Sections:

1) *Executive Summary*

2) *Introduction*

3) *Overtourism*

4) *Air Pollution*

5) *Air Quality Monitoring*

6) *Foreign Garbage*

7) *Public Health*

8) *Oceans & Marine Life*

9) *Cruise Industry*

10) *BC Ports*

11) *Actions Needed*

Priority sections

Support/background sections

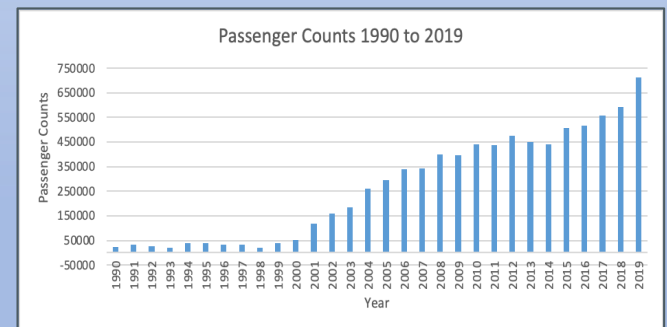
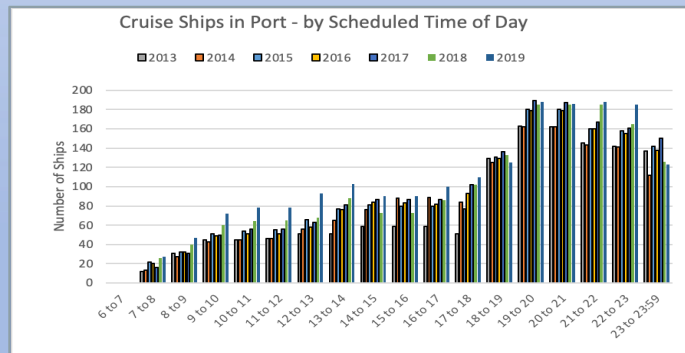
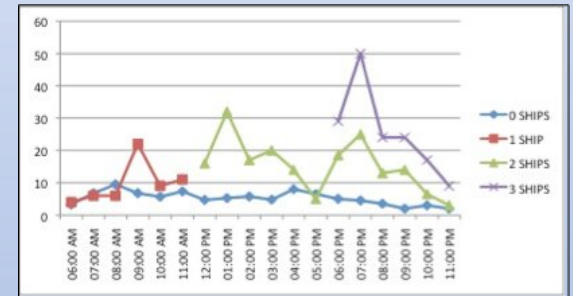
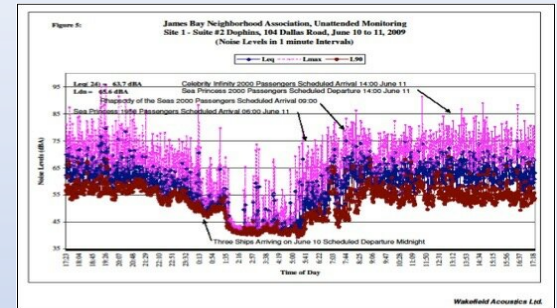


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This section outlines:

- impacts of overtourism; overcrowding, noise, and traffic congestion that reduce quality of life for local residents
- global and port community approaches for responsible tourism based on ‘do no harm’

Overtourism



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Overtourism

Global Responses

Amsterdam

2017 limited bike rental, tickets, and Nutella shops. . . .

2019 cruise passenger tax of €8 per passenger.

Barcelona

2017 limit # beds and moratorium on new hotels.

Venice

2019 tax day-trippers €5-10 in high season

2021 Cruise ship ban from canal

New Zealand

2020/21 focus on “high-value” visitors to reduce burdens of mass tourism *“can’t go back to how it was”*.

2021 *Milford Sound/Piopiotaahi Opportunities MasterPlan*

cruise ship ban. . . international visitor fee . . . introduction of zero emission coach transport . . .

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Overtourism

Port Communities (all/most being contested)

Bergen, Norway:

2017 limit of 4 ships (9,000 pax)/day

2020 limit of 3 ships (8,000 pax)/day.

2021 City Council backed . . . 1 berth only (1,000 pax)

Dubrovnik, Croatia:

2018 future limits of 2 ships (5,000 pax)/day

Key West, Florida:

2020 resident vote - limit 1,500 pax/day, ship capacity to 1,300, and prioritize ships with best health/environment

Florida Legislature banned voters from regulating ports.

City commissioners want to find way to implement will of voters.

Bar Harbor, Maine:

2021, residents - reduce size of ships, and the # pax/day.

Past years, pax limit between 3,500 and 5,500

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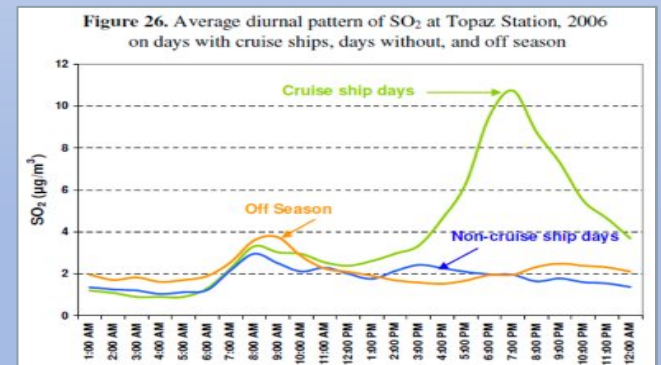
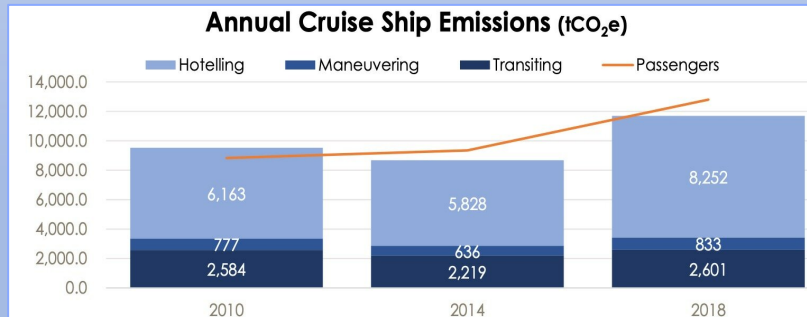
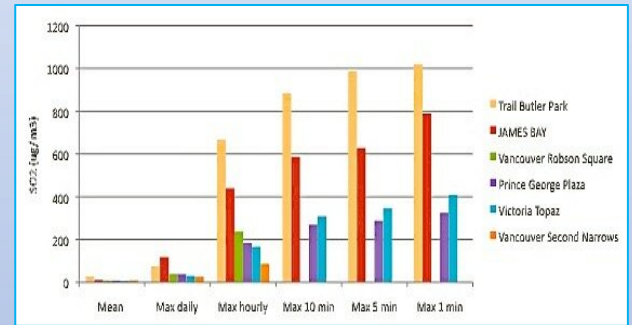
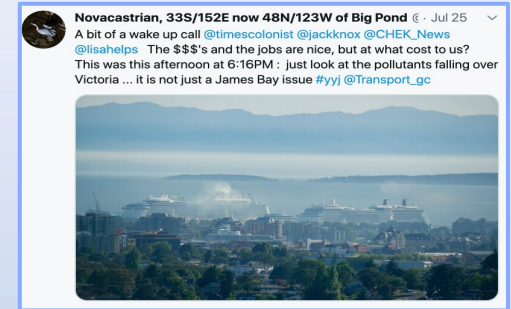
Air Pollution & AQ Monitoring

This section outlines:

- air pollution studies in James Bay
- international agreements
- ongoing issues with emissions including particulate matter, greenhouse gases, and
- conditions needed for shore power to ensure clean air

JBAQS, MAML, ECA, IMO, PM_x

GHG



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Foreign Garbage

This section overviews:

- types of waste materials off-loaded in Victoria
- roles and responsibilities of levels of government, GVHA and private sector
- negative impacts

Accepting waste materials originating in another country is contrary to local and regional waste reduction goals.

Foreign garbage: Liquid waste includes blackwater (sewage), grey water, oily bilge water, and hazardous liquids. Toxic scrubber waste may be off-loaded. Solid waste includes garbage and organics, hazardous wastes, recyclable goods: metals, glass bottles, cardboard, electronics, light fixtures, paints, exercise equipment, and furnishings such as furniture, mattresses and carpets. Construction waste, including wood and concrete, may be off-loaded.



This section discusses:

- impacts of the cruise industry during the Covid-19 pandemic
- proposed actions to safeguard the health of our community from ship-borne outbreaks, epidemics and pandemics
 - Restart cruising only with complete cruise ship passengers and crew vaccinations
 - Require cruise ship operator to post a surety bond or other financial instrument to cover local quarantine, and treatment costs for passengers and crew who must be evacuated due to infection and/or exposure

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Oceans & Marine Life

This section provides:

- overview of jurisdictional responsibilities of our oceans recognizing negative environmental and biodiversity impacts of cruise ships beyond our community
- focus on protecting marine life along the Pacific North Coast

2018 Alaska Violations

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

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Oceans & Marine Life

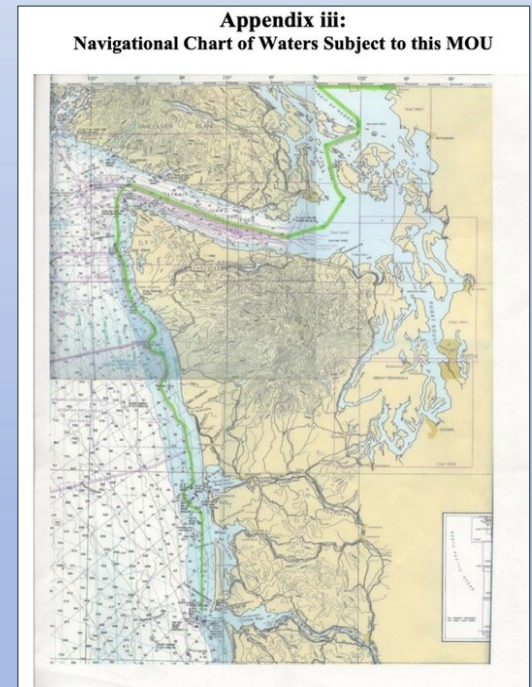
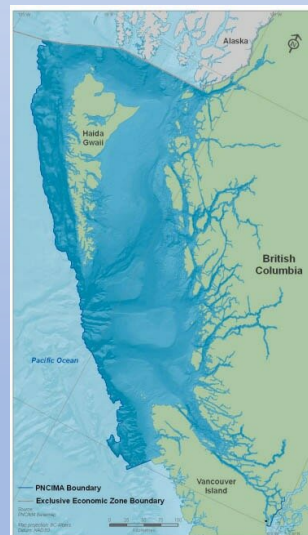
Protected Areas on the Pacific Coast

Canada and United States: Strait of Juan de Fuca:

Victoria Harbour Migratory Bird Sanctuary

The Pacific North Coast Integrated Management Area (PNCIMA)

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



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Cruise Activity & BC Ports

- BC harbours and ports with a focus on Victoria Harbour
 - Lessons learned - BC Ports and subsidies
 - Role of the Greater Victoria Harbour Authority (GVHA) society
 - Considerations going forward.
-

Campbell River: \$16 M cruise ship terminal does not host cruise ships
2007 \$16 M includes \$9.45 M federal, \$4 M province, \$2.3 M City of
Campbell River, and \$750,000 Wei Wai Kum First Nation. . .

Port of Nanaimo: 2011, \$25 M . . . \$8.5 M federal and \$5 M province.
Prior to 'new' terminal, 25-35 ships/year; **33 visits in 2005;**
2014 and **2017**, 6 ship calls; **2019** schedule identified **2 ships.**

Port of Prince Rupert: Trans-Pacific trade gateway, \$50 billion
exports/imports. **2008**, **63** cruise calls; 2012 and 2015, 4-9 per year;
30 in **2018**; and **19** in **2019**

Port of Port Alberni: International/coastal trade. **2019**, **3** cruise visits

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Cruise Activity & BC Ports

Ports of Victoria and Vancouver

Port of Vancouver:

Cruise home-port, handles overflow for Seattle's Alaska run **2019 Annual Report identifies 288 ship visits**, with 7 being port-of-call visits

GVHA's Ogden Point Mooring Dolphin:

2012, the Federal **\$900,000** and the Province **\$1.5M**, GVHA **\$1.5M**
2018 Mooring Dolphin 58-metre extension **\$6.8 M**
Federal **\$1.9M**, GVHA \$4,926,132



Considerations Going Forward:

Global changes *"Don't expect a return to pre-pandemic life"*.

US Lobby, Canada vs lift of Passenger Vessels Services Act (PVSA)

International: Netherlands court ruling; G20 initiative with Web-Corps

The Value of Victoria as a Port-of-Call to the Cruise Lines

2019 base value about **CAN\$700 M** based on forgone US fines (fine is US\$798/pax or ~CAN\$964/pax).

Past surveys suggested 1/3 calls were independent from the PVSA

How the cruise lines fared during the pandemic

Carnival raised **\$24B of debt and equity**; expects full operations in 2022, with cash and short-term investments of **US\$11.5 B**

Saudi Arabia's Public Investment Fund (PIF) purchased about **8.2%**

Norwegian Cruise Line Holdings

2021 donated **US\$10 M** to six Alaska port towns

Frank Del Rio, CEO, 2021 biggest-ever pay package: **US\$36.4 M**

The Operational “value-chain”

See also www.jbna.org CoV video December 2019 presentation

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Your comments?

Your *“Actions Needed”* ?