

From: [Karla Hart](#)
To: [City Clerk](#)
Cc: [Borough Assembly](#); [Rorie Watt](#); [Alexandra Pierce](#)
Subject: For Cruise Task Force - expanding on 2/1/2020 comments
Date: Saturday, February 1, 2020 8:15:58 PM
Attachments: [helicopter_tracking.png](#)
[heli_track_track.png](#)

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I encourage you to read this New York Times article as you consider sustainability goals for tourism. Cruising is not sustainable by any measure. More sustainable would be to encourage people to come to Juneau for a week or so and to spend time here dining and sightseeing. We could have far fewer visitors and yet a healthy tourism economy that supported local businesses. And, remember that growth in numbers isn't the only option, we could grow the quality and value of tourism experience for visitors at a wide variety of price points.
https://www.nytimes.com/guides/travel/how-to-travel-sustainably?algo=identity&fallback=false&imp_id=664236706&imp_id=712028739&action=click&module=Smarter%20Living&pgtype=Homepage&redirect=true

Here are details from my speed reading list during testimony on February 1. I am happy to discuss points with any members. The order is flow of ideas, not prioritized.

1) There is a lack of clarity between cruise industry-related impacts and other types of tourism. I have not heard any complaints about tourism relating to independent and small group tours, visiting friends and relatives, and conference/business visitors. The issue is with the impacts brought by the cruise industry. And again, this is not against the individual cruise passengers, it is the responsibility of the cruise industry. By Juneau limiting the number of cruise passengers or ships allowed into Juneau we are not restricting people's ability to visit Juneau, we are restricting an industry that has grown without consideration for or consultation with the community it exploits.

2) I urge that CBJ Assembly adopt a policy that there be no more cruise docks (for any sized ships) built in Juneau Borough. This includes W. Douglas, Auke Bay, and remote areas they may attempt to target at some point. That spreads impacts even further.

3) No to hot berthing. One dock. One ship each day. That means 4 ships. NO NEW DOCKS. NO SHIPS AT ANCHOR

4) Yes to ship free Saturdays (if you can only start with the city owned docks, do so; bid access to the city docks to capture all additional revenues possible to offset no revenues on Saturdays and gain additional revenues. These should be used to pay off the revenue bonds as early as possible).

5) Four docks, four ships per day. That should be the limit for large cruise ships. Period. Juneau is one of, if not the, most profitable port in the world for the cruise industry. As Anne Metcalfe mentioned in public comments today, Juneau is underselling our value and leaving a lot on the table that we could get. There is no reason we cannot get rent for our waterfront. No reason that the public-owned tidelands leased by the private dock owners cannot be earning additional revenues that should be general fund revenues. While those tidelands may have little value to us otherwise, they are hugely valuable to the cruise industry so CBJ should be capturing that value for the community.

6) Reduce the number of ships rather than spreading the impacts out to all seven days of the week. The community deserves one weekend day per week of relative quiet and tranquility.

7) CBJ Assembly should adopt a resolution supporting the Safe and Quiet

Skies Act introduced in Congress by Hawai'i Representative Ed Case, and co-sponsored by California and Colorado Reps. This would allow local control of flight seeing tours.

<https://case.house.gov/sites/case.house.gov/files/documents/update%20on%20tour%20helicopter%20&%20small%20aircraft%20safety%20and%20community%20disruption%20concerns.pdf>

<https://www.congress.gov/bill/116th-congress/house-bill/4547> and

<https://case.house.gov/news/documentsingle.aspx?DocumentID=90> and

https://case.house.gov/uploadedfiles/safe_and_quiet_skies_act_section_by_section.pdf

This bill sets forth requirements for commercial air tour flights.



Among other requirements, the bill

- prohibits tour flights within a half mile of military installations, national cemeteries, national wilderness areas, national parks, and national wildlife refuges;
- prohibits tour flights from operating at an altitude of less than 1,500 feet;
- requires tour flights over occupied areas (e.g., residential, commercial, and recreational areas) to be no louder than 55dbA; and
- allows states and localities to impose additional requirements that are stricter than the minimum federal requirements.

8) CBJ should require helicopter tour companies to use Automatic Dependent Surveillance-Broadcast (ADS-B) out equipment on all tour aircraft and to be utilized for the entirety of tour flights. ADS-B is a system for broadcasting and receiving aircraft identification, position, altitude, heading, and speed data derived from on-board navigation systems such as a Global Positioning System (GPS) receiver. The information is then publicly available through Apps like FlightRadar24, allowing a person to know the aircraft overhead, elevation and speed. I attach a screen shot on this information from a Cases letter linked above.

- (6) Required Automatic Dependent Surveillance-Broadcast (ADS-B) Out Equipment On All Tour Helicopter/Small Aircraft Statewide. A critical missing link in identifying aircraft operations and enforcing any rules, regulations or agreements is effective technology to track specific operations in live time. ADS-B equipment on aircraft allows for livetime tracking of operations as to identity of aircraft, route, altitude and speed (which is publicly available through apps like FlightRadar24). ADS-B is now installed on many tour helicopters and small aircraft, but many other have avoided installation (I believe because they don't want to be easily tracked). As of January 1st of the upcoming year ADS-B is required on all O'ahu flights, but it appears this requirement was not imposed on operations on other islands. On December 3rd I wrote FAA (copy attached) to ask that the ADS-B requirement be imposed on all flights statewide. I am awaiting a response.

And a screen shot to show an example what a member of the public could document with this system in place:

N806NV Novictor Helicopters		 © Flightradar24	
HNL HONOLULU		N/A N/A	CALIBRATED ALT. 722 ft
DEPARTED 0:08 AGO		GROUND SPEED 57 kts	
Robinson R44		REG: N806NV	

9) Carnival Corporation is under felony probation for a repeated pattern of flagrantly violating environmental laws. They have been fined for repeatedly violating their probation. There is no reason to trust that they are changing, certainly the judge overseeing their case has seen none. Yet, Governor Dunleavy and Commissioner Brune are removing the voter approved and statutorily required ocean rangers from the cruise ships, though they are revenue neutral to the state. The CBJ Assembly should insist that ships be in full compliance with the law before docking in Juneau. If they are not in compliance with the law, they should be refused docking privileges.

AS 46.03.476. Ocean Rangers.

(a) An owner or operator of a large commercial passenger vessel entering the marine waters of the state is required to have a marine

engineer licensed by the United States Coast Guard hired or retained by the department on board the vessel to act as an independent observer for the purpose of monitoring state and federal requirements pertaining to marine discharge and pollution requirements and to insure that passengers, crew, and residents at ports are protected from improper sanitation, health, and safety practices.

(b) The licensed marine engineer shall monitor, observe, and record data and information related to the engineering, sanitation, and health related operations of the vessel, including but not limited to registration, reporting, record-keeping, and discharge functions required by state and federal law.

(c) Any information recorded or gathered by the licensed marine engineer shall be promptly conveyed to the Alaska Department of Environmental Conservation and the United States Coast Guard on a form or in a manner approved by the commissioner of environmental conservation. The commissioner may share information gathered with other state and federal agencies.

10) I support Guy Archibald's comments and SEACC's work relating to cruise discharge in Gastineau Channel. We should prohibit cruise discharge for ships docking in Juneau.

11) The Task Force and CBJ should look at resident priorities for what we want to gain from the cruise industry presence in Juneau, knowing that we value many things besides money. See the CBJ plans for vision statements. One was presented during the February 1 hearing by CBJ staff.

12) Look closely at adverse impacts to housing stock from seasonal tourism industry in terms of housing availability (how much housing is not available for year round occupancy because of seasonal use) and pricing.

13) Look at the economics closely, including leakage from non-resident owners, employees, vendors, and goods and services. Look at the opportunity cost of being an over-crowded cruise destination degrading from the incredible natural and cultural wonder of Juneau that could be attracting more independent tours but is causing us a reputation as another theme park city.

14) Require the industry to comply with CBJ sales tax procedure 130 that requires a breakout of sales taxes from sales price.

15) Evaluate closely conflicts in actions from Travel Juneau. Audit their spending and programs in detail. While primarily by bed taxes, with the charge of marketing for conferences and overnighting visitors, my conclusion from looking at their activities and focus and publicly available resources is that they are not focusing and spending as they should. CBJ should clearly define their goals and expectations for the bed tax monies and then offer an opportunity for other local entities to compete for a contract to market Juneau to independent visitors and to market Juneau for contracts. Travel Juneau could continue to offer visitor services to the cruise industry through volunteers as they presently do, with cruise ship funding. Note that I can find no data that supports the long-offered assertion that cruise visitation supports independent tourism and that many cruise visitors come back as independent visitors. Don't buy that story without solid independent data.

16) I again note that the cruise industry seems to have a deal with Waste Management that allows them to dump old mattresses in large quantity into our landfill. I strongly suspect that these mattresses are laden with

toxic flame retardants that will add to the issues of groundwater contamination in the dump area. Over the past 15 years several completely unaffiliated people have shared stories of this dumping with me.

17) We have long been the destination for tour buses that aren't the newest and may not comply with Lower 48 environmental standards. The cumulative impacts of diesel buses adding to the PM2.5 load justifies charging a licensing premium. Ideally the extra revenues received from the huge number of tour buses for five months of the year could be used to support faster transition of the Juneau city bus fleet to electric.

I remind you that I, and many others, have submitted some detailed comments earlier that I hope are considered in your deliberations as well.