

# Memorandum of Agreement Between the City and Borough of Juneau and Cruise Lines Docking in Juneau

WHEREAS, IN THE FALL OF 2019, THE CITY AND BOROUGH OF JUNEAU (CBJ) APPOINTED A VISITOR INDUSTRY TASK FORCE TO GUIDE ASSEMBLY POLICY CONSIDERATION OF ISSUES RELATED TO CRUISE SHIPS, TOURISTS AND TOUR OPERATORS, AND

WHEREAS, THE CBJ AND THE CRUISE LINES DESIRE TO BEGIN IMPLEMENTATION OF THOSE RECOMMENDATIONS AS IS PRACTICAL AND DESIRABLE, AND

WHEREAS, BOTH CBJ AND CRUISE LINES HAVE WORKED TOGETHER TO AGREE TO A FIRST PHASE OF RECOMMENDATIONS AND EXPECT TO WORK ON FUTURE PHASES.

NOW, THEREFORE, BE IT RESOLVED BY CBJ AND CRUISE LINES TO THIS MEMORANDUM OF AGREEMENT.

The parties recognize that circumstances could and will change and the goal of the approach of having relatively informal MOA's (as compared to legal contracts) is to flexibly and creatively meet community goals, while acknowledging the complex logistics of operating cruise ships. The parties recognize the need to continuously work together to update this and subsequent agreements to meet community goals while understanding impacts to operations. In this first MOA, Cruise Lines agree to the following:

1. To provide more easily accessible ship schedules including:
  - a. Quarterly schedules, with [written] narrative outlining changes
  - b. Stated Capacity shown for each ship on each day
  - c. Draft schedule a minimum of 18 months in advance of the cruise season (or the earliest date that a first schedule is available).
  - d. Notification of impactful schedule changes made within three months prior to or within the cruise season. Changes will be sent to Ports and Harbors, Travel Juneau and Tourism Best Management Practices.
2. To minimize offloading of ship waste and eliminate offloading of bulky waste, such as furniture, bedding, pillows, mattresses, electronics, and oversized items into CBJ's landfill. Parties acknowledge that exceptions may be necessary, and that waste disposal would be a necessary service for smaller ships that use Juneau as a turn port.
3. To limit drinking water purchase from CBJ during drought conditions.
4. To provide letters of support for CBJ's application for a federal RAISE grant to gain funding for shore power/dock electrification facilities.
5. Begin dialogue about how to achieve more strategic berthing of ships to reduce congestion and meet community goals (aka Best Ship at Best Dock).
6. Eliminate use of large format video screens when in port and when visible to neighborhoods.

7. Maximize “localism”. Encourage cruise lines to maximize partnerships with locally owned businesses. Continue to support and direct cruise ship passengers to local businesses.
8. Support use of up to \$10M of passenger fees on the Centennial Hall expansion project as the Assembly prioritizes projects and services and as the current funding stream allows. Agree to continue working with CBJ on project details. Note, this section implies that Cruise Lines International Association in Alaska (CLIAA), and its members, will work with CBJ to amend the mapped “zones of marine time industry” as agreed to in the CLIAA/CBJ litigation settlement.
9. Agree to work with CBJ to promote the MOA and community goals with other stakeholders.

**Effective Date.** This MOA shall be effective immediately after its adoption, unless noted otherwise.

**Term.** The term of this MOA shall be for one year. If the parties do not mutually agree on an update in one year the MOA shall continue until an update is agreed upon and signed.