

AGENDA
Bar Harbor Cruise Ship Committee
Wednesday, November 16, 2022 @ 4:30 PM
Council Chambers & Via Zoom Webinar

- I. CALL TO ORDER—**
 - a. Excused Absences
 - b. Review of Guidelines and Conduct
- II. PUBLIC COMMENT PERIOD (UP TO 15 MINUTES)**
- III. APPROVAL OF MEETING MINUTES—September 16, 2022**
- IV. ADOPTION OF AGENDA**
- V. STAFF REPORTS—**
 - a.
- VI. REGULAR BUSINESS—**
 - a. Review of 2023 Season
 - b. Election Results
 - c. Industry Environmental Update
- VII. OTHER BUSINESS**
- VIII. PUBLIC COMMENT PERIOD (UP TO 15 MINUTES)**
- IX. COMMITTEE COMMENTS AND REQUESTS FOR FUTURE AGENDA ITEMS**
- X. ADJOURNMENT**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83434136502?pwd=S0NieHNVMjVuY3JlQ3U2MFJkZS5zO9>

Passcode: 948953

Or One tap mobile :

US: +16469313860,,83434136502# or +19292056099,,83434136502#

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Minutes
Bar Harbor Cruise Ship Committee
Friday September 16, 2022 @ 4:00 PM
Via Zoom Webinar

I. CALL TO ORDER—4:07pm

- a. Excused Absences—Chief Jim Willis, Ken Smith, Jennifer Cough, Larry Sweet, Greg Gordon, John Kelly
- b. Present--Chairperson Martha Searchfield, Council member Matt Hochman, Sandy McFarland, Jeremy Dougherty, Eben Salvatore, Skip Strong, Harbor Master Chris Wharff, Amy Powers, Sara Flink,
Nonvoting members are Skip Strong, Harbor Master Chris Wharff, Amy Powers and Sara Flink. Lynn Kenison Higgins does not vote.

II. PUBLIC COMMENT PERIOD (UP TO 15 MINUTES)

Jim O’Connell shared an EPA finding with the Cruise Ship Committee regarding the severity and how far reaching sulfur emissions are from idling cruise ships.

III. APPROVAL OF MEETING MINUTES—August 10, 2022

The motion was made by Sandy McFarland to approve the minutes as is, with a second by Matt Hochman.

<u>Searchfield</u>	<u>Y</u>
<u>Salvatore</u>	<u>Y</u>
<u>Hochman</u>	<u>Y</u>
<u>McFarland</u>	<u>Y</u>
<u>Dougherty</u>	<u>Y</u>
<u>Motion passed</u>	<u>5-0.</u>

IV. ADOPTION OF AGENDA

The motion was made by Matt Hochman to adopt the agenda with an addition to Regular Business (d. Complaints and Concerns Program.) There was a second from Eben Salvatore.

<u>Searchfield</u>	<u>Y</u>
<u>Salvatore</u>	<u>Y</u>
<u>Hochman</u>	<u>Y</u>
<u>McFarland</u>	<u>Y</u>
<u>Dougherty</u>	<u>Y</u>
<u>Motion passed</u>	<u>5-0.</u>

V. STAFF REPORTS—

- a. Update on MOU. Harbor Master Wharff reported that the MOA has been drafted by Town Manager Kevin Sutherland and the Town Council, and any comment at this time would be premature. Overall, the staff have done well, and the congestion has been better than past seasons with disembarking at the Harborside. Ms. Searchfield commended the parking team and the improvements made to decrease issues.
- b.

VI. REGULAR BUSINESS—

- a. Review of Season—Eben Salvatore reported that the Town Council Agenda includes a request for authorization to sign the MOA from Town Manager Sutherland. Mr. Salvatore also reiterated that coordinating changes brought about from the 2019 survey, and responding to any impacts created, were addressed due to the great work of the hardworking staff.
- b. Discuss Requested Visits Denied for 2023 Season—Reservations are accepted until the caps are achieved and first come first served. For example, July and August of 2024 caps were hit in 2021 when this policy was implemented. September and October reservations are well over the caps. Any ships already booked for April and November would remain. Twenty-eight ships have been eliminated for the 2023 season.
- c. Discuss Impact of Proposed Ban on Cruise Ships for April and November—Many businesses are interested in any possible impacts. Any ships already booked would remain despite staffing issues for the times of year. Any further discussions would resume after the November 8th election results.
- d. Complaints and Concerns Program for Bar Harbor—Also referred to as the Tourism Hotline. Amy Powers shared how this position would be more efficient if it was a regular staff position and not a volunteer position, to ensure consistency and reliability.
- e.

VII. OTHER BUSINESS—Amy Powers and Sara Flink reported about the preliminary stages and recent Shore Power tour in Portland. An environmental program is included with Shore Power; the DEP would do an air quality test on days a cruise ship would be in port. Ms. Powers and Ms. Flink felt this was a very beneficial program for Bar Harbor. Ms. Searchfield felt more information would be nice for her own curiosity.

VIII. PUBLIC COMMENT PERIOD (UP TO 15 MINUTES)—Mr. O’Connell shared that it was his understanding how residents of Juneau were not in favor of Shore power and that it was too expensive. He did not feel that it was a viable consideration for Bar Harbor.

IX. COMMITTEE COMMENTS AND REQUESTS FOR FUTURE AGENDA ITEMS

- a. Invite Town Manager Mr. Sutherland to discuss April & November
- b. Juneau Discussion
- c.

X. ADJOURNMENT—5:15pm

Motion presented by Matt Hochman to adjourn the meeting with a second by Eben Salvatore.

<u>Searchfield</u>	<u>Y</u>
<u>Salvatore</u>	<u>Y</u>
<u>Hochman</u>	<u>Y</u>
<u>McFarland</u>	<u>Y</u>
<u>Dougherty</u>	<u>Y</u>
<u>Motion passed</u>	<u>5-0.</u>

Cruise Industry demonstrates commitment to pursuing net-zero carbon cruising globally by 2050

Despite advancements, report highlights need for development and deployment of sustainable marine fuels

(WASHINGTON D.C., 18 October 2022) - Cruise Lines International Association (CLIA), the leading voice of the global cruise industry, today released the results of its 2022 Global Cruise Industry Environmental Technologies and Practices Report, showing progress towards achieving the industry's vision of net-zero carbon cruising globally by 2050.

The 2022 report reinforces the cruise industry's credentials as an innovator and early adopter of environmental technologies. Examples cited include the increasing number of vessels launching over the new few years that will be able to incorporate zero-emissions propulsion when available as well as the growing investment to equip ships to plug in to shoreside electricity where available. In fact, more than 15% of the vessels to be launched in the next five years will be equipped to incorporate fuel cells or batteries, and 85% of CLIA-member ships coming online between now and 2028 will be able to plug in to shoreside electricity, allowing engines to switch off at berth for significant emissions reduction.

President, and CEO, CLIA, Kelly Craighead said: "Innovation and engineering are at the heart of the industry's vision for net zero carbon cruising. The cruise industry continues to lead the way by investing billions to incorporate new technologies, accelerate development of sustainable marine fuels—in particular, engines capable of using sustainable marine fuels—and enable shoreside electricity connectivity on existing and new ships. These are the fundamental building blocks for the decarbonisation of global shipping, and we are acting now for the future."

Despite progress made, the report makes clear that a transition to sustainable marine fuels remains essential to achieving the maritime industry's decarbonization goals and underscores the urgent need for governments to support research efforts to accelerate development of these fuels so that they are safe, viable and available for use at scale. To that end, CLIA is a supporting organization to the Getting to Zero Coalition's Call to Action for Decarbonization of Shipping. This support is in addition to the leadership of its individual cruise line members and their partnerships with a number of other coalitions and organizations that are working to find critical decarbonisation solutions.

"The cruise industry has always been and will continue to be at the cutting edge of innovation when it comes to environmental and maritime technologies," said Chairman of CLIA Global, Pierfrancesco Vago. "For this next phase of our journey to net-zero as an industry, we now need clear support from governments and policy-makers to ensure that the right infrastructure is developed also on land and to encourage the investment and innovation that will be required for the development of sustainable marine fuels at scale."

The report notes that CLIA ocean-going cruise lines continue to progress reductions in emissions:

- **Shore-side Power Capability** – cruise lines continue to make significant investments for cruise ships to connect to shoreside electricity, allowing engines to be switched off in port.
 - 40% of global capacity (up 20% year over year) are fitted to operate on shore-side electricity in the 29 ports worldwide (less than 2% of the world’s ports) where that capability is provided in at least one berth in the port.
 - 98% of new build capacity on order book (between now and 2028) is either committed to be fitted with shore-side electricity systems or will be configured to add shore-side power in the future.
- **Liquefied Natural Gas (LNG) Fuel** – The 2022 report found 61% of new-build capacity will rely on LNG fuel for primary propulsion. The use of LNG results in 95% to 100% fewer particulate matter (PM) emissions, virtually zero sulphur emissions, and an 85% reduction in nitrogen emissions. As a transitional fuel, LNG provides real benefits now, but also allows LNG-ready ships to adapt to a future generation of sustainable marine fuels. *
- **Exhaust Gas Cleaning Systems (EGCS)** - More than 79% of global capacity utilizes EGCS to meet or exceed air emissions requirements, representing an increase in capacity of 7% compared to 2021. Additionally, 88% of capacity of non-LNG new builds will have EGCS installed, in line with already high historical level of investments.
- **Advanced Wastewater Treatment Systems** - 100% of new ships on order are specified to have advanced wastewater treatment systems and currently 78% of the CLIA ocean-going cruise line fleet capacity is served by advanced wastewater treatment systems (a 9% increase compared to 2021).

The industry’s commitment to pursue net-zero carbon cruising by 2050, announced earlier this year, is consistent with the target set by the Paris Agreement, and is supported by the industry’s intermediary objective to reduce the rate of carbon by 40% across the global fleet by 2030, compared to 2008, which is consistent with the International Maritime Organization’s (IMO) Initial Strategy for GHG reduction.

Notes to Editors:

*Sustainable marine fuels can include biofuels and other advanced approaches such as bio and synthetic fuels, methanol, ammonia, and hydrogen.

For more information, please visit cruising.org/environment-sustainability or contact us at press@cruising.org.

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About the Cruise Lines International Association (CLIA)

CLIA is the world's largest cruise industry trade association, providing a unified voice for the industry as the leading authority of the global cruise community. The CLIA community includes the world's most prestigious ocean, river, and specialty cruise lines; a highly trained and certified travel agent community; and a widespread network of stakeholders, including ports, destinations, ship developers, and an array of other maritime leaders that provide technical expertise and other products and services to the cruise sector. Together with our members and partners, CLIA supports policies and practices that foster safe, healthy, and sustainable cruise operations; tourism strategies that maximize the socio-economic benefits of cruise travel; and technologies and innovations that protect and preserve our planet. Our commitment to building a better future extends well beyond minimizing environmental impacts to instead harnessing the power of travel to contribute to conservation efforts, connect people and places, and create positive travel experiences that inspire lifelong cruisers and generations of new to cruise travelers to sail responsibly.

To learn more about the advancements our industry is making toward sustainable development goals that make cruise the best way to see the world, please visit cruising.org or follow us on [Facebook](#), [Instagram](#), [Twitter](#), and [YouTube](#) with our handle [@CLIAGlobal](#)—or on [LinkedIn](#).

From: Amy Powers <amy@mainecruisepro.com>
Sent: Wednesday, October 19, 2022 4:00 PM
To: Lynn Kenisson Higgins; Sgt. Chris Wharff; Eben Salvatore; Greg Gordon; First Express; Jeremy Dougherty; Jim Willis; John Kelly; Ken Smith; Manager@Barharbormaine. Gov; Larry Sweet; Liz Graves; Martha Searchfield; Matt Hochman; Sandy McFarland; Sarah Flink; Skip Strong
Subject: Cruise Industry demonstrates commitment to pursuing net-zero carbon cruising globally by 2050
Attachments: CLIA Release Environmental Technologies-Practices Report 18_Oct_2022-live.pdf; Untitled attachment 00051.htm

Hello everyone,

I hope you are all doing well!

CLIA has released their **2022 Global Cruise Industry Environmental Technologies and Practices Report** as noted in the below press release. There is a short video on YouTube here: <https://www.youtube.com/watch?v=-jPfb4hOxwY>

Please share with all interested parties.

Thank you!

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