

Cruise Management Plan

Working Group's Presentation to Council

8/2/2022

Current Process for Cruise in Bar Harbor

- Earlier reports, community surveys, and comprehensive plans, etc in the 90's advocated for extending the shoulder seasons by inviting the Cruise industry.
- A Standard Operating Procedure (SOP) was developed that included daily passenger caps. Annually, the Council reviewed and approved changes to the SOP. This process has been in place for nearly 20 years.
- Process for Harbormaster – assign anchorage based on those caps and ensure each of the lines agency representative has a copy of the SOP (usually at start of season). SOP has also been reviewed by the town's Cruise Ship Committee with the Harbormaster on an annual basis.

Complex regulatory challenges

- Over the last 5 years concerns about too many / too large have been growing. And efforts have been made to try to identify and address those concerns.
- In January, I asked the Council to meet with a maritime attorney to discuss what changes the Council could make to address the 2022 season. It was clear, that legally, our best option was to work with the industry to modify the schedule for 2023 and beyond.

Complex regulatory challenges

- ***The Town Has Limited, If Any, Regulatory Power Over Cruise Ships***

In general terms, a municipality has limited, if any, authority to regulate cruise ships, the federal government is the primary regulatory authority.

The Council has investigated and reviewed a significant amount of material on this and recognizes it is a complex matter.

If you want to learn more, please submit specific questions to manager@barharbormaine.gov by Thursday 2pm on August 11th and we'll provide additional information to your question(s) as part of the Council packet for 8/16.

Development of the 2022 Working Group

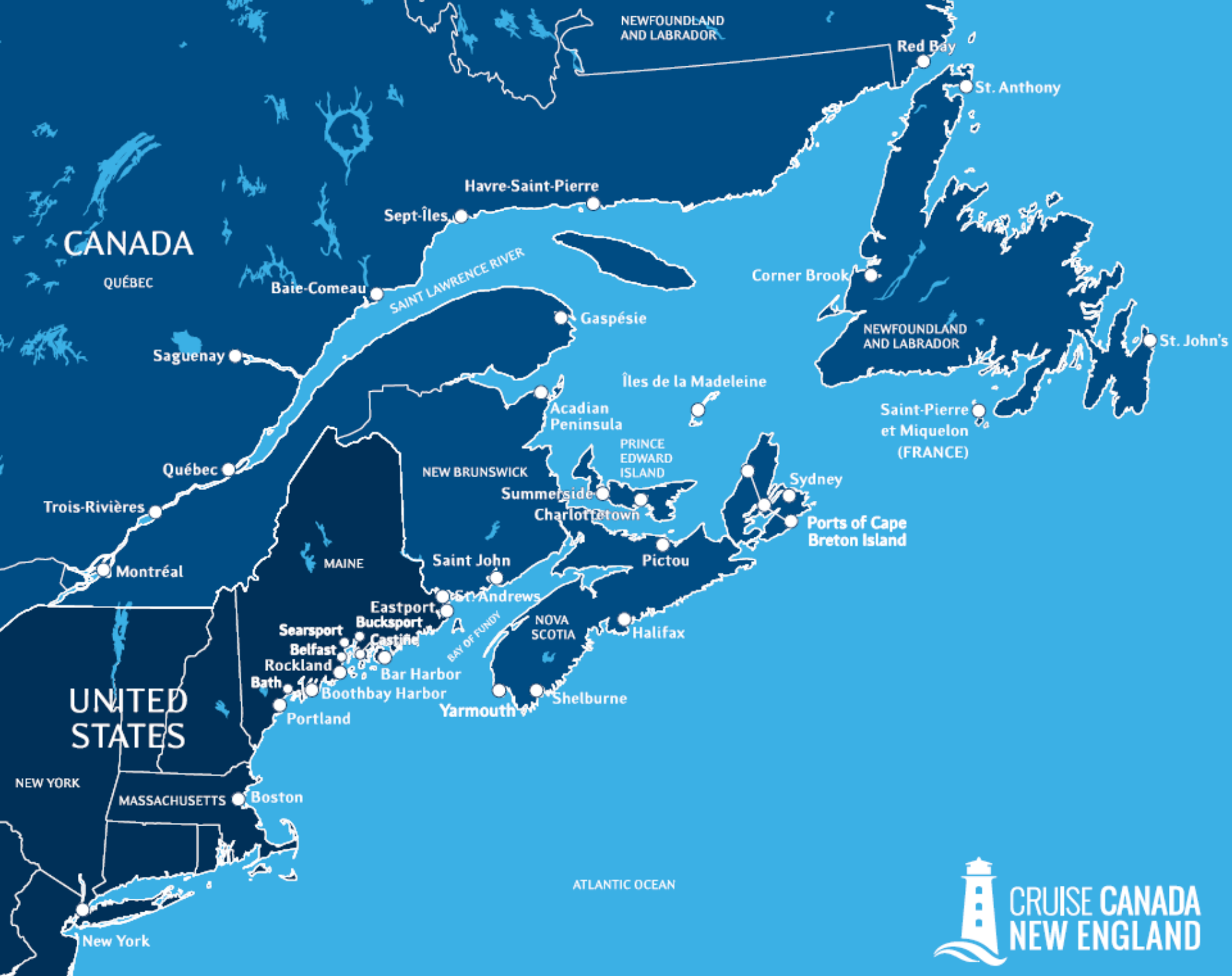
- Now aware of those challenges, I asked the Council in February to authorize the Manager and a small working group with two Councilors, the Harbormaster, and a representative through the State Office of Tourism to meet with industry representatives to better understand their position and that of the Town of Bar Harbor to hopefully negotiate a solution.
- This presentation is meant to share our findings, efforts, and a path forward that we hope the Council will be supportive of.

2022 Working Group Findings

- Bar Harbor has an Outsized Role in Cruise
- There are more Cruise passengers and perhaps more concern for congestion in Fall
- Absolute size of the ship is not the only factor in determining the impact to the streets of Bar Harbor
- Efforts to Date
- Our Path Forward

Bar Harbor's Outsized Role

- There are 38 Ports as part of the Canada / New England network with Acadia National Park being the marquee destination.

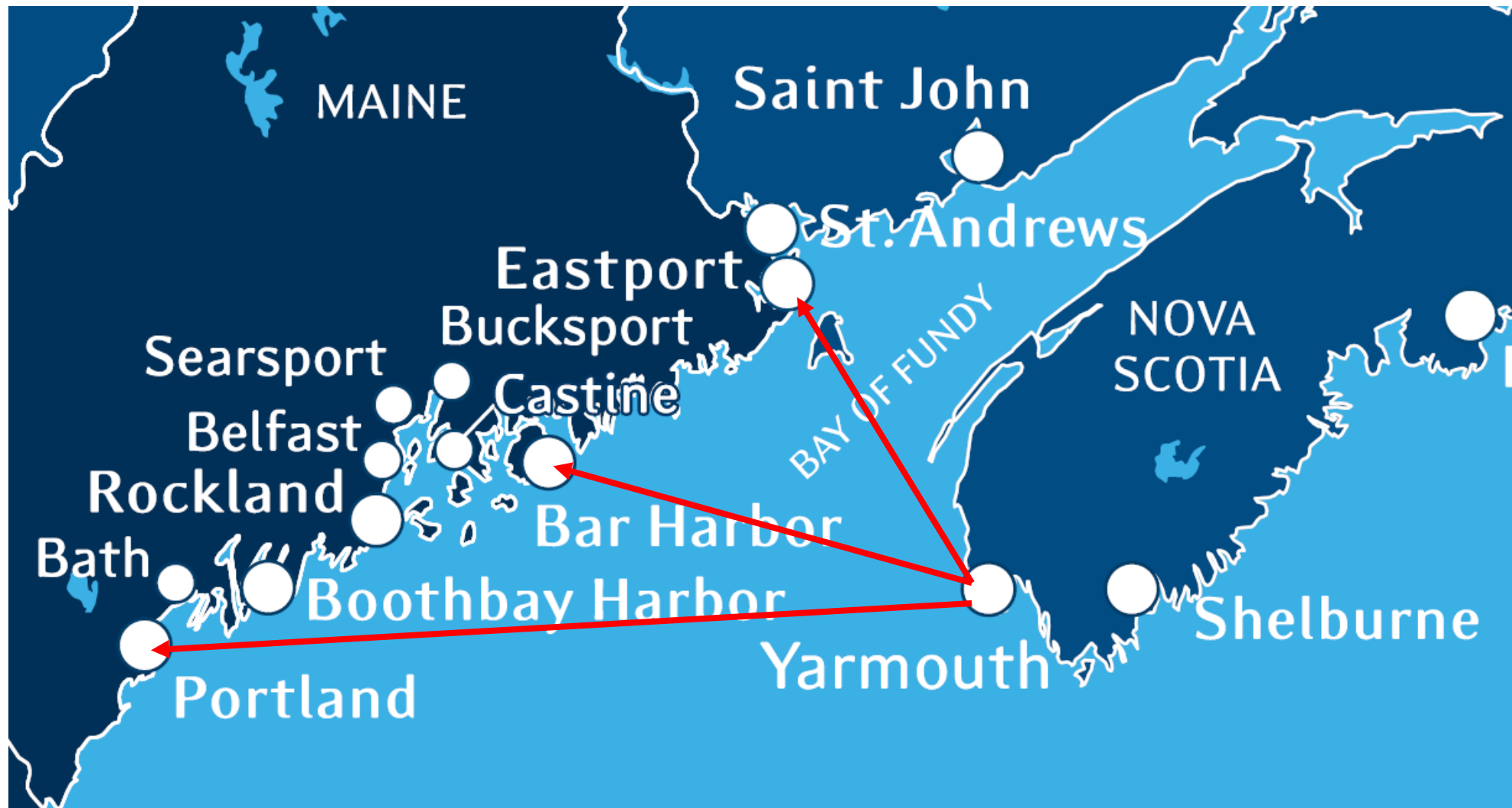


- 26 Canadian Ports
- 10 ME Ports
- 12 US Ports (including ME)



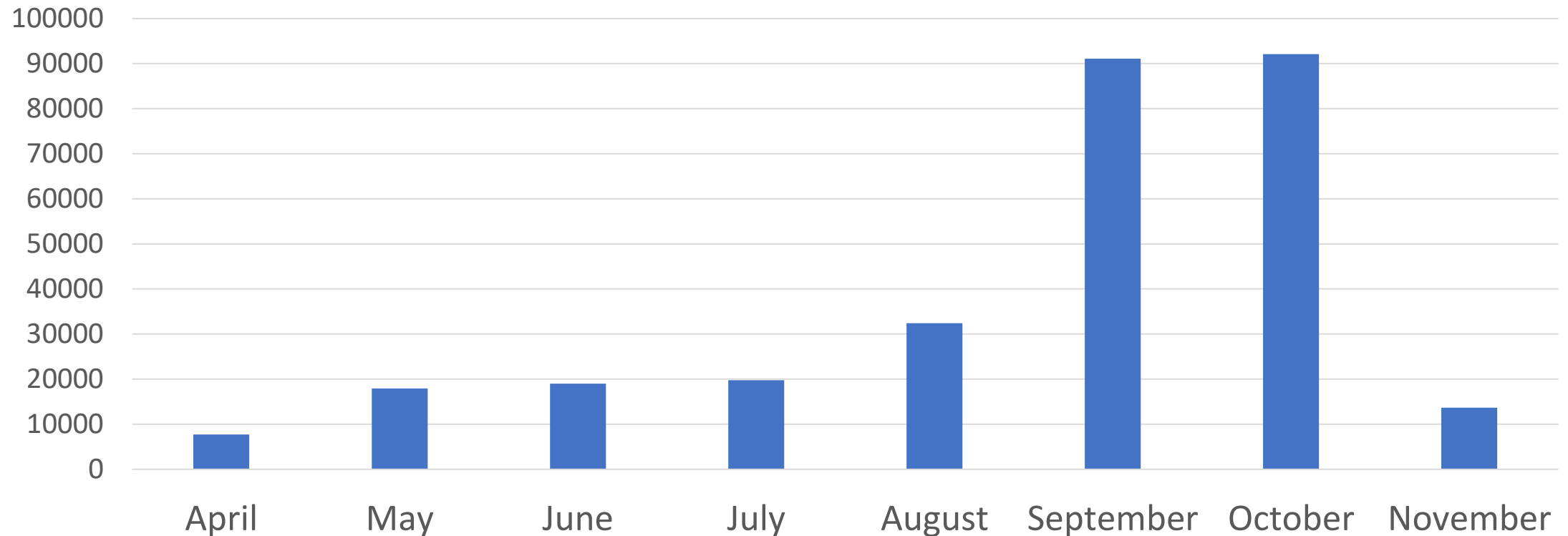
Bar Harbor's Outsized Role

- Portland, Bar Harbor, and Eastport are all Class A ports
- Given it's location along the coast of Maine, Bar Harbors customs check / port of entry from Canada is the most logical stop.



There are more Cruise passengers and perhaps more concern for congestion in Fall

2022 Total Lower Berth Capacity per month



The absolute size of the ship is not the only factor in determining the impact

- All passengers on some smaller ships (i.e. ~500 passenger ship) have paid for as part of their cruise/tour package, a bus tour of the park.
 - The small cruise ship required 10 busses.
- A recent visit by a ~2,300 passenger ship has the option of a tour through the park (at an additional cost).
 - This particular ship only called for 2 busses.

Efforts of the Working Group

- Developed a path forward with the industry that results in fewer ships, smaller ships, and days off.
- As part of this, we advocated for and were able to create monthly caps which help lessen the intensity.
- We would look to develop Memorandums of Agreement (MOA) with each of the lines that visit Bar Harbor authorized by the Council.
- The Working Group supports a Shoreside Vendor Ordinance.
- We would annually review each season for additional considerations in future years (Ordinance updates and additional MOAs).
- Continue working with the state and federal govt to increase the number of Ports of Entry in Maine to help spread demand.

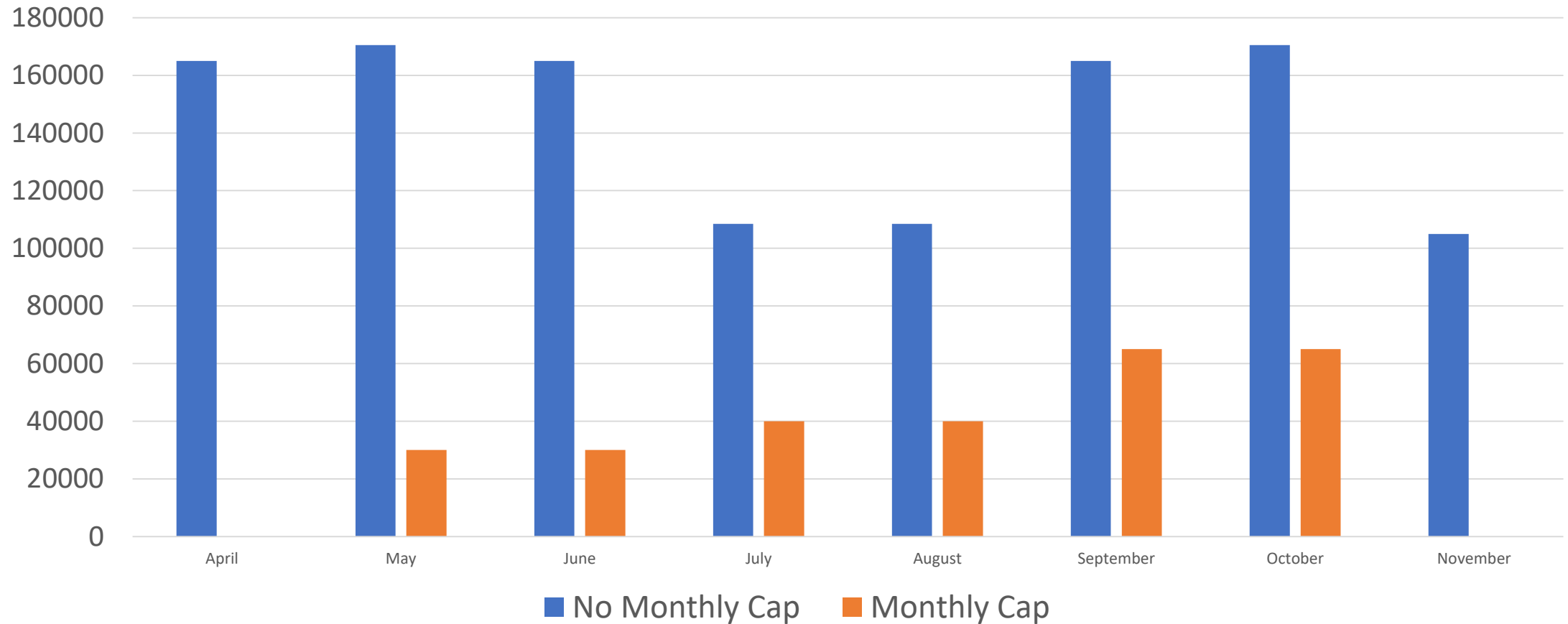
Our Path Forward

- Shorter Cruise Season.
 - No Cruise ships in April
 - No Cruise ships in November
- Monthly Caps.
 - May and June – 30k each
 - July and August – 40k each
 - Sept and Oct – 65k each
- Daily Caps.*
 - 3,800 for May
 - 3,800 for June
 - 3,500 for July
 - 3,500 for August
 - 3,800 for September
 - 3,800 for October
- Limited Number per Day**
 - 3 maximum

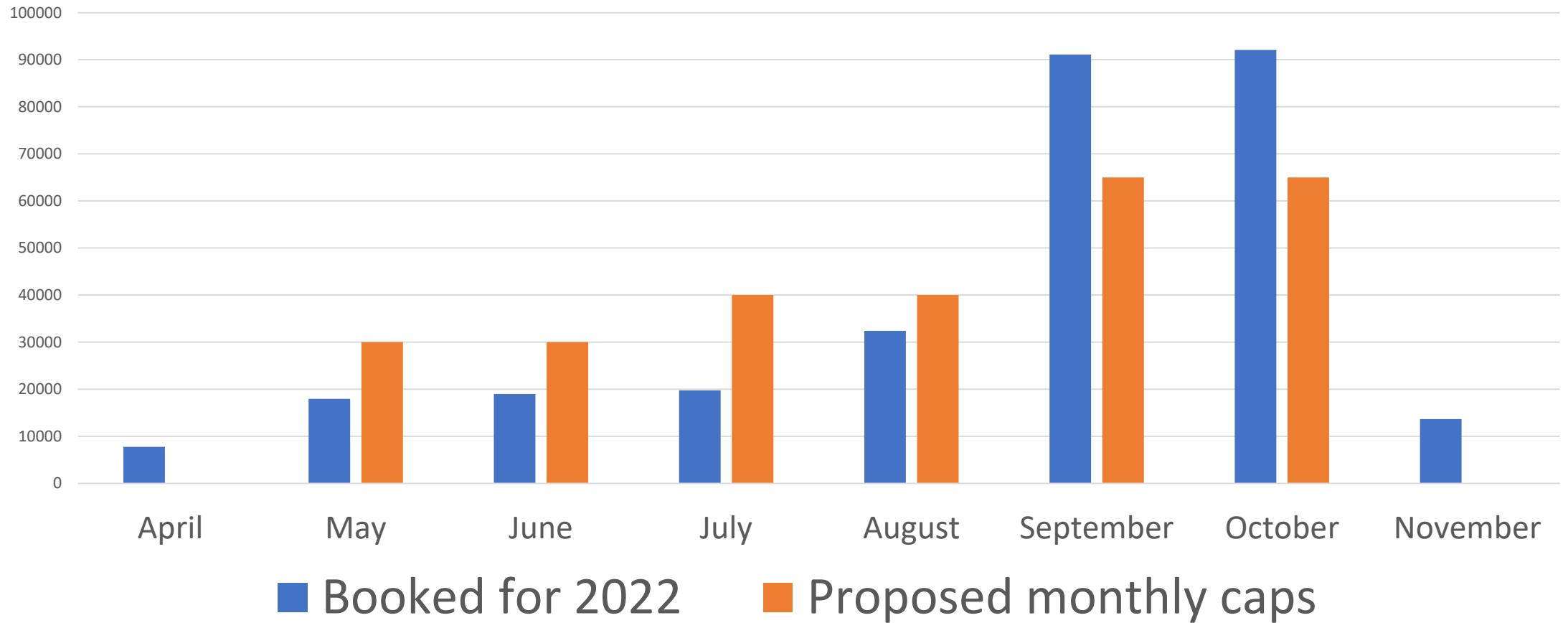
* Some discretion of the harbormaster to allow current ships slightly over 3,800 to still anchor (up to 200). Also exempts US flagged under 200 from the daily cap.

** All ships under 200 lower berth capacity are exempt from the daily max

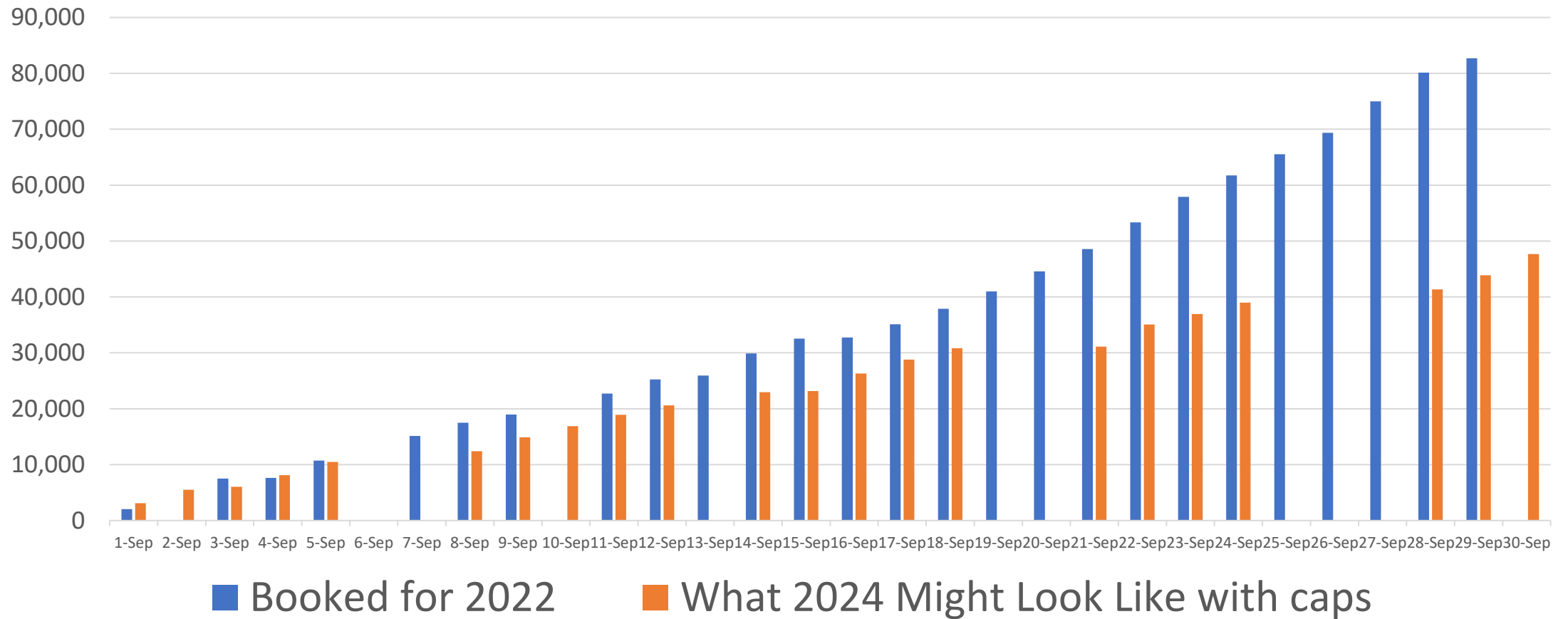
Shorter Cruise Season and Monthly Caps



Booked for 2022 vs. Proposed Monthly Caps



Sept 2022 Booked vs. 2024 Might Look Like



Got Feedback?

- If you have specific questions or comments, please submit them to manager@barharbormaine.gov by 5pm on Thursday August 11th and we'll share your comments and provide responses to your question(s) as part of the Council packet for 8/16.

Possible Council Consideration: August 16th

- Formally support the daily and monthly caps, and other provisions as outlined in earlier slides.
- Authorize the Harbormaster to allow the currently requested but not booked ships who meet the agreed upon limits to anchor in 2023.
- Support staff's effort to develop a Shoreside Vendor Ordinance before the start of the 2023 season.

(Conditional on timing to develop and have reviewed by Counsel)

- Review a draft Memorandum of Agreement (MOA) that will be used with each of the lines and possibly authorize the Manager to sign.