

December 8, 2022

Request to Address Council,

I am a senior with severe osteoarthritis resulting in 2 hip replacements and knee stem cell surgery in order to relieve on-going high level pain. Stress situations and lack of sleep greatly affect the symptoms of this disease.

I live at the corner of Dallas Road and Huron Street and for my first year of residing at this address, I have endured intolerable noise and pollution levels from cruise ship scheduling and land transportation operations. For seven months from early morning to midnight, one to three mammoth ships of the 320 total for 2022 moor in the harbour discharging constant clouds of greenhouse gases. In the meantime, 780,000 passengers are transported to downtown via huge, double-decker, highway coach buses and countless taxis. I can attest to the extreme level of noise that these buses make as they travel within 20 feet of my bedroom window. I hardly hear the city buses or the hop on buses; there is no comparison as the cruise buses are by far the most intrusive! I understand that passengers are charged \$60 for this service with all profits going to GVHA and the bus company.

The negative impact of this overtourism for me is no open windows or settling down to sleep before midnight. Temperatures in my condo reach over 80 degrees and I am stressed due to the "rush hour on Douglas" level of traffic. The end result is constant flare-ups of arthritis pain which should be the opposite in warm weather. For James Bay residents, it is road maintenance, health and environmental costs.

The attached correspondence relates my efforts in seeking relief prior for the 2023 season in light of the GVHA's announcement of an increase to one million passengers. To date, I have received no indication that there are any changes to be implemented.

I am not on my own with these reasonable requests. The James Bay Neighbourhood Association submitted 2 comprehensive/definitive reports over the past 10 years with clear actions for real change to affect quality of life improvements for James Bay residents. The 2022 cruise ship bus route was changed from all buses travelling along the Dallas ocean route to the Erie route with homes on both sides of the road due to resident complaints related to the constant levels of noise and pollution.

I believe that the following specific actions for the upcoming season, assuming that Council and taxpayers have jurisdiction over our roadways, are fair and reasonable in light of most, if not all, residents' requests for changes have been denied over the past 10 years!

I am not advocating that "the baby be thrown out with the bath water" but I am appealing to Council that the following cruise ship scheduling and land transport operation changes be implemented for the upcoming season.

The last bus leaves downtown at 10:00 pm. Many cruise ships arrive in port at 8:30 in the evening and stores are closed by the time passengers are downtown. Earlier ship scheduling would be more beneficial to downtown business.

Returning evening bus trips are made along the Dallas ocean route. This allows for less impact on residents' homes on both sides of the road on the Erie route.

Double decker buses run only when passenger number reaches 75% for each trip. This management action would greatly lessen the noise and pollution for our community.

These few and modest actions needed for change if approved would, perhaps, provide residents with the hope that this Council will spearhead the creation of a Victoria-First approach to responsible cruise practices. In the near future, implementation of all of the quality of life improvements related in Fair Sailing: Changes to Cruise Ship Scheduling and Changes to Land Transportation Operations would greatly reduce the negative impacts of the cruise industry on the James Bay neighbourhood.

Thank you for your service on behalf of our City and your attention to this request; I look forward to your reply.

Sincerely, Elizabeth Kozak, James Bay Resident.

A handwritten signature in blue ink that reads "Elizabeth Kozak". The signature is written in a cursive style with a large, flowing "E" at the beginning.

November 9, 2022

Dear GVHA Board Chair Willow,

After retiring to live in James Bay 18 years ago, I recently moved to a condo one block north of the cruise ship docking area. Up until this point, I had no idea of the extent of negative environmental and noise impact that this industry has on our community.

The attached documents relate my rational and recommendations to initiate action for necessary changes to be implemented prior to the 2023 cruise industry season. In light of the further increase of one million passengers, this request is more than reasonable in order to provide relief from noise and green gas emissions for the small James Bay community which bears the most, if not all, of the negative impact on land of this industry.

I believe that it is up to our generation and those who have the power to lead by example if we want our off springs' children to be able to see our Southern resident whale population thrive. We affect their survival by allowing increasing nos. of ships, ill equipped to prevent polluting our coastal waters, to dock. Currently this "canary in the coal mine" as per the recent attached article is not doing well!

Upon your and the Board's address of my specific concerns, I would appreciate receiving results on the following actions:

evening bus transport being changed to Dallas along the ocean as the Erie St. route was endured for the 2022 season

all of the actions listed in the Fair Sailing, Changes to Cruise Ship Scheduling suggest in the Fair Sailing, Changes to Land Operations that Victoria, GVHA and bus company enter into an agreement to purchase and transition to electric buses within 3-4 years; buses could be used by the City during off season.

Moving forward, it is my hope that James Bay residents, GVHA, and the newly elected Victoria Council can create a model for responsible cruise travel practices that prioritize the interests of our future generations, James Bay residents, the environment of Victoria, and local businesses. I request that this correspondence pleased be shared with new CEO and Board members.

Sincerely, Elizabeth Kozak, 630-21 Dallas Road, Victoria, [REDACTED]

Cc CEO Robertson (CEO has received copies of attachments at Oct. coffee meeting)



Nov. 10, 2022

After thoughts following Nov. GVHA coffee meeting for attachment to Board Chair correspondence,

I am most appreciative of the opportunity provided for residents to meet with CEO Robertson and Manager Garcia; however, I am not comfortable with procedures, as directed by management, to affect results re residents' concerns.

At the October coffee meeting, I related concerns re the double decker buses running until 11:30pm, as opposed to a more reasonable hour of 10:00pm, and on the most enclosed route on Dallas as opposed to the ocean route. Obviously, this is a very serious problem for the hundreds of constituents who reside on Dallas Road as the route was changed in 2022 due to complaints as well.

I was directed to call the bus operations manager to explain my concerns. She explained that it is the GVHA that does all of the scheduling of cruise arrivals and departures so no action on this issue was taken.

At the November coffee meeting, I am directed to contact the City of Victoria engineering department to relate my concern with the late evening routing of buses being continued along the most enclosed route of Dallas Road for the 2023 season. I believe that this practice leaves me caught in the middle with the result being no action on these serious concerns.

Please believe me that you would not want to have these huge buses travelling, in a steady stream, within 20 ft. of your bedroom window until 11:30pm for 6 months of the year! It is my hope that a unified approach, as opposed to department silos, will address these problems and provide much needed relief prior to the 2023 season.

Thank you for your time and attention with regard to these concerns and I look forward to your thoughtful resolution.

Discussion points for telephone meeting August 26th with Councillor Alto:

Double decker buses that transport a possible 780,000 cruise ship passengers run directly by my home until 11:30pm. The noise pollution is double that of the regular city bus. This means that I cannot get to sleep until after midnight which is detrimental to my health as a 75 year old senior.

1. I note that there does not seem to be any schedule in the management of their operation as buses are running, at times, less than a dozen passengers and many times less than a third full. As well, at times they run 4 buses within a 10 minute time frame.
2. My home is on the corner between Shoal Point and the Reef complexes and as those huge buses turn the corner, they gun their accelerators which makes the noise even louder. I am aware and supportive of the "Fair Sailing Actions Needed Document" but the requests I am making are ones that can be implemented immediately to be fair to James Bay constituents who shoulder the daily negative impact due to the tourist industry.
3. Including my complex and others in the proximity of this corner, there are easily over 200 home owners ergo to provide relief, I make the following recommendations to be fair to the homeowners who do deal with this problem for 6 months of the year:

Double decker buses run only when passenger number reaches 75% for each run. The last bus leaves from downtown at 10:00pm. Walking or taxis are passenger alternatives after that time or if they do not wait for a bus before the 10:00pm.

Evening bus runs are made along the Dallas ocean route which allows for less impact on residents who live immediately next to the road.

Some of the bus runs should include city bus routes such as Government, Oswego and Menzies to take some of the pressure off residents that live on the only 1 present route.

To slow down traffic coming off Erie street around the corner to Dallas Road and to make pedestrian egress safer:

Establish a wide and raised crosswalk on the corner between Shoal Point and The Reef complexes

Establish secondary speed bumps on Dallas Road close to the intersections at Ontario and Simcoe Streets; this will continue to reduce speeds and accelerator noise

Establish a solar powered proactive speed sign that indicates to drivers when they are exceeding the speed limit (Very much needed due many drivers of high powered vehicles with loud mufflers going well over the speed limit as soon as they turn this corner.)

I realize that the last 3 requests are budget items and take time as well as funds. In the meantime, please pass along my appreciation to Mayor Helps and Council for the recent reduction of residential speed limits to 30km/h.

James Bay Residents' Recommendations Ignored

1999 cruise ship numbers have increased from 34 with 40,000 passengers to the all time high of 350 with 780,000 passengers in 2022.

James Bay residents and our marine life bear the burden of most, if not all, of the noise, green gas emissions and large volumes of acidic wastewater from the cruise ship industry. They sail along BC's west coast for 2 or 3 days leaving behind a trail of toxic waste. Billions of litres of sewage, sulphur/nitrogen oxide gases, and heavy bunker oil create a lethal cocktail of chemicals which are dumped into the ocean, ergo the "toilet bowl" label for Victoria by the Guardian Newsletter.

These cruise ships only dock in Victoria for a few hours upon their return to Seattle, and while moored James Bay residents are subjected to increased noise/pollution levels that far exceed World Health Guidelines. "Rush hour" passenger traffic from multiple taxi cabs and huge highway double decker buses continue to circle Dallas Road, at times less than 25% full, blanketing the community with vehicle/cruise ship emissions until 11:30 at night. This ever-increasing level of tourism more than doubles transportation noise/pollution each day over the 6 month cruise season. The negative impact for taxpayers is eventual higher health care costs and the damages associated with ignoring sustainable climate protection measures.

A 2019 report found that cruise ship passengers accounted for 12% of tourist visitors to the city, but they spent less than 2% of tourism dollars. Non-cruise tourism created 30 times more jobs in greater Victoria than cruise tourism while generating 20 times more tax dollars than cruise operations.

Over the past 10 years James Bay constituents have submitted well researched reports (www.jbna.org and www.fair-sailing.com) to the Greater Victoria Harbour Board. These documents request very clear actions for real change to affect quality of life improvements for residents and marine inhabitants due to the intolerable strain that this level of tourism has imposed on our small community. To date, very few, if any, of these recommendations have been implemented.

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These cruise ships only dock in Victoria for a few hours upon their return to Seattle, and while moored, for the most part from 8:30pm to 11:30pm, James Bay residents are subjected to increased noise/pollution levels that far exceed World Health Guidelines. "Rush hour" passenger traffic from multiple taxi cabs and huge highway double decker buses continue to circle Dallas Road, at times less than 25% full, blanketing the community with vehicle/cruise ship emissions. This ever-increasing level of tourism more than doubles transportation noise/pollution each day over the 6 month cruise season. The negative impact for taxpayers is eventual higher health care costs and, of course, the damages associated with ignoring sustainable climate protection measures.

The significant costs that burden residents and taxpayers exceed the benefits enjoyed by the Seattle-based companies, a small portion of the local business community and the GVHA. A 2019 report found that cruise ship passengers accounted for 12% of tourist visitors to the city, but they spent less than 2% of tourism dollars. The same analysis found non-cruise tourism created 30 times more jobs in greater Victoria than cruise tourism while generating 20 times more tax dollars than cruise operations. Focusing on increasing over-night tourism would maximize local economic benefits and minimize the negative environmental impacts of the cruise ship industry.

The James Bay Community needs to be involved in the development of an action plan for implementation that places the constituents and coastal water inhabitants first as well as the cruise ship industry in a more positive way going forward.

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. www.fair-sailing.com

ACTIONS NEEDED TO IMPROVE LOCAL QUALITY OF LIFE

“Actions needed” were developed to address the negative impacts of cruise operations on our neighbourhood. With ship & passenger limits, ‘quiet’ times & days, and transportation improvements, residents’ use and enjoyment of their own town would be enhanced. These quality of life improvements would also be shared by stay-over visitors.

Overtourism – Do No Harm & Prioritize Local Population Quality of Life

Changes to Cruise Ship Scheduling

- Maximum two ships in port at one time
- Limits of 7000 passengers per day and three ships per day
- Staggered arrivals and departures: only one ship arrival or departure within an hour
- All ships must arrive after 7:30 am and depart by 10 pm
- No ships on Sunday and Monday, providing “quiet local days”

Changes to Land Transportation Operations

- No highway buses for cruise passenger transportation through James Bay
- Tour buses to/from Ogden Point begin transition to electric in 2022; complete by 2025
- ‘handyDart’ type buses for passengers who must use transit to downtown
- No taxi permits from Ogden Point until a speed management system is in place

Air Pollution – Stop Polluting the Air

Transition to 100% Electric Shore Power

- Begin transition to shore power in 2022
- Mandatory for all ships no later than 2024
- Funded without taxpayer subsidy

Use lowest-sulphur fuels possible to reduce pollutants

- when entering port and maneuvering

Foreign Garbage – No More Foreign Garbage

No more garbage, recycling, solid or liquid waste materials

- Cease landing of cruise ship garbage and recycling in Victoria (except for goods locally sourced)
- Return all solid and liquid garbage, waste, and recycling, including hazardous materials, scrubber wash-water/wastes, to port of origin.

Public Health – Safeguard Public Health

Follow the directives of the Office of the Provincial Health Officer

- Restart cruising only with complete passenger and crew vaccinations for Covid-19.
- Require each cruise ship operator to post a surety bond or other financial instrument to cover all local accommodation, quarantine, and medical treatment costs for passengers and crew who may be evacuated due to infection and/or exposure.

Southern resident killer whale population falls to 73

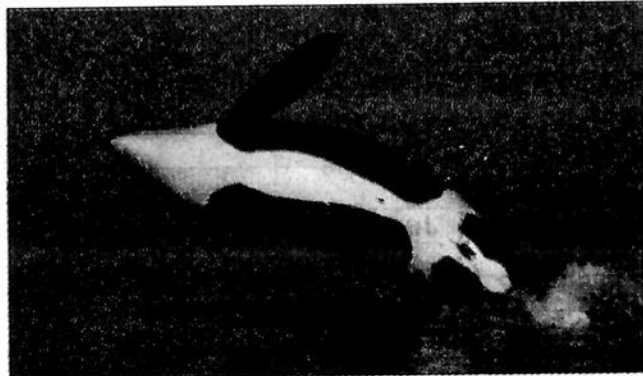
Jake Romphf
News Staff

A new report out of the United States offers bad news for the endangered southern resident killer whale population.

Washington state's Centre for Whale Research found the number of remaining orcas dropped by one since last summer. The southern residents now include 73 individuals, according to the centre's annual whale census, compared to 74 that were tracked as of July 2021.

Three whales – K21, K44 and L89 – died between last summer and July 1 of this year. The centre said K21 was severely emaciated when he was last seen in July 2021. He was declared dead after not being observed alongside his usual group.

K44 was alive as of April but wasn't seen in subsequent encounters with his family. The Centre for Whale Research said a whale matching his size and markings was consistent with a southern resident found entangled off the Oregon coast in June, but a lack of photo-



Southern resident killer whale L89 has been pronounced dead after not being seen at all in 2022. The male is seen here in a photograph taken in 2020. (Courtesy of the Centre for Whale Research)

graphs and biological samples meant they couldn't confirm the match.

L89 has not been seen at all in 2022 despite repeated sightings of his mother and social group.

The southern resident killer whale declines were almost balanced by new births. A J-pod whale gave birth to her second offspring, a female, in February and a K-pod member also had her second newborn this spring. The sex of that K-pod whale is currently unknown, the research centre said.

The centre said throughout the 1960s and early 1970s, the

population of the three southern resident pods was significantly reduced due to whale captures for marine park exhibitions.

Today, the endangered whales face a myriad of threats, including declining stocks of their meal of choice – chinook salmon – along with boat noise, pollution and oil spills, acidifying oceans and the warming climate shifting normal snow-melt patterns.

The Centre for Whale Research's annual whale census is compiled for the National Marine Fisheries Service.