

Fair Sailing is an initiative by the James Bay Neighbourhood Association (JBNA) to advocate for responsible cruise tourism practices that prioritize the interests of residents, local businesses and the environment of Victoria, Canada’s highest volume port-of-call.

James Bay residents want quality of life, clean air, no foreign garbage and a healthy safe community. The impacts of the cruise industry in our neighbourhood include overtourism, air pollution, the import of foreign garbage and threats to public health.

This section of **Fair Sailing** provides an overview of the types of waste materials off-loaded in Victoria, outlines the roles and responsibilities of various levels of government, GVHA and the private sector, and presents the negative impacts on the larger community. Accepting waste materials originating in another country is contrary to local and regional waste reduction goals.

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Actions Needed

- No foreign garbage, recyclables and other waste materials
 - Cease landing of cruise ship waste materials in Victoria (except for goods locally sourced)
 - Return all solid and liquid waste, including recyclables, organics, and hazardous materials to port-of-origin

Cruise Ship Waste

Foreign garbage from cruise ships comprises liquid and solid wastes. Liquid waste includes blackwater (sewage), grey water (from sinks, showers, laundry), oily bilge water, and hazardous liquids. Toxic scrubber waste may be off-loaded. Solid waste includes garbage and organics, hazardous wastes like oily rags, recyclable goods such as metals, glass bottles, cardboard, electronics, light fixtures, paints, exercise equipment, and furnishings such as furniture, mattresses and carpets. Construction waste, including wood and concrete, may be off-loaded.

A Multi-Jurisdictional Issue

Federal Government

In Canada, solid waste from cruise ships is managed according to the federal International Waste Directive under the authority of the Canada Border Service Agency and the Canadian Food Inspection Agency. Solid waste, designated as either high or low risk, is managed at the region’s only municipal solid waste landfill (Hartland Landfill) according to its designation.

The Directive does not require cruise ships to offload waste upon docking at a port in Canada; that decision is at the discretion of the ship.

Provincial Government

The BC Ministry of Environment and Climate Change Strategy establishes rules for solid waste

management through the Environmental Management Act (EMA). The Act sets requirements for landfill operations, requires regional districts to submit Solid Waste Management Plans, and establishes recycling regulations for product producers.

The British Columbia (BC) Recycling Regulation sets out requirements for extended producer responsibility (EPR) in BC. EPR makes producers responsible for collecting and recycling the products they supply into the BC marketplace.

EPR shifts the responsibility for managing products at their end of life from governments and tax payers to producers and consumers.

The regulation currently covers over 20 product categories, including beverage containers, used oil, paints, electronics, electrical products, batteries and lights.

Current EPR programs in BC do not include recyclables from abroad. These wastes are accepted by private waste management companies that charge fees to accept the materials. The firms are to follow guidelines and regulations administered by the Capital Regional District (CRD).

Capital Regional District

The Capital Regional District is responsible for solid waste management in the region, including waste reduction, recycling programs and the operation of Hartland Landfill. Regional districts must have a Solid Waste Management Plan (SWMP) approved by the Minister of Environment and Climate Action Change.

In May 2021, the CRD Board approved a new SWMP for submission and approval by the Ministry. **The plan has a goal of reducing waste to the regional landfill by 30% in the next ten years.**

In 2019, international waste accounted for 1.3% of the waste received at Hartland Landfill. The material is treated as controlled waste and requires immediate deep burial in trenches.

The charge for managing these materials at Hartland is \$157/tonne for controlled waste requiring special handling due to potential nuisance, health, safety or environmental concerns. The tippage fee range for Controlled Waste ranges from \$157 to \$500 per tonne.

In February 2020, the City of Victoria asked the CRD Board to impose a fee of \$205 per tonne for cruise ship international waste, as is the case in Prince Rupert. However, the CRD kept the lowest rate, stating that restricting solid waste disposal could be undesirable as it may lead cruise lines to avoid Canadian ports.

City of Victoria

The City of Victoria recently approved its Zero Waste Victoria plan. Work on the plan identified

that Victoria is generating a higher proportion of regional waste than was previously understood, mainly to its position as the region's hub for employment, commerce and tourism.

One of the City's guiding initiatives for the Zero Waste Plan is to 'eliminate the unnecessary'. In addition, the City's Climate Action Plan has a vision to eliminate waste-related emissions. The City's Official Community Plan also states the City is to *'support steps for Victoria to move towards a zero net solid waste community.'*

Private Sector

Prior to 2018, a few cruise ships disposed of wastes in Victoria which was handled by a local service provider. In 2018, Tymac Launch Services negotiated a contract to provide services for liquid and solid wastes with cruise lines servicing Ogden Point. The amount of international solid waste delivered to Hartland Landfill increased from 304 tonnes in 2018 to 2,082 tonnes in 2019. **The total amount of materials handled by Tymac, including recyclables not covered under the BC Recycling Regulation and liquid wastes, is unknown.** The company reported, on different occasions, that 2 to 10% of the waste goes to landfill which suggests the total amount of materials could range between 50,000 and 100,000 tonnes a year.

Over the past few years, JBNA has been told that the reasons the cruise lines want to unload their waste in Victoria are that the Port of Seattle does not have the capacity and that unloading waste in Victoria provides a faster-turn-over in Seattle.

Greater Victoria Harbour Authority Society

The Greater Victoria Harbour Authority society (GVHA) leases space to Tymac at Ogden/Camel Point. Tymac's facility is licensed by the City of Victoria.

The James Bay Neighbourhood Plan identifies the importance of industries, stating that they be compatible with the neighbourhood. A cruise ship waste facility was never envisioned in discussions of the 2016 Ogden Point Master Plan.

The Neighbourhood

The greatest impact of current waste management practices on the James Bay neighbourhood is the impact of the volume of large industrial trucks transporting up to one hundred thousand tonnes of solid and liquid waste materials through residential James Bay streets to various unknown locations on Vancouver Island and the mainland. The trucks cause wear and tear on the roads, lead to traffic congestion, generate noise, pose safety risks to pedestrians and cyclists, carry the potential for major spills of hazardous materials, and contribute to greenhouse gas emissions.

JBNA supports provincial EPR programs, zero waste and initiatives to reduce waste to the regional landfill. We also support municipal and regional climate action strategies which aim to minimize waste and transportation.

JBNA's position is that accepting wastes originating in another country which has its own waste management infrastructure is contrary to local and regional goals and does not protect our environment nor does it serve the well-being of our current and future residents.

Most cruise ship calls to Victoria are on the last day of the Alaska cruise itinerary on their return to Seattle. The industry could hold wastes one more day.

As the cruise industry intends to resume the Seattle-Alaska run during the late summer of 2021, plans to remove waste materials in an American port will need to be made. The industry has other ways of dealing with waste.

What Residents say

"I'm all in favour of any ships that are allowed to enter MUST take away all their own garbage and recyclables - why should we have to cope with that when we have our own to deal with."

"The existing congestion and garbage problem can and should be dealt with as soon as possible."

"All garbage and recyclables must be retained by the cruise ship and nothing left in Victoria."



"Hundreds of thousands of tourists landing in ports of call from a ship spewing pollution and leaving garbage destroy the quaintness and charm of that port in very short order, as we have seen in Venice and Barcelona and now even in Victoria."



"No ship from foreign countries should be able to offload their waste or recyclables in Victoria."

"You can't have this much floating junk and garbage and pollution and expect to have an environment with biodiversity."

"What an amazing document, please add me to the list of residents who would like to be heard when it comes to rethinking this environmental nightmare in our neighbourhood."