

Potential Spatial and Management Implications Of Cruise Ship Passenger Activity on the Development of the North Coast LRMP

Project Report

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Glossary of Key Terms

The following glossary provides definitions for some of the key terms used in this report. While these terms may have broader meanings, the following definitions are provided in the context of this work.

AK: Abbreviation for Alaska

Best Management Practices: A technique, action, tool, or process designed to mitigate an adverse impact or demonstrate a particularly effective method of dealing with an issue.

Cruise Line Tours: Passengers are able to purchase shore excursions from the cruise lines before the voyage begins, during the cruise, or at the port destination. The major cruise lines offer shore excursions through subsidiaries of the parent company or through service agreements with tour operators at the port destination.

Flightseeing: An excursion experience where cruise passengers participate in a helicopter- or floatplane-based tour to view natural and physical resources of interest from the air.

Independent Tours: Tours offered by tour operators who do not have service agreements with the cruise lines. Tour participants can purchase tours through the independent operators either before their voyage or at the port destination.

Land and Resource Management Plan (LRMP): A sub-regional integrated resource plan that seeks to create a vision for use and management of public provincial lands and resources.

Large Vessel Cruise Ships: Cruise ships typically carrying between 1200 and 2800 passengers.

Maximum Distance: The maximum one-way geographical distance travelled from the port area during a shore excursion tour.

Mean Maximum Distance: The average of the maximum distances travelled for all shore excursion tours within a specific excursion type (i.e. The mean maximum for helicopter-based shore excursions is the average of the maximum distances travelled for each of the 12 helicopter-based tours evaluated in this report)

North Coast LRMP Area: The geographical area under consideration by the North Coast Land and Resource Management Planning table.

Port of Call: A port visited by a cruise ship during its voyage. The typical duration for ports of call in the Alaskan ports assessed in this study ranges from 8 to 12 hours.

Port of embarkation / disembarkation: The port where cruise passengers initially board the vessel (embarkation) or leave the ship for the final time (disembarkation).

Resource Area: One of 17 areas of the North Coast Forest District delineated in the Forest and Fisheries Tourism Opportunities Study (2000).

ROS: Recreation Opportunity Spectrum. A land-classification framework developed by the USFS to manage recreation and tourism on National Forest Land and integrate recreation and tourism with other non-recreational land uses.

Shore Excursion: An organized tour purchased by a cruise passenger in a port destination. Shore excursions may be land-, water-, or air-based. Examples include activities such as kayaking, wildlife viewing, or cultural interpretation. In this report, “shore excursion” and “shore tour” are used interchangeably.

Spatial: Referring to geographical space. In the context of this work, the term “spatial” refers to the geographical extent of the North Coast LRMP region that could be involved with tourism development for cruise ship passenger shore excursions if trends similar to Alaskan ports were to occur.

Tourism Capability: Tourism capability assesses the ability of the land base to support specific forms of tourism activity. Assessment criteria typically include the presence of physical resources that are considered necessary for a specific form of tourism experience or activity (e.g. beaches and shoreline access for kayaking). This report uses the tourism capability information for some of the 11 different tourism products developed in the Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District (Clover Point, 2000). This report is further referred to as the “capability report” or the “North Coast Tourism Opportunities Study” (NCTOS 2000).

Tourism Suitability: Tourism suitability assesses the ability of the land base to support specific forms of tourism activity. It takes into account those features that may represent constraints on development. The tourism suitability information discussed in this report was developed through the North Coast Tourism Opportunities Study: Suitability and Tourism Use Mapping report (2001).

25% Extended Travel Range: This extended travel range reflects potential increases in excursion travel distances generated by future improvements in transport technology. It extends 25% beyond the current maximum distance reported to be travelled by specific forms of shore excursions.

USFS: The acronym for the United States Forest Service.

Executive Summary

Introduction

This report identifies potential land and resource implications associated with accommodating the large vessel cruise ship tourism industry in British Columbia's North Coast LRMP region. More specifically it focuses on: 1) describing the potential spatial implications of this industry on the area's land and resource base; and 2) identifying management strategies for addressing the probable impacts of shore excursion activities pursued by cruise passengers in the region's mid and back-country areas. The overriding intent is to provide North Coast LRMP Table members with a clear appreciation of the land and natural resource requirements, as well as related resource management strategies needed to plan for cruise ship tourism, particularly in the region's mid and back-country areas.

The information presented in this report was collected through a review of relevant industry documents, consultant reports, newspaper articles, field case studies in Alaskan cruise ship destinations, and interviews with key informants in Canada and the United States. Particular emphasis was placed on learning from the patterns of cruise tourism resource use, as well as the management experiences of Alaskan cruise tourism operators and resource managers. In this regard, three case studies of use patterns and resource management issues associated with Juneau, Ketchikan and Skagway cruise ship tourism operations were conducted. Perspectives gained from the Alaskan experiences were then used to guide the interpretation of tourism resource capability and suitability information for the North Coast LRMP region. The forecasted mid and back-country spatial implications of cruise ship tourism to the LRMP region are described in a series of resource activity maps with accompanying text.

Alaskan Cruise Tourism Trends

In the 2001 cruising season (May to September), the fleet of cruise ship vessels plying Alaskan waters had a capacity of 4.7 million passenger nights. This made it the fourth largest cruise route travelled in the world. Three Alaskan ports receive especially

large volumes of cruise passengers. Juneau, Ketchikan and Skagway, Alaska (all relatively close to BC's North Coast region) accommodated an estimated 700,000, 681,000 and 650,000 passengers respectively during the 2002 cruising season.

The Importance of Shore Excursions

Expanding numbers of younger and more physically active cruise passengers, increasing demands for soft-adventure pursuits, intensifying interests in multiple-activity excursions, and increasing desires for unique experiences in high quality natural and cultural areas have, in combination, created the need for more diversified and high value-for-money shore activities. In an already competitive tourism marketplace, this has spawned the development of a wide variety of innovative on-shore tourism products and services. It is these activities which are of particular importance to local communities, tourism operators and resource managers. The development of shore excursions has enabled Alaskan port communities to generate substantial benefits. It has also introduced a range of management challenges for certain regions.

In the early years of the Alaskan cruise tourism industry, passengers primarily focused their shore excursion activities on visits to the port communities and a select number of high profile attractions. However, a growing number of visitors now utilize mid and back-country regions as their primary destinations for shore tours. These excursions involve a range of land, water and air-based transportation modes, often used in combination to create unique product options and experiences for cruise passengers. Sample land-based tours include rail adventures, glacier viewing, hiking, bear viewing, mountain biking, and off-road Jeep tours. Water-based excursions include wildlife viewing, sportfishing, kayaking, rafting and backcountry jet boating. Air-based excursions utilize both helicopter and floatplane travel for glacier flightseeing, visits to wilderness lodges, and more recently, for activities such as glacier trekking or glacier dog sledding.

Many of these excursion products are not exclusive to specific cruise ports. For example, kayaking tours can be pursued in all of Juneau, Ketchikan, and Skagway. However, in the process of positioning in ways to differentiate their port from other Alaskan cruise destinations, several communities promote a range of themed tour products and

services. For instance, Juneau has promoted glaciers, mining heritage, and its position as the capital of Alaska in its positioning strategy. Ketchikan has become known for its Aboriginal cultural heritage and sport fishing tours. Skagway has centred its product development and promotions on the theme of gold rush history.

Excursion Development Considerations

Overall, Southeastern Alaskan cruise ports tend to provide shore excursions which emphasize the scenic natural resources, charismatic marine and terrestrial wildlife species, and historical and cultural attributes of the area. While there is typically a rich array of such resources available in these regions, not all of the key sites are utilized for tour purposes. This is largely due to market and logistical challenges associated with the cruise ship tourism industry. Typical challenges to developing and delivering cruise tourism tour products include:

- The limited duration of ports of call (typically 8 to 12 hours),
- The increasing cost of transportation to remote sites (especially for helicopter and floatplane-based travel),
- The convenience and comfort requirements of cruise passengers (e.g. relatively cramped conditions and limited washroom systems for some transportation modes),
- The desire of many cruise passengers to pursue multiple tours during limited duration ports of call (e.g. cruise passengers may choose to purchase a 5 hour fishing excursion in the morning and a 1 hour flightseeing tour in the afternoon).

Alaskan Shore Excursion Spatial Patterns

Shore excursions offered to cruise passengers in the Juneau, Ketchikan and Skagway regions provide insights into the typical spatial distribution of mid and back-country areas used by tour operators (Table ES-1).

Table ES-1: Travel Distances (From the Port Community) for Alaskan Shore Excursion Products

Activity	Number of Tours Examined	Maximum One-Way Travel Distance From Port (km)	Mean Maximum One-Way Travel Distance From Port (km)	25% Extended Zone (km)
Helicopter-Based Excursions	12	58	34	73
Floatplane-Based Excursions (Cruise Lines)	10	81	53	101
Floatplane-Based Excursions (Independent Tours)	4	112	92	140
Hiking Tours	12	53	19	67
Marine Wildlife Viewing Tours (Cruise Lines)	15	42	24	52
Marine Wildlife Viewing Tours (Independent Tours)	2	86	84	108
Terrestrial Wildlife Viewing Tours (Cruise Line)	3	50	39	62
Terrestrial Wildlife Viewing Tours (Independent Tours)	2	112	104	140
Kayaking Tours	5	30	20	38
Rafting and Canoeing Tours	7	42	20	52
Rail Tours	4	30	26	38
Destination Lodge Tours	4	35	27	43
Mountain Biking Tours	7	30	19	38
Land-Based Tours	35	159	25	199

The Maximum Distance (Table ES-1) represents the one-way geographical distance from the centre of the port community to the most distant site used for each category of excursion product. The Mean Maximum distance is the average of the maximum distances travelled for all tours within each category of excursion product. The 25% Extended Buffer Zone identifies an additional range beyond the Maximum One-Way Travel Distance, which accommodates for any potential technological improvements that might facilitate greater access into the region.

While some cruise passengers travel significant distances to experience unique Alaskan resources, the majority of shore excursions involve visits to areas relatively close to the port community. A significant volume of passengers pursue excursions that are completed within 4-hour time frames, yet some participate in more unique and expensive tours that travel significantly greater distances. These tours may take 5 to 10 hours, use multiple travel modes, and transport passengers in excess of 140 kilometres from the port. Overall, logistical considerations and passenger desires significantly affect the duration of tours and the distances that can be travelled.

In the North Coast LRMP region, such extended travel would typically be associated with regions, resources, or experiences of especially unique and charismatic appeal. Accommodating such tours would entail careful management of potential social and environmental effects, before their introduction into specific areas.

Potential North Coast LRMP Shore Excursion Patterns

The North Coast region of British Columbia has a wide range of high quality natural and cultural resources suited to attracting cruise ship passengers. Business interests will eventually decide the extent to which they invest in the development of tourism opportunities associated with these resources. However, the LRMP table can play an important role in identifying where these resources are situated and the extent of development that is acceptable.

The Forest and Fisheries Tourism Opportunity Study for the North Coast Forest District (2000) (NCTOS 2000) assessed the capability of the region's land base to support a range of tourism products deemed to possess the best opportunities for sustainable tourism. In addition, the closely related 2001 North Coast Tourism Opportunities: Suitability and Tourism Use Mapping report (NCTOS 2001) identified areas possessing highly suitable resources for tourism opportunities within the region. Some of these opportunities may be appropriate for development as cruise tourism products by North Coast region stakeholders.

Based on typical Alaskan cruise ship passenger shore excursion interests and travel distances, as well as NCTOS 2000 and 2001 resource inventory information, regions within

the North Coast LRMP planning area that are potentially capable and suitable for cruise tourism activity have been identified in this report. It is recognized that the spatial patterns for cruise ship tourism within this region will not necessarily be identical to those in Alaska. However, it is expected that somewhat comparable factors to those occurring in Alaska will play significant roles in shaping the spatial patterns and management challenges that are apt to occur with the introduction of cruise ship tourism in the North Coast LRMP region.

The North Coast areas identified as possessing high capability and high and moderate suitability for specific tourism activities occurring within typical Alaskan shore excursion travel distances are listed in Table ES-2. Accompanying visual representations of these potential resource use patterns are included in Maps 4 to 11. The geographical boundaries for the Resource Areas discussed in this report are the same as those previously defined in the 2000 North Coast TOS. A description of each area is included in Appendix 4 and the location shown in Figure 1.1.

Depending on available financial and technological resources, other regions across the North Coast, aside from those identified in Table ES-2, may also support cruise tourism activity. The purpose of this analysis is not to designate areas for development, nor suggest activities that should be developed. It is intended to present the potential spatial distribution of cruise passenger activity, if trends similar to Alaska were to occur in the NCLRMP region.

Table ES-2: North Coast Areas of High Tourism Capability and High and Moderate Suitability Within Typical Alaskan Shore Excursion Travel Ranges

Activity	Potential Resource Areas (High Capability)	Potential Resource Areas (High and Moderate Suitability)	Map
Helicopter-Based Excursions	A, D, E, F, G, P, Q	See Section 6.2	4
Floatplane-Based Excursions (Cruise Lines)	A, B, D, E, F, G, P, Q	See Section 6.3	5
Floatplane-Based Excursions (Independent Tours)	A, B, D, E, F, G, K, L, Q, P	See Section 6.3	5
Hiking Tours	C, D, G H, O, P (Long-term potential)	N/A	6
Marine Wildlife Viewing Tours (Cruise Lines)	C, D, E, G	See Section 6.5	7
Marine Wildlife Viewing Tours (Independent Tours)	C, D, E, G	See Section 6.5	7
Terrestrial Wildlife Viewing Tours (Cruise Line)	D, E, F, H, P, Q	See Section 6.6	8
Terrestrial Wildlife Viewing Tours (Independent Tours)	B, D, E, F, H, K, L, P, Q	See Section 6.6	8
Kayaking Tours	C, D, G	C, D, E, F, G	9
Destination Lodge Tours	C, D, E, G	See Section 6.10	10
Mountain Biking Tours	D, G	N/A	11

Stakeholders in the North Coast region, including First Nations, existing tour operators, and other business interests may also decide to develop products that reflect the history and culture of the region, in addition to scenic natural and physical features. However, the character of such products will depend on the cultural quality and fragility of the existing product base, the desires of stakeholders for future product development, traditional uses of the resource base, and other environmental, social and resource management considerations.

Environmental and Resource Management Implications

There is a wide range of visitor activity management issues that has emerged in Alaskan cruise destinations that may be duplicated in the North Coast region if appropriate mitigation measures are not established. Some of the more prevalent management issues and associated mitigation strategies that may be relevant in a North Coast LRMP context are described in the following paragraphs.

1. Flightseeing Noise

Helicopter and floatplane noise is a significant issue for residents, back-country users, and wildlife managers in the community of Juneau and surrounding areas. Mitigation initiatives have included adopting the City and Borough of Juneau (CBJ) Best Management Practices, developing Fly Neighbourly Flight Routes, and investigations into moving heliport takeoff and landing areas to alternative sites. More specific mitigation methods have included:

- Designating low use zones (e.g. operators recognize regions that have been identified as areas where direct overhead flights are to be avoided, safety permitting); and,
- Implementing wildlife viewing protection measures (e.g. prohibiting circling and hovering around wildlife species, and minimizing overall levels of disturbance during viewing excursions).

2. Helicopter Landings in the Tongass National Forest:

As the volume of cruise passengers has increased, so has the demand for helicopter-based tours in the Tongass National Forest region of Southeast Alaska. In 2001, the United States Forest Service (USFS) completed an analysis examining eight different alternatives for establishing the number of helicopter landings to be permitted on USFS managed land. The days of the week when operations could occur, the permitted activities on the glaciers, and the landing protocol within buffers adjacent to sensitive areas were specified. Each alternative was evaluated on the basis of overall noise impacts on:

residents, recreationists, wildlife and on new areas. An Environmental Impact Statement report capped the number of landings, and allowed permits to be issued for landing sites away from key recreational use areas and wildlife habitat.

3. Commercial and Non-Commercial Activities Shoreline Use

As the number of shore excursions using Alaska's coastlines has increased over the past decade, both commercial tour operators and residents have become concerned with the level of crowding at key sites. In response, the USFS developed a Shoreline Outfitter / Guide Draft Environmental Impact Statement (DEIS) to allocate appropriate levels of commercial recreation activity in these areas. These allocations designated the proportion of the established carrying capacity for commercial recreation in each of 38 Use Areas. These allocations were based primarily on the estimated social carrying capacity of specific regions. Overall, about 21% of the total carrying capacity was allocated for commercial recreation. Depending on the shoreline area, allocations ranged from 10% to 40% of the total capacity. Critical factors used in establishing the commercial recreation allocation included: the proximity of a use area to communities (i.e. sites closer to a community are generally favored by residents for recreation), the level of subsistence use, and potential resource impacts.

The Shoreline DEIS also examined the possibility of designating specific sites as large group areas, either through the designation of enclave sites (e.g. areas for tour groups with up to 75 participants), or through the development of Fifteen-Percent Areas (e.g. places where large groups can occur only on an occasional basis, for less than 15% of the primary use season).

4. Trail Use and Management

With an increasing number of cruise ship passengers participating in hiking activities during the 1990's, the high quality hiking trails in the City and Borough of Juneau became a source of conflict between commercial operators and residents. A non-profit organization was created to facilitate a process for evaluating the commercial use of the Juneau trail network. After a series of information gathering initiatives, public consultation and a resident

survey, specific trails were designated for both commercial and resident use, while others were designated solely for public recreation. Similar designations have been applied to other locations throughout Juneau. Commercial tours are forbidden to use these areas without first obtaining a permit.

5. Marine Wildlife Viewing

In response to growing demand for marine mammal viewing by tourists, and concerns for the health and safety of humpback whales, the National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service established minimum approach distances (100 yards) for all vessels operating in the vicinity of humpback whales. The development of these regulations replaced voluntary Marine Mammal Viewing Guidelines. However, sources in Alaska indicate that more effort is needed to ensure that these mammals are not adversely affected by the presence of humans.

6. Terrestrial Wildlife Viewing Activities

Growing interest in bear viewing by visitors to Southeast Alaska (including cruise ship passengers), has elevated the level of management required to protect these animals. Two exemplary management strategies that have been implemented to reduce levels of visitor pressure on the area's bears include: the use of a daily maximum visitor permitting system at the Pack Creek Brown Bear Viewing Area; and the construction of carefully sited bear viewing platforms at the Anan Creek Wildlife Viewing Area. Both of these programs are designed to reduce the impact of tourist activity on bears, while protecting the remote characteristics often associated with wildlife viewing activities.

Summary

Alaskan cruise ship tourism has generated significant economic benefits for local communities and businesses. However, each cruise port destination has had to address a range of land and resource management issues associated with the industry's activities. The most effective solutions to these issues appear to be built around planning and

management strategies that involve the combined and co-operative efforts of local community and regional stakeholders, the cruise lines and their shore excursion partners. Unlike in the Alaskan case, the North Coast LRMP region has the opportunity to plan for the probable land and resource impacts of cruise tourism prior to its emergence in the area. This report, through its identification of probable shore excursion logistical and spatial patterns, as well as related management challenges, provides a foundation on which land and resource strategies for cruise ship tourism in the region can be established.

Chapter 1 - Introduction

The popularity of North American cruise ship travel has been increasing over the past 20 years, with an estimated 7.5 million passengers expected to take voyages during the 2002 season¹. Within this North American market, the Alaskan cruise tourism industry has grown dramatically. The number of passenger nights available for Alaskan-bound cruise passengers has increased from 1.9 million in 1992 to an estimated 4.7 million in 2001². As the Alaskan industry continues to grow, new ports are being sought to reduce congestion and provide new destinations for cruise passengers.

The North Coast of British Columbia is situated in close proximity to the travel routes of most large cruise ship vessels en route to Alaska. Several proponents in the province's North Coast region have identified cruise ship tourism as a viable economic opportunity and are in the process of developing plans to construct docking facilities and associated infrastructure suited to handling the large vessels and passengers linked to the industry. These vessels have capacities ranging from 1200 to in excess of 2800 passengers, not including crew members. It is expected that while Prince Rupert will serve as a docking point for cruise ships, passengers will have the opportunity to participate in a range of shore excursions associated with experiencing the natural and cultural attributes of the region. The accommodation of the cruise ship industry's passengers represents an opportunity to generate significant benefits for the North Coast region. However, planning for the sustainable development of this industry involves the consideration of a range of economic, social, environmental and spatial implications linked to this activity.

This report describes some of the potential spatial implications of large vessel cruise passenger activity in the North Coast region based on the probable introduction of the industry in Prince Rupert. Existing tour operations and new excursion opportunities will potentially encourage passengers to experience various North Coast areas. While some of these experiences will be concentrated in and immediately adjacent to the urban core of Prince Rupert, cruise visitors will also frequent areas beyond this community. Indeed, cruise passengers may travel throughout the region's mid- and backcountry on excursions designed to explore the wide range of natural and cultural features that this area has to offer.

This report provides baseline information collected through case studies of cruise passenger activity in the Alaskan communities of Juneau, Ketchikan and Skagway. In addition, discussions with North Coast region stakeholders, and reviews of relevant industry, government, community and academic publications have provided critical data that has informed the findings presented. In sequence, the report offers:

1. A discussion of the nature of cruise passenger shore excursions,
2. A spatial depiction of shore excursion trends within select Alaskan communities,
3. An assessment of potential spatial resource use patterns for cruise passenger activity in the North Coast region, and
4. A review of best management practices and lessons associated with managing the impacts of cruise ship passengers in Alaskan communities.

The overall goal of this work is to provide North Coast LRMP table participants with current and useful information that can be considered in their deliberations on land and resource planning for the region.

Chapter 2 - Study Purpose and Rationale

The Alaskan cruise industry currently provides 8% of the global capacity for cruise voyages³. With a cruising season that has expanded to include the months of May through September, an increasing number of individuals are purchasing Alaskan cruises. Currently, eight Alaskan destinations comprise the primary ports of call for the large vessel cruise industry. These are Anchorage, Haines, Juneau, Ketchikan, Seward, Sitka, Skagway and Valdez. In addition, two other ports that receive a small volume of passengers include Wrangell and Petersburg, Alaska. Significant volumes of passengers visit each of the first eight ports, however, three destinations within Southeast Alaska have grown to support especially large volumes of cruise visitors. Juneau, Ketchikan and Skagway were expected to receive an estimated 700,000, 681,000 and 650,000 passengers during the past (2002) cruising season. During the 1999 cruising season, cruise passengers were estimated to have spent \$74 million in Juneau⁴, \$54 million in Ketchikan⁴ and \$44 million in Skagway⁵ (Appendix 1).

Over the past two decades, tour operators within each of these communities have developed shore excursion products for cruise passengers. They have done this either in partnership with the cruise lines, or as independent operators. In all of these communities, as the volume of tour participants and the range of product offerings has grown, the land and resource base in the vicinity of these cruise destinations have seen increasing levels of use. These increases have enabled cruise passengers to purchase an expanding range of tour products and services. Simultaneously, such development has generated a range of challenges for those who manage the land base, and for residents who inhabit the region. In addition to range of environmental issues that have arisen, social issues, such as crowding at key sites have emerged. While economic benefits have been generated in many communities, supporting the integrity of the land and resource base has required ongoing planning and management.

2.1 The North Coast Region

The North Coast is currently planning to develop a cruise ship docking facility in Prince Rupert. The intent of this venture is to position the City with the capability to

participate fully in the accommodation of cruise ship tourism. While the City of Prince Rupert will serve as the initial staging area for cruise passengers, and will offer in-community tours and services, there is significant potential for the development of other tours and attractions that will draw passengers into neighbouring mid- and backcountry areas. The North Coast region has the ability to support a wide array of high quality experiences for cruise passengers. However, ensuring the integrity of the supporting resources and minimizing the negative impacts of such activities on local communities is paramount to maintaining sustainable cruise tourism in outlying areas.

2.1.1. Current Development Plans

As currently conceived, the development of Prince Rupert as a cruise destination centres on the city serving as a port of call for vessels on round-trip voyages arriving from Vancouver or Seattle, or on a one-way cruise to/and from Alaska. It is anticipated that the duration of visits to the port will range from 8 to 12 hours. Similar patterns occur in the Alaskan communities of Juneau, Ketchikan and Skagway (Table 2.1.1-1).

Table 2.1.1-1: Mean Port of Call Duration in Alaskan Ports (2002)

Destination	Mean Port of Call Duration (Hours)	Number of Large Cruise Ships
Juneau	11.0	448
Ketchikan	8.5	412
Skagway	12.5	346

Source: Analysis of Cruise Ship Schedules (<http://www.alaskacruises.org/1.cfm>)

When cruise ship vessels arrive at port destinations, passengers have the opportunity to stay aboard, purchase shore excursions, or explore the region on their own. To some degree, the length of a port of call affects the types of shore excursion products that are developed, and ultimately the areas that are visited across the land and resource base. Alaskan-bound cruise passengers seek a range of specific on-shore experiences during their voyage. Existing trends in shore excursion preferences exhibited by Alaskan-bound cruise passengers are summarized in Section 4.2.

In this report, particular emphasis is placed on describing the spatial distribution of these shore excursions in the ports of Juneau, Ketchikan and Skagway – three cruise destinations with many geographic traits comparable to those found in the North Coast region of British Columbia.

2.1.2 Additional Cruise Tourism Development

In addition to being a potential port of call for cruise tourism, Prince Rupert might eventually become a port of embarkation or disembarkation for other North Coast cruise adventures. If this latter situation occurs, a greater range of pre- and post-cruise tourism products and services might be developed in the region. This would extend the potential reach of cruise-related activity in the region considerably. For example, some existing seven-day cruises from Vancouver to Anchorage are extended in Alaska through the provision of post-cruise packages. One of these packages includes bus and rail travel, overnight stops at wilderness lodges, and a trip to Denali National Park (a destination well removed from the port where passengers disembark). Prince Rupert and the North Coast region are currently positioning themselves to serve as a port of call, as opposed to a homeport for the cruise ship industry. However, LRMP planning initiatives should not dismiss the possibility of extended stays and more distant travel by cruise passengers in the North Coast region when making land use allocation and management decisions in the region.

2.2 Embarkation/Disembarkation Points and Ports of Call

The majority of ships that participate in the Alaskan cruise industry currently depart from the Port of Vancouver. During the 2002 season, the Vancouver Port Authority expected 348 cruise ship vessels to leave from the port, carrying approximately 791,000 cruise passengers⁶. Vancouver has been the most frequented port for large vessels participating in the Alaskan cruise industry in recent years. However, other ports such as Seattle are becoming increasingly popular as cruise passenger embarkation and disembarkation points. Victoria, B.C. has also grown as a port of call destination, while Campbell River plans to participate in this growing industry within the next few years.

The Alaskan cruise industry is subject to the regulations of the US Passenger Services Act and the Jones Act, which regulates passenger and vessel transportation to and from US waters. Many of the cruise ships that travel the coast of British Columbia en route to Alaska are foreign vessels, either through registration or ownership. The 1886 Passenger Services Act states that ships cannot transport passengers between two US ports unless the ship is US flagged. However, foreign vessels may call at US ports (i.e. Juneau, Ketchikan, and Skagway) as long as passengers do not permanently leave the vessel at any of those destinations, and the vessel makes at least one call at a foreign port⁷ (i.e. Vancouver, Prince Rupert, Victoria). The Jones Act requires US flagged ships to be built in the US, owned by US citizens and registered under the laws of the US. In addition, 75% of the crew must be US citizens.

Cruise ships departing from the port of Vancouver satisfy the legislative requirements of the Passenger Services Act for the use of a foreign port. Cruise vessels leaving from the port of Seattle, or another US port, can use Vancouver, Victoria, or potentially Prince Rupert as a port of call to satisfy the existing legislative requirements. The US legislation has allowed Vancouver to develop a strong presence within the Alaskan cruise industry. The continued existence of such regulations will aid ports such as Victoria, Prince Rupert and Campbell River in their development as cruise ship ports of call.

2.3 Passenger Demographics

Understanding the characteristics of the cruise passengers that currently purchase vacations to Alaska helps in identifying the potential distribution of passenger activity in and around cruise ports. While North Coast tour operators may eventually offer a set of activities distinct to the region, the composition of existing cruise passengers taking Alaskan voyages can help to define potential tourist purchasing patterns, appropriate levels of activity, and the expected duration of tours.

Individuals purchasing Alaskan cruises can be typified as being primarily an older crowd. The 1999 Vancouver-Alaska Cruise Passenger Study⁸ determined that 69% of tour passengers were over the age of 55 years. The average age was 60 years. In terms of party composition, 77% of passengers reported travelling with one other person, 16% in groups of 3 or more, and 7% of cruise passengers travelled alone. Only 3% of parties reported travelling with children. Sixty-seven percent of all travellers were female.

The same survey determined that 82% of the cruise respondents were US citizens. Only 12% of all cruisers sampled were Canadian and another 6% were from overseas destinations.

In terms of economic background, 38% of respondents indicated that they had annual household incomes in excess of US\$80,000. Approximately 26% of all respondents had annual household incomes in excess of US\$100,000. More specific characteristics of the socio-demographic and shore excursion purchasing patterns of these cruise travellers are presented in Section 4.2.

Chapter 3 - Study Scope and Method

This report focuses on identifying the off-vessel land and resource use patterns of cruise ship passengers and the related management implications for mid- and backcountry areas. While shore excursions may range from city tours to wildlife viewing adventures to helicopter flightseeing experiences, activities that are concentrated in mid- and backcountry areas will be primarily discussed in this report, as these areas fall within the mandate of the North Coast LRMP.

The information sources used to support the findings presented in this report included personal communications (i.e. on-site and telephone interviews), existing published literature and government reports, relevant website information, and case study site observations at specific Alaskan and British Columbian ports of call.

The information presented in this report was collected in three inter-related phases. In the first phase, areas of cruise passenger use for shore excursions within select Alaskan communities were mapped. In the second phase, factors driving the location and design of excursion products, as well as the land and resource management issues associated with these tours were identified through a review of relevant literature and key informant interviews. In the final phase, a combination of shore excursion spatial patterns, relevant information identified in the Alaskan cruise ports, and tourism inventory data collected through the North Coast Tourism Opportunities (2000 and 2001), was used to forecast potential land and resource use patterns for the North Coast LRMP region. (A more detailed description of the research phases and methods is included in Appendix 2).

These patterns are not presented to suggest the types of products to develop, nor to specify locations where such cruise tourism products should be established. Instead the information presented is designed to illustrate the potential spatial extent of cruise tourism development on the land and resource base of the North Coast region, should patterns similar to those in Southeast Alaska develop in this area.

Chapter 4 - Alaskan Cruise Passenger Shore Excursions

4.1 Background

The range of pre- and post- voyage packages, onboard cruise ship amenities and services, and the quality and diversity of shore excursions at ports of call play important roles in fulfilling the travel needs and expectations of Alaskan cruise passengers. A large proportion of cruisers who purchase Alaskan voyages anticipate the opportunity to “experience Alaska”^{9,10} and enjoy the broad range of natural, cultural and historical resources that the state and its cruise ports afford.

Shore excursion travel products provide a means through which cruise passengers are able to experience the attractions that ports of call and other proximate destinations possess. In the context of this work, shore excursions and related products include any organized tours, and related products and services that can be purchased by cruise ship passengers in a port of call. This includes those travel products sold on-board, in addition to those that are purchased by passengers from the cruise lines or independent operators while in port.

The shore excursion opportunities available to Alaskan cruise ship passengers are extensive, and ever-changing. Many existing products are continually being refined, while a range of new and innovative shore excursions seem to be continually emerging to meet the expectations of visitors. Appendix 3 provides a sample of the shore excursion products offered in Alaskan ports of call by one of the major cruise lines (Princess Cruise Lines, 2002). A spatial depiction of the key sites that these and other products offered by the major cruise lines and independent operators use is presented in Maps 1, 2, and 3. The tours offered to cruise passengers use existing natural and cultural resources to varying degrees. Their ultimate effect on these resources depends on the types of activities offered, as well as their duration, frequency and intensity of use.

The remainder of this section describes Alaskan shore excursions in terms of current participation trends, logistical constraints to their use as cruise tourism products, and other related management issues. This description provides the basis for subsequent analyses of the potential land use patterns and impacts associated with cruise ship tourism in BC’s North Coast region.

4.2 Shore Excursion Trends

The eight ports that are utilized by the Southeast Alaskan cruise ship industry provide a wide range of excursion opportunities for cruise passengers. While traditional activities such as helicopter flightseeing to the Mendenhall Glacier in Juneau, rail trips to the White Pass summit in Skagway, and bus tours of the city in Ketchikan are extremely popular, there has been a rapid expansion in the number and diversity of tours offered. One informant to this study indicated that the number of shore excursions in Juneau has expanded from seven, to over thirty in just a few years¹¹. Some of the factors that have stimulated the creation of a broader range of excursion products include:

4.2.1 Shifts in passenger demographics

The 1999 Vancouver-Alaska Cruise Passenger Study detected few changes in the age characteristics of cruise passengers from those expressed in the 1997 study. However, sources indicate that there is an increasingly noticeable presence of families on Alaskan bound ships. This trend may be due to increased use of cruise ships for weddings, anniversaries or family reunions¹², or as a result of marketing by some of the major cruise lines to attract a broader range of passengers. While most ships do not cater to all market groups, some cruise lines are orienting their vacations and various shore excursions to specific demographic market segments. The implication of this trend is that an increasingly broader range of land and resources are needed to satisfy the diverse interests of cruise ship passengers.

4.2.2 Increasing interest in soft adventure products

Partially related to the preceding trend has been a movement towards the development of more soft-adventure cruise products. Shore excursions currently include river rafting, glacier trekking, kayaking, hiking and dog sledding. These activities provide experiences that require varying degrees of physical and mental involvement by cruise passengers. They enable visitors to “experience Alaska” in a variety of relatively safe environments. The North Coast possesses a broad range of land and water resources suitable for both soft and more rigorous adventure experiences^{13,14}. However, the suitability of these areas for cruise passenger-related activity must be examined to mitigate any potential impacts.

4.2.3 Requirement for high value-for-money shore excursions

Over the past few cruising seasons, there has been an increased demand for excursions that offer high quality experiences at reasonable prices. Some passengers have become more discerning in their on-shore purchasing decisions, often selecting certain lower cost products while in port¹⁵. The distribution of these and other tours selected by cruise passengers have implications for cruise tourism product development and delivery options in Alaska, and may have relevance for the North Coast region if similar products and clientele are pursued.

Appendix 1 provides an indication of per passenger spending in a range of Alaskan cruise ports. Table A-1 presents the values for 1997, while Table A-2 presents updated estimates for select ports during the 1999 cruising season. The spending increases for the ports of Juneau, Ketchikan, and Haines are attributed to the expansion of shore excursion products and retail opportunities during the period from 1997 to 1999. Cruise passengers in Juneau, Ketchikan, Sitka and Haines were estimated to spend \$125, \$95, \$70 and \$55 during a 1999 port of call in each destination respectively. However, these values do not reflect the recent patterns identified by some industry stakeholders, citing a decline in per passenger spending over the past 2 to 3 cruising seasons.

4.2.4 Inclusion of multiple activities within shore excursion packages

Shore excursion packages have been expanded to include multiple activities within individual tours. Examples of this trend include: the packaging of helicopter flight-seeing with glacier trekking or dog sledding in Juneau; canoeing with off-road Jeep adventures in Ketchikan; and mountain biking with a White Pass rail excursion in Skagway. Segments of the cruising public have desired more adventurous shore excursion products, and such forms of activity fulfil this desire. In addition, the packaging of multiple activities allows cruise passengers to participate in a variety of experiences within a single tour.

4.2.5 Provision of front-, mid-, and back-country tour options

Shore excursions range in duration from 1.25 to 9 hours. While several tour offerings include experiences spanning five to nine hours, a significant number are limited to four hours or less. Several individuals interviewed stated that many passengers desire the opportunity to participate in mid- and backcountry excursions, but also want to spend time touring and shopping in the port community¹⁶. In some cases, these tours are scheduled to provide passengers with opportunities to eat their meals on the cruise ship between tours. In addition, many tour operators have developed shorter excursions, which make it feasible for passengers to pursue more than one activity during a port of call.

4.2.6 Provision of unique experiences

Cruise passengers are seeking unique shore excursion products. One tour operator interviewed suggested that passengers desire wilderness experiences that are out of the ordinary, take people away from their regular life, and provide the opportunity for a truly “spiritual experience”¹⁷. Such experiences in the Alaskan case are typically dependent on the availability and use of high quality, and often charismatic natural and cultural resources.

4.2.7 Role of independent operators

According to key informants, there is a trend amongst some cruise passengers to purchase shore excursions offered by independent tour operators either before or after arriving at the port destination. Independent operators do not have service arrangements with the major cruise lines, and must rely on securing tour participants who have not booked a shore excursion through the cruise lines. A proportion of their tours travel significantly further than those offered to cruise passengers by the cruise lines.

4.3 The Nature of Shore Excursions

Cruise passenger participation in shore excursions vary amongst the various Alaskan ports¹⁸. Juneau has a particularly high level of passenger involvement in such tours. An estimated 84% of cruise passengers participated in at least one shore tour while

in Juneau in 2001¹⁹. Shore excursion participation is particularly high in this destination as its tour products and services are especially well developed and have been significantly refined over time.

The proportion of passengers who purchase shore excursions in Ketchikan is estimated to be lower than that for Juneau. In a 2001 survey, cruise passengers were asked to identify the types of shore excursions in which they had participated while in Ketchikan. About 55% of all of the passengers surveyed indicated that they had pursued at least one shore tour. Reliable information about tour participation in Skagway was not available for this report.

The overriding characteristics of shore excursions have implications for tour operations and land and resource management in other destinations, specifically in ports participating in the Alaskan cruise industry. The following section outlines a number of these traits.

4.3.1 General Attributes for Tour Operations

- Port of call time limitations restrict the duration and frequency of shore-based product offerings. Tour operators stated that the length of port visits affects the total number of tours they are able to offer daily, and ultimately the volume of passengers provided with services. Skagway, Juneau and Ketchikan have average ports of call of 12.5, 11.0 and 8.5 hours respectively²⁰.
- Many of the cruise lines operating in specific port destinations use the same tour operators to provide their excursion products. For many excursions, the same tour operator offers tours to Royal Caribbean, Princess and Holland America passengers²¹.
- An estimated 75% of shore excursions in Juneau are sold directly to passengers by cruise lines²². These sales occur either before they board the ship or during their voyage. However, for some of the higher capacity tours, passengers may decide to purchase products at the port destination. For example, a survey²³ conducted in Juneau during the 2001 season found that 93% of the individuals that purchased helicopter flightseeing tours did so before they reached Juneau. In

contrast, the same survey determined that of the cruise passengers that took the Mt. Roberts Tramway, only 56% of these passengers had purchased tickets before they arrived in port. While passengers may still decide to buy tours offered by the cruise lines at the port, independent operators in each community capture a portion of the business from cruise passengers.

4.4 Product Offerings

As passenger volumes have increased in the Alaskan ports of Juneau, Ketchikan and Skagway, cruise lines and tour operators have improved existing products and developed innovative offerings to fill niches and satisfy newly expanding market segments. A summary of 2002 Princess Cruises shore excursions is presented in Appendix 3. Through examination of the excursion offerings offered by the major cruise lines, Princess appears to offer the widest range of tour products.

Many of the types of shore excursion products offered in Juneau, Ketchikan and Skagway are comparable. For example, passengers are able to purchase fishing, kayaking, hiking and other adventures in each of the three ports. However, the number of tours offered, the combination of activities for specific excursions, and the proportion of cruise passengers that purchase such tours, differs in each of these destinations.

For most of the Princess products described in Appendix 3, the name of the excursion reveals the primary activities in which passengers participate. However, more detailed descriptions can be found at http://www.princess.com/planner/shorex/pdf/2002_alaska.pdf. Princess Cruises offers a total of 79 excursion products in the three Alaskan communities examined. Juneau, Ketchikan and Skagway support 30, 21 and 28 Princess cruise products respectively.

In this report's description of the spatial distribution of excursion products, all tour products offered by the six major cruise lines in mid- and back-country areas were identified and where reliable information was available, mapped. In addition, a range of independent tours that exhibited trends differing from the products offered by the major cruise lines were included in the spatial description provided in Section 5.0.

4.4.1. Product Types

Shore excursion products can be categorized into three groups, depending on their main activity and mode of transportation. Land, water and air-based tours are described in the following sections. Table 4.4.1-1 provides an indication of the approximate distribution of Princess's excursion tour products within the three Alaskan case study regions as an example of the relative distribution of product types.

Table 4.4.1-1: Distribution of Port Destination Products and Tours Offered by Princess Cruises

Tour Type	Juneau	Ketchikan	Skagway
Land-Based	12	8	15
Water-Based	9	9	5
Air-Based	9	4	8
Total	30	21	28

Source: 2002 Princess Adventures Ashore Brochure

4.4.2 Land-Based Tours

As suggested in Table 4.4.1-1 Juneau, Ketchikan and Skagway tour operators provide a wide diversity of off-vessel experiences to cruise passengers. Approximately half of the tours examined were land-based. These tours include: city sightseeing; regional bus tours; attraction based experiences (i.e. hatcheries, gardens and breweries); glacier viewing trips; First Nations cultural heritage visits (e.g. Saxman native village); historical tours (e.g. gold panning, mining history, lumberjack show); salmon bakes; rail excursions; mountain biking / cycling; hiking / nature walks; tram tours; gourmet food tasting; horseback riding; and off-road Jeep adventures.

Within each port of call, there are variations in the way these tour products are configured. For example, Skagway offers five different cycling adventures. These tours range from the Chilkat Bicycle Adventure to the Glory Hole Mountain Biking tour. The 1.5-hour Chilkat tour involves a catamaran ride from Skagway to Haines followed by a 10-

kilometre bicycle tour over paved roads. The 4.25-hour Glory Hole bicycle excursion involves an 18-kilometre trek.

The bicycle tour offering in Juneau takes cruise passengers on an 18-kilometre journey along the shoreline followed by a tour of the local brewery. The excursion in Ketchikan utilizes ocean-side dirt roads for a self-paced tour that includes a visit to a salmon hatchery.

In each of these cases, cruise passengers are able to take low-impact cycling adventures. However, each community has also been able to develop tour products that emphasize the unique attributes of the region. The challenge of providing unique destinations for shore excursions has implications for land use planning. Varying types of high quality resource areas may be needed depending upon the types of products developed.

4.4.3 Water-Based Tours

Many cruise passengers select water-based excursions linked to remote wilderness areas, characterized by high quality natural and cultural resources. Motorized and non-motorized modes of water transportation are used to support various tour products. The range of activities available within Juneau, Ketchikan and Skagway include the following: wildlife viewing (e.g. whale watching and “wildlife quests”); saltwater sportfishing; freshwater fly fishing (e.g. floatplane access, lake fishing); kayaking; rafting; canoeing; sightseeing and waterfront cruises; back-country jet boat tours and snorkelling. The three Alaskan communities investigated in this report all have excellent access to shoreline resources. This enables a relatively simple transition for passengers from the cruise port to the staging area for water-based pursuits. The distances travelled, the areas utilized and management issues related to offering these forms of activities are discussed throughout Section 5.

4.4.4 Air-Based Tours

Air tours provide the opportunity for cruise passengers to view a wide diversity of land forms including glaciers, coastal mountains, ridges, alpine lakes, and destination lodges. Many cruise passengers perceive the actual air travel to be one of the most

significant benefits of taking an air tour²⁴. These excursions utilize both helicopters and floatplanes to transport passengers. The major cruise lines offer air-based tours in all three of the Alaskan communities assessed. Juneau has the largest number, with at least 7 different helicopter and 3 floatplane shore excursions offered to passengers. The major cruise lines do not offer helicopter tours in Ketchikan, yet this community does promote at least 5 different floatplane-based activities. Skagway offers at least 4 helicopter tours and 2 floatplane-based excursions to cruise passengers. Typical tours are listed in Table 4.4.4-1.

Table 4.4.4-1: Tour Types for Air-Based Offerings

Floatplane Tours	Helicopter Tours
Glacier flightseeing	Glacier flightseeing
Wilderness lodge visits	Glacier trekking
Floatplane fly-fishing	Glacier dog sledding
Wildlife viewing using air access	Hiking utilizing helicopter access

4.5 Cruise Port Destination Positioning

Each Alaskan cruise port of call has attempted to uniquely position itself in the cruise tourism marketplace. Part of this positioning is expressed via the shore excursion products they offer. For example, Juneau has a total of ten air-based shore excursion activities available to passengers, while Ketchikan has five tours. Juneau heavily promotes glacier experiences, either through flightseeing or glacier activities such as trekking and dog sledding. In terms of cultural heritage products, both Juneau and Skagway have limited offerings, while Ketchikan has three tours dedicated specifically to showcasing Aboriginal heritage. While some shore excursions have been in existence for many years, new products are being designed to meet the emerging demands of cruise passengers. Often these excursion products are designed to fit within the overall destination positioning and image focus the port community is attempting to portray. Typically, the “image” is the result of positioning strategies developed by cruise lines, local and regional authorities, tour operators and other stakeholders. Each community is positioned to differentiate itself from other port destinations.

Table 4.5-1 provides a summary of the positioning themes for Juneau, Ketchikan, Skagway, Sitka and Haines derived from discussions with key informants.

Table 4.5-1: Positioning Themes for Alaskan Cruise Ports

Destination	Positioning Themes	Theme Related Shore Excursions
Juneau	<ul style="list-style-type: none"> ▪ Capital of Alaska 	Deluxe Mendenhall Glacier and Juneau Highlights
	<ul style="list-style-type: none"> ▪ Glaciers 	Mendenhall Glacier Helicopter Tour Glacier Flightseeing Adventure Helicopter Glacier Discovery Helicopter Glacier Trek Glacier Panorama and Dog Sled Adventure
	<ul style="list-style-type: none"> ▪ Mining History 	Historic Juneau Gold Mine Tour Gold Panning and History Tour
	<ul style="list-style-type: none"> ▪ Nature / Wildlife 	Whale Watching and Wildlife Quest Mendenhall Glacier and Wildlife Quest
Ketchikan	<ul style="list-style-type: none"> ▪ Aboriginal Cultural Heritage 	Totem and Town Tour Saxman Native Village and Ketchikan City Tour Heritage Town and Country Tour
	<ul style="list-style-type: none"> ▪ Sportfishing 	Ketchikan Sportfishing Expedition Guided Alaskan Fishing and Wilderness Trek
	<ul style="list-style-type: none"> ▪ Arts / Cultural Centre (e.g. contemporary artists, First Nations artwork, galleries) 	Saxman Native Village and Ketchikan City Tour
Skagway	<ul style="list-style-type: none"> ▪ Gold Rush History 	Historical Skagway and Days of '98 Historical Tour and Liarsville Salmon Bake
Sitka	<ul style="list-style-type: none"> ▪ Russian Heritage 	Russian America History Tour Historic Russian America and Raptor Centre Tour
Haines	<ul style="list-style-type: none"> ▪ Bald Eagles 	Eagle Preserve Wildlife Quest by Jet Boat Eagle Preserve Scenic Float Adventure Valley of the Eagles Nature Tour

Issues of positioning and imaging do not directly fall within the scope of this work. However, the strategic marketing decisions concerning which activities and related resource images will be used to promote the North Coast region may affect the eventual mix and types of cruise ship excursions developed at various locations across the North Coast LRMP planning area.

4.6 Tour Participation Levels

While efforts to identify the spatial distribution of shore excursion activity across the Alaskan land base provides insights into the potential patterns that may occur within the North Coast planning area, identifying the expected levels of use for these areas is important for the creation of effective management plans. Juneau, Ketchikan and Skagway have developed as important cruise ports within the Alaskan cruise tourism industry over the past two decades and support a high volume of passengers on a yearly basis. However, initial passenger volumes within the North Coast are currently planned to represent only a fraction of the 700,000 passengers that visit these three Alaskan communities. Gradual growth is expected over the next decade.

Table 4.6-1 includes information about the excursion purchasing patterns of cruise passengers in Juneau for the 2001 cruising season. During that year, approximately 700,000 cruise passengers visited the region.

Table 4.6-1: Juneau Cruise Ship Passenger Tour Participation Levels (2001)

Tour Type	Tour Participation²³ (%)	Estimated Volume
Glacier Tour	33	231,000
Mt. Roberts Tramway	24	168,000
City Tours (Bus/Van)	16	112,000
Whale Watching Cruises	13	91,000
Helicopter Flightseeing	10	70,000
Salmon Bake	10	70,000
DIPAC Fish Hatchery	9	63,000
Glacier Gardens	3	21,000

Tour Type	Tour Participation²³ (%)	Estimated Volume
Fixed-Wing Flightseeing	3	21,000
Rafting	2	14,000
State Museum	2	14,000
Kayaking	2	14,000
City Museum	1	7,000
City Walking Tours	1	7,000
Dog Sledding	1	7,000
Gold Panning / Gold Mine Tour	1	7,000
Fly Fishing	1	7,000
Hiking Tours	1	7,000
Nature Walk	1	7,000
Charter Fishing (Salt water)	0	0
None	16	112,000
Other	8	56,000
Total	158	1,106,000

Source: McDowell, 2001²⁵

Although 700,000 cruise passengers were estimated to visit Juneau during the 2001 season, approximately 1.1 million individual excursions were purchased. This suggests that a significant portion of cruise visitors participated in more than one tour during their port of call in Juneau.

A survey was conducted of 2,100 Alaskan cruise visitors, nearly all of whom stopped in Ketchikan on their cruise vacation (McDowell, 2001). Table 4.6-2 provides an indication of the types of tours and volumes of visitors that purchased specific types of shore excursions during the 2001 season in Ketchikan. An estimated 665,000 passengers visited the region during that year.

Table 4.6-2: Ketchikan Cruise Ship Passenger Tour Participation Levels (2001)

Tour Type	% of Cruise Visitors Participating in Ketchikan Tours*	Estimated Volume
Native Village Tours / Experiences	14	93,000
City Tours	12	80,000
Flightseeing (Small Plane)	5	33,000
Museums / Exhibitions	2	13,000
Charter Fishing	2	13,000
Day Cruise	2	13,000
City Walking Tours	2	13,000
Canoeing	2	13,000
Nature Walk	2	13,000
Kayaking	1	7,000
Other Tours / Excursions	11	73,000
Total	55	364,000

***Read:** 14 percent of all Alaska cruise visitors participated in a Native village tour in Ketchikan

Source: McDowell, 2002²⁶

For both of these destinations, the port positioning themes discussed previously are reflected in the excursion purchasing patterns of cruise passengers. The themes for Juneau centre around glaciers, mining history, nature / wildlife observation and the city's role as the state capital. Table 4.6-1 indicates that glacier tours were the most popular excursion purchased by cruise passengers in 2001. Other popular forms of passenger excursions included whale watching and city tours. Such products involve stops at key historical, cultural, and government sites.

A similar situation is found in Ketchikan, where Aboriginal products and services are strongly promoted to cruise passengers. During the 2001 cruising season, an estimated 14% of all cruise passengers purchased excursion products featuring Native Village tours or experiences.

4.7 Summary

This section of the report provided a summary of the key trends in shore excursion development and delivery associated with Southeast Alaska's cruise tourism industry. The intent was to provide a snapshot of such activities in ports of call comparable to the situation in B.C.'s North Coast LRMP region. This information also provides a partial basis for forecasting potential cruise ship tourism land and resource use patterns in the North Coast LRMP region.

Chapter 5 - Land and Resource Use Patterns

This section of this study describes the spatial distribution of the shore excursions that were offered in and around Juneau, Ketchikan and Skagway. It identifies the areas that are used for cruise passenger activity, the distance of these activity sites from the port community, and where possible, the frequency of use for key areas. The information presented provides a framework and rationale for projecting potential land and resource patterns associated with cruise tourism development in B.C.'s North Coast LRMP region, based on Alaskan experiences. It is expected that many of the same vessels and passenger markets that currently utilize Juneau, Ketchikan and Skagway as ports of call will eventually visit Prince Rupert.

5.1 Introduction

Within and adjacent to Alaskan cruise ship destinations, specific physical, natural and cultural attributes are promoted for visitor use. While these ports of call are able to offer a number of scenic, cultural and historical opportunities within their urban zones, many of the excursions involve trips to mid- and backcountry areas²⁷. Key sites are located across the land and water base of such regions, with travel distances and tour lengths differing amongst the many excursion products.

While a number of Alaskan cruise ports have been able to generate significant economic gains from cruise ship tourism²⁸, a variety of issues have arisen in areas outside of the immediate ports of call. These issues are discussed in Section 7. They highlight the need for comprehensive land and resource management planning that can minimize overall levels of conflict between stakeholders, and mitigate the possibility of negative impacts on the resources of the region. The communities that were investigated for this work have had many years of involvement with the cruise tourism industry. They have all experienced both the positive and negative impacts on their social, physical and economic environments. Capitalizing on the experiences and lessons learned in these communities can significantly enhance the type of planning and management strategies developed for B.C.'s North Coast Land and Resource Management Plan.

5.2 Cruise Passenger Excursion Patterns Within Alaskan Case Study Regions

This section describes the overriding spatial distribution of cruise passenger shore excursion patterns in the Juneau, Ketchikan and Skagway regions of Alaska. Where available, information concerning total passenger volumes at specific sites is provided. In addition, reference is made to the logistical constraints that face operators offering specific types of shore excursions. Maps 1, 2 and 3 provide a visual summary of the spatial distribution of sites used for shore excursions in these three Alaskan port communities. Some sites are used for more than one tour offering. The maps indicate the spatial extent of locations utilized for tour offerings, they do not represent the frequency of use of a specific site, nor the volume of tour participants that access these regions.

Skagway provides an interesting example of the range of tours that a community can promote. While many tours leave directly from the community of Skagway, a number of tours transfer passengers from Skagway to Haines by catamaran, a distance of approximately 26 kilometres. In a sense, Haines serves as a second hub of activity, where a total of nine shore excursions are based.

5.2.1 Helicopter-Based Tours

Helicopter tours are especially popular with cruise ship passengers visiting Juneau and Skagway. A total of seven excursions currently offered by the major cruise lines in Juneau incorporate a helicopter component, while Skagway supports the delivery of four such tours. A summary of the helicopter-based excursions offered by the major cruise lines in these communities is provided in Table 5.2.1-1.

Table 5.2.1-1 Helicopter-Based Tours in Case Study Regions

Port	Tour	Tour Duration (Hours)	Logistics	Activity Level
Juneau	Mendenhall Glacier Helicopter Tour	2¼	<ul style="list-style-type: none"> ▪ 30 minutes total flight time ▪ 25 minute glacier walk 	<ul style="list-style-type: none"> ▪ Medium
Juneau	Glacier Panorama via Helicopter	2	<ul style="list-style-type: none"> ▪ 40 minute total flight time ▪ 20 minute glacier walk 	<ul style="list-style-type: none"> ▪ Medium ▪ Wheelchair accessible
Juneau	Pilot's Choice Helicopter Exploration	2¾	<ul style="list-style-type: none"> ▪ 50 minute total flight time ▪ 30 minutes on glaciers 	<ul style="list-style-type: none"> ▪ Medium
Juneau	Helicopter Glacier Discovery	2	<ul style="list-style-type: none"> ▪ 35 minutes total flight time ▪ 25 minutes on glacier 	<ul style="list-style-type: none"> ▪ Medium
Juneau	Helicopter Glacier Trek	4½	<ul style="list-style-type: none"> ▪ 30 minutes total flight time ▪ 2 hours on glacier 	<ul style="list-style-type: none"> ▪ High
Juneau	Extended Helicopter Glacier Trek	6½	<ul style="list-style-type: none"> ▪ 30 minutes total flight time ▪ 4 hours on glacier 	<ul style="list-style-type: none"> ▪ High
Juneau	Glacier Panorama & Dog Sled Adventure	3	<ul style="list-style-type: none"> ▪ 50 minutes total flight time ▪ 1 hour on glacier 	<ul style="list-style-type: none"> ▪ High
Skagway	Pilot's Choice Helicopter Odyssey	2	<ul style="list-style-type: none"> ▪ 50 minute total flight time ▪ 30 minutes on glaciers 	<ul style="list-style-type: none"> ▪ Medium
Skagway	Chilkoot Trail & Glacier Tour via Helicopter	1½	<ul style="list-style-type: none"> ▪ 30 minute total flight time ▪ 25 minutes on glacier 	<ul style="list-style-type: none"> ▪ Medium
Skagway	Dog Sledding & Glacier Flightseeing Tour	2	<ul style="list-style-type: none"> ▪ 30 minute total flight time ▪ 1 hour on glacier 	<ul style="list-style-type: none"> ▪ High
Skagway	Heli-Hike & Rail Adventure	5¼	<ul style="list-style-type: none"> ▪ Short flight time 	<ul style="list-style-type: none"> ▪ High

While the excursions range in length from 1.5 to 6.5 hours, the actual total flight times vary from 30 to 50 minutes. These flight times represent the “pad-to-pad time” or actual flight duration required to reach the destination site, and fly back to the initial point of embarkment.

A range of experiences is offered to cruise passengers on helicopter-based tours. They include pursuits ranging from basic flightseeing to dog sledding to glacier trekking. On these tours, visitors are able to explore the regions surrounding the ports of call with minimal inconvenience and within a relatively short time frame.

A sample product description for one helicopter-based tour in Juneau is as follows:

“Behold the majesty of the Juneau Icefield from the vantage point of an eagle. Your expert pilot flies over four unique glaciers in differing stages. See the cascading Hole-in-the-Wall Glacier, the advancing Taku Glacier, the retreating Norris Glacier and the one-of-a-kind floating Dead Branch Glacier.

When your helicopter touches down on the Norris Glacier, get out and explore the ancient landscape with your pilot as your guide. Peer down into a crevasse or watch for a glacial stream that suddenly emerges and then disappears beneath the icy surface. And, as you fly over the hills surrounding Juneau on your return trip, watch for bears, mountain goats and moose.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

The spatial distribution of sites used for helicopter flightseeing excursions in the Alaskan case study regions are presented in Maps 1, 2, and 3. Estimates of distances travelled for the helicopter-based tours in Juneau and Skagway are provided below in Table 5.2.1-2.

Table 5.2.1-2 One-way Travel Distances for Helicopter-Based Tours

Helicopter Activities			
Destination	Relevant Tours	Maximum Distance (km)	Mean Maximum (km)
Juneau	7	53	36
Ketchikan	0	N/A	N/A
Skagway	4	31	22
Independent Tour	1	58	N/A
Summary	12	58	34

Overall, the twelve helicopter tours examined in the Alaskan case study regions were estimated to occur within a maximum 58 kilometre radius of the cruise ship dock.

The spatial patterns of helicopter-based excursion tours discussed above are based on the products offered by the major cruise lines with one independent tour included. While independent tours do not represent the major proportion of available helicopter tours for cruise passengers in Juneau or Skagway, the spatial distribution of these offerings is especially critical for floatplane tour operations.

Estimated Volume

Helicopter-related tours are especially promoted to cruise passengers at the ports of Juneau and Skagway. During the 2001 cruising season, 10% of cruise passengers, or approximately 70,000 individuals participated in helicopter flightseeing activity in Juneau²⁹. While glacier flightseeing has been extremely popular over the past decade, innovative adventure tour products such as dog sledding and heli-hiking have been created as unique touring experiences.

The Juneau Ranger District (JRD) of the United States Forest Service (USFS) completed an Environmental Impact Statement concerning helicopter and floatplane activity within the JRD in 2000. It was designed to determine the level of flightseeing activity within

the ranger district that could adequately support commercial recreation activity, while appropriately minimizing the environmental and social impacts of such ventures. (A more detailed description of the report findings and recommendations is included in Section 7). The EIS provides useful information about the existing levels of helicopter activity and land use within the Juneau Ranger District. Table 5.2.1-3 presents a summary of the four helicopter operators within the Juneau Ranger District permitted to land on the JRD and their annual number of permitted landings. A more detailed description of their tours and the estimated frequencies for a range of such tours is provided in Appendix 5.

Table 5.2.1-3 Permitted Helicopter-Landings in the Juneau Ranger District (JRD) (2002-2006)

Company	Maximum Annual Number of Authorized Landings on the JRD	Estimated Maximum Annual Passenger Capacity (6 passengers per landing)	Primary Site	Sites Utilized	Notes
TEMSCO Helicopters Inc.	8800	52,800	<ul style="list-style-type: none"> ▪ Mendenhall Glacier (Approximately 23 kilometres from Juneau) ▪ A-Star helicopters 	<ul style="list-style-type: none"> ❖ Mendenhall, Herbert, Taku, Norris, Lemon, and Gilkey glaciers 	<ul style="list-style-type: none"> ❖ Assigned two sites on the Mendenhall Glacier for a temporary shelter with a portable toilet ❖ 13 helicopters in Juneau ❖ 7 helicopters in Skagway
Coastal Helicopters Inc.	1217	7302	<ul style="list-style-type: none"> ▪ Herbert Glacier (Approximately 23 km from Juneau) ▪ Landing tours associated with “walking on and experiencing the glacier environment, photography and weddings” 	<ul style="list-style-type: none"> ❖ Gilkey, Herbert, Lemon Creek, Norris, and Taku glaciers ❖ Some backcountry areas 	
Era Helicopters Inc.	7235	43,410	<ul style="list-style-type: none"> ▪ Norris Glacier (Approximately 22 kilometres from Juneau) ▪ A-Star helicopters 	<ul style="list-style-type: none"> ❖ Norris, Taku, Lemon Creek, Gilkey glaciers ❖ Some backcountry areas 	<ul style="list-style-type: none"> ❖ Era has one site assigned on the Norris Glacier where it is authorized to occupy up to 3 acres ❖ 8-10 temporary housing facilities for guides ❖ 180 sled dog houses and other structures
North Star Trekking LLC.	1787	10,722	<ul style="list-style-type: none"> ▪ Mendenhall Glacier (Approximately 23 kilometres from Juneau) ▪ Most landing tours are associated with tours that occur on the Mendenhall Glacier, but other sites are used when weather conditions dictate a change. 	<ul style="list-style-type: none"> ❖ Mendenhall, Lemon Creek, Taku, Norris and Gilkey glaciers ❖ Some backcountry areas 	<ul style="list-style-type: none"> ❖ Maintain a floorless expedition tent on the glacier surface for gearing passengers for trekking ❖ The tent is dismantled on a daily basis

Source: USFS Helicopter Landings on the Juneau Icefield, 2002-2006: Draft Environmental Impact Statement, July, 2001

5.2.2 Floatplane-Based Tours

Due to a limited level of road development, floatplanes have played a vital role in the economy and lifestyle of Southeast Alaska for decades. Their influence is also apparent with respect to cruise tourism, where floatplanes represent both a means of transport and an integral part of the remote wilderness experience that visitors are seeking. Floatplane tours are especially popular within the Alaskan cruise ports of Juneau, Ketchikan, and Skagway. At least 10 separate excursion tours offered by the major cruise lines utilize floatplanes in the three case study ports. These tours are summarized in Table 5.2.2-1:

Table 5.2.2-1: Floatplane-Based Tours Offered to Cruise Passengers in Alaskan Destinations

Destination	Tour	Duration (Hours)	Flight Time	Estimated Maximum One-Way Travel Distance (km)
Juneau	Taku Wilderness Lodge and Glacier Flightseeing	3½	❖ 1 hour total flight time	35
Juneau	Glacier Flightseeing Adventure	1¼	❖ 40 minutes total flight time	45
Juneau	Juneau Fly-In Fly Fishing	6½	❖ 30-40 minutes total flight time	56
Ketchikan	Magnificent Misty Fjords	2	❖ 90 minutes total flight time	73
Ketchikan	Misty Fjords Seaplane Exploration	2	❖ 65 minutes total flight time	60
Ketchikan	Neets Bay Bear Watch	3	❖ 1 hour total flight time	50
Ketchikan	Alaska Bear Adventure	3	❖ 45 minute total flight time	40
Ketchikan	Misty Fjords Wilderness Cruise and Flight	4	❖ N/A	60
Skagway	Weeping Trout Resort (Carnival)	7	❖ N/A	34
Skagway	Glacier Backcountry Flightseeing (HAL)	1¾	❖ 75 minutes total flight time	81

The following description typifies the character of floatplane tour products promoted in Alaska.

“Fly over cascading waterfalls and the lush green rain forest en route to the awe-inspiring glaciers of the Juneau Icefield. Soar over the deep crevasses and azure meltwater pools of the Norris, Taku, Hole-in-the-Wall and the East and West Twin glaciers. The trip is fully narrated and everyone enjoys a window seat, so rain or shine, bring your camera and plenty of film to capture magical memories.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

Table 5.2.2-1 summarizes the flight characteristics of floatplane excursions offered to cruise passengers by the major cruise lines in Juneau, Ketchikan and Skagway.

Table 5.2.2-1: Spatial Patterns (One-Way Travel Distance) for Floatplane Activities in the Case Study Regions

Floatplane Activities			
Destination	Relevant Tours	Maximum Distance (km)	Mean Maximum (km)
Juneau	3	56	45
Ketchikan	5	73	56
Skagway	2	81	58
Summary	10	81	53

While the ten floatplane-based tours range in duration from 1.25 to 7 hours, the total flight time vary from approximately 30 minutes to 90 minutes (to the site and return). These relatively short flying periods are attributable to several constraints including operating costs, capacity issues related to maximizing floatplane use, and the comfort and convenience requirements of passengers (e.g. relatively cramped seating arrangements and the need for washroom facilities not available on-board)³⁰. Other floatplane-based tour constraining factors are presented in Appendix 6.

While the majority of sites used for shore excursions offered by the major cruise lines in Alaska occur within a 60 kilometre radius of staging areas, two of the excursions identified occurred beyond this range. According to a floatplane tour operator in Juneau, total flight times for the entire excursion are normally limited to 45 minutes to 1 hour in duration due to flight costs and passenger considerations. A 40 to 48 kilometre radius from the staging area was identified for typical tours³¹, although a slightly farther mean distance was calculated (53 km). Overall, the maximum one-way distance travelled for the 10 floatplane-based tours offered by the major cruise lines was 81 kilometres from the cruise ship dock.

Estimated Volume

The 2001 Juneau Visitor Survey revealed that approximately 3% of all cruise passengers visiting Juneau participated in fixed-wing flightseeing activities. This represents approximately 21,000 passengers during the five-month cruising season. A similar study conducted in Ketchikan in 2001, found that 5% of cruise passengers, or approximately 33,000 individuals, purchased small plane flightseeing excursions.

The Draft Environmental Impact Statement (2001) completed by the Juneau USFS office suggested that approximately 25,000 individuals participate in fixed-wing flight-seeing tours to the Taku Inlet area on an annual basis. This region is located approximately 35 kilometres from Juneau's cruise port. Approximately 50% of these passengers elected to take a tour to visit a remote area in close proximity to the Taku Glacier. A total of 12,500 individuals were estimated to have visited the Taku Lodge during 2001.

Independent Tours and Related Implications

The preceding description considered the range of products offered by the six major cruise lines in the three Alaskan case study port communities. While the majority of passengers purchase tours offered by the cruise lines in Southeast Alaska, there are a number of independent tour operators that provide excursions to both cruise passengers and independent tourists. According to one operator, a small number of tours operate beyond the spatial range identified previously. A list of some of the independent tours in Alaska is provided in Table 5.2.2-2.

Table 5.2.2-2: Sample of Independent Floatplane-Based Tours

Destination	Excursion	Details	Estimated One-Way Travel Distance (km)	Duration (Hours)	Price (\$US)
Juneau	Pack Creek Bears	❖ 25 minute floatplane ride	47	8	\$495.00
Ketchikan	Misty Fjords and Glacier Tour	❖ Flight over Misty Fjords ❖ Trip to Hyder, AK ❖ Search for bears by air	112	2½	\$275.00
Ketchikan	Anan Creek	❖ Floatplane to Anan Creek	96	3	\$350.00
Ketchikan	Hyder/Bear Viewing	❖ Floatplane across MFNM to Hyder Observation Deck	112	5	\$575.00

The majority of tours offered to cruise passengers utilize sites within relatively close proximity to the port destination. However, some tours offered by independent operators travel significantly farther to access unique sites or view charismatic species. While the costs of pursuing such activities can be high, a limited number of cruise passengers purchase tours that allow them to access sites well beyond the port community (i.e. 112km).

5.2.3 Hiking Tours

A total of twelve tours incorporated hiking activity in their tour product offerings for cruise passengers in Juneau, Ketchikan and Skagway. For the purposes of this study, hiking included nature walks, glacier trekking, wilderness walking tours and more traditional forms of hiking activity. Table 5.2.3-1 provides a summary of the existing hiking tours associated with cruise tourism in the Alaskan communities.

Table 5.2.3-1: Sample Alaskan Cruise Passenger Hiking Tours

Destination	Tour	Duration (Hours)	Hiking Distance (km)	Estimated Maximum Distance from Port (km)
Juneau	Guide's Choice Adventure Hike	4½	5 to 10	14
Juneau	Rain Forest Wilderness Walk	3	3	9
Juneau	Tram and Trek	2	1	Located adjacent to the port area
Juneau	Helicopter Glacier Trek	4½	2 hours on the glacier	53
Juneau	Extended Helicopter Glacier Trek	6½	4 hours on the glacier	53
Ketchikan	Orca Beach Nature Walk	4	2	19
Ketchikan	Guided Alaskan Fishing and Wilderness Trek	8	30 minute hike	N/A
Skagway	Laughton Glacier Train and Trail Hike	9	13	15
Skagway	Sawtooth Mountain Nature Hike	5	9	10
Skagway	Chilkoot Trail of Gold Hiking	3	5	7
Skagway	Chilkoot Trail Hike and Float Adventure	4¼	3	7
Skagway	Heli-Hike and Rail Adventure	5¼	8	15

Most hiking tours offered to cruise passengers in Alaska were estimated to occur within 20 kilometres of the cruise ship docks. This may be due to the high quality resources in close proximity to the community, or the presence of existing trails. However, some hiking tours extend outwards beyond this radius due to their use of helicopters. For

instance, two glacier trekking experiences identified in Juneau use a helicopter service to move visitors to a glacier site.

A general description of the multiple features of such tours is exemplified in the following excerpt from a brochure provided to Alaskan cruise passengers.

“Your professional tour guide maintains a leisurely pace as you stroll along boardwalk trails that wind through stately stands of spruce and hemlock and lead to beautiful protected beaches. The trail breaks out of the forest to reveal majestic views of the distant peaks surrounding Glacier Bay. The rocky coastline, tide pools and quiet bays are home to shore birds and a wide variety of marine life.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

The primary sites for traditional hiking activity within Juneau occurred in close proximity (14 kilometres) to the cruise ship staging area. The maximum distance travelled for the two helicopter-based tours in Juneau and the heli-hiking excursion in Skagway was approximately 53 kilometres.

Hiking experiences designed for cruise passengers in Alaska were found to be limited in the distance they covered, and utilized trails that have been significantly improved. Over the past few years, some boardwalk trails in Juneau had been replaced by paths of compacted soil. This action has reduced the danger of visitor injuries. While a wide range of trails could have been selected for offering hiking experiences in Juneau, a source indicated that excursions require unique and high quality “attractions” along the route, such as views of glaciers or high quality beaches. These considerations could have implications for the siting of hiking products in the North Coast region if they are considered for development.

Estimated Volume

A 2001 study of visitors to Juneau estimated that approximately 1% of all cruise passengers (7,000 individuals) purchased hiking excursions during the 2001 season³². In Ketchikan, an estimated 2% or 13,300 individuals participated in “Nature Walk” tours in 2001³³. Various sources indicate that the number of such hikers is growing rapidly as cruise passengers seek more soft-adventure products³⁴.

An Alaskan tour operator suggested that there is an upper limit to the duration of such hiking excursions. While soft-adventure tours are becoming more popular, the operator stated that hiking is not the main draw for passengers visiting Juneau. Generally, passengers want to hike as well as visit a range of sites, and shop within the community. Hiking outings that exceed 4.5 hours in duration limit the ability of passengers to pursue multiple activities during port visits. Consequently, it is expected that longer hiking trips are unlikely to be developed in most Alaskan ports³⁵.

5.2.4 Fishing Tours

Southeast Alaska offers excellent opportunities for marine and fresh-water recreational angling. Juneau, Ketchikan and Skagway all offer sportfishing excursions to cruise passengers. Their fishing tour products range from saltwater charters to remote stream fishing. A total of seven fishing tours offered by the cruise lines were identified in these communities.

Table 5.2.4-1 Alaskan Cruise Passenger Fishing Excursions

Destination	Tour	Duration (Hours)	Fishing Time (Hours)
Juneau	Juneau Sportfishing Adventure	5	3 to 4
Juneau	Juneau Fly-In Fly Fishing	6½	3½
Juneau	Full Day Sportfishing	8	3 to 5
Ketchikan	Ketchikan Sportfishing Expedition	4 to 5	3 to 4

Destination	Tour	Duration (Hours)	Fishing Time (Hours)
Ketchikan	Guided Alaskan Fishing and Wilderness Trek	7½ to 8½	2
Skagway	Skagway Sportfishing	3½	N/A
Skagway	Chilkoot Lake Fresh Water Fishing	6	3¼

Of the seven tours identified, five of these excursions products occur in marine settings, one on a freshwater lake, and one in a tidal estuary. A sample product description for fishing tours in these regions is as follows:

“Experience the thrill of fishing in the “Salmon Capital of the World” aboard a comfortable, modern fishing vessel in the waters surrounding Ketchikan. Test your sportfishing skills in the calm, protected waters of the Inside Passage.”

Source: Princess 2002 Alaska Adventures Ashore

Fishing Tour Distribution

The seven fishing tour products listed in Table 5.2.4-1 provide an indication of the types of fishing experiences that cruise passengers can purchase in Alaskan ports of call. These products can be separated into four broad groups based upon the type of fishing that is conducted and the form of transportation utilized. However, due to changing nature of high quality fishing sites, the specific locations for fishing tours is unknown for some tours. Depending on the target species and the time of the year, shore excursions may use a range of sites.

Freshwater Fishing

Only two freshwater fishing tours were apparent within the three Alaskan communities. The Chilkoot Lake experience involves a catamaran cruise from Skagway to Haines (approximately 26 kilometres away) and a 20 minute bus ride northwest to Chilkoot

Lake. The Juneau Fly-in Fly Fishing floatplane excursion travels to a tidal estuary stream after a 15 to 20 minute floatplane flight. The estimated one-way distance travelled for the latter experience is approximately 56 kilometres from the cruise ship dock.

Saltwater Fishing

Saltwater fishing excursions can be separated into two groups. The first grouping includes angling as a component of a larger experience. An example of this type of excursion is the 7.5 to 8.5 hour Guided Alaskan Wilderness and Fishing Trek. This multi-dimensional tour involves a boat tour to a rainforest, opportunities for wildlife viewing, a beach lunch, photography, and approximately 2 hours of saltwater fishing.

The second type of saltwater fishing tours range in length from 3.5 to 8.0 hours. These excursions focus on saltwater fishing opportunities for cruise passengers. The limited duration for most of these tours means that a balance must be found between travel and fishing time³⁶. In Ketchikan, where considerable saltwater fishing occurs, most tours are limited to 5 hour trips, with maximum travel times of 20 to 30 minutes allotted to reach the fishing grounds³⁷. Sites used for fishing are rarely more than 32 kilometres from the port³⁸. Typically, these excursions attempt to provide about four hours of fishing time.

Despite this general pattern, there are some anomalies. For instance, Carnival Cruises Lines promotes a "Full-Day Halibut Sportfishing" tour. It involves travel times of 1 to 2 hours each way to the fishing grounds. Another saltwater fishing tour identified the use of a variety of sites, located 30 to 82 kilometres from the port. While the proportion of cruise passengers who purchase these extended products is relatively small, the spatial distribution of passengers across the resource base can be significant.

Estimated Volume

The market position of each port can influence the volume of cruise passengers that participate in fishing excursions. Under 0.5% of all cruise passengers participated in saltwater charter fishing in Juneau during the 2001 cruising season according to a 2001 cruise passenger survey³⁹. Approximately 1%, or 7,000 individuals purchased fly-fishing excursions in Juneau during the 2001 cruising season⁴⁰.

Ketchikan is promoted as a destination known for its First Nations cultural heritage and arts, and sportfishing. Here, an estimated 2% of cruise passengers, or roughly 13,300 individuals participated in charter fishing activities in 2001⁴¹. In that destination, saltwater fishing operations are especially well organized to accommodate the needs of the cruise ship passenger.

While some fishing tours may travel farther throughout the region, the most significant volume of fishing activity occurs within relatively close proximity of the port of call.

5.2.5 Marine Wildlife Viewing

Wilderness and wildlife tours provide the ability for cruise passengers to “experience Alaska”, and observe the scenic resources that the region offers. There are many tours available to cruise passengers in Juneau, Ketchikan and Skagway that incorporate such activity. A list of 15 of these excursions is included in Appendix 3. However, most of these tours involve wildlife viewing as a sub-component within the overall excursion experience (e.g. kayaking, rafting trips). They include elements related to: whale watching cruises, canoe trips, kayaking excursions, back-country jet boating, “wilderness safaris”, and rafting trips. A sample tour product description involving marine wildlife viewing is as follows:

“Against the backdrop of the majestic Chilkat Mountains and glaciers of the Juneau Icefield, your experienced captain guides you through the many islands and channels of Stephens Passage. An onboard naturalist explains the habits and habitat of the wildlife you may encounter, including humpback whales, Steller sea lions, harbor seals, Dall’s porpoises, bald eagles and Sitka blacktail deer. Killer whales, harbor porpoises and bears are also occasionally sighted.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

While the approximate location of areas used for marine-based wildlife viewing can be determined, a level of uncertainty is associated with such identifications due to the fluctuating patterns of wildlife behaviour. The identified spatial patterns are provided for marine-based wildlife viewing in Juneau, Ketchikan, and Skagway in Table 5.2.5-1.

Table 5.2.5-1: Spatial Patterns of Alaskan Cruise Passenger Marine Wildlife Viewing Tours

Destination	Relevant Tours	Maximum One-Way Travel Distance (km)	Mean Maximum (km)
Juneau	5	30	22
Ketchikan	5	28	18
Skagway	5	42	29
Summary			
Cruise Line Tours	15	42	24
Independent Tours	2	86	84

Unlike a large proportion of other tours offered to cruise passengers, fixed route patterns are difficult to establish due to the unpredictable behaviour of these animals⁴². However, a Juneau operator suggested that the typical boat-based wildlife viewing tours occur within a 20-mile (32 km) radius of the launching point. (In Juneau, the staging area for most wildlife watching tours is Auke Bay, approximately 16 km from the cruise passenger dock). This limited travel range may exist due to the high quality marine wildlife species in close proximity to the community, and the desire of cruise passengers to experience a range of tours in a destination.

While the majority of these tours do not extend beyond a 40-kilometre radius from the passenger staging area, some independent tours do travel greater distance for wildlife viewing and sightseeing activities. For example, the first of the two independent tours identified in Table 5.2.5-1 (i.e. Tracy Arm Glacier Cruise) lasts 8 hours and travels an

estimated one-way distance of 86 kilometres from Juneau. The second tour (i.e. Icy Strait Whale Watch) lasts 12 hours and travels an estimated one-way maximum distance of 81 kilometres.

Estimated Volume

Several cruise passenger excursions in Southeast Alaska provide opportunities to view wildlife in marine settings. On tours where boat travel is required, or where kayaks and canoes are utilized, there is often an opportunity to see whales, sea otters, or eagles. However, some tours are specifically wildlife viewing focussed. Of particular importance in this regard are whale watching excursions. An estimated 13% of all cruise passengers to Juneau, or approximately 91,000 individuals purchased whale-watching cruises during the 2001 cruising season.

Four major whale watching tour operations exist in Juneau⁴³. These businesses have up to 6 vessels that conduct 2 to 3 tours daily. The area's sportfishing fleet also takes cruise passengers and other visitors to view whales. Depending upon daily demand, between 20 and 60 of these vessels conduct whale watching activity⁴⁴. According to one key informant, most tour operators conduct activities within a 32 kilometres radius of Juneau. While this is the normal pattern of distribution, some more adventurous tours carry passengers significantly further as noted above.

5.2.6 Terrestrial Wildlife Viewing

The majority of wildlife viewing activities offered to cruise passengers adjacent to the Alaskan communities of Juneau, Ketchikan and Skagway are focussed on the marine environment. However, some tours do offer visitors the opportunity to view black and brown bears in their terrestrial habitats. Many of these excursions transport visitors by floatplane and/or boat to reach key use areas. Table 5.2.6-1 lists land-based wildlife tour products offered by the cruise lines and independent operators in these communities.

Table 5.2.6-1: Alaskan Cruise Passenger Terrestrial Wildlife Viewing Tours

Destination	Tour	Duration (Hours)	Estimated One-Way Travel Distance From Port (km)
Cruise Line Tours			
Ketchikan	Neets Bay Bear Watch	3	50
Ketchikan	Alaska Bear Watch	3	40
Skagway / Haines	Valley of the Eagles Nature Tour	6¼	26
Independent Tours			
Ketchikan	Anan Creek Bear Watch	3	96
Ketchikan	Misty Fjords / Hyder Observation Deck Tour	5	112

Spatial Distribution

Four of the five tours described in Table 5.2.6-1 use floatplanes as the primary means of transport for cruise passengers to access viewing sites. The remaining tour uses a combination of boats and buses to reach eagle viewing locations. While the tours offered by the major cruise lines occur within a maximum range of approximately 50 kilometres, two independent tour operators travel significantly farther (e.g. 112 kilometres).

5.2.7 Kayaking

Kayaking has become an increasingly popular activity for cruise ship passengers visiting Alaskan destinations⁴⁵. The current kayaking products offered by the major cruise lines in Juneau, Ketchikan and Skagway are provided in Table 5.2.7-1:

Table 5.2.7-1: Alaskan Cruise Passenger Kayaking Tours Offered by Major Cruise Lines

Destination	Tour	Duration (Hours)	Maximum Distance from the Cruise Port (km)
Juneau	Glacier View Sea Kayaking	3½	16
Ketchikan	Pennock Island Kayaking	2½	2
Ketchikan	Tatoosh Islands Kayak Adventure	4	24
Skagway/Haines	Wilderness Kayak Experience	6	26
Skagway	Kayak Adventure and Scenic Railway	4	30

A sample description for such tours is as follows:

“Leave bustling Ketchikan harbor behind as you are whisked away in a motorized, inflatable boat to peaceful Pennock Island. Your guides greet you as you land at the beach and lead you through a basic kayaking instruction and safety class. Once outfitted and situated in your stable, two-seat kayak, you'll glide peacefully along the protected shoreline. Observe intertidal life while you look and listen for the sounds of eagles, ravens and jumping salmon.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

The products listed in Table 5.2.7-1 provide an indication of the diversity of kayaking tour products that cruise passengers can purchase. The primary use areas for these tours occur from 2 to 30 kilometres away from the port area. However, tour participants do not necessarily kayak the entire distance within this range. For example, participants in the Juneau-based Glacier View Sea Kayaking excursion travel by bus to the vicinity of Auke

Bay, approximately 16 kilometres from the cruise ship dock. From this location passengers set off on their kayaking adventure. A similar process occurs with the Tatoosh Islands Kayak Adventure in Ketchikan. There, passengers are bussed to a staging area and then transferred by inflatable raft to the Tatoosh Islands where they begin kayaking. A Skagway tour utilizes the White Pass and Yukon Railroad to transport passengers to a glacier lake, where visitors paddle for 50 to 60 minutes.

In these cases and others, the furthest site that is utilized by any of the kayak excursions is located approximately 30 kilometres from the port area. The mean maximum one-way distance travelled for all of the kayak tours is approximately 20 kilometres from the cruise ship docks.

Estimated Volume

Approximately 2% of the cruise passengers that travelled to Juneau in 2001 participated in a kayak excursion while in the destination⁴⁶. This represented an approximate flow of 14,000 passengers during the 2001 cruising season. In Ketchikan, approximately 1% of cruise passengers, or roughly 6600 individuals, purchased kayaking tours in 2001⁴⁷. Kayaking tours typically include 10 participants, with 8 to 10 groups per day pursuing their activities at key sites⁴⁸.

5.2.8 Rafting and Canoeing Activity

The increasing popularity of soft-adventure products amongst cruise passengers is demonstrated through the range of non-motorized excursions such as rafting and canoeing that occur on Alaskan waters. In addition to the kayaking tours discussed previously, seven other water-based activities are available to cruise line passenger through the major cruise lines. Table 5.2.8-1 provides a summary of these tour products.

Table 5.2.8-1: Alaskan Rafting and Canoeing-Based Activities Offered By Major Cruise Lines

Destination	Tour	Duration (Hours)	Maximum One-Way Travel Distance (km)
Canoe Excursions			
Juneau	Mendenhall Lake Canoe Adventure	4	15
Ketchikan	Back Country Jeep and Canoe Safari	4	15
Ketchikan	Rain Forest Canoe Adventure	3½	N/A
Skagway	Glacier Point Wilderness Safari	5½	42
Raft / Float Adventures			
Juneau	Mendenhall Glacier Float Trip	3½ to 4	15
Skagway	Chilkoot Trail Hike and Float Adventure	4¼	7
Skagway	Eagle Preserve Scenic Float Adventure	6½	26

A sample description of an Alaskan rafting trip offered to cruise passengers is as follows:

“...retrace the footsteps of the gold-hungry stampeders who forged this route one hundred years ago. Hike the first two scenic miles (3.2km) of the Chilkoot before arriving at the shore of the spectacular Taiya River, where your 18-foot raft awaits for the leisurely float back to Dyea. During this 40-minute trip you gain a sense of what the early settlers might have experienced.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

The maximum distance travelled for rafting and canoeing excursion tours for cruise passengers in Alaska was 42 kilometres. The mean maximum distance travelled for the seven tours examined was 20 kilometres.

Several of these water-based excursions involve multiple activities. Typically they entail a primary pursuit (e.g. canoeing or rafting), combined with additional activities (e.g. hiking, sailing, wildlife viewing). The tour products differ widely in the areas that they frequent, depending on the type of transportation used to access the region. The most frequent tours involve bus trips to the activity sites where canoes or rafts are launched.

Estimated Volume

Approximately 14,000, or 2% of all cruise passengers were estimated to have participated in *rafting* activities while in Juneau in 2001⁴⁹. A similar proportion, 2% or approximately 13,300 individuals participated in a *canoeing* adventure while in Ketchikan during the same cruising season.⁵⁰

5.2.9 Rail-Based Excursions

One of the major cruise passenger attractions emanating from Skagway is the White Pass and Yukon Railroad (WPYR). A variety of narrow-gauge railway excursions extend from Skagway, Alaska using this railway as a form of transportation and as a segment of a historic tour. An estimated 40% of all cruise passengers visiting Skagway purchase some form of rail adventure⁵¹. The four rail excursions offered by the major cruise lines are listed in Table 5.2.9-1:

Table 5.2.9-1: Skagway Cruise Passenger Railway Excursions

Destination	Tour	Duration (Hours)
Skagway	Yukon Expedition and White Pass Scenic Railway	8
Skagway	White Pass Scenic Railway	3 to 3½
Skagway	Heli-Hike and Rail Adventure	5¼
Skagway	Kayak Adventure and Scenic Railway	4

Spatial Distribution

While the White Pass and Yukon Railway extends from Skagway to Whitehorse, only the section from Skagway to Lake Bennett, B.C. is maintained to a level suitable for passenger use⁵². The four tours using the railway are estimated to travel distances ranging from 15 to 94 kilometres from the cruise dock. In three of these four tours, the rail experience forms only one component of the overall excursion experience. A brief description of existing shore excursion products demonstrates the innovative offerings that have been developed around the rail travel component.

White Pass Scenic Railway: This tour lasts between 3 and 3.5 hours. Passengers board the train in Skagway and travel to the summit of White Pass. The tour travels a one-way distance of approximately 30 kilometres. Passengers do not disembark from the train.

Yukon Expedition and White Pass Scenic Railway: Passengers board a bus in Skagway and travel along the White Pass Trail of '98. Participants travel through the White Pass, and continue to Carcross, Yukon Territory. This trip involves travelling a one-way distance of 94 kilometres from Skagway. After lunch in Carcross, passengers are transported to the rail station for a trip back to the cruise ship port aboard the White Pass and Yukon Railroad.

Heli-Hike and Rail Adventure: The final rail tour involves the transport of passengers from Skagway to Glacier Station (approximate 15 kilometres from Skagway) by helicopter. There they participate in an 8-kilometre hike. After the hike, participants board the WPYR railroad to be transported back to Skagway.

Kayak Adventure and Scenic Railway: Tour participants take the White Pass and Yukon Railroad to the summit of White Pass. Passengers disembark at Bernard Lake, and kayak for approximately 50 to 60 minutes. After the kayaking tour, tour participants return to Skagway via bus. The one-way distance travelled is approximately 30 kilometres from the port area.

5.2.10 Destination Lodges

Lodges serve as destinations and transfer points for many cruise passengers visiting Alaska. Typically, they provide a range of activity options. The destination lodge products used by cruise passengers in visiting Juneau, Ketchikan and Skagway are listed in Table 5.2.10-1.

Table 5.2.10-1: Alaskan Cruise Passenger Destination Lodge Excursions

Destination	Tour	Transportation	Duration (Hours)	Lodge Distance From Port (km)
Juneau	Orca Point Lodge and Sightseeing Cruise	Catamaran	5½ (3 hour cruise)	19
Juneau	Taku Wilderness Lodge and Glacier Flightseeing	Floatplane	3½	35
Ketchikan	Back Country Jet Boat Excursion	Jet Boat	3½	19
Skagway	Weeping Trout Resort	Floatplane / Hike / Boat	7	34

In each of these cases, the lodge is either a complementary support component to the overall tour experience, or serves as the primary site of interest for visitors.

A sample tour description of these destination lodge products follows:

“Fly in a nostalgic floatplane over five breathtaking glaciers to an authentic wilderness lodge for a King salmon feast—often named the best tour in Alaska. Depart on a narrated flight where all guests enjoy a window seat. An unrestricted view of lush forests, waterfalls, snow-capped mountains and mighty glaciers unfolds beneath the wings.”

Source: Princess 2002 Alaska Adventures Ashore

Spatial Distribution

Table 5.2.10-1 presents the estimated distances from the port staging area to each of the destination lodges identified. The four sites are located at a mean maximum distance of 27 kilometres from the port destination. The maximum one-way distance travelled to any of these sites is 35 kilometres.

Estimated Volume

While comprehensive estimates of the number of cruise passengers visiting each of the four destination lodges were not available for this report, pertinent information was available concerning the Taku Wilderness Lodge.

The USFS estimates that on a yearly basis, 12,500 people visit the Taku Lodge and use the amenities that the lodge provides. A large percentage of this overall visitor volume is comprised of cruise passengers. For instance, one operator who brings cruise passengers to the site stated that during peak portions of the season, 250 tour participants visit the lodge on a daily basis⁵³. The flight time to the Taku Lodge on this tour is approximately 30 minutes by floatplane.

5.2.11 Mountain Biking / Cycling Tours

A diverse range of bicycle excursions is currently offered to cruise passengers in Juneau, Ketchikan and Skagway. From tours along paved seaside highways to mountain biking along dirt roads and trails, a growing number of participants are experiencing Alaska by bicycle. While many of these excursions may not be considered challenging for the dedicated mountain biking enthusiast, they do match the preferences of many cruise passengers.

Table 5.2.11-1 outlines bicycling tour products offered by the major cruise lines to passengers visiting Juneau, Ketchikan and Skagway.

Table 5.2.11-1: Alaskan Cruise Passenger Mountain Biking / Cycling Tours

Destination	Tour	Duration	Biking Distance (km)	Estimated Distance From Port (km)
Juneau	Bike and Brew Tour	4½	18	15
Ketchikan	George Inlet Mountain Bike Tour	3	8 to 13	8
Skagway	Klondike Bicycle Tour	2½	24	30
Skagway	Dyea Bicycle Adventure	2½	10	7
Skagway	White Pass / Bicycle Tour	4	24	30
Skagway/ Haines	Chilkat Bicycle Adventure	1½	10	25
Skagway/ Haines	Glory Hole Mountain Biking	4¼	18	20

A sample product description of one of the tours for cruise passengers follows:

“Peddle along gentle, rolling, oceanside dirt roads that promise awe-inspiring views of the open sea, islands and inlets of the Inside Passage. Along the way your guides keep watch for eagles and explain the local geography and history. You also enjoy a fish hatchery tour, where you learn about the life cycle of one of southeast Alaska’s most important resources. This self-paced tour is a great opportunity for the whole family.

Source: Norwegian Cruise Lines Shore Excursions Planning Guide

Spatial Distribution

The mean maximum one-way distance travelled for biking activity in Alaskan cruise passenger biking excursions was 19 kilometres. The maximum one-way distance travelled for any of these tours was 30 kilometres from the port of call.

5.2.12 Other Land-Based Tours

Juneau, Ketchikan and Skagway offer a wide range of land-based excursions to cruise ship visitors. Tours of First Nations villages, nature walks in local rainforests, and scenic rail journeys comprise a few of the many excursions available on-shore. As an approximation of the significance of land-based tours, 35 of the 79 tours offered by Princess Cruises use the existing road networks cruise passenger tours.

Spatial Distribution

Road access to communities in Southeast Alaska is limited. The communities of Juneau and Ketchikan are not connected to the state’s primary road network. Conversely, Skagway has road access to both the Alaskan and British Columbian highway networks. As a result, it has the ability to offer land-based tours at greater distances from the cruise port.

A summary description of the distance travelled by land-based excursions in these communities is provided in Table 5.2.12-1.

Table 5.2.12-1: Alaskan Cruise Passenger Land-Based Excursion One-Way Travel Distances

Land-Based Tours		
Destination	Maximum Distance (km)	Mean Maximum (km)
Juneau	15	8
Ketchikan	19	10
Skagway	159	45
Summary	159	25

The land-based tours offered in Juneau do not range further than 15 kilometres from the passenger staging area. A similar trend is observed in Ketchikan, where an upper limit of approximately 19 kilometres is apparent.

In the case of Skagway, the majority of tours use sites within a 25 kilometre road radius of the city. However, because of its extended road network, a small number of tours travel greater distances. These tours include visits to Carcross (approximately 94 kilometres from Skagway), and a less frequented tour to Whitehorse, approximately 159 kilometres from Skagway.

5.3 Summary

The cruise ports of Juneau, Ketchikan and Skagway play key roles in the Alaskan cruise ship industry. As the volume of passengers visiting each of these ports has expanded over the past two decades, the variety of shore excursions has increased. Over the past ten years, new and innovative tours have been developed, in addition to the refinement of existing shore excursions.

The previous sections presented a summary of the spatial trends of cruise passenger activity within these three Alaskan cruise ports. Twelve major tour types were identified, yet many tours offered to cruise passengers in Alaskan ports are multi-modal, incorporating a range of activities and types of transportation in one tour. Table 5.5 provides an overall summary of the spatial spread of the typical travel distances for cruise passenger excursions in the three case study communities.

5.4 Key Considerations

A summary of the key findings in Section 5 follows:

- **Tour duration and travel distances:** Most of the shore excursions in Juneau, Ketchikan and Skagway are limited to 4 or less hours in duration due to logistical and passenger considerations. However, a small number of tours do exceed 4 hours in length and focus on visiting particularly charismatic sites and backcountry regions well removed from the ports.
- **Land and resource use.** Many shore excursion activities are focussed in areas which contain high quality natural, cultural and physical resources. Maintaining the environmental and cultural integrity of these resources is essential to ensuring the ongoing sustainability of these tour operations.

- **Multiple activities during a single shore excursion.** Shore excursions are often multi-faceted in character. A growing number of excursions involve the use of multi-modal transportation methods (e.g. rail excursions with kayaking).
- **Diversity of excursion products.** Juneau, Ketchikan and Skagway have all expanded their range of shore excursions to suite the interests and preferred spending behaviours of new cruise passenger markets.
- **The “Alaskan Experience”.** Most cruise passengers in Alaska are seeking the “Alaskan experience”. It is comprised of shore excursions that access high quality resources, provide cultural and historical interpretations of the region, and include opportunities to view wildlife.

Table 5.5: Spatial Patterns of Alaskan Cruise Passenger Shore Excursions

Activity	Number of Tours Examined	Maximum One-Way Travel Distance (km)	Mean Maximum One-Way Travel Distance (km)	25% Extended Zone (km)
Helicopter-Based Excursions	12	58	34	73
Floatplane-Based Excursions (Cruise Lines)	10	81	53	101
Floatplane-Based Excursions (Independent Tours)	4	112	92	140
Hiking Tours	12	53	19	67
Marine Wildlife Viewing Tours (Cruise Lines)	15	42	24	52
Marine Wildlife Viewing Tours (Independent Tours)	2	86	84	108
Terrestrial Wildlife Viewing Tours (Cruise Line)	3	50	39	62
Terrestrial Wildlife Viewing Tours (Independent Tours)	2	112	104	140
Kayaking Tours	5	30	20	38
Rafting and Canoeing Tours	7	42	20	52
Rail Tours	4	30	26	38
Destination Lodge Tours	4	35	27	43
Mountain Biking Tours	7	30	19	38
Land-Based Tours	35	159	25	199

Chapter 6 - Potential Spatial Distribution Patterns In the North Coast Region

Information concerning shore excursions offered to cruise passengers in Alaskan ports of call provides an indication of typical land and resource use patterns associated with cruise passenger activity in mid and back-country areas. While not all of the information is directly transferable to the circumstances in the North Coast LRMP region, the overriding patterns provide an introduction to the dynamics of cruise passenger activity on regional land and water bases.

In 2000, the Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District (NCTOS, 2000) was completed. Eleven tourism products were identified as possessing the greatest potential for tourism development based on a combination of natural resource, market potential and local development capability⁵⁴. Ocean kayaking, land-based wildlife/natural history, marine-based wildlife/natural history, destination resort lodges, heritage/culture, hiking, air touring, mountain biking, hut-to-hut activity, marine cruising (pocket cruises), and ski touring were selected from an initial list of over 50 products. Capability maps identified areas that were physically capable of supporting these specific types of tourism activity⁵⁵. The maps identified the relative capability of geographical areas based upon the presence of a series of key resource requirements cited as being important for each tourism product. Through a series of Geographic Information System (GIS) overlay functions completed for the NCTOS report, areas across the North Coast Forest District were identified as possessing very high, high, moderate or modest physical capability for each of 11 different tourism products. The most promising North Coast resource areas for development were highlighted in the text of the NCTOS report.

The North Coast Tourism Opportunities: Suitability and Tourism Use Mapping (2001) report refined the 2000 Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District by incorporating the input of existing tour operators concerning the suitability of many of these areas for tourism use and through the consideration of key constraints. This process allowed the identification of areas with recreation values suitable to supporting specific forms of tourism activity.

While a wide range of products could be developed within the North Coast to support both cruise and non-cruise tourism, the North Coast LRMP Current Conditions Report suggests that key products could be centred on the coastal marine environment and cultural heritage values⁵⁶.

The potential spatial patterns for cruise passenger activities within the North Coast are presented in the following section. These patterns are based upon a combination of spatial trends for specific activities in the Alaskan cruise ports of Juneau, Ketchikan and Skagway, and tourism inventory data contained in the NCTOS Capability (2000) and Suitability Reports (2001). This section does not attempt to locate the specific sites where activity will occur, nor does it suggest the types of activity that should be developed within the North Coast region. The purpose of this discussion is to identify the high capability and suitability areas within the North Coast LRMP area for specific activities that occur within typical travel ranges of cruise passenger excursions evident in Southeast Alaska. Such information may help the North Coast LRMP Table members identify areas with specific land and resource values that may be developed for cruise tourism.

Areas outside of the NCLRMP planning area such as the Queen Charlotte Islands and inland communities such as Terrace and Kitimat are not specifically addressed, although cruise related activity may occur in these area. The management strategies in Section 7 are widely applicable, and may have relevance for other regions should cruise tourism activity be developed in those areas.

6.1 Summary

Table 6.1 summarizes the potential mid and back-country areas for cruise passenger activity within the North Coast LRMP Region based upon Alaskan travel trends. These areas have been previously identified as possessing high tourism capability and high and moderate suitability for specific forms of tourism activity. The areas occurring within the typical travel ranges for cruise passenger excursions in Alaskan ports of call are presented in Table 6.1. Figure 1.1 identifies the location of the 17 resource areas used in this study. A description of each area is included in Appendix 4.

Table 6.1: Potential North Coast Cruise Passenger Activity Areas

Activity	Potential Resource Areas (High Capability)	Potential Resource Areas (High and Moderate Suitability)	Map
Helicopter-Based Excursions	A, D, E, F, G, P, Q	See Section 6.2	4
Floatplane-Based Excursions (Cruise Lines)	A, B, D, E, F, G, P, Q	See Section 6.3	5
Floatplane-Based Excursions (Independent Tours)	A, B, D, E, F, G, K, L, Q, P	See Section 6.3	5
Hiking Tours	C, D, G H, O, P (Long-term potential)	N/A	6
Marine Wildlife Viewing Tours (Cruise Lines)	C, D, E, G	See Section 6.5	7
Marine Wildlife Viewing Tours (Independent Tours)	C, D, E, G	See Section 6.5	7
Terrestrial Wildlife Viewing Tours (Cruise Line)	D, E, F, H, P, Q	See Section 6.6	8
Terrestrial Wildlife Viewing Tours (Independent Tours)	B, D, E, F, H, K, L, P, Q	See Section 6.6	8
Kayaking Tours	C, D, G	C, D, E, F, G	9
Destination Lodge Tours	C, D, E, G	See Section 6.10	10
Mountain Biking Tours	D, G	N/A	11

6.2.1 Potential North Coast Region Helicopter Excursion Patterns

While there are many natural features suitable for helicopter tours in mid- and backcountry areas in Alaska, the majority of these are not utilized due to logistical limitations associated with most cruise passenger excursions⁵⁷. Some of these limitations include the increasing costs of helicopter operations as travel distance and flight times are expanded; the need for tour operators to maximize the number of tours offered during relatively limited port of call durations; and the diverse needs and desires of cruise passengers. A compilation of other logistical considerations is provided in Appendix 6. Many of these considerations could be relevant for helicopter-based shore excursions developed within the North Coast region.

The North Coast encompasses many areas that possess high quality natural features suited to air touring. According to the 2001 NCTOS tourism suitability report, “the rugged coastline, dramatic peaks of the coastal mountains, the steep fjords, the scattered lakes, rivers and overall scenery provide a tour with a variety of scenic experiences and air access points of interest.”

The NCTOS (2000) identified 10 regions that are capable of supporting air touring products within the North Coast region. The 8 top-ranked resource areas for air touring (NCTOS, 2000) include: Portland Canal (A), Observatory Inlet (B), Prince Rupert, Metlakatla, Port Simpson (D), North Work Channel/Khutzeymateen (E), South Work Channel/Quottoon (F), Porcher Island Group (G), Ecstall River/Skeena River (P), and the Nass and Outer Areas (Q). While any of these areas has the potential to support future air touring products, some areas have a higher likelihood of being used than others due to their closer proximity to the Prince Rupert staging area. The resource units that fall within typical Alaskan helicopter tour travel ranges are identified in Table 6.1.

The NCTOS (2001) suitability assessment indicated that air- based circle tours are best conducted within a 60 kilometre radius of the point of departure. These circle tours allow tourists the opportunity to view surrounding landscapes (e.g. rugged coastline, lakes, or the coastal mountains) while experiencing flying. Circle tours are excursions that depart and return to the same location. Within a 60 kilometre radius of the port of Prince Rupert, regions of high suitability (NCTOS, 2001) for circle tours include:

- ❖ Portions of the Inside Passage
- ❖ Nass River
- ❖ Glaciers of Mount Finlay
- ❖ Porcher, Dundas, Melville and Stephens Islands
- ❖ Outlets of Nass and Ecstall Rivers

Map 4 displays the regions identified as possessing high capability and high and moderate suitability for air touring within typical Alaskan travel ranges.

With increasing distance from the point of departure, helicopter flightseeing tours and excursions rapidly become expensive. While cruise passengers do purchase high priced helicopter excursions in Alaska, the highest volume of passengers visit regions within close proximity to the cruise port. Similar trends may be observed within the North

Coast region if helicopter excursions are developed. A high concentration of helicopter-based tours could be expected to operate within close proximity to Prince Rupert, with a smaller proportion visiting far-ranging areas. Helicopter operators may opt to link various tourism products together as part of a multi-modal experience (e.g. helicopter transportation to a hiking area).

6.2.2 Potential North Coast Floatplane Excursion Patterns

Based on Alaskan experiences, the largest concentration of floatplane tours within the North Coast could be expected to occur within a 60 kilometre radius of Prince Rupert. However, if floatplane tours are developed, some cruise passengers may be willing to pursue more exclusive and costly excursions that travel greater distances from the port to view particularly “charismatic” wildlife species or unique cultural or heritage sites in the region.

Resource areas A, B, D, E, F, G, P, and Q or portions of these areas possess high capability sites for air touring according to the NCTOS 2000. These sites are located within the typical travel ranges for floatplane-based tours offered by the major cruise lines. However, all resource areas within the North Coast LRMP region are located within the typical travel ranges of fixed-wing excursions offered by independent tour operators in Alaska. In addition, areas including the Queen Charlotte Islands and regions to the east (Terrace and Kitimat) fall within this range. Tour operators may opt to link various tour products together (e.g. bear viewing with flightseeing) and / or offer tours based on flightseeing.

Map 5 identifies the regions identified in the NCTOS (2000 and 2001) as possessing particularly high capability and suitability for flight seeing tours. These sites all occur within typical Alaskan travel ranges for floatplane excursion activity.

6.3 Potential North Coast Region Hiking Patterns

If hiking tour products are developed for cruise passengers within the North Coast region, a range of sites may be utilized. The levels of use associated with such sites will depend on the type of hiking experiences that are promoted and the forms of transportation used to access these areas (e.g. bus, boat, helicopter, floatplane etc.)

The top ranked areas for hiking capability (NCTOS, 2000) within the North Coast region that are located within travel ranges for hiking tours in Alaska are shown in Table 6.3-1.

Table 6.3-1: Top Ranked Cruise Passenger Hiking Areas in North Coast LRMP Region

Unit	Name	Associated Community
C	Dundas Island Group (Zayas and Dundas Island)	Port Simpson, Metlakatla
D	Prince Rupert/Metlakatla/Port Simpson	Prince Rupert, Metlakatla Port Simpson
G	Porcher Island Group (Porcher and Stephens Islands)	Kitkatla, Oona River
Long Term/Linkages		
H	Greenville Channel	Kitkatla/Oona to Hartley Bay
O	McCauley/NW Pitt Islands	Kitkatla
P	Ecstall River / Skeena River	Prince Rupert/Hartley Bay

Units C, D, and G are identified as being especially appropriate for hiking activity due to “their proximity to communities, cultural/historical associations and high value features such as beaches, coupled with an on-ground feeling of remoteness”⁵⁸. Units H and P also occur within the projected hiking zone. They are noted for their remoteness and potential links to other products such as kayaking. Unit O contains a potential ridge hiking route, yet currently does not have any hiking trails. Map 6 identifies these areas.

The Prince Rupert-Terrace corridor along the Skeena River may also provide access to other high potential hiking areas. Hiking activity may be developed along this corridor due to its relative ease of access by road and potentially rail from either Prince Rupert or Terrace.

A range of specific regions and sites were especially noted for their hiking development potential (NCTOS, 2000). However, these sites may or may not be developed

solely for the purposes of cruise ship passenger activity. The high capability short-hike areas include:

- ❖ West shores and beaches of Digby Island
- ❖ Between Oona River and the outer coast on Porcher Island
- ❖ Hikes in and around all communities
- ❖ Smaller islands such as the lighthouse at Lucy Island

Potential areas capable of being used for longer trails include:

- ❖ Trails along the shoreline linking Port Simpson and Metlakatla
- ❖ Routes on the peninsula on the west side of Porcher Island for beach to beach hiking

6.4 Potential North Coast Region Fishing Patterns

The NCTOS (2000) identified over 50 saltwater sports fishing charter vessels using the North Coast region as their primary fishing area. Fishing excursions similar to those in Juneau, Ketchikan and Skagway may be developed to offer excursion experiences to future cruise passengers. In addition, opportunities to create combination packages involving floatplane tours and fishing/wildlife excursions may be possible. Depending upon the arrival time of ships in Prince Rupert, and the expected length of the port of call, the range of products offered in the North Coast region may vary. A list of some of the logistical requirements identified for sportfishing operations catering to cruise passengers is presented in Appendix 6.

The NCTOS Suitability report (2001) assessed numerous sites for their destination lodge and related saltwater fishing development potential. Areas of high suitability that occur within typical Alaskan fishing excursion travel ranges include: Douglas Channel and vicinity, North Dundas/Work Channel, and Chatham Sound.

The North Coast LRMP region also has the capability to offer cruise excursions related to freshwater fishing. Selecting the precise location where such activity will occur is dependent on the specific needs of the market and resource considerations. As witnessed

in Alaskan destinations, freshwater fishing sites may be accessed by boat or floatplane. In addition, buses and helicopters may be utilized. The potential distribution of fishing excursions for cruise passengers is difficult to predict. While much of the fishing activity could be expected to occur within relatively close proximity to Prince Rupert (32 kilometres), significant distances may be travelled by a select number of tours.

6.5 Potential North Coast Marine Wildlife Viewing Patterns

B.C.'s North Coast region currently offers a tremendous range of opportunities for marine wildlife viewing⁵⁹. Whales, sea otters, salmon, oolichans, and aquatic birds are all commonly seen throughout the planning area. Table 6.5-1 identifies those resource areas possessing high capability (NCTOS 2000) for marine wildlife viewing within the typical travel ranges of similar types of Alaskan excursions.

Table 6.5-1: Highly Capability Areas For Cruise Passenger Marine Wildlife Viewing Within North Coast LRMP Region

Unit	Name	Associated Community	Notes
C	Dundas Island Group	Port Simpson, Metlakatla	General wildlife/natural history
D	Prince Rupert/Metlakatla/Port Simpson	Prince Rupert, Metlakatla Port Simpson	General wildlife/natural history
E	North Work Channel/ Khutzeymateen	Port Simpson	Reliable presence of whales, oolichans and their predators
G	Porcher Island Group	Kitkatla, Oona River	General wildlife/natural history

In addition, the Estevan Group (J), near Hartley Bay has been identified as possessing high capability resources for marine wildlife viewing. While this area falls outside of the typical travel ranges for marine wildlife viewing excursions in Alaska, this region could potentially attract cruise passengers interested in pursuing more exclusive tours of this type.

The specific marine species that might be of interest to cruise passengers, and the corresponding areas of high and moderate suitability within the North Coast region are presented in Table 6.5.1-2.

Table 6.5.1-2: High and Moderate Suitability Areas for Cruise Passenger Marine Wildlife Viewing Within North Coast LRMP Region

Species	Area
Humpback Whale	Work Channel, Big Bay, Dundas Islands
Grey Whales	Dundas Islands, Big Bay
Orcas	Chatham Sound and Dundas Islands
Salmon	Skeena River
Herring	Kitkatla Sound on Porcher Island, North Porcher Island, Big Bay
Bird Rookeries	Outlying islands, Lucy Island
Waterfowl	River estuaries, Porcher Island, Bonilla Island, Big Bay / Lax Kw'alaams
Seal and Sea Lion Haulouts	Chatham Sound, Ogden Channel

Source: NCTOS, 2001

Map 7 identifies those resource areas possessing high capability resources for marine wildlife viewing (NCTOS 2000). In addition, high and moderate suitability areas are also presented (NCTOS 2001). While the map describes an extensive set of potential marine-based wildlife viewing areas within the region, the majority of such activity could be expected to occur within relatively close proximity to the cruise ship dock (e.g. 40 km), based upon Alaskan examples.

6.6 Potential North Coast Terrestrial Wildlife Viewing Patterns

The North Coast region possesses high quality terrestrial wildlife viewing areas. Grizzly bears, Kermode bears, Black bears, mountain goats and eagles are all identified as being potential wildlife viewing species (NCTOS 2000). The resource areas listed in Table

6.6-1 are rated as having the highest capability for terrestrial wildlife viewing, while still being within the normal Alaskan travel ranges for tours offered by the major cruise lines (62km) (Map 8).

Table 6.6-1: High Capability Areas for Cruise Passenger Terrestrial Wildlife Viewing Within North Coast LRMP Region

Unit	Name	Associated Community	Notes
D	Prince Rupert / Metlakatla / Port Simpson	Prince Rupert, Metlakatla Port Simpson	General wildlife/natural history
E	South Work Channel / Khutzeymateen	Port Simpson	*
F	South Work Channel / Quottoon Inlet	Port Simpson	*
H	Grenville Channel	Kitkatla/Oona to Hartley Bay	*
P	Ecstall River / Skeena River	Prince Rupert/Hartley Bay	*
Q	Nass and Outer Areas	Gingolx/Laxgalts'ap	Reliable presence of whales, oolichans and their predators

*indicates that these areas meet the criteria most suitable for land-based wildlife and natural history viewing according to the NCTOS capability report (2000).

Within the travel ranges of independent operators offering tours to cruise passengers (122 km), the high capability areas include: B, D, E, F, H, K, L, P, and Q.

On a more location-specific scale, the 2001 NCTOS suitability study identified the following areas as having strong potential as grizzly wildlife viewing areas:

- Khutzeymateen Provincial Park
- Khutzeymateen
- Kwinamass River
- Grandby Bay-Antioch
- Kshwan River

- Alice Arm
- Stagoo Creek
- Green Inlet (Lagoon)

High value sites for Kermode Bears include:

- Princess Royal Island
- Gribbell Island

Areas within relatively close proximity to Prince Rupert (e.g. Khutzeymateen Inlet) could be expected to see significant increases in levels of visitation generated by cruise tourism excursions. However, a smaller proportion of more focussed travellers may frequent areas such as Princess Royale Island, the Queen Charlotte Islands, or further inland, to view “charismatic” resources. In addition, excursion activity along the Prince Rupert-Terrace corridor may provide opportunities for cruise passengers to view terrestrial wildlife species at more distant locations. While the North Coast region possesses high quality opportunities for wildlife viewing, careful consideration must be given to the areas that are identified for development. A significant increase in excursions to key sites may introduce management issues for wildlife and wilderness experiences in these areas.

6.7 Potential North Coast Kayaking Activity Patterns

A wide range of areas within the North Coast region has been identified as possessing high capability and suitability for kayaking tours⁶⁰ (Map 9). There are already a number of existing tour operators within the North Coast region that could offer kayak excursions to cruise ship passengers.

Tours leaving directly from Prince Rupert could potentially use sites within close proximity of the port. These areas include highly suitable sites (NCTOS 2001) around Kaien Island and the beaches of Digby Island. However, a range of other areas along the coast has been identified as being suitable. These may be accessed through a combination of bus, boat, or aircraft. The areas of high capability in the North Coast (NCTOS, 2000) that are located within the typical travel ranges for such activity are listed in Table 6.7-1.

Table 6.7-1. Potential Cruise Tourism Resource Use Areas for Kayaking in North Coast LRMP Region

Unit	Name	Associated Communities
C	Dundas Island group	Port Simpson, Metlakatla
D	Prince Rupert / Metlakatla / Port Simpson	Prince Rupert, Metlakatla, Port Simpson
G	Porcher Island Group	Kitkatla, Oona River

The 2001 NCTOS Tourism Suitability report identified regions C, D, E, F, G, I, J, L and M as possessing high quality resources for kayak-based tourism.

The travel ranges for kayaking tours in Alaska were relatively limited (38km). In the North Coast region some tours could be expected to depart from Prince Rupert or a neighboring island. However, there may be potential for product linkages, such as boat touring, or wildlife viewing. The distribution of potential tours may be significant depending on the type of product developed. The appropriateness of such excursions will need to be examined by key stakeholders.

In addition to the areas identified as suitable through the North Coast Tourism Opportunities Study (2000 and 2001), the Prince Rupert-Terrace corridor may provide increased access to regions located outside of the North Coast LRMP planning area. Kayaking activity may be developed on lakes throughout the North Coast region or at various sites along the travel corridor to Terrace. However, according to an informant to this study, sections of the Skeena River may not be suitable for kayaking, canoeing or rafting due to hazardous tidal influences and other water flow issues.

6.8 Potential North Coast Rafting and Canoeing Activity Patterns

The North Coast Tourism Opportunities Studies did not identify key sites for rafting or canoeing activity within the region. However, accessible lakes and rivers within the LRMP planning area should be recognized as being potential sites for cruise passenger adventures involving rafting and canoeing activity. Such activity has been growing in popularity with cruise passengers in other destinations and North Coast stakeholders may choose to develop such products.

6.9 Potential North Coast Region Rail Travel

When the Norwegian Wind visited the North Coast region in 1999, among the activities organized for passengers was a prototypical rail excursion from Prince Rupert to Terrace. A post-trip assessment of this excursion suggested that it was an excursion product suited to the cruise tourism market.

While a range of factors will affect the type of rail excursions that may be developed in the Prince Rupert area, logistical issues will play a significant role in the spatial distribution of cruise passengers along this rail corridor. Port of call durations, ship arrival times, train schedules, and the range of complementary activities offered along the route will determine the flow of passengers throughout the region. However, ensuring access to the recreational, cultural and scenic resources in this corridor is critical to supporting the future development of rail excursions.

Rail excursions for cruise passengers may travel to Terrace. However, from a land use planning perspective, it is important to recognize that other complementary excursion products may be developed along the route for combination products. Skagway provides an example of this type of development. Passengers are able to purchase a rail adventure, which also includes either a hiking excursion or kayaking tour, followed by a return bus ride to the cruise ship dock. Similar product types may be developed in the North Coast, providing linkages to communities and sites along this travel corridor.

6.10 Potential North Coast Destination Lodge Activity Patterns

A wide range of existing lodges within the North Coast is potentially suited to accommodate cruise passengers. Map 10 depicts those areas most capable and suitable for destination lodges for excursion activity that fall within normal travel ranges of Alaskan tours. These areas are listed in Table 6.10-1.

Table 6.10-1. Potential Cruise Passenger Destination Lodge Areas In North Coast LRMP Region

Unit	Name	Associated Communities
C	Dundas Island Group	Port Simpson, Metlakatla
D	Prince Rupert / Metlakatla / Port Simpson	Prince Rupert, Metlakatla, Port Simpson
E	North Work Channel / Khutzeymateen	Port Simpson
G	Porcher Island Group	Kitkatla, Oona River

Units A, I and K were identified regions highly capable of supporting destination lodge activity, yet they are located outside of typical travel range for such activities in Alaska. Charismatic attractions may generate a limited volume of cruise passenger traffic to these areas in the future.

Map 10 presents a visual representation of the areas that may be utilized for shore excursion activity based upon Alaskan trends. However, if products are developed that incorporate a range of activities and experiences, lodges outside of this projected zone may be used.

6.11 Potential North Coast Biking Patterns

The North Coast LRMP region possesses several areas capable of providing a range of biking activities for cruise ship passengers. This is particularly the case for soft-adventure mountain biking. The mountain biking resources suited to cruise passenger markets are associated with established trails or logging roads in the North Coast region. “The dense undergrowth of the coast forest makes the region unsuitable for most off-trail or off-road hiking⁶¹.” The primary mountain biking areas to a large extent are located adjacent to existing communities (NCTOS 2001).

Table 6.11-2 identifies areas possessing highly capable resources for mountain biking that are within typical travel ranges for such activity in Alaska.

Table 6.11-2: High Capability Areas for Cruise Passenger Mountain Biking In North Coast LRMP Region

Unit	Name	Associated Communities
D	Prince Rupert/Metlakatla/Port Simpson	Prince Rupert, Metlakatla Port Simpson
G	Porcher and Stephen's Islands	Kitkatla, Oona River

The two areas identified in Table 6.11-2 are close to population centres, possess high scenic and recreation features, and can be accessed by trails⁶². Other regions across the land and resource base may be developed for mountain biking activity, yet the precise location will depend on the desires of key stakeholders.

6.12 Potential North Coast Land-Based Touring Activity Patterns

Provincial Highway 16 facilitates the development of cruise ship tour excursions along this North Coast region corridor. There are numerous communities along this corridor that may be able to participate in the delivery of cruise based tourism activities. For instance, along Alaska's Skagway highway transportation corridor, the furthest cruise tourism excursion extends inland approximately 159 kilometres from the cruise dock in Skagway to Whitehorse in the Yukon Territory. Similar products may be developed if desired by communities. Land and resource required for such development should be considered in land use planning processes.

Chapter 7 - Land and Resource Management Issues

As Alaska's cruise passenger traffic has increased, a range of diverse excursion products has been developed to meet their needs. While significant economic benefits have been derived by stakeholders in a number of port destinations⁶³, these communities and their surrounding areas have had to address a range of social and environmental impacts related to the off-vessel activities of cruise ship passengers. Many of these effects have been felt beyond the immediate urban areas, in locations across mid- and back-country regions.

The following section presents environmental management issues that were identified by key informants in Juneau, Ketchikan, Skagway, Sitka and Anchorage, as well as through reviews of Alaskan technical reports, meeting minutes, newspaper articles and existing surveys. While Alaskan communities face a number of location-specific challenges within city boundaries, the following discussion focuses on environmental and social issues relates to the land and resource base in primarily less urbanized areas.

7.1 Flightseeing Noise

The noise generated by the operation of helicopters and floatplanes has been a concern for many residents in the City and Borough of Juneau (CBJ) for more than a decade. While not all of the aircraft noise in Juneau is generated by tourism operations, a significant proportion is attributed to cruise passenger activity⁶⁴. Noise impacts within the downtown area have received a significant amount of attention, yet concerns have also been raised about impacts on Alaskans living along rural flight routes and on residents using the backcountry for recreation and other activities.

7.1.1 Flightseeing Noise Mitigation

A range of initiatives have been undertaken to reduce the noise impacts of flightseeing on community residents, recreational users, and wildlife. The initiatives and tools being used to address these issues are outlined in the following paragraphs.

City and Borough of Juneau (CBJ) Best Management Practices 2002

The Best Management Practices (BMP) initiative is a collaborative program developed between tour operators and the CBJ in 1997. It was designed “to minimize the impacts of tourism in a manner which addresses both residents’ and industry concerns⁶⁵.” Through this program, acceptable operating practices for the tourism industry are refined on a yearly basis. Residents are able to report complaints concerning cruise ship tourism practices by calling a “hotline” that is monitored twice daily by the CBJ. While many of the BMPs relate to city-based issues, a set of practices that extend beyond the urban core is defined for helicopter and floatplane operations. The BMPs include considerations for:

- Flight routes and aircraft identification (e.g. operators agree to provide established flight routes to the public; the criteria influencing route choice such as weather, turbulence, and traffic; aircraft colors and other distinguishing characteristics used by individual operators).
- Altitudes (e.g. minimum 1,500 feet for helicopters, 1,000 feet for floatplanes operating above residential areas at all times, except for take-offs and landings or when deviations are necessary for weather or traffic)
- Fly Neighbourly program (e.g. all pilots are trained for local flying applications so as to reduce the impacts of helicopter flightseeing)
- Operating times (e.g. glacier tour flight departures are limited to between the hours of 8:00 a.m. and 7:00 p.m., with all flights to be completed by 9:00p.m.)
- Low use zones (e.g. operators recognize low-use zones, or regions that are identified as areas where direct overhead flights are to be avoided, safety permitting)
- Wildlife viewing (e.g. agree not to circle, hover, harass or decrease altitude for wildlife viewing. Agree to avoid mountain goat kidding areas during certain times).

The CBJ Best Management Practices initiative is a voluntary program. During the 2002 season, 47 operators⁶⁶ agreed to abide by the guidelines⁶⁶.

Fly Neighbourly Flight Routes

The Fly Neighbourly program is a voluntary noise-reduction program designed by the Helicopter Association International for helicopter and floatplane operators across the globe. Participants in this program address issues related to noise abatement, pilot awareness and training, flight operations planning, and responsiveness to community concerns⁶⁷. The five major aircraft operators within the CBJ have developed flight routes to address community flight pattern issues.

Satellite Heliport Locations

In an effort to minimize the impacts of flightseeing noise, the CBJ recently commissioned a report assessing the potential of alternative locations for heliports⁶⁸. The final sites have yet to be selected. However, the process of selecting suitable sites may provide the North Coast region with a set of useful tools for assessing potential areas for heliport development if such an undertaking is planned.

7.2 Tongass National Forest Helicopter Landings

The Tongass National Forest accounts for roughly 80% of the land base within Southeast Alaska. While some land is held privately, much of the remaining 20% is under control of state, municipal and other federal agencies. The regions that surround Juneau are primarily under the jurisdiction of the Tongass National Forest. The volume of individuals seeking helicopter flightseeing excursions in Juneau and the surrounding areas has increased in recent years, primarily attributed to growth in the number of cruise passengers purchasing helicopter-based tours during the cruising season.

7.2.1 Final Environmental Impact Statement (FEIS): Helicopter Landing Tours on the Juneau Icefield 2003-2007

The FEIS was released by the USFS in May, 2002. The process resulted in the development of the following regulations for tour operators conducting helicopter activity.

- Helicopter landings are permitted on the Juneau Icefield from 8:30 am to 8:00 p.m., 7 days a week (same as current activity periods).

- Helicopters must maintain a 1,500-foot vertical and horizontal distance from traditional mountain goat summer and kidding habitat, and from other observed animals. A 1-mile (1.6 kilometre) buffer will be established between helicopter landing sites and important mountain goat kidding areas from May 15 to June 15 each year, where feasible. In addition, regulations prohibit low passes that result in a change of behaviour by animals.
- The USFS considered implementing 0.5 to 1.0 mile (0.8 to 1.6 km) buffers at the end of trails used by non-commercial recreational users. The USFS realized that hikers do not want to encounter helicopters on the ground at the end of a trail, nor hear helicopter-related sounds. However, due to safety concerns, helicopter-based tour operators are still permitted to land in these areas.
- The FEIS designated *enclave sites* within the Semi-Remote Recreation Land Use Designation (LUD). These sites are located within 0.5 miles (0.8 kilometres) of areas that receive heavy aircraft travel. Sites are limited to 20 helicopter landings at one time, with a maximum of 120 passengers. On a daily basis 100 landings accommodating up to a total of 600 passengers are permitted. However, in reality, these areas typically have 3 to 6 helicopter landings at one time, and 18 to 36 passengers per visit. There are 15 enclave sites within the Juneau Ranger district, allowing for a high level of use at specific locations. The development of such sites allows the concentration of activity in specifically identified regions. These sites may include minor developments, likely including the placement of temporary, primitive facilities on site for the summer, with virtually no long-term, on-site modification.
- The selected alternative includes considerations for the appropriate number of landings and visitors allowed in various Land Use Designations (LUDs) and the types of site development permitted on the Juneau Icefield. Table 7.2-1 lists these considerations.

Table 7.2-1. Maximum Recreation and Tourism Development Allowed by LUD

LUD	Minimum distance (or physical barrier) to another authorized activity per site	Maximum number of helicopter landings and people allowed per site per day	Maximum number of helicopter landings and people allowed per site at one time	Acceptable ROS Experience	Maximum Allowed group encounters per day
Remote Recreation	3-mile (4.8km) minimum distance between occupied sites	10 landings/ day 60 people/day	3 helicopters at one time; 18 people at one time.	Primitive	2 groups. No more than 3 groups in a day.
Semi-Remote Recreation	0.5-mile (0.8km) minimum distance between occupied sites.	10 landings/day 60 people/day	10 helicopters at one time; 60 people at one time	Semi-Primitive Motorized	9 groups. No more than 10 groups in a day.
Semi Remote Recreation with Enclave(s)	0.5-mile (0.8km) minimum distance between occupied enclave sites.	100 landings/day 600 people/day	20 helicopters at one time; ¹ 120 people at one time ¹ .	Roaded Natural ¹	19 groups ¹ No more than 20 groups (of up to 6 people) per day may use the site ¹ .

¹Based on the assumptions listed above and Forest Plan standards and guidelines, there could be up to 100 helicopter landings at one time (up to 600 people at one time) at an enclave site. This ROD establishes a more primitive ROS at enclave sites than the Forest Plan allows, and thus fewer numbers of helicopters and people are allowed at one time at the enclave sites. These parameters are more restrictive than Forest Plan guidelines.

Source: Helicopter Landing Tours on the Juneau Icefield: 2003-2007, Record of Decision, USFS⁶⁹

The FEIS attempted to address impacts on residents, recreationists, wildlife and on new areas. Impact mitigation techniques involved the following:

Recreationists: The USFS realized that any helicopter flightseeing activity would adversely impact recreational experiences. The FEIS attempted to locate permitted landing sites in areas where recreational conflict could be minimized. In addition, tour operators were required to select flight paths that avoid key recreation sites and trails used by recreationists. Finally, the bid process for attaining permitted landings will include consideration for the impacts on recreationists as a criterion in deciding which companies to permit, based on their proposed areas of activity and related impacts on recreationists.

Wildlife: Issues were raised that helicopter tours could stress wildlife species near flight routes, landings, and tour activities. Such stress could lead to habitat abandonment or long-

term population declines. The FEIS included a requirement that helicopters maintain a 1500 foot vertical and horizontal clearance for a range of animals across the land and water base. Helicopters would be required to maintain a 1-mile (1.6 kilometre) habitat buffer during certain periods of the year. When landings are required within this buffer, helicopter pilots are to incorporate mitigation techniques such as approaching from the centre of the glacier, or from below the elevation of the species (specifically goats). If landings occur within this region, monitoring is to be undertaken to determine whether habitat productivity and viability are being adversely affected.

Impacts in New Areas: Concerns were expressed that permitted helicopter landings at new sites could affect the experience of ground- and water-based recreation users and wildlife at specific sites. The FEIS permitted only one new area to be accessed between 2003 and 2007. However, helicopter tours have been operating for two decades in this region, and therefore a significant number of sites are currently used for landings despite this small increase in landing areas.

The Helicopter Landings FEIS (2003-2007) for the Juneau Ranger District presents important information about the solutions that have been developed. The growth of helicopter-based activity has paralleled the increase in cruise ship passengers to the region over the past 20 years. While the North Coast may choose not to develop extensive helicopter activity, the FEIS provides an example of the considerations that must be addressed to support the needs of all stakeholders.

7.3 Shoreline Use

Within Southeast Alaska, increasing numbers of individuals are using the shoreline areas for both commercial and non-commercial recreation uses⁷⁰. Conflicts over the use of these coastal resources have emerged amongst and between sport fishing charters, sea kayaking outfitters, bear hunting guides, other commercial recreation operators and residents who use the region for recreational activities.

The increased use of shoreline areas has raised concerns about protecting the integrity of the experiences that are provided to all user groups. In addition to physical impacts, concerns about preserving the “Alaskan experience” have been identified by stakeholders.

7.3.1 Shoreline Outfitter/Guide Draft Environmental Impact Statement

The USFS developed the Shoreline Outfitter/Guide Draft Environmental Impact Statement (DEIS) in Southeast Alaska to address increasing levels of use by commercial recreation on the shoreline zone. The shoreline zone, for the purposes of the analysis, was defined as the area above the mean high tide watermark to approximately 0.5 miles (0.8 kilometres) inland. Currently, the primary activities that occur within this region include: sightseeing, hiking, camping, photography, boating, hunting, freshwater fishing, and nature viewing. While access to the region is primarily water-based (charter boats, kayaks, sailboats), some commercial operations use floatplanes, helicopters or wheeled planes to access specific areas.

For each of the 38 Use Areas defined, the DEIS specifies:

- The proportion of the established carrying capacity allocated to commercial recreation use in each season,
- Types of commercial recreation activities permitted,
- Methods of access approved for commercial use,
- Locations where *large commercial groups* can occur and under what conditions,
- Mitigation measures for commercial recreation activities to reduce user conflicts and resource impacts, and
- Monitoring requirements.

The USFS does not have jurisdiction over the saltwater resources of the region (see Section 7.4). As a result, commercial recreation activities that do not access the shoreline zone are outside its jurisdiction. Therefore, some of the tours that are popular with cruise ship passengers such as floatplane flightseeing and wildlife viewing do not use the land base.

The Shoreline Outfitter/Guide DEIS considers 5 alternative allocations for commercial use of the land base. A summary of the differences between options is included in Appendix 7. Each alternative is currently being evaluated against three primary issues:

- **Issue 1:** Availability of Recreation Opportunities for the Guided and Unguided Recreationist
- **Issue 2:** Economic Opportunities and Potential Effects on Outfitter/Guide Businesses
- **Issue 3:** Conflicts Within the Commercial Recreation Industry

The proposed alternative (Option 2) allocates between 5 and 40 percent of the total recreation capacity (established in a previous report⁷¹) to commercial recreation, depending on the Use Area. “Each allocation is based on factors such as the proximity of the Use Area to communities, the amount of subsistence use, and potential resource impacts.

The DEIS also considered the designation of specific regions for large group use in three of the five alternatives. Two types of large group areas were considered:

Enclave sites: Areas where large groups (e.g. 75 individuals) can occur on a regular basis throughout the season. Only one group could use the site at a time.

Fifteen-Percent Area: Places where large groups can occur only on an occasional basis, for less than 15 percent of the primary use season.

According to the DEIS, large group activity can occur in relatively few areas of the forest because businesses providing services are constrained by the need to maintain schedules and the need for access points that can accommodate large boats⁷². Nature viewing tour boats frequently provide tours to large groups (12 to 70 people). However, these excursions are typically limited to 2 to 3 hours in duration. By designating specific sites for such activity, other commercial operators and residents who seek solitude and low levels of human contact can avoid these sites.

In addition to the social issues related to increased use of the land base, environmental factors were also addressed. Examples of the potential environmental effects of allocating commercial recreation include site-specific concerns described in Table 7.3.1-1.

Table 7.3.1.-1: Examples of Potential Environmental Effects of Commercial Activity Allocation

Environmental Concern	Examples of Potential Site-Specific Impacts
Biodiversity	<ul style="list-style-type: none"> ▪ Trampling of vegetation, small scale habitat fragmentation
Soil	<ul style="list-style-type: none"> ▪ Reduced soil productivity, disturbance of specific soil layers
Wetlands	<ul style="list-style-type: none"> ▪ Soil disturbance
Vegetation	<ul style="list-style-type: none"> ▪ Soil compaction, physical injuries to trees, trampling, introduction of exotic species
Wildlife	<ul style="list-style-type: none"> ▪ Avoidance behaviour, disruption of key marine mammal use sites
Fishing	<ul style="list-style-type: none"> ▪ Stream bank erosion, increasing fishing pressure, degradation of spawning habitat
Threatened, Endangered and Sensitive Species	<ul style="list-style-type: none"> ▪ Human disturbance on breeding and feeding ground

Source: USFS (2002). Shoreline Outfitter/Guide Draft Environmental Impact Statement⁷³.

In order to address these environmental concerns, the USFS supports a series of Best Management Practices (BMPs). These BMPs are extensive, and describe acceptable distances for approaching wildlife, procedures for developing sanitary facilities, acceptable behaviour in areas with cultural resources and many other practices. A complete list is available in Appendix C of the USFS Shoreline Outfitter/Guide DEIS report.

The Shoreline Outfitter/Guide DEIS attempts to allocate commercial recreation opportunities at a level where all users can enjoy the land and resource base. The USFS realizes that commercial recreation is a significant factor in the economy of Southeast Alaska, and has attempted to set limits that are conducive to supporting these activities while protecting the integrity of the land.

With the introduction of the cruise ship industry to the North Coast, an increase in the use of the land base for commercial recreation activity can be expected. Protecting the ecological resources of a region is critical in ensuring healthy plant and animal resources. In addition, the degree of crowding at specific sites and within key areas must be addressed in order to prevent conflict, while maintaining key tourism sites.

7.4 Jurisdictional Issues

Misty Fjords National Monument (MFNM) is located 22 air miles (35 kilometres) from Ketchikan, Alaska. The National Monument encompasses an area of approximately 2.3 million acres and comprises land that is primarily wilderness. As cruise passenger visitation to Ketchikan has increased, the number of people visiting Misty Fjords by boat and by floatplane has also grown. Combined with use by residents of Southeast Alaska and other non-cruise ship passengers, activity levels within specific areas of MFNM have become concern for many stakeholders.

While regulating the number of individuals to specific areas may be desired by some individuals, the jurisdictional responsibilities and management of the land and water resources in this area is complex. However, the desire of many groups is to provide opportunities for both commercial and non-commercial recreation is great. Consequently, maintaining the high quality resources of the area has generated a strong interest in creating collaborative management strategies amongst many of the agencies responsible for managing these areas.

7.4.1. Addressing Jurisdictional Issues: The Misty Fjords Interagency Plan

The first public meeting concerning the creation of the Misty Fjords Interagency Plan occurred in April, 2001, and the process continues. The overriding goal is to develop an inter-agency strategy for the management of MFNM. Currently, the following agencies have jurisdictional responsibilities within the planning area in Alaska⁷⁴:

- **United States Forest Service (USFS):** manages the uplands, and the Misty Fjords National Monument itself. The USFS also has responsibility for subsistence use of fish and wildlife.
- **Alaska Department of Natural Resources:** has traditionally managed submerged lands (tidelands and lands under navigable rivers and salt water fjords).
- **State of Alaska:** responsible for administration of the Alaska Coastal Zone Management Plan, which regulates uses of Alaska's coastal zone and coastal resources.

- **U.S. Coast Guard:** responsible for navigational aids, and rules governing boats.
- **U.S. Army Corps of Engineers:** manages navigable waters
- **Federal Aviation Administration:** responsible for management of airspace and aircraft.
- **U.S. Fish and Wildlife Service and the National Marine Fisheries Service:** protects marine mammals, critical fish habitat, and threatened and endangered species.
- **Alaska Department of Fish and Game:** manages fish and wildlife population and hunting and fishing.
- **Ketchikan Indian Corporation, the Organized Village of Saxman, and the Metlakatla Indian Community:** represent Alaska Natives with traditional, cultural and historic ties to the landscape. MFNM includes important historic villages and fishing camps.

The need for a collaborative plan at Misty Fjords arose due to concerns voiced by numerous stakeholder groups. The primary source of concern is not typically one of physical impacts, but degradation of the “Alaskan experience” through the high volumes of passengers and floatplane activity.

The Misty Fjords Interagency Planning team’s first meeting included consultations with public interest groups. Some of the concerns that were identified as issues to be addressed in the plan include:

- ❖ First Nations cultural site protection
- ❖ Preservation of wilderness area quality
- ❖ Protection of habitats
- ❖ Protection of subsistence uses
- ❖ Management of commercial activity (e.g. restrictions on bear-hunting, determination of flight paths)
- ❖ Management of access and permitting
- ❖ Management of dispersed versus concentrated use of key areas
- ❖ Determining infrastructure allowances

The process of developing their management plan is well underway. The lessons that will be learned by the Misty Fjords Interagency Planning team may provide useful tools for the management of commercial activity within the North Coast⁷⁵. The interagency initiative hopes to bring all of the agencies and public users together toward building a common vision for future management⁷⁶ that overcomes jurisdictional boundaries. The MFNM Interagency Team plans to allow agencies to implement mutual goals and desired conditions through its own planning and regulatory process. An example is included:

“The Coast Guard, for example, could develop boating rules for areas of concentrated use, as they have for Tongass Narrows. The FAA could develop advice on traffic patterns or over-flights. The Alaska DNR could refine guidance in the Central Southeast Plan Area for use of tidelands. The Forest Service could set capacity levels for outfitters and guides. Guides or tour providers could develop voluntary codes of conduct. Each such proposal would involve appropriate environmental analysis and documentation and public participation. The shared vision would provide the overall guidance to ensure individual efforts are complementary, and include a list of possible management actions or proposals, which could be considered⁷⁷.”

Use of actual land base within Misty Fjords is quite low. However, floatplane and boating activity levels have increased, causing concern for recreational and commercial users. Through the development of the Interagency Plan, authorities hope to incorporate the needs of commercial operators, independent visitors, wilderness advocacy groups, tour group participants, and federal, state, local, and tribal governments. In addition, a successful arrangement can ease the permitting process and close existing loopholes.

7.5 Trail Use and Management

The City and Borough of Juneau (CBJ) developed an extensive network of trails within its boundaries. During the 1990s, these trails were especially popular routes for residents. With high quality trails accessible from the city, and a growing interest in outdoor adventure from cruise passengers, shore excursions involving the use of these hiking trails emerged in the late 1990s. This resulted in an increasing level of use conflict between residents and commercial tour operators competing for the same limited resource.

Specific issues identified as being central to this conflict included:

1. Increasing levels of commercial trail use that was diminishing the experience of non-commercial users, with no area-wide review of the cumulative impacts being recognized; and
2. Commercial operators having no area-wide guidance concerning appropriate levels and types of activity on the trails.

7.5.1. Trail Mix and the Trail Working Group

In order to address the concerns of the CBJ, Trail Mix, a non-profit organization, was created to facilitate a process for evaluating commercial use of the Juneau network of trails. The CBJ also developed the Trails Working Group, which included representatives from land management agencies, members of the public, and tour operators. The Trails Working Group conducted a survey of residents to determine those trails that were most valued by the community. After a series of information gathering initiatives and processes, certain trails were designated for commercial use, while others were kept for public use only.

The role of Trail Mix Inc. since that time has expanded. The mission of the organization is “to be the steward of a safe and enjoyable trails system by bringing people and resources together for trail improvements and activities.⁷⁸” The state and federal agencies that have control over the trail network do not contribute significant financial resources to the on-going trail maintenance activities required. Consequently, Trail Mix serves as the co-ordinating body, and maintains the trails through volunteer support and financial contributions. Trail Mix also receives a portion of the \$5.00 head tax collected by the CBJ from cruise passengers for its activities⁷⁹.

7.6 Marine Wildlife Viewing

Over the past decade, scientists in Alaska have become more concerned that whale watching activity in Southeast Alaska is threatening the health and safety of the region's whale population. These concerns have been accentuated by a growing number of cruise passengers seeking whale watching excursions.

An increasingly prominent case is Point Adolphus, a region frequented by cruise passengers for humpback whale watching activity. On a given day, cruise ships, whale watchers, and private and commercial fishermen can be found in close proximity to the whales. In addition to discussions concerning habitat degradation and social conflicts, concerns about increased levels of stress on these mammals are being raised. The NOAA Whale Watching Regulations present a first step in managing whale watching activity. Further research and co-operative management initiatives are being developed.

7.6.1 NOAA Whale Watching Regulations

In response to the "recent boom in the marine mammal viewing industry⁸⁰" and the concern for the health and safety of humpback whales in Alaska, in 2000, the National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service proposed regulations to establish minimum approach distances for all vessels operating in the vicinity of humpback whales. The regulations followed three years of voluntary Marine Mammal Viewing Guidelines that were designed to minimize impacts on marine mammals and reduce the overall level of viewing pressure. The proposed regulation suggested that "it would be unlawful to approach, by any means, including interception, within 200 yards of a humpback whale." The final regulations that have been implemented reduced the approach distance to 100 yards.

With the arrival of the cruise ships to the North Coast, it can be anticipated that there will be an increase in marine wildlife viewing. Developing a code for operators will serve to protect the marine resources for the long term. The NOAA guidelines offer a useful starting point for future code development if such a code is desired.

7.7 Terrestrial Wildlife Viewing Activities

Visitors to Southeast Alaska have traditionally been interested in observing wildlife in their natural habitat. This is especially the case with respect to bear viewing. While former bear viewing activity occurred incidentally, either during boat tours or as part of other wilderness activities, there has been an increasing level of visitation focussed specifically on visiting sites frequented by bears⁸¹. Several cruise passenger tours have been developed and many existing operations have been expanded to accommodate the increased demand for bear viewing activity.

Behnke (1999) states that the increasing demand for wildlife viewing is compromising the wilderness conditions that are required to support healthy bear populations in Southeast Alaska. As well, as the level of use increases in the areas where bears congregate, there is an increased potential for bear-human conflict⁸².

7.7.1. Bear Viewing Site Development

The USFS has undertaken a number of initiatives to reduce the overall level of human-bear conflict at key bear-viewing sites. These developments include the implementation of a permit system for the Pack Creek Brown Bear Viewing Area, and the construction of an observatory at the Anan Creek Wildlife Viewing Area. Each of these initiatives was developed to reduce the overall level of impact caused by humans on bears, while allowing visitors the opportunity to view this form of wildlife. The two initiatives are discussed briefly described in the following paragraphs:

Anan Creek Wildlife Viewing Area: Anan Creek is located approximately 48 kilometres south of Wrangell, Alaska. The region has one of the largest Pink Salmon runs in Southeast Alaska and attracts both black and brown bears, in addition to eagles, and seals⁸³. An observatory was built by the US Forest Service to provide a safe viewing area for visitors. The observatory is an open, log style wood shelter with two entryways that overlooks the falls and the creek. There does not appear to be any limits on visitation.

Pack Creek Brown Bear Viewing Area: A visitor permit system was instituted for Pack Creek in 1988. In response to the increasing number of visitors to the region, a limit of 24

visitors per day was implemented during the prime-viewing season of July 10th to August 25th in 1991⁸⁴. With 1,381 visitors frequenting the area in 1997, protecting the integrity of this area's wildlife resources has remained an ongoing task.

The North Coast offers high quality bear viewing opportunities within the region. With the introduction of cruise passengers to the planning area, it is anticipated that wildlife, and more specifically, bear viewing may be desired by visitors. An effective management system will be required to manage increased wildlife viewing activity. Lessons learned from the approaches used in Southeast Alaska may help in this regard.

7.8 Other Land and Resource Management Issues Related to the Cruise Ship Industry

Table 7.8-1: Related Land and Resource Management Issues and BMPs

Category	Location	Issue	Best Management Practice	Source
Biotic Resources: Fish	Sitka	<ul style="list-style-type: none"> Increasing competition for halibut stocks within close proximity of the town of Sitka 	<ul style="list-style-type: none"> Sitka Sound Local Area Management Plan (LAMP) A plan developed to reduce competition for halibut stocks by commercial fisherman, charter boat operators, personal use fisherman and non-guided sport fisherman. Restricts commercial fishing boats and charter boats from halibut fishing in Sitka Sound to allow personal use fisherman and non-guided sport fisherman the opportunity to catch halibut in the waters near Sitka. Catch limits and boat size restrictions are in effect for the remainder of the year throughout the sound 	http://www.fakr.noaa.gov/sustainablefisheries/lamp/sslamp.htm
Land Management	Tongass National Forest	<ul style="list-style-type: none"> Management guidance for the Tongass National Forest (which includes much of the lands surrounding Juneau, Ketchikan, and Skagway) 	<ul style="list-style-type: none"> Tongass National Forest Land and Resource Management Plan (LRMP) Identifies Land Use Designations (LUDs) for the land base to ensure acceptable activities and limits to use. 	http://www.fs.fed.us/r10/WELCOM E.PDF
Commercial Recreation	Southeast Alaska	<ul style="list-style-type: none"> Increasing conflict between commercial recreation and other users for high quality recreational experiences 	<ul style="list-style-type: none"> Shoreline/Outfitter Guide Analysis 	USFS Sitka www.fs.fed.us/r10/tongass/

7.9 Other Related Issues Raised by Key Informants

Category	Location	Issue	Best Management Practice	Source
Hiking Trails	Juneau	<ul style="list-style-type: none"> Erosion of hiking trails due to excessive use 	<ul style="list-style-type: none"> Hardening of trail sites and the development of slip-proof boardwalks at key sites However, some informants raised concerns about the increasing number of hardened surfaces in mid- and back-country areas. Such actions were suggested to decrease the naturalness an area, thereby affecting overall experience quality for users. 	Juneau NGO representative
Garbage	Juneau	<ul style="list-style-type: none"> Deposition of garbage at key sites 	<ul style="list-style-type: none"> CBJ Tour Operators Best Management Practices States that garbage at use sites is the responsibility of the tour operators. Regardless of the source of the garbage, operators should collect all visible waste. 	http://www.juneau.org/tourism2/ppcpackets/2002_03_18/02finalbestmgmt.pdf
Waste Generation	Juneau, Skagway	<ul style="list-style-type: none"> Waste generated by sled-dogs used for glacier dog-sledding activities 	<ul style="list-style-type: none"> Tour operators who conduct glacier dog sledding activities are required to collect all waste generated by the dogs, and remove it from the glacier by helicopter on a daily basis. 	Juneau helicopter tour operator
River Bank Erosion	Haines	<ul style="list-style-type: none"> Concern that the level of commercial jet boat traffic has exceeded those anticipated in the Chilkat Eagle Preserve Management Plan Erosion of river banks in some areas due to wave action Disturbance of Trumpeter Swans 	<ul style="list-style-type: none"> The Alaska Department of Fish and Game supports research to establish whether jet-boat activity is causing damage to riverbanks. A 50-foot buffer from the riverbanks of the Chilkat River is required by tour operators to reduce erosion through caused by wave action. 	<p>Chilkat Bald Eagle Preserve Management Plan</p> <p>Issue-Response Summary</p>

Category	Location	Issue	Best Management Practice	Source
Commercial Use of Resident Recreation Areas	Juneau	<ul style="list-style-type: none"> Preservation of recreation sites solely for residents 	<ul style="list-style-type: none"> City and Borough of Juneau Best Management Practices 2002: Tour operators agree not to use specified sites for tour activity unless they have obtained a special permit to do so (primarily recreation sites in close proximity to Juneau, i.e. State and City parks). 	www.juneau.org/tourism2/pdfs/bmp/02finalbestmgmt.pdf
Biotic Resources: Fish	Sitka	<ul style="list-style-type: none"> Increased fishing pressure on halibut and salmon stocks by visitors (including cruise passengers) 	<ul style="list-style-type: none"> Increased efforts towards encouraging catch and release forms of fishing by cruise passengers participating in fishing excursions. 	Sitka NGO representative
Protection of Sensitive Sites	Wrangell	<ul style="list-style-type: none"> Impacts of increased recreation use on cultural resources E.g. Rock carvings at Petroglyph Beach in Wrangell are beginning to erode and deteriorate as visitors do chalk or pencil rubbings 	<ul style="list-style-type: none"> The State, after consultation with stakeholders (Tlinglit elders, city officials, residents) made copies of the petroglyphs to protect the original works. 	Behnke, 1999 ⁸⁵
Multiple Uses	Tongass National Forest	<ul style="list-style-type: none"> Increasing use of the Tongass National Forest by cruise visitors and other commercial recreational users, combined with land use designations restricting the number of individuals on-shore at a given time to 12, has raised issues for small cruise vessels (pocket cruisers) 	<ul style="list-style-type: none"> No BMP was stated. However, zoning regions for use by pocket cruise vessels may need to be considered to support this industry. 	Behnke, 1999
Tourism and Subsistence Use	Southeast Alaska	<ul style="list-style-type: none"> Concern has been expressed about the impacts of increased tourism on local subsistence use (e.g. sportfishing in Sitka) 	<ul style="list-style-type: none"> Groups within Haines, Klukwan, and the Sitka Tribe have opposed cabin development on the Chilkat River and the construction of lodges at Baranof Island. These examples suggest that careful consideration must be given to the location of infrastructure for tourism activities. As such, key sites for subsistence activities can be avoided. 	Behnke, 1999

Chapter 8 - First Nations Shore Excursion Development

There is a significant presence of First Nations culture in the cruise port communities of Juneau and Ketchikan. While artwork and jewellery are prominently displayed in stores located in the port area, the presence of First Nations groups goes well beyond the port, encompassing several tour operations and lodges.

Various Native corporations across Southeast Alaska have positioned themselves to participate in the tourism industry. Two corporations have developed tour products and services primarily targeted at the cruise ship passenger market.

8.1 Goldbelt Incorporated

The Goldbelt Corporation is an urban, Alaska-Native, for profit corporation based in Juneau, Alaska⁸⁶. Goldbelt currently operates 12 tourism-based subsidiaries, which serves over 400,000 visitors annually. Cruise passengers are able to take any one of Goldbelt's shore excursions, including both land and sea based tours. Their product offerings in Juneau and Ketchikan include:

- Mount Roberts Tramway
- River Rafting and Kayaking
- Tracy Arm Glacier Cruise
- Icy Strait Whale Watch
- Juneau Flightseeing Adventures
- City and Glacier Tours
- Salmon Bakes and Sportfishing
- Misty Fjord Tours and
- Harbor Cruises

The Goldbelt Corporation has developed a set of excursions for both cruise passengers and destination travellers. The products listed above represent only those tours that are suited to cruise passengers (based upon tour duration requirements).

8.2 Cape Fox Corporation

The Cape Fox Corporation is a private, for-profit corporation, established in 1972 under the Alaska Native Claims Settlement Act. The headquarters are located in Saxman, a community located approximately 3 kilometres south of Ketchikan, Alaska. The corporation administers 23,000 acres of land and operates a diverse range of businesses. These include timber and land operations, hotel, restaurant, and several tourism operations, retail outlets, and commercial real estate⁸⁷.

The Cape Fox Corporation has developed tour products and services specifically for the cruise ship industry in Ketchikan, Alaska. One of the most prominent excursions offered to cruise visitors in Ketchikan is the Saxman Native Village tour. The tour offers participants a narrated bus ride en route to the village site. The excursion also includes a tour of a clan house, a theatrical performance, songs and dances by local artists, a tour of the totem park and a visit to the village store. An estimated 14% of passengers purchased a native village tour or native product in Ketchikan in 2001⁸⁸.

Two other key excursions developed by the Cape Fox Corporation include the “Explore Historic Ketchikan Tour” and the “Wilderness Fly Fishing Tour”. The first of these tours takes cruise passengers for a scenic drive of the region. It includes visits to an historic cannery and a brief stop at Saxman Native Village. The second tour takes tour participants on a remote fly-fishing tour.

The Cape Fox Corporation represents an example of the products developed by entrepreneurial groups. In this case, the tour operator is Aboriginal, and provides high quality tours. Some of the products offered by the Cape Fox Corporation include prominent Aboriginal cultural components, while others are centred on general recreational activities.

8.3 Product Branding

Since 1961, the Silver Hand Program⁸⁹ has identified traditional Alaskan Native art products in the market place. The program identified those products created by artisans of Alaskan Native heritage and attempts to limit the number of goods for sale that are

considered fraudulent reproductions of Alaskan Native artwork. The Silver Hand label indicates that a product was handcrafted by an Alaskan Native. Additionally, the Silver Hand identification certifies that the product is entirely or significantly composed of natural products.

The authentication program has expanded beyond the original intent of protecting consumers from purchasing misrepresented goods, to include efforts towards improving the economic position of Alaska Native artists. In addition to 150 labels that are given to certified Silver Hand Program participants on a yearly basis, artists are provided with training in marketing and offered other development skills free of charge. Silver Hand artists must meet a series of criteria before they can be considered as authentic Alaskan Native artists. Since 1998, the program has been administered by the Alaska State Council of the Arts. The council hopes to be able to support and encourage the recognition of Alaska Native Art, and ultimately the artists and their communities.

In Alaskan cruise ports, Alaskan Native arts and crafts have been and are currently popular with cruise passengers. The Silver Hand Program ensures that the range of products considered "Alaska Native art" are indeed authentic. With the increasing levels of interest in cultural products by Alaska's tourism economy, a program to protect artists and their crafts is providing a level of quality for consumers and benefits to the artists and their communities.

Chapter 9 - Conclusions

The Alaskan cruise ship industry has provided vacations to millions of individuals over the past two decades. Drawn by the physical wonders of the land, the charismatic wildlife species, and the rich culture and history of the region, cruise passengers are able to fulfill their goal of “experiencing Alaska”.

As the North Coast prepares for the introduction of the cruise ship industry, planning efforts must consider the potential implications for the land and resource base. Many port destinations in Southeast Alaska have been able to derive significant economic benefits through the development of the cruise ship industry. However, each destination has faced land and resource challenges as a result of on-shore cruise passenger activity.

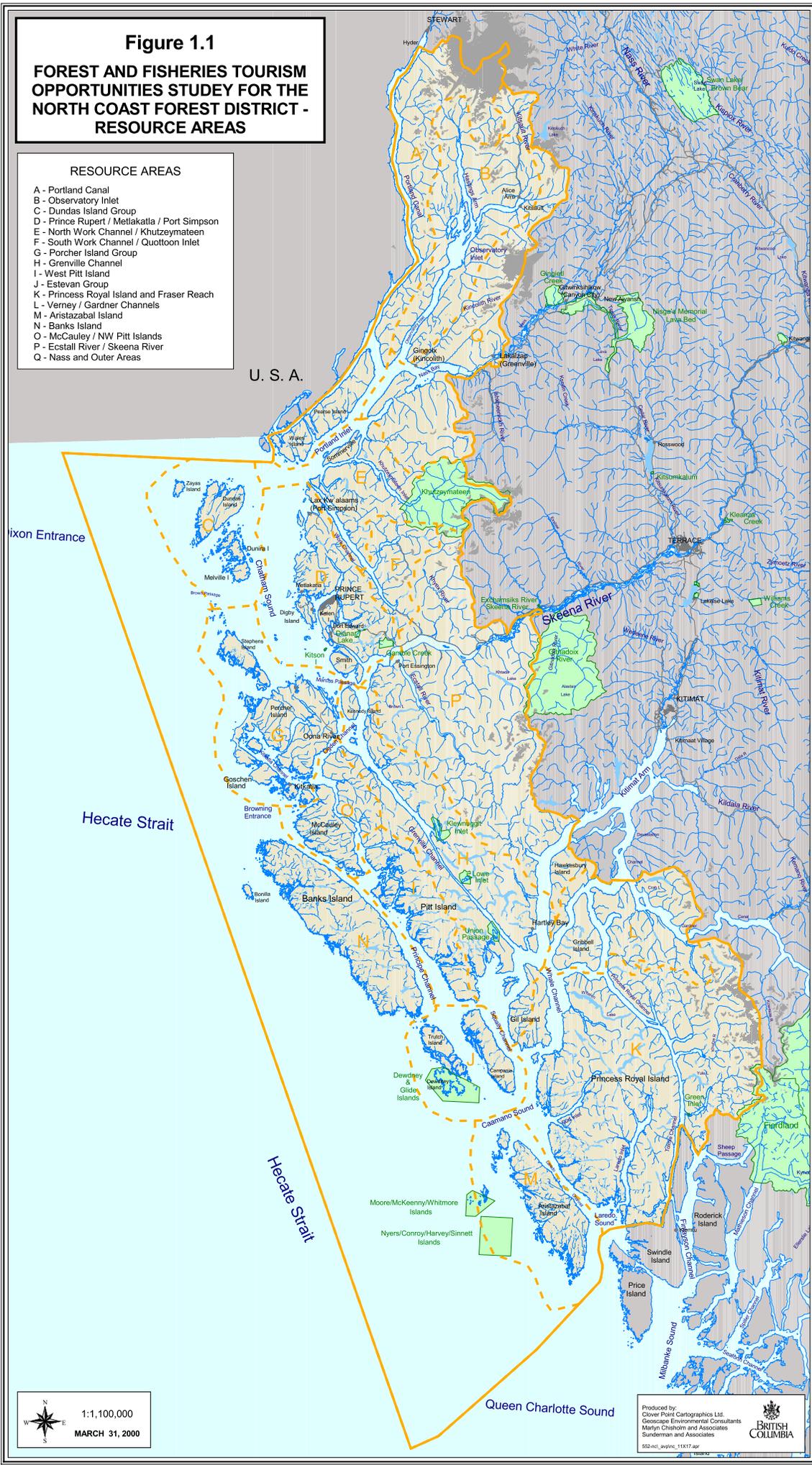
This research report provides information about the potential spatial and land use implications related to accommodating the large vessel cruise ship industry. Overall, it can be generalized that many of the shore excursion tours that cruise passengers pursue utilize regions within relatively close proximity to the destination port. However, a smaller, but significant proportion of tours travel much greater distances to view charismatic wildlife species as well as unique sites. These tours, located in regions outside front-country areas, have the potential to impact sensitive areas, and disrupt current activities if effective planning is not undertaken.

Numerous best management practices (BMPs) have evolved to address the potentially negative effects of cruise ship tour operations in Alaska. While many of these BMPs continue to evolve, they do provide North Coast stakeholders with opportunities to plan and manage subsequent development with the knowledge generated by these Alaskan communities. More detailed and specific planning and management recommendations that have been described in this report are available in the references cited throughout this work. It is encouraged that readers review the primary sources of information, and understand potential solutions to issues that may arise in North Coast in the future.

North Coast Forest District Resource Areas

Figure 1.1
FOREST AND FISHERIES TOURISM OPPORTUNITIES STUDY FOR THE NORTH COAST FOREST DISTRICT - RESOURCE AREAS

- RESOURCE AREAS**
- A - Portland Canal
 - B - Observatory Inlet
 - C - Dundas Island Group
 - D - Prince Rupert / Metlakatla / Port Simpson
 - E - North Work Channel / Kutzeymateen
 - F - South Work Channel / Quatoon Inlet
 - G - Porcher Island Group
 - H - Grenville Channel
 - I - West Pitt Island
 - J - Estevan Group
 - K - Princess Royal Island and Fraser Reach
 - L - Verney / Gardner Channels
 - M - Aristazabal Island
 - N - Banks Island
 - O - McCauley / NW Pitt Islands
 - P - Ecstall River / Skeena River
 - Q - Nass and Outer Areas



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BRITISH COLUMBIA

Appendices

Appendix 1: Economic Summary Information for Cruise Activity in Southeast Alaska

Source: McDowell Group, 1998⁹⁰

Table A-1: 1997 Cruise Ship Passenger Volume and Spending, by Port

City	Passengers	Spending Per Visit (\$US)	Total Passenger Spending (\$US)
Ketchikan	484,258	\$87	\$41,918,000
Wrangell	14,547	34	492,000
Petersburg	8,669	47	407,000
Sitka	177,019	67	11,832,000
Juneau	515,447	117	60,163,000
Haines	89,063	51	4,566,000
Skagway	391,125	103	40,351,000

Table A-2: 1999 Cruise Ship Passenger Volume and Spending by Port

Source: McDowell, 2000⁹¹

City	Passengers	Spending Per Visit (\$US)	Total Passenger Spending (\$US)
Juneau	595,959	\$125	\$74,495,000
Ketchikan	565,005	95	53,675,000
Sitka	168,024	70	11,762,000
Haines	159,734	55	8,785,000
Total			\$148,717,000

Appendix 2: Brief Description of Research Phases

Phase 1: Map areas of use for existing cruise passenger shore excursions within selected Alaskan cruise port destinations
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The first phase of this research spatially located the areas utilized for cruise passenger shore excursions in the Alaskan communities of Juneau, Ketchikan and Skagway. These destinations were chosen due to their wide range of shore excursion activities, experience in addressing issues related to the cruise ship industry, and the significant volume of passengers that visit each of these three communities. This research phase provided an overview of the geographical extent of cruise passenger activity on the land and resource base outside of the immediate port destination.

The initial source of information concerning shore excursion tours in the three case study ports was documents produced by the major cruise lines. A review of shore excursion information from Carnival, Celebrity, Royal Caribbean, Norwegian, Holland America and Princess Cruise Lines was conducted. Shore excursion packages, brochures, and websites were all screened for relevant tour information. Information concerning the product offerings of independent operators was included where reliable information could be gathered. Brochure and website documentation were compiled, and key areas of use for shore excursion products offered by both cruise line affiliated operators and independent operators were identified on maps.

A Geographical Information System (GIS) program (ArcView 3.2) was used to plot existing shore excursion areas of use. A total of 88 shore products offered by the major cruise lines were identified within the communities of Juneau, Ketchikan, and Skagway. In addition, nine products offered by independent operators were identified as possessing characteristics that differed significantly from those products offered by the major cruise lines. The geographic locations of the sites utilized for land, water, and air-based activities within each of the three destinations were located and subsequently plotted. This task identified the spatial spread of the existing shore excursion activities in each community (Maps 1,2 and 3).

The geographical distance from the cruise dock to each site was measured using the DISTANCE function in ArcView 3.2. For some tours, multiple sites were used during the

course of a shore tour. The geographical distance from the cruise dock to each site was measured. For a specific shore excursion tour, the distance to the furthest site was considered as the distance travelled for that tour. For example, a glacier flightseeing tour in Juneau flies over the Norris, Taku, Hole-in-the-Wall, East Twin and West Glaciers, located approximately 22, 31, 27, 40, and 36 kilometres from the cruise ship dock in Juneau respectively. For this tour, the recorded distance travelled was 40 kilometres.

For certain types of activity, specifically helicopter flights and some water-based activities, different sites within an area may be used on different days. In addition, some tours are identified as landing on a glacier. For some of these tours, the exact location was not available, and therefore, the area of use was plotted using the best information possible. The location of key sites is not expected to vary significantly from the true location.

The critical distance ranges recorded were the Maximum and Mean Maximum distances travelled for each excursion type, as well as an additional 25% Extended Travel Range. These values are described using kayaking as an example.

1. **Mean Maximum Range:** The maximum distance in each of the 5 kayaking tours in Alaska were averaged to produce the mean maximum. For example, the maximum distance travelled in each of the 5 kayaking tours offered in the case study regions were: 2, 16, 24, 26, and 30 kilometres. The Mean Maximum was determined to be 19.7 km by averaging the 5 values.
2. **Maximum Range:** The maximum distance travelled by any of the 5 kayaking tours. In the Alaskan case, 30 kilometres was determined to be the Maximum for kayaking activity.
3. **25% Extended Travel Range:** This extended range was included to reflect probable increases in excursion travel distances generated by future improvements in transport technology. For all cases, including kayaking, it reached 25% beyond the current maximum travel range for that activity. In this case, the 25% Extended Travel Range was calculated as 1.25 times the Maximum for kayaking (30km), producing a 25% Extended Buffer Range of 37.5 km.

Phase 2: Alaskan Case Study Research

Phase 2 of this research involved detailing the characteristics of cruise excursions offered in Southeast Alaska cruise ports. Data for this phase was collected via personal and telephone interviews, analysis of mapping information, and observational research in the Alaskan cruise ports of Juneau and Ketchikan.

Interviews with tour operators in these Alaskan ports and discussions with land management agencies provided an understanding of typical tour patterns and passenger requirements for cruise visitors. Reviews of mapping information with key informants provided a higher degree of certainty concerning the accuracy of some of the mapping information that was developed in Phase 1. Observational research in the port destinations of Juneau and Ketchikan helped to identify the patterns of passenger movement over the course of a typical cruise port visit.

In addition to the spatial distribution data that was gathered from key government and industry informants in these Alaskan communities, the interviewees provided information about the land use issues that had arisen as a result of large-scale cruise ship development.

Phase 3: Implications for the North Coast LRMP Region

The third phase of this research involved identifying potential land and resource use patterns of cruise ship passengers within the North Coast planning area. Information gathered through the three Alaskan case studies and discussions with North Coast stakeholders was used to develop a series of maps displaying the potential spatial distribution of cruise passenger activity across the North Coast LRMP planning area. The typical travel ranges associated with various types of Alaskan land, air and water based excursions bounded these projected spatial patterns. While future excursion patterns within the North Coast region will not necessarily be identical to those experienced in Alaska, it is probable that logistical considerations and cruise passenger preferences will be similar between communities.

To identify areas within activity excursion ranges, tourism and recreation inventory information associated with the North Coast Tourism Opportunities Studies, capability (2000) and suitability (2001) was employed.

The North Coast Tourism Opportunities Study (NCTOS) for the North Coast Forest District (2000) was commissioned to “identify opportunities for sustainable community-based tourism development within the North Coast Forest District⁹².” Through this effort, the physical capability of the land base to support 11 types of tourism products was identified. The result was a series of maps identifying areas across the land base as possessing very high, high, moderate or low capability for a specific tourism product. The text of the NCTOS (2000) document identified the most promising resource areas for tourism development based on a series of evaluative resource criteria.

In 2001, the follow-up report, the North Coast Tourism Opportunities: Suitability and Tourism Use Mapping⁹³ report identified areas that were particularly suitable for tourism development. This report identified areas with high recreational value for specific activities in the North Coast Region, while considering a range of constraints. It provided a more refined assessment of many of the resource areas identified in the original capability study.

The spatial pattern trends for shore excursions observed in and adjacent to the Alaskan cruise ports were used as a guide to identify regions that might be utilized for cruise passenger activities within the North Coast region. The 25% Extended Zone was added to the Alaskan travel ranges to accommodate the potential future improvements in transportation technology and subsequently projected on the land and resource base of the LRMP region.

In cases where tours were offered by both the major cruise lines and independent operators, the following system was used for mapping:

Map Representation	Information
Orange Outline	<ul style="list-style-type: none"> ▪ Resource areas outlined in orange indicate regions of high tourism capability for specific tourism products identified in the North Coast Tourism Opportunities Study (2000). These areas are within typical travel distances for similar shore excursion products offered by the major cruise lines in Alaskan destinations.
Pink Outline	<ul style="list-style-type: none"> ▪ Identifies high and moderate suitability areas within typical travel ranges for similar shore excursion products offered by the major cruise lines in Alaska.
Green Outline	<ul style="list-style-type: none"> ▪ Identifies high and moderate suitability areas within typical travel ranges for similar shore excursion products offered by the independent tour operators in Alaska.
Blue Outline	<ul style="list-style-type: none"> ▪ Identifies high and moderate suitability areas outside typical travel ranges for similar shore excursion products in Alaskan destinations.

Overall, these maps do not state where tourism development will occur, but simply identify the areas that may be affected if shore excursions were to be developed in a manner similar to that of Alaska.

Appendix 3: Shore Excursion Tours Offered by Princess Cruises in Juneau, Ketchikan and Skagway, Alaska

Source: Princess Cruises, 2002 Alaska Ashore http://www.princess.com/planner/shorex/pdf/2002_alaska.pdf

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Juneau	Mendenhall Glacier & Salmon Hatchery Tour	<ul style="list-style-type: none"> ▪ History of Juneau; Macaulay Hatchery; and visit to Mendenhall Glacier by bus ▪ Visit Chapel by the Lake, with views of Auke Lake and the Mendenhall Glacier 	<ul style="list-style-type: none"> ▪ Low ▪ Wheelchair accessible ▪ Chapel on the Lake closed on Sundays 	3.00	\$36.00
Juneau	Authentic Alaskan Salmon Bake	<ul style="list-style-type: none"> ▪ Salmon bake on the banks of Salmon Creek after a short bus ride ▪ Walk to Salmon Falls 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	2.00	\$29.00
Juneau	Gold Panning & History Tour	<ul style="list-style-type: none"> ▪ Transport to Gold Creek by mini-bus ▪ Visit Alaska-Juneau mine 	<ul style="list-style-type: none"> ▪ Medium ▪ Children accompanied by adult 	1.50	\$39.00
Juneau	Guide's Choice Adventure Hike	<ul style="list-style-type: none"> ▪ Variable routes ▪ Hike covers 3 to 6 miles (5 to 10km) by foot 	<ul style="list-style-type: none"> ▪ High ▪ 3 to 6 miles (5 to 10km), elevation gain of 1200 feet ▪ All weather 	4.50	\$69.00
Juneau	Rain Forest Wilderness Walk	<ul style="list-style-type: none"> ▪ Reach site by bus 	<ul style="list-style-type: none"> ▪ 2 hour walk ▪ Medium ▪ 1.5 miles (2.4km) total walking distance 	3.00	\$62.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Juneau	Historic Juneau Gold Mine Tour	<ul style="list-style-type: none"> Visit the Alaska Gastineau Mill by bus through the Sheep Creek Valley 	<ul style="list-style-type: none"> Exclusive or limited capacity (Low activity) 	3.00	\$59.00
Juneau	Rain Forest Garden Adventure	<ul style="list-style-type: none"> Bus transport to Glacier Gardens 	<ul style="list-style-type: none"> Low Limited mobility accessible 	2.50	\$34.00
Juneau	Mount Roberts Tramway	<ul style="list-style-type: none"> Short walk from the cruise ship dock Reach the top of Mt. Roberts by tram 	<ul style="list-style-type: none"> Low Wheelchair accessible 	1.50	\$21.95
Juneau	Deluxe Mendenhall Glacier & Juneau Highlights	<ul style="list-style-type: none"> Bus transport to Juneau sites; Governor's mansion; Macaulay Salmon Hatchery; Mendenhall Glacier visitor centre; Green Angel Gardens; Alaska State Museum; Homestead Park 	<ul style="list-style-type: none"> Exclusive or limited capacity Low Wheelchair accessible 	4.00	\$80.00
Juneau	Tram & Trek	<ul style="list-style-type: none"> Bus tour through Juneau Tram ride to the top of Mt. Roberts 	<ul style="list-style-type: none"> 1 hour guided alpine walk Medium ¾ mile (1.2km) hike 	2.00	\$48.00
Juneau	Bike & Brew Tour	<ul style="list-style-type: none"> 11 mile (17.6km) bicycle trip: Start Fritz Cove road, with views of Auke Bay; views of Chapel by the Lake; to the west vista of Mendenhall Glacier Bus ride to the Alaskan brewery 	<ul style="list-style-type: none"> High Brewery closed on Sundays 	4.50	\$72.00
Juneau	Juneau Horseback & Glacier Tour	<ul style="list-style-type: none"> Transfer to Montana Creek Trailhead by bus 3 mile (4.8km) horse-back ride 	<ul style="list-style-type: none"> Medium 	3.50	\$139.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
		<p>paralleling the creek</p> <ul style="list-style-type: none"> ▪ Bus transfer to the Mendenhall Centre 			
Juneau	Mendenhall Glacier & Wildlife Quest	<ul style="list-style-type: none"> ▪ Bus to Mendenhall Glacier ▪ Bus to Auke Bay ▪ Board high-speed catamaran; navigate through Stephen's Passage 	<ul style="list-style-type: none"> ▪ 3 hour cruise, 45 minutes on glacier ▪ Low ▪ Limited mobility accessible 	5.00	\$119.00
Juneau	Whale Watching & Wildlife Quest	<ul style="list-style-type: none"> ▪ Bus to Auke Bay ▪ Board high-speed catamaran for whale watching 	<ul style="list-style-type: none"> ▪ 3 hour cruise ▪ Low ▪ Wheelchair accessible 	4.00	\$105.00
Juneau	Juneau Explorer by Land & Sea	<ul style="list-style-type: none"> ▪ High-speed ocean vessel through the Gastineau channel; past Admiralty Island; to Auke Bay ▪ Board bus at Auke Bay to Mendenhall Glacier; Chapel by the Lake; to cruise ship 	<ul style="list-style-type: none"> ▪ Exclusive or limited capacity ▪ Low ▪ Limited mobility accessible 	4.00	\$89.00
Juneau	Juneau Sportfishing Adventure	<ul style="list-style-type: none"> ▪ Board a 26 to 36 foot vessel and fish in the areas surrounding Juneau 	<ul style="list-style-type: none"> ▪ 3-4 hours of fishing ▪ Medium ▪ Limited mobility accessible 	5.00	\$149.00
Juneau	Juneau Fly-In Fly Fishing	<ul style="list-style-type: none"> ▪ Bush pilot takes you to a remote stream or tidal estuary by floatplane within Tongass National Forest 	<ul style="list-style-type: none"> ▪ Exclusive or limited capacity ▪ 3.5 hours of fishing ▪ Medium 	6.00	\$365.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Juneau	Orca Point Lodge & Sightseeing Cruise	<ul style="list-style-type: none"> ▪ Bus to Auke Bay ▪ Board deluxe vessel to cruise amongst wilderness islands near Juneau ▪ Reach Orca Point (lodge) with views of Admiralty Island, Horse Island, Stephen's Passage and nearby mountains. ▪ Walk through the forest or to the beach 	<ul style="list-style-type: none"> ▪ 3 hour cruise ▪ Low 	5.50	\$129.00
Juneau	Glacier View Sea Kayaking	<ul style="list-style-type: none"> ▪ Bus transfer to Auke Bay ▪ Explore Juneau's coast, Smuggler's Cove, and the Mendenhall Wetlands; views of the Mendenhall Glacier 	<ul style="list-style-type: none"> ▪ High 	3.50	\$86.00
Juneau	Mendenhall Glacier Float Trip	<ul style="list-style-type: none"> ▪ Bus trip to Mendenhall Lake ▪ Float raft on the Lake to the Mendenhall River ▪ Take-out point where the river meets the road ▪ Bus to the ship 	<ul style="list-style-type: none"> ▪ Medium ▪ Limited mobility accessible 	3.5-4.0	\$99.00
Juneau	Mendenhall Lake Canoe Adventure	<ul style="list-style-type: none"> ▪ Bus to Mendenhall Lake ▪ Canoe across the Lake (12 person canoe) ▪ Land at Nugget Falls for a snack 	<ul style="list-style-type: none"> ▪ High ▪ All guests must be able to paddle 	4.00	\$125.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Juneau	Taku Wilderness Lodge & Glacier Flightseeing	<ul style="list-style-type: none"> ▪ Floatplane to Taku Lodge; across from the Hole-in-the-Wall Glacier ▪ Salmon barbecue; forest hike 	<ul style="list-style-type: none"> ▪ Exclusive or limited capacity ▪ 1 hour total flight time ▪ Medium ▪ Limited mobility accessible 	3.50	\$219.00
Juneau	Glacier Flightseeing Adventure	<ul style="list-style-type: none"> ▪ Floatplane for glacier flight-seeing tour towards the Juneau Icefield ▪ Fly over the Norris, Taku, Hole-in-the-Wall and East and West Twin Glaciers ▪ Flight path may change due to weather 	<ul style="list-style-type: none"> ▪ 40 minutes total flight time ▪ Low ▪ Limited mobility accessible 	1.25	\$155.00
Juneau	Mendenhall Glacier Helicopter Tour	<ul style="list-style-type: none"> ▪ Turbine helicopter flies over alpine ridges to the Mendenhall Glacier ▪ Pass the Mendenhall Towers, land on the Mendenhall Glacier 	<ul style="list-style-type: none"> ▪ 30 minutes total flight time, 25 minute glacier walk ▪ Medium ▪ Limited mobility accessible 	2.25	\$210.00
Juneau	Glacier Panorama via Helicopter	<ul style="list-style-type: none"> ▪ Helicopter flight over four different glaciers: Hole-in-the-Wall, Taku, Norris and the Dead Branch Glacier ▪ Disembark on the Norris Glacier ▪ Flight over the hills surrounding Juneau, and over the town itself. 	<ul style="list-style-type: none"> ▪ 40 minute helicopter flight, plus 20 minute glacier walk ▪ Medium ▪ Wheelchair accessible 	2.00	\$219.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Juneau	Pilot's Choice Helicopter Exploration	<ul style="list-style-type: none"> ▪ May move to Wonder Land, an offshoot of the Herbert Glacier ▪ Two glacier landings, and at one location, the pilot takes the passengers on a personal tour of the glacier 	<ul style="list-style-type: none"> ▪ Exclusive or limited capacity ▪ 50 minute total helicopter flight time, plus 30 minutes on glaciers ▪ Limited mobility accessible 	2.75	\$299.00
Juneau	Helicopter Glacier Discovery	<ul style="list-style-type: none"> ▪ Varying helicopter flight paths; customized tour of the glaciers ▪ Glacier landing 	<ul style="list-style-type: none"> ▪ 35 minutes total flight time, 25 minutes on glacier ▪ Limited mobility accessible 	2.00	\$215.00
Juneau	Helicopter Glacier Trek	<ul style="list-style-type: none"> ▪ Outfitted in warm outerwear, boots, crampons, and ice axe. ▪ Helicopter flight over rain forest, granite peaks, and glaciers. ▪ Guided hike over the glacier (Mendenhall, Taku, Norris, Gilkey, or Lemon Glaciers) 	<ul style="list-style-type: none"> ▪ Exclusive or limited capacity ▪ 2 hours on glacier ▪ High ▪ Must be able to hike 2 miles (3.2 kilometres) 	4.50	\$345.00
Juneau	Extended Helicopter Glacier Trek	<ul style="list-style-type: none"> ▪ Four hour hiking and climbing over glacier terrain escorted by a guide ▪ Climb ice walls, remote areas of the glacier ▪ Mendenhall, Taku, Norris, Gilkey, or Lemon Glaciers 	<ul style="list-style-type: none"> ▪ High 	6.50	\$439.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Juneau	Glacier Panorama & Dog Sled Adventure	<ul style="list-style-type: none"> Combines helicopter flightseeing, a glacier walk and a dog sled ride. Helicopter flight over the Juneau Icefield and land on the Norris Glacier to the dog mushing camp. 	<ul style="list-style-type: none"> Exclusive or limited capacity High 50 minutes total flight time plus 1 hour on glacier 	3.00	\$369.00
Ketchikan	Totem & Town Tour	<ul style="list-style-type: none"> 25 mile (40 km) motorcoach ride in and around Ketchikan Reach Totem Bight State Park; walk through a forest trail to an Indian campsite; and enter the Ceremonial House; have a salmon snack 	<ul style="list-style-type: none"> Low, wheelchair accessible 	2.50	\$35.00
Ketchikan	Saxman Native Village & Ketchikan City Tour	<ul style="list-style-type: none"> Bus trip to Saxman Native Village The return trip passes the harbor, Creek street, historic residential areas and downtown Ketchikan 	<ul style="list-style-type: none"> Medium, wheelchair accessible 	2.50	\$47.00
Ketchikan	George Inlet Mountain Bike Tour	<ul style="list-style-type: none"> Oceanside dirt roads; fish hatchery tour; self-paced ride 	<ul style="list-style-type: none"> High Moderate to good physical condition 5 to 8 miles (8 to 12.8km) 	3.00	\$75.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Ketchikan	Orca Beach Nature Walk	<ul style="list-style-type: none"> ▪ Board motorized inflatable at Knudson Point; cruise to Orca Beach ▪ Walk through the forest 	<ul style="list-style-type: none"> ▪ High ▪ Hike 1.5 miles (2.4km) 	4.00	\$89.00
Ketchikan	Heritage Town & Country Tour	<ul style="list-style-type: none"> ▪ City tour, including Totem Heritage Centre, Creek Street, Refuge Cove, and the Tribal House at Totem Bight State Park. ▪ Smoked salmon and beverage at Alaskan Totem Trading company, Alaskan Museum ▪ Travel to Deer Mountain tribal Hatchery 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	4.00	\$59.00
Ketchikan	Ketchikan by Horse-Drawn Trolley	<ul style="list-style-type: none"> ▪ Ketchikan's most historic areas by horse-drawn trolley. 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	1.00	\$21.00
Ketchikan	Great Alaskan Lumberjack Show	<ul style="list-style-type: none"> ▪ Located near the cruise ship pier 	<ul style="list-style-type: none"> ▪ Low ▪ Wheelchair accessible 	1.50	\$29.00
Ketchikan	Back Country Jeep & Canoe Safari	<ul style="list-style-type: none"> ▪ Jeep trip along the roads of the Tongass National Forest ▪ From sea-level to sub-alpine regions ▪ Drive along abandoned logging roads 	<ul style="list-style-type: none"> ▪ High ▪ Moderate physical condition 	4.00	\$129.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
		<ul style="list-style-type: none"> ▪ Arrive at Harriet Hunt Lake ▪ Transfer to canoe ▪ Short nature walk through an old-growth forest to a remote camp for an snack 			
Ketchikan	Ketchikan Historical Waterfront Cruise	<ul style="list-style-type: none"> ▪ Cruise the waterfront in a small "Bayliner-type vessel ▪ Past Creek Street, Saxman Totem Park, Pass Ketchikan Creek, Pennock Island 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	2.00	\$49.00
Ketchikan	Rain Forest Canoe Adventure	<ul style="list-style-type: none"> ▪ Motorcoach transport to a lake outside of Ketchikan ▪ Canoe along the shores and across the lake ▪ Nature walk 	<ul style="list-style-type: none"> ▪ High 	3.50	\$85.00
Ketchikan	Pennock Island Kayaking	<ul style="list-style-type: none"> ▪ Board inflatable, motorized boat at dock ▪ Travel to Pennock Island ▪ Kayak along shoreline for 1.5 hours ▪ Return via inflatable 	<ul style="list-style-type: none"> ▪ High 	2.50	\$79.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Ketchikan	Tatoosh Islands Kayak Adventure	<ul style="list-style-type: none"> ▪ Bus ride to Knudson Cove ▪ Motorized inflatable ride to Tatoosh Islands ▪ Kayak in and around the island 	<ul style="list-style-type: none"> ▪ High 	4.00	\$120.00
Ketchikan	Guard Island Lighthouse Excursion	<ul style="list-style-type: none"> ▪ Bus ride through Ketchikan to a private dock ▪ Catamaran "Totem Princess" past working cannery, totem poles, and clan house at Totem Bight State Park ▪ Circumnavigate Guard Island Lighthouse 	<ul style="list-style-type: none"> ▪ Low 	3.00	\$85.00
Ketchikan	Ketchikan Sportfishing Expedition	<ul style="list-style-type: none"> ▪ Fishing in the waters surrounding Ketchikan 	<ul style="list-style-type: none"> ▪ Medium 	4.00-5.00	\$169.00
Ketchikan	Guided Alaskan Fishing & Wilderness Trek	<ul style="list-style-type: none"> ▪ Travel on a skiff along Ketchikan's shoreline to a specially selected fishing ground. ▪ After two hours, travel to a wilderness beach for lunch and hike in the rain forest (30 minutes) 	<ul style="list-style-type: none"> ▪ High ▪ Exclusive or limited capacity 	7.5-8.5	\$249.00
Ketchikan	Back Country Jet Boat Excursion	<ul style="list-style-type: none"> ▪ Board jet boat for Clover Pass and Naha Bay in the back-country ▪ Travel along Tongass Narrows, through the wilderness of Tongass National Forest ▪ Reach Salmon Falls Resort, and board 	<ul style="list-style-type: none"> ▪ Low 	3.50	\$86.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
		<p>a high-speed jet boat. Pass the waterfront village of Loring.</p> <ul style="list-style-type: none"> Return to Ketchikan through Salmon Falls Resort 			
Ketchikan	Mountain Point Snorkelling Adventure	<ul style="list-style-type: none"> Snorkel the waters of Mountain Point 	<ul style="list-style-type: none"> High 	3.00	\$79.00
Ketchikan	Misty Fjords Seaplane Exploration	<ul style="list-style-type: none"> Floatplane flight to Misty Fjords National Monument Travel from the waters of Tongass Narrows over Revillagigedo Island to Misty Fjords, 22 miles (35km) east of Ketchikan Step onto the floats 	<ul style="list-style-type: none"> Low Limited mobility accessible 65 minute flight time and 10 minute water landing 	2.00	\$199.00
Ketchikan	Neets Bay Bear Watch	<ul style="list-style-type: none"> Floatplane to Neets Bay in Tongass National Forest ¼ mile hike (0.4km) to Neets Creek Salmon hatchery and high density black bear areas June 20th to September 27th 	<ul style="list-style-type: none"> High Exclusive or limited capacity 1 hour flight time and 1 hour at viewing site 	3.00	\$259.00
Ketchikan	Alaska Bear Adventure	<ul style="list-style-type: none"> Floatplane to Traitors Cove, ¼ mile (0.4km) hike starting from Margaret Creek to a viewing platform Access controlled by USFS 	<ul style="list-style-type: none"> High Exclusive or limited capacity 45 minute flight and 1 hour at site 	3.00	\$259.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Ketchikan	Misty Fjords Wilderness Cruise & Flight	<ul style="list-style-type: none"> ▪ Floatplane to Misty Fjords ▪ Board cruise vessel in cove ▪ New Eddystone Rock and return to Ketchikan 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	4.00	\$259.00
Skagway	Historical Skagway & Days of '98	<ul style="list-style-type: none"> ▪ Board motorcoach and explore the downtown Klondike Gold Rush National Historical Park district ▪ Stop at the Lookout, view of Skagway Valley, Lynn Canal and the ship. ▪ Stop at the Trail of '98 Trail; Days of '98 Show ▪ Explore downtown 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	2.50	\$35.00
Skagway	Klondike Summit & Liarsville Experience	<ul style="list-style-type: none"> ▪ Motorcoach journey through downtown to Liarsville. ▪ Board motorcoach to parallel White Pass and Yukon Route railroad to the White Pass Summit. ▪ Enters Canada 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	3.00	\$48.00
Skagway	Historical Tour & Liarsville Salmon Bake	<ul style="list-style-type: none"> ▪ Motorcoach exploration of Skagway ▪ Travel to Liarsville Cookhouse; stop at the Lookout 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	3.00	\$59.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Skagway	To the Summit	<ul style="list-style-type: none"> ▪ Travel by van to the West White Pass summit in the St. Elias Range ▪ Stops include Dead Horse Trail, the old Brackett Wagon Road, Pitchfork Falls, Moore Ridge and glaciers 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	1.50	\$35.00
Skagway	Experience the Yukon	<ul style="list-style-type: none"> ▪ Travel by motorcoach 65 miles (104km) into the Yukon (Canada) ▪ Pass through Skagway, climb White Pass Trail of '98. ▪ Explore Carcross, between Lake Bennett and Caribou Crossing. ▪ Eat at the Caribou Crossing Trading Post 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	7.00	\$85.00
Skagway	Yukon Expedition & White Pass Scenic Railway	<ul style="list-style-type: none"> ▪ Motorcoach along the Trail of '98 to white Pass Summit and the Yukon. ▪ Travel through the Tormented Valley and the Village of Carcross near Lake Bennett ▪ At the Caribou Crossing Trading Post, have lunch and visit the Wildlife Gallery. ▪ Depart for Skagway aboard the White Pass and Yukon Route railroad. 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	8.00	\$169.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Skagway	White Pass Scenic Railway	<ul style="list-style-type: none"> ▪ Leave from Skagway; pass through Bridal Veil Falls, Inspiration Point and dead Horse Gulch ▪ Pass Trail of '98 	<ul style="list-style-type: none"> ▪ Low ▪ Wheelchair accessible 	3.00-3.50	\$94.00
Skagway	Skagway's Original Street Car	<ul style="list-style-type: none"> ▪ Travel through downtown on a sightseeing bus, the scenic overlook, Gold-rush cemetery, the Garden City "residential area", Club House Theatre 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	2.00	\$36.00
Skagway	Klondike Bicycle Tour	<ul style="list-style-type: none"> ▪ Van ride to the White Pass Summit ▪ Coast down the Klondike Highway, from "Summit to Sea" ▪ Encompasses 15 miles (24km) down the White Pass Trail of '98 ▪ Enters Canada 	<ul style="list-style-type: none"> ▪ High ▪ 1.5 hours on bike 	2.50	\$76.00
Skagway	Dyea Bicycle Adventure	<ul style="list-style-type: none"> ▪ 20 minute van ride to Dyea ▪ Ride through Dyea on a 6-mile (9.6km) bicycle route 	<ul style="list-style-type: none"> ▪ High 	2.50	\$73.00
Skagway	Horseback Riding Adventure	<ul style="list-style-type: none"> ▪ Van ride through the back-country of Klondike Gold Rush National Historic Park (within Dyea Valley) ▪ Visit the town of Dyea 	<ul style="list-style-type: none"> ▪ High 	3.25	\$129.00
Skagway	Yukon Jeep Adventure	<ul style="list-style-type: none"> ▪ Travel from Skagway into the Yukon ▪ View Pitchfork Falls, Dead Horse Gulch en route to Carcross 	<ul style="list-style-type: none"> ▪ Low ▪ Limited mobility accessible 	5.00	\$119.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Skagway	Alaska Garden & Gourmet Tour	<ul style="list-style-type: none"> Travel by motorcoach through the Skagway History, food at the Skagway Inn 	<ul style="list-style-type: none"> Exclusive or limited capacity Low 	2.50	\$69.00
Skagway	Skagway Sportfishing	<ul style="list-style-type: none"> 28 foot cruiser on the Inside Passage 	<ul style="list-style-type: none"> Medium 	3.50	\$159.00
Skagway	Pilot's Choice Helicopter Odyssey	<ul style="list-style-type: none"> Helicopter departs from Skagway Harbor Flexible flight itinerary Waterfalls en route to Ferebee Glacier, Chilkat Glacier, or Meade Glacier Two landings 	<ul style="list-style-type: none"> Exclusive or limited capacity Medium Limited mobility accessible 50 minute flight time, 30 minutes on glaciers 	2.00	\$299.00
Skagway	Chilkoot Trail & Glacier Tour via Helicopter	<ul style="list-style-type: none"> Helicopter flight-seeing with a glacier walk View Skagway, Dyea Pass over the entrance to the Chilkoot Trail, through the Valley of the Glaciers Land on a glacier 	<ul style="list-style-type: none"> Medium Limited mobility accessible 30 minute flight time, 25 minutes on glacier 	1.50	\$210.00
Skagway	Dog Sledding & Glacier Flightseeing Tour	<ul style="list-style-type: none"> Helicopter flight over glaciers, land at the dog camp on the Denver Glacier 	<ul style="list-style-type: none"> High 30 minute flight time, 1 hour on glacier 	2.00	\$369.00
Skagway	Chilkoot Trail Hike & Float Adventure	<ul style="list-style-type: none"> Bus to Dyea, trailhead of the Chilkoot Trail Hike the first two miles (3.2km) of the 	<ul style="list-style-type: none"> High 40 minute trip 	4.25	\$95.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
		<p>Chilkoot before arriving at the Taiya River</p> <ul style="list-style-type: none"> Board an 18-foot raft for a float back to Dyea 			
Skagway	Glacier Point Wilderness Safari	<ul style="list-style-type: none"> 40 minute cruise on a catamaran to glacier Point. Short scenic drive ¼ mile walk (0.4km) 31 foot canoe trip to the face of the Davidson Glacier 	<ul style="list-style-type: none"> High 	5.50	\$199.00
Skagway	Heli-Hike & Rail Adventure	<ul style="list-style-type: none"> Helicopter flight over the Juneau Icefield to Glacier Station 5 mile (8km) hike along the Skagway River to view the Laughton Glacier Return to Glacier Station, board the White Pass and Yukon Railroad for a 1 hour ride back to Skagway 	<ul style="list-style-type: none"> Exclusive or limited capacity High 	5.25	\$299.00
Skagway (Haines)	A Visit to Historic Haines	<ul style="list-style-type: none"> Catamaran cruise to Haines Drive around William H. Seward Square, Sheldon Museum, and the Cultural Centre, American Bald Eagle Interpretative Centre Shopping in Haines 	<ul style="list-style-type: none"> Low Limited mobility accessible 	4.00	\$79.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Skagway (Haines)	Deluxe Haines Highlights	<ul style="list-style-type: none"> ▪ Catamaran cruise to Haines ▪ Fort William H. Seward, Sheldon Museum ▪ Visit out of town along the Chilkat Peninsula ▪ Photo opportunity at an old salmon cannery ▪ Tour of a recreated salmon cannery 	<ul style="list-style-type: none"> ▪ Low ▪ Catamaran cruise to Haines 	5.00	\$85.00
Skagway (Haines)	Chilkoot Lake Fresh Water Fishing	<ul style="list-style-type: none"> ▪ Short catamaran cruise to Haines ▪ 20 minute drive to Chilkoot Lake ▪ Board a 28 foot pontoon boat (Fish for sockeye, Dolly Varden) 	<ul style="list-style-type: none"> ▪ Medium ▪ Begins June 18th 	6.00	\$199.00
Skagway (Haines)	Eagle Preserve Wildlife Quest by Jet Boat	<ul style="list-style-type: none"> ▪ Catamaran cruise to Haines ▪ Narrated bus ride to the Chilkat Bald Eagle Preserve ▪ Board jet boat and cruise along 35 miles (56km) of tributaries 	<ul style="list-style-type: none"> ▪ Medium 	6.25	\$159.00
Skagway (Haines)	Eagle Preserve Scenic Float Reserve Adventure	<ul style="list-style-type: none"> ▪ Catamaran cruise to Haines ▪ Bus trip through Haines and Fort William H. Seward to the Chilkat Bald Eagle Preserve ▪ Board rafts and float through Preserve 	<ul style="list-style-type: none"> ▪ Medium 	6.50	\$165.00

Destination Port	Excursion Activities	Description	Estimated Activity Level	Duration in Hours	Adult Price (\$US)
Skagway (Haines)	Valley of the Eagles Nature Tour	<ul style="list-style-type: none"> ▪ Catamaran cruise to Haines ▪ Board bus, pass along Chilkoot River, frequent stops ▪ Travel through the Valley of the Eagles 	<ul style="list-style-type: none"> ▪ Medium 	6.25	\$145.00
Skagway (Haines)	Chilkat Rain Forest Nature Hike	<ul style="list-style-type: none"> ▪ Catamaran cruise to Haines ▪ Board bus and travel to the Chilkat Rain Forest Trailhead, passing through Haines and past the Chilkat Peninsula 	<ul style="list-style-type: none"> ▪ 3 mile (4.8km) hike 	6.25	\$135.00
Skagway (Haines)	Wilderness Kayak Experience	<ul style="list-style-type: none"> ▪ Catamaran cruise to Haines ▪ Short bus ride to the launch site ▪ Varying sites dependent upon weather and wildlife viewing conditions 	<ul style="list-style-type: none"> ▪ High 	6.00	\$145.00

Appendix 4: North Coast Resource Areas

Source: Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District (2000)

Unit	Name	Associated Community	NCTOS 2000 Comments
A	Portland Canal	Stewart, Gingolx	With Alaska next door, the area offers much for boaters and kayakers in scenery and fishing. Historic sites include as old mines (Georgie River, Swamp Point, Maple Bay) and the stone house on Wales Island.
B	Observatory Inlet	Gingolx, Laxgalts'ap	Very scenic and unique area. Weather is similar to interior. Historic sites; includes Anyox, Alice Arm, and Kitsault - deserted town sites with an opportunity to be marketed as a recreation destination. Good access to sub-alpine. Suitable for fishing, hunting, river activities, mountain biking. Significant wildlife viewing potential.
C	Dundas Island group	Port Simpson, Metlakatla	Excellent kayaking area for novice to expert. More of a wilderness experience than Porcher Island. Excellent whale watching and fishing. Traditional use area important to region's First Nations
D	Prince Rupert/Metlakatla/Port Simpson	Prince Rupert, Metlakatla Port Simpson	Many beaches within close proximity to Prince Rupert. (Digby Island, Big Bay, Lucy Island). Includes Pike Island archaeological site. FN cultural activities, fishing, wildlife viewing, boating, kayaking and mountain biking.
E	North Work Channel/ Khutzeymateen	Port Simpson	Includes an old volcano (Crow Lagoon) and Khutzeymateen Provincial Park. Best known for wildlife viewing (whale watching and grizzly bears). Also for kayaking, boating and FN culture.
F	South Work Channel/ Quottoon Inlet	Port Simpson	Quottoon Inlet is the most scenic area in the whole North Coast. Large waterfalls and steep cliffs. Forest Service Recreation Site at head of Work Channel. Road access to Work Channel from Hwy 16.
G	Porcher Island Group	Kitkatla, Oona River	Offers the best all round area for kayaking (beginners to expert). Large beaches, wildlife viewing. Excellent beaches and great potential for trail development. FN culture and environmental education opportunities.
H	Grenville Channel	Kitkatla/Oona to Hartley Bay	Great fishing area, few anchorages. Scenic inside passage. Few kayak campsites. Tides run 4 to 6 knots. If timed with tides a kayaker can cover a lot of territory. Contains Lowe Inlet Marine park

Unit	Name	Associated Community	NCTOS 2000 Comments
I	West Pitt Island	Kitkatla to Hartley Bay	Very good touring area with many inlets and islands (Complex landform with many small islets, inlets, channels suited to kayaks and small boats. Best example of native stone fishing weir in district – still works)
J	Estevan Group	Hartley Bay	If this area were closer to PR it would be considered the best area by far for kayaking, fishing, hiking and wildlife and scenic viewing. Remoteness limits potential for area. Areas most important and unique feature is the large island to the east – Campania Island. This island has very fine white sand beaches. Few trees on the island make hiking and viewing exceptional. Trutch Island is comprised of sheltered inlets that lead to an exposed west shore. Old radar station on Trutch Island has houses, helipad, dock and other facilities – currently leased out to shell fish farm operator.
K	Princes Royal Island and Fraser Reach	Hartley Bay	Best known for Kermode bear viewing. Barnard Harbour contains 2 large fish camps. Anchor and Canoona Lakes contain high cliffs and beaches. Khutze Inlet is known for Grizzly viewing. Undeveloped hot springs in Klekane inlet. Karst features in Chapple Inlet. Kayaking, boating and wildlife viewing main opportunities.
L	Verney/Gardner Channels	Hartley Bay	Touring area protected from winds. Potential for hot spring tours or routes (Bishop Bay, Weewanie, Europa Pt. /Shearwater). Kermode bear viewing. Superb scenery.
M	Aristazabal Island	Hartley Bay	Protected waters provide very good kayaking. Large beaches. Good wildlife viewing. Remote area also used for commercial sport fish.
N	Banks Island	Kitkatla	Exposed to ocean swells on west coast and is hazardous for small boats and kayakers. The east coast is steep. Few anchorages or opportunities for kayakers and small boats. Remote access.
O	McCauley/NW Pitt Islands	Kitkatla	Small beaches, limited anchorages, modest kayaking potential.
P	Ecstall River / Skeena River	Prince Rupert/Hartley Bay	Rivers influenced by tide. Potential kayak/canoe route. Post-contact abandoned townsites. Canoeing, fishing, jet boating, wildlife and scenic viewing. Skeena River is a major influence on setting/environment. Strong winds.
Q	Nass and Outer Areas	Gingolx/Laxgalts'ap	Linkages to development associated with Nisga'a Treaty. Two communities. Oolichan runs.

Appendix 5. Estimated Frequencies for Helicopter and Floatplane Activity in Alaska

Company	Excursion	Primary Use / Excursion Summary	Number of Vehicles	Frequency of Flights	Maximum Volume
TEMSCO Helicopters Inc.	Icefield Flightseeing and Mushing Tour	<ul style="list-style-type: none"> ❖ 1 landing on the Mendenhall / Herbert glacier saddle per tour ❖ 1 hour on glacier for dog sledding experience 	<ul style="list-style-type: none"> ❖ 1-3 helicopters per group 	<ul style="list-style-type: none"> ❖ 1 hour between tours 	<ul style="list-style-type: none"> ❖ 1-3 helicopters per tour ❖ 6 to 18 passengers per tour
	Pilot's Choice Tour	<ul style="list-style-type: none"> ❖ Lands on 2 different glaciers 	<ul style="list-style-type: none"> ❖ 1-2 helicopters per group 	<ul style="list-style-type: none"> ❖ 1.5 hours between tours ❖ 8 tours per day 	<ul style="list-style-type: none"> ❖ 1-2 helicopters per group ❖ 6 to 12 passengers per tour
	Mendenhall Glacier Tour	<ul style="list-style-type: none"> ❖ Mendenhall Glacier 	<ul style="list-style-type: none"> ❖ 5 helicopters per group 	<ul style="list-style-type: none"> ❖ New group every 25 minutes 	<ul style="list-style-type: none"> ❖ 5 helicopters per group ❖ 30 passengers per group
	Guide's Choice Extended Glacier Tour	<ul style="list-style-type: none"> ❖ One landing on the Juneau Icefield ❖ Passengers spend 2 hours on the glacier hiking, and exploring glacial features 	<ul style="list-style-type: none"> ❖ 1-2 helicopters per group 	<ul style="list-style-type: none"> ❖ 2 hours between each tour 	<ul style="list-style-type: none"> ❖ 1-2 helicopters per group ❖ 6 to 12 passengers per tour
Coastal Helicopters Inc.	Icefield Excursion Tour	<ul style="list-style-type: none"> ❖ Tour is about one hour long, with 15 minutes spent on the glacier 	<ul style="list-style-type: none"> ❖ Typically 1 helicopter per group, but occasionally 2 		
	Adventure Tour	<ul style="list-style-type: none"> ❖ Tour is 1.5 hours long with one glacier landing 			
Era Helicopters Inc.	Juneau's Glacier Panorama	<ul style="list-style-type: none"> ❖ Norris Glacier 	<ul style="list-style-type: none"> ❖ 2 tours containing 4 helicopters per tour depart every 30 minutes ❖ Total of 8 helicopters departing every 30 minutes 	<ul style="list-style-type: none"> ❖ 30 minutes between each tour departures 	<ul style="list-style-type: none"> ❖ 2 groups of 4 helicopters ❖ 48 passengers per tour (2 tours)
	Tour 2	<ul style="list-style-type: none"> ❖ Dogsled tours 	<ul style="list-style-type: none"> ❖ 3 helicopters per group 		

Appendix 5. Estimated Frequencies for Helicopter and Floatplane Activity in Alaska

Company	Excursion	Primary Use / Excursion Summary	Number of Vehicles	Frequency of Flights	Maximum Volume
NorthStar Trekking LLC.	Glacier Discovery Tour	<ul style="list-style-type: none"> ❖ Involves 1 glacier landing ❖ 2 hours in duration 			
	Glacier Trek Tour	<ul style="list-style-type: none"> ❖ One glacier landing ❖ Incorporates a 2,4, or 6 hour trek 			
	Icefield Explorer Tour	<ul style="list-style-type: none"> ❖ 2 glacier landings ❖ 2.5 hours in duration 			
	Overnight Glacier Adventure	<ul style="list-style-type: none"> ❖ Includes helicopter flight to and from trekking areas ❖ Occurs on the Mendenhall or Nugget 			
Wings of Alaska	Taku Lodge and Flightseeing	<ul style="list-style-type: none"> ❖ Taku Lodge ❖ Flightseeing 		<ul style="list-style-type: none"> ❖ Flight time to Taku Lodge is 30 minutes, with return flights taking 20 minutes ❖ 25 to 30 miles (40 to 48km) maximum radius ❖ 24,000 to 25,000 passengers per season ❖ Taku Lodge has a maximum capacity of 50 passengers, with a current capacity of 250 passengers per day (5 excursions) ❖ Wings of Alaska, Inc., averages 45 to 50 takeoffs per day (most destined for Taku Lodge) ❖ 70 to 75 takeoffs on the busiest days ❖ Trips average 50 minutes in length, including 10 minutes near residential areas (5 minutes out and 5 minutes back). 	<ul style="list-style-type: none"> ❖ 25,000 participate in fixed-wing flightseeing tours in the Taku Inlet area ❖ 50% of these individuals take the Taku Lodge tour ❖ 12,500 participants on the Taku Lodge tour ❖ Taku Lodge has a daily capacity of 250 per day

Appendix 5. Estimated Frequencies for Helicopter and Floatplane Activity in Alaska

Company	Excursion	Primary Use / Excursion Summary	Number of Vehicles	Frequency of Flights	Maximum Volume
Alaska Coastal Airlines		<ul style="list-style-type: none"> ❖ Flightseeing tour with a fixed-wing aircraft landing on the destination body of water ❖ Explore the lakeshore or glacier terminus environment 			<ul style="list-style-type: none"> ❖ Norris Glacier Lake had 50 fixed-wing landings in 1999 ❖ 15 landings reported on the Norris Glacier Lake in 2000 ❖ No use at Antler Glacier Lake or West Fork Lacey Lake for the past two years ❖ No permits to operate within the JRD
Alaska Fly'n'Fish charters		<ul style="list-style-type: none"> ❖ Outfitter-guided fixed wing flightseeing tours ❖ Destinations within JRD and Admiralty National Monument 			<ul style="list-style-type: none"> ❖ 350 service days were authorized, although few days were used over the past two years (1999,2000)
Gastineau Guides Inc.	Mendenhall Glacier Recreational Area Herbert Glacier Trail	<ul style="list-style-type: none"> ❖ Outfitter-guided hiking on trails 			<ul style="list-style-type: none"> ❖ Permitted for 8000 participants ❖ Averaged 4,000 clients for the past three years

Source: USFS Helicopter Landings on the Juneau Icefield, 2002-2006: Draft Environmental Impact Statement, July, 2001

Appendix 6: Reported Constraints to Cruise Tourism Excursion Development

Constraint Type	Constraints To Development	Source
	Helicopter Flightseeing and Landing Activity	
Technological	<ul style="list-style-type: none"> ▪ Excursion flight time must balance fuel, weight, and pilot costs ▪ For A-Star helicopters, trips over 1 hour increase significantly in cost ▪ e.g. Total flight times rarely exceed 45 minutes to 1 hour roundtrip 	<ul style="list-style-type: none"> ▪ Juneau helicopter operator
	<ul style="list-style-type: none"> ▪ Number of existing helicopters in the fleet 	
	<ul style="list-style-type: none"> ▪ Limited passenger capacity for each helicopter type (e.g. 3-6 passengers depending upon type of machinery) 	<ul style="list-style-type: none"> ▪ Juneau helicopter operator
	<ul style="list-style-type: none"> ▪ Need for heli-pad, staging area, and fuel depot in close relative proximity to the cruise ship dock; and at destinations if excursions are of a significant distance from the dock 	
	<ul style="list-style-type: none"> ▪ Weather patterns: frequency of rain and fog, affects helicopter operations 	
Resource	<ul style="list-style-type: none"> ▪ Adherence to height and distance buffers developed to protect recreational users (cabins and trails), and wildlife (goats, bears) 	<ul style="list-style-type: none"> ▪ CBJ Best Management Practices ▪ Misty Fjords Interagency Planning
	<ul style="list-style-type: none"> ▪ Need for high quality, charismatic destinations such as the Mendenhall Glacier, or Chilkoot Trail; often associated with wilderness experiences and excursions that are “out of the ordinary” for cruise passengers 	<ul style="list-style-type: none"> ▪ Juneau helicopter operator
	<ul style="list-style-type: none"> ▪ Waste disposal at sites utilized by helicopter excursions 	<ul style="list-style-type: none"> ▪ Juneau helicopter operator
	<ul style="list-style-type: none"> ▪ Capability and suitability of designated sites for landing / excursion activity 	
	<ul style="list-style-type: none"> ▪ Need for the creation of environmentally / community sensitive flight patterns 	
Administrative	<ul style="list-style-type: none"> ▪ Permitting system for helicopter landings ▪ e.g. United States Forest Service (USFS) issues landing permits for the Mendenhall Glacier on a five year basis 	
	<ul style="list-style-type: none"> ▪ Helicopter-recreation conflicts related to noise and site conflict 	

Constraint Type	Constraints To Development	Source
	<ul style="list-style-type: none"> ▪ Potential restriction of flightseeing activity to specific hours within the day, mitigating the overall impacts on the resource base ▪ e.g. Flightseeing tours are limited to the hours between 7:00 a.m. and 9:00 p.m. in Juneau 	<ul style="list-style-type: none"> ▪ City and Borough of Juneau (CBJ) Best Management Practices (BMP), 2002
Market	<ul style="list-style-type: none"> ▪ Aviation safety (e.g. managing flight patterns and volumes) ▪ Operator need for multiple excursions per port of call period to be profitable (typical ports of call range from 8 to 12 hours) within current pricing range of excursion products ▪ Changing demands for helicopter excursions by existing and future cruise passengers ▪ Preservation of “wilderness experience” for passengers through the management of passenger volume ▪ Need for educational or adventure activities at the destination site 	<ul style="list-style-type: none"> ▪ Juneau helicopter operator
	Floatplane Flightseeing and Landing Activity	
Technological	<ul style="list-style-type: none"> ▪ Excursion length flight time must balance fuel and pilot costs ▪ e.g. Flight times for one organization are typically limited to 45 minutes-1 hour ▪ e.g. Flights rarely exceed a radius of 25-30 miles (40-48 kilometres), at a speed of 100-105 miles (160-168km) per hour ▪ Need for inter-modal connections (i.e. efficient transportation linkages to move passengers) ▪ Number of existing floatplanes ▪ Limited passenger capacity for each aircraft ▪ Age of existing floatplanes (i.e. most otters and beavers approximately 45 years old) ▪ Weather: levels of precipitation and fog; changing weather patterns 	<ul style="list-style-type: none"> ▪ Juneau floatplane tour operator
Resource	<ul style="list-style-type: none"> ▪ Designing flight corridors to avoid important salt water areas and lakes, access trails, and other high use sites for local and subsistence activity ▪ Capacity and suitability of the destination/ landing area to support multiple floatplane landings 	

Constraint Type	Constraints To Development	Source
	<ul style="list-style-type: none"> ▪ Degree of conflict with existing operations / recreational use at the destination site (e.g. existing forest service cabins) 	<ul style="list-style-type: none"> ▪ USFS Ketchikan
	<ul style="list-style-type: none"> ▪ Limited capacity of built structures to support floatplane excursions at the destination site (e.g. Taku Lodge, 50 passenger capacity on-site, 250 daily total) 	<ul style="list-style-type: none"> ▪ Juneau floatplane tour operator
Administrative	<ul style="list-style-type: none"> ▪ Degree of flexibility with flight patterns (i.e. affects the ability to mitigate impacts that develop over time) 	
	<ul style="list-style-type: none"> ▪ Aviation safety (e.g. managing flight patterns and aircraft volumes) 	
	<ul style="list-style-type: none"> ▪ Adherence to height and distance buffers developed to protect recreational users (e.g. cabins and trails), and wildlife (e.g. bears, goats) 	<ul style="list-style-type: none"> ▪ CBJ Best Management Practices ▪ Misty Fjords Interagency Planning
Market	<ul style="list-style-type: none"> ▪ Upper limit to the amount of time that cruise passengers remain comfortable within relatively cramped floatplane seats 	<ul style="list-style-type: none"> ▪ Juneau floatplane tour operator
	<ul style="list-style-type: none"> ▪ High volumes of cruise passengers demand floatplane excursions within a relatively narrow time frame 	
	<ul style="list-style-type: none"> ▪ Lack of bathroom facilities on floatplanes constrains some cruise passengers ▪ For some segments of the cruise public flight times are limited, resulting in limited travel distances 	<ul style="list-style-type: none"> ▪ Juneau floatplane tour operator
	<ul style="list-style-type: none"> ▪ Need for charismatic features in order to draw passengers to a tour ▪ e.g. Misty Fjord tour includes Punchbowl Face, Rudyerd Bay, whales, bears 	
	<ul style="list-style-type: none"> ▪ Need for operators to provide simply a “sample of Alaska” for cruise passengers taking floatplane excursions 	<ul style="list-style-type: none"> ▪ Juneau floatplane tour operator
	<ul style="list-style-type: none"> ▪ Need for linkages between excursion products ▪ e.g. Boat excursion to Misty Fjords, return by floatplane, or the reverse 	<ul style="list-style-type: none"> ▪ Juneau floatplane tour operator

Constraint Type	Constraints To Development	Source
Saltwater Charter Fishing		
Technological	<ul style="list-style-type: none"> ▪ Availability of fishing vessels ▪ e.g. An operation in Ketchikan maintains a fleet of 30 vessels, with 20 utilized on a regular basis 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
	<ul style="list-style-type: none"> ▪ Fishing charters typically remain within a specific radius of the port area due to: <ul style="list-style-type: none"> • Limited amount of time for the overall excursion, reducing the total time available for travel • Safety considerations, ensuring access to rescue and other services • Proximity to the port area in case of mechanical failure, and the need to get passengers back to the ship before departure ▪ e.g. In Ketchikan, one organization states that a 20 mile (32km) radius from the port area is the typical maximum for their cruise passenger fishing excursions 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
	<ul style="list-style-type: none"> ▪ An exception to the above set of criteria is for a full-day halibut fishing excursion (offered by Carnival in Juneau) <ul style="list-style-type: none"> • Total excursion time is 8 hours • Time on the vessel is approximately seven hours • Travel time is approximately 1-2 hours one-way, depending upon weather and species presence 	<ul style="list-style-type: none"> ▪ Carnival, 2002
Resource	<ul style="list-style-type: none"> ▪ Fish harvesting procedures differ amongst regions and cruise lines: <ul style="list-style-type: none"> • Most cruise lines advocate catch and release, but will process fish caught during excursions and deliver them to the passenger's home (do not allow storage on the cruise ship) • The full-day halibut excursion offered by Carnival strongly encourages catch and release for halibut, but will process the fish if asked by tour participants 	<ul style="list-style-type: none"> ▪ Princess, 2002 ▪ Carnival, 2002
	<ul style="list-style-type: none"> ▪ Numerous boats involved in fishing charters may utilize the same areas, due to: <ul style="list-style-type: none"> • The availability of specific species in key areas (e.g. King, Sockeye and Chum salmon) • Boating safety concerns and mechanical failure 	

Constraint Type	Constraints To Development	Source
	<ul style="list-style-type: none"> ▪ Various fishing organizations may use different staging areas and fishing sites ▪ e.g. The two major operations in Ketchikan use different sides of an island, with one organization bussing their visitors to a marina located in the eastern side of an island 	
Administrative	<ul style="list-style-type: none"> ▪ A fishing excursion co-ordinator oversees the activities of one fishing association (20 to 30 boats), ensuring the efficient operation of fishing activity. Increased insurance costs have affected the ability of small volume operations to function 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
	<ul style="list-style-type: none"> ▪ Multiple excursions during one day are needed to make operations feasible 	
Standards and Operating Regulations	<ul style="list-style-type: none"> ▪ Cruise lines have introduced standards in some cases, stating that certain excursions can only operate at 90-95% capacity ▪ i.e. A 50 passenger bus can only have 45 passengers, allowing extra space for passengers ▪ Fishing boats must meet basic standards in order to operate, including bathrooms 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
Port of Call Duration	<ul style="list-style-type: none"> ▪ The total number of fishing excursions operated is determined by the length of the port of call ▪ e.g. An 8-hour versus 12-hour port of call affects the number of excursions that can be offered 	
Market	<ul style="list-style-type: none"> ▪ Many fishing excursions in Ketchikan are limited to 5 hours, with an additional 30 minutes required for passenger staging and disembarkation (some exceptions) ▪ Fishing excursions usually involve a maximum of 20-30 minutes for travel time to the fishing destination ▪ This allows 4 hours of total fishing time 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
	<ul style="list-style-type: none"> ▪ Number of fishing excursions offered is affected by the timing of cruise ship arrivals ▪ e.g. Cruise ship arrivals are staggered at 8 a.m., 10 a.m., 12 p.m. etc., in Ketchikan. This allows fishing charters the opportunity to offer a morning and early afternoon trip 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
	<ul style="list-style-type: none"> ▪ Charters attempt to offer “Alaskan fishing experiences” that meet the perceptions of cruise passengers 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator

Constraint Type	Constraints To Development	Source
	<ul style="list-style-type: none"> ▪ Changing demographics of the cruise passengers who are taking fishing excursions ▪ e.g. More women are becoming involved as well as families and children ▪ e.g. Estimated 60% men and 40% women for one organization in Ketchikan 	<ul style="list-style-type: none"> ▪ Ketchikan sportfishing operator
	Hiking Activity	
Logistical	<ul style="list-style-type: none"> ▪ Port of call timing significantly affects the number of tours that can be offered over the course of the day. ▪ E.g. If ships arrive early in the morning, then hiking operators are able to offer all of their products, often at multiple departure times 	<ul style="list-style-type: none"> ▪ Juneau hiking operator
Administrative	<ul style="list-style-type: none"> ▪ Must obtain appropriate permits from local and often regional authorities to undertake hiking activities on public land ▪ Need to balance the needs of residents and those of commercial operators ▪ E.g. Trail Mix, a non-profit organization, has managed conflict in the past, and continues to maintain trails and support resident and industry needs 	<ul style="list-style-type: none"> ▪ Juneau hiking operator ▪ Juneau hiking operator
Resource	<ul style="list-style-type: none"> ▪ The weather can be poor, but most hiking tours operate in all weather conditions including rain, sleet, and snow ▪ All tours have unique selling points, (i.e. views of the glacier, beach areas adjacent to rain forest, tram rides) ▪ Need to ensure the quality of the trails to avoid injury and liability 	<ul style="list-style-type: none"> ▪ Juneau hiking operator ▪ Juneau hiking operator ▪ Juneau hiking operator
Market	<ul style="list-style-type: none"> ▪ Hiking is not the opportunity that is typically marketed to cruise ship passengers due to the existence of other, better known attractions ▪ Cruise passengers desire the opportunity to see other attractions and parts of the community during a port of call. ▪ One operator stated that existing tours do not exceed 4.5 hours, and they do not expect future tours to surpass this time limit. ▪ This limit also avoids competition with other attractions in a destination. Cruise passengers are able to participate in hiking activities as well as visit other sites within the community 	<ul style="list-style-type: none"> ▪ Juneau hiking operator ▪ Juneau hiking operator

Constraint Type	Constraints To Development	Source
	<ul style="list-style-type: none"> ▪ Different cruise lines typically cater to a different clientele. Lines such as Holland America offer cruises to a generally older crowd. ▪ This affects the number of participants for a specific type of tour. Younger, and typically more active passengers purchase hiking tours in greater quantities in Juneau. Certain cruise lines are associated with a cruise experience catered towards a party atmosphere and generally attract a younger clientele. 	<ul style="list-style-type: none"> ▪ Juneau hiking operator
	<ul style="list-style-type: none"> ▪ Hiking activities are one of a group of soft-adventure products such as kayaking and mountain biking that cruise passengers choose between. 	
Marine Wildlife Viewing		
Logistical	<ul style="list-style-type: none"> ▪ Tours are generally conducted within a 20-mile (32 km) radius of the launch site. ▪ Tours typically cover a distance of 40-miles (64 kilometres) 	<ul style="list-style-type: none"> ▪ Juneau marine wildlife viewing operator
	<ul style="list-style-type: none"> ▪ The port of call timing affects the number of tours offered 	
	<ul style="list-style-type: none"> ▪ Sitka is able to offer a 3 ½ hour tour because the tour operators pick up passengers from the cruise ship, avoiding unnecessary transportation time. 	<ul style="list-style-type: none"> ▪ Juneau marine wildlife viewing operator
	<ul style="list-style-type: none"> ▪ There are 4 primary marine wildlife viewing operations in Juneau. In addition, a fleet of independent operators using small boats offer excursions to cruise passengers. The number of operators is estimated between 20 and 60 on a given day. 	
Administrative	<ul style="list-style-type: none"> ▪ The NOAA whale-watching guidelines have been converted to regulations, and thereby attempt to protect the whales from human disturbance. 	
Resource	<ul style="list-style-type: none"> ▪ Most tours in Juneau have a set route ▪ A marine wildlife viewing operator in Juneau stated that they do not. Patterns change with the season (i.e. mating behaviour and feeding periods for marine wildlife) 	<ul style="list-style-type: none"> ▪ Juneau marine wildlife viewing operator
Market	<ul style="list-style-type: none"> ▪ Within a destination, passengers often prefer to take two shorter excursions as opposed to one long excursion ▪ This has implications for the length of the marine wildlife viewing tour that is appropriate 	<ul style="list-style-type: none"> ▪ Juneau marine wildlife viewing operator
	<ul style="list-style-type: none"> ▪ Passengers state that a 5 hour marine wildlife tour is suitable if marine wildlife is observed 	<ul style="list-style-type: none"> ▪ Juneau marine wildlife viewing operator

Appendix 7: Comparison of Allocation Alternatives for the Shoreline Outfitter/Guide Draft EIS

Issues / Unit of Measure	Alternative				
	1	2	3	4	5
Issue 1: Recreation Opportunities for Guided and Unguided Recreationists					
Recreation experience opportunities available as anticipated by the Forest Plan and ROS	Yes	Yes	Yes	Yes	Yes
Acres that could potentially change from Semi-primitive to a more O developed ROS setting in the Enclave areas	0	0	8,865	3,065	6,790
Total recreation carrying capacity (group days) available to guided ** recreationists	**	16,894	40,658	6,192	18,495
Estimated number of people who could use commercial services to access the national forest (assumes commercial group size of six)	243,948	101,364	243,948	37,152	110,970
Number of Enclaves allowing large group use	0	0	40	15	33
Total area (acres) of Enclaves	0	0	7,949	2,888	6,092
Number of Fifteen- Percent areas allowing large group use	0	0	23	5	14
Total area (acres) of Fifteen-Percent areas	0	0	5,210	765	3,066
Limits on commercial use in Use Areas with communities	No	Yes	No	Yes	Yes
Issue 2: Economic Opportunities and Potential Impacts on Commercial Outfitter/Guide Businesses					
Recreation experience opportunities available for commercial use as anticipated by the Forest Plan and ROS	Yes	Yes	Yes	Yes	Yes
Commercial allocation available in group days	NA	16,894	40,658	6,192	18,495
Percent of recreation capacity allocated to commercial use	3-50**	21	50	8	23
Current (1999) commercial use levels in group days	2,410	2,410	2,410	2,410	2,410

Issues / Unit of Measure	Alternative				
	1	2	3	4	5
Group days available for industry growth above current (1999) levels	NA	14,484	38,248	3,782	16,085
Number of Use Areas approaching, at, or near allocated capacity	NA	10	0	4	8
Number of areas designated for large groups	0	0	63	20	47
Quality of recreation experience available for commercial use as anticipated by the Forest Plan	NA	Yes	Yes	Yes	Yes
Contributes to business stability and certainty by establishing predictable use levels and allowing for multi-year Special Use permits	No	Yes	Yes	Yes	Yes
Issue 3: Conflicts Within the Commercial Recreation Industry					
Establishes recreation management seasons.	No	Yes	Yes	Yes	Yes
Limits commercial allocations in the spring season	No	Yes	No	Yes	Yes
Limits commercial allocations in the fall season	No	Yes	No	Yes	No
Use of specific mitigation measures to reduce conflict	NA	Yes	Yes	Yes	Yes
Designates Enclaves and Fifteen-Percent Areas for large group use Specifies maximum size of large groups	No	No	Yes	Yes	Yes
Specifies maximum size of large groups	No	No	Yes	Yes	Yes

Source: USFS Shoreline Outfitter/Guide Draft Environmental Impact Statement, 2002

Footnotes

- ¹ KPMG Consulting (2002). *Cruise Market Trends* (Unpublished). Page 4.
- ² KPMG Consulting (2002). *Cruise Market Trends* (Unpublished). Page 22.
- ³ KPMG Consulting (2002). *Cruise Market Trends* (Unpublished). Page 8.
- ⁴ McDowell Group (2000). *The Economic Impacts of the Cruise Industry in Southeast Alaska*. Prepared for: Southeast Conference.
- ⁵ Southeast Strategies and Dean Runyan Associates (2000). *Skagway Economic Impact Study*. Prepared for: City of Skagway
- ⁶ KPMG Consulting (2002). *Cruise Market Trends* (Unpublished). Page 24.
- ⁷ Government of Hawaii website. <http://www.hawaii.gov>
- ⁸ InterVistas Consulting (1999). *1999 Vancouver-Alaska Cruise Passenger Study*. Prepared for Tourism Vancouver.
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- ¹⁰ Representative from the Ketchikan Visitors Bureau
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- ¹² KPMG Consulting (2002). *Cruise Market Trends* (Unpublished). Page 15.
- ¹³ (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture.
- ¹⁴ (NCTOS, 2001) Clover Point Cartographics (2001). *North Coast Tourism Opportunities: Suitability and Tourism Use Mapping*.
- ¹⁵ Juneau helicopter tour operator
- ¹⁶ Representative from the Ketchikan Visitors Bureau
- ¹⁷ Juneau helicopter tour operator
- ¹⁸ Representative from the Ketchikan Visitors Bureau
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- ²⁰ Analysis of North West CruiseShip Association data for Juneau, Ketchikan and Skagway. North West Cruise Ship Association website. <http://www.alaskacruises.org/1.cfm>
- ²¹ Juneau cruise line representative
- ²² Juneau marine wildlife viewing tour operator
- ²³ McDowell Group (2001). *Survey on Juneau Visitor Centre Needs*. Prepared for: City and Borough of Juneau. Page 15.
- ²⁴ Juneau helicopter tour operator
- ²⁵ McDowell Group (2001). *Survey on Juneau Visitor Centre Needs*. Prepared for: City and Borough of Juneau. Page 15.
- ²⁶ McDowell Group (2002). *Ketchikan Visitor Market Analysis: Summer 2001*. Prepared for Ketchikan Visitors Bureau and the Ketchikan Gateway Borough.
- ²⁷ McDowell Group (2001). *Survey on Juneau Visitor Centre Needs*. Prepared for: City and Borough of Juneau. Page 15.
- ²⁸ McDowell Group (2000). *The Economic Impacts of the Cruise Industry in Southeast Alaska*. Prepared for: Southeast Conference.
- ²⁹ McDowell Group (2001). *Survey on Juneau Visitor Centre Needs*. Prepared for: City and Borough of Juneau. Page 15.
- ³⁰ Juneau floatplane tour operator
- ³¹ Juneau floatplane tour operator
- ³² McDowell Group (2001). *Survey on Juneau Visitor Centre Needs*. Prepared for: City and Borough of Juneau. Page 15.
- ³³ McDowell Group (2002). *Ketchikan Visitor Market Analysis: Summer 2001*. Prepared for Ketchikan Visitors Bureau and the Ketchikan Gateway Borough.
- ³⁴ Representative from the USFS in Ketchikan
- ³⁵ Juneau Hiking Tour Operator
- ³⁶ Ketchikan sportfishing tour operator
- ³⁷ Ketchikan sportfishing tour operator
- ³⁸ Ketchikan sportfishing tour operator

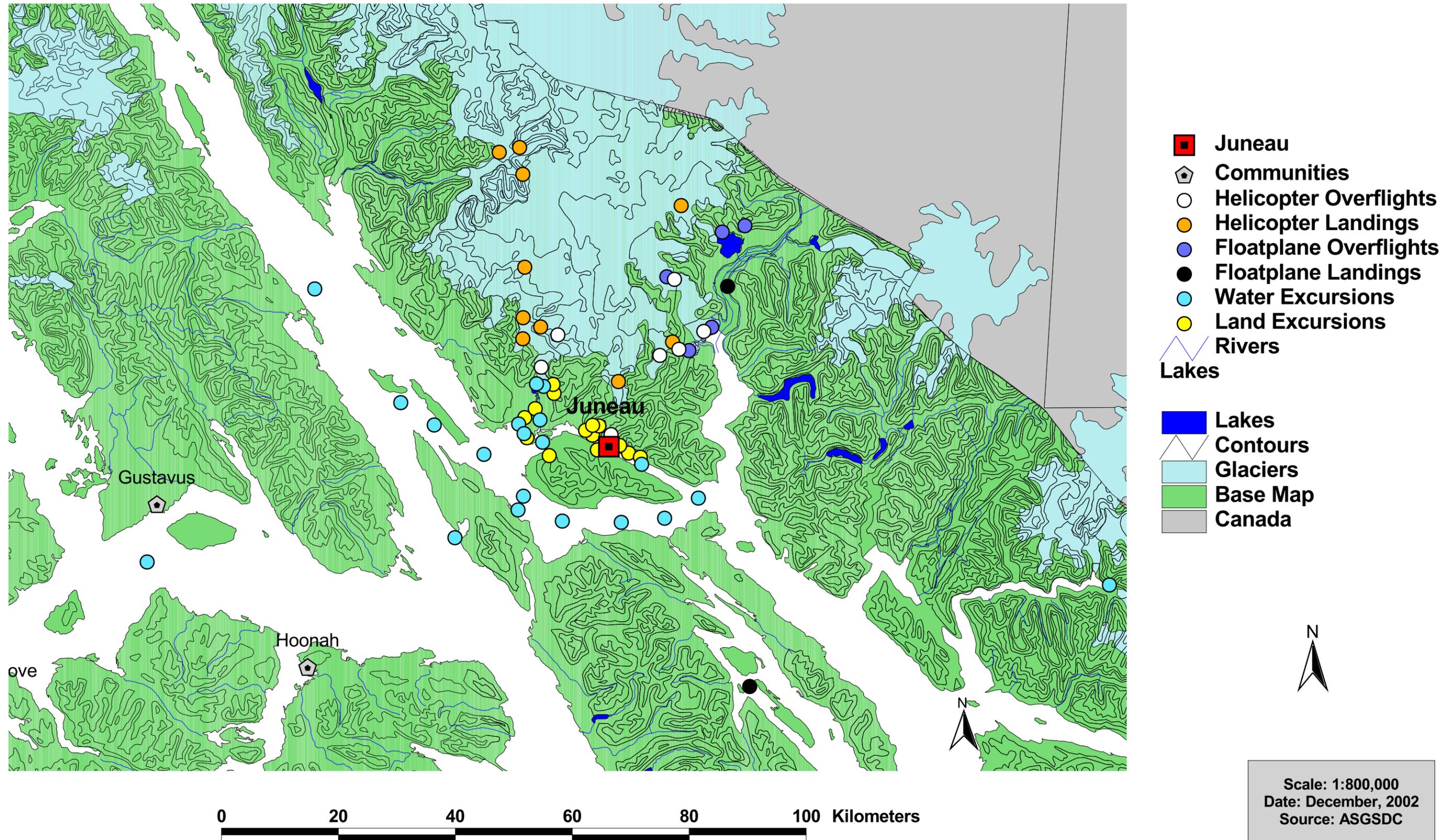
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- ⁴³ Juneau marine wildlife viewing operator
- ⁴⁴ Juneau marine wildlife viewing operator
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- ⁵⁰ McDowell Group (2002). *Ketchikan Visitor Market Analysis: Summer 2001*. Prepared for Ketchikan Visitors Bureau and the Ketchikan Gateway Borough.
- ⁵¹ Juneau helicopter tour operator
- ⁵² Representative from the White Pass and Yukon Railroad
- ⁵³ Juneau floatplane tour operator
- ⁵⁴ (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture. Page 1.
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- ⁵⁶Tamblyn, G.C. and Horn, H. (2001). Current Conditions Report: North Coast Land and Resource Management Plan. Prepared for Prince Rupert Interagency Management Committee.
- ⁵⁷ Juneau helicopter tour operator
- ⁵⁸ (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture. Appendix D-1.
- ⁵⁹ (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture. Page 77.
- ⁶⁰ See Footnote 8 and 9
- ⁶¹ (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture. Page 116.
- ⁶² (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture. Page 116.
- ⁶³ McDowell Group (2000). *Economic Impacts of the Cruise Ship Industry In Southeast Alaska*. Prepared for: Southeast Conference.
- ⁶⁴ Egret Communications (2001). *Working Paper: City and Borough of Juneau Tourism Management Plan*. Prepared for: CBJ.
- ⁶⁵ City and Borough of Juneau website. Juneau Tour Operators Best Management Practices 2002 section. Accessed July 21st, 2002. <http://www.juneau.org/tourism2/>
- ⁶⁶ City and Borough of Juneau website. Juneau Tour Operators Best Management Practices 2002 section. Accessed July 21st, 2002. <http://www.juneau.org/tourism2/>
- ⁶⁷ Friends of Aviation Newsletter, May 2001.
<http://www.juneau.org/tourism2/documents2001/FOA-Newsletter.pdf>
- ⁶⁸ City and Borough of Juneau website. Juneau Tour Operators Best Management Practices 2002 section. Accessed July 21st, 2002.
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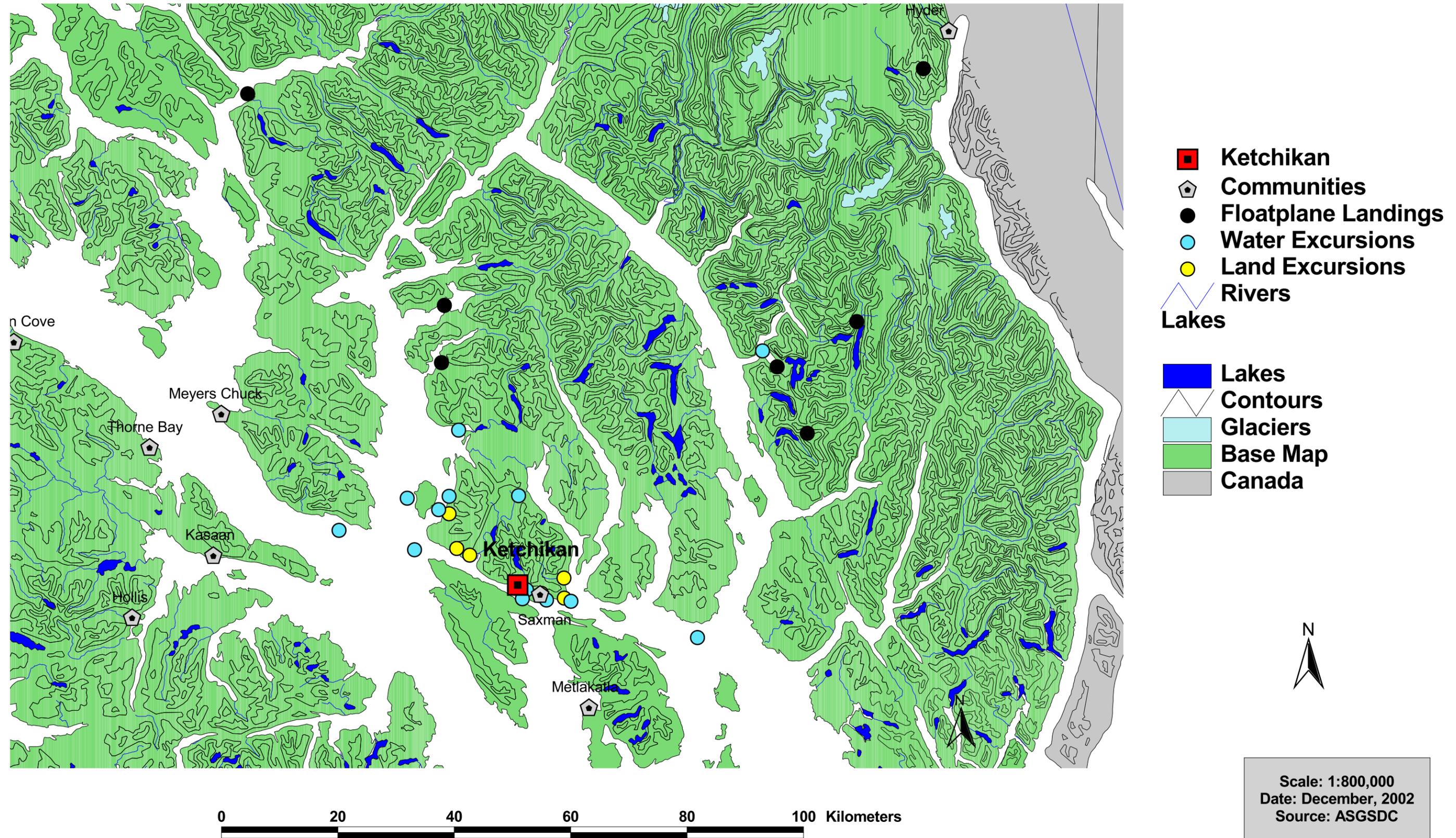
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- ⁷⁰ Behnke, S. (1999). *Tongass Tourism Themes: Socio-economic Research Needs and Opportunities In Southeast Alaska*. Prepared for: USFS, Juneau Forestry Sciences Laboratory. Page 26.
- ⁷¹ Tongass National Forest (2001). Shoreline-Based Recreation Carrying Capacity Analysis for the Admiralty Island National Monument, Hoonah, Juneau, and Sitka Ranger Districts.
- ⁷² USFS (2002). Shoreline Outfitter/Guide Draft Environmental Impact Statement.
- ⁷³ USFS (2002). Shoreline Outfitter/Guide Draft Environmental Impact Statement.
- ⁷⁴ USFS. "Collaborative, Interagency Planning, Misty Fjords National Monument: Concept and Positioning Paper."
- ⁷⁵ USFS Ketchikan representative.
- ⁷⁶ Misty Fjords Interagency Plan Meeting Minutes, April 11th, 2002. Unpublished.
- ⁷⁷ Misty Fjords Interagency Plan Meeting Minutes, April 11th, 2002. Unpublished.
- ⁷⁸ Trail Mix website. Various sections. Accessed July 26th, 2002.
<http://www.juneautrails.org/index.html>
- ⁷⁹ Juneau hiking tour operator
- ⁸⁰ National Marine Fisheries Service website. News release, June 26th, 2000.
http://www.fakr.noaa.gov/newsreleases/2000/00_02_02_akr.htm
- ⁸¹ Behnke, S. (1999). *Tongass Tourism Themes: Socio-economic Research Needs and Opportunities In Southeast Alaska*. Prepared for: USFS, Juneau Forestry Sciences Laboratory. Page 26.
- ⁸² Behnke, S. (1999). *Tongass Tourism Themes: Socio-economic Research Needs and Opportunities In Southeast Alaska*. Prepared for: USFS, Juneau Forestry Sciences Laboratory. Page 26.
- ⁸³ USFS Fact Sheet: Anan Creek
- ⁸⁴ Behnke, S. (1999). *Tongass Tourism Themes: Socio-economic Research Needs and Opportunities In Southeast Alaska*. Prepared for: USFS, Juneau Forestry Sciences Laboratory.
- ⁸⁵ Behnke, S. (1999). *Tongass Tourism Themes: Socio-economic Research Needs and Opportunities In Southeast Alaska*. Prepared for: USFS, Juneau Forestry Sciences Laboratory. Page 26.

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- ⁸⁶ Goldbelt Inc. website. Various sections. Accessed various times.
<http://www.goldbelt.com/>
- ⁸⁷ Cape Fox Corporation website. Various sections. Accessed August 12th, 2002.
<http://www.capefoxtours.com/>
- ⁸⁸ McDowell Group (2002). *Ketchikan Visitor Market Analysis: Summer 2001*. Prepared for Ketchikan Visitors Bureau and the Ketchikan Gateway Borough.
- ⁸⁹ Alaska Wilderness Tourism and Recreation Association website [http://www.awrta.org / catalogue .html](http://www.awrta.org/catalogue.html)
- ⁹⁰ McDowell Group (1998). *Cruise Industry Impacts on Local Governments in Southeast Alaska / An Assessment of the Effects of the Cruise Industry on Local Government Revenue and Expenditures*. Prepared for: Southeast Conference.
- ⁹¹ McDowell Group (2000). *The Economic Impacts of the Cruise Industry in Southeast Alaska*. Prepared for: Southeast Conference.
- ⁹² (NCTOS, 2000) Clover Point Cartographics (2000). *Forest and Fisheries Tourism Opportunities Study for the North Coast Forest District: Project Report*. Prepared for: Ministry of Small Business, Tourism and Culture.
- ⁹³ (NCTOS, 2001) Clover Point Cartographics (2001). *North Coast Tourism Opportunities: Suitability and Tourism Use Mapping*.

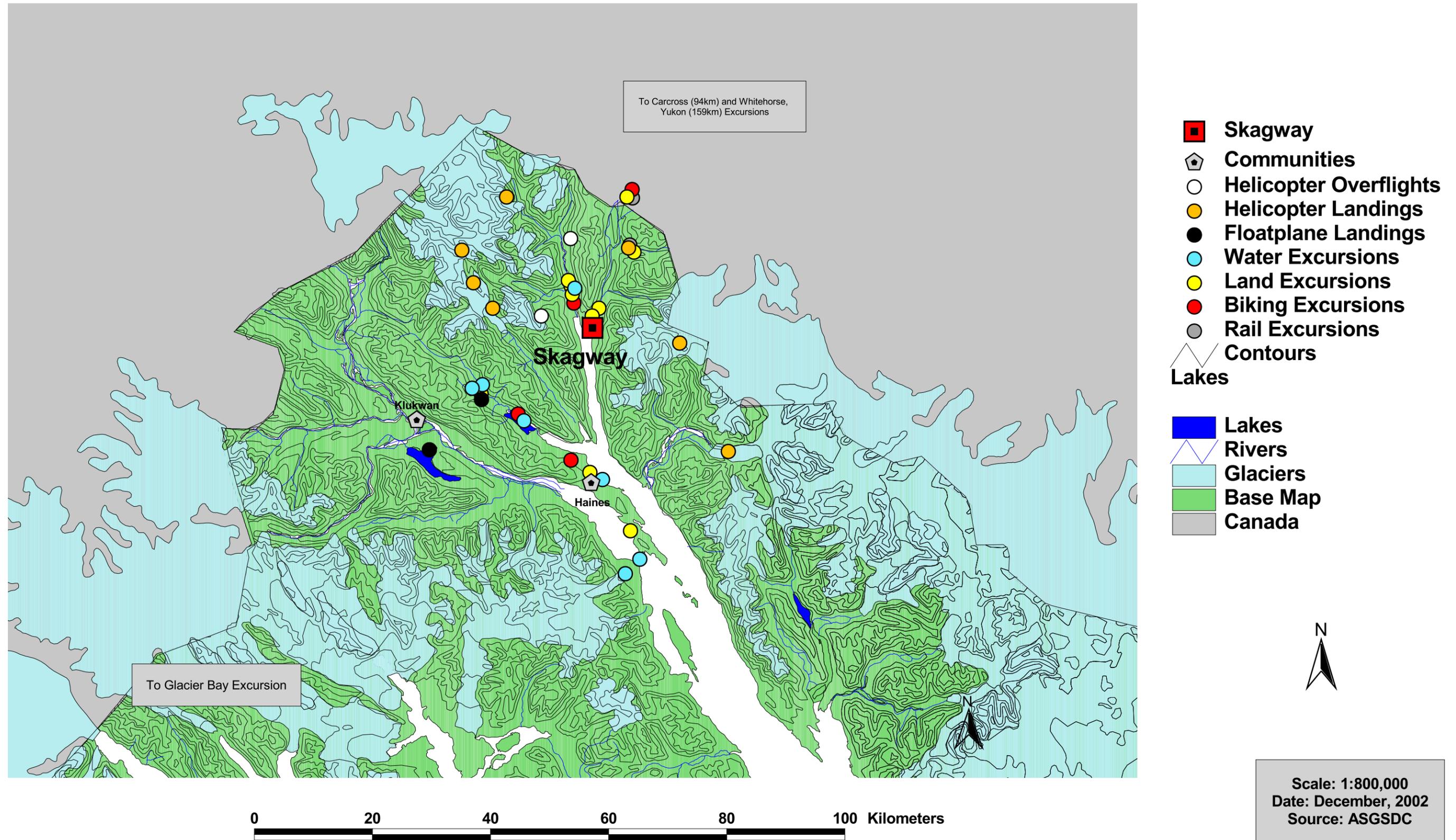
Map 1. Juneau: Spatial Distribution of Cruise Passenger Shore Excursion Activity (2002)



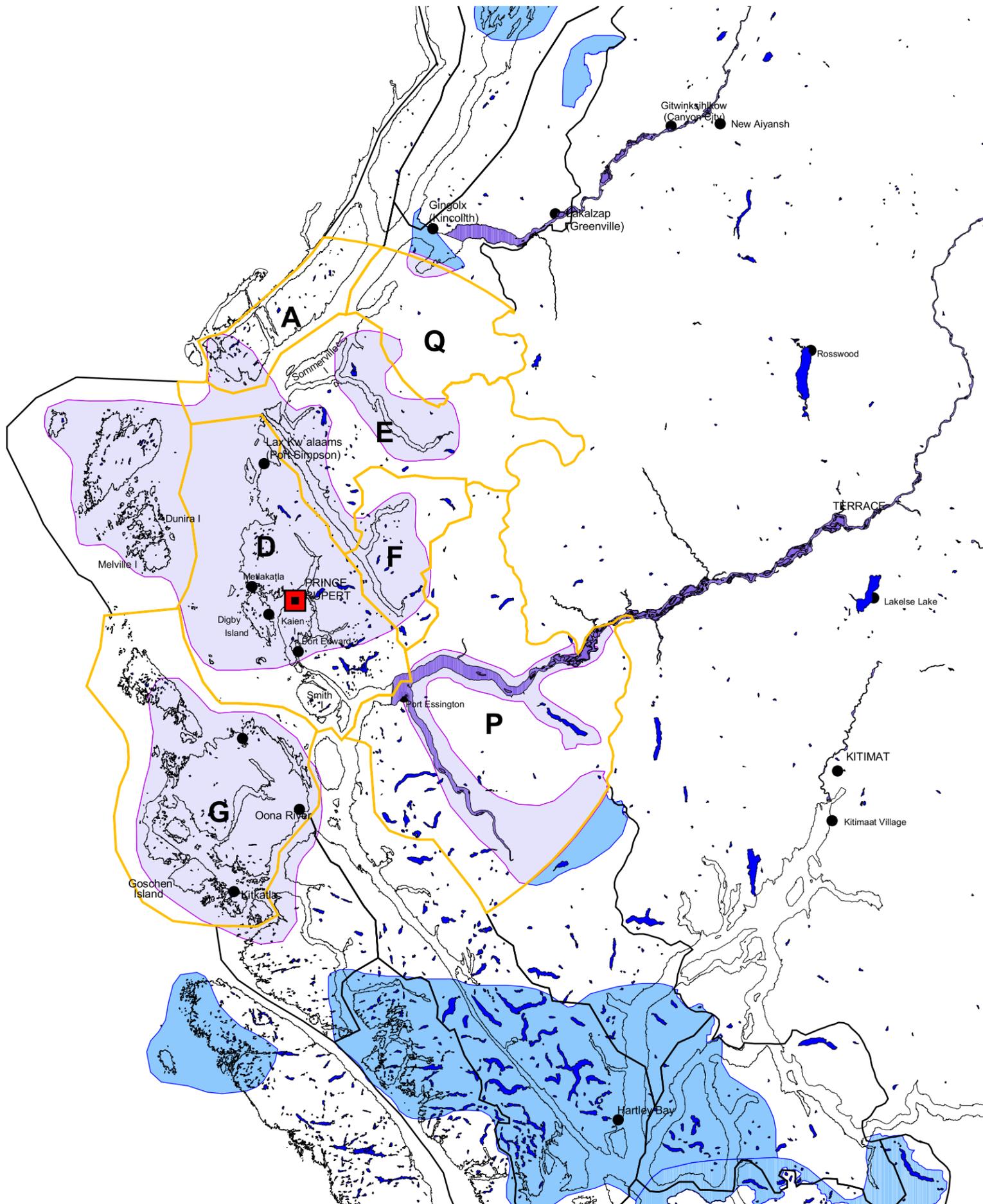
Map 2. Ketchikan: Spatial Distribution of Cruise Passenger Shore Excursion Activity (2002)



Map 3. Skagway: Spatial Distribution of Cruise Passenger Shore Excursion Activity (2002)



Map 4. Potential North Coast Land and Resource Use: Helicopter-Based Activity



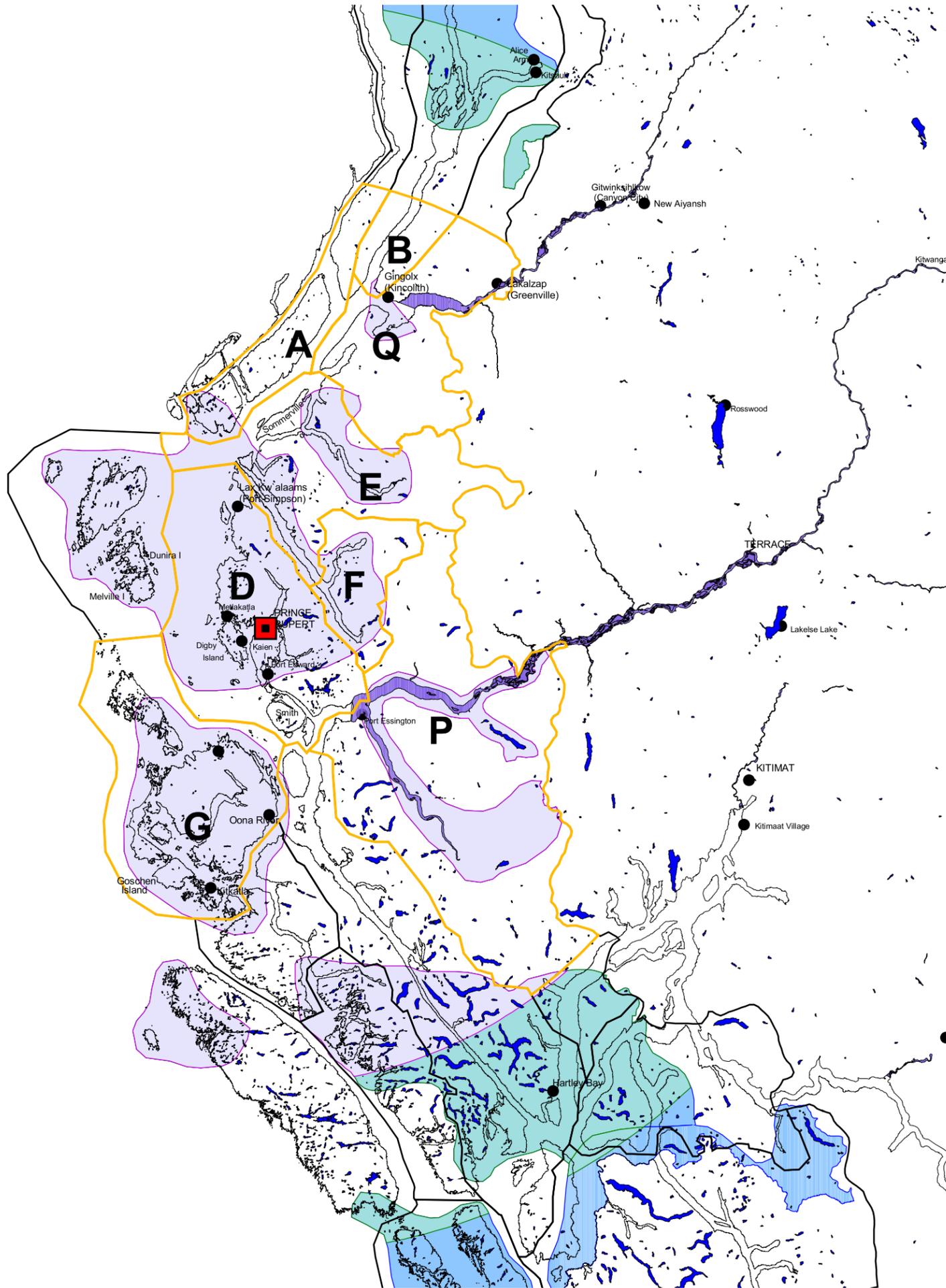
0 20 40 60 80 100 Kilometers

- Prince Rupert
- Text ReferenceText
- High Capability (In AK Tour Range 73km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- High and Moderate Suitability (In AK Tour Range 73km)
- High and Moderate Suitability (Outside AK Tour Range 73km)



Scale: 1:1,250,000
Date: December, 2002
Source: NCTOS 2000, 2001

Map 5. Potential North Coast Land and Resource Use: Floatplane-Based Activity

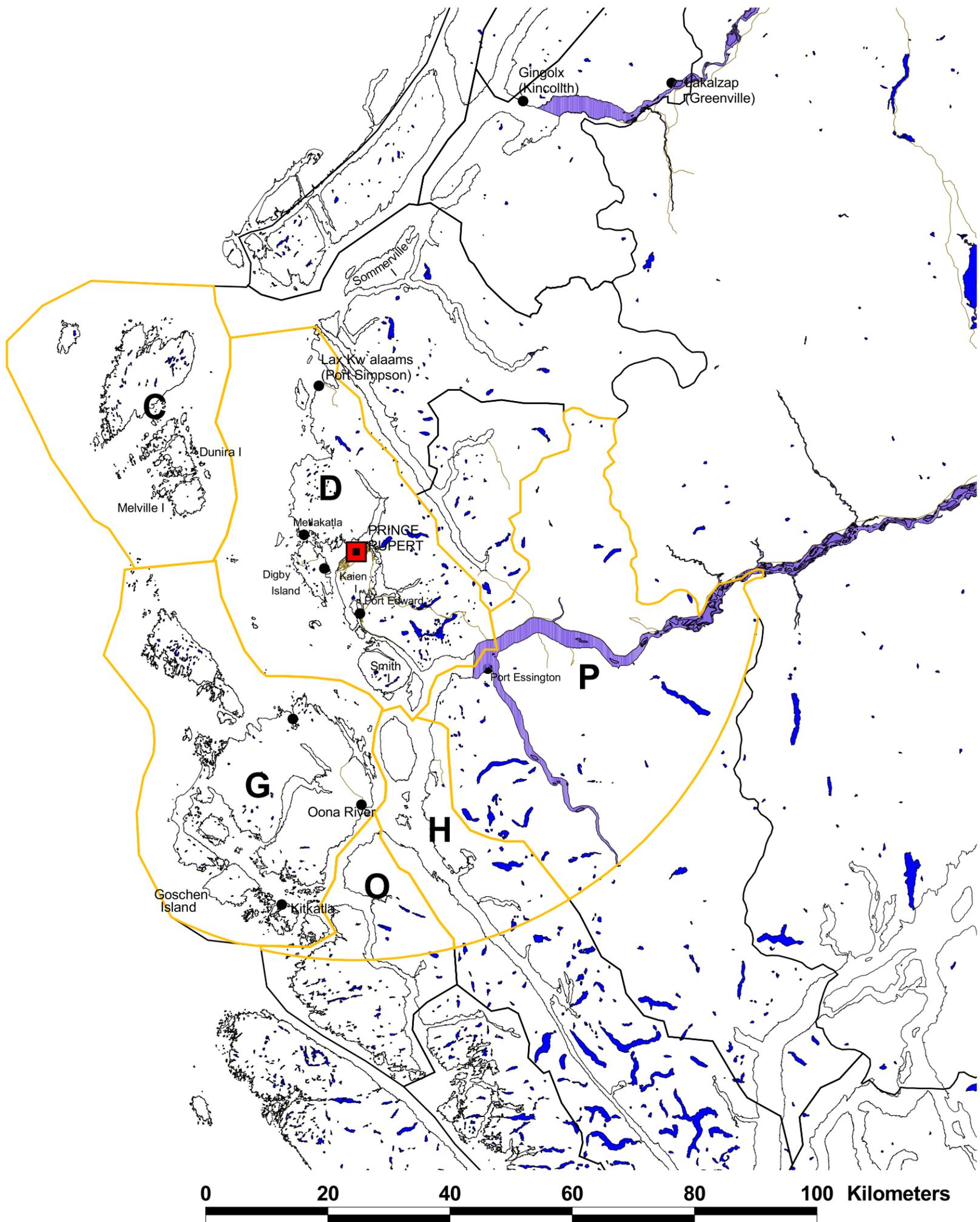


- Prince Rupert
- Text ReferenceText
- High Capability (In AK Cruise Tour Range 101km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- High and Moderate Suitability (In AK Tour Range 101km)
- High and Moderate Suitability (In AK Indep. Tour Range 140km)
- High and Moderate Suitability (Outside AK Tour Range 140km)



Scale: 1:1,500,000
Date: December, 2002
Source: NCTOS 2000, 2001

Map 6. Potential North Coast Land and Resource Use: Hiking Activity

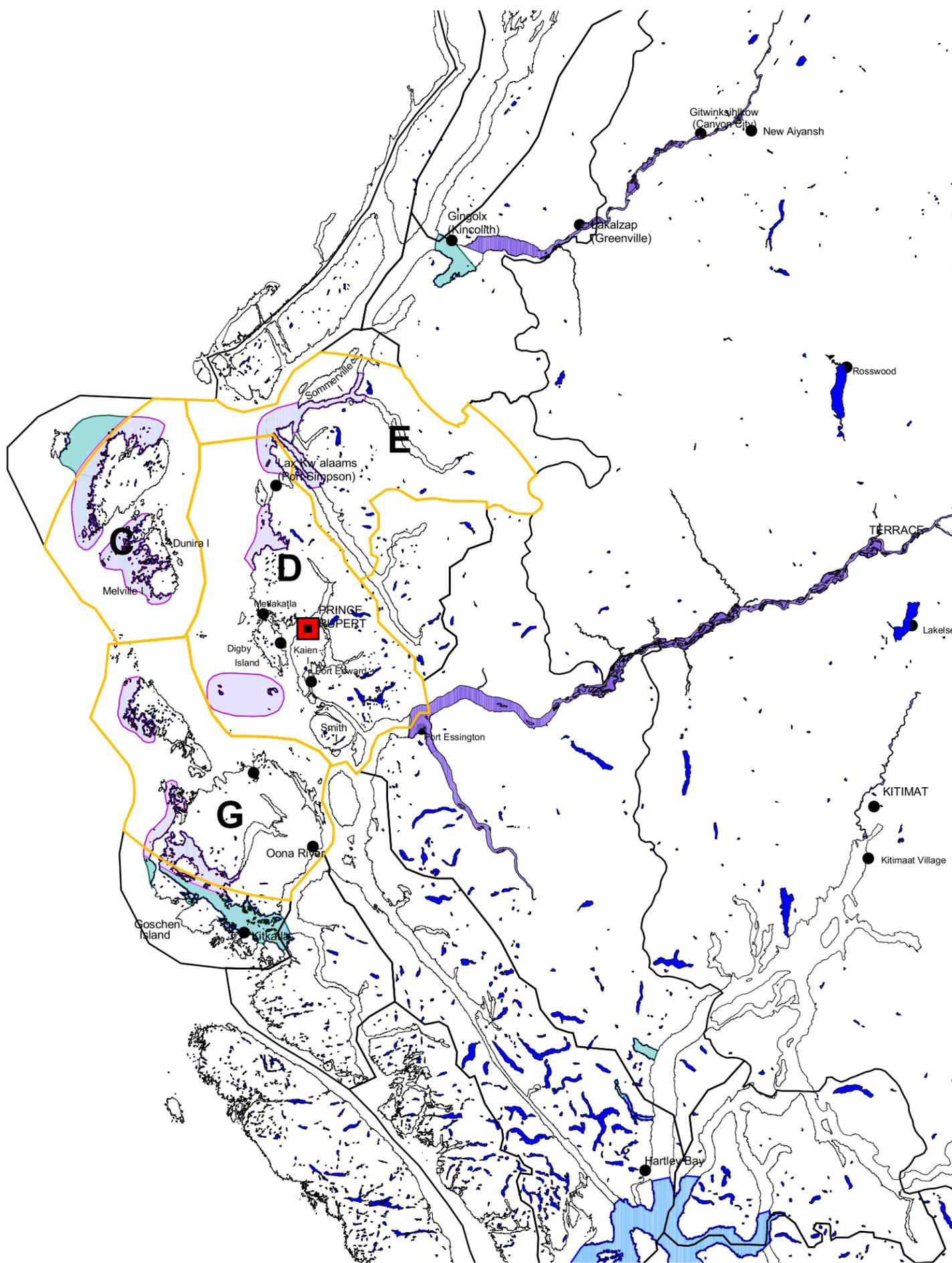


- Prince Rupert
- Text ReferenceText
- High Capability (In AK Tour Range 67km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- Roads



Scale: 1:1,000,000
Date: December, 2002
Source: NCTOS, 2000

Map 7. Potential North Coast Land and Resource Use: Marine Wildlife Viewing Activity



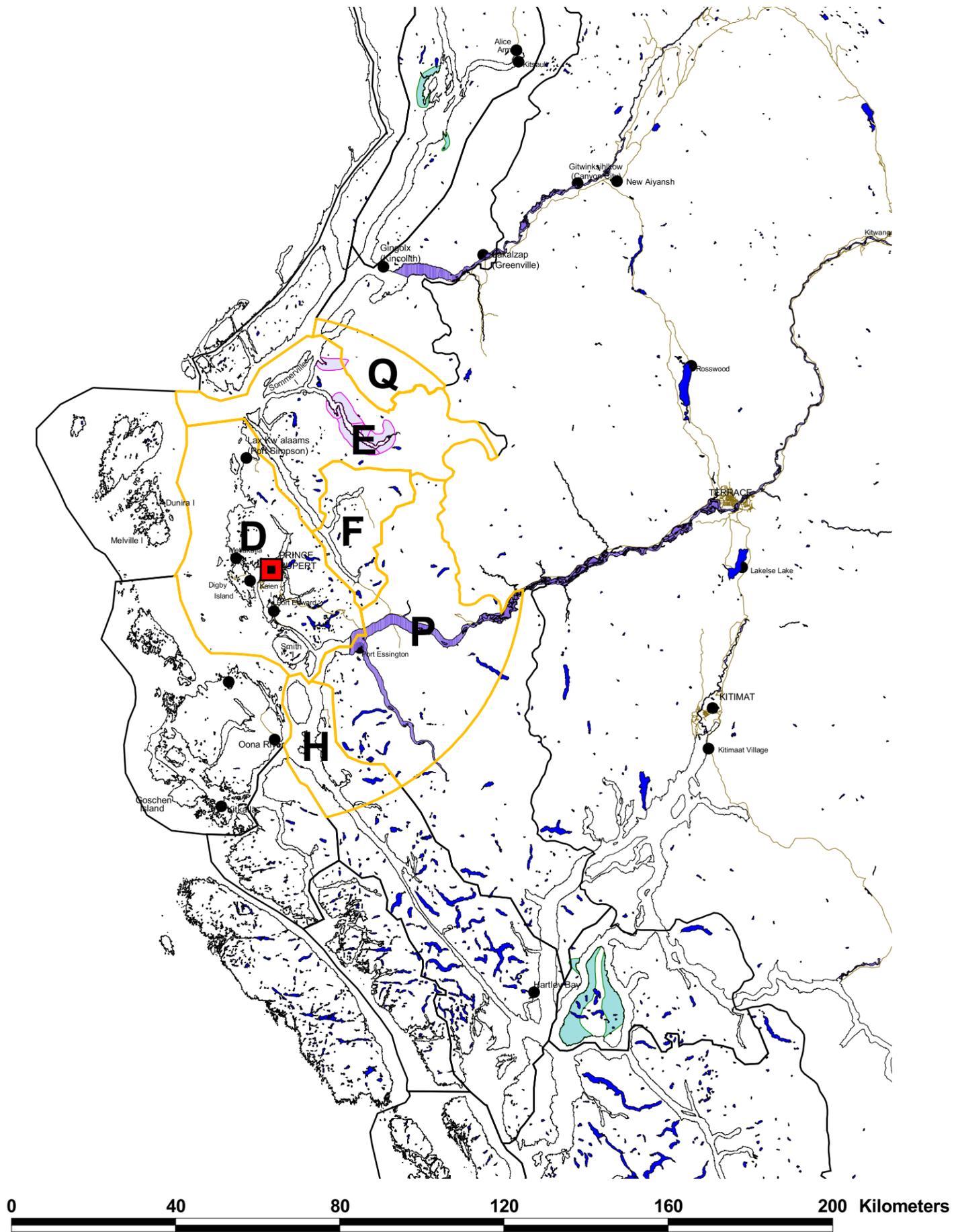
0 30 60 90 120 150 Kilometers

- Prince Rupert
- Text ReferenceText
- High Capability (In AK Cruise Tour Range 52km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- High and Moderate Suitability (In AK Tour Range 52km)
- High and Moderate Suitability (In Indep. AK Tour Range 108km)
- High and Moderate Suitability (Outside AK Tour Range 108km)



Scale: 1:1,250,000
Date: December, 2002
Sources: NCTOS 2000, 2001

Map 8. Potential North Coast Land and Resource Use: Terrestrial Wildlife Viewing

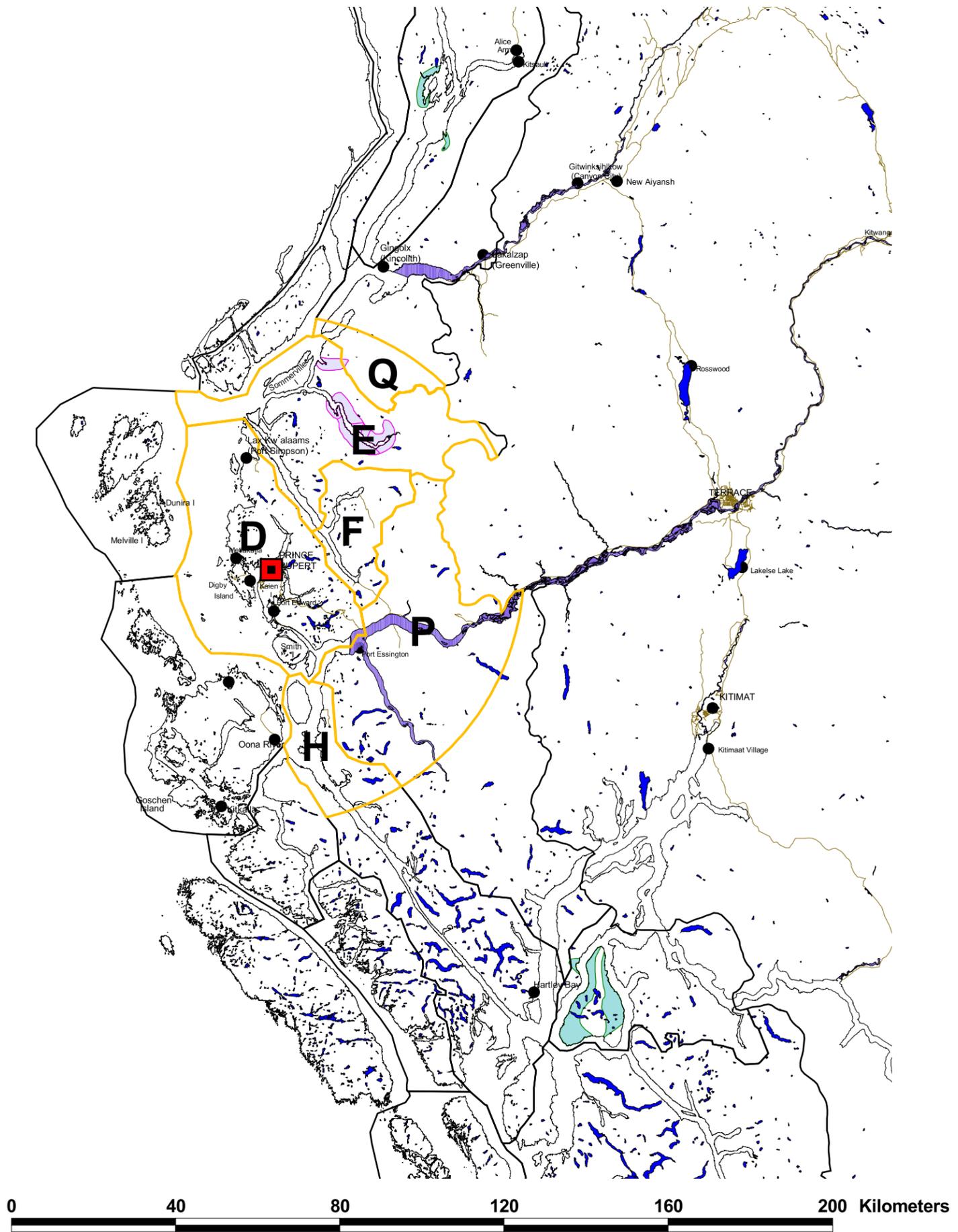


- Prince Rupert
- Text ReferenceText
- High Capability (In AK Cruise Tour Range 62km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- High and Moderate Suitability (In AK Tour Range 62km)
- High and Moderate Suitability (In AK Indep. Tour Range 140km)
- Roads



Scale: 1:1,750,000
Date: December, 2002
Source: NCTOS 2000, 2001

Map 8. Potential North Coast Land and Resource Use: Terrestrial Wildlife Viewing

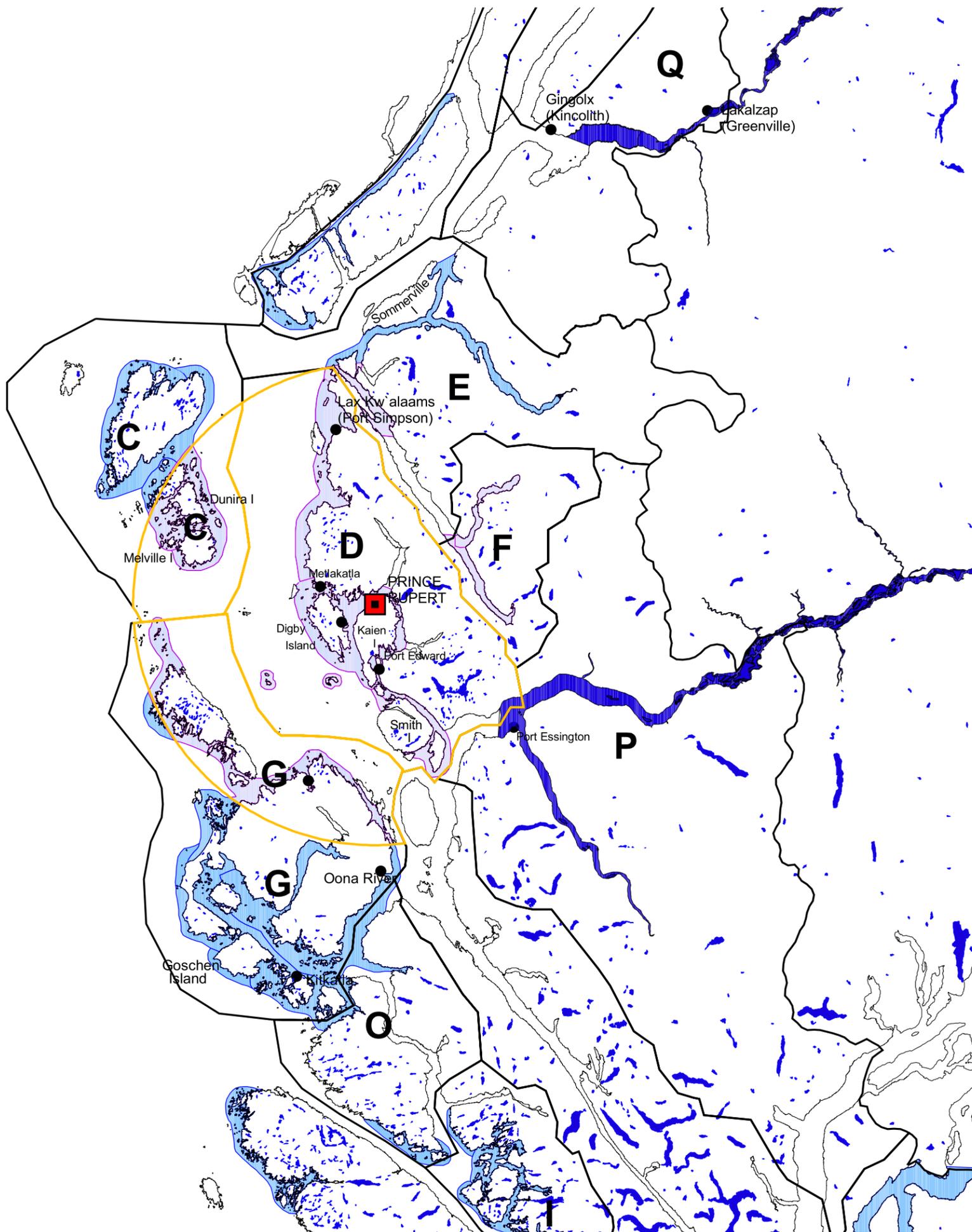


- Prince Rupert
- Text ReferenceText
- High Capability (In AK Cruise Tour Range 62km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- High and Moderate Suitability (In AK Tour Range 62km)
- High and Moderate Suitability (In AK Indep. Tour Range 140km)
- Roads



Scale: 1:1,750,000
Date: December, 2002
Source: NCTOS 2000, 2001

Map 9. Potential North Coast Land and Resource Use: Kayaking Activity



0 20 40 60 80 100 Kilometers

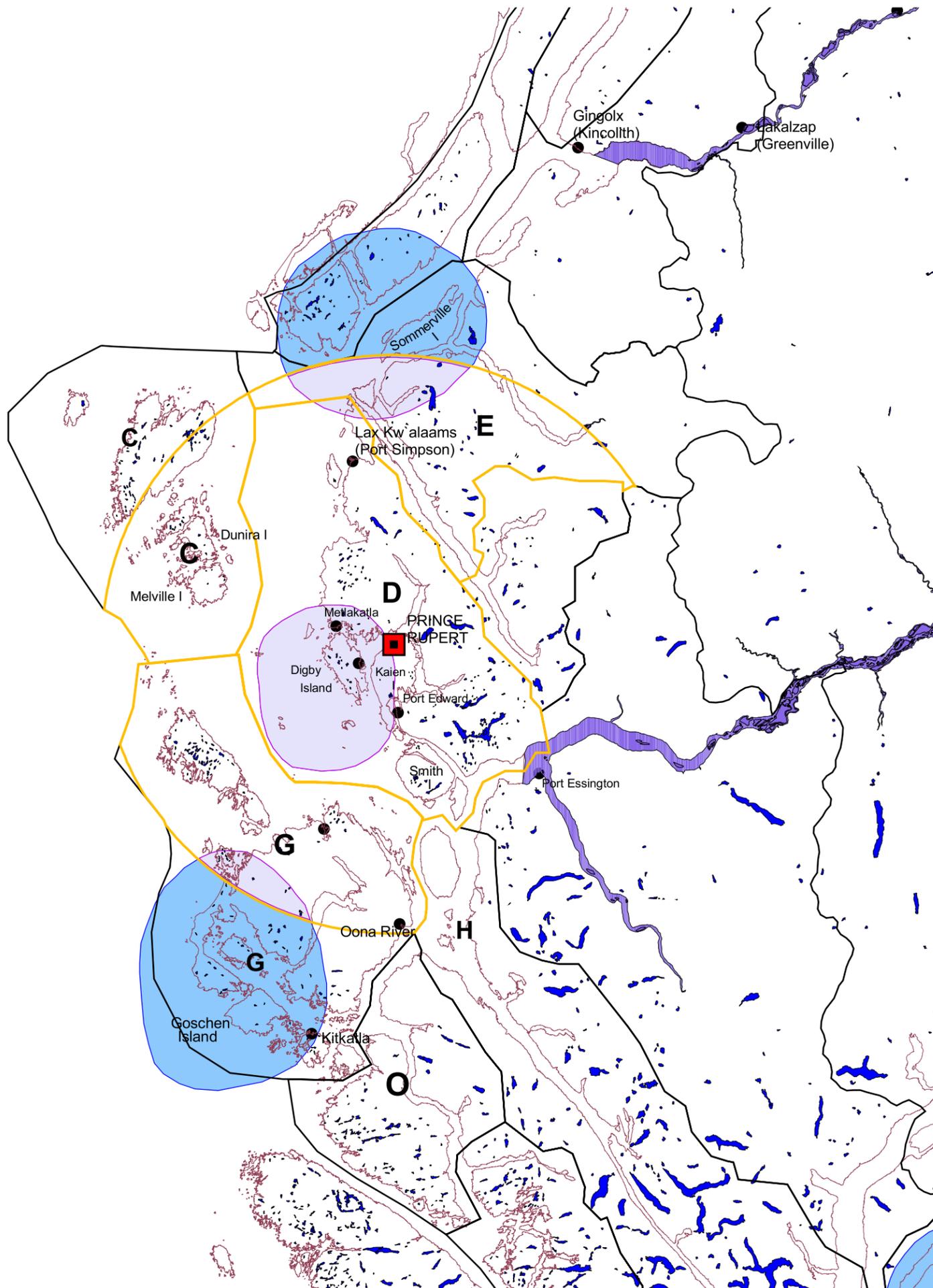
- Prince Rupert
- Text ReferenceText
- High Capability (In AK Tour Range 38km)
- Resource Units
- Coastline
- Major Rivers
- Lakes
- Communities
- High and Moderate Suitability (In AK Tour Range 38km)
- High and Moderate Suitability (Outside AK Tour Range 38km)



Scale: 1:1,000,000
Date: December, 2002
Source: NCTOS 2000, 2001

Map 10.

Potential North Coast Land and Resource Use: Destination Lodge Activity



0 20 40 60 80 100 Kilometers

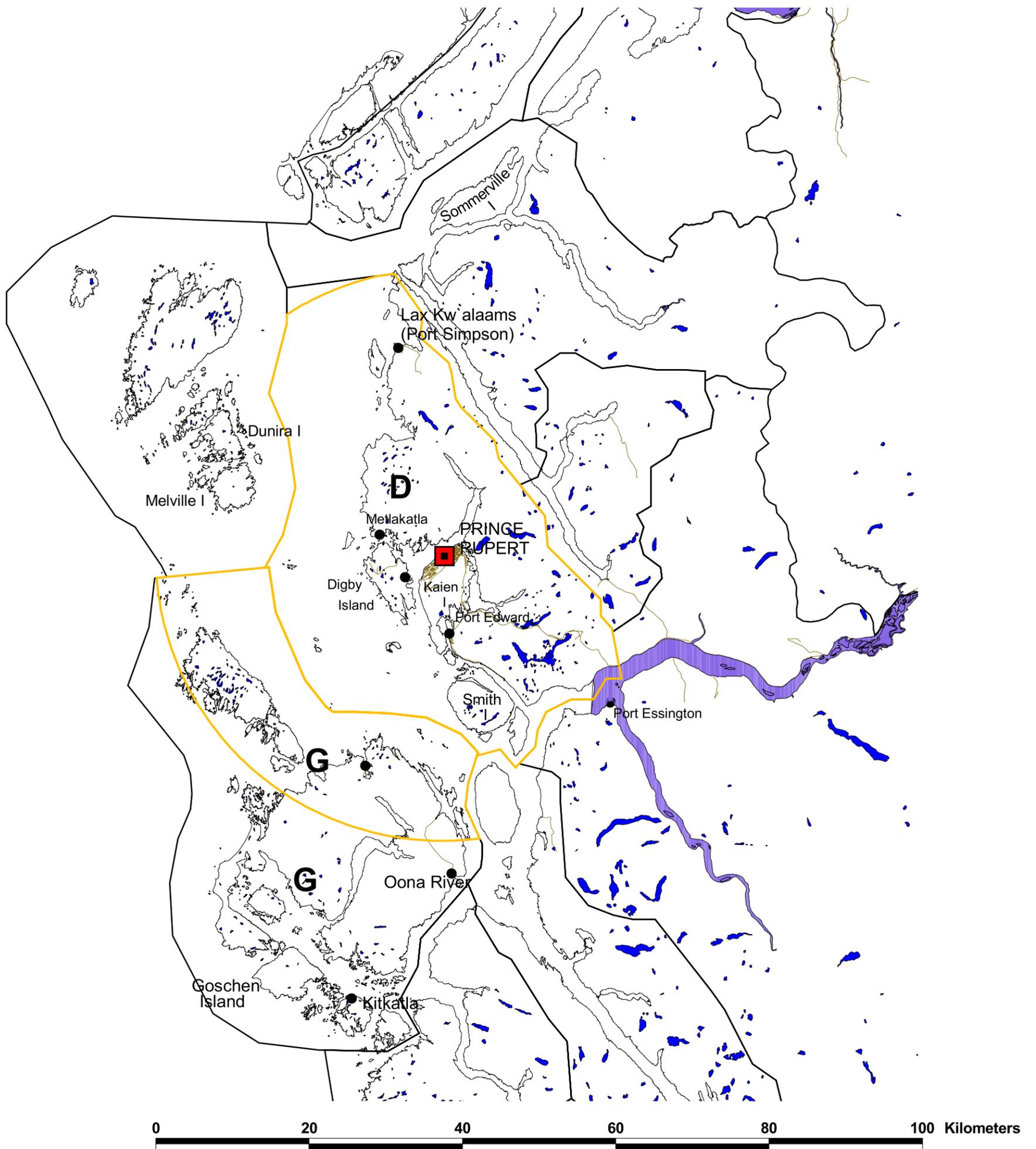
- Prince Rupert
- Text ReferenceText
- High Capability (In AK Tour Range 43km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- High Suitability (In AK Tour Range 43km)
- High Suitability (Outside AK Tour Range)



Scale: 1:1,000,000
Date: December, 2002
Source: NCTOS 2000, 2001

Map 11.

Potential North Coast Land and Resource Use: Mountain Biking and Cycling Activities



- Prince Rupert
- Text ReferenceText
- High Capability (In AK Tour Range 38km)
- Resource Units
- Major Rivers
- Lakes
- Coastline
- Communities
- Roads



Scale: 1:750,000
 Date: December, 2002
 Source: NCTOS 2000, 2001