



**Written Public Comments Submitted For:
Harbor Commission Meeting Of
March 17, 2022**



William Nash

March 7, 2022

Mayor Rowse and Santa Barbara City Council

Re: **REQUEST FOR PUBLIC HEARINGS; ABUSE OF POWER AND FINANCIAL OVERREACH; THE SLIP TRANSFER FEE IS SYSTEMICALLY UNFAIR, UNREASONABLE AND INEQUITABLE; PROPOSED 10% SLIP TRANSFER FEE FOR ALL SLIPS.**

Mayor and City Council,

Thank you for taking the time to review the following correspondence and for your willingness to address the problems raised in my Complaint to you of May of 2020 now.

I. REQUEST FOR PUBLIC HEARINGS.

The Santa Barbara City Council has been respectfully requested to lower the exorbitant gouge of the administrative Slip Transfer Fee nearly two years ago and we as a harbor community have been provided no financial relief from the onerous fees the City of Santa Barbara wrongfully imposes on harbor users. We need financial relief, have patiently waited for relief, no relief has been forthcoming and therefore respectfully request public hearings now.

Please calendar the matter of the administrative Slip Transfer Fee for review and hearings by City Council. Please provide notice to the public and the harbor community slip holders of the hearings as we all have been subject to abuse of power and unjust financial overreach.

Please provide for a 10% Slip Transfer Fee for all Santa Barbara Harbor slip transactions, see infra.

II. TWO YEARS HAS PASSED AND NO FINANCIAL RELIEF.

Almost two years have passed since I submitted a Complaint to you regarding the exorbitant nature of the City of Santa Barbara's Slip Transfer Fee and slip holders and the public has received no financial relief from the City of Santa Barbara.

III. CITY OF SANTA BARBARA'S INDIFFERENCE TO PEOPLE AND FINANCIAL HOSTILITY.

The City of Santa Barbara has shown indifference to people in terms of the many complaints written and orally discussed by harbor community members with the City of Santa Barbara.

The City of Santa Barbara has repeatedly demonstrated outright financial hostility to the harbor community and failed the citizenry in this context.

IV. 45% SMALL AND MEDIUM SLIPS PAY versus 8% BIG SLIPS PAY MEANS THE EXORBITANT SLIP TRANSFER FEE IS OBJECTIVELY UNFAIR.

Presently small slip holders pay 45% of the value of their slip while large slip holders pay 8% of the value of their slip as a result of the Slip Transfer Fee's exorbitant, unreasonable and unfair structure. **45% vs 8% IS OBJECTIVELY UNFAIR by any legitimate and reasonable measure or standard.**

The policy and practice of inequitable and unfair fees must come to an end. In the context of the administrative Slip Transfer Fee the City's abuse of power is clear.

V. WATERFRONT DIRECTOR WILTSHIRE'S 7-10 YEAR TIME FRAME FOR FINANCIAL RELIEF AND LOWERING THE SLIP TRANSFER FEE IS FAR TOO LONG AND THE PROPOSED DECREASE IS INSUFFICIENT AND FAILS SMALL AND MEDIUM SIZE SLIP HOLDERS.

Waterfront Director Mike Wiltshire's solutions are too little too late. Wiltshire has repeatedly proposed to implement financial relief in tiny amounts over a time span of seven to ten years. Director Wiltshire talks of 'revenue neutral' solution(s) for his department of tiny percentages over near a decade implementation and his timeframe is far too long and unacceptable.

Director Wiltshire's approach does not help the harbor community in any sort of reasonable or appreciable manner.

Wiltshire wants to maintain the status quo and what he really wants is more money from bigger slips for the transfer fees.

Wiltshire's position of revenue neutrality for his department (so their budget does not decrease [too big a budget already for the substandard work he performs]) should be given less weight than the need to provide real and equitable relief for slip holders from the City of Santa Barbara's objectively exorbitant and onerous fees now.

VI. CITY OF SANTA BARBARA HAS SLOW WALKED THE COMPLAINT RE THE EXORBITANT GOUGE ADMINISTRATIVE SLIP TRANSFER FEE.

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Both Waterfront Director Wiltshire and the Santa Barbara Harbor Commission have failed to do the right thing and provide real financial relief and a fair and properly balanced system for the Slip Transfer Fee and harbor users and slip holders.

The Slip Transfer Fee is a straight up rip off of our hard earned dollars and impacts the poor and those of moderate means far more substantially and disproportionately than wealthier individuals. There are many working class people in our harbor that are being financially hurt by the administrative Slip Transfer Fee.

Clearly by any honest evaluation of the problem those with small slips paying nearly 50% of the value of their slip for the (exorbitant gouge) Slip Transfer Fee to the City of Santa Barbara's Waterfront Department whereas the big slips are paying less than 10% of the value of their slip for the Slip Transfer Fee is serious enough as to bring the whole systems' fairness into criticism and legitimate dispute. No person seeking a slip should pay more than 10% of the value of their slip and permit in administrative Slip Transfer Fees.

THE SANTA BARBARA CITY COUNCIL SHOULD NOW ADOPT AND PROVIDE FOR A 10% TRANSFER FEE ACROSS THE BOARD FOR ALL SLIP TRANSFERS.

VII. HOUSING RENT CONTROL AND SLIP TRANSFER FEE AND SLIP RENTAL FEE CONTROL.

It is interesting to note the City has taken up the issue of housing and rent control. The City needs to take up the issue of both slip rent control and slip transfer fee control as well. The City Council purports to be concerned for the citizens in the context of housing. The issue of high rents is similar to the issue of extremely high slip transfer fees. The problems of high rents and high property prices were and are caused by the City of Santa Barbara through its decades long insatiable and misguided pursuit of and greed for tourism dollars. The problem of unreasonably high transfer fees was created by the City of Santa Barbara and the greed of former Waterfront Director John Bridely.

Locals cannot afford to live here and that is attributable to the City of Santa Barbara's dependency on tourism dollars, disdain for local business and the growth of the City of Santa Barbara's operations and largess of City staff.

Tourists visit Santa Barbara and many buy property here (cruise ship arrivals provide plenty of affluent travelers likely to become enamored by Santa Barbara and potentially

become buyers of real estate thereby further pricing locals out of the housing market), the locals are priced out of the market altogether and it's a multi-generational problem.

Locals have financial difficulty buying slip permit rental agreements as well. Slip holder after slip holder after slip holder has publicly discussed with Harbor Commission their significant financial hardships in paying the exorbitant Slip Transfer Fees.

Recently during a Council meeting, the City could not even define what a Santa Barbara local is.

The problems complained of by various members of our community (high rents, inability to buy housing, extremely high slip transfer fees) are directly attributable to City of Santa Barbara governance over the past five or six decades. Tourism dollars come at a tragic cost to the ability of locals and their progeny to live and continue to live in our community.

The flood of tourism creates a financially forced turnover of our inhabitants that occurs with each generation of folks calling the City of Santa Barbara home. Many of my peers I grew up with here in lovely Santa Barbara moved out of the community because they simply could not afford to live here.

Santa Barbarians do not generally realize how harmful tourism is to their children's ability to continue to live in Santa Barbara as adults.

The phenomenon of tourists visiting areas on vacation and subsequently seeking their own property at vacation venues through purchase has occurred repeatedly all across our country in many nice areas causing great animosity between locals and newcomers to vacation venues. Reason being money made elsewhere and heavily promoted tourism venues cause locals being priced out of their hometown markets. Same thing happens with boat slips as well. This problem is not new, it is well known at tourist venues and you as a governmental body fail to address your policies as the root cause of the problem.

So when you try to solve a problem with housing that the City of Santa Barbara bears the fault for creating the problem in the first place through the policy of seeking tourism and taxes, you are doomed to fail and fail repeatedly because it is the underlying policy of seeking tourism dollars and taxes that generate the outside demand and causes property values to soar hence pricing locals out of the housing markets for both sales and rentals. At some point the *presumed* credibility of the Santa Barbara City Council to address these problems will cease. You can fix the problem with the exorbitant Slip Transfer Fee by limiting it to 10% of the value of transferred slips. And, this solution will keep locals in our slips.

VIII. HARBOR COMMISSION FAILED THE HARBOR COMMUNITY AND ABDICATED ITS RESPONSIBILITY TO COME UP WITH A SOLUTION TO COMPLAINED OF UNREASONABLE AND EXORBITANT ADMINISTRATIVE SLIP TRANSFER FEES AND HARBOR COMMISSIONER'S PRIVATE PROFITEERING ON GOVERNMENTAL PUBLIC PROPERTY.

When I submitted my Complaint to City Council almost two years ago, I pointed out the obvious inequities and I respectfully suggested the City of Santa Barbara reduce the Slip Transfer Fee on all slips or reduce the Slip Transfer Fee on small and medium slips and raise the fee on big slips and additionally either lower the per foot fee or go to a percentage based system. Former Harbor Commissioner Sloan repeatedly publicly and proudly claimed this solution was his 'legacy' to Harbor Commission and the harbor community (although his 'legacy' work never got finished and Harbor Commission nearly ended the ad hoc committee at their last meeting without finishing their work re the Slip Transfer Fee). An odd position indeed on behalf of former Harbor Commissioner Sloan given the idea was first proposed in writing by me. It is good to see Profiteer Harbor Commissioner Sloan is finally off the Santa Barbara Harbor Commission because he sold his boat slip permit (City of Santa Barbara property) for approximately \$500,000.00 USD (or perhaps a little more than 500k) and then sat on the ad hoc committee dealing with alleged 'slip profiteering' and the Slip Transfer Fee. To refer to the arrangement as a sham would be a kind way to characterize the matter.

It is clear that between the Santa Barbara Harbor Commission and the Santa Barbara Waterfront Department the fix is in and neither of these entities can be trusted to properly consider the interests and positions of harbor users and benefit the Harbor Community.

The only legacy former Profiteer Harbor Commissioner Sloan left behind concerns the fact he made half a million dollars personally from a slip permit sale transaction of governmental property and was a member of City government. The Sloan slip sale is a prime example of 'slip profiteering.' Waterfront Director Mike Wiltshire is the biggest current 'slip profiteer' of all (although a close second to former Waterfront Director John Bridely who was personally responsible for many Slip Transfer Fee increases and for the runaway fees we faced at the end of his time as Director. Many in the harbor community breathed a sigh of relief when he retired and left our wonderful harbor community [it was a 'good riddance' moment for many]) and cannot see through the matter clearly enough to understand that the harbor community needs financial relief from the objectively onerous fees his department charges for slip transfers.

Harbor Commission has abdicated its role and failed to do its job properly.

Waterfront Director Wiltshire recently tried to scuttle and end the ad hoc committee dealing with the Slip Transfer Fee when in fact no relief has been provided and Harbor Commission hadn't even finished the job it set out to do.

Notably when Sloan left Harbor Commission and thereafter, no current Harbor Commissioner wants to be added the slip transfer fee ad hoc committee as no one volunteered for the empty position and no one was assigned thereto at the most recent Santa Barbara Harbor Commission meeting.

Harbor Commission has failed to complete the job it started. And, it can be fairly said that members of the Santa Barbara Harbor Commission never really learned the problem and only did the bare minimum to have some meetings on the issue but lacked the depth and lacked the ability to get beyond the Waterfront Department's advocacy for their own selfish positions. What is odd is the congratulatory tone Harbor Commission has taken over the matter and it's as if "C" students were congratulating themselves for "A" work that was never performed or partially performed at a "C-" level or lower. Harbor Commission can claim they did a lot of work all they want but they never learned the subject matter to the depth they needed to and never finished the job, never provided financial relief and failed altogether to attract or assign a third member to the ad hoc committee after Profiteer Harbor Commissioner Sloan left Harbor Commission.

And of course no one forgets Assistant City Attorney Sarah Knecht pulling the strings of Harbor Commission and the Waterfront Department from the background over the past two years.

Afterall, Assistant City Attorney Knecht publicly expressly stated the Slip Transfer Fee could be lowered and instead of addressing the problem directly and lowering the fee, the City of Santa Barbara has done everything it can to maintain and in fact raise the Slip Transfer Fee subsequent to my Complaint to you and during a worldwide pandemic.

One need look no further than Waterfront Director Wiltshire for failing to help the harbor community.

The Waterfront Department's survey of harbor users was woefully inadequate with intentionally designed language to obtain responses favorable to the Waterfront Department.

The Waterfront Department and the Harbor Commission's conduct and interests stand in stark contrast in comparison to that of slip holders that presumed your referral of my Complaint to Harbor Commission would be handled and resolved in good faith.

The Waterfront Department put up every obstacle it could in order to maintain the status quo of a strong revenue stream forced upon the boating public.

The harbor community has tired of being railroaded by the City of Santa Barbara and its Waterfront Department.

We have collectively endured decades of abuse of power and financial overreach and the time is now to put an end to what has become a public financial disaster for harbor users.

Create a Permanent Standing Slip Transfer Fee and Slip Rental Fee Committee and seek public input yearly in order to provide a means to receive public input and to protect the harbor community and public.

The Complaint and appeal to the City to do the right thing and not take financial advantage of its citizens and properly lower the extremely high Slip Transfer Fee has fallen on deaf ears.

Director Wiltshire's proposals concerning percentages are far too high.

Director Wiltshire's time span to lower the administrative Slip Transfer Fee over seven to ten years is far too long.

As we have patiently waited almost two years for financial relief and financial relief has not been provided, I respectfully request you now calendar the issue(s) for public discourse on the matter of the exorbitant gouge administrative Slip Transfer Fee at City Council and thereafter vote to lower the fees in accord with public input and requests.

IX. 10% SLIP TRANSFER FEE FOR ALL SLIPS.

THE SANTA BARBARA CITY COUNCIL SHOULD NOW ADOPT AND PROVIDE FOR A PERMANENT 10% TRANSFER FEE ACROSS THE BOARD FOR ALL SLIP TRANSFERS. Simple and get it done.

The Slip Transfer Fee should be a permanent percentage number of 10% of the value of the slip and permit. The Waterfront Department will gain as slips go up in value and also share in the loss as slips go down in value as all markets over time inevitably go up and down, a flat reasonable percentage based system that is more fair to all.

A 10% across the board Slip Transfer Fee will provide much needed and long overdue financial relief to small slip and medium slip holders and a modest increase for big slip holders (35% decrease for small and medium slips Slip Transfer Fee reduction, 2% big slips Slip Transfer Fee increase).

Remember the current system is 45% small slips pay versus 8% large slips pay. 10% for all slips gets everybody on a level playing field and is fair to all slip holders and potential slip holders.

Boat and slip brokers pay 10% of their slip transactions to the City of Santa Barbara. Currently all businesses operating in the harbor pay 10% to the City of Santa Barbara. There is no legitimate and fair reason the percentage should be as high as the 25-35%

greedy Waterfront Director Wiltshire has advocated for. **10% is the correct and fair number as a solution for the problem.**

Valuation of slips will become very easy to determine in that brokers would have to present proof of payment via the check they received for the slip transaction and then the City would be able to calculate the fair market value of the respective slip transfer and then charge 10% of that value to conclude the slip transfer transaction. Two simple solutions to a significant and objectively unfair problem in City's administration of public assets.

I respectfully request the Santa Barbara adopt a permanent 10% Slip Transfer Fee.

X. AMERICANS WITH DISABILITIES ACT OF 1990 REQUEST FOR ACCOMMODATIONS.

The Harbor Community also requests the ability to attend the hearings on this matter via video for health and safety purposes due to the Pandemic and as an Americans with Disabilities Act of 1990 reasonable accommodation for the disabled (I am disabled and I hereby request, pursuant to the A.D.A., the accommodation on behalf of myself and others similarly situated), thank you.

Many slip holders care about the outcome of this matter and will pursue financial relief until it is provided in a fair, reasonable and equitable manner.

Respectfully submitted,

William Nash

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March 10, 2022

Dear Slip Holders,

An important update for you regarding the administrative Slip Transfer Fee.

As you are likely aware I challenged the Slip Transfer Fee and the City of Santa Barbara in early 2020 by filing a Complaint with the Santa Barbara City Council. The Santa Barbara City Council forwarded the matter to Harbor Commission and an ad hoc subcommittee was formed to deal with the problem.

Many of you got involved and both wrote emails and letters and spoke up regarding the unfair and onerous Slip Transfer Fee to Harbor Commission. **A big thank you for getting involved and doing your part.**

Waterfront Director Mike Wiltshire opposed us as a Harbor Community at every opportunity. The City of Santa Barbara slow walked the Complaint. Wiltshire didn't want to lower the fees and did not want to help us at all regarding adding family members to our slips or materially lowering the exorbitant gouge administrative Slip Transfer Fee.

The Harbor Commission held meetings and seemingly listened but never finished the job.

Harbor Commission never learned the underlying subject matter properly and lacked the required depth and then congratulated themselves for a job well done regarding their unfinished work.

Thereafter, Waterfront Director Mike Wiltshire recently wrongfully tried to put an end to and dissolve the ad hoc subcommittee and was met with opposition from another slip holder and I. Harbor Commission subsequently changed its tune (meaning *only* two slip holders were heard and Harbor Commission capitulated on ending the ad hoc committee). I hadn't planned on speaking at the last meeting until I heard Waterfront Director Mike Wiltshire try and attempt to end the ad hoc subcommittee. Wiltshire's charge to end the subcommittee was met with resistance and an express promise from me for another letter to the Santa Barbara City Council detailing both the Waterfront Department's and Harbor Commission's failures and shortcomings once again. Note: it is relatively easy to point out the failures and shortcomings of the Waterfront Department and its Director and Harbor Commission because there exists no scarcity thereof.

Waterfront Director Mike Wiltshire wants to now raise the Slip Transfer Fee for bigger slips and wants to go to a percentage based system with small reductions over a period

of 7-10 years. Wiltshire's self-serving position is unacceptable and I have requested public hearings on the matter.

The Harbor Commission has expressly stated the current system is unfair to small and medium slip holders and that recognition is a win for all of us.

Additionally, the Harbor Commission has adopted my suggestion of a percentage based system, another win for all of us.

But, and you guessed it, Waterfront Director Mike Wiltshire wants exorbitant percentages. Waterfront Director Mike Wiltshire wants 25-35% of what you pay for your slip as a Slip Transfer Fee. *Another exorbitant gouge Slip Transfer Fee.* Wiltshire is on the wrong side of the problem and history and has dug in on the forced decapitalization of harbor users. Wiltshire's position (financial hardship to slip holders and potential slip holders) and values (greed) are so fundamentally different than ours that it is fair to say he is no friend of the Harbor Community and harbor users and slip holders. Wiltshire wants to take as much money as is possible from all of us.

If the Slip Transfer Fee and the Waterfront Department are left unchecked, it may be less than a decade in which we see \$1000.00 per foot Slip Transfer Fees. The runaway train of exorbitant and unfair Slip Transfer Fees must be stopped now, otherwise your kids will pay the price for our inaction.

Remember you may be in the market for another slip or you may want to add your family members to your slip permit and that is why this should be important to you. Your kids may want to buy a slip. It also should be important to you to keep the Slip Transfer Fee down so we do not turn into an elitist marina that is only accessible to the very wealthy.

The flood of tourism to SB has driven real estate property values so high our children will likely be unable to buy homes here in our community (think of what your kids would have to earn to buy a home here and the high level of success they must achieve in order to do so, it is staggering when you think about it and not every child is going to be a multimillionaire after graduating college or going into the family fishing business). Absent significant parental financial help, their chances of buying homes in Santa Barbara are slim at best. Goleta tract homes are coming up on 2 million dollars now. Many of my peers I grew up in with in Santa Barbara (I am a SB Local) have left the community because they could not earn, even with college *and graduate* degrees, enough money to buy a home here and raise their family in the community in which they grew up.

You may be a parent that has already realized and contemplated this issue and determined you needed to buy another house in order to guarantee the ability of your kids to be in the community you raised them in and to be with you in your old age. **The housing problem and the harbor's problems as to high slip prices and high transfer fees are created by the City of Santa Barbara in their insatiable and**

wrongful quest for tourism dollars, the fundamental root cause of the financial housing and slip issues facing our community. It is simple, the City of Santa Barbara has sold us all out in favor of tourists and their money for the past five or six decades.

It is in this light I ask you to do the following things. First, I have included hereafter for your review the language of the letter sent to the Mayor, City Council, Waterfront Director Mike Wiltshire and the Santa Barbara Harbor Commission yesterday, March 7, 2022. Please read it and get prepared to write in and speak up at City Council in the near future. **We have the momentum to remake the system so that it is reasonable and fair to all of us and our children and the City as well.**

I have proposed the creation of a Permanent Standing Committee on the Slip Transfer Fee and Slip Rental Fees charged with obtaining community input from Slip Holders on a yearly basis.

I have proposed a 10% across the board percentage for all slips transactions for the New Slip Transfer Fee. I have suggested and requested the 10% be permanent (no more raising the fee when the Waterfront Department budget is short dollars).

I want each and every slip holder to support these proposals. It is fair to all of us and brings the price of the administrative Slip Transfer Fee materially down.

Second, whatever your position on the exorbitant fees is, once you have read the document I submitted yesterday and am providing to you now (and I know you are all busy) please open a Word document or an email and write down your thoughts on the matter then set it aside for near future use.

For instance, do you think 10% is fair? Note yacht brokers pay 10% to the City of Santa Barbara Waterfront Department on their slip sales and all business in the harbor pay 10% of their gross to the City of Santa Barbara Waterfront Department. Do you think the present slip transfer (fee) system is fair? Tell the City of Santa Barbara what you want. Do you want your kids to be able to be slip holders with reasonable Slip Transfer Fees when they are in the market years from now?

Write down your thoughts now and save them until I ask you to send the writings to the City of Santa Barbara and that time will be coming soon. You will be noticed to do so via correspondence asking you to submit at a time in the near future. **Please support the cause and make the writings now.**

Third, when the time comes, I will ask each slip holder to then submit their comments to the Santa Barbara City Council via email or snail mail and please get involved.

And finally **fourth**, the Harbor Community needs you to attend the City Council hearing on the matter and you can attend via video on a zoom call (or go in person). We are a nation of checks and balances with a right to be heard by our government and if you want an end to these abusive fees, now is the time for you and I to be the check and balance and to seek redress to end the runaway train of objectively unfair and exorbitant fees charged by our Waterfront Department and the City of Santa Barbara.

Also, as a SB Local I am in this fight until it is finished. Two years and over a hundred thousand words written on the matter thus far.

For those of you that do not know me personally, I am the person that fought for the clean-up of Haley Street and personally cleaned up the neighborhood literally running out the drug dealers and prostitutes (oddly enough all the prostitutes were males dressed as women). KEYT 3 ran a bunch of news stories on the matter. It took me five years to make Haley Street safe to walk on at night and during the day for families and to put out of business a local bar (license revoked and gone and their building sold off) that was the epicenter of the drugs and drug sales, open street prostitution, blight and violence that once dominated Haley Street. The City of Santa Barbara failed to help in that clean-up altogether (that was a four decade long problem the City of Santa Barbara allowed to occur and did very little to remediate or address).

It is my humble opinion we all have a moral obligation to make Santa Barbara a good safe place to live each doing what we can to effectuate family based values consistent with nationwide American values and societal norms. **I thank each and every one of you that has supported this reform movement regarding the exorbitant gouge administrative Slip Transfer Fee.**

When the fight is over, we will circulate a list of names of any politician that does not support and vote for the 10% New Slip Transfer Fee and the Permanent Standing Committee on the Slip Transfer Fee and Slip Rental Fees so that you and your family and friends can vote accordingly.

Please attend the future City Council hearings and share your thoughts and voice in demanding an end to the decades of abuse of power and financial overreach by the City of Santa Barbara in our lovely harbor. Thank you.

Sincerely,

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Mayor Rowse and Santa Barbara City Council

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Recently during a Council meeting, the City could not even define what a Santa Barbara local is.

The problems complained of by various members of our community (high rents, inability to buy housing, extremely high slip transfer fees) are directly attributable to City of Santa Barbara governance over the past five or six decades. Tourism dollars come at a tragic cost to the ability of locals and their progeny to live and continue to live in our community.

The flood of tourism creates a financially forced turnover of our inhabitants that occurs with each generation of folks calling the City of Santa Barbara home. Many of my peers I grew up with here in lovely Santa Barbara moved out of the community because they simply could not afford to live here.

Santa Barbarians do not generally realize how harmful tourism is to their children's ability to continue to live in Santa Barbara as adults.

The phenomenon of tourists visiting areas on vacation and subsequently seeking their own property at vacation venues through purchase has occurred repeatedly all across our country in many nice areas causing great animosity between locals and newcomers to vacation venues. Reason being money made elsewhere and heavily promoted tourism venues cause locals being priced out of their hometown markets. Same thing happens with boat slips as well. This problem is not new, it is well known at tourist venues and you as a governmental body fail to address your policies as the root cause of the problem.

So when you try to solve a problem with housing that the City of Santa Barbara bears the fault for creating the problem in the first place through the policy of seeking tourism and taxes, you are doomed to fail and fail repeatedly because it is the underlying policy of seeking tourism dollars and taxes that generate the outside demand and causes property values to soar hence pricing locals out of the housing markets for both sales and rentals. At some point the *presumed* credibility of the Santa Barbara City Council to address these problems will cease. You can fix the problem with the exorbitant Slip Transfer Fee by limiting it to 10% of the value of transferred slips. And, this solution will keep locals in our slips.

VIII. HARBOR COMMISSION FAILED THE HARBOR COMMUNITY AND ABDICATED ITS RESPONSIBILITY TO COME UP WITH A SOLUTION TO COMPLAINED OF UNREASONABLE AND EXORBITANT ADMINISTRATIVE SLIP TRANSFER FEES AND HARBOR COMMISSIONER'S PRIVATE PROFITEERING ON GOVERNMENTAL PUBLIC PROPERTY.

When I submitted my Complaint to City Council almost two years ago, I pointed out the obvious inequities and I respectfully suggested the City of Santa Barbara reduce the Slip Transfer Fee on all slips or reduce the Slip Transfer Fee on small and medium slips and raise the fee on big slips and additionally either lower the per foot fee or go to a percentage based system. Former Harbor Commissioner Sloan repeatedly publicly and proudly claimed this solution was his 'legacy' to Harbor Commission and the harbor community (although his 'legacy' work never got finished and Harbor Commission nearly ended the ad hoc committee at their last meeting without finishing their work re the Slip Transfer Fee). An odd position indeed on behalf of former Harbor Commissioner Sloan given the idea was first proposed in writing by me. It is good to see Profiteer Harbor Commissioner Sloan is finally off the Santa Barbara Harbor Commission because he sold his boat slip permit (City of Santa Barbara property) for approximately \$500,000.00 USD (or perhaps a little more than 500k) and then sat on the ad hoc committee dealing with alleged 'slip profiteering' and the Slip Transfer Fee. To refer to the arrangement as a sham would be a kind way to characterize the matter.

It is clear that between the Santa Barbara Harbor Commission and the Santa Barbara Waterfront Department the fix is in and neither of these entities can be trusted to properly consider the interests and positions of harbor users and benefit the Harbor Community.

The only legacy former Profiteer Harbor Commissioner Sloan left behind concerns the fact he made half a million dollars personally from a slip permit sale transaction of governmental property and was a member of City government. The Sloan slip sale is a prime example of 'slip profiteering.' Waterfront Director Mike Wiltshire is the biggest current 'slip profiteer' of all (although a close second to former Waterfront Director John Bridely who was personally responsible for many Slip Transfer Fee increases and for the runaway fees we faced at the end of his time as Director. Many in the harbor community breathed a sigh of relief when he retired and left our wonderful harbor community [it was a 'good riddance' moment for many]) and cannot see through the matter clearly enough to understand that the harbor community needs financial relief from the objectively onerous fees his department charges for slip transfers.

Harbor Commission has abdicated its role and failed to do its job properly.

Waterfront Director Wiltshire recently tried to scuttle and end the ad hoc committee dealing with the Slip Transfer Fee when in fact no relief has been provided and Harbor Commission hadn't even finished the job it set out to do.

Notably when Sloan left Harbor Commission and thereafter, no current Harbor Commissioner wants to be added the slip transfer fee ad hoc committee as no one volunteered for the empty position and no one was assigned thereto at the most recent Santa Barbara Harbor Commission meeting.

Harbor Commission has failed to complete the job it started. And, it can be fairly said that members of the Santa Barbara Harbor Commission never really learned the problem and only did the bare minimum to have some meetings on the issue but lacked the depth and lacked the ability to get beyond the Waterfront Department's advocacy for their own selfish positions. What is odd is the congratulatory tone Harbor Commission has taken over the matter and it's as if "C" students were congratulating themselves for "A" work that was never performed or partially performed at a "C-" level or lower. Harbor Commission can claim they did a lot of work all they want but they never learned the subject matter to the depth they needed to and never finished the job, never provided financial relief and failed altogether to attract or assign a third member to the ad hoc committee after Profiteer Harbor Commissioner Sloan left Harbor Commission.

And of course no one forgets Assistant City Attorney Sarah Knecht pulling the strings of Harbor Commission and the Waterfront Department from the background over the past two years.

Afterall, Assistant City Attorney Knecht publicly expressly stated the Slip Transfer Fee could be lowered and instead of addressing the problem directly and lowering the fee, the City of Santa Barbara has done everything it can to maintain and in fact raise the Slip Transfer Fee subsequent to my Complaint to you and during a worldwide pandemic.

One need look no further than Waterfront Director Wiltshire for failing to help the harbor community.

The Waterfront Department's survey of harbor users was woefully inadequate with intentionally designed language to obtain responses favorable to the Waterfront Department.

The Waterfront Department and the Harbor Commission's conduct and interests stand in stark contrast in comparison to that of slip holders that presumed your referral of my Complaint to Harbor Commission would be handled and resolved in good faith.

The Waterfront Department put up every obstacle it could in order to maintain the status quo of a strong revenue stream forced upon the boating public. The harbor community has tired of being railroaded by the City of Santa Barbara and its Waterfront Department.

We have collectively endured decades of abuse of power and financial overreach and the time is now to put an end to what has become a public financial disaster for harbor users.

Create a Permanent Standing Slip Transfer Fee and Slip Rental Fee Committee and seek public input yearly in order to provide a means to receive public input and to protect the harbor community and public.

The Complaint and appeal to the City to do the right thing and not take financial advantage of its citizens and properly lower the extremely high Slip Transfer Fee has fallen on deaf ears.

Director Wiltshire's proposals concerning percentages are far too high.

Director Wiltshire's time span to lower the administrative Slip Transfer Fee over seven to ten years is far too long.

As we have patiently waited almost two years for financial relief and financial relief has not been provided, I respectfully request you now calendar the issue(s) for public discourse on the matter of the exorbitant gouge administrative Slip Transfer Fee at City Council and thereafter vote to lower the fees in accord with public input and requests.

IX. 10% SLIP TRANSFER FEE FOR ALL SLIPS.

THE SANTA BARBARA CITY COUNCIL SHOULD NOW ADOPT AND PROVIDE FOR A PERMANENT 10% TRANSFER FEE ACROSS THE BOARD FOR ALL SLIP TRANSFERS. Simple and get it done.

The Slip Transfer Fee should be a permanent percentage number of 10% of the value of the slip and permit. The Waterfront Department will gain as slips go up in value and also share in the loss as slips go down in value as all markets over time inevitably go up and down, a flat reasonable percentage based system that is more fair to all.

A 10% across the board Slip Transfer Fee will provide much needed and long overdue financial relief to small slip and medium slip holders and a modest increase for big slip holders (35% decrease for small and medium slips Slip Transfer Fee reduction, 2% big slips Slip Transfer Fee increase).

Remember the current system is 45% small slips pay versus 8% large slips pay. 10% for all slips gets everybody on a level playing field and is fair to all slip holders and potential slip holders.

Boat and slip brokers pay 10% of their slip transactions to the City of Santa Barbara. Currently all businesses operating in the harbor pay 10% to the City of Santa Barbara. There is no legitimate and fair reason the percentage should be as high as the 25-35% greedy Waterfront Director Wiltshire has advocated for. **10% is the correct and fair number as a solution for the problem.**

Valuation of slips will become very easy to determine in that brokers would have to present proof of payment via the check they received for the slip transaction and then

the City would be able to calculate the fair market value of the respective slip transfer and then charge 10% of that value to conclude the slip transfer transaction. Two simple solutions to a significant and objectively unfair problem in City's administration of public assets.

I respectfully request the Santa Barbara City Council adopt a permanent 10% Slip Transfer Fee.

X. AMERICANS WITH DISABILITIES ACT OF 1990 REQUEST FOR ACCOMMODATIONS.

The Harbor Community also requests the ability to attend the hearings on this matter via video for health and safety purposes due to the Pandemic and as an Americans with Disabilities Act of 1990 reasonable accommodation for the disabled (I am disabled and I hereby request, pursuant to the A.D.A., the accommodation on behalf of myself and others similarly situated), thank you.

Many slip holders care about the outcome of this matter and will pursue financial relief until it is provided in a fair, reasonable and equitable manner.

Respectfully submitted,

William Nash

William Nash

March 11, 2022

Director Wiltshire and the Santa Barbara City Council

Re: **Fiscal Year Budget Recommendation; Continued Decapitalization of the Harbor Community; Percentages Vastly Outpace Inflation.**

Director Wiltshire,

Your decapitalization of the Harbor Community apparently knows no bounds. Your percentages vastly outpace inflation.

Let's have a look at your percentages:

<p>"B. ...a 5% monthly slip permit fee increase for FY 2023;"</p> <p>NOTE: Waterfront Department should expressly state this is a slip rent increase.</p>	5%
<p>"C. ...a 5% monthly live aboard permit fee increase for FY 2023;"</p> <p>NOTE: Waterfront Department should expressly state this is a slip rent increase.</p>	5%
<p>"D. ...a Waterfront hourly parking rate increase from \$2.00-\$2.50 per hour;"</p> <p>Hourly and per hour is redundant.</p>	25%
<p>"E. ...a non-surrendered ticket fee increase from \$20.00 to \$45.00 per occurrence;"</p>	125%
<p>"F. ...a Stearns Wharf hourly parking rate increase \$2.50 to \$3.00 per hour;"</p>	20%
<p>"G. ...a non-surrendered ticket fee increase from \$20-\$30 (sic) per occurrence;"</p>	50%
<p>"H. ...a boat trailer without time dated fee increase from \$40 to \$65 per occurrence;"</p>	62.5%
<p>"I. ...a late permit fee payment increase from \$35 to \$50 per occurrence;"</p>	42.8%
<p>"J. ...a visitor late slip permit fee payment increase from \$5 to \$10 per day;"</p>	100%
<p>"K. ...a skiff row permit fee increase from \$200 to \$250 per year;"</p>	25%
<p>"L. ...a slip permit new boat/add spouse/permit exchange fee increase from \$50-\$75 Per occurrence;"</p>	50%

“M. ...a marina gate key purchase increase from \$7 to \$10, and a fob increase from \$12 to \$15;”	42.8% 25%
“N. ...a cruise ship passenger fee increase from \$7 to \$10:”	42.8%
“O. ...a Catamaran Beach permit increase from \$200 per year to \$250 per year;”	25%
“P. ...a West Beach Outrigger permit increase from \$275 to \$300 per outrigger, per year;”	9%
“Q. ...a West Beach Outrigger rack/rack permit fee increase from \$1200 to \$1500 per year;”	25%
“R. ...a bike locker fee increase from \$100 to \$125 per year;”	25%

You have proposed 17 increases. Almost all of the proposed increases vastly outpace inflation.

You have proposed a 50% increase to add a spouse to an existing slip permit, to add a new boat to an existing permit and slip or a permit exchange, some of the easiest transactions your Waterfront Department engages in and provides.

5% in a year on slip rental fees and live aboard fees is a steep increase.

What is the explanation for so many proposed increases and such high percentages?

Your Waterfront Department needs to find a way to work within its reasonable means instead of your reliance on the continued and relentless decapitalization of the Harbor Community.

The repeated proposed rate increases across the board are indicative of a serious problem within the Waterfront Department and its apparently out of control spending and costs.

Perhaps it is time for an external review of your operations.

Sincerely,

William Nash



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Santa Babara Harbor Commission
132-A Harbor Way
Santa Barbara, CA 93109

Dear Commissioners,

Santa Barbara Channelkeeper is a 501(c)3 non-profit environmental organization that works to protect and restore the Santa Barbara Channel and its watersheds. Channelkeeper was founded in 1999 and has a long history of work in environmental education, citizen engagement, monitoring, and advocacy. I write this letter to communicate the organization's concerns and offer recommendations related to the City of Santa Barbara's cruise ship program.

On March 16th, Santa Barbara will once again become host to visiting cruise ships passing through the Santa Barbara Channel. Cruise ships have not visited Santa Barbara since the beginning of COVID-19 restrictions in 2020. A total of 17 cruise ships will visit between March and May. We anticipate that this period will be the first of two phases of cruise ship visits to Santa Barbara during 2022.

While some cruise lines have made some improvement in recent years to reduce environmental impacts, the cruise ship industry, in general, still maintains a poor record of environmental stewardship. This is true of cruise lines of ships currently scheduled to visit Santa Barbara Harbor this spring. According to Friends of the Earth, a non-profit organization that actively monitors cruise lines and individual ships for environmental impacts and publishes a "report card", *all but one of the ships visiting Santa Barbara scored grades of D or F for water quality impacts*¹. Some of the ships receive failing grades for water impacts due to scrubber technology that converts air pollution to water pollution. Three of the visiting ships receive "F" grades for air pollution. Two of the cruise ship lines visiting this phase committed criminal violations of environmental laws between 2017 to 2021.

The City of Santa Barbara has taken a few steps to address localized environmental impacts of its cruise ship program by invoking voluntary commitments with the cruise ship captains aimed at preventing use of the ships' incinerators and the discharge of sewage or grey water within 12 miles of Santa Barbara Harbor. State law only prohibits such discharges within 3 miles of shore. However, the City lacks the ability to adequately monitor compliance with these agreements and relies largely on good faith that ships comply with these measures.

Channelkeeper's cruise ship monitoring program attempts to partially fill this monitoring gap, by providing a community presence to monitor and communicate with cruise ships offshore. Channelkeeper approaches ships as they pass through the 12-mile, voluntary no-discharge zone and (from a safe distance) hails the ships on marine radio to remind the ship's crew of the no-discharge commitment and to notify the ship that we will monitor for discharges as they pass through the Channel. The aim of the program is primarily to provide a deterrent effect by demonstrating community presence.



Channelkeeper applauds the City's recent consideration of an additional vessel speed reduction requirement for ships visiting Santa Barbara Harbor. We strongly support this potential addition to the voluntary commitments, which would serve to reduce the risk of ship-strikes for whales and reduce emissions of harmful greenhouse gasses and other air pollutants. This measure aligns with the Santa Barbara Channel Vessel Speed Reduction program currently implemented by the Channel Islands National Marine Sanctuary and Santa Barbara County Air Pollution Control District.¹

The voluntary requirements with the cruise ship captain may limit direct impact to the Santa Barbara Channel, however they do not reduce the broader impact that the industry, or these visiting ships, have on our oceans and climate as the activities take place once again as soon as the ships leave the vicinity. Despite the City's local mitigation measures, Channelkeeper questions whether or not the City's ongoing cruise ship program ultimately serves (intended or not) to support an industry that is generally misaligned with our community's broader environmental goals and priorities, particularly our priorities related to global climate change. As the City moves ahead with its plans to reactivate the program this year, Channelkeeper offers the following recommendations for future consideration:

1. The City should adopt the vessel speed reduction requirement into the Captain's Declaration for all ships currently visiting Santa Barbara Harbor.
2. The City should regularly refer to the current version of the Friends of the Earth Cruise Ship Report Card and disallow visitation of any cruise ship that earns a grade of D or F.
3. The City should establish a committee that shall conduct a survey of public opinion related to its cruise ship program and the suitability of maintaining such a program in relation to its climate change commitments and policies.

As a birthplace for this country's environmental movement, Santa Barbara holds a special leadership position in addressing the problems of climate change and ocean pollution. The City sets many fine examples in this regard. Channelkeeper requests that the Commission consider these recommendations and reassess whether or not its current program aligns with the City's, and our broader community's, environmental goals and commitments.

Thank you for your consideration.

Sincerely,



Benjamin Pitterle
Science and Policy Director

Santa Barbara Spring 2022 Cruise Ship Grades*

Ship	Sewage	Air	WQ	Final
Majestic Princess	C	B-	F	D+
Koningsdam	C	F	F	F
Discovery Princess	N/A	N/A	N/A	N/A
Ruby Princess	F	B-	D+	D
MS Zuiderdam	C	B-	F	D+
SH Minerva	N/A	N/A	N/A	N/A
MS Regatta	C	F	C+	D+
Roald Amundsen	N/A	N/A	N/A	N/A
Celebrity Millennium	C	C-	D+	C-
Star Breeze	N/A	N/A	N/A	N/A
Seabourn Odyssey	C	F	N/A	D-

*<https://foe.org/cruise-report-card/>

Additional recent news and opinions:

<https://www.sciencedaily.com/releases/2021/09/210928193815.htm>

<https://daily.jstor.org/the-high-environmental-costs-of-cruise-ships/>

<https://www.forbes.com/sites/jamesellsmoor/2019/04/26/cruise-ship-pollution-is-causing-serious-health-and-environmental-problems/?sh=643204c037db>

<https://www.theguardian.com/commentisfree/2021/jul/08/massive-tax-exempt-cruise-ships-damage-environment>