



Alliance of the Ports of Canada, the Caribbean,
Latin America and the United States

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Grand Cayman

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Cruise Lines must be well received in
Communities

Recent Examples Include:

- San Francisco
- San Diego
- Seattle
- Key West
- Juneau
- Sitka
- Whittier

The same principle applies to States:

- Alaska
- Hawaii
- Washington
- Florida
- Maine

This is not limited to the U.S.A.

- Europe
- Mexico
- Canada
- Australia

The Cruise Industry Works through:

- Cruise Line International Association (CLIA)
- Florida Caribbean Cruise Association (FCCA)
- Northwest Cruiseship Association (NWCA)
- European Cruise Council (ECC)



33 U.S.C. § 5(b)

The Maritime Transportation Security Act of 2002, § 445, Pub. L. 107-295, 116 Stat. 2064, 2133 (“MTSA”), amended the Rivers and Harbors Act of 1884 to add the following subsection to 33 USC § 5:

(b) **No taxes**, tolls, operating charges, **fees**, or any other impositions whatever shall be levied upon or collected **from any vessel** or other water craft, or from its **passengers or crew**, **by any non-Federal interest**, if the vessel or water craft is operating on any navigable waters subject to the authority of the United States, or under the right to freedom of navigation on those waters, except for

(1) fees charges under section 2236 of this title; or

(2) reasonable fees charged on a fair and equitable basis that –

(a) are used solely to pay the cost of a service to the vessel or water craft

(b) enhance the safety and efficiency of interstate and foreign commerce; and

(c) do not impose more than a small burden on interstate or foreign commerce

Effective Engagement is
Essential