

GENERAL
LC/CAR/G.707
8 November 2002
ORIGINAL: ENGLISH

ST. VINCENT AND THE GRENADINES
The Yachting Sector

Acknowledgement

The Economic Commission for Latin America and the Caribbean (ECLAC) Subregional Headquarters for the Caribbean wishes to thank officials of the Government of Saint Vincent and the Grenadines and the yachting industry, for the time spent in providing information and generally in facilitating this study. Their help was invaluable to the understanding of issues and solutions.

ECLAC also wishes to acknowledge the assistance of Mr. Tom van't Hof in the preparation of this document.

This document is prepared as part of the Dutch-funded project NET/00/79 "Development of a Regional Marine-based Tourism Strategy".

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EXECUTIVE SUMMARY

St. Vincent and the Grenadines is an archipelago State consisting of more than 30 islands, islets and cays, situated in the southern Lesser Antilles west of Barbados. St. Vincent is by far the largest island in the State and is surrounded by deep water. The smaller islands of the Grenadines are situated on a shallow plateau and have –with their numerous bays, anchorages, beaches and coral reefs– developed into a well-known yachting destination. In 2000 the number of yacht visitors (75,763) made up almost 30% of the total number of visitors to the State. Since about one third of the yachts are suspected of avoiding clearance, the actual number of yacht visitors could be substantially higher (113,645). Only limited statistical information on the yachting sector is processed from the Customs forms. For example, information on the number of yachts clearing in and the number of crew and passengers is not being processed. For the purpose of this study the number of yachts was estimated on the basis of four to five persons on board. This yields an estimated 15,153-18,941 visiting yachts; or 22,729-28,411 if these figures are corrected for non-clearing yachts.

Three major charter companies offering bareboat and crewed yacht charters are located on the mainland St. Vincent. Two small companies are located in Bequia. The size of the fleet based in the State is about 85 sailing yachts, 12 of which are catamarans. There are two boatyards based on the mainland, one of which also has a marina.

St. Vincent and the Grenadines has some 19 good anchorages. Kingstown and Wallilabou are ports of entry on the mainland; in the Grenadines, Bequia, Mustique and Union Island are ports of entry. The three main yachting centres are Admiralty Bay in Bequia, Clifton Harbour in Union Island and Villa/Calliaqua on the mainland. A wide range of services and facilities is available at these centres. The main gaps identified in services and facilities include:

- Properly regulated system of yacht moorings
- Adequate facilities for solid waste disposal
- Facilities for reception and treatment of yacht sewage
- Availability of water at several anchorages
- Availability of fuel and power at certain docks
- Public washrooms at several anchorages
- Port of entry at Young Island/Blue Lagoon on the mainland
- Small marina in Bequia

The yachting sector provides direct employment (i.e. through the charter companies and boatyards) to 110 permanent employees and 42 part-time or temporary employees. Indirect employment in the service, supply and repair sectors is unknown, but is estimated to be at least twice as high as direct employment. The communities in Union Island and Bequia are, to a very large extent, dependent on yachting tourism.

Due to the paucity of reliable data, only some very cautious estimates of direct and indirect economic impact could be made. It is estimated that the charter companies collect about US\$3.3 million in gross income annually from charter fees. Local expenditure by yacht visitors is estimated to amount to US\$8.8 million. Corrected for non-clearing yachts, the revenue from local expenditure would be about US\$10.2 million. The sector's contribution to Government from Custom's fees and departure tax, corrected for non-clearing yachts, is estimated at US\$500,000. The actual contribution to Government is larger, as the charter companies also pay wage tax, profit tax and national insurance.

The yacht visitor expenditure of US\$8-10 million is an important contribution to the local economy and represents one of the strengths of the sector. However, the fact that most visitors charter boats outside the State is a weakness, which is linked to the limited size of the bareboat fleet in the State, which in turn is linked to limited air access.

Environmental implications of yachting include primarily liquid and solid waste disposal, anchoring, boat groundings, and illegal fishing and collecting of marine life. None of these impacts have been well documented or quantified. It is assumed that liquid waste disposal from yachts may result in health and environmental hazards in crowded and not well-flushed anchorages and will need to be addressed in the medium to long term by on-shore reception facilities. The solid waste disposal problem needs to be resolved by improving on-shore waste management, improving waste reception facilities and regulating garbage collection by the so-called boat buoys. Anchoring results in localized damage to bottom communities and can be addressed relatively easily by installing permanent moorings.

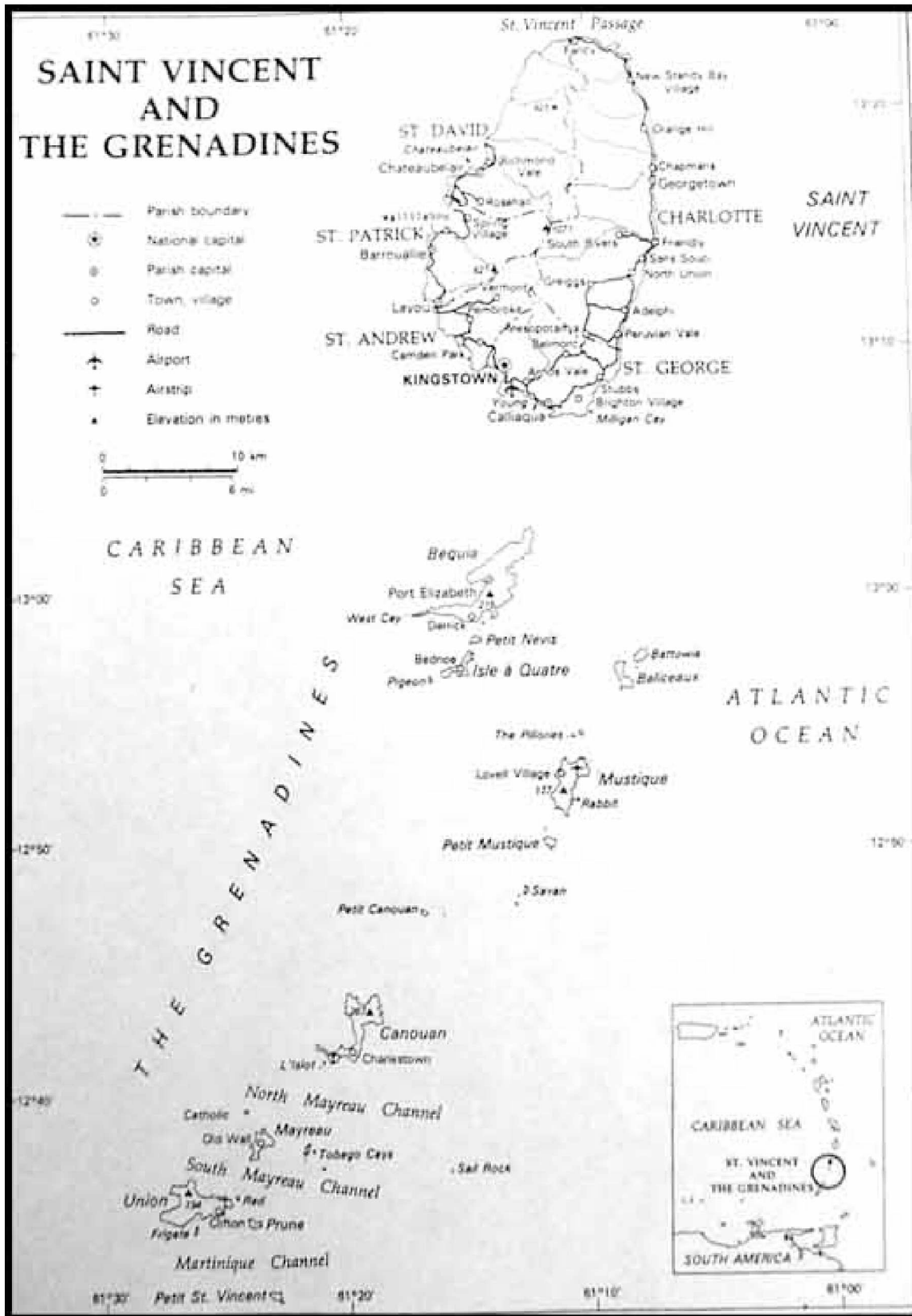
The development of the yachting sector is suffering from poor organization and from a lack of public and private sector policy with respect to the sector. It has also suffered from the fact that – despite the attractive force of the Grenadines as a yachting destination- St. Vincent and the Grenadines is not considered a yachting friendly country. Safety and harassment continue to be a major problem in developing the sector. This report recommends a series of actions that should lead to improving the sector and strengthening its economic contribution to the State. The most important of those are:

- Improve data collection to provide statistical information for management of the sector
- Determine carrying capacity for selected anchorages and zoning plans
- Develop a policy for the installation of permanent moorings
- Install permanent moorings; license and control the management of such moorings
- Develop a policy for cruise ship visitation vs. yacht visitation in the Grenadines
- Improve waste management practices and license “boat buoys” that collect garbage
- Reduce or eliminate harassment by licensing and controlling “boat buoys”, vendors and others who try to sell a service or product to visiting yachts
- Proceed with the establishment of the Tourism Police as soon as possible
- Establish a Coast Guard presence in the southern Grenadines and increase their resources
- Establish additional ports of entry
- Improve or expand services and facilities at selected anchorages or docks
- Organize yachting sector
- Develop yachting policy in consultation with the private sector

- Increase local share of charter business
- Reduce loss of income due to avoidance of clearance
- Improve air access to St. Vincent and the Grenadines

The report also provides suggestions for a framework for a yachting policy, including the identification of stakeholders who need to be involved in developing such a policy. The stakeholder group that will develop such a policy needs to address the following questions:

- Goals and objectives for the sector
- Stakeholder participation
- Needs of the sector
- Public and private sector initiatives required for fulfilling these needs
- Mitigation of social and environmental impacts
- Employment
- Visitor satisfaction
- Marketing and promotion



1. COUNTRY BACKGROUND

1.1 Physical, social, economic, and environmental features of the country

1.1.1 Physical features

St. Vincent and the Grenadines is an archipelago State consisting of more than 30 islands, islets and cays, situated in the southern Lesser Antilles west of Barbados. The State has a total landmass of about 150 sq miles of which St. Vincent covers 133 sq miles. The main islands of the Grenadines include Bequia (4,420 acres), Mustique (1,300 acres), Canouan (1,831 acres), Mayreau (640 acres), Union Island (2,070 acres), Palm Island (110 acres) and Petit St. Vincent (113 acres) (Browne, 1998).

Like most of the islands of the Lesser Antilles island arc, St. Vincent is of volcanic origin. St. Vincent is geologically one of the youngest islands. The main structure of St. Vincent is a central north-south chain of mountains, representing mostly remnants of eroded volcanoes of two to five million years in age, and a coastal plain of varying width. La Soufriere in the north is the only active volcano, which last erupted in 1979. The Grenadines, older than St. Vincent, have a more complex geological history and comprise rocks of both volcanic and sedimentary origin (CCA and IRF, 1991).

The shallow coastal shelf (less than 100 m deep) around St. Vincent and the Grenadines covers an area of about 690 sq miles. Except on the south-eastern side, the shelf is quite narrow around St. Vincent. The Grenadines are situated on a long, relatively broad shelf. Most of the beaches in St. Vincent are made up of black volcanic sand (except some beaches in the southwest), whereas the beaches in the Grenadines consist of white sand (produced by bio-erosion of coral and coralline algae) (CCA and IRF, 1991).

1.1.2 Social and economic features

The population of St. Vincent and the Grenadines at the end of 1999 was 111,617 and has remained nearly constant since 1996. The total increase since 1996 was less than 0.5%. In St. Vincent (usually referred to as “the mainland”) about 47% of the population is concentrated in Kingstown, the suburbs of Kingstown and Calliaqua in the southwestern part of the island. Of the total population 5,779 (5.2%) inhabit the Northern Grenadines and 2,990 (2.7%) the Southern Grenadines¹.

Current per capita GDP is EC\$6,845. Gross GDP in current prices rose from EC\$635.07 million² in 1996 to EC\$766.55 million in 2000³. The growth rate of gross GDP in 2000 was 2.33%, considerably down from a high of 8.65% in 1998.

¹ Source: Statistical Office

² US\$1 = EC\$2.67

³ Source: Statistical Office/ECCB, 30 March 2001. Figures for 2000 are preliminary.

The main subsectors contributing to GDP are (in decreasing order of importance): government services, wholesale and retail trade, transport, construction, and agriculture.

Table 1. Percentage contribution to GDP of the five main sub-sectors (in current prices)

Sub-sector	1996	1997	1998	1999	2000 (prel.)
Government services	17.31	17.90	17.57	17.82	19.75
Wholesale and retail trade	15.11	15.70	16.23	17.05	17.07
Transport	13.38	14.17	13.64	13.74	13.76
Construction	10.46	12.67	14.07	12.98	11.68
Agriculture	12.55	10.12	10.81	10.50	10.75

Source: Statistical Office/ECCB, 30 March 2001

The real contribution of the tourism industry to GDP cannot be readily assessed as only information on the hotel and restaurant sector is available. The contribution of that sector is small, fluctuating between 2 and 2.5% between 1996 and 2000. The manufacturing sector has decreased from 8.3% in 1996 to 5.2% in 2000.

1.1.3 Environmental features

All three major marine ecosystems, coral reefs, mangroves and seagrass beds, are represented in St. Vincent and the Grenadines, although limited information is available about the extent and distribution of these systems, in particular for seagrass beds.

The most extensive mangrove stands are found in Union Island, in Lagoon Swamp near Ahston Harbour, at Richmond Bay, Belmont Bay, and adjacent to the airport. Mustique has important mangrove areas in lagoon Bay and near the airport. On the mainland only a few small mangrove stands can be found. Little published information is available about seagrass beds, but there is anecdotal information of seagrass beds in the back of Young Island in St. Vincent, and in Salt Whistle Bay and Saline Bay in Mayreau. The occurrence of two species of seagrass (turtle grass and manatee grass) as well as associations of turtle grass and finger coral is reported at several locations in the Tobago Cays (UNEP/IUCN, 1988). Most likely there are many more areas with seagrass beds, as well as areas with mixed algal/seagrass communities.

Well-developed coral reefs are found along the south and southeast coast of St. Vincent, notably at Indian Bay, the eastern side of Young Island and the westward extension of Johnson Point. Coral communities occur at various sites along the leeward coast of St Vincent, but this coast does not have well-developed fringing or patch reefs. The most extensive and well-developed coral reefs (bank-barrier reefs and fringing reefs) occur on the shallow shelves on the windward side of Mayreau, Union Island and the Tobago Cays. Horseshoe Reef and World's End Reef are the best known and most extensive reef systems in the central Grenadines. The northernmost part of the Grenadines lacks large bank-barrier reef systems (UNEP/IUCN, 1988).

Humpback whales migrate from northern waters to the calving grounds in the Grenadines during January to April, and other species of whales and dolphins are also sighted on a regular basis. Four species of sea turtles have been recorded from the waters of St. Vincent and the Grenadines, the most common of which is the Hawksbills turtle. Hawksbill and Loggerhead are also known to nest on a number of beaches throughout the State (CCA and IRF, 1991).

Primary, undisturbed forests are limited in extent (5% of total land area in St. Vincent) and are found mostly in the upper Cumberland and Buccament Valleys. Some small Forest Reserves have been designated in 1948, but they were not effectively protected and enforced and agricultural clearing has impacted significantly on those reserves. A further 23 Wildlife Reserves were declared in 1987 under the Wildlife protection Act, but the Act appears to have a number of flaws. St. Vincent and the Grenadines have about 15 species of mammals, 95 species of birds 16 species of reptiles, four species of amphibians and 1,150 species of plants. Several species are endemic, either single-island endemic or regionally endemic. Most endemics are found among plant species. The St. Vincent Parrot is one of four remaining Lesser Antillean species of *Amazona*. It is a single-island endemic, has a low population and is under considerable pressure because of trade and the reduction of its habitat. It is currently listed as an endangered species by the International Council for Bird Preservation red data book and is also listed on Appendix 1 of the Convention on International Trade in Endangered Species (CCA and IRF, 1991).

1.2 Overview of the tourism sector

Caribbean tourism as expressed by the number of visitor arrivals has grown by 75.8% over the last decade. In 1999, 35 million tourists visited Caribbean destinations and tourism receipts amounted to US\$35.4 billion. Tourism contributes up to 75% to GDP in some Caribbean nations and is a major source of employment as well as a major foreign exchange earner (Department of Tourism, 2001).

Tourism in St. Vincent and the Grenadines has provided significant increases in employment, tourist expenditure, and government revenue from tourism taxes over the last decade. Gross tourist expenditure increased from EC\$82.8 million in 1990 to EC\$207.1 in 1999 (Department of Tourism, 2001). Direct employment was estimated at 2,500 in 1997, with significant indirect employment added in the construction sector (Browne, 1998). Tourist arrivals by category are shown in the following tables.

Table 2. Visitor arrivals by category 1995-2000

Year	Stay over tourists	Day excursionists	Yacht visitors	Cruise visitors	Total
1995	60,206	31,154	41,396	85,285	218,041
1996	57,882	30,069	64,854	63,158	215,963
1997	65,143	27,789	75,229	31,405	199,566
1998	67,228	20,882	79,096	34,903	202,109
1999	68,293	17,474	89,621	47,743	223,131
2000	72,895	21,135	75,763	86,247	256,040

Source: Department of Tourism

Table 3. Visitor arrivals by category: comparison period January-August 2000 and 2001

Month	Stay over tourists		Day excursionists		Yacht visitors		Cruise visitors		Total	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
January	5,364	5,979	2,505	2,308	14,106	12,890	13,049	8,671	35,024	21,192
February	5,786	5,530	2,672	2,132	12,587	14,038	10,351	11,137	31,396	32,837
March	6,062	5,936	2,609	2,422	5,437	15,193	19,554	9,834	33,662	33,385
April	7,600	6,797	2,205	1,956	5,768	10,126	16,764	9,171	32,337	28,050
May	4,510	4,924	1,692	1,406	3,791	5,123	1,582	1,841	11,575	15,167
June	5,798	5,600	1,272	1,180	3,378	3,064	1,157	935	11,605	10,779
July	9,022	8,755	1,550	1,199	4,511	4,199	1,307	1,801	16,390	15,954
August	6,838	7,112	1,604	1,222	4,274	3,665	1,578	1,177	14,294	13,176
Total	50,980	50,633	16,109	13,825	53,852	68,298	65,342	44,567	186,283	170,540

Source: Department of Tourism

The number of stay-over tourists has increased steadily but at a very moderate pace during the period 1995-2000. The day excursionist trade has not been doing well, most likely as a result of the reduction in air access from neighbouring islands, Martinique in particular. It showed some recovery in 2000, but the initial 2001 figures are not promising. Cruise ship visitor numbers dropped dramatically since 1995 but were back at 1995 levels in 2000. The recovery was partly due to the construction of the cruise ship terminal in Kingstown harbour, which became operational in 1999. Yacht visitor arrivals showed an increase of more than 100% during the period 1995-1999, but then dropped somewhat in 2000. Preliminary 2001 data show a recovery from the 2000 decline in yacht tourism.

2. DESCRIPTION OF THE YACHTING SECTOR

2.1 Historical growth of the sector

Statistics on the growth of the yachting sector are scant and to some extent unreliable. The lack of reliability is caused by two main factors. Firstly, it is well known that many yachts do not clear Customs and Immigration in St. Vincent en route to the Grenadines and are therefore not counted in the visitor arrival statistics. It is estimated that as much as one third of arriving yachts fail to clear Customs and Immigration. Secondly, prior to 1995, the crew on bareboat and crewed chartered boats were not counted as visitors. As a result the figures from before 1995 are gross underestimations of the actual number of yacht visitors (see tables 4 and 5).

Table 4. Yacht visitor arrivals 1978-1994

Year	Yacht arrivals (# of people)
1978	5,568
1979	8,426
1980	9,625
1981	8,698
1982	4,692
1983	4,505
1984	3,207
1985	3,703
1986	3,011
1987	2,571
1988	2,065
1989	6,993
1990	4,054
1991	4,659
1992	5,384
1993	6,954
1994	8,018

Source: Department of Tourism

Table 5. Yacht visitor arrivals 1995-2000

1995	41,396
1996	64,854
1997	75,229
1998	79,096
1999	89,621
2000	75,763

Source: Department of Tourism

A tourism study by Llewellyn Davies in 1972 (cited in Browne, 1998) reported an increase in yachting of 25-30% per year during the first half of the 1960s. The study estimated the number of bareboat and crewed yacht trips at 1,100 per year and the total number of yacht visitors at 4,650. In 1962 St. Vincent and the Grenadines had one charter company with 16 bareboat yachts available for rent.

A survey conducted in 1981 indicates that 1,622 yachts cleared Customs in 1980, representing a total of 10,743 visitor arrivals (12% higher than the official statistics). However, due to the avoidance of Customs and Immigration, the study estimated that the actual number of visiting yachts in 1980 would be about 2,000 and the number of visitor arrivals on yachts 15,000-16,000 (Coopers & Lybrand associates, 1981).

The 1981 Coopers & Lybrand study furthermore estimated that 84 yachts were based in St. Vincent and the Grenadines, 60 of which were owned or managed by charter companies, the remainder being private boats involved in the chartering business. An estimated 7,200 people were using chartered yachts in 1980, including yacht charter facilities and private yacht charters. Yacht visitor expenditure, not including charter fees was estimated at EC\$4.3 million in 1980. One of the major charter companies closed down in the late 1980s and a general decline of the yachting sector followed (Browne, 1998). In the 1990s the sector strengthened with the development of the Ottley Hall Shipyard and Marina in 1992 and the arrival of the Sunsail yacht charter company in 1997. Browne (1998) reported that in 1998 there were four yacht charter companies (three on the mainland and one in Bequia) with a total of 60 boats. In addition there were 20 privately operated yachts. In contrast with the data from Browne (1998), Oudet (1998) reported that seven charter boat companies with a total fleet of 120 boats were established in St. Vincent and the Grenadines in 1997, and that these companies sold an estimated 1,000 weeks in 1996. This estimate (eight weeks sold per boat per year) is way below the industry standard, estimated in the same study between 15 and 24 boat weeks per year. It must therefore be either a gross underestimation or it could be due to the fact that the charter company, Sunsail, established itself in St. Vincent and the Grenadines in 1997 and the estimate of boat weeks was for 1996 while that of the fleet for 1997.

Accurate information on the number of yacht arrivals and the ratio between bareboat charters, crewed charters and private cruising yachts is not available.

2.2 Structure and dynamics of the industry, including type of yachts and size of fleets based in the country

The sector consists mainly of cruising yachts and charter yachts (bareboats and crewed charters), with possibly a small number of live-aboard yachts. No official information on the relative composition of the different types of yachts is available, but the charter boat sector is likely to be the largest. An unofficial estimate suggests that the ratio between charter boats and cruisers might be 80/20. In understanding the structure of the industry and interpreting these figures, it must be borne in mind, of course, that a large proportion of the charter yachts visiting the State are chartered out of other destinations such as Martinique and St. Lucia.

The fleet of charter yachts (sailing yachts) based in the State is currently about 85. Most yachts are mono-hulls in the 32-68 ft size range. The fleet includes 12 catamarans. The size of the fleet is not constant due to the fact that one company moves some 15 of its boats to the Mediterranean during the summer (low season in the Caribbean).

Most of the yachts are operated under time management by the charter boat companies and are not registered in the State. A few are owned or leased by the charter companies. One company offers so-called cabin charters. Guests charter a cabin on a four to eight cabin crewed catamaran and cruise according to a predetermined itinerary. The company sells club memberships and club members are entitled to rent a cabin on board a yacht at a special rate.

2.3 Number of yachts, yachting passengers and crew visiting the country

The official tourism statistics only record arrivals in the number of people on yachts. These figures are given in tables 2, 3 and 4. Estimates for the number of people per boat varies considerably. Llewellyn Davies (1972) uses an average of 4.2 persons per yacht (based on immigration data). Coopers & Lybrand Associates (1981) use a figure of 6.2-6.6 based on immigration data and 7.5-8.0 correcting for non-clearance; in their estimate of the economic contribution of charter yachts they use a figure of 5 persons per yacht. The French Mission for Cooperation (1995) uses 4.7 persons per yacht.

For the purpose of this study we will use a range of four to five persons on board visiting yachts. The following table lists the estimated number of visiting yachts based on the official immigration data and a figure of an average of four and five persons on board respectively. The table also lists the *corrected* estimated number of visiting yachts and people, taking into account that perhaps one third of the yachts fail to clear Customs and Immigration (see also section 2.1 of this report).

Table 6. Estimated yacht arrivals based on 4 and 5 persons on board respectively, and corrected estimated numbers due to non-clearing yachts

	Yacht visitor arrivals (immigration records)	Estimated yacht arrivals based on 4 persons on board	Estimated yacht arrivals based on 5 persons on board	Corrected estim. yacht arrivals based on 4 p. on board	Corrected estim. yacht arrivals based on 5 p. on board	Corrected estimated yacht visitor arrivals
1995	41,396	10,349	8,279	15,524	12,419	62,094
1996	64,854	16,214	12,971	24,320	19,456	97,281
1997	75,229	18,807	15,046	28,211	22,569	112,844
1998	79,096	19,774	15,819	29,661	23,729	118,644
1999	89,621	22,405	17,924	33,608	26,886	134,432
2000	75,763	18,941	15,153	28,411	22,729	113,645

The French Mission for Cooperation conducted a yachting survey in the Tobago Cays and the Grenadines in 1995 (French Mission for Cooperation, 1995). The study estimated that 14,000 yachtsmen on 3,000 yachts visited the Tobago Cays annually and that 85% of the yachts

surveyed visited the Tobago Cays during their cruise. This would mean that in 1995 16,520 yachtsmen visited St. Vincent and the Grenadines, a figure that is so low in comparison to the official 41,396 yacht visitors for that year that a shortcoming in the survey must be suspected.

Much more information than is currently incorporated in the tourism statistics can be derived from the Customs forms. Such information includes:

- Number of yachts
- Type of yacht: cruising yacht, bareboat, or crewed charter
- Size of vessel
- Number of crew and passengers
- Origin of charter

Much useful information can furthermore be obtained from the Caribbean Customs Law Enforcement Council (CCLEC) database.

2.4 Companies directly involved in yachting

It is difficult to make a clear distinction between companies directly and indirectly involved in yachting. For the purpose of this study we have arbitrarily determined that charter companies, marinas and shipyards are companies directly involved in yachting and ranked all others in the category “ancillary facilities and services”. The services and facilities provided by companies directly and indirectly involved in yachting are described in detail in section 3.

Three charter companies that offer bareboat and crewed charters are located on the mainland St. Vincent. These are:

- Barefoot Yacht Charters
- Sunsail
- TMM St. Vincent, Ltd.

Only Barefoot Yacht Charters is locally owned.

Grenadines Adventure Sailing Co., Ltd. is located in Bequia and has two yachts available for charter. Tradewinds Cruise Club in Bequia is a time-share yachting company.

Ottley Hall Marina & Shipyard is located just north of Kingstown. The target market of Ottley Hall is the commercial vessels of the Eastern Caribbean; yachts (mainly charter boats) constitute 20-25% of the business only. The company is in liquidation and its future was uncertain at the time this study was conducted. The marina is largely unused because of a design flaw that results in wave action inside the breakwater.

Buhler Yachts is located in Calliaqua, south of Kingstown. This locally owned company builds primarily fibreglass power catamarans up to a length of 70 ft.

2.5 Major events and other pull factors that support yachting

St. Vincent and the Grenadines do not host any major sailing events that support yachting except for the Easter Regatta in Bequia. The Bequia Easter Regatta is primarily a race among local traditional boats, but yachts from other Caribbean islands also take part in the event. The major pull factor for yachting is undoubtedly the destination itself. St. Vincent and the Grenadines offer superb sailing, are somewhat off the beaten track, relatively pristine, and more “typically Caribbean” than some other destinations. They also appeal to some yachtsmen because they offer slightly more challenging sailing conditions than for example the British Virgin Islands.

2.6 Anchorages and harbours

St. Vincent and the Grenadines have an abundance of harbours and anchorages. Following is a brief description of anchorages and harbours:

- **St. Vincent** (northern part)

Chateaubelair

Good anchoring in 20-40 ft depth in the north-eastern part of the bay and in front of the Beach Front Restaurant towards the southern end of the bay. During the winter months northerly swells can make the anchorage unbearable.

Troumakar Bay

A tiny, but well protected anchorage with deep water that requires running a line to shore.

Cumberland Bay

This is a deep anchorage that requires anchoring bow or stern to a palm tree.

Wallilabou

Wallilabou is the first port of entry for yachts approaching from the north. It has a customs office but no police station, so immigration clearance must be obtained in nearby Barrouallie. There are moorings in the centre of the bay (installed by the Wallilabou Anchorage Restaurant) and anchoring is possible on either side of the moorings tied bow or stern to a tree.

Barouallie

This anchorage is often used as a day stop to clear immigration. For an overnight stop it is advised to anchor in shallow water, bow to the beach, and set a stern anchor in deeper water.

Petit Byahaut

This is a small anchorage with a few moorings owned by the Petit Byahaut Resort or conventional anchoring outside the mooring area.

Ottley Hall

Ottley Hall is a marina and shipyard just north of Kingstown. It is described in section 2.4 and in more detail in section 3.

Kingstown

Kingstown harbour is not a typical yachting stop. However, water and fuel can be obtained at a dock in front of the fish market and the new cruise ship facility at the southern end of the commercial port has a yacht dock. Customs and Immigration are located near the waterfront.

Young Island Cut

Young Island Cut is a popular anchorage to the south of Kingstown. Moorings are available at this anchorage, operated by two taxi drivers who vie for business from yachtsmen. The closest immigration office is at the airport but Customs intends to open up an office at Young Island Cut or Blue Lagoon.

Blue Lagoon

Blue Lagoon is a protected anchorage close to Young Island with a relatively shallow and narrow entrance marked by two beacons. Due to the proximity of both anchorages, most facilities and services on shore are available to yachts at either anchorage. Sunsail and TMM are located at Blue Lagoon and Barefoot Yacht Charters (BYC) is just north of the lagoon.

- **Bequia**

Admiralty Bay

Admiralty Bay is a large, well-protected anchorage off Bequia's main town, Port Elizabeth; the holding is poor in certain parts of the bay. Some moorings are available but visiting yachts should be cautious because of competition between mooring owners. Customs and Immigration is a one-stop-shop and clearance in Bequia may well be the most convenient in the Caribbean. Admiralty Bay offers a multitude of services and facilities to yachtsmen that are further described in section 3.

Friendship Bay

This is a small but secure and well-protected anchorage on the southern side of Bequia.

- **Mustique**

Britannia Bay

Mustique is privately owned and is special in many respects. Its fame as “playground for the rich” does have a certain appeal to visiting yachtsmen. Britannia Bay is the only tolerable anchorage in Mustique. It has a mandatory mooring system.

- **Canouan**

Charlestown Bay

Canouan is not a primary yachting destination. Charlestown Bay is the main anchorage and its entrance is marked by red and green markers. Some moorings are available in Charlestown Bay.

- **Mayreau**

Salt Whistle Bay

Salt Whistle Bay is a protected anchorage near the northern tip of Mayreau. The Salt Whistle Bay Club welcomes yacht visitors, but there are otherwise no facilities for yachtsmen on shore.

Saline Bay

Saline Bay is the largest anchorage in Mayreau. A few moorings are available for rent, but there is generally good holding in sand.

Tobago Cays

The Tobago Cays are uninhabited islands protected by a reef system offering a spectacular anchorage. It has been qualified by many as the most scenic and pristine anchorage in the Caribbean. The main anchorage is in the lagoon enclosed by Petit Bateau, Jamesby and Baradal. A secondary anchorage is just north of Baradal inside the reef. There are no facilities for yachtsmen in the Tobago Cays but there are usually people present who are willing to provide a variety of services. The problems associated with this are dealt with in section 8 of this report.

- **Union Island**

Clifton Harbour

Clifton harbour is protected by Newlands Reef, which is marked by red beacons. There is a small reef in the centre and the main entrance to Clifton is just to the southeast of the reef, marked by red and green beacons. Anchoring is possible on either side of the centre reef. Some moorings are available for rent. Customs is located in the Fisheries Complex; Immigration is at the airport. More yachts clear Customs and Immigration at Union Islands than anywhere else in St. Vincent and the Grenadines.

Frigate Island

Frigate Island is a small and quiet anchorage on the southern side of Union. Construction started here on a 300-berth marine, but the project came to a halt due to financial problems.

Chatham Bay

Chatham Bay is a large protected anchorage on the eastern side of Union. It is usually quiet since most yachts prefer Clifton harbour where the action is.

2.7 Use patterns and levels of use

Yachting activities are concentrated around three main centres: Bequia in the northern Grenadines, Union Island in the southern Grenadines and the Villa/Calliaqua area on the mainland. A survey conducted in 1995 (French Mission for Cooperation, 1995) indicates that 92% of the yachts visit Bequia, 79% visit Union and 84% the Tobago Cays. Mustique and Mayreau attract 55.5% of the yachts. About 73% of yachts visit three to six islands in St. Vincent and the Grenadines during their cruise. When only one island is visited during the cruise, the choice is Bequia for 66% of boats and when two islands are visited, Bequia is one of them 74% of the time.

Many of the boats chartered in St. Lucia and Martinique will include St. Vincent and the Grenadines in their itinerary. One would expect these boats, as well as cruising yachts approaching from the north, to call at one or two ports on the mainland. However, arrival statistics by port of entry indicate that very few yachts (less than 1%) clear Customs and Immigration in Wallilabou, the northernmost port of entry and that only about 8% clear Customs and Immigration in Kingstown⁴. Some 50% of the yachts clear in Union and 38% in Bequia. This indicates that yachts approaching from the north either avoid the leeward coast of St. Vincent and proceed directly to the Grenadines, or that they fail to clear Customs and Immigration upon entering the waters of St. Vincent and the Grenadines. Both are probably happening.

Yachts approaching from the south will logically clear in Union Island, the first port of entry in the southern Grenadines. However, we must take into account that a visit to the Tobago Cays is a major draw for most yachts visiting the country (84% visit the Tobago Cays according to the French Mission survey) and that Union Island is conveniently located at a distance of only 4 miles from the Tobago Cays, offering a variety of services and facilities to yachtsmen that are not available elsewhere in the southern Grenadines. Union Island is therefore a likely stop for most yachts on their way to the Tobago Cays entering from the south and for many arriving from the north.

⁴ Arrivals by port of entry are included in the Department of Tourism statistics since January 2001 only. The figures presented here are thus based on four months data only, but are nevertheless fairly consistent.

For boats chartered in St. Vincent and the Grenadines a typical 7-10 day itinerary includes at least Bequia, Mustique, Tobago Cays and then a return to St. Vincent. Many will also include Canouan, Mayreau, Union Island and PSV. Longer cruises will go further south and include Grenada. One company, Tradewinds Cruise Club, operating out of Bequia and representing only a small portion of the yachting business in the country, is different from all others in many respects, but does include Mustique, Canouan, Tobago Cays, Palm Island and Mayreau in its standard itinerary.

3. EVALUATION OF YACHTING WITHIN THE NATIONAL SUSTAINABLE DEVELOPMENT FRAMEWORK

3.1 Yachting-related on-shore developments and ancillary services and facilities (by location; description of main facilities and services)

3.1.1 St. Vincent (mainland)

Wallilabou

- Port of entry; customs only (immigration at police station in nearby Barroualie).
- Wallilabou Anchorage: hotel, restaurant, boutique, dinghy dock, moorings, showers, water, ice, telephone, fax, e-mail, and garbage disposal.

Ottley Hall

Ottley Hall Marina & Shipyard is located just north of Kingstown and offers: yacht berthing with shore power and water, fuelling and security to visiting yachts; travel lift (for yachts up to 20 m or 40 tonnes displacement), ship lift (for craft up to 50 m or 500 tonnes displacement), crane for stepping masts, dry storage, pressure wash, painting, fibreglass work, as well as variety of other repair services.

Kingstown

- Port of entry (customs and immigration).
- Docking at the cruise ship facility.
- Fuel and water dock in front of the fish market.
- Carlton King's machine shop.
- A choice of supermarkets for provisioning.
- Some duty-free shopping.
- Hotel accommodation and a variety of restaurants.

Young Island Cut and Blue Lagoon (also referred to as Villa and Calliaqua)

- Lagoon Marina and Hotel (Blue Lagoon); base of Sunsail and TMM yacht charters. Offering docking (for up to 50 mono-hulls), shore power, water, ice, fuel, showers, garbage disposal, laundry service, mini-market, communications, accommodation, bar/restaurant, and boutique.
- Barefoot Yacht Charters welcomes visiting yachts and offers: docking, fuel, water, ice, provisioning, maintenance, restaurant/bar, boutique, laundry service, communications, travel agency, and an American Sailing Association sailing school.
- Moorings at Young Island, rented by Sam Taxi Tours and Charlie Tango.
- Yacht clearance, laundry service, propane refills, and rental cars by Sam Taxi Tours.
- Water and ice at the Aquatic Club.

- Buhler Yachts: boat building, fibreglass repair work, and spray painting.
- KP Marine: chandlery, Yamaha agent, Avon agent, internet café.
- Howard Marine: agent for OMC and Yanmar, engine repairs.
- Nichols Marine: alternator and starter motor repairs.
- Oscar's Machine Shop: metal work.

3.1.2 Bequia

Admiralty Bay

- Port of entry (customs and immigration).
- Bequia Marina. Dock was destroyed by hurricane Lenny in 1999. It is being rebuilt and will have docking space for eight yachts. Shore power, water, ice, fuel, showers and laundry service will be offered.
- Bequia Slip can haul out yachts up to 60 tonnes including multi-hulls.
- Daffodil Marine Services and Lighthouse Laundry deliver water, diesel fuel and ice in small barges. They also offer laundry service and water taxis.
- Shell station in Port Elizabeth sells gasoline.
- Caribbean Diesel offers diesel engine repairs and some electrical and refrigeration repairs.
- Fixman Marine Engineering is a full-service boat repair facility, including mechanical, electrical and electronic repairs.
- Grenadine Yacht Equipment: ships chandlery, agent for Evinrude, outboard repairs, and gas bottle refills.
- Max Marine: ships chandlery, agent for Mariner, and AB inflatables.
- Wallace & Co: ships chandlery, fishing, diving and yachting equipment.
- Daniel Refrigeration Service: compressor and refrigeration repairs.
- Allick, Bequia Canvas, Grenadines Sails, and Turbulence Sails: sail lofts.
- In addition Port Elizabeth has several supermarkets for provisioning, hotel accommodation (see table 6), a choice of restaurants, Internet cafes and other communication services.
- Garbage disposal: there is a garbage receptacle near the market, which is insufficient for the amount of yacht traffic in Admiralty Bay.

Friendship Bay

- Friendship Bay Resort has moorings, some dock space with shore power and a dinghy dock. The can provide water, ice, and communications.

3.1.3 Mustique

Britannia Bay

- Port of entry; customs and immigration at the airport.
- Moorings (controlled by Mustique Moorings)
- Accommodation, restaurants; limited provisioning.

3.1.4 Canouan

Charlestown Bay

- Some moorings available.
- Dinghy dock at the Tamarind Beach Hotel.
- Tamarind Beach Hotel: bread, ice, laundry service, and garbage disposal.
- Dinghy dock at the Tamarind Bay Resort.
- Accommodation and several restaurants.

3.1.5 Union Island

Clifton Harbour

- Port of entry (customs and immigration).
- Some moorings are available for rent.
- Anchorage Yacht Club: 15-berth marina (less in case of multi-hulls), accommodation, bar/restaurant, water, ice, laundry service, showers, communications, travel agency, sail loft.
- Bougainvillea is a marine service complex including Unitech Marine Service and Erika's Marine Services, Grenadines Vineshop and Grocery, restaurant and boutique, offering: 15-berth docking, water, ice, fuel, laundry, mechanical repairs, communications, rental apartments, refilling gas cylinders, and provisioning.
- Marine Special: mechanical repairs.
- Castello Steel Works: welding and fibreglass work.
- Clifton Beach Hotel: docking, ice and water.
- Lambi: water and diesel fuel (brought over in containers).
- There is a choice of restaurants and places for provisioning.

3.1.6 Palm Island

- The resort welcomes yachts people, but has no facilities other than a dock where dinghies can be tied.
- Two restaurants cater to the yachtsmen.

3.1.7 PSV

The resorts' restaurant can accommodate a limited number of yachts people, but offers no other facilities to visiting yachts.

3.1.8 Mayreau

Salt Whistle Bay

Resort: dinghy dock, accommodation and restaurant; representative of The Moorings who provides services and repairs to Moorings bareboats when needed.

Saline Bay

- Some moorings available for rent.
- One guesthouse and several restaurants.

3.1.9 Accommodation and restaurants

Table 7. Accommodation in St. Vincent and the Grenadines

Location	No. of Properties	Hotels / Resorts (Rooms)	Apartment Complexes (Rooms)	Guest Houses (Rooms)	Villas & Cottages (Rooms)	Total (Rooms)
St. Vincent	46	320	188	87	47	642
Bequia	54	133	73	39	90	335
Mustique	51	24	0	0	193	217
Canouan	6	355	8	4	0	367
Union Island	8	59	23	18	10	110
Palm Island	1	40	0	0	0	40
Petit St. Vincent	1	22	0	0	0	22
Mayreau	2	8	0	6	0	14
Grenadines	123	641	104	67	293	1,105
TOTALS	169	961	292	154	340	1,747
% of Total	NA	55%	17%	9%	19%	NA

Source: Department of Tourism

Table 8. Restaurants in St. Vincent and the Grenadines

Location	No. of Restaurants
St. Vincent	42
Bequia	36
Canouan	4
Mayreau	2
Mustique	4
Union	6

Source: Department of Tourism

3.2 Gaps in services and facilities

As stated earlier most yachting activities are concentrated in three areas: Admiralty Bay in Bequia, Clifton Harbour in Union Island and Villa/Calliaqua on the mainland. There is no need for all islands to have a full range of yachting services and facilities. In identifying gaps we will first consider St. Vincent and the Grenadines *in general* and then focus on *specific* gaps in the three yachting centres.

3.2.1 General

- Moorings (or additional moorings) should be installed at most anchorages. Installation and renting of moorings can be part of private sector initiatives, but needs to be properly regulated and controlled by a Government entity. To this effect mooring owners should be licensed by Government. Mooring license fees can also be a source of revenue for Government. Some people favour the use of yacht moorings as a tool to control and limit the amount of use at a specific anchorage. However, this is not the general feeling and others are actually opposing moorings at certain anchorages, because the anchorage has good holding, or because they prefer to leave an anchorage in a natural state as much as possible. (See also the sections on problems and weaknesses and on recommendations.)
- Solid waste disposal is inadequate in general. Not only is it necessary for more garbage receptacles to be placed at the waterfront of frequently visited yachting centres, also proper landfills need to be developed on all islands in order to process solid waste in a more responsible manner.
- Facilities for reception and treatment of yacht sewage are lacking entirely. This is not a typical Vincentian problem but is the case in most yachting destinations in the Eastern Caribbean. Many people expressed a desire for mandatory holding tanks, but this is not a realistic proposition in view of the absence of pump out facilities and sewage treatment facilities on shore. The installation of such facilities should be a medium to long-term goal. In the short term the use of holding tanks can be promoted (voluntary compliance, in particular at crowded anchorages where natural flushing is poor. Yachts could then flush their holding tanks offshore while underway.
- The Coast Guard is insufficiently equipped for its law enforcement task. It has a staff of 55 and has five boats at its disposal that show frequent technical failures. The main task

of the Coast Guard is the prevention of drug trafficking and other crime, but the Coast Guard also assists with the enforcement of environmental regulations. Limited resources and insufficient training prevent the Coast Guard from carrying out its different tasks adequately.

- The proposed tourism police should be put in place as soon as possible in order to improve security.
- Water is available only at a limited number of anchorages.
- More duty-free concessions for marine parts and supplies are needed.

3.2.2 Mainland St. Vincent

- Additional ports of entry are needed on the mainland. Young Island/Blue Lagoon should become a port of entry in the south, while in the north Wallilabou should become a full port of entry (i.e. with customs and immigration) or Chateaubelair could become a port of entry.
- Docking facilities in Kingstown need to be upgraded.
- A ships chandlery should be established.
- Boat repair facilities and diesel mechanics are lacking.

3.2.3 Bequia

- A small marina should be established in Bequia.
- Gasoline needs to be provided at the fuel dock in Admiralty Bay.
- Power should be provided at the main dock in Admiralty Bay.
- Electronic repair skills are not sufficiently available.
- Haul out facilities in Admiralty Bay should be expanded.
- The number of garbage receptacles at the waterfront in Admiralty Bay needs to be increased.
- The number of public washrooms at the waterfront in Admiralty Bay needs to be increased.

3.2.4 Union Island

- Garbage disposal facilities at Clifton are inadequate.
- Public washrooms need to be provided at Clifton.
- Diesel fuel should be provided at one or more of the docks at Clifton.
- An immigration office at Clifton Harbour would simplify the clearance procedure in Union Island (a one-stop shop like in Bequia is desirable)

3.3 Communities that are highly dependent on yachting

The communities that are highly dependent on yachting tourism are clearly those of Bequia and Union Island. The dependency is first of all exemplified by the arrival statistics per tourist category. Yacht visitors make up 66% of total arrivals in Bequia and 41% in Union Island. Cruise ship tourists account for 30% of arrivals in Bequia and 49% in Union.⁵ The relatively high percentage of cruise ship tourists in Union Island is deceiving, because it relates to cruise ship visitors in Mayreau, using Union as port of entry, but not actually visiting Union. In absolute numbers the number of yachting visitors in Union is over 40% higher than in Bequia. If cruise ship arrivals are left out, yacht visitor arrivals would account for 79% of total arrivals in Union. Since the number of day excursionists in Union Island has decreased significantly due to the lack of air access, we can say that the community in Union Island is heavily dependent on yachting tourism and the community in Bequia to a very large extent. The economic dependency on yachting is even more significant when it is realized that the expenditures of yacht visitors are considerably higher than those of cruise ship visitors.

The dependency of these communities consists to a large degree on the provision of services and facilities to the yachting tourist, such as provisions, supplies, ice, water, fuel, docking, moorings, repairs, restaurants, transport, shopping, etc.

3.4 Stakeholders and possible user conflicts

Stakeholders in the yachting sector include:

- Department of Tourism/Ministry of Tourism
- Fisheries Division
- Customs
- Police (immigration) and Coast Guard
- Port Authority
- Environmental Services Coordinator/Ministry of Health
- SVG Tourism Board
- Bequia Tourism Association
- Union Island Tourism Committee
- Private sector (yacht charter companies, shipyards, marinas, chandleries, yacht repair facilities and taxi drivers, hotels, restaurants, vendors, supermarkets and souvenir shops at the main yachting centres)
- Fishermen
- Yacht visitors

⁵ Department of Tourism. Estimates based on arrival statistics of January-April 2001.

Conflicts between user groups are generally of a limited nature. The following conflicts were identified:

- Harassment by the “boat boys” and vendors at certain anchorages is causing conflict with yachtsmen.
- Double charging for use of moorings by more than one “owner” is causing annoyance and complaints.
- The influx of large numbers of cruise ship tourists in the Tobago Cays from cruise ships anchoring in Mayreau is not compatible with the pristine character of the Tobago Cays as perceived by other visitors.
- At a few locations conflict arises between fishermen and anchored yachts when fishermen want to deploy beach seines (for example Chatham Bay in Union Island).
- Yachts failing to clear customs and immigration cause loss of revenue for the government and reduced control by the authorities.
- Some foreign yachts engage illegally in day charter business, which is considered unfair competition by local charter companies.
- The disrespectful attitude of some visiting yachtsmen towards law enforcement authorities is resented by the authorities.
- Lack of respect for local culture among bareboat yachtsmen is cause for occasional friction with the local population.

4. EMPLOYMENT ASPECTS OF YACHTING SECTOR

4.1 Direct and indirect employment generated

Direct employment includes those jobs that exist by virtue of the yachting sector. Without the yachting sector these jobs would not have been created. Indirect employment includes jobs that would have existed without the yachting industry, but where the yachting sector has increased employment due to an increased demand for services or goods.

In St. Vincent and the Grenadines, where no major marinas exist⁶, most direct employment is generated by yacht charter companies and boatyards. The four main yacht charter companies employ about 100 persons.⁷ Over 90% of these are full-time employees. The two main boatyards employ 46 persons on a full-time basis. However, one boatyard derives only 20-25% of its business from yachts, while the other may employ up to 45 persons on a temporary basis depending on the job at hand. We will therefore estimate the direct employment created by boatyards at 20 full-time and 32 temporary employees. Employment created by sail lofts can also be considered direct employment, but the number of employees is unknown although probably not more than a dozen. Likewise the employment generated by the small marinas in Bequia and Union Island is unknown, but estimated to be small. Employment created by the installation, rental and maintenance of yacht moorings is also ranked as direct employment, but cannot be quantified and is unlikely to be a primary source of income for those involved in this business.

Thus direct employment generated by the yacht charter companies and boatyards can be broken down as follows:

Full-time permanently employed	110
Part-time permanently employed	10
Temporarily employed	32

This is a conservative estimate of total direct employment as the employment generated by sail lofts and marinas is unknown.

Indirect employment consists of jobs in the service, supply and repair sectors, including:

- Ships chandleries
- Laundry service
- Provision of fuel
- Provision of ice and water
- Yacht repair facilities (engine, electrical, electronic, refrigeration)
- Marine equipment and supplies

⁶ The 50-berth Lagoon Marina in St. Vincent is operated by Sunsail and the employment generated by this marina is therefore included in the figure for employment generated by yacht charter companies.

⁷ No data were available for one company. Employment was estimated based on the size of the fleet and comparison with the other companies.

- Communication services (telephone, fax, internet)
- Taxi drivers
- Travel agents
- Tour operators
- Hotels
- Restaurants
- Vendors
- Supermarkets
- Souvenir shops

Although no figures about indirect employment are available, it is likely to be at least twice as high as direct employment. In the absence of reliable statistics it is difficult to assess the relative contribution of the yachting sector to indirect employment. One way to approximate this is to use the arrival statistics by category and port of entry.⁸ This approach would indicate that yachting tourism roughly accounts for 79% of indirect employment in the service and supply sector in Union Island, for 66% in Bequia, and for 21% on the mainland. These estimates would obviously need to be refined, as the different categories of visitors do not use the services of these sectors in equal measure (and other visitors than yacht visitors would not use the repair sector at all).

4.2 Direct and indirect income, wages and salaries

The two main yacht charter companies that provide direct employment to almost 90 persons pay nearly EC\$65,000⁹ per month in wages and salaries. Information on wages and salaries for the other yacht charter companies could not be obtained. One of the boatyards has a monthly payroll of about EC\$35,000. No information was available for the other boatyard, but based on the number of employees it can be expected to be of the same order of magnitude (with 20-25% attributed to yacht business).

Based on the number of employees and the available information on wages and salaries, we estimate total wages and salaries resulting from direct employment by the yacht charter companies and boatyards at EC\$120,000-130,000 per month. Estimates for wages and salaries from other direct employment cannot be made.

4.3 Employment practices

Most employees are full-time employees, who are permanently employed. Some jobs, such as cleaning of boats at the end of a charter, are of such a nature that part-time employees are used. One of the boatyards also contracts additional employees on a needs basis. Recruitment is done either by advertising locally or through word of mouth.

⁸ Based on arrival statistics for January-April 2001, Department of Tourism.

⁹ 1 EC \$ = 0.37 US \$

4.4 Seasonal aspects

Little seasonal influence is present in the direct employment segment of the yachting sector. Seasonality probably plays a larger role in the indirect employment segment, the hotel and restaurant sector in particular, but no assessment of the seasonal impact on indirect employment was made.

4.5 Required and available skills and training

The required skills for employment in the yachting sector can be divided into the following broad categories:

- Managerial
- Technical
- Administrative/clerical
- Sales
- Services

Skills in the latter three categories are generally available locally. However, specialized managerial skills required for marina management or yacht charter company management are not available. This is exemplified by the fact that the managers of three of the four main yacht charter companies are non-Vincentians. The technical skills required cover a broad range and include:

- Marine woodwork
- Painting
- Fibre glassing
- Rigging
- Sail making
- Diesel engine repair and maintenance
- Outboard engine repair and maintenance
- Metal fabrication
- Refrigeration
- Electrical
- Electronics
- Skippers

The availability of technical skills varies between the mainland and the two yachting centres in the Grenadines, Bequia and Union Island. On the mainland there is definitely a lack of diesel mechanics skills. The two main yacht charter companies and marina feel that the technical skills needed in their business are generally not available, but these skills are acquired through in-house on the job training. The two boatyards have a different focus and therefore need different kinds of skills. One is geared mostly towards boat building and finds that the required technical skills are usually not available, but provides in-house on the job training. The other is geared more towards maintenance and repairs and can find the required technical skills locally.

In Bequia basically all technical skills for employment in the yachting sector are available. Only electronic repair skills are limited.

Union Island has most technical skills available (except electronic repair skills), but boat maintenance and repair skills are much more limited since the three yacht charter companies that were present on Union Island moved or discontinued their operations.

Specialized training facilities to develop the skills (technical skills in particular) needed for employment in the yachting sector are not available in St. Vincent and the Grenadines. Although lack of training opportunities is frequently identified in the region as one of the main factors impeding employment of locals in specialized functions, this appears not to be the case in St. Vincent and the Grenadines. The yacht charter companies and marina, as well as the boatyards, feel that they can provide sufficient training in house to develop the necessary skills. In addition some observed that training abroad is expensive and that employees cannot usually be spared for an extended period of time.

4.6 Measures to increase the participation of Caribbean nationals in the industry

There are currently no measures in place to increase the participation of Vincentians or other Caribbean nationals in the yachting sector. This is probably due to the fact that foreign labour in the industry is quite limited and is not much of an issue. Foreign labour on the mainland is restricted to the managerial level. Foreigners employed in the yachting industry in Bequia are mostly yachts people who “discovered” Bequia while cruising and decided to settle there and start a yachting-related business. In Union Island foreigners control a sizeable portion of the yachting industry and related business.

As the yachting sector in St. Vincent and the Grenadines further develops and perhaps also shifts focus to other islands in the Grenadines, more employment will be created by the sector. In order to increase the participation of Vincentians and other Caribbean nationals the following steps must be considered:

- Analyse the demand of the sector, including future demands
- Evaluate the skills needed to satisfy that demand
- Identify training opportunities
- Provide information on career opportunities in the sector at high schools and technical colleges

5. SOCIO-ECONOMIC IMPORTANCE OF THE INDUSTRY

5.1 Direct and indirect economic impacts of the yachting industry

The economic impact of the yachting industry is the result of a demand for goods and services by yacht visitors. As visitors are paying for goods and services, visitor expenditure becomes income for those providing these goods and services and enters into the economy. The companies and persons that receive the visitor expenditure will in turn spend this income on other goods and services, thereby providing income to another group of companies and persons. The process is repeated in each round of income and expenditure and is adding to the level of economic activity. The additional economic activity generated as the recipients of an expenditure use it in turn to buy other goods and services is called the multiplier. The economic impact of each successive round is reduced because there are also leakages from the system. The most important leakage results from payment for imports to other countries. In the case of the yachting sector, offshore payment of yacht charter fees to a foreign yacht charter company also constitutes a leakage.

The economic impacts that result from the multiplier process are usually divided in three stages (CTO, 2000):

- Direct impact
- Indirect impact
- Induced impact

Direct impact, also called the first round impact, relates to the impact of visitor expenditure on employment, GDP and government revenue. Indirect impact results from the activity of the supply sector that supplies inputs such as energy, materials and goods to the companies and individuals, which provide goods and services to the visitors. Such impacts are only taken into account insofar as the goods and services offered are domestically produced. The induced impact results from individuals who have received income from visitor expenditure, directly or indirectly, and spend that income on domestically produced goods and services in successive rounds of income and expenditure. The sum of direct, indirect and induced impact is considered the minimum total impact of the yachting sector on the economy.

5.2 Direct revenue components of yachting

The direct revenue generated by the yachting sector has three main components:

- (a) Charter fees paid by those yacht visitors who are chartering a yacht from a company located in St. Vincent and the Grenadines;

- (b) Expenditure by yacht visitors on goods and services such as transportation, food, accommodation, fuel, docking or mooring fees, souvenir purchases, yacht maintenance and repairs.
- (c) Customs fees.

Unfortunately we were not able to obtain comparable data on the number of bookings, number of clients, income from charter fees and average visitor expenditure from each of the two main yacht charter companies. One company had 250 bookings in 2000, serving 1,025 persons and generated US\$870,000 from charter fees. However, total gross revenue amounted to US\$2.2 million and included income from skipper fees, provisioning, airfares, maintenance and parts. A figure for total gross revenue was not available for the other company, but charter income was calculated on the basis of an estimation of the number of boat-weeks chartered in high and low season and an average charter price. This would yield an estimated US\$1,682,500 in charter income. Since this company is foreign-owned, it can be expected that the charter fees are paid offshore and that only part of that income reaches St. Vincent and the Grenadines. Based on an average number of six persons per boat¹⁰, this company serves about 3,270 people annually.

No data are available for the third largest yacht charter company, but based on the size of the fleet and the performance of the other companies we estimate annual charter income at US\$537,000 and the number of people served at 900.

For the two smaller yacht charter companies we have a charter income of US\$150,000 and 300 people served for one company, and again no data for the other. Based on the size of the fleet and the performance of the other companies we estimate charter income for this company at 84,000 and 200 persons served on an annual basis.

This information is summarized in the table below.

Table 9. Estimated income from charter fees and number of persons served

Company fleet size	Stated or estimated annual charter income (in US \$)	Stated or estimated number of people served annually
40 ¹¹	1,682,500	3,270
27	870,000	1,025
13	537,000	800
3	150,000	300
2	84,000	200
85	3,323,500	5,595

¹⁰ This number seems high in comparison with the numbers used in this study, but it is based on an estimate of the former manager of the company

¹¹ In high season, 25 in low season

The visitor expenditure component of direct revenues is difficult to assess, because no accurate data are available and estimates from the yachting industry vary considerably, if available at all. One yacht charter company estimates yacht visitor expenditure (not including charter fees) at EC\$260.00 per person per day (almost US\$100.00). We feel that this figure is grossly over-estimated and may be true for some affluent clients chartering with deluxe provisioning or dining out most nights, but is certainly not representative for the charter industry as a whole. European clients, in particular, will spend considerably less than that amount. Surveys in other yachting destinations suggest a figure of US\$45-50 per person per day for yacht visitor expenditure on charters boats. We also need to take into account that charter boats on short cruises will spend considerably more per person than cruising yachts that are usually on a budget. The estimates are furthermore limited by the lack of data on ration cruising/charter yachts.

Given these limitations and lack of data, we propose a cautious estimate based on the following assumptions:

- The ratio charter yachts/cruising yachts in St. Vincent and the Grenadines is 80/20¹²
- Tourism expenditure by yachts chartered in St. Vincent and the Grenadines averages US\$50.00 per person per day¹³
- Yacht visitors on yachts chartered in St. Vincent and the Grenadines are remaining within the State and do not double count in the yacht visitor arrival statistics of the Tourism Department¹⁴
- Tourism expenditure by yachts chartered outside St. Vincent and the Grenadines averages US\$20.00 per person per day¹⁵
- Tourism expenditure by cruising yachts averages US\$10.00 per person per day¹⁵
- Yacht visitor arrival statistics are correct (75,763 in 2000)

Total yacht visitor arrivals according to official statistics amount to 75,763 persons in the year 2000. We will assume that 80% are charter arrivals from other destinations and 20% cruising yachts with an average length of stay of five days. We will further assume that 5,600 local charter clients charter locally with an average length of stay of seven days.

¹² Only one yacht charter company was willing to wage an estimate.

¹³ High estimate because provisioning takes place in the State.

¹⁴ This is probably a safe assumption as only a small percentage of charter clients venture as far south as Grenada.

¹⁵ This is a rough estimate since no yacht visitor expenditure data is available.

Table 10. Estimated expenditure by yachts people

Category	Number of persons	Length of stay (days)	Average expenditure pppd	Amount
Yachts chartered in St. Vincent and the Grenadines	5,600	7	US \$ 50.00 pppd	US \$ 1,960,000
Yachts chartered outside St. Vincent and the Grenadines	60,610	5	US \$ 20.00 pppd	US \$ 6,061,000
Cruising yachts	15,153	5	US \$ 10.00 pppd	US \$ 757,650
Total	81,363			US \$ 8,778,650

If one third of visiting yachts do not clear customs and immigration, as is estimated by some persons in the industry, the total expenditure by yacht visitors could well be in the order of magnitude of US\$10.2 million.

Upon clearing Customs visiting yachts pay a fee of EC\$10.00 per person (children under 12 and Vincentians are exempt). Based on the Yacht Charter Licence Act, Customs differentiate between cruising yachts (no crew) and charter yachts (guests and crew). Charter yachts pay an additional license fee of EC\$12.00 per ft per year or EC\$2.00 per ft per month. The additional revenue for crewed charters cannot be assessed, but based on the official statistics from yacht visitor arrivals and assuming that children under 12 and Vincentians make up no more than 25% of arrivals, this would yield an income of EC\$757,630 or US\$283,757. Total actual revenue will exceed this since overtime fees are charged for clearance after normal office hours and on Sundays and public holidays. Corrected for yachts not clearing customs and immigration the figure would be EC\$1,136,445 or US\$425,635.

This brings the total actual direct revenue from the sector to US\$9,062,407 and the potential revenue to US\$10,653,610.

5.3 Contribution of the industry to GDP and Balance of Payments

The statistical office of the Government of St. Vincent and the Grenadines does not distinguish the yachting sector as a separate sector in its accounting and therefore the contribution to GDP of the sector cannot be readily assessed. The only tourism sector of which the contribution to GDP is addressed separately is the hotel and restaurant sector. Its contribution to GDP in 2000 (preliminary figures) in current and constant prices is given in the table below.

Table 11. Contribution of the hotel and restaurant sector to GDP in EC \$ million

Contribution to GDP at factor cost in current prices	Contribution to GDP at factor cost in constant (1990) prices	Percentage contribution to GDP at factor cost in current prices	Percentage contribution to GDP at factor cost in constant (1990) prices
EC \$ 18.05 million	EC 15.30 million	2.35%	2.48%

Source: St. Vincent and the Grenadines Statistical Office/ECCB

Based on the visitor arrival data by category for 2000 and January-August 2001 (see table 3 in section 1.2), and further assuming that the cruise ship visitors and day excursionists contribute only marginally to the income of the hotel and restaurant sector, we can assume that expenditure by yacht visitors is responsible for a considerable portion – if not half – of the contribution to GDP by the restaurant sector.

Apart from the data presented above the figures on the yachting sector are too incomplete and unreliable to make any further assessment of the contribution of the sector to GDP and balance of payments at this time.

5.4 The sector's contribution to government

The contribution of the sector to government revenue consists of the following elements:

- Customs fees paid by visiting yachts (bareboat and cruising yachts)
- Customs fees paid by visiting crewed charters
- Departure tax by visitors chartering in St. Vincent and the Grenadines and leaving by air
- Import duty
- Consumption tax (on imports)
- Customs service charge (on imports)
- Payroll tax
- Profit tax
- Property tax
- Stamps duty
- National Insurance

Customs fees for visiting yachts amount to EC\$10.00 per person. Crewed charters pay an additional license fee of EC\$12.00 per ft per year or EC\$2.00 per ft per month. Overtime fees of EC\$30 and EC\$45 are charged for clearance after normal office hours and on Sundays and public holidays respectively. As outlined above this would yield EC\$757,630 or US\$283,757 and corrected for yachts not clearing customs and immigration EC\$1,136,445 or US\$425,635.

The additional income from fees paid by crewed charters and from overtime fees cannot be assessed.

Based on a figure of 5,600 persons chartering yachts in St. Vincent and the Grenadines and leaving the country by air, and a EC\$30.00 departure tax per head, EC\$168,000 or US\$62,921 is collected in departure tax.

Import duty on pleasure and sport vessels is 20%. In addition 10% consumption tax and 4% customs service charge is levied. This is not a large source of revenue as nearly all of the boats in the charter fleet are flying a foreign flag.

The contribution of the remaining elements, i.e. payroll tax, profit tax, property tax, stamps duty, and national insurance, is difficult to assess. Only one of the main yacht charter companies was able to provide some figures for this. On total annual gross revenues of US\$2.2 million, they paid EC\$75,000 (US\$28,090) in taxes and insurance, broken down as follows:

Payroll tax	EC \$ 25,000
Company profit tax	EC \$ 20,000
National insurance	EC \$ 30,000

5.5 Strengths and weaknesses in the subsectors' contribution to the economy

The main contribution of the yachting sector to the economy – and thereby its main strength – lies in yacht visitor expenditure. Despite the incompleteness of data and the assumptions made, it is clear that yacht visitor expenditure contributes between US\$8 and US\$10 million in direct revenue to the local economy. This substantial contribution is clearly due to the main strength, which is the destination itself. The availability of services and facilities, although well represented at the main yachting centres, is not the major draw for the more than 75,000 yacht visitor arrivals; the sailing destination – with multiple islands within a short distance from one another and abundant safe anchorages – is.

At the same time it becomes clear that one of the main weaknesses in the sectors' contribution to the economy is that most yachts people charter boats outside St. Vincent and the Grenadines. This weakness is linked to the limited size of the bareboat charter fleet located in the State, which is in turn linked to air access. Yacht charter income could be increased significantly if more people would charter in St. Vincent and the Grenadines, which would require better air access and a larger bareboat fleet (the two are almost certainly mutually dependent).

Whilst the increase in locally based yacht charter companies can and will increase the sector's contribution to the economy, it must also be understood that this contribution is largest when such companies are locally owned. There will always be considerable leakage of revenue in the case of foreign companies since charter fees are commonly paid offshore and only a certain portion of the revenue reaches the country where the fleet is based. This is a weakness of the sector's contribution to the economy, which has a clear analogy with foreign-owned hotel

properties for which much more financial information is likely to be available than for foreign-owned yacht charter companies in the region.

An important weakness of the sector's contribution to government revenue is the loss of income as a result of avoidance of clearing customs and immigration by yachts entering the State's waters, which has been assessed as high as 30%. This weakness is for the greater part due to a lack of enforcement capability. Customs has no patrol vessels in the State apart from a small launch in Bequia, and the Coast Guard appears to suffer from lack of resources and consequently cannot fulfil its duties in an optimal manner.

6. ENVIRONMENTAL IMPLICATIONS OF YACHTING

Stakeholders in general have voiced concern over the impact of solid and liquid waste from yachts, as well as the impact of anchoring. Other impacts, such as that of marinas, boatyards appear to be of little concern, most likely because there are few of those facilities in St. Vincent and the Grenadines and they are relatively small in size. For the same reason, there is also little concern with changes to the coastal zone and coastal habitats related to the yachting sector. In addressing the impact of solid and liquid waste we must not view the impact caused by yachts in isolation, but we should consider the impact of solid and liquid waste management practices as a whole.

6.1 Liquid waste disposal

No facilities to receive and treat liquid waste (sewage) from yachts are available anywhere in St. Vincent and the Grenadines and neither is there currently any requirement for yachts to have holding tanks. Even if pump out facilities were to be put in place now at marinas or docks, there would be no systems to treat the sewage and to dispose of it in a responsible and environmentally acceptable manner. The only sewerage system in the State is the one in Kingstown, which serves the commercial establishments in downtown Kingstown and households in Paul's Avenue and Stoney Grounds (240 consumers in total). The system consists of sewers draining to a pumping station and discharged into the sea through an outfall extending about 1,400 m from the northern end of Kingstown Bay (Department of Tourism, 2001). Elsewhere sewage is collected in septic systems or cesspits.

Yacht charter companies do not appear to have a uniform policy with respect to liquid waste. One yacht charter company has removed the holding tanks from most of the boats in its fleet, most boats of the other company have holding tanks and the company advises clients to discharge waste offshore. The removal of holding tanks from charter yachts has to do with the fact that some tanks cannot be discharged by gravity but only at pump out stations.

No routine monitoring of water quality takes place. Although some people in the yachting industry feel that yacht sewage does not create a problem because there are few live aboard yachts, a water quality study conducted at Young Island was rather alarming, to the extent that the authorities never made the results public. In interpreting these findings, one should also take into account the impact of land-based sources of sewage pollution.

The impact of yacht sewage depends on a number of factors, such as flushing of the location where yachts are anchored, density of yachts and duration of habitation of these yachts, none of which are known at this moment. However, considering the absence of pump out stations and sewage treatment facilities, as well as the limited enforcement capability, no short-term solutions can be expected. In the long term, once sewerage and sewage treatment facilities have been installed on shore, the goal should be to eliminate yacht sewage discharges within a certain distance from shore entirely. In the medium term the best approach will be to encourage use of holding tanks and discharge of sewage offshore while yachts are underway to increase dilution.

This can only be a recommendation and will have to rely upon voluntary compliance as long as no official regulations – and enforcement capability – and facilities are in place.

Within the realm of waste management there is also a clear need for more public washrooms in the main yachting centres.

6.2 Solid waste disposal

The solid waste disposal problem has three elements:

- There is a lack of proper waste management facilities (no proper landfills or other waste treatment facilities are present in any of the islands of St. Vincent and the Grenadines).
- There is a lack of onshore waste receptacles in the main yachting centres.
- Garbage collection – for a fee – by the “boat boys” often results in inappropriate disposal and thereby aggravates the problem.

One of the yacht charter companies indicated that they instruct their clients to separate garbage and dispose of biodegradable waste offshore. Many yacht charter clients appear to complain about the lack of onshore garbage disposal facilities.

A particular problem related to solid waste management presents itself in Bequia where burning of the garbage causes considerable discomfort in the main anchorage at Admiralty Bay resulting in yachts leaving. Similarly, Union Island has no proper garbage collection or disposal until the garbage dump will be relocated.

Yachts people are usually environmentally conscious and will dispose of waste responsibly if the facilities to receive it are available. Increasing the number of garbage receptacles on shore at the main yachting centres is something that can easily be accomplished. The real problem that needs to be addressed here is that of improving waste management practices in the State as a whole. Constructing proper landfills and improving garbage collection would be a good first step.

6.3 Operating practices of marinas and ancillary yachting services

The potential impact of marinas and ancillary yachting services relates to improper disposal of waste produced in the practice of these services. These can include:

- Hydrocarbons (oil or oil products)
- Heavy metals
- Solvents
- Acids/alkalis
- Nutrients

The actual impacts are unknown, but as said in the introduction, there appears to be little reason for serious concern with the impact of marinas and ancillary services, because there are few of

those facilities in St. Vincent and the Grenadines and they are relatively small in size. However, concern has been expressed with the use of toxic bottom paints, in particular tin-based bottom paints. Even though the impacts may be small now, there is a need to develop guidelines for operating practices by marinas, shipyards and other ancillary services, as well as standards for permitted emissions, as the yachting sector further develops.

6.4 Anchoring and mooring in harbours

Anchoring can have a serious and devastating effect on fragile bottom communities. Coral communities are heavily affected by careless anchoring. However, an experienced yachtsman will know that coral provides poor holding and will avoid coral reef areas. Less known is that seagrass beds can also be seriously affected by anchoring (anchors uproot the root system of the plants), although, again, a yachtsman will agree that grass areas do not provide very good holding. Apparently serious damage is being caused to seagrass beds by anchoring in the back of Young Island. Another area where seagrass beds are potentially affected is Saline Bay in Mayreau, which is the anchorage used by cruise ships.

According to the yacht charter companies many clients complain about the lack of moorings. It is questionable, though, whether this results from an environmental concern or simply from a desire for more convenience. There is little doubt that safety of the vessel at an anchorage is the primary concern and overrides environmental concerns, at least with the majority of yachts people.

Installation of permanent moorings can reduce or even eliminate anchor damage. For example, some marine parks have a complete ban on anchoring, thus eliminating anchor damage entirely, and provide moorings for the different user groups. Moorings can also generate revenue for the private sector. In addition moorings can potentially be used as tools to control the amount of use of an anchorage and to prevent overcrowding. However, opinions about the use of moorings as such tools are divided (see also section 3.2.1) and before this could be considered a policy with regard to the use of anchorages it needs to be developed and agreed upon. Finally liability for damage or loss of property and even loss of life due to a defective mooring remains an issue that has not been resolved. The liability depends on the legal regime of a country and can be reduced to some extent by disclaimers and waivers.

6.5 Other impacts

A number of other impacts of yachting or the activities of yachts people are known, but cannot be quantified. These include:

- Illegal fishing (in conservation areas)
- Spear fishing; this requires a permit by the Minister, which would make it *de facto* impossible for visitors to spear fish but enforcement is insufficient
- Taking of undersized lobster, taking lobster out of season or spearing lobster
- Collecting of corals as souvenir
- Damage to coral communities due to boat groundings.

7. GOVERNMENT AND PRIVATE SECTOR POLICIES REGARDING THE MANAGEMENT AND DEVELOPMENT OF THE YACHTING SECTOR

The yachting sector is poorly organized and established public or private sector policies are virtually non-existent. Because of the lack of policies and since St. Vincent and the Grenadines is not known as a yachting friendly country, the yachting sector has not become a thriving sector of the economy. As a consequence the country has lost much business to Grenada and the French territories.

7.1 Interest groups and associations in the sector

Interest groups in the sector include: (a) private sector companies and businesses with a stake in yachting; (b) government departments or institutions; and (c) associations and organizations with interest in the sector and/or tourism, in general.

(a) Private sector

- Yacht charter companies
- Shipyards
- Marinas
- Ship chandleries
- Yacht repair facilities
- Taxi drivers
- Hotels
- Restaurants
- Vendors
- Supermarkets
- Souvenir shops

(b) Government

- Department of Tourism/Ministry of Tourism
- Fisheries Division
- Customs
- Police (immigration) and Coast Guard
- Port Authority
- Environmental Services Coordinator/Ministry of Health

(c) Associations, etc.

- Hotel and Tourism Association
- SVG Tourism Board
- Bequia Tourism Association
- Union Island Tourism Committee

The yachting industry does not have an association of its own. The marine tourism industry as a whole is poorly represented in the Hotel Association, but there is no obvious reason why this could not be changed. Since Bequia is so dependent upon the yachting industry, the Bequia Tourism Association is perhaps the closest to a local yacht tourism association as one may get. However, several businesses are not members of the Association because they disagree with the principle of a membership fee.

7.2 Explicit tourism and yachting policies

As remarked in the introduction to this section, there are no explicit policies with respect to yachting and the development of the yachting sector currently in place. However, the 2001 Tourism Sector Plan clearly addresses marine tourism, including yachting. We quote from the pertinent section of the sector plan:

“The yachting market provides direct and indirect benefits to the State. The purchasing of water, fuel, entertainment, taxi services, spare parts, souvenirs, foods and beverages, etc., all contribute significantly to the local economy. However, while the yachting market continues to grow, St. Vincent and the Grenadines has not been able to maximize its potential benefits. Therefore, in order to strengthen the yachting market in terms of its contribution to the tourism industry and the country as a whole, the following will be pursued:

- Developing better facilities for repairing and servicing yachts, i.e. a full-fledged marina.
- Train more local young people to sail, thus creating a ready supply of potential employees.
- Review customs procedures so as to allow the smooth and effective processing with respect to the clearance of yachts.
- Intensify public awareness and introduce training programmes to reduce harassment of yachts by ‘boat-boys’ and water taxi operators.
- Improve the marking and maintenance of buoys, thereby reducing the risk of yachting accidents on reefs.
- Establish regulations with respect to anchorages to avoid further destruction of coral reefs.
- Develop more berthing facilities for yachts, especially in the Grenadines.
- Develop and promote the Regattas in Bequia and Canouan as important national festivals.
- Establish a Marine Task Force to review the yachting, diving, deep sea fishing and water sports and to recommend appropriate actions for the sustainable development of marine tourism in St. Vincent and the Grenadines.”
- Policy. The proposed Marine Task Force was established within the Ministry of Tourism. However, it appeared to be difficult to maintain the momentum and this will be addressed by employing a full-time coordinator for the Task Force. The draft Tourism Sector Plan has been approved by Cabinet as the “Tourism Development Plan.”

Although the sector plan was not yet approved by Cabinet at the time of writing of this report, we can assume that this will largely express government policy with respect to the yachting sector.

It is interesting to note in this context that the two initiatives by government that have been tremendously appreciated by the yachting community are the streamlining of clearance procedures and the banning of jet skis (pers. comm. Sally Erdle, Caribbean Compass).

7.3 Government institutional arrangements to manage the industry

No formal institutional government structure to manage the yachting industry is currently in place. Different ministries or government departments deal with certain aspects of the yachting sector, but mostly on an *ad hoc* basis. There is a clear understanding and agreement, however, that government should pay much more attention to the yachting sector.

The Tourism Sector Plan is addressing this in the following ways:

- The management of tourism in general will be characterized by public/private partnerships (“it takes two hands to clap”).
- The Tourism Department will be replaced by a para-statal organization, thereby making it a more coherent and effective structure (note that this does not relate specifically to the yachting sector, but the yachting sector can be positively impacted by such a move).

In the short term a number of institutional measures are expected to be taken, which will have a positive impact on the management of the yachting sector. A marine task force will be established within the Department of Tourism and its institution will take place once the yachting study has been completed so that it can build on the results and recommendations of the yachting study. Secondly, the need to appoint a marine tourism officer within the Department of Tourism has been established. Thirdly, there is a need for a special tourism police to increase security. The tourism police will be active on land and in the sea and will be equipped with motorbikes and speedboats.

7.4 Incentives for the industry (duty free supplies, other tax incentives, etc.)

Based on the Duty Free Shopping Act exemptions from import duties can be obtained by the private sector for certain goods. The Act contains lists of “approved goods” (mostly electronic items and perfumes) and “consumables” (liquor and tobacco) for which duty free concessions may be obtained. The lists can be amended and customs is looking for input from the private sector to include marine supplies. Currently duty free shops licensed to sell marine supplies are located in the Grenadines and in Calliaqua. Two shops on the mainland are licensed to sell duty free liquor. Private sector enterprises can apply for a permit to sell duty free marine supplies and parts in ships chandleries.

The Government of St. Vincent and the Grenadines may wish to consider adopting legislation similar to the Grenada Yachting Act of 1998, which greatly streamlines and simplifies the issues of charter boat company licensing, cruising fees and clearance procedures. The Government of St. Lucia has also passed such legislation.

7.5 Relevant ordinances, regulations and enforcement policies

The legislation, which is most relevant to the yachting sector includes:

- Yacht Charter License Act (1972). This act was not consulted for the purpose of this study, but apparently regulates yacht charter companies. It does not seem to be enforced currently.¹⁶
- Duty Free Shopping Act. Regulates duty free concessions and can include marine supplies.
- Fisheries Act. The Fisheries Act regulates permitted fishing methods; closed seasons, size limits, species limits, and conservation areas.

St. Vincent and the Grenadines is a member of the Caribbean Customs Law Enforcement Council (CCLEC). CCLEC has 14 members, which have instituted a Regional Clearance System. This is a shared database in which all information about yachts that have cleared with customs in any of the member countries is stored and available online to members.

The Coast Guard has a limited enforcement capability. Enforcing environmental regulations is not a primary task of the Coast Guard, although they assist in this field. In terms of hierarchy the Coast Guard resorts under the police. The police currently have no marine enforcement capability.

7.6 Customs and immigration procedures and practices

The State has six ports of entry: Wallilabou, Kingstown, the airport at Arnos Vale, Bequia, Canouan, Mustique and Union Island. Customs offices are open 24 hours a day seven days a week in the Grenadines; seven days a week from 2.30-6.00 p.m. in Wallilabou; seven days a week all day until the last flight at the airport; “typical hours” in other locations are 8.00 a.m. to 4.00 p.m.

The required procedure is that a vessel flies the Q flag upon arrival. The master of the vessel goes ashore to clear customs and immigration. At the customs office a customs declaration form is filled out in triplicate and a clearance from the last port is required. One copy of the customs declaration form is kept by customs, one copy is presented to immigration and the third copy, stamped by customs, serves as a cruising permit. This copy is returned to customs upon departure at which time the clearance for the next port is given. Vessels must leave within 24 hours after the clearance has been issued. Customs fees are paid at the time of clearance and include EC\$10.00 per person (except children under 12 and Vincentians). Overtime charges (outside the hours of 8.00 a.m. to 4.00 p.m.) are EC\$30.00 on weekdays and EC\$45.00 on Sundays and public holidays. Crewed charter yachts pay an additional EC\$12.00 per ft per year or \$2.00 per ft per month (based on the Yacht Charter Licence Act).

¹⁶ One of the yacht charter companies indicated that they once paid an EC \$ 50,000 license fee based on the Act.

Immigration also requires a form to be filled out with particulars of the yacht, crew, passengers, etc. Immigration issues a clearance form with arrival stamp. The same form will be stamped for clearance upon departure. Immigration offices are open from 8.30 a.m. to 5.00 p.m. Clearance in Kingstown is possible 24 hours per day and outward clearances are also possible at all stations 24 hours per day. No charges are levied by immigration for clearance.

Import duties on sport and pleasure boats are 20%, plus 10 % consumption tax and 4% customs service charge. Duty and customs service charges are calculated on the CIF price, consumption tax is calculated on CIF price plus duty. Companies can apply to Cabinet for exemption of duties.

The private sector complains about cumbersome customs procedures when importing parts and supplies. This complaint relates in particular to the clearance of parts that are urgently needed for repairs and which can take days to get through customs and usually require hefty brokerage fees.

7.7 Existence and efficacy of regular and clear channels of communications between government and the yachting sector

Established, clear channels of communication do not appear to exist. The Ministry of Tourism is the main link between private sector enterprises in the yachting sector and government. Obviously the Ministry of Finance also provides a link when matters of duties and taxes are concerned. Yacht charter companies complain that there is very little communication with government authorities; that their letters or enquiries usually remain unanswered and that they receive little or no support from government.

The proposed marine task force could play an important role in improving communication between government and the sector and could begin to establish regular lines of communication.

8. PROBLEMS AND STRUCTURAL WEAKNESSES FACING THE INDUSTRY

8.1 Overcrowding and carrying capacity

Overcrowding is not a serious problem in St. Vincent and the Grenadines, although it may well be a problem in the Tobago Cays during the high season. Unfortunately no reliable information is available on the number of yachts using the anchorage in the Tobago Cays or on the perception of yachts people on crowding. Overcrowding in the Tobago Cays is exacerbated by a large number of day excursionists, including cruise ship passengers off cruise ships anchored in Mayreau, visiting the Cays. Some feel that crowding will affect the reputation of St. Vincent and particularly the Grenadines as a pristine destination. No assessments of social and environmental carrying capacity have been made. The use of moorings as a tool to prevent overcrowding has potential but is controversial up until now.

8.2 Composition of the yachting sector and the implications on seasonality

The composition of the yachting sector is unknown and only one of the yacht charter companies volunteered a guess of 80% charter yachts vs. 20% cruising yachts. The charter business is highly seasonal and has its peak between mid-December and the end of April. Although the yacht charter companies do not report a significant impact of seasonality on employment, the overall effect of seasonality on employment and income in most sectors that depend on yachting tourism has to be significant, although it is not quantified. Visitation by cruising yachts is somewhat less seasonal, but is influenced by the hurricane season (June until November), as most insurance companies will only provide coverage if a yacht is located south of 12° 40' N during the hurricane season.

8.3 Level of yachting skills by visitors

Yachting skills of visitors is not generally considered a problem. Skills are mostly high because charter yacht visitors have usually chartered elsewhere and have gained experience before they chose St. Vincent and the Grenadines as a destination. Lack of anchoring skills is observed among bareboat charter clients as well as occasional lack of respect for local culture.

8.4 Liquid and solid waste management and linking yacht/marina systems with the national waste management systems

Waste management is a serious problem in St. Vincent and the Grenadines, but as stated earlier, not uniquely due to the activities of the yachting sector. A national waste management system is virtually non-existent and all islands of St. Vincent and the Grenadines need to upgrade their waste management facilities to adequately handle waste from the resident population and stay over visitors before they can even begin to address waste management from visiting yachts.

No facilities to receive and treat liquid waste (sewage) from yachts are available anywhere in St. Vincent and the Grenadines and neither is there currently any requirement for yachts to have holding tanks. Even if pump out facilities were to be put in place now at marinas or docks, there would be no systems to treat the sewage and to dispose of it in a responsible and environmentally acceptable manner. Only one yacht charter company's boats have holding tanks and the company advises clients to discharge waste offshore.

There is generally a lack of public washrooms in the main yachting centres.

Regarding solid waste disposal from yachts, there is a lack of onshore waste receptacles at the main yachting centres, and garbage collection – for a fee – by the “boat boys” often results in harassment as well as inappropriate disposal.

8.5 Cruise ship tourism vis-à-vis terrestrial and marine tourism

A problem or potential problem exists with respect to cruise ship visitors and yacht visitors in the Tobago Cays. Some feel that visitation by large numbers of cruise ship visitors is downgrading the “pristine” experience of visiting the Tobago Cays that yacht visitors expect.

8.6 Work permits

Work permits do not appear to be a problem in the sector. This may be due in part to the fact that the import of labour is quite limited.

8.7 Different custom regulations in different islands and clearing procedures

Customs regulations and clearance procedures differ by location within the State, but this does not present any serious problems. Obviously, the one-stop shop clearance in Bequia is highly appreciated by the yachting community, but it does not prevent yachts from clearing in Union Island where the customs office is located on the waterfront while immigration is at the airport. Clearance in Kingstown is a little more cumbersome and clearance in Wallilabou is customs-only, requiring another stop for clearing with immigration.

8.8 Boating safety and harassment

In this report the term boating safety is used to include both the safety of boats and other personal property of yachts people, as well as the safety of those on board. The boating safety record leaves much to be desired. Safety issues generally relate to harassment, crime, lack of navigational markers and boat groundings, lack of regulations for yacht salvaging, and lack of enforcement capacity.

Harassment occurs at yacht anchorages by persons who either want to rent a mooring to a yacht, tie a line to shore, provide a service, or sell a product. Essentially there is nothing wrong with any of the above and many yachtsmen will actually appreciate the services offered. Neither is harassment automatically a safety issue. However, the issue is that some of those who offer their services or products are doing so in an aggressive and highly persistent way, which *makes* the other party feel uncomfortable and unsafe. The persons who are offering their services are generally unorganised, unlicensed, and therefore difficult to control. Some instances are known where those who rent out moorings are “forcing” the yachts people to also use the other services they provide and denying them the right to obtain such services from others. Inevitably, drugs are also among the products offered for sale and yachts people who accept such offers may get themselves into serious trouble.

Crime appears to be on the rise and includes burglary, theft and even murder. Even if the occurrences are incidental rather than structural (which certainly seems to be true for the murder case), the impact resulting from publicising such occurrences on the internet and from cruising folks talking about it on their HAM radios and VHF is significant and potentially very damaging to the image of St. Vincent and the Grenadines. Part of the problem clearly is the lack of enforcement capacity including the lack of resources and training within the Coast Guard.

Boat groundings are reportedly occurring periodically at the approaches to the Tobago Cays. These may be due in part to lack of experience and in part due to a lack of navigational markers. Whatever the main cause, these boat groundings may and do cause substantial damage to property and pose a potential threat to those on board. In addition there have been incidents where local people have asked huge sums of money for the salvage of a boat while the need for their services was questionable and not previously agreed upon.

8.9 Seasonality and its impacts on communities and employment

Seasonality in the yachting sector comprises two factors: the seasonality of the yacht charter arrivals, which is determined by the high season for visitors from North America and Europe, and the seasonality of cruising yacht arrivals, which is less distinct, but is determined to a large extent by the hurricane season as explained above.

Although no data on the effect of seasonality on employment are available, we can expect that the greatest impact will be felt in Bequia and Union Island in the ancillary facilities and services sector, which is heavily dependent on the business from yachting. Between Bequia and Union

Island, the community in Union appears to be most heavily affected, but this is partly due to a severe reduction in air access and the resulting decrease in arrivals of day excursionists.

8.10 Impact of major events

There are no major events that can be characterized as problems or structural weaknesses in the industry other than hurricanes, swells and tsunamis, which are considered natural phenomena and are beyond the control of the industry or the government.

8.11 Maintenance of competitiveness as a yachting destination

Competitiveness as a yachting destination is a complex issue, which has to do with two main factors: the appeal of the destination itself and the services and facilities offered. In terms of the appeal of the destination there is no doubt that St. Vincent and the Grenadines have a competitive edge over almost any destination in the eastern Caribbean. The services and facilities offered are certainly more limited than in other yachting destinations, in particular where marinas are concerned. However, we must also realize that yacht visitors to St. Vincent and the Grenadines appear to be content with the services and facilities offered and are not demanding large marinas and boatyards.

The main weakness here is in the air access. Increased air access would not necessarily increase the number of yacht arrivals, but it would stimulate the establishment of more yacht charter companies or the increase of the fleet of the existing companies, thereby increasing local income and employment. Increased air access in Union Island would particularly stimulate the yachting sector as well as the tourism sector overall.

8.12 Data deficiencies

Data deficiencies are a serious problem, not only for those who research the tourism sector, but also for the politicians and decision makers who need to determine policy. There are many deficiencies in the availability of data, but all of them can be easily addressed. Some of the information required for planning and policy decisions is available but it is not processed. Following is a listing of information needs.

- Tourism statistics have been collected by port of entry since 2000. This data should be refined to show air arrivals divided in three categories: same day visitors arriving by air, stay over visitors arriving by air with accommodation in hotels, and stay over visitors with accommodation on chartered yachts.

- Information that can be derived from customs and immigration forms in addition to yacht arrivals expressed as number of persons includes:
 - a) Number of yachts divided into bareboat charters, crewed charters and cruising yachts
 - b) Number of crew and passengers on board
- Employment in the yachting sector
- Impact of seasonality on employment
- Revenue generated by ancillary services and facilities
- Visitor spending
- Relative economic impact of yachting sector in comparison with other sectors in the tourism industry (currently only the contribution of hotel and restaurant sector to GDP is assessed).

8.13 Inadequacies in organizational and personnel arrangements

The yachting sector is not organized at all. This limits the opportunities for the sector to be represented and have an impact on tourism policy and decision-making.

8.14 Planning issues and shoreline alterations

The following planning issues with respect to yachting are insufficiently addressed:

- Carrying capacity of anchorages and harbours
- Waste reception facilities (solid and liquid waste)
- Upgrading of existing docking facilities
- Marina development, including revitalization of previously initiated projects

8.15 Management of anchorages and mooring policies

Problems in relation to anchorages and moorings have to do primarily with user conflicts in harbours and with uncontrolled installation of mooring buoys and include:

- Lack of zoning of the harbours and main anchorages in Bequia and Union Island, Admiralty Bay and Clifton Harbour
- Unknown carrying capacity of anchorages
- Undefined policy with respect to moorings and anchoring at individual anchorages and harbours
- Uncontrolled installation and management of private moorings offered for rent to visiting yachts

8.16 Lack of air access

Limited air access is considered a weakness of the tourism sector as a whole and one that may also restrict further development of the yachting industry. The E.T. Joshua International Airport can only accommodate piston-engine and turbo prop aircraft of up to 50 passengers, thus eliminating direct access from Europe and North America. In the short to medium term St. Vincent and the Grenadines are likely to remain dependent for air access from Europe and North America on the main regional hubs: Barbados, Trinidad, St. Lucia and Grenada. In addition the existing facilities at E.T Joshua Airport cannot handle any significant increase in aircraft or passenger traffic without further improvements and expansion. These limitations form a barrier towards expanding the yacht charter business, as many clients will prefer to charter in one of the destinations to which they have direct access from Europe or North America.

Another aspect of limited air access is the reduction of the number of flights into Union Island, which not only affects the tourism sector as a whole, but has also resulted in several yacht charter companies withdrawing their bases from the Island.

8.17 Lack of infrastructure

The lack of service-oriented infrastructure such as docking facilities, a “proper” shipyard and marina is identified by some as a weakness of the industry. However, this not a universally expressed opinion and there are others who feel that the facilities are adequate.

8.18 Relative small contribution to the economy by foreign charter yachts

Foreign charter yachts supposedly contribute little to the economy because they provision in other ports. Nevertheless they use the resources of the State and leave their waste behind. Although there is some truth in this statement, we must realize that foreign yachts pay customs fees and spend money ashore on restaurants, shopping, transportation and possibly other services. The problem is compounded by – and perhaps confused with – the avoidance of customs and immigration by many foreign yachts headed for the Grenadines.

8.19 Unsupervised SCUBA diving by yachts people

There are no regulations that restrict yachts people from doing unsupervised SCUBA diving, as in some other countries. Although this is not a serious problem, unsupervised diving may lead to more accidents, may result in environmental damage by inexperienced divers and may lead to violation of certain fishery regulations.

8.20 Limited number of ports of entry

The lack of a full port of entry in the north of the mainland (at Wallilabou or Chateaubelair) and in the south in the Young Island/Blue Lagoon area, is generally considered a weakness facing the industry.

8.21 Customs clearance procedures for marine supplies and parts

Yacht charter companies and others in the service sector complain about cumbersome and time-consuming procedures for getting parts and other supplies through customs. This is especially a problem when parts are needed for yacht or engine repair and time is of the essence.

9. RECOMMENDATIONS

In this section the problems, weaknesses and gaps identified in this report are addressed in a series of recommendations. Some of these recommendations have already been mentioned in other sections of the report, but are repeated here for the sake of completeness and for easy reference. The recommendations below are grouped but are otherwise not listed in any particular order.

9.1 Data collection

- Expand tourism statistics to divide air arrivals in three categories: same day visitors arriving by air, stay over visitors arriving by air with accommodation in hotels, and stay over visitors with accommodation on chartered yachts.
- Extract additional information from customs and immigration forms to show, in addition to yacht arrivals in number of persons:
 - a) Yacht arrivals in number of yachts divided into bareboat charters, crewed charters and cruising yachts
 - b) Number of crew and passengers on board crewed charters
- Collect accurate information on employment in the yachting sector, including employment generated by ancillary services and facilities, and including the impact of seasonality.
- Conduct a yacht visitor spending survey.
- Collect additional information on revenue generation by the yachting industry in order to assess more accurately the relative economic impact of yachting sector in comparison with other sectors in the tourism industry and its contribution to GDP.

9.2 Planning issues

- Determine the social and environmental carrying capacity with respect to yachting of the most crowded anchorages.
- Develop a zoning plan for Admiralty Bay in Bequia and Clifton Harbour in Union Island in order to reduce or eliminate user conflicts
- Develop zoning plans in selected areas to avoid conflicts between yachtsmen and fishermen
- Develop a zoning concept for cruise ship visitors and yacht visitors, with particular reference to the Tobago Cays; large numbers of cruise ship visitors are not compatible with the image of a pristine destination
- Develop a policy for the installation of moorings; this should include the use of moorings as a tools to control use

9.3 Environmental issues

- Increase the number of receptacles for deposition of garbage by yachts people at the main yachting centres
- Develop landfills or other appropriate solid waste management techniques in order to handle solid waste from boats
- Establish a licensing system with controls for the “boat boys” who offer to collect garbage from yachts; publicise the system to ensure that yachtsmen will not allow any unlicensed persons to take garbage
- Promote the use of holding tanks by yachts while at anchor and discharge of sewage offshore while underway – as a short to medium term solution for liquid waste disposal
- Develop sewerage systems, sewage treatment facilities and pump out stations as a long-term solution for liquid waste disposal by yachts and other visiting vessels
- Produce a simple but honest brochure on solid and liquid waste disposal to be distributed to visiting yachts by customs
- Reduce anchor damage to fragile marine ecosystems such as coral communities and seagrass beds by installing moorings at selected locations

9.4 Safety, harassment and enforcement

- Organize, license and control “boat boys”, vendors, mooring owners, and others who want to sell a service or product to visiting yachts; this should include a requirement to wear visible IDs to distinguish organized and licensed persons from others
- Proceed with the establishment of a tourism police as soon as possible
- Establish a Coast Guard presence in southern Grenadines, and increase the resources and training of Coast Guard personnel

9.6 Customs and immigration

- Establish additional ports of entry on the mainland in the north (Wallilabou or Chateaubelair) and south (Young Island/Blue Lagoon area)
- Increase duty free concessions for marine chandleries
- Streamline clearance procedures for imported parts and marine supplies

9.7 Infrastructure, services and facilities

- Revitalize marina project in Union Island
- Resolve problems of Ottley Hall shipyard and marina; focus on shipyard function of the facility
- Upgrade docking facilities in Kingstown
- Establish ships chandlery on the mainland (see also 3.2.2)

- Improve services and facilities at Admiralty Bay in Bequia (small marina, gasoline at fuel dock, power at main dock, garbage disposal, public washrooms, haul out facility, electronic repair skills; see also 3.2.3)
- Improve services and facilities at Clifton Harbour in Union Island (diesel at docks, garbage disposal, public washrooms, immigration office; see also 3.2.4)

9.8 Sector organization and policy

- Government must increase understanding of the yachting sector and develop a yachting policy in consultation with the private sector
- Yachting-related businesses should organize themselves in a yachting association in order to allow representation and participation in policy and decision-making. Alternatively, yachting-related businesses should become members of the Hotel and Tourism Association in order to ensure better representation of the sector's interests.
- Implement the proposed para-statal organization with public/private partnerships to replace the current government Tourism Department as soon as possible (see also 7.3)

9.9 Socio-economic issues

- Increase the share of the local charter boat industry in total bareboat charters visiting St. Vincent and the Grenadines
- Reduce loss of income due to avoidance of clearing customs and immigration through better enforcement of regulations
- Promote the Grenadines more actively (the Grenadines are largely unknown outside the region)
- Negotiate “seamless” connections from the main hubs to the mainland and improve air access to the Grenadines
- Increase in employment in the sector by analysing the demand of the sector, including future demands, evaluating the skills needed to satisfy that demand, identifying training opportunities, and providing information on career opportunities in the sector at high schools and technical colleges

10. FRAMEWORK FOR A YACHTING POLICY

As noted elsewhere in this report, the Government of St. Vincent and the Grenadines has not paid much attention to the yachting sector and does not currently have a policy for the development and management of the sector. The Tourism Sector Plan (Department of Tourism, 2001) includes an excellent attempt to address the needs and policy issues of the yachting sector.

In order to further develop a yachting policy for the State, a consultation mechanism needs to be established first. Since the yachting alone may be too narrow a focus for such a consultation mechanism, a working group can be set up to develop a policy for the entire marine based tourism sector. This corresponds with the proposed establishment of a Marine Task Force as mentioned in the Tourism Sector Plan. The task force or working group should be established by and report to the Minister of Tourism and should have broad public/private sector representation.

All stakeholders in the yachting sector need to be represented, including:

- Department of Tourism/Ministry of Tourism
- Fisheries Division
- Customs
- Police (immigration) and Coast Guard
- Port Authority
- Environmental Services Coordinator/Ministry of Health
- SVG Tourism Board
- Bequia Tourism Association
- Union Island Tourism Committee
- Private sector (yacht charter companies, shipyards, marinas, chandleries, yacht repair facilities and taxi drivers, hotels, restaurants, vendors, supermarkets and souvenir shops at the main yachting centres)
- Fishermen

The group will need to be manageable and this will make clear the need for private sector representatives to organize themselves so that they can be properly represented in a consultation forum.

The group will need to address the following subjects and issues in developing a policy:

- a) What are the goals and objectives (long term and short term) for development and management of the sector? This needs to include choices in tourism development and style (e.g. mass tourism vs. special interest tourism; compatibility of cruise ship tourism with yacht tourism; sustainability, etc.) as well as setting limits to growth of the sector. It should also include issues such as the composition of the yachting sector, e.g. relative share of local yacht charters, foreign charters and cruisers.

- b) Develop a clear understanding of the sector. The present report intends to assist in providing such an understanding, but additional research may be required to supplement it.
- c) Given the agreed goals and objectives, what are the needs of the sector and what private and public sector initiatives or investments are required to fulfil these needs? This question entails a set of sub-questions including:

- Infrastructure
- Services and facilities
- Air access
- Tax incentives
- Customs and immigration procedures
- Security

- d) Mitigation of social and environmental impacts. A realistic policy with respect to liquid and solid waste management needs to be developed. Carrying capacity for the main anchorages must be determined and a strategy to control use – with or without moorings as a tool – must be developed.
- e) If the sector is to be expanded, what are the employment and training needs and how will they be addressed?
- f) How can the sector be better organized to increase visitor satisfaction and improve stakeholder participation in policy and decision-making? This will obviously include a policy and structure for organizing and licensing of the “boat boys”.
- g) What marketing and promotion is needed to develop and maintain the sector? How can promotion and marketing be targeted for optimum results and what tools should be used?

Annex

Following the national consultation in Saint Vincent and the Grenadines which was held in the island of Saint Vincent, the Bequia Tourism Association convened a stakeholders meeting (with particular relevance to Bequia) to discuss the ECLAC Saint Vincent and the Grenadines study on the yachting sector. The following text has been submitted by the Bequia Tourism Association:

Discussion and comments

Section 2.4 of the draft report: the dismissal of Tradewinds Cruise Club as an insignificant component runs contrary to the perception in Bequia that it is a significant player in attracting visitors to the island, in establishing a pattern of purchasing locally, and in generating local employment. (The recent setting up of a charter base in Canouan by The Moorings Charter Company is viewed as a positive asset in the industry for the same reasons).

Section 2.5 of the draft report: it is felt that the one sentence about the Bequia Easter Regatta is misjudged. Bequia's annual Easter Regatta, now in its 23rd year has developed into one of the most popular small island regattas in the region. The island fills to capacity over the Easter weekend, and yachts from Barbados, Grenada, Trinidad, St. Lucia, Martinique, Antigua, America, England and Europe are drawn to the event every year. The Caribbean Sailing Association's accreditation and official regulation of the regatta encourages a very high level of competition. Recognition of the Bequia Eastern Regatta's importance by sponsors (which include Heineken and Pepsi, as well as numerous local businesses) is highlighted by it being designated one of only a limited number of regional regattas as a prestigious Mount Gay "Red Cap" event. A steady average of 30 international yachts compete in the regatta, with perhaps an equal number of spectator or following yachts arriving for the weekend's events. These yachts represent an average of 4 to 5 per yacht, with some competing yachts bringing as many as 10 crew.

The demand on services – particularly water, fuel, ice, sailmaking and chandlery by these yachts represents a very significant element of the season for stakeholders in these areas. Additionally, restaurants, hotels, taxis, etc., and numerous other ancillary businesses depend heavily on this peak of activity at the end of the high season. The uniquely balanced combination of local boat races – which have been taking place for as long as anyone can remember, and which mark the continuance of an important cultural tradition, (with about 25-30 boats competing from Bequia and neighbouring islands) – and the superb yachting racing, all on the same water, makes the Bequia regatta a real draw for hundreds if not thousands of visitors on both land and sea and a critically important factor in the island's tourism-based economy. After Vincy Carnival, it is the largest, highest profile tourism event in the country.

Only at New Year are there more boats anchored or moored in Admiralty Bay. Bequia has developed a reputation as THE place for yachts to congregate on New Year's Eve – not unlike Jost Van Dyke – but not so chaotic!!! – with as many as two hundred boats in the harbour.

Section 8.2 of the draft report: although we have no access to official statistics in the day-to-day running of their businesses, Bequia merchants feel that there are far more than 20% cruising yachts as opposed to charter yachts and that the spending estimate of \$10.00 per person per day is grossly underestimated. In fact, cruising yachts are considered a mainstay of marine businesses, chandlers, repair shops and provisioners. (Statistics gathered by customs may in any case be misleading if, for example, the same St. Lucia-based charterboat re-entering SVG waters weekly was counted as “4 charterboats” for a given month, while a cruising yacht which remained the entire time was only counted as one private yacht for that month).

It is felt in the Bequia marine community that attracting cruising boats and encouraging them to linger is high priority. We are recommending a flat entrance fee of EC\$35.00 (same as land visitor’s exit tax, easier to administer, and doesn’t start off the relationship with “when are you leaving?”). We are also lobbying the Insurance Companies to extend coverage during the summer season to visiting and stay-over yachts, as they are already doing for SVG based yachts.

Infrastructure

The following changes in infrastructure have taken place or are about to take place since the writing of the report.

1. **Solid Waste Disposal.** The CWSA has taken over management of solid waste in Bequia. The Spring dump has been fenced, gated and is now a managed site so that garbage burning is no longer an issue. The BTA in conjunction with Daffodil Marine has established a yacht garbage collection system (garbage boat, twice daily in season @ EC\$3 to \$5 per bag). The collected garbage is then immediately moved to the dump lessening pileups of garbage in the harbour area. Posters and leaflets in three languages, distributed by customs, the Tourist Bureau, and several waterfront businesses advise yachtsmen of the system, and ask them if they wish to handle their own garbage that they personally dispose of it in one of two skips (one at the market, one at G.Y.E. dock). This has mitigated the problem somewhat but there are still glitches. With the changeover to domestic garbage collection on land, the skips were removed except for those two and now only one (the one at the market which is also used by the market vendors and is totally inadequate). Although most yachtsmen are environment sensitive, some most definitely are not and dumping continues in the litterbins which line the harbour front, on beaches, etc., and there is no mechanism in place to enforce laws.
2. **Chemical pollutant dumping** into Admiralty Bay. The overflow of oil from Vinlec’s sump in heavy rains was halted for a time through community pressure and intervention by the Dept. of Tourism but we are advised that it has commenced again. Bilge pumping by the ferryboats continue despite marine community disapprobation. They tend to do this on Saturdays, so the yachts in the know try to get out of the harbor over the weekend. Once again there is no mechanism in place to enforce laws.

St. Vincent does not lack for laws covering the many abuses that are occurring in the waters and harbours of SVG, including various forms of harassment of visiting boats, noise pollution, indiscriminate dumping, speeding within 40 yds of beaches and anchored boats, placement of

moorings, derelict vessels, illegal fishing, spear fishing by non-nationals and removal of sand from beaches.

Bequia has been fortunate in the person of its Administrative Officer, Mr. Sylvester Tannis, whose portfolio includes representation of the Port Authority in Bequia. He is very much aware of the importance of yachting and marine tourism to the economic well-being of the island and we think we can be credited with much of the continued popularity of Bequia as a favoured yachting destination. He is well versed in all legislation and laws covering the marine environment, but there is no backup from law enforcement. The police have no boats and no marine experience. They become involved only with major crime (murder, grand larceny) while petty day-to-day law breaking – harassment, noise and garbage pollution, sand stealing, unlicensed liquor and food peddlars at sea and on wharves – is ignored. The Port Authority and the Coast Guard are based in St. Vincent and have other priorities.

The BTA considers that the lack of marine law enforcement is the single, most damaging factor affecting the sustainability and growth of the Yachting Sector in St. Vincent and the Grenadines.

We are advised that the following measures are being taken by the Government:

1. Bequia is to have a **Harbour Master** directly responsible to the National Harbour Master, who will take over management of the port. We applaud this recognition of a crying need and hope he will also have the necessary backup from law enforcement.
2. A national **moorings** policy involving a professional moorings management company has been established. We hope that some consideration and inclusion options for those current mooring operators who are reputable and of long standing will be part of this solution. Although these reputable operators' moorings are technically illegal (despite their best efforts), these individuals have played an important role in developing Bequia's yachting industry.
3. The BTA has independently been seeking a **harbour patrol boat** and discussed the establishment of a marine 'neighbourhood watch' operation. We are advised that a speedboat manned by the new Tourism Police will be allocated to Bequia. We hope they will be pro-active as well as re-active.
4. **Air/Sea access.** Although access via the J.F. Mitchell Airport is limited by size, infrequency of flights and time factors, the greatly enhanced ferry service has eased comings and goings considerably. There are now eight return passages on weekdays with sailing times staggered throughout the day, the first ferry leaving Bequia at 6:30 am and the last ferry leaving St. Vincent at :00 pm.

Updates on changes in the business community: The Bequia Slip is no longer operating. Daniel's Refrigeration Service is no longer available

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