Best Practices and Codes of Conduct for Cruise Tourism in the Mesoamerican Barrier Reef System.

April 2007

Project Coordinating Unit
Coastal Resources Multi-Complex Building
Princess Margaret Drive
PO Box 93
Belize City, Belize
Tel: (501) 223-3895; 223-4561
Fax: (501) 223-4513
E-mail: mbrs@btl.net
Web page: http://www.mbrs.org.bz
Best Practices and Codes of Conduct for Cruise Ship Tourism in the Mesoamerican Barrier Reef System

SICA/CCAD/Project Coordination Unit (PCU)-MBRS

July 2006
# TABLE OF CONTENTS

## Introduction .................................................................................................................................................................................................................................................................................................................................................. 1

1. **Government** .................................................................................................................................................................................................................................................................................................................................................. 3
   1.1 Research ................................................................................................................................................................................................................................................................................................................................................. 5
   1.2 Formulating Strategies .................................................................................................................................................................................................................................................................................................. 5
   1.3 Regional Management ...................................................................................................................................................................................................................................................................................... 6
   1.4 Evaluation, Monitoring, Control, and Sanctions .................................................................................................................................................................................................................................................................................. 7
   1.5 Education ....................................................................................................................................................................................................................................................................................................................... 9
   1.6 Zoning .....................................................................................................................................................................................................................................................................................................................10

2. **International Conventions and their Application by Cruise Lines** .............................................. 14

3. **Cruise Ship Tourists, Tour Operators, and Communities** .............................................................. 18
   3.1 Environmental Aspects ............................................................................................................................................................................................................................................................................................ 18
   3.2 Sociocultural Aspects .................................................................................................................................................................................................................................................................................... 21
   3.3 Economic Aspects ......................................................................................................................................................................................................................................................................................... 22

References .................................................................................................................................................................................................................................................................................................................................................. 29

Glossary .................................................................................................................................................................................................................................................................................................................................................. 30
Introduction

Cruise ships are one of the components of the tourism sector that have manifested an explosive growth during the last decade. According to the Caribbean Tourism Organization, in 2004 the Caribbean received nearly 43 million visitors, which represents an increase of nearly 10% compared to 2003, with a rise in passenger arrivals by cruise ships of 13% — close to 21 million persons—. Although cruise ship tourism has contributed positively to regional growth by generating foreign currency exchange, employment, and economic diversification and growth, it also poses diverse issues related to economic, sociocultural, and environmental impact. Some of the main concerns of the regional tourism actors consulted in the field trips made for this consultancy are that, from the economic point of view, the low participation of local populations is evident, as are the negative effects on conventional visitor tourism. In general, the majority of the benefits obtained from this industry are received by the national governments and the cruise lines themselves, without any noticeable positive effect on the economy of the inhabitants of the visited zones, nor the strengthening of the local entities in charged with planning, law enforcement, monitoring, and management for the sector.

The principal sociocultural impacts are observed in the vulnerability of some Maya archeological sites, which, being visited by a multitude of tourists, are being irreversibly deteriorated. The low participation of the local communities in promoting regional art and culture as a product attractive to the visitors is also palpable. From the environmental point of view, the impacts are manifested in not respecting visitor carrying capacity of the tourism destinations, to varying degrees in the countries of the region. It is common to see site overload, lack of infrastructure, accumulation of solid wastes, and high consumption of drinking water, among other things, in the destinations frequented by cruise tourists. These impacts are, in part, a consequence of the accelerated growth of cruise ship tourism without the accompaniment of planning, inter-institutional coordination, or strengthening the entities responsible for management and land use regulation.

This overview leads to the reflexion that it is of utmost importance to recommend a set of best practices and codes of conduct addressed to government entities, cruise lines, tour operators, cruise visitors, and affected communities, with the purpose of coordinating efforts to plan and regulate cruise ship tourism in the Mesoamerican Barrier Reef System (MBRS) region. Without a doubt, these recommendations will have to be adapted to the particular national realities throughout the region, since it is evident that each country is in a different stage of cruise ship tourism development and implementation.

With the purpose of recommending practical examples compatible with marine ecosystems, the manuals, guides, and guidelines suggested by Conservation International, PROARCA, United Nations Environmental Programme (UNEP), University of Rhode Island, Rain Forest Alliance, MBRS Project, Galápagos National Park, Belize EcoTourism Association (BETA), the Cruise Ship Policy Consultation Forum of México, etc., were reviewed. From these, those aspects compatible with cruise ship tourism and the characteristics of the Mesoamerican Barrier Reef System were selected. Equally important to proposing actions in this chapter were the inputs from the actors consulted during the four field visits made to México, Belize, Guatemala, and Honduras; and the observations made by the researchers and their experience.

We consider that best practices will be effective if they are an integral part of a national macro-policy that directs sustainable development of the coastal-marine zone, and if such policy has
an instrument to verify its application. This exercise being part of the national vision that involves the effort and political will of various actors, next we present a series of recommendations, a proposal to be integrated into a national and regional development plan, which, given its complexity, will have to contemplate short-, medium-, and long-term actions, depending on the level of progress and intrinsic priorities of each of the countries of the region. For the purposes of practicality and ordering ideas, the best practices and codes of conduct proposed in this section are recommended for three large groups: 1) government, 2) international agreements and cruise lines, and 3) tourists, cruise industry operators, and communities.
1. Government

The situation analysis of cruise ship tourism in the Mesoamerican Barrier Reef System region implies proposing a series of measures to the region's governments, so that this tourism sub-sector will operate and develop within sustainability principles, while pursuing social and economic benefits from a resource that must be protected and improved. The recommendations are aimed at adopting and implementing best practices in economic, sociocultural, and environmental aspects. Undoubtedly, one of the first recommendations to promote tourism sustainability is to promote an **ecologic land use regulation**, to allow Integrated Coastal Zone Management (ICZM), as established by the United Nations Conference on Environment and Development (UNCED, 1992).

**Integrated Coastal Zone Management (ICZM)**

During the United Nations Conference on Environment and Development (UNCED) held at Rio de Janeiro in 1992, also known as the Earth Summit, seaside nations recognized the need to adopt ICZM. In Chapter 17 of Agenda 21, product of this meeting, all nations with coasts are urged to formulate and successfully implement ICZM plans by year 2000.

**Integrated Coastal Zone Management (ICZM)** may be defined in the following manner:

“...a continuous and dynamic process that links government and community, science and management, community and sectorial interests in the preparation and execution of an integrated plan to protect and develop coastal ecosystems and resources.” (GESAMP, 1997)

In the same report, the **general objective of Integrated Coastal Zone Management (ICZM)** is stated:

“...improve the quality of life of human communities that depend on coastal resources, while biological diversity and productivity of coastal ecosystems are maintained...”

ICZM usually focuses on three goals: a) overcome conflicts associated with sectorial management, b) preserve the productivity and biological diversity of coastal ecosystems, and c) promote an equitable and sustainable allotment of coastal resources (Post and Lundin, 1996).

To achieve its specific objectives, Integrated Coastal Zone Management (ICZM) leans on a diversity of techniques, among which are coastal management plans, land use zoning, area protection, habitat management and restoration, pollution control, shore stabilization, regulation of free access to resources, institutional capability strengthening, inter-institutional coordination, community management, conflict resolution, and environmental assessment.

According to the “Guidelines for biological diversity and tourism development” (2004), tourism management should generally be based on a consultation process with multiple stakeholders and be comprise of ten stages, including the development of a general vision for the sustainable development of tourism activities, the establishment of short-term objectives to put the vision into practice, the examining and formulation of tourism regulations and norms, the evaluation of possible tourism project impacts, the supervision of impacts and enforcement of norms, and the application of adaptive management to tourism and biological diversity.
The objectives of any Integrated Coastal Zone Management (ICZM) program will depend on the particular coastal problems to be solved in a given area; in this case, the coastal zone. Another element central to ICZM is that it must be an equitable and transparent management process.

Even though there does exist determination by some of the Mesoamerican Barrier Reef System countries to develop Integrated Coastal Zone Management (ICZM), their proposals are at different stages of progress: from total absence to intermediate planning, development, and implementation. Belize can be cited as an example: according to the Coastal Zone Management Institute, 11.8% of its coastline is under some form of protection. The situation for 1999 indicates that 1% of the total marine area, out to the 12th mile limit, was designated as untouchable. In the case of Belize, several management plans prepared for coastal and marine zones are yet to be formally adopted. The plans are used informally by executor organizations, without an adequate monitoring or implementation plan under current circumstances.

It is the opinion of the consulting team in charge of this paper that land use regulation of the coastal-marine zone is one of the major challenges that must be faced to guarantee success in the sustainable management and administration of the coastal zone. The following chart lists some basic elements that Integrated Coastal Zone Management and Land-Use Regulation Plan must contemplate.

<table>
<thead>
<tr>
<th>Basic elements to be contemplated by an Integrated Coastal Zone Management and Land-Use Regulation Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) delimitation and zoning of the coastal zones</td>
</tr>
<tr>
<td>2) identification of uses to which the different areas of the coastal zones must be destined</td>
</tr>
<tr>
<td>3) criteria to place activities associated to present and proposed uses</td>
</tr>
<tr>
<td>4) designation and marking of spaces subject to conservation, protection, sustainable management, and environmental recuperation regimes</td>
</tr>
<tr>
<td>5) inter-institutional coordination mechanisms needed to implement the Integrated Coastal Zone Management and Land Use Regulation plan</td>
</tr>
<tr>
<td>6) incentives policy to improve institutional capability, and to guarantee integrated management and citizen participation</td>
</tr>
<tr>
<td>7) identification of areas put at risk by natural phenomena or human causes, as well as appropriate mechanisms to reduce their vulnerability</td>
</tr>
</tbody>
</table>

The first phase of making the Integrated Coastal Zone Management (ICZM) plan implies a RESEARCH process (1.1) that contributes to the country-wide evaluation of coastal and marine ecosystem health status, from which an information baseline will be generated and ZONING generated (1.6). In a second phase, we propose that actions necessary to solve the problems diagnosed in the previous phase be identified and prioritized, by means of FORMULATING STRATEGIES (1.2). In parallel, organisms and mechanisms for coordinated management among institutions and key actors that will be charged with implementing necessary actions must be strengthened or created, by means of a REGIONAL MANAGEMENT process (1.3). Finally, it is intended to strengthen or establish mechanisms and systems for EVALUATION,
MONITORING, CONTROL, AND SANCTIONS (1.4) necessary to the successful implementation of the proposed actions. A vital element in this process is EDUCATION (1.5) for decision-makers, the region’s populations, and visiting tourists, that they will acquire awareness of the need to adopt drastic measures, based on technical, not political, criteria, to solve the marine and coastal environments crisis.

Some of the lines of action to carry these goals to completion are: interaction among institutions, interdisciplinary analysis of the environmental problem sets, institutional strengthening, human resource training, education and awareness-building, and broadcasting information necessary for coastal management decision-making.

In this document we do not present detailed guidelines as to how to arrive at these actions, but only the basic ideas which must later serve to make a detailed strategy, in collaboration with other experts from the countries in the region.

1.1 Research

The level of knowledge about marine and coastal environments is very unequal among the countries of the region. It is necessary to level out and update knowledge throughout the region, especially filling the voids regarding ecosystems, species, or processes whose distribution encompasses more than one country and will require shared management strategies and the coordinated cooperation of the national entities in charge. For example: mangals, corals, fishing resources, cruise ship pollution, etc. It is important to carry out an evaluation of the state of these resources, identify their problem sets throughout the region and their relation with other regions. To obtain information that is comparable among countries, it is necessary to standardize methods, for example: habitat classification systems, census methods, database and geographic information systems, indicators, analysis capabilities of laboratories, etc.

The information will have to be constantly updated by monitoring systems that will track physical, chemical, and biological parameters that serve as indicators of cruise ship tourism impact on ecosystem health. To obtain the information, continuous training of local experts will be necessary. This implies strengthening universities and technical schools that produce professionals in fields related to the necessary research and monitoring activities. The experts will have to attain the best professional qualifications, because the problems they will have to face will be the most complex and with the most significant consequences.

Probably, it will also be necessary to strengthen -or to create, if necessary- research or technical centers to coordinate basic research and monitoring. Funding for these centers could come as collaborations from governments, as well as trust funds derived from cruise ship tourism revenue. These national centers will have to be connected, to guarantee that their national actions respond to regional coordination.

1.2. Formulating Strategies

So that management strategies for marine and coastal environments are based on the best and most updated technical information available, the research centers or institutes in charge of the study and of monitoring these ecosystems will have to actively participate in formulating management strategies for these environments.

According to the “Guidelines for biological diversity and tourism development” (2004), the
process to establish development planning and management should be made with the participation of multiple stakeholders.

Governments will normally coordinate this process in each country, but may also be undertaken by local governments. An important participation by indigenous and local communities should be ensured throughout the whole management and decision-making process. Also, those responsible for development and tourism are urged to consult all relevant stakeholders and to make them participate, particularly those who are being, or could be, affected by such projects and activities. The process applies to new tourism development as well as to managing existing tourism exploitations.

These institutes will be the ones in charge of providing technical advice necessary for officers to direct their work, while providing continuity to long-term programs, regardless of the ideological orientation of the parties which are currently in power.

### National Technical Teams

Each country shall put together a permanent technical team that will be part of a regional network in charge of analyzing information collected in the region, the diagnosis and prioritization of the problem set, formulating strategies to solve the identified problems, regionally coordinating the implementation of actions and strategies, and having contingency plans in case the actions are unsuccessful.

This same team should become the ultimate technical authority that works with the national and regional authorities in marine and coastal ecosystem management, and should be able to become institutionalized in the region within a concept and framework that guarantees appropriate technical-scientific management on the one hand, and defines the scope and limits of the political designs of involved States on the other.

### 1.3. Regional management

Given the great connectivity of the marine environment, the management of species, ecosystems, and processes must be made in regional collaboration (and coordinated by the regional technical team) to be effective.

For example, migratory stocks such as the whale shark circulate in the seas of more than one country, and are managed by each nation in an independent manner, which results incongruent and ineffectual. It is important, regarding shared migratory species, to take into account extraction levels to which the stock is subjected in the neighboring countries, since cumulative effects are determinant for decision-making. Population level evaluations that will be made jointly by the countries sharing the stock in their territorial waters will serve as the basis to establish evaluation, planning, and management processes. A first initiative in this direction was promoted by the Council of Ministers of the Central American Commission for Environment and Development (CCAD), which in December 2004, in the meeting held at San Pedro Caye, Belize, approved the Common Application Accords for the Mesoamerican Barrier Reef System Geographic Zone. The signatories were, for the government of Belize, Hon. John Briceño, Deputy Prime Minister and Minister of Natural Resources; Hon. Mike Spat, Minister of Fishing, Cooperatives, and Industry, and the Minister of Tourism; for the government of Honduras, Mr. Carlos Humberto Pineda Mejía of the Natural Resources and Environment Secretariat; Mr. Germán Pérez D'Stephen of the Agriculture and Livestock Secretariat; and Mr. José Rigoberto Arriaga Chinchilla, Plenipotentiary Ambassador from Honduras in Belize, representing the
Minister of Tourism; and finally, for the government of Guatemala, Lic. Juan Mario Dary Fuentes, Minister of the Environment and Natural Resources.

Regarding contaminants, the situation would be similar. The countries will have to standardize maximum concentration levels for polluting substances issued by cruise ships, and maintain permanent monitoring programs to detect the presence and concentration of such substances in their waters. In case of any accident or spill, the monitoring system must alert the countries that might be affected, and the coordinated response will be the result of the contingency plans previously made by the regional technical team.

For immobile resources that occur in the countries, such as mangals and corals, the regional management plans will basically provide guidelines so that all countries will follow the same technical criteria.

In general, once the status of coastal and marine species and ecosystems of the region has been diagnosed, the regional technical team must be brought together to outline a grand strategy for marine and coastal resources management, which should contemplate the different types of resources dealt with: mobile/immobile live resources, national/regional distribution, environments, pollution, populations, urban regulation, etc. Afterwards, specific use-regulation plans must be made for each of these topics.

It is very important that all these plans include factors such as environmental variability (El Niño, for example), long-term climate change, differences between the countries and their peoples, etc. In the same manner, the plans should not focus on a single option, but rather on various alternate solutions to a specific problem set.

1.4. Evaluation, Monitoring, Control, and Sanctions

The analysis of the current situation of the countries in the Mesoamerican Barrier Reef System region performed by this project's researchers evidenced a general lack of natural resource evaluation and monitoring, and the impacts of the cruise sub-sector of the tourism industry. The lack of research resources and programs to establish baselines is manifest. We also found that typified sanctions are nonexistent for environmental crimes such as misuse and abuse of natural resources and the marine environment in general. Given the high variability displayed by the marine and coastal environments of the region, a good monitoring and evaluation program is basic to continually modify actions as necessary. Monitoring and evaluation must be conducted in two aspects: biological-environmental, to track changes in the ecosystems and continuously adapt strategies to those changes; and programmatic, to continuously evaluate the performance of management plans and their effectiveness, and modify them as necessary. This study proposes that monitoring and evaluation should also be under the care of the regional technical team and the national institutes; funding could come from the cruise lines themselves.

As for monitoring, it should be demanded from those in charge of development, and the exploiters of tourism facilities and activities, that they should periodically inform the designated authorities and the public about compliance with conditions established in the approvals, and about the biological diversity and the environment in relation to the tourism facilities and activities for which they are responsible.
Best Monitoring Practices

- Continuous monitoring is implemented, and cruise ship tourism activities are inspected to detect problems at an early stage, allowing action and prevention of more severe damage.
- Indicators exist to quantify general progress by areas of tourism towards sustainable development.
- There exist institutional capability and trained personnel for monitoring.
- Follow-up is given to the implementation of environmental protection, measures established in Environmental Impact Studies, and the effectiveness of both, taking into account the relevance of management requirements for the proper operation and maintenance of such measures to protect the areas where the tourism activities take place.

Before any new tourism development or activities begin, an inclusive supervision and notification system should be established, with indicators to track the ways in which tourism activities mitigate threats to biological diversity, and with quantified, convened standards that indicate thresholds of acceptable change. These elements should be developed in collaboration with all principal stakeholders, including indigenous and local communities.

Guidelines for compiling data in such a way that they it can be used to evaluate change over time should be developed. Supervision could follow a standardized process and format, both based on a framework that includes social, economic, environmental, and cultural parameters.

The design and development of appropriate instruments to supervise and evaluate cruise ship tourism impacts should include effects on the economy, food security, health, traditional knowledge and practices, and day-by-day way of life of indigenous and local communities. Early warning indicators and systems should be made as appropriate, taking into account the knowledge, innovations, and traditional practices of indigenous and local communities and the guidelines from the Agreement on Biological Diversity regarding traditional knowledge. Measures should be taken to ensure that indigenous and local communities involved in tourism or affected by it have the opportunity to effectively participate in the supervision and evaluation.

It is also important to establish control mechanisms and sanctions for those found breaking the imposed regulations. Given the long history of free access to the oceans and their resources, it is common for rules to be broken, since in general, no big penalties exist. Around the world, the few successful instances of marine and coastal resource management have been possible because effective control mechanisms were created, along with significant sanctions. A good example of this is ecotourism in Galápagos, where efficient monitoring methods and efficient controls exist; operation licenses from those found breaking the regulations are taken away.
Best Practices for Compliance Mechanisms

- Development plans, planning conditions, standards, and goals for sustainable tourism are complied with, providing incentives, monitoring compliance, and enforcing activities wherever necessary.
- Enough resources are assigned to maintain compliance, including an increase in the number of trained personnel able to ensure that the agreed activities are performed, as part of their obligations.
- Environmental conditions and compliance are monitored, based on legislation, regulations, and agreed conditions.
- Enforcement and structured monitoring mechanisms are used to help detect problems in their early stages, allowing action to prevent more serious damage.
- Incentives are used to motivate best practices wherever appropriate.

These control mechanisms are, in general, very costly. Imposing a fee to be paid by all users of the resources can fund the control programs. The programs also receive money from fines imposed on detected offenders. The option of implementing an effective coast guard (similar to the US Coast Guard) should be explored. Another option, recently evaluated in Perú, is ship tracking by satellite.

Measures of compensation for negative impacts

Measures of compensation are developed and applied in cases in which cruise ship tourism or cruise ships have caused harmful environmental, cultural, and/or socioeconomic effects. The full range of amends and compensation measures are considered.

1.5. Education

Adopting technical criteria as the principal basis for a strategy is hard to achieve without previously educating the public that will be affected by the strategy, and the managers who will have to adopt it. In general, a change will be hardly accepted if an eventual benefit that exceeds the initial costs that the change brings with it is not seen.

This is especially true in the case of marine and coastal environment management, because of the amount of people and interests involved. It is fundamental that large-scale educational programs for the countries' populations and managers begin in the very short term, so that they might become aware of the complex problem set faced by marine and coastal environments, and the direct consequences of not solving them in the mid-term. Special emphasis must be made on the fundamental role of oceans in regulating world climate and the complex interdependence between marine ecosystem health and human well-being. Even though initial costs (political and economic) are potentially high, in the long-term the well-being of coastal populations (over 60% of the world's population) will be guaranteed only if impacts that have already occurred on oceans are reverted and their causes removed (or at least reduced).
In the same manner, it is important to incorporate these concepts into the academic program curricula of the fields producing professionals dedicated to politics in their career, or whose future activity has a potential impact on marine and coastal ecosystems (and the other ecosystems too).

School education will also have to be modified in such a way that it will make a heavier emphasis on ecology and conservation, and their direct relation to human life. The impacts of El Niño on the region could be used as a model of the changes that would be produced in the world as consequences of global warming.

**Best cruise ship tourism visitor practices**

Cruise ship tourism visitors are informed and aware of the vulnerability and ecologic importance of the systems they will visit, reducing their impacts and following the behavior norms and guidelines established for the country.

In the same way, it is paramount to educate the communications media, for they play a fundamental role in shaping public opinion.

1.6 Zoning

Zoning is a dynamic and adaptive process, part of land use regulation, which rises as the most important planning tool for protected areas in general.

By the zoning process, a use regulation for the protected territory is established in more or less homogenous zones according to the degree of conservation of their ecologic integrity and the capability for self-regeneration of their ecosystems, as related to their capability to accommodate certain activities.

The ultimate purpose of zoning is to avoid or minimize the negative effect of human impacts to which ecosystems are subjected, and to allow a rational use of goods and services generated by these natural insular and marine systems for society.

Zoning is nothing more than a management strategy that allows us to define, spatially delimit, and classify zones according to use intensity, with the purpose of protecting, restoring, or sustainably exploiting protected natural capital. Zoning may be conceptualized as the spatial expression of the conservation policy.

The zoning process, in last instance, must be subordinate to the fulfillment of the purpose and objective established by the protection figures possessed by the Mesoamerican Barrier Reef System.

Zoning, understood as a system, must be conceptualized as a coherent spatial ensemble formed by zones and site networks in the insular protected area, managed and administered by the institutions responsible for ensuring conservation of ecodiversity, biodiversity, and geodiversity in the MBRS region.
A very successful example of a zoning system reviewed for this paper is the one proposed for Galápagos National Park, which is based on a spatial layout of 2 defined zones, according to an ecosystem conservation gradient:

1. **Absolute Protection Zone**; and

2. **Ecosystem Conservation and Restoration Zone**.

For inhabited islands, a third zone is established, a peripheral band around the Conservation and Restoration Zone, called

3. **Impact Reduction Zone**.

Over these 3 zones that determine a use intensity gradient, 2 elements handled as a network are imposed:

a. **Ecotourism Public Use Site Network**; and,

b. **Special Public Use Site Network**.

We will be able to say that cruise ship tourism best practices and codes of conduct exist when development planning and tourism policy implementation have been strengthened, and there exists local, national, and regional coordination fulfilling the following:

- There is coordination and cooperation at all levels among government authorities, organizations, and associations linked to cruise ship tourism; and their fields of action and responsibilities are clearly defined and complementary to each other.

- The role of local authorities responsible for tourism management and control has been strengthened; they have the necessary resources for operating.

- Inappropriate activities that have negative impact on ecosystems are regulated, by the strengthening and application of sustainable management and development policies for the coastal-marine zone.

- Cruise ship tourism has maximized economic, social, and environmental benefit, and minimized negative effects by effective coordination of development, Integrated Coastal Zone Management (ICZM), monitoring, and law enforcement.

- Cruise ship tourism provides benefits to the local communities, conserving the environment and maintaining the quality of the visitor's experience, ensuring that this tourism sub-sector is part of a general development strategy.

- Cruise ship tourism has user guides for the sustainable management of natural and cultural resources.

- Cruise ship tourism protects ecosystems that are vulnerable and important to the management and conservation of world biological diversity, as established in the Biological Diversity Convention.

- Environmental impacts are foreseen by means of Environmental Impact Assessments (EIAs) for all activities related to cruise ship tourism.
♦ Legislation to guarantee that EIAs and the planning process consider local factors is in place or reformed.

♦ It is ensured that cruise ship project proposals answer to development plans and sustainable development strategies.

♦ Effective monitoring, tracking, and carrying capacity management programs are adopted for the destinations visited by cruise tourists.

♦ The monitoring, evaluation, and tracking program for tour operators, tourism infrastructure, and cruise tourists is in operation and the necessary resources have been assigned.

♦ Fees are applied to cruise ship tourism activities, users, and beneficiaries, to implement industry management, evaluation, monitoring, and tracking measures.

♦ Cruise ship tourism activities are conducted in specific areas where environmental impacts can be minimized.

♦ Measures have been adopted to reduce CO$_2$ emissions, pollution, and solid waste generation, and environmentally sound practices have been implemented.

♦ Commitments and improvements to develop and promote sustainable tourism are assured, by volunteer collaboration and initiatives from all sectors and actors, including initiatives to provide local communities with participation and shared ownership in benefits from tourism.

♦ Structuring initiatives to give shared ownership to all actors is assured, to maximize effectiveness.

♦ Clear responsibilities, limits, and timetables are assigned to any initiative, to ensure its success.

♦ Tourism is promoted in a manner coherent with the development of sustainable tourism.

Regional standards

♦ Mutual support is assured between tourism and environment throughout the region, by cooperation and coordination among the countries. Common approaches to incentives, environmental policies, and integrated planning for tourism development are established.

♦ Regional frameworks are adopted, which allow countries to jointly establish their own objectives, environmental incentives and policies, standards, and regulations to maximize benefits from tourism and avoid environmental degradation derived from cruise ship tourism activities.

♦ There is regional collaboration in integrated planning for cruise ship tourism development.

♦ Mechanisms are developed to measure progress, such as sustainable development indicators.

♦ Regional strategies are developed to deal with cross-border environmental movement, such as marine pollution from cruise ships.
Legal framework

♦ The implementation of sustainable cruise ship tourism is supported by a legal framework that establishes standards for land use in tourism development, for tourism facilities, and for tourism management and investment.

♦ The institutional frameworks are strengthened, to enforce the law and improve its effectiveness when necessary.

♦ Legislation is standardized, and regulations and administrative structures simplified to improve clarity and eliminate inconsistencies.

♦ Regulations are strengthened for coastal zone management and the creation of protected areas, both marine and coastal, and their enforcement.

♦ A better understanding between the actors is promoted, about their functions and their shared responsibility in promoting sustainable tourism.

Standards

♦ The environment is protected with clear standards on environmental quality, together with objectives to reduce pollution from all cruise ship tourism sectors.

♦ Sources of pollution are minimized. For example: waste reduction, recycling, and appropriate effluent treatment.
2. International Conventions and their Application by Cruise Lines

The International Maritime Organization (IMO) is an arm of the United Nations, dedicated exclusively to maritime issues. The objectives of the Organization are: "to provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships".

During the decade that passed between the approval of the IMO Constitutive Agreement in 1948 and its coming into effect in 1958, other problems related to maritime security also aroused international attention. Of these, one of the most important was sea pollution originated by vessels, in particular that caused by hydrocarbons transported by tanker ships. That is why, in 1954, four years before the founding of IMO, the International Convention for the Prevention of Pollution of the Sea by Oil (OILPOL) was adopted, which prohibits dumping oil-polluted residues at a certain distance from shores, or in zones with an especially fragile environment. IMO assumed, from the beginning of its labors in January 1959, the responsibility of administering and promoting this Convention.

IMO initiatives also include the International Convention for the Prevention of Pollution from Ships (MARPOL 1973-78), which tries to counteract pollution from hydrocarbons, chemical products, sewage, residues, and other harmful substances. This Convention is the most important global treaty to prevent pollution originated by ship operations. Signed in 1973 and modified by the Protocol of 1978, it introduces strict regulations for vessel monitoring and certification. This convention includes six annexes which categorize marine waste originating from boats. The annexes have been independently ratified by each Party State (MARPOL 2001). After several oil ship accidents that happened in the winter of 1976-1977, IMO called for a conference in which important modifications were made to MARPOL, in 1978.

Since the adoption of MARPOL 1973 and its Protocol of 1978 (MARPOL 73/78), pollution from hydrocarbons originated by cistern ship operations has diminished considerably. Although this documented diminished hydrocarbon pollution can be attributed to several factors, the norms stipulated in MARPOL 73/78 for equipment and construction are a significant factor, particularly the demand that oil vessels have ballast tanks separate from equipment for washing crude oil. The observance of these international norms is almost total now. The countries of the Andean Community (CAN) have already signed this convention and all its annexes, between 1981 and 1994. In 1999, Bolivia also signed MARPOL and all its annexes.

Signed in Montego Bay, Jamaica, in 1982, UNCLOS has as its objective to establish a legal order in the seas and oceans, respecting the sovereignty of all States, to facilitate international communication; promote the use of seas and oceans for peaceful ends; use their resources equitably and efficiently; study, protect, and preserve the marine environment; and conserve its living resources (UN 2000). This Convention is considered an efficient proposal to coordinate solutions to problems related to jurisdiction and administration of territorial water environments and international waters in the world.

The Convention defines the concepts "territorial waters", "contiguous zone", and "exclusive
economic zone”. It also establishes the use of straights for international navigation, and freedom of navigation, overflight, and laying cabling and tubing in high seas. UNCLOS also establishes that the area outside national jurisdiction and its resources are a common heritage of mankind. International and national laws are developed for the prevention, reduction, and control of marine environment pollution; provisions for oversight and responsibility are made; and scientific research and technology development and transfer are regulated. It mandates that disputes be settled peacefully. Finally, UNCLOS establishes use of the sea for peaceful purposes.

**Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (Cartagena Convention – 1983)**

This Convention, signed on 24 March 1983, came into effect in 1986 and offers a framework for the Wider Caribbean Region countries to plan development and to protect the marine environment. With this objective, the countries must adopt measures to prevent and control pollution; guarantee the rational use of the environment; and prevent, reduce, and control pollution caused by vessel discharges, by dumping of wastes and other matter by vessels, aircraft, or artificial structures in the sea, by waste evacuation in coastal zones, or by discharges coming from rivers, estuaries, coastal establishments, sewage installations, or any other sources located in their territories.

Also, the countries will adopt appropriate measures to protect and preserve rare or vulnerable ecosystems and the habitats of decimated, threatened, or endangered species. The countries commit to establishing protected zones and to exchange information regarding the administration and use regulation of such zones.

The countries will also adopt measures necessary to face pollution emergencies; and to control, reduce, or eliminate the resulting pollution or threat thereof, making and promoting emergency plans to face incidents entailing contamination or the threat of contamination.

**Best Cruise Ship Practices**

This section states a series of best practices recommended for cruise lines in the literature reviewed as well as in the international conventions signed by the states. Some of these environmentally sound practices are already being implemented by some cruise lines by means of the International Council of Cruise Lines (ICCL) and its members, which adopted a series of practices and procedures titled Cruise Line Waste Management: Practices and Procedures. These practices are mainly based on International Maritime Organization (IMO) and US Environmental Protection Agency (USEPA) regulations.

It is fitting to mention that the three major cruise lines (Carnival Corporation, Royal Caribbean Cruises Ltd., and P&O Princess Cruises) and other smaller companies such as Radisson Seven Seas Cruises have programs to implement the ICCL practices and procedures, and in some cases exceed their standards. For example, the Celebrity cruise line was the first to implement smoke-free gas originating from the engine turbines, built by General Electric, reducing emission of nitrogen by 80% and sulphur dioxide by 98%.

Best practices implemented by some cruise lines:

- Improved environmentally sound technologies are developed, exceeding current requisites, minimizing resource use and the generation of pollution and wastes, thus protecting the environment.
• The introduction and wide dissemination of environmentally sound technologies by tourism companies and public tourism authorities is promoted, including the use of renewable energy; best practices for water treatment and supply; and minimization of wastes generated by tourism and cruise ship facilities.

• The design of more eco-efficient facilities is promoted, with facilities adopting the cleaner production approach and the use of technologies favorable to the environment, to reduce greenhouse gases, carbon dioxide in particular, as well as water contaminants as established in international agreements.

• Vessels are designed, built, and operated in such a way that they minimize their impact on the environment.

• A political objective is implemented for MARPOL Annex V: zero discharge of solid wastes, by using more extensive procedures to diminish wastes generated by the vessels.

• Strategies to reduce wastes are expanded, including as much re-use and recycling as possible, to bring even the smallest quantities of waste back to land.

• The processes and procedures to collect and transfer dangerous wastes are improved.

• Wide programs to supervise and audit on-board environmental practices and procedures according to the International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) are reinforced.

It is important for the MBRS region to know and potentially incorporate the recommendations for the proposed Cruise Ship law of Canada. In summary, it proposes the following:

1. Create a new series of regulations to prevent pollution by cruise ships, with particular emphasis on sewage and grey water.
2. Create detailed controls for grey water.
3. Prohibit all cruise ship discharges in sensitive areas that must be protected: key natural habitats, ports, and others.
4. Establish, strengthen, and implement effective inspection and compliance systems – compliance depends on effective enforcement.
Best practices recommended for cruise ships in the MBRS region

♦ Cruise ships reduce the emission of atmosphere-polluting gases, and demand that companies manufacture environmentally sound engines.

♦ All cruise ships have air opacity meters, and register the data produced in a log that will be analyzed and monitored randomly in each country by independent and renown regional academic institutions.

♦ The cruise industry demands from ship builders that they invest a percentage of their earnings in promoting research in technologies to reduce air pollution using native plant species, and to reduce wastewater.

♦ The cruise industry invests a percentage of its earnings (to be defined) in promoting research in new, environmentally friendly technologies that reduce air pollution, biologic pollution (exotic species, fecal coliforms, bacteria), chemical pollution (nutrients in the water from ballast, graywater, and sewage), and solid wastes (detergents, oils, food wastes).

♦ All vessels have water treatment plants and treat water before discharging it into the marine environment.

♦ The cruise lines make economic contributions to independent regional academic institutions of renown, to establish a research baseline to characterize the ecosystems visited by cruise tourists, and to monitor and research wastes discharged by cruise ships and the environmental impacts of the industry.

♦ Cruise ships are monitored so that they will not discharge any type of wastewater in any dock.

♦ Cruise lines establish alliances with private development organizations and scientific organizations of the region to monitor cruise ship tourism impacts, to minimize them and to promote the sustainable development of tourism.
3. Cruise ship tourists, tour operators, and communities

Beside the government entities responsible for the coordination, monitoring, and enforcement of international conventions, laws, and regulations for the cruise industry and cruise lines, other actors that play a key role regarding cruise ship tourism environmental, sociocultural, and economic impacts are the cruise ship tourists, the tour operators, and the communities that receive visitors. From this perspective, best practices must be implemented for these groups, to guarantee the integrated and sustainable management of the cruise industry.

For ease of understanding, we have grouped best practices in three great categories, according to the Rainforest Alliance’s classification:

3.1 Environmental aspects

3.2 Sociocultural aspects

3.3 Economic aspects

In each of the main topics you will find a series of basic principles, identified by analyzing tourism sustainability certification programs that operate in America.

3.1 Environmental Aspects

Comprises all those topics concerned with the environmental performance of a tourism business: it includes efficient management of basic aspects such as water, electric power, and wastes, as well as aspects referring to the relation of the business with its natural surroundings.

Coastal zones are the object of an accelerated transformation regarding land use and the conflicts associated to such changes. New activities compete for control of the same resources on which coastal communities traditionally depend. In the absence of an unequivocal regime for property rights or management, fishing resources, littoral lands, beaches, mangals, and coral reefs suffer exhaustion, invasion, or abuse. These tendencies increase conflicts, because they contribute to elevate the price of land, corruption, displacement of traditional users, and even civil unrest.

Public sector institutions, usually fragmented and frequently overlapped, head the list of coastal management problems. The inadequate institutional capability is evidenced by the difficulties found by public sector institutions to mitigate the adverse effects of development on coastal zones, or to solve conflicts related to assigning resources under public jurisdiction such as marshes, mangals, and fisheries.
Among the principal elements that many countries lack are: leadership and continuity; proficient personnel; inter-institutional coordination, including official mechanisms for resource conflict resolution; fully participative processes; and the capability to enforce regulations. This virtual lack of surveillance and enforcement is especially observed in coastal areas and remote islands.

3.1.1 Water

♦ Water consumption is measured continuously, and there is a record of the measurements.
♦ There are written plans with goals for water use and for reduction of water consumption.
♦ The business has water saving measures (water for drinking, irrigation, pools, etc.).
♦ Policies and measures for the efficient use of water and for saving it are made known to clients, employees, and owners.
♦ There is a program to evaluate results of water use and saving.
♦ The business has a water leak control program and implements it.
♦ Any pools are purified with environmentally sound methods.

3.1.2 Flora and Fauna

♦ Products, or members, of endangered species, or which are obtained by unsustainable practices, are not consumed, sold, trafficked, nor exhibited.
♦ Wild animals are not kept in captivity, except for breeding, rescue, or re-introduction, in accordance to law and best practices.
♦ Artificial feeding of wild animals is avoided, except by planting host plants.
♦ The business adopts measures to prevent its noise and illumination from affecting wildlife.
♦ In sensitive areas, measures are taken to avoid the introduction of exotic pests and species.

3.1.3 Natural areas and conservation

♦ Cleaning, maintenance, and similar programs in natural areas, beaches, etc. are incentivated, and participated in.
♦ The business has its own protected area (natural reserve, etc.) and manages it.
3.1.4 Vegetated areas and gardens

♦ Native plants are used for decorating vegetated areas, gardens, etc.
♦ The use of agrochemicals for the maintenance of vegetated areas is avoided.

3.1.5 Solid wastes

♦ Actions to separate wastes have been identified and implemented.
♦ The business has a program to minimize the purchase of waste-generating production materials (e.g., it buys products in bulk, doesn't use disposable plates and cups, and uses returnable bottles).
♦ Wastes are separated for their re-use, recycling, and appropriate final disposal.
♦ Actions to re-use paper, containers, etc. are implemented.
♦ Composting is adopted whenever possible.
♦ The business supports and participates in recycling programs, where they exist.
♦ The use of non-reusable packaging and utensils is avoided.
♦ The appropriate final disposal of the operation's wastes, including construction wastes, is verified.

3.1.6 Pollution

♦ Fecal and soapy residual waters are managed in such a manner that they do not affect public health, nor do they pollute.
♦ The business re-uses residual waters or wastewater wherever feasible (for irrigation, cleaning, etc.), after appropriate treatment.
♦ The business has implemented measures for the appropriate channeling, use, and disposal of rainwater.
♦ The business adopts measures to minimize polluting gas and aerosol emissions, unpleasant noises, and strong odors.
♦ The business uses biodegradable and non-eutrophying cleaning products and cosmetics whenever possible.
♦ The business avoids using chlorine bleach in the laundry.
3.1.7 Environmental education


- Concrete education actions about the environment and other topics are conducted, directed at nearby communities, clients, and employees.
- Existing environmental education programs (committees, groups, etc.) in the zone are supported, or their creation fostered.
- Responsible visitor behavior is fostered.
- Information is provided to the visitors about regulations of the protected areas that they will visit.
- Visitors are provided information about nearby protected areas, and visits to those areas are fostered.
- Visitors are informed and motivated to contribute to conservation and the rational use of water and energy.
- Visitors are informed and motivated to contribute to appropriate waste management.
- There is signage that orients and educates both customers and employees.

3.2 Sociocultural Aspects


Among the fundamental pillars to reach business sustainability, social and cultural aspects cannot be left out: creation of local jobs, benefits that the business can contribute to neighboring communities, contributing to the rescue of culture, etc.

3.2.1 Sociocultural activities


- Visits to local businesses and communities are fostered, when they desire it.

3.2.2 Contribution to local development


- Development initiatives for contiguous communities are participated in or supported.
- Training and hiring of local personnel is favored.
- Training and hiring of local personnel for leadership positions is favored.
- The manufacturing and purchase of handicrafts and other local products is fostered.
3.2.3 Rescue and protection of historic-cultural heritage

♦ The business adopts and implements specific policies for the protection of the historic and cultural heritage of the sites visited.
♦ The business does not participate in the selling, trafficking, or exhibiting archeological artifacts, except for exhibits with the corresponding permits.

3.2.4 Regarding local cultures and populations

♦ The business adopts concrete actions to promote the understanding of, and respect for, autochthonous cultures and customs.
♦ The business’ activities do not disturb, nor do they prevent access to, sacred sites or cultural heritage.
♦ The business adopts policies against commercial sexual exploitation, especially of boys, girls, and teens, and makes these policies known.

3.3 Economic Aspects

The economic sustainability of the business is an indispensable topic. Outstanding within it are economic feasibility, service quality, and respect for basic laws and regulations.

3.3.1 Policies and planning

♦ The business has a sustainability policy that covers environmental, sociocultural, and service quality aspects.
♦ The business’ environmental policy is made known to customers, employees, and owners.
♦ The business identifies its main negative environmental impacts, and adopts measures to prevent or mitigate them.
♦ The business does not adopt nor support any type of social, gender, or racial discrimination.
♦ The business fosters the practice of low impact recreational activities.
♦ The business has a code of ethics for its clients and employees.
3.3.2 Administration and management

♦ Salaries are facilitated.
♦ Permanent contracts are favored over temporal ones.
♦ There exist programs and mechanisms that favor participative processes in the management and operation of the business.
♦ There exist clearly established mechanisms and procedures for reservations, accounting, marketing, and administration.

3.3.3 Laws and regulations

♦ The business complies with national and international labor legislation, and with social guarantees.
♦ The business complies with the laws, norms, regulations, etc. for the protection of flora, fauna, and water and air quality.
♦ The business complies with the laws, norms, regulations, etc. for the protection of historic and cultural heritage.

3.3.4 Quality

♦ Independent of its category, the business maintains its facilities in a perfect state of maintenance and cleanliness.
♦ The size of groups is appropriate and respects the regulations of the visited sites.
♦ A preventive maintenance program exists for all facilities, vehicles, and equipment.

3.3.5 Communications and marketing

♦ Clear, complete, and truthful information is provided about the conditions of the products and services that the business offers.
♦ The promotional material of the business is truthful and does not offer more than what the customer can reasonably expect.
♦ The client is provided with information about the history, culture, and natural environment of the site.

3.3.6 Personnel training


♦ Personnel training policies exist, and concrete actions are implemented, regarding the environmental aspects of the business.
♦ Personnel training policies exist, and concrete actions are implemented, regarding the local cultural aspects.
3.3.7  **Design and construction**  

- Construction design is respectful of the landscape, and is of an appropriate scale.
- Within the realm of the possible, tourism facilities and activities provide for physically and mentally challenged persons.
- Environmentally sound construction techniques and materials are used.

3.3.8  **Health and safety**  

- The business provides the necessary health and safety conditions for its employees, guests, and neighbors.
- The business adopts all necessary measures to guarantee the safety of its clients during tourism or recreational activities.
- The business has a contingency plan for environmental emergencies.
- The business has a contingency plan for health and safety emergencies.
- The business provides information to visitors about the safety measures they must adopt during their stay in the site.
- The business contributes to the community's safety programs, if they exist, or it favors their creation.
- The business has insurance policies and other instruments to protect its customers and employees.
- There is appropriate signage to warn about risks and hazards.
- Water used for human consumption, including ice, is demonstrably potable.
- Beach and river recreational waters are safe for swimmers (for example, certified by Blue Flag).
- Swimming pool water is properly treated or demonstrably sanitary.
- Food and supplies are properly stored, to avoid organisms harmful to health or the environment.
- Insect and rodent control is biological, or environmentally sound.

3.3.9  **Supplies and suppliers**  

- The commercial relations of the business are conducted in an ethical manner.
♦ The business has a policy of preferring certified providers, or providers that use best environmental and social practices.

♦ Whenever possible, environmentally sound supplies are acquired, such as recycled or non-traditional paper, organic foods, etc.

3.3.10 Monitoring and corrective actions

♦ There is a records program or plan to identify and monitor environmental impacts generated by the operation of the business.

♦ The business has a mechanism to receive evaluations, complaints, and comments from the customers. It keeps a record of them and of corrective actions.

Recommended techniques for visitor management

<table>
<thead>
<tr>
<th>Technique</th>
</tr>
</thead>
<tbody>
<tr>
<td>♦ The use of problematic areas is reduced by defining the maximum number of visitors that a land or water unit can accommodate in a sustainable manner (without destruction of the resource base).</td>
</tr>
<tr>
<td>♦ Uses that occur within problematic areas are located elsewhere.</td>
</tr>
<tr>
<td>♦ The time of use is modified, or restricted, or the use prohibited, in vulnerable areas.</td>
</tr>
<tr>
<td>♦ The type of use or visitor behavior is modified as necessary (in archeological sites, as is the case in Belize, climbing the temples can be forbidden).</td>
</tr>
<tr>
<td>♦ It is demanded that the visitor receive instructions before entering a site.</td>
</tr>
<tr>
<td>♦ Required equipment or skills are specified beforehand.</td>
</tr>
<tr>
<td>♦ The mode of travel is controlled (motorized, beasts of burden, walking, etc.)</td>
</tr>
<tr>
<td>♦ The use of vulnerable or highly-visited areas is prohibited.</td>
</tr>
<tr>
<td>♦ Visitors are informed of the conditions they might encounter (susceptible resources, conflictive uses, etc.)</td>
</tr>
<tr>
<td>♦ Visitors are informed of the area's mission, its management objectives, and desired future conditions.</td>
</tr>
<tr>
<td>♦ Visitors are motivated to participate in the planning process.</td>
</tr>
</tbody>
</table>
The Belize EcoTourism Association (BETA) implicitly proposes the following best practices and codes of conduct in its code of ethics:

♦ Economic and social sustainability is supported by fostering small-scale tourism, providing employment opportunities to local community persons.

♦ Products produced locally with sustainable resources are sold, and visitors are guided to act with environmental and cultural responsibility.

♦ Visitors acquire education about the geography, customs, culture, history, environment, and archeology of Belize.

♦ The flora and fauna of Belize are maintained and conserved by providing information to visitors, teaching them not to disturb wildlife and flora, informing them about threatened and endangered species, helping to implement the carrying capacity policy, and preventing the introduction of exotic species.

♦ The sustainability of all resources, renewable and non-renewable, is promoted by conserving water and energy and by increasing resource conservation awareness.

♦ The quantity of solid wastes and water and air pollutants that threaten ecosystems is reduced; the use of durable, biodegradable, and renewable products is promoted.
According to UNEP, success conditions for best practices and codes of conduct for cruise ships may be grouped in three great topics:

**Actor participation**

- The long-term success of tourism projects is guaranteed when all primary actors, including the community, the tourism industry, and the government, are involved in developing and implementing tourism plans.

- Partnerships with the primary actors are fostered to give them belonging in the projects and sharing responsibility for success.

**Information exchange**

- Awareness of sustainable tourism and its implementation increase by promoting the exchange of information about best sustainable tourism practices between governments and all the actors, and by establishing dialog networks to implement those principles. Wide understanding and awareness are promoted to strengthen attitudes, values, and actions compatible with sustainable tourism.

- There is information exchange between the governments and all the actors about best practices for the development and management of sustainable tourism, including information on planning, standards, legislation and its enforcement, and experience gained by implementing sustainable tourism principles.

- Networks for the exchange of information and cases have been established.

**Capability strengthening**

- Effective implementation of sustainable cruise ship tourism and its principles is ensured by programs that develop and strengthen human resources and institutional capabilities of the government nationally, locally, and in the communities. Social and ecologic considerations are integrated throughout.

- Human resources and institutional capability are developed and strengthened, to implement the principles of the sustainable cruise ship tourism policy.

- Know-how building practices have been transferred, and training provided in tourism sustainability, including areas such as planning, legal framework, establishing standards, administrative control, regulation and enforcement of impact establishing, tourism management techniques, and tourism procedures.

- Know-how on applying new environmentally sound and socially acceptable practices and appropriate technology for sustainable tourism is facilitated and transferred.

- Contributions to institutional strengthening are fostered locally, nationally, regionally, and internationally by the countries, international organizations, the private sector, the tourism industry, and private development organizations (PDOs).

• Cruise ship developers and operators, PDO groups, academicians, and communities are trained and work in a coordinated manner, supporting the promotion of best practices.

• There is a best practices guide that uses regional examples and provides cost-benefit information.
References


International conventions.

http://www.belizenet.com/beta/ethics.html  Code of Ethics

http://www.uneptie.org/pc/tourism/policy/principles.htm


Rain Forest Alliance. Directorio de Buenas Prácticas, Certificación y Códigos de Conducta para Turismo Sostenible.


Glossary

Code of conduct

- A formal statement of the values and business practices of a corporation. A code of conduct may range from a short statement of the policies of the business to a sophisticated document that requires conformity to a series of articulated standards and has a complex enforcement mechanism. (Rainforest Alliance)

- A collection of principles, objectives, and elements for action. (FAO)  
  http://www.fao.org/documents/show_cdr.asp?url_file=/docrep/003/x9066s/x9066s01.htm