

IMPACT SURVEY OF BOATING ON THE ECONOMY OF FRENCH POLYNESIA

*Allowing for a better understanding of issues related to pleasure boating via
a survey conducted on 360 boaters in French Polynesia in May 2020*

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translated by Olivier MEURZEC (S/Y Maryann)*



METHODOLOGY : *This study has been carried out with the assistance of the "Association des Voiliers en Polynésie" (Association of sailboats in French Polynesia), its members and networks (social networks, VHF and SSB).*

A bi-lingual form has been posted on a Google Form format to collect the data. The idea was to collect data on the origins and profiles of sailors and establish their levels of contribution by category to the economy of French Polynesia. 360 answers were received. The bulk of the answers are identified and came with an e-mail, allowing for a precise tracing if required.

Dynamic cross tabulation allowed for a very precise extraction of data, a task undertaken by Alice Mortier (ESSEC graduate).



PLEASURE BOATING IN FRENCH POLYNESIA: FIRST AND FOREMOST A CONTINUOUS STREAM

It is somewhat difficult to quantify precisely the number of pleasure crafts present in the Territory as it is in fact a continuous stream. Sailboats arrive, other leave, whereas others again are residents.

These flows vary in nature but for the main part revolve around the seasonal weather pattern and its related need for safe haven.

Sailors usually will await the end of the hurricane season in the South Pacific (end April) before venturing into these waters.

A flow interrupted by the cyclone season (end October to end of April)

The Marquesas islands (which are safe from cyclonic activity at all times) are a natural safe haven where sailboats can land after their crossing of the South Eastern Pacific (from Panama, Mexico, Ecuador, Chile or the USA).

This passage hence takes place mostly between the months of January and July. Only from April onwards do the boats start leaving the Marquesas to explore other archipelagos.

A long passage such as this requires significant maintenance work upon arrival, with, for many, the need for spare parts and technical assistance, mostly available in Tahiti. The boats therefore often need to head to Tahiti quickly. 1/3rd of the new arrivals head west to continue their journey across the Pacific, and must do so before the next hurricane season (October), thereby staying less than a year in French Polynesia.

This portion of the fleet is hence faster than the rest as they need to find safe waters in the South West Pacific while still wanting to enjoy their discovery of the various islands (French Polynesia, Cooks Islands, Fiji, etc...) and do their maintenance, all before the bad season. They are hence the first ones reaching Tahiti (as early as May) for their main maintenance stop before heading on.

Another portion of the fleet, after enjoying various parts of French Polynesia, heads back to the Marquesas for the hurricane season (end October to end April).

It is therefore the "low season" for the other archipelagos potentially exposed to the cyclonic risk. Some boats are hauled out to spend the hurricane season on the hard during the risky season (2 yards in Raiatea, one in Apataki, Tuamotus). This is the time foreign sailors head home to see family and friends and/or renew visas.



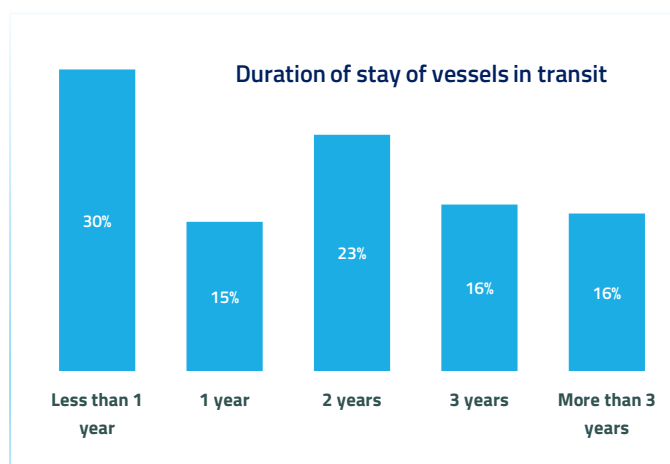
Slightly less than **15%** of transiting sailors have answered being in French Polynesia for more than 3 years. [As we can see below](#) 62% of these boats are imported definitively each year.

So around 10% of all transiting sailor import their boats each year and they must therefore be considered as the residual flow which increases the yearly number of so-called "resident boats".

INVENTORY OF THE NUMBER OF BOATS

*Number of boats present in the territory, resident * and transient (charter company boats excluded)*

Boats actually in Marinas	ARUE	PAPEETE	TAIINA outside	TAIINA inside	PHAETON in+outside	MOOREA	RAIATEA UTUROA	RAIATEA APOITI	TOTAL :
Resident boats*	70	10	90	80	30	60	40	20	400
Boat in transit	Estimation :								850
									1250



To date, there is no reliable accurate data on the number of vessels in the territory. A count of the ships present in the infrastructure has been carried out considering that most of the ships listed are resident.

Although approximately 700 ships enter Polynesia each year, only some of them leave in the same year, the others take advantage of the 36 months of temporary admission granted to stay for 1, 2 or 3 years before leaving again. It is therefore difficult to establish the exact number of vessels present at any given time.

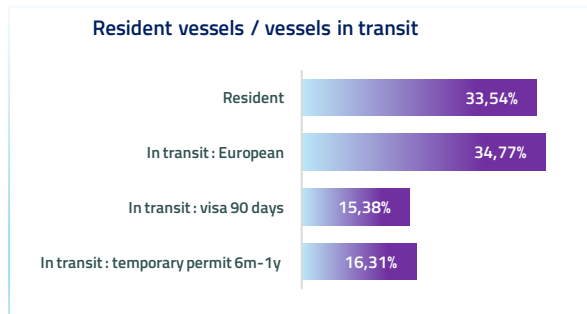
(*) A boat can be considered "resident" if the import tax ("Papeetization") has been paid: 7% at the time of this writing.

ORIGIN OF BOATS/SAILORS:

More transients than residents.

Only about 1/3rd of boats present are resident. Polynesia is therefore still mainly a tourist destination, as 2/3rd of boats are only visiting.

Polynesia enjoys an exceptional reputation among international sailors due to the diversity of islands, the size of the "playing field" and the incomparable hospitality of its population



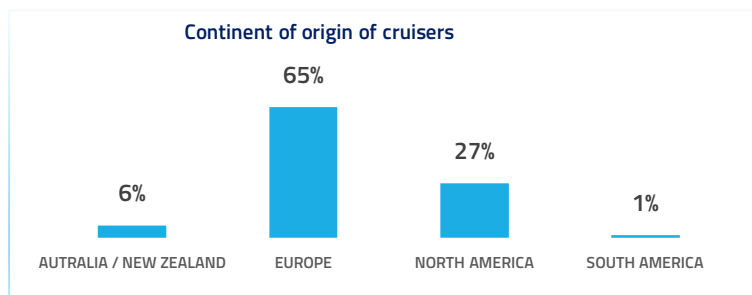
Although far from the large boating concentrations (e.g. Caribbean), its privileged situation along the Pacific route makes it a very sought after stop-over by both European and American sailors.

Aside from Papeete marina, which aims primarily at attracting transient yachts (only 8 private annual berthing contracts are allocated out of the 80 berth available), most resident boats have a marina berth or mooring associated to a marina.

The available parking (marina/mooring) or storage space (on the hard) offer is significantly undersized, whatever the length on offer, as all marinas and mooring fields are already occupied even before the arrival of the transient fleet. One blatant example is Marina Papeete which is the only one supposed to cater primarily to short term stays of transient yachts (with rates that double for 7 months a year to deter long term stays and favour turn-over): the reality is this marina houses some 20 charter catamarans, taking the space dedicated to transient yachts, 10 of these catamarans occupy docks initially planned for single hulled boats (hence taking the space of 2 boats), which in the end reduces the real capacity of the marina to less than 50 boats.

The space on offer on a short term basis for sailors is therefore extremely limited, which forces them to divert to anchorages around Marina Taina, space being available there until recently. The need for a stay in Tahiti for re-provisioning, maintenance work, medical treatment...remains the same for all.

Transient sailors are tourists from all over the world



It is noteworthy that 65% of transient sailors are European, while the remainder is from the English speaking world.

57% of the boats have short handed crews of 2. This totals to an estimated 2875 people (the survey gives a weighted average of 2.42 pax/boat).

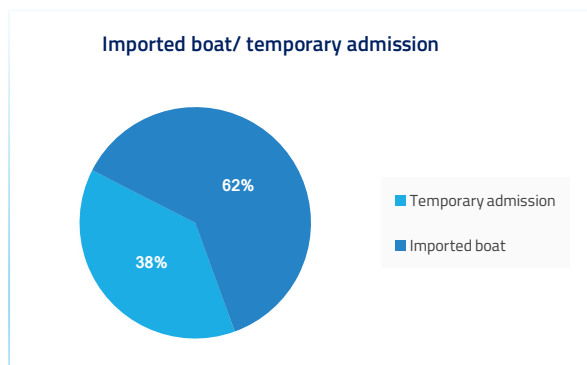
40% of transient boaters are French nationals.

TAX STATUS OF SAILBOATS (PAPEETIZATION)

What are the choices made by sailors between temporary and definitive importation?

62% of surveyed sailors who have stayed in French Polynesia more than 36 months, have decided to import their boat, rather than do a round trip to a neighbouring country to renew their temporary import status.

Indeed, since 2014, customs regulation offer the possibility to those who wish to do so, to sail for instance to the Cooks Islands (2 to 3 days at sea depending on the boats), and come back to French Polynesia to restart the 36 months clock (without having to pay import duties).



This was made possible by the reduction of the level of import duty for boats from 27% to 7% of the surveyed or published value. Such a reduction in duties has incentivized owners of more expensive boats to pay the duty without having an undue impact on the potential resale value of their yacht. The previous level of nearly 1/3rd of the value of the yacht (which is by nature

supposed to move) meant having to revalue the price of the boat for the existing owner.

Impact of the “papeetization” on the ageing of resident boats in French Polynesia.

Second hand market prior to 2014: *an increasing number of wrecks due to the progressive ageing of the fleet.*

The second hand market before 2014 was split into two categories:

- On one side the “papeetized” boats (which had paid the 27% tax)
- On the other side, **transient boats** that had not paid that tax

The later group only rarely found a buyer, who would have had to pay an additional 27% at the time of purchase. This led higher value boats to head out to seek a buyer in a place where paying 27% was not required.

As a result the resident fleet was ageing year by year with the consequent unavoidable increase in wrecks

It is worth noting that most boats considered “wrecks” belong to resident citizen, given that they have paid an import duty.

Second hand market after 2014:

The reduced import duty to 7% has made the importation of their boat affordable to many owners (considering also that the boat retains the ability to sail on throughout its useful life).

The impact has been extremely positive on rejuvenating the fleet of resident boats.

This has two interesting consequences:

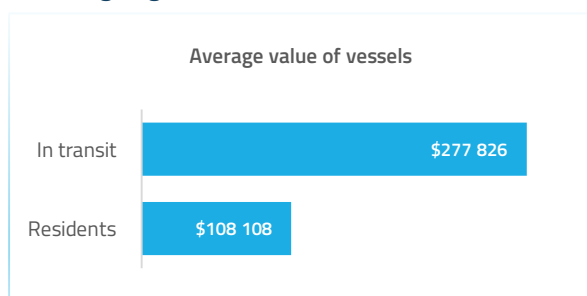
- First, it increases the average value of boats; and considering that the maintenance cost of a boat is proportional to its value (estimated generally to be 10% per year), this has led to an increased demand for services and infrastructure. Two new yards were set up in Hiva Oa and Apataki, both full-up throughout the year.
- Secondly it delays the conversion of a floating boat into a wreck.

A significant difference between the values of resident boats vs. transients

The value gap between resident and transient boats is huge : (USD**108 000** vs. USD**277 000**).

This comes from 3 factors:

1. The first one is the **heritage of the heavy papeetization tax** until 6 years ago (27%), which led high value boats to leave the territory
2. **Ageing of the resident fleet** is the second reason



3. Last but not least, resident boats are used largely for short term use (week-ends and school holidays). The consequent investment is therefore not the same and it shows the difference between a “toy boat” used just for fun, and a long distance cruiser used for offshore travel and full time live-aboard usage.

One may therefore assume that a return to a high tax level would cut this trend short. Indeed, only ageing boats

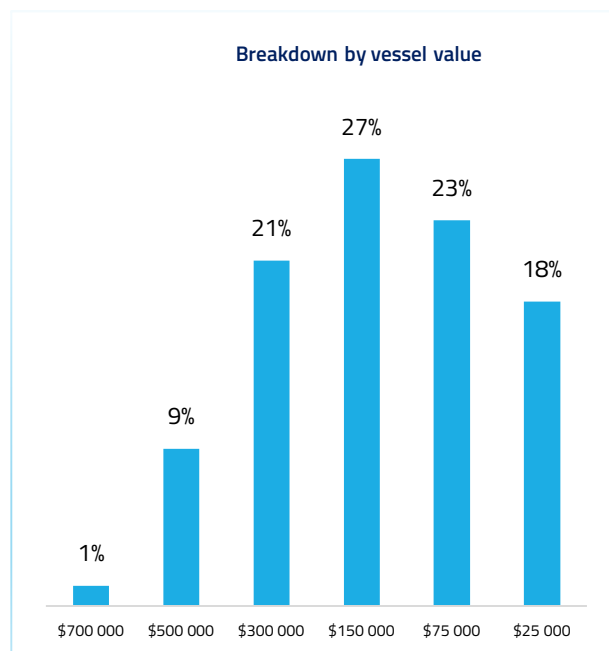
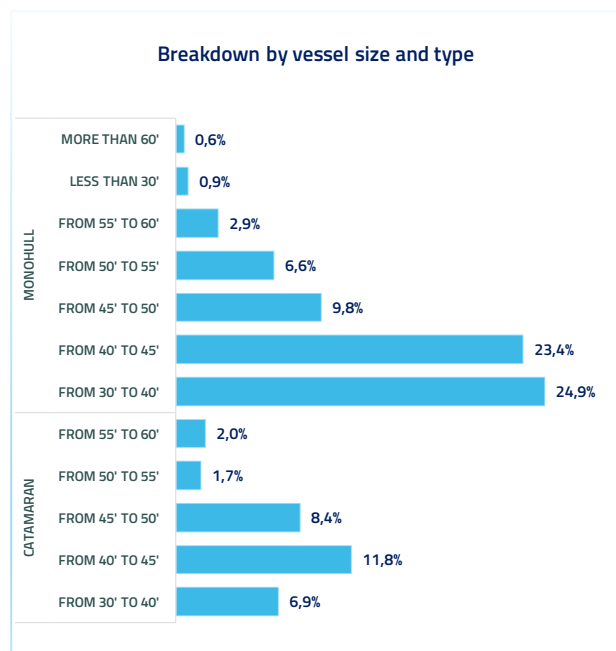
approaching their wreck stage would be able to pay a high tax.

From a local tax income point of view, it appears to be more profitable to have more high value boats pay a lower tax than a larger number of low value boats pay a higher tax.

As a reference, the tax revenue generated by boat import duties (papeetization) as reported by the 112 papeetized boats responding to the survey amount around USD**1M**.

Noteworthy is that all transient boats currently enjoy a very favourable tax treatment: for up to three years they pay no tax on imported spares and have access to tax free diesel.

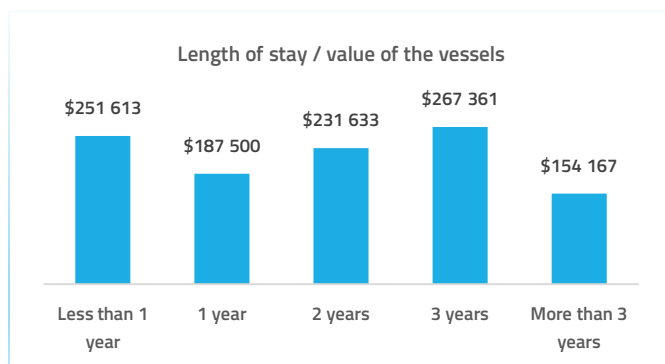
DISTRIBUTION OF BOATS SIZE BY CATEGORY:



LENGTH OF STAY OF TRANSIENT YACHTS:

Short term tourist staying a year or less

Only **30%** of sailors will stay for just one season (End April to October). Theirs will be a fast passage and a short stop before heading to other Pacific destinations.



Medium term tourists (2 to 3 years)

39% of transients intend to enjoy their stay in the territory, yet without taking the plunge of the papeetization after 36 months.

Long term tourists

There is a category of tourists one must qualify as "**long term tourists**". Indeed, every year some decide to stay beyond the 3 years allowed before having to import the boat. **2/3rd** of these decide to "papeetize" their boat (**7%** of the boat value since 2014).

This trend is confirmed among the boats currently present in French Polynesia, **16%** of which intending to stay beyond the 3 years.

A financial windfall for the "blue economy" proportionate to the value of boats.

Considering the average value of those 38 boats in our survey planning to Papeetize to stay beyond 3 years, the related tax revenue would be **USD 505 000**.

One must note however that the average value of all boats present vs. that of those intending to stay more than 3 years goes from **USD277 000** to **USD154 000**, showing that the higher the tax rate, the more expensive boats tend to continue their voyage.

Papeetization remains a hindrance to enticing high value boats to stay.

Les navires papeetisés peuvent rester indéfiniment tandis que leurs propriétaires doivent quitter temporairement le territoire.

The papeetization process is therefore not exclusively for residents, and more and more foreign owners are paying this tax in order to be able to leave their boat in French Polynesia, while coming back regularly to enjoy sailing for a few months a year.

However, the limitations due to immigration rules (90 days or 360 days stay, depending on the type of visa) leads to a temporary “abandonment” of the boat by their owners.

There is, therefore a need to generate a service for these owners, generally high income people, who have paid a relatively high import tax, and who wish to leave their boat between stays in a secure location, either in a marina, or preferably on the hard during their absence.

It seems obvious that this process is a keystone of sustainable pleasure boating in French Polynesia:

Low papeetization tax → Long term settling of higher value boats → High currency inflow

This is an additional resource for the territory, which ensures:

- A regular inflow of tourists, who will return every year to enjoy their boating passion and spend on tourism infrastructure.
- A regular income for maintenance and storage businesses during the hurricane (“off”) season.
- On this basis, French Polynesia can build a solid long term boating tourism business with the relevant infrastructure and create the jobs generated accordingly.

Origin and process leading to a boat becoming a wreck, as it relates to the boater profile.

We notice that pretty much all wrecks currently present in the Territory are “resident” boats. These all follow the same conversion process, with the steps below:

1. The boat makes landfall in Polynesia. It is a long distance cruiser, well maintained as any ocean crossing boat must be. The owners is often of the “adventurous” type. The boat requires TLC and specific know-how to keep it in running shape, which the competent owner provides himself at a reasonable cost.
2. The owner, for a variety of reasons (job opportunity, life change, health issue...) decides to sell the boat.
3. The buyer is a local “landlubber”, hoping to acquire a boat at a reasonable price, and intending to use it for recreational purposes or as an alternative to a land base dwelling. The boat hence becomes “papeetized”.
4. The “landlubber” lacks the competency and experience to continue maintaining the boat to the right standards at an acceptable cost. He faces a dilemma: continue to spend on a boat that becomes more and more expensive compared to it’s value, or allow the later to deteriorate slowly while just supporting the cost of storing the boat.
5. Very quickly the work required exceeds the value of the boat
6. At this stage, the conversion takes place, as the real value of the vessel becomes negative.

The owner now has to face the cost of deconstruction, so he tries to get rid of the problem, either by passing the boat on to another party or to simply abandon it as he can’t afford the deconstruction cost.

Update July 2020 – Consequences of the reduction to 24 months of the duty free stay:

The new decision in July 2020 to reduce to 24 months the duty free time allowed in the Territory and imposing a 6 months absence before renewal, could have a twin impact over time:

1. Inciting high value boats to leave Polynesian waters (those who do not wish to pay the 7% tax), and losing over the medium term the revenue generated by them
2. Inciting low value boats to papeetize and making them “resident” (low boat value = low import tax = low direct income, and very limited indirect income). The survey shows clearly that the level of expense and hence the impact on the local economy is much lower for this kind of boat.

One can conclude from all this that while this decision will only have an impact on the number of boats in the Territory starting July 2022, it will in the meantime and over the long term lead to an ageing of resident boats.

Indeed, all low value boats which will reach the end of their duty free stay (36 months) and which won’t be capable to resume their long distance sailing mode (technical reasons, health or professional issues...) will have to papeetize and will become part of the resident population until converting into wrecks. Moreover they are likely to be undisciplined occupants of the maritime domain, as the existing infrastructure is already overloaded.

INCOME LEVELS AND SPENDING PATTERNS OF PLEASURE BOATERS

Diverse income levels and sources.

It is useful to analyze the various profiles of pleasure boaters in terms of income level and source, in order to understand their spending patterns. Several profiles can be listed:

1. **“Occasional”** boaters who are living the lifestyle for a limited period of time. They draw their financing from savings or borrowing. The duration of their break is directly related to their level of cash outflow. They will therefore watch their expenditure closely (daily expenditure and maintenance) in order to lengthen the time enjoying the lifestyle.
2. **“Long term boaters”**, who generally have a regular income via a professional activity they either can retain or manage while on board while some have real estate income or a high level of savings. These have no limit to the length of their trip, nor do they necessarily have a specific destination. They move with the winds, with likeminded sailors and stay wherever they feel welcome for however much time they like.
They live on a fixed budget and manage their expenses accordingly. Their spending power is higher than the previous category, but they maintain a long term view of their expenditure and usually have a good grasp of how to manage the maintenance of their boat.
These are the ones most likely to leave their yacht, using existing infrastructure (marina or shipyards) to keep their boat while away. They are used to travel also by air or land, either to return home, for family or business; or to visit land based tourist attractions.
3. **“Opportunistic sailors”**, who left on a whim, with a minimum amount of money and no view of what the future will bring. They often have skills that can provide an income wherever they are until they continue their journey. They often own small inexpensive boats requiring little maintenance due to their lack of sophistication and reduced equipment. They also are unfortunately boats nearing the end of their useful life that have therefore a high potential to become wrecks.
4. **“Resident boaters”** on the other hand are most likely to work in the territory or be retired here, and use their boats for week-ends and holidays. Some will also use their boat as their dwelling when they have no land-based accommodation.
They mostly have a marina spot or a permanent mooring, the only viable options long term. They are Polynesia residents and hence are subjected to the same taxes as landlubbers. All have paid the Papeetization tax (27% until 2014, 7% since). They enjoy no tax free import on spare parts or diesel, contrary to transient boaters (temporary admission).

DETAILED ANALYSIS OF BOATERS' EXPENSES

A vital level of maintenance for the boat

International boaters live and sail on their boat all year long. They are used to move around very remote areas and know that repairs and maintenance will be complicated there. A perfectly maintained boat is vital for the safety of the crew and delaying the required work is not an option, given the constant motion of the boat. The more a boat moves the more maintenance it requires.

*For maintenance, a transient cruiser spends on average
USD900/month (Parts and labour)*

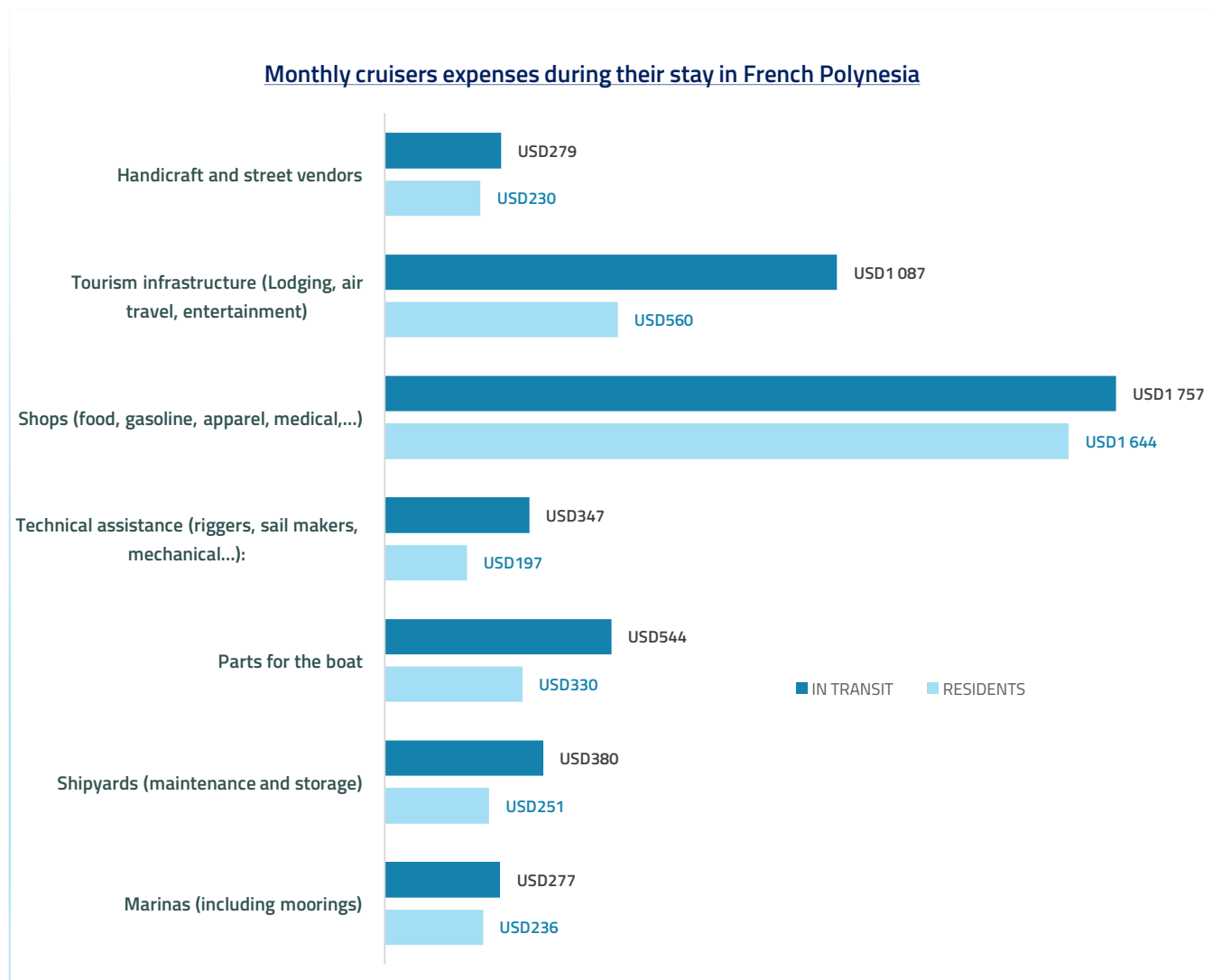
It is therefore necessary to plan **“technical stops”** in his sailing plans.

These will require four factors:

1. A shelter for the boat
2. Parts to replace damaged items
3. Technical competence to assist in the work required
4. Suitable logistics to receive parts quickly in order to speed up work

A technical stop is not something anyone looks forward to. It entices heavy expenditure, and a somewhat unknown time frame, as it depends on several factors (availability of technical assistance and spare parts, availability of travel lifts to haul out, space at shipyards, etc...).

One notices a difference in the amounts spent by residents and transients. For maintenance it is clearly proportional to the value of the boat. The average value of a resident boat being lower than that of boats passing through, it is not surprising that the maintenance expenditure be lower for the local boats.



An essential source of income for small businesses and street vendors.

A resident boater has relatively easy access to the commercial distribution system, notably in Tahiti, allowing him to manage his expenditure. A transient sailor on the other hand will spend a significant part of his stay in outlying islands and buy from small local shops, at a higher cost, including additional freight.

At the same time, he will buy more from street vendors for fruits/vegetable/fish, particularly in far away islands (where he spends 28,000 xpf monthly on average) – in part due to his limited transportation means: his dinghy to get to shore, and his feet once there.

Moreover, his consumption pattern will adjust slower to local conditions. He will therefore spend more as he may seek the products he is used to (often imported at high cost as is the case for fruits and vegetables in the Tuamotus)

As a result of all this, a transient sailor spends on average **4400USD/month** during his stay in Polynesia (food, entertainment, housing, handicraft and street vendors, marinas and boat maintenance).

Comments by local businesses in Nuku Hiva on the “Polynesie Premiere” TV channel are enlightening in this context :

[*\(Journal télévisé Polynésie première du 27 mai 2020\)*](#)

even more so as the Marquesas enjoys a “twin” season thanks to its proximity to the equator: a first wave coming from Panama or other West American ports arrive from February to July double up with a second wave of those coming back to the Marquesas for shelter during the hurricane season as they intend to spend more than one season in Polynesia. **This represents a major economic opportunity for this remote archipelago.**

Sailors are real tourists

Spending patterns by sailors show they are real tourists **as about 1/3rd of their expenditure** is indeed “tourist spending”.

Like any tourist, a boater travel to discover new sceneries and new cultures. He therefore rents cars and bicycles in the islands to discover the land features, he eats at restaurants, enjoys all sorts of activities he cannot practice while at sea, uses hotels and Air Tahiti for his travels to and from the boat, and while his boat is on the hard during maintenance.

Sailors generate additional tourism.

Just like residents, transient sailors frequently welcome visitors, be it family or friends, to join them on board to discover the country.

They therefore generate additional tourism of people flying in, who will consume locally tourism products and activities aimed at the “traditional” tourist.

***A major expenditure for sailors: entertainment, where they spend
as much as a “traditional” tourist: USD1090/month***

Expenditures of a transient boater and a “traditional tourist” can hardly be compared as both the nature and the timeline of their spending patterns are fundamentally different.

A “traditional” tourist will concentrate all his expenditure over a 2 week period on average, mostly on air travel, hotels and tourist products.

A transient boater, on the other hand, will generate income over a much longer period and a much wider geography. Some will stay a few months, others up to 3 years before heading further West. Boaters also generate significant additional traditional tourism income from friends and family coming to visit them while they are here. These visitors flying in also consume traditional tourism products (entertainment, hotels, Air Tahiti...) and often enter the traditional tourist circuit, given that seeing all of Polynesia is not possible in a short period of time

Spending of visitors to transient sailors (friends or family) for their stay : USD2750



Transient boaters, although spending less on accommodation, flights and tourist products will over the long term and in a consistent manner feed another economy.

This integral part of the so-called “blue economy” has a much wider scope (as it concerns remote islands without traditional tourism), and is more durable as it allows for specialized employment generating infrastructure development on islands located on the path of the major maritime routes.

GLOBAL CONTRIBUTION OF PLEASURE BOATING TO THE ECONOMY:

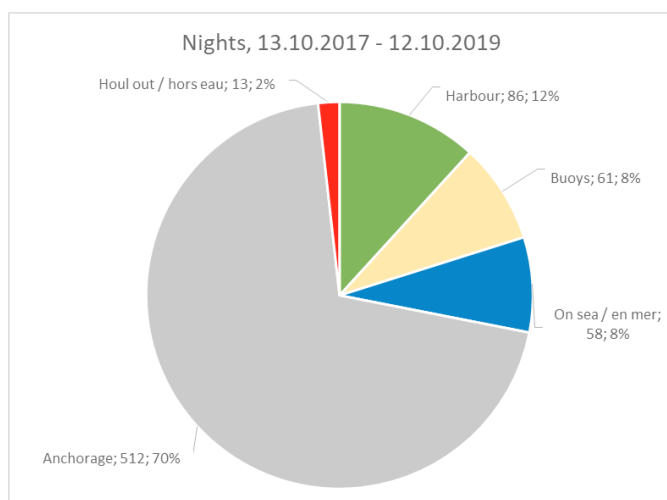
Key numbers for the revenue for Polynesia

All the data collected allows for an extrapolation of annual contribution provided by pleasure boating relative to the census of transient and resident boats.

Shipyards (Repair, refit, antifouling, haul-out and storage)	USD 4,62M
Marinas (including moorings)	USD 3,62M
Tourism infrastructures (hotels, airfare, entertainment, car rental, restaurant,...)	USD 9,78M
Parts for the boat	USD 6,61M
Technical assistance (Rigger, sailmaker, mechanical and refrigeration engineer,...)	USD 4,06M
Third party tourism income (Family, friends, visitors)	USD 3,29M
Daily living expenses (Food, gas, clothes, health,...)	USD 15,8M
Including crafts and street vendors (fruits and vegetables, fish,...)	USD 2,51M
TOTAL : USD 47,7 Millions	

TOWARDS POLICING ANCHORAGES?

Boating = a subtle and precarious balance between Marina / dead-body / free anchorage



Every cruisers owning a boat only because it offers him the possibility of sailing and anchoring freely in little frequented areas.

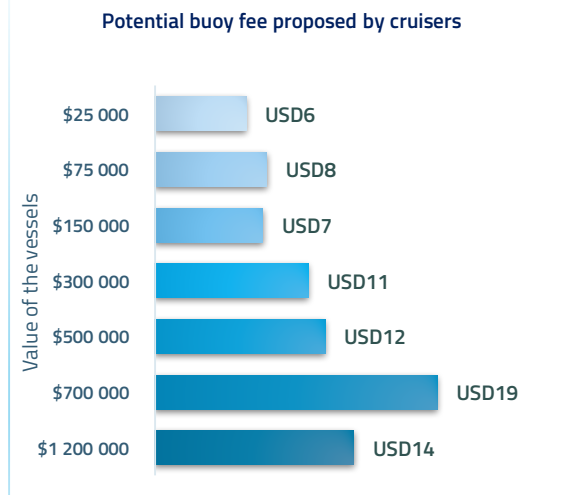
The marina is only a comfort or maintenance stage in a trip or a parking lot when the vessel is not used for sailing. The dead bodies are intended to equip certain highly frequented areas or to preserve ecologically fragile areas.

By studying the distribution of overnight stays of a yachtsman in transit ([source Catamaran OLENA](#)), we realize that most of his nights are spent on free anchorages (Anchorage - On anchor: 70% of the time).

The destination as a whole is therefore only worthwhile if the ratio between free anchorages and infrastructure is respected. There is an obvious correlation between this offer of free moorings and the filling potential of a marina.

Moorings for payment with dedicated services in areas of high yacht density.

Numerous sailors are keen to see more moorings in high density areas, where technical stop-overs are located (as in Tahiti).



Setting moorings allows for a much higher density of boats in the same area. These must include an access to land via a secure dock, as well as various services, like a water tap and a garbage dumpster.

Sailors would be willing to pay for the usage of such moorings. They were hence asked what they would consider to be a decent fee per day IF these services were attached, and an analysis was done to check if there was a significant difference in that level of acceptable fee based on the value of the yacht. The weighted average per day comes out to **USD9/day** for transient boaters

A cruising permit to fund free of charge moorings

Boaters also expressed a willingness to contribute to the installation of free of charge moorings in attractive areas



where the bottom is packed with coral heads, anchoring hence creating a real risk of environmental damage (anchor + chain).

This contribution could be in the shape of a “**cruising permit**” as is practiced in many other countries. It basically is a tax levied on transient boats upon their entry in the territory and is used to build whatever infrastructure they may need during their stay, including moorings.

Boaters were also asked about how dear this cruising permit may be annually. Again the acceptable level was matched with the vessel’s value to determine if there is a correlation with the level of income.

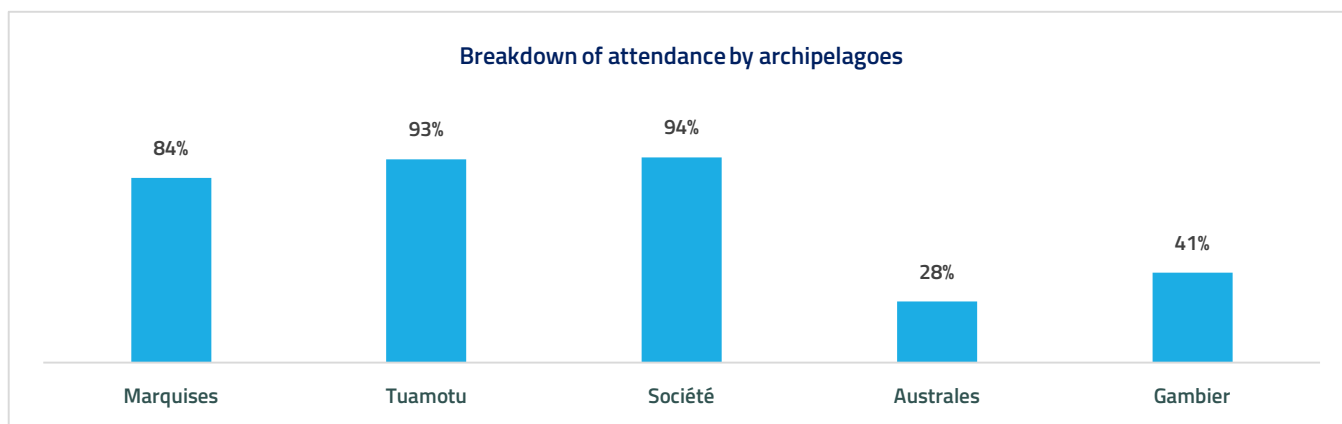
VISITING RATE OF THE ARCHIPELAGOS BY PLEASURE SAILORS

Neglected archipelagos

One notices a large discrepancy in the patronage of the various archipelagos. It stems from various factors:



1. **The Marquesas**, being the most easterly are the main access point to Polynesia. Boats arriving from the USA, Panama, Mexico, Ecuador or Galapagos mostly land in the Marquesas, with few making landfall in the Gambier’s.
2. **The Tuamotus** being on the axis between the Marquesas and the Gambier’s naturally attract some 93% of boats making a stop there before heading for Tahiti.



LEVEL OF SATISFACTION ABOUT “DESTINATION FRENCH POLYNESIA”

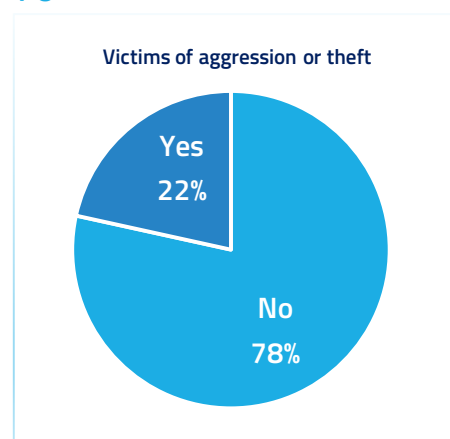
The level of satisfaction about “Destination Polynesia” is globally good: 8/10

The level of welcome is good as it is rated **8/10**, although it is to be noted that **more than 22% of cruisers** have reported having been the victims of aggression or theft.

A **data base of these aggressions or theft** has recently been set up to determine more precisely the circumstances and areas concerned.

https://docs.google.com/forms/d/1ZglMj227VnKZNUj3dXCTMZek9-g-i4czFz3_e2gekV0/prefill

An average rating of 5/10 has been given to available infrastructure. All boaters deplore both the low quality and quantity of infrastructure available.



One example of complains keeps coming back: Marina Papeete which charges about USD1450/month for a dock for a 46' catamaran between April and November for zero service: no black water pumping, no garbage collection, no used battery or used oil disposal, no internet, no showers for the last year and a half.

HOW TO IMPROVE THE WELCOMING OF BOATERS IN FRENCH POLYNESIA?

The survey allowed for responders to comment on their expectations in how the territory could improve the welcoming and the infrastructure in order to better satisfy them.

Below are the rough comments received at the end of the survey.

I would like a clear information of pricing and availability in Anchorages and Marinas

No suggestions : we have loved FP hospitality, and spent most of our past nearly 2 years visiting outlying islands and atolls. We return to Tahiti mainly for administrative reasons, or boat haul out and major provisioning.

Please open the borders of this beautiful part of the world for all to enjoy and share peacefully.

Charge for buoys in Papeete

Our yacht stays in FP for now. Very happy to contribute and spend money to the benefit of the community. Would suggest that in some of the more frequented hot spots a booking system similar to Western Australia's Rottnest Island is

developed and managed accordingly.
Access to water and trash disposal on outer islands including Moorea , sanitary disposal even at a fee to do so, dingy access to shore so as not upset local people's private areas. Bus service on islands more precisely timed so you know if one was due to come or not😞😞😞
Moorings available in Tuamotus especially for protecting coral. Mooring fees ok if moderate and well maintained and insured. Love FP!
Less big crewed charter catamarans operating from Raiatea, more friendly officials and custom people especially on Bora Bora, Raiatea and Papeete, less regulations for correct anchoring on sandy spots and no incompetent pressure to use non safe anchor buoies which are privately owned, more polite and competent employees at the airport check in counters at departures
to many suggestions to mention - infrastructure - make receiving of parts easier -
Cruising fees should go directly to commune, moorings should be free and maintained to protect environment, correct anchoring should still be allowed (on sand, no damage to coral), public garbage bins should be made available
Création de vidéos de témoignages entre les plaisanciers et les professionnels dans le nautisme. Création d'un label « j'ai mes ressources grâce au nautisme »
Nous n'avons pas de problème à payer un cruising permit pour contribuer encore mieux à l'économie locale et ainsi être les bienvenus en tant que bateau en Polynésie... cela peut peut-être d'ailleurs aider à créer une sélection et éviter les stockages de bateaux vides...
Passed through in 2014... was very happy.... nothing to suggest
There are many boats and poor infrastructure to cope with the volume. While the yacht services that are available work very hard to assist cruisers, there's simply not the moorings, marinas and shore side support to deal with the numbers arriving.
Better information to boaters via officials. It is hard to know the rules.
We love this place but we don't want to be seeing as bad people, we would love less restricted areas to anchor in all the islands. Not everybody has lots money to spend, we don't want it to be a privilege ge for the rich and a struggle to the less fortunate like us.
Have not been here long enough to answer
Better dinghy docks, especially in Nuku Hiva..
friends and relatives that comes to visit us a few weeks per year, spend an average of \$2-3000usd per week/person, so my collateral economic impact of my sailboat being here is at least \$50-75000usd per year from visiting guest

Improved and increase number of moorings available as well as marina haul-out. Dry Stand boat storage desperately needed!!! I would have left during the COVID crisis if I could leave my boat (my home) on land.
The locals need to be more welcoming of foreign boats especially in the Society Islands and Fakarava
<p>Please take these comments as issues to be considered for improvement. I loved French Polynesia in spite of the difficulties.</p> <p>I do not support the attempt to have mandatory moorings (for a fee) in BoraBora. I see no reason that the shallow water anchoring in pure sand needs to be restricted. I can't see any environmental damage to anchoring in sand. There is no coral in huge sandy areas and these anchorages do not require paid for mooring field installations. It seems like a money grab to support the deep water anchorages where coral may be an issue. I might decide to skip an area (or islands and regions) that had mandatory mooring areas in the future</p> <p>The Marquesas were over crowded. Anchorages were sometimes too full to safely anchor. You should consider a lottery for 1 year cruising permits. We had a bad experience with two marine haulout in FP. Technimarine damaged our boat and workmanship was very low quality in general. They lost or forgot to order basic key supplies which they claimed were there. It was the worst service in my 43 years as an offshore and costal cruiser. The Carte de Sejour was a nightmare, I did not receive my actual yellow card until 8 months after expiration. I had to receive two (2) Recespiece notes and communication by authorities was largely nonexistent and uninformed. I had to make multiple visits to the office in Taiohae. I had to sail from the Tuamotu to Nuku Hiva to pick my Carte de sejour up and it was not there. And this was after being told to pick it up there! . I then sailed to Tahiti where it was eventually 'found' in the office in Papeete! This was very hard on a sailor! Now that I think about it; I wonder if a potential 1-year Cruising Permit would be the same bureaucratic nightmare? Maybe that is a bad idea. Other than this We had the best time of our cruising life during our 6 months in the Tuamotu. Wonderful (absolutely fantastic) people, freedom of movement and incredible anchorages. Unbelievably beautiful. I am indebted to FP for allowing us to be there. Thank-you</p>
Allowing long stay visas to be applied for in FP instead of making people fly back to home country.
Allowing long stay visa to completed in FP, instead of flying back to home country.
More clarity about the rules. I believe cruisers will respect reasonable rules if they are communicated respectfully in advance. The problems I see are all when locals claim some rule applies that cruisers have never heard of. Cruising takes serious planning, which is hard if the rules change arbitrarily - but if expectations are practical, consistent, agreed with all locals, and made clear before entry into FP, I believe compliance will be extremely high and authorities would be right to take a firm approach to violations.
People have been wonderful overall. The only limiting factor is that it's expensive here.
<p>Pour la question suivante : "Accueil polynésien". Nous sommes arrivées en mars 2020 dans les Marquises à l'île Hiva-Oa. Ici, les gens après le confinement ont tous été accueillants, sympathiques avec nous. Il est impossible pour nous d'évaluer les autres archipels, car nous avons été confinés depuis notre arrivée.</p> <p>Il serait bien de subdiviser la question par archipels et non uniquement en 'Accueil polynésien global", car il y a beaucoup de mentalités différentes, selon les archipels. De cette façon vous auriez une meilleure analyse au sondage.</p>
Facilities to dock the dinghy in Hiva Oa/Nuku Hiva/Tahiti, instead of competing with locals for a place. For the rest it is perfect! We come here because there is no real sail-tourist infrastructure. No moorings please where anchoring is possible! It is the sense of freedom why people come here. An annual sailing permit would be ok.
Tell the locals to chill!

It is a pity that one can't make reservations for a marina to leave your boat in Tahiti...(or that there is no room to make reservation there during high season). Also it is difficult to find out about fees/taxes at least in Gambier because the system is not well organized. We pay a garbage tax there, but only found out after we had been there 2 months. We have absolutely no problem paying it, but think it is better for local community & the cruisers if the communication around it will be better. Everyone normally goes to the gendarmerie- so it would be nice if they would tell you or give a Peter with the information. This would help in both sides to lower the irritation level.

Another suggestion would be a cruising permit, but that leaves the risk that all the money stays in Tahiti & will not be divided among the different archipels... Add some yacht services in the Gambiers, like moorings, clubhouse with info, Internet, washing machines, atm.

1- Enforcing current laws for all (locals and cruisers) to prevent abuse would solve most issues and problems, before drawing up new regulations. For instance, huge overstays at limited time anchorages such as in Moorea, both for locals and cruisers, even commercial operators. Or speed limits rarely respected by locals

2- involve everyone in an open, transparent and inclusive process when issuing new regulations, unlike Bora Bora

3- Differentiate between sailors/cruisers and people living on a floating device. Abuse by the latter should not be borne by the former.

4- Increase the number and quality of marinas and quality moorings (must be checked and insured!) or restrict the length of stay or number of boats accepted in transit.

The unfortunate covid pandemics provides Polynesia with an opportunity to rethink and prepare for the future, in particular with regards to attracting sensible, quality and environmentally sensitive cruisers while providing for job opportunities in the local economy. Seize this opportunity, do not let it go to waste.

Investir dans les infrastructures portuaires avec défiscalisation, auditer les comptes du port autonome, stopper la stigmatisation, réfléchir à comment on est arrivé sur nos îles, Maururu

Je suis résident mais je ne vis pas à bord. J'utilise mon voilier que le Week-end et les vacances.

Dépôts des poubelles pour les bateaux à proximité des lieux de mouillages.

Que les politiques en place ouvrent les yeux et interviennent énergiquement pour faire cesser ces hostilités envers les plaisanciers qui, dans la majorité essayent de passer inaperçus. Dans la bande il y a toujours des idiots et forcément c'est de ceux-là que l'on se souvient. Je souhaiterais que chaque nouvelle l'adhésion à l'association soit parrainée par un membre adhérent, car certains ne méritent pas d'en faire partie de par leur comportement ! pendant le confinement aux îles sous le vent, certains ont circulé librement n'ayant rien à faire de la législation. C'est ceux-là, si peu nombreux qu'ils soient, entretiennent le malaise.

Pontons d'annexes surveillés (marre des vols permanents), sanctionner les "justiciers" locaux qui menacent et décident illégalement qui peut rester ou qui doit "dégager". Marre de se faire insulter et menacer de mort ou de dégradation sur les réseaux sociaux en toute impunité

Baisser prix des locations de véhicule (voiture : 5000/jour un peu cher)

L'accueil a tjrs été excellent jusqu'à l'arrivée du Covid et l'immobilisation de trop nombreux bateaux ne sachant plus où aller et qui a créé cette situation. Ceci a été déclencheur de tensions latentes émanant surtout des pêcheurs en potimarara Aruë

et Faaa

Ces tensions je l'espère vont s'éteindre avec le retour d'un espace navigable a Faaa.

Quant à Arué, une permission de mouiller pendant les deux mois ou les clubs de voile sont à l'arrêt serait préférable à l'interdiction totale, sauf sur les CM du Yatch club, qui sont pleins et installés illégalement a l'intérieur des bouées de navigation, qui elles même ont dû servir à une époque de balise de danger (récif) et transformées en verte et rouge, ce qui n'est pas normal pour un balisage d'un chenal..

Il serait dommage de vouloir enfermer les yachties dans les marinas ou sur des CM, il faut laisser l'esprit de liberté avec des mouillages libres, tout le monde n'a pas les moyens de payer 30 000 Cfp / jour à la marina centre-ville, ni d' être obligé de payer pour un CM non contrôlé et non assuré (exemple du voilier a Bora Bora qui est parti avec le bout dans les décors!)

Quant au Cruising permit, après 30 ans de navigation, je ne peux conseiller que de le bannir.

Par contre une taxe a payer a l'entrée pour la gestion des poubelles pourrait être profitable au pays pour éviter de voir ces montagnes en plein air, comme à Taravao (interdit en Europe) et de permettre l'installation d'un incinérateur et du tri

Je pense que l'un des problèmes est que dans le terme plaisancier on met tout dans le même sac. Par exemple il y a deux ans sur le mouillage de Opunohu il y avait 3 "épaves de voiliers" qui étaient mouillées n'importe comment, il servait a faire du AIRBNB de location pour un propriétaire qui n'était absolument pas un marin, mais cela donnait une image des "marins " tres mauvaise a toutes la population . Malheureusement ce phénomène s'est développe, sur d'autres iles (Huahine exemple) à chaque fois que je reviens en pf . Il la un vrai problème qui abime toutes les relations voiliers /population locale /voiliers marin.

Je n'ai pas répondu aux questions concernant les taxes et prix à payer pour services comme corps morts car je n'en ai pas idée. Si c'est associé à la possibilité de faire le plein d'eau sur le bateau, le montant peut être différent. Par ailleurs, je trouve illogique de payer une somme forfaitaire pour l'appro en eau, quel que soit le volume (ex: Raiatea). Beaucoup de services pourraient être proposés pour les visites des îles, transport à terre...

Ne pas faire de désinformation. L'accueil était bon avant que l'on parle à la TV/radio, de voiliers pollueurs qui ne paient rien nul part.

Plus d'infrastructures, port à sec pour désengorger les mouillages.

Des bouées payantes ne résoudront pas le problème du nombre de voilier et de l'impact sur le "paysage" si cher aux riverains.

De vraies explications dans les médias sur les réalités de la vie en voilier, il s'agit de ne pas laisser cette campagne anti plaisanciers , orchestrée par les pouvoirs publics et médiatiques, continuer à sens unique.

Merci

Informez davantage la population sur ce qui se passe sur un voilier, l'ignorance entraînant la bêtise

Organiser un service municipal dédié aux plaisanciers qui se chargerait de l'entretien des corps morts, de faire payer les taxes journalières, de s'assurer que le ramassage d'ordures est fait .etc.

Le problème des corps morts existants c'est qu'on n'est pas sûr qu'ils soient entretenus et que la confiance en ces corps morts est limitée

Dans les iles certaines baies se prêtent à accueillir les voiliers par leur situation géographiques, parce qu' il existe déjà des structures qui travaillent avec les voiliers ,ces zones ,elles doivent être développées et utilisées intelligemment en concertation avec les riverains qui doivent trouver un intérêt à avoir ces bateaux devant chez eux pour pouvoir les accepter, il faut que la population soit concernée et impliquée dans des emplois par exemple je pense à la baie de Haapu a tahaa...

On pourrait en dehors de ces zones limiter la durée des mouillage à 2 ou 3 nuits par exemple, les motus ne doivent être que des mouillages de passage

Bien insister auprès des municipalités que si elles organisent des réunions à ce sujet qu' elles s'entourent de personnes compétentes qui connaissent le milieu nautique et qui puisse répondre avec justesse aux questions que se posent les gens.

Pas facile de faire comprendre que nos voiliers polluent moins qu'une rivière en crue en saison des pluies.
Même si je suis globalement satisfait de l'accueil dans les marinas, je pense qu'il manque, particulièrement sur Tahiti, une infrastructure digne de ce nom.
Travailler sur les infrastructures d'accueil des plaisanciers
La situation des résidents et des touristes étrangers est très différente ... de même que le fait d'habiter à l'année sur un voilier ou non. Je n'habite pas sur mon voilier et l'utilise en weekend et vacances ... je paie mon emplacement en marina tous les mois, je travaille en Polynésie (je suis né en Polynésie) et paie des taxes comme tout le monde ... je me sens victime de la stigmatisation de ceux qui ne sont pas en Marina et ne paie pas leur emplacement... c'est fort regrettable.
L'accueil est très variable suivant les destinations. Nous ne fréquentons que les endroits où l'accueil est correct.
Améliorer les infrastructures dédiées aux plaisanciers. Informer la population sur la vie des personnes qui vivent sur leur bateau (un peu utopique à mon avis). Installer des corps morts dans les zones de mouillage, qui seront entretenus, ainsi que les services qui vont avec (poubelle, ponton...). Former des personnes pour s'occuper de ça... tout cela paraît tellement utopique !
Que les polynésiens propose une gestion avec des corps morts et accès poubelles en payant environ 500xpf par jour. Ça crée de l'emploi et c'est plus juste pour tous.
Un bon réseau wifi, des transits avion un peu moins chers, et des légumes frais aux Tuamotu...
Installer des corps morts payant. Arrêter de discréditer les voiliers dans les médias locaux.
Guide de langues tahitienne et Marquisienne pour plaisanciers, (vocabulaire usuel et technique) guide par archipel des artisans et professionnels de la plaisance ou liés à la plaisance, ex: pieces détachées, informatique embarqué, fret, mécanique, gréement, corps mort.....
Accroître les capacités des Marina / mettre en place un contrôle des mouillages et faire payer les mouillage en augmentant les prix au fil des jours pour dissuader ceux qui s'installent. Donner la priorité aux places à l'année aux bateaux Papeetisés .
Un port à sec avec traveler lift pour bateaux jusqu'à 25 pieds de largeur et 25 tonnes. Ce port devrait être d'une capacité d'au moins 250 bateaux... Ceci libérerait 200 corps morts à Taina car ceux qui partent à chaque année pour 3/5/6 mois ils auraient un endroit sécuritaire pour laisser leurs bateaux. Ce port à sec doit être le plus près possible des services et accastilleurs
Changer les 3 ans de séjour autorisé en 1 an. Avoir une DPAM qui se souvient du "M" dans son intitulé. Avoir des ministres qui cessent de soutenir que les voiliers polluent. Avoir un gouvernement qui arrête de baisser sa culotte devant les tavanais incultes. Avoir une politique de communication gouvernementale moins inepte.
Installation de cuves à eaux noires
Que des gens malveillants et dont les objectifs sont encore non dévoilés arrêtent de stigmatiser les plaisanciers en influençant de manière anormale une partie de la population polynésienne. Les Polynésiens ont de nature agréable et d'aucun ne les montent contre les voiliers sous des prétextes ridicules. La grande majorité des plaisanciers aiment

beaucoup aider les Polynésiens dans leur vie quotidienne et l'estime réciproque doit être qui en découle doit être préservée par tous les moyens.

Mettre en adéquation la loi polynésienne de 2014 permettant de rester 3 ans avec les structures et infrastructures d'accueil (ports, marinas, corps morts, etc.)

Arrivé en 2012 en Polynésie sur mon voilier (Feeling 416 DI), J'ai pu naviguer avec ma compagne sur toute la Polynésie. En 2013 j'ai "papeetisé" le bateau (21 000 euros) j'ai passé 2 années sans problème dans la petite marina de Paea avec les pêcheurs. De 2015 à 2019 je travaillais sur Tahaa (Educ Nationale) et j'ai donc amarré mon bateau sur un mouillage perso (3 ancras) au fond de la baie de Haaméné, après l'accord des pêcheurs du voisinage, louant une petite maison en bord de baie. Malgré la réputation de Tahaa, nous étions plutôt bien intégrés. J'ai malheureusement été cambriolé sur ce mouillage avec le monocoque (beaucoup de charter se font cambrioler à Haamene). J'ai vu avec le temps que nous n'étions pas toujours les bienvenus lorsque nous mouillions autour de Tahaa ou Bora ou Raiatea. Nous étions pourtant très bien acceptés sur la commune, et j'ai fait découvrir la navigation à mes élèves du CETAD de Tahaa, autant sur le monocoque que sur le catamaran (acquis en 2017 chez TYC). Et ils ont plutôt apprécié.

En 7 années, nous avons visité tous les archipels en bateau ou avion, mouillage ou pension/hôtel. Nous avons accueilli tous les ans au moins 6 personnes de la famille ou amis qui ont eux-mêmes visité les différentes îles. Donc les plaisanciers, navigateurs ou résidents, participent pleinement aux ressources financières de la Polynésie.

Nous avons quitté Tahaa en septembre 2019 pour Kourou en Guyane. Le monocoque et le catamaran ont changé de propriétaire, mais sont restés en Polynésie. Et je peux vous dire qu'ici, en Guyane, la plaisance et les touristes seraient plutôt les bienvenus, malgré le peu d'infrastructure pour accueillir les voiliers. Il y a cependant peu de passage, car il faut accepter le vert de la forêt contre le bleu turquoise du lagon.

J'espère que les Polynésiens comprendront que les plaisanciers ne viennent pas voler le lagon, et qu'il y a suffisamment de place pour vivre en harmonie.

Un ami Polynésien me disait : La Terre ne nous appartient pas, nous appartenons à la Terre. On pourrait dire de même pour la Mer.

Bon courage à vous pour la suite et bon vent.

J'ai résidé à bord de mon voilier pendant 3 ans aux Marquises : accueil parfait! je suis venu via les Tuamotu à Tahiti: suite à plainte du riverain devant chez qui je mouillais (juste à 100m au Sud de Taina - c'était bondé ailleurs) la police m'a obligé à partir sous peine d'amende. Devant cet accueil, j'ai quitté Tahiti pour un an à Raiatea et les îles sous le vent avant de rentrer en métropole. Le slogan publicitaire de la Polynésie "Tahiti et ses Îles" est très exact de mon point de vue : la vie et l'accueil à Tahiti est horrible, mais dans les îles c'est proche du paradis (surtout aux Marquises!)

Depuis je suis avec beaucoup d'intérêt vos actions: Je vous encourage de tout cœur et vous remercie pour ce que vous faites ! Je rediffuse vos infos (pas toujours édifiantes !) aux amis qui me questionnent sur la préparation de leur départ.

Je suis au corps mort marina depuis 2016 bateau acheté ici et je loue 13000 xpf/ mois le corps mort à taina , je suis très content, seul bémol, la peur que mon corps mort lâche et que mon bateau aille taper d'autres, comme j'ai déjà vu . Après je suis prêt à payer le double si la marina garantissait ses corps mort et les sanitaires plus propre. je gagne dans les 240 000 par mois, plus de 80% est dépensé en Polynésie ...

Éduquer les populations locales, pour leur montrer que l'on ne pollue pas. Que les baleines les requins et tous les poissons font caca dans la mer, que c'est totalement naturel, et que cela constitue un apport de nourriture pour la faune. On paie très cher « le Pipi caca c'est sale » de l'éducation donnée aux enfants. Et c'est là le premier problème pour les gens qui ne veulent pas de nous, ce fantasme du « ils vont chier partout, c'est dégoûtant » ...

Ensuite le minimum serait un grand nombre de zones bien définies de mouillage, pour éviter les grandes concentrations, avec à terre des « dinghy docks » pour les îles de la société. Et laisser la liberté de mouillage ailleurs tout en installant des corps morts en grand nombre dans les zones sensibles

Que le gouvernement et la presse expliquent mieux qui sont les gens des voiliers a la population locale : des touristes qui achètent des produits locaux, s'arrêtent ici pour des réparations et font travailler du monde, et sont en général très bien informés sur la protection de l'environnement et font très attention.
S'il s'agit de limiter le nombre d'entrée annuel de voilier sur le territoire. Que la sélection ne se fasse pas par le biais d'une taxe de séjour ou sur des corps morts obligatoires. L'accès à la Polynésie ne doit pas être réservé aux plaisanciers tirelire.
Éviter que la presse ne diffusé de fausses croyances sur les voiliers, qu'ils sont sales et peu respectueux de l'environnement
Je ne suis pas contre le fait de payer, si un service existe bien. Nous sommes trop souvent montrés du doigt alors que nous sommes souvent exemplaires sur la consommation raisonnée.
Plus de corps morts
Plus de corps morts dans beaucoup d'endroits afin d'éviter les dégâts occasionnés par les mouillages.
Faire que les Polynésiens ne nous considèrent plus comme des parasites ou des gueux
Développer les infrastructures notamment accès a terre, accès à l'eau, gestion des déchets et pompe pour citerne eau noire.
Il faudrait une politique plus claire et des infrastructures dans certains endroits
Il serait intéressant que des journées "voiliers ouverts" soient organisées afin de faire découvrir à la population locale notre mode de vie sur nos voiliers. Il y a une grande méconnaissance de la vie à bord ; inviter des polynésiens à venir partager notre mode de vie durant une demi-journée chaque mois autour d'un repas partagé permettrait de mieux nous faire connaître. Une communication autour d'un tel événement serait véritablement un plus. Nombre de voiliers seraient partants pour ce type d'opération.
Avoir des infrastructures pour les plaisanciers (surtout traitement des eaux noires qui a l'air d'être une plainte fréquente des riverains), avoir une DPAM qui calme les réactions agressives et négatives des riverains au lieu de les accepter, casser les stéréotypes négatifs poussés par les politiques, suivi pénal pour actes de violence de la part des autorités locales (maires ou autres), suivi pénal au cas par cas pour les plaisanciers en infraction (plutôt que nouvelles règles pénalisant tous les plaisanciers), encourager la communication avec les riverains sur l'apport de la plaisance pour les polynésiens (merci de faire ce sondage)
Partout où les gens convergent en bateau il n'y a pas d'affichage accessible et bien en vue (un simple panneau d'information) "ce qui est permis", "ce qui ne l'est pas", "ce que doit faire le plaisancier", "ce qu'il doit respecter", "à qui il doit s'adresser"... Pour ce que nous avons pu voir ce n'est pas le cas, et en particulier les endroits très fréquentés. Je sais bien que les plaisanciers sont très connectés et qu'il existe une information sur divers sites, une charte, etc., Mais un affichage sous une forme accueillante, une véritable RELATION-COMPRÉHENSION entre "gens d'ici" et plaisanciers pourrait s'établir sans ambiguïté, une sorte de "contrat moral" en filigrane. Le déficit d'information laisse trop de place aux "interprétations" où aux "appropriations" puis aux "accusations" et on a bien trop longtemps laissé pourrir la situation... Énorme problème que celui des mouillages payants qui induisent des exigences de part et d'autre sans service aucun ou des corps morts payants sans garanties ... Il semble intéressant de maintenir la gratuité qui responsabilise uniquement le plaisancier et bien sûr de favoriser les échanges avec les gens du cru.

Augmenter les capacités d'accueil : bouées pour quelques nuits et marinas au ponton ou à sec pour séjours longs. Dans d'avantage d'îles et à des tarifs raisonnables...!!!
On ne peut pas autoriser aux navigateurs de rester 3 ans en Polynésie et restreindre les zones de mouillage. C'est incohérent ! Le cas d'Arue est inacceptable !
Que le gouvernement en est réellement envie ou alors s'il y a un problème de places, peut-être faut-il revoir les 3 ans d'autorisation de rester pour un voilier car beaucoup d'étrangers posent leur voilier pour rentrer chez eux pour un moment et cela participe à l'engorgement général. Effectivement, pour avoir accès aux services de la marina quand on est à l'ancre, dans les autres pays visités il y a ce qu'on appelle "un contrat annexe" avec une petite redevance. Ça paraît normal. Je pense qu'il va être difficile de lutter contre ce racisme anti-voilier (mais pas que...) de la population. Je vous souhaite bon courage dans vos actions ! Pour notre part, nous ne conseillerons pas la Polynésie en destination pour naviguer dans le Pacifique, un passage obligatoire, c'est sûr, mais y rester le moins longtemps possible.
Infrastructures d'accueils
Quid des Assurance des bouées obligatoires ???
Multiplier les installations de mouillage sur corps morts contre une petite participation et si nécessaire dans les zones les plus fréquentées une limitation des durées de séjour sur un mouillage unique. Favoriser le développement de services aux plaisanciers : épicerie flottante, surveillance et entretien des bateaux en stationnement longue durée sur corps morts ou mouillage forain.
Laisser les voiliers libres, dire qu'ils polluent fait doucement rigoler quand on sait que les eaux usées des riverains, hôtels ...vont à la mer !...
Prévoir clairement une taxe pour les ordures. Limiter le nombre de bateaux soit en revenant à un séjour d'un an soit en limitant strictement à 3 ans, sans possibilité de revenir avant 6 mois.
Plus de Marina et de corps morts qui légaliseraient les stationnements des voiliers. Faire émerger des lieux de regroupement/accueil à terre « bar-wifi-laverie-bibliothèque ».
Améliorer l'accès à terre proche des mouillages (ponton annexe, poubelles)
Plus de corps mort autour des îles. Payant obligatoirement. Réservation par internet d'avance. Un air b5b de la plaisance location de corps mort. Ainsi nous préservons nos fonds marins, trouvons facilement le moyen de jeter nos déchets et créons de l'emploi....
Valoriser l'impact économique et le faible impact écologique de la petite plaisance auprès des locaux qui ont de plus en plus une fausse mauvaise image de nous...
More shipchandlers
Des pontons d'accès à terre, des marinas, des zones de stockages à terre, du wifi qui marche sur les mouillages dans les îles, des zones de bouées pas chères, des points d'eau, ... : l'accueil normal de la plaisance
Création d'une marina et d'un carénage

Plus de discussions et d'informations entre la situation des micronas des mers et celle des locaux. Nous sommes souvent stigmatisés à tort pour cacher des intérêts politiques.
FP is in my opinion one of the best cruising destination in the Pacific vs Tonga and Fiji. Ok to pay for real services (we took a mooring ball which broke in Fakarava North)
Je n'ai pas rempli la rubrique sur les vols parce que j'ai déposé une plainte à la gendarmerie... restée sans réponse après près d'un an. Mais je suis disposé à faire tout le nécessaire qui pourrait vous aider.
Two-way communication, e.g. via an Liaison-Officer: A) Official Infos in english concerning infrastructure and rules in FP. B) Noticing the needs of cruisers and developing solutions together (e.g.: safe dinghydocks; safe maintained moorings; enough space in marinas/haul-outs; ...)
Better infrastructure. More marinas and services for sailors..
Stop trying to overcharge or we will simply find an island which behaves and welcomes us
Must respect all,,people, nature,place where you live.because god is in all that it is god. B. Espinosa
Better control and maybe fine or disposal of abandoned boats here. Boats that are here to sail the islands and spend money on them is confused with boats that is left to rot in the lagoon
Every yacht arriving should leave a deposit to the country on arrival. If the boat is abandoned the government can sell the boat and use the income to the community. If the boat is worthless, the government can use the deposit to dispose the boat if needed so. Finally Insurance should be obligatory for environmental damages P. S. There was no question about how much we spent on papeetization. But it was usd15 000.
Plus de Marinas, plus de services, moins de monopoles et donc meilleures compétitivités. Règlement d'une taxe de navigation + frais de Marina + frais de corps morts ou de mouillage ... Cela fait beaucoup !
Pour la bouée : 10 dollar Max . Mes réponses sur l'accueil est à interpréter AVANT la crise sanitaire actuelle. Certains polynésiens sont très hostile envers les plaisanciers . J'ai entendu qu'à Hiva Oa ils ont élaboré un petit drapeau qui indique qu'on a fait la quarantaine et qu'on est « clean » . Je trouve ça plutôt un bon idée . Surtout qu'avec le déconfinement on va passer de la hystérie à la psychose Cordialement
Better dinghy docks. Also, we would stay longer if we would not have to "temporary leave" or "import" the boat. What is the purpose of that? You want people to leave within 3 years? And if you leave one year after importing the boat, you don't get money back? So staying 4 years is no option? Better and fair would be to pay an annual "contribution" like a cruising permit.
Stop the enforced use of moorings in Bora Bora. We experienced incorrect information and intimidating threats to get the police to be fined. The promise to pick up waste was never fulfilled. And the moorings do not even have insurance. Because of this experience we don't ever want to get back to Bora Bora, but we will need to go there to check out. It would also be good if the abandoned boats in Tahiti would be removed.

<p>We are a cruising couple that put his our boat in FP and fly in and out of Tahiti on 3 month visas to go explore the archipelagos. We have a mooring in taravao where we store our boat when we are not on board. When in FP we try to get to the pitcher islands and explore as much as possible. We hope to leave next June and head east.</p> <p>It is my belief that a 3 year cruising permit is too long and is resulting in many of the problems cruisers are facing in French Polynesia. Due to French Polynesia's perfect location, as far as cyclones are concerned it enables boats to sit here for years. From my experience the boats that stay in FP for long periods of time (3 years and often longer) are the boats that sit at anchor for very long periods of time without moving. This giving the local population cause to think they are emptying their holding tanks inside the lagoon (Which they often are) and making them think of us as squatters, rather than cruisers actively moving around and exploring their beautiful country.</p> <p>On the other hand, boats I have met that are only staying in FP for 1 or 2 years spend more time moving around the archipelago spreading their money and not spending so long too at anchor in one location. With the exception of doing extensive repairs which we often get hauled out for.</p>
<p>Suggest that you may want to have cruisers pre-purchase a cruising permit before sailing to FP. If you do this you can limit/control the number of yachts coming and therefore ensure less damage to coral etc as well as making sure enough marina berths & moorings are available. No permit then no entry into FP.</p>
<p>More moorings would be great - maybe even with an app to show what moorings were available and where. If a cruising permit allowed use of public moorings we would be happy to pay for the ability to use these.</p>
<p>More dingy docks....</p>
<p>All the actions being taken by AVP seem very useful. Some additional suggestions: Better organization and clarity about services being provided, eg. Mooring points. Some boats seem abandoned and take up space. Better dinghy docks, even if we need to pay for the service.</p>
<p>Open flighths this summer</p>
<p>Plus de services aux plaisanciers hors Tahiti</p>
<p>Le manque d'information au sujet des plaisanciers est la source de bien des problèmes.</p>
<p>Help the High Commissioner see that those that abide by the rules are a benefit to their economy. Encourage cruisers to accept that they have to pay something to enjoy the environment</p>
<p>We love it here and it's hard to suggest improvements. If we had to pick something it would be car hire is very expensive and the buses are a bit infrequent.</p>
<p>None</p>
<p>It would be nice if people didn't ONLY see us as a source of money. In South America (where we've been cruising for the past ten years) cruisers are welcomed because the people are proud of their country and want to share it with us. We are also appreciated for the skills and knowledge that we bring. Bring viewed simply as someone to fleece is not pleasant.</p>
<p>Remove anchoring restrictions.</p>

Better dinghy dock facilities.
Nope. Its is heaven please don't change.
Make sure ALL BOATS ARE IN GOOD CONDITION. LIMIT AMOUNT OF TIME AT ANCHOR IF BOATS DO NOT HAVE PEOPLE ON THEM. TOO MANY EMPTY BOATS LEFT ON ANCHOR.
No, just please allow us the freedom to continue to visit your beautiful country.
We are thankful that the government and people of French Polynesia allowed us entry during this crisis. Comments online by some people, however, make us wary of our safety. We hope that they can understand the good in having us visit.
We need more places to access by dinghy downtown near the marine stores. What about the money spent by our guests who fly in and stay in hotels and spend more than us on art and carvings?
It would be good to have showers, laundry facilities, and trash service provided in the marina.
Clear and consistant information about anchorages and services. Policing of locals with boats so their behavior doesn't reflect badly on transient cruisers.
A clear declaration that cruisers are welcome. At present, we are receiving mixed messages from the government. I would like to add that we have had 14 people visit us during our 2 years in PF. Our friends and family who visited spend a lot of money here and some even cruised on the Paul Gauguin. We estimate that we and our friends who visited here have spent between \$200,000 and \$220,000 in the past two years.
Provide more anchoring/mooring/marina spaces at a reasonable cost so stay can be longer.
increase options for disposing of garbage (a small fee would be acceptable). Additional moorings
Cruisers should keep in mind that we are visiting a very remote place with cultural and environmental sensitivities that may be very different than those that we are accustomed to in our travels. Respect for those sensitivities is 100% crucial, we are visiting their home. Would you wear your muddy boots as you walked through someone else's house? Or be happy about it if someone did the same through yours?
Better internet in the Marquesas and Tuamotus. Streamline visa process. Charge us a trash fee and provide dumpsters so locals don't think we are using facilities without paying.
Responsible cruisers realize they are guests; lately we have been treated like intruders. It would be helpful to establish a forum for monthly dialog between the local and cruising communities. There is a great deal of skill/talent in the cruising community that could be of great benefit to locals if there was a way to harvest it!
More and better maintained moorings
More anchorage space is needed near Papeete.

<p>More high quality (inspected annually) moorings. Trash removal is highly desirable - I thought the Bora Bora moorings were great (with trash service) and I had no problems paying the \$100+ per week. Mobile pump out service is highly desirable in all anchorages we stay for a week or more (Nuka Hiva, Fakarava, Rangiroa, Bora Bora) The Papeete marina was also nice - mobile pump out would have been a bonus.</p>
<p>Sailboat Owner lying Puerto Vallarta--I would sail again to FP and spend at least a year if VISA was a manageable process, it is not now at all. I would LOVE to come back, and can afford to but the VISA app is too complex. I would pay up to \$500 for a three year VISA to come back and spend funds to maintain a Bristol Condition cutter Sailboat. My heart remains in the Marquesas. Bella Sirena has Spectra water maker.</p>
<p>Oui! Suggestions are to allow trash disposal & dinghy access to shore meanwhile allow payment for trash & dinghy access at maerie in the island in question. Provide pump out facilities in papeete area, Viare & raitea Marina regions- we would be willing to pay for these. As far as welcome- locals are extremely friendly- but the officials are very unwelcoming: calling us dangerous & visual pollution & promising to eliminate anchorages (even places clearly marked on charts as harbors) & Unsatisfactory or non existent moorings... Also helpful would be an increase in boatyards/or their capacity would definitely make cruisers more welcome as well by providing a safe place to leave boat when needed.</p>
<p>More moorings in Tuamotus and Marquesas.</p>
<p>More well maintained moorings</p>
<p>Make visas renewable within French Polynesia.</p>
<p>Continued and increased support from agencies to encourage and promote visiting yachts</p>
<p>More training for outer island gendarmes on cruiser check-in procedure. Agents have been very helpful. Our experience dates from two visits in 2014 and 2016. Conditions may be different now.</p>
<p>Let the locals know of the significant value that cruisers bring to the French Polynesia economy</p>
<p>Maintain the moorings so we can trust them - then I would happily pay to use them.</p>
<p>There were not too many opportunities for us to spend money on boat services. We would have stayed in marinas more often if they were available. We loved supporting the infrastructure of small places, buying what we could from locals in Marquesas and tuamotus. We did a huge provisioning run in Tahiti and Bora Bora. We dined out a lot. Paid for dive trips. When friends flew in to visit us we spent more nights out, more money on local activities.</p> <p>Moorings throughout the South Pacific are much more plentiful than they are in French Polynesia. In Tonga and Fiji we stayed on mooring balls a lot. It's better for the environment.</p> <p>In all of our circumnavigation, French Polynesia has the worst cell phone service we ever experienced. Very slow and expensive.</p>
<p>The visa process is terrible. Please make it possible to arrive and extend without all the paperwork.</p>
<p>no</p>
<p>Definitely need more marinas if you wish to continue to attract sailors who spend a lot of money in your country. Marinas of good quality attract good quality yachts - yachts that spend money. Poorly maintained mooring balls in a rocky anchorage</p>

will not attract yachts that spend money. Ever.
More options for shore access (dinghy docks) and more trash bin access. Pump out facilities for emptying holding tanks, so as not to have to sail outside the reef to dump the tank.
Required mooring balls MUST be properly maintained and frequently inspected!
More secure moorings that are frequently checked to protect the reefs.
It was uncomfortable at times. we felt as if we were not welcome and other times locals were overly friendly. Heard many stories... Sad that cruisers have contributed to not being welcome.
We would love to pay to use moorings instead of anchoring, but the moorings need to be in good repair and even insured by the government so that cruisers can feel confident leaving their homes on the moorings.
We've appreciated the ability to make large boat-related purchases duty-free, but simplifying that process would be great! Haul-out has been prohibitively expensive for us here, a more affordable option would be attractive.
We believe that a cruising permit in the US\$300 annually ball park would be a great idea. Even more so, if the proceeds of said permit in some part went to local governments in the islands, earmarked for such services as trash, water, dingy landing and such. If local people could see that cruisers were helping to fund services they use and helping to keep FP the beautiful and amazing place it is, they would be all the more receptive towards having us. I also think that a higher priced permit (for all boats, even French and EU) would help to keep out some of the derelict boats that are such an eyesore. The permits could even help fund the removal and destruction of some of these boats.
Recognize that cruising in FP has an impact on the environment and local communities. Mitigate those impacts by following best boating practices, respect locals, and pay for services you use (e.g., trash disposal/water/mooring fees/etc.). And enjoy!
Allocate sufficient anchorage areas for cruising boats.
Consistency among islands with regards to treatment of cruisers, for example, garbage disposal, shore access, mooring fees and maintenance,etc.
For cruisers, it's really hard to know the rules of where to anchor, what fees to pay, etc. A more centralized website with all the information, in English and French, would be helpful. Rules that are not enforced become optional and don't get followed by many boaters. Also we believe a yearly cruising fee should be assessed and used to improve services for cruising yachts like garbage disposal and shore access.
Make a Polynesian director of the AVP! The French attitude is giving cruisers a bad name, and turning people against us. Be more like the Polynesians, and it will be easier! Give a booklet to cruisers arriving in Marquesas about local customs and culture.

Two main problems:

- 1) Damage of corals because of anchoring
- 2) No sufficient and safe dingy docks in certain places

Near villages in the Tuamotu and for instance at Fakarava South pass, where there is no sandy bottom but where there are corals, good moorings should be placed AND well maintained to protect the coral. But NOT in places where it's perfectly possible to anchor (sand and mud). To have mooring everywhere would spoil the feeling of the adventure and freedom, that's not why we sailed such a long distance!!!

Dinghy docks are a problem in some places, that really should be worked on. Many dinghies break (I know multiple in Nuku Hiva for instance) because there's no suitable place and there's very often not enough space. Shouldn't be hard to have floating dinghy docks in places where that's needed.

How to do the payment? I think it's better to have to pay one amount per year/season than per night on a mooring because it's way easier like that and leaves less room to go wrong (people who don't pay, go hide and anchor instead, don't have cash, the collecting person not being honest, etc etc). Simply pay when you arrive/prolong your stay and free use of the available moorings.

What's the reason for boats to now can stay for 3 years and not as long as they want? The country has to realize that the longer boats stay, the more they spend. Boats coming from Panama and other places, have their boats stocked up with stuff that is expensive here and that will last quite a while!! They all have fresh antifouling, not much work to do on their boat. It's easy to go for a few (1-2) years without much maintenance. After that, more maintenance will come. More money will be spent the longer a boat stays.

Arrêter la prohibition des boissons alcoolisées.

Cesser de considérer les plaisanciers comme des pollueurs, ce qui est inexact.

Prix anormalement trop élevés

Résident en PF et habitant à terre, je n'ai pas répondu à plusieurs réponses. Il ne faut pas oublier non plus l'apport "touristique" des compagnies de charter.

Happy to pay for services such as trash removal or waste water pump outs as we do in other countries.

We have had our boat in FP for over 9 years. It would be great to be able to get an extended visa for an extra 30-60 days without the current long-stay visa process. Mostly we stay in the Tuamotus so we have a good experience and system for our needs.

Très peu de zone de débarquement pour les annexes, également difficultés pour trouver des containers à poubelles

Etant donné l'état actuel des infrastructures d'accueil des plaisanciers en Polynésie, et si un effort important ne peut pas être fait pour les augmenter (soit pour des raisons financières, soit par refus systématique des habitants), il faudrait revenir sur l'autorisation de séjour de 3 ans. En effet, celle-ci génère un afflux considérable de voiliers qui peuvent même en reprendre pour 3 années en faisant un simple aller-retour aux îles Cook; voire rester ainsi indéfiniment. Or, ces voiliers n'ont bien souvent pas d'autre ressource que de rester au mouillage ce qui énerve énormément les locaux.

Par ailleurs, il faudrait s'organiser pour prélever un droit de navigation à l'arrivée en Polynésie pour tous les bateaux arrivant de l'extérieur. Cette rentrée d'argent permettrait de proposer des modalités d'accueil décentes (poubelles, pontons pour annexes - voire douches- à minima dans les mouillages principaux). Tous les "tourdumondistes" ont l'habitude de payer ce genre de taxes dans les différents pays qu'ils visitent et trouveraient tout à fait normal de s'en acquitter. En fait, c'est l'équivalent d'une taxe de séjour.

Recognize we are not cruise ships and do not pose a threat. Charge for moorings a small amount rather than be hostile as some mayors are. Educate on the money spent. Aim to spread the money around - perhaps a reasonable fee for cruising each archipelago rather than just one fee for FP - as long as it goes to the local community and for trash collection etc.
<p>We are supportive of a monthly or annual fee being introduced and / or requirement to move anchorages after maybe 7 days. This will assist in dealing with the wrecks that create an anchoring hazard and also local perception of our contribution to the economy.</p> <p>Vessels should not be left unattended on anchor. We would like to see affordable mooring balls (properly maintained) and marina space for those that need to fly overseas.</p>
Less immigration and customs barriers.
Please, no changes to current situation. Changes cause confusions for everyone.
Trouver le moyen légal pour que les plaisanciers aient le droit de vote au même titre que n'importe lequel des citoyens de la communauté Européenne et vous n'aurez plus lors des campagnes electorales des candidats et militants intelligents des candidats qui tapent sur les voileux pour rassembler largement un électorat impossible de rassembler plus facilement qu'en tapant sur ceux qu'ils ne craignent pas puisqu'ils ne votent pas. Faire changer les mentalités ne passe pas par l'affirmation de vérités contre la désinformation, en Polynésie c'est le nombre de vote que vous representez par commune qui pese plus pour un élu que la somme d'argent que vous depensez ailleurs que dessous sa table. Par exemple avec une adresse de domiciliation à Punaauia de tout les voileux arrivés dans une année électorale, des procurations et une consigne de vote unique, les voileux auront leur propre Maire...et ce ne sera que justice.
Oui-provide facilities like trash disposal & payment methods (pay at mairie on island in question) for trash & pumpout (at least in Tahiti & Moorea) facilities. When we must be paying for moorings- we would require some kind of certificate of annual inspection to assure us about the safety/suitability of their condition.
Augmenter le nombre des corps-morts.
Better police protection of boats at Papeete Marina. There are many break-ins and nothing much seems to be done about it.
Customs agent in Fatu Hiva. Also, better haul out facilities and marinas!
<p>95% of the people are very friendly and kind. I just wish that the small minority of tahitians that don't like us did not have such a loud voice and be responsible for the very damaging televised coverage of their hatred. I try to ignore this small group and look at the good nature of the 95%</p> <p>I would also like to ask the local people not to throw so much trash and plastic into the lagoon. I am tired of cleaning the place of plastic bottles. It doesn't matter how many bottles I collect to put in the garbage, they just keep coming.</p> <p>I would also like to pay for the rubbish service. I am tired of having to fight everywhere about the trash deposit.</p> <p>I am sure you are well informed about all of the above subjects.</p>
<p>The local people in FP are very friendly. The government (Moorea, Tahiti) is against sailors, even so we are currently the only tourists. BoraBora has a very good system for 10\$ /week for mooring/garbage.</p> <p>Also the Tuamotus for garbage 10\$ 1.st week and 5 \$ following weeks. Moorea who wants to limit stay of boats to 24hr and hence get rid of garbage lacks common sense. Mind you the garbage is packing material from the local shops in FP as the locals generate it too. Excellent is the gas supply with the local FRP 5 kg gas tanks available on every petrol station</p>

plus de marina , plus de corps morts

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Don't treat us like a cruise ship!

AUTRES DONNEES :

