



Ms. Minako Okada
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Dear Ms. Minako Okada

Below are my answers to the questions, which you sent me on November 20th. I look forward to meet you on November 29th. 19.30 (PM 7.30) for a short follow-up meeting on my answers.

Best regards

Bent Lohmann,
Chairman of Inner City Local Committee

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1. Recent tourism growth

(1) What are the growth rates of the number of visitors to Nyhavn from both domestic and international markets?

A: I don't know. The tourist organization "Wonderful Copenhagen" can help you. Please, mail to analyse@woco.dk. I have attached the latest statistics related to bednights. Other statistics (in Danish): <https://www.visitcopenhagen.dk/da/wonderful-copenhagen/kobenhavn/tal-og-analyser>

2. 'Overtourism'

(1) Do you observe an excessive increase of visitors to Nyhavn beyond the carrying capacity of the destinations?

A: When the weather is good, there is not capacity for more guests in Nyhavn during the day and evening hours. Nyhavn is largely filled up in summer.

(2) What are some of the negative impacts of visitor increase to the natural environment, local culture or community life in Nyhavn?

A: Everyday life in the inner city, incl. Nyhavn, is increasingly under pressure because of tourism.

(3) What are the countermeasures to prevent, reduce the risk of or address negative impact to the impacted

destinations/communities?

A: The municipality of Copenhagen is preparing a municipal planning strategy. The draft mentions the following dilemma that the municipality and politicians should address:

"Tourism and the city's everyday life

How to maintain a good frame for Copenhagen's everyday life as rising tourism, which creates important jobs, but also require more hotels, put pressure on the city?"

This text has been included in the draft at the request of the Inner City Local Committee.

3. Tourism management

(1) Do you have a mechanism to manage the excessive tourist traffic and/or unfavorable behavior of visitors that may generate negative impact to the destinations?

A: No.

(2) How do the national government and other tourism related agencies collaborate in managing tourism in Nyhavn?

A: The national government does not manage tourism in Nyhavn. The City of Copenhagen supervises the situation in Nyhavn, but has no mandate to manage tourism.

As far as I know, the municipality of Copenhagen regularly speaks with Nyhavns Erhvervsforening (Nyhavn Business Association), Nyhavnsforeningen and Nyhavn Skipperlaug about the conditions in Nyhavn.

Nyhavn Business Association represents hotels and restaurants etc. Nyhavnsforeningen and Nyhavn Skipperlaug represent the owners of the ships In Nyhavn Canal.

The tourist organization "Wonderful Copenhagen" has developed a strategy for the tourism in Copenhagen:

<http://localhood.wonderfulcopenhagen.dk/wonderful->

[copenhagen-strategy-2020.pdf](#). The following is stated in the strategy: “The delivery of an authentic destination experience depends upon the support of locals, whereas the liveability and appeal of our destination - and thereby the advocacy of locals - depends on our ability to ensure a harmonious interaction between visitors and locals.”

(3) Do you have a monitoring system to regularly monitor the impact of tourism to the city both favorably or negatively? If so, how do you monitor and how frequently?

A: Not as far as I know.

4. Urban designing

(1) Do you have an urban designing plan in place that regulates or restricts development of tourism infrastructure and facilities?

A: Denmark's Planning Act must ensure coherent planning that unites the societal interests of land use, helps to protect the country's nature and environment and provides a good framework for growth and development throughout the country so that social development can take place on a sustainable basis with respect for human life, conservation of animal and plant life and increased economic prosperity.

Under the Planning Act, the municipality of Copenhagen issues a municipal plan every four years. The municipal plan is an overall plan for the city's physical development. It consists of visions and political goals, guidelines and frameworks for the city's development.

In accordance with the guidelines in the municipal plan, the municipality prepares local plans. A local plan establishes rules on housing, land use and other conditions within the area of the plan, which may be a major urban development or single property.

These planning tools can, to a certain extent, be used by the state and the municipality of Copenhagen to regulate the development of tourism infrastructure and facilities.

(2) How do you enforce such regulations to the developers?

A: I have no insight into this. I suggest you ask the City of Copenhagen Municipality's Technical and Environmental Management: tmf@tmf.kk.dk.

(3) How do you relate the city tourism plan and the tourism plan in Nyhavn?

A: We do not have a city tourism plan in Copenhagen nor a tourism plan for Nyhavn. As mentioned, there is now focus on the dilemma between everyday life in the inner city and tourism in the draft municipal planning strategy.

(4) What initiatives and programs have you introduced to enhance sustainability of local economy through tourism? Are there any efforts for preventing the leakage because of external capital etc. and stabilization of employment?

A: Inner City Local Committee has adopted a strategy for the development of our district. In the strategy there is a section on tourism:

"Copenhagen must focus on quality tourism in the inner city. There is nothing wrong in other forms of tourism and the City of Copenhagen

should cultivate it in the other districts of Copenhagen. The districts in Copenhagen must not look similar.

Inner City must with its status, location and beauty promote quality and sustainability. We must create diversity and span of experiences. It should be reflected in the store structure, in the hotels, in the restaurant, cafe and nightlife and in what we otherwise offer tourists in the inner city. It must also be seen in the service level. The local committee looks forward to a regulation on the Airbnb-industry and the

possibility of a limitation on Airbnb-rental. Cruise traffic and the associated transport in Inner City must be more sustainable. For example, should Cruise ships be forced to use electricity produced environmentally friendly on the power plants, rather than using electricity produced by the diesel-engines of the cruise ships with air pollution as a result. Particle pollution and greenhouse gas emissions must be reduced according to the target in the municipality's climate plan. Transportation of passengers to and from the cruise ships must mainly be by boats or in small electric buses which fits the street network in the inner city. The Metro-subway (opens in 2019) may eventually contribute to minimize the number of sightseeing buses."

The local committee is not in a position to implement the strategy. We can advise the municipality, the state, the tourist organization and the business associations.

5. Disaster risk reduction and crisis management in tourism

(1) What kind of potential disasters do you expect that have major impacts to visitors and tourism industry in Nyhavn?

A: None.

(2) Do you have a city crisis management plan for the tourism sector?

A: Not as far as I know.

(3) What are the roles of the public/private sectors in coping with disasters/crises and the following decline of tourist traffic?

A: I'm not sure I understand the question.

(4) Do you preplan tourism recovery strategy from the post-disaster decline?

A: Not as far as I know.

Concluding remarks:

Please, notice that Nyhavn is a very small part of Inner City and of Copenhagen. Nyhavn is two streets and one canal.

Also note that Copenhagen has never been affected by major natural disasters or serious economic crises. In 2011, Copenhagen was severely hit by a cloudburst (heavy rain), but it did not affect tourism.

In the period 1960-2000, Copenhagen was worn down, but since then there has been economic progress.