

**Washington State Annual Cruise
Memorandum of Understanding Meeting**
Port of Seattle, Pier 69, Seattle, WA
December 8, 2006

Representatives at the Table:

Amy Jankowiak, WA State Department of Ecology
Jay Lou, Port of Seattle
Peter Ressler, Port of Seattle
Mike McLaughlin, Port of Seattle
Marie Fritz, Port of Seattle
John Hansen, NorthWest CruiseShip Association (NWCA)
Rich Pruitt, Royal Caribbean Cruise Lines
Bob Stone, RCI/Celebrity Cruises Inc.
Captain Kucharski, Celebrity Cruises Inc.
Andrew Phillips, Princess Cruises
Bill Morani, Holland America Line
Randy Fiebrandt, Norwegian Cruise Lines
Rob Duff, WA State Department of Health
Frank Meriwether, WA State Department of Health
Kevin Fitzpatrick, WA State Department of Ecology
Jeannie Summerhays, WA State Department of Ecology

Agenda Items:

- Introductions and MOU introduction
- Compliance with 2006 season
- Shellfish/Virus Study Update
- Funding for the MOU
- Biosolids and MOU amendments
- Looking Ahead
- Comments/Discussion from interested parties

Presentations (see attached Power Point)

- MOU introduction
- MOU compliance

Introductions

Amy Jankowiak, Department of Ecology, led off with introductions followed by a brief presentation of the MOU detailing the history of the MOU, what the MOU covers and its major components. The presentation also covered MOU amendments from 2006 and 2005, and benefits and challenges of the MOU.

Compliance with the 2006 season

Amy Jankowiak, Department of Ecology, presented on compliance with the 2006 season. The presentation detailed discharge approvals, inspections, sampling, and annual compliance letters. The presentation covered which vessels received approval, which did not request or receive approval, inspections conducted, inspection recommendations, problems discovered during some of the inspections, and sampling.

A recommendation was made to form a subgroup to analyze data received and guidelines for the whole effluent toxicity (WET) testing. John Hansen, NWCA, mentioned that he would seek qualified representatives from the cruise industry. Randy Fiebrandt, Norwegian Cruise Lines, recommended Dave Wetzel of Admiralty Environmental and Dave Eely, consultant. Frank Meriwether, Department of Health volunteered to provide information on dilution studies to the subgroup. Amy Jankowiak suggested that Randy Marshall with Ecology would also be a good representative. The suggested timeline is to have the first meeting of the subgroup in February of 2007.

Compliance notifications were also discussed as part of the compliance presentations. All letters have been received for the 2006 season; however, some of the letters left out wording or used an old version of the letter language as included in the most current version of the MOU.

John Hansen mentioned that the MOU works well with the Port of Seattle and Ecology and that the standards in the MOU are set high, which the cruise industry approves of. There is consistency with the whole region (Washington, Canada, and Alaska). Mr. Hansen thanks everyone for their work and diligence.

Andrew Phillips, Princess Cruises, requested copies of all of their inspection reports.

Frank Meriwether thanked Ecology for the inspection criteria being very well thought out and for checking on the implementation of the virus sampling kits.

Shellfish Study

Scott Meschke, University of Washington and John Kissel, University of Washington, made a presentation on the shellfish-virus study that has been taking place as led by the Washington State Department of Health per the legislature. The presentation focused on the details of the wastewater impacts on norovirus exposure from large cruise vessels. Two models were discussed (Box Model and Transient Event Model).

The status of the study is that the data needs to be funneled into a closure analysis, and the study should be finalized prior to the legislatures November 2007 deadline. Frank Meriwether made a request for some details of the vessels from the cruise industry related to the study. John Hansen volunteered to work with the University of Washington to provide more focused data needed to complete the study. Frank Meriwether requested information on the number of propellers used from the large cruise ships. Rich Pruitt, RCCL, stated that only the Celebrity vessels have the 3 props, others are typically all 2 props. John Hansen mentioned that he feels the context of this particular study needs to be compared to other studies regarding ambient studies.

Funding – for the MOU

Amy Jankowiak led off the discussion stating that an agreement to fund the MOU has been pursued since 2004 when the cruise industry agreed to provide funding to Ecology for the cost of the MOU. However, an agreement has still yet to be finalized. A sub-group was formed after last year's annual meeting, and a final agreement is very close. The agreement will have to be signed by December 31, 2006 in order to work for the

2006 season. Marie Fritz, Port of Seattle, stated that the Port has been working with Ecology and the agreement is in the final stages at the Port. The cruise industry has the invoices ready for reimbursement to Ecology through the Port of Seattle. The cost equates to approximately 21 cents per passenger and is based on number of port calls and number of lower berths.

Biosolids

Amy Jankowiak began with a discussion of what cruise ships are currently doing with their sludge waste and what options are out there for sludge management. Most cruise ships currently hold their sludge until greater than 12 nautical miles from shore and discharge the sludge. Some vessels dry and incinerate the sludge on the ship, and a couple of vessels unload their sludge in Canada for on-land treatment. It was mentioned that the industry has committed to considering environmentally beneficial options.

Marietta Sharp, Ecology Biosolids, led a discussion of how sludge can be used beneficially on-land for compost or land application for orchards and other crop use. It was mentioned that there are obstacles for transporting the sludge from the vessel to land; however, there may be opportunities with the possible Terminal 91 new cruise terminal with infrastructure changes. Karen Huber, King County, detailed that there are plans for a County CSO Control project at Magnolia in the sewers West and upstream of the Terminal that might be looked at for dual use possibilities – e.g. CSO control in the winter and Port solids management in the summer. The County project evaluation is just beginning so it would be a good time to talk about any ideas.

It was recommended that a sub-group be formed to develop options for biosolids management from the vessels for beneficial use. Randy Fiebrandt, Norwegian Cruise Line and Bill Morani, Holland America Line mentioned that they have dryers on board some of their vessels. Randy Fiebrandt mentioned that one of their plans was to use the dryers for land fertilization. Marietta Sharp volunteered to lead the sub-groups efforts. John Hansen will be the main contact for the cruise industry. It was also suggested that Randy Fiebrandt be involved and Karen Huber or someone else from King County be involved along with a representative from the City of Seattle as they own most of the sewer lines. Karen Huber mentioned that they would be on-board in participation and would encourage the cruise industry to participate in recycling the waste rather than dumping outside of boundaries.

MOU Amendments

Four amendments to the current MOU were discussed. The first item was that the International Council of Cruise Lines will no longer oversee, but will instead be overseen by Cruise Lines International Association (CLIA). CLIA is similar to ICCL, however, has more members. The guidelines used by CLIA are virtually identical to those used by ICCL. The MOU would need to be amended to change all references of ICCL to CLIA and include the new version of the CLIA *Cruise Industry Waste Management practices and Procedures*. John Hansen provided a copy of the CLIA guidelines.

The second proposed amendment (by Ecology, the Port of Seattle and the NWCA) is to include language on the funding agreement and include an appendix with the agreement that could be updated as needed without amending the MOU itself. The Port of Seattle is working on language for the MOU.

The third proposed amendment (by Ecology) is to change the language to allow for inspections of all vessels, whether approved to discharge or not, for compliance with the MOU. The current language only allows for inspections of vessels discharging. John Hansen will bring the proposed language to all of its members for consideration.

The final proposed amendment (by Ecology) is to clarify that all vessels approved for discharge, not just those actually discharging agree to the sampling requirements set out in the MOU. John Hansen will bring the proposed language to all of its members for consideration.

Looking Ahead

The expectations for the number of vessels and identifying which vessels would likely be visiting Washington waters in 2007 was discussed. The schedule is not yet finalized; however, the following vessels are likely:

- Celebrity Cruises/Royal Caribbean: MERCURY (only at the end of the season), VISION OF THE SEAS (all season), SUMMIT (1 call likely), and possibly the RADIANCE OF THE SEAS
- Princess Cruises: SUN PRINCESS, PACIFIC (smaller vessel, not a regular for the season, no AWTS), GOLDEN PRINCESS (all season)
- Holland America Line: no changes from 2006 season
- Norwegian Cruise Lines: NORWEGIAN STAR, NORWEGIAN PEARL

It was requested that applications for discharge approvals be sent in early. Application requests should be sent to Kevin Fitzpatrick at Ecology.

There was nothing to report on the upcoming legislative season.

Comments/Discussion from interested parties

Mr. Nathan Phillips, Blue Water Network, detailed his concern with the adequacy of the MOU, provisions for dumping. Mr. Phillips also noted concern over the health of Puget Sound and that holding waste until leaving the sound and on shore deposition of sludge should be happening, and no sludge in the Olympic Coast National Marine Sanctuary. He commented that the MOU is going to be hard to enforce in that it is a voluntary agreement.

Mr. Fred Felleman, Blue Water Network, commented that for those vessels that did not ask for permission to discharge and are saying that they did not discharge, what does this mean. What is the industry's commitment/intent? Mr. Felleman stated that they would prefer that the cruise industry not discharge into Puget Sound period. Mr. Felleman also commented that the whole effluent toxicity (WET) testing frequency seems very low; also throwing out result is of concern. Mr. Felleman expressed concern about the Department of Health making a model without knowing what the end point is. Mr. Felleman requested that the MOU build in a financial funding mechanism that would make the study more robust and that water quality ambient studies related to viral studies be used. Mr. Felleman commented that they are pleased with the fact that the Washington MOU is consistent with Alaska standards, but is concerned about Canada's reporting requirements. He asked if the cruise industry has to provide consistent reports throughout their entire log. (Mr. Hansen responded that the practices are similar in Canada).

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