

November 29, 2007

Ray Hellwig, Regional Director  
 Washington State Department of Ecology  
 Northwest Regional Office  
 3190 160<sup>th</sup> Avenue SE  
 Bellevue, WA 98008-5452

Dear Mr. Hellwig:

Re: Washington Cruise MOU Compliance Report: 2007 Cruise Season

In accordance with the provisions of Memorandum of Understanding for Cruise Operations in Washington State (April 20, 2004 as amended May 2007), please accept this letter on behalf of Celebrity Cruises Inc. for the 2007 cruise season.

The following Celebrity Cruises Inc. ship(s) operated in Washington waters during 2007:

Celebrity Cruises Inc:

- *Mercury*; Seattle: May 2, September 21, 24, 28,  
October 1, 5, 8, 12, 15, 19, 22, 26, 29, November 2
- *Summit*, Seattle: May 16.

Celebrity Cruises Inc.'s operations in Washington State addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management. Celebrity Cruises Inc. managed its wastewater in compliance with this section as follows:

In compliance with Section 1.1.1 and 1.1.2, the *Mercury* and *Summit*, held all gray and black water onboard until the ships were outside the waters included in this MOU. The *Mercury* has a Rochem Reverse Osmosis advanced wastewater purification system installed that can treat all black and a portion of the gray water and 4 type II Marine Sanitation Devices (Biopure - 4 plants on board) that treat all the black water according to International Maritime Organization and as for the Rochem system, Alaska legislation standards. The ship is currently certified by the US Coast Guard for continuous discharge in Alaska. The *Summit* has Hamann Marine Sanitation Devices and a Hydroxyl advanced wastewater purification system that is in the process of being commissioned. However, neither of these ship's systems are currently approved by the DOE for discharge in Washington. Based on a thorough review of ships' logs and records, we certify that our ships complied with these provisions of the MOU. Celebrity Cruises Inc. will make these records available to Ecology upon request.

**Section 1.1.4 Discharge of Residual Solids.** Based on a review of Celebrity Cruises Inc. ships' logs and records, Celebrity Cruises Inc. certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within 12 nautical miles from shore, while within the IMO "Area to Be Avoided" and the Olympic Coast National Marine Sanctuary off the Washington Coast. Celebrity Cruises Inc. will make these records available to Ecology upon request.

**Section 1.2. Solid Waste Management.** Based on a review of Celebrity Cruises Inc. ships' logs and records, Celebrity Cruises Inc. certifies that no solid wastes were discharged into waters subject to the MOU. Celebrity Cruises Inc. will make these records available to Ecology upon request. All solid wastes were held onboard for landing to an approved facility or for onboard incineration. In some instances, food wastes were processed onboard and discharged while underway at more than 6 knots speed and while the ship is greater than 12 nautical miles from the nearest land and outside waters subject to this MOU, thus exceeding the International Maritime Organizations MARPOL Annex V requirements. While the *Mercury* was cruising in British Columbia on 3 and 4 day itineraries, and due to the fact that distances were less than 12 nm from the nearest land the vessel landed for disposal comminuted/pulped food waste (screened for plastics) in Victoria (Sept 22, 26, Oct 3, 6, 10, 17, 20, 24, 31) and Vancouver(29 Sept.). No comminuted food waste was discharged into Washington State Waters.

**Section 1.3.1 through 1.3.4 Hazardous Waste Management.** Based on a review of Celebrity Cruises Inc. ship's logs and records, Celebrity Cruises Inc. certifies that Hazardous Wastes were managed in accordance with these sections of the MOU.

*Mercury & Summit:* Landed all non-hazardous and hazardous waste in other locations outside of Washington. Celebrity Cruises Inc. will make these additional records available to Ecology upon written request.

**Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act.** Based on a review of Celebrity Cruises Inc. ships' logs and records, Celebrity Cruises Inc. certifies that the provisions of the above laws were implemented as required by these laws. Celebrity Cruises Inc. will make these records available to Ecology upon request. All Celebrity Cruises Inc. ships fully comply with the appropriate sections of the Invasive Species Act by meeting and exceeding all international and U.S. Ballast Water Management and Reporting requirements found in Subpart D of 33 CFR part 151. Prior to each Alaska Cruising season, Celebrity Cruises Inc. prepares a binder for all ships deploying to the Pacific Northwest that includes all relevant environmental regulations for all west coast of North America and specifically the U.S. and Canada. In that binder we included the ballast water handling requirements for the state of Washington. The ship's specific management strategy was to eliminate the discharge of ballast. In this case, the ship managed to meet stability requirements with other onboard liquid weight. No actions were taken by the ship that would have harassed or hazarded any protected mammal species.

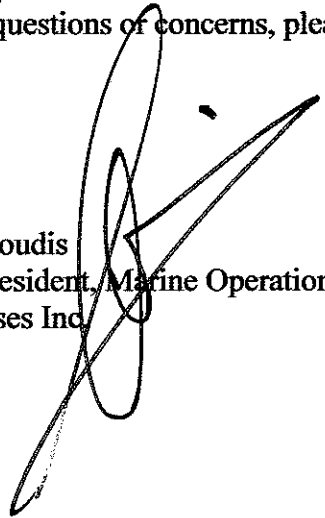
**Section 10. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU.**

Celebrity Cruises Inc. Ships experienced no violations of the provisions of the MOU during the 2007 season.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions of concerns, please call me at 305-982-2738.

Sincerely,

John Krousouloudis  
Senior Vice President, Marine Operations  
Celebrity Cruises Inc.

A handwritten signature in black ink, appearing to read 'John Krousouloudis', is written over the typed name and title. The signature is stylized with large loops and a long horizontal stroke extending to the right.

PHONE: 206 281 3535  
FAX: 206 281 7110

300 Elliott Avenue West  
Seattle Washington 98119

November 30, 2007

Jeannie Summerhays, Regional Director  
Washington State Department of Ecology  
Northwest Regional Office  
3190 160th Avenue SE  
Bellevue, WA 98008-5452

Dear Ms. Summerhays:

Re: Washington Cruise MOU Compliance Report: 2007 Cruise Season

Section 9 of the Memorandum of Understanding for Cruise Operations in Washington State (signed May 25, 2007), requires an annual submittal detailing the compliance with the MOU for the each vessel within the NWCA that calls to a port in Washington for the previous cruise season. Please accept this letter on behalf of Holland America Line (HAL) for the 2007 cruise season.

In calendar year 2007 the following HAL vessels operated in Washington State waters: Amsterdam, Noordam, Oosterdam, Zaandam, and Zuiderdam. Dates of the calls were as follows:

- Amsterdam: Seattle, May 18 to September 21, 2007, weekly calls
- Noordam: Seattle, May 13 to September 30, 2007, weekly calls
- Oosterdam: Seattle, May 5 to September 22, 2007, weekly calls
- Zaandam: Seattle, April 23, 2007, one call
- Zuiderdam: Seattle, September 30, 2007, one call

HAL's operations in Washington State addressed the following key provisions of the MOU as follows:

Section 2.1. Wastewater Management. HAL managed its wastewater in compliance with this section as follows:

- In compliance with Section 2.1.1 and 2.1.2, Amsterdam, Oosterdam, Zaandam and Zuiderdam held all treated and untreated gray and black water while in Washington waters and

did not discharge solid waste or oily bilge water if not in compliance with applicable federal and state laws while in Washington waters. Amsterdam has a Hamworthy Type II MSD; Oosterdam and Zuiderdam have Rochem Advanced Wastewater Purification Systems (AWWPS), and Zaandam has a Zenon AWWPS. Based on a review of ships' logs and records, we certify that these ships complied with these provisions of the MOU. HAL will make these records available to Ecology upon request.

- In compliance with Section 2.1.3, HAL submitted the information required to allow discharge of treated wastewater one mile from berth to Ecology via email on July 31, 2007 documenting the issuance of the U.S. Coast Guard "Continuous Discharge" letter for the Noordam. Approval of the information was received from Ecology on August 13, 2007. Noordam has a Rochem AWTs.
- In compliance with Section 2.1.3 ("a" through "g"), HAL complied with each of the requirements to discharge including sampling requirements, and meeting effluent limitations.

Section 2.1.4 Discharge of Residual Solids. Based on a review of HAL ships' logs and records, HAL certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within 12 nautical miles from shore and while within the IMO "Area to Be Avoided" off the Washington Coast and within the entire boundaries of the Olympic Coast National Marine Sanctuary. HAL will make these records available to Ecology upon request.

Section 2.2.1 through 2.2.4 Hazardous Waste Management. Based on a review of HAL ship's logs and records, HAL certifies that Hazardous Wastes were managed in accordance with these sections of the MOU. HAL will make these records available to Ecology upon request. Hazardous waste was not offloaded from HAL vessels in Washington State in 2007.


Section 6. Marine Mammal Protection Act. Invasive Species Act and the Washington Ballast Water Management Act. Based on a review of HAL ship's logs and records, HAL certifies that the provisions of the above laws were implemented as required by these laws. HAL will make these records available to Ecology upon request.

Washington State Department of Ecology  
November 30, 2007  
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Section 9. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. HAL operations in Washington State resulted in no known incidences of non-compliance with the MOU.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at (206) 301-5343.

Sincerely,



William J. Morani, Jr.  
Vice President  
Environmental Management Systems

WJM/jg



NORWEGIAN CRUISE LINE  
FREESTYLE CRUISING

November 28, 2007

Jeannie Summerhays, Regional Director  
Washington State Department of Ecology  
Northwest Regional Office  
3190 160<sup>th</sup> Avenue SE  
Bellevue, WA 98008-5452

Dear Director:

Re: Washington Cruise MOU Compliance Report: 2007 Cruise Season

Section 9 of the Memorandum of Understanding for Cruise Operations in Washington State (signed May 25, 2007), requires an annual submittal detailing the compliance with the MOU for the each vessel within the NWCA that calls to a port in Washington for the previous cruise season. Please accept this letter on behalf of NCL (Bahamas) Ltd for the 2007 cruise season.

The following ships operated Washington waters during 2007:

- NORWEGIAN STAR – Sailed from Seattle on 5/05, 5/12, 5/19, 5/26, 6/02, 6/09, 6/16, 6/23, 6/30, 7/07, 7/14, 7/21, 7/28, 8/04, 8/11, 8/18, 8/25, 9/01, 9/08, 9/15, and 9/22.
- NORWEGIAN PEARL – Sailed from Seattle on 5/13, 5/20, 5/27, 6/03, 6/10, 6/17, 6/24, 7/01, 7/08, 7/15, 7/22, 7/29, 8/05, 8/12, 8/19, 8/26, 9/02, 9/09, 9/16 and 9/23.

NCL's operations in Washington State addressed the following key provisions of the MOU as follows:

Section 2.1 Wastewater Management. NCL managed its wastewater in compliance with this section as follows:

- In compliance with Section 2.1.3, NCL submitted information supporting its request to discharge treated wastewater while at berth to Ecology on 05 April 2007 for the following ships - NORWEGIAN STAR and NORWEGIAN PEARL. Both of these ships are equipped with the Scanship Advanced Wastewater Treatment System (AWTS) and were sampled twice a month for the entire season. All sample results were submitted to Department of Ecology and were well within the standards detailed in the MOU. Approval to discharge while at berth was received from Ecology on 03 May 2007 for both ships.

- In compliance with Section 2.1.3 (“a” through “g”), NCL complied with each of the requirements to discharge including sampling requirements and meeting effluent limitations.

Section 2.1.4 Discharge of Residual Solids. Based on a review of NCL ships’ logs and records, NCL certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within waters subject to this MOU, within 12 nautical miles from shore and within the entire boundaries of the Olympic Coast National Marine Sanctuary. NCL will make these records available to Ecology upon request.

Section 2.2.1 through 2.2.4 Hazardous Waste Management. Based on a review of NCL ship’s logs and records, NCL certifies that Hazardous Wastes were managed in accordance with these sections of the MOU. NCL will make these records available to Ecology upon request. All hazardous waste was collected and held aboard and discharged ashore in Canada (Victoria or Prince Rupert) in accordance with Canadian and Company policies.

Section 6. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Based on a review of NCL ship’s logs and records, NCL certifies that the provisions of the above laws were implemented as required by these laws. NCL will make these records available to Ecology upon request. Prior to initial entry to Washington the NORWEGIAN STAR and NORWEGIAN PEARL each conducted an open ocean exchange of ballast and held all ballast water aboard during the season. Appropriate Ballast Water Reports were filed with U.S. Coast Guard and the Marine Exchange throughout the season.

Section 9. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. There were no incidents of non-compliance.

I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, please call me at 305-436-4956.

Sincerely,



Randall R. Fiebrandt, P.E.  
Director, Environmental Systems  
(T) 305-436-4956 (F) 305-436-4159





**PRINCESS CRUISES**  
*escape completely*

**RECEIVED**  
**DEC 06 2007**  
**DEPT OF ECOLOGY**

November 30, 2007

Jeannie Summerhays, Regional Director  
Washington State Department of Ecology  
Northwest Regional Office  
3190 160<sup>th</sup> Avenue SE  
Bellevue, WA 98008-5452

Dear Regional Director:

Re: Washington Cruise Ship MOU Compliance Report: 2007 Cruise Season

Please accept this letter on behalf of Princess Cruises for the 2007 cruise season as our annual submittal detailing the compliance with the MOU.

The following ships operated Washington waters during 2007:

- Name of ships; listed port of call and dates.

Sun Princess – Seattle:

May 6,13,20,27  
June 3,10,17,24  
July 1,8,15,22,29  
August 5,12,19,26  
September 2,9,16,23

Golden Princess – Seattle:

May 5,12,19,26  
June 2,9,16,23,30  
July 7, 14,21,28  
August 4,11,18,25  
September 1,8,15,22

Princess Cruises operations in Washington State addressed the following key provisions of the MOU as follows:

Section 2.1 Wastewater Management. Princess Cruises managed its wastewater in compliance with this section as follows:

In compliance with Section 2.1.3, Princess Cruises submitted information supporting its request to discharge treated wastewater while at berth to Ecology on April 30, 2007 for the following ship(s) Golden Princess and Sun Princess. Approval to discharge while at berth was received from Ecology on May 3, 2007. The types of treatment systems for each ship in this category are Hamworthy's Membrane Bio-Reactors (MBR's).

- Description of MBR's

The Golden Princess treats all black water and accommodations gray water with MBR #1, MBR #2 and MBR #3. Black water is delivered directly from the collecting EVAC tanks to the MBR's. Gray water from accommodations is delivered from the dedicated gray water collection tanks and then to one of two MBR's buffer tanks. Gray water from the galleys and laundry are not treated by the MBR's and is held into double bottom tanks. The Hamworthy system has an MBR 1st Stage Screen Press Vexamas Hydro which filters paper and other solids called "screenings" out of the feed. The screenings are collected from the dry waste outlet and into a bagging unit. The bagging is manually removed periodically throughout the day and delivered to the incinerator for incineration while at sea. The feed then flows into the 1st Stage of the Bioreactor which operates as an aerobic biological treatment system. Incoming feed enters into a high strength biomass within which there is a diverse microbial ecology that breaks down and consumes the raw sewage and grey water mix. The by-products of consumption are water and carbon dioxide; the water passes through the membrane and is discharged, the carbon dioxide is vented to atmosphere (outside the Engine Room) along with the air that is used for the aeration of the biomass. This air supply to the biomass via fine-bubble diffusers also lowers the chemical oxygen demand (COD) of the waste. From the 1st Stage of the Bioreactor further filtering is completed in each of the two Russel Type Bag Filters. Any further solids are then redirected back to the Screen Press Vexamas Hydro and the remaining filtrate is pumped to the 2nd Stage of the Bioreactor where further aeration is completed. The 2nd Stage of the Bioreactor is then pumped down via cross-flow pumps which deliver feed to the membrane modules. The final effluent is then pumped from the membranes into a permeate tank where it is then circulated thru an Ultra Violet (UV- System) for further disinfection before it is finally pumped overboard.

The Sun Princess treats all black water and accommodations gray water with MBR #1, MBR #2 and MBR #3. Black water is delivered directly from the collecting EVAC tanks to the MBR's. Gray water from accommodations is delivered from the dedicated gray water collection tanks and then to one of two MBR's buffer tanks where the grey water is provided with some aerobic aeration through the usage of blowers. The gray water and black water are then mixed into a common line before entering the MBR's. Gray water from the galleys and laundry are not treated by the MBR's and is held into double bottom tanks. The Hamworthy system has an MBR 1st Stage Screen Press Waterlink which filters paper and other solids called "screenings" out of the feed. The screenings are collected from the dry waste outlet and into a bagging unit. The bagging is manually removed periodically throughout the day and delivered to the incinerator for incineration while at sea. The feed then flows into the 1st Stage of the Bioreactor which operates as an aerobic biological treatment system. Incoming feed enters into a high strength biomass within which there is a diverse microbial ecology that breaks down and consumes the raw sewage and grey water mix. The by-products of consumption are water and carbon dioxide; the water passes through the membrane and is discharged, the carbon dioxide is vented to atmosphere (outside the Engine Room) along with the air that is used for the aeration of the biomass. This air supply to the biomass via fine-bubble diffusers also lowers the chemical oxygen demand (COD) of the waste. From the 1st Stage of the Bioreactor further filtering is completed in each of the two Russel Type Bag Filters. Any further solids are then redirected back to the Screen Press Waterlink, and the remaining filtrate is pumped to the 2nd Stage of the Bioreactor where further aeration is completed. The 2nd Stage of the Bioreactor is then pumped down via cross-flow pumps which deliver feed to the membrane modules. The final effluent is then pumped from the

membranes into a permeate tank where it is then circulated thru an Ultra Violet (UV System) for further disinfection before it is finally pumped overboard.

Based on a thorough review of ships' logs and records we certify that our ship(s) complied with these provisions of the MOU. Princess Cruises will make these records available to Ecology upon request.

- In compliance with Section 2.1.3 ("a" through "g"), Princess Cruises complied with each of the requirements to discharge including sampling requirements, and meeting effluent limitations.

Section 2.1.4 Discharge of Residual Solids. Based on a review of Golden Princess and Sun Princess ships' logs and records, Princess Cruises certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within waters subject to this MOU, within 12 nautical miles from shore and within the entire boundaries of the Olympic Coast National Marine Sanctuary. Princess Cruises will make these records available to Ecology upon request.

Section 2.2.1 through 2.2.4 Hazardous Waste Management. Based on a review of Golden Princess and Sun Princess ship's logs and records, Princess Cruises certifies that Hazardous Wastes were managed in accordance with these sections of the MOU. Princess Cruises will make these records available to Ecology upon request. All waste that was landed by Princess Cruises in Seattle was handled by Clean Harbors Environmental Services, Inc. According to this contractor Princess Cruises waste was handled in accordance to WAC 173-303-240, and appropriate DOT regulations.

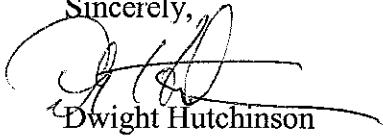
Section 6. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Based on a review of Golden Princess and Sun Princess ship's logs and records, Princess Cruises certifies that the provisions of the above laws were implemented as required by these laws. Princess Cruises will make these records available to Ecology upon request. Princess Cruises has developed navigation procedures in order for marine mammal avoidance. At any time when large marine mammals are sighted in a quadrant which could lead to a close quarter situation with the ships track (passing closer than 100 yards), that speed is immediately reduced to 10 knots or below and, if necessary, course altered to open this approach distance. As always, first consideration must be the safety of the ship, so prior to making this adjustment in course and speed, the ships navigational situation must be considered.

It is Princess Cruises policy that each officer responsible with the operation of ballast water fully understands the practices prescribed in the ships Ballast Water Management Plan. This plan contains a detailed description of the ballast water management processes that the ship must use. Princess Cruises complies with the Washington State Ballast Water Program.

Section 9. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. There were no incidences of non-compliance to report to Ecology or any corrective actions required.

I hereby certify that the above information is true and can be verified through documentation.  
If you have any questions or concerns, please call me at 661-753-1802.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Hutchinson', with a long horizontal flourish extending to the right.

Dwight Hutchinson  
Environmental Operations Director  
Princess Cruises

**Jankowiak, Amy (ECY)**

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**From:** alorezana@princesscruises.com  
**Sent:** Thursday, November 29, 2007 2:49 PM  
**To:** Jankowiak, Amy (ECY)  
**Subject:** Re: annual compliance reports due Dec 1st  
**Attachments:** C.htm; 2007 Annual compliance letter boilerplate.doc

Hello Amy,

I am working at completing the annual compliance report for our Sun Princess and Golden Princess, but will please need a little more time to provide you all of the requested information. I will provide the report to you as soon as possible. Please excuse the delay, I am also traveling to your meeting on Tuesday.

Kindest Regards,

Andrew Lorenzana  
Environmental Operations Manager, M.E.  
Princess Cruises-Cunard Environmental Operations  
24305 Town Center Drive  
Santa Clarita, CA 91355-4999  
Office: 661-753-2755

"Jankowiak, Amy (ECY)" <AJAN461@ecy.wa.gov>

ENV

11/26/2007 11:49 AM

<jhansen@nwcruiseship.com>, "Grabb, Daniel (HAL)"  
<DGrabb@HollandAmerica.com>, "Turvey, Jonathan (HAL)"  
To <JTurvey@HollandAmerica.com> "Fiebrandt Randy" <RFiebrandt@ncl.com>  
<alorezana@princesscruises.com>  
"Fitzpatrick, Kevin (ECY)" <KFIT461@ecy.wa.gov>,  
cc <dspalding@nwcruiseship.com> "Ressler Peter"  
<Ressler P@portseattle.org>

Subject annual compliance reports due Dec 1st



Royal Caribbean International  
1050 Caribbean Way  
Miami FL 33132

tel: 305 539 6000  
www.royalcaribbean.com

November 29, 2007

Mr. Ray Hellwig  
Regional Director  
Washington State Department of Ecology  
Northwest Regional Office  
3190 160<sup>th</sup> Avenue SE  
Bellevue, WA 98008-5452

Dear Mr. Hellwig:

Re: Washington Cruise MOU Compliance Report: 2007 Cruise Season

In accordance with the provisions of the Memorandum of Understanding for Cruise Operations in Washington State (April 20, 2004, amended May 2007), please accept this letter on behalf of Royal Caribbean International for the 2007 cruise season.

The following Royal Caribbean International ship operated in Washington waters during 2007:

*Vision of the Seas*; Seattle: May 11, 18, 25. June 1, 8, 15, 22, 29. July 6, 13, 20, 27. August 3, 10, 17, 24, 31, and September 7, 14.

*Radiance of the Seas*, Seattle: 23 September

*Serenade of the Seas*; Seattle: 9 May and 1 October

Royal Caribbean International's operations in Washington addressed the following key provisions of the MOU as follows:

Section 1.1. Wastewater Management. Royal Caribbean International managed its wastewater in compliance with this section as follows:

In compliance with Section 1.1.1 and 1.1.2, Royal Caribbean International's ships, the *Vision of the Seas* and *Radiance of the Seas* held all gray and black water onboard until the ship was outside the waters included in this MOU. The *Vision of the Seas* has a Hydroxyl Advanced Wastewater Purification treatment system installed that treats all black water in excess of international and US Federal standards. The *Radiance of the Seas* has an IMO type approved Hamann MSD installed. However, neither ship was approved for discharge in Washington State waters. Based on a thorough review of ships' logs and records, we certify that these two ships complied with these provisions of the MOU. The *Serenade of the Seas* did inadvertently discharge Advanced Wastewater Purification (AWP) treated gray and black water inside waters of the MOU in May 2007. This incident was self-reported to DOE and was followed by a detailed investigation of the incident. Royal Caribbean International has made these records available to Ecology upon request.

Section 1.1.4 Discharge of Residual Solids. Based on a review of ship's logs and records, Royal Caribbean International certifies that we complied with the prohibition on discharging residual solids coming from any type of treatment system within 12 nautical miles from shore and while within the IMO "Area to Be Avoided" and the Olympic Coast National Marine Sanctuary off the Washington Coast. Royal Caribbean International will make these records available to Ecology upon request.

Section 1.2. Solid Waste Management. Based on a review of ship's logs and records, Royal Caribbean International certifies that no solid wastes were discharged into waters subject to the MOU. Royal Caribbean International will make these records available to Ecology upon request. All solid wastes were held onboard for landing to an approved facility or for onboard incineration. In some instances, food wastes were processed onboard and discharged while underway at more than 6 knots speed and while the ship was greater than 12 nautical miles from the nearest land while the ships were outside the waters subject to this MOU, thus exceeding the International Maritime Organizations MARPOL Annex V requirements.

Section 1.3.1 through 1.3.4 Hazardous Waste Management. Based on a review of ship's logs and records, Royal Caribbean International certifies that no Hazardous Wastes were landed in Washington State and that they were managed in accordance with these sections of the MOU. Royal Caribbean International will make these records available to Ecology upon request.

Section 5. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Based on a review of ship's logs and records, Royal Caribbean International certifies that the provisions of the above laws were implemented as required by these laws. Royal Caribbean International will make these records available to Ecology upon request. All Royal Caribbean International ships fully comply with the appropriate sections of the Invasive Species Act by meeting and exceeding all international and U.S. Ballast Water Management and Reporting requirements found in Subpart D of 33 CFR part 151. Prior to each Alaska Cruising season, Royal Caribbean International prepares an electronic web-based binder for all ships deploying to the Pacific Northwest that includes all relevant environmental regulations for all west coast U.S. states and Canada. In that binder, we included the ballast water handling requirements for the state of Washington. The ship's specific management strategy was to not discharge ballast. In this case, the ships managed to meet stability requirements with other onboard liquid weight. No actions were taken by the ships that would have harassed or hazarded any protected mammal species.

Section 10. Immediate self-reporting to Ecology of any incidences of non-compliance with any provisions of the MOU. The *Radiance of the Seas* and *Vision of the Seas* experienced no violations of the provisions of the MOU. We have fully reported the incident involving *Serenade of the Seas*' unauthorized discharge of Advanced Wastewater Purification treated gray and black water on 10 May 2007 to the department.

Mr. Ray Hellwig  
November 29, 2007  
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I hereby certify that the above information is true and can be verified through documentation. If you have any questions or concerns, you may contact me at telephone number 305-982-2469.

Sincerely,

A handwritten signature in cursive script, appearing to read "W. S. Wright".

Captain William S. Wright  
Senior Vice President, Marine Operations