



Campaign to Safeguard America's Waters (C-SAW)

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Overview of Cruise Ship Facts, Criminal History, Regulatory Status and Threats to the Environment

More Ships, More Passengers, Fewer Companies

- Worldwide fleet >220 ships, growing 50% from 2000-2005
- 1970: 500,000 N. American passengers 2001: 8,600,000 N. American passengers
- Carnival (Carnival/Holland/Princess/Costa/Cunard/Windstar/Seabourn) = 50% N. American market
RCCL (RCI/Celebrity/Island) + Star (Star/Norwegian/Orient) = 40% N. A. market

Solid Wastes (Based on a "typical ship" of ~3000 passengers and crew)

- ~11.5 tons of garbage produced per day (passengers only, 75-80% is incinerated and disposed at sea.)
- ~23 gallons of toxic waste generated per day. Includes silver nitrate from photo labs and "PERC" from dry-cleaning, mercury, lead, cadmium, and copper from dyes, print shops, batteries, fluorescent lights, and piping

Water Pollution (Based on a "typical ship" of ~3000 passengers and crew)

- ~270,000 gallons of graywater per day (sink, shower, laundry, galley wastes) contaminated with fecal bacteria and often containing infirmatory and spa/beauty parlor wastes
- ~30,000 gallons of blackwater (sewage) and tons of sewage sludge per day; graywater and blackwater are likely contaminated with viruses that could infect swimmers.
- ~7000 gallons of oily bilge water discharged per day; bilgewater discharges have been used on numerous occasions to hide the dumping of other toxic pollutants
- Thousands of metric tons of ballast water are exchanged with receiving waters; discharged ballast water can infect receiving waters with invasive and/or disease-causing organisms

Air Pollution (Based on a "typical ship" of ~3000 passengers and crew)

- A single cruise ship can release as much air pollution every day as >12,000 automobiles
- Most ships use bunker fuel or other cheap, high sulfur fuels and refuse to plug into shore-side power

Aquatic Ecosystem Impacts

- Three humpback whales died in S.E. Alaska from ship collisions in 2002, individual humpbacks were killed by collisions with ships in the 2003 and 2004 seasons; not all of these deaths have been confirmed collisions with cruise ships but it is likely they were cruise ship related
- Harbor seal populations have declined by 2/3 in Yakutat Bay in the past 10 years, during the same time period in which cruise traffic has increased by a factor of 10; seals chased from ice floes by approaching ships are easier prey for orcas – separating mothers and pups increases pup mortality
- Underwater noise from cruise ships can potentially disorient and kill whales and porpoises
- Polluted wastestream releases and food chain accumulation of pollutants can harm marine mammals
- Cruise ship anchors have damaged large areas of coral reefs in the Caribbean
- High nutrient and bacteria levels in cruise ship discharges can harm coral reef ecosystems and contaminate aquatic vegetation

Repeat Felony and Misdemeanor Convictions

- >\$100 million in fines for pollution, falsifying records, and reef damage over the past decade; 87 confirmed cases of illegal dumping by foreign flagged cruise ships into U.S. waters between 1993-1998 (See *Marine Pollution: Progress Made to Reduce Marine Pollution by Cruise Ships, but Important Issues Remain*, February 2000 – Wash., DC: Government Accounting Office)
- Royal Caribbean was convicted on 21 felony counts for dumping, falsifying records, and obstructing justice in U.S. waters in 1999

- Norwegian Cruise Lines pled guilty to a felony charge for dumping and falsifying records in 2001; Norwegian Sun discharged 16,000 gallons (40 tons) of raw sewage into the Strait of Juan de Fuca on May 3rd 2003
- Carnival Cruise Lines was convicted on multiple felony charges in April 2002 for dumping oily bilge water into U.S. waters and falsifying discharge logbooks
- In May 2001, Holland America's Westerdam was cited for releasing untreated wastewater while docked in Juneau.
- Crystal Cruises broke a written promise to not discharge in the Monterey Bay Marine Sanctuary, dumping 36,000 gal. of treated bilge, treated sewage, and grey water during its visit on October 9, 2002
- The Holland America (HAL) *Ryndam* was convicted in 2004 for dumping ~ 20,000 gallons of sewage sludge into Juneau harbor in August 2002

Current statutory/regulatory/technology controls

- Federal and state governments have failed to require cruise ships to meet state water quality standards – the same level of performance required of all other major dischargers into public waters
- EPA has illegally exempted cruise ships from Clean Water Act permitting regulations; therefore there are no meaningful enforcement actions or penalties, no industry-wide technology requirements, and no direct mechanisms for public oversight
- Many ships are still not equipped with advanced wastewater treatment systems (AWTS) for improved sewage treatment and dump wastestreams into our oceans without any independent monitoring or enforcement; new ships are being built without AWTS
- Alaska statute passed in 2001 regulates fecal bacteria levels and total suspended solids, but not metals, hydrocarbons, plastics, chemicals, etc., and does not require a permit to operate; AWTS-equipped ships can discharge anywhere with inadequate oversight to prevent illegal behavior
- Maine adopted the concepts in Alaska's law in 2004 with the addition of a permit system that has not yet been implemented
- California passed a complete set of no-discharge laws for cruise ships in 2004
- Hawaii and Florida have an MOU (Memorandum of Understanding) with the industry; a non-binding, unenforceable pledge by the industry to not pollute public waters
- A federal bill was introduced in Congress in 2004 by Senator Durbin that would ban all discharges within 12 miles of shore and implement an independent marine engineer observer program
- The Cruise Ship Ballot Initiative drafted by C-SAW and Responsible Cruising in Alaska has been certified for the 2006 Alaska general election and would require permits to discharge and meeting all State water quality standards, establish an on board monitoring program with independent marine engineers, and implement reasonable taxes on the industry to support community costs for cruise-related impacts to infrastructure.

C-SAW's Objectives

- Require permits for all polluted wastewater discharges, and establish effluent limits for all pollutants in all wastestreams that meet state and federal WQS at the end of pipe (no mixing zones.)
- Require regular monitoring and reporting on all wastestreams.
- Assess reasonable taxes to fund monitoring, record keeping, equipment inspection and water quality analysis programs; and provide support to communities impacted by ship traffic.
- Require ships to plug into shore-side power
- Place an independent marine engineer on every ship as an observer who would report directly to state and federal agencies, have guaranteed access to ship logs, inspect equipment, and observe maintenance procedures and discharge events
- Assess meaningful financial, civil, and criminal penalties for non-compliance.

For more information visit these websites: www.cruisejunkie.com, www.earthisland.org, www.bluewaternet.org; www.oceana.org

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(www.earthisland.org) and direct your contributions to the C-SAW Project!**