

**MEMORANDUM OF UNDERSTANDING
CRUISE OPERATIONS IN
WASHINGTON STATE
SUMMARY OF AMENDMENTS**

AMENDMENT NO. 1

Signed July 8, 2005

1. Changing references to the Seattle being the only port berthed to all ports in Washington.
 - While the ships typically call only to Seattle, there is potential for port calls to other ports.
2. Adding a requirement for all vessels within the NWCA to submit an annual report of compliance with MOU.
 - This requirement is being added due to the need to know if ships complied with the MOU whether or not they go through the process of authorization to discharge. For ships that choose to hold their discharge while in Washington waters, it is important to know if they complied.
3. Adding regulation language referenced in Appendix vi to show all effluent limits required for discharge.
 - Ships that discharge must meet the higher standards as set in Alaska which is referenced in the MOU and in appendix vi.

AMENDMENT NO. 2

Signed April 28, 2006

1. Adding a requirement to prohibit the discharge of oily bilge water and a definition was also added. The purpose of this addition is to include specific prohibition language on all major sources of potential pollutants from the vessels.
2. Adding a definition for residual solids. Residual Solids has gone undefined although we have had the requirement to prohibit the discharges. This has been added to clarify exactly what types of residual solids are being managed per this MOU.
3. Adding specific language about what limits must be met for monitoring results. The purpose of this addition is to make it clear to the cruise lines and to the public what limits need to be met.
4. Changing the requirement on WET testing from once per 2 years to once per 40 port calls or turnarounds for vessels that are not homeported due to the fact that vessels come and go from this route from year to year.
5. Other minor changes for organization of the document.

AMENDMENT NO. 3

Signed May 25, 2007

1. Changing all references and the appendix from the International Council of Cruise Lines (ICCL) to the Cruise Line International Association (CLIA) as the association changed.
2. Adding language about the interagency agreement for cost recovery and referencing the appendix.
3. Changing where residual solids (sludge) can be discharged to disallow any residual solids discharges in the entire Olympic Coast National Marine Sanctuary.
4. Clarifying the language to allow for inspections of all vessels, whether approved for discharge or not for compliance with the MOU. The language currently only allows for inspections of vessels discharging.
5. Clarifying the language to say that all vessels approved for discharge, not just those actually discharging agree to the sampling requirements set out in the MOU. The current language has been confusing for some vessels approved for discharge, but mostly holding discharges anyways.

AMENDMENT NO. 4

1. Incorporating recommendations from the Washington State Department of Health virus report:
 - a) Not allow discharges within a half mile of shellfish beds. Include an appendix identifying the areas where bivalve shellfish beds that are recreationally harvested or commercially approved within half a mile of the shipping lanes and update annually. And include an appendix with background information on the virus related elements.
 - b) Define a “disinfection system upset” condition as a disinfection below levels of four log (99.99%) inactivation of norovirus.
 - c) Require immediate shutdown capability from an upset condition of disinfection below levels of four log (99.99%) inactivation of norovirus for all vessels that have submitted documentation to discharge.
 - d) Require immediate notification to the Department of Health for an upset condition.
2. Require whole effluent toxicity testing for only those vessels that have submitted documentation for continuous discharge.
3. Other minor changes for organization of the document.

AMENDMENT NO. 5

1. Including a process for amending the MOU including a public review process. Proposed amendments will be accepted for the 2012 cruise season and then every three years thereafter.
2. Updating the name of the cruise association. In 2010, the NorthWest CruiseShip Association changed its name to the North West & Canada Cruise Association (NWCCA).
3. Including an additional shellfish area to Appendix X.