

## Washington Annual Cruise MOU & Cruise Ship Update Meeting

Department of Ecology, Northwest Regional Office, Bellevue, WA

December 7, 2005

### Attendees:

Amy Jankowiak, WA State Department of Ecology  
Frank Meriwether, WA State Department of Health  
Jan Haywood, WA State Department of Health  
Robert Duff, WA State Department of Health  
Charlie Ball, Princess Cruises  
Paul Morgan, Princess Cruises  
Daniel Grabb, Holland America Line  
Keith Johnson, Holland America Line  
John Hansen, NorthWest CruiseShip Association  
Nick Schowengerdt, Holland America Line  
Peter Ressler, Port of Seattle  
Wayne Grotheer, Port of Seattle

Marie Fritz, Port of Seattle  
Douglas Coburn, Quay Cruise Agencies, USA  
Matthew Darbous, Quay Cruise Agencies, USA  
Mike Young, Cruise Terminals of America  
Mick Schultz, Port of Seattle  
Kevin Fitzpatrick, WA State Department of Ecology  
Vince Chavez, WA State Department of Ecology

### Via Conference Call:

Randall Fiebrandt, Norwegian Cruise Lines  
Don Habeger, RCI/Celebrity

### Agenda Items:

- Shellfish/Virus Study
- Compliance with 2005 Season (MOU)
- Funding – for the MOU
- MOU Amendments
- Looking Ahead

### Handouts (see attached PDFs or links):

- Copy of the current MOU  
([http://www.ecy.wa.gov/programs/wq/wastewater/cruise\\_mou/am\\_cruise\\_mou\\_6\\_10\\_05.pdf](http://www.ecy.wa.gov/programs/wq/wastewater/cruise_mou/am_cruise_mou_6_10_05.pdf))
- Dept. of Ecology: *2005 Vessel Inspections – Summary*
- Dept. of Health: *Passenger Ship Wastewater Discharge in Puget Sound, Virus Study Update*

### Presentations (see attached Power Point)

- Dept. of Health: *The Passenger Ship Virus Study...*

### Introductions

Amy Jankowiak, Department of Ecology, led off with introductions.

### Shellfish Study

Frank Meriwether, Department of Health, made a presentation on establishing shellfish closure zones including National Shellfish Sanitation Program requirements and norovirus. Slides attached.

It is not yet known if the study results and closures will be just in the shipping lanes corridor or if the closures might affect shellfish harvest areas. Shellfish closure zone determinations are usually made with fecal coliform as an indicator but the National Shellfish Sanitation Program acknowledges viral aspects are also taken into account. The process of closure determinations considers interruption in disinfection as the potential upset scenario. There was a discussion on the size of the final filters of the wastewater systems on the ships. For example, the Kubota membrane bioreactor has pore size of 0.4 microns and with operational time goes down to approximately 0.1 microns. The norovirus is about 0.03 microns. Mr. Meriwether noted a need for more information on pore sizes of final filters for the wastewater systems on the ships. There was also a discussion from the cruise industry on the ability of ultraviolet disinfection to kill the viruses. The cruise industry also pointed out the steps that they have taken especially as compared to on-land systems in quality of effluent and studies on viruses. As seen during the inspections this past season, Admiralty and the cruise ships have already been putting virus kits on board vessels. There was a discussion of Department of Health's understanding of the best way to collect samples for the study and what Admiralty and the labs they are using understand as the best way to collect the samples. Things to consider are where the outbreaks might occur, if at all, proper long-term storage of any samples on board, what labs should be used and transporting the samples to the labs within the required time. The Norovirus assays do not have to be conducted at the DOH Public Health Lab.

Robert Duff, Department of Health, made a presentation on establishing shellfish closure zones including an update on the virus study – background, goals, additional information, and study timeframe. Slides attached.

Mr. Duff specified that the main contract with the University of Washington for the study has been signed and a second contract with the University for dilution/hydrography modeling is being finalized. Part of the plan for the study will also include looking at smaller passenger ships. This will probably take place next year.

It was agreed that Ms. Jankowiak and the cruise industry would work to provide the Department of Health with information on pore sizes of the final filters of the wastewater systems.

Nick Schowengerdt, Holland America Line, made a request that for joint meetings on the virus study with the University, a representative of the cruise industry should be included. The Department of Health agreed and will work through John Hansen, NorthWest CruiseShip Association (NWCA), on the coordination.

It was also agreed that The Department of Health and the cruise industry/David Wetzel, Admiralty, work together on the details of what the virus test kits should include and laboratory needs. John Hansen agreed to be the NWCA contact for this liaison.

There was an inquiry into whether or not the draft of the final study would be available for review by the folks at the table. It was discussed that this would be appropriate and could be very helpful. DOH agreed, and would confirm that there is no problem with this. Ms. Jankowiak has a contact list of those interested in these issues and will help in distributing the draft to those interested.

#### Compliance with 2005 Season (MOU)

Ms. Jankowiak led a discussion of compliance with the 2005 cruise season and the MOU. A summary of inspections in Washington State was presented. See handout attached. Overall, the inspections went very well. Access and coordination was not a problem. The systems are functioning well. Ms. Jankowiak and Kevin Fitzpatrick, Department of Ecology, pointed out some specific recommendations from the inspections including a need for clear notification procedures, as per the MOU and the need for more thorough ultraviolet light

disinfection system cleaning and maintenance. It was pointed out by the cruise industry that they prefer to have notifications made through their headquarters. This procedure meets the requirements as long as the notifications are done immediately. Procedures were not always clear to staff on the vessels.

Letters of compliance with the MOU, as required by the MOU, were due to Ecology on December 1, 2005. Only two letters had been received as of the day of the meeting. A reminder to submit those ASAP was given.

The cruise industry inquired about whether or not an annual report would be completed as was done for the legislature in 2004. Ms. Jankowiak indicated that while a request from the legislature for a report had not been made, a report is being drafted and should be completed and available sometime in January.

#### MOU Amendments

There was a discussion of possible amendments to the MOU. Neither the cruise industry nor other entity's at the table had recommendations other than Ecology. Ms. Jankowiak went through proposed amendments including clarifying language to clearly specify limits for parameters (Biochemical Oxygen Demand (BOD), Total Suspended Solids (TSS), pH, fecal coliform and residual chlorine), clarifying how often Whole Effluent Toxicity testing is required as ships come and go, and adding specific prohibitions on other types of waste discharges (biomedical waste and oily bilge water). The parties of the MOU did not object to the concepts of the changes and added that these are items that they are already doing. Ms. Jankowiak will initiate draft language for the proposed amendments and will distribute to applicable parties.

#### Funding – for the MOU

Peter Ressler, Port of Seattle and Vince Chavez, Department of Ecology gave a presentation to the group on where we stand with funding for the MOU, commitments made, how to retrieve funding – cost recovery. Both Ecology and the Port of Seattle took the stance that there were too many "unknowns" to make a decision at this time. Mr. Chavez informed the group that original assumptions did not quite line-up with our assumptions that were used for the bill analysis over the past two sessions regarding the cruise ship industry. Kevin Fitzpatrick, Department of Ecology pointed out the fact that the bill identified responsibilities, such as reports to the legislature along with setting up the infrastructure to run a permit-fee program, were not required responsibilities of the original MOU cost analysis.

It was decided that a sub-group will be formed to discuss assumptions that will be used to determine funding for the MOU. This sub-group will consist of Mr. Chavez, Mr. Ressler, Ms. Jankowiak, Mr. Fitzpatrick, Marie Fritz, Port of Seattle, and John Hansen, NWCA. A target date for completion of the funding process of the MOU is the beginning of April 2006 (before the start of the 2006 cruise season). If legislature introduces bill for Cruise Ship Industry, group will continue with MOU until legislation enactment; if associated legislation does not pass, the MOU would remain our guidance. Different options for ways to recover costs of the MOU included recovering directly from the NWCA or recovering from the Port of Seattle who would recover costs from the Association.

#### Looking Ahead

There was some discussion of the possibility of a bill being introduced this session on the cruise ship discharges. It was discussed to wait and see. Ms. Jankowiak indicated that research is being done to gain more information on the smaller passenger ships in Washington State. The cruise industry in Washington State continues to grow. There are about 30 more large ship visits scheduled for this upcoming season. There will be

a number of different ships and few returning vessels this season. Ms. Jankowiak made a request of the cruise industry to submit documentation for approvals as soon as possible.

The meeting ended with all parties committed to make the MOU work for the State of Washington.