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December 1, 2014

Mr. Josh Baldi  
Regional Director  
Washington State Department of Ecology  
Northwest Regional Office  
3190 160th Avenue SE  
Bellevue, WA 98008-5452

Re: Washington Cruise MOU Compliance Report: 2014 Cruise Season

Dear Mr. Baldi:

Section 9 of the Memorandum of Understanding for Cruise Operations in Washington State (signed May 19, 2008, and most recently amended on March 14, 2011), requires an annual submittal detailing the compliance with the MOU for each vessel within the North West & Canada Cruise Association (now known as Cruise Lines International Association - North West & Canada) that calls in a port in Washington State for the immediately preceding cruise season. Please accept this letter on behalf of Holland America Line (HAL) for the 2014 cruise season.

The following vessels operated in Washington State waters subject to the MOU during 2014:

- Amsterdam: Port calls in Seattle on May 18; June 1, 8, 15 & 22; July 6, 13, 20 & 27; August 10, 17 & 24; and September 7, 14 & 21.
- Oosterdam: One port call in Port Angeles on May 9, two port calls in Seattle on May 10 and September 29.
- Statendam: One port call in Port Angeles on May 17, one port call in Seattle on September 29
- Westerdam: Weekly port calls in Seattle May 3 to September 27, with one additional port call on June 29

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

Section 2.1 Wastewater Management. In compliance with Section 2.1.1 and 2.1.2, HAL vessels held all treated and untreated gray and black water while in Washington waters and did not discharge solid waste or oily bilge water while in Washington State waters. Amsterdam has a Hamworthy Type II MSD. Oosterdam and Westerdam have Rochem AWTSSs, and Statendam has a Zenon AWTSS. Based on a thorough review of ships' logs and records we certify that our ship(s) complied with these provisions of the MOU. Records of the discharges made by each of these ships on the dates of their Washington State port calls, and of the discharges immediately before and after those port calls, are attached.

Section 2.1.3 (C)(1-3) Shellfish and "upset" conditions. As noted above, and based on a review of HAL ship logs and records, HAL certifies that we complied with the prohibition on discharging within 0.5 nautical miles of bivalve shellfish beds that are recreationally harvested or commercially approved to harvest as identified annually by the Department of Ecology. For the above listed ships there were no upset conditions that resulted in a discharge in MOU waters.

Section 2.1.3 (C)(4-10) Other discharge approval requirements. HAL did not submit documentation as described in sections 2.1.3 A. or B. of the MOU.

Section 2.1.4 Discharge of Residual Solids. Based on a review of HAL ship 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 within the Olympic Coast National Marine Sanctuary.

Section 2.2.1 through 2.2.4 Hazardous Waste Management. Based on a review of HAL ship 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 2014.

Section 6. Marine Mammal Protection Act, Invasive Species Act, and the Washington Ballast Water Management Act. Based on a review of HAL ship logs and records, HAL certifies that the provisions of the above laws were implemented as required. HAL has developed an internal procedure designed to ensure compliance with all ballast water regulations, this procedure is MR-704, the Ballast Water Management Manual.

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) 286-3202.

Sincerely,

A handwritten signature in black ink, appearing to read 'MDI', with a long horizontal line extending to the right.

Michael D. Inman  
Vice President  
Safety and Environmental Operations  
Holland America Group Fleet Operations

MDI/jg