

## **CLIA INDUSTRY STANDARD**

### **CRUISE INDUSTRY WASTE MANAGEMENT PRACTICES AND PROCEDURES**

The members of the Cruise Lines International Association (CLIA) are dedicated to preserving the marine environment and in particular the pristine condition of the oceans and other waters upon which our vessels sail. The environmental standards that apply to our industry are stringent and comprehensive. Through the International Maritime Organization, the United States and flag and port states, CLIA has developed consistent and uniform international standards that apply to all vessels engaged in international commerce. These standards are set forth in the International Convention for the Prevention of Pollution from Ships (MARPOL). The international standards of MARPOL have in turn been adopted by the United States and augmented by additional national legislation and regulation. The U.S. has jurisdiction over both foreign and domestic vessels that operate in U.S. waters where U.S. laws, such as the Federal Water Pollution Control Act, the Act to Prevent Pollution from Ships, the Ports and Waterways Safety Act, and the Resource Conservation and Recovery Act - which applies to hazardous waste as it is landed ashore for disposal, apply. The U.S. Coast Guard enforces both international conventions and domestic laws.

The cruise industry commitment to protecting the environment is demonstrated by the comprehensive spectrum of waste management technologies and procedures employed on its vessels.

CLIA members are committed to:

- a. Designing, constructing and operating vessels, so as to minimize their impact on the environment;
- b. Developing improved technologies to exceed current requirements for protection of the environment;
- c. Implementing a policy goal of zero discharge of MARPOL, Annex V solid waste products (garbage) and equivalent US laws and regulations by use of more comprehensive waste minimization procedures to significantly reduce shipboard generated waste;
- d. Expanding waste reduction strategies to include reuse and recycling to the maximum extent possible so as to land ashore even smaller quantities of waste products;
- e. Improving processes and procedures for collection and transfer of hazardous waste; and
- f. Strengthening comprehensive programs for monitoring and auditing of onboard environmental practices and procedures in accordance with the International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code).

**INDUSTRY WASTE MANAGEMENT STANDARDS:** CLIA member cruise vessel operators have agreed to incorporate the following standards for waste stream management into their respective Safety Management Systems.

1. Photo Processing, Including X-Ray Development Fluid Waste: *Member lines have agreed to minimize the discharge of silver into the marine environment through the use of best available technology that will reduce the silver content of the waste stream below levels specified by prevailing regulations.*
2. Dry-cleaning waste fluids and contaminated materials: *Member lines have agreed to prevent the discharge of chlorinated dry-cleaning fluids, sludge, contaminated filter materials and other dry-cleaning waste byproducts into the environment*
3. Print Shop Waste Fluids: *Member lines have agreed to prevent the discharge of hazardous wastes from printing materials (inks) and cleaning chemicals into the environment.*
4. Photo Copying and Laser Printer Cartridges: *Member lines have agreed to initiate procedures so as to maximize the return of photo copying and laser printer cartridges for recycling. In any event, these cartridges will be landed ashore.*
5. Unused And Outdated Pharmaceuticals: *Member lines have agreed to ensure that unused and/or outdated pharmaceuticals are effectively and safely disposed of in accordance with legal and environmental requirements.*
6. Fluorescent And Mercury Vapor Lamp Bulbs: *Member lines have agreed to prevent the release of mercury into the environment from spent fluorescent and mercury vapor lamps by assuring proper recycling or by using other acceptable means of disposal.*
7. Batteries: *Member lines have agreed to prevent the discharge of spent batteries into the marine environment.*
8. Bilge and Oily Water Residues: *Member lines have agreed to meet or exceed the international requirements for removing oil from bilge and wastewater prior to discharge.*
9. Glass, Cardboard, Aluminum and Steel Cans: *Member lines have agreed to eliminate, to the maximum extent possible, the disposal of MARPOL Annex V wastes into the marine environment. This will be achieved through improved reuse and recycling opportunities. They have further agreed that no waste will be discharged into the marine environment unless it has been properly processed and can be discharged in accordance with MARPOL and other prevailing requirements.*
10. Incinerator Ash: *Member lines have agreed to reduce the production of incinerator ash by minimizing the generation of waste and maximizing recycling opportunities.*
11. Graywater: *[For ships traveling regularly on itineraries beyond the territorial waters of coastal states], member lines have agreed that graywater will be discharged only while the ship is underway and proceeding at a speed of not less*

*than 6 knots<sup>1</sup>; that graywater will not be discharged in port and will not be discharged within 4 nautical miles from shore or such other distance as agreed to with authorities having jurisdiction or provided for by local law except in an emergency, or where geographically limited. Member lines have further agreed that the discharge of graywater will comply with all applicable laws and regulations. For vessels whose itineraries are fully within US territorial waters, discharge shall comply fully with U.S. and individual state legislation and regulations.*

12. **Blackwater:** *CLIA members have agreed that all blackwater will be processed through a Marine Sanitation Device (MSD), certified in accordance with U.S. or international regulations, prior to discharge. For ships traveling regularly on itineraries beyond territorial coastal waters, discharge will take place only when the ship is more than 4 miles from shore and when the ship is traveling at a speed of not less than 6 knots.<sup>1</sup> For vessels whose itineraries are fully within US territorial waters, discharge shall comply fully with U.S. and individual state legislation and regulations.*

Some member cruise lines are field-testing wastewater treatment systems that utilize advanced technologies. These onboard wastewater treatment systems, which are currently being referred to as advanced wastewater purification (AWP) systems, are designed to result in effluent discharges that are of a high quality and purity; for example, meeting or surpassing secondary and tertiary effluents and reclaimed water. Effluents meeting these high standards would not be subjected to the strict discharge limitations previously discussed.

Each CLIA cruise vessel operator has agreed to utilize one or more of the practices and procedures contained in the attached “*Cruise Industry Waste Management Practices and Procedures*” in the management of their shipboard waste streams. Recognizing that technology is progressing at a rapid rate, any new equipment or management practices that are equivalent to or better than those described, and which are shown to meet or exceed international and federal environmental standards, will also be acceptable. Member lines have agreed to communicate to CLIA the use of equivalent or other acceptable practices and procedures. As appropriate, such practices and procedures shall be included as a revision to the attached document. As an example, when improved systems for treating blackwater and graywater are perfected and shown to meet the requirements for MSDs and accepted by appropriate authorities, the new systems and associated technology will be included in the attachment as a revision.

CLIA and its Environmental Committee will continue to work with the U.S. Coast Guard, the U.S. Environmental Protection Agency and other appropriate agencies to further implement the above commitments.

<sup>1</sup> For vessels operating under sail, or a combination of sail and motor propulsion, the speed shall not be less than 4 knots.

ATTACHMENT: *CRUISE INDUSTRY WASTE MANAGEMENT PRACTICES AND PROCEDURES*

Revised: November 12, 2006

Effective for non-prior ICCL members: [July 1, 2007]