

# Los Angeles Times

August 29, 2004

## A Look at Some of the Key Bills Passed

### **ENVIRONMENT**

#### **Cruise Ship Dumping**

AB 2672 by Assemblyman Joe Simitian (D-Palo Alto) would bar cruise ships from releasing raw sewage into California waters.

The legislation would affect hundreds of ships that dock in the state every year. California ports saw roughly 650,000 passengers in 2001, making the state the second-largest cruise ship destination in the country.

To implement the law, the state would have to obtain permission from the federal government.

The measure, sponsored by the environmental group Bluewater Network, was supported by the California Coastal Commission. It was opposed by the International Council of Cruise Lines.

# San Jose Mercury News

September 25, 2004

## Cruise ships hit with ban on sewage

NEW LAW BARS ALL DISCHARGES NEAR COAST

By Paul Rogers  
*Mercury News*

Gov. Arnold Schwarzenegger signed a measure Friday that bans cruise ships from dumping any kind of sewage — even highly filtered wastewater — into state coastal waters, giving California the toughest laws in the United States limiting pollution from the luxury liners.

The new law, which takes effect Jan. 1 in state waters out to three miles offshore, sets fines of up to \$25,000 per violation.

It was the third significant measure on cruise ships signed this week by Schwarzenegger, who has positioned himself as a “green” Republican since winning election a year ago.

A day earlier, Schwarzenegger signed two laws banning cruise ships from burning waste and from dumping so-called “graywater” from sinks, showers and kitchens anywhere in state waters.

Friday’s bill, however, AB 2672, by Assemblyman Joe Simitian, D-Palo Alto, was the most controversial. It angered cruise ship owners, who say waste on many vessels already is

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cleansed more thoroughly than it is in most coastal cities in the state.

“I’m tremendously pleased,” Simitian said Friday afternoon. “This really puts California at the forefront of coastal protection. The cruise ship industry has been a growing economic benefit to the state, but it also poses growing problems in terms of coastal protection.”

With fears of international travel after the Sept. 11 terrorist attacks, cruise ship visits to U.S. ports, particularly California stops such as Monterey, San Francisco and San Diego, have steadily grown, reaching nearly 800 last year. California is now the second most popular cruise ship market in the nation behind Florida.

Environmentalists have urged tougher rules on the fleets, citing examples of where they have dumped garbage or sewage in coastal waters, threatening public health and marine life.

“The cruise industry is not what you would call a clean industry,” said Sam Haswell, a spokesman for Oceana, an environmental group that lobbied in favor of the three bills. “There are problems with

sewage, water pollution and air pollution. A big cruise ship can carry up to 4,000 or 5,000 people at one time. They are floating cities.”

The cruise industry opposed Simitian’s sewage bill, however, saying it went too far.

Michael Crye, president of the International Council of Cruise Lines, in Arlington, Va., which includes the 16 largest cruise operators, including Carnival, Royal Caribbean and Norwegian, said his organization’s member companies have spent \$50 million

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in recent years upgrading their wastewater treatment systems to “tertiary” treatment, the highest level.

Crye noted that one-third of the ships in the fleets of those 16 largest companies now have such super-clean systems, and the goal of those companies is to have all ships

equipped.

In contrast, he said, nearly all cities on the California coast use only “secondary” or “advanced secondary” treatment before pumping their wastewater in the ocean.

“The bill fails to recognize a very significant advancement in wastewater treatment,” Crye said. “Based on the quality of some of the coastal waters, we would be adding to the water quality with our discharges in some of these areas.”

Alaska and Maine, which until this week had the toughest national standards, allow discharge of highly treated sewage from cruise ships. Federal law prohibits the dumping of raw sewage in state waters, but it allows treated sewage to be released anywhere, including harbors.

Last year, the city of Monterey approved a 15-year ban on all Crystal Cruises ships after the Crystal Harmony dumped 36,000 gallons of graywater and sewage in Monterey Bay, violating a promise it had made not to. Simitian said that was the impetus behind his bill.

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# Orlando Sentinel

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## THE CRUISE REPORT

# Clean up your act, California tells ships

By **ARLINE BLEECKER**  
SPECIAL TO THE SENTINEL

The latest round of terminating unsound environmental policies at sea comes from the Terminator himself.

Gov. Arnold Schwarzenegger of California recently signed into law three anti-pollution bills regulating ship discharges within three miles of California's coast. Individually, the bills stop cruise ships from dumping gray water (galley, sink and shower wastes) and black water (toilet waste), and prohibit the incineration of waste near shore.

According to the ocean conservation group Oceana ([oceana.org](http://oceana.org)), a large cruise ship daily can generate up to 25,000 gallons of sewage from toilets and 200,000 gallons of waste from galleys, sinks and showers.

Democratic Assemblyman Joe Simitian, who wrote the black-water legislation, says, "It's important that we protect our beaches and coastal ecosystems from needless, damaging pollution by an expanding cruise-ship industry. These laws ensure that even as the industry continues to grow, it won't be at the expense of our air and water quality."

Oceana says the legislative push in California began after the Crystal Harmony dumped about 36,000 gallons of sewage

and other wastewater into the Monterey Bay National Marine Sanctuary in October 2002. Crystal immediately fired the responsible officer, but because it thought the ship was outside the sanctuary, the incident went unreported for five months. The dumping so outraged the city of Monterey that it banned the Harmony from its harbor forever and other ships operated by Crystal for 15 years.

California, the nation's second-largest cruise ship market, had 14 percent growth in cruise departures last year, with 807,000 passengers, according to Oceana. The cruise industry predicts a 25 percent increase in ships visiting California during the next decade.

Halting the dumping of wastewater is essential. Such waste contains bacteria, pathogens and heavy metals, which contribute to beach closings, seafood contamination, coral-reef destruction and other marine and public-health problems.

In recent years, the cruise industry's environmental record has been sullied by a string of high-profile incidents.

In 2002, for example, Norwegian Cruise Line agreed to pay \$1 million in fines for the unlawful discharge of bilge water. Carnival, the biggest conglomerate of cruise lines, confessed to dumping oily

wastewater from five ships and agreed to pay \$18 million in fines.

Meanwhile, a concerned public, scrupulous watchdog groups and, yes, a more conscientious cruise industry continue to monitor and improve the environmental picture in vacation land.

In 2001, Alaska, as sensitive to eco issues as a dog is to fleas, set air and water pollution controls for cruise ships visiting its ports. And last May, Oceana persuaded Miami-based Royal Caribbean Cruise Lines, the world's second-largest cruise-ship company, to install advanced wastewater-treatment technology fleet-wide.

Increased scrutiny and the industry's desire to act responsibly have prompted lines to adopt voluntary anti-pollution measures. In fact, lines are green-eyed, not with envy, but with concern for the environment.

To reduce emissions, Princess' ships next summer will cut their engines when docked in Seattle and link to the city's hydroelectric power. The cost to equip each ship for the connection is about \$500,000. The arrangement is similar to one Princess initiated in Juneau in 2001.

The cruise lines' success and survival depends on such initiatives, says Michael Crye,

president of the International Council of Cruise Lines, a lobbying organization for 15 lines. Council members "are serious about keeping the oceans clean and healthy. The industry has made tremendous progress in environmental initiatives and will continue its commitment to protect the environment."

Sound environmental policy by the cruise industry is not a transient fling for popularity, notes Jamie Sweeting, senior director for Conservation International's Center for Environmental Leadership in Business, a partner of the council.

Council members "are working to limit their own environmental footprint and [are] reaching out to passengers, crew and business partners to contribute to conservation," she says.

For instance, cruise lines will look closely at the findings of an independent panel of scientists studying the best practices for wastewater management and treatment, she adds.

Although some industry actions warrant optimism, Sam Haswell, a spokesman for Oceana, notes, "There's still a long way to go."

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