

How to Get Involved in PROTECTING THE OCEAN

- At www.kahea.org you can learn more about cruise ship issues and sign up with our email Action Alert Network to stay informed of opportunities for public comment, events, etc.
 - Sign our open letter to Governor Lingle, (posted on our website), urging support for the regulation of the cruise industry. Encourage your friends to sign it, too.
 - Get connected with other people in your community who are concerned about cruise ships.
- Receive our educational packet.
 - Order a copy of *Endangered Waters: the Cruise Industry in Hawai'i*, KAHEA's new 15 minute educational video/dvd.
 - **Get Involved! Act Now to protect our ocean! Contact KAHEA today!**



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Our Ocean is Not A DUMP!

Like a city of equivalent size, cruise ships produce thousands of gallons of wastewater and tons of garbage each day. In addition, cruise ships hold thousands of gallons of ballast water and bilge water that are released directly into the ocean.

However, unlike a city, cruise ships are exempt from the federal clean water act and need to meet only minimum standards for discharging waste into the marine environment.



The cruise ship industry in Hawai'i is unregulated, pays no taxes and is exempt from U.S. labor and environmental laws. They can dump human waste, rubbish, and oily bilge or ballast water directly into the ocean.



The cruise ships are not violating any state laws.

THERE ARE NONE.

WHAT

Do Cruise Ships Produce and

WHERE

Does It Go ?

Raw Sewage or Black Water

Approximately 30,000 gallons of raw sewage or black water is generated each day by the average (3,000-passenger) cruise ship.

According to Hawai'i's Memorandum of Understanding (MOU), cruise ships are allowed to dump raw untreated sewage into the ocean four miles from shore. This is problematic because strong currents move between the islands. There is no monitoring to determine if four miles is enough and the state does not know if the ships are complying.

Some of the cruise ships have wastewater treatment capability and treat raw sewage with either a chemical (chlorine) or biological (bacterial) process. Treated sewage or sludge can be dumped **anywhere** in the ocean beyond one mile at six knots speed. Treated sludge can contain high levels of fecal coliform, ammonia, copper, nickel, zinc and problematic nutrients.



The cumulative impacts must be addressed, as there are several ships discharging waste each day of the week. The potential impacts to our ocean and beaches are of serious concern. Wastes produced daily include:

Gray Water

Each day up to 255,000 gallons of gray water are generated by a single cruise ship. Gray water includes water from swimming pools, laundries, dish washing, showers and cleaning and contains chlorine, detergents, solvents, oil and pesticides. Ships are allowed to dispose of gray water, **which is completely untreated, directly into the ocean four miles from our shores.**

The SOLUTION to POLLUTION

Tough laws are the only solution to cruise ship pollution. Federal laws passed in the 1980's regulated effluent discharges and industrial waste that had been routinely being dumped into North American rivers. Our vital ocean resources deserve the same protection.

Alaska, California and Maine have enacted legislation in an effort to protect air quality and vital ocean resources. Since laws regulating cruise discharge passed in Alaska, air emission violations were reduced from 39 to one and there are now few violations or wastewater discharge.

We need to insist on strong and enforceable regulation that protect Hawai'i's waters and prevent degradation of our vital marine environment. Regulations need to reflect Hawai'i's unique warm water ecosystem. Coral reefs and fish are negatively impacted by nutrient loading. Even advanced wastewater treatment technology found on some cruise ships does not address this problem. Nutrient loading kills coral and fish in nutrient-poor waters, which are found in Hawai'i.

A FEDERAL REGULATION May Be POSSIBLE

Mid 2004, a coalition of national groups introduced a cruise ship regulation bill that may move through the 2005 Congress. The proposed legislation--co-sponsored by Hawai'i Congressman Ed Case--would do an adequate job of protecting marine environments under U.S. jurisdiction. A federal law, if it remains strong enough by the end of the process, would be ideal for all parties. The cruise ship industry would not be dealing with patchwork regulations and coastal waters would be protected from known and avoidable pollution.

We should accept nothing less than strong enforceable regulations with an allocation of adequate funding for enforcement and monitoring. We cannot allow the health of the ocean or the public to be compromised.

REPEAT OFFENDERS:

Trust is *Not* a Cruise Industry Virtue

The cruise industry's environmental compliance record is shameful. Gross misconduct, deception and illegal dumping have been common practice over the years. In the past ten years, each major cruise line has repeatedly violated laws and agreements, including, dumping sewage, conventional and hazardous waste, and falsifying records. It has paid tens of millions of dollars in fines.

Norwegian Cruise Line settled with the EPA to pay one million dollars and admitted (after a whistle blower reported the violations) that it had repeatedly lied to the U. S. Coast Guard for years regarding the discharge of oil-contaminated bilge waste. Norwegian admitted that the intentional falsification of logbooks was designed to conceal on-going illegal dumping.

In April 2002, Carnival Cruise Lines pled guilty to six felony counts and agreed to pay \$18 million in fines related to dumping oily discharges into waters off Florida and the Caribbean. The company wasn't convicted of polluting the sea but of lying about it to the Coast Guard on pollution-treatment records—a violation of federal law.

VIOLATIONS

to Hawai'i's MOU

Between November 2003 and April 2004, the industry admitted to repeated violations of the MOU including discharge of gray water and black water into fragile island environments.

- Royal Caribbean admitted 10 separate incidents of discharging gray water and untreated sewage while traveling through Penguin Bank off the south coast of Moloka'i. Penguin Bank is a protected fishing area and well known as Humpback whale territory.

Without enforceable regulations and monitoring we are allowing on-going degradation of our beaches, fishing grounds, surf sites, coral reefs, turtle and monk seal habitat.

- Princess Cruises admitted to three violations involving dumping close to 20,000 gallons of gray water in marine areas.
- Holland America Line cryptically reported that there were, "errors in reporting discharges of wastewater." No further detail was provided.

Garbage Galore

Each day, one cruise ship produces an average of 7 tons of plastic waste, bottles, cans, paper products, batteries, food waste and Styrofoam. U.S. law prohibits dumping garbage directly into the water within three miles (state waters). International treaty prevents waste being dumped in waters from three to 25 miles and prohibits anything plastic from being dumped into waters under U.S. jurisdiction. Consequently, about 75% of the garbage is incinerated on board. The ash from burning plastic, vinyl, Styrofoam, batteries, etc., has a high potential for being highly toxic and is dumped directly into the ocean.

Oily Bilge Water

Residual oil, grease, solvents and fuel from routine engine maintenance mix with bilge water and are collected at the bottom of the vessel. An average of 7,000 gallons of oily bilge water are released every day.

Ballast Water

Cruise ships take in millions of gallons of ballast water to stabilize the vessel to ensure even keel and safe operating conditions. In doing so, they also take in thousands of live marine species including larvae of fish and invertebrates, plankton and microorganisms. Ballast water from other environments, for example California or Mexico, released in Hawai'i is a major source of invasive species, which can cause havoc on fragile marine ecosystems. Invasive (alien) species are the number two cause of biodiversity loss with an annual cost of \$137 billion to the U.S. economy.

Hazardous Waste

Toxic waste is generated from film processing, dry cleaning, print shops, beauty salons and maintenance including painting, cleaning, etc. Solvents, heavy metal, pesticides, mercury, lead and cadmium are examples of the hazardous compounds produced daily. 15 gallons of toxic waste is produced on an average per ship per day. Incinerators on cruise ships are likely to produce dioxins, furans and also likely to release mercury and other chemicals directly into the air. Federal law requires hazardous wastes to be off-loaded to land-based treatment, storage or disposal facilities. Who pays for the treatment of these wastes?



Smoke Stacks, Diesel and Incinerators

Cruise ships idle massive diesel engines while in port. One ship in one day produces diesel exhaust equivalent to the exhaust of 10-12,000 cars. Toxic particulates spewed out of smoke stacks settle in the ocean and soil and drift into our lungs. Prevailing winds determine if communities are inhaling these emissions. When ships burn low-grade diesel fuel, 50 times more pollutants are produced than the dirtiest diesel trucks.

Native Hawaiian **CULTURE** and Island **RESOURCES**



How does this industry impact our way of life?

Fish rely on clean water. Repeated discharges of oily bilge, sludge, and nutrient rich gray water into the ocean will impact already imperiled fish populations. In Hawaiian culture the land and the people are one. The moana and the coral are at the core of survival—and form the basis of life in these islands. Hawaiian culture is always jeopardized whenever precious resources are degraded.

The cruise industry reaches into the pockets of local businesses. Retailers, including tour operators, etc. are charged to be included on maps of “recommended” local businesses and then are forced to

turn over a percentage of their revenues to the cruise lines. This percentage gradually increases. In Alaska, local shops pay up to 40% of their revenues to the cruise line. Tours arranged on board pay up to 60% back to the industry.

The legislature is mandated to protect public trust resources. We all need to know what the impacts are when cruise passengers descend by the hundreds on our beaches, parks and woodland trails. How does it impact our water supplies, land fills, infrastructure. How does this industry impact our way of life? Cruise ships displace barge deliveries of fresh food and supplies sometimes for days at a time. These and other impacts should be carefully assessed before we can allow this industry to continue operating throughout our waters with impunity

What is HAWAII doing to **PROTECT OUR OCEAN?**

In 2002 the state of Hawai'i entered into a Memorandum of Understanding (MOU) with North West Cruiseship Association, which represents the interests of Carnival, Celebrity, Crystal, Holland America, Norwegian, Princess, Radisson Seven Seas, Royal Caribbean, Seabourn, and World Explorer cruises. The MOU is not between the state and the cruise lines, but with an industry interest group.

An MOU is a *voluntary* agreement. There is no mechanism for enforcement or requirement for compliance. The MOU provides no protection whatsoever of our ocean environment. Nor are any fees levied to cover the direct or indirect costs associated with this booming industry. There were no repercussions when the industry reported scores of violations in Hawai'i. When the cruise industry violated the terms of an MOU in Washington State, the response was that, ‘no laws had been broken.’



Hawai'i's MOU asks cruise ships to discharge untreated sewage and gray water beyond the four mile boundary, but within state waters if the discharge has been treated. Cruise ships are also asked to control the emissions of their incinerators and engines while in port. These ships are supposed to report violations of the MOU to the State within ten days of the incident.

Unfortunately, there are no penalties for violations under the MOU. That means that a ship can choose compliance or not, with no legal ramifications.