

WORLDWIDE CRUISING ENVIRONMENTAL STANDARDS – VMS FORM SAF77

Introduction

Local environmental legislation changes frequently and becomes more diversified and complex.

The Company monitors applicable environmental regulations worldwide and compiles a summary by means of SMS form **SAF77 "Worldwide Cruising Environmental Standards" (WWCES)**.

Actions required

The Master is responsible to ensure the following is done by an assigned officer:

- 1) Update the VSL Bulletin and VMS forms folders onboard with the revised SAF77
- 2) Familiarize Deck and Engine Officers with it

Note: Use as primary reference the source Excel .xlsx version of the SAF77 as it contains some embedded files in it as attachments and the full text of some cells may not be fully visible in .pdf format.

The .pdf version attached herewith is for illustrative purpose only

- 3) Instruct Deck and Engine officers to consult the SAF77 during voyage planning and also VSL Bulletins 09 "Summary of regional ballast water legislation"
- 4) In case of questions – refer to VOTech@silversea.com
- 5) Confirm implementation of SAF77 to DPA

Note: Remove from onboard files and destroy all previous versions of the form

■ ■ Completed ■ ■

Worldwide Cruising Environmental Standards

GUIDE INTRODUCTION

This spreadsheet contains information on discharge standards for waste management and operations when ships are in port or in waters regulated by local environmental requirements and jurisdiction.

Those local requirements with particular emphasis and complexity on environmental compliance are displayed under separate regional tabs; Single environmental requirements for other counties' jurisdictions are summarized under one tab as "Additional Areas"

This document also summarizes for USA going vessels, the additional requirements that individual States imposed when certifying the Federal US Vessel General Permit (VGP), referenced in the [VMS in Operations > Environmental Management > Vessel General Permit \(VGP\)](#) except for ballast water management, for which VSL Bulletin 09 ("Summary of Existing Regional Ballast Water Legislation") is to be consulted

The minimum international (Marpol, as amended) requirements, cruise industry standards (CLIA*) and known Memorandums of Understandings (MOUs) are summarized under the "Minimum Environmental Standards" tab.

This spreadsheet is to be read in conjunction with the Company's Safety Management System environmental procedures ([Operations > Environmental Management](#) and VSL Bulletin # 9)

In the event that there is a conflict within these requirements or between them and the E/SMS, clarification shall be obtained [by the HSEQ Department](#)

Common abbreviations used are listed on the "Minimum Environmental Standards" tab.

While every effort is made to source, collect and verify all possible information herewith, this spreadsheet is to be used as guidance only and these and other local environmental requirements if existent are to be enquired and verified through local authorities and agents [in collaboration with the HSEQ and Port Operations Deaprtments \(as applicable\)](#) well in advance during the ship's voyage planning process

*** Notes:**

1. *Silversea cruises are CLIA members (www.cruising.org)*
2. *With the written approval of the [HSEQ Management](#) exemptions can be granted on a case by case basis, in full compliance with local requirements*

MINIMUM Worldwide Cruising Environmental Standards - SUMMARY												
The requirements listed below are the minimum environmental compliance required as per regulatory instruments (Marpol, as amended), affiliation to organizations (CLIA*, MOUs etc), the "Additional Notes" below and Company Policy. Stricter requirements may be in force in some areas - please refer to the additional spreadsheet tabs												
Activity	Processed Bilge Water < 15 ppm oil	AWWTP Permeate	Sludge from AWWTP's & MSD's	Treated Black water (Sewage) by MSD's / IMO Sewage Treatment Plant	Untreated Black Water (Sewage)	Grey Water	Food Waste (Marpol V, as amended, CAT.B)	Incinerator Ash (Marpol V, as amended, CAT. E)	Other Categories of Garbage	Ballast water	Air Emissions Fuel Quality	Air Emissions Opacity and Air Emissions Energy Efficiency
In Port	Not Permitted as per Marpol I, as amended	Not Permitted as per Company Policy; may be subject to exemption in compliance with local regulations	Not Permitted as per Company Policy	Not Permitted as per Company Policy and CLIA** Standards	Not permitted as per Marpol IV, as amended	Not Permitted as per CLIA*** Standards	Not Permitted as per Marpol V, as amended	Not Permitted as per Marpol V, as amended	Not Permitted as per Marpol V, as amended, with the exception of cleaning agents and additives in deck and external surface wash waters ³	with prior ballast water exchange ≥200NM from nearest land or ≥200m depth per IMO's Ballast Water Convention; if an IMO approved Ballast Water Treatment System installed - treat only if Method D2 (treatment) marked as applicable on the IBWMCertificate	max 3.50% Sulphur worldwide, max 0.10% Sulphur in ECA as per Marpol VI, as amended	Use of Incinerator not recommended
Underway	"en route" (underway at sea, on course(s) which as practicable for navigational purposes, will cause any discharge to be spread over as great area as is reasonable and practicable)	> 4NM & > 6 Knots* as per Company Policy; may be subject to exemption in compliance with local regulations	> 12 NM & > 6 Knots* as per Company Policy	> 4 NM & > 6 Knots* as per Company Policy and CLIA** Standards	Not permitted as per Company Policy- All blackwater will be processed through an approved, properly operated and maintained MSD	> 4 NM & > 6 Knots* as per Company Policy and CLIA** Standards	> 12 NM from nearest land as per Marpol V, as amended & > 6 Knots* as per Company Policy (within special areas only communitied/ ground food waste ≤ 25 mm)	Not Permitted as per Marpol V, as amended	Not Permitted as per Marpol V, as amended, with the exception of cleaning agents and additives in deck and external surface wash waters ³	if will discharge within a port state's jurisdiction - conduct a prior ballast water exchange > 200 NM & ≥ 200 m depth (IMO Ballast Convention); if an IMO approved Ballast Water Treatment System installed - treat only if Method D2 (treatment) marked as applicable on the IBWMCertificate	max 3.50% Sulphur worldwide, max 0.10% Sulphur in ECA as per Marpol VI, as amended	Incinerator operation recommended outside harbour limits
Comments		Permeate held in tanks till > 4Nm & > 6 Knots* as per Company Policy; may be subject to exemption in compliance with local regulations	As far as practicable discharge to be in different locations as per Company Policy	Black Water is to be always treated when possible as per Company Policy	Exemptions from the above may be granted for discharge of untreated Black Water when >12 NM from nearest land & > 4 Knots and at a rate of discharge as approved by the Administration as per Marpol IV, as amended (IMO MEPC 157(55))		min distance from nearest land reduced to ≥ 3NM if waste ≤ 25mm & outside Marpol V Special Areas, Reduction in distance not permitted in Marpol V Special Areas	CLIA** vessles only: Sampled annually to profile if hazardous or not	Not Permitted as per Marpol V, as amended, with the exception of cleaning agents and additives in deck and external surface wash waters ³	if above cannot be achieved then exchnage ≥50NM & ≥ 200m depth; if this cannot be met either -then check if port State of destination has established local ballast water exchange areas (check also Bulletin No.9): A ship does not need to deviate from its voyage or delay it in order to comply with the Ballast Water Exchange requirements above (unless local regulation of destination port state requires otherwise)	max 3.50% Sulphur worldwide, max 0.10% Sulphur in ECA as per Marpol VI, as amended	Opacity alarms, where available to be set at 20% as per Company Policy; ship specific SEEMP; Monitoring Reporting Verification (MRV) voyage data and fuel consumption monitoring and reporting worldwide as per Company Policy
Records	Oil Record Book (ORB) as per Marpol I, as amended	Wastewater Disposal Log (SAF32) as per Company Policy	Wastewater Disposal Log (SAF32) as per Company Policy	Wastewater Disposal Log (SAF32) as per Company Policy	Wastewater Disposal Log (SAF32) as per Company Policy; Document/ table for approved max discharge rate by Flag/Class as per IMO res. MEPC 157 (55).	Wastewater Disposal Log (SAF32) as per Company Policy	Garbage Disposal Log (SAF19) or Flag approved GRB (if appl.) as per Marpol V, as amended	Garbage Disposal Log (SAF19) or Flag approved GRB (if appl.) as per Marpol V, as amended	Garbage Disposal Log (SAF19) or Flag approved GRB (if appl.) as per Marpol V, as amended	approved Ballast Water Management Plan (BWMP); Ballast Water Record Log (SAF35) (or Flag approved BWRBook) as per IMO Ballast Convention, Ballast Water Reporting Form (SAF40) or port state specific, Ballast Water at Sea Exchange Plan (SAF42) as per Company Policy; Biofouling Management Plan and Record Book (saf107)	Bunker Delivery Note (BDN), Oil Record Book (ORB) as per Marpol I, as amended, Engine Log Book as per Flag State, Marine Sulphur Book as per Company Policy (or Flag approved such book)	Garbage Disposal Log (SAF19) or Flag approved GRB (if appl.) as per Marpol V, as amended, Opacity Records (if available) as per Company Policy; SEEMP required energy performance datasheets; MRV voyage data and fuel consumption records

Additional Notes:

1. Distances "from nearest land" for food waste, treated and untreated black water (sewage) and grey water disposal are to be taken from the territorial sea baselines as per Marpol, as amended and UNCLOS
Baselines information can be obtained from ECDIS (if such layer is provided) or at: http://www.jag.navy.mil/organization/code_10_mcrmm.htm or at: <http://www.un.org/depts/los/LEGISLATIONANDTREATIES/regionslist.htm>
2. No discharge of any wastewater (other than through AWWTP's - on case by case basis) and other wastes in any Marine Sanctuaries and Parks (See the additional sheets/tabs for specific requirements)
- see also the attached embedded overview of selected enviro sensitive area (special areas and marine sanctuaries, parks, reserves, baselines, EEZs and ECAs)
-see also about the Maprol Special areas IN EFFECT at: <http://www.imo.org/en/OurWork/Environment/SpecialAreasUnderMARPOL/Pages/Default.aspx>
3. These substances must not be harmful to the marine environment (relevant evidence i.e. MSDS or declaration from the supplier must be kept onboard)
4. Abbreviations used:

AWWTP = Advanced Waste Water Treatment Plant
MSD = Marine Sanitation Device (Sewage Treatment Plant)
CLIA = Cruise Lines International Association (ex name ICCL)
ORB = Oil Record Book (Marpol I, as amended)
GRB = Garbage Record Book (Marpol V, as amended)
BDN = Bunker Deliver Note (Marpol I, as amended)
ECA = Emission Control Area (Marpol VI, as amended)

* Note: 4 NM is distance from Nearest land; Min Speed is 6KN, however for vessels operating under sail, or a combination of sail and motor propulsion, the speed shall not be less than 4 knots

** Note: Non CLIA vessels will endeavour to comply with the discharge policy stated. However, with the written approval of the HSEQ Management exemptions can be granted on a case by case basis, in full compliance with local requirements.


*** Note: Non CLIA vessels will endeavour to comply with the CLIA grey water in full compliance with any more stringent other applicable local regulations if: onboard holding capacities are sufficient, this would not lead to load line or stability concerns, reception facility is reasonably and economically available, they are not geographically limited in their itinerary and need to deviate for this, there is a net environmental benefit, onboard use of water is minimized. Before any discharge which is not as per the CLIA policy, the vessel must be fully aware and have verified local requirements in this respect.

Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)										
N.B.: Latest edition of Company Bulletin # 9 is to be referred to for worldwide Ballast Water requirements										
* IAATO members are = GA Expedition, [Silversea cruises]; ** AECO members are= GA Expedition, [Silversea cruises]										
Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage = Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
Antarctic Area (as defined by Polar Code, south of lat 60S)	0ppm = No OWS (Oily Water Separator) discharge permitted South of 60 Latitude as per Marpol I	Treated sewage (IMO Sewage Treatment Plant /MSD or AWWTP) >4nm and >6kn a sper Company Policy Sewage Sludge or by exemption only UNTREATED sewage - more than 12NM from nearest land or any ice-shelf or fast ice and always as far as practicable from areas of ice concentration exceeding 1/10; and min speed of > 4 Knots and with a min rate of discharge as per IMO MEPC 157(55)	>4nm and >6kn as per Company Policy	Special area under MARPOL V, as amended (and Polar Code). No discharge of food onto ice; Only communitied/ ground food waste ≤ 25 mm at distance ≥ 12 nm from nearest land or nearest ice shelf, or nearest fast ice and as far as practicable from areas of ice concentration exceeding 1/10; Discharge of introduced avian products, including poultry and poultry parts, is not permitted unless made sterile	RECOMMENDED to mitigate more rapid degradation of Anti Fouling coating due to hull / sea-chest abrasion with ice	IAATO* guidelines (mandatory for IAATO members and best recommended practice for others)		no carriage (ie not just use) of heavy fuel oil (including IFO-180) allowed		env assessment required to be made and sent to a party of the Antarctic treaty in advance; RECOMMENDED to have non-toxic biodegradable lubricants or water based systems in Oil to Sea Interfaces
Arctic area (as defined by Polar Code, generally north of lat 60N except for Iceland and the Northern tip of Europe)	0 ppm = No OWS (Oily Water Separator) discharge permitted per Polar Code	Treated sewage (IMO Sewage Treatment Plant /MSD or AWWTP) >4nm and >6kn a sper Company Policy Sewage Sludge or by exemption only UNTREATED sewage - more than 12NM from nearest land or any ice-shelf or fast ice and always as far as practicable from areas of ice concentration exceeding 1/10; and min speed of > 4 Knots and with a min rate of discharge as per IMO MEPC 157(55)	>4nm and >6kn as per Company Policy	No discharge of food onto ice; Only communitied/ ground food waste ≤ 25 mm at distance ≥ 12 nm from nearest land or nerest ice shelf, or nearest fast ice and as far as practicable from areas of ice concentration exceeding 1/10 (per Polar Code)	RECOMMENDED to mitigate more rapid degradation of Anti Fouling coating due to hull / sea-chest abrasion with ice	AECO** guidelines (mandatory for AECO members and best recommended practice for others)		carriage of Heavy/residual Fuel Oil NOT RECOMMENDED		RECOMMENDED to have non-toxic biodegradable lubricants or water based systems in Oil to Sea Interfaces
Baltic States	certain states prohibit use of OWS in their waters: ie Lithuania and Denmark within 12 miles; Finland within 4 nm from shore	CLIA member lines agree to discharge MARPOL Annex IV waste (sewage) ashore where adequate port reception facilities are available under a "no special fees" arrangement	CLIA encourages discharge to shore facilities when practical and if there would be beneficial env impact	Marpol V Special Area: Comminuted food waste : >12nm from baselines Non-Comminuted: Discharge Prohibited.				Baltic ECA max 0.10% sulphur	Incinerators not to be used in port and territorial seas of Baltic States within 12 NM of shore	HELCON (convention); EU Dir 91/227/EEC Landbased wastewaters see also EU countries section
Belgium / Germany / Holland					Not Permitted in any ports in Belgium/ Germany / Holland					see also EU countries section
Belize	Prohibited in territorial waters (within 12 nm from land)	Prohibited in territorial waters (within 12 nm from land)	Prohibited in territorial waters (within 12 nm from land)							
Bermuda	Not allowed in territorial waters (12 nm) without the prior approval of the Department of Environmental Protection	Untreated effluent discharge in territorial waters is prohibited. Treated effluent discharge is not allowed in territorial waters without the prior approval of the Department of Environmental Protection	same as for Black Water	Garbage incl. food waste discharges (from pulpers) is not allowed in territorial waters. Waste offloading is allowed only after prior approval from the Dept. of Public Works (Waste Management Section). Waste shall be separated into compostable (food waste), recyclable (alluminum, steel, glass), hazardous, bulky and municipal waste. Hazardous and special waste (incl. incinerator ash, oils, grease, medical waste, fluorescent lamps, batteries, paints, mercury containing items, flares) and bulky waste (incl. anchors, ropes, furniture, mattresses, engine parts, masts) cannot be offloaded in Bermuda.	Underwater hull cleaning and/ or painting is not allowed in territorial waters. Above water hull cleaning is allowed only with fresh or salt water (without cleaning agents). Propellers shall not be polished in territorial waters.	For policies concerning fruits, vegetables, animals and plants on board ships in Bermuda or its territorial waters, please contact cjessey@gov.bm or animals@gov.bm	No chipping, scraping of painted ot varnished exterior surfaces. Spot painting of ship sides above waterline is allowed provided paint is prevented from dripping into the Bermuda waters.	The maximum allowed sulphur content in fuel for Controlled Plants is 2.0%.	Use of any incinerator in Bermuda's territorial waters is prohibited unless the owner is in possession of a valid Operating Licence issued by the Environmental Authority. Opacity of exhaust emissions from controlled plants shall not exceed 5% except during periods of engine start-up and cool down. Smoke emitted from a ship shall not be offensive. The stack or exhaust outlet of controlled plants shall be situated so that the exhaust fumes do not foul the ventilation of buildings, including windows and air intake points or vents or adversely impact nearby residents.	A ship staying in Bermuda's territorial waters for a cumulative total of 7 days or longer within one year shall make application for Operating Licences for Controlled Plant (including electrical and steam generators, sewage treatment plants, incinerators, oily water separators) prior to the ship's arrival in Bermuda. Exceptions will be considered for those ships calling into Bermuda's ports in emergency situations. Operating Licences are not required for engines used solely for propulsion. Controlled plants shall be installed and maintained to produce the minimum amount of noise and vibration (maintenance logs shall be available for inspection).


Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)

N.B.: Latest edition of Company Bulletin # 9 is to be referred to for worldwide Ballast Water requirements

* IAATO members are = GA Expedition, [Silversea cruises]; ** AECO members are= GA Expedition, [Silversea cruises]

Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage – Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
Caribbean	Not permitted within 12 miles of Grand Cayman; Turks and Caicos - No discharge within 12nm	Not permitted within 12 miles of Grand Cayman; St Maarten: Discharge is prohibited in Man of War Shoal Marine Park (between 18°N and 17°-57.0N and 63°-01.30W and 63°-04.50W); Turks and Caicos - No discharge within 12nm	Not permitted within 12 miles of Grand Cayman; St Maarten: Discharge is prohibited in Man of War Shoal Marine Park (between 18°N and 17°-57.0N and 63°-01.30W and 63°-04.50W); Turks and Caicos - No discharge within 12nm	not permitted within 12 miles of Grand Cayman	Not permitted in St. Thomas or St. Maarten; beware of the Wider Caribbean Region Marpol V Special Area: Comminuted food waste: >12nm from the baselines Non-Comminuted: Discharge Prohibited.			U.S. Caribbean Sea ECA - max 0.1% Sulphur within Puerto Rico & USVI waters (approx 50NM). Coordinates are provided in Appendix VII of MARPOL Annex VI.	Incinerators not to be used within 12 miles of Grand Cayman	
China	oil spill contract with an approved OSRO required			wastes to be discharged ashore to an aproved contractor before leaving last Chinese port				<p>Local Sulphur Emission Control Areas (ECAs):</p> <p>-Bohai Rim (BR) area*- including but not limited to the following inland water boundary ports: Dalian, Bayuquan, Yingkou, Panjin, Jinzhou, Huludao, Qinhuangdao, Tangshan, Caofeidian, Jingtang, Tianjin, Cangzhou, Binzhou, Dongying, Weifang, Yantai, Huanghua</p> <p>-Chang Jiang area – Yangtze River Delta (YRD)**- including but not limited to the following inland water boundary ports: Nanjing, Zhenjiang, Yangzhou, Taizhou, Zhejiang, Nantong, Changzhou, Wuxi, Changshu, Suzhou, Taicang, Shanghai, Zhangjiagang, Jiangyin, Jingjiang, Jiaxing, Huzhou, Hangzhou, Shaoxing, Ningbo, Zhoushan</p> <p>-Pearl River Delta (PRD) - including but not limited to the following inland water boundary ports: Guangzhou: Xinshe, Huangpu, Nansha, Dongguan, Huizhou, Shenzhen, Zhuhai, Zhongshan, Foshan, Jiangmen, Zhaoqing</p> <p>Ships berthed in all ports in the above ECAs, except during the first hour after berthing and last hour before departure, shall use fuel oil with sulphur content of not more than 0.50% m/m.</p> <p>* Ships calling at the following ports of the Bohai-Rim (BR) area shall use fuel with no more than 0.50% sullphur PRIOR TO VESSEL BERTHING at: Tianjin, Qinhuangdao, Huanghua, Caofeidian, Jingtang</p> <p>**Ships within the YRD ECA are encouraged to consume fuel oil with sulphur content of not more than 0.10% m/m whilst at a berth, and fuel oil with sulphur content of not more than 0.5% m/m when navigating in YRD ECA</p> <p>From 01 January 2019, all ships prior to entering the ECAs shall use fuel oil with sulphur content of not more than 0.5% m/m.</p> <p>Only the port of Shanghai may grant non-compliant fuel availability exemptions - a ship can apply in written form (available through Company or agent) for exceptions to Shanghai MSA at least 14 days in advance and present related supporting evidence to obtain approval in the following 5 circumstances only:</p> <p>a. it has not been possible to complete the changeover procedure in the hour after berthing alongside, as prescribed;</p> <p>b. an accident has occurred before departure which demonstrates that the ship cannot meet relevant requirements due to the accident;</p>	 C:\Users\StaKoz\top\HSE update\Pa	Information on the Chinese ECAs especially for Bahamas flagged ships can be also found at: http://www.bahamasmaritime.com/wp-content/uploads/2016/03/16-12-Sulphur-Oxides-Emission-Regulations-in-China-Rev1.pdf
Colombia	No Discharge within 12 nm of Malpelo Island (designated as a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.97(47)))	No Discharge within 12 nm of Malpelo Island (designated as a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.97(47)))	No Discharge within 12 nm of Malpelo Island (designated as a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.97(47)))	No Discharge within 12 nm of Malpelo Island (designated as a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.97(47))); North coast of Colombia is part of Wider Caribbean Region Special Area: Comminuted food waste: >12nm Non-Comminuted: Discharge Prohibited.						Malpelo Island is an IMO PSSA (Particularly Sea Sensitive Area). No ballast water discharge within 12 nm of Malpelo Island
Cyprus		Not permitted in territorial waters (12 nm)								see also EU countries section

Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)										
N.B.: Latest edition of Company Bulletin # 9 is to be referred to for worldwide Ballast Water requirements										
* IAATO members are = GA Expedition, [Silversea cruises]; ** AECO members are= GA Expedition, [Silversea cruises]										
Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage – Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
Denmark & Faroe Islands (Dk)	No discharge of bilge water within Danish territorial waters (12 miles); no discharges within 12 nm from the Faroe Islands; No discharge in Wadden Sea	no discharges within 12 nm from the Faroe Islands ; No discharge in Wadden Sea	no discharges within 12 nm from the Faroe Islands; No discharge in Wadden Sea	no discharges within 12 nm from the Faroe Islands; No discharge in Wadden Sea						Wadden Sea is an IMO PSSA (Particularly Sea Sensitive Area). No ballast water discharge in Wadden sea and within 12 nm of Faroe Islands see also EU countries section
Ecuador (Galapagos)	no discharge; Galapagos Archipelago is designated a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.135(53)).	no discharge ; Galapagos Archipelago is designated a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.135(53)).	no discharge; Galapagos Archipelago is designated a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.135(53)).	no discharge ; Galapagos Archipelago is designated a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.135(53)).			not allowed in the PSSA		no incineration within the PSSA	Env Assessment and permission to call Galapagos required; Mandatory Reporting Zone, Area to be avoided, PSSA. No ballast water discharge within the PSSA
EU countries	waste declaration required 24 hrs before arrival	waste declaration required 24 hrs before arrival		waste declaration required 24 hrs before arrival				0.10% sulphur limit applies to all types of marine fuel used by ships at EU/EEA (Norway, Iceland) berth and anchorage (within ports limits); you must switch over to LSFO as soon as possible after arrival/ finished with engines and you may switch back to HSFO as late as possible before departure / engines ready for manoeuvring; if your port stay is scheduled to be less than 2 hours you do not need to change over to fuel with max 0.10% sulphur In the outer most regions of the EU Community (the French Overseas Departments, Madeira, Azores, Canary Islands) switching to LSFO at berth is not required, but the fuel oil sulphur content must not exceed 3% and air quality standards must be respected; 1.50% max sulphur in EU EEZ (200nm) for any marine fuel if the ship is on a regular service between EU ports (ie ferry) and outside of MARPOL VI ECAs	Use of virgin or recycled HCFC (ie R-22 refrigerant) for maintenance and servicing of systems onboard EU flagged ships prohibited; also the supply of virgin and recycled HCFC not available anymore in EU; All ships (>5000GT) on voyages to/from/between EU (and EEA e.g. Iceland and Norway) ports must Monitor and Rpeort fuel consumption (for calculation of CO2 emissions) and voyage data and work (passengers carried) to a Verifier. A port is defined as at berth or an anchorage within the limits of a port where passengers chnage and/or cargo is loaded/unloaded. Voyages are to be considered berth to berth (or achorage within the limits of a port) where passengers change. The Company has contracted DNVGL as Verifiers and EU/EEA going ships must use/ be interfaced/linked to their software platform for reporting.	2016/802/EU ("Sulphur Directive") , codification, requiring use of max 0.10% sulphur at berth and for pax ship on regular service to/from/between EU ports - us eof max 1.50% sulphur 2000/59/EC ("Ship Generated Waste") - requiring waste declarations reports 24 hrs before EU port calls and per the EMSA guidance http://www.emsa.europa.eu/news-a-press-centre/external-news/download/4481/2876/23.html - certain wastes (even if allowed to be discharged at sea by Marpol) may need to be delivered ashore before departure from an EU port (especially if more than 50% of holding capacity); EU Regulation (EU) 2015/757 on the Monitoring (M), Reporting (R) and Verification (V) [=MRV] of Carbon Dioxide (CO2) emissions, based on fuel consumption, from maritime transport
Falklands				not permitted within 12 miles of Falkland Islands						
Far East					No hull cleaning in any ports in Japan (but ok to wash and paint with prior permission)	Asian Gypsy Moth inspections may be required after visitis to some Far East destinations (Russia,				
Finland	Use of bilge separators prohibited within 4 miles of nearest land									see also EU countries section see also Baltic states section
Greece		Treated sewage not permitted within 4 NM of nearest land	Not permitted within 4 NM of nearest land					For passenger ships on 'regular service'- Greece takes a hard line on the max 1.50% Sulphur: we strongly recommend to our clients to operate owned cruise ships on max 1.50% S fuels in Greek waters (esp. if calling more than once per season), or claim unavailability where such cannot be found/bunkered (we understand that 0.10% S fuel oil should not be used to comply with the above)	Incinerators not to be used within 3 NM of Greek Ports	see also EU countries section

Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)										
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Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage = Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
Greenland ; (part of the Polar Code waters)	0 ppm = No OWS (Oily Water Separator) discharge permitted per Polar Code	If UNTREATED sewage needs to be discharged this to be done more than 12NM from nearest land or any ice-shelf or fast ice and always as far as practicable from areas of ice concentration exceeding 1/10; and min speed of > 4 Knots and with a min rate of discharge as per IMO MEPC 157(55)		No discharge of food onto ice; Only communitied/ ground food waste ≤ 25 mm at distance ≥ 12 nm from nearest land or nerest ice shelf, or nearest fast ice and as far as practicable from areas of ice concentration exceeding 1/10 (per Polar Code)	RECOMMENDED to mitigate more rapid degradation of Anti Fouling coating due to hull / sea-chest abrasion with ice	executive order on the protection and capture of birds - only licensed hunters and during the hunting season allowed				more info available at: http://www.aeco.no/resources-and-tools/ RECOMMENDED to have non-toxic biodegradable lubricants or water based systems in Oil to Sea Interfaces
Hong Kong								consume fuel oil with sulphur content not exceeding 0.5% by mass whilst berthed (alongside or at anchor) within the port limits of Hong Kong. (berthing period excludes the first 1 hour after arrival and the last 1 hour of berthing time in order to enable proper switching over of fuels)	Dark smoke emisssons from vessels in Hong Kong waters equal to or exceeding Shade 2 Ringlemann (equivalent to 40%) for 3 minutes or more continuously at any one time is an offence subject to penalty HK\$25,000 (50,000 for any subsequent conviction)	Notice No.92 of 2014
										Notice No 51 of 2015
Iceland (NOT part of the Polar Code waters)	Not allowed inside of 3 NM from the coastal baseline of territorial waters			Regulations regarding advanced reporting and disposal of ship generated waste (per EU dir 2000/59/EC) apply as follows: 1. Waste declarations must be sent in advance, via the Safe Seagnet system for all ports that the vessel intends to call in Iceland. This must be send at least 24 hours prior to the estimated arrival time; 2. The originally established waste charges can be reduced by 50% if the captain of the vessel can prove that environmental control, design, equipment and operation of the vessel is such that minimum waste is generated.				In Iceland, Directive 2012/33/EU as regards the sulphur content of marine fuels, is transposed into Regulation No. 124/2015 Ships at berth shall not use marine fuels with a sulphur content exceeding 0,1% by mass, or when possible, use onshore power supply. Passenger ships on regular service to EU ports shall not use marine fuels with a sulphur content exceeding 1,5% by mass.		more information about air emission regulations can be found at: http://www.ust.is/the-environment-agency-of-iceland/fuels/
Indonesia	Discharge is prohibited in designated marine parks and marine reserves, e.g. Komodo National Park & around Lombok Island.									
Italy	no use of OWS in territorial waters (12 miles); enforced for Italian flagged ships			Garbage reception facility (contractor) at the port of Civitavecchia requires the wet food waste to be landed ashore to be well segregated and free of admixtures of any other waste due to post landing sterilization of all food waste originating from countries outside the EU. Failure to properly segregate the wet food waste may result in rejection of landing ashore and will be reported to Harbour Master for subsequent actions against the ship				Italy interpretation of EU Directive 1999/32/EC, as amended is that cruise ships must comply with the requirement for "ships on regular service" and use fuel oil with sulphur content <1.5 % m/m while navigating in Italian territorial waters and EPZ. If compliant FO cannot be obtained on ship's itinerary, ships (in coordination with marine port and operations department) may claim non-availability exception; records of attempts to obtain FO are to be kept onboard, exception request form is to be prepared (in conjunction with the DPA) and Harbour master of the Italian port of call is to be notified 48 hrs in advance. See attached Bulletin 76  Venice "Blue flag" voluntary agreem many cruise companies have acceded require switch-over to LSFO (<0.1 % m/m) before entering the lagoon (at Lido inlet). More info at: https://www.port.venice.it/en/2017-venice-blue-flag.html	1. Incinerators not to be used in Italian Ports 2. No blowing of stacks in Venice 3. Civitavechia prohibits excessive smoke emmissions; pre-heat time, use and engine maintenance to be kept to minimum; violation of the emission regulation is considered criminal charge; holders of Italian Master/ Ch. Engineer license may loose their license	Venice: if storage capacity for all waste >50%, then shore disposal required, exemption is granted only if waste <50% of storage capacity; 2000/59/EC ("Ship Generated Waste"); noise emissions from leisure activities, maintenance and PA announcements to be reduced to minimum see also EU countries section
Lithuania	No discharge of bilge water within territorial waters (12 miles)									see also EU states section see also Baltic countries section

Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)										
N.B.: Latest edition of Company Bulletin # 9 is to be referred to for worldwide Ballast Water requirements										
* IAATO members are = GA Expedition, [Silversea cruises]; ** AECO members are= GA Expedition, [Silversea cruises]										
Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage – Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
Mexico			pool dumping not permitted in territorial waters (12nm)				Not permitted in Puerto Vallarta, Costa Maya, Cozumel. In Acapulco touch-up painting allowed - no chipping			
Monaco								As per Company policy - use fuel with max 0.10% sulphur when alongside (or at anchorage) in Monaco		
Norway		where comminuting and disinfecting system as defined in MARPOL IV Reg.9.2 is used onboard, comminuted sewage shall be able to pass through a grating with a maximum opening of 10 mm						Geirangerfjord: cruise GT not to exceed 150.000 GT / approx 5000 pax at any one time; no use of incinerators; tenders engines switched off when alongside; EU at berth low sulphur directive is applicable (ships at berth or at anchor must switch to LSFO < 0.1%)	tax payable of 15 NOK per kg of Nox when sailing between Norwegian ports; when outside MARPOL VI ECA max 1.5% sulphur in territorial seas and EEZ for any marine fuel for pax ships on regular service (ie. ferries)	
Panama (incl. Panama Canal)	Panama Canal SOPEP and agreement with a Qualified Individual required.	Panama Canal: discharge not allwed in waters of the canal)	Panama Canal: discharge not allwed in waters of the canal)	Panama Canal: discharge not allwed in waters of the canal)				Panama Canal: Vessels operating on heavy [residual] fuel oil shall change to light [distillate] fuel prior to entry into water bodies under the responsibility of the Panama Canal Authority. Sulfur content in the light fuel shall not exceed the limit set by MARPOL, Annex VI, Regulation 14.1 (currently 3.5%, PanCan is not an emission control area) . The outer boundaries of Canal waters are those of the Pacific and Atlantic anchorage areas, as indicated in nautical charts DMA No.21603 and DMA No.26068 respectively. The above does not apply to vessels operating on a low-Sulphur hybrid fuel type.		ACP advisory 04-2017 ref. Notice 01-2017: https://www.pancanal.com/eng/op/notices/2017/N01-2017.pdf
Portugal									no incinerators in port of Lisbon	see also EU states section
Russia	not permitted within territorial waters (12 nm)	AWWTP Discharge not permitted in St.Petersburg; wastewater discharges not permitted	Grey water discharge not permitted within 12 NM of Russian shores	overboard discharge of any waste (including food) not permitted within 12 NM of Russian shores			cleaning and painting not permitted unless written permission is obtained		use of incinerators not permitted	all overboard valves to be closed and sealed, entry made in the logbook see also Baltic states section
South America (Argentina, Chile, Peru, Uruguay)	ARGENTINA: Per Ordinance No. 12/98, Vol 6, Discharge is prohibited in the following Special Protection Areas: Samborombon Bay; San Blas Bay; Los Loros Cove; San Antonio Bay; San José Gulf; Golfo Nuevo; Punta Tombo; Cape Dos Bahías – Bustamante Bay; Puerto Deseado; Cape Virgins; Santa Cruz Sea Inlet - Monte León Island; San Sebastián Bay - Río Grande; Ushuaia Bay - Lapataia Bay.									

Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)										
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* IAATO members are = GA Expedition, [Silversea cruises]; ** AECO members are= GA Expedition, [Silversea cruises]										
Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage – Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
	No discharge within "A Zone Prohibited to perform contaminating actions determined by a line between Punta Del Este (Uruguay) and Punta Rosa of Cabo San Antonio (Argentina) from there to Lat 37degrees 32 minutes South and Long 55 degrees 23 minutes West and Lat 36 degrees 14 minutes South and Long 53 degrees 32 minutes West and from there to the first point of Punta Del Este"; No discharge in Paracas National Reserve (Peru)	No discharge within zone as indicated for bilge water.; No discharge in Paracas National Reserve (Peru)	No discharge within zone as indicated for bilge water. No discharge in Paracas National Reserve (Peru)	No discharge within zone as indicated for bilge water.; No discharge in Paracas National Reserve (Peru)		CHILE: Asian Gypsy Moth (AGM) regulations require ships which had visited certain countries in the North East and Far East Asia during the flight period of the female AGM for the last 2 years to present sanitary inspection certificates and may be subjected to such inspection				Paracas National Reserve (Peru) is an IMO PSSA (Particularly Sensitive Sea Area) per IMO (MEPC.106(49).
Spain								Pax Ships that qualify as per the definition BELOW (for regular service) shall use fuel <1.5% sulphur in Spanish territorial waters and EEZ: -in order for voyages to be considered as a 'regular service', the passenger cruise vessel must call at the same port, at least five weeks in a row, with the same route, with dates and times of departure and arrival on the same days of the week, from or towards European port and the operating company of the vessel shall have published on its website those routes and times indicated. For these purposes, the same route will also be considered when, due to navigation circumstances, the times of arrival were not the usual ones, or the ship sail from a different port because an intermediate call had been cancelled.		certain Mediterranean ports impose compulsory sludge discharge, regardless if spare capacity is available. See also EU states section
Svalbard / Spitzbergen (also part of Arctic as per Polar Code)		It is forbidden to release sewer and grey water within a distance of 500 meters from shore in the nature reserves in East Svalbard and in the whole of Rijpfjorden.	It is forbidden to release sewer and grey water within a distance of 500 meters from shore in the nature reserves in East Svalbard and in the whole of Rijpfjorden.	Map of national parks with heavy oil ban is available at: http://www.cruise-norway.no/viewfile.aspx?id=2258 :		there are a number of site / access restrictions as per: https://www.sysselmannen.no/globalassets/sysselmannen-dokument/kart/ferdselsreguleringer_rev2014_engelsk.pdf		It is prohibited to bring or use heavy fuel oil in: - Northeast Svalbard Nature Reserve - Southeast Svalbard Nature Reserve - Northwest Spitsbergen National Park - Forlandet National Park - South Spitsbergen National Park these National Parks and Nature Reserves stretch out to 12 nautical miles from the shore Vessels entering these areas are required to carry DMA (in accordance with ISO 8217 Fuel Standard). More info at: https://www.sysselmannen.no/en/Shortcuts/Ban-on-heavy-fuel-oil/	Svlabard is not part of the EEA agreement (for MRV)	Map of national parks with heavy oil ban is available at: http://www.cruise-norway.no/viewfile.aspx?id=2258 : More info on Svalbard available at AECO's website: http://www.aeco.no/resources-and-tools/
Sweden	Hoburgs Bank & Norra Midsjöbanken are designated Areas To Be Avoided per IMO (MEPC.136(53)).									see also EU countries section see also Baltic countries section

Additional Areas (see also other tabs/pages with individual Countries/ US States requirements)										
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Port / Area	Oil & Bilge Water (<15 ppm oil)	Treated Black water including through AWWTP's	Grey Water	Garbage – Food Waste (Marpol V, as amended)	Hull Cleaning / Antifouling	Marine Habitat or Agricultural	Painting / Chipping	Fuel Quality	Air Emissions	OTHERS / REMARKS
Turkey & Territorial waters inc.Sea of Marmara, Dardanelles, Bosporus Straits	Not permitted. Severe fines up to 300,000 USD for disposal of any kind of waste waters in territorial sea	Not permitted. Severe fines up to 300,000 USD for disposal of any kind of waste waters in territorial sea	Not permitted - incl swimming pool / spa filter media in territorial waters. In the Aegean, Turkish territorial waters are 6 nm or the median line with another state if less. Severe fines up to 300,000 USD for disposal of any kind of waste waters in territorila sea	Not permitted			No painting / chipping / window washing (unless explicit permission received in writing by the port authority)	0.10 % sulphur limit will apply to all types of marine fuel used by ships at berth and anchorage in all Turkish ports. 1.5% max sulphur in Turkish territory waters for any marine fuel if the ship is on a regular service between Turkish (and/or foreign ports) i.e. ferry	Kusadasi: if incinerators have been certified by Class as in good order, there is an exemption from mandatory env. Fee	1999/32/EC ("Sulphur Directive") as amended o As far as is safe and practicable, deballasting operations should be avoided. In any event only clean ballast water should be discharged. o Overboard discharge valves should be closed and sealed shut. o All deck scuppers should be plugged and sealed, and any gaps in the fish plate surrounding the deck should be closed. o Fire hoses should not be pressure tested. o Fixed fire-fighting monitors, sprinklers and drenching systems should not be tested. o The vessel's decks and superstructure should not be washed down.
UAE (Dubai)									Ships calling DP World/PCFC ports in Dubai are required to refrain from any unsafe practices causing air pollution including but not limited to the following: * Ships emitting black/grey exhaust smoke * Incineration during port stay, and * Using fuel oil not in line with Marpol Annex VI requirements. Contarventions of the requirements may result in sanctions including fines	
Ukraine	All overboard valves to be closed and sealed when in territorial waters (12 nm)	All overboard valves to be closed and sealed when in territorial waters	All overboard valves to be closed and sealed when in territorial waters	All overboard valves to be closed and sealed when in territorial waters						
USA - Federal (see other tabs/pages with individual States requirements)	Oil Pollution Act 1990 requires Non Tank Vessel Response Plan and agreement with a Qualified Individual, OSRO and SMFF provider; deck fuel oil transfer lines and or bunker hoses used for bunkering (ie of tender boats when over water) are required to be statically hydrotested either annually to 100% MWAP or twice every five years to 150% MAWP) per 33CFR156.170; alernative testing request for economical or physically impracticable reason may be submitted to the USCG	No Discharge Zones (NDZ) Areas (by EPA) even if treated: https://www.epa.gov/vessels-marinas-and-ports/no-discharge-zones-ndzs-state	No discharge in Casco Bay. USPH regulations require flow through sea water supply systems for Recreational Water Facilities (RWF) to be shut off within 12 nm from shore and recirculation system with appropriate filtration and halogenation put in use or RWF to be drained and kept empty	food waste originating outside of USA or Canada must be segregated as USDA/APHIS REGULATED waste (incl. anything contaminated with it ie packaging); REGULATED (food origin or food contaminated) garbage in the USA must be handled/collected/stored in garbage bags with 3 mil [0.003 inch] thickness Certain ports / Agents may require EPA ID number for vessels landing hazardous waste in USA that can be arranged through the service contractor; No discharge of garbage in Casco Bay	see VGP requirements (and individual States - e.g. CA)	two Traffic Separation Schemes on the E coast with mandatory reporting and speed reduction for whales; numerous other areas with voluntary speed reduction on the East Coast, announced by NOAA; Vessels arriving from the Far East are subject to Asian Gypsy Moth inspections and phytosanitary inspections. As of 01 January 2015 US CBP will begin issuing penalties to ships arriving without a valid AGM certificate from a valid certification body during the high-risk period and without the 2-years ports of call data	see VGP requirements	North American and US Caribbean ECA- max 0.10% sulphur in marine fuels; USCG and EPA board vessels and collect fuel samples to determine whether the ECA sulphur limits are met; EPA experiments with vessel flyovers to assess vessel smokestack plumes for the same purpose	USA is a party to MARPOL Annex VI, as amended, the USCG PSC inspection protocol includes also inspection for leaks for Ozone Depleting Substances; No incinerators in Casco Bay	NPDES (National Pollutants Discharge Elimination System) VGP2013 - effective from 19 December 2013 for all ships operating in States Waters (3 nm) for any releases (waste waters, cooling water, deck runoff water, hull paint leachate, etc); There are additional individual States requirements on top of this Federal Permit
Vietnam	discharge is prohibited in Halong Bay as it is a designated UNESCO World Heritage Site.									

Canada									
Governing documents: -Canadian Vessel Pollution and Dangerous Chemicals REGULATIONS (SOR/2012-69) http://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-69/index.html -Pollution Prevention GUIDELINES for the Operation of Cruise Ships under Canadian Jurisdiction (TP14202 rev. 2013): https://www.tc.gc.ca/eng/marinesafety/tp-tp14202-menu-612.html									
Activity	Bilge Water <15 ppm	Treated Black Water (Sewage) through a MSD (Marine Sanitation Device / IMO Sewage Treatment Plant)	[Untreated] Grey Water	AWWTP Permeate (treated Grey and Black)	Biosolids (sewage sludge) from MSD and AWWTP	Garbage (Marpol V, as amended)	Air Emissions Fuel Quality	Air Emissions	Bio Security
In Port	Not Permitted as per Marpol I, as amended	not permitted as per Company Policy (and CLIA* Standards)	not permitted within 3nm from shore for new (constructed or converted after 18 Apr 2013) large (authorized for >500 pax) cruise ships, UNLESS passed through a MSD; otherwise per Company (and CLIA) Policy >4NM & >6 kn;		not allowed, unless to a reception facility	as per Canada Department of Agriculture segregation of food waste by origin (ie from Canada/USA vs international garbage)	Marine fuels with sulphur content max. 0.10% when in ports south of 60 N	Halocarbons ODS release > 10 kg to be reported as per TP14202; no use of incinerators; air emissions opacity is regulated with 1 nm from shore (see below)	Plant Protection Policy D-95-03: All vessels must be free from all life stages of Asian Gypsy Moth (AGM). If Far East Russian, Japanese or Korean ports had been called during the summer period (generally between 25th May to 30th September) in the preceeding two years, a summary of the itinerary must be provided at least 96 hrs prior to arrival to the applicable CFIA officer (see link below) by the vessel or Agent. If a vessel that qualifies as above, enters Canda between 01 March and 15 September, then a copy of a Phytosanitary Certificate or other approved AGM free /inspection certificate(s) (see recognized sources in link below) must be also provided. http://bit.ly/can-agm-policy
	Inland waters (see #-) 5 ppm limit; Canadian Arctic waters, including 100nm limit - 0ppm Discharge is prohibited in Saguenay Marine Park, Gully Marine Protected Area, & Grand Manan Basin Conservation Area.	>4nm & >6kn except in designated sewage areas (see ##) as per Company Policy and CLIA* standards; No visible sheen, no discolouration, no solids produced in surrounding waters; treated to < 250/100ml faecal coliforms (see comments below for residual chlorine)	Untreated Grey water from Galley sinks and dishwashers i.e. "liquefied galley waste"*** >12 nm from SHORE & V>6 kn as per TP14202 (exemption if geographically limited may be granted)	Permeate that has been held in a Tank to be discharged > 4NM & > 6 Knots as per Company Policy; No visible sheen, no discolouration, no solids produced in surrounding waters When in "designated sewage areas" (see ##) may only discharge sewage through an AWWTP that produces < 14/100ml faecal coliform	landed ashore as per TP14202	Overboard discharge of food waste is prohibited within the St. Lawrence gulf and Great lakes (as these are internal waters) Discharge of comminuted (liquified) galley waste** is to be made as far as practicable from shore (ie NOT from "nearest land") but > 12 nm from shore and V>6 kn, and outside env sensitive zones (marine parks, sanctuaries, conservation areas)	Marine fuels with sulphur content max. 0.10% when within the North American ECA (200 nm off Canadian coast and south of 60 N)	air emissions opacity is regulated with 1 nm from shore, not more than 20% except max 40% opacity for an aggregate of 4 mins in a 30 mins period; do not use incinerators in Saguenay Marine Park	The Canadian Coast Guard periodically issues Notices to Shipping regarding right whales as endangered species requiring reporting of sightings and proceeding with reduced speed in their vicinity. If speed is to be reduced to a specified limit over the ground (usually 10.0 knots) vessels are tracked and any exceedance of the limit even with 0.1kn on top is considered a violation and a fine imposed.
Comments	Arctic IOPP Certificate required for Canadian Arctics, can be issued by some Class Ros; An Agreement (Certificate) with a certified response organization in case of an oil spill required by para. 660.2(2)(b) of the Canada Shipping Act; see: https://www.tc.gc.ca/eng/marinesafety/oep-ers-regime-ros-771.htm	not permitted in the Great Lakes, St. Lawrence river and Saguenay Park, Gully Marine Protected Area, & Grand Manan Basin Conservation Area; (exemption may be granted for discharge of sewage in the Great Lakes if treated through a MSD II (ie < 250/100ml faecal coliform)); SOR/2012-069: When the vessel is in Section I waters *** or at a distance of less than three nautical miles from shore in Section II waters****, the total residual chlorine content in the effluent must be equal to or less than 0.5 mg/L. (ppm)	No visible sheen, no discolouration, no solids produced in surrounding waters not permitted in the Great Lakes, St. Lawrence river and Saguenay Park;		to a licensed facility or service	Not permitted with the exception of food waste as per MARPOL V, as amended (>3nm or > 12nm outside baselines for comminuted or non-comminuted food waste resepctively) and above provisions for communitied (liquefied) galley waste	Canadian part of the North American ECA (200 nm off Canada) max 0.10% S	shore power should be utilized where available	
Additional Notes * Note: Non CLIA vessels will endeavour to comply with the discharge policies stated. However, with the written approval of theHSEQ Dept Management * Note: Non CLIA vessels will endeavour to comply with the discharge policies stated. However, with the written approval of theHSEQ Dept Management 1. No Hull Cleaning in Vancouver 2. Shore power system to allow cruise vessels to plug in when calling the port of Halifax is completed and fully operational 3. Wet garbage to be double bagged for landing in Quebec 4. Company Bulletin # 09 is to be referred to for applicable Ballast Water regulations Abbreviations and Definitions: MSD = Marine Sanitation Device type II (sewage treatment plant) TSS = Traffic Separation Scheme # Inland waters - all the rivers, lakes and other navigable fresh waters within Canada, and includes the St. Lawrence River as far seaward as a straight line drawn from Cap-des-Rosiers to West Point, Anticosti Island; and from Anticosti Island to the north shore of the St. Lawrence River along a meridian of longitude 63°W ## Designated Sewage Areas Canada per: http://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-69/page-25.html?txthl=designated+sewage+areas+area#sched2 ** (as per definition in TP14202) galley wastes from sinks and dishwashers with constituents that are no more than 25 mm in diameter ***Canada Section I waters are: Fishing Zones 1 (Gulf of St Lawrence), 2 (Bay of Fundy) and 3 (Queen Charlotte Sound, Hecate Str and Dixon Entrance)- see link below, and the Internal Waters that are not part of arctic waters (for Oil) and not part of a Shipping Safety Control Zone (see link below, for Sewage, Garbage and Pollutants) ****Canada Section II waters are waters under Canadian Jurisdiction that are not in Section I waters or arctic waters Waters under Canadain Jurisdiction mean: Canada [terriotrial] waters and the EEZ (Exclusive Economic Zone) -"Fishing zones 1, 2 and 3" areas can be found at: http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1547/page-2.html#h-4 -Shipping Safety Control Zones are arctic waters in th ezones set out in Shceule 1 and 2 in: http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._356/									

USA Individual States Additional Requirements (including Vessel General Permit (VGP) 401 Certifications)

For VGP- see:

VMS: Operations > Environmental Management > Vessel General Permit (VGP)
the rest of the TABS (pages) for other US States with additional VGP requirements
VGP online at: www.epa.gov/npdcs/vessels

State	Bilge water, oily mixtures	Graywater (per VGP - Grey water mixed with sewage is to be regulated as Grey Water)	TREATED Blackwater / Sewage (per VGP - Grey water mixed with sewage is to be regulated as Grey	Husbandry Discharges (see also VSL Bulletin 09)	Others	VGP certification info:
Connecticut	Discharge of treated or untreated bilgewater into Connecticut waters from any vessel covered under the VGP is prohibited (except in emergency i.e. for safety and stability reasons). Accidental discharge, spillage, uncontrolled loss etc. of oil or petroleum or chemical liquids or solid, liquid or gaseous products, or hazardous wastes which poses a potential threat to human health or the environment, shall immediately report to DEEP by telephone at 860-424-3338 or 866-337-7745	Discharge of treated or untreated graywater into Connecticut waters from any vessel covered under the VGP is prohibited.	The discharge of sewage from any vessel to any water is prohibited.	The discharge of wastewaters from pressure washing the bottom of vessels and any pollution from spillage, sanding, sand blasting, or scraping vessels into Connecticut waters from any vessel covered under the VGP is prohibited.	Vessel that discharges or intends to discharge into Connecticut waters under the VGP must submit to DEEP (dep.webmaster@ct.gov) a copy of the Notice of Intent (NOI). Additionally, all reports required to be submitted to EPA under Appendices F through J of the VGP (i.e. NOT, Annual Reports, DMRs etc.) must also be submitted to DEEP.	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0832
Illinois			Discharge of sewage or wastewater accumulated in a holding tank or any other container on a watercraft, in such a manner that the sewage or wastewater reaches or may reach the waters of the State, except by pumpout to an approved by State Agency shore facility is prohibited		No effluent from any vessel shall contain settleable solids, floating debris, visible oil, grease, scum or sludge solids and produce color, odor and turbidity above obvious levels, within State waters (3nm from the baselines)	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0876
Indiana					The Sate Commissioner or an authorized representative shall be allowed onboard for inspections	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0872
Maine		Large Commercial Passenger Vessels (250 or more overnight passengers) are prohibited from discharging graywater into No Discharge Areas. All discharges of blackwater, a mixture of blackwater and graywater, or graywater to No Discharge Areas must be reported to the Main Department of Environmental Protection	see Greywater: and Discharge is prohibited within the Casco Bay no discharge zone - contiguous waters north and east of 43 33' 56.04"N – 70 11'48.22"W at Cape Elizabeth Light in Cape Elizabeth, to a point 43 42' 17.65" – 69 51'17.70" at Bald Point in Phillipsburg. Other EPA No Discharge Zones: Boothbay Harbor, Kennebunk, Kennebunkport, Wells, Southern Mount Desert, Southwest Harbor, portions of Cranberry Isles.	Husbandry Discharges: No vessel covered by the VGP may conduct underwater hull cleaning except as part of emergency hull repairs necessary to secure the vessel or saving a life at sea		http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0836
Michigan		Discharges of graywater from vessels covered by the USEPA's VGP are prohibited in Michigan waters	Discharges of blackwater from vessels covered by the USEPA's VGP are prohibited in Michigan waters		Vessel owners/operators shall immediately notify the MDEQ whenever they become aware that a discharge from their vessel causes or contributes to an exceedance of an applicable state water quality standard.	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0857

USA Individual States Additional Requirements (including Vessel General Permit (VGP) 401 Certifications)

For VGP- see:

VMS: Operations > Environmental Management > Vessel General Permit (VGP)
the rest of the TABS (pages) for other US States with additional VGP requirements
VGP online at: www.epa.gov/npdes/vessels

State	Bilge water, oily mixtures	Graywater (per VGP - Grey water mixed with sewage is to be regulated as Grey Water)	TREATED Blackwater / Sewage (per VGP - Grey water mixed with sewage is to be regulated as Grey	Husbandry Discharges (see also VSL Bulletin 09)	Others	VGP certification info:
Minnesota					Vessels covered by the EPA's VGP must obtain permits required by the state of Minnesota for vessel discharges	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0875
New Hampshire	Bilgewater may contain fuel, oil, paint chips and other pollutants associated with the processes occurring on the vessel. All necessary management practices, treatment and discharge methods should be used to ensure that the surface waters near the vessel remain free from substances that would settle to form harmful deposits or float as foam, debris, scum or other visible pollutants or otherwise violate the General Water Quality Criteria.	Graywater without sewage should be discharged at pumpout facilities or beyond three nautical miles of the New Hampshire shoreline and the Isles of Shoals wherever feasible. This is infeasible at this time for vessels without holding tanks for graywater, but these vessels should plan to install such holding tanks during one of the next two scheduled dry docking events if such installation is technically feasible and would not jeopardize the safety of the vessel.	New Hampshire No Discharge Area: The No Discharge Area consists of all tidal and estuarine waters, including all bays and rivers to the tidal dams, and all ocean waters within three miles of the New Hampshire shoreline and Isles of Shoals. In the No Discharge Area, all boat sewage discharge (including graywater containing sewage), whether treated or untreated, is prohibited			http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0850
New York	Discharge of bilge water is prohibited in New York waters. This condition does not apply to the discharge of bilge water if the master of the vessel determines that compliance with this condition would threaten the safety or stability of the vessel, its crew, or its passengers because of adverse weather, equipment failure, or any other relevant condition.		EPA No Discharge Zones: Mamaroneck Harbor, Hudson River north of the Battery in Manhattan, East Hampton (7 water bodies), Greater Huntington-North Port Bay Complex, Port Jefferson Harbor Complex and Peconic Estuary, Lake George, Lake Champlain, Hempstead Harbor, South Shore Estuary Reserve, New York State Canal System, Long Island Sound, Jamaica Bay, Lake Ontario.			http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0837
Rhode Island	Any vessel covered under the VGP whose voyage originates outside the exclusive economic zone (EEZ) shall discharge all existing bilge water prior to entering Rhode Island waters (safety exemption applies if the master of the vessel determines that compliance with this condition would threaten the safety or stability of the vessel, its crew, or its passengers because of adverse weather, equipment failure etc.). If the vessel (operating outside EEZ) is unable to discharge the bilge water prior to entering Rhode Island waters, the vessel is prohibited from discharging bilge water within Rhode Island waters.				All requirements applied to Federally protected waters (listed in Appendix G of the VGP) apply to Rhode Island waters that are impaired for nutrients and/or pathogens. A specific list identifying impaired waters within the State of Rhode Island is available at http://www.dem.ri.gov/pubs/305b/index.htm . This website contains the most recent Integrated Water Quality Monitoring and Assessment Report which shall be used to identify the impaired waterbodies.	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0839

USA Individual States Additional Requirements (including Vessel General Permit (VGP) 401 Certifications)

For VGP- see:

VMS: Operations > Environmental Management > Vessel General Permit (VGP)

the rest of the TABS (pages) for other US States with additional VGP requirements

VGP online at: www.epa.gov/npdes/vessels

State	Bilge water, oily mixtures	Graywater (per VGP - Grey water mixed with sewage is to be regulated as Grey Water)	TREATED Blackwater / Sewage (per VGP - Grey water mixed with sewage is to be regulated as Grey	Husbandry Discharges (see also VSL Bulletin 09)	Others	VGP certification info:
Vermont	The operator of any vessel covered under the VGP or sVGP who by accident, negligence, or otherwise causes the discharge, spillage, uncontrolled loss, seepage or filtration of oil or petroleum or chemical liquids or solid, liquid or gaseous products, or hazardous wastes which poses a potential threat to human health or the environment, shall immediately report to the Department by telephone at (802) 828-1535.			The discharge of wastewaters from pressure washing the bottom of vessels and any point source or non-point source pollution from spillage, sanding, sand blasting, or scraping vessels into Vermont waters from any vessel covered under the VGP		http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0842
Wisconsin		Discharges of graywater or sewage by a cruise ship into Lake Michigan, a No Discharge Zone, are subject to penalties	see Greywater		WDNR shall be granted reasonable entry onto the vessel for inspection, access to records, and collection of a discharge sample for determining compliance with the water quality certification and applicable laws. Vessels must obtain any permits required by the State of Wisconsin for	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0878

USA Individual States Additional Requirements (including Vessel General Permit (VGP) 401 Certifications)

For VGP- see:

VMS: Operations > Environmental Management > Vessel General Permit (VGP)
the rest of the TABS (pages) for other US States with additional VGP requirements
VGP online at: www.epa.gov/npdes/vessels

State	Bilge water, oily mixtures	Graywater (per VGP - Grey water mixed with sewage is to be regulated as Grey Water)	TREATED Blackwater / Sewage (per VGP - Grey water mixed with sewage is to be regulated as Grey	Husbandry Discharges (see also VSL Bulletin 09)	Others	VGP certification info:
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This section supplements and must be read in conjunction with the [VMS: Operations > Environmental Management > Vessel General Permit \(VGP\)](#) for the US Commercial Vessel General Discharge Permit as part of the US National Pollution Discharge Elimination System (NPDES).

It summarizes the additional applicable requirements to the above referenced Federal Permit (outlined by the [VMS above](#)) as imposed by US Individual States and Indian Tribes. These additional requirements can be set as permitted by the US Clean Water ACT (CWA), part 401 and are also known as “401 certifications”

The most recent and complete text of the additional State and Tribal certification letters is available online at the US EPA (Environmental Protection Agency) EPA website:

<http://www.epa.gov/npdes/vessels>

and also at: www.regulations.gov under docket number EPA-HQ-OW-2011-0141

They are also contained in Part 6 of the US VGP

These must be consulted as part of the voyage planning process onboard and complied with if the ship’s track will pass through such States or Indian Tribes waters where there are additional requirements imposed on top of the US VGP as outlined in [the VMS above](#)

Company Bulletin # 09 is to be consulted for the state specific Ballast water requirements.

Company Policy is herewith emphasized again to all managed vessels for avoidance of any discharges in US State Waters (3 nm from the baselines). If a discharge is required there, an exemption may be granted by the Company on case by case basis in full compliance with the VGP and the referenced US States and Tribes 401 Certification Letters

Alaska State (USA)						
There are Federal and State law requirements						
Activity	Bilge Water <15ppm	Treated Black Water (Sewage)	Grey Water	Garbage (Marpol V, as amended)	Air Emissions Opacity	Other Regulations
In Port	Not Permitted as per Marpol I, as amended	Discharge permitted if treated by an AWWTP's with a current USCG / ADEC approval to discharge continuously as per a Vessel Ship Specific Sampling Plan (twice per month), except in Glacier Bay, Tracy Arm & College Fjord	Permitted if treated by an AWWTP's with a current USCG / ADEC approval to discharge continuously as per a Vessel Ship Specific Sampling Plan (twice per month), except in Glacier Bay, Tracy Arm & College Fjord.	As per ADEC approved Plan; food waste segregated as per US Department of Agriculture by origin	20% max opacity except: 100% can be reached for 3 min/hr; additional 100% for 3 mins during initial startup; up to 40% for one hour or 100% for max 9 min/hr during the first hour after voyage commences; max 0.10% sulphur in marine fuels within NAmECA (200 nm off USA)	Registration for season by 01 Mar http://dec.alaska.gov/water/cruise-ships/cruise_registration/ Large ADEC Cruise Ships >249 pax operate per a state Permit (with stricter and additional criteria http://dec.alaska.gov/water/cruise_ships/gp/2014gp.html); Ocean Rangers from ADEC sailing onboard (ships >249 pax) and monitoring environmental and other HS compliance Ships above 500 pax need also USCG authorization to discharge (per 33 CFR 159 (.303)) Existing (< year 2004) Small ADEC Pax Ships (50-249 pax) can operate under a Best Management Practices Plan for wastewaters to be approved by ADEC (See Note 4) Other Ship Specific Plans required to be approved by ADEC for large and small ships: Sampling, Waste and Hazardous Waste and Quality Assurance and Quality Control (sampling); Position Monitoring and reporting required (automatically via AIS) and a contract signed each season (free) with Alaska Maritime Exchange
Underway	Not permitted as per Company Policy; (see also VGP restrictions); Alaska state specific Contingency Plan (C-Plan) and Certificate of Financial Responsibility required	Treated >1 NM & >6 kn if certain sampling criteria met (twice per season) OR > 3NM (outside Alaskan waters) but >4 NM & >6kn as per CLIA* and Company Policy Wastewater discharge logs to be submitted to ADEC by 5th of next month and for large ships (50-249) a signed DMR (Discharge Monitoring Report) to be sent as well by 21st of the following month	For small ADEC def. cruise ships (50-249 pax) Untreated GW may be discharged (subject to ADEC approval) >1 NM & >6 kn if certain sampling criteria met (twice per season) OR > 3NM (outside Alaskan waters) but >4 NM & >6kn as per CLIA* and Company Policy; For cruise ships with > 100 pax capacity VGP requirements for discharge of Grey water (or Grey Water mixed with Sewage) are stricter than ADEC and if the VGP treatment standard (with pre-sampling/monitoring requirement) cannot be met may need to discharge >3nm (outside US VGP limits/terr. sea (the "doughnut areas" in Alexander Archipelago) with an exemption from the Co. policy of >4nm	As per ADEC approved Non-Haz Solid Waste and Haz Waste Plans; Marpol V applies - discharge to sea outside State waters (Alexander Archipelago)	As above and Incinerators permitted at sea except in Yakutat Bay, Glacier Bay, Tracy Arm & College Fjord; North American ECA-max 0.10% sulphur in marine fuels 200 nm off USA	
US VGP (Section 401) additional requirements	For violations that occur within State waters, permittees shall notify and provide DEC electronic copies of any noncompliance reports. Full text of the Alaska state 401 certification of the 2013 VGP is available at: http://www.regulations.gov/#!documentDe					

Additional Notes:

1. Alaska Marine Waters of the State are all waters within the boundaries of the State (incl. waters within 3 NM from baselines) together with all waters of the Alexander Archipelago even if not within the boundaries of the State
2. There are special requirements on maintaining and monitoring opacity charts
3. Additional best management practices requirements for noise, protecting wildlife, preserving solitude for Holkham Bay, Tracy Arm, Endicott Arms and Ford Terror exist (see attached embedded file)

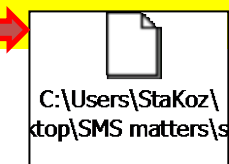
4. Small passenger vessels (50-249 pax) which keel was laid before year 2004 can operate under a Best Management Practices (BMP) Plan (and typically discharge treated sewage and untreated grey waters when >1 nm and at > 6 kn) and be exempt from the effluent limits for treated sewage (200 faecal coliform /100 ml and 150 mg/l TSS per AS46.03.463)
5. Company Bulletin # 09 is to be referred to for applicable Ballast Water regulations

Abbreviations:

USCG = United States Coast Guard

ADEC = Alaska Department of Environmental Conservation

VGP NPDES = US Federal Vessel General Permit, National Pollutant Discharge Elimination System



California State (USA) incl. VGP 401 Certification									
Activity	Bilge Water <15 ppm	Sludge from AWWTP's & MSD's	Black Water Treated by MSD's or AWWTP	Grey Water	Husbandry Discharhges / Bio-Fouling	Garbage (Marpol V, as amended)	Air Emissions Fuel Quality	Air Emissions Opacity	Others
Underway	Not Permitted in Marine Parks* as per Company Policy	Not Permitted in Marine Parks* and NDZs, otherwise > 12 NM & > 6 kts as per Company Policy	Not Permitted in Marine Parks* and NDZs (see comments below), otherwise > 4 NM & > 6 kts as per Company Policy	Grey water discharges from Large Passenger Vessels and Cruise Ships are prohibited in State waters. Any co-mingling of black water (sewage) and graywater waste streams will be considered graywater.	For details on the Bio Fouling Management Regulations see: http://bit.ly/CA-BFMP-reg , our Bulletin 09 and the summary below under "Comments"	Not Permitted in Marine Parks*, otherwise only food waste when underway as per MARPOL V, as amended	Ships operating within 24 nm off the California baseline must use distillate fuels MGO (DMA) or MDO (DMB) with sulphur content at or below 0.10% for their main, aux propulsion, diesel-electric engines and auxiliary boilers	Use of Incinerators not Permitted within 3 NM of California Coast	Speed reduction programs are in place for some of the Californian ports (see notes 2 and 3)
Comments	California Certificate of Financial Responsibility and state specific Non Tank Vessel Contingency Plan (NTVCP) required; If vessels intend passing within 3 miles of the coastline or any of the Santa Barbara Channel Islands while transiting the Santa Barbara Channel or entering and exiting Port Huenemea separate contract for OSRO (Oil Spill Response Organization) must be made with the NRC (National Response Corporation) which is an USA OSRO provider, currently the only one available to provide it in California) apart from any currently existing OSRO agreement per the vessel's Non Tank Vessel Response Plan (NTVRP per OPA90); When operating in certain ports**, 24 hour pre-notification to the vessel's contracted national oil spill removal organization—either MSRC or NRC—is required.		California EPA prohibits discharge of all sewage (whether treated or not) from Passenger Vessels in the established NDZ (No Discharge Zones). NDZ details and more information is available on: https://www.epa.gov/vessels-marinas-and-ports/no-discharge-zones-ndzs-state#ca		From 01 Oct 17 - new Annual Vessel Reporting Form required Reporting (incl. above form online submittal) required 24 hrs before the first California port arrival of a calendar year at https://mispp.io ; The California States Land Commission (CSLC) will risk assess vessels for inspections based on the report A Bio-Fouling Mangement Plan BFMP (our SAF107, as amended) required for existing vessels after 1st scheduled Drydock after 01 Jan 2018 ; (for new vessels upon deliver after 01 Jan 18) ; the BFMP does not need to be approved for more details: http://www.slc.ca.gov/Programs/MISP.html	food waste landed as per the US Department of Agriculture segregation by origin; USDA waste must not contaminate other materials	Ships using non-distillate fuel at or below 0.1% sulphur to comply with the NAmECA regulations are required to apply for "Research Exmption" prior to entering Californian regulated waters or to switch to distillate fuel at or below 0.1% sulphur. For more information see latest Marine Notice available at: http://www.arb.ca.gov/ports/marinevess/ogv/ogvadvisories.htm	Passenger-vessel fleet whose vessels cumulatively make five or more visits annually to any single port (POLA+POLB, Oakland, San Francisco, San Diego and Hueneme) are required to comply with the Shore Power for Ocean Going Vessels (OGV) regulations (for auxiliary diesel engines) at berth in Californian port . For more information: http://www.arb.ca.gov/ports/shorepower/faq/faq.htm	Speed limitation of 10kn for whale strike avoidance in all Marine Parks is strongly recommended (see note 4)

California State (USA) incl. VGP 401 Certification									
Activity	Bilge Water <15 ppm	Sludge from AWWTP's & MSD's	Black Water Treated by MSD's or AWWTP	Grey Water	Husbandry Discharhges / Bio-Fouling	Garbage (Marpol V, as amended)	Air Emissions Fuel Quality	Air Emissions Opacity	Others
US VGP (Section 401) additional requirements	There must be no oily sheen from any discharge, and oil and grease must not exceed 15 milligrams per liter (mg/L) from any discharge; Detergents shall not be used to disperse hydrocarbon sheens in any waste streams. Cal EMA shall be immediately notified, but not longer than 30 minutes, after the discovery of oily bilgewater into the marine waters of the state or a marine sanctuary. Cal-EMA Office of Emergency Services hotline: (800) 852-7550	Cal EMA shall be immediately notified, but not longer than 30 minutes, after the discovery of a release of sewage sludge into the marine waters of the state or a marine sanctuary. Cal-EMA Office of Emergency Services hotline: (800) 852-7550		California Emergency Management Agency (Cal EMA) shall be immediately notified, but not longer than 30 minutes, after the discovery of a release of graywater or sewage into the marine waters of the state or a marine sanctuary. Cal-EMA Office of Emergency Services hotline: (800) 852-7550	Propeller cleaning is allowed until the biofouling management regulations for vessels are adopted. All other in-water hull cleaning is prohibited unless Best Management Practices (BMP's) are used.; there are emergency exemptions for cleaning under specific criteria	None of the 27 discharges covered by the VGP may contain hazardous waste and hazardous substances; The vessel owner or operator must submit a certification stating that hazardous wastes as defined under California law, and prohibited wastes, will not be discharged. Cal EMA shall be immediately notified, but not longer than 30 minutes, after the discovery of a release of hazardous waste or other waste into the marine waters of the state or a marine sanctuary. Cal-EMA Office of Emergency Services hotline: (800) 852-7550			Vessel discharges shall comply with all requirements of the California Clean Coast Act of 2005. If the vessel will be making a port call to California, the owner/operator must submit a copy of the NOI via email to calvgp_cert@waterboards.ca.gov Retain a copy of the email for your records. The email will not be acknowledged. Full info for the California conditions for the VGP at: https://www3.epa.gov/npdes/pubs/401_california.pdf In the case of a sudden emergency a vessel may violate the permit discharge restrictions so long as the emergency exists. After the incident the owner/operator must submit a report to the State Water Board within 24 hours. Reports must be sent to calvgp_cert@waterboards.ca.gov

Additional Notes

1. *Marine Parks include: Monterey Bay National Marine Sanctuary, Cordell Bank National Marine Sanctuary, the Gulf of the Farallones National Marine Sanctuary and Channel Islands National Marine Sanctuary
2. For ships entering and leaving the ports of Los Angeles & Long Beach a 12 knot speed reduction (VSR) program is in force for the 20 nm and 40 nm span distance measured from Point Fermin Light.
3. Voluntary speed reduction program for the port of San Diego: Vessels are asked to observe speed limits of 12 knots for cargo ships and 15 knots for cruise vesssels when traveling in an area that extends 20 nautical miles seaward from Point Loma.
4. Vessels 300 gross registered tons or larger transiting: 1. The Traffic Separation Scheme at the entrance to San Francisco Bay, or 2. The Santa Barbara Channel traffic separation scheme in the area between Sandy Point, Santa Rosa Island and Point Hueneme, must do so at speeds not in excess of 10 knots. More information is available at: <http://sanctuaries.noaa.gov/protect/shipstrike/welcome.html> http://www.arb.ca.gov/ports/marinevess/documents/slowspeed_waz31jul2012_lores.jpg
5. No discharges within 12 NM of Santa Barbara of grey/black waters, food waste and no use of incinerators
6. Special strict requirements for hull cleaning, permission and reporting required
7. Company Bulletin # 09 is to be referred to for applicable Ballast Water requirements
8. **For MSRC and NRC these ports are: Humboldt Bay (Eureka), Monterey Bay; Moss Landing, Small Harbors - Albion; Bodega Bay; Bolinas; Crescent City; Fort Bragg; Morro Bay ; Pt. Arena; Pt. Reyes; Pillar Point; Port San Luis/Avilla and Santa Cruz; and additionally for NRC: Port of Redwood City (south of the San Mateo Bridge), Santa Barbara Channel (Southbound), Port Hueneme/Channel Islands Harbor, San Diego, SantaBarbara Harbor and Ventura Harbor
- Abbreviations:
- POLA = Port of Los Angeles
- POLB = Port of Long Beach
- AWWTP = Advanced Waste Water Treatment Plant
- MSD = Marine Sanitation device (IMO sewage Treatment Plant)
- CSLC = California State Land Commission
- US VGP = US Commercial Vessel General Discharge Permit (see VMS: Operations > Environmental Management > Vessel General Permit (VGP));
- the requirements herewith are in addition to the VGP as per the US Clean Water Act (CWA, section 401) certification of individual States of the Federal Permit

Florida State (USA)					
Activity	Bilge Water	Black water (Sewage) treated by MSD or AWWTP	Grey Water	Garbage Food Waste (Marpol V, as amended)	Air Emissions
Underway	Discharge is prohibited in Florida Keys National Marine Sanctuary	EPA No Discharge Zones: Destin Harbor, City of Key West waters, Florida Keys National Marine Sanctuary	>12NM from Florida coast (incl. Florida keys) as per MOU	part of Wider Caribbean Region Special Area - comminuted food waste only >12 NM from Florida coast (incl. Florida keys)	Max 0.10% sulphur in marine fuels within NAmECA (approx. 200 nm of USA coast)
Comments	no discharge of waste waters in Florida territorial waters as per MOU;				no use of incinerators in Key West

Additional Notes

1. The Memorandum of Understanding (MOU) between the Florida Department of Environmental Protection (FDEP), and the Florida Caribbean Cruise Association (FCCA) and CLIA* <https://floridadep.gov/sites/default/files/cruiselineMOU12-06-01.pdf> is still listed on the FDEP website though it now appears obsolete

2. No hull cleaning in any ports in Florida, no painting and no noise in Key West

* Note: Non CLIA vessels will endeavour to comply with the discharge policy stated. However, with the written approval of the HSEQ Mngmt exemptions can be granted on a case by case basis, in full compliance with local requirements.

3. Company Bulletin # 09 is to be referred to for applicable Ballast Water requirements (ballast water discharges at distance >12 nm)

Abbreviations:

AWWTP = Advanced Waste Water Treatment Plant

MSD = Marine Sanitation Device type II (IMO Sewage Treatment Plant)

US VGP = US Commercial Vessel General Discharge Permit (see VMS: [Operations > Environmental Management > Vessel General Permit \(VGP\)](#)); the requirements herewith are in addition to the VGP as per the US Clean Water Act (CWA, section 401) certification of individual States of the Federal Permit

Hawaii State (USA)									
Activity	Bilge Water <15 ppm	AWWTP Permeate	Sludge from AWWTP's & MSD's	Black water treated by MSD's	Grey Water	Garbage - Food Waste (Marpol V, as amended)	Air Emissions fuel quality	Air Emissions	Others
Underway	> 4 NM from 100 fathom contour line & > 6 Knots	>1NM & > 6kn if prior approval with test results given or > 4 NM from 100 fathom contour line & > 6 Knots	> 12 NM from 100 fathom contour line & > 6 Knots as per Company Policy	> 1 NM & > 6 Knots as per ACT but >4NM from 100 fathom contour line & > 6kn	> 3 NM & > 6 Knots but >4NM from 100 fathom contour line & > 6kn	only food waste > 12 NM from 100 fathom contour line and properly processed	all fuels used within the NAmECA (approx. 200 nm off Hawaii) max. 0.10 %	no use of incinerators ; 20% max opacity or > for max 6 mins per hr see note #1	Commercial passenger vessels which offload "deposit beverage containers" in Hawaii (as part of their garbage) may be exempted from the Hawaii "Deposit Beverage Container Law (Ch. 342G, PartVII)" if they have deposit beverage recycling plan OR EXEMPTED OF IT . As there is no recycling generally in HI - the Exemption form shall be submitted to the Hawaii Dept of Health annually in March (More information is available at: http://health.hawaii.gov/hi5/)
Comments	<p>Discharge is prohibited in Federal & State Protected Waters / National Marine Sanctuaries (Hawaiian Islands Humpback Whale National Marine Sanctuary), which generally follows the shoreline around the Hawaiian islands and extends to the 100 fathom countour line, hence the aboce requirements, see http://bit.ly/HI-WHALE-SANCT</p> <p>Papahānaumokuākea Marine National Monument is designated a Particularly Sensitive Sea Area & Area To Be Avoided per IMO (MEPC.171(57)); see: http://bit.ly/MEPC-171-57</p>								
US VGP (Section 401) additional requirements		In case treated gray water will be discharged (< 3 nm), the initial and monitoring analysis of the treatment device will also include test for enterococcus	No treated sewage (whether comingled with greywater or not) is permitted to be discharged in estuaries or embayments	No treated sewage (whether comingled with greywater or not) is permitted to be discharged in estuaries or embayments	The "owner" or "operator" of a vessel seeking coverage for treated effluent discharges to be authorized [in Hawaiian waters <3 nm] shall submit to DOH-CWB notification information through DOH-CWB website (e-permitting portal) at: https://eha-cloud.doh.hawaii.gov/epermit/				There shall be no waste discharges (sewage and all other liquid, gaseous or solid substances whether treated or not) in natural freshwater or saline lakes and anchialine pools; All discharges shall be free of: materials that settle to form substances sludge or bottom deposits, floating debris, oil, grease, scum, substances that create turbidity or other conditions in receiving waters, high and low temperatures, biocides, pathogenic organisms, toxic, radioactive, corrosive at levels or combinations that can be toxic or harmful; All discharges from vessels are subject to the following parameter limitations (in sea water): Total Residual Chlorine - max 13.0 ug/l, pH between 7.6 and 8.6 units, turbidity-5.0 NTU, Temperature shall not vary more than 1 deg C from ambient, Enterococcus - geometric mean < 35 CFU/ 100 ml in min 5 samples and no single sample shall exceed 104 CFU/100 ml; Different limitations apply in fresh water; All instances of non-compliance shall be reported asap on a non-compliance reporting form at: http://eha-cloud.doh.hawaii.gov/epermit/View/default.aspx ; Full information for the section 401 WQC is available at: http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0845

Additional Notes

1. For ships without opacity meters, alternative visible emission monitoring (Ringelmann Charts) may be conducted to demonstrate compliance with Hawaiian requirements.
2. US VGP = US Commercial Vessel General Discharge Permit (see **VMS: Operations > Environmental Management > Vessel General Permit (VGP)**); the requirements herewith are in addition to the VGP as per the US Clean Water Act (CWA, section 401) certification of individual States of the Federal Permit
3. Company Bulletin # 09 is to be referred to for applicable Ballast water requirements

Abbreviations:

MSD = Marine Sanitation Device (**IMO Sewage Treatment Plant**)

TSS = Total Suspended Solids

FC = Faecal Coliforms

Washington State (USA)							
Activity	Oil & Bilge Water <15 ppm	Treated Black Water (Sewage)	Sludge from AWWTP's & MSD's	Grey Water	Garbage, Food Waste (Marpol V, as amended)	Hull Husbandry	Air Emissions
In Port	Not permitted as per Marpol I, as amended	Not permitted as per MOU* (see note below) (unless treated by AWWTP with approval from the Washington Dept. of Ecology (Alaskan approvals accepted), continuous monitoring of turbidity, UV light required, testing once per month	Not Permitted	Not permitted untreated (unless treated by AWWTP with approval from the Washington Dept. of Ecology (Alaskan approvals accepted), continuous monitoring of turbidity, UV light required, testing once per month)	as per US Department of Agriculture segregation of food waste by origin	as per US Department of Agriculture segregation of food waste by origin	Incinerators Not Permitted as per Company Policy
Underway	Not permitted within Washington State Waters (3NM) as part of Company Policy and MOU# (* see note below)	Not permitted as per MOU# (see note below)* (unless treated by AWWTP and then > 1NM & >6 kn - with approval from the Washington Dept. of Ecology (Alaskan approvals accepted), testing once per month	Discharge >12 NM as per MOU and > 6 kts as per Company Policy	Not permitted as per MOU# (see note below)* (unless treated by AWWTP and then > 1NM & >6 kn - with approval from the Washington Dept. of Ecology (Alaskan approvals accepted), testing once per month	AS per MOU#- for haz waste - CLIA ships must get an EPA ID (per their main US port per the US RCRA (Resource Conservation and Recovery Act) unless if conditionally exempt small quantity generators (<100 kgs haz waste generated per month); additional specific haswaste items as per WA State are: antifreeze, aqueous degreasing, batteries and Mercury containing thermostats, lead acid batteries, CRTs, dry-cleaner/PERC, flourescent tubes, CFC, HCFC, mercury switches, discarded paints, PCBs, pharmaceuticals, spraycans, solvent degreasing (the rest are as per CLIA /VMS listing); Annual report is due for haz waste offloaded in WA		Incinerator Operation Not Permitted in Elliot Bay -Permitted in other areas
Comments	# A Memorandum of Understanding (MoU) between WA Dept of Ecology and CLIA at: http://bit.ly/WA-EC-CLIA-MOU ; Discharge is prohibited in MOU Waters (WA state 3nm waters) including Puget Sound & Strait of Juan de Fuca per MOU, hence above restrictions; CLIA * members may be subject to inspections per the MOU # and must self-report non-compliance at the Dept of Ecology at the 24 hrs number: 425-649-7000 Partial section of Olympic Coast National Marine Sanctuary (out to 25 nm from coast) is designated as an Area To Be Avoided by IMO (https://olympiccoast.noaa.gov/protect/incidentresponse/atbamap.html)						
	notify the State of Washington within one hour of experiencing a vessel emergency that either results in a discharge or poses a substantial threat of a discharge of oil. 1) Washington Emergency Management Division: (including Emergency Release Notification) 1-800-258-5990 -OR- 1-800-OILS-911 AND 2) National Response Center: 1-800-424-8802; Vessels must have WA state approved oil spill Contingency Plans. There are three compliance options: 1) owner/operator vessel response plan; (2) Washington State Maritime Cooperative (esp. if contracted with MSRC) umbrella oil spill contingency plan; and (3) the National Response Corporation vessel oil spill contingency plan. Managed vessels should enrol with options (2) https://wsmcoop.org/wsmc-enrollment/ or (3) http://nrcwaplan.nrc.org/ above. Regardless which option above is used all Vessels are required to provide an emergency response towing vessel ("ERTV") stationed at Neah Bay, Washington, if they will transit to or from a Washington port through the Strait of Juan de Fuca. Contingency plans for Vessels operating in the Strait of Juan de Fuca must comply with the following requirements:	>3NM (outside Washington State Waters) as per MOU but > 4NM & > 6kts as per Company Policy and CLIA* Standards; MOU requires annual report	discharge outside of IMO "Areas to be Avoided" off the WA coast. As far as practicable discharge to be in different locations	>3NM (outside Washington State Waters) as per MOU but > 4NM & > 6kts as per Company Policy and CLIA* Standards; MOU requires annual report		Guidance on hull cleaning in Washington waters is available at: https://fortress.wa.gov/ecy/publications/SummaryPages/1410012.html	max 0.10% sulphur in marine fuels within NAmECA (approx. 200 nm off USA)

Washington State (USA)							
Activity	Oil & Bilge Water <15 ppm	Treated Black Water (Sewage)	Sludge from AWWTP's & MSD's	Grey Water	Garbage, Food Waste (Marpol V, as amended)	Hull Husbandry	Air Emissions
US VGP (Section 401) additional requirements	Except for discharges of firefighting foam conducted in accordance with VGP, discharges to state waters are prohibited which would cause a sheen, film, sludge, foam, turbidity, color, or odor. Important state and federal documents are available at: https://ecology.wa.gov/Regulations-Permits/Permits-certifications/EPA-vessel-general-permit-graywater	Any upset in a disinfection system or any discharge in state waters containing sewage if the discharge exceeds the bacterial or suspended solids standards must be reported as soon as possible but no more than 24 hours after first becoming aware of their occurrence to the Washington State Department of Health (WDOH) at 360-236-3330 or 360-789-8962 (after hours).		No vessel meeting the VGP definition of a large or medium cruise ship may discharge graywater within 0.5 miles of a shellfish bed; Discharge of graywater in state waters in violation of VGP must be reported as soon as possible but no more than 24 hours after first becoming aware of their occurrence to the Washington State Department of Health (WDOH) at 360-236-3330 or 360-789-8962 (after hours)		The release of nonnative aquatic animal species from in-water cleaning of vessel hulls, niche areas, and running gear without approval from the Washington Department of Fish and Wildlife (WDFW) is forbidden. Allowing biofouling to accumulate and mature without hull cleaning can also be interpreted as an illegal release	Department of Ecology inspectors shall have access to the ship at reasonable times and locations for the purpose of sampling discharges covered by the VGP, interviewing crew members, and inspecting log books and other relevant records. Full text of Washington state 401 certification of the VGP is available at: http://www.regulations.gov#!documentDetail;D=EPA-HQ-OW-2011-0141-0868

Additional Notes

1. Washington waters include Puget Sound and the Strait of Juan de Fuca south of the international boundary with Canada; and for off the west coast, the belt of seas measured from the line ordinary low water along that portion of the coast which is in direct contact with the open sea and the line marking the seaward limit of inland waters, and extending seaward a distance of three miles.
2. Company Bulletin # 09 is to be referred to for applicable Ballast water requirements

*** Note:**



With the written approval of the Company HSEQ Management exemptions can be granted on a case by case basis, in full compliance with local requirements.

Abbreviations:


MOU = Memorandum of understanding, <https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Cruise-ship-memorandum-of-agreement-MOU>

MSD = Marine Sanitation Device type II (Sewage Treatment Plant)

AWWTP = Advanced Waste Water Treatment Plant

Australia (AUS) and Great Barrier Reef Marine Park (GBRMP) and New Zealand (NZ)							
Activity	Bilge Water	Treated Black Water by IMO Sewage Treatm Plant (or AWWTP Permeate)	Grey Water	Garbage (Marpol V, as amended)	Biosecurity / Agricultural	Hull husbandry / Marine Growth / Bio-Fouling (see also Bulletin 9 on Ballast Water and Bio-Fouling)	Fuel Quality / Air Emissions
PERMITS and RESTRICTIONS	<p>AUS: GBRMP, Queensland waters and Victoria water (incl. Port Philip)</p> <p>Vessels undertaking commercial activities in the Marine Park generally require written permission from the Great Barrier Reef Marine Park Authority (GBRMPA) and/or the Queensland Department of Environment and Heritage Protection. These permissions or permits may stipulate additional requirements for vessels to the ones below.</p> <p>For GBRMP see: http://www.gbrmpa.gov.au/about-us/legislation-regulations-and-policies/vessel-sewage-regulations/commerical-vessels,-cruise-ships-and-ships-on-international-voyages</p> <p>For Queensland Waters see: https://www.msq.qld.gov.au/Marine-pollution  </p>						
Underway or In Port	no discharge within 3nm from a reef, island or the mainland	no discharge within 3nm from a reef, island or the mainland; inside a canal, boat harbour or marina; no discharge within the Whitsundays Plan of Management area and in Queensland waters	no discharge within 3nm from a reef, island or the mainland; no discharge within the Whitsundays Plan of Management area	strict application of the "nearest land" Marpol V definition - 12 nm from the baselines from which territorial sea is measured (see comments below)	see Australia below	see Australia below	
Comments	<p>The baseline for the GBRMP is measured from a line drawn around the outer edge of the GBRMP. "The term "from the baseline" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purposes of the Marpol Convention "from the baseline" off the north eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:</p> <p>latitude 11°00' S, longitude 142°08' E to a point in latitude 10°35' S, longitude 141°55' E, thence to a point latitude 10°00' S, longitude 142°00' E, thence to a point latitude 9°10' S, longitude 143°52' E, thence to a point latitude 9°00' S, longitude 144°30' E, thence to a point latitude 10°41' S, longitude 145°00' E, thence to a point latitude 13°00' S, longitude 145°00' E, thence to a point latitude 15°00' S, longitude 146°00' E, thence to a point latitude 17°30' S, longitude 147°00' E, thence to a point latitude 21°00' S, longitude 152°55' E, thence to a point latitude 24°30' S, longitude 154°00' E, thence to a point on the coast of Australia in latitude 24°42' S, longitude 153°15' E.</p> <p>Refer to the Great Barrier Reef Marine Park map which shows boundaries of the Marine Park and World Heritage Area: http://www.gbrmpa.gov.au/__data/assets/pdf_file/0003/8166/GBRMPA_Aug_09_General_Reference_A3.pdf</p> <p>http://www.gbrmpa.gov.au/__data/assets/pdf_file/0015/3390/GBRMPA-zoning-plan-2003.pdf</p>						
Comments	<p>AUSTRALIA</p> <p>strict application of the "nearest land" Marpol V definition - 12 nm from the baselines from which territorial sea is measured (see comments above)</p> <p>Ships must submit a Bio-Security Declaration (BSD) as part of their pre-arrival notification (MARS) no later than 12 hrs before arrival; The BSD covers topics such as ballast and asian gypsy moth (AGM); Asian Gypsy Moth (AGM) Inspection may be scheduled by the authoritires upon arrival depending on which Far East ports were previously visited and when. Uploading AGM documentation/certificates of previous inspections is possible at the MARS system http://www.agriculture.gov.au/import/industry-advice/2016/121-2016</p> <p>Ships must submit a Bio-Security Declaration (BSD) as part of their pre-arrival notification (MARS) no later than 12 hrs before arrival; The BSD covers topics such as ballast and asian gypsy moth (AGM); Australia is preparing Bio-Fouling Regulations expected to start sometime in 2018; In the meantime there are applicable 2015 Anti-fouling and In-water Cleaning Guidelines For Aus and NZ): http://www.agriculture.gov.au/biosecurity/avm/vessels/biofouling/anti-fouling-and-inwater-cleaning-guidelines They recommend that vessels be removed from the water prior to cleaning. Where this is not operationally practicable, in-water cleaning may be accepted as a potential management option for removing biofouling, provided that biosecurity and contaminant risks are appropriately managed http://www.marinepests.gov.au/commercial_shipping/Pages/In-water-cleaning.aspx</p> <p>Sydney harbour: Cruise ships (with >100 pax capacity) must use low sulphur fuel oil max 0.1%S at berth from one hour after arrival at berth to one hour before departure (alternatively shore power and/or EGCS can be used; AMSA Marine Notice 21/2016) https://apps.amsa.gov.au/MOREview/Attachment/ShowAttachment/5146 http://www.epa.nsw.gov.au/air/cruise-ship.htm</p> <p>The requirment for cruise ships to burn 0.1%S when in the port limits of Sydney and the other NSW ports is again being discussed and could be voluntary abided for</p> <p>Per Western Australian Environmental Protection (Unauthorized Discharges) Regulations, Regulation 4(2): "A Person who, in the course of or in connection with a business or commercial activity, burns or allows any material to be burnt so as to cause or allow dark smoke to be discharged into the environment for more than 4 minutes in any hour commits an offence. Penalty \$5000."</p>						

Australia (AUS) and Great Barrier Reef Marine Park (GBRMP) and New Zealand (NZ)

Activity	Bilge Water	Treated Black Water by IMO Sewage Treatm Plant (or AWWTP Permeate)	Grey Water	Garbage (Marpol V, as amended)	Biosecurity / Agricultural	Hull husbandry / Marine Growth / Bio-Fouling (see also Bulletin 9 on Ballast Water and Bio-Fouling)	Fuel Quality / Air Emissions
	NEW ZEALAND						
Comments					<p>As per NZ's Biosecurity Act 1993, section 37A, ships will need approval for arrival at locations Not approved as Places of First Arrival (non-PoFA). This needs to be applied for by Port Ops and will be issued by The Ministry of Primary Industries (MPI) and will require control measures as per section "Hull husbandry / Marine Growth / Bio-Fouling " and for the protected areas below;</p> <p>For Biofouling Management see: https://mpi.govt.nz/importing/border-clearance/vessels/arrival-process-steps/biofouling/biofouling-management/ - requirements summarized in section "Hull husbandry / Marine Growth / Bio-Fouling " herewith </p> <p><u>Port of Auckland enforces through the pilots a 10 knot speed restriction for whales collision avoidance; speed data is made publicly available and monitored</u></p>	<p>From May 2018 the new NZ Biofouling Regulations - Craft Risk Management Standard (CRMS) will become mandatory (see also attached ppt) and will:</p> <ul style="list-style-type: none">o require a "clean hull" before arrival in NZo qualify vessels as:<ul style="list-style-type: none">- short-stay (if intend to stay in NZ for max 20 days AMD only visit approved Places of First Arrival (PoFA)- long-stay (if intend to stay 21 days or more in NZ , OR visit areas not approved as PoFAo enforce several compliance options :<ul style="list-style-type: none">a) clean/treat the hull less than 30 days prior to arrival in New Zealand Territory (Recommended for long-stay vessels)b) clean/treat the hull within 24 hours of arrival into New Zealand Territoryc) maintain a clean hull through best practice maintenance (as outlined by the International Maritime Organisation- our SAF107); (Recommended for short-stay vessels)d) Through the development of a Craft Risk Management Plan (CRMP) – a proposal by the operator to meet the clean hull criteria with different means than the CRMS – current practices (SAF107) + some additional grooming e.g. cleaning of hull every season	
	NZ Protected Areas: Internal Waters of Southland, Fiordland and of Stewart Island; Bay of Isles; in the marine preserve around Mayor Island and White Island or in any marine sanctuary						
PERMITS	<p>Environment Southland: www.es.govt.nz summarizes the other requirments herewith</p> <p>Deed of Agreement (DOA) between the NZ Cruise Industry and Environment Southland to be complied with: http://bit.ly/NZ-doa-cruise</p>						
	no discharge within 12nm of any waste water (bilge, black, grey, ballast waters, food waste, de-sludging and swimming pool / spa filter media) - including through AWWTP's, no open decks or underwater noise, cleaning painting, max speed of 5 kn within 200m from shore, max 4 boats in the water, no incineration				"Ballast, galley shute or grey water is not to be discharged and any boats launched from the vessel to take passengers ashore are to be clean and free of any hull fouling (no hull cleaning to be undertaken or waste water discharged in these locations)"	<p>Fiordland National Park - Clean Vessel Pass required for:</p> <ul style="list-style-type: none">-clean hull (biofouling) - no more than slime layer / loose barnacles-clean residual sea-water -all onboard sweater is clean and free of sediment-clean gear (any mooring, anchoring or sports/diving equipment) is clean, free of fouling/sediment <p>Valid for 12 months, application at: http://www.es.govt.nz/environment/pest-animals-and-plants/Pages/Fiordland-Marine-Pathway-Plan.aspx</p>	

Additional Notes:

1. Company Bulletin # 9 is to be referred to for Ballast water requirements (no Ballast water discharge in NZ Protected areas) and Bio-Fouling requirements

Abbreviations:
GBRMP = Great Barrier Reef Marine Park
AWWTP = Advanced Waste Water Treatment Plant

Regulatory References (listed in alphabetical order)

Copies of the applicable regulations may be viewed at the following locations (web-site addresses are subject to change, and will be verified periodically):

[Antarctic Committee for Environmental Protection: http://www.ats.aq/e/cep.htm](http://www.ats.aq/e/cep.htm)

[International Association of Antarctic Tour Operators: https://iaato.org/home](https://iaato.org/home)

[Australia: Great Barrier Reef Marine Park Regulations at: http://www.gbrmpa.gov.au/about-us/legislation-regulations-and-policies](http://www.gbrmpa.gov.au/about-us/legislation-regulations-and-policies)

[Australian Maritime Safety Authority at: http://www.amsa.gov.au/](http://www.amsa.gov.au/)

[Australian Bio-Security Operators Guidelines for arriving vessels: http://www.agriculture.gov.au/biosecurity/avm/vessels](http://www.agriculture.gov.au/biosecurity/avm/vessels)

[Baltic Marine Environment Protection Commission \(Helsinki Commission\) at: http://www.helcom.fi/](http://www.helcom.fi/)

[Canada: Pollution Prevention Guidelines for the Operation of Cruise Ships under Canadian Jurisdiction \(TP14202\) rev 2013 : https://www.tc.gc.ca/eng/marinesafety/tp-tp14202-menu-612.html](https://www.tc.gc.ca/eng/marinesafety/tp-tp14202-menu-612.html)

[Canada Vessel Pollution and Dangerous Chemicals Regulations \(SOR/2012-69\): http://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-69/](http://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-69/)

[Cruise Lines International Association \(CLIA\) Waste Management: https://www.cruising.org/about-the-industry/regulatory/industry-policies/environmental-protection/waste-management](https://www.cruising.org/about-the-industry/regulatory/industry-policies/environmental-protection/waste-management)

[EU Sulphur Directive 2016/802/EU: http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32016L0802](http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32016L0802)

[EU MRV FAQ: https://ec.europa.eu/clima/policies/transport/shipping_en#tab-0-3](https://ec.europa.eu/clima/policies/transport/shipping_en#tab-0-3)

[IMO Global Integrated Shipping Information system \(GISIS\): http://gis.imo.org/Public/](http://gis.imo.org/Public/)

[IMO PSSAs \(Particularly Sensitive Sea Areas\): http://pssa.imo.org/#/intro](http://pssa.imo.org/#/intro)

[International Safety Management \(ISM\) Code: http://www.imo.org/ourwork/humanelement/safetymanagement/pages/ismcode.aspx](http://www.imo.org/ourwork/humanelement/safetymanagement/pages/ismcode.aspx)

IMO MARPOL, as amended: available in hardcopy onboard

[IMO Ballast Water Convention: http://www.bsh.de/de/Meeresdaten/Umweltschutz/Ballastwasser/Konvention_en.pdf](http://www.bsh.de/de/Meeresdaten/Umweltschutz/Ballastwasser/Konvention_en.pdf)

[IMO Ballast Water Convention supporting Guidelines & Guidance documents: http://www.imo.org/en/OurWork/Environment/BallastWaterManagement/Documents/Compilation%20of%20relevant%20Guidelines%20and%20guidanc](http://www.imo.org/en/OurWork/Environment/BallastWaterManagement/Documents/Compilation%20of%20relevant%20Guidelines%20and%20guidanc)

[New Zealand Environmental Regulations: https://www.maritimenz.govt.nz/public/environment/legislation-regulations.asp](https://www.maritimenz.govt.nz/public/environment/legislation-regulations.asp)

[New Zealand Vessel Arrivals requirments: http://www.mpi.govt.nz/importing/border-clearance/vessels/arrival-process-steps/](http://www.mpi.govt.nz/importing/border-clearance/vessels/arrival-process-steps/)

[UK: United Kingdom Maritime & Coastguard Agency Pollution Prevention: https://www.gov.uk/topic/ships-cargoes/pollution-prevention](https://www.gov.uk/topic/ships-cargoes/pollution-prevention)

[United States Code at: http://uscode.house.gov/search/criteria.shtml](http://uscode.house.gov/search/criteria.shtml)

[United States Code of Federal Regulations available online at: http://www.ecfr.gov/cgi-bin/ECFR?page=browse](http://www.ecfr.gov/cgi-bin/ECFR?page=browse)

[United States Environmental Protection Agency's RCRA \(Resource Conservation and Recovery Act\): www.epa.gov/rcraonline/](http://www.epa.gov/rcraonline/)

[US Florida; Memorandum of Understanding between the Florida Department of Environmental Protection, the Florida-Caribbean Cruise Association and the International Council of Cruise Lines at:](#)

Regulatory References (listed in alphabetical order)

Copies of the applicable regulations may be viewed at the following locations (web-site addresses are subject to change, and will be verified periodically):

[US State of Alaska Department of Environmental Conservation: http://dec.alaska.gov/water/cruise-ships/](http://dec.alaska.gov/water/cruise-ships/)

[US State of California Marine Invasive Species Program \(MISP\) Ballast Water: http://www.slc.ca.gov/Programs/MISP.html](http://www.slc.ca.gov/Programs/MISP.html)

[US State of California Environmental Protection Agency: https://calepa.ca.gov/](https://calepa.ca.gov/)

[US State of California Air Resources Board Commercial Marine Vessels regulations: https://www.arb.ca.gov/ports/marinevess/marinevess.htm](https://www.arb.ca.gov/ports/marinevess/marinevess.htm)

[US State of Florida Environmental Regulations available online at: http://www.dep.state.fl.us](http://www.dep.state.fl.us)

[US State of Hawaii Environmental Regulations available online at: http://www.hawaii.gov/health/environmental/](http://www.hawaii.gov/health/environmental/)

[US State of Washington Cruise Industry Memorandum of Understanding: https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Cruise-ship-memorandum-of-agreement-MOU](https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Cruise-ship-memorandum-of-agreement-MOU)

[USA Marine Sanctuaries via NOAA \(National Oceanic and Atmospheric Administration\) at: http://sanctuaries.noaa.gov/](http://sanctuaries.noaa.gov/)

[USA No discharge zone \(sewage even if treated\) designations known to the United States EPA at: https://www.epa.gov/vessels-marinas-and-ports/no-discharge-zones-ndzs-state](https://www.epa.gov/vessels-marinas-and-ports/no-discharge-zones-ndzs-state)

[USCG policy for MSD acceptancehttp://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Commercial-Regulations-standards-CG-5PS/Design-Engineering-Standards/Systems-Engineering-I](http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Commercial-Regulations-standards-CG-5PS/Design-Engineering-Standards/Systems-Engineering-I)

[US National Pollutant Discharge Eliminations System \(NPDES\) General Commercial Vessel Discharge Permit \(VGP\): https://www3.epa.gov/npdes/pubs/vgp_permit2013.pdf](https://www3.epa.gov/npdes/pubs/vgp_permit2013.pdf)

[USA Vessel Discharge Resources: K&L Gates at: http://www.klgates.com/practices/vessel_discharge_resources/](http://www.klgates.com/practices/vessel_discharge_resources/)