

WORLDWIDE CRUISING ENVIRONMENTAL STANDARDS

Introduction

Local environmental legislation changes frequently and becomes more diversified and complex from location to location.

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

Actions required

The Master is responsible for the implementation of this Bulletin:

- 1) Update VSL Bulletin and SMS forms folders onboard
- 2) Familiarize Deck and Engine Officers with this VSL Bulletin
- 3) Instruct Deck and Engine officers to consult VSL Bulletins 09 "Summary of regional ballast water legislation" and SAF77 during voyage planning
- 4) Confirm in writing implementation to DPA

Note: Pay attention to the cautions listed in the form front page.

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

■ ■ Completed ■ ■

Follow-up Checklist

- 1) VLS bulletins and SMS forms folders updated ☐
- 2) Deck and Engine officers.....familiarized ☐
- 3) Deck and engine officers instructed ☐
- 4) Implementation to DPA confirmed ☐

■ ■ 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 countries' 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 SMS in FOM 338, 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 (Fleet Operation Manual (FOM) 3 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 from the Environmental Superintendent / Manager.

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 well in advance during the ship's voyage planning process

*** Notes:**

1. CLIA members (www.cruising.org) amongst the managed fleet are: Silversea Cruises, Phoenix, Pearl Seas Cruises, Saga, Voyages of Discovery, Swanhellenic

2. Non CLIA vessels will endeavour to comply with the discharge policy stated. However, with the written approval of the Marine Director 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) and Company Policy. More 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	Black water (Sewage) treated by MSD's	Untreated Black Water (Sewage)	Grey Water	Food Waste (Marpol V, as amended, CAT.B)	Incinerator Ash (Marpol V, as amended, CAT. E)	Any 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 ¹	with prior exchange at sea whenever possible	max 3.5% Sulphur worldwide, max 0.1% 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 ¹	Whenever possible > 200 NM & > 200 m depth (IMO Ballast Convention)	max 3.5% Sulphur worldwide, max 0.1% 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		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 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 ¹	if above not practicable then > 50NM & > 200m depth if possible; ship specific Biofouling Management Plan (saf107) implemented and kept together with the BWMP	max 3.5% Sulphur worldwide, max 0.1% 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 required after 01 January 2013
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; max discharge rate must be approved 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	Ballast Water Record Log (SAF35) as per IMO Ballast Convention, Ballast Water Reporting Form (SAF40), Ballast Water at Sea Exchange Plan (SAF42) as per Company Policy; Biofouling 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	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

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

2. Baselines information can be obtained from ECDIS (if such layer is provided) or at: http://www.iag.navy.mil/organization/code_10_mcrmm.htm

or at: <http://www.un.org/depts/los/LEGISLATIONANDTREATIES/regionslist.htm>

3. No discharge of any wastewater other than through AWWTP's in any Marine Sanctuaries and Parks (See additional sheets for specific requirements)

4. 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: 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 V Ships Leisure Compliance Director 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.

Worldwide Cruising Environmental Standards - Additional Areas

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

Port / Area	Oil & Bilge Water (≤ 15 ppm oil)	Black water including through AWWTP's and including desludging	Grey Water	Garbage including Food Waste (Marpol V, as amended)	Hull Cleaning	Antifouling coating	Marine Habitat or Agricultural	Painting / Chipping	Air Emissions - Fuel Quality	Air Emissions	REMARKS
Antarctica	Not permitted South of 60 Latitude as per Marpol I			Special area under MARPOL V, as amended. Only comminuted/ ground food waste ≤ 25 mm at distance ≥ 12 nm from nearest land or ice shelf; Discharge of introduced avian products, including poultry and poultry parts, is not permitted unless made sterile			IAATO guidelines		from July 2011, no carriage (ie not just use) of heavy fuel oil (including IFO-180) allowed		env assessment required to be made and send to a party of the Antarctic treaty in advance; IAATO guidelines on wildlife to be followed; use of distillate fuels only
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						Baltic ECA max 0.1% 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 (aluminum, 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 or 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).
Caribbean	Not permitted within 12 miles of Grand Cayman	Not permitted within 12 miles of Grand Cayman	Not permitted within 12 miles of Grand Cayman	not permitted within 12 miles of Grand Cayman	Not permitted in St. Thomas or St. Maarten					Incinerators not to be used within 12 miles of Grand Cayman	
China	oil spill contract with an approved OSRO required; from January 2012			wastes to be discharged ashore to an aproved contractor before leaving last Chinese port					Three new Sulphur Emission Control Areas (ECAs) were created by Chinese authorities: Pearl River Delta (PRD) area, Chang Jiang – Yangtze River Delta (YRD) area and Bohai Rim (BR) area. Ships visiting the following core ports will be affected by the new regulations: Shenzhen, Guangzhou, Zhuhai (PRD); Shanghai, Ningbo- Zhoushan, Suzhou, Nantong (YRD); Tianjin, Qinhuangdao, Tangshan, Huanghua (BR). The requirements are to be introduced in phases as follows: From 01 April 2016, all ships berthed in affected ports within the YRD ECA shall consume fuel oil with sulphur content of not more than 0.5% m/m. Ships within YRD ECA will be encouraged to consume fuel oil with sulphur content of not more than 0.1% 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. From 01 January 2017, ships berthed in any of the affected ports, except during the first hour after berthing and last hour before departure, shall use fuel oil with sulphur content of not more than 0.5% m/m. From 01 January 2018, ships berthed in all ports in the ECAs, except during the first hour after berthing and last hour before departure, shall use fuel oil with sulphur content of not more than 0.5% m/m. From 01 January 2019, ships entering the ECAs shall use fuel oil with sulphur content of not more than 0.5% m/m. 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 following circumstances: a. it has not been possible to complete the changeover procedure in the hour after berthing alongside, as prescribed; b. an accident has occurred before departure which demonstrates that the ship cannot meet relevant requirements due to the accident; c. non-compliant fuel oil has been used on board due to the fault of a bunker company; d. compliant fuel oil still unavailable to be obtained after all efforts made; and, e. it is impermissible to use the compliant fuel oil due to emergencies. Port of Shenzhen has introduced incentive scheme offering reduction in berth/ light dues etc. for ships which voluntarily switch over to LSF0 (below 0.5%) or use shore power while at berth	http://www.bahamasmaritime.com/wp-content/uploads/2016/03/16-12-Sulphur-Oxides-Emission-Regulations-in-China-Rev0.pdf	
Colombia	No Discharge within 12 nm of Malpelo Island	No Discharge within 12 nm of Malpelo Island	No Discharge within 12 nm of Malpelo Island	No Discharge within 12 nm of Malpelo Island							Malpelo Island is an IMO PSSA (Particularly Sea Sensitive Area). No ballast water discharge within 12 nm of Malpelo Island

Worldwide Cruising Environmental Standards - Additional Areas

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

Port / Area	Oil & Bilge Water (≤ 15 ppm oil)	Black water including through AWWTP's and including desludging	Grey Water	Garbage including Food Waste (Marpol V, as amended)	Hull Cleaning	Antifouling coating	Marine Habitat or Agricultural	Painting / Chipping	Air Emissions - Fuel Quality	Air Emissions	REMARKS
Cyprus		Not permitted in territorial waters (12 nm)									see also EU countries section
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 within the PSSA (Particularly Sea Sensitive Area)	no discharge within the PSSA (Particularly Sea Sensitive Area)	no discharge within the PSSA	no discharge within the PSSA				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		TBT free >01 Jan 08			0.1% sulphur limit will apply to all types of marine fuel used by ships at berth and anchorage in EU ports limits; 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; 1.5% 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 MARPOLVI ECA	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	2012/33/EU ("Sulphur Directive"); 2000/59/EC ("Ship Generated Waste")
Falklands				not permitted within 12 miles of Falkland Islands							
Far East					No hull cleaning in any ports in Japan						
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							Incinerators not to be used within 3 NM of Greek Ports	see also EU countries section
Hong Kong									From 01 July 2015, all ocean-going ships of 500 gross tonnage and above, certificated in accordance with SOLAS, shall 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. Ships will be given a period of grace during the first 1 hour after arrival and the last 1 hour of berthing time in order to enable proper switching over of fuels.	only IMO-approved type incinerators may be used in Hong Kong waters. Dark smoke emissions from vessels in Hong Kong waters is an offence subject to penalty HK\$25,000 (50,000 for any subsequent conviction)	Notice No. 76 of 2008 Notice No.92 of 2014 Notice No 51 of 2015
Iceland	Not allowed inside of 3 NM from the coastal baseline of territorial waters			As of 31 January 2015 new regulations have taken place regarding advanced reporting and disposal of ship generated waste (per EU dir 2000/59/EC), involving also new charges/ taxes as follows: 1. Waste declarations must be sent in advance, via the Safe Seantet system for all ports that the vessel intends to call in Iceland. This must be sent 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/

Worldwide Cruising Environmental Standards - Additional Areas

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

Port / Area	Oil & Bilge Water (≤ 15 ppm oil)	Black water including through AWWTP's and including desludging	Grey Water	Garbage including Food Waste (Marpol V, as amended)	Hull Cleaning	Antifouling coating	Marine Habitat or Agricultural	Painting / Chipping	Air Emissions - Fuel Quality	Air Emissions	REMARKS
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 Venice "Blue flag" voluntary agreement to which 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/venice-blue-flag-2016.html	1. Incinerators not to be used in Italian Ports 2. No blowing of stacks in Venice 3. Civitavecchia prohibits excessive smoke emissions; 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 $\leq 50\%$ 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
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			
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	Panama Canal Non Tank Vessel Response Plan and agreement with a Qualified Individual required.										
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)	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)			In 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). No ballast water discharge in Paracas National Reserve (Peru)
Spain											certain Mediterranean ports impose compulsory sludge discharge, regardless if spare capacity is available. See also EU states section

Worldwide Cruising Environmental Standards - Additional Areas											
N.B.: Latest edition of Company Bulletin # 9 is to be referred to for worldwide Ballast Water requirements											
Port / Area	Oil & Bilge Water (≤ 15 ppm oil)	Black water including through AWWTP's and including desludging	Grey Water	Garbage including Food Waste (Marpol V, as amended)	Hull Cleaning	Antifouling coating	Marine Habitat or Agricultural	Painting / Chipping	Air Emissions - Fuel Quality	Air Emissions	REMARKS
Svalbard / Spitzbergen									<p>It is prohibited to bring or use heavy fuel oil in:</p> <ul style="list-style-type: none"> - Northeast Svalbard Nature Reserve - Southeast Svalbard Nature Reserve - Northwest Spitsbergen National Park - Forlandet National Park - South Spitsbergen National Park <p>Vessels entering these areas are required to carry DMA (in accordance with ISO 8217 Fuel Standard). More info at: http://www.syssemmannen.no/en/Shortcuts/Ban-on-heavy-fuel-oil/</p>		Map of national parks with heavy oil ban is available at: http://www.cruise-norway.no/viewfile.aspx?id=2258
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 territorial sea	Not permitted				No painting / chipping / window washing	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	<p>1999/32/EC ("Sulphur Directive") as amended</p> <ul style="list-style-type: none"> 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. Contaminations 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	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; alternative 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 waste (incl. anything contaminated with it ie packaging); certain ports / Agents may require (interim) 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		November 2012 USA became a party to AFS Convention	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		North American and US Caribbean ECA- max 0.1% 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 became 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

Worldwide Cruising Environmental Standards - Canada									
Activity	Bilge Water <15 ppm	Black Water (Sewage)	Biosolids from MSD and AWWTP	Grey Water	AWWTP Permeate	Garbage (Marpol V, as amended)	Air Emissions Fuel Quality	Air Emissions	Antifouling
In Port	Not Permitted as per Marpol I, as amended	not permitted		Not Permitted as per TP14202	Permitted for AWWTP's with a current approval from Transport Canada may discharge continuously as per TP14202	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. 0.1% when in ports south of 60 N	ODS release > 10 kg to be reported as per TP14202; no use of incinerators; air emissions opacity is regulated with 1 nm from shore, max 40% opacity for an aggregate of 4 mins in a 30 mins period	TBT free
Underway	Inland waters (i.e. St. Lawrence, Great Lakes) - 5 ppm limit; Canadian Arctic waters, including 100nm limit - 0ppm	>4nm & >6kn except in designated sewage areas as per Company Policy and CLIA* standards;	landed ashore as per TP14202	>4NM & >6 kn; if mixed with liquefied galley waste ** >12 nm from SHORE & V>6 kn as per TP14202 (exemption if geographically limited may be granted by Transport Canada)	Permitted for AWWTP's with a current approval from Transport Canada may discharge continuously 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 (liquefied) 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. 0.1% 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, max 40% opacity for an aggregate of 4 mins in a 30 mins period	TBT free
Comments	Arctic IOPP Certificate required for Canadian Arctic, 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; For ships above 1000 GT blue card as per Bunkers Convention required	not permitted in the Great Lakes, St. Lawrence river and Saguenay Park as per Company Policy; (exemption may be granted for discharge of sewage in the Great Lakes through a MSD II (ie < 250/100ml faecal coliform)); In Canadian internal waters, fishing zones 1, 2 and 3*** and when less than 3 nm from shore in all other waters under Canadian jurisdiction the total residual chlorine content in the MSD II effluent must be equal or less than 0.5 mg/L	to a licensed facility or service	not permitted in the Great Lakes, St. Lawrence river and Saguenay Park as per Company Policy;	Permeate that has been held in a Tank to be discharged > 4NM & > 6 Knots as per Company Policy; exemption can be granted for discharge of sewage in "designated sewage areas" through an AWWTP (ie < 14/100ml faecal coliform)	Not permitted with the exception of food waste as per MARPOL V, as amended and above provisions for communitied (liquefied) galley waste	Canadian part of the North American ECA (200 nm off Canada) fully enforced as of 09 May 2013	shore power to be utilized where available	TBT free

Additional Notes

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

* Note: Non CLIA vessels will endeavour to comply with the discharge policy stated. However, with the written approval of **V Ships Leisure Compliance Director**

exemptions can be granted on a case by case basis, in full compliance with local requirements.

4. Vessels arriving from the Far East are subject to Asian Gypsy Moth inspections and phytosanitary inspections. For info:

<http://www.inspection.gc.ca/english/plaveg/protect/dir/d-95-03e.shtml>

5. Company Bulletin # 09 is to be referred to for applicable Ballast Water regulations

Abbreviations:

NOBOB = NO Ballast On Board

TP14202 = Pollution Prevention Guidelines for the Operation of Cruise Ships under Canadian Jurisdiction

** (as per definition in TP14202) galley wastes from sinks and dishwashers with constituents that are no more than 25 mm in diameter

MSD = Marine Sanitation Device type II (sewage treatment plant)

TSS = Traffic Separation Scheme

*** "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>

USA Vessel General Permit (VGP) Individual States Additional Requirements

For VGP, see SMS FOM 338, see also 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	Blackwater	Husbandry Discharges (see also VSL Bulletin 09)	Others	Link to full 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	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 Vessel General Permit (VGP) Individual States Additional Requirements

For VGP, see SMS FOM 338, see also 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	Blackwater	Husbandry Discharges (see also VSL Bulletin 09)	Others	Link to full 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.					http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0837

USA Vessel General Permit (VGP) Individual States Additional Requirements

For VGP, see SMS FOM 338, see also 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	Blackwater	Husbandry Discharges (see also VSL Bulletin 09)	Others	Link to full info
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
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 or sVGP is prohibited.		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 vessel discharges.	http://www.regulations.gov/#!documentDetail;D=EPA-HQ-OW-2011-0141-0878

USA Vessel General Permit (VGP) Individual States Additional Requirements

For VGP, see SMS FOM 338, see also 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	Blackwater	Husbandry Discharges (see also VSL Bulletin 09)	Others	Link to full info
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This section supplements and must be read in conjunction with the SMS FOM 338 for the US Commercial Vessel General Discharge Permit (VGP) 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 SMS FOM 338) 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 FOM338

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

Worldwide Cruising Environmental Standards - Alaska						
There are Federal and State law requirements						
Activity	Bilge Water <15ppm	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	Permitted for 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 for 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. There is no GW shore connection available in Juneau	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; as of 01 January 2015 - max 0.1% sulphur in marine fuels within NAMECA (200 nm off USA)	Ship Specific: Sampling, Waste and Hazardous Waste and Quality Assurance and Quality Control Plans; Best Management Practices Plan (for small cruise ships): NPDES permits with stricter and additional criteria issued in advance; Ocean Rangers from ADEC sailing onboard and monitoring (environmental compliance)
Underway	Not permitted as per Company Policy; Alaska state specific Contingency Plan (C-Plan) and Certificate of Financial Responsibility required	>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	>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	As per ADEC approved Plan	As above and Incinerators permitted at sea except in Glacier Bay, Tracy Arm & College Fjord; North American ECA- as of 01 January 2015 max 0.1% sulphur in marine fuels 200 nm off USA	
USCG additional requirement	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 of not within the boundaries of the State

2. There are special requirements on maintaining and submitting opacity charts

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

3. Additional best management practices requirements for noise, protecting wildlife, preserving solitude for Tracy and Endicott Arm exits

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 treated or 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 Compliance

NPDES = National Pollutant Discharge EliminationSystem

Worldwide Cruising Environmental Standards - California										
Activity	Bilge Water <15 ppm	Sludge from AWWTP's & MSD's	Black Water Treated by MSD's or AWWTP	Grey Water	Husbandry Discharges	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 commingling of black water (sewage) and graywater waste streams will be considered graywater.		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 0.1% 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 (NTRVP 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.		Effective 28 March 2012 California EPA prohibited discharge of all sewage (whether treated or not) from Large Passenger Vessels >300 GT in the established NDZ (No Discharge Zones). NDZ and more information is available on: http://www.epa.gov/re-gion9/water		Hull Husbandry Reporting Form (to evidence hull cleaning within last five years) required annually within 60 days of receiving written or electronic request from the California SLC. For more information: http://www.slc.ca.gov/Programs/MSP_Compliance.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 Exemption" 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/ogv-advisories.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 Huenemea) are required to comply with the ATCM for auxiliary diesel engines on OGV at berth in Californian port (known as "at berth shore power" regulation). 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)	
US VGP 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 by the SLC and become effective. After the SLC biofouling management regulations become effective, propeller cleaning is allowed as specified in those regulations. All other in-water hull cleaning is prohibited unless conducted using the best available technologies economically feasible, as determined by State Water Board staff in consultation with SLC staff. This prohibition includes underwater ship husbandry discharges	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			By signing USEPA's NOI, the vessel owner/operator certifies that hazardous and prohibited wastes as defined under California law, will not be discharged from a covered vessel or vessels. Upon receipt of USEPA's NOI Acknowledgement Letter, the vessel owner/operator shall submit a copy of the letter along with the fee required per Cal. Code Regs., tit. 23, § 2200 to: NPDES Unit Division of Water Quality State Water Resources Control Board 1001 I Street, 15th Floor Sacramento, CA 95814. Full info for the California conditions for the VGP at: http://www.regulations.gov/#documentDetail;D=EPA-HQ-OW-2011-0141-0829	

Additional Notes

- *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
 - 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.
 - 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 vessels when traveling in an area that extends 20 nautical miles seaward from Point Loma.
 - 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 Huenemea, must do so at speeds not in excess of 10 knots. More information is available at: <http://sanctuaries.noaa.gov/protect/ships/strife/welcome.html> http://www.arb.ca.gov/ports/marinevess/documents/slow-speed_wac31jul2012_forss.jpg
 - For ships calling Santa Barbara no use of incinerators within 12 NM of the port
 - Special strict requirements for hull cleaning, permission and reporting required
 - Company Bulletin # 09 is to be referred to for applicable Ballast Water requirements
 - **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 Channel 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
NWC = Near Coastal Waters (>50 NM and > 20 m depth)
CSLC = California State Land Commission
US VGP = US Commercial Vessel General Discharge Permit (see SMS FOM 338);
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

Worldwide Cruising Environmental Standards - Florida					
Activity	Bilge Water	Black water (Sewage) treated by MSD or AWWTP	Grey Water	Garbage (Marpol V, as amended)	Air Emissions
Underway	>12NM from Florida coast (incl. Florida keys) as per MOU	>12NM from Florida coast (incl. Florida keys) as per MOU	>12NM from Florida coast (incl. Florida keys) as per MOU	food waste only >12 NM from Florida coast (incl. Florida keys)	Max 0.1% 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 discharge of waste waters in Florida territorial waters as per MOU	no discharge of waste waters in Florida territorial waters as per MOU	no garbage landing in Key West unless prior notification (no haz.waste disposal) as per BMP MOU; Garbage Management Plan of the Florida Keys to be observed	no use of incinerators in Key West as per BMP MOU

Additional Notes

1. MOU between FDEP and FCCA and CLIA*
 2. Key West Cruise Ships Best Management Practices BMP MOU
 3. No hull cleaning in any ports in Florida, no painting and no noise in Key West as per BMP MOU
 4. Annual hazardous waste report required as per MOU
- * Note: Non CLIA vessels will endeavour to comply with the discharge policy stated. However, with the written approval of **V Ships Leisure Compliance Director** exemptions can be granted on a case by case basis, in full compliance with local requirements.
5. Company Bulletin # 09 is to be referred to for applicable Ballast Water requirements (ballast water discharges at distance >12 nm)

Abbreviations:

MOU = Memorandum of understanding

FDEP = Florida Department of Environmental Protection

FCCA = Florida-Caribbean Cruise Association

AWWTP = Advanced Waste Water Treatment Plant

MSD = Marine Sanitation Device type II (MSD)

US VGP = US Commercial Vessel General Discharge Permit (see SMS FOM 338); 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

Worldwide Cruising Environmental Standards - Hawaii									
Activity	Bilge Water <15 ppm	AWWTP Permeate	Sludge from AWWTP's & MSD's	Black water treated by MSD's	Grey Water	Garbage (Marpol V, as amended)	Air Emissions fuel quality	Air Emissions	Others
Underway	> 4 NM from 100 fathom contour line & > 6 Knots as per MOU	>1NM & > 6kn if prior approval with test results given as per ACT217 or > 4 NM from 100 fathom contour line & > 6 Knots as per ACT217	> 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 as per MOU	> 3 NM & > 6 Knots as per ACT217 but >4NM from 100 fathom contour line & > 6kn as per MOU	only food waste > 12 NM from 100 fathom contour line & > 6 Knots and properly processed as per MOU	As of 01 Jan 2015 sulphur content of all fuels used within the NAmECA (approx. 200 nm off Hawaii) max. 0.1 %	ships to have opacity metering and recording capability as per MOU	
Comments		Permeate held in a DB Tank > 4NM from 100 fathom contour line & > 6 Knots		max 100 mg/l TSS or FC max 40 /100C		prior offloading plans required as per ACT217	20% max opacity or > for max 6 mins per hr as per MOU	no use of incinerators as per MOU	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, Part(VII)" if they have deposit beverage recycling plan prescribed or approved by the Department of Health. Recycling plans shall be submitted to the department (there is exemption form provided) and shall include the name and address of the recycling facility that is accepting the empty deposit beverage containers. More information is available at: http://health.hawaii.gov/hi5/
US VGP 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 shall submit to DOH-CWB notification information through DOH-CWB website (e-permitting portal) at: http://hawaii.gov/health/environmental/water/cleanwater/forms/wqc-index.html .				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

- Hawaii Department of Health ACT 217
 - MOU between State of Hawaii and NWCA
 - Annual Report on discharges required by MOU
 - Opacity
- For ships without opacity meters, alternative visible emission monitoring (Ringelmann Charts) may be conducted to demonstrate compliance with Hawaiian requirements.
- IMO Particularly Sensitive Sea Area (PSSA) established at Papahamaumokuakea (Hawaii) with mandatory reporting and areas to be avoided
 - US VGP = US Commercial Vessel General Discharge Permit (see SMS FOM 338); 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
 - Company Bulletin # 09 is to be referred to for applicable Ballast water requirements

Abbreviations:

MOU = Memorandum of Understanding
 NWCA = North West Cruise ship Association
 AWWTP = Advanced Waste Water Treatment Plant
 MSD = Marine Sanitation Device type II (sewage treatment plant)
 TSS = Total Suspended Solids
 FC = Faecal Coliforms

Worldwide Cruising Environmental Standards - Washington State							
Activity	Oil & Bilge Water <15 ppm	Black Water (Sewage)	Sludge from AWWTP's & MSD's	Grey Water	Hull Husbandry	Garbage (Marpol V, as amended)	Air Emissions
In Port	Not permitted as per Marpol I, as amended	Permitted only for ships with 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	Permitted only for ships with 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	Not Permitted as per Company Policy
Underway	Not permitted within Washington State Waters (3NM) as part of Company Policy and MOU	> 1NM & >6 kn - permitted only for ships with AWWTP 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	> 1NM & >6 kn - permitted only for ships with AWWTP with approval from the Washington Dept. of Ecology (Alaskan approvals accepted), testing once per month			Incinerator Operation Not Permitted in Elliot Bay -Permitted in other areas
Comments	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 operating in WA state waters must arrange compliance with the Washington State Contingency Plan through either NRC or through the Washington State Maritime Cooperative (WSMC), if your vessels are contract with MSRC.	>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		As of 01 January 2015 max 0.1% sulphur in marine fuels within NAMECA (approx. 200 nm off USA)
US VGP 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: http://www.ecy.wa.gov/programs/wq/permits/VGP/ . The webpage has guidance for graywater discharges, oily water separator discharges, in-water load line painting, hull cleaning guidance etc.	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-QW-2011-0141-0867 and at: http://www.regulations.gov/#documentDetail;D=EPA-HQ-QW-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. MOU between NWCA and Washington State Department of Ecology

* Note: Non CLIA vessels will endeavour to comply with the discharge policy stated. However, with the written approval of **V Ships Leisure Compliance Director** 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

Abbreviations:

MOU = Memorandum of understanding

NWCA = North West Cruise Association

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

AWWTP = Advanced Waste Water Treatment Plant

Worldwide Cruising Environmental Standards - Australia and Great Barrier Reef Marine Park and NZ fjords								
Activity	Bilge Water	AWWTP Permeate	Sludge from AWWTP's & MSD's	Black water treated by MSD's	Grey Water	Hull husbandry and Biosecurity	Air Emissions	Garbage (Marpol V, as amended)
GBRMP (see note 3)								
Underway	No discharge within GBRMP as per Company policy	> 4NM from reef or mean low water level along the coast or around an island & > 6 Knots as per Company Policy	No discharge within GBRMP as per Company policy	No discharge within GBRMP as per Company policy	No discharge within GBRMP as per Company policy			No discharge within GBRMP as per Company policy
Comments		Permeate held in a DB Tank > 4NM from reef or mean low water level along the coast or around an island & > 6 Knots as per Company Policy						
AUSTRALIA								
Comments						see notes 4 and 9	Cruise ships are required to use low sulphur fuel oil (<0.1% m/m) in Sydney harbour as follows: - as of 01 October 2015 when berthed (from 1 hour after arrival till 1 hour before departure) - as of 01 July 2016 - when otherwise operating in Sydney harbour (see stage 2 map) See full text of regulation at: http://www.epa.nsw.gov.au/air/cruise-ship.htm [carbon tax has been abolished]	strict application of the "nearest land" Marpol V definition - 12 nm from the baselines from which territorial sea is measured
NEW ZEALAND								
Comments	see note 6	see note 6	see note 6	see note 6	see note 6	see notes 7, 8 and 9	see note 6	see note 6
NZ PROTECTED AREAS								
	not permitted, see note 6	not permitted, see note 6	not permitted, see note 6	not permitted, see note 6	not permitted, see note 6	see note 5		not permitted, see note 6

Additional Notes:

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

AUSTRALIA

2. Above requirements for GBRMP also apply to waters of Victoria, including Port Philip

3. Permit is required for cruise ships operating in the GBRMP, that should be obtained in advance through the Agents. As per the Permit: a cruise ship must not discharge any waste (sewage, treated sewage or grey water, food waste, bilge water) from a holding tank closer than 3 (three) nautical miles from a reef; or from mean low water along the coast or around an island in the GBRMP area, irrespective of the level of treatment. In addition for the following areas: • Whitsundays Area - no waste can be discharged; • Low Island Locality - no grey water can be discharged

4. Asian Gypsy Moth inspection required for a ship that has been within the last two years in a Russian Far East Port between 1 July and 30 Sept. Quarantine regulations are available at:

(<https://www.legislation.gov.au/Details/F2016C00448>)

Quarantine pre-arrival report (QPAR) for vessels - application form and guide are available at:

<http://www.agriculture.gov.au/biosecurity/avm/vessels/vessel-clearance/vessels>

NEW ZEALAND

5. 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

Cleaning and air-drying any marine equipment and boats to be used in Fiordland waters e.g. ropes, pots, fishing gear, kayaks and tenders is required

6. No discharge 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 in the New Zealand Fjords.

(as per a Deed of Agreement (DOA) between the NZ Cruise Industry and Environment Southland)

7. Biofouling Craft Risk Management Standard (the CRMS) is currently in a lead-in period of voluntary compliance and will enter into force in May 2018. The basic requirement of the CRMS is that all arriving vessels are 'clean' below the waterline on arrival.

For more information: <http://www.biosecurity.govt.nz/enter/ships>

8. Asian Gypsy Moth pre-departure certificate from a recognized organization issued at the last port of call in high risk area and a one year port of call data with the Advanced Notice of Arrival required. See more at:

<http://www.mpi.govt.nz/importing/border-clearance/vessels/hitchhiker-pests/>

AUSTRALIA AND NEW ZEALAND

9. New Anti-fouling and in-water cleaning guidelines (the guidelines) has been jointly developed by Australia and New Zealand. Part 2 of the guidelines addresses in-water cleaning.

This section states that vessels and moveable structures should be removed from the water prior to cleaning. However, in cases where removal is not economically or practically viable, the guidelines accept in-water cleaning as a potential management option for removing biofouling, providing that risks are appropriately managed. More information is available at:

http://www.marinepests.gov.au/commercial_shipping/Pages/In-water-cleaning.aspx

Abbreviations:

GBRMP = Great Barrier Reef Marine Park

AWWTP = Advanced Waste Water Treatment Plant

MSD = Marine Sanitation Device type II (sewage 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)

[Antarctica International Association of Antarctic Tour Operators: http://www.iaato.org/](http://www.iaato.org/)

[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/)

[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 \(TP14202\) can be downloaded at: http://www.tc.gc.ca/eng/marinesafety/tp-menu-515.htm](http://www.tc.gc.ca/eng/marinesafety/tp-menu-515.htm)

[Canada: http://www.tc.gc.ca/eng/acts-regulations/acts-2001c26.htm](http://www.tc.gc.ca/eng/acts-regulations/acts-2001c26.htm)

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

[EU Air Pollution: http://ec.europa.eu/environment/air/transport/ships.htm](http://ec.europa.eu/environment/air/transport/ships.htm)

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

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

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

MARPOL, as amended: available in hardcopy onboard

[New Zealand Environmental Requirements for Cruise Vessels: http://www.maritimenz.govt.nz/Environmental/Environmental-requirements/Requirements-for-operators/Tourist-vesels.asp](http://www.maritimenz.govt.nz/Environmental/Environmental-requirements/Requirements-for-operators/Tourist-vesels.asp)

[UK: United Kingdom Maritime & Coastguard Agency at: https://www.gov.uk/ships-cargoes](https://www.gov.uk/ships-cargoes)

[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 page available online at: 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: http://www.dep.state.fl.us/legal/Operating_Agreement/agreements/](http://www.dep.state.fl.us/legal/Operating_Agreement/agreements/)

[US State of Alaska Environmental Regulations available online at: http://www.state.ak.us/dec/water/cruise_ships/index.htm](http://www.state.ak.us/dec/water/cruise_ships/index.htm)

[US State of California Ballast Water Program at: http://www.slc.ca.gov/Spec_Pub/MFD/Ballast_Water/Ballast_Water_Default.html](http://www.slc.ca.gov/Spec_Pub/MFD/Ballast_Water/Ballast_Water_Default.html)

[US State of California Overview of Environmental laws and Regulations available online at: http://www.calepa.ca.gov/CUPA/Documents/Inspection/OvrviwEnvlaw.doc](http://www.calepa.ca.gov/CUPA/Documents/Inspection/OvrviwEnvlaw.doc)

[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: Copy available for reference online at: http://www.ecy.wa.gov/programs/wq/wastewater/cruise_mou/index.html](http://www.ecy.wa.gov/programs/wq/wastewater/cruise_mou/index.html)

[US: California Air Resource Board: http://www.arb.ca.gov/ports/marinevess/marinevess.htm](http://www.arb.ca.gov/ports/marinevess/marinevess.htm)

[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 letter for MSD acceptance at: http://www.uscg.mil/hq/cg5/cg5213/msd.asp](http://www.uscg.mil/hq/cg5/cg5213/msd.asp)

[US National Pollutant Discharge Eliminations System \(NPDES\) General Commercial Vessel Discharge Permit \(VGP\): www.epa.gov/npdes/vessels](http://www.epa.gov/npdes/vessels)

[US NPDES VGP Clean Water Act, section 401 certifications of individual States with additional requirements can be downloaded as pdf by linking to EPA's website: http://water.epa.gov/polwaste/npdes/vessels/index.cfm](http://water.epa.gov/polwaste/npdes/vessels/index.cfm)

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

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