

38 Waste Water Permit Resolutions Passed To Date

As of February 5, 2009

Alaska Municipal League	Anchorage Convention & Visitors Bureau
Alaska State Chamber of Commerce	Girdwood 2020
Southeast Conference	Fairbanks Convention & Visitor Bureau
Alaska Travel Industry Association	Ketchikan Visitors Bureau
Alaska Bed & Breakfast Association	Wasilla Convention & Visitors Bureau
Alaska Hotel & Lodging Association	Alaska Travel Industry Association - Anchorage Chapter
Juneau City & Borough Assembly	Alaska Travel Industry Association Ketchikan Chapter
Ketchikan Gateway Borough	Alaska Travel Industry Association - Juneau Chapter
City of Ketchikan	Alaska Travel Industry Association - Golden Circle Chapter
Seward City Council	Alaska Campground Owners Association
Whittier City Council	Anchorage Downtown Partnership
Anchorage Soil & Water Conservation District	Juneau Convention & Visitors Bureau (Passed 2/4/09; to be printed and signed 2/26/09)
Anchorage Chamber of Commerce	
Fairbanks Chamber of Commerce	
Juneau Chamber of Commerce	
Wasilla Chamber of Commerce	
Kenai Chamber of Commerce	
Homer Chamber of Commerce	
Sitka Chamber of Commerce	
Ketchikan Chamber of Commerce	
Palmer Chamber of Commerce	
Haines Chamber of Commerce	
Soldotna Chamber of Commerce	
Whittier Chamber of Commerce	
Skagway Chamber of Commerce	
Seward Chamber of Commerce	



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**ALASKA MUNICIPAL LEAGUE
RESOLUTION #2009-08**

**A RESOLUTION OF THE ALASKA MUNICIPAL LEAGUE URGING THE ALASKA STATE
LEGISLATURE IN 2009, TO MODIFY, BASED ON SCIENCE, THE STANDARDS
GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER SUCH THAT THOSE
STANDARDS WILL CONTINUE TO PROTECT AQUATIC LIFE AND THE ENVIRONMENT;
AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, during the 1990s, the size and number of cruise ships visiting Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, members of the Southeast Conference, representatives of the cruise ship industry, and local concerned citizens formed a group to explore ways to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to 1). Identify waste streams from cruise ships; 2). Develop pollution prevention and waste management solutions; 3). Assess and verify compliance with volunteer wastewater sampling; and 4). Keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment, discharge, dispersion, fate, and effects of wastewaters produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to the enactment of laws (AS 46.03.460 – AS 46.06.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460 – AS 46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

Member of the National League of Cities and the National Association of Counties

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Alaskan businesses.

NOW, THEREFORE BE IT RESOLVED that the Alaska Municipal League urges the Alaska State Legislature in 2009, to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment.

FURTHER BE IT RESOLVED that the Alaska Municipal League requests that this resolution becomes effective immediately upon adoption by the State Legislature.

PASSED AND APPROVED by the Alaska Municipal League on this 14th day of November, 2008.

Signed: 

Denise Michels, President, Alaska Municipal League

Attest: 

Kathie Wasserman, Executive Director, Alaska Municipal League

The Honorable Sarah Palin
Governor
State of Alaska
P.O. Box 110001
Juneau, AK 99811-0001

January 21, 2009

Dear Governor Palin,

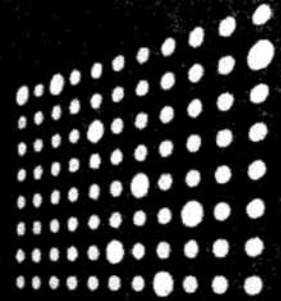
The Alaska State Chamber of Commerce supports and endorses efforts to have the Alaska State Legislature amend the "point of discharge" standard governing the cruise ship wastewater permits. The State Chamber membership has adopted as one of our top five Legislative Priorities, support for changes to the "point of discharge" standard governing cruise ship wastewater permitting. The Alaska State Chamber of Commerce urges you and the Alaska State Legislature to delete the "point of discharge" standard governing the cruise ship wastewater permits. The State Chamber Commerce asks the State to apply the best available data and technology when setting standards for cruise ship wastewater discharge permits.

The State Department of Environmental Conservation (ADEC) holds not only cruise ships but also ships such as our ferries to a different standard than it holds every other discharger in Alaska. This new permit measures effluent at the point of discharge instead of allowing a dilution zone, which every state in the United States allows, and State of Alaska statutes contemplate. This is a different standard from what is required for coastal communities, the fishing industry or the oil platforms in Cook Inlet.

The State Chamber supports State efforts to investigate the standards governing the discharge of cruise ship wastewater. We strongly urge the Alaska State Legislature to give due consideration to modifying the standards governing the discharge of cruise ship wastewater for a lower level based on science that will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

Should the cruise ship industry need to comply with the statutes of this permit, ships will have to hold their wastewater discharges until they are out of Alaska waters. Not only will this shorten time in port, and may result in fewer ports of call, but both results may negatively affect Alaska businesses and financially harm port communities. Small businesses that offer services to tour related businesses may well go out of business without these suggested changes.

The permit requirement is part of the cruise ship initiative that voters approved in 2006. That initiative imposed a number of environmental provisions, including one that requires ships to have a "discharge permit and meet all Alaska water quality standards".



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CHAMBER
OF COMMERCE

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Voters were told that the ships would be held to the same standards that "every other industrial and municipal discharger" must meet and that "no new permitting program is necessary." However, the permit ADEC issued holds the ships to a much different standard, one that may cost Alaska communities, Alaska ferries and businesses unnecessarily.

Alaska's water quality standards contemplate the use of dilution factors, such as mixing zones or short-term variances. According to ADEC, "mixing zones are provided for by the Clean Water Act and used by every state in the Nation." Without mixing zones, wastewater would have to be treated to the point where it could serve as a source of drinking water before being discharged and that just is not feasible here or anywhere else. Sewage treatment plants and seafood processors in Alaska could not operate without a mixing zone. This is also true for the cruise ships.

Alaska should hold cruise ships to the same stringent standards as its coastal communities. It is not in the state's best interest to shorten the time cruise visitors have ashore or to force the elimination of some ports of call.

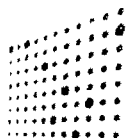
I genuinely appreciate your thoughtful consideration and careful attention to this matter.

Yours in economic prosperity,



Wayne A. Stevens
President/CEO

cc: Members of the Alaska State Legislature



Alaska State Chamber of Commerce 2009 Priority

Title: A Resolution to urge the Governor and the Alaska State Legislature to delete the "point of discharge" standard governing the cruise ship waste water permits.

Position Statement:

- 1.) The State Chamber Commerce resolve to ask the 2009 legislature to apply the best available data and technology when setting standards for cruise ship wastewater discharge permits.

Position:

This resolution is consistent with the Alaska State Chamber Mission of having a positive impact on Alaska businesses by not limiting or interfering with ports of call. This is of high interest to all communities throughout Alaska to maintain a good business climate of welcoming ship visitors into their shops and on shore excursions. This action will allow the Alaska Department of Environmental Conservation to determine, by applying science, the wastewater permit standards.

Support for Position:

- 1.) In 2002 Alaska set the highest standards in the world for large cruise ship waste water discharge to protect state water ways. These standards were change in 2006 by a head tax ballot initiative in such a way that some of the new standards are technologically unfeasible by the cruise lines. During the ballot initiative process no public hearings or state agency input given on these newly imposed standards.
- 2.) Initiative sponsors misled voters by stating that the permit portion of the initiative would only "level the economic and environmental playing fields between the cruise ship industry and other major dischargers".
- 3.) If the permit guidelines are not amended ships could be required to go out into federal waters to discharge; thus less time in port cities which will allow less time in port for the visitors. This will have a negative impact on local government, retail business and shore based business operations.
- 4.) Cruise ships should be under the same guidelines on discharge as any other industry or land based operations in Alaska.
- 5.) Other constituencies who support this are local chambers, governments and business owners.
- 6.) Persons who may not support his position are the authors of the ballot initiative and uninformed members of the public.

Statewide Impact Position: High

Supporting documents attached:

- 1.) Support Information Packet

Action Required:

- 1.) Through legislative action amend "point of discharge" permit requirements.

Fiscal Impact:

- 1.) This action will not require money from the state; however it will have a continued positive impact on local governments and businesses in Alaska.

Southeast Conference

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

Resolution 09-07

WHEREAS, Southeast Alaska has a strong tourism business base and wants a positive business atmosphere to grow tourism; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are currently technologically not feasible and such standards should be set by Alaska Department of Environmental Conservation; and

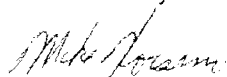
WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

NOW THEREFORE, BE IT RESOLVED: The Board urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

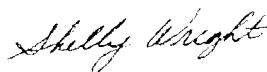
THIS RESOLUTION WAS ADOPTED BY THE SOUTHEAST CONFERENCE BOARD OF DIRECTORS THIS 14TH DAY OF JANUARY, 2009.

Witnessed By:



Mike Korsmo
President

Attested by:



Shelly Wright
Executive Director



**ALASKA TRAVEL INDUSTRY ASSOCIATION
BOARD OF DIRECTORS
RESOLUTION 0901**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD.

WHEREAS, the travel industry is a vital part of Alaska's economy; and

WHEREAS, Alaska has over 1,000,000 cruise passenger visitors annually spending almost \$1 billion in the state; and

WHEREAS, travel businesses throughout Alaska, the majority of which are small and Alaskan-owned, are major economic benefactors of cruise visitor expenditures; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, the "point of discharge" standard, applicable only to cruise ships, are currently technologically unfeasible; and

WHEREAS, such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standard would mean that by 2010, cruise ships will depart Alaska waters to discharge, which would result in reduced time in Alaska ports; and

WHEREAS, such changes will impact local governments ability to collect dock usage fees and sales taxes, increasing the need for revenue sharing from the state, and

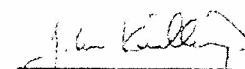
WHEREAS small businesses, which rely on cruise ship visitors, and crew expenditures to support local jobs and the local economy will have a reduced sales opportunity; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers; and

NOW THEREFORE, BE IT RESOLVED BY THE ALASKA TRAVEL INDUSTRY ASSOCIATION (ATIA) BOARD OF DIRECTORS, that:

ATIA urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED AND APPROVED BY THE ALASKA TRAVEL INDUSTRY ASSOCIATION BOARD OF DIRECTORS THIS 11th DAY OF November, 2008


(Signature of Authorized Officer)



Bed & Breakfast Association of Alaska
551 Eberhardt Rd., Fairbanks AK 99701
907-451-6649 907-474-8448fax
president@alaskabba.com www.alaskabba.com
Board Of Directors
RESOLUTION 0901

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD.

WHEREAS, the travel industry is a vital part of Alaska's economy; and

WHEREAS, Alaska has over 1,000,000 cruise passenger visitors annually spending almost \$1 billion in the state; and

WHEREAS, B&B businesses throughout Alaska, the majority of which are small and Alaskan-owned, are major economic benefactors of cruise visitor expenditures; and

WHEREAS, the Alaska cruise ship industry has installed some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, the "point of discharge" standard, applicable only to cruise ships, may be technologically unfeasible; and

WHEREAS, the unrealistic standard would mean that by 2010, cruise ships will depart Alaska waters to discharge, which would result in reduced time in Alaska ports; and

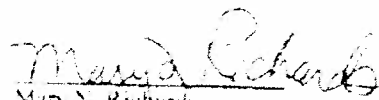
WHEREAS, such changes will impact local governments ability to collect dock usage fees and sales taxes, increasing the need for revenue sharing from the state; and

WHEREAS B&B's, which rely on cruise ship visitors to support local jobs and the local economy, will have a reduced sales opportunity; and

NOW THEREFORE, BE IT RESOLVED BY THE BED AND BREAKFAST ASSOCIATION OF ALASKA (BBAA) BOARD OF DIRECTORS, that:

BBAA urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation

PASSED AND APPROVED BY THE BED AND BREAKFAST ASSOCIATION OF ALASKA BOARD OF DIRECTORS THIS 19th DAY OF JANUARY, 2009


Mary N. Richards
President

January 8, 2009

**ALASKA HOTEL & LODGING ASSOCIATION
BOARD OF DIRECTORS
RESOLUTION 09-100**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

WHEREAS, Alaska has a strong tourism business base and wants a positive business atmosphere to grow tourism; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local government and small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

NOW THEREFORE, BE IT RESOLVED BY THE ALASKA HOTEL & LODGING ASSOCIATION BOARD OF DIRECTORS, that:

The Board urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED AND APPROVED BY THE ALASKA HOTEL & LODGING ASSOCIATION BOARD OF DIRECTORS THIS 8th DAY OF JANUARY, 2009.

ATTEST:


Tammy, Griffin, AKH&LA Chair


Amey Amachain, Executive Director

Presented by: The Manager
Introduced: 01/12/2009
Drafted by: J.W. Hartle

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2458

A Resolution Urging the Alaska State Legislature to Modify the Standards Governing the Discharge of Wastewater from Cruise Ships.

WHEREAS, during the 1990s, the size and number of cruise ships visiting Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, members of the Southeast Conference, representatives of the cruise ship industry, and local concerned citizens formed a group to explore ways to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to (1) Identify waste streams from cruise ships; (2) Develop pollution prevention and waste management solutions; (3) Assess and verify compliance with volunteer wastewater sampling; and (4) Keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment discharge, dispersion rate, and effects of wastewater produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to enactment of laws (AS 46.03.460 - AS 46.06.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined the laws enacted in 2001 (AS 46.03.460 - AS 46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has reportedly invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, according to the Alaska Department of Environmental Conservation, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge - much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters - ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, water quality standards in Alaska contemplate the use of dilution factors, such as mixing zones or short-term variances, and are not applied at the point-of-release except in the case of the Alaska cruise ship wastewater standards; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Juneau businesses.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. That the City and Borough of Juneau urges the Alaska Legislature in 2009, to examine, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical, and establish an effective date.

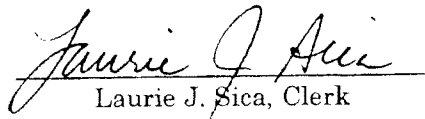
Section 2. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 12th day of January, 2009.



Bruce Botelho, Mayor

Attest:


Laurie J. Sica, Clerk

KETCHIKAN GATEWAY BOROUGH

RESOLUTION NO. 2111

A RESOLUTION OF THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH URGING THE ALASKA STATE LEGISLATURE IN 2009 TO MODIFY, BASED ON SCIENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER SUCH THAT THOSE STANDARDS WILL CONTINUE TO PROTECT AQUATIC LIFE AND THE ENVIRONMENT BUT WILL NOT BE TECHNOLOGICALLY AND FINANCIALLY UNREASONABLE OR IMPRACTICAL

RECITALS

WHEREAS, during the 1990s, the size and number of cruise ships visiting Ketchikan and other Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, members of the Southeast Conference, representatives of the cruise ship industry, and local concerned citizens formed a group to explore ways to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to (1) identify waste streams from cruise ships; (2) develop pollution prevention and waste management solutions; (3) assess and verify compliance with volunteer wastewater sampling and; (4) keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment, discharge, dispersion, fate, and effects of wastewaters produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to the enactment of laws (AS 46.03.460 - AS 46.03.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460-46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharges from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters -- ammonia, copper, nickel and zinc;

and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel, and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, water quality standards in Alaska contemplate the use of dilution factors, such as mixing zones or short-term variances, and are not applied at the point-of-release except in the case of the Alaska cruise ship wastewater standards; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Alaska businesses; and

WHEREAS, the Constitution of the State of Alaska represents the will of the people because the voters of Alaska: (1) elected the 55 delegates who crafted the Constitution in 1955 – 1956, (2) ratified the Constitution on April 24, 1956 in a record turnout by a margin greater than two to one; (3) ratified amendments to the Constitution on separate 28 occasions during the nearly 50 years of Statehood; and (4) rejected proposed amendments to the Constitution on 12 occasions during the nearly 50 years of Statehood; and

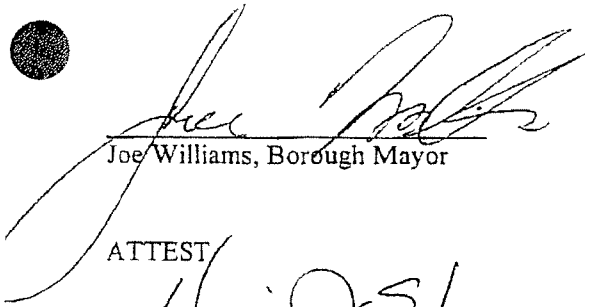
WHEREAS, provisions in Article XI, Section 6 of the Constitution of the State of Alaska concerning the repeal and amendment of initiated laws – specifically the provisions that state “[a]n initiated law . . . may not be repealed by the legislature within two years of its effective date [and] may be amended at any time” has stood the test of nearly 50 years of Statehood in terms of the will of the people.

NOW THEREFORE, IN CONSIDERATION OF THE ABOVE FACTS, IT IS RESOLVED BY THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH as follows:

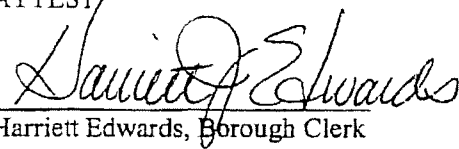
Section 1. The Ketchikan Gateway Borough Assembly hereby urges the Alaska State Legislature in 2009 to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

Section 2. This resolution shall take effect immediately.

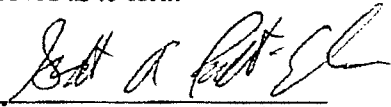
ADOPTED this 15th day of September 2008.


Joe Williams, Borough Mayor

ATTEST


Harriett Edwards, Borough Clerk

Approved as to form


Scott A. Brandt-Erichsen, Borough Attorney

EFFECTIVE DATE: September 15, 2008			
ROLL CALL	YES	NO	ABSENT
THOMPSON			✓
KIFFER			✓
SALAZAR	✓		
LANDIS	✓		
PAINTER	✓		
HARRINGTON	✓		
SHOEMAKER	✓		
MAYOR (Tie Votes Only)			
4 AFFIRMATIVE VOTES REQUIRED FOR PASSAGE			

CITY OF KETCHIKAN, ALASKA

RESOLUTION NO. 08-2246

A RESOLUTION OF THE CITY OF KETCHIKAN, ALASKA URGING THE ALASKA STATE LEGISLATURE IN 2009 TO MODIFY, BASED ON SCIENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER SUCH THAT THOSE STANDARDS WILL CONTINUE TO PROTECT AQUATIC LIFE AND THE ENVIRONMENT BUT WILL NOT BE TECHNOLOGICALLY AND FINANCIALLY UNREASONABLE OR IMPRACTICAL; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, during the 1990s, the size and number of cruise ships visiting Ketchikan and other Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, members of the Southeast Conference, representatives of the cruise ship industry, and local concerned citizens formed a group to explore ways to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to (1) identify waste streams from cruise ships; (2) develop pollution prevention and waste management solutions; (3) assess and verify compliance with volunteer wastewater sampling and; (4) keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment, discharge, dispersion, fate, and effects of wastewaters produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to the enactment of laws (AS 46.03.460 - AS 46.03.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460-46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel, and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and


WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Alaskan businesses.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Ketchikan, Alaska as follows:

Section 1: The Council of the City of Ketchikan, Alaska hereby urges the Alaska State Legislature in 2009 to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

Section 2: This resolution shall become effective immediately upon adoption.

PASSED AND APPROVED this 2nd day of October 2008.



Bob Weinstein, Mayor

ATTEST:



Katherine M. Suiter, City Clerk

Sponsored by: Oates

**CITY OF SEWARD, ALASKA
RESOLUTION 2009-003**

**A RESOLUTION OF THE CITY COUNCIL, OF THE CITY OF SEWARD,
ALASKA, URGING THE ALASKA STATE LEGISLATURE TO MODIFY,
BASED ON SCIENCE, THE STANDARDS GOVERNING THE DISCHARGE
OF CRUISE-SHIP WASTEWATER BY USING THE CRITERIA THAT
APPLY TO MUNICIPAL SHORE-BASED WASTEWATER FACILITIES
AND ALL OTHER VESSELS TRANSITTING ALASKA WATERS**

WHEREAS, the Seward community has a strong marine-based economy with transportation routes historically used by the U.S. Navy, Coast Guard, and state law enforcement vessels; large and small passenger vessels; a commercial fishing fleet; and other passenger-bearing vessels; and

WHEREAS, Seward's marine-based economic activity occurs in proximity to the Kenai Fjords National Park, the Chugach National Forest, Caines Head State Park, and other protected lands; and

WHEREAS, between 2001 and 2006, agencies of the State of Alaska, through the legislative process, have enacted statutes and regulations establishing wastewater discharge standards and created the Commercial Passenger Vessel Environmental Compliance Program as means of supporting cruise ship activity in Alaska in an environmentally-sound manner; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships, leading to the first ever general permit for wastewater discharges from large cruise ships operating in Alaska; and

WHEREAS, the standards now imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, including Seward's facility and those in effect for all other fishing, freight, and passenger vessels; and

WHEREAS, the cruise ship point-of-release standards are unfeasible and will require prohibitive financial investment in research to establish methods of meeting the standards; and

WHEREAS, these standards could mean that cruise ships would defer all discharges until they are out of Alaska waters, which would result in reduced length of time in port, and elimination of ports situated far from International waters; and

**CITY OF SEWARD, ALASKA
RESOLUTION 2009-003**

WHEREAS, such changes would impact Seward's small business, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, implementing policy based on inconsistent standards for a specific sector of the maritime economy establishes a dangerous precedent.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA, that:

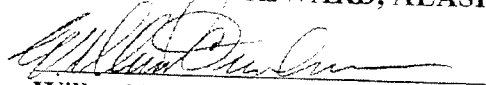
Section 1. Seward City Council urges the Alaska State Legislature in 2009 to modify the standards governing the discharge of cruise ship wastewater.

Section 2. Seward City Council suggests the modifications be scientifically based and similar to the criteria that apply to municipal shore-based wastewater facilities and all other vessels transiting Alaska waters.

Section 3. This resolution shall take effect immediately upon its adoption.

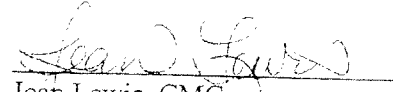
PASSED AND APPROVED by City Council of the City of Seward this 12th day of January 2009.

THE CITY OF SEWARD, ALASKA

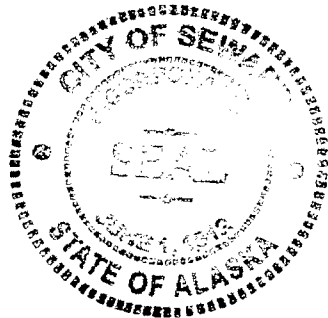

Willard Dunham, Vice Mayor

AYES: Valdatta, Bardarson, Smith, Kellar, Keil, Dunham
NOES: None
ABSENT: Corbridge
ABSTAIN: None

ATTEST:


Jean Lewis, CMC
City Clerk

(City Seal)



**CITY OF WHITTIER, ALASKA
RESOLUTION #926-09**

A RESOLUTION OF THE CITY OF WHITTIER, ALASKA URGING THE ALASKA STATE LEGISLATURE IN 2009 TO MODIFY, BASED ON SCIENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER SUCH THAT THOSE STANDARDS WILL CONTINUE TO PROTECT AQUATIC LIFE AND THE ENVIRONMENT BUT WILL NOT BE TECHNOLOGICALLY AND FINANCIALLY UNREASONABLE OR IMPRACTICAL; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, during the 1990s, the size and number of cruise ships visiting Whittier and other Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, representatives of the cruise ship industry, and local concerned citizens formed a group to explore ways to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to (1) identify waste streams from cruise ships; (2) develop pollution prevention and waste management solutions; (3) assess and verify compliance with volunteer wastewater sampling and; (4) keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment, discharge, dispersion, fate, and effects of wastewaters produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to the enactment of laws (AS 46.03.460 – AS 46.03.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460-46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel, and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Alaskan businesses.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Whittier, Alaska as follows:

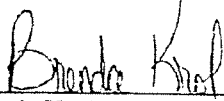
Section 1: The Council of the City of Whittier, Alaska hereby urges the Alaska State Legislature in 2009 to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

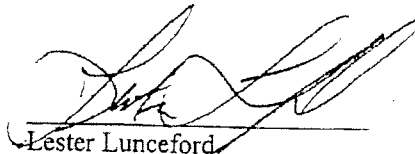
Section 2: This resolution shall become effective immediately upon adoption.

PASSED AND APPROVED by a duly constituted quorum of the City Council for the City of Whittier, Alaska on this 20th day of January 2009.

Introduced by: Mark Earnest
Introduction date: 20 January 2009

ATTEST:


Brenda Krol
City Clerk


Lester Lunceford
Mayor

Ayes: 6
Nays: 0
Absent: 1
Abstain: 0



**ANCHORAGE SOIL & WATER
CONSERVATION DISTRICT**

P.O. Box 110309 - Anchorage, AK 99511-0309
www.ASWCD.org E-Mail: aswcd@aswcd.org
Phone: 907.677.SOIL (7645)

**Anchorage Soil and Water Conservation District
Board of Supervisors
Resolution 2009-01**

WHEREAS, the mission of the Anchorage Soil & Water Conservation District (ASWCD) is to conserve Alaska's natural resources by providing technical, financial and education resources to property owners and participating in community endeavors,

WHEREAS, an important component of the ASWCD's mission is to educate the public on best environmental practices, particularly those that support a healthy economy,

WHEREAS, the Alaska cruise ship industry has developed model wastewater treatment systems and implemented other best practices to improve the environmental performance of vessels and have voluntarily adopted higher standards than those required by law,

WHEREAS, the cruise industry also brings significant financial benefits to the Municipality of Anchorage and to the State of Alaska,

WHEREAS, current cruise ship standards are far in excess of shore-based municipal wastewater facilities standards; and

WHEREAS, attaining the "point of discharge" standard is only applicable to cruise ships and compliance is currently technologically unfeasible; and

WHEREAS, standards for cruise ship wastewater discharge permits should be based on best available data and science, set by Alaska Department of Environmental Conservation; and

WHEREAS, the result of the "point of discharge" standard could mean that by 2010 cruise ships will have to depart Alaska waters to discharge, resulting in reduced length of time in port, further impacting local governments and small businesses that rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy.

NOW THEREFORE BE IT RESOLVED, the Board of Supervisors of the Anchorage Soil and Water Conservation District urges Governor Sarah Palin and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

Passed and approved the 16th day of January, 2009



Greg Bell, Chair



**Anchorage Chamber of Commerce
Board of Directors
Resolution 2008/09-01
In Support of Modifying Cruise Ship Point of Discharge Permit Standards**

WHEREAS, one aspect of the mission of the Anchorage Chamber of Commerce is to protect and promote a healthy business community, to include a strong and growing tourism business base; and

WHEREAS, more than 370,000 cruise passenger visitors annually spend \$26 million in the Anchorage area,

WHEREAS, cruise lines directly spend \$76 million in Anchorage, have paid more than \$5 million in local bed tax revenue and made purchases from 849 Anchorage businesses in 2007 alone; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, current cruise ship standards are far in excess of shore-based municipal wastewater facilities standards; and

WHEREAS, attaining the "point of discharge" standard is only applicable to cruise ships and compliance is currently technologically unfeasible; and

WHEREAS, standards for cruise ship wastewater discharge permits should be based on best available data and science, set by Alaska Department of Environmental Conservation; and

WHEREAS, the result of the "point of discharge" standard could mean that by 2010 cruise ships will have to depart Alaska waters to discharge, resulting in reduced length of time in port, further impacting local governments and small businesses that rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy.

NOW THEREFORE BE IT RESOLVED, the Anchorage Chamber of Commerce urges Governor Sarah Palin and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

AND BE IT FURTHER RESOLVED, that copies of this resolution be sent to Anchorage Chamber members, Governor Sarah Palin, the Alaska Legislature, statewide chambers of commerce and statewide media.

Approved the 5th day of December, 2008

Phil Okeson, 2008-09 chair
Anchorage Chamber of Commerce

Stacy Schubert, IOM, president
Anchorage Chamber of Commerce

GREATER ★ FAIRBANKS CHAMBER OF COMMERCE

100 Cushman St., Suite 102, Fairbanks, AK 99701
phone: (907) 452-1105, fax: (907) 456-6968

e-mail: info@fairbankschamber.org
website: www.fairbankschamber.org

RESOLUTION 09-01-05

A RESOLUTION OF THE GREATER FAIRBANKS CHAMBER OF COMMERCE URGING THE ALASKA STATE LEGISLATURE IN 2009 TO MODIFY, BASED ON SCIENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER SUCH THAT THOSE STANDARDS WILL CONTINUE TO PROTECT AQUATIC LIFE AND THE ENVIRONMENT BUT WILL NOT BE TECHNOLOGICALLY AND FINANCIALLY UNREASONABLE OR IMPRACTICAL; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the Greater Fairbanks Chamber of Commerce recognizes the economic importance of the cruise ship industry throughout the state of Alaska, and tourism is the second-largest industry in the State, providing jobs and a large positive economic multiplier; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460-46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are

"Succeeding Together, Achieving Results"

INVESTORS

DIAMOND

BP Exploration
Conoco Phillips
ExxonMobil
Fairbanks Daily News-Miner
FMH & Dental Center
Hill-Hills Resources Alaska
NED
Wells Fargo Bank Alaska

PLATINUM

Alaska Pipeline Service
AT&T
Fred Meyer
Golden Eagle Billings
Mt. McKinley Bank
Carlson Center

GOLD

Alaska Airlines
Alaska USA FCU
Berkwood Homes
Dental State Bank
Design Alaska
Dorco, LLC
First National Bank Alaska
Kroger Co. (Kroger Store)
Laborers' Union Local 442
MAC Federal Credit Union
Northern Bank
The Boeing Co.
United Fruit Mgmt.

SILVER

MACY
ACS Media
Alaska Railroad
BlueVine Technologies
Crest Air Cargo
Fairbanks Natural Gas
Howling Alaska
Fountainhead Development
GWEA
H Properties, Inc.
Koyuk Bank
Operating Engineers Local 472
Personnel Plus
Santitas Flowers & Gifts
Seekins Knit & Linen Memory
Spirit of Alaska FCU
Tanana Valley Clinic
Tropic Village
TORE

GREATER ★ FAIRBANKS CHAMBER OF COMMERCE

100 Cushman St., Suite 102, Fairbanks, AK 99701
phone: (907) 452-1105, fax: (907) 456-6968

e-mail: info@fairbankschamber.org
website: www.fairbankschamber.org

expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel, and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

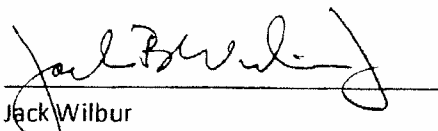
WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Alaskan Businesses.

NOW, THEREFORE, BE IT RESOLVED by the Greater Fairbanks Chamber of Commerce as follows:

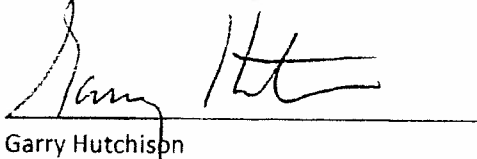
Section 1: The Greater Fairbanks Chamber of Commerce hereby urges the Alaska State Legislature in 2009 to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

Section 2: This resolution shall become effective immediately upon adoption.

PASSED AND APPROVED this 5th day of January, 2009.



Jack Wilbur
Board Chair
GFCC



Garry Hutchison
Chair
Governmental Relations Committee

"Succeeding Together, Achieving Results"

INVESTORS

DIAMOND

BP Exploration
Conoco-Phillips
ExxonMobil
Fairbanks Daily News-Miner
FMT & Denali Center
Hunt Hills Resources Alaska
CLC
Wells Fargo Bank Alaska

PLATINUM

Alaska Pipeline Service
ATAI
Fred Meyers
Golden Heart Blades
Mt. McKinley Bank
Carlson Center

GOLD

Alaska Airlines
Alaska USA F&O
Birchwood Homes
Denali State Bank
Design Alaska
Doyon, LTD
First National Bank Alaska
Kinross Gold Knox Mine
Laborers Union Local 942
MAC Federal Credit Union
Northrim Bank
The Boeing Co.
Ubell Coal Mine

SILVER

ACS
ACS MBH
Alaska Railroad
Blue Wire Technologies
Dexter Air Center
Fairbanks Natbrdys
Flowline Alaska
Fountainhead Development
GVP
H Properties, Inc.
Key Bank
Operating Mineral Resources, Inc.
Personnel Plus
Santitas Flowers & Gifts
Seekins Ford, Inc./Auto Mercury
Spirit of Alaska
Tanana Valley Clinic
Togno, Inc.
TOTAL



3100 Channel Drive, Suite 300 • Juneau AK 99801 • (907) 463-3488 • Fax (907) 463-3489
E-mail: juneauchamber@eci.net • icc@alaska.com • Web site: <http://www.juneauchamber.com>

Board Members

Chuck Collins, Pres. Elect
Copy Express Sign Pro
Ted Quinn, Past President
Capital Office Supplies
Bob Martie
Goldbelt, Inc.
Alaska Knifeworks
Bob Hale
Juneau Empire
Romer Derr
Harris Plumbing & Heating
Neil MacKinnon
Alaska Laundry
Sharon Burns
ABC Stations
Jeremy Hansen
Hansen Gross
Dick Knapp
Petro Marine
Don Habeger
Royal Caribbean Cruise Lines
Carlton Smith
The Carlton Smith Co.
Bob Wysocki
Hunt Totem
Sheldon Winters
Lussinger & Winters
Tim McLeod
AL&P
Nathan McCowan
Sealaska

Benefactor Members

ACS
Allen Marine
First National Bank of Alaska
Hunt Totem
Juneau Empire
GCI Communications
AJ Communications
Wal Mart
Home Depot

Platinum Members

AEL&P
Alaska Litho
Alaska Marine Lines
Alaska Pacific Bank
Alaska USA FCU
Alaskan Brewing Company
Bartlett Regional Hospital
BP Alaska
CBI (Manager's Office)
Capital Office Supply
Coast Alaska, Inc.
Coogan Construction
Copy Express
Elgee Rehfeld & Menz
Exxon Mobil
Greens Creek Mining
Goldbelt, Inc.
Sign Pro
Taku Oil
True North FCU
UAS
Wells Fargo Bank of Alaska
Western Auto Marine

RESOLUTION 11-08

A RESOLUTION OF THE JUNEAU CHAMBER OF COMMERCE URGING THE ALASKA STATE LEGISLATURE IN 2009, TO MODIFY THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER

WHEREAS, during the 1990s, the size and number of cruise ships visiting Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, members of the Southeast Conference, representatives of the cruise ship industry, and local concerned citizens formed a group to explore ways to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to 1). Identify waste streams from cruise ships; 2). Develop pollution prevention and waste management solutions; 3). Assess and verify compliance with volunteer wastewater sampling; and 4). Keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment, discharge, dispersion rate, and effects of wastewaters produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to the enactment of laws (AS 46.03.460 – AS 46.06.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460 – AS 46.06.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of

Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Juneau businesses.

NOW, THEREFORE BE IT RESOLVED that the Juneau Chamber of Commerce urges the City and Borough of Juneau Assembly to adopt this or a similar resolution, and urges the Alaska State Legislature in 2009, to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical and establish an effective date.

FURTHER BE IT RESOLVED that the Juneau Chamber of Commerce requests that this resolution becomes effective immediately upon adoption by the State Legislature.

PASSED AND APPROVED by the Juneau Chamber of Commerce on this 10th day of November, 2008.

Signed: 

Cathie Roemmich, CEO

On behalf of the Juneau Chamber of Commerce Board of Directors and nearly 400 business members



**GREATER WASILLA CHAMBER OF COMMERCE & CONVENTION/VISITOR BUREAU
BOARD OF DIRECTORS
RESOLUTION #1208**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

WHEREAS, the Wasilla community has a strong tourism business base and wants a positive business atmosphere to grow tourism: and

WHEREAS, the Mat-Su Valley has over 124,000 cruise passenger visitors and cruise lines spend annually \$16.4 million, with over \$860,000 paid in bed tax revenue; and

WHEREAS, in 2007 cruise lines made purchases from 90 area businesses; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

NOW THEREFORE, BE IT RESOLVED BY THE WASILLA CHAMBER OF COMMERCE BOARD OF DIRECTORS, that:

The Board urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED AND APPROVED BY THE WASILLA CHAMBER OF COMMERCE BOARD OF DIRECTORS THIS 9TH DAY OF DECEMBER, 2008.

Erika Bills, President

Cheryl Metiva, Executive Director/CEO

KENAI CHAMBER OF COMMERCE

Resolution 02-08

A RESOLUTION OF THE KENAI CHAMBER OF COMMERCE BOARD OF DIRECTORS TO URGE THE GOVERNOR AND ALASKA LEGISLATURE TO DELETE THE 'POINT OF DISCHARGE' STANDARD GOVERNING THE CRUISE SHIP WASTE WATER PERMITS.

WHEREAS, Alaska's cruise ship industry is an important element to our economic well-being statewide and regionally; and

WHEREAS, cruise ships should be under the same guidelines on discharge as any other industry or land based operations in Alaska; and

WHEREAS, in 2002, Alaska set the highest standards in the world for large cruise ship waste water discharge to protect state water ways. In 2006, a head tax ballot initiative changed these standards in such a way that some of the new standards are technologically unfeasible by the cruise lines. During the ballot initiative process no public hearings or state agency input was given on these newly imposed standards; and

WHEREAS, the standards currently imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel, and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

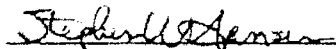
WHEREAS, cruise ships will be compelled to shorten their stays in Alaska waters; and


WHEREAS, this will have a negative impact on our regional and statewide economic health.

NOW, THEREFORE, BE IT RESOLVED that the Kenai Chamber of Commerce Board of Directors hereby urges the Governor and the Alaska State Legislature to modify the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will be technologically and financially reasonable or practical.

DIRECTORS

THIS 10 DAY OF December, 2008


Stephen W. Hansen, President
Kenai Chamber of Commerce

ATTEST: 
Tina Baldridge
Executive Director



Homer Chamber of Commerce
Visitor Information Center
201 Sterling Highway
Homer, AK 99603

Homer Chamber of Commerce

***Resolution Passed 1/15/2009**

The Homer Chamber of Commerce urges the Alaska State Legislature to vest the Alaska Department of Environmental Conservation with the authority to issue discharge permits to cruise ships, as they determine will meet all Alaska water quality standards.

*Note: Full body of resolution will be forwarded when received.

**GREATER SITKA CHAMBER OF COMMERCE
RESOLUTION 08-01**

**A RESOLUTION OF THE GREATER SITKA CHAMBER OF COMMERCE URGING
THE ALASKA STATE LEGISLATURE TO MODIFY THE STANDARDS GOVERNING
THE DISCHARGE OF CRUISE-SHIP WASTEWATER SUCH THAT THOSE
STANDARDS ARE NO MORE RESTRICTIVE THAN MUNICIPAL SHORE BASED
WASTEWATER FACILITIES.**

WHEREAS, the Greater Sitka Chamber of Commerce is a nonprofit trade association made up of members of the business community invested in the economic health of Sitka; and

WHEREAS, the economic health of Sitka is, in large part, based on a healthy cruise industry visitors and commercial fishing industry, which are both ocean-based industries; and

WHEREAS, the cruise ship industry is an integral part of the health of Sitka's economy whose visits provide jobs to Sitkans; and

WHEREAS, the cruise ship industry, through its visits to Sitka, provides a critical piece of sales tax revenue that helps pay for local government jobs and functions such as schools and roads; and

WHEREAS, Sitka will be experiencing a significant economic impact already with the loss of one major cruise line for the 2009 summer which will negatively impact an already downward turn in sales tax revenue; and

WHEREAS, the cruise industry, through the Alaska Cruise Ship Initiative, along with the State of Alaska Department of Environmental Conservation (DEC) and the Environmental Protection Agency, formed a Science Advisory Panel to address waste streams from cruise ships, develop pollution prevention and waste management solutions, assess and verify compliance with volunteer wastewater sampling, and methods to keep the public informed; and

WHEREAS, the Alaska State Legislature enacted laws in 2001 establishing wastewater discharge standards that were refined in 2004 and implemented in 2006 by the state DEC; and

WHEREAS, the cruise industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, a voter approved initiative further imposed standards on cruise ships that are far in excess of those imposed on municipal shore-based wastewater facilities, as was recognized by the state DEC public statement announcing a March 2008 permit issuance, which stated:

"The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel, and zinc."

And

WHEREAS, the City and Borough of Sitka wastewater discharge system cannot meet these voter initiative standards if they were to be imposed on municipalities. The key is due to the city being allowed a mixing zone where quality of discharge is measured at the edge of the mixing zone.

The voter initiative standards require cruise ships to measure quality of discharge at the point of release (at the pipe) before it drops into a mixing zone; and

WHEREAS, the state DEC elected to postpone implementation of parts of the voter initiative standards because it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel, and zinc parameters; and

WHEREAS, the Greater Sitka Chamber of Commerce believes that water and wastewater quality standards are important to the health of the community and to the industries that rely on a healthy ocean; and

WHEREAS, the Greater Sitka Chamber of Commerce believes that the State of Alaska, Department of Conservation has the professional and technical resources to provide for clear regulatory guidance such that the ocean and marine life are protected while providing for practical, technological, and financially achievable regulations for cruise ships visiting Alaskan port that are similar in nature to the regulations that Alaskans live with every day.

NOW THEREFORE BE IT RESOLVED that the Greater Sitka Chamber of Commerce urges the 2009 Alaska State Legislature to, based on science, modify the standards governing the discharge of cruise ship wastewater such that those standards will reflect Alaska municipal standards, will continue to protect aquatic life and the environment, yet will not be technologically and/or financially unreasonable or impractical.

Adopted this 30th day of October, 2008.


Cory Baggen, President


Sheila Finkenbinder, Executive Director

**KETCHIKAN CHAMBER OF COMMERCE
BOARD OF DIRECTORS
RESOLUTION 1008**

A RESOLUTION URGING THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" STANDARD GOVERNING THE DISCHARGE OF CRUISE-SHIP WASTEWATER.

WHEREAS, the Ketchikan community has a strong tourism business base and wants a positive business atmosphere to grow tourism; and

WHEREAS, the community of Ketchikan has over 897,000 cruise passenger & crew spending \$115 million, cruise lines purchases of \$32 million, with sales tax revenues of \$4 million, dock moorage revenues of \$7.6 million

WHEREAS, between 2001 and 2006, agencies of the State of Alaska, through the legislative process, have enacted statutes and regulations establishing wastewater discharge standards and creating the Commercial Passenger Vessel Environmental Compliance Program as means of supporting cruise ship activity in Alaska in an environmentally-sound manner; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships, leading to the first ever general permit for wastewater discharges from large cruise ships operating in Alaska; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are technologically unfeasible; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which will result in reduced length of time in port, and elimination of ports situated far from International waters;

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers; and

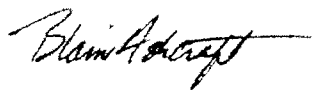
WHEREAS, such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, maintaining unrealistic standards for a specific sector of the marine-based economy establishes dangerous precedent for managing the balance between economy and environment; and

NOW THEREFORE, BE IT RESOLVED BY THE KETCHIKAN CHAMBER OF COMMERCE BOARD OF DIRECTORS, that:

The Board urges the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard of cruise ship wastewater such that those standards are based on scientific data and continue to protect Alaska water ways.

Signed:



Blaine Ashcraft
Executive Director
Greater Ketchikan Chamber of Commerce

**GREATER PALMER CHAMBER OF COMMERCE
BOARD OF DIRECTORS
RESOLUTION 09-01**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

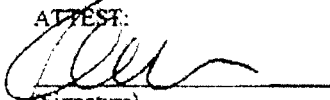
WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

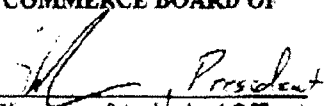
NOW THEREFORE, BE IT RESOLVED BY THE PALMER CHAMBER OF COMMERCE BOARD OF DIRECTORS, that:

The Board urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED AND APPROVED BY THE PALMER CHAMBER OF COMMERCE BOARD OF DIRECTORS THIS 30th DAY OF JANUARY 2009.

ATTEST:


(Signature)

 President
(Signature of Authorized Officer)



Haines Chamber of Commerce

"Your Business is Our Business"

219 Main Street, #14
P.O. Box 1449
Haines, AK 99827

Phone: 907.766.2202
Fax: 907.766.2271
Email: chamber@haineschamber.org
Website: www.haineschamber.org

Haines Chamber of Commerce Resolution On

Large Commercial Passenger Vessel Wastewater Discharge General Permit

Position Statement

This permit issued in March 2008 by the Alaska Department of Environmental Conservation (ADEC) holds cruise ships to a different standard than it holds every other discharger in Alaska. This new permit measures effluent at the point of discharge instead of allowing a dilution zone, which every state in the United States allows, and the State of Alaska statutes contemplate. This is a different standard from what is required for coastal communities or the fishing industry or the oil platforms in Cook Inlet.

Action: To urge the Alaska State Legislature to investigate modifying the standards governing the discharge of cruise ship wastewater for a lower level based on science that will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

We also believe that ports of call which have cruise ships taking on water from the community should be allowed to use head tax revenues from the cruise ship initiative to improve the water quality for the community as a way to assist the cruise industry in complying with the waste water standards.

Support for the Position

Small businesses that offer services to tour related businesses will stay in business.

Should the cruise ship industry need to comply with the statutes of this permit, ships will have to hold their wastewater discharges until they are out of Alaska waters. Not only will this shorten the time in port, which may negatively impact Alaska businesses but may result in fewer ports of call, which will financially harm port communities.

The negative impacts from utilizing community water in the cruise ship discharge should be corrected at the point of origination.

The permit requirement is part of the cruise ship initiative that voters approved in 2006. That initiative imposed a number of environmental provisions, including one that requires ships to have a "discharge permit and meet all Alaska water quality standards".

Voters were told that the ships would be held to the same standards that "every other industrial and municipal discharger" must meet and that "no new permitting program is necessary." However, the permit ADEC issued holds the ships to a much different standard, one that may cost Alaska communities, Alaska ferries and businesses.

Alaska's water quality standards contemplate the use of dilution factors, such as mixing zones or short-term variances. As ADEC explains that mixing zones "are provided for by the Clean Water Act and used by every state in the Nation. Without mixing zones, wastewater would have to be treated to the point where it could serve as a source of drinking water before being discharged and that just isn't feasible here or anywhere else. Sewage treatment plants and seafood processors in Alaska could not operate without a mixing zone." Neither can the cruise ships.

Alaska should hold cruise ships to the same stringent standards as its coastal communities. It is not in the state's best interest to potentially shorten the time the cruise visitors have ashore or to eliminate some ports of call.

Therefore, the Haines Chamber of Commerce urges the Alaska Legislature to amend the ADEC general permit and to base its permit on sound science and common sense.

Greg Stuckey, President
Haines Chamber of Commerce

SOLDOTNA CHAMBER OF COMMERCE

RESOLUTION 03-08

A RESOLUTION OF THE SOLDOTNA CHAMBER OF COMMERCE BOARD OF DIRECTORS IN SUPPORT OF THE MODIFICATION OF THE 'POINT OF DISCHARGE' PERMIT STANDARD TO CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

WHEREAS, Alaska has a strong tourism business base and wants a positive business atmosphere to grow tourism; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

NOW THEREFORE, BE IT RESOLVED BY THE SOLDOTNA CHAMBER OF
COMMERCE BOARD OF DIRECTORS, that:

The Board urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard to be based on scientific criteria which is determined by Alaska Department of Environmental Conservation.

BE IT FURTHER RESOLVED that this resolution be distributed to:

Office of the Governor, State of Alaska
Alaska State Legislature

PASSED BY THE SOLDOTNA CHAMBER OF COMMERCE BOARD OF
DIRECTORS THIS 16 DAY OF December 2008

Ryan Kapp

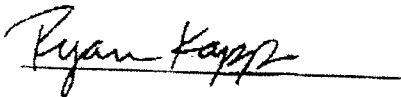
Ryan Kapp, President

Soldotna Chamber of Commerce

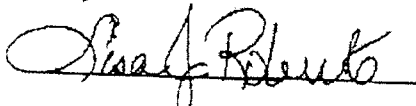
ATTEST: Michelle Graves
Michelle Graves
Executive Director

**SOLDOTNA CHAMBER OF COMMERCE
2008 BOARD OF DIRECTORS**

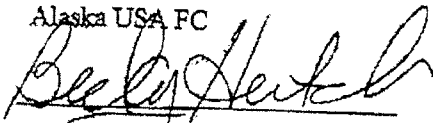
Ryan Kapp, President
Edward Jones Investments



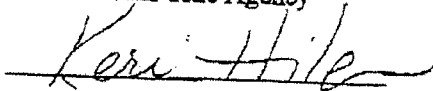
Lisa Roberts, Past President
Key Bank



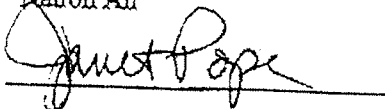
Becky Hutchinson
Alaska USA FC



Keri Hiler
Southcentral Title Agency



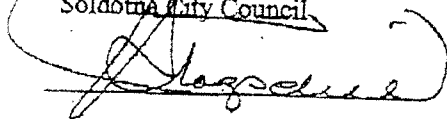
Janet Pope
Natron Air



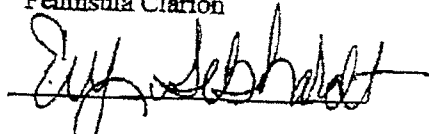
Esther Chambers
Freedom Realty



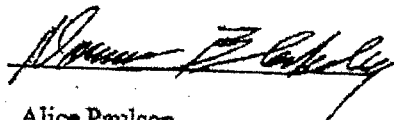
Jim Stogsdill
Soldotna City Council



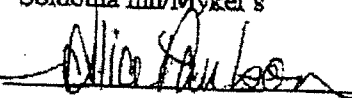
Evy Gebhardt
Peninsula Clarion



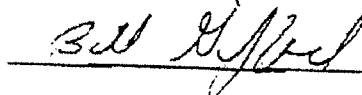
Norm Blakely
Blakeley's Auction



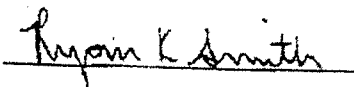
Alice Paulson
Soldotna Inn/Mykel's



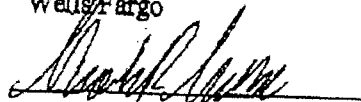
Bill Gifford
Commodore's Guide Service



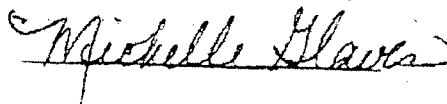
Ryan Smith
Central Peninsula Hospital



Nicole Nelson
Wells Fargo



Michelle Graves, Executive Director
Soldotna Chamber of Commerce



Date: January 16, 2009
Action: Passed
Vote: Majority

**GREATER WHITTIER CHAMBER OF COMMERCE
RESOLUTION 2009-01**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE PERMIT STANDARD GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER BASED ON SCIENTIFIC CRITERIA AND CONTINUE TO PROTECT AQUATIC LIFE AND THE ENVIRONMENT.

WHEREAS, Alaska has a strong tourism business base and wants a positive business atmosphere to grow tourism; and

WHERE AS, the Whittier community has a strong marine-based economy with transportation routes historically used by cargo fleets; large and small passenger vessels; a commercial fishing fleet; and other passenger-bearing service vessels; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships far exceeds those imposed on shore-based municipal wastewater facilities as recognized in the Department of Environmental Conservation press release announcing the march 2008 permit which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel, and zinc; and

WHEREAS, this “point of discharge” standard applicable only to cruise ships, are currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, these standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and elimination of ports situated far from International waters; and

WHEREAS, such changes will impact Whittier’s small businesses, which rely on cruise ship visitors, crew and service requirements to support local jobs and the local economy;

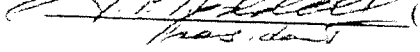
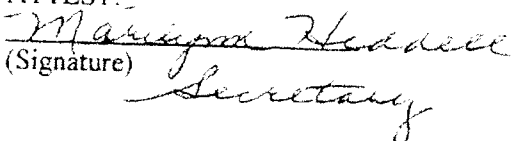
WHEREAS, maintaining unrealistic standards for a specific sector of the marine –based economy establishes dangerous precedent for managing the balance between economy and environment; and

NOW THEREFORE, BE IT RESOLVED BY THE GREATER WHITTIER CHAMBER OF COMMERCE, that:

We urge the Governor and the Alaska State Legislature in 2009 to modify the permit standards governing the discharge of cruise ship wastewater such that those standards be scientifically-based and continue to protect aquatic life and the environment.

**PASSED AND APPROVED BY THE GREATER WHITTIER CHAMBER OF COMMERCE
THIS 19TH DAY OF JANUARY, 2009**

ATTEST:

 (Signature of Authorized Officer)
 (Signature)
Secretary

Skagway Chamber of Commerce
701 State Street, Corner of 7th & State
P.O. Box 194, Skagway, AK 99840
907.983.1898 907.983.2031(fax)
chamber@aptalaska.net
www.skagwaychamber.org



**Chamber of Commerce
Resolution 2009-01**

A RESOLUTION OF THE CHAMBER OF COMMERCE BOARD OF DIRECTORS OF THE MUNICIPALITY OF SKAGWAY, ALASKA REGARDING THE POINT OF DISCHARGE STANDARD TO BE MODIFIED BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

WHEREAS, One aspect of the mission of the Skagway Chamber of Commerce is to protect and promote a healthy business community, to include a strong and growing tourism business base; and

WHEREAS, The Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, Current cruise ship standards are far in excess of shore-based municipal wastewater facilities standards; and

WHEREAS, Attaining the "point of discharge" standard is only applicable to cruise ships and compliance is currently technologically unfeasible; and

WHEREAS, Standards for cruise ship wastewater discharge permits should be based on best available data and science, set by Alaska Department of Environmental Conservation; and


WHEREAS, The result of the "point of discharge" standard could mean that by 2010 cruise ships will have to depart Alaska waters to discharge, resulting in reduced length of time in port, further impacting local governments and small businesses that rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy.


NOW THEREFORE BE IT RESOLVED by the Skagway Chamber of Commerce Board of Directors of the Municipality of Skagway, Alaska that the Alaska State Legislature in 2009 should modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

AND BE IT FURTHER RESOLVED, that this resolution shall become effective immediately upon adoption.

PASSED AND APPROVED on the 13th day of January, 2009

ATTEST:


Jaime Bricker, Secretary


Emily Rauscher, Vice President

Vote: 4 Aye 0 Nay 2 Absent 1 Chair Empty

Date: December 15, 2008
Action: Passed
Vote: Unanimous

**SEWARD CHAMBER OF COMMERCE, CVB
BOARD OF DIRECTORS
RESOLUTION 2008-03**

A RESOLUTION URGING THE ALASKA STATE LEGISLATURE TO MODIFY, BASED ON SCIENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE-SHIP WASTEWATER SUCH THAT THOSE STANDARDS USE THE SAME CRITERIA AS THE ONES THAT APPLY TO MUNICIPAL SHORE-BASED WASTEWATER FACILITIES AND ALL OTHER VESSELS TRANSITTING ALASKA WATERS.

WHEREAS, the Seward community has a strong marine-based economy with transportation routes historically used by the U.S. Navy, Coast Guard, and state law enforcement vessels; large and small passenger vessels; a commercial fishing fleet; and other passenger-bearing service vessels; and

WHEREAS, Seward's marine-based economic activity occurs in proximity to the Kenai Fjords National Park, the Chugach National Forest, Caines Head State Park, and other protected public lands; and

WHEREAS, between 2001 and 2006, agencies of the State of Alaska, through the legislative process, have enacted statutes and regulations establishing wastewater discharge standards and creating the Commercial Passenger Vessel Environmental Compliance Program as means of supporting cruise ship activity in Alaska in an environmentally-sound manner; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships, leading to the first ever general permit for wastewater discharges from large cruise ships operating in Alaska; and

WHEREAS, the standards now imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, to include Seward's and those in effect for all other fishing, freight, and passenger vessels; and

WHEREAS, these point-of-release standards, applicable only to cruise ships, are unfeasible, and will require prohibitive financial investment in research to establish methods of meeting the standards; and

WHEREAS, the unrealistic standards could mean that cruise ships will have to depart Alaska waters to discharge, which will result in reduced length of time in port, and elimination of ports situated far from International waters; and

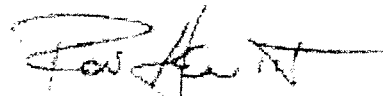
WHEREAS, such changes will impact Seward's small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, maintaining unrealistic standards for a specific sector of the marine-based economy establishes dangerous precedent for managing the balance between economy and environment; and

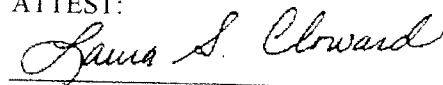
NOW THEREFORE, BE IT RESOLVED BY THE SEWARD CHAMBER OF COMMERCE/CVB BOARD OF DIRECTORS, that:

The Board urges the Alaska State Legislature in 2009 to modify the standards governing the discharge of cruise ship wastewater such that those standards be scientifically-based and continue to protect aquatic life and the environment.

PASSED AND APPROVED BY THE SEWARD CHAMBER OF COMMERCE/CVB BOARD OF DIRECTORS THIS 15th DAY OF DECEMBER, 2008.


(Signature of Authorized Officer)

ATTEST:


(Signature)

**ANCHORAGE CONVENTION & VISITORS BUREAU BOARD OF DIRECTORS
RESOLUTION 2009-01**

A Resolution In Support of and Approval of

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD.

WHEREAS, the travel industry is a vital part of Alaska's economy; and

WHEREAS, Alaska has over 1,000,000 cruise passenger visitors annually spending almost \$1 billion in the state; and

WHEREAS, travel businesses throughout Alaska, the majority of which are small and Alaskan-owned, are major economic benefactors of cruise visitor expenditures; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, the "point of discharge" standard, applicable only to cruise ships, are currently technologically unfeasible; and

WHEREAS, such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port; and


WHEREAS, such changes will impact both local governments and small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers; and

NOW THEREFORE, BE IT RESOLVED BY THE ANCHORAGE CONVENTION & VISITORS BUREAU (ACVB) BOARD OF DIRECTORS, that: ACVB urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation. ACVB approves and supports the modification of the "point of discharge" permit standard.

Approved on this date, the twenty-eighth day of January 2009.

ATTESTED BY:


Joshua Howes, Chairman
ACVB Board of Directors


Julie Saupe
President & CEO

**Girdwood 2020 Board of Directors
Resolution In Support of Modifying
Cruise Ship Point of Discharge Permit Standards**

WHEREAS, Girdwood 2020 comprises a group of citizens who want Girdwood to grow and prosper as a unique, internationally recognized mountain resort community through environmentally responsible economic development,

WHEREAS, Girdwood is one of the top destinations for cruise ship passengers in Southcentral Alaska,

WHEREAS, cruise ship passengers are important to the economic viability of Alyeska Resort, along with dozens of other area businesses, including Alaska Heritage Tours and the Alaska Wildlife Conservation Center,

WHEREAS, current cruise ship standards are far in excess of shore-based municipal wastewater facilities standards; and

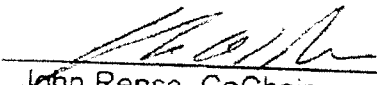
WHEREAS, attaining the "point of discharge" standard is only applicable to cruise ships and compliance is currently technologically unfeasible; and

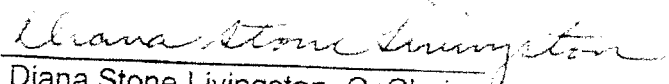
WHEREAS, standards for cruise ship wastewater discharge permits should be based on best available data and science, set by Alaska Department of Environmental Conservation; and

WHEREAS, the result of the "point of discharge" standard could mean that by 2010 cruise ships will have to depart Alaska waters to discharge, resulting in reduced length of time in port, further impacting local governments and small businesses that rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy.

NOW THEREFORE BE IT RESOLVED, the Girdwood 2020 Board of Directors urges Governor Sarah Palin and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

Approved this 10th day of January, 2009


John Rense, CoChair


Diana Stone Livingston, CoChair



RESOLUTION NO. 01-2009

URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

WHEREAS, Alaska has a strong tourism business base and wants a positive business atmosphere to grow tourism: and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, is currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

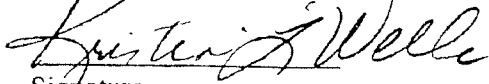
WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

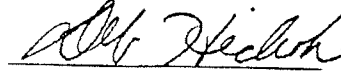
NOW THEREFORE BE IT RESOLVED THAT the Fairbanks Convention and Visitors Bureau urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED AND APPROVED by the Fairbanks Convention and Visitors Bureau on January 12, 2009.

Kristin Wells, Chair, Board of Directors


Signature

Deb Hickok, President and CEO


Signature



KETCHIKAN

Our lifestyle, your reward

A RESOLUTION OF THE KETCHIKAN VISITORS BUREAU TO SUPPORT MODIFICATION OF THE TERMS AND CONDITIONS OF STANDARDS FOR PASSENGER VESSEL DISCHARGE PERMITS RESOLUTION NUMBER 08-04

WHEREAS, THE KETCHIKAN VISITORS BUREAU'S MISSION IS "TO PROMOTE THE GREATER KETCHIKAN AREA AS A VISITOR DESTINATION AND MEETING SITE; TO ENHANCE THE ECONOMY OF THE COMMUNITY, AND ASSIST IN PROMOTION OF THE AREA'S ATTRACTIONS AND EVENTS"; AND

WHEREAS, THE VISITOR INDUSTRY PLAYS A VITAL ROLE IN THE ECONOMIC WELL BEING OF THE COMMUNITY, WITH AN ESTIMATED 138.2 MILLION DOLLARS IN REVENUES ATTRIBUTED TO CRUISE INDUSTRY EXPENDITURES TO LOCAL BUSINESSES AND LOCAL GOVERNMENT; AND

WHEREAS, IN 2001 THE STATE OF ALASKA ADOPTED THE ALASKA CRUISE SHIP INITIATIVE'S RECOMMENDATIONS FOR THE COMMERCIAL PASSENGER VESSEL ENVIRONMENTAL COMPLIANCE PROGRAM, ENACTING THE MOST STRINGENT STANDARDS FOR DISCHARGE PERMITS WITHIN THE STATE, FAR SURPASSING ANY MUNICIPALITY'S REQUIREMENTS FOR SHOREBASED WASTEWATER FACILITIES, AT A COST OF OVER \$200 MILLION BY THE CRUISE INDUSTRY TO INSTALL STATE-OF-ART WASTEWATER TREATMENT SYSTEMS ONBOARD THEIR VESSELS TO VOLUNTARILY COMPLY WITH THE STATE'S REGULATIONS; AND

WHEREAS, THE COMMERCIAL SHIP VESSEL TAXATION ACT PASSED BY VOTERS IN 2006 INCLUDED LANGUAGE THAT REQUIRED EVEN MORE STRINGENT REGULATIONS FOR CRUISE SHIPS IN ORDER TO SECURE DISCHARGE PERMITS, BUT DID NOT INCREASE THE REQUIREMENTS OF ANY OTHER PERMIT HOLDER IN THE STATE; AND

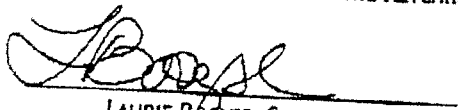
WHEREAS, STANDARDS FOR CRUISE SHIP WASTEWATER DISCHARGE PERMITS SHOULD BE BASED ON THE BEST AVAILABLE SCIENCE AND REGULATED BY THE ALASKA DEPARTMENT OF CONSERVATION, AS WITH ALL OTHER WASTEWATER PERMIT HOLDERS; AND

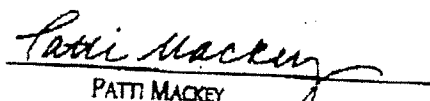
WHEREAS, UNLESS THE REGULATIONS ARE CHANGED BY EITHER ADMINISTRATIVE OR LEGISLATIVE ORDER, CRUISE LINES WILL LIKELY NOT BE ABLE TO COMPLY WITH THE NEW STANDARDS AND WILL BE FORCED TO LEAVE ALASKAN WATERS IN ORDER TO LEGALLY DISCHARGE WASTEWATER, IMPACTING THEIR LENGTH OF STAY IN PORT AND SUBSTANTIALLY DECREASING THE ECONOMIC BENEFITS ENJOYED BY COMMUNITIES WHERE SHIPS CALL.

NOW, THEREFORE, BE IT RESOLVED THAT:

THE KETCHIKAN VISITORS BUREAU CONSIDERS THE WASTEWATER DISCHARGE PERMIT REGULATIONS ENACTED UPON THE CRUISE LINES BY THE PASSAGE OF THE COMMERCIAL SHIP VESSELS TAXATION ACT TO BE ONEROUS, AND A DIRECT THREAT TO THE ECONOMIC WELL BEING OF OUR COMMUNITY AND URGE IMMEDIATE ACTION TO MODIFY THE REGULATIONS SET FORTH IN THE COMMERCIAL SHIP VESSEL TAXATION ACT.

PASSED AND APPROVED BY THE KETCHIKAN VISITORS BUREAU BOARD OF DIRECTORS, ON OCTOBER 23, 2008.


LAURIE BOYSE, CHAIR
KVB BOARD OF DIRECTORS


PATTI MACKEY
EXECUTIVE DIRECTOR

Ketchikan Visitors Bureau



**GREATER WASILLA CHAMBER OF COMMERCE & CONVENTION/VISITOR BUREAU
BOARD OF DIRECTORS
RESOLUTION #1208**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD BASED ON SCIENTIFIC CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

WHEREAS, the Wasilla community has a strong tourism business base and wants a positive business atmosphere to grow tourism; and

WHEREAS, the Mat-Su Valley has over 124,000 cruise passenger visitors and cruise lines spend annually \$16.4 million, with over \$860,000 paid in bed tax revenue; and

WHEREAS, in 2007 cruise lines made purchases from 90 area businesses; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

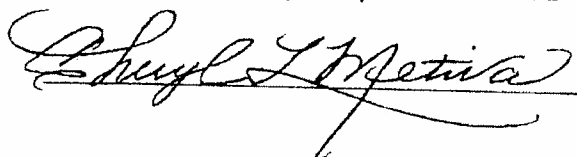
WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

NOW THEREFORE, BE IT RESOLVED BY THE WASILLA CHAMBER OF COMMERCE BOARD OF DIRECTORS, that:

The Board urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED AND APPROVED BY THE WASILLA CHAMBER OF COMMERCE BOARD OF DIRECTORS THIS 9TH DAY OF DECEMBER, 2008.

 Erika Bills, President

 Cheryl Metiva, Executive Director/CEO



**ALASKA TRAVEL INDUSTRY ASSOCIATION
ANCHORAGE CHAPTER
RESOLUTION 0901**

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY THE "POINT OF DISCHARGE" PERMIT STANDARD.

WHEREAS, the travel industry is a vital part of Alaska's economy; and

WHEREAS, Alaska has over 1,000,000 cruise passenger visitors annually spending almost \$1 billion in the state; and

WHEREAS, travel businesses throughout Alaska, the majority of which are small and Alaskan-owned, are major economic benefactors of cruise visitor expenditures; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, the "point of discharge" standard, applicable only to cruise ships, are currently technologically unfeasible; and

WHEREAS, such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standard would mean that by 2010, cruise ships will depart Alaska waters to discharge, which would result in reduced time in Alaska ports; and

WHEREAS, such changes will impact local governments ability to collect dock usage fees and sales taxes, increasing the need for revenue sharing from the state, and

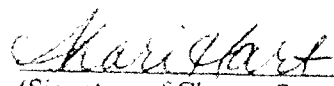
WHEREAS small businesses, which rely on cruise ship visitors, and crew expenditures to support local jobs and the local economy will have a reduced sales opportunity; and

WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers; and

NOW THEREFORE, BE IT RESOLVED BY THE ALASKA TRAVEL INDUSTRY ASSOCIATION ANCHORAGE CHAPTER, THAT:

ATIA Anchorage Chapter urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

**PASSED AND APPROVED BY THE ALASKA TRAVEL INDUSTRY ASSOCIATION
ANCHORAGE CHAPTER THIS 9th DAY OF JANUARY, 2009.**


(Signature of Chapter Secretary)



A RESOLUTION OF THE ALASKA TRAVEL INDUSTRY ASSOCIATION - KETCHIKAN CHAPTER TO SUPPORT
MODIFICATION OF THE TERMS AND CONDITIONS OF STANDARDS FOR PASSENGER VESSEL DISCHARGE
PERMITS

RESOLUTION NUMBER 2008-01

WHEREAS, the Alaska Travel Industry Association – Ketchikan Chapter operates under the corporate veil of the Alaska Travel Industry Association, Inc., which is a non-profit membership based organization. The Ketchikan Chapter's goal is to regain Alaska's competitive position as a visitor destination through advocacy, improving community awareness and relations, acting as an education link statewide as well as local networking; and

WHEREAS, the visitor industry plays a vital role in the economic well being of the community, with an estimated 138.2 million dollars in revenues attributed to cruise industry expenditures to local businesses and local government; and

WHEREAS, in 2001 the State of Alaska adopted the Alaska Cruise Ship Initiative's recommendations for the Commercial Passenger Vessel Environmental Compliance Program, enacting the most stringent standards for discharge permits within the state, far surpassing any municipality's requirements for shore based wastewater facilities, at a cost of over \$200 million by the cruise industry to install state of the art wastewater treatment systems onboard their vessels to voluntarily comply with the state's regulations; and

WHEREAS, the commercial ship vessel taxation act passed by voters in 2006 included language that required even more stringent regulations for cruise ships in order to secure discharge permits, but did not increase the requirements of any other permit holder in the state; and

WHEREAS, standards for cruise ship wastewater discharge permits should be based on the best available science and regulated by the Alaska Department of Conservation, as with all other wastewater permit holders; and

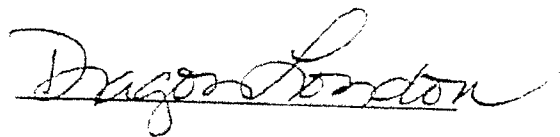
WHEREAS, unless the regulations are changed by either administrative or legislative order, cruise lines will likely not be able to comply with the new standards and will be forced to leave Alaskan waters in order to legally discharge wastewater, impacting their length of stay in port and substantially decreasing the economic benefits enjoyed by communities where ships call.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Alaska Travel Industry Association – Ketchikan Chapter considers the wastewater discharge permit regulations enacted upon the cruise lines by the passage of the commercial ship vessels taxation act to

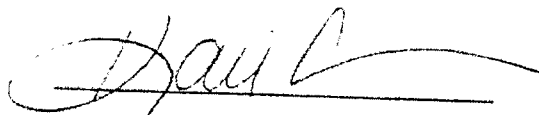
be onerous, and a direct threat to the economic well being of our community and urge immediate action to modify the regulations set forth in the commercial ship vessel taxation act.

Approved at the Alaska Travel Industry Association - Ketchikan Chapter Meeting on December 11, 2008.



Dragon London, Secretary

ATIA - Ketchikan Chapter



Kari Erickson, President

ATIA - Ketchikan Chapter



A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE LEGISLATURE TO MODIFY, BASED ON SCIENTIFIC EVIDENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER TO BE DETERMINED BY THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

WHEREAS, the travel industry is a vital part of Juneau's economy; and

WHEREAS, Juneau has nearly 1,000,000 cruise passenger visitors annually spending approximately \$186 per person (figures from a 2005 survey by the McDowell Group) while in port; and

WHEREAS, Juneau's travel business, the majority which are small and Alaskan owned, are the major economic benefactors of cruise visitor expenditures; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200,000,000 to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed by cruise ships, and the 2010 standard are far in excess of those imposed on shore based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation (DEC) press release announcing the March 2008 permit, which stated:

The majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, such standards should be set by the Alaska DEC; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the above four parameters, the Alaska DEC applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the unrealistic standard would mean that by 2010, cruise ships will depart Alaska's waters to discharge, which would result in reduced time in Alaska's ports and the possible reduction in the number of port calls; and

WHEREAS, such changes will impact local government ability to collect dock usage fees and sales taxes, increasing the need for revenue sharing from the state; and

WHEREAS, Juneau's small businesses, which rely on cruise ship visitors, and crew expenditures to support local jobs and the local economy will have a reduced sales opportunity; and

WHEREAS, the ballot initiative sponsor's intent implicitly stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major discharges";

NOW THEREFORE, BE IT RESOLVED BY THE JUNEAU CHAPTER OF THE ALASKA TRAVEL INDUSTRY ASSOCIATION;

HEREBY URGE THE GOVERNOR AND THE ALASKA STATE LEGISLATURE IN 2009 TO MODIFY, BASED ON SCIENTIFIC EVIDENCE, THE PERMIT STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER TO BE DETERMINED BY THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

PASSED AND APPROVED BY THE JUNEAU CHAPTER OF THE ALASKA TRAVEL INDUSTRY ASSOCIATION THIS 7th DAY OF January 2009.

Jeremy Gieser

Jeremy Gieser, Juneau ATIA Chapter President



A RESOLUTION TO THE ALASKA STATE LEGISLATURE TO MODIFY, BASED ON SCIENTIFIC EVIDENCE, THE STANDARDS GOVERNING THE DISCHARGE OF CRUISE SHIP WASTEWATER

**Resolution 08-03
12-11-2008**

WHEREAS, during the 1990s, the size and number of cruise ships visiting Skagway, Haines and other Alaska coastal communities grew dramatically and became an increasingly important component of the local and regional economies; and

WHEREAS, in 1999, the Alaska Department of Environmental Conservation, U.S. Coast Guard, U.S. Environmental Protection Agency, members of the Southeast Conference, representatives of the cruise ship industry, and local concerned citizens formed a group to explore the way to improve environmental standards for the cruise ship industry in Alaska; and

WHEREAS, the Alaska Cruise Ship Initiative (ACSI) group was created in 2000 to (1) identify waste streams from cruise ships; (2) develop pollution prevention and waste management solutions; (3) assess and verify compliance with volunteer wastewater sampling and; (4) keep the Alaska public informed; and

WHEREAS, in late 2000, the ACSI commissioned a Science Advisory Panel with expertise in oceanography, bacteriology, chemistry, aquatic and human toxicology, marine biology, ecology and vessel engineering to address issues concerning treatment, discharge, dispersion, fate and effects of wastewaters produced by commercial cruise ships; and

WHEREAS, the work of the groups noted above led to the enactment of laws (AS 46.03.460 – AS 46.03.490) by the Alaska Legislature in 2001 establishing wastewater discharge standards for cruise ships and creating the Commercial Passenger Vessel Environmental Compliance Program; and

WHEREAS, in 2002, the Alaska Department of Environmental Conservation adopted regulations (18 AAC 69) to implement and interpret the laws enacted by the Legislature in 2001; and

WHEREAS, in 2004, the Alaska Legislature refined laws enacted in 2001 (AS 46.03.460-46.03.490); and

WHEREAS, in 2006, following a two-year rule-making effort, the Alaska Department of Environmental Conservation adopted regulations to interpret and implement the 2004 statutory changes; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, in 2006, following the adoption of regulations by the Alaska Department of Environmental Conservation, Alaska voters approved an initiative further governing the operation and regulation of large cruise ships; and

WHEREAS, in March 2008, as a major step toward fulfilling the terms of the 2006 initiative, the Alaska Department of Environmental Conservation issued the first ever general permit for wastewater discharge from large cruise ships operating in Alaska waters; and

WHEREAS, the standards imposed on cruise ships are far in excess of those imposed on shore-based municipal wastewater facilities, as was recognized in the Department of Environmental Conservation press release announcing the March 2008 permit, which stated:

The Majority of large cruise ships operating in Alaska have advanced wastewater treatment systems that produce a very high quality discharge – much higher, for example, than shore-based municipal sewage treatment systems. Even so, cruise ship discharges are expected to have trouble meeting water quality standards for four parameters – ammonia, copper, nickel and zinc; and

WHEREAS, recognizing that it is currently unfeasible or impractical to meet discharge standards for the ammonia, copper, nickel and zinc parameters, the Alaska Department of Environmental Conservation applied more lenient standards during the 2008 and 2009 seasons and postponed implementation of the stricter standards until the 2010 season; and

WHEREAS, the point-of-release standards could mean that beginning in 2010, cruise ships will have to defer all discharges until they are out of Alaska waters; and

WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Alaska businesses.

NOW, THEREFORE BE IT RESOLVED by the members of the Alaska Travel Industry Association Golden Circle Chapter, including Haines, Skagway and Whitehorse members, hereby urges the Alaska State Legislature in 2009 to modify, based on science, the standards governing the discharge of cruise ship wastewater such that those standards will continue to protect aquatic life and the environment, but will not be technologically and financially unreasonable or impractical.

Adopted by the Alaska Travel Industry Association Golden Circle Chapter
Approved,


Jennifer Schlatter, Golden Circle Chapter President



Alaska Campground Owners Association
P.O. Box 111005 Anchorage, Alaska 99511
Toll Free (866) 339-9082 / Fax (907) 334-9082
info@alaskacampgrounds.net

RESOLUTION NO. 2009-01
CRUISE SHIP DISCHARGE STANDARDS

A RESOLUTION URGING THE GOVERNOR AND THE 2009 ALASKA STATE
LEGISLATURE TO MODIFY DISCHARGE STANDARDS BASED ON SCIENTIFIC
CRITERIA TO BE DETERMINED BY ALASKA DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

WHEREAS, the Alaska Campground Owners' Association (ACOA) represents an association of over 45 small family operated camper park businesses statewide in addition to over 50 associate members; and

WHEREAS, the independent long haul RV traveler to Alaska has been in decline for the past six years; and

WHEREAS, State of Alaska Department of Commerce, Community and Economic Development research has shown that 24% of all Alaska cruise passengers return to Alaska on an independent itinerary, often traveling through-out Alaska in an RV; and

WHEREAS, numerous Alaska cruise passengers disembark from their cruise ship and rent an RV for their ground tour portion of their Alaska vacation; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million to install some of the most advanced wastewater treatment systems in the world; and

WHEREAS, the standards now imposed on cruise ships, and the 2010 standard are far in excess of those imposed on shore-based municipal wastewater facilities; and

WHEREAS, this "point of discharge" standard applicable only to cruise ships, are currently technologically unfeasible and such standards should be set by Alaska Department of Environmental Conservation; and

WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

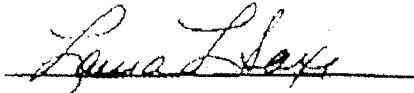
WHEREAS, the ballot initiative sponsors stated that the permit portion of the head tax initiative would only "level the economic and environmental playing field between the cruise ship industry and other major dischargers"; and

NOW, THEREFORE, BE IT RESOLVED that the Alaska Campground Owners' Association recognizes the economic benefit of a strong viable cruise ship program in Alaska ; and

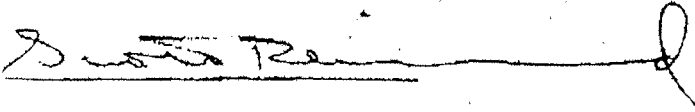
NOW, THEREFORE BE IT FURTHER RESOLVED that the Alaska Campground Owners' Association urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

PASSED and APPROVED by the ALASKA CAMPGROUND OWNERS' ASSOCIATION this 9th day of February 2009.

Chairman of the Board- Laura Saxe

A handwritten signature in cursive script, appearing to read "Laura Saxe", written over a horizontal line.

ATTEST: ACOA Government Affairs- Scott Reisland

A handwritten signature in cursive script, appearing to read "Scott Reisland", written over a horizontal line and extending to the right with a large loop.



**ANCHORAGE DOWNTOWN PARTNERSHIP, LTD. Resolution In Support of
Modifying Cruise Ship Point of Discharge Permit Standards**

WHEREAS, one component of the Anchorage Downtown Partnership, Ltd. mission is to generally stimulate economic development in downtown Anchorage; and

WHEREAS, the visitor industry is a vital part of the downtown Anchorage economy; and

WHEREAS, more than 370,000 cruise passenger visitors spend \$26 million in Anchorage annually; and

WHEREAS, cruise lines directly spend \$76 million in Anchorage, have paid more than \$5 million in local bed tax revenue and made purchases from 849 Anchorage businesses in 2007 alone; and

WHEREAS, the State of Alaska already has the highest standards in the world for discharge of wastewater from large cruise ships; and

WHEREAS, the Alaska cruise ship industry has invested more than \$200 million on advanced water treatment systems on new ships and retrofitted older ones wastewater purification systems that treat water to standards higher than most land-based operations; and

WHEREAS, attaining the 2010 "point of discharge" standard is unfeasible with current technology and could force cruise ships to depart Alaska waters to discharge; and

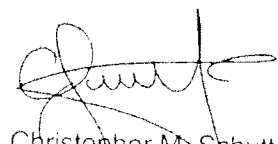
WHEREAS, forcing ships out of Alaska waters will result in reduced port time, further impacting local governments and small businesses that rely on cruise ship visitors, crew, and service requirements to support local jobs and the local economy; and

WHEREAS, standards for cruise ship wastewater discharge permits should be based on best available data and science, set by Alaska Department of Environmental Conservation; and

NOW THEREFORE, BE IT RESOLVED, Anchorage Downtown Partnership, Ltd. urges Governor Palin and the Alaska Legislature in 2009 to modify the "point of discharge" permit standard to ensure that discharge standards are based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

Approved this 5th day of February, 2009


Garret Wong, BOARD PRESIDENT
Anchorage Downtown Partnership, Ltd.


Christopher M. Schutte, EXECUTIVE DIRECTOR
Anchorage Downtown Partnership, Ltd.