

HB

134

26-LS0570AE
Bullard
2/16/09

CS FOR HOUSE BILL NO. 134(CRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SIXTH LEGISLATURE - FIRST SESSION

BY THE HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Offered:

Referred:

Sponsor(s): REPRESENTATIVES HARRIS, Kelly, Millett, Johansen, Foster, Keller, Chenault, Coghill, Johnson, Wilson, Muñoz

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to the terms and conditions of commercial passenger vessel permits for**
2 **the discharge of graywater, treated sewage, and other waste water; and providing for an**
3 **effective date."**

4 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

5 *** Section 1.** AS 46.03.462(b) is amended to read:

6 (b) The minimum standard terms and conditions for all discharge permits
7 authorized under this section require that the owner or operator

8 (1) may not discharge untreated sewage, treated sewage, graywater, or
9 other wastewaters in a manner that violates any applicable effluent limits or standards
10 under state or federal law, including Alaska Water Quality Standards governing
11 pollution [AT THE POINT OF DISCHARGE];

12 (2) shall maintain records and provide the reports required under
13 AS 46.03.465(a);

14 (3) shall collect and test samples as required under AS 46.03.465(b)

1 and (d) and provide the reports with respect those samples required by
2 AS 46.03.475(c);

3 (4) shall report discharges in accordance with AS 46.03.475(a);

4 (5) shall allow the department access to the vessel at the time samples
5 are taken under AS 46.03.465 for purposes of taking the samples or for purposes of
6 verifying the integrity of the sampling process; and

7 (6) shall submit records, notices, and reports to the department in
8 accordance with AS 46.03.475(b), (d), and (e).

9 * **Sec. 2.** This Act takes effect immediately under AS 01.10.070(c).

FISCAL NOTE

STATE OF ALASKA
2009 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: HB 134
() Publish Date: _____

Identifier (file name): HB134-DEC-WQ-02-13-09
Title: Cruise Ship Wastewater Discharge Permits
Dept. Affected: Environ. Conservation
RDU: Division of Water
Component: Water Quality
Sponsor: Representative Harris
Requester: House Community and Regional Affairs Committee Component Number: 2062

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

	Appropriation Required	Information					
		FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
OPERATING EXPENDITURES							
Personal Services							
Travel							
Contractual							
Supplies							
Equipment							
Land & Structures							
Grants & Claims							
Miscellaneous							
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES							
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CHANGE IN REVENUES ()							
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts							
1003 GF Match							
1004 GF							
1005 GF/Program Receipts							
1037 GF/Mental Health							
Other Interagency Receipts							
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2009) cost: 0.0

POSITIONS

Full-time							
Part-time							
Temporary							

ANALYSIS: (Attach a separate page if necessary)

HB 134 has no fiscal impact on the Department of Environmental Conservation.

Prepared by: Lynn J. Tomich Kent
Division: Water
Approved by: Dan Easton
Deputy Commissioner

Phone (907) 269-7599
Date/Time 2/13/09 3:00 PM
Date 2/13/2009



Thank you for taking the time to meet with us.

In 2006, the Alaska voters passed a cruise ship initiative. The area of concern for the cruise ships is the new permit standards that were created.

Since 2002, Alaska has had among the highest standards in the world for waste water discharge from large cruise ships. We acknowledge being held to a higher standard and have invested over \$200 million in the technology to achieve those levels. In May of 2008, ADEC adopted new standards for the final large cruise ship general permit. Not only are these standards far higher than any community in Alaska; the technology to implement them is not commercially available or is impractical for ships. This is despite the promise from initiative sponsors that the initiative would simply "level the playing field."

The initiative language tied the hands of ADEC and does not allow them to set the permit limits based on science. We are asking the legislature to follow the will of the people and "level the playing field," to untie the hands of ADEC and let them do their job.

Attached you will find several documents that we feel make a compelling case to use similar methods of measurement in order to "level the playing field."

Sincerely,

A handwritten signature in black ink, appearing to read "John", written in a cursive style.

John Binkley
President
ACA

360 K Street · Anchorage, Alaska · 99501 · (907) 743-4529 · (907) 743-4553 fax

Quote from Gershon Cohen and the Campaign to Safeguard America's Waters issued press release (Alaska Cruise Ship Initiative Certified for 2006 Ballot).

"If passed, the new initiative will level the economic and environmental playing fields between the cruise ship industry and other major dischargers of polluted wastes into Alaska waters."

Quote from Joe Geldhof, Juneau Attorney, co-author of Alaska Cruise Ship Initiative, Skagway News story (Ballot Measure Two, the cruise initiative, raises voices in ship-happy Skagway).

"There's nothing radical on here," said Geldhof, adding that the measure would make the cruise industry adhere to the same pollution standards as fisheries, municipalities, and gas and oil companies. Drafting techniques to adopt the similar basic body of law makes it long. "It's not meant to be long, onerous and punitive."

Quote from an Alaska Department of Environmental Conservation issued press release (State Issues First Discharge Permit for Cruise Ships in Alaska).

"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."

"The department has determined that as long as ships comply with the interim effluent limits there will be no impacts on water resources or aquatic life."

Comparable EPA NPDES Discharge Permits in Alaska and Associated Effluent Limits

The following table compares the effluent guidelines in the ADEC General Cruise Ship Permit with effluent limitations within existing wastewater discharge permit limits in Alaska. Analytical data from the EPA cruise ship sampling project is compared with minimum permitted levels for land-based plants within typical large cruise ship itineraries and various other communities in Alaska. For cases where land-based permits indicated analysis for total recoverable metals, these limits were compared to cruise ship dissolved metals concentrations. For land-based permits that include variable effluent limitations based on monthly averages, weekly averages, or daily maximums, the most stringent level was chosen. The synopsis indicates that the final 2010 effluent limitations of the ADEC General Cruise Ship permit are stricter than the limits in the permits of any land-based municipal treatment plants in Alaska.

	2002			2006				
	Fecal Coliform (fc/100 ml)	BOD (mg/L)	TSS (mg/L)	Diss Copper (ug/L)	Diss Nickel (ug/L)	Diss Zinc (ug/L)	Total Ammonia (ug/L)	
Cruise Ship Permit (interim)	14	30	30	66	180	230	80.4	Interim Levels
Cruise Ship Permit (2010 final)	14	30	30	3.1	8.2	81	2.9	2010 Initiative Limits
Anchorage	850	240	170					
Eagle River	100	30	30	175			36	
Fairbanks	200	30	30					
Girdwood	100	30	30	57				
Haines	1,000,000	140	140	156				
Juneau Douglas	400	30	30					
Juneau Mendenhall	161	30	30	95.8			48.0	
Kenai	200	30	30					
Kennecott Greens Creek mine	7,000	30	20	300		1000		
Ketchikan	1,000,000	146	129	290		9384	43	
Palmer	20	30	30				18.5	
Seward	50,000	30	30					
Sitka	1,000,000	140	140	354				
Skagway	1,000,000	80	70	210				
Soldotna	100	30	30					

Comparison of Effluent Volumes between Land-based Municipal Treatment Plants and Cruise Ships

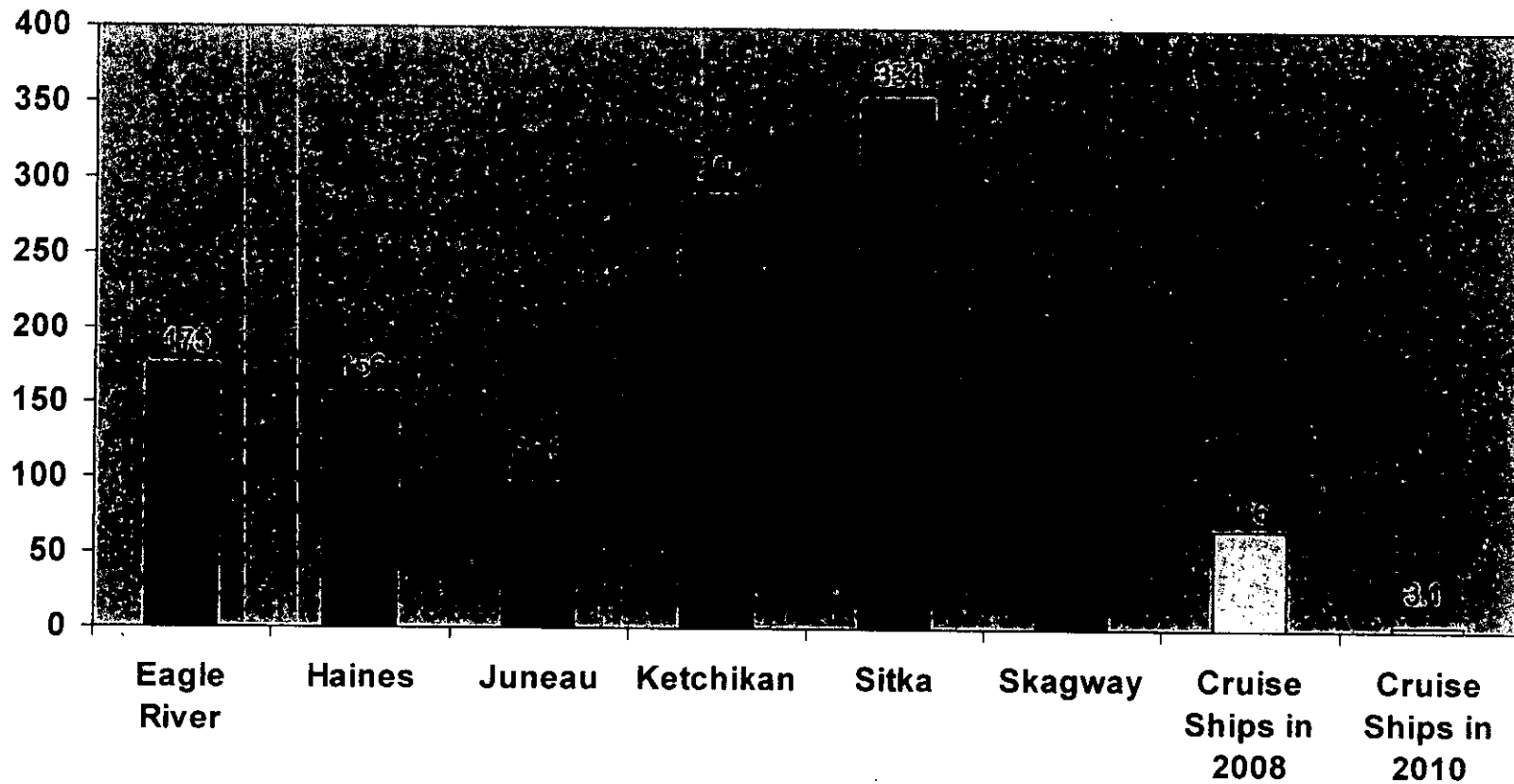
The average volume of discharge from a cruise ship was also compared to the average discharge volume of each land-based plant in order to evaluate the cumulative effects of cruise ship discharges within Alaska waters. Advanced wastewater systems on cruise ships operate efficiently and generally produce a small volume of treated effluent compared to land based plants. The following chart lists the permitted effluent for Alaska land-based treatment plants, and the equivalent number of cruise ships required to match the volume of daily effluent in each community.

	Permitted daily discharge in gallons	Equivalent number of large cruise ships to equal one day of each city's permitted waste water discharge
Average Cruise Ship Daily Discharge	143,600	1
Anchorage	36,000,000	251
Eagle River	2,500,000	17
Girdwood	600,000	4
Haines	1,900,000	13
Juneau Douglas/Mendenhall	7,660,000	53
Kenai	1,330,000	9
Kennecott Greens Creek mine	2,390,000	17
Ketchikan	4,000,000	28
Palmer	950,000	7
Seward	900,000	6
Sitka	1,800,000	13
Skagway	630,000	4
Soldotna	1,080,000	8

For average cruise ship effluents, 2004 EPA cruise ship study data, available at http://www.epa.gov/owow/oceans/cruise_ships/results.html

For effluent values for communities, individual EPA permits, located at <http://yosemite.epa.gov/R10/water.nsf/NPDES+Permits/Permits+Homepage>

Copper Limits for Community Discharge Permits vs. Cruise Ship Permit Limits



Max Daily Permit Limits in Parts Per Billion (ppb)



LAWS OF ALASKA

2006

Source
Ballot Measure No. 2

AN INITIATIVE

Providing for taxation of certain commercial ship vessels, pertaining to certain vessel activities, and related to ship vessel operations taking place in the marine waters of the State of Alaska; and providing for an effective date.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF ALASKA:

THE INITIATIVE FOLLOWS ON PAGE 1

Date Election Results Certified: September 18, 2006
Actual Effective Date: December 17, 2006

1 water is liable for the tax imposed by AS 43.52.010 - 43.52.095. The tax shall be
2 collected and is due and payable to the department

3 (1) by the person who provides travel aboard a commercial vessel for
4 which the tax is payable; and

5 (2) in the manner and at the times required by the department by
6 regulation.

7 **Sec. 43.52.040. Disposition of receipts.** (a) The proceeds from the tax on
8 travel on commercial passenger vessels providing overnight accommodations in the
9 state's marine water shall be deposited in a special "commercial vessel passenger tax
10 account" in the general fund. The legislature may appropriate money from this account
11 for the purposes described in (b) and (c) of this section, for state-owned port and
12 harbor facilities, other services to properly provide for vessel or watercraft visits, to
13 enhance the safety and efficiency of interstate and foreign commerce, and such other
14 lawful purposes as determined by the legislature.

15 (b) For each voyage of a commercial passenger vessel providing overnight
16 accommodations, the commissioner shall identify the first five ports of call in the state
17 and the number of passengers on board the vessel at each port of call. Subject to
18 appropriation by the legislature, the commissioner shall distribute to each port of call
19 \$5 per passenger of the tax revenue collected from the tax levied under this chapter. If
20 the port of call is a city located within a borough not otherwise unified with the
21 borough, the commissioner shall, subject to appropriation by the legislature, distribute
22 \$2.50 per passenger to the city and \$2.50 to the borough. Each port of call receiving
23 funds under this section shall use the funds in a manner calculated to improve port and
24 harbor facilities and other services to properly provide for vessel or watercraft visits
25 and to enhance the safety and efficiency of interstate and foreign commerce.

26 (c) A "regional cruise ship impact fund" consisting of 25 percent of the
27 proceeds from the tax on travel aboard commercial passenger vessels providing
28 overnight accommodations in the state's marine water shall be established as sub-
29 account of the funds established in (a) of this section and deposited in the general
30 fund. Subject to appropriation by the legislature and regulations adopted by the
31 Department of Revenue, the commissioner shall distribute funds to municipalities or

1 meaning given to "waters" in AS 46.03.900, except that they include only marine
2 waters;

3 (3) "passenger" means a person whom a common carrier has
4 contracted to carry from one place to another;

5 (4) "voyage" means any trip or itinerary lasting more than 72 hours.

6 * Sec. 2. AS 05 is amended by adding a new chapter to read:

7 **Chapter 16. Games of Chance and Contests of Skill on Ships Operating on Waters**
8 **within the Jurisdiction of Alaska.**

9 **Sec. 05.16.010. Gambling activities aboard commercial vessels**
10 **purportedly authorized by federal law.** This chapter applies to the use of playing
11 cards, dice, roulette wheels, coin-operated instruments or machines, or other objects or
12 instruments used, designed, or intended for gaming or gambling used in the waters
13 under the jurisdiction of the State of Alaska on a voyage described in 15 U.S.C.
14 1175(c)(2), and to any other gambling activities taking place aboard large passenger
15 vessels in the state.

16 **Sec. 05.16.020. Tax on gambling activities authorized by AS 05.16.010.**
17 There is imposed on the operator of a gaming or gambling activities aboard large
18 passenger vessels in the state a tax of 33 percent of the adjusted gross income from
19 those activities. "Adjusted gross income" means gross income less prizes awarded and
20 federal and municipal taxes paid or owed on the income. The tax shall be collected
21 and is due and payable to the Department of Revenue in the manner and at the times
22 required by the Department of Revenue.

23 **Sec. 05.16.030. Disposition of receipts.** The proceeds from the tax on
24 gambling operations aboard commercial passenger vessels in the state's marine water
25 shall be deposited in a special "commercial vessel passenger tax account" in the
26 general fund.

27 * Sec. 3. AS 43.20.021 is repealed and reenacted to read:

28 **Sec. 43.20.021(a). Internal Revenue Code adopted by reference.** (a)
29 Sections 26 U.S.C. - 1399 and 6001 - 7872 (Internal Revenue Code), as amended, are
30 adopted by reference as a part of this chapter. These portions of the Internal Revenue
31 Code have full force and effect under this chapter unless excepted to or modified by

1 not discharge any treated sewage, graywater, or other wastewater from a large
2 commercial passenger vessel into the marine waters of the state unless the owner or
3 operator obtains a permit under AS 46.03.100 and 46.03.462, and provided that the
4 vessel is not in an area where the discharge of treated sewage, graywater, or other
5 wastewaters is otherwise prohibited.

6 Sec. 46.03.463(g) is repealed.

7 * Sec. 6. AS 46.03.465 is repealed and reenacted to read:

8 Sec. 46.03.465. Information-gathering requirements. (a) The owner or
9 operator of a commercial passenger vessel shall maintain daily records related to the
10 period of operation while in the state, detailing the dates, times, and locations, and the
11 volumes and flow rates of any discharges of sewage, graywater, or other waster into
12 the marine waters of the state, provide electronic copies of such records on a monthly
13 basis to the department no later than five days after each calendar month of operation
14 in state waters.

15 (b) While a commercial passenger vessel is present in the marine waters of the
16 state, the owner or operator of the vessel shall provide an hourly report of the vessel's
17 location based on Global Positioning System technology and collect routine samples
18 of the vessel's treated sewage, graywater, and other wastewaters being discharged into
19 marine waters of the state with a sampling technique approved by the department.

20 (c) While a commercial passenger vessel is present in the marine waters of the
21 state, the department, or an independent contractor retained by the department, may
22 collect additional samples of the vessel's treated sewage, graywater, and other
23 wastewaters being discharged into the marine waters of the state.

24 (d) The owner or operator of a vessel required to collect samples under (b) of
25 this section shall ensure that all sampling techniques and frequency of sampling events
26 are approved by the department in a manner sufficient to ensure demonstration of
27 compliance with all discharge requirements under AS 46.03.462.

28 (e) The owner or operator of a commercial passenger vessel shall pay for all
29 reporting, sampling, and testing of samples under this section.

30 (f) If the owner or operator of a commercial passenger vessel has, when
31 complying with another state or federal law that requires substantially equivalent

1 under this provision.

2 * Sec. 8. AS 46.03.480 is amended as follows:

3 Sec. 46.03.480 is amended by adding a new subsection to read:

4 (d) An additional fee in the amount of \$4 per berth, is imposed on all large
5 commercial passenger vessels, other than vessels operated by the state, for the purpose
6 of operating the Ocean Ranger program established in AS 46.03.476; said program
7 shall be subject to legislative appropriation.

8 Sec. 46.03.480(d) shall be repealed and reenacted as AS 46.03.480(e).

9 * Sec. 9. AS 46.03.760 is amended as follows:

10 Sec. 46.03.760 is amended by adding a new subsection to read:

11 (f) An owner, agent, employee, or operator of a commercial passenger vessel,
12 as defined in AS 43.52.095, who falsifies a registration or report required by
13 AS 46.03.460 or 46.03.475 or who violates or causes or permits to be violated a
14 provision of AS 46.03.250 - 46.03.314, 46.03.460 - 46.03.490, AS 46.14, or a
15 regulation, a lawful order of the department, or a permit, approval, or acceptance, or
16 term or condition of a permit, approval, or acceptance issued under AS 46.03.250 -
17 46.03.314, 46.03.460 - 46.03.490, or AS 46.14 is liable, in a civil action, to the state
18 for a sum to be assessed by the court of not less than \$5,000 nor more than \$100,000
19 for the initial violation, nor more than \$10,000 for each day after that on which the
20 violation continues, and that shall reflect, when applicable,

21 (1) reasonable compensation in the nature of liquidated damages for
22 any adverse environmental effects caused by the violation, that shall be determined by
23 the court according to the toxicity, degradability, and dispersal characteristics of the
24 substance discharged, the sensitivity of the receiving environment, and the degree to
25 which the discharge degrades existing environmental quality; for a violation relating to
26 AS 46.14, the court, in making its determination under this paragraph, shall also
27 consider the degree to which the discharge causes harm to persons or property; this
28 paragraph may not be construed to limit the right of parties other than the state to
29 recover for personal injuries or damage to their property;

30 (2) reasonable costs incurred by the state in detection, investigation,
31 and attempted correction of the violation;

1 * Sec. 11. The uncodified law of the State of Alaska is amended by adding a new section to
2 read:

3 SEVERABILITY. It is the intention of the people of Alaska that any portion of this
4 legislation that is declared unlawful shall be stricken in a manner that preserves the remaining
5 portion of the remaining legislation to the maximum extent possible.

6 * Sec. 12. EFFECTIVE DATE. This Act takes effect 90 days after enactment.

1. All discharges into water are required to meet standards that are scientifically based in order to protect the water quality.
2. Starting in 2010, all water quality standards applicable to cruise ships have to be met at the end of the pipe.
3. But Alaska Water Quality Standards are not always applied at the end of the pipe for others holding discharge permits.
4. In fact, many Alaskan operators (e.g. mines, seafood processors, and most if not all municipal wastewater treatment facilities) are allowed to meet the standards over larger areas of water called mixing zones ("zones of dilution" for cruise ships).
5. The regulatory decision is based on science and conservative judgment that takes into account dilution and other factors.
6. This is a universal policy recognized throughout the US.
7. The Initiative changed that rule for cruise ships - and cruise ships alone.
8. The requirements are far more stringent as compared to other regulated entities and those requirements have not been proven to be reasonably obtainable in a marine environment onboard a cruise ship
9. This is an unprecedented and fundamental shift in environmental policy. It applies to an industry that since 2002 has had the highest standards in the world for wastewater discharges for large ships, uses efficient advanced wastewaters systems and generally produces a small volume of treated effluent compared to land based plants.
10. Yet, not one word of this significant environmental law has been reviewed or approved by the Legislature or the Department of Environmental Conservation.
11. We respect the Initiative process. But the two year grace period has passed and the time has come for the Legislature to review a law that has significant economic implications.
12. We believe the better and fairer policy is to level the playing field and treat cruise ships just like everybody else.
13. Let the experts at DEC and EPA decide what is best for Alaska. We will comply with their final decision.

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	



**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 907-474-8448(fax)
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.


Tammy, Griffin, AH&LA Chair

ATTEST:


Amey Armachain, 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 a 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

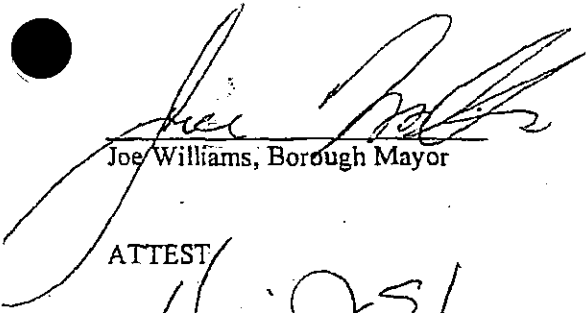
WHEREAS, provisions in Article XI, Section 6 of the Constitution of the State of Alaska concerning the repeal and amendment of initiated laws – specifically the provisions that state “[a]n initiated law . . . may not be repealed by the legislature within two years of its effective date [and] may be amended 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.

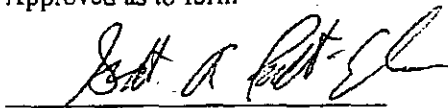
ADOPTED this 15th day of September 2008.


 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	✓		
PANTER	✓		
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:

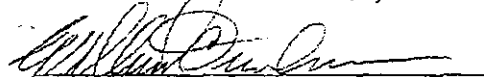
Section 1. Seward City Council urges the Alaska State Legislature in 2009 to modify the standards governing the discharge of cruise ship wastewater.

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.

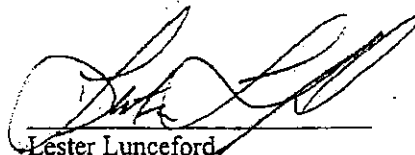
PASSED AND APPROVED by a duly constituted quorum of the City Council for the City of Whittier, Alaska on this 20th day of January 2009.

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



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

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AJ Communications
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Home Depot

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Alaska Marine Lines
Alaska Pacific Bank
Alaska USA FCU
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Capital Office Supply
Coeur Alaska, Inc.
Coogan Construction
Copy Express
Elgee Rehfeld & Mertz
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

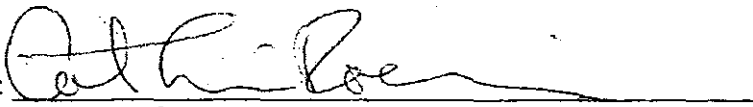
WHEREAS, compelling cruise ships to postpone discharge of wastewater until outside Alaska waters will likely shorten the time cruise ships are in port and result in fewer ports of call, which will negatively impact Juneau businesses.

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

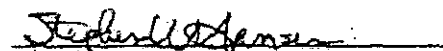
WHEREAS, cruise ships will be compelled to shorten their stays in Alaska waters; and


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 Baldrige
Executive Director

Kenai Chamber of Commerce



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".

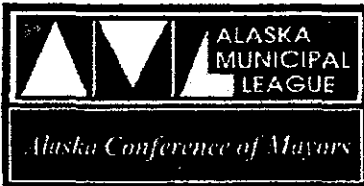
Voters were told that the ships would be held to the same standards that "every other industrial and municipal discharger" must meet and that "no new permitting program is necessary." However, the permit ADEC issued holds the ships to a much different standard, one that may cost Alaska communities, Alaska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



217 Second Street, Suite 200 • Juneau, Alaska 99801

Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

**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,

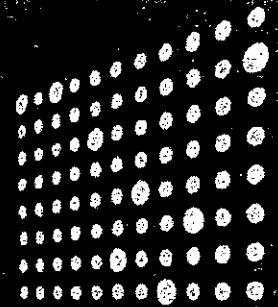
The Alaska State Chamber of Commerce supports and endorses efforts to have the Alaska State Legislature amend the "point of discharge" standard governing the cruise ship wastewater permits. The State Chamber membership has adopted as one of our top five Legislative Priorities, support for changes to 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".



ALASKA STATE
CHAMBER
OF COMMERCE

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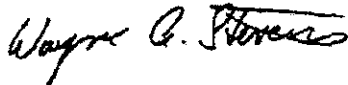
Voters were told that the ships would be held to the same standards that "every other industrial and municipal discharger" must meet and that "no new permitting program is necessary." However, the permit ADEC issued holds the ships to a much different standard, one that may cost Alaska communities, Alaska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

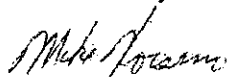
WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements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

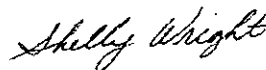
THIS RESOLUTION WAS ADOPTED BY THE SOUTHEAST CONFERENCE BOARD OF DIRECTORS THIS 14TH DAY OF JANUARY, 2009.

Witnessed By:



Mike Korsmo
President

Attested by:



Shelly Wright
Executive Director

**Department of Environmental Conservation
Testimony of the Division of Water before the
House Community and Regional Affairs Committee on HB 134
February 17, 2009**

The Department of Environmental Conservation (DEC) has been implementing the Cruise Ship Initiative that was passed by Alaskan voters in 2006. The initiative included three main environmental provisions:

- A requirement to have an Ocean Ranger on board
- A requirement for vessels to report their location hourly to DEC
- A requirement for vessels that intend to discharge wastewater to obtain a permit from DEC.

I would like to provide an update on the environmental requirements of the initiative including the new Ocean Ranger program, the permit requirements, and the impact of HB 134.

Citizen's Initiative - Ocean Rangers

The initiative required an Ocean Ranger (a U.S. Coast Guard-licensed marine engineer) to be on board all large cruise ships entering Alaska waters to observe vessel compliance with state and federal environmental, sanitation, health and safety requirements. The program is funded by a \$4/berth fee that nets approximately \$4.0 million/year.

DEC implemented a pilot program during the 2007 cruise ship season, using marine engineers and environmental professionals on board some vessels to evaluate training needs for the Ocean Rangers; to develop an Ocean Ranger checklist for observations; and to learn about the issues surrounding reservation of berths, scheduling of Ocean Rangers, and communications between Ocean Rangers and DEC.

Full implementation of the Ocean Ranger program started with the 2008 season:

- An Ocean Ranger was on-board 88% of the voyages for the full time they were in Alaska waters.
- Other vessels were visited by an Ocean Ranger via in-port inspections.
- DEC received over 2,000 daily Ocean Ranger reports with 126 incidents that required follow-up. Most of the issues were immediately resolved by the vessels.

Citizen's Initiative - Vessel Tracking

The citizen's initiative requires the ships to provide hourly location information to DEC. All vessels complied with this requirement and DEC has been able to use the information to verify vessel compliance.

Citizen's Initiative - Wastewater Discharge Permit

The initiative required large cruise ships to obtain a wastewater discharge permit from DEC and to comply with Alaska's water quality standards "at the point of discharge."

Alaska's water quality standards describe how clean Alaska's fresh and marine waters have to be to protect the various uses – drinking water, contact recreation, and protection of aquatic life. The standards apply to the waterbody and not directly to a wastewater discharge, except in the case of discharges from large cruise ships where the discharge must meet the water quality standards at the point of discharge.

DEC issued a general permit on March 25, 2008. The permit contains "long term" effluent limits for ammonia, copper, nickel, and zinc based on the water quality standards. These strict effluent limits must be met by the 2010 cruise ship season.

The permit also contains a compliance schedule and "interim limits" that are less stringent for the 2008 and 2009 cruise ship seasons.

HB 134

The effect of HB 134 would be to allow DEC, under certain circumstances, to authorize mixing zones for treated wastewater discharged from cruise ships. A mixing zone is an area where water quality standards can be exceeded while the wastewater has a chance to mix with receiving waters.

We have been looking at the science around cruise ship wastewater for years. For the last few years we have been engaged in a series of studies, some in conjunction with the U.S. Environmental Protection Agency, about how cruise ship discharges mix with receiving waters. We are currently investigating potential wastewater treatment technologies. In fact, we have a draft report out on cruise ship wastewater treatment technologies and are sponsoring a public work shop on that topic tomorrow.

Based on our work to date, the following are some of the facts as we know them.

1. Quality of treated wastewater

All large cruise vessels discharging in Alaska waters have installed Advanced Wastewater Treatment systems that produce a high quality effluent.

During the 2008 cruise ship season, 20 of the 31 large cruise ships discharged in State waters. Cumulatively, these vessels took a total of 206 effluent samples to satisfy the terms of the wastewater discharge permit. Each sample was analyzed to determine the concentration of nine parameters.

Focusing just on the parameters of concern (ammonia, copper, nickel and zinc)-- out of 824 data points (206 samples with 4 parameters), there were 36 exceedances of interim permit limits noted on 11 vessels. That means approximately 4% ($36/824 * 100 = 4.4\%$) of the data points exceeded the interim limits for ammonia, copper, or zinc. The most frequent exceedance was for ammonia (21 of the 36 exceedances).

If we look at exceedances of the stricter long term limits, we see a different picture. Based on 2008 effluent monitoring, there would be 563 exceedances of the long term permit limits for those same parameters. That means approximately 68% ($563/824*100 = 68.3\%$) of the data points would exceed the long term limits.

2. Dilution Studies

It is important to understand the effects of cruise ship discharges on Alaska waters. In order to do that, DEC must evaluate both the quality of the wastewater discharge in conjunction with the dilution that it is subject to. This information can then be used to estimate whether the wastewater would cause exceedances of Water Quality Standards in the receiving waters.

DEC convened a Science Advisory Panel¹ to evaluate the results of a field study that EPA conducted in 2001 to determine the effect of discharges on Alaska waters when the vessel is underway. The Science Panel determined that when a typical large cruise ship is moving at a minimum speed of 6 knots, the wastewater discharged is subject to tremendous dilution. For wastewater discharged at 200 cubic meters/hour, the dilution factor is 50,000. When the sample results of the cruise ship wastewater are divided by the 50,000 dilution factor, the Science Panel concluded that the wastewater would almost instantaneously meet Alaska Water Quality Standards in the receiving water.

During the 2008 legislative session, the legislature directed DEC to evaluate how treated cruise ship effluent mixes with and dilutes into receiving waters. We conducted the study in Skagway this past season in conjunction with research the

¹ See the following website for more information: http://www.dec.state.ak.us/water/cruise_ships/scienceadvisory.htm

U.S. Environmental Protection Agency was performing with its Ocean Research Vessel "Bold." We provided an interim report of the study to the legislature on January 12, 2009.

The study last summer was designed to collect field data in order to calculate the dilution that occurs to wastewater when it is discharged under worst case conditions -- from a stationary cruise ship into a confined receiving environment with limited flushing. A ship moored in Skagway Harbor represents a worst case situation for dilution.

The results of the study were mixed. Under certain assumptions, Water Quality Standards would be met in the receiving water within 15 meters of the vessel. Using other assumptions, it will take a greater distance from the vessel to meet Water Quality Standards.

While the dilution study work is not complete, there is some suggestion that in certain worst cases, mixing zones may not be appropriate for moored vessels.

3. Technology Review

DEC is not currently aware of treatment systems that are readily available to be installed on all vessels by 2010 and that would produce effluent meeting water quality standards without mixing zones.

We are in the process of evaluating the cruise line's efforts to reduce ammonia, copper, nickel, and zinc in their wastewater effluent by evaluating potential source reduction and, as necessary new treatment technologies.

We have retained a consultant to evaluate new and emerging technologies that could potentially be installed on cruise ships to meet the water quality standards at the point of discharge. A draft report is available for review and a technology workshop is scheduled for Wednesday, February 18. Information from the workshop will be incorporated into a final report expected April 13.

4. Existing Regulations

DEC has existing regulations that allow a wastewater discharge permittee to apply for a mixing zone with their permit. The regulations include a 19 part test that must be met before DEC can authorize a mixing zone, including:

- That the effluent is first treated to remove, reduce and disperse the pollutants using the most effective, technologically and economically feasible methods.

The anti-degradation policy also requires the use of "methods of pollution

prevention, control, and treatment found by the department to be the most effective and reasonable" and that wastes and other substances to be discharged "be treated and controlled to achieve . . . the highest statutory and regulatory requirements."

If mixing zones were allowed, DEC would modify the cruise ship wastewater discharge general permit to include mixing zones where appropriate. Any proposed permit modifications would require a public review. Mixing zones may be prohibited in some areas and would only be allowed in other areas and under conditions that would fully protect aquatic life and other uses of Alaska's waters.

The modified permit would still require use of best available treatment technologies. Existing water quality regulations prohibit backsliding in treatment technology or decreases in effluent quality.

Every five years when the general permit is renewed, DEC must reevaluate what comprises best available treatment technologies. Renewed permits are modified to reflect any new, commercially available treatment technologies.

Fiscal Impact - HB 134 has no fiscal impact for the Department.

CSAW
Campaign to Safeguard America's Waters



Earth Island Institute

2/17/09

Re: HB 134 Testimony of Gershon Cohen Ph.D.

Dear Chairmen and Members of the Alaska House of Representatives Committee on Community and Regional Affairs,

Thank you for accepting this testimony in opposition to HB134, which seeks to remove the ban on mixing zone authorizations for cruise ship discharges established by majority vote of the people of Alaska in 2006.

The State of Alaska has traditionally been generous in allowing dischargers to circumvent the State's Water Quality Standards (WQS) through the application of mixing zones, which permit polluters to dilute contaminated wastewater within public waters. Nevertheless, the frequency of mixing zone use in the past should not be presumed to indicate that (1) the practice is consistent with the fundamental goals of the Clean Water Act to make all waters fishable and swimmable and eliminate the discharge of pollutants, or (2) such regulatory negligence adequately protects Alaska's aquatic resources.

I agree with the intent of the sponsors of HB134 that discharge permits be based on the best scientific evidence available. By definition, the State's WQS represent the best scientific information regarding the protection of aquatic life. Assigning mixing zones to mobile dischargers such as cruise ships does not represent the best science available, it will create multiple regions in our marine waters which cannot be tested for toxicity, where wastes may or may not disperse well depending upon the location of the discharge due to local currents, tides, salinity, temperature, and/or topography, and will likely contain the waste from multiple ships using the same water for dilution. Worst of all, it will risk contaminating any fish or other marine life unfortunate enough to be within the mixing zone at the time of discharge.

Mixing zones are not based on biological science or toxicology; they are engineering-based risk analyses that assume, or at least hope, that organisms will either not be present when the discharge occurs, not be harvested and consumed, or represent a small enough percentage of the population as to not result in long term harm to the overall ecosystem.

The cruise industry believes it should be given mixing zones because some other dischargers have mixing zones. Poor performance by other dischargers does not

justify allowing the cruise lines to seek the lowest common denominator of waste treatment. It is important to note that many of their "peers" are using equipment designed in the 1950's, built in the 1970's, and perhaps in a few cases marginally improved in more recent years. Many of these communities and private dischargers have not had the financial resources to even begin trying to improve their performance. The cruise industry has recorded billion dollar profits year after year - they can afford to do the job right, and in doing so they will show others how they can improve their performance.

Alaska's WQS not only contain provisions for authorizing mixing zones, they also include an Antidegradation Policy (18AAC70.015) requiring the State to prohibit lowering the quality of a receiving water unless the best possible treatment methods are applied. The cruise industry claims to be using the best treatment methods available, but in fact, the industry has not tested or installed any new equipment on their ships since 2006 to address pollutants such as heavy metals or ammonia even though they have known since the initiative election that State law would eventually require them to either improve their performance, discharge on-shore, or discharge outside of Alaska waters. Rather than invest the time and money necessary to improve their performance they have chosen to spend their resources on lobbyists and lawyers to try and get the law changed. Many of those lobbyists and lawyers are probably sitting in your chambers today.

Regardless of your feelings about the authorization of mixing zones, it cannot be honestly argued that this bill is anything but premature. Tomorrow morning DEC will host a meeting at which scientists and high-tech companies will present their ideas on how cruise ships can meet the WQS without mixing zones. These technologies may not be ready to be installed in the fleet immediately for the simple reason that waste treatment firms have never been asked to build such devices for ships. That does not mean the fundamental science and technology does not exist, or cannot be adapted for ships within a reasonable period of time.

I'm sure you recall that in 2001 we heard the same cry from this industry when Alaska demanded they do a better job of removing fecal bacteria from their wastestreams. They said such performance was impossible. They said no applicable technologies existed. They threatened that imposing the requirement would mean the death of their industry in Alaska and along with it the demise of the Alaska tourism economy. But what was the result of our demand for better treatment? Several companies immediately launched efforts to build better machines for removing solids and bacteria on ships. Today, two thirds of the fleet that comes to Alaska has these improved technologies on board.

There is little doubt that if the cruise lines made the effort to comply with our rules they would succeed. Furthermore, not only has DEC recently initiated a process to identify technologies that have been improved in recent years, DEC has given the industry a pass on meeting the no-mixing zone discharge rules until at least 2010. No fines or penalties have been assessed to this point, and the bill before you today seeks to remove an achievable performance requirement that will not come due for another year at minimum. There is simply no harm whatsoever to this industry in

keeping the present law in place while new and better treatment methods are adapted for ship board use. For these reasons, it is clear that HB134 is premature, and should not move forward at this time.

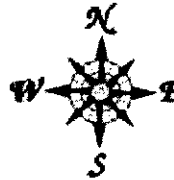
The authorization of mixing zones is fundamentally illogical. Our oceans are finite and putting more pollutants into our waters must at some point result in deleterious impacts on our fisheries. One would hope we'd have learned this lesson by now, given the result that similar applications of the "dilution-solution" have had on our atmosphere.

I apologize I cannot be here in person to testify today, but I am traveling to Juneau this afternoon to participate in DEC's cruise ship technology conference that begins on Wednesday morning.

Sincerely,

Gershon Cohen Ph.D.

Gershon Cohen PhD, Project Director, CSAW
Co-sponsor, Alaska Cruise Ship Ballot Initiative



Responsible Cruising in Alaska

TO: House C&RA Committee

FR: T. Chip Thoma, RCA

RE: HB 134

DATE: Feb. 17, 2009

TCT

Chairman Herron, members of the committee, I am Chip Thoma, Responsible Cruising in Alaska, Box 21884, Juneau, 99802. The RCA is an advocacy group that helped win the 2006 initiative measure on cruise ship pollution, fair taxes, and consumer protection. This initiative passed 52-48%. 82,000 Alaskans voted yes. (This same primary election gave Frank Murkowski 12% and lobbyist John Binkley 19% of the popular vote for Governor).

The Alaska cruise law has been a great success for state taxes, revenue sharing, capital projects in cruise ports, pollution controls, monitoring by Ocean Rangers, and passenger consumer protection.

To address HB 134, my helpful comment is that the legislation is premature and likely unnecessary. Many ships in the Alaska cruise fleet are already meeting our Water Quality Standards on both ammonia & copper, those discharged substances that most harm anadromous salmon and marine life.

I recently reviewed the Notices of Violations (NOV's) issued by DEC for 2008 cruise ship discharges, and was amazed to find that $\frac{3}{4}$ of the fleet were not cited for any metals violations, but that 5 of the 7 metals violators are Princess ships. I believe the copper problem has now been identified: those high discharges are centered in OLDER ships, like the Princess fleet, whose copper plumbing is leaching into treated discharge water. Dissolved copper is a big problem: it never goes away, it builds up in the water, and dis-oriens returning salmon. But most other ships have solved the on-board copper problem, by using flex-hose plastic plumbing, a 21st century fix for a 20th century problem.

Rather than get into details of ship plumbing and on-board water-making machinery, suffice it to say that copper pipes leach, and miles and tons of copper pipe leach a lot. Copper leaching from cruise ship plumbing will be discussed thoroughly tomorrow at DEC's 2009 conference on new technologies. I hope you can attend.

The gold sheet in your packet lists the different copper and ammonia-removing processes that will be discussed by industry and DEC, for both effectiveness and cost. This removal technology is improving at a very rapid pace, pioneered by the need for absolutely clean water in US computer manufacture. I'm confident that copper can soon be removed from all cruise ship discharges. That's why HB 134 is premature, because solutions are close at hand. DEC and the cruise industry will start solving them, tomorrow, here in Juneau.

Regarding ammonia on board ships, the sole source is urine. Ammonia removal has been achieved, and this technology is readily available. Ironically, the relatively high ammonia counts are likely due to low-flow toilet systems on some ships, where little water is used to flush. Since water dissolves urine and ammonia to manageable levels, I am also confident that all ammonia problems will be solved on-board, as most ships in the Alaska fleet are doing right now.

In conclusion, HB 134 is premature, because copper & ammonia discharge problems will be solved soon, with science, funding, and plastic plumbing. The cruise passengers want clean ships. Alaska subsistence, commercial & sport users want clean ships that take no chances to harm Alaska fish & marine resources. We should all agree to fully protect clean, marine waters, by statute.

The cruise laws passed in 2006 accomplish that. However, HB 134, the Princess Pollution bill, rolls back those protections and allows potentially harmful discharges. Also, 134 would primarily exempt one cruise line from the water quality standards being met by most of the 28 ships in Alaska fleet. HB 134 thus financially penalizes those who make discharge improvements, and now comply with Alaska cruise law. Finally, Alaskans want these discharge problems solved on board the cruise ships, not mixing in our pristine waters. Thank you.

FEASIBILITY STUDY:
**REDUCING CONCENTRATIONS OF DISSOLVED
METALS AND AMMONIA IN LARGE PASSENGER
VESSEL WASTEWATER DISCHARGES**

DRAFT
February 16, 2009

Prepared for:



**Alaska Department of Environmental Conservation
Cruise Ship Program**

Prepared by:



oasis
ENVIRONMENTAL

825 W. 8th Ave.
Anchorage, AK 99501

AND SUB-CONTRACTOR TEAM

EXECUTIVE SUMMARY

ADEC issued the Large Commercial Passenger Vessel Wastewater Discharge General Permit in March 2008 to meet the requirement of Alaska Statute 46.03.462. ADEC analysis indicated that cruise ships could not immediately comply with the statute's strict "point of discharge" effluent limits in the General Permit for ammonia, copper, nickel, and zinc. Therefore, the permit contains interim effluent limits that are less stringent for the 2008 and 2009 cruise ship seasons. The permit contains long term effluent limits for these parameters based upon the water quality standards that must be met by the 2010 cruise ship season.

An analysis of this 2008 data reveals that under current operational practices, the existing wastewater treatment systems installed on large cruise ships cannot consistently treat wastewater to the long term effluent limits.

Although it is the cruise ships' responsibility to comply with the terms of the General Permit, it is important for ADEC to be knowledgeable about the types of technology that may exist to enable cruise ships to meet the long term effluent limits. Therefore, ADEC hired the OASIS team to evaluate successful shore-based technologies as well as new and emerging technologies that could potentially be adapted for use on cruise ships. In this first public draft of the study, the OASIS team evaluates nine current technologies that may be able to reduce concentrations of the four pollutants of concern: ammonia, dissolved copper, dissolved nickel and dissolved zinc. It also includes five experimental technologies. Of the nine current technologies, three treat all four pollutants, three treat only ammonia and three treat only dissolved metals.

The information on these technologies comes from a variety of research sources and also from manufacturers, vendors, and researchers. A solicitation to these groups was accomplished by direct e-mailing and through e-mail blasts to the wastewater industry and the maritime industry. Approximately 60 interested parties were in contact. A total of 10 contacts submitted white papers describing potential solutions for meeting the new limits.

In order to make conclusive determinations about whether achieving the proposed limits by 2010 is possible, more information is needed such as detailed waste stream characterization and analysis, treatability studies, potential pilot plants, and conceptual designs for ship adaptation. However, this draft study finds that technologies exist in land-based applications that appear to be able to treat the pollutants (ammonia, nickel, copper or zinc) to the necessary levels for discharge. These technologies include ion exchange, reverse osmosis, electrodialysis, chemical precipitation, air/steam stripping, aerobic biological oxidation / nitrification and breakpoint chlorination.

Although land-based technologies exist that can reduce the pollutants to the long term permit limits, further investigation by the cruise lines will be required to determine whether the technologies evaluated in this draft study will be able to be adapted for use on board cruise ships. Ship space, inclination, and other constraints must be considered,

as well as investigating what technological processes will provide the most efficient system by evaluating the system balance, operational costs, and other parameters.

This draft study found that technologies currently used in some manner on ships such as reverse osmosis (RO) and aerobic biological oxidation/nitrification (MBR) would likely provide the most adaptable systems to achieve the limits. RO would be able to treat both ammonia and metals while MBR would only treat ammonia. It is possible that ion exchange, combinations of ion exchange and RO, and electrodialysis could meet the limits for both ammonia and metals and have good potential for being adapted for on-board use. The vendor-submitted white papers suggest that chemical precipitation, ion exchange, reverse osmosis, electrodialysis and breakpoint chlorination may also be able to treat cruise ship wastewater to the permit levels for discharge.

Each of these technologies would be used in conjunction with current systems and would require a significant amount of design and retrofitting for sizing along with marine regulatory approval. It is likely that a full system approach would be needed to coordinate multiple technologies at multiple stages of the water and wastewater flow.

DRAFT

DEC Cruise Ship Technology Conference

Wed., Feb 18 8am-5pm Centennial Hall Juneau

The Department will host a conference on new technologies that are available to treat harmful discharges, ammonia and dissolved metals.

AMMONIA Technologies

- o Air & Steam Stripping (mechanical removal)
- o Aerobic Biological Oxidation / Nitrification
- o Reverse Osmosis
- o Ion Exchange (Electrochemical)
- o Breakthrough Chlorination (chemical removal)
- o Chemical Precipitation

METAL REMOVAL Technologies

- o Sulphide Precipitation
- o Seawater Ion Exchange (SIX) Technology
- o Surface Clay Filtration System
- o Reverse Osmosis

These technologies could be add-on controls and/or process controls integrated into the existing waste water treatment installations.

There will be participation by the cruise ship industry, manufacturers, engineers, and suppliers of waste water treatment installations that can remove and/or reduce the levels of pollutants of concern. DEC has identified the above technologies as having potential for installation on large cruise ships. Please plan to attend this important, 1-day conference, a first for Alaska and the nation.

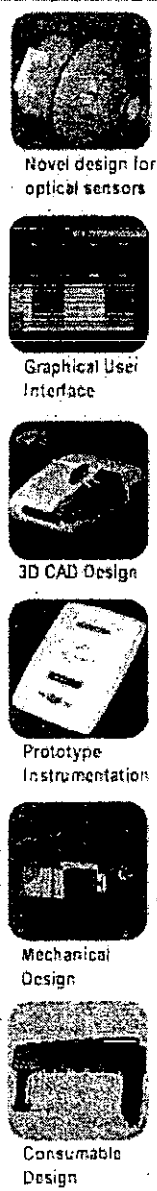
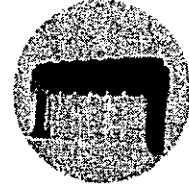
Centennial Hall, Wed 2/18/09 8am-5pm / 6-8pm public wrap-up

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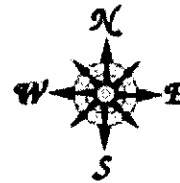
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CSAW
Campaign to Safeguard America's Waters



Earth Island Institute



Responsible Cruising in Alaska

February 2, 2009

Dear Alaska Legislators,

The session has started and cruise industry lobbyists are once again filling the capitol. As non-profit, public organizations, CSAW and RCA cannot match the hours the cruise industry and their allies will spend to change important provisions of the cruise ship initiative passed by voters in 2006. The cruise industry wants you to (1) repeal the ban on "mixing zones" for large vessels (current law requires these floating cities to meet Alaska's Water Quality Standards (WQS) at the point of discharge), and (2) reduce the tax levies on the passengers and the cruise lines.

Here are the facts: the cruise lines have not installed any new wastewater treatment equipment on their ships since 2006. Instead, the industry has directed their lobbyists to try and repeal state law rather than comply with our pollution requirements. The industry claims the new law cannot be met, yet many ships are already meeting most of the discharge standards without mixing zones. In fact, most pollution problems appear to be related to older ships in the cruise fleet. Significantly, the Alaska Department of Environmental Conservation (ADEC) has given the cruise industry until 2010 to comply with the WQS without penalty.

As part of this thoughtful approach to implementing the law, ADEC is hosting a technology conference on cruise ship discharges on February 18 in Juneau, where vendors and scientists will present treatment technologies that can resolve the few remaining discharge issues without changing the mixing zone rule. ADEC has a worthy goal — working with the cruise industry, science, the public, and interested organizations to identify ways to improve discharge performance and ensure the health of our marine resources. Repealing the rule related to diluting discharges before these technologies are evaluated and perhaps included in pilot programs in 2009 is clearly premature. If the cruise industry wants decisions to be based on science (as they claim) they should cooperate with DEC's technology evaluation process and be open to trying to meet the standards, rather than working to repeal them before the department's scientific evaluation has been completed.

Segments of the cruise industry have criticized the passenger fee or "head tax" sanctioned by Alaska's voters in 2006. An independent economic review of the 2007 cruise season by the McDowell Group demonstrated that the taxes and fees passed in 2006 did not cause any decrease in cruise ship passenger visitation to Alaska or passenger spending in ports of call. The \$50 head tax paid by cruise passengers is a tiny fraction of the total costs incurred by a passenger when they visit Alaska. The visitor head tax and the other cruise-related revenue (the corporate income tax on marine operations and the cruise gambling tax) have been successfully collected and disbursed by the Alaska Department of Revenue in a competent and efficient manner since 2007. The allocation of a portion of these revenues is restricted by federal law, and the Alaska Legislature has properly appropriated the revenue to comply with both state and federal laws. This revenue has greatly benefited Alaskan communities impacted most by cruise operations.

Revenue from these new taxes has been extremely helpful in financing new docks, harbors and port facilities – the very infrastructure that allows cruise visitors to enjoy their trip to Alaska while ensuring the cruise industry remains successful. Without these cruise passenger revenues, funds for construction of safe & efficient tourism infrastructure would need to be cobbled from local property and sales taxes, bonding and other erratic sources. At a time when many Alaska families are struggling to make ends meet, asking the one million summer tourists and Miami-based cruise companies to pay their fair share for needed tourism infrastructure makes sense.

The comprehensive initiative passed by Alaska voters in 2006 addressed critical shortcomings related to taxation and wastewater treatment oversight for the cruise industry. The Alaska Department of Revenue has done an exemplary job collecting the new taxes without unnecessary fees and costs. Enacting reasonable taxes on the cruise companies and passengers to build necessary tourism infrastructure makes far more sense than having coastal communities fund the construction of cruise wharfs, docks and tourist roadways themselves.

DEC now issues discharge permits for cruise ships, as they do for all other dischargers, and the Ocean Ranger program has given Alaskans needed assurance that the State's pollution rules are being followed. The approach adopted by DEC has been measured and appropriate, and affords the cruise industry ample time to comply with regulations that protect Alaska's incomparable marine resources. Given the state's reliance on commercial and sport fishing, subsistence, and the many uses of marine waters for local recreation and tourism, Alaska must protect its coastal waters by preventing the discharge of heavy metals like copper and other substances known to negatively impact salmon and other aquatic resources.

We urge members of the Alaska Legislature not to heed the cries of the Miami-based cruise industry. This luxury industry registers all their ships in foreign ports to avoid U.S. income taxes and labor laws. They should not now ask Alaska for local tax-relief and weaker pollution rules because they fear for the US economy and its potential, future impact on their bottom line.

Let's keep Alaska waters clean and continue to appropriate cruise tax revenues for worthy projects that benefit the cruise passengers, the companies and impacted Alaska communities.

Please contact us to discuss any of these issues in more detail. Thank you,



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The New York Times

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February 15, 2009

CRUISE ISSUE | THE GREEN TRAVELER

Cruise Lines Urged to Shrink Their Footprints

By JENNIFER CONLIN

MOVING gently through pristine blue waters, floating past whales and glaciers, fjords and islands, it is easy to see why travelers might think a vacation on a cruise ship is more eco-friendly than jetting through the earth's atmosphere on a plane.

Not so, according to Climate Care, a United Kingdom-based carbon-offsetting company, whose statistics show that cruise ships emit nearly twice as much carbon dioxide as airplanes. "We now know they are far more polluting per passenger kilometer than planes," said Justin Francis, co-founder of Responsibletravel.com, a directory of environmentally friendly vacations that partners with Climate Care. "Add to that the fact that many passengers fly to the port of departure before boarding," he said, "and you have a double carbon whammy."

According to environmentalists, carbon dioxide emissions are just a drop in the ocean when it comes to eco problems on luxury liners. Most ships run on so-called bunker fuel, the cheapest and dirtiest fuel oil, which not only powers the vessel, but also all the amenities on board: restaurants, swimming pools and nightclubs among them. Royal Caribbean will launch its largest ship yet this year, the Oasis of the Seas with a capacity of 5,400 passengers, and its amenities will include a microclimate-controlled Central Park, with irrigation and drainage systems, as well as trees that will tower more than two and a half decks high.

Then there is the issue of waste. A one-week voyage on a large ship is estimated to produce 210,000 gallons of sewage, a million gallons of gray water (runoff from sinks, baths, showers, laundry and galleys), 25,000 gallons of oily bilge water, 11,550 gallons of sewage sludge and more than 130 gallons of hazardous wastes, according to figures supplied by the environmental group Friends of the Earth.

Marcie Keever, director of the Clean Vessels Campaign of Friends of the Earth, said, "These are floating cities that go back and forth through our waters, dumping toxins from their enormous amount of waste." She added that cruise ships also pollute the coast lines (affecting marine life, beaches and coral reefs), as well as the air (sulfur dioxide and nitrogen oxide emissions from their massive engines). Or as Mr. Francis bluntly put it, "The cruise line industry's record on environmental pollution is generally very poor."

Still, some positive environmental news is beginning to emerge from these murky waters. Thanks to increased pressure from the [Environmental Protection Agency](http://EnvironmentalProtectionAgency), as well as various environmental campaign groups, stricter state and federal regulations are being passed. As of this year, all ships have to burn low-sulfur diesel fuel instead of the cheaper bunker fuel within 24 nautical miles of California's coast, and there is proposed legislation to prohibit the discharge of raw sewage, gray water and oily bilge water within 12 miles of [United States](http://UnitedStates) shores. What's more, a recent E.P.A. report assessing cruise ship discharges in Alaska (where standards are the most stringent), revealed that 60 percent of the ships tested were discharging concentrations of bacteria, chlorine, nutrients, metals and other pollutants — a finding that may move the industry to invest even more heavily in the latest advanced waste-water treatment systems, particularly as the ships that passed the test all had that technology.

"It is definitely possible for them to clean up their act," said Ms. Keever of Friends of the Earth. "And now that they know about it from the E.P.A. report, they should do something about it. They certainly have the ability to pay for it."

Cruising continues to be one of the fastest-growing areas of tourism, according to the Cruise Line International Association, an industry group that represents 95 percent of the worldwide market, and includes 23 cruise lines that total 200 ships. Terry Dale, chief executive officer of the association, said, "Even in these tough economic times, we are forecasting that in 2009 a record 13.5 million people will take a cruise," adding that last year the industry was worth \$38 billion, employing roughly 350,000 United States workers. "As a leader in travel we feel we have to be industry stewards of the environment," he said. "We are not sitting back, but rather trying hard to be proactive and meet the challenges."

To that end, the cruise industry is now pioneering various new green technologies. Princess Cruises uses "cold ironing" — plugging ships into electrical power at ports — in [San Francisco](#); [Juneau](#), Alaska; and [Seattle](#). Norwegian Cruise Line introduced a recycling program in 2007, in which some 15,000 gallons of used cooking oil were offloaded and then converted into useable biodiesel for farming equipment in Florida. Disney Cruise Lines sponsors volunteer coastal cleanups to remove garbage and debris from shorelines. Holland America has started a Ship to Shore program in which reusable goods (linens, individually sized toiletries, dishes, mattresses) are donated to charities, as well as an Avoiding Whale Strikes program in which crews learn to assist in the recovery and ensure the safety of all whale species.

"ALL our members have to have environmental policies and practices in place," Mr. Dale said, citing the on-board recycling programs of the association's ships, and investment in LED lighting, solar panels and high efficiency appliances. In addition, many cruise companies, including Carnival Corporation, have an environmental officer aboard all ships to monitor compliance.

"We even have eco hangers on one line," he added, mentioning a program introduced last year on Crystal Cruises in which guests are encouraged to take home the recyclable hangers provided on board, to, as a press statement says, "remind them both of the importance of conservationism and Crystal Cruises' stewardship of the environment."

Also on the rise are new technologies for smaller vessels. Ecoventura, a family-owned company in [Ecuador](#) that offers cruises in the Galapagos, recently unveiled one of the first hybrid-energy motor yachts. Sponsored by Toyota, a supporter of the World Wildlife Fund, the yacht, which sleeps 20, has 40 solar panels and two wind turbines on the upper deck, which should provide enough power to support roughly 17 percent of the energy formerly produced by two carbon fuel-based generators.

"We know when it comes to vacations, cruising is the best deal financially for many people," said Ms. Keever, of Friends of the Earth. "We just think travelers should try to choose one that is trying hard to do better environmentally."

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**August 2006 Cruise Tax..
YES % by District & Legislators**

<u>Dist.</u>	<u>Member</u>	<u>Senator</u>	<u>Y %</u>	<u>Dist.</u>	<u>Member</u>	<u>Senator</u>	<u>Y%</u>
1	Johansen	Stedman	42	29	Samuels	Cowdery	49
2	Wilson		62	30	Meyer		53
3	Kerttula	Elton	61	31	Lynn	Bunde	54
4	Doll		54	32	Hawker		61
5	Thomas	Kookesh	57				
6	Salmon		43	33	Olson	Wagoner	56
				34	Chenault		56
7	Kelly	Thomas	56	35	Seaton	Stevens	60
8	Guttenberg		58	36	LeDoux		49
9	Kowasaki	Wilken	46				
10	Ramras		45	37	Edgmon	Hoffman	50
11	Coghill	Therriault	42	38	Nelson		43
12	Harris		44	39	Foster	Olson	33
				40	Joule		38
13	Gatto	Green	51				
14	Kohring		51				
15	Neuman	Huggins	47				
16	Stoltze		51				
17	Fairclough	Dyson	51				
18	Dahlstrom		50				
19	Roses	Wielech.	48				
20	Gruenberg		48				
21	Crawford	Davis	53				
22	Cissna		54				
23	Gara	Ellis	59				
24	Gardner		53				
25	Doogan	French	56				
26	Holmes		59				
27	Buch	McGuire	53				
28	Johnson		52				

moves from the House Community & Regional Affairs Committee, as amended (if amended), with attached fiscal notes and Committee recommendations.

If an objection is maintained by a Committee Member (not a good sign) a vote will need to be taken. Ask the secretary to call the roll.

And with that HB__ moves from Committee or dies in Committee.

CHAIR: We will now hear HB___ and do it again.

Remember to have Committee Members sign off on the Report before they escape.

Rob Earl

From: Will Vandergriff
Sent: Friday, February 13, 2009 1:47 PM
Subject: Press release - Harris Intro's AK Water Quality Standards Bill (HB 134)
Attachments: PR - Harris Intro's AK Water Quality Standards Bill (HB 134).doc



**FOR IMMEDIATE RELEASE
RELEASE**

PRESS

HARRIS INTRO'S AK WATER QUALITY STANDARDS BILL
HB 134 allows DEC discretion in regulating discharge law

Friday, February 13, 2009, Juneau, Alaska – Representative John Harris today introduced House Bill (HB) 134, legislation crafted to allow the Alaska Dept. of Environmental Conservation some discretion in monitoring Alaska Water Quality Standards governing pollution discharge permits. The bill amends AS 46.03 to give the DEC leeway when enforcing discharge laws relating to cruise ships, while still keeping the spirit and intent of the statute in tact.

"I introduced HB 134 to give DEC the ability to regulate cruise ship discharges with standards that scientifically based," Harris said. "We don't want ships avoid nonsensical laws by going out to the three-mile line to dump their waste without regulation. We want them to stay in Alaska waters, use Alaska ports of call, and help us maintain a clean marine environment."

To quote the Anchorage Daily News editorial (12/21/08), "DEC should have a little discretion to make sure cruise ship discharge rules aren't unreasonably tight."

HB 134 was referred to the House Community & Regional Affairs and the House Resources Committees.

###

To contact Rep. Harris, please call 1-907-465-4859.

Will Vandergriff
House Majority Press Secretary
Office of the Speaker – Alaska State Legislature
907.465.5284 direct
907.317.9755 cell
will_vandergriff@legis.state.ak.us

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

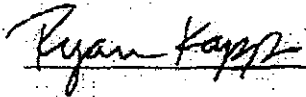
PASSED BY THE SOLDOTNA CHAMBER OF COMMERCE BOARD OF
DIRECTORS THIS 16 DAY OF December 2008

Ryan Kapp
Ryan Kapp, President
Soldotna Chamber of Commerce

ATTEST: Michelle Glaves
Michelle Glaves
Executive Director

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

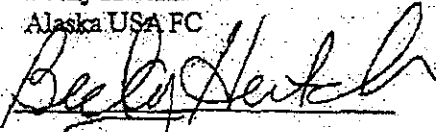
Ryan Kapp, President
Edward Jones Investments



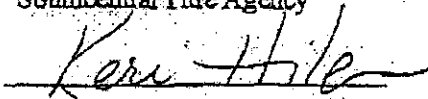
Lisa Roberts, Past President
Key Bank



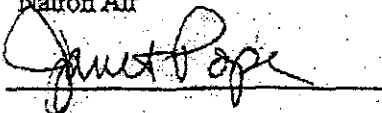
Becky Hutchinson
Alaska USA FC



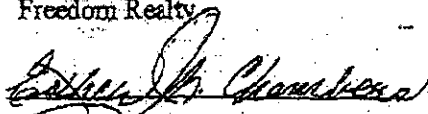
Ken Hiler
Southcentral Title Agency



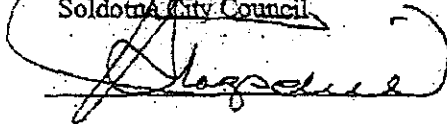
Janet Pope
Natron Air



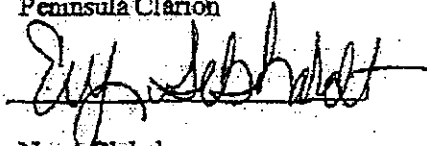
Esther Chambers
Freedom Realty



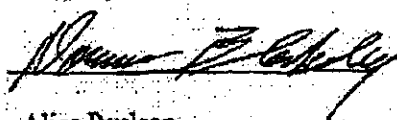
Jim Stogdill
Soldotna City Council



Evy Gebhardt
Peninsula Clarion



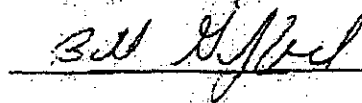
Norm Blakely
Blakeley's Auction



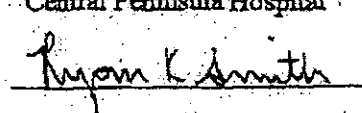
Alice Paulson
Soldotna Inn/Mykel's



Bill Gifford
Commodore's Guide Service



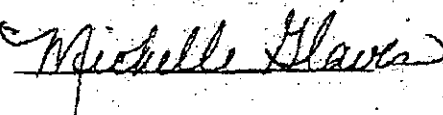
Ryan Smith
Central Peninsula Hospital



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

WHEREAS, 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:

Maryann Headlee
(Signature)

Secretary

[Signature] (Signature of Authorized Officer)
President

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.

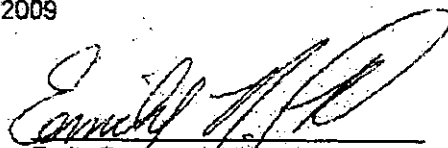
NOW THEREFORE BE IT RESOLVED by the Skagway Chamber of Commerce Board of Directors of the Municipality of Skagway, Alaska that the Alaska State Legislature in 2009 should modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental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

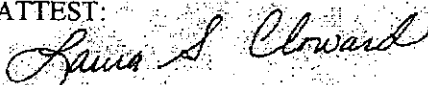
WHEREAS, maintaining unrealistic standards for a specific sector of the marine-based economy establishes dangerous precedent for managing the balance between economy and environment; and

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

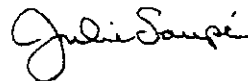
NOW THEREFORE, BE IT RESOLVED BY THE ANCHORAGE CONVENTION & VISITORS BUREAU (ACVB) BOARD OF DIRECTORS, that: ACVB urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental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

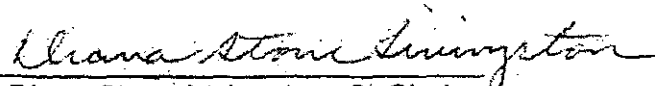
WHEREAS, the result of the "point of discharge" standard could mean that by 2010 cruise ships will have to depart Alaska waters to discharge, resulting in reduced length of time in port, further impacting local governments and small businesses that rely on cruise ship visitors, crew, and service requirements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

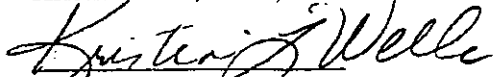
WHEREAS, the unrealistic standards could mean that by 2010, cruise ships will have to depart Alaska waters to discharge, which could result in reduced length of time in port, and such changes will impact local governments, small businesses, which rely on cruise ship visitors, crew, and service requirements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

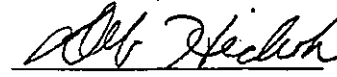
NOW THEREFORE BE IT RESOLVED THAT the Fairbanks Convention and Visitors Bureau urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

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 2007 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-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 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 BOOYSE, CHAIR
KVB BOARD OF DIRECTORS


PATTI MACKEY
EXECUTIVE DIRECTOR



**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

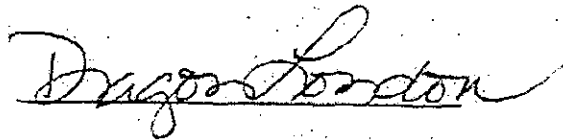
WHEREAS, unless the regulations are changed by either administrative or legislative order, cruise lines will likely not be able to comply with the new standards and will be forced to leave Alaskan waters in order to legally discharge wastewater, impacting their length of stay in port and substantially 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 111006 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

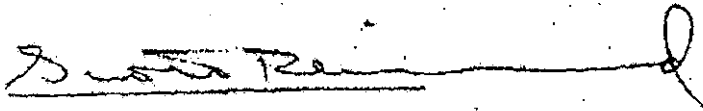
NOW, THEREFORE BE IT FURTHER RESOLVED that the Alaska Campground Owners' Association urges the Governor and the Alaska State Legislature in 2009 to modify the "point of discharge" permit standard based on scientific criteria to be determined by Alaska Department of Environmental Conservation.

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

Chairman of the Board- Laura Saxe



ATTEST: ACOA Government Affairs- Scott Reiland





**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.

1. All discharges into water are required to meet standards that are scientifically based in order to protect the water quality.
2. Starting in 2010, all water quality standards applicable to cruise ships have to be met at the end of the pipe.
3. But Alaska Water Quality Standards are not always applied at the end of the pipe for others holding discharge permits.
4. In fact, many Alaskan operators (e.g. mines, seafood processors, and most if not all municipal wastewater treatment facilities) are allowed to meet the standards over larger areas of water called mixing zones ("zones of dilution" for cruise ships).
5. The regulatory decision is based on science and conservative judgment that takes into account dilution and other factors.
6. This is a universal policy recognized throughout the US.
7. The Initiative changed that rule for cruise ships - and cruise ships alone.
8. The requirements are far more stringent as compared to other regulated entities and those requirements have not been proven to be reasonably obtainable in a marine environment onboard a cruise ship.
9. This is an unprecedented and fundamental shift in environmental policy. It applies to an industry that since 2002 has had the highest standards in the world for wastewater discharges for large ships, uses efficient advanced wastewaters systems and generally produces a small volume of treated effluent compared to land based plants.
10. Yet, not one word of this significant environmental law has been reviewed or approved by the Legislature or the Department of Environmental Conservation.
11. We respect the Initiative process. But the two year grace period has passed and the time has come for the Legislature to review a law that has significant economic implications.
12. We believe the better and fairer policy is to level the playing field and treat cruise ships just like everybody else.
13. Let the experts at DEC and EPA decide what is best for Alaska. We will comply with their final decision.