



MARINE SAFETY
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POLLUTION PREVENTION GUIDELINES FOR THE OPERATION OF CRUISE SHIPS UNDER CANADIAN JURISDICTION

Responsible Authority	Approval
The Director, Ships and Operations Standards, Marine Safety is responsible for this document, including any change, correction or update.	Gerard McDonald _____ Director General Marine Safety Date: <u>March 31, 2005</u>

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Originator	Environmental Protection (AMSEE)	Telephone	(613) 991-3170
	Tower C, Place de Ville	Fax	(613) 993-8196
	330 Sparks Street, 11 th Floor	E-mail	MarineSafety@tc.gc.ca
	Ottawa, Ontario - K1A 0N8	WWW	www.tc.gc.ca/MarineSafety

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Important Notices and Disclaimers

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Table of Contents

Preface	4
Interpretation	5
Application	7
Responsibility	7
Waste Management Practices and Procedures	8
Photo Processing, Including X-Ray Development Fluid Waste	9
Dry-Cleaning Waste Fluids and Contaminated Materials	9
Print Shop Waste Fluids	10
Photo Copying and Laser Printer Cartridges	10
Unused and Outdated Pharmaceuticals	11
Mercury Containing Products	11
Batteries	12
Bilge and Oily Water Residues	12
Garbage	13
Incinerator Ash	14
Wastewater Reclamation	14
Graywater	15
Sewage	15
Advanced Wastewater Treatment Systems	16
Air Emissions	17
Halocarbons	17
Anti-Fouling Paints	18
Ballast Water	18
Equivalent Equipment, Practices and Procedures	18
Training and Educational Materials	19
Related Inspections	20
Reporting	20
Schedule 1 – Applicable Canadian Legislation	21
Schedule 2 – Related Canadian Technical Guidance	22
Schedule 3. – Sample Annual Report of Discharges and Landings in Canadian Jurisdiction	23

Preface

Canada is a significant destination for international and domestic cruise ships. Because these ships may accommodate thousands of passengers and crew, significant amounts of waste are generated. Provisions of the *Canada Shipping Act*, the *Arctic Waters Pollution Prevention Act*, the *Fisheries Act* and the *Canadian Environmental Protection Act, 1999*, and related regulations were developed to address environmental concerns regarding discharges from ships into waters under Canadian jurisdiction. While the current regulations apply to all ships, there are no requirements specifically set out for cruise ships.

It is recognized that the cruise industry, internationally, has made commitments to the goal of better protection of the environment and have developed guidance for best practices within its industry sector. These Guidelines build on the industry approach and provide a Canadian perspective. The intent is that the Guidelines should provide a clear indication to cruise ship operators of the procedures that they must develop in order to comply with Canadian legislation and at the same time include practices that the cruise ship operators have agreed to follow that exceed current regulatory requirements.

Transport Canada developed these Guidelines in consultation with the cruise ship industry, Fisheries and Oceans, Environment Canada and the Canadian Marine Advisory Council.

In the case of any disagreement or inconsistency between the provisions of these Guidelines and the provisions in Canadian legislation, the provisions of the legislation shall apply.

Comments or questions on these Guidelines should be referred to the originator of the document as shown on page 2.

Interpretation

1. In these Guidelines,

“Arctic waters” means the waters adjacent to the mainland and islands of the Canadian arctic within the area enclosed by the sixtieth parallel of north latitude, the one hundred and forty-first meridian of west longitude and a line measured seaward from the nearest Canadian land a distance of one hundred nautical miles, except that in the area between the islands of the Canadian arctic and Greenland, where the line of equidistance between the islands of the Canadian arctic and Greenland is less than one hundred nautical miles from the nearest Canadian land, that line shall be substituted for the line measured seaward one hundred nautical miles from the nearest Canadian land;

“Canadian inland waters” means all the rivers, lakes and other navigable fresh waters within Canada and includes the St. Lawrence River as far seaward as a straight line drawn

- (a) from Cap des Rosiers to West Point Anticosti Island, and
- (b) from Anticosti Island to the north shore of the St. Lawrence River along the meridian of longitude sixty-three degrees west;

“Canadian internal waters” consist of the waters on the landward side of the baselines of the territorial sea of Canada, and include areas such as Juan de Fuca Strait, Strait of Georgia, Queen Charlotte Sound, Hecate Strait, the Gulf of St. Lawrence and the Bay of Fundy;

“cruise ship” means a passenger ship that has overnight accommodations for over 100 passengers who are not crew members but does not include a vessel engaged in passenger ferry service;

“emergency” means a situation which results or may result in an immediate danger to human life or an uncontrolled, unplanned or accidental release of hazardous substance;

“garbage” means solid galley waste, food waste, paper, rags, plastics, glass, metal, bottles, crockery, junk or similar refuse;

“graywater” includes drainage from the normal use of dishwasher, shower, laundry, bath and wash basin drains;

“hazardous waste” means anything that is no longer used for its original purpose and is intended for treatment, disposal, or recycling, including storage prior to treatment or disposal whose properties have the potential to harm the environment or human health and is subject to requirements by provincial, federal, or international jurisdictions, including:

1. anything that is a dangerous good, within the meaning of the *Transportation of Dangerous Goods Act, 1992*, or the *International Maritime Dangerous Goods Code*; and
2. anything that is defined as hazardous waste under the *Export and Import of Hazardous Wastes Regulations of the Canadian Environmental Protection Act, 1999*.

“licensed facility or service” means a facility or service authorized by the laws of its local jurisdiction to handle, store, manage, collect, transport, recycle or dispose of wastes of a given type.

“liquefied galley wastes” means galley wastes from sinks and dishwashers with constituents that are no more than 25 mm in diameter;

“may” refers to a condition or procedure that is allowed;

“sewage” means: (a) drainage and other wastes from any form of toilets, urinals, and WC scuppers; (b) drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises; (c) drainage from spaces containing living animals; or (d) other waste waters when mixed with the drainages defined above;

“shall” refers to an absolute requirement to fully implement these Guidelines;

“should” refers to a condition or procedure that is recommended and ought to be met if possible; and

“waters under Canadian jurisdiction” includes Canadian inland waters, Canadian internal waters, as defined above, as well as the territorial sea of Canada and Canada’s exclusive economic zone as set out in the *Oceans Act*.

Application

2. These Guidelines apply to:

- (a) all Canadian registered cruise ships; and
- (b) all cruise ships registered in a country other than Canada when operating in waters under Canadian jurisdiction.

Responsibility

3. It is the responsibility of the owner and operator of a cruise ship referred to at section 2 above to ensure that the ship complies with applicable Canadian law.

4.(1) It is recognized that the cruise industry has made commitments to the goal of better protection of the environment.

4.(2) Specific elements to meet this commitment could include:

- (i) Compliance with applicable laws, regulations and these Guidelines;
- (ii) Designing, constructing and operating ships, so as to minimize their impact on the environment;
- (iii) Adopting and implementing improved technologies to exceed current requirements for protection of the environment;
- (iv) Conserving resources through purchasing strategies and product management;
- (v) Optimizing energy efficiency through conservation and management;
- (vi) Expanding waste reduction strategies to include reuse and recycling to the maximum extent possible so as to land ashore even smaller quantities of waste products;
- (vii) Using only appropriately licensed firms to collect non-hazardous wastes;

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- (viii) Improving processes and procedures for collection and transfer of hazardous waste;
 - (ix) Not discharging hazardous wastes overboard, nor commingling or mixing with other waste streams;
 - (x) Landing ashore and disposing of any hazardous wastes through an appropriately licensed facility or service;
 - (xi) Strengthening programs for monitoring and auditing of onboard environmental practices and procedures in accordance with the International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code);
 - (xii) Consulting with port authorities on local initiatives, as individual cruise lines or through industry associations, to address environmental or other issues related to cruise ships and participating in such initiatives where possible; and
 - (xiii) Educating staff, guests and the public.

Waste Management Practices and Procedures

5. To fully implement these Guidelines, cruise ship operators shall adopt the following standards and programs for waste minimization, waste reuse and recycling, and waste stream management as set out in sections 7 through 28.

6. (1) Cruise ship operators shall incorporate these waste management practices and procedures into their applicable Safety Management Systems.

6.(2) For further information on Canadian discharge requirements cruise ship operators should consult Transport Canada Marine Safety offices or Canadian Coast Guard Marine Communications and Traffic Services Centres. For further advice on Canadian requirements for handling or landing ashore specific wastes generated aboard, cruise ship operators should consult Environment Canada, as indicated in section 28(1).

Photo Processing, Including X-Ray Development Fluid Waste

7.(1) The discharge of silver into the marine environment shall be minimized through the use of best available technology suitable for ship-board use that will reduce the silver content of the waste stream or by treating all photo processing and x-ray development fluid waste (treated or untreated) as a hazardous waste and landing it ashore. The discharge of silver nitrate is prohibited under the *Pollutant Substances Pollution Prevention Regulations* of the *Canada Shipping Act*.

7.(2) For waste streams associated with photo processing operations cruise ships shall either:

- (a) land ashore used photographic and x-ray development fluids; or
- (b) treat used photographic and x-ray development fluids to remove silver for recycling, in which case:
 - (i) the effluent from the recovery unit should contain less than 5 parts per million (ppm) silver; and
 - (ii) the residues from the recovery unit should be landed ashore for disposal or recycling as -hazardous waste, or as non-hazardous waste if it does not meet hazardous waste criteria.

Dry-Cleaning Waste Fluids and Contaminated Materials

8.(1) Cruise ships shall not discharge chlorinated dry-cleaning fluids, sludge, contaminated filter materials and similar dry-cleaning waste byproducts into the environment. Ventilation of solvent vapours should be consistent with accepted practices for safety and environmental protection.

8.(2) Perchloroethylene (PERC) and other chlorinated dry-cleaning fluids, contaminated sludge and filter materials are hazardous waste and shall be landed ashore to a licensed facility or service.

Print Shop Waste Fluids

- 9.(1) Cruise ships shall not discharge hazardous wastes from printing materials (inks) and cleaning chemicals into the environment.
- 9.(2) Whenever possible, printing methods and printing process chemicals that produce both less volume of waste and less hazardous waste products should be utilized on cruise ships.
- 9.(3) Shipboard printers should be trained in ways to minimize printing waste generated.
- 9.(4) Alternative printing inks such as soy based, non-chlorinated hydrocarbon based ink products should be used whenever possible.
- 9.(5) Print shop waste comprised of waste solvents, cleaners, cleaning cloths, or wastes with components that would be considered as hazardous as defined in these Guidelines, will be treated as hazardous waste, all other waste may be treated as non-hazardous.
- 9.(6) Cruise ships shall either:
- (a) when using traditional or non-soy based inks and chlorinated solvents, treat all print shop waste as hazardous, and discharge ashore; or
 - (b) use non-toxic based printing ink such as soy based, non-chlorinated solvents, and other non-hazardous products to eliminate hazardous waste products in the shipboard printing processes.

Photo Copying and Laser Printer Cartridges

- 10.(1) Cruise ships shall land ashore photocopying and laser printer cartridges to a licensed facility or service, unless properly incinerated in accordance with section 21.-
- 10.(2) To the maximum extent possible, photocopying and laser printer cartridges should be returned for recycling, credit or refilling.

10.(3) Only such inks, toners and printing or copying cartridges that contain non-hazardous chemical components should be used and none of these cartridges or their components shall be disposed of by discharge into the marine environment.

Unused and Outdated Pharmaceuticals

11.(1) Unused or outdated pharmaceuticals from cruise ships' hospitals or stores or collected by ships' crews, subject to section 11(4), shall be landed ashore to a licensed facility or service.

11.(2) Further guidance on this waste stream can be found in the Canadian Society of Hospital Pharmacists' Guidelines for the Handling and Disposal Hazardous Pharmaceuticals (Including Cytotoxic Drugs).

11.(3) All expired pharmaceuticals should be handled in accordance with the guidelines identified in 11(2) or the manufacturer's instructions and all personnel handling this waste should receive training in the handling of these wastes.

11.(4) Cruise ships shall:

- (a) establish a reverse distribution system for returning unexpired, unopened, non-narcotic pharmaceuticals to the original vendor;
- (b) appropriately destroy narcotic pharmaceuticals onboard the ship in a manner that is witnessed and recorded;
- (c) land ashore hazardous pharmaceuticals to a licensed facility or service (pharmaceuticals having chemical compositions which prevent them from being incinerated or disposed of through the ship's sewer system are hazardous wastes); and
- (d) dispose of other non-narcotic and non-listed pharmaceuticals through onboard incineration or landing ashore.

Mercury Containing Products

12.(1) As much as possible, the use of mercury containing products such as thermostat probes, switches, manometers, barometers, thermometers, vacuum gauges, and batteries should be reduced on cruise ships.

12.(2) Once mercury containing products are no longer able to be used, or require disposal, cruise ships shall land them ashore as hazardous wastes for disposal to a licensed facility or service.

12.(3) Cruise ships shall collect spent fluorescent and mercury vapor lamps and land them ashore for recycling or disposal through a licensed facility or service.

Batteries

13. Cruise ships shall:

- (a) collect spent batteries and land them ashore for recycling or disposal through a licensed facility or service;
- (b) recover discarded batteries from the passenger waste stream;
- (c) keep the wet-cell battery-recycling program separate from the dry battery collection process; and
- (d) send intact wet-cell batteries back to the supplier where practical.

Bilge and Oily Water Residues

14.(1) Cruise ships have to meet or exceed the international requirements in MARPOL Annex I and the *Canada Shipping Act* requirements in the *Oil Pollution Prevention Regulations* for removing oil from bilge and wastewater prior to discharge, which stipulate among other things:

- (a) ships discharging oily wastes from machinery spaces in Canadian inland waters shall do so only when underway and when the filtering system is fitted with a stopping device which will ensure that the discharge is automatically stopped when the oil content of the effluent exceeds 5 parts per million.
- (b) ships discharging oily wastes from machinery spaces in Canadian internal waters, not including inland waters, shall do so only when underway and when the filtering system is fitted with a stopping device which will ensure that the discharge is

automatically stopped when the oil content of the effluent exceeds 15 parts per million.

14.(2) While inland and internal waters are defined in Section 1, cruise ships may consult Transport Canada Marine Safety or the appropriate Marine Communications and Traffic Services Centre to confirm which requirements would apply.

14.(3) No oil shall be discharged in Arctic waters. Delineation of Arctic waters is indicated on official navigation charts from the Canadian Hydrographic Service or may be confirmed with the appropriate Marine Communications and Traffic Services Centre.

14.(4) All oil or oil residues which cannot be discharged in compliance with regulations, shall be retained onboard, incinerated in accordance with Section 21, or discharged to a licensed facility or service.

Garbage

15.(1) The *Garbage Pollution Prevention Regulations* under the *Canada Shipping Act* prohibit the discharge of garbage into all waters under Canadian jurisdiction.

15.(2) Cruise ships should:

- (a) employ improved reuse and recycling opportunities;
- (b) reduce shipboard generated waste through such means as source reduction, purchasing practices, waste minimization and recycling; and
- (c) land garbage ashore or incinerate onboard in approved shipboard incinerators in accordance with section 21.

15 (3) When landing garbage ashore, the *Health of Animal Regulations* under the *Health of Animals Act* requires that ship's refuse from other countries, except from the United States, be landed ashore as international garbage for disposal by a licensed facility or service.

15.(4) Liquefied galley wastes are not considered to be garbage under Canadian regulations, but should be discharged using the same criteria as those stipulated for graywater in section 18.

Incinerator Ash

16.(1) Cruise ships should make efforts to reduce the production of incinerator ash by minimizing the generation of waste and maximizing recycling opportunities.

16.(2) Proper hazardous waste management procedures including segregating hazardous wastes should be instituted onboard each ship to assure hazardous wastes are not introduced into the incinerator.

16.(3) Cruise ships shall manage incinerator ash as hazardous waste and shall:

- (a) not discharge it into waters under Canadian jurisdiction; and
- (b) land it ashore to a licensed facility or service, unless documented evidence is available indicating the ash is non-hazardous, where then it may be landed ashore as non-hazardous waste.

16.(4) Batteries should be removed from any waste that will be incinerated onboard.

16.(5) The incinerator should be used primarily for solid galley waste, food waste, paper, cardboard, wood and plastics not recommended for recycling.

Wastewater Reclamation

17. Fresh water management techniques, in the form of both minimizing water usage and the potential reclamation and reuse of water for non-potable purposes, should include:

- (a) the use of technical water (for example: air conditioning condensate) where possible;
- (b) the use of water recovery systems (for example: filtering and reuse of laundry water – last rinse use for first wash);

- (c) reclamation and reuse as technical water (flushing toilets, laundry, open deck washing) of properly treated and filtered wastewaters; and
- (d) active water conservation (for example: use of reduced flow showerheads, vacuum systems for toilets, vacuum food waste transportation and laundry equipment that utilizes less water).

Graywater

18.(1) Cruise ships should take steps, where practical, to reduce the volume of graywater generated.

18.(2) Except in an emergency, the discharge of graywater should occur only while

- (a) the cruise ship is underway and proceeding at a speed of not less than 6 knots;
- (b) the cruise ship is not in port; and
- (c) the cruise ship is not within 4 nautical miles from shore, or where geographically limited, such other distance as agreed to by Transport Canada Marine Safety.

18.(3) Local discharge requirements or restrictions may be confirmed with the appropriate Marine Communications and Traffic Services Centre.

18.(4) When graywater contains a substance having different discharge requirements the more stringent requirements shall apply.

Sewage

19.(1) Cruise ships shall comply with the discharge provisions of the *Great Lakes Sewage Pollution Prevention Regulations* and the *Non-Pleasure Craft Sewage Pollution Prevention Regulations* while in the waters to which those regulations apply.

19.(2) As specified in the *Arctic Shipping Pollution Prevention Regulations*, untreated sewage may be discharged in Arctic waters.

19.(3) In waters under Canadian jurisdiction other than those referred to in sections 19(1) and 19(2), cruise ships shall be governed by the conditions set out in Annex IV of MARPOL 73/78, which stipulates that the discharge of sewage into the sea is prohibited, except when:

- (a) the ship is discharging comminuted and disinfected sewage using a system approved by its flag Administration at a distance of more than 3 nautical miles from the nearest land,
- (b) the ship is discharging sewage which is not comminuted or disinfected at a distance of more than 12 nautical miles from land, provided that sewage that has been stored in holding tanks shall not be discharged instantaneously but at a moderate rate when the ship is making way and proceeding at not less than 4 knots, or
- (c) the ship has in operation a sewage treatment plant approved in accordance with International Maritime Organization resolution MEPC.2(VI), provided that test results of the plant are laid down in the ship's International Sewage Pollution Prevention Certificate and the effluent does not produce visible floating solids nor cause discoloration of the surrounding water.

19.(4) Biosolids or sludges that are produced by sewage treatment systems should be landed ashore, where possible, for disposal by a licensed facility or service.

Advanced Wastewater Treatment Systems

20.(1) Some cruise lines have installed wastewater treatment systems that utilize advanced technologies designed to result in effluent discharges that are of a high quality and purity. Effluents of high quality and purity may be exempted from the discharge requirements noted in sections 18 and 19 of these Guidelines, subject to confirmation from Transport Canada Marine Safety in accordance with section 25 of these Guidelines.

20.(2) Recognizing that technology is progressing at a rapid rate, any new equipment or management practices that are equivalent to or better than those described in these Guidelines are encouraged.

Air Emissions

21.(1) Cruise ships shall comply with the *Air Pollution Regulations* under the *Canada Shipping Act*.

21.(2) Cruise ships should use fuels with the lowest sulphur content available for the class of fuel that the ship's engines are designed for. The desired goal for average sulphur content of all fuels (bunker and marine gas oil) used on board cruise ships during each cruise season is to not exceed 1.5% (calculated on a corporate fleet basis annually), subject to availability. The maximum sulphur content of bunker fuel should not exceed 3.0% and the maximum sulphur content of marine gas oil should not exceed 0.5%. Cruise ships shall report, annually, the sulphur contents and quantity of all fuel deliveries, both at Canadian and non-Canadian terminals, for any fuel being used while operating in waters under Canadian jurisdiction to Environment Canada as per section 28(2).

21.(3) Cruise ships should adopt the best practical technology to achieve the lowest emissions possible. At a minimum, cruise ships shall meet the requirements of Annex VI of MARPOL for:

- (a) diesel engines installed on cruise ships or that undergo a major conversion after January 1, 2000; and
- (b) incinerators installed on cruise ships after January 1, 2000.

21.(4) Cruise ships in port shall not use incinerators and should consider using shore power where it is available, safe, reliable and where it would produce less air pollution.

21.(5) Cruise ship operators are encouraged to participate in regional initiatives to reduce air pollution.

21.(6) Regarding incinerator operations, cruise ships shall follow related International Maritime Organization guidelines and Annex VI of MARPOL 73/78.

Halocarbons

22.(1) Cruise ships shall comply with *the Federal Halocarbon Regulations, 2003*

under the *Canadian Environmental Protection Act, 1999*, which among other things:

- (a) prohibits the release of chlorofluorocarbons (CFCs), Halons, hydrochlorofluorocarbons (HCFCs), and hydrofluorocarbons (HFCs), except to fight a fire not set for training purposes;
- (b) requires releases of halocarbons in excess of 10 kg to be reported to Environment Canada as indicated in section 28(1).

22.(2) Cruise ship operators may consider replacing CFCs and Halons with alternatives before scheduled refilling is required.

22.(3) For further information on halocarbon, cruise ship operations may contact Environment Canada as indicated in section 28(1).

Anti-Fouling Paints

23.(1) After January 1, 2003, cruise ships shall not apply or re-apply organotin compounds which act as biocides in anti-fouling systems.

23.(2) After January 1, 2008, ships shall either:

- (a) not bear organotin compounds on their hulls or external parts or surfaces; or
- (b) bear a coating that forms a barrier to organotin compounds leaching from the underlying system.

Ballast Water

24. Cruise ships shall comply with the provisions of Transport Canada's 'Guidelines for the Control of Ballast Water Discharge from Ships in Waters Under Canadian Jurisdiction', TP 13617.

Equivalent Equipment, Practices and Procedures

25.(1) Where a Canadian flagged cruise ship proposes to use or uses equivalent or other acceptable practices and procedures, such as improved

systems for treating sewage and graywater, this shall be communicated to the Transport Canada Marine Safety office.

25.(2) Where a non-Canadian flagged cruise ship uses equivalent or other acceptable practices and procedures that pertain to these Guidelines, this shall be communicated to Transport Canada Marine Safety during any Port State Control inspection or in advance of arriving in waters under Canadian jurisdiction.

Training and Educational Materials

26.(1) Cruise ship lines should develop programs that raise the level of environmental awareness on the part of both the passengers and the crew.

26.(2) Training in shipboard safety and environmental management procedures should be provided for those directly involved in these areas.

26.(3) Those directly responsible for processing wastes should be given instruction in their duties and responsibilities and in the operation of the various equipment and waste management systems.

26.(4) Actions to train employees and increase passenger awareness should include:

- (a) announcements over the public address system and notices in ship newsletters that caution against throwing any waste overboard;
- (b) signage and colorful posters placed in crew and passenger areas encouraging environmental awareness and protection;
- (c) safety and environmental information booklets in crew cabins and crew lounges; and
- (d) regular meetings of ship safety and environmental committees consisting of officers and crew from all departments to review methods of improving performance, including better and more effective environmental practices.

Related Inspections

27.(1) Transport Canada Marine Safety verifies compliance with Canadian legislation related to shipping as part of annual inspections of Canadian cruise ships and as part of Port State Control inspections of non-Canadian flagged cruise ships.

27.(2) Compliance monitoring by Transport Canada may include passenger ship examinations that include review of environmental systems, Safety Management System documentation and such MARPOL-mandated documents as the Oil Record Book and the Garbage Record Book.

Reporting

28.(1) Cruise ships shall report any halocarbon release to Environment Canada using the following telephone numbers. Other spills or environmental emergencies may be reported to Environment Canada at these telephone numbers.

Region	Telephone number
Newfoundland and Labrador	800-563-2444
Nova Scotia, PEI, and New Brunswick	800-565-1633
Quebec	514-283-2333
Ontario	416-346-1971
Northwest Territories and Nunavut	867-920-8130
British Columbia and Yukon	604-666-6100

28.(2) Cruise ships agree to provide, in either electronic or hardcopy format, an annual report of:

- all discharges in Canadian waters and of landed wastes for garbage, sewage, oily wastes, and hazardous wastes; and
- all fuel deliveries received

by every November 30, to Environment Canada, Marine Environment Branch, Ottawa, Ontario, KIA OH3, Facsimile: 819- 953-0913, Email: cruiseships@ec.gc.ca. The required data to be contained in this report is provided in Schedule 3.

Schedule 1 – Applicable Canadian Legislation

The following federal acts and regulations are relevant to the environmental aspects of cruise ships operations in waters under Canadian jurisdiction:

Arctic Waters Pollution Prevention Act

Sets controls for discharges in Arctic Waters.

Fisheries Act

Sets prohibition for discharging anything deleterious to fish or water frequented by fish.

Canada Shipping Act

Sets out regulations controlling the management of garbage, oil, sewage, pollutant substances, packaged dangerous goods and air emissions and the reporting of pollution incidents.

Canadian Environmental Protection Act, 1999

Sets out broad environmental protection provisions that emphasize pollution prevention and sustainable development.

Health of Animals Act

Sets out regulations for disposal of international garbage to prevent the transmission of animal diseases.

Migratory Birds Convention Act

Sets out establishment of Migratory Bird Areas within which shipping is controlled and pollution releases are prohibited.

National Marine Conservation Act

Sets out establishment of Marine Conservation Areas within which shipping is controlled and pollution releases are prohibited.

Oceans Act

Sets out marine boundaries of Canada and means for Marine Protected Areas within which shipping could be controlled and pollution releases prohibited or more stringently controlled.

Transportation of Dangerous Goods Act

Sets out classification of dangerous goods and requirements for their labeling and handling.

Canada Wildlife Act

Allows that shipping may be controlled and pollution releases prohibited with in marine or freshwater wildlife areas.

Schedule 2 – Related Canadian Technical Guidance

Canadian Society of Hospital Pharmacists (CSHP) *Guidelines for the Handling and Disposal Hazardous Pharmaceuticals (Including Cytotoxic Drugs)* available from the CSHP's web site at www.cshp.ca

Transport Canada's '*Guidelines for the Control of Ballast Water Discharge from Ships in Waters Under Canadian Jurisdiction*', TP 13617 available on Transport Canada's web site at <http://www.tc.gc.ca/MarineSafety/tp/menu.htm>.

Schedule 3. – Sample Annual Report of Discharges and Landings in Canadian Jurisdiction

ANNUAL REPORT OF WASTES LANDED ASHORE AND DISCHARGED IN CANADIAN JURISDICTION

GENERAL		Page _____ of _____		
Name of ship				
Registry				
Official Number				
Completed by				
Port of Call		Number of Calls: _____		
Dates of Calls				
1. ANNUAL QUANTITIES OF LANDED WASTES (indicate quantities and applicable units)				
	Annual Quantity	Name of service or facility		
Garbage				
International Garbage				
Solid Hazardous Waste				
Liquid Hazardous Waste				
Pharmaceutical Waste				
Sewage sludge				
Sewage				
Waste Oil				
Bilge Water				
Ballast				
2. RECEPTION FACILITIES				
Where any unavailable?	Yes	No		
For which waste types and what reason (e.g. lack of capacity, not in place)?				
Please indicate any other problems encountered to access facilities				
3. ANNUAL DISCHARGES IN CANADIAN WATERS (enroute to the above port or leaving Canada from the above port)				
	General Location <i>Provide typical coordinates</i>	Substance <i>indicate sewage, graywater, ballast, galley waste, or bilge</i>	Annual Quantity	Method of treatment
