

No.	Panelist	Information Request	Category (1,2,or 3)	Response provided by DEC	Action Update
1	SV 2/2/10	Details concerning the Princess Cruise deal with the water treatment plant in Juneau - Amount discharged -Price Paid	1	DEC will ascertain details concerning Princess Cruise Lines arrangement with the Juneau water treatment plant from the Juneau office of Princess Cruise Lines and answer this question as soon as possible.	STATUS: JD Plant and consultant to give presentation at June meeting Data to be distributed
2	SV 2/2/10	State of Alaska data on the economic impact of passenger (PAX). I have private data on this but would like to have the official state numbers - PAX per destination -Taxes collected - What is the Tax money used for? Breakdown of final use? Is there money left in an account?	3	Discussion of the economic impact of the passenger tax is not within the scope of the Panel. The Panel is not mandated to define economically feasible as correlated with the head tax fund.  From SV Regarding point 2: Maybe request was misunderstood since I am not looking at re-visiting the purpose of that tax, but within economically feasible measures and making cost benefit analysis, it would be good to know if there is portion of that money left for infrastructure project such has shore based upgrades to municipal facilities etc. I know it is a hot button issue it is just in the spirit of overall coherence...	
3	SV 2/2/10	Details on water treatment facilities in the state of Alaska that are in cruise ship ports -Technology used -Effluent quality -Current volumes -Current capacities -Operating costs	1	Details regarding Details regarding the water treatment facilities in the State of Alaska that are located at cruise ship ports will be addressed by the DEC permitting staff at our next meeting of the Panel.	Sitka has 301(h) waiver, available under clean water act. EPA stopped granting them.  Many coastal AK towns have 301(h) waiver.  Prepared handout about 301H waivers
4	SV 2/2/10	I need someone to investigate: I have seen report of water treatment plant generating electricity from waste water. If we could find who is successful. I know there is some scientific info on this as well. Also what is the gold standard in city water treatment? Is there a world class model facility out there? Effluent quality treatment processes etc. Where are the strictest standards.	1  1	Information regarding the supposed report of water treatment plants generating electricity from waste water will be looked into and reported back on at the next meeting.  A presentation regarding the gold standard in city water treatment will be made to the Panel at our next meeting.	Status: Ira will be talking about gold standard for water treatment  6/11/10 Panel stated Burns and McD presentation was informative.
5	SV 2/2/10	I know that in Bermuda ships connect to shore due to some extended 48 hours in port, I am not sure what they were doing if it was for free and how much they were treating it. Perhaps DEC could try to contact some	2?	The question regarding ships in Bermuda being connected to shore will be reported on in context of question #1, re: Princess Lines, not specifically.	Unable to find access to this information

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		people over there to find out.			
6	SV 2/6/10	We need to compile a table of the following information including some that need to be requested from cruise lines:  -The water treatment equipment used onboard. -How much was the original cost of the equipment. -How much was the installation for either retrofit or original equipment for a new build -How much tones it can treat to which standard -The cost to operate and maintain the equipment -Does the equipment suffice for the particular ship to meet its daily need	1	The DEC will make a request to the cruise lines on behalf of the Panel regarding current waste water equipment and request answers to each specific item listed. This topic, and responses, will be on the agenda for meeting #3 of the Panel.	This information was requested during June 2010 meeting
7	JK 2/8/10	HAL showed me an interesting document of their source reduction studies to DEC. Can the panelist get a copy of that document?	1	Source Reduction Evaluation Reports and a summary will be presented in-depth at our upcoming meeting in June.	
8	RG 2/3/10	In general, the concept is to provide additional treatment or a "polishing" step to the current treated wastewater from the cruise ships in order to meet regulations.	1	As the Panel is advisory by design, it is free to evaluate any options it wishes, both existing and future treatments.	
9	RG 2/3/10	This additional treatment or polishing can be done either at each individual cruise ship generating the wastewater or at land based facilities	1	The Panel added the inclusion of land based facilities to the Charter at the first meeting in February, thus the Panel is free to evaluate both.	
10	RG 2/3/10	During last year's workshop there were very interesting and informative discussions concerning the potential high cost for installing additional treatment at cruise ships mainly because space requirements, compliance with stringent marine codes and regulations, retrofitting existing vessels, permitting, etc.	1	The workshop presenters noted the listed constraints. This item will be addressed at the next meeting of the Panel. Five minute videos have been requested of the cruise lines which will show the existing space of the engine rooms on the various ships. FYI, the videos have only been requested by the DEC and it is not mandatory that the industry comply. The DEC has legal authority to request information, but do not have to generate new information, such as videos, but as there is interest by the Panel to see the engine rooms via a video, the DEC has made the request on the Panel's behalf.  Currently, there is no technology on the vessels that meet the standards referred to, however there is land based technology that meets these standards.	Status: requested from Industry, told to hold off until after tours to see if still desired.
11	RG 2/3/10	The cruise ship industry people and other marine engineers attending the workshop indicated that retrofitting an existing ship	1	The workshop presenters noted there would be additional costs to retrofit the existing ships. The videos which will be presented at the next meeting can show	

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		to accommodate new equipment can be very costly and time consuming, especially since the work may need to be done while the ship is in operation.		what has been done on board the ships under the SRE (not a result of the presentations from the technology meeting).	
12	RG 2/3/10	If the cruise ship wastewater is treated at a land based facility, the regulations to meet, in my opinion, have to be the water quality standards applicable to the cruise ship at the end of pipe discharge that are outlined in the new ADEC permit, since the people of Alaska want the wastewater from the cruise ship to comply with those regulations.	2	The issue of if cruise ship wastewater is treated at a land based facility, the regulations they will meet will have to be the water quality standards applicable to the cruise ship at the end of the pipe discharge that are outlined in the new ADEC permit will be brought forth as a related consideration by the Panel in the final report. Same as noted in the response under # 11.	If cruise ship hooked up to shoreline WW treatment plan, that plant would go through a separate permitting process, and that ultimate permit is unlikely to hold them to WQS.
13	RG 2/3/10	Treatment at a land based facility does not mean that existing municipal wastewater treatment plants will be used to treat the cruise ship wastewaters. The concept would be to install new facilities at strategic locations to provide the wastewater treatment service to the cruise ships.	1	Both options 1) Treatment at a new strategically located land based facility or 2) existing municipal wastewater treatment can be evaluated by the Panel.	
14	RG 2/3/10	<p>The following are some issues, concerns, and general comments I have identified regarding cruise ship wastewater treatment at land based facilities:</p> <p>Location:</p> <p>a) Where and how many? Itinerary and cruise ship routing should be considered in selecting the locations.</p> <p>b) Ownership: Who will own and operate these facilities? Options are: communities, private parties, Native American corporations, cruise ship industry individually or in partnership.</p> <p>c) Regulatory: What final effluent discharge regulations will apply to the land based facilities? How to ensure that each cruise ship is in compliance with the discharge regulations?</p> <p>d) Discharges and Sampling: Perhaps the same sampling procedure as currently being used should be followed while discharging.</p> <p>e) Off-Season Operations: Depending on the type of treatment at the land based facilities, operational issues during off-season may be an issue.</p>	<p>3</p> <p>3</p> <p>2</p> <p>3</p> <p>1</p> <p>1</p>	<p>14a Location of the wastewater treatment at land based facilities is beyond the scope of the Panel. Location is not the purview of the Panel, only what is technologically feasible.</p> <p>14b Ownership of treatment facilities is not under the scope of the Panel.</p> <p>14c Regulatory issues will be brought forth as related considerations by the Panel in the final report. Same as noted in the response under # 12.</p> <p>14d Current sampling procedures to be used while discharging is beyond the scope of the Panel – all shore line facilities have QAQC plans.</p> <p>14e Discussion of off-season operations this falls under the purview of the technical discussions of the Panel. DEC will raise the question.</p> <p>14f Treatment at land based facilities can offer some operational advantages, ie operational flexibility and reliability, flow and composition equalization, treated effluent holding tanks to ensure the quality of the treated wastewater in compliance with discharge regulations, and space requirements? These items are the purview of the technical discussions of the Panel and will be discussed and or addressed</p>	

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		f) Treatment at land based facilities can offer some operational advantages such as: <ul style="list-style-type: none"> <li>○ Operational flexibility and reliability</li> <li>○ Flow and composition equalization by providing equalization tanks</li> <li>○ Treated effluent holding tanks to ensure that the quality of the treated wastewater is in compliance with the discharge regulations. In case the effluent is not in compliance, it can be sent back to the head of the treatment process for further treatment.</li> <li>○ Space requirements should not be an issue</li> </ul>		Environmental community initiative, like JD WW plant, but it's still less than WQS and has a mixing zone. The reason the environmental community is that onshore mixing zones don't move, like cruise ships do.	

Category Definitions

1. Considered Requests (and how we reported back on them ie agenda/meeting items)

2. Related Considerations (i.e. not necessarily under the purview of the panel directly, but important to note they were considered or looked at by the panel (we will keep a running account of these requests and most likely they will be recorded in a chapter of the final report)

3. Not within the scope or purview of the panel