



Environmental hurdle for Carnival

CARNIVAL Corporation will be required to provide certification that all of its cruise ships sailing in American waters comply with environmental requirements before resuming operations.

The new rules come as part of a court order issued by a judge presiding over a pollution case against Carnival, with Justice Patricia Seitz saying all the company's vessels must verify compliance, with criteria covering pollution prevention equipment, spare parts, staffing, IT support, voyage planning, and "waste offload support".

The order is the latest development in the long-running case which has seen Carnival fined \$60 million since 2016 for a range of environmental transgressions including discharging heavy fuel oil waste in American waters from four Princess ships, and dumping

rubbish in Bahamian waters.

Initially Seitz had said she planned to impose a 60-day notice requirement for the certification, but Carnival argued this would impact hopes of a 01 Dec restart in the United States.

Seitz then relented and ordered Carnival to certify the environmental protection status of each ship 30 days before it re-enters American waters.

However, to facilitate a restart, she also allowed the certification to take place seven days after ships return, for those which recommence operations this year.

The current United States Centers for Disease Control & Prevention "no-sail" order expires at the end of this month, with the industry working concertedly towards a restart (**CW** 02 Oct).

However any Carnival Corporation vessels, across brands including Carnival Cruise

Line, Holland America Line and Princess, must have a plan for the installation of food digesters, complete all significant repairs to pollution prevention equipment including air quality system leaks and bilge water piping systems to comply with the order.

If requirements are not able to be fulfilled the certification must include a "specific plan... and timeframe for addressing the item," the order says.

A spokesperson for the company said it would fully comply with the order, along with all other regulatory and legal requirements.

"Our highest responsibility and top priorities are compliance, environmental protection and the health, safety and well-being of our guests, crew, shoreside employees, and the people and communities our ships visit," the spokesperson said.

Cruise Weekly today

Cruise Weekly today features two pages of all the latest cruise industry news.

Costa cuts countries

COSTA Cruises is blocking travellers from countries with COVID rates higher than Italy's cruising with them.

Passengers from countries such as France, Costa's second-largest market, will not be able to travel until the end of Nov.

Booking numbers from France have been positive, with Costa having only recently opened its ships to more European countries.

Access will be restricted based on data published by the European Centre for Disease Prevention and Control, with the news following Costa recently cutting short a French-only *Costa Diadema* charter.

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Travel Daily



Seajets scores

SEAJETS owner Marios Iliopoulos has scooped up two more cruise ships, *Cruise & Maritime Voyages' Columbus and Magellan*.

The pair was purchased at an auction, and is expected to be brought to Greece to join the other four purchases in layup while their collective future is decided.

Seajets has acquired six cruise ships in the past four months, a list that includes *Maasdam, Oceana, Pacific Aria, and Veendam*, for an estimated outlay of between US\$65m and US\$70m.

Meanwhile, the buyer of *Astor and Marco Polo*, sold at the same auction, is not yet known.

Cruising in bloom



THERE'S no doubting the resilience of Australia's cruise specialist travel agencies, with many pivoting their businesses to deal with the cruise pause.

The team at Sydney's Sylvania Travel & Cruise have diversified their operations to incorporate a florist within their location, appropriately titled "Flowers of the World".

Director Vivien Davies, **pictured** with her team including Joanne Davis, Helen Kiloh, Kim Adcock, Dianne Cook and Natalie Schembri, told *Cruise Weekly* "we love having happy customers in our office again."



RUSSIANS are known for their machismo, and willingness to at all times prove their physical prowess, and apparently, that extends to their seaborne ventures also.

An Arctic ice pack which was the subject of testing by Russian icebreaker *Arktika* (**pictured**) was dubbed too measly, meaning the vessel will have to undergo a second test voyage to prove its capabilities.

The head of the icebreakers acceptance team, Oleg Shchapin, said new tests must take place after *Arktika* received no resistance whatsoever.

However, the tests did likely prove one point: Russian icebreakers are far superior to imperialist, capitalist vessels.



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Victory is mine!

VICTORY Cruise Line's upcoming Alaska expedition ship *Ocean Victory* is nearing completion, the cruise line has confirmed.

Cruising from 2021, *Ocean Victory* will sport one of the least-polluting engines in the world, and will be capable of visiting more remote and less-visited destinations in Alaska bigger ships cannot reach.

Ocean Victory will carry just 200 passengers in 93 ocean-view staterooms.

Seashore sanitation

MSC Cruises will implement "next generation" air sanitation systems aboard upcoming ship *MSC Seashore* (**CW 25 Aug**).

The innovation has been developed by Fincantieri in cooperation with the International Center for Genetic Engineering and Biotechnology.

MSC celebrated the float out of *MSC Seashore* earlier this year (**CW 25 Aug**).