

International Cruise Victims



International Cruise Victims (ICV) is an international organization with members throughout the world, currently represented by over 34 countries. Under the ICV International News Section, many stories will be found in the original language. Google can be used to translate many of these articles into English or whatever you use.

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Reps. Matsui and Poe Lead Bipartisan Legislation to Strengthen Cruise Passenger Safety Laws And Senators Blumenthal, Markey Introduce Senate Companion Bill

Phoenix –For 11 years International Cruise Victims (ICV) has been working to improve safety on cruise ships. The tireless work of the organization with Rep. Matsui and Rep. Ted Poe, and various members of the Senate, led to the passage of the original and historic Cruise Vessel Security and Safety Act in 2010. Now ICV is pleased to announce that **Representatives Doris Matsui (D-CA), Ted Poe (R-TX) and Jim Himes (D-CT)** have introduced the **Cruise Passenger Protection Act (CPPA)** to strengthen passenger safety on cruise ships.

The CPPA would build on the passenger safety measures in the 2010 bill (CVSSA). The new bill strengthens crime reporting and video surveillance requirements, improves medical standards, and holds cruise lines responsible for deaths at sea. Additionally, **Senators Richard Blumenthal (D-CT) and Edward Markey (D-MA)** are introducing companion legislation in the Senate.



House and Senate Sponsors



Standards for victims' rights should be strong whether on land or at sea," said **Rep. Matsui**. "The Cruise Vessel Security and Safety Act made important progress in strengthening protections for passengers, but we have much more work to do. This legislation strengthens existing reporting laws and raises consumer protection standards, so families have the peace of mind they deserve when they board a cruise ship. I am grateful to the victims and their families who have come forward



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and continue to be essential voices in our work to improve cruise safety through legislative reform.”

“When American citizens board a cruise ship, they expect a peaceful escape,” said **Rep. Poe**. “But the reality is that crime does not disappear simply because people are on vacation. Unfortunately, American passengers sometimes go missing or become victims of sexual and physical assault while sailing the high seas. The passage of the 2010 Cruise Vessel Security and Safety Act took the first step in protecting the safety and security of passengers. The Cruise Passenger Protection Act builds upon this important law by implementing stronger requirements to protect victims of crime and to hold their perpetrators accountable.”

“Many cruise ships are the size of small towns – but with few emergency services and no law enforcement, these vessels are more Wild West than Atlantis,” said **Senator Blumenthal**. “And when something goes wrong on a cruise ship, a dream vacation can quickly turn into a nightmare. Our legislation will ensure that consumers know the risks associated with cruise ship travel before they buy a ticket; and if their rights are violated, this bill will help ensure that they have a place to seek recourse.”

“With serious safety and health incidents continuing to occur on cruise ships every year, we need to put measures in place to protect passengers who need medical services or become victims of crime,” said **Senator Markey**. “I am proud to join my colleagues in supporting federal legislation that puts in places basic protections for the millions of Americans who take cruises.”

“Cruise ship safety strikes close to home in Connecticut’s Fourth District,” said **Rep. Himes**. “In 2005, a young man from Greenwich – George Smith IV – went missing while on his honeymoon cruise in the Mediterranean Sea. Since George disappeared, his family has fought tirelessly to improve safety on cruise ships and to protect cruise ship passengers. The fight continues today with the Cruise Passenger Protection Act. This bill bolsters current law with tighter crime reporting, expanded video surveillance equipment and record-keeping requirements, and streamlined tracking and public reporting of alleged crimes on cruise ships. Safety improvements like these will help prevent more avoidable tragedies.”

Some of the CPPA specifics would:

- Ensure a cruise vessel owner notifies the FBI within four hours of an alleged incident.
- Allow individuals access to video surveillance records for civil action purposes.
- Require that the internet website of alleged crimes on cruise ships indicate whether the reported crimes were committed against minors.
- Direct the Department of Transportation to conduct a study determining the feasibility of having an individual charged with victim support services on board each passenger vessel.
- Require integration of technology that can both capture images and detect when a passenger has fallen overboard.
- Create medical standards requiring that a qualified physician and sufficient medical staff to be present and available for passengers, crew members receive basic life support training, automated defibrillators are accessible throughout the ship, and the initial safety briefing includes important emergency medical and safety information.
- Ensure that should a U.S. passenger die aboard a vessel, his or her next of kin could request the vessel to return the deceased back to the United States.
- Ensures families of victims are able to pursue fair compensation after a

death on the high sea. This gives cruise passengers the same rights as airline passengers.

Complete text of the legislation can be found [here](#).

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