

International Cruise Victims



International Cruise Victims (ICV) is an international organization with members throughout the world, currently represented by over 20 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.



Safety or Profits? – It's Time

(SAMMAMISH, WASHINGTON) March 15, 2013 --The International Cruise Victims Association, Inc. (ICV) a not-for-profit corporation formed by victims and families of victims of cruise ship crimes and other safety issues. For several days in a row the Carnival Cruise Line Company has been the subject of headline news exposing major issues on their cruise ships.

The favorite saying of the cruise line Industry is that "Safety is our number one concern." The world is starting to figure out that this is not actually the case. In fact, this industry has major safety issues regarding crimes as well as the actual safety of the passengers on a cruise ship at sea. **Just in the last few days, Sen. Schumer has indicated that passengers should have a bill of rights on a cruise ship.**

In addition, attached is a letter sent to Mickey Arison, Chairman and CEO of Carnival Cruise lines which expresses the deep concerns of the Chairman of the Senate Commerce Committee, Sen., John D. Rockefeller. As you can see in [his letter](#), he indicates the following:

Following the *Costa Concordia* tragedy in 2012, I conducted an oversight hearing of the Senate Committee on Commerce, Science, and Transportation to examine the adequacy of safety, security, and environmental requirements that apply to the cruise line industry, as well as the extent to which the industry complies with them. The President and CEO of your trade association, the Cruise Lines International Association (CLIA), was among the witnesses who testified before the Committee. I was particularly surprised by her assertion that "Americans are extremely safe at sea today," and that "they are even safer in the well-protected environment of a cruise ship than they are on land." More recently, CLIA provided an opposing view to a February 28, 2013, USA Today opinion piece on your industry, asserting that the industry is one of the safest forms of transportation. Quite simply, the weight of the evidence directly contradicts these assertions.

His letter also points out that the U.S. Coast Guard and U.S. Navy have spent \$1,541,904.52 and \$1,884,376.75 respectively to rescue the Carnival Splendor. More recently, the Coast Guard has indicated that the cost of responding to the Carnival Triumph incident was \$779,914.26. These costs ultimately must be borne by the Federal taxpayers and not the cruise lines that pay no federal taxes.

The February 22nd issue of [Newsweek](#) had an article by Eve Conant entitled "Carnival From Hell." This article quotes the former head of the National Transportation Safety Board...

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" Jim Hall, head of the National Transportation Safety Board during the Clinton administration, says the industry is watched over by "paper tigers" like the International Maritime Organization and suffers from "bad actors" much like in the poorly regulated motor-coach industry, which saw its latest fatal bus crash in Southern California earlier this month. "The maritime industry is the oldest transportation industry around. We're talking centuries. It's a culture that has never been broken as the aviation industry was, and you see evidence of that culture in the [Costa Concordia] accident," says Hall.

Ships may seem and feel American but are mostly "flagged" in countries like the Bahamas or Panama in order to operate outside of what he says are reasonable safety standards. "It is, and has been, an outlaw industry," says Hall. "People who book cruises should be aware of that."

It is a sad and unfortunate fact that the safety of this industry rests with the countries where these ships have been flagged. These countries have few resources and even less desire to take action to enforce safety standards on both the ships themselves and the victims of crimes on cruise ships. This business model has worked well for the cruise lines in their ability to avoid any real safety standards and/or taxes which we as Americans are accustomed to in our corporate culture. However, it has not worked well for the safety of passengers. It is time for this to change.

NEW ICV BLOG

Through the efforts of Eric Rappe, a new board member, we are pleased to announce that ICV has started a new blog to stay more current and up to date on information. This [ICV Blog](#) can be found by clicking on the underscored words. We encourage you to view and [sign up](#) to receive this blog with daily updates. ICV has no paid staff and all of the work is done by volunteers with a passion for change. Eric's passion comes from losing a brother in November with no answers as to what happened.

When the history books are written on the cruise lines industry, it will show how a group of victims with only passion changed an industry. The world is starting to become more and more aware and is joining with ICV to promote safety and accountability for an industry that for too long has been able to avoid these issues.

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