



Module 2

REGULATIONS

WORKBOOK



Please use this workbook as an additional resource when completing the Cruise Champion elearning module.

Modules



Module 1: Introduction

Module 2: Regulations

Module 3: Safety

Module 4: Security

Module 5: Environmental Protection

Module 6: Health

Module 7: Corporate Social Responsibility

Module 8: Conclusion

OVERVIEW

Cruising is one of the most highly regulated industries in the world, covered by a comprehensive system of laws, regulations and procedures.

These might be as localised as the regulations at a specific port. Or, they might be part of the global framework created by the International Maritime Organization (IMO).

CLIA serves as a non-governmental consultative organisation to the IMO. It has worked closely with the IMO for more than 20 years, not only representing cruise line stakeholders but also the wider cruise community.

MORE INFO

Interested in knowing more about the IMO? Explore the IMO website and check out the their Frequently Asked Questions:

<http://www.imo.org/en/About/Pages/FAQs.aspx>



**Most importantly,
there are laws to cover ships
wherever they sail,
regardless of whether they
are in international waters
or in port.**



JURISDICTIONS

In addition to the regulatory framework created by the IMO, various other entities have oversight over the cruise industry.

Port States

Any country whose ports or waters are visited by a cruise ship has full authority to make sure it follows international, national and local regulations.

Port States inspect and enforce compliance with applicable international and domestic laws and regulations.

Countries of Registration

The country where a cruise ship is registered, known as its Flag State, must make certain that its registered ships meet all international requirements.

Flag States also inspect ships on a regular basis to ensure compliance with both international and national requirements.

Classification Societies

Independent agencies known as classification societies conduct inspections on behalf of Flag States, cruise ship owners, insurers and other members of the maritime community to ensure ships comply with applicable standards and are managed responsibly.

The distinction between these jurisdictions and the relevant laws that cover a ship is generally determined by its location:

(Fill in the blanks)

Ships up to

from the coast are within a

where almost all that nation's laws apply.

Those between

from a coast are within a

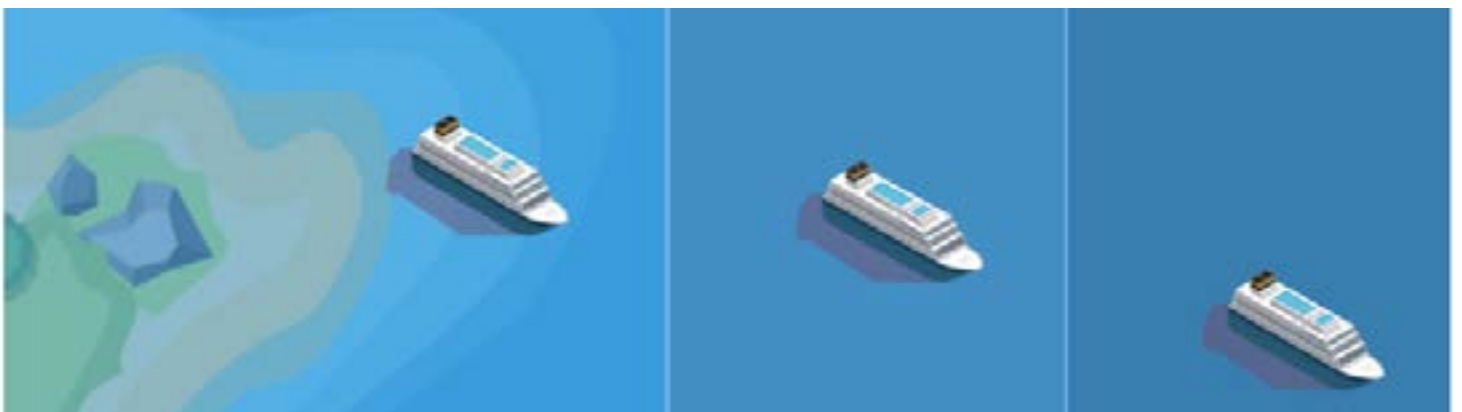
where that nation has certain limited rights

Ships more than

from any coastline are considered to be in

and covered by the laws of their flag state.

Those in a country's internal waters - areas like bays and ports - are subject to all national and regional laws that apply in that location.





WORK OF CLIA

As the world's largest cruise association representing more than 60 of the world's major cruise lines, CLIA works closely with the IMO representing the global cruise community.

What other international bodies does CLIA work with?





CLIA is also fundamental in developing policies and procedures that support, and in many cases go beyond international requirements.

All of CLIA's policies can be found here

<https://cruising.org/about-the-industry/policy-priorities/clia-oceangoing-cruise-line-policies>



How often is the chief executive of every CLIA Cruise Line required to verify the implementation of CLIA policies



BILL OF RIGHTS

CLIA Cruise Lines have voluntarily adopted the Cruise Industry Passenger Bill of Rights, an explicitly stated, publicly available set of policies that provides transparency, consistency and accountability for cruise passengers. It details CLIA members' commitment to the safety, comfort and care of guests in the rare event of a mechanical failure or shipboard emergency.

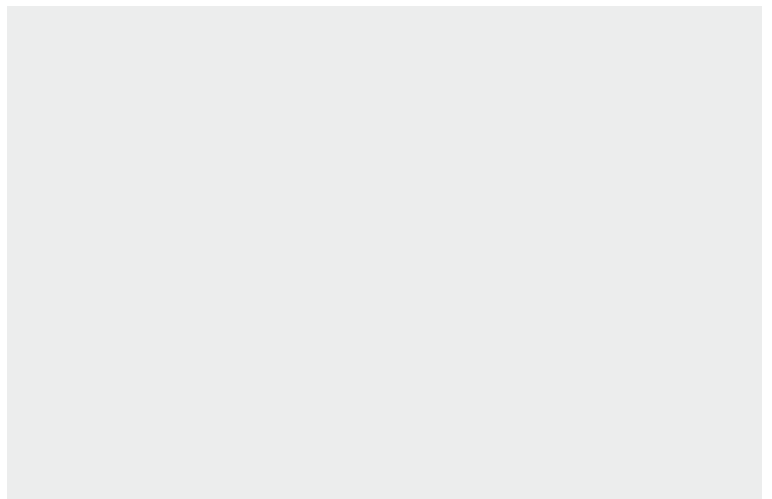
The Passenger Bill of Rights is effective for all passengers who book an oceangoing cruise on a CLIA Cruise Line worldwide.

1. The right to disembark a docked ship if essential provisions such as food, water, restroom facilities and access to medical care cannot adequately be provided onboard, subject only to the Master's concern for passenger safety and security and customs and immigration requirements of the port.
2. The right to a full refund for a trip that is canceled due to mechanical failures, or a partial refund for voyages that are terminated early due to those failures.
3. The right to have available on board ships operating beyond rivers or coastal waters full-time, professional emergency medical attention, as needed until shore side medical care becomes available.
4. The right to timely information updates as to any adjustments in the itinerary of the ship in the event of a mechanical failure or emergency, as well as timely updates of the status of efforts to address mechanical failures.
5. The right to a ship crew that is properly trained in emergency and evacuation procedures.
6. The right to an emergency power source in the case of a main generator failure.
7. The right to transportation to the ship's scheduled port of disembarkation or the passenger's home city in the event a cruise is terminated early due to mechanical failures.
8. The right to lodging if disembarkation and an overnight stay in an unscheduled port are required when a cruise is terminated early due to mechanical failures.
9. The right to have included on each cruise line's website a toll-free phone line that can be used for questions or information concerning any aspect of shipboard operations.
10. The right to have this Cruise Line Passenger Bill of Rights published on each line's website.

What Does This Mean For Cruising And For You?

Not only is cruising one of the most highly regulated industries worldwide, it's also closely scrutinised at many levels to ensure procedures are working properly. The average ship undergoes dozens of announced and unannounced safety inspections each year, involving hundreds of hours and covering thousands of specific requirements set by the IMO and other authorities.

Please complete the missing paragraph:





There are many misperceptions around the regulation of the cruise industry, including the myth that ships operate outside the law once they're in international waters.

By understanding how highly regulated the cruise sector is, and the many layers of oversight that help ensure its safe operation, you'll be better able to inform your clients and address any of their concerns.

