

SCOMM

84:8

DATE: 4/15/91

FURTHER: L&C
Resources

DATE TURNED INTO OFFICE: 5/14/91

Senate Special Committee on
Internat'l Trade & Tourism Committee considered HJR 33

Relating to the "International Convention on Standards of Training,
Certification and Watchkeeping for Seafarers, 1978".

and recommended:

☐ replace with _____ CS
☐ or adopt _____ CS

☐ same title
☐ new title
☐ technical
title change
(HB only)

☐ attached amendment(s)
☐ _____ letter of intent adopted

☐ do pass

☐ do not pass

☐ no recommendation

☒ individual recommendations

☐ further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) _____

☐ appropriation-no fiscal note

APPROVES PREVIOUS:

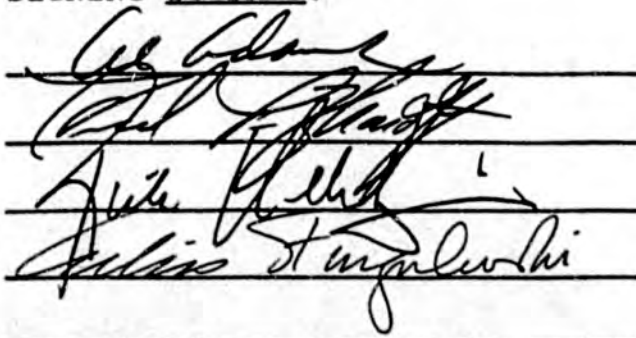
Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) House Labor
& Commerce Committee 4/9/91

☐ Governor's bill w/fiscal note

SIGNING DO PASS:



OTHER RECOMMENDATIONS:

Paul Frick (Do Pass)
Chair: Signature and Recommendation

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO :

No. 1Bill Version: HJR 33(H) Publish Date: 4/10/91Revision Date: 4-9-91Title: Int'l Convention of Seafarer Stds.

Department Affected: _____

BRU: _____

Component: _____

Sponsor: Rep. C. DavisRequestor: House Labor + Commerce Comm.

COMPONENT SERIAL NO. _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Rep. David FinkelsteinPhone: 465-4954Division: House Labor and Commerce CommitteeDate: 4-9-91Approved by Commissioner: [Signature]

Agency: _____

Date: _____

Distribution (by preparer): Legislative Finance, Legislative Sponsor, .

Alaska State Legislature

Senator Paul Fischer, Chairman
Senator Al Adams, Vice-Chair
Senator Rick Uehling
Senator Arliss Sturgulewski
Senator Fred Zharoff



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Senate Special Committee on International Trade and Tourism

MEMORANDUM

TO: Senator Al Adams
Senator Fred Zharoff
Senator Arliss Sturgulewski
Senator Rick Uehling

FR: Senator Paul Fischer, Chairman *PF*
Senate Special Committee on International Trade & Tourism

DATE: May 9, 1991

RE: Committee Schedule for the Week of May 13, 1991

Monday, May 13, 1991, 3:30 - 5:30 pm in the Butrovich Room

HJR 37 - Relating to the 50th anniversary of the Alaska/Siberia Lend-Lease Program.

HJR 33 - Relating to the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978."

We will also be having a discussion on video and film subcontracting. This portion of the meeting will be teleconferenced to the Anchorage LIO. In attendance from Anchorage will be representatives from the Association of Independent Commercial Producers (AICP) and Bradley Communications. In Juneau, ASMI and the Division of Tourism will be participating.

ALASKA STATE LEGISLATURE

ELECTIVE DISTRICT 1

HYDER
KETCHIKAN
KUPREANOF
MEYERS CHUCK
PETERSBURG
SAXMAN
WRANGELL



HOME

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KETCHIKAN, AK 99901
PHONE 225-6303

DURING SESSION

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STATE CAPITOL BUILDING
JUNEAU, AK 99811
PHONE 465-3424

Representative Cheri L. Davis

Memorandum

TO: Senator Paul Fischer,
Chairman, International Trade and Tourism Committee

FROM: Representative Cheri L. Davis *CD*

DATE: May 1, 1991

RE: Scheduling of HJR 33

Please accept this memorandum as my request for House Joint Resolution 33, relating to the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978," to be scheduled for a hearing in your committee.

This resolution calls attention to the need for the United States to resume its leadership role in promoting tough international training and certification standards for personnel aboard merchant vessels. While the convention did not set manning levels with regards to the number of crew members required on a vessel it did set standards for training, practical experience, and the guidelines for officer license exams.

Ratification of the treaty would authorize the United States Coast Guard to enforce crew standards on foreign flag vessels in United States waters.

Thank you.

Q & A
on
JOINT RESOLUTION relative to the
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978.

Q. What is the International Convention? What is its purpose?

A. The name of the convention is the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

The purpose of the convention is to have minimum international standards for training and certification of seafarers. This includes the Master (Captain) all deck and engineering officers, the radio officer, and other unlicensed crew members. This would improve safety of life and property at sea, and the protection of the marine environment.

Q. What are crew standards, and why do crew standards need to be improved?

A. The standards include basic principles to be observed in keeping a navigational watch. Mandatory minimum requirements for certification of the Master and all deck, engineering, and radio officers. This includes required training courses, theoretical knowledge and practical experience.

About 90 percent of all marine accidents are caused by human failure. Standards of training and certification is just one step in reducing accidents caused by human failure.

Q. Why has it taken the U.S. so long to ratify the convention? Why does it need to be ratified?

A. In the past, interests representing offshore drilling and supply vessels were opposed to ratification of the convention. They feared that they could not meet the standards of the convention, but this opposition now has been dropped.

Ratification would give the U.S. Coast Guard port state control, as per the convention, over foreign flag vessels in U.S. waters. Also refer to the 2nd question above.

Q. What are manning/crew standards?

A. The convention does not set manning levels with regards to the number of crew members required on a vessel. It does however set standards for training, practical experience, and the syllabus for officer license examination. The convention also includes recommendations on training of all seafarers in personal survival techniques: i.e., uses of life-saving appliances, types of emergencies, etc.

Q. Are there any negatives, politically or otherwise, associated with this resolution?

A. No negatives, should be all positives. Will improve safety and protection of the environment. Admiral Bill Kime, Commandant of the U.S. Coast Guard also fully supports ratification of this convention.

BACKGROUND INFORMATION
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION
AND WATCHKEEPING FOR SEAFARERS

The purpose of the convention is to have minimum international standards for training and certification of seafarers. This includes the Master (Captain), all deck and engineering officers, the radio officer, and other unlicensed crew members. This would improve safety of life and property at sea and the protection of the marine environment.

These international standards include basic principles to be observed in keeping a navigational watch with mandatory minimum requirements for certification of the Master and all deck, engine and radio officers. This includes required training courses, theoretical knowledge and practical experience. Ninety percent of all Marine accidents are caused by human failure and standards of training and certification is just one step in reducing these accidents.

The convention has been ratified by 78 countries since it was established in 1978. The U.S. has been reluctant to ratify because interests representing offshore drilling and supply vessels were opposed to it. They feared that they could not meet the standards. This opposition has now been dropped. Admiral Bill Kime, Commandant of the U.S. Coast Guard, fully supports the ratification of this convention.

TRIBUTE TO AL FONTANA

HON. MATTHEW J. RINALDO

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mr. RINALDO. Mr. Speaker, last Friday evening, Mr. Al Fontana, of Clark, N.J., was honored by the Union County, N.J. AFL-CIO. I had the privilege of being a guest speaker at the testimonial dinner. I would like to share with my colleagues my tribute to this outstanding labor leader.

SPEECH BY HON. MATTHEW J. RINALDO

I want to congratulate Al Fontana for his leadership of the Union County AFL-CIO and for his exceptional contributions to the labor movement and to working people of this county and State.

Anyone who can negotiate contracts, serve as a shop steward, keep on top of state and federal labor legislation, get elected as a business agent, and do all the other things that Al Fontana has accomplished is an exceptional person.

Just look at what he's done:

He's served as regional director of the Distillery Workers International; Vice President of the State AFL-CIO; Chairman of COPE; President of the Union County AFL-CIO; United Way Board; Catholic Community Services; New Jersey Panel of Arbitrators; business agent for his local union, and former special assistant to the New Jersey Commissioner of Labor.

Al also was vice president of the United Way and active with the Union County Legal Aid Society, the Heart Fund, March of Dimes, Cancer Fund and a half dozen other charities. He's been active with veterans.

While we're properly catering for our terrific servicemen and women who did such a great job in the Persian Gulf, let's not forget what veterans like Al Fontana did for our country in World War II.

Al earned five battle stars and a Bronze Star—a real record of courage and heroism.

It's a great tribute to his wonderful wife, Jerry, and their two sons, Glenn and Eugene, that the Fontana family has encouraged Al all these years. They have a husband and a father they can truly be proud of—a person who has participated in a myriad of activities but has always found enough time for his wife and family.

Despite his political contacts and friendship with virtually every VIP in New Jersey, Al's remained accessible and down to earth. He's been my friend for years, and I'm proud to be associated with someone with a heart who really believes in helping his fellow workers.

Al Fontana, and other labor leaders, like many of you in this room: Charlie Marciano, and his father before him have made the American labor movement the most successful and innovative in the world.

More than any other group, organized labor has been responsible for giving Americans the highest standard of living in the world.

Al, you have established a distinguished record of service to the working men and women of Union County. You can be proud of what you have accomplished over the last half century and you deserve to be congratulated on a great career that has helped so many workers and their families to share in the American dream.

Warmest wishes to you and your beautiful wife, Jerry, for the best of everything in the years ahead.

AMERICA MUST PROTECT ITS WATERS FROM THE THREAT OF IMPROPERLY TRAINED AND CERTIFIED MARINERS

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mrs. LOWEY of New York. Mr. Speaker, I rise today to reintroduce a resolution expressing the support of the House for the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers, the STCW, and calling upon the Senate to expeditiously give its advice and consent to ratification of that Convention.

Mr. Speaker, I first introduced this resolution last October in order to call attention to the need for the United States to resume its leadership role in promoting tough international training and certification standards for personnel aboard merchant vessels, particularly oil tankers. In light of our increasing reliance on imported oil shipped here aboard foreign-flagged vessels, the United States cannot afford to take it on faith that other nations adequately train and certify their oil tanker personnel. With thousands of foreign-flagged oil tankers entering our waters every year, it is vital that the United States participate in efforts to maintain minimum qualifications for mariners responsible for assuring safe passage of these vessels.

Why should the United States ratify the STCW?

Full participation in the treaty would place the United States in a stronger position in attempting to require foreign vessels entering our territorial waters to adhere to tough minimum personnel standards.

United States participation in the Convention would help ensure the entry of American vessels into countries participating in the treaty. Some countries, including Spain and Hong Kong, have threatened to refuse entry to American ships on the grounds that the United States is not a party to the STCW.

By ratifying the treaty, the United States will improve its standing to require other countries to report on their adherence to the STCW.

The International Maritime Organization [IMO] is expected to begin proceedings for renegotiating the STCW, which could have profound ramifications for America's merchant shipping industry and the marine environment. Experience with other treaties indicates that the United States negotiating position can be significantly weakened when it has signed but not ratified the treaty under consideration.

Existing Coast Guard regulations governing vessel crew qualifications already meet or exceed the STCW. The United States only stands to gain from participating in efforts to ensure international adherence to these standards.

The recently-passed Oil Pollution Act contains many important measures, including requirements for double hulls and improved vessel communications equipment, to diminish the chances of an oil disaster. But the world's finest equipment cannot prevent inadequately trained or certified personnel from making mistakes that lead to environmental tragedies.

With America more dependent on foreign oil than ever, it is time for the Senate to act on this treaty so that the United States can more

effectively guard its waters from the risk of poorly trained mariners guiding foreign-flagged vessels.

Ratifying the STCW would strengthen the excellent work of the Congress on comprehensive oil spill legislation and send a clear signal to the world that America is serious about protecting its coastal environment. I urge my colleagues to join as cosponsors of my resolution, which will help us achieve these extremely important goals.

INTRODUCTION OF NATIONAL FIREFIGHTERS DAY

HON. CURT WELDON

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mr. WELDON. Mr. Speaker, I rise today to introduce an important measure to honor America's domestic defenders, the American firefighter. The bill will set aside October 5, 1991, as National Firefighters Day.

Three million men and women work in more than 32,000 fire departments across the nation to safeguard the American public from the ravages of fire. Frequently they do it for no other reason than public service, as fully 65 percent of them are volunteers.

These men and women place their lives on the line every day to improve public safety, and that does not always mean putting out fires. These men and women are also the first responders to natural disasters, airplane crashes, and medical emergencies.

Unfortunately, firefighting is an extremely risky profession. Each year, more than 120 of these brave men and women fall in the line of duty. Earlier this month, a major blaze in Philadelphia claimed the lives of three such brave individuals. While there remain unanswered questions about the cause of this tragedy, there can be no doubt that every firefighter deserves the acclaim and respect of Congress.

October 8 will mark the 120th anniversary of the Great Chicago Fire of 1871. It is appropriate to take time on that day to recognize the irreplaceable services performed by firefighters.

Mr. Speaker, the fire service does so much for this Nation and asks so little. I urge my colleagues to join us in honoring these real American Heroes.

BIRTHDAY TRIBUTE TO REV. J. WENDELL MAPSON, SR.—THE WORK HE'S DONE SPEAKS FOR HIM

HON. DONALD M. PAYNE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mr. PAYNE of New Jersey. Mr. Speaker, it is indeed a pleasure to wish a man who has contributed so unrelentingly and unselfishly to God, his community, and his fellow man, a happy birthday. I had that opportunity this past weekend. For many, birthdays come and go—years passing by—not allowing these individuals to stand back and take inventory of the contributions they have made to the world.

ATTACHMENT

CONTRACTING STATES TO MAJOR IMO CONVENTIONS
(at 31 December 1989)

Contents

- | | | |
|-----|------------------|---|
| 1. | SOLAS 1974 | The International Convention for the Safety of Life at Sea. |
| 2. | SOLAS PROT 1978 | Protocol of 1978 Relating to (1) above. |
| 3. | COLREG 1972 | Convention on the International Regulations for Preventing Collisions at Sea, 1972. |
| 4. | MARPOL PROT 1978 | Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973. |
| 5. | LL 1966 | International Convention on Loadlines, 1966. |
| 6. | TONNAGE 1969 | International Convention on Tonnage Measurement of Ships, 1969. |
| 7. | STCW 1978 | International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. |
| 8. | CLC 1969 | International Convention on Civil Liability for Oil Pollution Damage. |
| 9. | CLC PROT 1976 | Protocol to (8) above. |
| 10. | CLC PROT 1984 | Protocol of 1984 to (8) above. |
| 11. | FUND 1971 | International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971. |
| 12. | FUND PROT 1976 | Protocol to (11) above. |
| 13. | FUND PROT 1984 | Protocol of 1984 to (11) above. |

**STATEMENT FOR NATIONAL GUARD RESOLUTION
ASSEMBLYMAN BILL BAKER**

This Resolution simply requests that the President and Congress ratify the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

This Convention has been ratified by 78 nations and will provide the U.S. Coast Guard with the authority to enforce crew standards on foreign flag vessels in U.S. waters.

I ask for your support of this Resolution.

(States: Alaska, California, Hawaii, Oregon, Washington)

Senate Joint Resolution No. _____

Introduced by _____

Senate Joint Resolution No. _____ Relative to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

LEGISLATIVE COUNSEL'S DIGEST

SJR _____, as introduced, _____, Standard of Training, Certification and Watchkeeping for Seafarers.

This measure would memorialize the President and Congress of the United States to ratify the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, would give the U.S. Coast Guard enforcement authority over manning standards on foreign flag vessels in U.S. waters.

Fiscal committee: no.

WHEREAS, to promote safety of life and property at sea and the protection of the marine environment, the international standards of training, certification and watchkeeping for seafarers was established in 1978.

WHEREAS, this international convention on crew standards has been ratified by 78 nations, including all major maritime nations in the world, with the exception of the United States.

WHEREAS, foreign flag vessels carry 95 percent of all waterborne commerce into the United States.

WHEREAS, ratification by the United States of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, would provide the U.S. Coast Guard with the authority to enforce crew standards on foreign flag vessels in U.S. waters.

Resolved, By the Senate and the Assembly of the State of _____, jointly, That the Legislature of the State of _____ respectfully memorializes the President and the Congress of the United States to ratify the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978; and be it further

Resolved, That the U.S. Coast Guard will then be able to enforce manning standards on foreign flag vessels in U.S. waters; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the President and Vice President of the United States, to the Secretary of Transportation, to the Speaker of the House of Representatives, to each Senator and Representative from _____ in the Congress of the United States, and to the Commandant, United States Coast Guard.

House Joint Resolution

WHEREAS, in 1978, the international standards of crew training, certification and watchkeeping for seafarers was established to promote safety of life and property at sea, and the protection of the marine environment,

WHEREAS, this international convention on training standards has been ratified by 78 nations, including all major maritime nations in the world, with the exception of the United States.

WHEREAS, foreign flag vessels carry 95 percent of all waterborne commerce into the United States.

WHEREAS, ratification by the United States of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 would provide the U.S. Coast Guard with the authority to enforce crew standards on foreign flag vessels in U.S. waters,

ARCO Marine, Inc.

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Long Beach, California 90802-4341
Telephone 213 590 4584
TWX 910 341 6820
Telex 192148
Cable BRIDGE LONG BEACH

Capt. Oliver F. Williams
Senior Advisor
Maritime Affairs



April 8, 1991

Chairman
House Labor and Commerce Committee
State of Alaska

Reference: HJR 33

Dear Chairman:

ARCO Marine, Inc. (AMI) is a U.S. flag shipping company that operates ten crude oil tankers of approximately one and a half million deadweight tons. We appreciate the opportunity to express our support for House Joint Resolution 33, relating to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

The purpose of the convention is to have minimum international standards for training and certification of Seafarers. This would improve safety of life and property at sea, and the protection of the marine environment.

Approximately 90 percent of all marine accidents are caused by human failure, and this convention on standards of training and certification is just one step in reducing accidents caused by human failure. Ratification of the convention would give the U.S. Coast Guard port state control as per the convention, over foreign flag vessels in U.S. waters.

Please advise if we can assist you to ensure passage of HJR 33.

Very truly yours,



Oliver F. Williams

OFW/jeb