



CHAMBER OF SHIPPING — OF AMERICA —

*National Academy
of Sciences*
Alcohol at Sea

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CSA is a bridge between policy makers and the industry.

We represent vessel owners, operators, and charterers of U.S. and foreign flag vessels, before U.S. and international legislative, regulatory, and administrative entities.

These entities include:

- U.S. Congress
- U.S. Coast Guard
- Customs and Border Protection
- Department of Homeland Security
- Environmental Protection Agency
- White House
- National Security Council
- U.S. Maritime Administration
- Federal Maritime Commission
- Department of State
- Department of Justice
- International Maritime Organization
- International Labor Organization
- Individual States
- Bureau of Ocean Energy Management
- National Oceanic and Atmospheric Administration
- U.S. Department of the Treasury



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A Bridge Between Policy Makers and Industry.

Alcohol at Sea

Operational and Workplace Factors

- Stress
- Long/unpredictable hours
- Loneliness/isolation
- Issues at home/loved ones
- Assailant under no influence of alcohol or drugs

Contributing Role of Alcohol

- Can be substantial
- Not just alcohol- marijuana, prescription drug abuse, etc.
- Not just maritime workplace, all workplaces

Regulation and Company Policy:

- Zero tolerance onboard company policy
- Potential loss of mariner credentials/license...career
- Random, ship, or personal incident alcohol/drug testing
- Company training, academy/union school training

Best Practices:

- Zero tolerance
- Consistent policy enforcement from the top down
- Company/vessel culture
- Company training, academy/union school training
- Maritime labor rehabilitation programs

Conformity between Regulation and Company Policy

- Company policy can supersede regulations
- Consistency in regulations where possible
- Enforcement of regulations and company policy
- Stakeholder engagement
- Unfortunately, can't regulate our way out of societal issues and individual choices





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