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REGISTRATION SECTION

UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D.C. 20530

SUPPLEMENTAL STATEMENT

Pursuant to Section 2 of the Foreign Agents
Registration Act of 1938, as Amended

For Six Month Period Ending JAN 25 1970
(Insert date)

Name of Registrant Registration No. **2036**
New York Committee of INTERNATIONAL COMMITTEE OF PASSENGER LINES
Vincent A. Demo, Chairman
Business Address of Registrant

25 Broadway, New York, N.Y. 10004

I - REGISTRANT

1. Has there been a change in the information previously furnished in connection with the following:

(a) If an individual:

- | | | |
|-----------------------|------------------------------|-----------------------------|
| (1) Residence address | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (2) Citizenship | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (3) Occupation | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

(b) If an organization:

- | | | |
|--------------------------|------------------------------|--|
| (1) Name | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| (2) Ownership or control | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| (3) Branch offices | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

2. Explain fully all changes, if any, indicated in Item 1.

IF THE REGISTRANT IS AN INDIVIDUAL, OMIT RESPONSE TO ITEMS 3, 4, and 5.

3. Have any persons ceased acting as partners, officers, directors or similar officials of the registrant during this 6 month reporting period? Yes No

If yes, furnish the following information:

Name	Position	Date Connection Ended
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4. Have any persons become partners, officers, directors or similar officials during this 6 month reporting period?
Yes No

If yes, furnish the following information:

<i>Name</i>	<i>Residence Address</i>	<i>Citizenship</i>	<i>Position</i>	<i>Date Assumed</i>
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5. Has any person named in Item 4 rendered services directly in furtherance of the interests of any foreign principal? Yes No

If yes, identify each such person and describe his services.

6. Have any employees or individuals other than officials, who have filed a short form registration statement, terminated their employment or connection with the registrant during this 6 month reporting period?

Yes No

If yes, furnish the following information:

<i>Name</i>	<i>Position or connection</i>	<i>Date terminated</i>
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7. During this 6 month reporting period, have any persons been hired as employees or in any other capacity by the registrant who rendered services to the registrant directly in furtherance of the interests of any foreign principal in other than a clerical or secretarial, or in a related or similar capacity?

Yes No

If yes, furnish the following information:

<i>Name</i>	<i>Residence Address</i>	<i>Position or connection</i>	<i>Date connection began</i>
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II - FOREIGN PRINCIPAL

8. Has your connection with any foreign principal ended during this 6 month reporting period?
Yes No

If yes, furnish the following information:

Name of foreign principal

Date of Termination

Clipper Line

December 31, 1969

9. Have you acquired any new foreign principal¹ during this 6 month reporting period? Yes No

If yes, furnish following information:

Name and address of foreign principal

Date acquired

~~Sun Line, 8 Holland America Line, Pier 40 N.R., N.Y.N.Y. 10014 Mar. 1969~~
~~Paquet Line, 4 Rue Capocinese, Paris 10, France Mar. 1969~~

10. In addition to those named in Items 8 and 9, if any, list the foreign principals¹ whom you continued to represent during the 6 month reporting period.

(List of Steamship Lines is attached)

III - ACTIVITIES

11. During this 6 month reporting period, have you engaged in any activities for or rendered any services to any foreign principal named in Items 8, 9 and 10 of this statement? Yes No

If yes, identify each such foreign principal and describe in full detail your activities and services:

Registrant has kept all of its principals advised of U.S. Governmental developments affecting their interests as passenger ship operators including compliance with sections B & C and sections 2 & 3 of P.L. 89-777; possible amendment of that statute to delete disclosure in advertising requirements; bills to abolish right of passenger vessel owners to limit their liability under section 46 U.S.C. sec. 183; bills to eliminate pollution of navigable waters by sewage discharge from vessels; bills to limit stopovers by foreign vessels in U.S. ports.

These developments have been discussed at meetings attended by New York representatives of the foreign principals.

¹The term "foreign principal" includes, in addition to those defined in section 1(b) of the Act, an individual or organization any of whose activities are directly or indirectly supervised, directed, controlled, financed, or subsidized in whole or in major part by a foreign government, foreign political party, foreign organization or foreign individual. (See Rule 100(a)(9)).
A registrant who represents more than one foreign principal is required to list in the statements he files under the Act only those foreign principals for whom he is not entitled to claim exemption under Section 3 of the Act. (See Rule 208.)

12. During this 6 month reporting period, have you on behalf of any foreign principal engaged in political activity² as defined below?

Yes No

If yes, identify each such foreign principal and describe in full detail all such political activity, indicating, among other things, the relations, interests and policies sought to be influenced and the means employed to achieve this purpose. If the registrant arranged, sponsored or delivered speeches, lectures or radio and TV broadcasts, give details as to dates, places of delivery, names of speakers and subject matter.

The only "political activity" engaged in by registrant has consisted of occasional visits to and correspondence with members of Congress and representatives of the U.S. Coast Guard, Federal Maritime Commission and U.S. Customs Bureau in connection with the matters referred to in answer to question 11. Also appeared at hearings before House and Senate Merchant Marine Committees.

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13. In addition to the above described activities, if any, have you engaged in activity on your own behalf which benefits any or all of your foreign principals?

Yes No

If yes, describe fully.

² The term "political activities" means the dissemination of political propaganda and any other activity which the person engaging therein believes will, or which he intends to, prevail upon, indoctrinate, convert, induce, persuade, or in any other way influence any agency or official of the Government of the United States or any section of the public within the United States with reference to formulating, adopting, or changing the domestic or foreign policies of the United States or with reference to the political or public interests, policies, or relations of a government of a foreign country or a foreign political party.

15. (a) DISBURSEMENTS - MONIES

During this 6 month reporting period, have you

(1) disbursed or expended monies in connection with activity on behalf of any foreign principal named in Items 8, 9 and 10 of this statement? Yes No

(2) transmitted monies to any such foreign principal? Yes No

If yes, set forth below in the required detail and separately for each foreign principal an account of such monies, including monies transmitted, if any, to each foreign principal.

<i>Date</i>	<i>To Whom</i>	<i>Purpose</i>	<i>Amount</i>
Oct. 30	Burlingham, Underwood, Wright, White & Lord	preparation of statements and testimony for Senate & House. Hearings and other legal advices on shipping matters. (specimens attached).	\$1250.88
Dec. 30	Ditto	Ditto	\$5395.15

Other Expenditures (July 25, 1969 - January 25, 1970)

Salaries	\$15,426.69
Office Supplies, Rent, Phones, Postage, Cables, Xeroxing, Miscellaneous (Insurances), etc.	7,072.34
Travelling and related expenses (fares, meals, transportation, etc.), entertainment	4,338.23

All of these monies were disbursed on behalf of all of the foreign principals jointly shown in reply to question 10.

\$33,473.29

Total

15. (b) DISBURSEMENTS - THINGS OF VALUE

During this 6 month reporting period, have you disposed of anything of value⁵ other than money in furtherance of or in connection with activities on behalf of any foreign principal named in items 8, 9 and 10 of this statement?

Yes No

If yes, furnish the following information:

<i>Date disposed</i>	<i>Name of person to whom given</i>	<i>On behalf of what foreign principal</i>	<i>Description of thing of value</i>	<i>Purpose</i>
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(c) DISBURSEMENTS - POLITICAL CONTRIBUTIONS

During this 6 month reporting period, have you from your own funds and on your own behalf either directly or through any other person, made any contributions of money or other things of value⁵ in connection with an election to any political office, or in connection with any primary election, convention, or caucus held to select candidates for political office? Yes No

If yes, furnish the following information:

<i>Date</i>	<i>Amount or thing of value</i>	<i>Name of political organization</i>	<i>Name of candidate</i>
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V - POLITICAL PROPAGANDA

(Section 1(j) of the Act defines "political propaganda" as including any oral, visual, graphic, written, pictorial, or other communication or expression by any person (1) which is reasonably adapted to, or which the person disseminating the same believes will, or which he intends to, prevail upon, indoctrinate, convert, induce, or in any other way influence a recipient or any section of the public within the United States with reference to the political or public interests, policies, or relations of a government of a foreign country or a foreign political party or with reference to the foreign policies of the United States or promote in the United States racial, religious, or social dissensions, or (2) which advocates, advises, instigates, or promotes any racial, social, political, or religious disorder, civil riot, or other conflict involving the use of force or violence in any other American republic or the overthrow of any government or political subdivision of any other American republic by any means involving the use of force or violence.)

16. During this 6 month reporting period, did you prepare, disseminate or cause to be disseminated any political propaganda as defined above? Yes No

IF YES, RESPOND TO THE REMAINING ITEMS IN THIS SECTION V.

17. Identify each such foreign principal.

⁵ Things of value include but are not limited to gifts, interest free loans, expense free travel, favored stock purchases, exclusive rights, favored treatment over competitors, "kickbacks," and the like.

18. During this 6 month reporting period, has any foreign principal established a budget or allocated a specified sum of money to finance your activities in preparing or disseminating political propaganda?
Yes No

If yes, identify each such foreign principal, specify amount, and indicate for what period of time.

19. During this 6 month reporting period, did your activities in preparing, disseminating or causing the dissemination of political propaganda include the use of any of the following:

- Radio or TV broadcasts
- Magazine or newspaper articles
- Motion picture films
- Letters or telegrams
- Advertising campaigns
- Press releases
- Pamphlets or other publications
- Lectures or speeches
- Other (specify) _____

20. During this 6 month reporting period, did you disseminate or cause to be disseminated political propaganda among any of the following groups:

- Public Officials
- Newspapers
- Libraries
- Legislators
- Editors
- Educational institutions
- Government agencies
- Civic groups or associations
- Nationality groups
- Other (specify) _____

21. What language was used in this political propaganda:

- English
- Other (specify) _____

22. Did you file with the Registration Section, Department of Justice, two copies of each item of political propaganda material disseminated or caused to be disseminated during this 6 month reporting period?

Yes No

23. Did you label each item of such political propaganda material with the statement required by Section 4(b) of the Act? Yes No

24. Did you file with the Registration Section, Department of Justice, a Dissemination Report for each item of such political propaganda material as required by Rule 401 under the Act?

Yes No

VI - EXHIBITS AND ATTACHMENTS

25. EXHIBITS A AND B

(a) Have you filed for each of the newly acquired foreign principals in Item 9 the following:

- Exhibit A⁶ Yes No
- Exhibit B⁷ Yes No

If no, please attach the required exhibit.

(b) Have there been any changes in the Exhibits A and B previously filed for any foreign principal whom you represented during this six month period?

Yes No

If yes, have you filed an amendment to these exhibits? Yes No

If no, please attach the required amendment.

⁶ The Exhibit A, which is filed on Form DJ-306, sets forth the information required to be disclosed concerning each foreign principal.

⁷ The Exhibit B, which is filed on Form DJ-304, sets forth the information concerning the agreement or understanding between the registrant and the foreign principal.

26. EXHIBIT C

If you have previously filed an Exhibit C⁸, state whether any changes therein have occurred during this 6 month reporting period.

Yes No

If yes, have you filed an amendment to the Exhibit C? Yes No

If no, please attach the required amendment.

27. SHORT FORM REGISTRATION STATEMENT

Have short form registration statements been filed by all of the persons named in Items 5 and 7 of the supplemental statement?

Yes No INAPPLICABLE - No such persons named in item 5 & 7

If no, list names of persons who have not filed the required statement.

The undersigned swear(s) or affirm(s) that he has (they have) read the information set forth in this registration statement and the attached exhibits and that he is (they are) familiar with the contents thereof and that such contents are in their entirety true and accurate to the best of his (their) knowledge and belief, except that the undersigned make(s) no representation as to the truth or accuracy of the information contained in attached Short Form Registration Statement, if any, insofar as such information is not within his (their) personal knowledge.

(Type or print name under each signature)

(Both copies of this statement shall be signed and sworn to before a notary public or other person authorized to administer oaths by the agent, if the registrant is an individual, or by a majority of those partners, officers, directors or persons performing similar functions who are in the United States, if the registrant is an organization.)

Vincent A. Demo
Vincent A. Demo

Subscribed and sworn to before me at New York, New York

this 10th day of February, 19 70

Lucille Kolacz
(Signature of notary or other officer)

LUCILLE KOLACZ
Notary Public, State of New York
No. 41-7330290, Queens Co.
Certificate filed in New York County
Commission Expires March 30, 1968

My commission expires March 30, 19 70

⁸ The Exhibit C, for which no printed form is provided, consists of a true copy of the charter, articles of incorporation, association, constitution, and bylaws of a registrant that is an organization. (A waiver of the requirement to file an Exhibit C may be obtained for good cause shown upon written application to the Assistant Attorney General, Internal Security Division, Department of Justice, Washington, D.C. 20530.)

Members of NEW YORK COMMITTEE
of the
INTERNATIONAL COMMITTEE OF PASSENGER LINES

CANADIAN PACIFIC

COSTA LINE, INC.

CUNARD LINE LIMITED

FRENCH LINE

~~GERMAN ATLANTIC LINE~~ 12-1-73

GREEK LINE

HOLLAND-AMERICA LINE

HOME LINES INC.

INCRES LINE

ITALIAN LINE

NATIONAL HELLENIC AMERICA LINE

NORTH GERMAN LLOYD

NORWEGIAN AMERICA LINE

PAQUET LINE

P & O LINES INC.

SUN LINE

SWEDISH AMERICAN LINE

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BEFORE THE COMMITTEE OF
MERCHANT MARINE AND FISHERIES
HOUSE OF REPRESENTATIVES

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FEB 16 9 45 AM '70
REGISTRATION SECTION

S T A T E M E N T

of

Vincent A. Demo

My name is Vincent A. Demo and I am Chairman of the New York Committee of the International Committee of Passenger Lines. This Committee is comprised of foreign steamship lines providing passenger service to and from the United States, including the vast majority of cruises from American ports. A list of the carrier members of this organization is attached hereto and made a part hereof.

The International Committee of Passenger Lines (ICPL) strongly supports H.R.210, which would have the effect of eliminating the elaborate disclosure procedures required under subsection (b) of Section 4400 of the revised statutes, as amended 46 U.S.C. 3627. We understand that our position on this subject is identical with that of the American passenger lines.

The section in question is part of Public Law 89-777, approved on November 6, 1966. It requires owners, operators, agents or any persons selling passage on foreign or domestic passenger vessels of 100 gross tons or over and having berth or stateroom accommodations for 50 or more passengers, embarking

passengers at United States ports, to notify prospective passengers of the safety standards. The interpretive regulations in implementation of the statute, stipulate that all promotional literature and advertising in or over any medium of communication within the United States soliciting passengers for ocean voyages anywhere in the world is required to include similar information. In addition, after booking passage and before embarking from a United States port, all passengers must be given a written or printed notice of the safety factors of the vessel. However, in subsection (c) of the same section it was provided that such vessels could not depart after November 2, 1968, from a United States port with American nationals embarked there unless the Coast Guard had found that they complied with standards set forth in the International Convention for the Safety of Life at Sea, 1960, as modified by the amendments proposed by the 13th Session of the Maritime Safety Committee of the Intergovernmental Maritime Consultative Organization (IMCO), contained in Annexes I through IV of the Note Verbale of the Secretary General of that Organization, dated May 17, 1966.

As a consequence, since November 2, 1968, no vessel can sail from an American port without complying with the Convention safety standards and, because of the present single safety standard, the entire purpose of the disclosure requirements has now been eliminated. There is, therefore, no longer

any occasion for disclosure at the time of booking nor for the advertising requirements. Such requirements have become more confusing than helpful. They would be eliminated by the present bill.

These wholly superfluous requirements are unduly burdensome to passenger carriers and their sales representatives and necessarily impede the promotion of steamship travel. During the period that these regulations have been in effect, there has been a pronounced change in the pattern of promotion for steamship passenger transportation and cruises. Travel agents, who have been counted on to produce over 85% of the travel business, either cannot afford to or will not incur the additional cost of purchasing more advertising space to include the required safety text, nor will they sacrifice promotional text for a description of safety standards. Advertising by them has consequently dropped appreciably. The resultant loss of direct contact with potential travelers by those who would normally be consulted has brought about a diminution of interest in steamship travel. Steamship carriers have been unable to use the effective media of television and radio advertising, so advantageously utilized by airlines, because of the prohibitive expense of paying for and repeating the extensive safety comment required for each commercial.

Outdoor advertising, formerly employed successfully by steamship carriers, has become impracticable because of

the requirement that the 24-word safety legend be displayed in the same size as the fewer words of the actual advertisement.

Apart from the foregoing rather clear impediments to normal advertising routines, is it not a bit incongruous to extol the glamour and comfort of ship travel and follow it immediately with an extended review of safety features? The constant and unwarranted emphasis on safety requirements must strongly imply that there is something inherently dangerous in ocean transportation, not present in other means of transportation, for such advertising is only required where there is a very real and imminent danger. The required warning must inevitably lead the reader to question whether the threatened risk to life and limb does not outweigh the promised pleasure and relaxation. We feel very strongly that this has had the unfortunate consequence of deterring many potential passengers from the utilization of passenger services of both foreign and American lines who have gone to such pains to build up and maintain their services.

We assert that the dangers of ocean transportation are certainly less than those of other forms of transportation-- or even of staying at home, for that matter--and we believe that it is unfair to our industry to impose this type of a handicap under presently existing circumstances.

The objectives of the statute having been achieved and all passenger vessels now having to maintain the desired standards, the purposes which prompted the adoption of subsection (a)

of Section 4400 of the revised statutes no longer exist. Therefore, it is hoped by these carriers (and, we believe, all others interested in international passenger transportation) that the now unnecessary requirements will be eliminated by the adoption of H.R.210.

On behalf of the lines which I represent, I thank you for the opportunity to present their views.

encl.

Vincent A. Demo

Members of NEW YORK COMMITTEE
of the
INTERNATIONAL COMMITTEE OF PASSENGER LINES

CANADIAN PACIFIC

CLIPPER LINE

COSTA LINE, INC.

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FRENCH LINE

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HOME LINES INC.

INCRES LINE

ITALIAN LINE

NATIONAL HELLENIC AMERICA LINE

NORTH GERMAN LLOYD

NORWEGIAN AMERICA LINE

PAQUET LINE

P & O LINES INC.

SUN LINE

SWEDISH AMERICAN LINE

STATEMENT OF MR. VINCENT A. DEMO

before the

SENATE MERCHANT MARINE COMMITTEE

on S 1924

Mr. Chairman and Members of the Subcommittee:

I am Vincent A. Demo and I am Chairman of the New York Committee of the International Committee of Passenger Lines. This Committee is comprised of foreign steamship lines providing passenger service to and from the United States, including the vast majority of cruises from American ports. A list of the carrier members of this organization is attached hereto and made a part hereof.

The International Committee of Passenger Lines (ICPL) strongly supports S. 1924, which would have the effect of eliminating the elaborate disclosure procedures required under subsection (b) of Section 4400 of the revised statutes, as amended (46 U.S.C. 362). We understand that our position on this subject is identical with that of the American passenger lines.

The section in question is part of Public Law 89-777, approved on November 6, 1966. It requires owners, operators, agents or any persons selling passage on foreign or domestic passenger vessels which embark passengers at United States ports,

to notify prospective passengers of the safety standards. The interpretive regulations in implementation of the statute, stipulate that all promotional literature and advertising in or over any medium of communication within the United States is required to include such information. Additionally, after booking passage and before embarking from a United States port, all passengers must again be given a written or printed notice covering the safety factors of the vessel.

The statute also provided that vessels could not depart after November 2, 1968 with American nationals from a United States port unless the Coast Guard had found that they complied with standards set forth in the International Convention for the Safety of Life at Sea, 1960, as modified by the amendments proposed by the 13th Session of the Maritime Safety Committee of the Intergovernmental Maritime Consultative Organization (IMCO), contained in Annexes I through IV of the Note Verbale of the Secretary General of that Organization, dated May 17, 1966.

As a consequence, since November 2, 1968, no vessel can sail from an American port without complying with the established single uniform safety standard and the entire purpose of the disclosure requirements has therefore been eliminated. There is, therefore, no longer any occasion for

disclosure at the time of booking nor for the advertising requirements.

These requirements, which have become wholly superfluous since the November 2, 1968 deadline has passed, are unduly burdensome and necessarily impede the promotion of steamship travel. During the period that these regulations have been in effect, there has been a pronounced change in the pattern of promotion for steamship passenger transportation and cruises. Travel agents, who are counted on to produce over 85% of the travel business, either cannot afford to or will not incur the additional cost of purchasing more advertising space to include the required safety text, nor will they sacrifice promotional text for a description of safety standards. Advertising by them has consequently dropped off appreciably and has brought about a diminution of interest in steamship travel.

Steamship carriers have been unable to use the effective media of television and radio advertising in the promotion of their services because of the prohibitive expense of paying for and repeating the extensive safety comment required for each commercial. For example, in a 30 second television commercial which mentions only one ship, the cost attributable to disclosure would be \$450 out of a total of \$1800 for a low preference commercial and as much as \$1200 for a 30 second commercial in prime time - these costs would, of course, be higher if more than one vessel were being advertised.

Outdoor advertising, formerly employed successfully on occasion by steamship carriers, has had to be eliminated because of the requirement that the 24-word safety legend be displayed in the same size as the few words of the actual advertisement.

Apart from the foregoing rather clear impediments to normal promotional routines, it is more than a little incongruous to extol the glamor and comfort of ship travel and follow it immediately with an extended review of safety features involving repeated references to "safety" and "fire". The constant and unwarranted emphasis on safety requirements strongly implies that there is something inherently dangerous in ocean transportation, not present in other means of transportation. The required warning must inevitably lead the reader to question whether the threatened risk to life and limb does not outweigh the promised pleasure and relaxation. We feel very strongly that this has had the unfortunate consequence of deterring many potential passengers from the utilization of services provided by both foreign and American lines who have gone to such pains to build up and maintain their services.

We assert that the dangers of ocean transportation are certainly less than those of other forms of transportation--or even of staying at home, for that matter--and we believe that it is unfair to our industry to impose this type of a handicap under presently existing circumstances.

With the objectives of the statute having been achieved and all passenger vessels now having to maintain the desired standards, the purposes which prompted the adoption of the statute no longer exist. Therefore, it is hoped by these carriers (and, we believe, all others interested in international passenger transportation) that the now unnecessary requirements will be eliminated by the adoption of S. 1924.

We are happy to note a complete endorsement of our views in the House of Representatives Report No. 91-517 on HR 210, the counterpart of S. 1924. In the hearings before the House there was full support for our position by AIMS, the Coast Guard, the Department of Commerce, the Maritime Administration and the Labor-Management Committee.

On behalf of the responsible lines in this Committee, I thank you for the opportunity to present their views.

Vincent A. Demo

Encl.