



November 29, 2017

Mr. John Binkley, President
Cruise Lines International Association Alaska
360 K. Street, Suite 300
Anchorage, Alaska 99501-2308

Dear Mr. Binkley:

Re: Port of Ketchikan Expansion Projects to Accommodate Post-Panamax Cruise Ship Vessels

With regard to the above referenced subject, please be advised that the City Council has requested that I update Cruise Lines International Association (CLIA) Alaska of projects currently under consideration to expand Port of Ketchikan facilities to accommodate post-Panamax cruise ship vessels. To the extent that is both technically and financially viable to do so, the City of Ketchikan wishes to ensure that the waterside facilities of the Port of Ketchikan are capable of accommodating these larger vessels.

In recognition of industry's move towards the deployment of larger cruise ships worldwide, in April of 2016 the City awarded a contract to Moffatt & Nichol to undertake a master plan for the Port of Ketchikan's waterside facilities. The plan, which was adopted by the City Council in January of 2017, identified the need for the Port to accommodate two vessels of 1,100 to 1,150 ft. in length by 2024. Options were presented for the reconfiguration of Berths I and II and the reconfiguration of Berth IV to address having the capability to accommodate two post-Panamax cruise ship vessels

The plan also identified as priorities (1) the ten-year scheduled overhaul of the Berth III floating barge with associated corrosion maintenance and cathodic protection and (2) the removal of the rock pinnacle adjacent to Berth II. The rock pinnacle has long been considered a significant navigational hazard by ship captains and pilots docking at the Port.

With Royal Caribbean's recent announcement to deploy the *Ovation of the Seas* to Alaska in 2019, there can be no question that the industry is moving towards bringing the larger post-Panamax cruise ships to Alaska sooner than had been projected by Moffatt & Nichol. This has been confirmed in my own discussions with representatives of CLIA's member lines and by Cruise Line Agencies of Alaska. Given the expedited need for the Port of Ketchikan to accommodate the post-Panamax vessels, the City of Ketchikan has awarded contracts for the following projects:

**Port of Ketchikan Expansion Projects To
Accommodate Post-Panamax Cruise Ship Vessels**

Project	Status/Cost
Berth III Barge Overhaul w/ Associated Corrosion Maintenance and Cathodic Protection	<p>April 6, 2017: Contract No. 17-15, Design of Berth III Improvements and Barge Overhaul, Awarded to Moffatt & Nichol in the Amount of \$437,920; Sole Source Negotiation of Barge Overhaul with Vigor Alaska LLC.</p> <p>September 21, 2017: Contract No. 17-26, Berth III Improvements and Corrosion Protection, Awarded to Turnagain Marine Construction Corporation in the Amount of \$2,895,000.</p> <p>October 19, 2017: Contract No. 17-36, Berth III Barge Overhaul, Awarded to Vigor Alaska LLC in the Amount of \$1,888,098.</p>
Rock Pinnacle Removal (See Attached Exhibit A)	<p>April 6, 2017: Contract No. 17-16, Design of Planning and Permitting for Removal of Berth III Rock Pinnacle, Awarded to Moffatt & Nichol in the Amount of \$340,155.</p> <p>October 2017: Geotechnical Field Survey Identifies Very Hard Rock with Little Overburden; Initial Design Underway. Projected Costs, Including Moffatt & Nichol's Fees, Currently Projected at \$6.0 Million.</p>
Reconfiguration of Berth IV (See Attached Exhibit B)	<p>August 8, 2017: Ketchikan Dock Company (KDC) Proposes Amendment to Berth IV Lease Agreement to Reconfigure Berth IV to Accommodate post-Panamax Cruise Ship Vessels.</p> <p>August 17, 2017: City Council Authorizes Negotiation of Amendment to Berth IV Lease Agreement.</p>

October – November 2017: KDC Confirms Construction Cost Estimate of \$12.5 Million and CLIA Ops & Tech Committee Approval of Design;

KDC Proposes 40 Year Extension of Lease to Recover Investment for Reconfiguration of Berth IV:

- Additional Annual Base Rent of \$1.7 Million;
- 2.0% or Anchorage CPI Annual Escalator, Whichever is Greater;
- Annual Increased R&R (Maintenance) Contribution of \$52,000;
- Two Ten-Year Extensions.

City Estimates 40-Year Cost of Amended Lease at \$106.5 Million.

Reconfiguration of Berths I and II
(See Attached Exhibit C)

October 19, 2017: Contract No. 17-35, Design of Berths I & II Expansion, Awarded to Moffatt & Nichol in the Amount of \$1,875,093 for 35% Design. Additional Amounts of \$967,768 and \$778,018 will be required for 100% Design and Contract Administration and Inspection.

Two Design Options Are In Development:

Option A – Two Floating Berths with Expansion of Both Berths I & II; Construction Cost Currently Estimated at \$39.55 Million.

Option B – Two Floating Berths with Expansion of Berth II Only; Construction Cost Currently Estimated at \$36.98 Million.

Cost to Borrow \$37.3 Million from Alaska
Bond Bank Over Thirty Years, Including
\$35.0 Million for Construction and \$2.3
Million to Fund Reserve Account:

Amount Borrowed	\$37,300,000
Interest Rate	4.25%
Term	30 Years
Annual Payment	2,223,015
Total Payments	\$66,690,450

With the exception of the contracts awarded for Berth III, the City Council has yet to authorize any of the above referenced projects to move forward to the construction phase. Given the significant financial investment that one or more of these projects will require, the City has become very concerned over the position recently taken by Cruise Lines International Association Alaska and Cruise Lines International Association in their ongoing legal action against the City and Borough of Juneau (Case No. 1:16-cv-00008-HRH). The City Council has reviewed the plaintiffs' Motion for Summary Judgment and Statement of Facts in Support of Motion for Summary Judgment that were filed with the Court on October 24, 2017.

Given the position that industry is apparently taking regarding funding of capital projects and services, the City Council believes it is now absolutely essential to seek the concurrence of Cruise Lines International Association Alaska that any of the projects discussed above are appropriate for funding through local wharfage and dockage fees, as well as through State distributed Commercial Passenger Vessel (CPV) tax revenues. Contrary to what industry may believe, the City is not in a position to fund these projects through other municipal resources such as the property tax levy or collection of local sales taxes. If any of these projects are to move forward, the industry must affirm that local wharfage and dockage fees, as well as State distributed Commercial Passenger Vessel (CPV) tax revenues, are appropriate funding sources.

Additionally, given the City's prior commitment of Port revenues on such projects as the construction of Berth III and the lease of Berth IV to accommodate the Panamax class of cruise ships, the City's present Port rate structure is more than likely insufficient to fund improvements that are now necessary to provide berth capacity for the post-Panamax class of vessels that the industry is bringing to Alaska. The additional base rent and other charges that Ketchikan Dock Company is proposing for the reconfiguration of Berth IV will, for example, consume in excess of 85% of the annual amount of CPV tax revenues the City is currently receiving from the State. If the City is to make those investments that will be required to accommodate the post-Panamax cruise ship vessels, the industry must be open to the City charging fees that will be necessary to recoup that capital investment that is to be undertaken on industry's behalf.

In order for the City Council to make an informed decision about the future capital investment that will be required for the Port's waterside facilities, the City Council is formally requesting a determination from Cruise Lines International Association Alaska as to whether it concurs that the projects presently under consideration are appropriate for funding through local wharfage and dockage fees, as well as through State

distributed Commercial Passenger Vessel (CPV) tax revenues. Additionally, the City Council is further requesting a commitment from industry that if the investments that are required to accommodate the post-Panamax cruise ships necessitate an adjustment to local wharfage and dockage fees, that industry is open to discussions of a modified rate structure.

Above and beyond the waterside improvements that are currently under consideration, in April of this year the City Council also contracted with Moffatt & Nichol to assess what upland improvements and services may be necessary to support expanded Port facilities for the post-Panamax cruise vessels that are coming to Alaska. While the City clearly understands the industry's position on this matter, the Port cannot ignore the impacts that the larger ships will have on Ketchikan's downtown core (see Exhibit D). Passengers arriving on Alaska ferries or from planes landing at the Ketchikan International Airport will not have the impact that post-Panamax Cruise ship vessels and their larger number of disembarking passengers will have on downtown Ketchikan. While industry may choose to ignore the issue based on the argument that upland facilities and services provide no direct benefit to the ships, the City does not have this luxury. If passengers departing cruise ships are to disembark into the community in a safe, efficient and effective manner, the City must provide the facilities and services to accommodate them.

Although Ketchikan understands industry's contention that upland facilities and services should be funded from traditional municipal revenues such as property and sales taxes, the City respectfully disagrees and believes such an assertion is both unrealistic and financially and politically unattainable. While this argument may have reasonably been put forward before the decline of oil prices, it certainly is not plausible in today's economic climate of declining revenues and the shift of many traditional governmental responsibilities from the State to municipalities. In the case of Ketchikan, this matter has been further compounded as a result of investments recently made by the community into critical infrastructure including the Port of Ketchikan.

If the City and Cruise Lines International Association Alaska cannot come to terms as to how upland improvements and services are funded, this may have a material impact on the City's ability to move critically needed Port waterside improvements forward. If the City is unable to provide the facilities and services that are necessary to accommodate the passengers once they leave the ship, one has to question the prudence of undertaking the investments necessary to dock larger ships with greater numbers of passengers aboard them. As some Councilmembers have expressed, the only alternative would be to consider placing daily ceilings on either the number of vessels and/or passengers arriving at the Port. Such an outcome is likely not in the best interest of either the community or the industry and could be logistically difficult to implement.

In closing, it is my belief that Ketchikan and the cruise ship industry have both benefited from a strong and cooperative relationship in the past. It is the City Council's sincere desire to continue this relationship well into the future and being able to position Ketchikan such that it can continue hosting the many cruise ships and passengers that come to southeast Alaska. I look forward to receiving industry's response to the issues

Mr. John Binkley, President
November 29, 2017
Page 6 of 6

that are of concern to the City and working with you towards a mutually satisfactory outcome.

Should you have any questions on this matter, please do not hesitate to contact me or City Manager Karl R. Amylon.

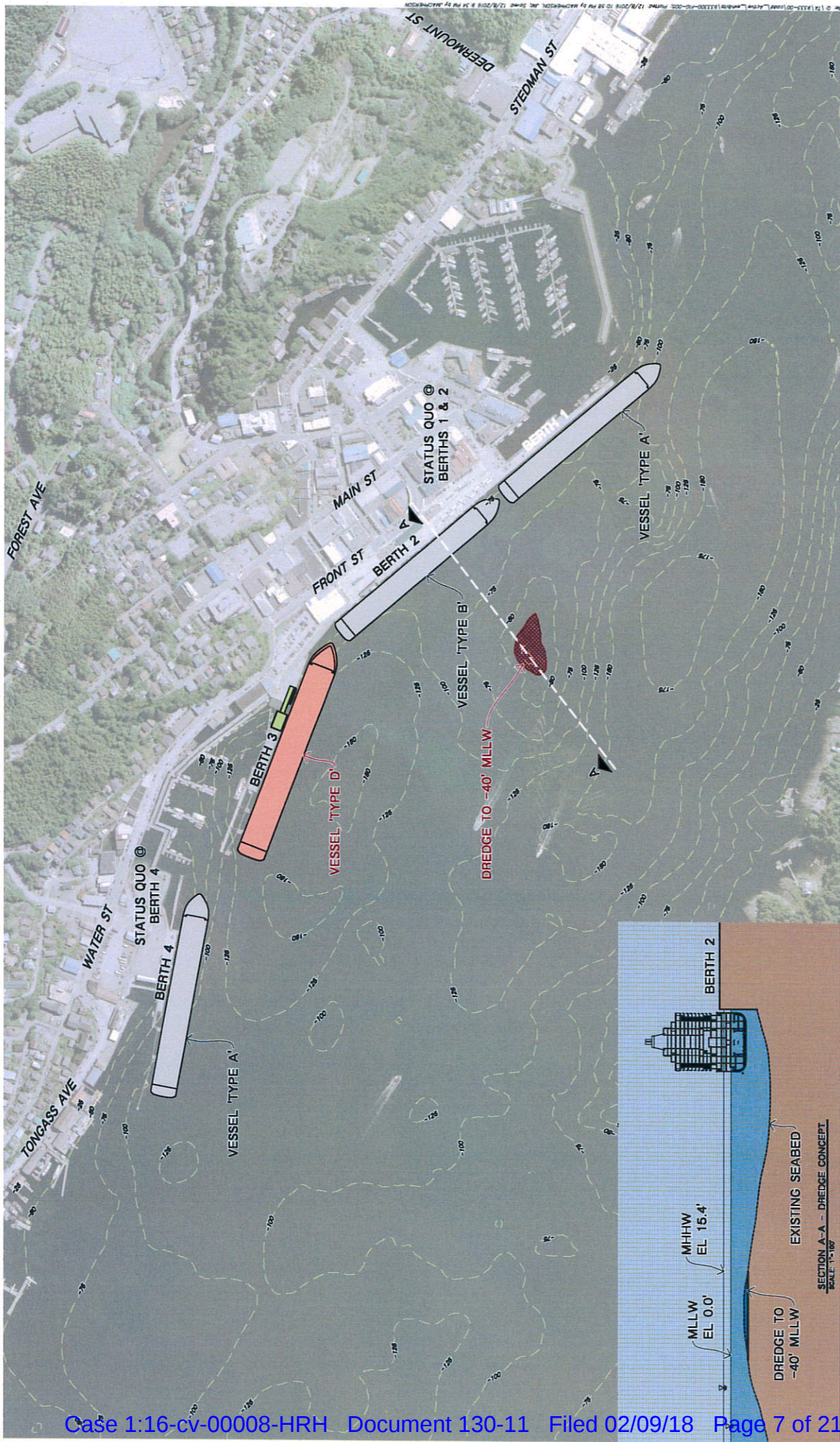
Sincerely,

A handwritten signature in black ink that reads "Robert Sivertsen". The signature is written in a cursive, flowing style.

Robert Sivertsen
Vice-Mayor

cc: Mayor Williams and Councilmembers
Karl R. Amylon, City Manager
Steve Corporon, Port & Harbors Director
Bob Newell, Finance Director
Mitch Seaver, City Attorney
Ethan Berto, Cruise Line Agencies of Alaska
Bob Berto, Cruise Line Agencies of Alaska
Clay Keene, Keene & Kurrall

EXHIBIT A



VESSEL LEGEND

TYPE A	UP TO 350' LOA
TYPE B	350 TO 1050' LOA
TYPE C	1050 TO 1100' LOA
TYPE D	1050 TO 1100' LOA
TYPE E	1100 TO 1150' LOA

- NOTES**
1. HYDROGRAPHIC SURVEY 15.4' MHHW, 0.0' MLLW, CIRCA 2000. CONTOUR ELEVATIONS REFERENCED TO MLLW.
 2. REFERENCED TO MLLW.

TIDAL INFORMATION

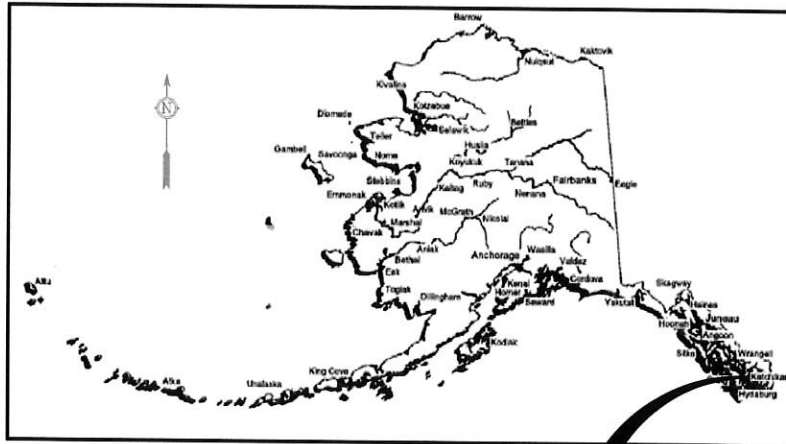
MEAN HIGHER HIGH WATER (MHHW)	15.4'
MEAN LOW WATER (MLW)	1.6'
MEAN LOWER LOW WATER (MLLW)	0.0'

FIGURE 5.3
ROCK PINNACLE REMOVAL

12.09.2016

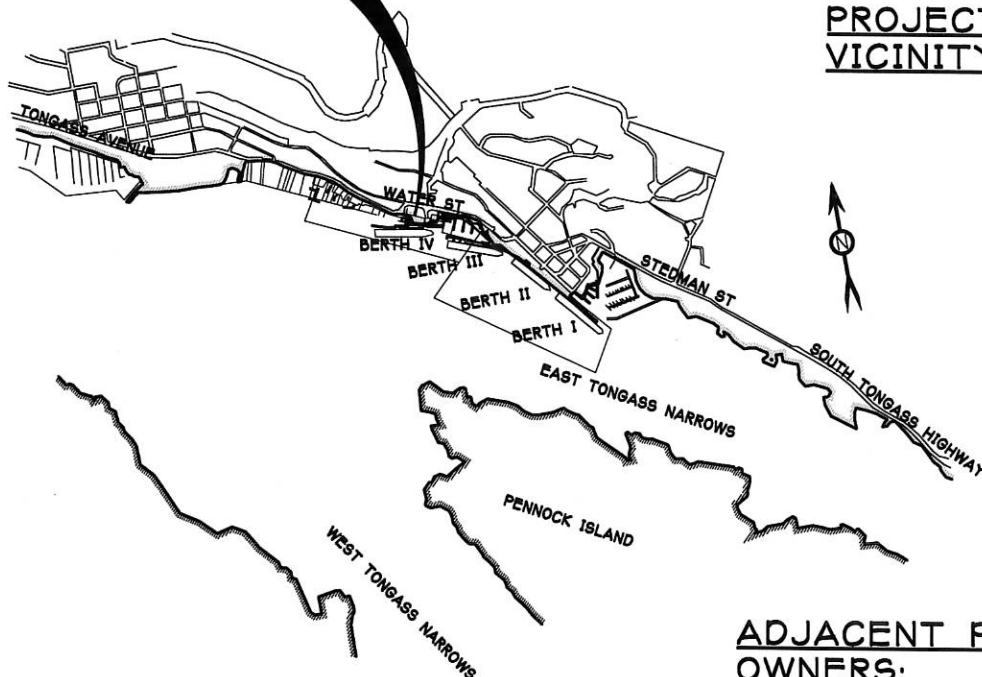
KETCHIKAN PORT IMPROVEMENTS PLANNING AND DESIGN
LandDesign
 E. Hoffatt & nichol

EXHIBIT B



PROJECT LOCATION

PROJECT VICINITY



ADJACENT PROPERTY OWNERS:

CITY OF KETCHIKAN
1000 WATER STREET
KETCHIKAN, AK

TALBOTS INC
1101 TONGASS
KETCHIKAN, AK

PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV

DATUM: 0.0' HTL = 19.7' MHW = 15.45' MLLW = 0.0'

VICINITY MAP & LOCATION MAP

JOB NO. 17_124_A

PROPOSED: KETCHIKAN BERTH IV

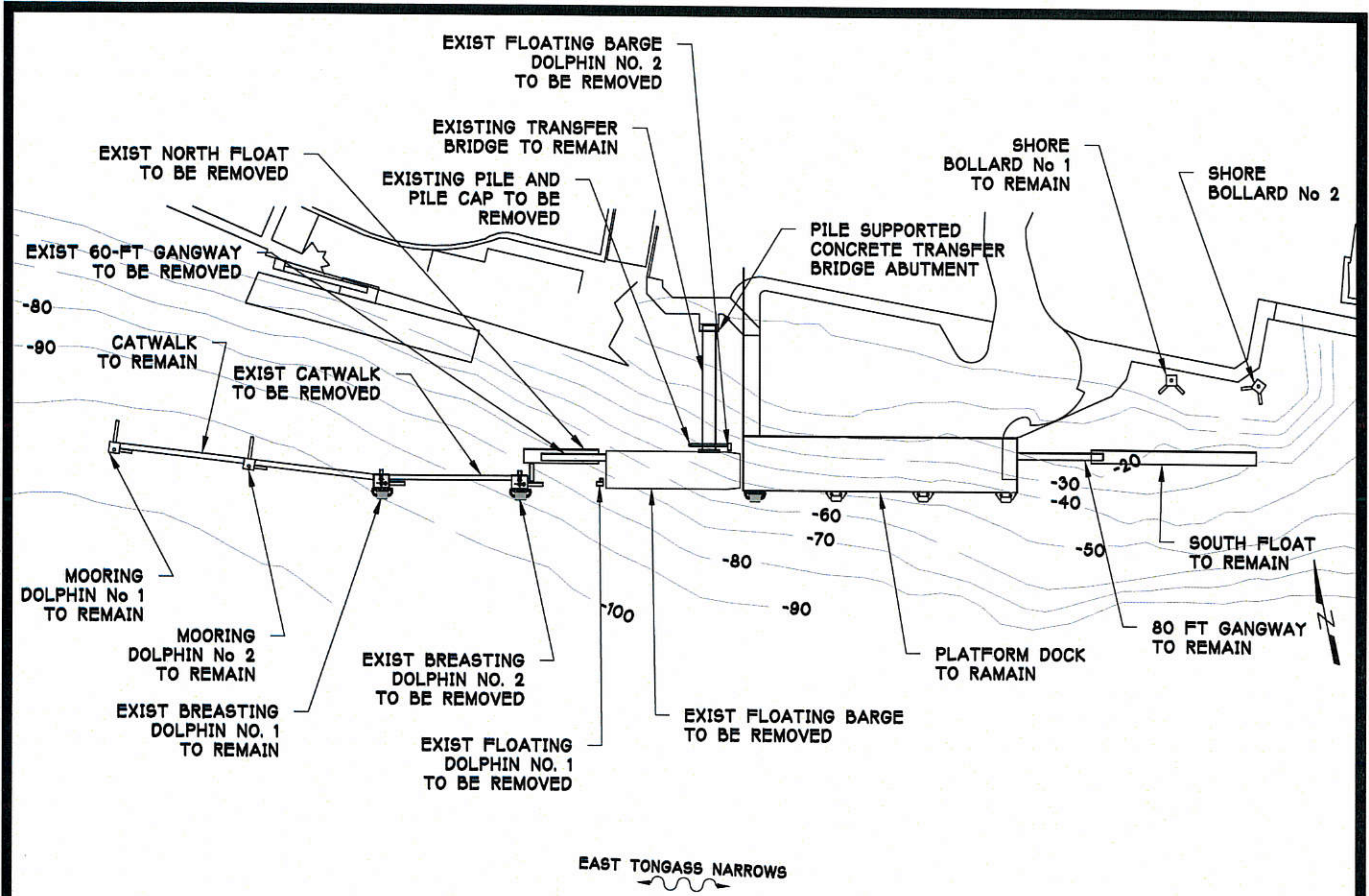
IN: TONGASS NARROWS

AT: KETCHIKAN, AK

APPLICATION BY: KETCHIKAN DOCK COMPANY LLC

DATE: 30 OCT '17 SHEET: 1 OF 7

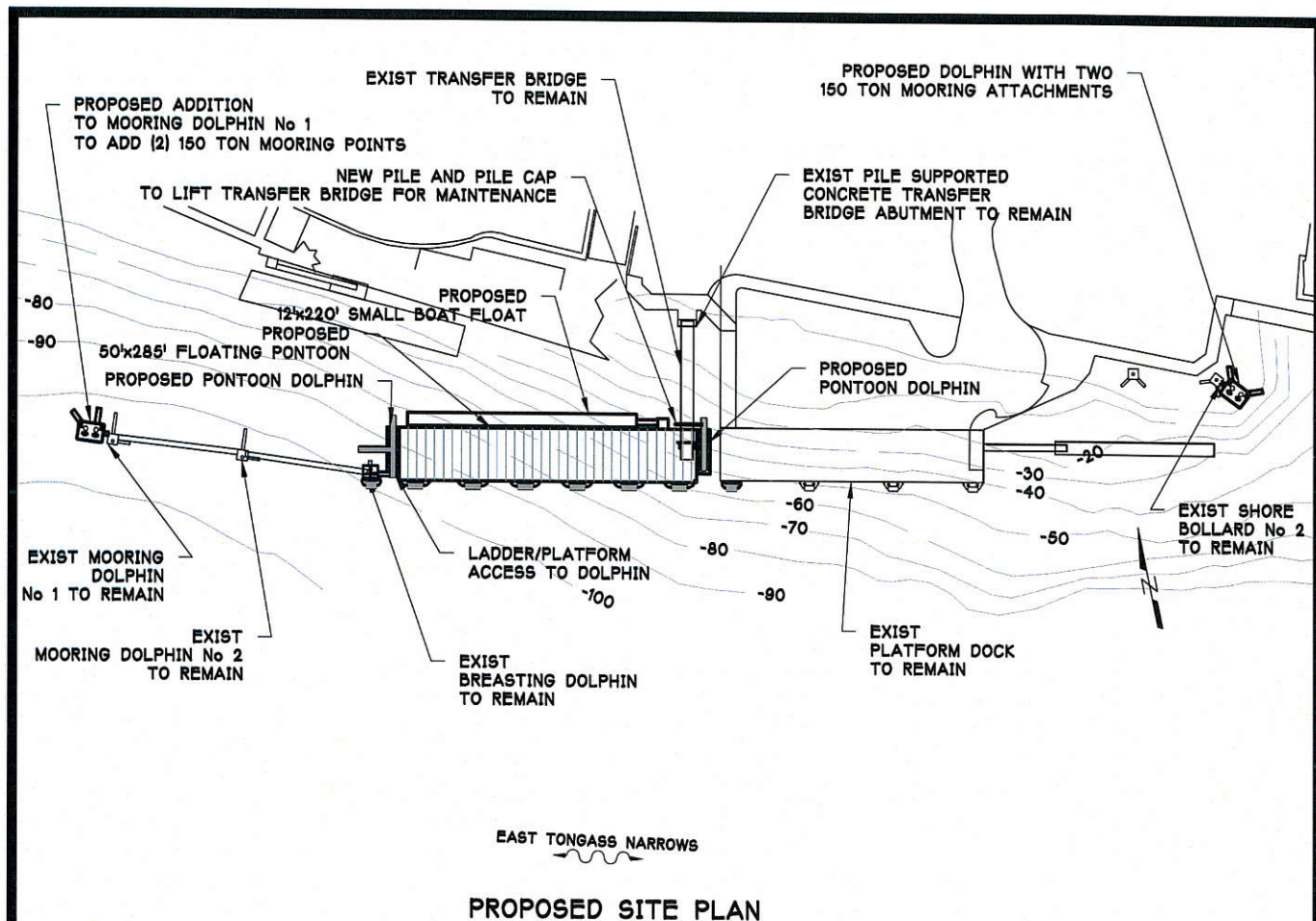
EXHIBIT B



EXISTING SITE PLAN

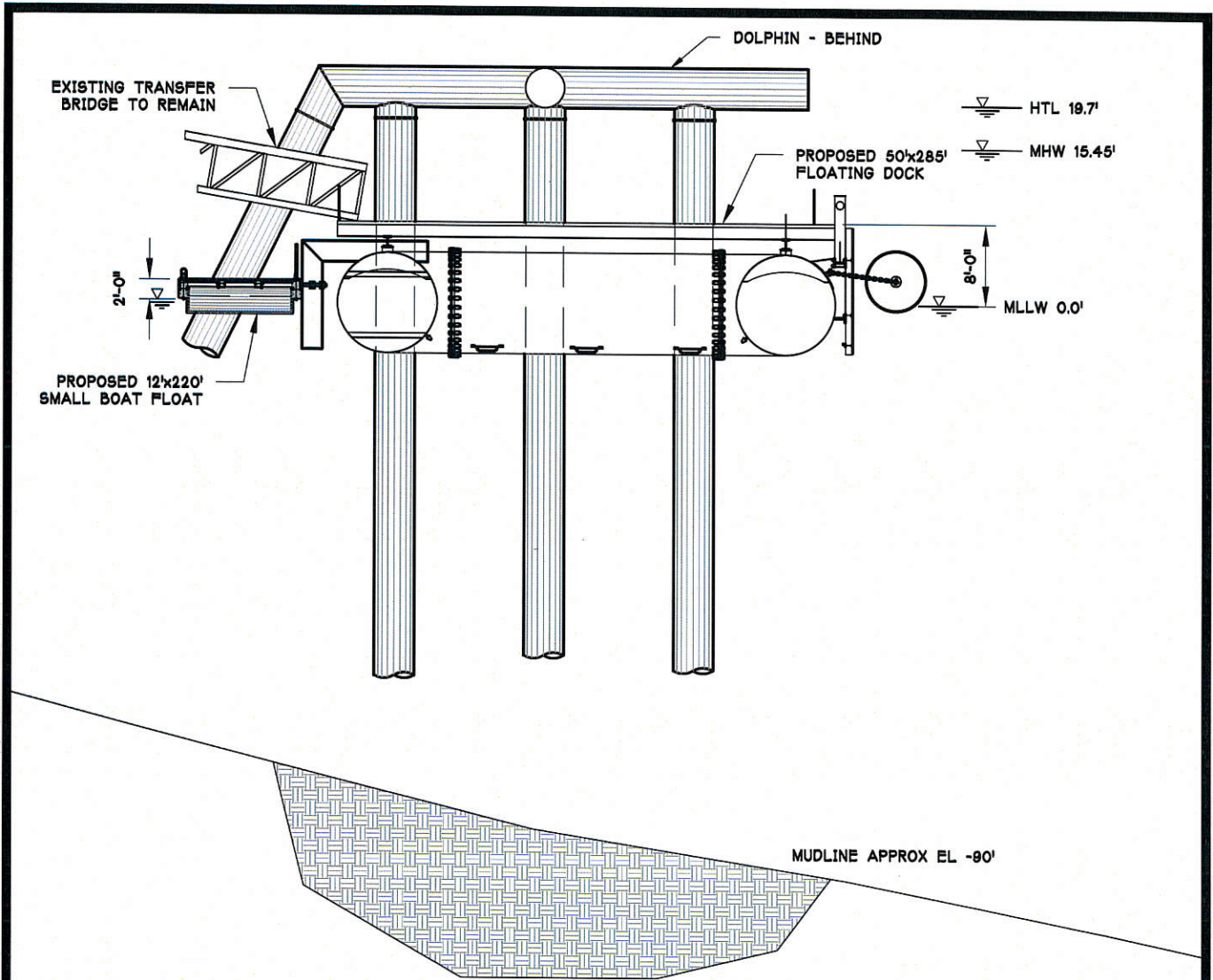
<p>PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV</p> <p>DATUM: 0.0' HTL = 19.7' MHW = 15.45' MLLW = 0.0'</p>	<p>EXISTING CONDITION SITE PLAN</p> <p>JOB NO. 17_124_A</p>	<p>PROPOSED: KETCHIKAN BERTH IV</p> <p>IN: TONGASS NARROWS</p> <p>AT: KETCHIKAN, AK</p> <p>APPLICATION BY: KETCHIKAN DOCK COMPANY LLC</p> <p>DATE: 30 OCT '17 SHEET: 2 OF 7</p>
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EXHIBIT B



<p>PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV</p> <p>DATUM: 0.0'</p> <p>HTL = 19.7' MHW = 15.45' MLLW = 0.0'</p>	<p>PROPOSED SITE PLAN</p>	<p>PROPOSED: KETCHIKAN BERTH IV</p> <p>IN: TONGASS NARROWS</p> <p>AT: KETCHIKAN, AK</p> <p>APPLICATION BY: KETCHIKAN DOCK COMPANY LLC</p> <p>DATE: 30 OCT '17</p>
<p>JOB NO. 17_124_A</p>		<p>SHEET: 3 OF 7</p>

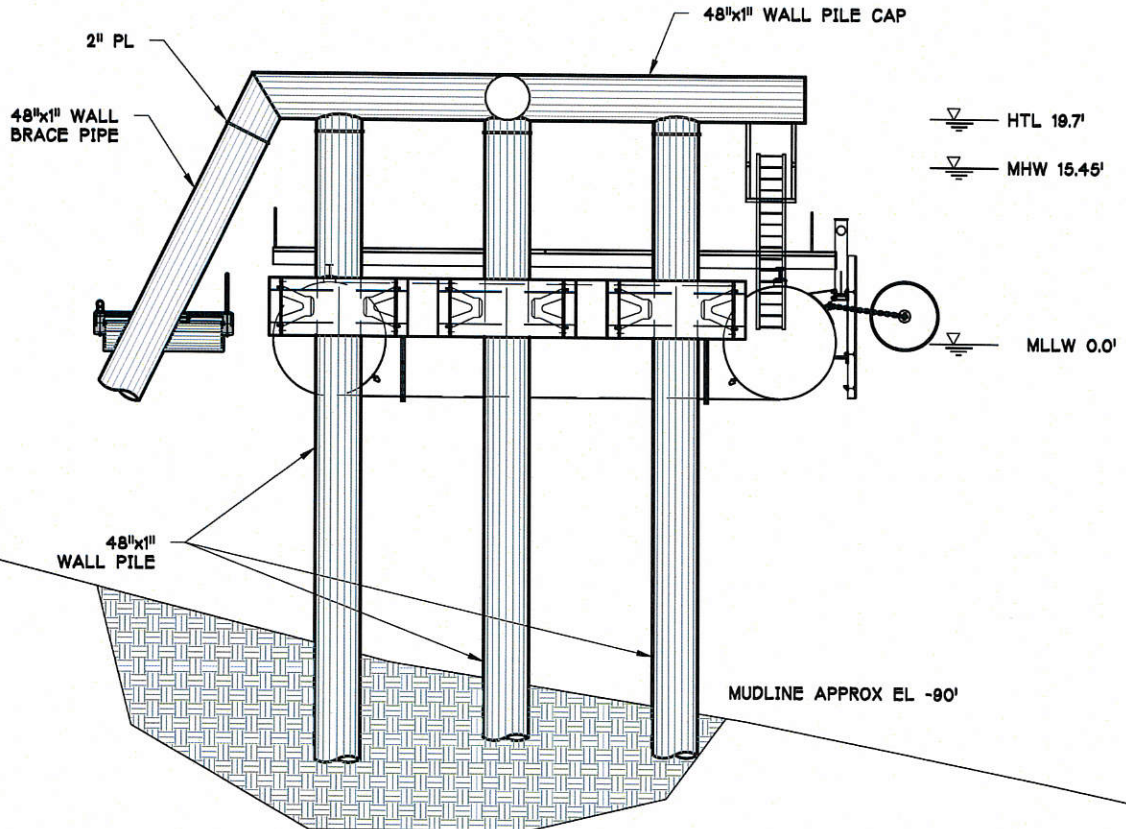
EXHIBIT B



TYPICAL SECTION

PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV	PROPOSED TYPICAL SECTION	PROPOSED: KETCHIKAN BERTH IV IN: TONGASS NARROWS AT: KETCHIKAN, AK
DATUM: 0.0' HTL = 19.7' MHW = 15.45' MLLW = 0.0'	JOB NO. 17_124_A	APPLICATION BY: KETCHIKAN DOCK COMPANY LLC DATE: 30 OCT '17 SHEET: 4 OF 7

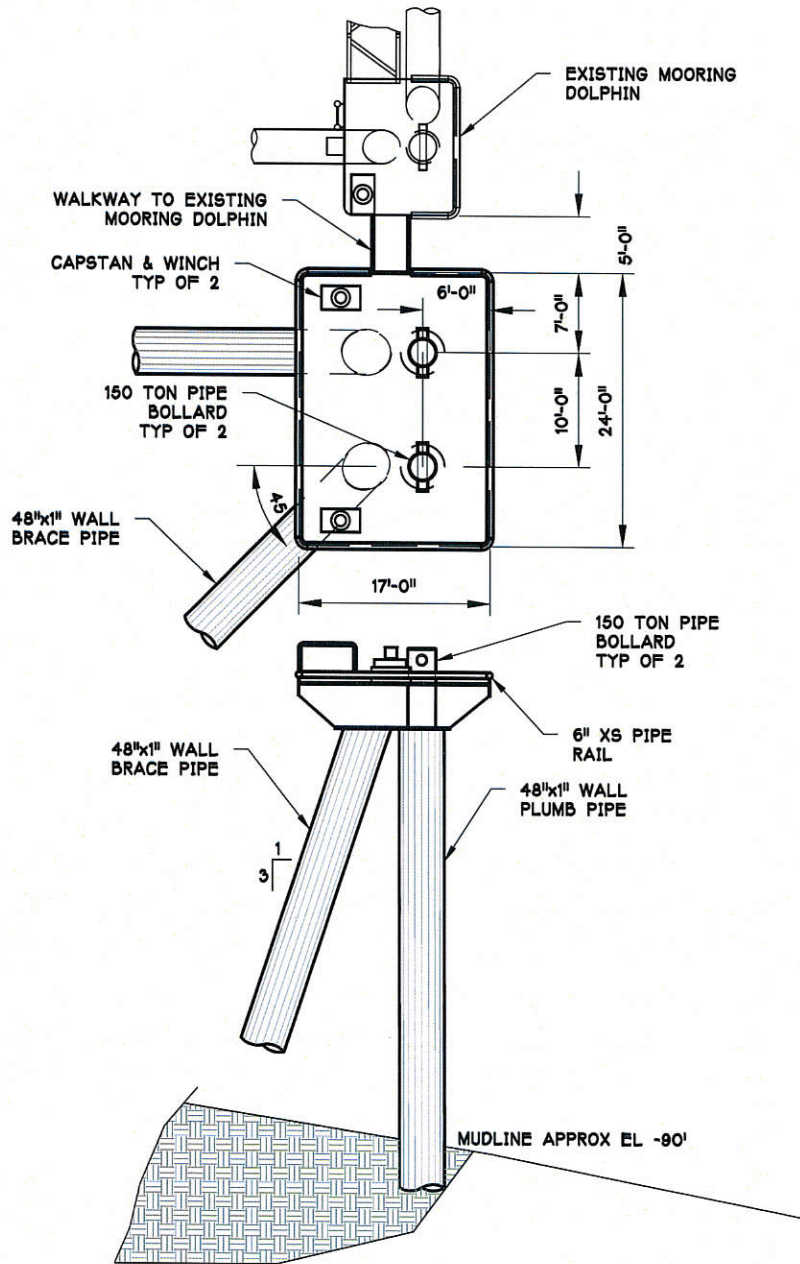
EXHIBIT B



TYPICAL ELEVATION AT PONTON DOLPHIN

PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV	PROPOSED TYPICAL SECTION	PROPOSED: KETCHIKAN BERTH IV
DATUM: 0.0' HTL = 19.7' MHW = 15.45' MLLW = 0.0'	JOB NO. 17_124_A	IN: TONGASS NARROWS
		AT: KETCHIKAN, AK
		APPLICATION BY: KETCHIKAN DOCK COMPANY LLC
		DATE: 30 OCT '17 SHEET: 5 OF 7

EXHIBIT B

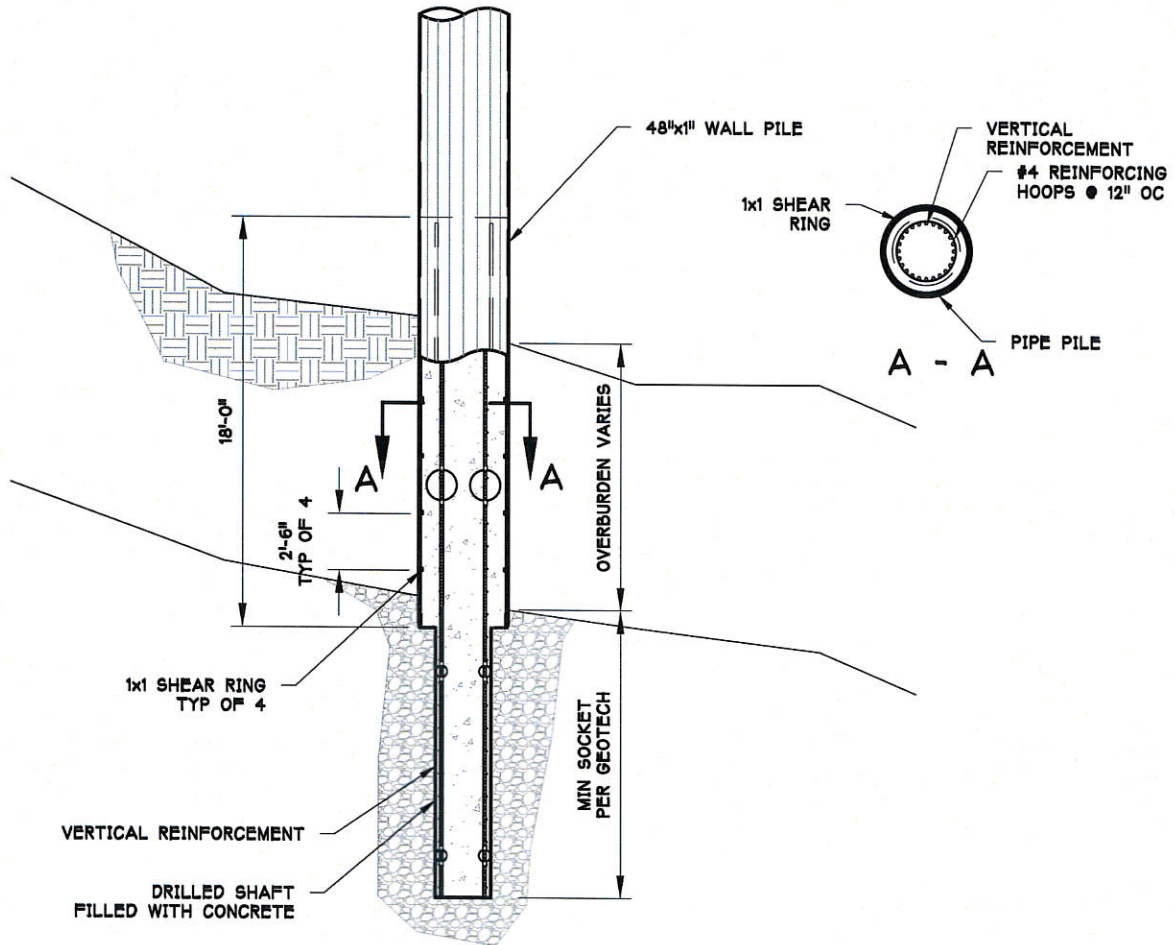


DETAIL AT MOORING DOLPHIN No 1

SHORE BOLLARD DETAILS ARE SIMILAR

<p>PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV</p> <p>DATUM: 0.0'</p> <p>HTL = 19.7'</p> <p>MHW = 15.45'</p> <p>MLLW = 0.0'</p>	<p>PROPOSED DOLPHIN PILE DETAILS</p> <p>JOB NO. 17_124_A</p>	<p>PROPOSED: KETCHIKAN BERTH IV</p> <p>IN: TONGASS NARROWS</p> <p>AT: KETCHIKAN, AK</p> <p>APPLICATION BY: KETCHIKAN DOCK COMPANY LLC</p> <p>DATE: 30 OCT '17</p> <p>SHEET: 6 OF 7</p>
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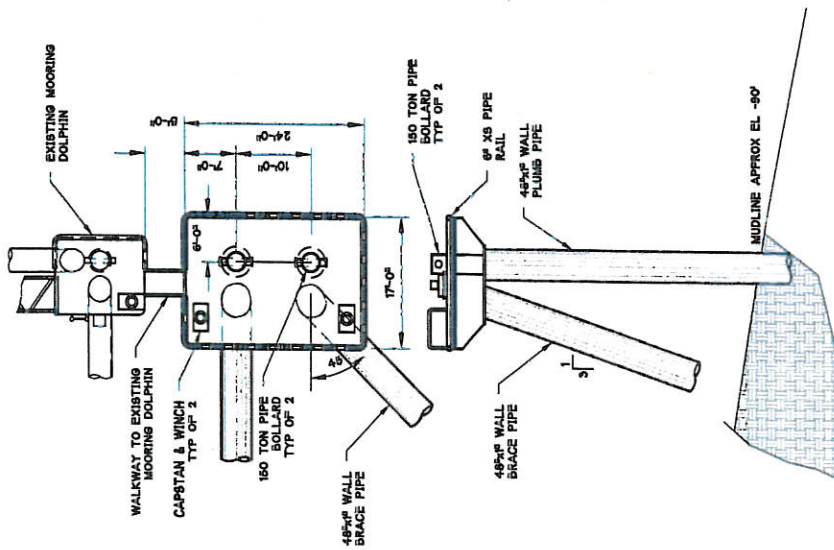
EXHIBIT B



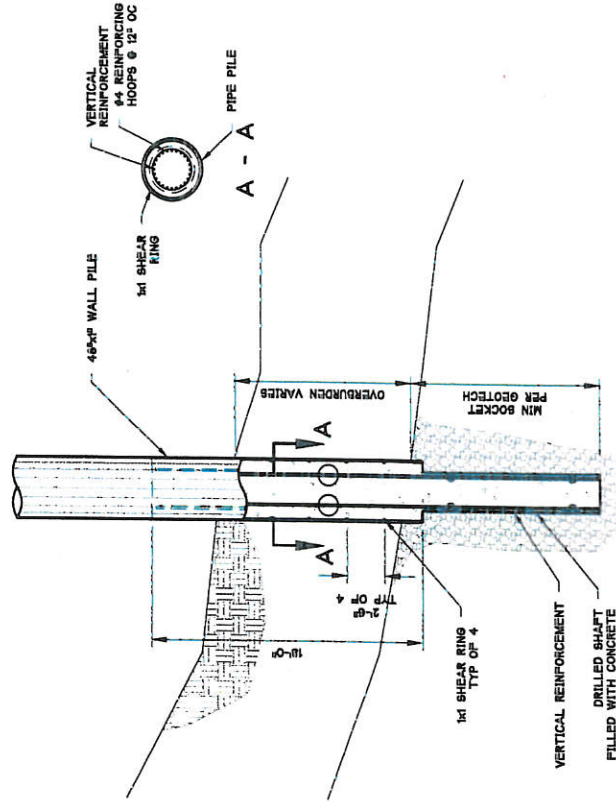
TYPICAL ELEVATION AT ROCK ANCHOR

PURPOSE: INCREASE CAPACITY OF EXISTING BERTH IV	PROPOSED PILE DETAILS	PROPOSED: KETCHIKAN BERTH IV IN: TONGASS NARROWS AT: KETCHIKAN, AK
DATUM: 0.0' HTL = 19.7' MHW = 15.45' MLLW = 0.0'	JOB NO. 17_124_A	APPLICATION BY: KETCHIKAN DOCK COMPANY LLC DATE: 30 OCT '17 SHEET: 7 OF 7

EXHIBIT B



DETAIL AT MOORING DOLPHIN No 1
SHORE BOLLARD DETAILS ARE SIMILAR



TYPICAL ELEVATION AT ROCK ANCHOR

FOR PROPOSAL 10/18/2017

KETCHIKAN BERTH IV
KETCHIKAN DOCK COMPANY LLC
MOORING DOLPHIN No 1

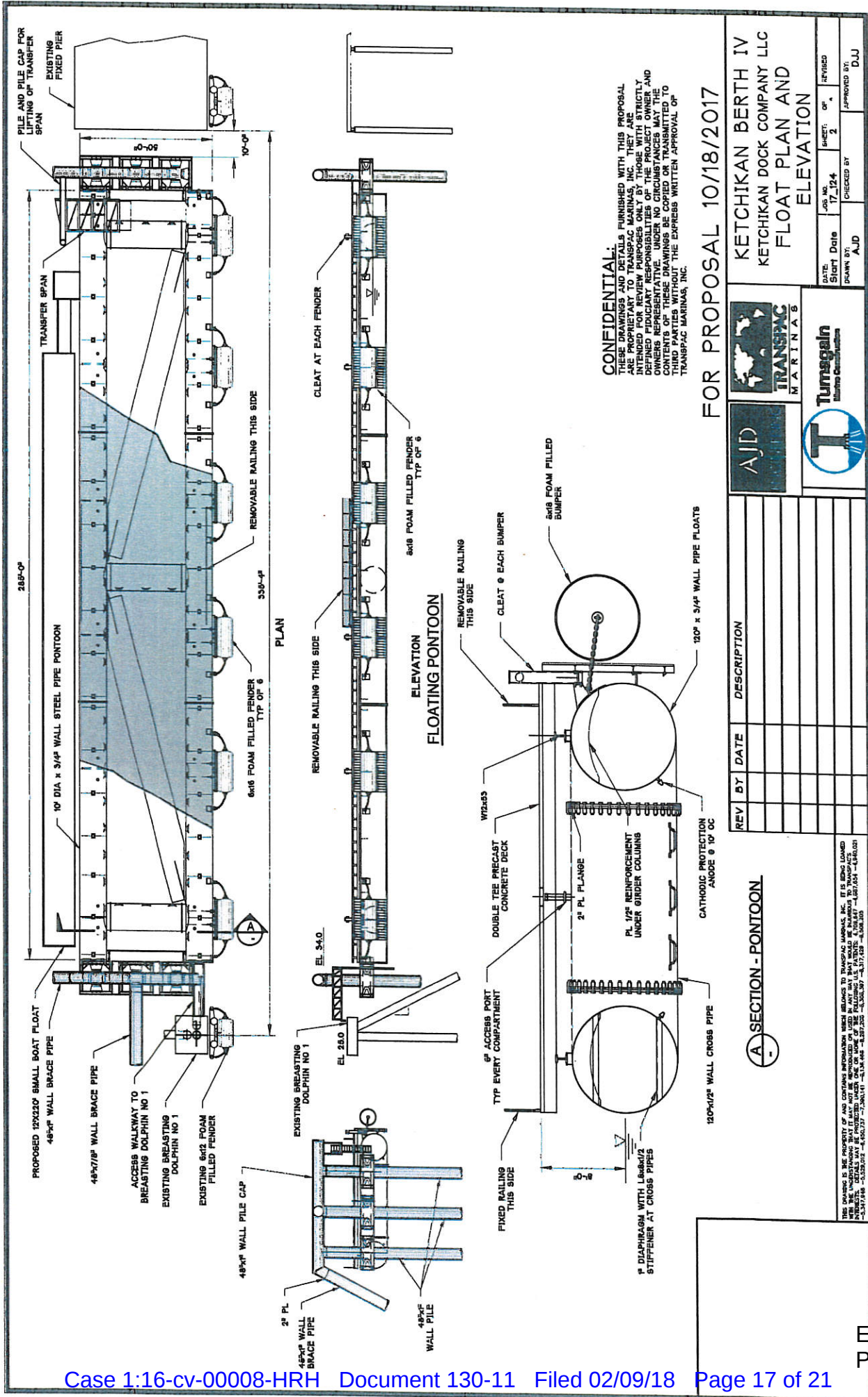


DATE: Start Date 17_124
DRAWN BY: A.JD
JOB NO. 17_124
SHEET: 3 OF 3
CHECKED BY: A.JD
REVIEWED BY: DJJ
APPROVED BY: DJJ

REV	BY	DATE	DESCRIPTION

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EXHIBIT B



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FOR PROPOSAL 10/18/2017

KETCHIKAN BERTH IV KETCHIKAN DOCK COMPANY LLC FLOAT PLAN AND ELEVATION	
DATE: Start Date	17_124
DRAWN BY:	AJD
CHECKED BY:	
APPROVED BY:	DJU
SHEET:	2

AJD

TRANSPAC MARINAS

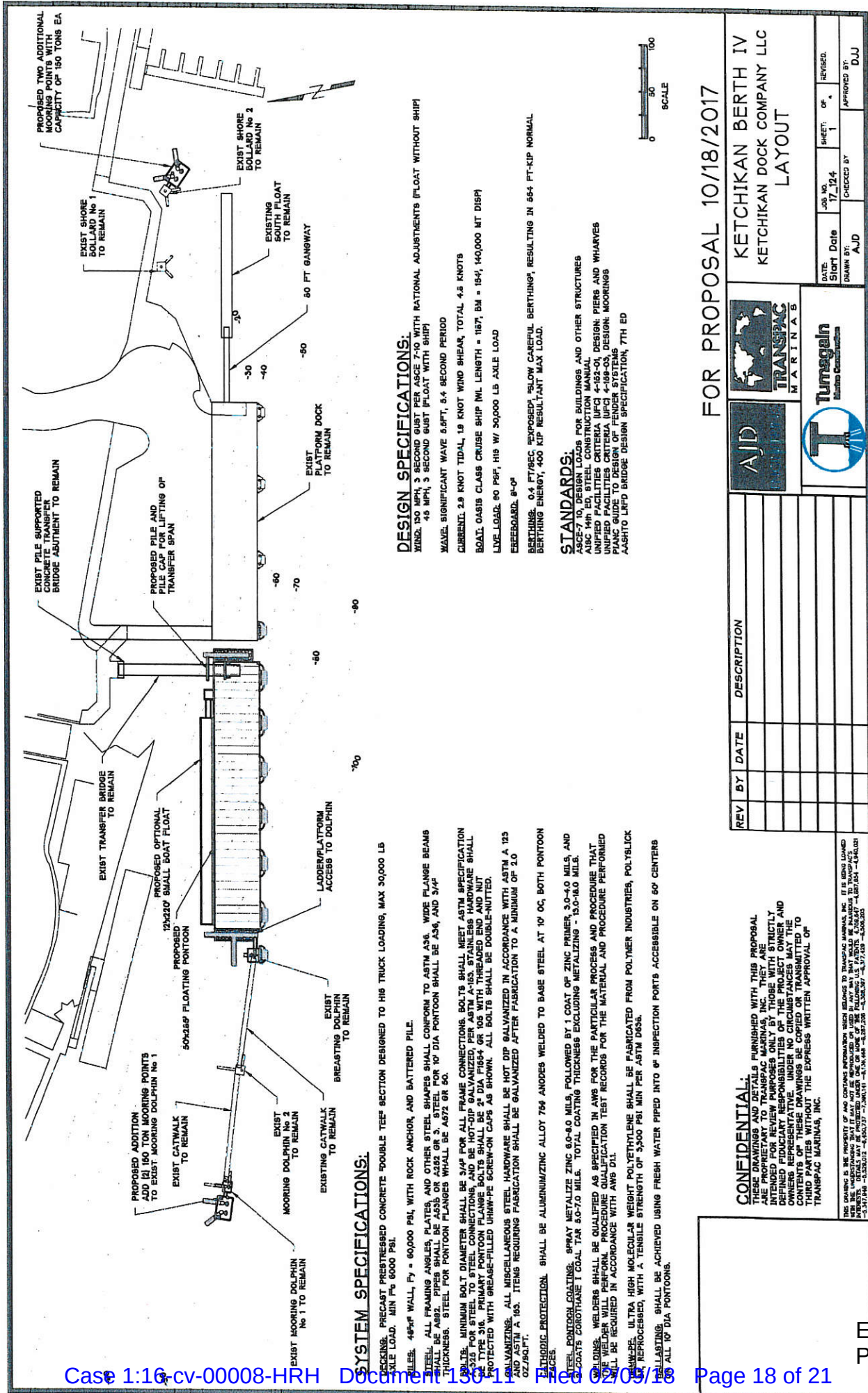
Turnagain Marine Construction

REV	BY	DATE	DESCRIPTION

A SECTION - PONTOON

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EXHIBIT B



SYSTEM SPECIFICATIONS:

DESIGN: PRECAST PRESTRESSED CONCRETE DOUBLE TEE SECTION DESIGNED TO HIS TRUCK LOADING, MAX 30,000 LB AXLE LOAD. MIN FC 6000 PSI.

WALLS: 48" P WALL, Fy = 60,000 PSI, WITH ROCK ANCHOR, AND BATTERED PILE.

STEEL: ALL FRAMING ANGLES, PLATES, AND OTHER STEEL SHAPES SHALL CONFORM TO ASTM A36. WIDE FLANGE BEAMS SHALL BE ASTM A992. ALL STEEL SHALL BE GALVANIZED AFTER FABRICATION TO A MINIMUM OF 2.0 OZ/YSQ FT.

THICKNESS: STEEL FOR PONTOON FLANGES SHALL BE A36 OR 50.

WELDS: MINIMUM BOLT DIAMETER SHALL BE 3/4" FOR ALL FRAME CONNECTIONS. BOLTS SHALL MEET ASTM SPECIFICATION A325 OR STEEL BOLT CONNECTION FLANGES SHALL BE 2" DIA F184 GR 105 WITH THREADED END AND NUT PROTECTED WITH GREASE-FILLED UNH-WPE SCREW-ON CAPS AS SHOWN. ALL BOLTS SHALL BE DOUBLE-NUTTED.

GALVANIZING: ALL MISCELLANEOUS STEEL HARDWARE SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM A 153 TO A 165. ITEMS REQUIRING GALVANIZING SHALL BE GALVANIZED AFTER FABRICATION TO A MINIMUM OF 2.0 OZ/YSQ FT.

CATHODIC PROTECTION: SHALL BE ALUMINUM/ZINC ALLOY 78% ANODES WELDED TO BASE STEEL AT 10' OC, BOTH PONTOON AND BRIDGE.

STEEL PONTOON COATING: SPRAY METALIZE ZINC 6.0-8.0 MILS, FOLLOWED BY 1 COAT OF ZINC PRIMER 3.0-4.0 MILS, AND 2 COATS OF EPOXY/URETHANE I COAT. TAR 5.0-7.0 MILS. TOTAL COATING THICKNESS EXCLUDING METALIZING - 13.0-18.0 MILS.

WELDING: WELDERS SHALL BE QUALIFIED AS DESCRIBED IN AWS FOR THE PARTICULAR PROCESS AND PROCEDURE THAT WILL BE REQUIRED IN ACCORDANCE WITH AWS D11.

REINFORCEMENT: ULTRA HIGH MOLECULAR WEIGHT POLYETHYLENE SHALL BE FABRICATED FROM POLYMER INDUSTRIES, POLYSLICK BRAND, REPRODUCED, WITH A TENSILE STRENGTH OF 5500 PSI MIN PER ASTM D688.

FRUITING: SHALL BE ACHIEVED USING FRESH WATER PIPED INTO 6" INSPECTION PORTS ACCESSIBLE ON 60' CENTERS ON ALL 10' DIA PONTOONS.

DESIGN SPECIFICATIONS:

WIND: 130 MPH, 3 SECOND GUST PER ASCE 7-10 WITH RATIONAL ADJUSTMENTS (FLOAT WITHOUT SHIP)

WAVE: SIGNIFICANT WAVE 5.8FT, 5.4 SECOND PERIOD

CURRENT: 2.9 KNOT TIDAL, 19 KNOT WIND SHEAR, TOTAL 4.5 KNOTS

BOAT: OASIS CLASS CRUISE SHIP (ML LENGTH = 187', BM = 194', 140,000 MT DISP)

LIVE LOAD: 90 PSF, HIS W/ 30,000 LB AXLE LOAD

FREEBOARD: 9'-0"

BERTHING: 0.4 FT/SEC "POSED" "SLOW CAREFUL BERTHING", RESULTING IN 664 FT-KIP NORMAL BERTHING ENERGY, 400 KIP RESULTANT MAX LOAD.

STANDARDS:

ASCE-7 10, DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES

AISC 14th ED, STEEL CONSTRUCTION MANUAL

UNIFIED FACILITIES CRITERIA (UFC) 4-102-01, DESIGN PIERS AND WHARVES

UNIFIED FACILITIES CRITERIA (UFC) 4-102-02, DESIGN MOORINGS

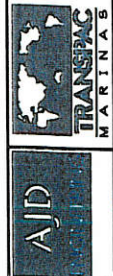
ASHTO LRFD BRIDGE DESIGN SPECIFICATION, 7TH ED

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FOR PROPOSAL 10/18/2017

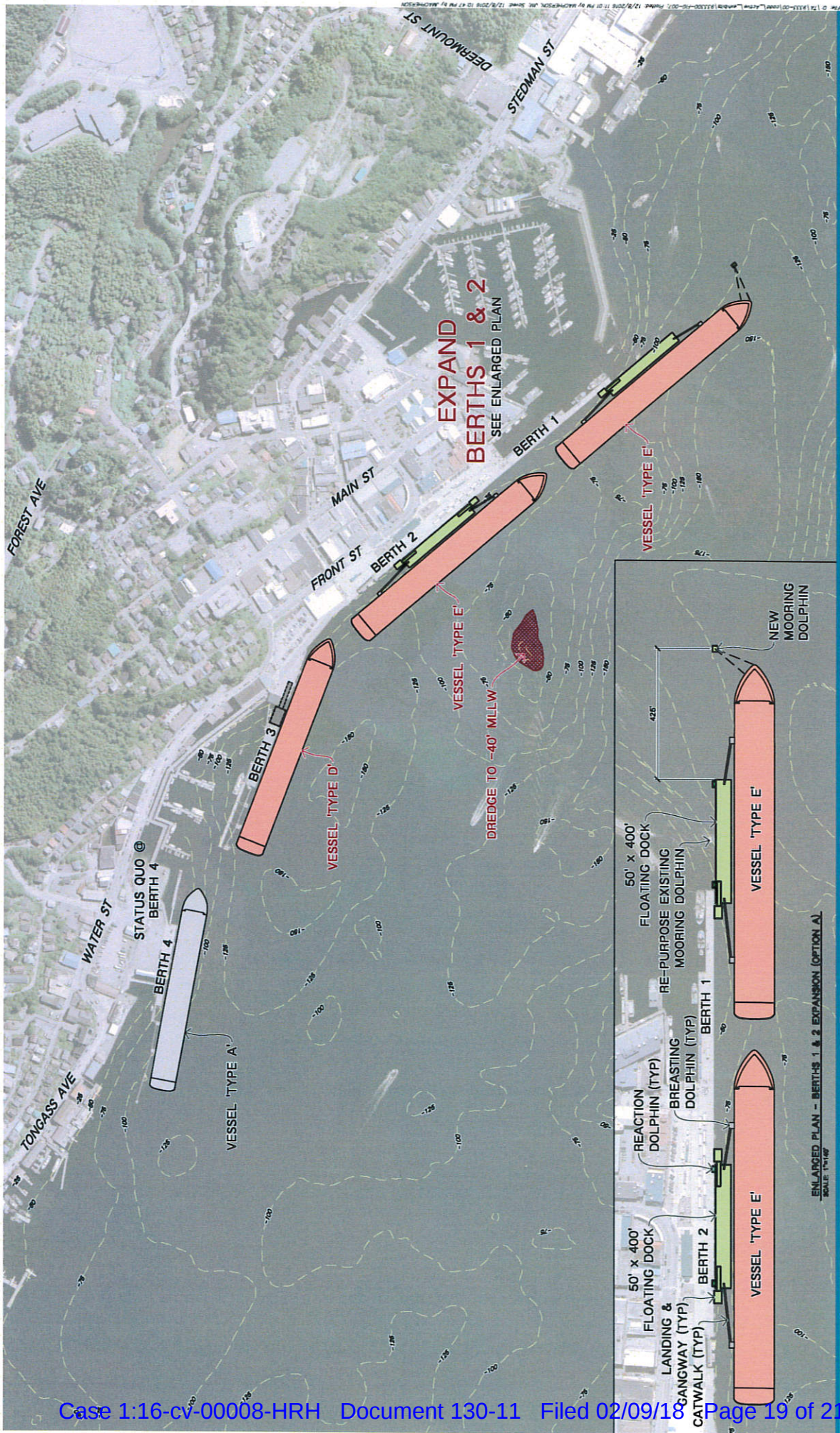
KETCHIKAN BERTH IV
 KETCHIKAN DOCK COMPANY LLC
 LAYOUT



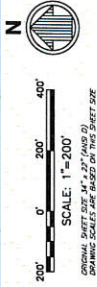
REV	BY	DATE	DESCRIPTION

DATE: 17_12_14
 JOB NO: 17_12_14
 SHEET: 1 OF 1
 DRAWN BY: AJD
 CHECKED BY:
 APPROVED BY: DJJ

EXHIBIT C – OPTION A



EXPAND BERTHS 1 & 2
SEE ENLARGED PLAN



VESSEL LEGEND

TYPE A	UP TO 950' LOA
TYPE B	1000' TO 1050' LOA
TYPE C	1050' TO 1100' LOA
TYPE D	1050' TO 1100' LOA
TYPE E	1100' TO 1150' LOA

DRAWING SCALES ARE BASED ON THIS SHEET SIZE

NOTES

- CONTOUR ELEVATIONS REFERENCED TO MLLW.

TIDAL INFORMATION

MEAN HIGHER HIGH WATER (MHHW)	15.4'
MEAN LOW WATER (MLW)	1.5'
MEAN LOWER LOW WATER (MLLW)	0.0'

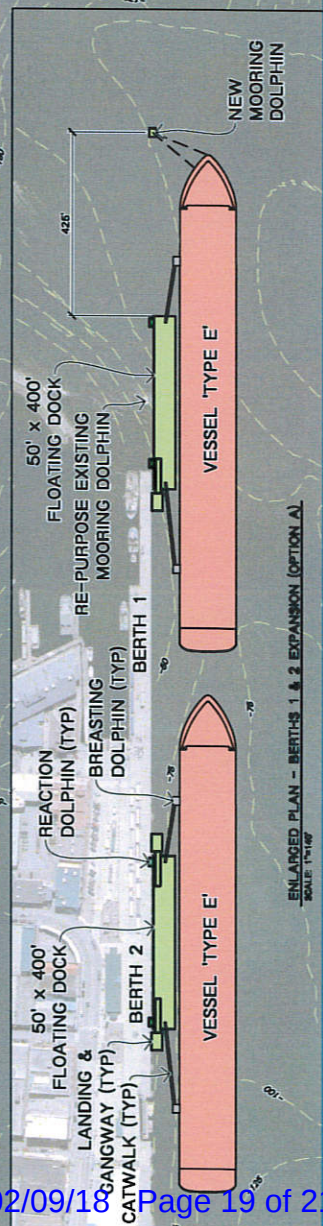
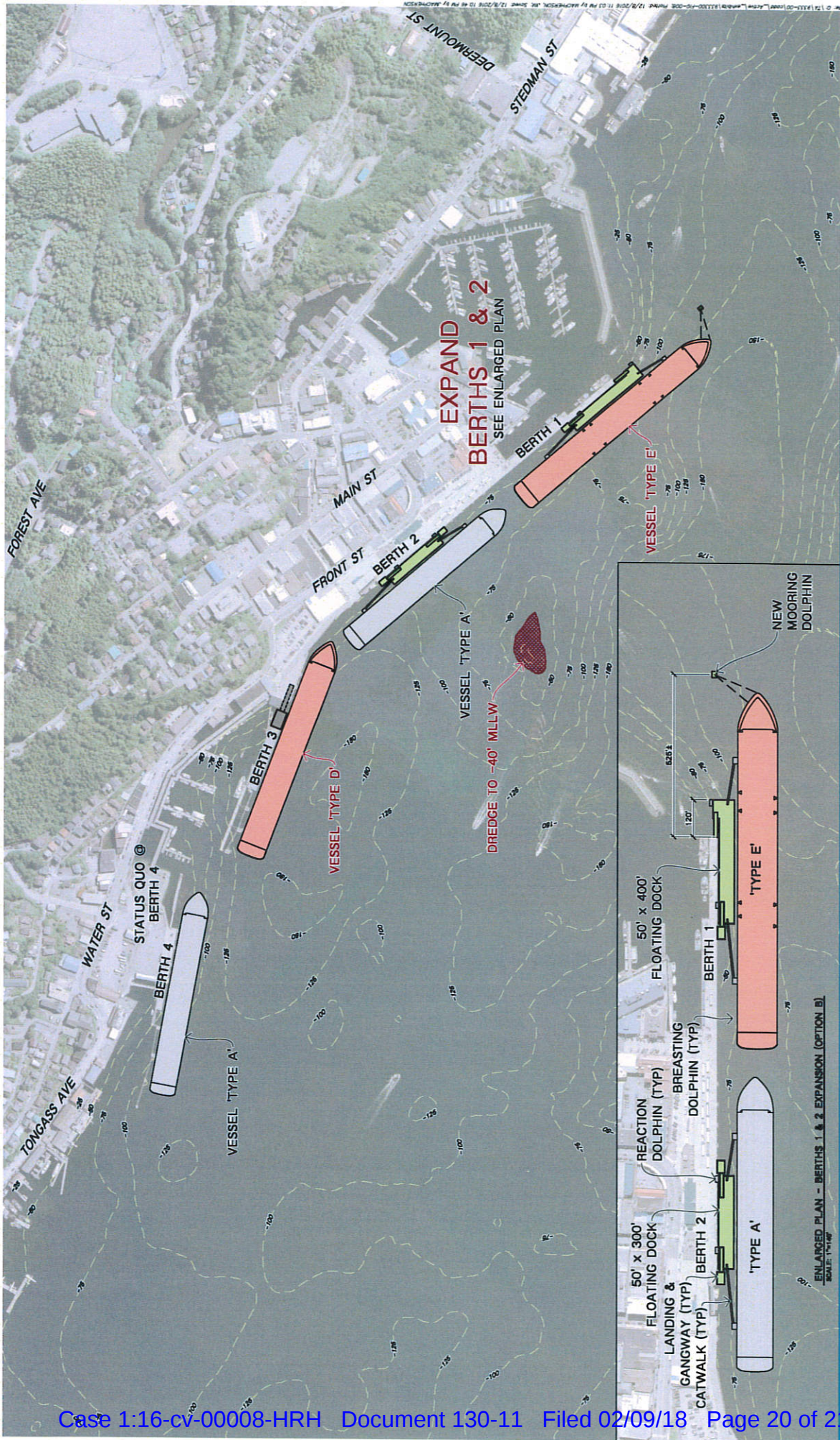


FIGURE 5.1

KETCHIKAN PORT IMPROVEMENTS PLANNING AND DESIGN | 12.09.2016 | **BERTHS 1 & 2 EXPANSION - OPTION A**

LandDesign

EXHIBIT C – OPTION B



VESSEL LEGEND

TYPE A	UP TO 300' LOA
TYPE B	300' TO 1000' LOA
TYPE C	1000' TO 1050' LOA
TYPE D	1050' TO 1100' LOA
TYPE E	1100' TO 1150' LOA

NOTES

1. HYDROGRAPHIC SURVEY DATA FROM NOAA, CIRCA 2000. CONTOUR ELEVATIONS REFERENCED TO MLLW.
2. REFERENCED TO MLLW.

TIDAL INFORMATION

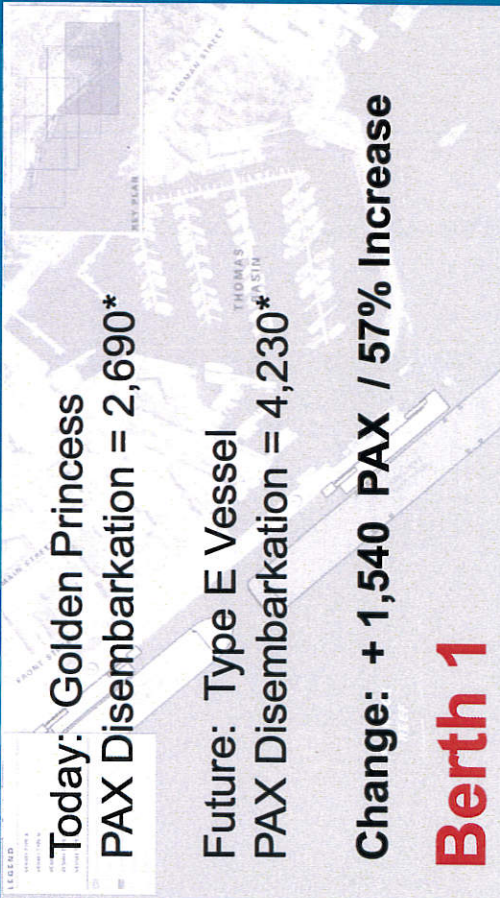
MEAN HIGH WATER (MHW)	13.4'
MEAN LOW WATER (MLW)	1.9'
MEAN LOWER LOW WATER (MLLW)	0.0'

ENLARGED PLAN - BERTHS 1 & 2 EXPANSION (OPTION B)
SCALE: 1"=100'

FIGURE 5.2
BERTHS 1 & 2 EXPANSION - OPTION B

KETCHIKAN PORT IMPROVEMENTS PLANNING AND DESIGN | 12.09.2016 | **LandDesign** | nichol

EXHIBIT D

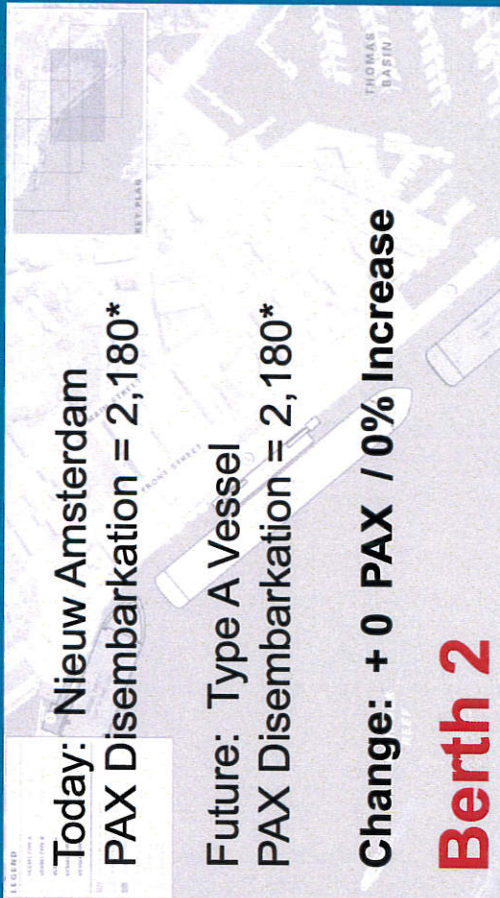


**Today: Golden Princess
PAX Disembarkation = 2,690***

**Future: Type E Vessel
PAX Disembarkation = 4,230***

Change: + 1,540 PAX / 57% Increase

Berth 1

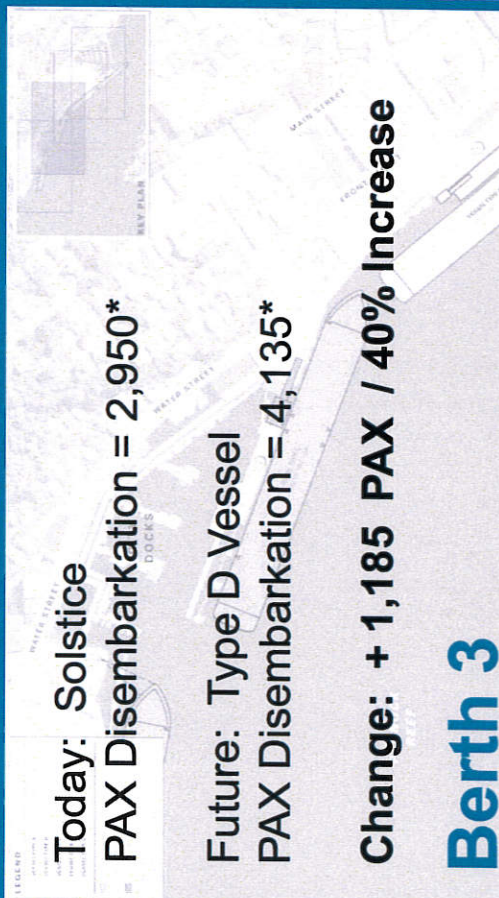


**Today: Nieuw Amsterdam
PAX Disembarkation = 2,180***

**Future: Type A Vessel
PAX Disembarkation = 2,180***

Change: + 0 PAX / 0% Increase

Berth 2

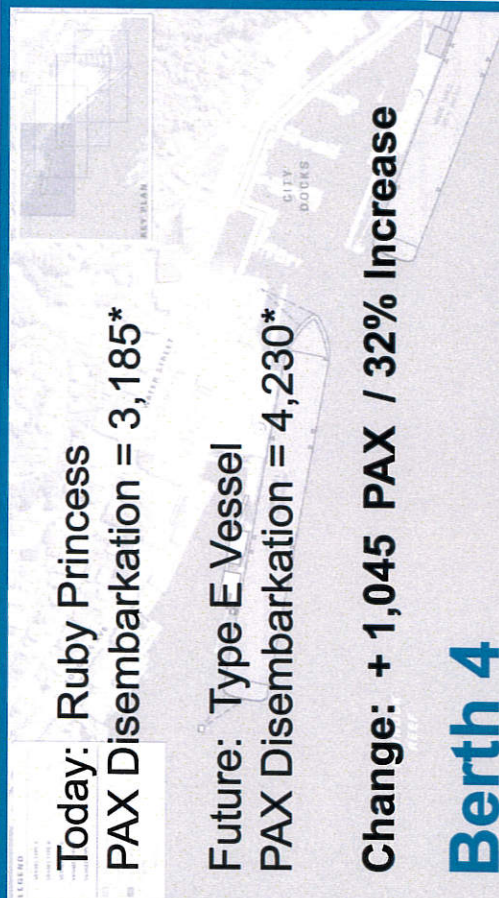


**Today: Solstice
PAX Disembarkation = 2,950***

**Future: Type D Vessel
PAX Disembarkation = 4,135***

Change: + 1,185 PAX / 40% Increase

Berth 3



**Today: Ruby Princess
PAX Disembarkation = 3,185***

**Future: Type E Vessel
PAX Disembarkation = 4,230***

Change: + 1,045 PAX / 32% Increase

Berth 4

*All figures assume lower berth total * 115% capacity * 90% disembarkation rate. Figures exclude crew totals.