

PORT EVERGLADES MASTER PLAN

APPENDIX C
ROI AND NPV CALCULATION TABLES









FINANCIAL ANALYSIS OF:

Cruise Terminal 4 (CT-4) Redevelopment

The financial analysis of CT-4 considers a \$13.0 million investment in CT-4 to accommodate 6,000 additional revenue passengers on an existing weekly sailing for 26 weeks plus 7,200 revenue passengers on an additional weekly sailing for 26 weeks. These numbers are based on 100% occupancy, and include that the number of revenue passengers is double the number of passengers (embarking and disembarking passengers). While 90% load factor is an average for the cruise industry, as has been noted, occupancy can exceed 100% in the cruise industry, due to calculation of capacity based on twin berths.

The analysis assumes a 2-year design and construction period, with the additional traffic starting the first year after construction. It is assumed that no existing business would be displaced by the project, that is the port would continue to serve the same other business as if the CT-4 upgrade was not built. It should be noted that this does not imply any assumption about whether the other business increases, decreases or remains about the same, only that it is not affected by the CT-4 upgrade.

The revenues are assumed to include a \$10 per passenger permanent charge and an additional capital recovery charge for the first five years. The total incremental revenue passengers are approximately 343,200 revenue passengers. The capital recovery charge is assumed to be sufficient to recover the investment with 8.5% interest over the first 5 years of operation. The number of passengers to which the capital recovery charge would apply was not determined. Thus, the capital recovery charge per passenger was not calculated. The resulting revenues would be approximately \$6.9 million per year for the first 5 years, declining in year 6 to about \$3.4 million, after conclusion of the capital recovery charge.

Operating costs are assumed to be 50% of the regular \$10 per passenger charge. Based on this assumption, the resulting incremental operating costs would average \$1.7 million per year.

The resulting net revenues would be about \$5.2 million per year for the first 5 years, declining to \$1.7 million per year in year 6 when the capital recovery charge was ended.

Based on these assumptions, the CT-4 project would provide a Net Present Value (NPV) of \$14.9 million, the amount by which the future net revenues discounted at 8.50% per year would exceed the initial investment of \$13.0 million. The project would provide a Return on Investment (ROI) (or Internal Rate of Return) of 27.9% per year.

TABLE 1: NET PRESENT VALUE AND RETURN ON INVESTMENT EXAMPLE CALCULATION: CRUISE TERMINAL 4 (CT-04)

Mile Stating Land 1	6 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 2 2 2 2 2 2 2 2 2	2 (2000) 1 (2000) 2 (100 100 100 100 100 100 100 100	100 11 11 11 11 11 11 11 11 11 11 11 11	11 12 25 13 13 13 13 13 13 13 13 13 13 13 13 13	12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 14 15 15 15 15 15 15 15 15 15 15	14 15 10 10 10 10 10 10 10 10 10 10	~ ~	16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 18 18 18,000 15,000 10,000			8 2
## 1	26 6.000 15.000 5 15.000 5 15.000 5 15.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.0000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000 5 17.000	*** * ****	*** * ****	*** *****	** ** ***	WW W WWW	*** ** ****	** * *	~~ ~	***	99				
1	1,7200 187,200 187,200 187,000 187,000 187,000 187,000 187,000 187,100	v vvvv	, ,,,,,	*****	n nnn		w www	~ ~	•				156,000 1,560,000 1,560,000	6,000 156,000 10,00 \$ 1,580,000 \$ 1.	26 6,000 155,000 10,00 1,560,000
St. 4201,000 S.076	50% 3,439,160 \$ \$ 3,432,000 \$ \$ 6,871,160 \$ \$ 1,716,000 \$	~ ~ ~ ~	50% \$ 3.422.000 \$ \$ 1.776.000 \$	****	****	~~~~	***	%0S .		187200 \$10.00 1.872,000 \$ 1.8	28 7,200 187,200 187,200 1,000,187,000 \$ 1,1	26 7200 187200 \$10.00 1.872,000 \$ 1.1	26 7,200 187,200 187,200 \$10,000 1,872,000 \$ 1,	26 7.200 187.200 \$10.00 1.872,000 \$ 1.	26 7,200 167,200 167,200 \$10,00
State Stat	3,439,160 \$ \$ 3,432,000 \$ \$ 6,871,160 \$ \$ 1,716,000 \$	~~~	\$ 3.422,000 \$ \$ 3.432,000 \$ \$ 1.716,000 \$	~ ~ ~ ~	****	~~~	***	٠.	80%	80%	%0%	\$0 %	80%	%OS	80%
(6.500,000) (6.500,000) (6.500,000) (6.500,000) 3.428,160 3.443,			a) Ø)	e 5	0.12	12	23	3,432,000 \$ 3,432,000 \$ 3,437,000 \$ 1,716,000 \$ 1,716,000	3,432,000 \$ 3,4 3,432,000 \$ 3,4 1,716,000 \$ 1,7	3,422,000 \$ 3,4 3,432,000 \$ 3,4 1,716,000 \$ 1,7	3,432,000 \$ 3, 3,432,000 \$ 3, 1,716,000 \$ 1,	3,432,000 \$ 3, 3,432,000 \$ 3, 1,716,000 \$ 1,	3,432,000 \$ 3 3,432,000 \$ 3 1,716,000 \$ 1	3,432,000 \$ 3, 3,432,000 \$ 3, 1,716,000 \$ 1,	3,432,000
(6.500,000) (6.500,000) 3.438,160 3.438,160 3.438,160 3.438,160 6.71,160 6.71,160 6.71,160 6.71,160 1.716,000 1.716,000 1.716,000 1.716,000							22	£ 4	45	15	16 71	17	16	8 28	20 21
3,428,160 3,428,															
3,431(6) 3,4															
000,317,1 000,317,1 000,317,1 000,317,1	3,439,160 0 3,432,000 3,432,000 6,871,160 3,432,000	0 0 00 3,432,000 00 3,432,000	3,432,000	3,432,000	0 3,432,000 3,432,000 3,4	3.432.000 3.4 3.432.000 3.4	0 3,432,000 3,432,000 3,4	3,432,000 3,432,000 3,4	3,432,000 3,4 3,432,000 3,4	0 3,432,000 3,432,000 3,4	0 3,432,000 3,432,000 3,4	0 3,432,000 3,432,000 3,	0 3,432,000 3,432,000	0 3,432,000 3,432,000 3,	3,432,000 3,432,000
	1,716,000 1,718,000	000 1,716,000	1,716,000	1,716,000	1,716,000 1,7	7.1 000 1.7	.716.000 1.7	1,716,000 1,7	1,716,000 1.7	1,716.000 1,7	.716,000 1.3	716,000 1.	.716,000	.716,000 1,	,716,000
Net Operating Revenues 5,155,160 5,155,160 5,155,160 5,155,160 5,155,160 5,155,160	5,155,160 1,716,000	000 1,716,000	1,716,000	1,716,000	1,716,000 1,7	7,16,000 1,7	716,000 1.7	7,1 000,917.	7,16,000 1,7	7,15,000 1,7	.718.000	.716,000 1,	716,000	716.000 1.	000'912'
Total (6,500,000) (6,500,000) 5,155,160 5,155,160 5,155,160 5,155,160 5,155,160 5,155,	5,155,160 1,716,000	000 1,716,000	1,716,000	1,716,000	1,716,000 1,7	7,11 000.317.1	1,716,000 1.7	1,716,000 1,7	1,716,000 1,7	1.716,000 1.7	.716.000 1.	1,716,000 1,	1,716,000 1	.715,000 1.	.716,000
Discount factor 8.50% 1 0.9217 0.8496 0,7829 0,7216 0,6850 0,6	0.6129 0.5649	349 0.5207	0.4799	0.4423	0.4076	0.3757	0.3463	0.3191	0.2941	0.2711	0,2499	0.2303	0.2122	0.1956	0.1803
PVs Discrate 8,50% (6,500,000) (5,990,783) 4,379,078 4,036,017 3,719,831 3,428,416 3,159,	3,159,830 969,414	114 885,469	823,474	756,962	9 504 6	844.704 \$5	594.197	547.647	504,744	465,202 4	428.758	395,168	364,210	335,678	309,380
NPV \$ 14,566,899															
ROI 27.94%															
PVs of Investment and CRF Only (6,500,000) (5,990,783) 2,921,413 2,632,546 2,481,610 2,287,196 2,106,	2,106,016														
NPV of Inv and CRF															
Notes:															

This a consciolation are absorbed for the larget demand in the larget demand of the larget demand of the larget demand in the larget demand of the larget demand in the larget de

Cruise Terminal 19 (CT-19) Expansion

The financial analysis of CT-19 considers a \$6.7 million investment in CT-19 to accommodate 1,600 additional revenue passengers on each of 2 existing weekly sailings for 26 weeks. These numbers are based on 100% occupancy, and include that the number of revenue passengers is double the number of passengers (embarking and disembarking passengers).

The analysis assumes a 2-year design and construction period, with the additional traffic starting the first year after construction. It is assumed that no existing business would be displaced by the project, that is the port would continue to serve the same other business as if the CT-19 upgrade was not built.

The revenues are assumed to include a \$10 per passenger permanent charge and an additional capital recovery charge for the first five years. The total incremental revenue passengers are approximately 83,200 revenue passengers. The capital recovery charge is assumed to be sufficient to recover the investment with 8.5% interest over the first 5 years of operation. The resulting revenues would be approximately \$2.6 million per year for the first 5 years, declining in year 6 to about \$832,000, after conclusion of the capital recovery charge.

Operating costs are assumed to be 50% of the regular \$10 per passenger charge. Based on this assumption, the resulting incremental operating costs would average \$416,000 per year.

The resulting net revenues would be about \$2.2 million per year for the first 5 years, declining to \$416,000 per year in year 6 when the capital recovery charge was ended.

Based on these assumptions, the CT-19 project would provide a Net Present Value (NPV) of \$3.6 million, the amount by which the future net revenues discounted at 8.50% per year would exceed the initial investment of \$6.7 million. The project would provide a Return on Investment (ROI) (or Internal Rate of Return) of 19.8% per year.

TABLE 2: NET PRESENT VALUE AND RETURN ON INVESTMENT EXAMPLE CALCULATION: CRUISE TERMINAL 19 (CT-19)

PRELIMINARY DRAFT			TAB	TABLE 2: N	NET PRESENT		VALUE AND RETURN ON INVESTMENT EXAMPLE CALCULATION:	ETURN C	N INVES	TMENT E	XAMPLE	CALCULA	ATION: CI	RUISE TE	RMINAL	CRUISE TERMINAL 19 (CT-19)	•					
Year Ref to start up = 1 Ref to zero at start of constr	4.0	۰-	- 2	81 83	w 4	4 10	κοφ	9 1	L 8	ဆက	e 0	5 5	t 2	5 5	13	4 5	5 5	16	17	19	50 49	8 2
Existing saling - 800 additional passengers for 26 weeks Weeks Area of the Saling Section passengers per saling Revenus passengers per saling Revenus passengers Revenus passengers Revenus passengers Revenus passengers Per Saling Revenus passengers Per Saling Revenus passengers Per Saling Per Per Saling Per Saling Per Per Sa	sengers for 26 week	w w	2 26 1.600 83,200 10.00 \$	2 26 1,600 83,200 10.00 \$	2 26 1.600 83,200 10.00 \$	2 26 1,600 83,200 10,00 \$	2 26 1,600 83,200 10,00 \$	2 26 1,600 83,200 10,00 \$	2 26 1,600 83,200 10,00 \$ 632,000 \$	2 26 1.600 83,200 10.00 \$ 832,000 \$	2 26 1,600 83,200 10,00 \$	2 26 1,600 83,200 10,00 \$ 832,000 \$ 8	2 2 2 3 1,500 8 22,000 \$ 83,200 \$ 83	2 2 26 1,600 83,200 8 832,000 \$ 83	2 26 1,600 83,200 10,00 \$	2 26 1,600 83,200 10,00 \$	2 26 1.600 83,200 10,00 \$	2 26 1.600 83.200 10.00 \$	2 26 1,600 1 63,200 83 10,00 \$ 1	2 26 1,600 83,200 10.00 \$	2 26 1.600 83.200 10.00 \$	2 2 26 1.600 83.200 10.00 832,000
Additional stailing - No Sailings per week Weeks Revenue passengers per sailing Revenue passengers Regular revenue rate Regular revenue amount		v	9 9 9 9 9	9	8 000'8' 8'	000,000	9 9 9 9	8 000'8'	9 9 9 9 9	000 , 000 , 000 , 000 ,	, , , ,	0000	000,000	000'8'	°°°' 8'	°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°	°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°	°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°	0000	, 000 ° 00 ° 00 ° 00 ° 00 ° 00 ° 00 ° 0	000,00	000,8
Operating cost factor as percent of regular rate	ular rate		50%	20%	%0%	%0%	%0%	50%	30%	\$0%	50%	20%	%0%	20%	50%	%05	20%	%05	%09	20%	%0%	%09
Total CRF amount Regular revenue amount for CT-19 Total revenue Operating cost		8 8 8 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$1,772,490 1 832,000 \$ 2,604,490 \$ 2 416,000 \$	1,772,490 832,000 \$ 2,604,490 \$ 2	1,772,490 1 832,000 \$ 2,604,490 \$ 2 416,000 \$	s 832,000 s 2,604,490 s 2, 416,000 s	1,772,490 \$ 832,000 \$ 2,604,490 \$ 416,000 \$	832,000 \$ 832,000 \$ 416,000 \$	832,000 \$ 832,000 \$ 8416,000 \$ 4	832,000 \$ 832,000 \$ 8416,000 \$ 4	832,000 \$ 80 832,000 \$ 80 416,000 \$ 4	832,000 \$ 8 832,000 \$ 8 416,000 \$ 4	5 832,000 \$ 83 832,000 \$ 83 416,000 \$ 41	. \$ 632,000 \$ 83 832,000 \$ 83 416,000 \$ 41	. \$ 832,000 \$ 83 832,000 \$ 83 416,000 \$ 41	832,000 \$ 833 832,000 \$ 834 416,000 \$ 411	. \$ 832,000 \$ 833 832,000 \$ 833 416,000 \$ 411	832,000 \$ 832 832,000 \$ 832 416,000 \$ 416	832,000 \$ 832 832,000 \$ 832 416,000 \$ 416	. \$ 832,000 \$ 837 832,000 \$ 837 416,000 \$ 416	. \$ 632,000 \$ 83 632,000 \$ 83 416,000 \$ 41	832,000 832,000 416,000
Year Ref to start up = 1 Ref to zero at start of constr	70	0 -	1 2	61 65	69 43	4 10	မှာ မ	9 1	7 8	ဆတ	9 01	1 10	12	12	13	4 5	15 16	16 17	17	81 61	19	3 %
Investment Cost (3	(3,350,000) (3,350,000)	(000																				
Revenues																						
Total CRF amount Regular revenue amount for CT-19 Total revenue		%	1,772,490 1 832,000 2,604,490 2	1,772,490 632,000 2,604,490	1,772,490 1 832,000 2,604,490 2	1,772,480 1, 832,000 2,604,480 2,	1,772,430 832,000 2,604,490	832,000 832,000	0 832,000 832,000	832,000 832,000 832,000	0 632,000 832,000 8:	632,000 8 632,000 8	0 832,000 832,000 83	0 832,000 832,000 83	0 632,000 83 632,000 83	0 832,000 832,000 63;	0 832,000 832,000 833	0 832,000 832,000 832	0 832,000 832,000 832	0 832,000 832,000 833	0 832,000 832,000 83	0 832,000 832,000
Operating cost		•	416,000	416,000	416,000	416,000	416,000	416,000	416,000	416,000	416,000 4	416,000 4	416,000 41	116,000 41	416,000 41	416,000 416	416,000 410	416,000 416	416,000 416	416,000 416	416,000 41	416.000
Net Operating Revenues		7	2.188,490 2	2,188,490	2,188,490 2	2,188,490 2.	2,188,490	416,000	416,000	416,000	416,000 4	416,000 4	416,000 41	416,000 41	416,000 41	416,000 41	416,000 410	416,000 416	416,000 416	416,000 416	416,000 41	416,000
Total	(3.350.000) (3,350,000)		2,188,490 2	2,188,490	2,188,490 2	2.188.490 2.	2,188,490	416,000	416,000	416,000	416,000 4	416,000 4	416,000 41	416,000 41	416,000 41	416,000 41/	416,000 411	416,000 416	416,000 416	416,000 416	416,000 41	416,000
Discount factor 8.50%	1 0.92	0.9217	0.8495	0.7829	0.7216	0.6650	0.6129	0.5649	0.5207	0.4739	0.4423	0.4076	0.3757 0	0.3483 (0.3191 0	0.2941 0	0.2711 0.	0.2499 0.	0.2303 0.3	0.2122 0.	0.1956 0	0.1803
PVs Discrate 8.50% (3	(3,350,000) (3,087,558)		1,859,025	1.713,387	1,579,158	1,455,445 1,	1,341,424	235,009	216,598	189,630	163,991 11	169,577	156,292 14	144,048 13	132,763 12	112,362 11:	112,776 103	128,941	95,798 86	86,293 B	7 976,18	15,001
NPV	\$ 3,628,339																					
ROI	19.82%																					
PVs of Investment and CRF Only (3,350,000) (3,087,558)	3,350,000) (3,087,5		1,505,651	1,387,697	1,278,983	1,178,787 1,	1,086,439															
NPV of Inv and CRF	0																					
1																						

Note:

The is constant bearing bearing would be on all the patentieth. Not only the treat (tabject to inquisition.)

This is incremental revenue associated with the project even though it to be on all patenties.

The OFF charge is appointed to the project even though it is been all patenties. The patenties of the patenties are constant and the project even though it is been all the patenties are constant and the patenties are decided in the manner.

The patenties are the patenties are constant and confirmed in the patenties are patenties are decided in the manner of the project on the patenties are constant and confirme to be applied more or the paying or the confirme the project of all one manner.

The analysis are more to be be project at other results and ordinaries to account the patenties or the project when not build.

Cruise Terminal 21 / 22 (CT-21 / 22) Expansion

The financial analysis of CT-21 / 22 considers a \$22.0 million investment in CT-21 / 22 to accommodate 2,600 additional revenue passengers on each of two existing weekly sailings for 26 weeks. These numbers are based on 100% occupancy, and include that the number of revenue passengers is double the number of passengers (embarking and disembarking passengers).

The analysis assumes a 2-year design and construction period, with the additional traffic starting the first year after construction. It is assumed that no existing business would be displaced by the project, that is the port would continue to serve the same other business as if the CT-21 / 22 upgrade was not built.

The revenues are assumed to include a \$10 per passenger permanent charge and an additional capital recovery charge for the first five years. The total incremental revenue passengers are approximately 135,200 revenue passengers. The capital recovery charge is assumed to be sufficient to recover the investment with 8.5% interest over the first 5 years of operation. The resulting revenues would be approximately \$7.2 million per year for the first 5 years, declining in year 6 to about \$1.4 million, after conclusion of the capital recovery charge.

Operating costs are assumed to be 50% of the regular \$10 per passenger charge. Based on this assumption, the resulting incremental operating costs would average \$676,000 per year.

The resulting net revenues would be about \$6.5 million per year for the first 5 years, declining to \$676,000 per year in year 6 when the capital recovery charge was ended.

Based on these assumptions, the CT-21/22 project would provide a Net Present Value (NPV) of \$5.9 million, the amount by which the future net revenues discounted at 8.50% per year would exceed the initial investment of \$22.0 million. The project would provide a Return on Investment (ROI) (or Internal Rate of Return) of 15.1% per year.

	19 20 20	2 2 2 26 2.600 135.200 135.200 10.00 \$ 1,352.000	00.08 00.08	20% 20%	. \$ 1,352,000 .352,000 .352,000 676,000 \$ 676,000	19 20 21		0 1.352,000 1.352,000 1.352,000	676,000 676,000	676,000 678,000	000'949 000'949		121,877				
	85 67	2 26 2,600 135,200 10,00 \$ 1,352,000 \$ 1.36	\$0.00 \$	20%	. \$ 1,352,000 \$ 1,35 1,352,000 \$ 1,35 676,000 \$ 67	8 6		0 1,352,000 1,35 1,352,000 1,35	9 000'9/9	676,000 67	676,000 67	 	143,477				
	17	2 26 2.600 135,200 10.00 \$	000.08	%0S	. \$ 1,352,000 \$ 1,352,000 \$ 676,000 \$	17		1,352,000 1,352,000	676,000	676,000	676,000	0.2303	155,672				
	16	2 26 2.600 135,200 \$ 10.00 \$	00.0%	80%	\$ 1,352,000 \$ 1,352,000 \$ 5 1,352,000 \$ 5 5 676,000 \$	16		0 1,352,000 1,352,000	676,000	676,000	676,000	0.2499	166,904				
:T-21 / 22)	15	2620 2,600 135,200 \$ 10,00 \$ 1,352,000	00008	50%	\$ 1,352,000 \$ 1,352,000 \$ 676,000	15		0 1,352,000 1,352,000	676,000	676.000	676,000	0.2711	183,281				
. 21 / 22 (0	41 15	2 260 2,600 135,200 \$ 10.00 \$ 1,352,000	900,000	%0S	\$ 1,352,000 \$ 1,352,000 \$ 676,000	4 5 1		0 1,352,000 1,352,000	676,000	676,000	676.000		156,833				
FERMINAL	12 13	2 2 26 260 0 2600 0 135,200 0 \$ 1,352,000	00.05	* SO\$	- \$ 1.352.000 0 \$ 1.352.000 0 \$ 676.000	12 13		0 1.352.000 1,352.000	000'929	000'929	000'929		3 215,740				
CRUISE 1	11	2 25 26 26 2600 00 135,200 00 135,200 00 \$ 1,352,000	90.0	20% SO%	. \$	11		0 0 00 1,352,000 00 1,352,000	000 676,000	000 676,000	000 '929 000		74 234,078				
JLATION:	5 5	2 26 26 260 2,500 2,500 135,200 135,200 10.00 \$ 10,00 352,000 \$ 1,352,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50% 5	\$ 1,352 \$ 1,352 \$ 5 676	5.5		0 000 1,352,000 000 1,352,000	676,000 676,000	676,000 676,000	676,000 676,000		275,562 253,974				
LE CALCI	ø 5	2 260 2600 135,000 1,352,000 \$ 1,352,000 \$ 1,352,000 \$ 1,352,000 \$ 1,352,000 \$ 1,352,000	ooo, o;	%0S	. \$	e of		0 ,352,000 1,352,000 1,352,000	676,000 676	676,000 676	676,000 676	· '	298,965 275				
NT EXAM	ယတ	2 26 2.600 135,200 13 10,00 \$	\$. 00.08	\$0%	. \$. 352,000 \$ 1,36 ,352,000 \$ 1,36 676,000 \$ 67	ထတ		0 1,352,000 1,352,000 1,35	676.000 67	9 000,949	676.000 67		324,339				
NVESTME	7 9	2 26 2.600 135,200 10.00 \$	° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° °	%0S	.352,000 \$ 1, 352,000 \$ 1, 676,000 \$	۷ ۵		0 1,352,000 1,352,000	676,000	676,000	676,000		351,973				zi
NET PRESENT VALUE AND RETURN ON INVESTMENT EXAMPLE CALCULATION: CRUISE TERMINAL 21 / 22 (CT-21 / 22)	9 /	2 26 2,600 135,200 10.00 \$	\$ 00.08 90.08	80%	1,352,000 \$ 1,352,000 \$ 676,000 \$	9 /		0.352,000	676,000	676,000	676,000	0.5649	381,890				Don.) intradicost associated with CT-21 / 22. igurs are double these numbers. inted 100%
: AND RET	N W	2 26 2,800 135,200 10.00 \$	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	%05	5,820,118 \$ 1,352,000 \$ 7,172,118 \$ 676,000 \$	wω		5,820,118 1,352,000 7,172,118	676,000	6.496,118	6.496,116	0.6129	3,981.782		3,567,412		odabon.) remental cost associated i sengers are double these nsidered 100%
NT VALUE	4 9	2 26 2,600 135,200 135,200 1,352,000 \$, 00.08 , 00.08 , 00.08	%05	5,620,118 \$ 1,352,000 \$ \$ 7,172,118 \$ \$ 676,000 \$	4 10		5,820,118 1,352,000 7,172,118	676,000	6,496,118	6,496,118	0.6650	4,320213		3,870,643		ura. (subject to neg gers. fife indicated is inc acts; revenue pas actor PEV.
ET PRESE	6.4	2 26 2.600 135,200 \$ 10.00 \$	000	%0S	5,820,118 \$ 1,352,000 \$ 7,172,118 \$ 676,000	€ 4		5,820,118 1,352,000 7,172,118	676,000	6,496,118	6,496,118	0.7216	4,667,431		4,139,647		new ships for 5 years of only dew passen on the additional transport of por week for 25 years were publish assengers per call
TABLE 3: NE	8 69	2 26 2,600 135,200 \$ 10.00 \$	0008	80%	5,820,118 \$ 1,352,000 \$ 7,172,118 \$ 676,000	9.13		5.820,116 1.352,000 7,172,118	676,000	6.496.116	6.496,118	0.7629	5,085,865		4,556,617		rot only the same second only the second only the second only the part of the construction of the control of th
TAB	2 2	2 25 2,500 135,200 10,00 1,352,000	000	%OS	\$5,820,118 1,352,000 7,172,116 676,000	- 7		5,820,118 1,352,000 7,172,118	676,000	6,496,116	6,496,118	0.8495	5,518,161		4,943,930		he applain recovery factor (CRF) charge would be on all less passengens, not only the new this for 5 yes mind revenue associated as the project, even frought it is to be on all appearagons, not only one passes the support of the project of the additional to the project of the project of the additional project of the project of
	0-	26 weeks	v.		www	0	(11,000,000)				(11,000,000)	0.9217	(10,136.249)		(10,138,249)		F) charge would be the project even to recover the rrow anent with 50% of 300 additional par xood 100% due
	Year .1	ial passengers for	_	of regular rate	Z/12.	Year -1	(11,000,000) (11,000,000)	202			(11,000,000) (11,000,000)	- i	6.50% (11,000,000) (10,136,243)	15.11%	(11,000,000)	0	The capital incovery flates (CRF) change would be on all less passangers, not only the new ships for 5 years, (oxiginat to negotiation), mental revenue associated with the project, even thought it is be not all passangers, not not year passangers. The 310 change would be permission that the movement in some that the 55 Style interest in the substitution of the passangers. The 310 change would be permission that 55% operating one of the 55 Style and the substitution of the substitu
DOE MINADY DOAFT	Ref to start up = 1 Ref to zero at start of constr	Ediating sailing - 800 additional passengers for 26 weeks Saining per week. Weeks Weeks Weeks Weeks Reading Saining per spet spaining Revenue passengers per spaining Revenue passengers Per spaining Revenue passengers Per Revenue amount Revenue amount amount	Additional sailing - No Satings per week Weeks Revenue passengers per sailing Revenue passengers Regular revenue rate Regular revenue amount	Operating cost factor as percent of regular rate	Total CRF amount Regular revenue amount for CT-21/22 Total revenue Operating cost	Ref to start up = 1 Ref to zero at start of constr	Investment Gost Revenues	Total CRF amount Regular revenue amount for CT-21/22 Total revenue	Operating cost	Net Operating Revenues	Total	ount factor	PVS DISCIBLE 6.500	Roi	PVs of Investment and CRF Only (11,000,000) (10,138,249)	NPV of Inv and CRF	Notes: The applain recovery finder (GPF) charge would be on all the pasterogers, rate only the river ships for 5 years, (stabilists to regolation.) This is incremental reviews associated with the group, of even though it is the be on all passenges, not only one passengers. The OPF charge is becommented yurifferation from the memory of SPS features. 2. The project reviews and the SPS permanent with SPS operating cost firster, but only the past on the additional miffer incremental costs: 3. The project reviews and the SPS operating cost firster, but only the past on the additional miffer incremental costs: 4. Indirect well out of pages and only only only one of the specific reviews passengers and charge and only one of the specific reviews passengers and additional pages and pages and pages and specific reviews passengers and additional pages and pages

		TABI	LE 1: N	ET PRES	ENT VAL	UE AND I	RETURN	ON INVE	STMENT	EXAMPL	E CALCU	LATION:	PROJEC	T GENE	SIS					
PRELIMINARY DRAFT																				
Year Ref to start up = 1 -1 0) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Ref to zero at start of constr 0 1	2	3	4	5	6	7	8	9	10	11		13		15					20	
Navigator																				
Sailings per week	1	1	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
Revenue passengers per sailing	6,228	6,228																		
Revenue passengers	323,856	323,856																		
CRF rate	5	5																		
CRF amount	\$ 1,619,280																			
Regular revenue rate		\$ 10.00																		
Regular revenue amount	\$ 3,238,560	\$ 3,238,560																		
Genesis																				
Sailings per week	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	. 2	2	2	2	2
Revenue passengers per sailing	11,232	11,232	11,232			11,232	11,232	11,232	11,232	11,232		11,232	11,232	11,232	11,232		11,232		11,232	11,232
Revenue passengers CRF rate	\$5.00	584,064 \$5.00	1,168,128 \$5.00	1,168,128 \$5.00	1,168,128 \$5.00	1,168,128 \$0.00														
CRF rate CRF amount			\$ 5.840.640		\$ 5.840.640			\$ -					\$ -				\$ -			\$0.00
Regular revenue rate	\$10.00	\$10.00	\$10.00	\$ 5,840,040	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Regular revenue amount			\$ 11.681.280										\$11.681.280	\$11.681.280	\$11.681.280		\$ 11.681.280	\$11.681.280		\$ 11.681.280
·g··	•	,,.	4,,	,,		,,	* , ,	*,,	,,	,,	,,	* , ,	*,,	* , ,	,,	*,,	4,,	*,,	,,	*,,===
Other revenue passengers subject to CRF	1,576,144	992,080	731,872	731,872	731,872					2										
CRF rate	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CRF amount	\$ 7,880,720	\$ 4,960,400	\$ 3,659,360	\$ 3,659,360	\$ 3,659,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating cost factor as percent of regular rate	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total CRF amount	\$ 9.500.000	\$ 9.500.000	\$ 9.500.000	\$ 9500,000	\$ 9.500.000	s -	\$ -	s -	s -	s -	s -	s -	s -	s -	s -	s -	s -	s -	s -	\$ -
Regular revenue amount for CT-18				\$ 11.681.280					\$ 11.681.280		\$ 11.681.280		\$11.681.280		\$11.681.280		*	\$11.681.280	*	\$ 11.681.280
Total revenue			\$21,181,280		\$21,181,280				\$11,681,280		\$11,681,280				\$11,681,280		\$11,681,280			\$11,681,280
Operating cost	\$ 1,619,280	\$ 4,539,600	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640	\$ 5,840,640
V																				
Year Ref to start up = 1 -1 0	1	2	3	4	5	6	7	8	q	10	11	12	13	14	15	16	17	18	19	20
Ref to zero at start of constr 0 1	. 2	3	4	5	6	7	8	9	10	11				15					20	21
Investment Cost (18,692,500) (18,692,500))																			
Devenues																				
Revenues																				
Total CRF amount	9.500.000	9.500.000	9.500.000	9.500.000	9.500.000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Regular revenue amount for CT-18	3,238,560	9,079,200	11.681.280	11,681,280	11,681,280	11,681,280	11.681.280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11.681.280	11,681,280	11.681.280	11,681,280	11,681,280
Total revenue	12,738,560	18,579,200	21,181,280	21,181,280	21,181,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280	11,681,280
Operating cost	1,619,280	4,539,600	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640
Net Operating Revenues	11,119,280	14,039,600	15,340,640	15,340,640	15,340,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640	5,840,640

NPV \$44,920,138 26.59%

8.50%

PVs of Investment and CRF Only (18,692,500) (17,228,111) 8,069,825 7,437,627 6,854,956 6,317,932 5,822,978

0.8495

9,445,331

NPV of Inv and CRF (1,417,293)

Notes:

Disc rate

The \$5 capital recovery factor (CRF) charge would be on all line passengers, not only the new ships, about 1.9 million for 5 years. (subject to negotiation.)

14.039.600

10,991,717

0.7829

This is incremental revenue associated with Genesis, even though it is to be on all RCl passengers, not only Genesis. The CRF charge is approximately sufficient to recover the investment in 5 years with 8.50% interest.

(18,692,500) (18,692,500) 11,119,280

0.9217

8.50% (18,692,500) (17,228,111)

- The \$10 charge would be permanent with 50% operating cost factor, but only the part on Navigator and Genesis is incremental cost associated with CT-18.

 The project revenues include 1 Navigator in the first year, 1 Navigator + 1 Genesis in the second year and 2 Genesis in the third year and thereafter, as per discussion with Port Everglades.
- In terms of incremental business, the existing business would necessarily be displaced by the new tonnage, which would support considering the entire revenue passenger traffic from the new ships as incremental.

15.340.640 15.340.640

0.6650

10,202,222

0.7216

11,069,411

- Industry wide load factor has often ranged around 90% for the cruise industry but no figures were published for PEV or RCI.
- In addition, load factor for cruise ships can exceed 100% due to the way it is calculated, usually 2 passengers per cabin (twin berth) is considered 100%. Information provided by Port Everglades indicated load factors for RCI have been around 100% in PEV

15.340.640

0.6129

9,402,970

5.840.640

0.5649

3,299,531

5.840.640

0.5207

3,041,043

5.840.640

0.4799

2,802,804

5.840.640

0.4423

2,583,230

5.840.640

0.4076

2,380,857

5.840.640

0.3757

2,194,338

5.840.640

0.3463

2,022,432

5.840.640

0.3191

1,863,992

5.840.640

0.2941

1,717,965

5.840.640

0.2711

1,583,378

5.840.640

0.2499

1,459,335

5.840.640

0.2303

1,345,009

5.840.640

0.2122

1,239,640

5.840.640

0.1956

1,142,525

5,840,640

0.1803

1,053,018

- Operating cost factor of 50% applied to the regular \$10 charge but not to the additional capital recovery charge of \$5.
- 7 The analysis assumes no business displaced by the Genesis project; all other revenues will continue to accrue the same as if the project were not built.

Genesis	

Total

PVs

Discount factor

Ship passenger capacity 5,616 Revenue passengers per ship 11,232 Number of sailings/year/ship 52 Number of ships Annual revenue passengers 1,168,128 CRF per passenger \$5.00 Revenue per passenger Operating expenses \$5.00 \$37.4 M Construction cost of project

Navigator Ship passenger capacity Revenue passengers per ship 3.114 6,228 Number of sailings/year/ship 52 Number of ships Annual revenue passengers 323,856 CRF per passenger 5.00 10.00 Revenue per passenger Operating expenses