

Description	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8A	Option 8B
	Status quo	Improved status quo	One pier	Phased two piers ¹	Phased two piers + future cargo relocation ²	Two piers	Two piers + future cargo relocation	Two piers + immediate cargo relocation	Phased three piers + immediate cargo relocation
A. Summary of works									
Passenger port – now	n/a		X	X	X	X	X	X	X
Passenger port – future				X	X				X
Cargo port – now								X	X
Cargo port – future						X		X	
Minor landside improvements – now		X	X	X	X	X	X	X	X
B. Cruise Tourism Objectives									
Berths utilization factor (% of time each berth is occupied, based on historic 2011 ship numbers)	n/a	n/a	Berth 1: 66% Berth 2: 37%			Berth 1: 66% Berth 2: 36% Berth 3: 22% Berth 4: 12%			
Berths utilization factor (% of time each berth is occupied, based on currently booked 2014 ship numbers)	n/a	n/a	Berth 1: 76% Berth 2: 49%			Berth 1: 76% Berth 2: 49% Berth 3: 25% Berth 4: 15%			
Terminal ability to meet demand (% of historic 2011 visitors utilizing new terminal)	n/a	n/a	75%	96%					
Terminal ability to meet demand (% of currently booked 2014 visitors utilizing new terminal)	n/a	n/a	73%	95%					
Number of days when not all cruise ships can use berth (historic 2011 figures)	n/a	n/a	80	80 with one Pier /16 with Two Piers	80 with one Pier /16 with Two Piers	16			
Number of days when not all cruise ships can use berth (currently booked 2014 figures)	n/a	n/a	93	93 with one Pier /26 with Two Piers	93 with one Pier /26 with Two Piers	26			
Physical separation of the passenger and cargo operations procuring a qualitatively better passenger experience	no	no	no	No	no	No	no	yes	yes
Impact on passenger experience arising from continuing construction works on the site	n/a	Low negative impact	Medium negative impact	Medium negative impact	Medium negative impact	High negative impact	High negative impact	High negative impact	High negative impact
% of ships being tendered	100%		28%			4%			

¹ Design and construction shall not preclude a possible future move of cargo operations.

² Two pier design shall use all available space, necessitating a future move of cargo operations at the time of construction of the second pier.

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(historic 2011 data)									
% of ships being tendered (projected 2014 data)	100%			29%			6%		
C. Affordability / Financial Risk									
Design-build costs – main Project site	n/a	10-20 M\$	30-50 M\$	35-55 M\$ ³	35-55 M\$ ⁴	75-100 M\$	75-100 M\$	75-100 M\$ + cargo cost	100-125 M\$ ⁵ + cargo cost
Design-build costs – Spotts Landing improvements	5 M\$	5 M\$	5 M\$	5 M\$	5 M\$	0	0	0	0
Financial riskiness	none	low	low	low	low	medium	medium	high	high
D. Construction phase factors									
Construction duration	n/a	short	medium	medium	medium	long	long	longest (passenger piers could be delayed because of cargo relocation works, depending on the phasing of the works)	longest (passenger piers could be delayed because of cargo relocation works, depending on the phasing of the works)
Environmental impact	n/a	no incremental impact on marine environment compared to the current status quo	low	low	low	medium	medium	high	high
Impact on the cargo operations during construction	n/a	low	low	low	low	medium	medium	medium ⁶	medium ⁷
E. Operation phase factors									
Recurrent dredging costs (per annum) ⁸	n/a	n/a	low	low	low	medium	medium	medium	high
Environmental impact	n/a	no incremental impact on marine environment compared to the current status quo	low	low	low	medium	medium	medium	high

³ Cost for one pier only, however, higher costs are expected to allow for a future expansion
⁴ Cost for one pier only, however, higher costs are expected to allow for a future expansion
⁵ Cost for two piers only, however, higher costs are expected to allow for a future expansion
⁶ Assuming concurrent construction works on passenger and cargo terminals
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⁸ Depending on the preliminary design to be developed at a later stage

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Inclement weather berthing	not affected	not affected	Mildly affected because of reduced tendering capabilities	Mildly affected because of reduced tendering capabilities	Mildly affected because of reduced tendering capabilities	Significantly affected because of virtually inexistent tendering capabilities	Significantly affected because of virtually inexistent tendering capabilities	Significantly affected because of virtually inexistent tendering capabilities	Significantly affected because of virtually inexistent tendering capabilities
Conflict with cargo operations	medium	high	high	high	high	high	high	none	none
F. Other									
Impact on the tendering industry	none	none	Medium negative impact	Medium negative impact	Medium negative impact	High negative impact	High negative impact	High negative impact	High negative impact
Downtown relief from overnight cargo operations	no	no	no	no	no	no	no	yes	yes
Long-term solution	no	no	no	no	no	no	no	yes	yes
Shortlisted option (yes/no)	no	yes	no	yes	no	no	yes	no	no