NARRATIVE DESCRIPTION OF THE PROPOSED PORT PLAN – MASTER PLAN OVERVIEW

The Consortium appreciates that the development plan of the San Juan Cruise Port that is, the Cruise Port Facility referred to in this Agreement must address the following issues mentioned by Authority:

- Current condition of the existing facilities.
- Increase of the San Juan Cruise Port capacity in relation to the foreseen increase of traffic.
- Expand capacity of the San Juan Cruise Port for homeporting.
- Improving the connection and relation between the key areas the Old San Juan, the "Puerta de Tierra" and the Convention Center District.

The key element of the proposed port master plan for the San Juan Cruise Port is the re-development of the Piers 11-14 providing additional berthing and homeporting capacities.

The creation of pleasant public spaces along the Avenue Fernandez Juncos will bring improved means of connection and will initiate a dynamic of development, redeveloped urban areas for the Old San Juan, the Puerta de Tierra and the Convention Center District. The proposed master plan for the San Juan Cruise Port comprises also improved/retrofitted marine infrastructure.

These benefits outlined herein are achieved in several detailed phases. Each of the phases will result in a large growth of tourism through local touristic cultural and commercial offerings bringing higher employment, an increase in total generated revenue, optimized transportation, and an urban regeneration in the city of San Juan.

With this upgraded marine infrastructure, the San Juan Cruise Port will be fully utilized and the Consortium will be able to drive the growth and increase cruise capacity in San Juan. These marine improvements will also assist in further enhancing the connection between the existing districts of Old San Juan, Puerta De Tierra, and the Convention Centre District.
The proposed plan/project achieves the following; each of which is described in greater detail below.

- Regenerated Urban Context
- Enhanced Connectivity
- Positive Economic Impact
- Improved Visitors' Experience
- Enhanced Traffic Management
- Incorporation of Other Activities

**Regenerated Urban Context**

The proposed re-development of Piers 11-14 will serve as a catalyst for urban regeneration in San Juan, providing jobs and an attractive environment for developers. The proposed location of the new terminal building and pier (highlighted in Blue below) will help regenerate the connectivity between the waterfront and piers along the San Antonio Channel to the further Bahai Urbana Master Plan.
Enhanced Connectivity

To preserve the frontage along Piers 11-14, the Consortium proposes to re-develop this frontage within the spirit of Bahia Urbana. Re-development will include the extension of linear parks and attractive commercial uses that can be absorbed as the market returns to San Juan. These linear parks create pedestrian connectivity from the piers along the waterfront and into Old San Juan.

The ground transportation facilities developed at Piers 11-14 will enhance bus and taxi traffic management not only for the new terminal at Piers 11-14 but also at Piers 1 to 4. The bus and staging area created at Piers 11-14 will reduce drastically traffic congestion in the Old San Juan area without impact on the traffic on the Puerta de Tierra area.
Positive Economic Impact

It is anticipated that during the construction period, the project will create more than 400 local jobs. The growth in cruise passenger demand will also mean a large economic impact on the existing land uses and on employment in various sectors of the economy such as: commercial services, tourism, hotels, transportation, etc.

The improvement of the traffic, connectivity and quality of the spaces along Piers 11-14 will increase the attractiveness of the surrounding areas.
Improved Visitors' Experience

A well-defined network of linear parks and landscaped areas improve the pedestrian experience along the waterfront between Old San Juan, connecting to Piers 11-14. These new features will create a clearly identifiable corridor for the visitors to move from one part of the San Juan Cruise Port to another.

In addition to this, the Consortium will develop a communication strategy targeting the visitors by developing information kiosks at each of the piers to promote activities and tourist experiences on the island.
Enhanced Traffic Management

The Consortium will implement a traffic management plan during Pier 11-12 (Phase 1) improvements, in order to reduce existing congestion in Old San Juan and manage the traffic generated by bus, shuttles and taxis related to the Cruise business. First and foremost, the provision of ample carpark, bus staging and taxi stand-by areas on the Piers 11-14 re-development will allow the operation of the new cruise terminals without any impact of the local traffic. All the traffic and vehicle staging will be within the Concession Area and not on the public network.

Second, the Consortium will implement a proactive traffic management system and operations using the staging areas provided at the Piers 11-14. It will utilize the current 400 dedicated parking spaces in Old San Juan for Cruises, which will minimise the traffic impact in the area by containing those vehicles that do not require access to Old San Juan. The ground transportation hub at Piers 11-14 manages and curtails the amount of bus traffic movement and congestion in the Old San Juan area.

In addition to the new surface parking areas, staging areas, and curb side pick-up/drop-off areas, the new ground transportation hub will also include a rental car area for the tourist's convenience. The new curb side areas directly adjacent to the homeport terminal and port of call terminal will alleviate street side traffic from Old San Juan Pier's 1 to 4 as well as allow for a larger capacity and organized differentiation between taxis, personal vehicles, and ride-share vehicles (Uber, Lyft). These transportation improvements will make the passenger and tourist experience much more efficient and enjoyable and are the foundation for the possibility of a future multi-modal center that could be several levels high to facilitate a much greater traffic capacity.

Incorporation of Other Activities

The master plan may include the development of a small commercial village adjacent to Piers 11-12, opened to both the local community and the visitors. This commercial village may house commercial, recreational and cultural activities. To accommodate these activities, the Consortium intends to provide ground infrastructure (power, data, plumbing, drainage) only, should the commercial village be included.
New Homeport Terminal At Piers 11-12

GOAL

- PROVIDE A WORLD CLASS HOMEPORT TERMINAL CAPABLE OF HANDLING THE WORLD'S LARGEST SHIPS
- PROVIDE AN EXCEPTIONAL OPERATIONAL AND GUEST EXPERIENCE
- DESIGNED TO ENHANCE THE IMAGE OF SAN JUAN, ARCHITECTURAL, ENVIRONMENTAL, SOCIAL
- INTEGRATE INTO THE TOURISM INFRASTRUCTURE OF SAN JUAN
- PROMOTE PEDESTRIAN MOVEMENT TO AND FROM OLD SAN JUAN
- BE COMPATIBLE WITH THE APPROPRIATE ELEMENTS LEFT OVER FROM "BAHIA URBANA" INCLUDING
  - STREET DESIGN
  - CONNECTIVITY TO WATER
  - ALLOW PUBLIC ACCESS TO WATERFRONT (WHEN SHIPS ARE NOT IN)
  - PROVIDE FOR FUTURE EXPANSION
Pier 11-12
The Plan

Terminal 11-12
Pier 11-12 and Pier 13-14

Future: Commercial Village
Terminal 11-12

PHASE 2
Terminal 13-14
New Terminal
Pier 11-12

- Design site frontage to accommodate "Bahia Urbana" street cross section
- Landscaped public space along frontage
- Provide for the continuation of the sidewalk to Old San Juan (by others)
- Public access - North South Park with potential for local vendors (future)
- Gate system to allow public access to waterfront when no ships are in
Connection to the waterfront

Public Plaza / Park

Future Retail Area in the Public Plaza for Future Local Vendors to Showcase San Juan

Arrival Plaza / Garden

Gate System to Allow Public Access to Waterfront When No Ships are In
Use of compatible gates in San Francisco 27

Gates open when whips are not in

Public park and plaza at all times

Execution Version
Disappearing fence option
THE TERMINAL

- Design reflective of San Juan
- Embraces the tropical weather and atmosphere
- Warm and fun design indicative of the start and end of a vacation
- Intuitive flows
- Flexible Retail Area within the terminal building for local vendors (500 sq.m)
- Efficient
- World class operation creating a world class destination
Plans
Embarking
Upper level
Disembark-
Upper level
Disembark Ground Level
Strategies to achieve public and economic integration

- Creation of Steering Cruise Committee and Working Groups
- Transforming Cruise Terminals into a promotion platform for local businesses
  - Guest Information Center
  - Space for local artists to show their works
  - Theme days Customized packages/offer
  - Consignee area for luggage
  - Advertising spaces
  - Retail areas in the Terminal and Public Plaza showcasing local vendors and products
  - Friendly signage showing distances to each neighborhood
  - Promotion of local supplies
- Transport
  - Shuttle bus to the different neighborhoods which are far away from the terminal
  - Transfer service to the airport
  - Alternative transport modes: bikes, tourist carts, segways...with a map to discover the destination
  - Water taxi to Cataño
- Communication with the local community
- Transforming the cruise area into a new space for locals
  - Charity events
  - Exhibitions
  - Visits for schools/universities to show them how a cruise terminal works.
  - Street markets
  - Organize open days for the general public
  - Corporate events
Appendix F – Schedule 13

Guidelines Development of Pier 11-14 Uplands

The Concessionaire shall develop a Master Plan that:

1. Strengthens the connection of the waterfront, piers and terminals with the urban context (Old San Juan, Puerta de Tierra, and Convention Center District / other Authority’s properties “Surrounding Communities”)
   - The planning of new berth and terminal building and ground transport areas engages and reinforces local urban context and connectivity providing safe and direct route and access to the waterfront and landscaped open space at the Park Plaza for the local community during non-cruise times.
   - Connectivity to Old San Juan, Puerta de Tierra, Convention Centre District and the Authorities properties is fully integrated in the planning and design of the new berth and terminal building and ground transport areas at the perimeter boundary access points of the Phase One-A project to ensure that there is a seamless integration.
Appendix F – Schedule 13

Guidelines Development of Pier 11-14 Uplands

The Concessionaire shall develop a Master Plan that:

(2) **Promotes the incorporation of other activities, services and amenities in the Surrounding Communities (commercial, recreational, cultural, etc.) for the passengers/visitors to have a comprehensive “Puerto Rico Experience.”**

- Creation of Steering Cruise Committee and Working Groups - Transforming Cruise Terminals into a promotion platform for local businesses
  - Guest Information Center
  - Space for local artists to show their works
  - Themes days: Customized packages/offer
  - Consignee area for luggage
  - Advertising spaces
  - Retail area with local products
  - Friendly signage showing distances to each neighborhood
  - Promotion of local supplies

- **Transport**
  - Shuttle bus to the different neighborhoods which are far away from the terminal
  - Transfer service to the airport
  - Alternative transport modes: bikes, tourist carts, segways...with a map to discover the destination
  - Water taxi to Cataño

- **Communication with the local community - Transforming the cruise area into a new space for locals**
  - Charity events
  - Exhibitions
  - Visits for schools/universities to show them how a cruise terminal works.
  - Street markets
  - Organize open days for the general public
  - Corporate events
Appendix F – Schedule 13

Guidelines Development of Pier 11-14 Uplands

The Concessionaire shall develop a Master Plan that:

(3) Provides for additional benefits in the development, growth, maintenance and sustainability of San Juan Bay cruise terminals and piers

- Development and Growth: The repairs of the existing facilities and the addition of a new state-of-the-art Cruise terminal in pier 11-14 will allow San Juan to receive more Ships in one day and give service to the biggest ships, both in transit and Turnaround operations.

- Maintenance: the concessionaire is committed to keep the Cruise piers and facilities in good conditions and, thanks to its knowledge of the industry, to improve the facilities, infrastructure and operations constantly to adapt them to the needs of the Cruise lines.

- Sustainability: the Project contemplates two separate areas. Piers located in Old San Juan will be dedicated mainly to transit calls and luxury brands (pier 1). Piers Panamerican and 11-14, with more space for logistics, will be for Ships in homeport operations. The open Access regime will allow to diversify the clientele, give opportunities to other type of guests and benefit the local community.
Appendix F – Schedule 13

Guidelines Development of Pier 11-14 Uplands

The Concessionaire shall develop a Master Plan that:

1. Facilitates easy and safe access of passengers/visitors to the surrounding communities with pedestrian and vehicle circulation connecting the new piers and terminals to the East towards the Bahía Urbana development and to the West towards Old San Juan.
   - The design of new berth and terminal building and ground transport areas provides safe and direct route and access to the waterfront and ample landscaped open space for the local community during non-cruise times and for cruise passengers during berthing.
   - Pedestrian connectivity to Old San Juan, Puerta de Tierra, Convention Centre District and the Authorities properties is fully integrated in the planning and design of the new berth and terminal building and ground transport areas at the perimeter boundary access points of the Phase One-A project to ensure that there is a seamless integration.
   - Ample area has been provided within the ground transport area to facilitate safe, smooth and seamless vehicle circulation with connections to Old San Juan, Convention Centre District, Luis Muñoz Marín Airport and important culturally interesting and visitor destinations in San Juan.
1.1. Fernández Juncos Avenue shall be enhanced for pedestrian circulation providing for a continuous linear path "Paseo" between Old San Juan, Puerta de Tierra and Bahía Urbana. Proponent must follow the typical street section provided in Bahía Urbana Urban Design Guidelines, for the Fernández Juncos Avenue at the interface boundary within the Concession Site Area.

1.2. Create public spaces adjacent to the waterfront. These public spaces shall be located at the west side of pier 11, aligned with San Andrés street extension and at the east side of pier 14, aligned with Martín Fernández street extension.

1.3. Any proposed street network shall follow the existing Puerta de Tierra street network. Refer to the Typical Street Sections described in the Bahía Urbana Urban Design Guidelines, for each street type design, dimensions and character at the interface boundary within the Concession Site Area.

1.4. To the extent possible, provide pedestrian-public access to all site areas. Even if the site security perimeter does not allow access to visitors, it shall allow the visibility of the cruise terminal building, facilities and surrounding areas.

1.5. If any building is to be developed facing the Fernández Juncos Avenue, it shall respond to the urban context (scale, height, etc.) and incorporate the use of arcades at the street level to provide for a covered pedestrian pathway. Refer to Bahía Urbana Urban Design Guidelines.

1.6. Building use must be compatible with the existing zoning. Commercial activity shall be located facing a public street and access.

1.7. Design shall consider the potential impacts of sea level rise and extreme weather events.

Fernandez Juncos Avenue by others
The Park + Plaza => provided
No street network
But Hardscape in same spirit
Full Access Granted
(during non-berthing)
Building lower than 60 ft
(except @ Roof stair access)
Compliant with Zoning
(on December 2019)
Taken into Account
(Bldg at 7.5ft above Sea Level)
[Presentation of the new Homeport Terminal at Piers 11-12 on File – Initialed Copies too large to scan. Identical Execution copies to follow]
The following artistic renderings show the concept design for the purpose of illustration only – the renderings will be updated to conform to the 30% Design Drawings in Schedule 13 Attachment 2 of Appendix L - for complete detailed design reference please refer to the 30% Design Drawings in Schedule 13 Attachment 2 of Appendix L.
This artistic rendering shows the concept design for the purpose of illustration only – it will be updated to conform to the 30% Design Drawings in Schedule 13 Attachment 2 of Appendix L.
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Attachment 2 to Appendix F
This artistic rendering shows the concept design for the purpose of illustration only – it will be updated to conform to the 30% Design Drawings in Schedule 13 Attachment 2 of Appendix L.
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This artistic rendering shows the concept design for the purpose of illustration only – it will be updated to conform to the 30% Design Drawings in Schedule 13 Attachment 2 of Appendix L.
APPENDIX G: PAN AMERICAN PIERS WHARF STRUCTURE BUDGET

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>USD</th>
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</thead>
<tbody>
<tr>
<td>Fixed costs (Engineering, single main, demobil, equipment...)</td>
<td>15</td>
<td>5,609,103</td>
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<tr>
<td>Security, office and admin costs, installations, other costs...</td>
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<td>Demolition</td>
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<td>Grouted tie backs</td>
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<td>7,158,377</td>
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<tr>
<td>New bulkhead and bollards</td>
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<tr>
<td>Surfacing (dirt repairs, pavement...)</td>
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<td><strong>Total</strong></td>
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</table>

**Grand Total**                                      **39,362,412**

Note: Any determination of the cost of the Pan American Piers Wharf Structure Project for purposes of determining whether the condition to Closing set forth in Section 2.4(c)(ix) of this Agreement is satisfied will not include any cost of financing or any Taxes, except for the Tax line items set forth above, and all indirect costs will be reasonably allocated and not exceed the allocation, if any, set forth in the Pan American Piers Wharf Structure Budget.
APPENDIX H: PIER 3 EPIC REPAIRS

Reconstruction of two collapsed mooring dolphins at the east side of Pier 3 through the installation of 20 new steel pipe piles (10 piles per dolphin) of 30 inches in diameter and 120 feet in length on former dolphin footprints and 2 new reinforced concrete pile caps (7' H X 17' W X 21' L) (1 concrete pile cap per dolphin). Pile installation is expected to be at a rate of 1 pile per day; re-installation of 2 new steel bollards and 2 fender systems. Re-installation of 3 aluminium catwalks of approximately 5” H X 4’-5” W X 98’-103’ L. Removal from maritime bottom of collapsed structures (such as: breasting dolphins, concrete piles, steel boards, fenders and aluminium catwalks), and pile cutting at approximately 12” above seabed.

For purposes of the Excluded Liabilities of the Authority relating to the Pier 3 EPIC Repairs and described in clause (xii) of Section 3.2(e) of this Agreement, the portion of Pier 3 that is affected by the Pier 3 EPIC Repairs is that space adjacent to the east side of Pier 3 where the two collapsed mooring dolphins were located, which is now open water with submerged mooring dolphin structures.

The Concession Company acknowledges receipt of the design drawings and documents prepared by the Authority described herein.

a. Nationwide Permit Application letter dated October 23, 2019 with attachments
b. Response Letter from the USACE – Joint Permit Application (JPA-1678), dated November 20, 2019
c. Emergency Repairs to Pier 3 design drawings prepared by Integra Design Group, Date Issued – October 22, 2019
d. Construction Cost Estimate by CIMP, dated February 18, 2019
e. Design-Build Services for the Emergency Repairs of Pier 3, San Juan Puerto Rico / Bid Number 10-90/published 01-22-2020
f. Repairs for Pier No. 3, Bay of San Juan / Information Documents Feb 12 – May 15, 2019 (Original Assessment Report and Documents) by CIPM
g. Bid Book: Contract Documents and Technical Specifications Design – Build Services Emergency Repairs of Pier 3, Bid No. 10-90/2020

(i) Puerto Rico Ports Authority – Underwater Debris Removal and Disposal and Emergency Repairs to Pier 3, San Juan Bay, Puerto Rico
(ii) Emergency Repairs to Pier 3 design drawings prepared by Integra Design Group, date Issued Bid Set – October 22, 2019
(iii) Addendum No. 1 – February 18, 2020

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(iv) Addendum No. 2 – March 3, 2020
(v) Addendum No. 3 – March 5, 2020
(vi) Addendum No. 4 - March 6, 2020
(vii) Addendum No. 5 – March 12, 2020
(viii) Addendum No. 6 – March 16, 2020
(ix) Addendum No. 7 – June 3, 2020
(x) Proposal Design Build Services Emergency Repairs of Pier 3 – Del Valle Group, S.P. – June 18, 2020
(xi) Notice of the Award to Del Valle Group, S.P. – July 2020

h. Pier 3 EPIC Repairs Contract

100% Design drawings
APPENDIX I: PIER 3 DUTY FREE BUILDING

Pursuant to the Pier 3 Duty Free America Agreement between the Authority and DFA to design, develop, construct, finance a building complex and structural improvements, the Pier 3 Duty Free Building consists of the following:

(1) A Passenger Building Complex defined as the construction of a 2-floor building complex at the entrance of Pier 3 which will house a main check point and security processing facility; DFA's duty free/duty pay store and public restroom facilities at the first floor, among others. The second floor will provide an approximate 17,000 square feet of leasable space.

The main gates at the first floor of the building will be the exclusive entrance and exit ways for passengers, crewmembers, cruise ship personnel embarking and disembarking the cruise ships docked at Pier 3, including the Authority's personnel.

(2) The Structural Improvements entail the installation of two (2) new bollards at the Pier 3 facility pursuant to the OASIS positioning and mooring evaluation for the west berth at Pier 3 and an OASIS mooring Plan prepared by Sandra D. Rice, PE and approved by the Authority and Royal Caribbean Cruises Ltd. Structural improvements cannot limit the use of Pier 3 to ships presently using the facility.

The Concession Company acknowledges receipt of the design drawings and documents prepared by the Authority described herein. The further obligations of the Authority and the Concession Company in relation to the design and documents related to such Pier 3 Duty Free Building are set out in Section 4.15 of this Agreement.

(a) 40% Preliminary Drawing – Improvements to Pier No. 3, dated March 31, 2016 by Iglesias Vazquez and Associates

(b) Technical Specifications – Improvements to Pier No. 3, by Iglesias Vazquez and Associates

(c) Improvements to Pier No. 3 by Iglesias Vazquez and Associates / Full Set 100%

(d) USACE Permit (to be shared once provided by PRPA)
APPENDIX J: EXPANSION INVESTMENT PROJECTS, PHASE TWO PROJECTS
AND ADDITIONAL CRUISE PORT FACILITIES AND MODIFICATIONS
CONCESSION MORTGAGE DEBT CRITERIA

A. General.

As provided in Section 10.1 of this Agreement, the Concession Company shall be responsible for obtaining financing for the performance of its obligations under this Agreement, except to the extent provided in such Section 10.1. With regard to any Cruise Pier Improvement Project or Modification constituting a capital improvement project, the Concession Company responsibility for obtaining financing shall consist of the Concession Company’s use of Reasonable Efforts to obtain a binding commitment from Institutional Lenders for the issuance of Concession Mortgage Debt subject to the terms set forth below and in an amount sufficient to pay the applicable Cruise Pier Improvement Projects Cost (“New Debt”), and to cause the issuance of such Concession Mortgage Debt (provided that the Concession Company’s obligation for providing financing for the Initial Investment Projects shall not be limited by its use of Reasonable Efforts and shall be an unqualified obligation of the Concession Company notwithstanding anything else in this Agreement to the contrary).

In connection with the issuance of New Debt, the Concession Company shall not be required to take any action that would cause the Concession Company to violate the terms of the Concession Mortgage Debt.

B. Additional Limitations on the Requirement to Issue Concession Mortgage Debt for the Expansion Investment Projects.

The Concession Company shall only be required to issue Concession Mortgage Debt for the Expansion Investment Projects upon the occurrence of the Expansion Investment Projects Trigger Event; provided, however, that the Concession Company shall issue Concession Mortgage Debt for the Expansion Investment Projects as provided in and subject to Section 3.25(i). The additional test with respect to the internal rate of return as a requirement to issue Concession Mortgage Debt for the Phase Two Projects and Modifications set forth below shall not apply to the issuance of New Debt for the Expansion Investment Projects.

C. Additional Limitations on the Requirement to Issue Concession Mortgage Debt for the Phase Two Projects and Modifications.

In respect of the Phase Two Projects and Modifications only, the Concession Company shall be required to provide financing for any Cruise Pier Improvement Project or Modification (except to the extent provided in Section 10.1 of this Agreement), only if the Concession Company is able to raise New Debt such that the addition of the New Debt, when considered with (i) any additional equity contribution of any Equity Participant or other Person, (ii) the incremental Cruise Port Revenues forecast to be generated by the applicable Cruise Pier Improvement Project or Modifications, (iii) the inclusion of any Government Contributions funding, (iv) the change in the cost and expense of Cruise Port Facility Operations associated with the applicable Cruise Pier Improvement Project or Modification, and (v) the extension of the Term, if applicable, results in

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an internal rate of return at least equal to the internal rate of return in the Concession Company’s bid model provided to the Authority in July 2019 ("Bid Model").

In respect of Phase Two Projects this test shall be known as the “Phase Two Rate of Return Test” and shall be applied even if no New Debt is required for the Phase Two Projects (that is, even if Government Contributions are sufficient to cover the project costs), provided that the Phase Two Trigger Event and the Phase Two Rate of Return Test shall not apply with respect to the construction of the Piers 13-14 Wharf Project if the Piers 13-14 Wharf Project is constructed using Government Contributions, as provided in Section 4.12(e) and the last sentence of Section 3.24(f), except that the Phase Two Rate of Return Test may apply as provided in clause (B) of the last sentence of Section 3.24(f).

For the avoidance of doubt:

- The internal rate of return shall be assessed as at the same date (31 March, 2020) as in the Bid Model.
- The New Debt, any additional equity contribution, the incremental Cruise Port Revenues, and the change in the cost and expense of Cruise Port Facility Operations associated with the applicable Cruise Pier Improvement Project or Modification shall be the only changes permitted to the Bid Model for the purpose of this calculation.
- The Bid Model shall not be updated for actual performance of the Concession Company or the Cruise Port Facility Operations.
APPENDIX K: DESIGN CRITERIA

(a) General Criteria for new constructions

1.1.1. Water Levels

The tidal range throughout San Juan Bay is uniform and microtidal. Tidal data computed from NOAA Tide Station 9755371 and referenced to Mean Sea Level (MSL) and Puerto Rico Vertical Datum 2002 (PRVD02) indicate the mean tide range is 1.11 ft and the spring tide range is 1.57 ft.

The San Juan Bay feasibility study and environmental assessment states an expected 0.34 ft rise in sea level during a 50-year period for a low sea level rise scenario.

1.1.2. Geotechnical

Reference is made to the U.S. Geological Survey (USGS) survey map of the San Juan Quadrangle, 1977, Map 1-1010, and the below Geotechnical Survey reports;

- Soil Tech Consulting Engineers - Geotechnical Investigation Job No. 87143 Subsoil Investigation for Pier No. 4, San Juan, Puerto Rico, March 8, 1988
- Jaca & Sierra Testing Laboratories - Report of Geotechnical Exploration proposed reconstruction and improvements Pier 11, January 4, 1989
- GeoConsult - Geotechnical Report Reconstruction of Wharves Along Piers 11 to 14, December 10, 2003
- GeoConsult - Geotechnical Report Reconstruction of Wharves Along Piers 11 to 14 – Addendum 1, January 30, 2004
- GeoConsult - Geotechnical Report Reconstruction of Wharves Along Piers 11 to 14 – Addendum 2, June 18, 2004
- GeoConsult - Geotechnical Report Reconstruction of Wharves Along Piers 11 to 14 – Addendum 3, April 29, 2005

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1.1.3. Seismic


1.1.4. Design Life

Design life for the various aspects of the Cruise Pier Improvement Projects and Modifications are provided in the relevant sections below.

1.1.5. Design Codes

The standards and codes that apply or may apply to the Cruise Pier Improvement Projects and Modifications are included in Appendix A of this Schedule 13.

(b) Terminal Planning for new constructions

1.1.1. General

The guidelines as included in Section 5 of the PIANC REPORT № 152 – Guidelines for Cruise Port Facility, 2016 shall be used in designing the ground transportation areas. The ground transportation areas will also allow sufficient space to manoeuvre a forklift to

Schedule 13 – Cruise Pier Improvement Projects and Design and Build Standards
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provision a cruise vessel.

(c) Pier/Wharf (General) for new constructions

1.1.1. General

The minimum design life of new pier and wharf structures is 50 years.

1.1.2. Loads

The new pier/wharf structures at Piers 11-12 Project should be designed for each of the following load conditions, at a minimum, in order to meet the service requirements of typical vessel loading:

- Uniform loading 250 psf
- Truck loads for provisioning of the cruise vessels truck access should be considered in the design
- Point loads from cranes:
  - All Piers the design should allow for the T 340-1 and / or T 340-1 XL crane 100 tons

When designing new pier and wharf structures of Piers 11-12 Project, and any Modification that requires major repairs of the pilings of any of the piers, the following maximum design wind conditions shall be considered:

- Vessel shall leave the berth when a tropical storm system is coming. Tropical storm wind speeds are greater than > 39 miles per hour

1.1.3. Other

The Concession Company will design a utility network (potable water, sewage, electricity, communication, storm water drainage) which will connect to the existing utility network. The Concession Company will connect to the existing road and walkway paths of the existing network.

(d) Piers 11-12

1.1.1. Design Depth

The design depth is 36 feet.

(e) New Cruise Pier Buildings

1.1.1. General
The design life of the new Cruise Pier Buildings is minimum 50 years.
1.1.2. Other

- Cruise Pier Building design will comply with U.S. Customs and Border Patrol regulations.
- Consider climate change forecast.

(f) Rehabilitation Pier 4 Wharf repairs

The repairs to pier/wharf structures at Pier 4 should be designed for each of the following load conditions, at a minimum, in order to meet the service requirements of typical vessel loading:

- Rehabilitation of Pier 4 Wharf 165psf in accordance with Section 2.4(c)(viii) of this Agreement.

(g) Existing buildings

Repairs in accordance with the Puerto Rico Building Code 2018.
APPENDIX I: 30% DESIGN AND TECHNICAL SPECIFICATIONS

Except as provided in Section 4.5(f) of this Agreement, the 30% Design and Technical Specifications of the Initial Investment Projects and the Expansion Investment Projects will be developed after the Date of this Agreement and prior to Closing (other than the Piers 11-12 Project – Cruise Pier Building 30% Design and Technical Specifications, which have been Approved by the Authority as of the Date of this Agreement), and, upon their Approval by the Authority prior to Closing, will be included in this Appendix I at Closing to supplement the information on each Cruise Pier Improvement Project constituting a part of Initial Investment Projects.

Basis of Design - Building Terminal 11-12: Included in this Schedule as Attachment 1 to this Appendix I.

Design Drawings – Building Terminal 11-12: These are included in this Schedule as Attachment 2 to this Appendix I.

As of the Date of this Agreement, the design drawings for the portion of the Piers 11-12 Project identified in this Schedule 13 as Piers 11-12 – Cruise Pier Building (but not the portion of the Piers 11-12 Project identified in this Schedule 13 as Piers 11-12 – Wharf or Piers 11-12 – Uplands) have been provided to and Approved by the Authority. The portion of the Piers 11-12 Project identified in this Schedule 13 as Piers 11-12 – Wharf and Piers 11-12 – Uplands) will be developed by the Concession Company and provided to the Authority in sufficient time so that the Authority can Approve them no later than the Closing Date.

ATTACHMENTS 1: BASIS OF DESIGN – BUILDING TERMINAL 11-12

This Attachment 1 includes the Basis of Design for the Piers 11-12 Project – Cruise Pier Building referred to in Section 7 of this Schedule 13. This basis of design and related material are dated March 27 2020 and issued on April 2020.
ATTACHMENT 2: DESIGN DRAWINGS – BUILDING TERMINAL 11-12

This Attachment 2 includes the design drawings and related material for the Piers 11-12 Project – Cruise Pier Building referred to in Section 7 of this Schedule 13. These design drawings and related material are dated March 27 2020.
SAN JUAN CRUISE TERMINAL

GLOBAL PORTS HOLDING

Basis of Design - Building Terminal 11-12

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ORIGINATOR: GPH
Basis of Design Narrative
30% Design Submittal
March 27, 2020

1. Architectural outline
   1.1. Scope of work.

The design build team has been tasked with the redevelopment of various piers in the San Juan Port, Located in Puerta de Tierra Ward in the Municipality of San Juan, as part of the Expansion Investment Project (EIP) of the redevelopment, a new home port terminal will be built which shall accommodate a Category 3 (CAT 3) vessel, which has a capacity of over 6,000 passengers with 1,350 ft. length overall (LOA), and the operations shall be designed with the minimum peak-passengers throughput of 2,000 passengers per berth per hour.

The Piers are currently abandoned berth and adjacent land that has been previously used for general cargo in San Juan. The proposed Home Port will use berth Pier 11-12 outlined in green as shown on Image 2: Location of Piers 11-14
The home port will provide a strong connection to the local community and enhance the overall port experience by tying into the Bahia Urbana master plan initiative.

2. Codes

2.1 Applicable Codes

Building Code

Fire Prevention/Life Safety Code

Electrical Code
- NFPA 70: National Electrical Code® (NEC), 2017 Edition

Mechanical Code
- IMC: International Mechanical Code, 2018 Edition

Plumbing Code

Major NFPA Standards
- NFPA 10: Standard for Portable Fire Extinguishers, 2018 Edition
2.2 Local Agencies

- Puerto Rico Ports Authority (the Authority)
- US Coast Guard (USCG)
- Customs and Border Protection (CBP)
- Puerto Rico Fire Department (PRFD)
- Municipality of San Juan
- Puerto Rico Department of Natural and Environmental Resources (DNER)
- San Juan Port other Lessees and/or concessionaires
- United States Environmental Protection Agency (USEPA)
- United States Army Corps of Engineers (USACE)
- Puerto Rico Planning Board
- Permit Management Office (or OGPe by its Spanish acronym)
- Puerto Rico Central Office of Recovery, Reconstruction and Resiliency (COR3)
- Federal Emergency Management Agency (FEMA)
- United States Department of Housing and Urban Development (HUD)
- Puerto Rico Department of Housing (PRDOH)

3. Architectural Narrative:

Besides providing a world class homeport terminal capable of handling the world's largest cruise ships with a strong connection to the local community and enhanced traveler experience, the terminal has to respond to the demands of performing in a Caribbean hurricane zone. The terminal will also be designed to meet the sustainable goal of achieving LEED Silver level as a minimum through LEED BD BD+C V4.1 certification. The selection of systems, materials and operations described in the following narratives follow these stated goals.

3.1 Metals:

3.1.1 Metal Railing – galvanized steel at exterior locations, aluminum at interior locations

- Type 1: Means of egress stairs - guard railing
- Type 2: Means of egress stairs - Hand rail
- Type 3: Hand rail of Feature stair in main lobby
- Type 4: Guard rail on concourse with integrated swinging gates
• Type 5: Guard rail on VIP Terrace

3.1.b - Decorative Formed Metal
• Escalator Enclosure
• Column Covers in main lobby and covered patio
• Perforated Aluminum Metal Screen – at main entrance

3.1.c – Metal Pan Stairs
• All Stairs

3.1.d – Metal Roof Deck
• Bus drop off canopy
• Concourse canopy
• At provisioning area

3.2 Wood, Plastics and Composites

3.2 a - Interior Architectural Woodwork
• Main Lobby – information desk
• CBP Area – various locations – as required by CBP

3.3 Thermal and Moisture Protection

3.3a-Cold Fluid-applied Waterproofing

3.3c-Thermal insulation
• Polyisocyanurate _ exterior walls - R=11
• Polyisocyanurate _ Roof - R=20 min
• Tapered insulation Polyisocyanurate _ Roof - R=20

3.3d-Vapor Retarders

3.3e-TPO Roofing - single ply
• Thickness: 60 mils (1.5 mm), nominal.
• Exposed Face Color: White.

3.3f - Sheet Metal Flashing and Trim
• Applicable for entire roof surfaces and parapets.

3.3g - Roof Specialties
• Applicable for entire Roof: Copings, Roof-edge, Roof-edge drainage systems, Reglets and counterflashings.
• Anchor points and life lines.
3.3h - Applied Fireproofing
   • Sprayed Fire-resistive materials on structure.
   • No applied fire proofing for roof structure higher than 20' above finish floor level.

3.3i - Penetration Firestopping

3.3j - Joint Firestopping

3.3k - Joint Sealants

3.3l - Acoustical Joint Sealants

3.3m - Interior Expansion Joint cover assemblies

3.3n - Exterior Expansion Joint cover assemblies

3.4 Openings

3.4a - Hollow Metal Doors and Frames
   Hollow Metal Doors:
   • 1-3/4 inch doors of design indicated, not less than thickness indicated; fabricated with smooth surfaces, without visible joints or seams on exposed faces unless otherwise indicated. Comply with ANSI/SDI A250.8 and ANSI/NAAMM HMMA 867
   • Exterior Doors: Face sheets fabricated of commercial quality hot-dipped zinc coated steel that complies with ASTM A 653/A 653M, Coating Designation A60.
   • Interior Doors: Face sheets fabricated of commercial quality cold rolled steel that complies with ASTM A 1008/A 1008M.
   • Hollow Metal Frames —comply with ANSI A250.8/SDI 100.
   • Interior Frames: Fabricated from cold-rolled steel sheet that complies with ASTM A 1008/A 1008M.
   • Fire rated frames: Fabricate frames in accordance with NFPA 80, listed and labeled by a qualified testing agency, for fire-protection ratings indicated.
   • Metal Louvers: Door manufacturer’s standard metal louvers

3.4c - Access Door and frames
   • Wall and ceiling units

3.4d - Overhead Coiling Doors
   • Doors in Galvanized steel 12'-00" x 10'-00"(H) = non insulated 22 ga.

3.4e - Detention Doors and Frames
   • Doors of the hold rooms CBP

3.4f - Aluminum-framed entrances and storefront
   • Main Lobby - glazed sliding doors + means of egress
Exit doors at CBP
- Second floor: access to the concourse - glazed sliding doors
- Ground floor: Sliding doors to CBP Primary

3.4 g - Glazed aluminum curtain walls
- Main Lobby - north and west façade

3.4 h - Aluminum windows
- Windows on Intermediate Floor and Second Floor

3.4 i - Door Hardware
- All interior and exterior doors, except detention Door hardware

3.4 j - Detention Door Hardware
- Door hardware for holdrooms and interview rooms Secondary CBP

3.4 k - Mirrors
- Bathrooms
- Hold rooms and restrooms CBP secondary

3.4 l - Security Glazing
- CBP primary and secondary

3.5 Finishes
3.5 a - Gypsum Board Shaft Wall Assemblies
- Fire-resistance-rated vertical shaft and horizontal enclosures, including metal framing.

3.5 b - Non-Structural Metal Framing
- Steel framing for gypsum board and plaster partitions.
- Steel framing for gypsum board and plaster ceilings

3.5 c - Gypsum Plastering
- Gypsum plaster on expanded metal-lath, unit masonry, and concrete

3.5 d - Cement Plastering
- Portland Cement plaster (Stucco) on metal-lath, unit masonry, and concrete; exterior

3.5 e - Gypsum Board
- Interior Gypsum Board, exterior gypsum board for ceilings and soffits, and tile backing boards.

3.5 f - Ceramic Tiling
- Ceramic Tiles – sizes vary
  o Checking and waiting area
  o Floors in restrooms
3.5 g - Acoustical Tile Ceilings
  • Mineral-base tile with concealed suspension systems.
    o all offices and CBP secondary.

3.5 i - Resilient Base and Accessories
  • Resilient base and molding accessories - height 6” - Style - Cove / Outside and inside Corners: Preformed. Provide in areas in all locations without ceramic tiles and stone tiles and except CBP.
  • CBP AREA: extended cove bases, 8” high; rubber round cap strip and rubber fillet strip with a minimum radius of 3/4” at the perimeter and fixed vertical interruptions to the flooring. Provide inside and outside corner protectors of plastic approved by the flooring manufacturer.

3.5 j - Resilient Tile Flooring
  • Vinyl composition floor tile : in offices, CBP offices
  • Static-Control Resilient Flooring
  • Static-Dissipative, Solid Vinyl Floor Tile in CBP Area – Data Room: ASTM F1700, Class I (monolithic), Type A (smooth surface).

3.5 m - Exterior Painting
  • All areas

3.5 n - Interior Painting
  • All areas

3.5 o - Elastomeric Coatings
  • Pigmented, water-based, elastomeric coating for use over concrete, masonry and Stucco.

3.6 Specialties

3.6 a - Wayfinding / Signage
  • Wayfinding inside the terminal.
  • Wayfinding at the exterior side of the terminal.
  • Wayfinding on the site: bus parking, staging, drop-off zone, parking lot, provisioning area,...

3.6 b - Room-identification Panel Signage
  • Panel signs and sign systems used specifically for room identification; sometimes called 'ADA signs'.
  • Rooms CBP primary and secondary
  • Rooms in offices GPH
  • Rooms in operations offices
  • Technical rooms, restrooms, stairs, elevators, level-indications,...
  • Means of egress panel signage