

Exhibit I

Including

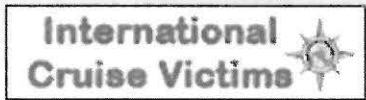
Brief summary of Steps taken by ICV and CLIA
since 2006 to final passage of CVSSA

Steps taken by ICV

1. Introduces in March of 2006 10 Point Program to Improve Safety on Cruise Ships.
2. Meetings held involving ICV with Congress, the FBI and CLIA.

Steps taken by CLIA

1. Summary of steps taken by CLIA during this period.



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<p>ICVADMIN</p> <p>Admin </p> <p>Status: Offline Posts: 1001 Date: 04:21 PM Feb 20, 2007</p>	<p>U.S. Congressional Hearings - March 7, 2006 ICV Suggestions</p> <hr/> <p>U.S. CONGRESSIONAL HEARINGS MARCH 7, 2006</p> <p><u>Suggestions Submitted By:</u></p> <p>International Cruise Victims Association, Inc.</p> <p>*** INCREASING SECURITY & PASSENGER SAFETY ***</p> <p><u>BACKGROUND CHECKS (Crewmembers/Officers)</u></p> <ul style="list-style-type: none">▪ <u>Create a MAIN database for reporting all terminated individuals/employees, ensuring that the same employee(s) will not be rehired by another cruise line.</u>a) <u>Tighter security checks and screening of all employees</u>b) <u>Although the cost of vacation cruises may increase, reliable personnel should</u> <u>be stationed on all decks and all the time.</u>□ <u>INTERNATIONAL POLICE/U.S. MARSHALLS - An International police force should be established at</u>

Post Info	TOPIC: U.S. Congressional Hearings - March 7, 2006 ICV Suggestions
	<p><u>the expense of the cruise lines, connected to Interpol or another international police organization:</u></p> <p><u>a) Such authority should not be affiliated with the cruise line or its' crew.</u></p> <p><u>b) U.S. Marshals to be present on cruise ships.</u></p> <p><u>c) When a crime is not reported to the appropriate authorities by the cruise lines, and in a timely manner, substantial fines should be imposed.</u></p> <p><u>d) All crimes must be made public - Not voluntarily, but mandatory.</u></p> <p><u>e) Require protocol for filing any form of incident and to be immediately processed through specific channels.</u></p> <p><u>SECURITY - Crime Scenes</u></p> <p>▪ <u>Certified security training and security enhancements with documented procedures</u></p> <p><u>and check-off lists in place for the following:</u></p> <p><u>Roping off/securing the crime scene</u></p> <p><u>Securing surveillance videos</u></p> <p><u>Taking pictures of the crime scene</u></p> <p><u>Avoiding physical handling of evidence</u></p> <p><u>Properly bagging and securing such evidence</u></p> <p><u>Immediately interviewing and obtaining names of witnesses</u></p> <p><u>Documenting statements and details from witnesses</u></p> <p><u>Recording time frames for each step of the investigation</u></p> <p><u>Requiring a sign-off for each step</u></p> <p><u>Distributing photos of missing passengers (Recent photos, not video)</u></p> <p><u>Inspecting all cabins and all compartments throughout the ship</u></p> <p><u>Contacting authorities immediately (Coast Guard, FBI, etc.)</u></p> <p><u>STRUCTURAL ENHANCEMENTS</u></p> <p>▪ <u>Increase the height of various places on the outside of each ship, making it difficult for passengers to go overboard:</u></p> <p><u>Higher glass walls</u></p> <p><u>Other design changes</u></p>

Post Info

TOPIC: U.S. Congressional Hearings - March 7, 2006 ICV Suggestions

VIDEO/SURVEILLANCE CAMERAS

Upgrade existing surveillance systems and increase the number of cameras:

Strategically place cameras in all areas, where passengers may frequent, i.e.

decks, outside railings, non-glass elevators, etc.

Monitor system and cameras 24/7

Ensure and install proper lighting for image quality

Require daily inspections and monitoring to ensure proper functionality

ACCESS/SECURITY BRACELETS

▪ **Bracelets to be issued just prior to boarding the ship:**

a) **Designed to include microchips**

b) **Worn by passengers throughout the entire cruise (onshore & offshore)**

c) **Bear the name of the ship and identifying each passenger; thus, if an individual is missing, falls overboard, etc., their location will be detected (similar to those on house arrest, microchips for our dogs, our children, and our vehicles).**

q **MISSING or OVERBOARD PASSENGER(S)**

▪ **When a passenger is reported missing/overboard, the ship must stop immediately and complete a search:**

a) **Rail alarms to go off if an individual should go overboard.**

b) **Station 24/7 lifeguards on each side of the ship's decks.**

c) **Require a full accounting of the # passengers who board vs. exit**

NOTE: The airlines do not permit someone to be missing from their seat on an

aircraft without accountability, and flights are only for hours, not days.

□ **RAPE KITS/RAPE REPORTING** ▪ **Rape kits MUST BE available on all ships:**

Post Info	TOPIC: U.S. Congressional Hearings - March 7, 2006 ICV Suggestions
	<p><u>a) Doctors, who have a license to practice medicine, must be available 24/7.</u></p> <p><u>b) No requests should be refused or taken lightly.</u></p> <p><u>c) Written documentation to be provided, signed, and issued to the patient.</u></p> <p><u>q EXCURSIONS – SOLD & PROMOTED</u></p> <ul style="list-style-type: none">▪ Cruise lines have selected specific on-shore companies for passenger excursions from which they obviously receive promotional revenue/commission:<ul style="list-style-type: none">a) Since the cruise lines select and promote various excursions, they should be held accountable for the safety of their passengers, who purchase such excursions through them.b) Weather conditions should be verified, prior to allowing passengers to purchase excursions, such as sightseeing tours, scuba diving adventures, water-skiing etc. <p><u>q CRUISE LINES' ACCOUNTABILITY & U.S. CONGRESS INTERVENTION</u></p> <ul style="list-style-type: none">▪ Legislation changes must be made to hold cruise lines accountable for the safety of U.S. Citizens <p>Maritime Law was intended to protect countries and jurisdictions during wartime and boundaries of these countries. It was NEVER the intent for individual cruise line companies to hide under this Law and not be held accountable.</p> <ul style="list-style-type: none">▪ Cruise lines need to acknowledge the following:<ul style="list-style-type: none">a) Agree to move forward with Congress to make changes for the safety of all passengers, as the cruise line industry continues to become the number one vacation preference for many thousands of people.b) Create consequences that are stricter for those who engage in foul play and for those who dismiss it, including these cruise ship companies, which are just shrugging their shoulders at the expense of so many families. <hr/> <p>Admin</p>

HEARINGS CONDUCTED BY THE House and Senate

Concerning cruise line safety

House Hearings

December 13, 2005

JOINT HEARING OF THE SUBCOMMITTEE ON NATIONAL SECURITY, EMERGING THREATS AND INTERNATIONAL RELATIONS AND THE SUBCOMMITTEE ON CRIMINAL JUSTICE, DRUG POLICY AND HUMAN RESOURCES OF THE HOUSE GOVERNMENT REFORM COMMITTEE

March 7, 2006

SUBCOMMITTEE: NATIONAL SECURITY, EMERGING THREATS, AND INTERNATIONAL RELATIONS

March 27, 2007

SUBCOMMITTEE ON COAST GUARD & MARITIME TRANSPORTATION

September 19, 2007

US Senate Hearing

SUBCOMMITTEE ON COAST GUARD & MARITIME TRANSPORTATION

June 19, 2008

SURFACE TRANSPORTATION AND MERCHANT
MARINE INFRASTRUCTURE, SAFETY, AND SECURITY SUB-COMMITTEE

MEETINGS BETWEEN ICV AND CLIA TO DISCUSS REFORMS

July 26, 2007

August 13, 2007

November 19, 2007

April 17, 2008

MEETINGS BETWEEN THE FBI AND ICV

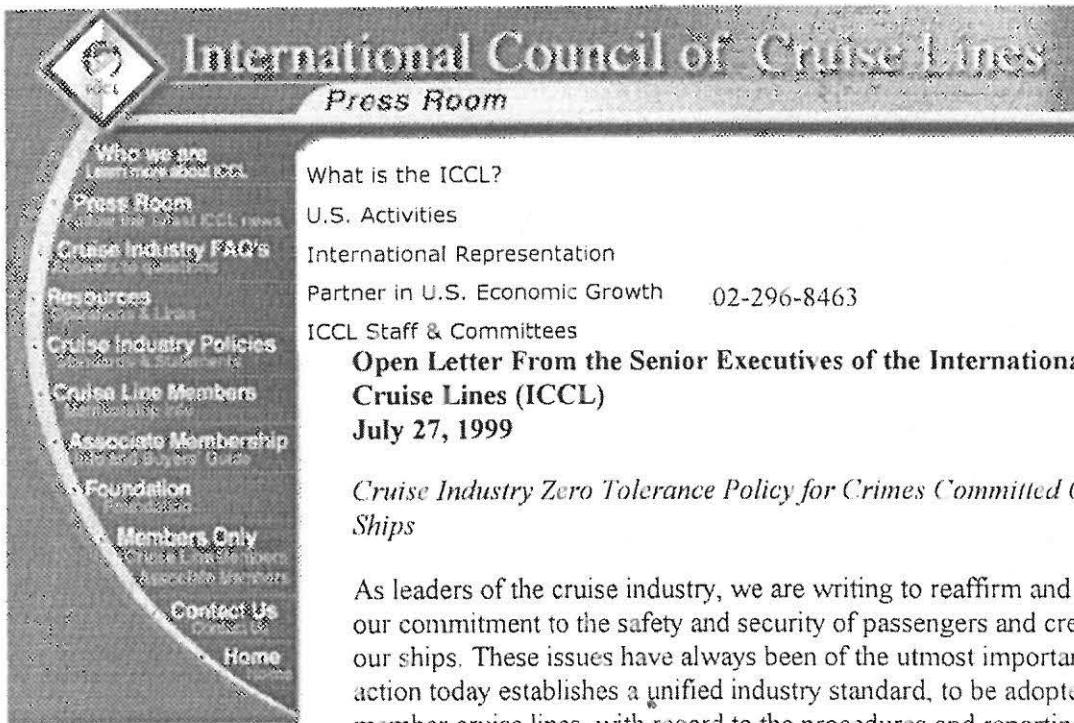
June 2006

July 2007

April 2011

Steps Taken by the Cruise Line Industry

1. Signed agreement with the Coast Guard and FBI concerning the reporting of crimes one day before Congressional Hearing on March 27, 2007. In fact, this agreement was only concerning the form to be used, since they had agreed in their *Zero Tolerance for Crimes* agreement in 1999 to report all crimes. See attached.
2. At the request of the House Committee, met with ICV Representatives to discuss 10-Point Plan but reached no agreement.
3. Tried to form their own group, made up of ICV members to counter ICV. See attached.
4. Developed a relationship with the *Family Assistance Foundation* to teach compassion to employees. See attached comments from Senate Testimony.
5. Were asked to present to the House Committee on December 19, 2007 what they were willing to commit to as far as changes to safety rules. Their report failed to make any commitments, plus made inaccurate statements concerning crimes rates.
6. Again in the June 2008 Senate hearing, they were asked to work with the committee to agree to make safety changes. Again, failed to accept changes.
7. June 27, 2008 legislation introduced by Rep. Matsui and Sen. John Kerry. This legislation passed in July of 2010.



The image shows a navigation menu for the ICCL Press Room. It includes links for 'Who We Are', 'Press Room', 'Cruise Industry FAQs', 'Resources', 'Cruise Industry Policies', 'Cruise Line Members', 'Associate Membership', 'Foundation', 'Members Only', 'Contact Us', and 'Home'. The menu is styled with a dark background and white text, with some items highlighted in a lighter color.

Site Search

International Council of Cruise Lines Press Room

What is the ICCL?

U.S. Activities

International Representation

Partner in U.S. Economic Growth 02-296-8463

ICCL Staff & Committees


Open Letter From the Senior Executives of the International Council of Cruise Lines (ICCL) July 27, 1999

Cruise Industry Zero Tolerance Policy for Crimes Committed Onboard Ships

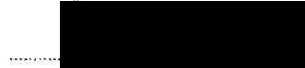
As leaders of the cruise industry, we are writing to reaffirm and strengthen our commitment to the safety and security of passengers and crew onboard our ships. These issues have always been of the utmost importance to us. Our action today establishes a unified industry standard, to be adopted by all member cruise lines, with regard to the procedures and reporting requirements that apply to crimes committed onboard ships.


This policy establishes a single industry standard that requires allegations of onboard crime be reported to the appropriate law enforcement authorities which, for vessels calling on U.S. ports or crime involving U.S. citizens, would include the Federal Bureau of Investigation.

In summary, our companies, and our industry as a whole, have zero tolerance for crimes committed on our vessels. If crimes do occur, the appropriate law enforcement authorities will be called in to investigate and prosecute to the fullest extent of the law. We will continue to cooperate with the authorities to ensure that perpetrators of crime are brought to justice.


Micky Arison
Chairman and CEO, Carnival Corporation
Chairman, ICCL


Richard Fain
Chairman and CEO, Royal Caribbean Cruises Limited


Peter Ratcliffe
President, Princess Cruises


Joseph Natanson
President, Crystal Cruises

2111 Wilson Boulevard, 9th Floor, Arlington, VA 22201
P: 800.593.3336 • F: 703.522.9463 • F: 703.522.3611 • E-mail: info@iccl.org



June 25, 2007

Dear Passengers and Families:

Cruise Lines International Association (CLIA) and its member lines have been actively listening to and learning from the survivors and family members of tragic incidents that have occurred on board international passenger ships. You have indeed taught us so much. These are lessons that we are applying to our operations and efforts not only within each cruise line but across the industry and the 175 cruise ships operated by CLIA member lines throughout the world.

The Family Assistance Foundation has been working with cruise lines, CLIA and victims to help develop victim and family assistance programs that meet not only the physical needs but emotional ones as well. CLIA believes we have much progress to report and is developing solutions to hopefully meet many of your concerns. We would like to continue this dialog with you in person to develop additional positive solutions.

On behalf of the Family Assistance Foundation and the 23 member lines of CLIA, we invite passengers and family members of cruise incidents to attend a meeting to discuss ways to collaborate for positive change. The Foundation will help shape an agenda. Potential dates for this meeting are August 13-15, 2007. The location will be in South Florida and CLIA will organize travel for those who are going to participate.

We want to emphasize that the focus of discussions will not be on the details of specific incidents, but rather on security and guest care changes you feel are necessary. Therefore, to keep this process open and candid, we believe it is important to exclude lawyers or media representatives from this meeting. Attendance of such persons would serve to inhibit the kind of openness that we all need for this process to achieve our common goals.

We hope that you are able to join us for this important meeting. Confirmation of dates and travel details will be forthcoming.

Kind regards,

Terry Dale
President & CEO
Cruise Lines International Association

CORPORATE HEADQUARTERS: 910 SE 17th Street, Suite 400 | Fort Lauderdale, FL 33316 | TEL: 754-224-2200 | FAX: 754-224-2250
WASHINGTON DC OFFICE: 2111 Wilson Boulevard, 8th Floor | Arlington, VA 22201 | TEL: 703-522-8463 | FAX: 703-522-3811



December 19, 2007

The Honorable Elijah Cummings
Chairman
House Transportation & Infrastructure
Committee on Transportation and Infrastructure
Subcommittee on Coast Guard and Maritime Transportation
2165 Rayburn House Office Building
Washington, DC 20515

Dear Mr. Chairman:

The Cruise Lines International Association (CLIA) is pleased to submit the following 90-day report which identifies the industry's work to improve passenger security and passenger care programs. Considerable progress has been made as a result of the discussions and meetings we have had with the survivors and law enforcement officials.

During the past three months, we have worked closely with cruise survivors and their family members and we value their participation. As you indicated during the last hearing, we all share a common goal of providing a safe cruise vacation.

The progress you will see builds upon this industry's long-standing commitment to ensure the safety and security of our passengers. The efforts of CLIA's Security Committee, which has met approximately every 60 days over the past 10 years to discuss security practices and procedures as well as emerging port security matters, illustrates this commitment. These meetings, which include Federal officials, have resulted in important and substantive practices that in some cases have been adopted as US policy and mandated for use by other cruise lines.

In the last decade nearly 100 million passengers have sailed on CLIA vessels and the experience for the overwhelming majority of these guests has been very positive, as well as very safe. The FBI testified during your September hearing that, based upon the FBI's own analysis of incidents occurring on cruise ships, a passenger on a cruise ship has less than a .01 percent chance of being a victim of an alleged crime. We are proud of this record, but our goal must be to prevent even one criminal incident on a cruise ship. As I said at the hearing in September, one tragedy is one too many.

The Honorable Elijah Cummings

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WASHINGTON DC OFFICE: 2111 Wilson Boulevard, 8th Floor · Arlington, VA 22201 · TEL: 703-522-8463 · FAX: 703-522-3811
www.cruising.org



December 19, 2007

Results in Brief

Based on the FBI's own analysis, there is less than a .01 percent chance that a cruise ship passenger will become the victim of an alleged crime while on a cruise vacation.

Despite this impressive record of safety, the cruise industry continues to strive to improve security for our passengers. We are aware that some guests have experienced incidents that range from unpleasant to tragic. As an industry, we have focused on ways to eliminate such events and, when necessary, how to respond effectively and appropriately.

For example, when a van on a land-based tour in Chile crashed killing 11 of its occupants, the cruise line stepped in to offer financial, emotional, and medical assistance to the surviving cruise line passenger who had lost his wife in the accident. As he testified before Congress, "they thought of things that I was in no condition to think of.... I will be eternally grateful for their humanity, compassion, and thoughtfulness."

We recognize, however, that there have been instances where tragic events have not been handled well and where passengers have been displeased with a cruise line's actions or inactions. Those individuals have provided an invaluable service to the industry by offering suggestions for improving passenger security and care.

On behalf of the cruise industry, the Cruise Lines International Association (CLIA) has compiled the list of 82 recommendations received to date from those survivors and family members. (*Appendix I*)

Of these 82 recommendations, nearly half have been or are being implemented.

Examples of these include:

- the expanded use of new surveillance technology;
- enhanced crew member security and sensitivity training;
- increased guest services for passengers who experience significant personal trauma and the assignment of female personnel to assist in complaints of sexual assault; and
- installation of peepholes in cabin doors in new-construction vessels (as well as pursuing the retrofitting of existing doors where permissible under fire safety codes).

Background

Congressional Oversight

Over the last two years, Congress has held four hearings into the issue of passenger safety aboard cruise ships:

- On December 13, 2005, a joint hearing on International Maritime Security was held before the Subcommittee on National Security, Emerging Threats and International Relations and the Subcommittee on Criminal Justice, Drug Policy and Human Resources of the U.S. House of Representatives Committee on Government Reform;
- On March 7, 2006, a hearing entitled "International Maritime Security II: Law Enforcement, Passenger Security and Incident Investigation on Cruise Ships" was held by the Subcommittee on National Security, Emerging Threats, and International Relations Subcommittee;
- On March 27, 2007, a hearing on "Crimes Against Americans on Cruise Ships" was convened by the Subcommittee on Coast Guard and Maritime Transportation of the U.S. House of Representatives Committee on Transportation and Infrastructure; and
- On September 19, 2007, the Subcommittee on Coast Guard and Maritime Transportation held a hearing on "Cruise Ship Security Practices and Procedures."

At the conclusion of the hearing on September 19, 2007, Chairman Elijah Cummings requested that the industry submit to the Subcommittee a 90-day report of industry progress and accomplishments.

Role of Survivors

Industry and Federal law enforcement and regulatory agencies have testified to the fact that despite some recent unfortunate events, the passenger safety record of the cruise industry is very strong. The FBI testified during the September 19 hearing that there was less than a .01 percent chance that a cruise ship passenger would be the subject of an alleged significant crime.

The cruise ship industry has acknowledged shortcomings in certain cases where a tragic event has occurred and it has pledged to improve performance. There has been extensive and unprecedented dialogue between the cruise industry and survivors – no other hospitality or transportation industry has undertaken the kind of interaction with survivors or families of victims that is seen with the cruise line industry. For example:

- In May 2007 the cruise line industry co-sponsored the Family Assistance Foundation Symposium in Atlanta;



U.S. Department of Justice

Federal Bureau of Investigation

Washington, D. C. 20535-0001

April 4, 2008

[REDACTED]

Dear Mr. Carver:

Reference is made to your letter of March 18, 2008, in which you expressed concern with statistical information submitted by the Cruise Lines International Association (CLIA) to Senator Joe Simitian, Chair of the Senate Environmental Quality Committee, in opposition to Senate Bill 1582, pertaining to crime rate data on cruise ships.

The CLIA statement to which you refer attributes statistical data to the FBI reportedly based on Congressional testimony given by Deputy Assistant Director Hernandez on September 19, 2007 before the Subcommittee on Coast Guard and Maritime Transportation. Please be advised that the FBI did not submit nor testify before the Subcommittee in regards to the statistical data reported by CLIA.

In preparation for referenced testimony, the FBI reported to the Subcommittee that between April 01, 2007, and August 24, 2007, 207 criminal incidents were voluntarily reported to the FBI by CLIA. The FBI did not present an interpretation of this data to the Subcommittee.

Thank you for bringing this matter to our attention and please be aware that the FBI will also provide this clarification to CLIA.

Sincerely,

[REDACTED]

Thomas A. Nunemaker
Section Chief
Criminal Investigative Division

Mr. Carver: May I make a comment?

Senator Kerry: Sure.

Mr. Carver: In this report, which CLIA presented to the House of Representatives -- three times in this report, they indicate -- the FBI, right on the first page, says their analysis -- the FBI's analysis of crimes occurring on the ship says they're .01 percent. That's what they say. They go on to say, in bold letters on page 3, "Based on the FBI's own analysis, there's less than a .01-percent chance of a cruise ship that'll become a victim of a crime." And they repeat that a third time. Well, that statement was not true.

So, I went to the FBI, because when they went to California they said exactly the same thing and publicized that to all the congressional people. So, I have here a letter, which is in your documents, from the FBI, which, in effect, says, "Please be advised that the FBI did not submit, nor testify before the subcommittee, in regards to the statistical data reported by CLIA. Thank you for bringing this matter to our attention. And please be aware that the FBI will also provide a clarification of this data." Plus, the FBI says that data is reported on a voluntary basis, it's not mandatory. So, the claim that they kept making in this report, saying, "We do not need legislation" keeps referring to the FBI, and the FBI made no such claim. They're the only ones that could really come up

with a crime rate, so I found it rather -- in New York City there's a term for it, "chutzpah," that they would keep referring to FBI crime data that, in effect, the FBI said they did not submit.

Senator Kerry: Now, let me -- I'm going to turn to Senator Lautenberg in a moment here -- let me just -- Mr. Fox, if I could ask you -- if you could return, sort of, to your seat -- what we're going to do is follow up with you. I don't want to get -- we've got a lot of territory to cover on, sort of, what the remedies are and how we proceed. But, we are going to submit some questions in writing, and we'd like you to be able to answer those to, sort of --

Dr. Fox: May I take 30 --

Senator Kerry: -- establish a baseline.

Dr. Fox: -- seconds to clarify something?

Senator Kerry: Sure, 10 seconds.

Dr. Fox: Thank you.

Mr. Klein talked about the robbery and theft. The earlier number was robbery, the later number was the theft count, not the same, and the 100-fold increase was -- he switched from one crime to the other.

As far as this .01, that is the probability of a rape occurring in a one-week period of time on a cruise ship. It is not meant, never has meant -- and I'm not sure who decided to put it in there -- it's not meant to compare to an annual rate on a -- on land.

Transcript of Senate Hearing - Family Assistance
Foundation 6/19/2008

Senator Kerry: -- you see the confusion here, don't you, Mr. Dale? I mean, it seems to me that we're sort of in a limbo, in a kind of murky area here. And the question that I would ask, which I think a lot of people are asking -- Mr. Carver and others -- is -- and I think it's sort of leaping out at me -- Why not work with us and try to codify something that works for you, works for people, so there's a real process and procedure in place? Because right now there isn't. There is really an absence of a clarity to the jurisdictional question.

Mr. Dale: Well, we do have a process in place, and we've worked with the FBI in creating, "What do initial responders do?" making sure that have a female assistant immediately brought to that individual who is in need, so that her needs are emotionally and physically being taken care of. So, there is a process and a structure --

Senator Kerry: That person was --

Mr. Dale: -- at the --

Senator Kerry: -- trained where and how?

Mr. Dale: Many of our cruise-line members have developed a partnership with the Family Assistance Foundation, Dr. Carolyn Coarsey --

Senator Kerry: Are they --

Mr. Dale: -- is the head of that.

Senator Kerry: -- in the guest-care services department?

Mr. Dale: Yes, they are. And --

Senator Kerry: But, guest-care services is quite different from law enforcement process, you know, a victim witness assistance. I started --

Mr. Dale: Right.

Senator Kerry: -- one of the first victim witness programs in the country when I was managing one of our ten largest DA's offices, and we -- you know, we were breaking new ground on how you do this. And it's enormously complicated, and it's not a guest-care service, it's a law enforcement role.

Mr. Dale: Well --

Senator Kerry: I mean, the question is whether or not we would be better off having a very specific set of requirements about jurisdiction and enforcement which would act as a deterrent. It seems to me it would only help the cruise industry for people to know there's -- you know, this is not an invitation place to come and commit a crime because there's an absence of protocol and procedure, this is a place where there's a very clear and strict standard of expectations of what happens if a crime is committed.